

# ALLSTON YARDS PUBLIC MEETING

April 23, 2018

# AGENDA

Project Team

Timing and Process

What We Heard

Design Guidelines

Conceptual Master Plan

Sustainability

Transportation

Questions & Answers



NEW ENGLAND  

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DEVELOPMENT





## PRESENTERS

**New England Development** John Twohig (Overview)

**Elkus Manfredi Architects** David Manfredi (Design)

**Vanasse Hangen Brustlin** Patrick T. Dunford (Traffic)





## TIMING AND PROCESS

- Letter of Intent Filed: February 10, 2017
- Project Notification Form Filed: January 22, 2018

### **WHAT WERE YOU DOING?**

- Consultation with the City
- Redefining Transportation Improvements and Timing
  - 2 Peer Reviews
- Redefining “Block” and “Plan”
- Meetings with Abutters
- New Master Planner
- Building a Neighborhood
- Phasing - Timing
- Listening to the Community



## WHAT WE HEARD

- “Work with your abutters”
- “We need more open space – real, programmed open space”
- “What are you doing about home ownership?”
- “Fix the traffic issues up front”
- “Keep the store open, and make it better”
- “Improve pedestrian bicycle experience”
- “Be sure affordable rental and home-ownership are in our neighborhood”
- “Provide ridership to support the new ‘T-stop’”
- “Be sure you work with the community”
- “Fix Arthur Street”
- “How can you make Guest Street connect?”
- “Be informed by the Guest Street Corridor Study”
- “Enhance the connectivity between 02134 and 02135”
- “Don’t screw this up”

## Filed the PNF ; not an Expanded PNF

- Project Description
- Regulatory Context
- Urban Design
- Sustainability
- Transportation
- Environmental
- Infrastructure
- Historic Resources



## PROJECT GOALS

### Maintain consistency with Guest Street Planning Study Resulting in:

- Mixed-use, transit oriented development
- Connect to and build off Boston Landing success
- Existing grocery store to remain open during construction for the neighborhood and employees
- A new, state of the art grocery store for the community
- A range of housing options
- An integral street grid; make Guest Street connect to Everett Street
- Substantial community space and open space
- A 24,000 sf community green open to the public
- Height closer to the Massachusetts Turnpike

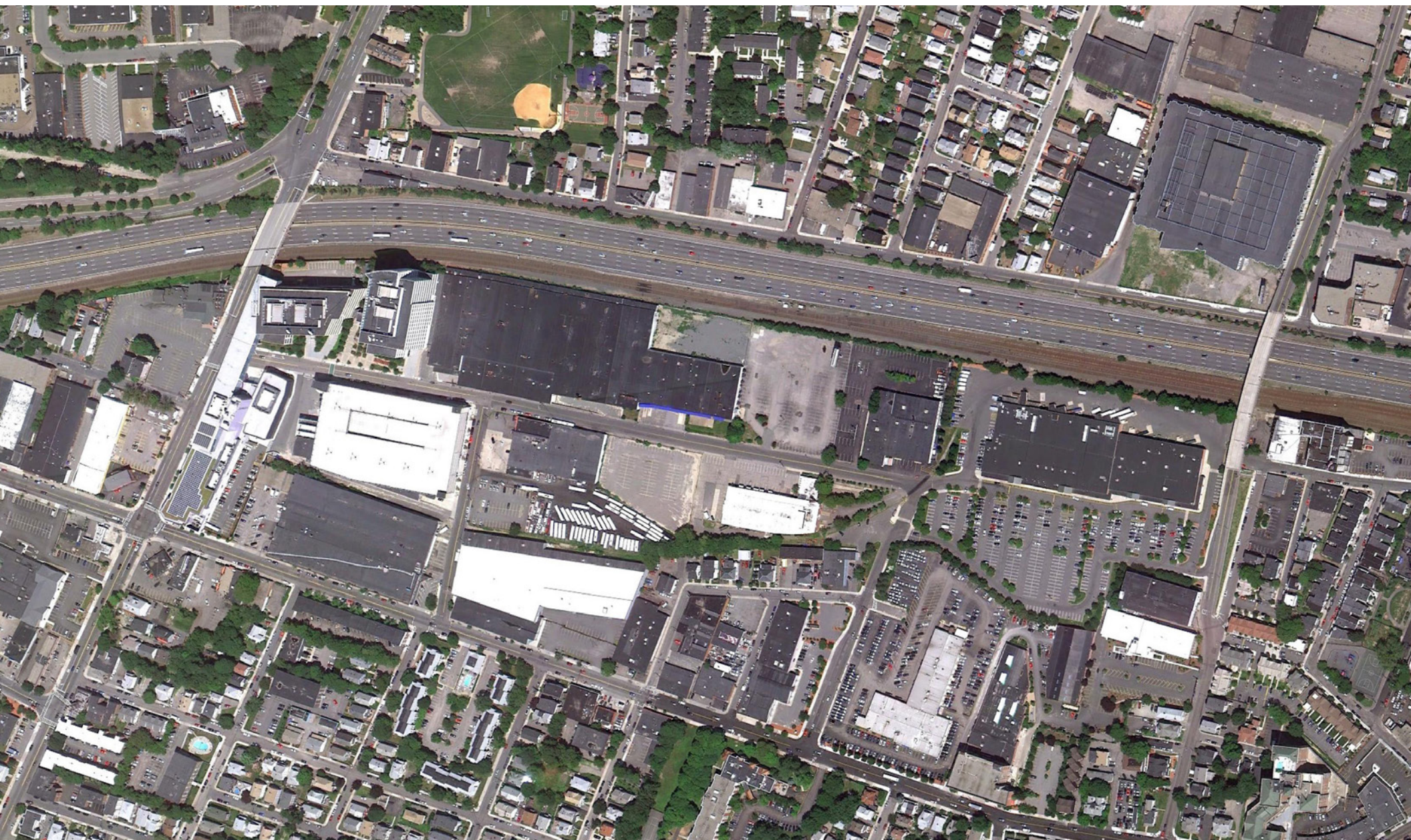


## PROJECT BENEFITS

- Significant, up-front transportation infrastructure improvements
- Substantial net new tax revenue
- New construction and permanent jobs; At full build-out, estimated 2,500 construction jobs; 1,000 permanent jobs
- Grocery to remain open during Phase 1
- New housing including ownership opportunities
- Substantial payments for jobs and housing of approximately \$3,000,000
- New 24,000 sf Community Green open to the public with year-round programming
- Dedicated community space with anticipated healthy eating and nutrition programs
- Support viability of Boston Landing station by increasing ridership
- Provide new residents to support existing neighborhood retail and restaurants
- Community and public realm fund



## AERIAL VIEW BEFORE NEW BALANCE





## EXISTING AERIAL VIEW



### Site Data:

461,304 sf (10.6 acres)

100,000 sf Grocery & Retail

450 Parking Spaces



# GUEST STREET PLANNING STUDY 2012



ACTIVE EDGES: PRIMARY SPINES WILL BE LINED WITH ACTIVE USES.



A MIXED-USE DISTRICT PROVIDING WORKPLACES, HOMES AND CULTURAL, COMMUNITY, RECREATIONAL AND RETAIL USES THAT WILL SUPPORT A LIVELY, DIVERSE AND 18 HOUR QUALITY OF LIFE.

SASAKI ASSOCIATES, GLC DEVELOPMENT RESOURCES, CITY OF BOSTON, BPDA

## LAND USE

### Active Edges

Primary spines within the planning area such as Guest Street, Braintree Street, Arthur Street, and the new east/west street south of Guest Street – should be lined with active uses to ensure a lively and interesting street level experience for residents, workers, and other visitors. Active uses include retail, restaurants, recreation, galleries, lobbies, lounges and places where people are actively working together. Active edges also include residential uses with frequent front doors and front gardens. A block-long building façade with infrequent entrances and little transparency is not considered an active edge and is strongly discouraged in the active edge zone.

