

Brighton Area Vision Plan

February 3, 2026



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The Town of Belmont extends its sincere appreciation to all who contributed their time, expertise, and insight to the development of this vision for the Brighton Street Corridor.

Town of Belmont Boards and Committees

Belmont Planning Board

- Thayer Donham, Chair
- Alisa Gardner-Todreas, Member
- Rui "Renee" Guo, Vice-Chair
- Andrew Osborn, Member
- Dan Barry, Member
- Steve Weinstein, Associate Member

Belmont Select Board

- Elizabeth Dionne, Member
- Matt Taylor, Chair
- Taylor Yates, Vice Chair

These governing bodies guided the direction of the visioning process and supported the partnership with the Harvard Kennedy School team.

Town Staff

Christopher J. Ryan, AICP, Director of Planning & Building
Conor McCormack, AICP, Planning Manager

Their leadership, coordination, and subject-matter expertise were essential in shaping the scope of work, facilitating engagement, and integrating findings into Belmont's long-range planning efforts.

Consultants

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Jason King, Partner; Able.City East

Their design support, corridor renderings, and planning insights added significant depth and clarity to the visualization of potential future development.

Harvard Kennedy School Urban Politics Field Lab Project Team (2025)

Professor Justin de Benedictis-Kessner, Faculty Lead
Alisa Bhakta, Master in Public Policy '27
Sebastian Fernandez, Master in Public Policy '26
Marin Furuyama, Master in Design Studies '26

Claudia Sachs, Master in Public Policy '26
Pranav Subramanian, Master in Design Studies '27

Their research, analysis, engagement, and visualizations formed a critical foundation for understanding community priorities and development opportunities within the corridor.

Community Stakeholders

A special thank-you is extended to the many residents, business owners, property owners, Hill Estates households, and other members of the Belmont community who generously shared their perspectives in surveys, interviews, focus groups, and public discussions. Your input was invaluable in grounding this work in real community values, priorities, and lived experience.

INTRODUCTION AND PURPOSE

The Brighton Street Corridor is one of Belmont's key gateways—linking neighborhoods, business areas, recreational assets, and regional connections—and it is poised for thoughtful reinvestment in the coming years. As growth pressures, mobility needs, and community expectations evolve, Belmont must approach this corridor with a clear and shared sense of direction. The *Brighton Area Vision Plan* is intended to guide that conversation.

This document serves as an early planning framework to bring residents, property owners, business operators, local institutions, and other stakeholders together around a common understanding of the corridor's opportunities and challenges. Through outreach, dialogue, and collaboration, Belmont seeks to identify what the corridor can and should become: a place that reflects community values, strengthens economic vitality, improves safety and mobility, and enhances the character and functionality of adjacent neighborhoods.

The purpose of this Vision Plan is threefold:

1. **Establish a clear, community-supported vision** for the future of the Brighton Street Corridor—one that recognizes its role in Belmont as commercial node, a local connector and regional gateway.
2. **Define a set of goals and desired outcomes** that reflect shared priorities related to land use, design, transportation, economic development, housing, open space, and environmental resilience.
3. **Identify practical actions, tools, and strategies**—including zoning updates, design guidance, infrastructure improvements, and coordinated partnerships—that will allow the Town to move from vision to implementation.

While not a regulatory document, this Vision Plan is intended to serve as the basis for future policy and zoning considerations, capital planning, and targeted investment. Like the 2008 *Vision for Belmont Center*, this plan is a precursor to more detailed work that will follow, including form-based zoning, transportation studies, and design guidelines, where appropriate. It will help set expectations, define priorities, and ensure that future decisions along the corridor reflect a cohesive, forward-looking plan rather than a series of isolated choices.

Belmont's success in shaping the Brighton Street Corridor depends on broad participation and meaningful engagement. This visioning process reflects the Town's commitment to listening, learning, and working with the community to chart a course for a corridor that is functional, inviting, and truly reflective of Belmont's aspirations.

ELEMENTS OF AN AREA OR SPECIFIC PLAN

As differentiated from a comprehensive plan for a community, an area or specific plan is a more detailed analysis of a specific area of the community in order to develop targeted recommendations and actions intended to elicit change or improvement. A specific plan shall include text and graphics which specify all of the following in detail:

- (1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

- (2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
- (3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- (4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

The specific plan shall include a statement of the relationship of the specific plan to the comprehensive or master plan, as may be applicable.

Guiding Principles

The Town's visioning process will be grounded in a set of guiding principles intended to ensure that any proposed changes to this area support a connected, vibrant, and resilient community, as outlined below:

- (1) Neighborhoods, village centers, parks and playgrounds are interconnected through a network of roads, public transit, sidewalks and open space pathways. Safe pedestrian and bicycle routes provide access to commercial centers, schools and other public amenities and regional transit, reducing vehicular congestion and reliance on the automobile.
- (2) Open spaces and recreation areas provide connections to the beauty of the natural world and offer places for community gathering and interaction. Tree-lined streets, yards and small open spaces provide breathing room and beauty in neighborhoods.
- (3) Commercial centers are enhanced and strengthened through public improvements and redevelopment of underutilized properties. New developments support vibrant businesses and lively streetscapes, and also offer smaller housing options with easy walking access to goods, services and transit.
- (4) Appropriate renovations and improvements increase property values, provide improved energy efficiency, and a broader range of housing to meet the needs of twenty-first century households.
- (5) Historic properties and aspects of the Town are valued and are complemented by new buildings which sustain the unique character of each neighborhood, while serving the needs of new generations.

VISION STATEMENT

The following vision statement was developed to inform the recommendations, goals, and actions in this Plan.

“The Brighton Street Corridor will become a vibrant, walkable, and well-connected gateway that reflects Belmont’s character while embracing new opportunities for housing, neighborhood-serving businesses, and safe, multimodal access. Guided by community priorities and realistic market

conditions, the corridor will transition from a fragmented mix of uses into a cohesive district with high-quality design, improved streetscapes, strong connections to the Alewife MBTA station and the Community Path bikeway, and redevelopment that provides amenities, open spaces, and diverse housing options. This vision balances growth with sensitivity to existing neighborhoods, affordability, infrastructure capacity, and environmental resilience, ensuring that Brighton Street evolves into a lively, attractive, and sustainable place for current and future generations.”

PROJECT AREA GEOGRAPHIC DESCRIPTION

The project area is located along the Brighton Street corridor in Belmont approximately between Hamilton Road to the south and Pond Street to the north and extending 1-2 parcels east and west (see map below). It includes prominent parcels and development including Purecoat North, the Hill Estates complex, the Cornerstone Baptist Church, and a number of small businesses in modest sized commercial buildings of various ages.

The topography of the project area has minimal relief and appears flat/level. Natural vegetation is also sparse with some green space lining the MBTA right-of-way and the Little River extension from Blair Pond.

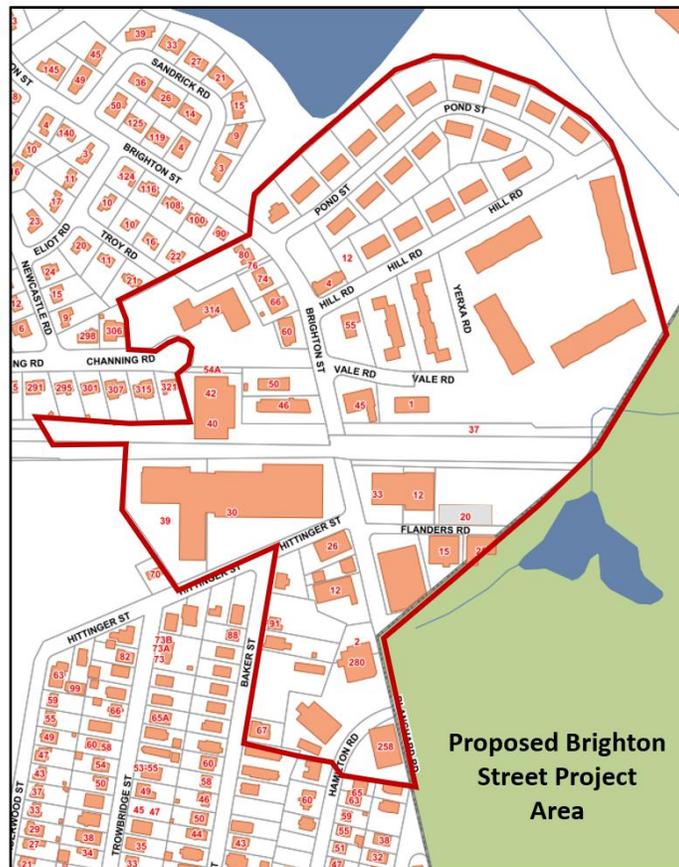


Figure 1 - Map of Project Area

Land Use

The project area contains approximately 1.2 million square feet (27.6 acres) of private land. This land is zoned as follows:

- Apartment House (AH) – 343,412 sq. ft. (7.88 acres)
- General Residential (GR) – 393,093 sq. ft. (9.02 acres)
- Single Residence C (SR-C) – 150,064 sq. ft. (3.45 acres)
- General Business (GB) – 240,835 sq. ft. (5.53 acres)
- Local Business 3 (LB-3) – 140,263 sq. ft. (3.22 acres)

The mix of zoning districts in such a concentrated areas creates a patchwork of regulations that can be difficult for property owners and developers to understand and does not provide a clear vision for the Town's intention for the corridor.

The land use mix includes residential uses including single-, two-, and four-family homes, plus a large multifamily development located on the Hill Estates property with multiple low-rise and mid-rise buildings. It also has commercial and industrial uses in primarily low rise single- and two-story buildings that include offices, professional services, retail, manufacturing, public utilities, and a restaurant. The composition of this area has long included a combination of uses that reflect Brighton Street as being a mixed-use node within the Town.



Figure 2 - Land Use Vision Map from 2010 Draft Comprehensive Plan

As shown on the Land Use Vision for the Future map above from the Planning Board-adopted 2010 Comprehensive Plan, part of the project area has been identified for commercial and industrial development for a significant amount of time.

[need current land use inventory?]

Open Space and Recreation

While there are not any open spaces, parks or recreation areas immediately within the Brighton Street corridor study area, there are several significant open spaces within the immediate vicinity including Clay Pit Pond, Fresh Pond, and Alewife Brook Reservation. Additionally, the western terminus of the Fitchburg Cutoff Bike Path connects to the Alewife MBTA station, the Minuteman

Bikeway, and the Somerville Community Path to the east. The Belmont Community Path will extend the Fitchburg Cutoff westward along the MBTA commuter line to Belmont Center and eventually to the rest of the 104-mile Mass Central Rail Trail. This is an important connection to a significant recreational trail network that is underleveraged in the context of the Brighton Street corridor.



Figure 3 - Flood Layer Map from Town GIS

Natural, Cultural and Historic Resources

The project area is ringed on three sides by water resources including Clay Pit Pond, Little Pond, and Blair Pond. Little and Clay Pit Ponds are in Belmont but not in the project area. However, their hydrology impacts Belmont and there are minor flood zones connecting all three ponds through the project area (see Map x.x below).

This will necessarily impact how the ground may be excavated and should restrict the range of land uses appropriate for the area. Other than the Blair Pond State Reserve, not technically in Belmont but adjacent to the town boundary in Cambridge, there are no natural areas or municipal parks in the project area. However, residents of Belmont do consider Blair Pond an important resource for wildlife observation and passive recreation. The Pond and its outlet creek (Part of the Little River) is located within the Alewife Brook/Mystic River Watershed which carries stormwater and natural flow from Blair Pond, Clay Pit Pond, and other sources toward Boston Harbor. Sediment buildup in Blair Pond could be a cause for concern related to overall stormwater performance in the project area.

There are no historic resources or sites in the district nor any properties subject to the Demolition Delay Bylaw. There are also no formal properties with any cultural significance. This does not mean that there are no sites that do not hold some cultural significance, just that there is nothing officially designated.

Transportation

The Brighton Street area is served by one minor arterial, Brighton Street (Route ID N1443 NB), which is a Town of Belmont accepted road which transitions to Blanchard Road as it passes into Cambridge to the south. Brighton Street channels traffic regionally between Cambridge to the south and east and Watertown and Arlington and beyond and conveys traffic to Pleasant Street which crosses Route 2 at the Park Street interchange and serves as a major commuter cut-through route, contributing to significant traffic congestion especially during peak commuting times.

The Brighton Street corridor in the project area has reasonably wide travel lanes and has a wide sidewalk on the east side with no shoulder or bike lane. The west side of Brighton Street has no provision for street parking, has a narrower sidewalk, and some shoulder area that varies in width. There are some locations could accommodate additional on-street vehicle parking but local parking policies prohibit this. There are many curb cuts and wide driveways which make street parking nearly impossible with the present configuration. Additionally, the numerous curb cuts and side streets create many left-hand turn scenarios that exacerbate traffic conditions, especially at peak travel times.



Figure 4 - Photo of Brighton Street Right-of-way

Beyond the project area to the north, Brighton Street transitions to a residential area with primarily single-family homes with a 25' setback from the right-of-way line and little opportunity for widening without fundamentally changing the character of the street. South of Brighton Street's intersection with Flanders Road, there is some street parking on the east side of the street while the west side loses any shoulder and the sidewalk directly abuts the edge of pavement for the street. South of

the project area, the street, now in the City of Cambridge and named Blanchard Street, has a strictly residential character down to Concord Avenue. In short, it would be difficult to reconfigure the Brighton-Blanchard corridor to either the north or south of the project area. In the project area, the street ROW could be widened with property acquisition for widening the road to accommodate bicycles or wider sidewalks but the key obstacle is the MBTA right-of-way, which would not likely allow widening in this area.

Other challenges include the fact that Brighton Street in the project area does not have any feeder roads or streets and all traffic in the area must utilize this route. No alternative routes exist to offer other means to reach destinations outside of the district.



Figure 5 - MBTA Map of Project Area

The MBTA Fitchburg Commuter Rail Line crosses Brighton Street near the intersection of Hittinger Street (42°23'45"N 71°09'32"W) and there is an at-grade crossing over Brighton Street. The MBTA number 78 bus line traverses the Brighton Street Corridor, connecting Harvard Square in Cambridge to Arlington. The 78 bus runs approximately every 25-35 minutes during peak times and every 35-60 minutes during off-peak times.

A regional network of multi-use path connects Belmont at Brighton Street to Cambridge to the east via the Fitchburg Cutoff Bike Path. Belmont is actively working with MassDOT on the construction of Phase I of the "Community Path", which will extend the multi-use path west along the MBTA Commuter line right-of-way to Belmont Center. There are further plans for a

Community Path Phase II that will extend the path to the Waverly MBTA commuter rail station, Waltham, and ultimately rest of the Mass Central Rail Trail.

The Town has sought contact with the City of Cambridge to hold discussions on the corridor and the potential for a commuter rail station in the project area but as of this writing have not been successful. It is critical to the future redevelopment of the area to address the key transportation issues and leverage multi-modal transit opportunities. Additional attempts to coordinate with our municipal and state partners will be critical to continue.

Public Utilities and Infrastructure

The project area is served by the following public utilities and services:

- Electric: Belmont Light (municipal utility) serves all of Belmont, including Brighton Street.
- Water & Sewer: The Town of Belmont (DPW Water Division) distributes MWRA water and discharges to MWRA sewer; billing is coordinated locally.
- Stormwater: Managed by Belmont DPW under the Town's MS4 Stormwater Management Program.
- Natural Gas: National Grid provides and maintains gas service in Belmont, including the project area.
- Telecom/Broadband (non-municipal): Service is available from private carriers (e.g., Verizon Fios/Verizon and Xfinity/Comcast; availability varies by address).

The Brighton Street corridor faces several infrastructure constraints that may influence the scale, sequencing, and feasibility of future redevelopment. Much of the area's water and sewer infrastructure dates to mid-20th-century installations designed to serve lower-intensity industrial and commercial uses, rather than the mixed-use or residential densities now envisioned.

