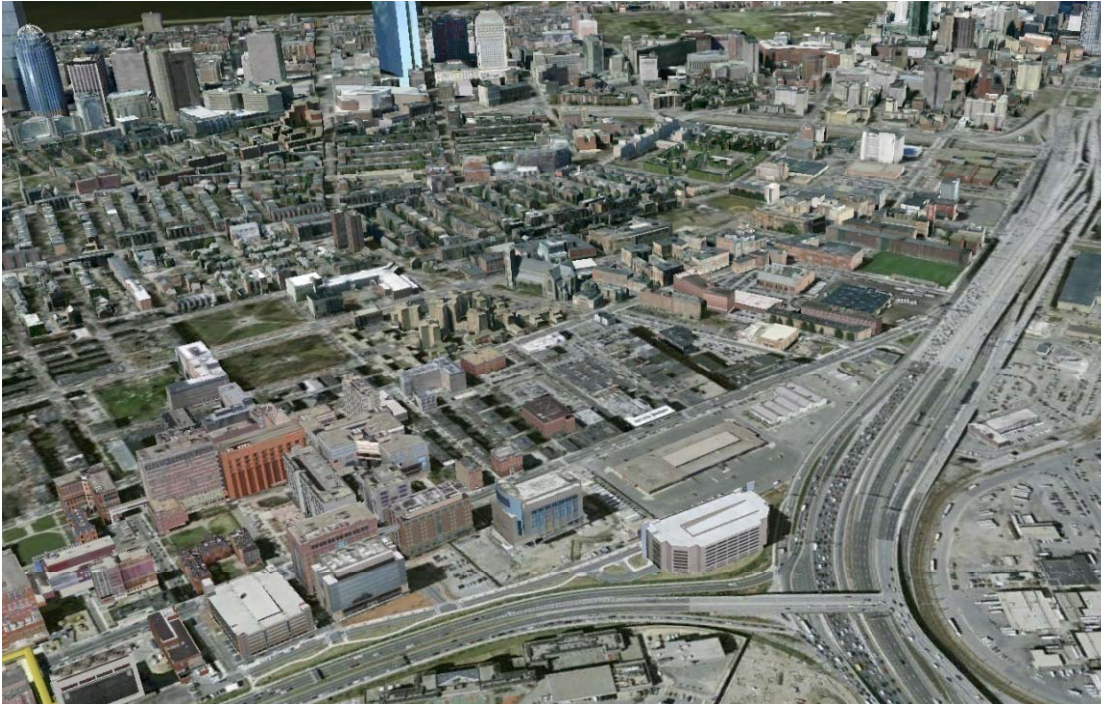




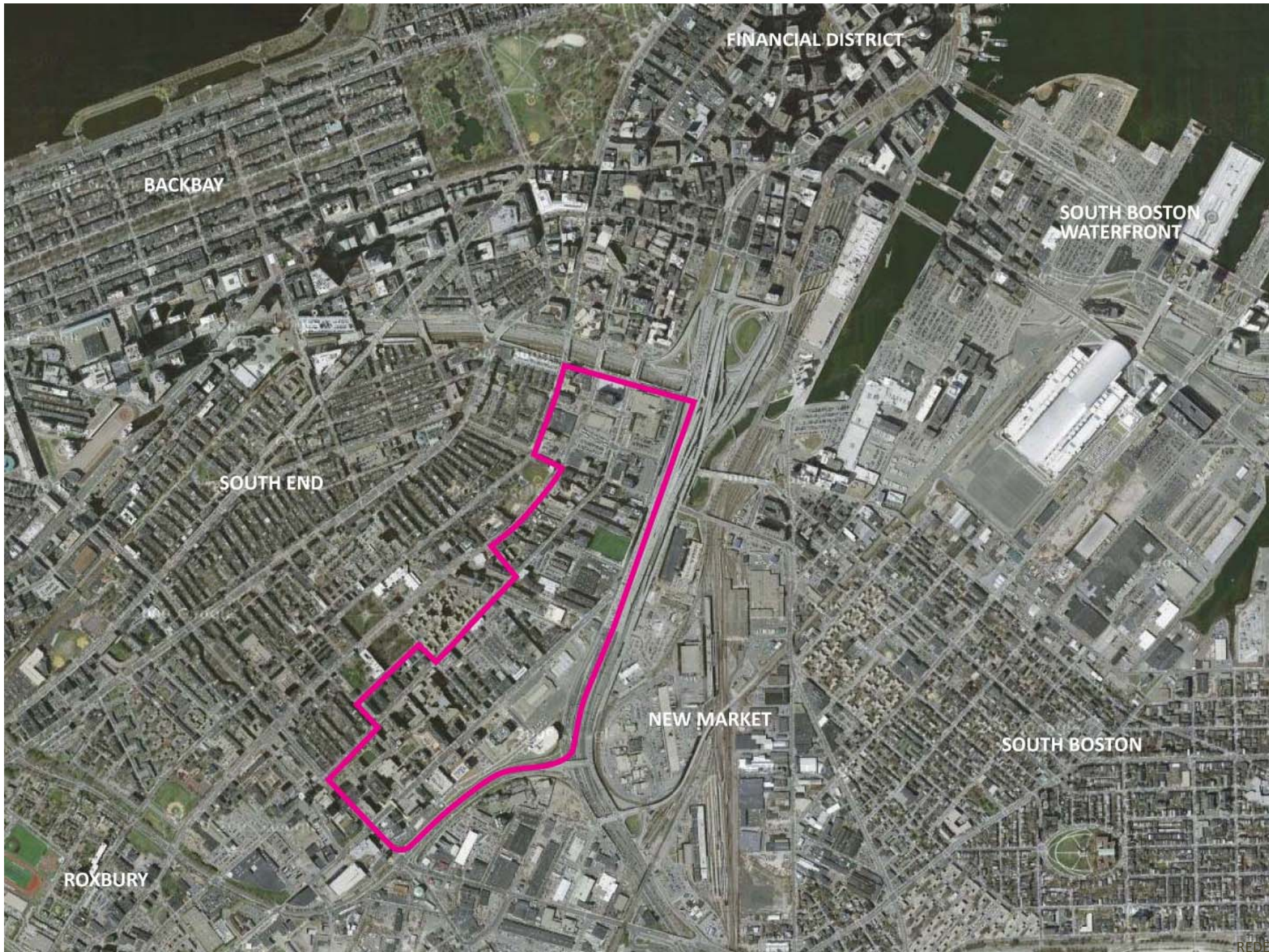
HARRISON ALBANY CORRIDOR STRATEGIC PLAN

14th ADVISORY GROUP WORKING SESSION JULY 28, 2011

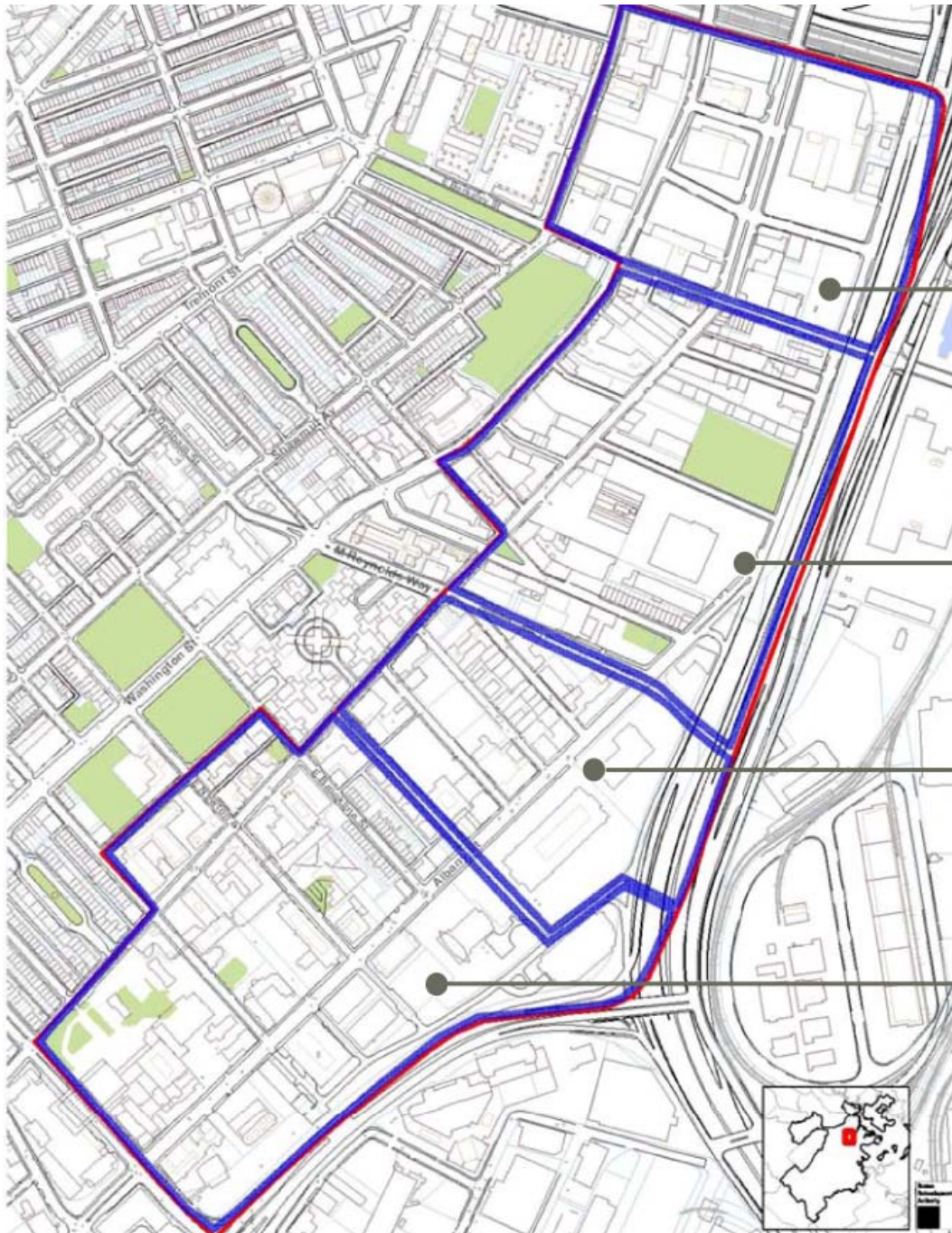


TIMELINE OVERVIEW HARRISON ALBANY CORRIDOR STRATEGIC PLAN

	DRAFTING OF PLAN	DRAFTING ZONING
July 28	AG working session -- as-of-right heights -- bonus incentive heights -- PDAs explained -- incentives program -- lot coverage requirement	
September	Joint public-wide / AG meeting -- final plan presentation	
October	BRA Board -- plan adoption South End Landmarks District Commission -- present final plan	Staff drafting zoning
November	BRA Board -- zoning adoption	
December		Boston Zoning Commission -- zoning amendments



