

# ***AGENDA***

Harrison Albany Corridor Strategic Plan

## **COMMUNITY UPDATE 2018**

### **1. PRESENTATION ON CHANGES AND PROGRESS SINCE PLAN COMPLETION IN 2012**

- **PLAN OVERVIEW**

- **ZONING UPDATES**

- **LAND USE & NEW DEVELOPMENT**

- **TRANSPORTATION**

- **REVISED “FULL BUILD” TRAFFIC ANALYSIS**

- **UPDATES ON TRANSPORTATION NETWORK IMPROVEMENTS**

### **2. Q & A ON PRESENTATION INFORMATION**

### **3. OPEN HOUSE WITH INFORMATION STATIONS TO PROVIDE MORE DIRECTED FEEDBACK**



# HARRISON ALBANY CORRIDOR STRATEGIC PLAN

JUNE 2012



City of Boston  
Thomas M. Menino, Mayor



Boston  
Redevelopment  
Authority  
Peter Meade, Director

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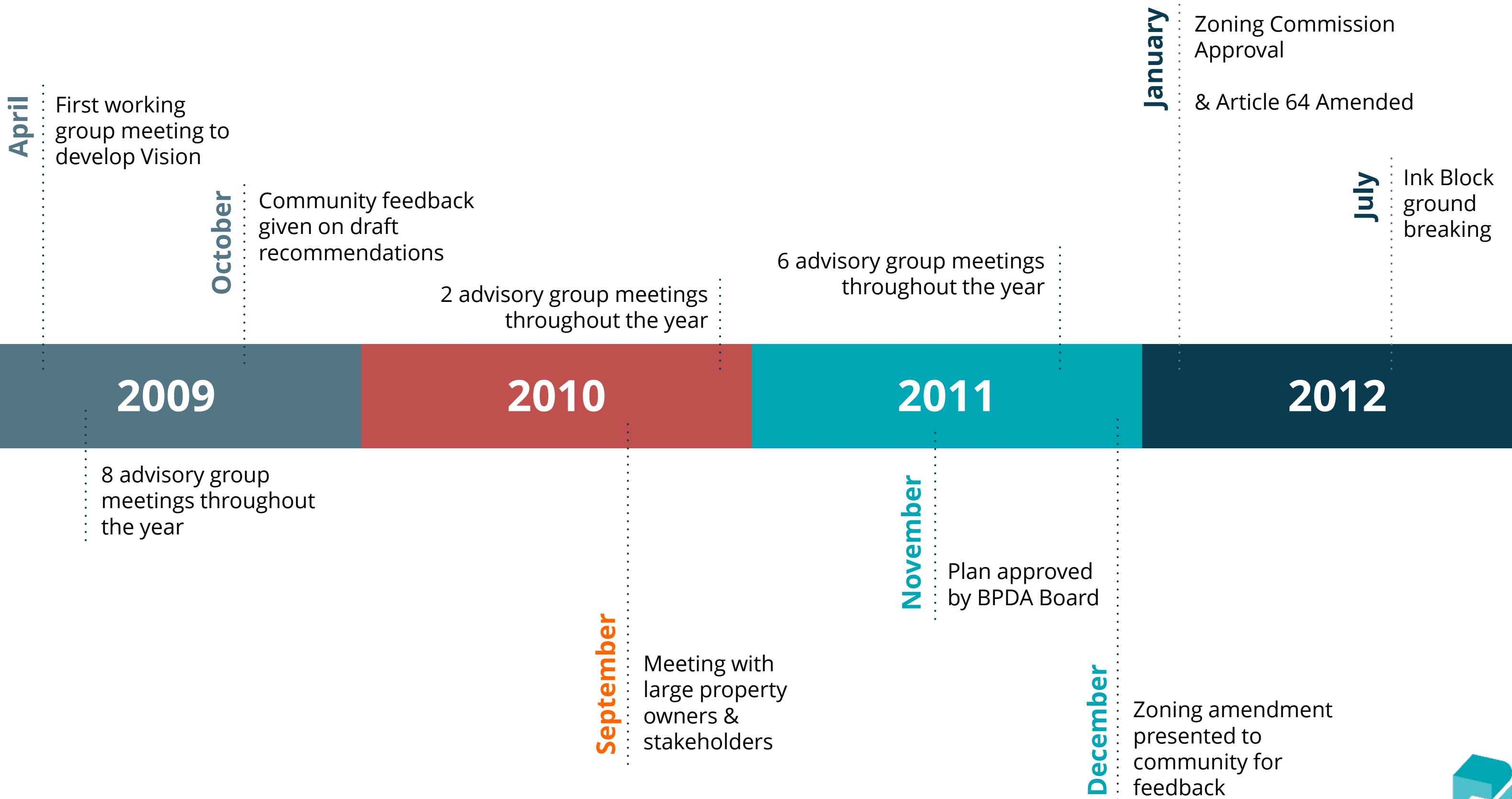
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- 2.5 year public process
- 16+ meetings
- 30-member Advisory Group
- Consultant & in-house analysis
- Visioning
- Recommendations
  - Zoning
  - Public realm
  - Transportation



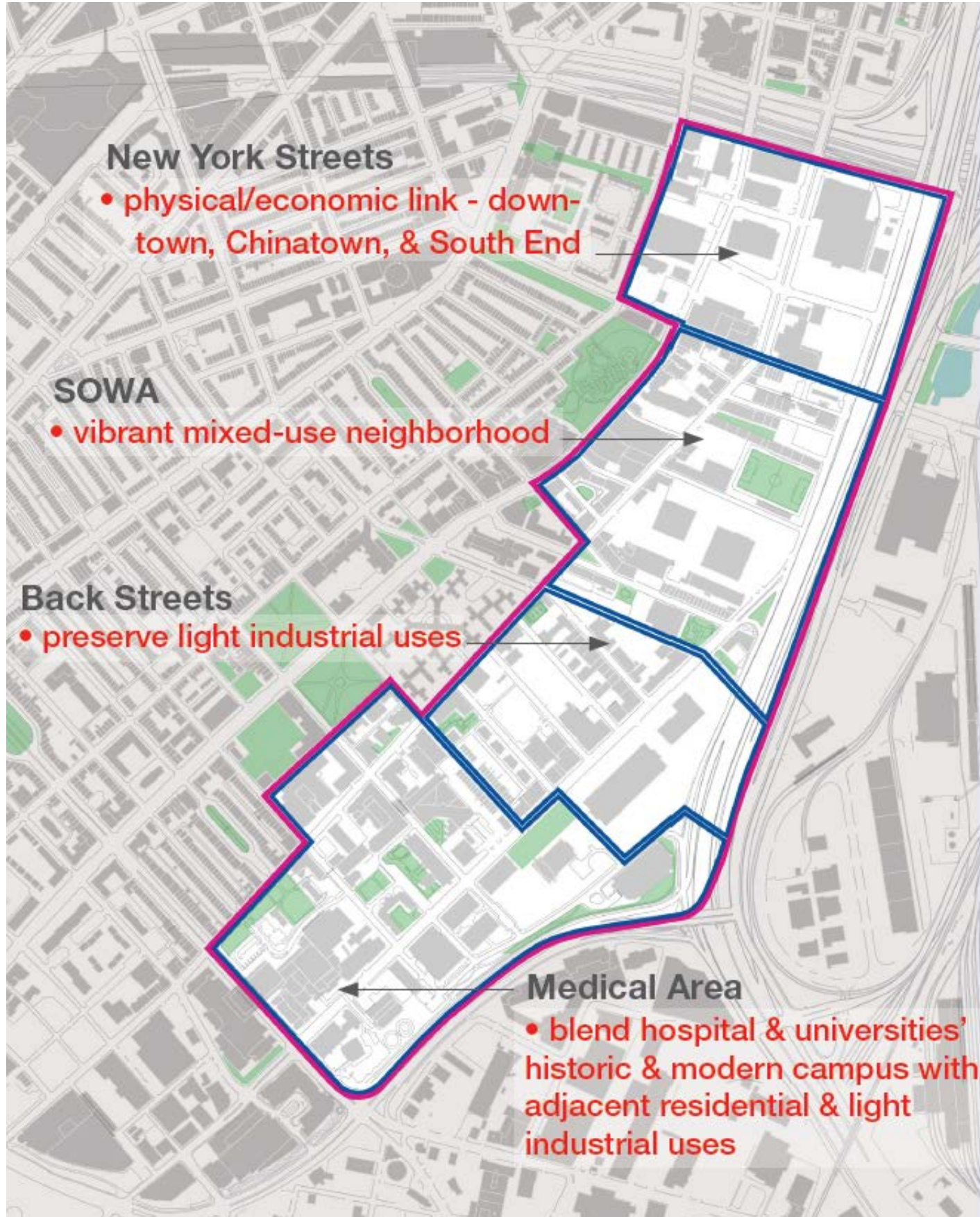




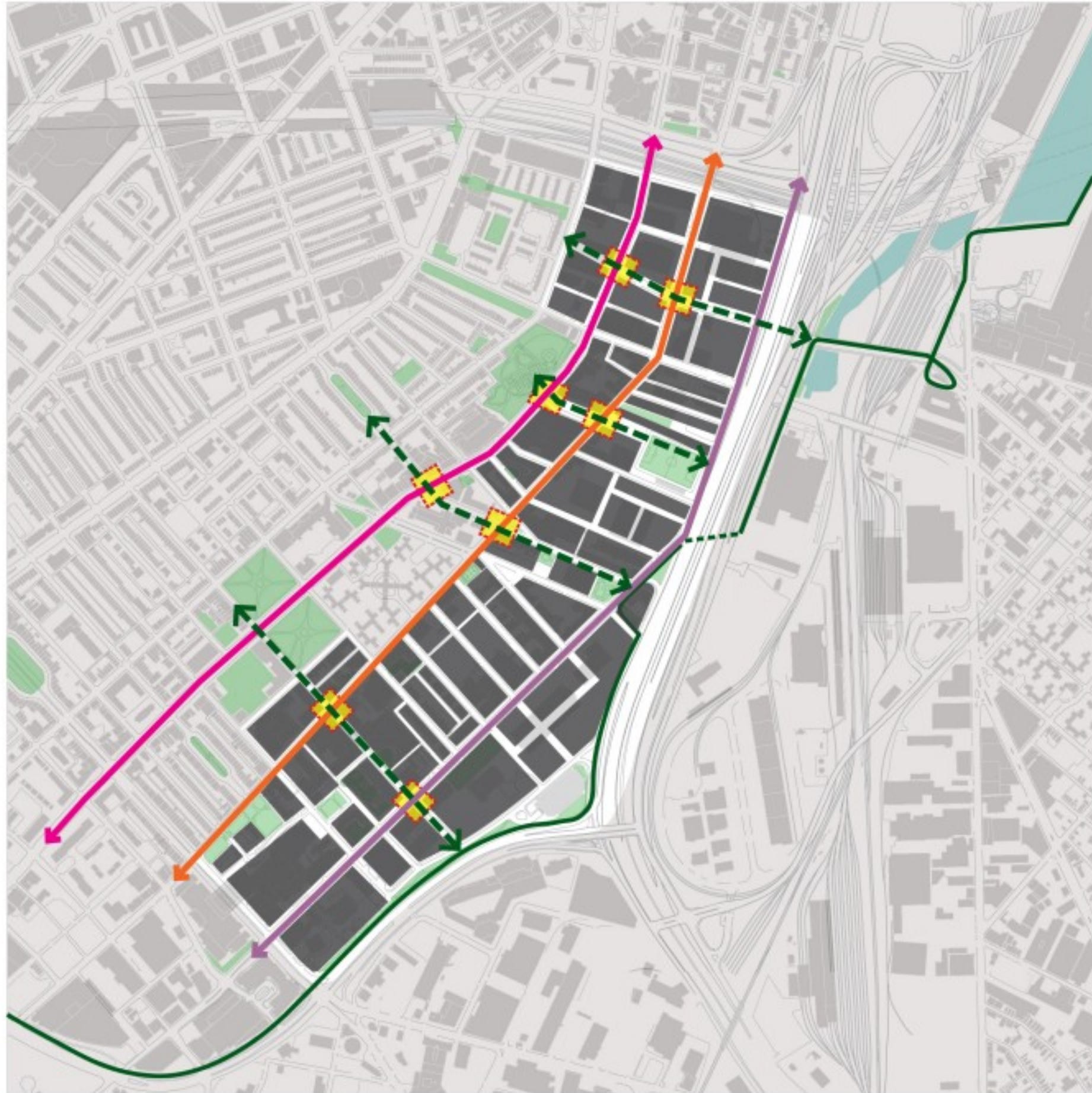
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- **GUIDE FUTURE GROWTH THROUGH COLLECTIVE VISION**
  - **BALANCE MARKET INTERESTS VS. NEIGHBORHOOD CONCERNS**
  - **LAND USE CONTROLS**
  - **UPDATE ZONING**
  - **REGULATE BUILD-OUT TO TRANSPORTATION CAPACITY**
  - **CREATE NEW CONNECTIONS**
  - **ENHANCE ALL TRANSPORTATION MODES**









