

JULY 25TH, 2011

BRIGHTON

**GUEST STREET AREA PLANNING STUDY
ADVISORY GROUP WORKING SESSION #1:
ANALYSIS**

GL|C DEVELOPMENT RESOURCES

S A S A K I



Boston Redevelopment Authority
www.bostonredevelopmentauthority.org

BRIGHTON

GUEST STREET AREA PLANNING STUDY

PLANNING STUDY PURPOSE

- Examine existing conditions; assess existing zoning and future transit enhancements
 - Develop vision to direct future growth, and balance regional vs. local mix of land uses
 - Create urban design framework with enhanced circulation, connections, and open space network
 - Explore development scenarios to lead to urban design guidelines
-

SCHEDULE & SCOPE OF WORK

Advisory Group Working Sessions

AG = Advisory Group Working Sessions

June	July	August	September	October	November	December	January
Task 1: Study Area							
Task 2: Existing Conditions							
Task 3: Existing Studies							
Task 4: Growth Opportunities							
Task 5: Transportation AG							
		Task 6: Scenarios & Criteria					
		Task 7: Economic Impact AG					
				Task 8: Refined Scenarios AG			
					Task 9: Preferred Scenario AG		
						Task 9: Preferred Scenarios AG	
							Task 10: Final Plan

SCOPE OF WORK

Advisory Group Working Sessions

JULY 25	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY
Tasks 1-5	Tasks 6-7	Task 8	Task 9	Task 9	Task 10
<ul style="list-style-type: none"> • Study area • Existing conditions • Existing studies • Growth opportunities • Transportation 	<ul style="list-style-type: none"> • Scenarios • Criteria • Economic impacts 	Refined Scenarios <i>*potential echo meeting</i>	Preferred Scenarios <i>*potential echo meeting</i>	Preferred Scenarios <i>*potential echo meeting</i>	Final plan

1

**HISTORICAL
CONTEXT**

2

**REGIONAL
CONTEXT**

3

TRANSPORTATION

4

**STUDY AREA
ANALYSIS**

5

**LOOKING
AHEAD**

1

HISTORICAL CONTEXT

ECONOMIC DEVELOPMENT
POPULATION
TRANSPORTATION

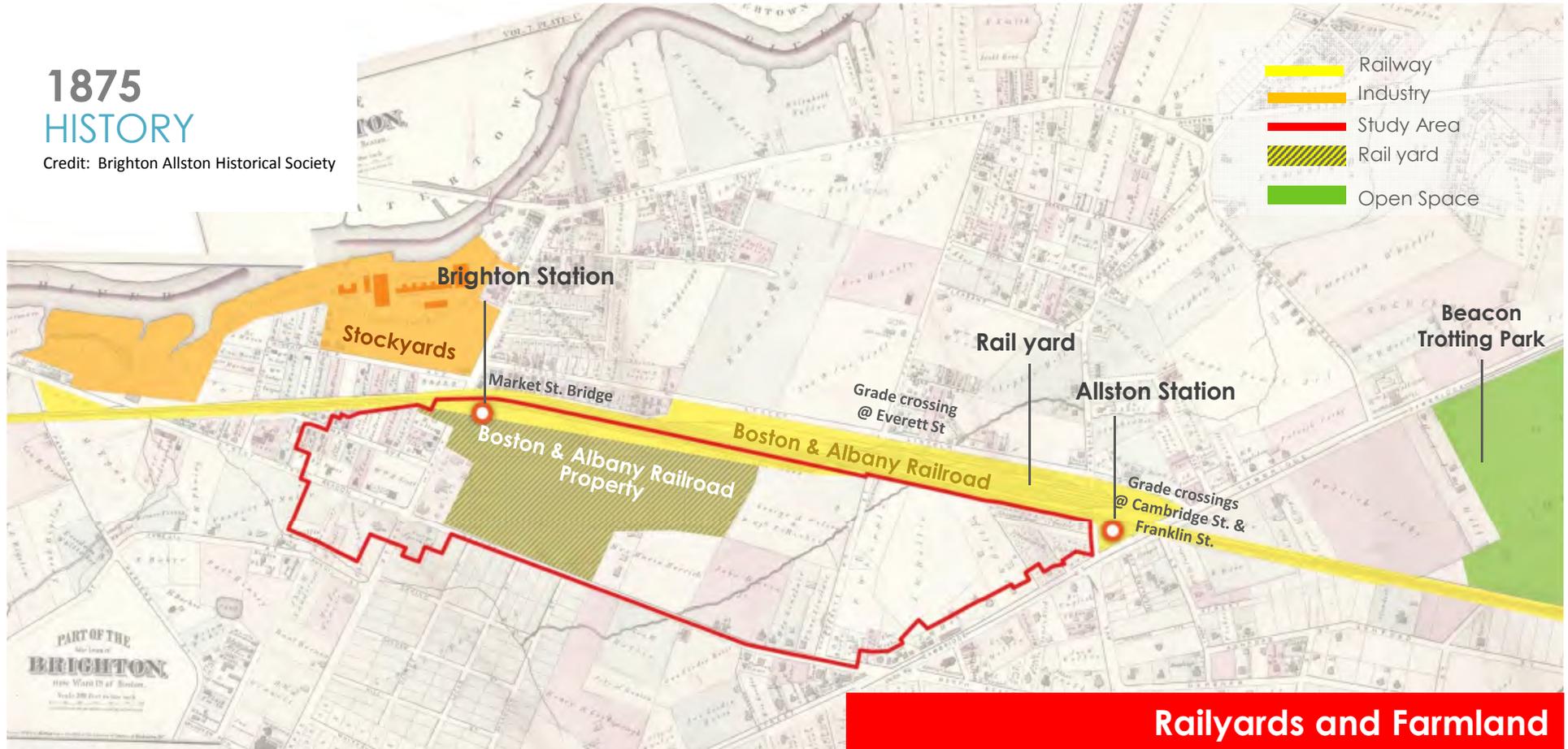
HISTORY

Credit: Brighton Allston Historical Society



1875 HISTORY

Credit: Brighton Allston Historical Society



Railyards and Farmland



Omnibus



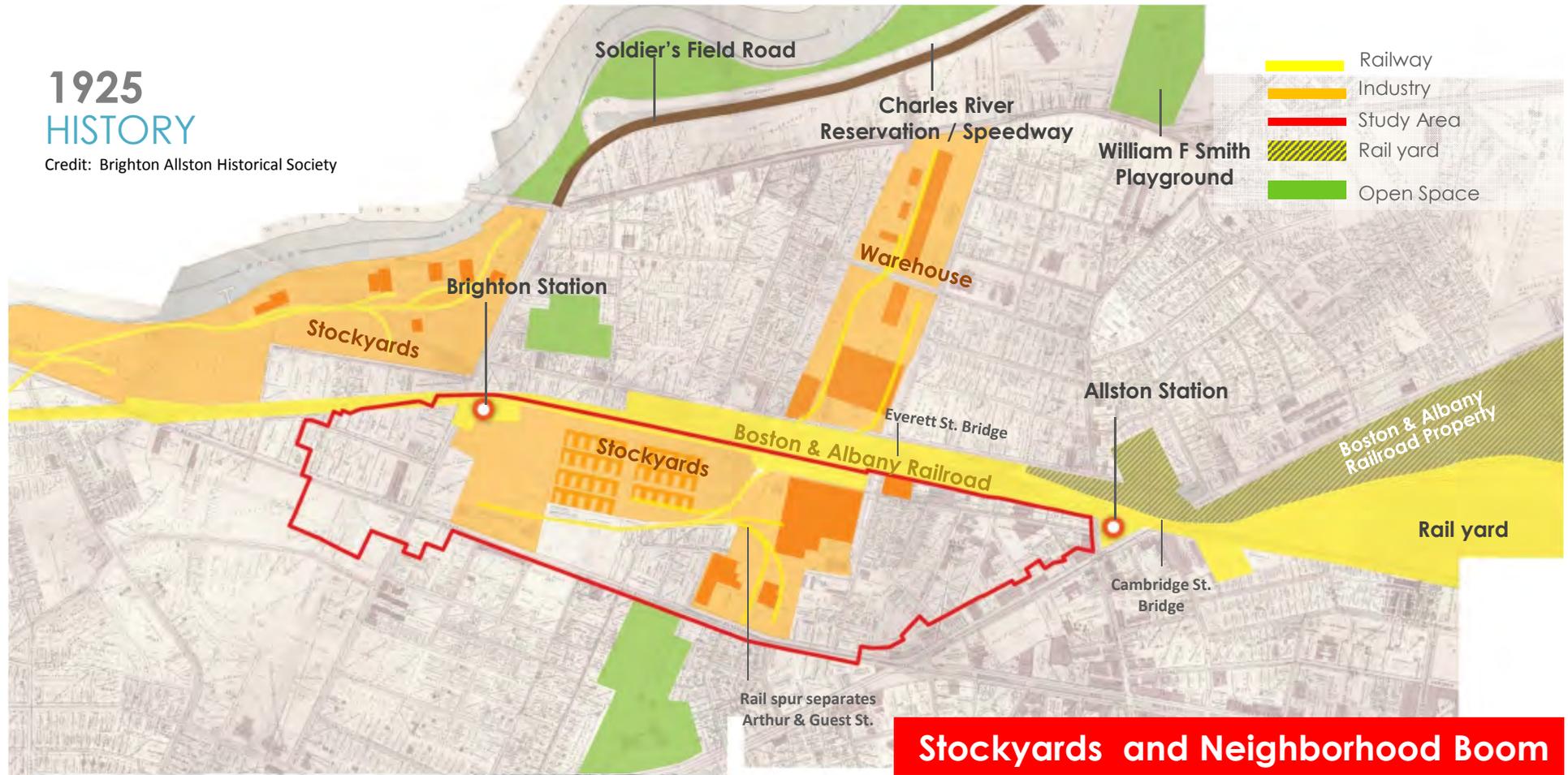
Boston & Worcester Railroad



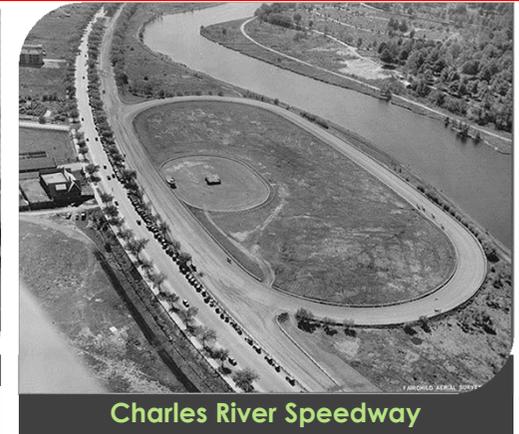
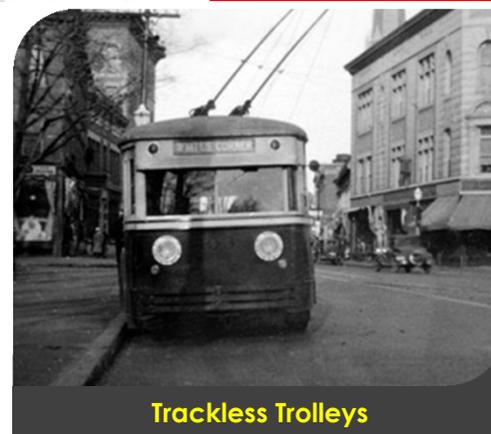
Cattle Market

1925 HISTORY

Credit: Brighton Allston Historical Society

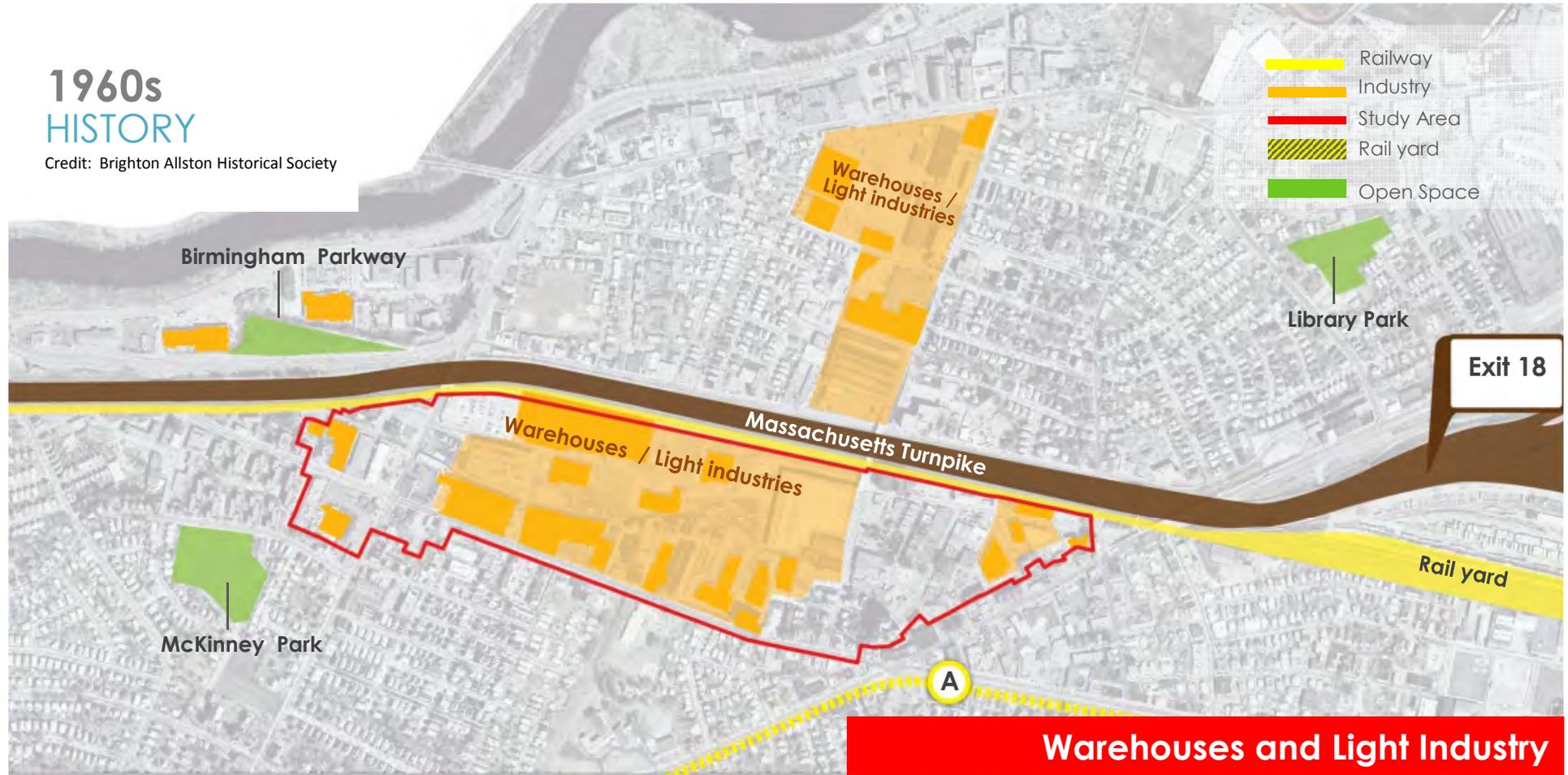


Stockyards and Neighborhood Boom



1960s HISTORY

Credit: Brighton Allston Historical Society



Warehouses and Light Industry



Rapid Transit

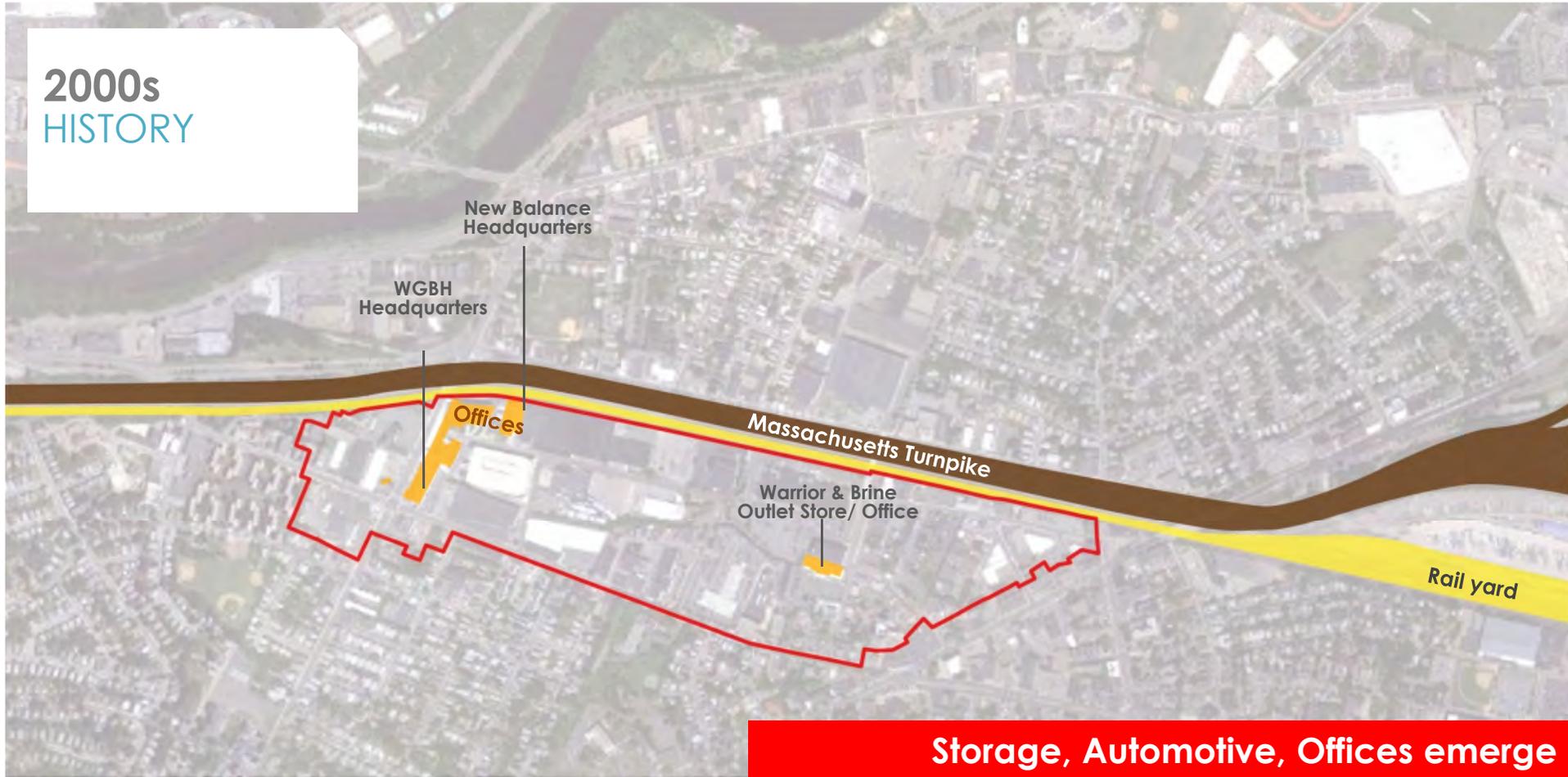


A Line



Massachusetts Turnpike

2000s
HISTORY



Storage, Automotive, Offices emerge



New Balance Headquarters



WGBH Headquarters



Warrior & Brine

DEMOGRAPHIC CONTEXT

HISTORICAL CONTEXT

Context Study Area
includes five Allston-Brighton census tracts

Population (2010 Census)

