Stuart Street Planning Study: Development Review Guidelines

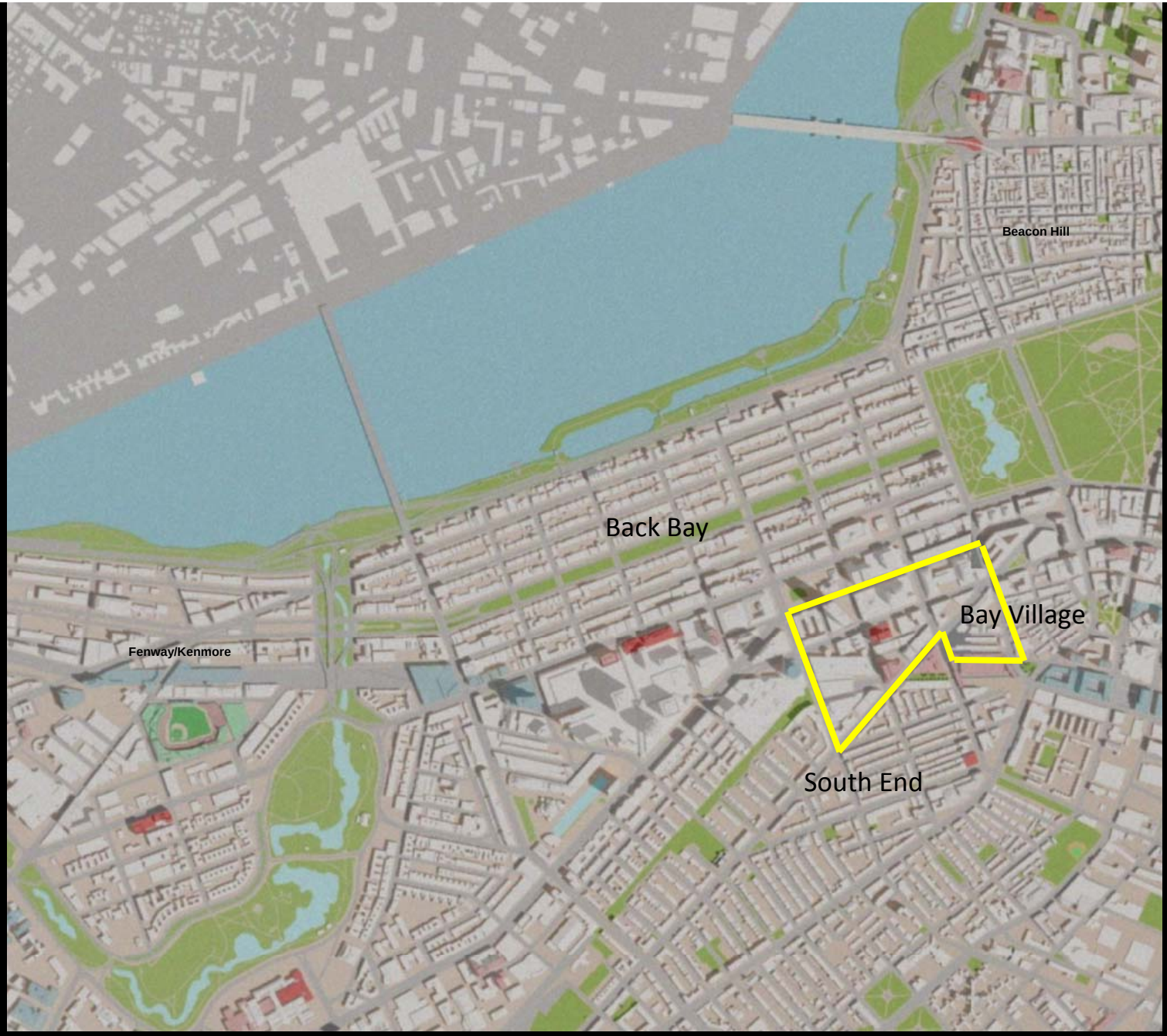
Hosted by:

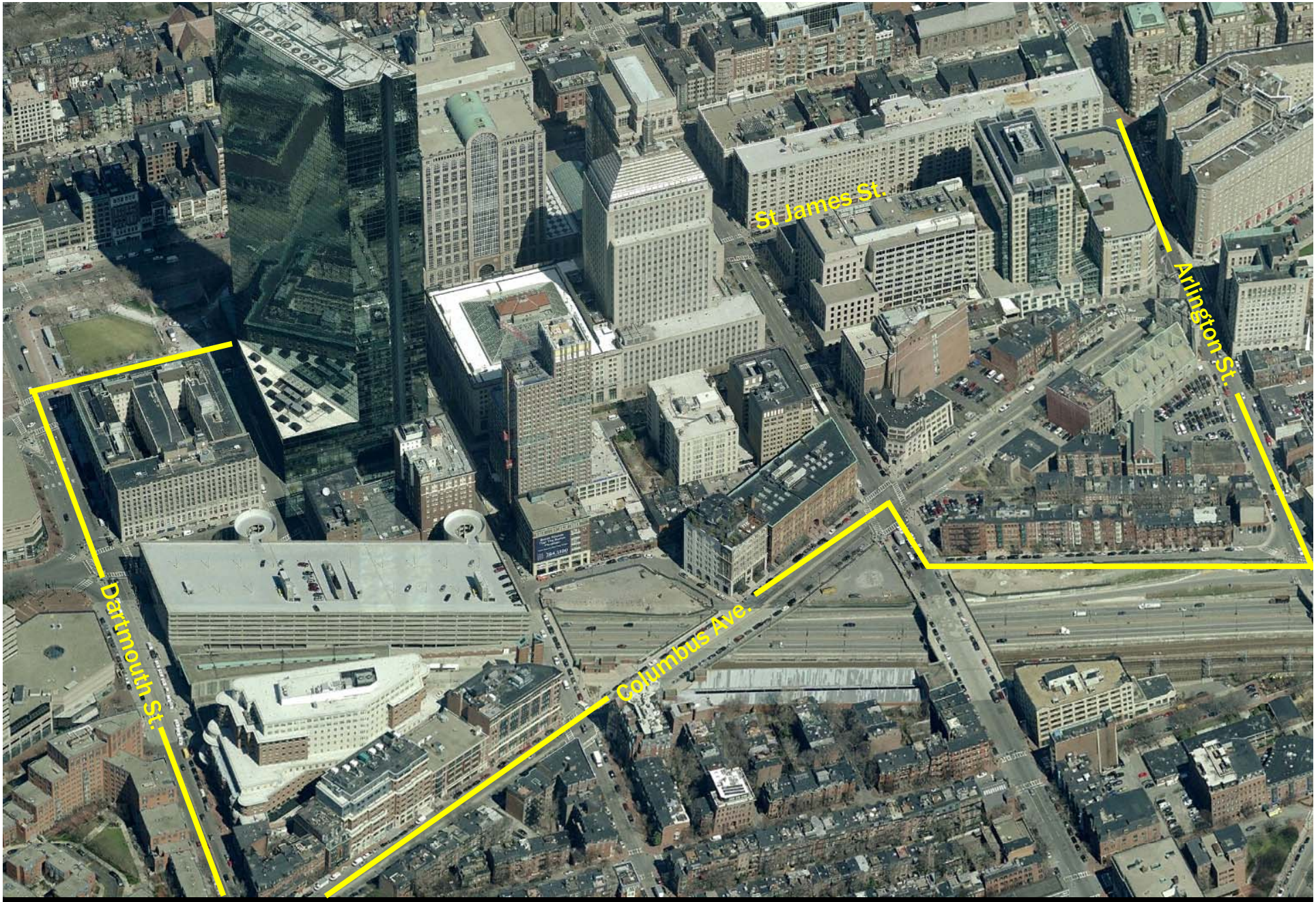
BRA & Stuart Street Planning Study Advisory Group

PUBLIC MEETING

YWCA Boston

January 6th, 2011


Beacon Hill
Back Bay
Bay Village
Fenway/Kenmore
South End



City of Boston
Mayor, Thomas M. Menino

Boston Redevelopment Authority

May 25, 2005

Mark Maloney
Executive Director
Boston Redevelopment Authority
Boston City Hall
One City Hall Plaza
Boston, MA 02201

Dear Mr. Maloney:

It is our pleasure to serve on the Impact Advisory Group reviewing The Clarendon Project.

Since it is the role of the Impact Advisory Group to advise the BRA on impacts and mitigation, the undersigned members of the Clarendon IAG suggest that the Boston Redevelopment Authority focus attention on updating and finalizing the zoning for the Back Bay portion of the Downtown IPOD, which has been zoned on an interim basis for 18 years.

We request that the BRA and Mayor Menino appoint a Planning Committee to conduct a study of the following area: both sides of Arlington Street on the east, to the intersection with Cortes St. on the south, along the centerline of Cortes to Columbus Avenue, thence to the intersection of Dartmouth and Columbus, follow the centerline of Dartmouth Street to Boylston St. on the north, and return along the centerline of Boylston St. to the intersection of Arlington and Boylston. The area includes one major open space, Copley Square.

The study should include potential development opportunities and identify and define height, density, use, and setback. The plan should include assessment of the impacts of density and height on the surrounding residential areas, including the transportation grid, traffic and parking, wind and shadow, existing infrastructure such as electrical, water and sewer, and, groundwater. Provisions for and protection of open space and historic preservation should also be included. Important visual and pedestrian corridors should be protected. The importance of the area's continued economic vitality should be acknowledged and supported by zoning.

The Planning Committee should be comprised of professionals in architecture, urban planning, transportation, historic preservation, and development. Members of the Committee should not be associated with any development projects in the area. Their charge should be to advise the BRA and Mayor Menino about how to create zoning that encourages development that would benefit the long-term interests of the study area, while balancing and protecting the interests of the abutting residential and business areas.

We also ask that Mayor Menino appoint an Advisory Group with representatives, nominated by each group but appointed by the Mayor, including the Ellis Neighborhood Association, Bay Village Neighborhood Association, Neighborhood Association of Back Bay,

and an equal number of representatives representing the Back Bay Association, and the South End Business Association (three residential representatives, three business representatives).

It should be understood that, while the Planning Group should be mandated to meet with the Advisory Group on a regular basis, the Planning Group's goal should be to create zoning that is in the best interest of the City of Boston, as a whole, after weighing all inputs and concerns.

The study should be undertaken as soon as possible with suggested completion within two years. It is understood that while this planning process takes place, development that occurs in the study area should proceed under the current Article 80 process and should not be delayed.

Thank you for the opportunity to provide this request for mitigation with regard to The Clarendon Project.

Sincerely,

Doug Fiebelkorn, Bay Village Neighborhood Association

Meg Mainzer-Cohen, Back Bay Association

Cathy Morales, Boston Living Center

Sandra Silver, Ellis South End Neighborhood Association

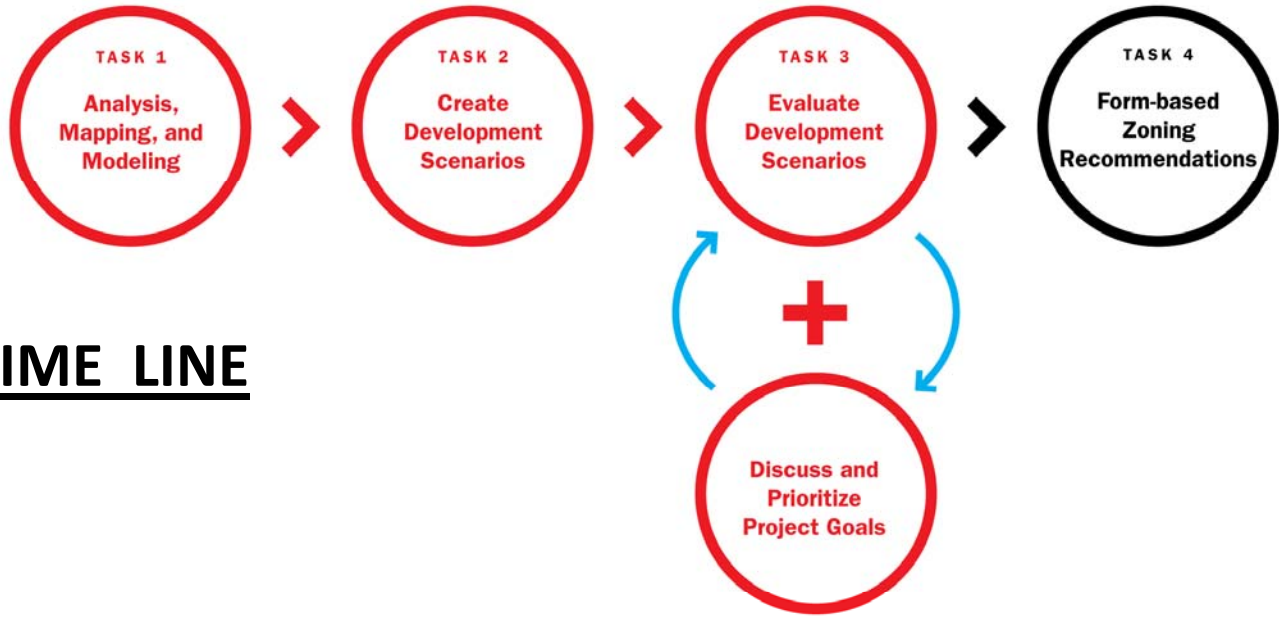
Susan Prindle, Neighborhood Association of the Back Bay

Cc: Mayor Thomas M. Menino
Harry Collings, Executive Secretary
Nick Haney, Project Manager

"Their ***charge*** should be…to create zoning that encourages development that would benefit the long-term interests of the study area, while balancing and protecting the interests of the abutting residential and business areas."

From original Clarendon A.G. memo

2005 Clarendon IAG Letter



TIME LINE

Clarendon IAG
2006

Stuart Street Planning Study Advisory Group
2008-Present

Recommendations from Utile

BRA Staff writes new zoning
3-4 months

Community Outreach
2-3 months

RESIDENTIAL REPRESENTATIVES	BUSINESS REPRESENTATIVES
Sandra Silver ENA	**Meg Mainzer-Cohen** BBA
Janet Hurwitz NAAB	**Joann Bragg** Liberty Mutual **Resigned**
Jo Campbell BNVA	**Nathaniel I. Margolis** John Hancock
Dana Masterpolo BNVA	**Ted Pietras** SEBA

Environmental Impacts

- ☐ Wind
- ☐ Shadows
- ☐ Utility Infrastructure
- ☐ Groundwater

Transportation

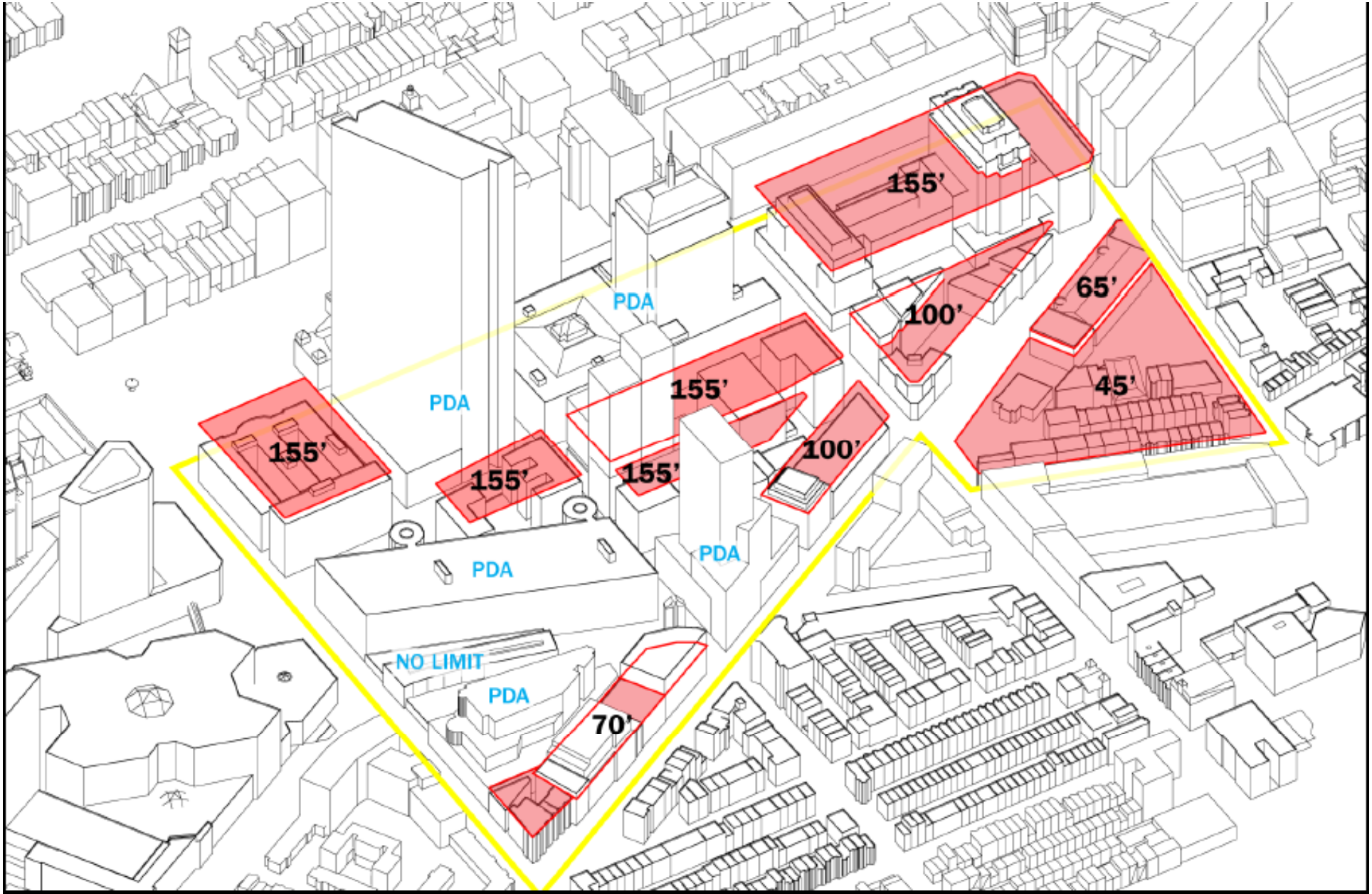
- ☐ Public Transit Access
- ☐ Automobile Traffic
- ☐ Loading and Servicing
- ☐ Parking

