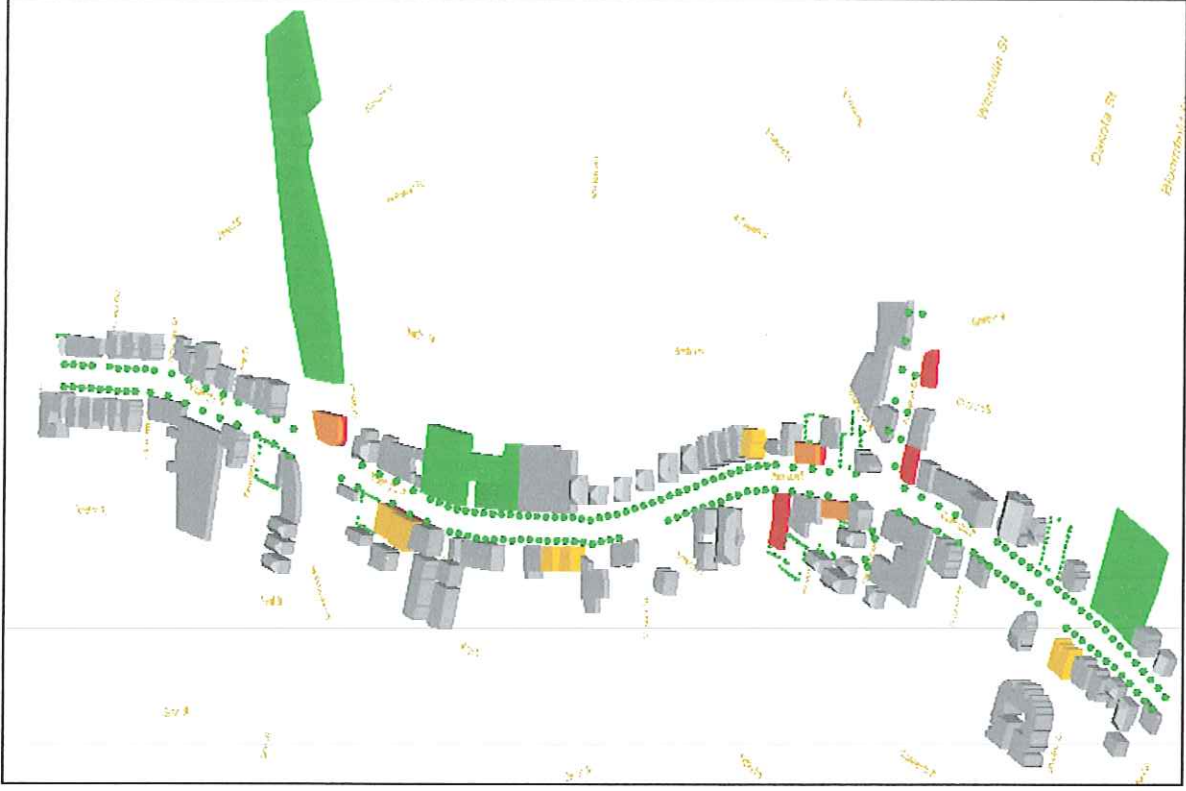


Four Corners Main Street Urban Village Concept Plan



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Progression of our Urban Village Concept Plan

History

During the late 1990s, the Greater Four Corners Action Coalition began a visioning process with residents on development in the community, including the commercial district along Washington Street. Several ideas were generated through this process.

In August 1999, Four Corners was granted designation as a “Main Street” by the City of Boston. A group of committed people began to develop the new organization whose charge was to focus on the commercial revitalization of Washington Street. The Economic Restructuring (ER) Committee was convened in the spring of 2000, with Bill Perkins as the Chairperson.

Within six months, the ER Committee began working with Peg Barringer of OKM Associates, hired by Boston Main Streets to assist local Main Street districts in market analysis. We started gathering data about Four Corners, neighboring commercial districts and typical spending habits of urban shoppers.

Meanwhile, the Design Committee had submitted a proposal to the Hyams Foundation and received funding to do streetscape planning along Washington Street. Committee members were writing a “request for proposals” to send to streetscape designers. However, as the ER Committee approached the conclusion of its market analysis, the need for greater visioning along Washington Street became evident.



Progression of our Urban Village Concept Plan

History (cont.)

Four Corners Main Street had a good sense of what people *did not* want to see in the community; we had less idea what people *did want* to see happen. Plus, we knew that any plans to move forward needed to be grounded in a realistic understanding of what we had to work with, mixed with a healthy dose of optimism.

We decided to combine the planning efforts. The idea of developing an Urban Village Concept Plan was born. Streetscape improvements would be a part of the full project, but it would also include land use suggestions, identity creation for Four Corners and an overall strategy to reinvest in Washington Street.

A “request for proposals” was written in the fall of 2002 and interviews took place during the late fall/early winter months. Stull & Lee was hired in February 2003 to guide us in this planning process. From April to June, four community meetings were held to gather ideas and feedback for developing the Urban Village Concept Plan. Staff presented the draft to most neighborhood associations during the summer and fall months. One-on-one sessions were also held with key stakeholders.

Purpose

This Urban Village Concept Plan is meant to guide the reinvestment plans and priorities for the Washington Street corridor in Four Corners. It should be seen as the key tool to move us forward. However, understanding that time brings change, from the economy to demographics and property ownership, the Urban Village Concept Plan should be viewed as adjustable when needed.



Progression of our Urban Village Concept Plan

Thank You to All Our Participants & Contributors

Arelis Pella, Sandy's Market	Erie-Ellington Neighborhood Association
Barbara Salfity, DND	Four Corners Main Street Board of Directors
Bill Perkins, Boston restore	Frank Hart, GFCAC
Caltor McLean, Rainbow Laundromat	Fred Vilmont, resident
C-Circle Plus Neighborhood Association	Glynn Lloyd, City Fresh Foods
Charles Buon, resident	Greater Chamberlain Neighborhood Association
Charlotte Golar Richie, DND	Greater Four Corners Action Coalition Board of Directors
Colombia & Washington Street Neighborhood Association	Greater Glenway Community Association
Corneal & Claudine Allen, SKB	Harold Rogers, Supplies Exchange Systems
Councilor Charles Yancey	Jennifer Jackson, Senator Hart's Office
Dan Gibbons, CNSDC	Jessica Williams, Williams Design Studio
David Lee, Supplies Exchange Systems	Joeatta Smith-Nwachuku, Rep. Owens-Hicks' Office
Dianne Valle, Levi's Restaurant	John Dalzell, BRA
Dolores Randolph, DND	Joseph & Judith Frederick, Frederick's Appliance
Donna Stewartson, resident	Juanita Smith, resident
Drew Leff, GLC Development Resources	Julietta Middleton, resident
E. Hardin, resident	Kay Kaigler, Boston Main Streets
Eddie Fonte, Fonte's Barbershop	Kayode Bright, Access Realty



