

NOVEMBER 15, 2011

BRIGHTON

GUEST STREET AREA PLANNING STUDY
ADVISORY GROUP WORKING SESSION #5:
PREFERRED SCENARIOS

GLC DEVELOPMENT RESOURCES

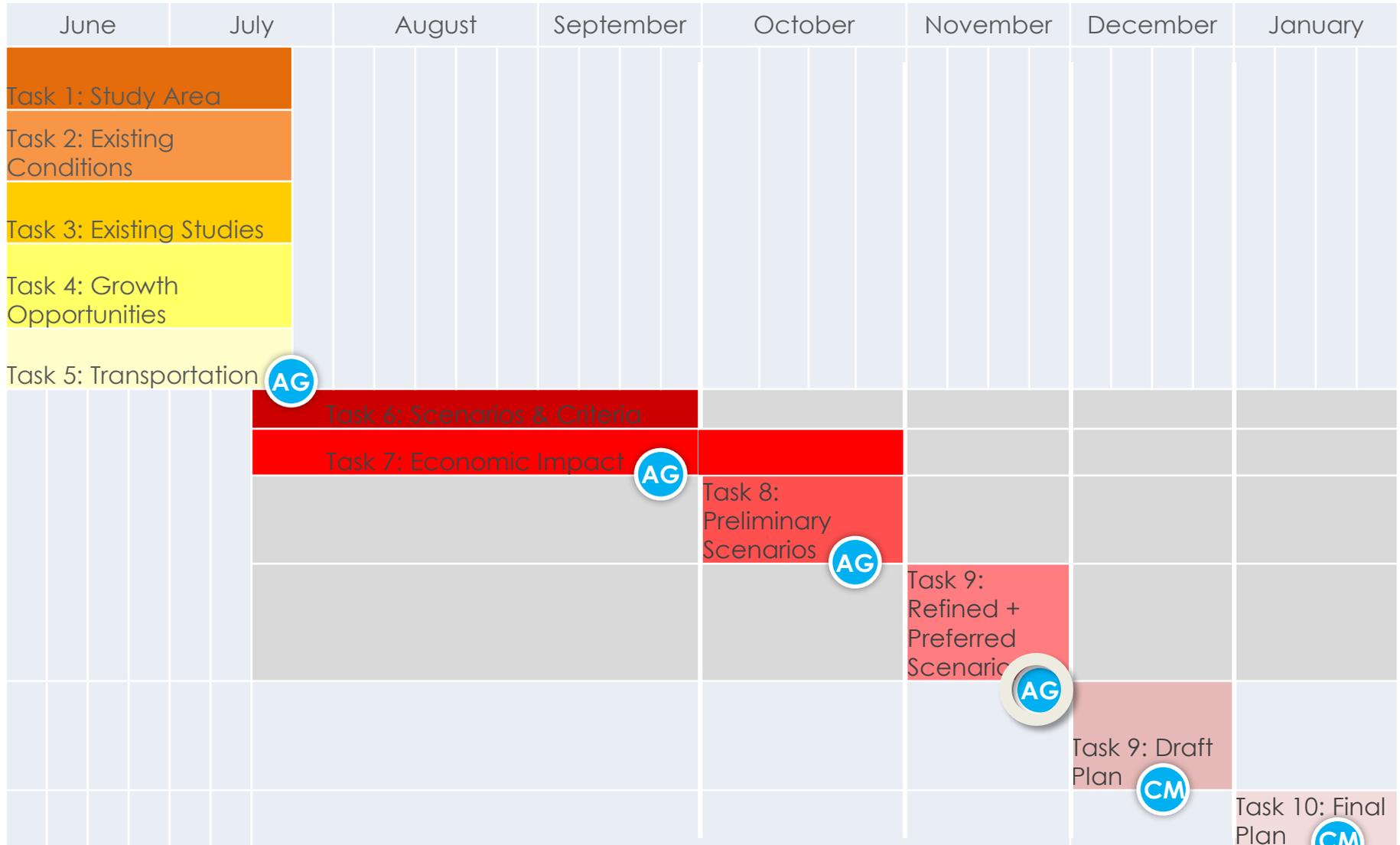
S A S A K I



Boston Redevelopment Authority
www.bostonredevelopmentauthority.org

SCHEDULE & SCOPE OF WORK

Advisory Group Working Sessions



NOVEMBER AG MEETING AGENDA

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GUEST STREET AREA PLANNING STUDY

- Summary of Preferred Direction – Community Input
 - Vision 2030: Development Framework
 - Urban Design Framework
 - Street Network and Hierarchy
 - Street Typologies
 - Open Space
 - Land Use and Active Edges
 - Density and Building Heights
 - Economic Development Impacts
 - Vision 2030: Scenario and Options
 - Questions / Discussion
-

COMMUNITY INPUT - TRANSPORTATION

Trains

- Commuter rail stop behind Stop & Shop preferred
- Connections to stops

TRANSIT IS ESSENTIAL

Parking

- No exposed lots
- Integrate into building or structure
- Minimal surface parking

NO SURFACE PARKING

Traffic

- Need E/W connection
- Signal at Everett and Denby
- ROW behind S&S
- Grid of streets and safety

**GRID OF STREETS,
SAFETY**

Bikes/Peds

- Routes to River etc.
- Connection on Everett over Pike
- Foot bridge over Pike

**CONNECT OVER PIKE, TO
RIVER**

COMMUNITY INPUT – PARKS/OPEN SPACE

Parks

- Fewer medium sized parks
- Throughout district
- Uses: dog park, ice skating, sports, water park, concerts, picnics, WGBH programming, arts/music

**MEDIUM SIZED PARKS,
VARIED USES**

Streets

- Landscaped streets
- Green roofs with public access
- Connect all parks in the area
- Setback for landscaping

**CONNECT PARKS WITH
LANDSCAPED STREETS**

COMMUNITY INPUT – URBAN CHARACTER

Pike

- Taller buildings
- Variety of heights, not a wall
- Shadow and wind studies

**TALLER NEAR PIKE, BUT
NOT A WALL**

North Beacon

- Both sides of street should look similar
- Park along north side
- Midrise with setback and stepback

MID RISE WITH SETBACKS

Height/Massing/Views

- Height ok with proper setbacks and stepbacks
- 10 stories ok if quality architecture, appropriate massing, etc.
- Maintain view corridor to Back Bay
- Pleasant view from Allston

**HEIGHT OK WITH PROPER
DESIGN**

COMMUNITY INPUT – PROGRAM

- Transform Stop and Shop into urban model
- Residential flanking the parks to give feel of public accessibility
- For sale not for rent
- No residential near pike
- Some retail along North Beacon
- Mixed use destination: movie theater, YMCA branch, community uses

