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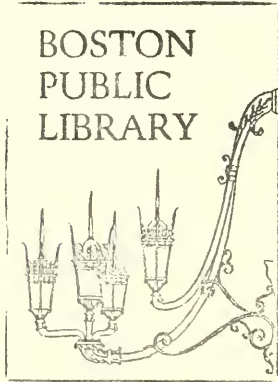
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CAMPUS HIGH

URBAN RENEWAL PLAN, July 1970

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CAMPUS HIGH SCHOOL
URBAN RENEWAL PLAN

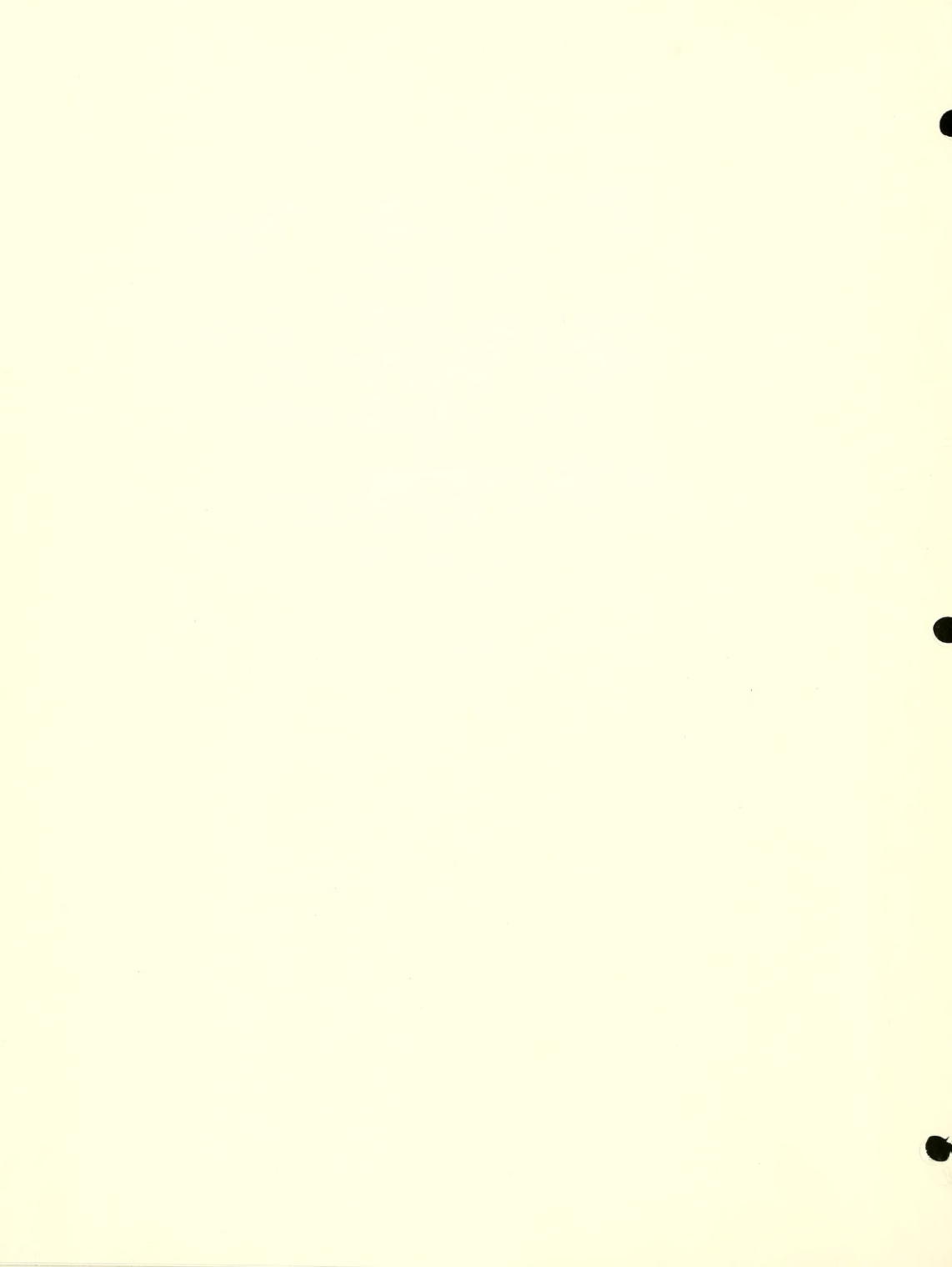
BOSTON REDEVELOPMENT AUTHORITY

July, 1970

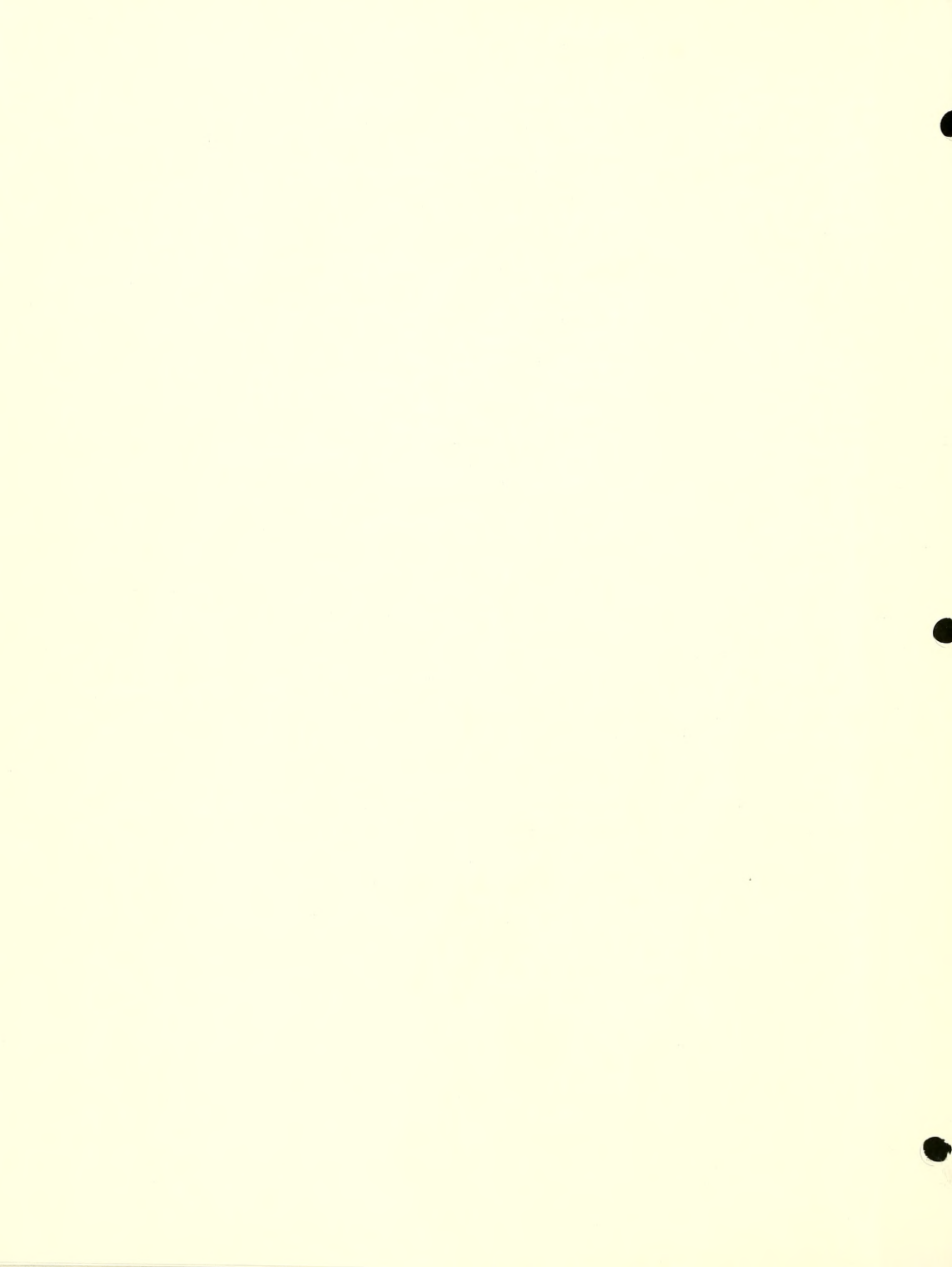
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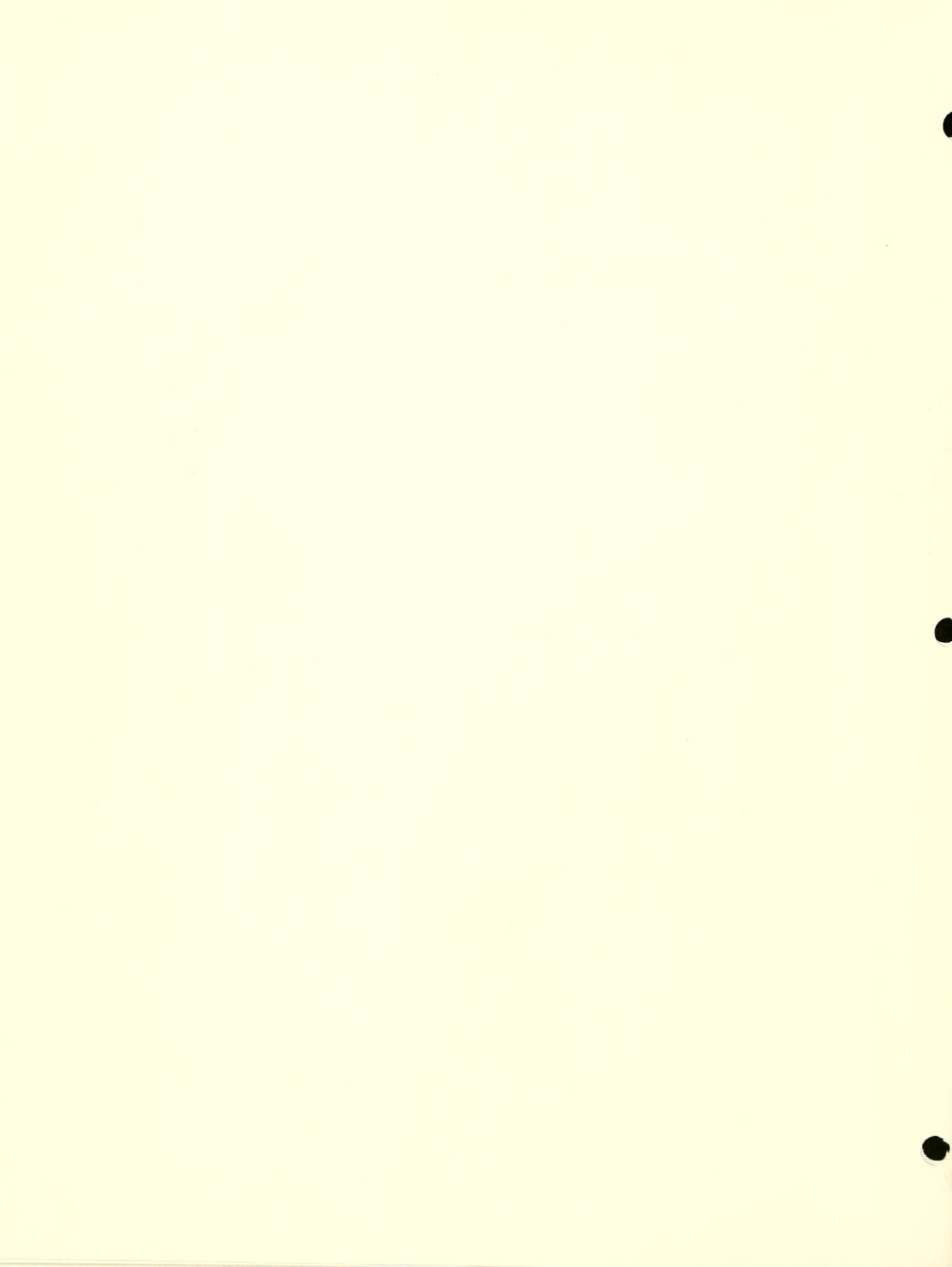
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INTRODUCTION

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, (Rev. 4-72) 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"



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 to the southerly sideline of John Eliot Square;

Thence turning and running northwesterly along the southerly sideline of John Eliot Square to the southerly sideline of Roxbury Street;

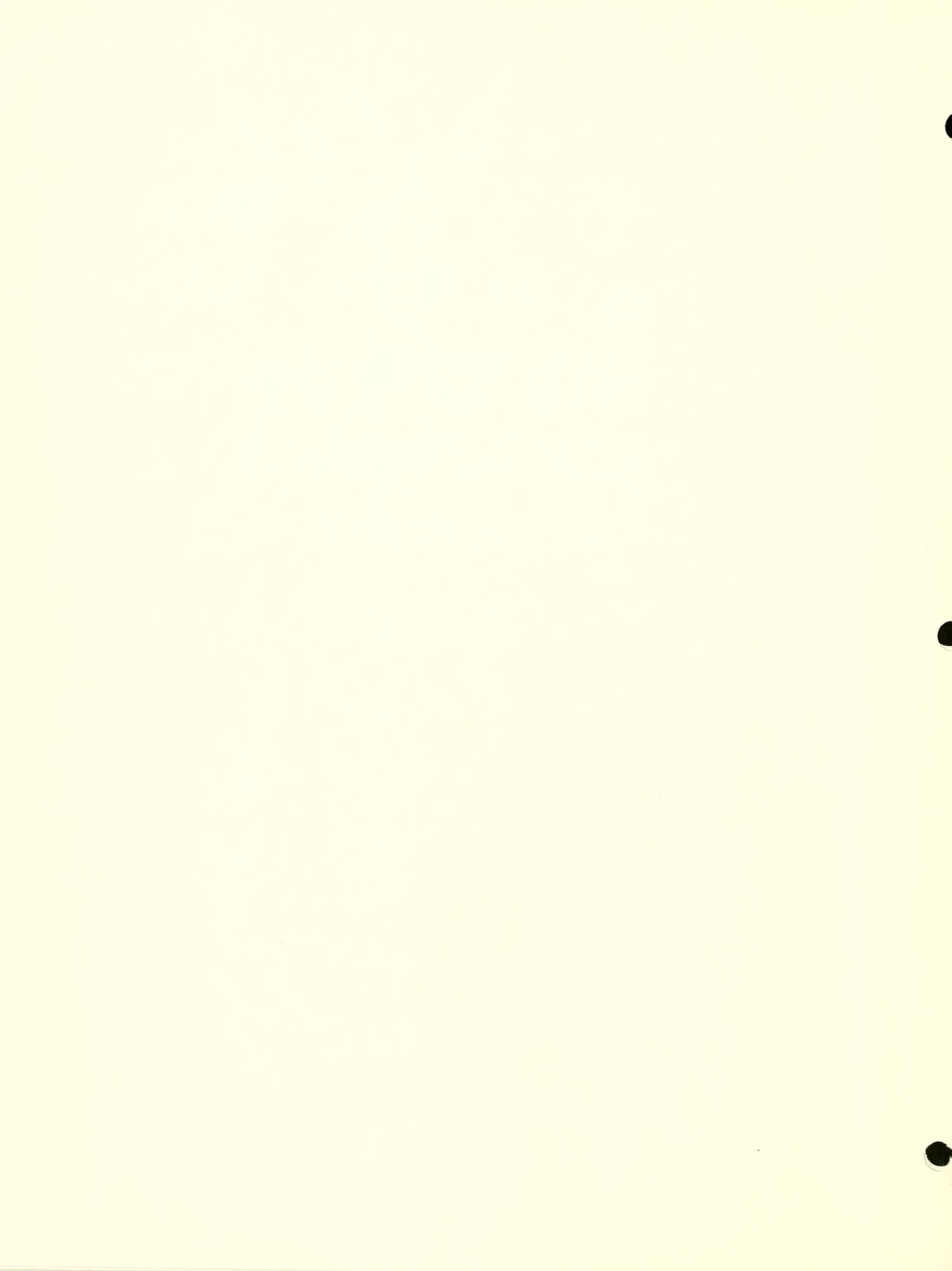
Thence turning and running westerly along the southerly sideline of Roxbury Street extended to the midline of Columbus Avenue;

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 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;