Progression of our Urban Village Concept Plan

Thank You to All Our Participants & Contributors

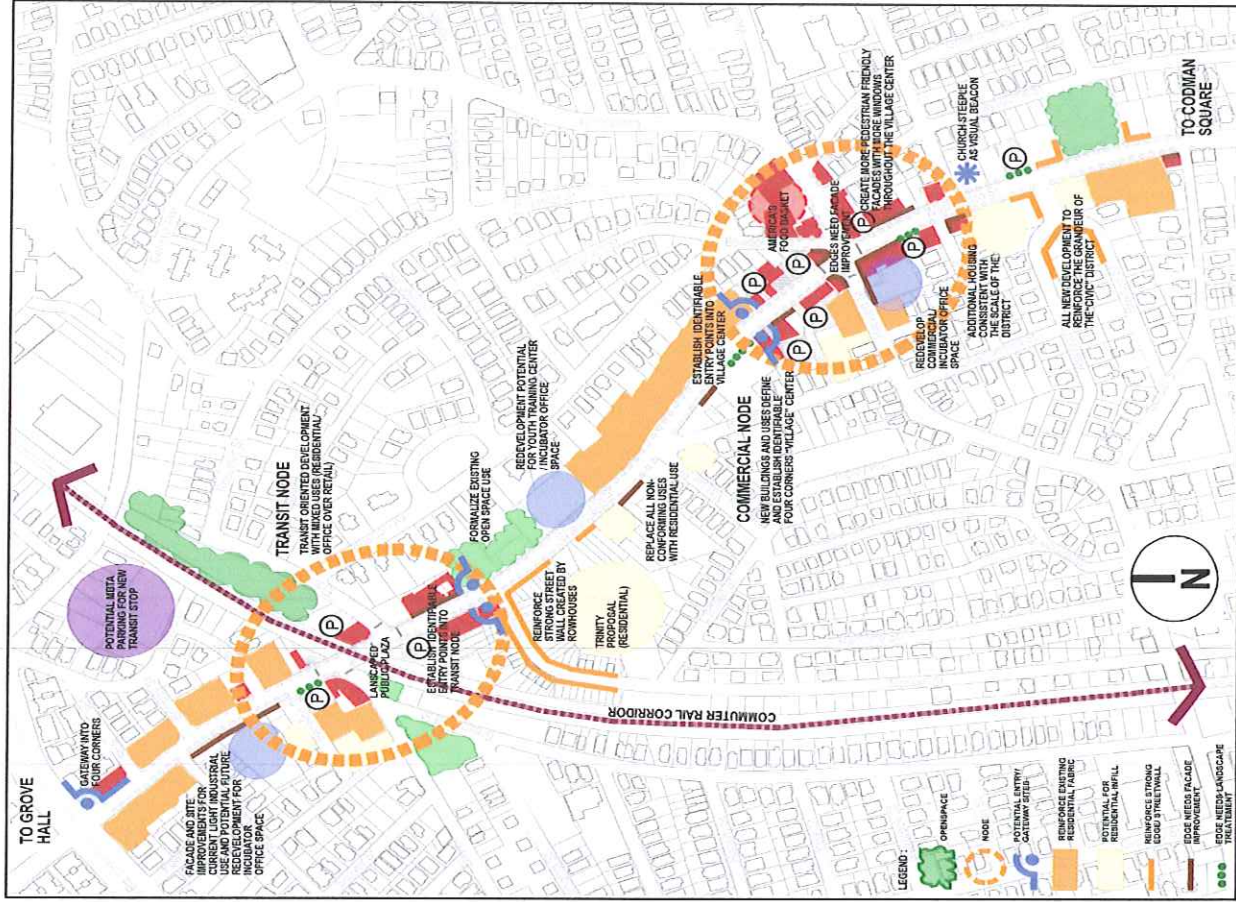
Keith Kuzmin, DND	Rev. Brilton Levy, resident
Leah West, resident	Richard Foran, resident
Lee Matsuada, GFCAC	Rita McLaughlin, Your Limo
Lisa Davis, CSNDC	Robert Thornell, resident
Lyndel Woodruff, resident	Roberto Soto, resident
Margaret Stephens, resident	Royal Sibley, resident
Margarette Yarde, resident	Roz Horner, resident
Marilyn Forman, resident	Rupert Moore, resident
Matthew Sances, Senator Hart's Office	Samuel Lawson, Lawson's Barbershop
Mayra Perez, Four Corners Market	Scott Darling, CLF
Michael Thomas, resident	Sharon Foran, resident
Michelle Shaw, resident	Sheldon Lloyd, City Fresh Foods
Mila Monteiro, ONS	Shelly Goehring, 4CMS
Mt. Bowdoin Betterment Association	Sister Virginia Morrison, resident
Otis Weeden, Your Limo	Suhaylah Shabazz, resident
Pallavi Kalia, Stull and Lee Inc.	Trinity Circle Neighborhood Association
Peg Barringer, OKM Associates	Vassel Stewartson, resident
Ralph DeNisco, BTD	Wayne Hill, resident



Corridor Concept Plan

Basic Goal

To create a lively, pedestrian-friendly business district with strong, diverse retail and commercial uses that sensitively complement the quality and integrity of the surrounding residential community.



