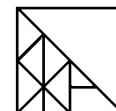




City of Boston  
 Thomas M. Menino, Mayor

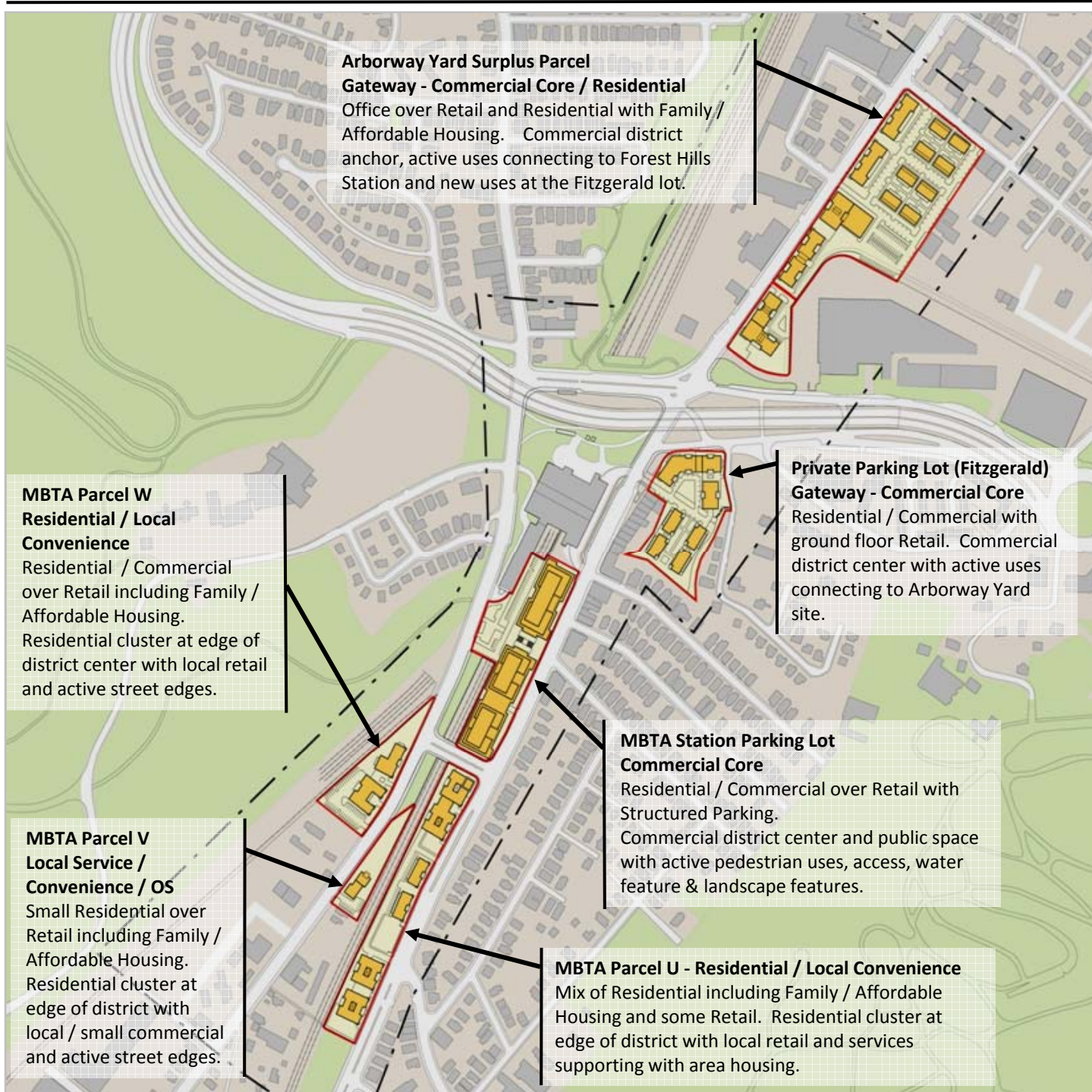


Boston  
 Redevelopment  
 Authority

**Use & Design Guidelines - Final Review Package**

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# **Forest Hill Improvement Initiative**

*A Partnership for Building a Better Community*

## **EMERGING COMMUNITY VISION**

Updated – May 31, 2007

**Statement of Intent:** While a consensus vision is continuing to emerge, community meetings and surveys to date have brought forth shared principles and examples of ideal development for the community. This statement is an attempt to provide a shared basis for ongoing conversations, and should be treated as a living document to be refined based on additional community input.

**Emerging Principles:** Based on community input to date, the Forest Hills Improvement Initiative envisions growth that supports the neighborhood in five key ways:

- **Improved Traffic Patterns:** Improvements will reduce car dependency, minimize any additional automobile traffic to and through Forest Hills and result in smoother, safer flow for cars, pedestrians, and bicycles. All new buildings and uses should promote pedestrian, bicycle, and public transit use, with only the minimum parking necessary to allow retail stores and residential uses to flourish. Better pedestrian and bicycle connections throughout Forest Hills--especially north-south connections--are a priority.
- **Vibrant Mixed Use District:** Improvements will increase the number and range of local retail and service businesses and community uses for area residents while recognizing area commuters also contribute to local businesses. New residential development should add to the existing mix of rental and ownership housing in the area. Affordable rental and ownership housing, services and programs for the elderly, and facilities and programs for youth are particularly important.
- **Community Orientation:** Improvements should provide opportunity for community ownership and interaction by creating spaces for public gatherings and markets, artist exhibits, and locally owned retail and service businesses. The Forest Hills community values its diversity (age, socioeconomic, and race and ethnicity); all new growth and uses including retail, commercial, and housing should support and continue that diversity.
- **Green / Sustainable Development:** Forest Hills should be a model for green / sustainable development including healthy, energy efficient buildings and transit-oriented, neighborhood-scaled development that reduces building and transportation based pollution and carbon emissions.
- **Green Space Assets:** Access to Forest Hill's numerous green space assets including the Arboretum, Southwest Corridor, Franklin Park, Forest Hills Cemetery and Station area should be increased by better connections and improved with new landscaping.





