

NORTH STATION FINAL PROJECT REPORT

APPLICATION FOR PROJECT EXECUTION

SUBMITTED TO

EXECUTIVE OFFICE OF COMMUNITIES AND DEVELOPMENT
COMMONWEALTH OF MASSACHUSETTS

AUGUST 1980

2.0 URBAN RENEWAL PLAN

CITY OF BOSTON
Kevin H. White, Mayor

BOSTON REDEVELOPMENT AUTHORITY
Robert J. Ryan, Director

Robert L. Farrell, Chairman
Joseph J. Walsh, Vice-Chairman
James G. Colbert, Treasurer
James K. Flaherty, Asst. Treasurer
James E. Cofield, Jr., Member
Kane Simonian, Secretary

NORTH STATION FINAL PROJECT REPORT

APPLICATION FOR PROJECT EXECUTION

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NORTH STATION FINAL PROJECT REPORT
2.0 Urban Renewal Plan

NORTH STATION FINAL PROJECT REPORT

2.0 URBAN RENEWAL PLAN

The current image of the North Station Area as Boston's "backyard" reflects how this area was neglected during the 1960's and 70's urban renewal of the nearby West End and Government Center. Yet its proximity to the Central Business District -- just a 15 minute walk to Faneuil Hall Marketplace -- and the excellent auto, commuter, rail and transit access makes North Station ripe for development.

Transportation systems, initially rail and later the elevated transit lines and Central Artery, have been the catalysts shaping North Station's physical character and land uses. Between 1800 and 1920, the economic vitality of the area occurred as a direct result of the exchange between the transportation activity and the manufacturing and wholesale businesses that required excellent accessibility.

2.1 Description of Project

The project area is divided into two sub-areas. Prior to any action by the Authority toward acquiring properties within Sub-Area II the Authority shall provide security to the satisfaction of the Mayor pursuant to Chapters 79 and 121B of the Massachusetts General Laws, as amended; shall submit to the City Council and the State for their approval, plans for the design and financing of the proposed improvements within Sub-Area II, which plans shall be in at least as much detail as those provided herein in respect to Sub-Area I; and shall likewise comply with the Requirements of Chapter 79A of the Massachusetts General Laws, as amended.

Sub-Area II of the Urban Renewal Plan is therefore an interim plan subject to revision and refinement at a later date. An acceptable, detailed and financially sound plan shall be developed by the Authority for Sub Area II and submitted for approval to the Boston City Council, and to the Massachusetts Executive Office of Communities and Development.

Until an acceptable, detailed, and financially-sound plan is developed for Sub-Area II, the Authority shall not proceed with any land acquisition within Sub-Area II. In addition, the Authority shall prepare and evaluate alternative possibilities for the Sub-Area II and their impact upon the development of the Sub-Area I shall be examined. A work program for this effort shall be prepared by the Authority and shall contain, at a minimum, the following considerations:

- a. preparation of alternative land use plans for Sub Area II;
- b. preparation of market studies for proposed land uses and evaluation of economic feasibility;
- c. maximizing public access to and use of waterfront areas along the Charles River in the North Station area for use by residents of adjacent neighborhoods in the North End, West End and others;
- d. preparation of environmental impact analyses of proposed land uses, including analyses of any proposed alterations to the Charles River shoreline;
- e. preparation of detailed financial plans for public and private investment requirements for Sub-Area II of the Urban Renewal Plan;
- f. investigation of State and Federal financial assistance required to promote private development proposed for Sub-Area II;

- g. identification of City of Boston financial commitments which may be required to carry out the Sub-Area II portion of the Urban Renewal Plan;
- h. maximizing opportunities to provide for low- and moderate-income housing within the Sub-Area II portion of the Plan and;
- i. documenting potential private investment interests in disposition parcels within Sub-Area II.

The preparation of the supplemental documentation outlined above will support the Urban Renewal Plan objectives for Sub-Area II by: (1) preventing indiscriminate development that could be detrimental to the long-term development of the overall area; (2) demonstrating that the City of Boston and the Boston Redevelopment Authority have taken the first steps toward the eventual revitalization of the area; and (3) by providing the legal authority necessary to secure financial assistance which may be required to support these preliminary planning, marketing, environmental, financial and engineering studies.

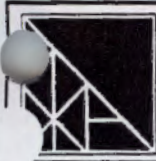
2.1.1 Project Boundary Map

The project boundary is shown on Map 2.1, Project Boundary.

2.1.2 Boundaries of Urban Renewal Area

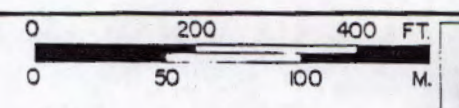
The North Station Redevelopment Project area is bounded and described as follows:

Beginning at the intersection of the southeasterly sideline of Causeway Street and the centerline of Lomasney Way; thence running in a northwesterly direction along said centerline of Lomasney Way to a point, said point being the intersection of said centerline of Lomasney Way and the centerline of Martha Road; thence turning and running in a west-northwesterly direction along said centerline of Martha Road to the intersection of said centerline and the southwesterly sideline of Charles River Dam extended southeasterly thereto; thence turning and running in a generally northwesterly direction along said southwesterly sideline of Charles River dam to a point, said point being the intersection of said southwesterly sideline of Charles River Dam and the northwesterly sideline of the Fender Pier located some 180 feet north of the southerly shoreline of the Charles River, extended thereto; thence turning and running in a generally northeasterly direction along said northwesterly sideline of the Fender Pier to a point, said point being the intersection of said northwesterly sideline and the northerly sideline of said Fender Pier; thence

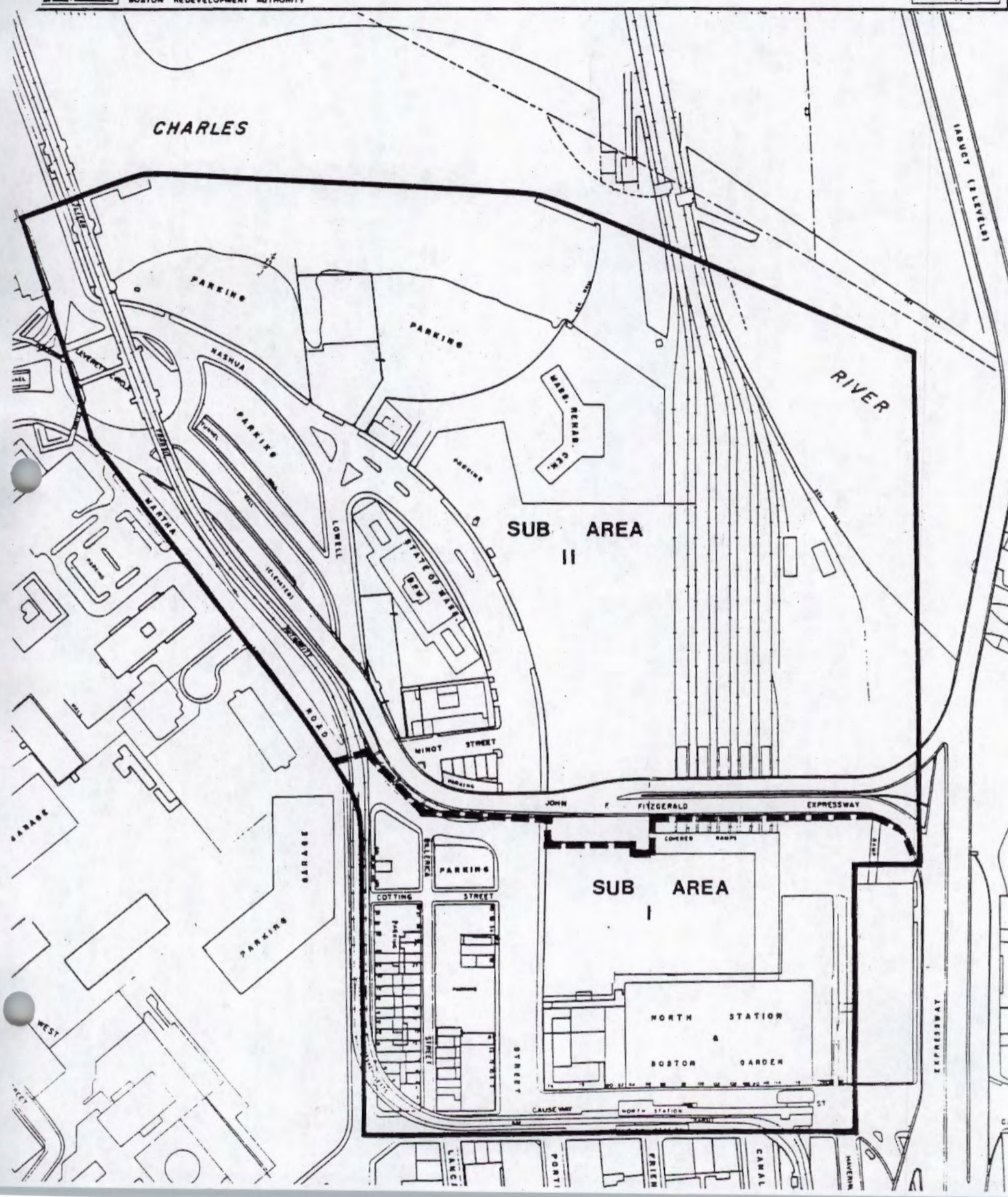


**NORTH STATION
REDEVELOPMENT
PROJECT**
BOSTON REDEVELOPMENT AUTHORITY

PROJECT BOUNDARY



2-1



turning and running northeasterly to the point of tangency of the West End of the Northerly sideline of the Fender Pier located some 220 feet north of the southerly shoreline of the Charles River and some 280 feet west of the centerline of the Boston and Maine Railroad tracks where they cross the Charles River; thence turning and running in a generally easterly direction along said northerly sideline of the Fender Pier and along said sideline extended to a point, said point being the intersection of said northerly sideline extended and the northeasterly sideline of the Annelex building extended thereto; thence turning in and running in a generally southeasterly direction along said extended northeasterly sideline of the Annelex Building to the northerly corner of said building; thence turning and running southwesterly along the northwesterly side of the building to the westerly corner; thence turning and running in a generally southeasterly direction along the southwesterly side of the Annelex Building and said side extended to the point of intersection with the southeasterly sideline of Causeway Street; thence turning and running in a generally southwesterly direction to the point of beginning.

2.1.3 Urban Renewal Plan Objectives

2.1.3.1 Basic Objectives

The Basic objectives of the North Station Urban Renewal Plan are to:

1. Encourage the development of a sound, integrated, mixed-use project encompassing public transportation, public riverfront pedestrian ways, commercial and office space, hotel uses, and residential use involving housing for families of varying income levels;
2. Remove blighting influences of the transportation infrastructure and replace blighted conditions, and buildings;
3. Provide higher economic uses through public and private development, thereby increasing property tax revenue; and
4. Prevent the haphazard redevelopment of the area which would occur as a result of existing patterns of ownership and jurisdictional control.

