

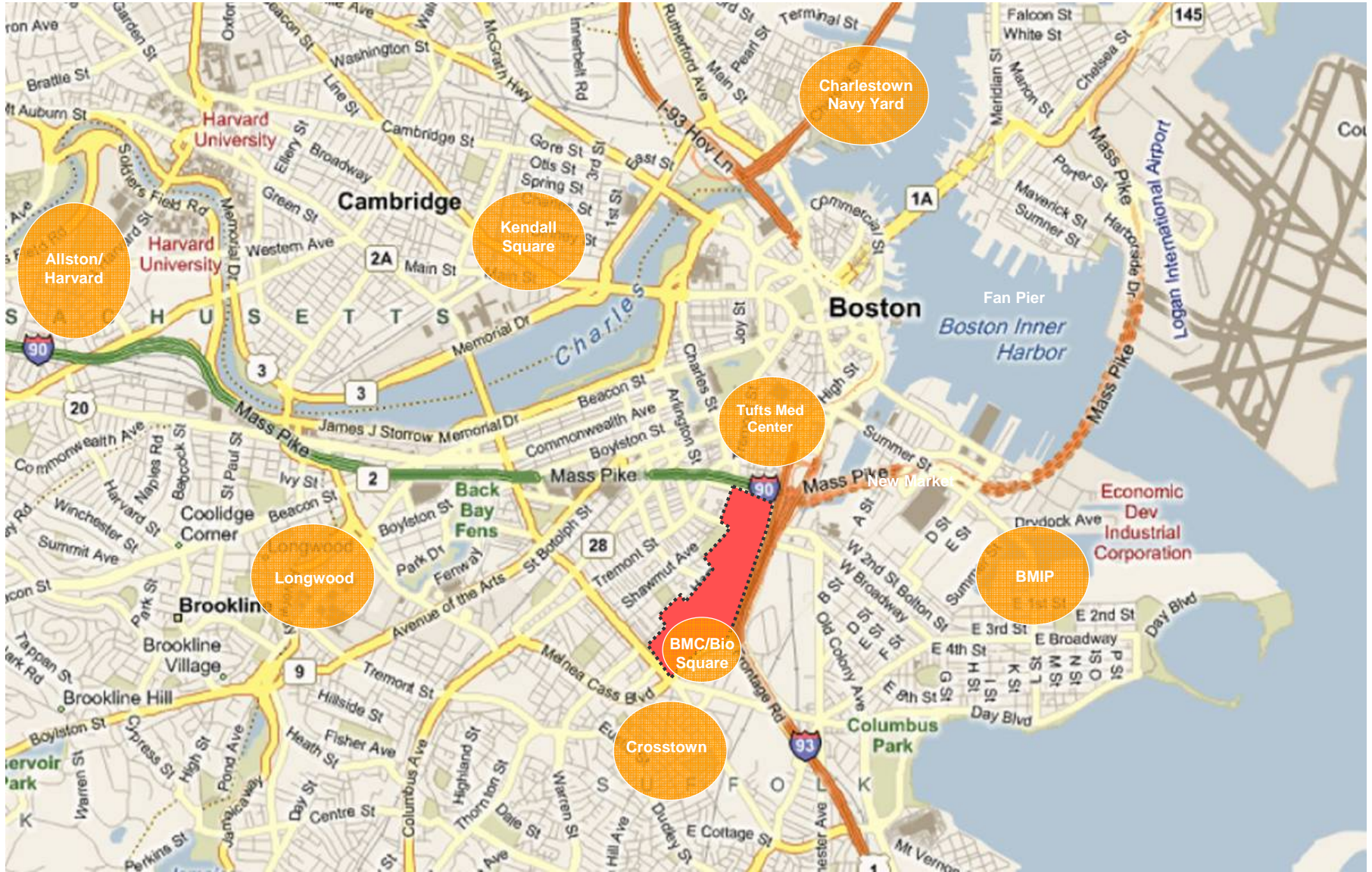


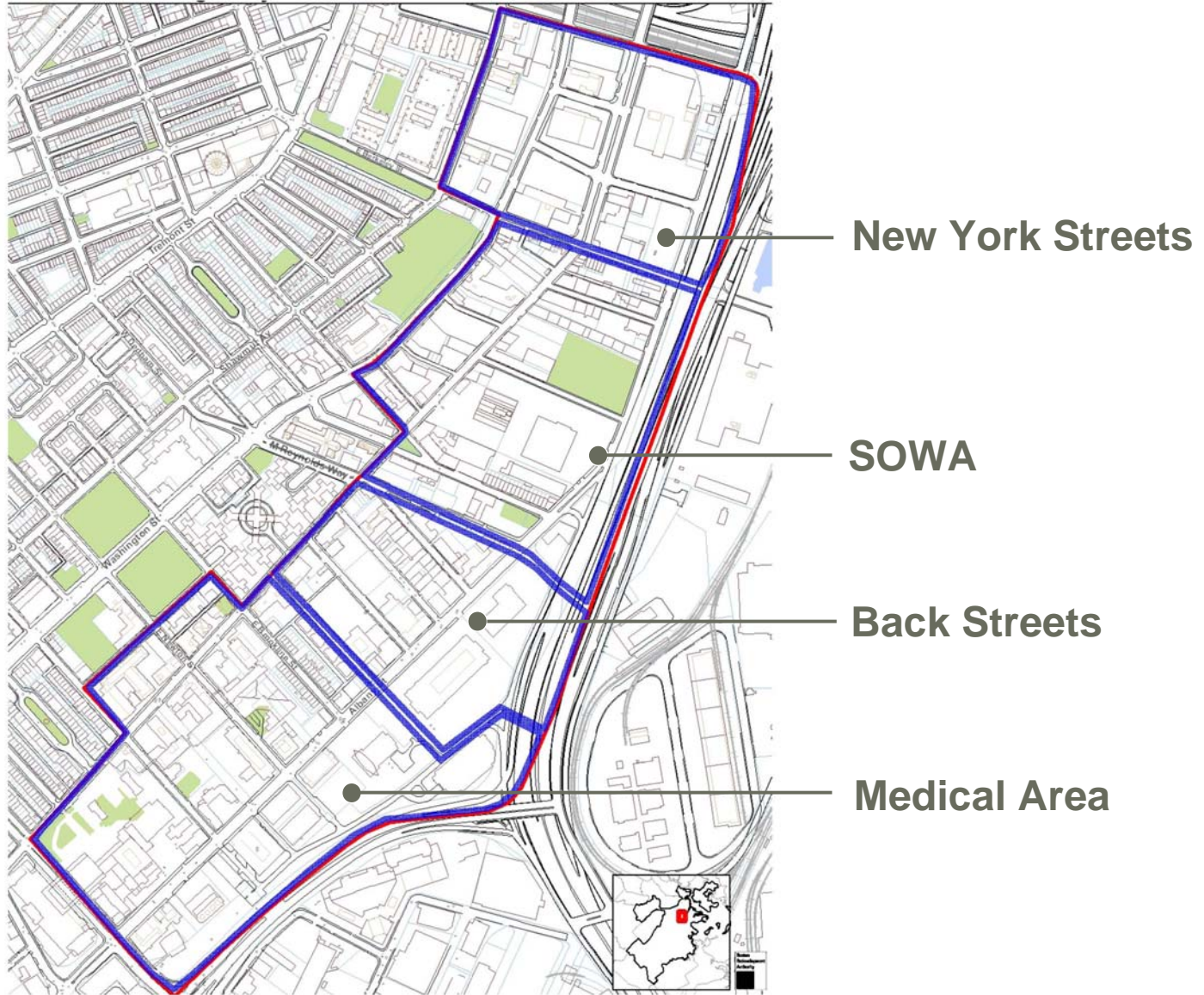
Boston  
Redevelopment  
Authority



STULL AND LEE, INC.-ARCHITECTS AND PLANNERS with BPG/BLUESTONE PLANNING GROUP, BYRNE MCKINNEY & ASSOCIATES, TETRA TECH RIZZO AND THE GREEN ROUNDTABLE

### Driving Forces - Harrison Albany Corridor's Importance for Bio-Tech Expansion





- **(Re)direct growth – establish collective vision**
- **Balance market interests versus neighborhood concerns**
- **Land use control**

Objective is to not restrict or over-regulate growth

Encourage (re)development in key areas through incentives and bonuses

Protect sensitive uses from development pressures (potential through incentive zoning)

Revise and/or create new zoning to guide growth

Bring consistency to existing regulations – zoning and landmarks



- **Regulate build-out to transportation capacity of enhanced network**

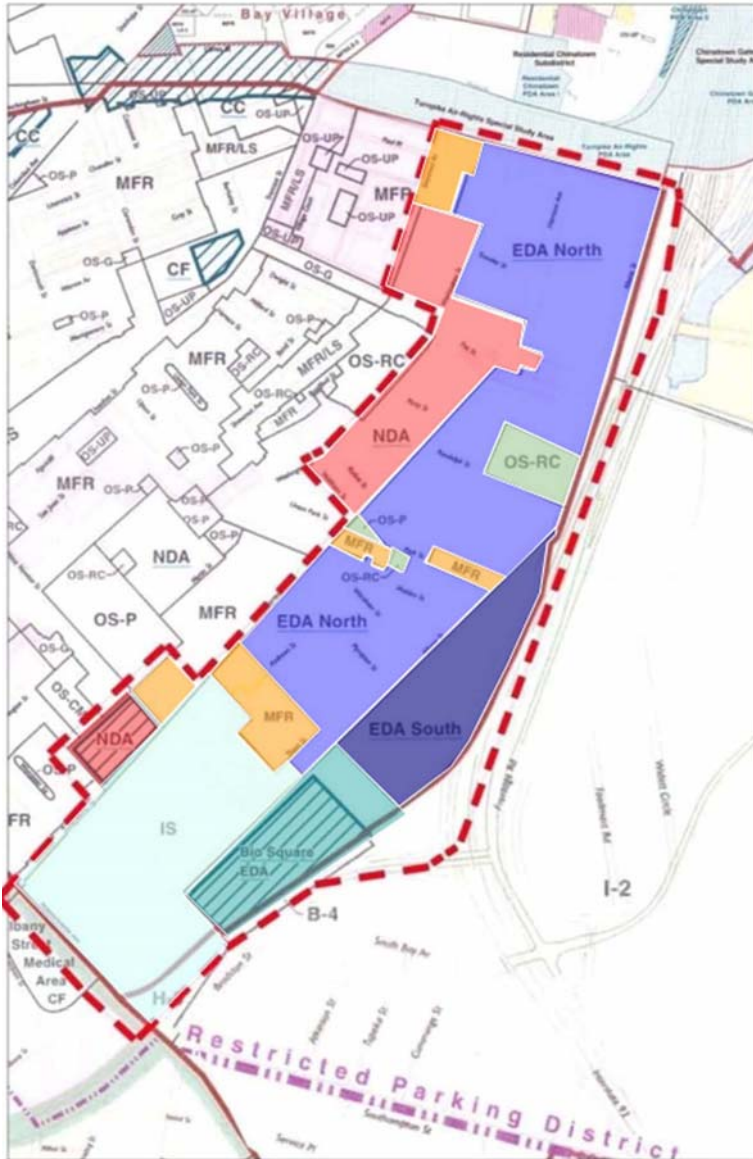
Parking demand management potentially through shared/structured parking

