

Recommendations	earlier							later
	A	B	C	D	E	F	G	
Principles	Further policy action	Develop comprehensive resilient strategies & maximize the crossing over Soldiers Field Rd.	Identify how BPY Plan recommendations are incorporated / considered in AMP design	Prioritize additional terrafirma land and future decking parcels	Ensure infrastructure investments prioritize the Charles River	Expand on open space regulation of active uses, public use, and financing	Provide workforce training Direct outreach and contracting Build Inclusive partnerships	
TRANSPORTATION & INFRASTRUCTURE	A1 Mode-shift at West Station - Rail Vision implemented 30/30 Service A2 West Station as a true multi-modal hub - Mainline tracks located in station (ability for transfer) - Early phase of AMP	B1 Set the same greening, stormwater management, and resilience goals for BPY & AMP - Partner on advancement and construction of utility plan in early phase of AMP - Track change from impervious to pervious materials over time	C1 Whether BPY preferred street sections are in MassDOT designs - Whether expanded bridges and screening on pedestrian crossings of highway / rail infrastructure is included - Bus priority roadway infrastructure design	D1 No layover at BPY D2 Incentivize building on parcels near West Station - Terra firma adjacent to enable financially feasible housing development. - Design of infra., including foundations for decking	E1 Minimize single-mode infra. - Fully integrate design - Integration of active mobility infra. along major corridors E2 All ROW are public, add ROW through larger parcels - Zone variable setbacks, with public easements - Establish smaller parcels	F1 Proximity of open/active places to existing neighborhood and early phases	G1 Work with BECMA and other regional economic groups to develop metrics (#) G2 All of BPY accessible from adjacent neighborhoods, cities, towns without driving H1 W/M/SBE Participation (% of Const. Contract Value) # of W/M/SBE, bid training # of small firm/JV bids I1 Document indigenous/native design interventions I2 Fully electric and district-wide utilities	
Walking, Rolling, and Biking Connections to the Riverfront	A3 Indigenous / Native Federal recognition and participation A4 Reduction in parking demand / supply # of housing units feasible within ½ mile (10min walk) of transit	B2 Alignment of Soldiers Field Road to create open space B3 Minimize amount of right-of-way for passenger vehicles B4 Walkable crossings to BPY - Per hour # ped/bike % of each mode at each % landscape vs. vehicle lanes	C2 Enjoyable and direct walking, rolling, and biking connections - All of BPY is accessible without driving. - BPY sustainability goals, spatial efficiency, and stakeholder priorities - People's Pike (Allston Community Path) early action	D3 People's Pike connects on all edges Advancement of People's Pike as early action	E3 Enjoyable and direct walking, rolling, and biking connections to the riverfront Minimize grades of roads to support active transportation E4 Babcock Street connector coordinated with Boston University and MassDOT	F2 Destination open space # of people using open spaces and how - Ratio of BPY / surrounding open spaces (and active uses) compared to Boston overall and other municipalities along the regional transit route	G3 Job training programs from public/private entities that may focus on conservation G4 Workforce training to remove barriers (for open space maintenance/staffing)	
CULTURAL ASSETS & NATURAL SYSTEMS	A5 Phosphorous and pollution reduction targets achieved A6 Establish shared stormwater mitigation systems (nature-based solutions)	B5 Invest in comprehensive resilient strategies	C3 Water storage and pollutant removal by planned land use type as required (shared across the district) C4 Incorporate Stormwater Mitigation Systems (Nature-Based Solutions)	D4 Maximize % of storage and treatment in BPY to minimize impact on Charles River Innovative, district-level stormwater management system	E5 Charles River health 1st: nature-based infrastructure 2nd: porous paving + stormwater tree systems 3rd: subsurface infiltration E6 Amount of usable open space at river	F3 Open spaces have to be comfortable to use in different seasons - variety of scales - winter programming and comfort	I3 Indigenous interventions and recurring programming/maintenance % of native vegetation	
Major Open Space at the Charles River	A7 # of housing units within walking distance (1/2 mile) of waterfront open space	B6 Maximize the size of multi-use crossing over Soldiers Field Road - Change from impervious to pervious materials. % of the crossing that is landscape.	C5 Open space is concentrated towards the Charles River - Active programming from community engagement (private vs. public) - Functional spaces are comfortable to use in different seasons	D5 Create enjoyable spaces % of open space that is open to sky and not open to sky	E7 Enable local and Grand Junction transit connections	F4 Open space is concentrated towards the Charles River - Create open space district that allows supportive land uses (retail, civic, etc.) - Additional public land & new financial stewardship models - Establish PDA for specific open space programming	I4 Indigenous design/traditions G5 Provide workforce training as uses are further defined (update economic impact analysis to guide investments) # of people trained (local and regional) - Where are people who get training hired (location) - Economic mobility ranking of roles in training/hiring H2 Overlay with special procurement goals and reqs. H3 Access and activation goals defined by local businesses	
LAND USE & OPPORTUNITY	A8 Affordable housing # of units within 1/2 mile (10 min walk) of transit - Overlay granting additional height/density, requiring a certain % residential uses - Rent price decreases in older housing/commercial stock in surrounding neighborhoods	B7 Analyze the impact on public health of the disabled community (accessible infrastructure) - Reduction in # inaccessible routes to employment - Last-mile routes from transit	C6 Tracking BPY outcomes and sharing impact on scenarios # of worksheets completed - Scenario impacts published C7 Defined plan to remove layover from BPY	D6 Two hubs with significant buildings delivering jobs and large quantities and variety of residential units - Height builds to the station - Zoning district(s) with mixed-use requirements - Bus berthing and layover - Pick-up/Drop-off areas	E8 All land uses collaborate on green energy strategies	F5 The large open space will be constructed further in the future and requires significant development, especially at the riverfront - Limit some ground floor uses - Require active ground floors based on zoning definitions for active uses	H4 Indigenous/native design interventions and local and M/W/SBE locations # ownership (inc. co-op) # of M/W/SBE used in pop-ups and early phases % of commercial & retail space set aside for MW/SBEs - Decision making by affinity-based business organizations	
Early Density at West Station, including Significant Affordable Housing				D7 Tall buildings close to the station with many land uses - Cambridge Street full, vibrant, dense corridor - Defined building setbacks - Use new citywide residential zoning districts for BPY - Financing plan supports max terra-firma, min decking		F6 Long term funding partnerships secured - Diversity of partnership types - Active programming defined by community engagement. % of open space that is active		
Economic Inclusion	A9 Small business at hub(s) - More small plots / space for small business opportunities # of ground level businesses that have W/M/SBE ownership # of small businesses that 1) acquire and lease and 2) renew leases		C8 Development of a central civic hub early on (West Station in early phase of AMP) - Establish parcels and new zoning around West Station area prior to infrastructure - Height overlays applied to the base zoning district(s)					

RECOMMENDATION

What recommendation is most pressing based on the current milestone?