2.1.3.2 Planning and Design Objectives of the North Station Urban Renewal Plan are to:

1. Remove the elevated structure of the MBTA Green Line to eliminate its blighting influence;
2. Relocate vehicular through-traffic to the perimeter of the project area to alleviate the blighting influence of heavy traffic on streets designed only for local traffic;
3. Provide a safe, comfortable, and attractive public transportation interchange at North Station for patrons of the Boston and Maine Railroad, the MBTA Green and Orange Lines, and commuter bus lines;
4. Provide for the development in Sub-Area I a program of uses, including office space (1,000,000 square feet), retail commercial space (200,000 square feet), and parking (1,500 spaces) to replace sub-standard buildings and vacant land;
5. Provide for the rehabilitation of Boston Garden to create a comfortable, convenient, and attractive sports arena that can be used throughout the year;
6. Encourage the development in Sub-Area II of a program of uses, including convention hotel (350 rooms), mixed-income housing (1,100 units), parking (2,200 spaces), and public use space;
7. Provide a system of continuous pedestrian ways and open spaces that connects the Charles River Esplanade with both the North End waterfront and the Canal Street axis of the project, and which provides maximum separation of pedestrian and vehicular traffic;
8. Take utmost advantage of the riverfront location by creating a canal and island to maximize public river-edge walkways and optimize water orientation of private and public development;
9. Integrate as to scale, massing, and activity the new development with surrounding areas, especially the riveredge, the Esplanade, and the Bulfinch Triangle Area;
10. Provide adequate utilities, landscaping, streets, and lighting service to the entire site;

11. Provide a lively mixture of active uses which reinforce each other and stimulate daytime and evening activity; and
12. Insure superior architectural and aesthetic quality in the planning, design, and construction of all public and private improvements.

2.1.4 Proposed Renewal Actions

Proposed types of renewal action within the Project Area shall consist of a combination of clearance and redevelopment activities, changes in land use, provision of public improvements and facilities, rights-of-way and utilities changes, zone district changes, and rehabilitation activities.

2.1.4.1 Clearance and Redevelopment Activities

Clearance and redevelopment activities will include:

1. Acquisition of real property;
2. Management of acquired property;
3. Relocation of occupants of acquired property;
4. Clearance of buildings from land;
5. Installation, construction and reconstruction of improvements; and
6. Disposition of land and other property in accordance with the building requirements, land use and other provisions of this Urban Renewal Plan.

2.1.4.2 Rehabilitation Activities

Rehabilitation activities will be limited to the Boston Garden and may include, but are not limited to:

1. Systematic enforcement of rehabilitation standards
2. Technical assistance
3. Rehabilitation and relocation assistance if required

2.1.4.3 Public Improvements

Public improvements will include, as necessary to carry out the provisions of the Urban Renewal Plan, the addition, alteration, abandonment, improvement, extension, reconstruction, construction, and installation of public buildings, open space, rights-of-way, streets,

tree planting and landscaping, and such utilities as water, sewers, police and fire communications, traffic signals and street lighting systems. The location of public buildings and public open space is shown on Map 2.2: Proposed Land Use Plan. The location of rights-of-way shall be as shown on Map 2.5: Proposed Rights-of-Way. Street and public utility changes shall conform to the rights-of-way shown on the Proposed Rights-of-Way Map.

2.2 Land Use Plan

2.2.1 Land Use Map

Land use in the North Station project area shall be in accordance with permitted uses shown on Map 2.2.

2.2.2 Land Use Provisions and Building Requirements

2.2.2.1 General Restrictions

1. The use and development of land and improvements shall be in accordance with the requirements of this section of the plan.
2. The BRA may subdivide disposition parcels as appropriate. In the event of subdivision, the permitted uses will be applicable to sub-parcels and parking requirements will be divided as appropriate.
3. The provisions of this section shall apply to all development parcels unless specifically exempted.
4. Use controls as set forth in this section shall be interpreted to permit supporting and ancillary uses which in the opinion of the Authority are reasonably associated with the primary use.
5. No covenant, agreement, lease, conveyance, or other instrument shall be affected by the Authority or by the purchasers or lessees from it (or any successors in the interest of such purchasers or lessees), or by which land in the redevelopment area is restricted, either by the Authority or by such purchasers, or successors in interest upon the basis of race, creed, religion, color, sex or national origin, in the sale, lease, or occupancy thereof. The foregoing restrictions shall be implemented by appropriate covenant or other provisions in land disposition instruments.

2.2.2.2 Definitions

1. Height

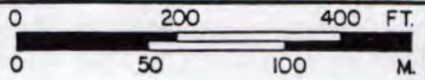
The vertical distance of the highest point of the roof, excluding penthouses and roof structures, above the mean grade of the sidewalk at the line of the street or streets on which the building abuts, or, in the case of a building not abutting on a street, above a given grade adjoining the building line, as more fully defined in the Zoning Code of the City of Boston as in effect on the date the Plan is approved by the Boston City Council.



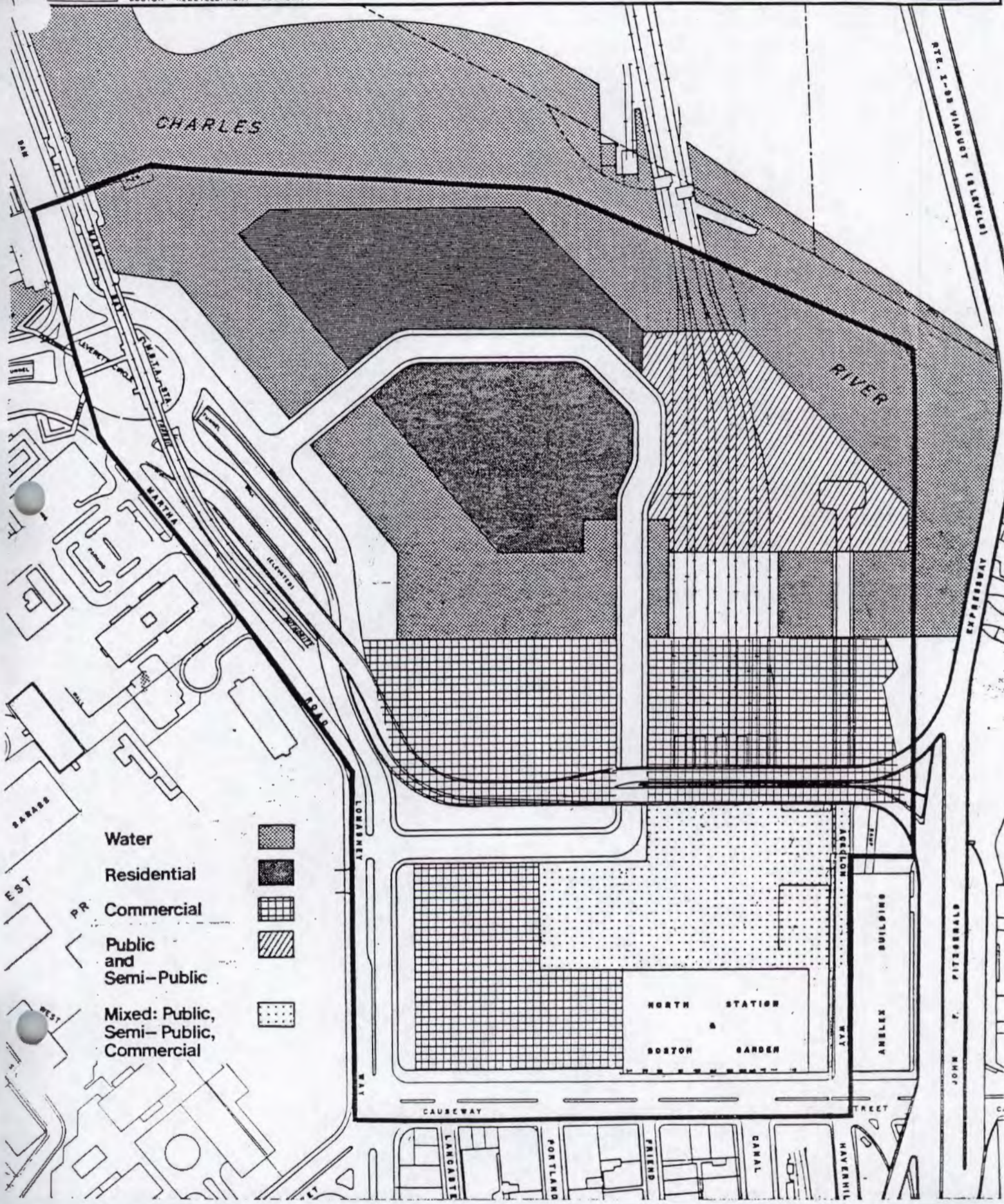
**NORTH STATION
REDEVELOPMENT
PROJECT**






BOSTON REDEVELOPMENT AUTHORITY

**PROPOSED
LAND USE**



2-2



- Water 
- Residential 
- Commercial 
- Public and Semi-Public 
- Mixed: Public, Semi-Public, Commercial 

NORTH STATION
&
BOSTON GARDEN

ANEXEL BUILDING

JOHN F. PITTSBERG

CAUSEWAY

STREET

LANCASTER

PORTLAND

FRIEND

CANAL

HAVENHILL

RT. 1-93 VIADUCT (EXPRESS)

EXPRESSWAY

JOHN F. PITTSBERG

C.

2. Floor Area Ratio (F.A.R.)

The ratio of the gross floor area above grade of structure or group of structures to the total parcel area.

3. Pedestrian Easement

For the purpose of this Plan, pedestrian easement means the provision of public pedestrian access subject to reasonable regulations and security and open a minimum of from 6:00 A.M. to 10:00 P.M. every day.

4. Pedestrian Connection

A doorway, passageway, lobby, or the like permitting free access in either direction between two buildings or interior spaces.

2.2.2.3. Standards for Redevelopment of Real Property

The basic standards and controls for the redevelopment of real property shall be the provisions of this Plan herein set forth, the City of Boston's Building Code, Electrical Code, Plumbing Code, Fire Prevention Code, the Zoning Ordinance and Housing Standards Ordinance in effect. In all cases the more restrictive code shall govern, excepting variances that may be granted to these Codes and Ordinances.

1. Building Design

Specific proposals for the redevelopment of all parcels shall be evaluated by the Authority as to the manner in which they achieve the objectives, standards, and controls of this Plan. While the redeveloper will be given freedom in concept, design and layout within the standards specified in this Plan, the structures and any facilities to be erected must reflect distinguished architectural expression and techniques in order to signify quality and permanence.

2. Landscaping

All areas which are not specifically designated for a building, (parking, loading, access drives, walkways, or terraces) shall be suitably covered with grass or turf or other suitable material as approved by the Authority and shall be suitably landscaped with shade trees and shrubs. At least 10% of any parking area or lot which holds more than 20 cars shall be landscaped with trees and/or shrubs of sufficient size and capacity to aesthetically break up any large expanse of pavement and to guide traffic.

