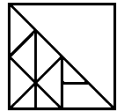


Forest Hills Improvement Initiative

A Partnership for Building a Better Community



City of Boston
Thomas M. Menino, Mayor

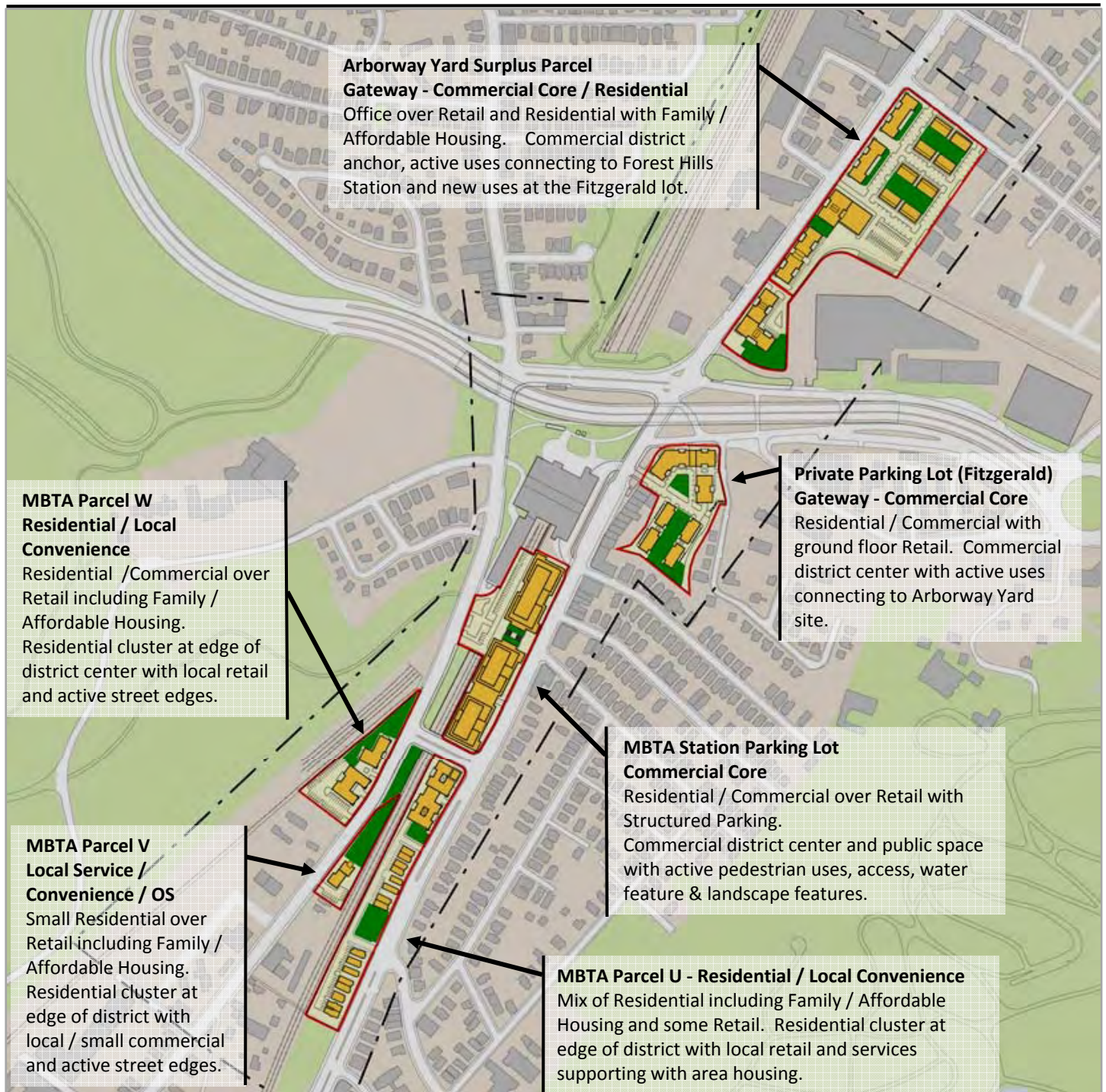


Boston
Redevelopment
Authority

Use & Design Guidelines September 23, 2008

- Emerging Community Vision – p. 2
- Site Use & Design Guidelines – p. 3 to 21
 - Arborway Yard – p. 3
 - Fitzgerald Private Parking Lot – p. 7
 - MBTA Commuter Parking Lot – p. 11
 - MBTA Parcel U – p. 15