OUTCOME

What outcome are you testing?

Bonus: *Who are you working with?*

IMAGE

What scenario drawing(s) best illustrate success?

What are the impacts on other outcomes and the scenarios?

USING THE WORKBOOK

In the final workshop of the planning process, Coalition Partners documented outcomes to track future progress. Staff organized these by principle and recommendation creating a matrix. Planners, community members, and other decision makers will use the matrix together with the scenarios to guide and document future decisions.

Milestones indicate high-level steps towards a complete vision. While there will be multiple decision makers, each milestone will have lead decision makers who determines forward movement. Using the workbook to navigate these milestones is straightforward, but requires collaboration.

First, determine what recommendation (A through I) is most pressing based on the current milestone.

Second, choose an outcome for the selected recommendation and pair it a scenario drawing(s) that illustrates it best. Think about using the outcome to frame the decision that needs to be made.

Third, document the impacts of the decision on other outcomes and the scenarios. Consider other outcomes from the same section of the matrix and which scenario(s) are impacted positively or negatively.

The most positively impacted scenario is likely the one to advance.

MILESTONES

(lead decision maker)

Align Priorities
(State, City, Landowner)

Environmental Filings
(State)

Initial Infrastructure
(State)

Initial Development
(City, Landowner)

Full Infrastructure
(State, City)

Full Development
(City, Landowner)

Holistic Benefits
(State, City, Landowner)

Development Impacts
(State, City, Landowner)

RECOMMENDATIONS

Summarizing what is most important from the planning process, the recommendations apply across all scenarios and are organized by which are most pressing to achieve along with key milestones.

A Further **policy action for mode-shift, affordable housing, small business**, employment, and indigenous/native recognition and participation.

B Develop **comprehensive resilient strategies & maximize the crossing over Soldiers Field Road** (including minimizing the amount of right of way dedicated to passenger vehicles).

C Identify how **BPY Plan recommendations are incorporated/considered in AMP design**.

D Prioritize **additional terra-firma land** and future decking parcels at West Station in infrastructure design (parcelization and overlays including affordable housing through private/public partnerships).

E Ensure infrastructure investments prioritize **access to the Charles River** and steward its health (remove layover, minimize scale of single-mode infrastructure, enable local and Grand Junction transit connections, and create public open space).

F **Expand on open space regulation of active uses**, public use, and financing. Explore the potential for additional public land paired with financial stewardship models as part of the larger network (with active programming).

G Provide **workforce training** as uses are further defined (update economic impact analysis and use it to guide partnerships and investment).

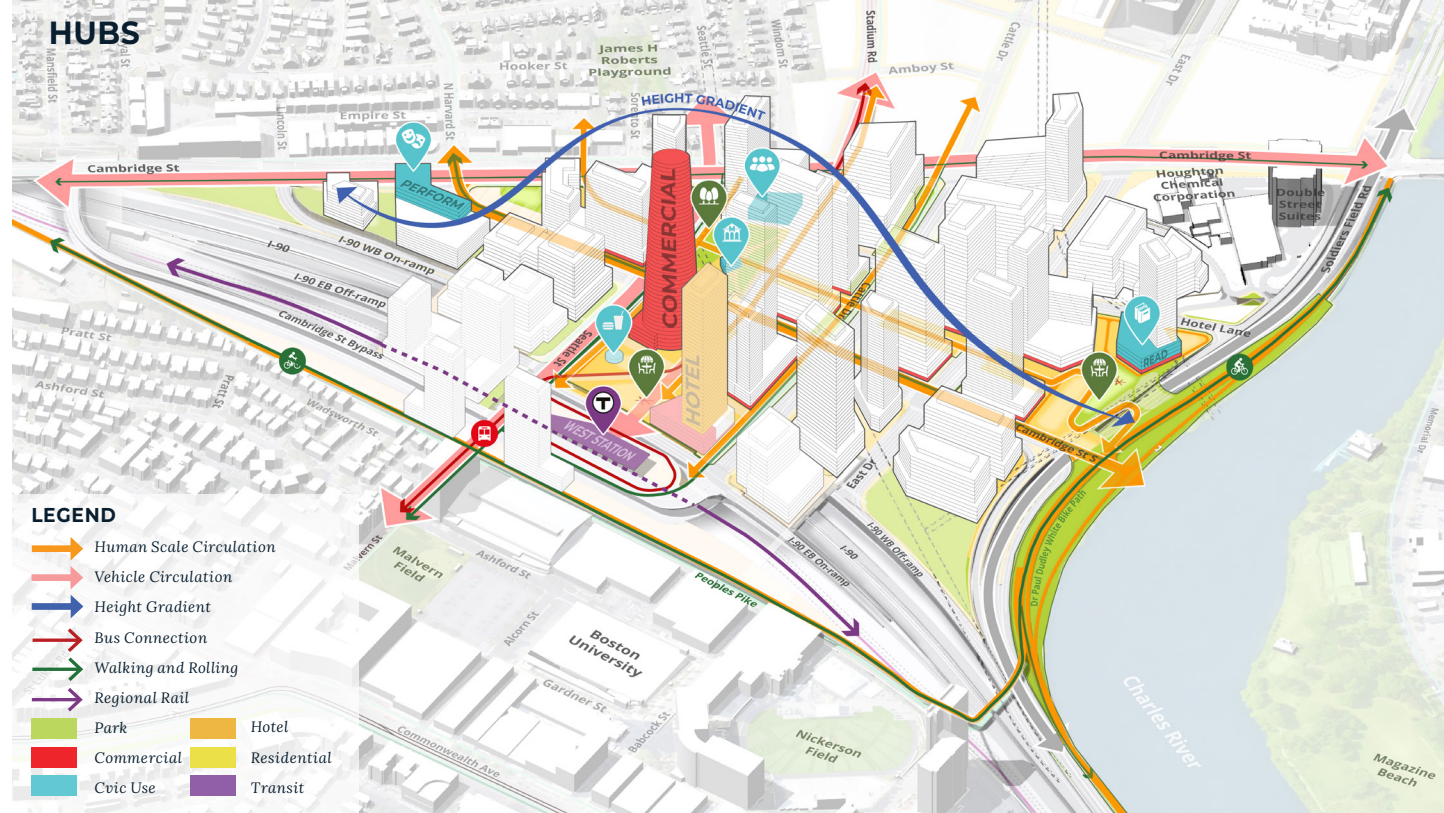
H Direct outreach and contracting to **support W/M/SBE participation** in the infrastructure project.

