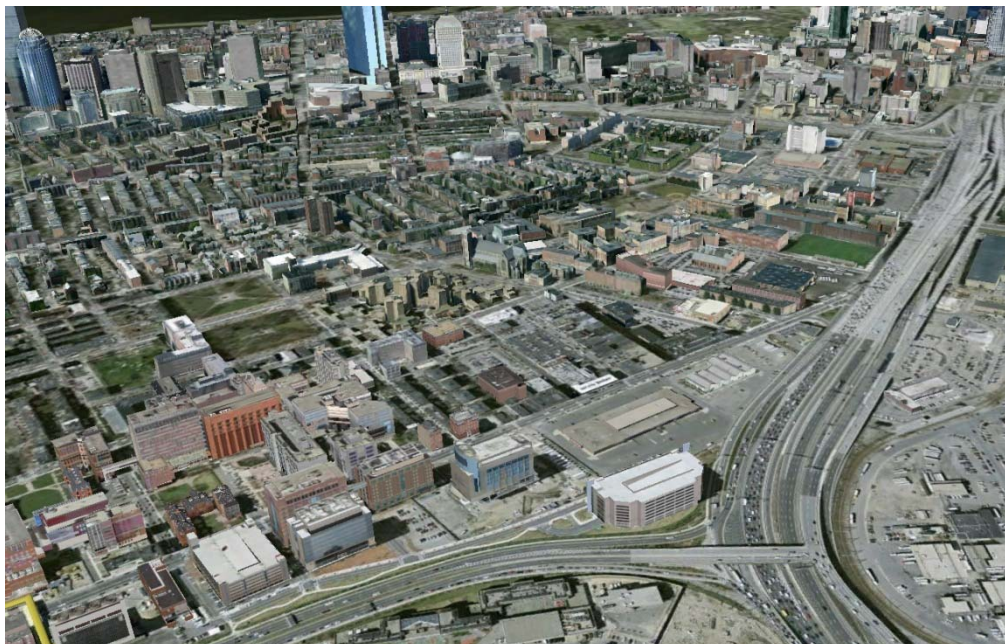




HARRISON ALBANY CORRIDOR STRATEGIC PLAN

9TH ADVISORY GROUP WORKING SESSION MAY 26, 2010



PRESENTATION

I. OVERVIEW

- Process Recap
- Study Purpose
- Vision Statements

II. TRANSPORTATION

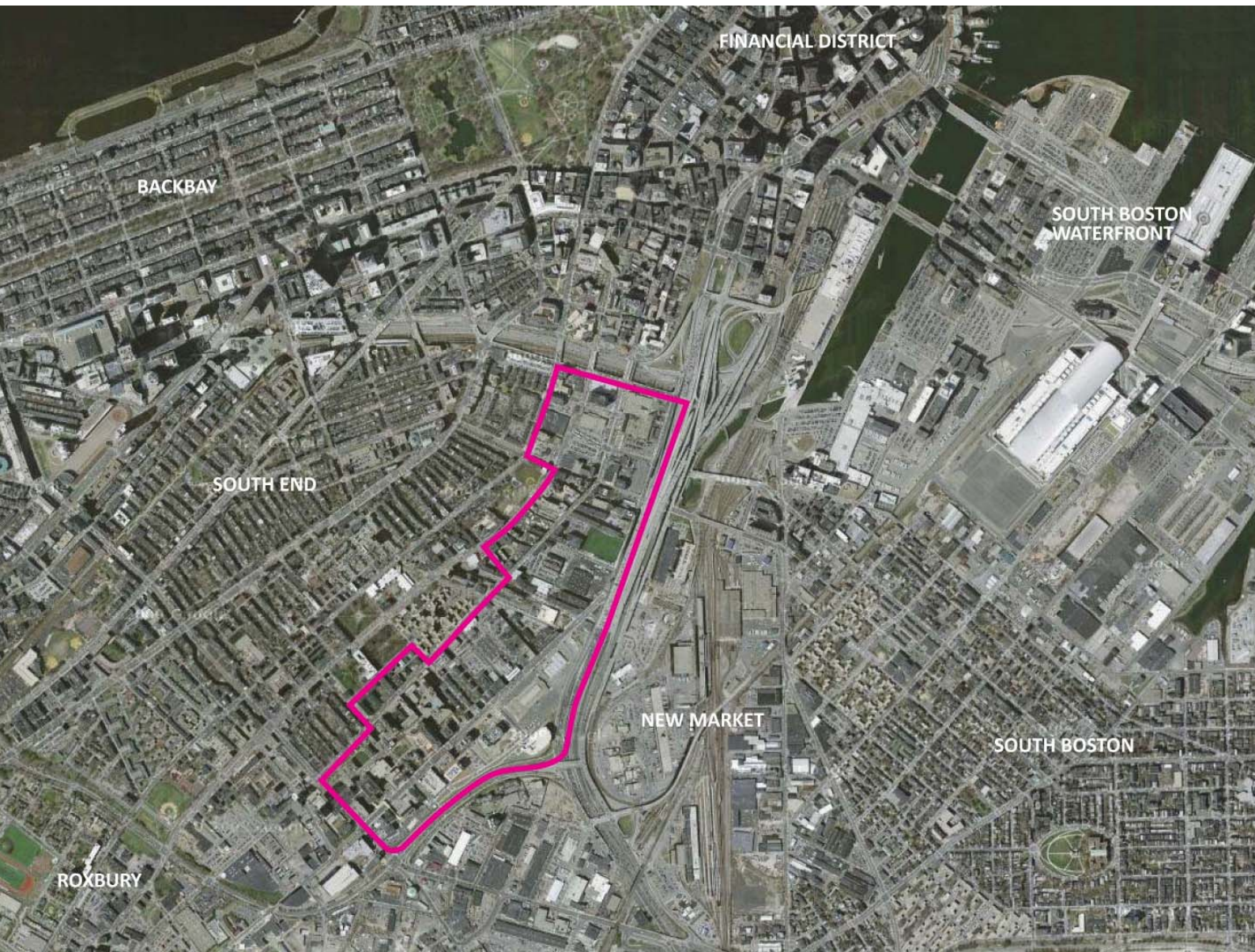
- Existing
- 5 Years Out
- Network Changes

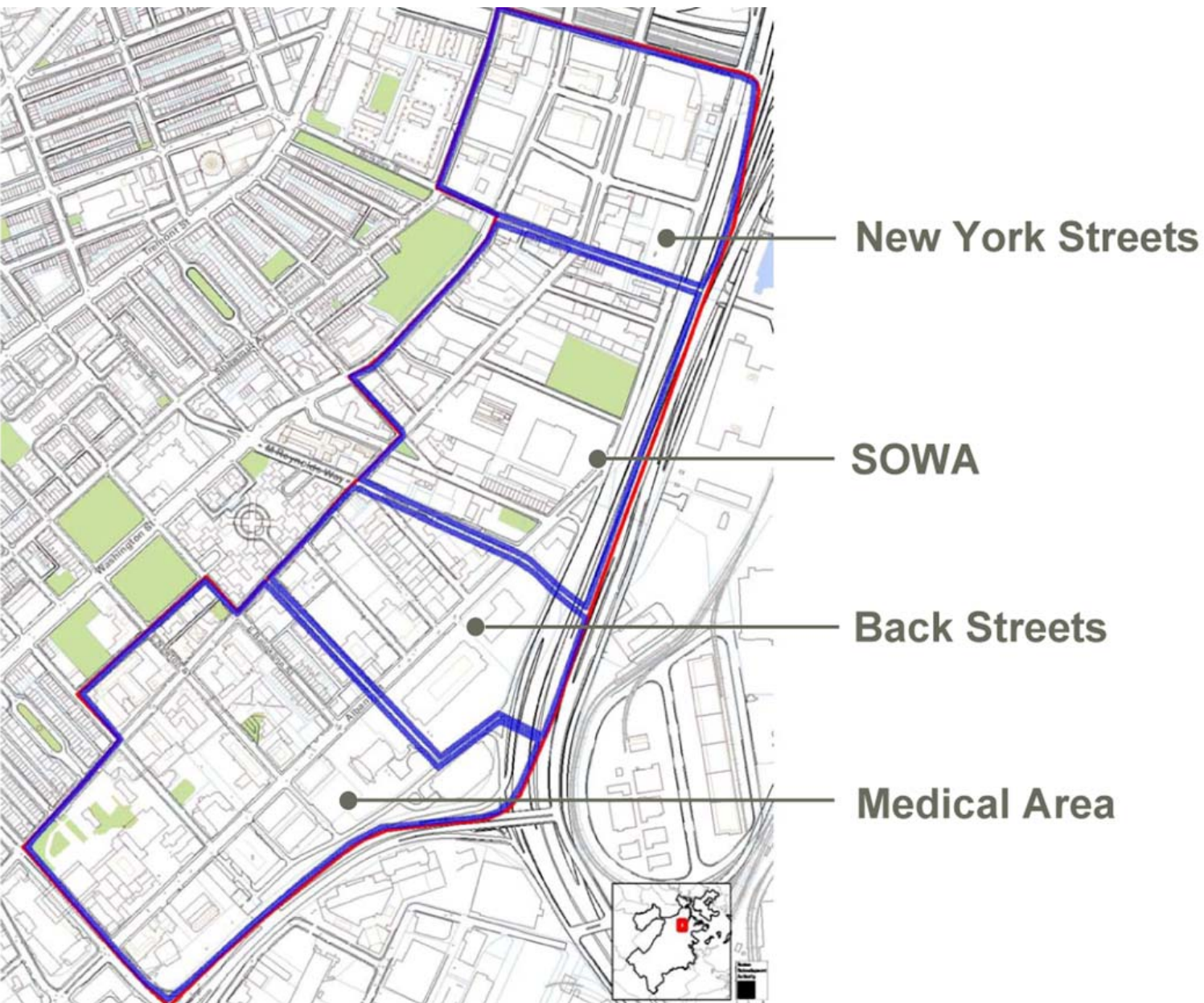
III. PUBLIC REALM

- Street Designs

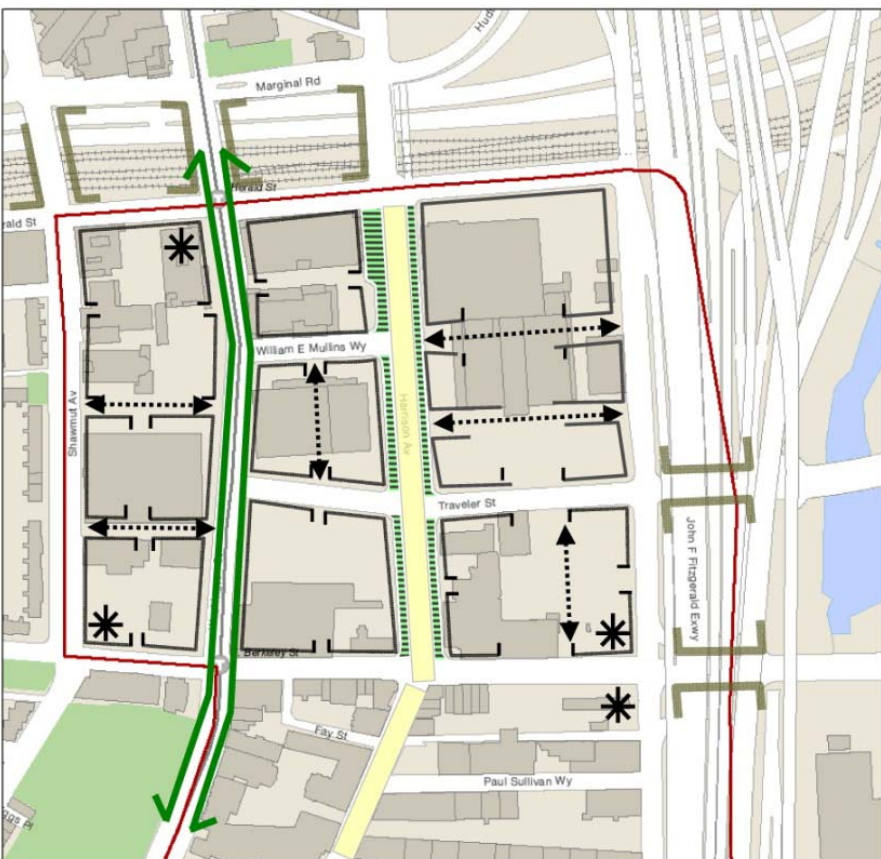
IV. 'AS-OF-RIGHT' BUILD OUT

- Zoning
- Square Footage
- 'As-of-Right' Massing





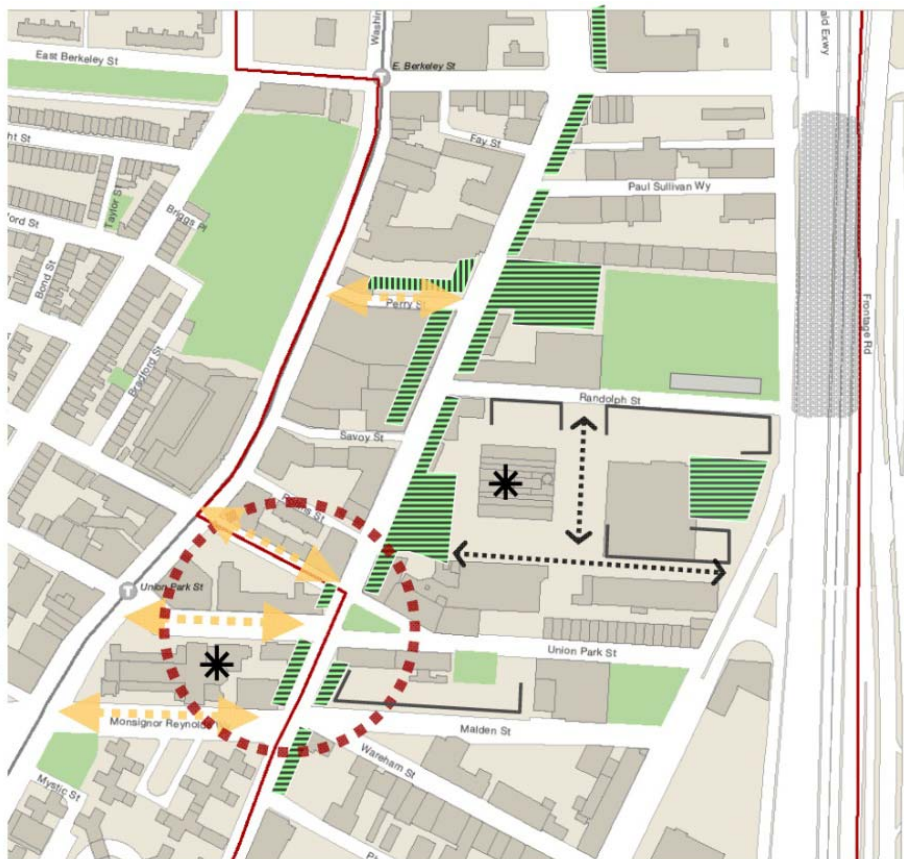
DEVELOPING URBAN DESIGN IMPLICATIONS



- physical/economic link - downtown, Chinatown, & South End
- access to South Boston & regional roadway system
- new 18-hour uses
- pedestrian-friendly finer grain of city blocks
- enhanced access & circulation
- new jobs

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

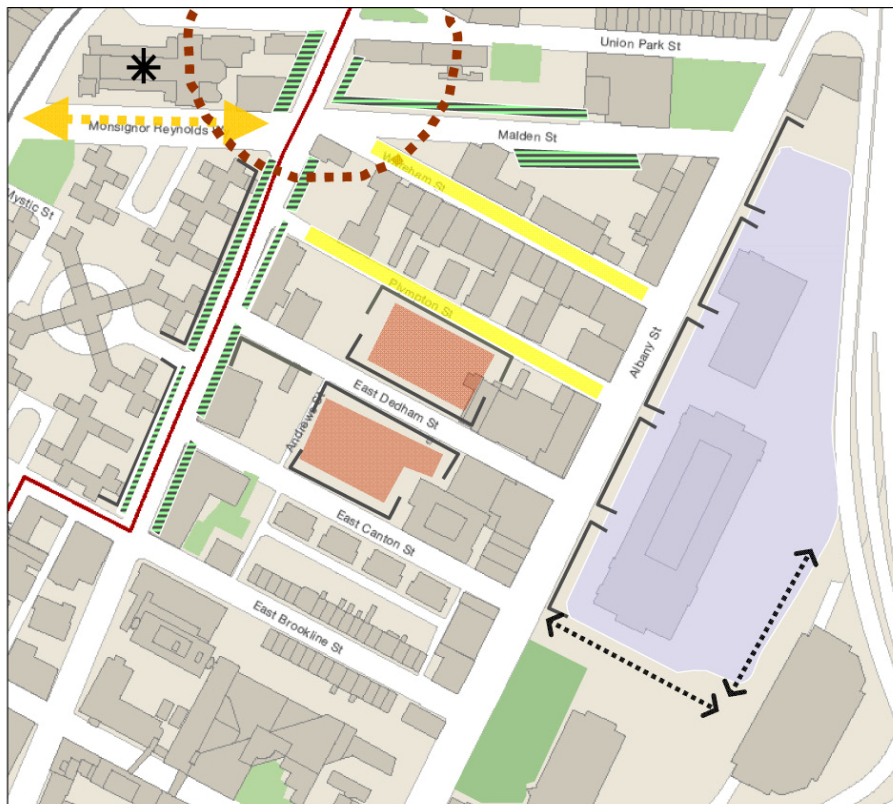
DEVELOPING URBAN DESIGN IMPLICATIONS



- vibrant mixed-use neighborhood
- preserve historic resources & industrial character
- foster diverse range of uses
- streetscape improvements for pedestrians & public transit connections
- new jobs

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

DEVELOPING URBAN DESIGN IMPLICATIONS



- preserve light industrial uses
- encourage complementary uses that create jobs
- future development
 - reinforce existing scale
 - green building
 - quality contemporary design in historic context
- streetscape improves aesthetics & safety for pedestrians & truck loading areas

DEVELOPING URBAN DESIGN IMPLICATIONS



- blend hospital & universities' historic & modern campus with adjacent residential & light industrial uses
- improve regional transportation access
- continue job training & creation

PRESENTATION

I. OVERVIEW

- Process Recap
- Study Purpose
- Vision Statements

II. TRANSPORTATION

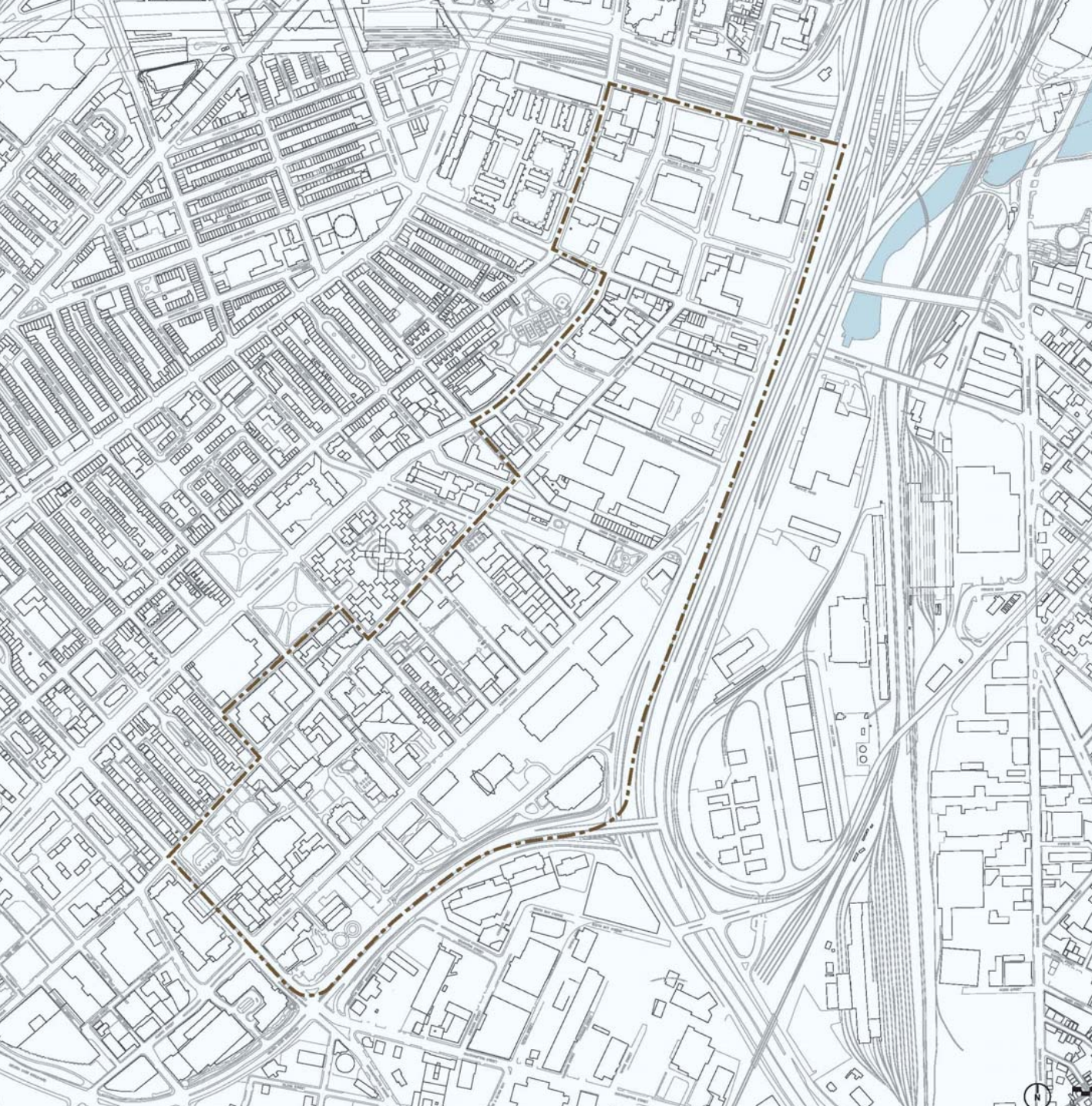
- Existing
- 5 Years Out
- Network Changes

III. PUBLIC REALM

- Street Designs

IV. 'AS-OF-RIGHT' BUILD OUT

- Zoning
- Square Footage
- 'As-of-Right' Massing



TRANSPORTATION

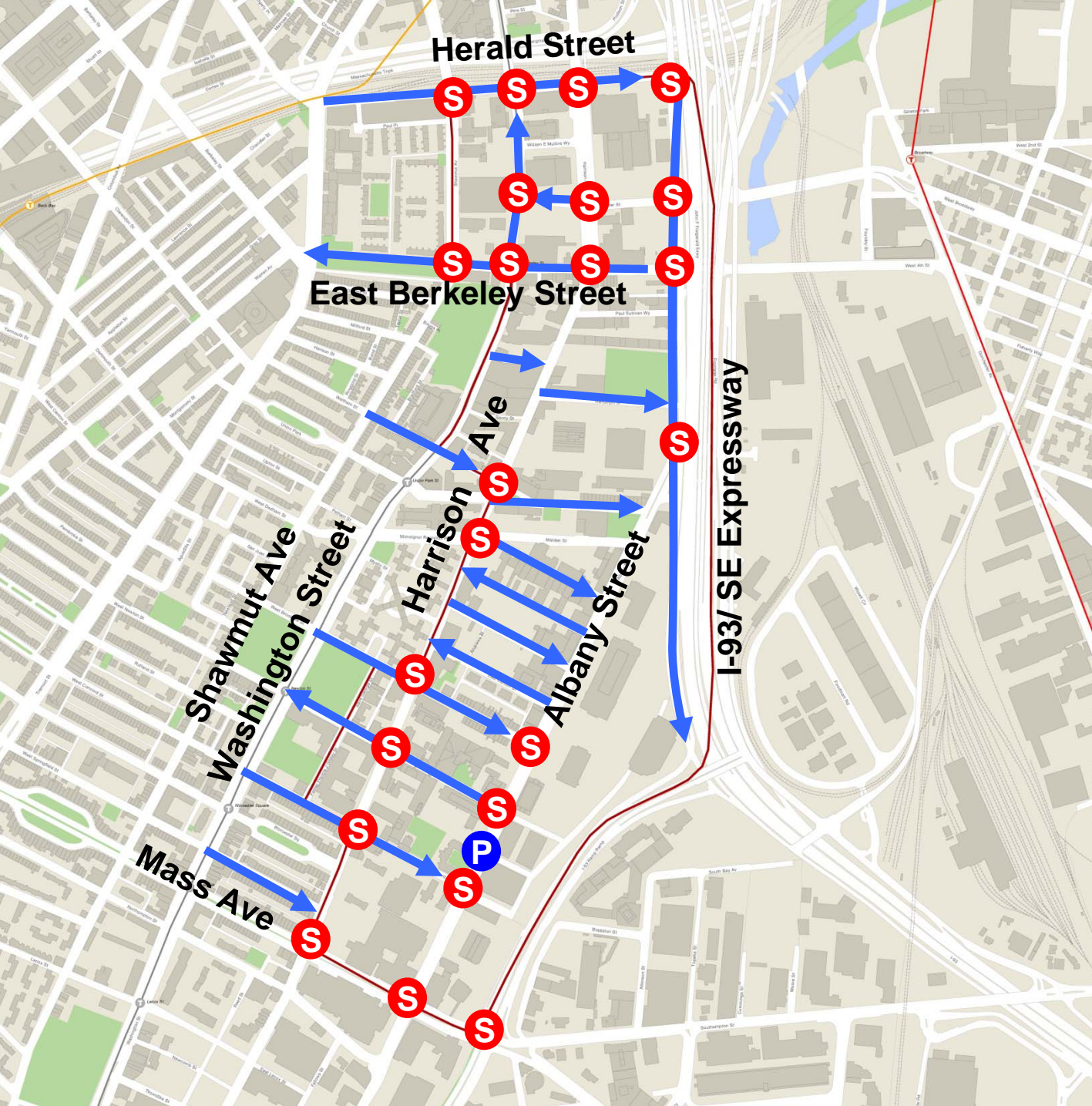
REVIEW OF 2010
EXISTING
CONDITIONS

2015 KNOWN
FUTURE MODELS

EVALUATION OF
POTENTIAL
TRANSPORTATION
NETWORK CHANGES

TRANSPORTATION

2010 EXISTING
TRAFFIC CONTROLS

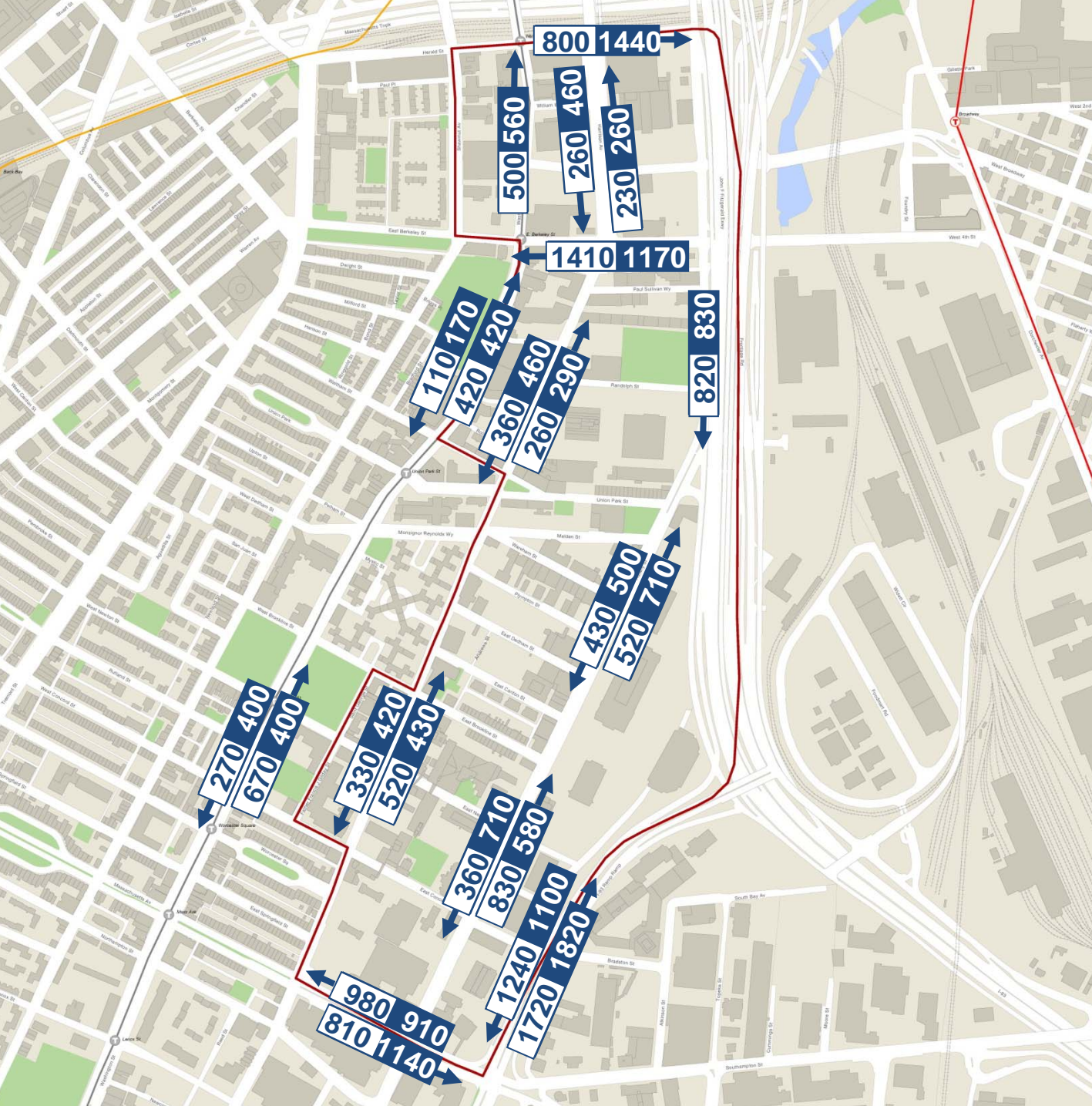


LEGEND

- P** Pedestrian Signal
- S** Signal

TRANSPORTATION

2010 EXISTING TRAFFIC VOLUMES



LEGEND

AM PM

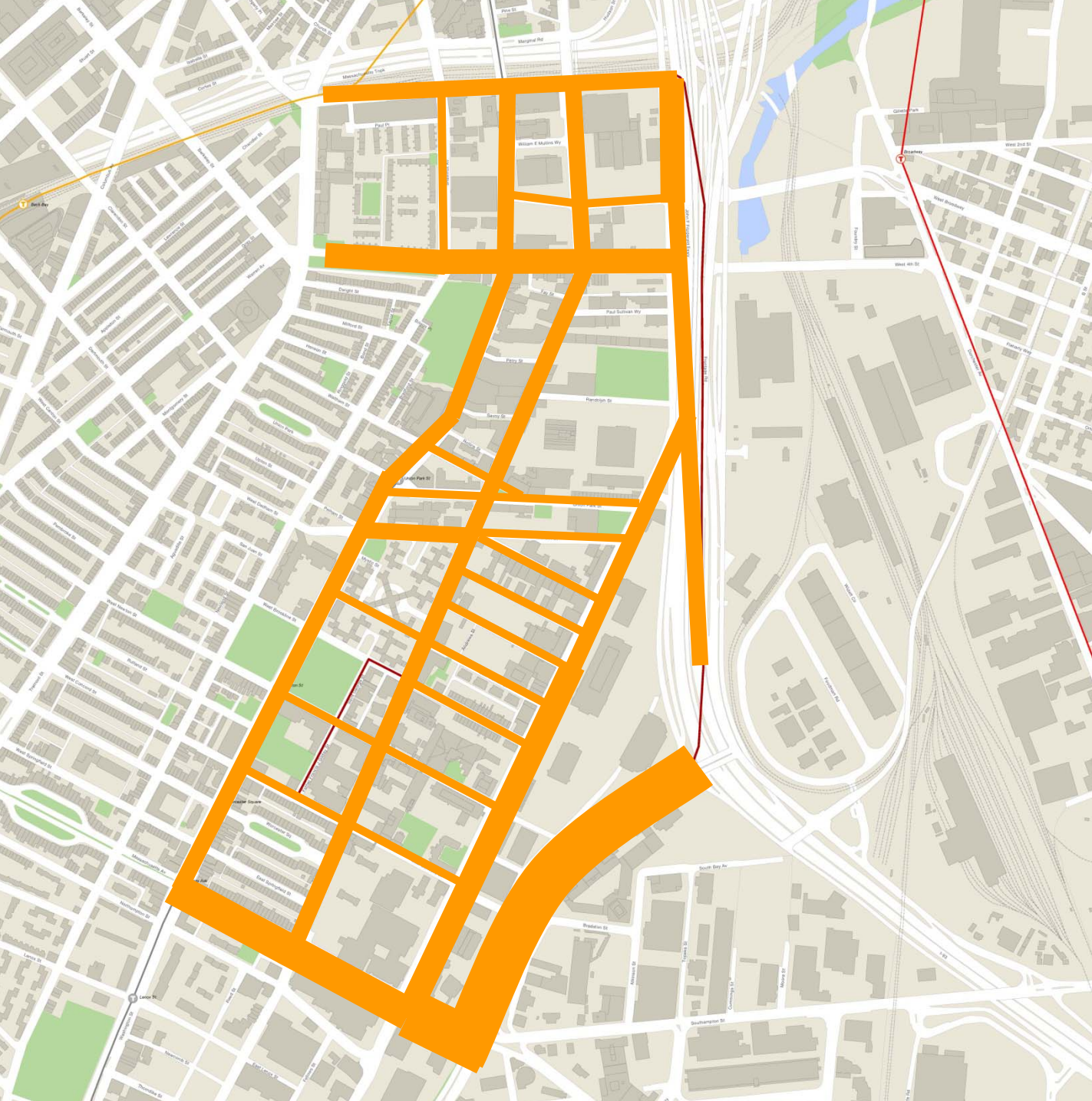
TRANSPORTATION

2010 EXISTING
TRAFFIC VOLUME
COMPARISON

AM PEAK HOUR

LEGEND

- <500 vph
- 500-1000 vph
- 1000-1500 vph
- 1500-2000 vph
- >2000 vph



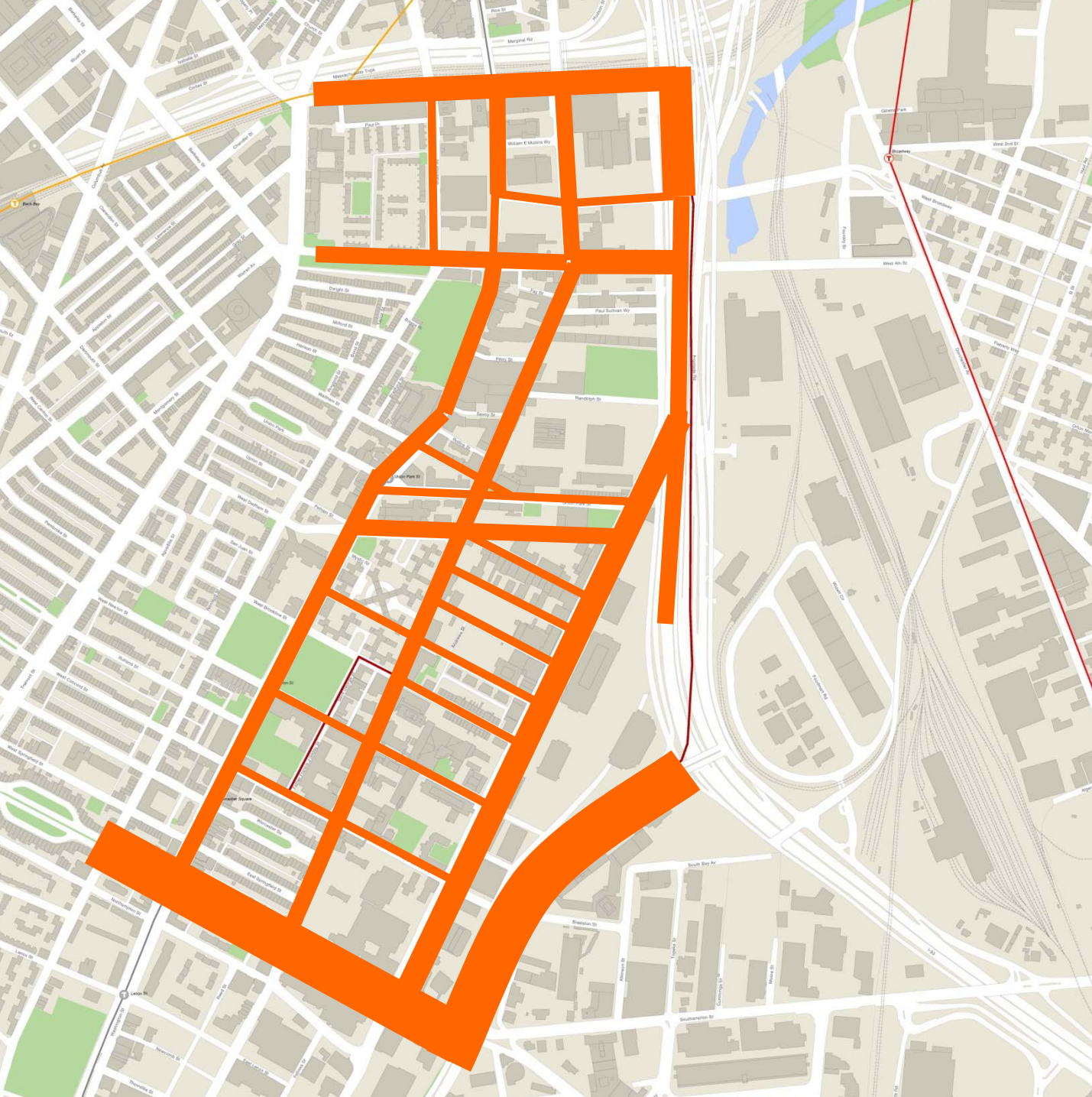
TRANSPORTATION

2010 EXISTING
TRAFFIC VOLUME
COMPARISON

PM PEAK HOUR

LEGEND

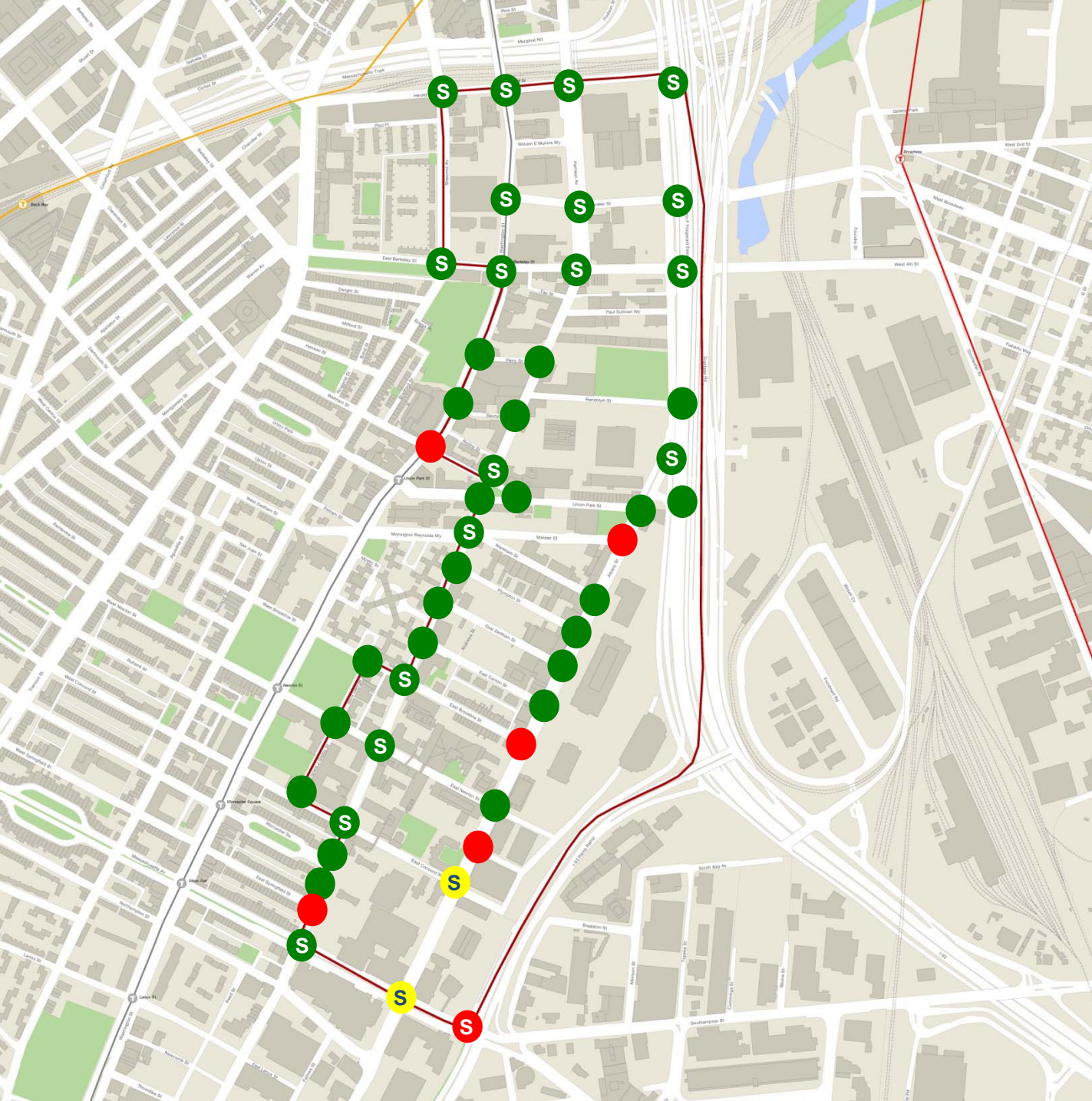
- <500 vph
- 500-1000 vph
- 1000-1500 vph
- 1500-2000 vph
- >2000 vph







