

**PARK PLAZA**  
**URBAN RENEWAL PROJECT**

**URBAN RENEWAL PLAN**

**BOSTON REDEVELOPMENT AUTHORITY**

**Amended May, 1977**

PARK PLAZA URBAN RENEWAL PROJECT  
BOSTON REDEVELOPMENT AUTHORITY

FINAL PROJECT REPORT  
URBAN RENEWAL PLAN

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TABLE OF CONTENTS

---

	<i>Page</i>
A. DESCRIPTION OF PROJECT	1
1. Project Boundary Map	1
2. Project Boundary Description	1
B. PLAN OBJECTIVES	4
1. Basic Objectives	4
2. Planning Objectives	4
3. Building Design Objectives	5
C. PROPOSED RENEWAL ACTIONS	6
1. Proposed Types of Renewal Actions	6
2. Clearance and Redevelopment Activities	6
3. Rehabilitation Activities	6
4. Public Improvements	6
D. PROPERTY TO BE ACQUIRED	8
1. Identification	8
2. Conditions for Stage II Acquisition	8
E. INTERIM USE OF ACQUIRED PROPERTY	9

	<i>Page</i>
F. LAND USE AND BUILDING REQUIREMENTS	10
1. Land Use Plan	10
2. Land Use and Building Requirements	10
3. Land Use	14
4. Land Use and Building Requirements for Disposition Parcels	14
G. REHABILITATION	23
H. REDEVELOPER'S OBLIGATIONS	24
1. Applicability of This Section	24
2. Compliance with Plan	24
3. Design Review	24
4. General Obligations	25
5. Disposition by Redeveloper	25
I. ZONING CHANGES	27
J. RELATION OF PLAN TO LOCAL OBJECTIVES	28
1. Conformity with General Plan	28
2. Relationship to Definite Local Objectives	28
K. NONDISCRIMINATION PROVISIONS	30
L. RELOCATION	31
1. Extent of Reloeation	31
2. Availability of Relocation Resources	31
3. Relocation Program	32
4. Relocation Payments	33
M. MODIFICATION AND TERMINATION	34
1. Plan Modification or Amendment	34
2. Termination	34

PARK PLAZA URBAN RENEWAL PROJECT  
BOSTON REDEVELOPMENT AUTHORITY

FINAL PROJECT REPORT  
URBAN RENEWAL PLAN

---

A. DESCRIPTION OF PROJECT

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**1. Project Boundary Map**

The Project Boundary is shown on Map No. 1, PROJECT BOUNDARY MAP.

**2. Project Boundary Description**

The Project Area is bounded and described as follows:

Beginning at the intersection of the southerly sideline of Beach Street and the easterly sideline of Knapp Street;

Thence running in a generally southerly direction along said easterly sideline of Knapp Street to a point, said point being the intersection of the centerline of Kneeland Street and the easterly sideline of Knapp Street extended thereto;

Thence turning and running in a generally westerly direction along the centerlines of Kneeland Street and Stuart Street to a point, said point being the intersection of the centerline of Stuart Street and the westerly sideline of Arlington Street;

Thence turning and running in a generally northerly direction along said westerly sideline of Arlington Street to a point, said point being the intersection of the westerly sideline of Arlington Street and the northerly sideline of Boylston Street;

Thence turning and running in a generally easterly direction along said northerly sideline of Boylston Street to a point, said point being the intersection of the northerly sideline of Boylston Street and the westerly sideline of Bumstead Court;

Thence turning and running in a generally southerly direction across Boylston Street along an extension of said westerly sideline of Bumstead Court to a point in the southerly sideline of Boylston Street;

Thence turning and running in a generally easterly direction along said southerly sideline of Boylston Street to a point, said point being the intersection of the easterly sideline of Washington Street and the southerly sideline of Boylston Street extended thereto;

Thence turning and running in a generally northerly direction along said easterly sideline of Washington Street to a point, said point being the intersection of the easterly sideline of Washington Street and the northerly sideline of Essex Street;

