

III. Focus areas

Within the overall context of the Roxbury Strategic Master Plan, several focus areas have been singled out for more in-depth study. These areas were chosen because they address high priority issues or are illustrative of unique opportunities.



Crosstown aerial photo

III.1 THE CROSTOWN CORRIDOR

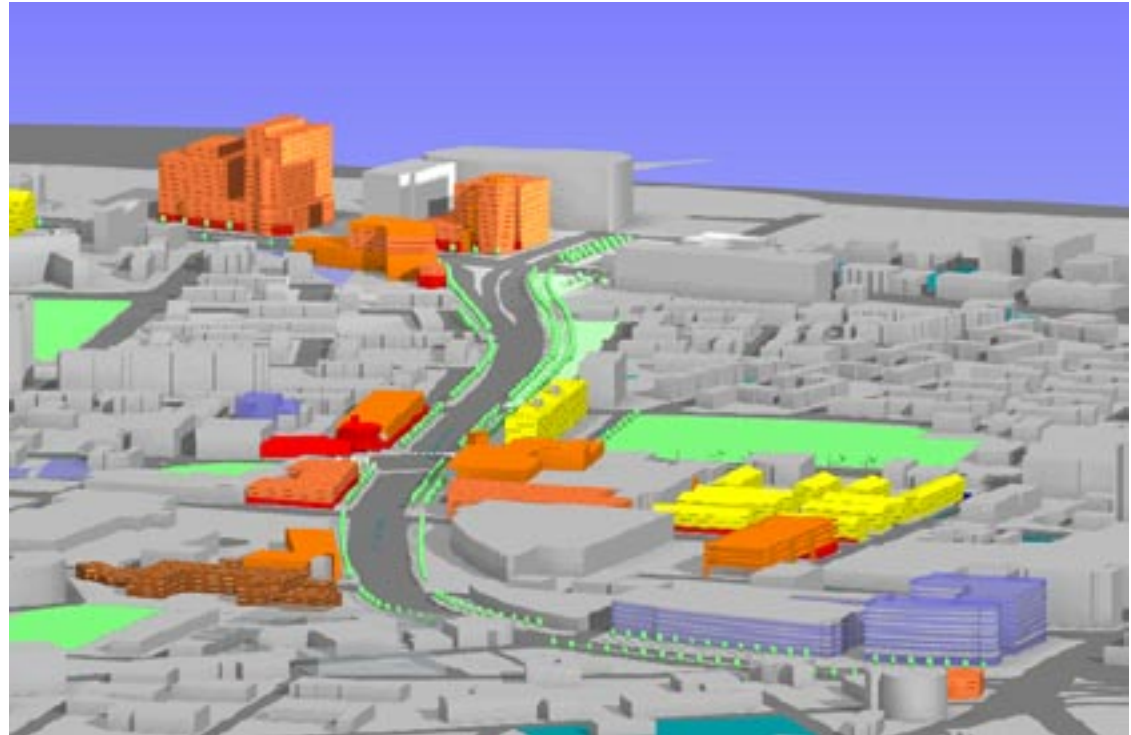
Economic development, whether in the form of jobs created, entrepreneurial opportunities or new building activity, is a high priority for Roxbury residents. Within the study area, the most substantial opportunities to stimulate economic development fall within a linear swath of parcels and buildings along Melnea Cass Boulevard collectively referred to as the Crosstown Corridor.

Over the course of the study, a number of meetings were held with the Working Group specifically to discuss the Crosstown Corridor. The goal was to arrive at a general consensus around what the overall development emphasis for the Corridor should be and more specifically, what would be the preferred uses for the publicly-owned parcels. The discussions also addressed several transportation issues including: the ultimate configuration of Melnea Cass Boulevard in order to accommodate an inviting, high quality pedestrian environment; bicycle paths; on-street parking and a satisfactory alignment for the proposed Urban Ring service.

While the Plan acknowledges that the city can exert the greatest amount of control over those parcels that

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*Illustrative aerial view of
Crosstown Corridor*