Corridor Concept Plan

Strategies

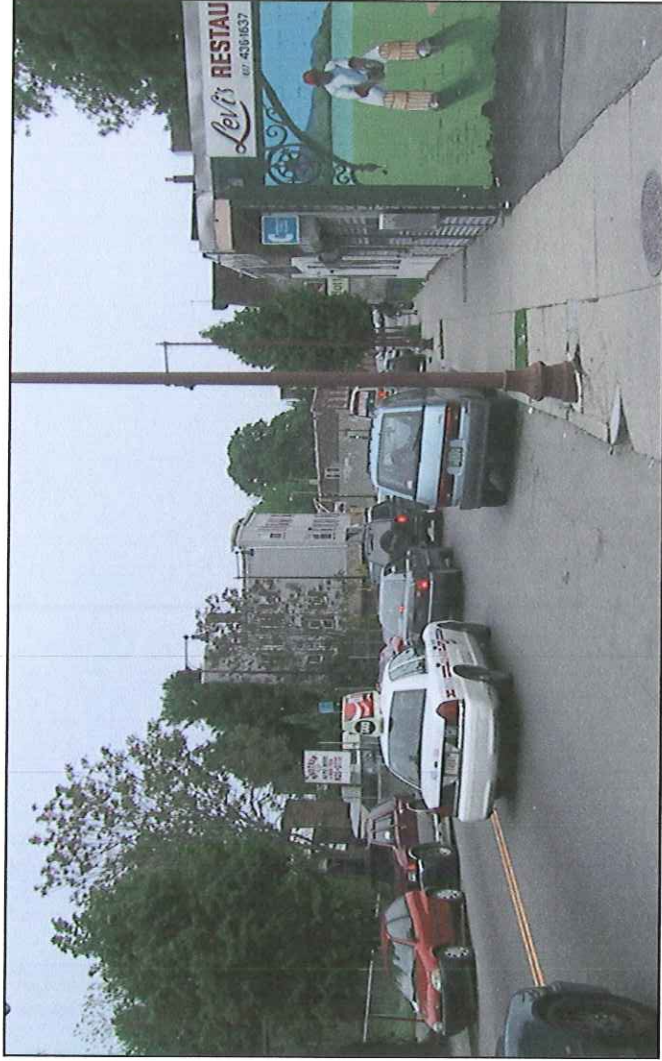
1. Concentrate commercial uses within two distinct and identifiable nodes along Washington Street and encourage expansion of residential uses in between.
2. Work with current owners to upgrade existing non-residential buildings along Washington Street.
3. Develop alternatives for uses that do not contribute to, or are inconsistent with, a healthy business district and strong residential character.
4. Reinforce the residential portions of Washington Street with new residential development similar in scale and form to the neighboring structures.
5. Reinforce the unique architecture and scale of the buildings framing the dramatic Mother's Rest overlook with new residential/ institutional structure(s) on the vacant sites along the west side of Washington Street. New development at this location should be similar in scale and design quality to the existing buildings.
6. Design streetscape treatment to reflect the character of each segment of the street. Elements such as lighting, planting, banners and seating should be used in ways to convey the general purpose of distinct segments of the street. For example, the design of the streetscape in the transit and commercial nodes should convey a different impression than in the residential segments.



Commercial Node

Existing Conditions

- Levi's Restaurant currently marks the northern edge of the commercial node. The buildings at the intersection of Washington and Gaylord Streets mark the southern edge. The New Market building and multi-family residential structure at Greenbrier and Bowdoin Streets mark the node from the east, with Harvard Park on the west.
- Some of the buildings and uses are not compatible with the concept of a pedestrian oriented village center. The vacant lots interspersed throughout the node create gaps in the street wall. Those sites should be developed with buildings that are visually inviting to pedestrians with plenty of windows.



VIEW OF THE NODE LOOKING SOUTH WEST



VIEW OF THE NODE LOOKING NORTH EAST

Commercial Node

Proposed Character and Uses

- Transform Four Corners intersection into a “village center” with a mix of largely non-residential uses.
- Recruit some businesses with a broad draw, making the node a destination location. Encourage the redevelopment of larger buildings for increased retail uses.
- Establish a unique identity by building on ethnic business entrepreneurship (e.g., international goods and services, food markets or Mercado, and ethnic boutiques).
- Encourage façade improvements on non-residential structures that incorporate larger windows for more visual appeal, making the area brighter and more welcoming at night.
- Encourage mixed-use development with ground floor retail and offices above.
- Develop site(s) for parking to support increased retail.



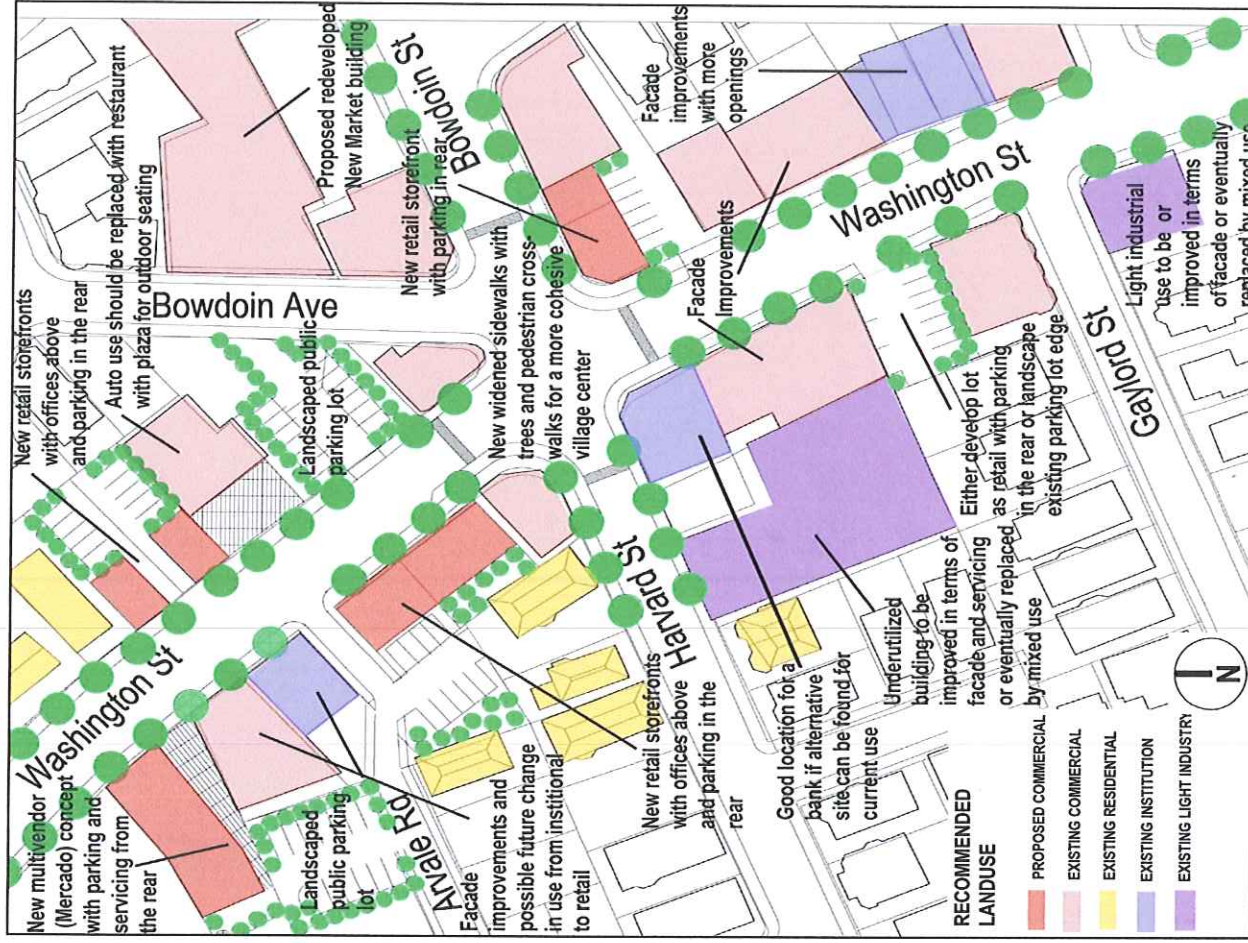
Commercial Node
Proposed Character and Uses