Manage vehicular traffic demand

Relieve pressure on major intersections by adding key connections

Enhance perception of walking distances to nearby rapid transit stations





Zoning District	Generally Allowed Uses	FAR	Max. Height (ft.)	Comments
EDA North	Offices, commercial, retail, artists mixed use, manufacturing, schools, hotel	4.0	70	
EDA South	Offices, commercial, retail, artists mixed use, manufacturing, schools, hotel	4.0	150	
Bio Square EDA / PDA	Medical research labs, offices, hotels, parking	4.0 5.0 / PDA	150	
NDA	Offices, commercial, retail, artists mixed use	3.0	70	
MFR	Multi-family, townhouses, rowhouses	2.0	70	
IS	Educational, labs, health care, businesses, arts	4.0	120	
OS-RC	Active and passive recreational uses	N/A	N/A	
<p><b>EDA</b> - established to encourage economic growth, jobs and entrepreneurial opportunities</p> <p><b>Bio Square EDA</b> - established to encourage development of medical research campus</p> <p><b>NDA</b> - established as buffer area separating residential areas from industrial areas</p> <p><b>MFR</b> - established to encourage multi-family housing</p> <p><b>IS</b> - established to encourage campuses for major institutions</p>				



•Connectivity



•Parking



•Street Character

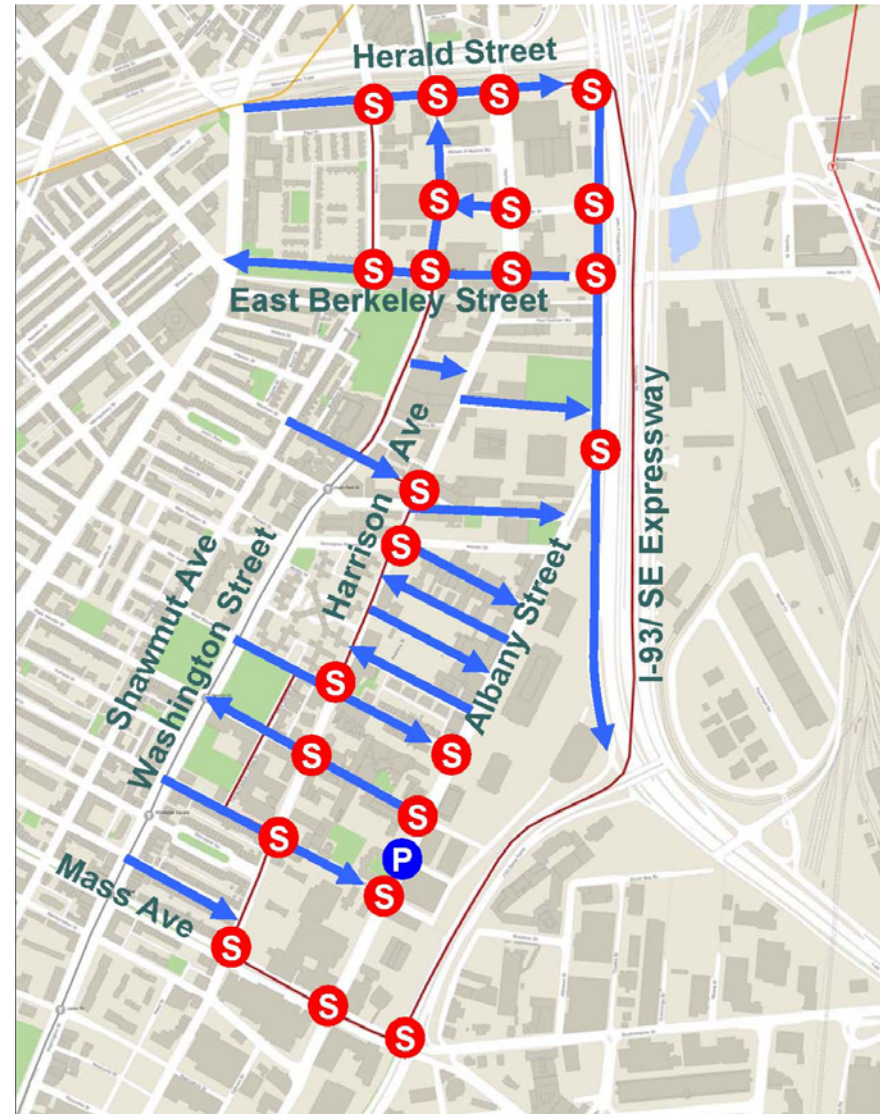


•Bicycles

•Public Transportation



# Study Area Limits & Existing Traffic Controls



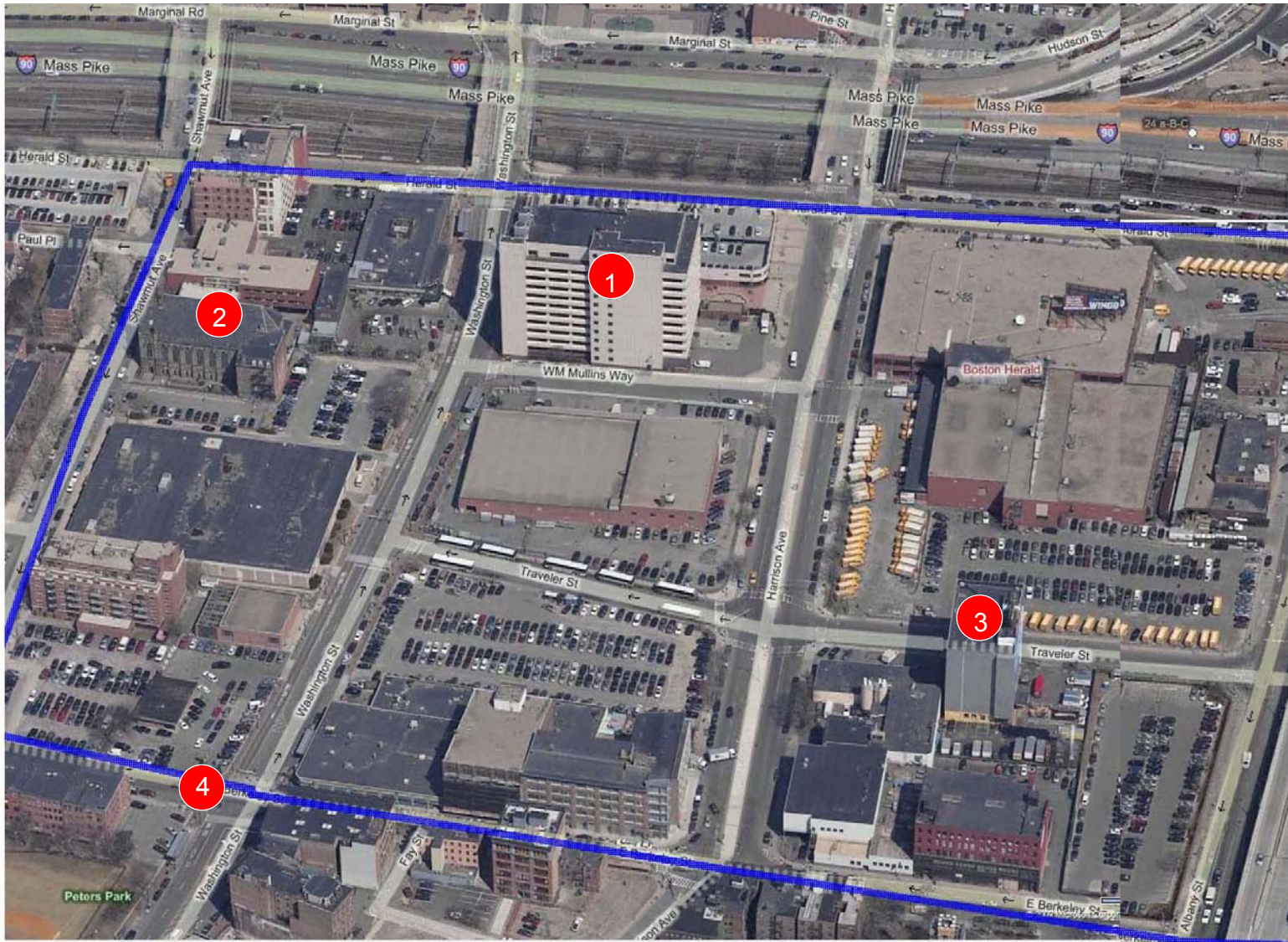
**LEGEND**

- P** Pedestrian Signal
- S** Signal





# NEW YORK STREETS SUB-AREA



**1 1000 WASHINGTON ST**



**2 HOLY TRINITY CHURCH**



**3 39 TRAVELER ST**



**4 PROJECT PLACE**



## 9 VISION FOR NEW YORK STREETS

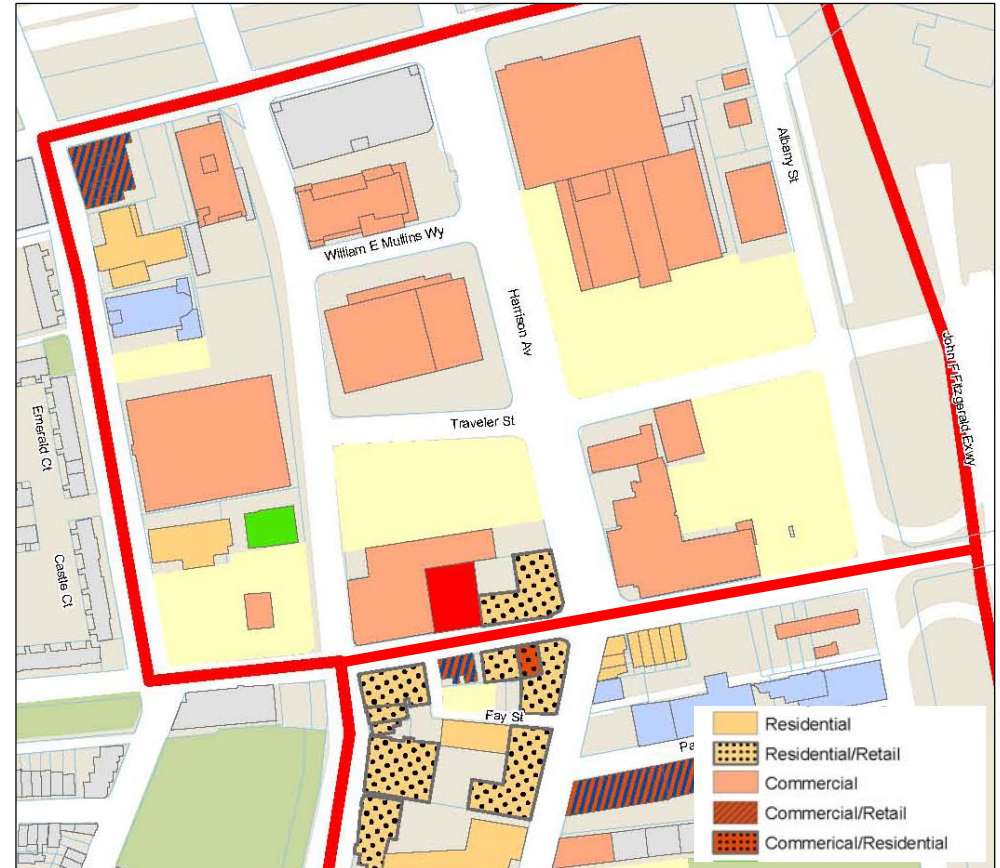