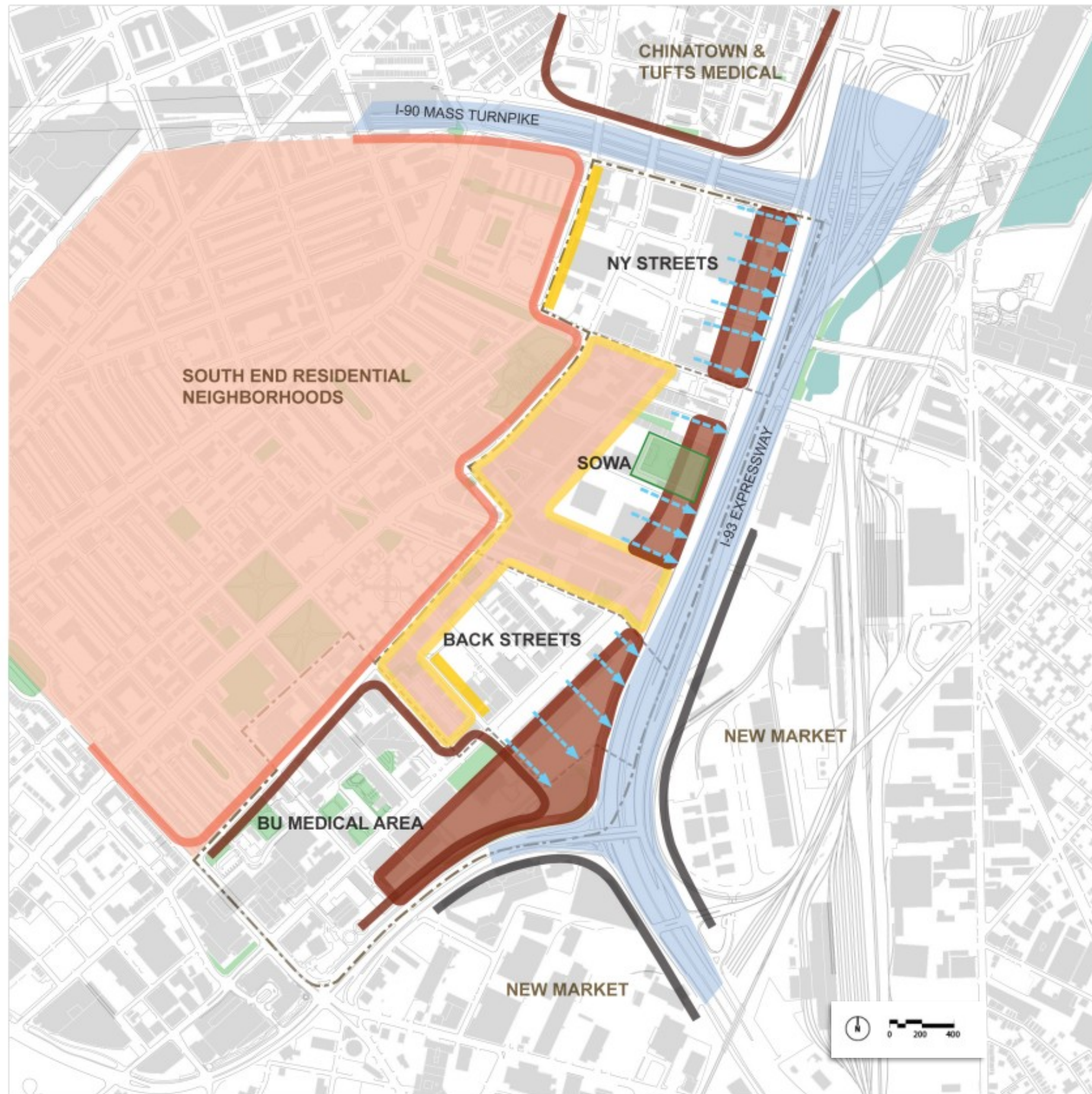





1. USE CORRIDORS
2. GREEN CORRIDORS
3. PLACE-MAKING
4. STREET GRID & BLOCK PATTERN
5. STREETScape TYPES
6. HEIGHT
7. FAR





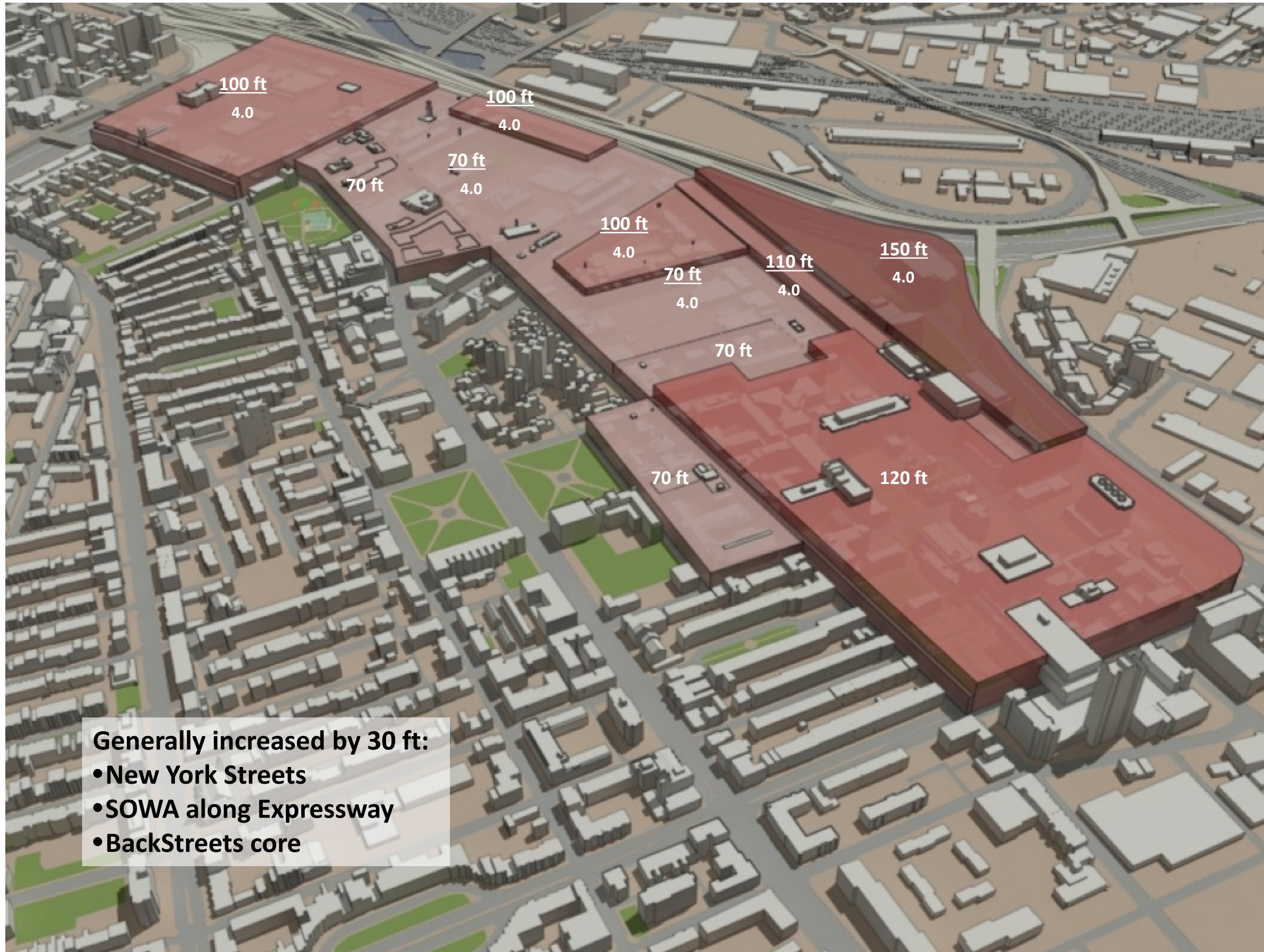
## HEIGHT CONCEPT DIAGRAM



-  Compatible height with the South End neighborhoods
-  Taller height
-  Bldg. massing to avoid walls

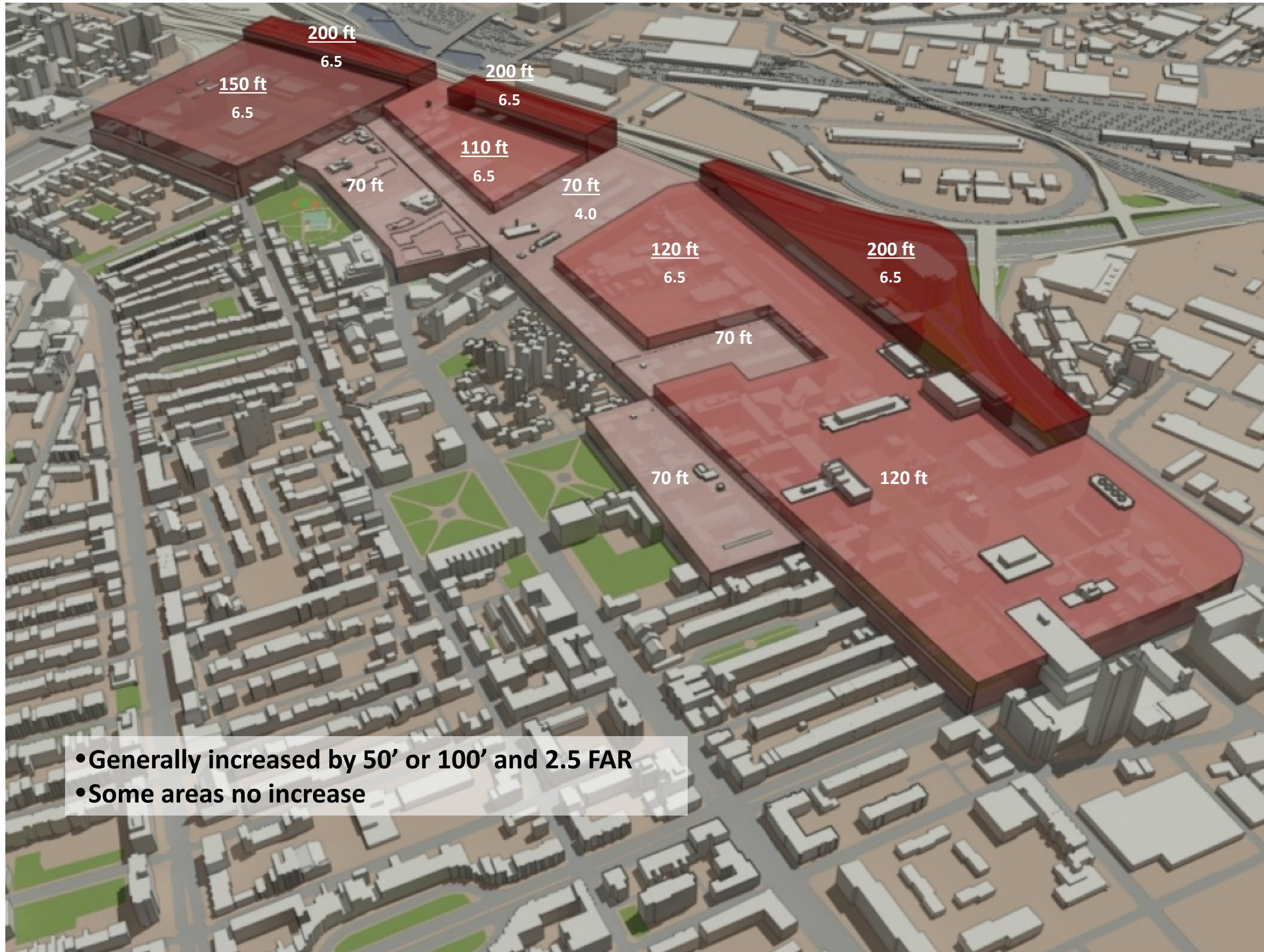








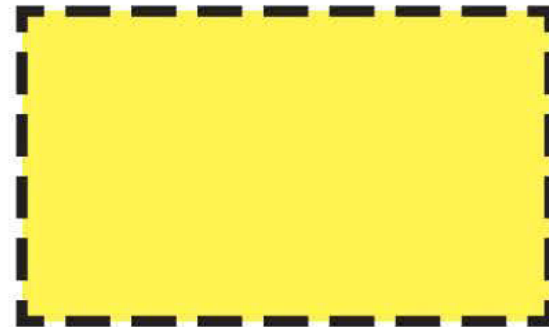
CURRENT PDA HEIGHT / FAR



- Generally increased by 50' or 100' and 2.5 FAR
- Some areas no increase



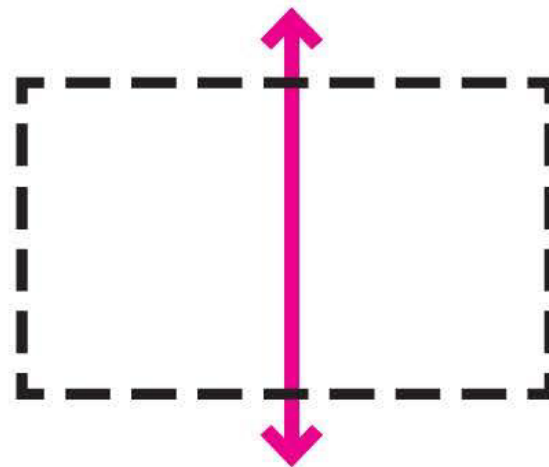




≥ 1 acre



80% : DEVELOPMENT FOOTPRINT  
20% : PEDESTRIAN FRIENDLY FOOTPRINT



THROUGH-BLOCK CONNECTION



PLACE-MAKING SPACE

## Lot Coverage Requirements

In addition to providing a use amenity, all PDA projects must meet the following lot coverage requirements.

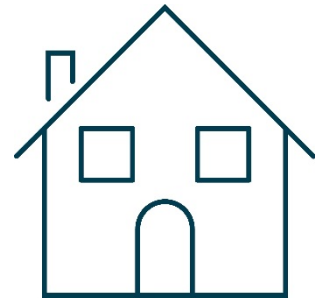
The plan recommends a pedestrian friendly public realm that includes a finer grain of city blocks allowing for enhanced transportation access and circulation. To realize the goal put forth by the plan, it is recommended that for parcels of one acre or larger, the development footprint would not cover 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 toward 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:





**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.



## 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 BPDA.



## Affordable Commercial Space

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





# LAND USE AND NEW DEVELOPMENT





# NY STREETS (EDA NORTH)

3.5M S.F.

- INK BLOCK
- TROY
- 345 HARRISON
- 80 E. BERKELEY
- LUCAS
- 380 HARRISON
- 321 HARRISON (1000 WASH.)
- SHAWMUT/WASHINGTON BLOCK

