

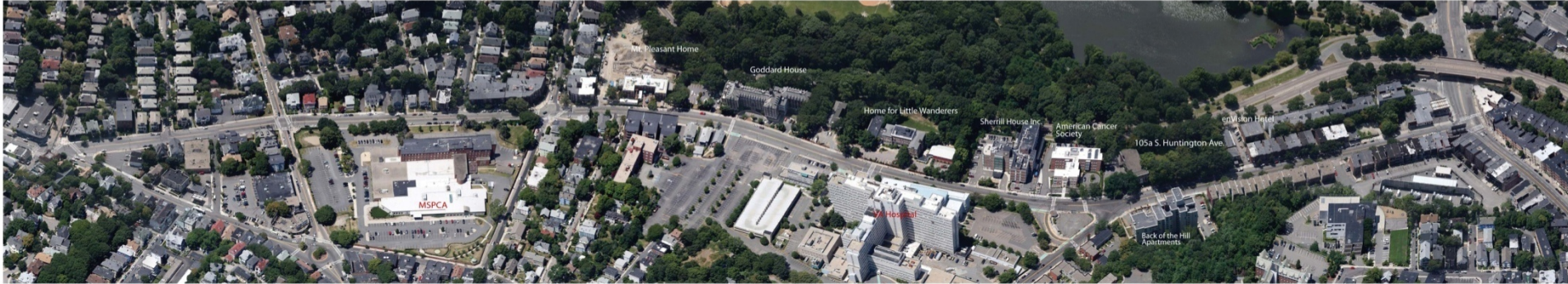
# SOUTH HUNTINGTON AVE. CORRIDOR STUDY

FEBRUARY 27, 2013 @ CURLEY ELEMENTARY SCHOOL BOSTON REDEVELOPMENT AUTHORITY



S. HUNTINGTON AVE. CORRIDOR AERIAL VIEW LOOKING EAST

AERIAL VIEW LOOKING EAST



S. HUNTINGTON AVE. CORRIDOR AERIAL VIEW LOOKING WEST

AERIAL VIEW LOOKING WEST

## What We Heard....



# FEEDBACK

N. Allston Barry's Corner Mixed Use



# USE MIX

Jamaica Plain Center



Roslindale Square



# FEEDBACK

## AFFORDABILITY & SENIOR



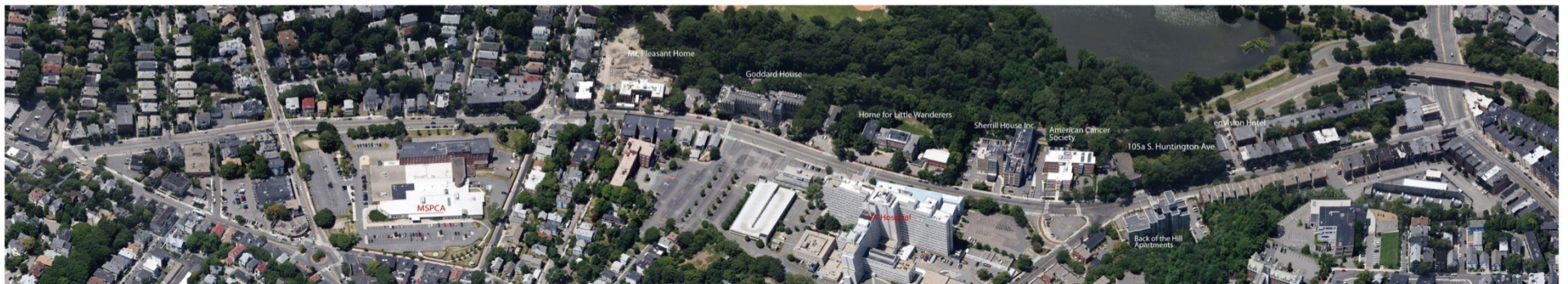
# FEEDBACK

# PHYSICAL CHARACTER



S. HUNTINGTON AVE. CORRIDOR AERIAL VIEW LOOKING EAST

AERIAL VIEW LOOKING EAST



S. HUNTINGTON AVE. CORRIDOR AERIAL VIEW LOOKING WEST

AERIAL VIEW LOOKING WEST

# FEEDBACK

# TRANSPORTATION



## **TONIGHT'S TOPIC AREAS:**

--CORRIDOR CHARACTER

--COMPLETE STREETS

--LONG TERM TRANSPORTATION IMPROVEMENTS  
AND PLACEMAKING

--TRANSPORTATION GUIDELINES FOR NEW  
DEVELOPMENT

--DIMENSIONAL GUIDELINES

# CORRIDOR CHARACTER



## CORRIDOR CHARACTER

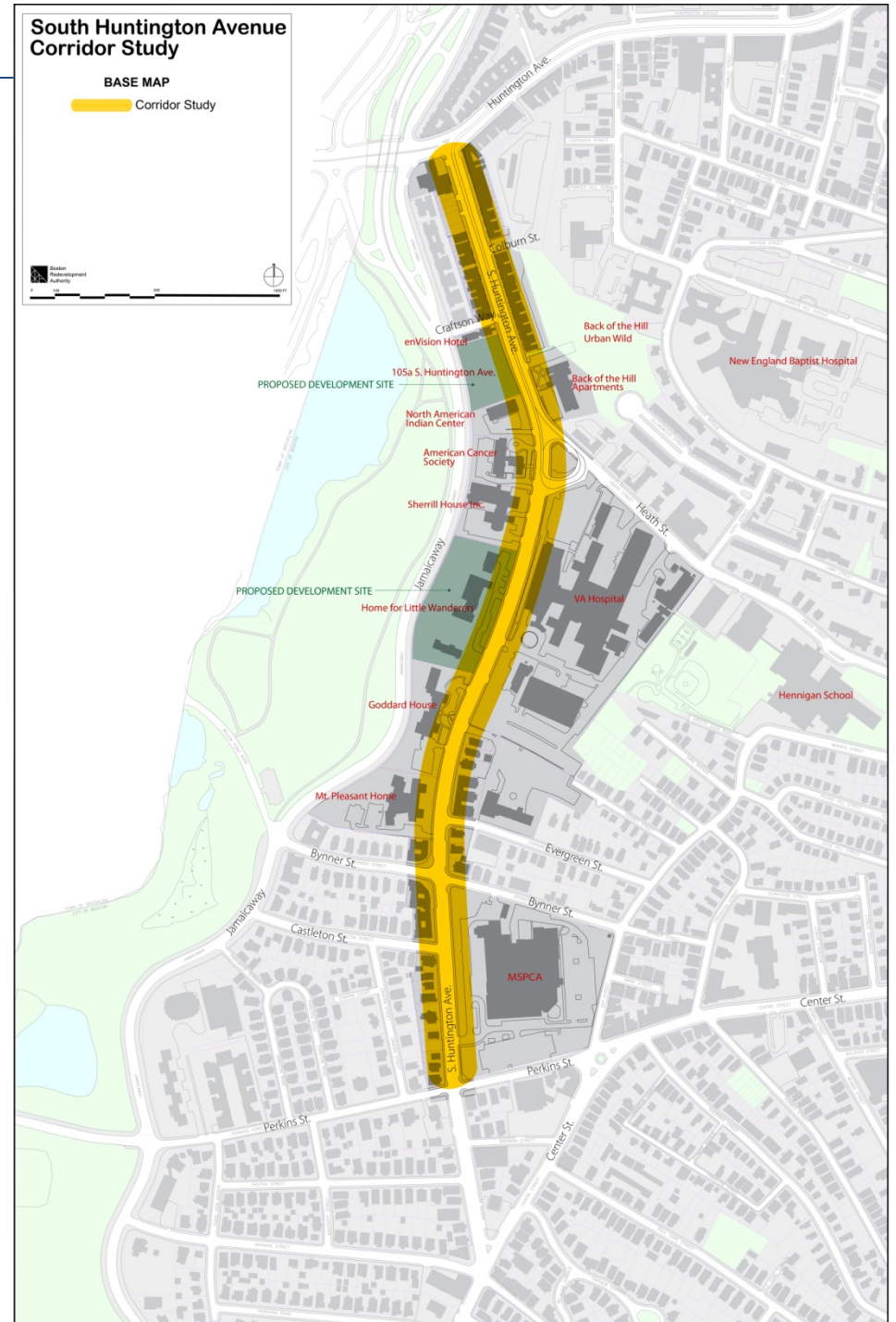
### PHYSICAL CHARACTERISTICS OF THE CORRIDOR

#### Transformation of the Corridor Over Time

- Late 1800s to Mid 1900s

#### Three Distinct Precincts

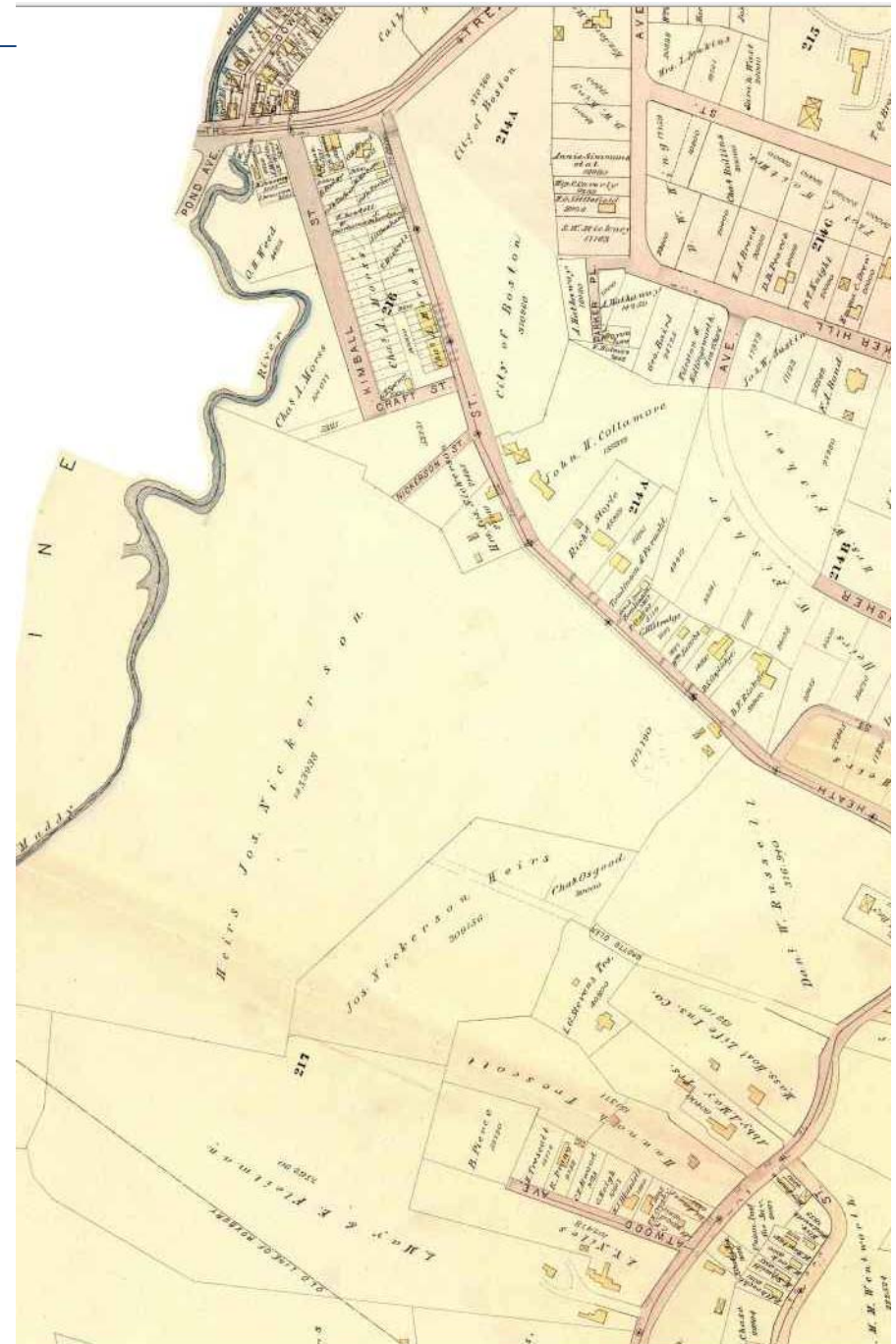
- Precinct -1  
Huntington Avenue to Heath Street
- Precinct -2  
Heath Street to Goddard House
- Precinct -3  
Goddard House to Perkins Street



## HISTORICAL TRANSFORMATION

### 1884 : Prior to South Huntington Avenue

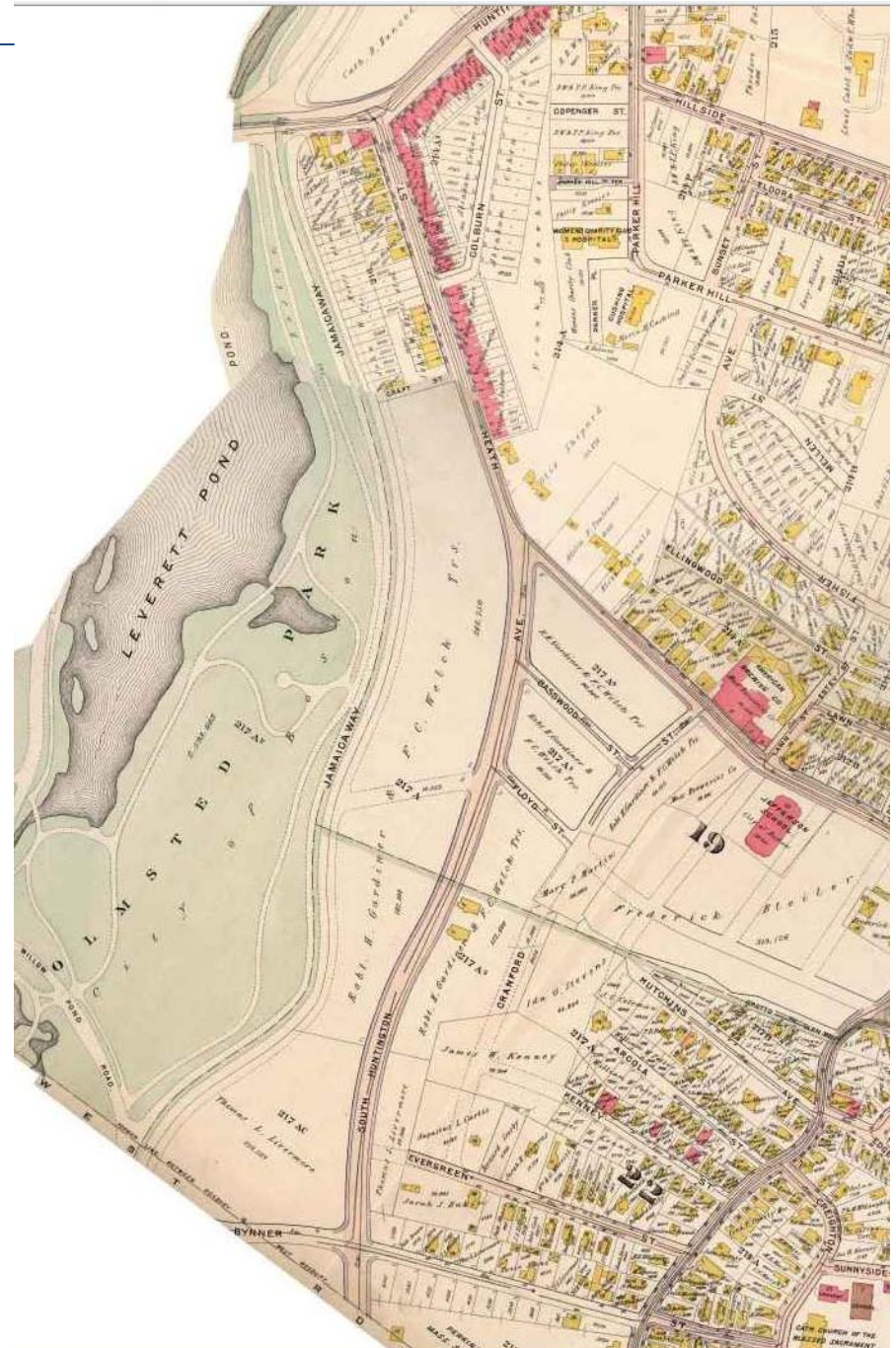
- 1857 Streetcar service along Heath Street(electrified in 1891)
- 1860 to 1880, major development and population growth in Parker Hill (today known as Mission Hill)
- In 1896, planning for a road to connect Heath St. to Castleton St.