Consistent with town wide system assessments, water mains in this area include segments with limited diameter and aging materials, which may present flow or pressure limitations for redevelopment requiring fire suppression, multi-story residential service, or new restaurant and laboratory uses. Sewer lines similarly reflect legacy design assumptions, with portions of the corridor relying on older clay or cast-iron pipes that are approaching the end of their useful life. While these systems remain functional, both would likely require targeted upgrades, capacity verification, or coordinated improvements should redevelopment introduce significant new domestic demand.

Electric infrastructure also warrants consideration. Brighton Street contains a mix of overhead and underground utilities serving buildings with comparatively modest electrical loads. Transitioning the area toward more energy-intensive uses, including multifamily housing with modern HVAC systems, electric vehicle charging infrastructure, or commercial tenants with higher base electrical needs, will require coordination with the Belmont Light, Belmont's municipal electric utility, to evaluate local distribution limits and opportunities to place utilities underground to support improved streetscape design. Incremental development may be feasible within existing capacity, but transformational redevelopment would benefit from early load assessment and potential system reinforcement.

Stormwater management presents an additional point of caution given the corridor's proximity to low-lying areas and its direct drainage connections toward the Alewife Brook watershed. Impervious surfaces dominate the existing landscape, and historical stormwater infrastructure was not designed with contemporary climate resilience standards in mind. Belmont has a strong Stormwater Bylaw (§60-325 of the General Bylaws) but current zoning standards do not provide for green infrastructure options to align with the Bylaw.

Population and Housing

It is estimated that there are 486 housing units and 1,020 persons in the project area based on the 2020 U.S. Census persons per household figure of 2.6. This number was modified to 2.1 persons per household, based on many of the housing units being one- and two-bedroom units with smaller households. Much of the housing stock in the project area consists of rentals in the Hill Estates complex. There is a scattering of single- and two-family homes in the project area as well. The Hill Estates is still considered to contain Naturally Occurring Affordable Housing, or NOAH, and rents are largely still below market median. However, due to anticipated rehabilitation projects planned by the new owner of the property, it is expected that rents will trend upward toward the median in the near future.

MARKET ANALYSIS

Based on a Market Analysis conducted by RKG Associates (RKG) in 2024, we know that the Brighton Street corridor presents one of Belmont's strongest opportunities for future economic development and mixed-use reinvestment. According to the RKG Market Analysis Summary Report, Brighton Street is "one of the few areas that could support greater levels of commercial development from the perspective of available developable space," offering land and parcel configurations that are rarely found elsewhere in town. This unique physical capacity, combined with regional market trends and proximity to Cambridge and Alewife Station, positions the corridor for a new generation of community-serving, transit-accessible development.

Mixed-Use Redevelopment Potential

The Market Analysis identifies strong, sustained demand for both multifamily housing and local-serving commercial uses across Belmont. Submarket rental vacancy rates are low (approximately 3.9%), and household growth, including growth in family households, continues to place pressure on Belmont's limited housing stock. Meanwhile, the town is losing significant retail spending to nearby destinations such as Watertown's Arsenal Yards and the Burlington Mall. If Belmont were able to recapture even 25% of the household spending currently leaving the community, it could support up to 193,000 square feet of new retail space.

Brighton Street is well-positioned to absorb a share of this demand. Its location on the Cambridge line, large parcel sizes, and direct walking and biking linkage to Alewife create the conditions for redevelopment formats that combine housing, neighborhood retail, small offices, and community amenities. The corridor is one of the few places in Belmont where a coordinated vision could unlock mixed-use redevelopment at a meaningful scale.

Transit-Oriented Multifamily Housing

The corridor's direct access to Alewife Station, an uncommon asset for suburban corridors, makes it a prime location for new multifamily housing. The Market Analysis shows that Belmont's rental inventory remains extremely tight, with strong absorption even as rents rise, and with unmet demand across both middle-income and higher-income renter groups. Rising home prices and shrinking household sizes are adding further pressure to expand the housing supply, particularly in areas with excellent transit access.

Brighton Street can accommodate contemporary housing forms not feasible in more constrained districts, and can do so in a way that reduces vehicle dependence and supports sustainability goals. Allowing mixed-use or multifamily by right, or through a streamlined form-based code, would help meet local and regional demand while reinforcing the corridor as a well-connected urban extension of the town.

Retail and Neighborhood Services

Retail fundamentals in the Lexington/Arlington submarket remain strong, with low vacancy rates and sustained long-term rent growth. Belmont's high household incomes and strong visitor activity indicate that the community can support additional restaurants, services, and convenience retail, if spaces are available and zoning enables flexible formats.

Brighton Street's visibility, proximity to Cambridge, and adjacency to multifamily development make it well-suited for:

- Neighborhood-serving retail
- Small-format grocery or specialty food stores
- Restaurants and cafés
- Personal services
- Trail-oriented businesses linked to the existing Fitchburg Cutoff path and the planned Community Path extension

These uses would strengthen the corridor's identity while reducing spending leakage and expanding local amenities.

Small-Scale Office and Medical Services

Although the broader office market is experiencing elevated vacancy, Belmont's employment base and regional specialization in healthcare and professional services suggest an ongoing need for smaller, flexible office and medical suites. The Market Analysis projects that employment growth in these sectors could support up to 36,000 square feet of new space over the coming decade, if positioned strategically and offered in the right format.

Brighton Street could absorb a portion of this demand by enabling:

- Medical and dental practices
- Specialty outpatient clinics
- Professional offices serving local and Cambridge-based clients
- Hybrid office-flex or labs-lite spaces

These uses fill a market gap while activating ground floors and bringing daytime activity to the corridor.

Strategic Advantage: Proximity to Cambridge and Alewife

The Market Analysis emphasizes that Brighton Street sits uniquely at the intersection of local and regional economic forces. The corridor benefits from:

- Direct non-vehicular access to the Alewife MBTA station, enhancing commuter convenience
- Immediate adjacency to the Cambridge innovation economy, without Cambridge's development cost structure
- A customer base drawn from both Belmont residents and Cambridge commuters
- Parcel sizes that allow redevelopment at a scale that is attractive to modern tenants and developers

Together, these attributes differentiate Brighton Street from Belmont's other commercial districts and suggest a strategic opportunity to cultivate a mixed-use, transit-oriented identity.

Need for Zoning Reform to Unlock Potential

Despite its advantages, the corridor's current zoning limits its ability to respond to market conditions. The General Business (GB) district does not allow mixed-use or residential development, and almost all commercial uses require Special Permits. Local Business III (LBIII) applies restrictive height, FAR, and lot coverage standards (28-foot height limit, 35% lot coverage, 1.05 FAR). These standards are not aligned with contemporary redevelopment economics and inhibit the creation of a walkable, vibrant, mixed-use corridor.

To align zoning with market realities, the Town may consider the following elements in a potential overlay zone or changes to the base zoning:

- Enabling mixed-use development by right
- Introducing a form-based code tailored to parcel patterns along the corridor
- Increasing height limits (e.g., 45–55 feet in targeted areas)
- Allowing higher FAR (2.0–3.0 depending on context)
- Reducing or eliminating parking minimums near transit
- Encouraging building typologies that transition sensitively to adjacent neighborhoods

Recalibrating zoning will be essential to attracting investment and enabling the development formats that market conditions support.

PUBLIC OUTREACH AND VISIONING

Survey

The Town of Belmont, through the Office of Planning and Building, conducted an online public opinion survey in the spring of 2025 to elicit feedback from the public regarding the current conditions and the desired future evolution of the area. While the survey was for a specific area of Town (Brighton Street Corridor), the survey resulted in only 137 responses, which is considered low (response rate of 0.006 percent of voting age adults in Belmont). Nevertheless, a majority of

respondents expressed a desire to see medium, substantial, or a complete change in within the Brighton Street Corridor, as can be seen in the figure from the survey summary below.