**VIBRANT URBAN MIXED USE DESTINATION WITH
COMMUNITY USES & RESIDENTIAL NEAR PARKS**



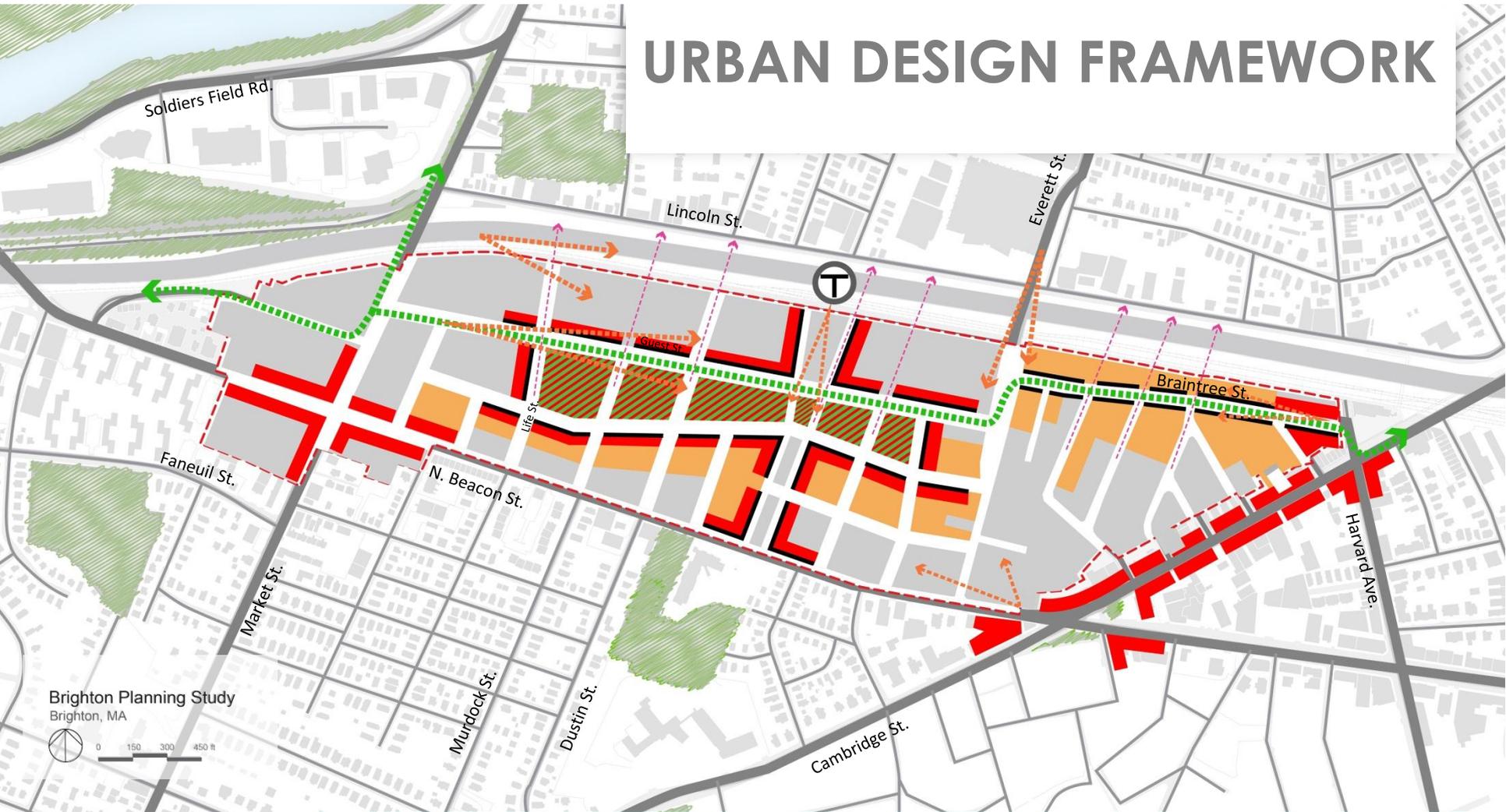
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GUEST STREET AREA PLANNING STUDY

2030 VISION: DEVELOPMENT FRAMEWORK

- Urban Design Framework
- Street Network and Hierarchy
- Street Typologies
- Open Space
- Land Use and Active Edges
- Density and Building Heights

URBAN DESIGN FRAMEWORK

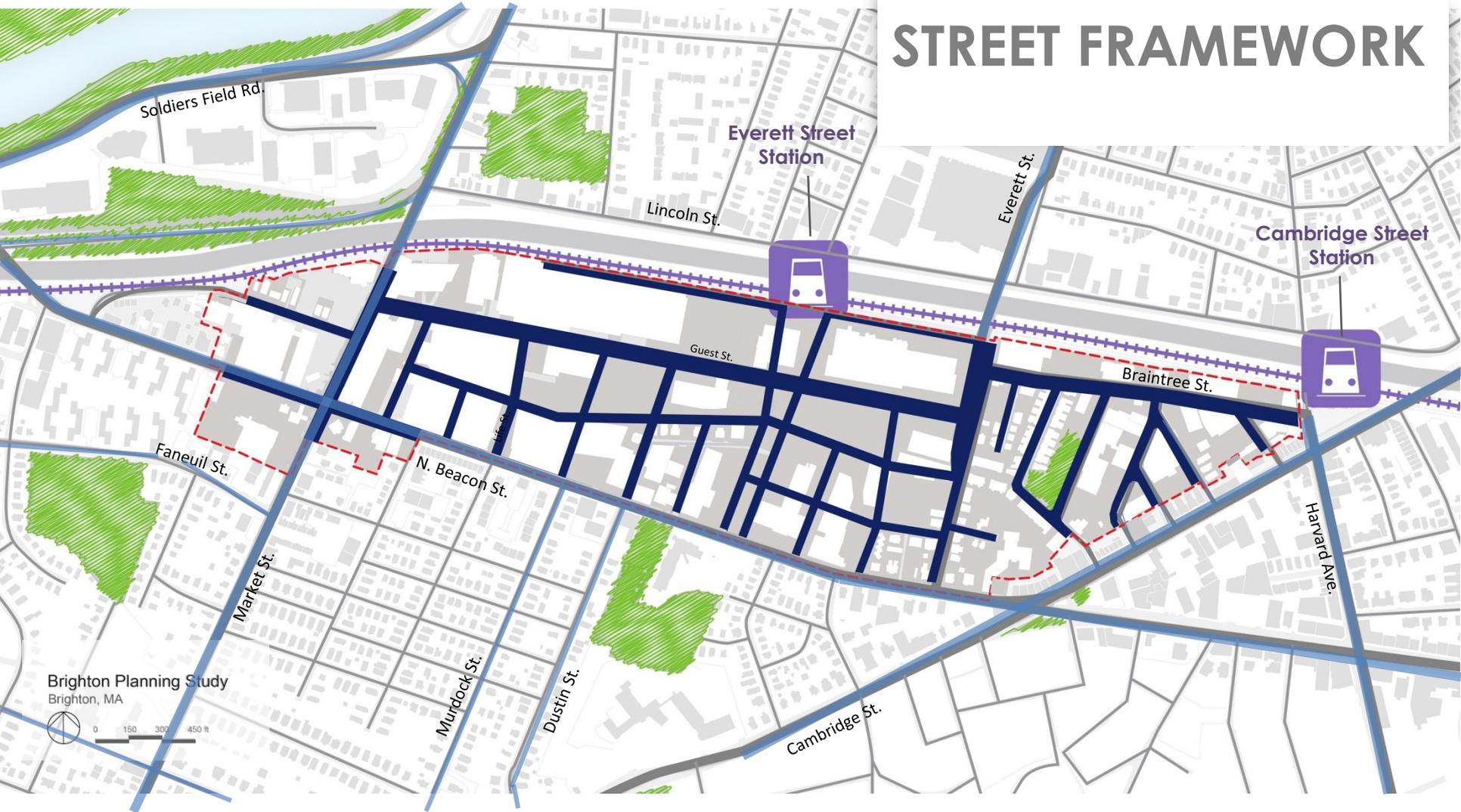


Urban edges frame “flexible” active zone at core

- Active edge
- Green spine
- Views
- Views
- Hard edge
- Mixed uses
- Retail / activity / recreational edge

• Images are illustrative for planning purposes and not definitive; Linework does not represent actual alignments or dimensions & instead reflect general intent