Economics and Real Estate

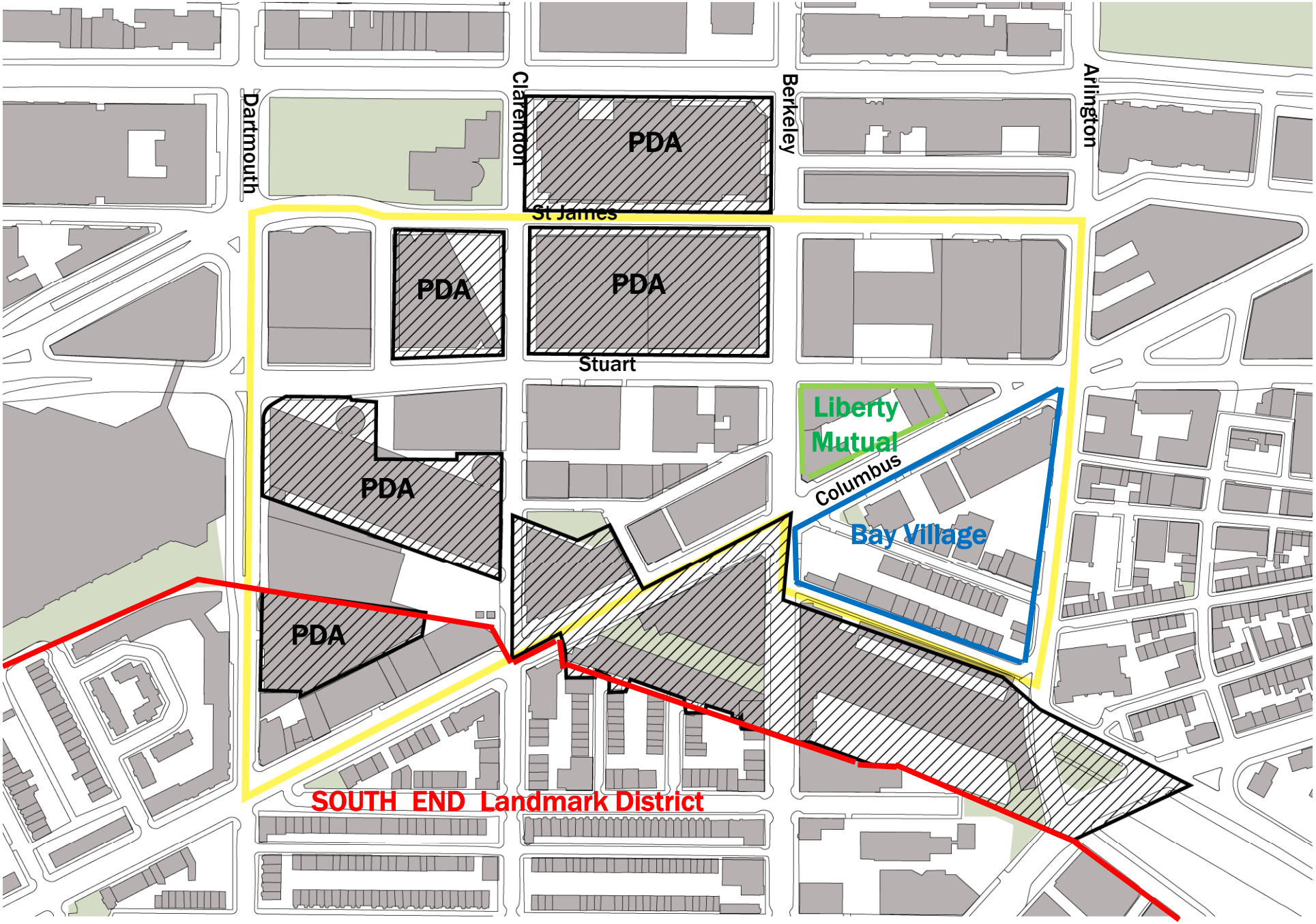
- ☐ Financial Viability: Total GSF
- ☐ Financial Viability: Floorplates
- ☐ Retail Capacity

Urban Design

- ☐ Public Realm Contribution
- ☐ Pedestrian Connectivity
- ☐ Ground-Level Active Uses
- ☐ Streetscape Definition
- ☐ View Corridors
- ☐ Skyline Design and Composition
- ☐ Program and Use Mix



TASK 1: Analysis



Planned Development Areas, Neighborhood Zoning Districts

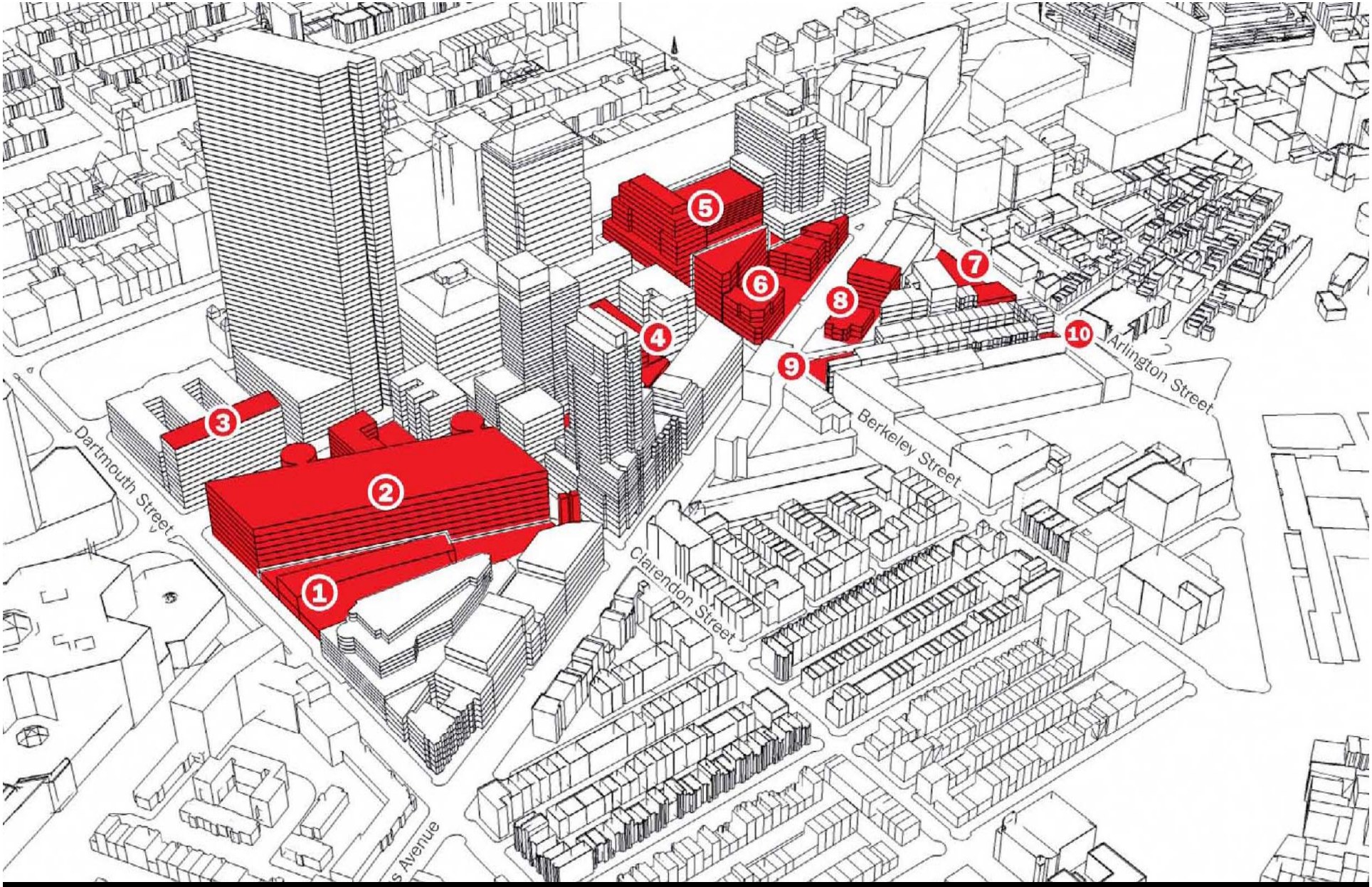
Source: Boston Zoning Code

0 75 150 300

Existing Historic Designations and Inventory of Assets

City of Boston
Mayor, Thomas M. Menino

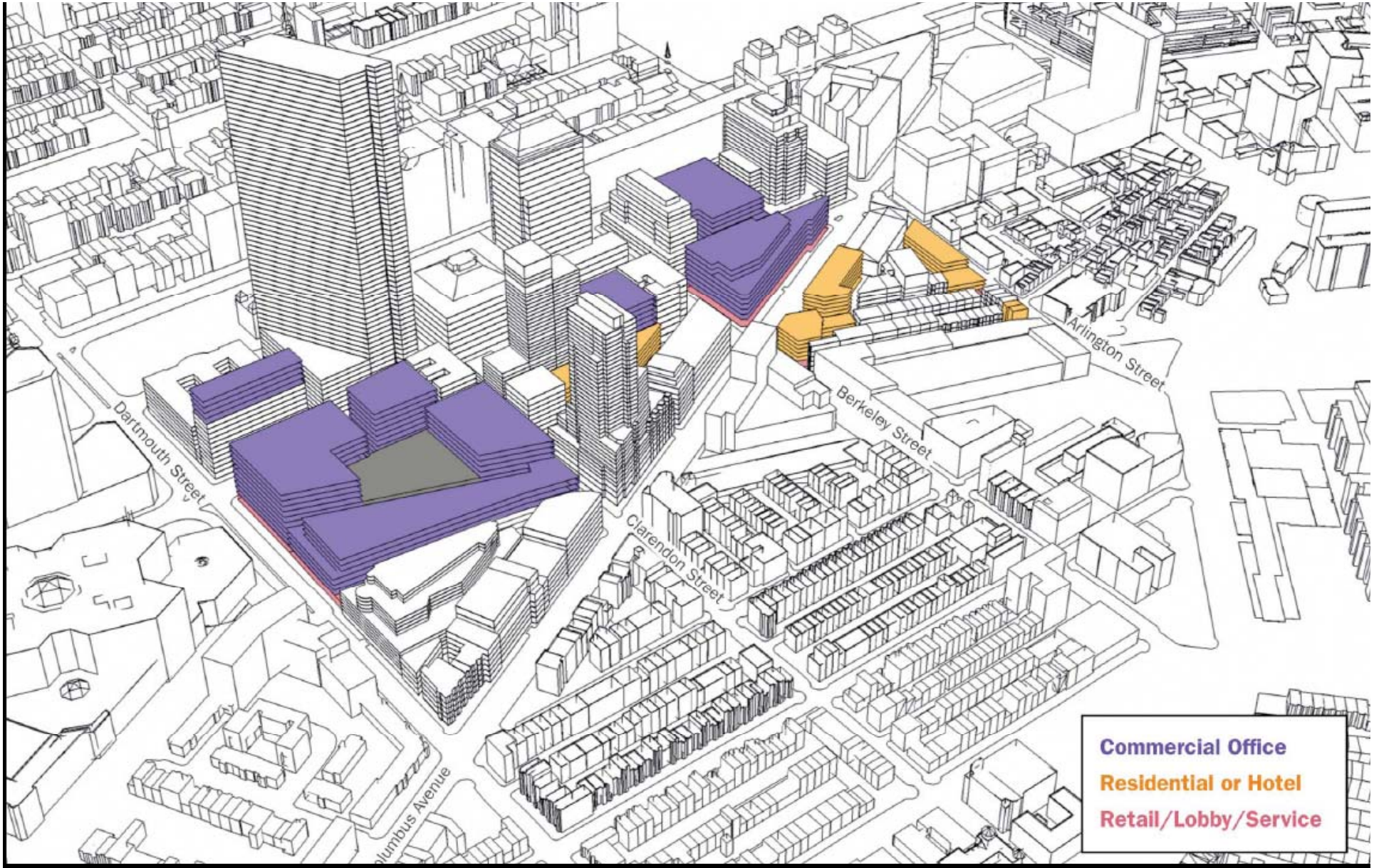
Boston Redevelopment Authority



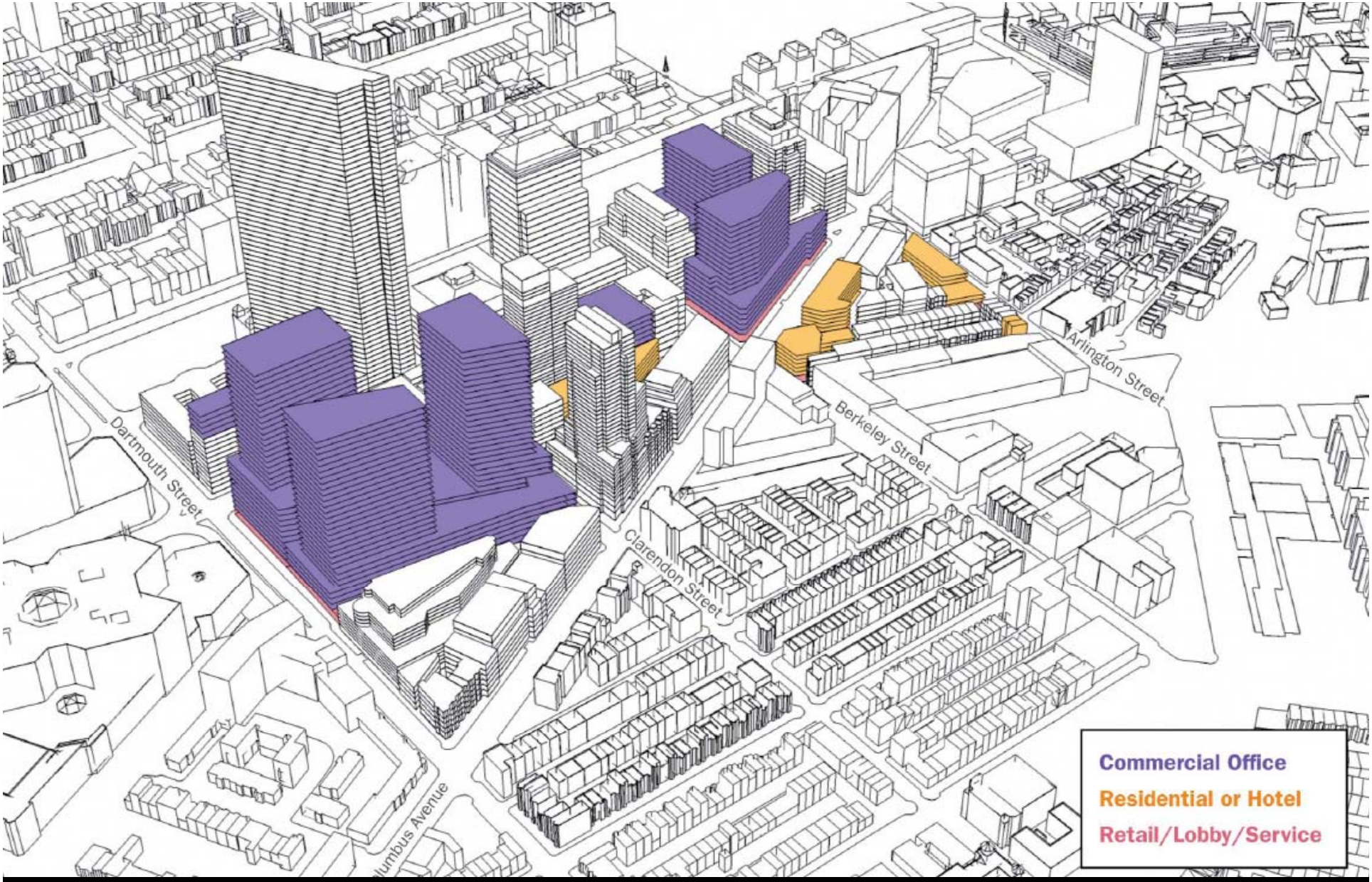
TASK 2: Create & Evaluate Development Scenarios

