

BOSTON REDEVELOPMENT AUTHORITY  
URBAN RENEWAL PLAN  
CHARLESTOWN URBAN RENEWAL AREA

Project No. Mass. R-55

February 25, 1965

APPLICATION FOR LOAN AND GRANT  
PART I: FINAL PROJECT REPORT  
PROJECT NO. MASS. R-55

BINDER NO.

Charlestown Urban Renewal Area  
Boston Redevelopment Authority  
Boston, Massachusetts

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EXHIBIT A: PERIMETER BOUNDARIES OF PROJECT AREA

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That certain tract of land, referred to as the Charlestown Urban Renewal Area, situated in the City of Boston, County of Suffolk, and Commonwealth of Massachusetts, and bounded generally as follows:

Beginning at a point which is described by the intersection of the southwesterly property line of W. F. Schraffts & Sons at 529 Main Street, and the Service Road at Sullivan Square;

Thence proceeding in a southeasterly direction paralleling the southwest face of W. F. Schraffts & Sons Factory to intersect with the southerly sideline of the B & M Railroad right-of way;

Thence turning and running in a generally easterly direction by various courses and distances along the southerly sideline of the Boston & Maine Railroad right-of-way to the easterly sideline of "A" Street;

Thence turning and running in a southwesterly direction along the easterly sideline of "A" Street to Medford Street;

Thence turning and running in an easterly direction along the northerly side of Medford Street to Terminal Street;

Thence turning and running in a generally northeasterly direction along the westerly side of Terminal Street to the B & M Railroad right-of-way;

Thence turning and running in a generally northeasterly direction along the southeasterly sideline of the B & M Railroad right-of-way;

Thence across the B & M Railroad right-of-way to the easterly property line of Wiggin Terminals, Inc., 50 Terminal Street;

Thence turning and running in a generally northeasterly direction along the easterly property line of said Wiggin Terminals, Inc., to the Mystic River U. S. Pierhead Line;

Thence turning and running in an easterly direction along the Mystic River U. S. Pierhead Line to a point intersecting with the extended westerly sideline of property of the U. S. Gypsum Company, 600 Chelsea Street;

Thence turning and running in a southwesterly direction along the westerly sideline of the said U. S. Gypsum Company property to the southerly sideline of said property;

Thence turning and running in a generally easterly direction along the southerly sideline of said U. S. Gypsum property to the easterly sideline of Chelsea Street;

Thence turning and running in a generally southwesterly direction along the easterly sideline of Chelsea Street to the northerly sideline of U. S. Navy Yard Gate No. 4;

Thence turning and running in a generally southeasterly direction along the extension of the northerly sideline of said Gate No. 4 to the intersection of 2nd Avenue;

Thence turning and running in a generally southwesterly direction along the westerly sideline of 2nd Avenue to a point intersecting with the extended southerly sideline of 3rd Street;

Thence turning and running in a generally southeasterly direction along the southerly sideline of 3rd Street to the westerly sideline of 1st Avenue;

Thence turning and running in a generally southwesterly direction along the westerly sideline of 1st Avenue to U. S. Navy Yard Gate No. 1;

Thence turning and running across Water Street to the easterly sideline of Gate No. 1;

Thence turning and running in a generally southwesterly direction along the easterly sideline of Water Street to the northerly property line of Massachusetts Port Authority Hoosac Pier No. 1;

Thence turning and running in a generally southeasterly direction along the northerly property line of Massachusetts Port Authority Hoosac Pier No. 1 to a point intersecting the easterly property line of said MPA Hoosac Pier No. 1;

Thence turning and running in a generally southwesterly direction by various courses and distances along the easterly property line of said MPA Hoosac Pier No. 1 and the U. S. Pierhead Line and the Massachusetts Harbor Line extended to the Boston-Cambridge city boundary line;

Thence turning and running in a generally northwesterly and westerly direction by various courses and distances along the Boston-Cambridge city boundary line to the intersection with the Boston-Somerville city boundary line;

