

Downtown Waterfront Municipal Harbor Planning Advisory Committee

MEETING

Wednesday, May 22, 2013



CITY OF BOSTON
Thomas M. Menino
Mayor



Boston
Redevelopment
Authority
Peter Meade, Director

Consultants:
Utile, Inc.
Durand & Anastas
Noble & Wickersham

Who we are

BRA Team

Rich McGuinness, Deputy Director
for Waterfront Planning

Chris Busch, Senior Waterfront
Planner

Consultant Team

Utile

Matthew Littell, Principal

Durand & Anastas

Tom Skinner, Project Manager

Noble & Wickersham

Advisors

Stantec Development Feasibility / Economic Development

Norris & Norris Associates Waterfront Planning and
Transportation Consultant

Nelson\Nygaard Multimodal Transportation

Stoss Landscape Urbanism Landscape Architecture

Urban Harbors Institute Climate Change Adaptation

Seaplan Climate Change Adaptation

Hubert Murray Planning / Climate Change Adaptation

Agenda

Planning Context

Rich McGuinness, Deputy Director for Waterfront Planning, BRA

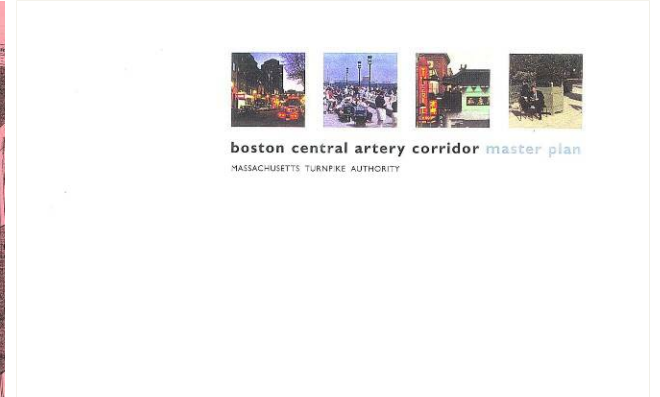
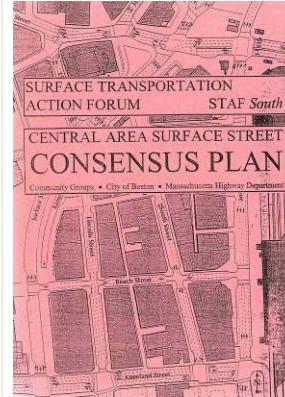
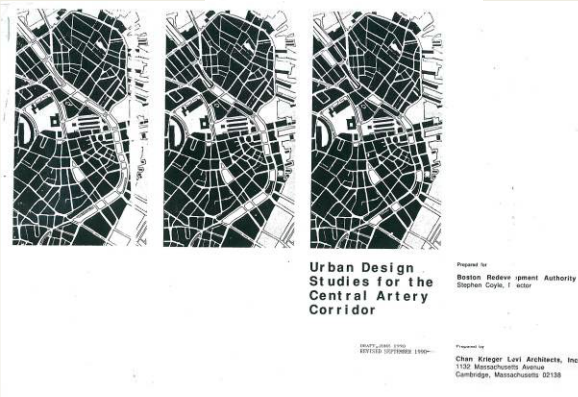
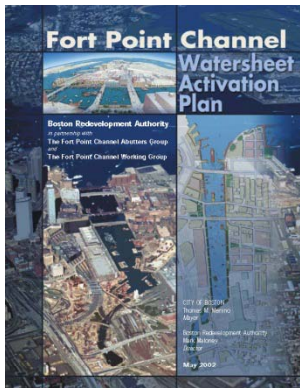
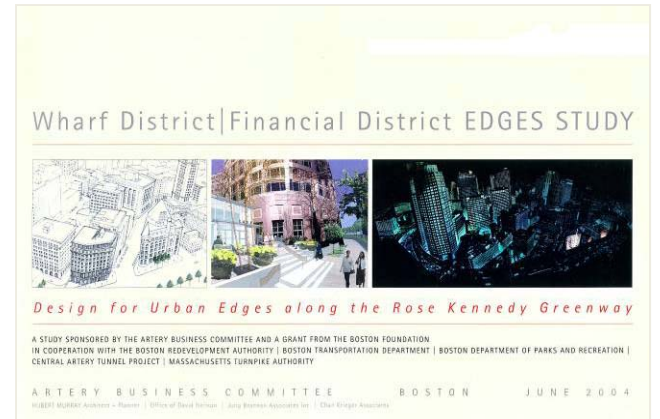
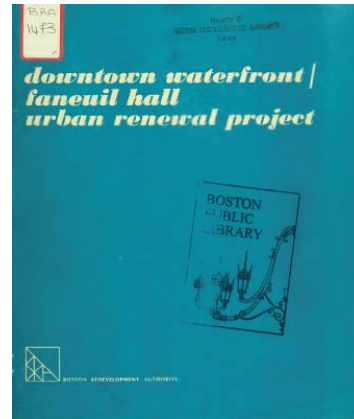
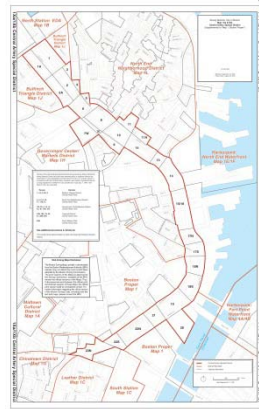
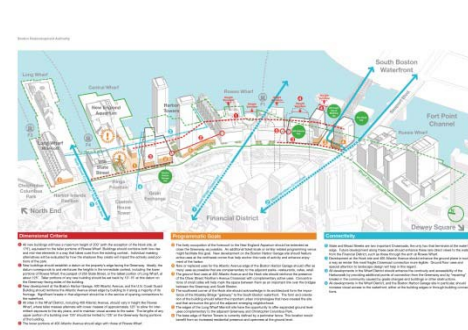
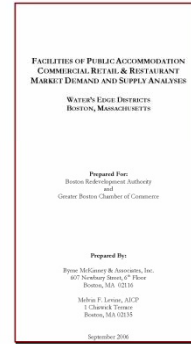
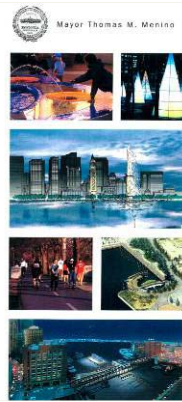
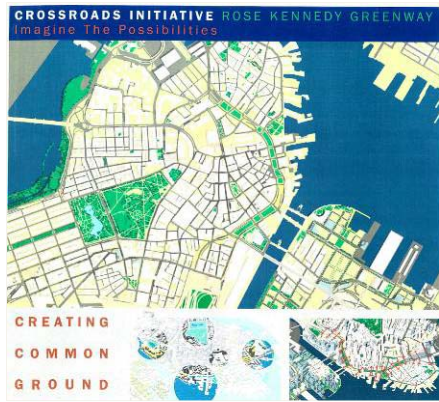
Project Context