- 23,820 residents in the five census tracts
- Increased by 4.1% since 2000
- Growing more diverse
- Increase of 18-34 age cohort (29% to 53%)

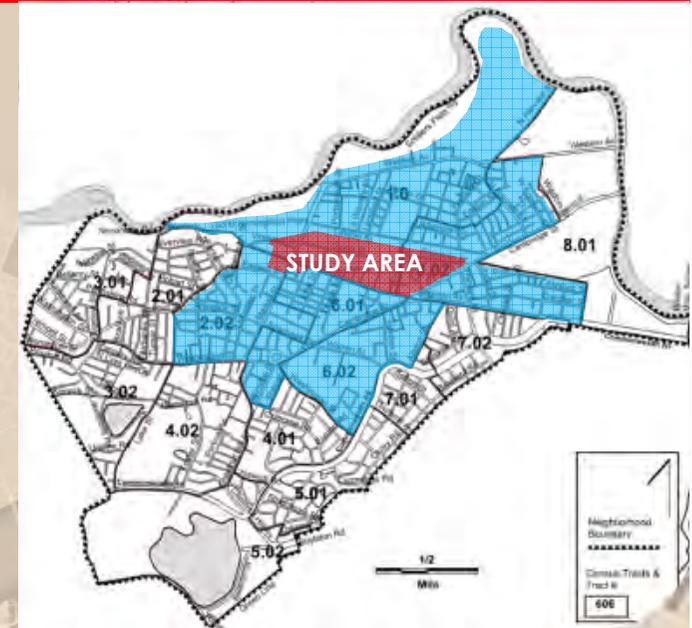
Educational Attainment (2010 Census)

- Residents with less than high school declined, from 22% to 12%
- Residents with graduate degrees grew from 13% to 23%

Average Household Income (2010 Census)

- Median Household income was \$48,766 in 2010
- Compares with \$52,363 for Allston-Brighton overall

Population grows and profile changes



1

KEY FINDINGS

HISTORICAL CONTEXT

- Historically, the Brighton Study Area has been an economic engine for the City
 - The Study Area was once well served by rail but access to the Charles River has always been limited
 - After the neighborhood boom of the early 20th Century, Brighton has grown steadily in population
 - Brighton's population continues to become more diverse by ethnicity but less diverse by age
-

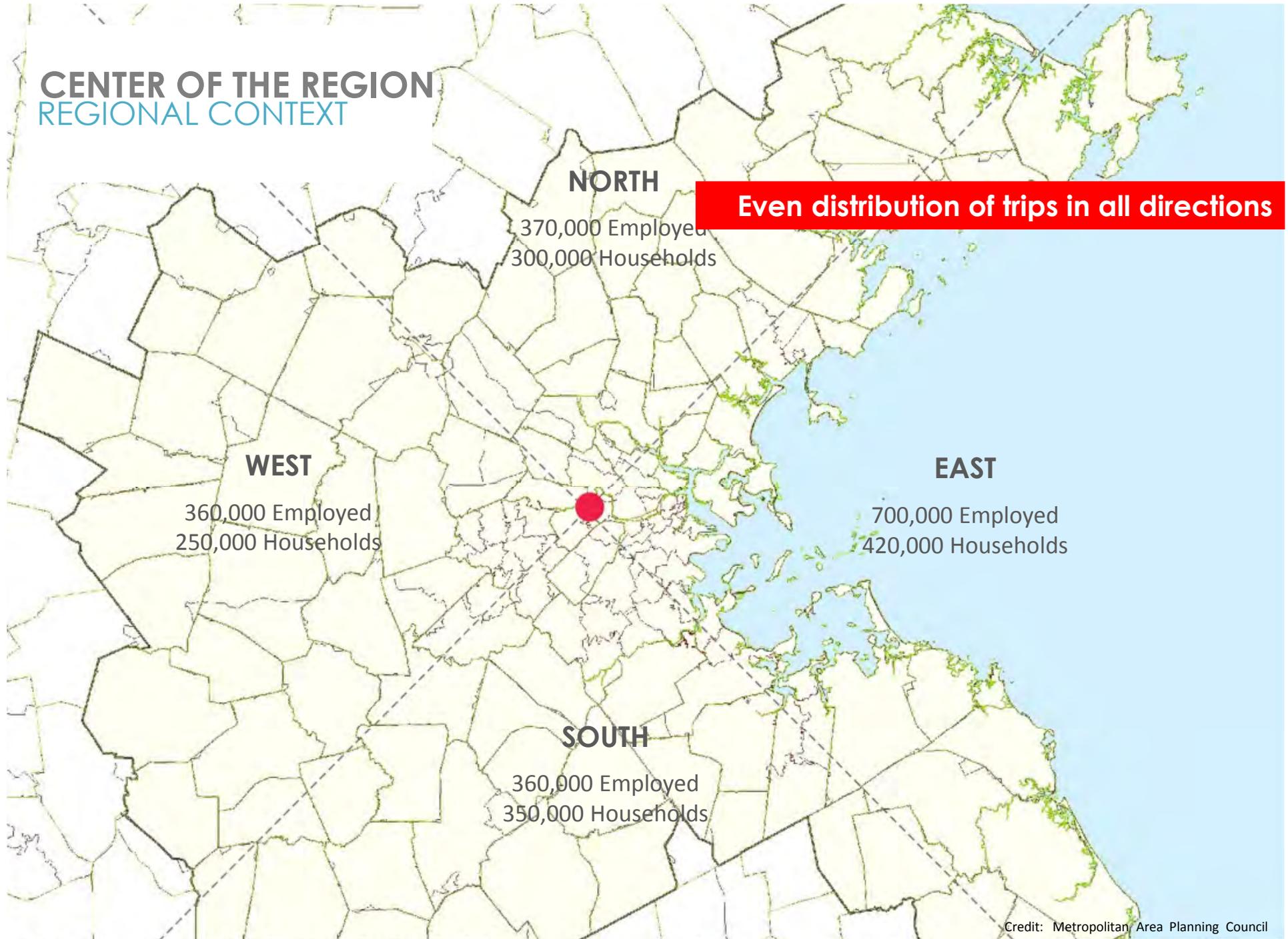
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REGIONAL CONTEXT

- TRANSPORTATION NETWORKS
- ECONOMIC ZONES
- OPEN SPACE NETWORK
- NEIGHBORHOODS & SQUARES

CENTER OF THE REGION

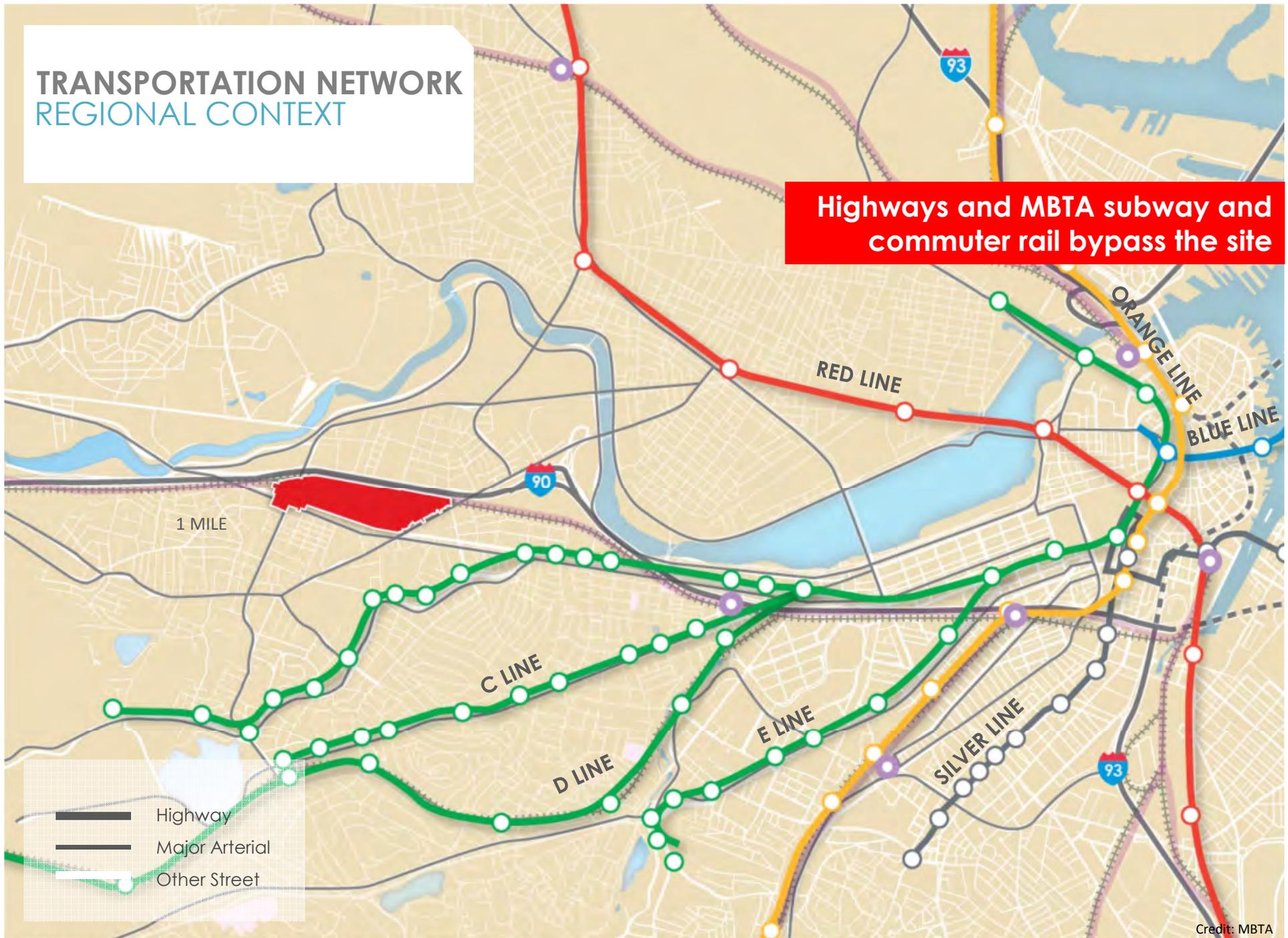
REGIONAL CONTEXT



Even distribution of trips in all directions

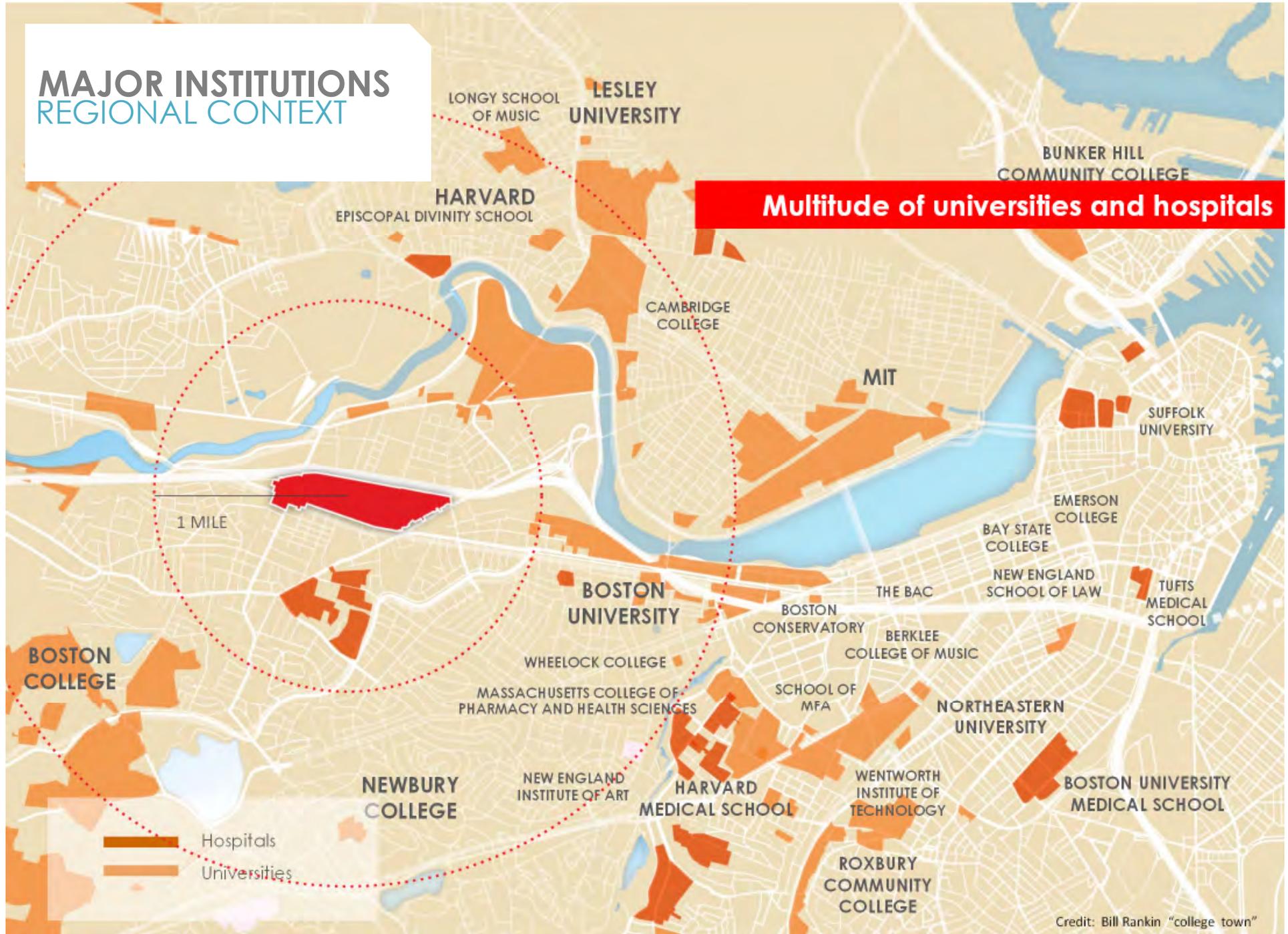
TRANSPORTATION NETWORK REGIONAL CONTEXT

Highways and MBTA subway and commuter rail bypass the site



MAJOR INSTITUTIONS REGIONAL CONTEXT

Multitude of universities and hospitals



Credit: Bill Rankin "college town"

