

CAMPUS HIGH SCHOOL

URBAN RENEWAL PLAN

BOSTON REDEVELOPMENT AUTHORITY

July, 1970

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INTRODUCTION

This instrument, together with the maps attached hereto, is an urban renewal plan (hereinafter called "Plan") prepared by the Boston Redevelopment Authority (hereinafter called the "Authority") for the undertaking by the Authority of an urban renewal project in that area of the City of Boston, Massachusetts, described in Chapter I hereof, under Title I of the Federal Housing Act of 1949, as amended, and Chapter 121B of the General Laws of Massachusetts. Said maps, all dated July, 1970, are respectively numbered and entitled as follows:

- Map 1, "Property Map"
- Map 2, "Proposed Land Use"
- Map 3, "Disposition Parcels"
- Map 4, "Existing and Proposed Zoning"

CHAPTER I: DESCRIPTION OF PROJECT

The area to which this Plan applies, hereinafter referred to as the "Project Area", is that portion of the City of Boston, Suffolk County, Massachusetts, shown within the project boundary on Map 1, "Property Map", and bounded and described as follows:

Beginning at the intersection of the southerly sideline of Sterling Street and the easterly sideline of Warwick Street;

Thence running southeasterly along the southerly sideline of Sterling Street extended to the easterly sideline of Shawmut Avenue;

Thence turning and running southwesterly along the easterly sideline of Shawmut Avenue extended to the southerly sideline of Roxbury Street;

Thence turning and running southeasterly and northeasterly along the southerly sideline of Roxbury Street to the westerly sideline of Washington Street;

Thence turning and running southwesterly along the westerly sideline of Washington Street to the northerly sideline of Bartlett Street;

Thence turning and running northwesterly along the northerly sideline of Bartlett Street extended to the southerly sideline of Dudley Street extended to the southerly sideline of Roxbury Street;

Thence turning and running westerly along the southerly sideline of Roxbury Street extended to the midline of Columbus Avenue;

Thence turning and running due north to the westerly sideline of Columbus Avenue and thence along the westerly sideline of Columbus Avenue extended to the midline of the right-of-way of the mainline of the Penn-Central Railroad;

Thence turning and running northeasterly along the midline of the Penn-Central Railroad right-of-way to the extended northerly sideline of Ruggles Street;

Thence turning and running southeasterly along the northerly sideline of Ruggles Street extended to the easterly sideline of Columbus Avenue;

Thence turning and running northeasterly along the easterly sideline of Columbus Avenue to the westerly sideline of Weston Street;

Thence turning and running southeasterly along the westerly sideline of Weston Street extended to the easterly sideline of Cabot Street;

Thence turning and running northeasterly along the easterly sideline of Cabot Street to the southerly sideline of Cabot Place;

Thence turning and running southeasterly along the southerly sideline of Cabot Place extended to the easterly sideline of Warwick Street;

Thence turning and running northeasterly along the easterly sideline of Warwick Street to the point of beginning.

CHAPTER II: GOALS AND OBJECTIVES

Section 201: Basic Goals

The basic goals of urban renewal action in the Project Area are:

- (1) to stimulate, facilitate, and coordinate public and private actions in order to upgrade the area physically and economically;
- (2) to provide a more wholesome framework of environmental conditions to enhance the opportunities for living, working, education and recreation;
- (3) to take full advantage of the area's location, accessibility, and visibility for the benefit of the surrounding community and of the City of Boston;
- (4) to promote and expedite the improvement, revitalization, and reorganization of the public school system of the City in order to achieve a superior program of education for Boston's children and youth;
- (5) to provide new and improved public facilities throughout the area to improve the environment, better serve the residents, and promote confidence in the future of the area;
- (6) to renew and revitalize the physical setting of the residential rehabilitation area in order to improve the livability of the area and to stimulate rehabilitation and development by private action.

Section 202: Planning and Design Objectives

The planning and design objectives are:

- (1) to make available an advantageous site for the construction of a city-wide high school complex;
- (2) to eliminate obsolete, incompatible, deteriorating, and substandard buildings and incompatible land uses which depress the physical condition and character of the area and contribute to the spread of blight;