- 
- An aerial photograph of a dense urban area, likely New York City, showing a complex highway interchange with multiple lanes and overpasses. The surrounding city is filled with various buildings, including skyscrapers and smaller commercial structures. The image is overlaid with a semi-transparent red text box containing a list of planning goals.
- **GUIDE FUTURE GROWTH THROUGH COLLECTIVE VISION**
 - **BALANCE MARKET INTERESTS VS. NEIGHBORHOOD CONCERNS**
 - **LAND USE CONTROL**
 - **UPDATE CURRENT ZONING**
 - **REGULATE BUILD-OUT TO TRANSPORTATION CAPACITY**
 - **CREATE NEW CONNECTIONS**
 - **ENHANCE PUBLIC TRANSPORTATION**



New York Streets

- *physical/economic link - downtown, Chinatown, & South End*

SOWA

- *vibrant mixed-use neighborhood*

Back Streets

- *preserve light industrial uses*

Medical Area

- *blend hospital & universities' historic & modern campus with adjacent residential & light industrial uses*

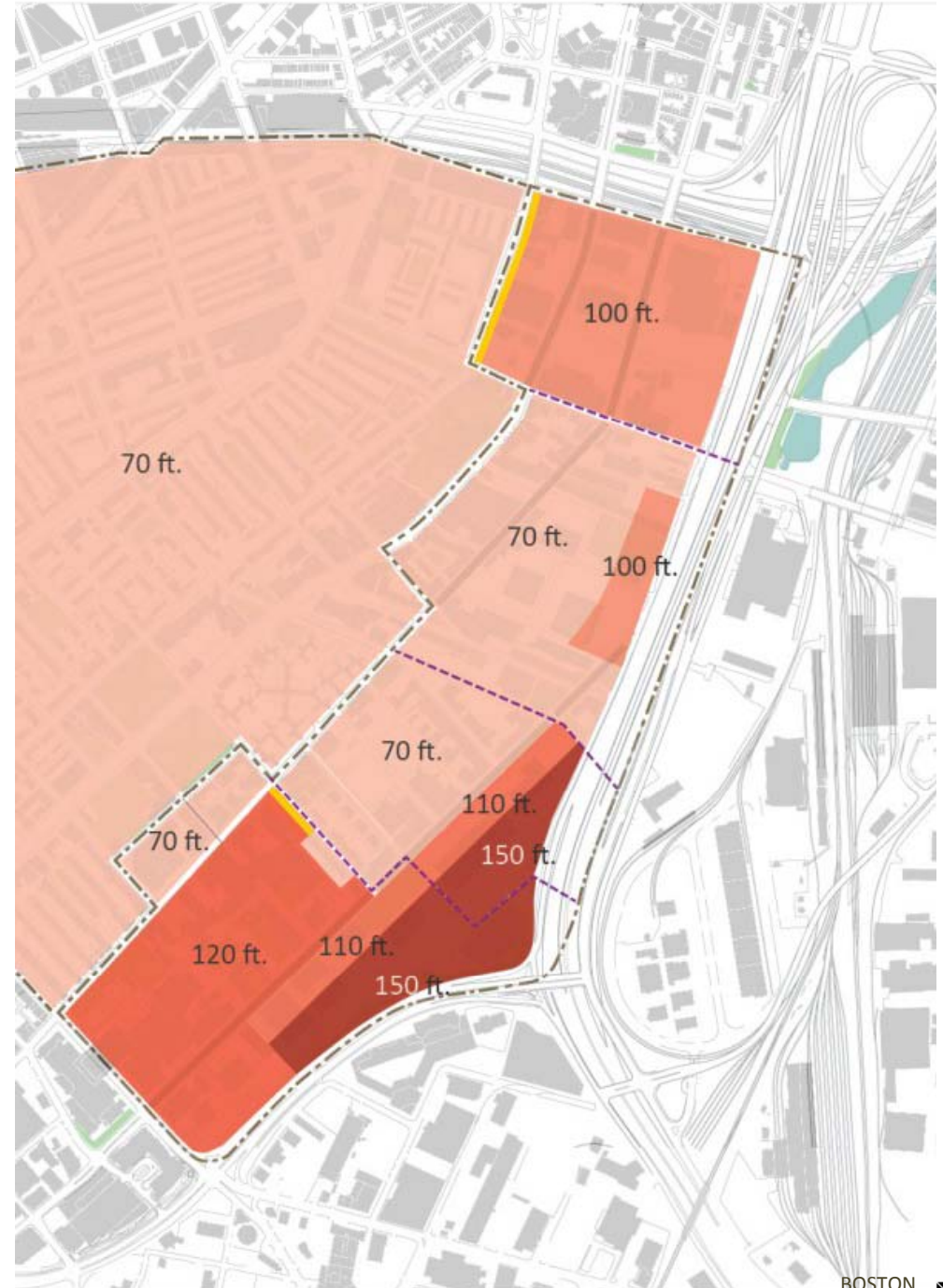
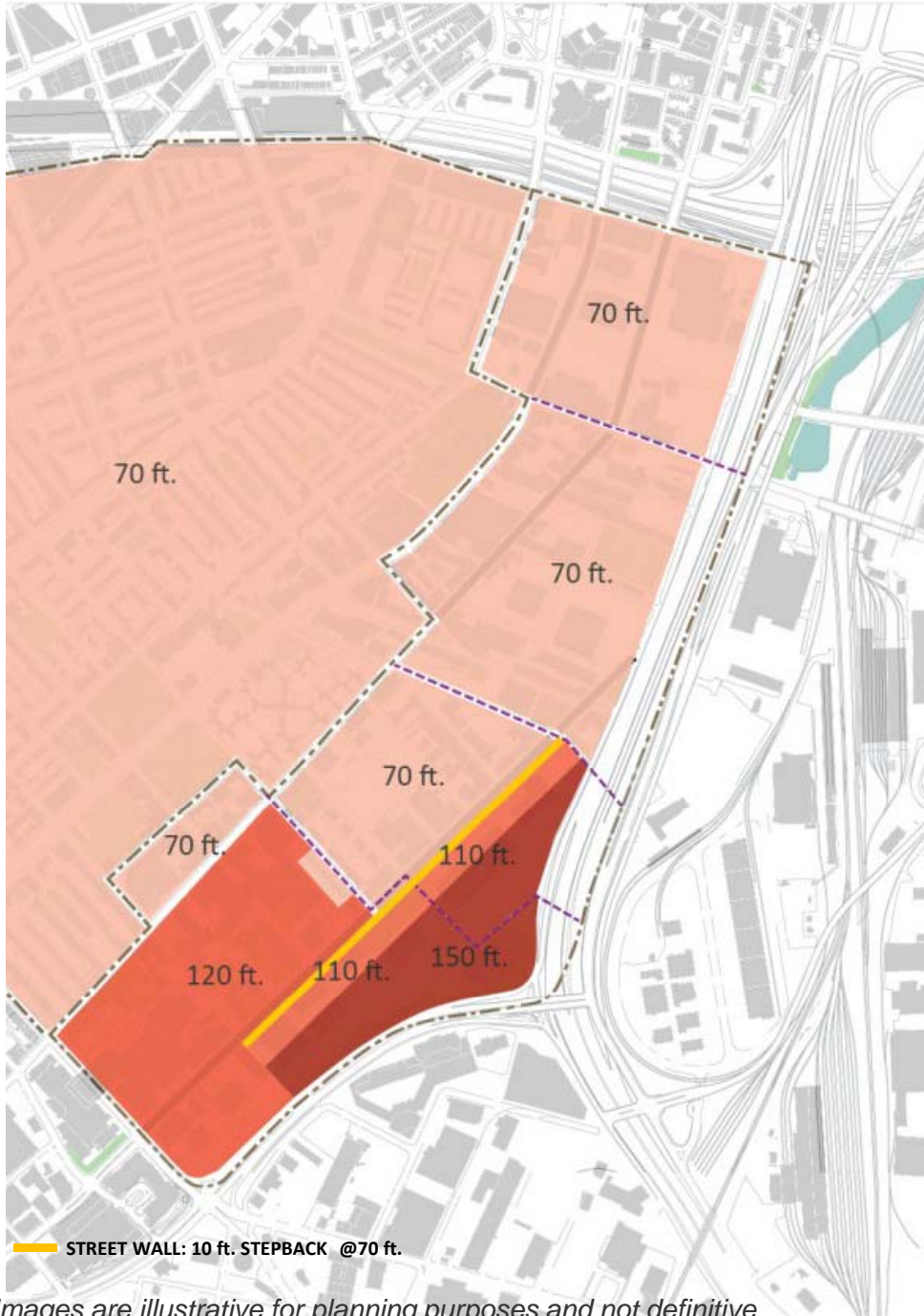