City of Boston
Mayor, Thomas M. Menino

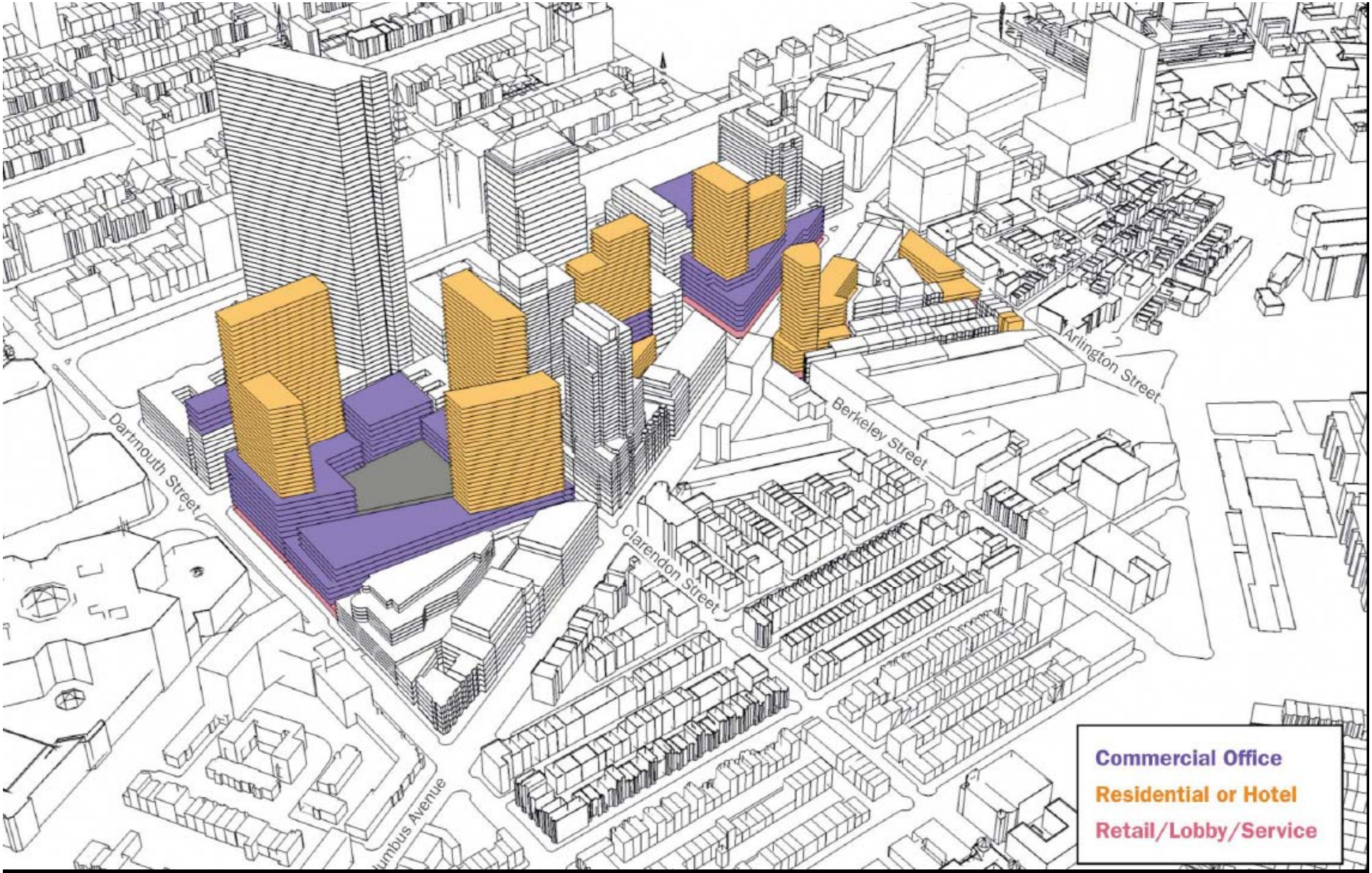
Boston Redevelopment Authority



Massing Alternatives



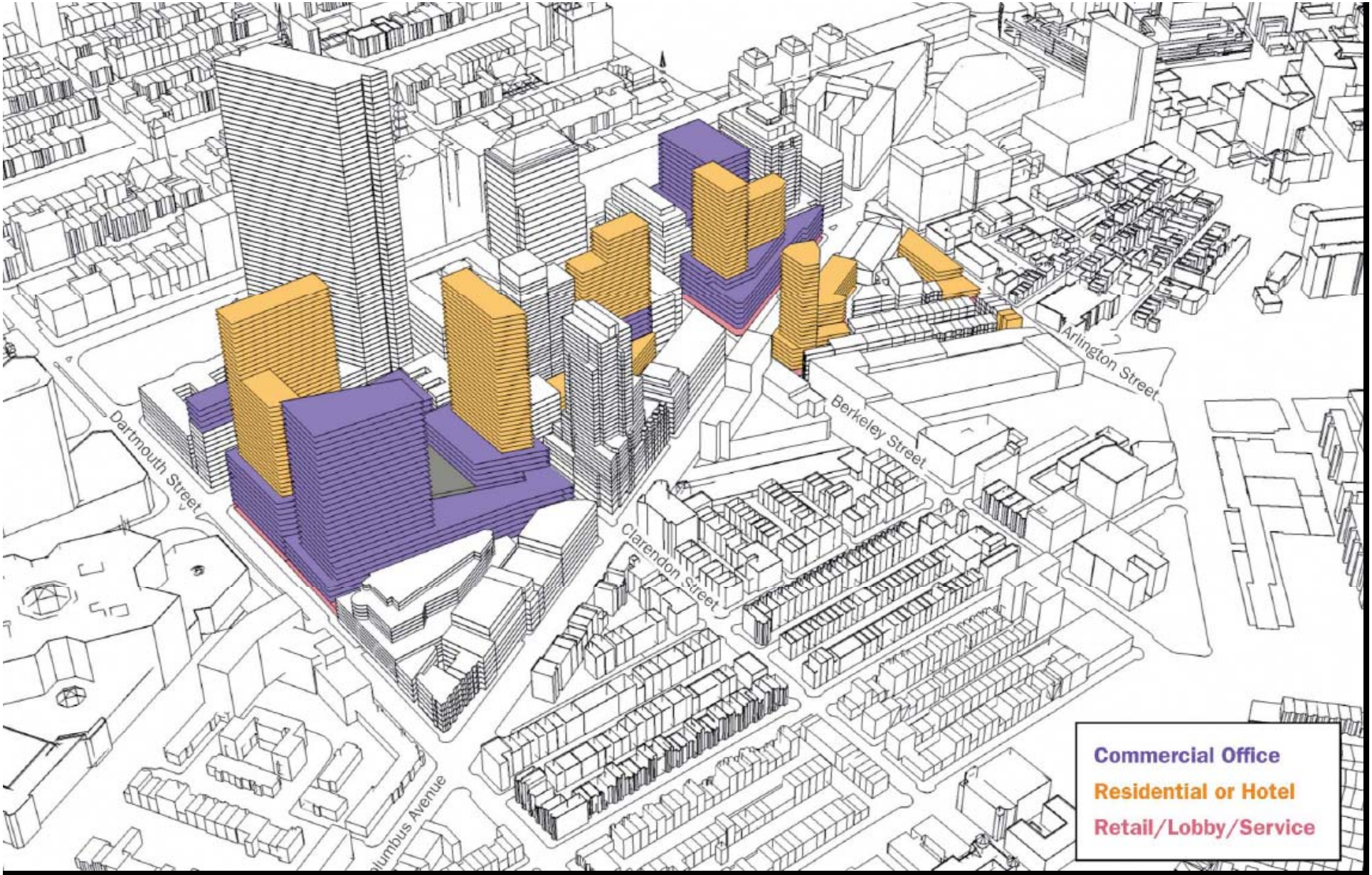
Potential Office/Commercial Locations



Potential Residential Locations

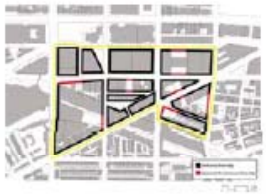
City of Boston
Mayor, Thomas M. Menino

Boston Redevelopment Authority



Potential Hybrid

Urban Design: Reinforce unique districts; create transitions between districts



Urban Design: Fill the gaps

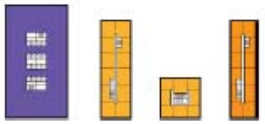
Urban Design: Activate ground floors uses

Urban Design: Skyline design

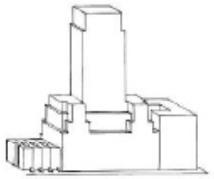
Urban Design: Increase Pedestrian Connectivity

Urban Design: Reinforce view corridors

Preliminary Environmental Analysis



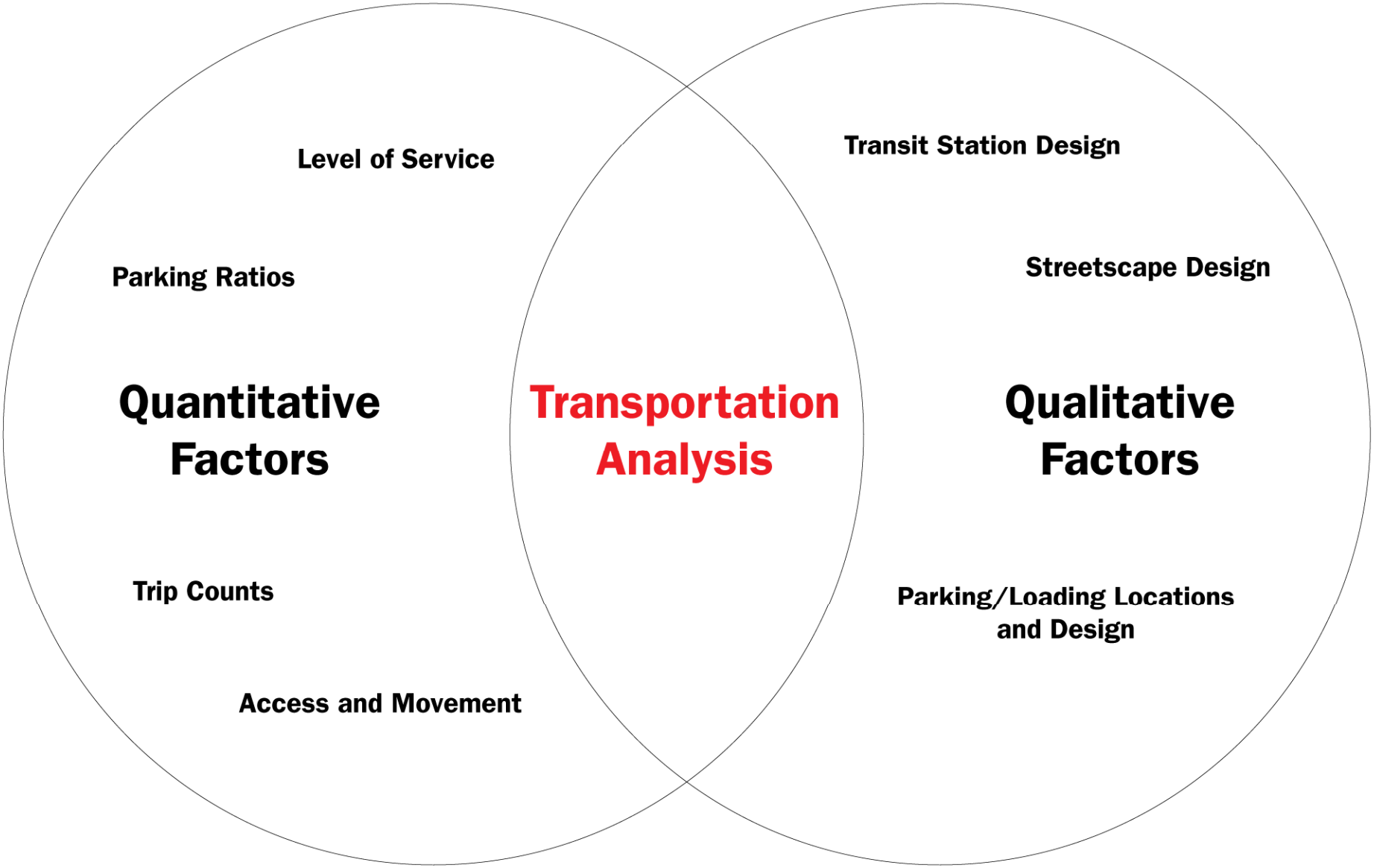
Typical Building Sizes



Building Typologies

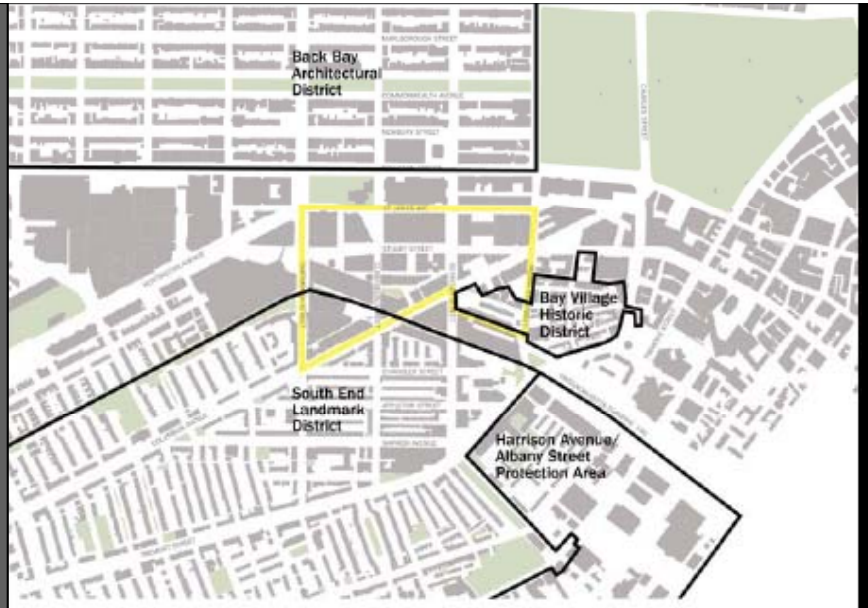
Historic Buildings

Urban Design Considerations

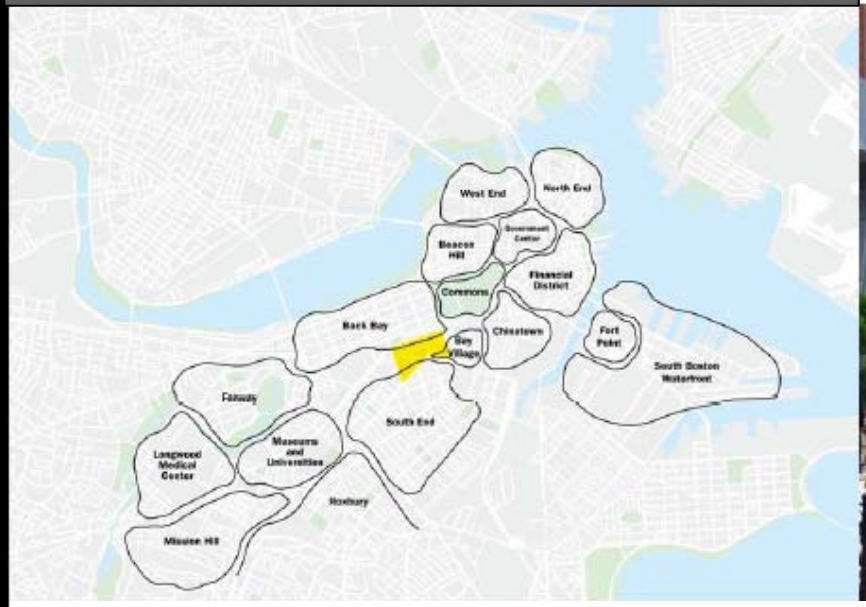

Level of Service
Parking Ratios
Quantitative Factors
Trip Counts
Access and Movement
Transportation Analysis
Transit Station Design
Streetscape Design
Qualitative Factors
Parking/Loading Locations and Design

01 Create

More certainty and transparency in the development, permitting, and approval process. Establish a clearly defined set of regulations that reflect the agreed upon urban design and planning goals.



Local Historic Districts

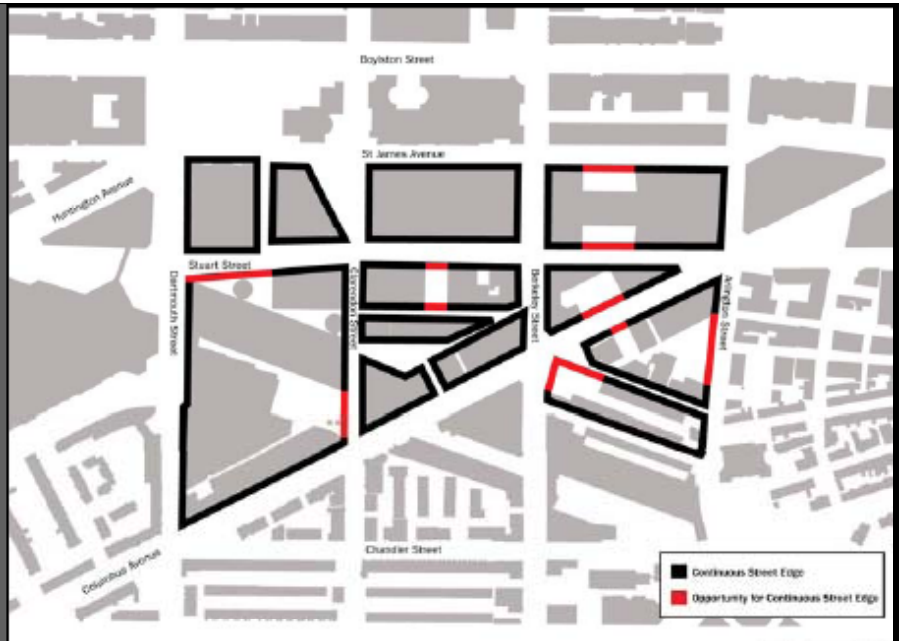


Assets near Study Area

Boylston Street photograph

02 Provide

an area for economic growth and urban vitality; encourage mixed uses; allow additional height, density and public benefits when appropriate.



Opportunity: Extend urban fabric to fill gaps

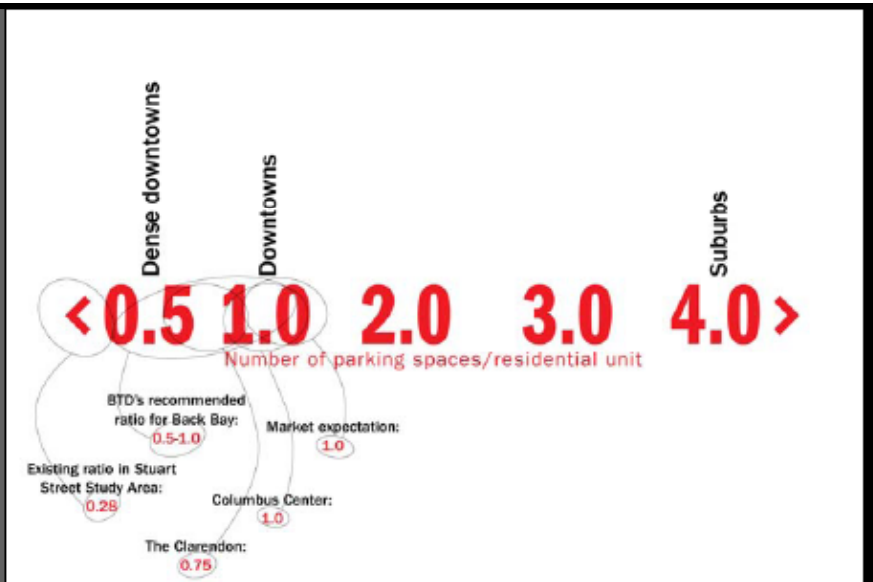
Existing and proposed indoor arcades or winter gardens

Winter garden, Sheffield, UK

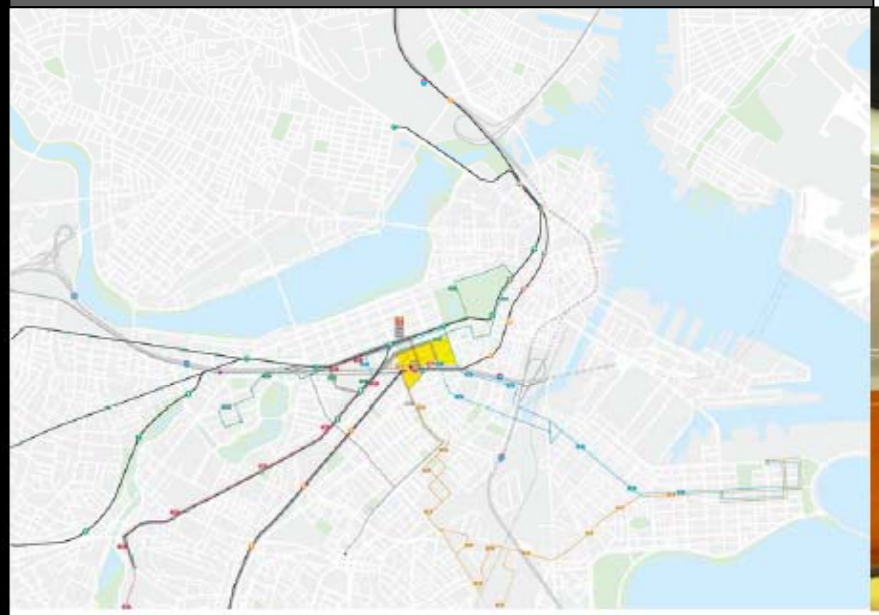
10

03 Improve

the districts quality of character and environmental sustainability; minimize negative impacts new development will have on shadow, wind and traffic, and public infrastructure.



Maximum parking allowances: Residential


Transit connections between Study Area and City of Boston

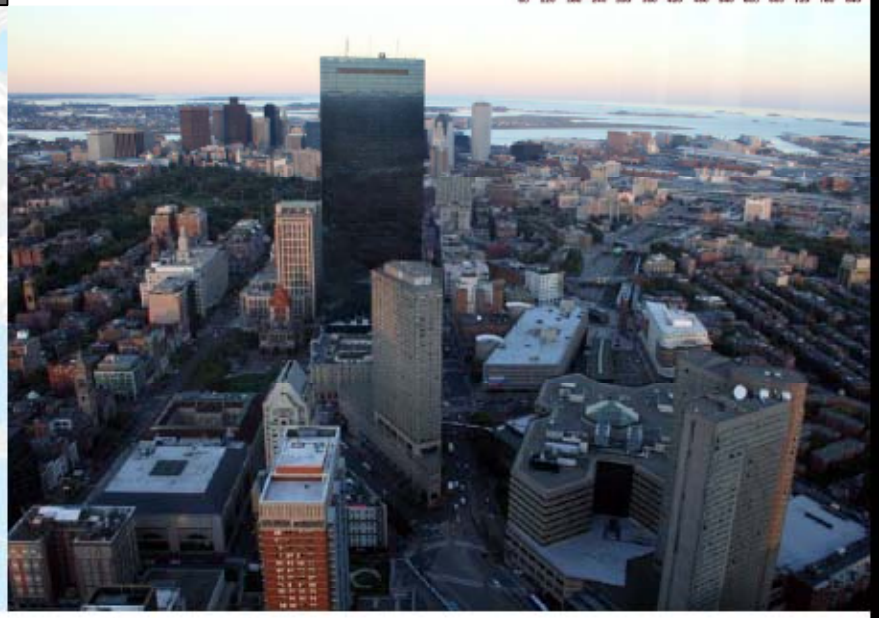

Back Bay MBTA station

04 Preserve

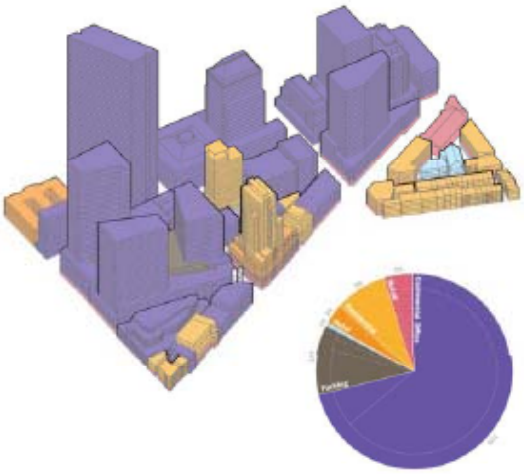
And protect both the immediate area and adjacent neighborhoods. Respect the historic context and scale of abutting neighborhoods.