Thence turning and running in a generally easterly direction along said northerly sideline of Essex Street (past Harrison Avenue Extension) to a point, said point being the intersection of the northerly sideline of Essex Street and the easterly sideline of Harrison Avenue extended thereto;

Thence turning and running in a generally southerly direction along said easterly sideline of Harrison Avenue to a point, said point being the intersection of the easterly sideline of Harrison Avenue and the northerly property line of 19-25 Harrison Avenue extended thereto;

Thence turning and running in a generally westerly direction across Harrison Avenue along said extension of the northerly property line of 19-25 Harrison Avenue to a point in the westerly sideline of Harrison Avenue;

Thence turning and running in a generally southerly direction along said westerly sideline of Harrison Avenue to a point, said point being the intersection of the westerly sideline of Harrison Avenue and the northerly sideline of Beach Street;

Thence turning and running in a generally westerly direction along said northerly sideline of Beach Street to a point, said point being the intersection of the northerly sideline of Beach Street and the westerly property line of 27-39 Harrison Avenue;

Thence turning and running in a generally southerly direction across Beach Street along an extension of said westerly property line of 27-39 Harrison Avenue to a point in the southerly sideline of Beach Street;

Thence turning and running in a generally westerly direction along said southerly sideline of Beach Street to the point of beginning, said point being the intersection of the southerly sideline of Beach Street and the easterly sideline of Knapp Street;

Excluding, however, the structures at 19-25 Harrison Avenue and 27-39 Harrison Avenue.

As soon as construction begins on A-1, the Authority will immediately advertise for the redevelopment of Parcels D and E. Unless the Authority shall have selected a Developer for Parcels D and E within 3 years from the date of approval of this plan, Parcels D and E shall no longer be considered to be part of the Park Plaza Project Area.

PARK PLAZA URBAN RENEWAL PROJECT  
BOSTON REDEVELOPMENT AUTHORITY

FINAL PROJECT REPORT  
URBAN RENEWAL PLAN

---

**B. PLAN OBJECTIVES**

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**1. Basic Objectives**

The basic objectives of the Park Plaza Urban Renewal Plan are:

- a. To provide a new "intown" residential community in the heart of the city.
- b. To provide a higher economic use to replace an existing under-utilized area.
- c. To eliminate blighted conditions.
- d. To increase the tax revenue by a more intensive development of the area.
- e. To prevent the haphazard redevelopment of this important sector of Boston which would occur through unplanned renewal based upon the present street layout and pattern of privately-owned parcels.

**2. Planning Objectives**

Planning objectives include the following:

- a. To provide a lively mixture of mutually reinforcing uses with emphasis on residential and daytime plus evening activity.
- b. To carefully integrate, as to scale and activity, the new development with the surrounding areas — especially in the relationship of the buildings and uses along Boylston Street to the adjacent Boston Common and Public Garden.
- c. To provide multilevel attractive and continuous pedestrian areas through the Project with maximum separation between vehicular

and pedestrian movements and convenient interfacing with other transportation modes (transit, taxi, auto, pedestrian).

- d. To eliminate excess and confusing roadways and replace them with an efficient, safe, and adequate new road system based on the overall proposed downtown traffic plan.

### **3. Building Design Objectives**

The general design objectives are:

- a. To create multi-use new structures, with the lower elements built close to the street lines so as to maintain the urban character.
- b. To build with materials whose color and scale relate well to the existing Boston architecture of Back Bay, Beacon Hill, and Bay Village.
- c. To create a new and pleasant environment within the public and semipublic areas to maximize the use of such areas and add a new dimension to the downtown commercial and entertainment areas.



PARK PLAZA URBAN RENEWAL PROJECT  
BOSTON REDEVELOPMENT AUTHORITY

FINAL PROJECT REPORT  
URBAN RENEWAL PLAN

---

C. PROPOSED RENEWAL ACTIONS

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**1. Proposed Types of Renewal Actions**

The proposed types of renewal actions within the Project Area will consist of clearance and redevelopment activity and provision of public improvements, rights-of-way, and utility adjustments.