Matthew Littell, Utile, Inc.

Greenway Districts Study

Matthew Littell, Utile, Inc.

Planning Context



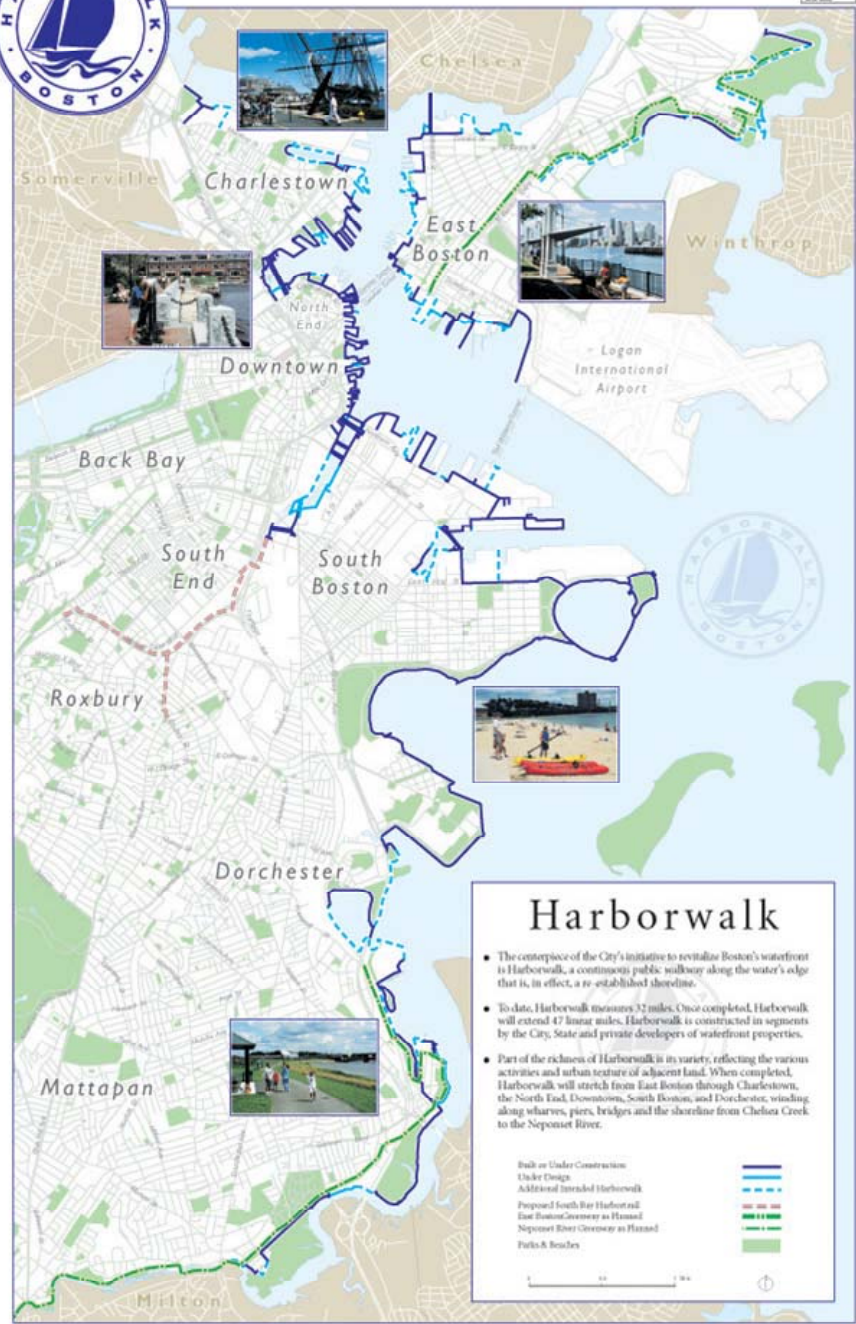
Planning Foundation

Connectivity



HARBORWALK BOSTON

Urban
Revolutions
Architecture



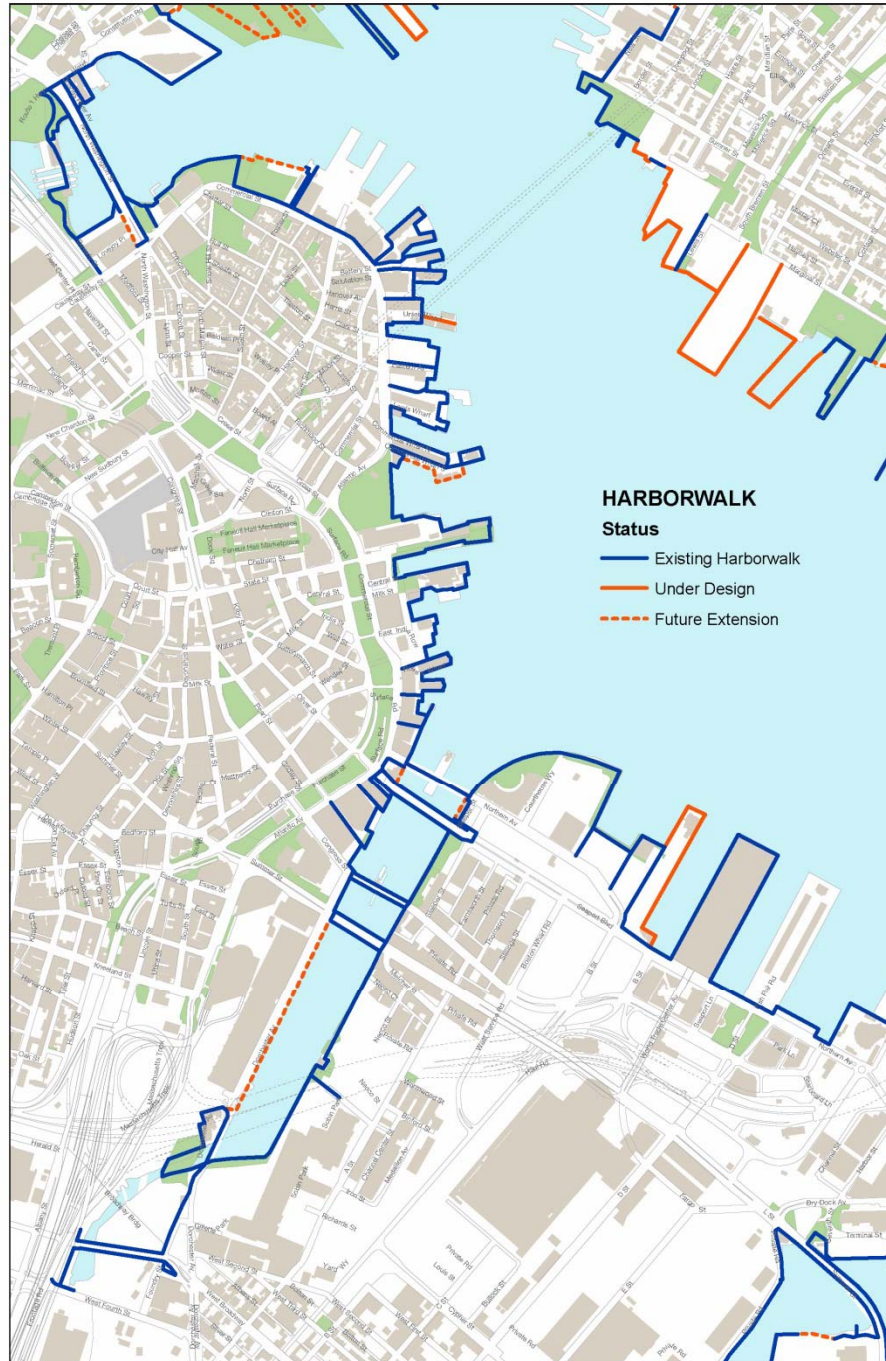
Harborwalk

- The centerpiece of the City's initiative to revitalize Boston's waterfront is Harborwalk, a continuous public walkway along the water's edge that is, in effect, a re-established shoreline.
- To date, Harborwalk measures 32 miles. Once completed, Harborwalk will extend 47 linear miles. Harborwalk is constructed in segments by the City, State and private developers of waterfront properties.
- Part of the richness of Harborwalk is in variety, reflecting the various activities and urban texture of adjacent land. When completed, Harborwalk will stretch from East Boston through Charlestown, the North End, Downtown, South Boston, and Dorchester, winding along wharves, piers, bridges and the shoreline from Chelsea Creek to the Neponset River.