	COMPLETE
	UNDER CONSTRUCTION
	APPROVED
	UNDER REVIEW

Shawmut/  
Washington Block

321 Harrison

LUCAS

142 Shawmut

345 Harrison

INK BLOCK

INK 7

80 E. Berkeley

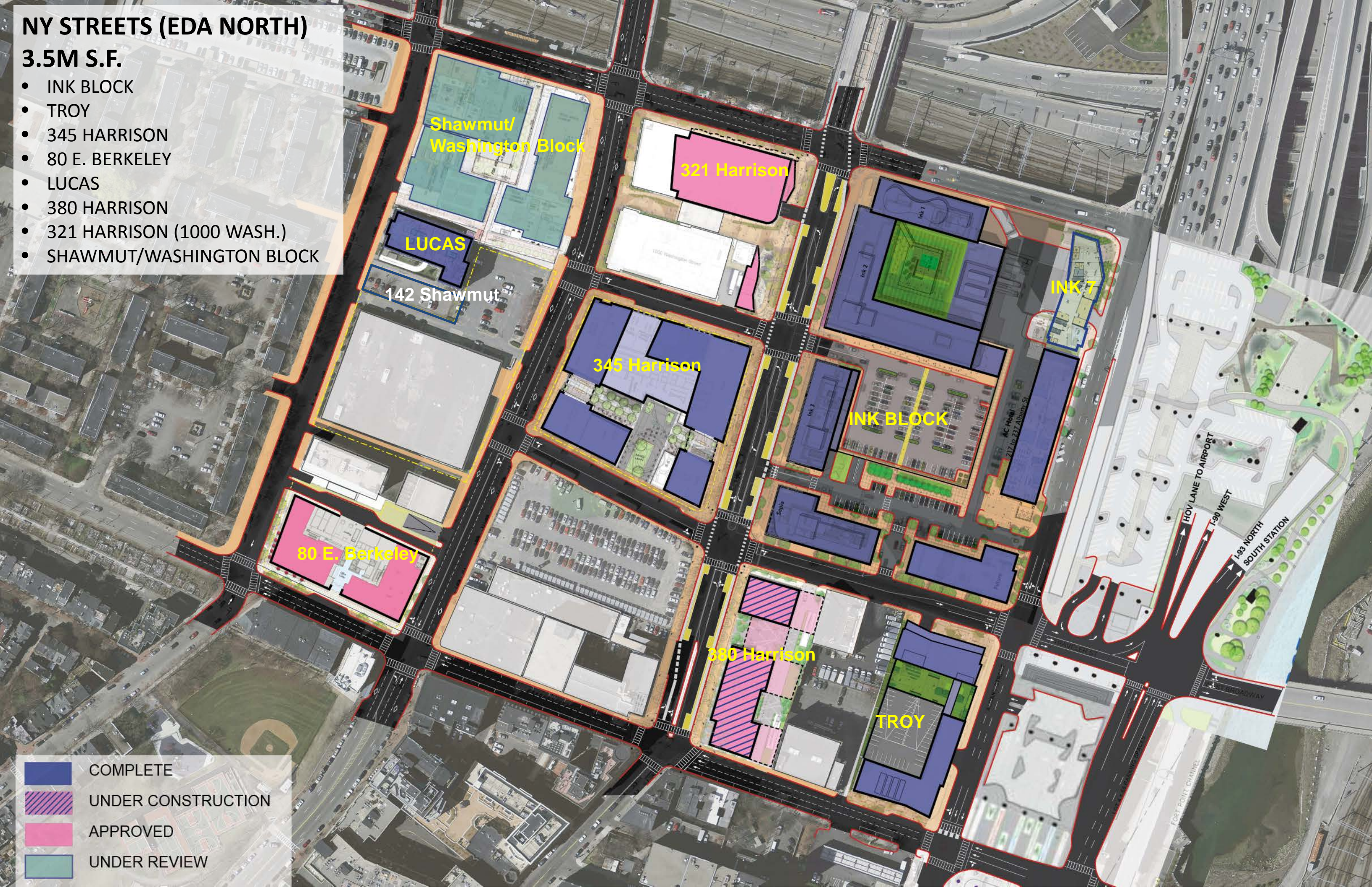
380 Harrison

TROY

HOV LANE TO AIRPORT  
I-90 WEST

I-93 NORTH  
SOUTH STATION

FORT POINT CHANNEL





# New York Streets: 2012





# New York Streets: 2017

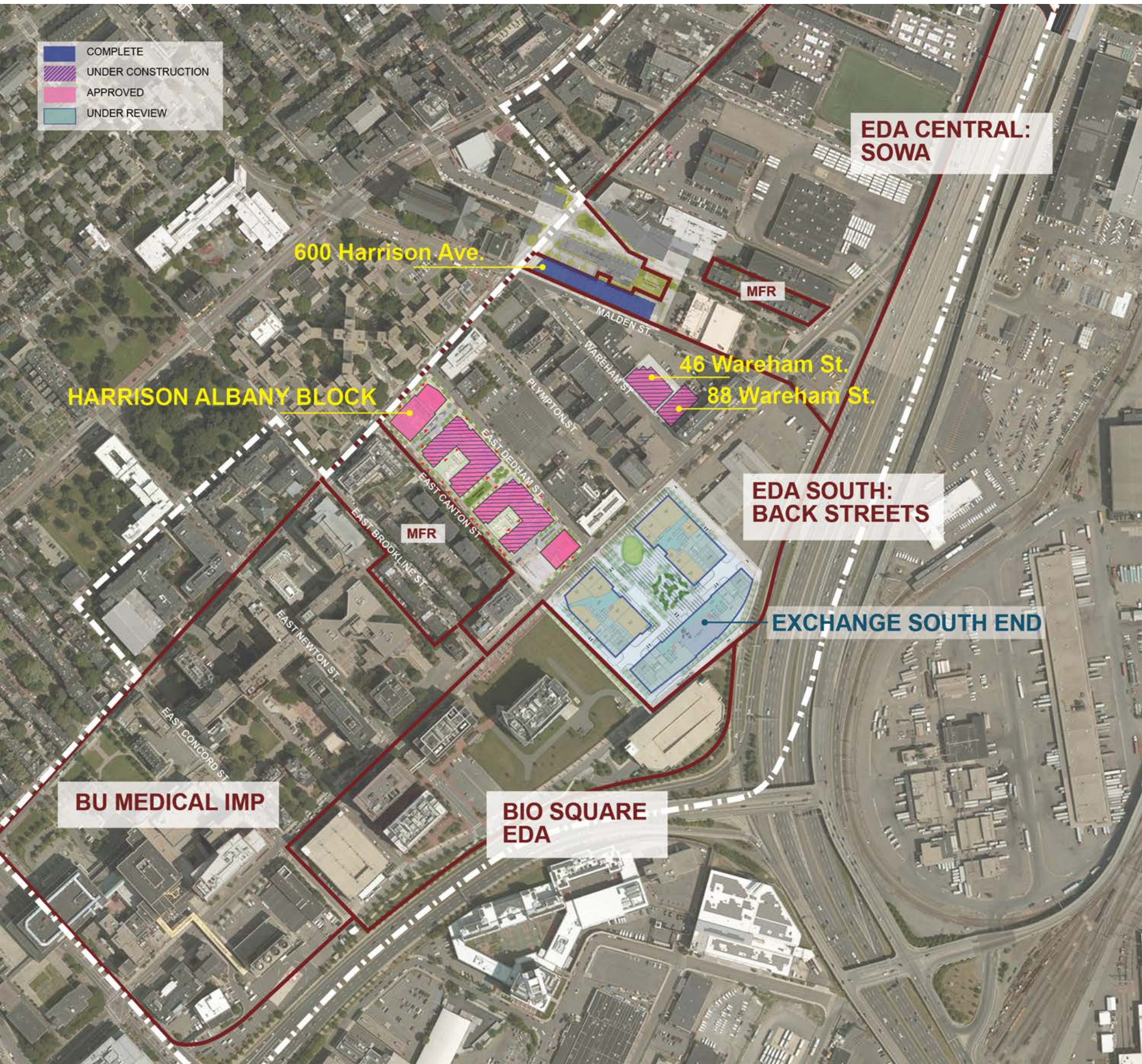




# New York Streets: 2018







**SOWA (EDA CENTRAL) 193,000 S.F.**

- 600 HARRISON – 193,000 SF

**BACK STREETS (EDA SOUTH) 2.3M S.F.**

- 46 WAREHAM – 62,000 SF
- HARRISON ALBANY BLOCK - 711,000 SF
- FLOWER EXCHANGE – 1.5 MSF





# TRANSPORTATION







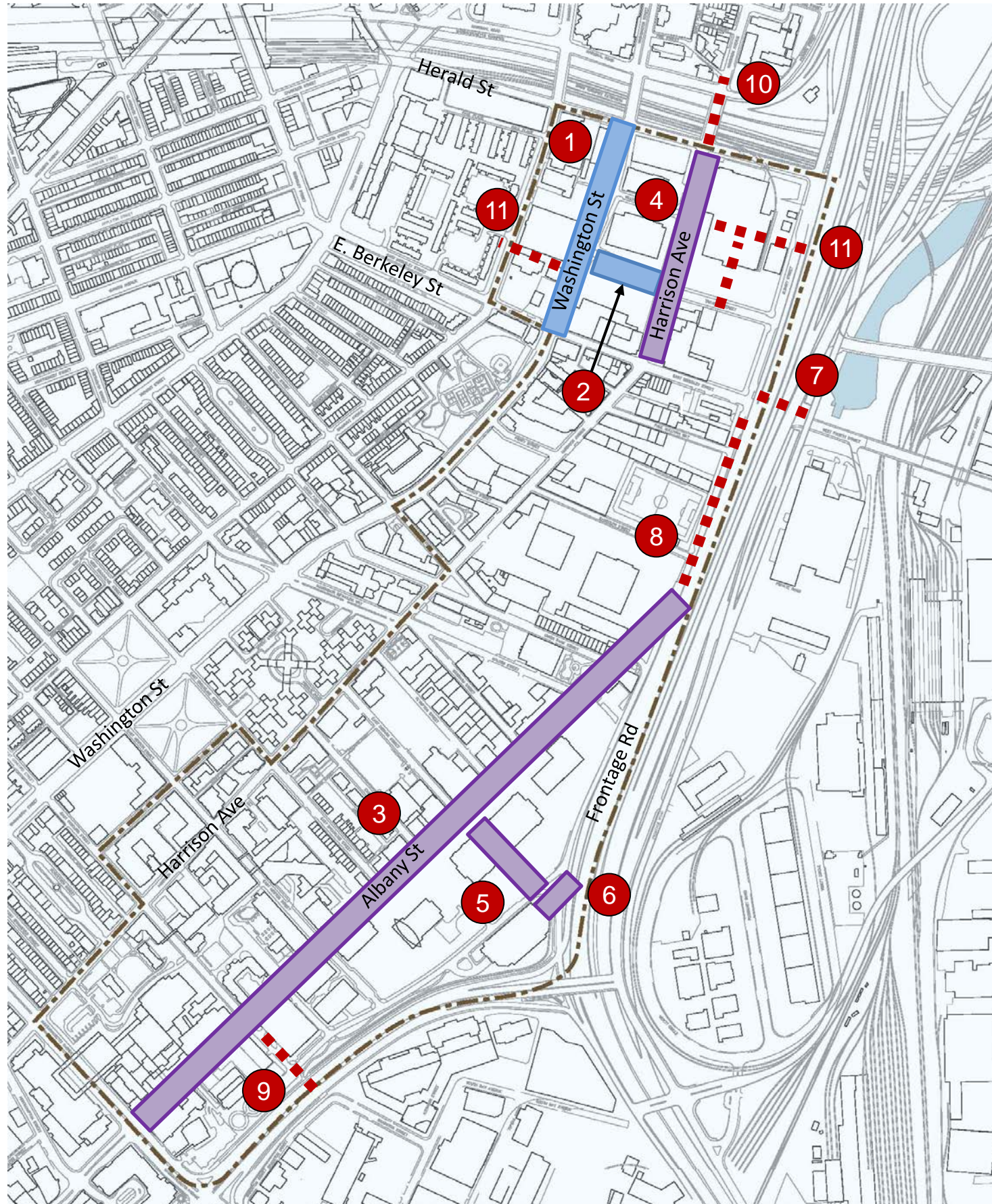
FULL BUILD-OUT ASSUMPTIONS FOR TRAFFIC MODELING IN ORIGINAL PLAN (2012)

**S.F. OF NEW DEVELOPMENT ASSUMED BY SUB-AREA:**

EDA NORTH - NY STREETS	2.8 million SF
EDA CENTRAL - SOWA	1.5 million SF
EDA SOUTH - BACK STREETS	1.9 million SF
BU MEDICAL	1.1 million SF
<b>TOTAL GSF*</b>	<b>7.3 million New SF</b>







## TRANSPORTATION NETWORK IMPROVEMENTS (UPDATED TIMING)

**SHORT RANGE**

- 1. Two-Way Washington St.
- 2. Two-Way Traveler St.
- 3. Albany Street Improvements (Interim)

**MEDIUM RANGE**

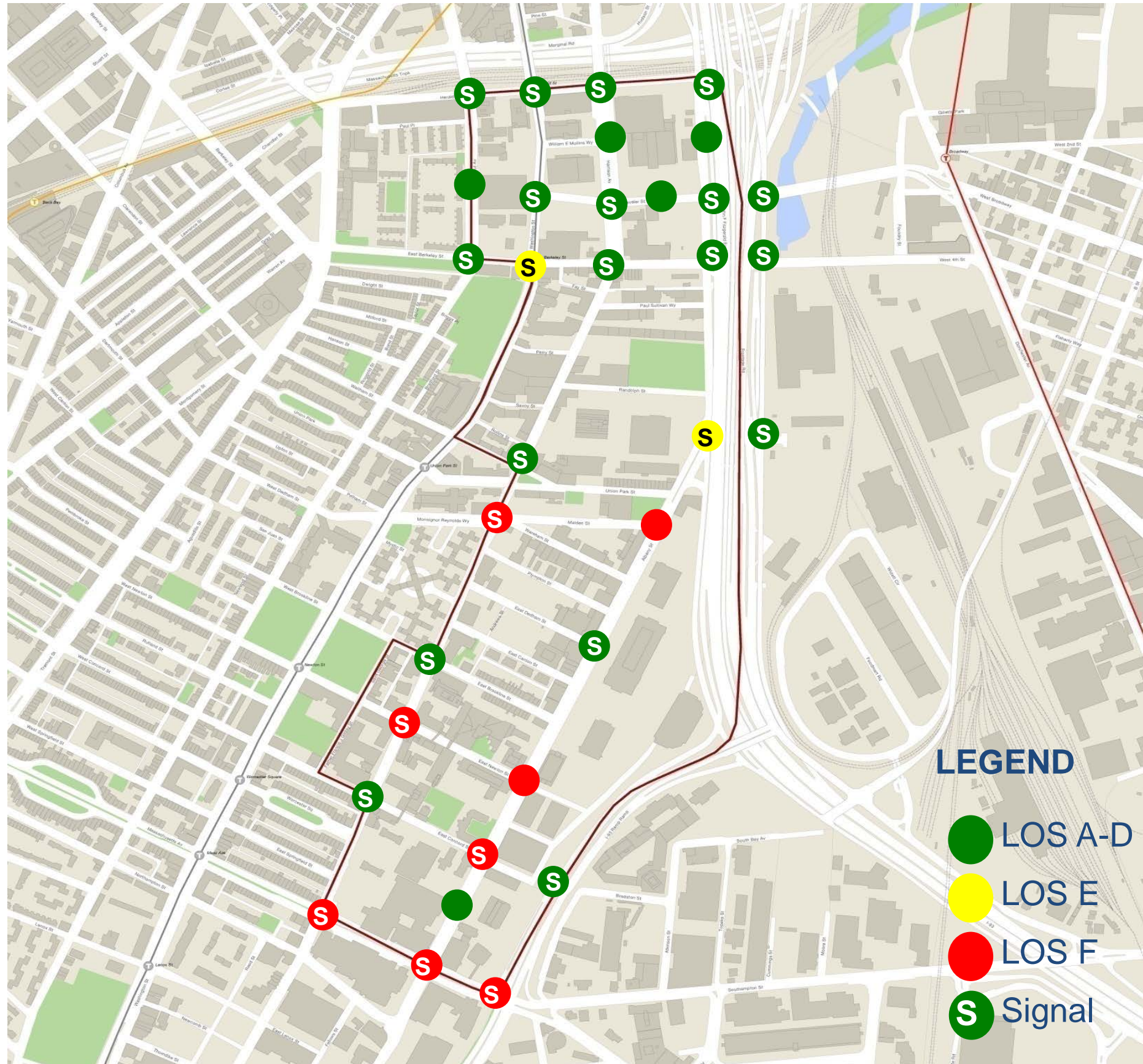
- 3. Albany Street Improvements (Full Re-design/Reconstruction)
- 4. Harrison Ave. Reconstruction
- 5. East Dedham St. Extension (Now via East Canton St)
- 6. Complete Connection to Frontage Rd.

**LONG RANGE**

- 7. Two-Way East Berkeley St.
- 8. Reallocate and Redesign Albany St. (E. Berkeley St. to Frontage Rd.)
- 9. East Concord St. Extension
- 10. Two-Way Harrison Ave. Bridge over Turnpike
- 11. New local/service roadways in NY Streets area







PM PEAK HOUR  
FULL BUILD TRAFFIC OPERATIONS WITH  
IMPROVEMENTS

### LEGEND

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





## FULL BUILD-OUT ASSUMPTIONS FOR *UPDATED* TRAFFIC MODELING (2018)

### S.F. OF NEW DEVELOPMENT ASSUMED BY SUB-AREA:

EDA NORTH - NY STREETS	3.7 million SF
EDA CENTRAL - SOWA	1.6 million SF
EDA SOUTH - BACK STREETS	3.1 million SF
BU MEDICAL	1.2 million SF

TOTAL GSF **9.6 million New SF**

## FULL BUILD-OUT ASSUMPTIONS FOR TRAFFIC MODELING IN ORIGINAL PLAN (2012)

### S.F. OF NEW DEVELOPMENT ASSUMED BY SUB-AREA:

EDA NORTH - NY STREETS	2.8 million SF
EDA CENTRAL - SOWA	1.5 million SF
EDA SOUTH - BACK STREETS	1.9 million SF
BU MEDICAL	1.1 million SF

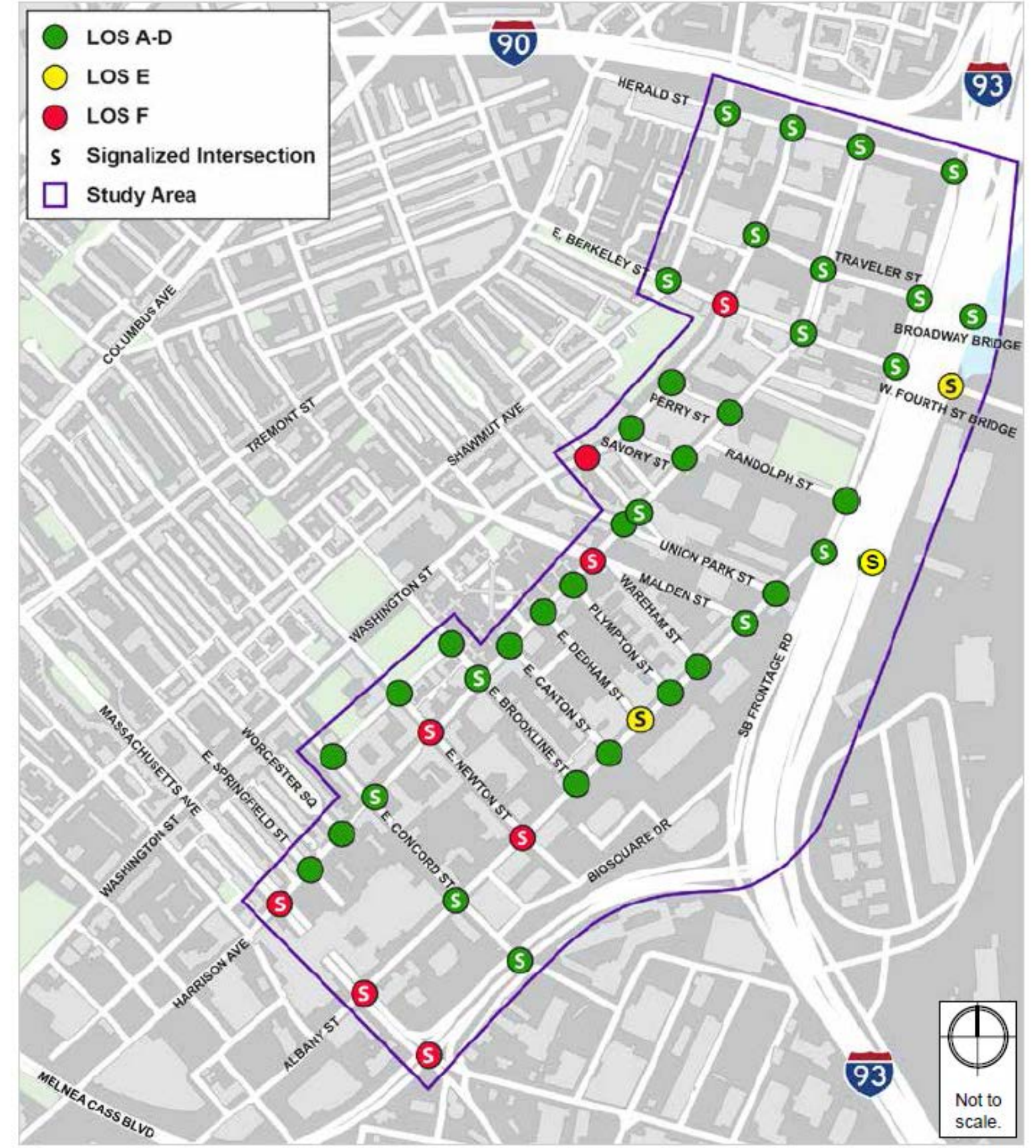
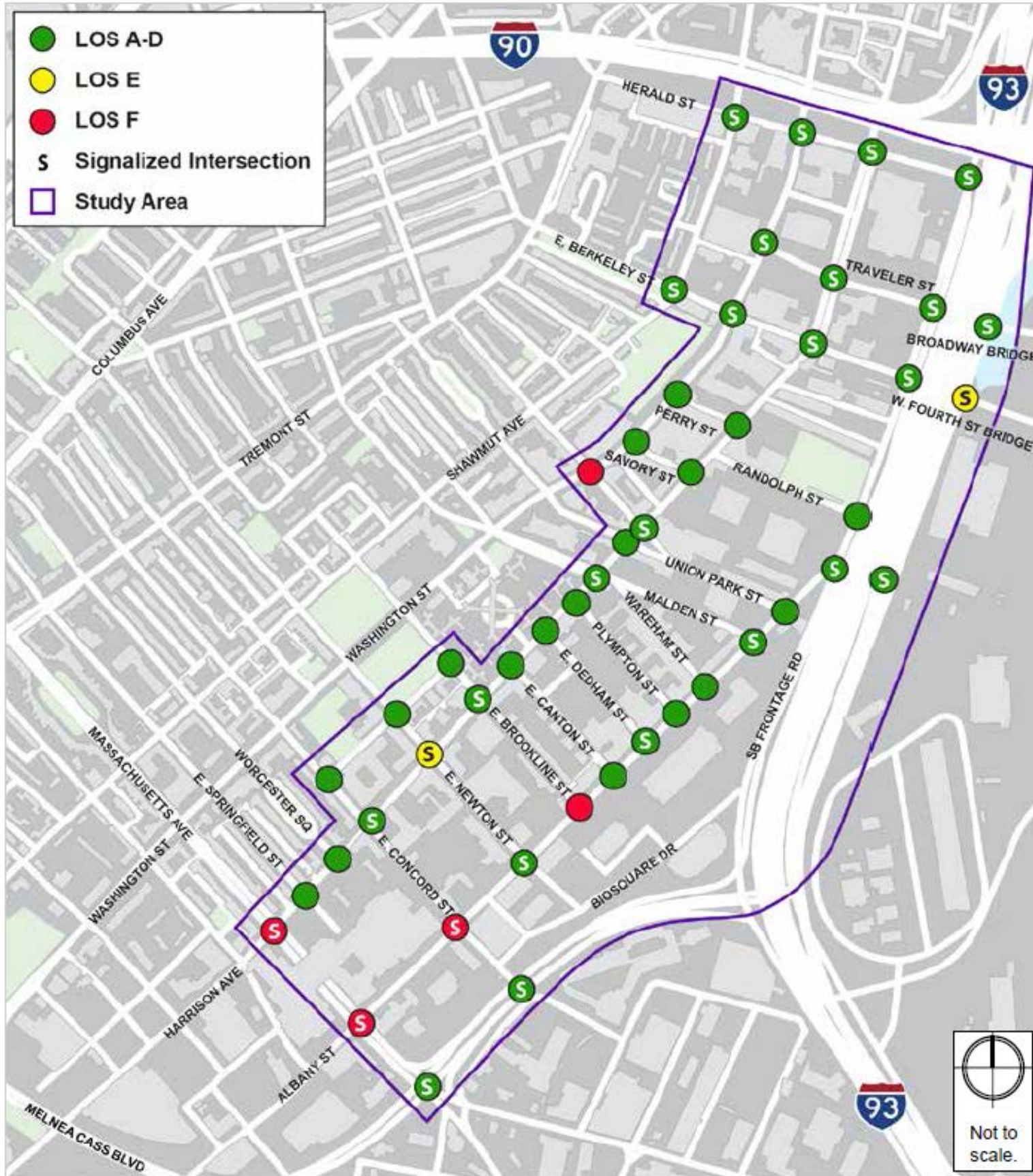
TOTAL GSF **7.3 million New SF**





