

WINTER 2010

## Three Neighborhoods Offer Alternate Vision for Stuart Street Area

BY JANET HURWITZ AND JACKIE YESSIAN

The Neighborhood Association of the Back Bay, the Ellis South End Neighborhood Association, and the Bay Village Neighborhood Association have all endorsed a set of urban design and development recommendations for the Stuart Street Study Area written by four of the eight representatives on the Stuart Street Advisory Group (AG). On February 1, the three neighborhood organizations jointly submitted these recommendations as an alternative proposal to the Boston Redevelopment Authority's *Stuart Street Zoning Recommendations* that had been presented to the AG for comment.

The Stuart Street Study Area, roughly bounded by St. James Avenue, Columbus Avenue, Arlington Street, and Dartmouth Street, lies almost completely within the boundaries of NABB as defined in its

Articles of Organization. Many important Boston landmarks define the area, including the New John Hancock Building, the Old Hancock Building and Tower, Copley Square, Trinity Church, the Copley Plaza Hotel, and the Armory Castle.

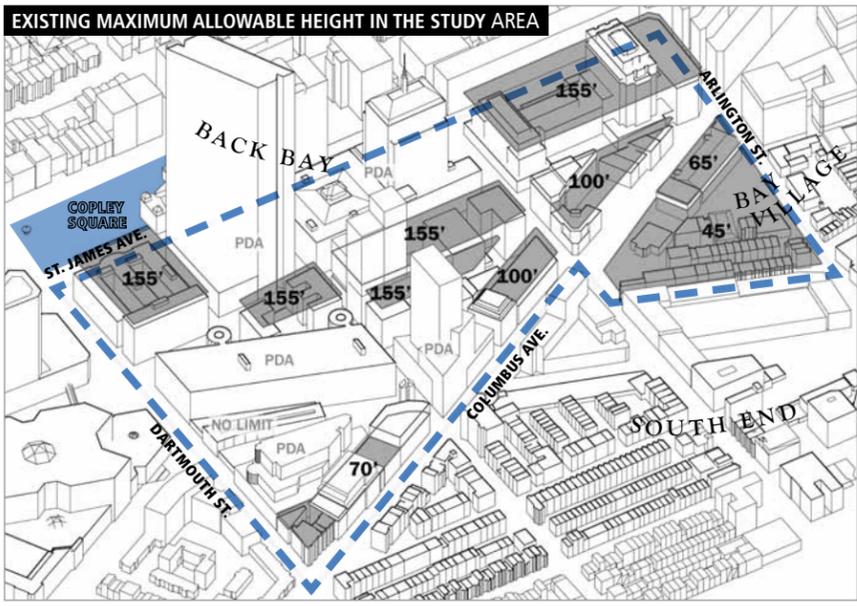
A planning study for this area was first requested in 2005 in a joint letter by a group of neighborhood and business leaders from NABB, Bay Village, Boston Living Center, Back Bay Association, and the Ellis South End. They asked that the study help "create zoning that encourages development that would benefit the long-term interests of the study area, while balancing and protecting the interests of the abutting residential and business area." Impacts on the adjacent neighborhoods' traffic, utility infrastructure, groundwater, wind and shadow, and assets such as important view corridors, as well as the identification

and preservation of historic buildings were all to be considered.

In early 2008 the BRA convened its first Advisory Group meeting with the goal of creating new permanent zoning in the area in a way that responded to the concerns addressed in the 2005 letter. The eight members of the Advisory Group included one representative each from NABB, the Ellis South End, John Hancock, Liberty Mutual, the South End Business Alliance, and the Back Bay Association and two representatives from Bay Village.

In June 2009, after meeting for 18 months—during which time various potential development scenarios were presented to the AG—the BRA presented Draft Zoning Recommendations in which it unilaterally chose the scenario with the greatest height and density and proposed a maximum height

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BOSTON REDEVELOPMENT AUTHORITY MAP. SOURCE: BOSTON ZONING CODE, BASED ON ZONING AND IPOD WHERE APPLICABLE. NABB NEWS LABELING.

## Boston Foundation's Grogan Addresses Annual Meeting

BY PATTI QUINN

Paul S. Grogan, president of The Boston Foundation, delivered some "good news" and some "bad news" about the state of our neighborhood, city, and region at NABB's Annual Meeting last September at the Algonquin Club. As one might expect, however, from the author of *Comeback Cities: A Blueprint for Urban Neighborhood Revival*, both perspectives were accompanied by optimistic recommendations for meeting present and future challenges.

