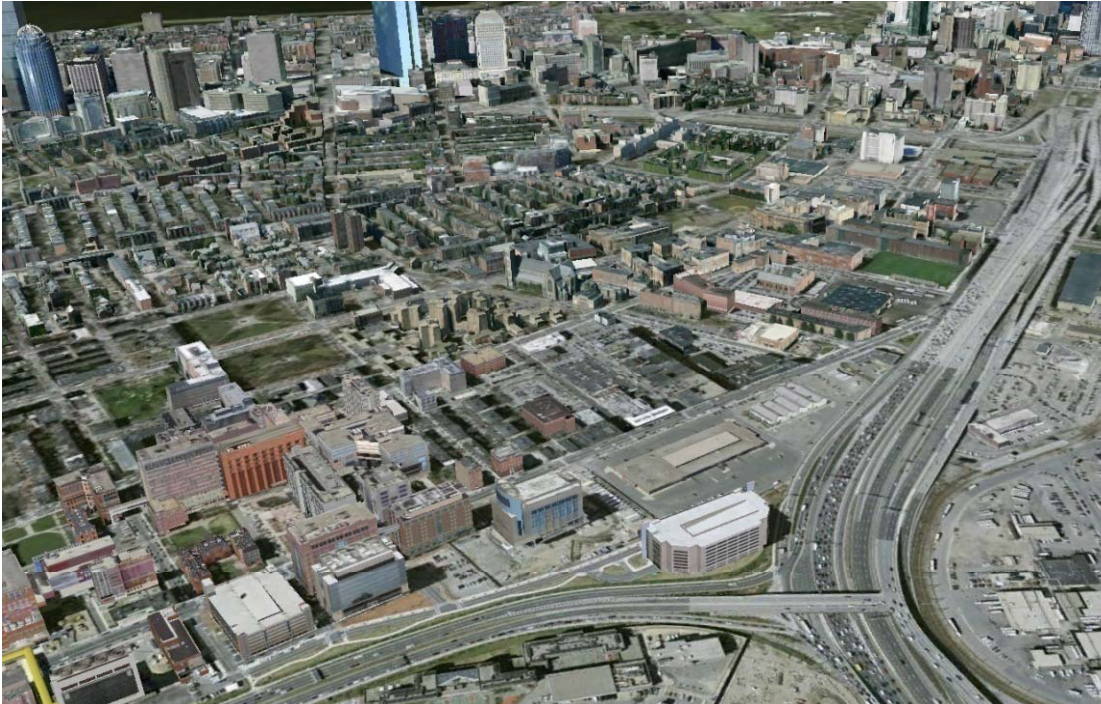




**HARRISON
ALBANY
CORRIDOR
STRATEGIC PLAN**

COMMUNITY WIDE MEETING SEPTEMBER 20, 2011

- PRESENTATION OF FINAL DRAFT PLAN CHAPTERS -

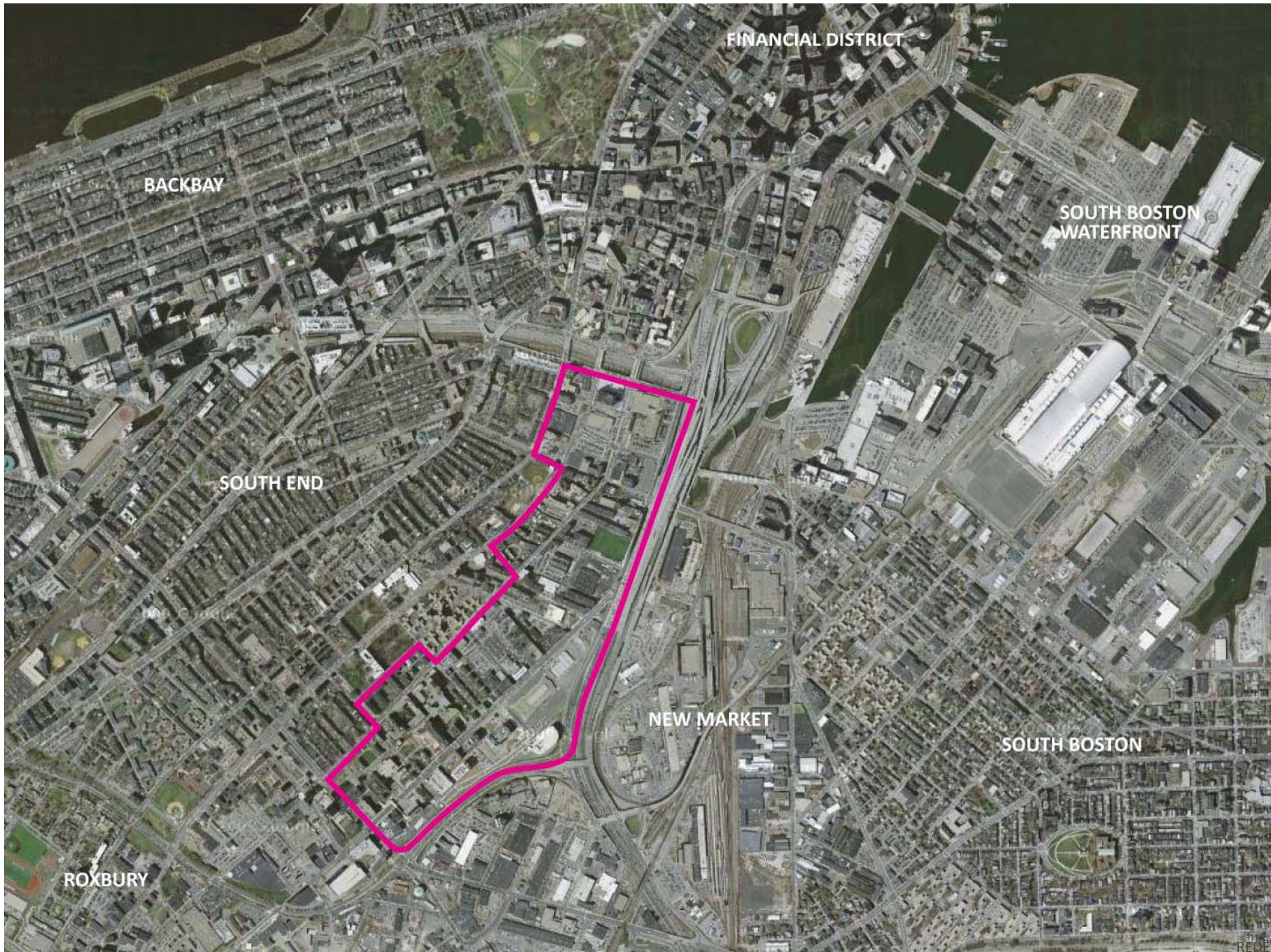


TIMELINE

HARRISON ALBANY CORRIDOR STRATEGIC PLAN

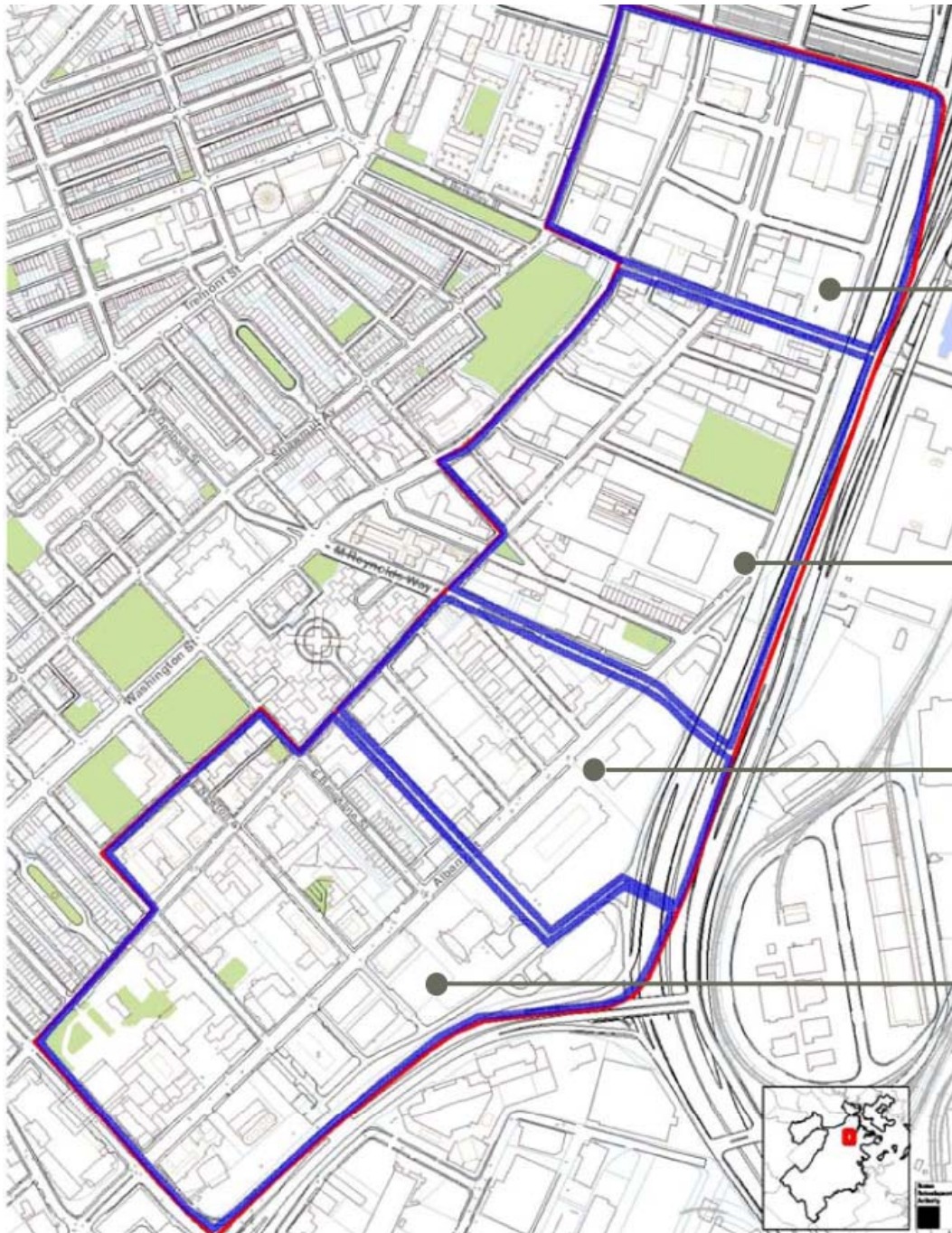
	DRAFTING OF PLAN	DRAFTING ZONING
September	<p>Community Wide Meeting (9/20/11)</p> <ul style="list-style-type: none"> - Final plan presentation - Executive Summary available publicly 	
October	<p>South End Landmarks Commission (10/4/11)</p> <ul style="list-style-type: none"> - Final plan presentation <p>Final Plan is Publicly Available (early-October)</p> <ul style="list-style-type: none"> - 2 week comment period begins 	<p>Advisory Group Working Session</p> <ul style="list-style-type: none"> - Article 64 primer; present amendments to existing Article 64 and map to reflect plan recommendations
November	<p>BRA Board (11/17/11)</p> <ul style="list-style-type: none"> - Presentation for Harrison-Albany Corridor Strategic Plan adoption 	<p>Advisory Group Working Session</p> <ul style="list-style-type: none"> - Present amended Article 64 and map in entirety <p>Community Wide Meeting</p> <ul style="list-style-type: none"> - Present final amended Article 64 and map in entirety - two week comment period
December	<p>BRA Board (12/15/11)</p> <ul style="list-style-type: none"> - Public Meeting to present amended Article 64 Article and Map 	
January 2012		<p>Zoning Commission</p> <ul style="list-style-type: none"> - Public Hearing to present amended Article 64 and Official map for adoption

CHAPTERS 2 & 3 - BACKGROUND / VISION



- **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*



CHAPTER 4 - PUBLIC REALM

URBAN DESIGN FRAMEWORK

1. USE CORRIDORS
2. GREEN CORRIDORS
3. PLACE-MAKING
4. STREET GRID & BLOCK PATTERN
5. STREETScape TYPES
6. HEIGHT
7. FAR



PRIMARY USE CORRIDORS

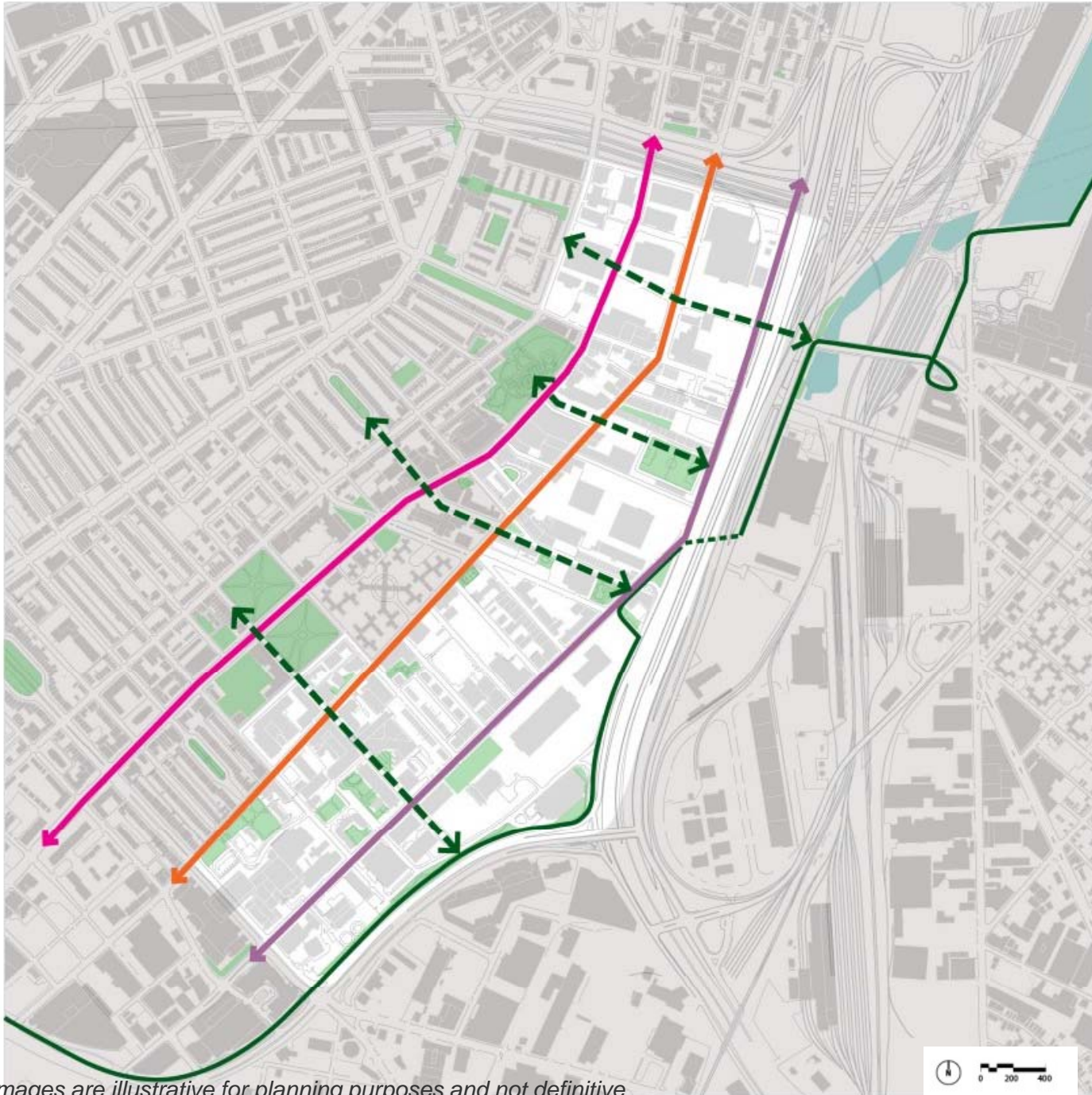


- ↔ Retail Corridor
- ↔ Creative Use Corridor
- ↔ Wholesale/Medical Use Corridor

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



PRIMARY GREEN CORRIDORS



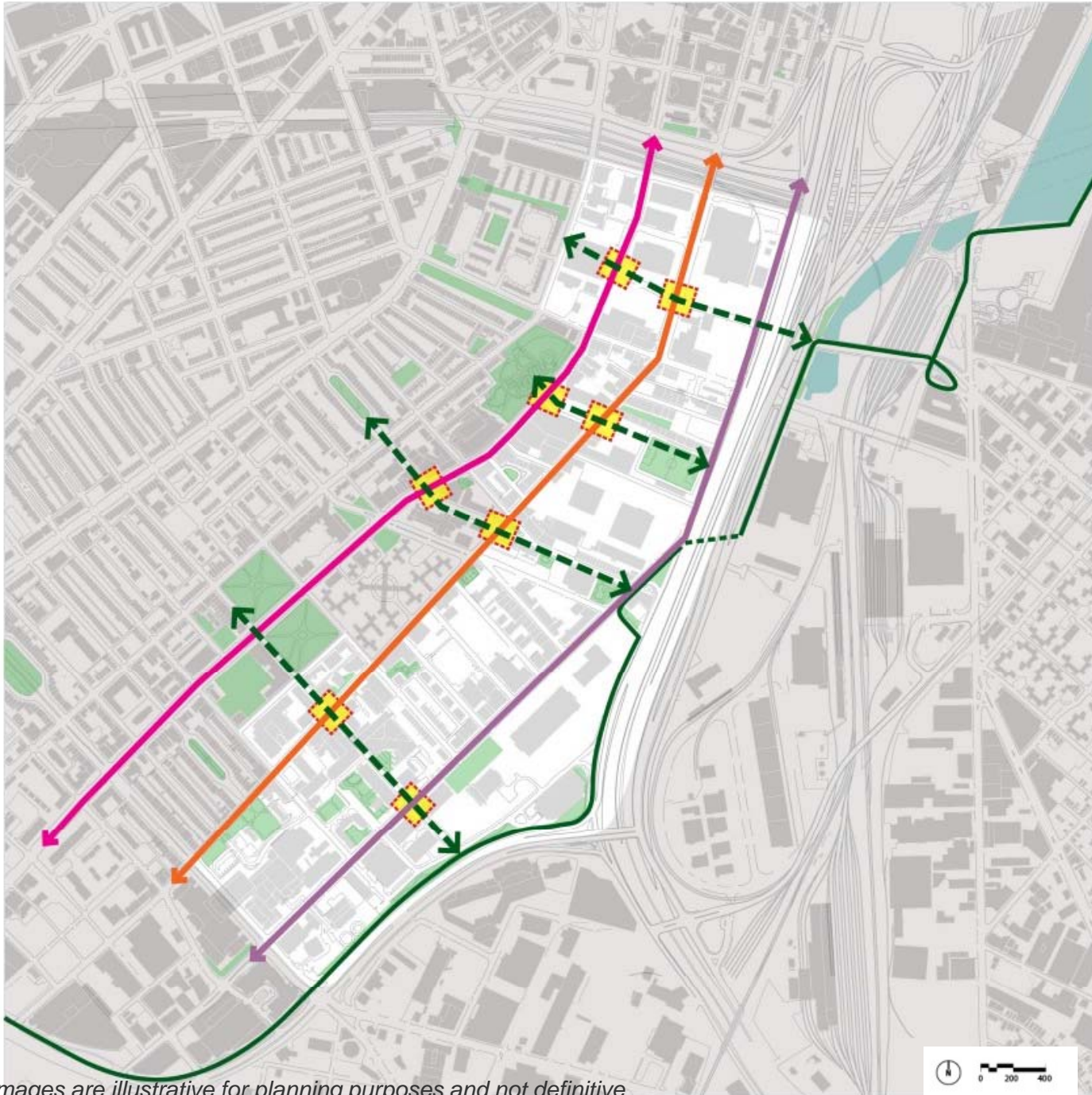
- ↔ Retail Corridor
- ↔ Creative Use Corridor
- ↔ Wholesale/Medical Use Corridor
- ↔ Primary Green Corridor

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



PLACE-MAKING OPPORTUNITIES

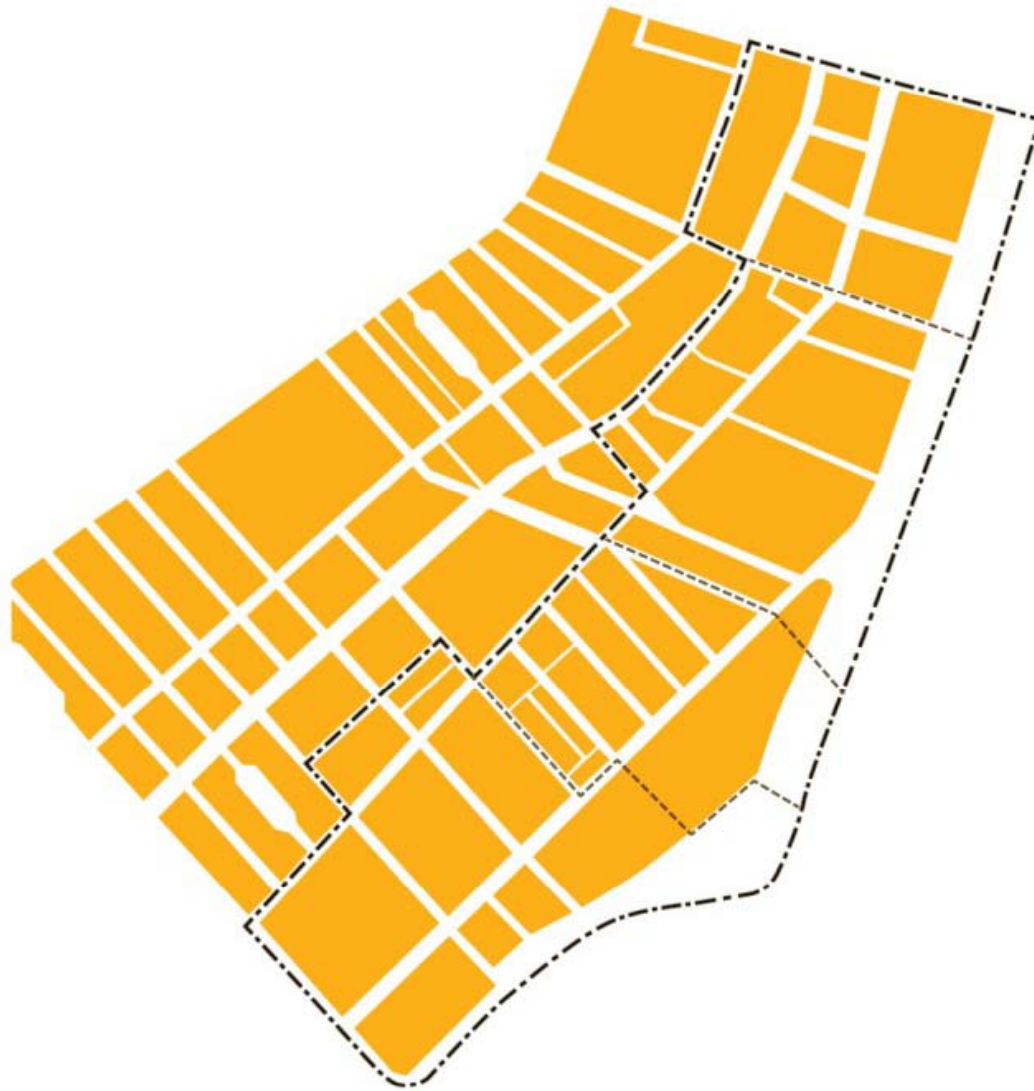
Streets, Squares, Parks,
Attractive streetscape,
Active ground floor uses