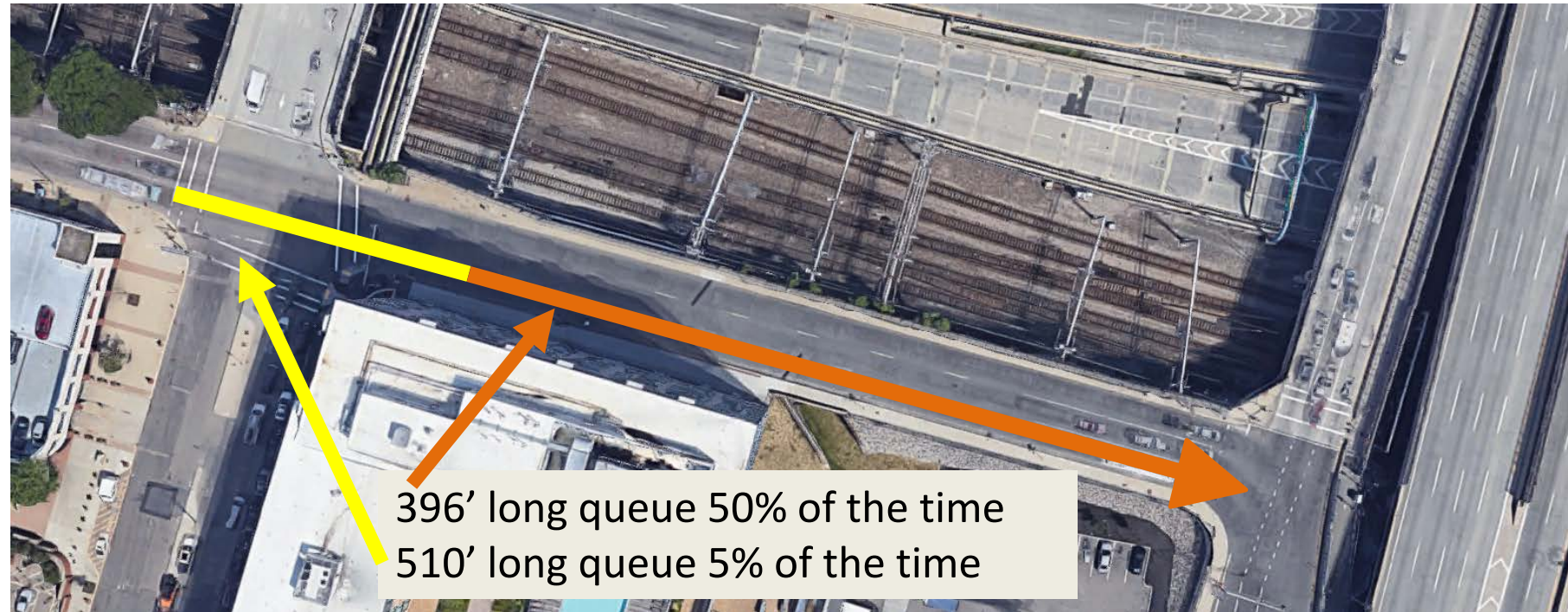
**UPDATED AM PEAK HOUR FULL BUILD TRAFFIC ANALYSIS**

**UPDATED PM PEAK HOUR FULL BUILD TRAFFIC ANALYSIS**

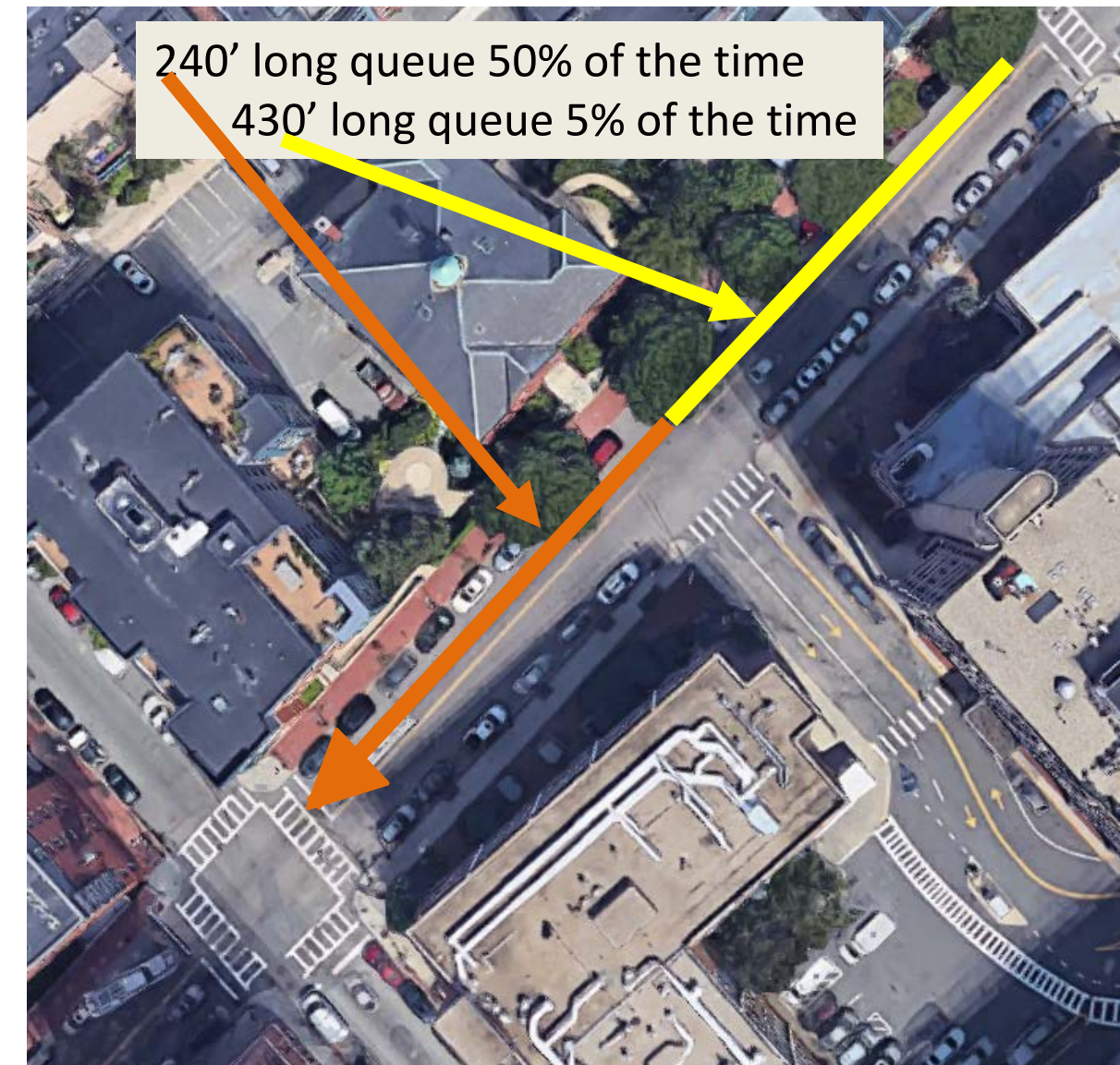




QUEUE ANALYSIS – HEARLD ST. EASTBOUND AT ALBANY ST. – PM PEAK



QUEUE ANALYSIS – HARRISON AVE. SOUTHBOUND AT E. NEWTON ST. – PM PEAK

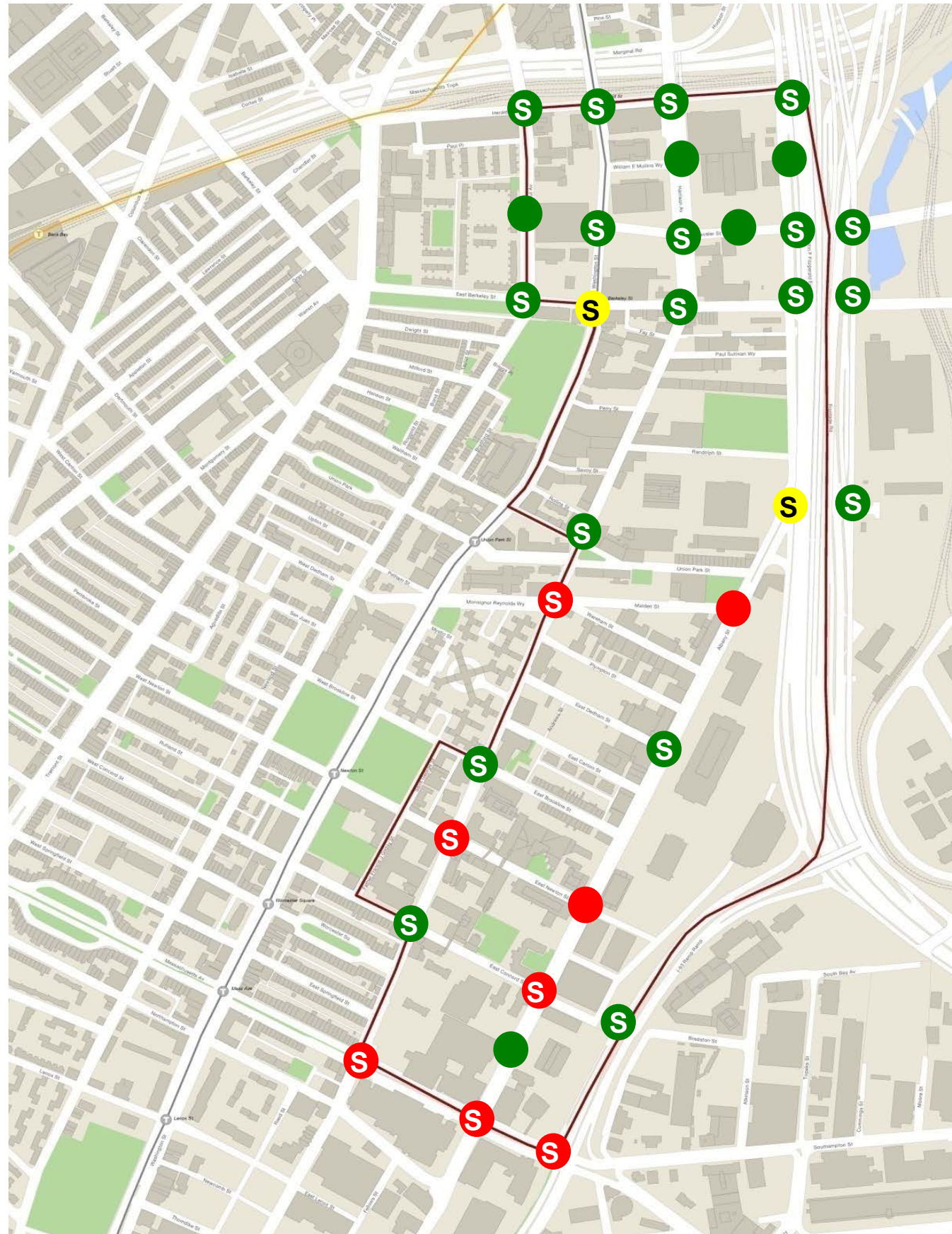


QUEUE ANALYSIS – E. BERKELEY ST. WESTBOUND AT WASHINGTON ST. – AM PEAK

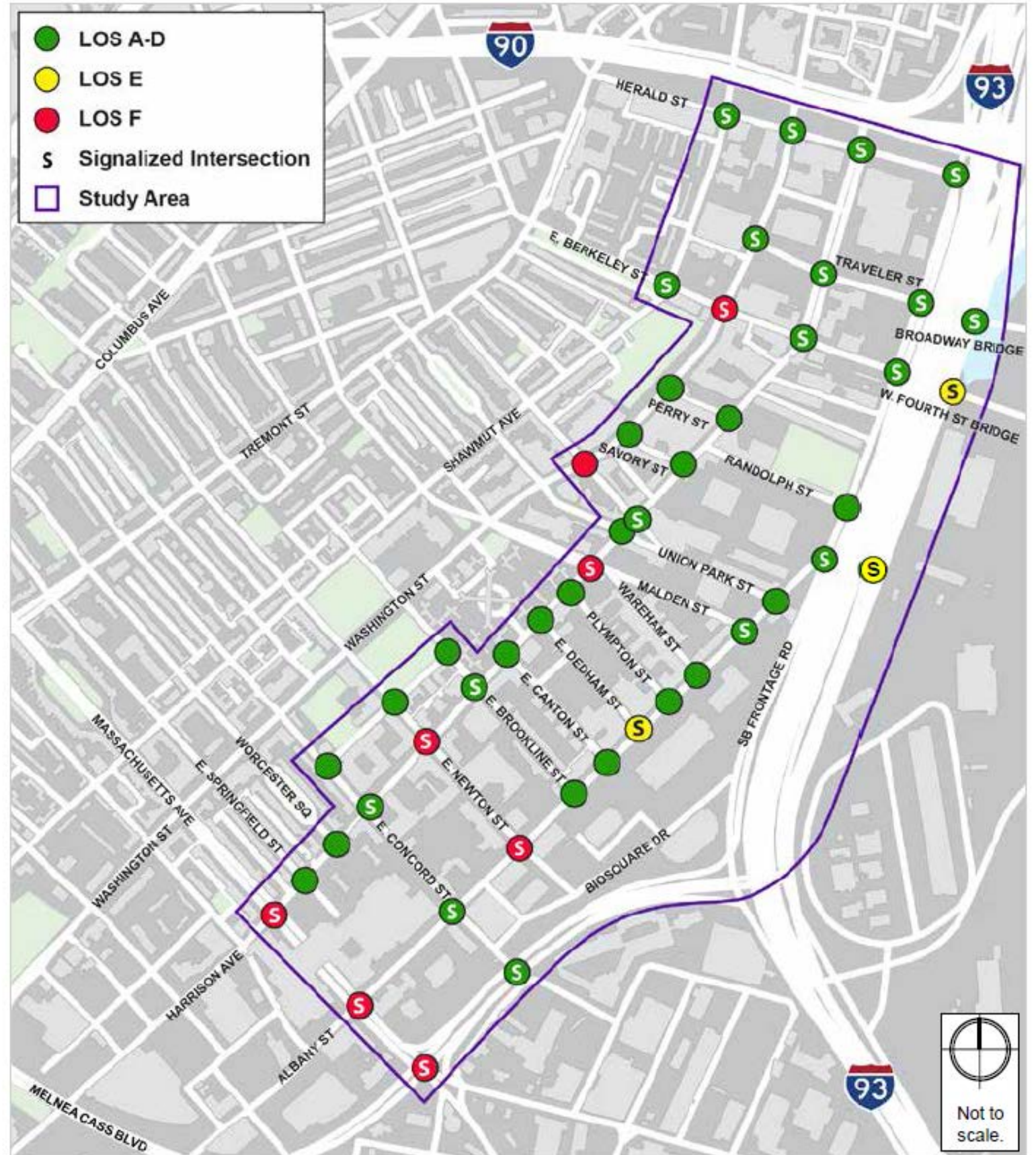




**PM PEAK HOUR FULL BUILD ANALYSIS FROM ORIGINAL PLAN**



**UPDATED PM PEAK HOUR FULL BUILD TRAFFIC ANALYSIS**



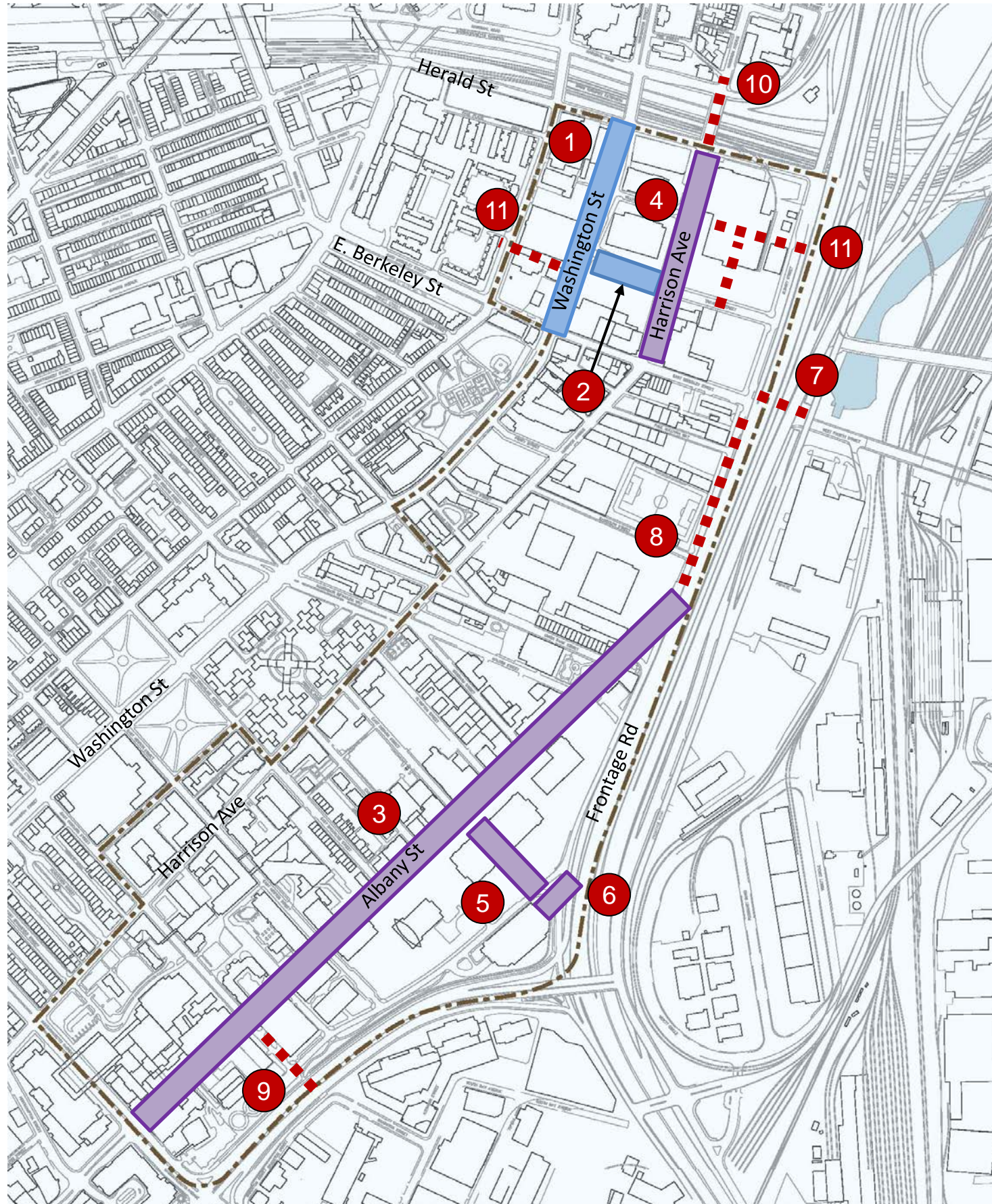


## UPDATED TRAFFIC ANALYSIS – MAIN TAKEAWAYS

- Projects completed 2012-2017 have, overall, generated fewer vehicle trips than projected with a lower vehicular mode share than originally assumed
- More residential development in the entire study area than originally projected
  - Residential has a more spread out traffic impact throughout the day than commercial (“employment”) uses that have their concentration in the traditional AM/PM peak periods
  - Residential uses create more “internal” trips, as some residents will also work in the area
  - Has an *inverse* impact on the network from existing predominant “employment” uses with residential generating exiting trips in the morning and entering trips in the evening
- More “research & development” (R&D) uses are projected than “general office”
  - R&D generates less of a peak hour impact than office uses
- Lower growth in “background” traffic than assumed (i.e. pass through traffic from other areas)







## TRANSPORTATION NETWORK IMPROVEMENTS (UPDATED TIMING)

### SHORT RANGE

1. Two-Way Washington St.
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### MEDIUM RANGE

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## TWO-WAY WASHINGTON & TRAVELER STREETS

### Goals:

- Improve local access, circulation and connectivity
- Maintain dedicated bus lanes
- Improved and updated signal equipment and operations

### Status:

- Design complete
- Estimated total construction cost - \$310K
- Coordinating with private construction schedules
- Spring 2019 completion



Washington Street Existing Conditions



Washington Street – Design Changes for 2-way Operations  
Between Herald St. and E. Berkeley St.