STREET FRAMEWORK

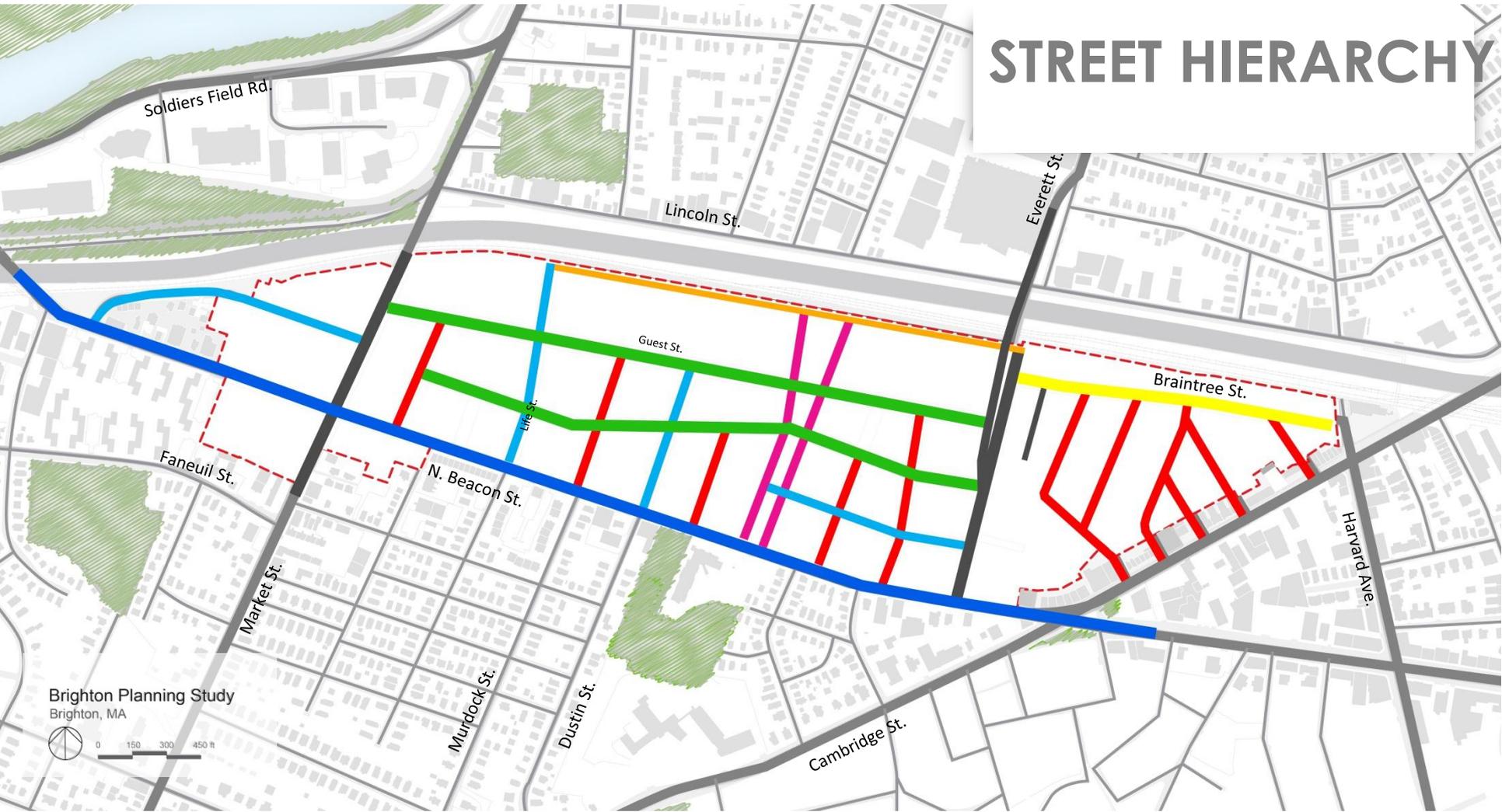


New connections with existing streets

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Connect the grid

STREET HIERARCHY



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- █ A – neighborhood street 50'
- █ B – neighborhood street 52' /72'
- █ C – boulevard
- █ D – “main” street
- █ E – “live/work” street
- █ F – service street
- █ G – North Beacon

Create a hierarchy of different streets

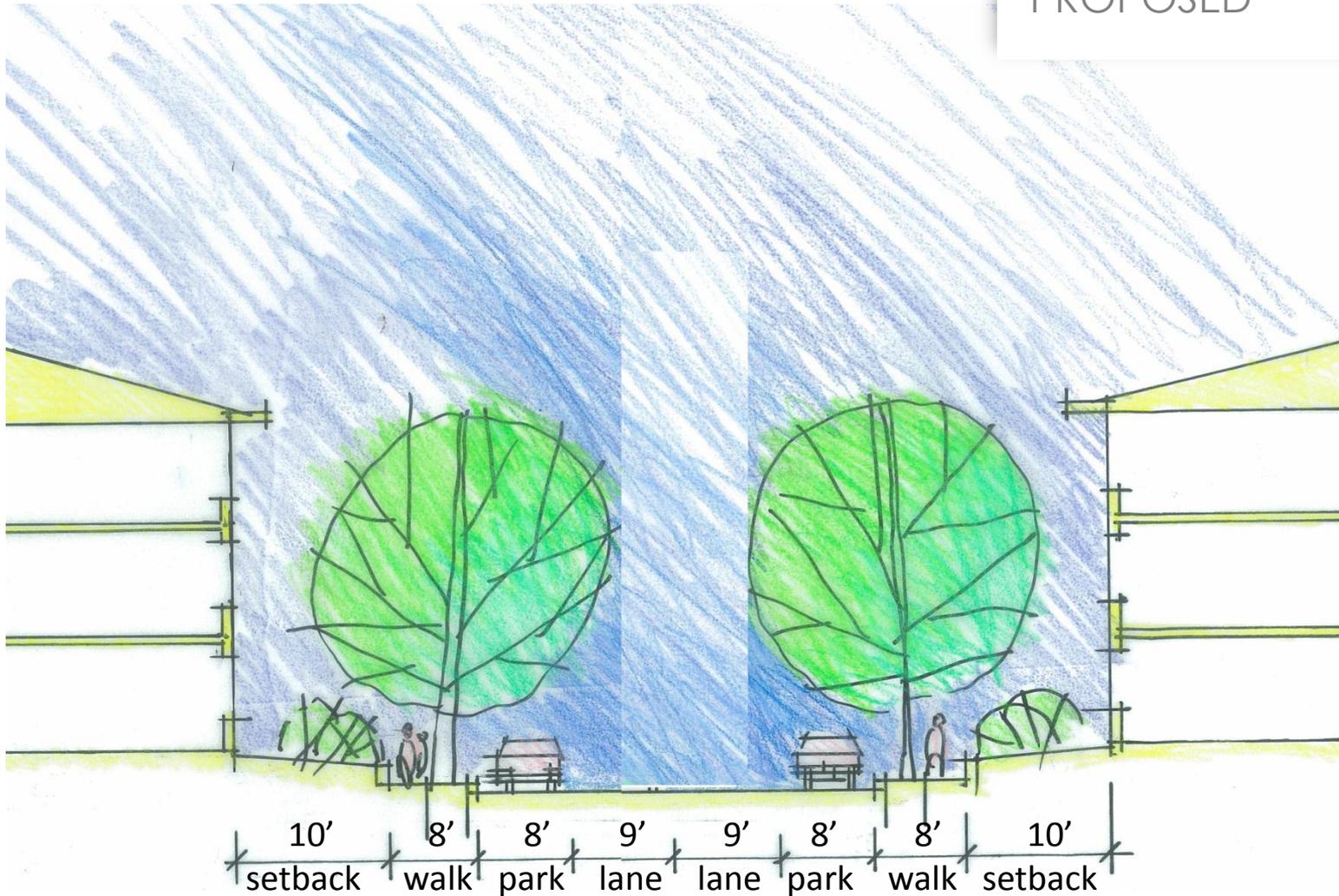
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STREETS EXISTING



