

Stuart Street Planning Study: Development Review Guidelines

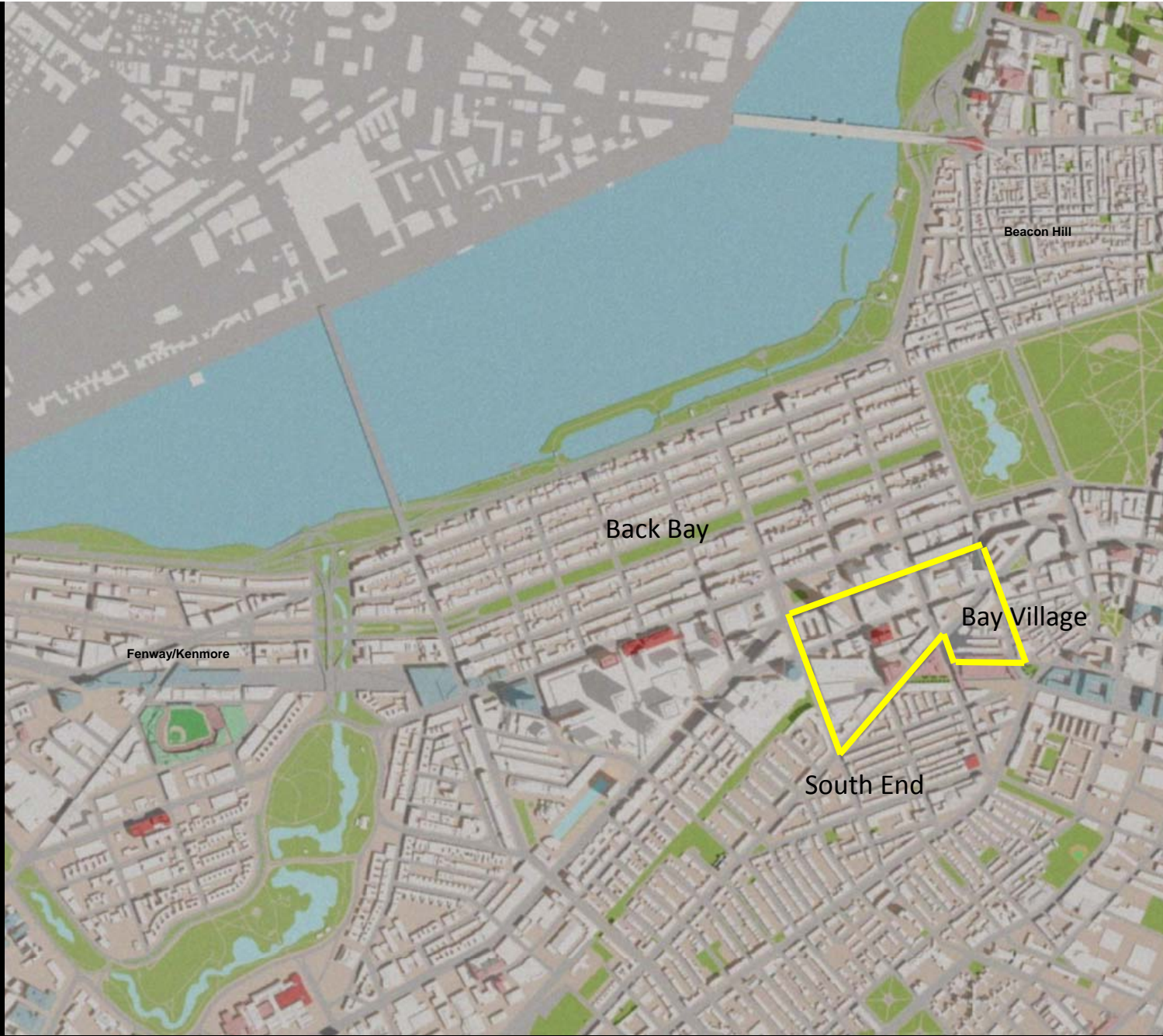
Hosted by:

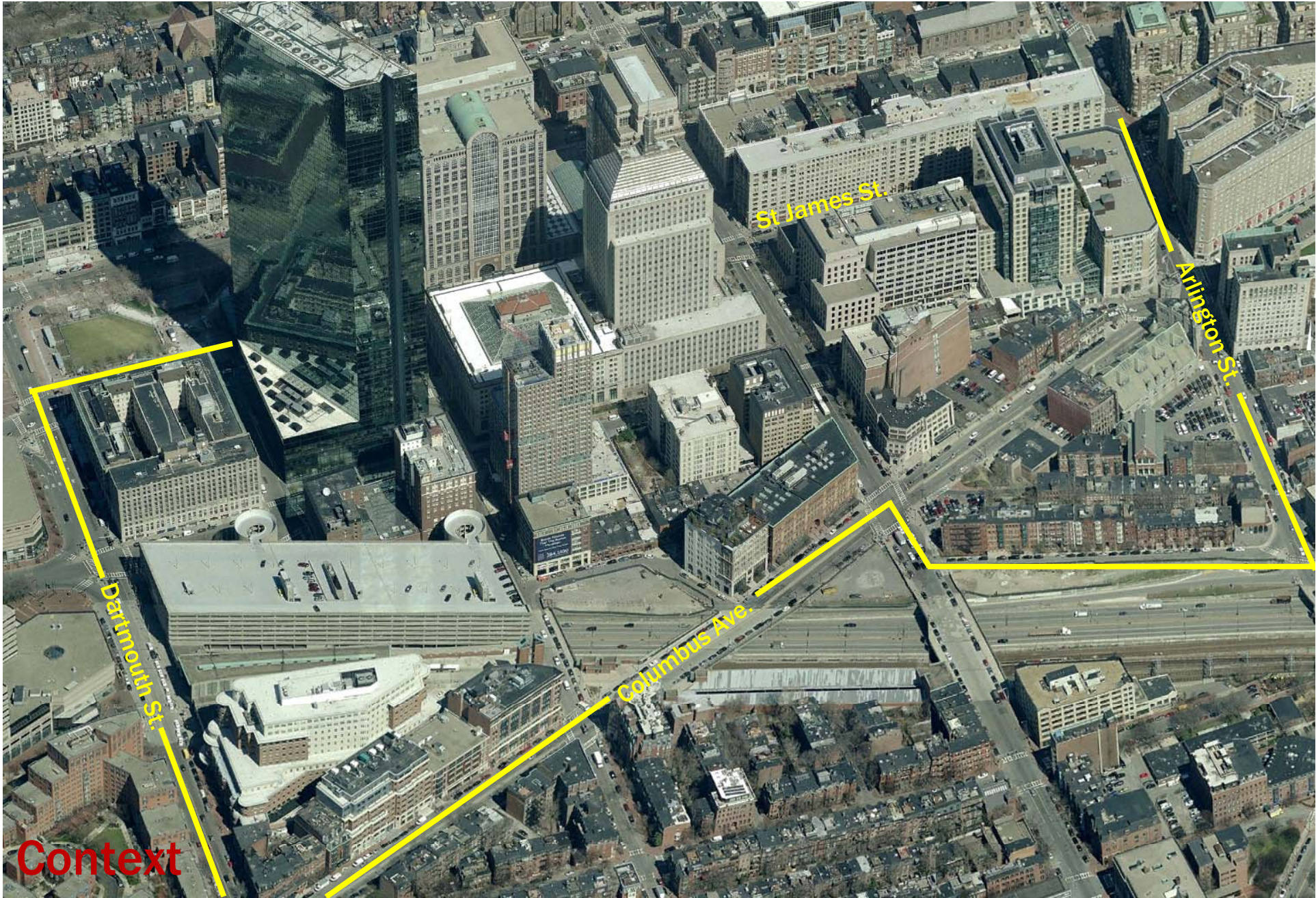
Boston Redevelopment Authority – Planning Department

PUBLIC MEETING

YWCA Boston

~~January 6th, 2011~~ **September 21st, 2015**





St James St.

Arlington St.

Dartmouth St.

Columbus Ave.

Context

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,

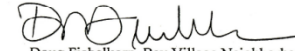
and an equal number of representatives representing the Back Bay Association, and the South End Business Association (three residential representatives, three business representatives).

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.

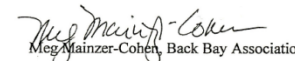
The study should be undertaken as soon as possible with suggested completion within two years. It is understood that while this planning process takes place, development that occurs in the study area should proceed under the current Article 80 process and should not be delayed.

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

Sincerely,



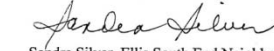
Doug Fiebelkorn, Bay Village Neighborhood Association



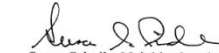
Meg Mainzer-Cohen, Back Bay Association



Cathy Morales, Boston Living Center



Sandra Silver, Ellis South End Neighborhood Association



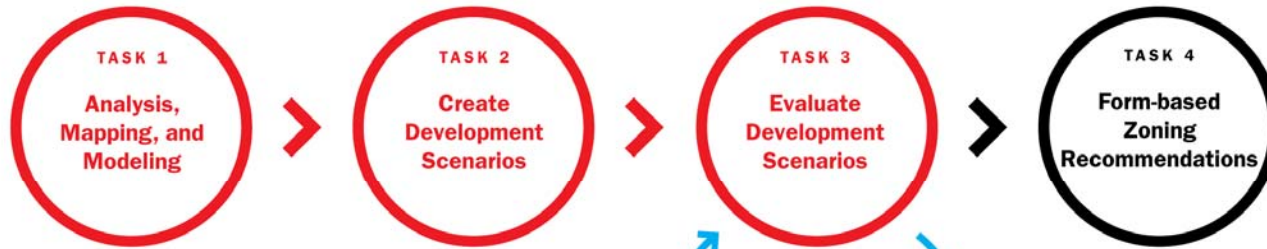
Susan Prindle, Neighborhood Association of the Back Bay

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



RESIDENTIAL REPRESENTATIVES

Sandra Silver
ENA

Janet Hurwitz
NAAB

Jo Campbell
BNVA

Dana Masterpolo
BNVA

BUSINESS REPRESENTATIVES

Meg Mainzer-Cohen
BBA

Joann Bragg **Resigned**
Liberty Mutual

Nathaniel I. Margolis
John Hancock

Ted Pietras
SEBA

Timeline & Process

Environmental Impacts

- Wind
- Shadows
- Utility Infrastructure
- Groundwater

Transportation

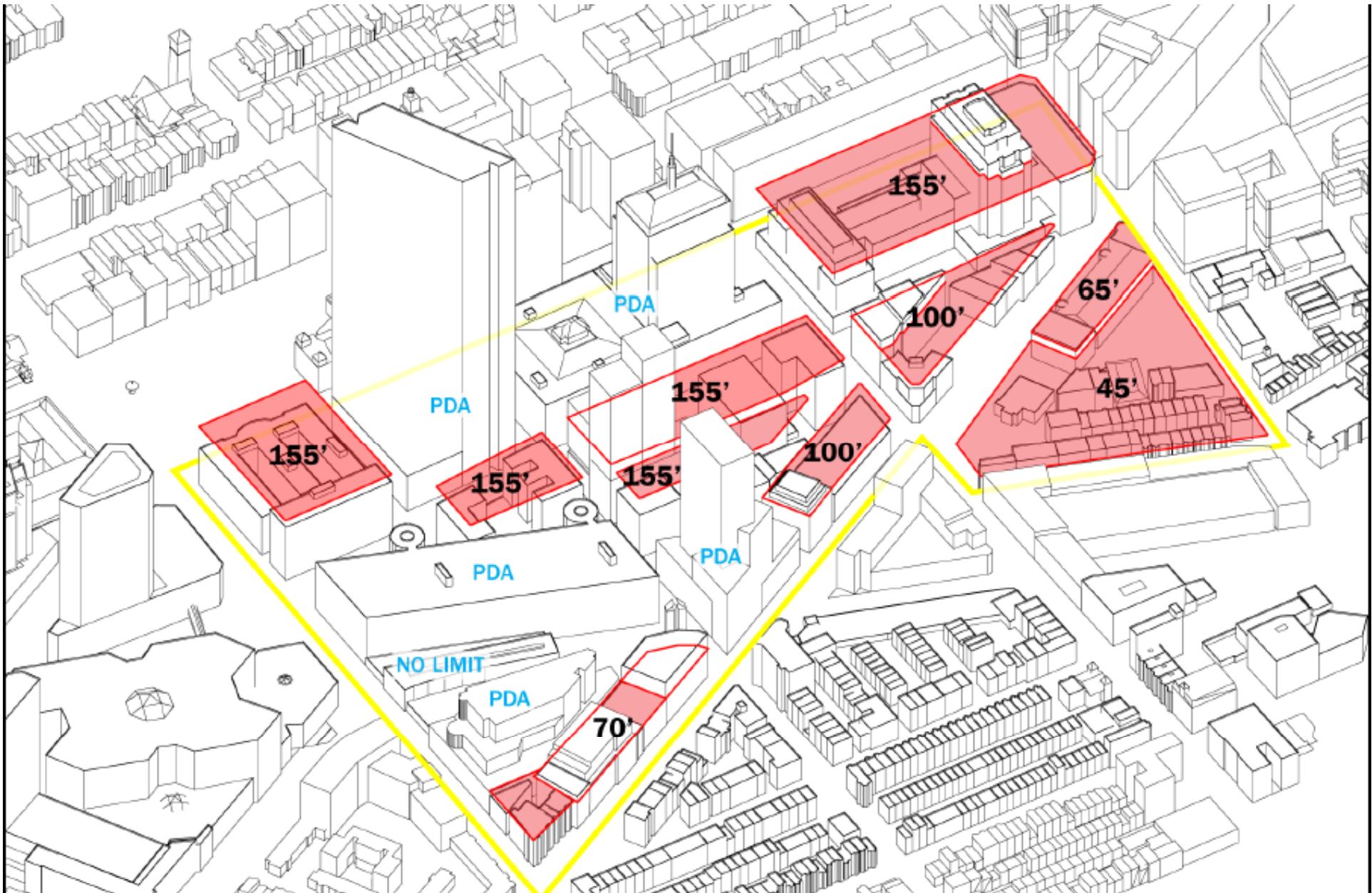
- Public Transit Access
- Automobile Traffic
- Loading and Servicing
- Parking