- MBTA Parcels V & W – p. 19
- District Wide Sustainable Development & Green Buildings – p. 22
- District Wide Housing & Affordability – p. 23
- District Wide Vehicle Parking & Service Access – p. 25
- District Wide Bicycle Storage – p. 26
- District Wide Transportation & Streetscape Improvements - p. 27



District Wide	Emerging Community Vision
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Statement of Intent	While a consensus vision continues 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

Principles

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.

Site	Arborway Yard	277,323 SF / 6.37 Acres (includes LRV Reserve 44,251 SF)
	Disposition Status	Transferred to City upon completion of new bus facility; RFP in 3 to 6 years. Inclusion of LRV Reserve is dependent upon the restoration of the Arborway Trolley Line.
	Focus	Gateway Commercial / Residential – Residential with some community uses at northern end; residential at adjacent interior; and, office over retail at southern end.

Use Guidelines

Residential Uses	<p>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.</p> <ul style="list-style-type: none"> ▪ Ownership & Affordability: See District Wide Housing & Affordability Guidelines. <p>Note: The District Wide Housing & Affordability Guideline does not apply to the Arborway Yard site, since a prior agreement between the City, the MBTA, and the CPCAY states that any housing developed on the site will be affordable.</p>
Commercial Office Uses	Provide upper story commercial / office space as anchor use for district; locate at southern end of site including LRV Reserve if available.
Retail Uses	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.
Community Uses	Provide for community service needs including on-site childcare, youth and senior service centers.
Illustrated Build Out Potential (assuming a housing focus)	<ul style="list-style-type: none"> ▪ 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: 120 Res. / 155 Comm. SP ▪ Bicycle Storage: 160 Res./ 16 Comm./ 32 Visitor SP

Design Guidelines

Street & Block Pattern	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.
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- Area** 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.
- Circulation & Connections**
- 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.
- Building Height & Massing** Low rise mix of 4 stories with 5 stories at the southern corner. 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 5 story 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 and provide for high quality construction, materials & detailing.
- Washington Street: Commercial / retail building typology of brick / masonry construction. Provide tall ground floor retail spaces with large display windows and entries.
 - Side / Interior: Row house and 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. Include outdoor passive and active open spaces with play structures for children.
- 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 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 Buildings

- See District Wide Sustainable Development & Green Buildings Guidelines



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

Site	Fitzgerald Parking Lot (Private)	100,477 SF / 2.31 Acres
Disposition Status	Available as determined by private owner; open ended redevelopment possibilities; active commercial parking lot.	
Focus	Gateway Commercial / Residential – Residential and / or office over street level retail at the Hyde Park Ave / Arborway corner; option for anchor retail.	

Use Guidelines

Residential Uses	Provide a mix of unit types including family housing; provide Studios, 1, 2, 3 and 4 bedroom units. <ul style="list-style-type: none"> ▪ Ownership & Affordability: See District Wide Housing & Affordability Guidelines.
Commercial Office Uses	Provide upper story commercial / office space above street level retail uses along Hyde Park edge.
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, including locally based neighborhood serving retail uses and mini-anchor businesses. Focus active uses at corner to reinforce connections under Casey Overpass. Allow option for anchor retail on interior of site.
Community Uses	Provide for community service needs and uses including on-site childcare, youth and senior oriented businesses.
Illustrated Potential Build Out (assuming a housing focus)	<ul style="list-style-type: none"> ▪ Open Space: 36,000 SF / 37% of Site ▪ Housing Option: 135 Units ▪ Retail Option: 15,000 SF ▪ Office / Commercial Option: 40,000 SF ▪ Vehicular Parking Options: 120 SP (Resident) / 40 SP (Commercial) / 15 SP (Retail) ▪ Bicycle Storage: 150 Res. / 4 Comm./ 19 Visitor SP

Design Guidelines

Street & Block Pattern	Reduce the overall scale of the site with multi-building approach; use open space to organize site and private drives to access interior buildings.
Area Circulation & Connections	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.
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.