**2. Clearance and Redevelopment Activities**

Clearance and redevelopment activities include:

- a. The acquisition of real property;
- b. The relocation of the occupants thereof;
- c. The clearance of land and buildings;
- d. The installation, construction, and reconstruction of improvements;
- e. The disposition of land for uses in accordance with the land use and building requirements and other provisions of the Urban Renewal Plan; and
- f. Design review and enforcement of provisions of Land Disposition Agreements.

**3. Rehabilitation Activities**

There are no rehabilitation activities contemplated within the Project Area.

**4. Public Improvements**

Public improvements may include, as necessary, the abandonment, provision, improvement, extension, construction, reconstruction, and

installation of rights-of-way, streets, landscaped open spaces, new tree plantings, and public utilities, such as water, sewers, traffic and street lighting systems, and police and fire communications systems located in public rights-of-way, in order to carry out the objectives of the Urban Renewal Plan, substantially as described in the Park Plaza Final Supplemental Environmental Impact Report.

PARK PLAZA URBAN RENEWAL PROJECT  
BOSTON REDEVELOPMENT AUTHORITY

FINAL PROJECT REPORT  
URBAN RENEWAL PLAN

---

D. PROPERTY TO BE ACQUIRED

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**1. Identification**

Properties to be acquired by the Boston Redevelopment Authority in Stage I (Disposition Parcels 1, 2, and 3), sometimes referred to in the aggregate as A, B, and C, of the Project Area are shown on Map No. 3, LAND ACQUISITION MAP, and identified on Map No. 5, OWNERSHIP DATA MAP.

**2. Conditions for Stage II Acquisition**

Prior to any action by the Authority toward acquiring properties within Stage 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 Stage II, which plans shall be in at least as much detail as those provided to the Council in respect to Stage I, and shall likewise comply with the Requirements of Chapter 79A of the Massachusetts General Laws, as amended.

PARK PLAZA URBAN RENEWAL PROJECT  
BOSTON REDEVELOPMENT AUTHORITY

FINAL PROJECT REPORT  
URBAN RENEWAL PLAN

---

E. INTERIM USE OF ACQUIRED PROPERTY

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The Boston Redevelopment Authority may devote property acquired under the provisions of the Urban Renewal Plan to temporary use prior to the time such property is needed for development. Such uses may include, but are not limited to, project office facilities, relocation purposes, public transportation, or recreation, all in accordance with such standards, controls, and regulations as the Authority may deem appropriate. However, it is the intention of the Authority to proceed on a schedule of acquisition, relocation, and demolition which is directly related to the timing for commencement of construction and thereby to minimize the amount of land which could be utilized for interim uses. Such interim uses may not be continued more than six months beyond the completion of all demolition on the site without the approval of the Director of the Boston Redevelopment Authority. No interim use of any acquired parcel for parking shall be made except for

- (a) those parcels which at the time of adoption of the Plan are used for parking;
- (b) areas needed to provide parking for construction activities.

PARK PLAZA URBAN RENEWAL PROJECT  
BOSTON REDEVELOPMENT AUTHORITY

FINAL PROJECT REPORT  
URBAN RENEWAL PLAN

---

F. LAND USE AND BUILDING REQUIREMENTS

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**1. Land Use Plan**

The use of land in the Project Area shall be in accordance with the permitted uses as shown on Map No. 6, LAND DISPOSAL MAP.

**2. Land Use and Building Requirements**

**a. General**

- (1) The use and development of land and improvements shall be in accordance with the requirements of this Section of the Plan.
- (2) The Boston Redevelopment Authority may subdivide disposition parcels as appropriate. In the event of subdivision, the permitted uses will be applicable to subparcels and parking requirements will be divided as appropriate.
- (3) The provisions of this Section shall apply to all disposition parcels unless specifically excepted.
- (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.

**b. 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.

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

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

(3) **Arcade**

A substantial area of a building which is open to public access for right-of-way purposes.

(4) **Pedestrian Easement**

For the purpose of this Plan, "pedestrian easement" means the provision of public pedestrian access subject to reasonable regulations and security and does not mean the creation of a right-of-way in the technical sense.

c. **Building Requirements and Restrictions**

(1) **Landscaping and Screening**

All open areas must be suitably landscaped so as to provide a visually attractive environment.