Trees with low growing branches, gum, or moisture shall be avoided. Tree planting strips shall be at least five feet wide for proper tree growth. No trees, shrubs, or other plantings shall be situated on or near a street corner where they may cause danger by obstructing the view. All trees and shrubs shall be periodically trimmed and attractively maintained. All grass shall be kept cut a length no greater than three inches and adequately fertilized and seeded to maintain an attractive appearance.

3. Off-Street-Loading

NUMBER OF BAYS REQUIRED BY GROSS FLOOR AREA OF STRUCTURES

<u>Gross Floor Area (in thousands of square feet</u>	<u>Office and General Commercial</u>		<u>Retail and Wholesale</u>	
	<u>36' min.</u>	<u>25' min.</u>	<u>36' min.</u>	<u>25' min.</u>
Under 15	0	0	0	0
15 to 50	1	0	1	0
50-100	1	0	1	1
100-250	1	1	2	0
250-400	2	0	2	1
400-550	2	1	2	2
550-700	2	2	3	1
700-850	3	1	3	2
850-1,000	3	2	3	3
1,000-1,150	3	3	4	2
1,150-1,300	4	2	4	3
Over 1,300*				

* One additional space of 25' minimum length has to be provided for every 150,000 square feet or fraction thereof, over 1,300,000; OR one space of 36' minimum length has to be provided for every 300,000 square feet of over 1,300,000 PROVIDED that half of all spaces are 36' long or longer. Within this limitation 2 spaces 25 to 36 feet long are interchangeable with one space 36' or longer.

The above controls shall apply unless a developer or owner can demonstrate to the satisfaction of the Authority that the off-street loading needs of the property will be met adequately in other ways or that the lack of such loading facilities will not be detrimental to surrounding areas of the Project. Provision shall be made so that all movement of trucks for loading is accomplished within the site. Loading provision is accomplished within the site. Loading provisions that require a truck to back up into traffic to get in or out of a loading dock are expressly prohibited.

4. Maintenance

All improvements on the land, including buildings, landscaped areas, and parking areas, shall be properly maintained, by the then owner, in good repair and in clean, sanitary, and attractive condition. Sufficient and suitable refuse and garbage storage and disposal facilities, including structural enclosures where appropriate, shall be provided and properly maintained by the then owner. Open storage of materials, equipment, or merchandise shall not be permitted in any section of the Redevelopment Area.

5. Sign Regulations

The design, construction and display of all signs for all buildings or structures in the Redevelopment Area shall be subject to the following regulations.

- (1) Signs relating to the identification of the premises may be affixed to the buildings in the Area provided such signs do not exceed one square foot in area for each front linear foot of building occupied by the enterprise displaying the sign. No occupant may erect or construct more than one sign for each exterior wall of his premises.
- (2) No sign shall be painted on any exterior wall of a building, nor shall any sign be lighted or contain flashing, revolving or other pulsating sources of illumination.
- (3) Temporary signs may be installed for the purpose of offering for sale, rent or lease of the premises, or in the case of building construction underway on the site, for the identification of the building contractor, owner, architect, engineer, etc. No such temporary sign shall exceed 32 square feet in area.
- (4) Ground signs may be erected at the discretion of the Authority, if accepted, they must be erected on suitable supports as approved by the Authority and relate solely to the identification of the enterprise conducted on the premises, or they must be public service, informational or directional signs. Identification signs shall be limited to one to each building for each public street on which the building is fronted.

- (5) All signs must be integrated into the architectural design of the building on which it is placed and into the overall sign layout of the project in character and quality. To insure uniform design, the redeveloper must submit the design and specifications of all signs to the Authority for its approval.
- (6) No signs or other notice types other than those described herewith may be erected within the boundaries of the Redevelopment Area.
- (7) Exceptions to any of the above sign regulations may be made only upon written approval of the Authority.
- (8) All signs must conform to the sign control provisions contained in the zoning ordinance except for variances that may be granted.

6. Exterior Lighting

Exterior lighting may be used to light doors, entrances, show windows, plazas, walkways, parking lots and open areas. Lighting shall be located and shielded so as to prevent glare on adjacent properties. No floodlighting of buildings or streets shall be permitted except by special permission of the Authority.

7. Parking

All parking structures shall be designed so as to provide one entrance lane for each 300 parking spaces provided. Each entrance lane must have sufficient reservoir space to avoid vehicle back-up onto public streets. All parking shall be enclosed unless otherwise indicated.

8. Subway Facilities

Provision shall be made by the redeveloper for connections to subway facilities in accordance with the Pedestrian Easement Map, and disposition parcels may be subject to easements and other rights as appropriate therewith.

9. Utilities

The placement or replacement of all private and public utilities shall be underground, and disposition parcels may be subject to easements and other rights as appropriate in accordance with this requirement.

10. Provisions for Handicapped Persons

All commercial and institutional buildings and community facilities in the Redevelopment Area shall be so designed so that persons in wheelchairs can enter, travel about, and leave the building in a convenient manner without obstruction. In addition, ten percent (10%) of all housing units will be accessible to handicapped persons and all residential buildings with 20 or more units will have a minimum of five percent (5%) accessible for handicapped persons.

2.2.2.4 Design Review

1. Plan Submission

The redeveloper will be required to submit to the Authority all preliminary plans and specifications for Authority approval in conformance with standard design review procedures. These plans and specifications must be sufficient in scope to demonstrate the design, architectural concepts, proposed distribution and intensity of uses, exterior and interior building materials, parking and loading facilities, landscaping and sign proposals for the development.

Final plans and specifications must be submitted to the Authority for approval to insure conformance with the preliminary design submission and other provisions of this plan.

The Authority shall provide the redeveloper with the current format and procedure for plan submission and shall return any submission which does not conform to the requirements of this procedure.

2. Interpretation

The redeveloper will be required to agree that in the event of any question regarding the meaning of standards and controls or other provisions of the Plan, interpretation placed thereon by the Authority shall be final and binding.

2.2.3 Land Use Requirements

The Redevelopment Area shall generally be devoted to residential, institutional, retail, office, parking and recreational uses. Specific uses for each parcel are set forth below. In each case, and unless specifically otherwise provided, designation of a particular use includes all accessory and ancillary uses customarily or reasonably incident to the use specified or the use of an adjoining parcel.

The specific parcels described in the controls are shown by number on Map 2.3, Development Parcels, and Map 2.4, Pedestrian Easements. These controls apply to any redevelopment of these sites whether assembled by abutters or other parties. If any of these parcels are subdivided or redeveloped in stages, the controls apply to any and all portions of the site.

2.2.3.1 Parcel 1

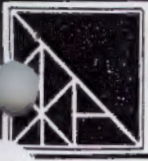
1. Permitted uses: Commercial or government offices, retail, public transportation facilities, parking
2. Maximum Floor Area Ratio: 10
3. Vehicular Access: From New Street
4. Design Review Required

2.2.3.1.a Parcel 1a

1. Permitted Uses: Commercial or government offices, retail, public transportation facilities
2. Maximum Floor Area Ratio: 10
3. Vehicular Access: None
4. Design Review Required

2.2.3.2 Parcel 2

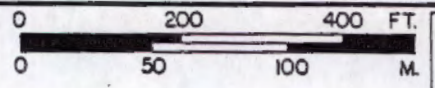
1. Permitted Uses: Commercial or government offices, retail, public transportation facilities, parking
2. Maximum Height: 200 Feet
3. Maximum Floor Area Ratio: 10
4. Vehicular Access: From Accolon Way
5. Other Requirements: Easement at grade level for extension of all existing railroad tracks; pedestrian easement at Mezzanine Level (approximately 25' above tracks) of 50' minimum width in North-South direction between North Station building and Parcel 4; Pedestrian easement of 20' minimum width in east-west direction connecting parcel 1 with MDC New Dam Park through Parcel 2 and continuing the Parcel 1 east-west pedestrian easement.