Mr. Grogan helped his audience take the long view from WWII through spreading neighborhood blight and the perils of urban renewal in the 1960s and 70s, to the evolution of a new awareness of "the need to elevate the distinctiveness of urban life." Back Bay has come a long way from being known as "that student slum," to being a vital part of one of the most dynamic cities in the country.

Now that the greater Boston area has "almost" completed the transition from

*continued on page 3*

## Letting the Sun Shine: Rep. Walz Reports on 'Shadow Bill' Progress

NABB NEWS interviewed State Representative Marty Walz on her House Bill 853: *An Act Protecting Certain Public Parks*.

**NABB NEWS:** Briefly explain what the bill will accomplish.

**MARTY WALZ:** The legislation will limit the amount of new shadows that can be cast on the Esplanade, the Commonwealth Avenue Mall, Copley Square Park, Christopher Columbus Park in the North End, the Back Bay Fens, and Magazine Beach Park in Cambridge. Shadows created by buildings that comply with the city's zoning code will be allowed, but the bill would limit shadows cast by buildings that are bigger than zoning allows.

**Don't laws already protect the parks?** Current laws only protect the Boston Common and the Public Garden, not the other parks included in the bill. The City of Boston does not hesitate to grant zoning variances, so without additional protection under state law, there's a high likelihood of more shadows falling on these parks.

**How well have the existing laws worked?** The laws that protect the Boston Common and the Public Garden have been extraordinary successes. The areas

around the Common and the Garden are filled with profitable development, and we enjoy our parks.

**Won't this bill stymie economic growth?** The success of the existing laws shows that we don't need to choose between magnificent parks and economic growth. This bill won't prevent development, but it will make sure that while we expand economically we also preserve our parks and our enjoyment of being outdoors on a sunny day.

**Why does a state rep care about shadows? Why should residents care?** My job is to preserve and improve the quality of life in my district. Sunshine is especially valuable because we already have so little of it in our urban parks.

**Isn't sunlight just a seasonal concern?** Residents use these parks year round—especially people with dogs. This isn't just about the growing season—it's about people being outdoors. The warming sun is especially important on cold winter days.

**Why is there a Cambridge park in your bill?** My district includes parts of Cambridge. Magazine Beach, a beautiful open space on the Charles River, needs protection.

**Does the bill have co-sponsors?** Yes—Rep. Byron Rushing, Sen. Anthony Petrucci, and Rep. Aaron Michlewitz are all strong supporters.

**Has there been much public interest in this bill? What feedback have you received?** The bill has gotten attention in the local papers and from residents. NABB supports the bill, as do several other neighborhood associations, including the Beacon Hill Civic Association. I was thrilled to see so many NABB members supporting the bill at our hearing in December, and others have sent letters or email messages to the Environment Committee.

**Does anybody really read the letters and emails people send to the State House?** Absolutely. As a committee chair, I know how valuable it is to be contacted by people who will be directly affected by legislation. The Environment Committee members listened carefully at the hearing, and the committee staff members review all the written testimony received. Personally, I've read all the testimony the Environment Committee received.

**Where in the process is the bill now? What do you think are its chances for passage?** The Environment Committee has until March 17 to vote on the bill. I'm hopeful

that the bill will then come to the full House and the Senate for a vote by the end of July, when formal sessions end for the year.

**What should citizens concerned about this issue do?** Anyone interested in the bill should contact the Environment Committee by email or letter to express support (box).

### To support the bill...

Send letters in support of the legislation to the Massachusetts Joint Committee on the Environment, Natural Resources and Agriculture Committee Co-Chairs (below). A copy of the legislation is posted on the Web at [www.mass.gov/legis/bills/house/186/ht00pdf/ht00853.pdf](http://www.mass.gov/legis/bills/house/186/ht00pdf/ht00853.pdf).