I Build inclusive partnerships to identify opportunities for **indigenous/native design interventions on site** as well as future local and M/W/SBE locations.

earlier

later

DRAFT



BEACON PARK YARD | regional framework plan

DRAFT

This scenario explores concentrating open spaces and development at West Station and the riverfront creating a centralized district. Community members and coalition partners agreed that it is worth working to consolidate the infrastructure and development in order to concentrate building height and density at the center and integrate the waterfront park with the district.

If key outcomes are achieved, then this scenario will help deliver a true multi-modal hub at West Station, reconnecting local and regional communities previously cut off from opportunity by rail and highway infrastructure. In particular, the Hubs scenario shows how by consolidating the rail corridor, additional land is created for terra firma development, making it more likely that residential development will be built early

on and making it cheaper to build bridges and decking over the rail and highway which creates more space for small and large businesses right at the station.

Additionally, centralizing development sets the stage for centralized bus service which combined with the ability for all rail lines to stop at West Station means easy and efficient access to jobs along both the commuter rail corridor and the local bus network.

The second hub at the riverfront explores how, with early density, it could be possible to build a wider bridge over Soldiers Field Road or shift the alignment further west to create additional public open space in exchange for more flexible development area.

DRAFT



BEACON PARK YARD | regional framework plan

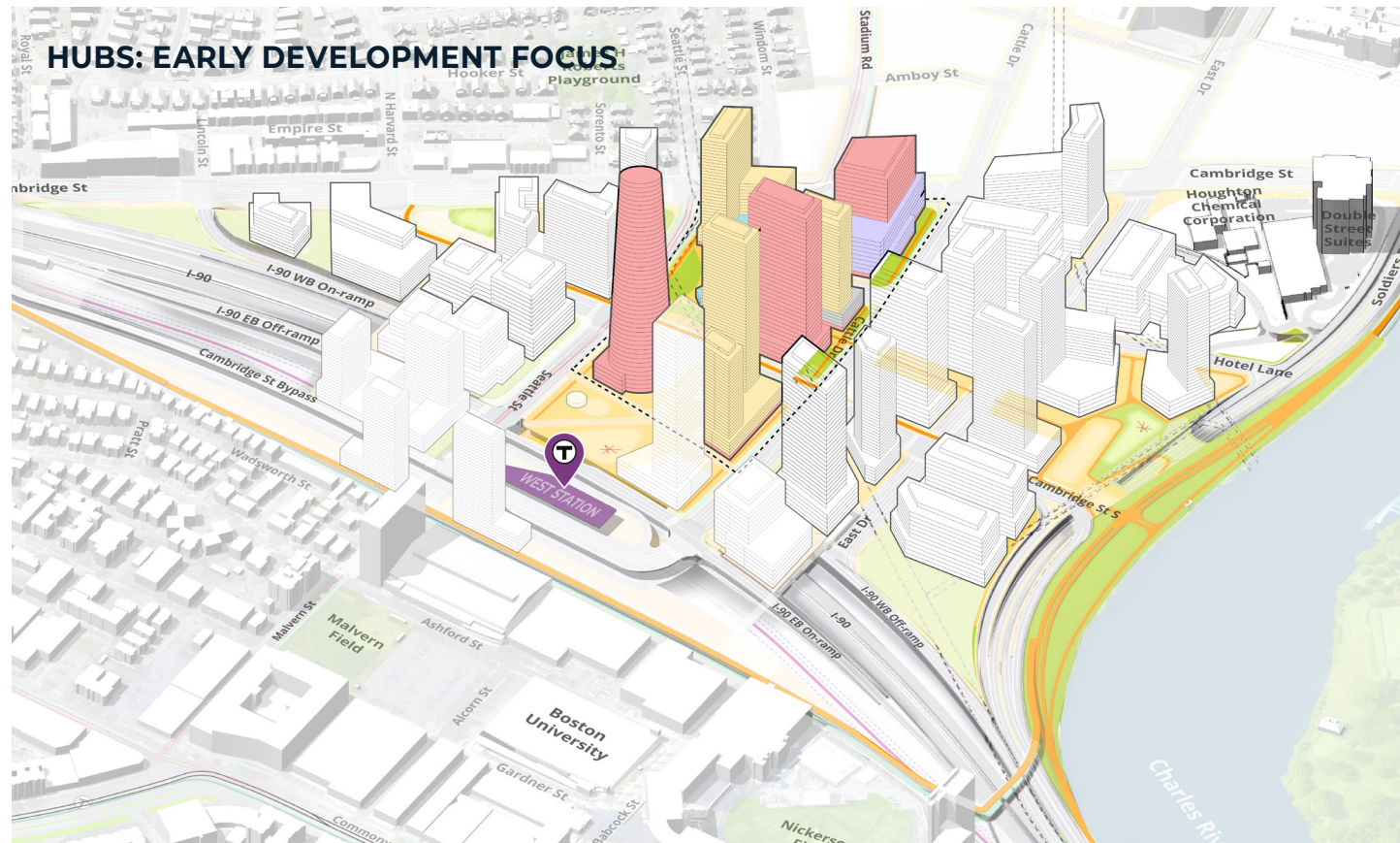
DRAFT

At later milestones, the Hubs scenario may help explore outcomes for transit oriented development zoning and centralized bus facilities; additional local connections, including Grand Junction; open space scale and programming compared with Corridors; and workforce training and economic mobility across all three scenarios (D6, E7, F3, and G5 outcomes).

*Imagined West Station area based on co-design sessions
(looking north)*

City of Boston | AMTP Task Force Workshop

DRAFT



BEACON PARK YARD | regional framework plan

DRAFT

Outcome A2, **West Station as a true multi-modal hub**, depends on interoperability of rail lines and dense development, including terra firma to the south.

Document if the mainline tracks are located in station with the ability for easy transfers to other routes. Document policy decisions to deliver the station and development in an early phase of the AMP as well as the other outcomes A1-A4.

DRAFT

HUBS: LAND USE APPROACH



BEACON PARK YARD | regional framework plan

DRAFT

Outcome **A9, small business at hub(s)**, relies on land-use and economic policy to create mixed-use hubs in BPY and the surrounding neighborhoods.

Document where space for small business opportunities are created and the number of businesses that have W/M/SBE ownership. As development occurs, track the changes and adjust or develop new policy for business and housing outcomes A8-A9.