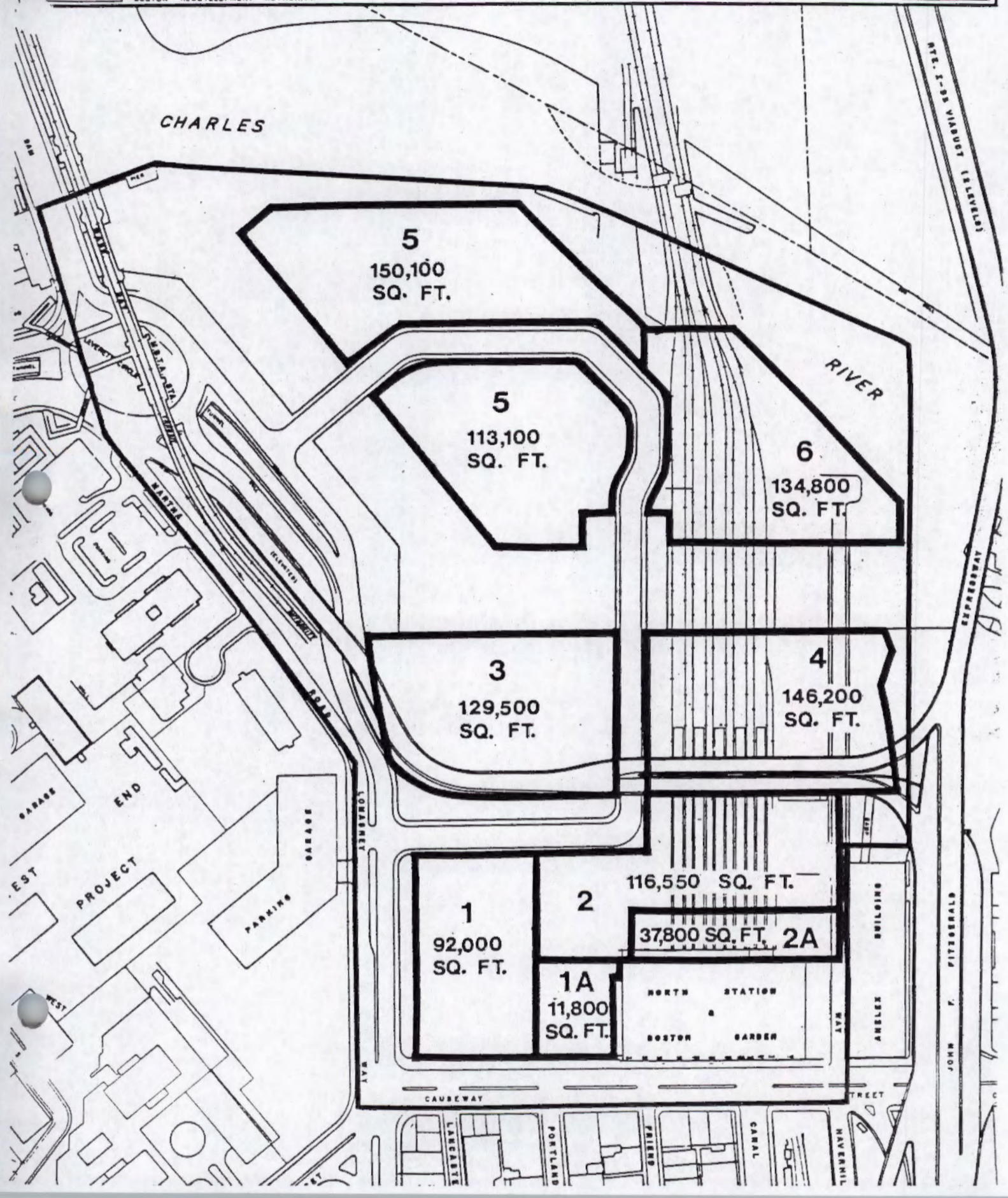
NORTH STATION REDEVELOPMENT PROJECT

BOSTON REDEVELOPMENT AUTHORITY

DEVELOPMENT PARCELS



2-3

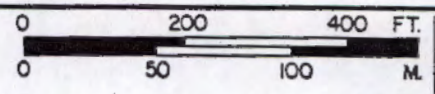




**NORTH STATION
REDEVELOPMENT
PROJECT**

BOSTON REDEVELOPMENT AUTHORITY

**PROPOSED
PEDESTRIAN EASEMENTS**



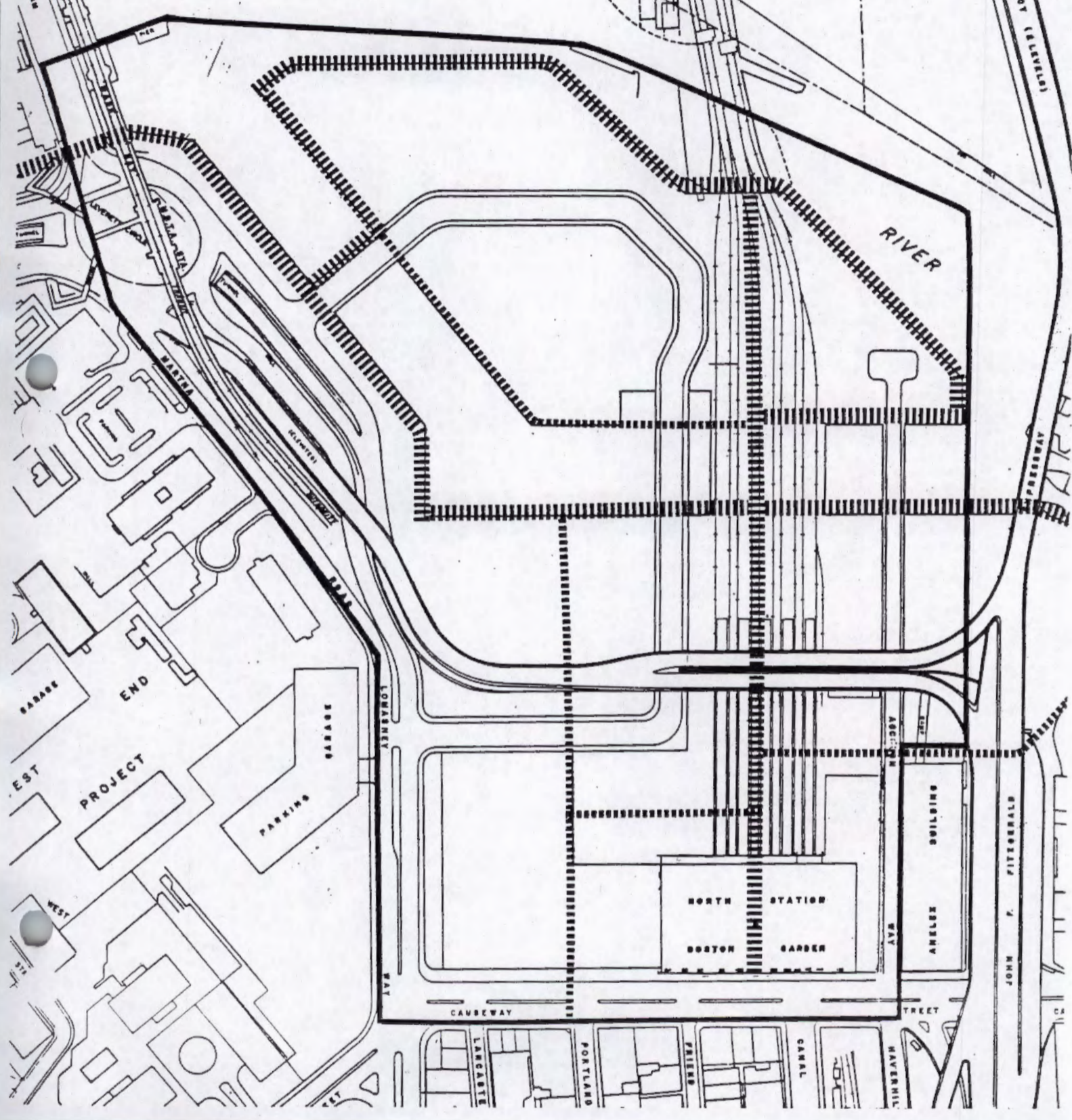
2-4

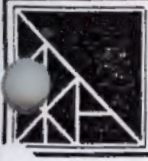


----- 20' Minimum Width Easement

||||| 50' Minimum Width Easement

CHARLES

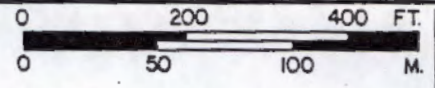




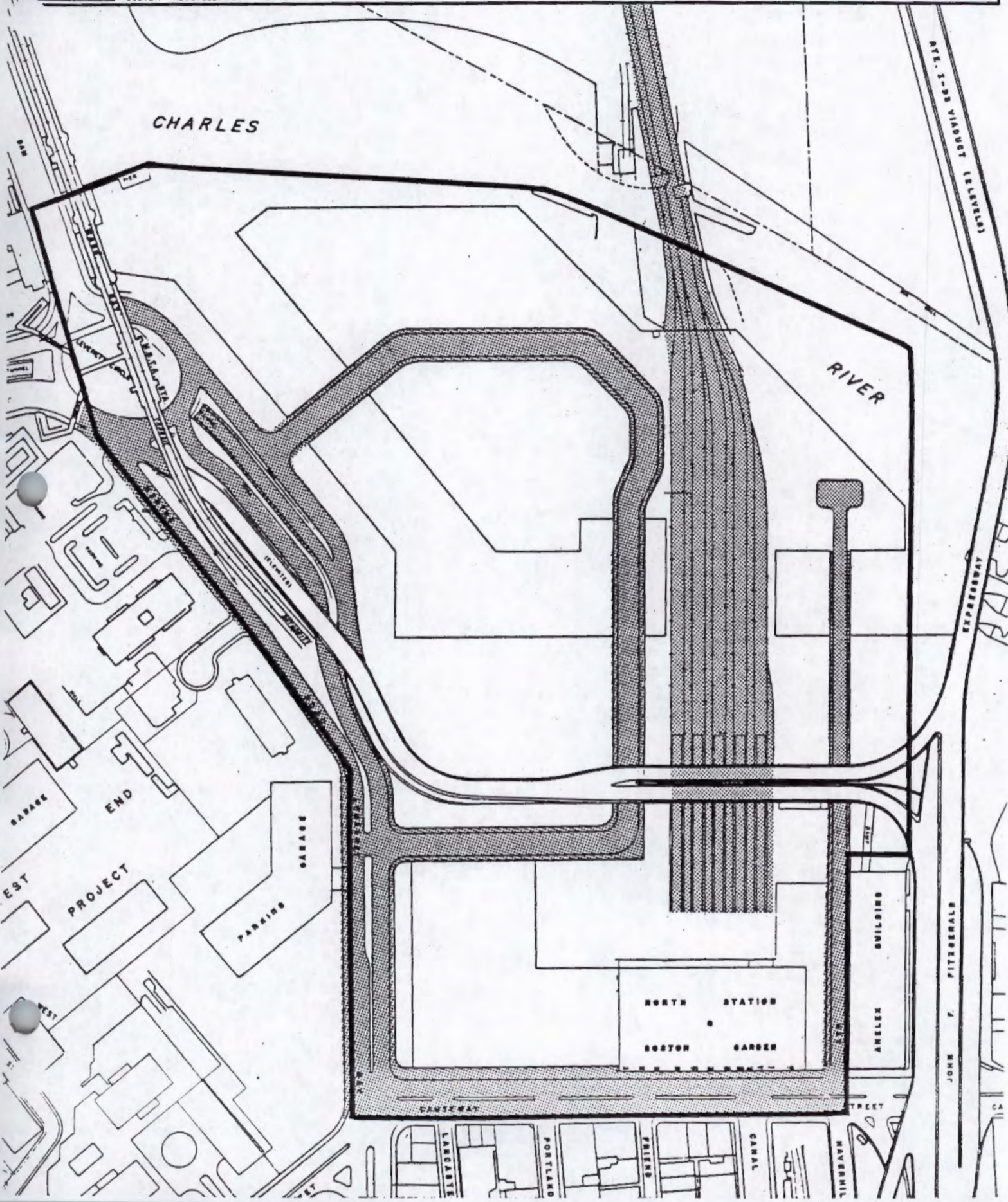
**NORTH STATION
REDEVELOPMENT
PROJECT**

BOSTON REDEVELOPMENT AUTHORITY

**PROPOSED
RIGHTS OF WAY**



2-5



2.2.3.2.a Parcel 2a

1. Permitted Uses: Public assembly, public transportation facilities, retail
2. Maximum Height: 100 Feet
3. Maximum Floor Area Ratio: 5
4. Vehicular Access: From Accolon Way
5. Other requirements: Parcel 2a may be developed as part of the North Station and Boston Garden Building rehabilitation to accommodate lobby space, access to upper levels, additional arena seating, mechanical equipment, or other uses and functions necessary to the successful rehabilitation of the existing structure. Pedestrian easements from North Station to railroad tracks at grade level of 50' minimum width and to Parcel 2 at Mezzanine Level of 20' minimum width are required.

2.2.3.3 Parcel 3

1. Permitted Uses: Hotel, retail, parking, office and residential
2. Maximum Height: 200'
3. Maximum Floor Area Ratio: 10
4. Vehicular Access: From New Street
5. Other requirements: Minimum set-back from river of 50 feet for pedestrian easement; landscaping of riveredge easement to include a continuation of existing esplanade pedestrian and bicycle paths with direct connection to existing paths and to Parcel 4; pedestrian easement at all pedestrian levels of 20 foot minimum width connecting Parcel 1 with river edge pedestrian easement through Parcel 3.