Economics and Real Estate

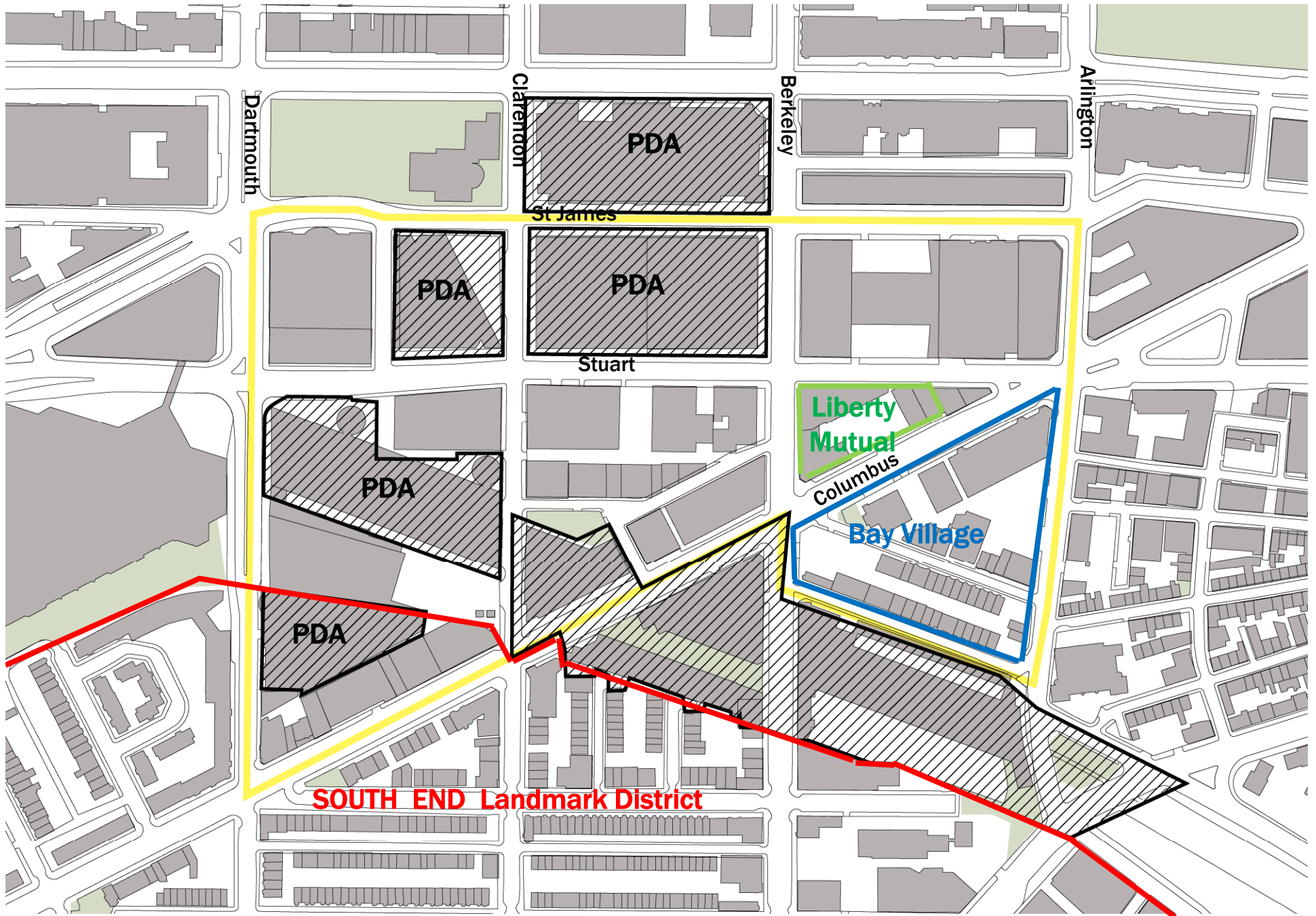
- Financial Viability: Total GSF
- Financial Viability: Floorplates
- Retail Capacity

Urban Design

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

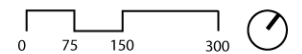


TASK 1: Analysis



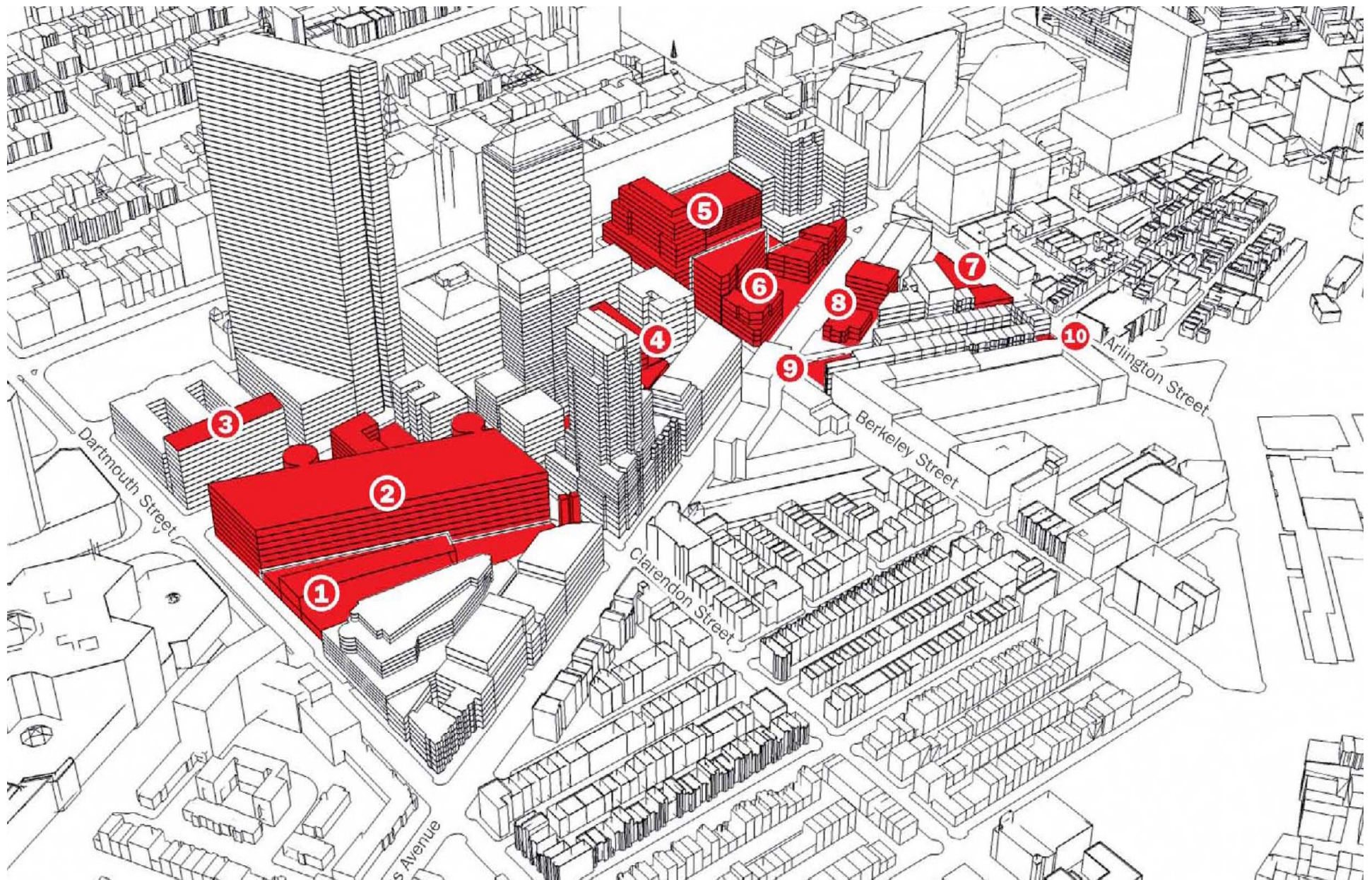
Planned Development Areas, Neighborhood Zoning Districts