DRAFT



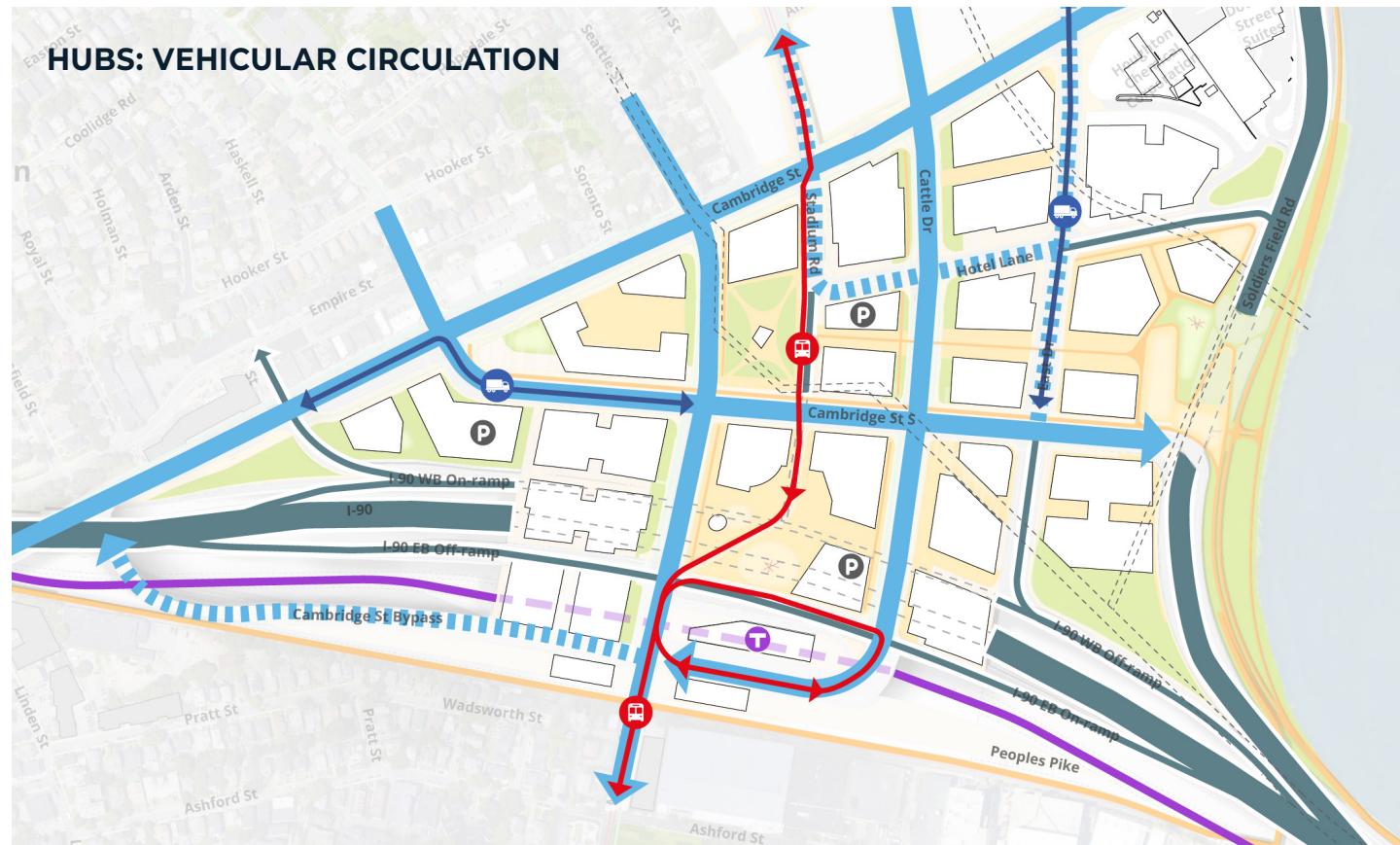
BEACON PARK YARD | regional framework plan

DRAFT

Outcome **B6, maximize the size of multi-use crossing over Soldiers Field Road**, is part of the larger recommendation to develop comprehensive resiliency strategies that Hubs addresses with a mid-block open space link.

Document how road/bridge alignment and width can increase pervious landscape and create mutually beneficial public/private land agreements and investment (B5).

DRAFT



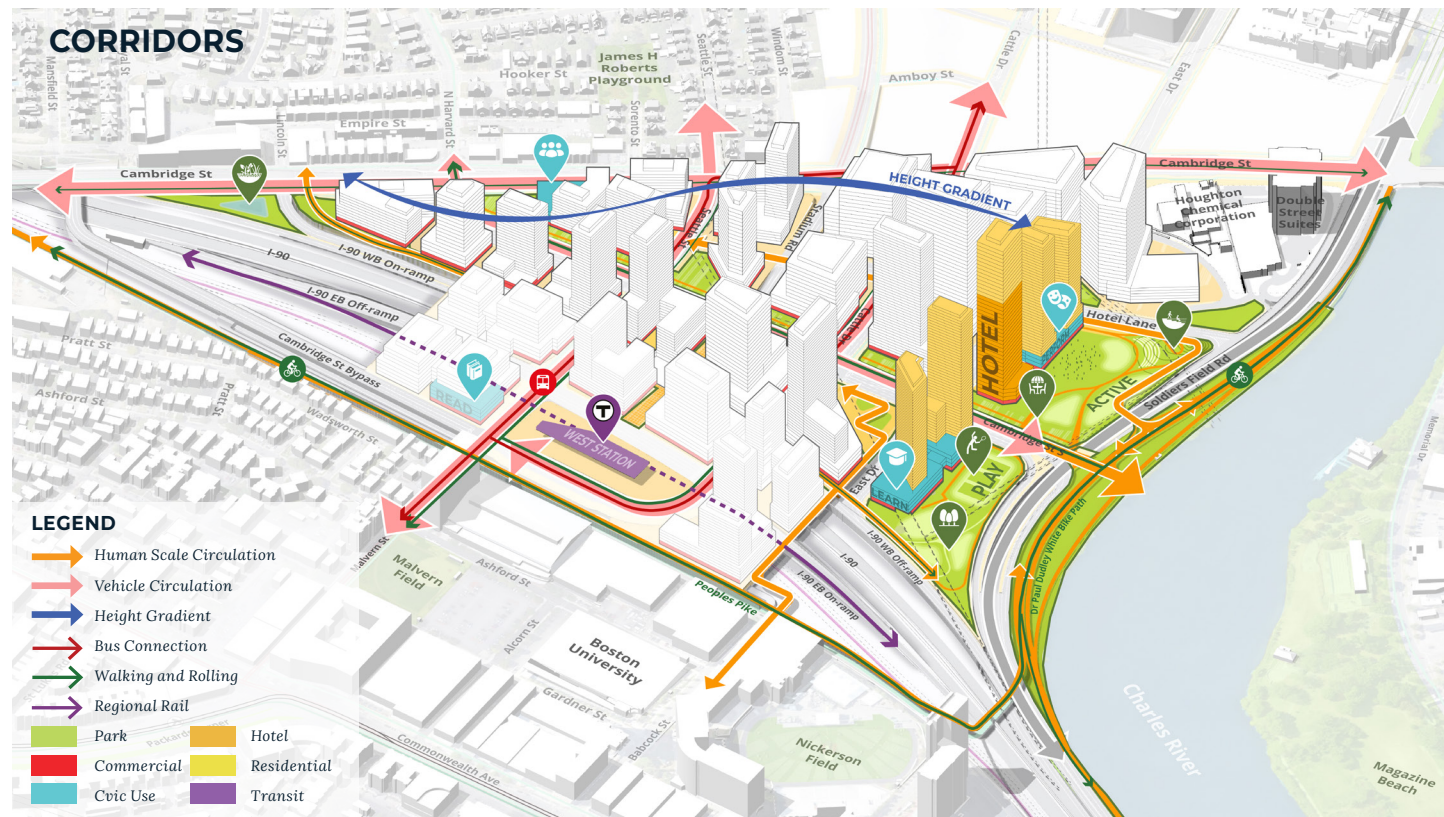
BEACON PARK YARD | regional framework plan