EXAMPLE OF MERCADO



EXAMPLE OF MIXED-USE



Commercial Node

Layout and Massing study



Commercial Node

Proposed Development Scenario

Parcel P1 (consolidating 3 DND owned parcels zoned 3F-5000)

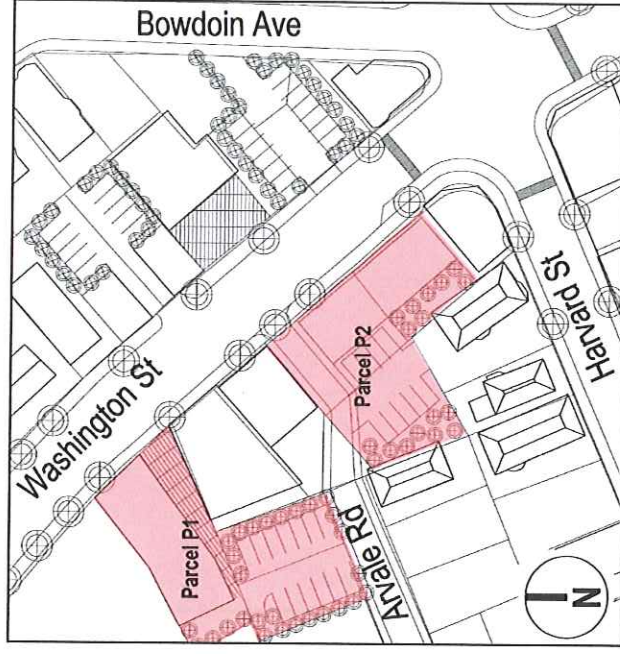
- Site Area-12,542 sq ft.
- Zoning variance to be sought for proposed multi-vendor (Mercado) concept on deeper parcel with parking provided on the two interior parcels accessed from Washington Street and Arvale Road.
- Built up area- 4200 Sq ft.
- FAR* - 0.34 (max allowed 0.5 under 3F-5000)
- Parking required- 9 spaces
- Parking provided- 13 spaces (surplus of 4 spaces to be used by development on parcel P2)

Parcel P2 (zoned LC)- 9840 sq. ft.

- 3,675 sq ft. of offices over 3,675 sq. ft. of retail with parking provided in the rear
- Built up area- 7350 sq. ft.
- FAR* - 0.75 (max allowed 1 under LC)
- Parking required- 15 spaces
- Parking provided- 9 spaces



* For definition refer to appendix



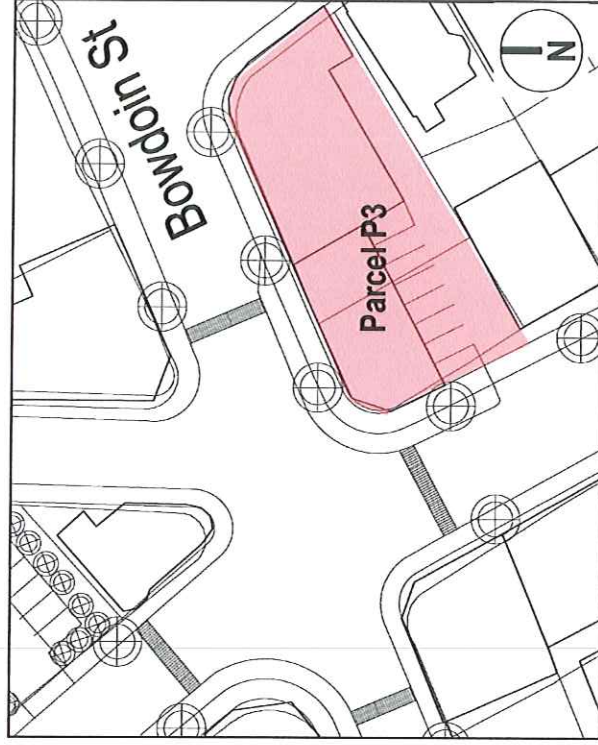
Commercial Node

Proposed Development Scenario

Consolidate both parcels (zoned LC) into Parcel P3 since they belong to the same owner. Leave existing single story building as is and provide strip retail with parking in the rear.

- Total site area- 9133 sq. ft.
- Total retail area- 3970 (Existing)+ 2450 (Proposed)= 6420 sq. ft.
- FAR*- 0.70 (max allowed 1 under LC)
- Parking required- 5 spaces for proposed retail (none for existing)

* Parking provision referred to as spaces



EXAMPLE OF WELL DESIGNED CORNER BUILDING
FOUR CORNERS MAIN STREET, URBAN VILLAGE CONCEPT PLAN

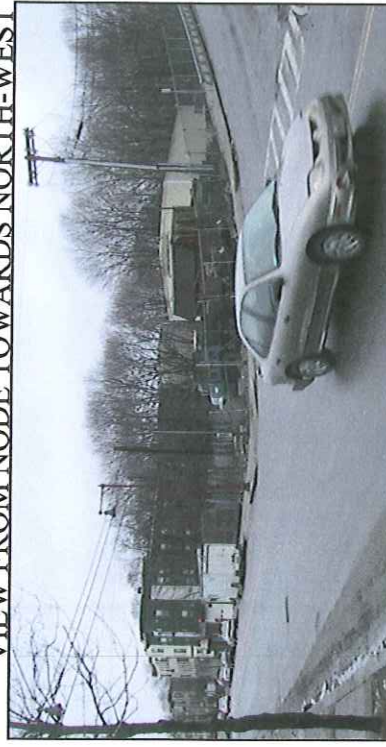
Transit Node

Existing Conditions

- The proposed transit node is currently defined by the commercial/ light industrial block on the north and the vacant mixed-use buildings at the intersection of Washington and Norwell Streets on the south.
- The newly renovated single story commercial block at Erie Street and the Bibleway Christian building at Eldon and Washington Streets are the most identifiable buildings in the node. Most of the adjoining sites are either vacant or have uses and/or designs which contribute little to the pedestrian environment.