Thence turning and running in a generally northerly direction along the Boston-Somerville city boundary line to a point which is the intersection of the Boston-Somerville city boundary line and the northwesterly sideline of property now or formerly owned by Food Centre Wholesale Grocery, Inc.;

Thence turning and running in a northeasterly direction along the northwesterly sideline of said property now or formerly owned by Food Centre Wholesale Grocery, Inc., and across the B & M Railroad right-of-way to a point on the northeasterly sideline of said right-of-way;

Thence turning and running in a southeasterly direction along the northeasterly sideline of said B & M Railroad right-of-way to a point which intersects the extended northwesterly sideline of Street "A";

Thence turning and running in a generally northeasterly direction along the extended northwesterly sideline of Street "A" to a point which is the intersection of the northwesterly sideline of Street "A" and the southwesterly sideline of Rutherford Avenue;

Thence turning and running in a generally northwesterly direction along the southwesterly sideline of Rutherford Avenue to Cambridge Street;

Thence turning and running in a generally northeasterly direction across Rutherford Avenue and the Service Road at Sullivan Square to a point which is the intersection of the northerly property line of W. F. Schraffts & Sons property at 529 Main Street, and the Service Road at Sullivan Square, which is the point and place of beginning.

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URBAN RENEWAL PLAN

Charlestown Urban Renewal Area  
Boston Redevelopment Authority  
Boston, Massachusetts

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CHAPTER I: DESCRIPTION OF PROJECT

SECTION 101: Project Boundaries are shown on Map 1:  
Property Map and Perimeter Boundaries, enclosed.

SECTION 102: Project Boundary Description:  
Exhibit A enclosed.

CHAPTER II: OBJECTIVES

SECTION 201: Basic Goals

The basic goal of urban renewal action in the Charlestown Area is to stimulate and to facilitate public, private and institutional development efforts in the area in such a way as (1) to preserve the neighborhood, (2) to assure the public health and safety, (3) to strengthen the physical pattern of neighborhood activities, (4) to reinforce the fabric of family and community life, and (5) to provide a more wholesome framework of environmental conditions better suited to meet the requirements of contemporary living.

SECTION 202: Specific Planning and Design Objectives

1. Expansion of the Residential Community

The purpose of this plan is to strengthen Charlestown as a residential community. Planning actions should treat directly those factors causing the post-War housing decline, should provide new and varied housing opportunities to check and reverse such trends, should stabilize housing values, and should provide optimum opportunity for, and inducement to, residential rehabilitation. Planning actions should include the following:

- A. The reclamation of land which had been predominantly residential in use, but which has become mixed in use to the detriment of the residential uses. These areas occur generally at the edges of the residential community, and are found particularly between Main Street and Rutherford Avenue, and along Medford Street. Consistent with the residential emphasis of this plan, three major sites and several small ones should be reclaimed for residential, or residential related use.
- B. The acquisition of deteriorated structures, abandoned buildings, properties seized for non-payment of taxes, and underutilized vacant lots, as sites for new private residential construction, for related public or recreational use, and for limited local parking use.
- C. The reclamation of land which, though not in mixed use, either is adjacent to or related to residential uses, is not separated by suitable barriers, presents a barrier to desirable natural features, or is otherwise marginal, for residential and related uses. Such an area surrounds the Little Mystic Channel. This area should be redeveloped as a major new housing site with adjacent community-serving recreational areas. Development of this site should make possible access to and use of the waterfront areas by all residents of Charlestown.
- D. The design of new housing should be consistent with Charlestown's existing scale, building materials, and historic character. It should be consistent with the needs of moderate income families and generally reflect the needs of present and future Charlestown residents. A variety in housing types is desired, and opportunities for owner-occupied development should be provided. Housing design objectives apply both to the development of larger sites and to the design of individual housing elements. Particularly for larger sites design attention should be paid to the provision of adequate parking areas and to open areas for planting and recreational uses. Appropriate local commercial facilities should be added to serve these larger sites. For smaller individual residential parcels on existing residential streets, parking and open areas may be infeasible on such parcels. Where this is the case, attention should be given to using available sites in the immediate vicinity for block parking needs and as open space for recreational and other purposes.
- E. New public facilities, project area improvements, and new developments, should be programmed in a way to serve as an incentive for rehabilitation and to retain the residential nature of the area. Public actions should also include technical assistance and encouragement to homeowners for residential rehabilitation.