City of Boston building heights

High Spine concept sketch by Kevin Lynch

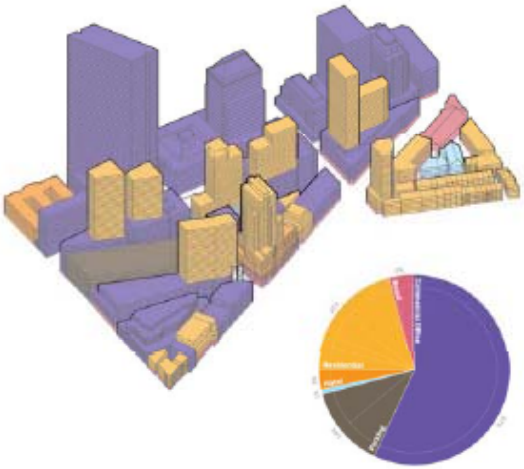


Study area photograph from Prudential Tower



Additional 3,850,000 GSF

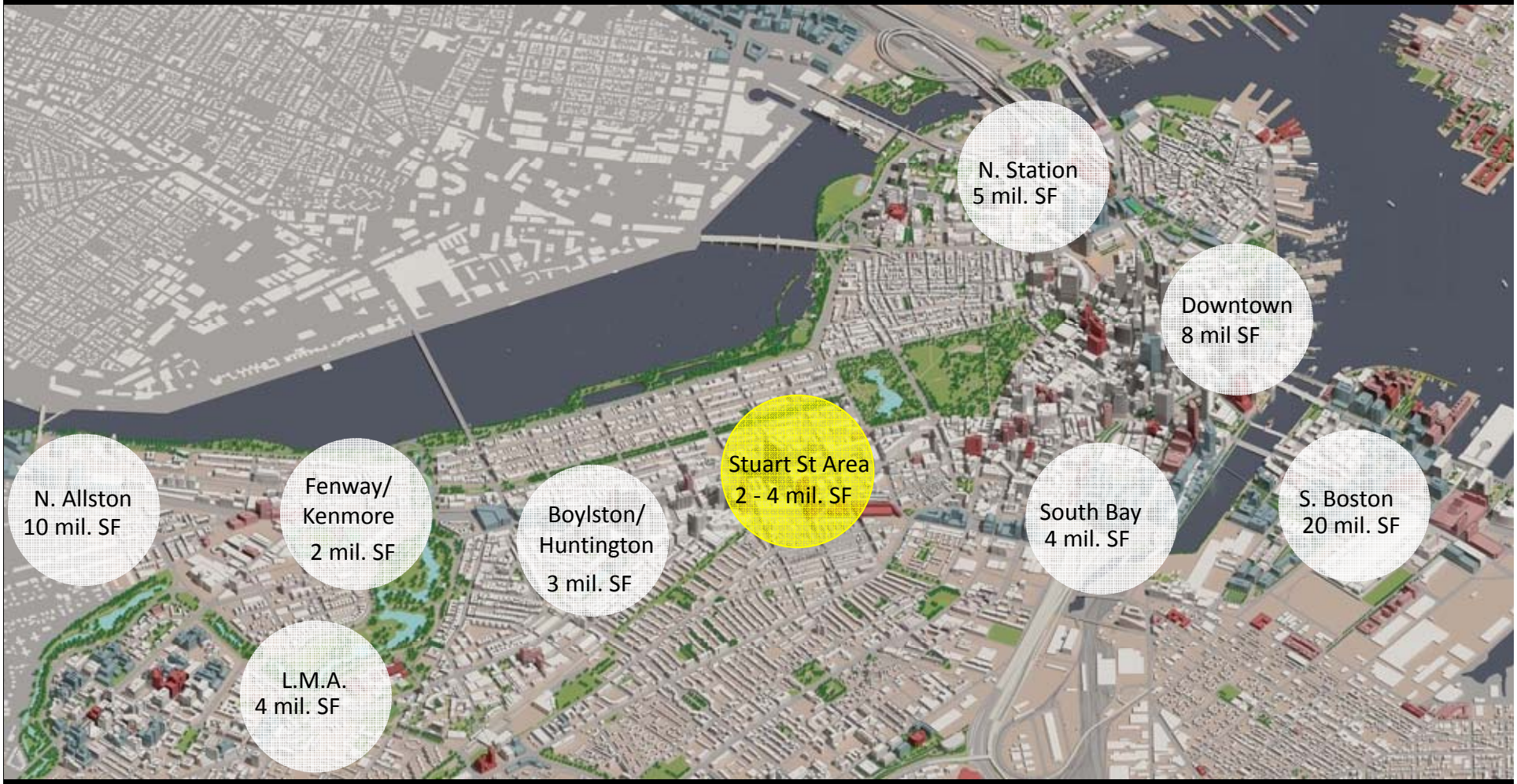
existing GSF for the Study Area is about 9,600,000 (including the Clarendon and approved Columbus Center tower)



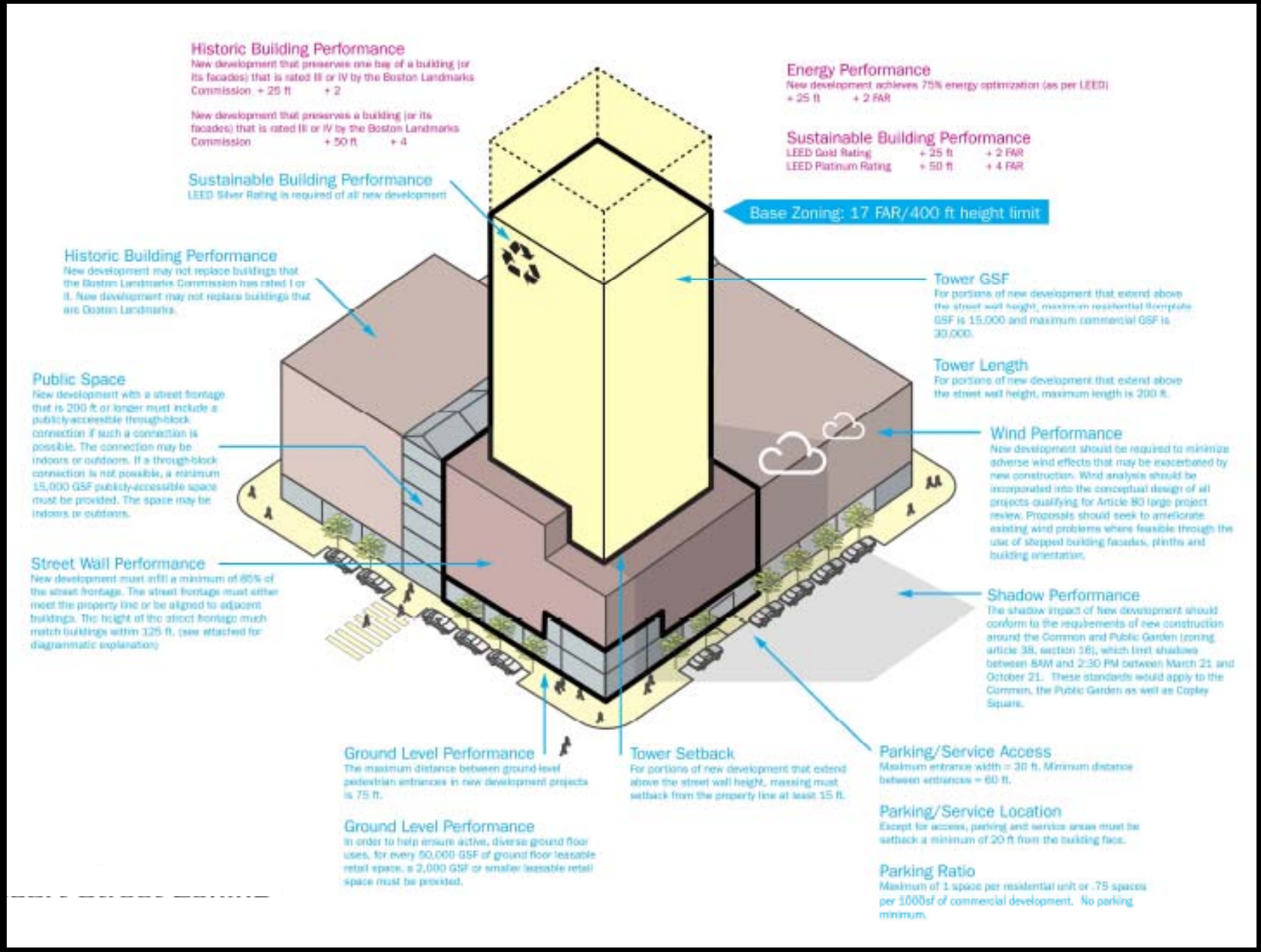
Additional 3,025,000 GSF

existing GSF for the Study Area is about 9,600,000 (including the Clarendon and approved Columbus Center tower)

Additional GSF



Boston Projected Growth


Historic Building Performance
New development that preserves one bay of a building (or its facades) that is rated III or IV by the Boston Landmarks Commission + 25 ft + 2
New development that preserves a building (or its facades) that is rated III or IV by the Boston Landmarks Commission + 50 ft + 4
Energy Performance
New development achieves 75% energy optimization (as per LEED)
+ 25 ft + 2 FAR
Sustainable Building Performance
LEED Gold Rating + 25 ft + 2 FAR
LEED Platinum Rating + 50 ft + 4 FAR
Sustainable Building Performance
LEED Silver Rating is required of all new development
Base Zoning: 17 FAR/400 ft height limit
Historic Building Performance
New development may not replace buildings that the Boston Landmarks Commission has rated I or II. New development may not replace buildings that are Boston Landmarks.
Tower GSF
For portions of new development that extend above the street wall height, maximum residential floorplate GSF is 15,000 and maximum commercial GSF is 30,000.
Tower Length
For portions of new development that extend above the street wall height, maximum length is 200 ft.
Public Space
New development with a street frontage that is 200 ft or longer must include a publicly-accessible through-block connection if such a connection is possible. The connection may be indoors or outdoors. If a through-block connection is not possible, a minimum 15,000 GSF publicly-accessible space must be provided. The space may be indoors or outdoors.
Wind Performance
New development should be required to minimize adverse wind effects that may be exacerbated by new construction. Wind analysis should be incorporated into the conceptual design of all projects qualifying for Article 80 large project review. Proposals should seek to ameliorate existing wind problems where feasible through the use of stepped building facades, plinths and building orientation.
Street Wall Performance
New development must infill a minimum of 65% of the street frontage. The street frontage must either meet the property line or be aligned to adjacent buildings. The height of the street frontage must match buildings within 125 ft. (see attached for diagrammatic explanation)
Shadow Performance
The shadow impact of New development should conform to the requirements of new construction around the Common and Public Garden (zoning article 38, section 16), which limit shadows between 8AM and 2:30 PM between March 21 and October 21. These standards would apply to the Common, the Public Garden as well as Copley Square.
Ground Level Performance
The maximum distance between ground-level pedestrian entrances in new development projects is 75 ft.
Ground Level Performance
In order to help ensure active, diverse ground floor uses, for every 50,000 GSF of ground floor leasable retail space, a 2,000 GSF or smaller leasable retail space must be provided.
Tower Setback
For portions of new development that extend above the street wall height, massing must setback from the property line at least 15 ft.
Parking/Service Access
Maximum entrance width = 30 ft. Minimum distance between entrances = 60 ft.
Parking/Service Location
Except for access, parking and service areas must be setback a minimum of 20 ft from the building face.
Parking Ratio
Maximum of 1 space per residential unit or .75 spaces per 1000sf of commercial development. No parking minimum.

Stuart Street Planning Study Advisory Group
Proposed Zoning Recommendations to replace
Back Bay Downtown IPOD (1987)

DRAFT – July 1, 2009

Preface

Background
The Stuart Street Planning Study area, bound by St. James Avenue to the north, Dartmouth Street to the west, Columbus Avenue/ Cortes Streets to the south, and Arlington Street to the east, represents a 12+ block area totaling more than forty acres. A number of significant Boston landmarks define the area: the 790 foot Hancock Building, the Old Hancock Building, Copley Square, and Trinity Church. The area is also identified by the diagonal intersection of Columbus Avenue and sits adjacent to the historic neighborhoods of Bay Village and South End. Recent additions to the area include the 10 Saint James and 131 Dartmouth Street office buildings. Recently approved development projects include Columbus Center Turnpike Air Rights (Parcels 16-20), covering four blocks of the city, The Bryant on Columbus, a fifty unit residential project with parking (recently completed), and the 350-unit The Clarendon development project, at the intersection of Stuart and Clarendon Streets (under construction).

Purpose
The consultants and Advisory group have spent the past 15 months examining potential development opportunities, identifying and defining height, density, and use guidelines, and developing scenarios for future development in the area. These recommendations include an assessment of the impacts of density and height on the surrounding neighborhoods, including the impacts on the transportation infrastructure, transit system, parking supply, and utility infrastructure (electrical, water, and sewer), and the environmental impacts such as wind, shadow, and ground water. Provisions for and protection of open space, pedestrian access, historically significant buildings, and view corridors have also been included in the recommendations.

Goals
The underlying goals of the study and resultant zoning recommendations are to:

- Create more certainty and transparency in the development, permitting and approval process;
- Preserve and protect both immediate and adjacent neighborhoods;
- Provide an area for urban growth and economic vitality;
- Improve the district's urban design, public realm and environmental sustainability.
- Projects must exhibit design achievement that demonstrates exemplary skill and creativity in the resolution and integration of formal, functional, and technical requirements.

Proposed Zoning Tiers
The proposed zoning recommendations have been organized into three "tiers": A base zoning tier; a performance/ public benefit tier; and an incentives tier. Overall, the proposed zoning regulations provide:

- Rigid form-based code strategies that will ensure high-quality sustainable architecture;
- Performance standards to mitigate environmental impacts.
- Flexible code strategies that enable economic viability and architectural creativity;

Tier 1 Base Zoning: 10 FAR/ 150 ft height limit

The recommended base zoning for the Stuart Street Planning Study Area (with the exception of those parcels contained within the Bay Village Zoning District) is a height limit of 150 ft, a maximum of 10 Floor Area Ratio (FAR) and proposals must adhere to the following conditions:

Article 80B
All projects over 100,000 gross square feet (GSF) are subject to the provisions of Article 80B of the Boston Zoning Code.

Publicly Accessible Space
New development with a street frontage that is 200 ft or longer must include a publicly-accessible through-block connection if such a connection is possible. The connection may be indoors or outdoors. Through block corridors are encouraged to coordinate with existing corridors and open-space. If a through-block connection is not possible, a minimum 15,000 GSF publicly-accessible space must be provided. The space may be indoors or outdoors.

Ground Floor Pedestrian Entrances
The maximum distance between ground-level pedestrian entrances in new development projects is 75 ft.

Ground Floor Use
In order to help ensure active, diverse ground floor uses, for every 50,000 GSF of ground floor leasable retail space, a 2,000 GSF or smaller leasable retail space must be provided. Minimum 70% street frontage along Columbus Avenue, Dartmouth, Clarendon, Berkeley and Arlington Streets must be retail or publicly accessible space.

Street Wall Requirement
New development must infill a minimum of 85% of the street frontage. The street frontage must either meet the property line or be aligned to adjacent buildings. The height of the street frontage shall reflect that of adjacent buildings or in close proximity.

Transparency
Maintain 65% transparency of ground-floor street wall along Columbus Avenue, Dartmouth, Clarendon, Berkeley and Arlington Streets.

Wind
Buildings will be designed to avoid excessive and uncomfortable downdrafts on pedestrians. Each proposed project will be shaped via setbacks, plinths, and building orientation or other wind-baffling measures, so that the proposed project will not cause ground-level ambient wind speeds to exceed the standards of Article 80.

Shadow
All projects must adhere to the shadow impact criteria established by legislation to protect the Boston Public Garden and Public Common.

Parking Ratios
The current BTD MAXIMUM parking ratios:
0.75 per dwelling unit
0.75 per 1000 sq ft of commercial development
0.40 per hotel key

Parking/Service Access
Maximum entrance width = 30 ft. Minimum distance between entrances = 60 ft.

Parking/Service Location

Issued Draft Document in July 2009: 3 Tiers

DRAFT

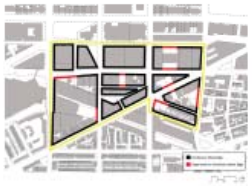
Article 80B
All projects over 100,000 GSF are subject to Article 80B.

Publicly Accessible Space
Provide a public through-block connection for street frontage longer than 200 ft. OR if not possible, provide a minimum 15,000 GSF public space.

Ground Floor Pedestrian Entrances
Maximum 75 ft. distance between ground-level pedestrian entrances.

Ground Floor Use
Provide a 2,000 GSF or smaller leasable retail space for every 50,000 GSF of ground floor leasable retail space.
Provide a minimum of 70% retail OR publicly accessible space at street frontage along Columbus Avenue, Dartmouth, Clarendon, Berkeley and Arlington Streets.

Street Wall Requirement
Infill minimum of 85% of the street frontage. Meet the property line OR align with adjacent buildings. Street frontage height shall reflect adjacent buildings.



Transparency
Maintain 65% transparency of ground-floor street wall along Columbus Avenue, Dartmouth, Clarendon, Berkeley and Arlington Streets.

Wind
Utilize setbacks, plintha, building orientation or other wind-baffling measures to avoid ground-level ambient wind speeds exceeding the standards of Article 80.

Shadow
Adhere to shadow impact criteria established by legislation to protect the Boston Public Garden and Common.

Parking Ratios
The current BTD MAXIMUM parking ratios:
0.75 per dwelling unit
0.75 per 1000 sq ft of commercial development
0.40 per hotel key

Parking/Service Access
Maximum entrance width = 30 ft.
Minimum distance between entrances = 60 ft.

Parking/Service Location
Parking is not allowed on the ground level, or first and second floors. Except for access, parking and service areas must be setback a minimum of 20 ft from the building face.