1. OPEN SPACE NETWORK
2. USE CORRIDORS
3. STREET GRID & BLOCK PATTERN
4. PUBLIC REALM – *PLACE-MAKING*
5. HEIGHT
6. FAR
7. STREETScape GUIDELINES



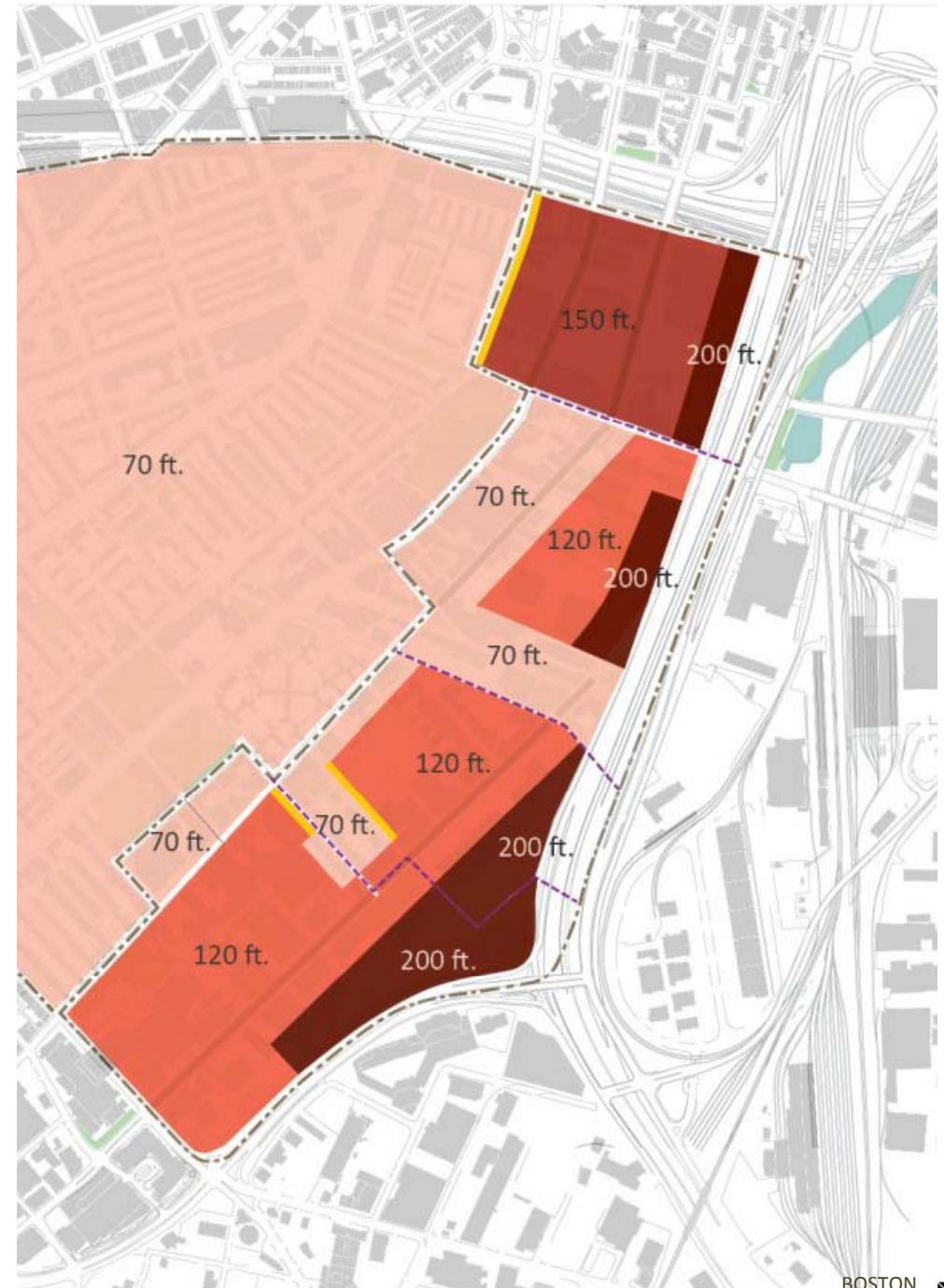
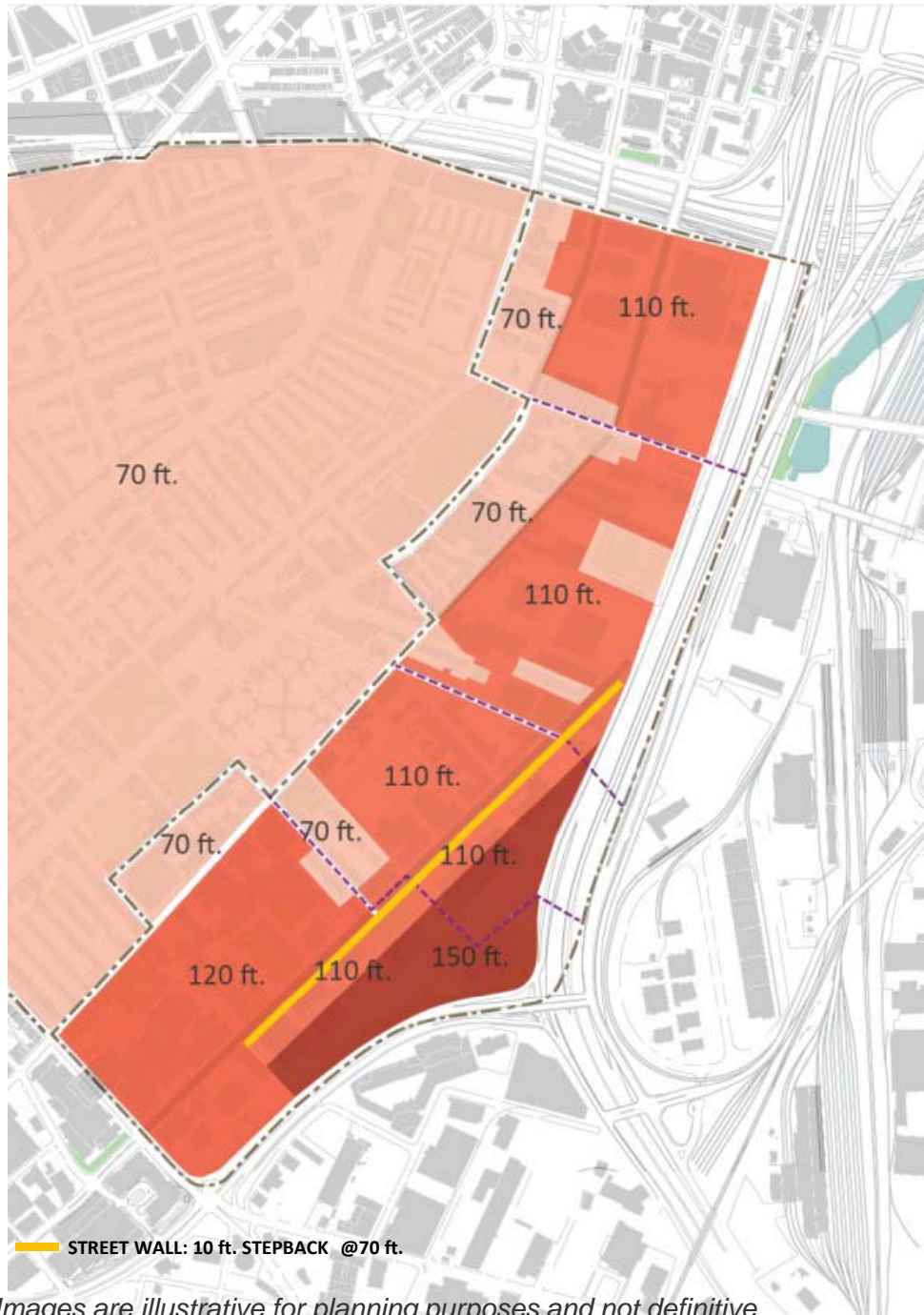
HEIGHT / FAR