Built or Under Construction	
Under Design	
Additional Proposed Harborwalk	
Proposed South Bay Harborwalk	
East Boston Greenway as Planned	
Neponset River Greenway as Planned	
Parks & Beaches	

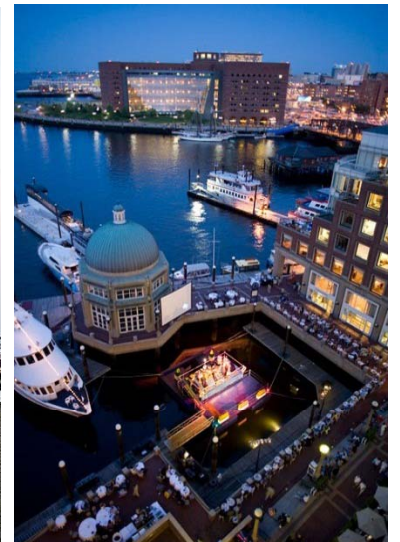
0 0.5 1 Miles

HARBORWALK



T:\DCGIS_Administration\WEIGHBORHOODS\Waterfront\Harborwalk\Harborwalk by status.mxd 9/13/2010

HARBORWALK



HARBORWALK



Inner Harbor Passenger Water Transportation Plan



**Inner Harbor
Passenger Water
Transportation Plan**



CROSSROADS INITIATIVE



Causeway Street

Crossroads Initiative



Broad Street

Crossroads Initiative



Broad Street

Crossroads Initiative

Urban Rooms, Landmarks & Cross Connections



Faneuil Hall and Quincy Market, Boston, converted into the first "festival marketplace" by Benjamin Thompson for the Rouse Corporation, 1974-78

Downtown Waterfront / Faneuil Hall



THINGS TO SEE ON LONG WHARF.

- 1 Italian Fishermen at T Wharf**
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- 2 Lost Wharf: T Wharf Then and Now**
Lorem ipsum dolor sit amet, consectetur adipiscing elit.
- 3 Wharfing Out: 1728, 1852, 1914**
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- 4 The Landing and Evacuation of the British Troops**
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- 5 Views of East Boston: Then and Now**
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- 6 The Trial and Deportation of Anthony Burns**
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- 7 Customs House: At The Water's Edge**
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KEY.

- Map
- Aquarium Station
- Public Restrooms
- Water Shuttle
- Public Parking


LONG WHARF.

LOST WHARF: T WHARF THEN AND NOW

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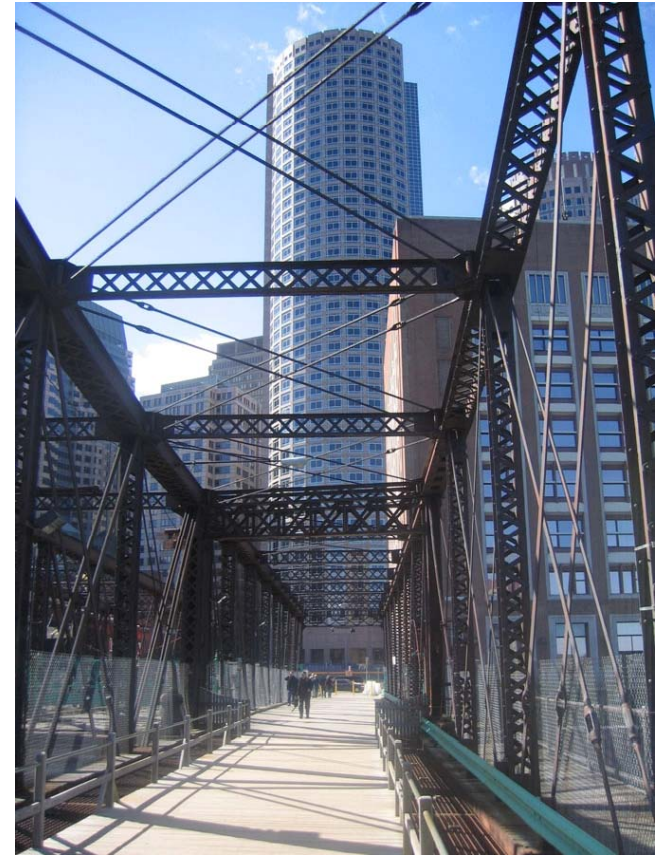