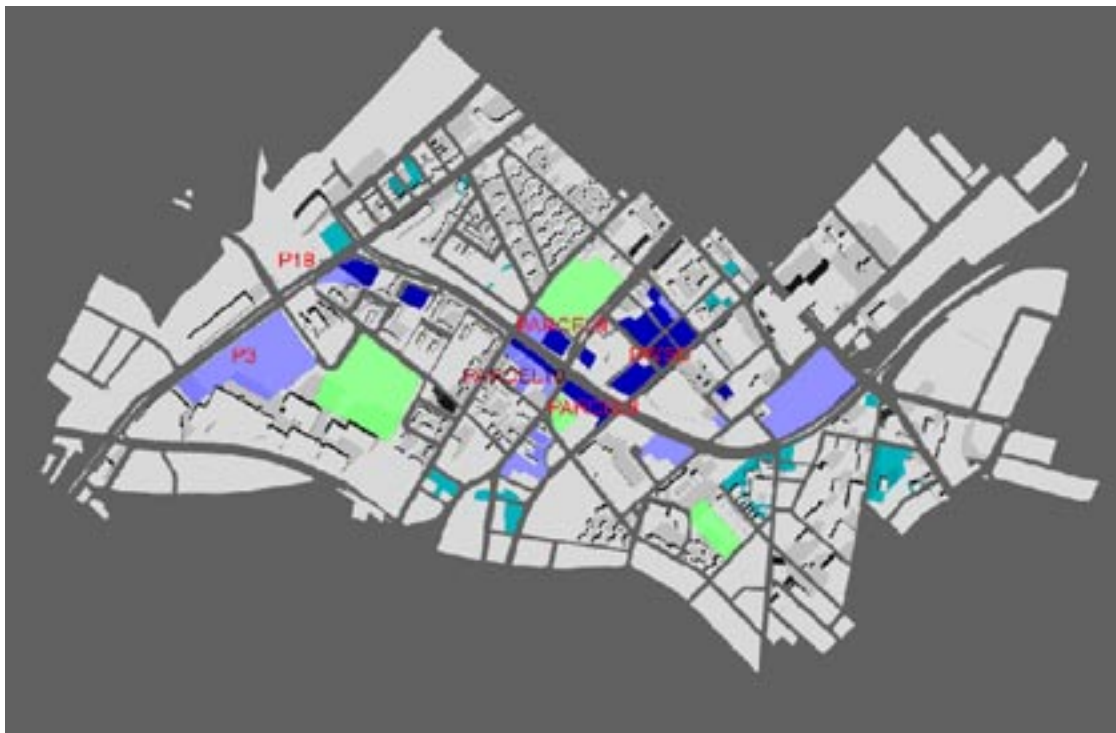


the Crosstown Corridor that will encourage current private property owners to invest in the enhancement and re-positioning of their holdings. Consequently, the Plan not only addresses expectations for the use of the public properties, it also articulates a comprehensive vision for the entire corridor, consistent with the overarching goals and objectives of the Roxbury Strategic Master Plan.

PRINCIPLES

Based on the community-wide public meetings, workshops and Community Working Group meetings, the following principles and guidelines emerged:

- The Crosstown Corridor should be developed in a manner that takes full advantage of its strategic geographic location and exceptional transportation access within the city and the metropolitan region.
- Development of the public parcels in particular, should focus on uses that generate a range of quality, “sustainable” jobs that offer a living wage and opportunities for advancement, including appropriate training programs that maximize Roxbury residents’ access to those jobs. Some of these parcels may also be appropriate for mixed uses, including housing. Ground floor uses should primarily be non-residential and include retail and public-oriented uses that also generate jobs and offer opportunities for entrepreneurship and local ownership.
- Melnea Cass Boulevard should be made more inviting for pedestrians in order to help reduce the perception (and physical reality) of a divide between upper and lower Roxbury. In areas in public ownership, the ultimate objective is to create a dynamic physical and economic environment in

Vacant and publicly-owned parcels

- Requests for proposals should take full advantage of Transit-Oriented Development principles to allow for greater development density but lower parking ratios, thereby minimizing traffic impacts.
- Although the Roxbury Strategic Master Plan includes general design guidelines and preferred land use options for the publicly-owned parcels, innovative proposals that are consistent with the spirit of the Plan should also be entertained. It is the responsibility of the proposer when responding to a Request for Proposals in the Crosstown Corridor to establish that their project meets the objectives of the Plan.

The criteria for evaluating development proposals in the Crosstown Corridor should include but not be limited to the following:

- Consistency with the general goals of the Roxbury Strategic Master Plan including specific and stated objectives for the development of the parcel in question
- The number of short-term and sustainable long-term jobs generated
- The percentage of jobs and/or training opportunities that facilitate the hiring of Roxbury residents at all levels
- The level of job skills required for employment
- Local ownership potential
- Infrastructure requirements
- Traffic generation and parking needs
- Active ground floor uses

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- Environmental “best practices” and impacts
- Level of public subsidy required
- Timing for implementation
- Consistency with the Plan’s architectural and urban design guidelines and recommendations

OVERVIEW

For the purposes of the special focus area study, the Crosstown Corridor is defined as the buildings, adjacent parcels and streetscape on either side of Melnea Cass Boulevard from its intersection with Massachusetts Avenue to its intersection with Columbus Avenue. It also addresses the section of Tremont Street from Melnea Cass to New Dudley Street at Roxbury Crossing.

The Crosstown Corridor is one of the most significant development opportunities within the boundaries of the Roxbury Strategic Master Plan. It is a major entrance to the city via the Southeast Expressway and it includes numerous parcels and buildings with substantial development potential.

Melnea Cass Boulevard provides important vehicular and transit connections between the Southeast Expressway, the Newmarket Industrial area and the Boston University Medical Center to the east; the Dudley Square Business district in the heart of Roxbury; and Northeastern University, BRA development Parcel P-3 (across the street from the Boston Police Headquarters) and the Longwood Medical Area to the west.

However, the number of unsightly vacant parcels, the high volume of traffic, and the current use, design and functional organization of some of the existing buildings result in the Crosstown Corridor functioning as a “barrier” between lower Roxbury and the rest of the Roxbury neighborhood.

Goals and Objectives

- The Crosstown Corridor should function more as a “seam” uniting upper and lower Roxbury.
- The eastern half of the boulevard between Massachusetts Avenue and Washington Street should be developed more for non-residential, job-generating uses. Existing industrial and commercial buildings should be adaptively re-used and appropriately sized vacant parcels should be designed to fully leverage their potential to increase the number of sustainable, well-paying jobs in Roxbury.
- The portion of Melnea Cass Boulevard west of Washington Street, should be developed with more of an emphasis on the re-knitting of the neighborhoods on either side of it. Residential and/or mixed-use development should be considered here.