- Senator Anthony Petrucci  
State House, Room 413-B  
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Anthony.Petrucci@state.ma.us
- Representative William Straus  
State House, Room 473-F  
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phone: 617-722-2210  
Rep.WilliamStraus@Hou.State.MA.US
- Send a copy of any correspondence to Rep.MartyWalz@hou.state.ma.us and Rep.ByronRushing@hou.state.ma.us

# Halloween Hinks



The Friends of the Clarendon Street Playground's annual Halloween Party was a smashing success! Children of all ages showed up in their costumes and enjoyed all of the tricks and treats the party had to offer. Many thanks to Café 47 for supplying the delicious pizza, to Jenny the Juggler for putting on such a delightful show, and to all of the volunteers who assisted with the party. The Cashman family once again supplied the incredibly popular hayride and opened up their home, magically transformed into a haunted mansion by Dan Fickes, as a spooky destination for the whole neighborhood. Thank you, also, to Year volunteers, street closings and young ghosts and the multitude of City who assisted in the helped to keep the goblins safe.



Sue Baker, Co-chair, Friends of the Clarendon Street Playground.



All photos by Patti Quinn

## BIKE INITIATIVES PROPOSED FOR BACK BAY

BY SYBIL COOPERKING

**B**oston Bikes, a mayoral initiative, is bringing bike lanes, bike racks, and bike share stations to the Back Bay. The initiative, started in 2007, has the ambitious goal of creating a 99-mile network of bike lanes and providing 2,000 shared bikes at stations throughout Boston. Currently Boston has 15 miles of bike lanes, 15 miles of off-road bike paths, 250 bike racks, and no bike share stations. The target for 2010 is installation of 20 miles of bike lanes and the July launch of phase one of the bike share program, with 85 stations in the Back Bay, South End, Longwood, and BU campus, sharing 1,000 bikes. Bike lanes are sections of road designated for exclusive use by cyclists. They are meant to provide a safe riding zone for cyclists, reduce the number of cyclists biking on the sidewalk, and encourage cars to drive at safer speeds. Under Director Nicole Freedman, Boston Bikes plans to install the first bike lanes in the Back Bay on Commonwealth Avenue from Arlington Street to Kenmore Square, where they would connect to existing lanes running west of the square on Commonwealth Avenue.

The proposal for Commonwealth Avenue does not change or impact curbs, walkways, pedestrian crosswalks, or pavement. It does not change travel lanes or traffic patterns, nor does it remove parking spaces. This is part of a greater project to create bike lanes in the Back Bay on Arlington, Beacon, Boylston, and Dartmouth Streets and Columbus Avenue.

Bike share stations would allow people to rent bikes at public locations throughout the city. These 20'-by-7' solar-powered stations will be placed on streets or wide sidewalks. (The mayor has committed 300 parking spaces throughout the city to bike stations.) Pricing is structured to encourage high turnover and maximum usage. Freedman estimates there will be 635,000 bike trips in the first year alone. The bike stations will also feature a 4'-by-6' advertisement to help generate revenue for the program.

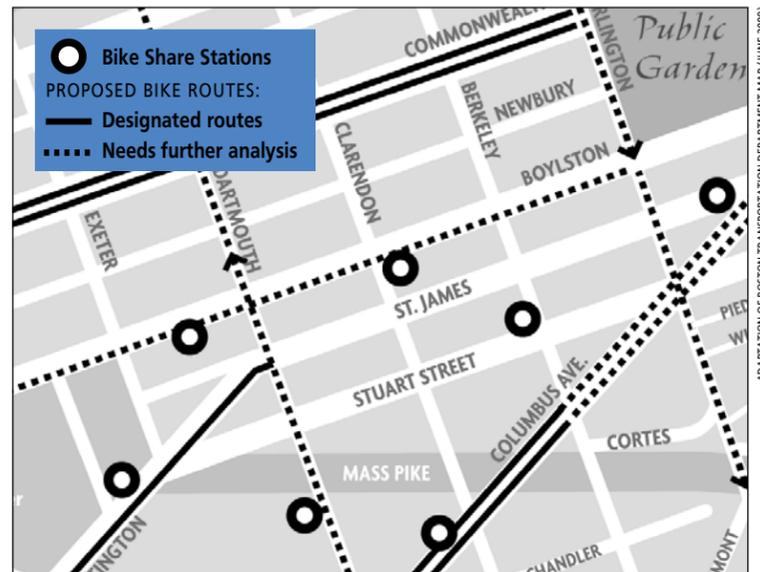
Members of NABB began a valuable dialogue with Nicole Freedman early in 2009 to ensure that expanding the

City's bicycle network is a win-win for all residents, bikers, pedestrians, and drivers. The following observations and suggestions stemmed from a number of meetings between Boston Bikes and NABB.