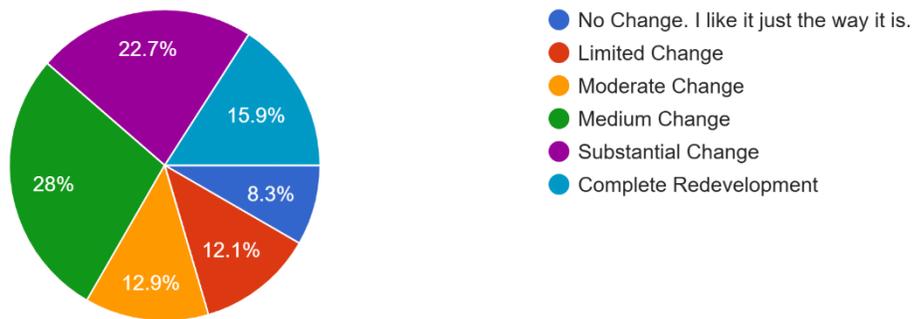


Figure 6 – Results from 2025 Brighton Area Citizens’ Survey

Project Outreach

The project has a dedicated web page on the Town’s website where all project information is available. The project has been discussed and reviewed at multiple meeting of various public boards and committees. Additionally, a News Flash item is available for subscribers to receive news updates on the project.

Kennedy School Project

The Town of Belmont was fortunate to have the opportunity to collaborate with a Harvard Kennedy School (HKS) Urban Politics Field Lab Project Team under the guidance of Professor and Faculty Lead Justin de Benedictis-Kessner. This group of graduate students from both HKS and the Harvard Graduate School of Design (GSD) spent a semester conducting site visits, interacting with Town staff, and interviewing a range of stakeholders. This included engagement with peer communities (Cambridge and Watertown), residents in four focus groups (including a survey of Hill Estates residents), and private stakeholders consisting of developers and property owners. The purpose of this outreach was to ensure that the emerging vision reflects local priorities, is responsive to community concerns, and is informed by realistic market and development conditions.

In total, the project team conducted interviews with eleven developers, four property owners, and multiple municipal officials, convened four resident focus groups, and received survey responses from 82 Hill Estates households. This breadth of engagement provides a strong foundation for understanding both community priorities and the practical constraints shaping redevelopment potential.

Their complete report and presentation can be viewed on the project website here: <https://www.belmont-ma.gov/2131/Brighton-Area-Planning-and-Zoning-Projec>, and a summary of their findings is provided below. The following summary synthesizes the major themes that emerged across the stakeholder groups. Note that page references below refer to the HKS/GSD presentation.

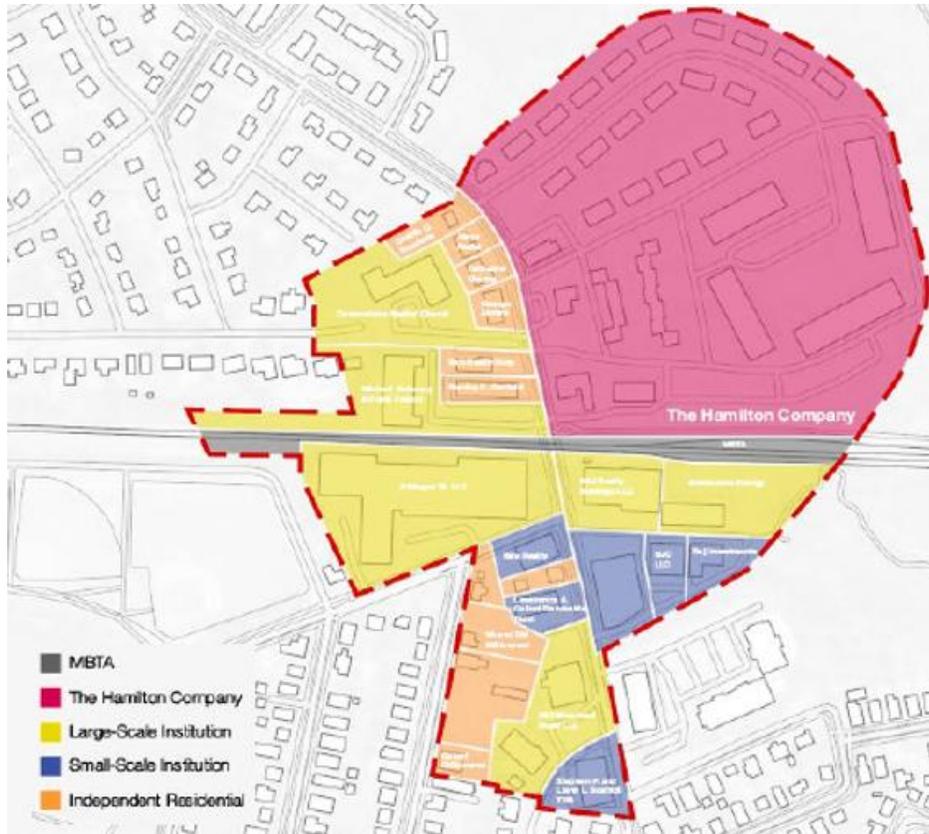


Figure 7 – Parcel Ownership Map from HKS' Final Memo

Resident Perspectives

Desired Amenities and Services

Across four focus groups, resident interviews, and a survey of 82 Hill Estates households, residents consistently expressed interest in new local-serving amenities, especially:

- Restaurants and cafés with outdoor seating
- Small-format grocer, convenience store, or bodega
- Family-friendly dining and third places where people can gather

These preferences appeared clearly in both focus group rankings and the Hill Estates survey results.

Residents frequently emphasized that new amenities should be walkable, neighborhood-serving, and integrated into a broader vision for the corridor rather than functioning as isolated destinations.

Built Form and Design Preferences

Residents favored development that feels familiar, human-scaled, and visually warm. Frequently selected images from the focus groups (pp. 20–22) highlight:

- Brick and traditional materials

- Active, attractive sidewalks
- Buildings generally no taller than four stories, with upper-story setbacks to reduce massing impacts
- Greenery and street trees

Residents also supported parking located behind buildings to preserve curb appeal.

While residents expressed concern about building height, the feedback consistently focused on perceived scale and massing rather than height alone, with setbacks, articulation, and materials cited as important mitigation tools.

Mobility, Access, and Safety Concerns

Traffic emerged as the most commonly cited concern across focus groups and the Hill Estates survey (pp. 25–26). Residents stressed the need for:

- Improvements at congested intersections
- Safe multimodal access, including walking, biking, and driving
- Infrastructure that supports Community Path connections
- Support for pursuing a new MBTA Commuter Rail station in the area

Concerns were less about growth in isolation and more about ensuring that redevelopment is accompanied by commensurate investments in mobility, safety, and access.

Housing Affordability and Equity

Residents emphasized the need to preserve affordability, particularly for households at Hill Estates, while ensuring that redevelopment does not displace vulnerable residents or raise neighborhood housing costs (pp. 27).

Stakeholders also expressed interest in housing options that support aging in place, smaller households, and moderate-income residents, suggesting support for a broader range of housing types when paired with appropriate safeguards.

Environmental Considerations

Flooding, stormwater, and soil contamination concerns—especially related to the Purecoat site—were frequently raised. Stakeholders emphasized that addressing these environmental conditions should be treated as foundational to redevelopment rather than deferred to later project stages (pp. 29).

Private Sector Input

Interviews with eleven developers and four property owners revealed several consistent themes.

Feasibility Challenges and Opportunities

Developers noted that fragmented ownership, site constraints, and limited access reduce feasibility (pp. 36).

Importantly, private stakeholders emphasized that feasibility in the Brighton Street Corridor is driven by a narrow set of threshold conditions rather than discretionary preferences. In the current market, multifamily housing was consistently identified as the most viable anchor use capable of supporting additional retail or hospitality activity.

Market Realities

Developers provided clarity regarding the hard realities of the market on several specific use sectors:

- Multifamily housing remains the most feasible anchor use which has positive impacts on existing and potential new business. They note that ground-floor retail can succeed if supported by adequate residential density.
- Hospitality uses show potential but require improved access and infrastructure to support this type of use.
- Office and life science uses were generally viewed as unviable under current market conditions, reinforcing the need for zoning and policy frameworks grounded in realistic development economics rather than aspirational use mixes.