Melnea Cass Boulevard

The pedestrian environment on Melnea Cass Boulevard and the intersecting streets should be made more inviting. While it will continue to provide Crosstown regional connections, its layout should take on more of

the characteristics of a true boulevard. Appropriate urban design interventions may include the following:

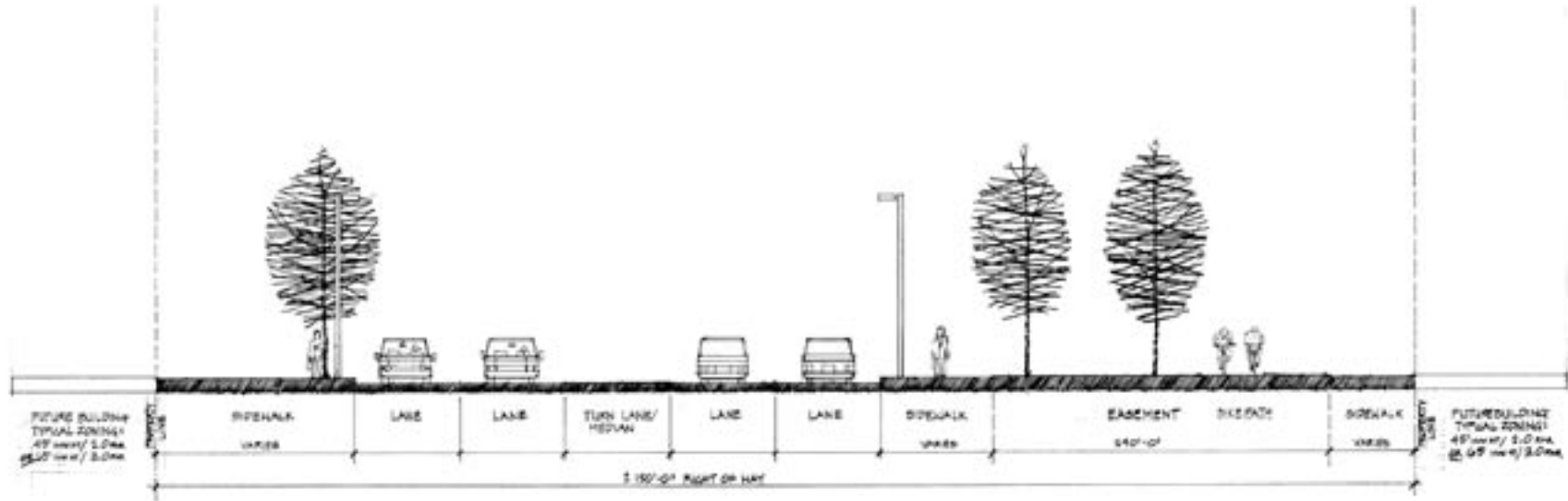
- Wider sidewalks, neckdowns and crosswalks at key streets
- Regularly spaced trees and light standards defining the boulevard
- Lower scaled, pedestrian oriented (ornamental) lighting and banners
- A planted median
- Wherever possible, building entries oriented onto Melnea Cass Boulevard
- Service entries limited to side streets and the rear of new development parcels as opposed to curb cuts and direct access onto the Boulevard
- Building setbacks for new and renovated buildings should reinforce the street wall along Melnea Cass Boulevard. Surface and structured parking should generally be discouraged directly on the Boulevard, but at the very least, surface parking should be buffered with attractive fencing and generous landscaping. Structured parking on the Boulevard should be required to include active ground floor uses.

Melnea Cass Boulevard must be multimodal and any reconstruction must incorporate both transit and bicycle facilities into its design. The Urban Ring and South Bay Harbor Trail projects will each enhance the character and contribute to the importance of Melnea Cass Boulevard. In addition to the path for the South Bay Harbor Trail, the roadway cross-section should provide sufficient width for bicycles to travel, without occupying an entire travel lane. Paths adjacent to roadways do not meet the requirements for roadway bicycle accommodation. Paths are often unsuitable for nighttime or winter use or for riding at speeds typical of adult bicycle commuters or fitness riders.

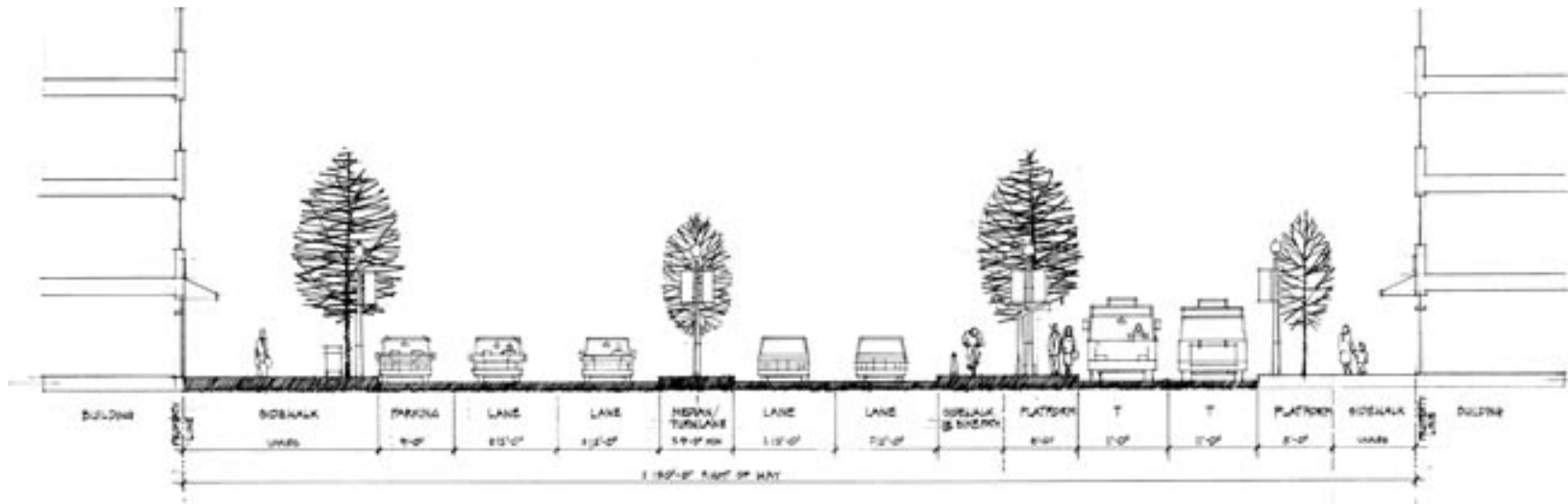
Urban Ring

In the current thinking of the Urban Ring project, Melnea Cass Boulevard will become a Bus Rapid Transit (BRT) corridor. The layout of the BRT lanes will be developed as part of the ongoing environmental review process. As the project moves forward, it may become the key financial vehicle for the reconstruction