(2) **Off-Street Loading**

NUMBER OF BAYS REQUIRED BY GROSS FLOOR  
AREA OF STRUCTURES

Gross Floor Area (in thousands of square feet)	Office and General Commercial		Retail and Wholesale	
	36' min.	25' min.	36' min.	25' min.
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 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 provisions that require a truck to back up into traffic to get in or out of a loading dock are expressly prohibited.

**d. Other On-Site Improvements**

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 Project Area.

**e. Sign Control**

Signs within the Project Area shall be restricted to an identification of the use of and goods available on the premises. All signs must be suitably integrated with the architectural design of the structure which they identify. No signs or advertising shall be placed on the exterior facade on or above the floor level of the third floor of any structure. No sign shall project above the roof of the structure on which it is mounted. The size, design, location, and number of signs, the placement or replacement of any sign, or any exceptions to the above controls shall be subject to the approval of the Authority and any other body charged at the time with the control of outdoor advertising.

**f. 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 in Item 4 of this Section.

**g. Subway Facilities**

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



**h. 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.

**i. Provisions for Handicapped Persons**

All new buildings and facilities in the Project Area shall be so designed that persons in wheelchairs can enter, travel about, and leave the building in a convenient manner without obstruction.

**3. Land Use**

The Project Area shall generally be devoted to residential, hotel, office, parking and commercial uses. Specific uses for each parcel are set forth in Item 4 of this Section. 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 on an adjoining parcel.

**4. Land Use and Building Requirements for Disposition Parcels\***

**PARCEL 1**

**Arlington/Hadassah Subparcel of Parcel 1**

**Permitted Uses**

Commercial, office, residential, hotel, entertainment, open space and cultural.

Parking permitted below grade only.

**Height**

85' maximum for 50' depth from property line along Boylston Street and 130' maximum on the remainder of the site.

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\* The specific parcels described in this section are shown by number on the Land Disposal Map (Map No. 6)

**Vehicular Access**

No curb cuts are permitted if access for servicing or parking is provided and is feasible at subgrade from either the Plaza or Hadassah/Charles subparcels. If no such access is feasible then the necessary access and servicing shall be provided from the Providence Street area and in accordance with the provisions of Section F.2.c.(2) of this Plan.

**Other Requirements**

Forty-five foot pedestrian, vehicular and utility easement along the Hadassah Way alignment.

Direct linkage of peripheral arcades to those included within redevelopment of abutting parcel.

Provide weather protected connection from development to the Arlington Street subway. This connection shall link the station to the arcade system required around the grade level periphery of the redeveloped buildings.

**Hadassah/Charles Subparcel of Parcel 1****Permitted Uses**

Commercial, residential, hotel, entertainment, open space and cultural.

Parking permitted below grade only.

**Height**

130' maximum for 75' depth from property line along Boylston Street to Hadassah Way and 155' maximum on remainder of site.

**Vehicular Access**

Possible hotel drop-off along or from Boylston Street or Hadassah Way. No additional curb cuts or access shall be permitted if adequate access for servicing or parking is provided at subgrade from other parcels. If no such access is provided, then the necessary access and servicing shall be provided from

Providence Street and/or Hadassah Way in accordance with the provisions of Section F.2.c.(2). All efforts shall be made to avoid any curb cut along Charles Street, although such action will be considered in the event it is the only feasible means of providing the necessary service.

## **PARCEL 2**

### **Park Square Subparcel of Parcel 2**

#### **Permitted Uses**

Commercial, residential, office, hotel, entertainment, open space, cultural and parking.

#### **Height**

300' maximum for residential use, 250' for office use, and 125' for parking.

#### **Vehicular Access**

If no access can be linked to and combined with abutting sub-parcels, then access to servicing shall be provided from Charles Street in accordance with the provisions of Section F.2.c.(2).

### **Church/Charles Subparcel of Parcel 2**

#### **Permitted Uses**

Commercial, residential, office, hotel, entertainment, open space, cultural and parking.

#### **Height**

125' maximum.