## HISTORICAL TRANSFORMATION

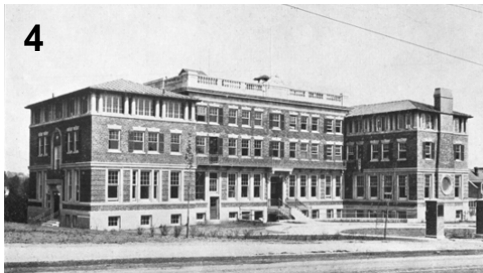
### 1906: South Huntington Ave. Opened

- In 1901, South Huntington Avenue was opened from Heath St. to Centre street.
- 1906, Transit service connection from Huntington to Centre Street via South Huntington Avenue



## HISTORICAL TRANSFORMATION

### 1931: Major Institutional Developments along the Corridor



1. 1907, Trinity Church Home

2. 1908, Vincent Memorial Hospital

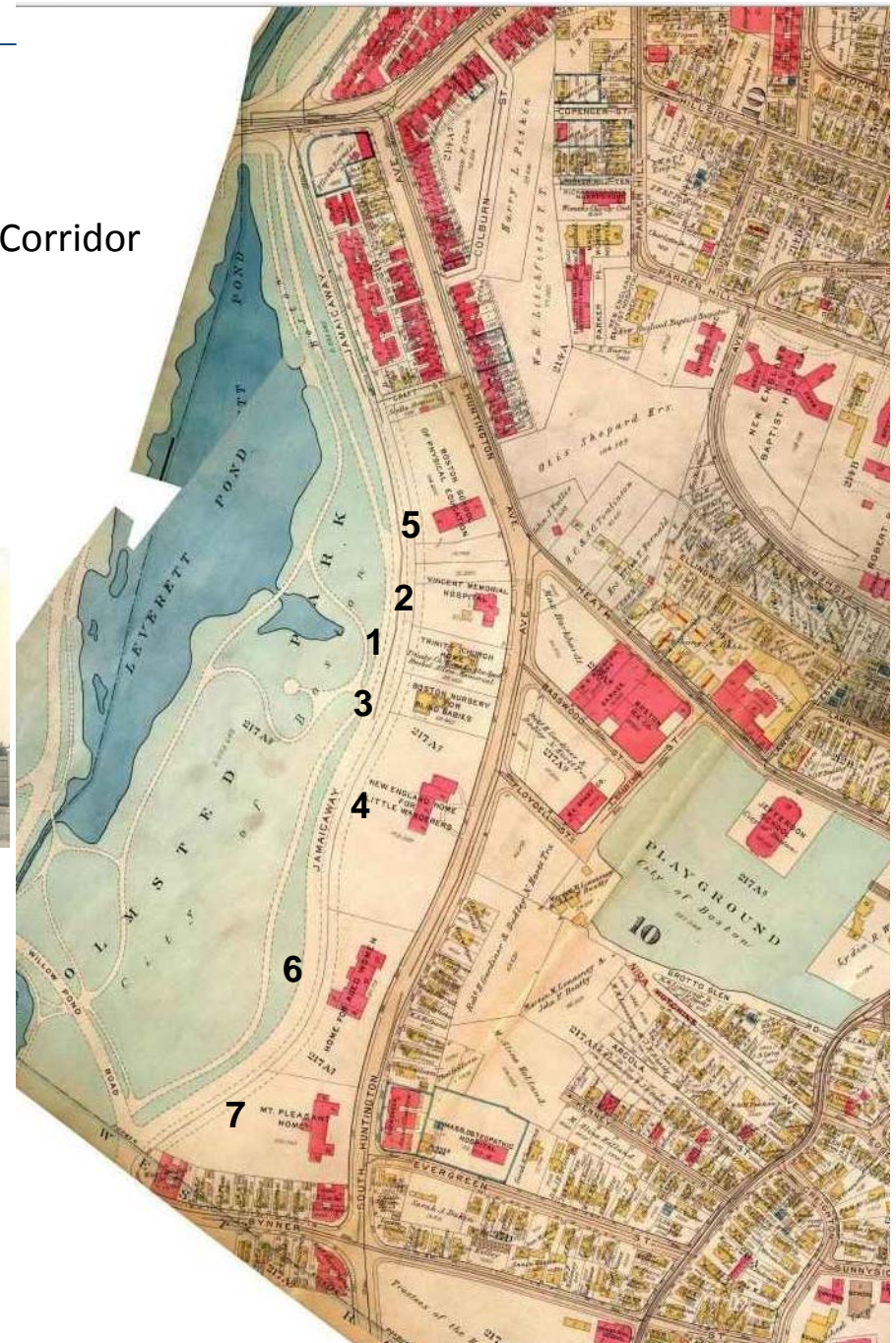
3. 1910, Boston Nursery for Blind Babies

4. 1914, New England Home for Little Wanderers

5. 1917, Boston School of Physical Education

6. 1925, Goddard House

7. 1926, Mount Pleasant Home



## HISTORICAL TRANSFORMATION

### 1951: Post War Institutional Development

- In 1953 the Veterans Affairs Hospital was opened
- In 1985 the streetcar service ended beyond Heath Street Station with the 39 bus service to Arborway/Forest Hills Station.



CORRIDOR CHARACTER

**THREE PRECINCTS**

**PRECINCT -1**

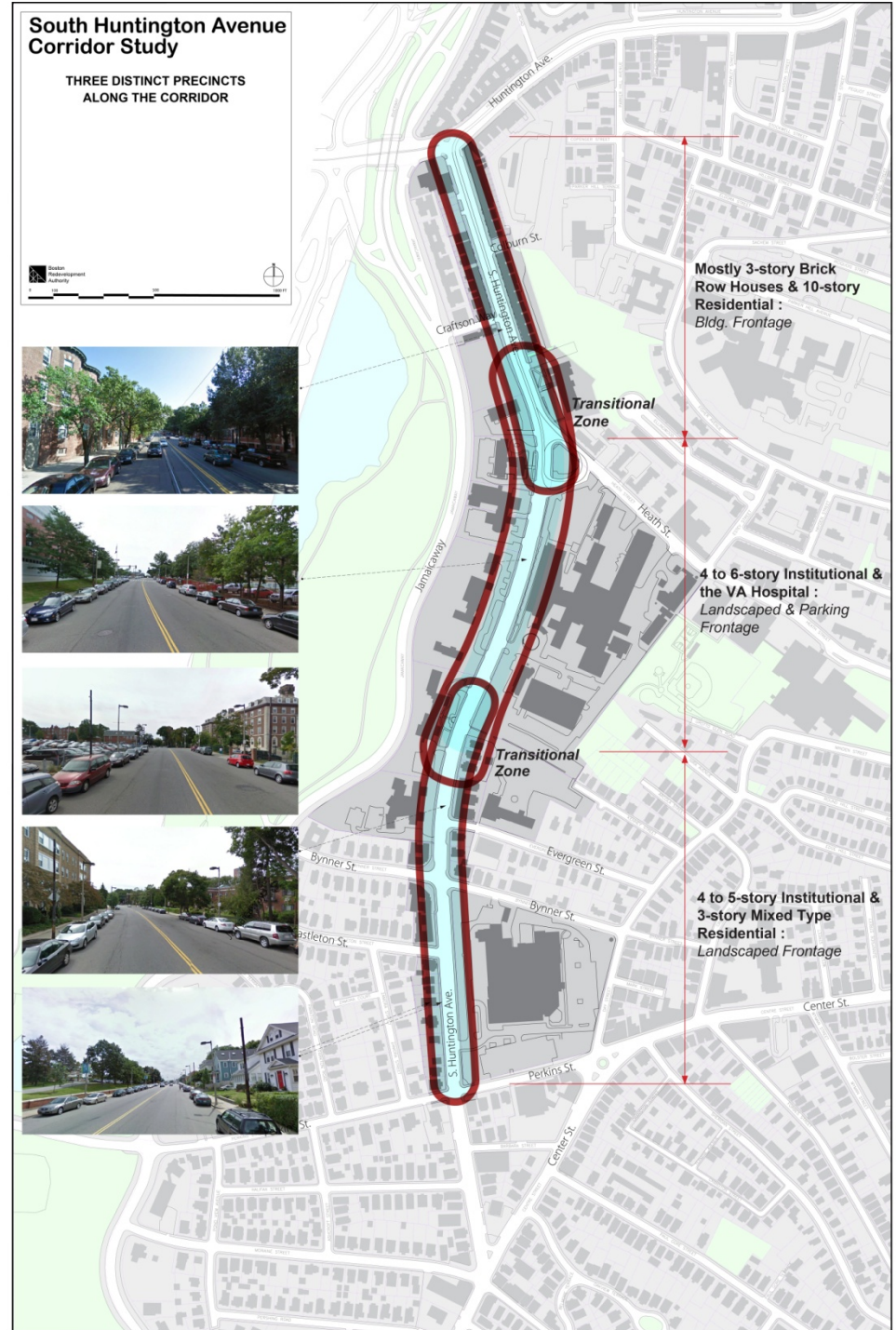
Huntington Avenue to Heath Street

**PRECINCT -2**

Heath Street to Goddard House

**PRECINCT -3**

Goddard House to Perkins Street



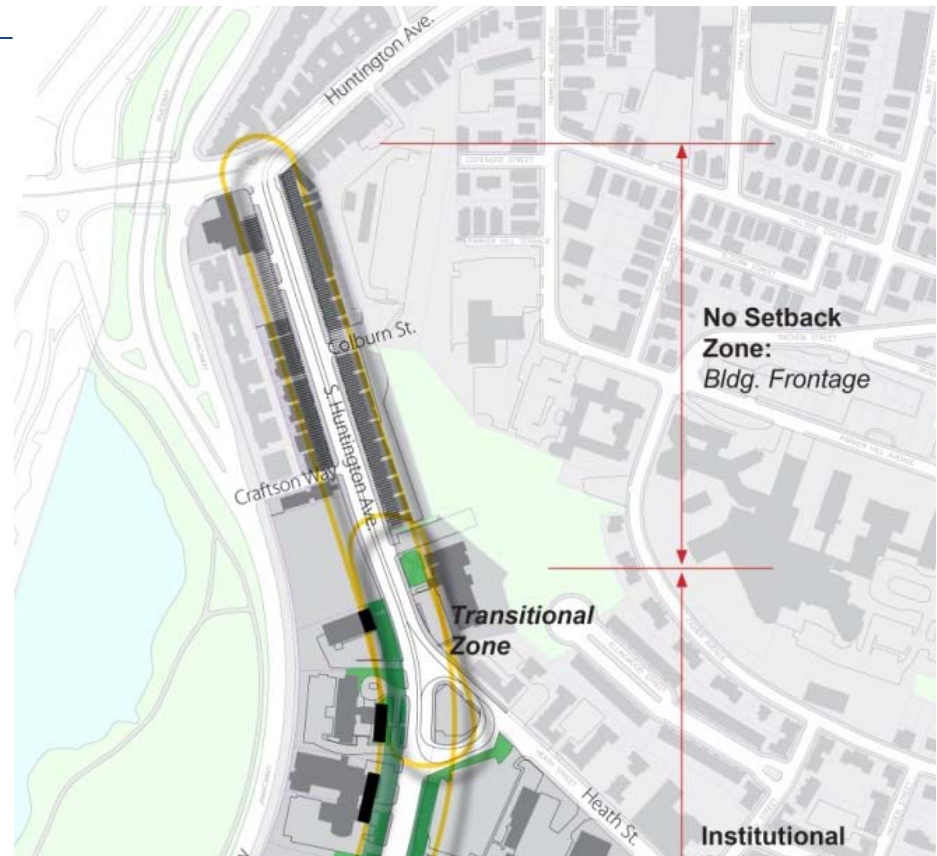
## THREE PRECINCTS

### Precinct – 1 :

Huntington Avenue to Heath Street

The physical characteristics are :

- 3-story brick row houses/mixed use
- No setback
- Continuous street wall
- Trees along the curb
- E line service and busy and intimate feel



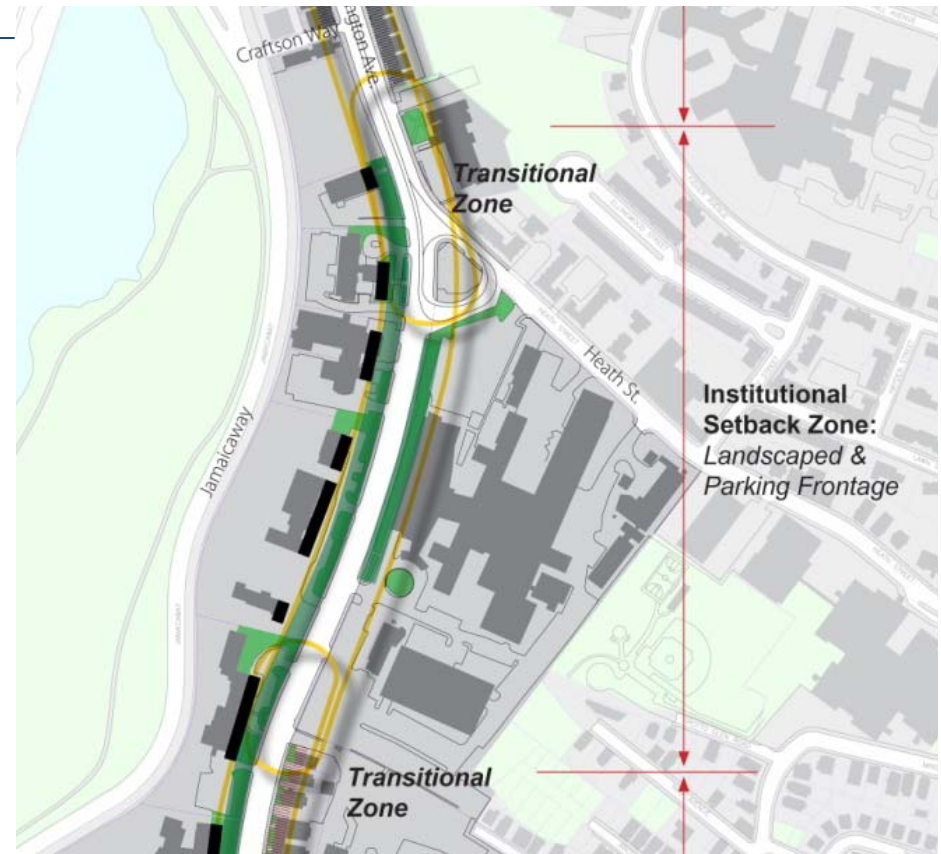
## THREE PRECINCTS

### Precinct – 2 :

Heath Street to Goddard House

The physical characteristics are :

- Mid rise(5-6-story) except the VA
- Institutional setback (20' – 60')
- Much more permeable street wall
- Landscaped / parking frontage
- Trees in the landscaped front yard
- Boulevard feel