- (3) to create opportunities for private reinvestment and rebuilding, particularly in the form of sound and economically-constructed housing of maximum architectural quality, providing thereby the highest possible levels of amenity, convenience, usefulness, and livability for the occupants thereof;
- (4) to provide a substantial number of housing units for low and moderate-income families and individuals, for large families, and for the elderly;
- (5) to maximize the opportunities for home ownership and to provide housing units for moderate and middle-income families in order to promote the stability of the community;
- (6) to improve the quality, condition, and maintenance of existing residential properties through rehabilitation to achieve decent, safe, and sanitary housing and to strengthen and revitalize those sections of the community which are still viable;
- (7) to improve the quality, condition, and maintenance of existing non-residential properties through rehabilitation;
- (8) to provide opportunities for new and improved locally-oriented shopping and other commercial facilities and for new and improved private community facilities to serve the needs of the area's residents and to give cohesiveness and strength to the community;
- (9) to provide the opportunity to replace old and obsolete public facilities and to develop new facilities to meet present and future requirements;
- (10) to provide new and revitalized open space and recreational facilities in the area to serve the area's residents and to enhance the overall environment;
- (11) to maximize accessibility of the area's recreational facilities and open space through a system of connected pedestrian ways;

- (12) to provide a more adequate street system to improve traffic circulation by separating through traffic from local traffic and wherever possible by separating vehicular movement from pedestrian movement;
- (13) to encourage the development of tax-paying facilities in conjunction with institutional development;
- (14) to protect and expand the City's tax base and arrest the trend of economic decline and, by stabilizing property values, protect public and private investment;
- (15) to promote the preservation of structures of historic and architectural value in the area.

Section 203: Specific Planning and Design Concepts

Specific planning and design concepts for development areas are as follows:

A. Campus High School Complex

The primary objective of the Plan in this area is to provide a redevelopment parcel for the construction of a city-wide public high school, as recommended by a Harvard Graduate School of Education report on Boston's school building needs published in 1962. Known as the Secondary Educational Complex, this high school is one of the keystone recommendations of the report and envisions an entirely new concept in secondary education. It is intended that this facility be planned and designed in accordance with the Educational Program and the Design Specifications as prepared by the Boston School Department.

A major design objective is that the building portion of the high school be conceived as a complex of separate but interconnected buildings, designed as an architectural unity, with each building and function having its own identity. Careful attention should be given to the scale and design of the school buildings so that they do not conflict with the surrounding residential community. The major building area of the school should be massed along New Dudley Street, with the playing fields located in the interior of the site, away from the major streets and acting as an open space around which the school buildings and the adjacent existing and new residential development can be grouped.

Major access to the school should occur from New Dudley Street, from the proposed rapid transit station near the southwest corner of the site, and from the Dudley Square corner of the site. Since a large portion of the students attending the school are expected to make daily use of the rapid transit station, it is important that this access be integrated with the design of the school complex. Both this entrance and the Shawmut Avenue-New Dudley Street corner are considered appropriate places for active public use, including public plazas and major facilities which can serve as centers of activity for the school and the community. It is a desired objective that these two ends of the high school complex be linked together by a suitably designed pedestrian concourse and that pedestrian-oriented activities be provided along this connection. Therefore, the provision of commercial and community facilities which can be used by both the students and the local residents is particularly encouraged.

The organization and aesthetic expression of the open spaces, including recreational areas, playing fields, plazas, and walkways should result in a functional and pleasant environment, both providing for the needs and enjoyment of the school population and serving as an inviting visual and cultural adjunct to the community. Landscape design elements and works of art, including planting, sculpture, lights, facade treatment, etc., should be considered in order to enrich the atmosphere of the school.

It is also an objective that the extensive facilities of the high school should be made available for community use when not required by the school program. Therefore, it is important that the Secondary Educational Complex be planned and designed in such a way so as to facilitate maximum accessibility from the surrounding residential areas and to encourage community use of its facilities.

B. Lower Roxbury Housing Area

The major objective of the Plan in this area is to provide new residential units at low, moderate, and medium rental levels to serve a wide range of housing demands. It is desired that a substantial percentage of this housing be made available for low-income families and individuals, for large families, and for the elderly under the leasing, rent-supplementation, or other appropriate programs. Cooperative housing or other feasible forms of equity investment also is desired. Appropriate local commercial and community facilities are strongly encouraged and should be located conveniently to both the residents of the site and of nearby residential areas.

A variety of housing types, including both high and low-rise units, is desired. The proposed residential development should have a strong urban character appropriate for its location at the edge of the Regional Core and adjacent to a proposed regional expressway. The design of the site should recognize the importance of the Shawmut Avenue-Inner Belt frontage road intersection as a major pedestrian entrance to the site and should provide for a suitable public open space and center of activity at this location. This area is also an appropriate location for higher and more dense housing and for local commercial and community facility uses.

Air rights construction of housing and ground-floor commercial uses over the Inner Belt at Shawmut Avenue is encouraged in order to provide a physical link between the Lower Roxbury and the South End communities. Adequate pedestrian walkways and pedestrian-oriented activities should be provided in any air rights development to stimulate both visual and social interrelationships between these two neighborhoods.