EMPLOYMENT AREAS REGIONAL CONTEXT

Surrounded by productive activities

1 MILE

- Commercial
- Hospitals
- Universities

OPEN SPACE NETWORK REGIONAL CONTEXT

Charles River comes within 1/4 mile

1 MILE

Major Open Space

2

KEY FINDINGS

REGIONAL CONTEXT

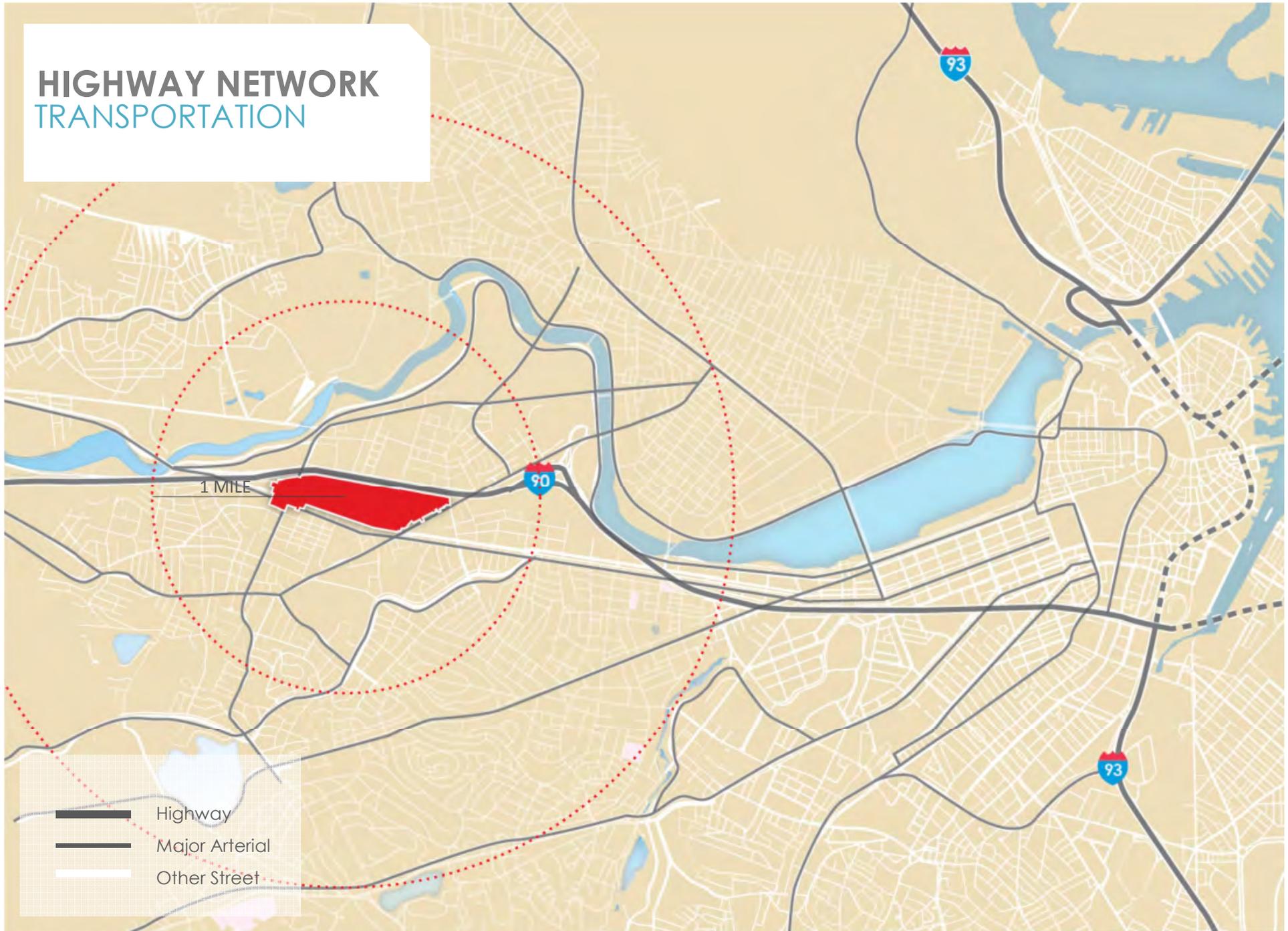
- The Study Area is close by to Boston's universities, colleges, medical centers and employment areas, but has not yet capitalized on this proximity
 - The Study Area is flanked by regional transportation and open space corridors, but is not served by or connected to them
 - The Study Area does not have its own vibrant neighborhood center
-

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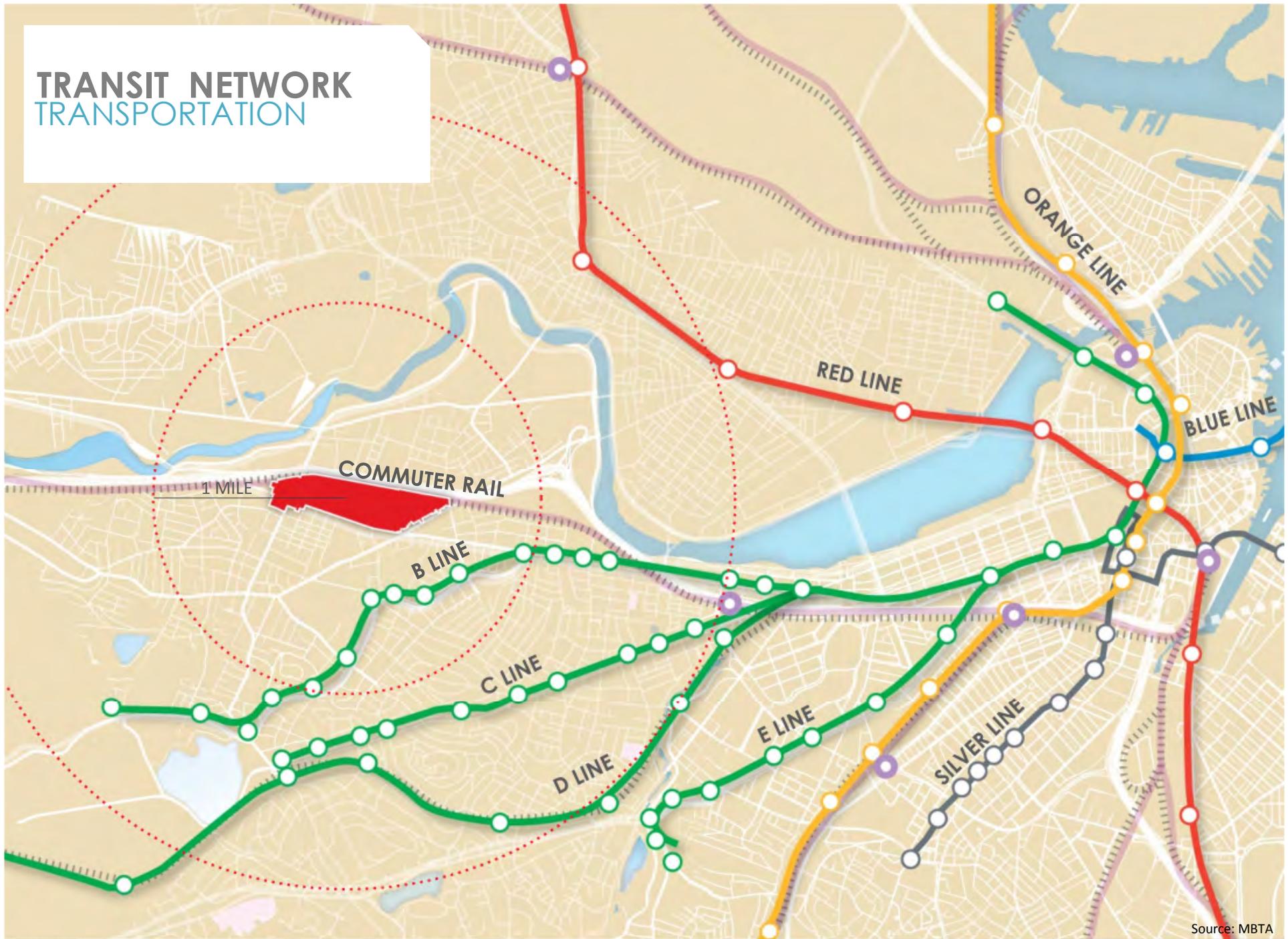
TRANSPORTATION

- ROAD NETWORK
- TRAFFIC
- ROAD CONFIGURATION
- BIKE SYSTEM
- TRANSIT

HIGHWAY NETWORK TRANSPORTATION

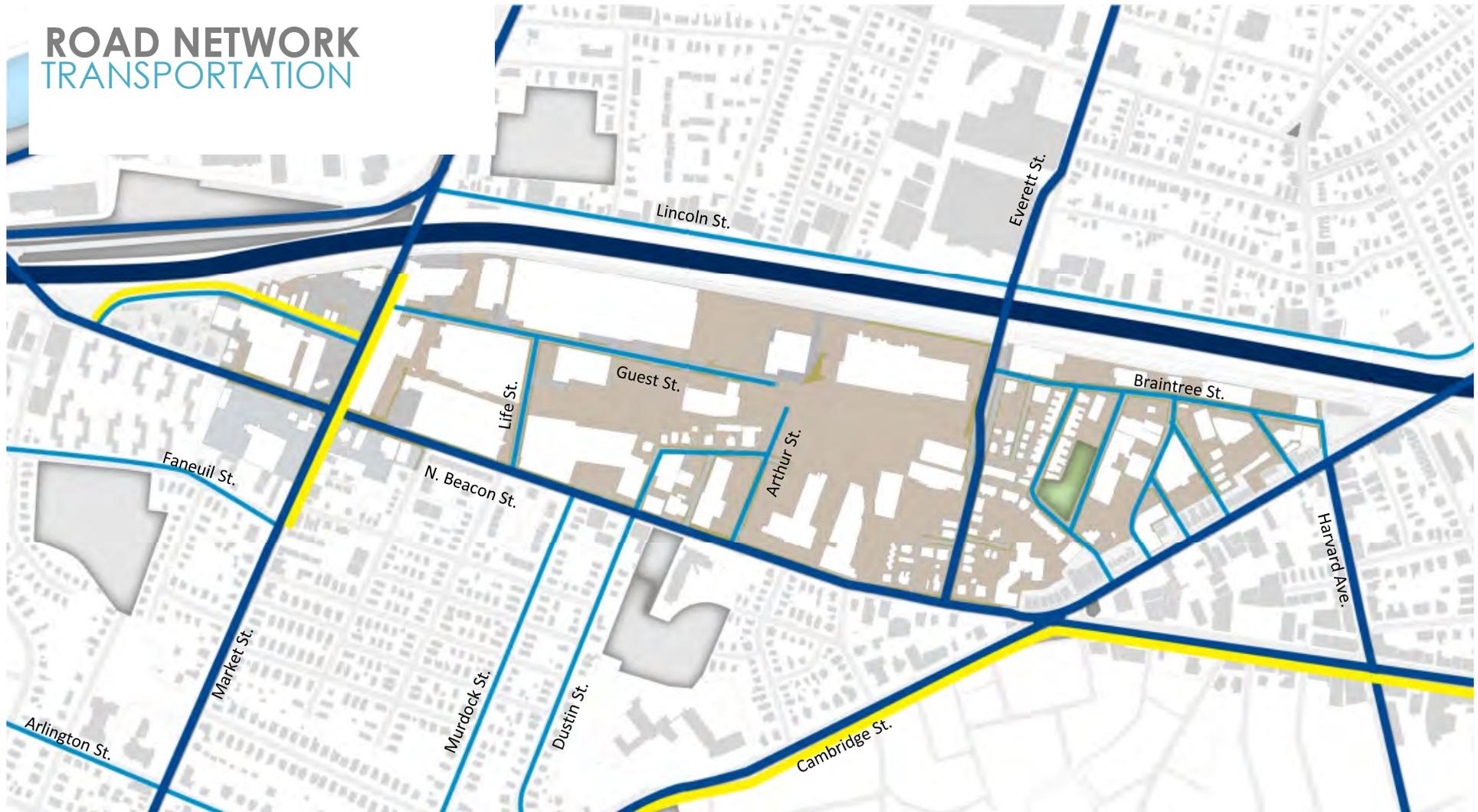


TRANSIT NETWORK TRANSPORTATION



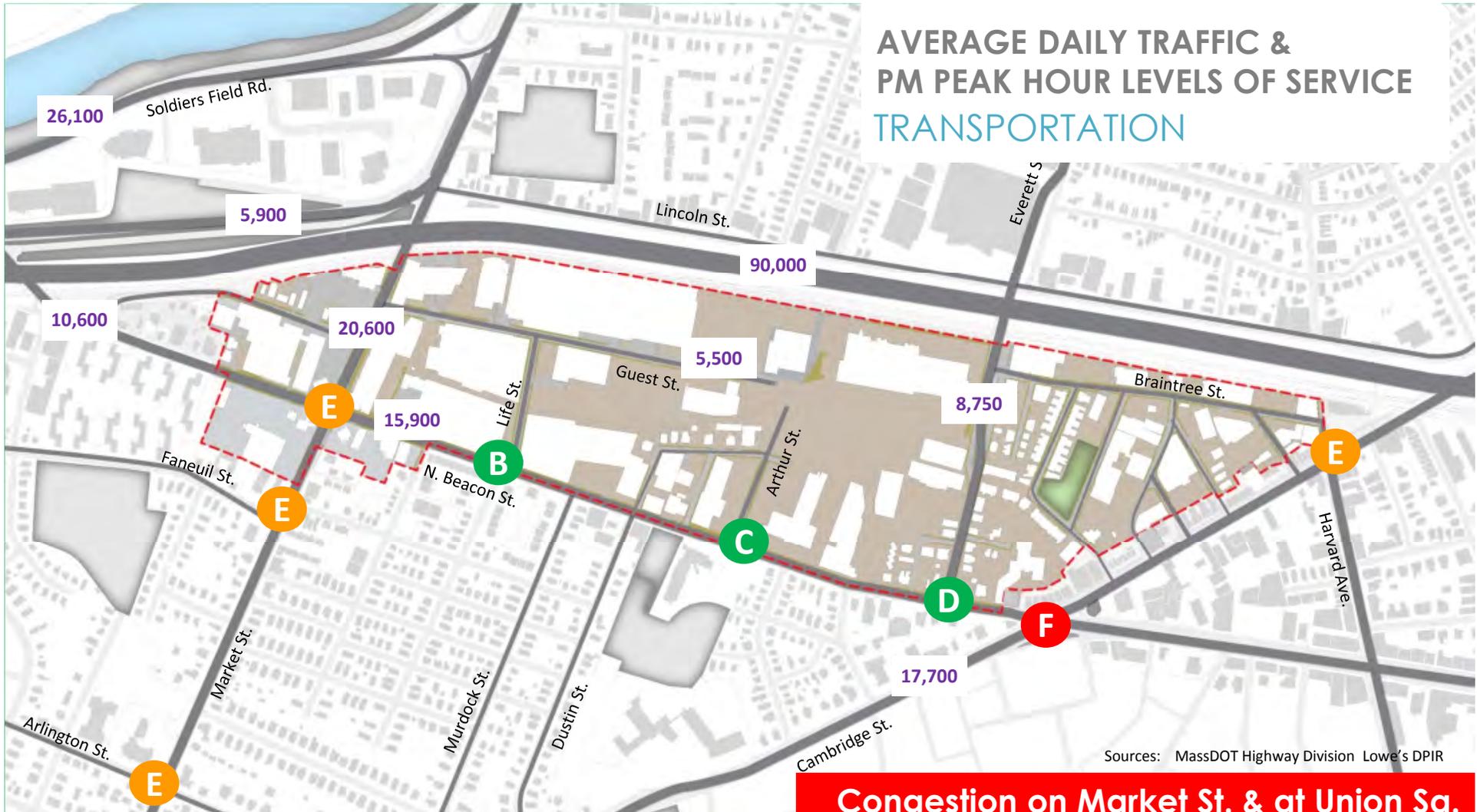
Source: MBTA

ROAD NETWORK TRANSPORTATION



- Mass Turnpike
- Arterial street
- Collector / Local street
- Recently Improved

AVERAGE DAILY TRAFFIC & PM PEAK HOUR LEVELS OF SERVICE TRANSPORTATION



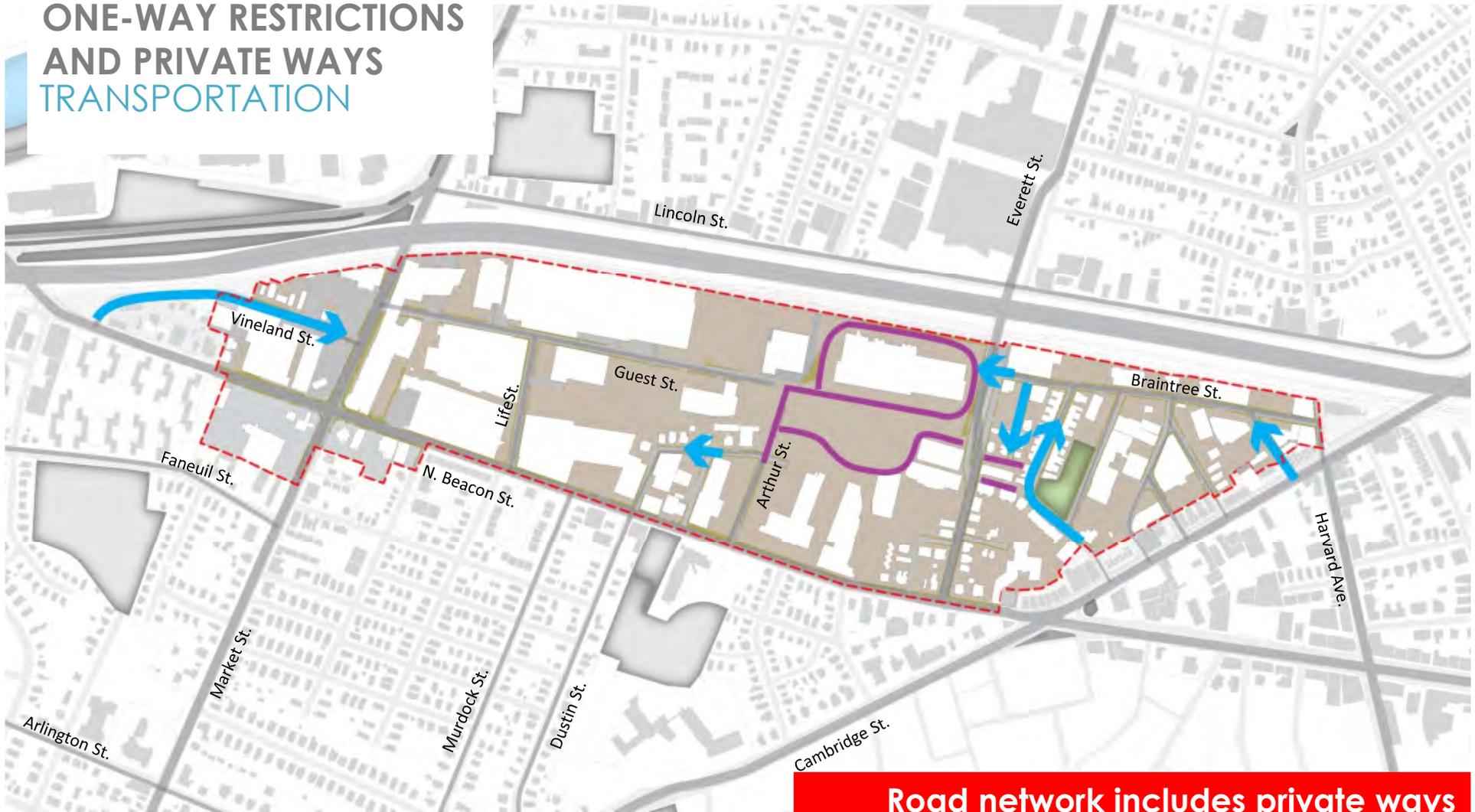
Sources: MassDOT Highway Division Lowe's DPIR

Congestion on Market St. & at Union Sq.