Source: Boston Zoning Code

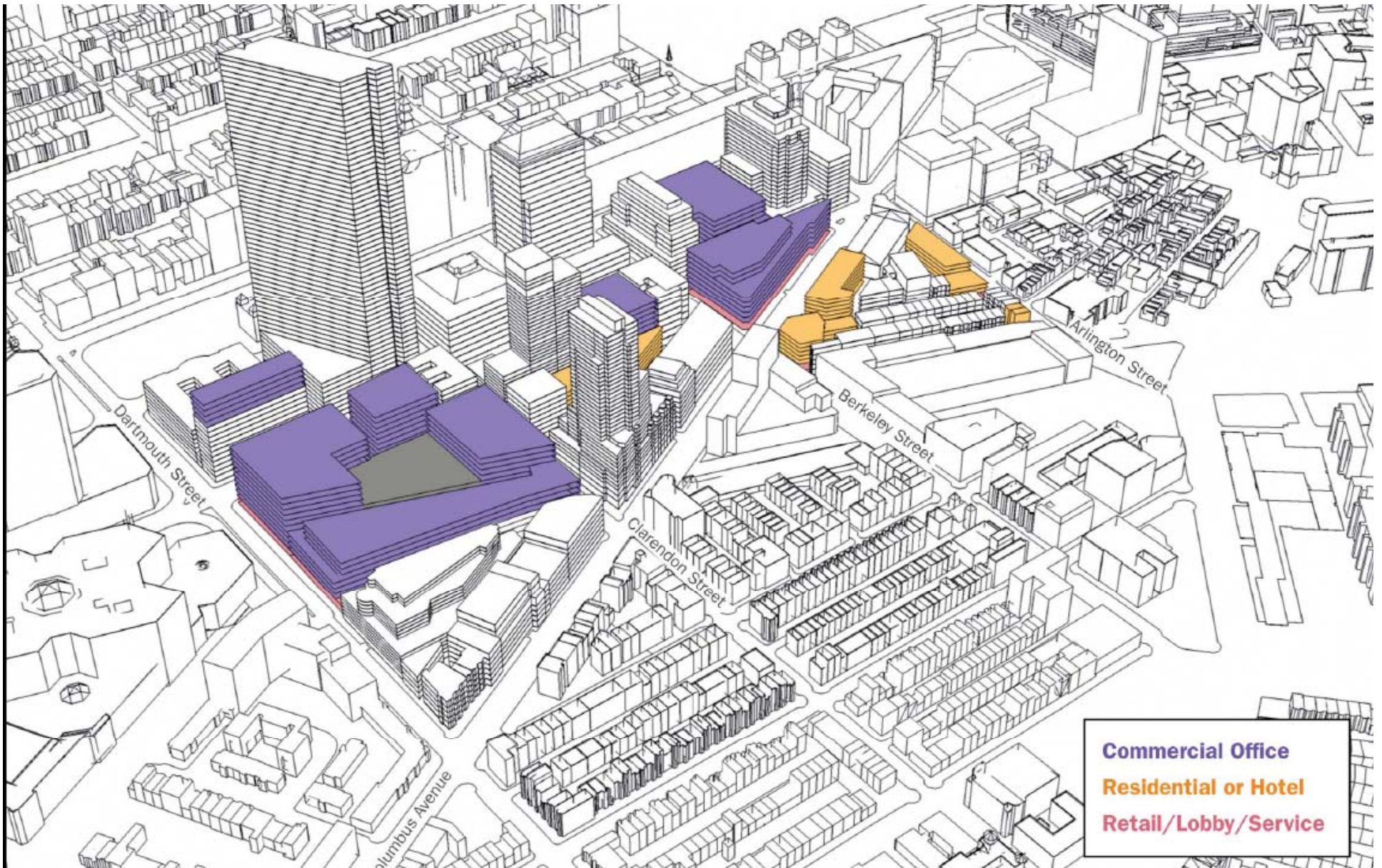




Existing Historic Designations and Inventory of Assets



TASK 2: Create & Evaluate Development Scenarios

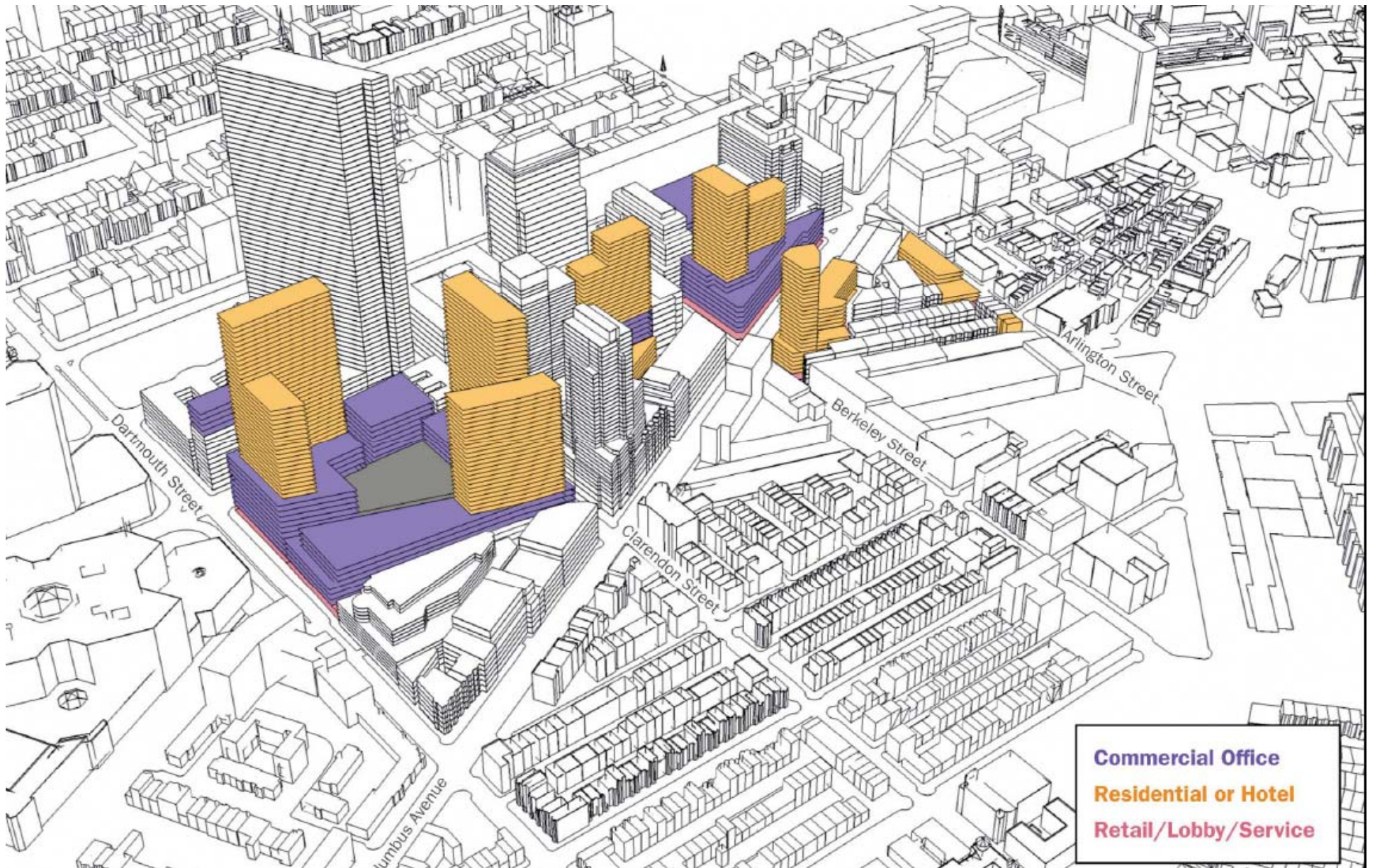


Commercial Office
Residential or Hotel
Retail/Lobby/Service

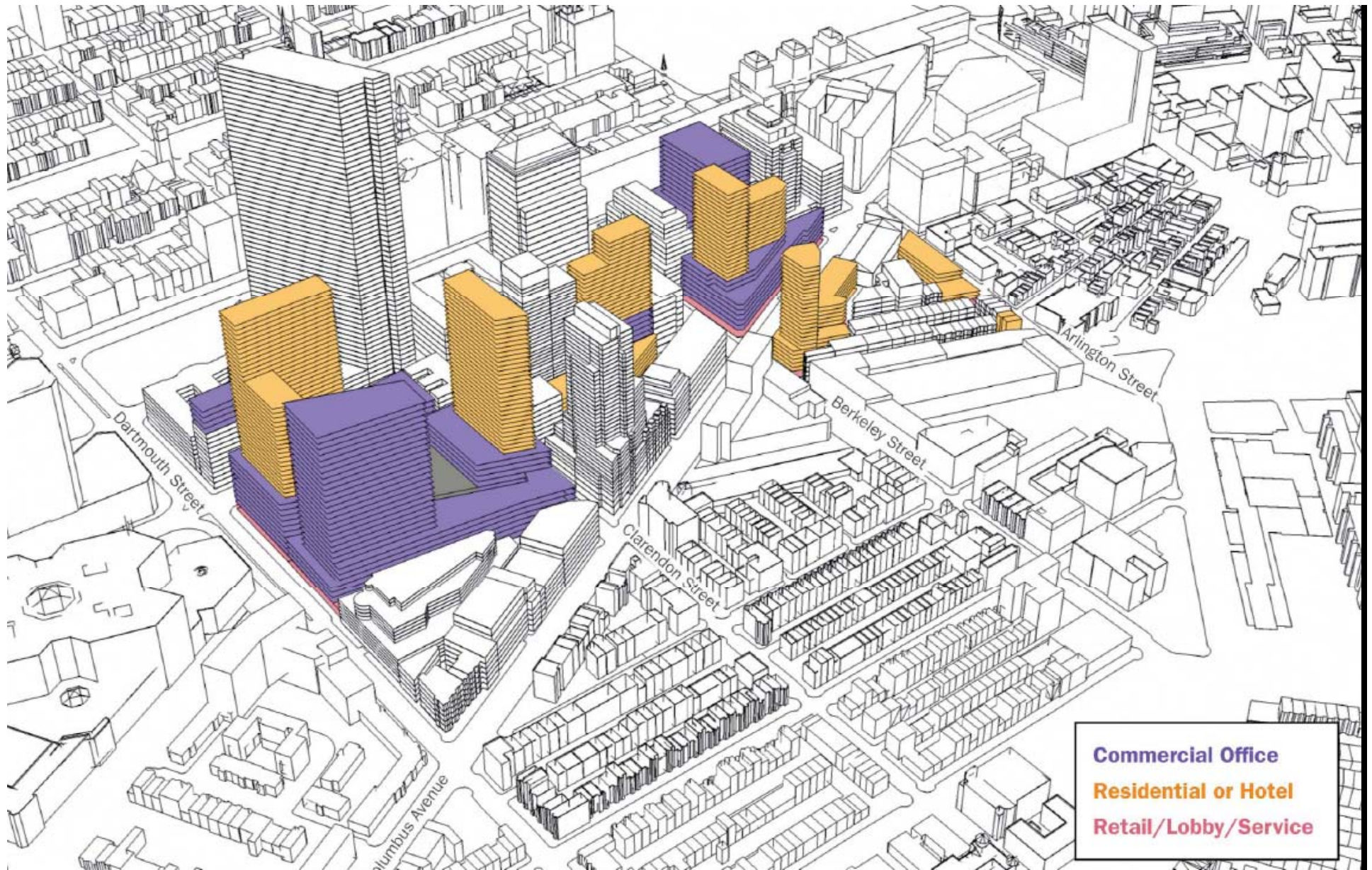
Massing Alternatives



Potential Office/Commercial Locations



Potential Residential Locations



Commercial Office
Residential or Hotel
Retail/Lobby/Service

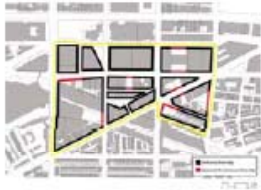
Potential Hybrid



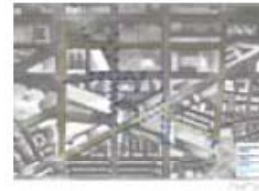
Urban Design:
Reinforce unique districts; create transitions between districts



Urban Design:
Reinforce view corridors



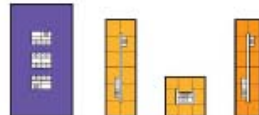
Urban Design:
Fill the gaps



Preliminary Environmental Analysis



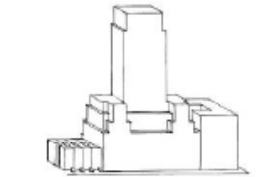
Urban Design:
Activate ground floor uses



Typical Building Sizes



Urban Design:
Skyline design



Building Typologies

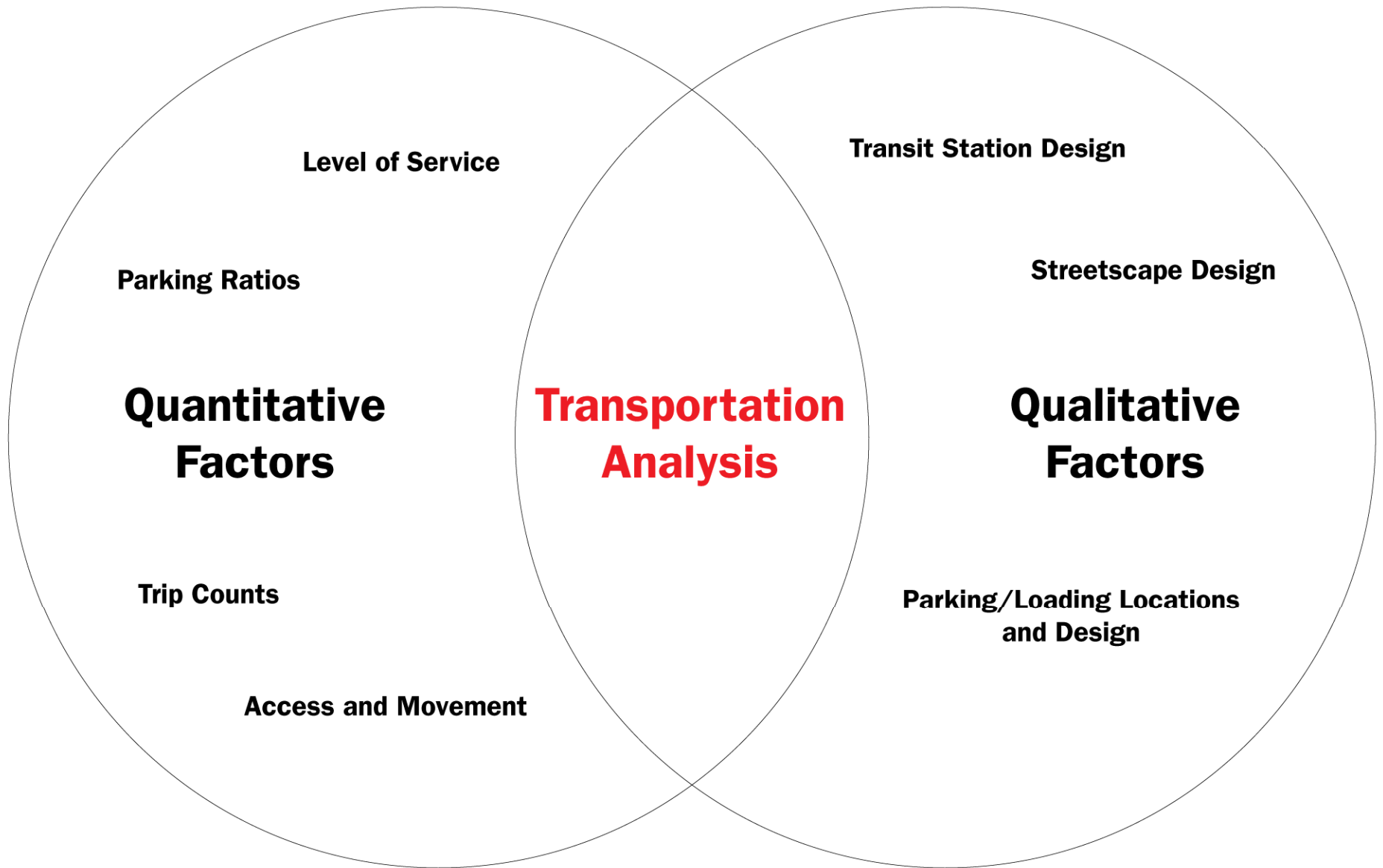


Urban Design:
Increase Pedestrian Connectivity



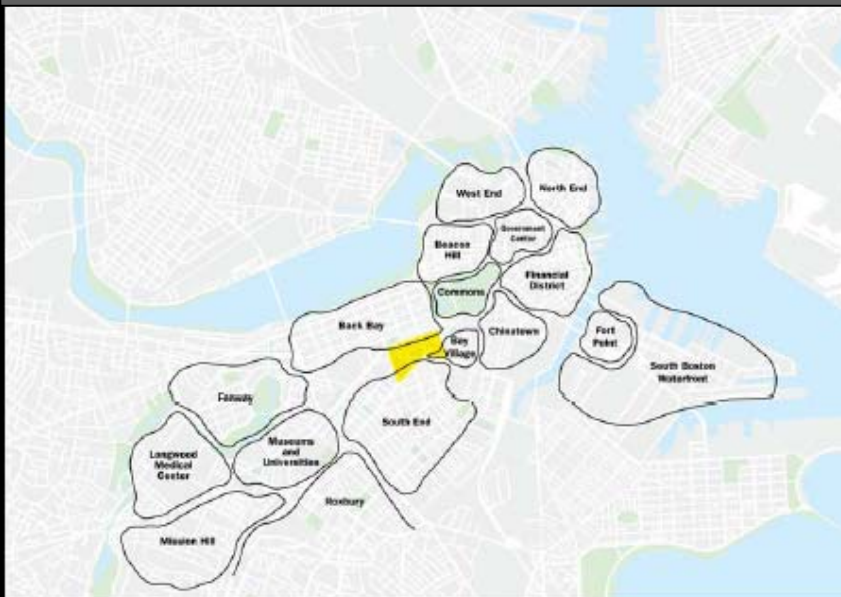
Historic Buildings

Urban Design Considerations



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.



