Public Meeting
02.05.2020
Project Background

• Timeline and Process
• Existing Conditions
• Design and Planning Influence
EXISTING INDUSTRIAL USES

Auto Body Shop
20,000 tows/yr
Vehicle repair
3 levels of parking & car storage

Construction Yard
Material and Diesel Truck Storage

Vehicle Storage
Surface parking

Car Rental
Rental car storage and insurance adjustor

Former Gas Station
Currently car insurance appraisal

Existing Uses
Auto-centric / Industrial
Virtually 100% impervious
No public space
20 large curb cuts
Lack of porosity through the site
Project Consistency with Planning Goals

**Allston Mobility Study**
- Protected bike lanes
- Safer and wider pedestrian pathways
- Focus on alternative transportation
- Blue Bike stations
- Ride share drop off location
- Mobility Hub

**North Allston-Brighton Community-Wide Plan**
- Nexus between commercial and residential development
- Open space accessible to the public
- Wide setback and public edge
- Connection to the river
- Connect neighborhoods at centers of retail and cultural activity

**Western Ave Corridor Study**
- Building on previous studies
- Focus on improved streetscape
- Enhanced community benefits
- Public places of interest
PLANNING CONSISTENCY
Previous Efforts

MASTER PLAN GOALS

1. Connect the neighborhoods to the river and the parks with strong sight-lines and pedestrian paths.
Project Overview
PROJECT BENEFITS

Urban Design and Public Realm Benefits

- 1.1 acres dedicated to public realm/open space
  - Artists’ Way
  - Westford Park
  - Dedicate site frontage to improved pedestrian and bike pathway with a protected bike lane
- Provide increased pervious area to a site that is virtually 100% impervious
- Reduce the number of curb cuts from 20 to four, to create safer pedestrian condition
- Improved connectivity
  - Expand the sidewalk on Everett Street northbound to a multimodal pedestrian connections to Herter Park that mirrors the City’s planned improvements on the southbound side of the street.
  - Signalized intersection at Artists’ Way for safer pedestrian crossing and future connection to the Charles River
- Improved stormwater quality through increased treatment and infiltration via increased pervious area.

Economic and Community Benefits

- Employment opportunities at all levels
- Innovative companies, working to discover lifesaving therapies
- Civic space / studio space
- Create new residential units, including affordable housing
- Create approximately 2,000 permanent jobs as well as hundreds of construction jobs.
- Millions of new annual property tax revenues to the City of Boston.
- Approximately $5 million community linkage payments to the City.
PROJECT ALLOWS INCREASED BENEFITS

• Over 1 acre (over 25% of site area) dedicated to public realm / open space
  • Active public outdoor space
  • Pocket park
  • Improved streetscape
Over 50% of parking is below grade
- Allows additional open space and connections through the site

Porosity through the site allows for future connections
PROJECT ALLOWS INCREASED BENEFITS

- Buildings pulled back from property line
  - Wider sidewalks
  - Protected bike lane
'Local Retailers'

PROJECT ALLOWS INCREASED BENEFITS
Project Changes
PNF to DPIR
1. Site circulation
2. Scale and massing
3. Open space
4. Parking
5. Housing/affordability
## SUMMARY OF PROJECT CHANGES

<table>
<thead>
<tr>
<th>Comment</th>
<th>Responsive Change to Plan</th>
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<tbody>
<tr>
<td><strong>Site circulation</strong></td>
<td>♦ Eliminated exiting traffic onto Riverdale. Maintained Riverdale as one-way, maintained on street residential parking.</td>
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<td>♦ Improved connections through center of site to align with Speedway Ave. Allow vehicles at peak evening hours only.</td>
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<td><strong>Scale and Massing</strong></td>
<td>♦ Eliminated massing from 250 Western Avenue to create a three-story step down to match scale of adjacent residential.</td>
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<td>♦ Increased setback of upper floors. Now set back 93 feet from adjacent buildings (+25%).</td>
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<td>♦ Reduced the width and massing of the above grade parking garage by +15%.</td>
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<td>♦ Added a full façade to the above grade parking structure.</td>
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<td><strong>Open space</strong></td>
<td>♦ Width of Artists’ Way increased by approximately +40% creating significantly more “open to the sky” public space.</td>
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<td><strong>Parking</strong></td>
<td>♦ 93 spaces removed from the south parcel.</td>
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<td>◦ 40 spaces relocated below grade to the north parcel.</td>
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<td>◦ Eliminated 53 parking spaces from the project.</td>
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<td>♦ Eliminate an additional 100 spaces in Phase 2 of the Project if the demand for is reduced through a robust TDM plan.</td>
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<td><strong>Housing</strong></td>
<td>♦ $4mm in linkage payments to local affordable housing projects.</td>
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<td>♦ Providing 5 units of affordable housing on-site.</td>
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Eliminated exiting traffic onto Riverdale Street and maintain one-way access.

Removed square footage along the south façade to create a step down to a 3-story podium.

Removed square footage from the garage to reduce overall width by 29'. Including massing removed above the civic space.

Relocated the garage entrance away from Westford Park and improved pedestrian circulation through the site.

New signalized intersection to accommodate new circulation and safer pedestrian crossing.

Removed square footage from garage and increased width of Artists’ Way from 50’ to 66’.
Section of upper floors removed to create a 3-story podium that steps down to the neighborhood.
Distance from adjacent building to upper floors increased by 25%.

Areas where massing was removed.
3-story cornice line proportional to the existing neighborhood cornice/roof lines
ARTISTS WAY
PFN Design

Removed garage and building massing to increase Artists' Way by 40%.
ARTISTS WAY
Revised Design

Further reduction in garage. Garage massing reduced by 15%.

Increased public space to accommodate a shared street/woonerf for improved site circulation.
Further reduction in garage width above civic space.
PNF garage design anticipated intermittent screening
Revised design added a full façade above grade that will complement the residential façade and unify the building.
Traffic / Transportation
PARKING / TRANSPORTATION

- Follow City (BPDA/BTD) and State (MassDOT/MEPA) guidelines
- Assess Existing Condition
- Assess “No-Build” Future Condition
- Generate Project Site Trips - Future minus Existing
- Adopt Travel Mode Shares
- Assess “Build” Condition
- Respond to Key Agency Transportation Comments
  - Expanded Study Area
  - Artists Way intersection
  - Pedestrian and Bicycle Environment
PLANNING CONSISTENCY
Landscape Design
LANDSCAPE DESIGN