TRANSPORTATION

2010 EXISTING
TRAFFIC OPERATIONS

AM PEAK HOUR



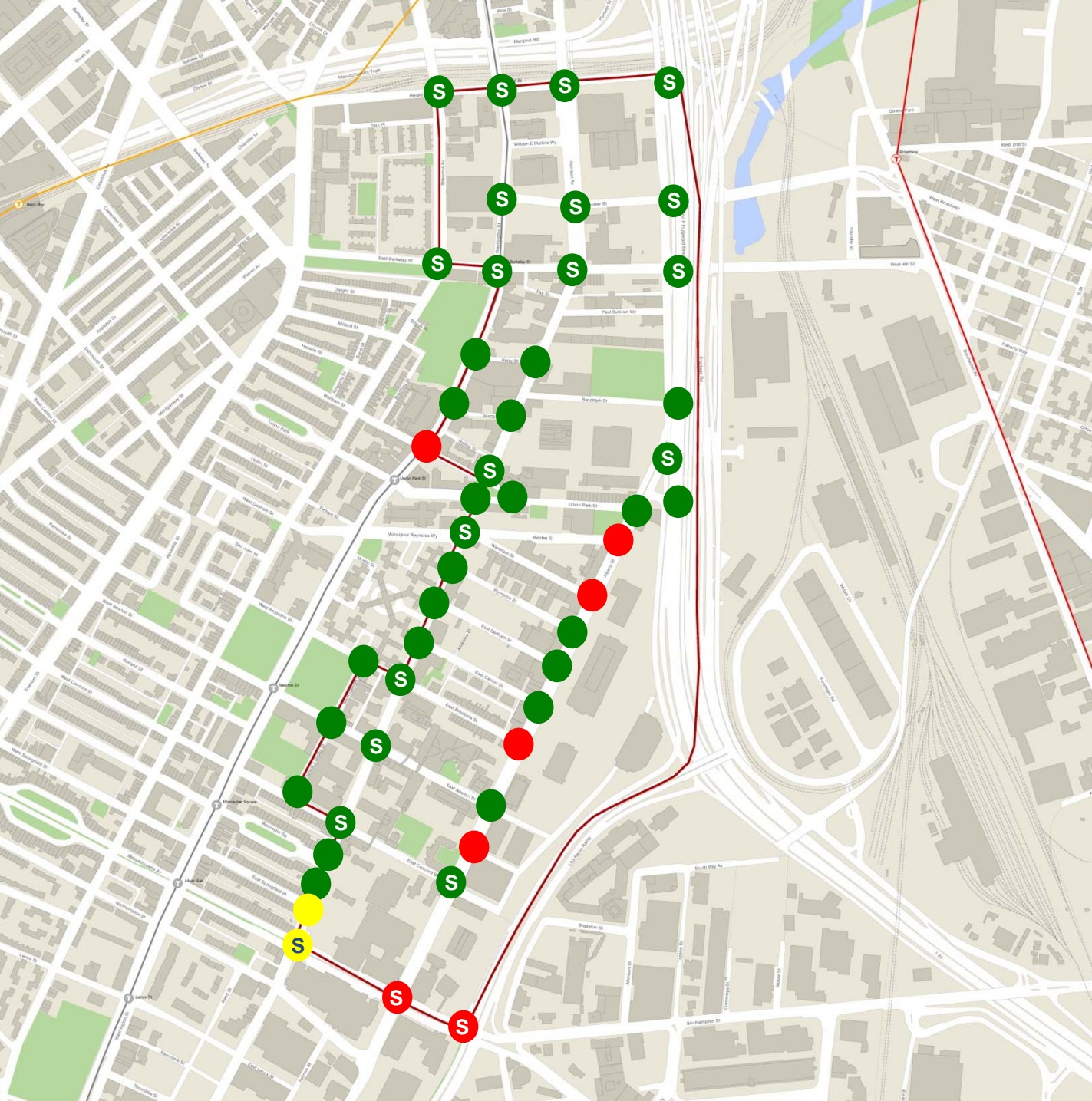
LEGEND

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

TRANSPORTATION

2010 EXISTING
TRAFFIC OPERATIONS

PM PEAK HOUR



LEGEND

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



MODEL COMPONENTS

1. 2010 TRAFFIC VOLUMES

2. BACKGROUND GROWTH RATE OF **0.25%**
PER YEAR TO 2015 (5 YEARS = **1.25%**
TOTAL)

3. TRAFFIC FROM PROJECTS IN BRA PIPELINE

4. NETWORK CHANGES EXPECTED BY 2015

TRANSPORTATION

2015 KNOWN FUTURE
TRAFFIC MODELS

HOW WILL THE FUTURE MODELS BE USED?

- 1. TEST LAND USE BUILD-OUT SCENARIOS**
- 2. EVALUATE POTENTIAL TRANSPORTATION NETWORK CHANGES**
- 3. USED BY DEVELOPERS TO EVALUATE IMPACTS OF PROJECTS**



GOALS FOR POTENTIAL TRANSPORTATION NETWORK CHANGES

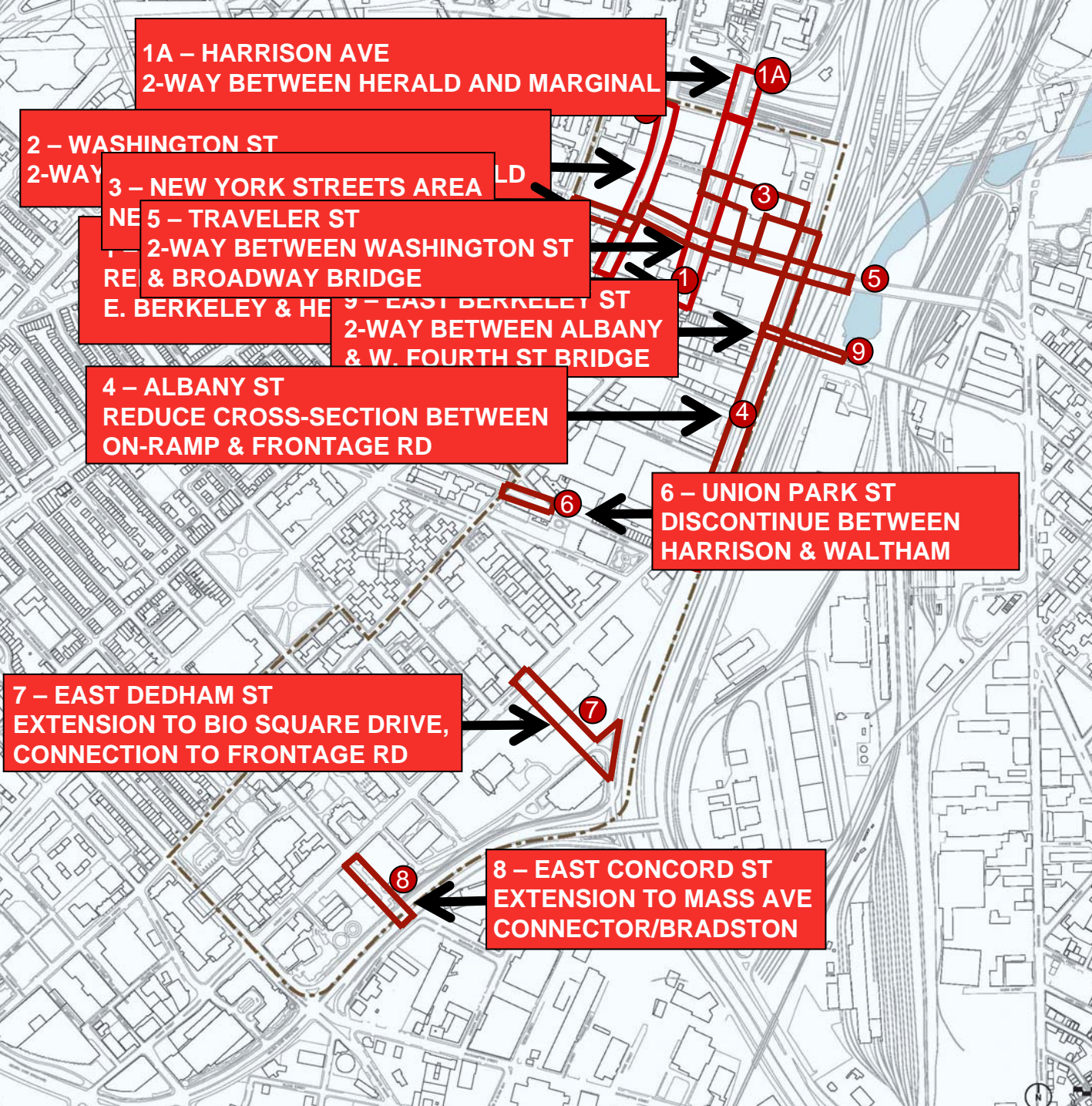
- 1. IMPROVE NEIGHBORHOOD
CONNECTIVITY**
- 2. PRESERVE/INCREASE FUTURE
CAPACITY**
- 3. BETTER UTILIZE R.O.W. FOR URBAN
DESIGN IMPROVEMENTS**
- 4. NEW CONNECTIONS TO
ACCOMMODATE FUTURE
DEVELOPMENT**

TRANSPORTATION

2015 KNOWN FUTURE
TRAFFIC MODELS

TRANSPORTATION

2015 KNOWN FUTURE
TRAFFIC MODELS



1A – HARRISON AVE
2-WAY BETWEEN HERALD AND MARGINAL

2 – WASHINGTON ST
2-WAY

3 – NEW YORK STREETS AREA

5 – TRAVELER ST
2-WAY BETWEEN WASHINGTON ST
RE & BROADWAY BRIDGE

9 – EAST BERKELEY ST
2-WAY BETWEEN ALBANY
& W. FOURTH ST BRIDGE

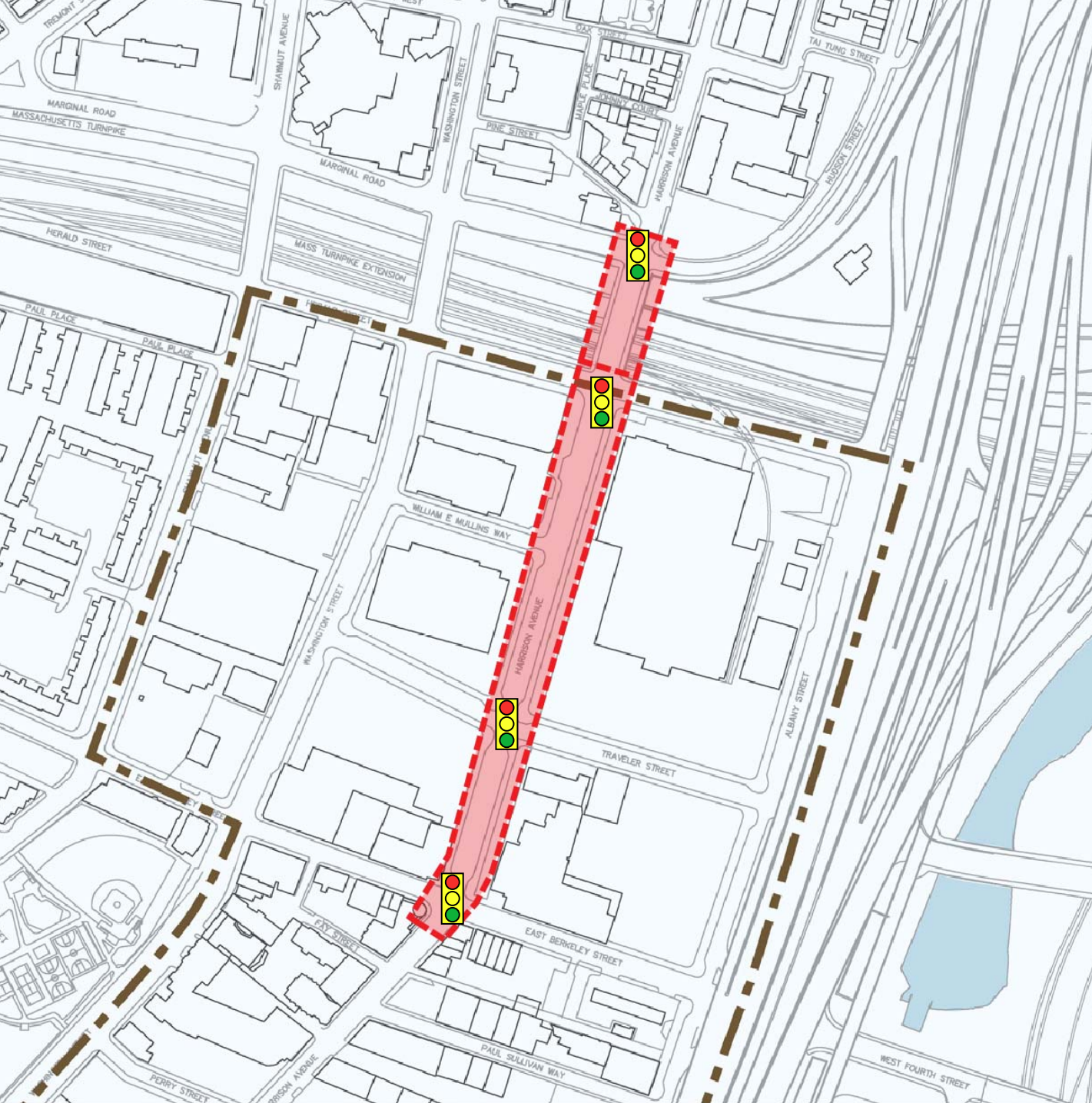
4 – ALBANY ST
REDUCE CROSS-SECTION BETWEEN
ON-RAMP & FRONTAGE RD

6 – UNION PARK ST
DISCONTINUE BETWEEN
HARRISON & WALTHAM

7 – EAST DEDHAM ST
EXTENSION TO BIO SQUARE DRIVE,
CONNECTION TO FRONTAGE RD

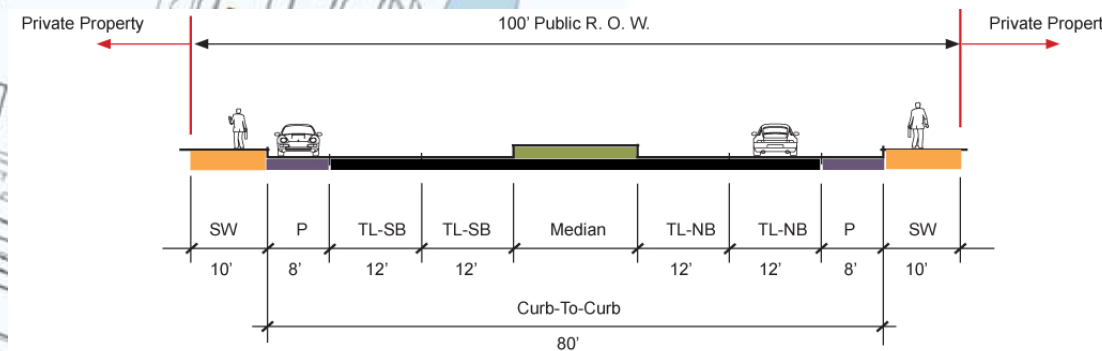
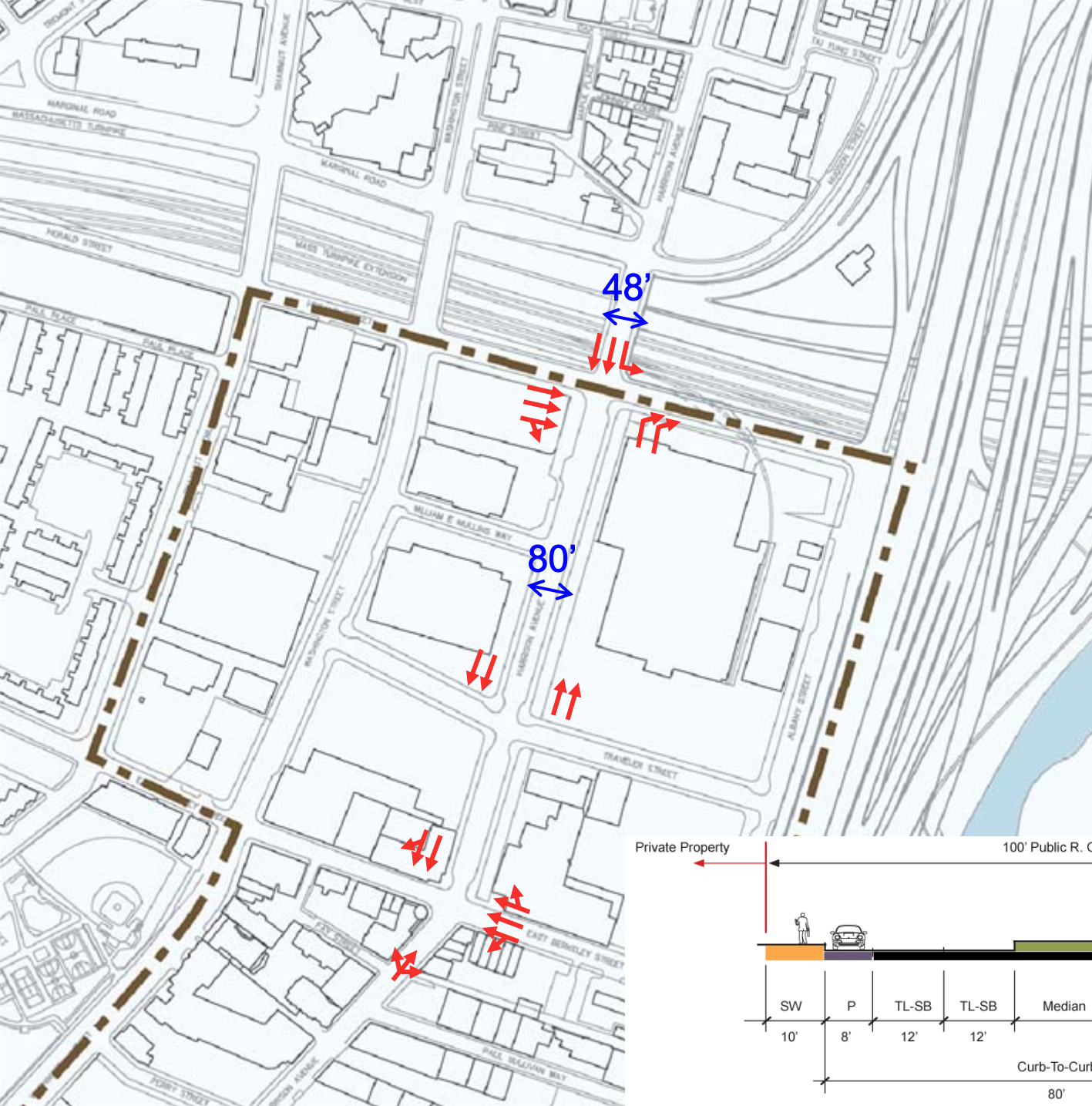
8 – EAST CONCORD ST
EXTENSION TO MASS AVE
CONNECTOR/BRADSTON

1 – REDUCE HARRISON AVE CROSS-SECTION



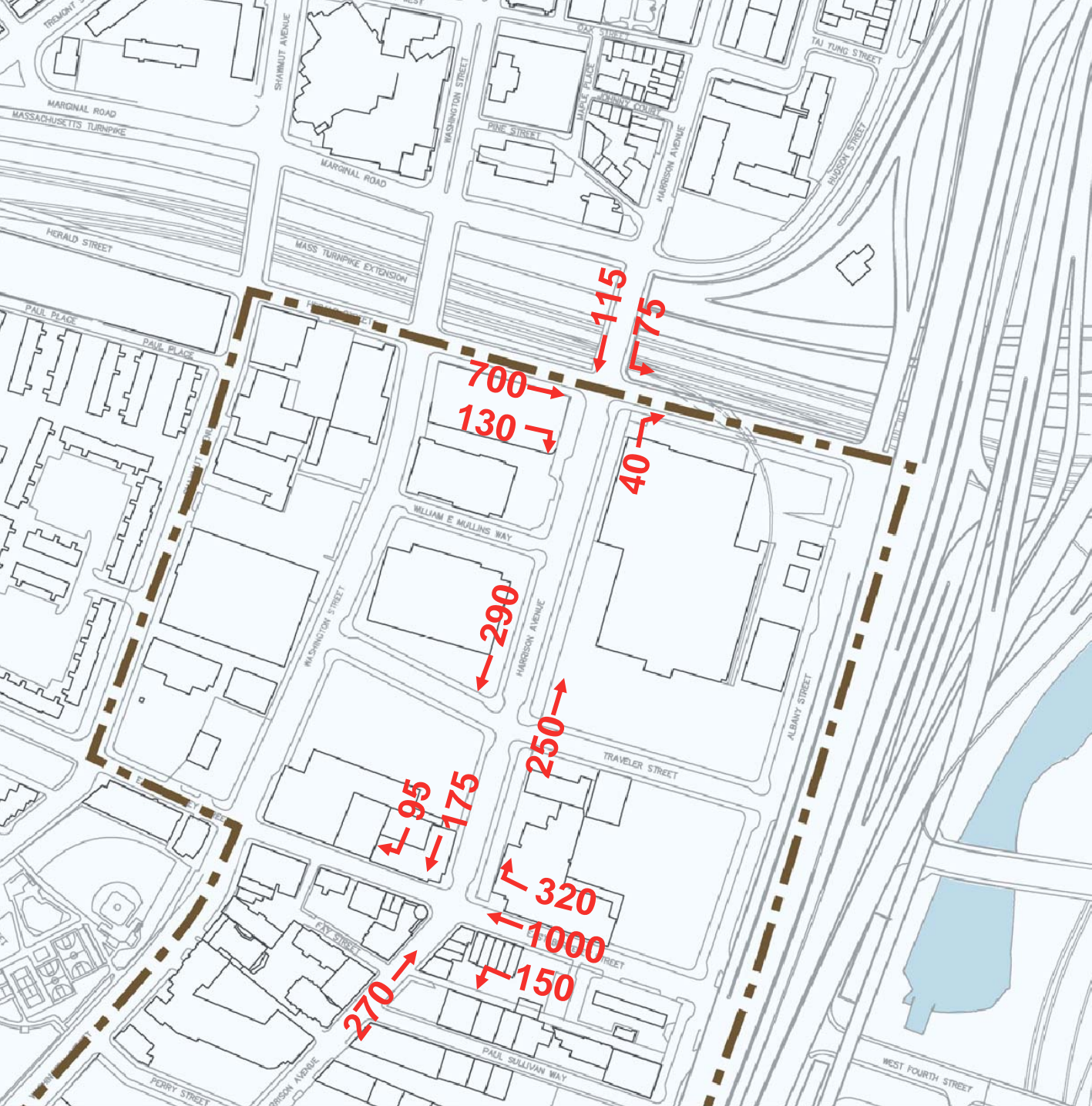
1 – REDUCE HARRISON AVE CROSS-SECTION

EXISTING GEOMETRY



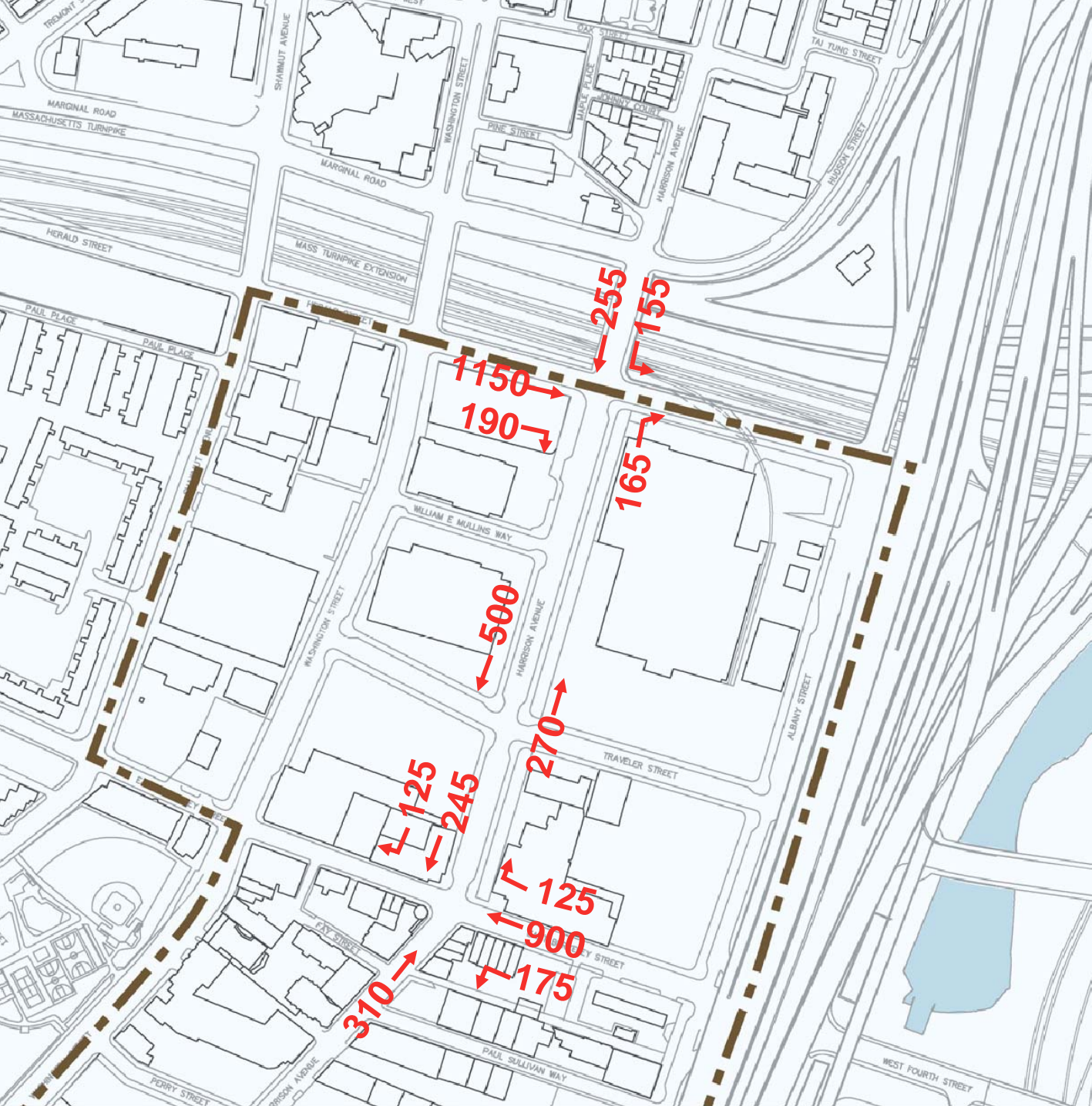
1 – REDUCE HARRISON AVE CROSS-SECTION

2015 AM VOLUMES



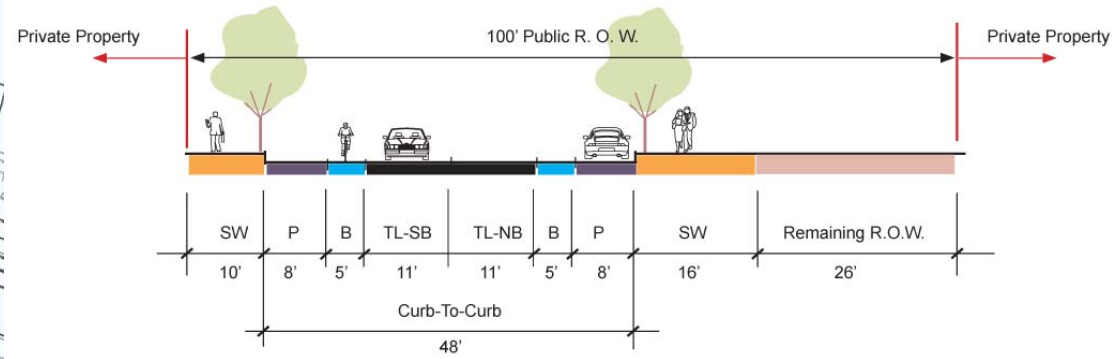
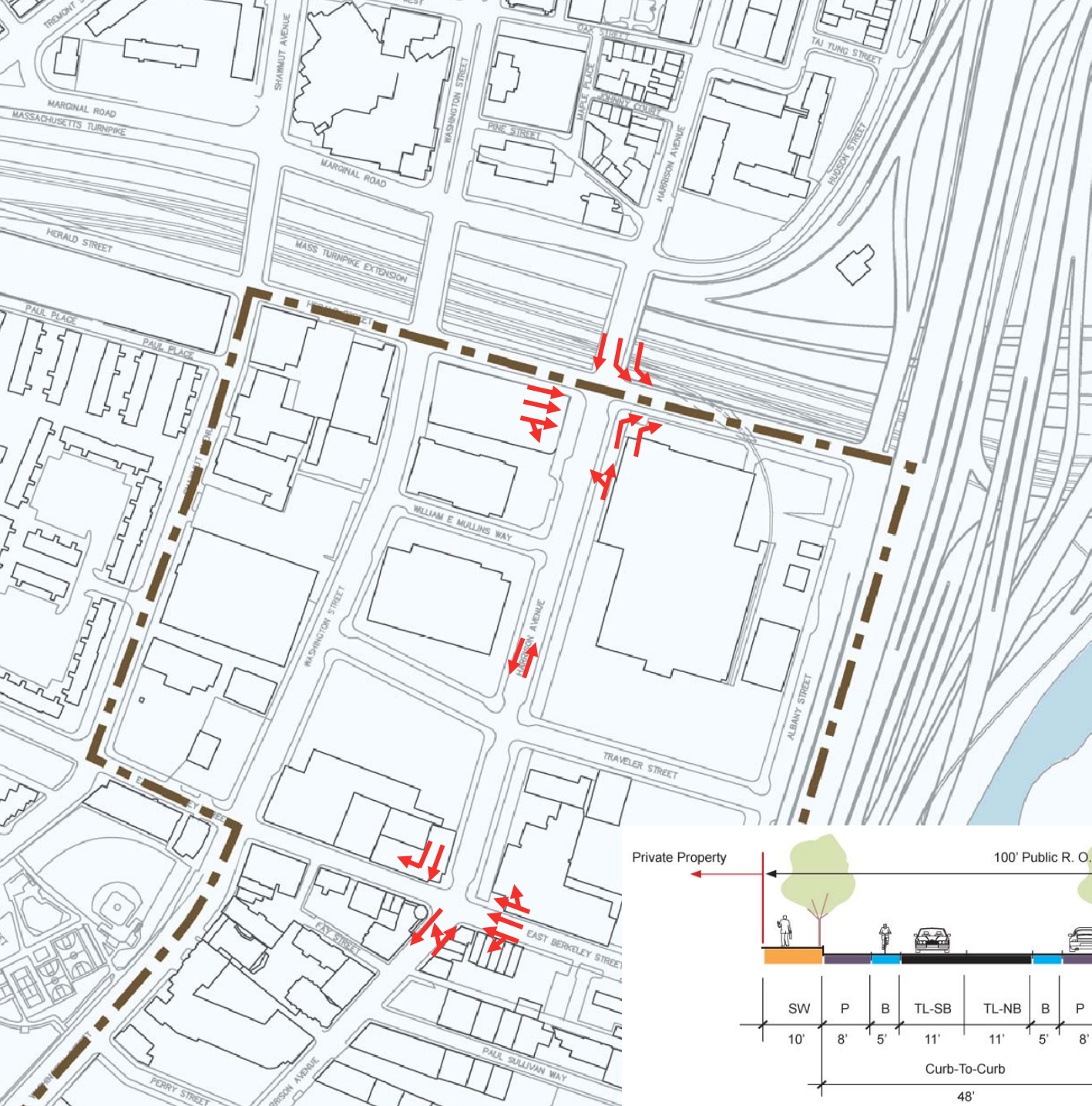
1 – REDUCE HARRISON AVE CROSS-SECTION