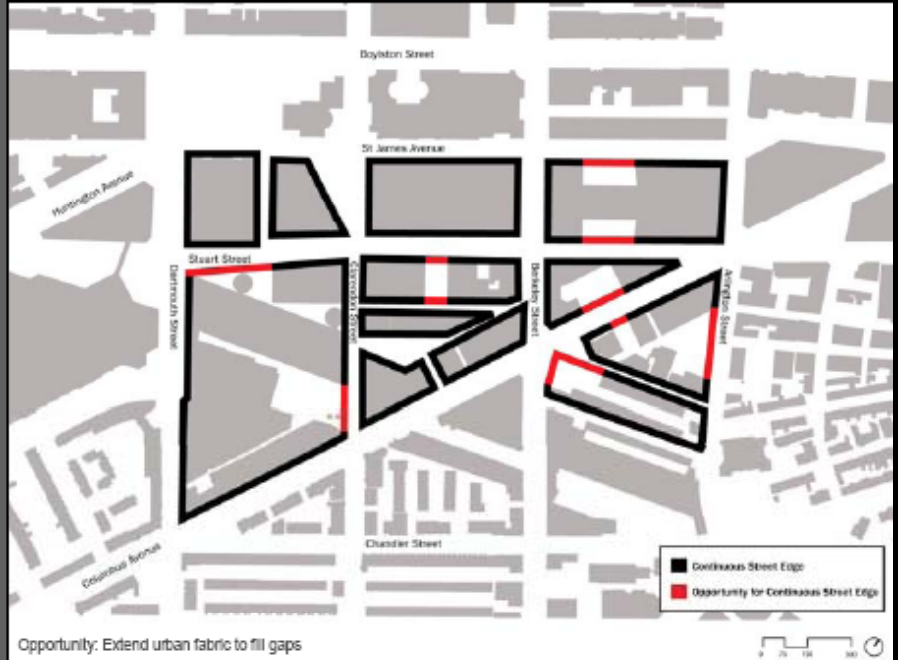
Assets near Study Area



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.

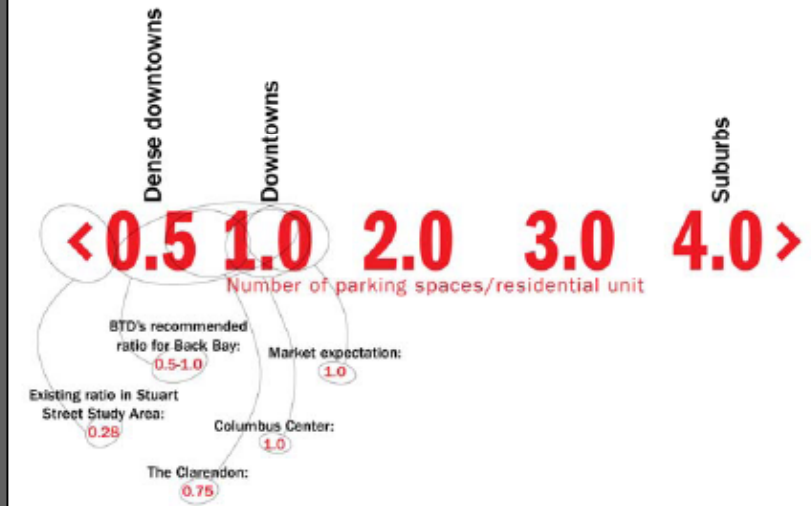


Existing and proposed indoor arcades or winter gardens

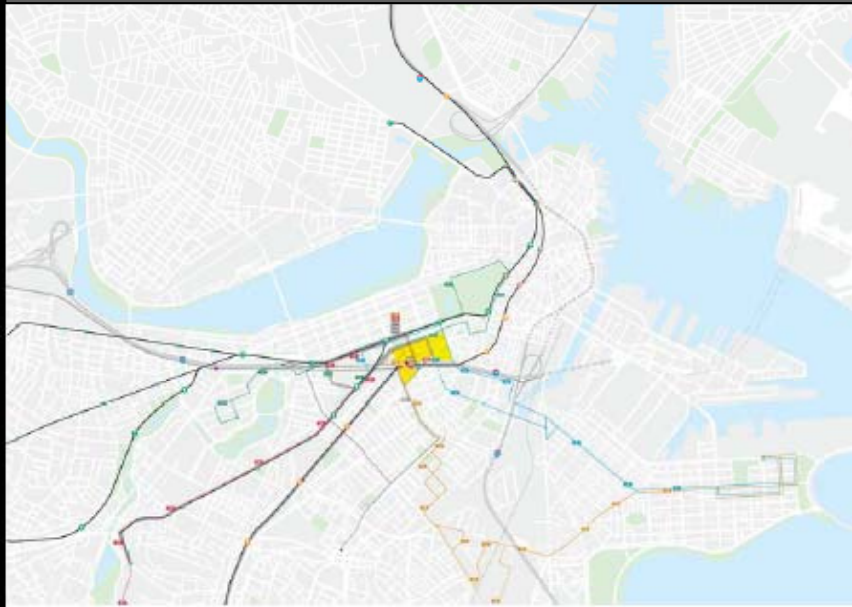
Winter garden, Sheffield, UK

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



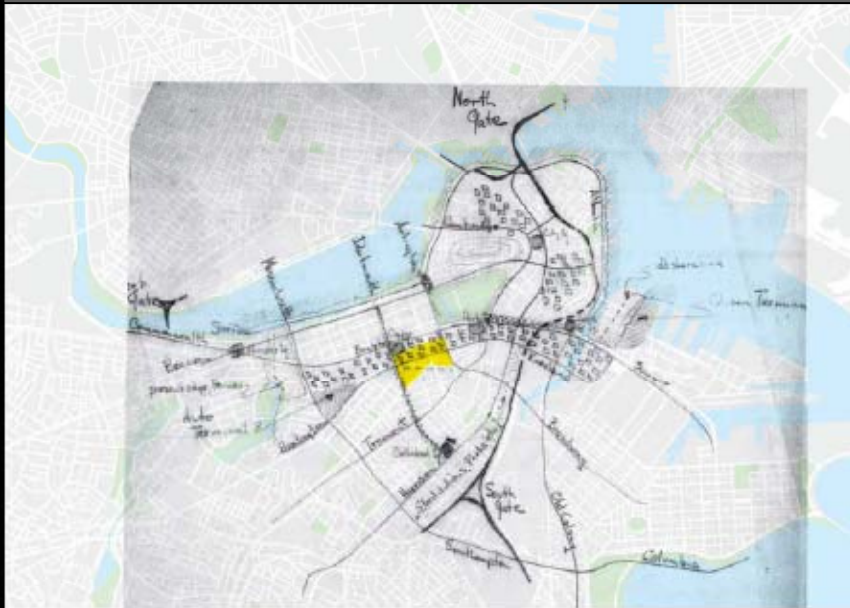
Back Bay MBTA station

04 Preserve

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



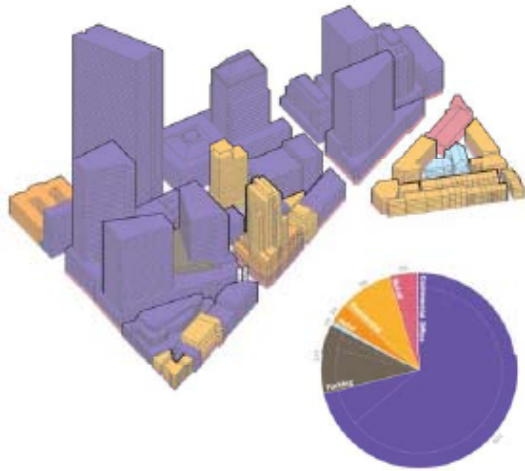
City of Boston building heights



High Spine concept sketch by Kevin Lynch



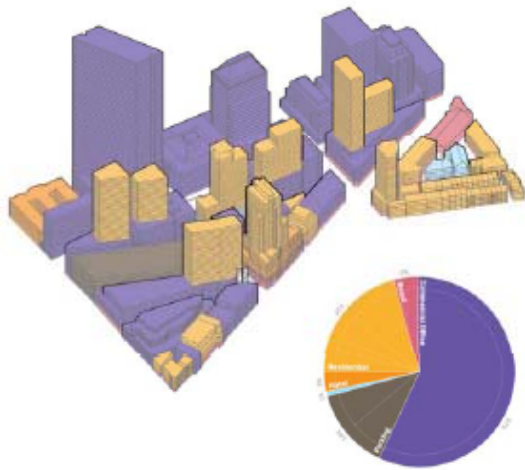
Study area photograph from Prudential Tower



Scenario A
Commercial-oriented
13,469,682 gsf
MXI 9*

Additional 3,850,000 GSF

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



Scenario B
Residential-oriented
12,946,226 gsf
MXI 21*

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 II or IV by the Boston Landmarks Commission + 50 ft + 4

Sustainable Building Performance

LEED Silver Rating is required of all new development

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

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.

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.

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)

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.

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.

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, pilths and building orientation.

Shadow Performance

The shadow impact of new development should conform to the requirements of new construction around the Common and Public Garden (zoning article 3B, section 3B), 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.

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;

DRAFT FOR DISCUSSION PURPOSES ONLY
Boston Redevelopment Authority

1

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 1,000 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

DRAFT FOR DISCUSSION PURPOSES ONLY
Boston Redevelopment Authority

2

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.



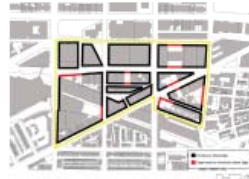
Ground Floor Use

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 85% transparency of ground-floor street wall along Columbus Avenue, Dartmouth, Clarendon, Berkeley and Arlington Streets.



Wind

Utilize setbacks, pinths, 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 STD MAXIMUM parking ratios:
 0.75 per dwelling unit
 0.75 per 1000 sq ft of commercial development
 0.40 per hotel key



Existing Parking Ratios in Study Area

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 STD 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 at 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 STD 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

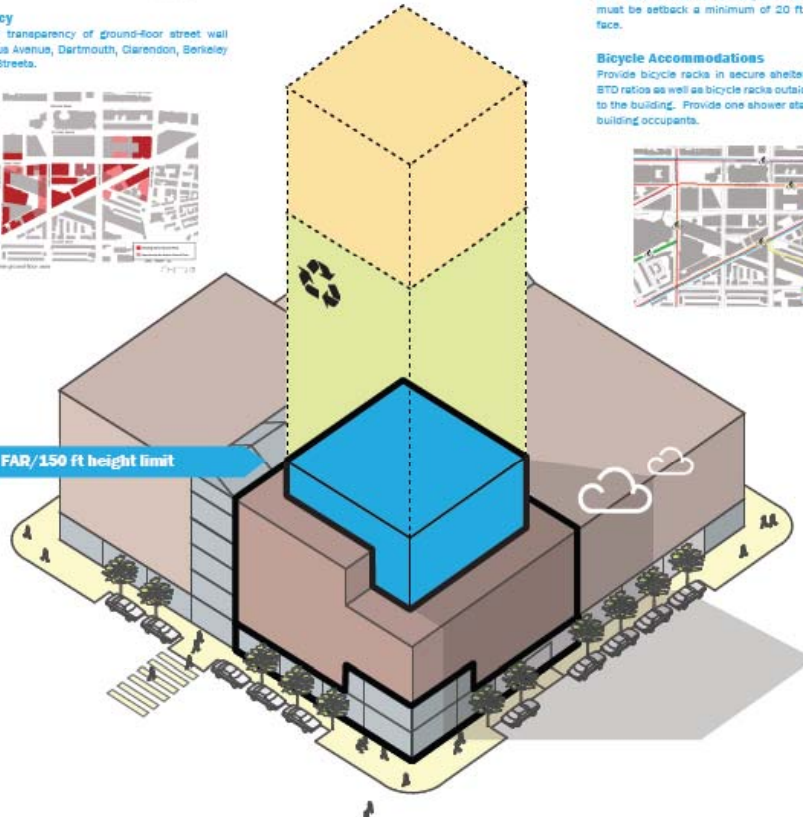
Design and improve all sidewalks and pedestrian areas on each side of the building.

Transit

Provide pre-payroll deduction and distribution for T passes.



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



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

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, Oopley 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.