Level of Service

- A** Very low delay
- B** Good progression
- C** Fair progression
- D** Many vehicles stop
- E** Limit of acceptable delay
- F** Oversaturation; poor progression

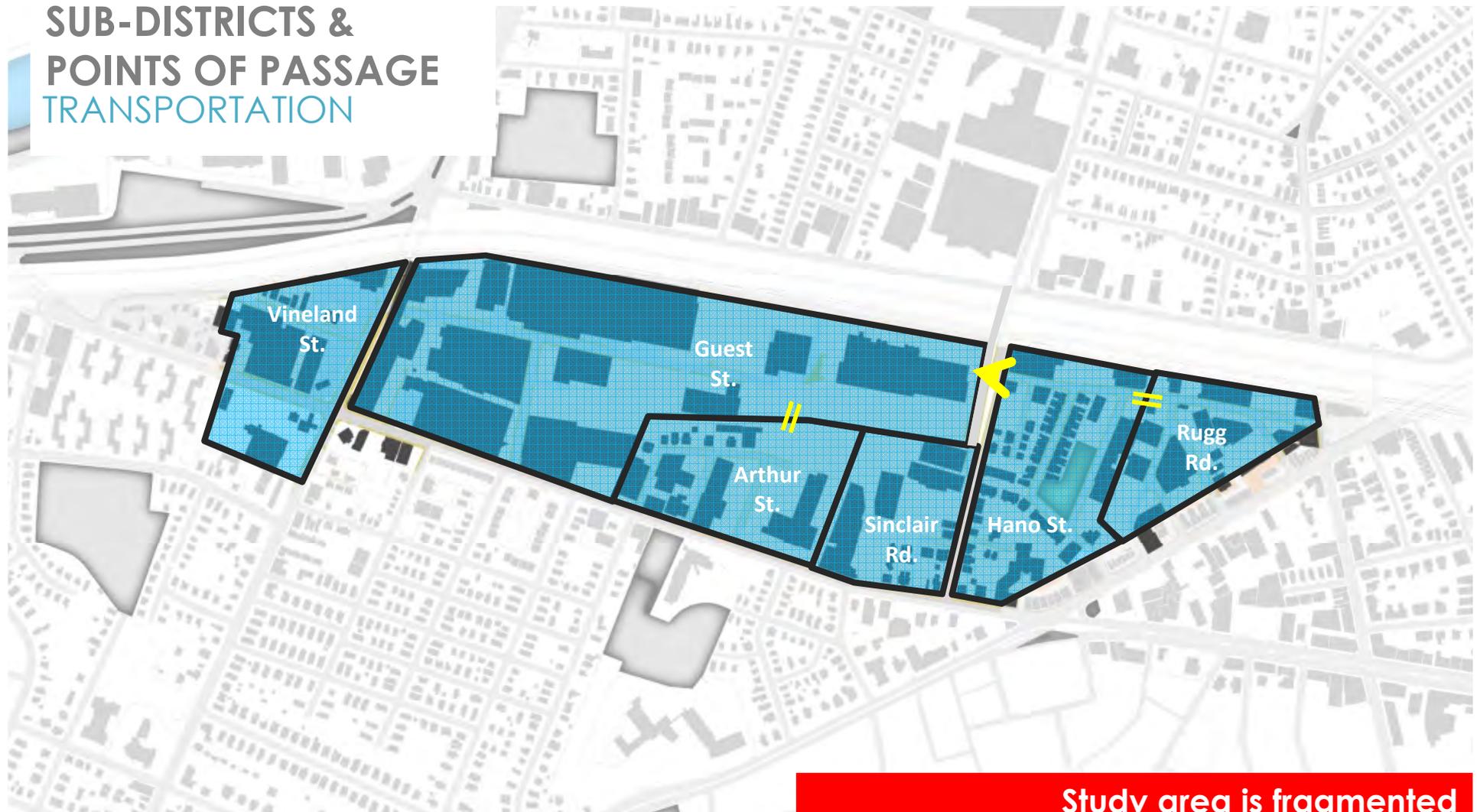
ONE-WAY RESTRICTIONS AND PRIVATE WAYS TRANSPORTATION



Road network includes private ways

-  One-way restrictions
-  Private ways

SUB-DISTRICTS & POINTS OF PASSAGE TRANSPORTATION

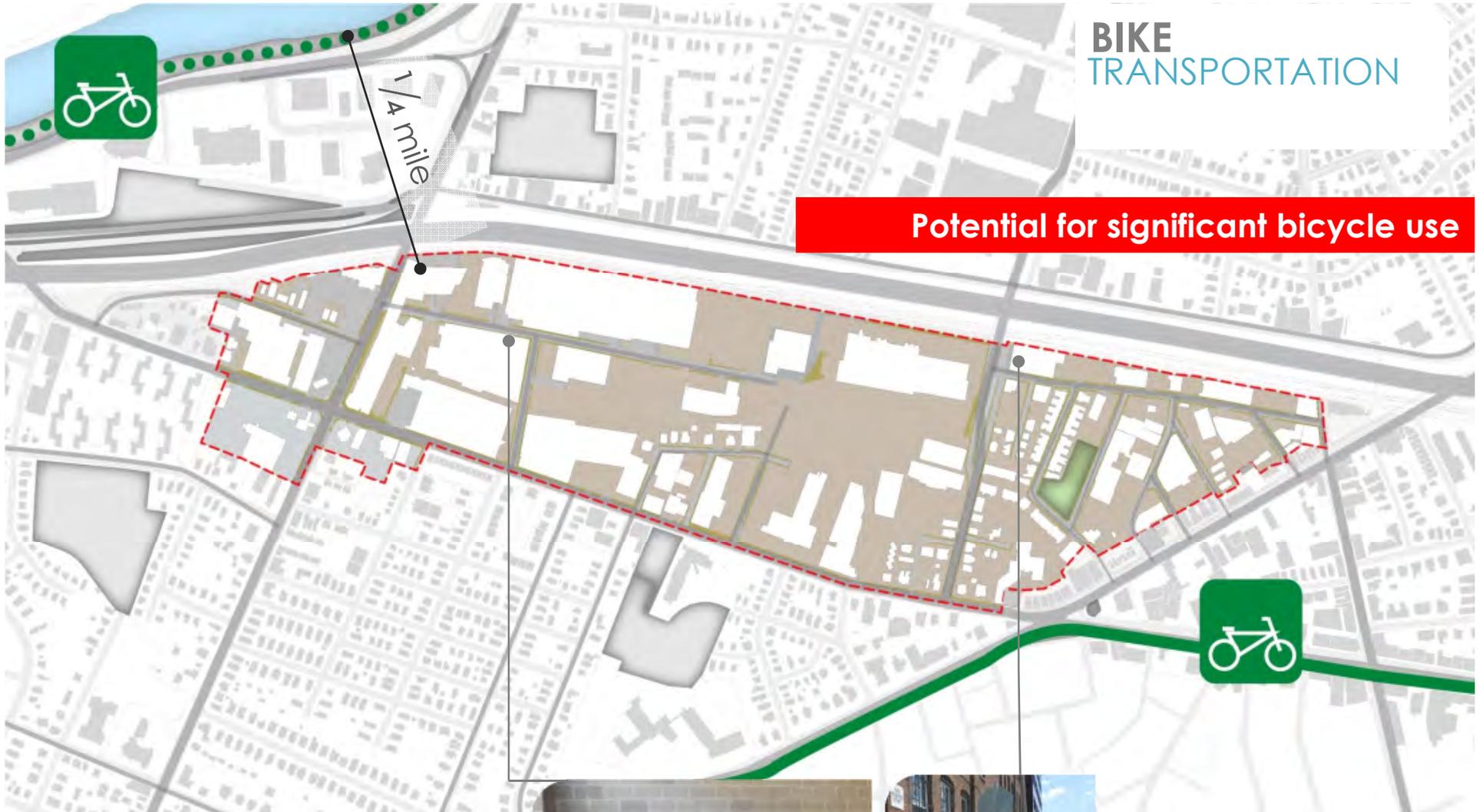


Study area is fragmented

- Point of Passage
- One-way Access

BIKE TRANSPORTATION

Potential for significant bicycle use

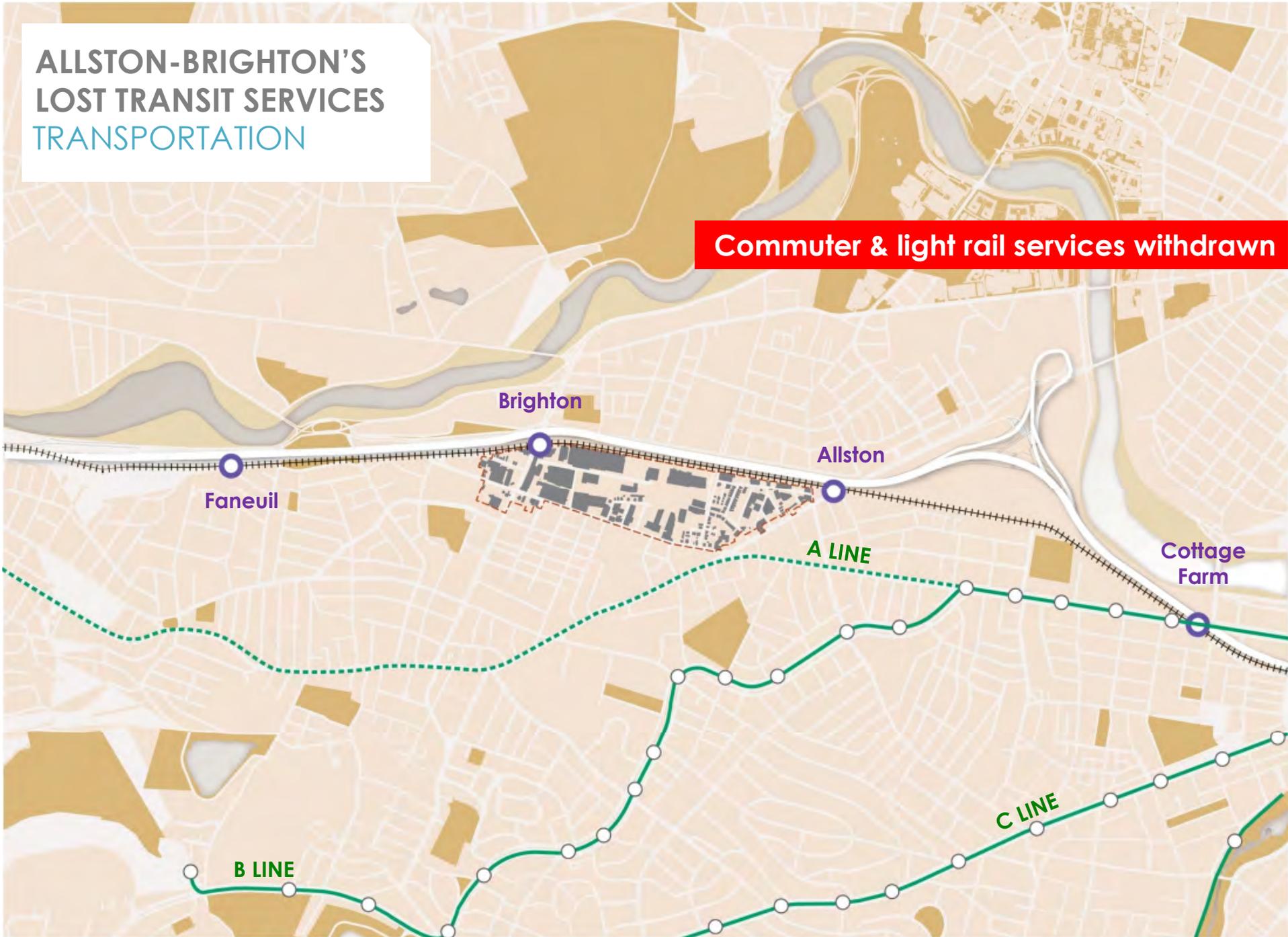


-  Bike Lanes
-  Bike Path



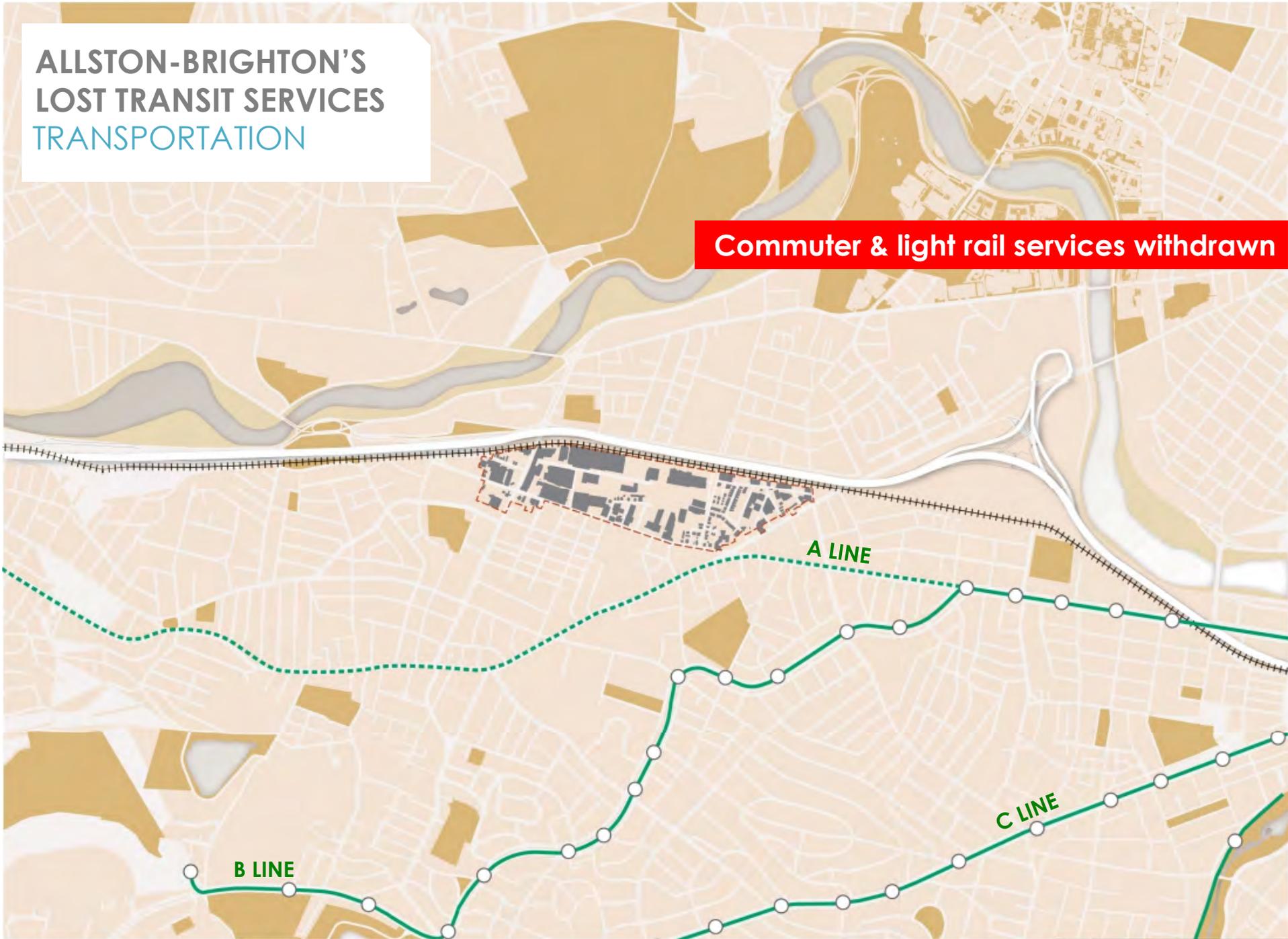
ALLSTON-BRIGHTON'S LOST TRANSIT SERVICES TRANSPORTATION

Commuter & light rail services withdrawn



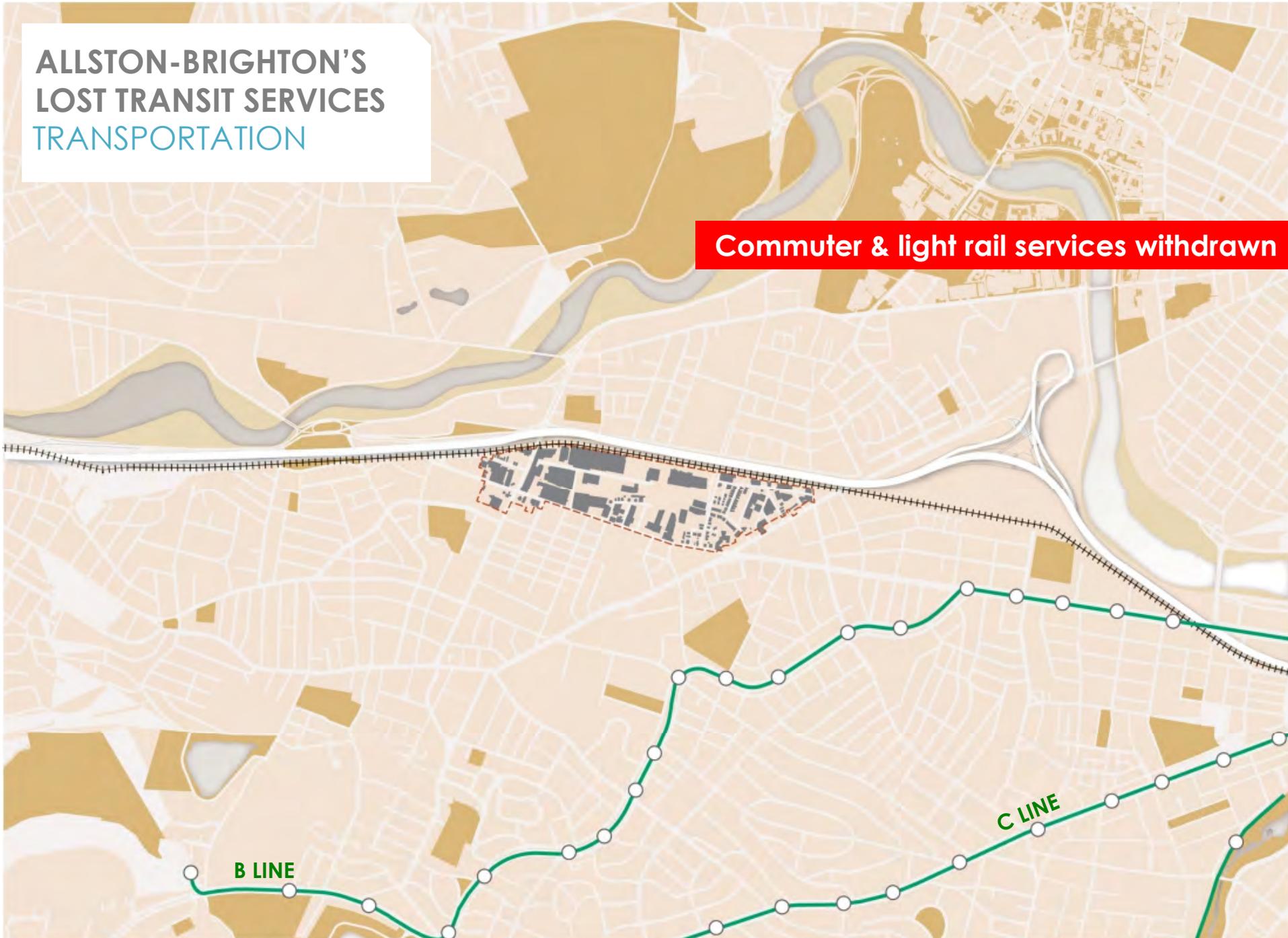
ALLSTON-BRIGHTON'S LOST TRANSIT SERVICES TRANSPORTATION

Commuter & light rail services withdrawn



ALLSTON-BRIGHTON'S LOST TRANSIT SERVICES TRANSPORTATION

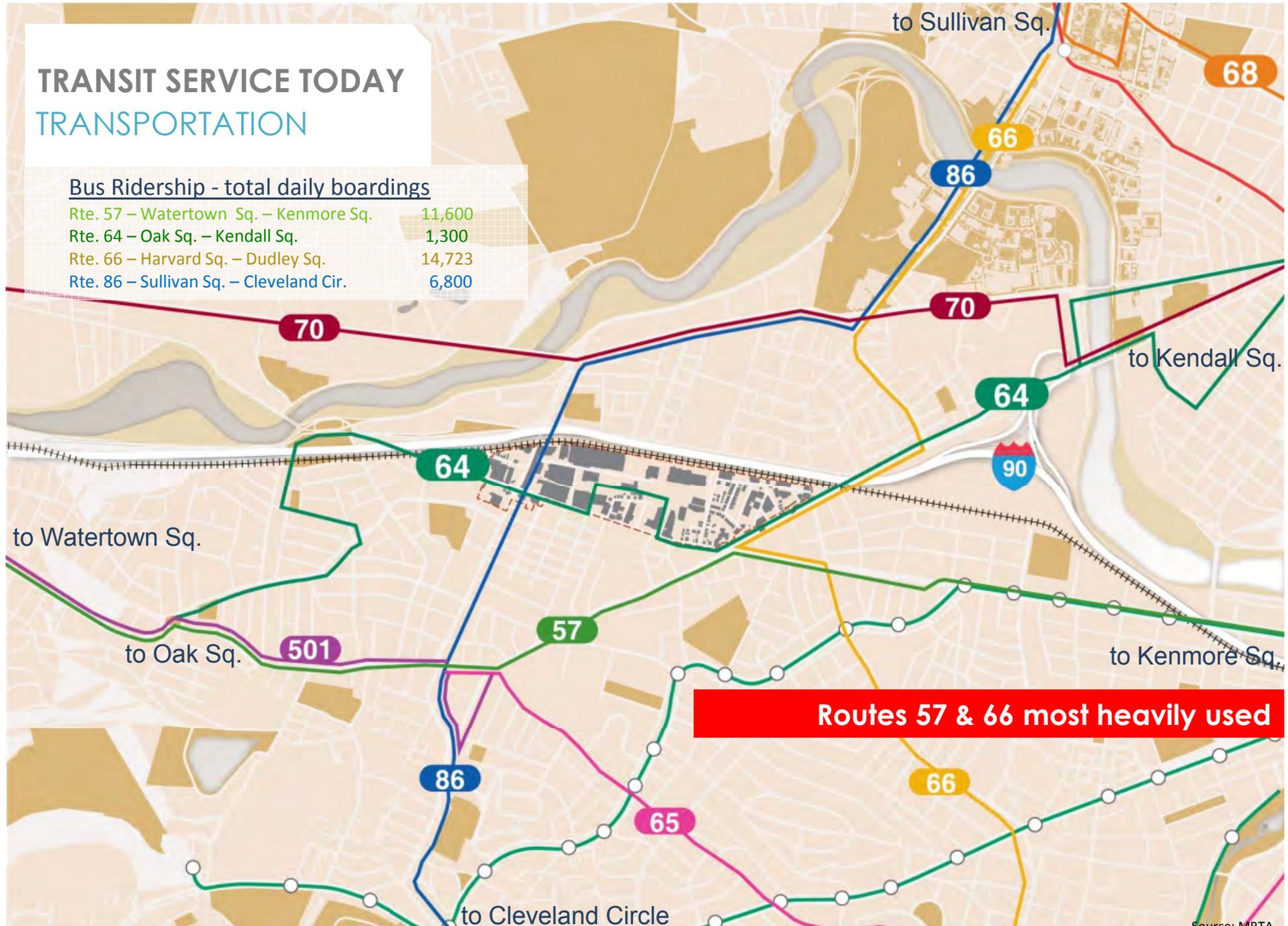
Commuter & light rail services withdrawn



TRANSIT SERVICE TODAY TRANSPORTATION

Bus Ridership - total daily boardings

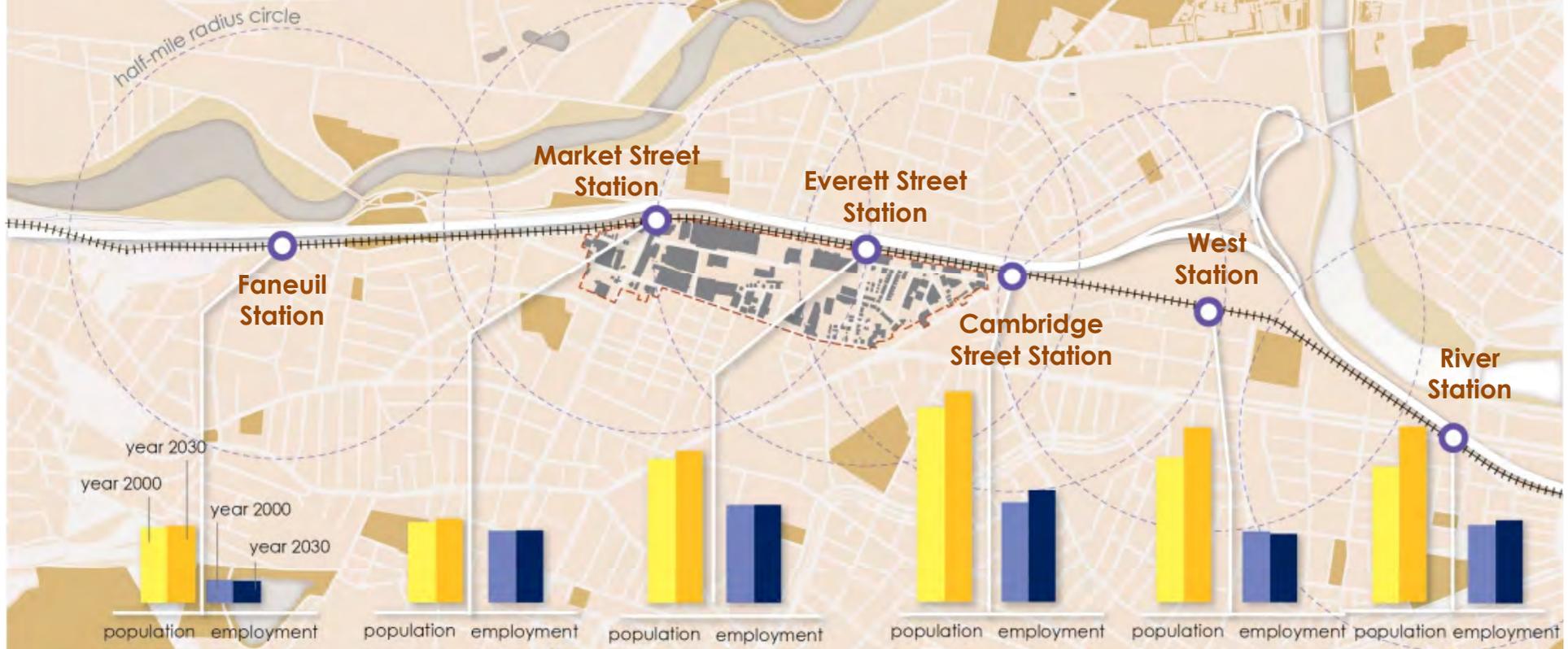
Rte. 57 – Watertown Sq. – Kenmore Sq.	11,600
Rte. 64 – Oak Sq. – Kendall Sq.	1,300
Rte. 66 – Harvard Sq. – Dudley Sq.	14,723
Rte. 86 – Sullivan Sq. – Cleveland Cir.	6,800



Routes 57 & 66 most heavily used

Source: MBTA

TRANSIT SERVICE TOMORROW TRANSPORTATION



MBTA study supports restoring rail service

Source: Draft Report "Allston Multi-Modal Station Study", October 2009

TRANSIT SERVICE TOMORROW TRANSPORTATION