DRAFT

Outcomes **C1**, whether BPY preferred street sections are in MassDOT designs, and **C7**, **defined plan to remove layover from BPY**, rely on several rail and rail decisions directly impacting the success of both Hubs and Corridors.

Document the width, length, and character of multi-use crossings and bridges as well as the potential for future bus priority and multi-modal connections.

DRAFT



BEACON PARK YARD | regional framework plan

DRAFT

This scenario emphasizes a strong east west open space corridor along Cambridge Street South that connects to a signature waterfront park. Height is concentrated towards the riverfront, with more residential development facing the Charles River. Active, mixed-use north to south corridors, and new connections to Lincoln Street and Babcock Street help stitch BPY into its surrounding urban fabric.

Community members and coalition partners agreed that a significant riverfront park is a key opportunity and that it is worth waiting for the park to be delivered in a later phase if it is large and well designed. Similarly, it is worth the coordination effort to create as many safe and enjoyable connections to walk and roll through BPY as possible.

If key outcomes are achieved, then this

scenario will help deliver fully integrated and comprehensive resiliency strategies that create and prioritize cultural and natural assets. In particular, the Corridors scenario shows how thoughtful management of vehicular circulation by restricting turns and streamlining movements could result in more enjoyable roadways that are embedded with district natural resiliency strategies.

Additionally, this scenario explores a development approach where significant residential and open space is created in later phases, maximizing access to the riverfront park and inspiring additional multi-use connections over the infrastructure to BU.

DRAFT

CORRIDORS: CAMBRIDGE STREET



BEACON PARK YARD | regional framework plan

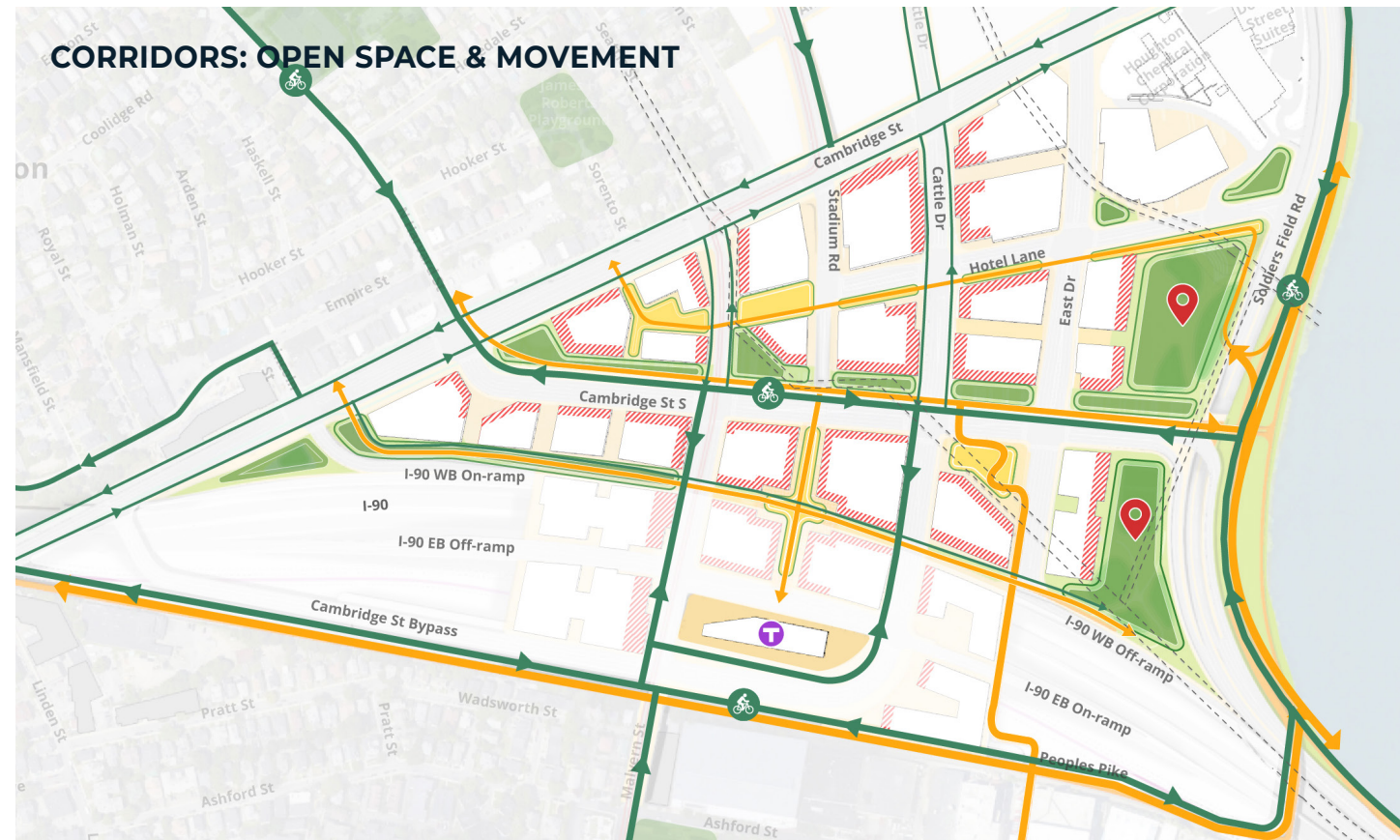
DRAFT

At later milestones, the Corridors scenario may help explore outcomes for types of open space districts, funding, and adjacent uses; Indigenous/Native and W/M/SBE participation in design, construction, and maintenance; and workforce training based on updated economic impact analyses of development trends and outcomes (F4, F5, H1, and G5 outcomes).