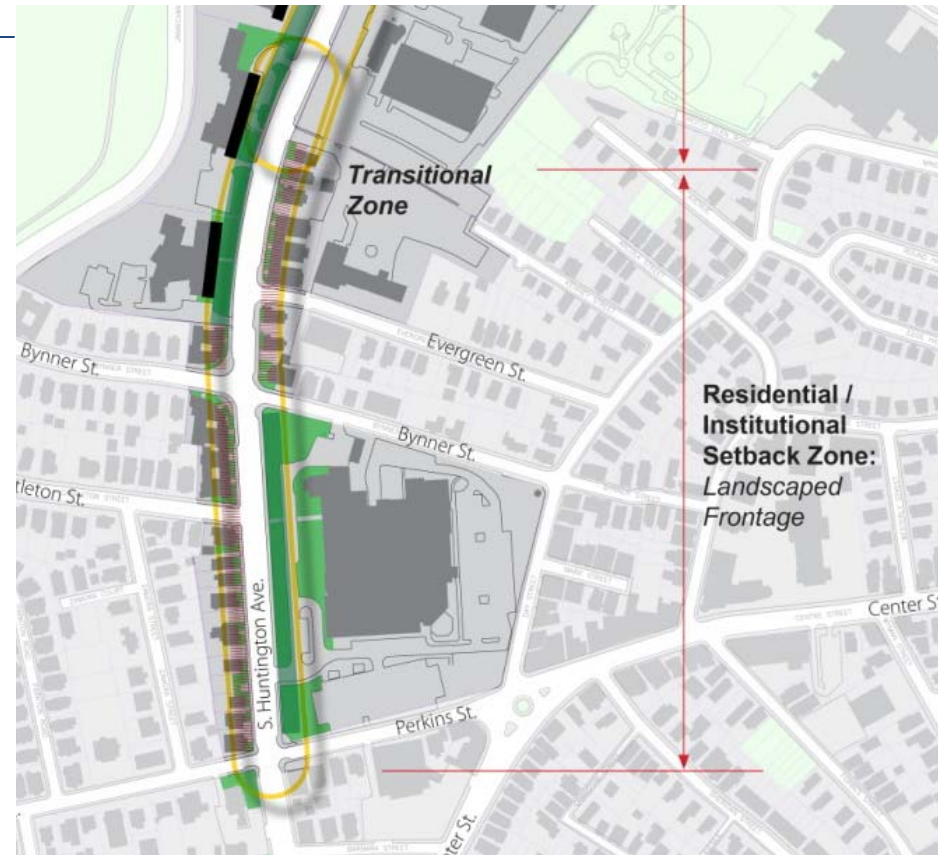
## THREE PRECINCTS

### Precinct – 3 :

Goddard House to Perkins Street

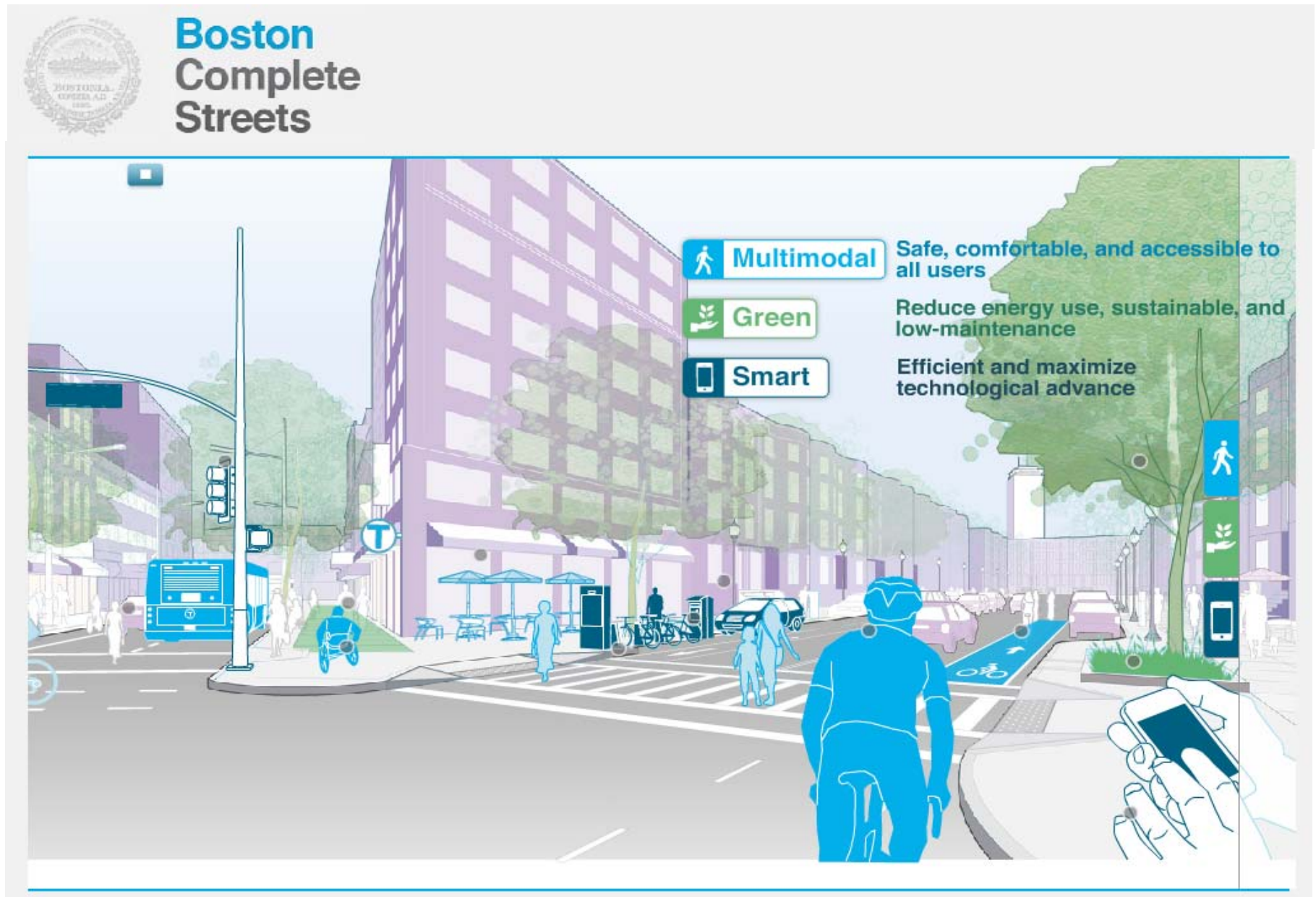
The physical characteristics are :

- Mixed of mid rise(5-6-story) and 3-story residential
- Mixed of Institutional setback (20' – 60') and residential setback(10')
- Consistent street wall
- Landscaped frontage
- Trees in the landscaped front yard
- Generous roadway



# COMPLETE STREETS

DEVELOPMENT GUIDELINES FOR TRANSPORTATION



DEVELOPMENT GUIDELINES FOR TRANSPORTATION



**Boston**  
**Complete**  
**Streets**

**Vision**



**Multi-modal**

- Pedestrians
- People with Disabilities
- Bicycles
- Transit
- Motor Vehicles



DEVELOPMENT GUIDELINES FOR TRANSPORTATION



**Boston**  
**Complete**  
**Streets**

**Vision**



**Multi-modal**



**Green**

- Street Trees
- Plantings
- Rain Gardens
- LED Street Lights
- Pervious Sidewalks



DEVELOPMENT GUIDELINES FOR TRANSPORTATION



**Boston**  
Complete  
Streets

**Vision**

 **Multi-modal**

 **Green**

 **Smart**

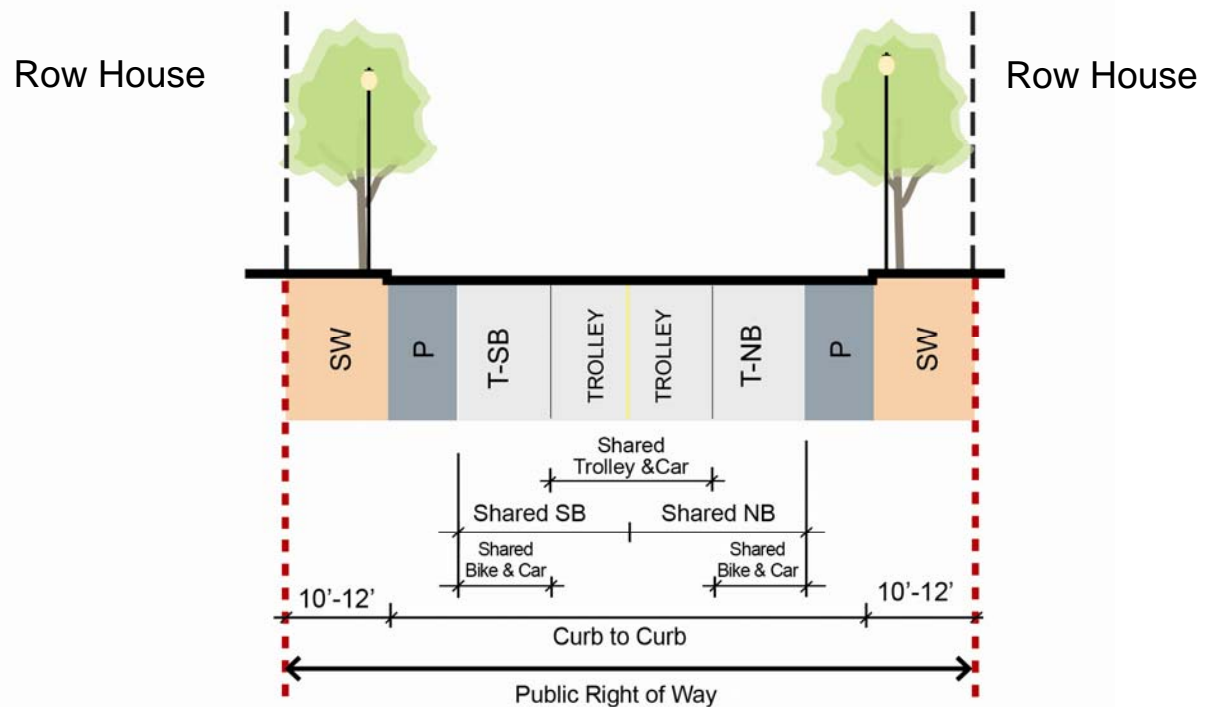
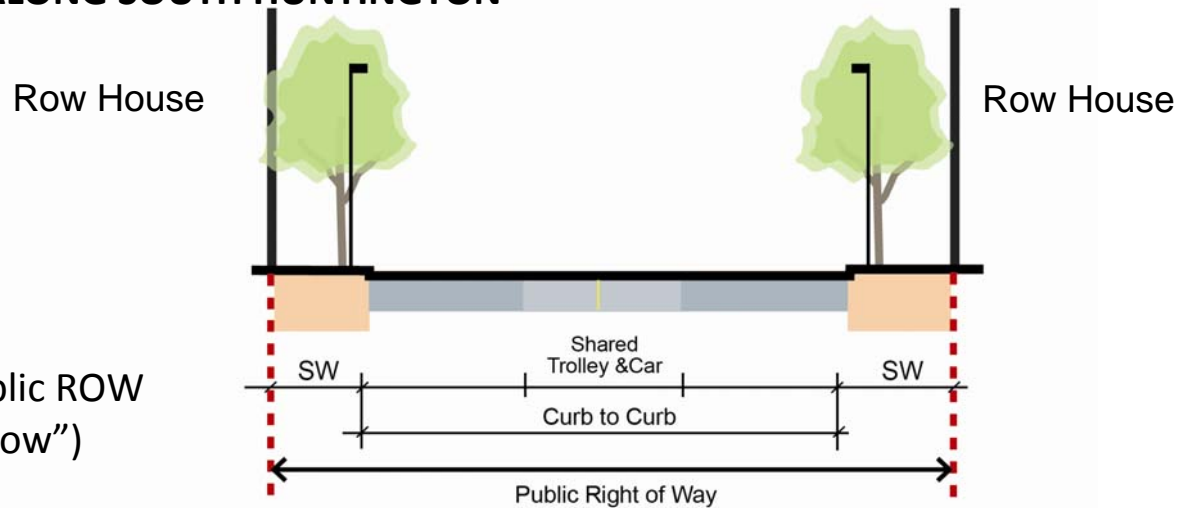
- Intelligent signals
- Smart meters
- EV Charging
- Remote monitoring
- Interactive spaces



## COMPLETE STREETS – APPLICATION ALONG SOUTH HUNTINGTON

### Precinct - 1:

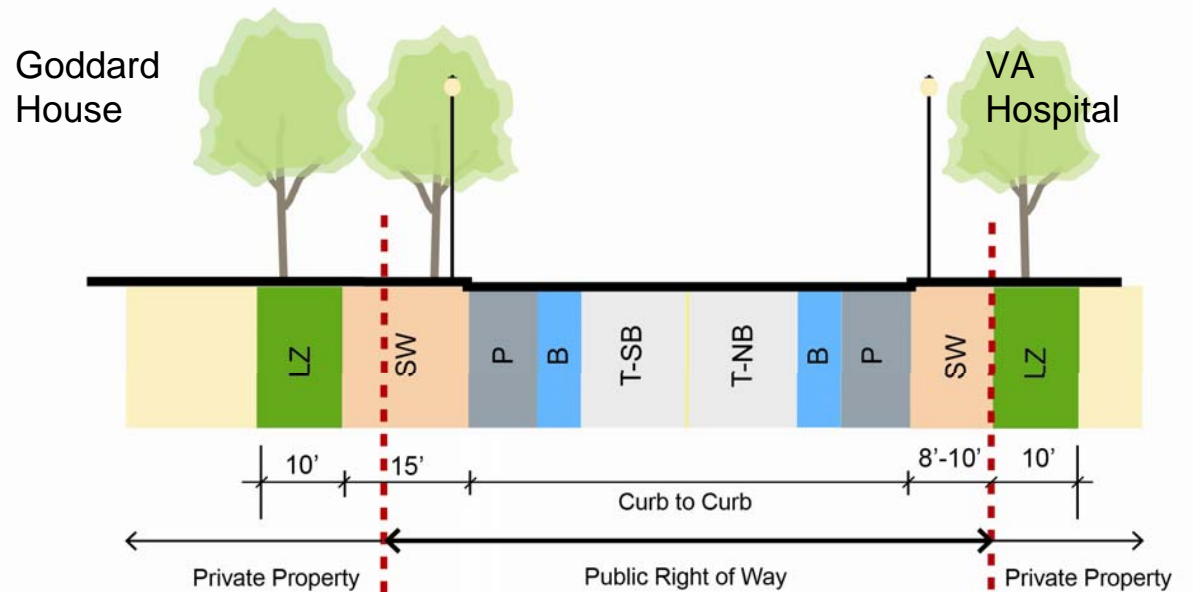
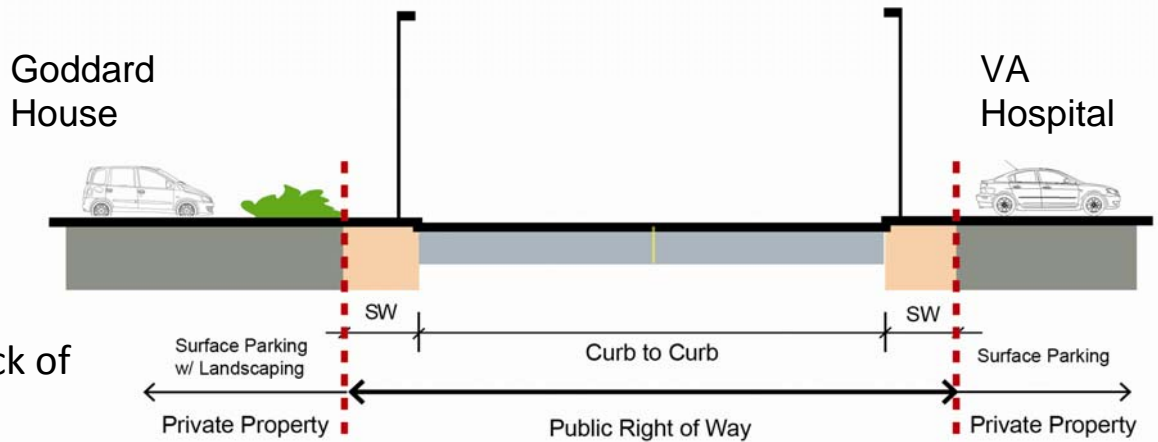
- No building setbacks
- Trees within the sidewalk zone in public ROW
- Bikes share lane with vehicles (“sharrow”)
- Enhance transit stops



**COMPLETE STREETS – APPLICATION ALONG SOUTH HUNTINGTON**

**Precinct - 2:**

- Provide setback
- Develop tree/landscaping zone at back of sidewalk
- On-road bike lanes
- Provide widened sidewalks where desired
- Enhance transit stops

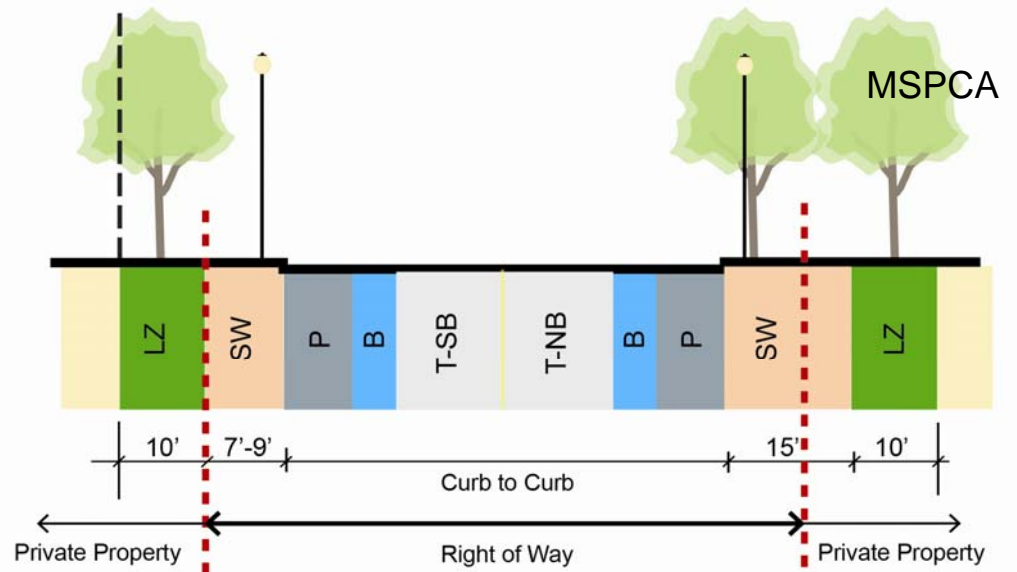
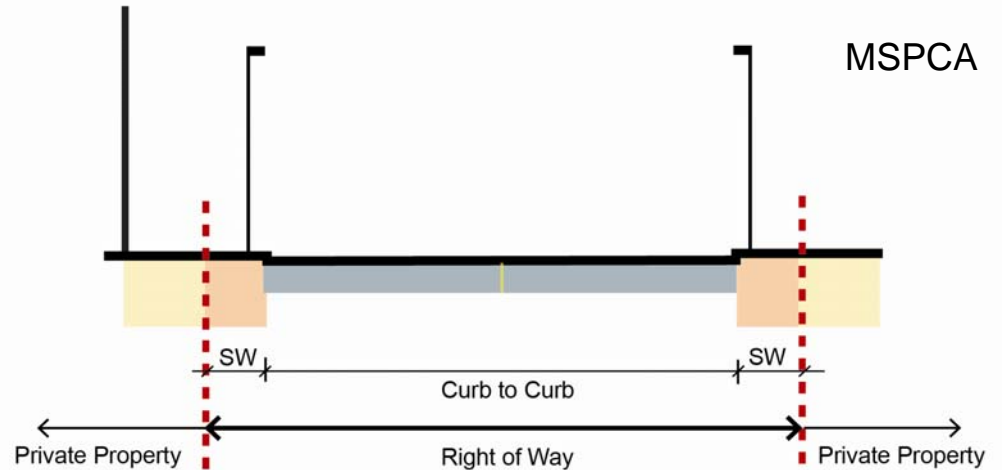