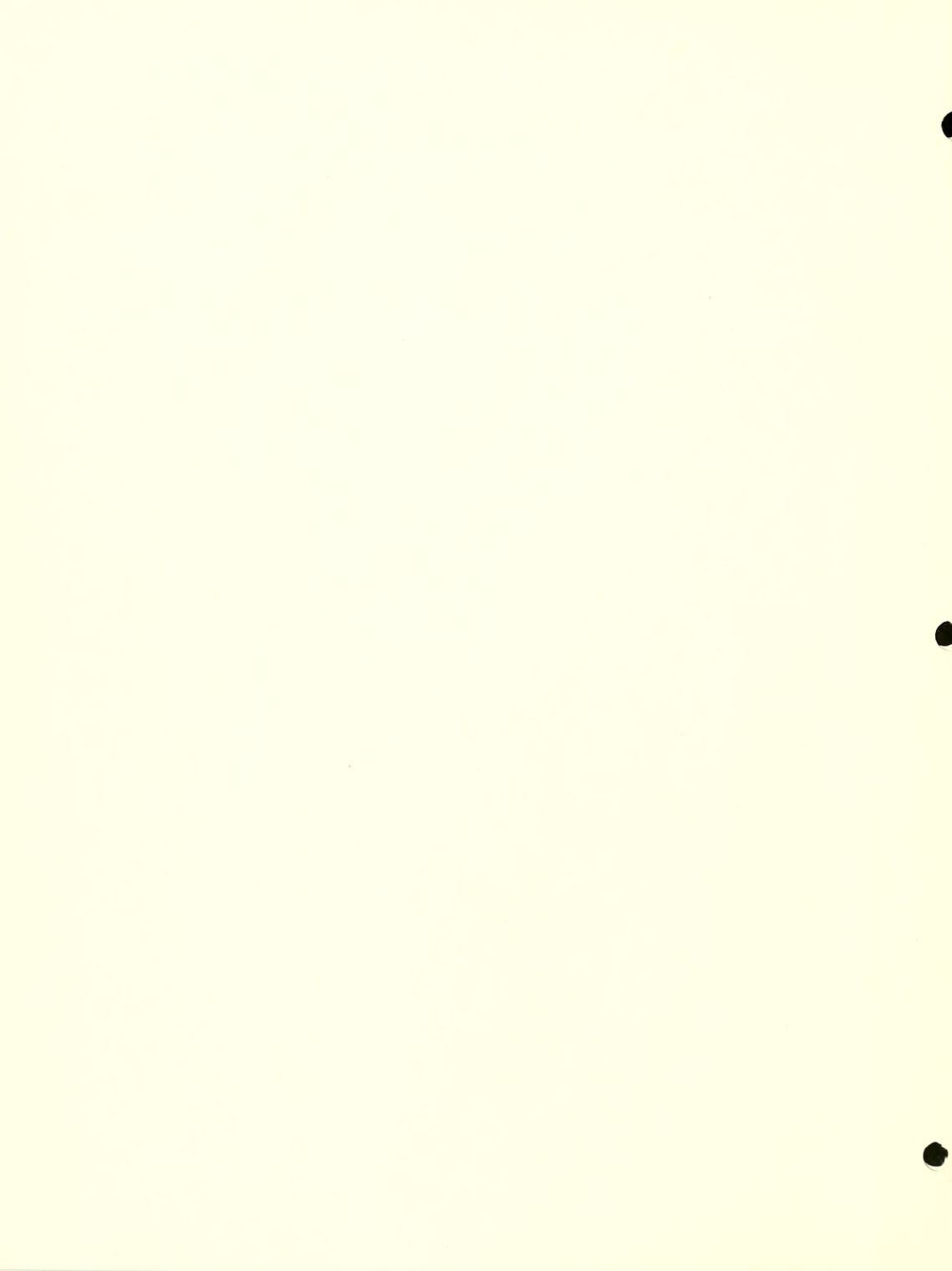


Thence turning and running southeasterly along the westerly sideline of Weston Street to the easterly sideline of Cabot Street;

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

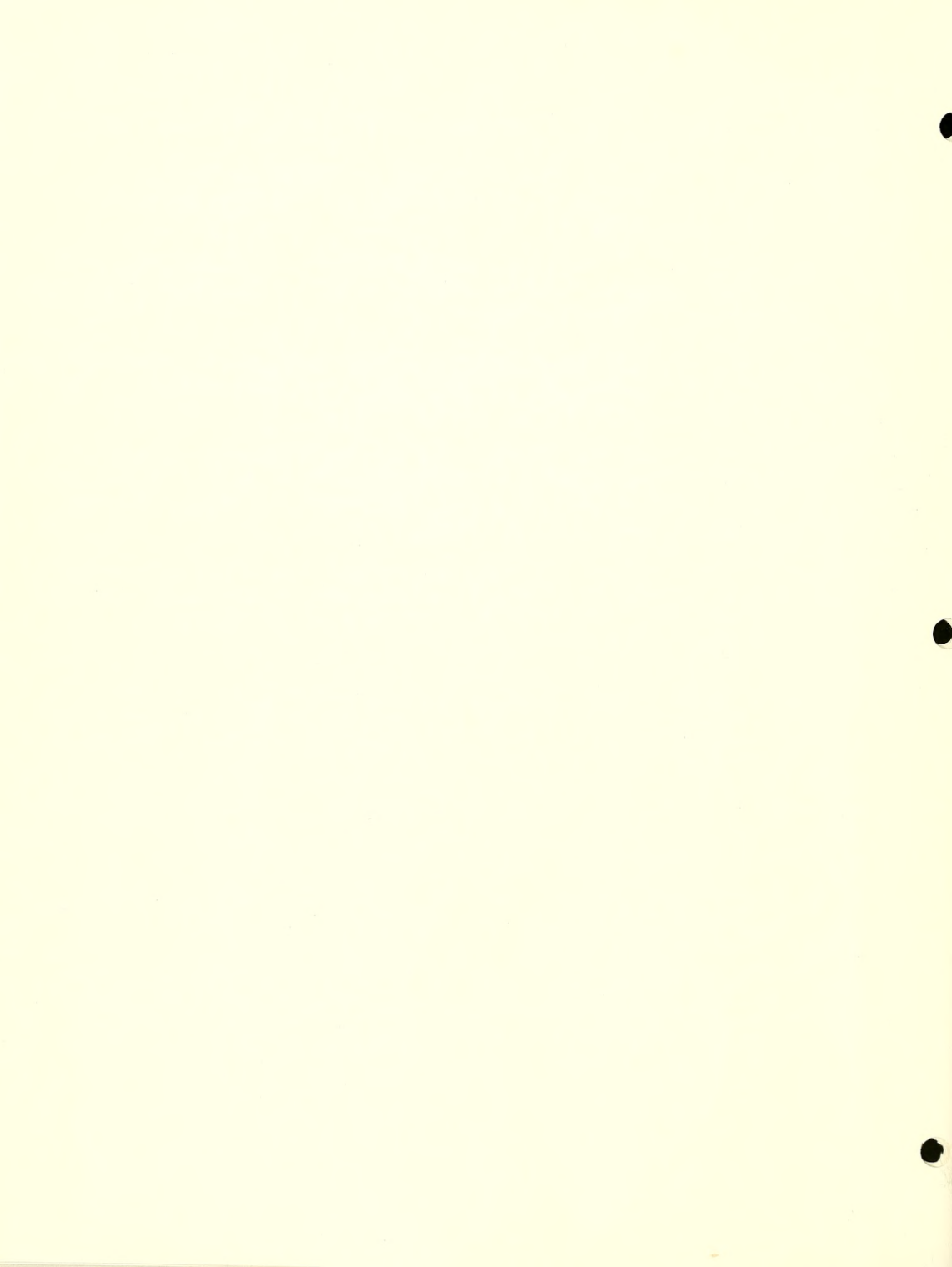
The basic goals of urban renewal action in the Project Area are:

- (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.

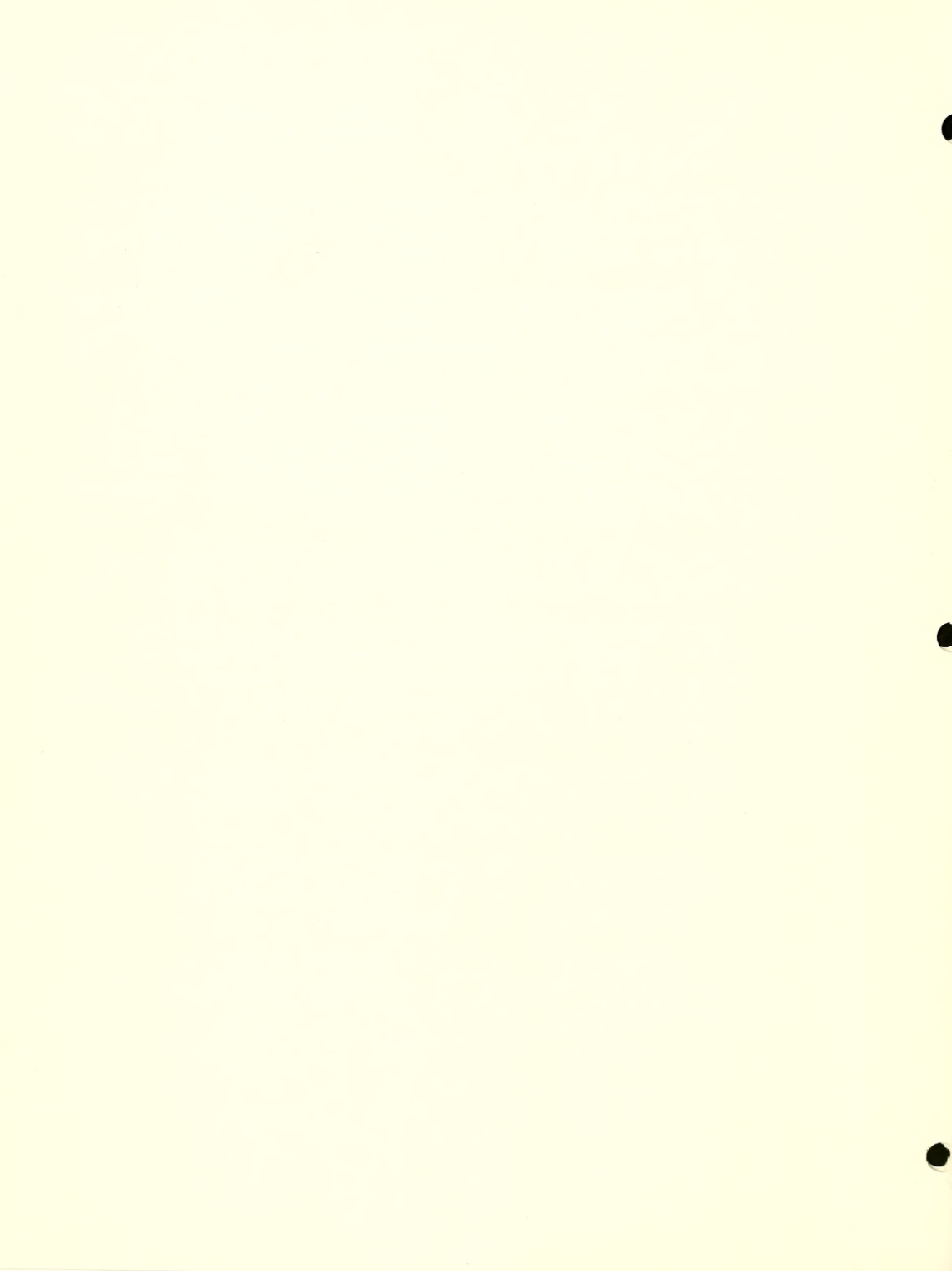
Section 202: Planning and Design Objectives

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.

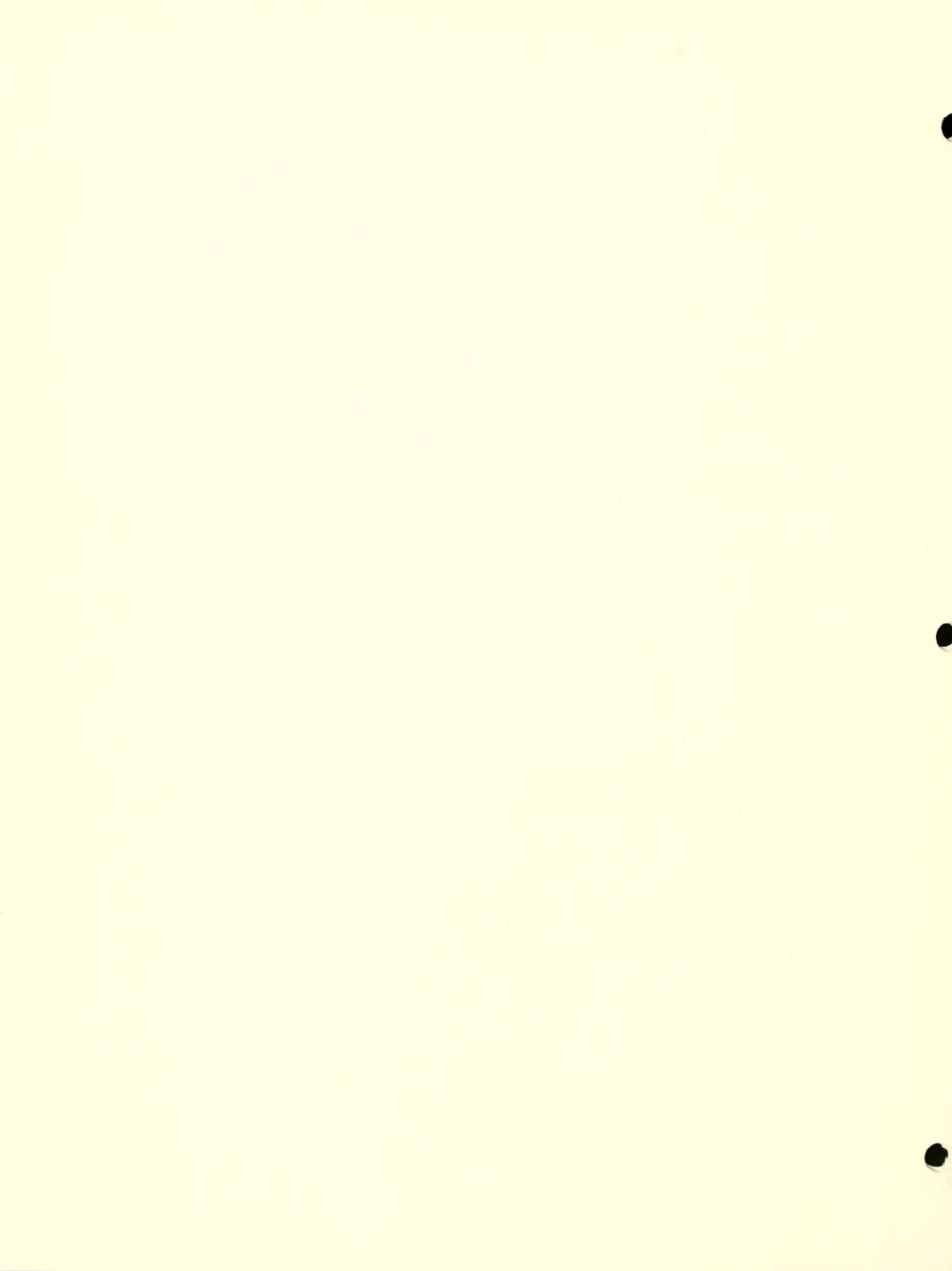
Section 203: Specific Planning and Design Concepts

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.



