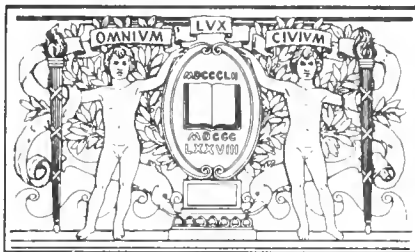


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PLAN FOR BOSTON

District Character

The scale, material and colors of the buildings which predominate in an area and the way in which the buildings typically meet the street and form public spaces all combine to create a district's urban fabric or character. As one experiences Boston at street level, these distinctive building and street patterns are perceivable, contributing to each district's sense of place. When viewed from above these patterns make Boston's districts even more recognizable.

Predominant Building Pattern

- Major green space
- Buildings over 200' in height
- Traditional commercial and cultural areas
- 19th century warehouse and manufacturing areas
- 19th century row house neighborhoods
- Late 20th century planned areas
- Former railyards and highway airrights for future planned development



CITY OF BOSTON
RAYMOND L. FLINN Mayor

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PLAN FOR BOSTON

Height Districts

Most of the downtown does not have height limits established under zoning. Almost 100 years ago, Boston established height limits to protect the scale and character of the city. In 1964, for most of the downtown, they were removed. They remain in effect for residential areas: the North End, Beacon Hill, Residential Back Bay, and Saint Botolph Street, Chinatown, Harborpark, and the Fan Pier have special study processes underway which will develop height restrictions for those areas. The balance of the downtown is included in the Downtown Interim Planning Overlay District which sets four temporary height districts while more detailed zoning is studied.

Downtown Interim Planning Overlay District

Priority Preservation Areas
The interim height limit is 40' or 65' depending on existing zoning or predominant area building heights.

Restricted Growth Areas
The interim height limit is 80'. In special cases where additional height would be compatible with the urban design characteristics of the surrounding area, a building or part of a building may be allowed to project up to no more than 100'.

Medium Growth Areas
The interim height limit is 125'. In special cases where additional height would be compatible with the urban design characteristics of the surrounding area, a building or part of a building may be allowed to project up to no more than 155'.

Economic Development Area
Economic Development Areas (EDAs) are locations where the city believes economic growth should be channeled. The areas have been chosen because they are currently underutilized, possess land suitable for development, and are located in better proximity to mass transit, commuter rail, highways, and proposed parking facilities than sites located in the downtown core. The specific EDAs have been and will continue to be the subject of long-range planning efforts. Height districts within EDAs will be established through a planning process.

Master Plan Development Area
Master Plan Development Area (MPDA) is a special zoning category under Article 31A that forms residential areas in excess of five acres. Each project within an MPDA is subject to the PDA process which triggers coverage by all current design, financial and environmental guidelines.

Open Space
For the first time in Boston's history, open spaces such as parks, playgrounds, and beaches would be part of an open space zone to protect these areas from conversion to other uses.

Special Study Areas
Special Study Areas will be the subject of comprehensive planning initiatives modeled after the Boylston Street zoning process. The initiatives will examine particular design and economic development issues and formulate strategies for public improvements, district design guidelines, historic preservation, zoning amendments, housing affordability, and traffic management.

- 1 Boylston Street
- 2 Huntington Avenue - Prudential
- 3 Chinatown
- 4 Downtown Crossing Theatre District
- 5 South Station - Bedford Essex
- 6 Fort Point Channel
- 7 Historic Boston
- 8 Cambridge Street
- 9 North Station

Waterfront Protection Zone
The effect of the new zone would be to create a public access requirement on the 2,100 acres of Boston's waterfront from Chelsea Creek to Newport River.

CITY OF BOSTON
RAYMOND L. FLANN, Mayor

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