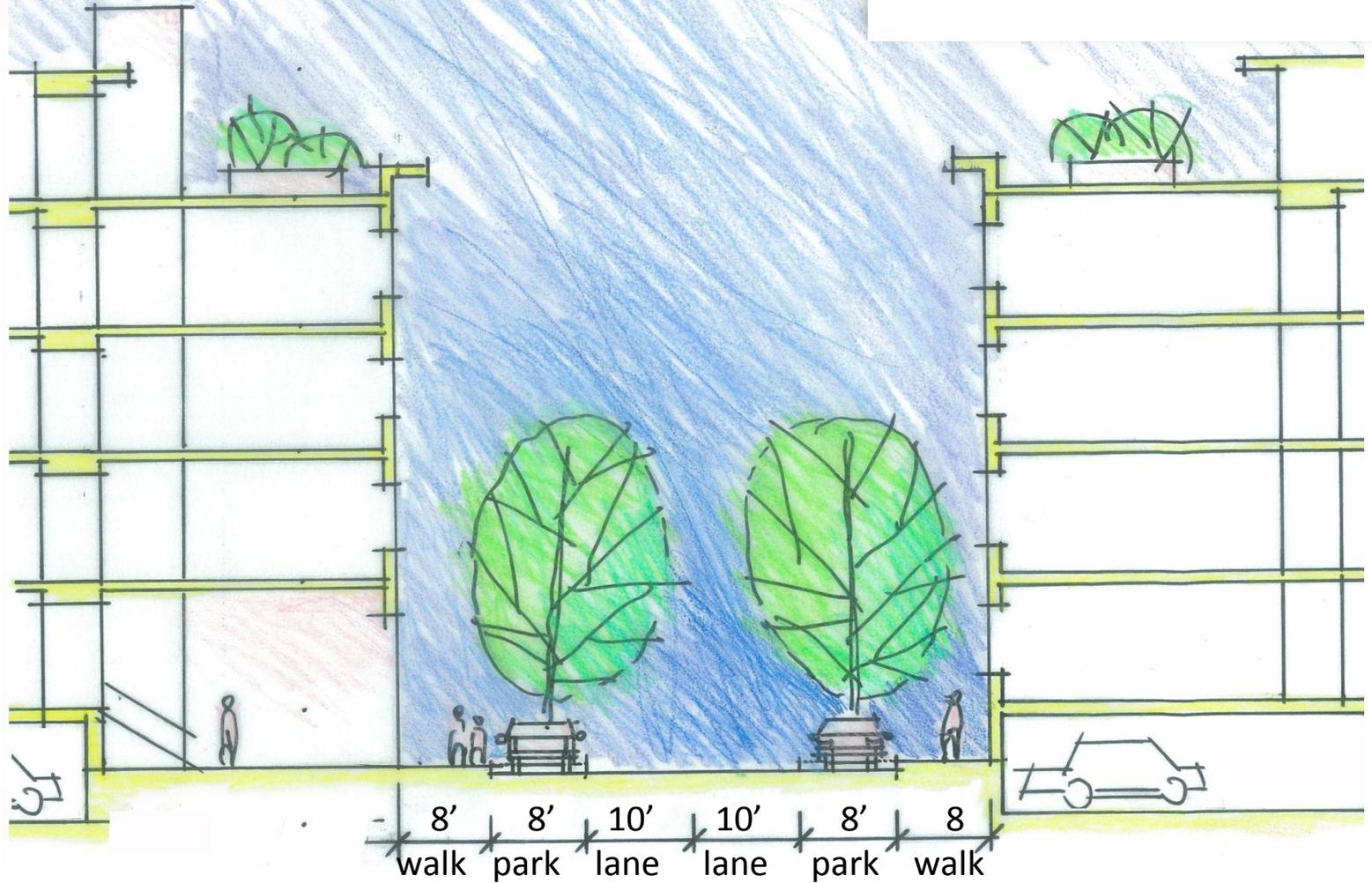
EXISTING NEIGHBORHOOD STREET – 42'