### Land Use

The Study Area will become a mixed-use urban district providing workplaces, homes and a host of supporting cultural, community, recreational and retail uses that will support a lively, diverse and 18 hour quality of life. Land uses will be most mixed along the center spine of the active zone area. Radiating out from this core, the types of uses will gradually change to blend into the existing adjacent uses surrounding the Study Area. Along the Turnpike, uses will be dominated by workplaces, a more appropriate use along this major traffic corridor. Along North Beacon Street, uses will be primarily residential with retail and active uses at a few of the intersections where retail exists today. Land uses on blocks adjacent to existing residential or office uses will appropriately mix in with the uses there today.



# DENSITY AND BUILDING HEIGHT



HEIGHT AND DENSITY GUIDELINES ARE PAIRED TO PROMOTE A RICH AND DIVERSE RANGE OF BUILDING FORM AND MASSING.

## Heights and Density

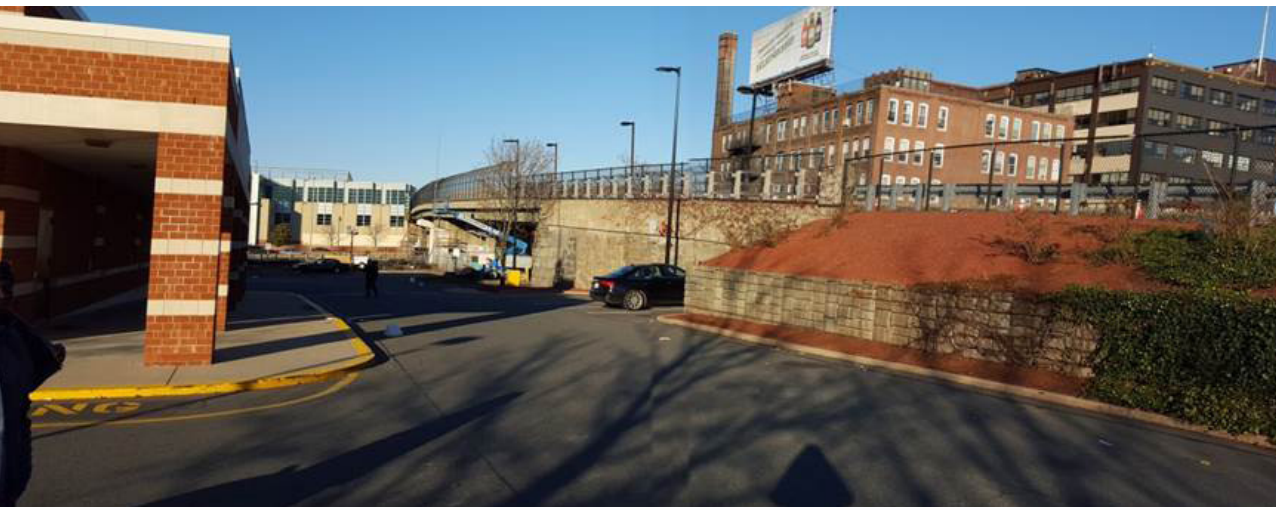
The height and density guidelines for the Study Area will allow for an urban scale of development along the Turnpike and in the core, while stepping down to appropriately meet the existing height of the adjacent neighborhoods. Height and density guidelines are paired to promote a rich and diverse range of building form and massing. For example, the blocks along the Turnpike have a height limit of 150' or 10-13 stories and a Floor

Area Ratio (FAR) range of 3.0 to 4.0. As illustrated in the implementation chapter, this can mean a pattern of long 4-6 story buildings that have a larger footprint on the site or 13 story towers that have a smaller footprint. The central zone will have a height limit of 110' and an FAR of 1.25-3.25 and the blocks along North Beacon Street will have a height limit of 40' and an FAR of 0.75 to 1.5 – gradually stepping down in height and density to meet the adjacent

Brighton neighborhoods across North Beacon Street. Throughout the Study Area, street walls should not exceed 40' in height. Stepbacks of 15' at 40' heights will ensure a human scale to the streets. These height and density guidelines will result in an overall capacity of 1.5 to 2 million square feet of future development.

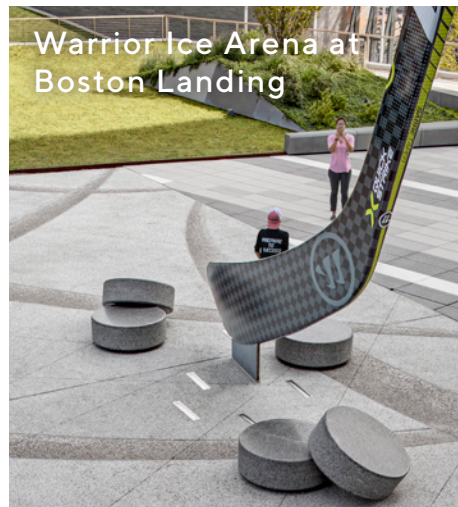
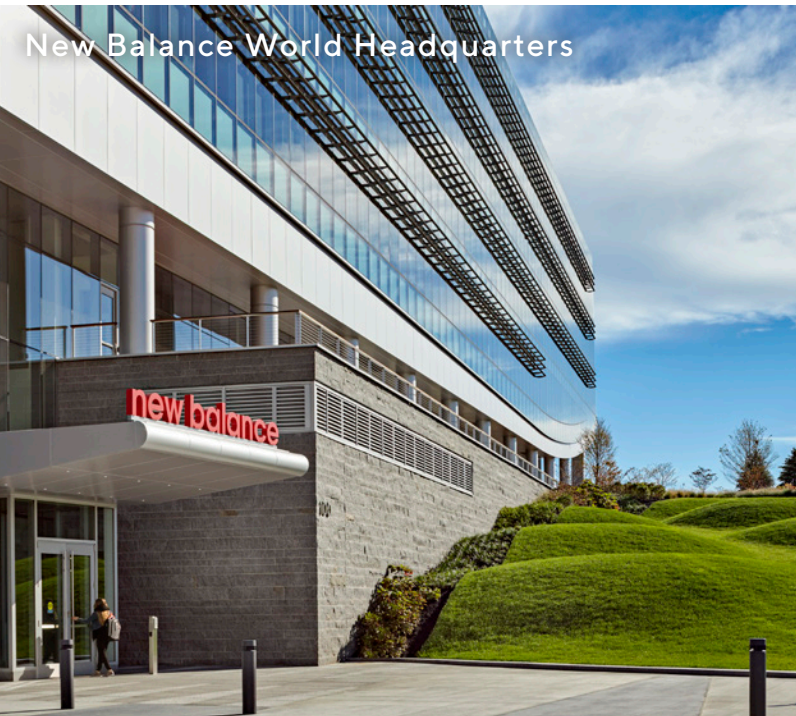