## 2. Compatible Relation Between Local and Regional Transportation

Charlestown is in the transportation corridor connecting downtown Boston with the northerly and western parts of the region. The separation of local and regional transportation systems is essential to the development of residential, institutional, industrial and commercial opportunities. The new major street systems and the revised internal street systems should separate regional and local traffic. In general, through traffic should be directed to the periphery of the residential area and discouraged on interior residential streets. The following specific actions should occur:

- A. Rutherford Avenue should be improved and relocated to improve the north-south flow of traffic to and from downtown Boston.
- B. Lines of traffic to various destinations in the City Square area should be separated from each other. Chelsea Street, Lowney Way, and Water Street should be tied into a circular system to handle the increased flows anticipated upon completion of the Inner Belt system and the new bridge systems over the Charles River.
- C. By redesign of streets, change in direction of traffic flow, and control of traffic signals, through traffic should be discouraged on the major north-south residential streets. The elevated rapid transit facility over Main Street must be removed to eliminate the major residential blighting influence in the area and to enable the street to be redesigned for improved traffic flow. New rapid transit service should be provided along the railroad right-of-way south of the Massachusetts Bay Community College site. Bus routes should connect with the new MBTA stations and with downtown Boston.

## 3. Compatible Relation Between Local and Regional Land Uses

The present mixture of incompatible land uses should be corrected. The greatest number of these occur along the edges of the residential community, and it is here that strong action should be taken to separate residential from non-residential uses. Within the residential district divergent uses should be discouraged. The following specific actions should occur:

- A. Rutherford Avenue should be relocated to separate industrial areas from new housing and to define the boundaries of the new shopping center and the new Community College.
- B. At the northerly residential boundary, Medford Street should separate residential from other uses. Upon development of the Little Mystic Channel area for residential and recreational use, Terminal Street will form the natural boundary of the residential area. Upon the development of industrial and waterfront facilities to the north of Terminal Street, attention should be given to extending Terminal Street in a southwesterly direction to connect with Chelsea Street in order that appropriate access to the industrial and waterfront development can occur and be separated from internal residential streets.

## 4. New Community Facilities

Charlestown's public facilities must be renewed in order to attract the new residential development essential to meeting the objectives of the plan and in order to encourage large-scale residential rehabilitation. New community facilities, therefore, must be provided throughout the Charlestown district. Such facilities should include the following:

- A. New elementary schools should be constructed to replace old, obsolete, or abandoned school buildings. Because of Charlestown's topography and tradition, a number of elementary school sites readily accessible to children should be provided.



- B. New fire stations should be constructed to replace obsolete or abandoned ones. New stations should be strategically located with respect to local street systems. Traffic signal control should be integrated with Fire Department control.
- C. The new major recreational area at the Little Mystic Channel should be for all age groups. Smaller recreational areas should be provided throughout the residential district for various age groups.
- D. The major shopping area programmed between the old Thompson Square and the Prison Point Bridge should provide opportunities for shopping, entertainment and recreational use. It should serve both pedestrian and vehicular traffic and should include, where possible, opportunities for sharing facilities such as parking, with neighboring users. Local shopping permitted in other areas of the district should be restricted to local use and should not be designed to encourage regional users.
- E. The Massachusetts Bay Community College shall provide low cost higher education for Charlestown residents and other persons in the region using the improved mass transit and highway facilities. Evening classes will be offered to those persons who are working and cannot attend full-time day sessions of the College. It is contemplated that the College will sponsor lecture series and other adult education events that will be open to local citizens and that some community use of lecture halls, libraries, and athletic fields will take place.