- **Public Process:** A defined public process is critical to the success of this effort. NABB offers to jointly sponsor a number of well-publicized meetings, at the Boston Public Library in Copley Square.
- **Education and Enforcement Plan:** There must be a comprehensive plan developed for both education and enforcement that takes into account the needs of both residents and businesses in the Back Bay. Before any plan is implemented, to ensure success, critical decisions must be made about bicycle education requirements, licensing and enforcement, as well as bike parking and storage.
- **Path Siting Issues:** The Commonwealth Avenue bike lanes must not be installed in isolation of other anticipated links. Thorough consideration should be given to Boylston now, in lieu of Commonwealth, especially since it provides more direct access to existing and planned bicycle pathways and since the City is considering it for future bike lanes.
- **Unique Considerations for Back Bay and Downtown:** For Back Bay and other downtown neighborhoods, special considerations must be made for organized runs, event walks, and parades, as well as snow removal.
- **Protect the Public Garden and Other Pedestrian-only Areas:** It is critical to keep the Public Garden a bike-free zone. Whatever plan is developed must not usurp the rights of pedestrians and others in the Public

Garden, on the Mall, or in the pedestrian spaces on the Esplanade. It is important that bike routes not terminate at the gate of the Public Garden.

- **Historic District and Aesthetic Considerations:** Installation of bollards and signage on the sidewalks will need to be reviewed by the Back Bay Architectural Commission for appropriateness.
- **Bike-related Equipment/Issues:** Planning for bike parking, bike storage, and bike share stations should be thought out in conjunction with the placement of bike



The City has proposed multiple bike routes for the Back Bay, as well as stations for the planned bike-sharing program.

lanes and shared in the public meetings. Consistent with previous BBAC decisions, no advertising should be allowed on any bike share stations within the historic district.

NABB is excited to be helping the city develop ways of traveling in downtown neighborhoods that may reduce car traffic and pollution, furthering the health of residents.

If you have any comments on the planned bike initiatives in the Back Bay, please contact the NABB office at 617-247-3961 or info@nabbonline.com

PHOTO: PENNY CHERUBINO



HEY, EVERYONE,  
Maggie Mae here. I've lived in the Back Bay for all of my thirteen years, and I've trained my people to always pick up after me and to take my little baggie to a trash can. I know most of the other dogs in the neighborhood have well trained people too. But, we have a problem with a few who need some remedial work. My friends at NABB will tell you all about it.

MISS MAGGIE MAE MACGUINNESS  
OF THE BACK BAY CANINE CLAN

## Dog Lovers, We Need Your Help!

BY THE NABB CITY SERVICES COMMITTEE

We need the help of Back Bay dog owners. Residents have noticed dog-waste bags left on our curbs and alleys, a problem that worsens in the winter months. Leaving waste behind threatens everyone's health—adults, children, and pets—by attracting rodents. The U.S. Centers for Disease Control says that rodent activity spreads over 35 diseases.

If you see anyone not picking up after their dog or placing dog waste in an improper place,

please ask them to pick up and use one of the many barrels on the Mall or the Esplanade, in the Public Garden, or on street corners throughout Back Bay.

Boston's Dog Fouling Law calls for a \$50 fine for improper disposal of dog droppings. You can read it at <http://www.cityofboston.gov/animalcontrol/petpeeves.asp>.

Thank you in advance for your help!

# NABB Taps Peter Sherin, William Young for Community Service Awards at Annual Meeting

The Paul Prindle Leadership Award was created to recognize important and sustained leadership in promoting the residential interests of the Back Bay. The Mary Natale Citizenship Award honors individuals who have dedicated essential, often unheralded, service to our neighborhood. The following remarks about the award recipients are edited from the presentations of the Awards Committee, chaired by Steve Wintermeier. William Young's remarks appear at right.

Equally comfortable in the realms of business, neighborhood diplomacy, political action, and mentoring young athletes, Peter Sherin has been called Back Bay's Renaissance man. While some successful businesspeople are content to let others roll up their sleeves, Peter is always willing to take on the nitty-gritty tasks of organization, administration, and persuasion that make our community work.

Peter recognized early on that one of the largest threats to our neighborhood was the unseen impact of groundwater levels on the literal foundation of our community. For over a decade, Peter lent a knowing and steady hand to help build the city's Groundwater Trust, serving for many years as its Treasurer.

As NABB's Chairman, Peter helmed this organization through its historic 50th Anniversary. During his tenure, a book and video documented our history, events and merchandise celebrated our accomplishments, and his leadership prepared NABB to move forward into our next half-century.