VIEW FROM NODE TOWARDS NORTH-WEST



VIEW FROM NODE TOWARDS NORTH-EAST

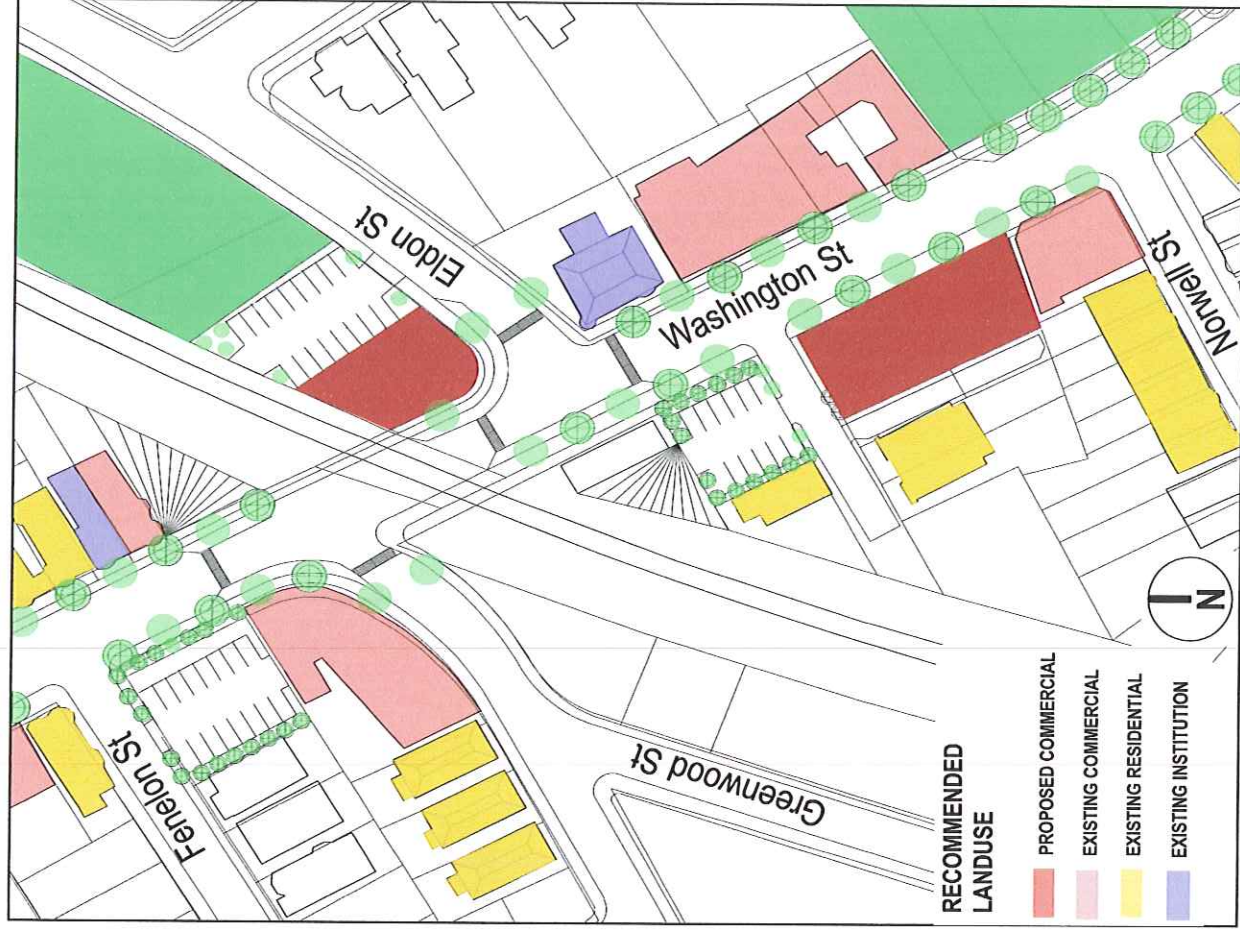


VIEW FROM NODE TOWARDS SOUTH-WEST

Transit Node

Proposed Uses and Character

- Promote transit-oriented development in anticipation of planned transit stop on the Fairmount Line.
- Develop mixed-use projects (residential/office over retail) on available sites.
- Encourage wide range of retail uses, including convenience goods and restaurants/breakfast cafés.
- Develop landscaped pedestrian plazas on either side of Washington Street to mark location and provide access to transit stop.