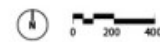
- Retail Corridor
- Creative Use Corridor
- Wholesale/Medical Use Corridor
- Primary Green Corridor
- Place-Making Opportunity

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

STREET GRID AND BLOCK PATTERN



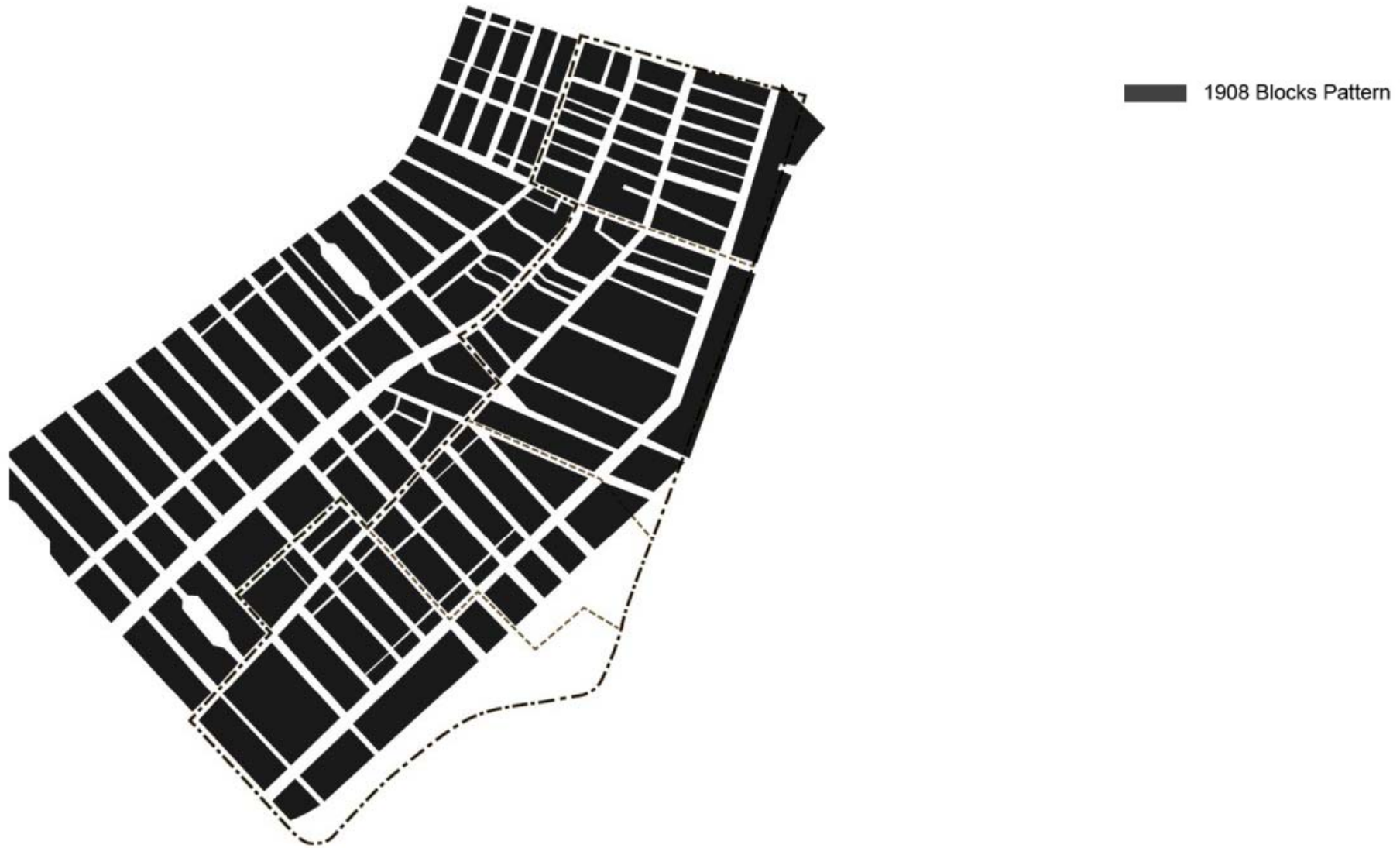
Existing Blocks Pattern



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



STREET GRID AND BLOCK PATTERN



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

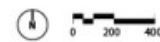


STREET GRID AND BLOCK PATTERN

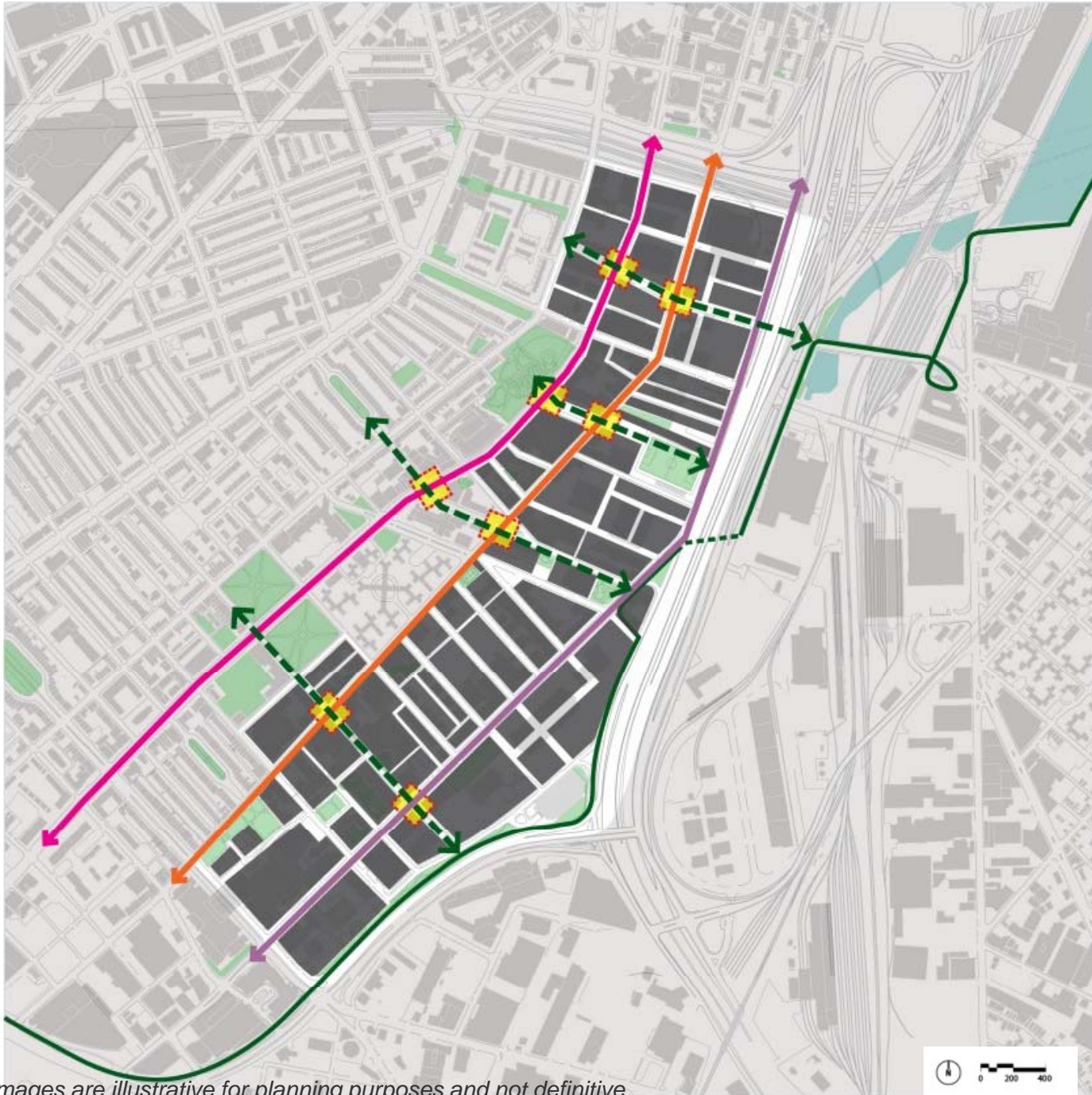



- 1908 Blocks Pattern
- Existing Blocks Pattern

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



URBAN DESIGN FRAMEWORK

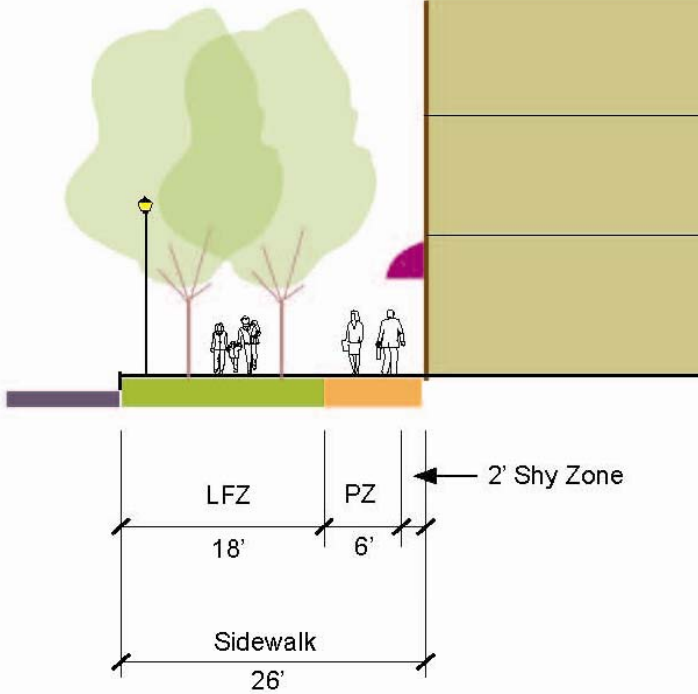


-  Retail Corridor
-  Creative Use Corridor
-  Wholesale/Medical Use Corridor
-  Primary Green Corridor
-  Place-Making Opportunity
-  Block

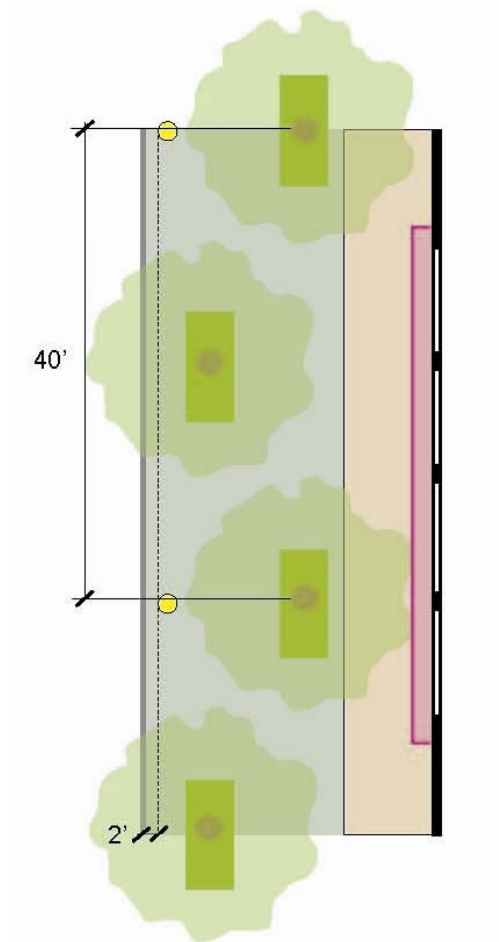
- Images are illustrative for planning purposes and not definitive
- Linework does not represent actual alignments or dimensions and instead reflect general intent

STREETSCAPE TYPE A: Single or Double Row of Trees (16' and Up)

Traveler Street
Perry Street
Albany Street



LFZ : Landscape Furniture Zone
PZ : Pedestrian Zone



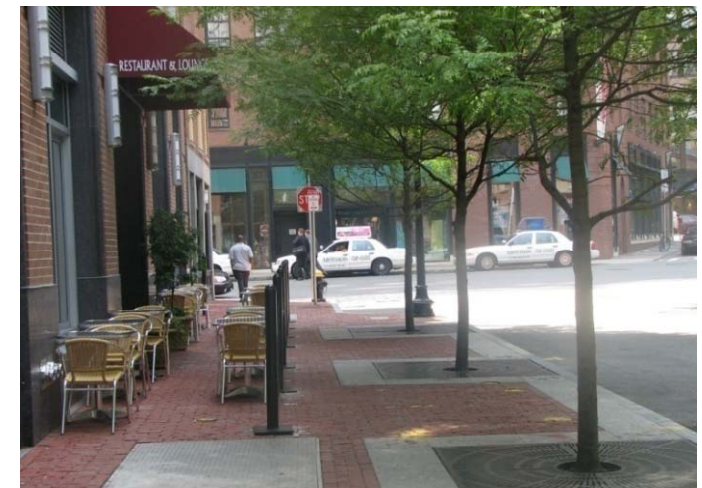
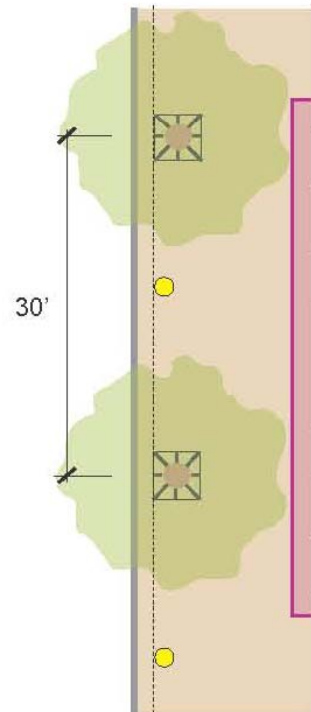
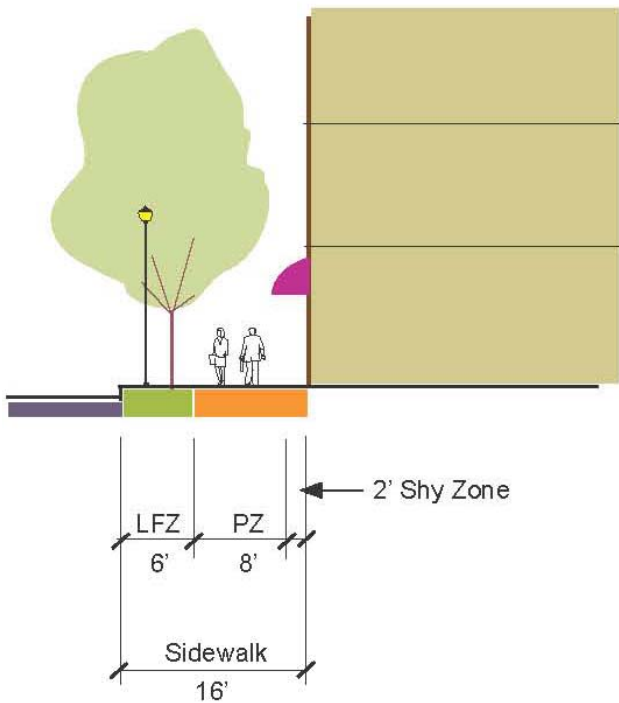
Huntington Avenue, Back Bay



Stuart Street, Back Bay

STREETSCAPE TYPE B: Neighborhood Main (10'- 16')

- | | |
|-------------------|------------------------|
| Shawmut Avenue | East Berkeley Street |
| Washington Street | Monsignor Reynolds Way |
| Harrison Avenue | Malden Street |
| Herald Street | East Newton Street |
| Traveler Street | East Concord Street |



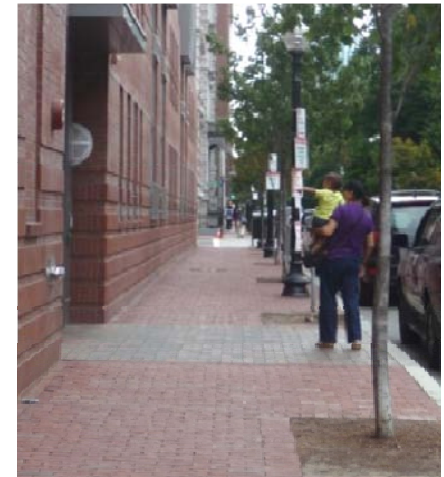
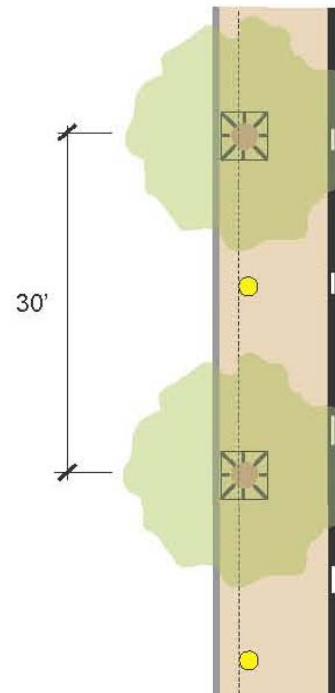
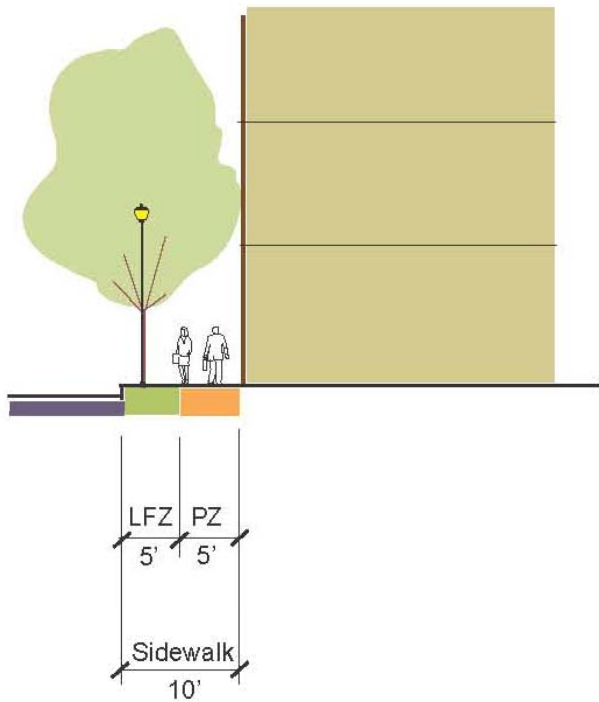
South End

LFZ : Landscape Furniture Zone
PZ : Pedestrian Zone

STREETSCAPE TYPE C: Neighborhood Local (8'- 10')

East Brookline Street
East Canton Street
Rollins Street
Union Park Street
Savoy Street

Randolph Street
Paul Sullivan Way
William Mullins Way
East Concord Street



East Newton Street, South End



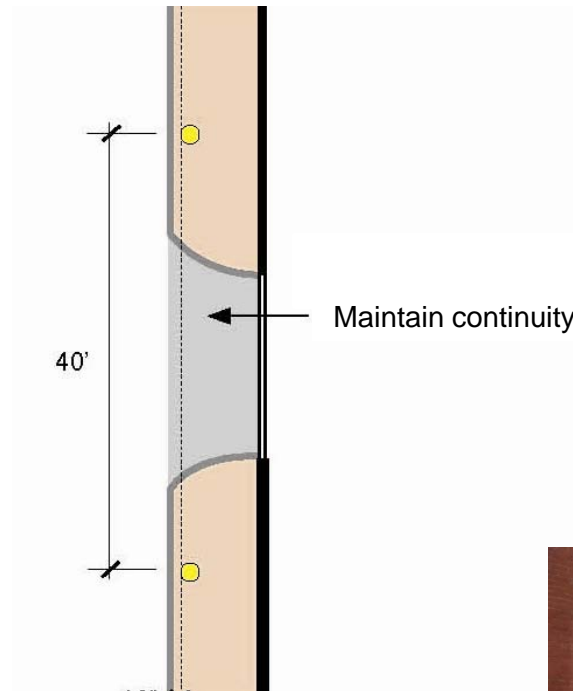
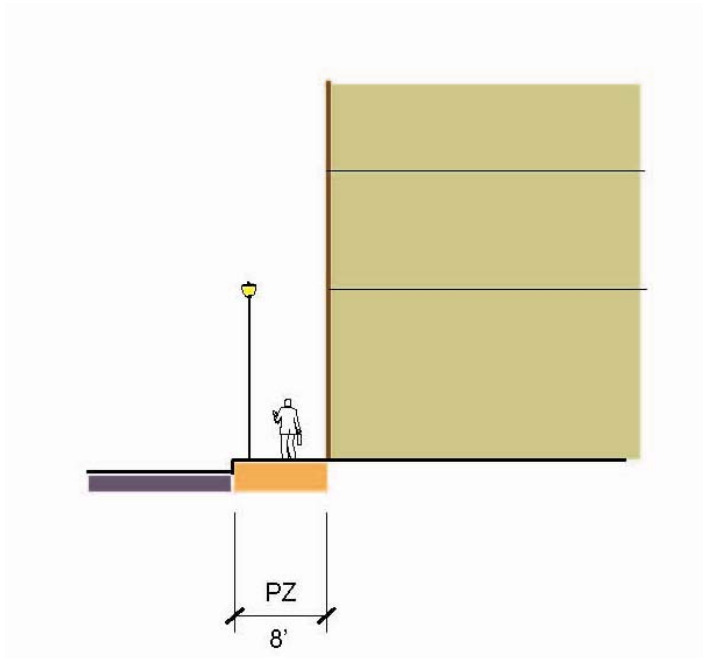
Tremont Street, Theater District