## COMPLETE STREETS – APPLICATION ALONG SOUTH HUNTINGTON

### Precinct - 3:

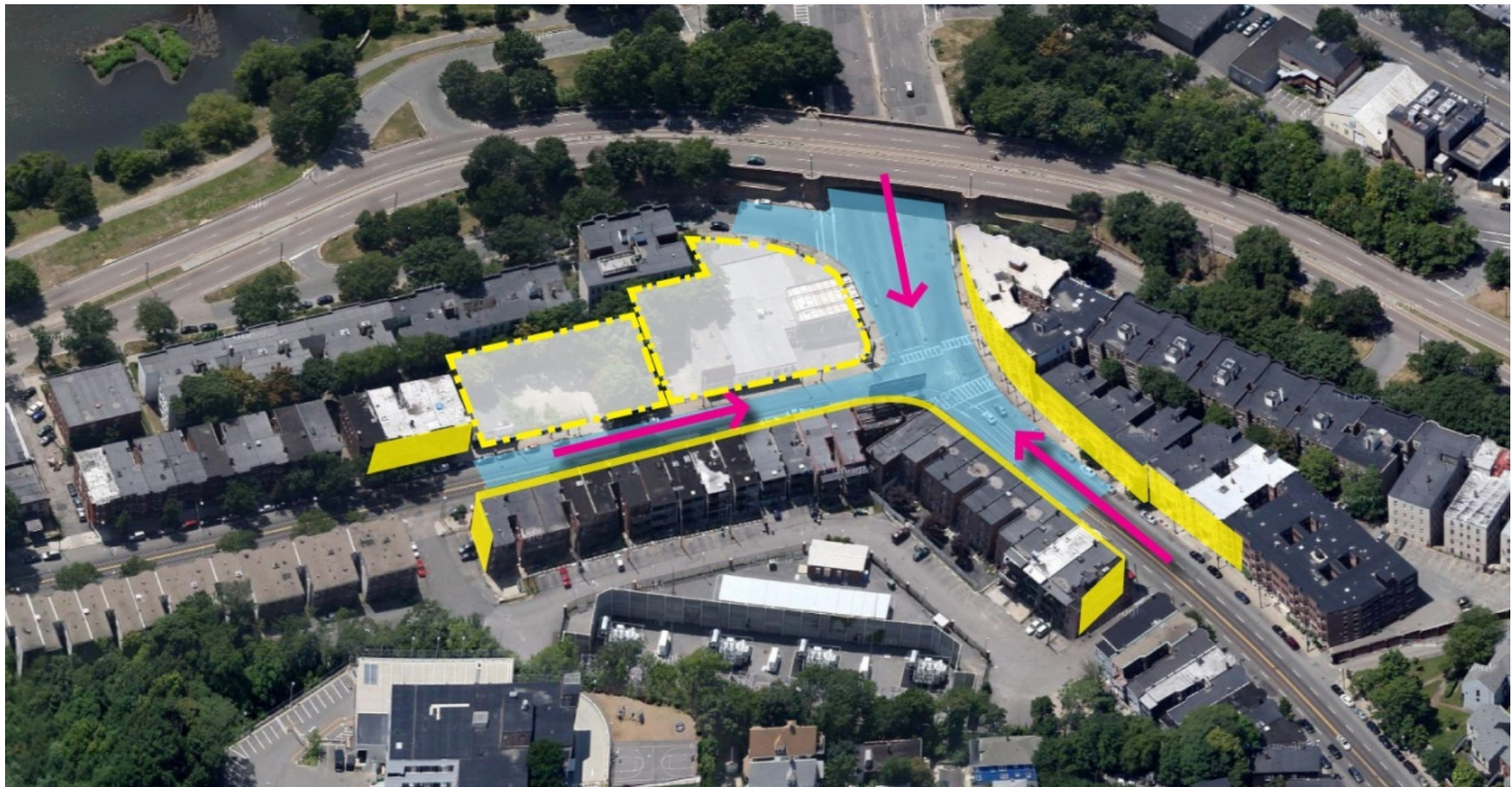
- Provide setback
- Develop tree/landscaping zone at back of sidewalk
- Provide widened sidewalks where desired
- On-road bike lanes
- Enhance transit stops



**LONG-TERM  
TRANSPORTATION  
IMPROVEMENTS /  
PLACEMAKING**

## South Huntington & Huntington

View Terminus, Major Intersection, Gateway Development



## Huntington & South Huntington

### Placemaking

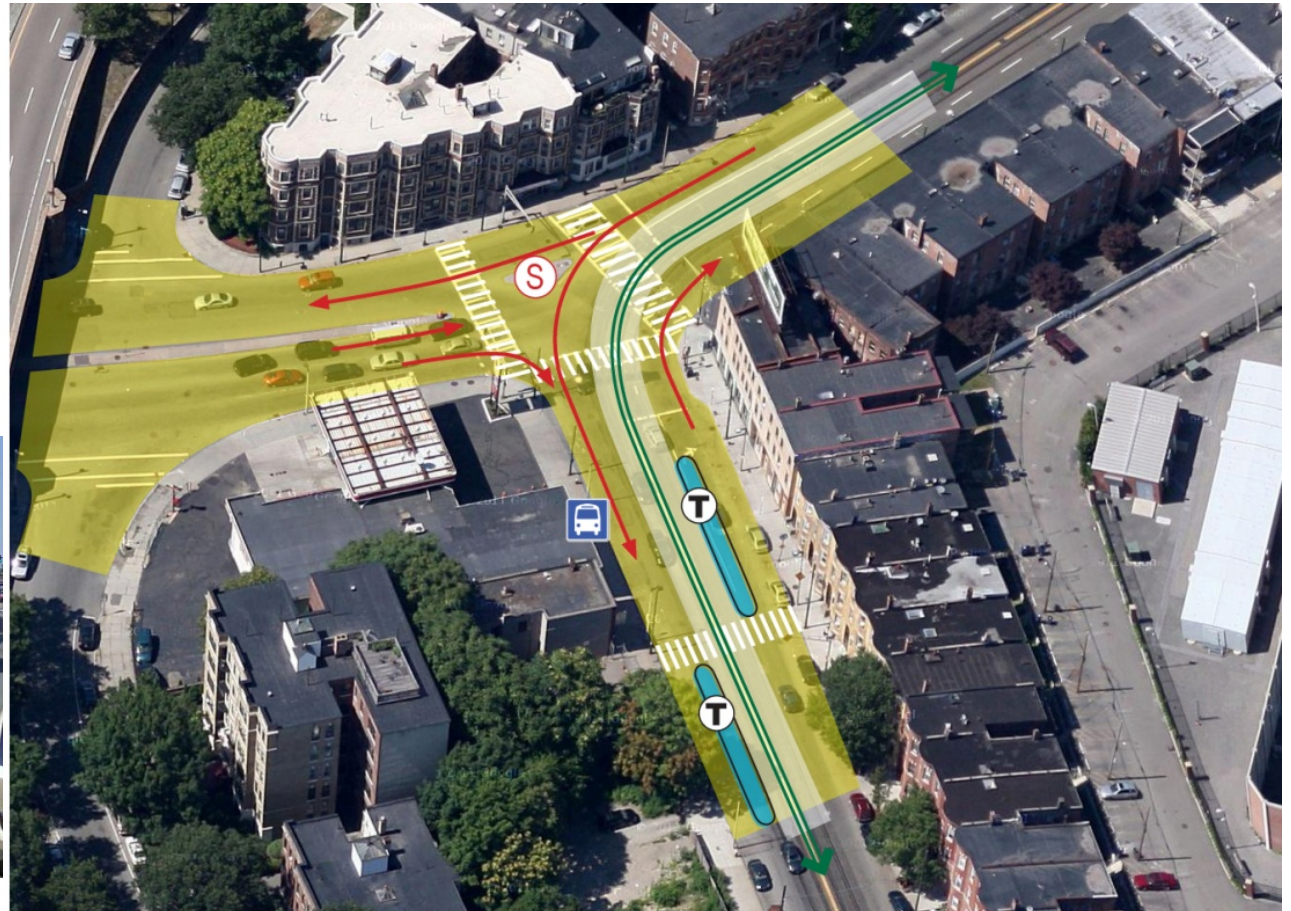
- Enhanced public spaces; improved materials
- Public art
- Parklet opportunities; lighting
- Gateway and wayfinding signage



## Huntington & South Huntington

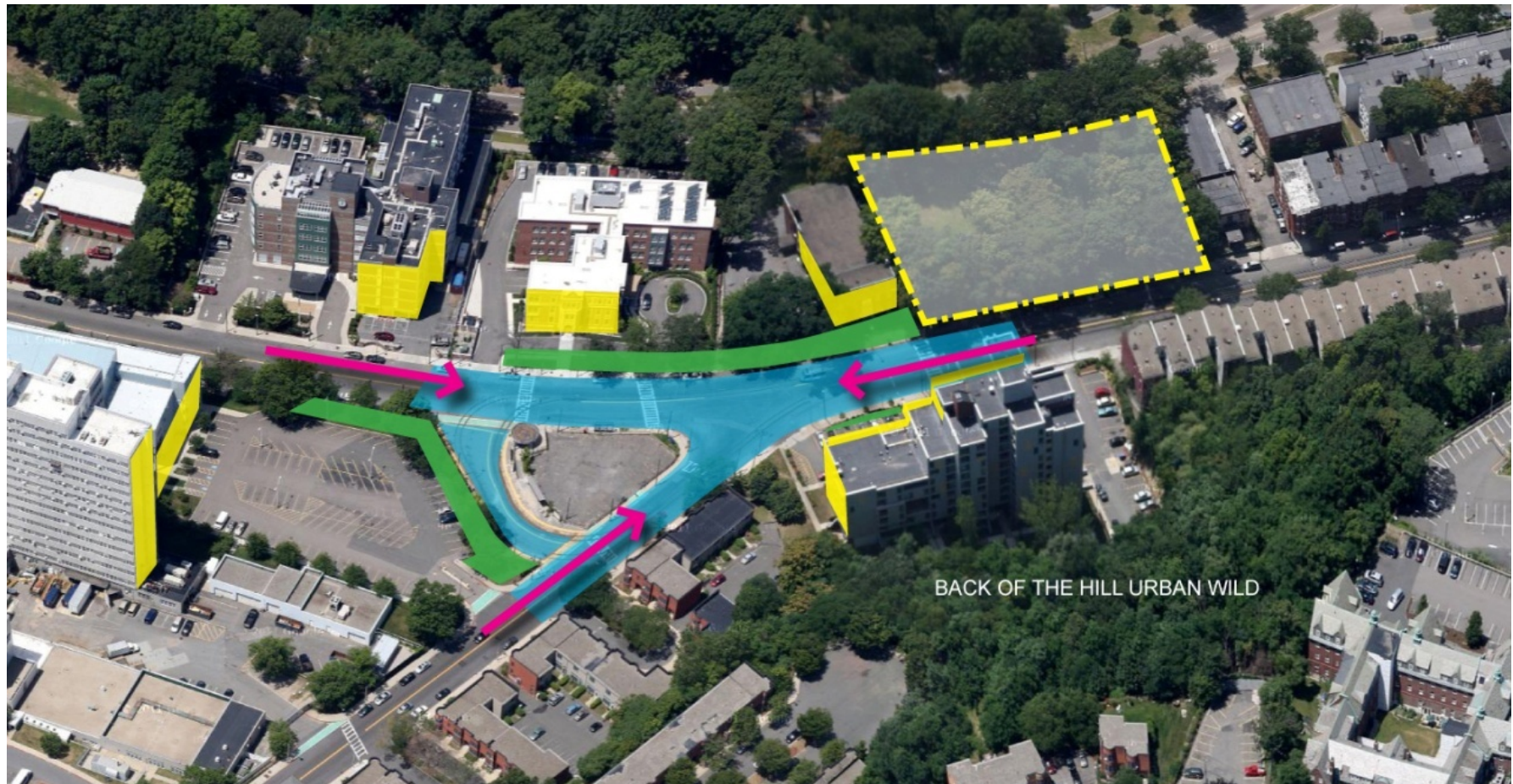
### Long-Term Transportation

- Median stations
- Maximize capacity: Eliminate left turn, Add capacity to intersection, Improve MBTA operations
- Hubway



## South Huntington & Heath Street

### View Terminus, Major Intersection, Future Development



## South Huntington & Heath Street

### Placemaking

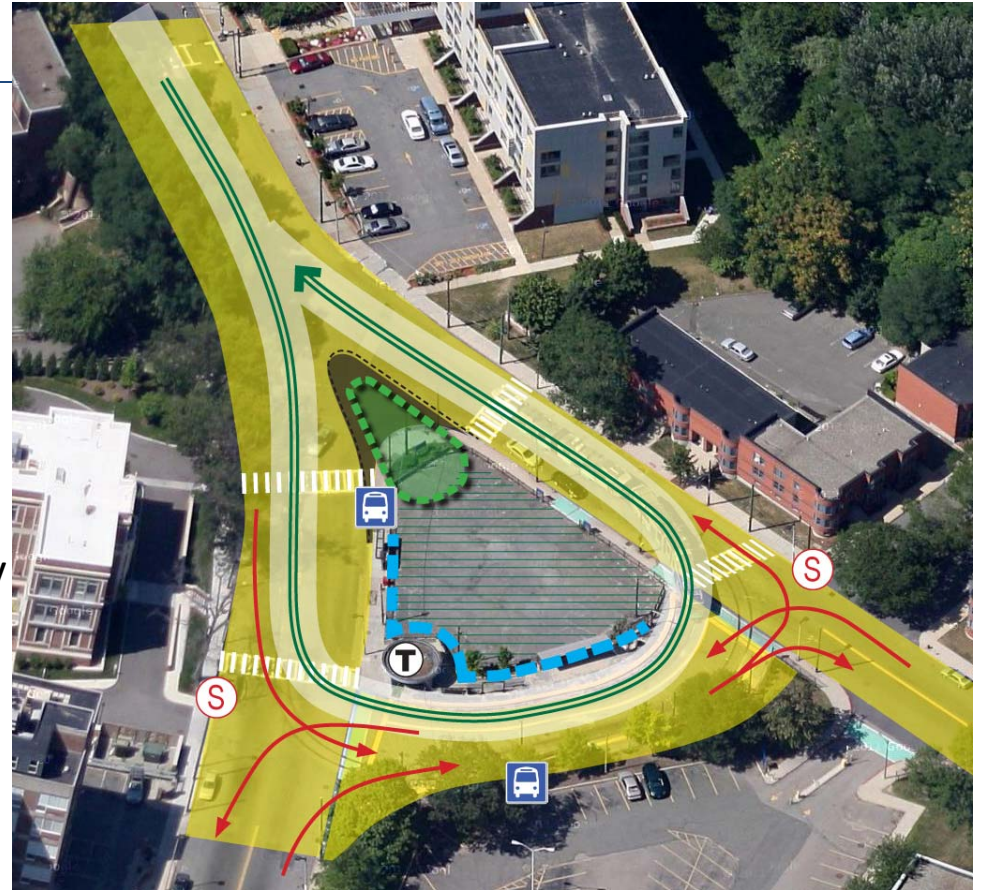
- Enhanced public spaces; improved materials
- Public art; Enhanced crosswalks; lighting
- Gateway and wayfinding signage



## South Huntington & Heath Street

### Long-Term Transportation

- Improve accommodations for transit riders; Create public plaza
- Relocate difficult turns with new roadway connection?
  - Better traffic management with signalization
  - Signal protected x-walk on Heath
  - Improves E Line operations