Private entities generally emphasized the importance of height, FAR flexibility, and building widths that support contemporary construction types (pp. 38–41).

Policy and Process Priorities

Stakeholders uniformly highlighted the need for:

- Predictable, streamlined permitting
- Zoning clarity regarding height, density, setbacks, and parking
- Infrastructure commitments, including traffic mitigation, bike and pedestrian improvements, and multimodal access
- Consideration of financial tools, such as tax increment financing or public improvement funding, for key catalyst sites (p. 40)

Developers consistently noted that early clarity around regulatory expectations reduces project risk and improves the likelihood of high-quality proposals.

Peer Community Insights

Interviews with stakeholders in Cambridge and Watertown highlighted:

- The importance of transit-oriented development and reliable multimodal access
- The effectiveness of early and sustained communication with residents
- The value of predictability in zoning and permitting to attract high-quality proposals

These insights reinforce themes expressed by both residents and developers, suggesting strong alignment on the need for clarity, process improvements, and multimodal investment (pp. 12, 44–46).

Peer communities emphasized that clearly articulating what is and is not feasible early in the process helps build trust and reduces conflict later in implementation.

Communication and Engagement Expectations

Across all stakeholder groups, there is strong consensus regarding how the Town should approach communication going forward:

- Multichannel communication, including digital tools, mailers, tabling, working groups, and public events (pp. 45)
- Early and iterative engagement that is proactive rather than reactive (pp. 46)
- Clear explanations of process, potential impacts, and benefits, particularly related to traffic, affordability, and infrastructure

Stakeholders emphasized the need for engagement approaches that meet people where they are, including at Hill Estates, along the Community Path, and at community events.

Stakeholders also emphasized that communication should be sequenced and structured, with clear expectations established early, rather than limited to feedback after proposals are advanced.

Summary

Collectively, the Kennedy School project findings point toward a vision that balances neighborhood character, local-serving amenities, transportation improvements, and housing opportunities with realistic feasibility parameters. While residents, developers, and peer municipalities bring different perspectives, their feedback converges around the importance of walkability, design quality, traffic mitigation, affordability, and clear, predictable zoning and permitting frameworks.

Importantly, the findings underscore that redevelopment feasibility is not a secondary consideration but a threshold condition. Fragmented ownership, environmental constraints, access limitations, and current market dynamics narrow the range of viable development scenarios, reinforcing the importance of establishing clear regulatory, infrastructure, and mobility expectations before redevelopment proposals emerge.

This feedback establishes a foundation for developing goals, evaluating policy options, and shaping actionable implementation strategies for the Brighton Street Corridor. We recommend that the reader refer to both the presentation and final project report available to download from the project site <https://www.belmont-ma.gov/2131/Brighton-Area-Planning-and-Zoning-Projec> as they provide greater detail and depth than can be provided here.

SYNTHESIS AND RECOMMENDATIONS

The Brighton Street Corridor is currently a relatively non-cohesive mix of commercial, industrial, institutional, and residential land uses lacking in a clear identity. While many people live, work, and travel through this area, it does not engender a strong sense of character or personality. It has also not been the subject of any specific planning efforts up to the present, and this specific plan is intended to address that shortcoming.

With over 1,000 residents estimated to live in the project area, nearly 100,000 sq. ft. of commercial building area, and over 70,000 sq. ft. of industrial building area, there is a lot of

activity and there are few vacant spaces that would indicate disinvestment or decline. That said, many properties are underdeveloped or buildings nearing the end of their useful life and the opportunities for redevelopment, carefully planned, are plentiful.

Land Use Recommendations

This Plan recommends policies that could facilitate such redevelopment, according to the following potential subareas within the Brighton Street Corridor project area:

Subarea 1 (Zone 1/Mixed-Use) – Centered on the currently active Purecoat North industrial site, a metal coating enterprise located at 30 Brighton Street, this area is envisioned as the core of the project area allowing greater height and density in mixed-use or commercial buildings fronting on Brighton Street and creating a more vibrant and active street frontage and an identity for the area.



Subarea 2 (Zone 2/Creative Commercial) – This zone includes two areas that currently host more intensive and heavy commercial uses such as public utilities, hardware, and warehousing and could continue to maintain this heavier commercial character with some increased density and some additional land uses to facilitate a creative, artisanal commercial base for the community.



Subarea 3 (Zone 3/Brighton Commons) – This zone, encompassing the Hill Estates property, will have to be carefully planned so as to not create significant hardship for the existing tenants, who still may be benefitted by naturally occurring affordability. However, with the large footprint under single ownership, there is the opportunity to envision a much smaller scale lifestyle mixed-use center similar in character to Arsenal Yards or Assembly Row with a commons surrounded by mixed-use buildings of approximately 4 stories and retaining, entertainment, and services on the ground story. The existing mid-rise buildings could remain as part of a Phase 1 or in perpetuity depending on the scale of a potential project.



Subarea 4 (Zone 4/Streetfront Commons) – Zone 4 is essentially the remaining land in the project area fronting on Brighton or Blanchard Streets and suitable for redevelopment as mixed-use or commercial retaining and extending the streetwall of active, pedestrian-oriented uses.



Figure 6 below is a portrayal of these four proposed zoning subdistricts. Any zoning developed for the project area could facilitate this pattern of development. The subdistricts and their proposed zoning intensities were selected to reflect their location along the Brighton Street Corridor, the existing site conditions, and their relationship and proximity to the surrounding neighborhoods.

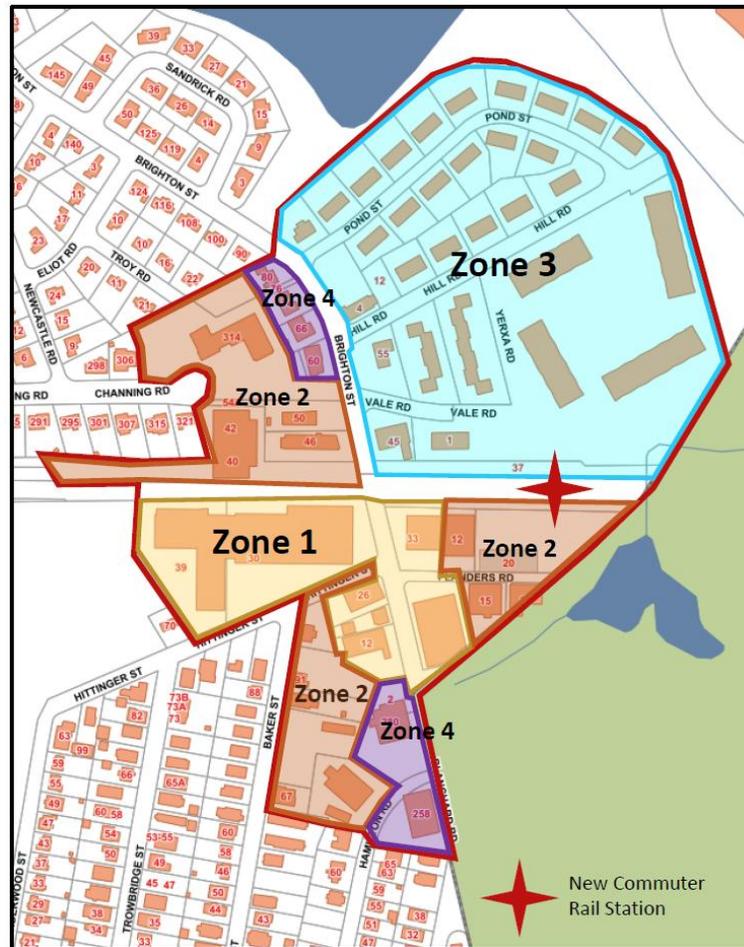


Figure 8 – Proposed Zoning Subdistricts

Related to urban design, this Plan emphasizes that revitalization along the Brighton Street Corridor should be guided not only by changes to land use and zoning, but by a clear and shared expectation for the physical character of redevelopment. The intent is to foster the gradual evolution of a unified, cohesive, and walkable district that is legible, welcoming, and responsive to its context, rather than a collection of isolated projects.