2.2.3.4 Parcel 4

1. Permitted Uses: Hotel, office, retail and parking
2. Maximum Height: 200'
3. Maximum Floor Area Ratio: 10

4. Vehicular Access: From Accolon Way
5. Other requirements: Pedestrian easement of 20 feet minimum width in north-south direction connecting Parcel 2 with Parcel 6 through Parcel 4 at mezzanine level above railroad tracks; minimum setback from river of 50 feet for a landscaped pedestrian easement to include a continuation of Esplanade pedestrian and bicycle paths with direct connections to Parcel 3 and to landscaped area at southern end of MDC Dam.

2.2.3.5 Parcel 5

1. Permitted Uses: Residential, retail and parking.
2. Maximum Height: 150 feet
3. Maximum Floor Area Ratio: 5
4. Vehicular access: From New Street
5. Other requirements: Pedestrian easement of 50 feet minimum width along water edge at north side of island with connections to mainland public river-edge pedestrian easement across channel at West End, and to both riveredge easement and parcel 4 north-south easement across channel at east end.

2.2.3.6 Parcel 6

1. Permitted Uses: Museum, Public exhibit, ancillary retail, parking, public open space
2. Maximum Height: 100'
3. Maximum Floor Area Ratio: 5
4. Vehicular Access: From Accolon Way
5. Other requirements: Pedestrian access from east side of Parcel 5 pedestrian easement.

2.2.4 Duration of Provisions

The Authority shall obligate redevelopers and their successors and assigns by deed or contract containing restrictive covenants running with the land which shall commence on the date of the adoption of the Redevelopment Plan by the City Council and shall run for a period of forty years thereafter.

2.3 Project Proposals

2.3.1 Land Acquisition

Property to be acquired by the Boston Redevelopment Authority is shown on Map 2.6: Acquisition Areas. In that Sub-Area II of the Urban Renewal Plan is an interim plan subject to revision and refinement at a later date, the Authority shall not proceed with any land acquisition within Sub-Area II until an acceptable, detailed, and financially-sound plan is developed for Sub-Area II and submitted for approval to the Boston City Council, and to the Massachusetts Executive Office of Communities and Development.

2.3.1.1 Sub-Area I: Substandard and Decadent Area

The following conditions are the basis upon which property in Sub-Area I will be acquired, cleared, and redeveloped:

The North Station Area qualifies as a Substandard and Decadent area. Sub-Area II of the Urban Renewal Project also qualifies as a Blighted Open Area. The data shown in Table 2.1 indicates that the substandard and blighting conditions exist to a degree and extent which is detrimental to the safety, health, welfare and sound growth of the community. Public action is required to eliminate these conditions. In total, 32.5% of the structures were determined to be substandard and 32.5% blighted. Thus, 65% of the structures are either substandard or decadent.

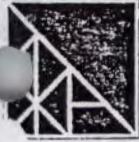
Sub-Area I

Substandard building conditions exist in 32.5% of the structures. About one-third of these structures were determined to have Major Defects and some 43 contain four or more Intermediate defects. These deteriorated structures are located throughout the project area. As indicated on Table 2.1, four of the six blocks contain structures of which at least 20% were determined to be substandard.

Environmental deficiencies exist in all of the block parcels which are slated for clearance. In total, 32.5% of the structures have or are impacted by blighting influences. The following five blighting influences were identified as described below:

1. Inadequate Right-of-Way Layouts

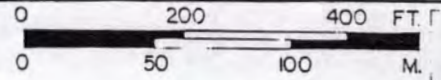
Access to the Urban Renewal Project Area will be from a widened Lomasney Way and a new road adjacent to the expressway ramps. Parcel assembly and redevelopment will require the closing of the small interior streets:



**NORTH STATION
REDEVELOPMENT
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BOSTON REDEVELOPMENT AUTHORITY

**ACQUISITION
AREAS**



2-6



CHARLES

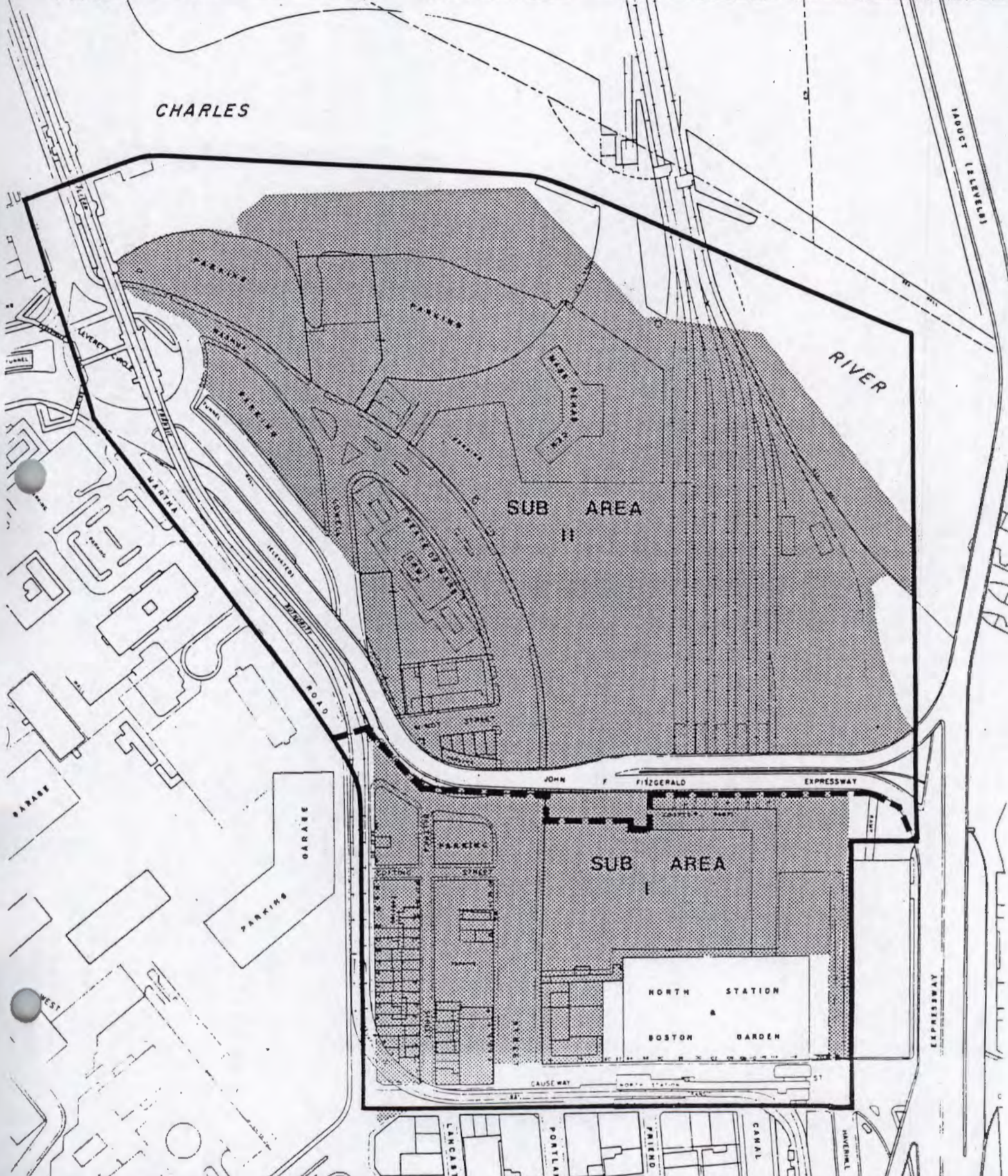
RIVER

SUB AREA II

SUB AREA I

NORTH STATION

BOSTON GARDEN



Billerica and Cotting, as well as Nashua Street. Lomasney Way is proposed to be widened in order to facilitate access from Leverett Circle to Government Center. The plans for this widening have existed since the Government Center Urban Renewal Project. This widening will require the acquisition of eight properties.

A second right-of-way, the MBTA commuter rail tracks, also needs to be improved. The tracks should be extended to the rear of the Garden in order to increase passenger car capacity and the convenience of arrival at North Station. This track improvement would also be accompanied by the construction of new high level platforms.

2. Conversion to Incompatible Type of Uses

A number of conversions exist throughout the project area including:

- a. residential to rooming house
- b. residential to commercial
- c. commercial to residential

These conversions have undermined a once cohesive and distinct residential area along Billerica Street and commercial area along Lomasney Way. These residential and commercial uses are now inter-mixed in an incompatible manner -- residential adjacent to commercial and vice versa resulting in deterioration and lack of investment.

TABLE 2.1

SUMMARY ELIGIBILITY CHARACTERISTICS
CLEARANCE AND REDEVELOPMENT

BLOCK NUMBER	SUB-STANDARD		BLIGHTING INFLUENCE		TOTAL BUILDINGS
	#	%	#	%	
<u>Sub-Area I</u>					
167	1	100%			1
167A	7	37%	2	10%	19
168	4	100%			4
168A	2	20%	4	40%	10
187	--	--	1	50%	2
SUB-TOTAL	14	39%	7	19%	36
<u>Sub-Area II</u>					
187	--	--	4	100%	4
187A	--	--	3	100%	3
SUB-TOTAL			7	100%	7
TOTALS (Areas I & II)	14	32.5%	14	32.5%	43

3. Obsolete Building Types

A number of single and two story commercial structures are obsolete. Due to excessive conversions, poor layout and lack of maintenance, these properties have a vacancy rate of 43%. As a consequence, the underutilized buildings are creating a blighting influence on the neighborhood.

4. Detrimental Land Uses

A once viable neighborhood has been, as a consequence of building demolition, reduced to a mix of parking lots, commercial signs and residential structures. This detrimental mix of land uses has led to continued deterioration and lack of property maintenance. Thirty-nine (39%) percent of the properties in Sub-Area I were estimated to be in substandard condition.

5. Declining Real Estate Values

The Madison Hotel has been closed for several years. Given its primary location, this is the most significant example of the area's decline. Furthermore, there has been no recent construction. The presence of parking lots and poorly maintained structures is testimony to the current absence of market interest in utilizing the existing buildings and patchwork of vacant parcels.

2.3.1.2 Sub-Area II: Blighted Open Area

The following conditions are the basis upon which property in Sub-Area II will be acquired, cleared, and redeveloped.

Sub-Area II

Sub-Area II qualifies as both (I) Decadent Area, as well as (II) Blighted Open Area.

I. Decadent Area

The presence of five or more blighting influences allows one to waive the requirement that 20% of the buildings contain substandard conditions. Five environmental deficiencies, on the other hand, exist in the Sub Area II and are described below.

1. Overcrowding of Structures of the Land

Usable public open space in Sub-Area II is totally lacking. Either the buildings occupy most of the parcel (Registry Building, Edison Power Plant, for example) or the open area is devoted to parking (Mass. Rehab, MGH, DPW Parking).

2. Obsolete Building Types

The Boston Edison power station contains large boilers to increase pressure in the steam line which services the North Station area. This function could be replaced by the installation of a more efficient boiler in the basement of a new office building in Parcel I.