**FocusOUND**

Gateway Commercial / Residential – at northern end, family housing over community / service; at interior, family housing and office over retail; at southern end.

**Potential Buildout**

- Open Space: 62,000 SF / 23% of Site plus connector
- Housing: 160 Units
- Retail: 45,000 SF
- Office / Commercial: 120,000 SF
- Community: 8,000 SF (childcare & services)
- Vehicular Parking: 275 SP (residential & commercial)
- Bicycle Storage: tbd

|                           |  |   |
|---------------------------|--|---|
| <b>Site</b>               | <b>Arborway Yard</b>   | 277,323 SF / 6.37 Acres<br>(includes LRV Reserve 44,251 SF) |
| <b>Disposition Status</b> | Transferred to City upon completion of new bus facility; RFP in 2 to 5 years. Inclusion of LRV Reserve is dependent upon the restoration of the Arborway Trolley Line. |   |
| <b>Focus</b>              | Gateway Commercial / Residential – Residential with some community uses at northern end; residential at adjacent interior; and office over retail; at southern end.    |   |

|  |  |  |
|--|--|--|
| <b>Use Guidelines</b>                    |  |  |
| <b>Residential Uses</b>                  | Provide a mix of unit types including family housing; provide Studios, 1, 2, 3 and 4 bedroom units. Consider some artist focus with live / work spaces and or lofts. <ul style="list-style-type: none"> <li>▪ <b>Ownership &amp; Affordability:</b> See District Wide Housing &amp; Affordability Guidelines.</li> </ul>   |  |
| <b>Commercial Office Uses</b>            | Provide upper story commercial / office space as anchor use for district; locate at southern end of site including LRV Reserve if available.   |  |
| <b>Retail Uses</b>                       | Provide space for active ground floor retail and service businesses with youth orientation and usable outdoor space to support area community needs. Include a grocery store or other mini-anchor business. Focus active uses at southern end to reinforce connections under Casey Overpass.   |  |
| <b>Community Uses</b>                    | Provide for community service needs including on-site childcare, youth and senior service centers.   |  |
| <b>Potential Build Out (illustrated)</b> | <ul style="list-style-type: none"> <li>▪ Open Space: 62,000 SF / 23% of Site plus connector</li> <li>▪ Housing: 160 Units</li> <li>▪ Retail: 45,000 SF</li> <li>▪ Office / Commercial: 120,000 SF</li> <li>▪ Community: 8,000 SF (childcare &amp; services)</li> <li>▪ Vehicular Parking: 120 Res. / 155 Comm. SP</li> <li>▪ Bicycle Storage: 160 Res./ 16 Comm./ 32 Visitor SP</li> </ul> |  |

|   |   |  |
|---|---|--|
| <b>Design Guidelines</b>                  |   |  |
| <b>Street &amp; Block Pattern</b>         | Reduce the overall scale of the site with multi-building approach. Provide new interior drives and / or roads to allow through site access and reduce scale of site; align new roadway with Burnett St. and connect with Stonley Rd. at the rear of the site. |  |
| <b>Area Circulation &amp; Connections</b> | Provide strong pedestrian connections and active uses at southern end oriented to the station area and connecting through the site. Provide fire lane and circulation and access for MBTA Bus Yard at the rear of buildings.                                  |  |
| <b>Streetscape</b>                        | Improve existing streetscape conditions with new / re-  |  |

aligned curbing, wide landscaped sidewalks, street lighting, street furniture and enhanced paving. Improvements are to be coordinated and implemented with the district wide streetscape plan.

Preservation of existing street trees is a top priority.

- Building Height & Massing** Low rise mix of 4 to 5 stories. Vary building heights, arrange massing into multiple structures, and step massing to reduce site size and provide breaks for light, air and views.
- Orientation** Front new buildings on Washington St. Emphasize massing and height at corner near Casey Overpass (southern end) with taller massing and features to reinforce connections under Casey Overpass and pedestrian open space to support active ground floor retail and uses. Orient interior buildings to front on new streets.
- Edges & Street Wall** Enhance existing street wall conditions, provide set-backs:
- Residential: 12' - 15' set-back to provide buffer from street.
  - Retail: no or minimum set -back, recess ground floor 8' to 12' for continuous pedestrian arcade. At side streets 8' to 12' set-back to provide landscaped plaza areas and opportunities for outdoor seating.
  - Ensure frequent entrances, transparent facades, tall store and display windows, canopies and attractive building materials. Modulate façade to break up building length and massing.
- Building Character & Materials** Vary character between different building types [residential / commercial]; provide for high quality materials & detailing throughout.
- Washington Street: Commercial / retail building typology of brick / masonry construction. Provide tall ground floor retail spaces with large display windows and entries.
  - Side / Interior: Apartment building, row house, multi-family flat typology of wood or masonry construction consistent with the existing character of neighborhood.
- Site Open Space & Landscaping** Provide a mix of usable semi-private open space at each building and defensible semi-public neighborhood open space for each site.
- Provide high quality landscaping and screening of building mechanical equipment and ventilation openings. Include plantings and ornamental fencing along edges. Preservation of existing trees and planting of new trees are top priorities.