Transit Node

Proposed Uses and Character



STOREFRONTS LIT AT NIGHT



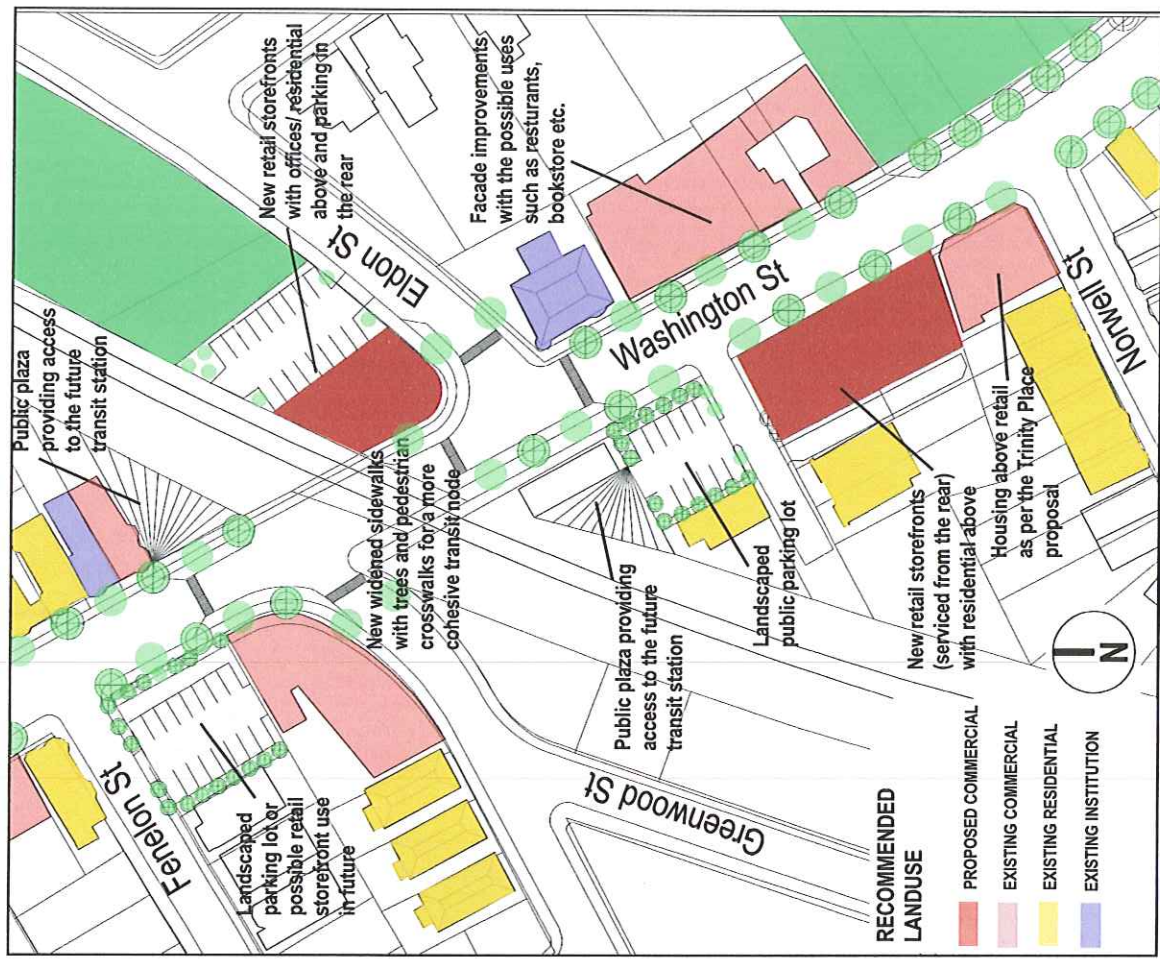
MIXED USE



PEDESTRIAN FRIENDLY FACADES



LANDSCAPED PARKING



Transit Node

Layout and Massing Study



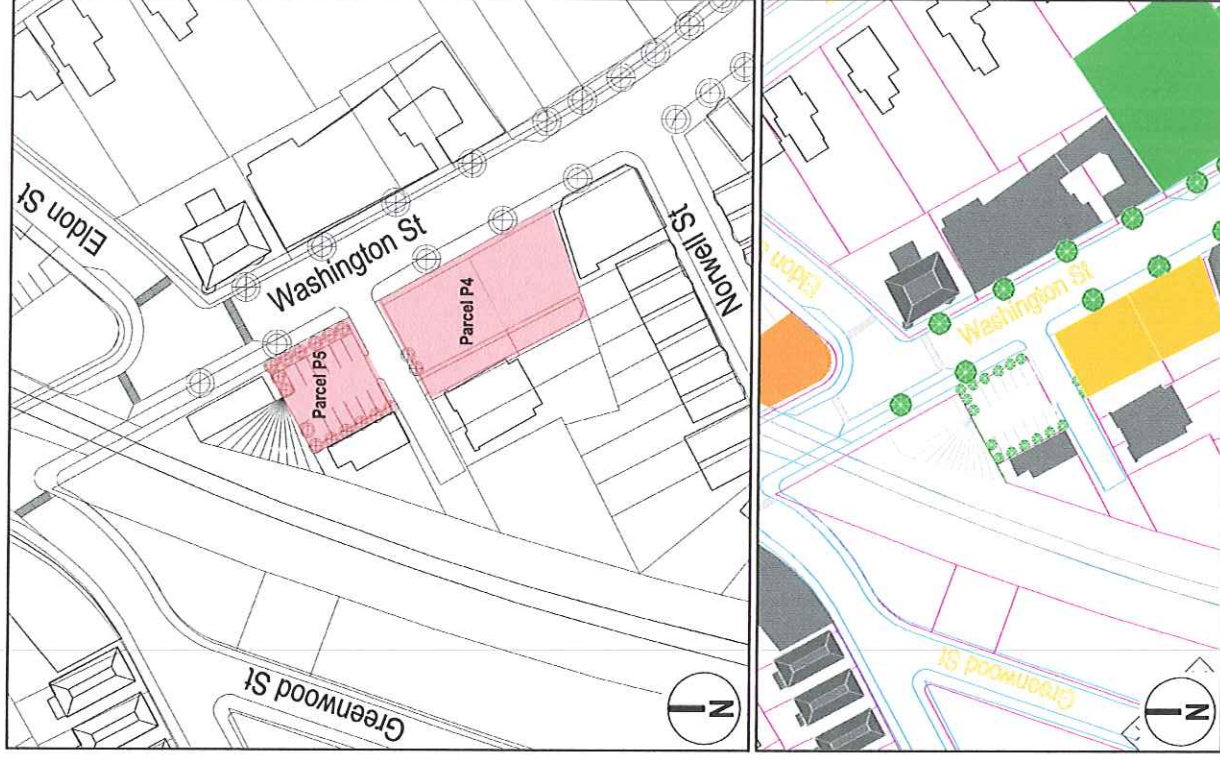
Transit Node

Proposed Development Scenario

Consolidate both privately owned parcels into Parcel P4 to propose a mixed use option with retail on the ground floor and residential above. The parking would be provided on the city owned parcel P5. Zoning variance would have to be sought for the above since all three parcels are currently zoned 3F-5000

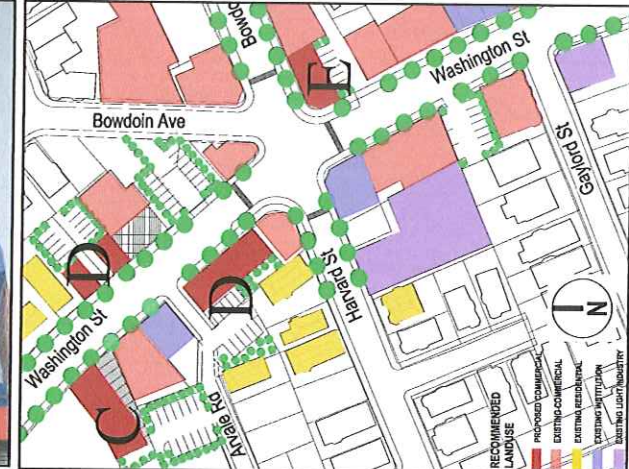
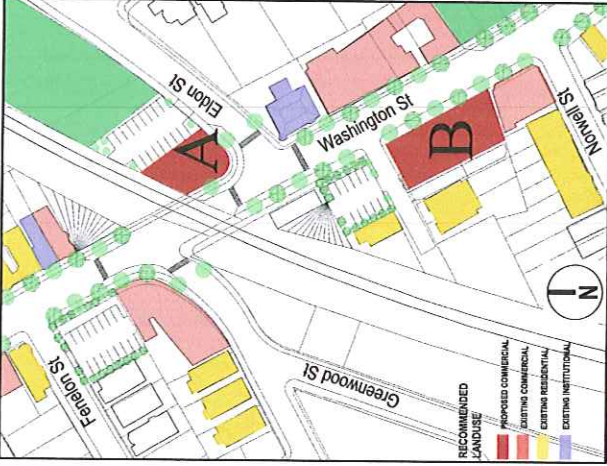
- Total site area- $4275 + 5168 + 4757 = 14,200$ sq. ft
- Total built up area- 7800 (Retail) + 11400 (Res.) = 19,200 sq. ft.
- FAR* - 1.35 (max of 0.5 under 3F and 1 under LC)
- Variance to be sought for higher FAR since allowance can be made for higher density near a transit node)
- Parking required- $16 + 10 = 26$ spaces
- Parking provided- 12 spaces (Variance to be sought since allowance can be made for lesser parking to be provided near a transit node)