For the past eighteen years, William Young has been the Senior Preservation Planner for the City of Boston's Environment Department, with primary responsibility for the Back Bay. He has reviewed hundreds of commercial, institutional, and residential projects involving everything from renovation to restoration to new construction. He gives the same even-handed consideration to small applications as to large ones, to residential as to commercial. Although there are many NABB members who are concerned with preserving our neighborhood, their vigilance would be for naught without the support and encouragement of the City in the person of William Young.

William Young is the "go to" person when one contemplates making changes to a Back Bay building and the "go to" person when changes are made without authorization. He possesses an amazing institutional memory and is a wonderful resource

Peter remains an active consensus builder in NABB debates and an enthusiastic supporter, not only of our neighborhood, but also of our city and our environment. His leadership on local transit issues, notably Silverline III, and cooperative efforts building alliances with other neighborhood groups are the next chapter as he champions a leaner and greener future.

Ever mindful of the next generation, Peter also dedicated his time and energy to the local Little League as a head coach for ten years and Commissioner for five. Season in and season out, Peter was committed to helping the youth of our neighborhoods have fun while honing their athletic ability, sportsmanship, and life skills.

**PAUL PRINDLE LEADERSHIP AWARD**  
Peter Sherin



**MARY NATALE CITIZENSHIP AWARD**  
William S. Young

William S. Young (left) and Peter Sherin.

for expert guidance. He meets with and advises applicants, organizes the Back Bay Architectural Commission meetings, and writes hundreds of decision letters each year.

The weeks leading up to the commission hearings are spent in preparation and the days after are spent communicating and making sure that applicants understand the decisions made by the BBAC. At the same time, he works with new applicants to prepare for the next month's meeting and follows up to make sure that approved projects are proceeding in accordance with BBAC guidelines and decisions.

William Young epitomizes the term "public servant." His dedication, perseverance, and willingness to go above and beyond the daily call of duty at City Hall are a gift to the Back Bay and to the city of Boston. His hard work and discernment has had an enormous and positive impact on the built environment and the quality of life of the Back Bay.

language proficiency programs for immigrants to equip them to enter the mainstream. He also voiced strong support for the charter school movement.

Grogan also addressed the problem of the high cost of living in our area, driven by housing, energy, and health care expenses. He said the philanthropic Boston Foundation is focusing on education reform, "Smart Growth" housing, taming health care costs, and energy conservation.

While Grogan praised neighborhood organizations



in general for their culture of service and thanked NABB for its engagement on behalf of "one of the most beautiful urban neighborhoods in the world," he reminded our membership that we are "stewards of a trust." "Baby boomers," he quipped, "are not very concerned about building young leadership because we think we're still young!" Paul Grogan's message was that true urban renewal means investing in our young people. There will be cycles in the successes and failures of our cities and neighborhoods, but we should continue to imagine and re-imagine the best possible future.

Paul Grogan at NABB's annual meeting.

## William Young's Remarks on Accepting the Mary Natale Award

IN ACCEPTING THIS AWARD I AM HONORED by its association with the late Mary Natale, whose quiet persistence and gracious manner won her so many admirers, myself included.

Like many of you, perhaps, I kept a diary in my youth. Thankfully for all of us, I hadn't yet gotten into the habit when I was eight years old. Thus I have no entry for December first, 1966. I can tell you it was a Thursday (I looked it up!). Given the time of year and my age at the time, however, I imagine I must have been preoccupied that day by thoughts of the G.I. Joe, or the hockey skates, or the sweater like the ones Andy Williams wore on TV that I hoped to receive for Christmas.

Although I was already an enthusiastic observer of the historic buildings of my hometown on the coast of Maine, I had scarcely visited Boston and the charms of the Back Bay were as yet unknown to me. Such double-barreled architectural terms as 'fenestration' and 'solid-to-void ratio' were not among the sugarplums dancing in my head that night. Nevertheless, on that long-ago December date—though I had no idea what a prominent role it would take in my later life—the Back Bay Architectural Commission came into being. And with that, this beautiful neighborhood began to stir from the neglect and under-appreciation into which it had fallen.

Coming to Boston to attend college, strolls around the Back Bay soon became a respite from the campus grind. It was only after I had received my undergraduate degree, however, that I discovered Bainbridge Bunting's *Houses of Boston's Back Bay*. This book, so familiar to all of you, quickly became my bible. And so by the time a few years later I determined to enter the master's program in Historic Preservation and American Studies at Boston University, I had come to know about the Back Bay Architectural Commission and its work, and wanted to be a part of it. For the past 18 years, this has been my privilege.