Reinforce Emerald Necklace connection along Arborway with large landscaped pathway. Preservation of existing street trees and planting new trees are top priorities.

Views & Topography 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.

Building Height & Massing Low rise mix 4 stories with 5 stories at the corner. Vary building height and step massing into multiple structures to reduce scale of site and preserve views.

Orientation Front of new buildings on Hyde Park Ave. Emphasize the corner near Casey Overpass with taller 5 story massing and features to reinforce connections under Casey Overpass.

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, use existing sidewalk area for outdoor seating. At Arborway 8' to 12' set-back to provide buffer from street.
- Ensure frequent entrances, transparent facades, tall store and display windows, canopies and attractive building materials. Modulate façade to break up building length and massing.
- Adjacent Residential Edges: Provide wide landscaped buffers (20' min.) from adjacent residential uses.

Building Character & Materials 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. Building mechanical and ventilation equipment is to be located away from adjacent residential uses and screened to eliminate noise and visual impacts.

Site Landscaping & Open Space Provide a mix of usable semi-private open space at each building and defensible semi-public neighborhood open space connector through the site. Include outdoor passive and active open spaces with play structures for children.

Provide high quality landscaping and screening of building mechanical equipment and ventilation openings. Include plantings and ornamental fencing along open edges and wide landscaped buffers with trees at the adjoining parcel edges at Tower Street and Orchard Hill Road. 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 and Service Access** ▪ May use interior, southern portion of site for surface parking to support anchor retail and or office uses only. Any surface parking should incorporate state-of-the-art sustainable design strategies to reduce storm water run-off and heat island effects
- Vehicular and Service Access** ▪ See District Wide Vehicular Parking & Access Guidelines.
- Vehicular and Service Access** ▪ 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 Buildings

- See District Wide Sustainable Development & Green Buildings Guidelines.



Site	MBTA Parcel S (Parking Lot) 137,662 SF / 3.16 Acres
Disposition Status	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.
Focus	Commercial Core / Office – Office / Institutional over retail at northern end; structured parking over 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	
Commercial Office / Institutional Uses	Provide active commercial / office / institutional space (education, office, health services, movie theater) at Washington Street ground level (2 nd floor on Hyde Park Ave.). Provide upper story commercial office / institutional space as anchor uses for district; locate at northern end of site adjacent to the MBTA Station.
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.
Illustrated Build Out Potential (assuming a housing focus)	<ul style="list-style-type: none"> ▪ Open Space: 22,000 SF / 16% of Site ▪ Retail: 42,000 SF ▪ Commercial / Office: 163,000 SF ▪ Community: 6,000 SF (childcare & services) ▪ Vehicular Parking: 411 SP (Commercial / Retail) ▪ Commuter Parking: 240 min. SP ▪ Bicycle Storage: 17 Comm./ 24 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.
Area Circulation & Connections	Provide pedestrian connection / open space from Hyde Park Ave. to Washington Street linking to the Arnold Arboretum. Provide active pedestrian uses along Hyde Park Ave.

- 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.
- Views & Topography** Preserve view corridors across Station area. Use grade change for better building access on both Washington Street and Hyde Park Ave.
- Building Height & Massing** 5 / 6 stories (Wash. St. / Hyde Park Ave.). Building height is a concern for many in the community; proposals should employ multiple strategies to reduce actual and apparent building heights including setbacks and step-backs at the upper levels to reduce massing, shadow and light impacts. On northern portion of site, building heights should not obstruct views of Station Clock Tower.
- Orientation** 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.
- Edges & Street Wall** Enhance existing street wall conditions with 8' - 12' setbacks. 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.
- Building Character & Materials** Commercial or 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.
- Site Landscaping & Open Space** 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.
- Provide a mix of usable semi-private open space at each building. Include outdoor passive and active open spaces with play structures for children.