3. Detrimental Land Uses

The visual impact of the North Station area is that of an incompatible mix of parking lots, railroad tracks, and institutional utility buildings. As a result of this mix, the area has no visual coherence. The absence of any recent construction is testimony to the negative image of the area.

4. Obsolete Streets

Lomasney Way should be widened and Nashua Street closed so as to provide an efficient system of circumferential traffic flow.

5. Other Environmental Conditions -- Blighting Influence of Land Uses Along Riverfront

A long range plan for both the MDC and the City of Boston is to develop a public way along the river edge. Existing park land: the Esplanade in Back Bay, the Downtown Waterfront and North End parks would tie into this system.

The current haphazard and blighting development of the riverfront, railyards, parking lots, institutional uses, etc., hinder implementation of this Plan.

II. Blighted Open Area

Three factors describe a blighted open area: (1) absence of built up land uses; (2) serious topographical difficulties; and (3) deterioration. These characteristics will be described for Sub-Area II.

1. Absence of Built Up Land Uses

Only 10% of Sub-Area II is built up. Those parcels with structures consist of Institutional (Mass. Rehab, Registry Building and Garage), and Industrial (Utility Buildings) uses and occupy 4.55 acres.

The open areas consist of the Charles River, MBTA Rail Yards, and parking lots and contain in total 31 acres, or 88% of Sub-Area II.

2. Serious Topographic Difficulties

Natural site conditions make development of Sub-Area II unduly expensive. The land area was once part of the Charles River watershed. The marsh area was filled. Development requires a premium for foundation costs. In addition, the proposed redevelopment plan includes the creation of an island. This activity would require major additional site preparation costs.

3. Stagnation or Deterioration of the Area Due to:

a. Inadequacy of Transportation Facilities

The North Station Area is the only major undeveloped site in the Downtown. Much of the stagnation of this area as identified in numerous planning documents over the years has been a result of inadequate transportation facilities.

Beginning some 20 years ago with the Government Center project, plans have been proposed to replace the elevated Green Line structure and widen Lomasney Way. Both improvements are needed in order to facilitate access to and around the area.

b. Complexities of Ownership

While four major owners (MGH, Mass. Rehab Hospital, State Registry and MBTA) control most of the developed and open land, the boundary lines are so drawn so as to conflict with one another.

The MBTA parcel intersects the ownership of the Mass. DPW, MGH and Mass Rehab property cutting these areas off from the Charles River. Likewise, the Mass. Rehab parcel bisects the ownership of the DPW and MGH parcel.

Viable redevelopment parcels under common ownership can only be assembled through a redevelopment process. Conflicting property lines will be removed and parcels assembled in conjunction with a new road network.

c. Division of the Area by Obsolete Rights-Of-Way

Two rights-of-way, the MBTA rail yards and Nashua Street, hinder appropriate development of Sub-Area II. Nashua Street bisects the site. A viable development parcel is created with the abandonment of Nashua Street and the widening of Lomasney Way.

The MBTA rail yards block access to the River. Through an air-rights development of the property, a major underutilized parcel can be developed with access to the Charles River.

2.3.1.3 Properties Designated for Acquisition Which Might Not Be Acquired

Certain properties which are to be acquired by the Boston Redevelopment Authority, as shown on Map 2.5, shall not be acquired if the following conditions, as set forth below, are met:

1. There is presented by the property owner to the Authority within a specified time period after approval of the Urban Renewal Plan by the City Council, a proposal acceptable to the Authority for development and/or rehabilitation of the property in accordance with the controls and requirements of this Plan;
2. Within a specified time period after such acceptance, an agreement satisfactory to the Authority binding the owner to undertake the development and/or rehabilitation is executed; and
3. The development and/or rehabilitation proceeds in accordance with such agreement and within the time periods specified therefore in the agreement.

2.3.1.4 Interim Use of Acquired Property

The Boston Redevelopment Authority may devote property acquired under the provisions of this Plan to temporary use prior to the time such property is needed for redevelopment. Such uses may include, but are not limited to, project office facilities, rehabilitation demonstration projects, parking, relocation purposes, (public transportation or recreational uses in accordance with such standards, controls, and regulations as the Authority may deem appropriate.)

2.3.2 Rehabilitation

All structures within the project area are to be demolished with the exception of the North Station-Boston Garden building which is to be rehabilitated.

2.3.2.1 Rehabilitation Objectives

1. Provide clean, safe, and comfortable lobby, ticketing, and waiting spaces at street level and mezzanine level (above the tracks) for railroad patrons and Boston Garden patrons;
2. Provide pedestrian easements of 20 feet minimum width at street and mezzanine level connecting through the existing building between Causeway Street and Parcels 2 and 2a;
3. Provide pedestrian connection to Parcel 1a;
4. Provide retail uses ancillary to the main transportation and arena functions;
5. Provide new vertical access to Boston Garden appropriately designed to accommodate the proposed demand and located at the north side of the building;
6. Provide new mechanical building systems that will permit comfortable use of the facility in all seasons;
7. Provide new architectural treatment of north wall to reflect the re-orientation of the main lobby to the north side; and
8. Retain the existing south facade of the building and remove all blighting advertising signs, and replace any windows, doors, and trim in poor condition.

2.3.2.2 Rehabilitation Standards

The North Station-Boston Garden building shall be maintained at or made to conform to City of Boston building and zoning codes and all other state and local laws, ordinances, codes and regulations relating to the maintenance, repair, construction, reconstruction, use, operation, and condition of property and buildings provided, however, that deviations from such laws, ordinances, codes and regulations may be granted and approved as provided under Chapter 121A, Massachusetts General Laws (Ter. Ed.), as amended, and as provided under such laws, ordinances, codes and regulations.

Failure to set forth herein any provision of any such law, ordinance, code or regulation shall not be deemed to make such provision inapplicable.

2.3.2.3 Special Conditions

Property not designated for acquisition as shown on the acquisition map may be acquired by the Boston Redevelopment Authority, if such property is not made to conform to the rehabilitation and objectives and standards set forth in 2.3.2.1 and 2.3.2.2 and if the procedures set forth in Chapter 7 are followed. Such an acquisition can be made only upon a finding that the property owner has failed to conform to the rehabilitation standards or that either the property is blighted, decadent, deteriorated or deteriorating, or constitutes a non-conforming, incompatible, or detrimental land use according to the provisions of the urban renewal plan.

2.3.3 Zoning Proposals

2.3.3.1 Zoning Maps

Existing and proposed zone district classifications are shown on Map 2.7: Existing Zoning and Map 2.8: Proposed Zoning.

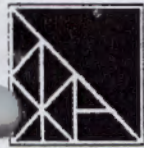
2.3.3.2 Timing of Zoning Changes

Applications for zoning changes will be submitted to the Zoning Commission of the City of Boston when redevelopment proposals for the various redevelopment parcels have been accepted by vote of the Authority.

Applications for such zoning changes will be filed by the Authority prior to final disposition of the various parcels.

2.3.3.3 Local Acceptance

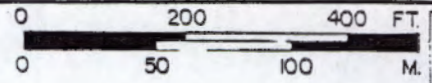
The Authority, in voting approval of this document, accepts the changes proposed on Map 2.8: Proposed Zoning.



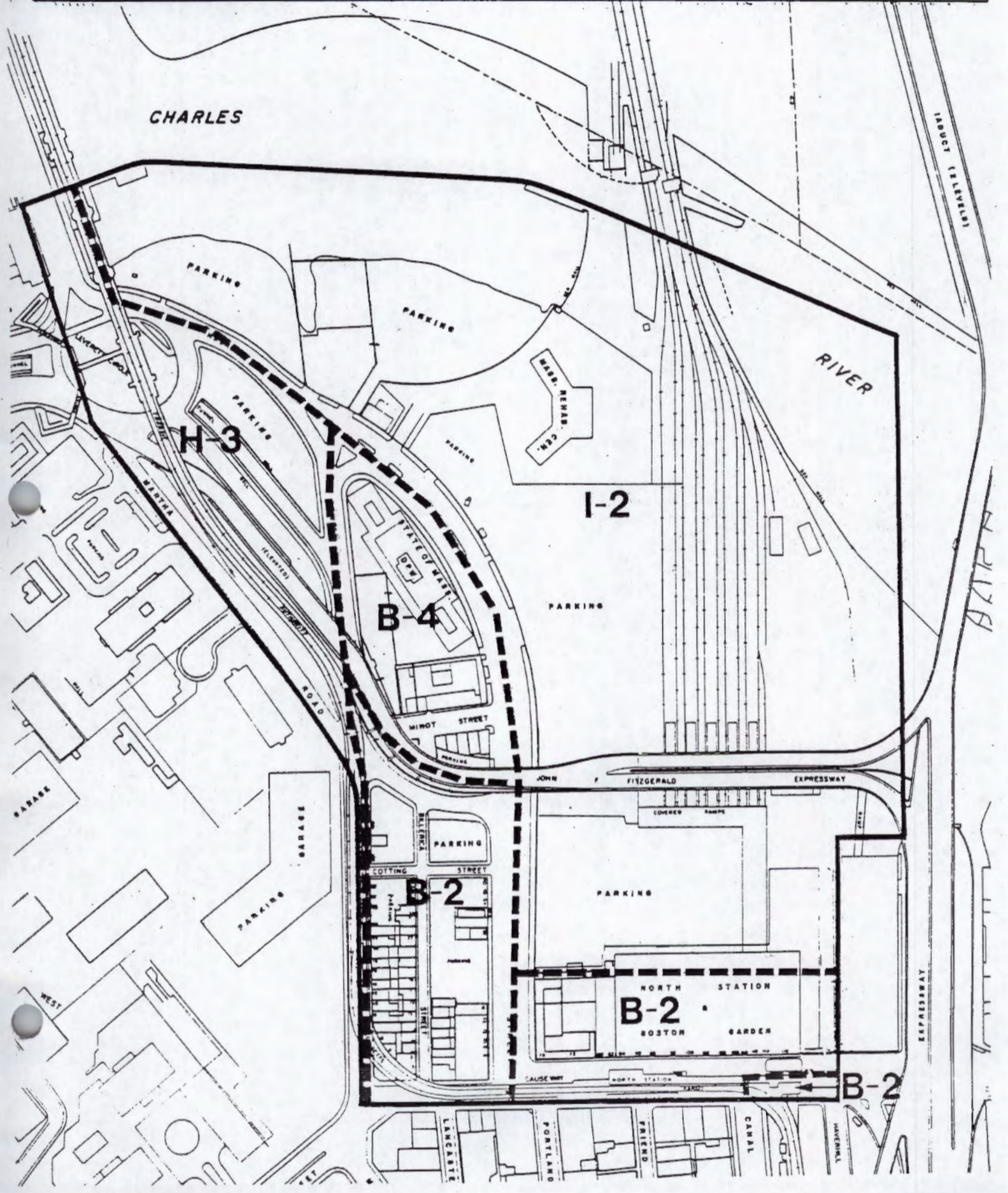
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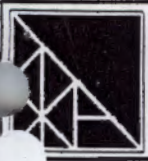
BOSTON REDEVELOPMENT AUTHORITY