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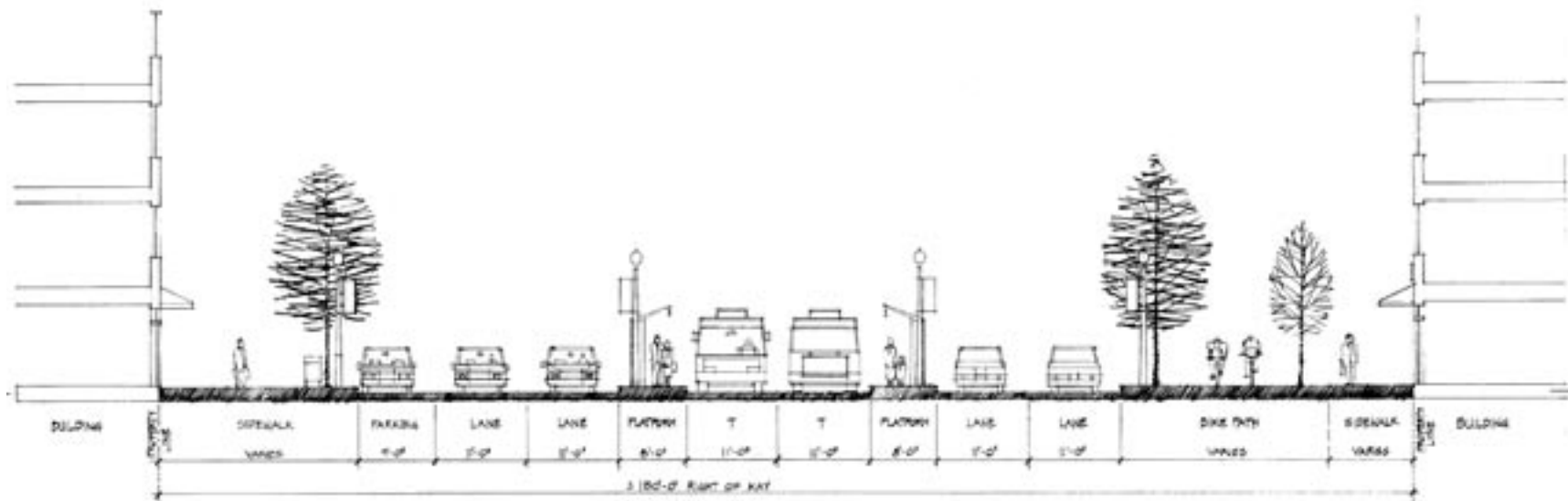


Cross section through Melnea Cass Boulevard's Current Conditions with Transit Easement reserved on the northern side.

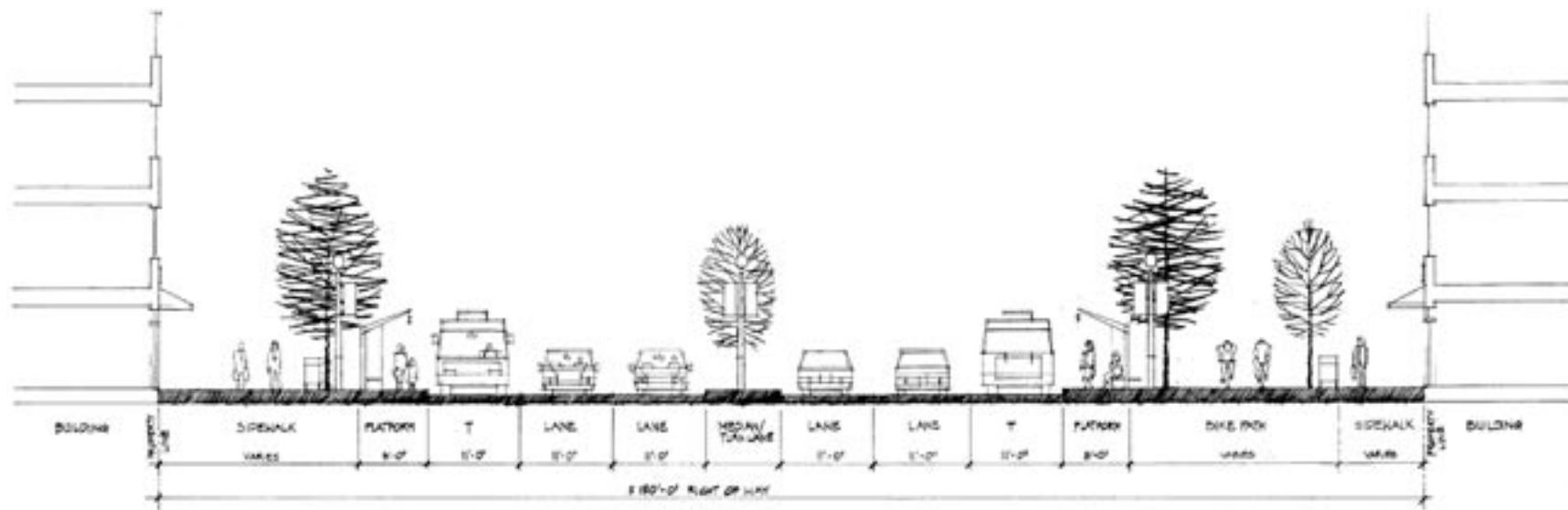


Option with separate transit easement in use at current location

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Option of centralizing the transit (the bike path may be integrated with street traffic in this option)



Option integrating the public transit with street traffic

of the street.