LFZ : Landscape Furniture Zone
PZ : Pedestrian Zone



STREETSCAPE TYPE C: Back Streets (5'- 8')

- East Canton Street
- East Dedham Street
- Plympton Street
- Wareham Street
- Malden Street



Wareham Street, South End

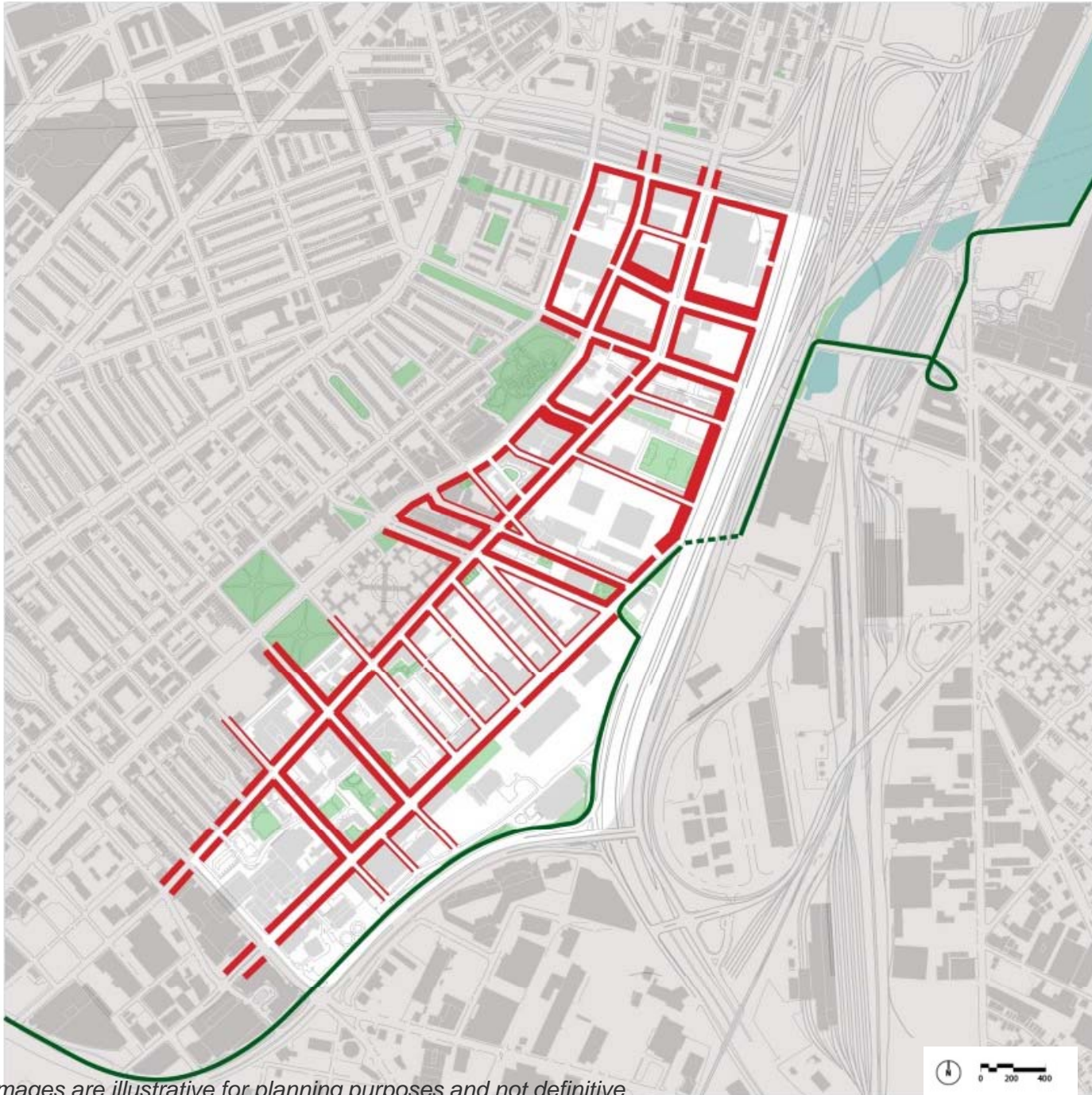





South Boston

PZ : Pedestrian Zone



STREETScape TYPES

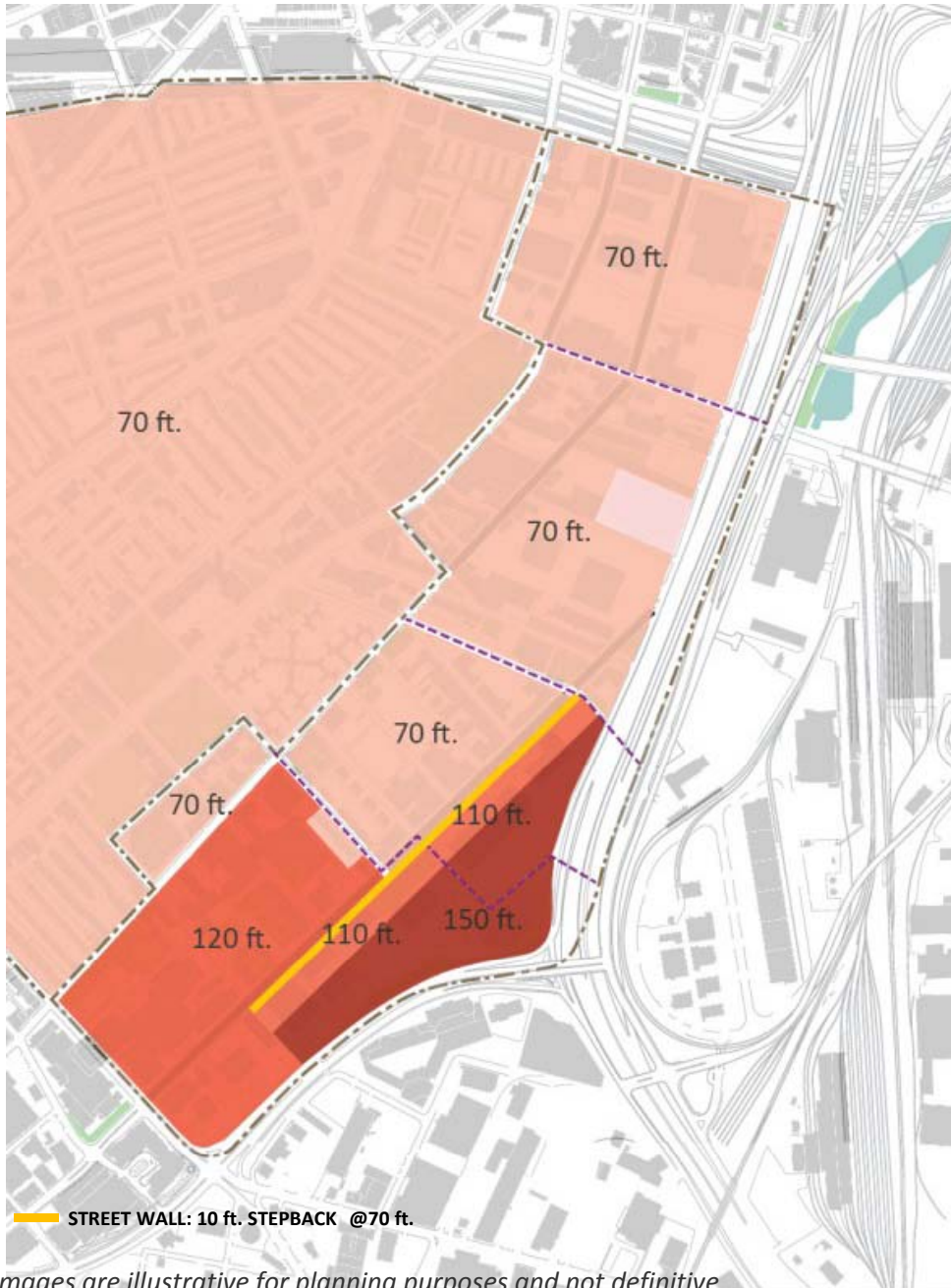


-  Type A (16' and Up):
Double or Single Row of Trees
-  Type B (10'-16'):
Neighborhood Main
-  Type C (5'-10'):
Neighborhood Local / Back Streets

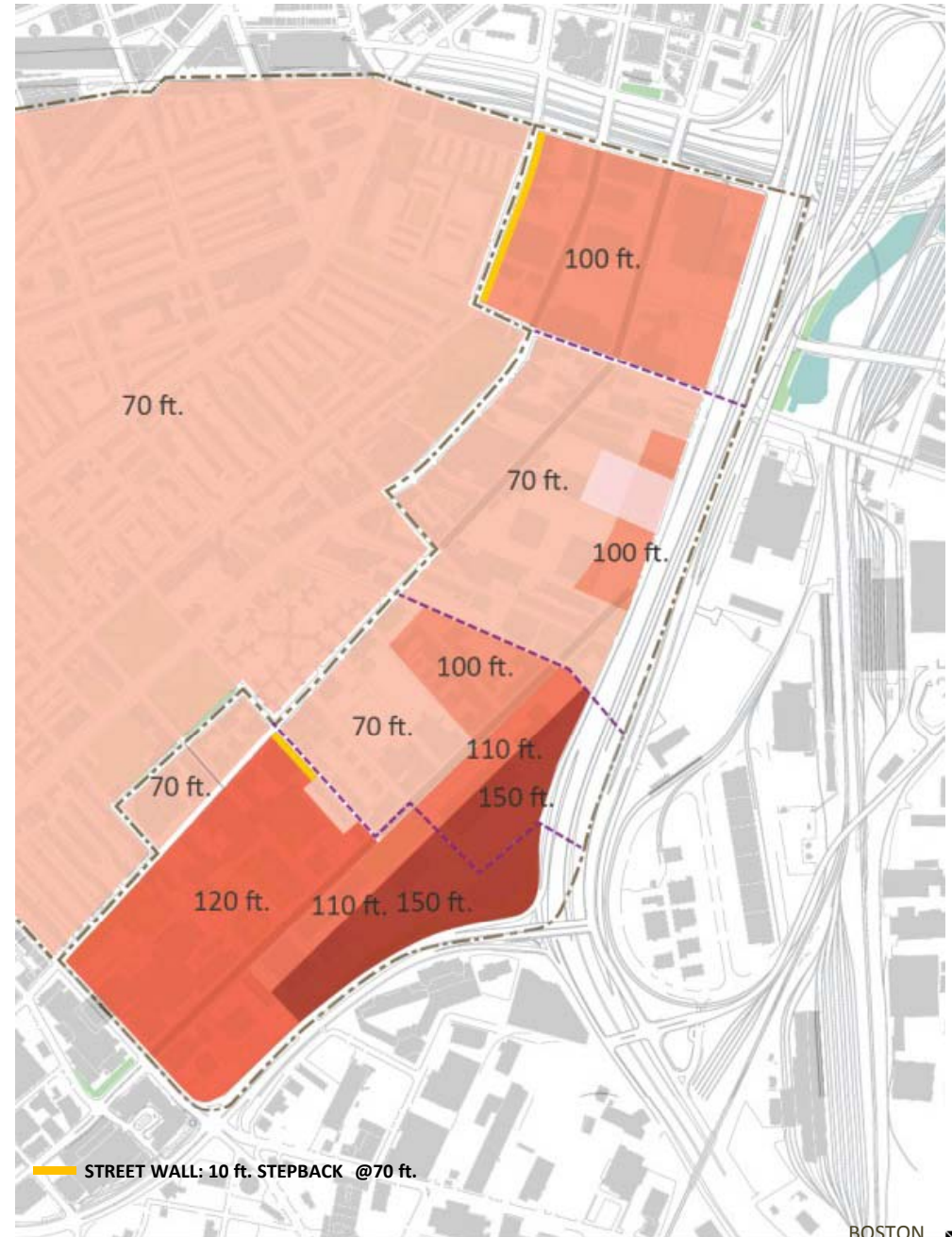
- Images are illustrative for planning purposes and not definitive
- Linework does not represent actual alignments or dimensions and instead reflect general intent

CHAPTER 5 - DIMENSIONAL REGULATIONS

EXISTING AS OF RIGHT HEIGHT

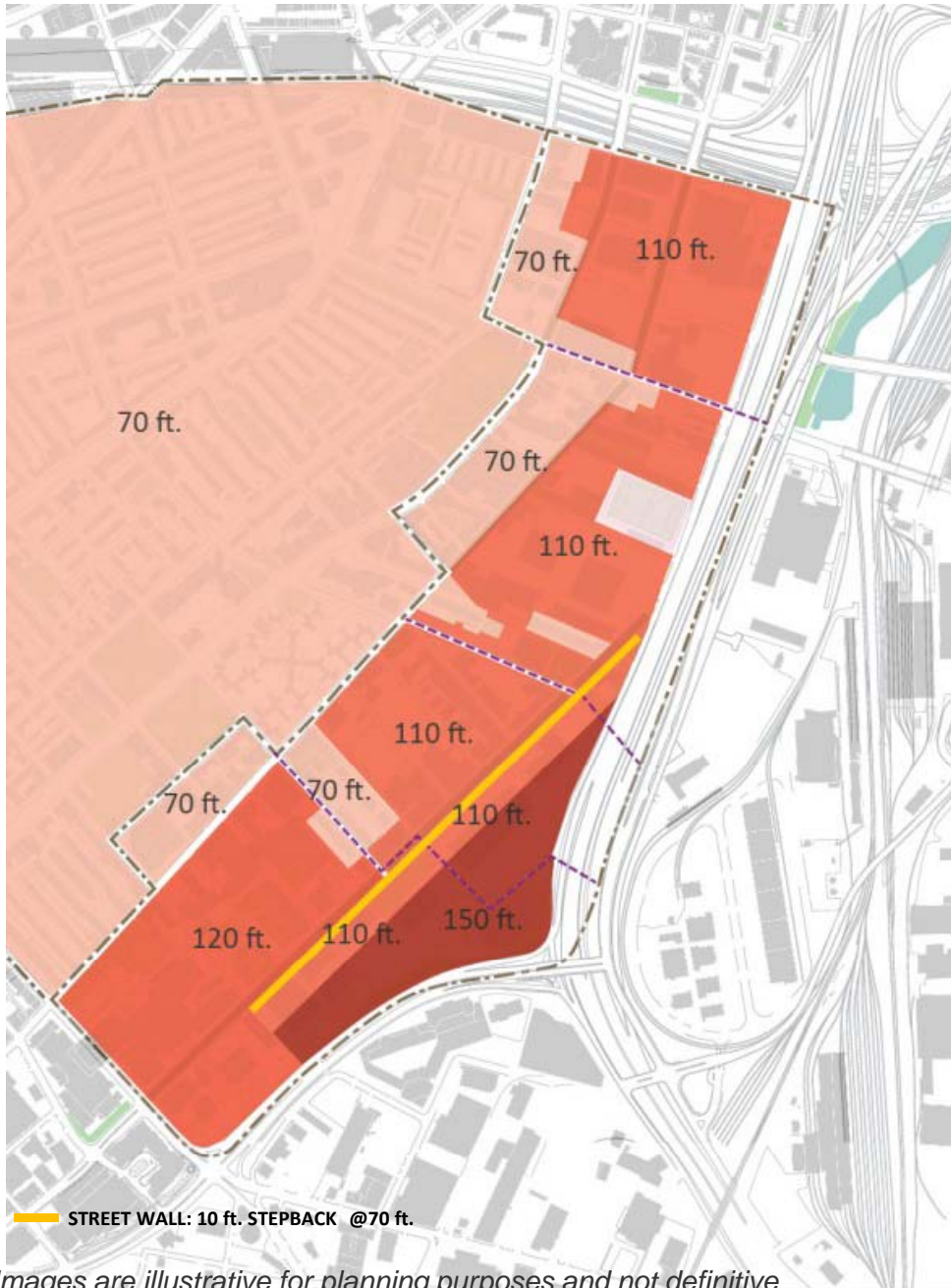


PROPOSED AS OF RIGHT HEIGHT

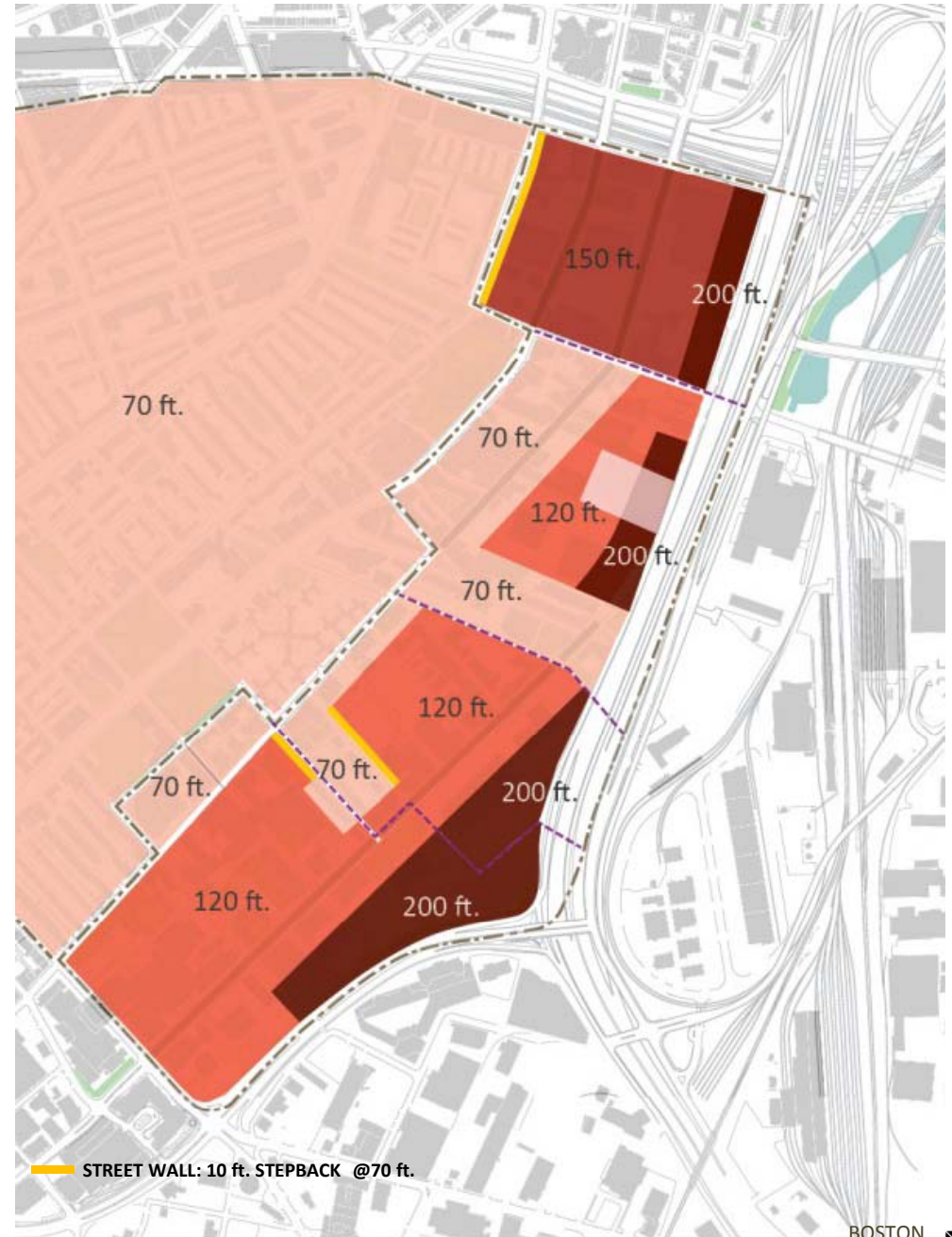


- Images are illustrative for planning purposes and not definitive
- Linework does not represent actual alignments or dimensions and instead reflect general intent

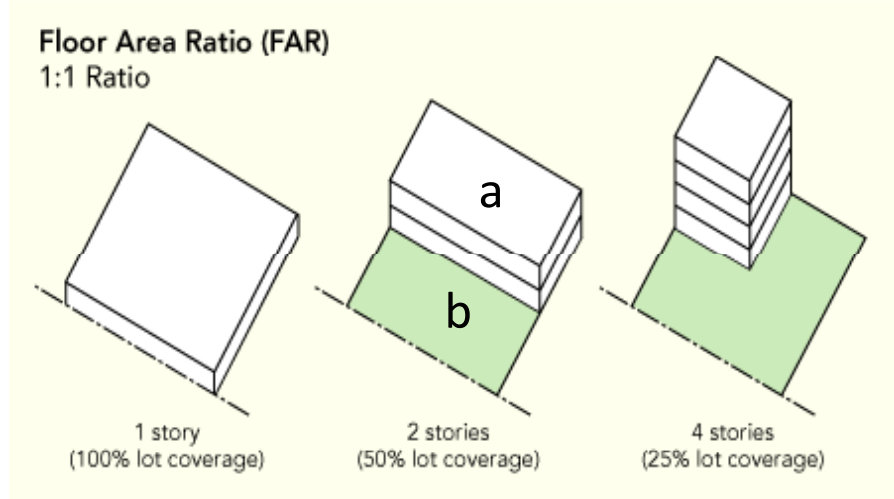
EXISTING PDA HEIGHT



PROPOSED PDA HEIGHT



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



$$\text{FAR} = \frac{\text{Total floor area (a)}}{\text{Parcel lot area (b)}}$$

Floor Area Ratio (FAR) is the relationship between the size of a parcel lot and the amount of building floor space it contains.

PLANNED DEVELOPMENT AREAS (PDAs)

What is a PDA?