Bicycle Accommodations
Provide bicycle racks in secure sheltered spaces as per BTD ratios as well as bicycle racks outside major entrances to the building. Provide one shower stall per 100 or more building occupants.

Car Sharing and Van Pools
Include t least 1 car-share parking space per 50 parking spaces AND at least 1 parking space for vanpool parking.

Traffic Management and Loading
Provide required site plan and traffic management analysis for BTD to determine appropriate signal improvements and traffic camera installation required.
Provide off-street loading to minimize on-street commercial vehicle activity. Parking and loading access, where possible, will be provided off of alleys to enhance pedestrian safety, maximize commercial frontage, and accommodate queuing.

Transportation Demand Management
Join the local Transportation Management Association (TMA) and participate in their programs such as "Guaranteed Ride Home" and car pools.

Streetscape Improvements
Design and improve all sidewalks and pedestrian areas on each side of the building.

Transit
Provide pre-payroll deduction and distribution for T passes.

TIER 1 BASE ZONING
10 FAR / 150 FT HEIGHT LIMIT
ZONING RECOMMENDATIONS

Stuart Street Planning Study Advisory Group
Proposed Zoning Recommendations to replace
Back Bay Downtown IPOD (1987)

DRAFT OCT 20, 2009

Preface

Background
The Stuart Street Planning Study area, bound by St. James Avenue to the north, Dartmouth Street to the west, Columbus Avenue/ Cortes Streets to the south, and Arlington Street to the east, represents a 12+ block area totaling more than forty acres. A number of significant Boston landmarks define the area: the 700 foot Hancock Building, the Old Hancock Building, Copley Square, and Trinity Church. The area is also identified by the diagonal intersection of Columbus Avenue and sits adjacent to the historic neighborhoods of Bay Village and South End. Recent additions to the area include the 10 Saint James and 131 Dartmouth Street office buildings. Recently approved development projects include Columbus Center Turnpike Air Rights (Parcels 16-20), covering four blocks of the city, The Bryant on Columbus, a fifty unit residential project with parking (recently completed), and the 350-unit The Clarendon development project, at the intersection of Stuart and Clarendon Streets (under construction).

Purpose
The consultants and Advisory group have spent the past 18 months examining potential development opportunities, identifying and defining height, density, and use guidelines, and developing scenarios for future development in the area. These recommendations include an assessment of the impacts of density and height on the surrounding neighborhoods, including the impacts on the transportation infrastructure, transit system, parking supply, and utility infrastructure (electrical, water, and sewer), and the environmental impacts such as wind, shadow, and ground water. Provisions for and protection of open space, pedestrian access, historically significant buildings, and view corridors have also been included in the recommendations.

Goals
The recommendations have gone through a series of iterations over the past 4 months. During this time, the concepts/ideas have been refined, and are now organized into two categories (base and tower) with subcategories that have been informed by qualitative statements.

The underlying goals of the study and resultant zoning recommendations are to:

- Create more certainty and transparency in the development, permitting and approval process;
- Preserve and protect both immediate and adjacent neighborhoods;
- Provide an area for urban growth and economic vitality;
- Improve the district's urban design, public realm and environmental sustainability.
- Exhibit design achievement that demonstrates exemplary skill and creativity in the resolution and integration of formal, functional, and technical requirements.

Approach
This zoning has been designed for flexibility in approach but predictability in impacts. This back and forth between flexibility and predictability is a constant theme in the history of zoning and is particularly relevant to mature, nearly built-out area with a strong existing context like the Stuart Street Study area.

The revised approach describes criteria for responsible development while allowing for the marketplace and the community to engage in structured conversations about individual development expectations. It is a

Tower Zoning: 17.5 FAR/ 400 ft height limit

Proposed projects are eligible for additional build out (FAR of 17.5) as well as height beyond the one hundred and fifty feet (up to a maximum of 400'), if such proposals (a) undergo review pursuant to Article 80B of the Boston Zoning Code, (b) achieve performance criteria identified below and (c) provide public benefits; those benefits at a minimum include significant contributions toward the following:

PUBLIC BENEFIT ACHIEVEMENT
Given the variety of constraints on development in the district, very few sites will be able to achieve the maximum height/FAR. The goal of the zoning recommendations is to make the level of benefits achieved commensurate with the scope, scale and impact of the proposed project. Therefore, the public benefit achievement has been organized into two categories; those that are required (when applicable) and a second grouping/menu which can be selected from.

Building Preservation (Required)
New development that preserves a building on the development site that meets National Register criteria for individual listing at the time of PNF filing under Article 80, in a manner that respects the architectural character of the original building, pursuant to consultation with Boston Landmarks Commission staff.

Sustainability (Required)
Incorporating advanced sustainability methods and/or accreditation that achieve certifiable status at LEED gold level or net zero energy consumption or meets or exceeds comparable environmental standards in effect.

The developer is permitted to select one of the three choices from the following menu of public benefits. The final degree of achievement will be determined by the BRA based upon the scope, scale and impact of the project.

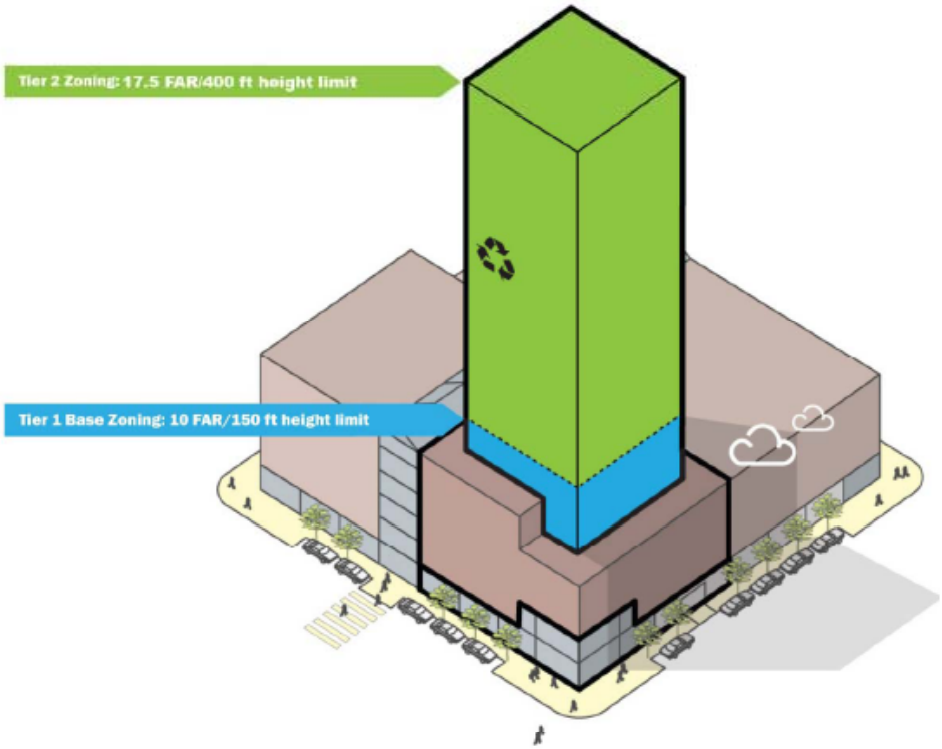
Choose one of three (Required):
1. Increasing the city's housing supply
Proposing to create residential units within a project's immediate impact area that exceed the minimum level of affordability required by the City's guidelines on affordable housing then in effect by 2.5%. Careful consideration should be given to the distribution of unit types and sizes. Specifics to be determined through the Article 80 review process.

2. Streetscape/Pedestrian and Bicycle Fund
Contribute to an existing streetscape/pedestrian and bicycle fund for improved safety, connectivity, and beautification of the public realm at locations other than in the abutting streets of the building - thereby increasing vitality and encouraging pedestrian and bicycle travel in the immediate area. Specifics to be determined through the Article 80 review process and should be of a value equal or greater than one half of one percent (1/2%) of the cost of building construction.

3. Public Art
New development should provide publicly accessible art or provide a donation to the Fund for Boston Neighborhoods (administered by the Boston Arts Commission, a 501C3) that has an invoiced or appraised value equal to or greater than one half of one percent (1/2 %) of the cost of building construction. Specifics to be determined through the Article 80 review process.

Mitigating Development Impacts
Additionally, the assessment of the proposed project's impacts on the immediate area will be determined through the Article 80 review process. The Article 80 process will determine if additional mitigation (otherwise exceeding the City's requirements for community benefits) is needed to offset development impacts.

Issued REVISED Draft Document in Oct. 2009: 2 Tiers



Tier 1: BASE 150 ft 10 FAR

- Public Realm/Pedestrian Experience
- Environment
- Multi-modal Access

Tier 2: TOWER 400 ft 17.5 FAR

PUBLIC BENEFIT ACHIEVEMENT

- Building Preservation (required)
- Sustainability (required)

Select one of three below:

- Increasing the city's housing supply
- Streetscape/Pedestrian & Bicycle Fund
- Public Art

PERFORMANCE CRITERIA

- Building Form
- Environment
- Multi-modal Access

2 ZONING TIERS - BASE & TOWER

04 Oct. 2009 Zoning Recommendations

Stuart Street Planning Study
Proposed Development Review Guidelines to supplement
Back Bay Downtown IPOD (1987)

DRAFT November 23, 2010

Preface

Background
The Stuart Street Planning Study area, bound by St. James Avenue to the north, Dartmouth Street to the west, Columbus Avenue/ Cortes Streets to the south, and Arlington Street to the east, represents a 12+ block mixed-use area totaling more than forty acres. A number of significant Boston landmarks define the area: the 790 foot Hancock Building, 200 Berkeley Street (the old John Hancock Building), Copley Square, and Trinity Church. The area is also identified by the diagonal intersection of Columbus Avenue and sits adjacent to the historic neighborhoods of Bay Village and South End. Recent additions to the area include the 10 Saint James and 131 Dartmouth Street office buildings, the Bryant on Columbus, a 50 unit residential project with parking, and the 350-unit Clarendon project, at the intersection of Stuart and Clarendon Streets.

Purpose
The BRA, its consultants, and the Advisory group have spent the past 30 months examining potential development opportunities, identifying and defining height, density, and use recommendations, and developing scenarios for future development in the area. This work included an assessment of the impacts of density and height on the surrounding neighborhoods, including the impacts on the transportation infrastructure, transit system, parking supply, and the environmental impacts such as wind, shadow, and ground water. Provisions for and protection of open space, pedestrian access, historically significant buildings, and view corridors were also considered.

Goals
The guidelines have gone through a series of iterations over the past 18 months. During this time, the concepts/ideas have been refined, and are now organized into two categories (base and tower) with subcategories that have been informed by qualitative statements.

The underlying process goal of the study and resultant guidelines is to:

Create more certainty and transparency in the development, permitting, and approval process:
- *Establish a clearly defined set of regulations that reflect the agreed-upon urban design and planning goals.*

The underlying general goals are to:

Provide an area for economic growth and urban vitality:
- *Promote a thriving and vibrant day/night, live/work area by improving the district's public realm and pedestrian experience and by encouraging mixed uses.*
- *Allow additional height, density, and public benefits when appropriate.*

Improve the district's quality of character and environmental sustainability:
- *Minimize negative impacts any new development shall have on shadow, wind, traffic, groundwater and public infrastructure.*
- *Use existing transportation and urban infrastructure to reduce energy consumption and to improve air quality.*

Preserve and protect both the immediate area and adjacent neighborhoods:
- *Respect the historic context and the scale of abutting neighborhoods.*

Tower: 17.5 FAR & Above 155 feet up to 400 feet height limit

Proposed projects are eligible for additional build out (FAR of 17.5) as well as height beyond the 155 feet (up to a maximum of 400 feet; see attached graphic for specific demarcations), if such proposals (a) undergo review pursuant to Article 80B of the Boston Zoning Code, (b) achieve performance criteria identified below and (c) provide public benefits; those benefits at a minimum include the following:

BUILDING ACHIEVEMENT
Given the variety of constraints on development in the district, very few sites will be able to achieve the maximum height/FAR. The goal of the development guidelines is to make the level of achievement commensurate with the scope, scale and impact of the proposed project.

Sustainability (Required)
Incorporating advanced sustainability methods and/or accreditation that achieve certifiable status at LEED gold level or net zero energy consumption or meets or exceeds comparable environmental standards in effect.

Streetscape/Pedestrian and Bicycle Fund (Chose either one)
Contribute to a streetscape/pedestrian and bicycle fund for improved safety, connectivity, and beautification of the public realm at locations other than in the abutting streets of the building but within the area- thereby increasing vitality and encouraging pedestrian and bicycle travel in the immediate area. Specifics will be determined through the Article 80 review process and should be of a value equal or greater than one half of one percent (1/2%) of the cost of building construction.

Public Art (Chose either one)
New development should provide publicly accessible art or provide a donation to the Fund for Boston Neighborhoods (administered by the Boston Arts Commission, a 501C3) that has an invoiced or appraised value equal to or greater than one half of one percent (1/2 %) of the cost of building construction. Specifics to be determined through the Article 80 review process.

**** Mitigating Development Impacts***
Additionally, the assessment of the proposed project's impacts on the immediate area will be determined through the Article 80 review process. The Article 80 process will determine if additional mitigation (otherwise exceeding the City's requirements for community benefits) is needed to offset development impacts.

PERFORMANCE CRITERIA
The following performance criteria requirements must be met in order to reach the Tower status.

Building Form (Required)
GOAL: New development should help create a varied skyline for commercial Back Bay, allow individual buildings to be visually distinct while also creating a family of buildings around the new Hancock Tower, and create a clear animated pedestrian/public realm distinctly delineated from the tower.

Tower GSF
For portions of new development that extend above the base level street wall height, the maximum commercial floor plate is 30,000 GSF. For residential building, the average residential floor plate above 200 feet high is 12,000 GSF.

Tower Length
For portions of new development that extend above the base level street wall height, the maximum length is 200 feet.

Massing Setback
For portions of new development that extend above the base level street wall height along Berkeley and Clarendon Streets, massing must setback from the property line at least 15 feet. For portions of new development that extend

Issued REVISED Development Guidelines in Nov. 2010

Base: 10 FAR & 155 feet height limit

Building Preservation
Increasing the City's Affordable Housing Supply

Review process
Article 80B

Public Realm/ Pedestrian Experience
Street Wall Frontage Achievement
Transparency Achievement
Publicly Accessible Space
Ground Floor Pedestrian Entrances
Ground Floor Use

Environment
Sustainability
Wind
Shadow
Ground Water

Multi-modal Access
Traffic Studies project Area
Off-Street Parking Ratios
Parking/Service Access
Off-Street Parking/Service Location
Bicycle Accommodations
Alternative Transportation Off-Street Parking
Traffic Management
Loading
Transportation Demand Management
Transit

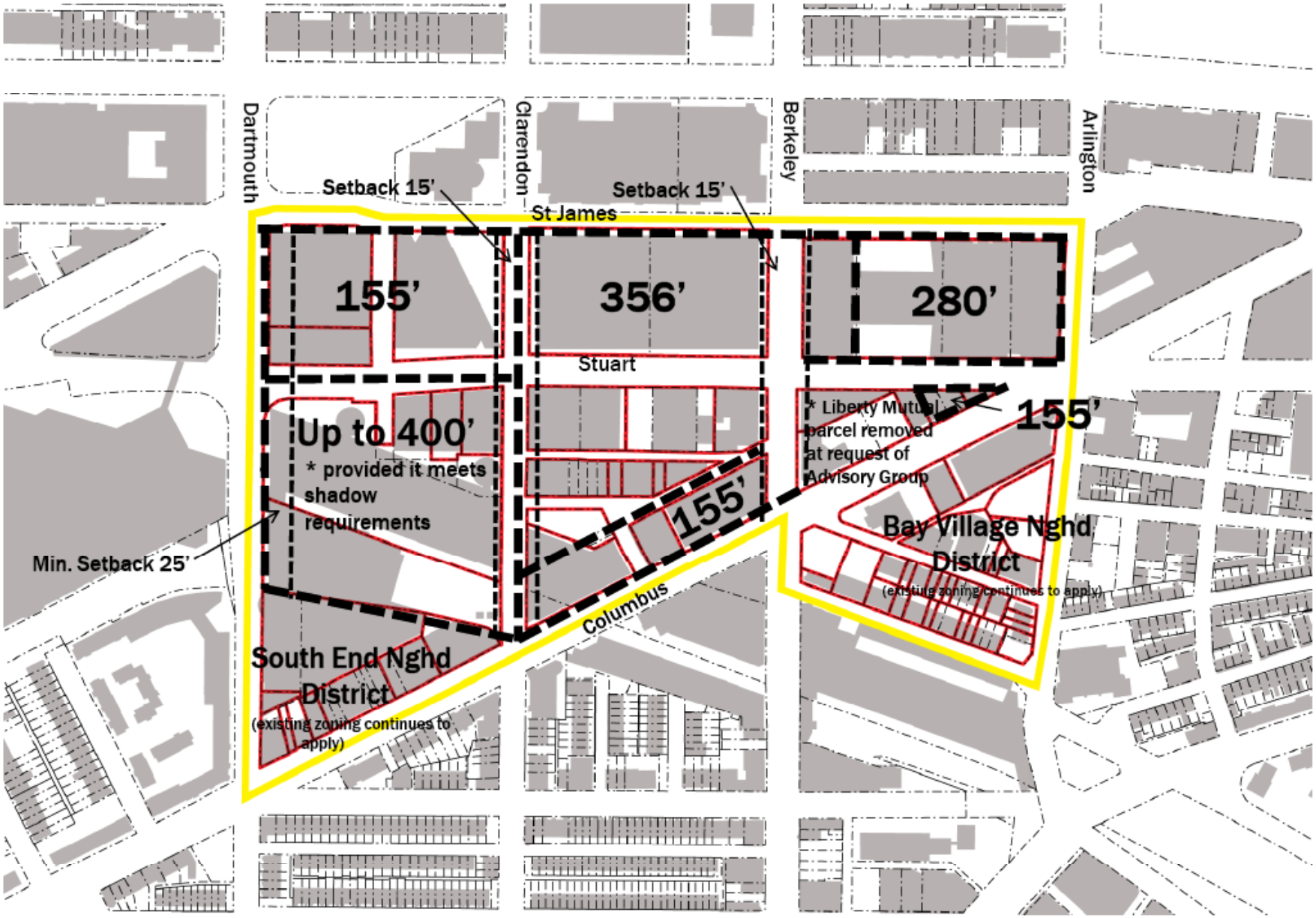
Tower: 17.5 FAR & 400 feet height limit

Building Achievement
Sustainability
Streetscape/Pedestrian & Bicycle Fund
Public Art
Mitigating Development Impacts

Performance Criteria
Building Form
Tower GSF
Tower Length
Massing Setback

Environment
Shadow Performance
Wind Performance
Ground Water

Multi-modal Access



Max. Heights and Setbacks

Base : 10 FAR & 155 feet height limit

Building Preservation
Increasing the City's Affordable Housing Supply

Review process
Article 80B

Public Realm/ Pedestrian Experience
Street Wall Frontage Achievement
Transparency Achievement
Publicly Accessible Space
Ground Floor Pedestrian Entrances
Ground Floor Use