2015 PM VOLUMES

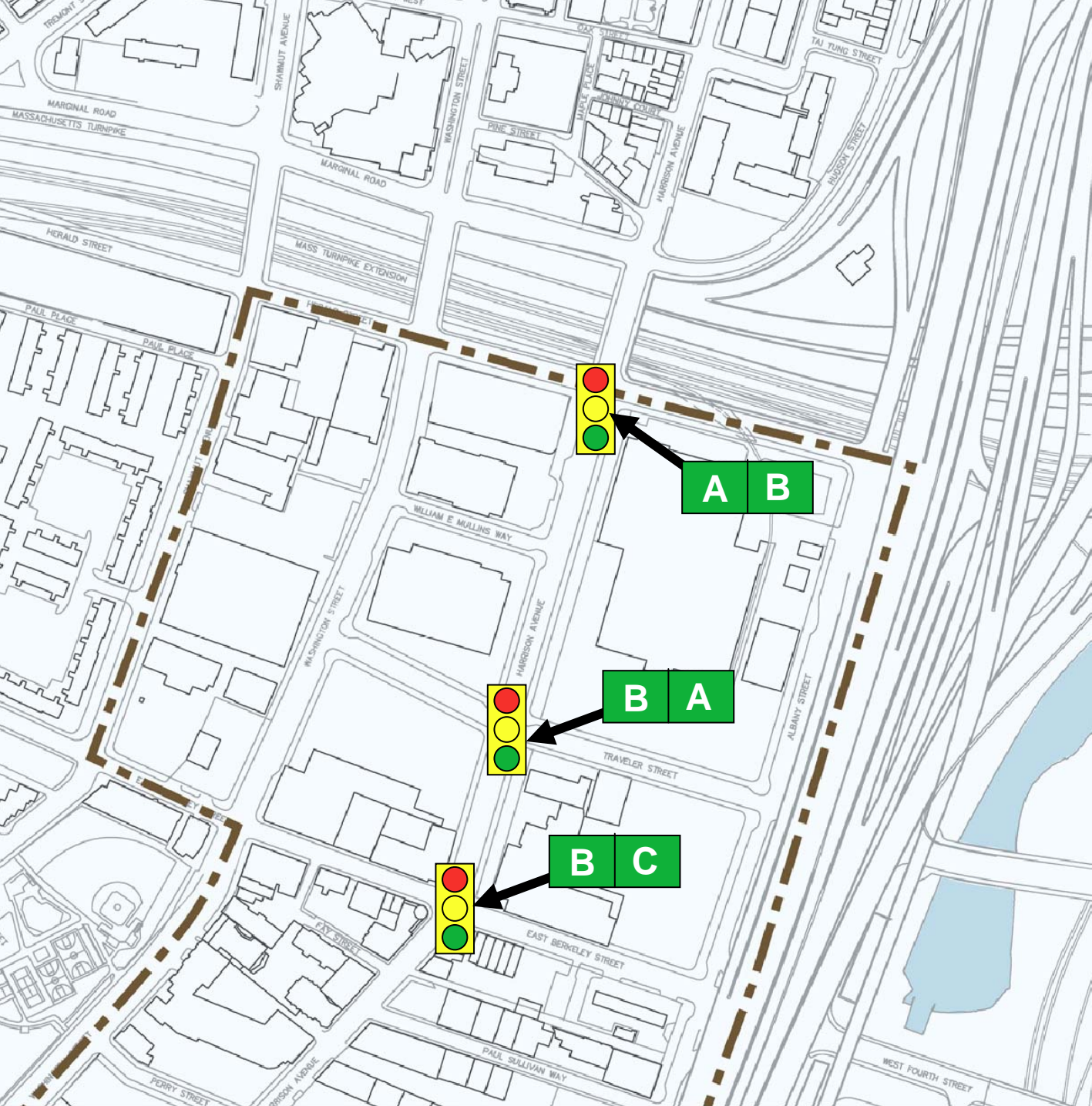


1 – REDUCE HARRISON AVE CROSS-SECTION

PROPOSED GEOMETRY



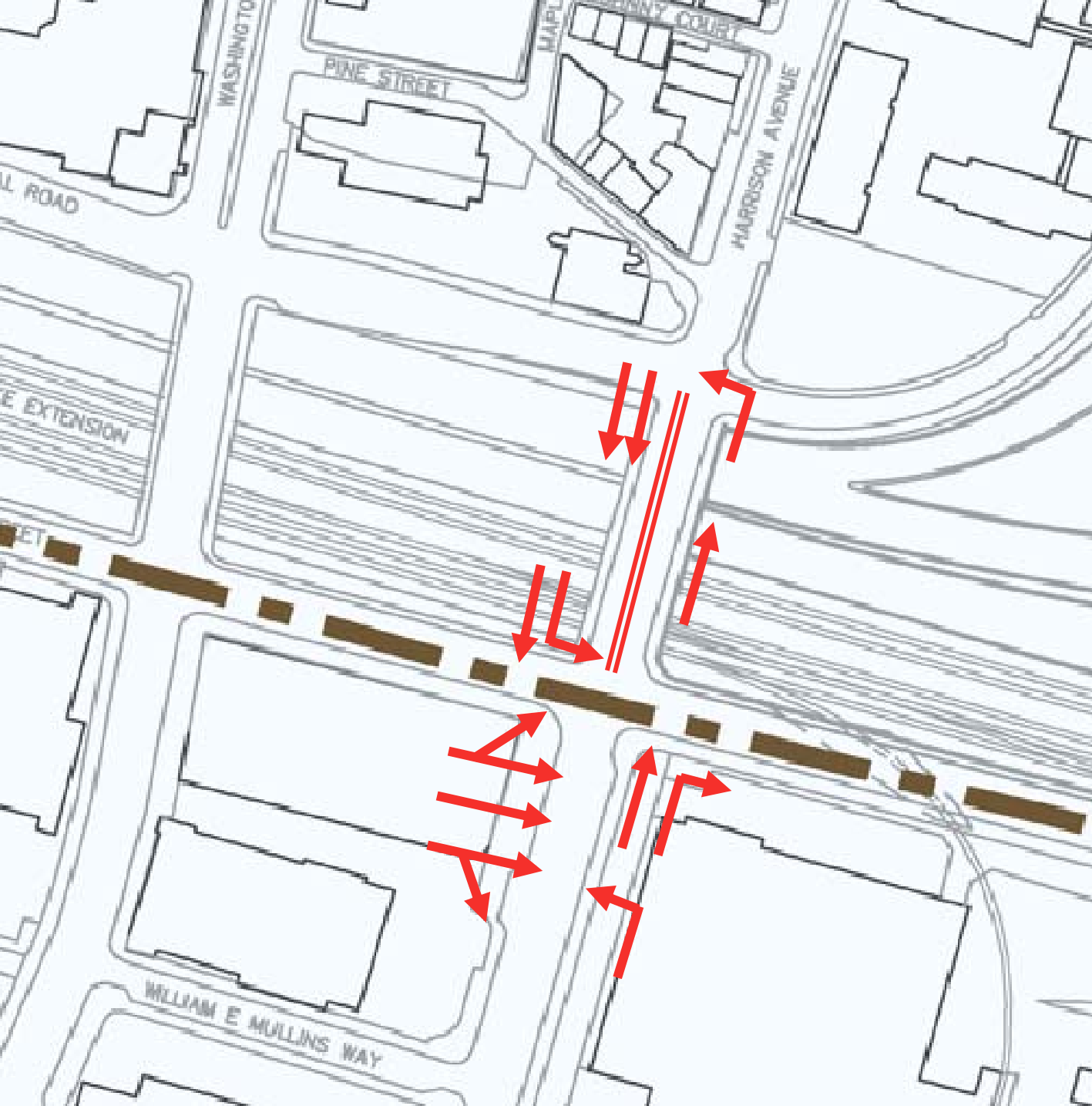
**1 – REDUCE
HARRISON AVE
CROSS-SECTION
TRAFFIC OPERATIONS
WITH PROPOSED
MODIFICATIONS**

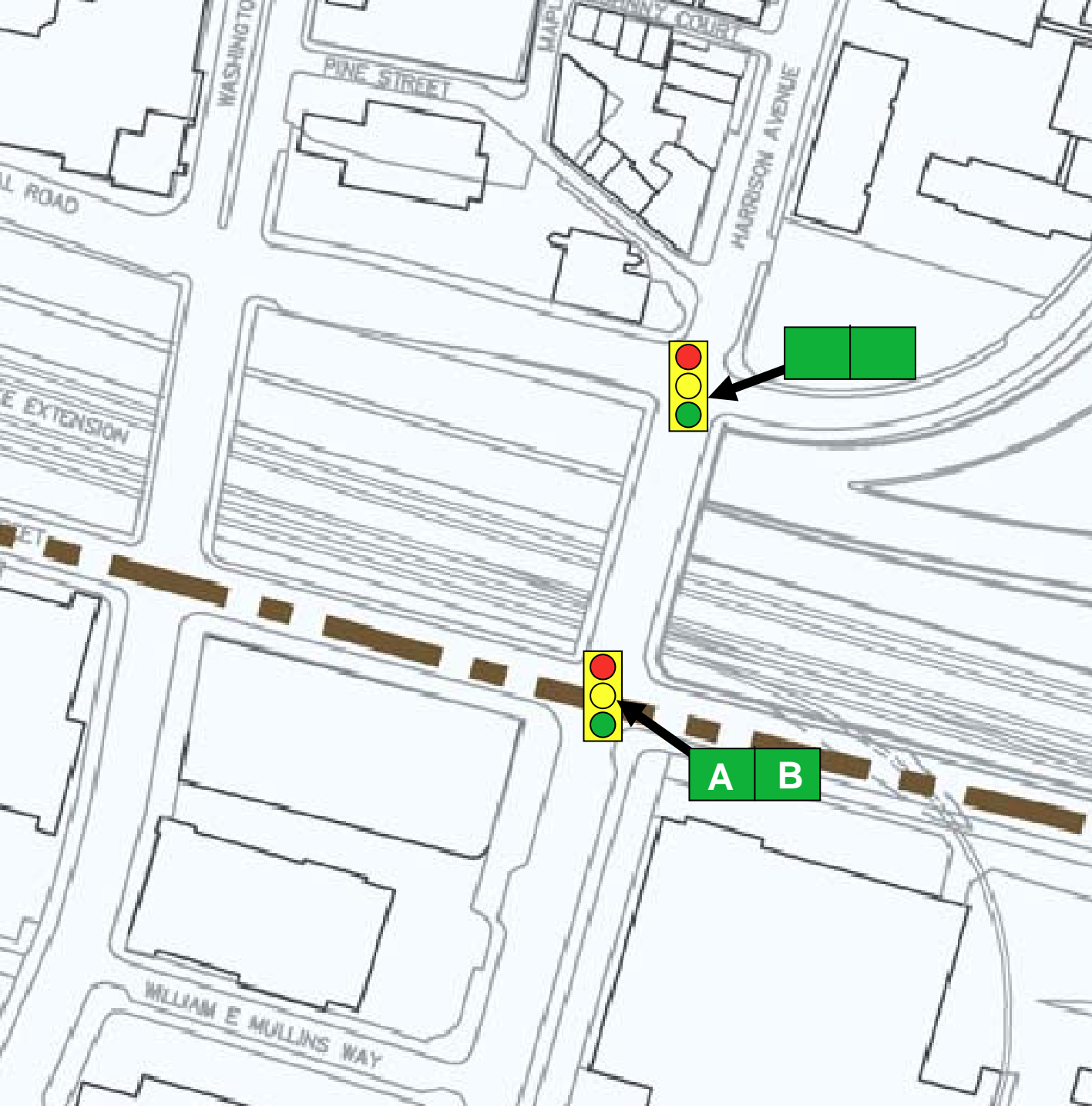


AM	PM	LOS A-D
AM	PM	LOS E
AM	PM	LOS F

**1A – 2-WAY
HARRISON AVE
BRIDGE**

PROPOSED GEOMETRY





**1A – TWO WAY
HARRISON AVE
BRIDGE**

TRAFFIC OPERATIONS

- | | |
|----|----|
| AM | PM |
|----|----|

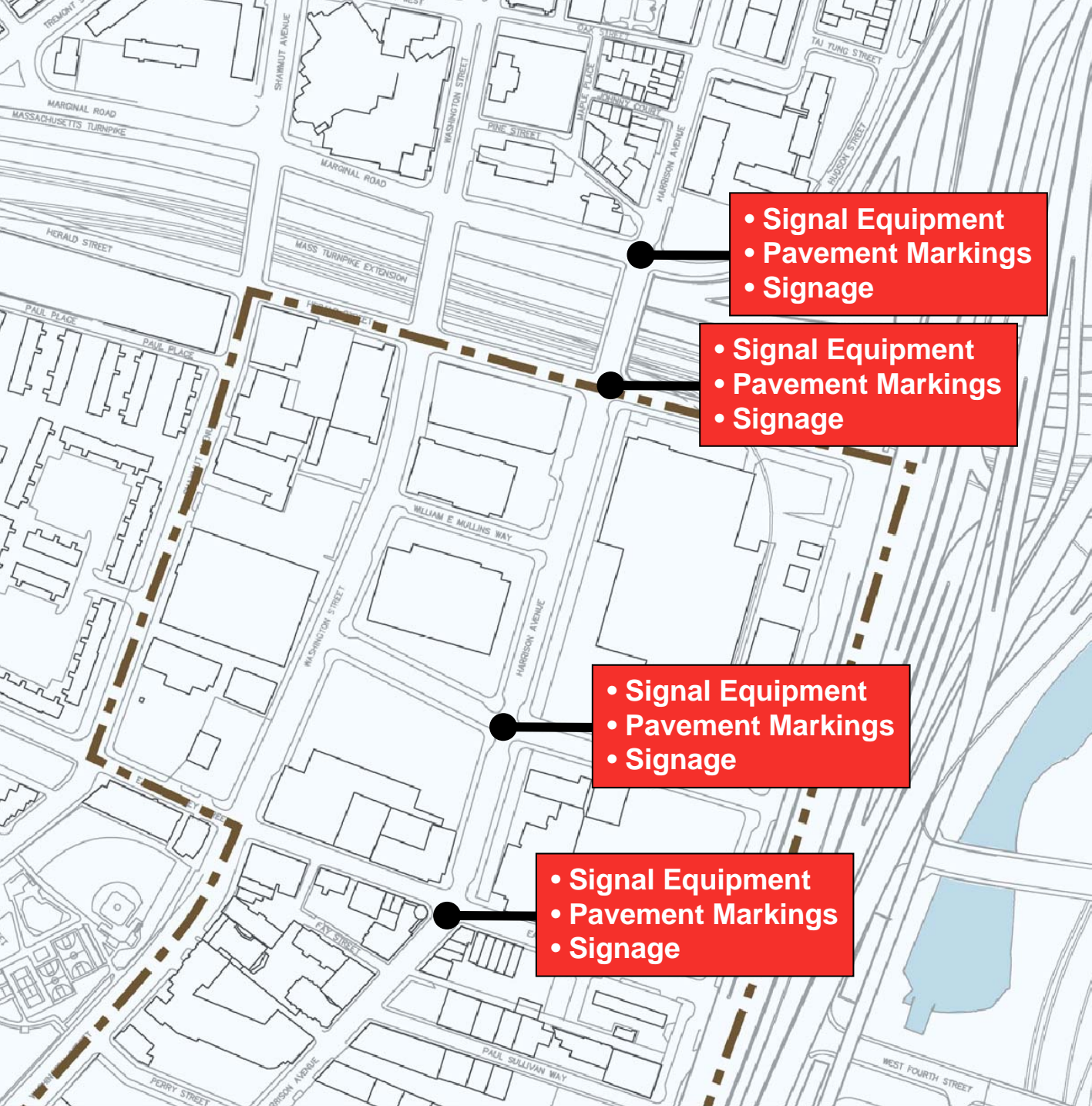
 LOS A-D
- | | |
|----|----|
| AM | PM |
|----|----|

 LOS E
- | | |
|----|----|
| AM | PM |
|----|----|

 LOS F

1 – REDUCE HARRISON AVE CROSS-SECTION

REQUIRED TRAFFIC
MODIFICATIONS



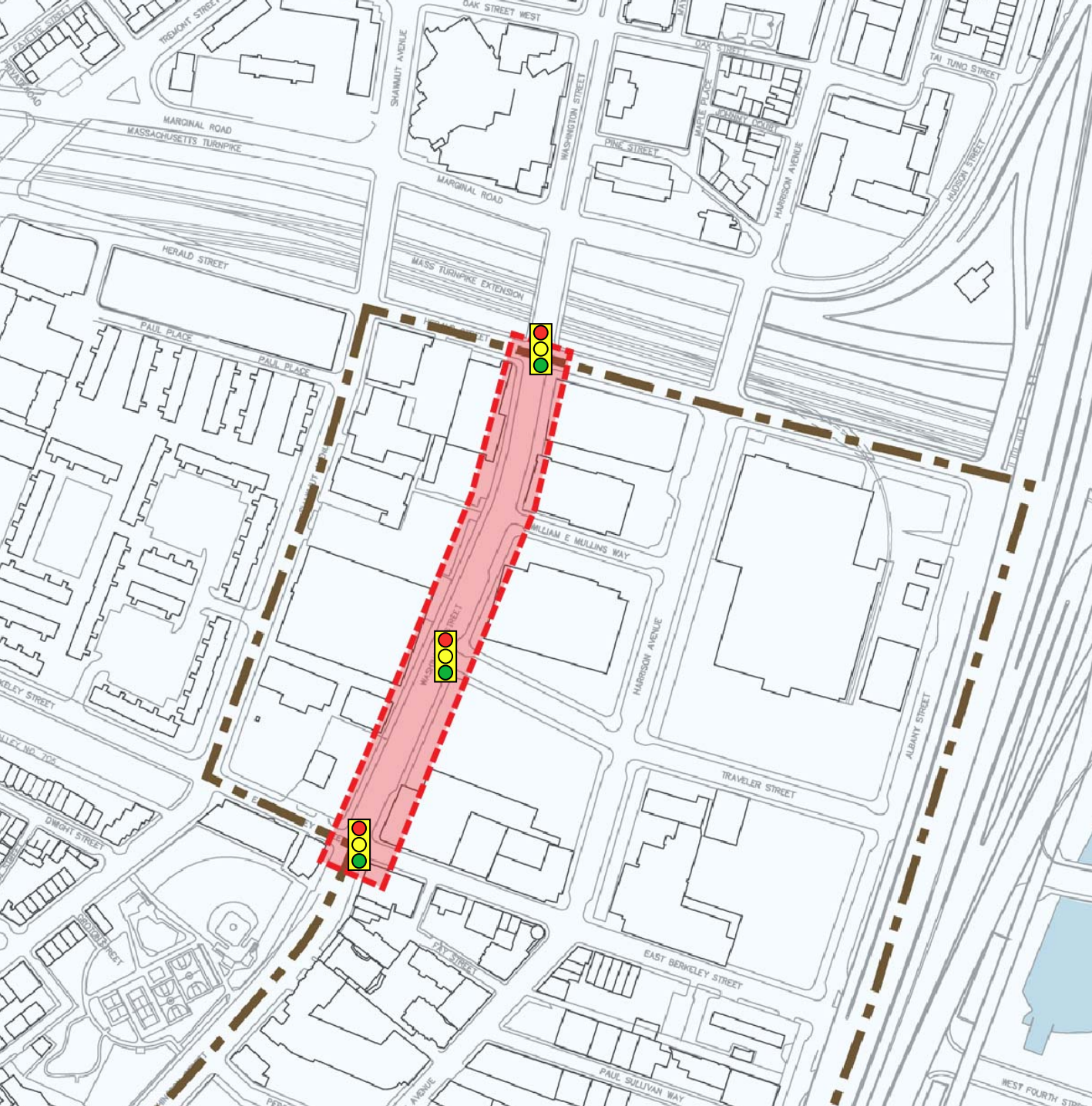
- Signal Equipment
- Pavement Markings
- Signage

- Signal Equipment
- Pavement Markings
- Signage

- Signal Equipment
- Pavement Markings
- Signage

- Signal Equipment
- Pavement Markings
- Signage

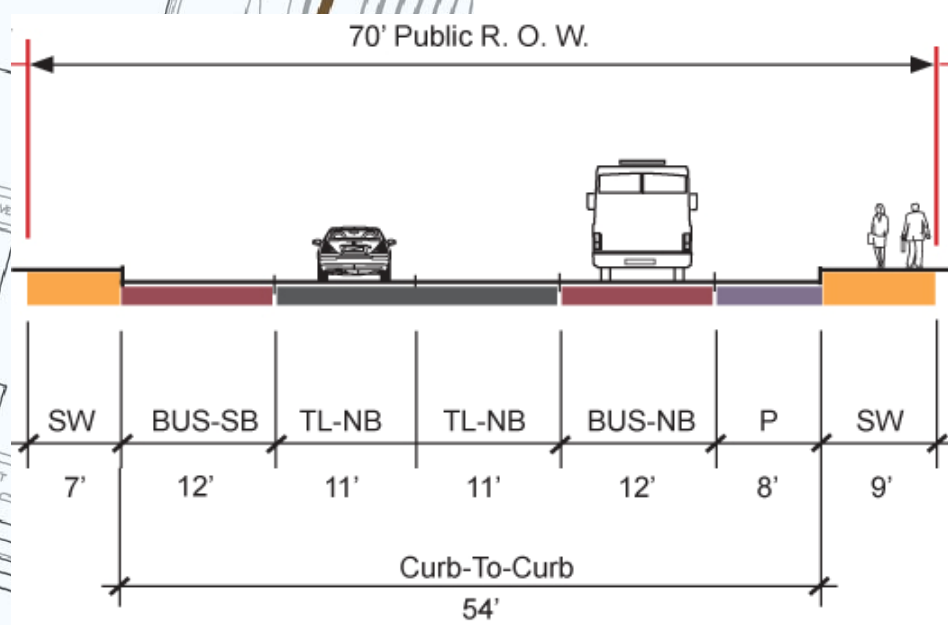
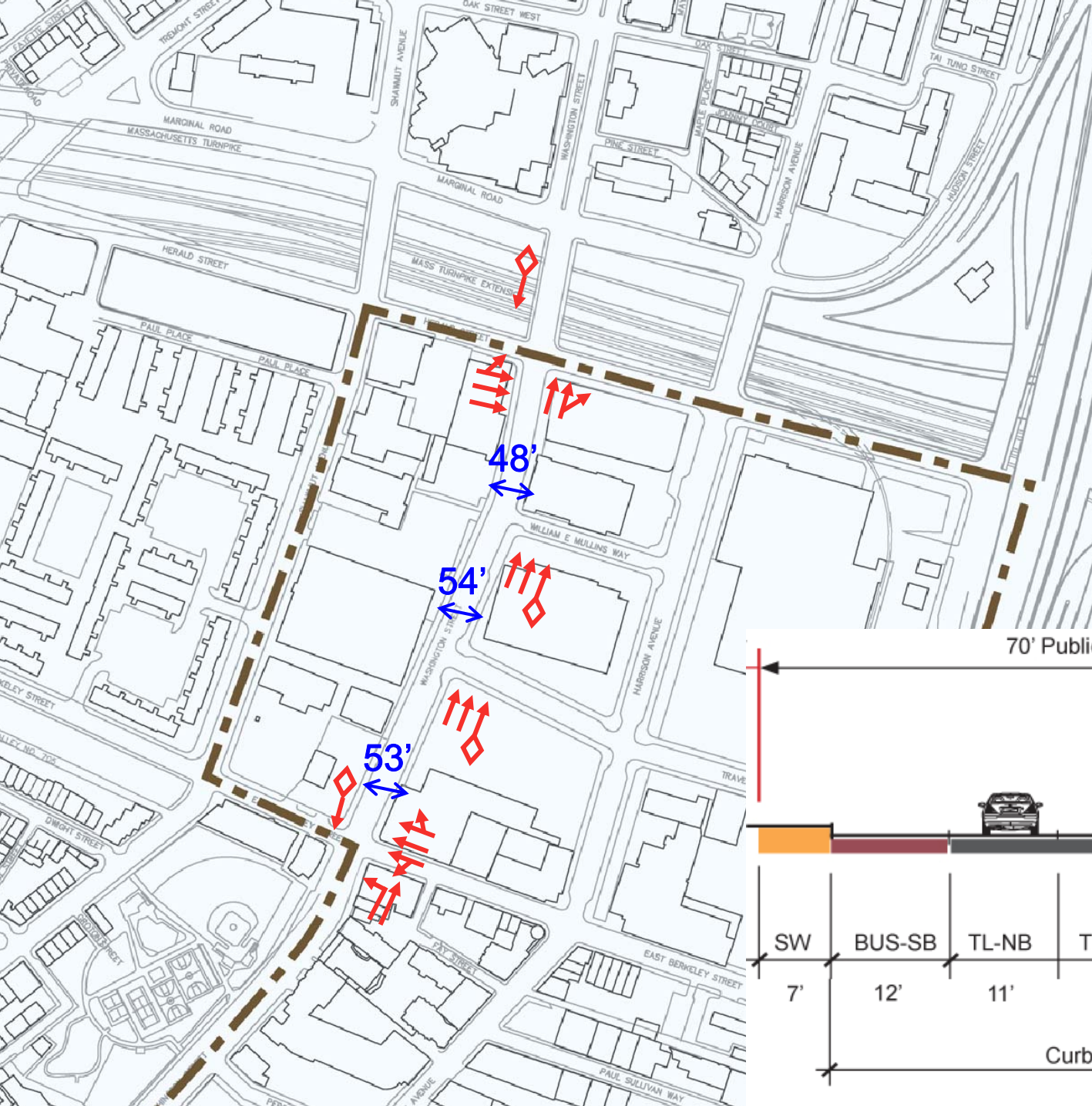
2 – WASHINGTON STREET TWO WAY NORTH OF EAST BERKELEY



2 – WASHINGTON STREET TWO WAY NORTH OF EAST BERKELEY

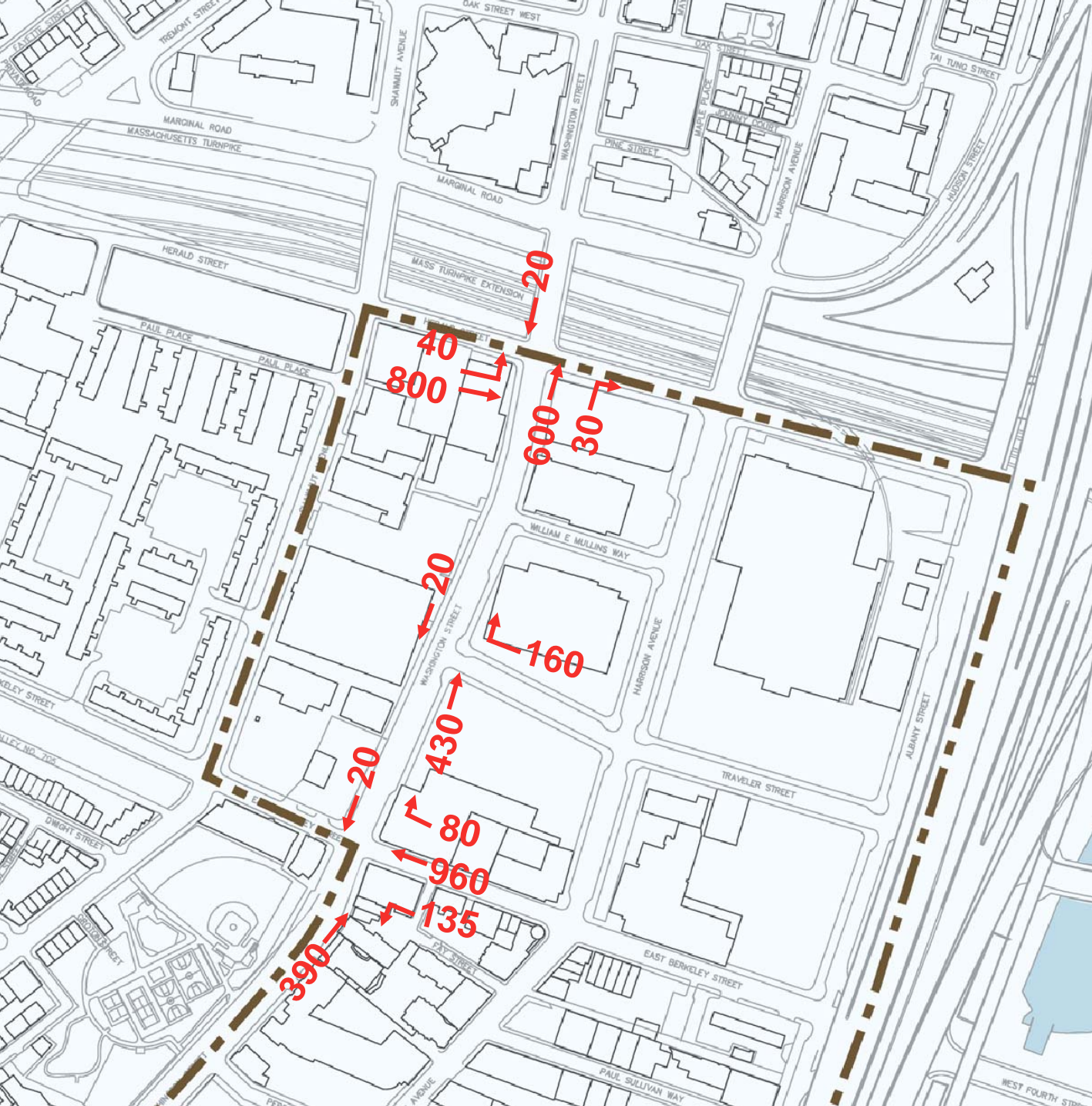
EXISTING GEOMETRY

 DIAMOND LANE – MBTA SILVER LINE BUSES & BICYCLES



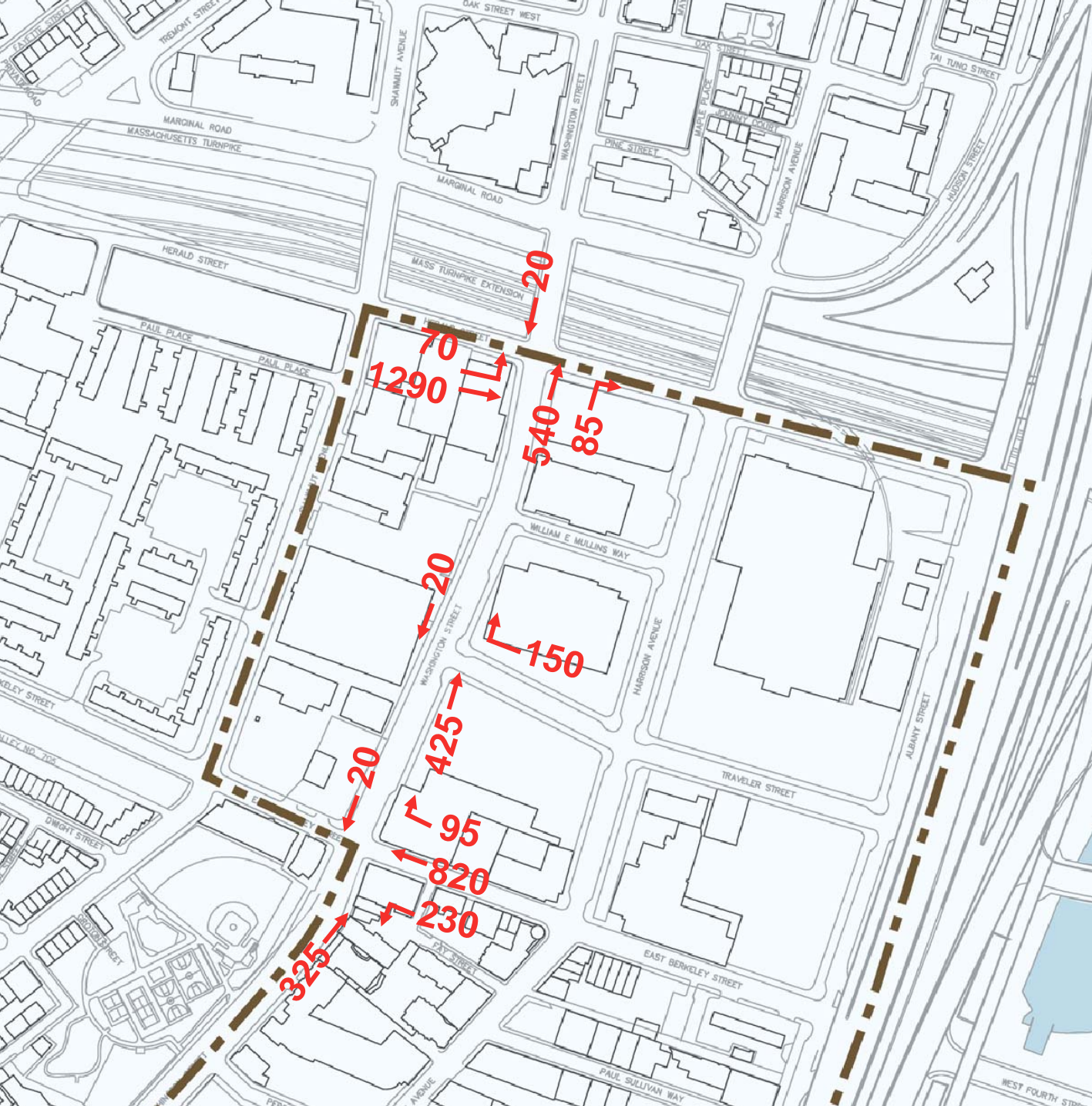
**2 – WASHINGTON
STREET TWO WAY
NORTH OF
EAST BERKELEY**

2015 AM VOLUMES



**2 – WASHINGTON
STREET TWO WAY
NORTH OF
EAST BERKELEY**

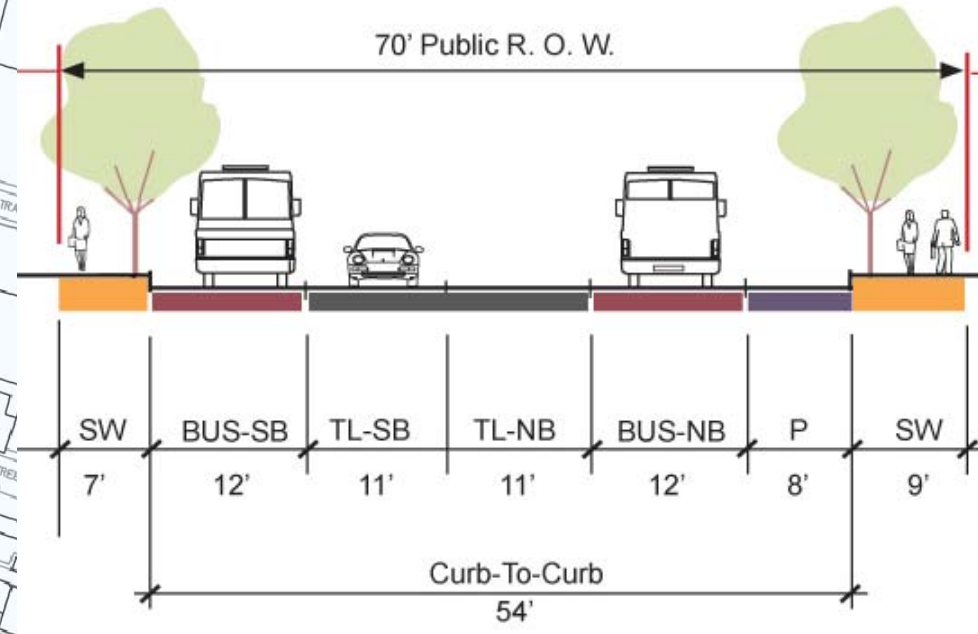
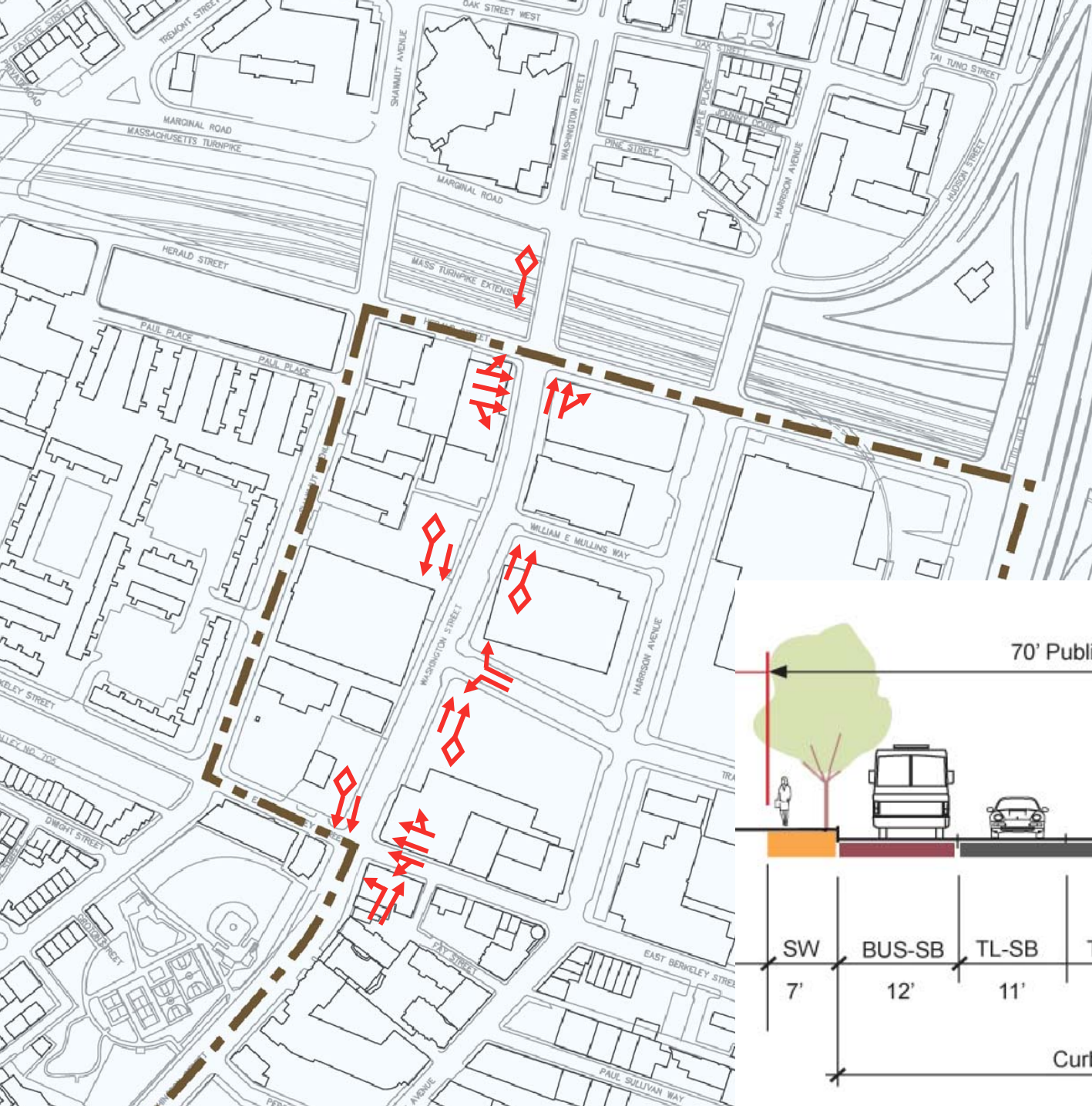
2015 PM VOLUMES



