

**Design Guideline Revisions as of June 12, 2008**

**Parcel S (Station Parking Lot)**

- Reduce building height
- Clock Tower Height – on Washington Street (higher): top 141’, clock face 123’ to 102’, Hyde Park Ave. (lower) side less 20’ on

**Building Height & Massing** Mid rise mix of 5 to 6 stories. Proposed designs must address community concern for height and massing at this site. Organize buildings into three or more masses and employ step-backs at upper levels to reduce massing, shadow and light impacts. On northern portion of site, building heights should not obstruct views of Station Clock Tower.

**District Community and Open Space (ITB Parcels)**

	Parcel S	Parcel U	Parcels V	Parcel W	TOTALS
Open Space:	22,000 SF	30,000 SF	18,000 SF	23,000 SF	93,000 SF
Community Space	6,000 SF	4,000 SF	0 SF	2,000 SF	12,000 SF

**Additional Commercial / Office uses to increase to daytime business activities**

Based on feedback at the Sixty Community Meeting and the Working Group, the Use & Design Guidelines were revised to also allow commercial / office uses on the Fitzgerald Parking Lot and Parcel S (MBTA Parking Lot) and to include a mini-anchor use at the Fitzgerald Parking Lot.

**Housing and Affordability**

- Clarify goal of 50% affordable housing
- Note City and 40R requirements for affordable housing
  - Publicly Owned Land** The community’s goal is that 50% of all new housing units built on publicly owned or sold land are to be deed restricted affordable homes. The City plans to seek State Chapter 40R funding for infrastructure improvements for Forest Hills; projects must comply with Chapter 40R requirements including that at least 20% of all new units be affordable. All projects must comply with the Boston Inclusionary Development Policy requirements including that at least 15% of all new housing units be affordable homes.
  - Privately Owned Land** The community’s goal is that 30% of all new housing units built on privately owned land are to be deed restricted affordable homes. The City plans to seek State Chapter 40R funding for infrastructure improvements for Forest Hills; projects must comply with Chapter 40R requirements including that at least 20% of all new units be affordable. All projects must comply with the Boston Inclusionary Development Policy requirements including that at least 15% of all new housing units are affordable homes.

## Design Guideline Revisions as of April 22, 2008

### Arborway Yard – no changes

### Fitzgerald Parking Lot

- Include recommendation for community uses.
- Also allow for commercial office uses.
- Include recommendation for commercial retail mini-anchor.

**Focus** Gateway Commercial / Residential – Residential *or commercial* over some retail at the Hyde Park Ave / Arborway corner.

**Community Uses** Provide for community service needs and uses including on-site childcare, youth and senior oriented businesses.

**Commercial Office Uses** Provide some upper story commercial / office space as anchor use for district; locate along Hyde Park 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 *and mini-anchor businesses*. Focus active uses at corner to reinforce connections under Casey Overpass.

### MBTA Station Parking Lot

- Allow for more commercial office uses.

**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.*

### Parcel U

- Include recommendation for addition retail near Walk Hill Street

**Focus** Neighborhood Residential - Residential with some retail at the Ukraine Way corner *and at Walk Hill Street.*

### Parcels V & W

- Also allow for commercial uses

**Focus** Neighborhood Residential – *Residential with neighborhood retail and / or commercial uses*; retain and improve open space at southern end connecting to Southwest corridor.

**Commercial Uses** Provide space for locally based commercial businesses to support area community needs and as an anchor use for district.

### Transportation and Streetscape Improvements

- Add District Wide statement

**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.

**Housing and Affordability**

- Emphasize goal of 50% affordable housing
  - 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.

## Design Guideline Revisions as of April 10, 2008

### Fitzgerald Parking Lot

- Include recommendation for community uses.
- Include recommendation for commercial retail mini-anchor.
- Also allow for commercial office uses.

### MBTA Station Parking Lot

- Allow for more commercial office uses.

### Parcel U

- Include recommendation for addition retail near Walk Hill Street

### Parcels V & W

- Also allow for commercial uses

### Housing and Affordability

**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.

### Transportation and Streetscape Improvements

The Forest Hills Community and the City of Boston seek a district wide approach to improving Transportation & Streetscape conditions in Forest Hills. To promote the best outcome and coordinate the actions of the many development projects (sites), each project (site) will be required to contribute funding to a Second Phase district wide Transportation & Streetscape planning effort. The Second Phase planning will build upon community recommendations from the Forest Hills Improvement Initiative, finalize improvement recommendations, and produce 25% Construction Documents for the agree upon improvements.

### Streetscape (current statements)

**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.