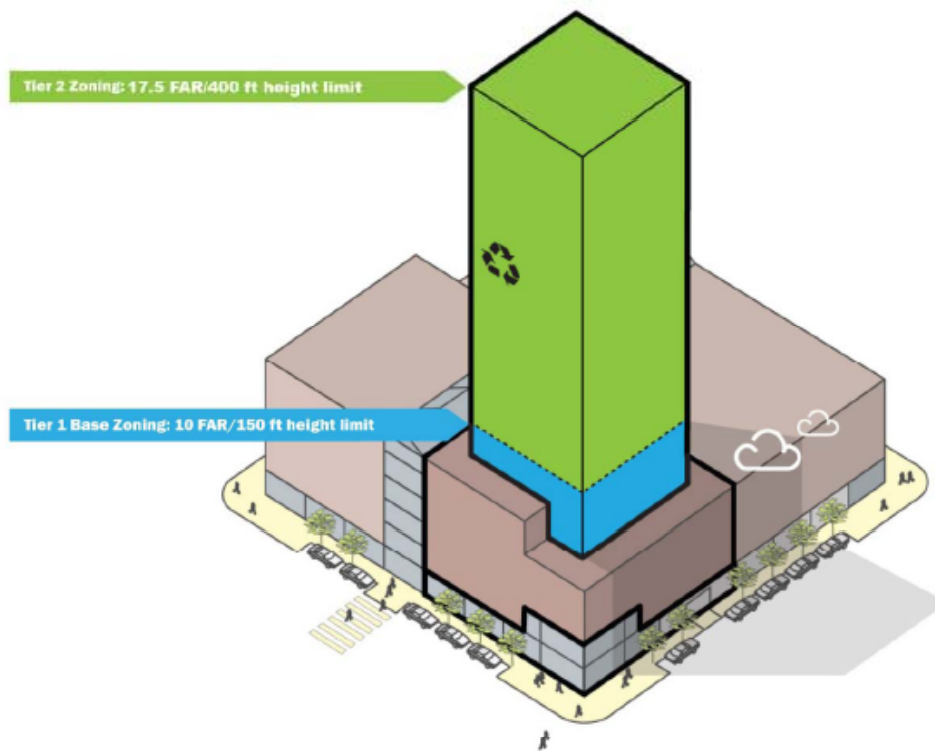
3. Public Art

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

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

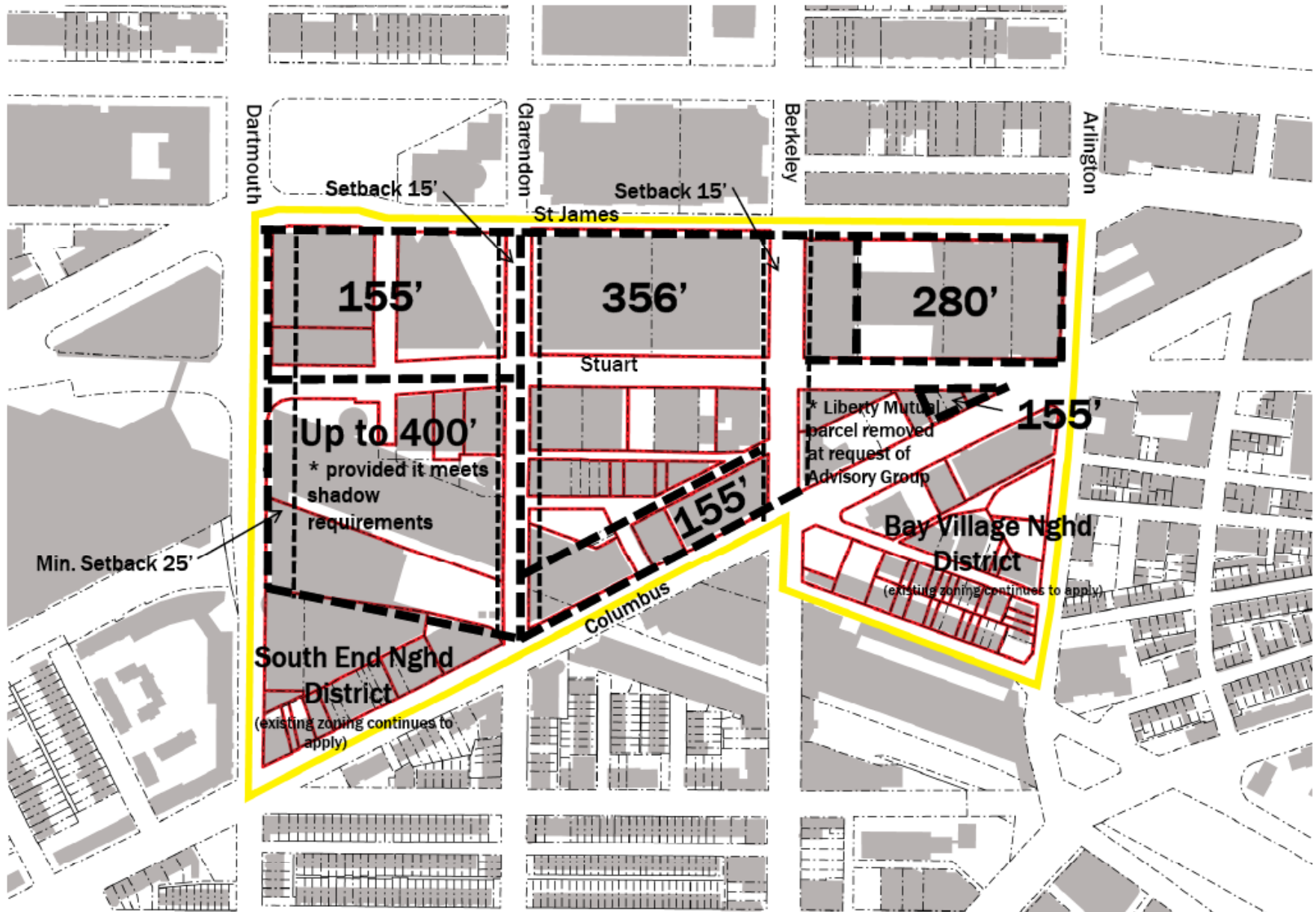
Environment

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

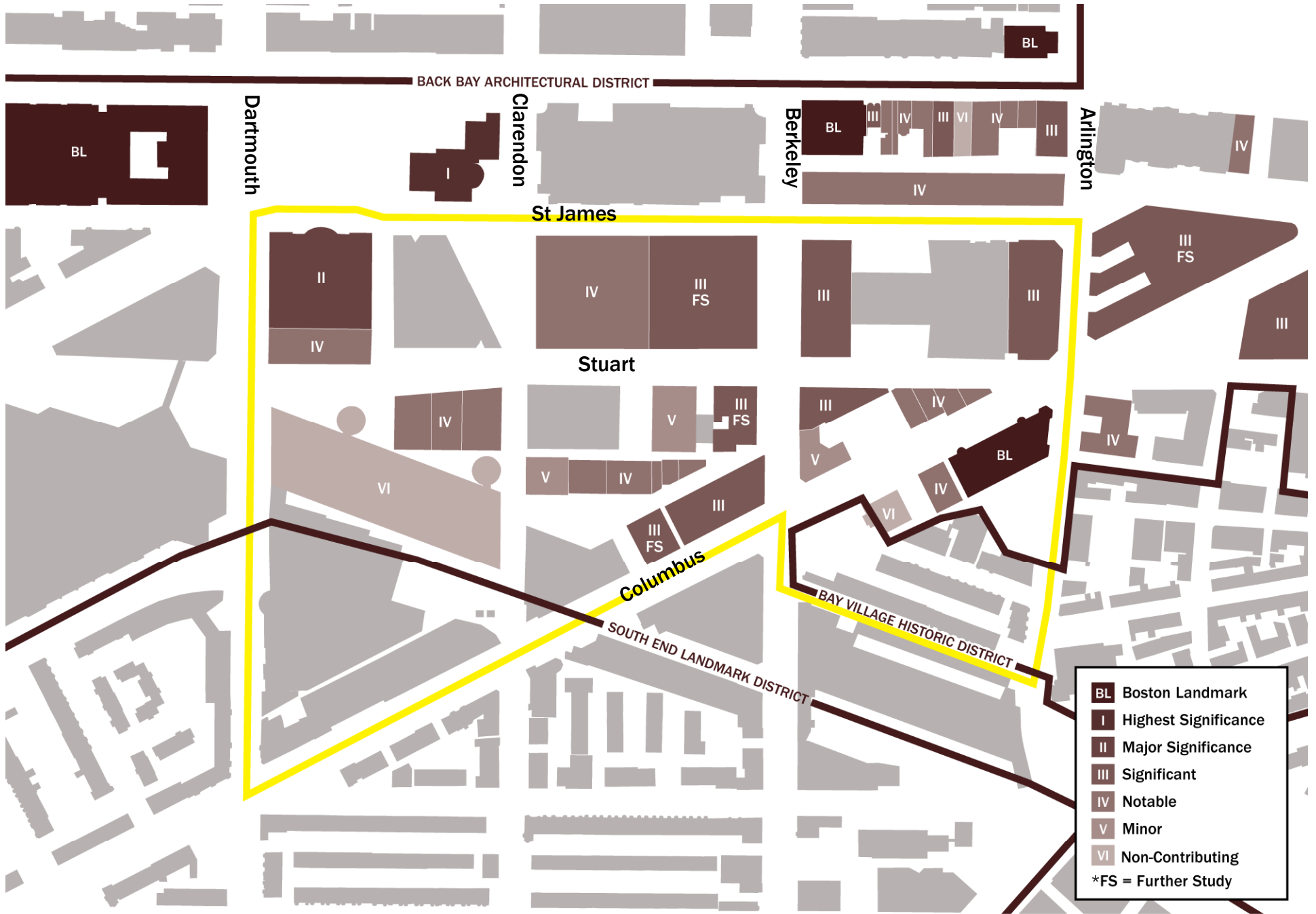
Environment

Shadow Performance

Wind Performance

Ground Water

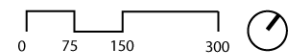
Multi-modal Access



Boston Landmarks and Rating Categories

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

BL	Boston Landmark
I	Highest Significance
II	Major Significance
III	Significant
IV	Notable
V	Minor
VI	Non-Contributing
*FS	Further Study



