GUEST STREET AREA PLANNING STUDY
ADVISORY GROUP WORKING SESSION #3:
PRELIMINARY SCENARIOS

OCTOBER 18, 2011
SCHEDULE & SCOPE OF WORK
Advisory Group Working Sessions

<table>
<thead>
<tr>
<th>June</th>
<th>July</th>
<th>August</th>
<th>September</th>
<th>October</th>
<th>November</th>
<th>December</th>
<th>January</th>
</tr>
</thead>
<tbody>
<tr>
<td>Task 1: Study Area</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task 2: Existing Conditions</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task 3: Existing Studies</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task 4: Growth Opportunities</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task 5: Transportation</td>
<td>AG</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task 6: Scenarios &amp; Criteria</td>
<td>AG</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task 7: Economic Impact</td>
<td>AG</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task 8: Preliminary Scenarios</td>
<td>AG</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task 9: Refined + Preferred Scenario</td>
<td>AG</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task 9: Draft Plan</td>
<td>AG</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task 10: Final Plan</td>
<td>AG</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

AG = Advisory Group Working Sessions
BRIGHTON
GUEST STREET AREA PLANNING STUDY

OCTOBER AG MEETING AGENDA

- Recap
- Development / Transportation Strategies
- Refined Scenario Concepts
- Urban Design Elements
- Questions / Discussion
EXISTING ASSETS

BUILD ON AREA ASSETS
APPRIOPRIATE BLOCK SCALE
Brighton Guest Street Area Planning Study 10/18/2011
Brighton Guest Street Area Planning Study 10/18/2011

INCREASE OPEN SPACE

Union Park, Boston

OPEN SPACE

Brighton Planning Study
Brighton, MA

0 150 300 450 ft
Brighton Guest Street Area Planning Study 10/18/2011

DENSITY

- High Density
- Medium Density
- Low Density
- Open Space

STEP DOWN FROM THE TURNPIKE
3 OPTIONS

A

B

C

PARK ON NORTH BEACON

1. Park for Neighbors
2. Height at the Turnpike - stepping down to North Beacon
3. Layers of use – from office at the Turnpike to Housing/Mixed Use at North Beacon

CENTRAL GREEN

1. Central Green
2. Height at the Core - stepping down to North Beacon
3. Layers of use – from office at the Turnpike to Mixed Use in the core to Housing at North Beacon

NECKLACE OF PARKS

1. Pocket Parks
2. Height around the parks - stepping down to North Beacon
3. Mixed Use throughout the district
BRIGHTON

SEPTEMBER A G MEETING SUMMARY

- Strategic transportation investments will unlock the site for development.
- A flexible urban framework will guide these decisions.
- A long term vision for the district will ensure each new development is contributing to the whole.
- An urban street network will connect this district with the surrounding context.
- Parks and retail/restaurants will create amenities for existing and new residents and workers.
- New Office/R&D likely tied to existing anchors and will be catalyst for other development.
BRIGHTON

PLANNING AND DESIGN PRINCIPLES

• Transform the Guest Street Planning Area into a vibrant multi-use district
• Create strong connections to the Brighton and Allston neighborhoods and Main Streets
• Promote mobility options within and around the district
• Create pedestrian friendly streets throughout the district
• Establish a connected open space system that ties into the surrounding context
• Develop buildings that respect the street, civic realm & the environment
Market St. and Cambridge St. gateways are congested

CITATION LOCATIONS & CONNECTIONS
EXISTING CONDITION

- **Limit of acceptable delay**
  - Many vehicles stop

- **Oversaturation; poor progression**

**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
POTENTIAL CAPITAL IMPROVEMENTS
TRANSPORTATION IMPACTS

Options for improving connectivity

1. Market St. Corridor
2. Union Sq.
3. Guest St.
4. Braintree St.
PROPOSED STREET NETWORK

New connections relieve congestion in North Beacon St. corridor
• **Mixed Use:** promoting travel (walking/cycling) within the area, could reduce external trip generation by 10% or more

• **Transit/Transportation Demand Management:** new rail, improved bus, corporate programs could reduce single-occupant vehicle trips from 70% of total to 50%

• **Road Operations Improvements:** Changes to the street network could increase overall capacity and relieve congestion in regional corridors

---

**Land use and transportation strategies increase development capacity**

<table>
<thead>
<tr>
<th></th>
<th>Base Case</th>
<th>Mixed Use</th>
<th>Mixed + Transit</th>
<th>Mixed + Transit + Road Operations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development</td>
<td>100%</td>
<td>110%</td>
<td>150%</td>
<td>180%</td>
</tr>
</tbody>
</table>
Floor Area Ratio (FAR) = \( \frac{\text{Gross Building Area (all floors)}}{\text{Lot Area}} \)

- FAR = 1.0
- FAR = 1.0
- FAR = 2.0
- FAR = 4.0

FAR = total SF of a building / total SF of the lot
Brighton Guest Street Area Planning Study 10/18/2011

Elmira Street, Brighton

FAR 0.75-1.0
Gastown, Vancouver
SCALE COMPARISONS

Faneuil Hall

Brighton Guest Street Area Planning Study
Brighton, MA

Government Center, Boston
Blackstone & Franklin Sq. Scale Comparisons
2. DENSITY TARGETS