From MBTA study:
the Cambridge St. and Everett St. sites
"best meet the stated criteria for a multi-
modal station," and "should be considered
in future planning for commuter rail
improvements."

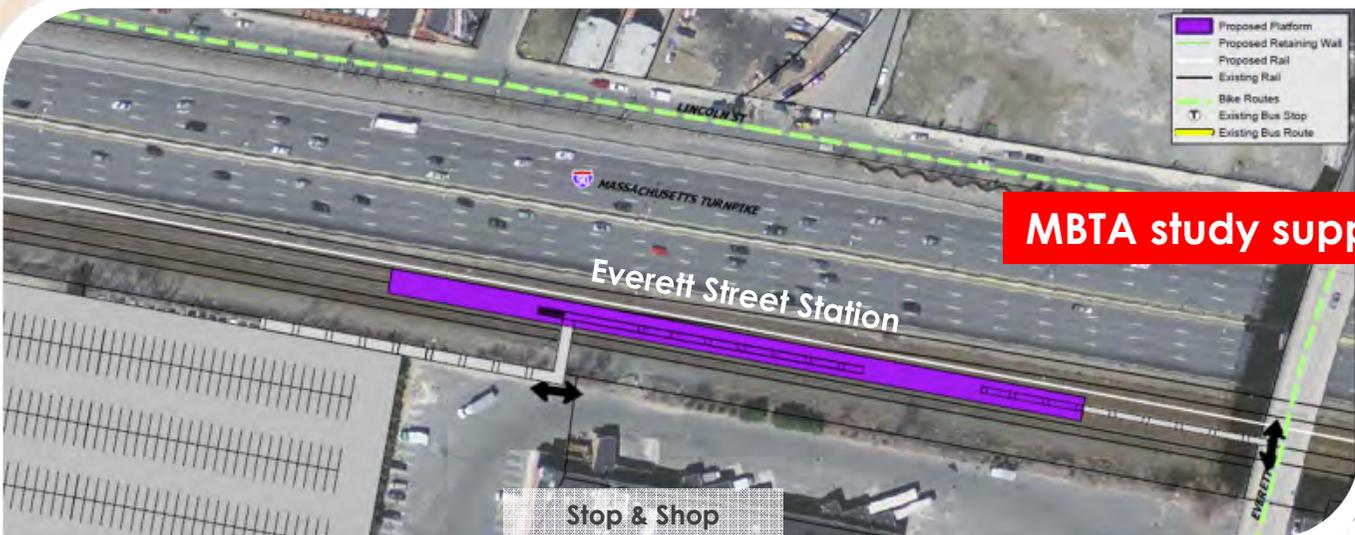
Everett Street
Station

Cambridge
Street Station

MBTA study supports restoring rail service

Source: Draft Report "Allston Multi-Modal Station Study", October 2009

TRANSIT SERVICE TOMORROW TRANSPORTATION



MBTA study supports restoring rail service

Report "Allston Multi-Modal Station Study", October 2009

SERVICES UNDER EVALUATION TRANSPORTATION

1. **Commuter Rail** : new stop on the Framingham Line
 - Platform length –minimum 785’
 - 9-car trains, ~900 seat capacity
 - Platform height –high level very desirable (possible mini-high)
 - Only one stop possible in Study Area



2. **Diesel Multiple Units**: self-propelled rail cars
 - Platform length –minimum 300’
 - 3-car trains, ~250-300 seat capacity
 - Platform height –dependent on equipment, but high level preferred for compatibility with commuter rail
 - Multiple stops possible in Study Area



Service improvements subject to funding

Source: Draft Report "Allston Multi-Modal Station Study", October 2009

3

KEY FINDINGS

TRANSPORTATION

- Significant traffic congestion at Union Square and in Market St. corridor
 - Transit service in the neighborhood has been reduced
 - MBTA is investigating restoring rail transit service
 - Public street network is disconnected at center of the study area
 - Access to river and river roads to the north is constrained
-