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

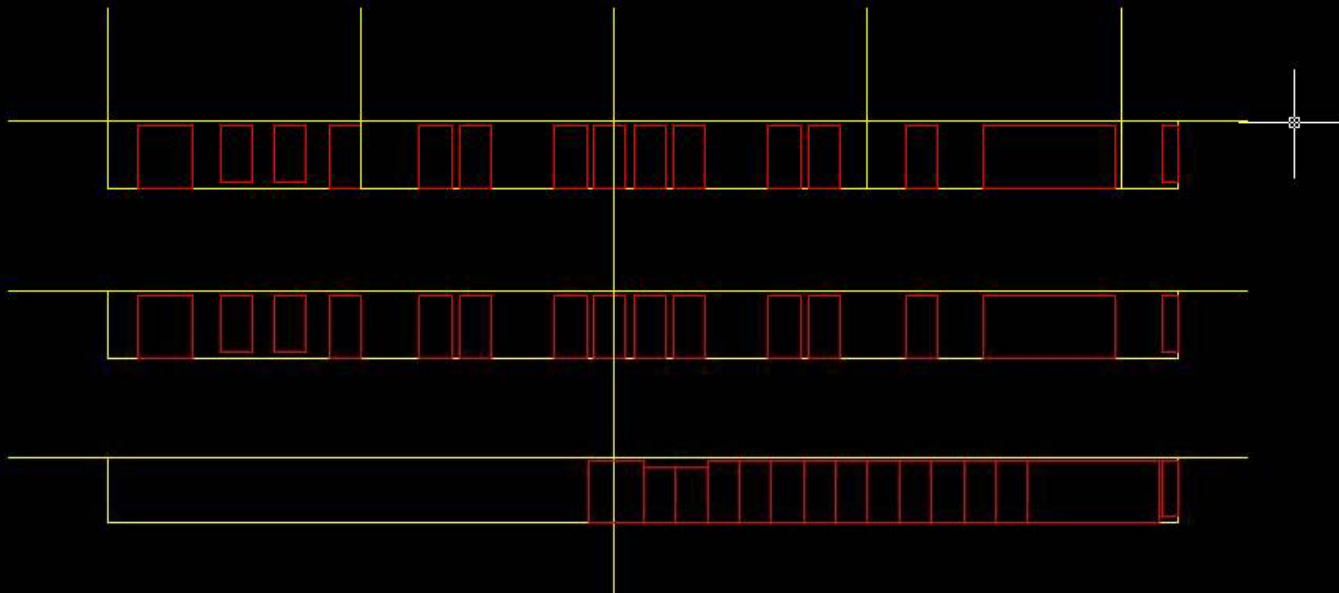


cbt

The Mandarin Oriental Boston

Scale: 1/8" = 1'-0" (As Shown)
March 2010, preliminary

Rev. 2.000
4/15/11



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

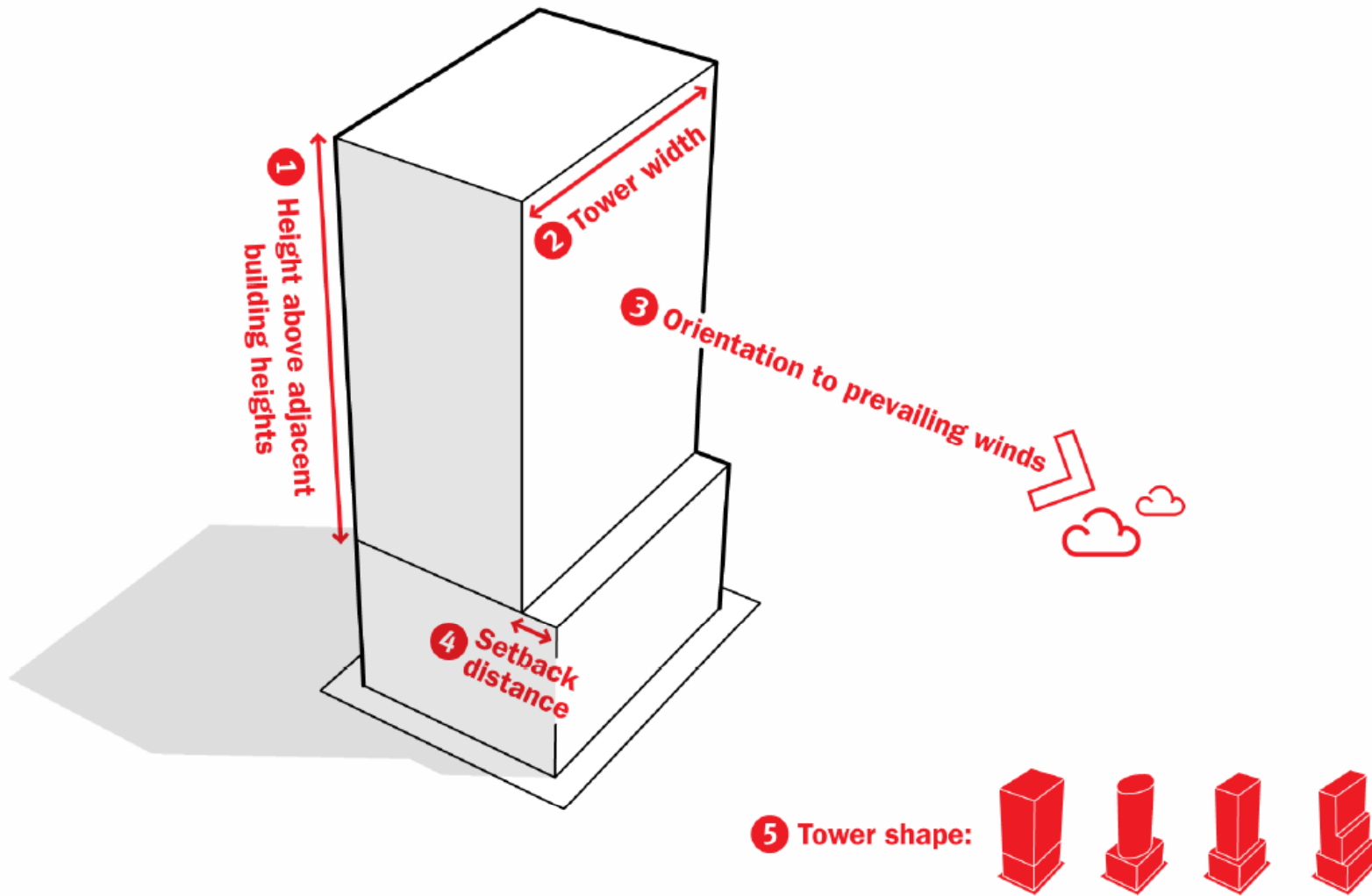
Environment

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 on Copley Square from 8am – 2:30pm March- Oct.

