

PARCEL P-12 DEVELOPMENT & URBAN DESIGN GUIDELINES

Development Guidelines

Parcel P-12 is an approximately 30,000 square feet parcel located in the South Cove Urban Renewal Area, owned by the Boston Redevelopment Authority (“BRA”), doing business as the Boston Planning & Development Agency (“BPDA”). The objective for the redevelopment of Parcel P-12 is to create a dense, mixed-use infill development on an under-utilized public parcel that prioritizes affordable housing and a vibrant streetscape environment at the ground level. The guidelines in this RFP reflect input from a variety of sources, including recent community workshops conducted by the BPDA and the City of Boston. While there have been a number of past studies on this parcel, interested parties should respond to the development and design guidelines described below.

1. **NEIGHBORHOOD CONTEXT:** The parcel is situated at the convergence point of several neighborhoods, including Chinatown to the east, Bay Village to the west, and the Theater District to the north. The parcel is also located proximate to the Tufts Medical Center, the YMCA and the Josiah Quincy Elementary School and Boston Center for Youth and Families (BCYF) Quincy Community Center. Development on this site must therefore be sensitive and responsive to the surrounding neighborhoods and institutional uses and should aspire to improve the existing context beyond the boundaries of the development.
2. **HOUSING AFFORDABILITY:** This development is a long-awaited opportunity to create a significant number of income-restricted units in an area that has experienced market-rate development pressures. As a result, at least half of the units should be income-restricted, in order to address displacement, a strong concern of both area residents and the City of Boston. In order to offer a range of housing opportunities, there is a preference for a mix of homeownership and rental units. For the income-restricted rental units, the developer should maximize the number of units targeted to households in the range of 30% to 60% of Area Median Income (AMI).

The income-restricted homeownership units should be targeted to households in the range of 60% to 100% of AMI, with the average AMI not exceeding 80% of AMI. In addition, the developer should maximize the number of family sized units. Further, while BPDA affordability requirements stipulate owner occupancy of income restricted homeownership units and prohibit subleasing of income restricted rental units, the BPDA will also require that market rate rental units be subject to rental terms of at least one year, as well as to sub-leasing restrictions that address both short-term rentals and rental services, such as Airbnb. For market rate homeownership units, the Master Deed should mandate that lease terms be a minimum of one year.

3. **GROUND FLOOR SPACE:** The developer should seek tenants, to the extent possible, that include area small businesses and providers of community uses. The development may also be a good candidate for a new space for library services per the specifications of the Boston Public Library facilities assessment. Regardless, the ground floor spaces should strive to enliven the streetscape through local retail or commercial uses and/or civic programs.
4. **SITE CONSTRAINTS / EASEMENTS:** Configuration of a proposed building at this site will be limited by easements held by the owner of the abutting hotel, CJ Washington, LLC as will be illustrated in an Appendix to the RFP. In addition, a pedestrian connection through the site is required. The intent is to provide greater pedestrian porosity mid-block. Creative strategies may be explored to preserve the intent of this through-block connection.
5. **PARKING:** Currently, it is envisioned that the existing public fee parking spaces may be retained as part of the new development. While there is no minimum parking requirement otherwise for this site, and the BPDA would entertain a scenario without any additional parking for accessory uses, the development may include additional off-street parking for residential units, not to exceed a parking ratio of 0.5 spaces per dwelling unit. In addition, commercial parking spaces may be considered to provide support to area commercial uses. Any parking should be camouflaged to the extent possible to minimize impacts to the streetscape environment. The development

should make every effort to include space for alternate transportation modes such as bicycle racks, car share (i**PARKI**.e., Zipcar, Enterprise CarShare, etc.) spaces and may consider funding for a Hubway bicycle share station.

6. **GREEN SPACE:** Development of Parcel P-12 should take into account the existing Eliot Norton Park directly across Tremont Street. A new building on this site could impact the character of the park, as the podium facade will frame this important pocket park. Developers are encouraged to explore contributing to amenities to enhance Eliot Norton Park as a community benefit in possible partnership with the Boston Parks and Recreation Department. Other opportunities for incorporating green roof or other outdoor amenity spaces on-site are likewise encouraged.

Urban Design Guidelines

The BPDA, in consultation with the community, has created the following Design Guidelines in order to inform Proponents about expectations as they contemplate the designs of their proposed developments for Parcel P-12.