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STUDY AREA ANALYSIS

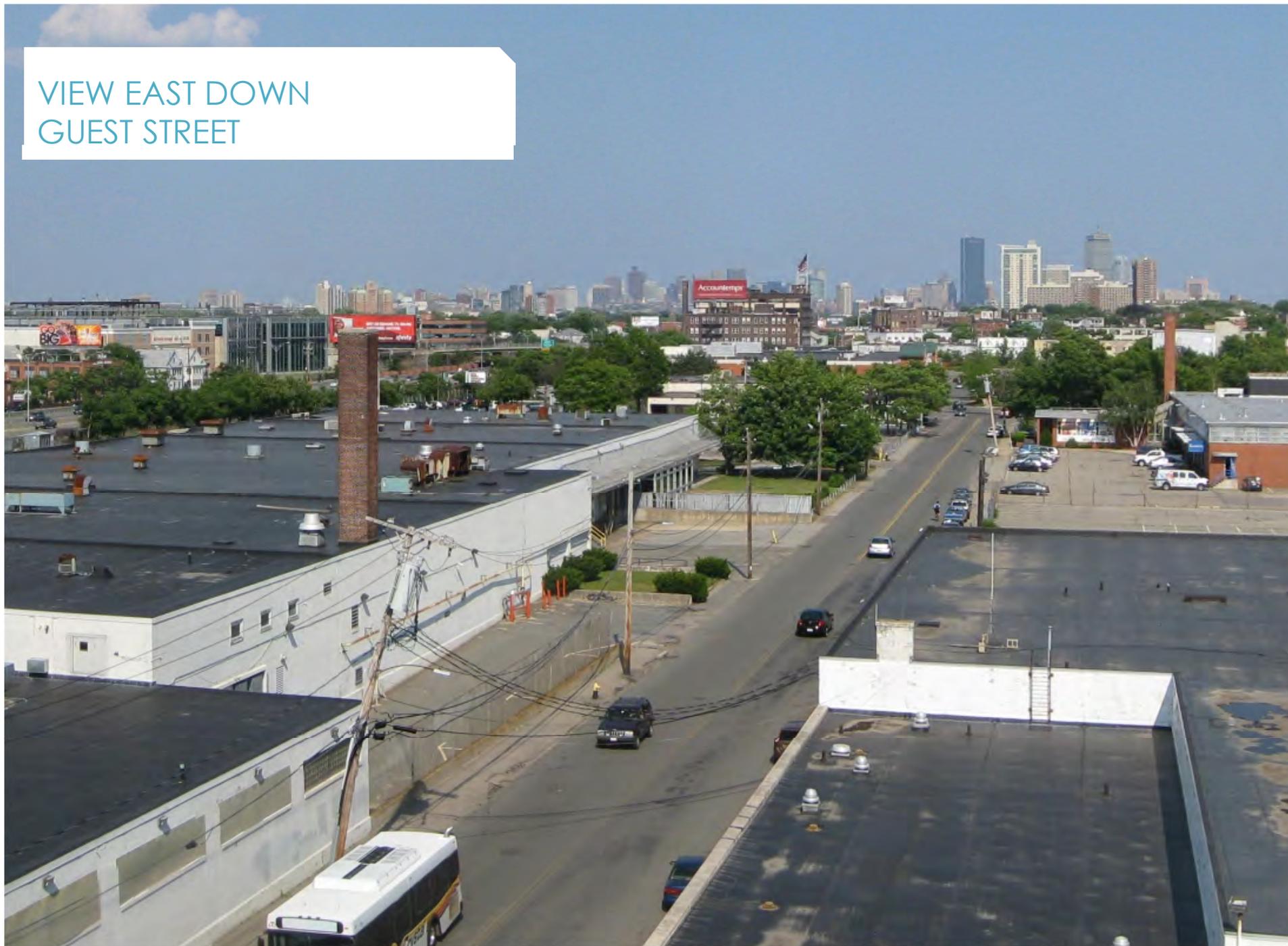
ENVIRONMENT

IMPERVIOUS SURFACES
TOPOGRAPHY
SITE DRAINAGE
SOLAR & WIND
RIVER, PARKS & OPEN SPACES
AMENITIES

DEVELOPMENT

ZONING
BUILDING USE
BUILDING CHARACTER
FLOOR AREA RATIOS
PROPOSED PROJECTS
HARD & SOFT DEVELOPMENT

VIEW EAST DOWN
GUEST STREET





GUEST STREET LOOKING WEST



MIXED USE ON ARTHUR STREET



VOCATIONAL ADVANCEMENT CENTER



WARRIOR & BRINE



SAUNDERS ST LOOKING SOUTH



HOUSING ALONG NORTH BEACON ST



BRIAN J HONAN APARTMENTS ALONG EVERETT ST

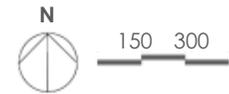


HOUSING ALONG NORTH BEACON ST

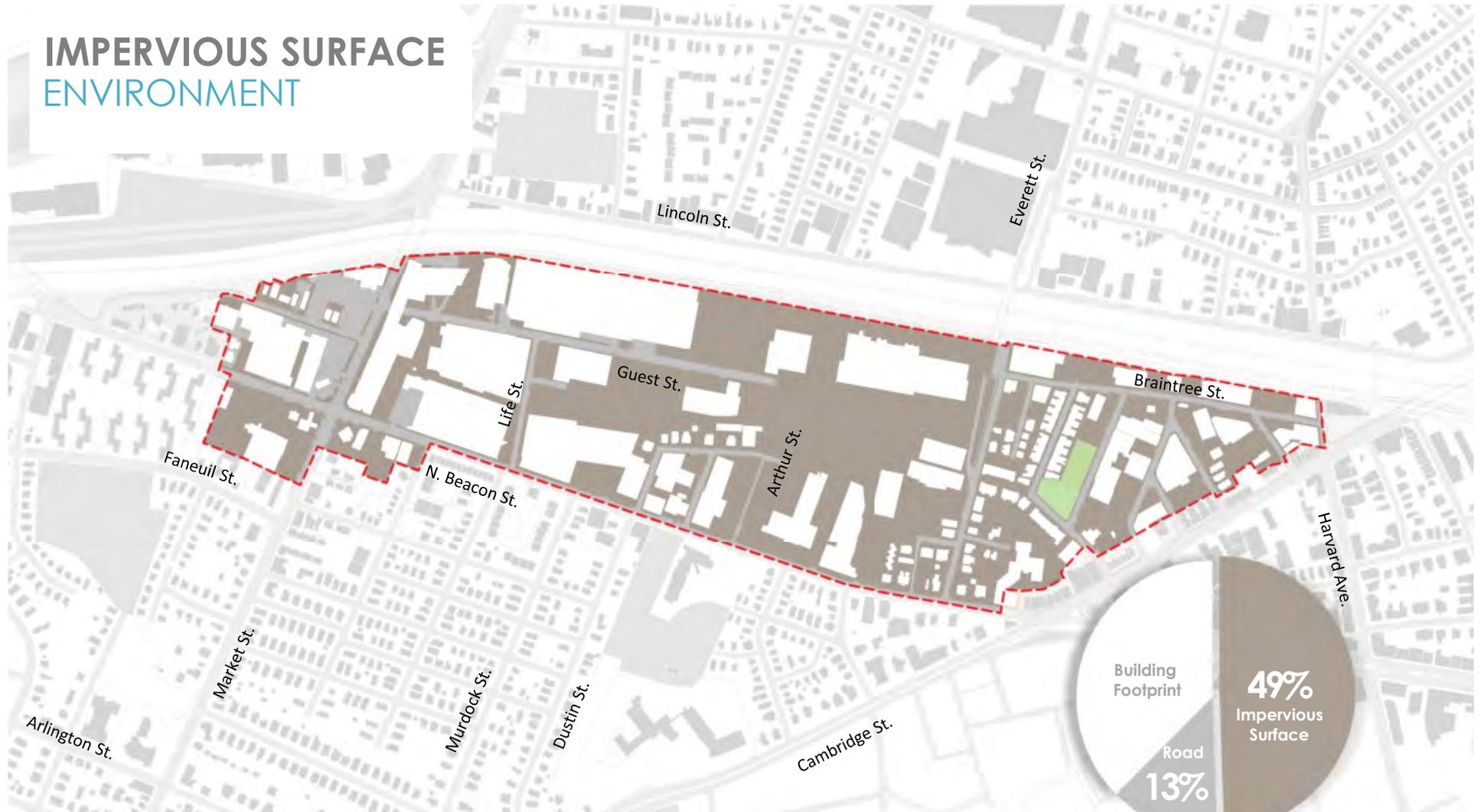
STUDY AREA



Study Area Boundary



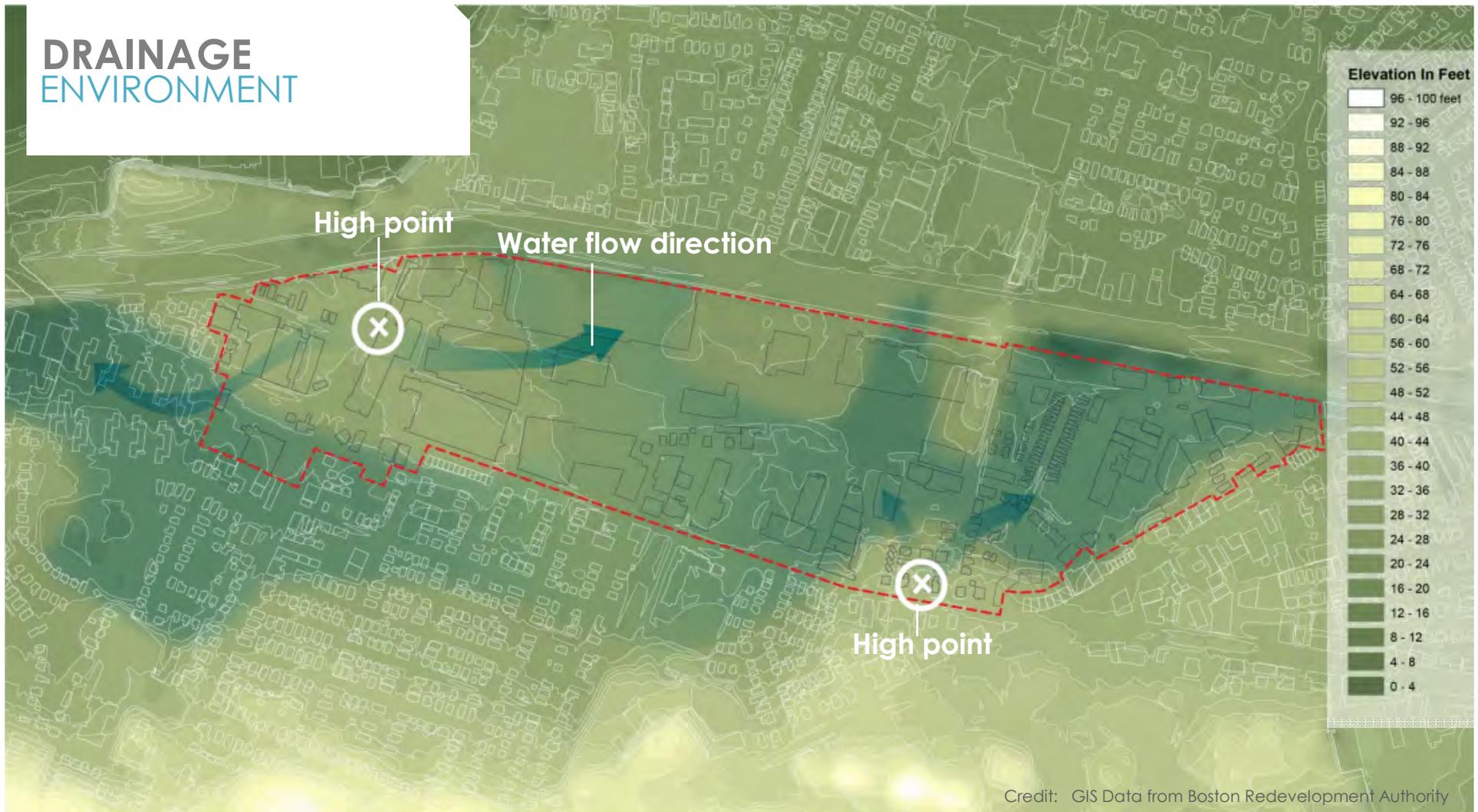
IMPERVIOUS SURFACE ENVIRONMENT



- - - - - Study Area Boundary
- Impervious Surfaces
- Road
- Building Footprint

62% of the study area is hard-scape

DRAINAGE ENVIRONMENT



6 million gallons of rain collected/month

SOLAR & WIND ENVIRONMENT

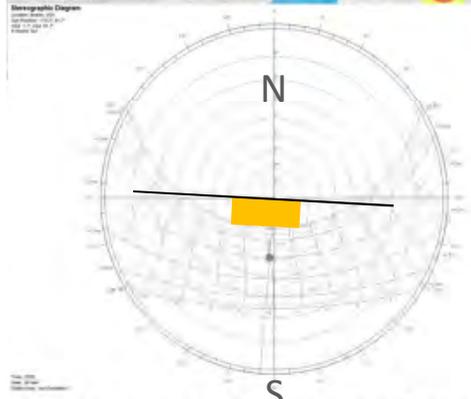
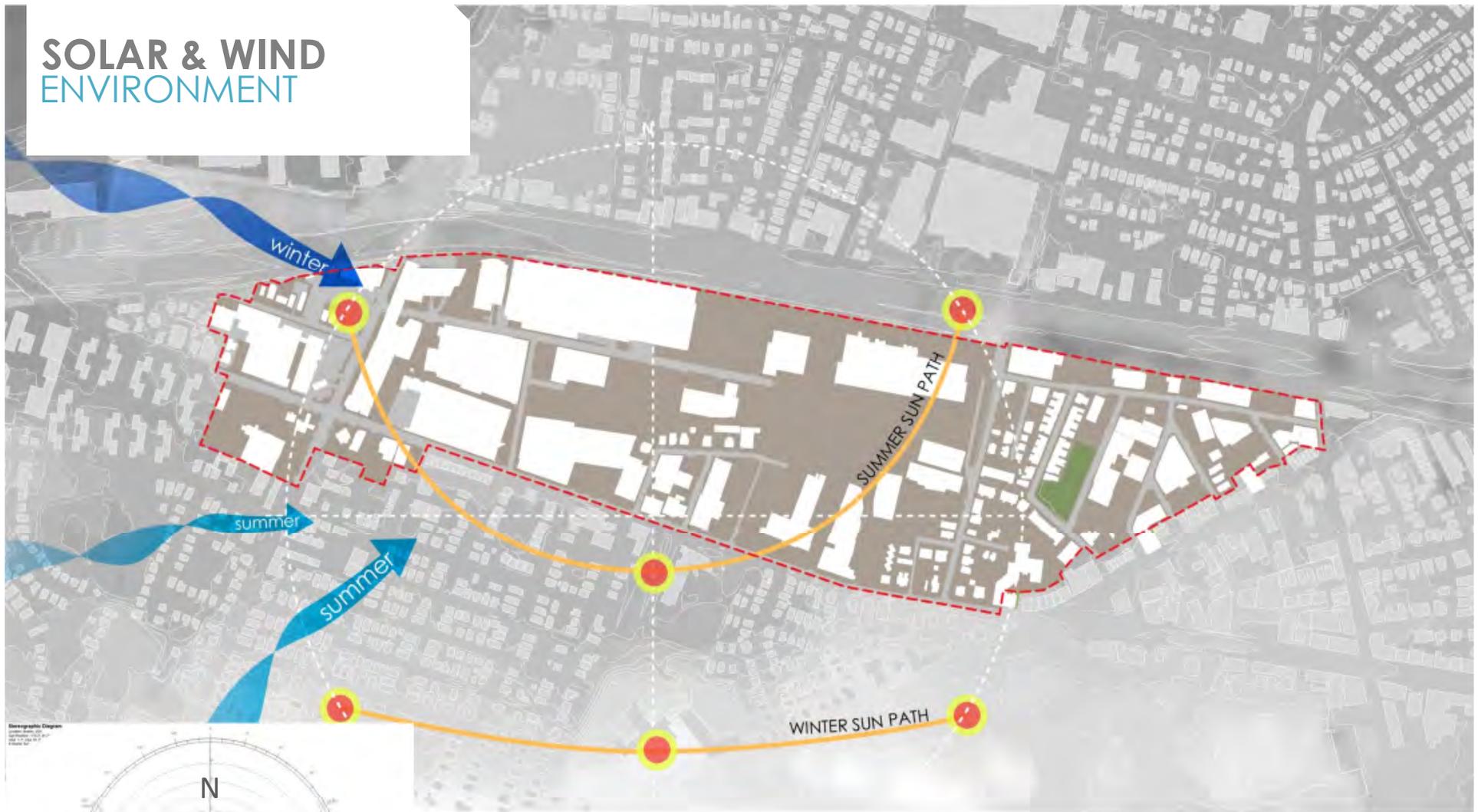