Particular attention should be given to the physical relationship of the new housing to the existing Whittier Street Housing Project, in order to avoid an undesirable isolation of the Project from new residential development. The new housing should also relate architecturally to the total site design of the adjacent Campus High School. In addition, special consideration should be given in the design of the northerly edge of the site to minimize the noise of the proposed Inner Belt Expressway (depressed) and ramp connections to the Southwest Expressway through the location and massing of buildings and by the provision of appropriate sound barriers. Every effort will be made by the Authority to require the provision of such barriers by the Massachusetts Department of Public Works in connection with the construction of the Inner Belt.

Suitable and well designed landscaped outdoor open spaces, both private and communal, should be provided to serve the recreational needs of the residents and to enhance the overall environment of the housing area. Such open spaces, including private yards, sitting areas, tot lots, pedestrian walkways, etc., should be designed for specific uses and should form a coherent system. Particular attention should be given in the design and location of the open spaces to the relationship of these smaller areas to the larger playing fields of the high school complex and to other community facilities so as to maximize accessibility and use of these facilities by the residents.

Within the housing area it is desired also that sites be made available for appropriate public and private community facilities, including an elementary school, religious or social institutions, and the like. This area also includes the Whittier Street Public Housing Project. Every effort should be made to encourage and stimulate the rehabilitation of this Project and the improvement of its overall environment.

C. Rehabilitation Area

The principal objectives of renewal action in this area are (1) to eliminate existing blighting conditions, (2) to provide maximum opportunities for the revitalization of the area through rehabilitation measures, and (3) to improve traffic circulation. All new residential and commercial development should be compatible with the existing structures and character of the area.

The rehabilitation of existing sound residential properties should be stressed whenever possible. New residential construction should provide housing of low, moderate, and medium rentals, including housing for the elderly. Commercial development is encouraged, either separately or on the lower floors of residential structures, along the major streets of the area. Any major commercial development should be concentrated in the vicinity of Dudley Square and should supplement both the existing businesses located in the Dudley Square area and the proposed commercial facilities to be included within the Secondary Educational Complex. Retail development should provide primarily locally-oriented shopping facilities designed to meet the needs of the adjacent residential community. Office commercial uses also are encouraged at appropriate locations.

Existing community facilities to remain in the area should be rehabilitated and improved to better serve the area's residents. Obsolete community facilities should be replaced whenever possible with new facilities. Maximum opportunity should be provided for the preservation of structures of historic and architectural value.

New high rise construction is acceptable as long as existing low-rise buildings are not unduly deprived of adequate light and air. The highest buildings should be located along the major streets in the vicinity of Dudley Square and the New Dudley Street-Southwest Expressway area. Particular attention should be given to the scale and design of new structures so that they do not conflict with the existing residential development in the area. Upper floor setbacks, increased front yard depths, and variation in building heights, orientation, and types are encouraged to provide maximum design opportunities. Well-designed landscaped open spaces should be provided along the major streets to compliment proposed retail

activity and to provide a pleasant environment for the enjoyment of shoppers and residents.

Of prime importance in this area is the improvement of traffic circulation, particularly to eliminate the existing congestion in the Dudley Square area. To attain this, street widening and relocation where necessary, the improvement and creation of rights-of-way, and the careful location of adequate off-street parking areas should be developed in order to provide adequate linkages within the area and to separate pedestrian and vehicular movement.

D. Highway Area

On its northern and western edges, the Project Area is bordered by the Inner Belt (I-695) and Southwest (I-95) Expressways, both of which are proposed for construction under the federally-funded Interstate Highway Program. It is particularly important that every effort be made in the design and development of these highways to insure maximum benefits to the area and to prevent the creation of physical barriers between adjacent communities. Adequate visual and pedestrian linkages between the Project Area and the adjacent South End and Fenway areas are strongly desired. Such linkages could include air-rights developments, landscaped pedestrian walkways and open spaces, recreational spaces, and "under rights" developments for commercial or other appropriate uses. Special attention should be given to the design of the Expressway interchange and ramp system near Ruggles Street so as to minimize any adverse effects on the adjacent housing projects and to maximize opportunities for visual and social intercommunication.

In addition to the highways, a rapid transit line is proposed to be relocated along the alignment of the Southwest Expressway, with a station contiguous to the Project Area at Tremont Street. It is important that the planning of this transit line and station be coordinated with the overall development of the Project and particularly with the Secondary Educational Complex to insure maximum accessibility to the Project Area.