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Interpretive Display Panel



**Northern Avenue
Bridge
Rehabilitation**

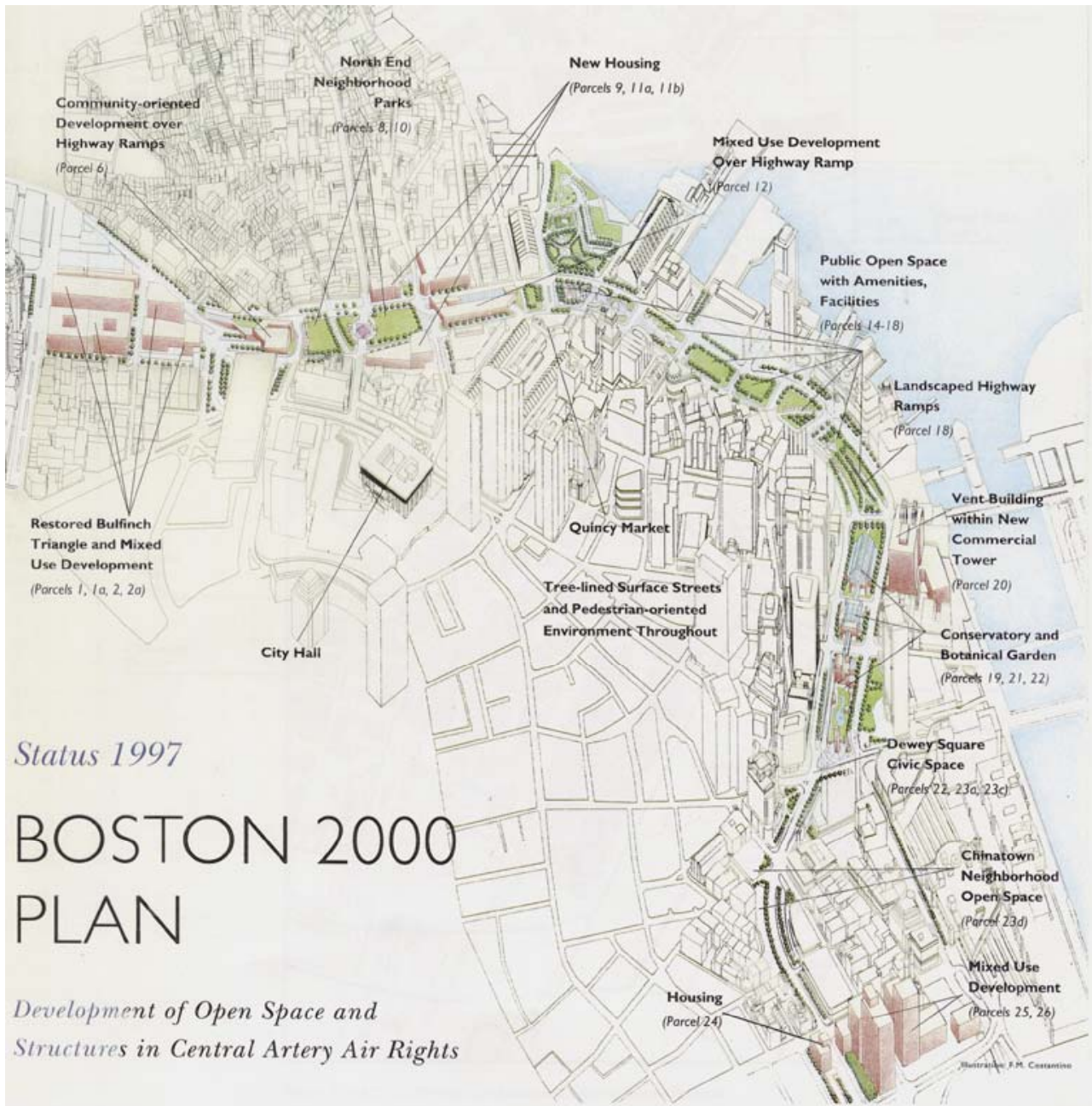


Facilities of Public Accommodation



Facilities of Public Accommodation

Urban Edges & Harbor Connections





Fort Point Channel Watersheet Activation Plan

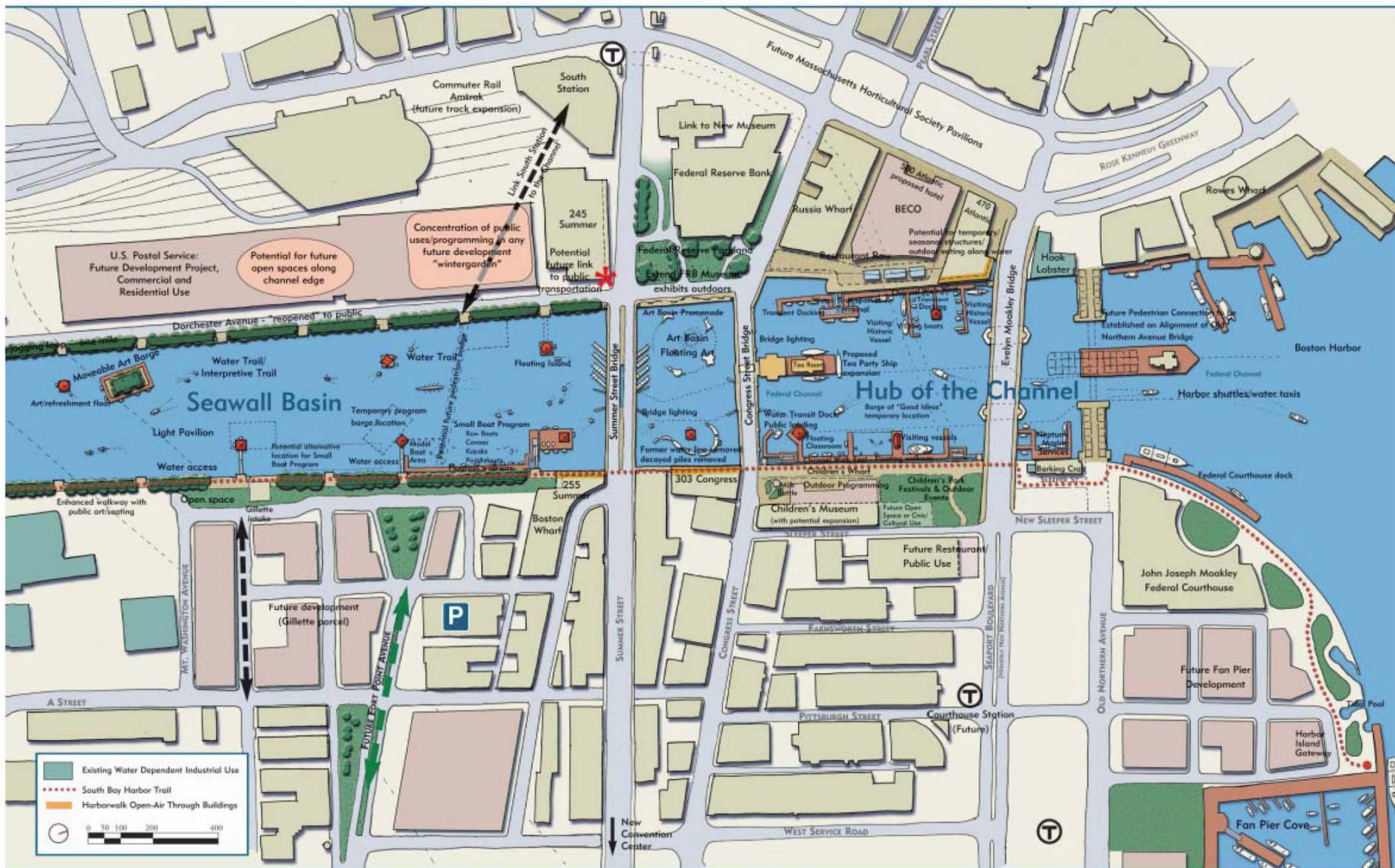
Boston Redevelopment Authority
in partnership with
The Fort Point Channel Abutters Group
and
The Fort Point Channel Working Group