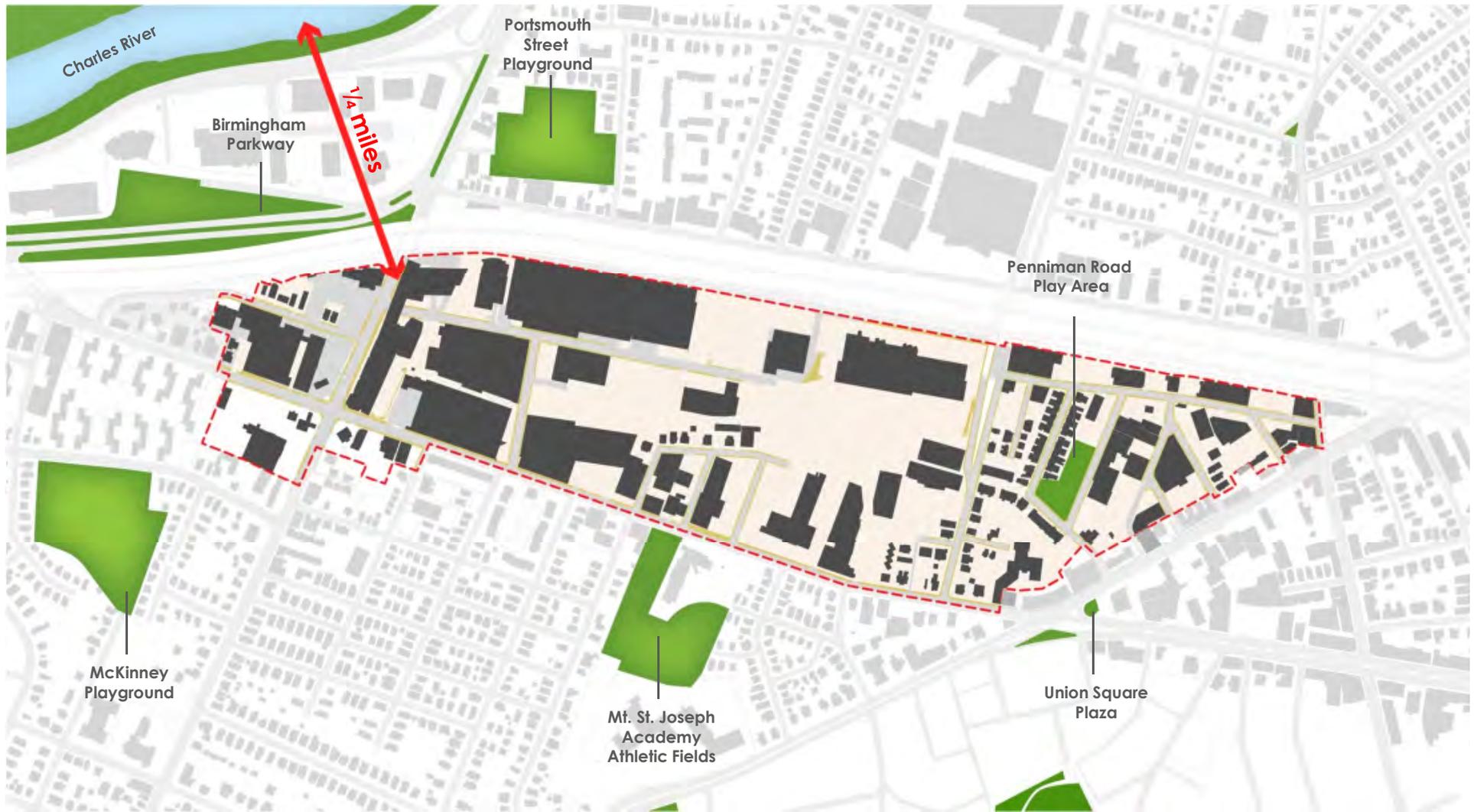
Diagram illustrates the ideal building orientation

Creating an appropriate microclimate



**RIVER, PARKS, &
OPEN SPACE
ENVIRONMENT**

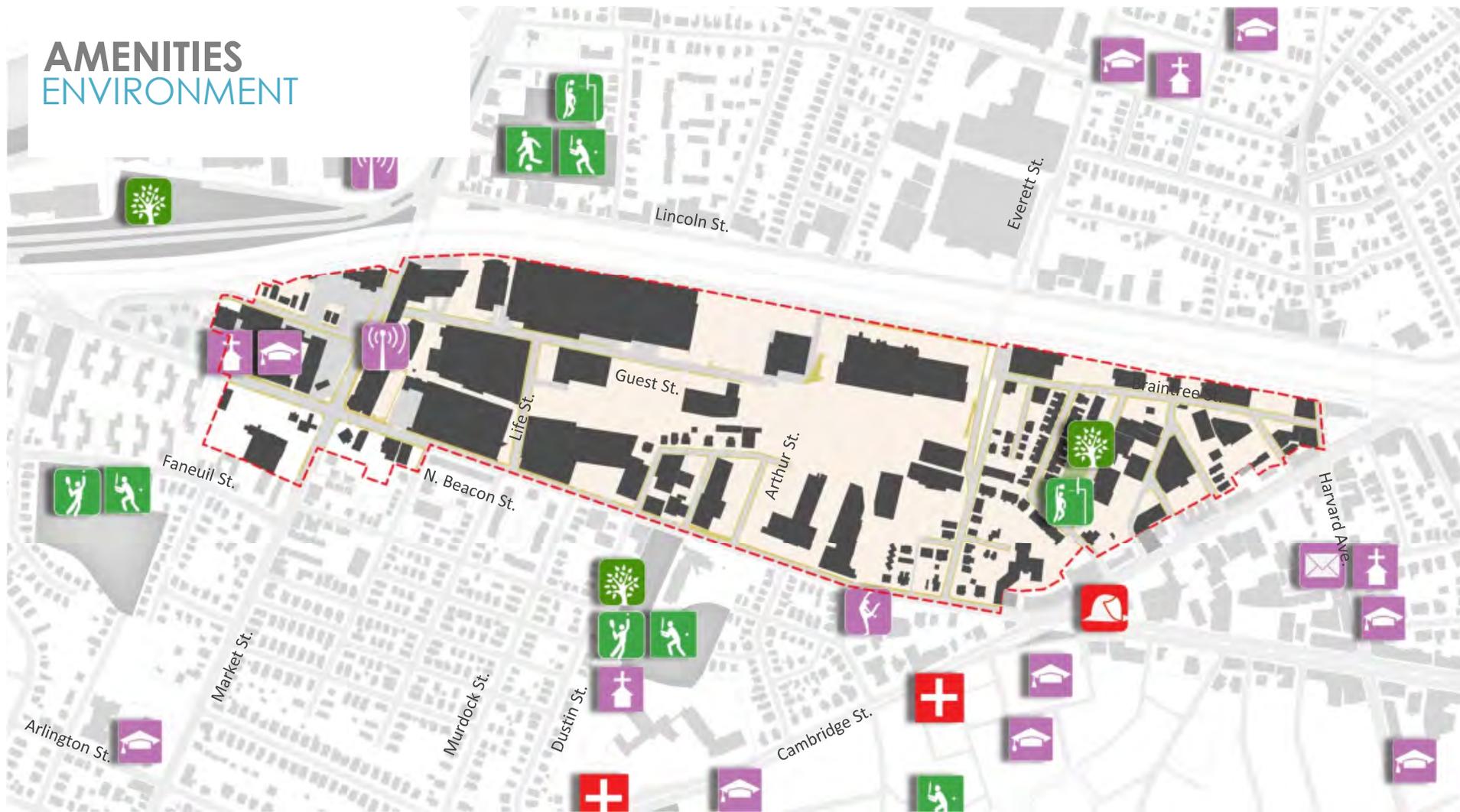
only 1% of the study area is green space



RIVER, PARKS, & OPEN SPACE ENVIRONMENT

Hard to get to Charles River

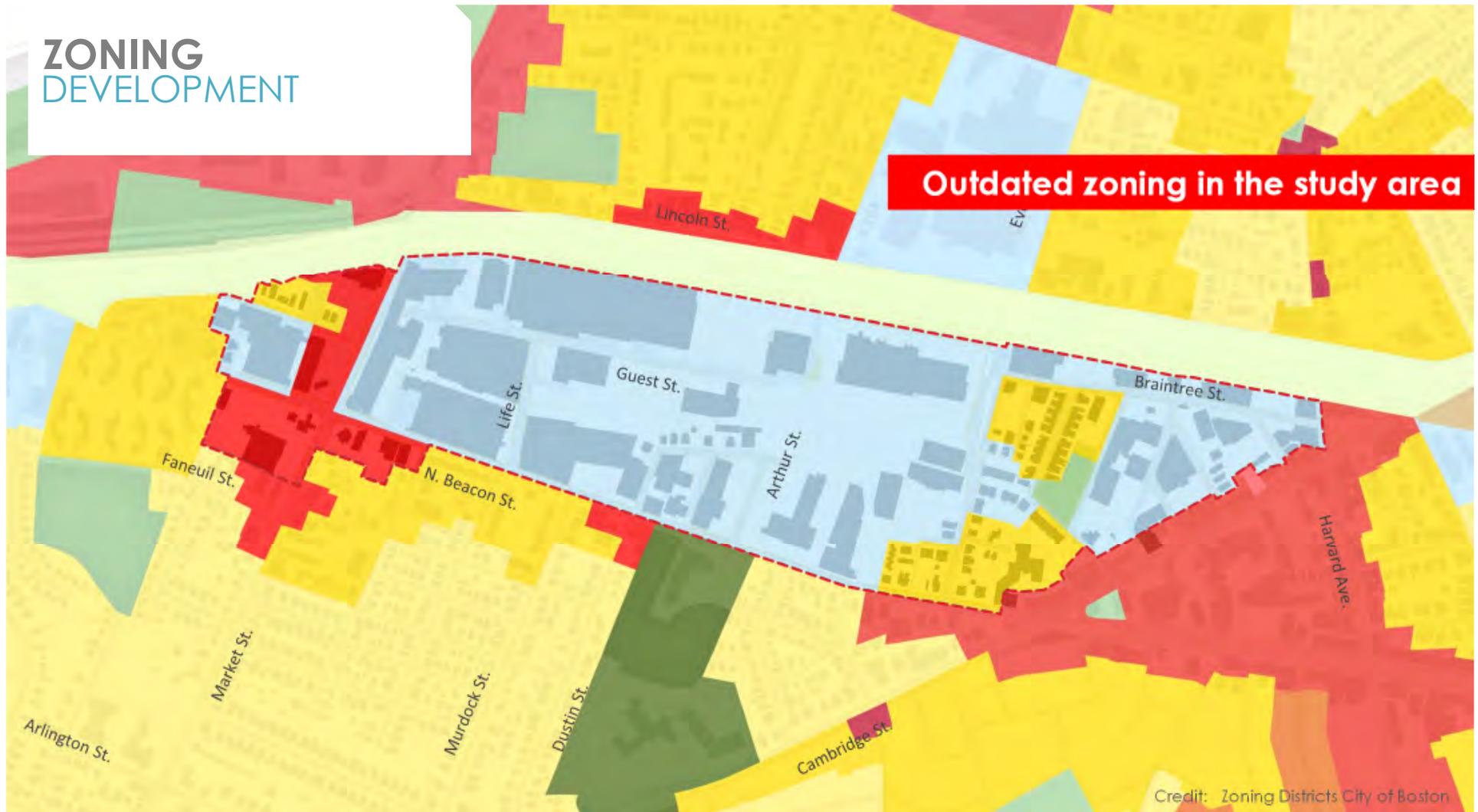
AMENITIES ENVIRONMENT



-  Institutions
-  Civic
-  Open Spaces

Amenities near by but not in the study area

ZONING DEVELOPMENT



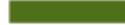
Credit: Zoning Districts City of Boston

 **Local Industrial Sub-District**

Open Space District

 Air Right Open Space Sub-District

 Open Space District

 Conservation Protection Sub-District

Residential Sub-Districts

 One-Family Residential District

 Two-Family Residential District

 Three-Family Residential District

 Multi-Family Residential District

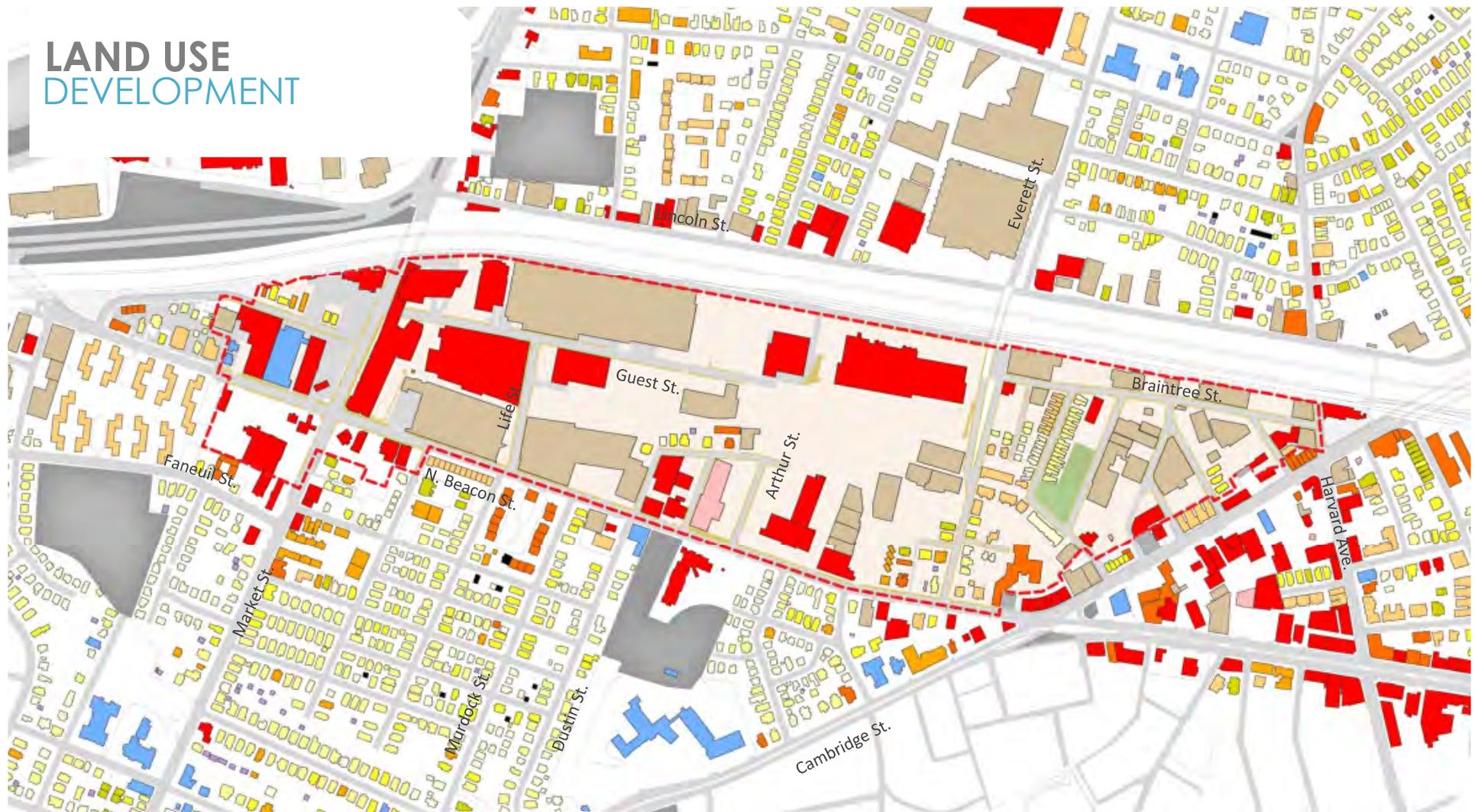
Neighborhood Business Sub-Districts

 Local Convenience Sub-District

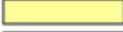
 Neighborhood Shopping Sub-District

 Community Commercial Sub-District

LAND USE DEVELOPMENT



Credit: Boston Redevelopment Authority

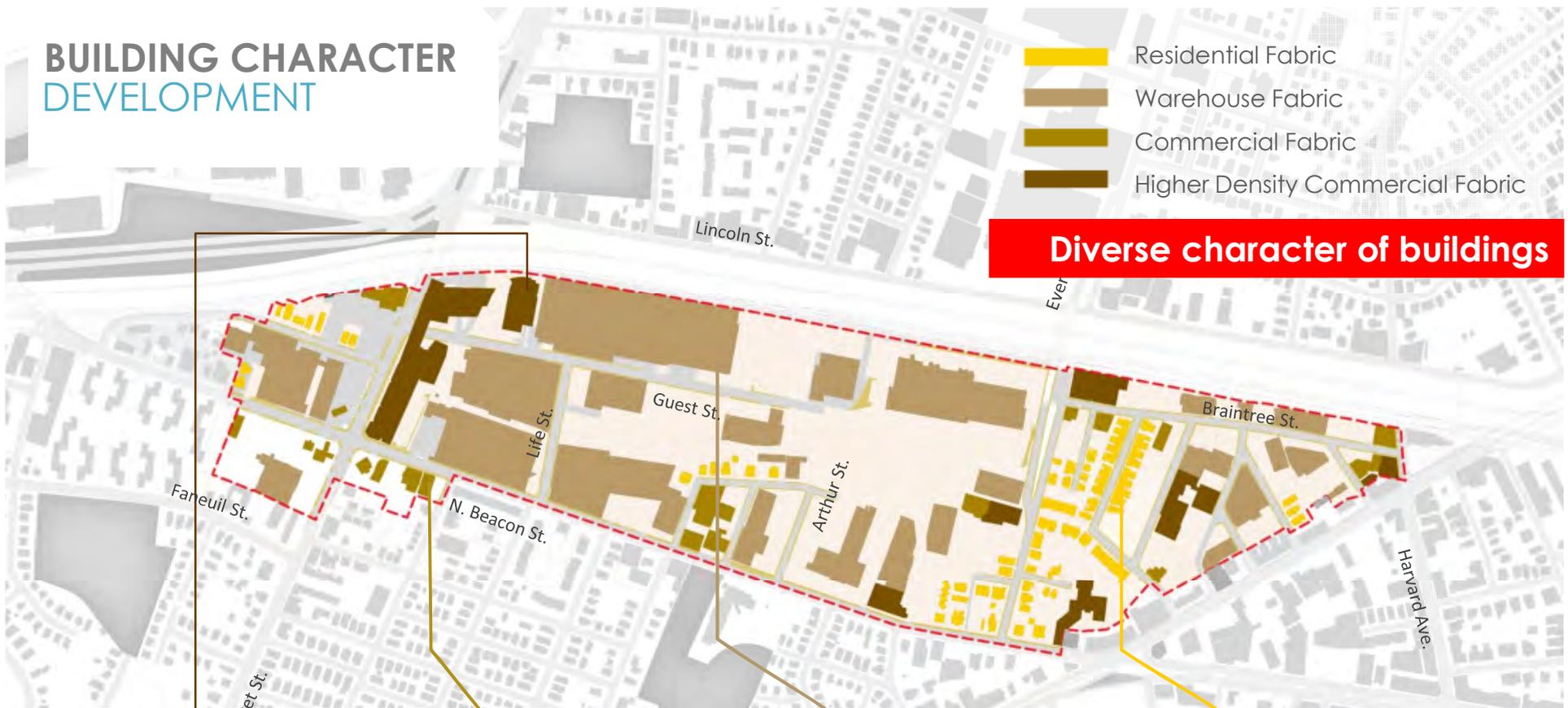
	Residential 1 Family		Mixed Residential Commercial
	Residential 2 Family		Commercial
	Residential 3 Family		Garage
	Residential 4 Family		Commercial Land
	Condo Main		Exempt, Institutional
	Apartment		Industrial