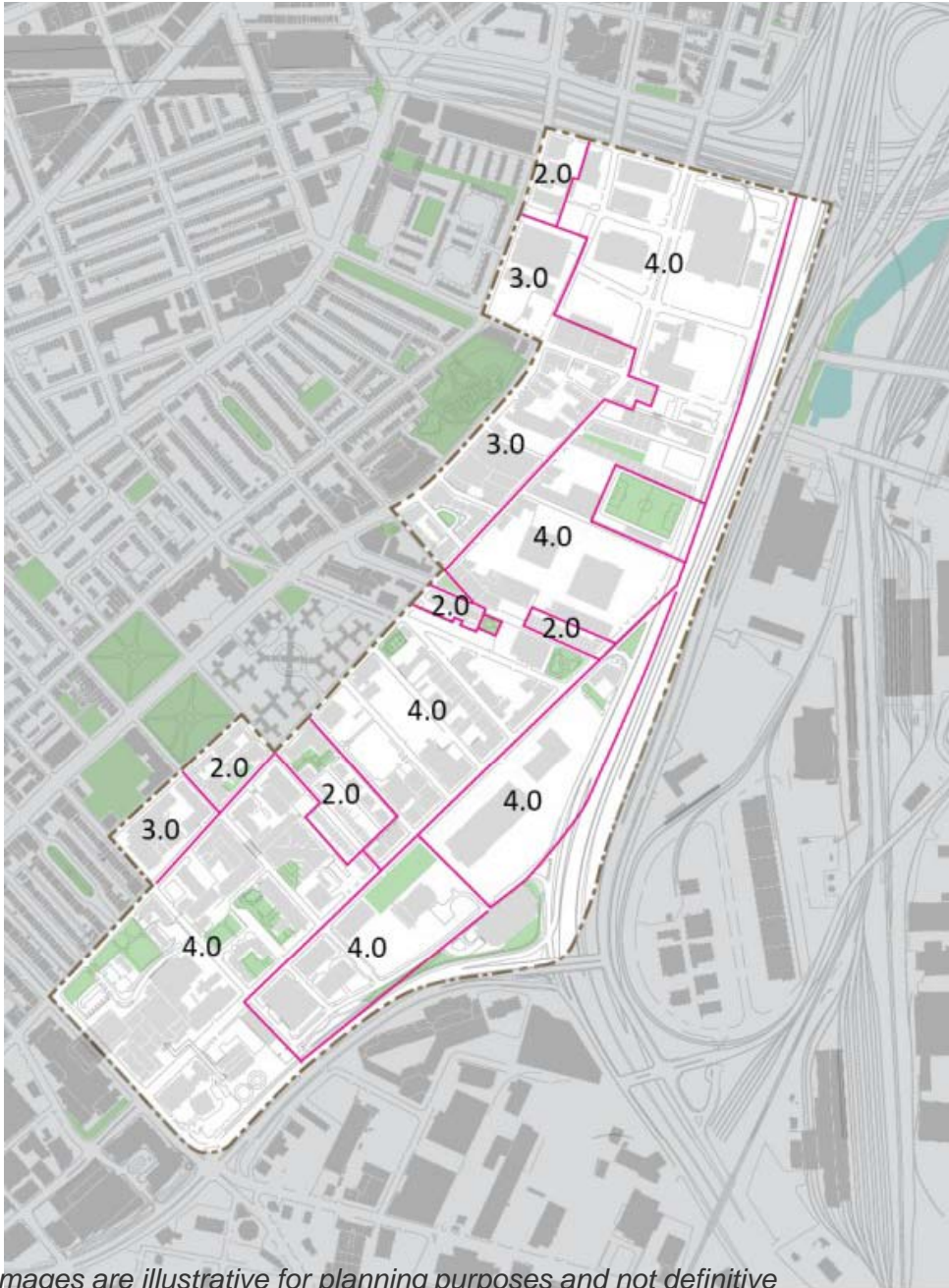
A Planned Development Area is an overlay zoning district. The Zoning Commission may approve a request to establish a PDA where a development that is well suited to its location cannot be accommodated by the general zoning for the area. For example, a PDA may be appropriate where a development involves a large building, a cluster of buildings, or a mix of uses.

What is included in a PDA?

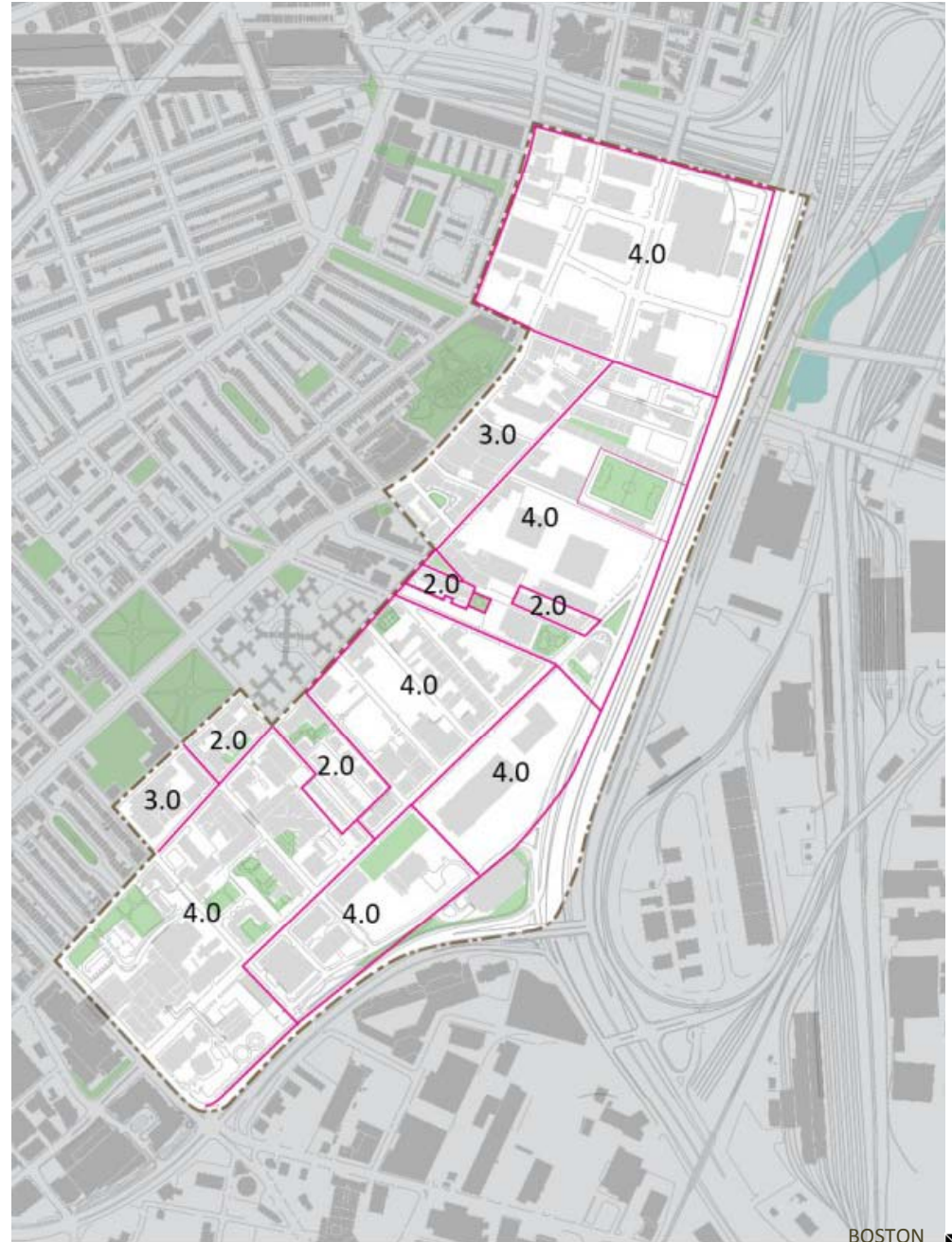
A PDA Development Plan must specify the proposed location, dimensions, and appearances of all buildings, as well as all proposed uses, parking and landscaping.

- Eligibility
 - Sites > 1 acre
- Benefits include
 - More flexible zoning law; supersedes underlying zoning except
 - Public benefits such as publicly-accessible open space, streetscape improvements, creation of jobs
- Eligible Areas
 - EDA, NDA, CF, CC

EXISTING AS OF RIGHT FAR



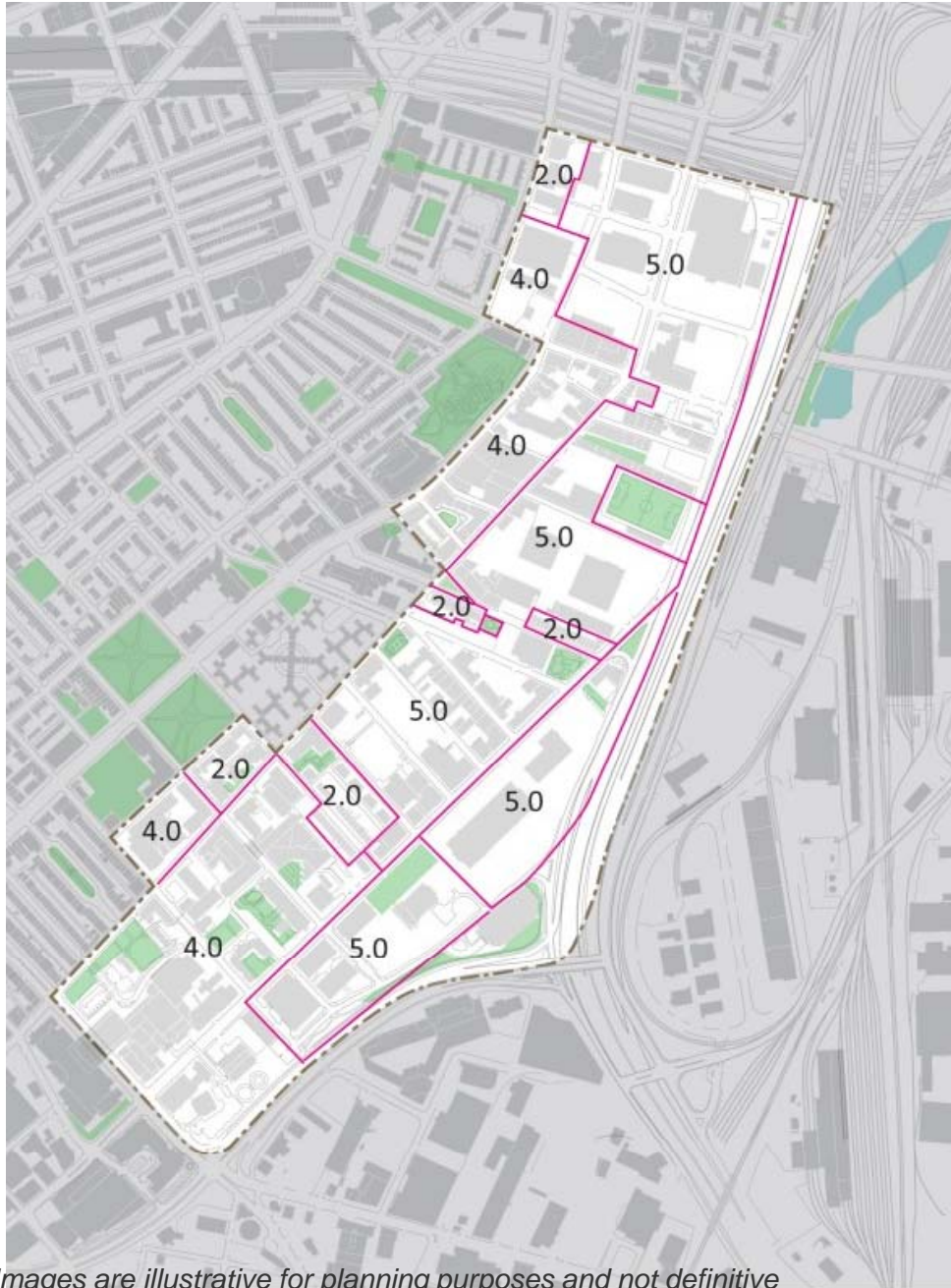
PROPOSED AS OF RIGHT FAR



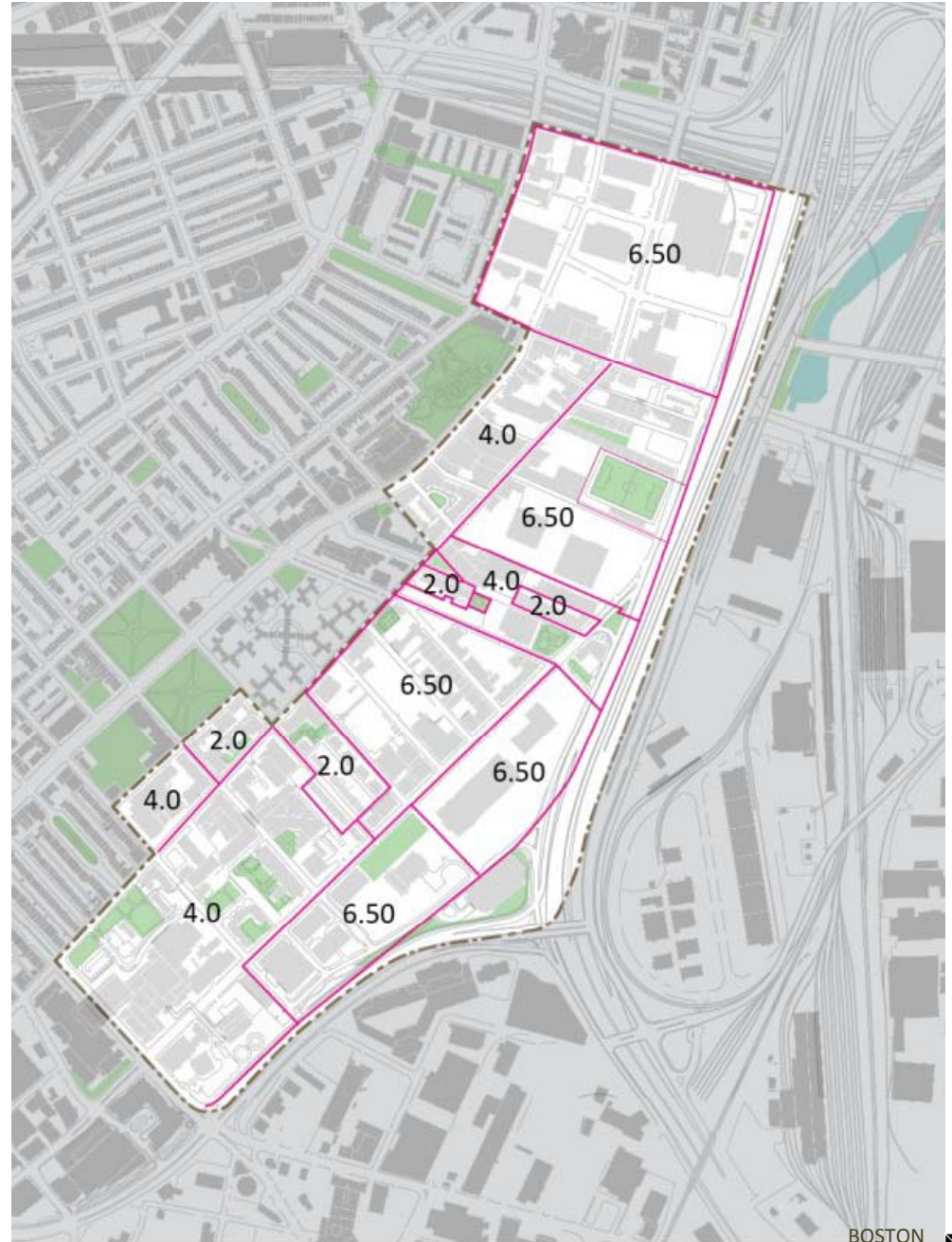
- Images are illustrative for planning purposes and not definitive
- Linework does not represent actual alignments or dimensions and instead reflect general intent



EXISTING PDA FAR



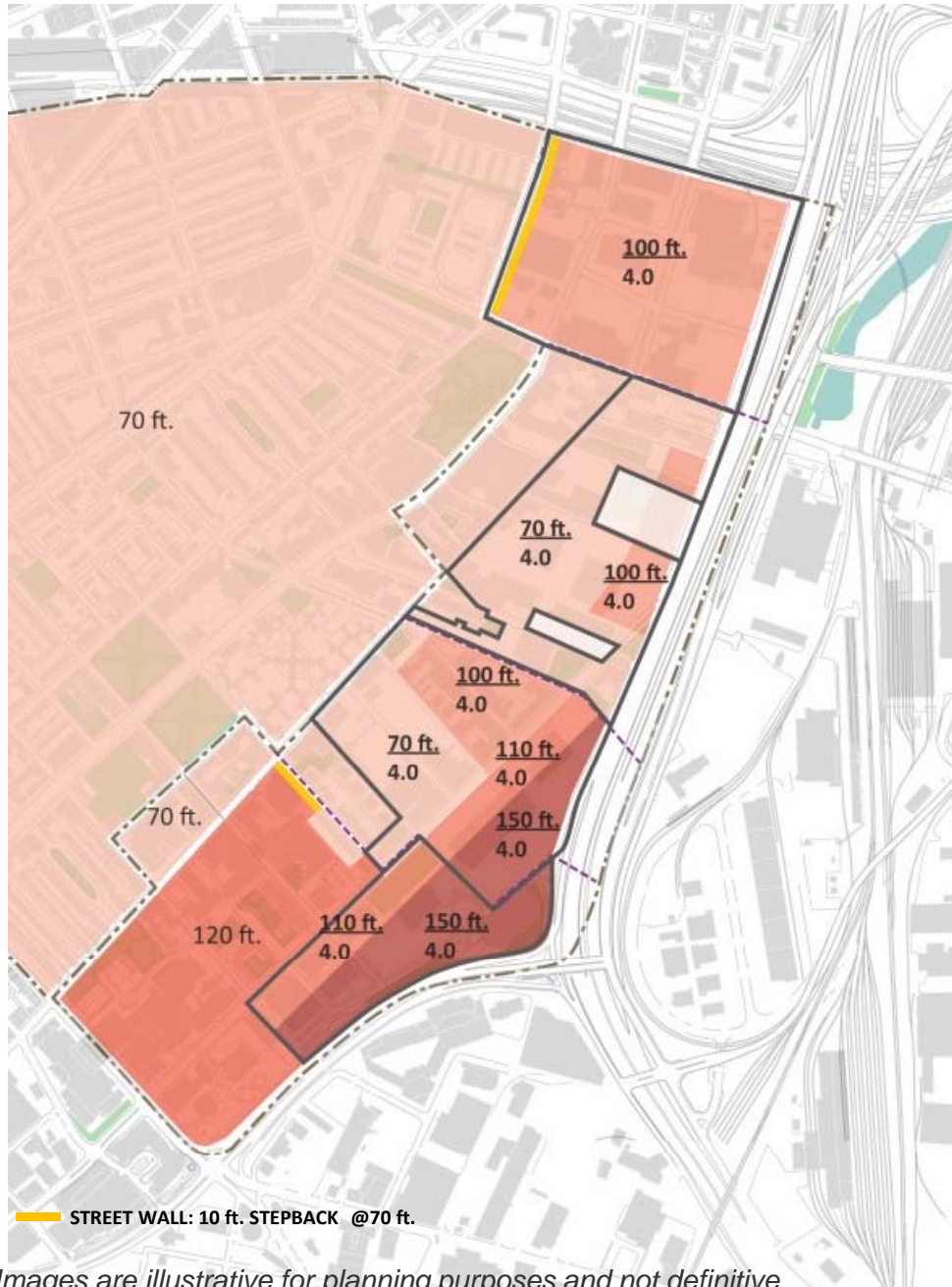
PROPOSED PDA FAR



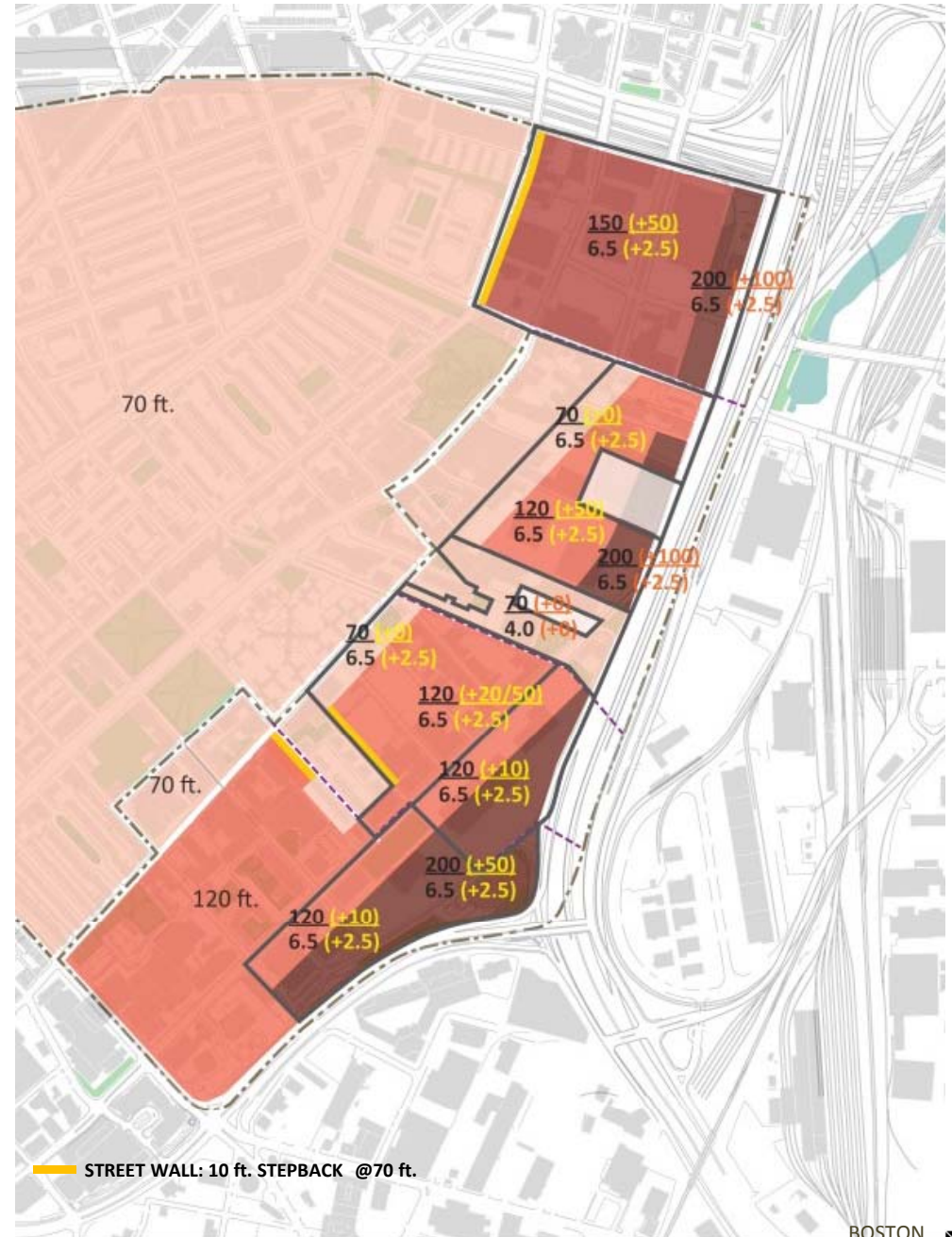
- Images are illustrative for planning purposes and not definitive
- Linework does not represent actual alignments or dimensions and instead reflect general intent