Target densities to step down to the neighborhood

1.5-2.0 million sf at FULL BUILD OUT

Target densities to step down to the neighborhood
3. LANDUSE TARGETS

- Retail
- Office / Research & Development
- Mixed Use
- Residential
- Recreation

Mixed use land use strategy
SCENARIO A - CENTRAL GREEN

Hyde Park, Toronto
Chelsea Piers, New York

SCENARIO A - CENTRAL GREEN

Brighton Guest Street Area Planning Study 10/18/2011
A. CENTRAL GREEN

SCENARIO A

1. Central Green
2. Height at the Core
3. Housing at North Beacon

- FAR 3.0~4.0
- FAR 1.5~3.0
- FAR 0.75~1.5
A. CENTRAL GREEN
SCENARIO A

1. Central Green
2. Height at the Core
3. Housing at North Beacon
SCENARIO B – THE GREAT MALL

University Park, Cambridge
B. THE GREAT MALL
SCENARIO B

1. Park for Neighbors
2. Height at the Turnpike
3. Housing/ Mixed Use at North Beacon

FAR  3.0~4.0
FAR  1.5~3.0
FAR  0.75~1.5
B. THE GREAT MALL

SCENARIO B

1. Park for Neighbors
2. Height at the Turnpike
3. Housing/ Mixed Use at North Beacon
SCENARIO C – POCKET PARKS

Addison, Texas
C. POCKET PARKS
SCENARIO C

1. Pocket Parks
2. Height around the parks
3. Mixed Use throughout the district

FAR 3.0–4.0
FAR 1.5–3.0
FAR 0.75–1.5
C. POCKET PARKS

SCENARIO C

1. Pocket Parks
2. Height around the parks
3. Mixed Use throughout the district
BRIGHTON
GUEST STREET AREA PLANNING STUDY

URBAN DESIGN ELEMENTS

• Heart of the district
• Parks and public spaces
• Streets
• Gateway
• Cultural identity
HEART OF THE DISTRICT?
Faneuil Hall, Boston

Brighton Guest Street Area Planning Study 10/18/2011

A GREAT URBAN SQUARE
A CIVIC PLAZA?
OR A CIVIC PLAZA LIKE NO OTHER!

Federation Square, Melbourne
Brighton Guest Street Area Planning Study 10/18/2011
PARKS AND PUBLIC SPACES?

Penniman Road Park

Brighton Guest Street Area Planning Study 10/18/2011
A SIMPLE PARK THAT CAN HOST A VARIETY OF EVENTS

Addison, Texas
SEASONAL USE LIKE A SKATING RINK

Emerson Park, Concord, MA
PARKS & PLAZAS RICH IN AMENITIES

Addison, Texas
PLACES FOR KIDS WITH POOLS IN THE SUMMER...

Corpus Christi, Texas
Millennium Park, Chicago

AND FOR SKATING IN THE WINTER
STREETS

Guest Street

Brighton Guest Street Area Planning Study 10/18/2011
TREE-LINED RESIDENTIAL STREETS
RESIDENTIAL STREETS WITH CORNER CAFÉ’S
Brighton Guest Street Area Planning Study 10/18/2011

Coolidge Corner

...WITH TRANSIT
Vancouver, Canada

BUILT FOR BIKES….
GATEWAYS

Market St. at North Beacon
GATEWAYS
BUT MORE OF THIS?
A. CENTRAL GREEN

B. THE GREAT MALL

C. POCKET PARKS
DISCUSSION POINTS

GENERAL DISCUSSION
Q1. What do you like about the study area right now? What do you dislike?

CONNECTIVITY
Today the street pattern within the Planning Area is disconnected from the surrounding neighborhoods.
Better connectivity improves traffic flow and visibility.

Q2. Should the new network of streets connect directly into the surrounding? Why?
DISCUSSION POINTS

OPEN SPACE

*Only 1% of the current land use within the study area is open space.*

Q3. Should the open space be distributed throughout the district into small pocket parks or should it be combined into one large park?

Q4. Should the park be at the center of the new development, drawing residents and visitors into the district? Or at the edge of the district to bring the neighborhoods together?

Q5. What types of park programming would you like to see? Passive vs. active? Playgrounds? Fountains?
DISCUSSION POINTS

URBAN CHARACTER

There are a wide range of densities within the site, ranging from (approximately) .5 FAR at Guest Street East and Vineland Street to 1 FAR east of Everett Street to 2.5 FAR for the WGBH and New Balance.

Q6. Should the FAR (and therefore height) be greater near the Turnpike and step down towards Beacon Street?

Q7. Should the height be more distributed throughout and located near the parks where it will have the most value?
DISCUSSION POINTS

PROGRAM
There is an eclectic blend of uses within the site, with most buildings being used for commercial or industrial purposes.

Q8. Should office be concentrated along the Turnpike with a blend of housing and mixed use along Beacon Street?

Q9. Should the uses be distributed throughout the site?
THANK YOU

All inquiries should be directed to BRA Senior Planners:

Mary Knasas 617.918.4489  mary.knasas.bra@cityofboston.gov, and/or
Carlos J. Montañez 617.918.4442 carlos.montanez.bra@cityofboston.gov