The City's role will include ensuring that the design of the BRT lanes is consistent with the goals and urban design guidelines in the Crosstown Corridor Focus Area for Melnea Cass Boulevard and integrated with the guidelines for development parcels in the Corridor. Urban design guidelines for the Urban Ring project include the following:

- Provide wide sidewalks and minimize the length of pedestrian crosswalks across Melnea Cass Boulevard.
- Specify design elements that are compatible with the desired image of Melnea Cass as a tree-lined boulevard.
- Provide stops that have the visual presence and character of stations, similar in concept to those of the Silver Line BRT service. Above all, the new stations should provide a safe, visually distinctive and attractive environment for waiting transit patrons.
- The location and treatment of stations should complement the development objectives for the Crosstown Corridor. As an example, in cases where station locations are directly proximate to new developments, consideration should be given to design concepts that integrate the stations within the ground floor of the new development.

South Bay Harbor Trail

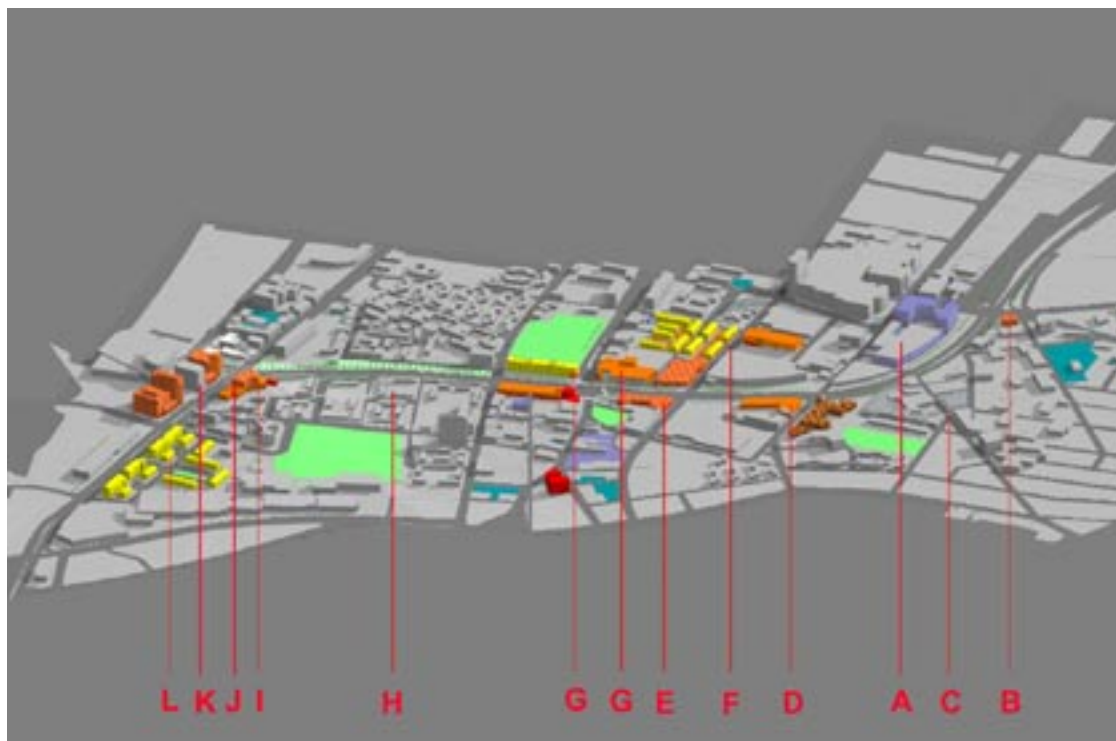
The recent clean up of Boston Harbor and the creation of the Boston Harbor Islands National Park has prompted renewed interest in the Boston Harbor. The South Bay Harbor Trail Coalition, a partnership with Save the Harbor/Save the Bay, resident and community groups, property owners, real estate developers and the city of Boston, is working to create a new pedestrian and bicycle corridor linking Boston's neighborhoods to the city's waterfront. The Trail will connect the Southwest Corridor bike path at Ruggles to the South Boston Waterfront via Melnea Cass Boulevard and the Fort Point area.

The goals of the Harbor Trail are to provide a path and recreation corridor serving a variety of users including pedestrians, joggers and bicyclists of all ages and abilities and to offer convenient and safe access for local destinations within Roxbury as well. The benefits of the Harbor Trail for Roxbury and the city in general are many, including:

- Increased access for Roxbury residents to Boston Harbor, Harbor Islands National Park and the emerging South Boston Waterfront.
- Enhanced access to cultural and recreational facilities including the Children's Museum, Institute of Contemporary Art and green spaces such as Rotch Park and Ramsey Park.
- An alternative way for commuters to bike, walk, run, or skate from home to work, thereby decreasing the volume of traffic.

SITE SPECIFIC URBAN DESIGN GUIDELINES

The Crosstown Center development project [A] and the parcel opposite [B] it on the southeast corner collectively form the symbolic gateway into Roxbury (and the Newmarket District). The design of Crosstown Center should acknowledge that important role in its massing and the animation of the Massachusetts Avenue and Melnea Cass Boulevard facades.



Crosstown Corridor guidelines map

Eventually the current uses on the parcel opposite Crosstown Center and next to the Best Western Roundhouse, a converted former gas holder (it was one of many of such tanks in the 19th century when gas was used for lighting) may likely be replaced by assembling a larger parcel.

The design of any structure on this site should have a principal entrance on either Melnea Cass Boulevard or Massachusetts Avenue, if not both. To the extent possible, the building should have some transparency at that corner as well.

In the interim, the remnant parcel at the corner is an opportunity to build a symbolic structure and/or landscape that could be a unique and artistic element announcing entry into Roxbury.