In accepting this award I am grateful to the administration, which respects the regulatory independence of the Back Bay Architectural Commission and values its beneficial role in shaping the future of the Back Bay.

I am grateful to my colleagues who daily do so much to assist me in the execution of my duties.

I am grateful to the members of the BBAC, past and present, with whom I've had the honor of working throughout my tenure, and from whom I have learned, and will only continue to learn, so much.

And finally, and most importantly, I am grateful to the Neighborhood Association of the Back Bay. I feel as if I must have met all of its officers and surely most of its members over these last 18 years. (Let me apologize in advance if I cannot immediately recall your names, but I can probably remember your addresses!) NABB's influence has earned the admiration of all, and the envy of not a few. Its organization and the clarity with which it articulates its viewpoints are a model to civic groups throughout metropolitan Boston. Its dogged dedication to the neighborhood and its tireless advocacy for the advancement not of its property values or quality of life alone but of its historic beauty have long been an inspiration to me, and for that I humbly thank you.

## ■ PAUL GROGAN, continued from page 1

an industrial-based to a knowledge-based economy including globally significant educational, medical, technical, and research facilities and cultural amenities, how can we continue to build on this new vitality? According to Grogan, the "talent driven economy" has allowed us to reinvent ourselves, but our problems are far from over. In spite of our "urban buzz," Boston is losing large numbers of talented and educated young people, and the immigrant population—traditionally the way American cities renew themselves—is largely unskilled.

Grogan labeled inner city education, with its 50% dropout rate, "a disaster." He noted that poverty correlates highly to poor levels of educational attainment and that "America has been wasting children for generations. We can't do that any more." Grogan advocated for reduced waiting times for

# NABB NEWS

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PHOTO: PATTI QUINN

NABB President Linda Zukowski (left) and Chair Ann Gleason were pleased with the Annual Meeting turnout (see pages 1, 3) and look forward to seeing everyone at the Taste of the Back Bay.

■ **STUART STREET VISION**, continued from page 1 of 450 feet (100 feet taller than the shoulder of the Old Hancock Tower) over much of the study area. (Current zoning ranges from 70 to 155 feet.) In October, the BRA, after several AG meetings where no consensus was reached, presented a revised draft lowering the height to 400 feet, again without a relationship to either the lower scale of the existing neighborhoods or the shoulder of the iconic Old Hancock Tower (at about 350 feet). Additionally, it watered down requirements contained in the June draft so that new development did not have to meet basic urban design requirements that had been discussed. The October draft still did not provide adequate protections to adjacent neighborhoods and the historic resources within the study area.

Realizing that the BRA was not responding adequately to their concerns, the neighborhood representatives on the Advisory Group took it upon themselves, working with their respective associations, to develop an alternative vision and set of recommendations. These focus on six major goals:

- **Divide the area into several zoning districts** that provide a more appropriate architectural transition from adjacent low-rise historic neighborhoods to a maximum allowable height, as defined by the shoulder of the iconic Old Hancock Tower.
- **Ensure no negative shadow or wind impacts** within the area or on adjacent areas such as Copley Square and the Commonwealth Avenue Mall
- **Preserve and protect historic buildings**
- **Minimize the impacts of traffic and parking** in the

study area and on adjacent neighborhoods by reducing the amount of parking, encouraging the use of public transit and other alternative methods, and enhancing the pedestrian environment.

- **Create a mixed-use area**, with ground-floor retail and housing in order to provide a vibrant day/night, live/work area and to enliven the connection between Back Bay, the South End and Bay Village.
- **Ensure a fully transparent, predictable and clearly defined set of regulations** that reflect the agreed-upon urban design and planning goals. Require a full public review process, and eliminate the possibility of zoning exemptions such as Planned Development Areas.

Liberty Mutual and John Hancock, both with representatives on the Advisory Group, own many of the private parcels the BRA has identified as potential development sites. The BRA has made clear that one of its primary goals is to add as many square feet of new space in the area as possible—a goal not shared by the neighborhood representatives on the AG if important urban design and planning principles are superseded.