CITY OF BOSTON
Thomas M. Menino
Mayor

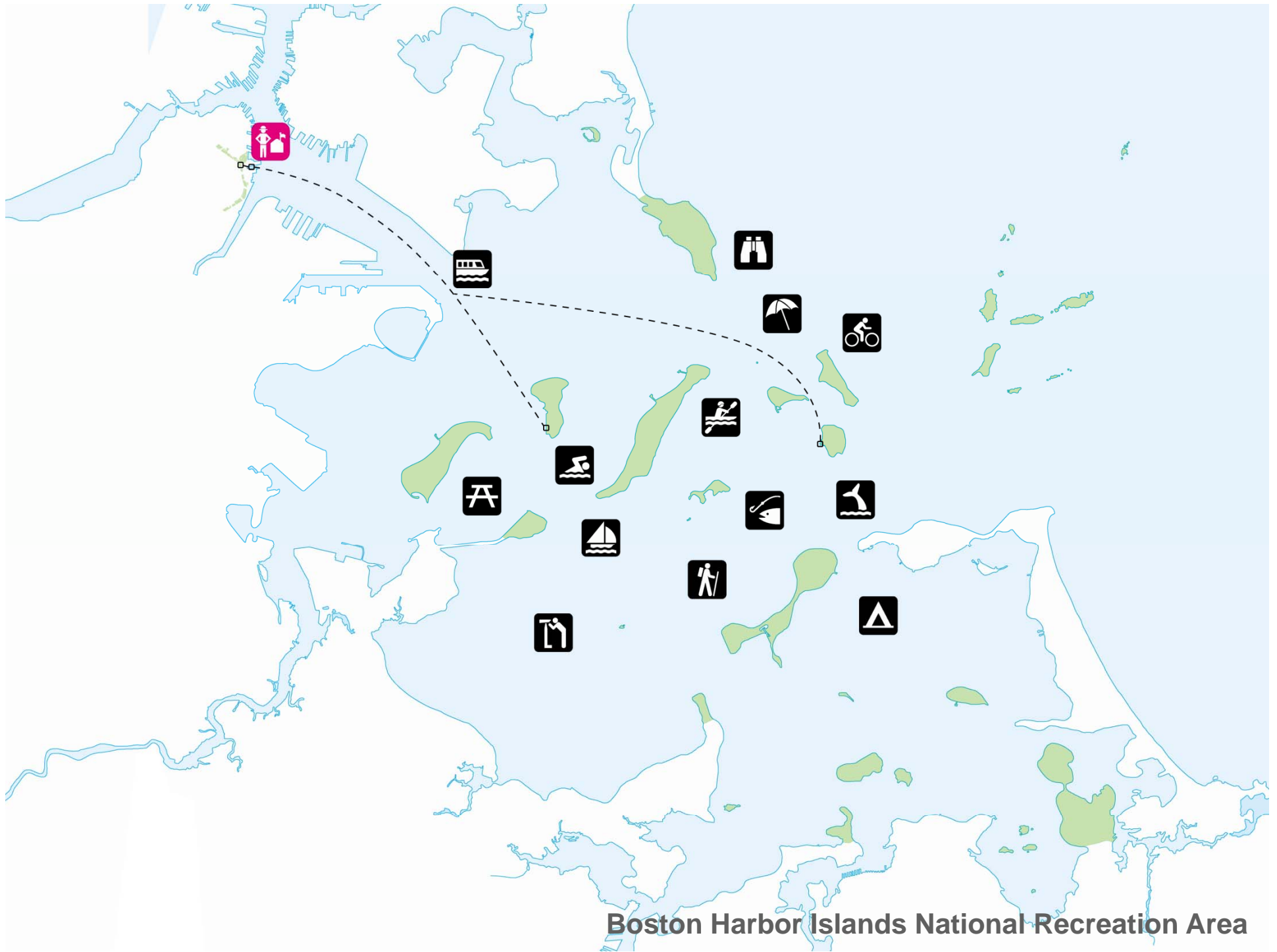
Boston Redevelopment Authority
Mark Maloney
Director