Hampden Street

- Improve the visual character of Hampden Street [C]: Widen sidewalks, introduce pedestrian-scaled lighting; add planting.
- Encourage the redevelopment of vacant and underutilized industrial properties on both sides of Hampden Street for mixed use or conversion to loft style housing. Industrial and/or commercial uses wishing to remain on Hampden Street should be reconfigured to act as better neighbors to existing housing in the area, including the newly-constructed Orchard Gardens homes.

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Lettered map of Crosstown



- Explore the possibility of pedestrian entrances onto Hampden Street and the use of showroom windows, awnings, graphics, fencing and building lighting as a way of animating the street and making a transition from the scale of the industrial streets in the Newmarket area to the residential streets to the south and west. Also whenever possible, avoid locating loading docks and storage areas directly adjacent to residential properties. If that is impractical, provide visual screening with landscaping and fencing.
- Hampden Street and Blue Hill Avenue together form an important citywide arterial. The visual quality of Hampden Street should be upgraded to be consistent with the level of design afforded the re-emerging Blue Hill Avenue, Melnea Cass Boulevard and Massachusetts Avenue.

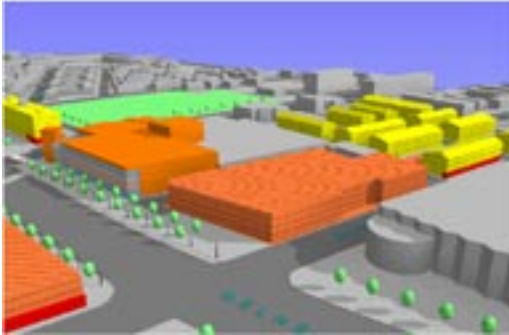
Economic Development Opportunities

- Consider sites such as the parking lot for the new Orchard Park School [D] as potential long-term economic development opportunities when combined with adjacent parcels.
- Existing buildings adjacent to Melnea Cass Boulevard such as Harrison Supply [E] should be encouraged to renovate and reconfigure their current layouts in order to take advantage of a scaled down, more pedestrian-friendly Melnea Cass Boulevard, with the possibility of curbside parking. Locating a visually transparent show room directly on Melnea Cass Boulevard, for example, would be a way to

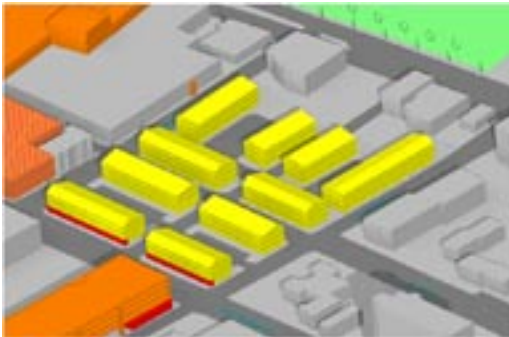


Hampden Street development

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Development scenario for BWSC parcel at Melnea Cass Boulevard



*BWSC Parcel - Housing / Commercial
Development Scenario*



A "Gateway" Development Concept

improve the visibility of such businesses to traffic and pedestrians.

The redesign of the Harrison Supply Building should also include improving the existing Harrison Avenue facades. Harrison Avenue is an important linking street to the Dudley Square business district.

- Parking structures which front on streets with high pedestrian volumes such as Melnea Cass Boulevard, Harrison Avenue, etc. should provide for commercial uses at the ground level.
- Several parcels owned by the Boston Water and Sewer Commission (BWSC) [F] are currently being used for surface parking. Ultimately, these parcels should be used for more active economic development, such as an office park complex or a research and development campus. The surface parking could be consolidated into a structure, preferably internalized on Reed and Thorndike streets, in order that more active pedestrian oriented uses face onto Harrison Avenue.

Alternatively, if desired by the community, more housing could be accommodated on these blocks in the form of townhouses/rowhouses, three to four stories in height with common parking in the rear. The ground floor along Harrison Avenue could be retail/commercial, similar in scale to that found along Tremont Street in the South End. BWSC's parking garage could be located across the street, with commercial on the ground floor facing Harrison Avenue.

The Washington Street Gateway Parcels

The intersection of Melnea Cass Boulevard and Washington Street is an important and symbolic link between the Dudley Square business district, lower Roxbury and the South End. It is also a significant transit transfer point between the Silver Line and the Urban Ring BRT service. As such, buildings (or open spaces) developed on each of the four corners [G] should respond architecturally through scale, form, landscaping and special site and building lighting opportunities. Consistent with guidelines established in the Eustis Street Historic District. In scale, design and ground floor use, these developments should reflect Transit-Oriented Development principles.

- The school bus parking facility at the northeast corner of Washington Street and Melnea Cass Boulevard might lend itself to adaptive re-use for high-tech or light manufacturing and assembly. The current structure could be expanded with an addition that would re-establish "street walls" at both Washington Street and Melnea Cass Boulevard. Given the prominence of this corner, its architecture should be visually dynamic and transparent.
- Parcel 10, on the southwest corner, combined with the Tropical Foods Building, offers an excellent opportunity to develop a signature building which trumpets to return to vitality of Dudley Square.
- Like other parcels for new development along Melnea Cass Boulevard, the buildings should reinforce the street wall by minimizing setbacks and prohibiting or substantially limiting surface parking. Consideration should be given physically to incorporating Urban Ring and Silver Line stations into the design of new structures proposed for these sites.
- Because of the prominence of Parcel 10, a multi-story building or buildings would be encouraged (no less than three stories). The Washington Street façade treatment is equally important and the design of both the Melnea Cass Boulevard and Washington Street facades should be richly articulated to en-

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courage pedestrian activity. Multiple pedestrian entries are preferred on both streets. Uses on Parcel 10 might vary from retail and office use to mixed use, including residential over commercial.