#### **Vehicular Access**

From Stuart and Charles Streets, but not within 40' of an intersection. Access to be linked and combined with abutting sub-parcel and Statler Hilton access and also with any subgrade service access serving the project area or a portion thereof.

**Other Requirements**

Every reasonable effort shall be made to include a car rental agency in the first floor of any redevelopment on this parcel.

**PARCEL 3****Charles/Tremont Subparcel of Parcel 3****Permitted Uses**

Commercial, residential, office, hotel, entertainment, open space, cultural and parking.

Every effort should be made to retain the existing Saxon Theater. If the Saxon Theater should be acquired and demolished, a replacement facility of its kind shall be provided in the new development and the existing facade retained. Parking permitted below grade only.

**Height**

145' maximum except for:

- 100' maximum north of a line 50' south of and parallel to the southern boundary of Townsend Place and its projection, *or* if the development should directly abut the 2 Park Square building, the 100' height may be from the southern boundary of Townsend Place and its projection.
- Every effort shall be made to respect the 125' cornice line along Tremont Street.

**Vehicular Access**

From Allen's Alley, Stuart Street and Charles Street, but not within 40' of an intersection.

**Other Requirements**

Pedestrian easement along the Boylston Place/Warrenton Street alignment and with a minimum width of 45'.

A significant area of public open space which shall be designed in such a way to obviate any adverse environmental effects such

as constant shadowing. This space shall be contiguous with the Boylston Place/Warrenton Street easement and shall be connected by a pedestrian easement to New Charles Street.

Every effort shall be made to:

- (1) Investigate the possibility of coordinating construction with a utilities tunnel in Stuart Street which could include a common party wall and access through redevelopment basement.
- (2) Allow for possible subway easement along Stuart Street.
- (3) Make available a proportion of the available parking spaces to be constructed for evening use of theater patrons.
- (4) Make allowances for express and turnpike bus waiting areas abutting Stuart Street; should such buses be provided, pull-off space could be within the neckdown lane of Stuart Street.

#### **Piano Row/Boylston Place Subparcel of Parcel 3**

##### **Permitted Uses**

Commercial, residential, office, hotel, entertainment, open space and cultural.

##### **Height**

125' maximum north of a line parallel to and 140' from the Boylston Street property line. 35' maximum for remainder of parcel.

##### **Vehicular Access**

No curb cuts are permitted if access for servicing or parking is provided at subgrade from other parcels. If no such access is provided, then the necessary access and servicing shall be provided from Charles Street but not within 40' of an intersection and in accordance with the provisions of Section F.2.c.(2).

**Other Requirements**

45' pedestrian easement along the Boylston Place alignment.

**PARCEL 4**

In accordance with the requirements of the final approval of the Massachusetts Department of Community Affairs, dated November 23, 1976, an environmental impact report, including building mass, use and location study, will be prepared prior to commencement of development on Parcels 4 and 5.

**Permitted Uses**

Commercial, Residential, Office, Hotel, Entertainment, Open Space, and Cultural.

No parking required.

**Height**

No major structure above 125' at the corner of Boylston and Tremont Streets; 650' maximum on remainder of site.

**F.A.R.**

15.

(A bonus of up to 17 F.A.R. may be permitted if certain desired cultural facilities are provided in the development.)

**Vehicular Access**

From Washington and Stuart Streets, but not within 50' of any intersection.

**Other Requirements**

Pedestrian easements through Parcel 4 from Tremont Street to Washington Street and from the northeast and northwest corners to the center of Parcel 4.

Pedestrian connections to Boylston and Essex Subway Stations.

**PARCEL 5**

**Permitted Uses**

Commercial, Office, Residential, Hotel, Entertainment, and Parking.

**Height**

450' maximum.

**F.A.R.**

15.

**Vehicular Access**

From Beach, Essex, and Knapp Streets and Harrison Avenue.

**Other Requirements**

Pedestrian easement at grade along existing Beach Street r.o.w. within Parcel 5.

Pedestrian connections to Essex Subway Station.