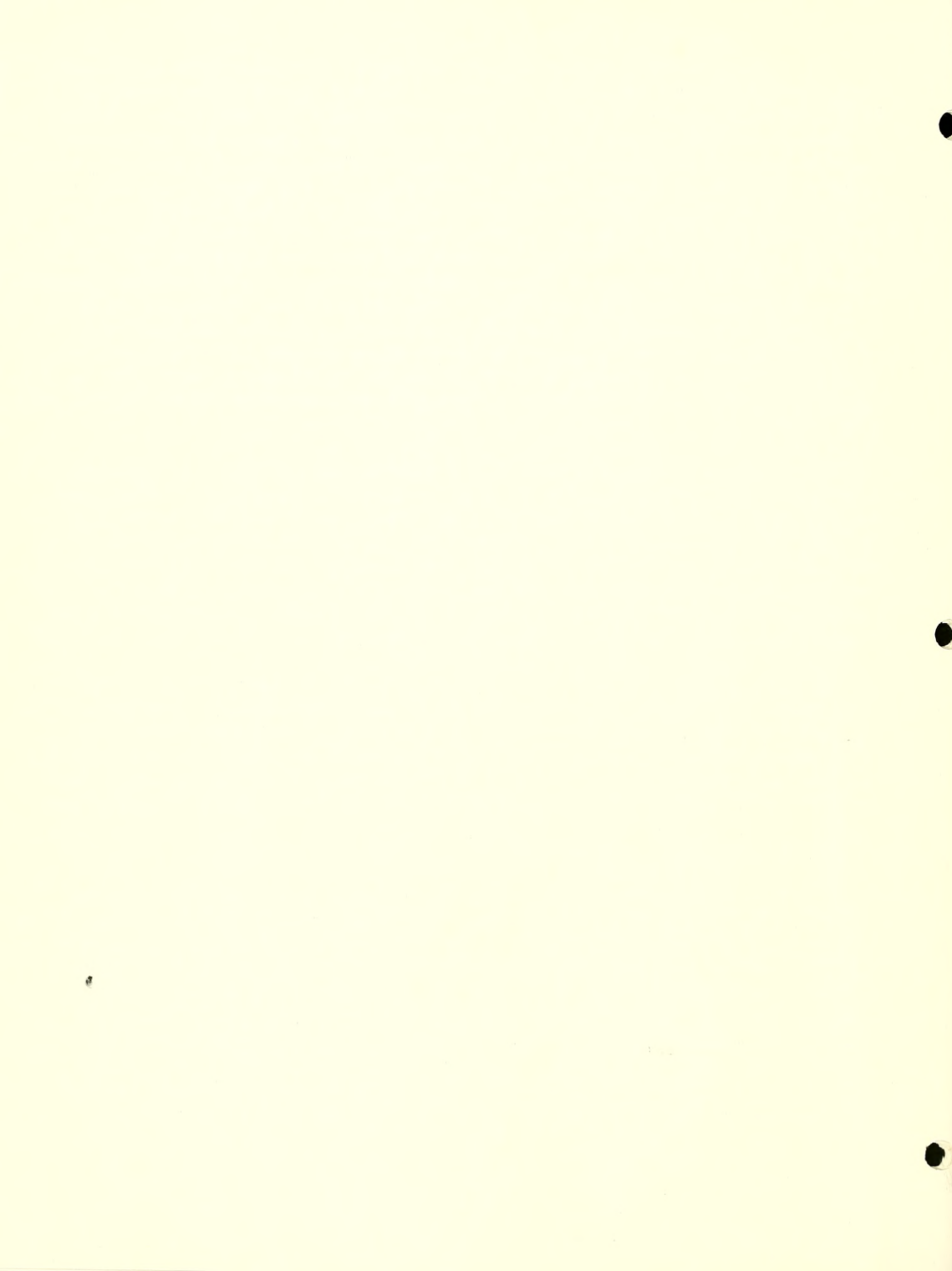
Major access to the school should occur from New Dudley Street, from the proposed rapid transit station near the southwest corner of the site, and from the Dudley Square corner of the site. Since a large portion of the students attending the school are expected to make daily use of the rapid transit 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.

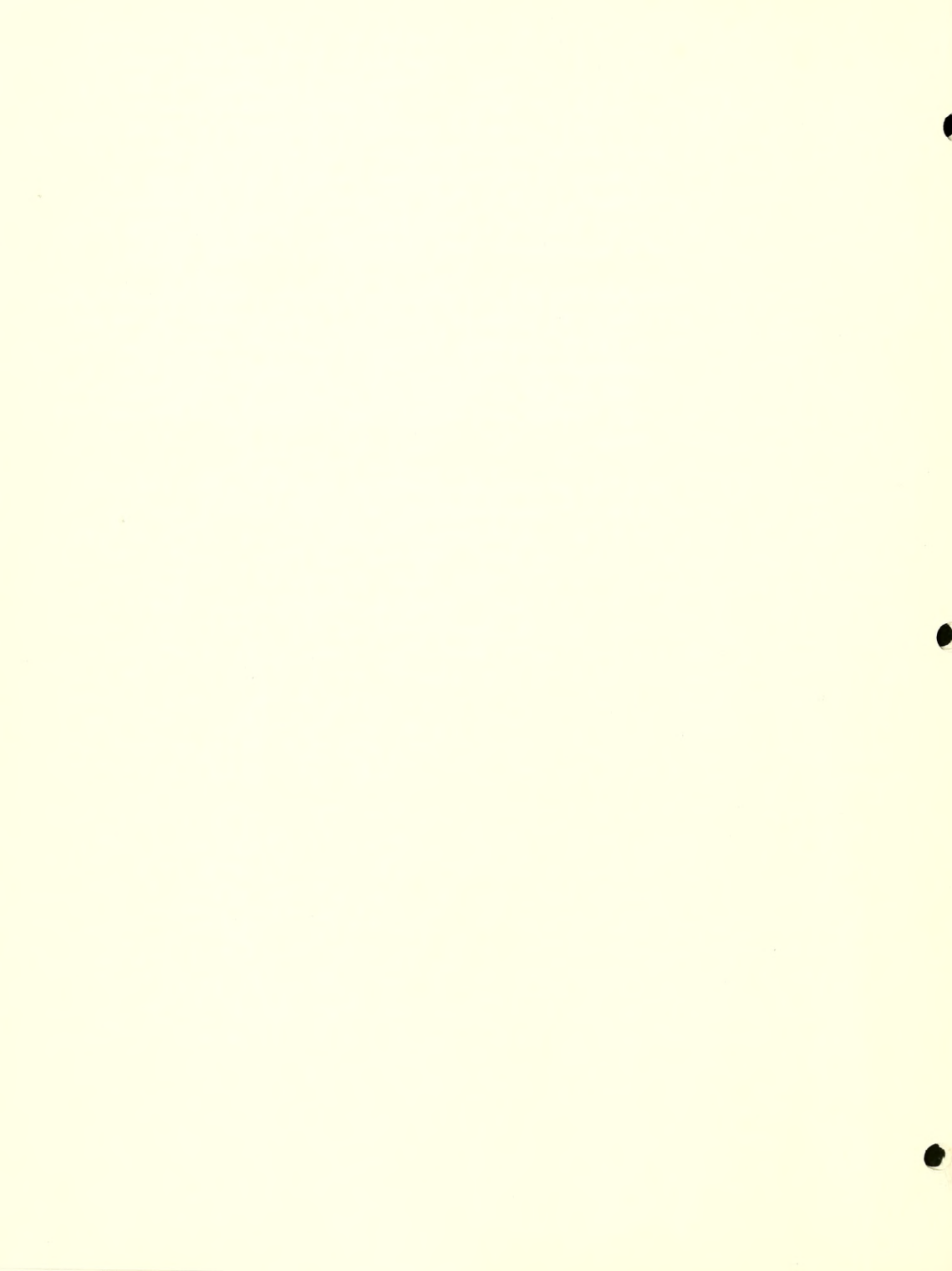


A variety of housing types, including both high and low-rise units, is desired. The proposed residential development should have a strong urban character appropriate for its location at the edge of the Regional Core and adjacent to a proposed regional expressway. The design of the site should recognize 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



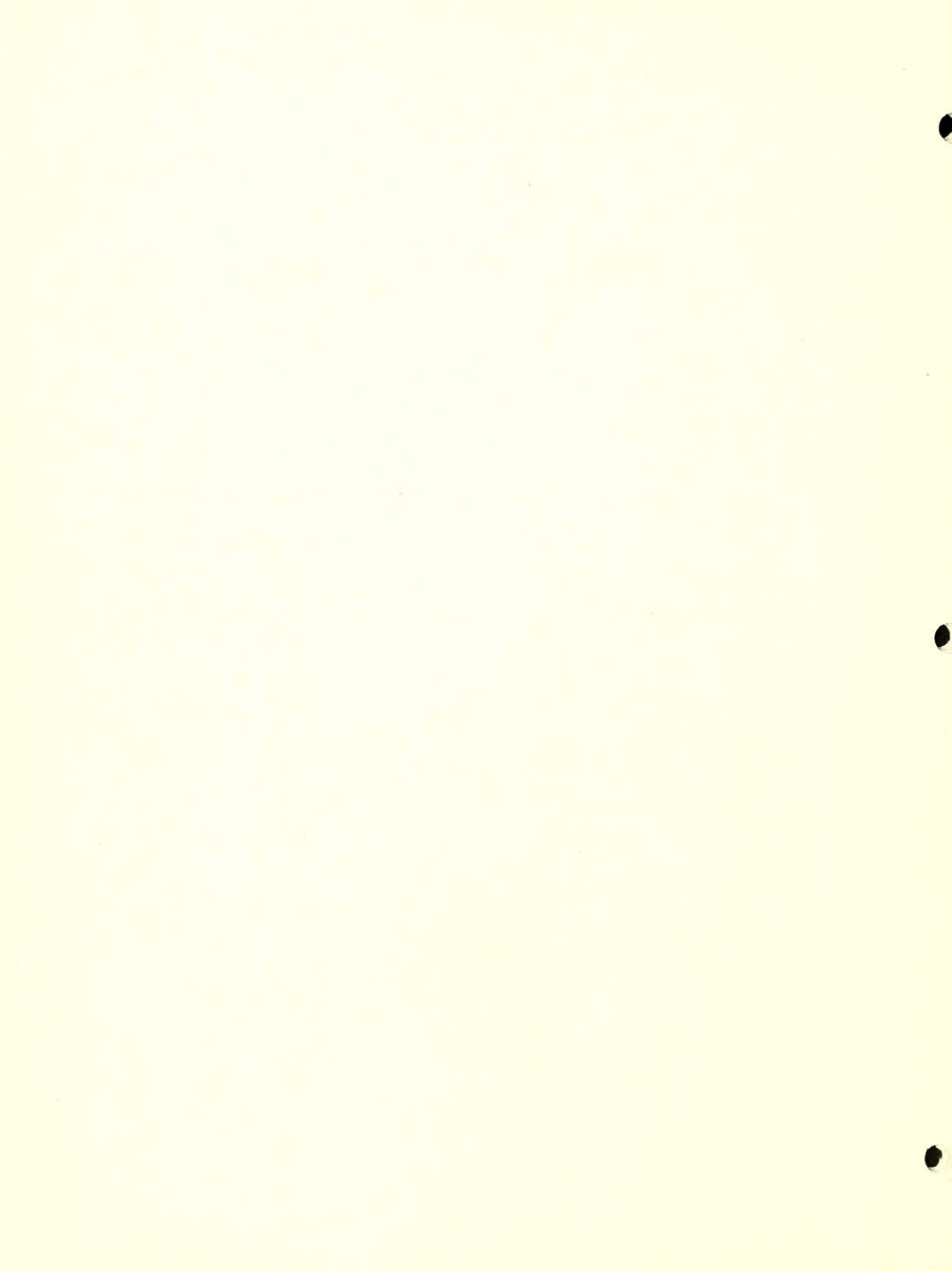
activity and to provide a pleasant environment for the enjoyment of shoppers and residents.

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

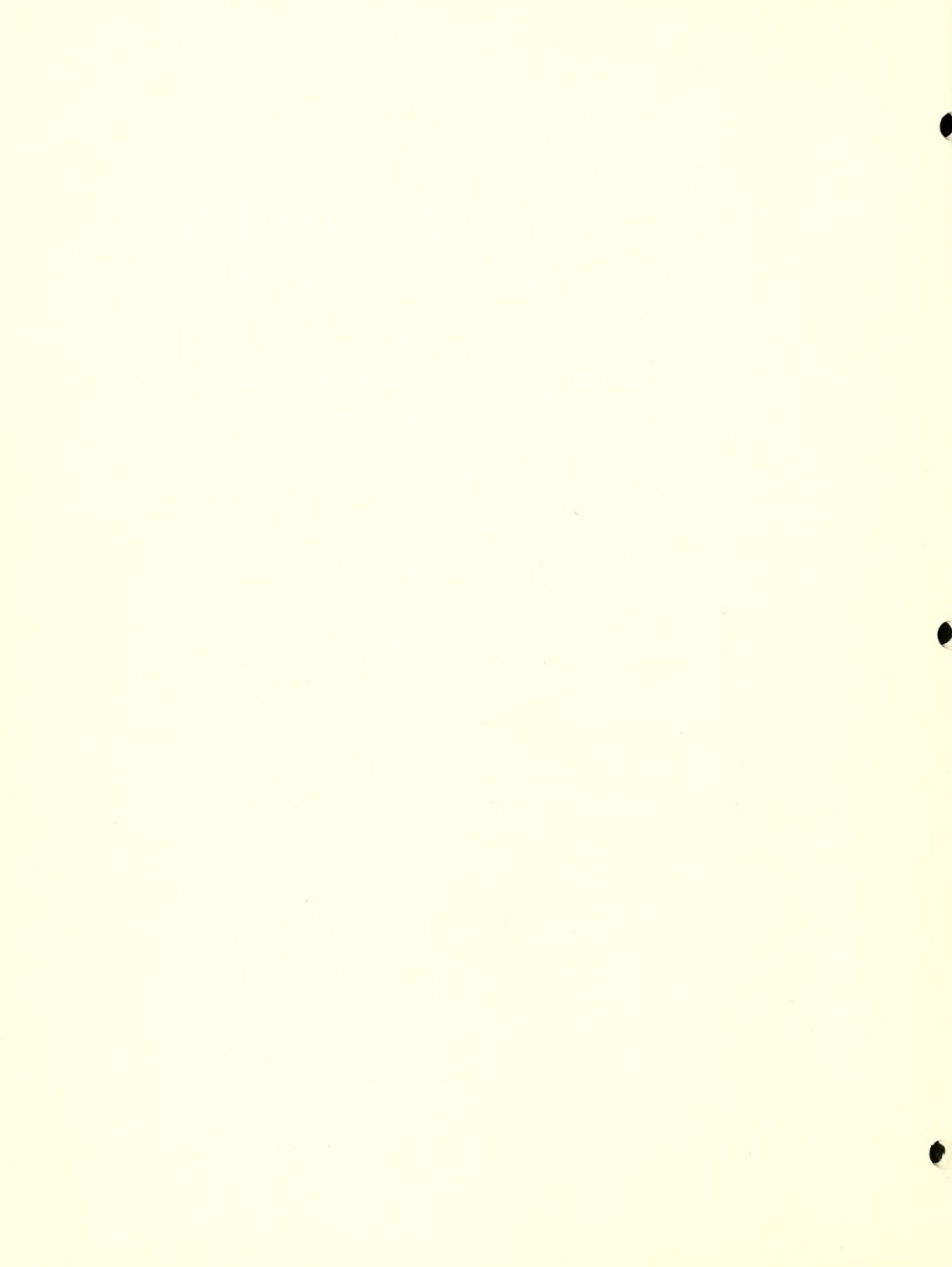
Clearance and redevelopment activities will include:

- (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;