## SITE CONTEXT





## SITE CONTEXT





## LONG RANGE INFRASTRUCTURE

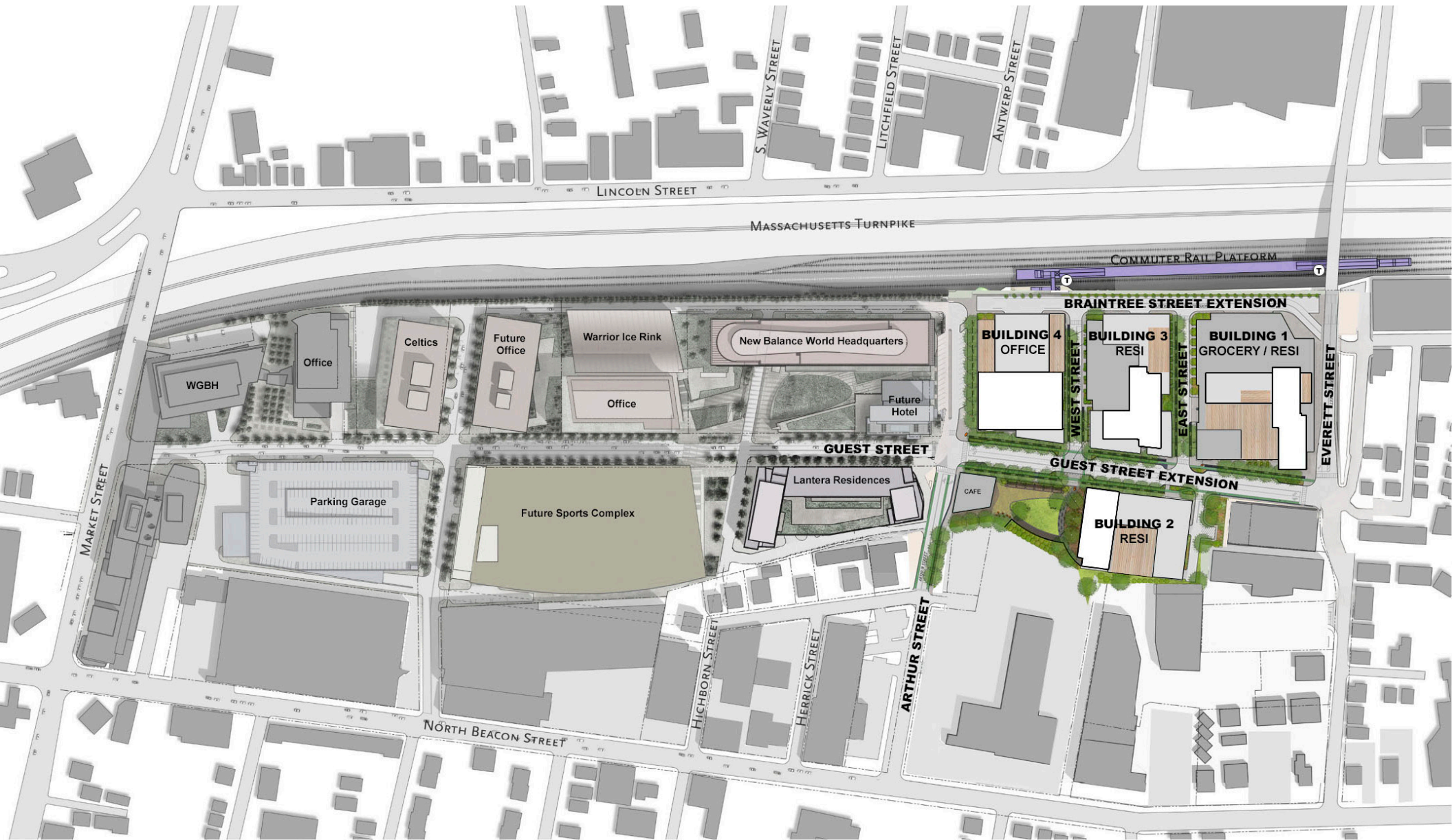


## EXISTING GROUND FLOOR PLAN

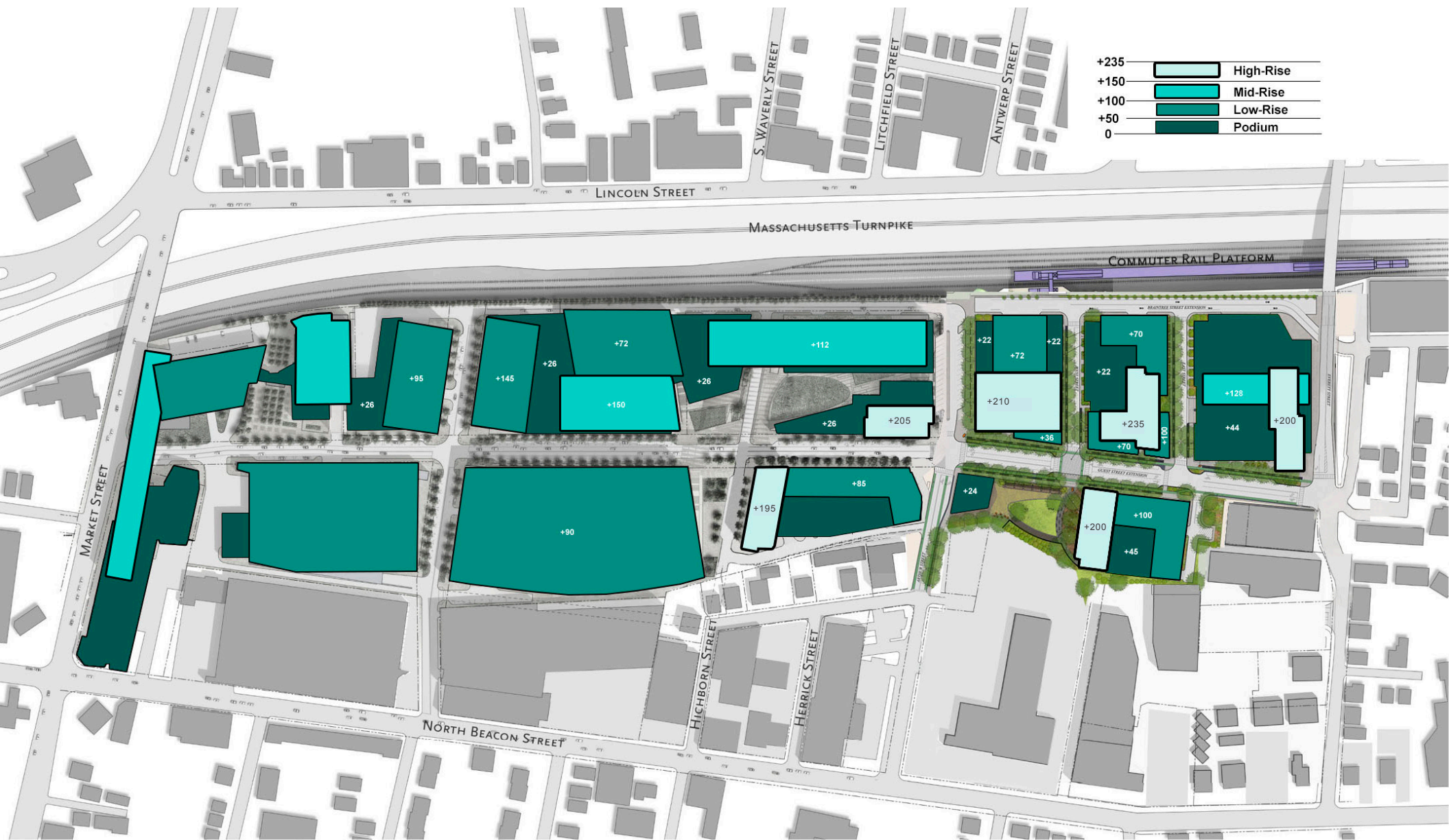




# CONTEXT PLAN



# BUILDING HEIGHTS



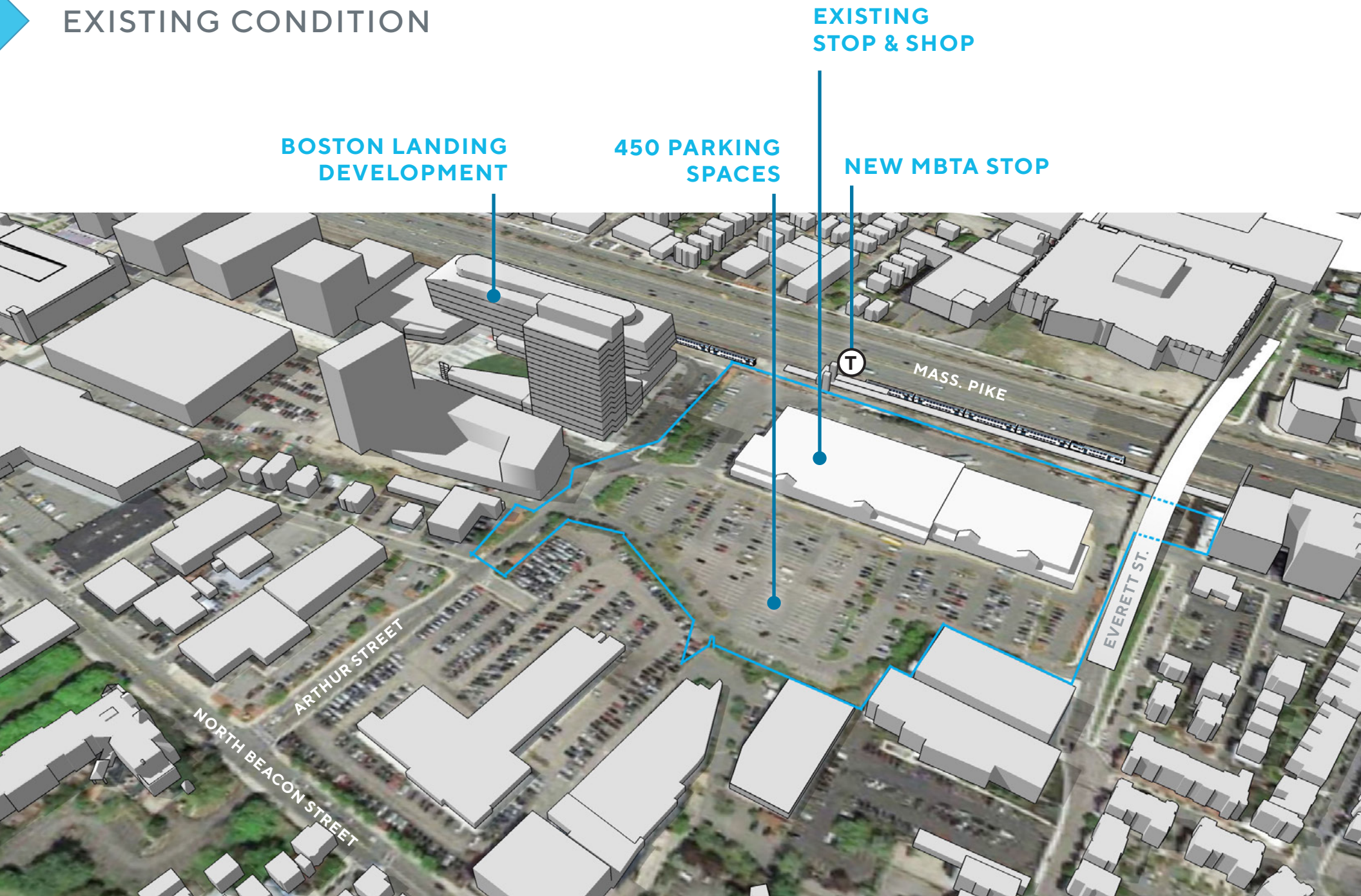


# GROUND FLOOR PLAN





## EXISTING CONDITION

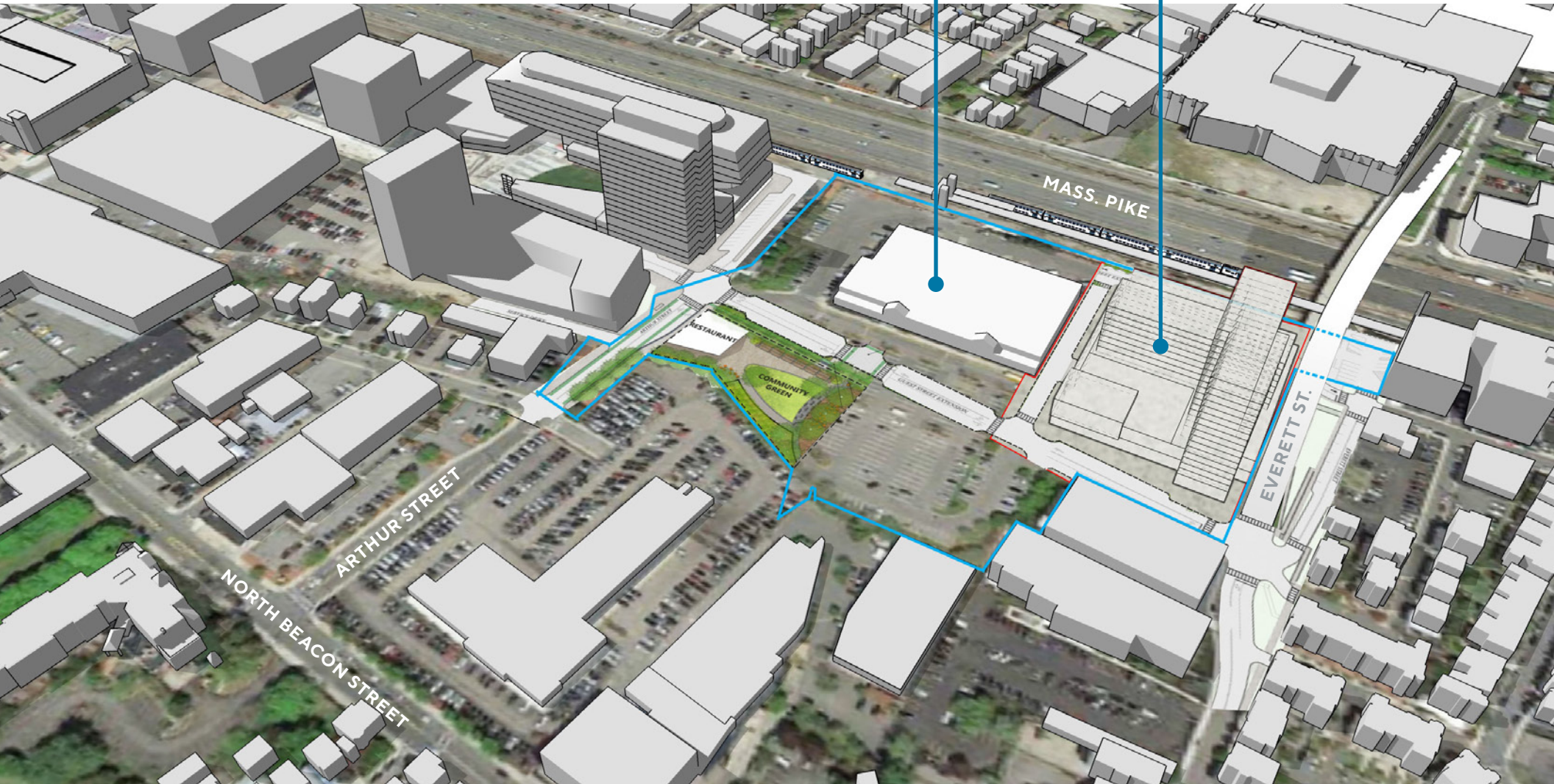