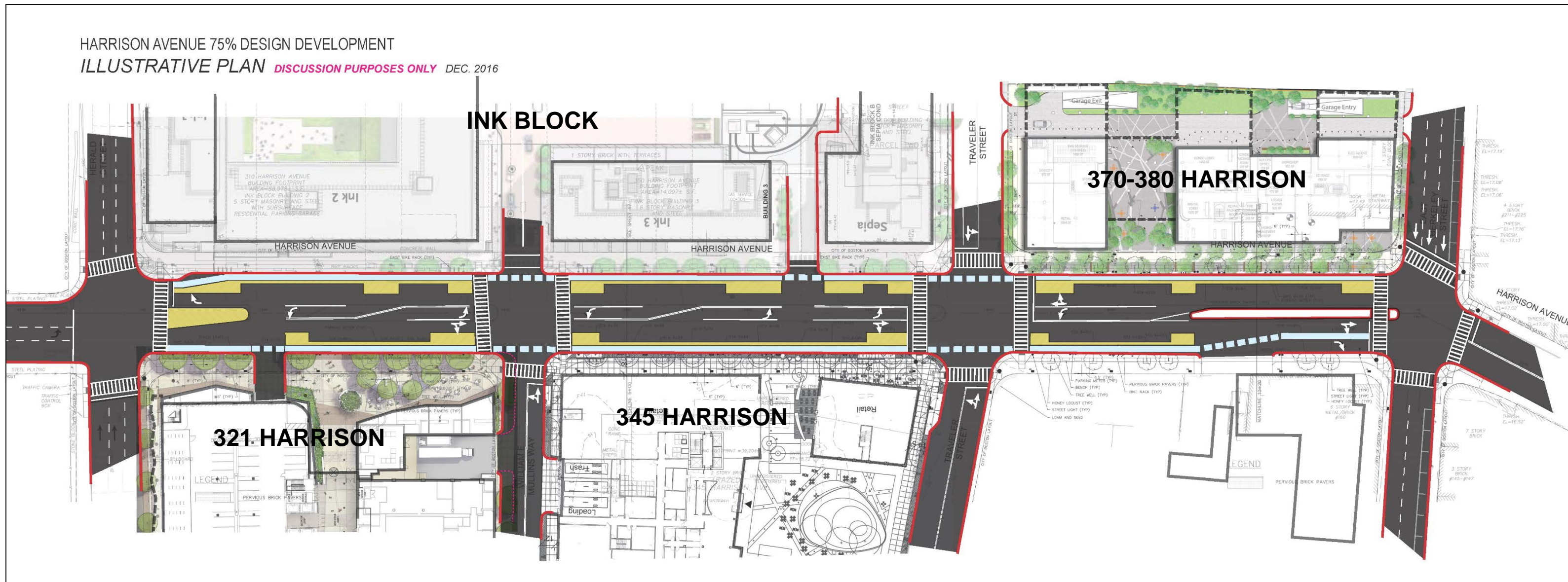
**HARRISON AVENUE – HERALD ST. TO EAST BERKELEY**

**Goals:**

- Improve local access, circulation and connectivity
- Reallocate median dimension for improved pedestrian conditions, protected bike accommodations and enhanced public realm
- Better manage traffic with improved and updated signal equipment and dedicated turning lanes based on changing land uses

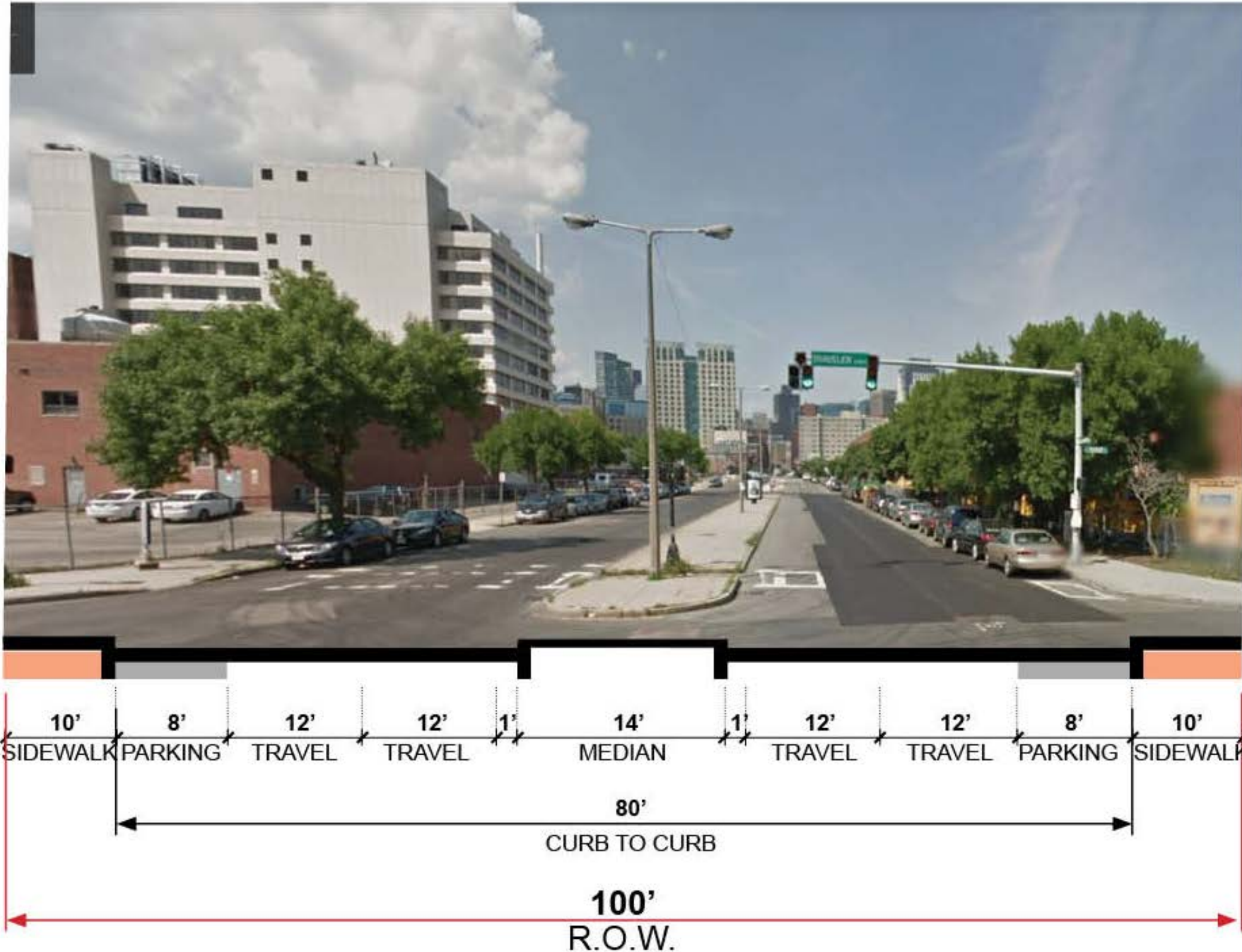
**Status:**

- Design complete
- Funding is combination of private development mitigation and city capital
- Estimated total construction cost for City’s share of the project \$3M
- Coordinating with private construction schedules
- Fall 2020 Completion



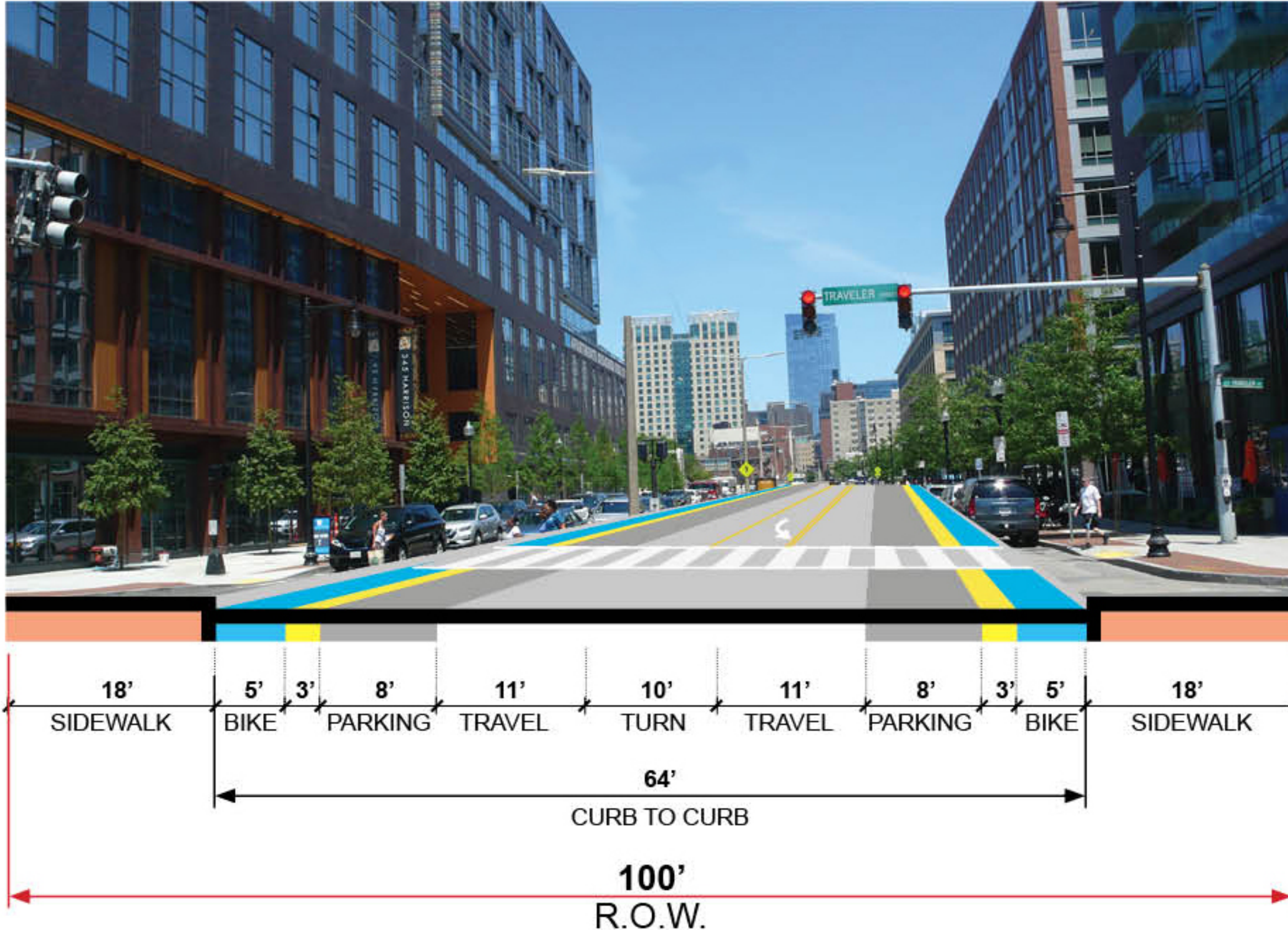


## HARRISON AVENUE – HERALD ST. TO EAST BERKELEY





## HARRISON AVENUE – HERALD ST. TO EAST BERKELEY





## ALBANY ST. CONNECTION TO FRONTAGE RD.

### Goals:

- Provide new neighborhood connection to the highway network
- Siphon off traffic from major intersections that provide regional highway access (i.e. Mass Ave/Melnea Cass Blvd)
- Greatest benefit is for PM peak connection to I-93 southbound

### Status:

- Formerly “East Dedham Extension”
- Now via extension of East Canton St.
- To be completed with Flower Exchange Project
- Coordinating with MassDOT, FHWA
- Fall 2020 Completion





ALBANY STREET (MELNEA CASS BLVD TO FRONTAGE RD) - NEAR TERM IMPROVEMENTS

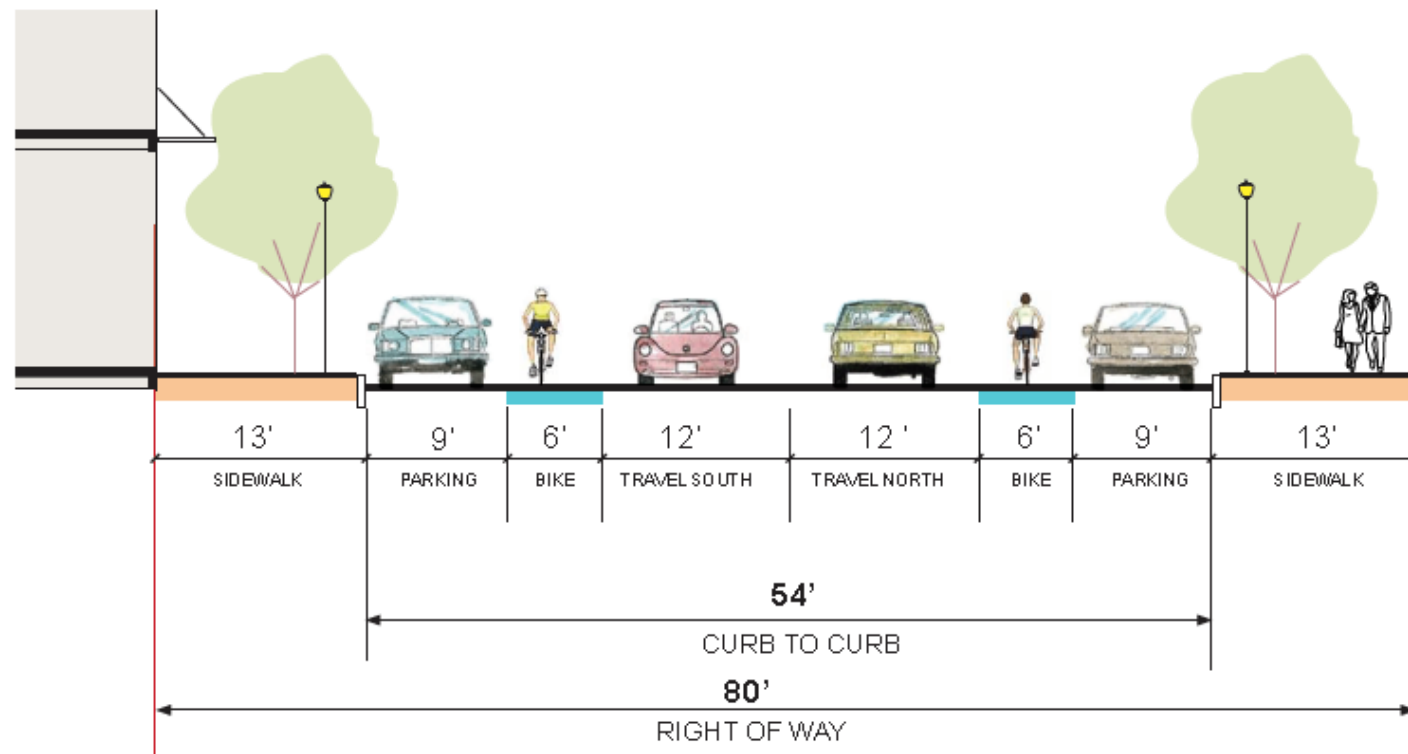
Goals:

- Re-striping to provide parking protected bike lanes

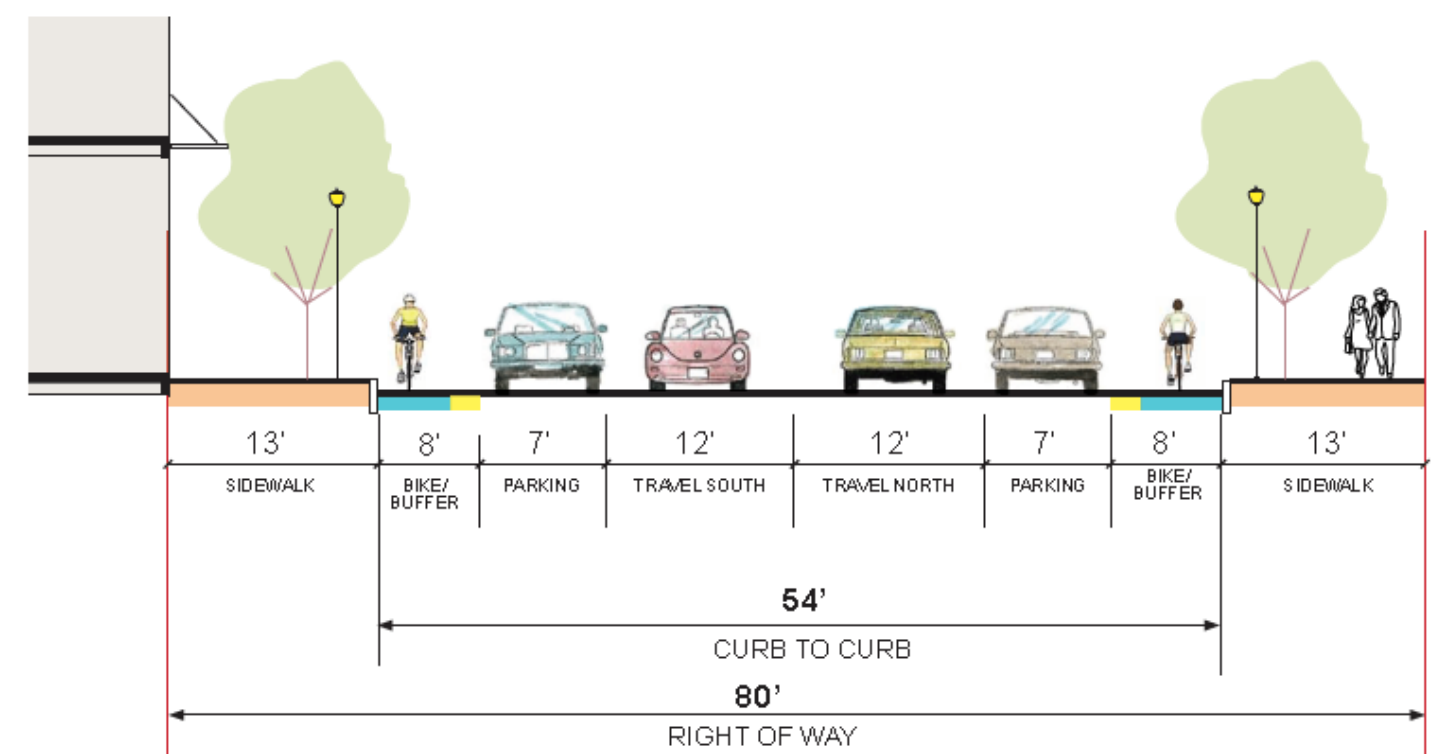
Status:

- In-house conceptual design developed
- Funding for design and implementation through private development mitigation and City resources
- Spring 2019

Existing Conditions (Typical)



Interim Striping





## ALBANY STREET (MELNEA CASS BLVD TO FRONTAGE RD) – FULL RECONSTRUCTION

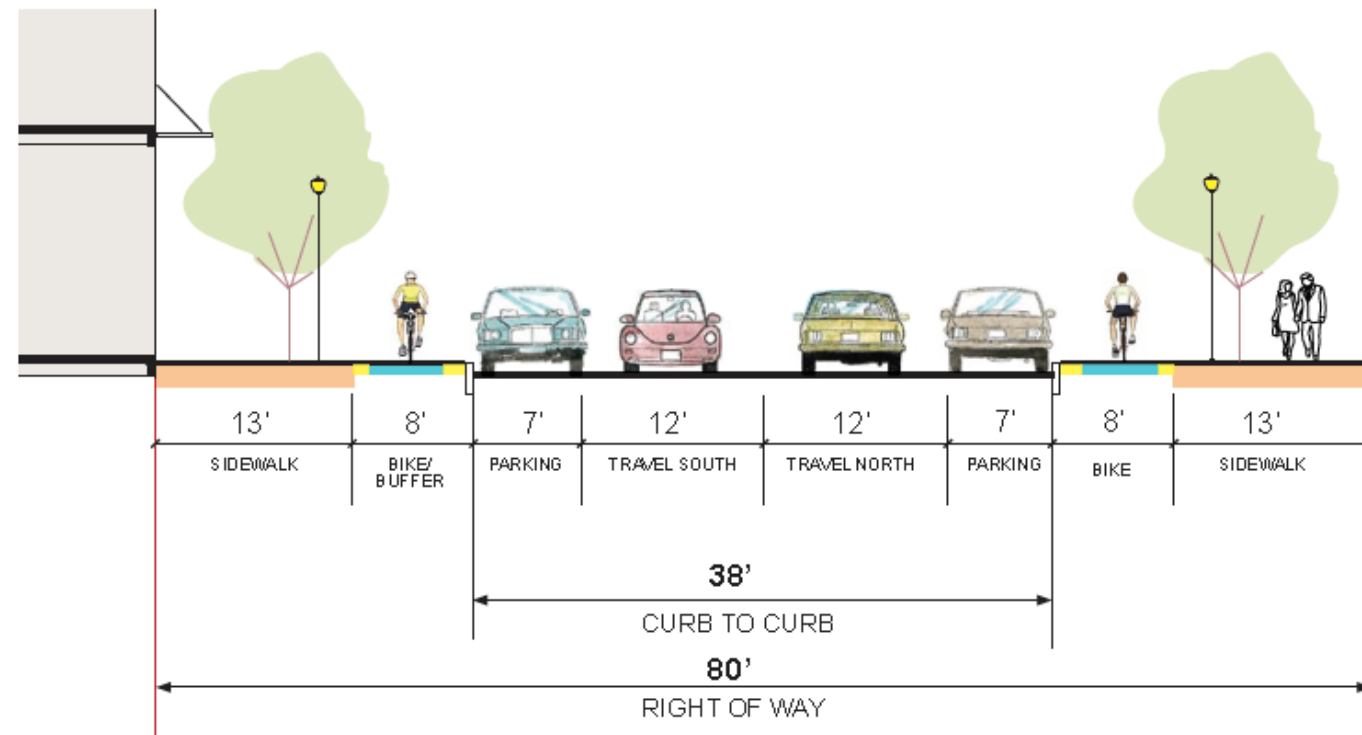
### Goals:

- Grade separated bike accommodations (final piece of South Bay Harbor Trail)
- Improved bus stops, bus operations and travel times (northbound “bus only” lane?)
- Improved traffic operations with new signal equipment and additional signalized intersections as needed

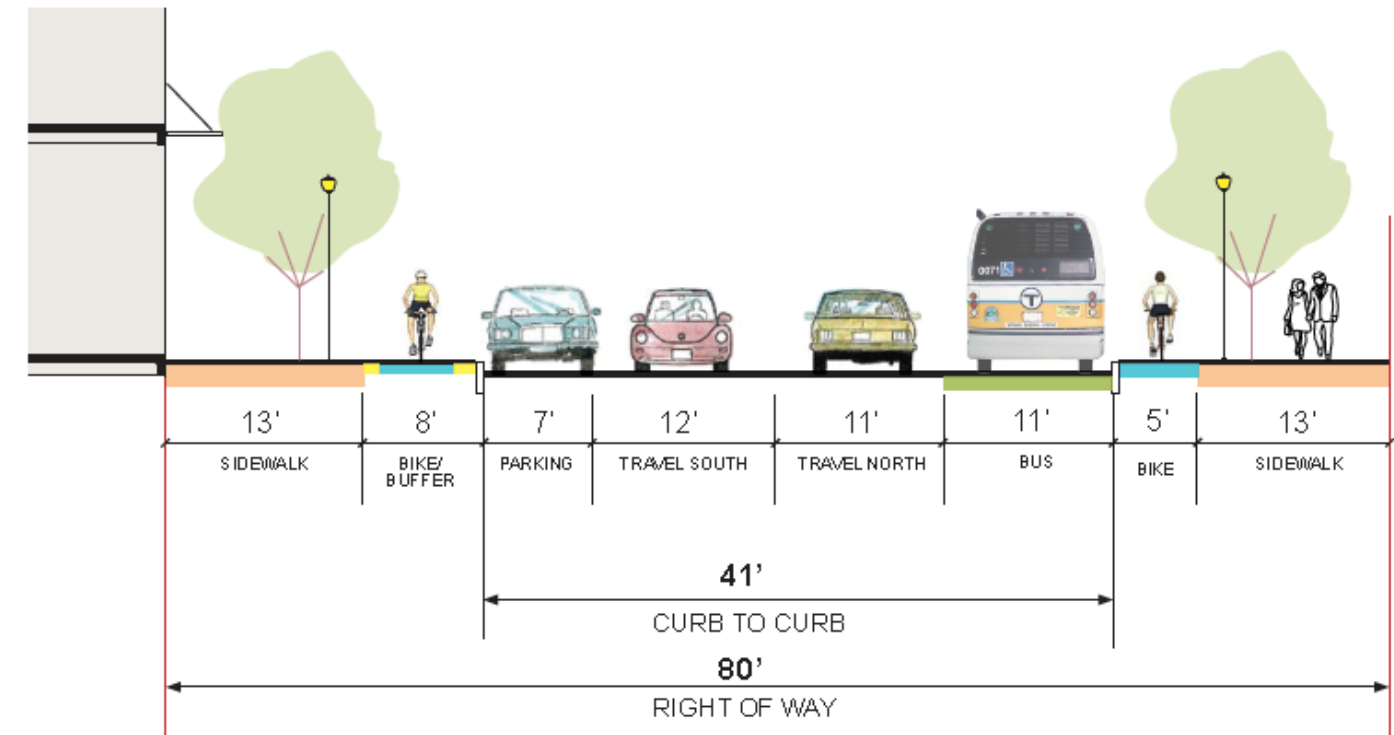
### Status:

- In-house conceptual design alternatives developed
- Funding for design and partial construction through private development mitigation
- Estimated total construction cost - \$10M
- Coordinating with private construction schedules
- Fall 2021