Imagined Cambridge Street and Cambridge Street South intersection area based on co-design sessions (looking east)

City of Boston | AMTP Task Force Workshop

DRAFT



CORRIDORS: OPEN SPACE & MOVEMENT

BEACON PARK YARD | regional framework plan

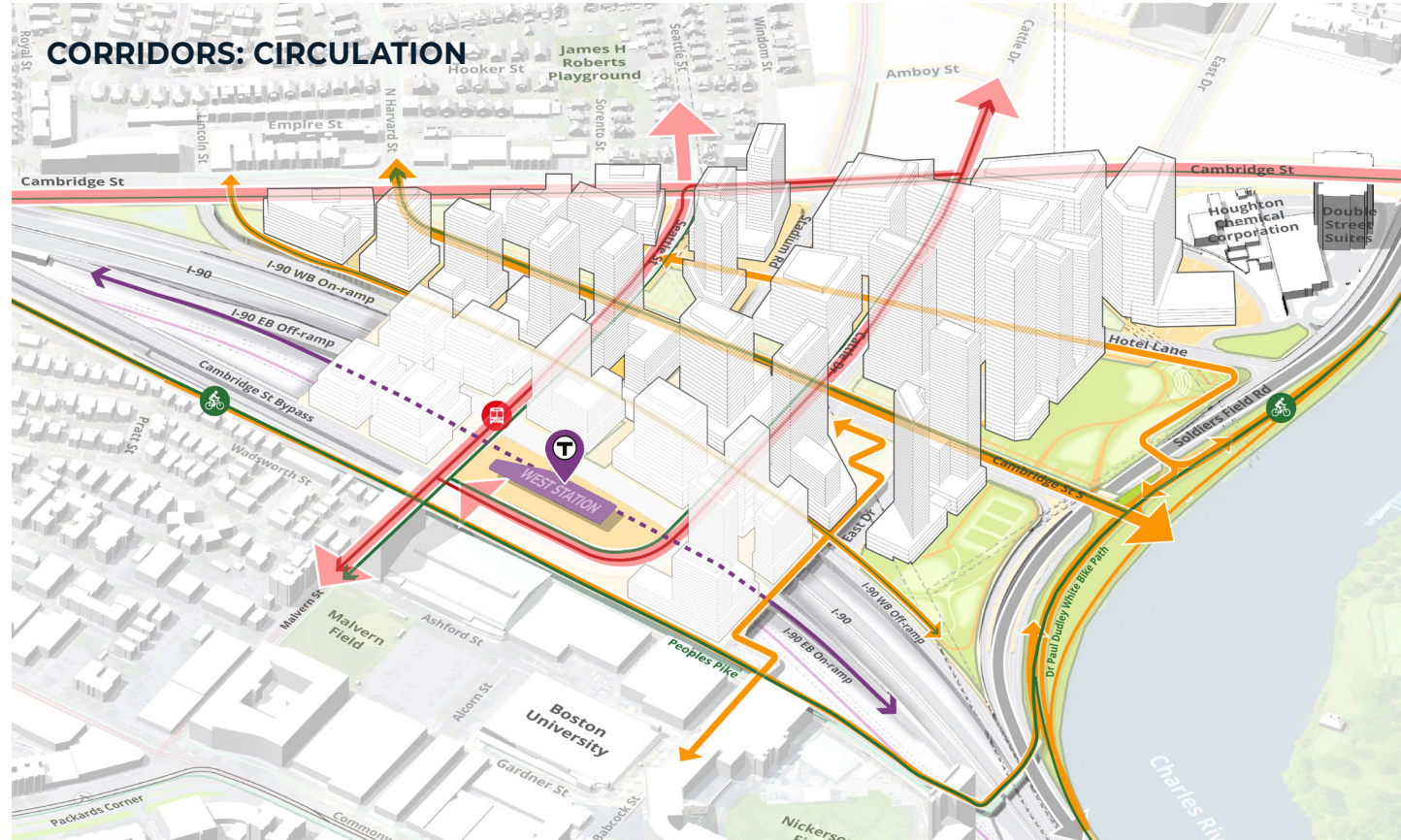
DRAFT

Outcomes **A6**, establish shared stormwater mitigation systems (nature-based solutions), and **B1**, set the same greening, stormwater management, and resilience goals for BPY & AMP, rely on close coordination between policy, infrastructure, and development.

Document coordinated utility planning in early phase of AMP and design changes from impervious to pervious and natural surfaces.

City of Boston | AMTP Task Force Workshop

DRAFT

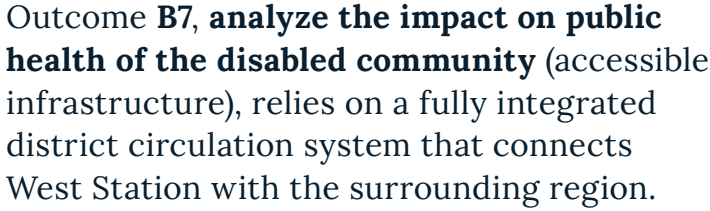


BEACON PARK YARD | regional framework plan

DRAFT

Outcome **C1**, whether BPY preferred street sections are in MassDOT designs, is a coordination point between Hubs and Corridors, exploring different ways to address circulation and bus priority. Relatedly, outcome **C6**, tracking BPY outcomes and sharing impact on scenarios, relies on using the BPY worksheet and documenting impacts to all scenarios.