## INTERIM CONSTRUCTION BUILDING 1

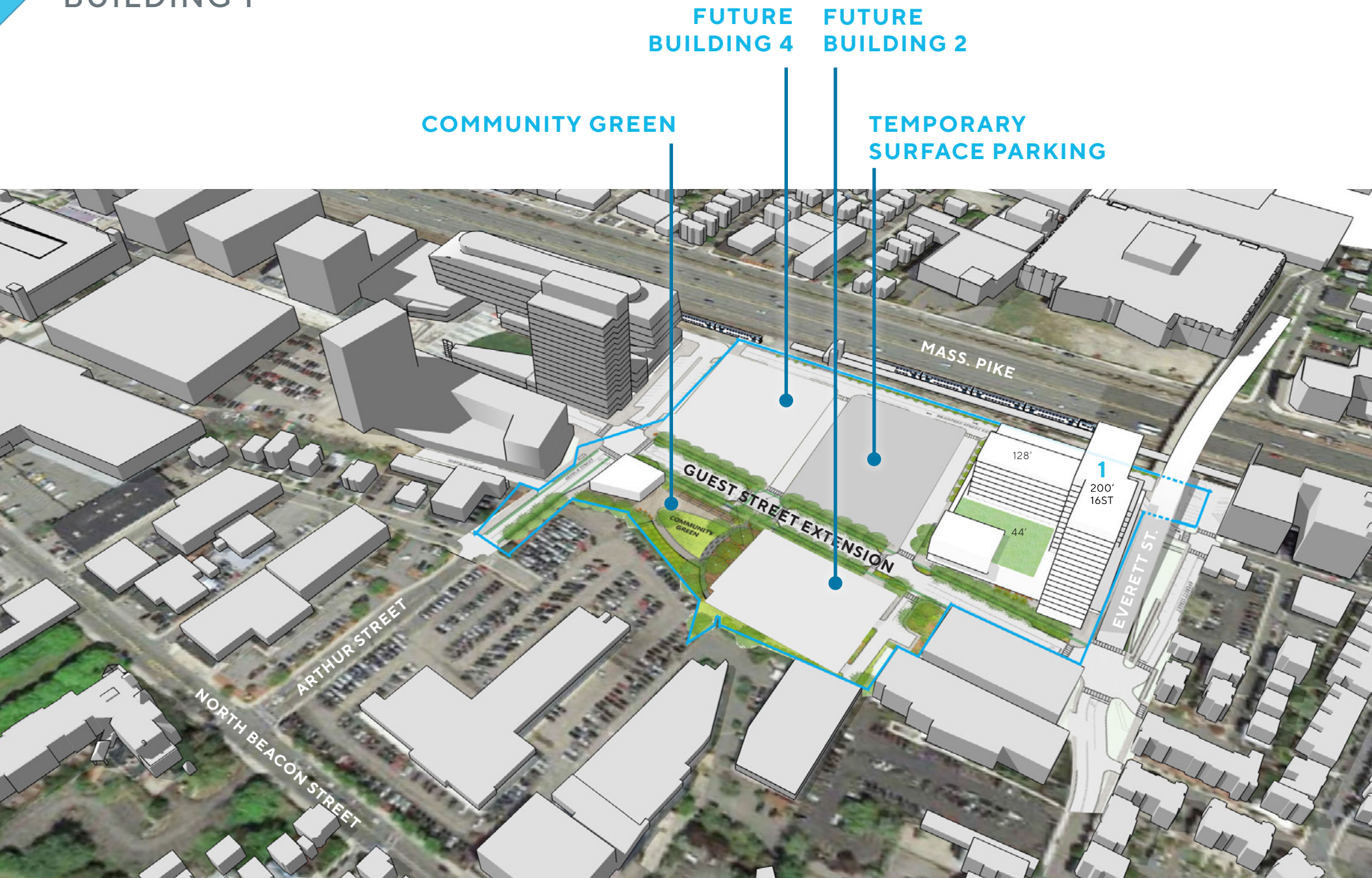
EXISTING  
STOP & SHOP  
REMAINS OPEN

BUILDING 1:  
UNDER CONSTRUCTION



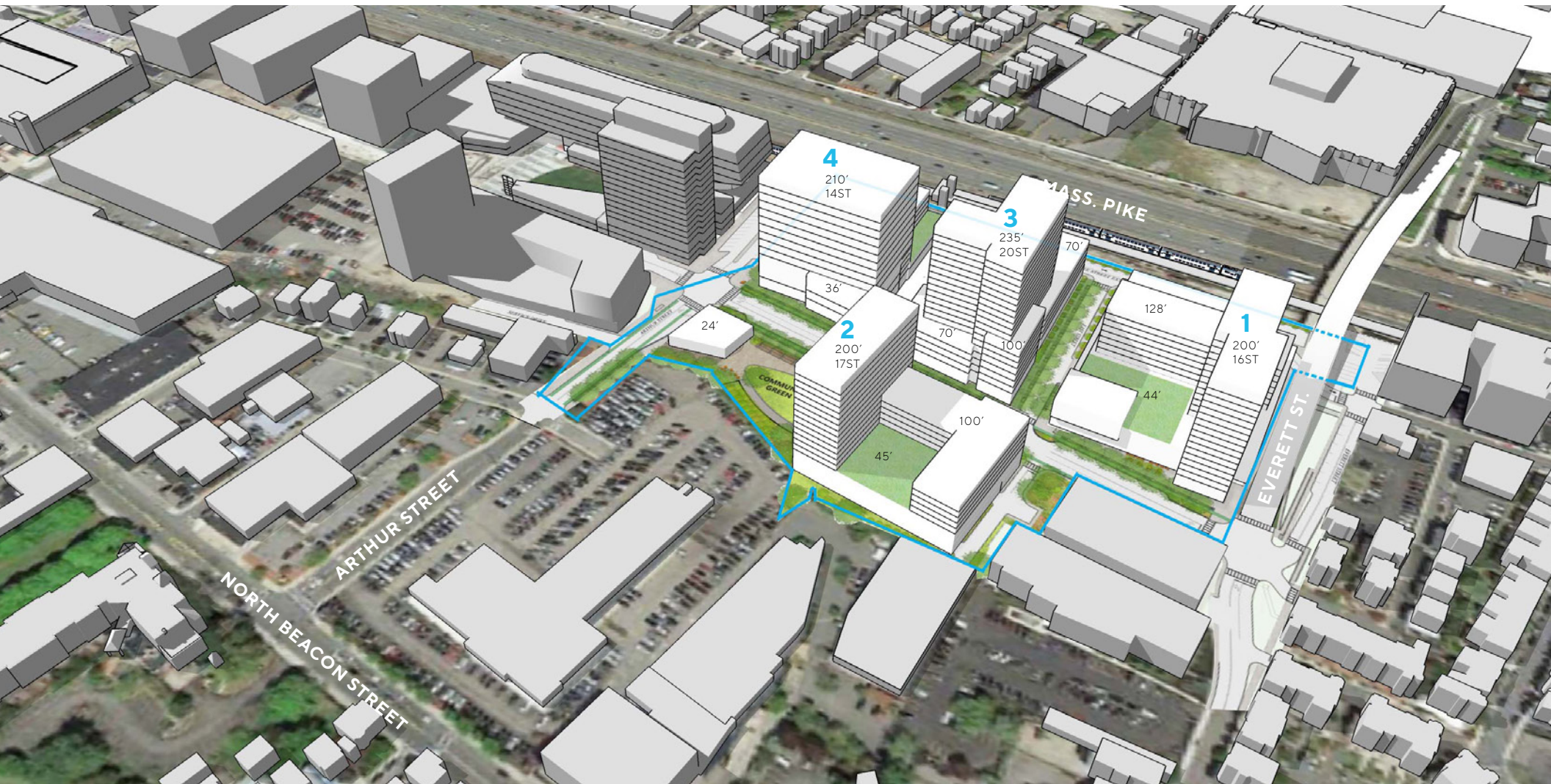


# BUILDING 1





# FULL BUILD-OUT





## LANDSCAPE PRECEDENT





## WEST STREET VIEW





## EAST STREET VIEW





## VIEW OF THE COMMUNITY GREEN



### Areas

- Passive and active
- Lawn
- Pavilion and Outdoor Seating
- Shaded Pergola

### Programming

- Gathering space for Community groups and organizations
- Uses include food trucks, art festivals, music events, movie nights, etc.
- Professionally managed