New development should reinforce a strong street presence, contribute to a comfortable pedestrian environment, and support everyday activity along Brighton Street through active ground-floor uses, transparent façades, and building forms that frame the public realm. At the same time, redevelopment should remain sensitive to adjacent residential areas through careful transitions in height, massing, and setbacks, ensuring that increased density is perceived as compatible and well-integrated rather than abrupt or imposing. Below is an example rendering of a context-sensitive design for Brighton Street north of the MBTA right-of-way that shows how this could be accomplished.



Future zoning and design guidance for the corridor should prioritize building placement and frontage conditions that create a consistent streetwall along Brighton Street, with minimal front setbacks and frequent pedestrian entrances to strengthen walkability and support neighborhood-serving retail.

Building height should be calibrated to allow increased density where appropriate while employing upper-story stepbacks, façade articulation, and high-quality materials to reduce perceived mass and maintain a human-scaled streetscape. Streetscape improvements, including street trees, pedestrian-scale lighting, furnishings, and opportunities for outdoor seating, should be coordinated with private development to create a continuous and visually cohesive public realm. Parking, loading, and service functions should be located behind or within buildings wherever feasible to minimize curb cuts, improve safety, and preserve the visual quality of the street.

New development adjacent to the Community Path and other multimodal connections should orient entrances, windows, and public spaces toward these corridors to enhance safety, visibility, and everyday use, reinforcing the Brighton Street Corridor as an integrated part of Belmont's broader network of walkable and bikeable destinations.

Transportation Recommendations

The project area includes a very congested minor arterial roadway (Brighton Street) that channels traffic regionally between Cambridge and Watertown and Arlington and beyond. As noted above, Brighton Street conveys traffic to Pleasant Street which crosses Route 2 at the Park Street interchange and serves as a major commuter cut-through route.

It would be a recommendation of this Plan to consider a modest reconfiguration of the Brighton Street corridor in the project area to establish wider sidewalks, curb transitions to the street, and street parking where feasible. The provision of dedicated bike lanes is not seen as likely feasible, but some provision for safe biking needs to be considered.

Other, less probably opportunities could include the extension of Channing Road to Brighton Street and also:

- Looking for ways to better align the geometry of Hittinger Street and Flanders Road.
- Explore opportunities to reduce the number of curb cuts, install left-hand turning lanes, or introduce other tactics to create more efficient traffic flow.
- Possible signalization at one or more key locations in the project area.
- Considering some street connectivity to Cambridge to the east.

A commuter rail station and platform, located between the east side of Brighton Street and the Cambridge line is highly desirable. For a station between Belmont and Cambridge (e.g., near Brighton Street) to be considered by the MBTA, this analysis notes the following:

- It is not precluded by current MBTA policy.
- There are no fixed minimum station spacing applies.
- The MBTA would require justification based on ridership, service impact, and engineering feasibility.
- Prior efforts show that the agency will consider alternatives to standard spacing under the right conditions.

It would be recommended that the Town continue to seek a dialogue with the City of Cambridge and the MBTA to see if this could be pursued further.

Finally, the Community Path project should be an integral part of project area planning efforts. The path should have several points of entry from the project area adjacent sites and should inform specific development design adjacent to the facility to optimize interaction and connectivity.

Open Space and Recreation Recommendations

While there are limited perceivable opportunities for the provision of public open space, parkland, or recreation facilities in the project area, any new zoning concepts should prioritize and incentivize the provision of these spaces either for residents and occupants of new development or for the public at large.

For example, any potential redevelopment of the Hill Estates holdings could integrate one or more greens or commons within the building footprints to provide areas for resting, gathering, or socializing. Plazas or rooftop decks could also provide green open spaces for a variety of activities.

Public Facilities and Infrastructure Recommendations

It is recommended that the Town work closely with the Water Department to consider capital improvements in the project area targeted to facilitate the anticipated growth and development. Consideration of infrastructure grants such as those available from Community OneStop would be essential to subsidizing the costs of such needed improvements. The Town, once a plan is adopted for the area, should proactively seek these grant opportunities to get ahead of the curve.

Transformational redevelopment of the area will require an early load assessment and potential system reinforcement planning. The Town should work closely with Belmont Light to perform this assessment and determine the most feasible means for the necessary electrical system infrastructure upgrades.

Redevelopment offers an opportunity to incorporate green infrastructure, on-site detention, and reduced runoff volumes, but may also require parcel-level mitigation to address flooding sensitivity downstream. While the Town's Stormwater By-Law is rigorous and will require designs that address this challenge, the Town may wish to consider a laundry list of green infrastructure provisions to give meaningful options to mitigate stormwater and create a more sustainable drainage and water quality system.

Together, these infrastructure considerations suggest that Brighton Street is a promising redevelopment location, but one where capacity verification and phased infrastructure upgrades will be essential to supporting long-term growth.

Communication and Engagement Strategies

Any successful plan, whether it be a comprehensive plan or an area or specific plan like the Brighton Vision Plan, rests upon a successful proactive, genuine, and intensive public engagement process. This principle is well understood by Town officials and staff and has been further emphasized by the HKS team that partnered with the Town in developing this Plan. HKS recommended the following methodologies:

- Multichannel communication, including digital tools, mailers, tabling, working groups, and public events
- Early and iterative engagement that is proactive rather than reactive
- Clear explanations of process, potential impacts, and benefits, especially regarding traffic, affordability, and financial implications

Since this Plan is the precursor to any further actions to facilitate the vision, public outreach will occur in at least two phases. The first will be the activities associated with this Plan. As noted above, the first phase included a public survey and follow up interviews and focus groups with stakeholders. The final step in Phase 1 was a public listening session to introduce the draft plan and get any final comments before consideration of adoption.

Phase 2 is intended to occur in conjunction with initial zoning analysis and development. It will be similar in nature to the process conducted for the Belmont Center Zoning Project and commence with a Workshop or Charette to gather design ideas for the project area followed by a series of targeted focus group meetings. Once a first draft of any zoning is ready for public review, Belmont will conduct a series of public listening sessions, utilize social media and web-based tools to disseminate information, participate in events such as “Town Day”, and other mechanisms to be determined by the Planning Board and OPB staffers.

SUMMARY AND CONCLUSION

The project offers a unique opportunity to redevelop the area for additional commercial and complementary residential uses. It is currently a mix of underutilized parcels with no cohesive design theme and no coordinated land use profile. This plan provides a series of goals and action items intended to kick start a revitalization in line with broader community vision and goals as outlined in the draft Belmont Comprehensive Plan.

Referring to public input received from survey responses and the HKS report, we note in particular that there were a range of shared concerns and desires, and also some areas where opinions differ. We are sensitive to these perspectives so will address each as it relates to the final recommendations of this Plan. Citizen and stakeholder input is critical in formulating a plan that can be supported by the community. In most cases we are able to accommodate the priority or concern, but not all as shall be detailed below.

Areas of Alignment

Item	Plan Response
Consistent communication and engagement about future Town plans, and to provide direct input	The Town, led by the project lead OPB and the Planning Board, fully intends to develop a public outreach plan that is open, frequent, and comprehensive.
Transit-oriented development	While there are no commuter rail stops currently in the project area, the Town will be working in collaboration with Cambridge to determine if a platform could be sited here. Currently the area is served by the No. 78 bus line which terminates at the Harvard T Station.
Walkability and bikeability to amenities	It is a specific objective of this Plan to facilitate the evolution of a walkable, transit-oriented district that is safe for both pedestrians and bicyclists.
Smaller setbacks at commercial corridors for street-accessible storefronts	Commercial corridors will almost exclusively have zero front setbacks to facilitate street vibrancy.
Greenery and social spaces	Streetscapes will be landscaped and green open spaces are required.
Safety for pedestrians and bikers at major intersections	This will be a priority for the public realm requirements.