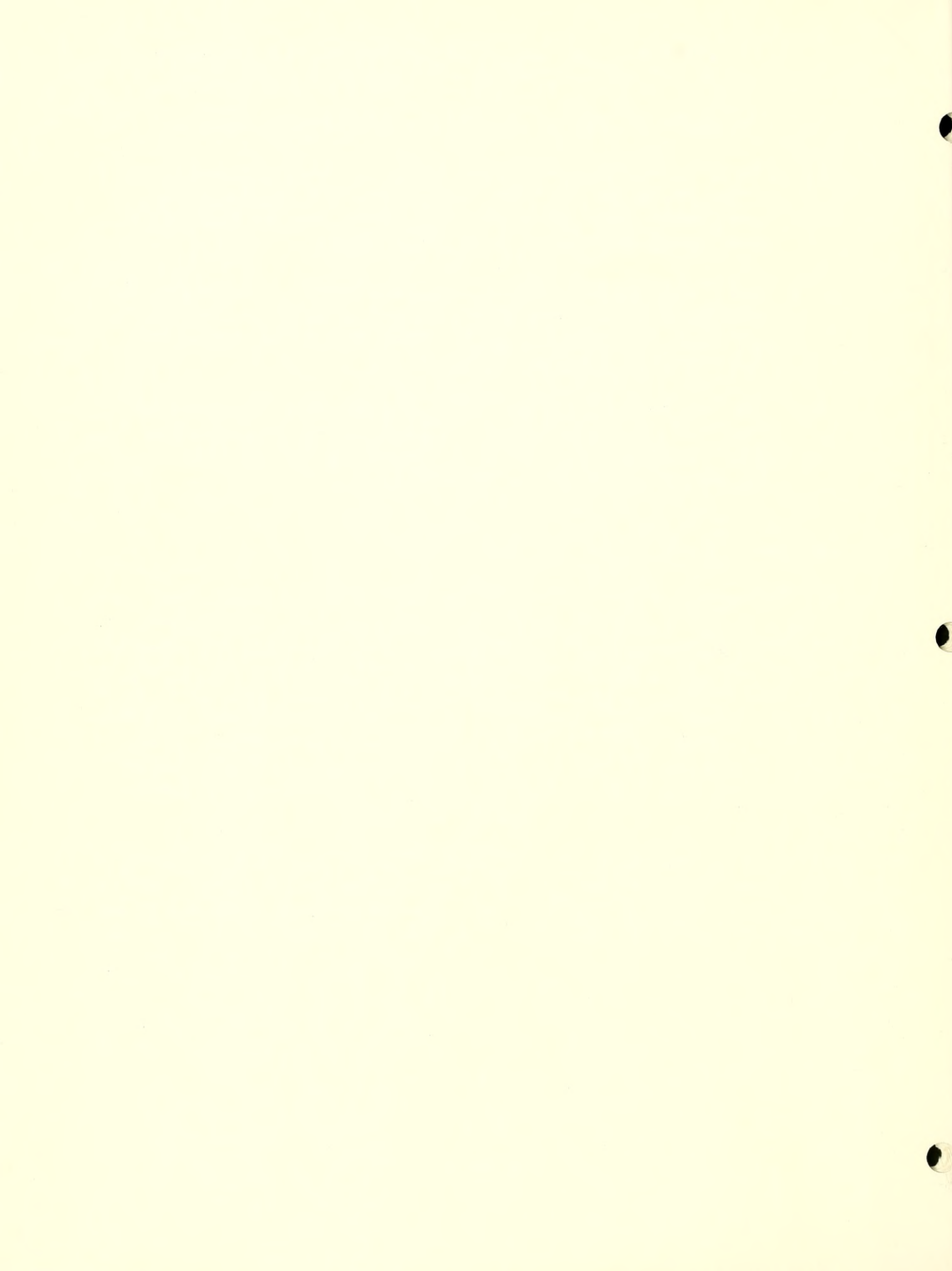


- (2) the provision of technical assistance to property owners and tenants to facilitate rehabilitation;
- (3) the undertaking of rehabilitation demonstrations;
- (4) the acquisition and disposition of real property for rehabilitation in accordance with the land use requirements set forth in Chapter 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".



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: Failure to Rehabilitate

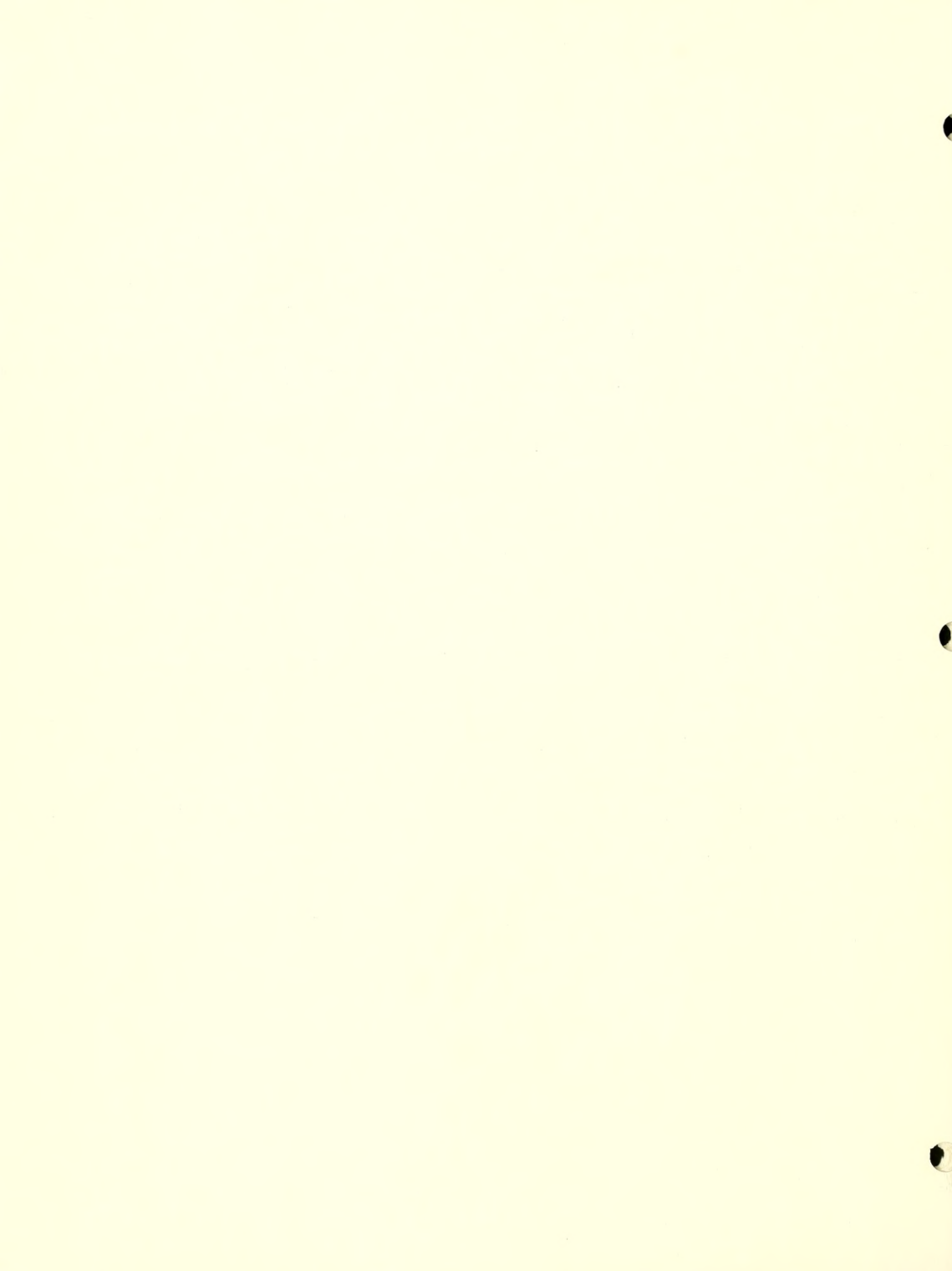
Any property not designated on Map 1 as "Property to Be Acquired" may nevertheless be acquired by the Authority if (1) such property fails to conform to the rehabilitation standards set forth in Chapter VIII and (2) the procedures set forth in Section 807 are followed. Such an acquisition may be made 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 403: Use of Property Acquired Under Section 402

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 402. 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 404: 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.



Section 501: Families, Individuals and Businesses to be Relocated

An estimated 186 families and 124 individuals are expected to be relocated from Authority-acquired properties. Information on the characteristics and housing needs of these households has been obtained from family surveys conducted by the Authority. The surveys were analyzed on the basis of income, rent-paying ability, age, family size and similar factors. Of the 310 households, about 36 percent are expected to move into private rental housing, 10 percent into private sales housing and 54 percent into public housing. In addition, an estimated 138 businesses are expected to be relocated from Authority-acquired properties.

Section 502: Availability of Relocation Housing

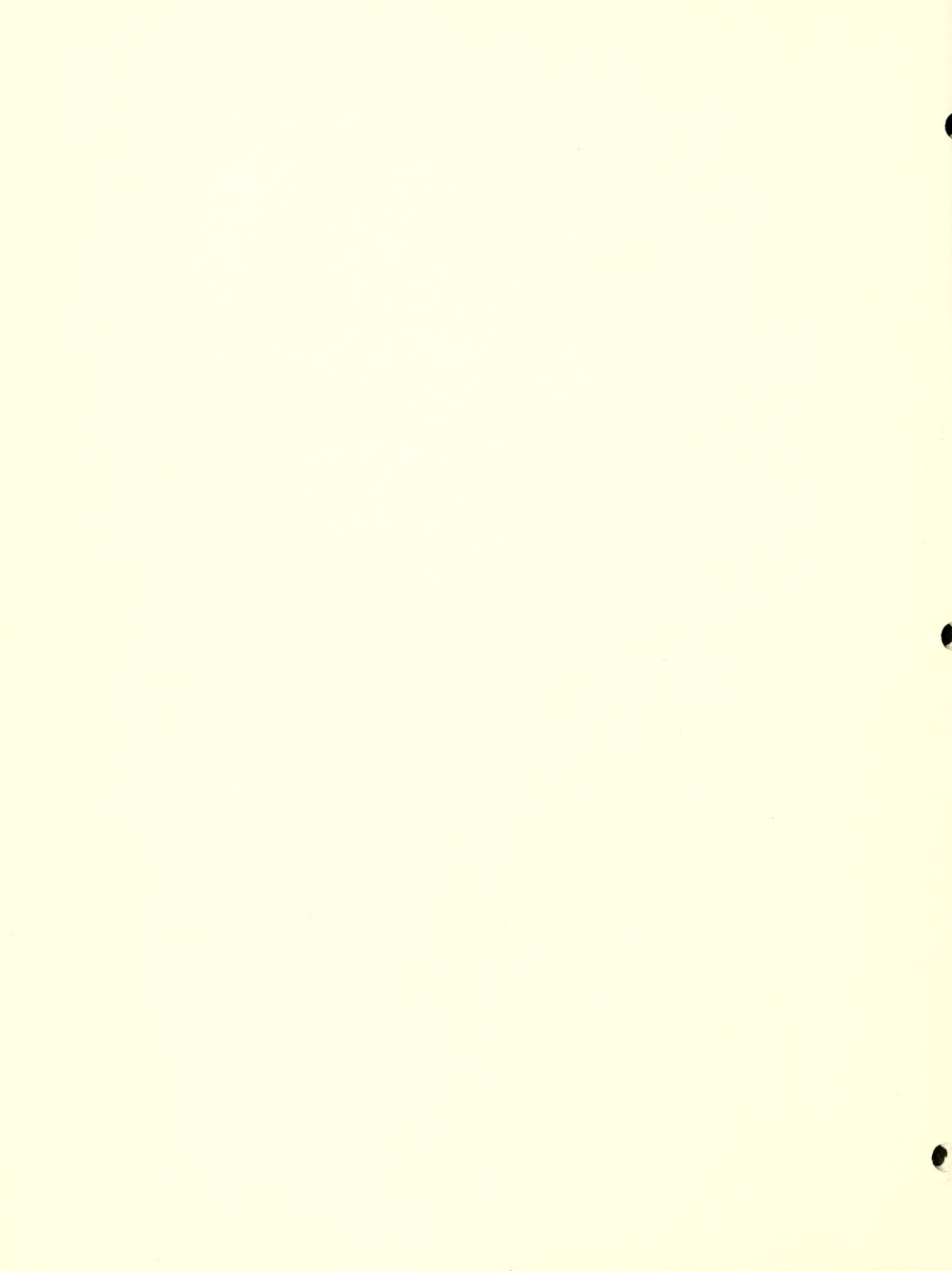
The proposed relocation will be staged over a four-year period. Based on this period, approximately 47 families and 31 individuals may be relocated each year, or about 4 families and 3 individuals per month. Housing to meet these needs will be available:

- (1) through normal turnover in sales and rental housing;
- (2) through normal turnover in public housing developments in Boston;
- (3) in new housing proposed under the Plan.
- (4) through the use of mobile homes as a temporary relocation resource pending completion of permanent housing proposed under the Plan.

Section 503: Relocation Program

The Authority will prepare and carry out a suitable relocation program to include:

- (1) a trained relocation staff which will interview and determine the needs of families, individuals and businesses to be relocated and which will render appropriate assistance to them;



- (2) payments for moving expenses to the full extent permitted under applicable regulations to eligible families, individuals and businesses; additional Relocation and Rehabilitation Housing Payments for eligible families and individuals; Small Business Displacement Payments to eligible business concerns;
- (3) special attention to the relocation problems of low-income and elderly families and individuals;
- (4) the implementation of standards for relocation which will take into account the ability to pay, the location preferences and the space requirements of the families, individuals and businesses to be relocated;
- (5) inspection of temporary and permanent relocation accommodations to assure that they are in compliance with applicable codes and ordinances.

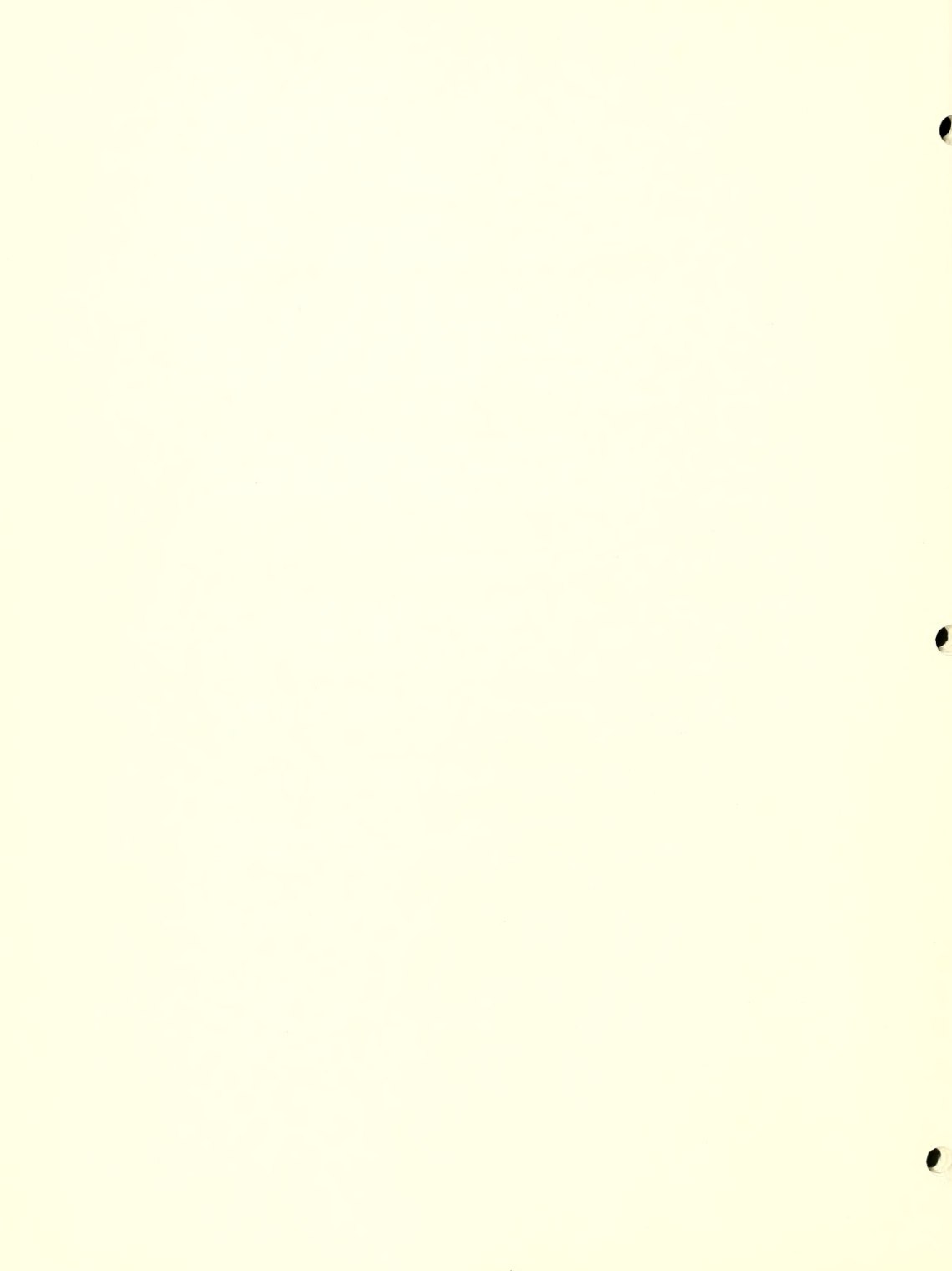
Section 504: Standards for Relocation

For private rental or sales housing, ability to pay 20 to 25 percent of family income for gross housing costs is considered a practicable standard, except where unusual conditions exist.