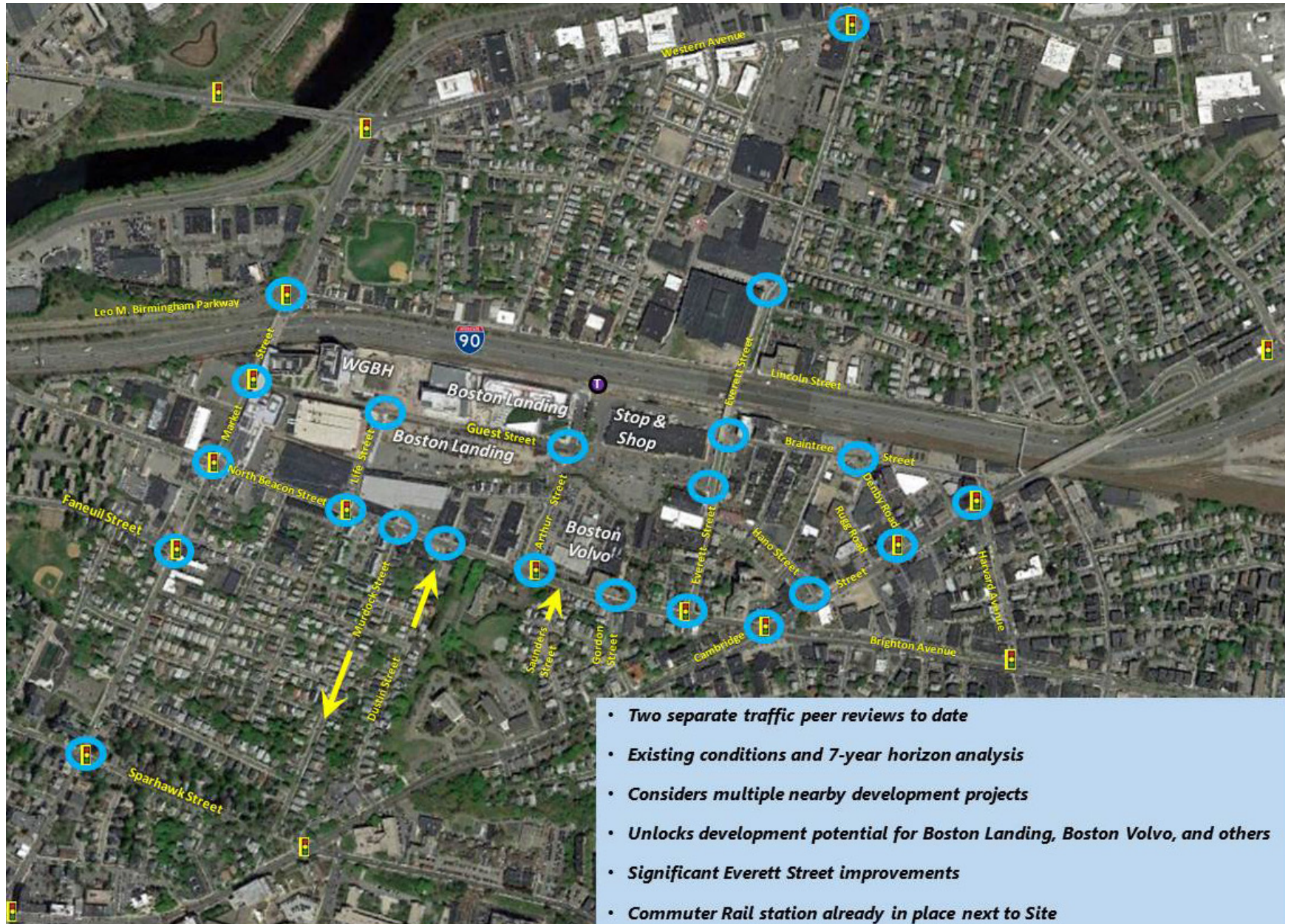
# SUSTAINABILITY

- Redevelopment of a previously developed site
- Transit oriented development
- LEED v4 certifiable and is Article 37 compliant
- Resiliency measures incorporated:
  - Natural ventilation in residential units
  - Buried utilities
- Alternative Energy approaches will be studied with each development component
  - Photovoltaic arrays
  - Combined heat and power systems for residential buildings
- Energy efficiency measures:
  - High performance envelopes and mechanical systems
  - Reduced lighting power density
  - Energy Star rated appliances
- Reduced demand for potable water:
  - Efficient irrigation systems and high efficiency domestic fixtures
- Sustainable construction practices
- Environmentally conscious materials and products
- Stop & Shop sustainability goals:
  - Heat reclaim system to utilize waste heat from refrigeration systems
  - Food that is unable to be donated is diverted from landfills and sent to an anaerobic digester

## Summary of Key Findings and Benefits:

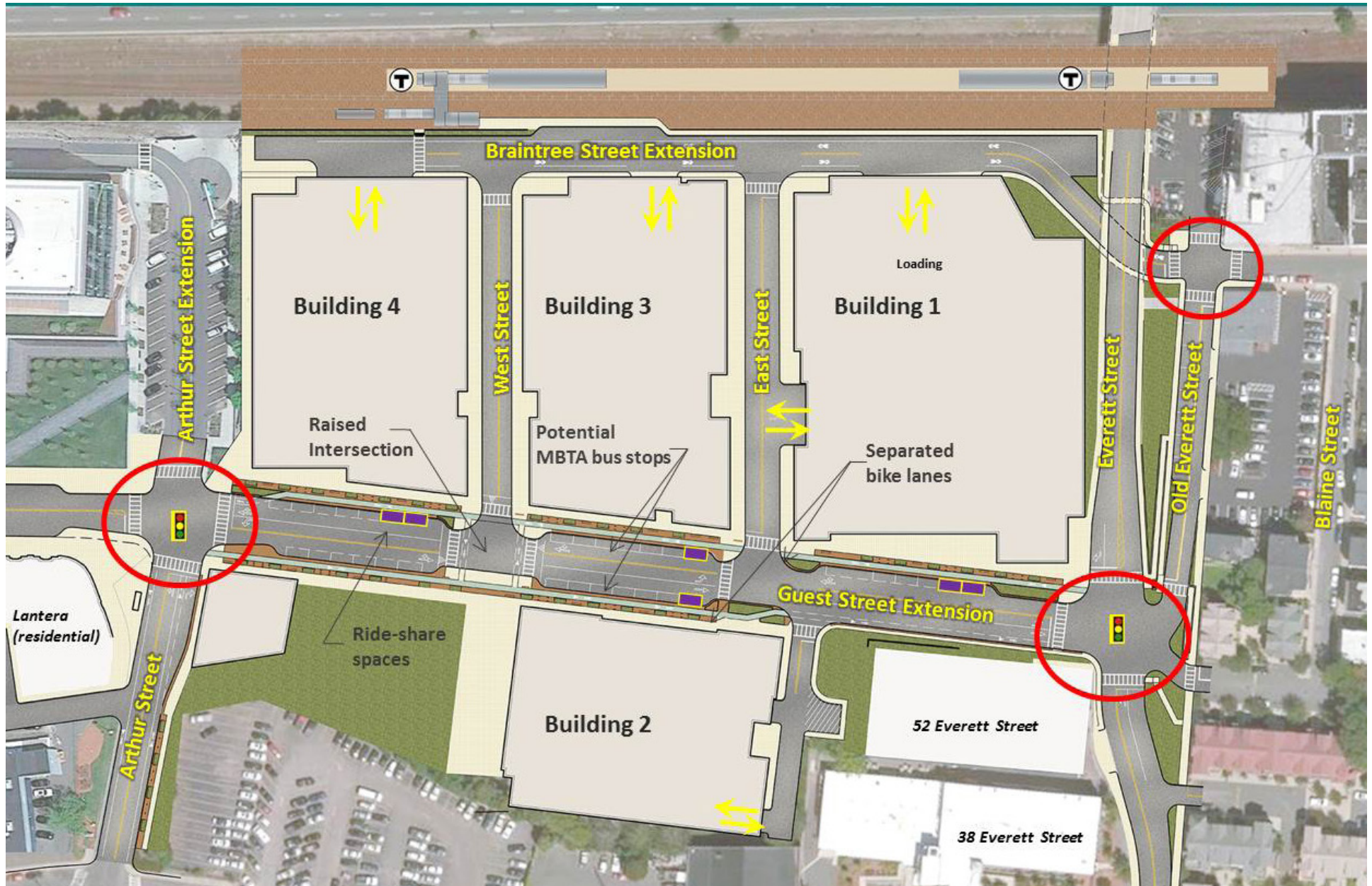
- Proposed improvements address traffic demand
- The Proposed Project supports the viability of the recently opened Boston Landing MBTA commuter rail station
- The site's proximity to public transportation will minimize the need for vehicular travel
- Parking needs will be accommodated
- Improvements designed to provide for pedestrian, bicycle, and vehicular traffic
- Roadway infrastructure to be built as part of the initial phase