The design of the College should minimize the adverse effect of excessive vehicular traffic upon the community by emphasizing rapid transit accessibility, and by limiting vehicular access to controlled access points. Structural and landscaping elements should enhance the site, and be of a scale and nature appropriate to the new housing and commercial areas to be developed nearby, and the historic residential nature of the Charlestown district.

##### 5. General Improvement of Environmental Conditions

It is essential that City facilities including streets, lighting, and utility systems be modernized in order that new development and rehabilitation can be encouraged. Because the major residential treatment is rehabilitation, careful attention should be given to the design of such facilities. All such new facilities should respect Charlestown's existing structural scale and character.

CHAPTER III: PROPOSED RENEWAL ACTIONS

SECTION 3C1: Proposed Types of Renewal Actions.

Proposed types of renewal actions within the Project Area consist of a combination of clearance and redevelopment activities; changes in land use; provision of public improvements and public facilities; construction of the Massachusetts Bay Community College; construction of a new rapid transit facility in order to permit thereby the removal and dismantling of obsolete and blighting rapid transit structures; rights-of-way and utilities changes; zone district changes; and rehabilitation activities.

SECTION 3C2: Clearance and Redevelopment Activities.

Clearance and redevelopment activities will include: (1) the acquisition of real property; (2) the management of acquired property; (3) the relocation of the occupants thereof; (4) clearance of land and buildings; (5) the installation, construction, and reconstruction of improvements; and (6) the disposition of land and other property for uses in accordance with the building requirements, land use and other provisions of the Urban Renewal Plan.

SECTION 3C3: Rehabilitation Activities.

Rehabilitation activities may include, but are not limited to: (1) the systematic enforcement of rehabilitation standards, set forth in Chapter VIII; (2) the provision of technical assistance to facilitate rehabilitation; (3) the undertaking of rehabilitation demonstrations; (4) the acquisition and disposition of real property for rehabilitation in accordance with the land use requirements and rehabilitation standards set forth in the Plan; (5) the acquisition, retention, management, rehabilitation, disposition or clearance of real property which is not made to conform to the rehabilitation standards of the Plan.

SECTION 3C4: Public Improvements.

Public improvements will include, as necessary, the abandonment, provision, improvement, extension, construction, reconstruction, and installation of public buildings, open space, rights-of-way, mass transit facilities, streets, and utilities such as water, sewers, traffic and street lighting systems, and police and fire communication systems, in order to carry out the provisions of the Urban Renewal Plan.

Public buildings may include school and college facilities, police stations, libraries, and health, welfare and recreation facilities. Public open space may include parking areas, playfields, playgrounds, tot lots, parks and landscaped areas.

The location of public buildings, open space, and rights-of-way shall substantially be as shown on Map 3, Proposed Land Use, attached hereto.

Street and public utility changes shall substantially conform to the rights-of-way shown on Maps 3 & 4, Proposed Land Use, and Right-of-Way Adjustments Plan. Streets, right-of-way adjustments and public utility changes shown on Maps 3 & 4 indicate intended actions necessary to accomplish the objectives of the Plan, and are subject to modification contingent upon final engineering plans and specifications for such actions.

SECTION 305: Massachusetts Bay Transportation Authority Rapid Transit  
Line, Removal and Relocation.

The existing obsolete and blighting Massachusetts Bay Transportation Authority elevated main line rapid transit facility, including stations and other accessory uses, will be removed and relocated under the provisions of Chapter 121, Section 26V, Massachusetts General Laws, and other applicable statutes and regulations. The removal and relocation of these facilities will be performed pursuant to the provisions of this Plan and agreements entered into hereunder, and will include the abandonment, dismantling and removal of the existing elevated structures and accessory facilities, the construction of a relocated rapid transit facility, stations, plazas, and accessory facilities.

CHAPTER IV: PROPERTY ACQUIRED OR TO BE ACQUIRED

SECTION 401: Identification

Property acquired or to be acquired by the Boston Redevelopment Authority for clearance and redevelopment shall be as shown on Map 2, Treatment Areas.