After the BRA distributed its June recommendations, Liberty Mutual announced that it had purchased the Salvation Army Building in one of the proposed development sites but stated that this was “a strategic long-term acquisition,” and that there were “no definite plans for the property at this time.” Since then, neither the BRA nor Liberty Mutual’s representative to the Advisory Group has disclosed further information about the company’s plans to the group. As *NABB News* went to press, it was announced that Liberty Mutual will seek tax incentives for a new 300-foot tower in that location—two to three times the height recommended in the three neighborhoods’ proposal, which emphasizes respect for the lower-scale architectural context. It should be noted that Liberty Mutual owns other property in the area where a new tower would be consistent with both the neighborhood goals and the BRA-proposed plan.

The three neighborhoods that sit on the Advisory Group hope that the BRA will reevaluate its recommendations and continue the process in a way that represents all members of the group and emphasizes urban design goals that will protect and enhance the architectural character and livability of the area.

## THREE NEIGHBORHOODS’ PROPOSAL | BRA PROPOSAL (OCTOBER 2009 DRAFT)

### BUILDING FORM AND HEIGHTS

Divide the area into several zones to fit the existing building context: > From 75 ft to 100 ft along the Ellis South End and Bay Village districts. > 356 feet max elsewhere (height of the shoulder of the old Hancock Tower)	400 feet max throughout, except Bay Village.
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### SHADOW

Apply the existing Public Garden shadow restrictions to Copley Square and the Commonwealth Avenue Mall: no new shadow from 1 hour after sunrise or 7 a.m., whichever is later, until 1 hour before sunset.	New shadow allowed on Copley Square between October 21 and March 21. Two hours of new shadow allowed on Copley Square between 8 a.m. and 2:30 p.m. between March 21 and October 21. No restrictions on shadows on the Commonwealth Avenue Mall.
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### WIND

No worsening of existing pedestrian wind levels at any location or time of day. Studies to be conducted by independent entity for a 2,000-foot radius around the site and any public plaza in the vicinity.	Tier 1 (projects over 50,000 sq ft in area and under 150 feet tall) comply with the current standards of Article 80. Tier 2 (projects between 150 and 400 feet tall) prepare wind studies that project, on average, a net overall improvement of existing conditions, or conditions that result from structures built to 150-foot limit.
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### HISTORIC BUILDING PRESERVATION

Buildings currently ranked I, II, or III by the Landmarks Commission cannot be demolished; can have no more than a two-story rooftop addition; would have to have public hearings at the Landmarks Commission and the Boston Civic Design Commission. These buildings include Copley Plaza Hotel, YWCA, Salada Tea Building, Old Hancock Tower, Liberty Mutual Berkeley Street, Pledge of Allegiance Building, Pope Building, Paine Furniture, former Boston police headquarters, and the Castle Armory.	Any building in the district, with the exception of the Castle Armory, could be demolished, partially demolished with only the facade remaining, or altered in any way that the BRA and Landmarks staffs feel is appropriate. The nearby Shreve, Crump & Low building is an example of a III-ranked building that has been approved for demolition.
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### TRAFFIC

Traffic studies required by an independent entity to include the adjacent neighborhoods bounded by Storrow Drive, Massachusetts Avenue, Harrison Avenue and Albany Street. If traffic is shown to increase, mitigating measures must be identified. In no instance should any intersection in this area fall below an acceptable level.	Traffic studies would have to occur for projects over 80,000 to 100,000 sq ft. as normally required by the BRA under Article 80. No discussion of the area that such studies must include or of acceptable intersection conditions.
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### PARKING

Decrease recommended parking to ratios to 0.25 per 1,000 sq ft of commercial development and 0.25 per hotel key.	Recommends parking ratios of 0.75 per 1,000 sq ft of commercial development and 0.40 per hotel key
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### USES

Require a percentage of ground-floor retail and a minimum percentage of residential gross square feet throughout the study area.	No mention of allowed uses. No requirement for residential use. Recommends but does not require percentage of ground-floor retail.
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### PROCESS

> Eliminate the possibility for zoning exemptions such as Planned Development Areas. > Maintain existing “as-of-right” and “enhanced” zoning categories. > Clearly state regulations. > Require draft and final environmental impact reports for all projects. > Establish public review bodies (i.e., CACs, AGs) that remain in place from initial studies through final design.	> No restriction on zoning exemptions such as Planned Development Areas. > Employs a negotiated “Tier” system rather than using established “as-of-right” and “enhanced” zoning processes. > Minimizes requirements and replaces them with recommendations and alternatives. > Recommends a streamlined application and approval process.
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