PROPOSED AS OF RIGHT HEIGHT/FAR



PROPOSED PDA HEIGHT/FAR



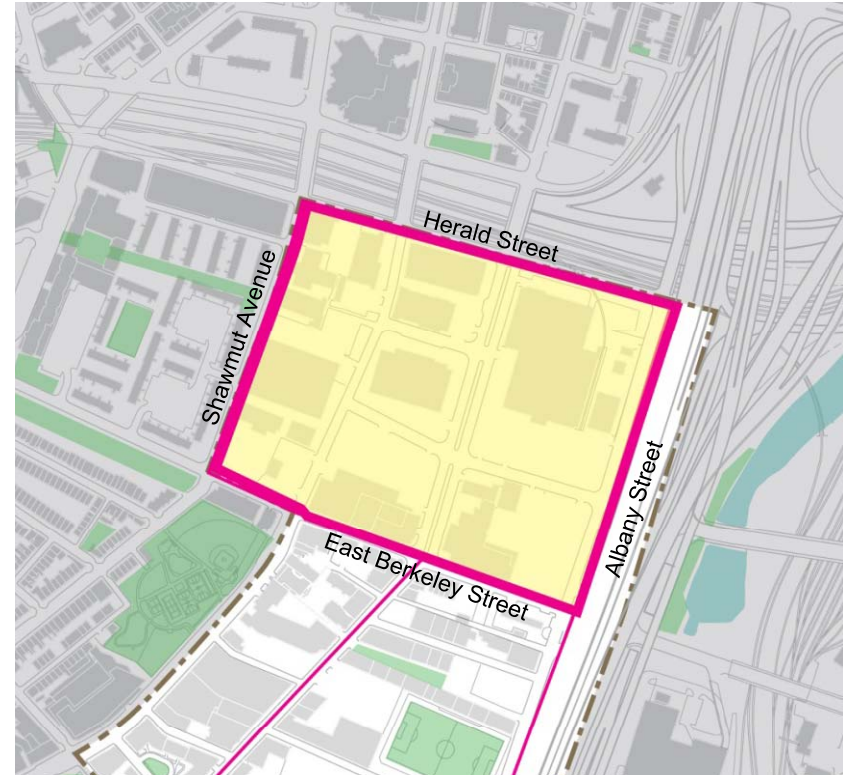
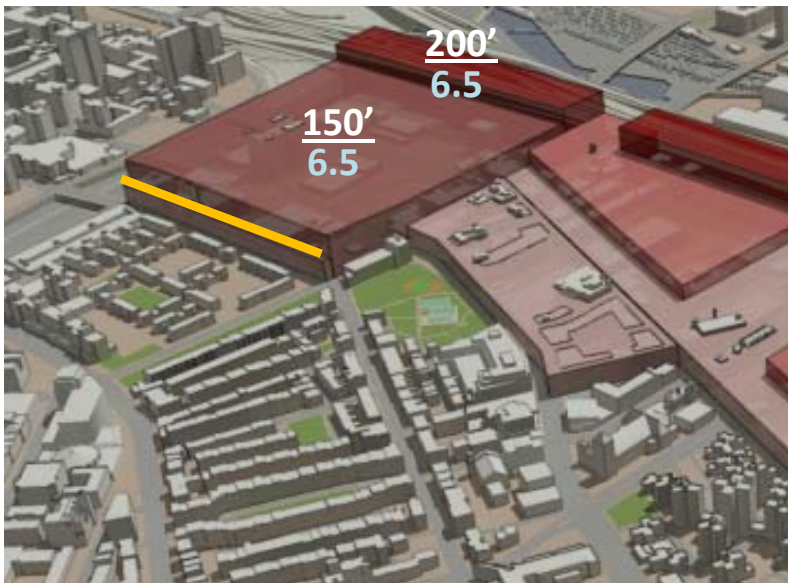
- Images are illustrative for planning purposes and not definitive
- Linework does not represent actual alignments or dimensions and instead reflect general intent

PROPOSED EDA NORTH (NEW YORK STREETS)

PROPOSED AS OF RIGHT



PROPOSED PDA

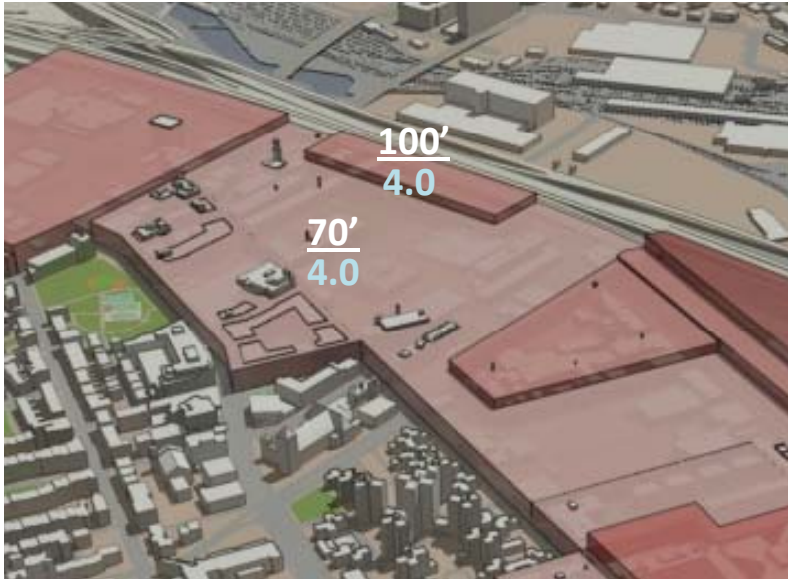


		FAR	HEIGHT
PROPOSED EDA NORTH	As of Right	4.0	100
	PDA	6.5	150/200

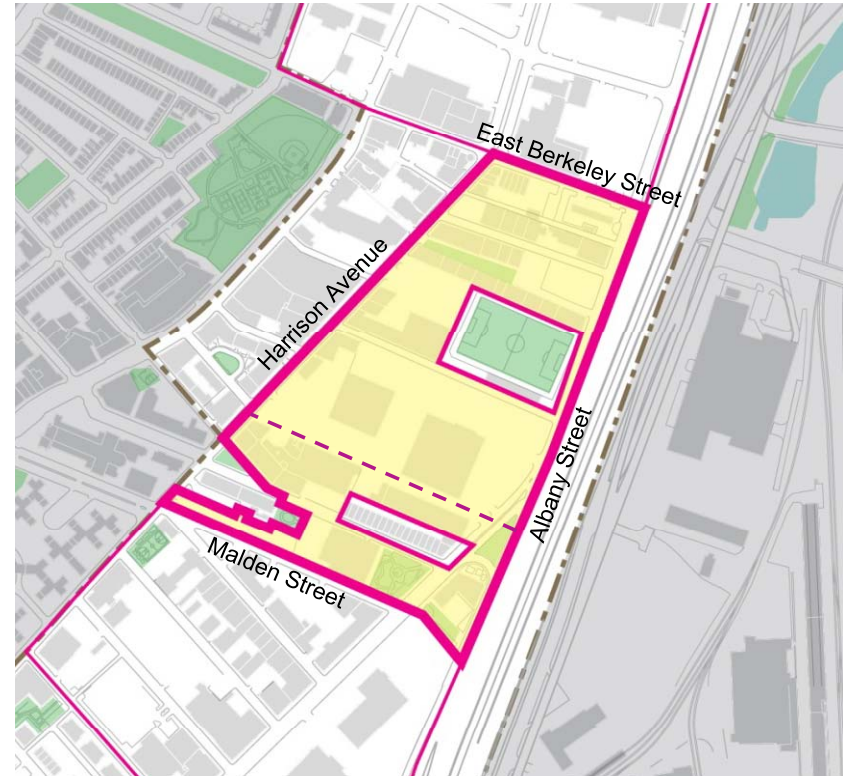
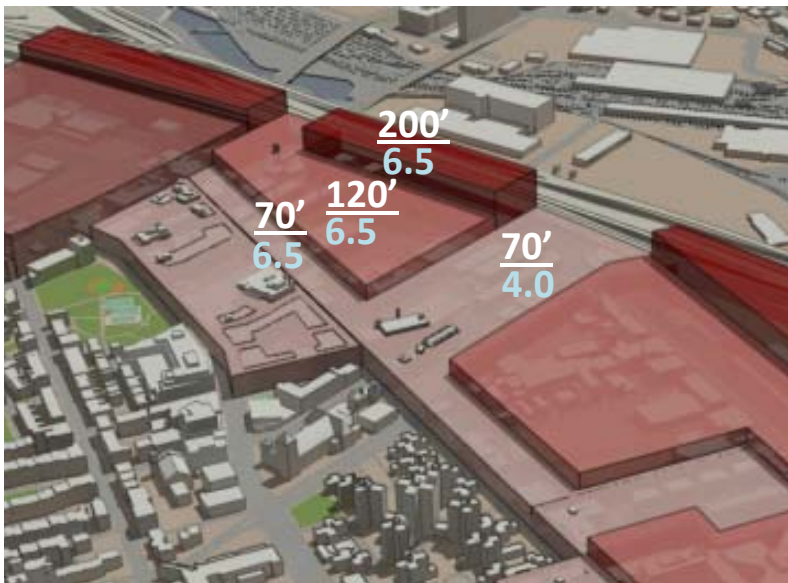
STREET WALL: 10 ft. STEPBACK @70 ft.

PROPOSED EDA CENTRAL (SOWA)

PROPOSED AS OF RIGHT



PROPOSED PDA



		FAR	HEIGHT
PROPOSED EDA CENTRAL	As of Right	4	70/100
	PDA	6.5	70/120/200

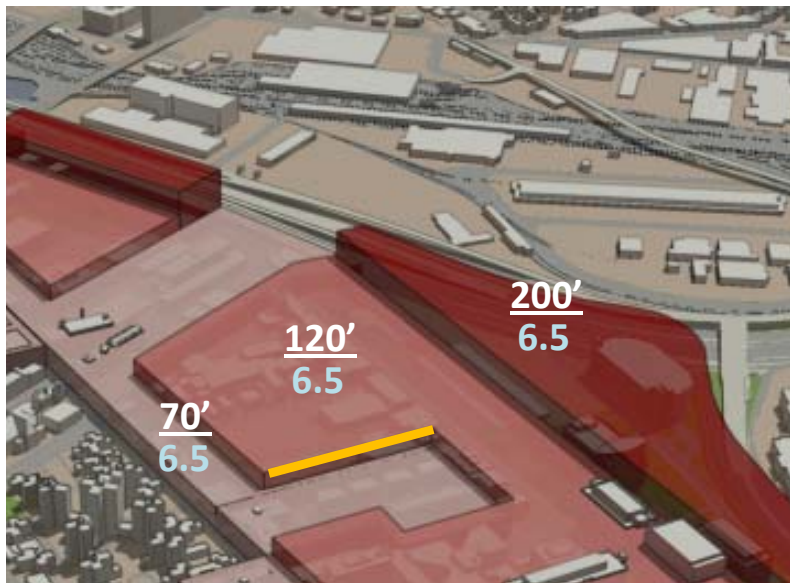
STREET WALL: 10 ft. STEPBACK @70 ft.

PROPOSED EDA SOUTH (BACK STREETS)

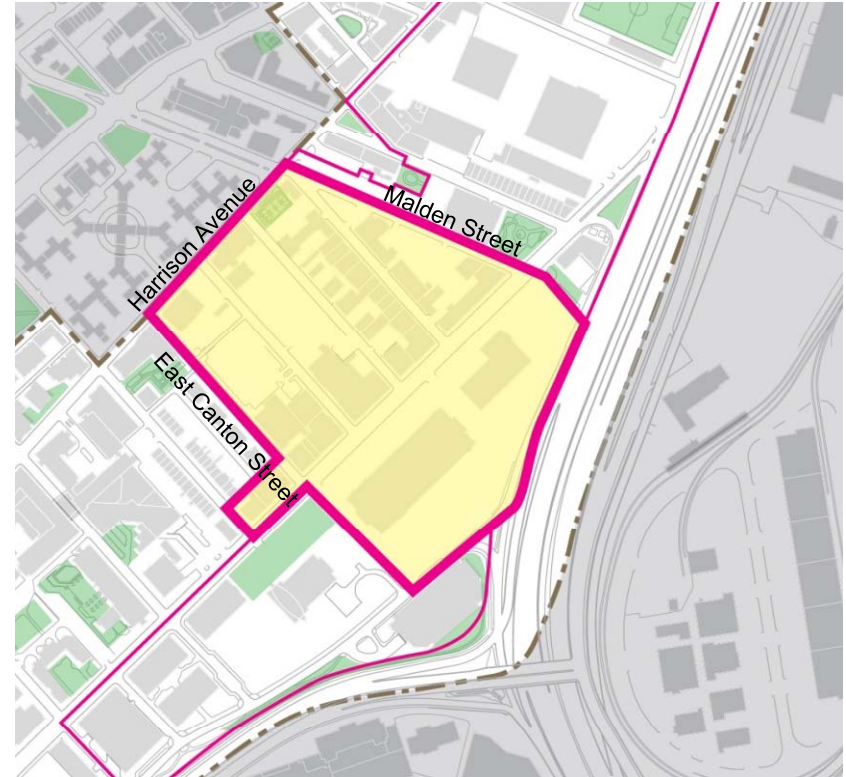
PROPOSED AS OF RIGHT



PROPOSED PDA



STREET WALL: 10 ft. STEPBACK @70 ft.

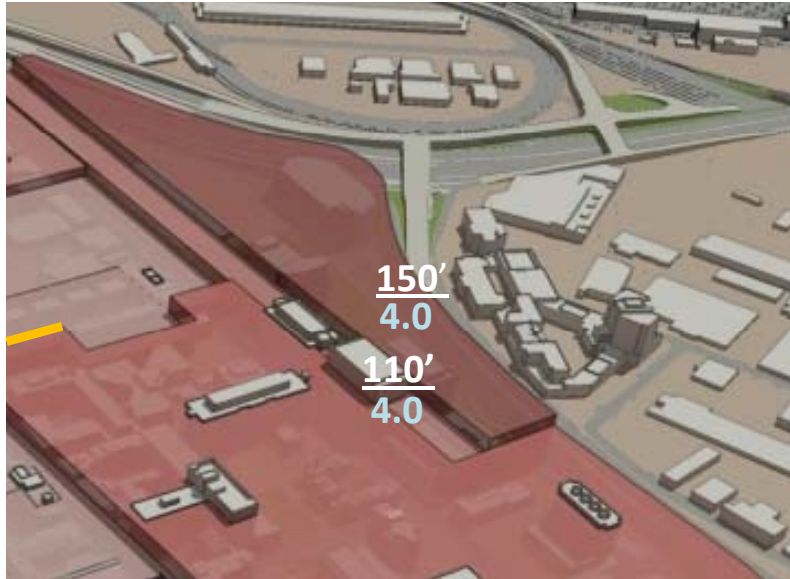


		FAR	HEIGHT
PROPOSED EDA SOUTH	As of Right	4	70/100/110/150
	PDA	6.5	70/120/200

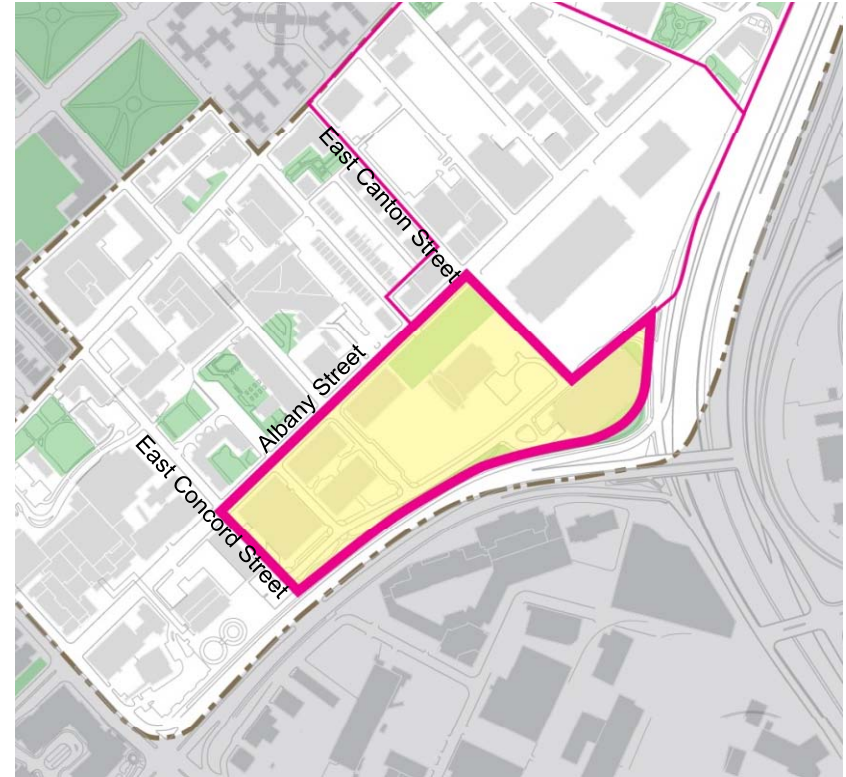
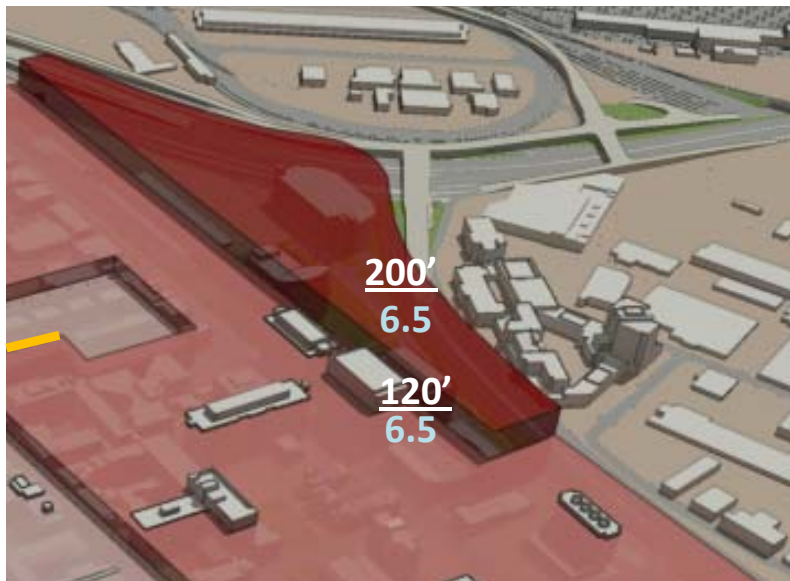
CHAPTER 5 – DIMENSIONAL REGULATIONS