SECTION 402: Special Condition for Properties Not Designated for Acquisition

Any property designated for conservation on the Treatment Areas Map may be acquired by the Boston Redevelopment Authority following the giving of notice as prescribed in Section 809, if the Authority determines that such property has not been made to conform to the rehabilitation standards set forth in Chapter VIII.

Any or all of the following additional parcels, referred to herein as "Mystic Wharf", "Grain Elevator", Parcel R-82 (44 High Street), and the Library at 43 Monument Square may be acquired by the Authority upon its determination that the conditions applicable to each of such parcels, respectively, contained in the Land Use and Building Requirements found in Chapter VI that must be satisfied before acquisition can take place have been so satisfied.

SECTION 403: Use of Property Acquired under Special Conditions

The Boston Redevelopment Authority may clear where necessary and sell or lease for redevelopment, renewal, or rehabilitation, or retain for rehabilitation and subsequent disposition all or any portion of that property which it has acquired under the special condition set forth in Section 402. Where such property is sold or leased for redevelopment, the Authority shall establish controls relating to land use and building requirements, and such controls shall be consistent with the requirements and controls imposed upon similar property by provisions of the Urban Renewal Plan.

SECTION 404: Interim Use of Acquired Property

The Boston Redevelopment Authority may devote property acquired under the provisions of this Plan to temporary use prior to the time such property is needed for redevelopment. Such uses may include, but are not limited to, project office facilities, rehabilitation demonstration projects, parking, relocation purposes, and public transportation or recreational uses in accordance with such standards, controls, and regulations as the Authority may deem appropriate.

CHAPTER V: RELOCATION OF FAMILIES AND INDIVIDUALS

SECTION 501: Families to be Displaced.

(A) Volume

Approximately 525 families and single person households reside in clearance sections in the project area. Information about the characteristics and housing needs of these households is primarily from family surveys conducted by the Authority in 1961, and closely analyzed on the basis of income, rent-paying ability, age, family size, expressed preference, and similar factors.

(B) Needs

Of the 525 households, about 80% (425) need from one to three bedrooms. Three out of four families (395) are expected to move into rental housing, and one out of four (130) to purchase homes. Nearly two out of every three (325) families are eligible for low-rent public housing, but preferences indicate that fewer than one out of four (130) will desire to relocate in such housing. It is expected that the majority of families who will relocate into public housing are elderly persons.

SECTION 502: Availability of Relocation Housing.

(A) Schedule of Availability

A relocation schedule staged over a four year period will average 130 household moves a year, or about 11 a month, and housing to meet these needs will become available in existing sales and rental opportunities; in units which may be made available under the rehabilitation demonstration program; in new and existing low-rent housing and in new housing construction provided for under the Plan. Because nearly nine out of ten families interviewed have voiced a preference for remaining in Charlestown, the relocation program is scheduled so that housing opportunities within Charlestown should meet the demand. For families who desire to move out of Charlestown, adequate resources exist elsewhere in the Boston area.

(B) Private Rental Housing

Existing private rental vacancies in Charlestown have been located and inspected in field surveys by the Redevelopment Authority staff. In August, 1963, in five days, survey teams located 30 potential vacancies. Twenty-two were inspected and 15 of these renting from \$60 per month (gross rent) in one to three bedroom units were determined to be standard. In December, 1962, in six days, a survey team located 26 potential vacancies, inspected 20, and found 14 standard units renting from \$50 per month (gross rent) in one to three bedroom sizes. Turn-over of rental vacancies, similar to those found in the August 1963 and December, 1962 field surveys would be expected to occur over any period of months during the several stages of project execution.

A standard method for determining the availability of rental units is the analysis by district of utility shut-offs associated with the vacation of units by tenants and their availability for occupancy by new tenants. Such an analysis was made for the Charlestown district for the period January through July, 1964. During this period, a total of 332 such utility changes were recorded. This supports the determination that a substantial number of existing rental units in the Charlestown area become and will continue to become available during any given period of time.