EXISTING ZONING



2-7

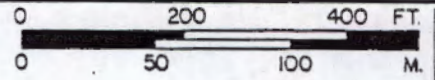




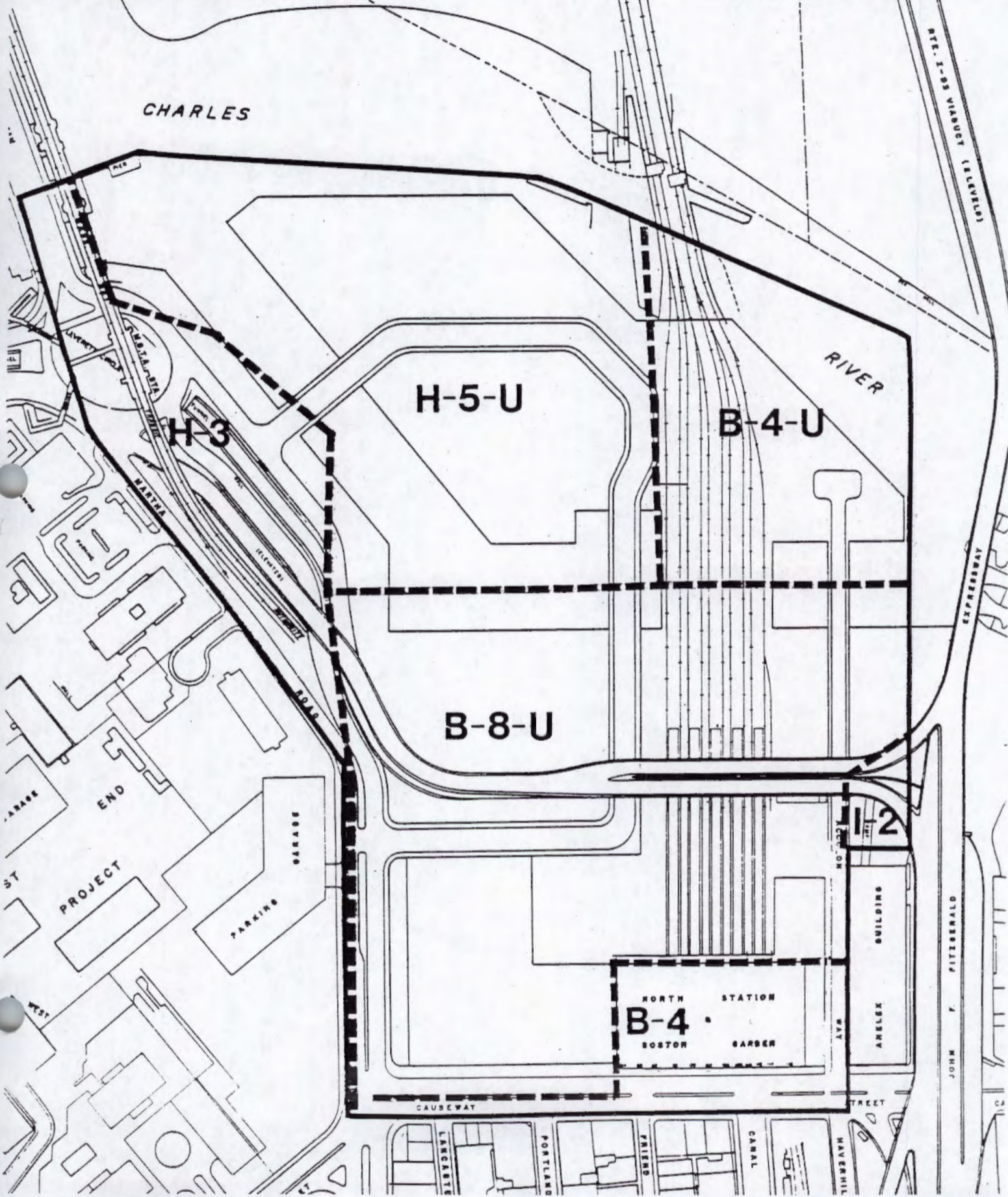
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PROJECT**

BOSTON REDEVELOPMENT AUTHORITY

PROPOSED ZONING



2-8



2.3.4 RELOCATION REPORT

2.3.4.1 General Information

This relocation plan covers those areas within the North Station Urban Renewal Plan designated as Development Parcels 1, 1A, and 2. Parcel 1 and 1A encompasses Lomasney Way, Billerica Street and Nashua Street from the west side of Causeway Street to Minot Street and incorporating the former Hotel Madison which is now vacant.

Development Parcel 2 would require the acquisition by the Authority of the City of Boston owned parking lot on Nashua Street.

Approval of the North Station proposal is being sought as a locally funded urban renewal project under Chapter 121B of the Massachusetts General Laws. The main objectives are to strengthen and improve the North Station area through the construction of a major Federal office building, to seek improved rapid transit facilities and highways and to undertake various public improvements all of which would stimulate major rehabilitation and investment in this section of the downtown area.

Relocation would be carried out by the Authority with the primary goal of assisting all occupants to be displaced, both residents and businesses, to relocate to other satisfactory housing or locations with a minimum of disruption and the maximum of assistance and benefits to achieve this end. The Authority will carry out relocation in full compliance with Chapter 79A of the Massachusetts General Laws, as amended, with rules and regulations of the Bureau of Relocation issued pursuant thereto, and policies and procedures of the Authority. The summary of these procedures are contained in the attached Relocation Informational Guides.

It is estimated that actual displacement would take place over a twelve-month period, with acquisition commencing within several months after final project approval is obtained. (There will be attached a list of the names and addresses of all residential households and business occupants to be displaced at the time of submission to the Department of Community Affairs and after surveys have been completed.)

All displacement caused by acquisition is located within the area bounded by Causeway, Lomasney Way, Minot and Nashua Streets. An estimated 65 to 80 households and approximately 14 businesses will be affected. Seven large outdoor advertising displays would also have to be moved and would be eligible for relocation payments.

Temporary moves will not be an integral part of this plan since the proposed redevelopment re-use would be for office space. Temporary relocation would only occur in the event of a hazardous condition or under special circumstances relating to the availability of an assigned unit. Such moves would be subject to advance approval and costs would be borne by the Authority.

2.3.4.2 Residential Relocation

A maximum of 68 households have been identified to date (from a variety of secondary sources). For purposes of relocation planning and budgeting, allowance has been made for up to 90 households in order to cover any additional households to be identified at the time of survey, re-occupancy of temporarily vacant units, and for any unforeseen contingencies which could not be identified prior to direct personal surveys.

Most of the households reside on Billerica Street, with a smaller number on Lomasney Way, and the smallest number on Nashua Street. Several Billerica Street families have lived there for thirty years or more. Ten or twelve more households have resided there for at least twenty years.

There are a significant number of older residents in this small area. It is estimated that nearly 30% of the total households have one or more members aged 62 or over, with many considerably older than the Federal definition of elderly. This includes six owner-occupants.

The area is primarily non-minority, with minority occupancy estimated to be under 5%. There are a variety of ethnic groups reflected with Italian, Irish, and Polish surnames most frequent, particularly among older residents.

Occupational information indicates that it is a moderate income area. The primary type of occupation for those not retired seems to fall within the clerk-administrative and restaurant-related job categories.

The size of apartments are generally small, with the majority having not more than two bedrooms. Rents are lower than those now available in the private market in the North End, West End and on Beacon Hill. (A recent offering on Billerica Street cited a studio for \$165 and a one-bedroom unit for \$220.) Despite its convenient location, the lower rents of the area may be attributable to the size and age of the buildings and its comparative isolation within a non-residential section surrounded by heavily used streets and transit systems.

Important changes have occurred since the 1950's which will greatly benefit the families, individuals, and businesses who would be affected by the North Station project.

The first is the availability of far more substantial relocation payments designed to cover and defray all necessary relocation costs for displaced households. Briefly those payments include:

Moving Payments - Fixed amounts ranging from \$260 to \$500 depending upon number of rooms occupied, or actual moving costs.

Replacement Housing Payments:

To Tenants - To cover necessary increased monthly housing costs over a four year period; maximum: \$4,000. May also be utilized for home purchase.

To Owner-Occupants - An amount, up to \$15,000, representing the differential costs of purchasing and occupying another comparable unit.

Even more important is the growing supply of low-moderate income housing in the adjacent Beacon Hill, North End and Waterfront areas, some or all of which are in the Section 8 or other subsidy programs. These include:

West End	Blackstone Apartments (E)	121 Units
	Amy Lowell House (E)	151 Units
Beacon Hill	Anderson Park	64 Units
	Bowdoin Apartments	35 Units
North End	Ausonia House (E)	100 Units
	Paul Revere Courts	31 Units
	Casa Maria (E)	75 Units
Waterfront	Mercantile Building	122 Units

For older residents with strong ties to the area, the Amy Lowell House and the Blackstone development will be very important resources. Many residents from the neighborhood and from the old West End have already been able to move there. When the Blackstone opened in 1978, Authority staff assisted in verifying displacement for some sixty-five former West Enders who then received priority placements.

Households being displaced will be eligible to receive priority consideration for any HUD-assisted housing; this should also facilitate their placement in such units.

For those not eligible or not interested in assisted housing, there is a reasonable supply of private market rental apartments in the surrounding areas, including Beacon Hill, Charles River, and the North End. It seems

clear that full Rental Assistance Payments may be required to help cover those increased rental costs, however. The Rental Assistance Payment could also be used toward a down payment should some displaced tenants wish to purchase. The likelihood of purchasing may be conditioned upon the rate and availability of mortgage financing, however.

Present owner-occupants wishing to repurchase should be able to do so. The combination of their Authority acquisition payment and a potential Replacement Housing Payment of up to \$15,000 should make this financially feasible. Purchase and occupancy of three or four-unit buildings might require moving to other neighborhoods in Boston since the supply of such buildings in the areas adjacent to North Station is both limited and costly. Family Relocation staff will work closely with homeowners and all households in accordance with their expressed preferences as to area and type of housing.

No other residential displacement by other governmental action has been identified for this area at this time, thus avoiding any additional publicly-engendered demand for the resources cited above.

2.3.4.3 Business Relocation

A personal interview survey of the businesses in Parcels 1 and 1A has not been conducted as of this date; however, this will be done shortly. As a result of a tour of the area and from information derived from the Polk Directory, there appears to be fourteen (14) businesses and seven (7) outdoor advertising displays due to be displaced due to acquisition.

Included in the fourteen (14) firms are four parking lots, two restaurant/ bars, two small antique shops and six other small stores consisting of retail and office space.