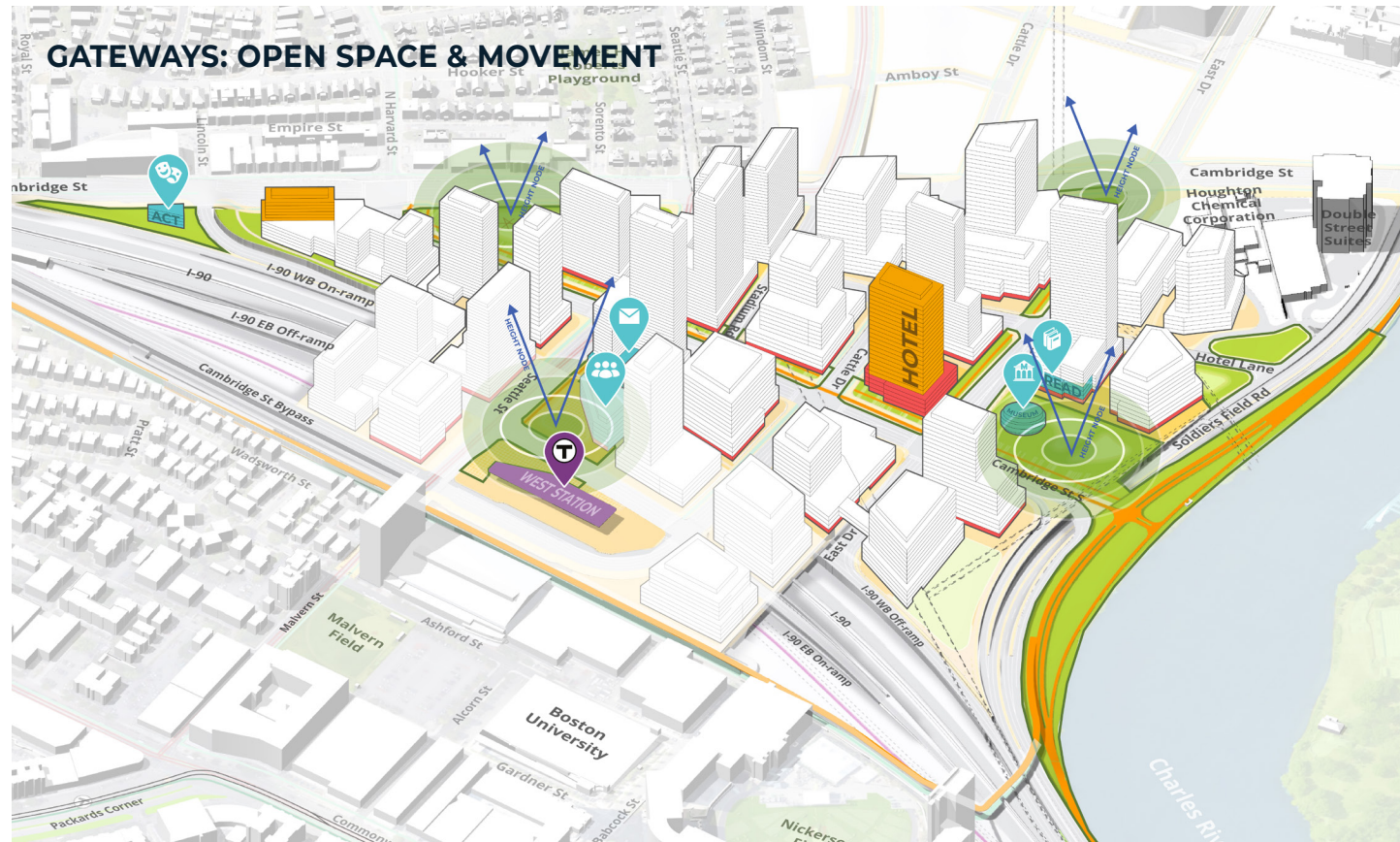
DRAFT



Document the reduction in number of inaccessible routes to employment and the reduction in difficult last-mile routes from transit nodes from the baseline AMP design.

City of Boston | AMTP Task Force Workshop

DRAFT

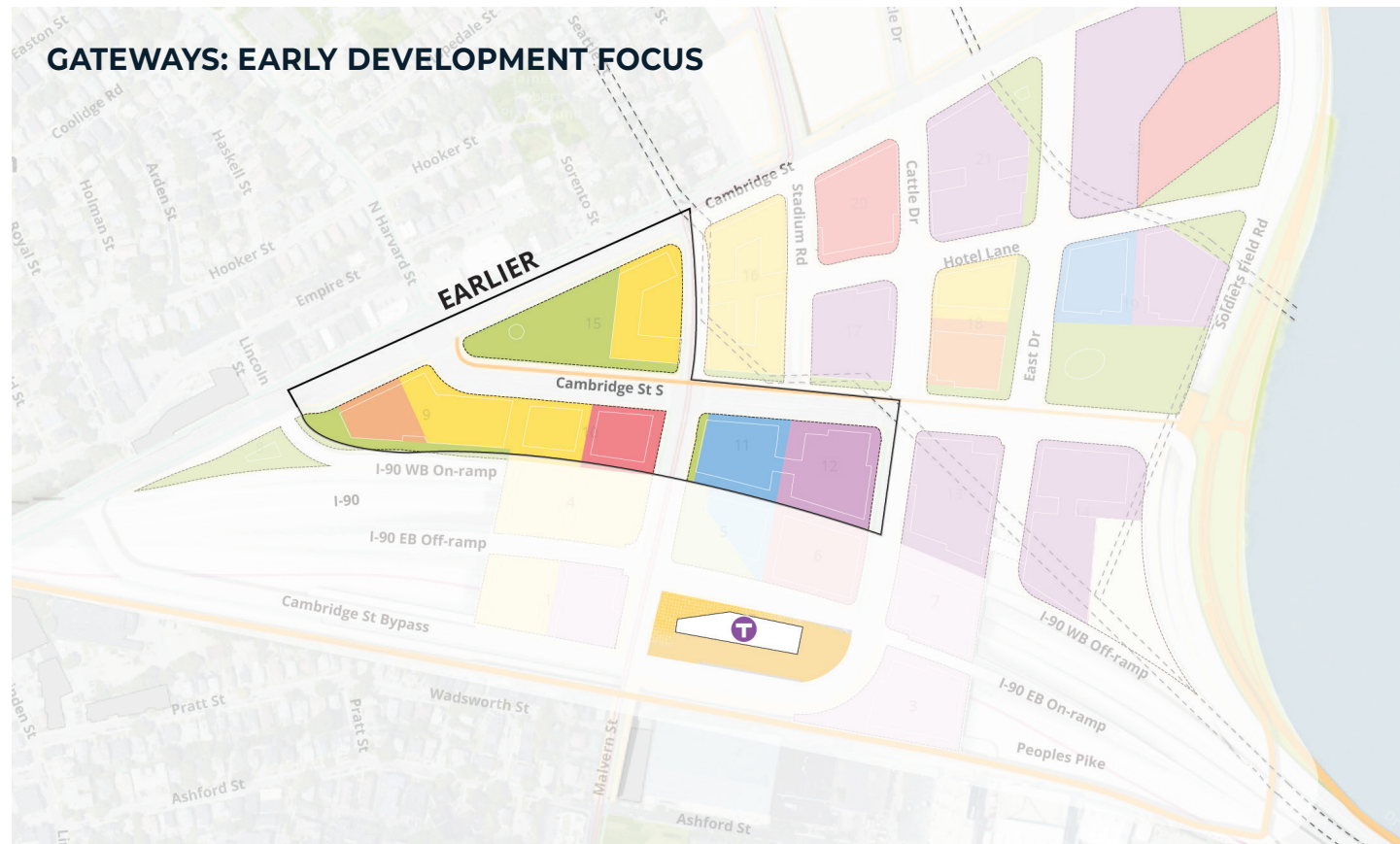


BEACON PARK YARD | regional framework plan

DRAFT

Outcome **C3**, **water storage and pollutant removal by planned land use type as required** (shared across the district) is even more important if outcome **D1**, no layover at BPY, is successful. Both rely coordinated infrastructure design and set the groundwork for outcome **E8**, all land uses collaborate on green energy strategies.