# TRAFFIC IMPACT AND ACCESS STUDY



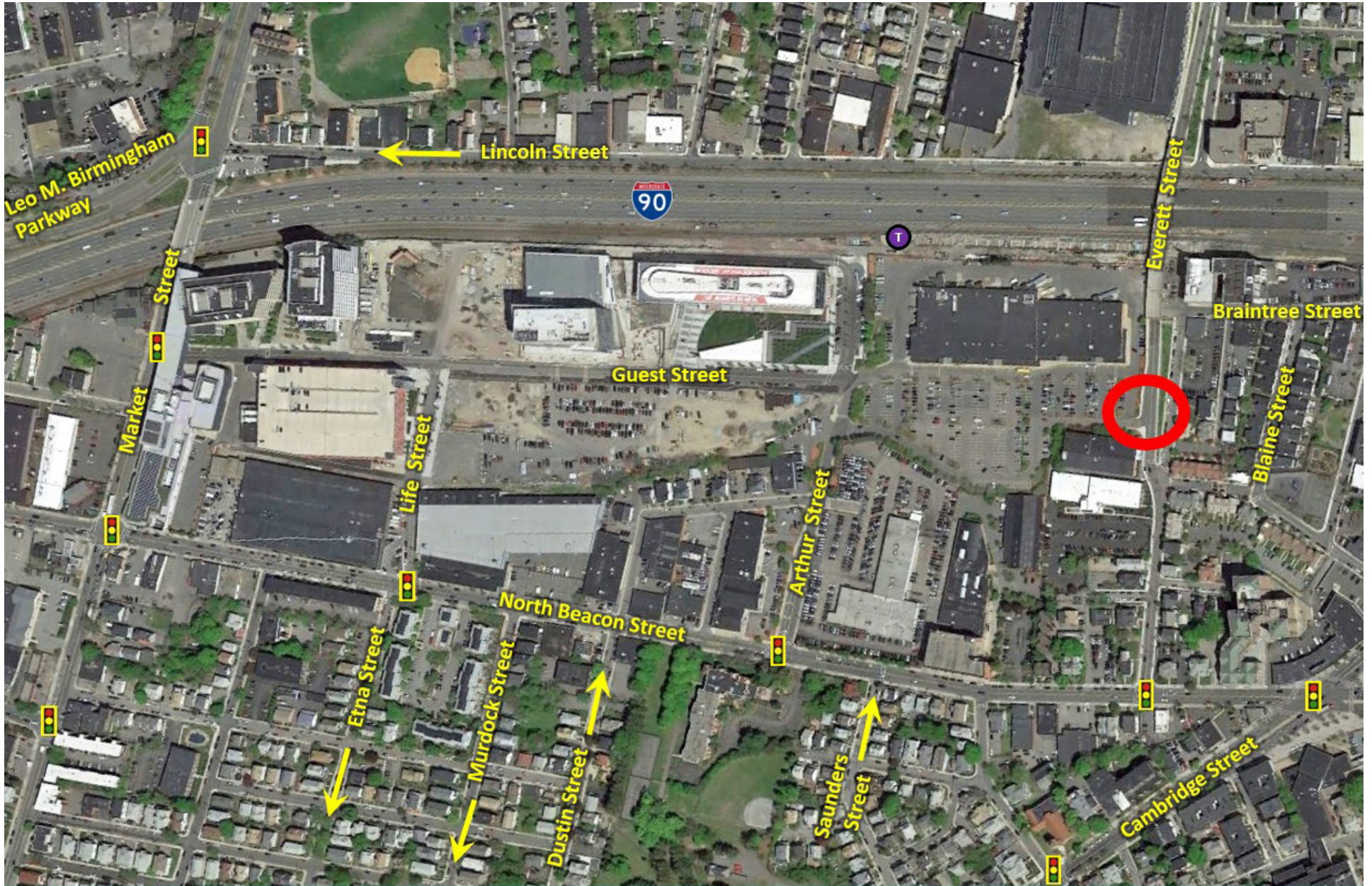


## PROPOSED ACCESS/CONNECTIONS





## EVERETT STREET AT GUEST STREET





## EVERETT STREET AT GUEST STREET



*Looking west*



*Looking north from Old Everett Street*



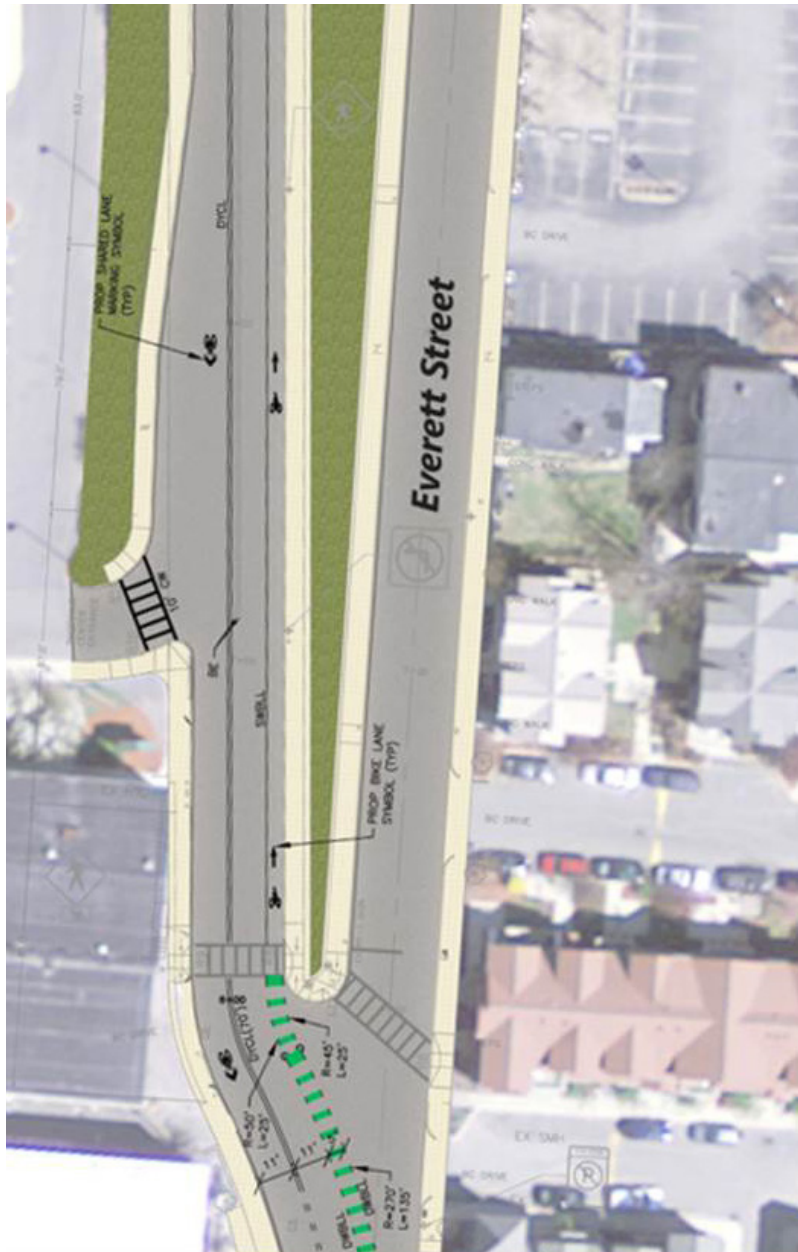
*Looking north from Everett Street*



*Looking east*



## EVERETT STREET AT PROPOSED GUEST STREET





## EVERETT STREET AT GUEST STREET