2 – WASHINGTON STREET TWO WAY NORTH OF EAST BERKELEY

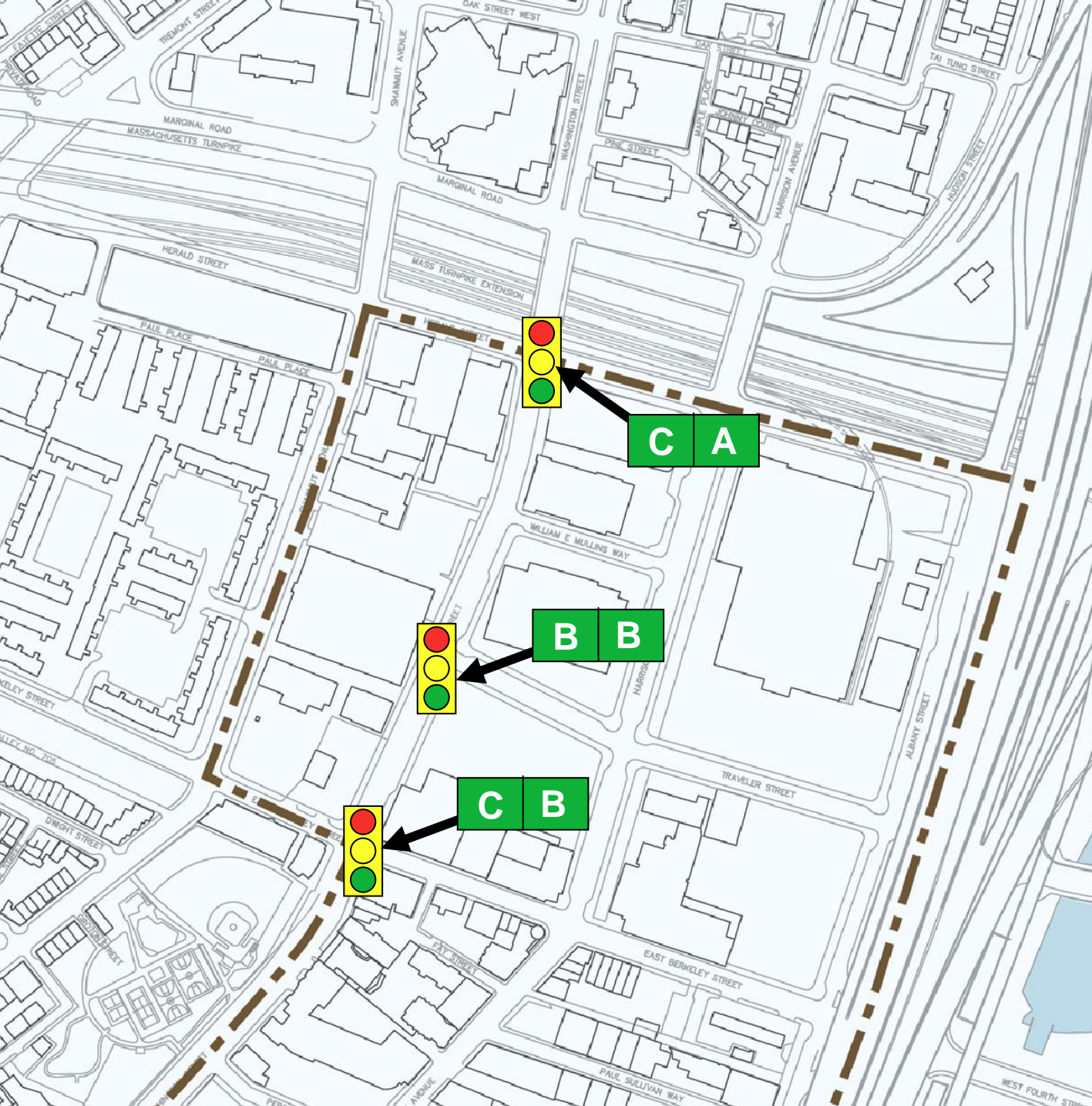
PROPOSED GEOMETRY

 DIAMOND LANE – MBTA SILVER LINE BUSES & BICYCLES



2 – WASHINGTON STREET TWO WAY NORTH OF EAST BERKELEY

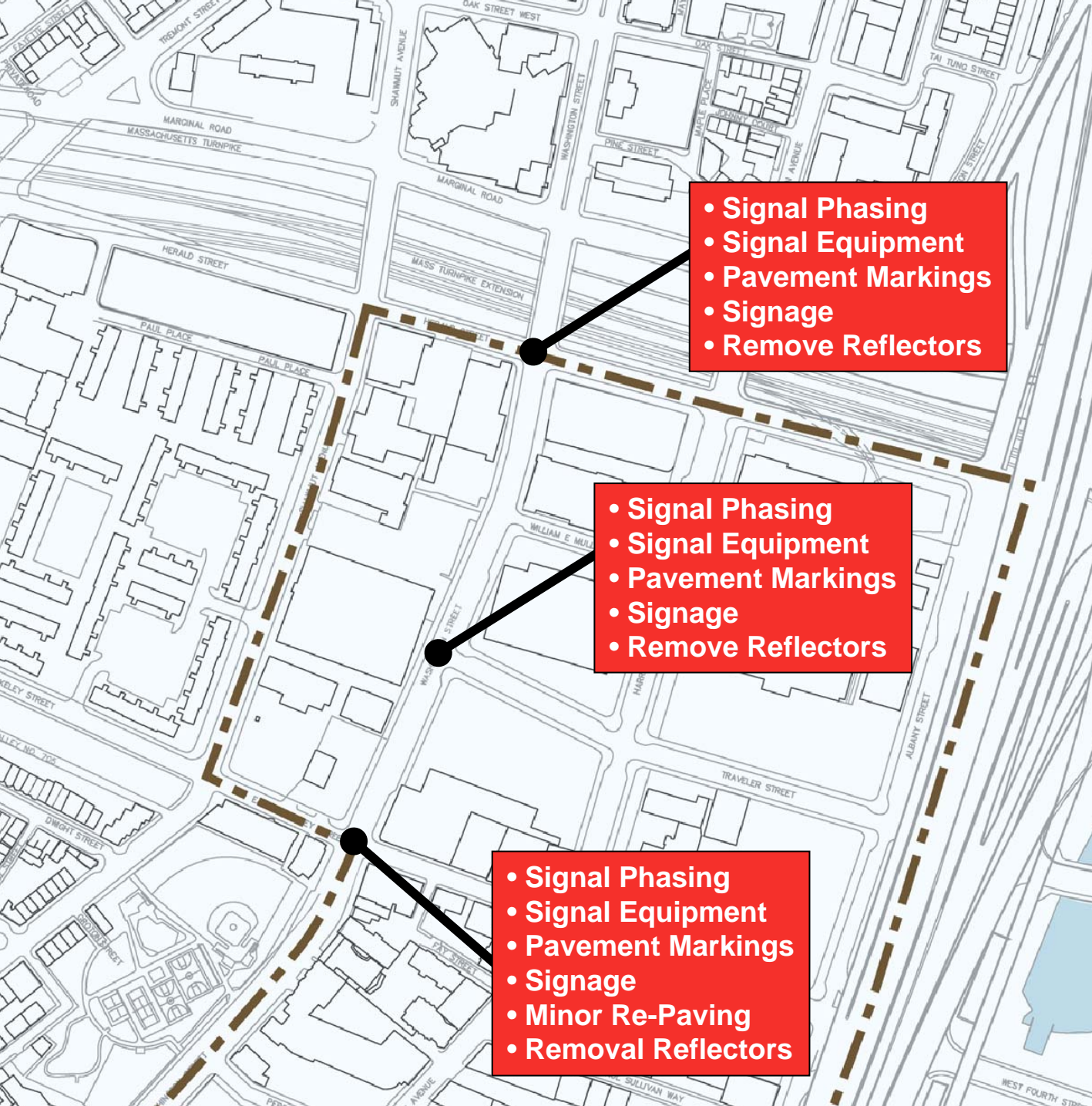
TRAFFIC OPERATION WITH PROPOSED CHANGES



AM	PM	LOS A-D
AM	PM	LOS E
AM	PM	LOS F

2 – WASHINGTON STREET TWO WAY NORTH OF EAST BERKELEY

REQUIRED TRAFFIC MODIFICATIONS

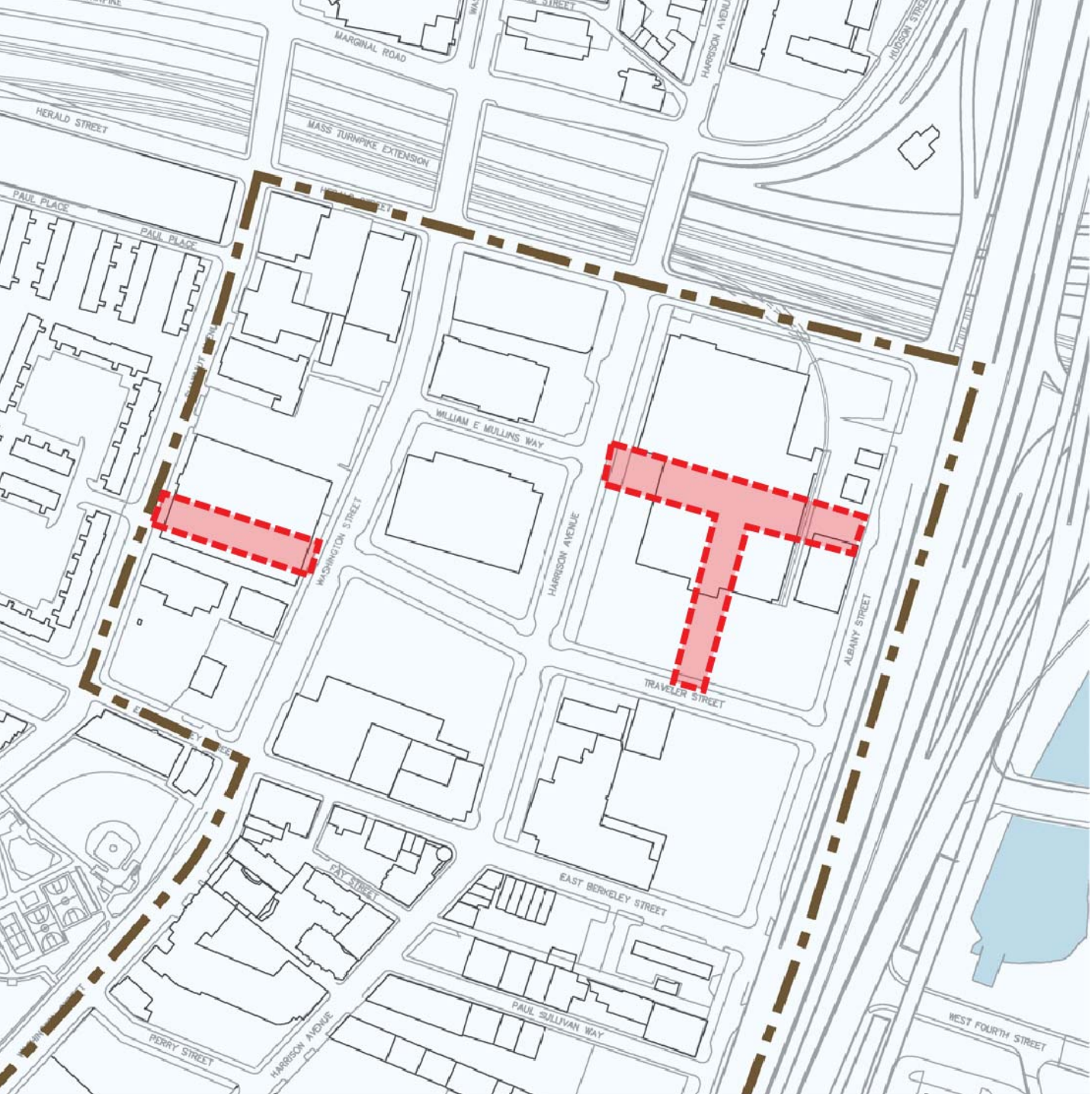


- Signal Phasing
- Signal Equipment
- Pavement Markings
- Signage
- Remove Reflectors

- Signal Phasing
- Signal Equipment
- Pavement Markings
- Signage
- Remove Reflectors

- Signal Phasing
- Signal Equipment
- Pavement Markings
- Signage
- Minor Re-Paving
- Removal Reflectors

**3 – NEW
CONNECTIONS IN
NEW YORK
STREETS AREA**



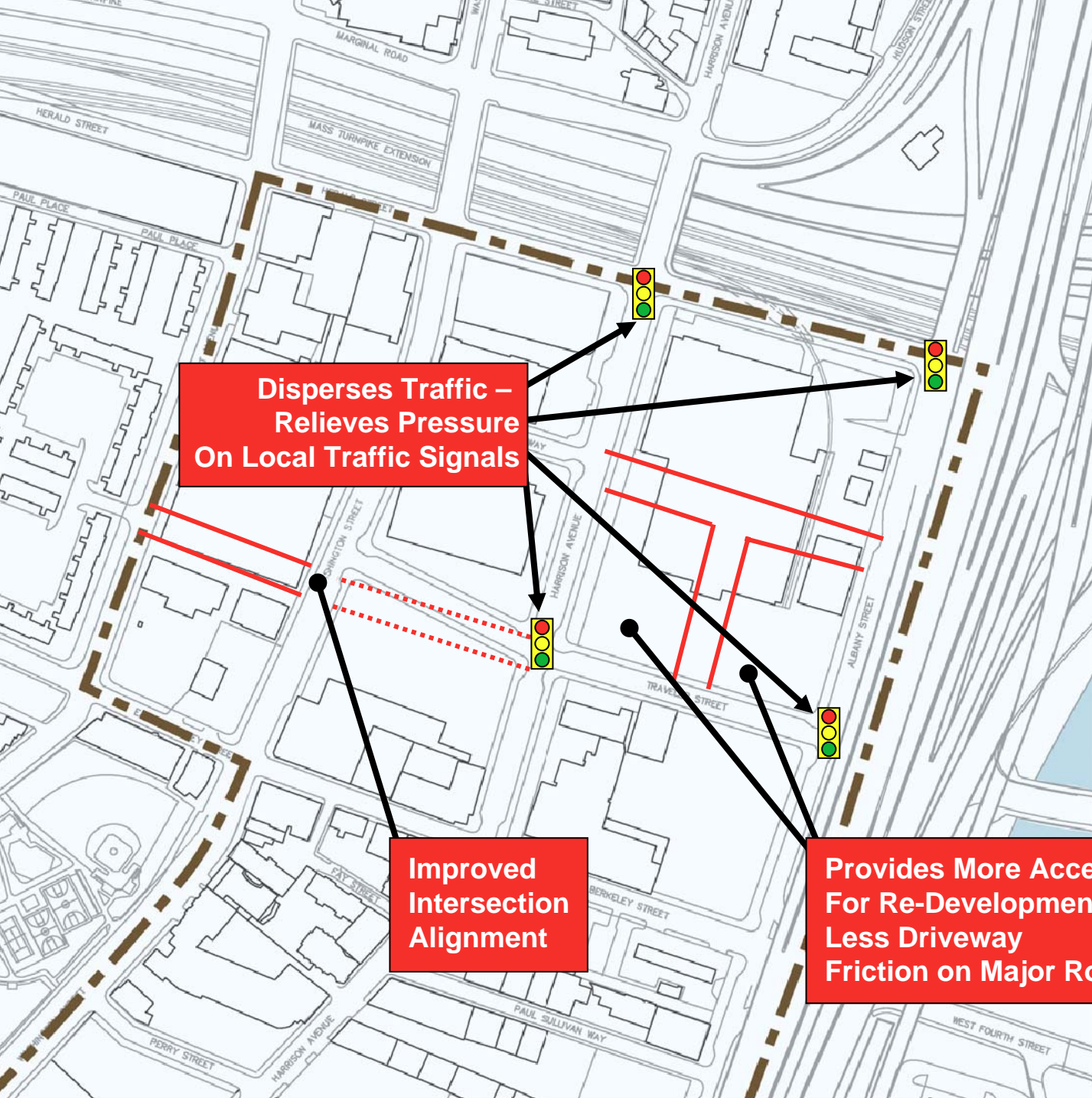
**3 – NEW
CONNECTIONS IN
NEW YORK
STREETS AREA**

**BENEFITS OF NEW
CONNECTIONS**

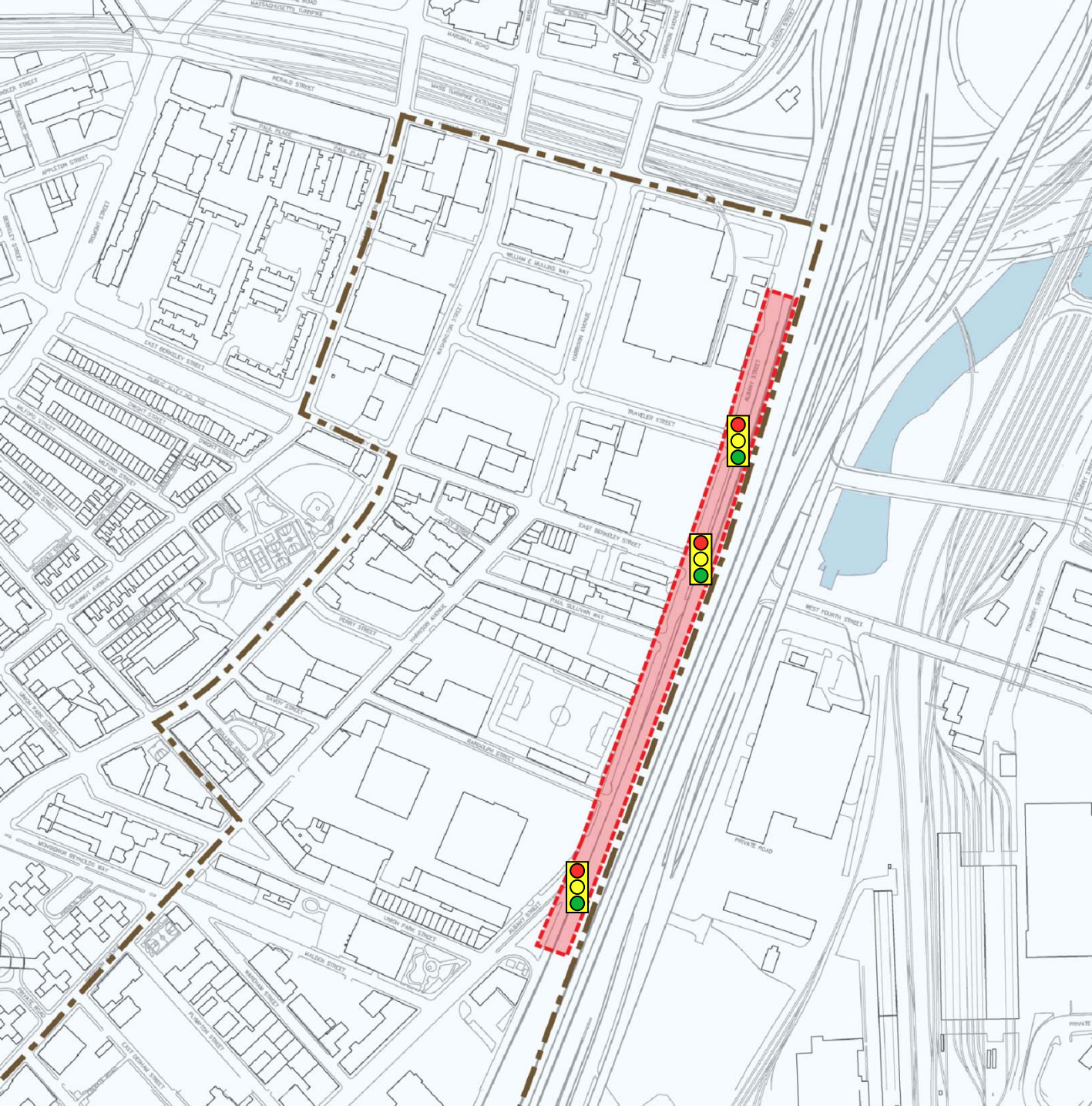
**Disperses Traffic –
Relieves Pressure
On Local Traffic Signals**

**Improved
Intersection
Alignment**

**Provides More Access Opportunities
For Re-Development
Less Driveway
Friction on Major Roadways**

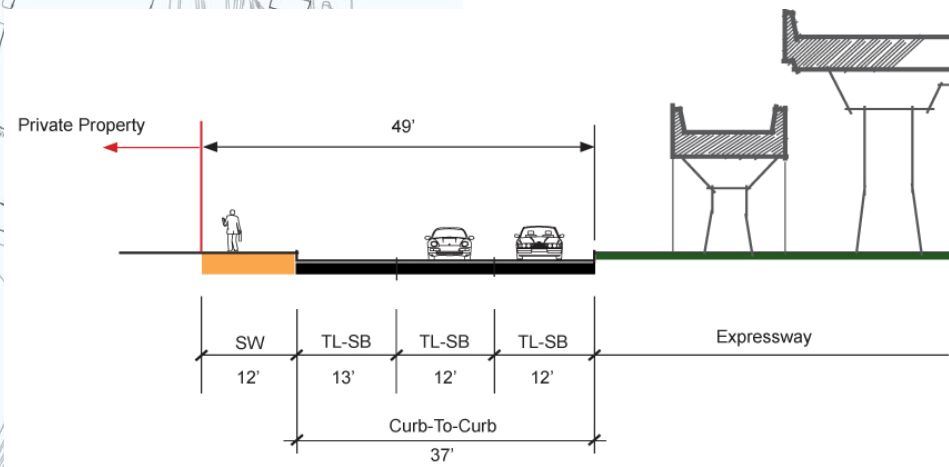
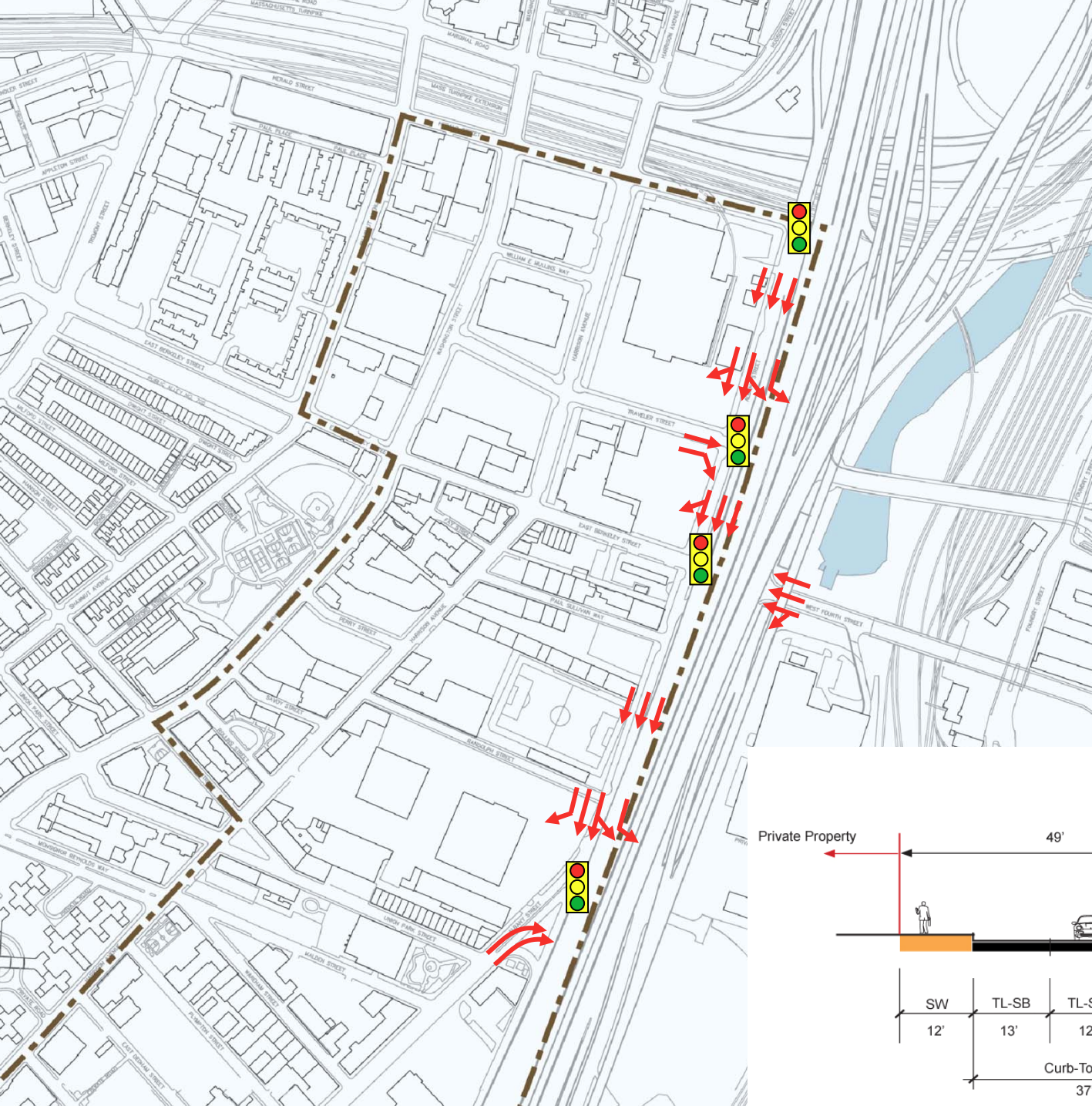