AS OF RIGHT HEIGHT: EXISTING vs. PROPOSED



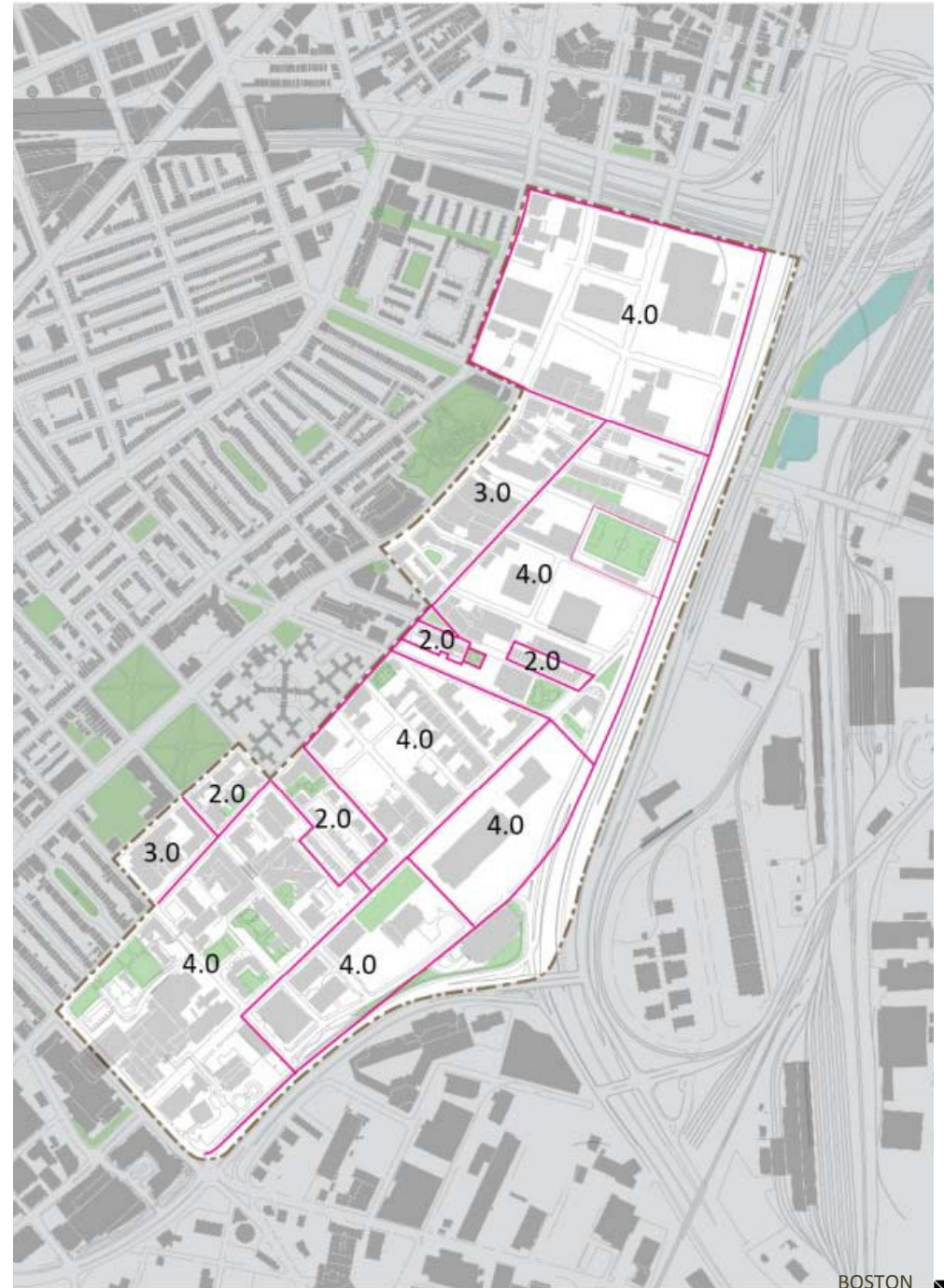
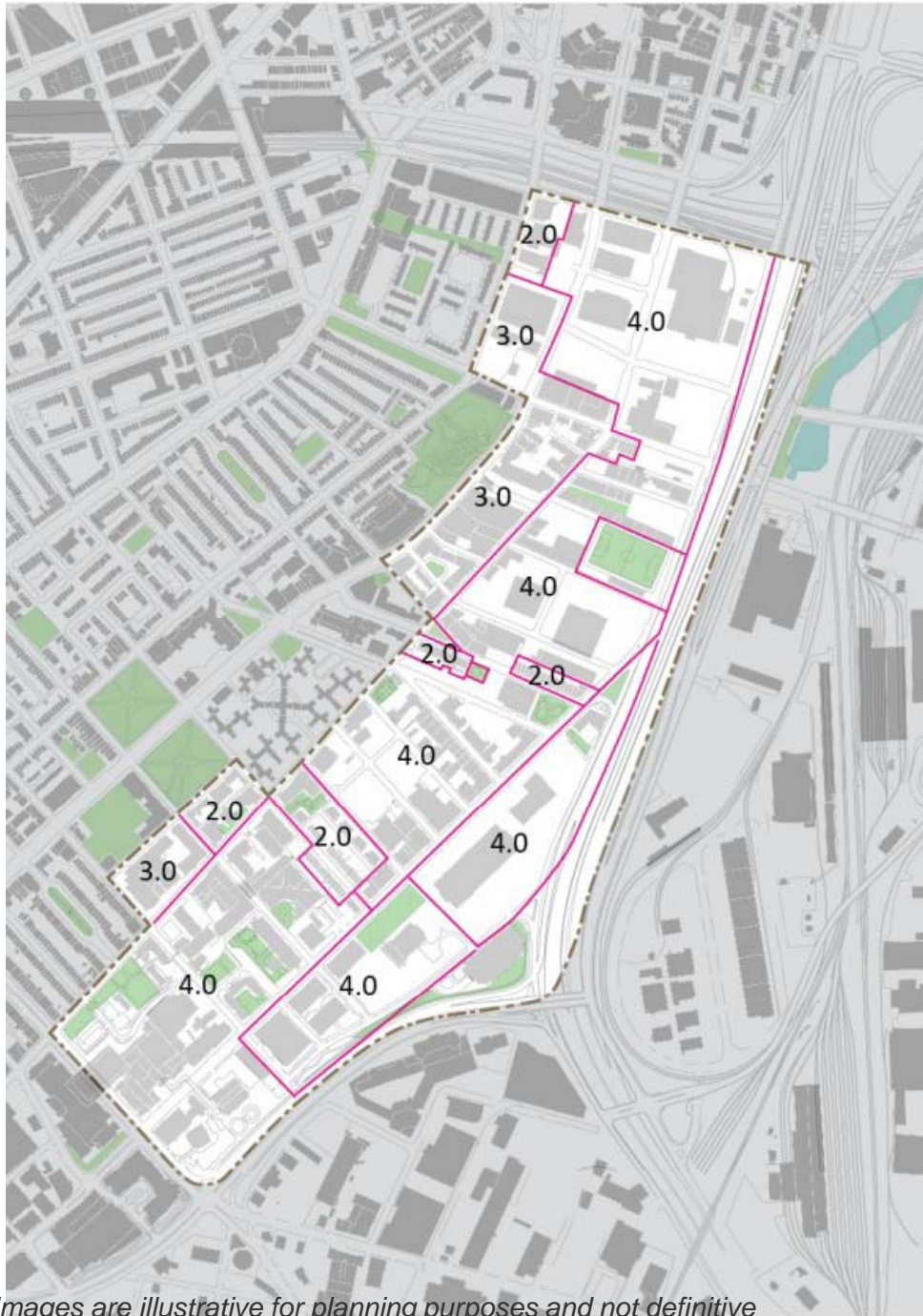
- Images are illustrative for planning purposes and not definitive
- Linework does not represent actual alignments or dimensions and instead reflect general intent