PROPOSED CHANGES TO THE EXISTING BIO SQUARE EDA

PROPOSED AS OF RIGHT

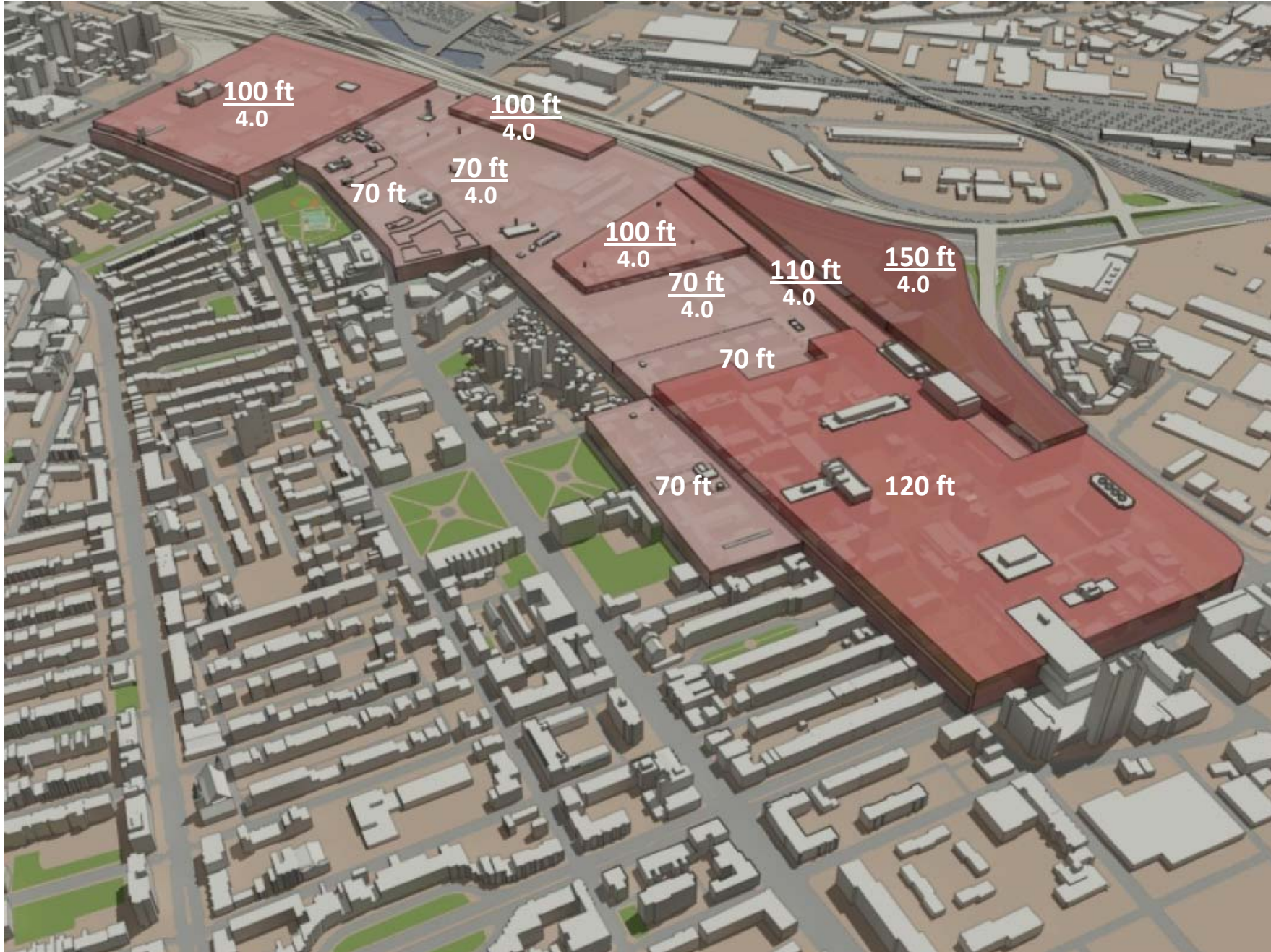


PROPOSED PDA



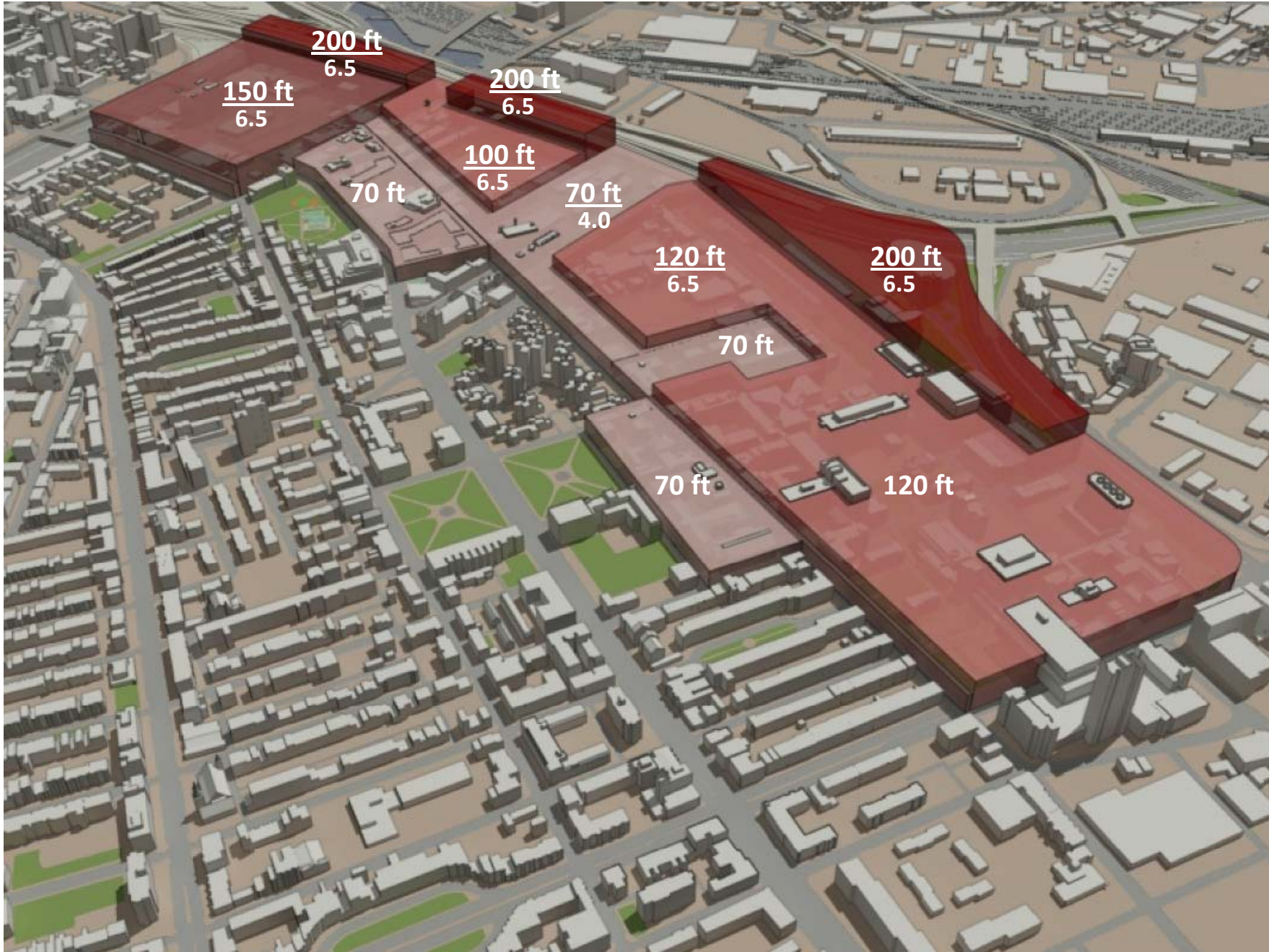
		FAR	HEIGHT
BIO SQ EDA	As of Right	4	110/150
	PDA	6.5	120/200

STREET WALL: 10 ft. STEPBACK @70 ft.



• Images are illustrative for planning purposes and not definitive





• Images are illustrative for planning purposes and not definitive



USE AMENITY: One of the following use amenities must be included in a PDA project.

Affordable Housing

20% of the project's residential units must qualify as affordable housing according to the **Inclusionary Development Program** of the City of Boston.

OR

Affordable Cultural Space

5% of the bonus square footage must be provided on site to a cultural group whose eligibility for the program is TBD by the BRA.

OR

Affordable Commercial Space

5% of the bonus square footage must a) be provided on site to a start-up business whose eligibility for the program is TBD by the BRA or b) its equivalent value must be provided to a program/loan fund.

OR

Mixed-Use Projects

For mixed use projects, an equivalent combination of the aforementioned amenities may be combined pursuant to the BRA's approval.

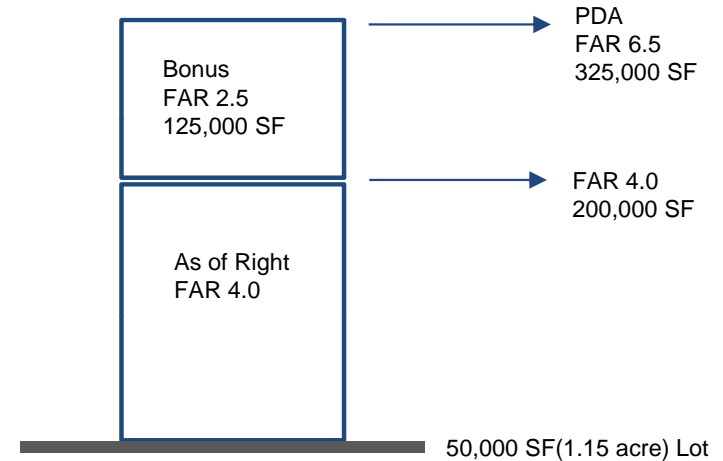
INCENTIVES – HYPOTHETICAL USE AMENITY CALCULATION

50,000 sq. ft. (1.15 acre) Lot

As of Right FAR 4.0 : 50,000 sq. ft. x FAR 4.0 = 200,000 sq. ft.

PDA FAR 6.5 : 50,000 sq. ft. x FAR 6.5 = 325,000 sq. ft.

Bonus Floor Area : 125,000 sq. ft.



RESIDENTIAL DEVELOPMENT: 20% of the project's residential units

Unit size assumption : 1,000 sq. ft. /unit

As of Right FAR 4.0 : 200,000 sq. ft. – 200 units

PDA FAR 6.5 : 325,000 sq. ft. – 325 units

Total 325 units

65 affordable units = 20% of 325 units

COMMERCIAL DEVELOPMENT: 5% of the bonus square footage

As of Right FAR 4.0 : 200,000 sq. ft.

PDA FAR 6.5 : 325,000 sq. ft.

Bonus Floor Area : 125,000 sq. ft.

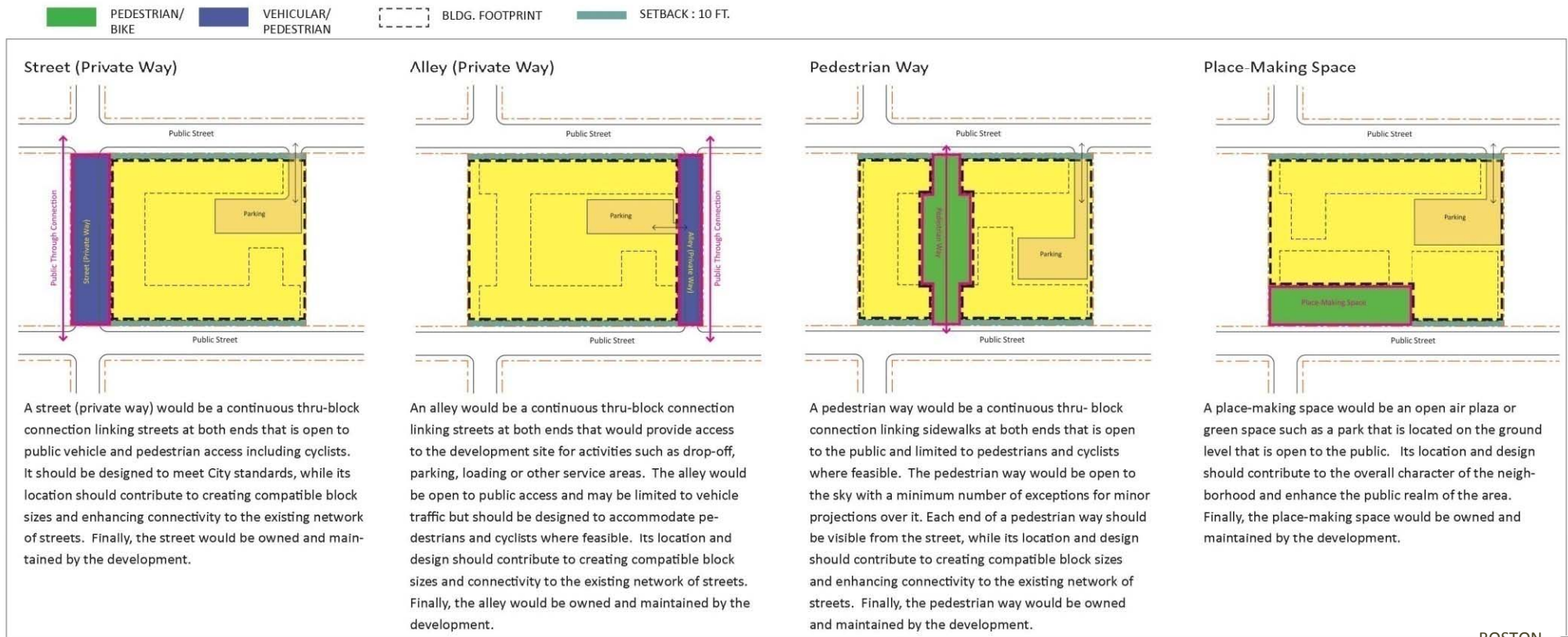
6,250 sq. ft. affordable cultural/commercial space = 5% of 125,000 sq. ft.



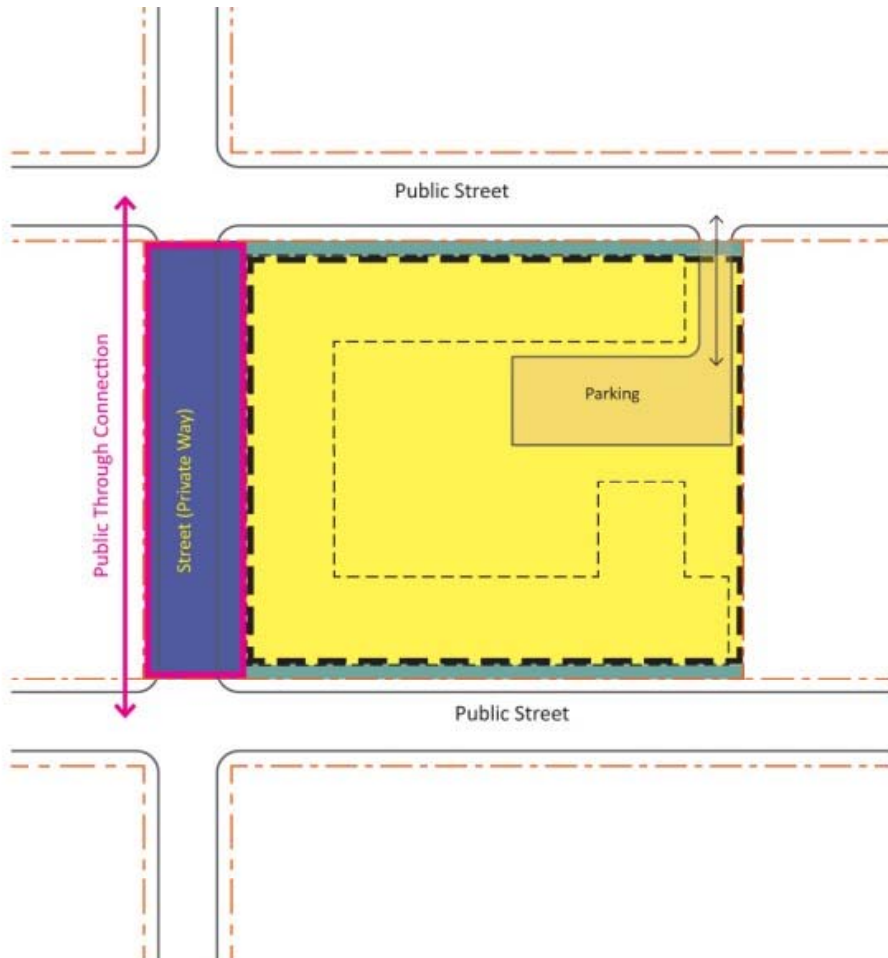
LOT COVERAGE:

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 diagrams)



STREET (PRIVATE WAY)

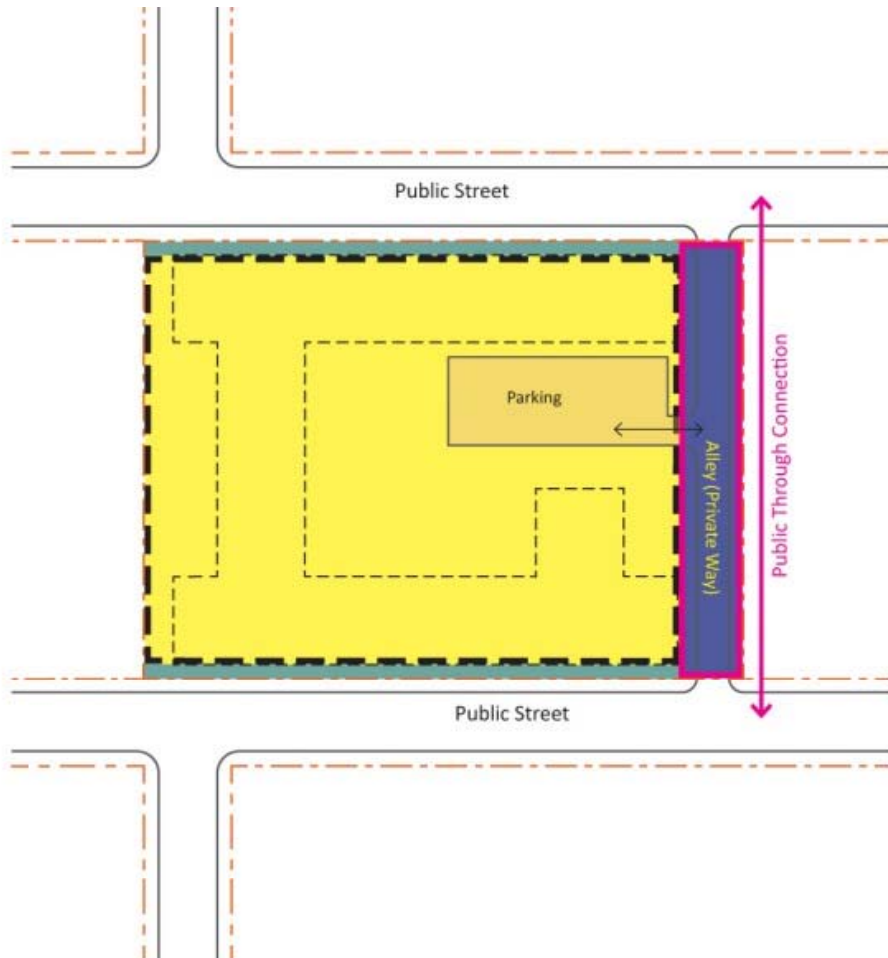


Street (Private Way)

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.



ALLEY (PRIVATE WAY)

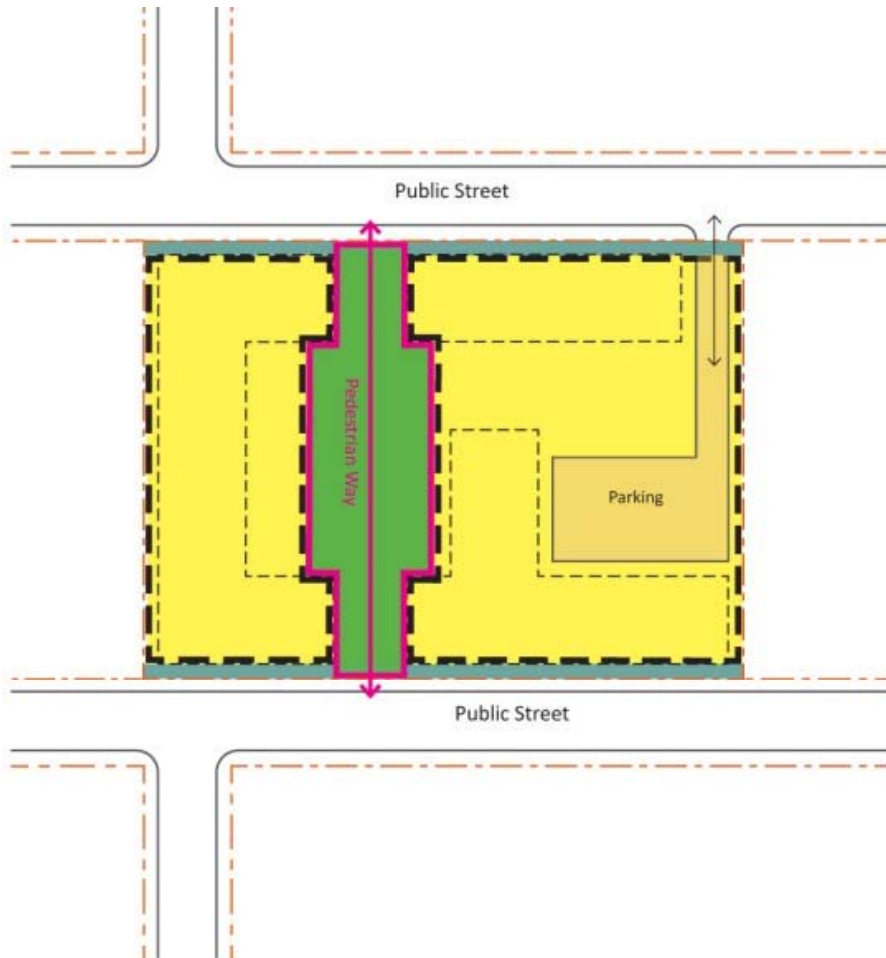


Alley (Private Way)

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.

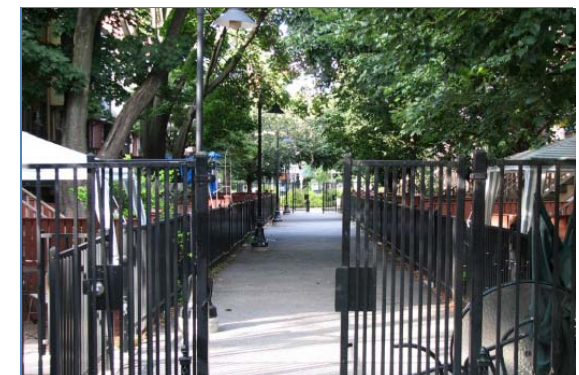


PEDESTRIAN WAY

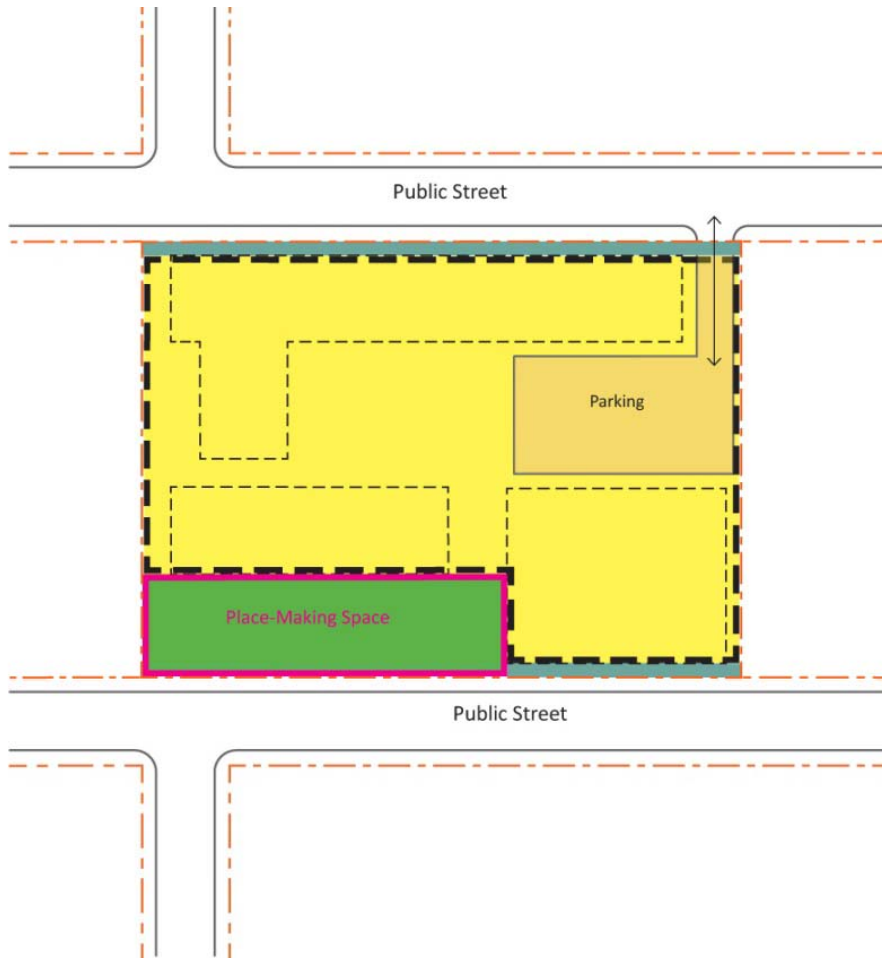


Pedestrian Way

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



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.