## NEW YORK STREETS SUB-AREA

### The Vision:

The New York Streets sub-area should emphasize its location as the vital physical and economic link between the City's downtown, Chinatown, and South End neighborhoods with convenient access to South Boston and the regional roadway system. Future development should provide exciting new 18-hour uses within a pedestrian-friendly public realm that includes a finer grain of city blocks that allow for enhanced transportation access and circulation. Non-residential uses should provide new jobs for Boston residents.



1888 Boston Proper Bromley Base Map










Existing New York Streets Sub-district

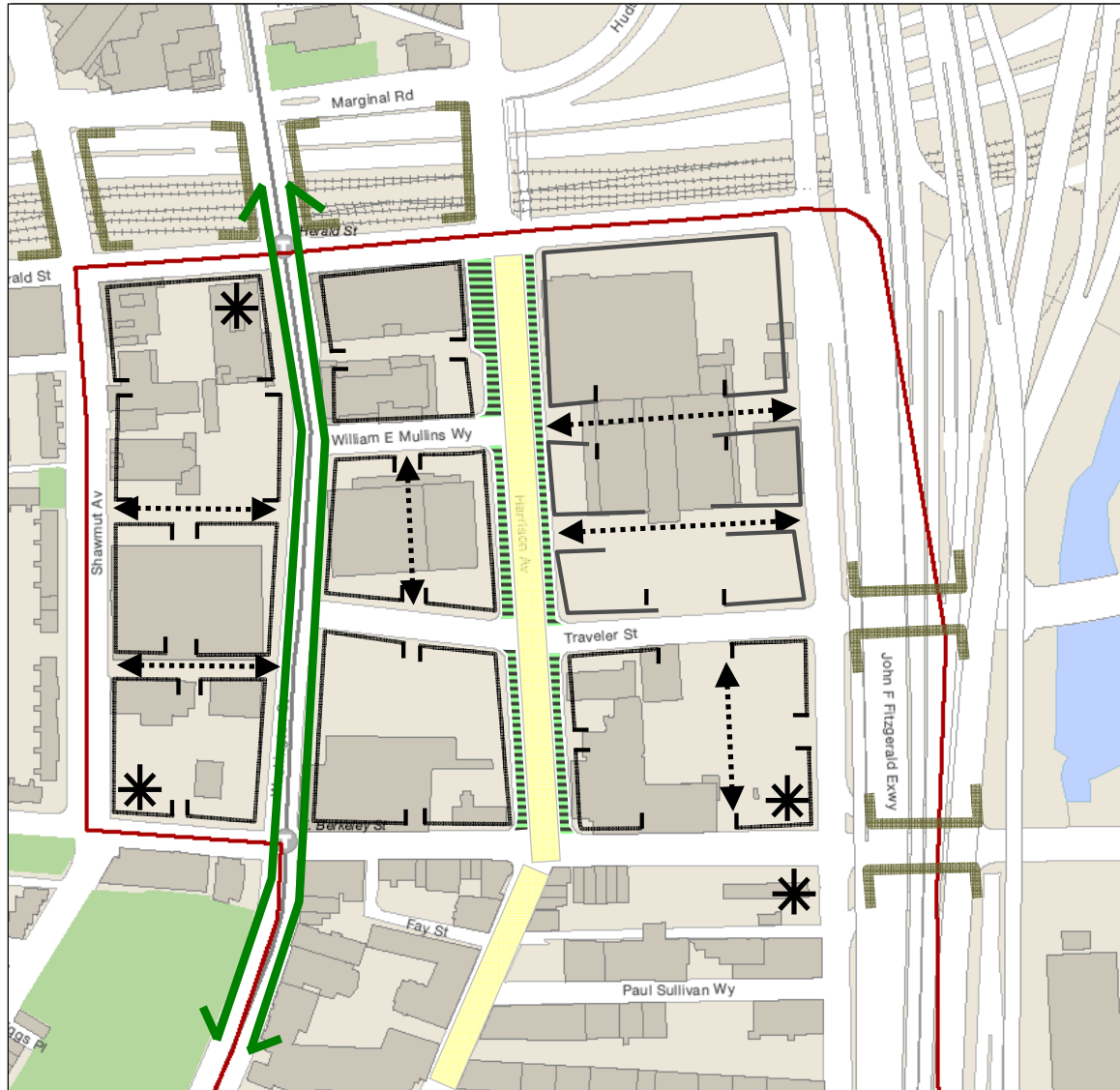


# 10 SUMMARY AND URBAN DESIGN IMPLICATIONS

# NEW YORK STREETS SUB-AREA

## LEGEND:

-  **Narrow Width of Harrison Ave**
-  **Continue Character of Washington Street as a Boulevard**
-  **Easements for Pedestrian and/or Vehicular Circulation**
-  **Establish Streetscape Standards to Improve Pedestrian Realm**
-  **Improve/Beautify Pedestrian Connections Between Neighborhoods**
-  **Note Key Locations for "Gateway" Structures**
-  **Maintain Continuous Streetwall**



**PEDESTRIAN ORIENTED HARRISON**



**CONTINUE BLVD CHARACTER**



**BRIDGE BEAUTIFICATION**







**FRAGMENTED PEDESTRIAN REALM**

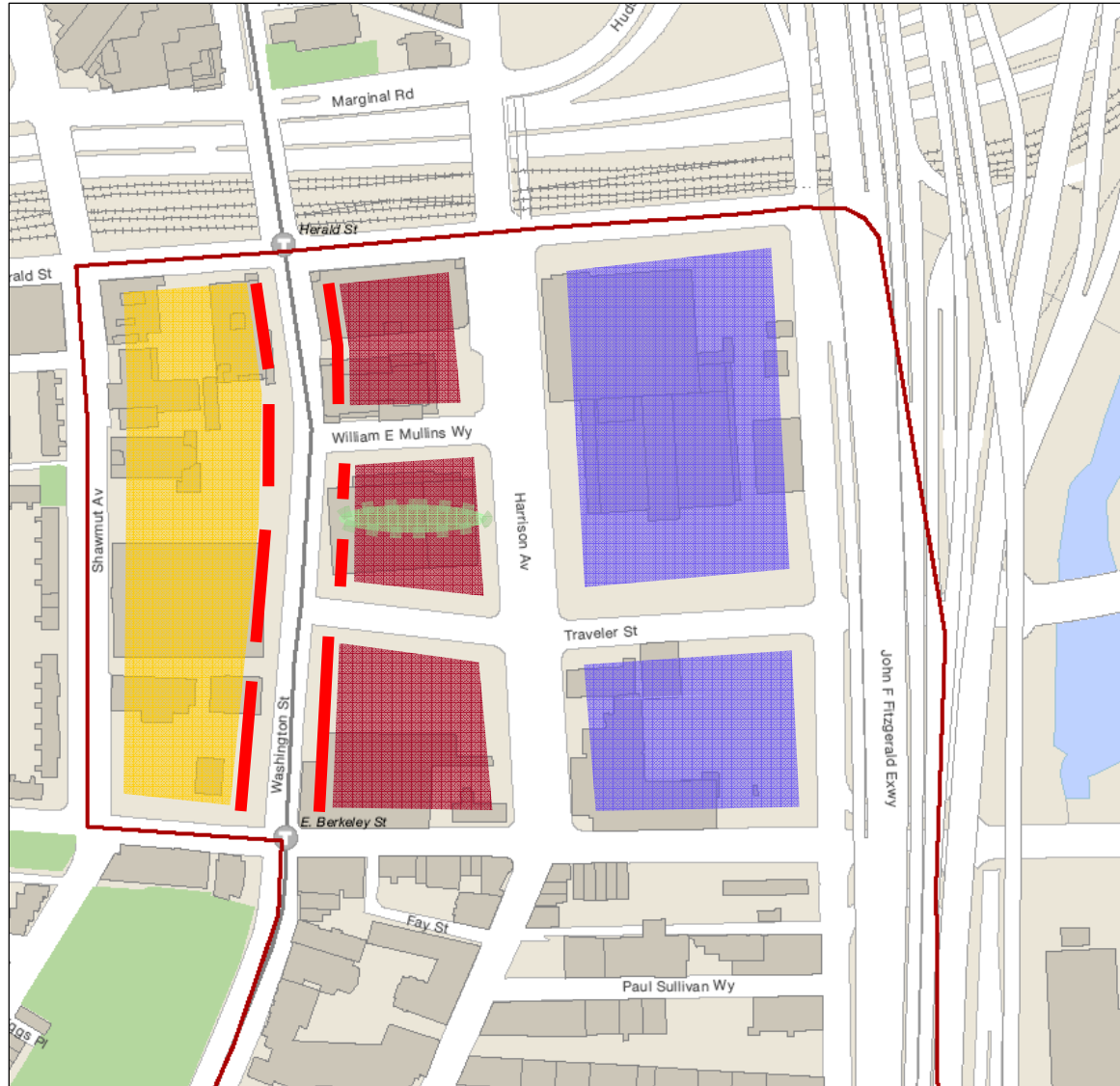


# 11 VISION CONCEPT – SUGGESTED GENERAL LAND USE PATTERN

## NEW YORK STREETS SUB-AREA

### LEGEND:

-  **MIXED-USE:**
  - Residential
  - Institutional Housing
    - University Affiliates,
    - Senior Living
  - Hotel
  - Ground Floor Retail
  