Environment
Sustainability
Wind
Shadow
Ground Water

Multi-modal Access
Traffic Studies project Area
Off-Street Parking Ratios
Parking/Service Access
Off-Street Parking/Service Location
Bicycle Accommodations
Alternative Transportation Off-Street Parking
Traffic Management
Loading
Transportation Demand Management
Transit

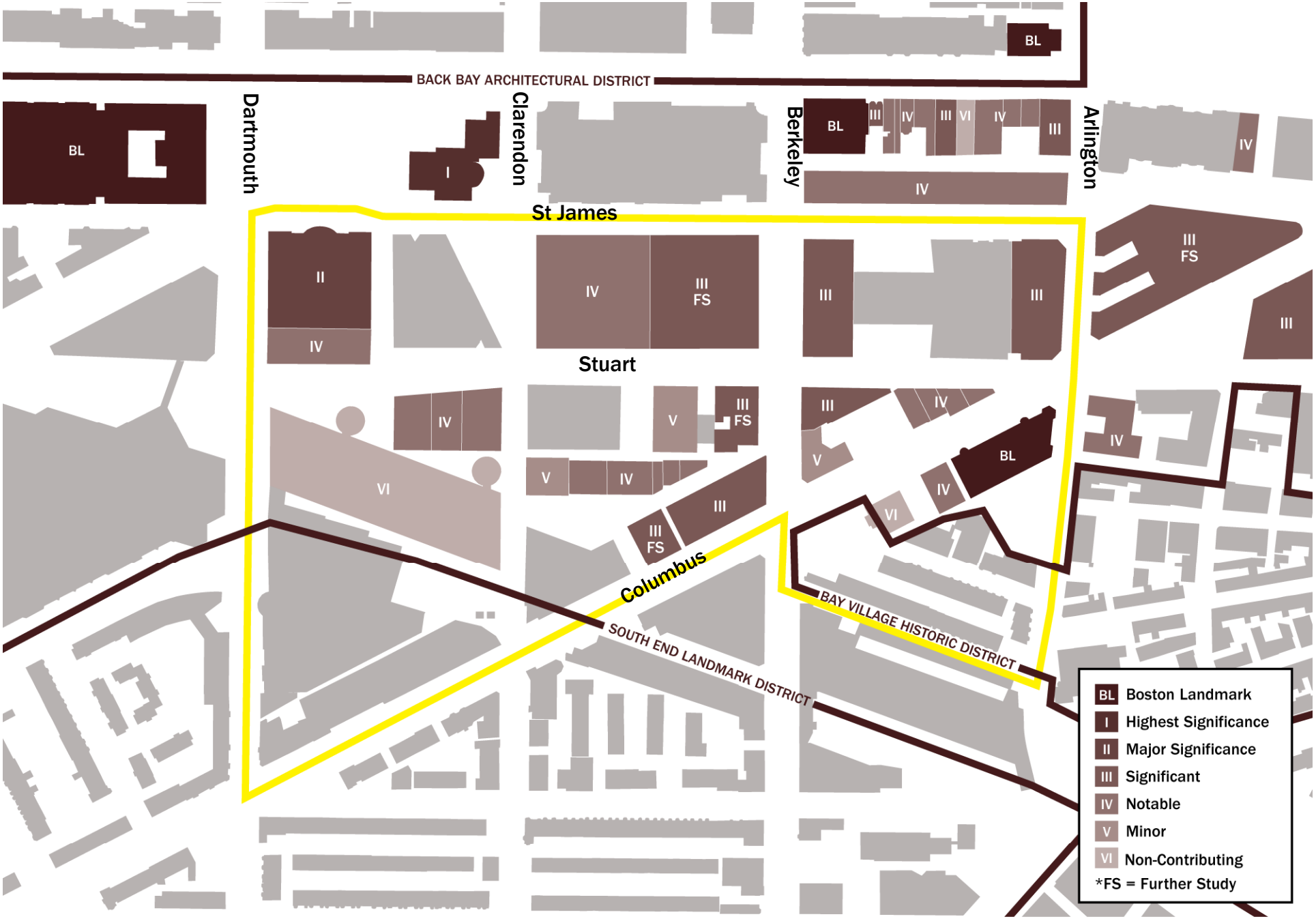
Tower : 17.5 FAR & 400 feet height limit

Building Achievement
Sustainability
Streetscape/Pedestrian & Bicycle Fund
Public Art
Mitigating Development Impacts

Performance Criteria
Building Form
Tower GSF
Tower Length
Massing Setback

Environment
Shadow Performance
Wind Performance
Ground Water

Multi-modal Access



Boston Landmarks and Rating Categories

Source: Drawing by Utile, Data from the Boston Landmark Commission

Base : 10 FAR & 155 feet height limit

Building Preservation

Increasing the City's Affordable Housing Supply

Review process

Article 80B

Public Realm/ Pedestrian Experience

Street Wall Frontage Achievement
Transparency Achievement
Publicly Accessible Space
Ground Floor Pedestrian Entrances
Ground Floor Use

Environment

Sustainability
Wind
Shadow
Ground Water

Multi-modal Access

Traffic Studies project Area
Off-Street Parking Ratios
Parking/Service Access
Off-Street Parking/Service Location
Bicycle Accommodations
Alternative Transportation Off-Street Parking
Traffic Management
Loading
Transportation Demand Management
Transit

Tower : 17.5 FAR & 400 feet height limit

Building Achievement

Sustainability
Streetscape/Pedestrian & Bicycle Fund
Public Art
Mitigating Development Impacts

Performance Criteria

Building Form
Tower GSF
Tower Length
Massing Setback

Environment

Shadow Performance
Wind Performance
Ground Water

Multi-modal Access

Base : 10 FAR & 155 feet height limit

Building Preservation
Increasing the City's Affordable Housing Supply

Review process
Article 80B

Public Realm/ Pedestrian Experience
Street Wall Frontage Achievement
Transparency Achievement
Publicly Accessible Space
Ground Floor Pedestrian Entrances
Ground Floor Use

Environment
Sustainability
Wind
Shadow
Ground Water

Multi-modal Access
Traffic Studies project Area
Off-Street Parking Ratios
Parking/Service Access
Off-Street Parking/Service Location
Bicycle Accommodations
Alternative Transportation Off-Street Parking
Traffic Management
Loading
Transportation Demand Management
Transit

Tower : 17.5 FAR & 400 feet height limit

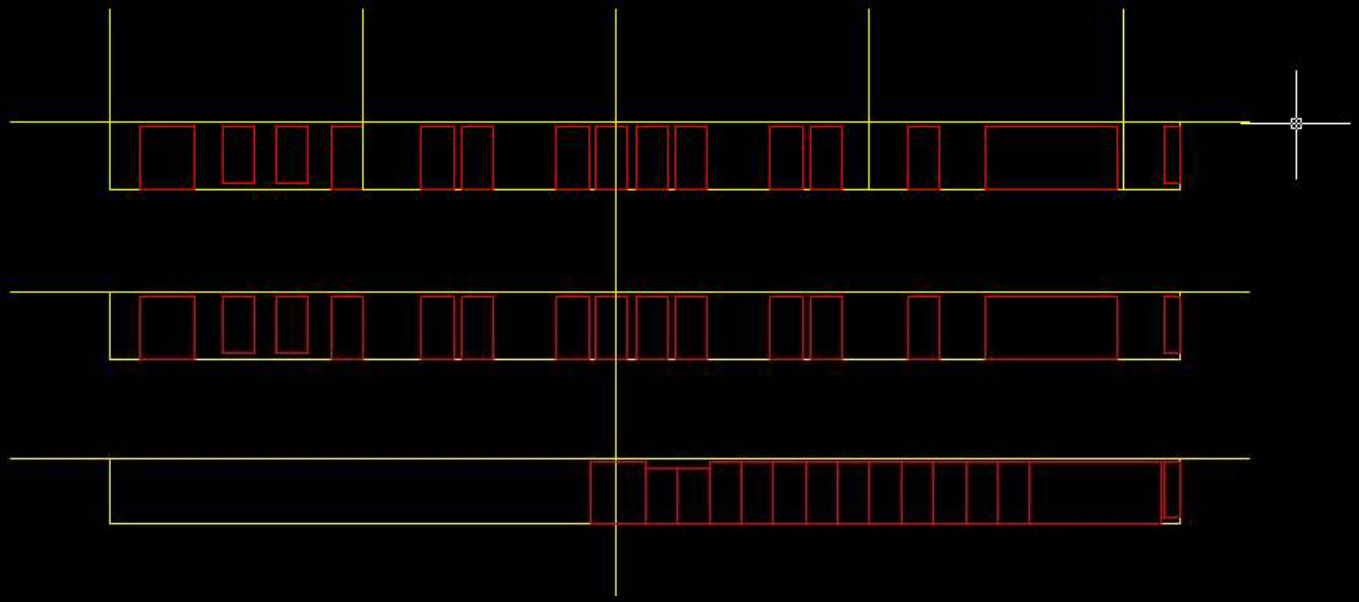
Building Achievement
Sustainability
Streetscape/Pedestrian & Bicycle Fund
Public Art
Mitigating Development Impacts

Performance Criteria
Building Form
Tower GSF
Tower Length
Massing Setback

Environment
Shadow Performance
Wind Performance
Ground Water

Multi-modal Access


cbt
The Mandarin Oriental Boston



Base : 10 FAR & 155 feet height limit

Building Preservation
Increasing the City's Affordable Housing Supply

Review process
Article 80B

Public Realm/ Pedestrian Experience
Street Wall Frontage Achievement
Transparency Achievement
Publicly Accessible Space
Ground Floor Pedestrian Entrances
Ground Floor Use

Environment
Sustainability
Wind
Shadow
Ground Water

Multi-modal Access
Traffic Studies project Area
Off-Street Parking Ratios
Parking/Service Access
Off-Street Parking/Service Location
Bicycle Accommodations
Alternative Transportation Off-Street Parking
Traffic Management
Loading
Transportation Demand Management
Transit

Tower : 17.5 FAR & 400 feet height limit

Building Achievement
Sustainability
Streetscape/Pedestrian & Bicycle Fund
Public Art
Mitigating Development Impacts

Performance Criteria
Building Form
Tower GSF
Tower Length
Massing Setback

Environment
Shadow Performance
Wind Performance
Ground Water

Multi-modal Access

Base : 10 FAR & 155 feet height limit

Building Preservation
Increasing the City's Affordable Housing Supply

Review process
Article 80B

Public Realm/ Pedestrian Experience
Street Wall Frontage Achievement
Transparency Achievement
Publicly Accessible Space
Ground Floor Pedestrian Entrances
Ground Floor Use

Environment
Sustainability
Wind
Shadow
Ground Water

Multi-modal Access
Traffic Studies project Area
Off-Street Parking Ratios
Parking/Service Access
Off-Street Parking/Service Location
Bicycle Accommodations
Alternative Transportation Off-Street Parking
Traffic Management
Loading
Transportation Demand Management
Transit

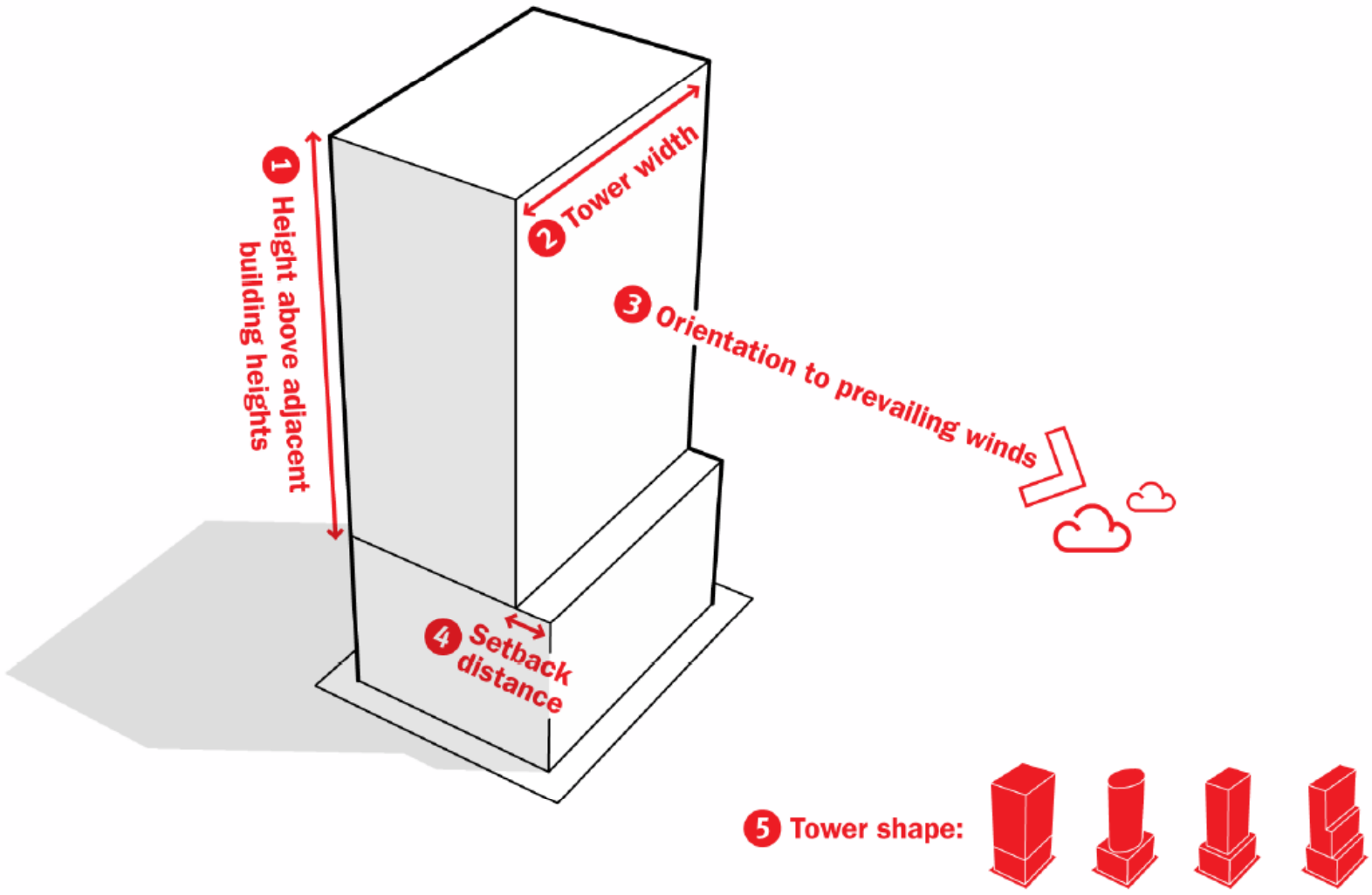
Tower : 17.5 FAR & 400 feet height limit

Building Achievement
Sustainability
Streetscape/Pedestrian & Bicycle Fund
Public Art
Mitigating Development Impacts

Performance Criteria
Building Form
Tower GSF
Tower Length
Massing Setback

Environment
Shadow Performance
Wind Performance
Ground Water

Multi-modal Access



Multiple form-related variables affect wind performance

Source: RWDI and Utile

Base : 10 FAR & 155 feet height limit

Building Preservation
Increasing the City's Affordable Housing Supply

Review process
Article 80B

Public Realm/ Pedestrian Experience
Street Wall Frontage Achievement
Transparency Achievement
Publicly Accessible Space
Ground Floor Pedestrian Entrances
Ground Floor Use

Environment
Sustainability
Wind
Shadow
Ground Water

Multi-modal Access
Traffic Studies project Area
Off-Street Parking Ratios
Parking/Service Access
Off-Street Parking/Service Location
Bicycle Accommodations
Alternative Transportation Off-Street Parking
Traffic Management
Loading
Transportation Demand Management
Transit

Tower : 17.5 FAR & 400 feet height limit

Building Achievement
Sustainability
Streetscape/Pedestrian & Bicycle Fund
Public Art
Mitigating Development Impacts

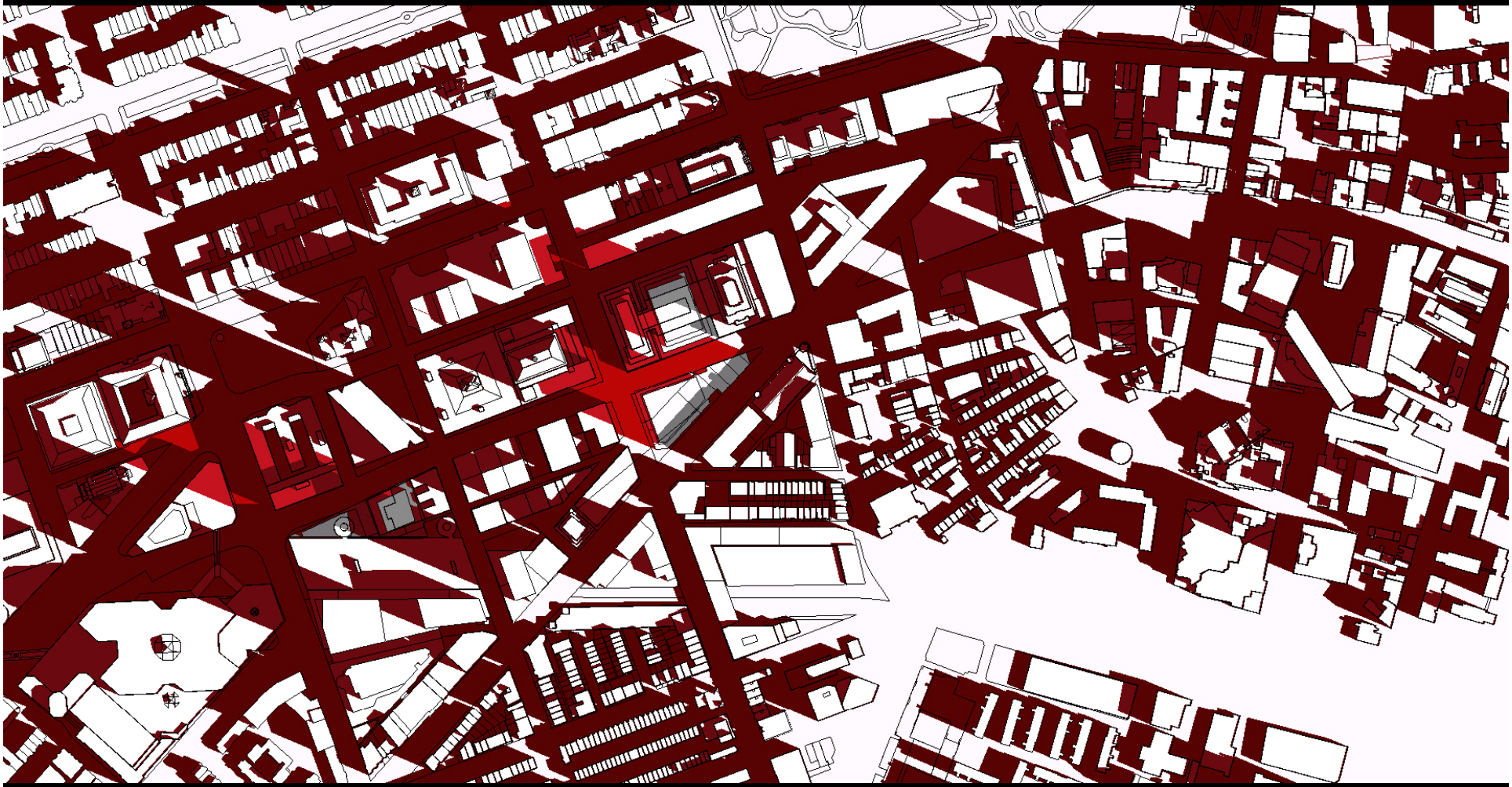
Performance Criteria
Building Form
Tower GSF
Tower Length
Massing Setback

