

## STUART STREET PLANNING STUDY UPDATE

January 30, 2010

The following is a brief explanation of additional information posted at the BRA's website (<http://www.bostonredevelopmentauthority.org/Planning/PlanningInitsIndividual.asp?action=ViewInit&InitID=127> ) under Stuart Street Planning Study (labeled: Dec. 22, 2009 Elected Officials Meeting and Jan. 2010 BRA Response)

### **Growth Projections for the city** (slide 2, 12-22-09)

The growth numbers indicated are projections and not to be taken as exact numbers. They are based on unbuilt approved projects, projects under review, and planned projects (such as Turnpike Air Rights). The diagram demonstrates that the Stuart Street Planning Study area is in a critical central location within the projected 56 mil. SF of new development in the city. The study area is also a transit hub with direct access to the highway system, is located on top of high-speed northeast rail line, regional transit, and local rapid transit lines. The 2-3 mil. SF of new development projected by the rezoning of the Stuart Street Study Area is a reasonable share of the overall projected growth for the downtown area of Boston for the next 20 years.

### **Revised Heights and Massing** (slides 10 & 11, 12-22-09)

While the heights, FAR, and general massing principle proposed in the Oct 20, 2009 Stuart Street Proposed Zoning Recommendations have not changed, additional BRA study has indicated that varying heights will be achieved at different sites as development proposals for these sites comply with existing and the proposed (Stuart St) shadow regulations. The latest build out scenario shows less height will be achieved (than earlier shown) and therefore approximately 450,000 SF less development will occur overall than was originally presented.

### **Heights** (slides 12-46, 12-22-09)

The heights shown on the various "development sites" are based on more detailed shadow studies done to show compliance to current shadow legislation that applies to Boston Garden and the Common, as well as the shadow impact regulations proposed by Draft Stuart Street Rezoning (unchanged from Oct 20, 2009).

### **Massing**

Massing shown on various sites should be viewed as massing options and not meant to represent a Master Plan for the sites. The final configuration will depend on whether the sites are developed as residential or commercial. Different massing variations will be studied as part of Article 80 review to examine the shadow and other impacts specific to the proposed project.

### **H.853: A Bill to protect Certain Parks Shadow Legislation** (slides 7 & 8, 1-30-10)

A comparison between H. 853 and the proposed Stuart Street Rezoning.

The Proposed Stuart Street Rezoning shadow regulation/restrictions would allow for 2 hrs of shadow on Copley Square between March 21 to Oct 21. This time period is currently used for Article 80 Large Project Review shadow impact studies, and represents the predominant use period as well as the growing season for plants.

The impact of the Proposed House Legislation (H. 853) on the immediate area surrounding the Stuart Street Study Area would allow no new shadows on Copley Square and Commonwealth Avenue Mall. The proposed heights and FAR for the Draft Stuart Street Study (Oct 22, 2009) would not add any new shadows on Commonwealth Avenue Mall. New shadows fall within shadows cast by existing buildings. But certain sites (i.e. Site 1/above Back Bay/South End Station) would be limited to a height of 325' if they were to comply with a "no new shadows" requirement on Copley Square. Under the proposed Stuart Street Rezoning, buildings could reach 400' with the allowance of 2 hrs of new shadows. Compliance with the H. 853 would also significantly limit the development potential of the Hancock Garage sites (2E and 2W), bringing height on site 2W down to 200' and 2E to 170' (both from 300'). As a result the potential overall GSF is reduced from 2.5 mil SF to approx. 2.05 mil. SF.

**Traffic/Intersections** (slides 2 - 6, 1-30-10)

The Stuart Street Advisory Group was presented the 2003 Levels of Service (LOS) identified for the intersections in the Stuart Street Study Area. In the last year there have been signal and other improvements made that significantly improved the traffic flow and LOS to the intersections (see diagrams p 4 &6). Further improvements can be anticipated with new development following the Stuart Street Rezoning standards for multi-modal transit hubs etc. These improvements and the mixed use nature of anticipated new development should allow for the suggested increase in overall density and the corresponding volume of traffic from the Stuart Street Study Area to be adequately managed.