-  **MIXED-USE:**
  - Commercial / Office
  - Institutional Housing
    - University Affiliates,
    - Senior Housing
  - Hotel
  - Ground Floor Retail
  
-  **MIXED-USE:**
  - R&D, institutional
  - BackStreets
  - Commercial / Office
  - Creative Economy
    - Light Manufacturing
    - Live/Work
  - Institutional Housing
    - University Affiliates,
    - Senior Living
  - Hotel
  
-  **OPEN SPACE**



**STREETScape**



**MID-RISE HOUSING**



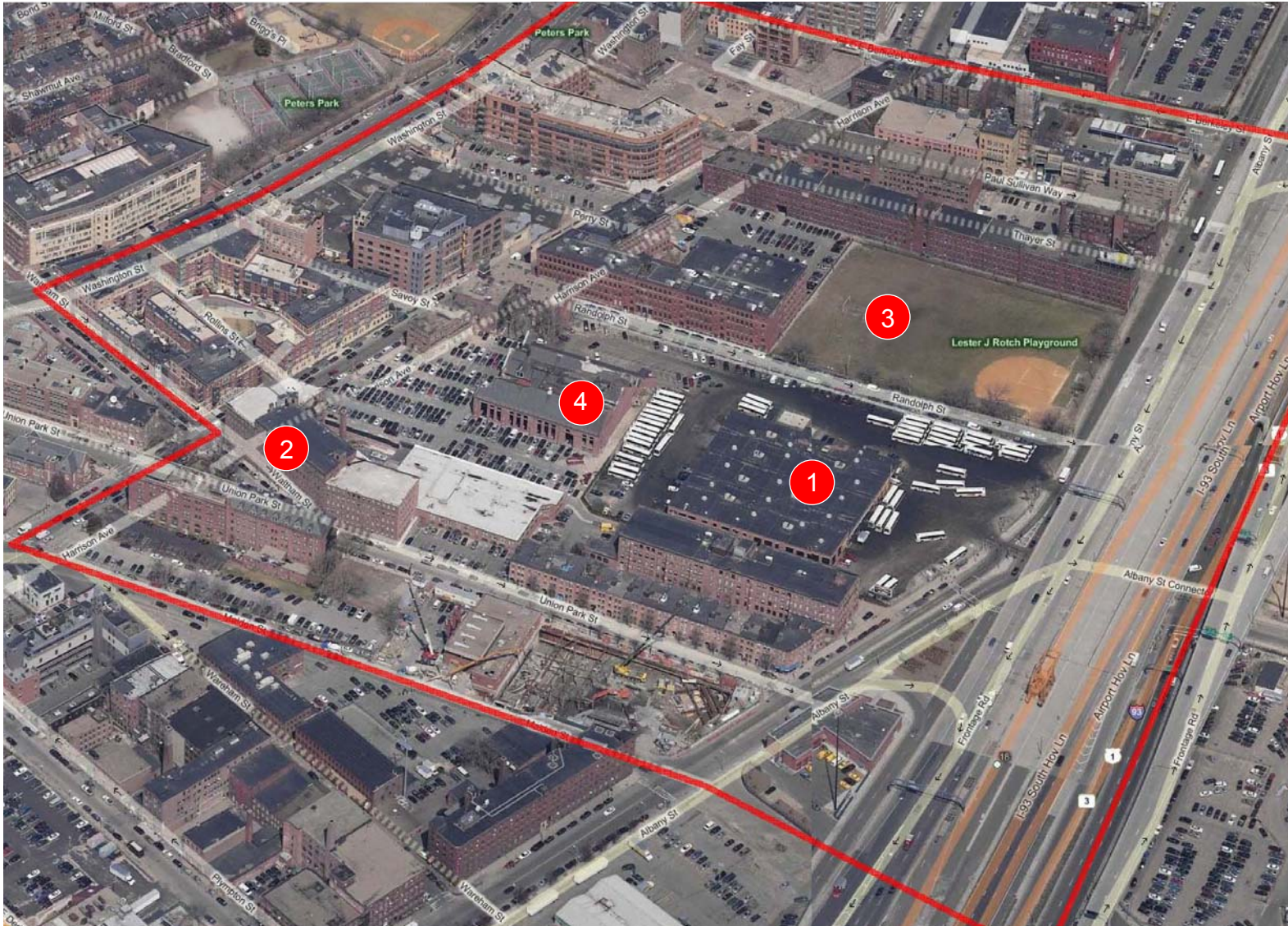
**RETAIL AT GRADE**



**R&D / MEDICAL / INSTITUTIONAL**



SOWA SUB-AREA



1 MBTA BUS GARAGE



2 560 HARRISON AVENUE



3 ROTCH FIELD










4 FORMER POWER STATION

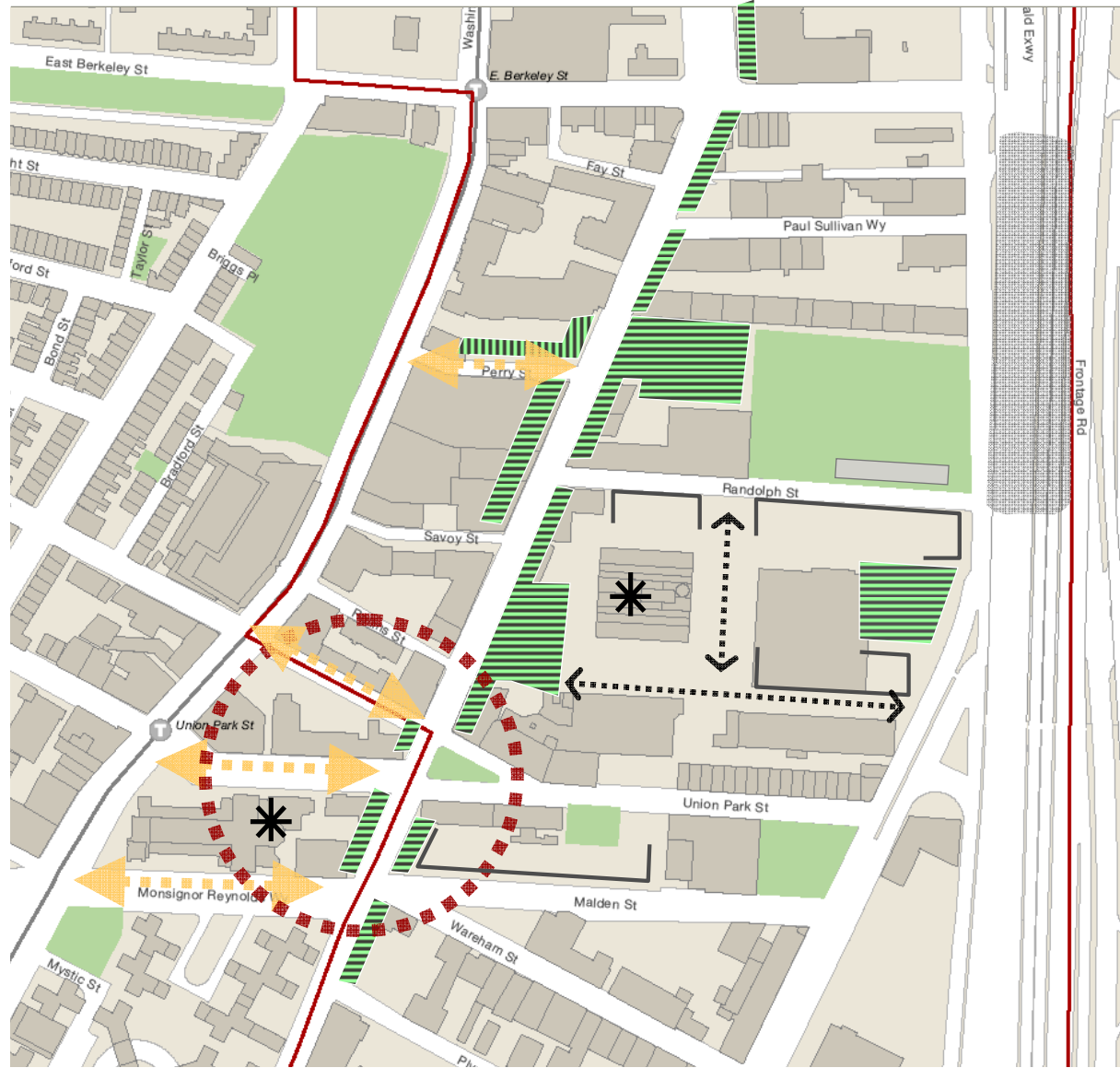


# 13 SUMMARY AND URBAN DESIGN IMPLICATIONS

## SOWA SUB-AREA

### LEGEND:

-  TAKE ADVANTAGE OF CATHEDRAL COMPLEX AS TOURIST ATTRACTION
-  EASEMENTS FOR PEDESTRIAN AND/OR VEHICULAR CIRCULATION
-  ESTABLISH STREETScape/OPEN SPACE STANDARDS TO IMPROVE PEDESTRIAN REALM
-  IMPROVE/BEAUTIFY PEDESTRIAN CONNECTIONS BETWEEN NEIGHBORHOODS
-  NOTE LOCATION OF NOTABLE STRUCTURES
-  GUIDELINES FOR NEW BUILDINGS:  
- MAINTAIN CONTINUOUS STREETWALL
-  EXPLORE POTENTIAL FOR MBTA BUS OPERATIONS, COMMUTER OR TOUR BUS PARKING, RESIDENT/BUSINESS PARKING