CHAPTER III: PROPOSED RENEWAL ACTION

Section 301: Proposed Types of Renewal Action

Proposed types of renewal action within the Project Area are a combination of clearance and redevelopment activities, changes in land use, provision of public improvements and facilities, rights-of way and utility changes, zone district changes and rehabilitation activities.

Section 302: 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 of acquired property;
- (4) the clearance of buildings from land;
- (5) the installation, construction and reconstruction of improvements;
- (6) the disposition of land and other property for use in accordance with the land use requirements, building requirements and other provisions of the Plan.

Section 303: Rehabilitation Activities

Rehabilitation activities may include but are not limited to:

- (1) the systematic enforcement of the rehabilitation standards set forth in Chapter VIII;

- (2) the provision of technical assistance to property owners and tenants 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 set forth in Chapter VI and rehabilitation standards set forth in Chapter VIII;
- (5) the acquisition, retention, management, restoration, disposition or clearance of real property which is not made to conform to the rehabilitation standards set forth in Chapter VIII;
- (6) the acquisition, retention, management, restoration, disposition, and moving of properties of historic and architectural value in order to promote the preservation of such properties.

Section 304: Public Improvements

Public improvements will include, as necessary to carry out the provisions of the Plan, the addition, alteration, abandonment, improvement, extension, reconstruction, construction and installation of public buildings, open space, rights-of-way, streets, mass transit facilities, tree planting and landscaping and such utility systems as water, sewer, police and fire communications, traffic signals and street lighting; and may include the construction of temporary parks and playgrounds and the temporary construction or reconstruction of existing public streets and utility lines.

The location of public buildings, open space and rights-of-way shall be substantially as shown on Map 2, "Proposed Land Use". Street and public utility changes shall be such as to conform generally to the rights-of-way shown on Map 2, "Proposed Land Use".

CHAPTER IV: PROPERTY ACQUIRED OR TO BE ACQUIRED

Section 401: Identification

Property acquired or to be acquired by the Authority is designated on Map 1, "Property Map", as "Property to Be Acquired".

Section 402: Conditional Acquisitions

In addition to those properties identified in Section 401, the Authority may acquire those properties which are designated on Map 1 as "Property to Be Conditionally Acquired", under the respective conditions set forth below:

Condition A

Those properties, which are listed below and which are designated on Map 1 as "A", may be acquired by the Authority if within one (1) year of the execution of a Loan and Grant Application the Authority and the owner or owners of the property or properties agree upon the necessity of acquiring said property or properties to insure the proper development of the area in accordance with the objectives and requirements of this Plan.

The properties listed below may be acquired by the Authority under the aforementioned condition:

159 Ruggles Street
165 Ruggles Street
173 Ruggles Street
Vacant lot Rear 173 Ruggles Street

Condition B

The property located at 80 Dudley Street (exclusive of that portion of land area to be acquired for right-of-way adjustments and for Disposition Parcel R-17) and designated on Map 1 as "B" may be acquired by the Authority if the following conditions are not met:

(1) The owner or owners of such designated property submit to the Authority, within six (6) months after the execution of a Loan and Grant Application, a written proposal, which is approved by the Authority and is not inconsistent with the controls and other requirements of this Plan, for the development or rehabilitation of all of the designated property;

(2) An agreement satisfactory to the Authority binding the owner or owners of the designated property to undertake the development or rehabilitation is executed, within three (3) months after the approval by the Authority of such a proposal; and

(3) The development or rehabilitation is completed in accordance with the aforementioned agreement within one (1) year after execution of such agreement.

Section 403: Failure to Rehabilitate

Any property not designated on Map 1 as "Property to Be Acquired" may nevertheless be acquired by the Authority if (1) such property fails to conform to the rehabilitation standards set forth in Chapter VIII and (2) the procedures set forth in Section 807 are followed. Such an acquisition may be made only upon a finding by resolution of the Authority that (1) the property does not conform to said rehabilitation standards, and (2) either the property is (a) blighted, decadent, deteriorated or deteriorating or (b) constitutes a nonconforming, incompatible or detrimental land use according to the provisions of this Plan.

Section 404: Use of Property Acquired Under Section 403

The Authority may clear where necessary; sell or lease for development, renewal or rehabilitation; or retain for rehabilitation and subsequent disposition all or any portion of any property acquired pursuant to Section 403. The Authority shall impose upon any such land so disposed of controls relating to land use and building requirements, which controls shall be in conformity with the objectives and design principles of the Urban Renewal Plan and consistent with the requirements and controls imposed upon similar property by provisions of this Plan.

Section 405: Interim Use of Acquired Property

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