The location of housing referred by the Authority to families and individuals will be:

- (1) related to individual family preferences;
- (2) within reasonable commuting time and expense for the principal worker of the family to and from his place of employment;
- (3) in areas that meet the family's needs for public and commercial facilities.

Prior to referral to families and individuals, housing 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: Proposed Land Use Plan

The proposed use of land and location of rights-of-way in the Project Area are shown on Map 2, "Proposed Land Use".

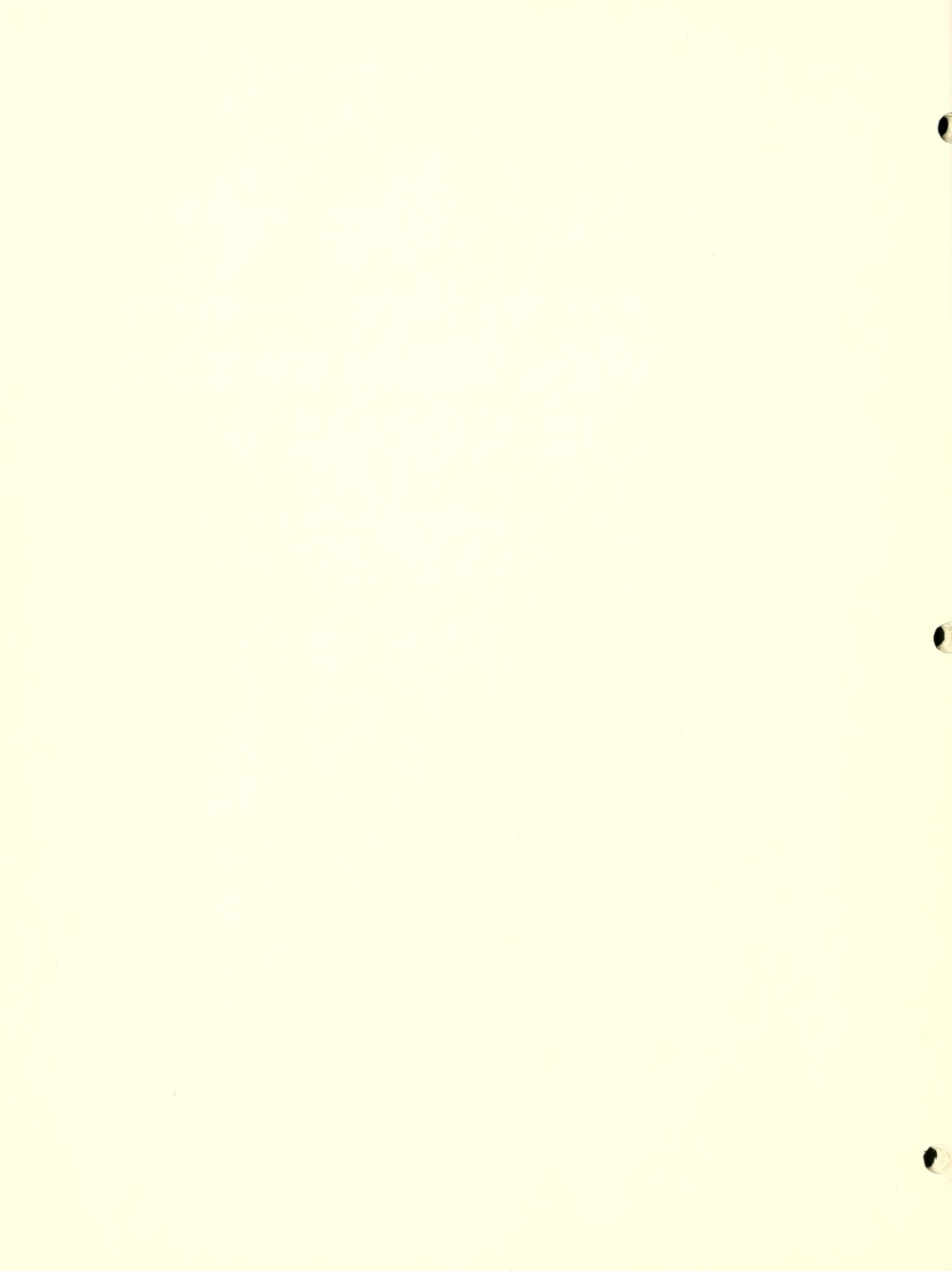
Section 602: Use and Development Controls on Disposition Parcels

The use and development of Disposition Parcels and improvements thereon shall comply with the provisions of Table A and Section 603.

1. Disposition Parcels are listed in Table A and are located as shown on Map 3, "Disposition Parcels".
2. A permitted land use, specified in Table A, in each case includes all accessory and ancillary uses customarily or reasonably incident to the use specified.

Alternate land uses for any of the Disposition Parcels are subject to Authority approval according to the objectives of the Plan.

3. The Authority may subdivide Disposition Parcels as appropriate, with permitted uses made applicable to sub-parcels. In the event of subdivision, parking requirements will be divided as deemed appropriate by the Authority.
4. The maximum floor area ratio shall mean the maximum permissible ratio of gross floor area of a structure or group of structures to total Disposition Parcel area. In the computation of floor area ratio, "gross floor area" shall have the same meaning as in the Boston Zoning Code, as said Code is amended from time to time.



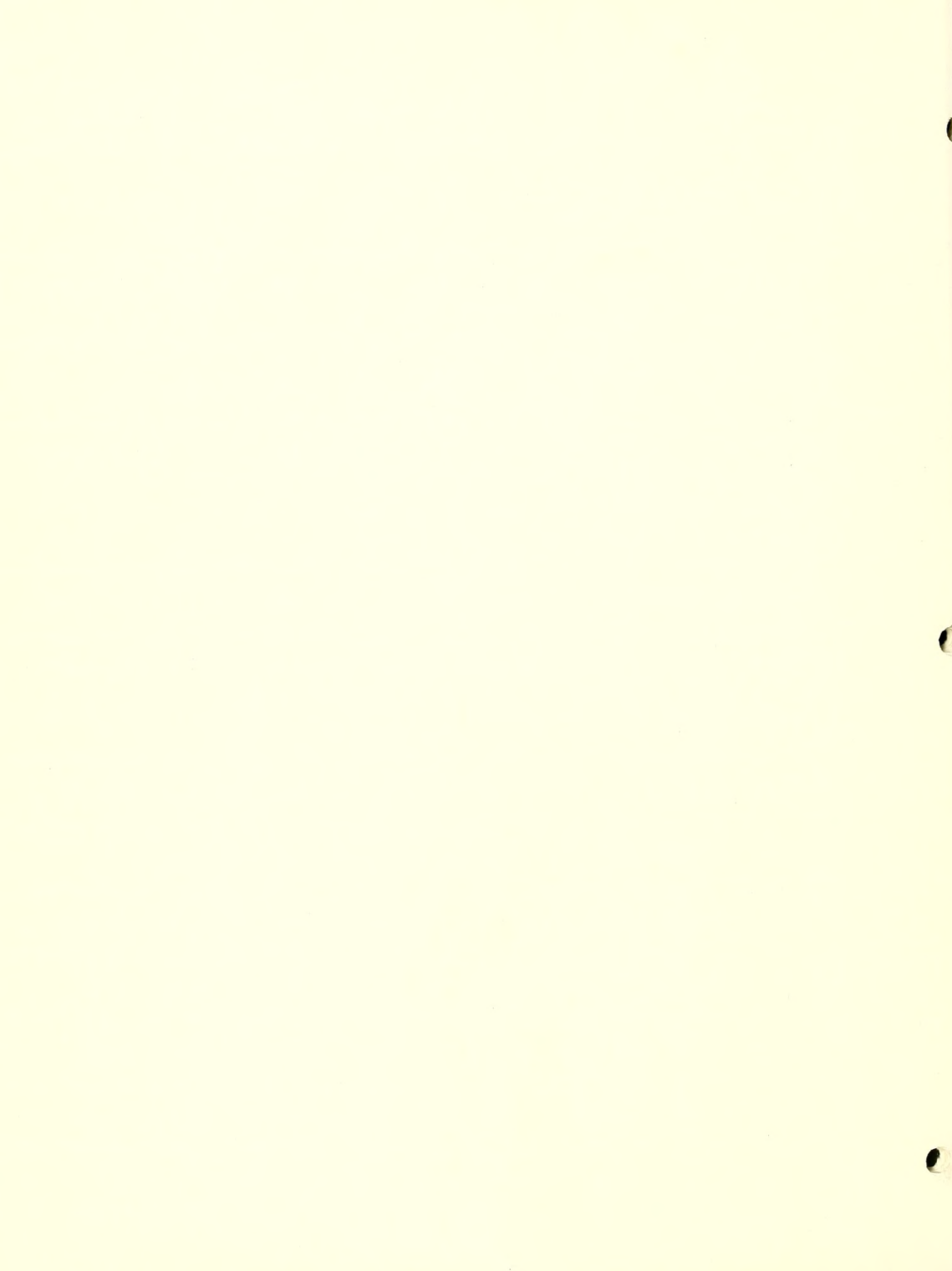
5. Height shall mean the vertical distance in feet from the mean grade of the sidewalk at the line of the street or streets on which the building abuts, or a given grade elevation adjoining the building line, to the highest point of the roof (excluding penthouses and roof structures). The maximum height shall be subject to Authority approval.
6. Setback shall mean the distance in feet between the Disposition Parcel line and the closest facade of the building at ground level. The minimum setback of buildings from streets and ways and from adjacent properties shall be subject to Authority approval.
7. Net density shall mean the number of dwelling units per net acre inclusive of on-site access roads, service drives, and automobile parking, play and dwelling service areas.
8. Planning and design requirements for each Disposition Parcel are set forth following Table B.



Position Number	Permitted Land Use	Maximum Floor Area Ratio	Maximum Net Density	Planning and Design Requirements
	Residential, including low-and moderate-income housing	1	*	A,B,C,E,F,G, H,R,e
	Residential, including low-and moderate-income housing	1	*	A,B,C,E,F,G, H,O,P,e
	Residential, including low-and moderate-income housing	1	*	A,B,C,E,F,G, H,e
	Residential, including low rent housing for the elderly, with ancillary commercial and community uses	2	90	B,C,E,F,G,H, I,K,L,N,P,e
	Residential, including low-and moderate-income housing	1	*	A,B,C,E,F,G, H,Q
	Residential, including low-and moderate-income housing	1	*	A,B,C,E,F,G, H
	Residential	2	30	A,B,C,E,F,G, H,I,c.
	Residential	2	30	A,B,C,E,F,G, H,c,h
	Residential; Commercial on lower floors	1	30	A,B,C,E,F,G, H,I,K,L,c



Position Level Number	Permitted Land Use	Maximum Floor Area Ratio	Maximum Net Density	Planning and Design Requirements
	Residential; Commercial on lower floors	2	30	B,C,F,H,I,K, L,d
	Residential	1	30	A,B,C,E,F,G, H,I,d
	Residentially-oriented open space	NA	NA	B,P
	High School, including related recreational facilities; Subsidiary Commercial and Community Uses	2	NA	B,C,I,S,T,U, V,W,X
	Elementary School	1	NA	B,C,I
	Educational, including Elementary School Use; Subsidiary Commercial and Community Uses	2	NA	B,C,D,I,J,Y
	Institutional	1	NA	B,C,M,P,Z,e
	Institutional	2	NA	B,C,H
	School Playground	NA	NA	B,G,J,g
	Commercial	2	NA	B,C,D,I,g
	Playground, Park	NA	NA	B,G,I,J,b,f
	Open Space	NA	NA	J,b,f



Position Parcel Number	Permitted Land Use	Maximum Floor Area Ratio	Maximum Net Density	Planning and Design Requirements
	Open Space	NA	NA	J,b,f,
	Open Space; Plaza	NA	NA	I,J
	Open Space; Plaza	NA	NA	I,J
	Open Space; Plaza	NA	NA	I,J
	Inner Belt Right-of-way	NA	NA	I,a
	Inner Belt Right-of-way	NA	NA	I
	Southwest Expressway Right-of-way	NA	NA	I,W

Maximum net density shall be 30 units per net acre overall for the aggregate of Parcels R1, R2, R3, R5, and R6.

Deviation: NA: Not Applicable



PLANNING AND DESIGN REQUIREMENTS

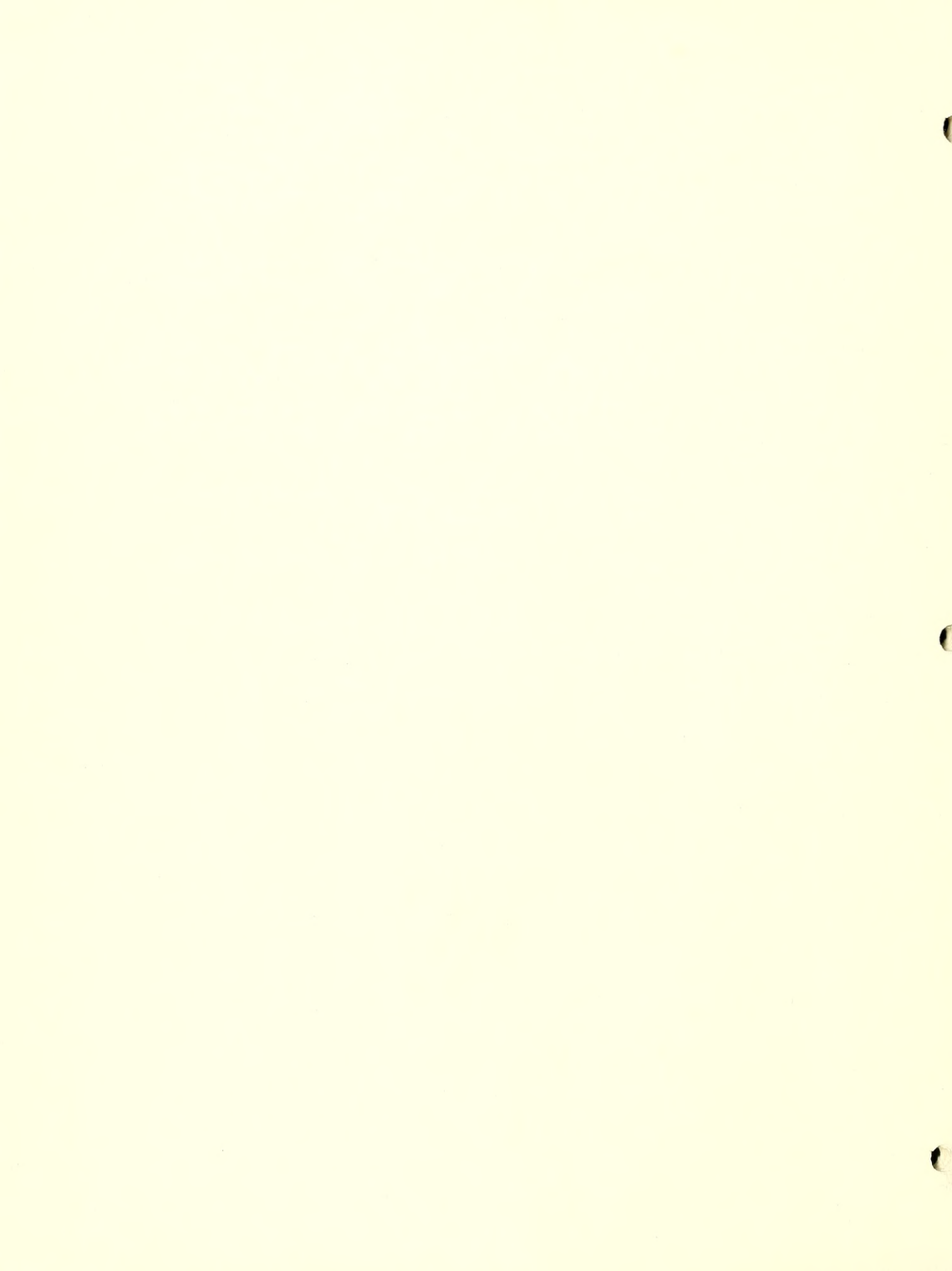
- A. Whenever possible, a high percentage of the dwelling units on each site shall be for families of more than one individual. Private access and outdoor space (ground or balconies) shall be provided for as many units as possible.
- B. Development shall be consistent and compatible with surrounding existing and proposed development respecting material, form, and scale, subject to Authority approval.
- C. New development shall not unduly diminish light and air to nearby structures.
- D. The structure or structures shall be designed so as to connect visually the facades of abutting structures.
- E. Convenient vehicular access shall be provided to the housing.
- F. Adequate recreation areas for small children and/or landscaped sitting areas for adults shall be provided for use of the residents.
- G. Appropriate recreation equipment shall be provided subject to Authority approval.
- H. Landscaped pedestrian ways shall be provided subject to Authority approval.
- I. Bus shelters, including, whenever possible, special loading and unloading lanes for buses, newsstands, phone booths, street furniture, etc. may be provided where appropriate subject to Authority approval.
- J. Appropriate landscaping and/or paving shall be provided subject to Authority approval.
- K. Design relationship of ground floor uses to upper floor uses, including separation of entrances, shall be subject to Authority approval.
- L. Specific commercial uses shall be subject to Authority approval and future uses shall be regulated by disposition agreements.
- M. Subject to the rehabilitation provisions of Chapter VIII of this Plan.