**IMPROVE PEDESTRIAN REALM**



**PUBLIC OPEN SPACE**



**ACCESS STREET - MSGR REYNOLDS WAY**

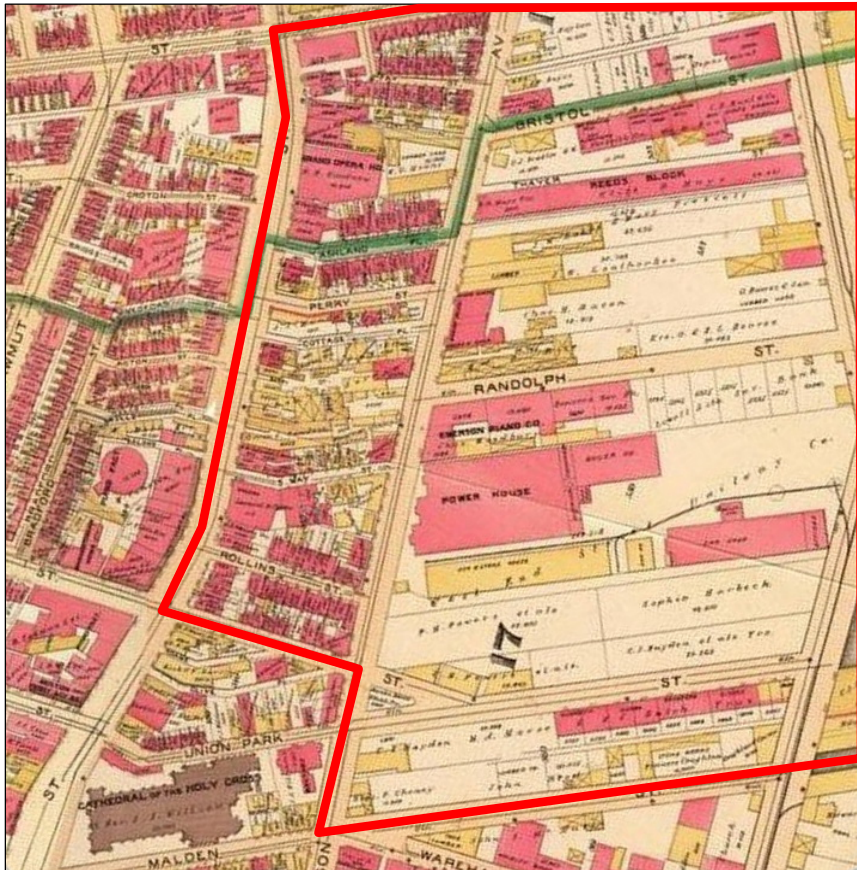


**EXPLORE ELEMENTS OF CONTINUITY**

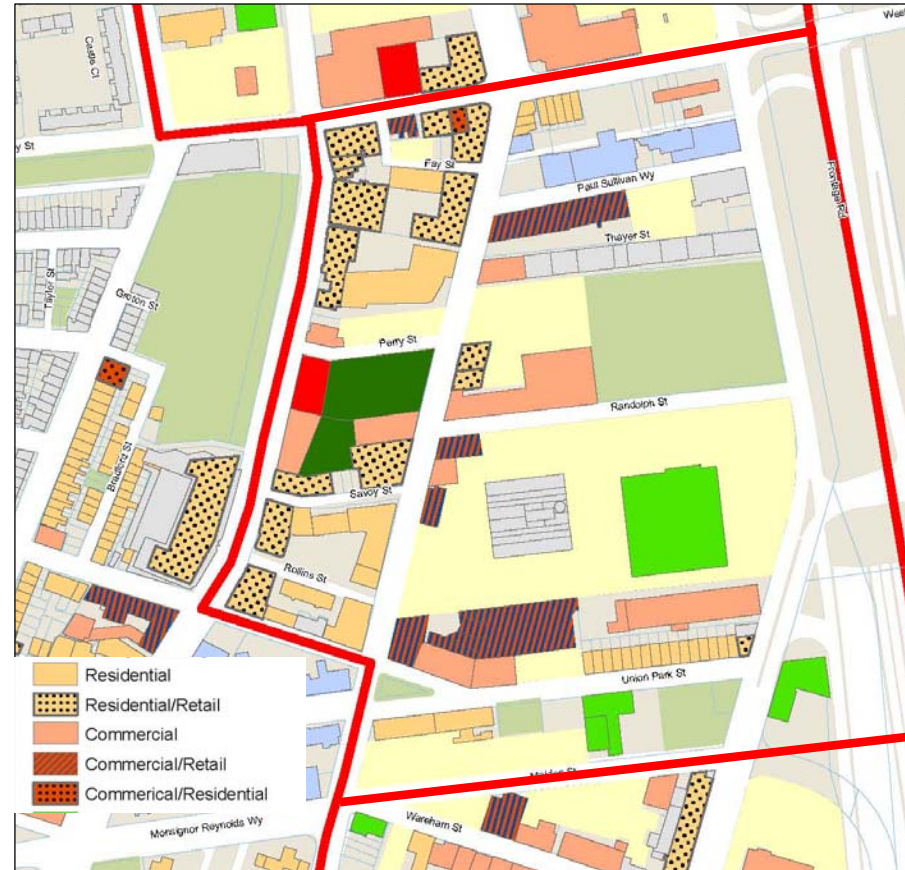


**The Vision:**

The SOWA sub-area should maintain the feel of a vibrant mixed-use neighborhood. Existing historic resources and industrial character should be preserved while fostering a diverse range of uses including housing, commercial, artist space and strategically-located retail. Streetscape improvements should be focused to improve the pedestrian experience and reinforce connections to public transit.



1890 Boston Proper Bromley Base Map



Current Land-Use Diagram



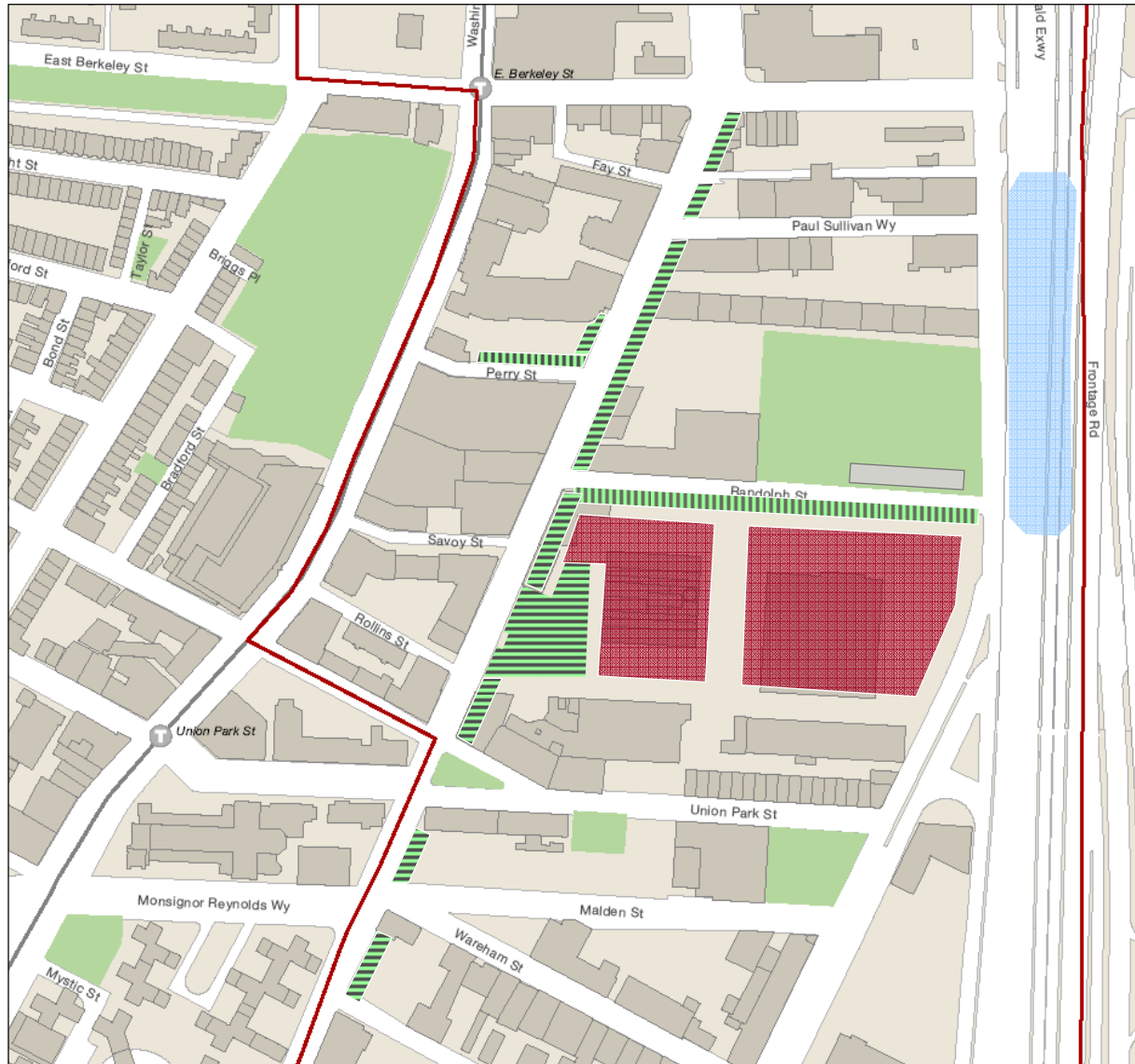
# 15 VISION CONCEPT – SUGGESTED GENERAL LAND USE PATTERN

## LEGEND:

- 
**MIXED-USE:**
  - Creative Economy
  - Commercial / Office
  - Light Industrial
  - Residential
  