PDA HEIGHT: EXISTING vs. PROPOSED



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

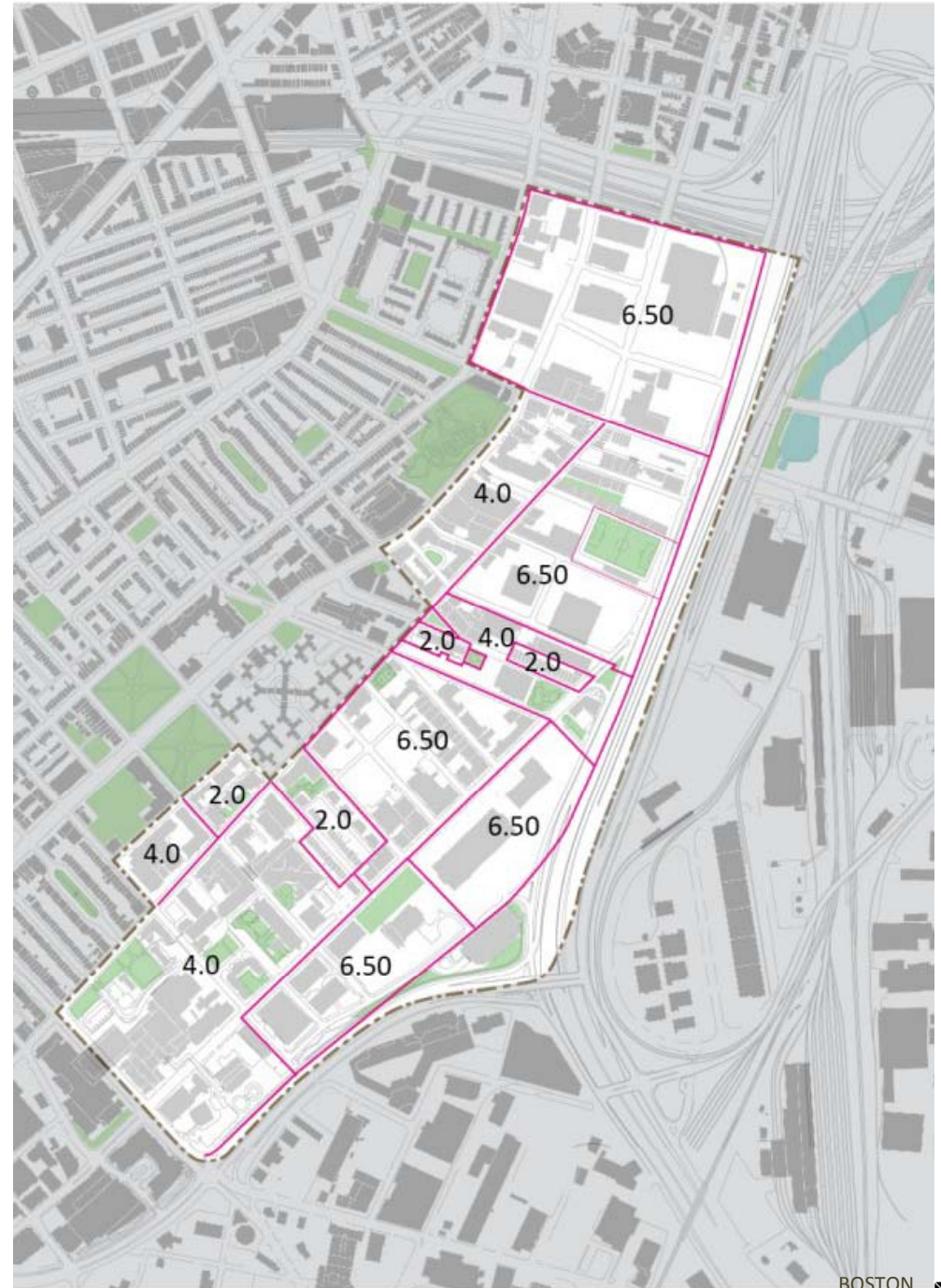
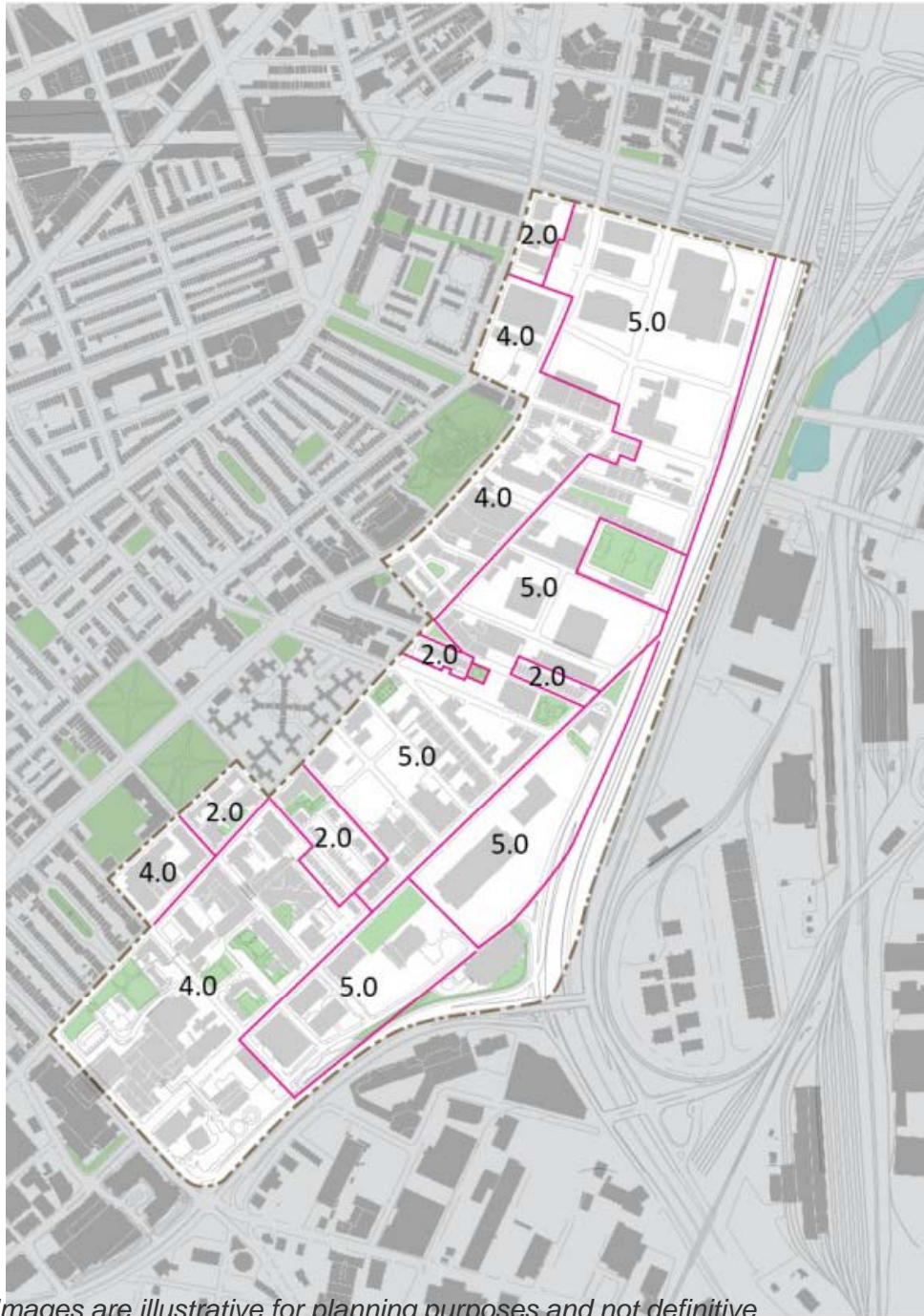
AS OF RIGHT FAR: EXISTING vs. PROPOSED



- Images are illustrative for planning purposes and not definitive
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PDA FAR: EXISTING vs. PROPOSED

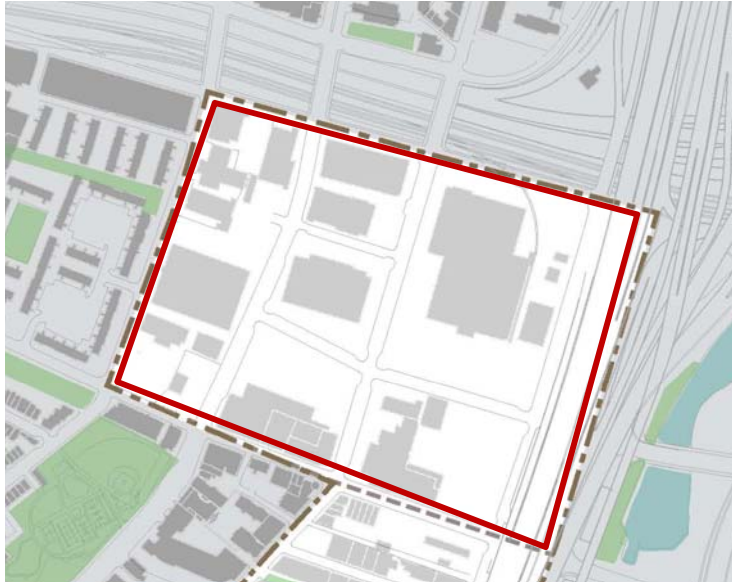


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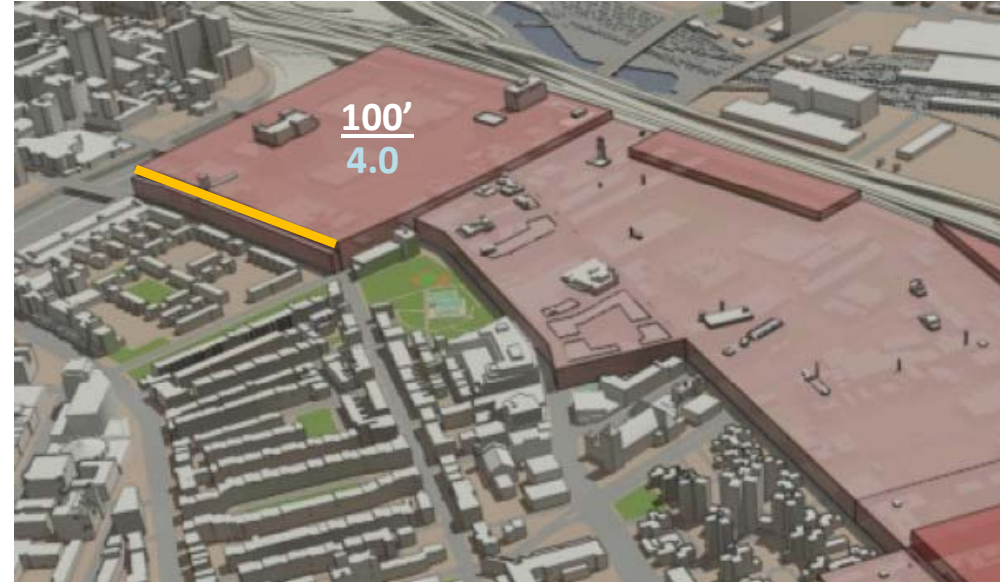


PROPOSED ZONING HEIGHT/FAR NEW YORK STREETS

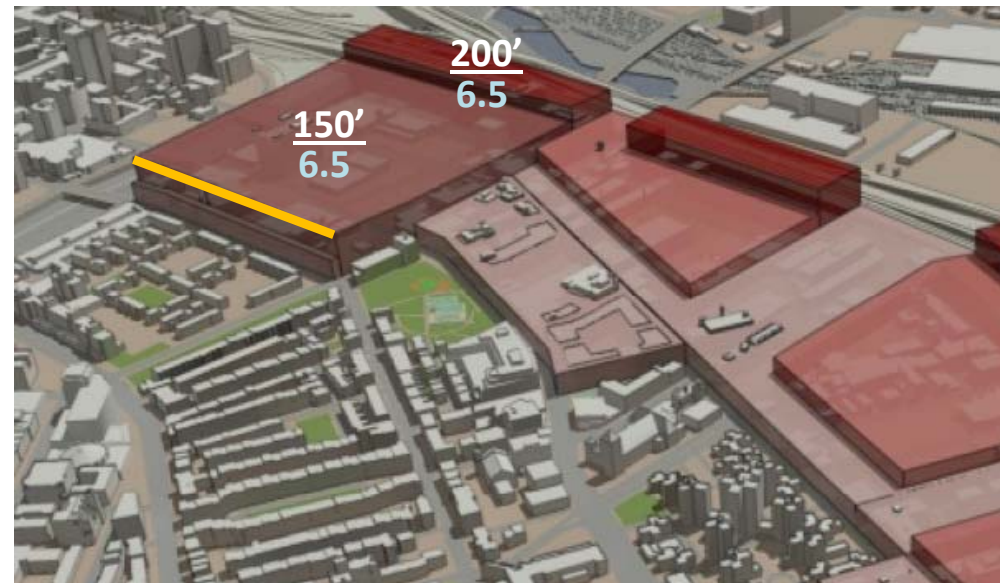
PROPOSED EDA NORTH BOUNDARY



PROPOSED AS OF RIGHT



PROPOSED PDA



STREET WALL: 10 ft. STEPBACK @70 ft.