Environment
Shadow Performance
Wind Performance
Ground Water

Multi-modal Access

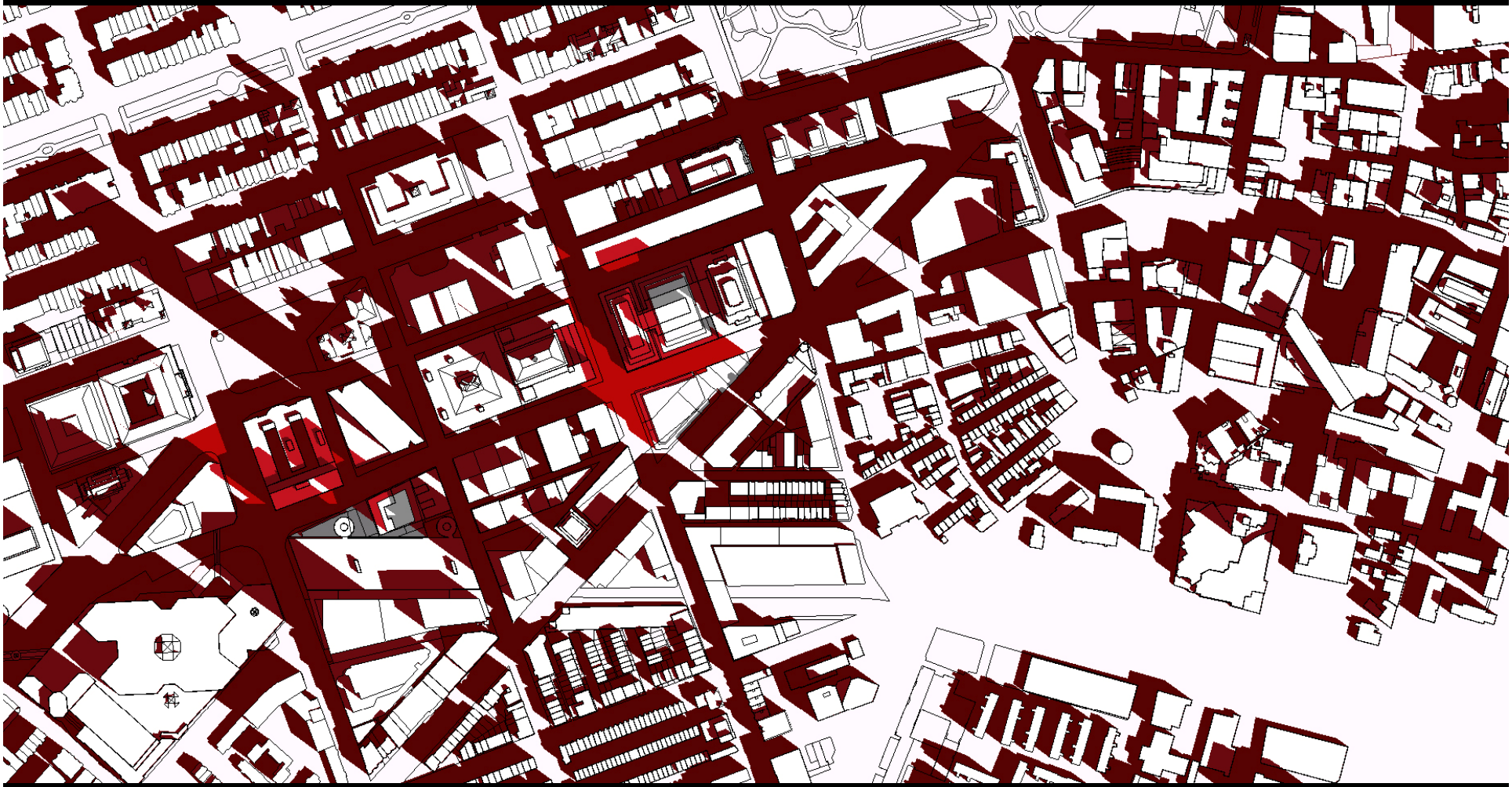
2 hours allowed from 8am – 2:30pm March- Oct.