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 Buildings

- See District Wide Sustainable Development & Green Buildings Guidelines



MBTA Parcel W

MBTA Parcel V

MBTA Parcel U

CEMETERY

Site	MBTA Parcel U	122,799 SF / 2.82 Acres
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Disposition Status	Available Immediately, MBTA to issue Invitation to Bid in Spring of 2008
Focus	Neighborhood Residential - Residential with some retail at the Ukraine Way corner and at Walk Hill Street.

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. <ul style="list-style-type: none"> ▪ Ownership & Affordability: See District Wide Housing & Affordability Guidelines.
Retail Uses	Ground floor uses should support local neighborhood needs and should include such uses as a small grocery store, dry cleaners, hardware store, bookstore, and/or café.
Community Uses	Provide for community service needs including on-site childcare center.
Illustrated Potential Buildout (assuming a housing focus)	<ul style="list-style-type: none"> ▪ Open Space: 30,000 sq. ft. / 24% of site ▪ Housing: 120 units ▪ Retail: 5,000 sq. ft. ▪ Community: 4,000 sq. ft. (e.g. day care) ▪ Vehicular Parking: 120 Res. / 0 Comm. SP ▪ Bicycle Parking: 120 Res. / 2 Comm. / 16 Visitor SP

Design Guidelines

Street and Block Pattern	Reduce the overall scale of the site with multi-building approach; align open space and site access with Walk Hill Street.
Area Circulation & Connections	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.
Streetscape	<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>
Views & Topography	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.

Building Height & Massing	3 to 4 stories with 4 stories at the northern corner. Configure height, scale, and massing to be compatible with residential buildings on opposite side of Hyde Park Avenue. Arrange building massing into multiple structures and 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.
Orientation	Front new buildings on Hyde Park Ave. Emphasize the corner at Ukraine Way with building features, taller 4 story massing and pedestrian space to support ground floor retail.
Edges & Street Wall	Enhance existing street wall conditions, provide set-backs: <ul style="list-style-type: none">▪ Residential: 12' - 15' set-back to provide buffer from street.▪ Retail: 8' - 12' set-back to provide landscaped plaza areas with opportunities for outdoor seating.▪ 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.
Building Character & Materials	Row house and multi-family-flat typology focusing on wood frame construction consistent with character of neighborhood. Apartment building typology with wood frame or brick/masonry construction limited to northern end of site. For retail, include tall ground floor spaces with large display windows. Vary character between different buildings and provide for high quality construction, materials & detailing to address noise and vibration of adjacent train uses.
Site Open Space & Landscaping	<p>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. Include outdoor passive and active open spaces with play structures for children.</p> <p>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.</p>

Transportation, Access & Parking Requirements

Pedestrian	Promote a high quality, 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 Storage Guidelines.
Vehicular Parking	See District Wide Parking Guidelines.

Vehicular and Service Access Should be from the side or rear of the building via private driveways.

Sustainable Development and Green Building

- See District Wide Sustainable Development & Green Buildings Guidelines

Site	MBTA Parcel V and MBTA Parcel W	22,975 SF / 0.53 Acres 58,541 SF / 1.34 Acres
Disposition Status	Available Immediately, MBTA to issue Invitation to Bid in Spring of 2008	
Focus	Neighborhood Residential or Local Commercial – Residential or commercial business with street level neighborhood retail. Focus should be on Parcel W with no or minimal new uses on Parcel V. Transfer all or remaining linear open spaces at southern end of Parcel V to DCR for continuation of Southwest corridor park.	