STREETS Type A-1 PROPOSED



A-1 NEIGHBORHOOD STREET – 50' w/ setback

STREETS Type A-2 PROPOSED



A-2 NEIGHBORHOOD STREET – 52' - 50' height

STREETS PROPOSED

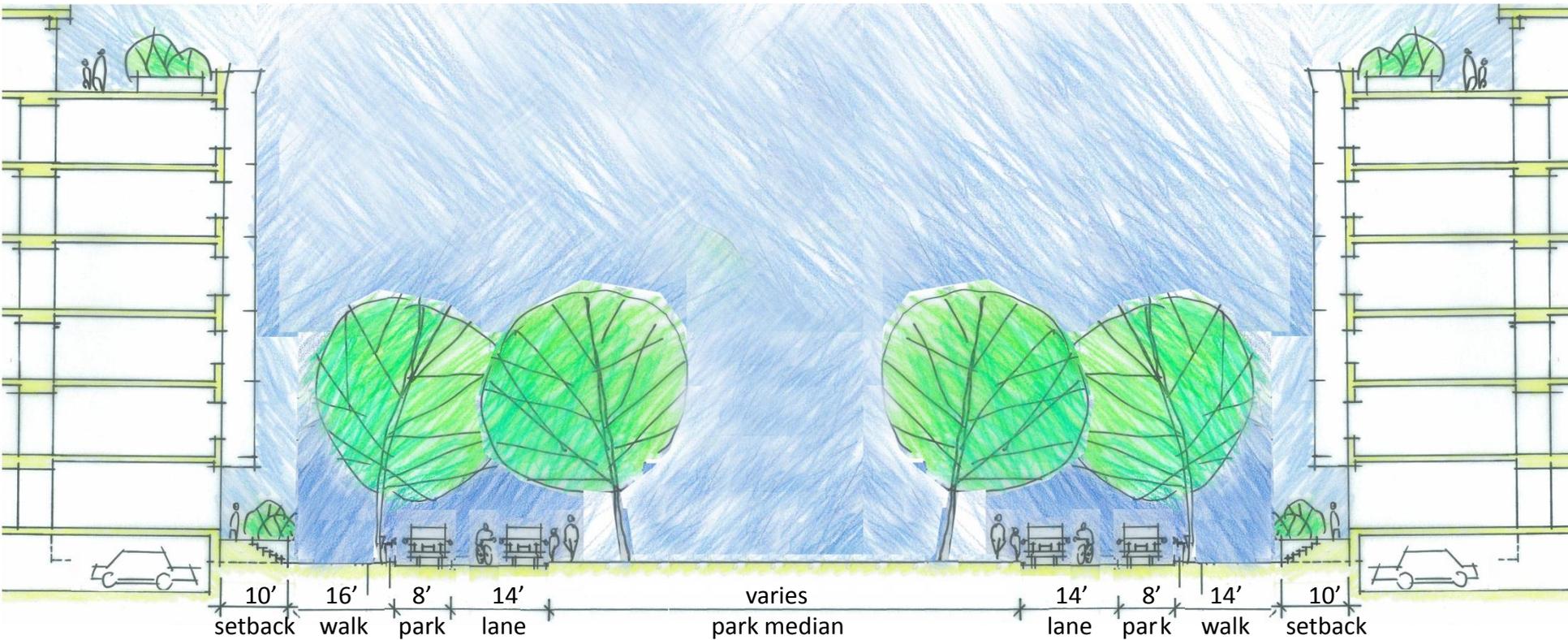
Type B



B NEIGHBORHOOD STREET – 72' – 80' height

STREETS

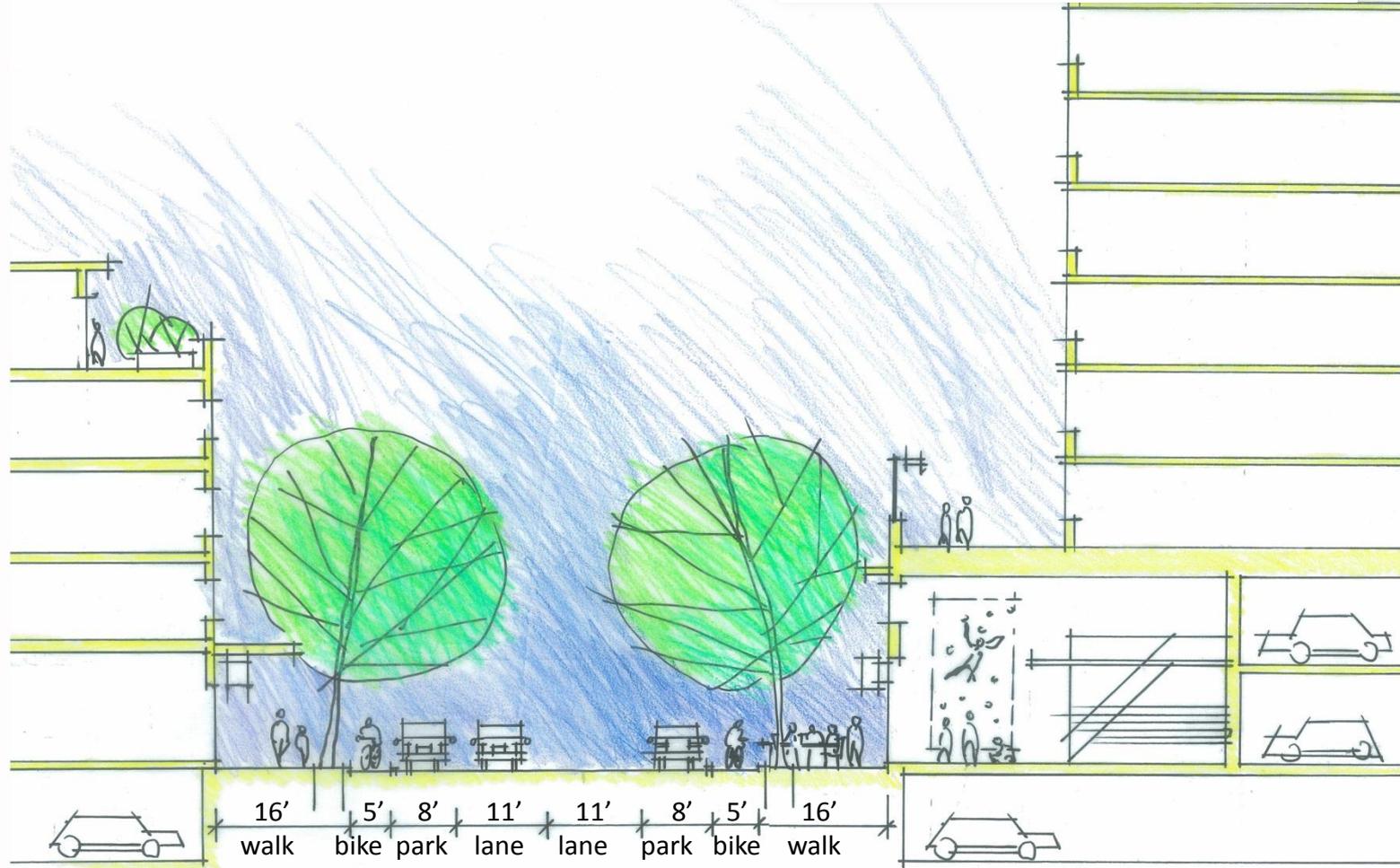
Type C



C - "ARTHUR" BOULEVARD

STREETS Type D-1

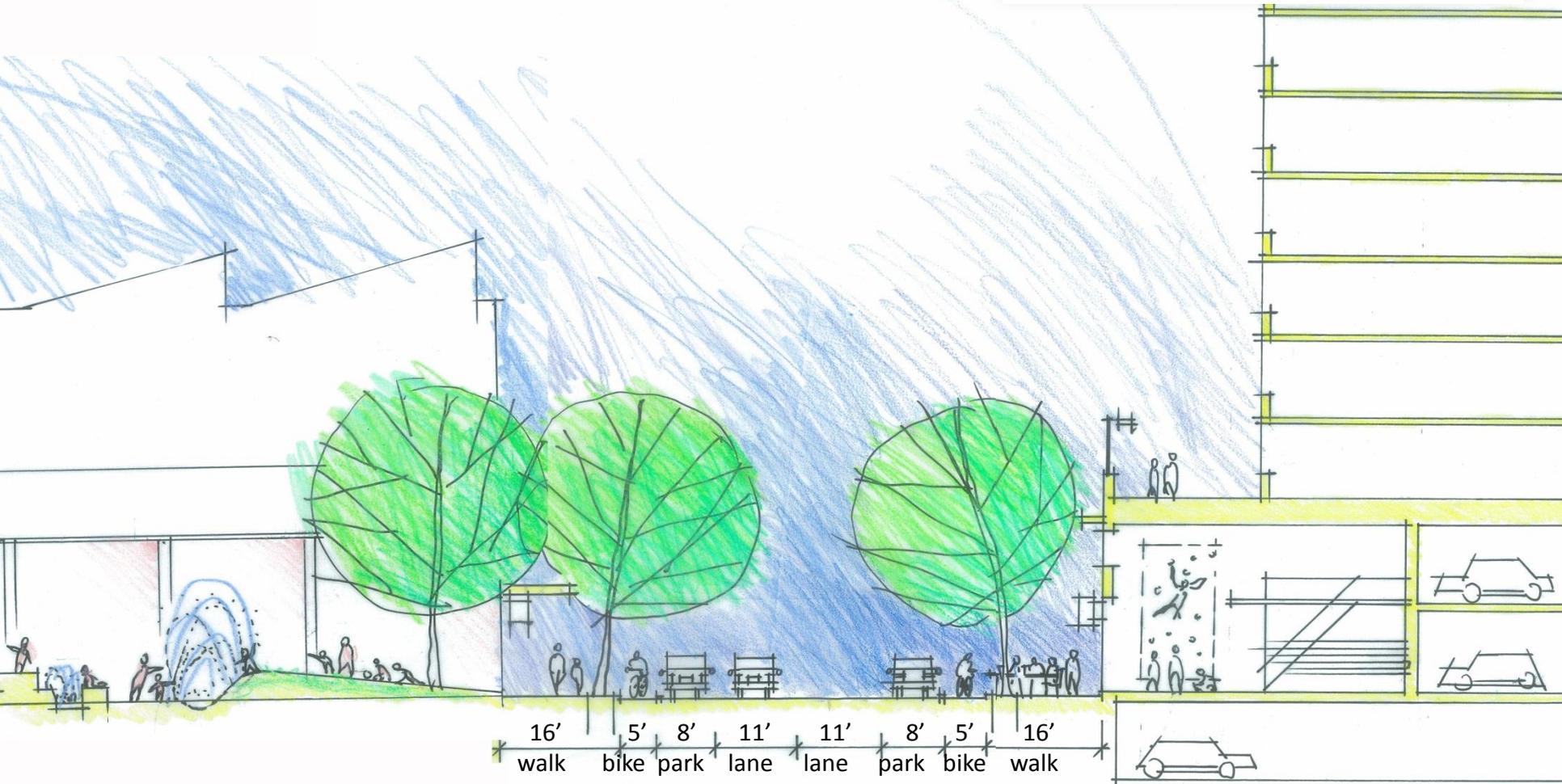
PROPOSED



D-1 GUEST STREET - 80' w/ bike lanes