* For definition refer to appendix



Commercial and Transit Nodes

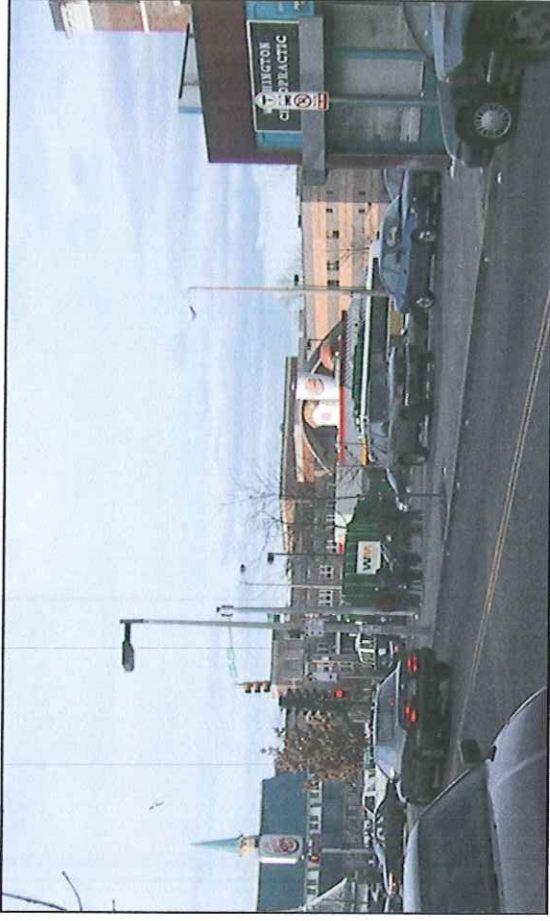
Examples (Photo Analogs) for proposed development at the nodes



Gateway into Four Corners

Existing Conditions

- The vacant parcel on the intersection of Washington and Columbia Street is currently used as a parking lot
- Though this parcel is very key because of its strategic location as a gateway into Four Corners, the site in its current state does little to mark the crucial intersection or even announce the entry into the study area
- The presence of the bus shelters on the site and the adjoining retail structure provides an opportunity for developing this site as a landscaped pedestrian plaza which would have a very active interface with the street and the storefront opening on to it.



VIEW FROM WASHINGTON TOWARDS COLUMBIA ROAD

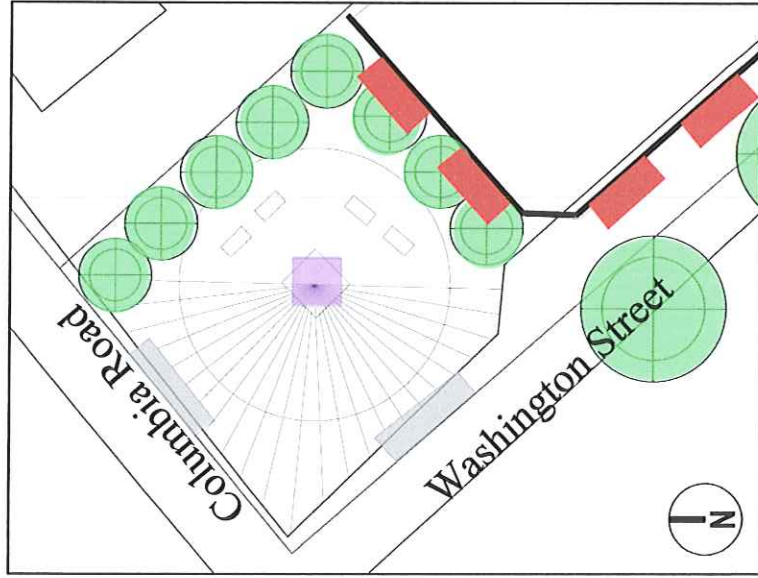


VIEW TOWARDS ADJOINING COMMERCIAL STOREFRONT
FOUR CORNERS MAIN STREET, URBAN VILLAGE CONCEPT PLAN



Gateway into Four Corners **Proposed Character and Use**

- Landscape plaza with a focal element (symbolic and representative of the history of Four Corners).
- Revitalize the adjoining commercial block so as to provide an active edge to the plaza.



SPECIAL PAVING AND CENTRAL FOCAL ELEMENT IN PLAZA



LANDSCAPED PEDESTRIAN PLAZA WITH PLANTING & SEATING



Nodal Streetscape Improvements

- Establish new streetscape and sidewalk improvements to reflect changing character of the corridor as it transitions into the nodes.
- Widen sidewalks at intersections to slow traffic and make nodes more pedestrian friendly.
- Install lighting with shorter poles (acorn lights) and spaced closer together to better light sidewalks.
- Add brick detail to intersection corners to improve aesthetic appeal of the nodes and repaint crosswalks.
- Develop storefront and signage guidelines for façade improvements.
- Coordinate with DPW for providing street furniture (benches, trash receptacles).



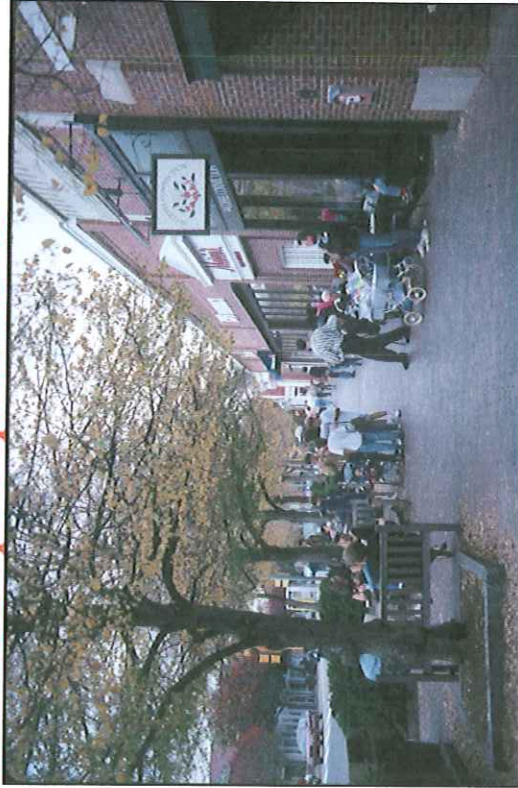
WIDENED SIDEWALKS FOR BETTER PEDESTRIAN FLOW