Typical availability of private rental vacancies in the City of Boston as a whole are indicated by commercial real estate listings. For example, on August 18, 1963, the Boston Sunday Globe Real Estate Section carried Boston listings for a total of 109 units of one to four bedrooms, renting from \$60 per month (gross rent). This indicates only a portion of turnover in rental housing in the City. Such rental housing in the City has been characterized by net outmigration, resulting in increasing numbers of rental units becoming available from year to year.

Under the Urban Renewal Plan, opportunities are provided within Charlestown for the construction of up to 1200 new moderate-rental dwelling units. Preference in such housing would be afforded to families and individuals to be relocated.

(C) Public Rental Housing

The Boston Housing Authority currently operates 1,149 dwelling units of various sizes in Charlestown. They have reported a turnover of up to 120 units of all sizes each year. In the rest of the City of Boston, the Housing Authority operates 13,248 additional units, which for 1963 had approximately 1800 vacancies.

New units of public rental housing for elderly persons are proposed. The Charlestown Plan provides opportunities for approximately 200 of these units, while in other parts of Boston several hundred units of low rent housing for the elderly are in various stages of development. Preference for such housing as well as special favorable considerations such as higher income allowances are made for relocated families and individuals.

(D) Private Sales Housing

Existing sales housing opportunities in Charlestown are indicated by mortgage transactions recorded in the Appraiser's Weekly journal. In the eighteen-month period through June 30, 1963, there was a turnover of 79 residential structures which ranged from one to four family in size and from \$6,000 to \$12,000 in price.

Similarly, in the City of Boston, for a twelve-month period there was found to be a substantial supply of sales housing at a variety of prices and sizes. Because of the trend for the City of net outmigration the availability of homes for sale is expected to continue.

Under the Urban Renewal Plan for Charlestown, opportunities for up to 200 units in sales housing are provided. Families and individuals to be relocated would receive first preference for available house lots.

(E) Rehabilitation Demonstration Housing

Under the rehabilitation demonstration program which can be undertaken by the Authority, up to 100 rehabilitated dwelling units in Charlestown as available may be rehabilitated for residential use. Preference in such accommodations will be given to families and individuals to be relocated.

(F) Summary of Housing Availability

Charlestown families have expressed their preference for the type of housing they desire. With vacancies in existing private and public housing in Charlestown, with units of new elderly housing, and units which can be made available under the demonstration

rehabilitation program, the supply should meet the relocation demand.

Opportunities for new housing construction under the plan are substantial and are in excess of the supply of existing housing. The following table indicates the yearly relocation demand, and the programmed supply exclusive of new private housing:

RELOCATION DEMAND AND SUPPLY

TWELVE MONTH BASIS

	Number Units Required Charlestown	Number Units Available Charlestown
Elderly	22	50 <sup>a</sup>
Low Income	10	60 <sup>b</sup>
Rehabilitation Demonstrations	15	25 <sup>c</sup>
Private Rentals	50	90 <sup>b</sup>
Private Sales	<u>34</u>	30 <sup>b</sup>
Total - 12 months	131	
Total - 48 months	524	

- a New Construction (up to 200 units)
- b Assumes that half of existing supply will be "captured" for relocation purposes.
- c Maximum limitation - 100 units

An early start on new elderly housing is scheduled. The repair of one rehabilitation demonstration structure is substantially complete, and plans and specifications for several others have been prepared. Selective new construction on presently vacant lots can provide early new housing opportunities for families to be relocated.

SECTION 503: Method of Relocation.

(A) Relocation Staff

The Boston Redevelopment Authority will employ professionally-trained Relocation Workers and Home-Finders to work in the Charlestown Relocation Program. The Relocation Workers will interview families and individuals to determine their housing needs and will consult with and aid each household in carrying out a satisfactory plan for relocation.

Home-Finders will locate, inspect and refer standard apartments and houses for rent or sale to families and individuals requesting assistance. Assistance will be offered in renting or leasing, in the purchase of homes, and in procuring mortgage insurance through FHA programs or conventional financing sources.