CHAPTER 6 - LAND USE

PROPOSED LAND USE REGULATION CHANGES WITHIN FOUR NEW PROPOSED ZONING SUBDISTRICTS

	<u>EDA-North</u> (New York Streets sub-area) Existing / Proposed	<u>EDA-Central</u> (SOWA sub-area) Existing / Proposed	<u>EDA-South</u> (BackStreets sub-area) Existing / Proposed	<u>EDA BioSquare</u> (Medical sub-area) Existing / Proposed
Bar	F / C	F / C	F / C	F / C
Liquor Store	F / C	F / C	F / C	F / C
Multi-family Dwelling	A / A	A / A	A / C	A / C
Dorms	F / C	F / F	F / C	F / C
Artists' Mixed-Use	A / A	A / A	A / C	A / C
Fitness Center or Gymnasium ($\leq 2000sf$)	C / A	C / A	C / A	C / A
Fitness Center or Gymnasium ($\geq 2000sf$)	C / C	C / C	C / C	C / C
General Retail Business ($\leq 75000sf$)	C / A	C / C	C / C	C / C
Research Laboratory	C / C	C / C	C / C	C / A
Museum	C / A	C / A	C / C	C / C
Theatre	C / A	C / A	C / C	C / C
Ticket Sales	C / A	C / A	C / A	C / A
Airport-related remote parking facility	C / F	C / F	C / F	C / F

**POTENTIAL NEW LAND USE ITEMS TO BE ADDED TO
HARRISON CORRIDOR NEW USE REGULATIONS TABLE IN BZC**

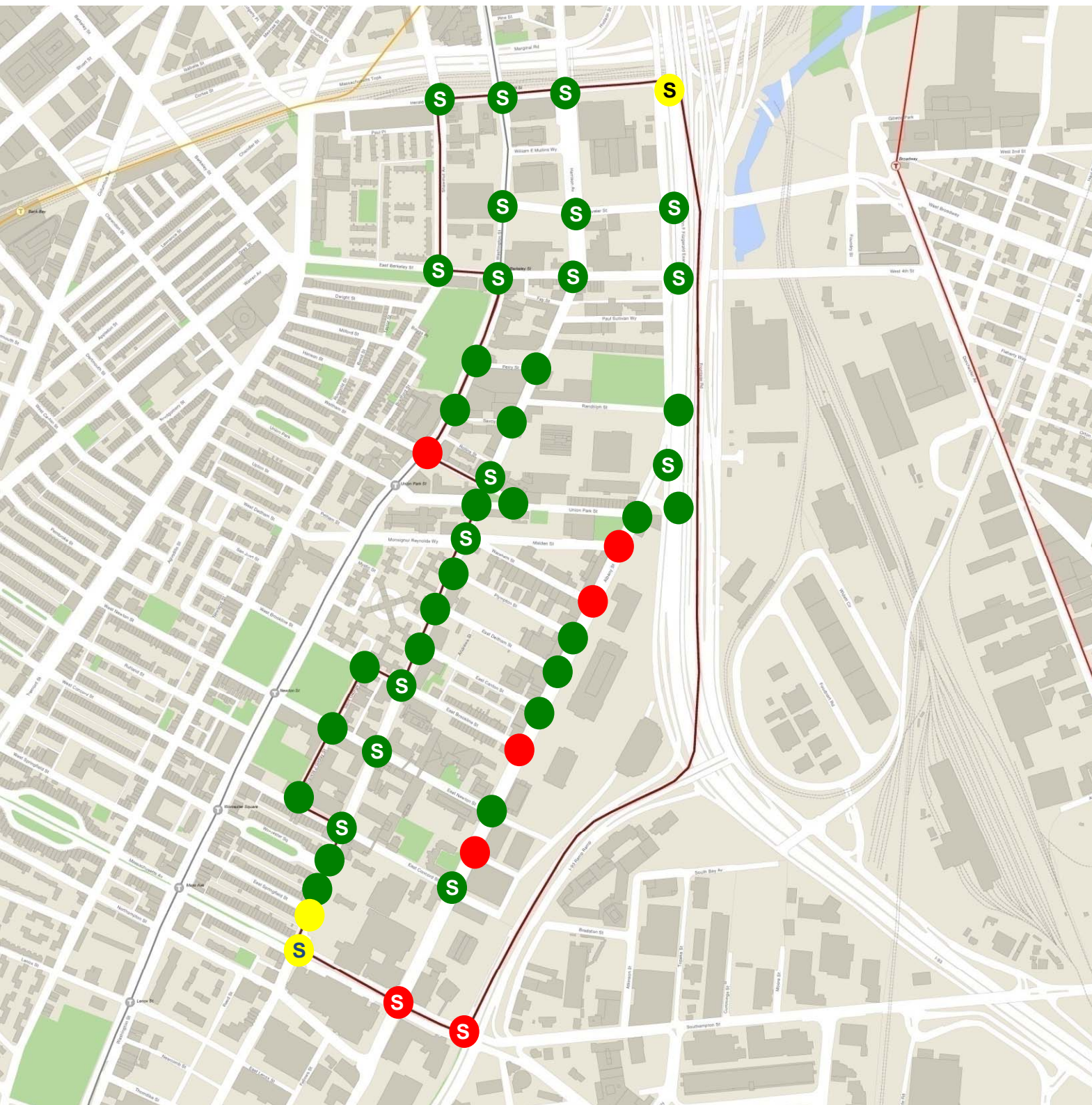
	<u>EDA-North</u> (New York Streets sub-area) Proposed	<u>EDA-Central</u> (SOWA sub-area) Proposed	<u>EDA-South</u> (BackStreets sub-area) Proposed	<u>EDA BioSquare</u> (Medical sub-area) Proposed
<u>Creative Sector</u>				
▪ Video gaming industry: software programming creation	A	A	A	A
▪ Cultural heritage tourism	A	A	C	C
▪ Film and music industry	A	A	A	C
▪ Printing and publishing	A	A	A	C
▪ Advertising, broadcasting and digital media	A	A	A	C
▪ Architectural design and industrial design	A	A	A	A
<u>LifeTech</u>				
▪ Medical devices and equipment	A	A	A	A
<u>GreenTech and CleanTech</u>				
▪ Environmental technology: energy efficiency, selective catalytic reduction, non-toxic materials, water purification, solar energy, wind energy, and new paradigms in energy conservation	A	C	A	A
▪ Green tech products and services	A	A	A	A
▪ Modular turf and vegetative systems on athletic turf fields, rooftops, green roofs, urban agriculture, and golf courses.	A	A	A	A

CHAPTER 7 - TRANSPORTATION

CHAPTER 7 - TRANSPORTATION

2010 EXISTING TRAFFIC OPERATIONS

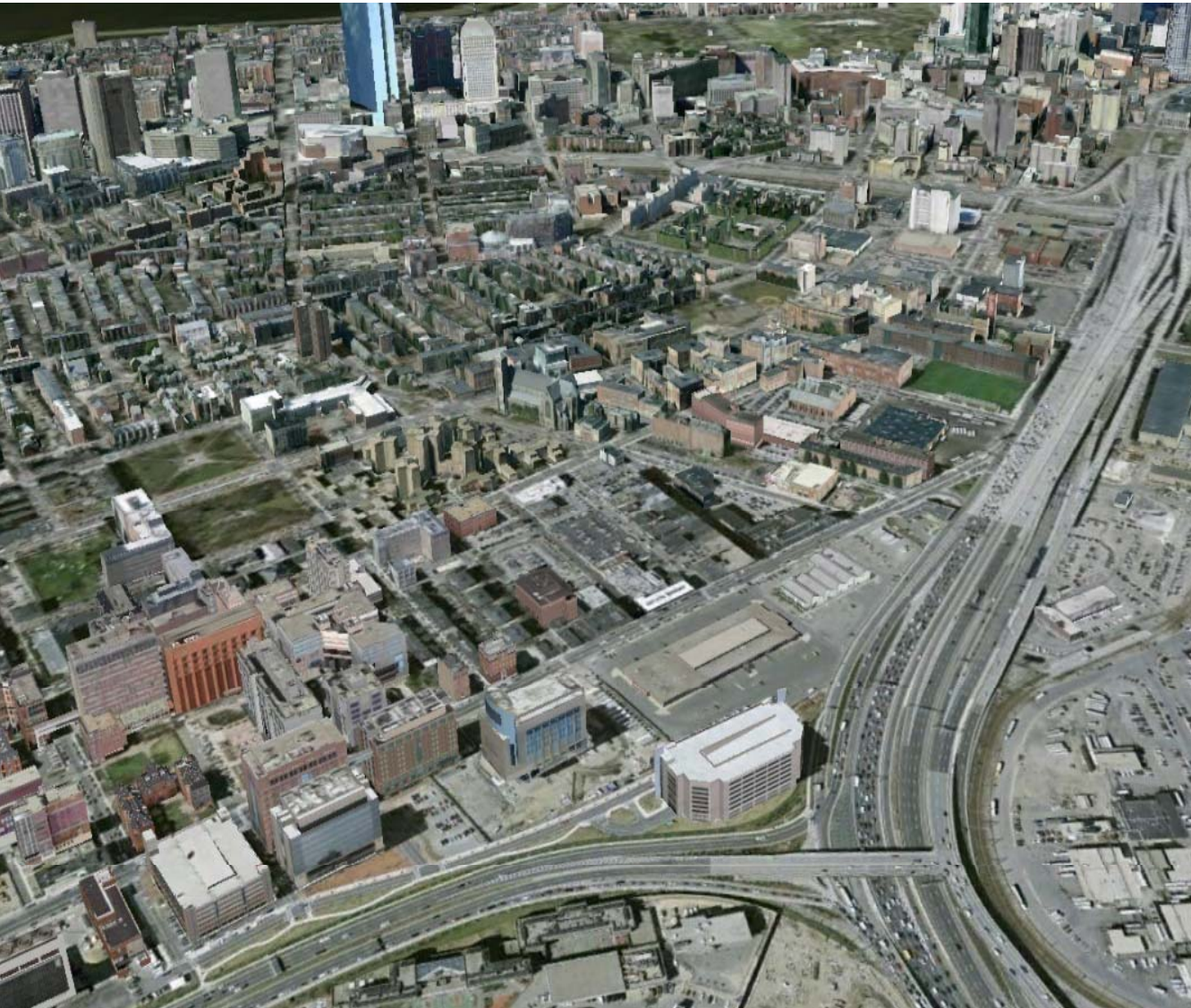
PM PEAK HOUR



LEGEND

- LOS A-D
- LOS E
- LOS F
- Signal





FULL BUILD-OUT ASSUMPTIONS FOR TRAFFIC MODELLING

NY	3.9 million SF
SOWA	2.2 million SF
BACK STREETS	2.8 million SF
BU MEDICAL	1.1 million SF

TOTAL GSF **10 million New SF**

TRAFFIC GENERATION PURPOSES

Adjusted GSF **7.3 million New SF**
(GSF - 32% for Parking = Leasable GSF)

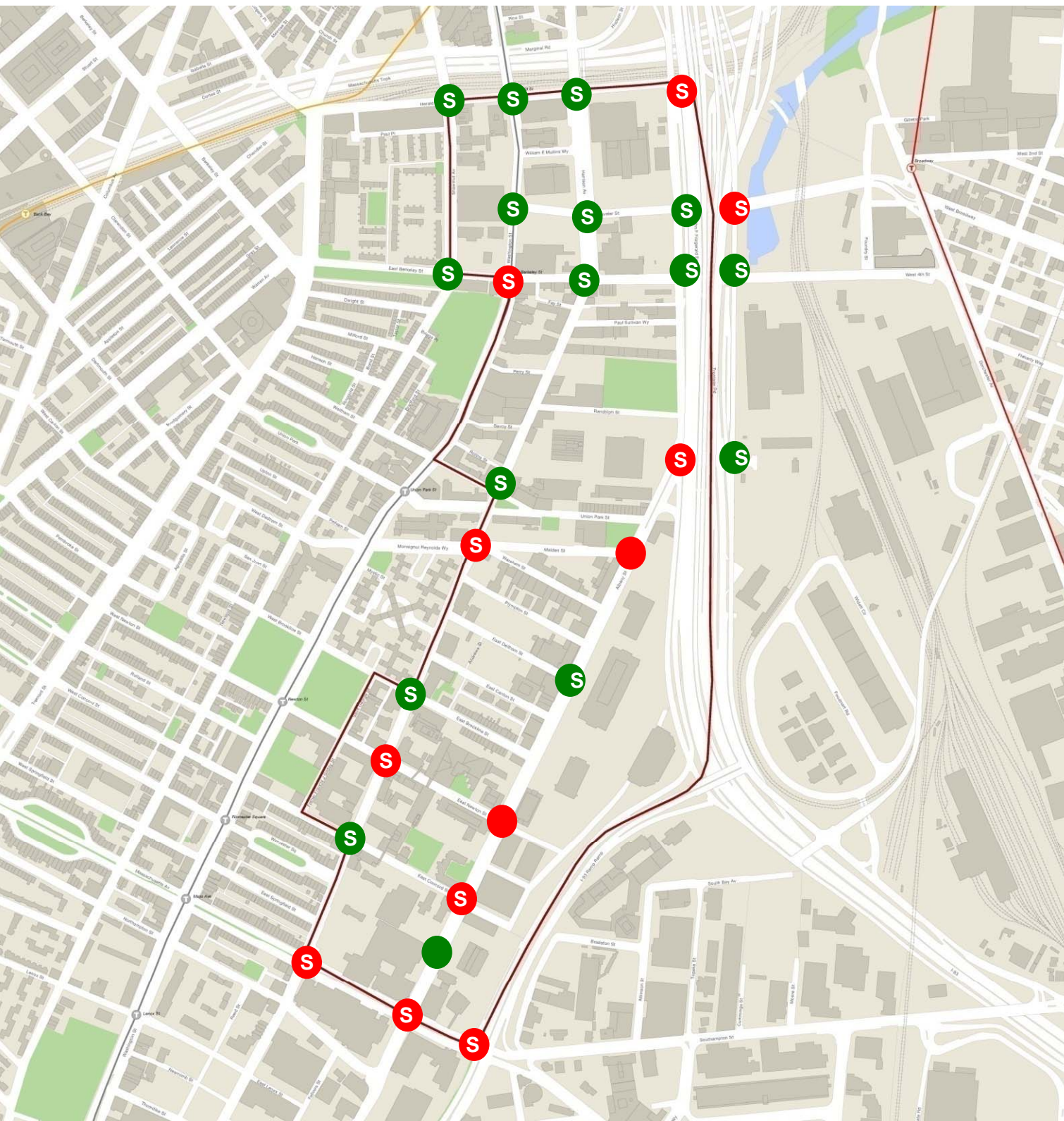
** Existing GSF in study area is ~7 million SF*

CHAPTER 7 - TRANSPORTATION

FULL BUILD TRAFFIC
OPERATIONS WITHOUT
IMPROVEMENTS

PM PEAK HOUR

Key Locations



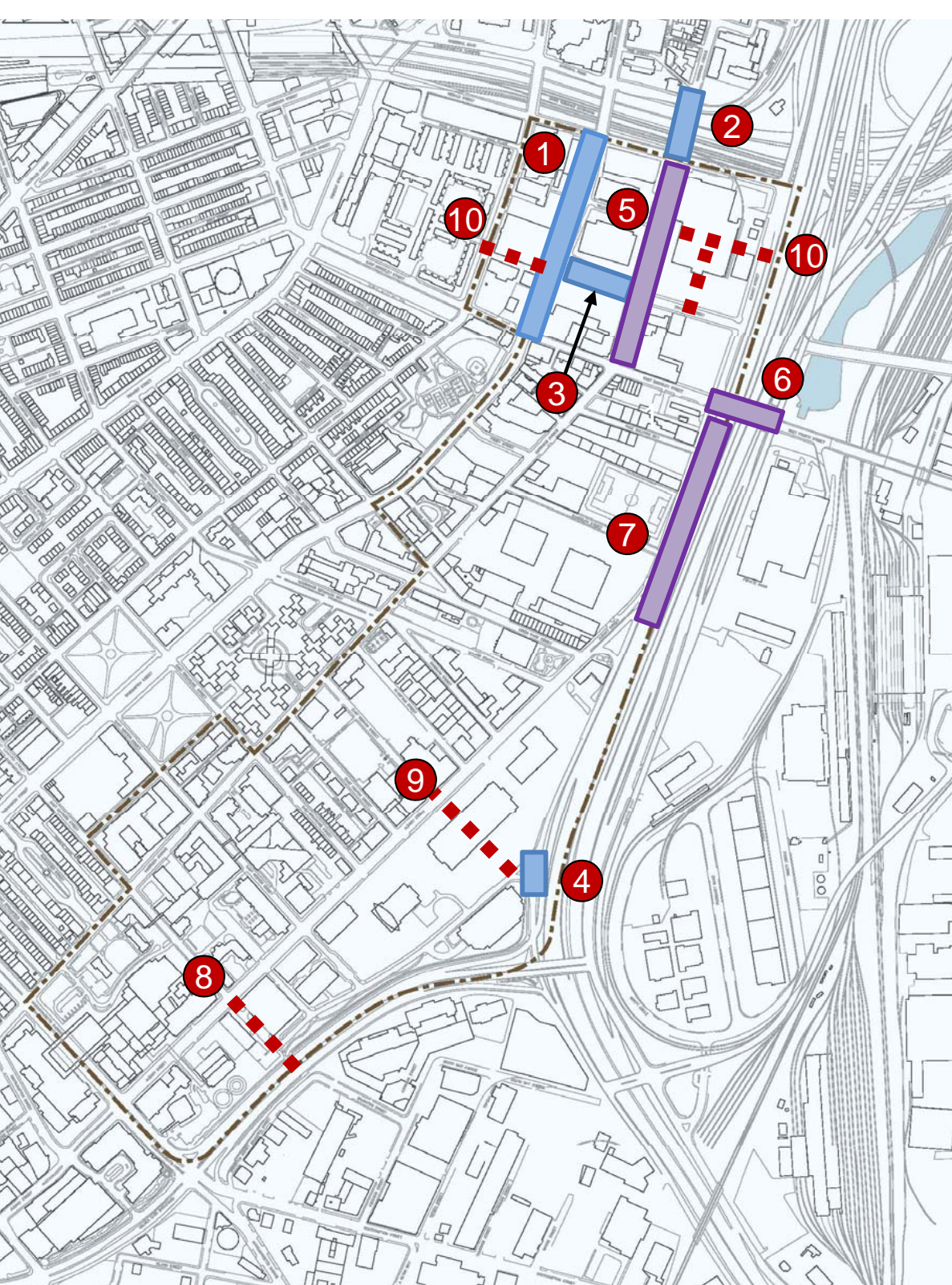
LEGEND

- LOS A-D
- LOS E
- LOS F
- S Signal



CHAPTER 7 - TRANSPORTATION

ASSUMED TRANSPORTATION NETWORK IMPROVEMENTS



SHORT RANGE

1. Two-Way Washington St.
2. Two-Way Harrison Ave. Br.
3. Two-Way Traveler St.
4. Complete Connection to Frontage Rd.

MEDIUM RANGE

5. Reallocate and Redesign Harrison Ave. Cross Section
6. Two-Way East Berkeley St.
7. Reallocate and Redesign Albany St. Cross-Section

LONG RANGE

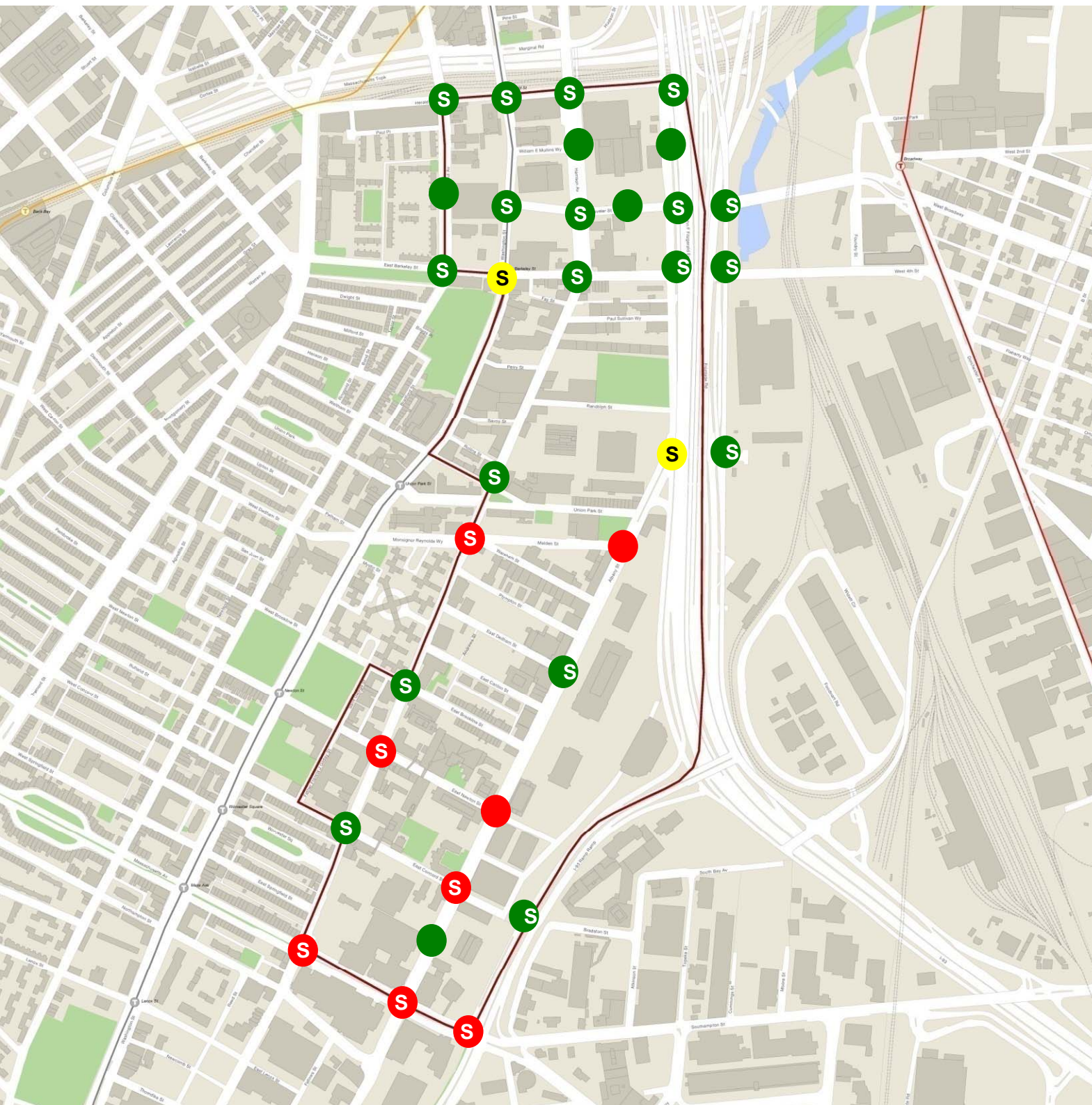
8. East Concord St. Extension
9. East Dedham St. Extension
10. New local/service roadways in NY Streets area