4 – REDUCE ALBANY STREET CROSS-SECTION



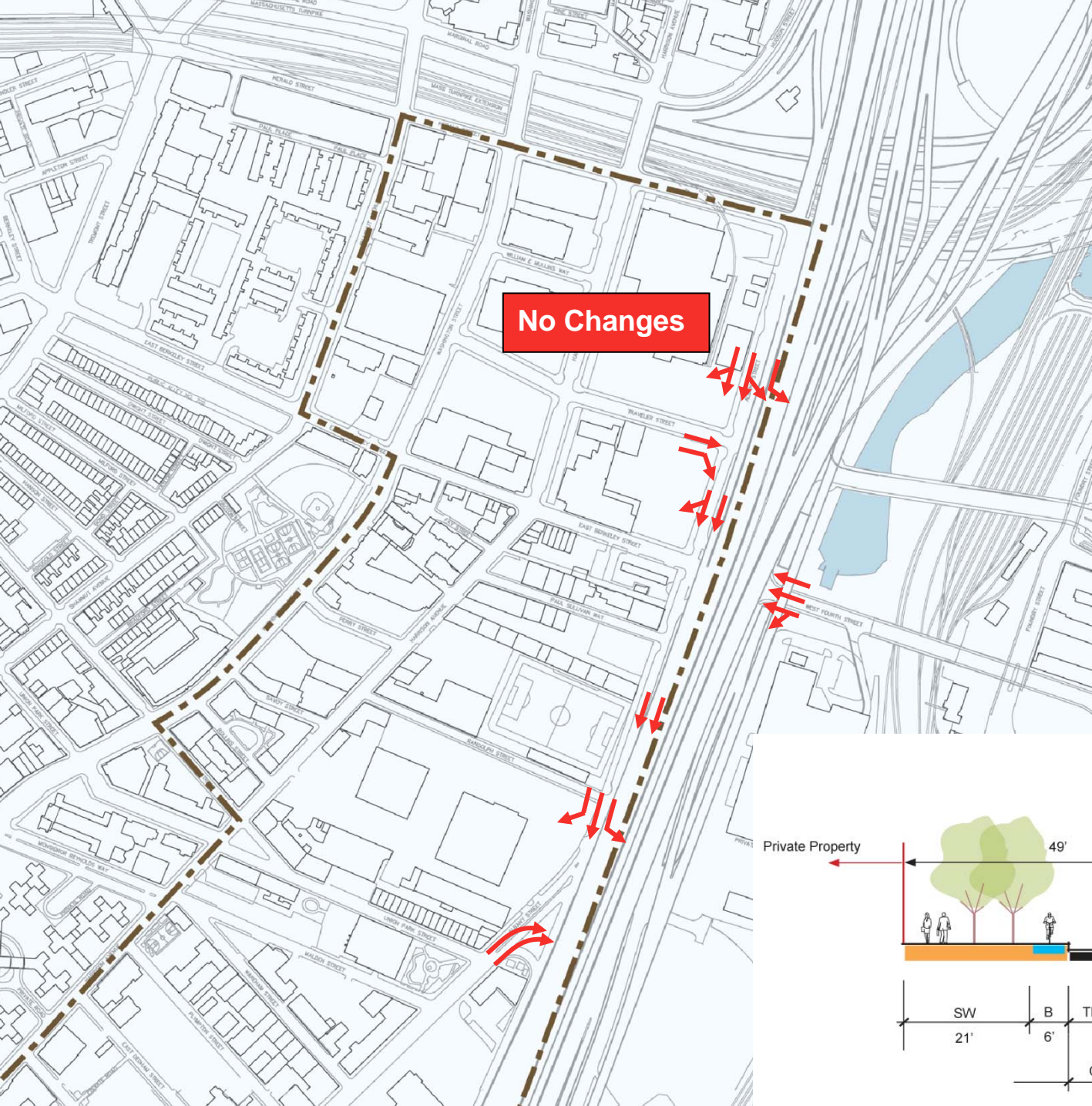
4 – REDUCE ALBANY STREET CROSS-SECTION

EXISTING GEOMETRY

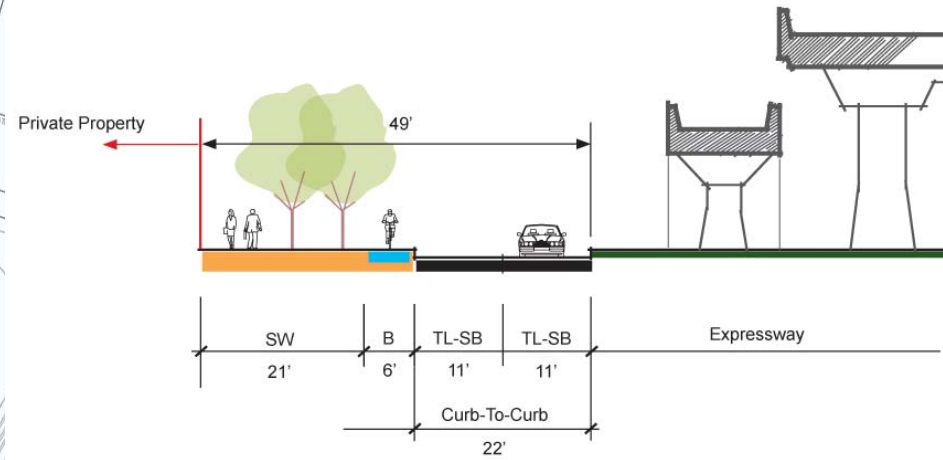


4 – REDUCE ALBANY STREET CROSS-SECTION

PROPOSED GEOMETRY

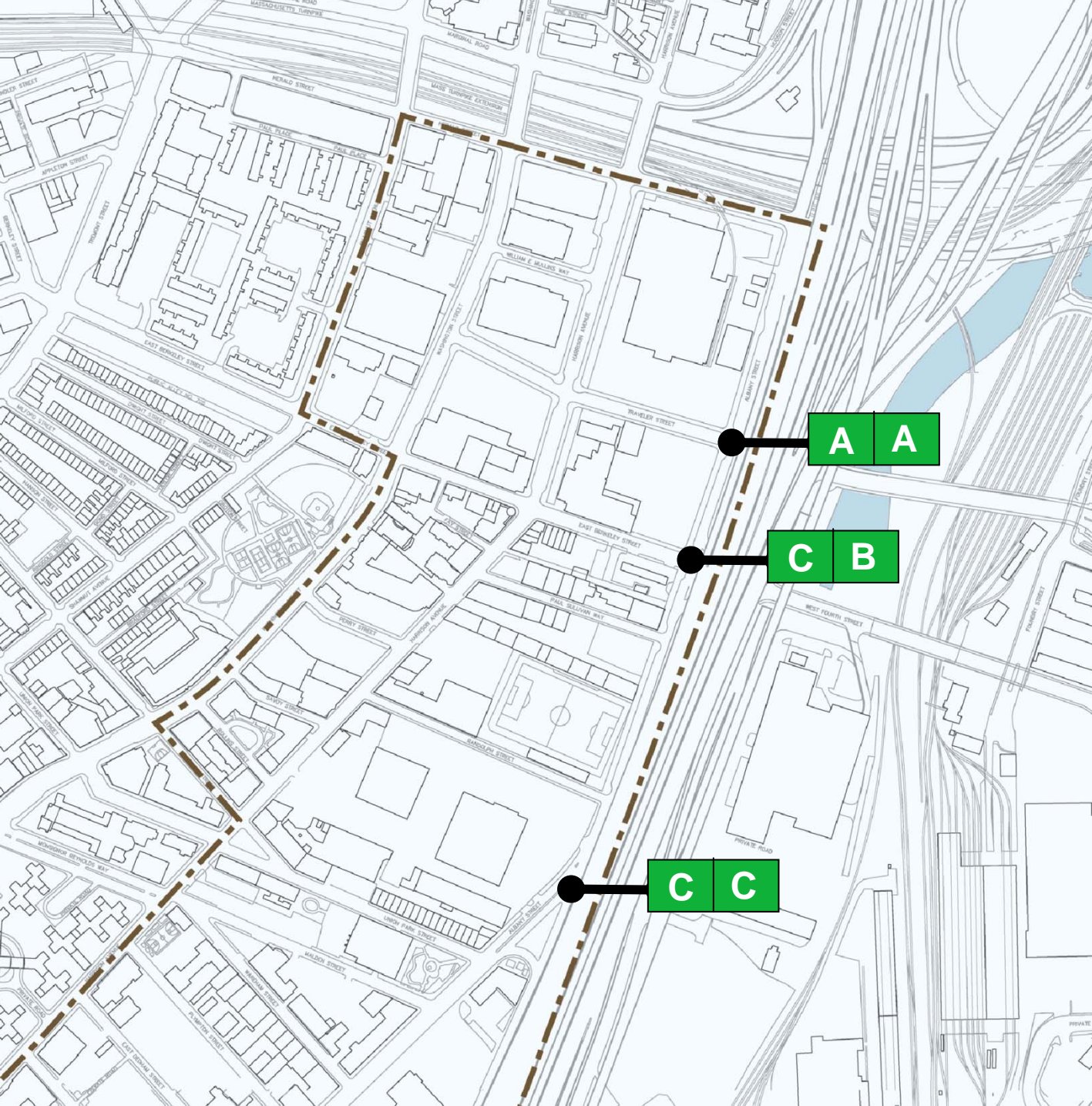


No Changes



4 – REDUCE ALBANY STREET CROSS-SECTION

TRAFFIC OPERATIONS WITH PROPOSED CHANGES



AM PM LOS A-D

AM PM LOS E

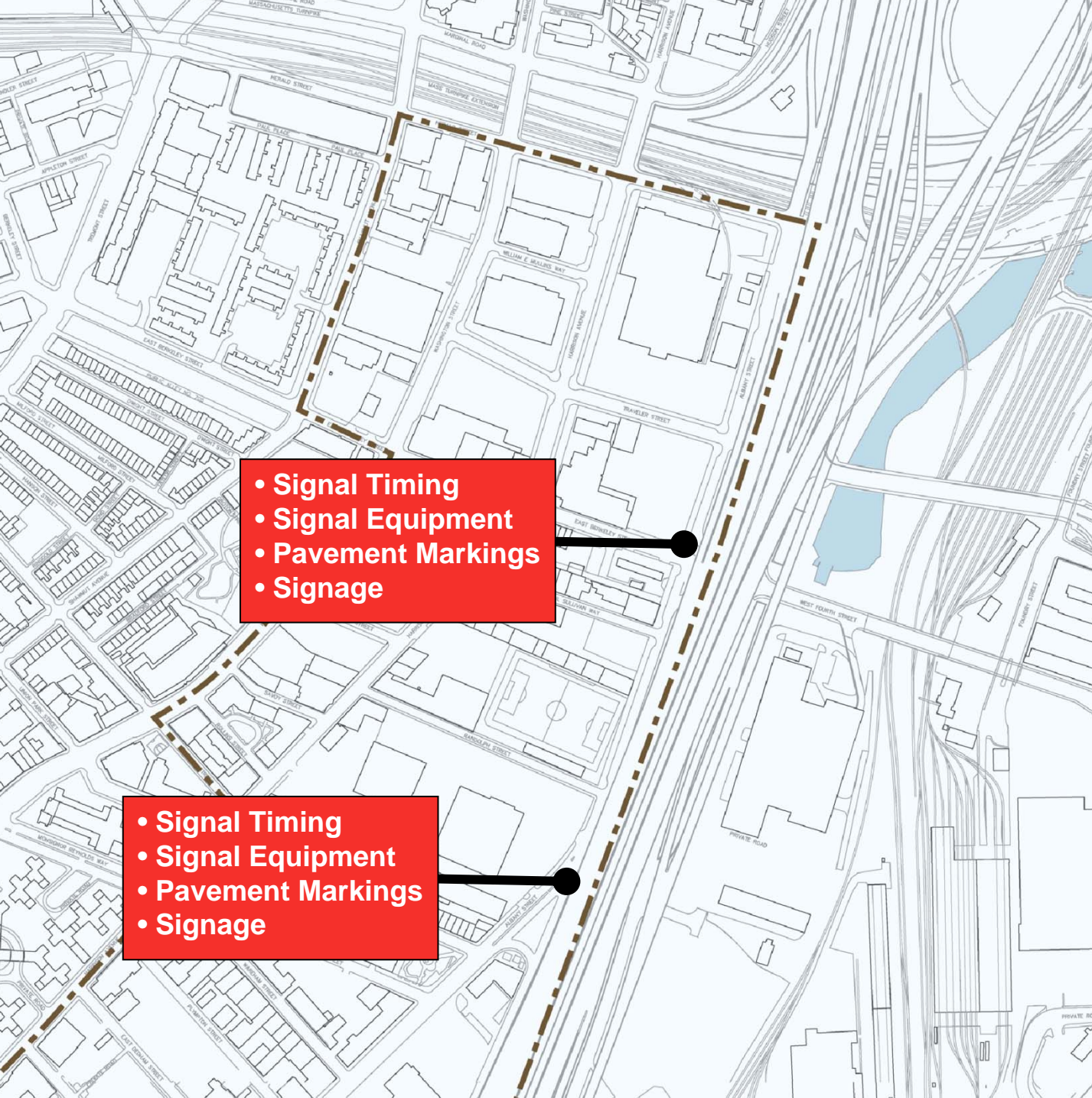
AM PM LOS F

4 – REDUCE ALBANY STREET CROSS-SECTION

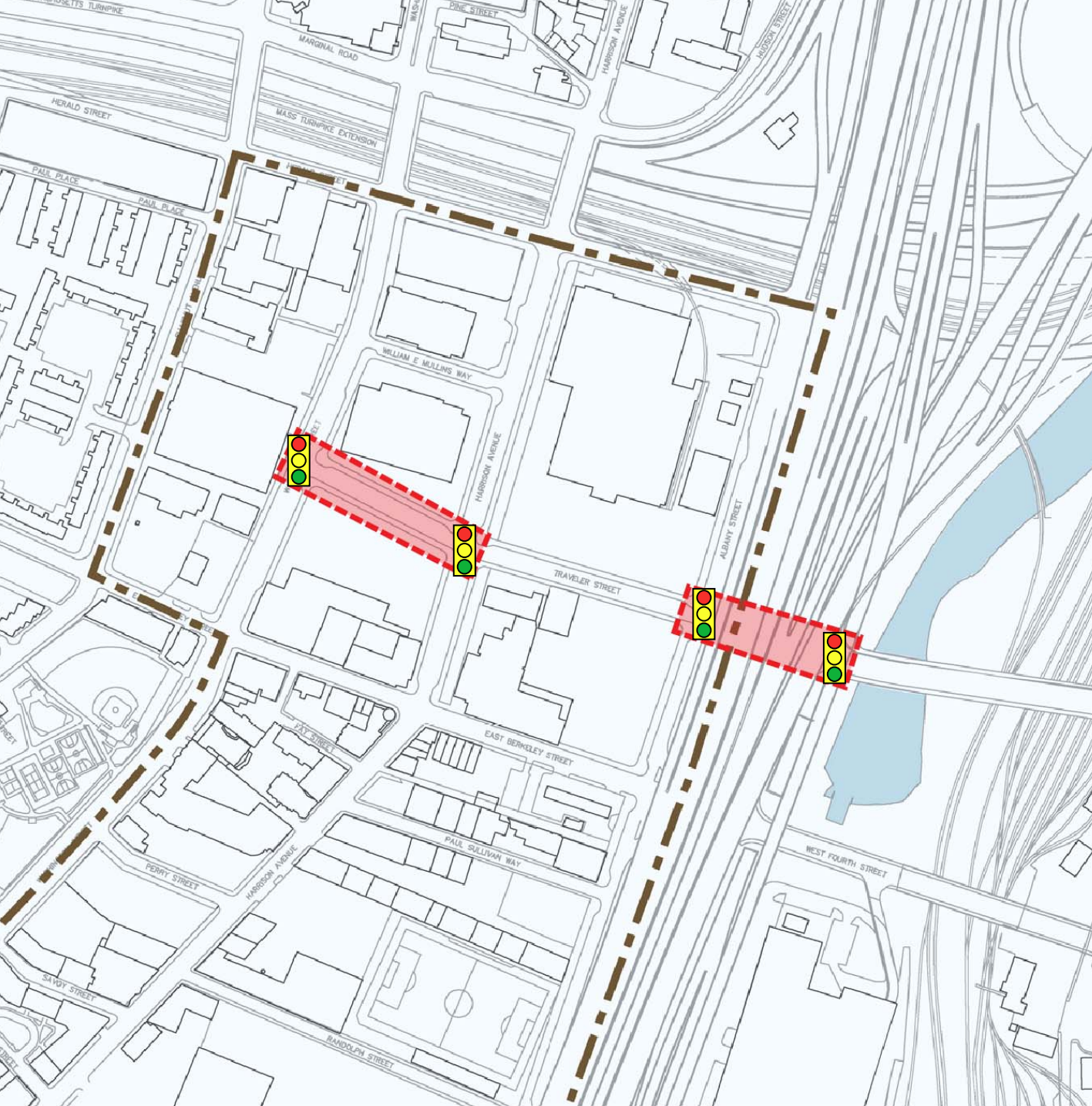
REQUIRED TRAFFIC MODIFICATIONS

- Signal Timing
- Signal Equipment
- Pavement Markings
- Signage

- Signal Timing
- Signal Equipment
- Pavement Markings
- Signage



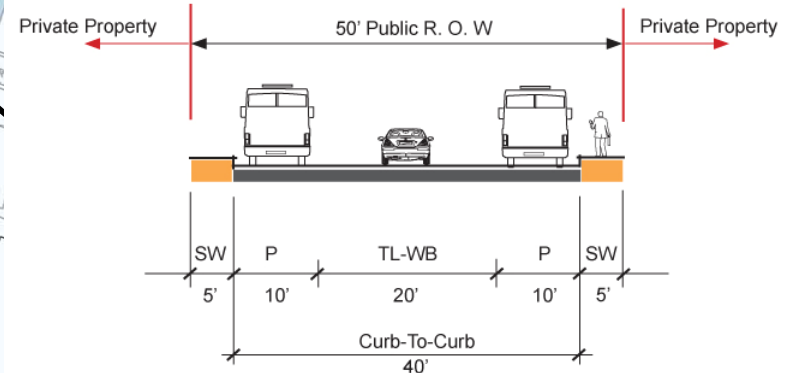
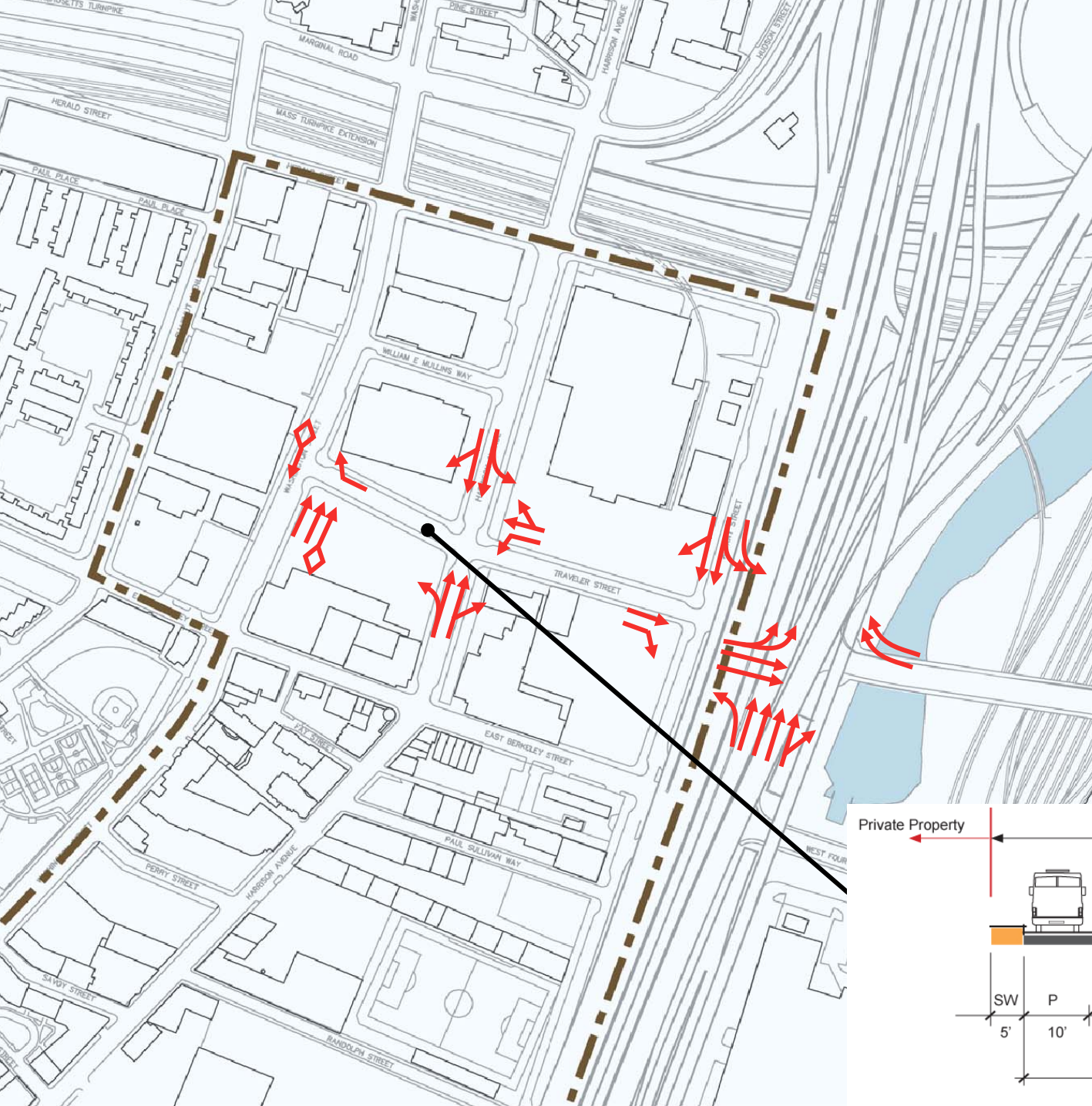
5 – TWO WAY TRAVELER STREET



5 – TWO WAY TRAVELER STREET

EXISTING
GEOMETRY

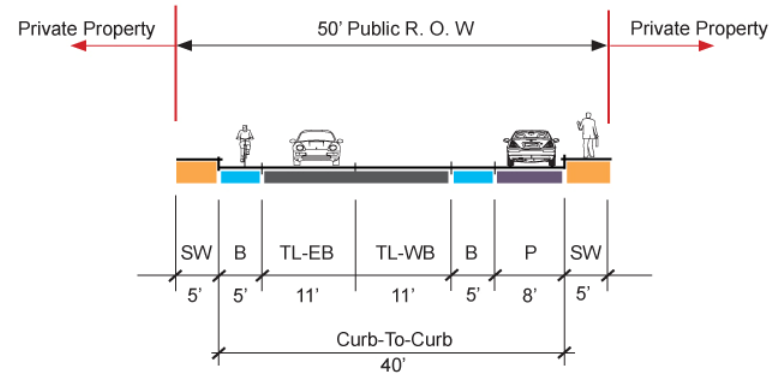
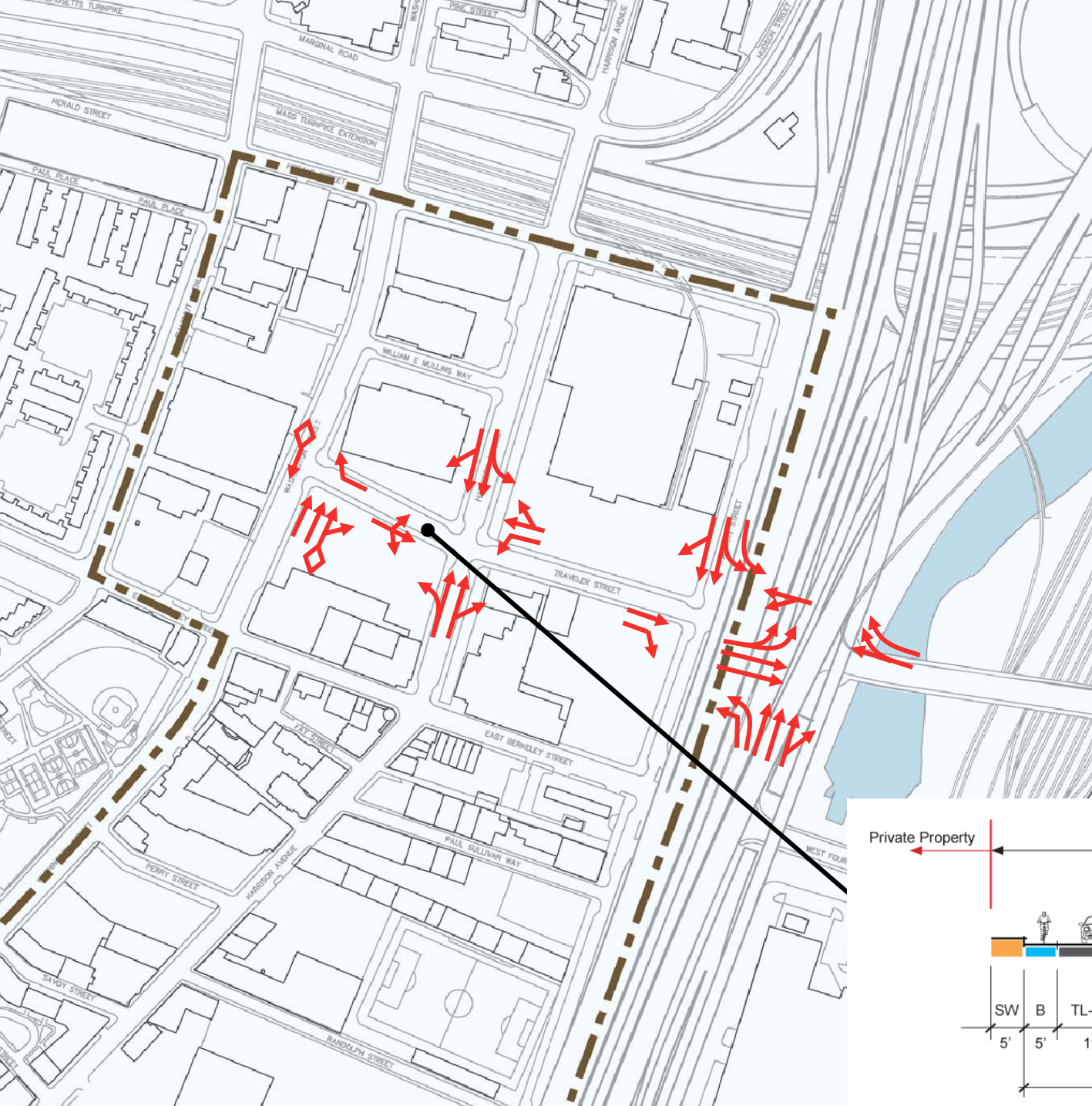
◇ DIAMOND LANE –
MBTA SILVER LINE
BUSES & BICYCLES



5 – TWO WAY TRAVELER STREET

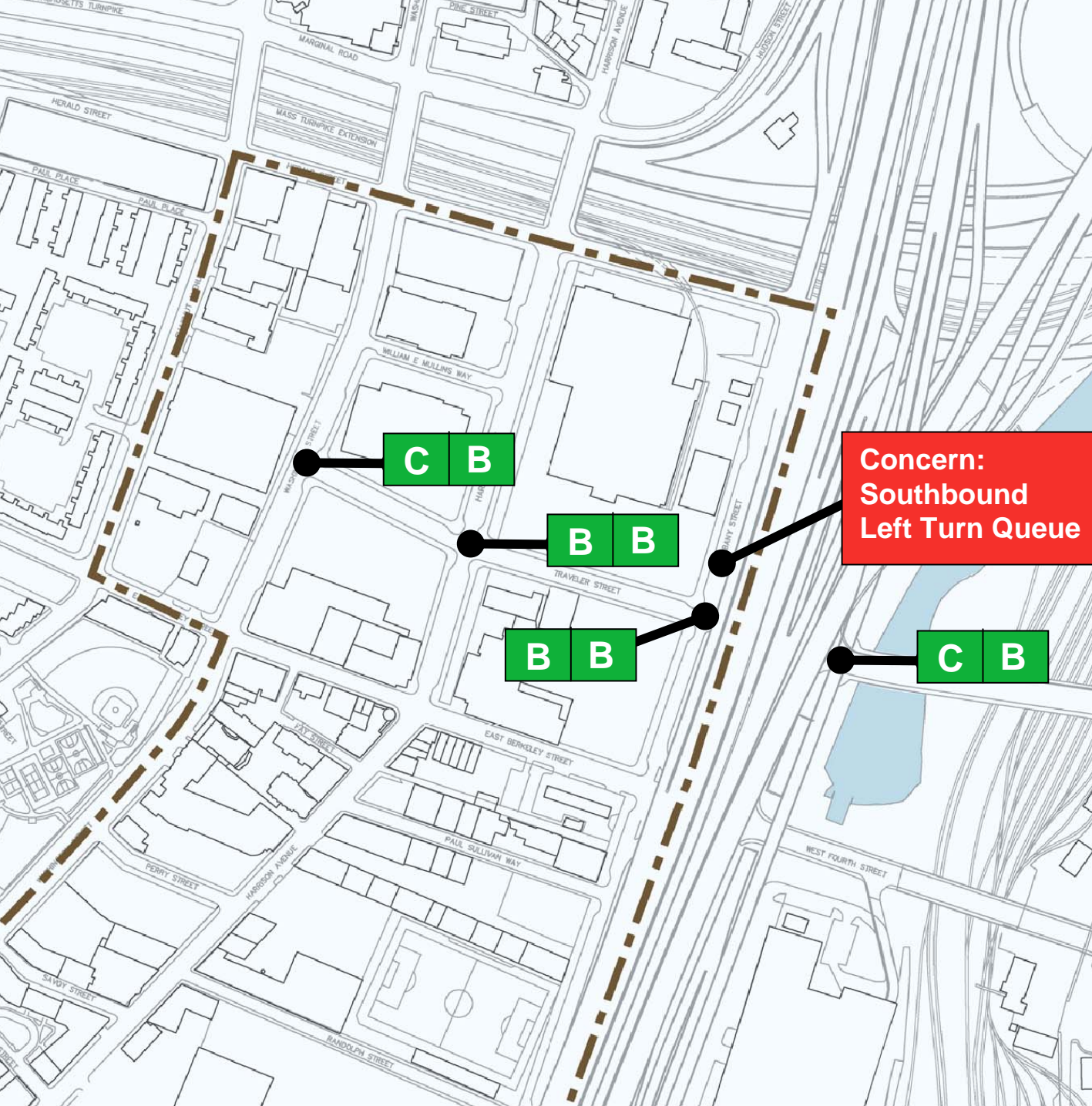
PROPOSED GEOMETRY

◇ DIAMOND LANE –
MBTA SILVER LINE
BUSES & BICYCLES



5 – TWO WAY TRAVELER STREET

TRAFFIC OPERATIONS
WITH PROPOSED
CHANGES



Concern:
Southbound
Left Turn Queue

- | | |
|----|----|
| AM | PM |
|----|----|

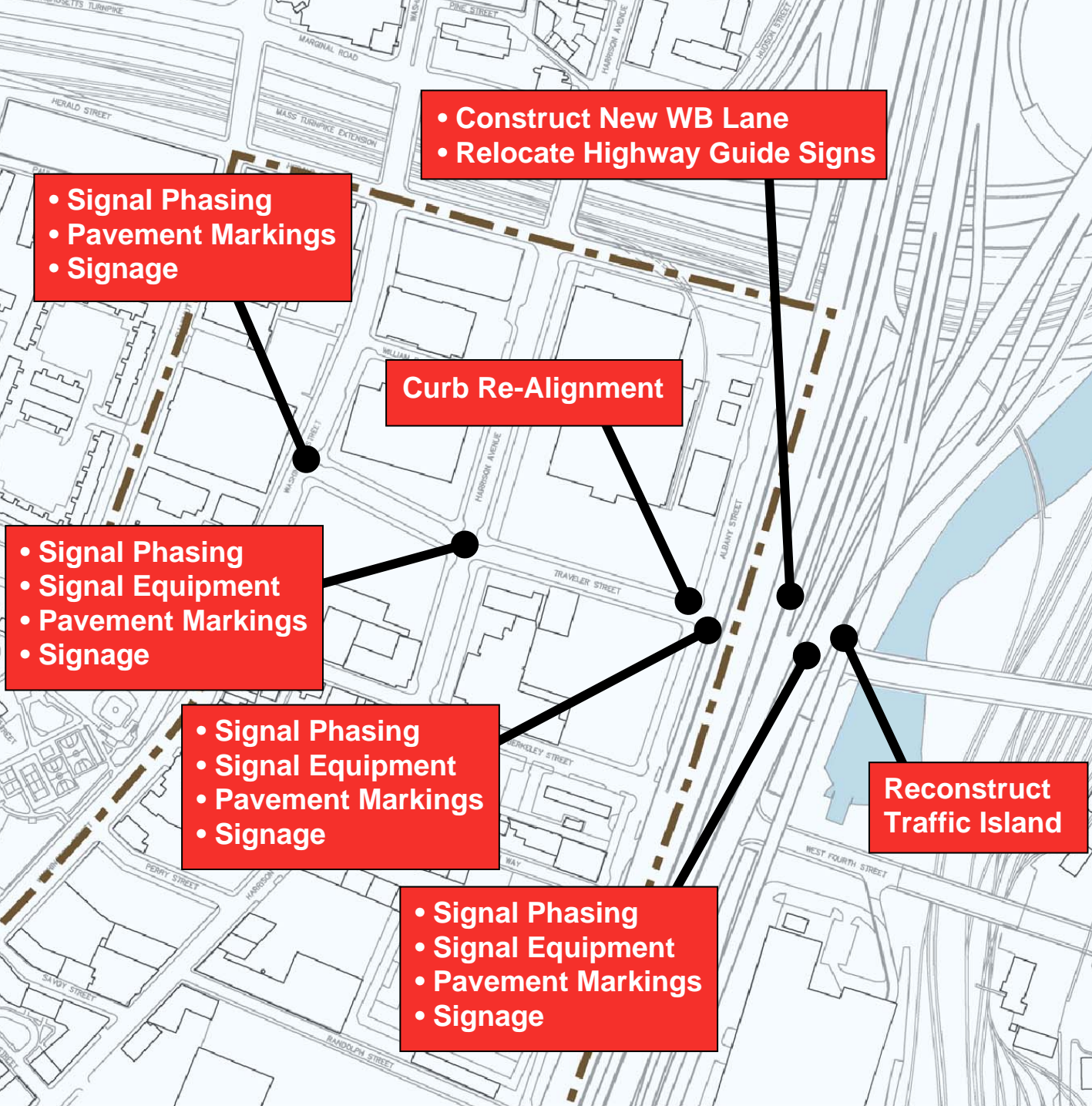
 LOS A-D
- | | |
|----|----|
| AM | PM |
|----|----|

 LOS E
- | | |
|----|----|
| AM | PM |
|----|----|

 LOS F

5 – TWO WAY TRAVELER STREET

REQUIRED TRAFFIC MODIFICATIONS



- Construct New WB Lane
- Relocate Highway Guide Signs

- Signal Phasing
- Pavement Markings
- Signage

Curb Re-Alignment

- Signal Phasing
- Signal Equipment
- Pavement Markings
- Signage

- Signal Phasing
- Signal Equipment
- Pavement Markings
- Signage

- Signal Phasing
- Signal Equipment
- Pavement Markings
- Signage

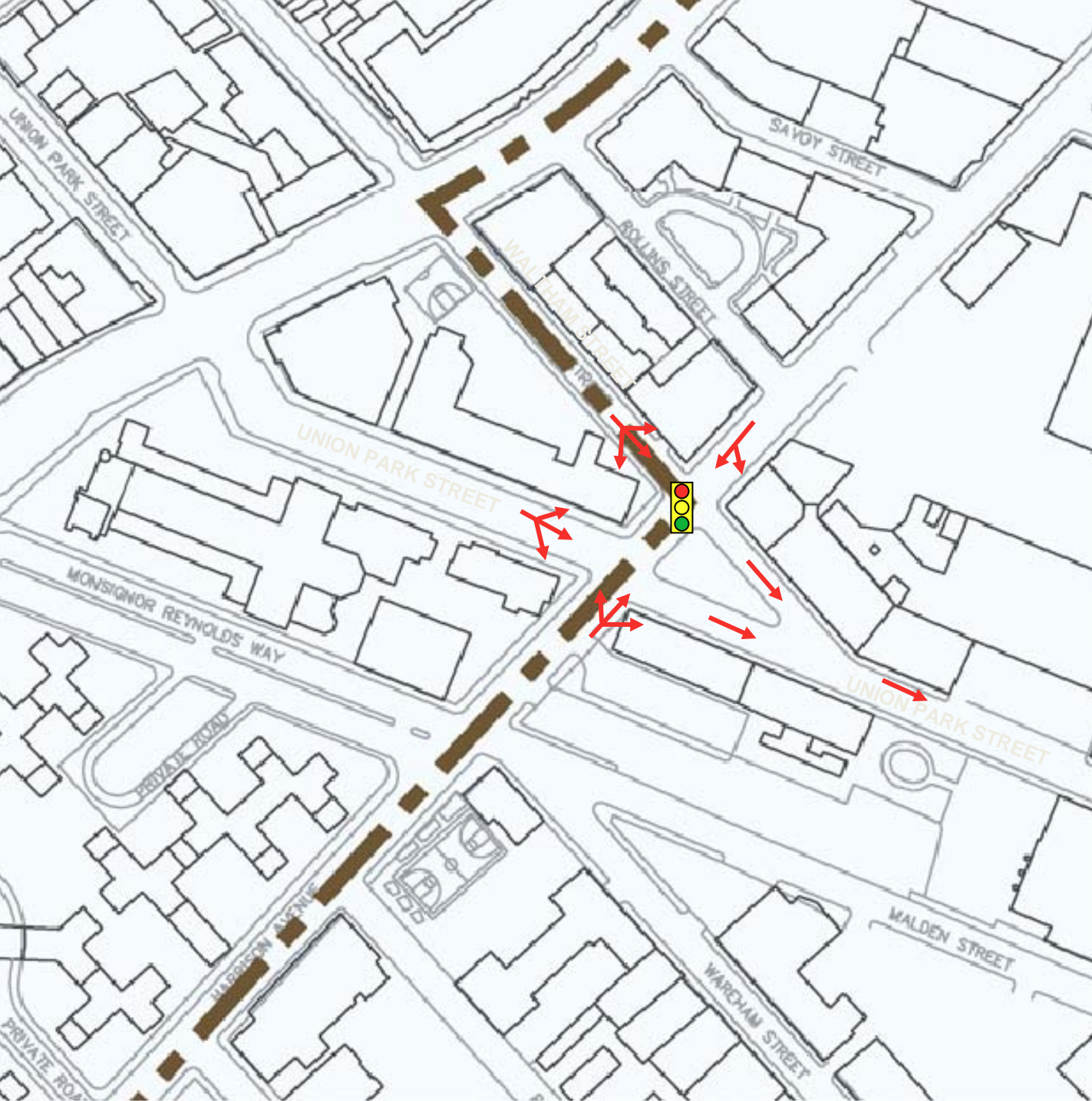
Reconstruct
Traffic Island

**6 – CLOSE UNION
PARK STREET EAST
OF HARRISON AVE**



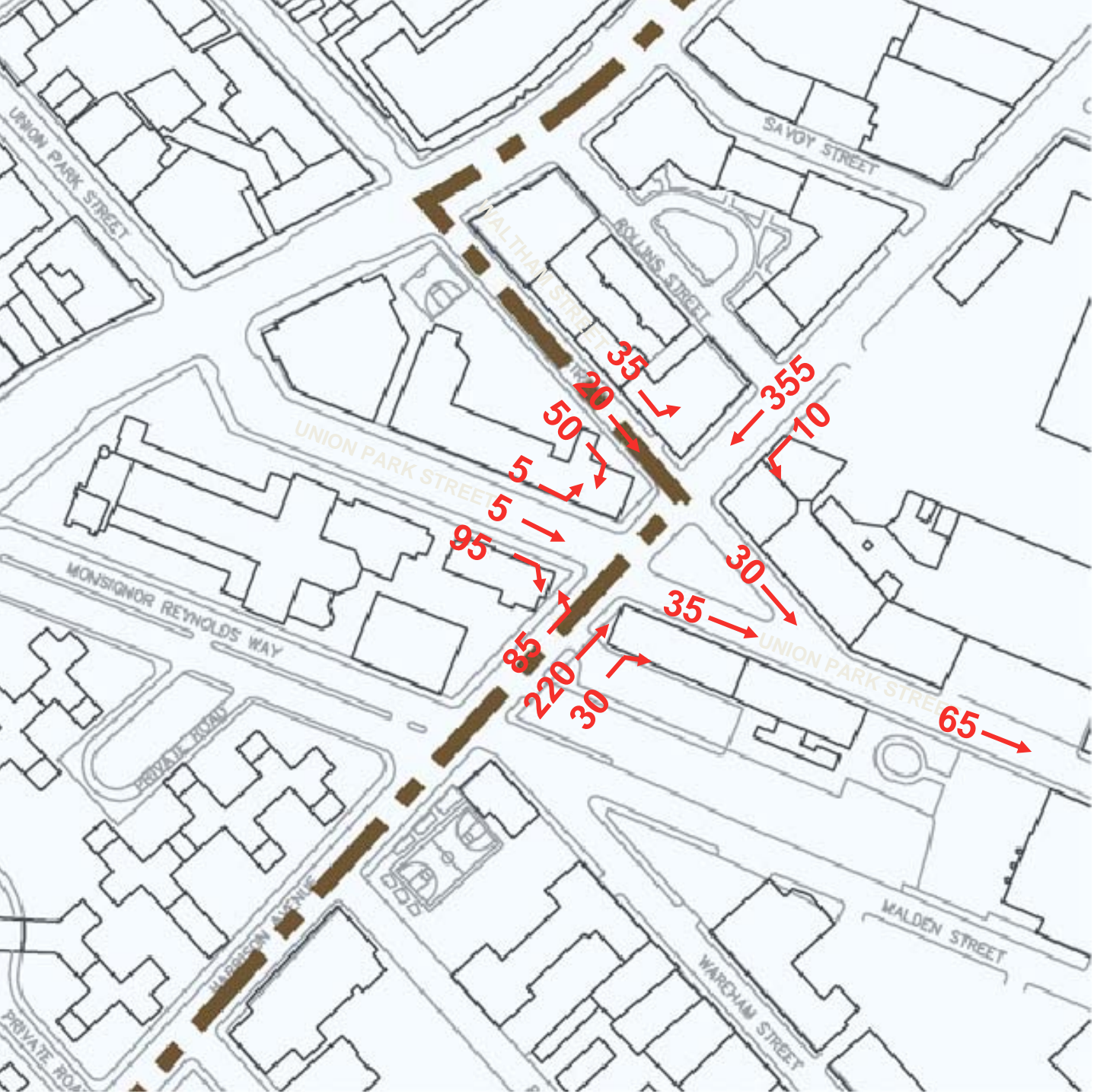
**6 – CLOSE UNION
PARK STREET EAST
OF HARRISON AVE**

EXISTING
GEOMETRY



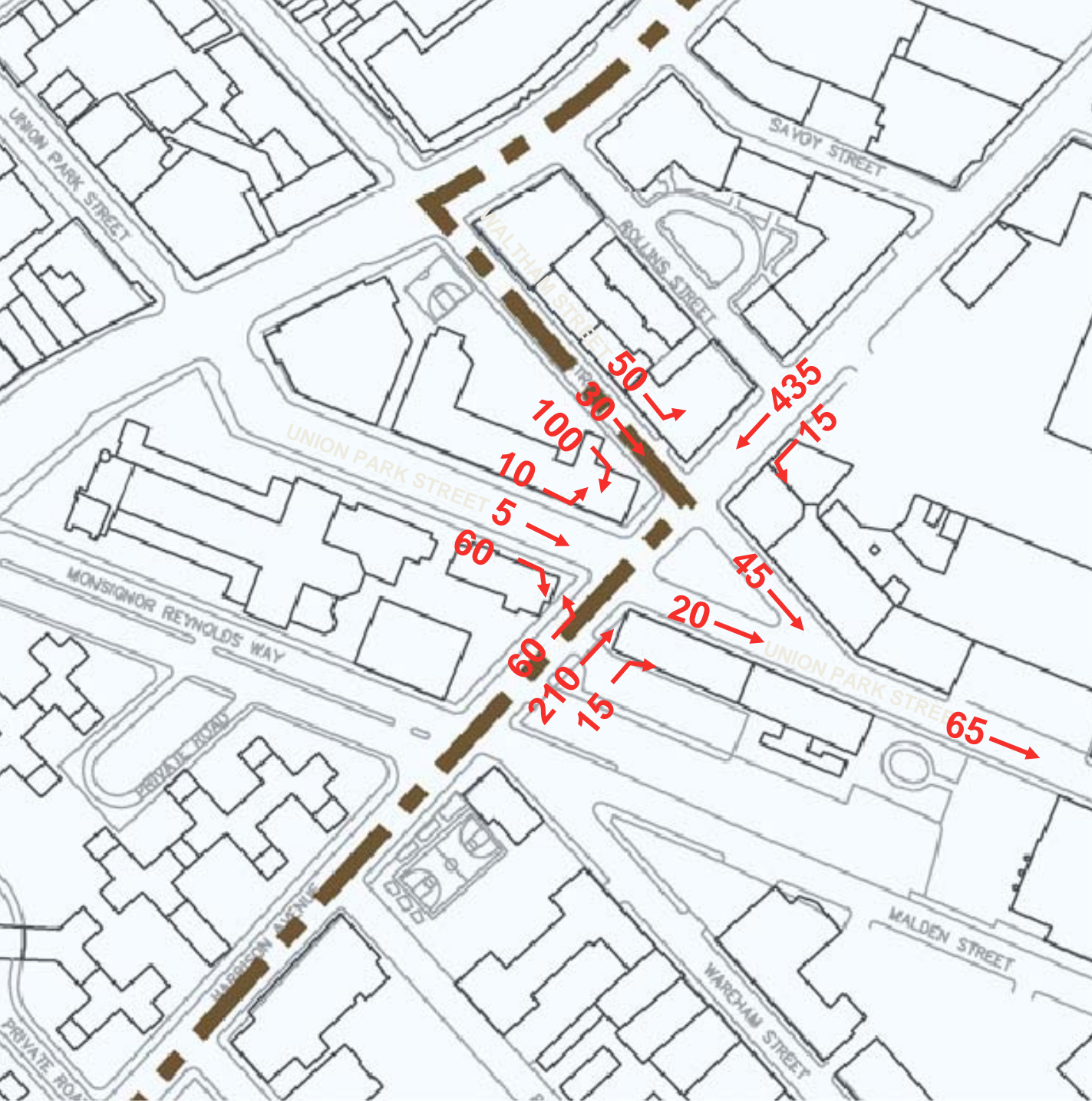
**6 – CLOSE UNION
PARK STREET EAST
OF HARRISON AVE**