March 21st Shadow Study **8:00am**



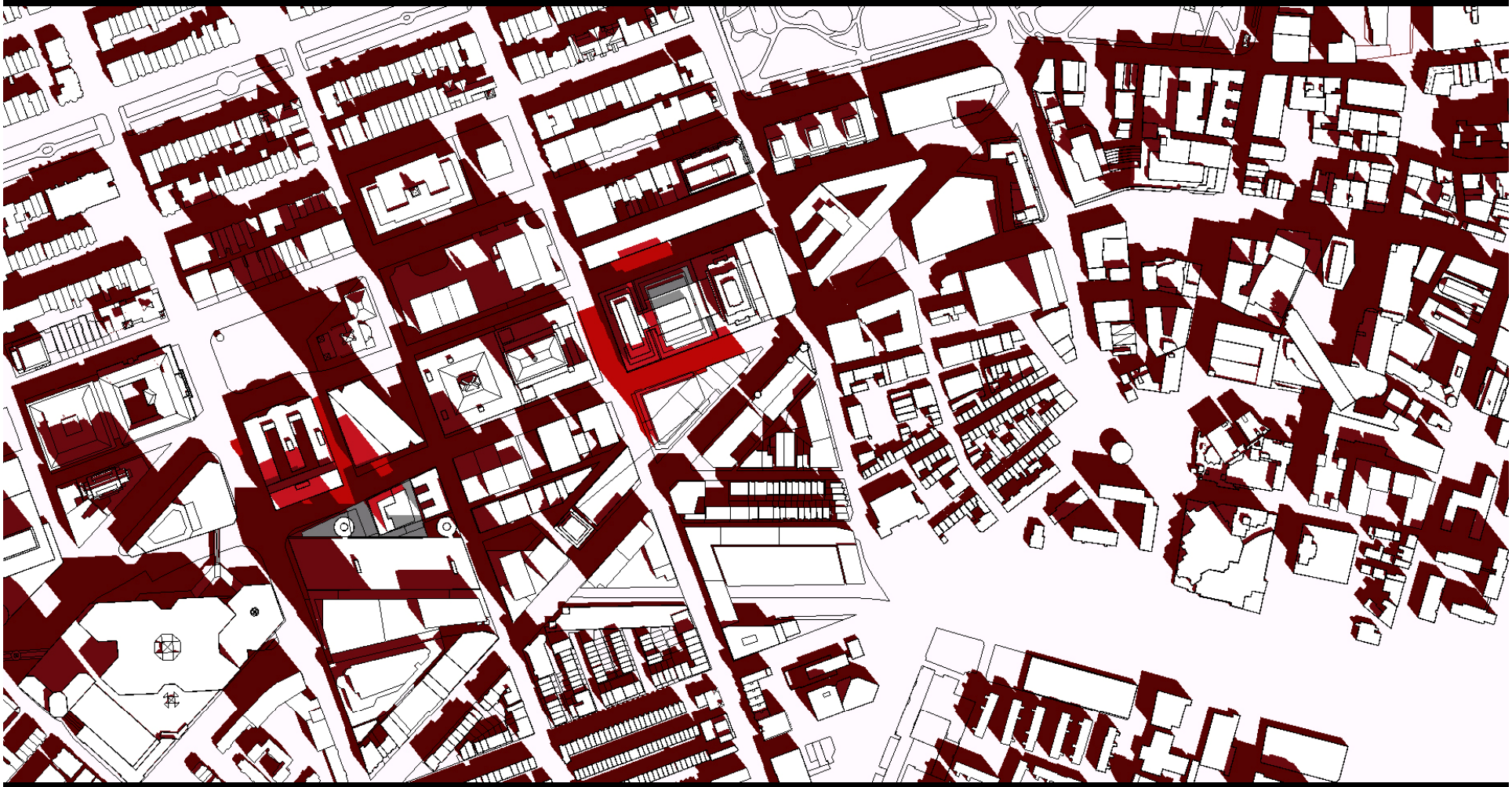
March 21st Shadow Study

9:00am



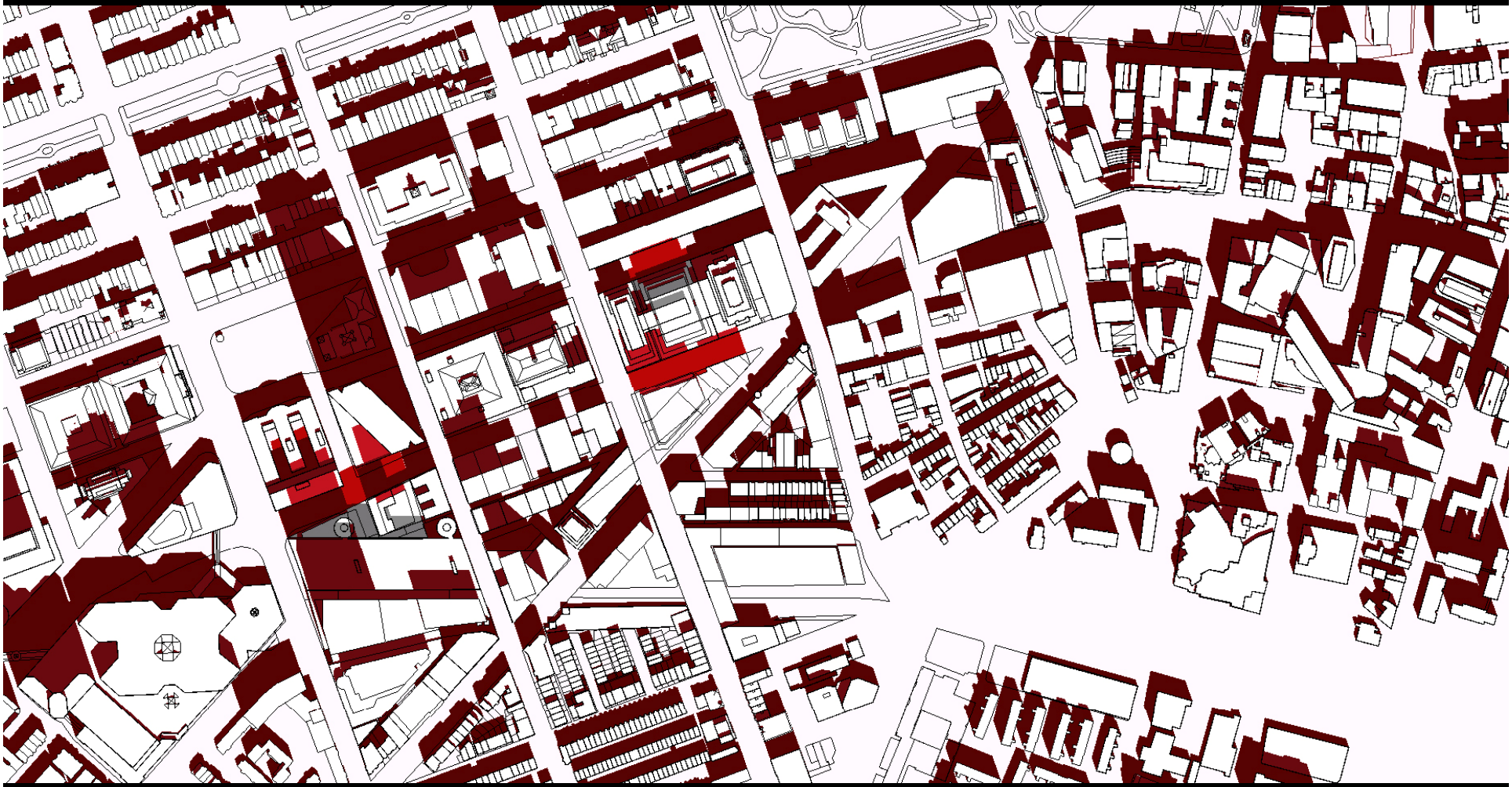
March 21st Shadow Study

10:00am



March 21st Shadow Study

11:00am

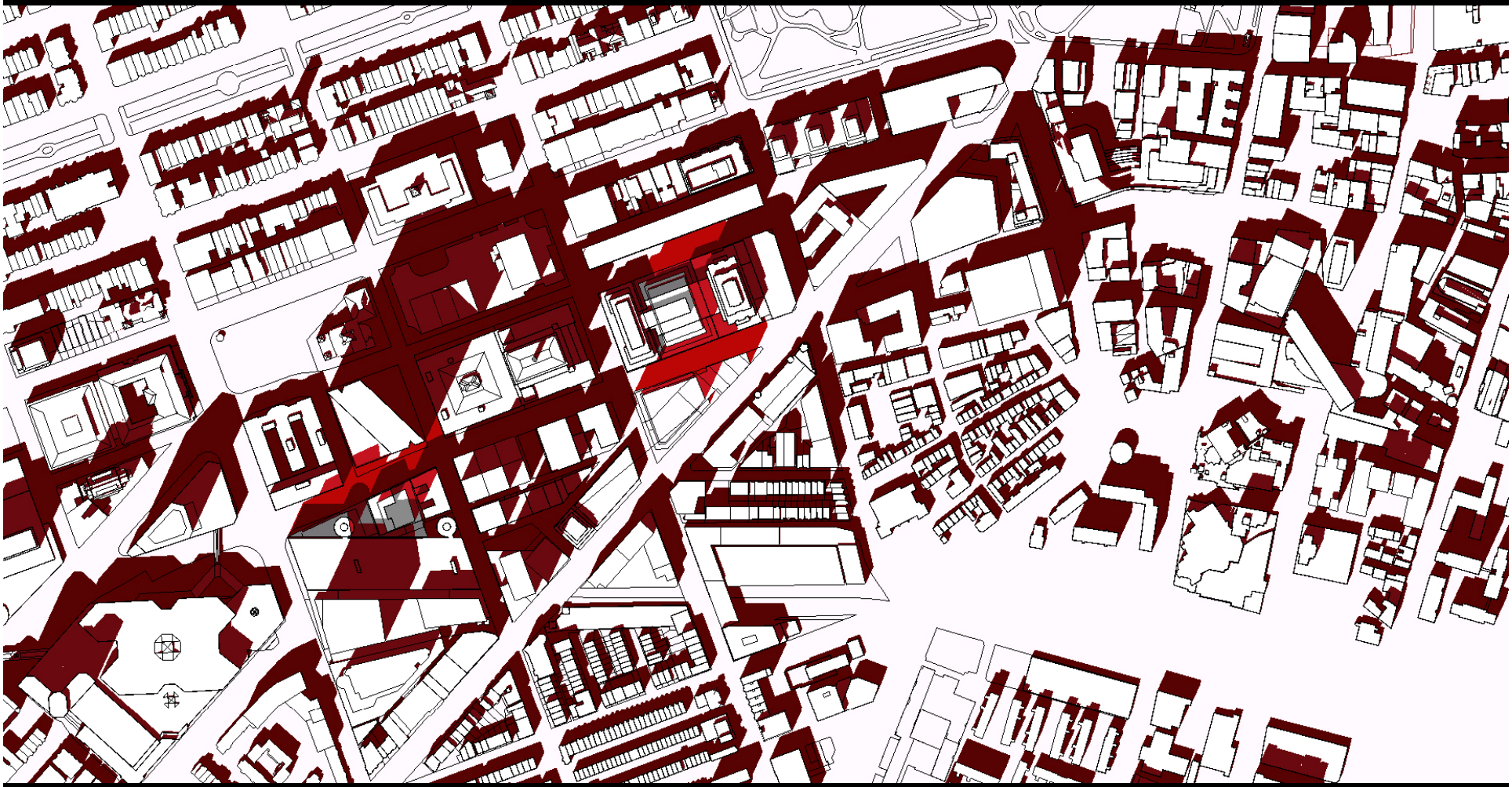


March 21st Shadow Study

12:00pm

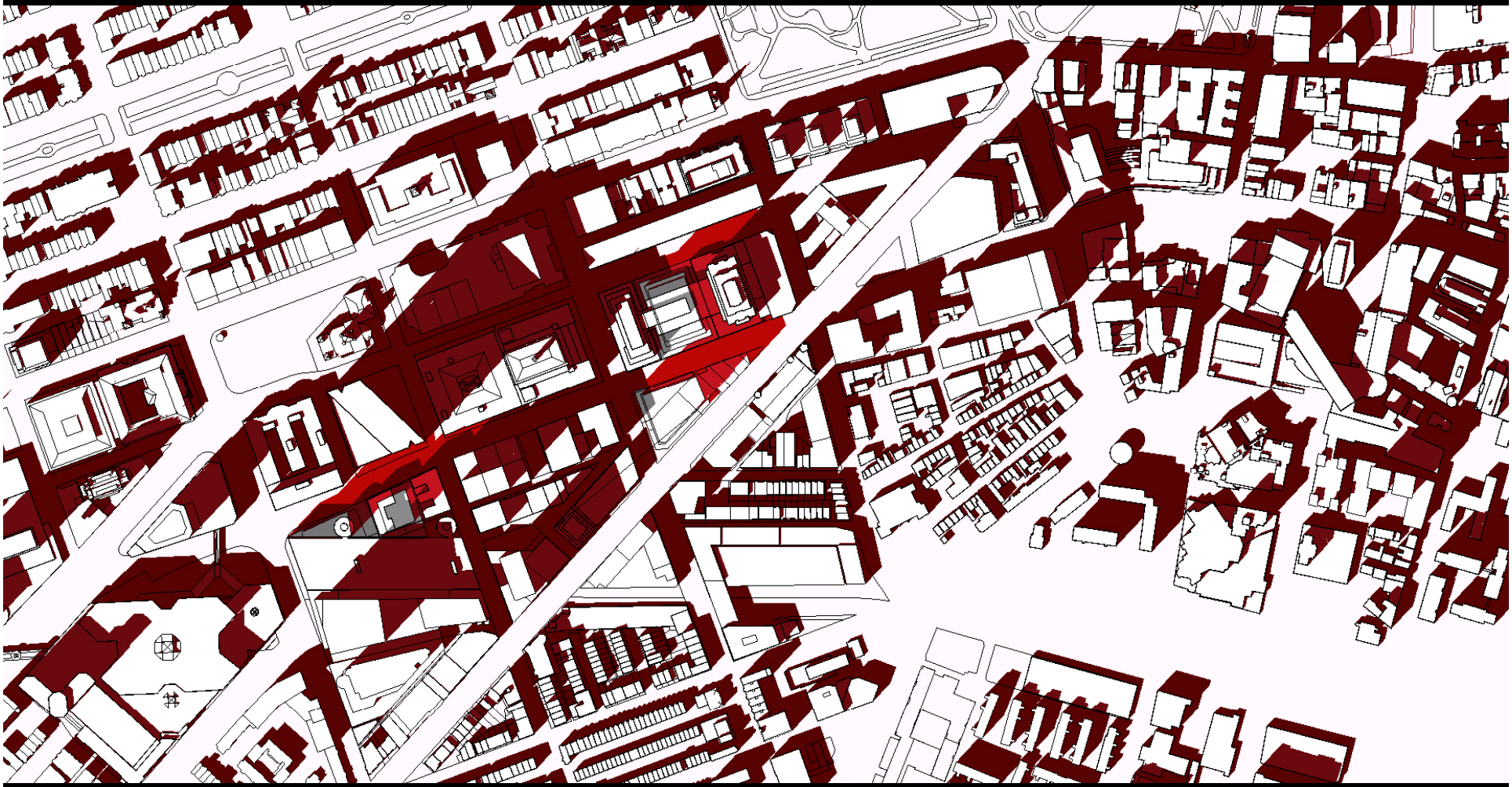
March 21st Shadow Study

1:00pm



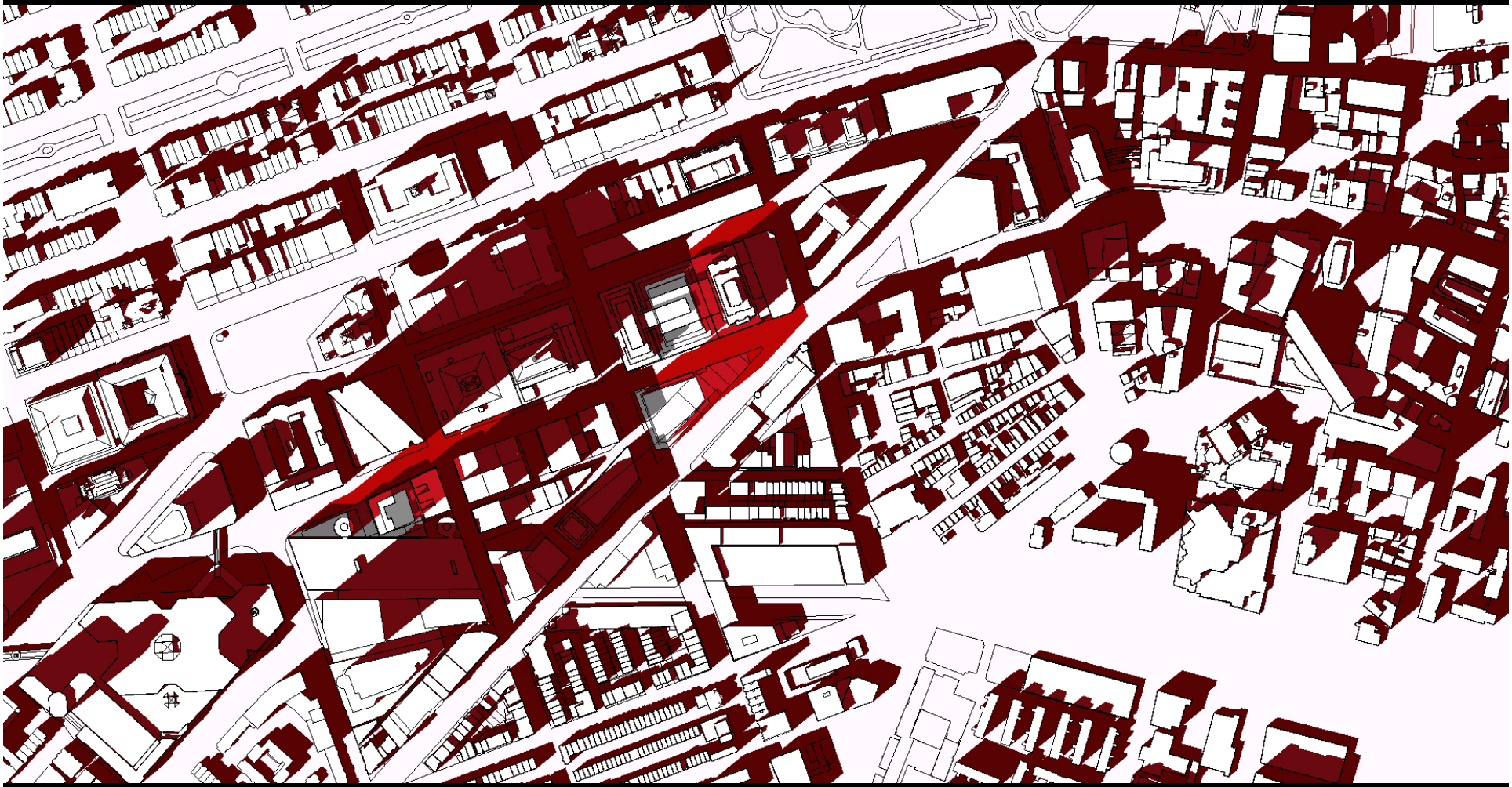
March 21st Shadow Study

2:00pm



March 21st Shadow Study

2:30pm



Base : 10 FAR & 155 feet height limit

Building Preservation
Increasing the City's Affordable Housing Supply

Review process
Article 80B

Public Realm/ Pedestrian Experience
Street Wall Frontage Achievement
Transparency Achievement
Publicly Accessible Space
Ground Floor Pedestrian Entrances
Ground Floor Use

Environment
Sustainability
Wind
Shadow
Ground Water

Multi-modal Access
Traffic Studies project Area
Off-Street Parking Ratios
Parking/Service Access
Off-Street Parking/Service Location
Bicycle Accommodations
Alternative Transportation Off-Street Parking
Traffic Management
Loading
Transportation Demand Management
Transit

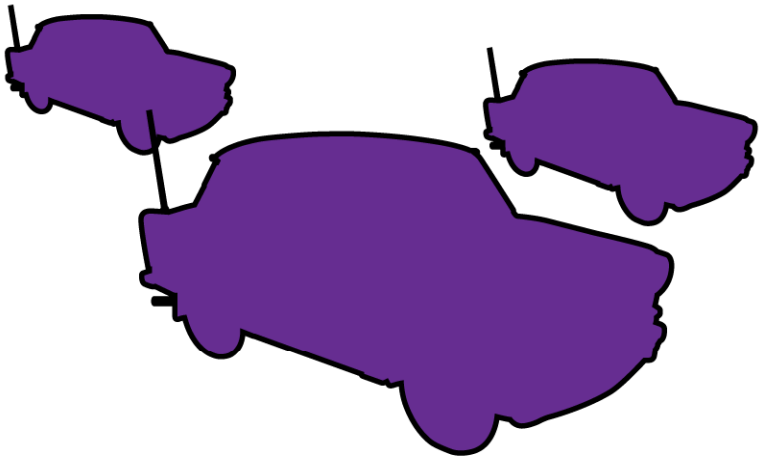
Tower : 17.5 FAR & 400 feet height limit

Building Achievement
Sustainability
Streetscape/Pedestrian & Bicycle Fund
Public Art
Mitigating Development Impacts

Performance Criteria
Building Form
Tower GSF
Tower Length
Massing Setback

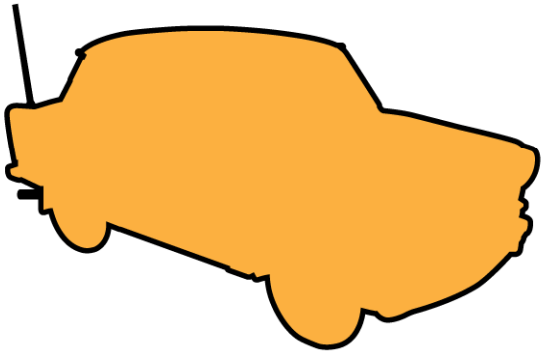
Environment
Shadow Performance
Wind Performance
Ground Water

Multi-modal Access



More Trips and Traffic

Commercial and Retail Parking



Fewer Trips and Traffic

Residential Parking

Residential vs. Commercial Trip Generation

Base : 10 FAR & 155 feet height limit

Building Preservation
Increasing the City's Affordable Housing Supply

Review process
Article 80B

Public Realm/ Pedestrian Experience
Street Wall Frontage Achievement
Transparency Achievement
Publicly Accessible Space
Ground Floor Pedestrian Entrances
Ground Floor Use

Environment
Sustainability
Wind
Shadow
Ground Water

Multi-modal Access
Traffic Studies project Area
Off-Street Parking Ratios
Parking/Service Access
Off-Street Parking/Service Location
Bicycle Accommodations
Alternative Transportation Off-Street Parking
Traffic Management
Loading
Transportation Demand Management
Transit

Tower : 17.5 FAR & 400 feet height limit

Building Achievement
Sustainability
Streetscape/Pedestrian & Bicycle Fund
Public Art
Mitigating Development Impacts

Performance Criteria
Building Form
Tower GSF
Tower Length
Massing Setback

Environment
Shadow Performance
Wind Performance
Ground Water

Multi-modal Access

Base : 10 FAR & 155 feet height limit

Building Preservation
Increasing the City's Affordable Housing Supply

Review process
Article 80B

Public Realm/ Pedestrian Experience
Street Wall Frontage Achievement
Transparency Achievement
Publicly Accessible Space
Ground Floor Pedestrian Entrances
Ground Floor Use

Environment
Sustainability
Wind
Shadow
Ground Water

Multi-modal Access
Traffic Studies project Area
Off-Street Parking Ratios
Parking/Service Access
Off-Street Parking/Service Location
Bicycle Accommodations
Alternative Transportation Off-Street Parking
Traffic Management
Loading
Transportation Demand Management
Transit

Tower : 17.5 FAR & 400 feet height limit

Building Achievement
Sustainability
Streetscape/Pedestrian & Bicycle Fund
Public Art
Mitigating Development Impacts

Performance Criteria
Building Form
Tower GSF
Tower Length
Massing Setback

Environment
Shadow Performance
Wind Performance
Ground Water

Multi-modal Access

Base : 10 FAR & 155 feet height limit

Building Preservation
Increasing the City's Affordable Housing Supply

Review process
Article 80B

Public Realm/ Pedestrian Experience
Street Wall Frontage Achievement
Transparency Achievement
Publicly Accessible Space
Ground Floor Pedestrian Entrances
Ground Floor Use

Environment
Sustainability
Wind
Shadow
Ground Water

Multi-modal Access
Traffic Studies project Area
Off-Street Parking Ratios
Parking/Service Access
Off-Street Parking/Service Location
Bicycle Accommodations
Alternative Transportation Off-Street Parking
Traffic Management
Loading
Transportation Demand Management
Transit

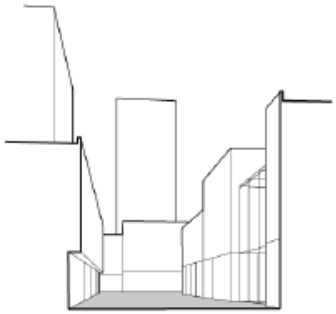
Tower : 17.5 FAR & 400 feet height limit

Building Achievement
Sustainability
Streetscape/Pedestrian & Bicycle Fund
Public Art
Mitigating Development Impacts

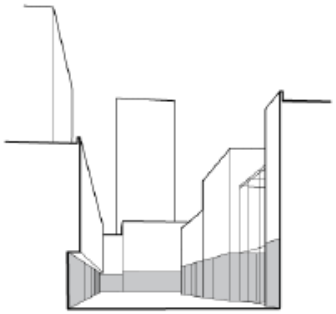
Performance Criteria
Building Form
Tower GSF
Tower Length
Massing Setback

Environment
Shadow Performance
Wind Performance
Ground Water

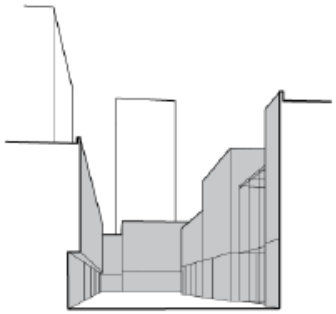
Multi-modal Access



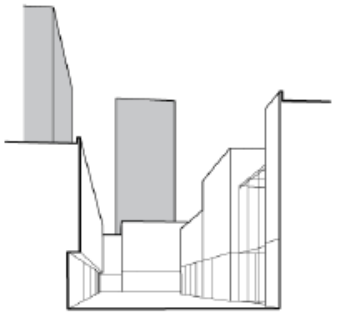
Street



Ground Floor

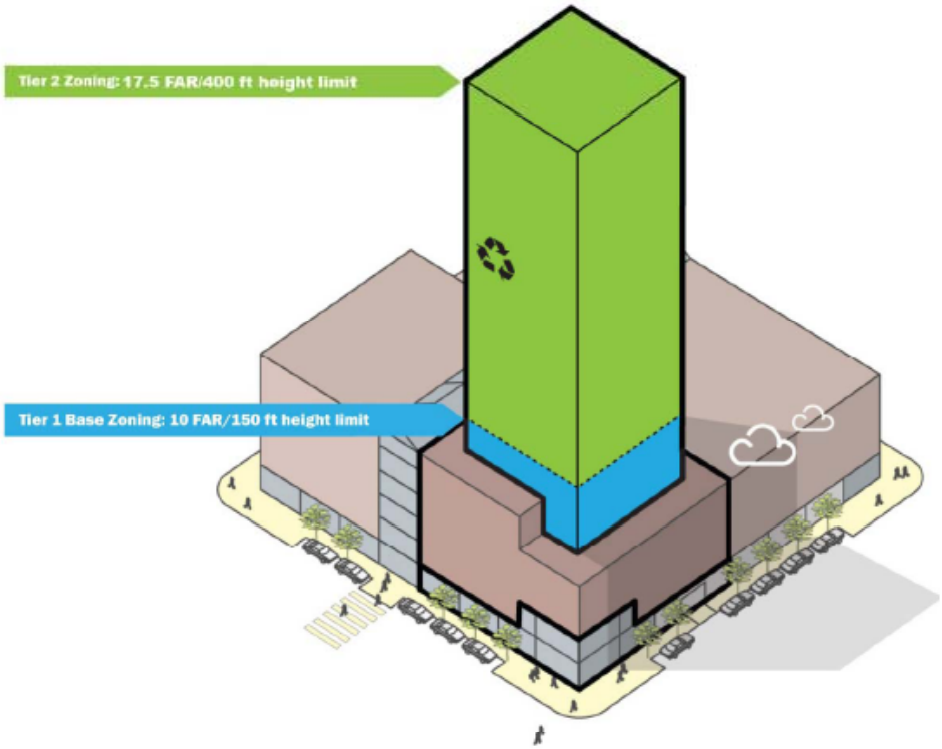


Street Wall
(definition of urban space)



Skyline

Performance standards mitigate environmental impacts and ensure sustainable architecture



Tier 1: BASE 150 ft 10 FAR

- Public Realm/Pedestrian Experience
- Environment
- Multi-modal Access

Tier 2: TOWER 400 ft 17.5 FAR

PUBLIC BENEFIT ACHIEVEMENT

- Building Preservation (required)
- Sustainability (required)

Select one of three below:

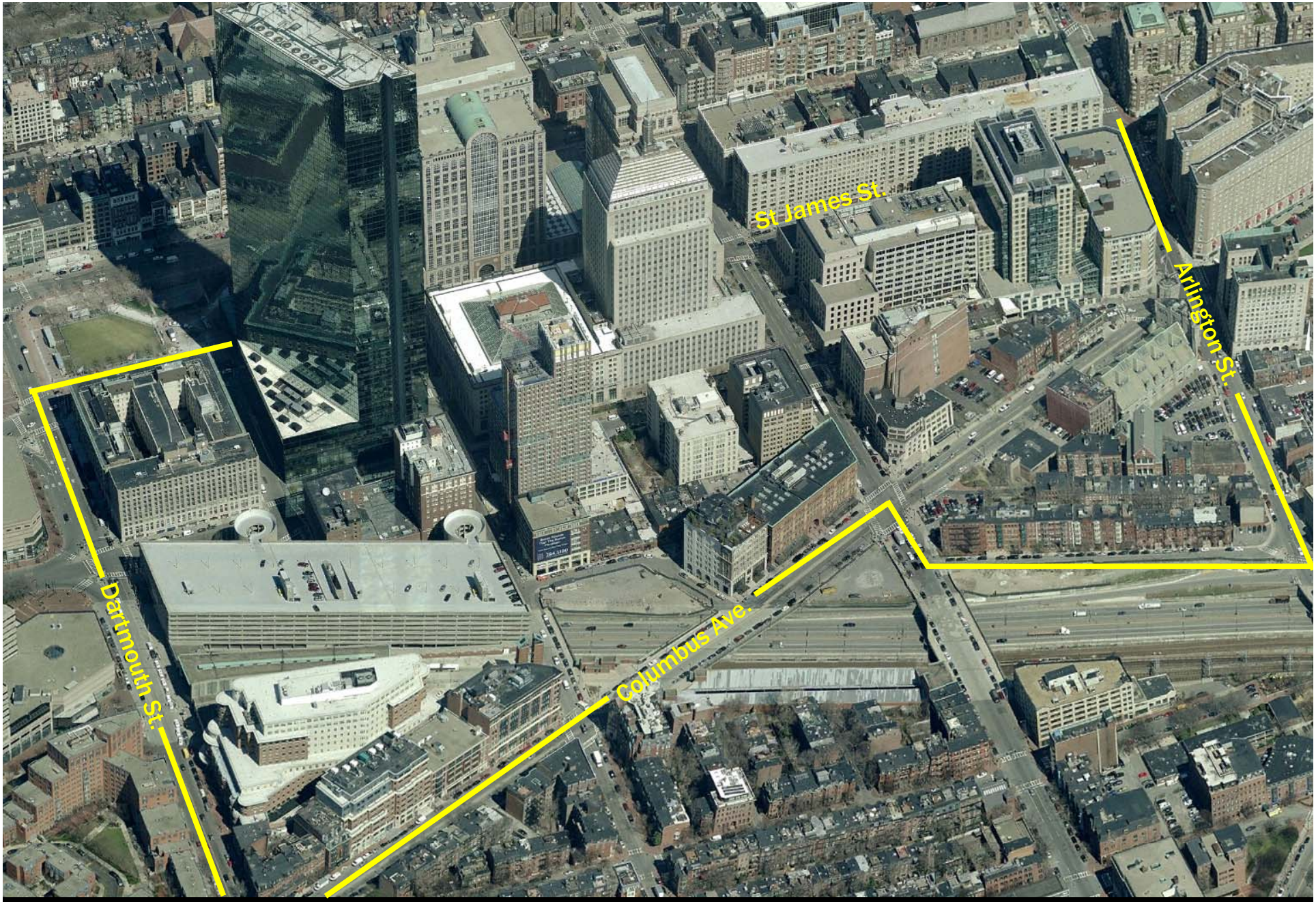
- Increasing the city's housing supply
- Streetscape/Pedestrian & Bicycle Fund
- Public Art

PERFORMANCE CRITERIA

- Building Form
- Environment
- Multi-modal Access

2 ZONING TIERS - BASE & TOWER

04 Oct. 2009 Zoning Recommendations



City of Boston
Mayor, Thomas M. Menino

Boston Redevelopment Authority

For questions or additional information contact:

ADVISORY GROUP MEMBERS

Dana Masterpolo, BVNA
Jo Campbell, BVNA
Ann Gleason, NABB
Sandra Silver, Ellis
Nathaniel Margolis, John Hancock
Meg Maizner-Cohen, BBA
Ted Pietras, SEBA

BRA

Andrew Grace
Senior Urban Designer/Planner
andrew.grace.bra@cityofboston.gov