May 2002

**Fort Point
Channel
Watersheet
Activation Plan**



**Fort Point
Channel
Watersheet
Activation Plan**

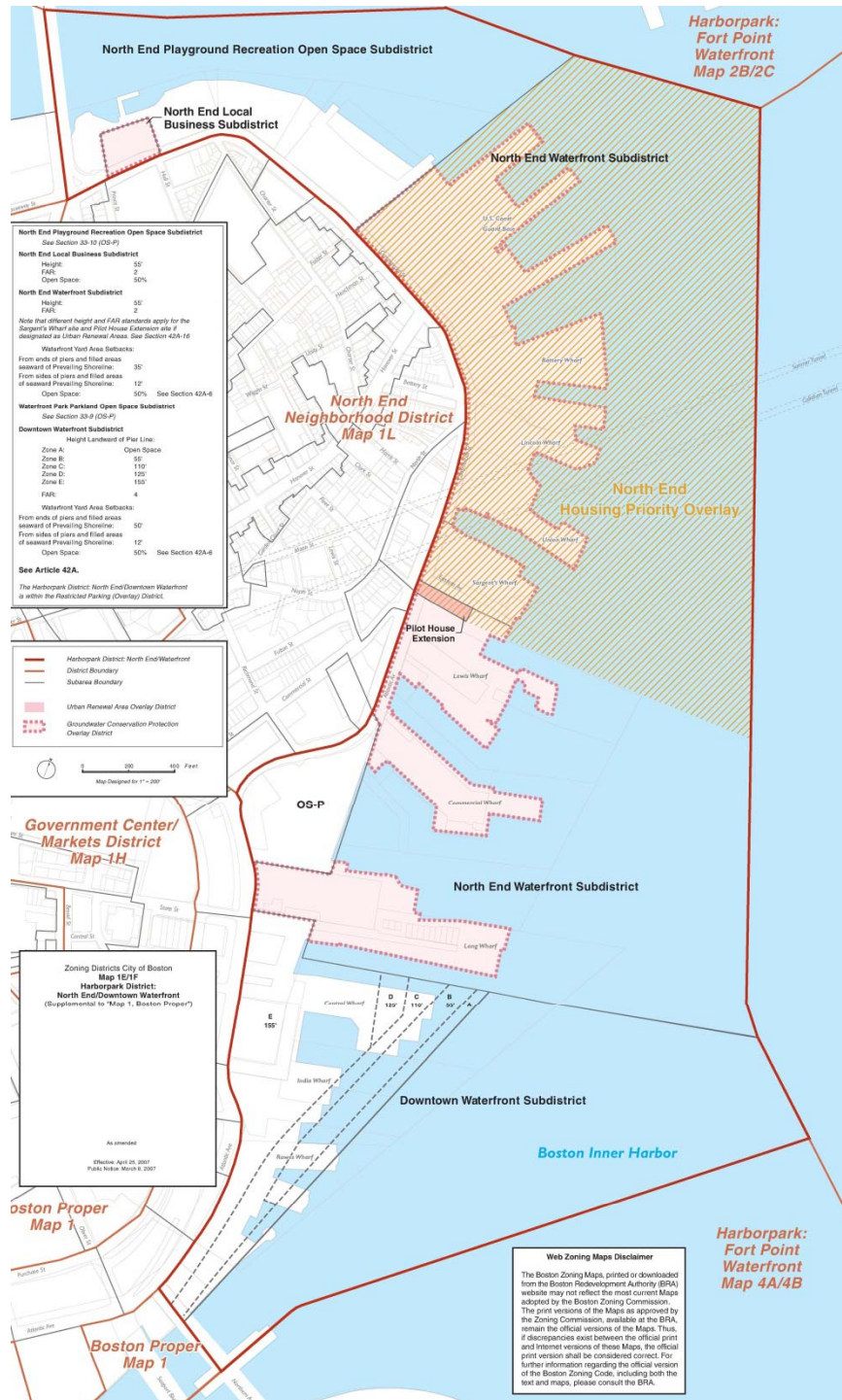


Boston Harbor Islands National Recreation Area



Boston Harbor Islands National Recreation Area

Regulatory & Performance



North End Playground Recreation Open Space Subdistrict
 See Section 33-10 (OS-P)

North End Local Business Subdistrict
 Height: 35'
 FAR: 2
 Open Space: 50%

North End Waterfront Subdistrict
 Height: 35'
 FAR: 2

Note that different height and FAR standards apply for the Seaport Wharf area and Pilot House Extension area if designated as Urban Renewal Area. See Section 426-16

Waterfront Yacht Area Subdistrict:
 From ends of piers and filled areas seaward of Prevailing Shoreline: 35'
 From sides of piers and filled areas of seaward Prevailing Shoreline: 12'
 Open Space: 50%. See Section 426-6

Waterfront Park Parkland Open Space Subdistrict
 See Section 33-9 (OS-P)

Downtown Waterfront Subdistrict
 Height Landward of Pier Line:

Zone A:	Open Space
Zone B:	35'
Zone C:	110'
Zone D:	120'
Zone E:	150'

FAR: 4

Waterfront Yacht Area Subdistrict:
 From ends of piers and filled areas seaward of Prevailing Shoreline: 50'
 From sides of piers and filled areas of seaward Prevailing Shoreline: 12'
 Open Space: 50%. See Section 426-6

See Article 42A.
 The Harborpark District North End/Downtown Waterfront is within the Restricted Parking (Overlay) District.