- N. A minimum of 130 units of public housing for the elderly shall be provided for on this site.
- O. A minimum setback of 40 feet shall be required from the southerly Inner Belt frontage road.
- P. An easement shall be provided for the provision of appropriate sound barriers, including earth mounds, masonry walls, and/or dense landscaping, to minimize the noise from the adjacent Inner Belt Highway and frontage road.
- Q. A utility easement of 40 feet width shall be provided along the existing alignment of Ruggles Street.
- R. A utility easement of 40 feet width shall be provided along the existing alignment of Cabot Street.
- S. Utility easements for the Stony Brook system shall be provided where necessary.
- T. A utility easement of 40 feet width shall be provided along the existing alignment of Vernon Street to approximately Lamont Street and shall be extended in a straight line to the existing Stony Brook easement at Hampshire Street.
- U. To the extent possible, the building portion of the high school shall be massed along New Dudley Street and shall extend generally from Parcel P-2b to the northbound frontage road of the Southwest Expressway.
- V. A public pedestrian easement shall be provided through the site from a similar easement in Parcel P-2b to the northbound frontage road of the Southwest Expressway and shall be incorporated within the high school complex.
- W. To the extent possible, a direct pedestrian connection shall be provided from the site to the proposed rapid transit station at Roxbury Crossing.
- X. To the extent possible, a direct pedestrian connection shall be provided from the site to the James P. Timilty Junior High School.
- Y. A public pedestrian easement shall be provided through the site from Shawmut Avenue to a similar easement in Parcel P-1 and shall be incorporated within the building design.
- Z. Construction of related facilities shall be permitted on this site subject to Authority approval.



- a. Air-rights development for residential and ancillary commercial use, consistent with development of adjacent disposition parcels, shall be permitted subject to Authority approval and applicable legislative statute. In such case, the development of air rights shall be subject to the same controls as for Disposition Parcel R-4. Access to the site shall be permitted from an extension of a proposed street approximately 300 feet westerly of Shawmut Avenue.
- b. A landscaped pedestrian easement shall be provided along New Dudley Street to a minimum depth of 10 feet from the curb line.
- c. A landscaped pedestrian easement shall be provided along New Dudley Street coinciding with the setback requirements.
- d. A landscaped pedestrian easement shall be provided along Shawmut Avenue (extended) coinciding with the setback requirements.
- e. No vehicular access to the site shall be permitted from the eastbound Inner Belt frontage road.
- f. No vehicular access to the site shall be permitted from New Dudley Street.
- g. No vehicular access to the site shall be permitted from Shawmut Avenue (extended).
- h. Vehicular access to the site is preferred from King Street only.



Section 603: General Requirements

The provisions of this Section shall apply to the entire Project Area except as expressly otherwise provided.

1. Artistic Amenities

For all Disposition Parcels, except those to be disposed of for residential development, not less than one percent of construction costs shall be utilized to provide works of art satisfactory to the Authority, which may include ornaments, arrangements or effects created through the use of sculpture, bas-reliefs, mosaics, frescos, murals, prints, tapestries, paintings and fountains which are sculptural in themselves or designed to enhance the setting of sculpture.

2. Building Construction

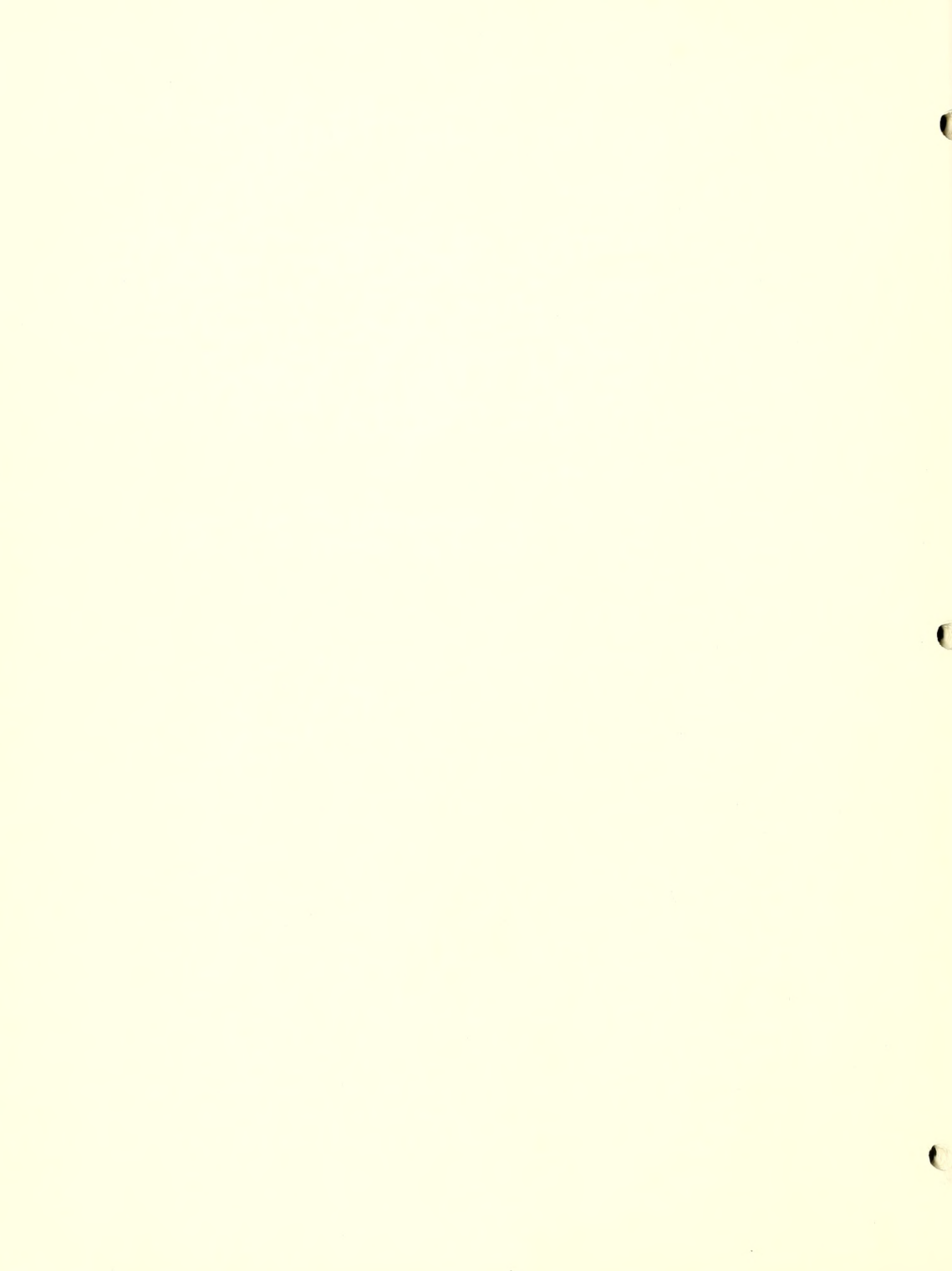
All buildings shall be constructed in full compliance with all State and local laws, ordinances, codes and regulations.

3. Exterior Lighting

Exterior lighting used to light doors, entrances, show windows, plazas, parking areas, open spaces and water surfaces shall be located and shielded so as to prevent glare on adjacent properties. Flood lighting of buildings or streets will be permitted subject to approval by the Authority.

4. Off-Street Loading

Developers and owners of all buildings shall demonstrate to the satisfaction of the Authority that the off-street loading needs of the property will be met adequately, or that the lack of such facilities is due to existing conditions, but will not be detrimental to areas adjacent to such property. Loading bays shall be designed and located so as to permit vehicles to load and unload without interfering with pedestrian or vehicular traffic on rights-of-way; but in no case shall loading bays designed to permit vehicles to back directly perpendicular to rights-of-way be permitted. The following guidelines to the off-street



loading bay requirements are applicable to the uses permitted; however, specific requirements as deemed appropriate for each Disposition Parcel shall be subject to Authority approval:

Gross Floor Area (in 000's sq. ft.)	<u>Retail Commercial</u>	<u>Office, General Commercial</u>	<u>Institutional</u>	<u>Residential</u>
Under 15	0	0	0	0
15-50	1	1	1	0
50-100	2	1	1	0
100-150	3	2	2	0
150-300	4	3	3	0
300 & over	5*	4*	4*	0

*plus 1 for each additional 150,000 square feet or major fraction thereof.

Loading bay requirements are not applicable to parking garages or public parks.

5. On-site Improvements

All buildings, open space and other improvements shall be maintained in good repair and in clean, sanitary and attractive condition. Sufficient and suitable refuse and garbage storage and disposal facilities, including structural enclosures where appropriate, shall be provided and properly maintained.

6. Open Space

All open areas shall be suitably landscaped so as to provide a visually attractive environment. To the fullest extent possible, subject to Authority approval, landscaping and planting shall be maximized and paving of open areas minimized.



7. Parking Areas

Parking areas include all space allocated for vehicular use, including service drives, maneuvering space and parking spaces, as well as space devoted to meeting landscaping requirements contained in this sub-section 7. Three hundred square feet shall be allocated per required space, exclusive of space devoted to meeting landscape requirements, unless specific parking plans providing for less area per space are approved by the Authority.

Unless otherwise permitted by the Authority, off-street parking spaces shall be available in a number sufficient to meet the needs of persons employed at, living in or otherwise using the facilities involved, and shall meet the following requirements:

Use

residential, family	.7 per dwelling unit
residential, elderly	.2 per dwelling unit
retail commercial	1.0 per 400 square feet of gross floor area
office commercial	1.0 per 250 square feet of gross floor area
institutional	1.0 per 1,000 square feet of gross floor area

In determining the appropriateness of parking areas, the following standards will be considered as desirable guidelines:

- (a) Except on major streets, single large open parking areas are considered undesirable. Several smaller parking areas to meet parking requirements are encouraged. For residential Parcels particularly, where numerous parking spaces are required, no single parking area should exceed 15 percent of the area of the Parcel, unless otherwise approved by the Authority.



- (b) All parking required in connection with residential development should be within 400 feet of such development.
- (c) All open parking areas should have at least one tree for every six parking spaces.
- (d) An open parking area in excess of 10 parking spaces should be visually screened with planting or appropriate fencing along the perimeter.
- (e) Access driveways shall be a minimum of 20 feet in width if one-way, and a minimum of 24 feet if two-way.
- (f) Appropriate night lighting should be provided.

In the case of Disposition Parcels for housing for families of low or moderate-income, and subject to the approval of the Authority and the Federal Housing Administration, the parking requirement may be met wholly or in part by spaces provided on public rights-of-way adjacent to such housing units, provided that such parking spaces are clearly intended by their location and design to be used primarily by residents of such housing units and their visitors and further provided that the rights-of-way are intended primarily for the movement of vehicles belonging to residents of such housing or their visitors.

Departures from these guidelines may be permitted upon a demonstration by the developer that the intention of this sub-section is otherwise substantially met. Parking space requirements can be met by either open or covered parking and by parking spaces wholly or partially within the buildings housing the principal uses to which the site is devoted.

8. Provisions for Handicapped Persons

All new buildings shall be so designed that persons in wheelchairs can enter and leave and travel about the building in a reasonable manner without undue obstruction.



9. Sign Control

Signs shall be restricted to the non-animated and non-flashing type, identifying only the establishment and nature of its products. All signs must be suitably integrated with the architectural design of the structure which they identify. No sign shall project beyond the face of the building more than twenty-four (24) inches. The size, design, location and number of signs shall be subject to the approval by the Authority. No signs or advertising shall be placed on the exterior facade on or above the floor level of the third floor of any structure. No sign shall project above the roof of the structure on which it is mounted. Any exceptions to the above controls, or the placement or replacement of any sign shall be subject to approval by the Authority.

10. Storage

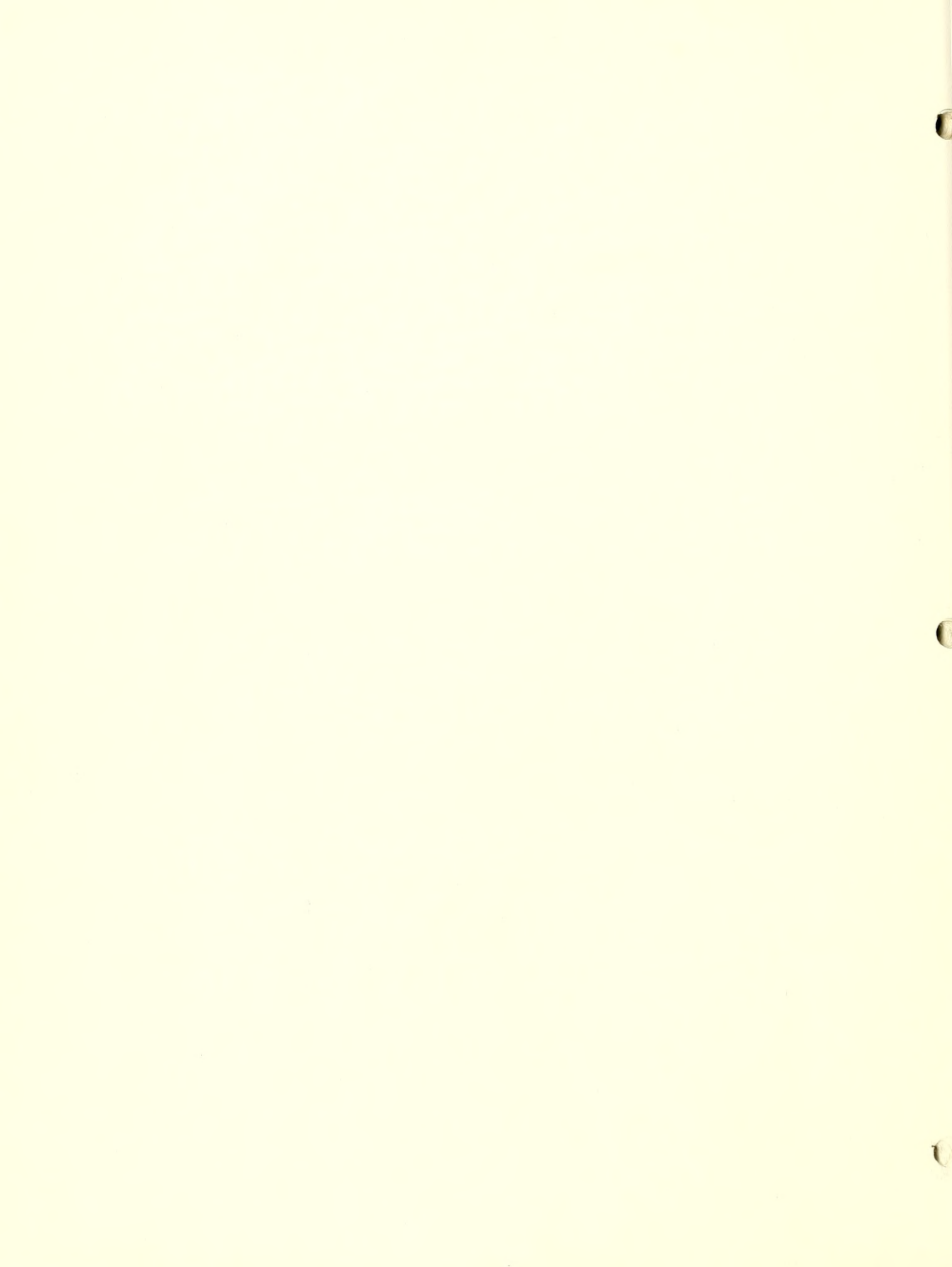
The open air storage of materials, equipment or merchandise, other than automobiles, shall not be permitted without written approval by the Authority.