## Transportation, Access & Parking Requirements

- Pedestrian** Promote a high quality and accessible pedestrian environment in and around the building(s) that promotes walking to nearby uses, activities and public transit.

- Bicycle Parking**   ▪ See District Wide Bicycle Guidelines.
  - Vehicular Parking**   ▪ See District Wide Vehicular Parking & Access Guidelines.
  - Vehicular Parking and Service Access**   ▪ See District Wide Vehicular Parking & Access Guidelines.
- Site access should be from side streets with limited access via 1 or 2 shared driveways on Washington St. Building service access should be out of common view and from the rear of the buildings via private driveways and parking lots.

### **Sustainable Development and Green Building**

The redevelopment of these parcels should enhance the overall sustainability of the Forest Hills neighborhood through a careful mix of new uses and compact / low impact development strategies and be designed, planned and constructed to meet the USGBC's LEED for Neighborhood Development standards at the Certified level or better.

All new buildings are to be Green Buildings and must be designed and constructed to meet the most appropriate USGBC LEED standard at the Certified level or better and comply with DND Healthy Homes Standards.

USGBC Certification is highly encouraged but not required.





**Focus**

Gateway Commercial / Residential – Residential over retail and office; mixed income housing.

**Potential Buildout**

- Open Space: 36,000 SF / 37% of Site
- Housing: 153 Units
- Retail: 7,200 SF
- Vehicular Parking: 150 SP (residential)
- Bicycle Storage: tbd

|                           |   |                         |
|---------------------------|---|-------------------------|
| <b>Site</b>               | <b>Fitzgerald Parking Lot (Private)</b>   | 100,477 SF / 2.31 Acres |
| <b>Disposition Status</b> | Available as determined by private owner; open ended redevelopment possibilities; active commercial parking lot.      |                         |
| <b>Focus</b>              | Gateway Commercial / Residential – Residential or commercial over some retail at the Hyde Park Ave / Arborway corner. |                         |

### Use Guidelines

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|--|---|
| <b>Residential Uses</b>                  | Provide a mix of unit types including family housing; provide Studios, 1, 2, 3 and 4 bedroom units. <ul style="list-style-type: none"> <li>▪ <b>Ownership &amp; Affordability:</b> See District Wide Housing &amp; Affordability Guidelines.</li> </ul>   |
| <b>Commercial Office Uses</b>            | Provide some upper story commercial / office space as anchor uses for district; locate along Hyde Park over retail uses.  |
| <b>Retail Uses</b>                       | Provide space for active ground floor retail and service businesses along Hyde Park Ave. with usable outdoor space to support area community needs. Include locally based neighborhood serving retail uses and mini-anchor businesses. Focus active uses at corner to reinforce connections under Casey Overpass. |
| <b>Community Uses</b>                    | Provide for community service needs and uses including on-site childcare, youth and senior oriented businesses.   |
| <b>Potential Build Out (illustrated)</b> | <ul style="list-style-type: none"> <li>▪ Open Space: 36,000 SF / 37% of Site</li> <li>▪ Housing: 153 Units</li> <li>▪ Retail: 7,200 SF</li> <li>▪ Vehicular Parking: 150 Res. / 0 Comm. SP</li> <li>▪ Bicycle Storage: 150 Res. / 4 Comm./ 19 Visitor SP</li> </ul>   |

### Design Guidelines

|   |  |
|---|--|
| <b>Street &amp; Block Pattern</b>         | Reduce the overall scale of the site with multi-building approach; use open space to organize site and private drives to access interior buildings.  |
| <b>Area Circulation &amp; Connections</b> | Provide an open space pedestrian connection through site from Hyde Park Ave. to Orchard Hill Road. Provide active pedestrian uses to strengthen connection under Casey Overpass.   |
| <b>Streetscape</b>                        | Improve existing streetscape conditions with new / re-aligned curbing, wide landscaped sidewalks, street lighting, street furniture and enhanced paving. Improvements are to be coordinated and implemented with the district wide streetscape plan.<br><br>Reinforce Emerald Necklace connection along Arborway |



with large landscaped pathway. Preservation of existing street trees and planting new trees are top priorities.