STREETS Type D-2

PROPOSED

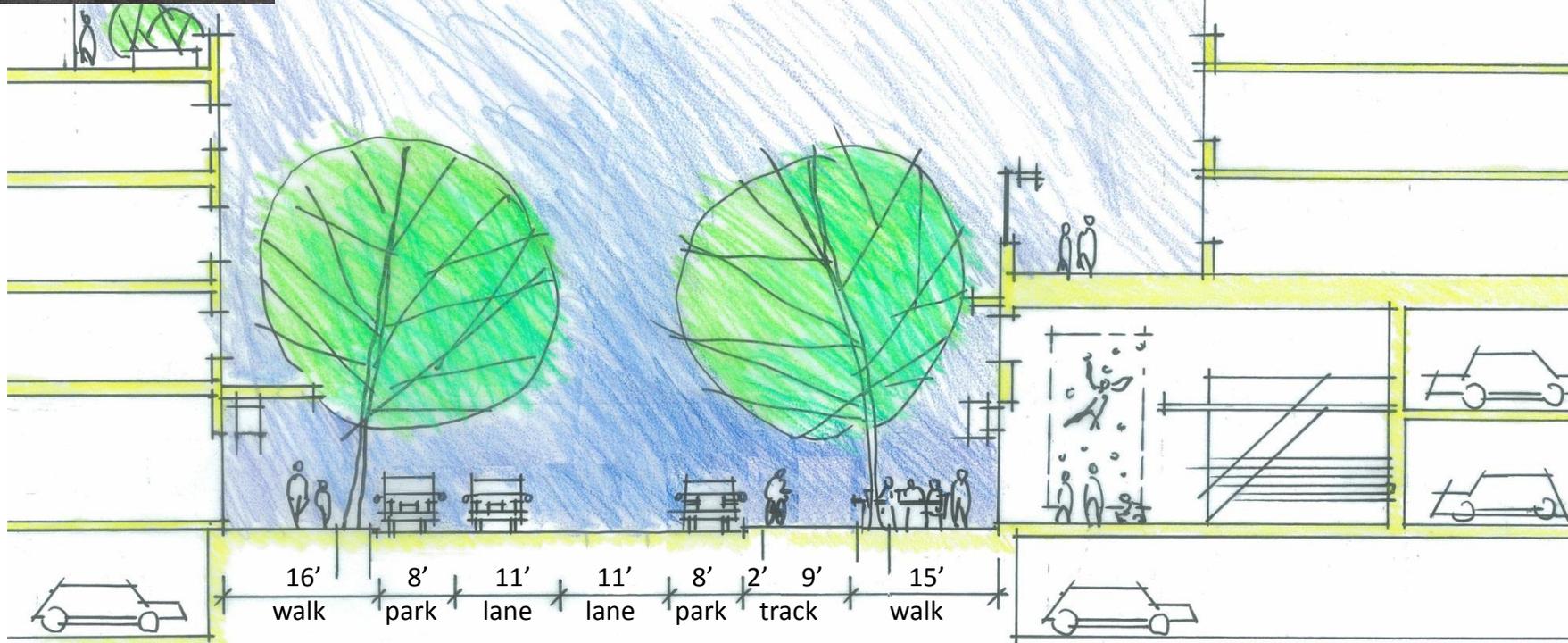


D-2 GUEST STREET AT PARK – 76' w/ bike lanes



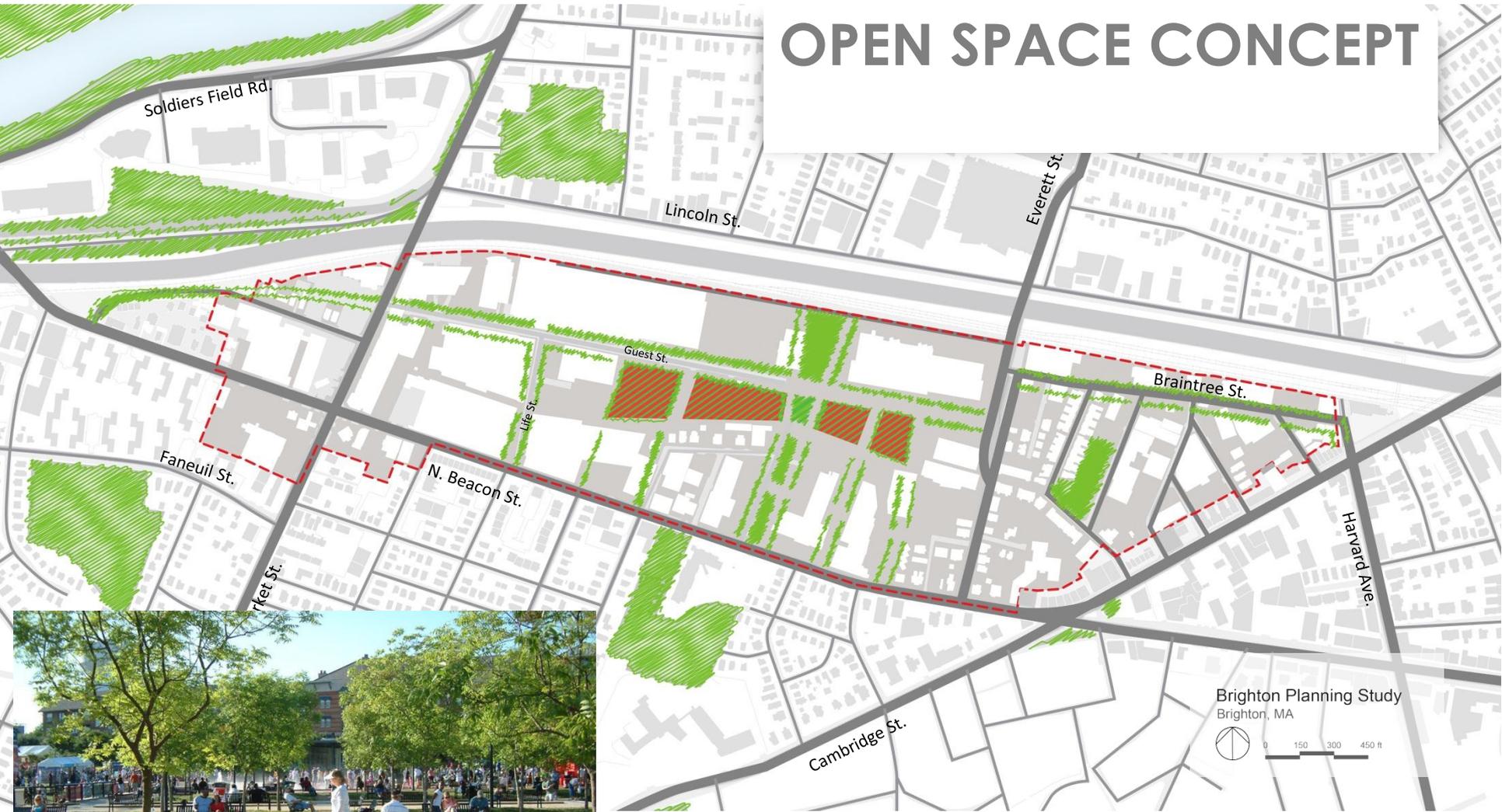
STREETS Type D-3

PROPOSED



D-3 GUEST STREET w/cycletrack- 80'

OPEN SPACE CONCEPT



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**Create a necklace of parks and
open spaces**

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Brighton Guest Street Area Planning Study 11/15/2011