11. Utilities

The placement or replacement of all private and public utilities shall be underground. Utility easements, when necessary, shall be provided by developers. Easements shall be checked and accepted by the City of Boston Public Works Department.

12. Vehicular Access

Vehicular access to Disposition Parcels shall be determined at the time disposition agreements are signed by the Authority and the developer of the Parcel. It is the intent of this Plan to provide vehicular access from the rear of Parcels or from side streets, avoiding, where possible, direct access from major arterials and cross-town streets.

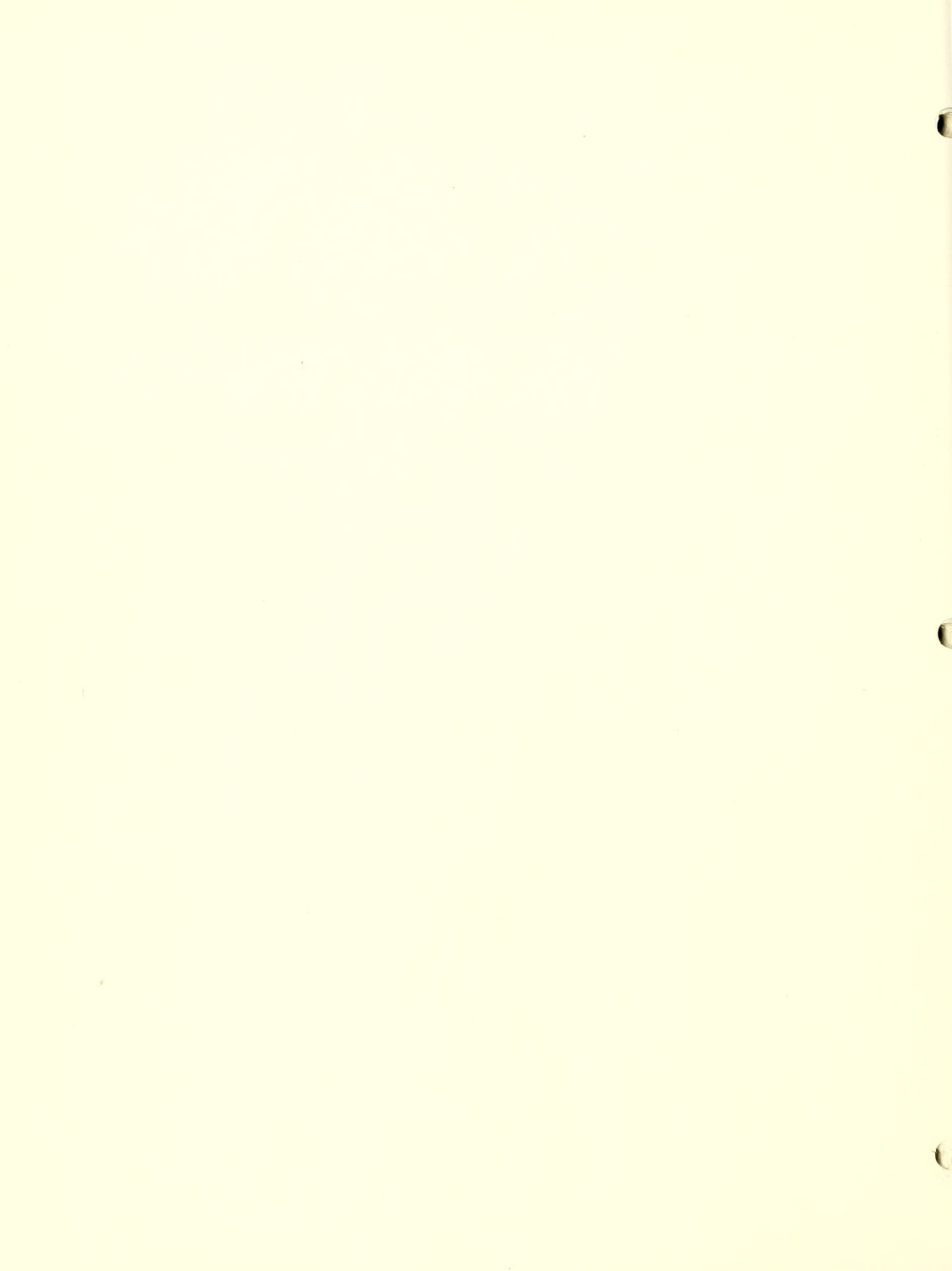


Section 604: Controls on Contiguous Parcels

In the event that the Authority disposes of a Disposition Parcel or any subdivision of a Disposition Parcel to a developer who owns a contiguous parcel not part of the clearance or disposition area, the Authority reserves the right to impose such controls as are necessary to insure that the use and development of both parcels will be in conformity with the objectives of this Plan.

Section 605: Interpretation

In the event of any question regarding the meaning or construction of any or all of the standards, controls or other provisions of this Plan, the interpretation or construction thereof by the Authority shall be final and binding.



Section 701: Applicability

The provisions of this Chapter shall apply to each Parcel upon its disposition by the Authority and shall be implemented by appropriate covenants and provisions in disposition documents.

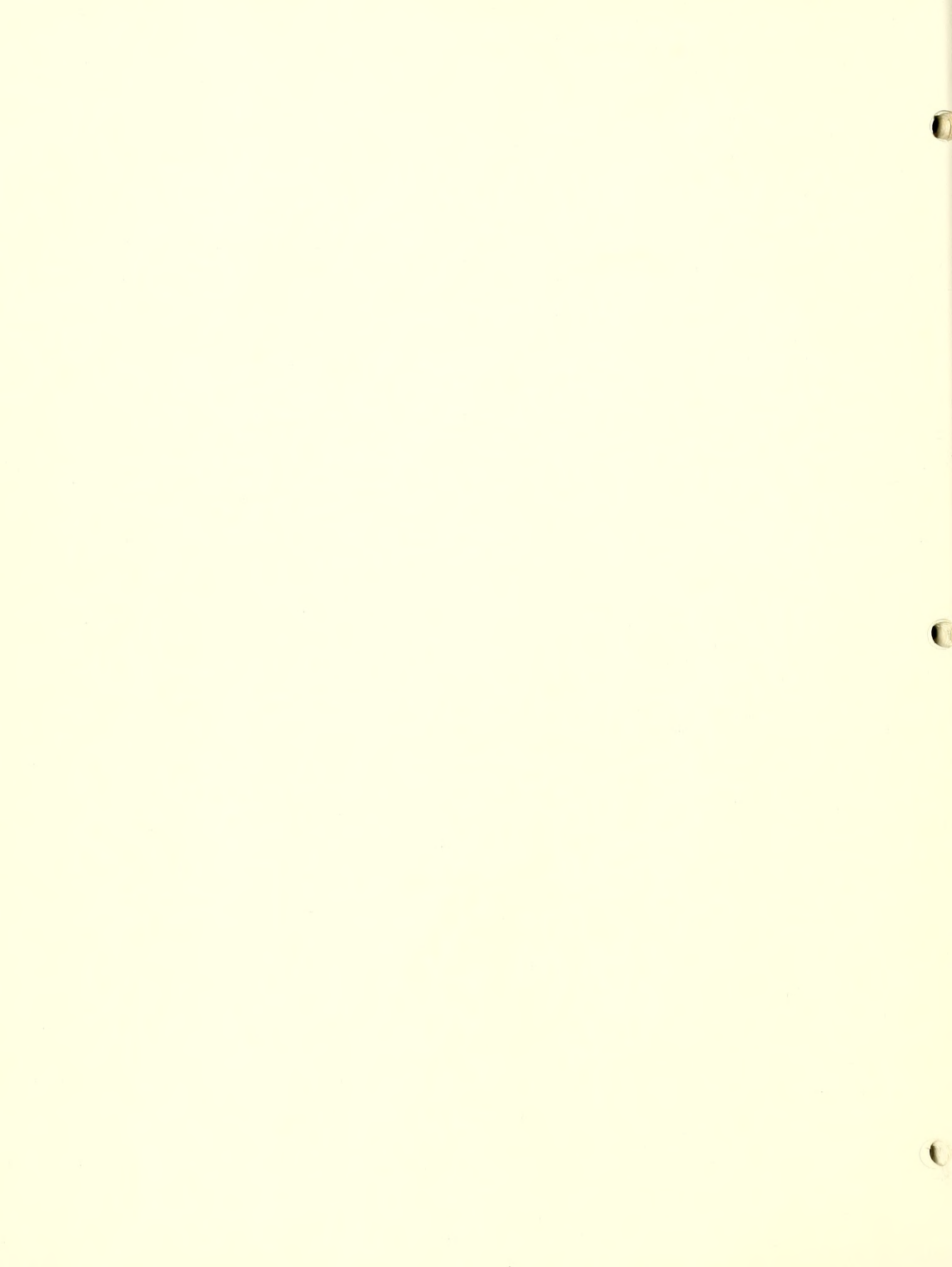
Section 702: Compliance with the Plan

Development of the land in the Project Area shall be made subject to the regulations and controls set forth in this Plan. The purpose of such regulations and controls is to assure that the renewal and development of such land will conform to the planning and design objectives of the Plan. It is therefore the obligation of all developers not only to comply with these regulations and controls but also to familiarize themselves with the overall Plan and to prepare development proposals which conform therewith.

Section 703: Design Review

All development proposals will be subject to design review, comment and approval by the Authority prior to land disposition and prior to the commencement of construction.

In addition to assuring compliance with the specific controls, regulations and design objectives set forth in this Plan, and as more specifically set forth in disposition documents, the Authority shall establish design review procedures and evaluate the quality and appropriateness of development proposals with reference to the design objectives and requirements set forth in this Plan and in the disposition documents.



Section 704: General Obligations

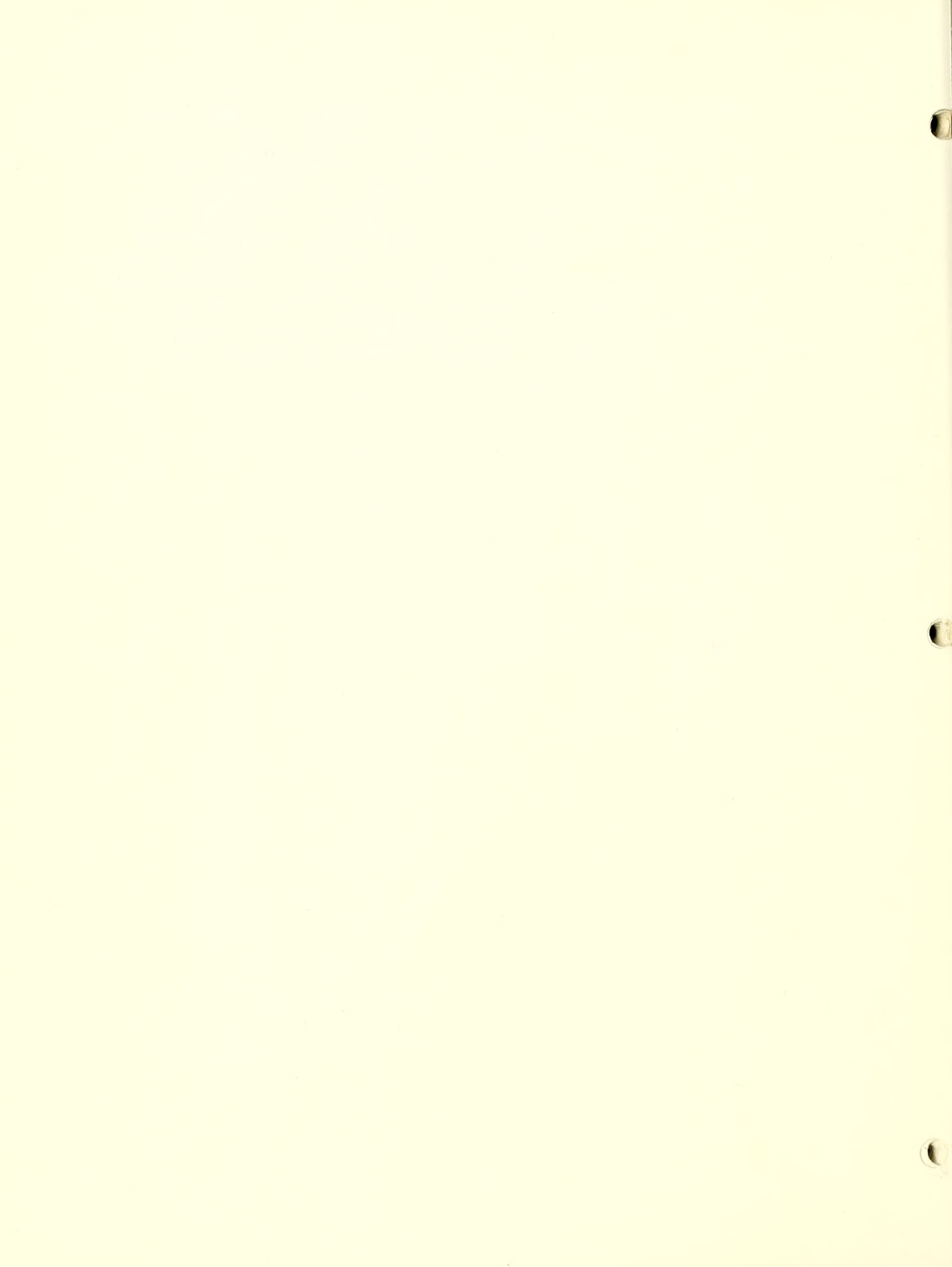
The Authority shall obligate developers and purchasers of land in the Project Area, and their successors and assigns, by covenants and conditions running with the land or by other appropriate means providing for reasonable action in the event of default or non-compliance by such developers and purchasers:

- (1) to devote, develop or otherwise use such land only for the purpose and in the manner stated in the Plan;
- (2) to comply with such terms and conditions relating to the use and maintenance of such land and improvements thereon as in the opinion of the Authority are necessary to carry out the purpose and objectives of the Plan and of the relevant provisions of Chapter 121B, Massachusetts General Laws;
- (3) to commence, execute and complete construction and improvements in accordance with reasonable time schedules as determined by the Authority and agreed upon by the developer;
- (4) where appropriate, to give preference in the selection of tenants for dwelling units or tenants for commercial space built in the Project Area to persons displaced on account of action taken pursuant to this Plan who desire to rent such dwelling units or such commercial space and who will be able to pay rents or prices equal to rents or prices charged other tenants for similar or comparable space built as part of the same development;
- (5) where appropriate, to require that a minimum of 20 percent of all dwelling units to be built in the Project Area be made available at a sales price or a rental feasible for low or moderate-income families and individuals;
- (6) to make adequate provisions for works of art and other amenities in accordance with the policy as established by the Authority.



Section 705: Disposition by Developer

A developer shall not dispose of all or part of his interest within a Parcel acquired from the Authority without the written consent of the Authority until the full completion by the developer of all improvements required by and in conformity with the terms and conditions of both this Plan and the Land Disposition Agreement entered into between the developer and the Authority. Such consent shall not be granted except under conditions that will prevent speculation, protect the interest of the Authority and the City of Boston, and effect compliance with and achieve the objectives of Chapter 121B, and where applicable, Chapter 121A, of the Massachusetts General Laws.



Section 801: Identification and Applicability

All properties and buildings within the Project Area which are not designated for acquisition by the Authority as shown on Map 1, "Property Map", as "Property to Be Acquired" are to be maintained at or brought to a level which achieves a decent standard of safe and sanitary conditions and shall be made to conform to the standards in this Chapter.

Any property or building which is not maintained at or brought to conformity to said standards may be acquired by the Authority as provided in Chapter IV, Section 403.

Section 802: General Objectives

The basic objectives of rehabilitation activity within the Project Area shall be to secure and maintain all structures and their environment so as to:

- (1) prevent the spread as well as the recurrence of blight and substandard conditions;
- (2) restore deteriorating areas and structures to sound condition;
- (3) increase and stabilize the economic value of individual properties;
- (4) create decent, safe and sanitary structures providing the greatest degree of amenity, convenience, usefulness, attractiveness and livability for the occupants and users thereof;
- (5) preserve significant structures of historic and architectural value in the area.