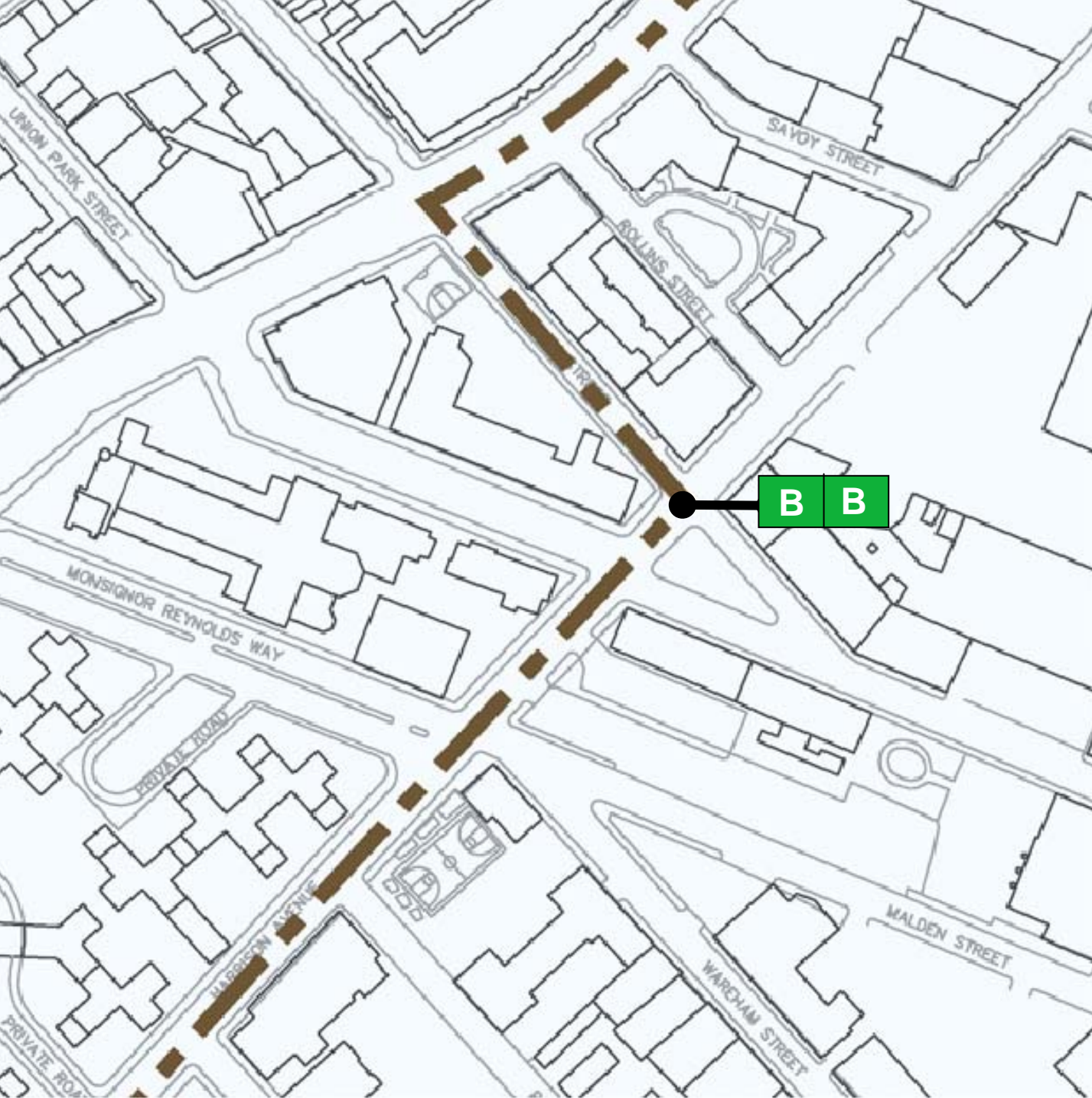
2015 AM VOLUMES



**6 – CLOSE UNION
PARK STREET EAST
OF HARRISON AVE**

2015 PM VOLUMES





**6 – CLOSE UNION
PARK STREET EAST
OF HARRISON AVE**

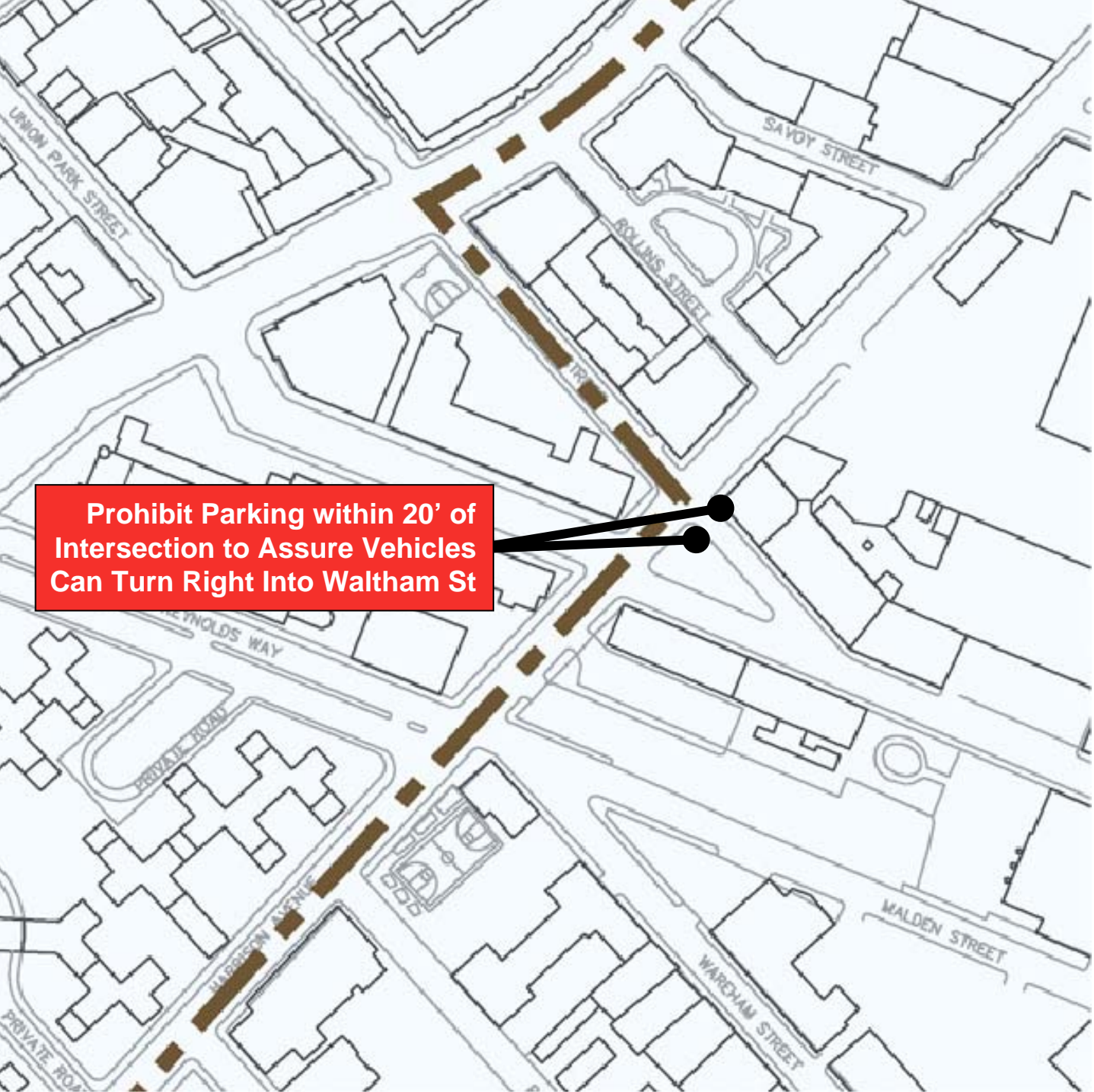
TRAFFIC OPERATIONS
WITH PROPOSED
MODIFICATIONS

- | | |
|----|----|
| AM | PM |
|----|----|

 LOS A-D
- | | |
|----|----|
| AM | PM |
|----|----|

 LOS E
- | | |
|----|----|
| AM | PM |
|----|----|

 LOS F



**6 – CLOSE UNION
PARK STREET EAST
OF HARRISON AVE**

REQUIRED TRAFFIC
MODIFICATIONS

**Prohibit Parking within 20'
of Intersection to Assure Vehicles
Can Turn Right Into Waltham St**

7 – EAST DEDHAM STREET EXTENSION



7 – EAST DEDHAM STREET EXTENSION

EXISTING
GEOMETRY



**Roadway Connections
Not Completed**

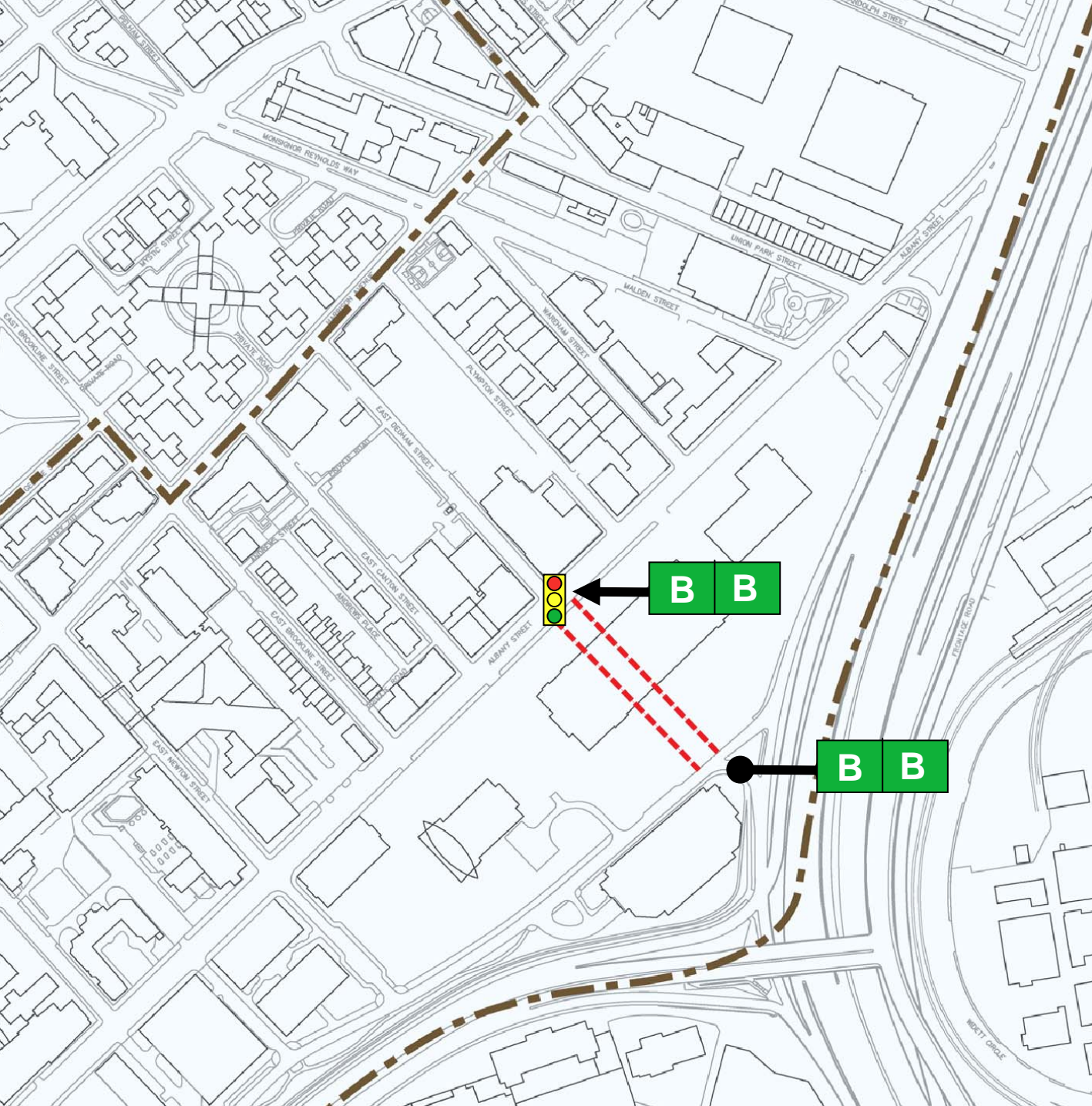
7 – EAST DEDHAM STREET EXTENSION

PROPOSED
GEOMETRY



7 – EAST DEDHAM STREET EXTENSION

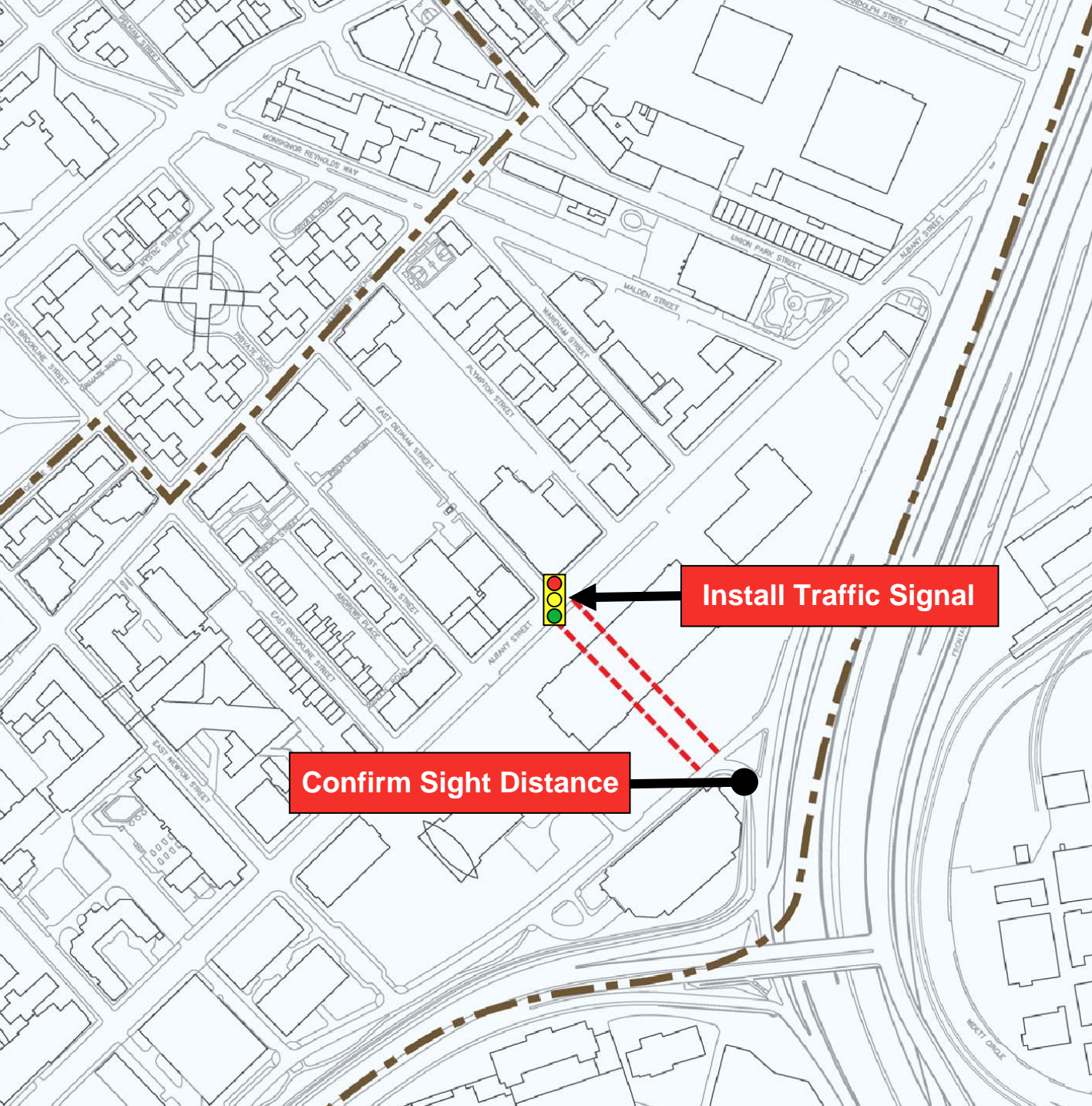
2015 TRAFFIC OPERATIONS (WITH IMPROVEMENTS)