|   |  |
|---|--|
| <b>Views &amp; Topography</b>             | Preserve existing view corridors from adjacent residences by stepping down building heights and setting taller massing at the street edge away from Court House hill.  |
| <b>Building Height &amp; Massing</b>      | Low rise mix 4 to 5 stories. Vary building height and step massing into multiple structures to reduce scale of site and preserve views.  |
| <b>Orientation</b>                        | Front of new buildings on Hyde Park Ave. Emphasize the corner near Casey Overpass with taller massing and features to reinforce connections under Casey Overpass.  |
| <b>Edges &amp; Street Wall</b>            | Enhance existing street wall conditions, provide set-backs: <ul style="list-style-type: none"> <li>▪ Residential: 12' - 15' set-back to provide buffer from street.</li> <li>▪ Retail: no or minimum set -back, use existing sidewalk area for outdoor seating. At Arborway 8' to 12' set-back to provide buffer from street.</li> <li>▪ Ensure frequent entrances, transparent facades, tall store and display windows, canopies and attractive building materials. Modulate façade to break up building length and massing.</li> </ul> |
| <b>Building Character &amp; Materials</b> | Apartment building typology of brick / masonry construction consistent with character of neighborhood. Provide tall ground floor retail spaces with large display windows. Vary character between different buildings and provide for high quality materials & detailing.  |
| <b>Site Landscaping &amp; Open Space</b>  | Provide a mix of usable semi-private open space at each building and defensible semi-public neighborhood open space connector through the site.<br><br>Provide high quality landscaping and screening of building mechanical equipment and ventilation openings. Include plantings and ornamental fencing along edges. Preservation of existing trees and planting of new trees are top priorities.  |

### Transportation Access & Parking Requirements

|                                     |   |
|-------------------------------------|---|
| <b>Pedestrian</b>                   | Promote a high quality and accessible pedestrian environment in and around the building(s) that promotes walking to nearby uses, activities and public transit.   |
| <b>Bicycle Parking</b>              | ▪ See District Wide Bicycle Guidelines.   |
| <b>Vehicular Parking</b>            | ▪ See District Wide Vehicular Parking & Access Guidelines.  |
| <b>Vehicular and Service Access</b> | ▪ See District Wide Vehicular Parking & Access Guidelines.<br><br>Site access should be from a private driveway off Hyde Park Ave. with limited or no access off of Arborway. Building service access should be out of common view and from the |

rear of the buildings via private driveways and parking lots.

### **Sustainable Development & Green Building**

The redevelopment of these parcels should enhance the overall sustainability of the Forest Hills neighborhood through a careful mix of new uses and compact / low impact development strategies.

All new buildings are to be Green Buildings per Boston Zoning Articles 37 & 80 and must be planned, designed and constructed to meet the most appropriate USGBC LEED standard at the Certified level or better.

USGBC Certification is highly encouraged but not required.



**Focus**

Commercial Core – Multifamily housing, commuter parking, and ground floor retail with pedestrian pathway/plaza connecting Hyde Park Avenue to Arnold Arboretum. Parking over retail on southern portion; residential over retail on northern portion of site. Must maintain commuter parking inventory.

**Potential Buildout**

- Open Space: 22,000 SF / 16% of Site
- Housing: 200 Units
- Retail: 37,000 SF
- Office / Commercial: 25,000 SF
- Community: 6,000 SF (childcare & services)
- Vehicular Parking: 150 Res./ 60 Comm. SP
- Commuter Parking: 240 min. SP plus up to 120 SP
- Bicycle Storage: 200 Res./ 7 Comm./ 27 Visitor

|                           |   |                         |
|---------------------------|---|-------------------------|
| <b>Site</b>               | <b>MBTA Station Parking Lot</b>   | 137,662 SF / 3.16 Acres |
| <b>Disposition Status</b> | Available Immediately, MBTA to issue Invitation to Bid in Spring of 2008  |                         |
|                           | Feasibility requires no cost to T or to commuters, replace all commuter parking spaces.   |                         |
| <b>Focus</b>              | Commercial Core / Residential – Residential and or commercial over retail at northern end; residential over commuter parking and retail at southern end. Include “Village Center” plaza and pedestrian pathway connecting Hyde Park Avenue to Arnold Arboretum. Must replace existing commuter parking inventory. |                         |

**Use Guidelines**

- Residential Uses** Provide a mix of unit types including Studios, 1, 2, 3 and 4 bedroom units.
  - **Ownership & Affordability:** See District Wide Housing & Affordability Guidelines.
- Commercial Office Uses** Provide active commercial space (movie theater, office, health services) at Washington Street ground level (2<sup>nd</sup> floor on Hyde Park Ave.). Provide upper story commercial / office space as anchor uses for district; locate at northern end of site along over retail uses.
- Retail Uses** Provide space for active ground floor retail and service businesses along Hyde Park Ave. with usable outdoor space to support area community needs. Include locally based neighborhood serving retail uses.
- Community Uses** Provide for community service needs including on-site childcare, youth and senior service centers.
- Commuter Parking** Replace existing MBTA Commuter and station employee parking in new structure; total 240 spaces. Provide up to 120 additional Commuter parking spaces as funding allows.
- Potential Build Out**
  - Open Space: 22,000 SF / 16% of Site
  - Housing: 200 Units
  - Retail: 37,000 SF
  - Office / Commercial: 25,000 SF
  - Community: 6,000 SF (childcare & services)
  - Vehicular Parking: 150 Res./ 60 Comm. SP
  - Commuter Parking: 240 min. SP plus up to 120 SP
  - Bicycle Storage: 200 Res./ 7 Comm./ 27 Visitor SP