- 
**SIDEWALK/PLAZA IMPROVEMENTS:**

Establish Streetscape/Open Space Standards to Improve Pedestrian Realm
  
- 
**HIGHWAY VIADUCT:**

Potential Area for Parking Needs and/or MBTA Operations



## SOWA SUB-AREA



**LIVE WORK PROTOTYPE**



**LIVE WORK PROTOTYPE**



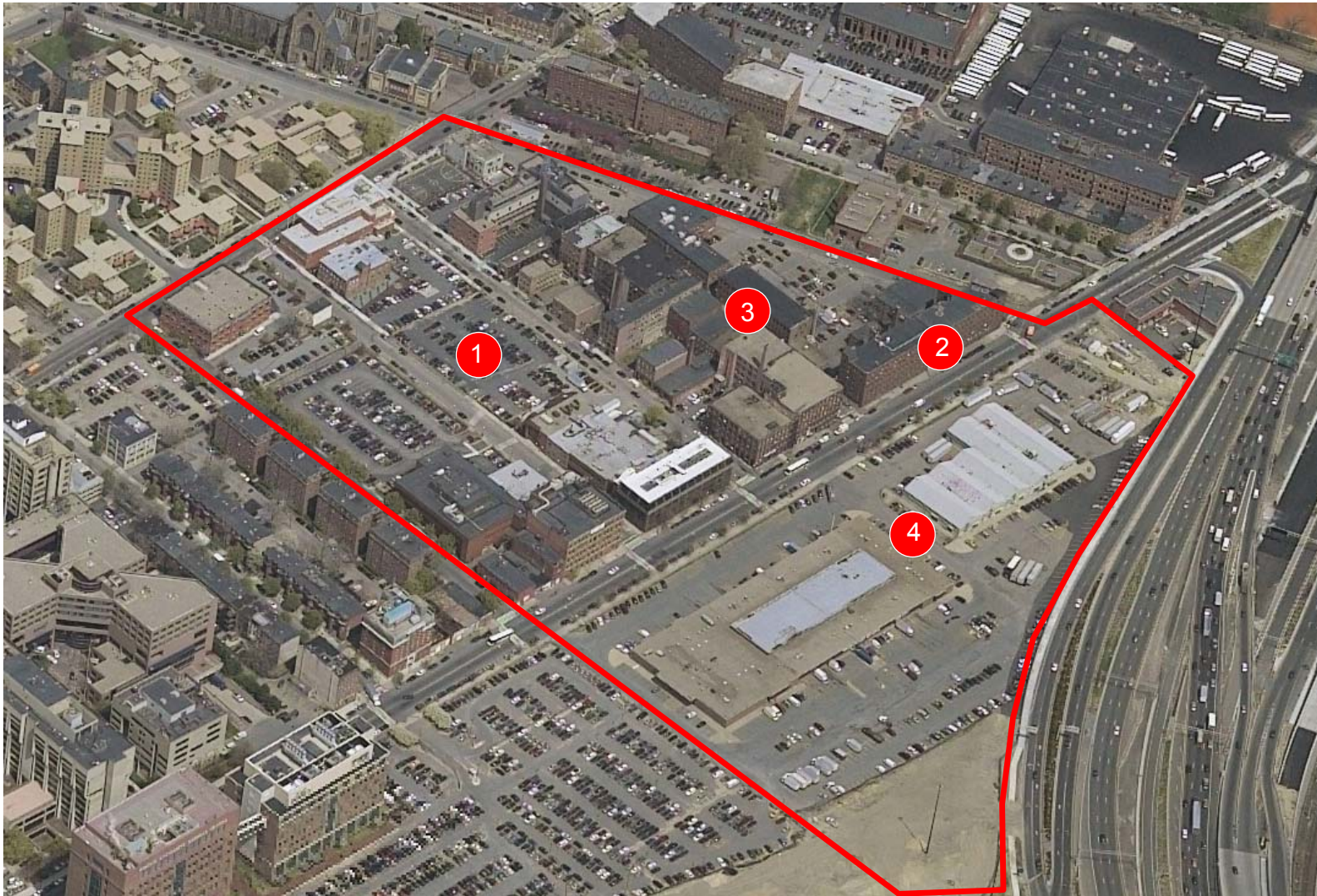
**STREETSCAPE IMPROVEMENTS**



**POTENTIAL PARKING / BUS AREA**







1 PERKIN-ELMER PARKING LOT



2 ZAPATOS



3 WAREHAM STREET

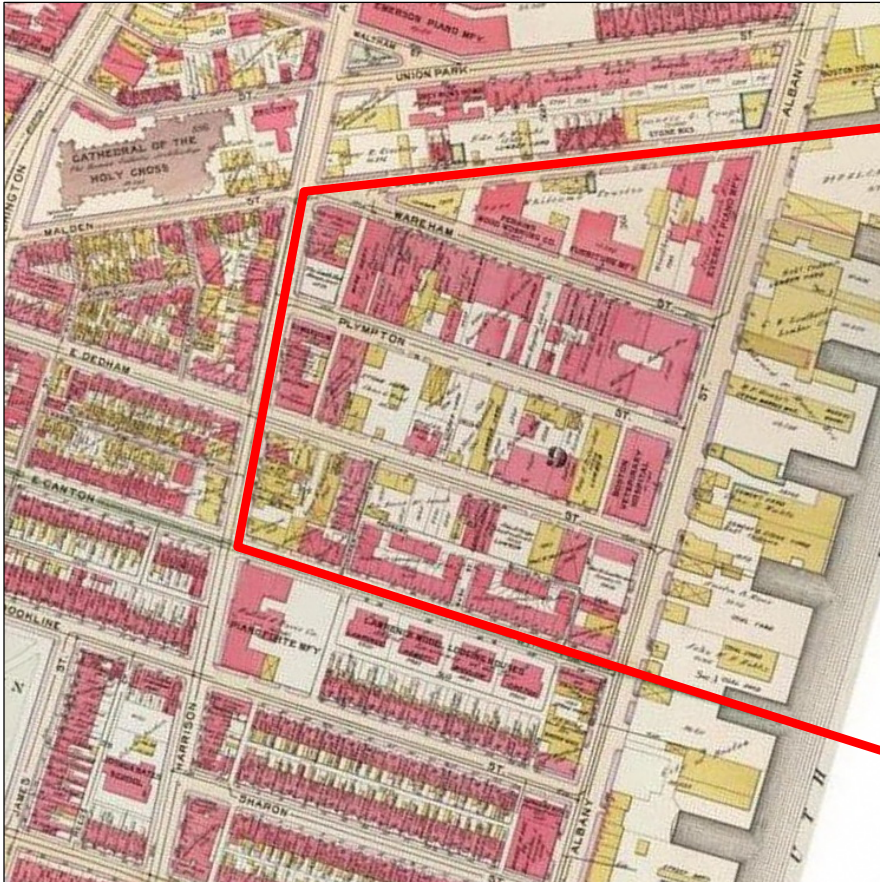


4 FLOWER MARKETS

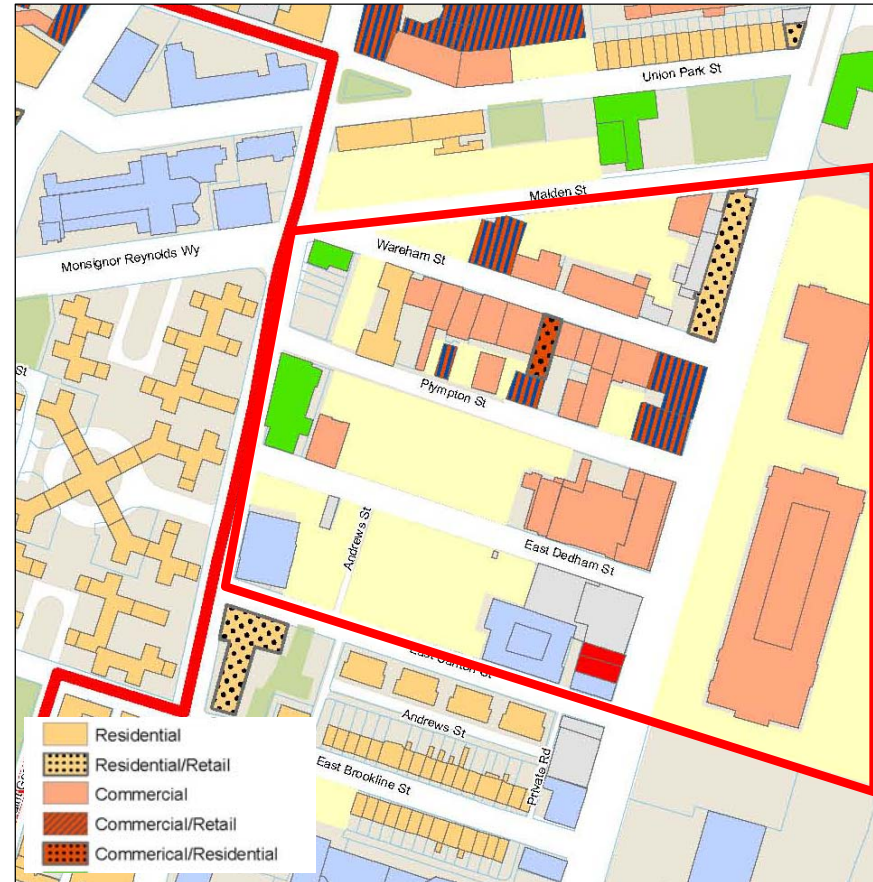


The Vision:

The Backstreets sub-area should continue to preserve the light industrial uses while encouraging complementary commercial and research uses that create new jobs. The architectural character of future development should reinforce the existing scale, incorporate new green technologies, and set an example for quality contemporary design in a historic context. The subarea should welcome a new streetscape that improves the aesthetics and safety for pedestrians and vehicles.