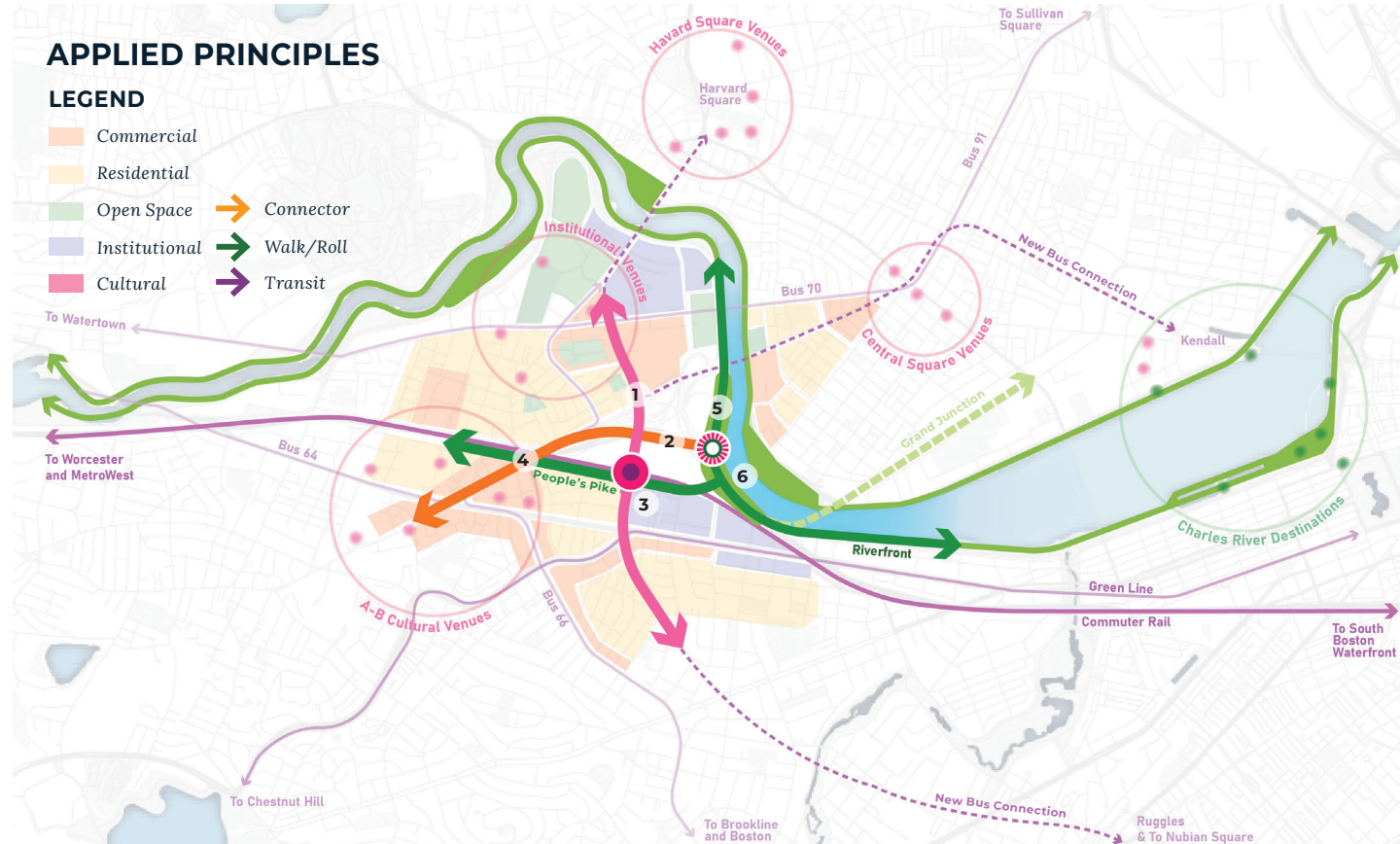
Document location and implementation.



BEACON PARK YARD | regional framework plan

Several outcomes rely on testing and documenting impacts relative to edges or zones. The Gateways scenario works well as a base case that can be compared against the other scenarios or used to create shared goals. For example, outcome **F1**, proximity of open/active places to existing neighborhood and early phases; **G3**, job training programs from public/private entities that may focus on conservation; and **I3, Indigenous interventions and recurring programming/maintenance** all rely on documenting proximity to uses, relative percentages, or benefits delivered in phases of planning and development.

DRAFT



BEACON PARK YARD | regional framework plan

DRAFT

1 Reconnecting Communities Infrastructure

Expanding the network to the east and south. People stressed the importance of “get things right” referring to the transportation infrastructure as it lays the foundation for the future placemaking of the site. The new street network in the Plan Area could be used as innovative sites to test ideal multimodal streets, green corridors, and arts and cultural assets.

2 Walking, Rolling, and Biking Connections to the Riverfront

Enjoyable and direct walking, rolling, and biking connections to the riverfront along Cambridge Street South and to West Station are created through the center.

3 Early Density at West Station, including Significant, Affordable Housing

The two hubs are surrounded by significant buildings delivering job opportunities and large quantities and variety of residential units. Transit-oriented development around West Station - enable development of a central civic hub early on.

4 Economic Inclusion

Support the preservation of existing civic buildings and open spaces as well as locally-owned businesses through policies, funding mechanisms, and incorporate the expansion and creation of new opportunities within Beacon Park Yard.

5 Major Open Space at The Charles River

Open space is concentrated towards the Charles River, creating a transformative regional park with recreation, large events, retail opportunities, and green infrastructure. Design is a powerful tool to create a space of inclusivity, belonging, and connection to place (and must include local & indigenous/native people - community leadership and advocacy).

6 The Charles River

Infrastructure and building design can contribute to creating visual and physical connections to the river. An empowered collective is necessary to achieve climate resilient natural systems alongside infrastructure.