### Cycle Tracks



### BRT and Cycle Tracks



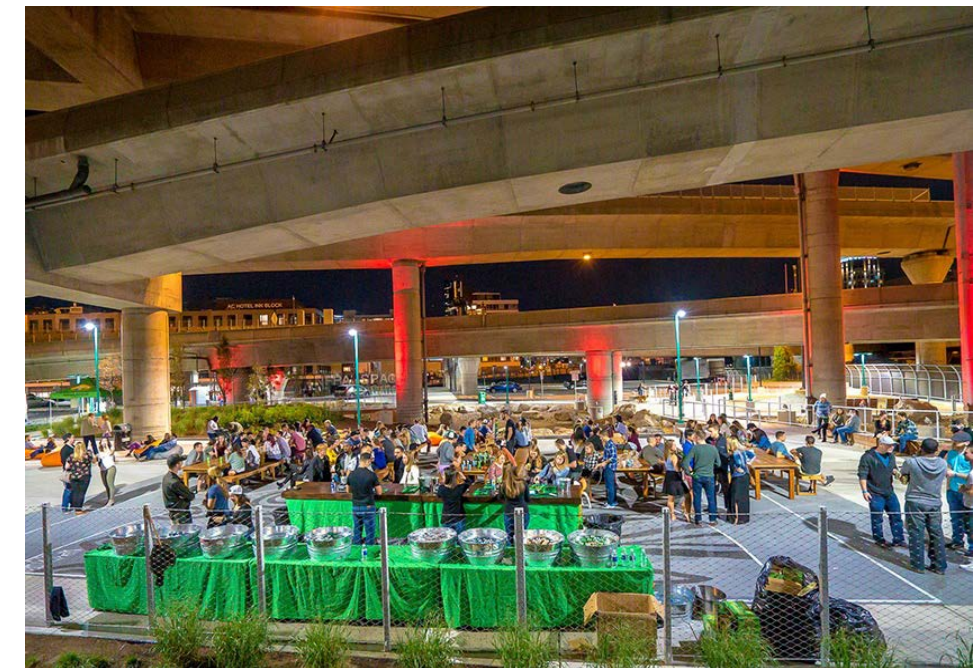


## UPDATES ON OTHER TRANSPORTATION NETWORK IMPROVEMENTS

### UNDER I-93 TRANSFORMED INTO PUBLIC SPACE



430 MassDOT parking spaces under I-93 as an opportunity to improve the public realm

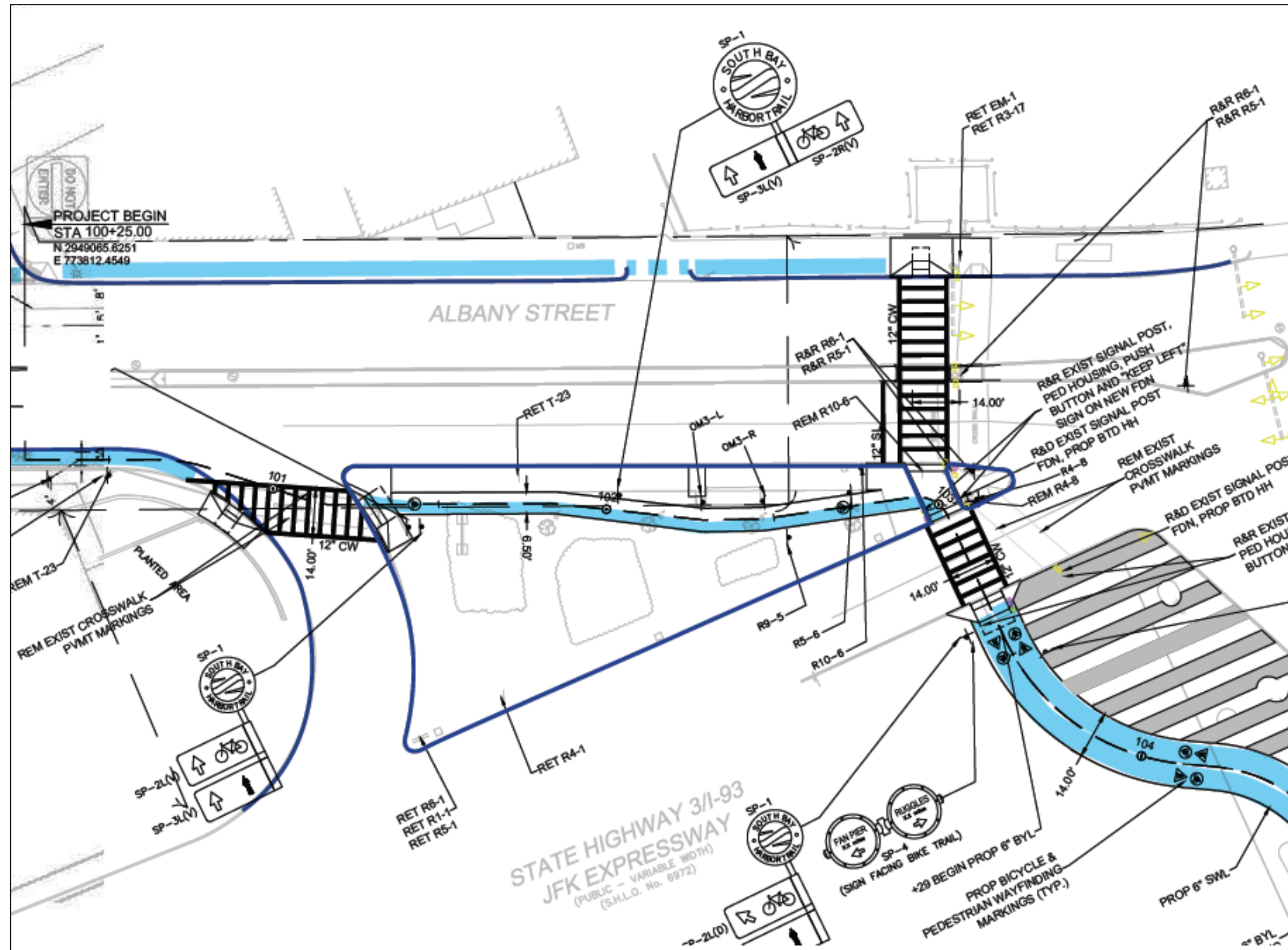




UPDATES ON OTHER TRANSPORTATION NETWORK IMPROVEMENTS

SOUTH BAY HARBOR TRAIL

- Under Construction
- Complete Fall 2019

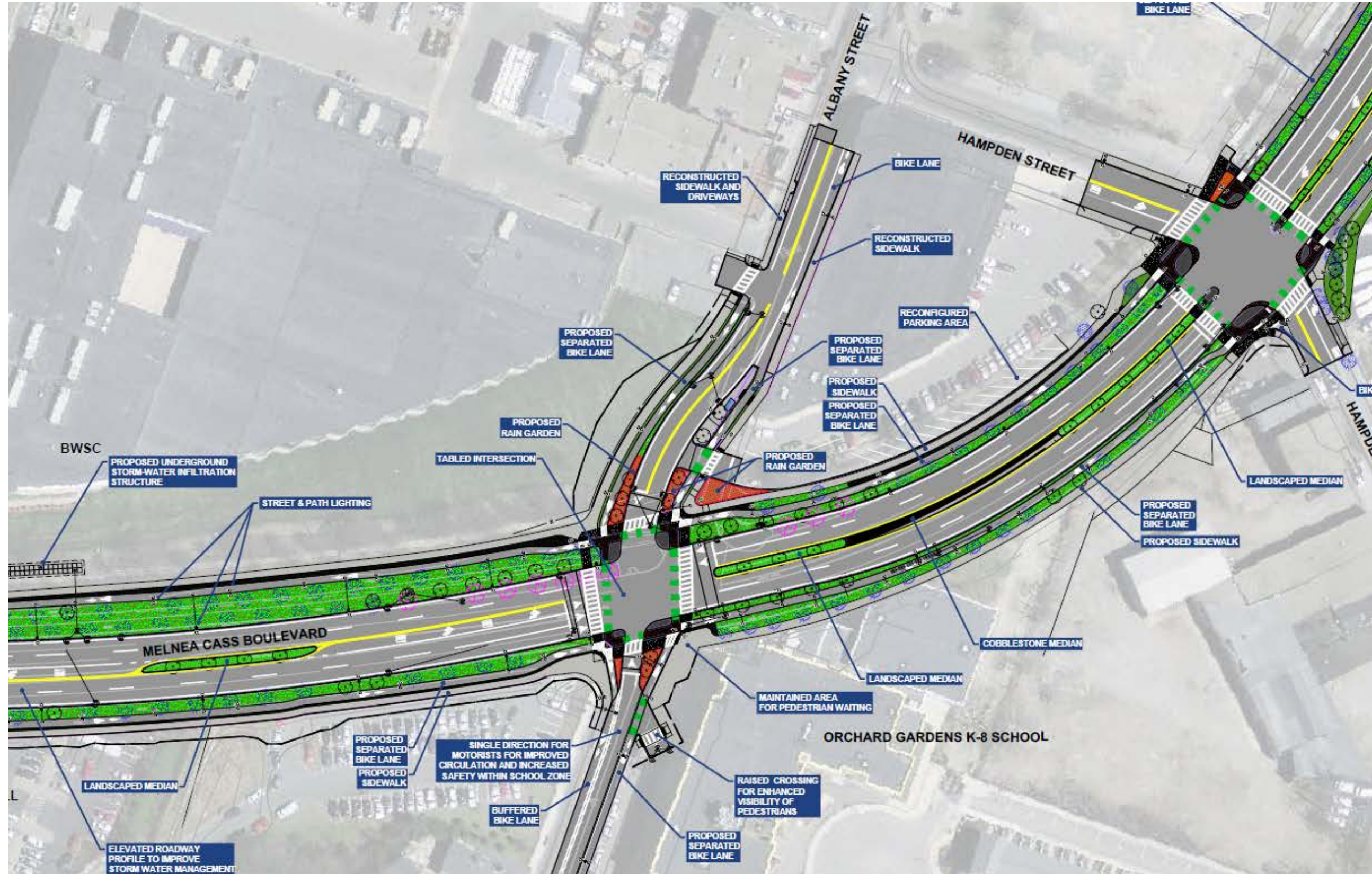




## UPDATES ON OTHER TRANSPORTATION NETWORK IMPROVEMENTS

### MELNEA CASS BOULEVARD

- 25% Design Complete
- Construction start Summer 2019









# Completed



**Troy- 275 Albany St**

- 330,000 GSF
- 380 residential units, 38 affordable
- \$7.6 million Inclusionary Development Policy Fund contribution
- \$250,000 for improvements to the areas under the I-93



**The Lucas- 136 Shawmut Ave**

- 57,900 SF adaptive reuse and expansion
- 33 residential units
- Community benefits include \$520,000 to support local non-profit organization and park



**The Ink Block 1 to 4**

- 549,000 GSF
- 471 residential units, 62 affordable units
- 85,000 SF retail, including 50,000 SF Whole Foods
- \$1.5 M contribution to public realm improvements and Harrison Avenue reconstruction



**AC Hotel- 237 Albany**

- 220 Hotel rooms
- \$100,000 towards local park and main street program





## Completed



**345 Harrison Ave**

- 563,000 GSF
- 585 residential units, 58 affordable units
- \$11.8 million Inclusionary Development Policy Fund contribution
- 33,500 SF retail
- \$420,000 contribution to streetscape improvements
- Other fund contributions to Peters Park and community garden



**The Ink Block-Siena**

- 76 condominiums, 2 affordable units
- \$300,000 Inclusionary Development Policy Fund contribution

## Under Review, Board Approved & Under Construction



**370-380 Harrison Ave**

- 356,500 SF, 324 units - mix of rentals and condominiums
- 65 affordable units (20% affordable units on-site)
- 8,500 SF of retail, restaurant, commercial, start-up business or not-for-profit affordable commercial/cultural space



**321 Harrison Ave**

- Addition to the existing parking garage
- 216,000 gross square feet of office space
- New lobby
- Significant pedestrian realm improvements





## Completed



**600 Harrison**

- 193,300 GSF
- 160 residential units, 21 affordable units
- 3,600 SF retail
- \$xxxx for any other contribution



**Harrison-Albany Block- 660 Harrison Ave**

- 710,000 square feet of new and renovated building area
- 2 mixed-use buildings
- 650 residential units
- up to 650 off-street parking spaces
- Retail/office space

## Under Review, Board Approved & Under Construction



**46 Wareham**

- 64,530 GSF
- 18 condominiums, 2 affordable units
- 32,875 SF commercial/retail/office space
- \$ xxx for any other contribution



**Exchange South End**

- 1.59 M GSF
- 627,580 SF office
- 840,810 SF lab.
- 22,430 SF retail
- 30,000 SF civic space
- 1,145 parking spaces
- \$ xxxx for any other contribution





# Under Review, Board Approved & Under Construction



- 139,900 GSF
- Up to 250 units of co-living residential units, including two-, three-, and four-bedroom units

***Ink 7 @ 217 Albany St.***



***88 Wareham Street***

- 41,000 GSF
- 27-unit mixed-use development



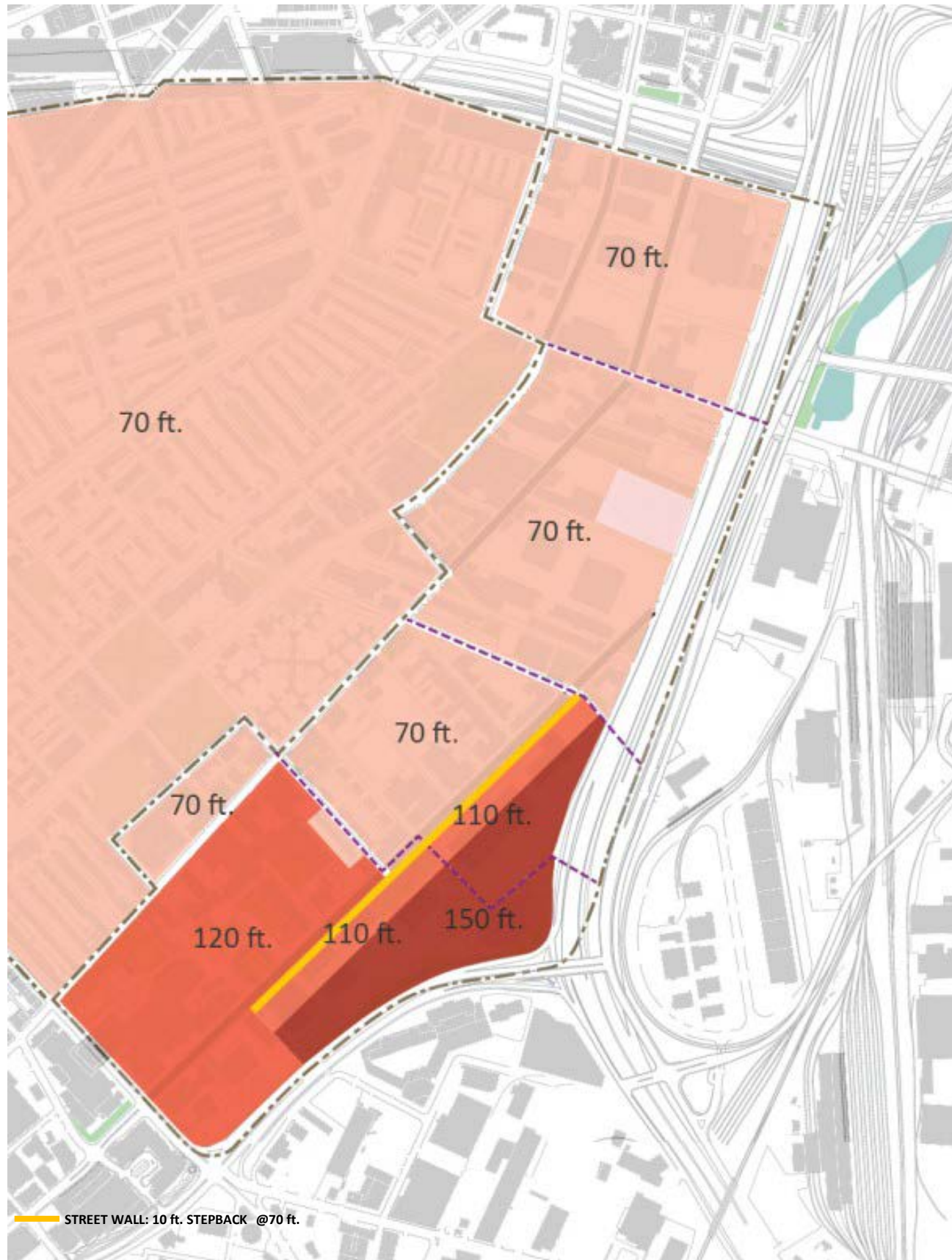
- 617,216 GSF
- 536 residential units
- 16,600 SF retail
- 72,846 SF of worship related space including educational and social service rooms, a gymnasium and offices

***Shawmut Ave./ Washington St. Block***

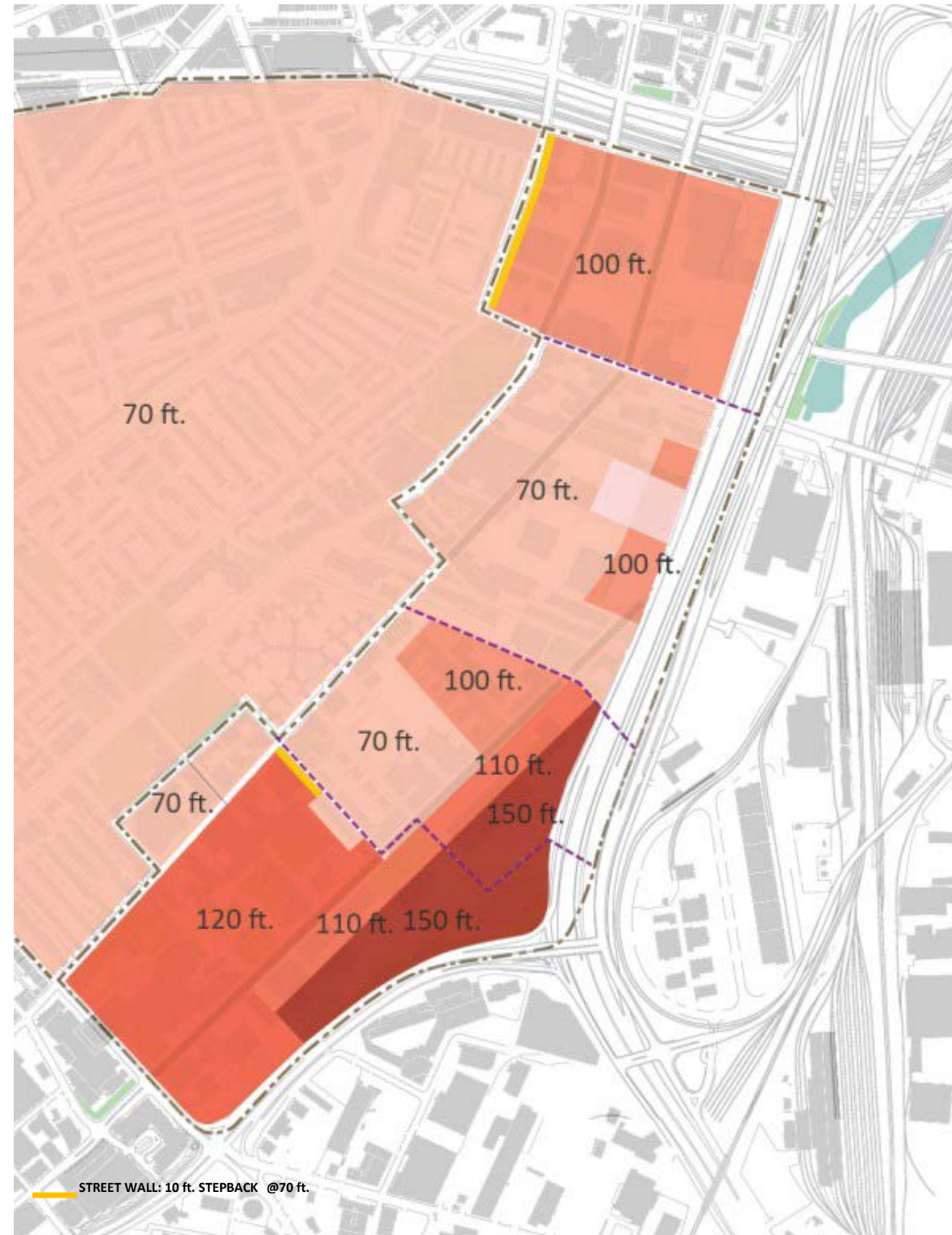




PREVIOUS AS-OF-RIGHT HEIGHT



CURRENT AS-OF-RIGHT HEIGHT

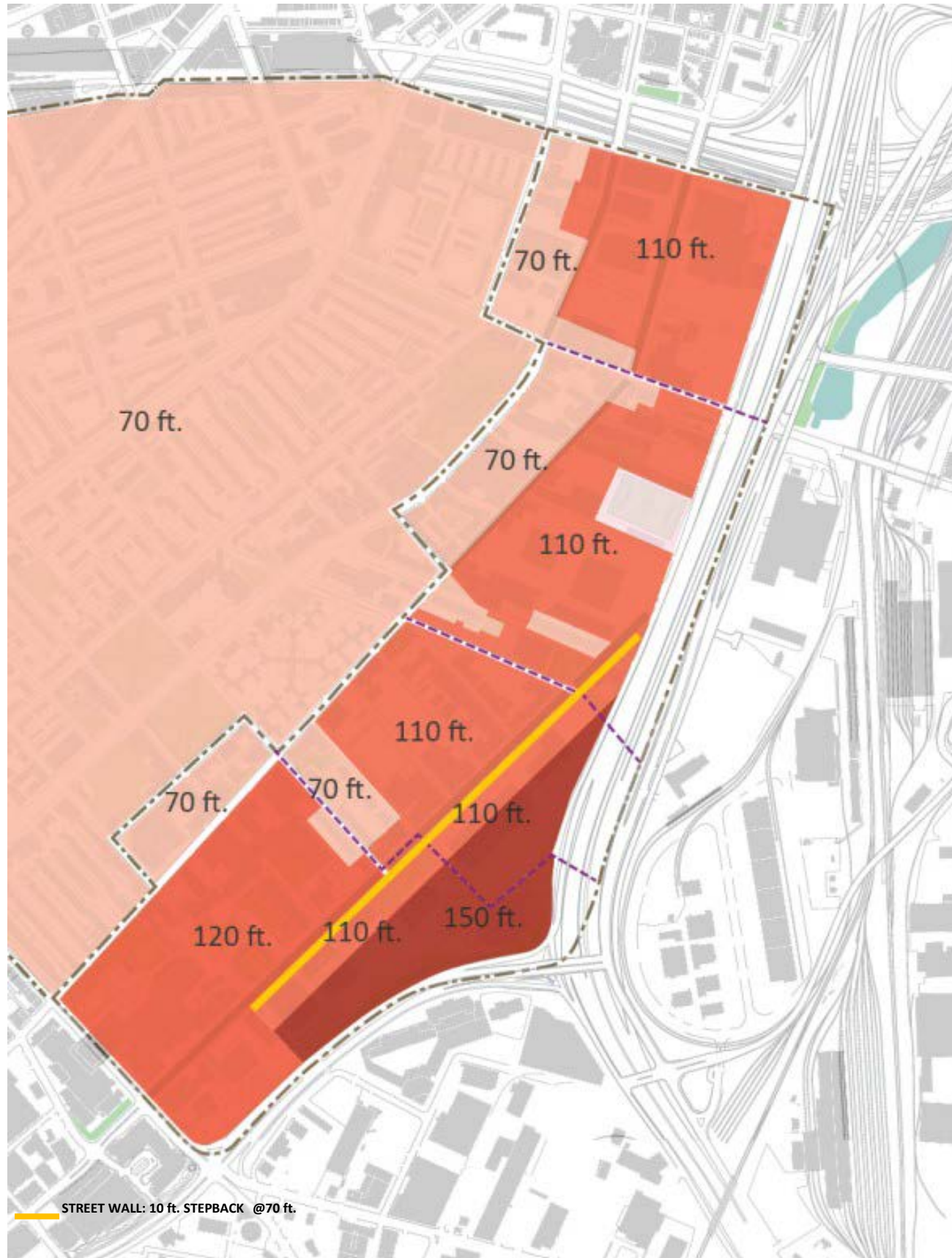


- Images are illustrative for planning purposes and not definitive
- Linework does not represent actual alignments or dimensions and instead reflect general intent