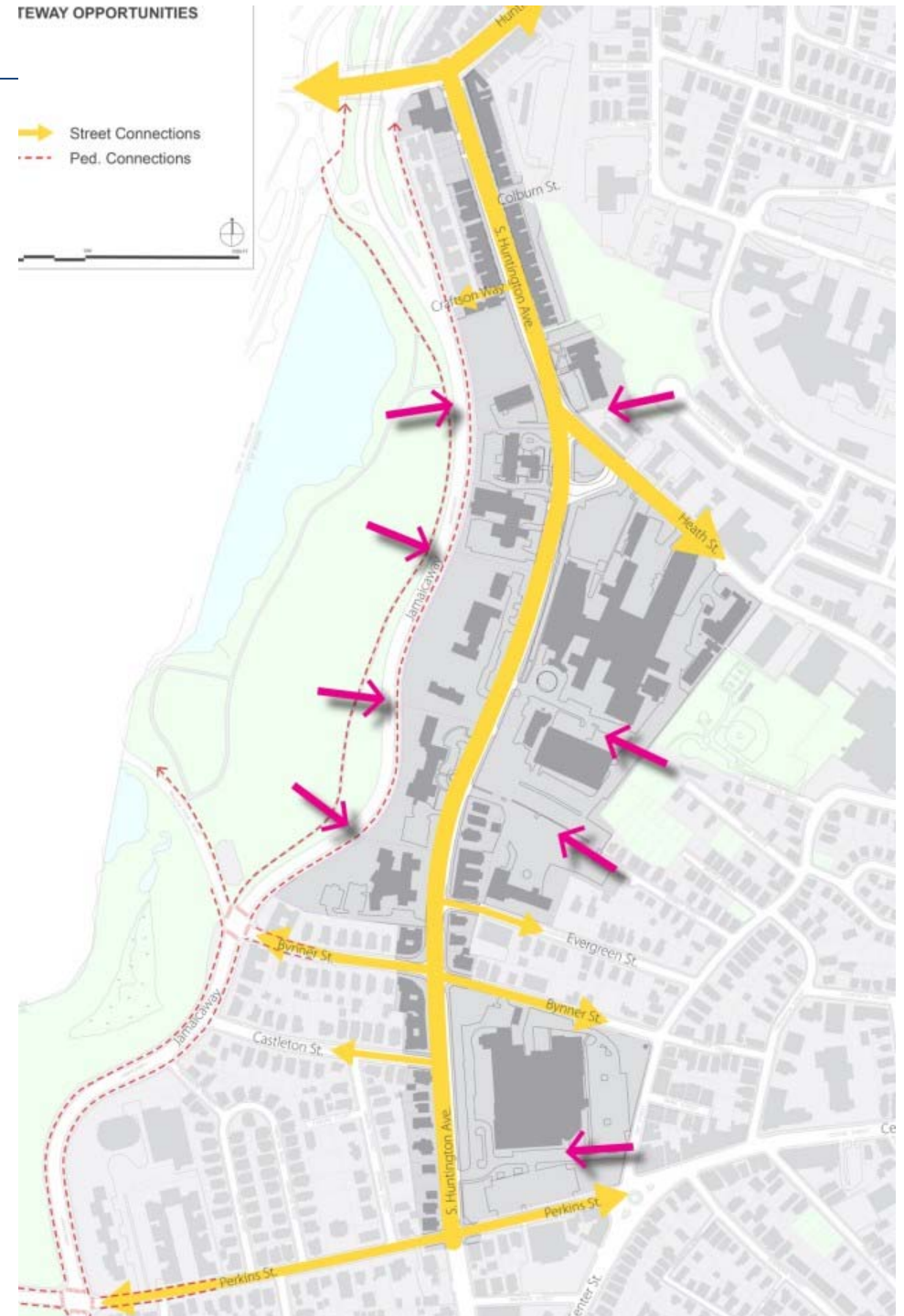




# TRANSPORTATION GUIDELINES FOR NEW DEVELOPMENT

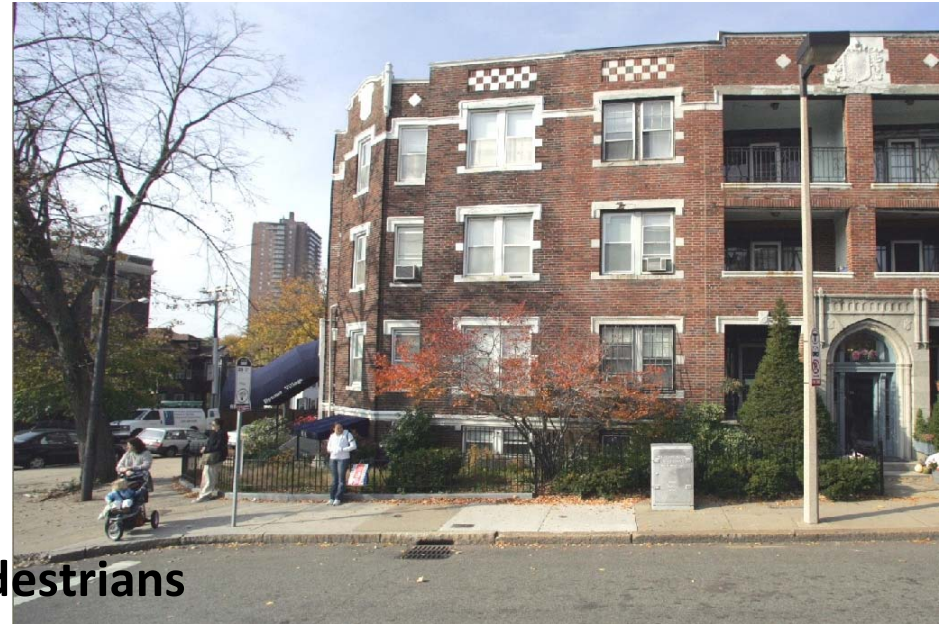
## CONNECTIVITY

- Logical locations for physical/visual connections



## PEDESTRIANS

- Provide landscaping/widened sidewalk
- Minimize auto-oriented site frontage
  - parking, loading, drop off
- Safe on-site connections for pedestrians
- Connectivity to public sidewalk
- Through surface parking and circulation lanes
- Pursue thru-site connections



## CYCLING

- Safe on-site connections for cyclists
- Bicycle parking:

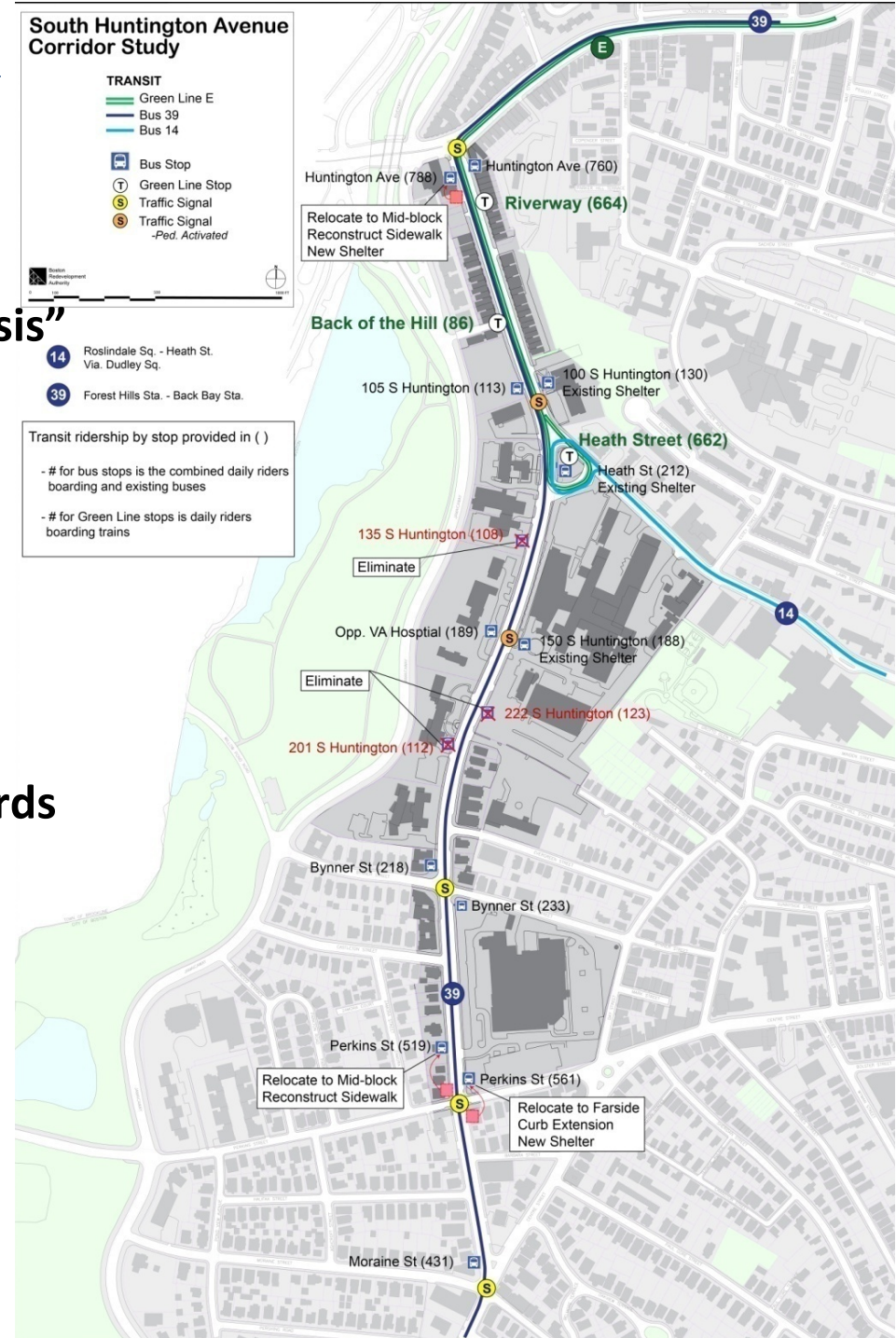
	On-Site	Public
Residential	1/unit	1/5 units
Retail	1/3,000sf	1/5,000sf

- Hubway - @Heath & @Huntington
  - Sponsor and explore providing space for a station
- Pursue thru-site connections



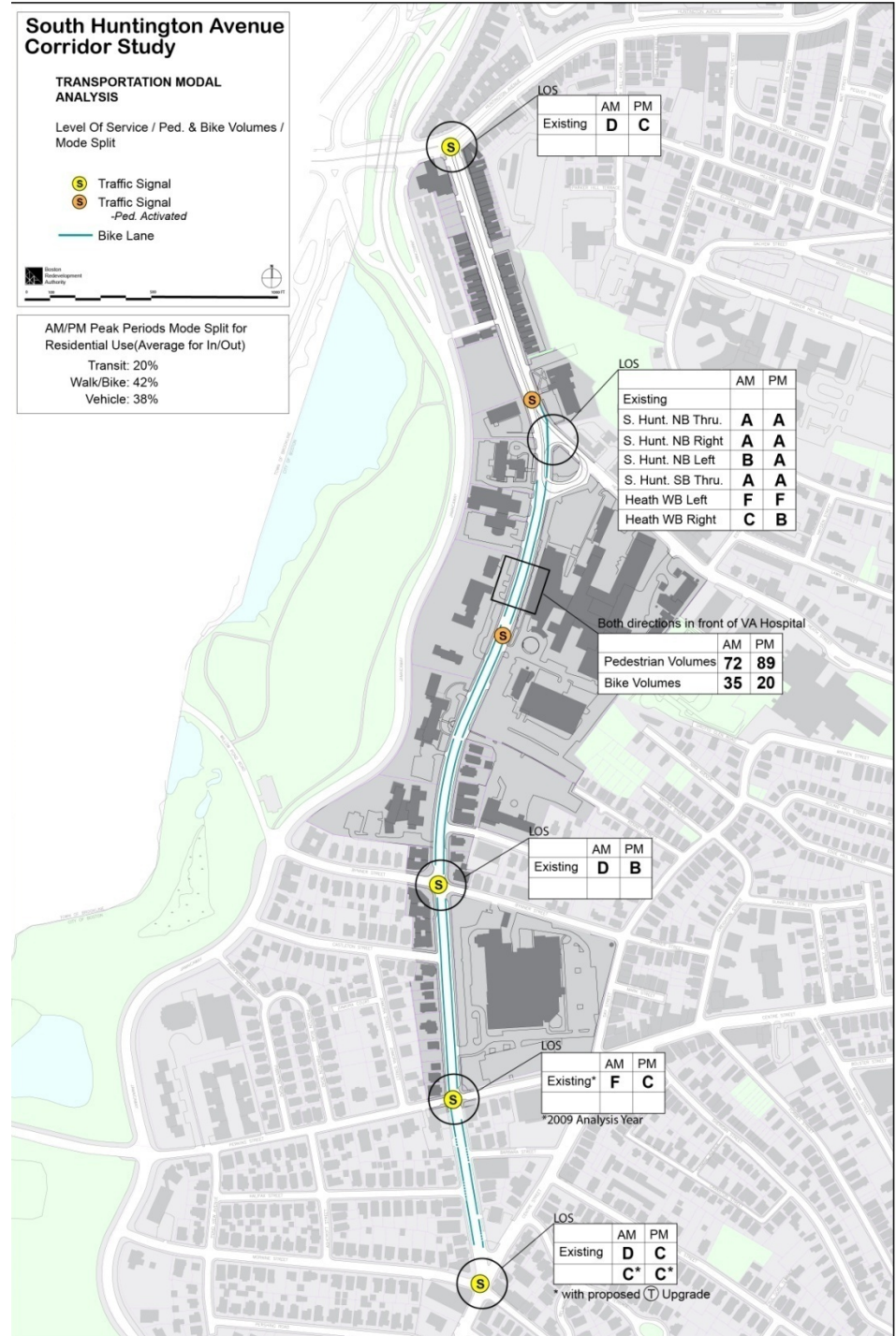
# TRANSIT

- Projects include a “transit impact analysis”
  - Determine ridership demand relative to capacity
  - Transit improvements:
  - Passenger amenities
  - Transit fare subsidies
  - Accommodate “retail sales terminals” (RSTs) for Charlie Cards
  - Provide real-time bus & train arrival information



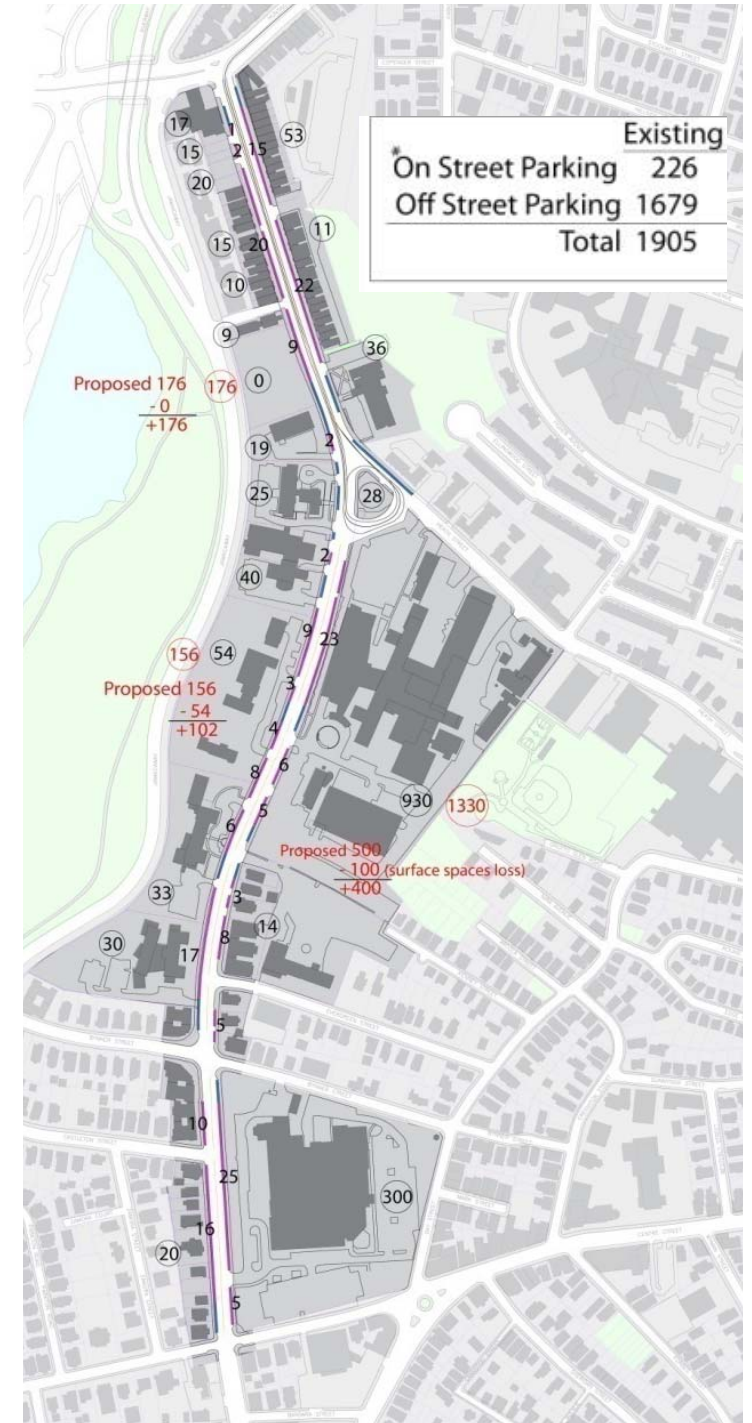
# TRAFFIC MANAGEMENT

- Traffic studies to include a more *comprehensive network* – min. of Huntington to Centre
- Use same “base” traffic model
- Improve capacity at intersections through re-timing signals & upgrading signal equipment



## PARKING

- Preserve curb-side spaces for public use
- On-site parking to meet BTD ratios:
  - Retail: 0.75–1.0/1,000 sf
  - Residential: 0.5–1.0/unit
- Shared parking - on-site & off-site