1890 Boston Proper Bromley Base Map



Current Land-Use Diagram

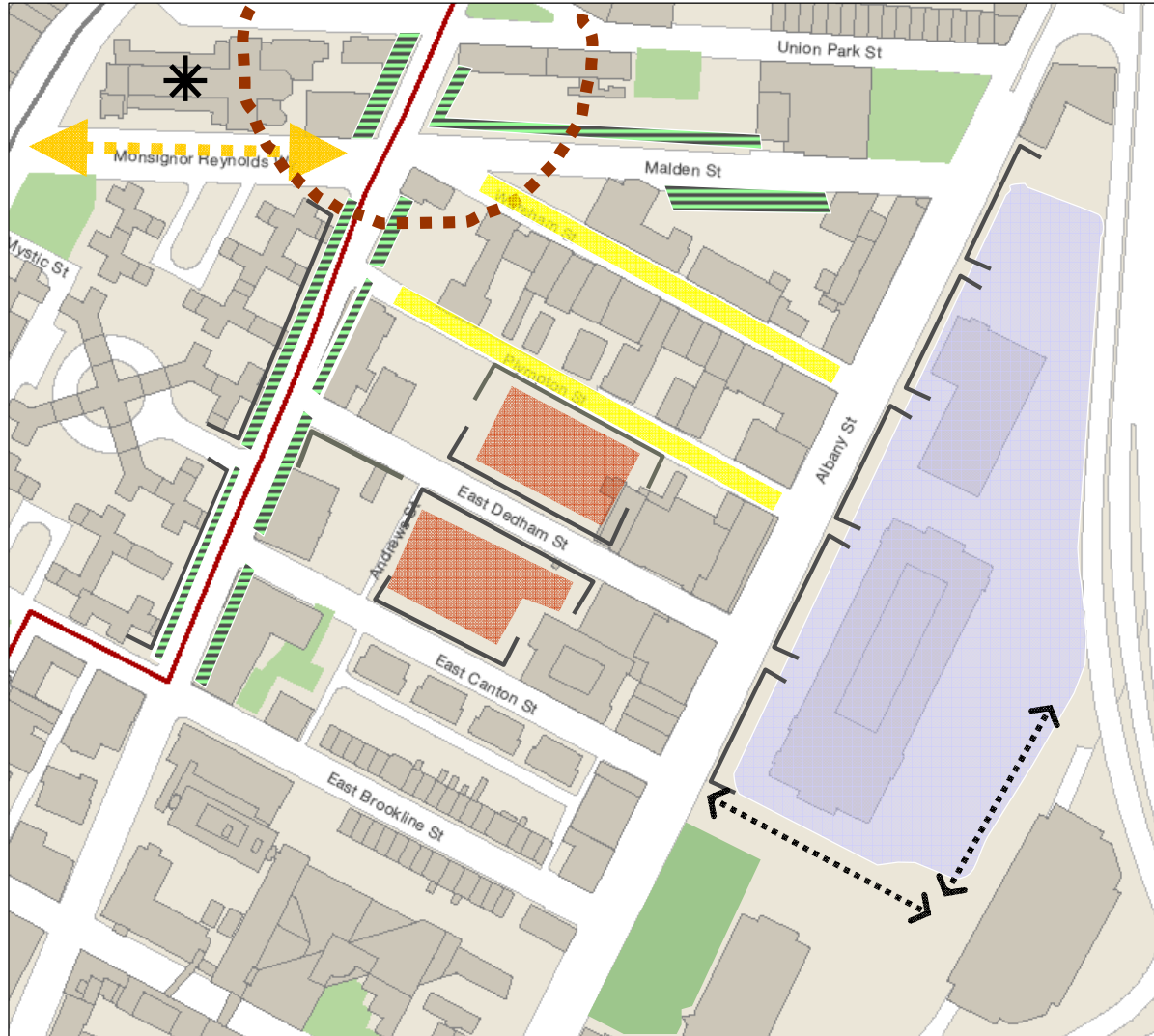


# 18 SUMMARY AND URBAN DESIGN IMPLICATIONS

# BACK STREETS SUB-AREA

## LEGEND:

-  Take Advantage of Cathedral Complex as Tourist Attraction
-  Easements for Pedestrian and/or Vehicular Circulation
-  Establish Streetscape Standards to Improve Pedestrian Realm
-  Develop Street Use Guidelines that Support Creative Economy Uses Including Need for Loading
-  Improve/Beautify Pedestrian Connections Between Neighborhoods
-  Explore Future Use Options that Integrate Existing and New Economy Uses
-  Maintain Continuous Streetwall
-  Explore Redevelopment Opportunities for Creative Economy



**BALANCE USES & PEDESTRIANS**



**REUSE OF SURFACE PARKING**



**TWO-SIDED ALBANY STREET**







**STREETSCAPE CONTINUITY**

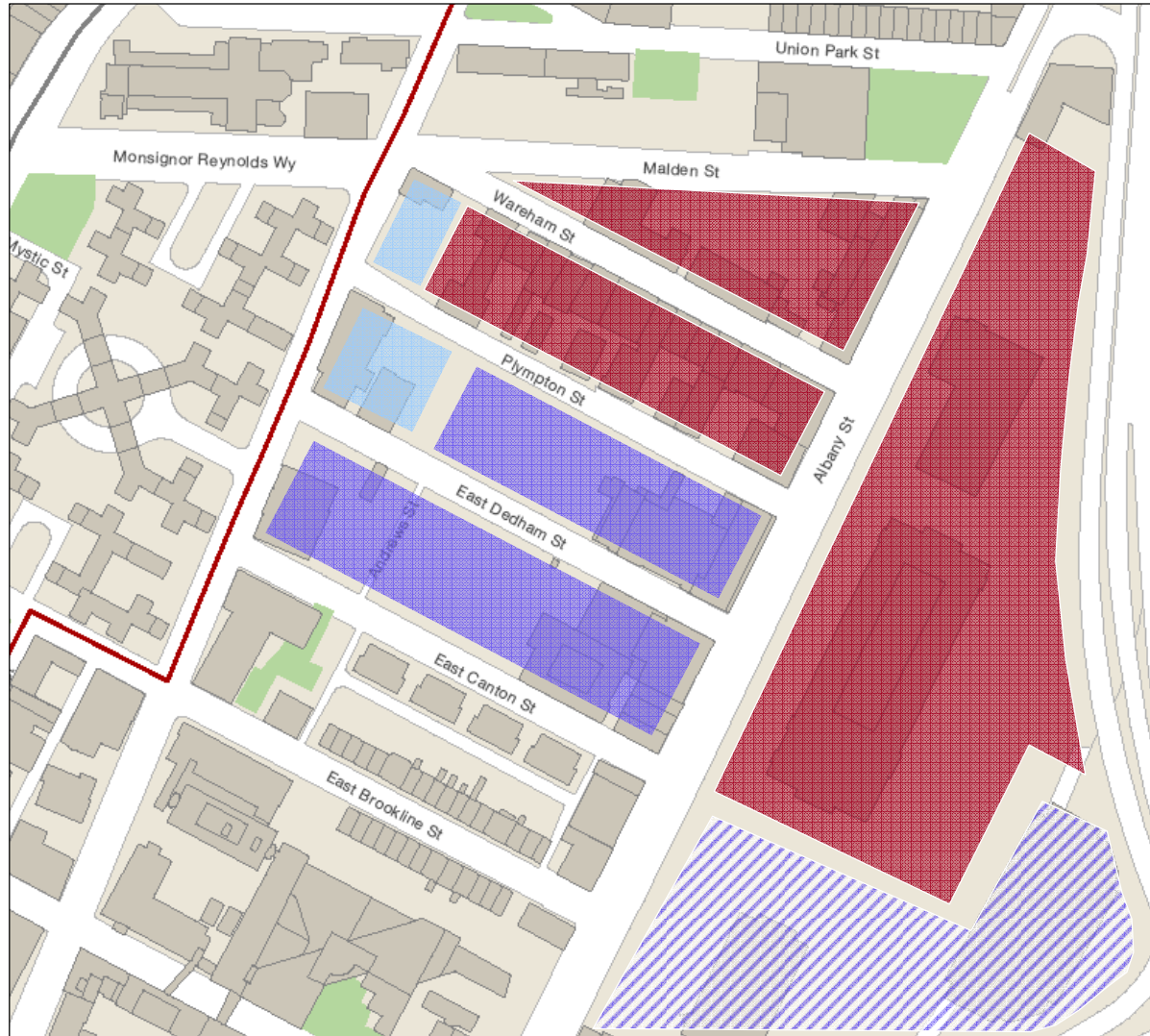


# 19 VISION CONCEPT – SUGGESTED GENERAL LAND USE PATTERN

# BACK STREETS SUB-AREA

## LEGEND:

-  **MIXED-USE:**
  - Creative Economy
  - Commercial / Office
  - Light Industrial
  
-  **MIXED-USE:**
  - R&D, Institutional
  - BackStreets
  - Commercial / Office
  - Creative Economy
  - Light Manufacturing
  