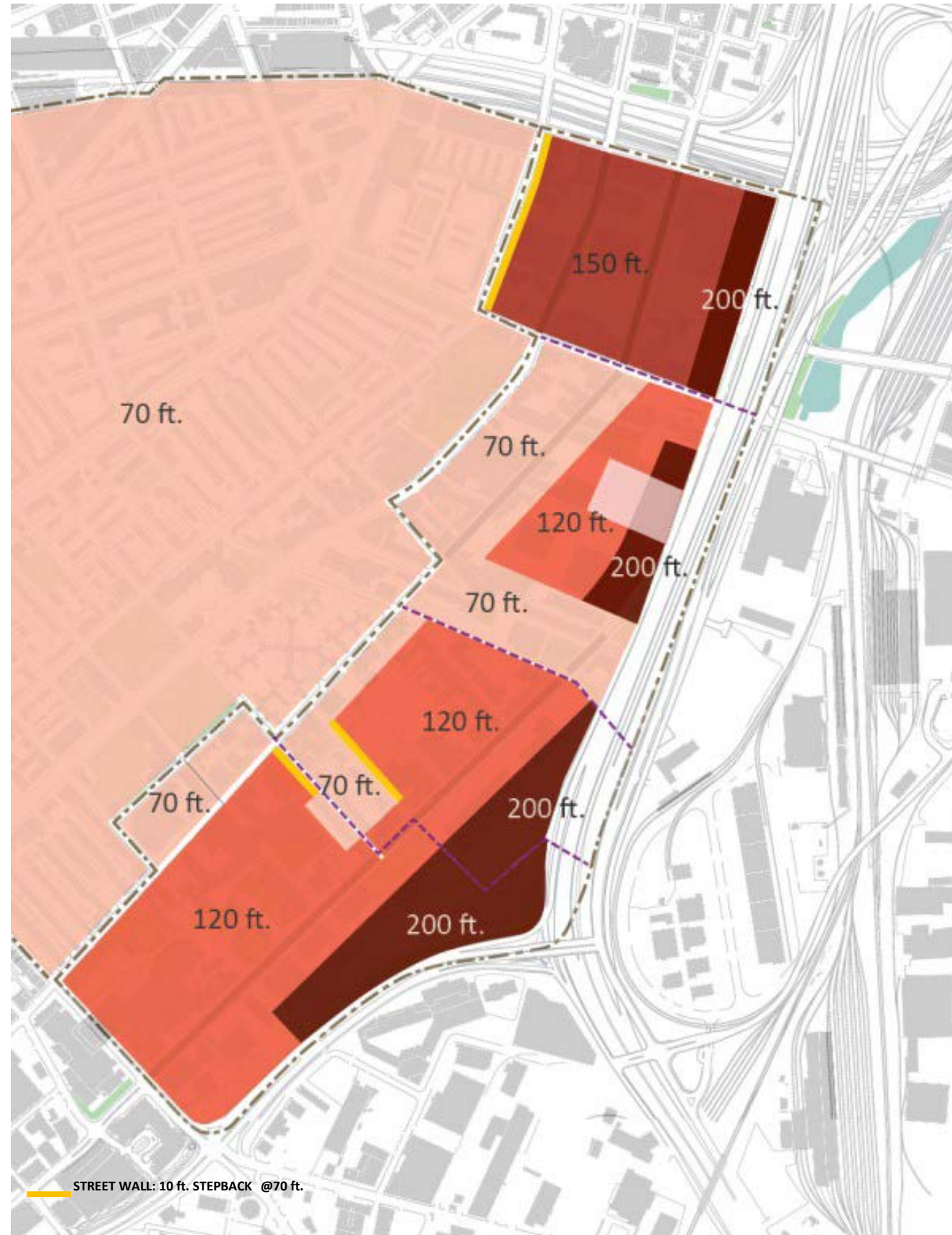




PREVIOUS PDA HEIGHT



CURRENT PDA HEIGHT

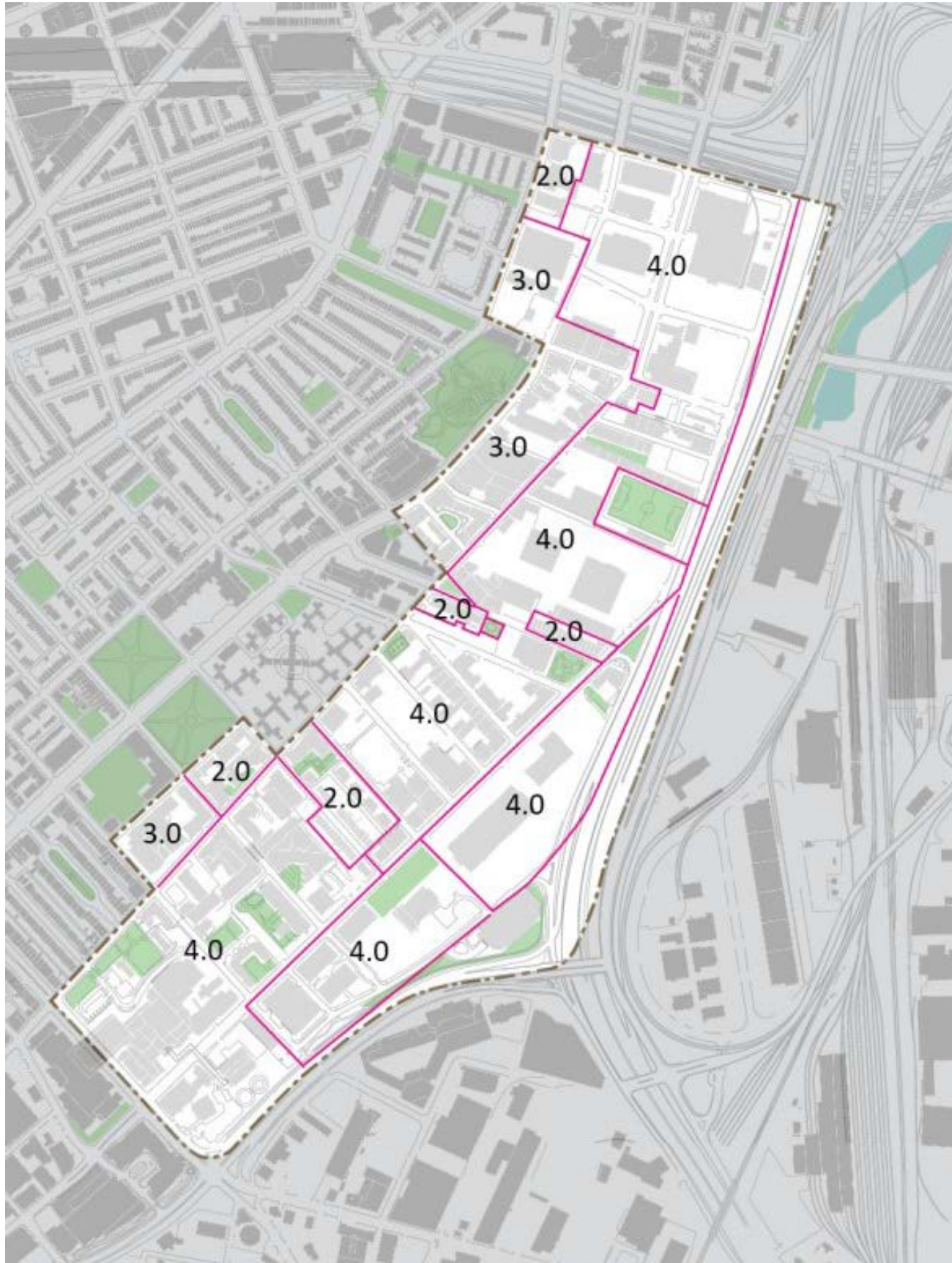


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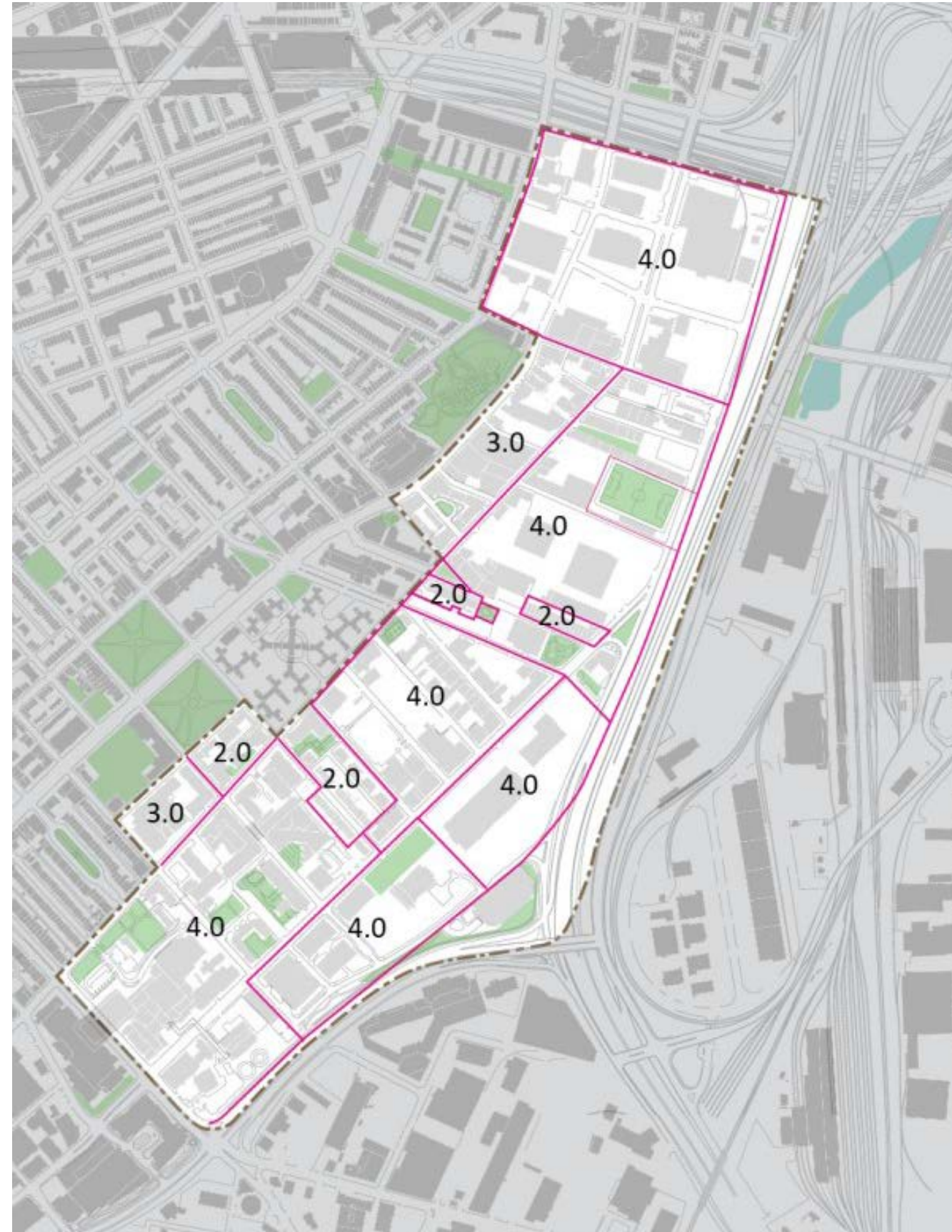




PREVIOUS AS-OF-RIGHT FAR



CURRENT AS-OF-RIGHT FAR

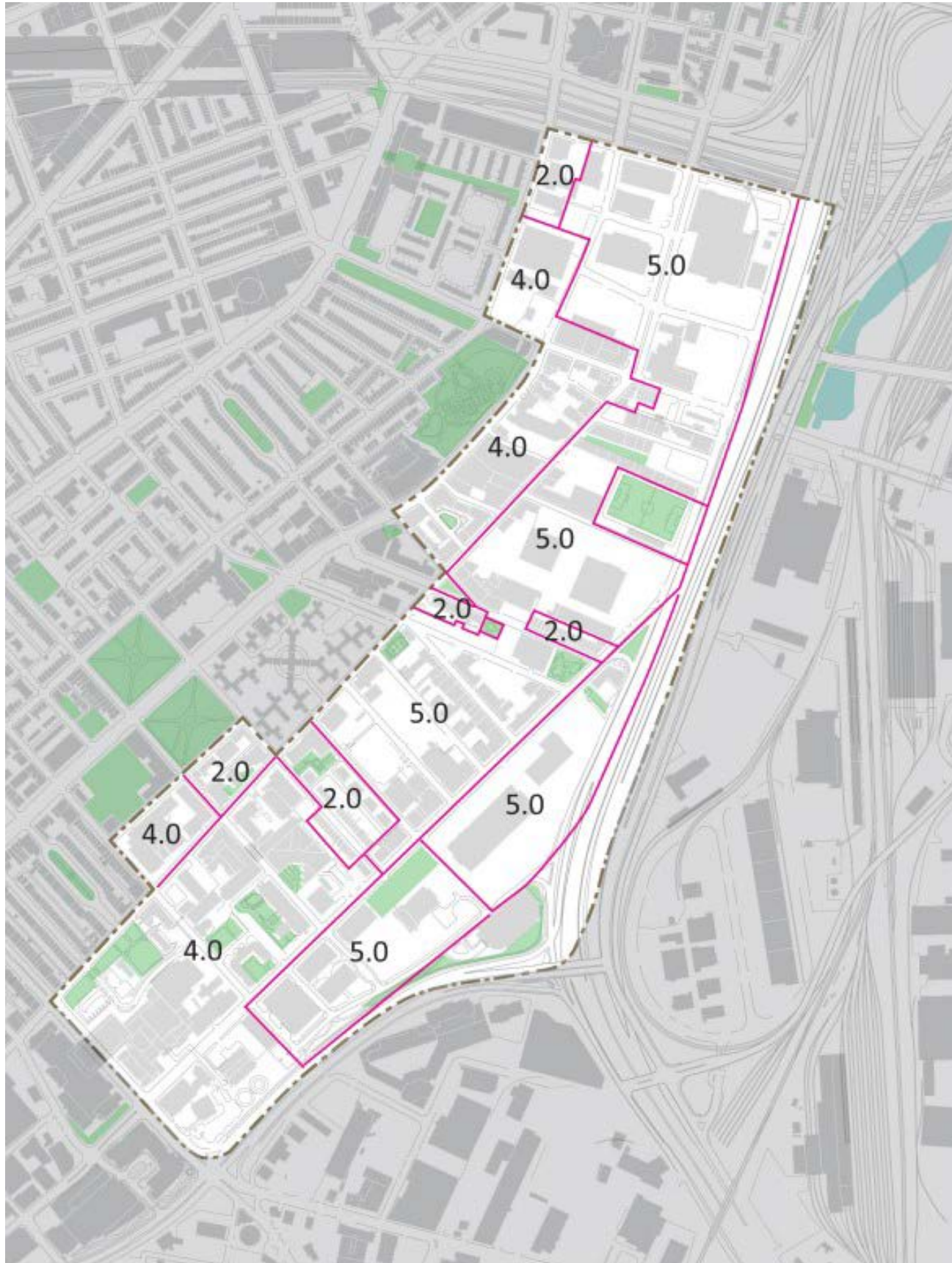


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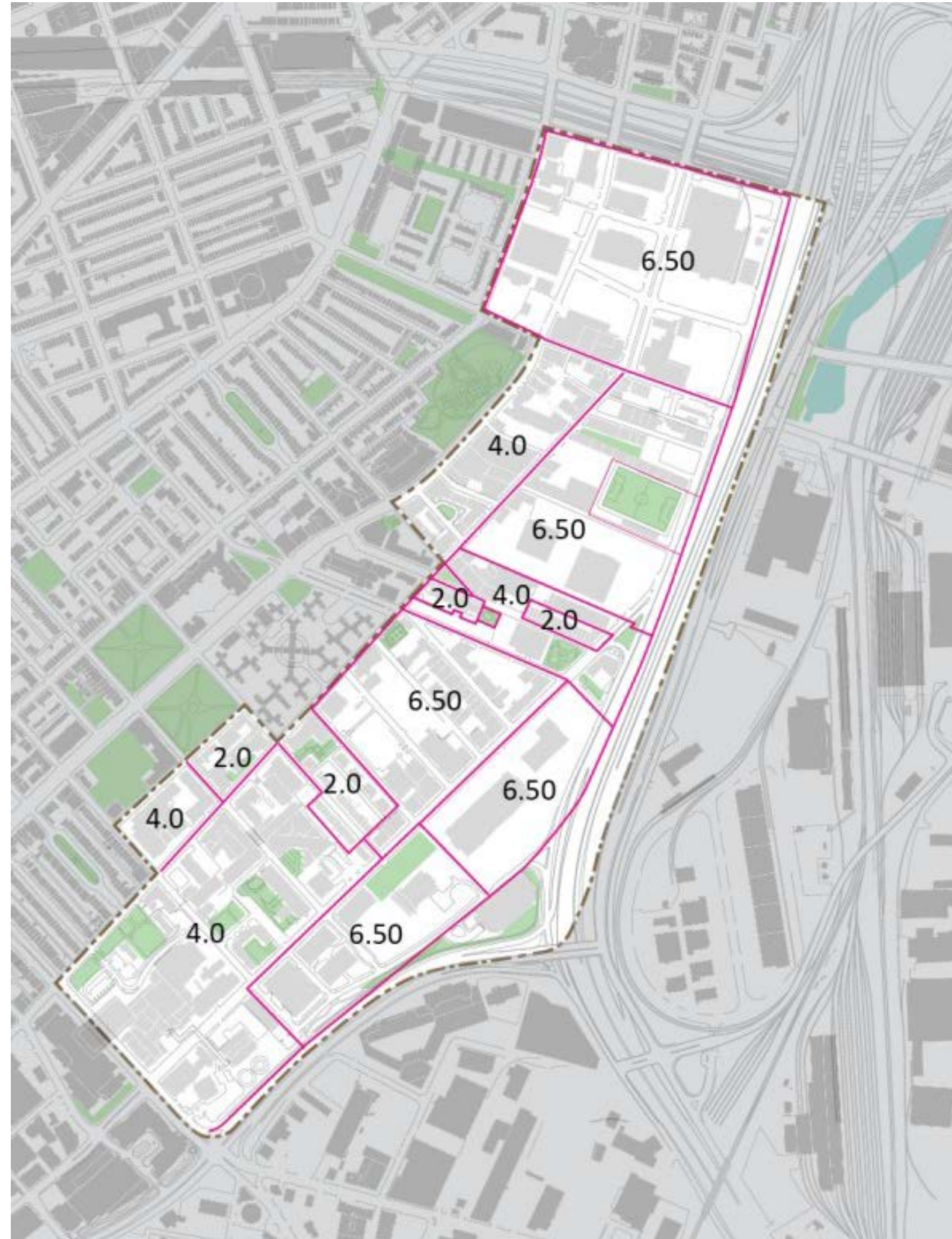




PREVIOUS PDA FAR



CURRENT PDA FAR



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