**Design Guidelines**

- Street & Block Pattern** Reduce the overall scale of the site with a multi-building approach. Provide a major public open space, “Village Center” with pedestrian through connection. Use Open



|  |   |
|--|---|
|  | Space feature as organizing element for buildings and site.   |
| <b>Area<br/>Circulation &amp;<br/>Connections</b>    | Provide pedestrian connection / open space from Hyde Park Ave. to Washington Street linking to the Arnold Arboretum.<br>Provide active pedestrian uses along Hyde Park Ave.   |
| <b>Streetscape</b>                                   | Improve existing streetscape conditions with new / re-aligned curbing, wide landscaped sidewalks, street lighting, street furniture and enhanced paving. Improvements are to be coordinated and implemented with the district wide streetscape plan.  |
|  | Preservation of existing street trees is a top priority.  |
| <b>Views &amp;<br/>Topography</b>                    | Preserve view corridors across Station area. Use grade change for better building access on both Washington Street and Hyde Park Ave.   |
| <b>Building<br/>Height &amp;<br/>Massing</b>         | Mid rise mix of 6 - 7 stories. Employ step-backs on upper levels to reduce massing, shadow and light impacts. On northern portion of site, building heights should not obstruct views of Station Clock Tower.   |
| <b>Orientation</b>                                   | Front new buildings Hyde Park Ave. Emphasize the corner at Ukraine Way with building features and taller massing. Accentuate architectural elements at open space / pedestrian connection through site.   |
| <b>Edges &amp;<br/>Street Wall</b>                   | Enhance existing street wall conditions with 8' - 12' set-backs. Provide frequent entrances, transparent facades, and attractive building materials to reinforce pedestrian environment. At open space provide landscaped plaza area and opportunities for outdoor seating. Modulate façade to break up length.   |
| <b>Building<br/>Character &amp;<br/>Materials</b>    | Commercial apartment building typology of masonry construction consistent with character of area neighborhood. Provide tall ground floor retail spaces with large display windows and entries. Screen parking garage elements and cars from public view. Garage design should emphasize interior visibility, illumination, and other safety features for users. Vary character between different buildings and uses; provide for high quality materials & detailing throughout. |
| <b>Site<br/>Landscaping<br/>&amp; Open<br/>Space</b> | Incorporate active open space features (public stairs, plaza, water element) into "Village Center" pedestrian plaza and pedestrian connection between Hyde Park Ave. and Washington Street. Design and program plaza as a defensible public space with active uses including farmers' market, artists' booths, and similar activities.<br><br>Provide a mix of usable semi-private open space at each building.   |

## Transportation Access & Parking Requirements

- Pedestrian** Promote a high quality and accessible pedestrian environment in and around the building(s) that promotes walking to nearby uses, activities and public transit.
- Bicycle Parking** ▪ See District Wide Bicycle Guidelines.
- Vehicular Parking** ▪ See District Wide Vehicular Parking & Access Guidelines.
- Vehicular and Service Access** ▪ See District Wide Vehicular Parking & Access Guidelines.
- Site access should be from both Washington St. & Hyde Park Ave. Building service access should be out of common view and from the building interior via the parking garage. Align garage entries with existing streets and to minimize conflicts with bus and vehicular traffic and movement.

## Sustainable Development and Green Building

The redevelopment of this parcel should enhance the overall sustainability of the Forest Hills neighborhood through a careful mix of new uses and compact / low impact development strategies.

All new buildings are to be Green Buildings and must be designed and constructed to meet the most appropriate USGBC LEED standard at the Certified level or better and comply with DND Healthy Homes Standards.

USGBC Certification is highly encouraged but not required.

**Parcel V & W**  
**Focus**

Multi-family housing and/or neighborhood retail; open space & bike path at narrow end connecting to Southwest corridor.

**Potential Buildout**

**Parcel V:**

- Open Space: 18,000 sq. ft. / 79% of site
- Housing: 8 units
- Retail: 4,000 sq. ft.
- Vehicular Parking: 8 Res. / 4 Comm.
- Bicycle Parking: 8 Res. / 1 Comm. / 4 Visitor

**Parcel W**

- Open Space: 23,000 sq. ft. / 40% of site
- Housing: 40 units
- Retail: 12,000 sq. ft.
- Community: 2,000 sq. ft. (day care)
- Vehicular Parking: 35 Res. / 10 Comm.
- Bicycle Parking: 40 Res. / 2 Comm. / 6 Visitor

**MBTA Parcel W**

**MBTA Parcel V**

**MBTA Parcel U**

**Focus**

Residential w/ some retail at intersection of Hyde Park Avenue and Walk Hills Street and corner of Hype Park Avenue and Ukraine Way.

**Potential Buildout**

- Open Space: 30,000 sq. ft. / 24% of site
- Housing: 150 units
- Retail: 10,000 sq. ft.
- Community: 4,000 sq. ft. (day care)
- Vehicular Parking: 130 Res. / 0 Comm.
- Bicycle Parking: 150 Res. / 2 Comm. / 19 Visitor