AM	PM	LOS A-D
AM	PM	LOS E
AM	PM	LOS F

7 – EAST DEDHAM STREET EXTENSION

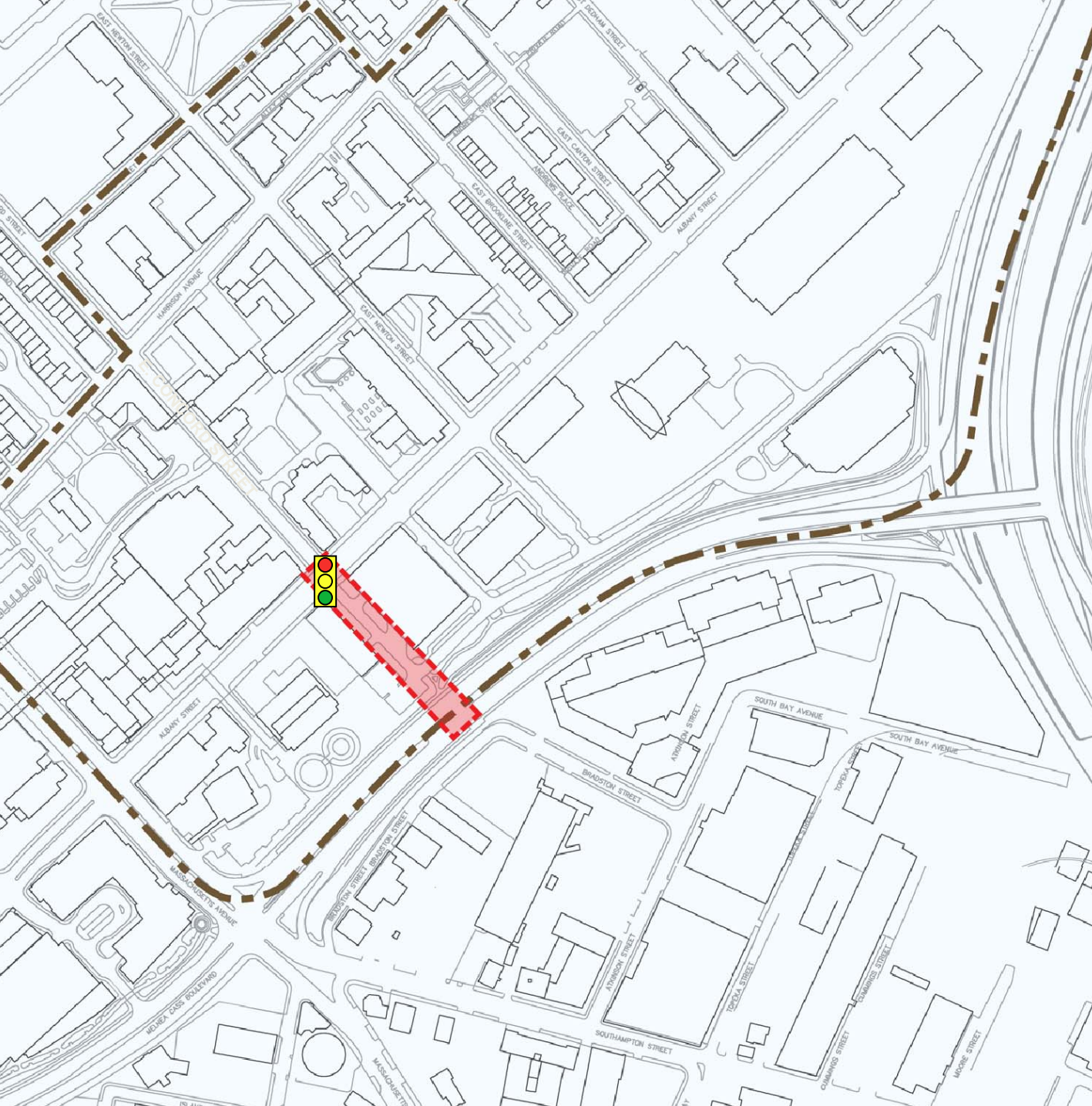
REQUIRED TRAFFIC MODIFICATIONS



Install Traffic Signal

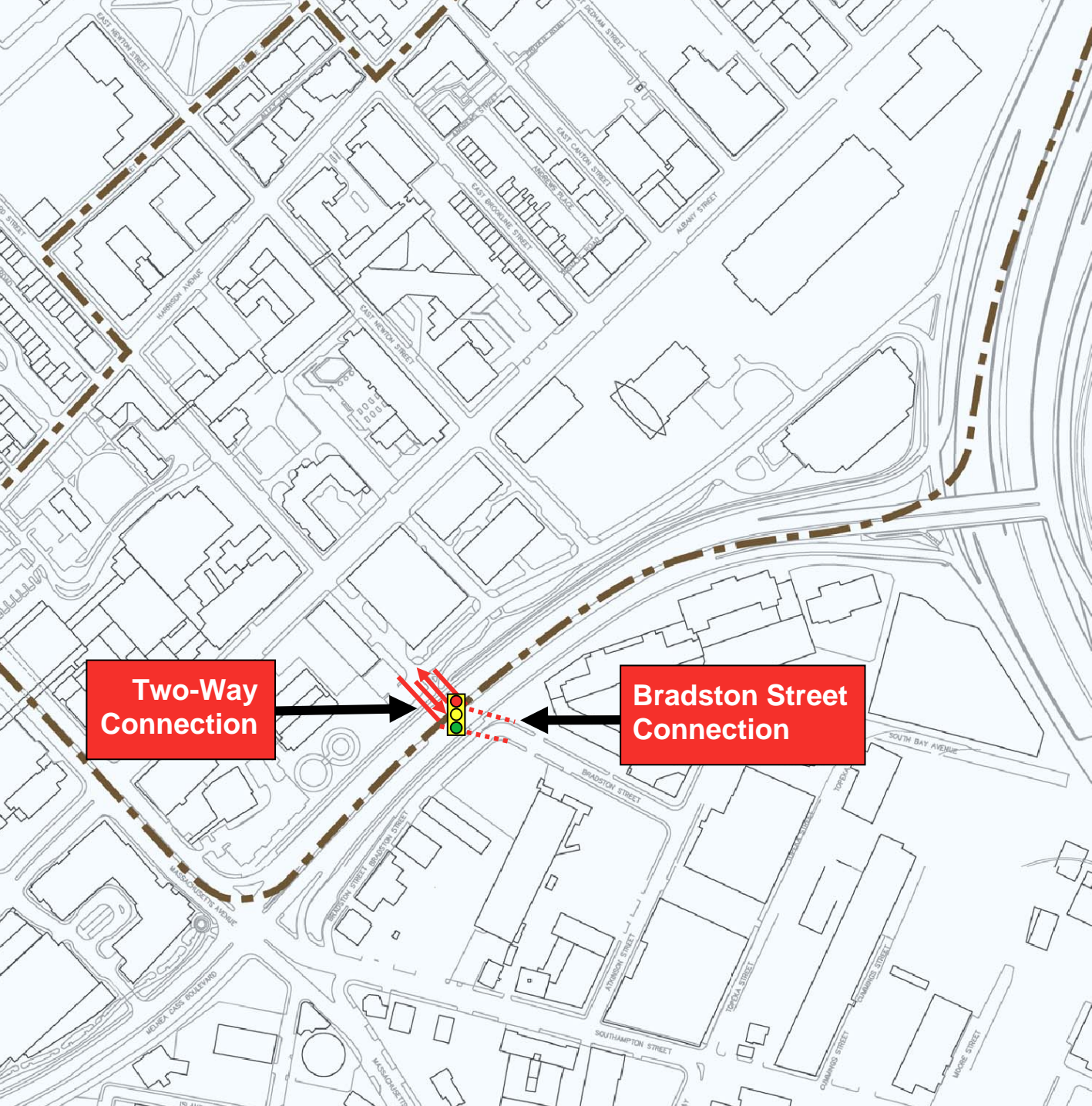
Confirm Sight Distance

8 – EAST CONCORD STREET EXTENSION



8 – EAST CONCORD STREET EXTENSION

PROPOSED
CONNECTION
TO MASS. AVE
CONNECTOR

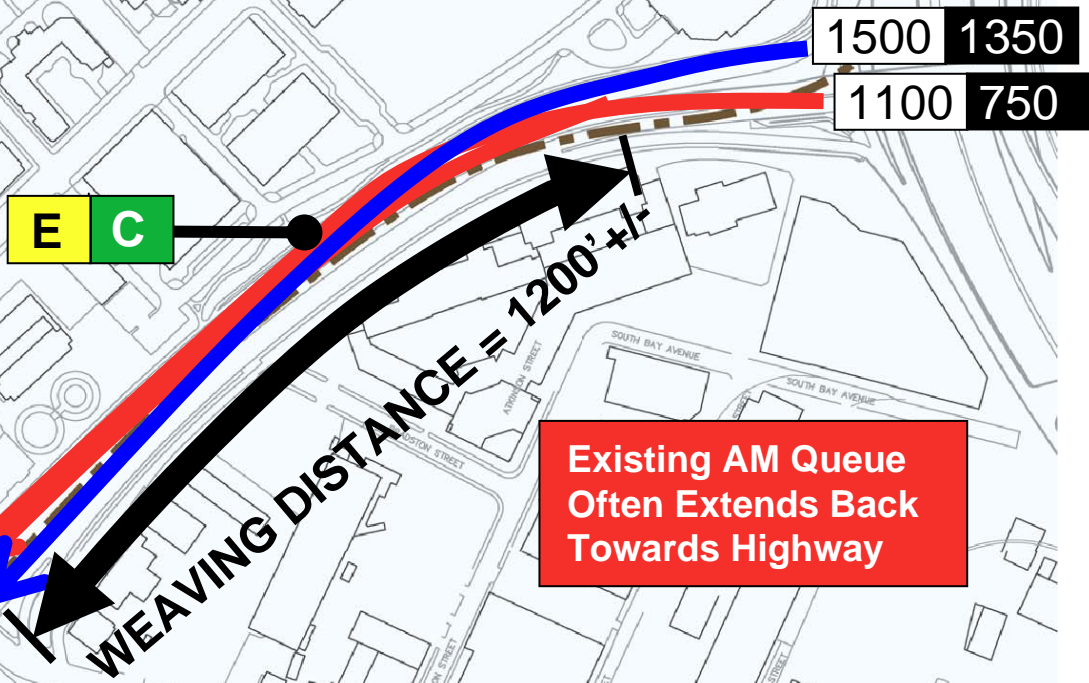


**Two-Way
Connection**

**Bradston Street
Connection**

8 – EAST CONCORD STREET EXTENSION

SAFETY & OPERATIONAL ISSUES:
QUEUING ON
MASS. AVE
CONNECTOR



AM PM LOS A-D

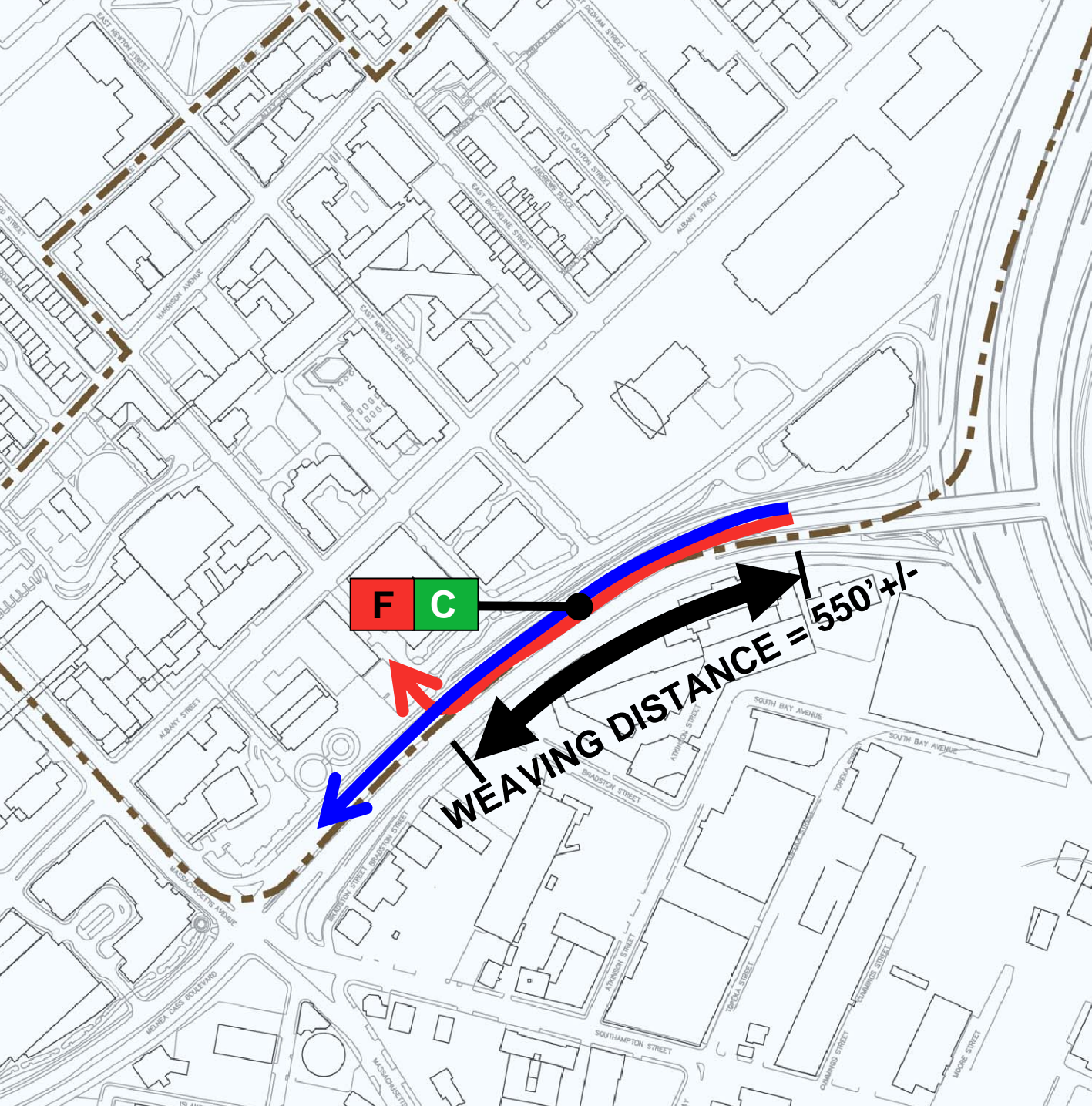
AM PM LOS E

AM PM LOS F

AM PM

8 – EAST CONCORD STREET EXTENSION

WEAVE WITH PROPOSED CONNECTION TO E. CONCORD ST

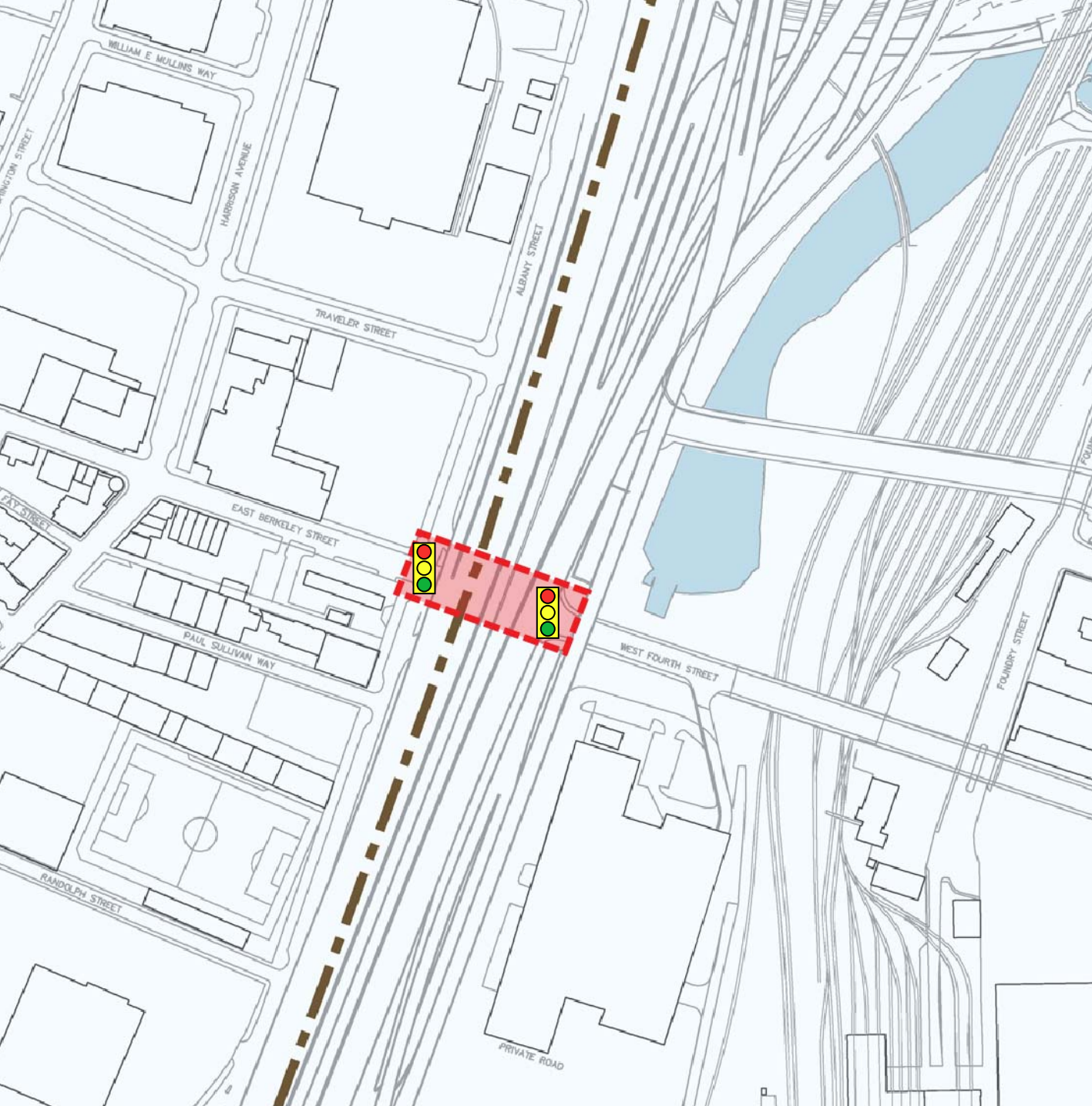


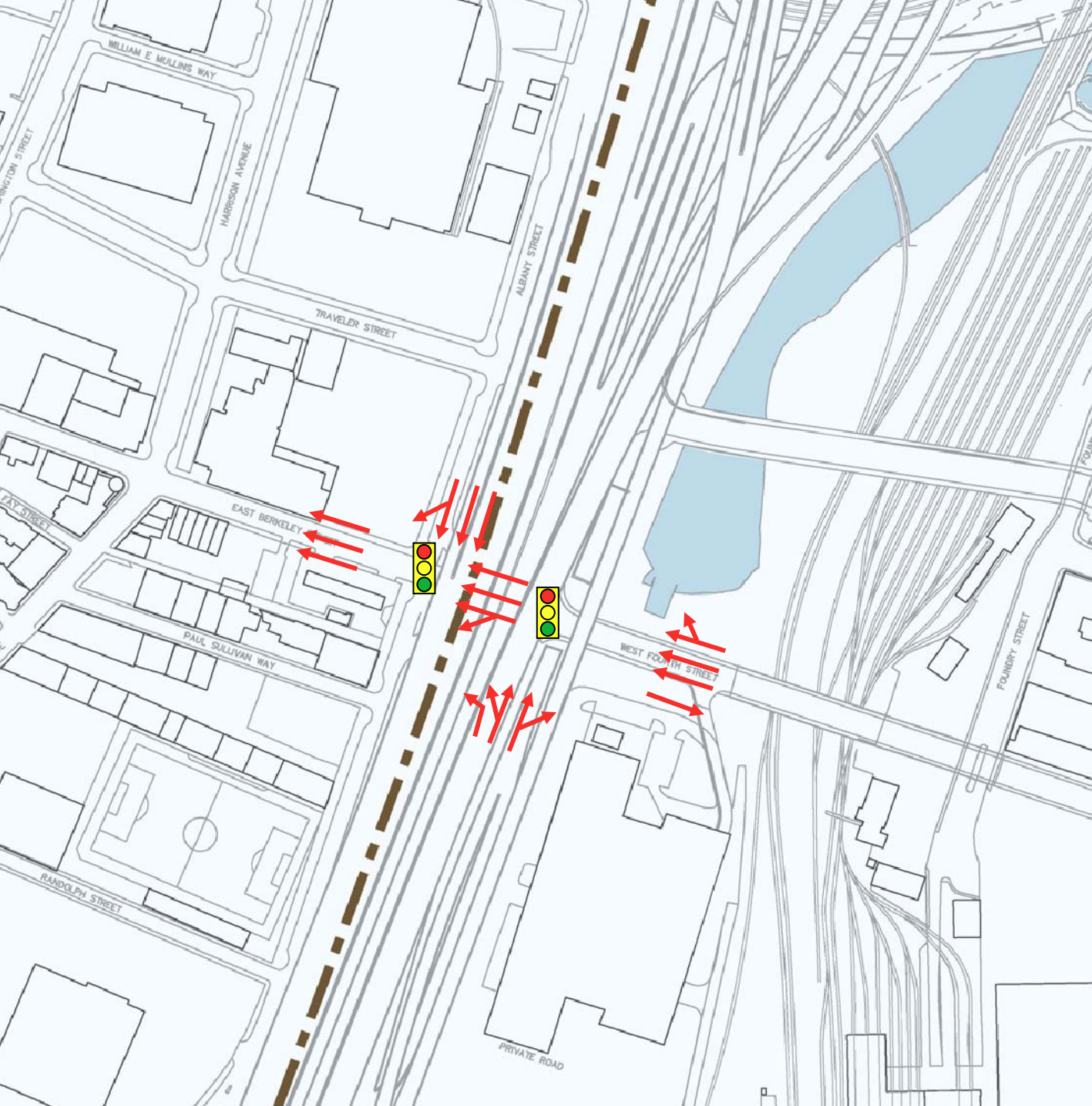
F C

WEAVING DISTANCE = 550' +/-

- AM PM LOS A-D
- AM PM LOS E
- AM PM LOS F

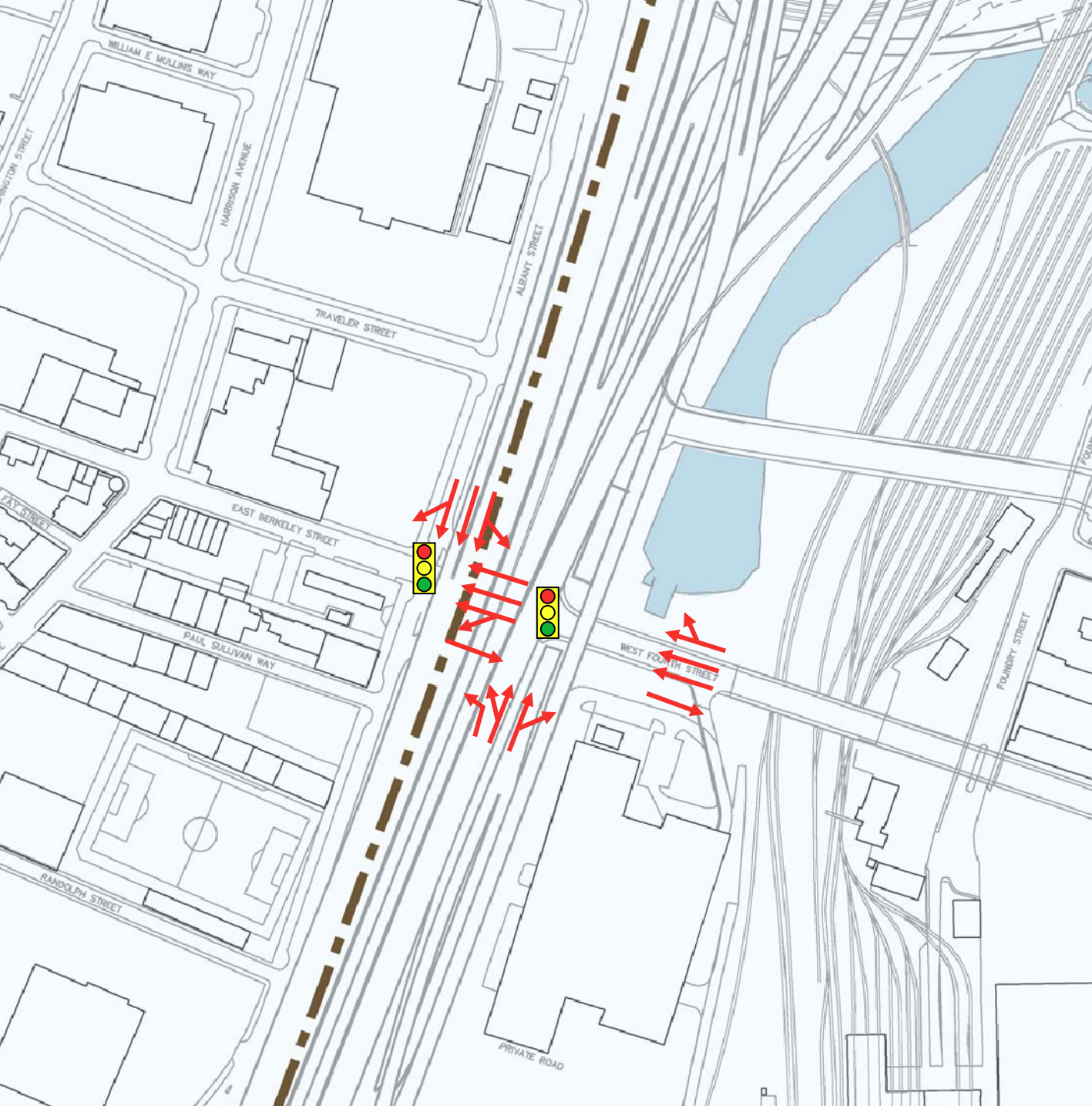
**9 – EAST BERKELEY
STREET – TWO-WAY
BETWEEN ALBANY
STREET &
FRONTAGE RD**





**9 – EAST BERKELEY
STREET – TWO-WAY
BETWEEN ALBANY
STREET &
FRONTAGE RD**

EXISTING GEOMETRY

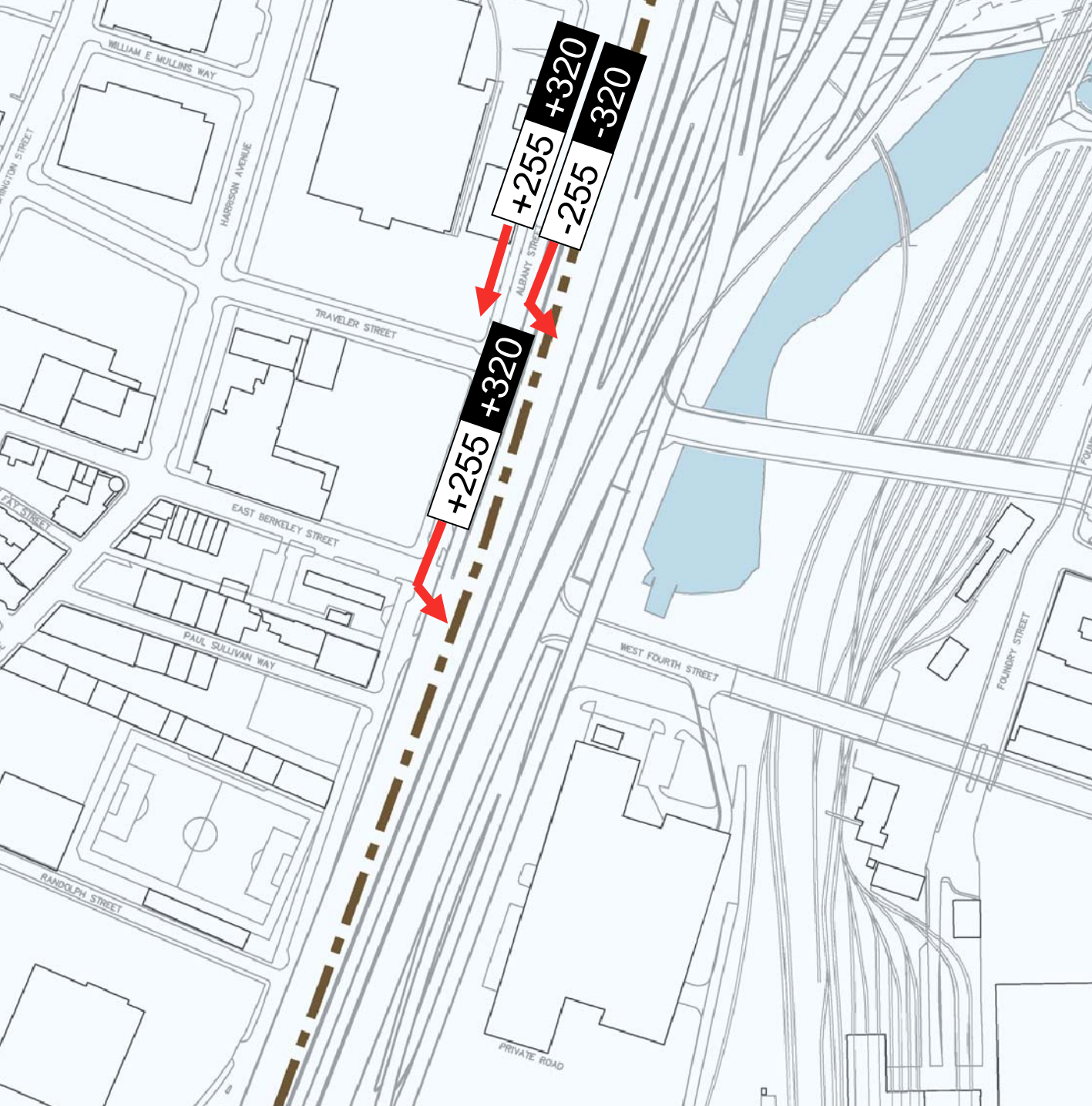


**9 – EAST BERKELEY
STREET – TWO-WAY
BETWEEN ALBANY
STREET &
FRONTAGE RD**

PROPOSED GEOMETRY

9 – EAST BERKELEY STREET – TWO-WAY BETWEEN ALBANY STREET & FRONTAGE RD

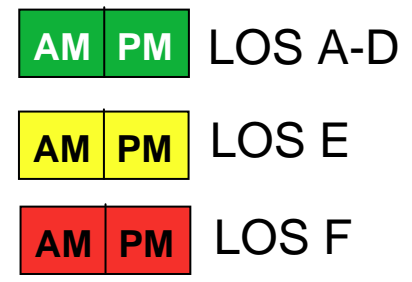
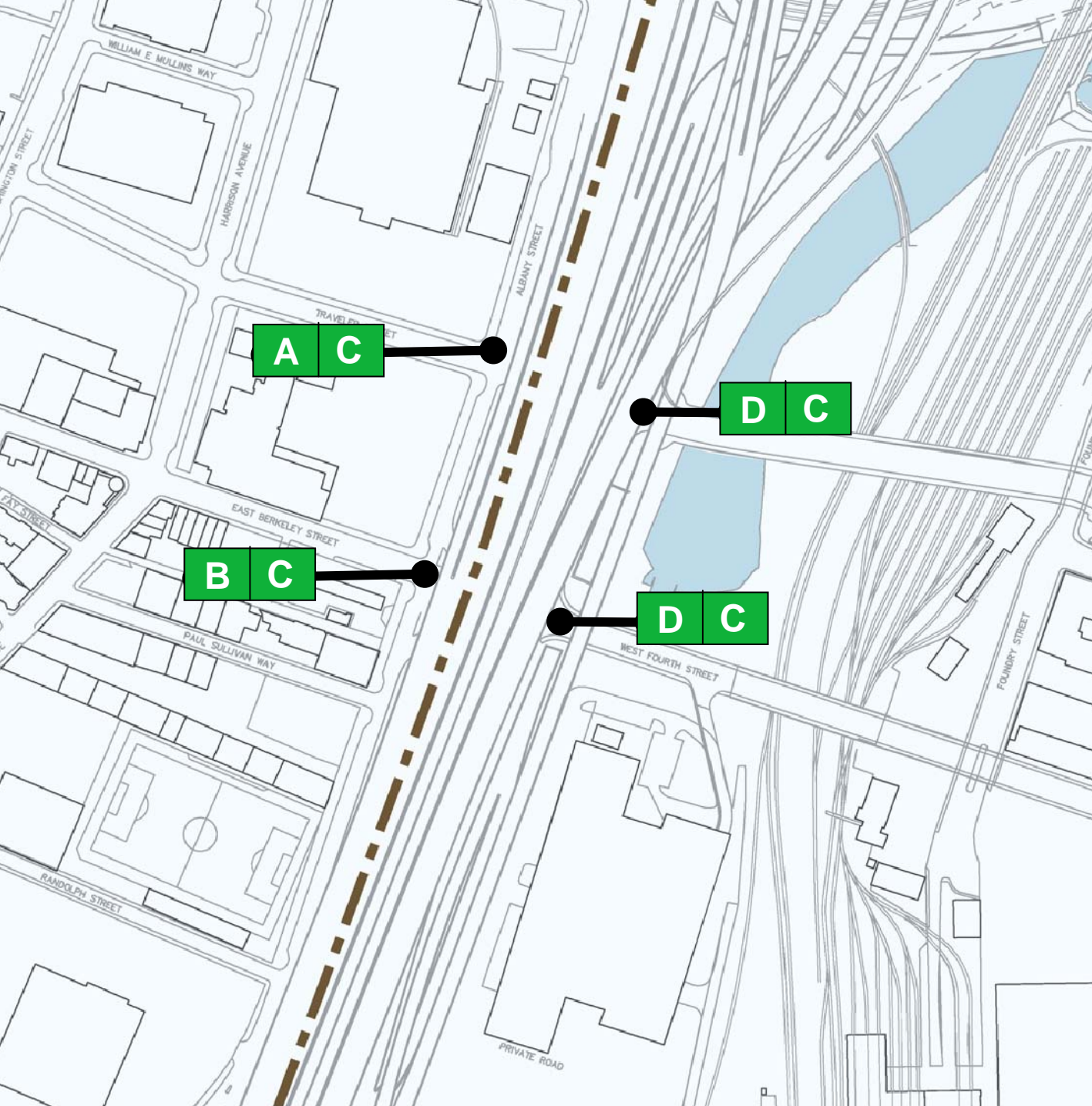
2015 PROJECTED VOLUME CHANGES



AM PM

9 – EAST BERKELEY STREET – TWO-WAY BETWEEN ALBANY STREET & FRONTAGE RD

2015 TRAFFIC OPERATIONS



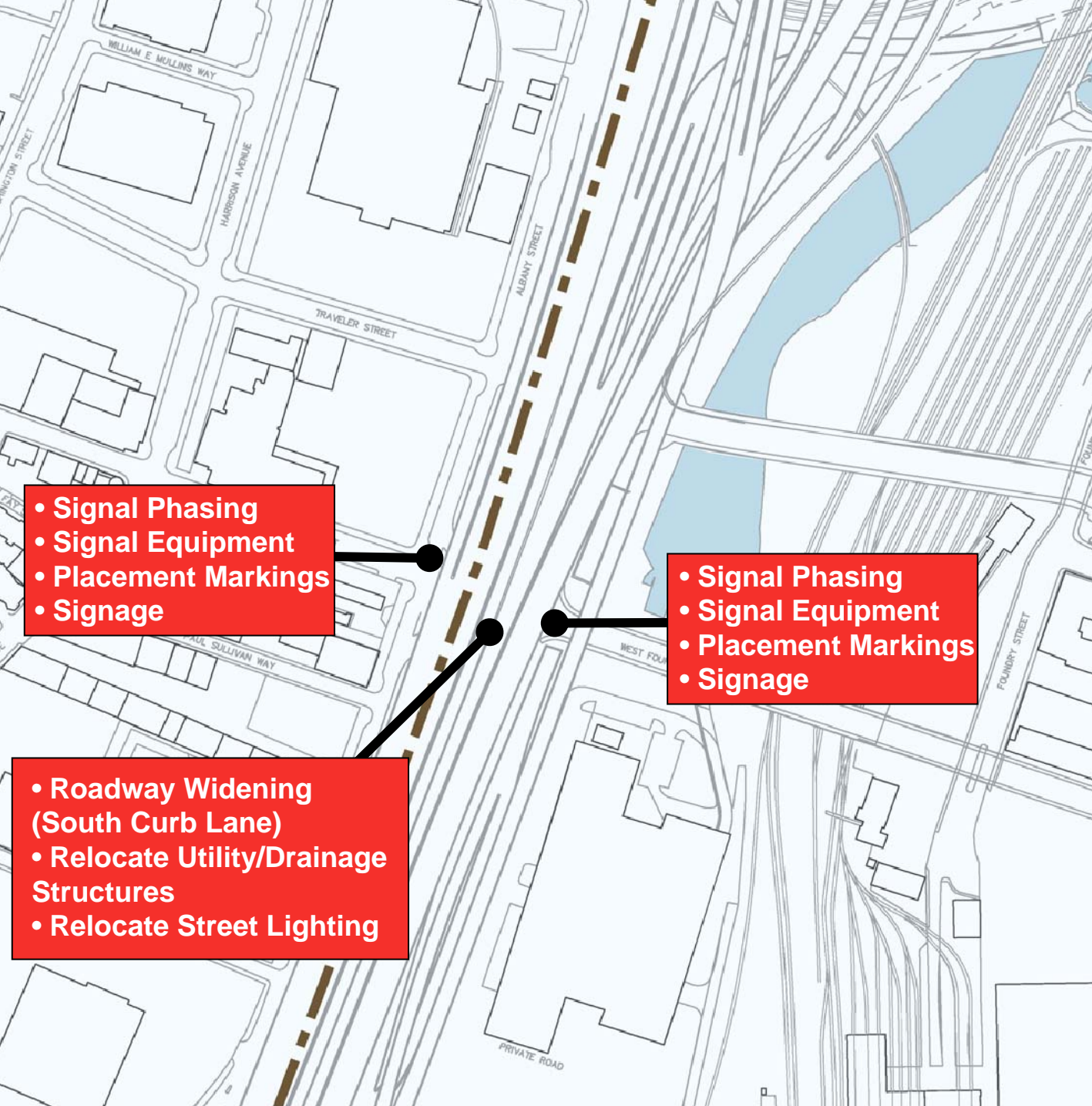
9 – EAST BERKELEY STREET – TWO-WAY BETWEEN ALBANY STREET & FRONTAGE RD

REQUIRED TRAFFIC MODIFICATIONS

- Signal Phasing
- Signal Equipment
- Placement Markings
- Signage

- Signal Phasing
- Signal Equipment
- Placement Markings
- Signage

- Roadway Widening (South Curb Lane)
- Relocate Utility/Drainage Structures
- Relocate Street Lighting





RECOMMENDATIONS FOR EARLY
IMPLEMENTATION

- **WASHINGTON ST**
2-WAY BETWEEN E. BERKELEY & HERALD
- **HARRISON AVE BRIDGE**
2-WAY BETWEEN HERALD & MARGINAL
- **TRAVELER ST**
2-WAY BETWEEN HARRISON & WASHINGTON
- **FRONTAGE ROAD**
OPEN CONNECTIONS TO BIO SQUARE DRIVE

TRANSPORTATION

2015 KNOWN FUTURE
TRAFFIC MODELS

POTENTIAL
TRANSPORTATION
NETWORK CHANGES
EVALUATED

PRESENTATION

I. OVERVIEW

- Process Recap
- Study Purpose
- Vision Statements

II. TRANSPORTATION

- Existing
- 5 Years Out
- Network Changes

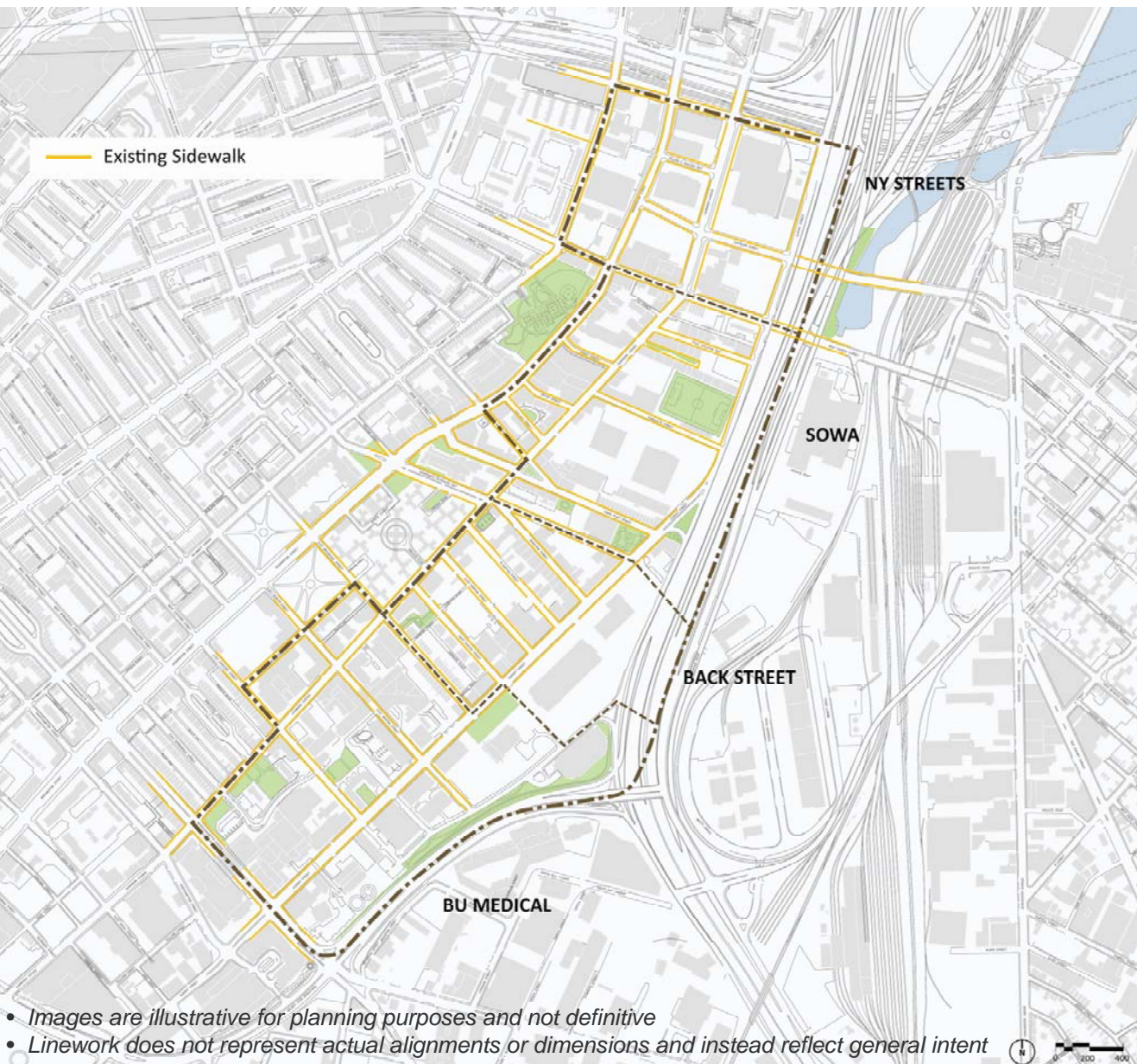
III. PUBLIC REALM

- Street Designs

IV. 'AS-OF-RIGHT' BUILD OUT

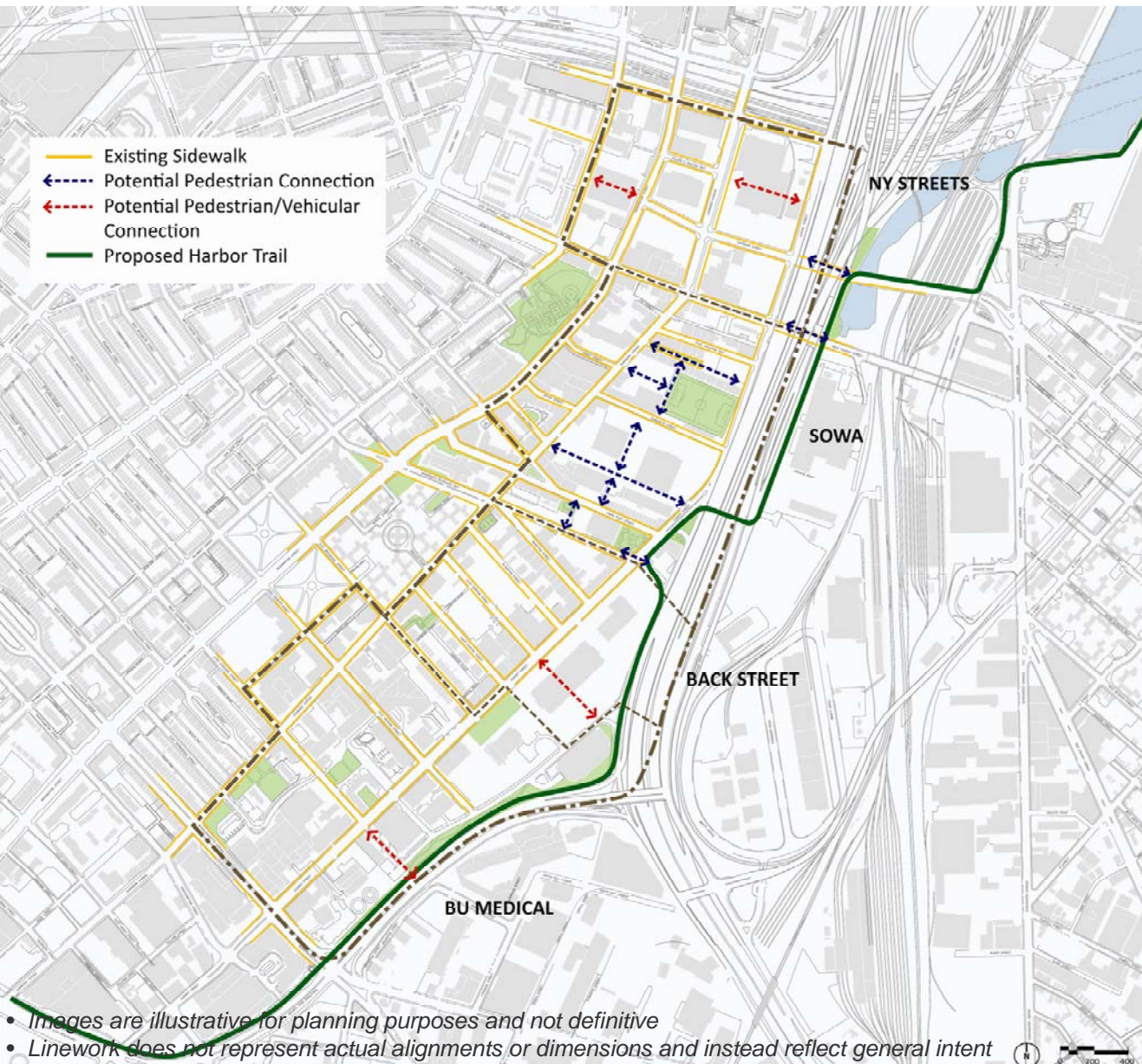
- Zoning
- Square Footage
- 'As-of-Right' Massing

EXISTING STREET NETWORK



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

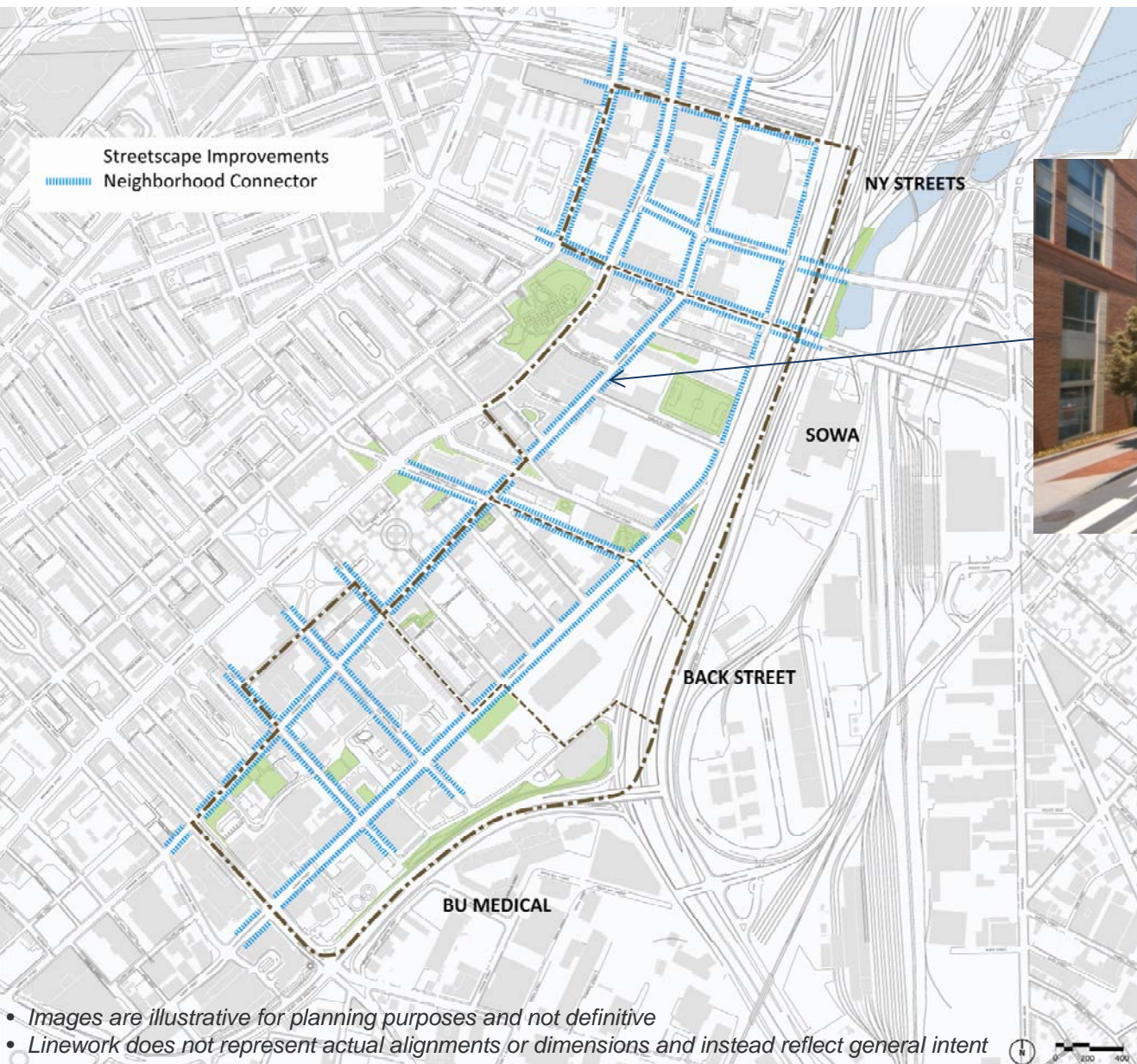
POTENTIAL CONNECTIONS



• Images are illustrative for planning purposes and not definitive
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STREETSCAPE TYPES

Neighborhood Connector

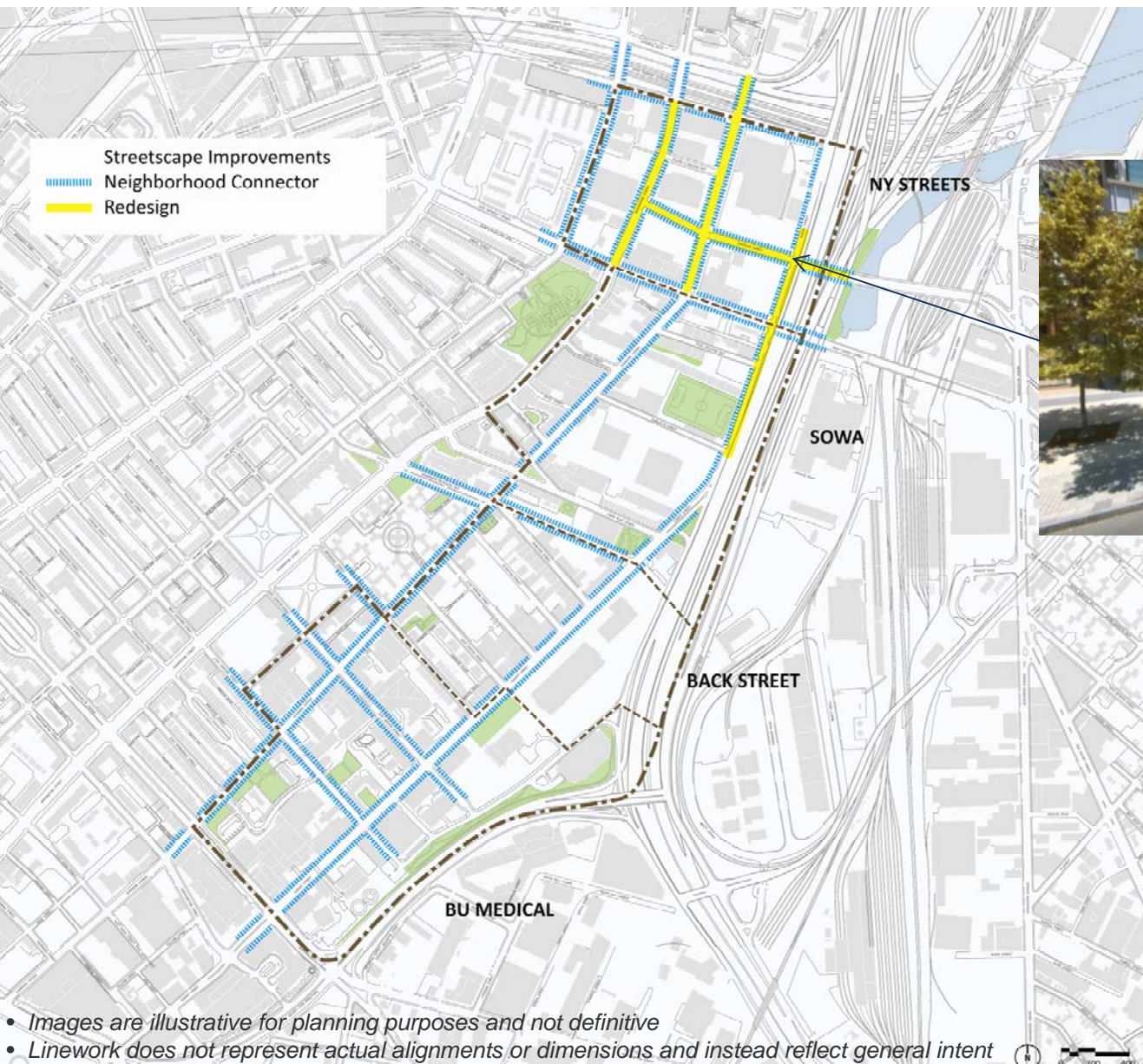


• Images are illustrative for planning purposes and not definitive
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STREETSCAPE TYPES