# DIMENSIONAL GUIDELINES

- Development Footprint
- Floor Area Ratio (FAR)
- Height



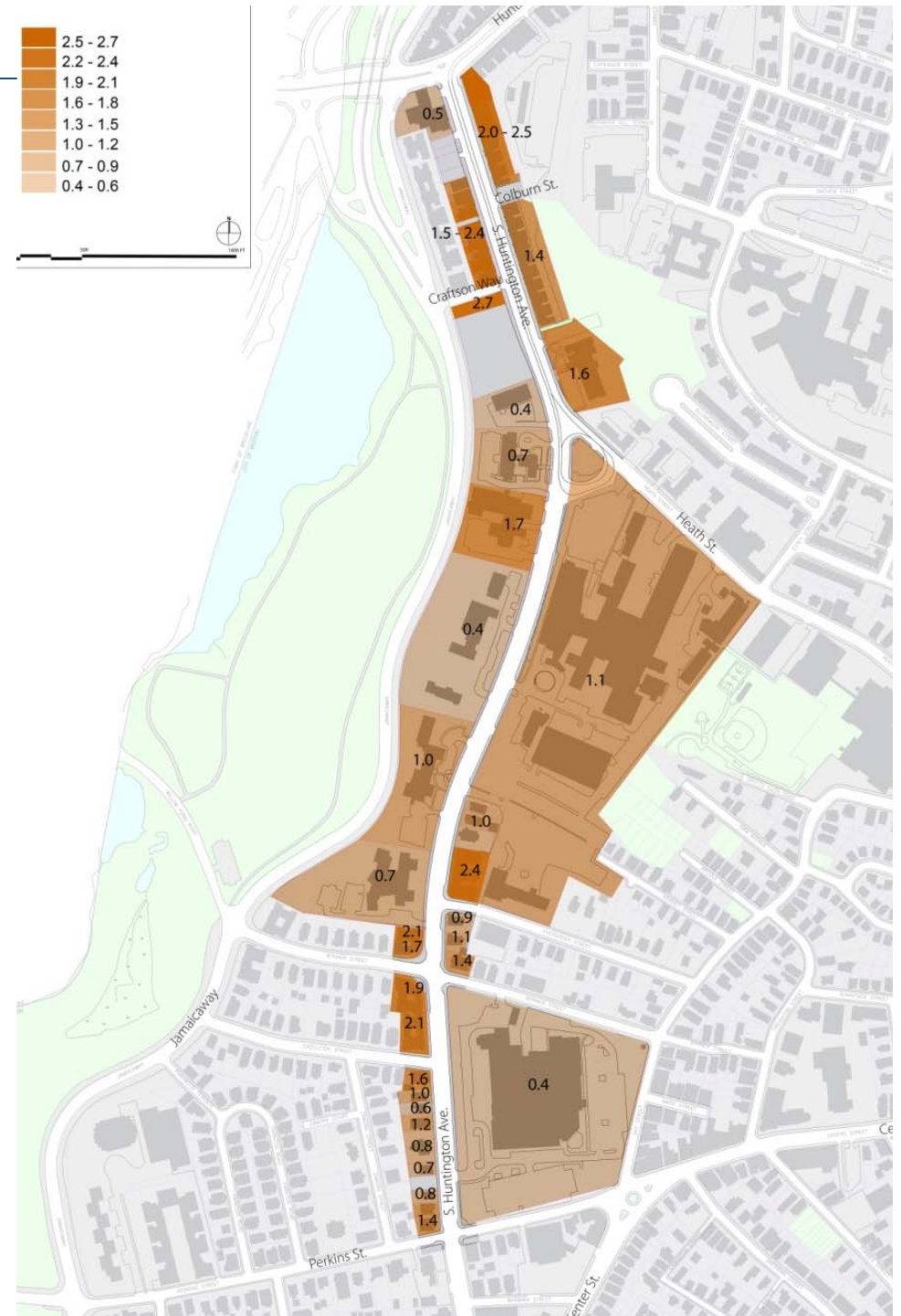
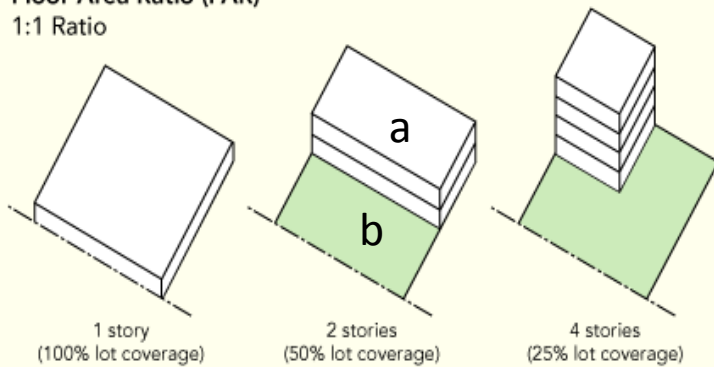
## DIMENSIONAL GUIDELINES

### FAR

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

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

Floor Area Ratio (FAR)  
1:1 Ratio



## DIMENSIONAL GUIDELINES

### FAR

### RECOMMENDED FAR THRESHOLD FOR NEW DEVELOPMENT

#### Precinct - 1

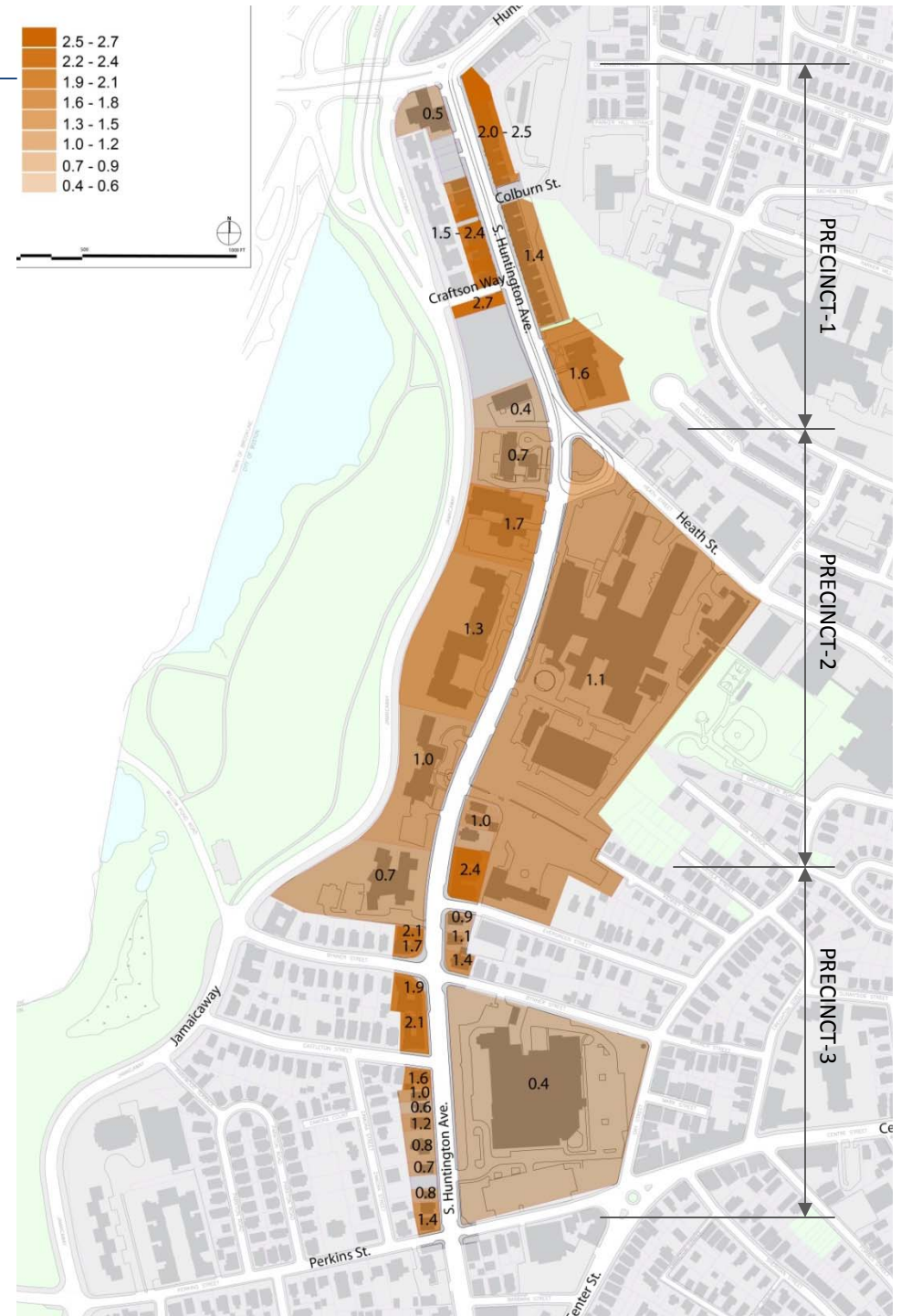
- Up to 3.0

#### Precinct - 2

- Up to 2.0

#### Precinct - 3

- Up to – 1.0



## DEVELOPMENT FOOTPRINT

- A ratio of the Development Footprint to the Lot Area.

*Development footprint includes building footprint, surface and structured parking, and service area(s).*