		FAR	HEIGHT
CURRENT ZONING EDA	As of Right	2/3/4.0	70
	PDA	2/4/5.0	70/110
PROPOSED EDA	As of Right	4.0	100
	PDA	6.5	150/200

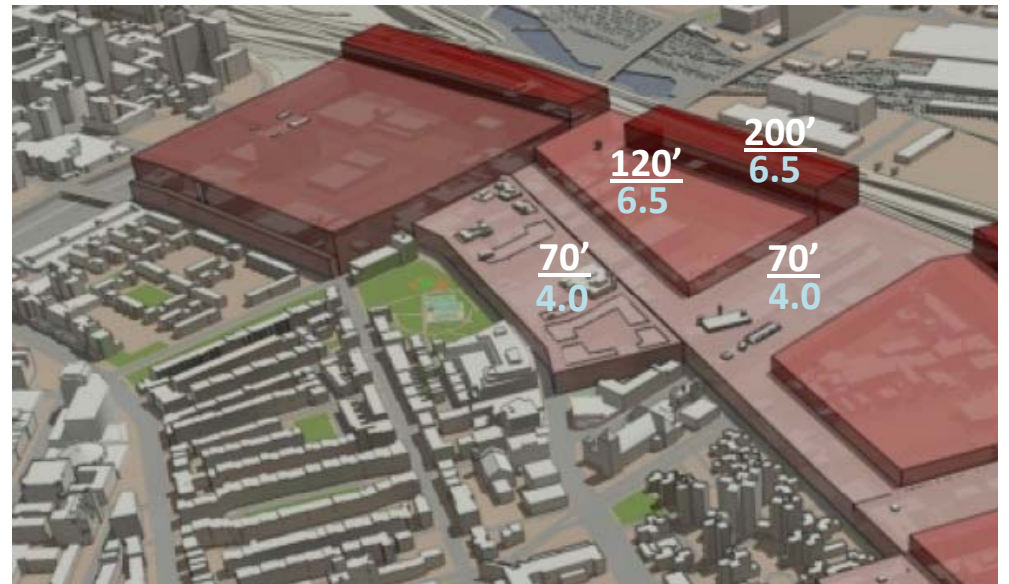
PROPOSED EDA CENTRAL BOUNDARY



PROPOSED AS OF RIGHT



PROPOSED PDA

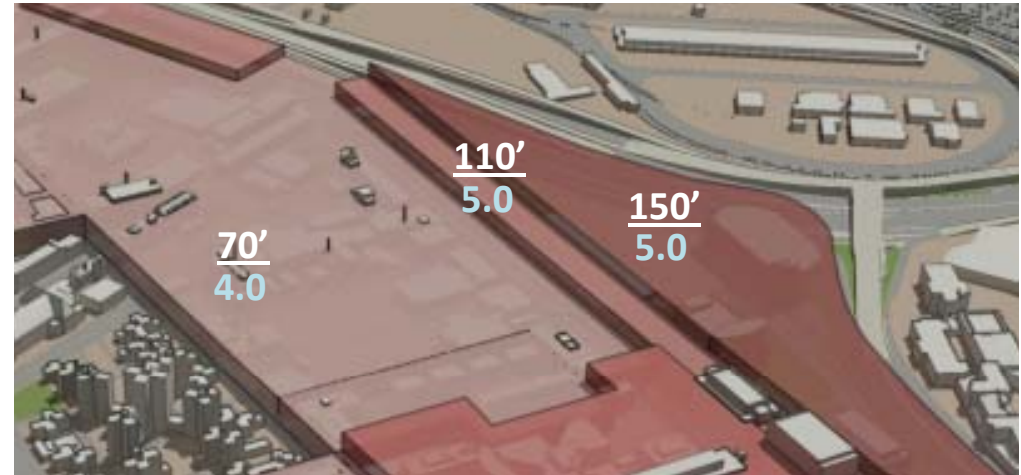


		FAR	HEIGHT
CURRENT ZONING EDA	As of Right	4	70
	PDA	5	110
PROPOSED EDA	As of Right	4	70/100
	PDA	6.5	120/200

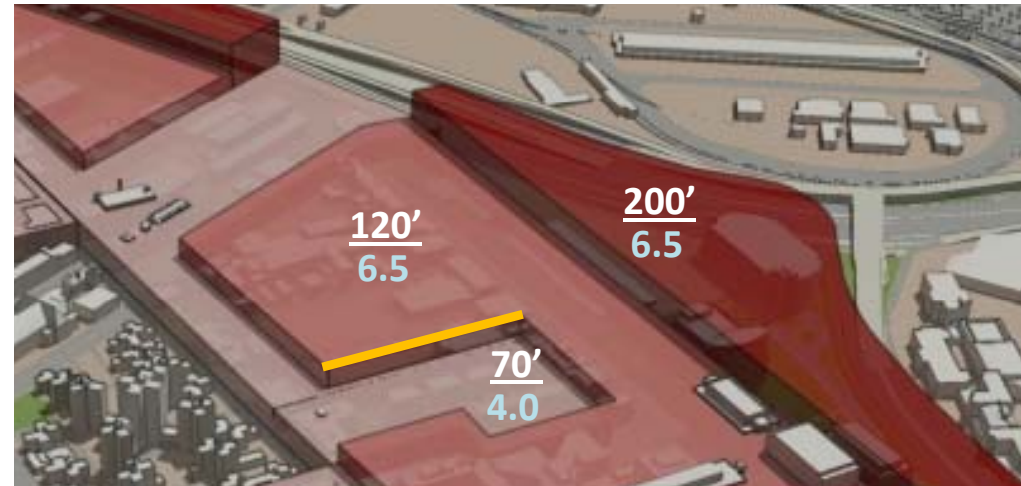
PROPOSED EDA SOUTH BOUNDARY



PROPOSED AS OF RIGHT



PROPOSED PDA

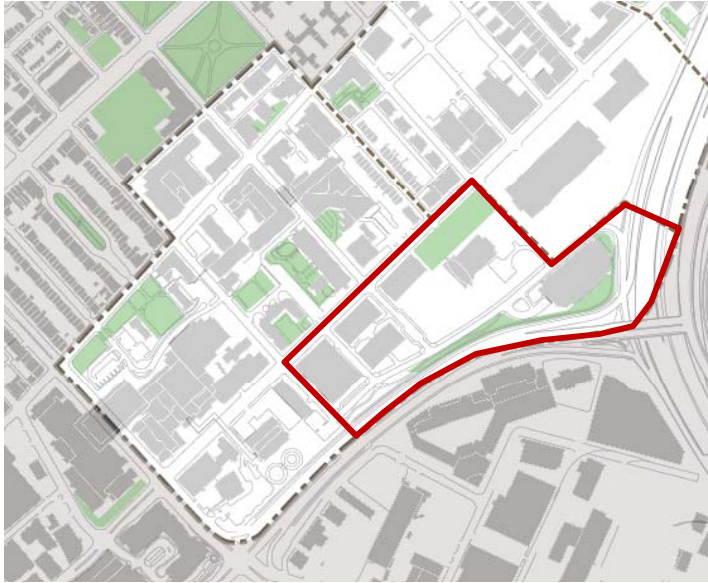


STREET WALL: 10 ft. STEPBACK @70 ft.

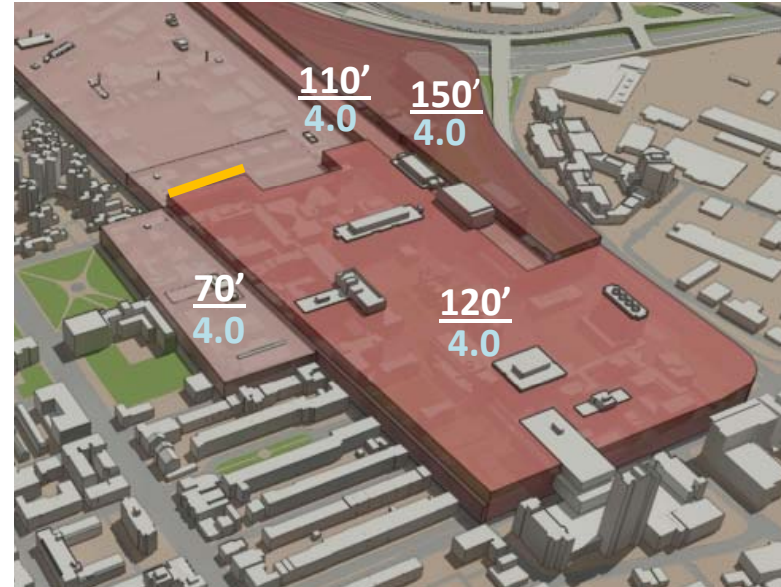
		FAR	HEIGHT
CURRENT ZONING EDA	As of Right	4	70/110/150
	PDA	5	110/150
PROPOSED EDA	As of Right	4	70/110/150
	PDA	6.5	120/200

PROPOSED ZONING HEIGHT/FAR BIO SQUARE

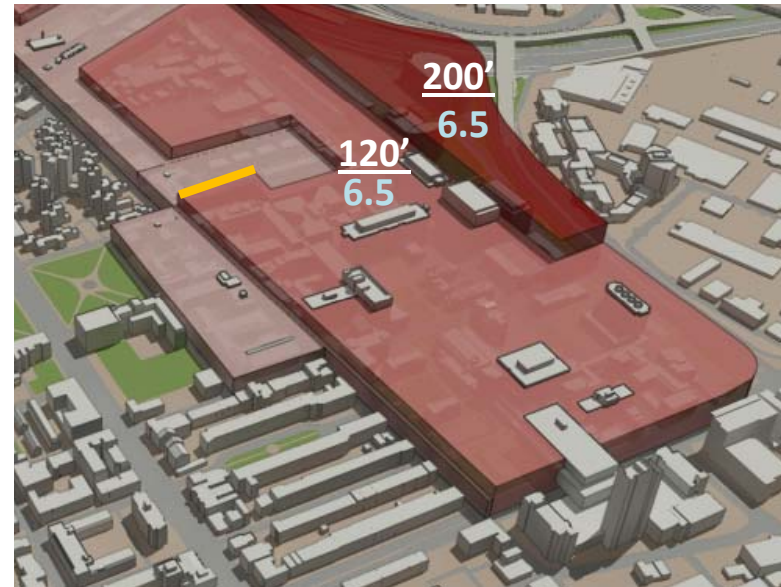
PROPOSED CHANGES TO THE EXISTING BIO SQUARE EDA



PROPOSED AS OF RIGHT



PROPOSED PDA



STREET WALL: 10 ft. STEPBACK @70 ft.