- At Shawmut Avenue, care should be taken in scale, massing and the accommodation of vehicular and service access, to be compatible with the more residential scale and character of Shawmut Avenue in this location.
- Parcel 9, on the northwest corner, might lend itself to similar uses to those on Parcel 10. However, given its direct proximity to Jim Rice Field, multi-family housing or perhaps an institutional use might be preferred. Mixed use is also an option, however. In any scenario, height and presence along Melnea Cass Boulevard is desirable. Other structures in the immediate vicinity are six stories or more.

The Melnea Cass Boulevard and Washington Street corner of Parcel 9 should have a signature use on the ground floor, such as an art gallery, cafe or commercial use.

Edge Parcels

On the section of Melnea Cass Boulevard between Shawmut Avenue and Columbus Avenue [H] development opportunities are more limited. However, substantial visual improvements can be implemented here with landscape treatment, lighting and articulation of the bike path. Landscaping and curbside parking could make traversing this area more appealing to pedestrians.

Future development of remaining Madison Park Village parcels should be oriented to a friendlier, more pedestrian-oriented Melnea Cass Boulevard on which persons might easily walk between Dudley Square, Parcel 18 and even Parcel 3. Consequently, consideration should be given to the design of buildings there whose entries and front yards are accessed from sidewalks and curbside parking along Melnea Cass Boulevard.

Melnea Cass Boulevard, Tremont Street and Columbus Avenue

The intersection of Melnea Cass Boulevard, Tremont Street and Columbus Avenue [I] is a prominent location in Roxbury. The development of the remaining parcels in this area should take full advantage of Transit-Oriented Development strategies. The geometry of the intersection at Melnea Cass Boulevard and Tremont Street should be reconsidered in order to encourage greater pedestrian activity. Downscaling Tremont Street to New Dudley Street and Columbus Avenue beyond should be seriously considered.

The parcel [J] at the southeast corner of the intersection should be multi-storied to anchor this important corner. Any structure proposed for that site should include a design transition where the building would interface with the lower scale of Madison Park Village.

A building on this site could also serve as a transition in scale from the taller Northeastern University Buildings on Parcel 18 to the west and the Madison Park townhouses to the east.



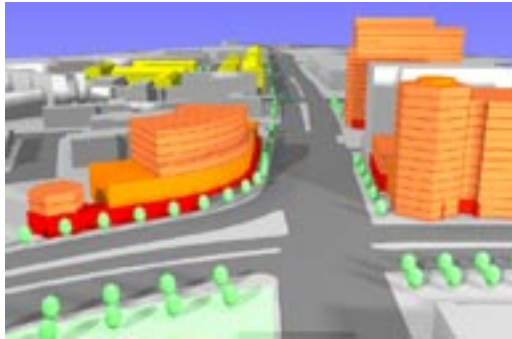
Parcel 10 - Commercial / Offices development scenario



Parcel 10 - Commercial / Housing development scenario



Possible development at school bus parking facility site



“Crescent” parcel across from Parcel 18: mid-rise office / commercial development scenario

Parcel 18

Northeastern University is encouraged to continue its phased development of this site [K]. It is an excellent model of a Transit-Oriented Development and as such, high-density development proposals with limited parking are recommended for the remaining sites. Lively, pedestrian friendly uses should occur on the ground floors.

Parcel P-3

Parcel P-3 [L] is a substantial development parcel with many possibilities. It is one of the largest parcels in the Crosstown Corridor with approximately seven acres of land and an existing building that formerly housed the Whittier Street Health Center. If fully built out, it can be an important and active link between the Reggie Lewis track facility, Ruggles Station, Parcel 18, and other newer developments in Lower Roxbury along Tremont Street. Because of its scale and prominence and widespread interest in the future development of this site, it has been treated within the plan as a discrete focus area.

III.2 PARCEL P-3

Parcel P-3 at approximately seven acres is the largest continuous development parcel in the Crosstown Corridor and one of the largest development opportunities in the planning study area. Its close proximity to the Ruggles Street MBTA rapid transit and commuter rail stop makes it an ideal location to implement Transit-Oriented Development principles.

There is already considerable interest in developing Parcel P-3 and this will be one of the first opportunities to generate a Request for Qualifications and proposals that will be guided by the goals and objectives of the Roxbury Strategic Master Plan. Although there is not consensus around the specific uses to be developed on Parcel P-3, it is generally agreed that it should be a mix of uses including residential (with an affordable component), retail and commercial uses that would serve the Roxbury community and beyond, and some office uses as an employment generator. Through the RFP process it is anticipated that creative ideas for cultural or entertainment uses might also emerge.

Because of this site's close proximity to Ruggles Station and the substantial scale and density of the nearby Whittier Street housing project, the Police Headquarters Building, the Renaissance Park Office Building, the parking garage on Parcel 18 and the Madison Park and John D. O'Bryant High Schools, this site could and should accommodate high density development. The important caveat is that off-street parking be kept at a minimum.

GENERAL URBAN DESIGN GUIDELINES

- Buildings proposed for the site should be oriented to reinforce the Tremont Street “street wall.”
- Ground floor uses along Tremont Street should be lively and pedestrian-friendly with frequent public entrances.

- Wherever possible, ground commercial, retail and cultural uses should be visually transparent in order to heighten the quality of the pedestrian experience and place more “eyes on the street.”
- Where appropriate, the massing and setbacks of the proposed buildings should allow for seasonal use of the sidewalks for outdoor dining continuing that successful pattern along Tremont Street and Columbus Avenue in the South End and portions of lower Roxbury.
- The axial relationship between the archway of the Police Headquarters and Parcel P-3 should be considered in the massing concepts. Additionally, the possibility of a direct link between Parcel P-3 and the Madison Park playfields should be explored.
- The Ruggles Street side of Parcel P-3 directly abuts the Whittier Street Housing Project. The development concepts for Parcel P-3 should pay careful attention to the form and massing of these buildings. Care should be taken to design the interface between the two sites so that there is a compatible physical and functional relationship between them.