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54 % of Lot Area

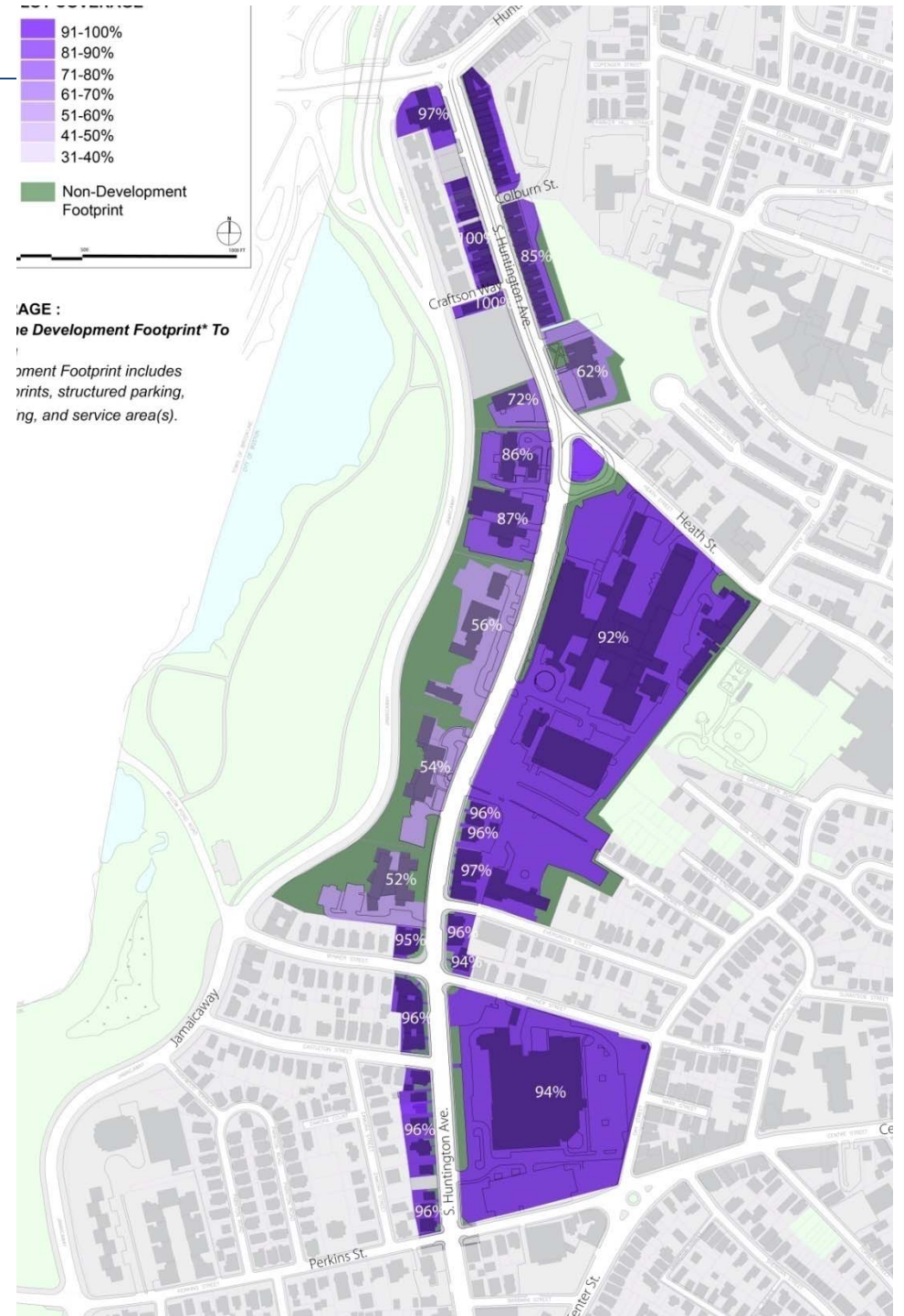


Goddard House

## DIMENSIONAL GUIDELINES

# DEVELOPMENT FOOTPRINT

## CURRENT DEVELOPMENT FOOTPRINT



## DEVELOPMENT FOOTPRINT

RECOMMENDED DEVELOPMENT FOOTPRINT THRESHOLD FOR NEW DEVELOPMENT

### Precinct - 1

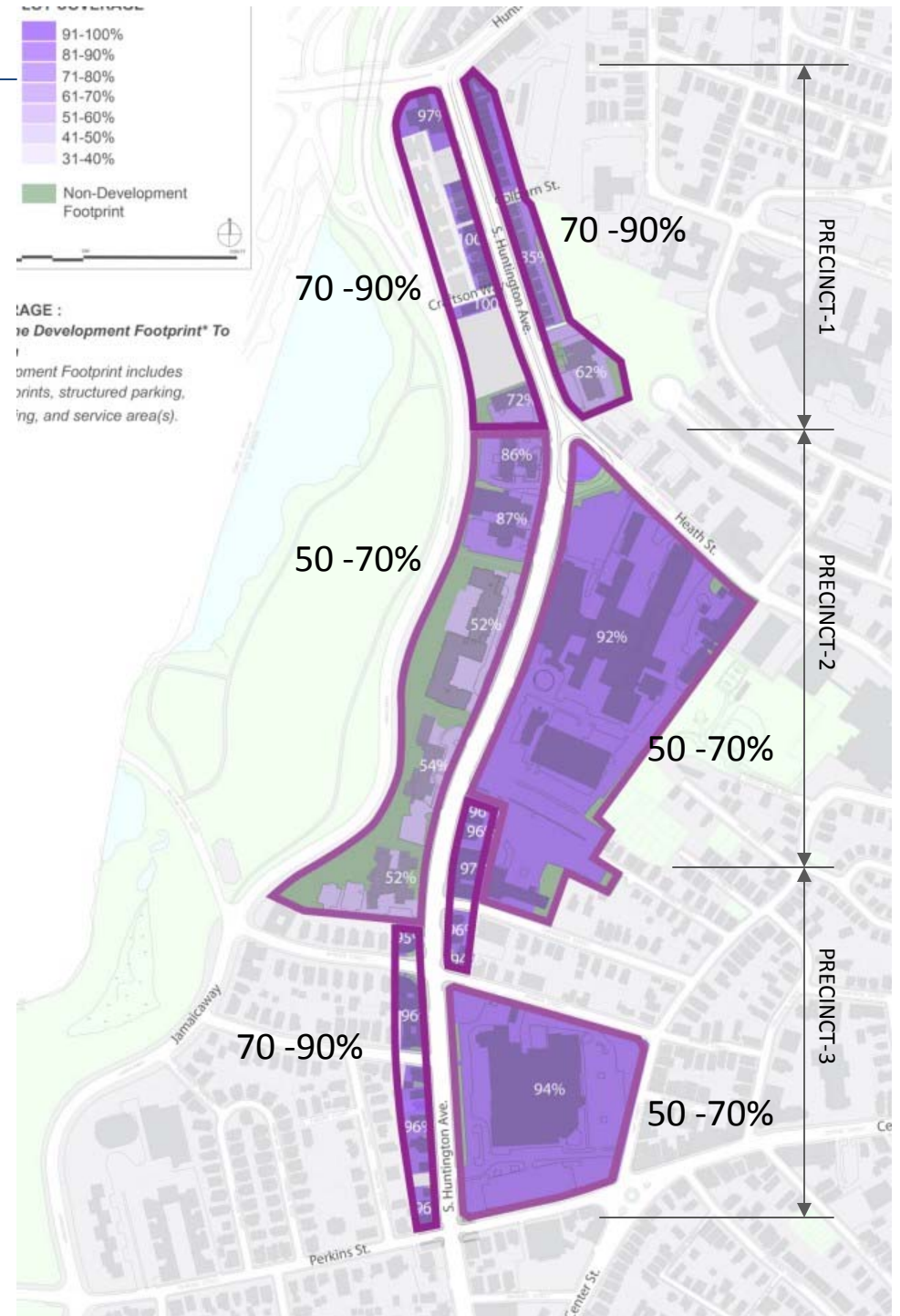
- 70% - 90%

### Precinct - 2

- 50% - 70%

### Precinct - 3

- 50% - 70%
- 70% - 90%

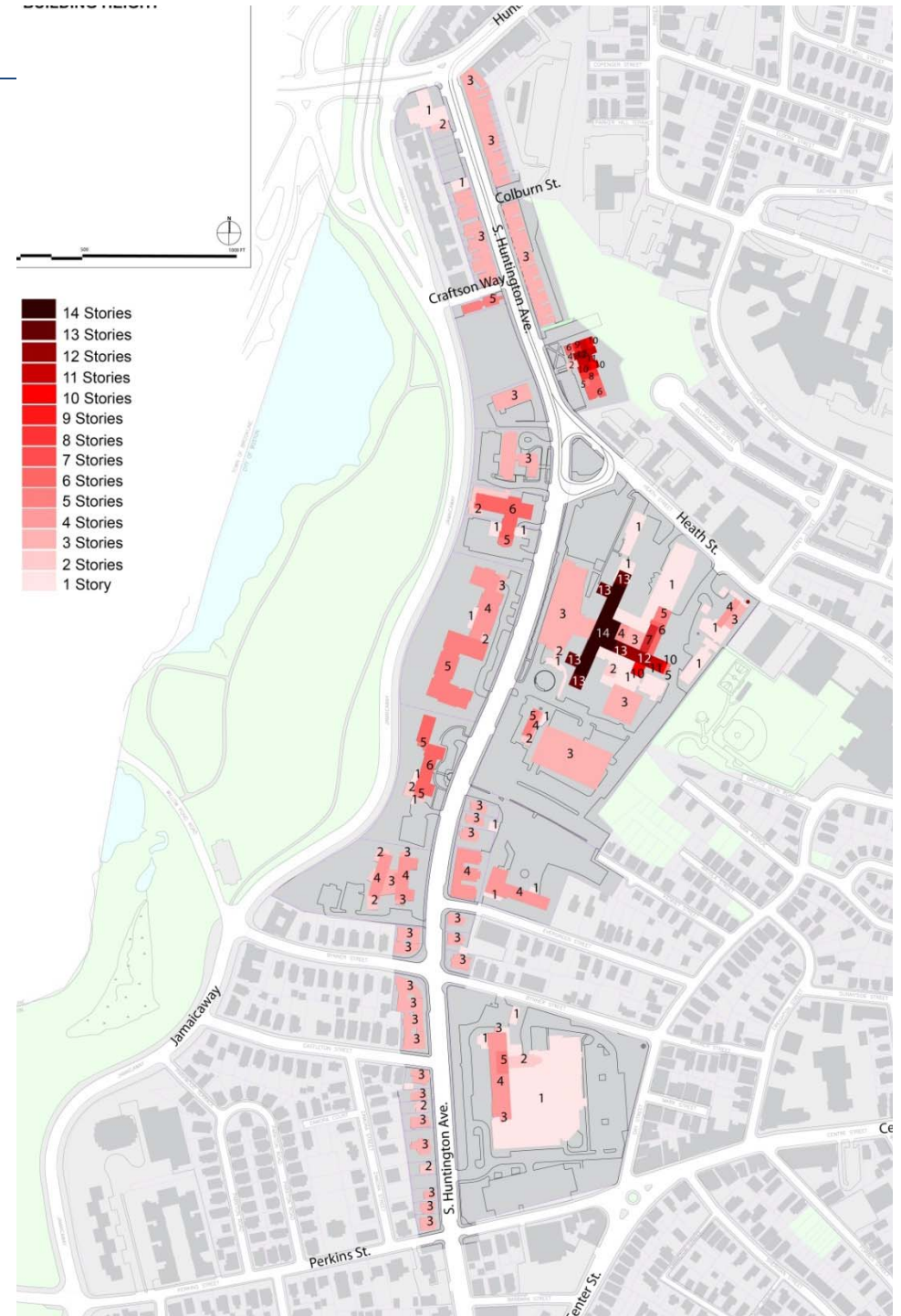


## DIMENSIONAL GUIDELINES

### HEIGHT

#### EXISTING HEIGHTS ALONG THE CORRIDOR

- Overall Approach to the Corridor Heights
- Recognize the development pattern
- Ensure the compatible heights
- Reinforce the physical character of the corridor



## DIMENSIONAL GUIDELINES

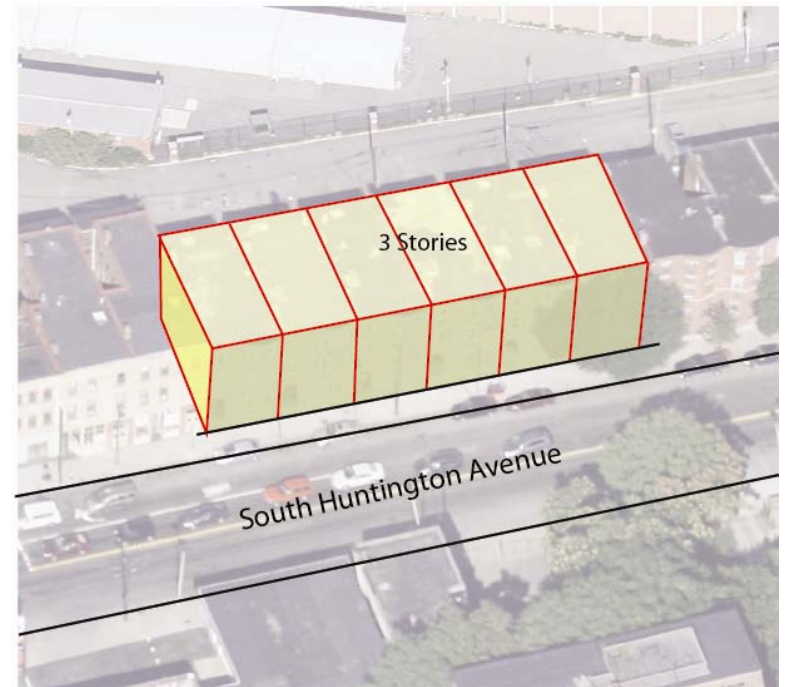
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### HEIGHT