**PARCEL A**

Parcels A and B are not within the area for public acquisition. These controls apply to any redevelopment of these sites whether assembled by abutters or other parties. If Parcel A or B is subdivided or redeveloped in stages, the controls apply to any and all portions of the site. If the Colonial Theatre is to be demolished, a replacement facility of its kind must be provided in the new development or in a location acceptable to the Boston Redevelopment Authority.

**Permitted Uses**

Commercial, Hotel, Office, Residential, Entertainment, Cultural, Open Space, and Parking.

**Height**

300' maximum.

**Vehicular Access**

From Arlington, Providence, Hadassah and Stuart Streets, but not within 40' of an intersection. Any service roads between Arlington and Stuart Streets are to be so designed as not to allow a public vehicular throughway.

Hotel drop-off shall be from Providence and Stuart Streets. A maximum of two curb cuts (one entry and one exit) shall be permitted from each street and one curb cut from Arlington Street. No curb cut shall be permitted within 40' of an intersection.

No drop-offs shall be permitted along the curbs of Arlington and Stuart Streets unless the above provisions are shown to be clearly infeasible.

Servicing shall be at subgrade.

**Other Requirements**

45' pedestrian easement along the Church/Hadassah Street alignment.

**PARCEL B**

Parcels A and B are not within the area for public acquisition. These controls apply to any redevelopment of these sites whether assembled by abutters or other parties. If Parcel A or B is subdivided or redeveloped in stages, the controls apply to any and all portions of the site. If the Colonial Theatre is to be demolished, a replacement facility of its kind must be provided in the new development or in a location acceptable to the Boston Redevelopment Authority.

**Permitted Uses**

Commercial, Residential, Office, Hotel, Entertainment, Cultural, and Open Space.

**Height**

125' maximum.



**F.A.R.**

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**Vehicular Access**

Through Parcel 3 or, if that cannot be achieved, from Tremont Street.

**Other Requirements**

Access to the Boylston Subway Station complex.

PARK PLAZA URBAN RENEWAL PROJECT  
BOSTON REDEVELOPMENT AUTHORITY

FINAL PROJECT REPORT  
URBAN RENEWAL PLAN

---

G. REHABILITATION

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All structures within the Project Area are to be demolished, with the exception of:

Statler Hilton Hotel

Statler Office Building

80 Boylston Street (Little Building)

100 Boylston Street (Colonial Building)

120 Boylston Street (Walker Building)

and any other structures located on properties that are not designated for acquisition on Map No. 3 (except the Motor Mart Garage which may be acquired and rehabilitated).

The present uses of these structures are in keeping with the Project Plan, and the buildings must be maintained in accordance with the Zoning and Building Codes of the City of Boston.

PARK PLAZA URBAN RENEWAL PROJECT  
BOSTON REDEVELOPMENT AUTHORITY

FINAL PROJECT REPORT  
URBAN RENEWAL PLAN

---

H. REDEVELOPER'S OBLIGATIONS

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**1. Applicability of this Section**

The provisions of this Section shall apply to each parcel acquired upon its disposition and shall be implemented by appropriate covenants and provisions in disposition documents.

**2. Compliance with Plan**

Redevelopment of the land in the Project Area shall be made subject to the regulations and controls set forth in this Urban Renewal Plan. The purpose of such regulations and controls is to assure that the redevelopment of land within the Project Area will conform to the planning and design objectives of the Urban Renewal Plan. It is therefore the obligation of all redevelopers not only to comply with these regulations and controls but also to familiarize themselves with the overall Urban Renewal Plan and to prepare redevelopment proposals which conform to the Plan.

**3. Design Review**

All redevelopment and all improvement proposals will be subject to the standard Design Review process and approval by the Boston Redevelopment Authority prior to land disposition and/or prior to the commencement of construction.

In addition to assuring compliance with the specific controls set forth in this Plan and more specifically set forth in disposition documents, the Authority will establish design review procedures and will evaluate the quality and appropriateness of redevelopment proposals with

reference to the design objectives and requirements set forth in this Plan and in the disposition documents.