CEMETERY



|   |   |                         |
|---|---|-------------------------|
| <b>Site</b>                               | <b>MBTA Parcel U</b>  | 122,799 SF / 2.82 Acres |
| <b>Disposition Status</b>                 | Available Immediately, MBTA to issue Invitation to Bid in Spring of 2008  |                         |
| <b>Focus</b>                              | Neighborhood Residential - Residential with some retail at the Ukraine Way corner and at Walk Hill Street.  |                         |
| <b>Use Guidelines</b>                     |   |                         |
| <b>Residential Uses</b>                   | Provide a mix of unit types with a focus on family housing; include Studios, 1, 2, 3 and 4 bedroom units. <ul style="list-style-type: none"> <li>▪ <b>Ownership &amp; Affordability:</b> See District Wide Housing &amp; Affordability Guidelines.</li> </ul>   |                         |
| <b>Retail Uses</b>                        | Ground floor uses should support local neighborhood needs and should include such uses as a small grocery store, dry cleaners, hardware store, bookstore, and café.   |                         |
| <b>Community Uses</b>                     | Provide for community service needs including on-site childcare center.   |                         |
| <b>Potential Buildout (illustrated)</b>   | <ul style="list-style-type: none"> <li>▪ Open Space: 30,000 sq. ft. / 24% of site</li> <li>▪ Housing: 150 units</li> <li>▪ Retail: 10,000 sq. ft.</li> <li>▪ Community: 4,000 sq. ft. (e.g. day care)</li> <li>▪ Vehicular Parking: 130 Res. / 0 Comm. SP</li> <li>▪ Bicycle Parking: 150 Res. / 2 Comm. / 19 Visitor SP</li> </ul> |                         |
| <b>Design Guidelines</b>                  |   |                         |
| <b>Street and Block Pattern</b>           | Reduce the overall scale of the site with multi-building approach; align open space and site access with Walk Hill Street.  |                         |
| <b>Area Circulation &amp; Connections</b> | Strengthen bicycle and pedestrian cross connections at Ukraine Way and along Hyde Park Ave. Explore ways to accommodate bicycle path extending from Walk Hill Street to Forest Hills Station. If feasible, relocate Toll Gate foot bridge to align with base of Walk Hill Street.   |                         |
| <b>Streetscape</b>                        | <p>Improve existing streetscape conditions with new / re-aligned curbing, wide landscaped sidewalks, street lighting, street furniture and enhanced paving. Improvements are to be coordinated and implemented with the district wide streetscape plan.</p> <p>Preservation of existing street trees is a top priority.</p>         |                         |
| <b>Views &amp; Topography</b>             | Position and space buildings to preserve key sight lines and views especially from Walk Hill Street. Use site topography to provide vehicle access to grade level parking (basement) at rear of site.   |                         |
| <b>Building</b>                           | Low rise 3 to 5 stories. Configure height, scale, and   |                         |



|   |   |
|---|---|
| <b>Height &amp; Massing</b>               | massing to be compatible with residential buildings on opposite side of Hyde Park Avenue. Arrange building massing into multiple structures and step massing to reduce scale; provide breaks for light, air, and views; and, to reflect traditional building massing. While of compatible design, multiple building structures should be of sufficiently distinct design to appear to be different developments.  |
| <b>Orientation</b>                        | Front new buildings on Hyde Park Ave. Emphasize the corner at Ukraine Way with building features, taller massing and pedestrian space to support ground floor retail.   |
| <b>Edges &amp; Street Wall</b>            | Enhance existing street wall conditions, provide set-backs: <ul style="list-style-type: none"><li>▪ Residential: 12' - 15' set-back to provide buffer from street.</li><li>▪ Retail: 8' - 12' set-back to provide landscaped plaza areas with opportunities for outdoor seating.</li><li>▪ Ensure frequent entrances, transparent facades, tall store and display windows, canopies, and attractive building materials along Hyde Park Avenue to reinforce pedestrian scale and character. Modulate façades to break up building lengths.</li></ul> |
| <b>Building Character &amp; Materials</b> | Apartment building, row house, multi-family-flat typology of brick / masonry and or wood frame construction consistent with character of neighborhood. Include tall ground floor retail spaces with large display windows. Vary character between different buildings and provide for high quality materials & detailing.   |
| <b>Site Open Space &amp; Landscaping</b>  | Provide usable, semi-private open space for each building. At the intersection of Hyde Park Avenue and Walk Hill Street, provide defensible, semi-public open space for neighborhood use.<br><br>Provide high quality landscaping and screening of mechanical equipment and ventilation openings. Include plantings and ornamental fencing along edges. Preservation of existing trees and planting of new trees are top priorities.  |

### Transportation, Access & Parking Requirements

|                                     |  |
|-------------------------------------|--|
| <b>Pedestrian</b>                   | Promote a high quality, accessible pedestrian environment in and around the building(s) that promotes walking to nearby uses, activities and public transit. |
| <b>Bicycle Parking</b>              | See District Wide Bicycle Storage Guidelines.  |
| <b>Vehicular Parking</b>            | See District Wide Parking Guidelines.  |
| <b>Vehicular and Service Access</b> | Should be from the side or rear of the building via private driveways.   |

## **Sustainable Development and Green Building**

The redevelopment of this parcel should enhance the overall sustainability of the Forest Hills neighborhood through a careful mix of new uses and compact / low impact development strategies.

All new buildings are to be Green Buildings and must be designed and constructed to meet the most appropriate USGBC LEED standard at the Certified level or better and comply with DND Healthy Homes Standards.