Eligible families and individuals will receive payments for moving expenses as are permitted under applicable regulations. (Current maximums are \$200.)

(B) Special Problems

The Authority is cognizant of the difficulties encountered by low income and elderly families and individuals in securing standard and suitable housing accommodations.

The relocation staff, with the cooperation of the Boston Housing Authority, will aid and assist low income families and elderly individuals in applying for and securing vacancies in low rental public housing and housing for the elderly in Boston. The relocation staff, with the cooperation of the Boston Public Welfare Department and other agencies, will advise and assist families and individuals in securing pensions, welfare, and other economic benefits to which they may be entitled.

Home-Finders and Relocation Workers will explain the benefits of FHA housing programs and encourage potential purchasers to utilize the services of the staff to effect home purchase.

The Family Relocation Department, the United Community Services of Metropolitan Boston, and Action for Boston Community Development, have developed joint programs to extend improved social services of public and private agencies and neighborhood resources to families and individuals being relocated and to be relocated. Such services will be extended to low income and elderly families and individuals to assist them in relocating and adjusting to the neighborhoods of their choice.

(C) Temporary Relocation

Staff effort will be directed to secure satisfactory and permanent moves on the part of families and individuals. If the need arises, temporary accommodations may be found in order to move people out of dangerous or unsafe buildings or dwelling units to permit demolition activity in priority sections, or for other compelling purposes.

SECTION 504: Standards for Relocation.

(A) Ability to Pay

The ability to pay for housing is considered on an individual family basis, taking into account available income, family size and current financial obligations.

For private rental or sales housing, ability to pay 20-23 per cent of family income for gross housing costs is considered a practicable standard, except where unusual conditions exist. This standard is in conformance with accepted practices in the private housing market.

(B) Location

The location of housing referred will be related to individual family preferences, within reasonable commuting time and expense for the principal worker of the family to and from his place of employment, and in areas that meet the family's needs for public and commercial facilities.

(C) Condition

Housing referred to families will be inspected to assure that it is decent, safe and sanitary standard housing in compliance with applicable codes and ordinances.



CHAPTER VI: LAND USE AND BUILDING REQUIREMENTS

SECTION 601: Land Use Plan

The general use of land in the project area shall be as shown on the Proposed Land Use Map, as it may be amended from time to time in accordance with the provisions of this Plan, and as described further herein.

SECTION 602: Land Use and Building Requirements

The use of land shall be in accordance with the Standards and Controls, the Table of Land Use Requirements, and the Specific Site Requirements of this section. These provisions are cumulative, not exclusive, except that in so far as they may be inconsistent, they shall apply in the following order:

- (a) Specific Site Requirements
- (b) Table of Land Use Requirements
- (c) Standards and Controls

Definitions

Standards and Controls

1. All Other Areas.  
All areas within the Project Area exclusive of disposition parcels.  

The use and development of land within such areas shall be in accordance with the objectives of this Plan, and the Authority has and may impose controls within such areas that are reasonable and necessary to accomplish the purposes of the Plan.
2. The Authority.  
The Boston Redevelopment Authority.
3. Building Envelope.  
The geometric shape defined by the application of height, setback, and similar controls.  

Unless otherwise permitted buildings and appurtenances may not be constructed beyond the building envelope specified.
4. Chapter 121, Massachusetts General Laws.  
Subject chapter as amended.
5. Density  
The number of dwelling units per acre. The area measured shall include on-site access roads, service drives, parking areas, play areas, planting and service areas.
6. Floor Area Ratio  
The ratio which the gross floor area of all structures on a lot exclusive of floor area required to meet off-street parking requirements bears to the area of the lot.
7. Height  
The height of buildings as defined in the Boston Zoning Code.  

Where a specific height for a disposition parcel is omitted under the Table of Land Use Requirements or under Specific Site Requirements, and is not otherwise specifically required under this section, the height of any structure shall not be disproportionate to buildings on the same or adjacent blocks.