#### **4. General Obligations**

The Authority shall obligate redevelopers and purchasers of land in the Project Area, and their successors and assigns, by covenants and conditions running with the land or other appropriate means providing for reasonable action in the event of default or noncompliance by such redevelopers and purchasers:

- a. To devote, develop, or otherwise use such land only for the purpose and in the manner stated in the Plan;
- b. 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 and of the relevant provisions of the Massachusetts General Laws;
- c. To commence, execute, and complete construction and improvements in accordance with reasonable time schedules as determined, agreed on, and established by the Authority;
- d. To give preference in the selection of tenants for commercial space built in the Project Area to persons who are displaced from such area or from other areas on account of action taken pursuant to Urban Renewal Plans and who desire to rent such commercial space and will be able to pay rents or prices equal to rents or prices charged other tenants for similar or comparable space built as a part of the same redevelopment.
- e. To devote 1% of construction cost to beautify the Boston Common and the Public Garden and to works of art in accordance with policies established by the Authority.

#### **5. Disposition by Redeveloper**

The redeveloper shall not dispose of all or part of his interest in a disposition parcel within the Project Area without the written con-

sent of the Boston Redevelopment Authority until the full completion by the redeveloper of all improvements required by and in conformity with the terms and conditions both of the Urban Renewal Plan and of the Land Disposition Agreement entered into between the redeveloper and the Authority. The Boston Redevelopment Authority may in granting such consent impose conditions that will, among other things, prevent speculation, protect the interest of the Boston Redevelopment Authority and the City of Boston, and effect compliance with and achieve the objectives of Chapter 121B and, where applicable, Chapter 121A of the Massachusetts General Laws, and amendments thereto.

PARK PLAZA URBAN RENEWAL PROJECT  
BOSTON REDEVELOPMENT AUTHORITY

FINAL PROJECT REPORT  
URBAN RENEWAL PLAN

---

I. ZONING

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The present zoning is primarily B-10, with a portion adjacent to Stuart and Kneeland Streets zoned as B-8.

PARK PLAZA URBAN RENEWAL PROJECT  
BOSTON REDEVELOPMENT AUTHORITY

FINAL PROJECT REPORT  
URBAN RENEWAL PLAN

---

J. RELATION OF PLAN TO LOCAL OBJECTIVES

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**1. Conformity with General Plan**

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 also 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.

**2. Relationship to Definite Local Objectives**

**a. Land Use**

The development as proposed will provide a new intown community. These apartments will help to reinforce the present downtown neighborhoods such as Bay Village, Chinatown, Back Bay, and Beacon Hill. The hotel, office, and retail activities will fill in the commercial gap between Downtown and Back Bay, adding new economic life for the entire core area. Also, provision of high quality, modern cultural and entertainment facilities will upgrade the evening and convention centers and extend the use of this portion of Downtown into a sixteen-hour day.

- b. The clarification of the street pattern and the separation between the major flows of pedestrian and vehicular traffic, plus the development of off-street servicing areas, will greatly improve the quality as well as the safety of the Project Area.

**c. Improvement of Public Utilities**

The Urban Renewal Plan includes the provision for the relocation, abandonment, or replacement of all existing public utilities where necessitated by the development proposals. Such relocation or replacement shall be done in conformity with local standards.

**d. Recreational and Community Facilities**

A primary feature of the Plan is the generous amount of space allocated to public pedestrian areas. These areas will include all-weather multilevel shop-lined arcades connecting the areas outside the Project, as well as the subway stations with the major elements of the new development. Attractive urban plazas bordered by active pedestrian-oriented uses will also be provided in various portions of the Project Area.



PARK PLAZA URBAN RENEWAL PROJECT  
BOSTON REDEVELOPMENT AUTHORITY

FINAL PROJECT REPORT  
URBAN RENEWAL PLAN

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K. NONDISCRIMINATION PROVISIONS

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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.