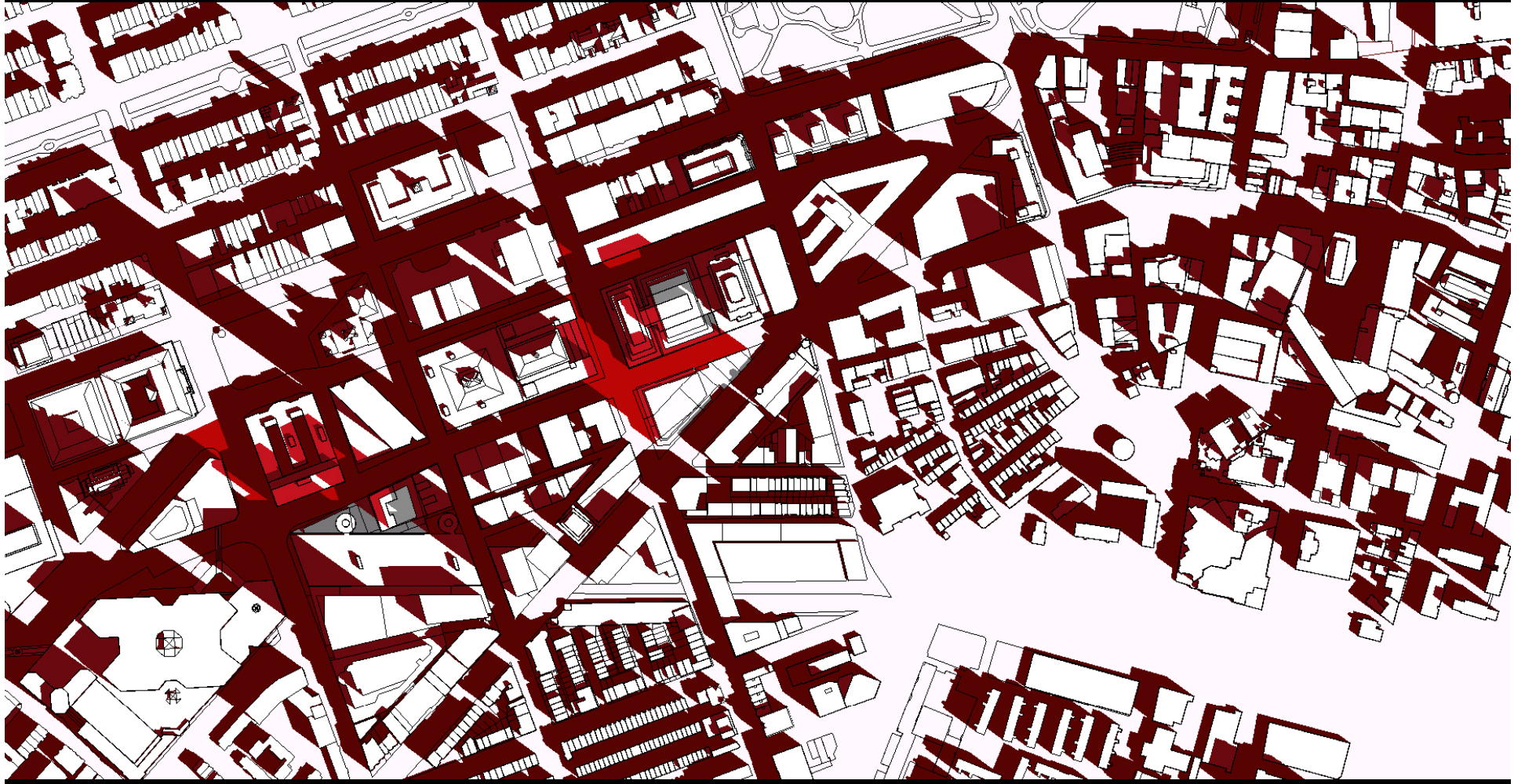
March 21st Shadow Study

8:00am



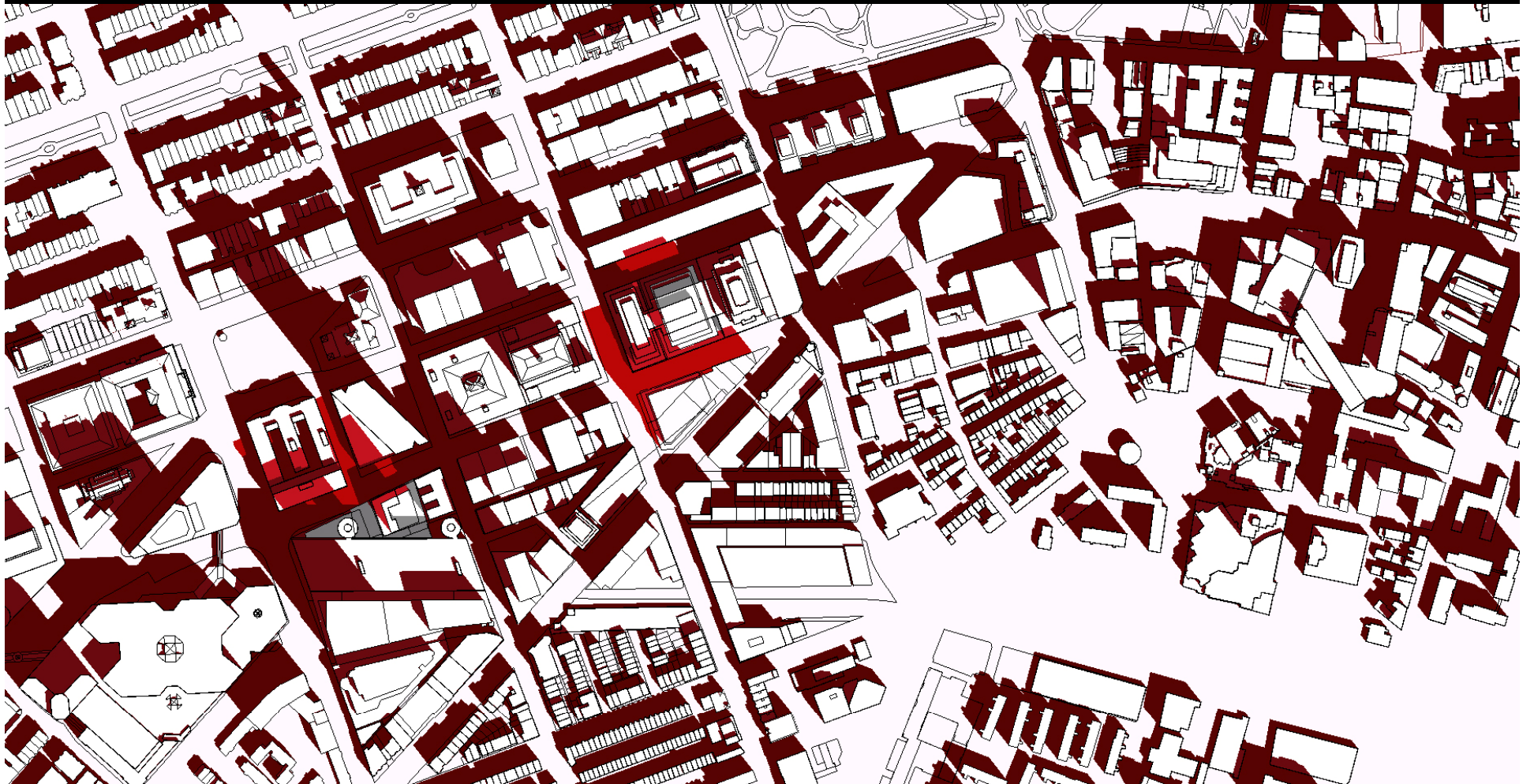
March 21st Shadow Study

9:00am



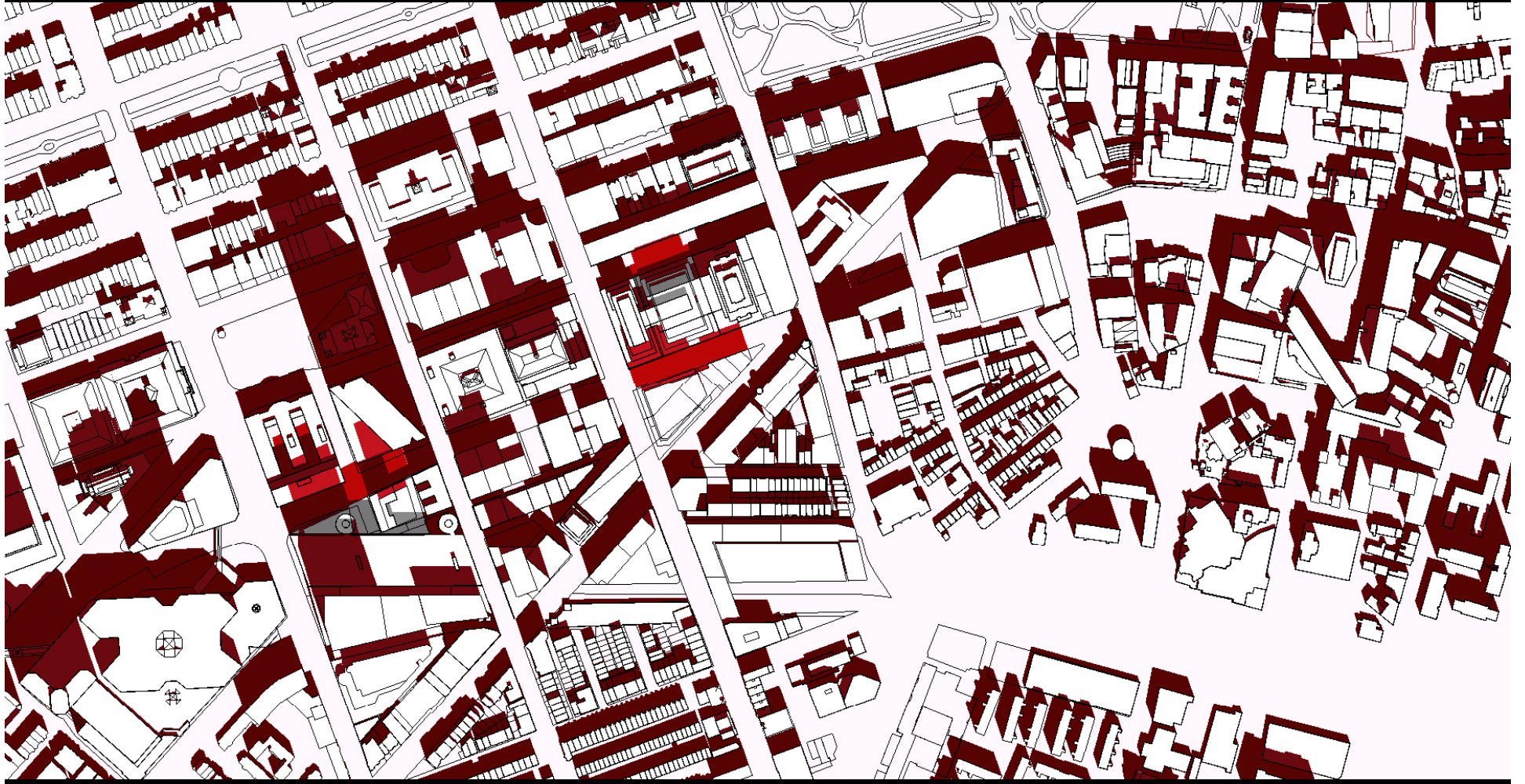
March 21st Shadow Study

10:00am



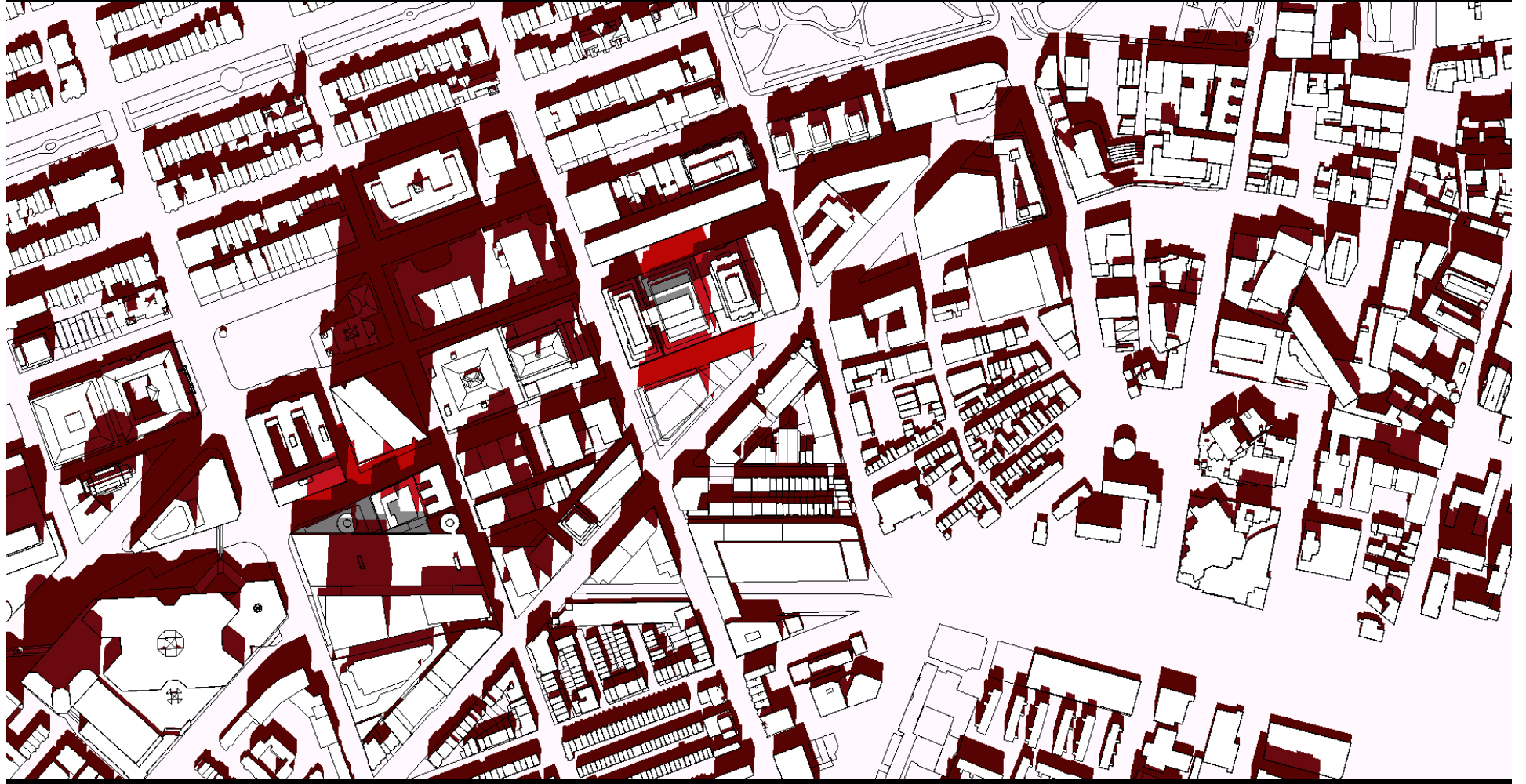
March 21st Shadow Study

11:00am



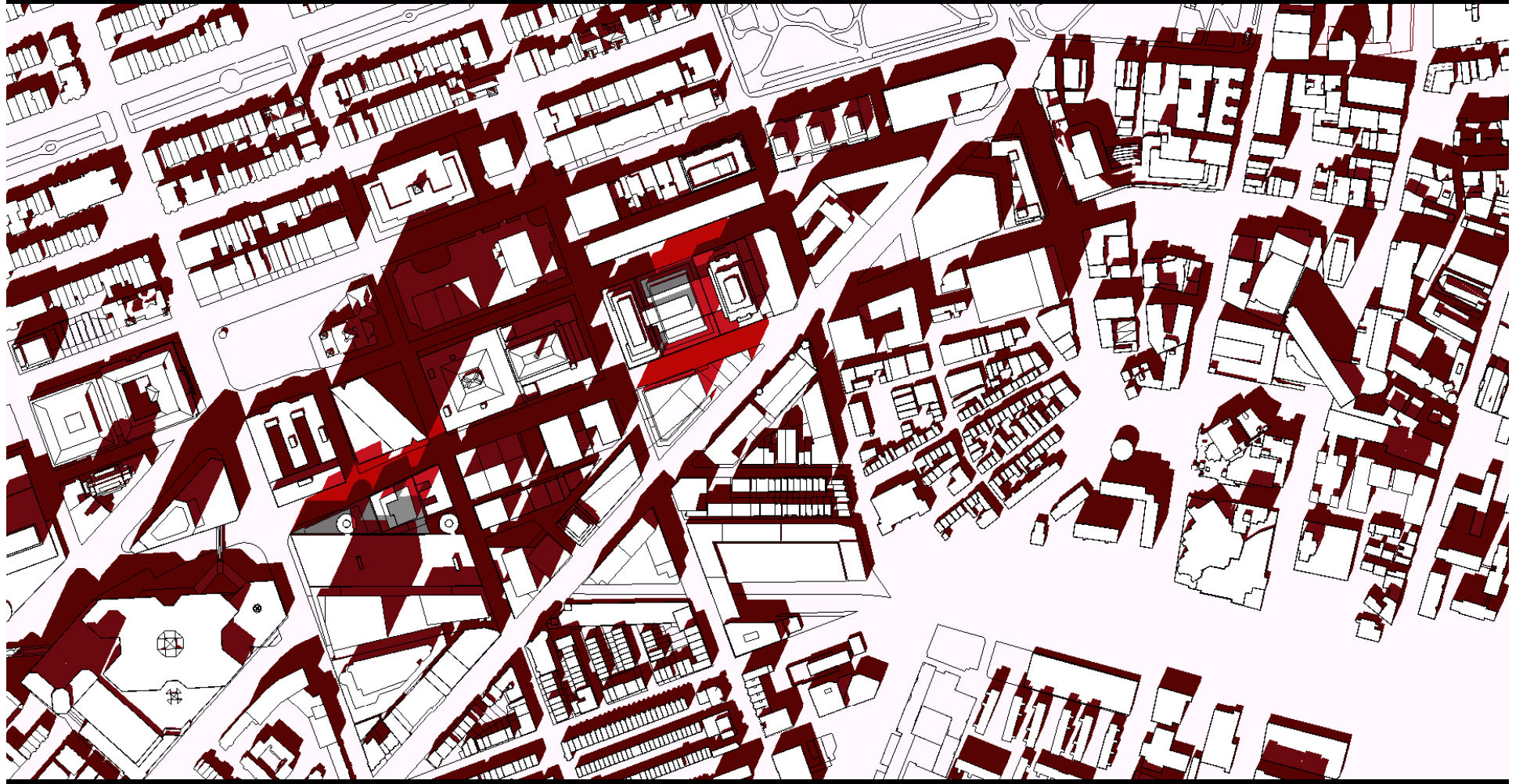
March 21st Shadow Study

12:00pm



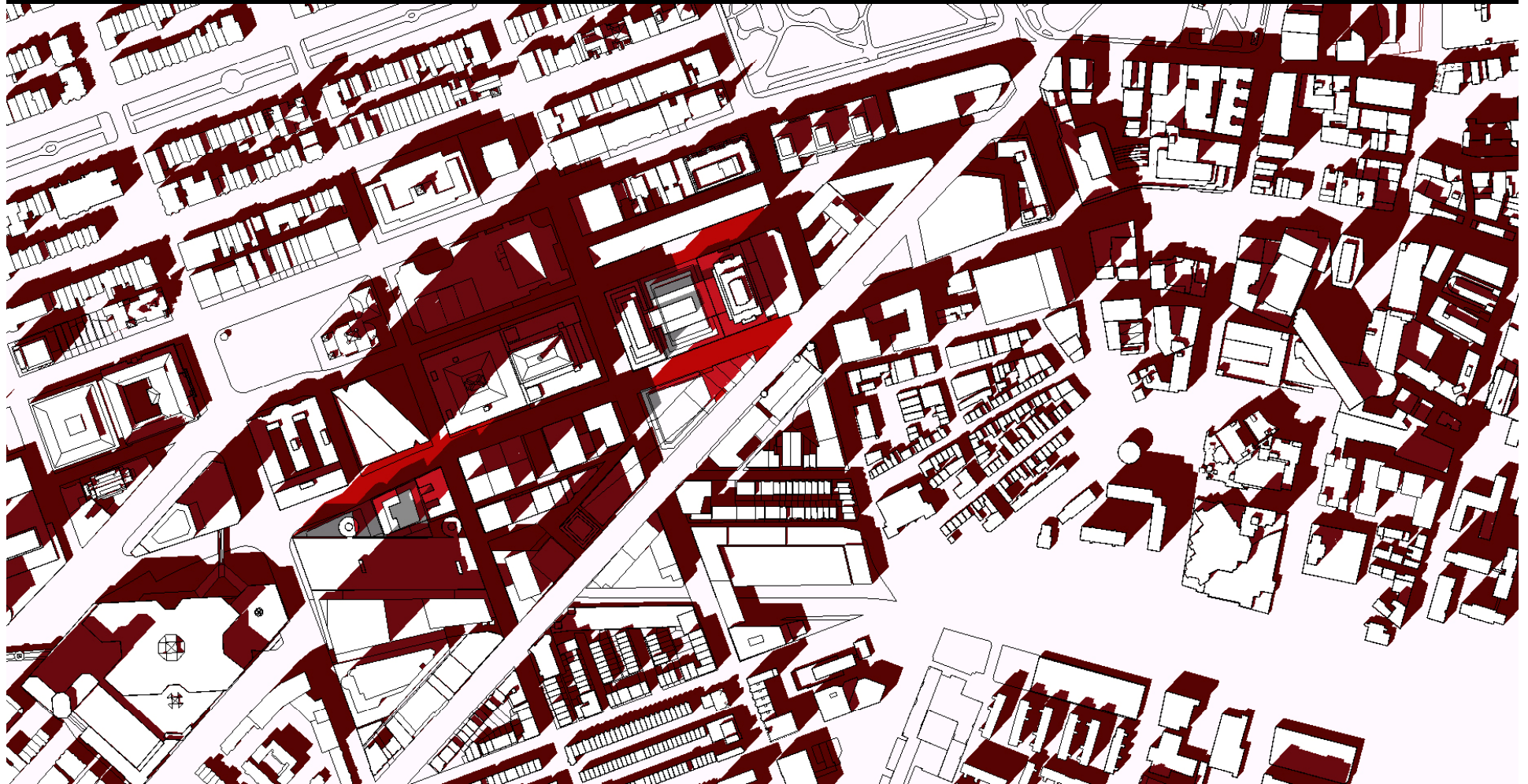
March 21st Shadow Study

1:00pm



March 21st Shadow Study

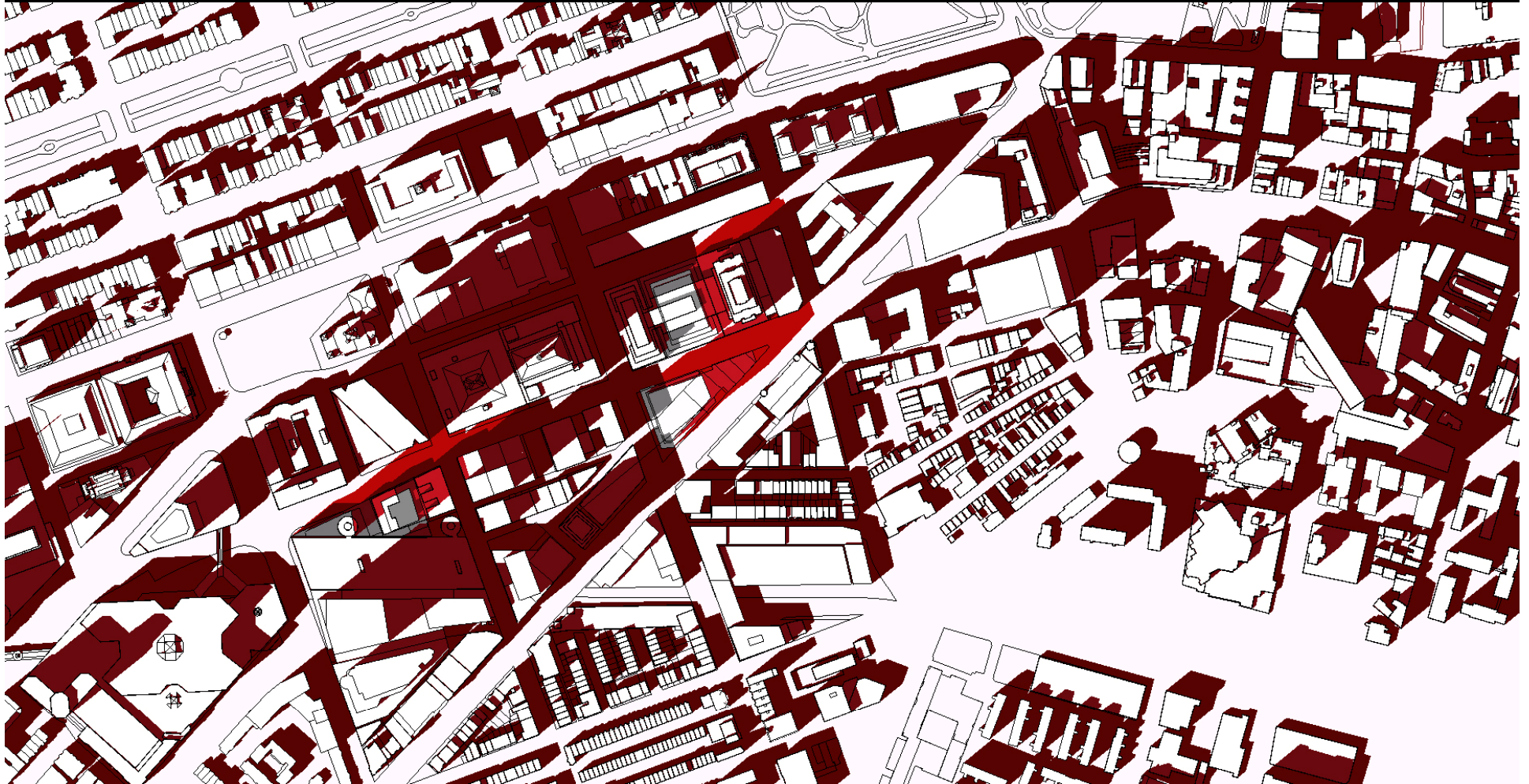
2:00pm



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

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

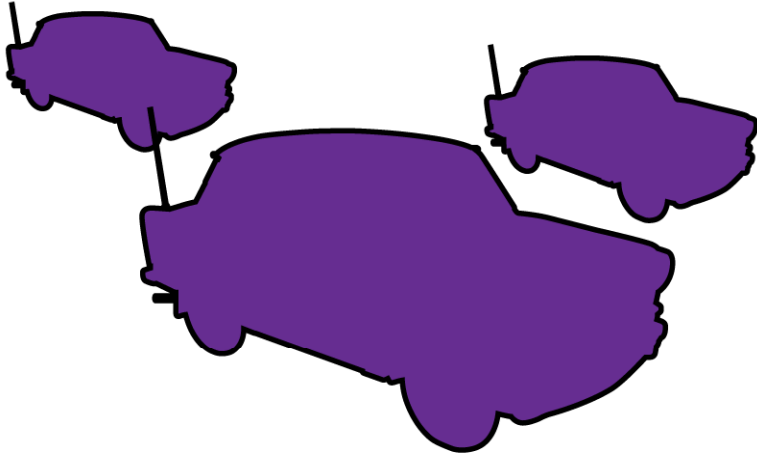
Environment

Shadow Performance

Wind Performance

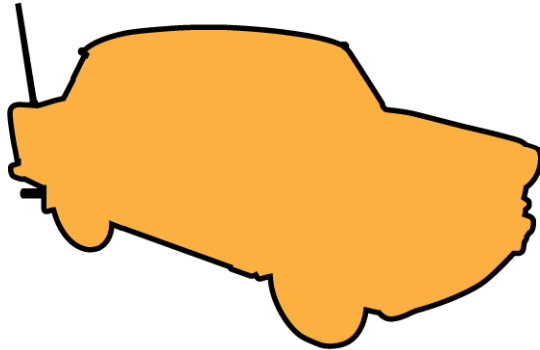
Ground Water

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

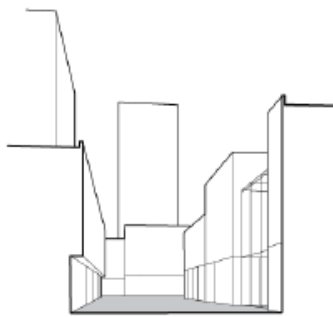
Environment

Shadow Performance

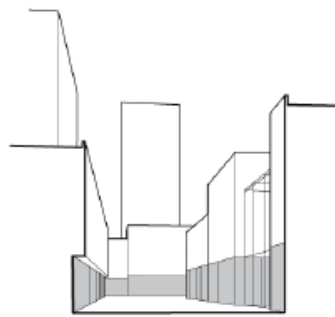
Wind Performance

Ground Water

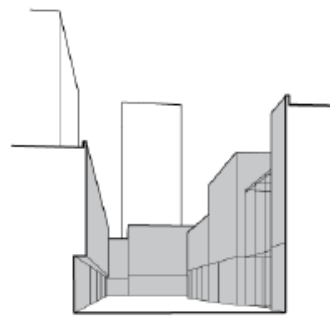