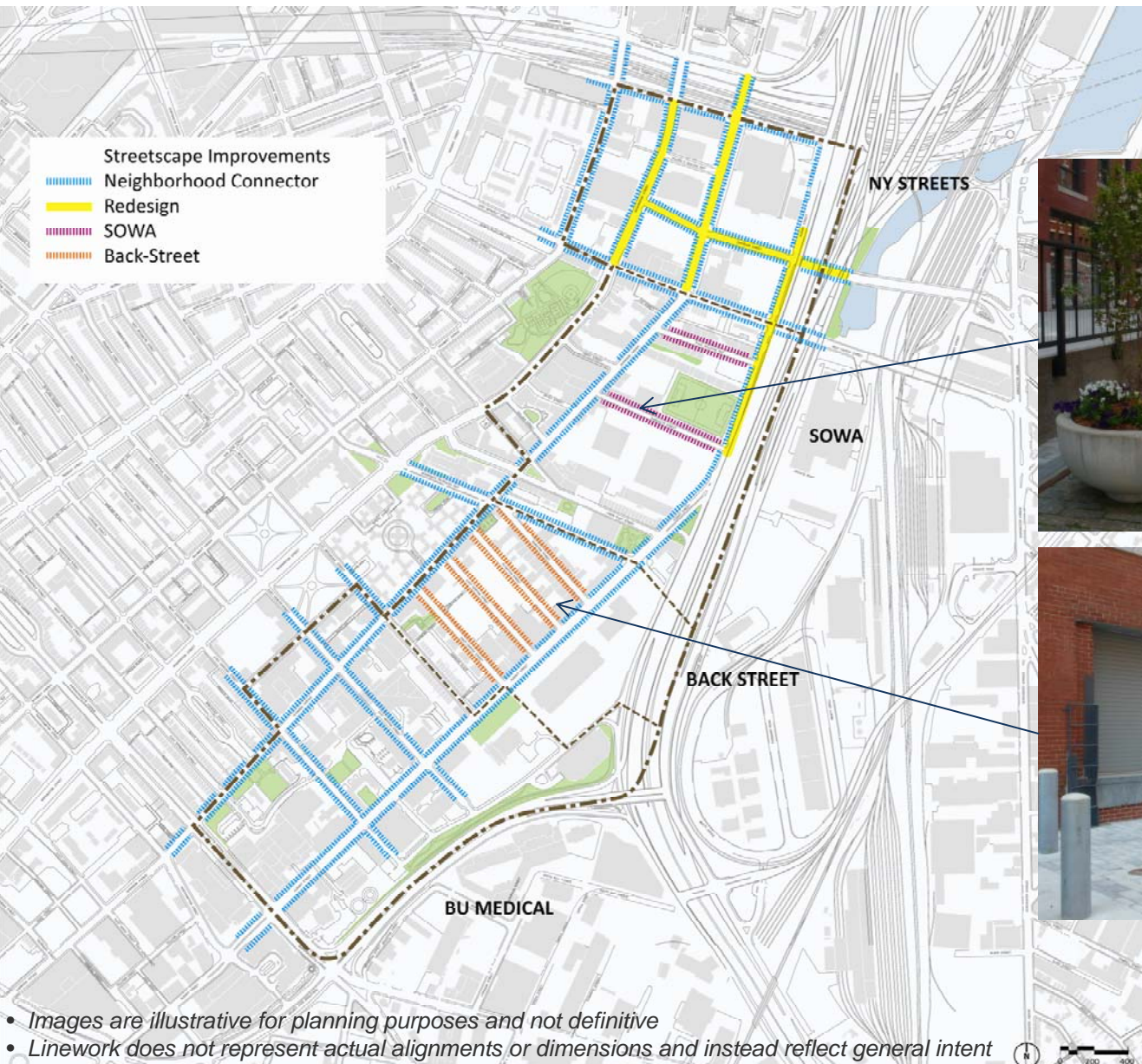
Redesign



• Images are illustrative for planning purposes and not definitive
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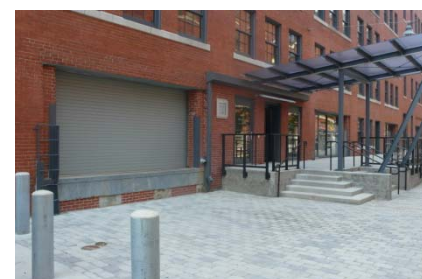
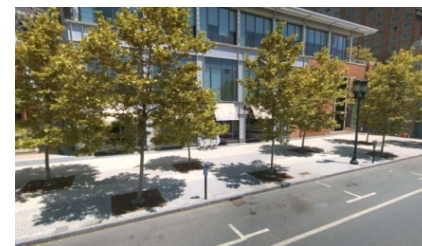
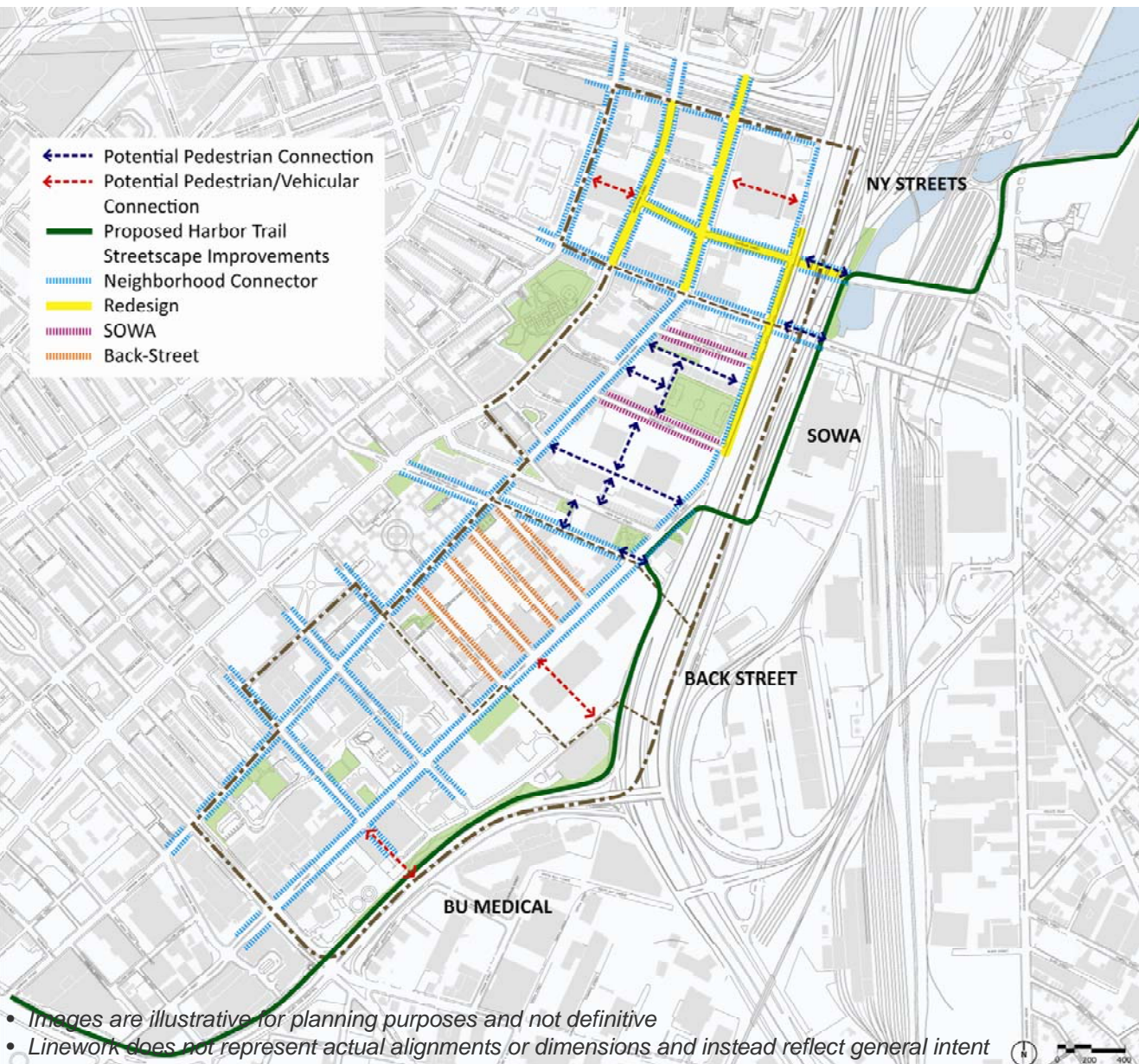
STREETSCAPE TYPES

SOWA & Back Street

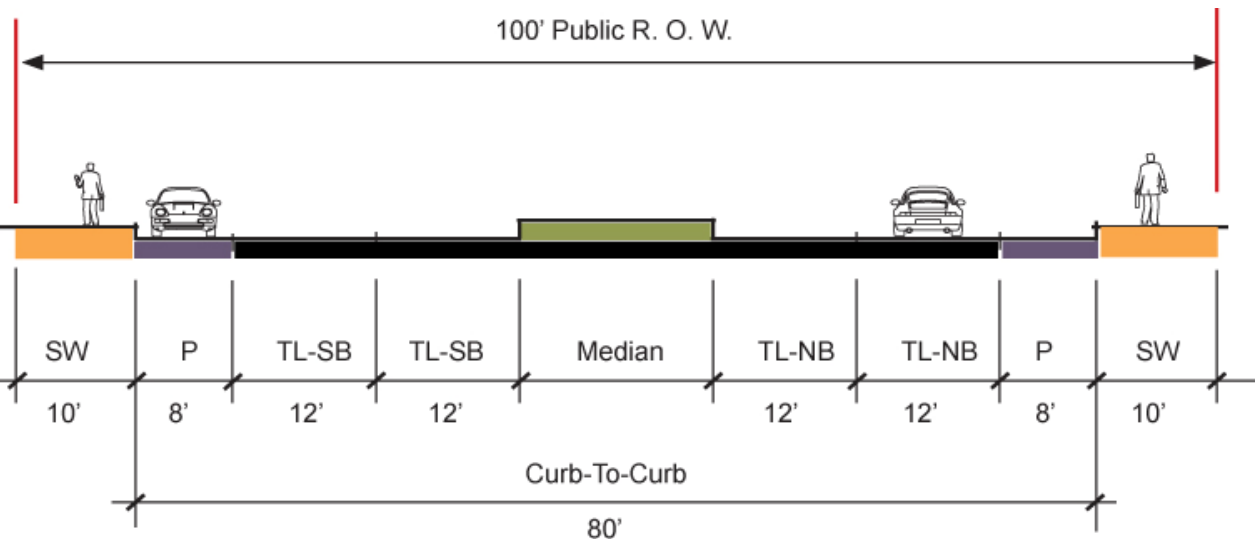


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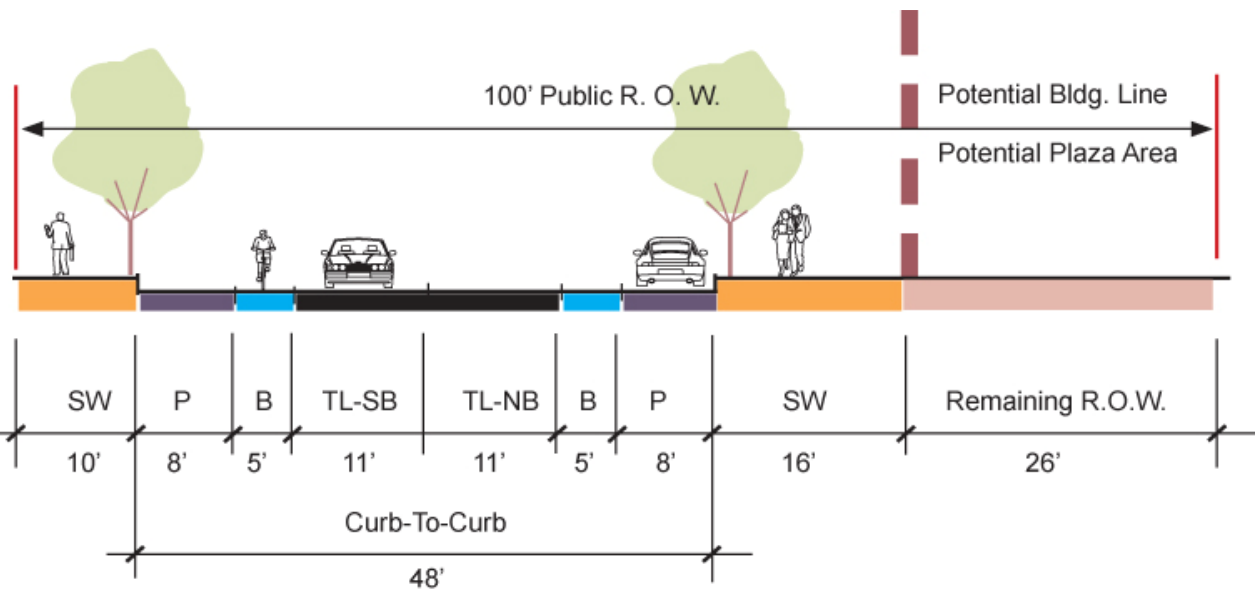
CONNECTIONS & STREETScape
IMPROVEMENTS



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EXISTING



PROPOSED



HARRISON AVE. – NY SUB-AREA

• Images are illustrative for planning purposes and not definitive

Looking towards Chinatown/Downtown at Traveler St.



PROPOSED HARRISON AVE. – NY SUB-AREA

• Images are illustrative for planning purposes and not definitive

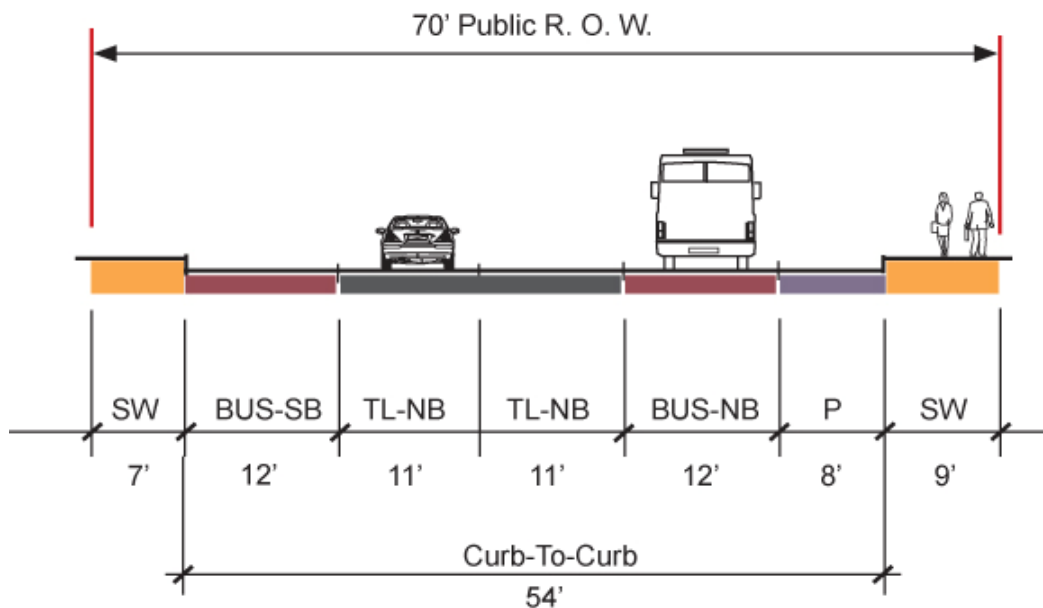
Looking towards Chinatown/Downtown at Traveler St.



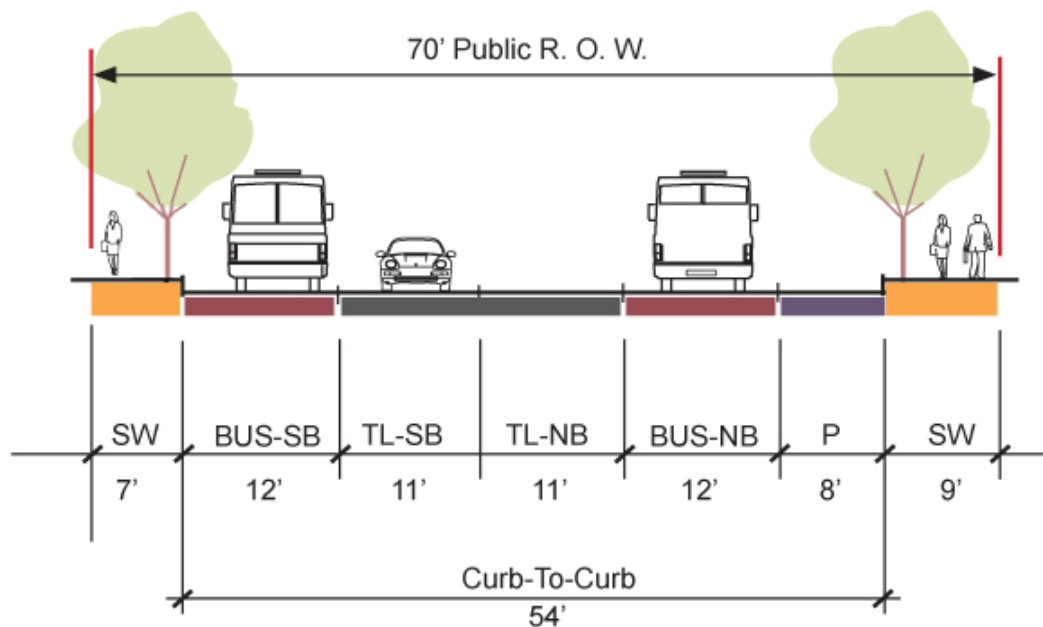
PROPOSED HARRISON AVE. – NY SUB-AREA

• Images are illustrative for planning purposes and not definitive

STREET DESIGN



EXISTING



PROPOSED



WASHINGTON ST. – NY SUB-AREA

• Images are illustrative for planning purposes and not definitive

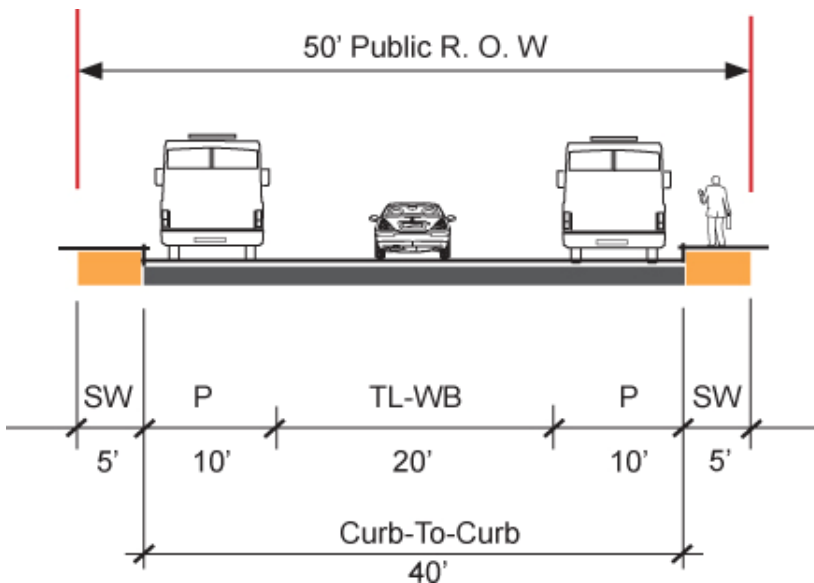
Looking towards Chinatown/Downtown at East Berkeley St.



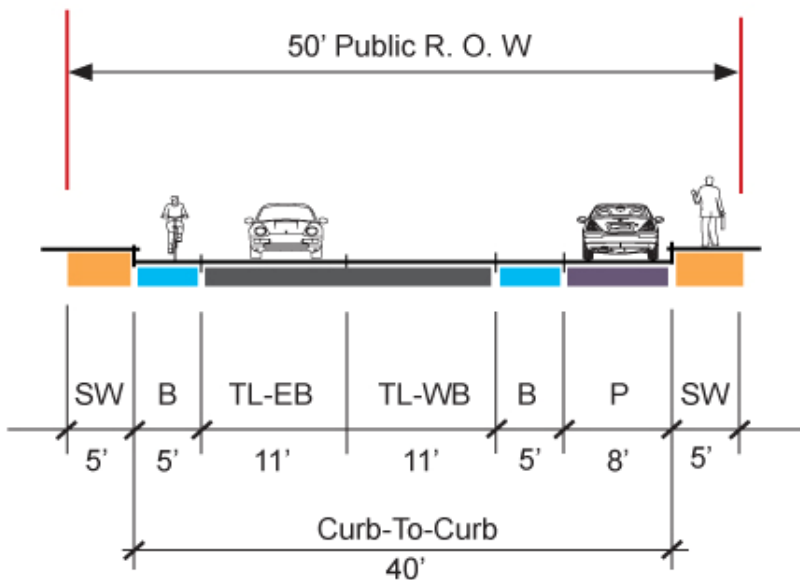
PROPOSED WASHINGTON ST. – NY SUB-AREA

• Images are illustrative for planning purposes and not definitive

STREET DESIGN



EXISTING



PROPOSED



TRAVELER ST. – NY SUB-AREA

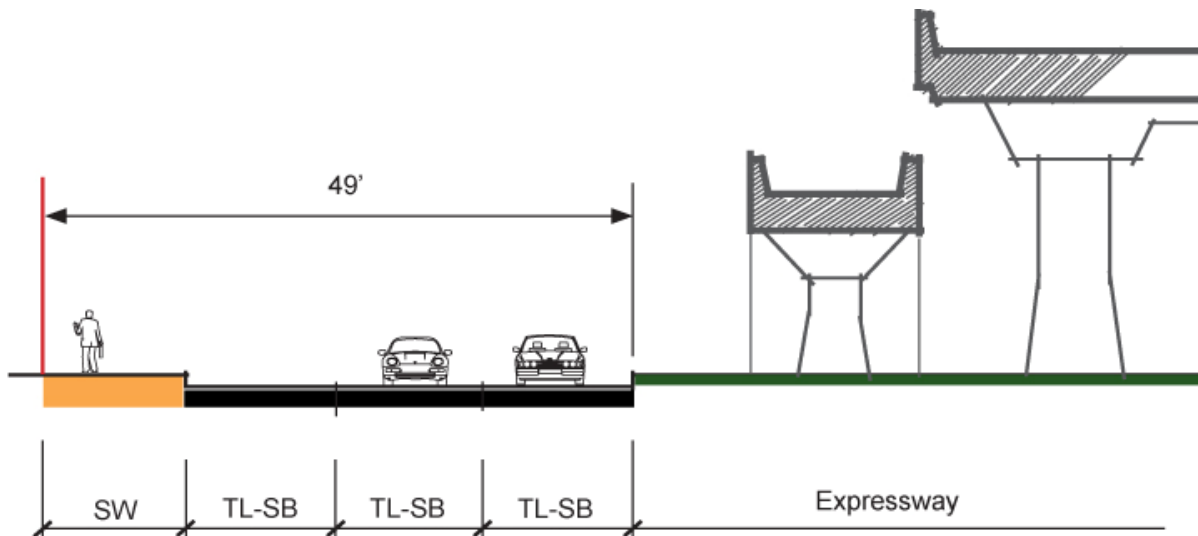
Looking towards Back Bay at Harrison Ave.



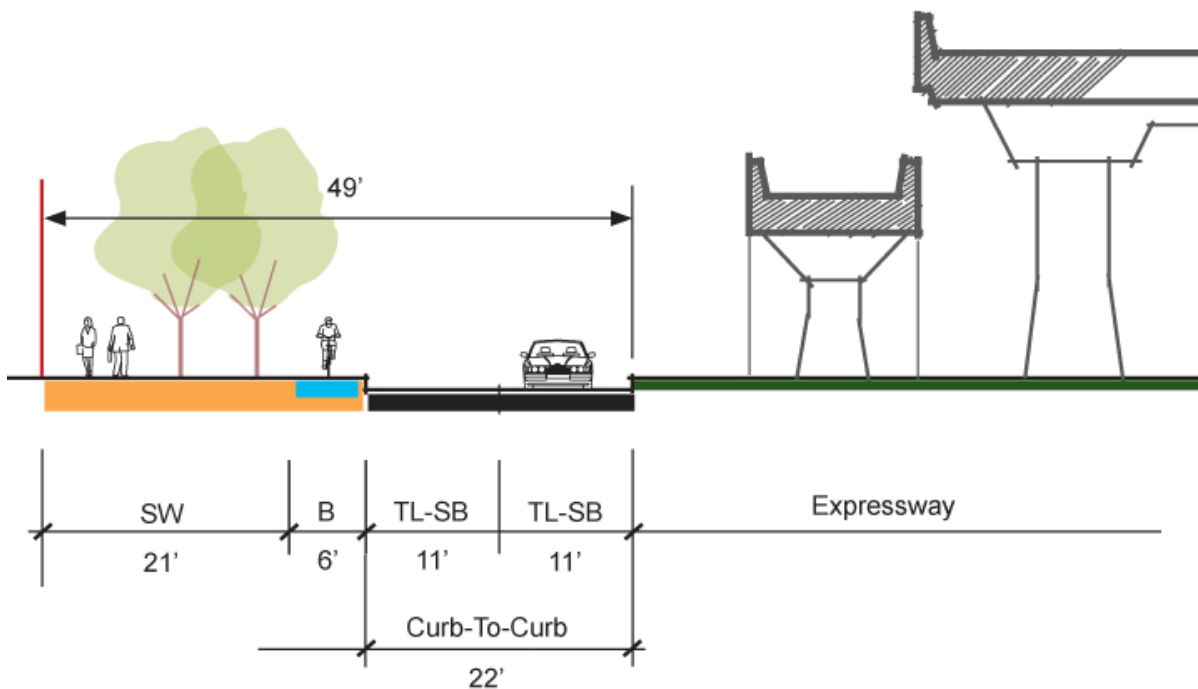
PROPOSED TRAVELER ST. – NY SUB-AREA

• Images are illustrative for planning purposes and not definitive

STREET DESIGN



EXISTING



PROPOSED



ALBANY ST. – NY SUB-AREA

• Images are illustrative for planning purposes and not definitive

Looking towards Downtown at Traveler St.



PROPOSED ALBANY ST. – NY SUB-AREA

• *Images are illustrative for planning purposes and not definitive*

Looking towards Downtown at Traveler St.



PROPOSED ALBANY ST. – NY SUB-AREA

• *Images are illustrative for planning purposes and not definitive*

PRESENTATION

I. OVERVIEW

- Process Recap
- Study Purpose
- Vision Statements

II. TRANSPORTATION

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- 5 Years Out
- Network Changes

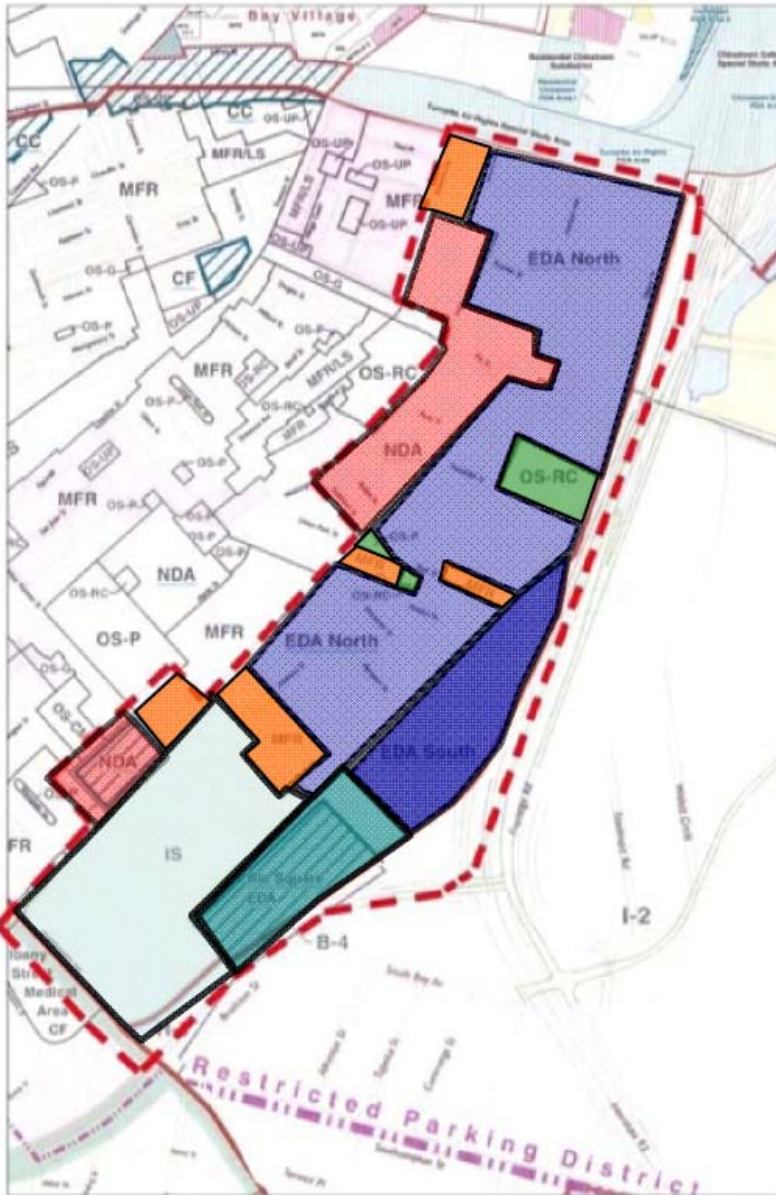
III. PUBLIC REALM

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IV. 'AS-OF-RIGHT' BUILD OUT

- Zoning
- Square Footage
- 'As-of-Right Massing

ZONING



Harrison Albany Corridor Zoning Districts: Summary Zoning Chart				
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	
EDA - established to encourage economic growth, jobs and entrepreneurial opportunities				
Bio Square EDA - established to encourage development of medical research campus				
NDA - established as buffer area separating residential areas from industrial areas				
MFR - established to encourage multi-family housing				
IS - established to encourage campuses for major institutions				

EXISTING CONDITION

Existing GSF ~10 million SF



MAXIMUM FLOOR-TO-AREA RATIO GROSS SQUARE FOOTAGE BUILT TO PROPERTY LINE



METHODOLOGY

**Hypothetically
Possible GSF**
*maximizing AOR
height & FAR*

**Most Likely
Developable:**

GSF - 30% for Parking
= Leasable GSF
*for traffic generation
purposes*
~5 million new SF

FAR =
gross building floor area
divided by lot area

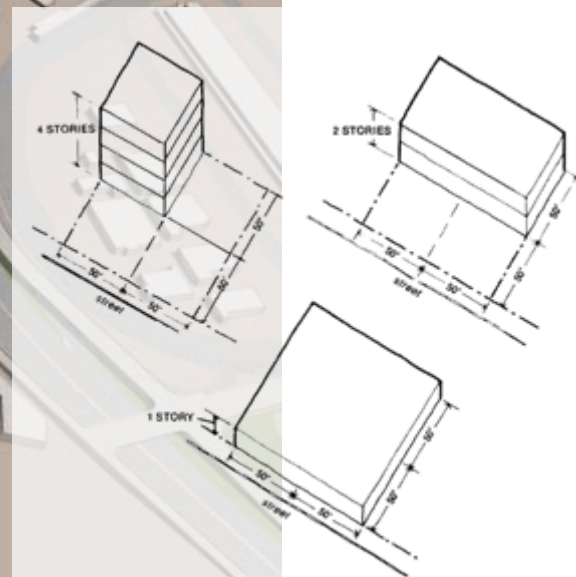
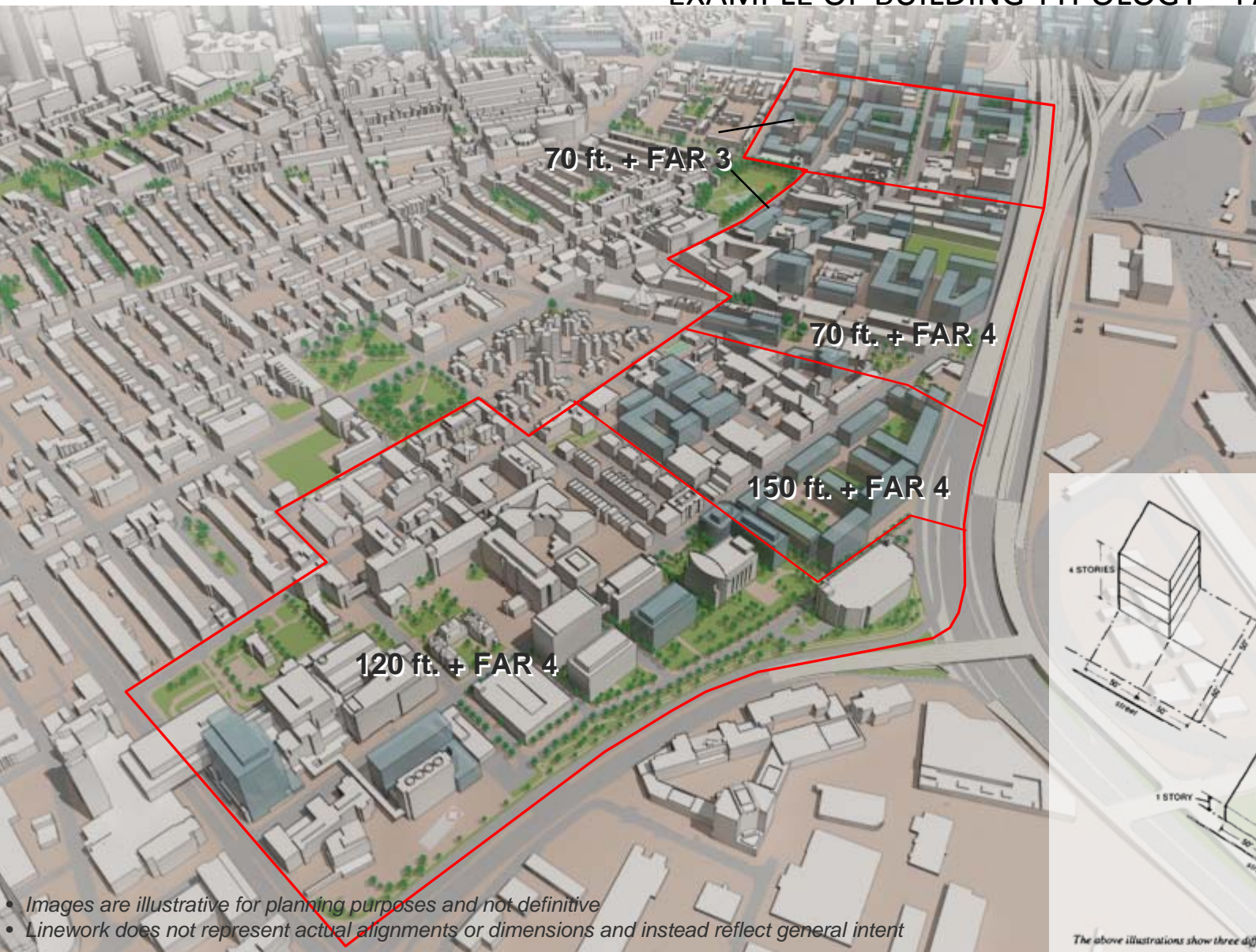
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**MAXIMUM AS-OF-RIGHT ZONING HEIGHT
SAME ALLOWABLE GROSS SQUARE FOOTAGE**



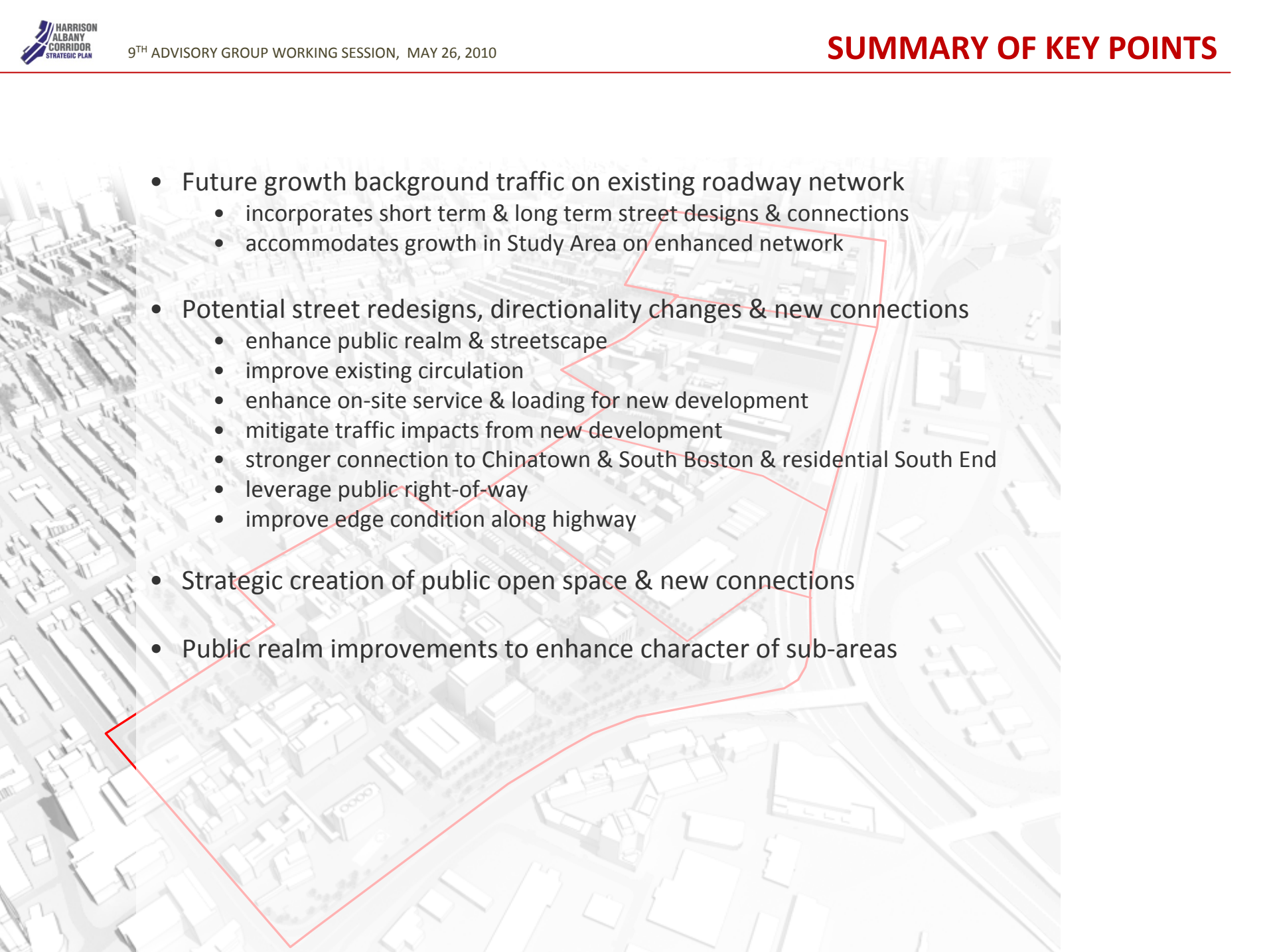
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**SAME ALLOWABLE GROSS SQUARE FOOTAGE
EXAMPLE OF BUILDING TYPOLOGY = FAR + HEIGHT**



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The above illustrations show three different buildings with the same floor area (FAR 1.0).

- 
- Future growth background traffic on existing roadway network
 - incorporates short term & long term street designs & connections
 - accommodates growth in Study Area on enhanced network
 - Potential street redesigns, directionality changes & new connections
 - enhance public realm & streetscape
 - improve existing circulation
 - enhance on-site service & loading for new development
 - mitigate traffic impacts from new development
 - stronger connection to Chinatown & South Boston & residential South End
 - leverage public right-of-way
 - improve edge condition along highway
 - Strategic creation of public open space & new connections
 - Public realm improvements to enhance character of sub-areas



9th ADVISORY GROUP WORKING SESSION | MAY 26, 2010



NEXT STEPS

10th Advisory Group
Working Session

June 23 - 8:15am - 10am

Building Heights

Massings

Land Uses