NORTHBOUND VIEW





## EVERETT STREET AT GUEST STREET NORTHBOUND VIEW





## EVERETT STREET AT GUEST STREET WESTBOUND VIEW



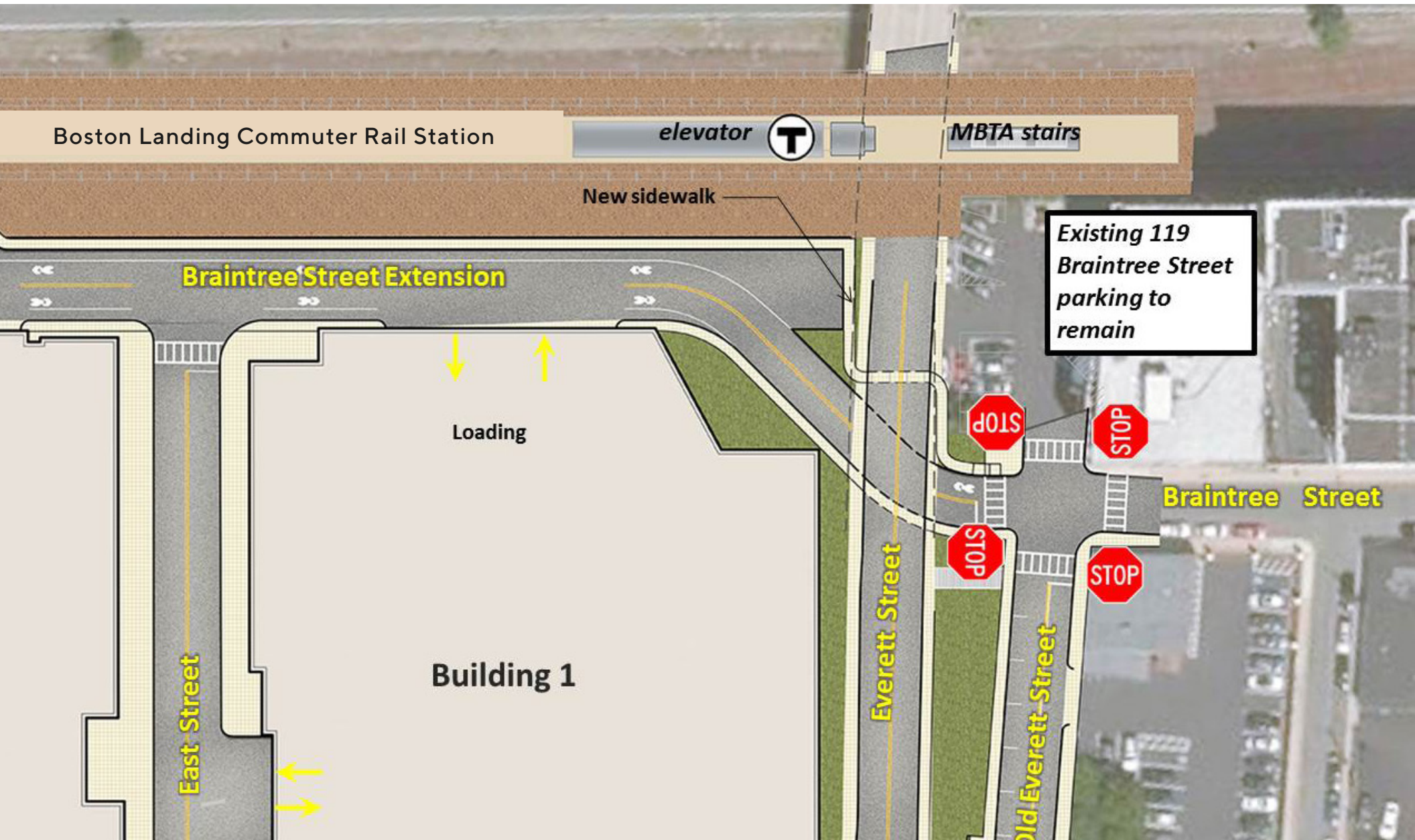


## PROPOSED EVERETT STREET AT GUEST STREET WESTBOUND VIEW



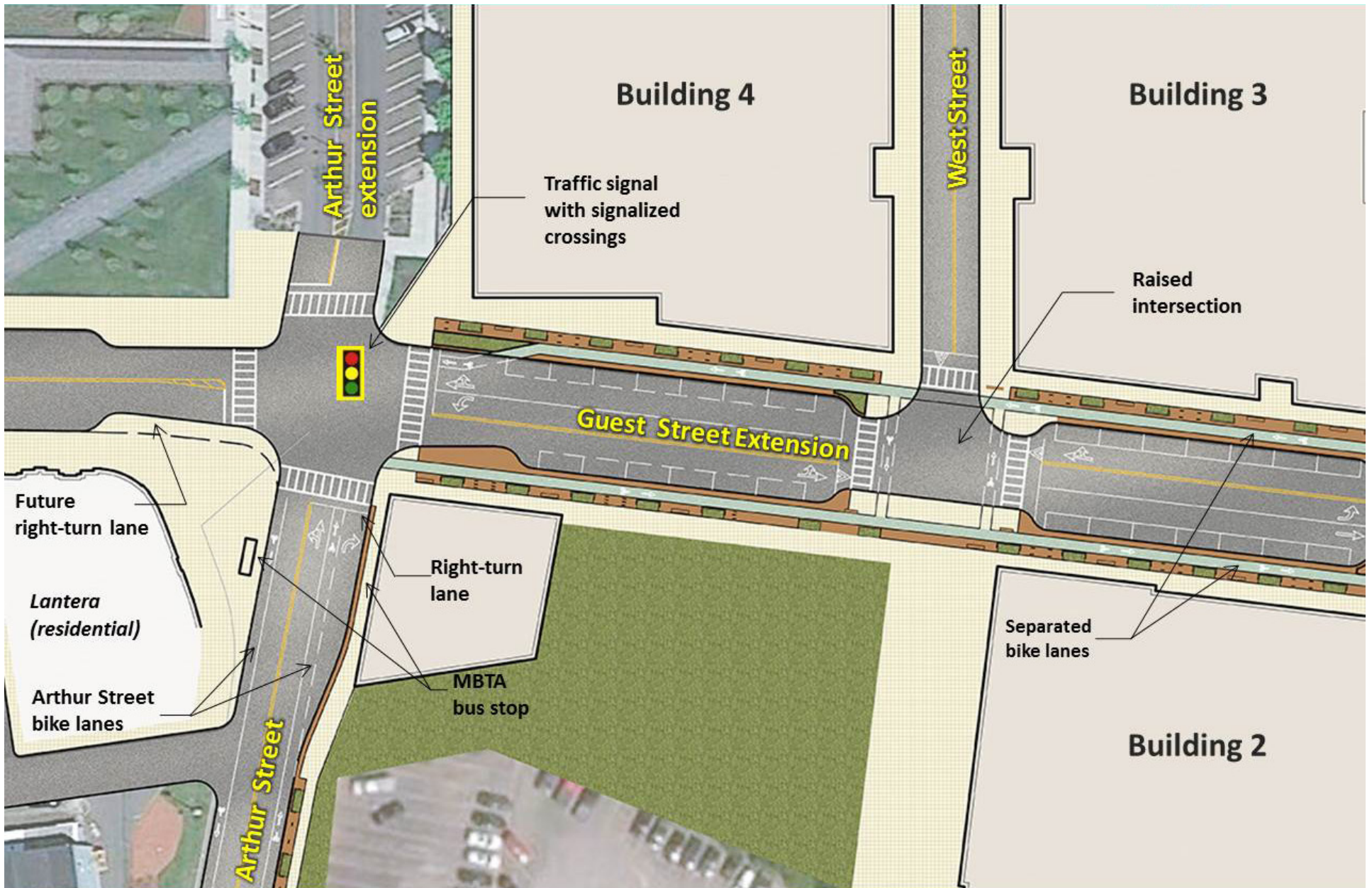


## BRAINTREE STREET AT EVERETT STREET





## GUEST STREET AT ARTHUR STREET





## SITE CIRCULATION (PEDESTRIAN)





## SITE CIRCULATION (BICYCLE)







QUESTIONS?