At the time of the survey, a letter will be distributed to the businesses explaining that the purpose of the visit is merely to conduct a survey and that no action on their part will be necessary until a final urban renewal plan has been drawn and approved by the City Council, the Mayor, and the Department of Community Affairs.

A statement which describes the payments and services which will be available to displaced firms will be distributed at a later date.

The total amount of space presently occupied by the ten ground floor firms is approximately 12,000 square feet.

A walking tour of the streets in the immediate vicinity of North Station, namely Canal, Portland and Friend Streets, which will not be affected by the project, as well as conversations with real estate brokers in the area indicates that there is over 23,000 square feet of ground floor space presently available which could be utilized by the displaced firms. Due to the fact that this space is similar in nature to that being acquired and is in the immediate area, it is reasonable to assume that the cost per square foot for the new space would be comparable to the old. As there are no other active projects underway in the area at this time, it is not expected that there will be competing demands for commercial or retail locations.

2.3.4.4 Estimated Relocation Costs

Administrative costs will be borne by the Boston Redevelopment Authority. Family and Business Relocation staff will be assigned in accordance with the needs of residents and businesses.

Estimated expenditures for relocation payments and relative costs have been tentatively set somewhat high but may be revised after direct surveys are carried out. Current estimates are:

I. Residential Relocation		\$ 370,000
Relocation Moving Payments	\$ 32,000	
Replacement Housing Payments to Tenants	\$ 218,000	
Replacement Housing Payments to Owner-Occupants	\$ 120,000	
II. Business Relocation		\$ 770,000
Actual Reasonable Moving Expenses and/or Direct Loss of Personal Property	\$ 266,000	
Search Costs	\$ 4,000	
Payment in Lieu of Moving	\$ 50,000	
Possible Relocation Costs Associated with Boston Garden	\$ 450,000	
III. Total Estimated Relocation Expenditures		\$1,140,000

2.3.4.5 ATTACHMENTS

(To be included for submission to the Bureau of Relocation
but not presently attached)

I. List of all site occupants to be displaced.

II. Residential Relocation Guide.

III. Business Relocation Guide.

2.3.5 Redeveloper's Obligations

2.3.5.1 Applicability

The provisions of this chapter shall apply upon disposition by the Boston Redevelopment Authority to all property to be acquired by the Boston Redevelopment Authority within the Project Area and shall be implemented by appropriate covenants and provisions in disposition documents.

2.3.5.2 Compliance with Plan

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

2.3.5.3 Design Review

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

In order to assure compliance with the specific controls and design objectives set forth in this Plan and as more specifically set forth in disposition documents, the Boston Redevelopment Authority shall establish design review procedures and evaluate the quality and appropriateness of development and rehabilitation proposals with reference to the design objectives and requirements set forth in this Plan and in the disposition documents. The procedures will be instituted so as to provide for a continuing review in order to achieve the best in urban design for the City.

2.3.5.4 General Obligations

The Boston Redevelopment Authority shall obligate developers and purchasers of land in the Project Area, and their successors and assigns, by covenants and conditions running with land or other appropriate means, subject to further provisions made by the Boston Redevelopment Authority for reasonable action in the event of default or noncompliance by such developers and purchasers:

1. To devote, develop or otherwise use such land only for the purpose and in the manner stated in the Plan and/or in applicable disposition documents and approved architectural developments.
2. To comply with such terms and conditions relating to the use and maintenance of such land and improvements thereon as in the opinion of the Authority are necessary to carry out the purpose and objectives of the Plan, of Chapter 121 of the Massachusetts General Laws, as amended, and of Title I of the Housing Act of 1949, as amended.
3. To commence, execute and complete construction and improvements in accordance with reasonable time schedules as determined and established by the Authority.
4. To give preference in the selection of tenants for commercial or residential space built in the Project Area, to the maximum extent practicable, to business firms or residential tenants displaced from the Project Area because of clearance, redevelopment and rehabilitation activities, who desire to occupy such space and who will be able to pay rents equal to the rents charged other business firms or residential tenants for similar or comparable space built as part of the same redevelopment.
5. To devote 1% of construction cost to works of art in accordance with policies established by the Authority.

2.3.5.5 Disposition by Developer

The developer shall not dispose of all or part of his interest within the Project Area without the consent of the Boston Redevelopment Authority until the full completion by the developer of all improvements required by and in conformity with the terms and conditions of both the Urban Renewal Plan and the Development Proposal submitted

to and approved by the Boston Redevelopment Authority on the basis of this Urban Renewal Plan; provided, however, that all or any part of such interest may be disposed of prior to full completion of such improvements upon written consent of the Boston Redevelopment Authority, which consent shall not be granted except under conditions that will prevent speculation, protect the interest of the Boston Redevelopment Authority and the City of Boston, and affect compliance with and achieve the objectives of Chapter 121 and, if applicable, Chapter 121A of the Massachusetts General Laws, as amended.

2.3.6 Non-Discrimination Provisions

All property and all transactions affecting or respecting the installation, construction, reconstruction, maintenance, rehabilitation, use, development, sale, conveyance, leasing, management, or occupancy of real property within the Project Area shall be subject to the applicable provisions of Chapter 151B of the Massachusetts General Laws, and amendments thereto, and to all other applicable federal, state, and local laws prohibiting discrimination or segregation by reason of race, color, sex, religion, or national origin.

2.3.7 Relation of Plan to Local Objectives

The Urban Renewal Plan is in conformity with the General Plan 1965/1975 for the City of Boston and the Regional Core, as adopted by the Boston Redevelopment Authority in March 1965. The Urban Renewal Plan conforms to the General Neighborhood Renewal Plan for Downtown, as adopted by the Authority in March 1967, and the Central Business District Plan, approved in June 1967.

The plan conforms with objectives stated in two other urban renewal plans, Government Center and the West End/Charles River Park. In addition, the plan is an outgrowth of New Directions for North Station, BRA, 1977, Development Plan for North Station, 1979, by Moshe Safdie and Associates for BRA, and Commercial Area Revitalization District Plan: North Station, BRA, 1979. Copies of these are attached.

2.3.8 Modification and Termination

2.3.8.1 Modification

The Urban Renewal Plan may be modified at any time by the Boston Redevelopment Authority provided that, if the general requirements, controls, or restrictions applicable to any part of the Project Area shall be modified after the lease or sale of such part, the modification is consented to by the Developer or Developers or such part or their successors and assigns. Where proposed modifications will substantially or materially alter or change the Plan, the modification must be approved by the Boston City Council and the State Department of Community Affairs.

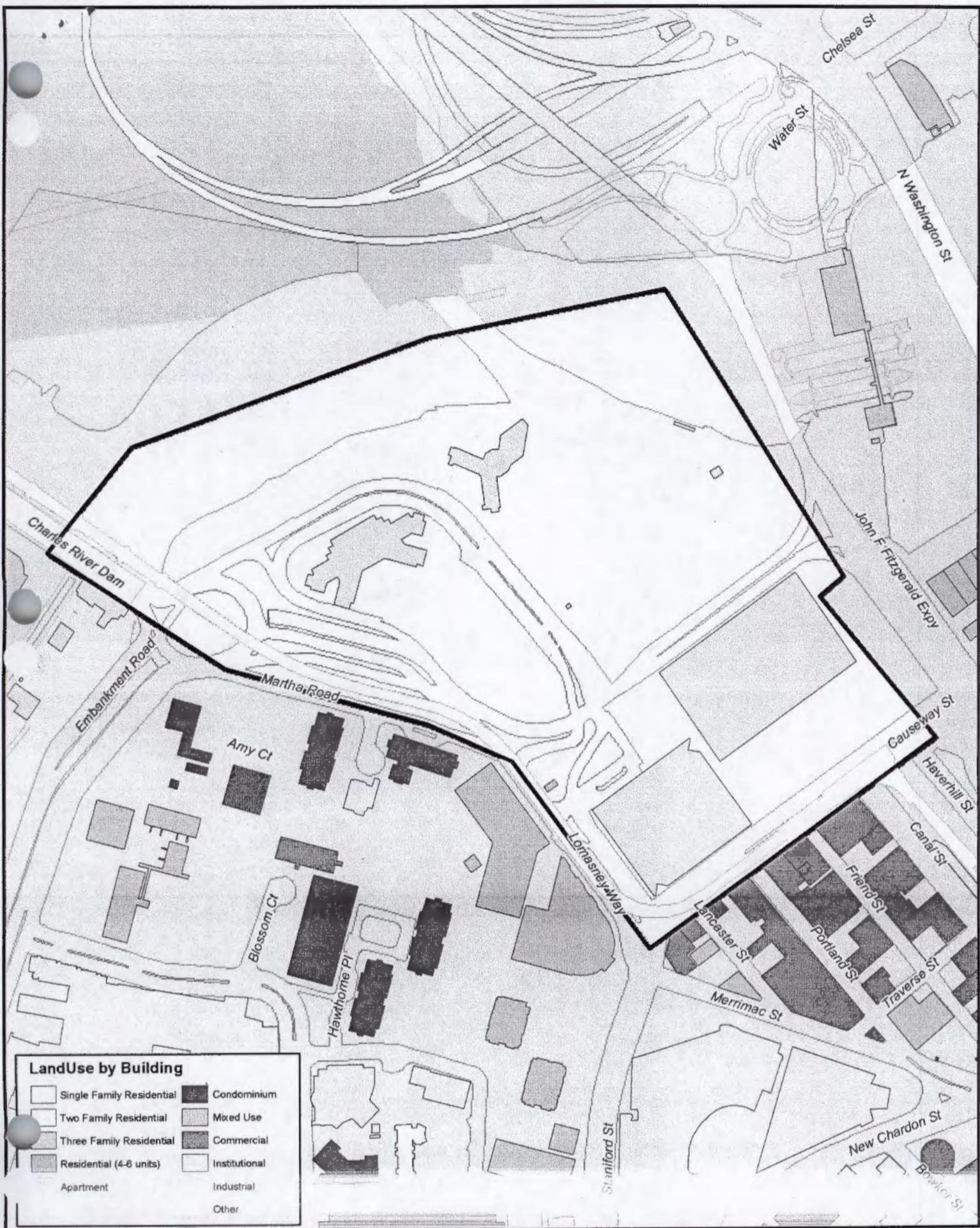
2.3.8.2 Termination

This Urban Renewal Plan shall be in full force and effect for a period of forty (40) years from the date of approval of the Plan by the City Council of the City of Boston.

AMENDMENTS TO NORTH STATION URBAN RENEWAL PLAN

<u>Document No.</u>	<u>Date</u>	<u>Parcel</u>
3969	7/31/80	Designation of Sub Area II of the Plan

Listing updated: November 26, 2002



Land Use by Building

Single Family Residential	Condominium
Two Family Residential	Mixed Use
Three Family Residential	Commercial
Residential (4-6 units)	Institutional
Apartment	Industrial
	Other

North Station Urban Renewal Area