GILIC DEVELOPMENT RESOURCES

SASAKI

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LAND USE

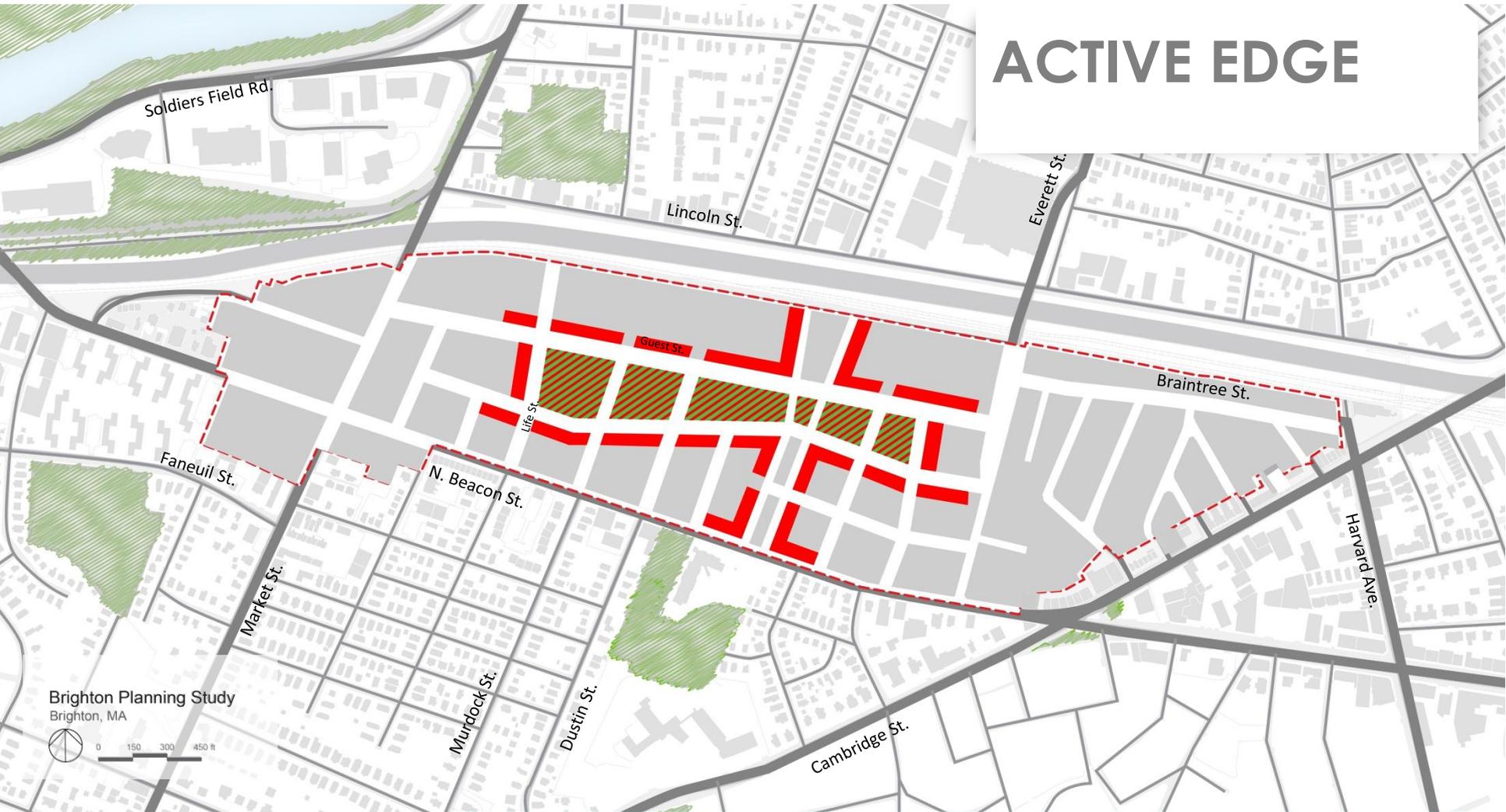


- Retail
- Office / Research & Development
- Mixed Use
- Residential
- Recreation

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Promote a mix of uses

ACTIVE EDGE



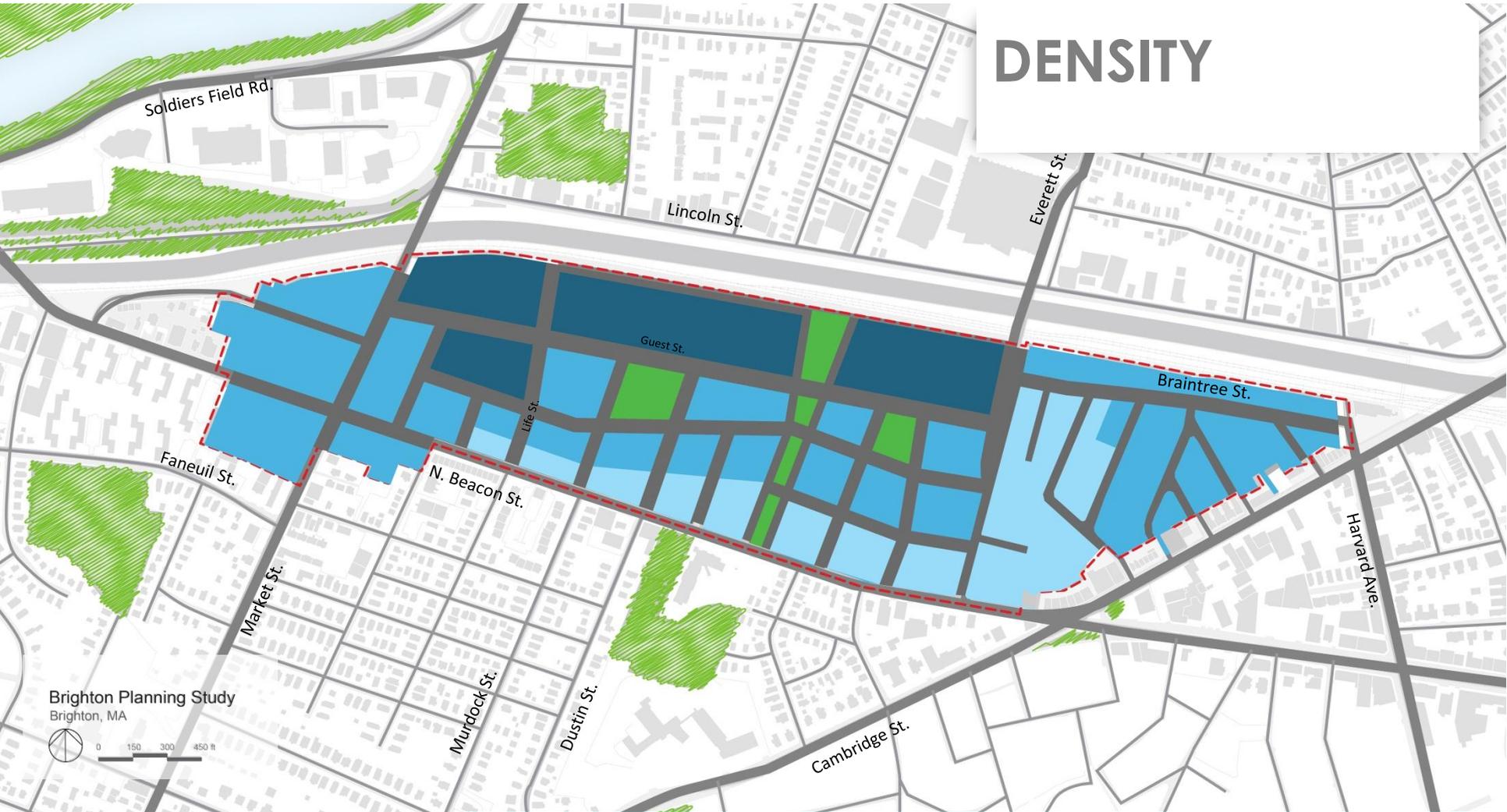
Create a core of active and retail edges