Eclectic blend of uses

BUILDING CHARACTER DEVELOPMENT

-  Residential Fabric
-  Warehouse Fabric
-  Commercial Fabric
-  Higher Density Commercial Fabric

Diverse character of buildings



Higher Density Commercial Fabric



Commercial Fabric



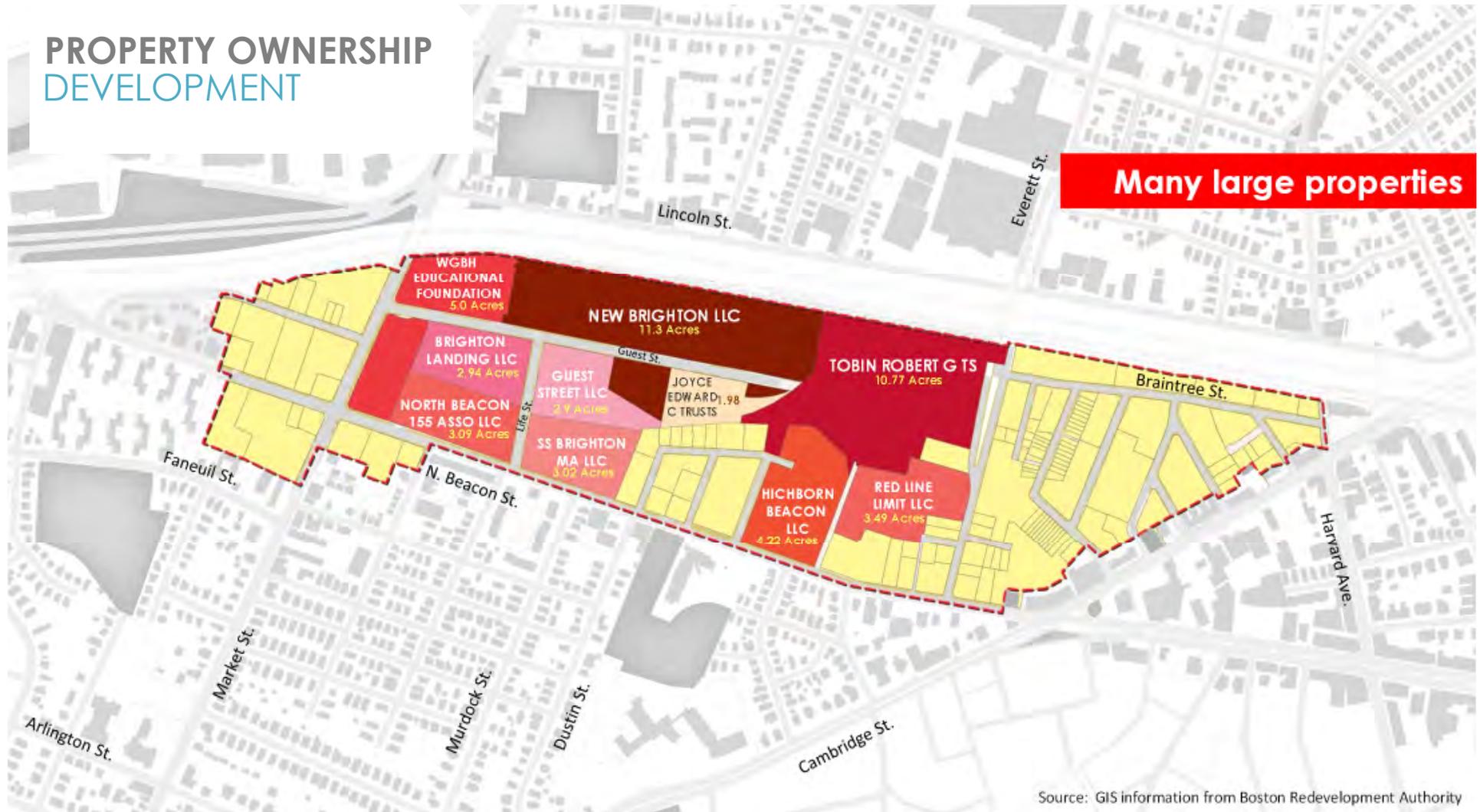
Warehouse Fabric



Residential Fabric



PROPERTY OWNERSHIP DEVELOPMENT

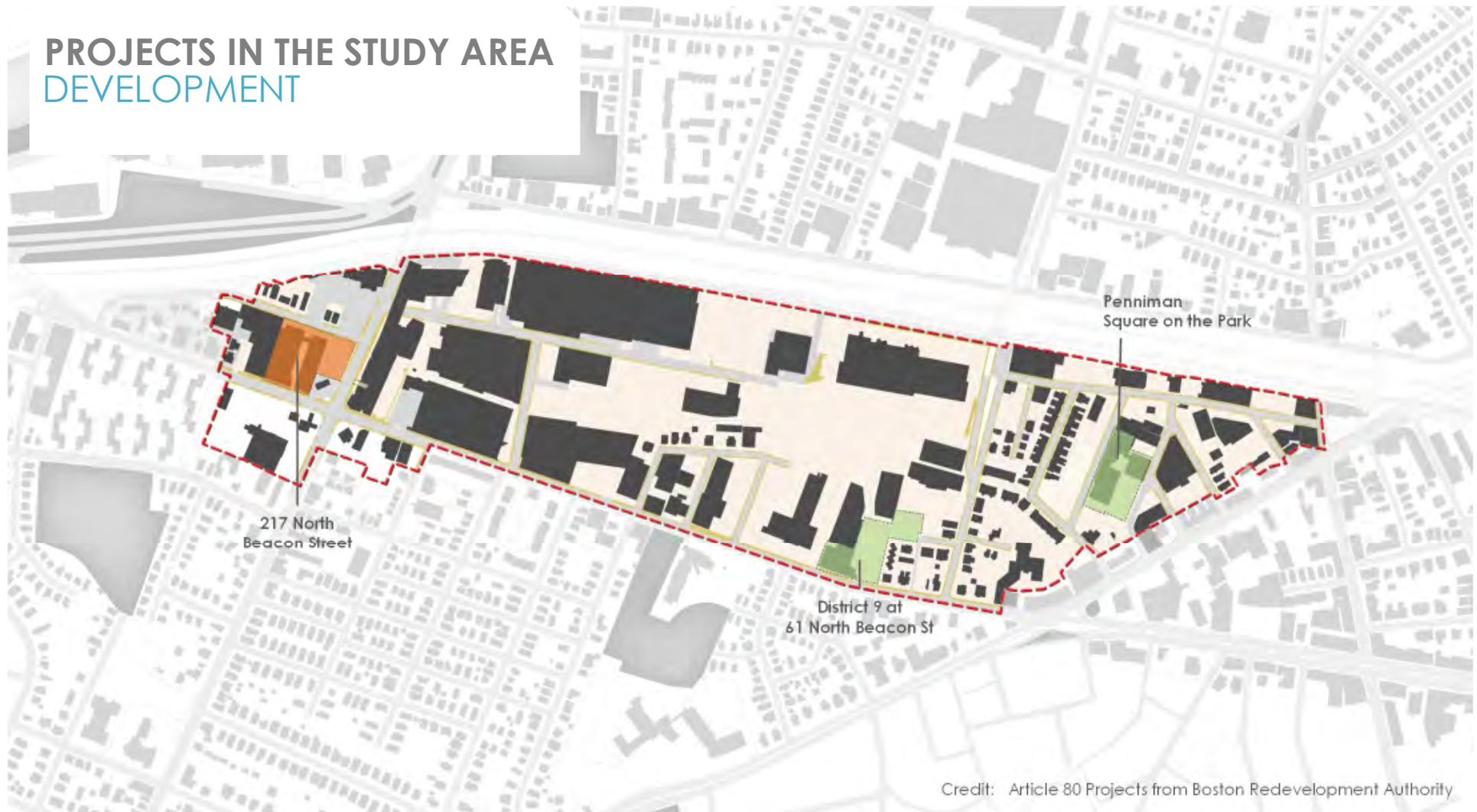


Many large properties

Source: GIS information from Boston Redevelopment Authority



PROJECTS IN THE STUDY AREA DEVELOPMENT

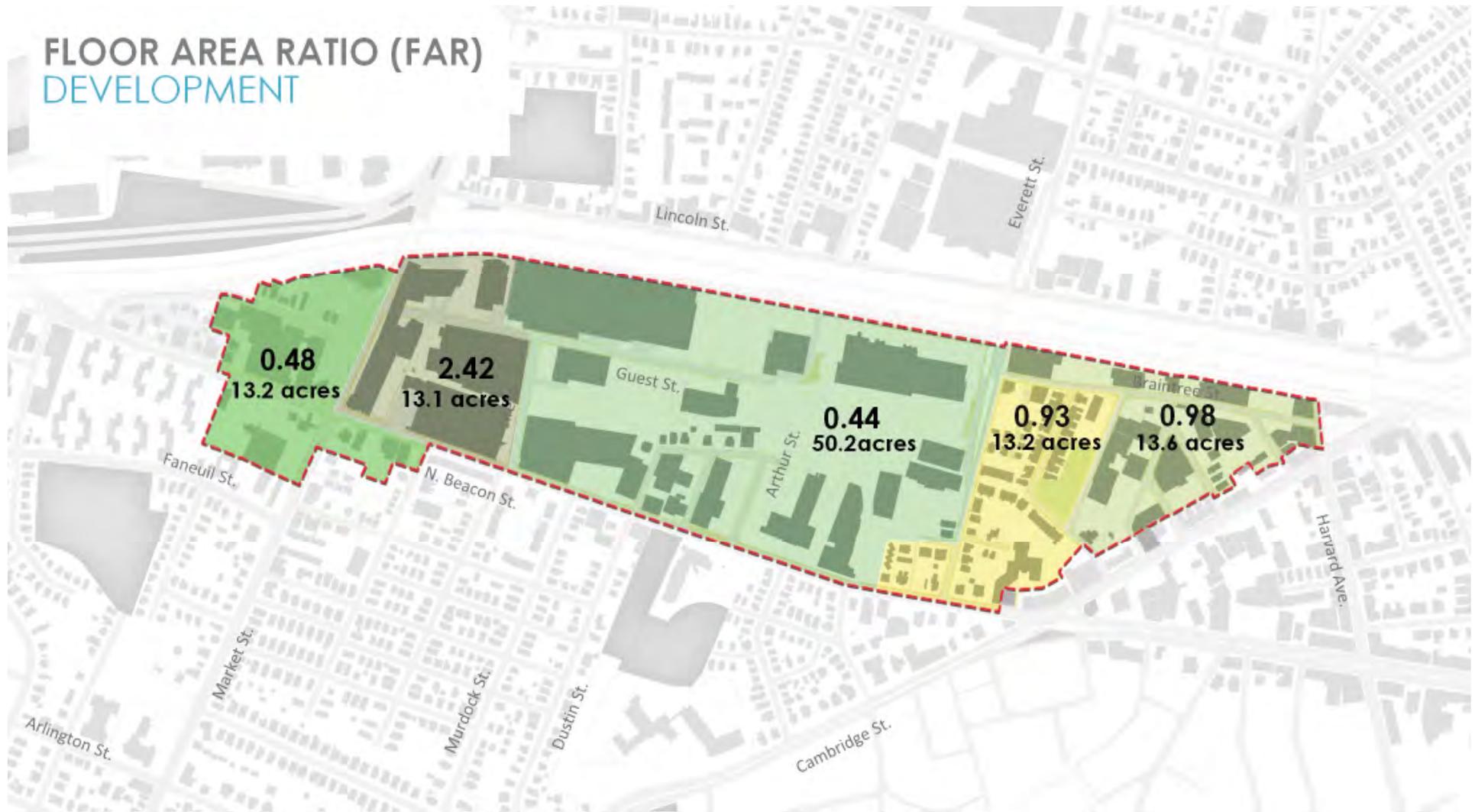


Credit: Article 80 Projects from Boston Redevelopment Authority

only one "article 80" project is under review

-  BRA Board Approved
-  Under Review

FLOOR AREA RATIO (FAR) DEVELOPMENT



Wide range of densities

POTENTIAL DEVELOPMENT



- Immediate Potential
- Longer-term Potential
- Unlikely
- Unlikely (Residential)

has capacity for new development

4

KEY FINDINGS

STUDY AREA ANALYSIS

- The Study Area hosts an eclectic blend of uses, building types and densities
 - The Study Area is disconnected from its context as well as internally
 - The Study Area has significant capacity for new development – especially on internal lots
-

5

LOOKING AHEAD

SUMMARY OF KEY FINDINGS

5

SUMMARY OF OPPORTUNITIES

RESPECT THE HISTORY BUILD ON AREA ASSETS

- The Brighton Study Area has historically played a significant role as a center of employment in Allston Brighton
- How do we embrace the historic assets of the Study Area while creating a vision for the future prosperity of the neighborhood?



5

SUMMARY OF OPPORTUNITIES

POSITION THE SITE GREATER ECONOMIC CONTEXT

- The Study Area is well positioned geographically to play an important role in the “new “ economic opportunities of the Boston Area
- What are the development strategies that will position the Study Area to capitalize on these latent opportunities?

5

SUMMARY OF OPPORTUNITIES

RECONNECT THE SITE COMPREHENSIVE MOBILITY

- Circulation within the Study Area can be improved to address traffic issues and connectivity
- The Study Area can be linked better to regional pedestrian and bicycle networks
- Locating a station in the Study Area will restore important rail service but is likely a long term investment

5

SUMMARY OF OPPORTUNITIES

DEVELOPMENT POTENTIAL CREATE VALUE

- The Study Area has significant capacity for new development
- Sub-districts of the Study Area will require different development strategies
- How can we draw on local strengths and develop a bold vision and framework that creates a great new place in the neighborhood?

Source: Photographer Clive Hanley

5

SUMMARY OF OPPORTUNITIES

DISTRICT IDENTITY CREATE A DESTINATION

- The Brighton Study Area can become a distinct cultural and economic center in the City to complement the surrounding neighborhood squares
- What are the investments needed to create a vibrant public realm of streets and squares that will transform the Study Area into an attractive, pedestrian-scaled, climate appropriate new district?

NEXT STEPS

Preliminary sequencing of future Advisory Group working sessions

BRA calendar for future AG working session dates –
<http://tinyurl.com/bra-calendar>

Sep 2011	Scenarios & criteria, economic impacts
Oct 2011	Refined scenarios
Nov 2011	Preferred scenario
Dec 2011	Draft plan
Jan 2012	Final plan

All inquiries should be directed to BRA Senior Planners:

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Carlos J. Montañez

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carlos.montanez.bra@cityofboston.gov

BRIGHTON

GUEST STREET AREA PLANNING STUDY
ADVISORY GROUPWORK SESSION no.1: ANALYSIS

THANK YOU

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