Flood prevention	There are only minor flood zones within the district but all development will be required to meet flood zone requirements in the Zoning By-Laws.
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Areas of Non-Alignment

Item	Plan Response
Number of buildable floors allowed: Residents prefer a max. of 4 floors to preserve Town character while private entities seek a min. of 5 floors for feasibility	The Plan advocates for four-stories in most areas but the core (Zone 1) will likely allow up to five stories.
Residential setbacks: Residents prefer setbacks from the property line on housing to allow for an active and light-filled streetscape	There will be setbacks adjoining residential properties to limit impact and provide for green open spaces.
Parking minimums: Residents advocate for adequate parking while private entities note that parking minimums may impact feasibility	The Plan envisions parking minimums similar to that developed for the Belmont Center Overlay District, which is deemed appropriate.
Inclusionary zoning percentage: Residents want to see more inclusionary zoning, while private entities state that 10% is reasonable, while 15-20% may be too steep	It is not likely that the 15% maximum threshold will be waived for this district, which is a little higher than developers want but not as high as some stakeholders want.

Essentially, most of the concerns and interests have been either partially or completely considered and integrated into this Plan, which we are confident reflects the stakeholder community feedback.

The first priority should be to develop a zoning framework for the project area. There is precedent for this framework in the form of a draft Form-Based Code for the Belmont Center project. This can serve as a template or model for Brighton zoning and should not be a significant technical lift. The Town can also learn from the Center zoning project regarding appropriate types and levels of public outreach.

Elements of this plan related to transportation, infrastructure, and public amenities will require further development and involve multiple parties in Town government. The Town may wish to assign a technical working group or team of Town staff to further work in the area.

GOALS AND ACTIONS

GOAL 1: Pursue the physical vision of the area through new placemaking-oriented regulatory tools

Action 1.1: Develop new zoning overlay district in line with desirable density, scale, design, and use profile. A form-based zoning solution is recommended in keeping with ensuring that commercial districts are carefully developed according to the Vision as stated and with broader vision and goals as provided in the Comprehensive Plan.

GOAL 2: Create a more vibrant and interesting district with areas dedicated to living, working, and playing. This should include public spaces for all.

Action 2.1: Ensure that any new zoning includes provisions for new open spaces such as pocket parks, plazas, streetscape improvements either required based on development or incentivized.

Action 2.2: Coordinate with the DPW, Recreation Division, and other stakeholders to consider future public parks and other open spaces in and in proximity to the project area.

GOAL 3: Modernize infrastructure and enhance environmental resilience by coordinating upgrades to water, sewer, stormwater, and electric systems; reducing flood risks; and incorporating green infrastructure and energy-efficient design.

Action 3.1: Conduct a coordinated infrastructure capacity assessment (water, sewer, stormwater, and electric) for the Brighton Street project area, and work with Belmont DPW and Belmont Light to identify phased upgrades needed to support the anticipated level of redevelopment. Much of this is likely to be necessary south of the MBTA Right-of-Way.

Action 3.2: Develop green infrastructure guidelines for the corridor such as bioswales, permeable pavements, and on-site stormwater detention to complement the Town's Stormwater Bylaw and reduce flood risks associated with the Alewife Brook watershed.

Action 3.3: Consider a mechanism to fund infrastructure upgrades needed in the district such as District Improvement Financing (DIF), a Business Improvement District (BID), Betterment Districts, plus the grant programs specifically that fund infrastructure in service of economic development.

GOAL 4: Improve safety, mobility, and multimodal access through strategic street, sidewalk, and path enhancements that support walking, biking, transit connections, and regional linkages—including strong integration with the Community Path and potential commuter rail improvements.

Action 4.1: Pursue a Brighton Street multimodal corridor study to evaluate sidewalk widening, curb realignments, safer pedestrian crossings, and bicycle accommodation within existing constraints, and integrate access points to the Community Path. This may be a project coordinated with the City of Cambridge and developed by MAPC/CTPS.

Action 4.2: Continue coordinated outreach to Cambridge and the MBTA to assess the feasibility, ridership potential, and siting requirements for a future commuter rail platform in the project area.

GOAL 5: Support a diverse and vibrant local economy by enabling flexible commercial spaces, encouraging local-serving retail and services, and creating conditions that attract sustainable private investment.

Action 5.1: Develop zoning that allows flexible commercial and mixed-use building formats such as variable storefront depths, shared commercial kitchens, and small-format retail to support neighborhood-serving businesses and reduce barriers to entry for local entrepreneurs.

Action 5.2: Explore financial tools (e.g., District Improvement Financing, MassDevelopment programs, or OneStop grants) to support infrastructure or public realm improvements that make the corridor more attractive for private investment.

GOAL 6: Ensure equitable and inclusive housing opportunities by expanding the range of housing types, maintaining naturally occurring affordability where possible, and planning redevelopment in a way that avoids displacement and supports existing residents.

Action 6.1: Establish and refine policies as necessary (e.g., inclusionary zoning requirements, affordability preservation strategies for Hill Estates, or redevelopment-phasing guidelines) that protect existing residents and ensure mixed-income housing is integrated into future projects.

Action 6.2: Encourage a range of housing types such as multifamily, senior housing, micro-units, and workforce housing through zoning provisions that support diverse household needs and reduce displacement pressures.

Goal 7: Foster a collaborative, transparent planning and development process through predictable zoning, proactive communication, and ongoing engagement with residents, property owners, developers, and regional partners including Cambridge and the MBTA.

Action 7.1: Implement a structured engagement program for the corridor including design workshops, targeted focus groups, multilingual outreach, and digital engagement tools to ensure ongoing two-way communication throughout zoning and redevelopment stages.

Action 7.2: Create a clear permitting and review pathway (potentially within a form-based code) that provides predictable standards for height, massing, uses, and design, reducing uncertainty for both applicants and residents.

Implementation Methodology & Matrix

Goal	Action	Description	Implementation Leadership	Implementation Partners	Cost Estimate	Timeframe	Priority
1	1.1	Develop new zoning overlay district in line with desirable density, scale, design, and use profile in two phases.	OPB	PB	\$40,000 ¹	Phase 1: Q4-2026 Phase 2: Q2-2027	High
2	2.1	Ensure that any new zoning includes provisions for new open spaces such as pocket parks, plazas, streetscape improvements either required based on development or incentivized.	OPB	PB DPW	N/A	Q4-2026	High
	2.2	Coordinate with the DPW, Recreation Division, and other stakeholders to consider future public parks and other open spaces in and in proximity to the project area.		DPW CSD	N/A	Q2-2027	Med.
3	3.1	Conduct a coordinated infrastructure capacity assessment (water, sewer, stormwater, and electric) for the Brighton Street project area, and work with Belmont DPW and Belmont Light to identify phased upgrades needed to support the anticipated level of redevelopment. Much of this is likely to be necessary south of the MBTA Right-of-Way.	DPW	OPB BL	UNK	Q3-2027	Med. To High
	3.2	Develop green infrastructure guidelines for the corridor such as bioswales, permeable pavements, and on-site stormwater detention to complement the Town's Stormwater Bylaw and reduce flood risks associated with the Alewife Brook watershed.	OPB	DPW	N/A	Q1-2028	Med.
	3.3	Consider a mechanism to fund infrastructure upgrades needed in the district such as District Improvement Financing (DIF), a Business Improvement District (BID), Betterment Districts, plus the grant programs specifically that fund infrastructure in service of economic development.	OPB	FIN EDAC	N/A	Q4-2027	Med.
4	4.1	Cause to be prepared a Brighton Street multimodal corridor study to evaluate sidewalk widening, curb realignments, safer pedestrian crossings, and bicycle accommodation within existing constraints, and integrate access points to the Community Path. This may be a project coordinated with the City of Cambridge and developed by MAPC/CTPS.	DPW	OPB CoC	UNK	Q3-2027	Med. To High
	4.2	Continue coordinated outreach to Cambridge and the MBTA to assess the feasibility, ridership potential, and siting requirements for a future commuter rail platform in the project area.	OPB	CoC MBTA	N/A	Ongoing	High
5	5.1	Develop zoning that allows flexible commercial and mixed-use building formats such as variable storefront depths, shared commercial kitchens, and small-format retail to	OPB	PB	N/A	Q4-2026	High

¹ Encumbered in 2024.