Use Guidelines

- Residential Uses Option** 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 Option** Provide space for local commercial businesses to support area community needs and as an anchor use for district.
- Retail Uses Option** Retail uses on these parcels are second tier to primary retail area that is focused on Hyde Park Ave. If retail is included, 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 Option** Parcel W: Provide for related community service needs including on-site childcare center.
- Potential Buildout**
 - Parcel V:
 - Open Space: 18,000 sq. ft. / 79% of site
 - Housing Option: up to 6 units
 - Commercial Option: up to 8,000 sq. ft. on 2 stories
 - Retail Option: up to 4,000 sq. ft.
 - Vehicular Parking: 6 Resident, or 8 Commercial / 4 Retail SP
 - Bicycle Parking: 6 Resident or 8 Commercial SP
 - Parcel W:
 - Open Space: 23,000 sq. ft. / 40% of site
 - Housing Option: up to 40 units
 - Commercial Option: up to 32,000 sq. ft. on 2 stories
 - Retail Option: up to 10,000 sq. ft.
 - Community Option: 2,000 sq. ft. (e.g. day care)
 - Vehicular Parking: 36 Resident, or 32 Commercial / 10 Retail SP
 - Bicycle Parking: 40 Resident / 4 Visitor, or 4 Comm. / 4 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.
Views & Topography	Position and space buildings to preserve key sight lines and views especially to the Arboretum. <u>Parcel W:</u> Use site topography to provide vehicle access to grade level (basement) parking and service access at the rear of site.
Building Height & Massing	<u>Parcel V:</u> 3 stories <u>Parcel W:</u> 3 stories at northern end; 4 stories at southern end where grade drops off. On both parcels, 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.
Orientation	Front new buildings on Washington Street.
Edges & Street Wall	Enhance existing street wall conditions, provide set-backs: <ul style="list-style-type: none"> ▪ Residential: 12' - 15' set-back to provide buffer from street. ▪ Retail: 8' - 12' set-back to provide landscaped plaza areas with opportunities for outdoor seating. ▪ 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.
Building Character & Materials	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.
Site Open Space & Landscaping	Provide usable, semi-private open space for each building. <u>Parcel V:</u> All or remaining linear open space along Washington Street to be transferred to State Department of Conservation and Recreation (DCR). If parcel is developed, coordinate improve remaining open space with DCR as defensible public space for neighborhood use and include

outdoor passive and active open spaces with play structures for children.

Parcel W: At the intersection of Washington Street and Ukraine Way, provide defensible, semi-public open space for neighborhood use. Include outdoor passive and active open spaces with play structures for children.

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

Pedestrian	Promote a high quality, 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 Storage Guidelines.
Vehicular Parking	See District Wide Parking Guidelines.
Vehicular and Service Access	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 Buildings

- See District Wide Sustainable Development & Green Buildings Guidelines

District Wide

Sustainable Development and Green Buildings

Community Expression

The Community’s Vision is that Forest Hills should be a model for sustainable development and green building including healthy, energy efficient buildings and transit-oriented, neighborhood-scaled development that reduces building and transportation based pollution and carbon emissions.

Guidelines

Sustainable Development

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.

Each project site must comply with the US Green Building Council (USGBC) Leadership in Energy & Environmental Design for Neighborhood Development (LEED - ND) standards. While projects must at minimum meet the “certified” level, the Community’s vision is for model practices and a goal of LEED-ND Gold or better.

Green Buildings

All new buildings are to be Green Buildings and comply with City of Boston Green Building Zoning Article 37 and 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.

Projects Green Building strategies should include a focus on the following:

- On-site Renewable Energy
- Distributed Generation
- Energy Efficiency
- Stormwater Management
- Transportation Demand Management
- Sustainable Landscaping

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. Recommendations for affordable housing range from as little as 15% to as much as 75% with broad community support of a goal of 50% of new units.
Guidelines	
Publicly Owned or Sold Land	<p>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.</p> <p>Note: This guideline does not apply to the Arborway Yard site, since a prior agreement between the City, the MBTA, and the CPCAY states that any housing developed on the site will be affordable.</p>
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.
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. Units must conform to the BRA Minimum Neighborhood Unit Size as follows: Studio – 500 SF, One Bedroom – 750 SF, Two Bedroom – 900 SF, and Three Bedroom – 1200 SF.
Open Space	Each building and site should include dedicated out door open space for family and children and provide active 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** Respondents should provide detailed information on the number and percentages of affordable units, level of affordability and project financially feasible.

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.

Guidelines

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.

Guidelines

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 and engineering 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.

Guidelines

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.