SIDEWALKS WITH LIGHTING, PLANTING AND PAVING



Nodal Streetscape Improvements



STREET FURNITURE AT THE NODES



FAÇADE IMPROVEMENTS AND BEAUTIFICATION



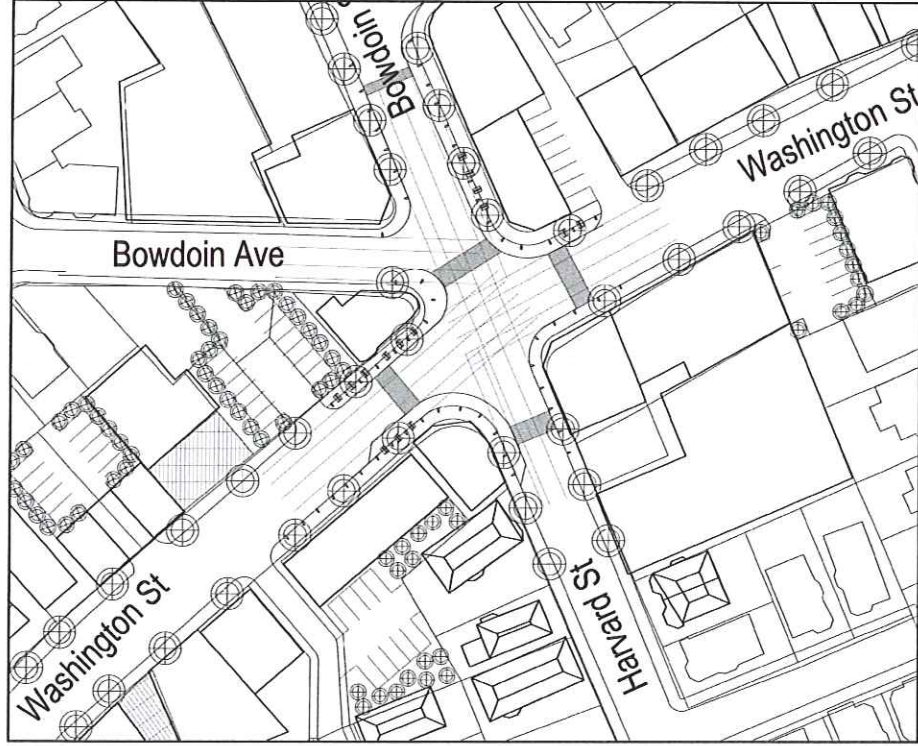
INVITING STOREFRONT WITH WINDOWS AND SIGNAGE

FOUR CORNERS MAIN STREET, URBAN VILLAGE CONCEPT PLAN

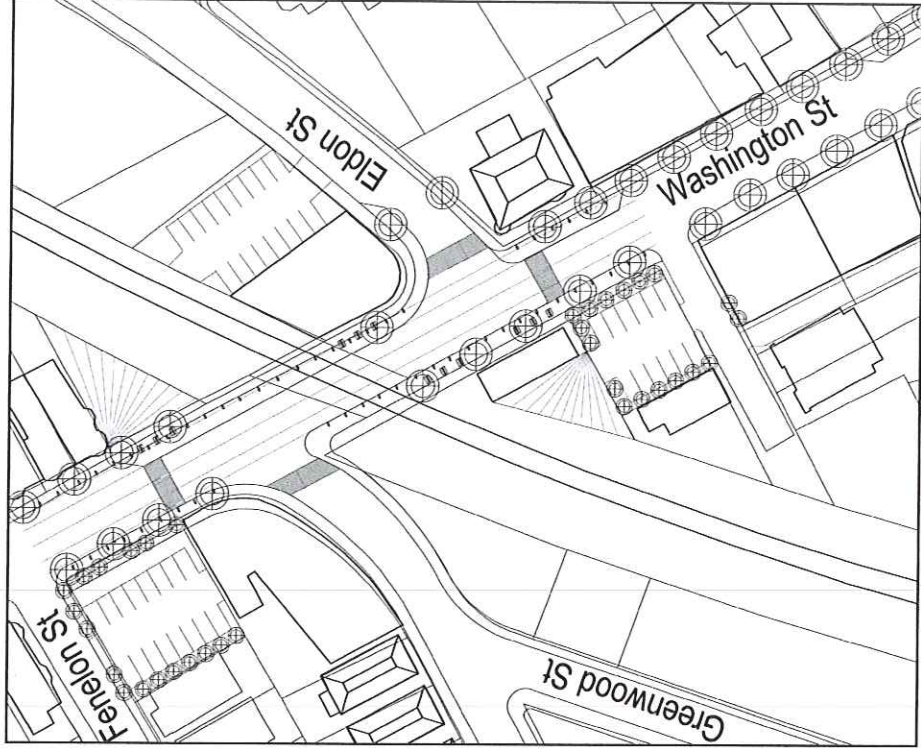


Nodal Streetscape Improvements

- Redesign Washington/ Bowdoin/ Harvard intersection to slow traffic down and make it easier and safer for pedestrians to move around by tightening the node through providing bulb-outs and wide brick crosswalks



- In the transit node, widen sidewalk along eastern edge of Washington Street and provide raised brick sidewalks for easy pedestrian movement along and across the street

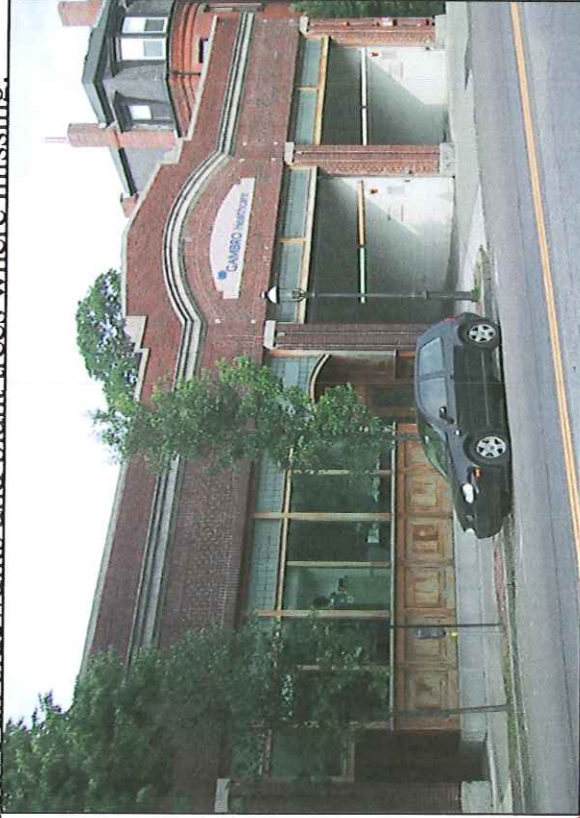


Corridor Streetscape Improvements

- Preserve existing residential scale and density, and develop infill residential sites, flush with the sidewalk.
- Consider relocating or changing the uses of non-residential buildings along the corridor (between nodes).
- Encourage business and property owners to better screen and landscape their service and parking areas.
- Repave all sidewalks and plant trees where missing.



TRIPLE DECKERS FORMING URBAN STREET WALL



REHABBED AUTOMOTIVE USE
FOUR CORNERS MAIN STREET, URBAN VILLAGE CONCEPT PLAN



LANDSCAPED PARKING LOT
26

Appendix



FOUR CORNERS MAIN STREET, URBAN VILLAGE CONCEPT PLAN

Floor Area Ratio (FAR) Definition

- FAR is a measure of development density.
- FAR is the ratio of a building's area divided by the land area