PARK PLAZA URBAN RENEWAL PROJECT  
BOSTON REDEVELOPMENT AUTHORITY

FINAL PROJECT REPORT  
URBAN RENEWAL PLAN

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L. RELOCATION

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1. Extent of Relocation

a. Family Relocation

There are approximately 282 persons located within the Project Area. A total of 33 persons representing a maximum of 29 households reside in the Stage I area (Parcels 1, 2 and 3). Most of the residents in the Stage I area appear to be single individuals; there appear to be four married couples. Approximately one-third of these residents have lived in their present unit for less than eighteen months. The median age of these individuals is twenty-seven years. All but eight residents appear to be employed with four of the remaining eight listed as students. The occupations range from professional to unskilled.

b. Business Relocation

Approximately 440 businesses are located within the Project Area, of which 255 are in Stage I — Parcels 1, 2 and 3. The major categories of business use are: first floor, retail; upper floor, office and some commercial.

2. Availability of Relocation Resources

a. Family Relocation

A detailed survey will be conducted shortly to determine household size and income, together with the area preferences of those to be displaced in the Stage I area. It is expected that some may be interested in the new housing being constructed in the adjacent

South Cove Urban Renewal Project Area (Mass. Pike Towers and Tai Tung). Family Relocation staff will work with each household in accordance with their particular preferences when relocation becomes necessary.

**b. Business Relocation**

A recent real estate market survey shows 1,102,864 square feet of vacant office space in the Government Center, Financial, Midtown and Back Bay districts. In addition to the existing space, it is estimated that new construction in the South Cove, Waterfront, Fenway and Downtown areas will generate approximately 1,000,000 square feet of new retail space in the next three to four years.

**3. Relocation Program**

**a. Relocation Services — Family**

The Authority will carry out a relocation program through its trained family relocation staff. This will involve surveying each resident to determine his or her housing and area preferences as well as to determine whether any social service or other types of assistance may be needed. Trained rehousing staff will be assigned to make appropriate housing referrals as needed.

**b. Relocation Services — Business**

The Business Relocation Program will be conducted by experienced specialists of the Business Relocation Section. This will include interviewing all businesses to be relocated in order to determine the needs of each business, as well as collecting and making available information regarding suitable relocation space. The staff will also assist each business in every reasonable way in order to effect a successful relocation. Relocation of the businesses will be carried out in an orderly manner through careful staging and close cooperation between the redeveloper and the Business Relocation Section of the Authority. In this manner, it is hoped to minimize the difficulties of relocating the businesses

and, further, to prevent undue hardship to the individual business organizations.

#### **4. Relocation Payments**

##### **a. Family**

The Authority's policy is to make payments in accordance with the highest federal payments available to residents being relocated in urban renewal projects which are in effect at the time of relocation, but in no case will such payments be less than the federal relocation payments to residents in effect on the date the plan is approved by the City Council.

##### **b. Business**

The Authority's policy is to make payments for such items as moving expenses and loss of property in accordance with the highest federal payments available to businesses being relocated in urban renewal projects which are in effect at the time of relocation, but in no case will such payments be less than the federal relocation payments to businesses in effect on the date the plan is approved by the City Council. These benefits will insure that uniform, fair and equitable treatment is afforded to businesses being displaced as a result of the Park Plaza Project.

- c. In the event the total costs of relocation with respect to any parcel developed by Urban, as required by existing federal regulations, exceed those costs which would have prevailed at the time the Authority originally invited bid proposals, the additional costs shall be borne equally by Urban and the City.

PARK PLAZA URBAN RENEWAL PROJECT  
BOSTON REDEVELOPMENT AUTHORITY

FINAL PROJECT REPORT  
URBAN RENEWAL PLAN

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M. MODIFICATION AND TERMINATION

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**1. Plan Modification or Amendment**

This Plan may be adjusted in minor ways from time to time by the Authority, but no substantial change may be made herein without the same state and local approval which would then be required upon submission of a new plan; provided, that any change which increases any prescribed floor area ratio or height limit or which alters the uses prescribed for any parcel shall be deemed to be substantial.

**2. Termination**

The provisions and requirements established in this Urban Renewal Plan shall be maintained in effect for a period of forty (40) years from the date of the original approval of the Urban Renewal Plan by the City Council and the Mayor of the City of Boston, except for Section K, which shall remain in effect for one hundred (100) years from said date.