-  **BIOSQUARE:**
  - R&D, Institutional
  - Medical
  
-  **MUNICIPAL USES**



**R&D / MED / INSTITUTIONAL**



**R&D / MEDICAL**



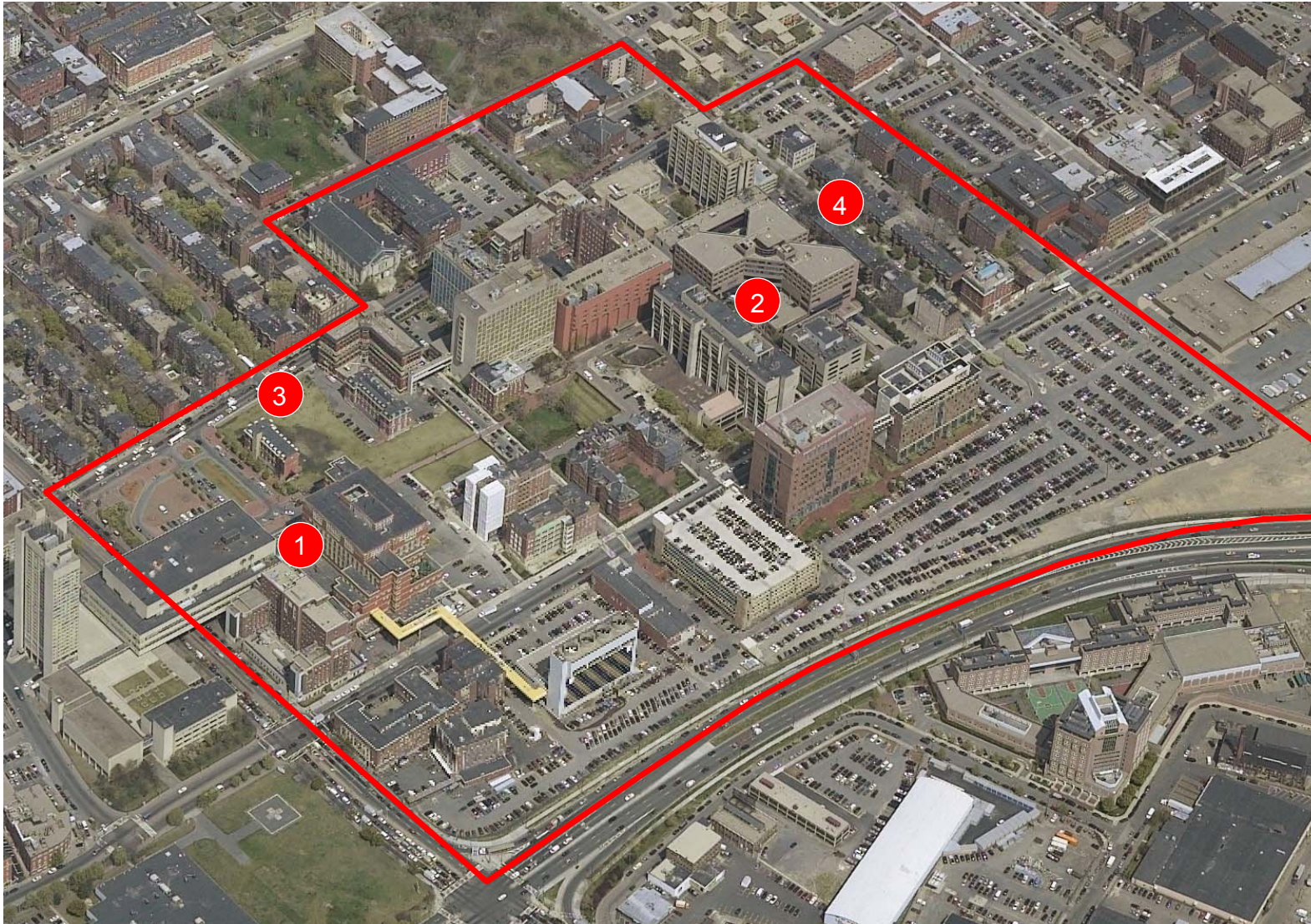
**R&D / MED / INSTITUTIONAL**



**R&D / MED - INFILL**



MEDICAL SUB-AREA



1 HARRISON AT SPRINGFIELD



2 EAST NEWTON STREET



3 BUMC QUADRANGLE

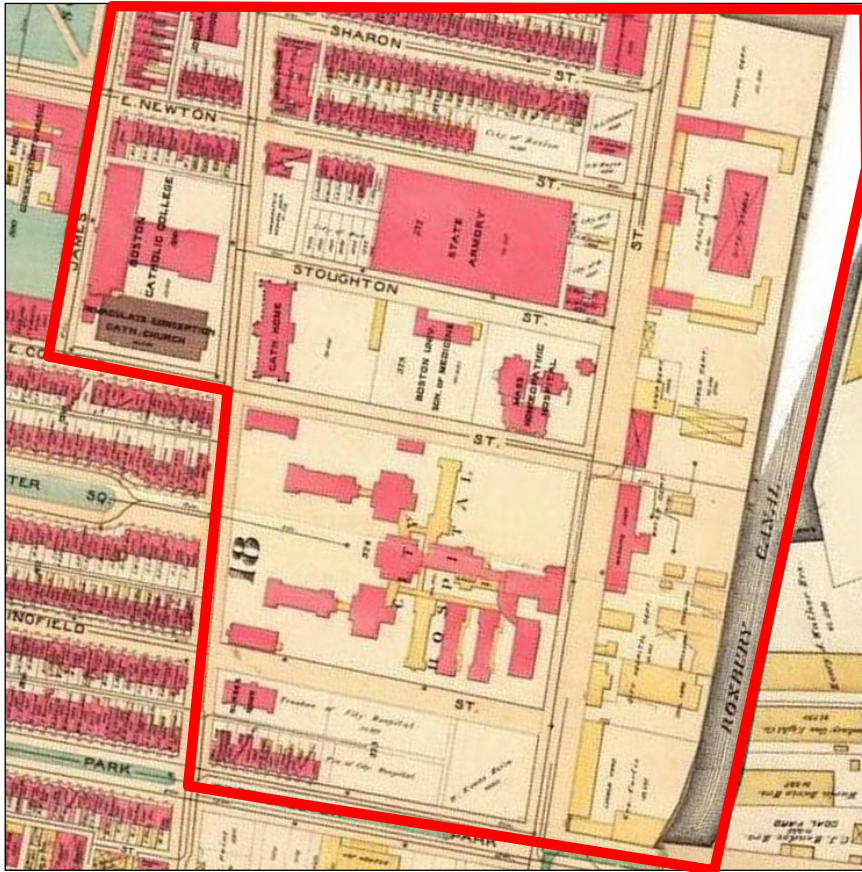


4 EAST BROOKLINE STREET

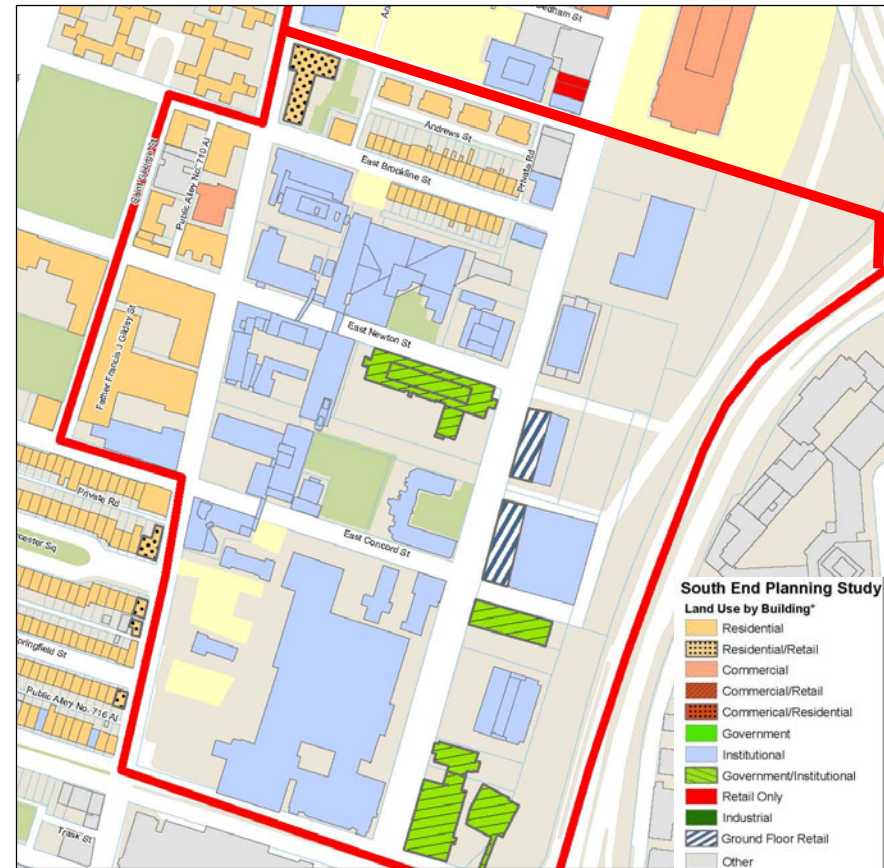


**The Vision:**

The BU Medical sub-area should continue to strive for smart growth that blends the hospital and universities' historic and modern campus with the adjacent residential and light industrial uses while improving its regional transportation access. Opportunities for job training and job creation for Boston residents should continue to be promoted.



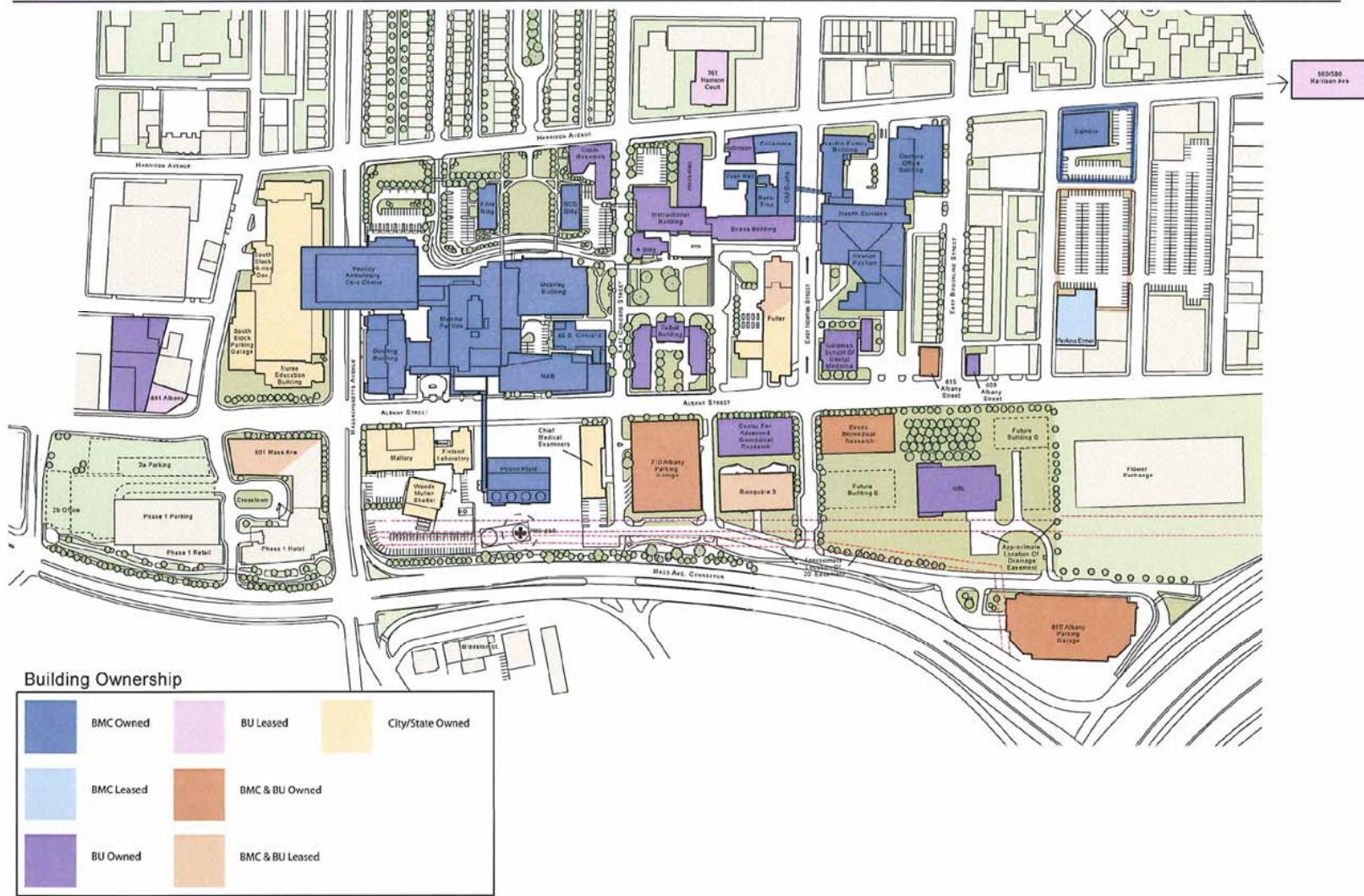
1890 Boston Proper Bromley Base Map



Current Land-Use Diagram



March 19, 2008






Building Ownership and Lease



## 23 SUMMARY AND URBAN DESIGN IMPLICATIONS

### LEGEND:

-  Pedestrian Realm Improvements: Paving, Lighting, Wayfinding Elements
-  Improve Pedestrian Quality of Mass Ave Intersection
-  Explore Elements of Continuity Between Sub-districts and Along Corridors
-  Improve Relationship of Institutional Uses to public Street Including Access to Retail
-  Explore Opportunities for New Development – Incorporate New Use while Preserving Existing Activities
-  Explore Redevelopment Opportunities for BioTech, Parking, Creative Economy and/or Residential Uses
-  Investigate Opportunities to Extend South End Street Grid



## MEDICAL SUB-AREA



**ACCESS AND ACTIVE USE**



**IMPROVE AUTO CIRCULATION**



**MASS AVE PEDESTRIAN ENVIRONMENT**



**EXPLORE ELEMENTS OF CONTINUITY**





## Next Steps:

- Explore options relative to density, massing and heights.
- Review transportation / parking / loading policies.
- Correlate development scenarios with traffic and parking capacity implications.
- Test real estate market implications.
- Suggest zoning and urban design recommendations.