USGBC Certification is highly encouraged but not required.

|                           |   |  |
|---------------------------|---|--|
| <b>Site</b>               | <b>MBTA Parcel V and<br/>MBTA Parcel W</b>  | 22,975 SF / 0.53 Acres<br>58,541 SF / 1.34 Acres |
| <b>Disposition Status</b> | Available Immediately, MBTA to issue Invitation to Bid in Spring of 2008  |  |
| <b>Focus</b>              | Neighborhood Residential – Residential with neighborhood retail and / or commercial uses; retain and improve open space at southern end connecting to Southwest corridor. |  |

### Use Guidelines

- Residential Uses** Provide a mix of unit types with a focus on family housing; include Studios, 1, 2, 3 and 4 bedroom units.
  - **Ownership & Affordability:** See District Wide Housing & Affordability Guidelines.
- Commercial Uses** Provide space for locally based commercial businesses to support area community needs and as an anchor use for district.
- Retail Uses** Provide space for locally based active ground floor retail and service businesses to support area community needs.
  - Parcel V: provide for youth oriented uses and usable outdoor space to relate to adjacent linear park space.
  - Parcel W: provide for a new mini-anchor business such as a grocery store, restaurant / café, dry cleaners, hardware store, bookstore, or commercial business.
- Community Uses** Provide for community service needs including on-site childcare center.
- Potential Buildout**
  - Parcel V:
    - Open Space: 18,000 sq. ft. / 79% of site
    - Housing: 8 units
    - Retail: 4,000 sq. ft.
    - Vehicular Parking: 8 Res. / 3 Comm. SP
    - Bicycle Parking: 8 Res. / 1 Comm. / 4 Visitor SP
  - Parcel W
    - Open Space: 23,000 sq. ft. / 40% of site
    - Housing: 40 units
    - Retail: 10,000 sq. ft.
    - Community: 2,000 sq. ft. (e.g. day care)
    - Vehicular Parking: 35 Res. / 10 Comm. SP
    - Bicycle Parking: 50 Res. / 2 Comm. / 6 Visitor SP

### Design Guidelines

- Area Circulation & Connections** Strengthen bicycle and pedestrian connections across Ukraine Way and along Washington Street. Parcel V open space (narrow area at southern) to be improved and deed restricted for public use.
- Streetscape** Improve existing streetscape conditions with new / re-

aligned curbing, wide landscaped sidewalks, street lighting, street furniture and enhanced paving. Improvements are to be coordinated and implemented with the district wide streetscape plan.

Preservation of existing street trees is a top priority.

|   |  |
|---|--|
| <b>Views &amp; Topography</b>             | Position and space buildings to preserve key sight lines and views especially to the Arboretum.<br><u>Parcel W:</u> Use site topography to provide vehicle access to grade level (basement) parking and service access at the rear of site.  |
| <b>Building Height &amp; Massing</b>      | Low rise 3 to 4 stories. Configure height, scale and massing to be compatible with surrounding buildings and proposed development. Limit building to southern end of both sites where width allows for normal building depths.   |
| <b>Orientation</b>                        | Front new buildings on Washington Street.  |
| <b>Edges &amp; Street Wall</b>            | Enhance existing street wall conditions, provide set-backs: <ul style="list-style-type: none"><li>▪ Residential: 12' - 15' set-back to provide buffer from street.</li><li>▪ Retail: 8' - 12' set-back to provide landscaped plaza areas with opportunities for outdoor seating.</li><li>▪ Ensure frequent entrances, transparent facades, tall store and display windows, canopies, and attractive building materials along Washington Street to create a more pedestrian scale and character to area. Modulate façades to break up building lengths.</li></ul>   |
| <b>Building Character &amp; Materials</b> | Apartment building, row house, multi-family-flat typology of brick / masonry and or wood frame construction consistent with character of the area neighborhood. Include tall ground floor retail spaces with large display windows. Vary character between different buildings and provide for high quality materials & detailing.   |
| <b>Site Open Space &amp; Landscaping</b>  | Provide usable, semi-private open space for each building.<br><u>Parcel V:</u> Linear open space along Washington Street to be improved by developer as defensible public space for neighborhood use.<br><u>Parcel W:</u> At the intersection of Washington Street and Ukraine Way, provide defensible, semi-public open space for neighborhood use.<br><br>Provide high quality landscaping and screening of mechanical equipment and ventilation openings. Include plantings and ornamental fencing along edges. Preservation of existing trees and planting of new trees are top priorities. Surface parking should be landscaped and screened. |

## Transportation Access & Parking Requirements

|                   |   |
|-------------------|---|
| <b>Pedestrian</b> | Promote a high quality, accessible pedestrian environment |
|-------------------|---|



**District Wide Housing and Affordability**

**Community Expression** The community has expressed an interest in creating housing that serves a mix of incomes reflective of the existing community and includes both rental and ownership housing. Community recommendations for affordable housing range from 15% to 75% of all new units. Additional specific recommendations include the following:

- Provide housing that serves a mix of income earners with a broad income range at the affordable level that includes lower level income earners.
- A minimum 15% and maximum of 75% of the housing units to be built on publicly sold land must be affordable to low and moderate income households.
- That all new buildings including housing be well designed and be of high quality construction and materials.
- Affordable units should be indistinguishable from market rate units.

**Recommendations**

**Publicly Owned Land** A goal of 50% of new housing units built on publicly sold land are to be deed restricted affordable homes with a minimum of 15% per the Boston Inclusionary Development Policy and a maximum of 75% of all new units being affordable.

**Privately Owned Land** A goal of 30% of housing units built on private land are to be deed restricted affordable homes with a minimum of 15% per the Boston Inclusionary Development Policy and a maximum of 75% of all new units being affordable.

**Affordability Range** New housing should be affordable to a broad range of income earners with household incomes between 60% - 100% Area Medium Income.

**Ownership / Rental Mix** Both rental and ownership housing is desired with a slight preference for ownership housing. On large development sites include a mix of both rental and ownership housing.

**Unit Type** Provide a mix of unit types with a focus on “family housing”; include Studios, 1, 2, 3 and 4 bedroom units in the mix.