1. **BUILDING HEIGHT:** Given the site's context, Parcel P-12 represents an opportunity to achieve significant height. The community is in favor of development to the maximum height permissible in order to achieve all of their goals for the building. The site is located in the Midtown Cultural District - General Area, and within a Housing Priority Area Overlay District, which limits the height to 250 feet with a maximum Floor Area Ratio of 12.0. With zoning relief, the development could obtain a variance to exceed this by-right height limit. Additionally, the approximate maximum height permitted by the Federal Aviation Administration (FAA) at this location is 360 feet, with the caveat that the maximum height allowed on the site will ultimately be determined by the FAA/Massport. Lastly, such height must also comply with the shadow regulations for the Boston Common and Public Garden, as per An Act Protecting Certain Public Commons, of the Massachusetts Legislature Acts of 1990, Chapter 362 and An Act Protecting the Boston Public Garden, of the Massachusetts Legislature Acts of 1992, Chapter 384, respectively.
2. **PUBLIC SAFETY:** Given that this is a densely developed area containing many

residents in the midst of bustling commercial, educational and cultural activity, pedestrian safety should be thoughtfully considered and enhanced wherever possible. The intersection of Tremont Street and Oak Street West in particular should be examined with an eye towards instituting traffic light improvements and traffic calming features. Design strategies should take into account pedestrians, bus traffic and other active modes of transportation such as bicycles and car sharing service pickup and drop-off.

3. **DESIGN REFLECTIVE OF DEVELOPMENT GUIDELINES:** There is a preference for the creation of both rental and homeownership housing opportunities that increase the sustainability and vibrancy of the historic Chinatown and Bay Village neighborhoods, as well as small neighborhood businesses as described above. The design should manifest an active street wall, reinvigorating the streetscape with ground floor commercial and retail spaces that reflect the needs of area residents. The overall development should contribute to improving the streetscape and enhancing the Chinatown neighborhood at the intersection of Tremont Street and Oak Street West, while embracing the architectural characteristics of the neighborhood.
4. **QUALITY, CREATIVE DESIGN:** Because of the anticipated height of this project, this is an opportunity to construct a signature building that will be visible from multiple neighborhoods. Its design should be sensitive to the surrounding context, but may also aspire to be a creative addition to the city's skyline. Emphasis should be on high quality, durable materials to create a building meant to last, but also as a mechanism to improve the streetscape character and public realm surrounding the project.
5. **RESILIENCY AND SUSTAINABILITY GUIDELINES:** The community has set a goal for this project to enhance the resiliency and ensure the wellbeing of the residents of the new building and of the surrounding neighborhood. In order to support this goal, redevelopment of Parcel P-12 should aspire towards the Mayor's goal for Boston to be carbon neutral by 2050.

Responding proposals should demonstrate a comprehensive approach to resilient and sustainable development through integrative project planning, design, and delivery. Proposals should exemplify industry best practices and

incorporate innovative strategies, systems, and products for developing the next generation of climate ready carbon-free green buildings.

With an overall goal of creating an exemplary sustainable development and green building, responding proposals may include the following features, grouped into three categories:

CLIMATE RESILIENT

- a) Passive survivability features and practices that allow extended sheltering in place and include resilient energy resources (e.g., solar PV, energy storage, combined heat and power systems); and, if appropriate to the program, a cool/warm community room that can accommodate local residents during an extreme event or extended disruption of services.
- b) Building systems and elements that respond to future climate conditions, including higher annual temperatures, more extreme heat waves, more intense precipitation events and rising sea levels. Refer to the City's "Climate Ready Boston" report for anticipated climate impacts over the building's functional lifespan. Specific strategies may include solar shading, on-site storm water retention and groundwater recharge.
- c) Green infrastructure for reducing project impacts on utility services, public roads, and transit systems.
- d) Building and site design features for reducing urban heat island conditions at the site and in the surrounding neighborhood.

CARBON FREE

- a) A development that is near net zero carbon or adaptable to net zero carbon, including on and off site solutions.

GREEN BUILDING

- a) A building that is LEED Platinum certified or certifiable.
- b) Energy efficiency strategies that prioritize passive solutions including building envelope (increased insulation, air sealing), solar shading, day lighting, and natural ventilation. Proposals should also include high performance heating / cooling and hot water systems, energy recovery ventilation, and LED lighting. Respondents should provide preliminary energy modeling and energy load forecasting.
- c) Water efficiency strategies that reduce water usage and waste and storm water discharge, including low flow fixtures, drought tolerant

landscaping, rainwater harvesting and ground water recharging.

- d) Innovative strategies and technologies for building-integrated and on-site clean and renewable energy and, at a minimum, some on-site solar photovoltaic energy.
- e) Healthy indoor environments that are free of contaminants and supplied with plenty of clean, fresh / filtered air.