		FAR	HEIGHT
CURRENT ZONING EDA	As of Right	4	110/150
	PDA	5	110/150
PROPOSED EDA	As of Right	4	110/150
	PDA	6.5	120/200

PDA PRIMER

What is a PDA?

What is included in a PDA?

What is eligible?

What are the benefits?

INCENTIVES/ LOT COVERAGE

BONUS HEIGHT AND DENSITY PROGRAM RECOMMENDATIONS

To encourage development, ensure responsible growth and achieve the goals set forth in the Harrison Albany Corridor Strategic Plan (HACSP), projects are eligible for additional height and density in exchange for specific public amenities. Bonus heights and densities are shown in Table ___. The bonus program is available only to projects that are PDA-eligible (one acre and above) and therefore must be administered through the PDA and Article 80 review process. Projects participating in the bonus program must provide a use amenity, which requires that part of the development be set aside for affordable residential, commercial or cultural space, and comply with lot coverage requirements to ensure access to the public realm and improve vehicular and pedestrian connectivity.

Use Amenity: Choose one:

Affordable Housing (available only to projects with a residential component)

20% of the project's residential units must qualify as affordable housing units with all located on-site

OR

Affordable Commercial/Cultural Space (available to projects with a commercial component)

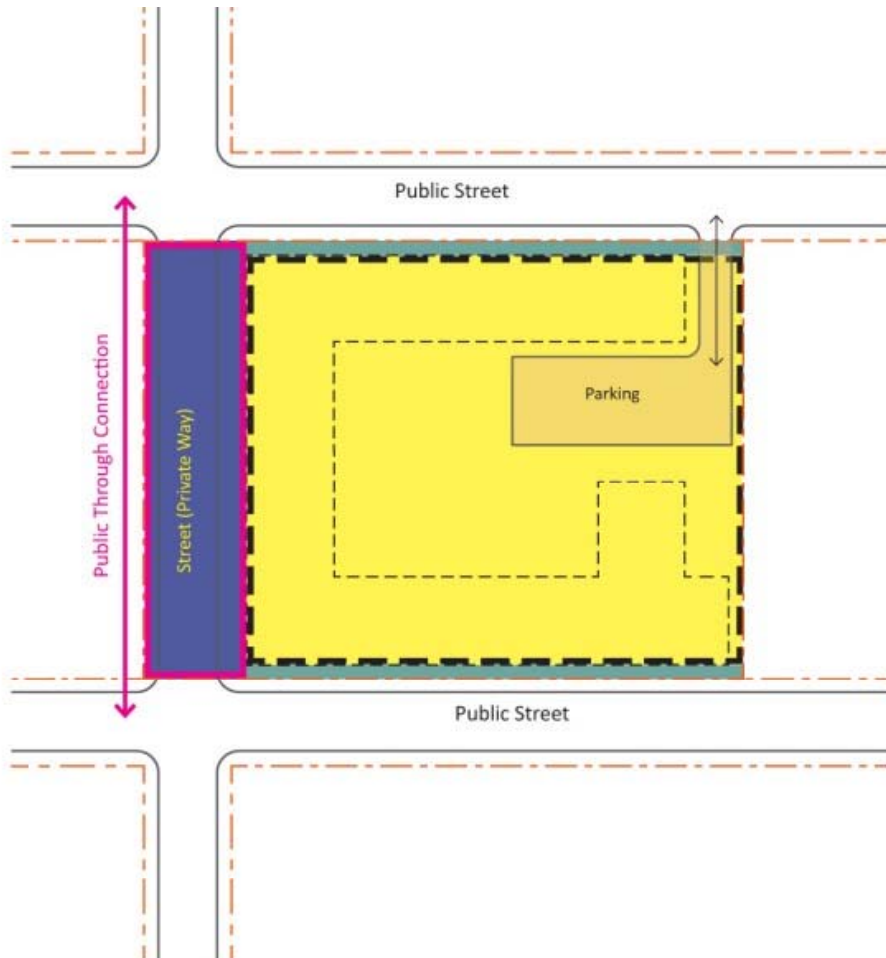
5% of the bonus square footage must be provided on-site and rent-free to a qualifying business or non-profit organization whose eligibility for the program is TBD by the BRA.

Lot Coverage:

The Harrison Albany Corridor Strategic Plan (HACSP) recommends a pedestrian friendly public realm that includes a finer grain of city blocks allowing for enhanced transportation access and circulation. To realize the goal put forth by the HACSP, it's recommended that for parcels one acre or more the development footprint would not cover more than 80% of the lot. The remaining 20% of the lot would be designed and built to ensure public access or enhance the public realm and will be determined through the Article 80 review process.

Development features that would be counted towards the overall development footprint of 80% include building footprints, structured parking, surface parking, and service area(s). Public Realm features to be built and maintained by the development that would be counted towards the overall public realm footprint of 20% include: (See attached diagrams)

STREET (PRIVATE WAY)



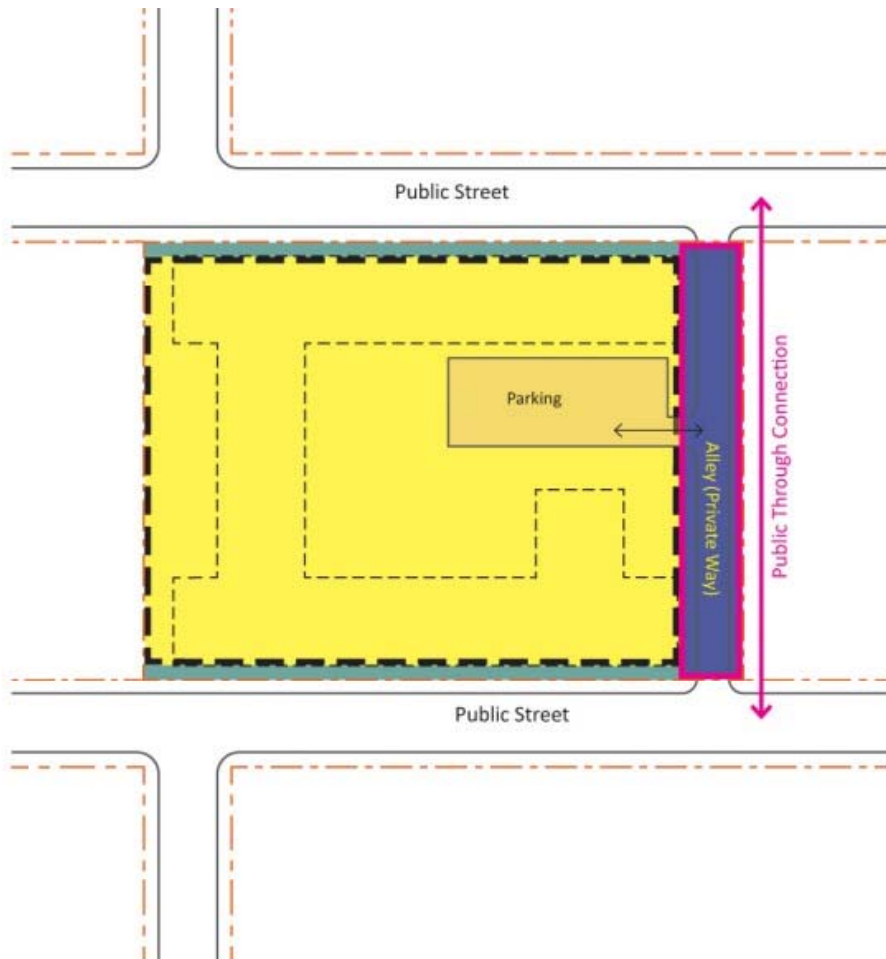
Street (Private Way)

A street (private way) would be a continuous thru-block connection linking streets at both ends that is open to public vehicle and pedestrian access including cyclists. It should be designed to meet City standards, while its location should contribute to creating compatible block sizes and enhancing connectivity to the existing network of streets. Finally, the street would be owned and maintained by the development.