**Open Space** Each building and site should include dedicated open space for family and children including play spaces and structures.

**Quality Design** All new buildings, including housing, must be well designed and be of high quality materials and construction. Affordable units should be indistinguishable from market rate units.

**Submission Information** ITB respondents should be prepared to provide detailed information on the number and percentages of affordable units, level of affordability (minimum income tiers) and how the project achieves financially feasible.

in and around the building(s) that promotes walking to nearby uses, activities and public transit.

|                                     |  |
|-------------------------------------|--|
| <b>Bicycle Parking</b>              | See District Wide Bicycle Storage Guidelines.  |
| <b>Vehicular Parking</b>            | See District Wide Parking Guidelines.  |
| <b>Vehicular and Service Access</b> | Should be from the side or rear of the building via private driveways. Service for retail spaces should be screened and from the rear of the building. |

## **Sustainable Development and Green Building**

The redevelopment of these parcels should enhance the overall sustainability of the Forest Hills neighborhood through a careful mix of new uses and compact / low impact development strategies.

All new buildings are to be Green Buildings and must be designed and constructed to meet the most appropriate USGBC LEED standard at the Certified level or better and comply with DND Healthy Homes Standards.

USGBC Certification is highly encouraged but not required.

**District Wide Vehicle Parking & Service Access**

**Community Expression** The community has expressed an interest in reduced car dependency by requiring the minimum parking necessary to allow retail and residential uses to flourish and the provision of spaces for car sharing that are easily accessible to local area residents and commuters. The community also encourages shared parking strategies to maximize off-hours use of commuter parking spaces and to minimize the overall need and cost for off street parking.

**Recommendations**

**Off Street Parking** The following are use specific requirements; fewer parking spaces may be provided for unique uses with low car ownership such as senior residential development.

- **Residential:** Min. 0.75 to max. 1.0 spaces per dwelling unit and, for building with more than 10 units, 1 visitor space per 10 dwelling units.
- **Retail / Services:** Business spaces less than 5,000 Sq. Ft. – curb side only; businesses spaces greater than 5,000 Sq. Ft. – min. 0.75 spaces to max. 1.0 per 1,000 Sq. Ft.
- **Commercial / Non-retail:** Min. 0.75 to max. 1.0 spaces per 1,000 Sq. Ft.

**Car Sharing** A set-aside for dedicated parking spaces for shared vehicles (such as Zipcar) accessible to the general public (including local residents and commuters) is required.

**Demand Management** Develop programs to encourage tenant / owner use of public transit, bicycling and walking for transportation including free or subsidized T passes, unbundling of parking from housing sales/leases, bicycling or walking bonuses and other strategies that discourage use of personal vehicles.

**Loading & Service Access** All service loading and unloading facilities should be located off-street and designed to prevent truck back-up maneuvers in the public right-of-way.

## District Wide

## Bicycle Storage

### Community Expression

The community has expressed an interest that all new buildings and uses should promote pedestrian, bicycle, and public transit use. Better pedestrian and bicycle connections throughout Forest Hills--especially north-south connections--are a priority.

## Recommendations

### Bicycle Racks and Storage

The following are use specific requirements which may vary for unique uses.

- **Residential:** Minimum of one (1) accessible, indoor, secure bicycle storage space per dwelling unit. And on-site, secure visitor bike rack(s) with a minimum of one (1) bike space per 10 dwelling units but no less than four (4) bike spaces per site.
- **Retail:** At minimum, the greater of one (1) accessible, indoor, secure bicycle storage space per 10,000 SF of net building area, or fraction thereof, or one (1) bicycle storage space per 10 parking space. And on-site, secure visitor bike rack(s) with a minimum of one (1) bike space per 10,000 SF but no less than four (4) bike spaces per site.
- **Commercial Non-retail:** At minimum, the greater of one (1) accessible, indoor, secure bicycle storage space per 10,000 SF of net building area, or fraction thereof, or one (1) bicycle storage space per 10 parking space. And on-site, secure visitor bike rack(s) with a minimum of one (1) bike space per 10,000 SF but no less than four (4) bike spaces per building.

**District Wide Transportation & Streetscape Improvements**

**Coordinated Plan** In order to achieve the Community Vision for an improved and sustainably developed Forest Hills and to mitigate the impacts of new uses and buildings, the Forest Hills Community and the City of Boston seek a district wide approach to improving Transportation & Streetscape conditions. To promote the best outcome and coordinate the actions of the many development projects (sites) within the Study Area, each project (site) will be required to contribute funding to a Second Phase district wide Transportation & Streetscape planning effort.

The Second Phase Transportation & Streetscape Plan will:

- Build upon community recommendations from the Forest Hills Improvement Initiative.
- Work with the City, State, and Community to analyze the engineering and financial feasibility of the Med and Long Term Transportation & Streetscape Improvement Recommendations.
- Finalize improvement recommendations.
- Produce 25% Construction Documents for the agreed upon improvements.

**Recommendations**

**Funding** In addition to City and BRA funding, the development proponents of the six study sites (including those designated through either MBTA or City disposition processes) and other major development sites in the study area each contribute funding for the Second Phase Transportation & Streetscape Plan. Funding requirements will be proportioned according to development size.

**Construction** In addition to City and State capital funding, the development proponents within the Forest Hills Study Area will contribute to district wide improvements and / or construction district wide improvements associated with each project.