CHAPTER 7 - TRANSPORTATION

FULL BUILD TRAFFIC OPERATIONS WITH IMPROVEMENTS

PM PEAK HOUR

Key Locations



LEGEND

- LOS A-D
- LOS E
- LOS F
- Signal

CHAPTER 7 - TRANSPORTATION

TRANSPORTATION RECOMMENDATIONS

ADDITIONAL LONG RANGE IMPROVEMENTS

A. Albany Street

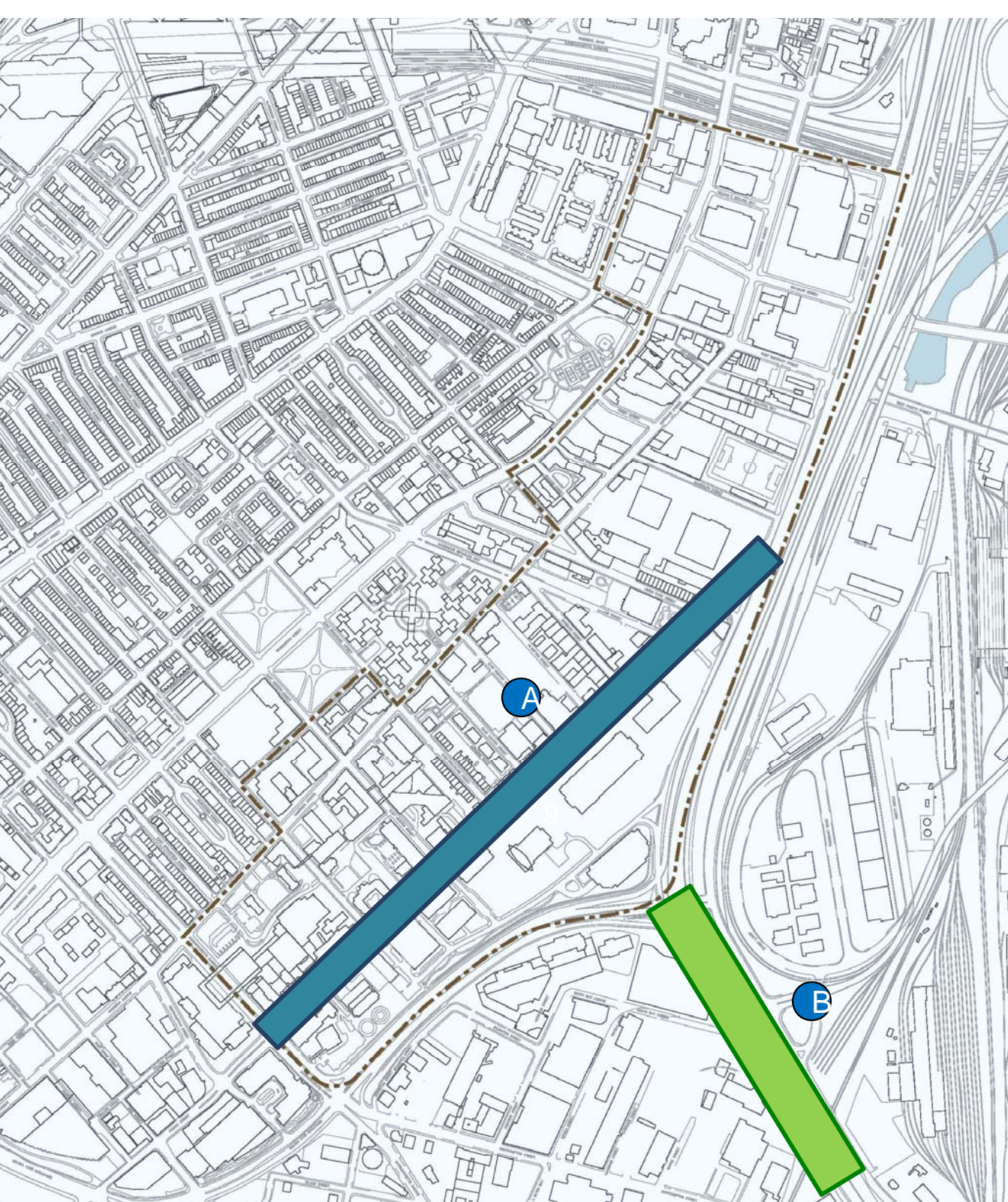
- Restripe to provide turning lanes & increased capacity at intersections

B. Regional Highway System

- Enhance regional connectivity – better ramp operations

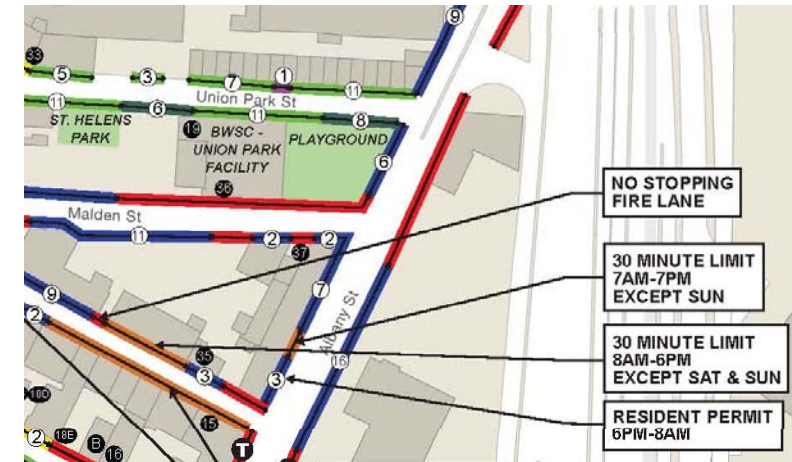
C. Transit System Improvements

- Improved connectivity to Red/Silver and Orange lines
- More frequent and additional bus connections



PARKING - DATA COLLECTION

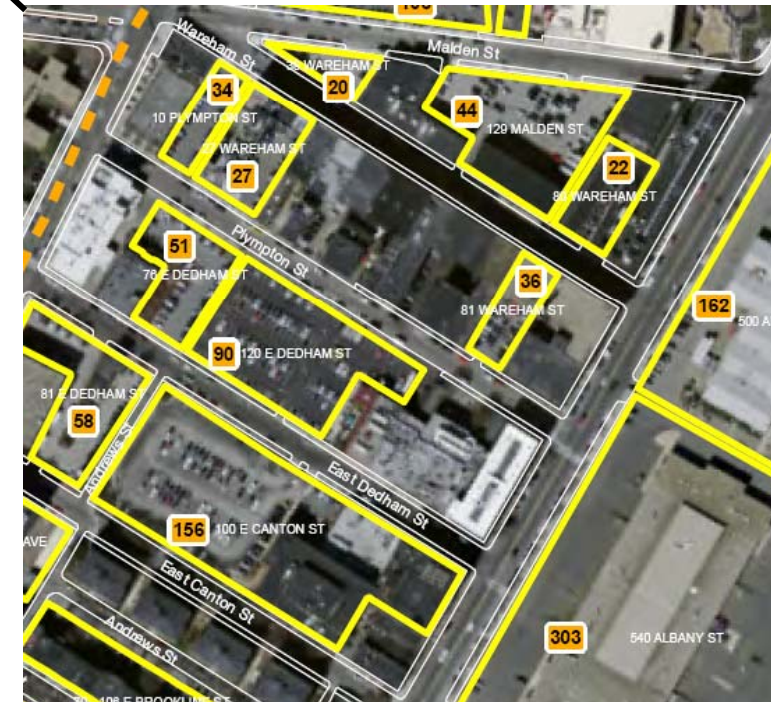
- On-street parking & curb-side regulations inventory
- Complete off-street parking inventory
7,654 spaces for 8.3 Million s.f.
0.92 ratio (per 1,000 s.f.)
 - 0.75 – 1.0 BTD ratio for area



PARKING – RECOMMENDATIONS

- Promote sharing of spaces between complimentary land uses
- Promote the creation of shared parking facilities by multiple sites where appropriate (under I-93)
- Establish parking ratio **maximums** in zoning:

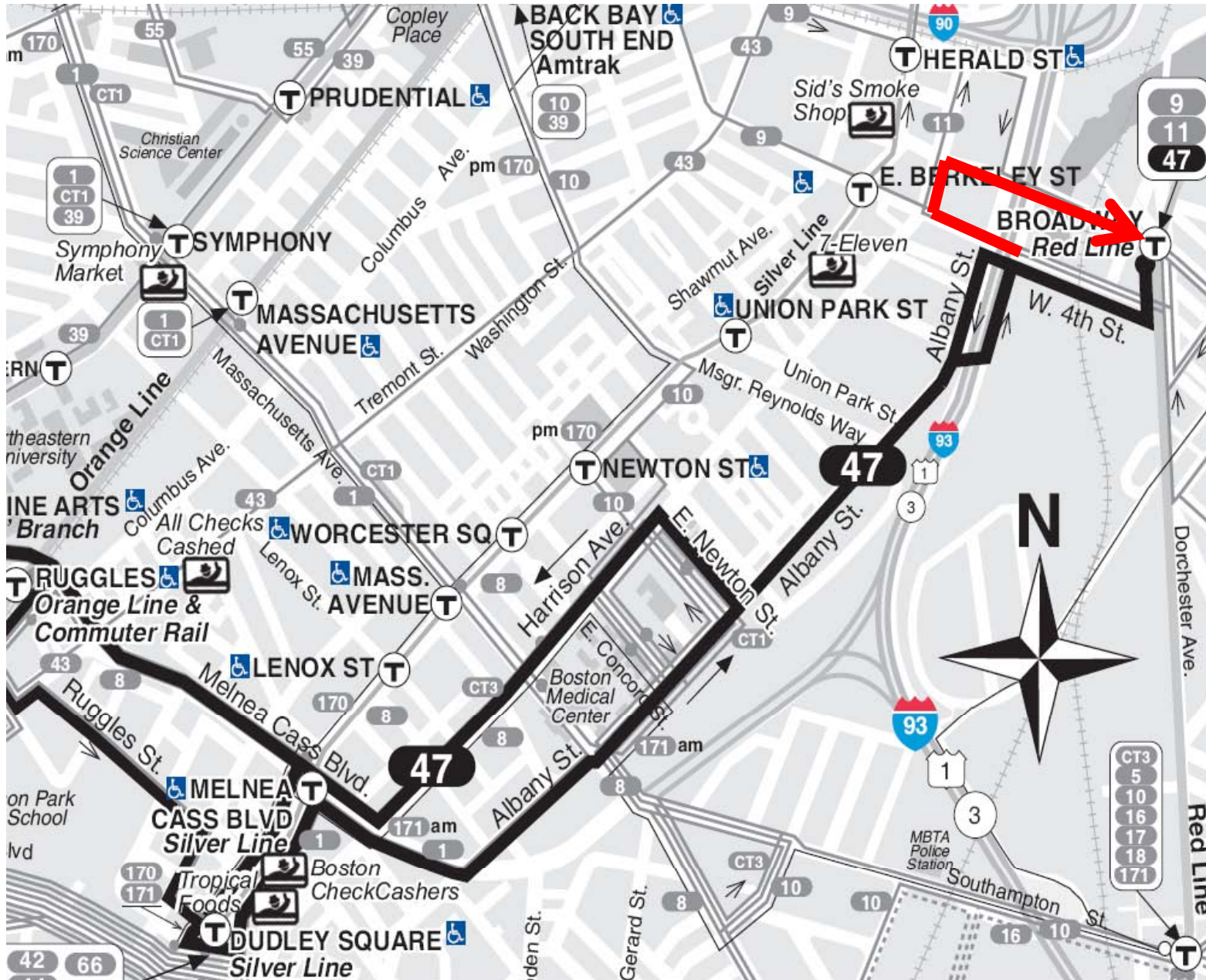
Land Use	Maximum Ratio
Residential	1.0 per unit
Office/Other Commercial	0.75 per 1,000 sf
Hotel	0.4 per room





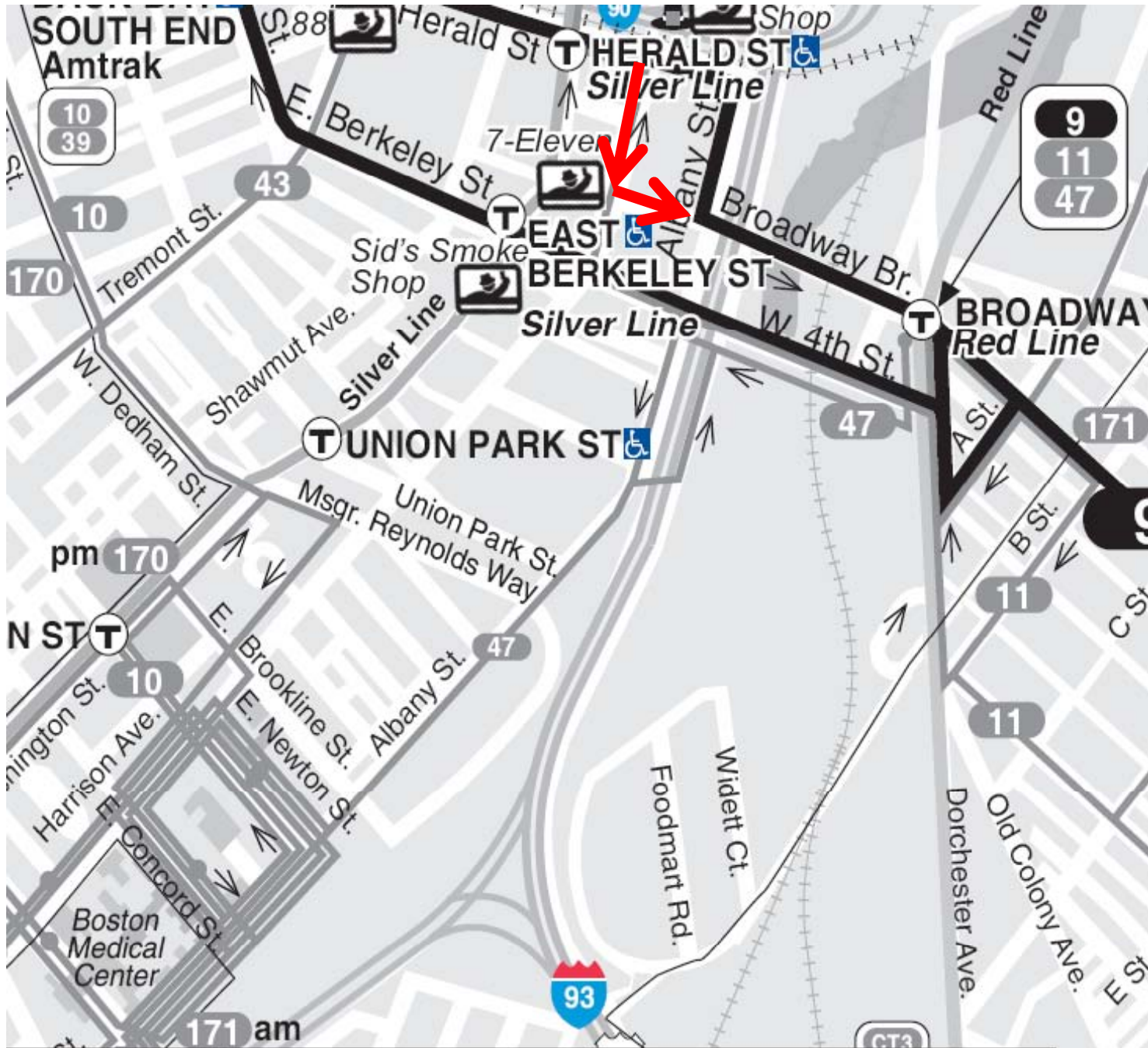
FAIRMOUNT LINE NEWMARKET STATION

- Good Coverage today provided by multiple existing routes
- Increase levels of service on existing routes as needed



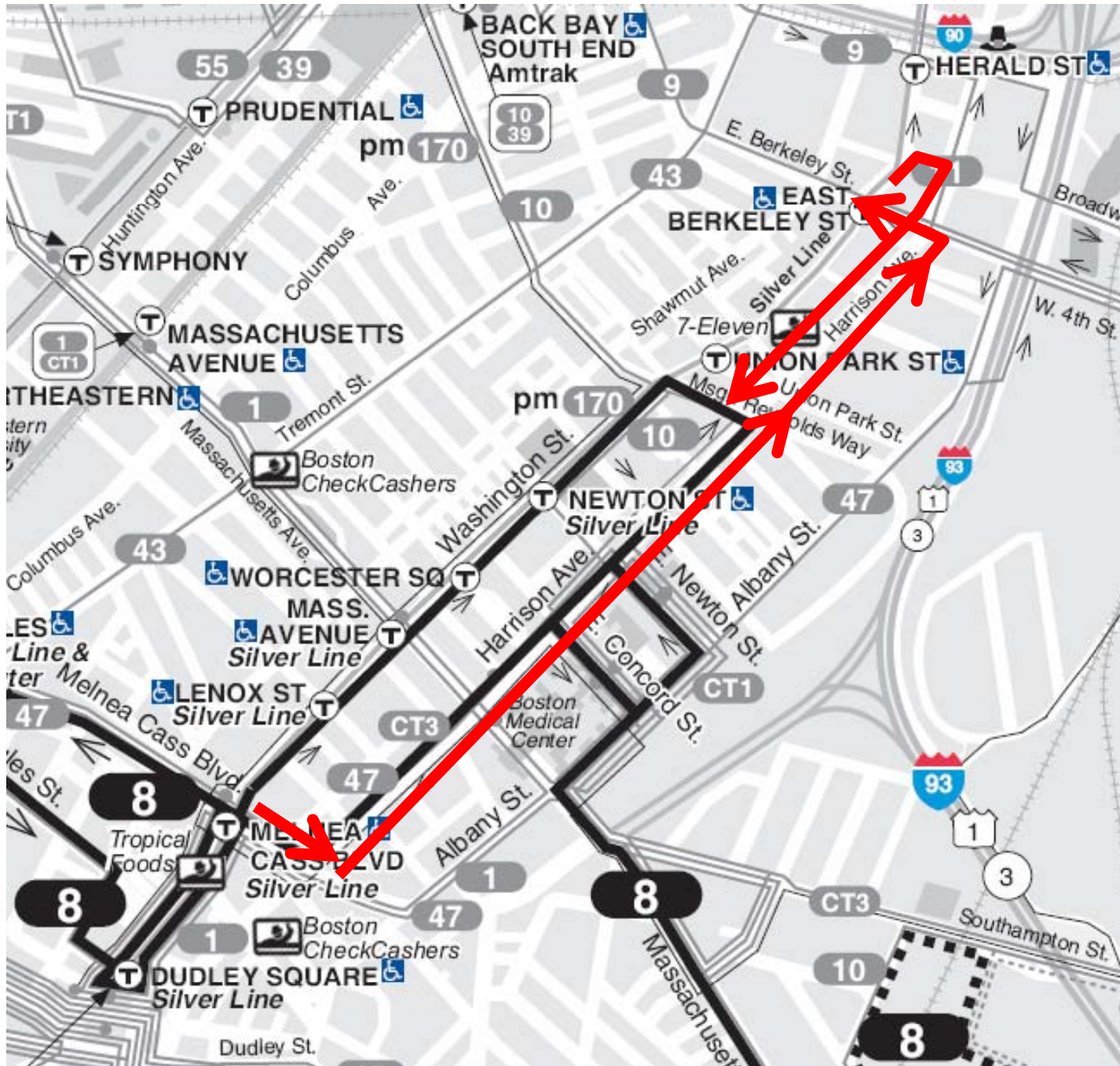
ROUTE # 47

- Potential future routing
- Utilize redesigned Traveler to serve future development



ROUTE # 9

- Potential future routing
- Utilize redesigned Traveler to serve future development



ROUTE # 8

- Potential future routing
- Better serve Harrison corridor
- Provide additional intra-connectivity throughout the area including the Medical Area



PROJECTS and GUIDELINES

BOSTON TRANSPORTATION DEPARTMENT

January 2011





Boston Complete Streets

Mobility Hub



TIMELINE

HARRISON ALBANY CORRIDOR STRATEGIC PLAN

	DRAFTING OF PLAN	DRAFTING ZONING
September	<p>Community Wide Meeting (9/20/11)</p> <ul style="list-style-type: none"> - Final plan presentation - Executive Summary available publicly 	
October	<p>South End Landmarks Commission (10/4/11)</p> <ul style="list-style-type: none"> - Final plan presentation <p>Final Plan is Publicly Available (early-October)</p> <ul style="list-style-type: none"> - 2 week comment period begins 	<p>Advisory Group Working Session</p> <ul style="list-style-type: none"> - Article 64 primer; present amendments to existing Article 64 and map to reflect plan recommendations
November	<p>BRA Board (11/17/11)</p> <ul style="list-style-type: none"> - Presentation for Harrison-Albany Corridor Strategic Plan adoption 	<p>Advisory Group Working Session</p> <ul style="list-style-type: none"> - Present amended Article 64 and map in entirety <p>Community Wide Meeting</p> <ul style="list-style-type: none"> - Present final amended Article 64 and map in entirety - two week comment period
December	<p>BRA Board (12/15/11)</p> <ul style="list-style-type: none"> - Public Meeting to present amended Article 64 Article and Map 	
January 2012		<p>Zoning Commission</p> <ul style="list-style-type: none"> - Public Hearing to present amended Article 64 and Official map for adoption