LOT COVERAGE

ALLEY (PRIVATE WAY)

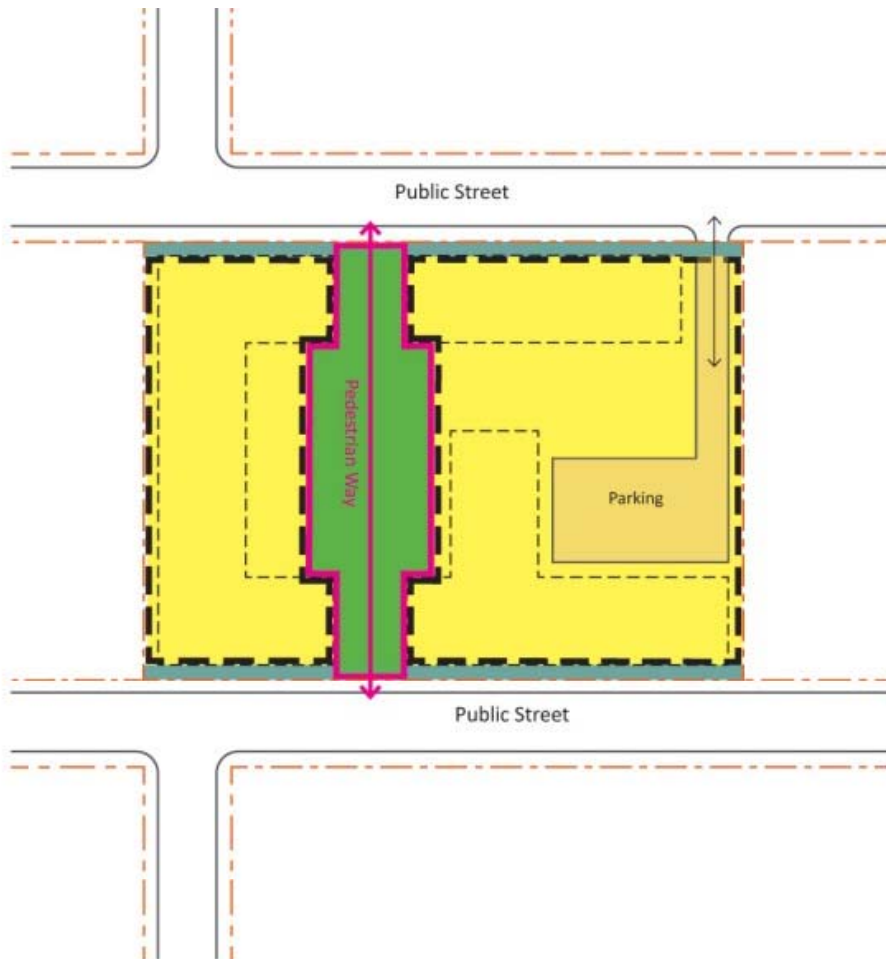


Alley (Private Way)

An alley would be a continuous thru-block connection linking streets at both ends that would provide access to the development site for activities such as drop-off, parking, loading or other service areas. The alley would be open to public access and may be limited to vehicle traffic but should be designed to accommodate pedestrians and cyclists where feasible. Its location and design should contribute to creating compatible block sizes and connectivity to the existing network of streets. Finally, the alley would be owned and maintained by the development.

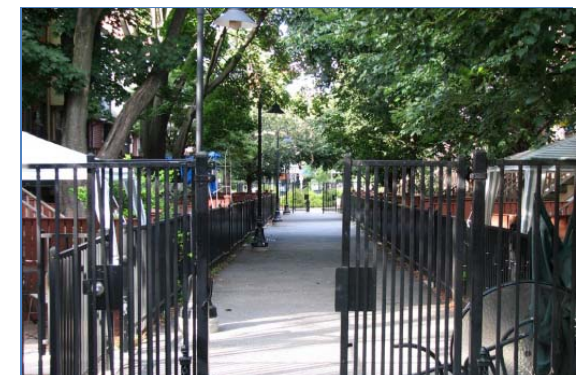


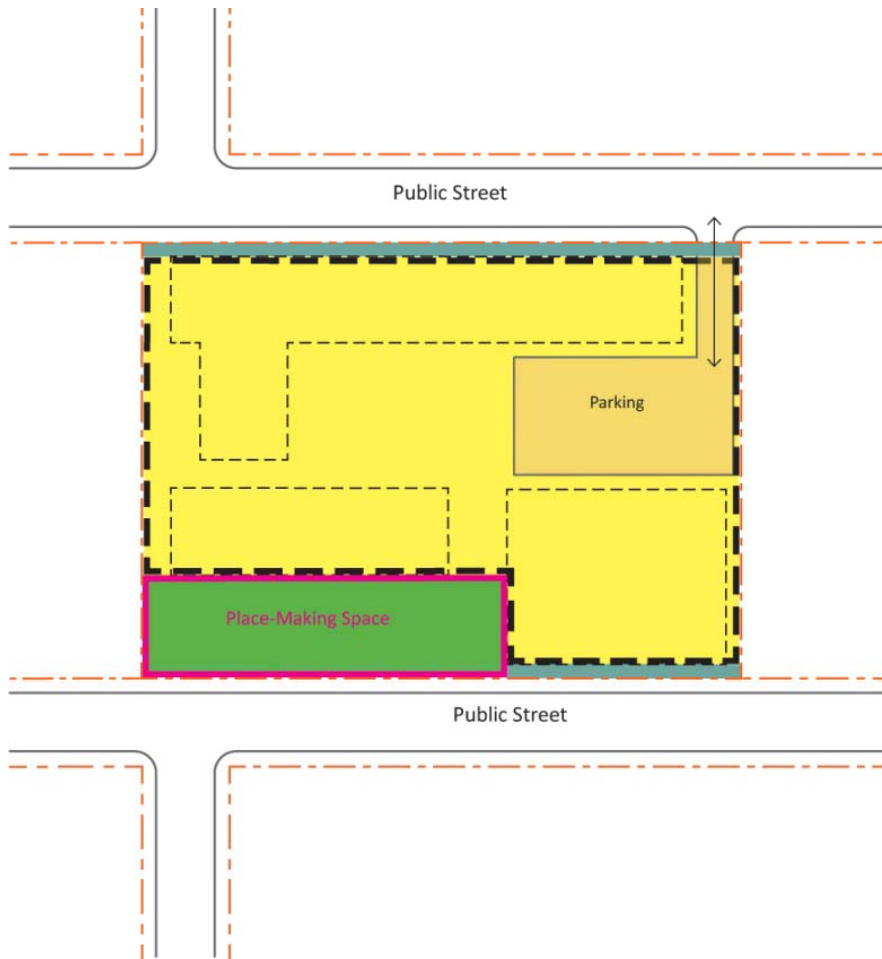
PEDESTRIAN WAY



Pedestrian Way

A pedestrian way would be a continuous thru-block connection linking sidewalks at both ends that is open to the public and limited to pedestrians and cyclists where feasible. The pedestrian way would be open to the sky with a minimum number of exceptions for minor projections over it. Each end of a pedestrian way should be visible from the street, while its location and design should contribute to creating compatible block sizes and enhancing connectivity to the existing network of streets. Finally, the pedestrian way would be owned and maintained by the development.





Place-Making Space

A place-making space would be an open air plaza or green space such as a park that is located on the ground level that is open to the public. Its location and design should contribute to the overall character of the neighborhood and enhance the public realm of the area. Finally, the place-making space would be owned and maintained by the development.

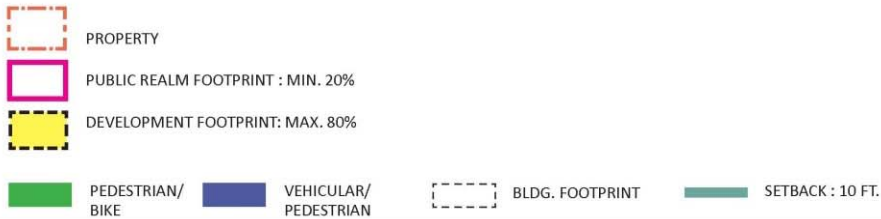


LOT COVERAGE

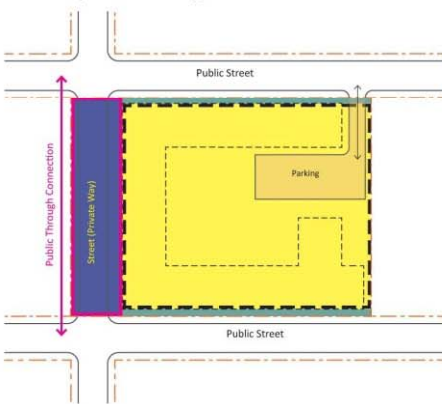
DEFINITION & TYPES

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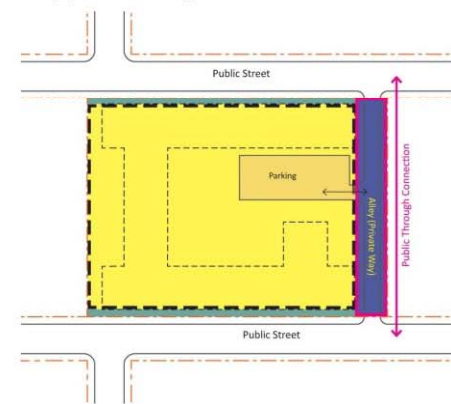


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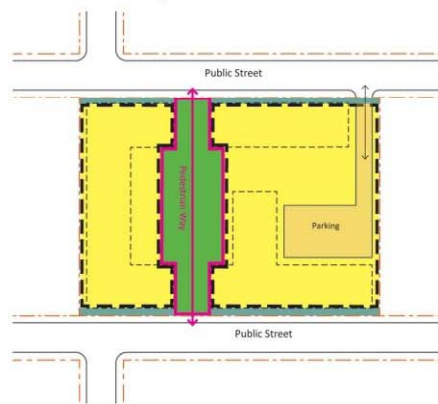
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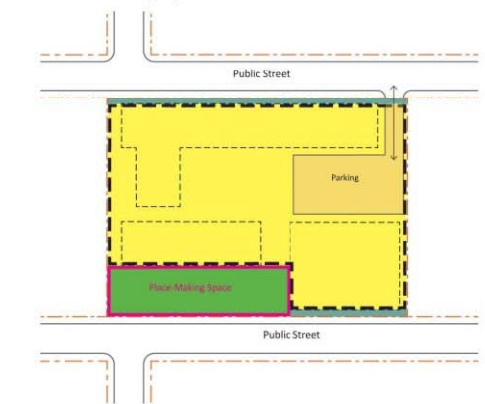
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NEXT STEPS HARRISON ALBANY CORRIDOR STRATEGIC PLAN

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