Multi-modal Access



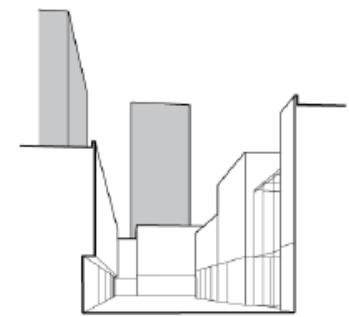
Street



Ground Floor

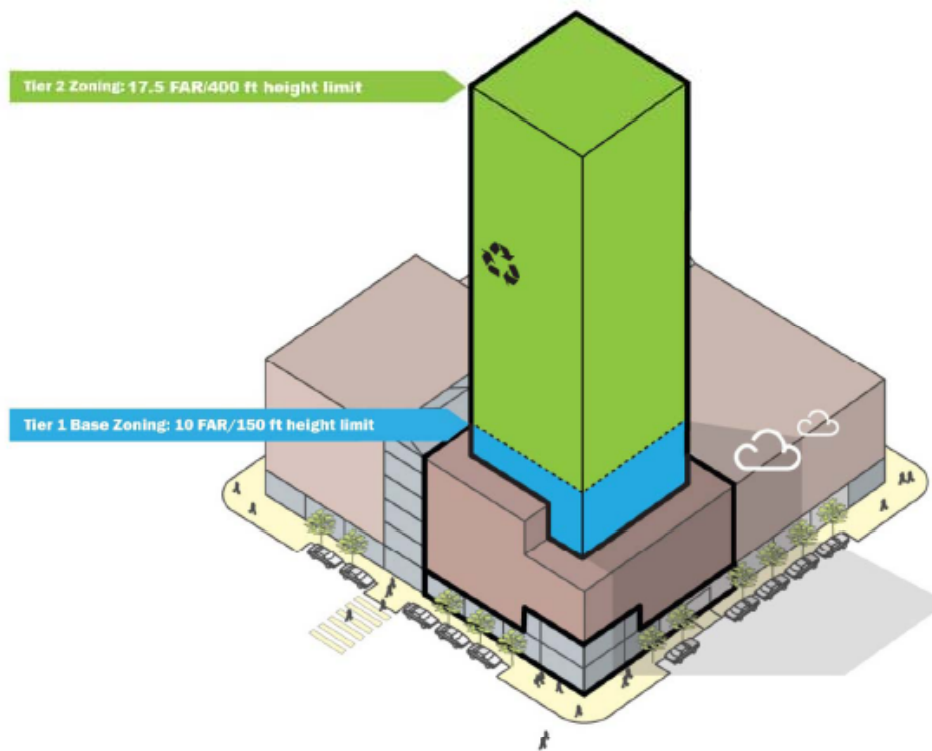


Street Wall
(definition of urban space)



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:

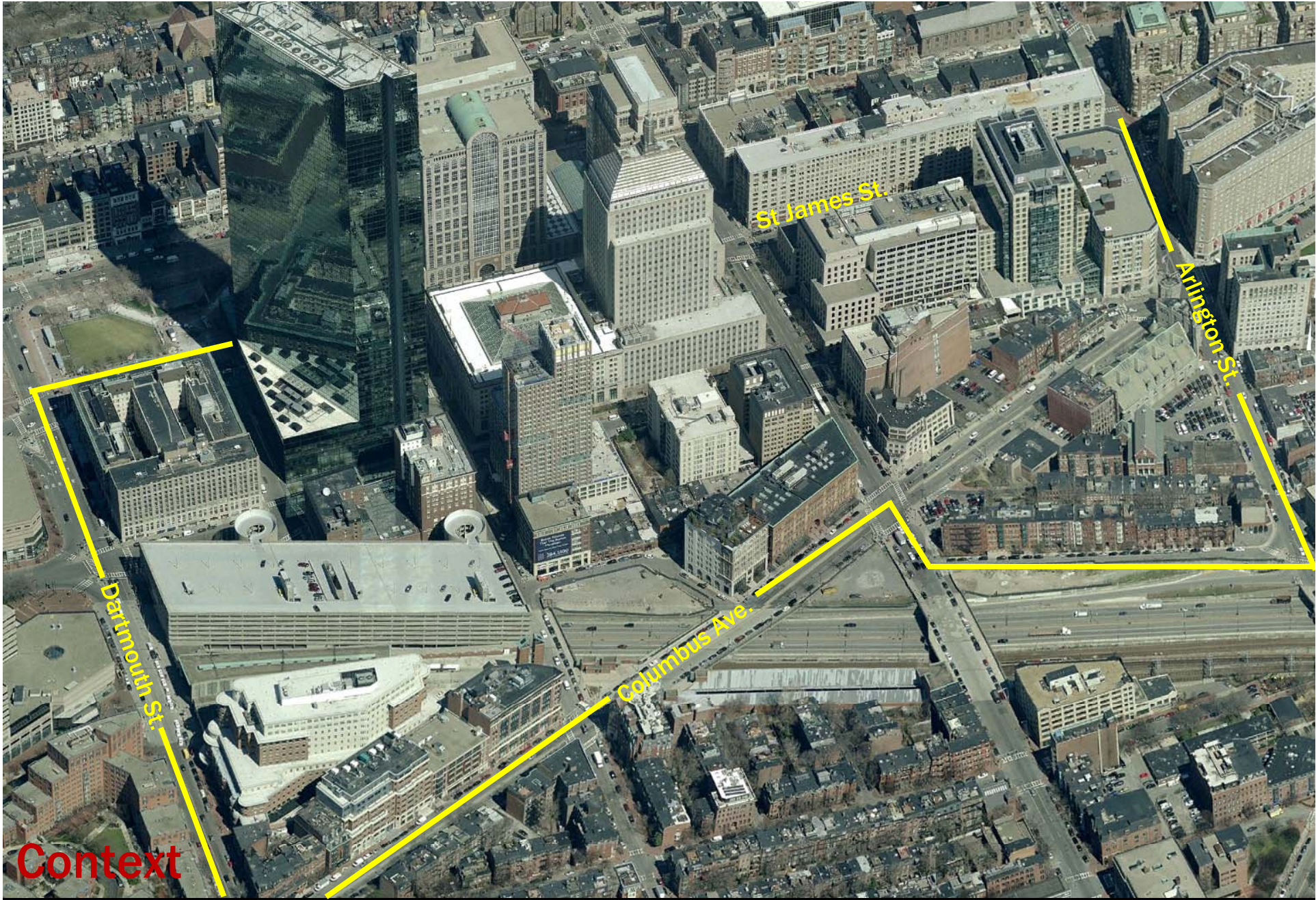
- Increasing the city's housing supply
- Streetscape/Pedestrian & Bicycle Fund
- Public Art

PERFORMANCE CRITERIA

- Building Form
- Environment
- Multi-modal Access

2 ZONING TIERS - BASE & TOWER

04 Oct. 2009 Zoning Recommendations



St James St.

Arlington St.

Dartmouth St.

Columbus Ave.

Context

Next Steps

Early Fall 2015

BRA Board Meeting: Adopt Guidelines

Late Fall 2015

Public Meeting to review Draft Zoning

BRA Board Meeting: Request to Petition Zoning Commission

Early Winter 2015

BRA Board Meeting: Public Hearing to Adopt Zoning

Zoning Commission: Public Hearing to Adopt Zoning

For questions or additional information contact:

Boston Redevelopment Authority

Lauren Shurtleff

Senior Planner

lauren.shurtleff@boston.gov