 **Active edge**

 **Retail / activity / recreational edge/area**

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DENSITY



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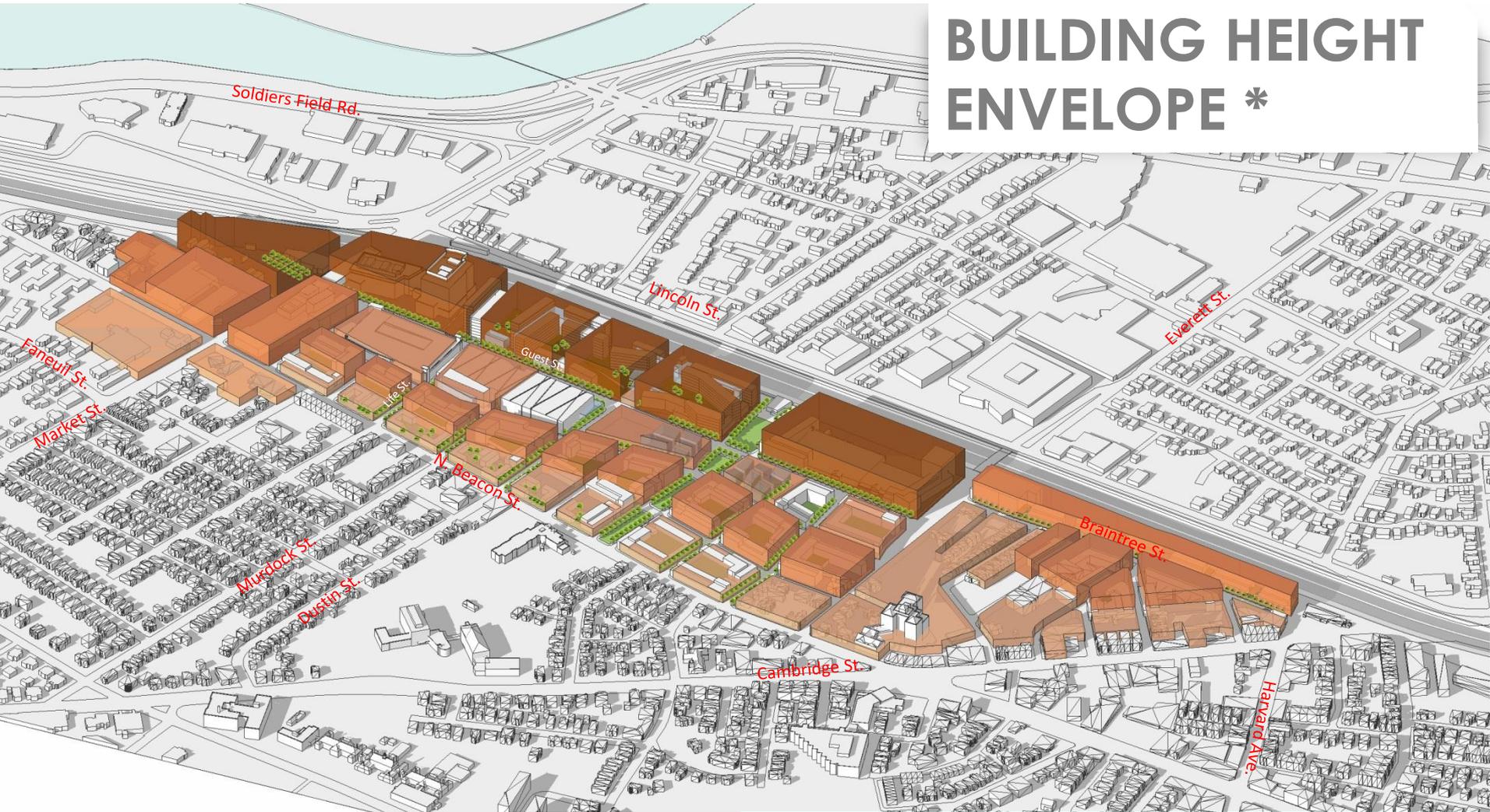


- 3.0~4.0
- 1.5~3.0
- 0.75~1.5

Densities range from FAR 0.75 to 4.0

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BUILDING HEIGHT ENVELOPE *



- 140 feet
- 80 feet
- 40 feet

Step down from the Turnpike

* Conceptual heights only; Not actual building footprints on parcels
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ECONOMIC DEVELOPMENT IMPACTS

- Fiscal Impacts
- Jobs
- Implementation

Economic Impact - Assessment

Study Area Year 2030 Economic Impact

Study Area Full Build-Out*	New Balance Build-Out Only
<ul style="list-style-type: none"> • 1.8 M GSF +/- mixed-use 	<ul style="list-style-type: none"> • 0.7 M +/- mixed-use
<ul style="list-style-type: none"> • 4 times current gross tax 	<ul style="list-style-type: none"> • 2 times current gross tax
<ul style="list-style-type: none"> • ~2,100 workers <ul style="list-style-type: none"> • 1,300 office • 400 retail • 400 specialized (sports) 	<ul style="list-style-type: none"> • 1,500 workers
<ul style="list-style-type: none"> • Not Applicable (time period) 	<ul style="list-style-type: none"> • ~1,300 construction jobs

Note: Study Area current gross tax is approximately \$2.7M

Economic Impact – Implementation

- Implementation of transportation improvements are critical to the ability to accommodate new uses
- Permitting agreements should likely include enabling infrastructure (ex. new traffic signals)
- Open space acquisition and construction cost could be very expensive > \$3M in value
- Developers often factor in open space and circulation requirements into development plans

Example: heights



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2030 VISION SCENARIOS

- Tower configurations
- Amenities and open space

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SCENARIO 1

2030 VISION

- 10 story towers along the Turnpike
- Three distinct parks surrounded by development and community amenities



SCENARIO 1 – OVERALL VIEW



SCENARIO 1 – OVERALL VIEW



SCENARIO 1 – VIEW FROM WEST



SCENARIO 1 – VIEW FROM EAST



SCENARIO 1 – VIEW FROM SOUTH

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SCENARIO 2

2030 VISION

- More slender and taller towers – 14 stories
- One large park at the core of the district with community amenities



SCENARIO 2 – OVERALL VIEW



SCENARIO 2 – VIEW FROM SOUTH



SCENARIO 2 – OVERALL VIEW



SCENARIO 2 – VIEW FROM WEST



SCENARIO 2 – VIEW FROM EAST

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SCENARIO 3

2030 VISION

- 4-8 story office buildings along the Turnpike
- Less parks in central spine with public open space on roof of parking deck along the Turnpike



SCENARIO 3 – OVERALL VIEW



SCENARIO 3 – OVERALL VIEW



SCENARIO 3 – VIEW FROM WEST



SCENARIO 3 – VIEW FROM SOUTH



SCENARIO 3 – VIEW FROM EAST



SCENARIO 3 – VIEW OF MARKET/N. BEACON



SCENARIO 3 – VIEW OF CAMBRIDGE/N. BEACON



SCENARIO 3 – VIEW FROM N. BEACON



SCENARIO 1

10 story towers along the Turnpike

Three distinct parks surrounded by development and amenities



SCENARIO 2

More slender and taller towers along Turnpike 12-14 stories

One large park at the core of the district with community amenities



SCENARIO 3

4-8 story office buildings along the Turnpike

Parks also on parking deck along Turnpike



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DISCUSSION QUESTIONS

DISCUSSION QUESTIONS

DESIGN GUIDELINES

Design guidelines describe the basic principles that underlie **good architecture, beautiful streets, and a successful civic realm.**

Since design is **not a science**, guidelines must be carefully formulated to capture the **essence of the place** and to **balance** the need to control the outcome with the desire to promote creativity by individual designers and property owners.

DISCUSSION QUESTIONS

STREETSCAPE GUIDELINES

The placement and arrangement of the various elements that make up the streetscape have a significant impact on the appearance, usability, and function of the street and sidewalk.

Street Hierarchy

Which streets should be the primary streets? Which streets should be the secondary/internal streets? Which streets should be tree lined?

Bike Lanes

Which streets should have bike lanes? Should bike lanes be shared with vehicles or separated from vehicles, where possible?

DISCUSSION QUESTIONS

ARCHITECTURAL GUIDELINES

Architectural guidelines promote high quality architecture by reinforcing basic urban design principles that make a city desirable and attractive for residents, employees, and visitors.

Setback

Should the street wall be consistent? Which streets should have a setbacks?

Height

Should the buildings be the tallest near the pike? Should the building height gradually decrease towards Beacon Street to be compatible with the surrounding neighborhood? Should heights be consistent within a block? On facing blocks?

Massing

Should buildings have setbacks after a certain number of floors to minimize the visual and shadow impacts of higher elements?



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GUEST STREET AREA PLANNING STUDY

THANK YOU

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