Goal	Action	Description	Implementation Leadership	Implementation Partners	Cost Estimate	Timeframe	Priority
		support neighborhood-serving businesses and reduce barriers to entry for local entrepreneurs.					
	5.2	Explore financial tools (e.g., District Improvement Financing, MassDevelopment programs, or OneStop grants) to support infrastructure or public realm improvements that make the corridor more attractive for private investment.	OPB	FIN EDAC	N/A	Q4-2027	Med.
6	6.1	Establish and refine policies as necessary (e.g., inclusionary zoning requirements, affordability preservation strategies for Hill Estates, or redevelopment-phasing guidelines) that protect existing residents and ensure mixed-income housing is integrated into future projects.	OPB	BHT	N/A	Q2-2027	High
	6.2	Encourage a range of housing types such as multifamily, senior housing, micro-units, and workforce housing through zoning provisions that support diverse household needs and reduce displacement pressures.	OPB	BHT	N/A	Phase 1: Q4-2026 Phase 2: Q2-2027	High
7	7.1	Implement a structured engagement program for the corridor including design workshops, targeted focus groups, multilingual outreach, and digital engagement tools to ensure ongoing two-way communication throughout zoning and redevelopment stages.	OPB	Various	N/A	Ongoing	High
	7.2	Create a clear permitting and review pathway (potentially within a form-based code) that provides predictable standards for height, massing, uses, and design, reducing uncertainty for both applicants and residents.	OPB	Various	N/A	Q4-2026	High

Appendix A – List of Project Area Parcels

#	Street	Parcel	Owner	Current Zoning	Height	Lot Size	C Bldg Area	R Bldg Area	Units
80	Brighton	38-17	Charlie C. Romneos	SR-C	30'	15,327	--	1,680	1
76	Brighton	38-16	Charlie C. Romneos	SR-C	30'	869	--	--	0
74	Brighton	38-15	Alexy Radul	SR-C	30'	7,142	--	1,504	1
66	Brighton	38-14	Catherine Greene	SR-C	30'	7,760	--	2,001	1
60	Brighton	38-13A	George Zavaro	SR-C	30'	8,830	--	2,115	1
50	Brighton	38-12	SND Realty Corp.	SR-C	30'	11,348	2,400	--	0
46	Brighton	38-11	Stanley D. Garfield	SR-C	30'	19,787	1,934	2,112	1
40-42	Brighton	38-10	40: French Brothers Investments; 42: Mahoney Investment Holdings LLC	GB	36'	38,600	12,345	--	0
30	Brighton	38-8	Hittinger Street LLC	GB	36'	76,205	41,417	--	0
26	Brighton	22-132	Vale Realty and Service Co.	LB-3	28'	12,082	10,538	--	
16-18	Brighton	22-131	Hong Liu	LB-3	28'	5,784		2,398	2
12	Brighton	22-128	Lawrence A. Celluci Revocable Trust	LB-3	28'	17,527	5,460	--	1
2	Brighton	22-127	280 Blanchard Road LLC	LB-3	28'	8,890		--	0
280	Blanchard	22-126	280 Blanchard Road LLC	LB-3	28'	46,472	5,280	--	0
258	Blanchard	22-133	Stephen P. and Liann L. Scaffidi TRS	LB-3	28'	18,876	6,634	--	0
3-11	Brighton	38-7	3: Noone Bros; 5-9: BJC LLC; 11: 11 Brighton Group	GB	36'	31,668	15,860	--	0
33	Brighton	38-2	D&J Realty Holdings LLC	GB	36'	16,875	7,476	--	0
37	Brighton	38-1	MBTA	AH/GB	N/A	27,343			1
45	Brighton	39-68	Two By Two Realty LLC	LB-3	28'	12,642	6,590	--	0
55	Brighton	39-27	Vale Realty and Service Co.	LB-3	28'	17,990	-	--	0
10-12	Vale Rd.	39-26	Oak Realty and Service Co. LLC	GR	33'	65,303	-	2,780	2
7-21	Hill Rd.	39-26	Oak Realty and Service Co. LLC	GR	33'	NA	-	11,120	8
22-24	Vale Rd.	39-25	Oak Realty and Service Co. LLC	GR	33'	NA	-	2,780	2
23-45	Hill Rd.	39-25	Oak Realty and Service Co. LLC	GR	33'	NA	-	17,508	12
4	Hill Rd.	39-17	Vale Realty and Service Co.	GR	33'	18,184	4,662		0
12	Hill Rd.	39-18	Oak Realty and Service Co. LLC	GR	33'	5,724	-	-	0
14-20	Hill Rd.	39-19	Oak Realty and Service Co. LLC	GR	33'	10,049	-	5,720	4
22-28	Hill Rd.	39-20	Oak Realty and Service Co. LLC	GR	33'	10,520	-	5,720	4
30-36	Hill Rd.	39-21	Oak Realty and Service Co. LLC	GR	33'	11,560	-	5,720	4
38-44	Hill Rd.	39-22	Oak Realty and Service Co. LLC	GR	33'	11,965	-	5,720	4
46-52	Hill Rd.	39-23	Oak Realty and Service Co. LLC	GR	33'	14,679	-	5,720	4
55	Hill Rd.	39-28	Oak Realty and Service Co. LLC	AH	60'	329,741	-	--	364
6-8	Pond	39-1	Oak Realty and Service Co. LLC	GR	33'	7,226	-		0
10-16	Pond	39-2	Oak Realty and Service Co. LLC	GR	33'	9,695	-	5,644	4
18-24	Pond	39-3	Oak Realty and Service Co. LLC	GR	33'	10,000	-	5,564	4
26-32	Pond	39-4	Oak Realty and Service Co. LLC	GR	33'	10,000	-	5,592	4
34-40	Pond	39-5	Oak Realty and Service Co. LLC	GR	33'	10,000	-	5,592	4
42-48	Pond	39-6	Oak Realty and Service Co. LLC	GR	33'	12,763	-	5,592	4
50-56	Pond	39-7	Oak Realty and Service Co. LLC	GR	33'	12,357	-	3,788	4
58-64	Pond	39-8	Oak Realty and Service Co. LLC	GR	33'	10,690	-	5,588	4
66-72	Pond	39-9	Oak Realty and Service Co. LLC	GR	33'	10,690	-	5,588	4
74-80	Pond	39-10	Oak Realty and Service Co. LLC	GR	33'	10,391	-	5,720	4
13-19	Pond	39-16	Oak Realty and Service Co. LLC	GR	33'	10,165	-	5,588	4
21-27	Pond	39-15	Oak Realty and Service Co. LLC	GR	33'	10,865	-	5,564	4
29-35	Pond	39-14	Oak Realty and Service Co. LLC	GR	33'	11,922	-	5,564	4
37-43	Pond	39-13	Oak Realty and Service Co. LLC	GR	33'	11,632	-	5,564	4
45-51	Pond	39-12	Oak Realty and Service Co. LLC	GR	33'	11,632	-	3,712	4
53-59	Pond	39-11	Oak Realty and Service Co. LLC	GR	33'	10,818	-	3,712	4
12	Flanders Rd.	38-3	D&J Realty Holdings LLC	GB	36'	11,475	8,500	-	0
20	Flanders Rd.	38-4	Eversource Energy	GB	36'	36,840	24,950		0
25	Flanders Rd.	38-5	RAJ Investments	GB	36'	2,600	9,288	--	0
15	Flanders Rd.	38-6	BJC LLC	GB	36'	12,900	6,000	--	0
67	Baker	22-93	Gerald J. DiGiovanni	GR	33'	9,916	-	4,060	1
73-85	Baker	22-90	280 Blanchard Road LLC	GR	33'	27,459			1
87-89	Baker	22-89	Jinwala V. Niru Revocable Trust	GR	33'	10,103	-	2,221	2
91	Baker	22-88	V.A. and J.M. DiGiovanni	GR	33'	18,081	-	1,256	1
99-101	Baker	22-86	Alex K. Thurston	GR	33'	8,704	-	2,860	2
54A	Brighton	38-49-A	Cornerstone Baptist Church	SR-C	30'	3,012	-	--	0
314	Channing Rd.	38-13	Cornerstone Baptist Church	SR-C	30'	75,989	-	--	0
						1,267,667	169,334	163,367	486