Section 803: Planning and Design Objectives

The planning and design objectives are to:

- (1) provide land uses which will be complementary and will not adversely affect each other;
- (2) insure that non-residential uses will not create congestion or other adverse effects;
- (3) regulate non-conforming uses so that they will not produce crowding, noise, odors, air pollution, glare, heat, vibration, dirt or other effects detrimental to the health, safety and general well-being of the community;
- (4) maintain the physical character of buildings architecturally consistent with the surrounding neighborhood in order (a) to eliminate deteriorating or blighting influences and (b) to achieve an aesthetically pleasing environment, thereby encouraging neighborhood stability and maintenance of property;
- (5) provide attractive landscaping of all open areas in order to enhance the character of the neighborhood;
- (6) require that buildings be structurally sound;
- (7) provide adequate off-street parking and off-street loading facilities where appropriate;
- (8) provide that signs be integrated with the over-all structural appearance of the buildings, not adversely affect the general character or appearance of the area and be consistent with sign controls specified in Chapter VI, Section 603;
- (9) require that non-residential uses which are permitted to remain be screened by appropriate landscaping or architectural devices from residential uses which abut or are across the street from such non-residential uses.



Section 804: Health Objectives

Sanitary conditions must be achieved in order to eliminate conditions which cause disease or which are otherwise detrimental to the public health, safety and the general welfare of the community. To achieve this:

- (1) all facilities necessary for adequate heat, light, plumbing and general sanitation must be properly installed and maintained in good working condition;
- (2) structural and environmental conditions necessary to provide adequate and healthy living and work space must be maintained in accordance with code requirements specified in Section 806 of this Chapter.

Section 805: Safety Objectives

Safety conditions must be achieved to prevent unsafe conditions which might cause injury to persons or damage to property, including adjacent buildings, in accordance with code requirements specified in Section 806 of this Chapter. To achieve this:

- (1) potential fire hazards must be eliminated;
- (2) unsafe conditions in yards and open spaces must be eliminated;
- (3) the exterior and interior of structures and all facilities must provide maximum safety;
- (4) satisfactory means of egress must be provided.



Section 806: Rehabilitation Standards

All structures within the Project Area which are not designated on Map 1 as "Property to Be Acquired" shall be maintained at or made to conform to the following laws, codes and ordinances and any revisions and amendments thereto:

- (1) the "Sanitary Code of the Commonwealth of Massachusetts";
- (2) the "Building Code of the City of Boston";
- (3) the "File -- -- -- -- -- of the City of Boston", set out in Chapter 3 of the City Ordinances of 1959 and ratified by Chapter 314, Massachusetts Acts of 1962;
- (4) the "Boston Zoning Code";
- (5) Chapter 143 of the Massachusetts General Laws, the Commonwealth of Massachusetts Public Safety Regulations;
- (6) the "Commonwealth of Massachusetts Innholders and Common Victuallers Regulations", as applied to the licensing and maintenance of lodging houses, rooming houses and hotels;
- (7) all other applicable State and local laws, ordinances, codes and regulations; provided that where this Plan imposes a greater restriction than is imposed or required by any of the aforesaid, the provisions of this Plan shall prevail; provided, further, that deviations from such laws, ordinances, codes and regulations may be granted and approved as provided under Chapter 121A and Chapter 121B, Massachusetts General Laws and as otherwise provided under such laws, ordinances, codes and regulations where applicable. Failure to set forth herein any provision of any such law, ordinance, code or regulation shall not be deemed to make such provision inapplicable.



Section 807: Inspection and Notice

The Authority shall inspect each and every property not designated on Map 1 as "Property to Be Acquired".

Whenever it has been found on inspection that a residential or non-residential property or structure does not meet the objectives, standards and regulations of this Chapter, the Authority shall, within a reasonable period of time after the inspection, give notice of such nonconformance to the owner of said property or structures. Such notice shall be in writing, addressed to the owner and to other persons required to be notified at their last known address, and shall be sent by certified or registered mail.

Such notice shall state why it is being issued, shall specify the respects in which the property fails to meet the objectives, standards and controls of the Plan and shall specify what work is required to bring the property into compliance. Such notice may also set a proposed schedule for beginning and completing each part of the work, provided that a reasonable time is allowed for the performance of any act required.

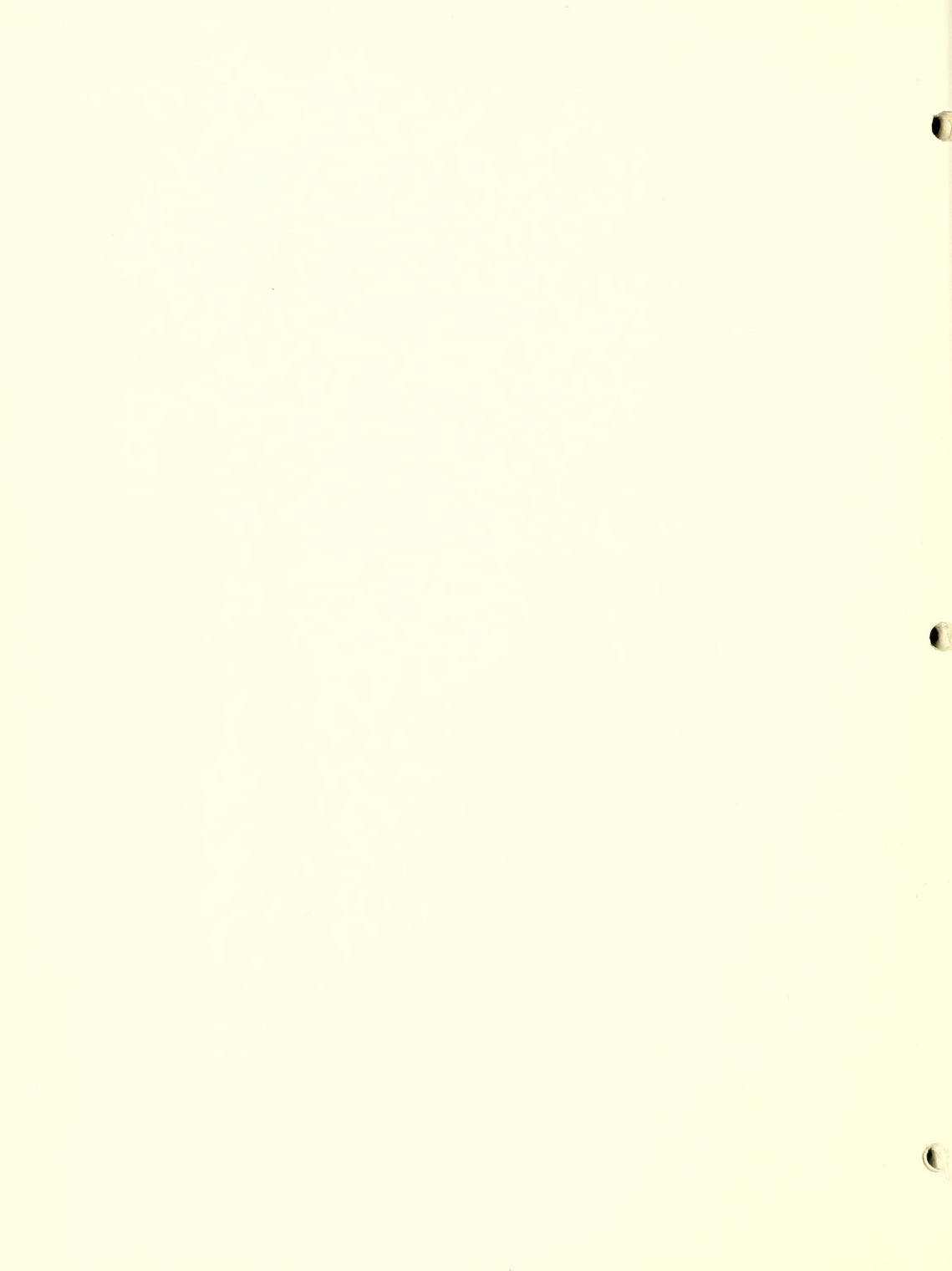
If at the end of such period satisfactory conformance to the standards and objectives of this Chapter has not been achieved, the Authority may acquire the property pursuant to Chapter IV, Section 403.

Section 808: Technical Assistance

Technical assistance for rehabilitation shall be provided by the Authority for the purpose of developing an awareness and understanding of rehabilitation objectives, standards, requirements and methods, and for the purpose of providing guidance in planning, design, construction, financing and execution of individual rehabilitation activities as necessary to carry out the provisions of this Plan.

Section 809: Property that May Be Acquired for Rehabilitation

Property acquired by the Authority and disposed of for rehabilitation shall be subject to the requirements of this Chapter and Chapter VI of this Plan.



CHAPTER IX: ZONE DISTRICT CHANGES

Section 901: Identification of Changes

Zoning district changes shall be as shown on Map 4, "Existing and Proposed Zoning".



CHAPTER X: RELATION OF PLAN TO LOCAL OBJECTIVES

Section 1001: Conformity to General Plan

This Plan is in conformity with the 1965/1975 General Plan for the City of Boston, adopted by the Authority in March, 1965, and with the City's Program for Community Improvement.

Section 1002: Relationship to Definite Local Objectives

1. Land Use

The Plan will help achieve the local objectives of providing new and rehabilitated housing for low, moderate and medium income families and individuals and of providing new and improved community facility, institutional, and commercial space in the Project Area. The new uses will be supported by additional public open space, new and revitalized recreational areas, off-street parking facilities, and other appropriate project improvements.

2. Traffic Improvements

The Plan will enable improvements to be made to the overall street system of the Project Area in keeping with traffic and parking requirements of existing and new developments and will provide sufficient off-street parking and loading facilities throughout the Project Area. It will thus meet the local objectives of reducing congestion and accidents, improving traffic flow, and providing suitably located parking areas.

3. Improvement of Public Utilities

The Plan proposes the relocation, abandonment, or replacement, as necessary, of all existing sub-standard or inadequate public utilities with new underground lines adequate in capacity and flow and in conformance with local standards.



4. Recreation and Community Facilities

The Plan will provide a site for a new public high school in accordance with the educational facility objectives and programs of the City of Boston as well as for other new public facilities and a system of public open space, pedestrian ways, and recreational areas which will facilitate pedestrian access and improve the environment. In addition, existing local recreational and community facilities will be upgraded to maximize their potential and to encourage neighborhood stability.



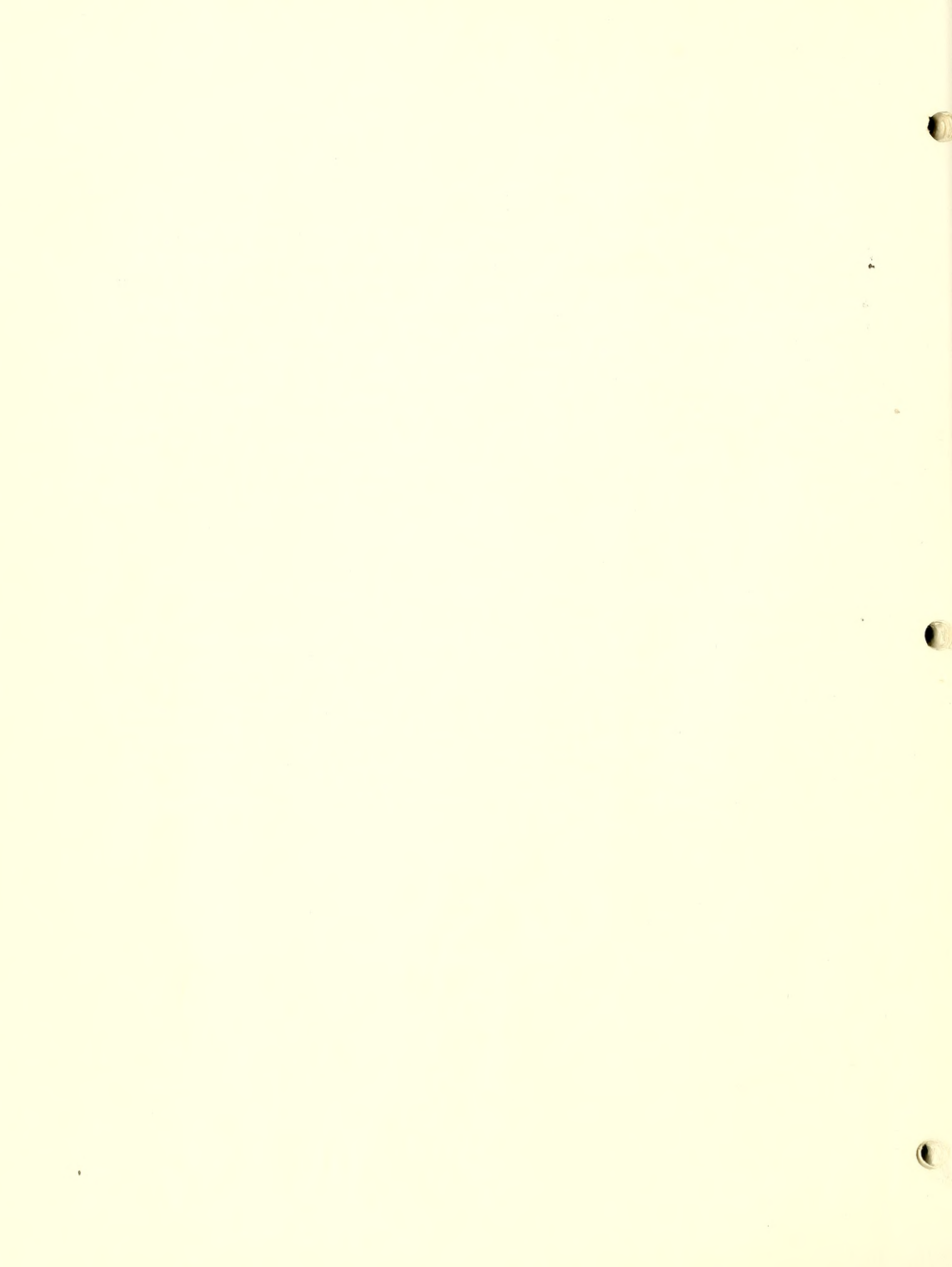
CHAPTER XI: ANTI-DISCRIMINATION PROVISIONS

Section 1101: Affirmative Covenant

Every agreement, lease, conveyance or other instrument by which land in the Project Area is disposed of by the Authority for uses which may include housing or facilities related to residential uses shall include an affirmative covenant binding on the contractor, lessee, grantee or other party to such instrument and on the successors in interest to such contractor, lessee, grantee or other party that there shall be no discrimination upon the basis of race, color, creed or national origin in the sale, lease or rental or in the use or occupancy of such land or any improvements erected or to be erected thereon and the Boston Redevelopment Authority will take all steps necessary to enforce such covenant and will not itself so discriminate.

Section 1102: Compliance with Anti-Discrimination Laws

All property and all transactions affecting or respecting the installation, construction, reconstruction, maintenance, rehabilitation, use, development, sale, conveyance, leasing, management or occupancy of real property within the Project Area shall be subject to the applicable provisions of Chapter 151B of the Massachusetts General Laws (Ter. Ed.), as amended, and to all other applicable Federal, State and local laws prohibiting discrimination or segregation by reason of race, color, creed or national origin.



CHAPTER XII: MODIFICATION AND TERMINATION

Section 1201: Modification

This Plan may be amended at any time by the Authority, provided, however, that -

1. Any amendment which in the reasonable opinion of the Authority substantially or materially alters or changes the Plan shall be subject to the Federal, State and local approvals then required by law;
2. No amendment to any provision of Chapter VI of the Plan shall be effective with respect to any land which the Authority has then disposed of or contracted to dispose of without the consent of the other party to such disposition or contract, or such other party's successors or assigns; and
3. If this Plan is recorded with the Suffolk Registry of Deeds, no such amendment shall be effective until the amendment is also so recorded.

Section 1202: Termination

This Plan shall be in full force and effect for a period of forty (40) years from the date of its approval by the Division of Urban Renewal of the Massachusetts Department of Community Affairs, except for Sections 1101 and 1102, which shall remain in effect without limitation as to time.

B65R.CaU CAMPUS HIGH
1972

Boston Redevelopment

AUTHOR Authority

TITLE
Campus High Urban Renew-
al Plan, April 1972.

DATE DUE	BORROWER'S NAME
11/28/79	David Richardson ^{U/12} _{5/79}

B65R.CaU
1972

CAMPUS HIGH

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