For example, the entries to some of the Whittier Street buildings are accessed directly from Whittier Street. It would not be appropriate to place service drives, loading docks or structured parking on the Whittier Street side of the Parcel P-3. Every effort should be made to enhance Whittier Street as a pedestrian environment and a link to the remaining building on the site that formerly housed the Whittier Street Health Center should it remain in future development scenarios.

Potential Development Scenarios

The three alternative development scenarios illustrated below are intended to suggest possible massing and site organization concepts that reflect the community’s goals for Parcel P-3. They are not intended to be prescriptive and it is expected that prospective developers for the Parcel P-3 will have unique and specific ideas to propose. Each of the options mixes uses but with different levels of emphasis.

“Urban Village” Option

This option is the most aggressive in terms of residential square footage. Illustrated are several residential building typologies including a high-rise structure, a mid-rise, townhouses and a garden apartment building.

At the corner of Whittier and Tremont, a mixed-use structure with ground level commercial and retail uses is shown with office space on the upper levels. The commercial space might accommodate a specialty food market. The height of this building should not exceed that of the Police Headquarters or the highest block of the existing Whittier Street Housing Project.

In this option, mid-rise housing with below grade parking is illustrated further south on Tremont. Additional parking is shown at-grade throughout the site, but it is expected that the amount of parking on the site will be kept to a minimum to encourage the use of nearby commuter rail and rapid transit service at Ruggles Station.

Also illustrated in this scenario is an open space corridor, on axis with the Boston Police Headquarters’ entry plaza. This offers the possibility of a visual link to the Southwest Corridor Park. From Tremont Street

Urban Village option



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"Office Park" option

this open space corridor leads to an internal "village green" edged by town homes and a high-rise apartment building.

Parking for the low-rise housing could be in adjacent lots or accommodated within the design of the units. Parking for the high-rise housing in this scenario is assumed to be underground.

A garden apartment building is shown on Whittier Street facing the existing housing project. This building links the new development proposed at the corner of Tremont and Whittier streets to activities in the renovated former Whittier Street Health Center.

"Office Park" Option

This scenario shows new office buildings with commercial and retail functions on the ground floor lining Tremont Street. It anticipates a market at P-3 for back office space or research and development space linked to nearby universities. The buildings shown are configured to have some principal entrances on Tremont Street which combined with ground floor retail and other commercial uses, will create a lively pedestrian environment.

These new buildings on Tremont should ideally be similar in height to the Police Headquarters. At the corner of Tremont and Whittier Street a slightly higher "gateway" like structure is illustrated that matches the height of the higher residential blocks of the existing housing project.

As in the previous scenario an open space corridor, on axis with the Boston Police Headquarters, leads to an internal courtyard around which two additional office buildings and a parking garage are sited. The parking structure is located at the rear of the site and faces the service entries and loading docks of the two high schools. It would be the central parking for all of the new buildings, in addition to providing spaces for the former health center building.

Short term parking for the commercial/retail spaces are provided for along a new internal street in addition to new curbside parking proposed on Tremont Street.

Locating a significant structure on Whittier Street with entries facing those of the housing project helps to energize the pedestrian environment on Whittier Street and enhance access to the redeveloped health center building.

"Mixed Use" Option

Although the urban village option includes a mixed-use component, the mixed-use scenario illustrated here approaches a more even balance of residential and non-residential uses. In this scheme two substantial buildings are aligned along Tremont Street. Each of these buildings would dedicate the bulk of the ground floor square footage to commercial, retail and culturally oriented uses such as galleries or perhaps facilities for cultural or non-profit organizations.

As illustrated, a specialty food market (with a smaller footprint than a standard supermarket) would be included in the structure proposed for the corner of Whittier and Tremont Streets. Both of the buildings would have principal entrances from Tremont. The heights shown are similar to that of the Police Head-

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*"Mixed Use" option*

quarters and the high schools.

The buildings create a definable urban “street wall” along Tremont, but it is intended that such large structures (in all scenarios) be articulated in their massing to create visual interest, particularly at the scale of the pedestrian. Correspondingly, a plaza is introduced as a break between the two Tremont Street buildings and approximately the same point at which the entry plaza to the Police Headquarters occurs. Because of the presence of a two-story figural archway in the massing of the Headquarters building at this point, a significant break proposed between the new buildings affords a visual link to the Southwest Corridor Park. Parking for the food market and the commercial, retail, cultural and other ground floor uses would be available at-grade off of a new internal street parallel to Tremont. A limited amount of office parking would be provided under one or both of the new buildings.

The portion of the parcel east of the new internal street illustrated in this option is devoted exclusively to housing. A mid-rise apartment building is shown on Whittier Street in place of the former health center structure. Its height could match that of the higher blocks of the existing Whittier Street Housing Project.

Single-family townhouses or duplexes are shown for the remainder of the site fronting on an internal street with a planted median. Parking is shown on-street but could also be incorporated into the design of the townhouses.

In summary, each option shown assumes limited parking, generous landscaping particularly to screen unsightly edge conditions, a maximum number of principal entries onto Tremont and Whittier Streets, and a mix of land uses. Building heights and massing concepts are intended to be compatible with the adjacent Whittier Street housing project, and the buildings should be articulated to create visual interest and animation at the pedestrian level. To the extent possible, lively pedestrian friendly uses are sought for the ground floors of any non-residential buildings proposed.

While no fixed figure has been established for an allowable floor area ratio, the intent is to allow for an economically rational amount of square footage to be developed on Parcel P-3. The principal concern of area residents will be traffic and parking impacts and it will be incumbent upon proposed developers to make clear how those issues can be addressed by taking full advantage of Transit-Oriented-Development principles.