

Boylston Street Corridor Study Committee Suggested Draft Updated Design Guidelines

6/28/21, Revised draft [items underlined in red]

[Preface to be drafted by Tom Nally via future vote by the BSCSC]

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Guidelines for the Entire Overlay District

→ Unless otherwise noted on specific sites

Streetscape

- Setback 12' from the property line to accommodate sidewalks and street trees along Boylston Street
- Provide other streetscape improvements such as trees, benches, lighting, and sidewalk material in accordance with standards set by the town
- Enhance the character and vitality of the pedestrian environment
- Ground floor retail or other non-residential use with residential or office uses above
- Provide generous transparent glazed storefronts type windows along the Boylston Street sidewalks
- Articulate the building facade along Boylston Street in segments similar in width to adjacent buildings
- Locate active retail and office uses along the frontage of buildings facing Boylston Street or Cypress Street with ground floor space accessible from the sidewalk

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Parking

- On-site parking should not be located between the public sidewalk and buildings, and screen landscape edges of parking where possible
- Minimize traffic circulation impacts on residential streets
- Expanded sidewalk area shall not be used to provide off street parking

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Heights

- Height less than 45 feet within 50 feet of adjacent residential structures
- Minimum building height of three stories is encouraged in General Business districts

Relationship to adjacent uses

- Facades facing residential neighborhoods shall be sensitive in character and employ material such as masonry and wood
- As part of Design Review by the Planning Board, wind impact studies may be required

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<#>Landscape screening between commercial and adjacent residential uses¶

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Sustainability

- Encourage sustainable development practices that exceeds existing local and state standards
- Encourage the design of buildings to be fossil fuel free by 2040, or earlier as in accordance with the Town's Climate Action Plan
- Preserve and enhance tree canopy plantings in accordance with the Urban Forestry Master Plan's goals

Equity [this section needs further development with a future vote by the BSCSC]

- As part of Design Review by the Planning Board, applicants shall document how their project furthers equity and affordability goals, in accordance with the Government Alliance on Racial Equity framework,

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Site-Specific Guidelines

361 to 375 Boylston Street [Madris Site]

- Maintain existing sidewalk width as transition to adjacent residential properties
- No curbside parking due to roadway width constraints
- Maintain the existing easement to provide access to parking in the interior of the site
- Maintain the easement along the west property line
- Avoid access to parking from Brington Road and provide a landscaped edge buffer
- Maximum height six stories or 85 feet

370 to 376 Boylston Street

- Maintain existing sidewalk width as transition to adjacent residential properties
- No curbside parking
- Maximum height three stories or 40 feet

345 Boylston Street [Mobil Site]

- Setback of 12' from the property line adjacent to Cypress and Boylston Streets for an enhanced pedestrian environment for new development between Cypress Street and Smythe Street
- For property on the east side of Cypress Street, the setback should be considered in the context of and transition to other buildings on Cypress Street on both the same and the opposite side of the street; a canyon effect should be avoided
- Any additional height above three stories shall set back from the street lot line one-half the width of the street right of way up to a maximum of 50 feet
- Provide an east/west break in massing above the second floor to provide a view corridor for adjacent residential buildings
- Access to parking allowed from Boylston Place and — Place

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308 Boylston Street [Audi car dealership]

- Maximum building height five stories or 70 feet
- At the rear of the site, adjacent to residential uses, every effort should be made to minimize the height of any future building, not to exceed 25 feet

- Building heights proposed for Boylston Street frontage that are above 45 feet under the public benefit incentive program shall be granted only on the condition that rear of property building heights do not exceed 25 feet
- No curb cuts on East Milton Road

265 to 275 Boylston Street [Dunkin/Valvoline Site]

- Minimize access from Cameron Street; as much as possible access shall be from Boylston Street
- Non-residential properties that about Cameron Street but are accessible from Boylston Street shall have no curb cut on Cameron Street
- Setback of 12' from the property line along Boylston Street for an enhanced pedestrian environment for new development between Cypress Street and Smythe Street
- Maximum height five stories or 70 feet

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270 Boylston Street [U-Haul Site]

- Curb cuts on Boylston Street only
- Maximum height five stories or 70 feet at Boylston Street frontage
- Setback of 12' from the property line at Boylston Street for an enhanced pedestrian environment for new development between Cypress Street and the Old Lincoln School
- Step down in height 40 feet from the rear lot line

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120 to 128 Boylston Street [former Liner Tire and Midas Site]

- Step down in height 40 feet from the rear lot line
- Sidewalk setback from curb should match adjacent setbacks
- Facade articulation is important to reduce the approximate 245 feet length of the site frontage on Boylston Street

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Other Notes, not part of the BSCSC vote:

- Promote shared community space
- Promote uses that draw people into the area

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