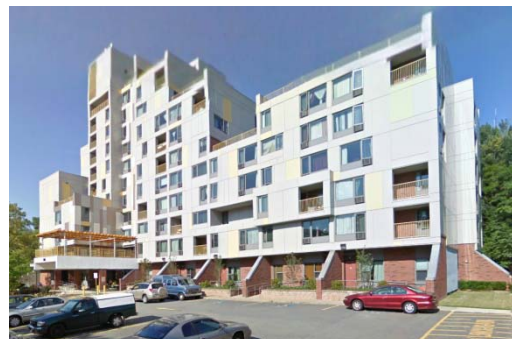
### DEVELOPMENT PATTERN

#### Precinct - 1

- 3-story row houses with no setback



- 10-story residential  
55 ft. setback



DIMENSIONAL GUIDELINES

**HEIGHT**

DEVELOPMENT PATTERN

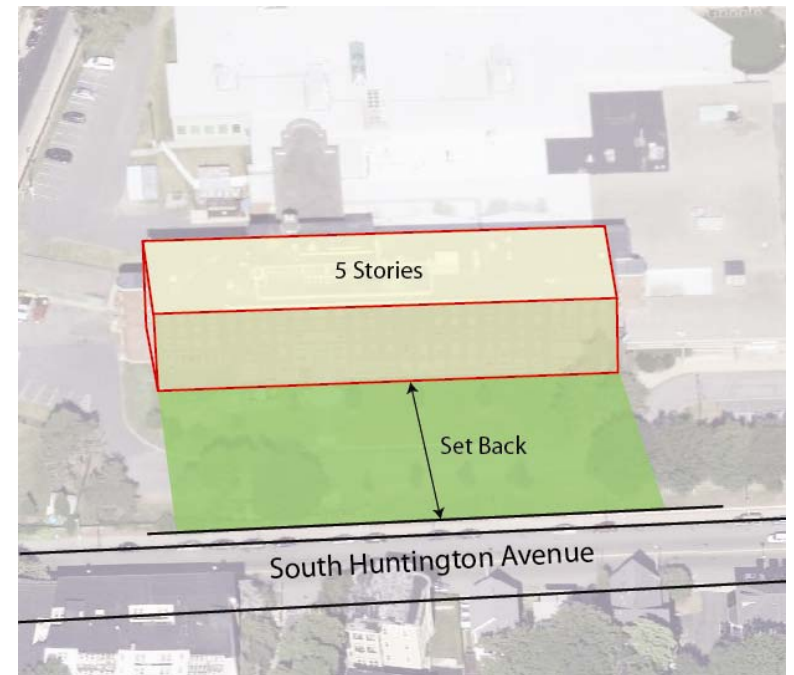
**Precinct - 2**

- 6-story institutional  
35 – 60 ft. setback



**Precinct - 3**

- 5-story institutional  
130 ft.  
setback





## DIMENSIONAL GUIDELINES

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### HEIGHT

### DEVELOPMENT PATTERN

#### Precinct - 3

- 2.5-story wood frame residential w/10ft. setback

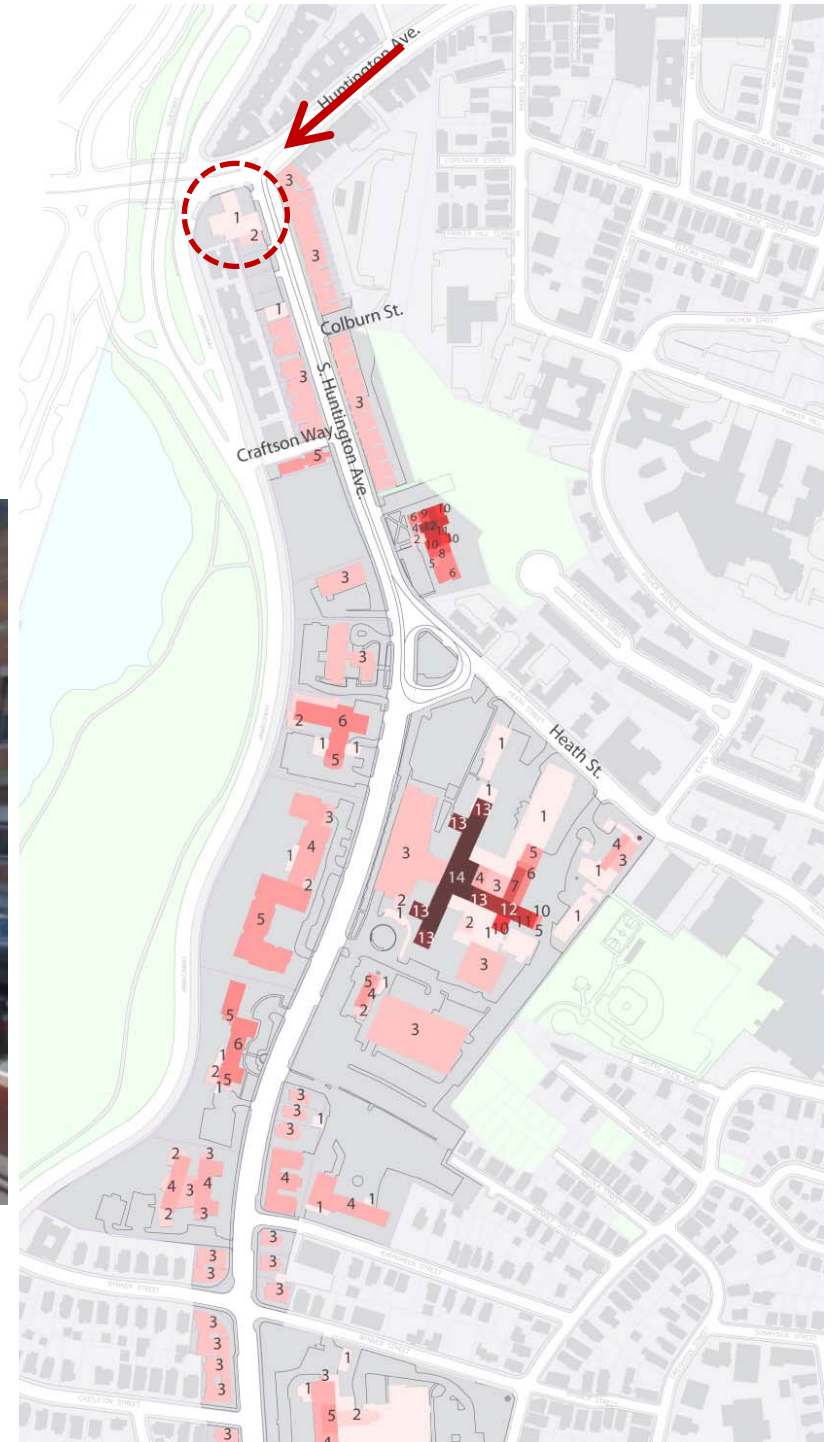


DIMENSIONAL GUIDELINES

HEIGHT

VIEW TERMINUS

Huntington Ave. View - Gas Station

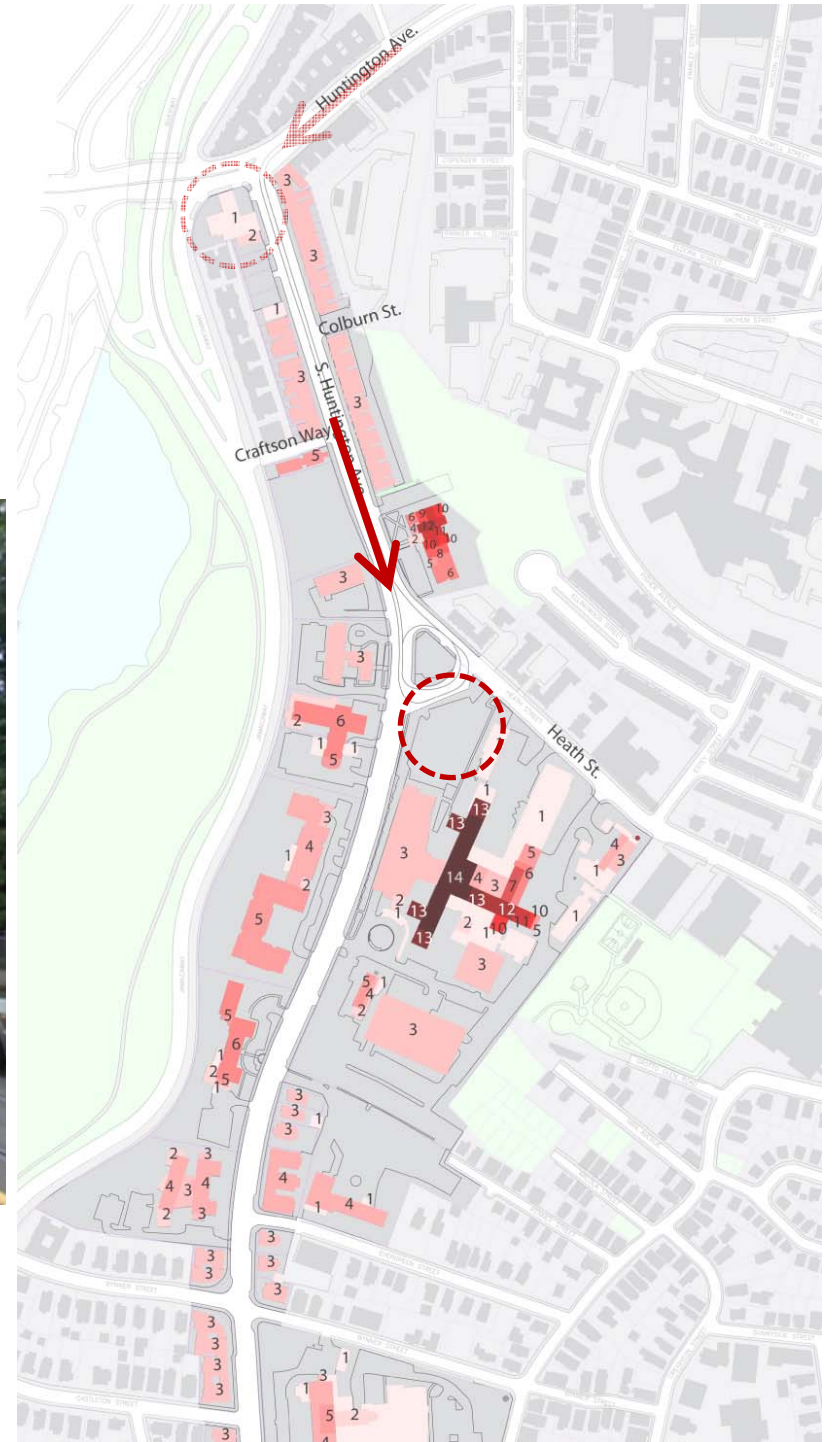


DIMENSIONAL GUIDELINES

HEIGHT

VIEW TERMINUS

South Huntington View - VA Hospital

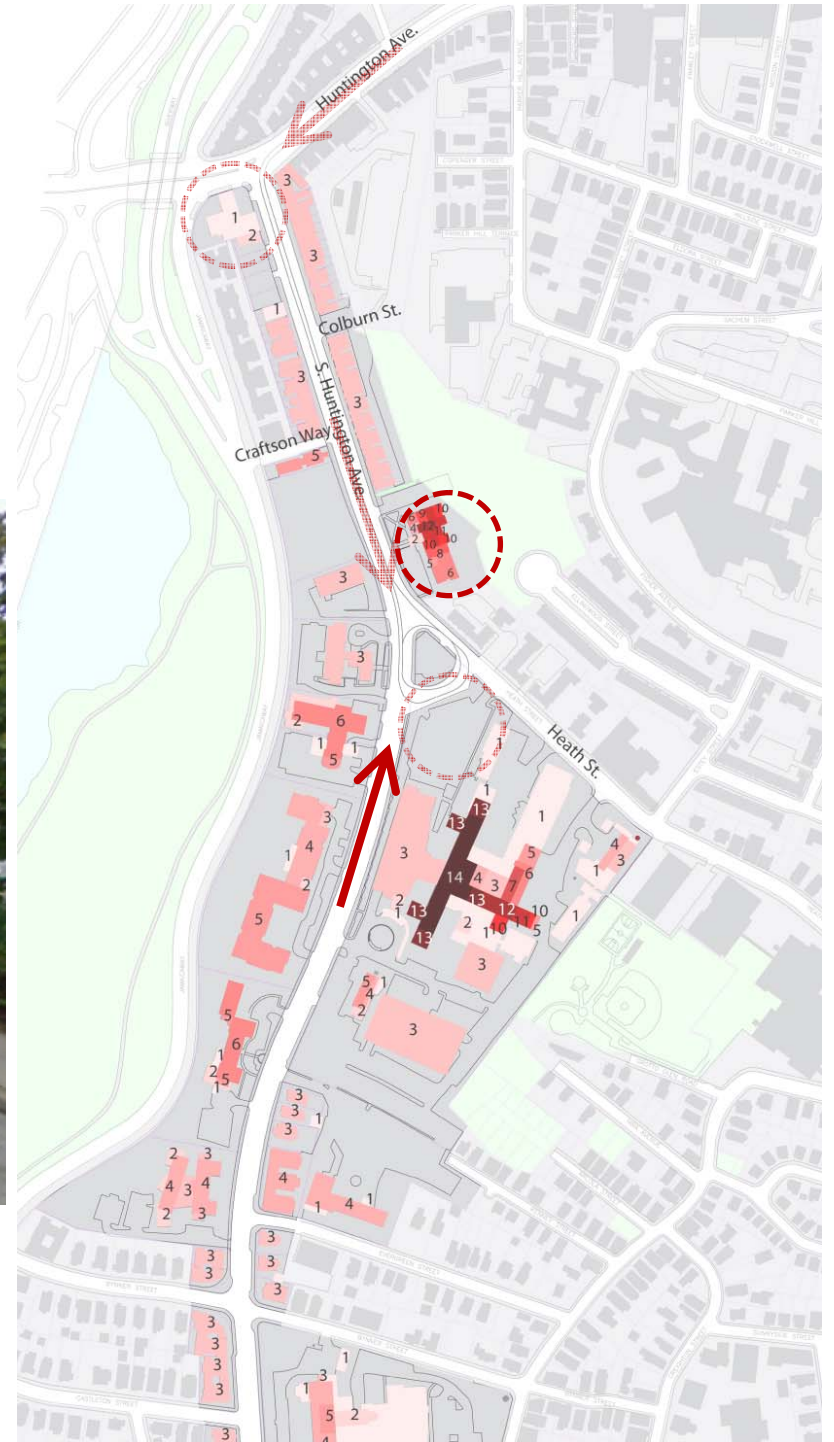


DIMENSIONAL GUIDELINES

HEIGHT

VIEW TERMINUS

South Huntington View - Back of the Hill Apartment

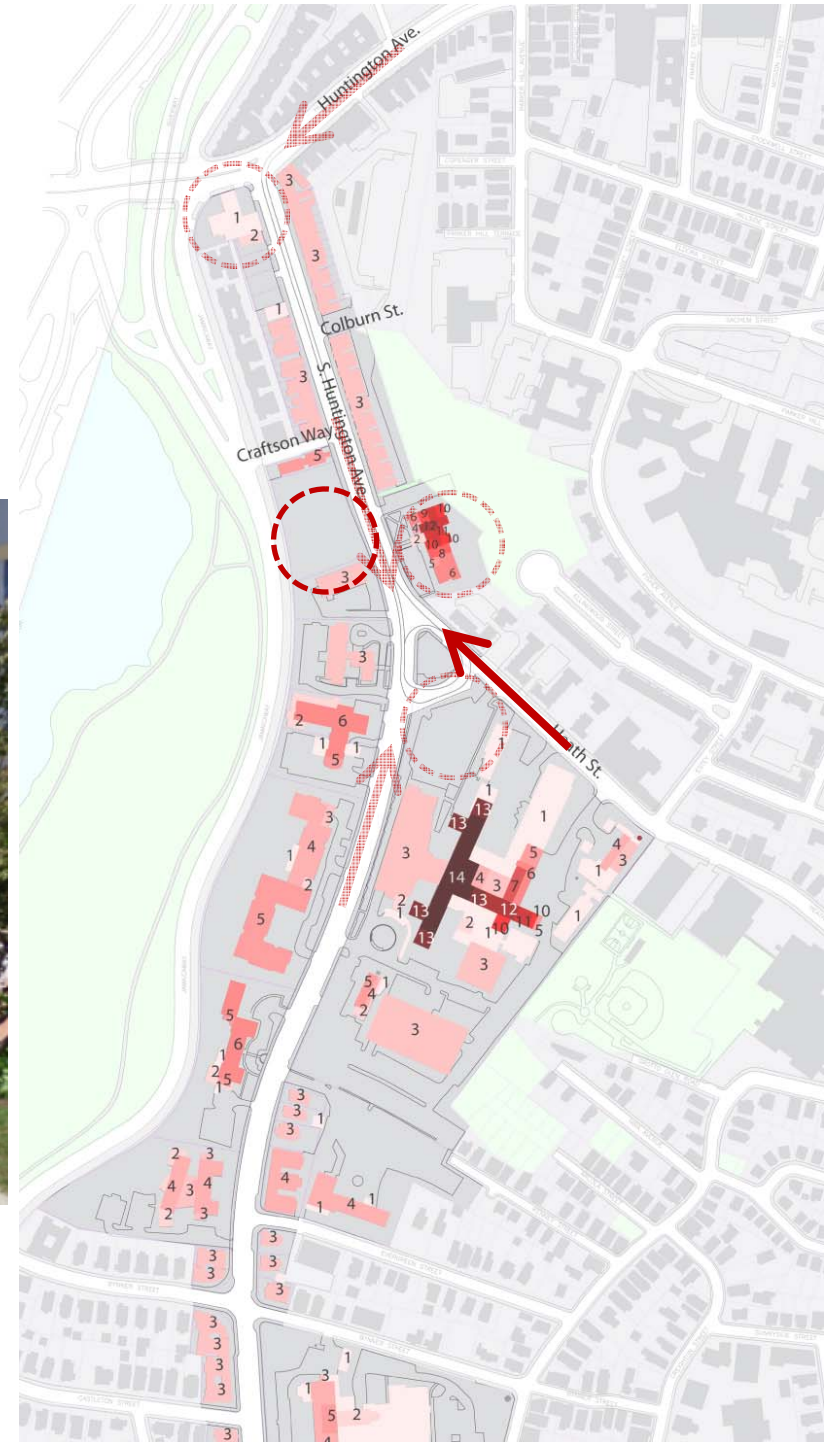


DIMENSIONAL GUIDELINES

HEIGHT

VIEW TERMINUS

Heath St. View - 105a South Huntington

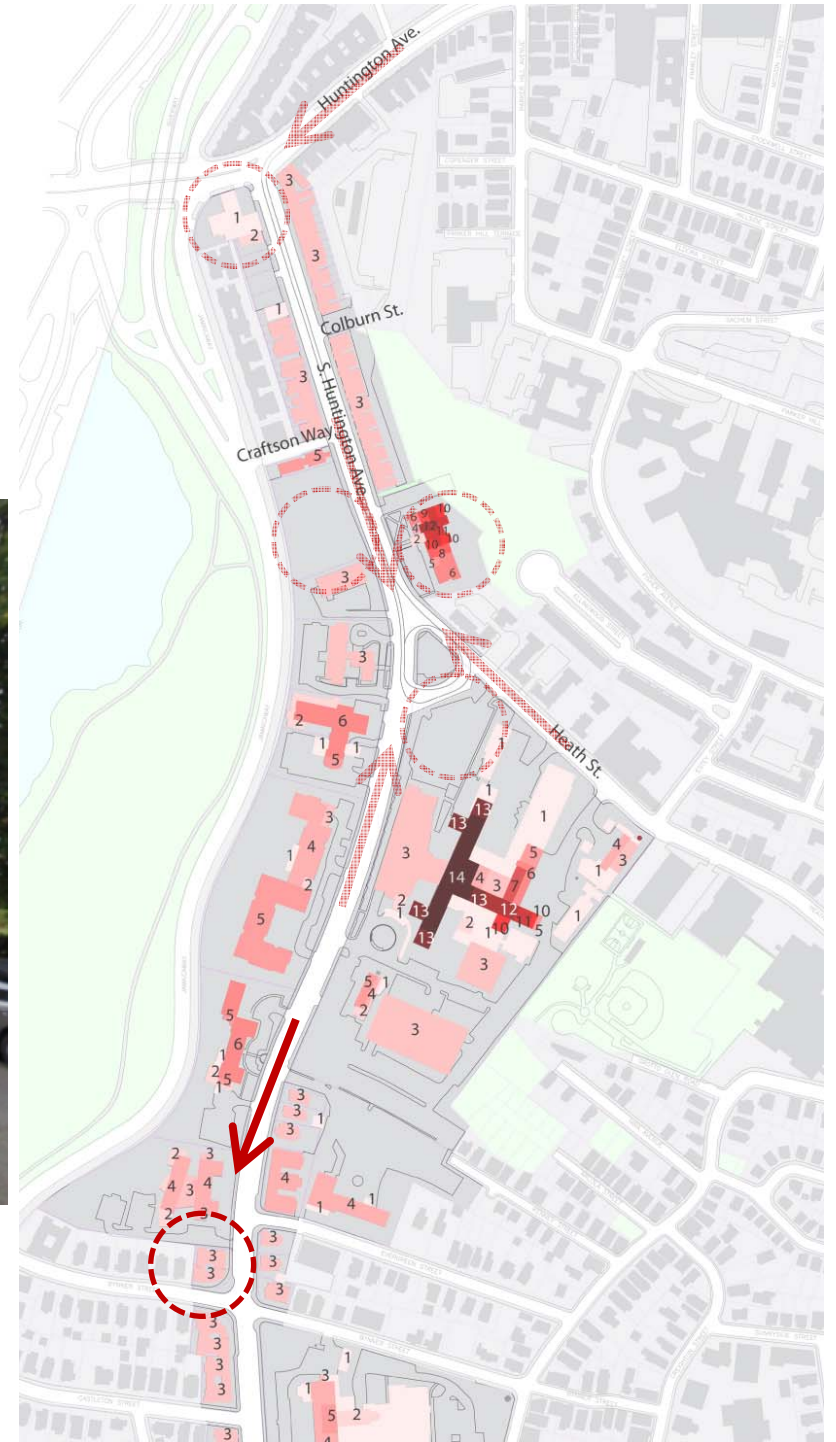


DIMENSIONAL GUIDELINES

**HEIGHT**

VIEW TERMINUS

**South Huntington View - Bynner Street**



## DIMENSIONAL GUIDELINES

### HEIGHT

#### RECOMMENDED HEIGHT THRESHOLD FOR NEW DEVELOPMENT

##### Precinct - 1

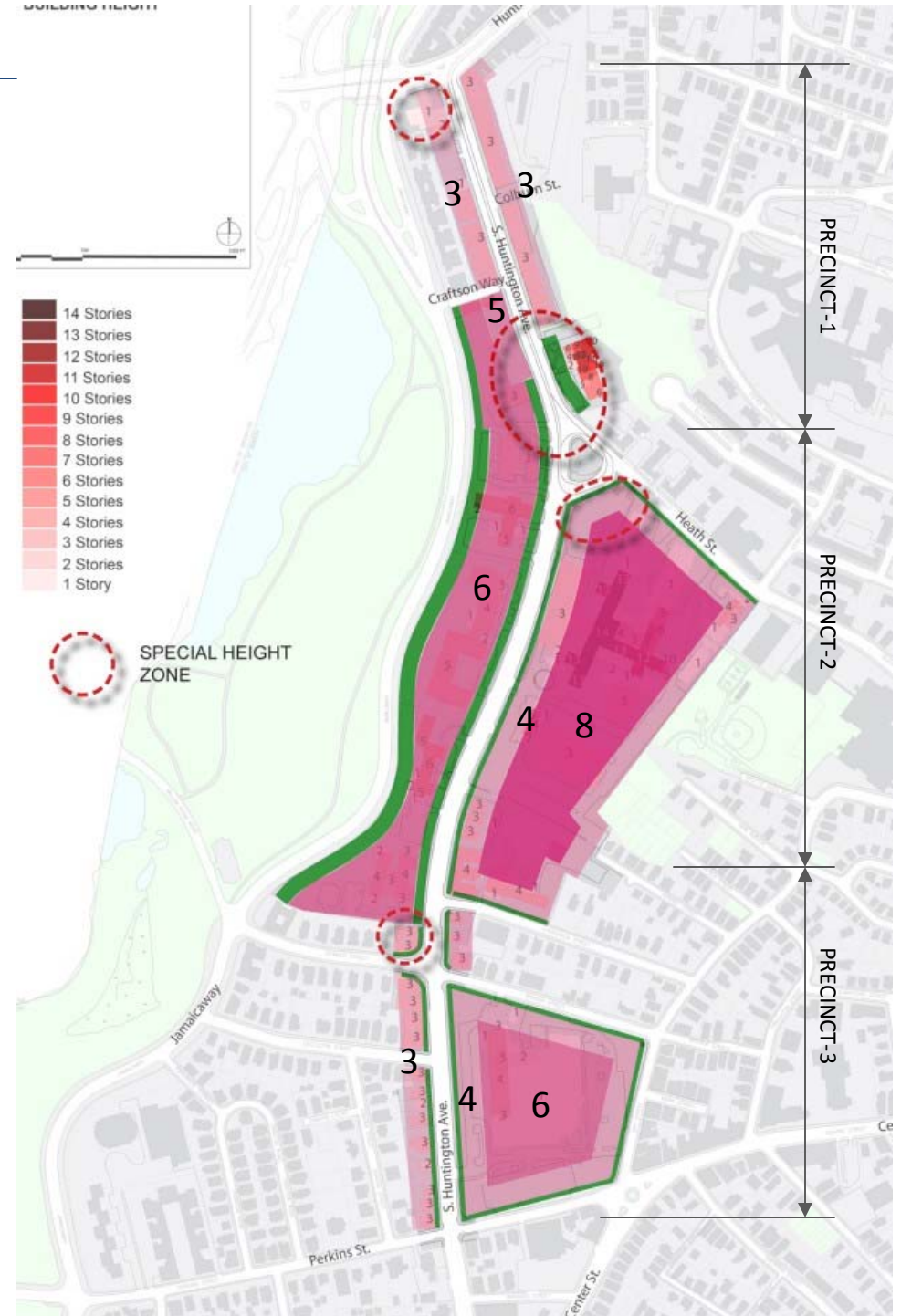
- 3 - 5-story w/ no setback
- Special height zones

##### Precinct - 2

- Western side
- 6-story w/ 30 ft. setback
- Eastern side
- 4-story for first 60 ft. w/10 ft. setback
- 8-story
- Special height zone

##### Precinct - 3

- Western side
- 3-story with 10 ft. setback
- Eastern side
- 4-story for first 60 ft. w/10 ft. setback for the MSPCA site
- 6-story



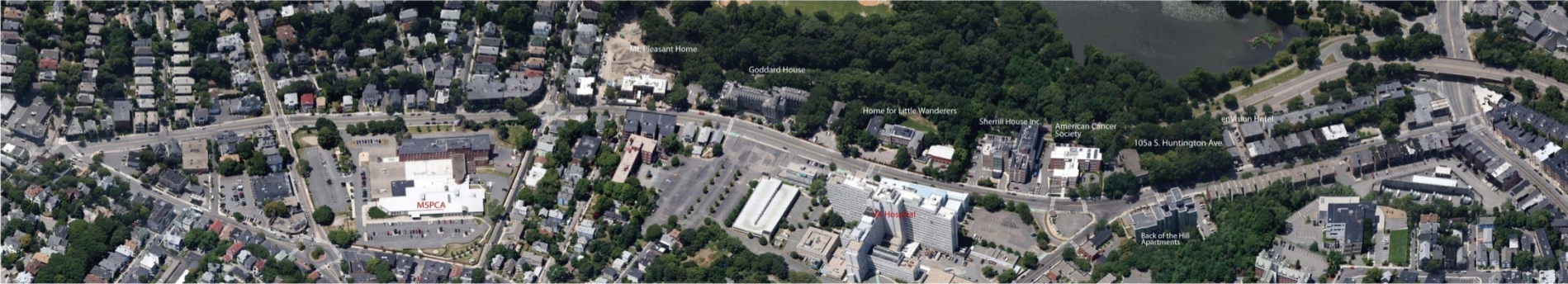
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FEBRUARY 27, 2013 @ CURLEY ELEMENTARY SCHOOL BOSTON REDEVELOPMENT AUTHORITY



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AERIAL VIEW LOOKING EAST



S. HUNTINGTON AVE. CORRIDOR AERIAL VIEW LOOKING WEST

AERIAL VIEW LOOKING WEST