Map Designed by 11" x 20"

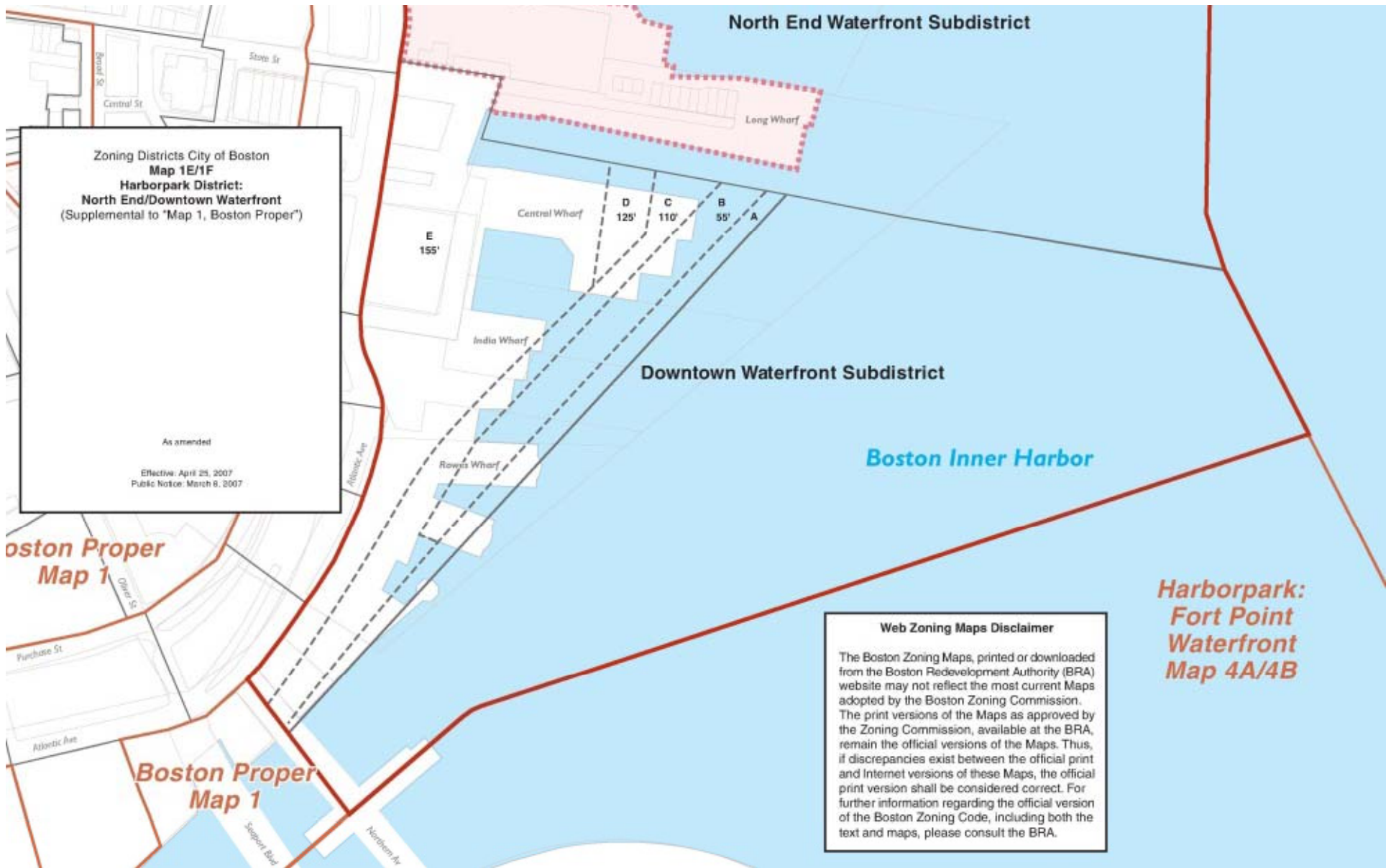
Zoning Districts City of Boston
Map 1E/1F
Harborpark District:
North End/Downtown Waterfront
 (Supplemental to "Map 1, Boston Proper")

As amended
 Effective July 25, 2007
 Public Notice March 6, 2007

Web Zoning Maps Disclaimer

The Boston Zoning Maps, printed or downloaded from the Boston Redevelopment Authority (BRA) website may not reflect the most current Maps adopted by the Boston Zoning Commission. The print versions of the Maps as approved by the Zoning Commission, available at the BRA, remain the official versions of the Maps. Thus, if discrepancies exist between the official print and internet versions of these Maps, the official print version shall be considered correct. For further information regarding the official version of the Boston Zoning Code, including both the text and maps, please consult the BRA.

Harborpark District Plan / Zoning



Harborpark District Plan / Zoning

A Climate of Progress

City of Boston Climate Action Plan Update 2011

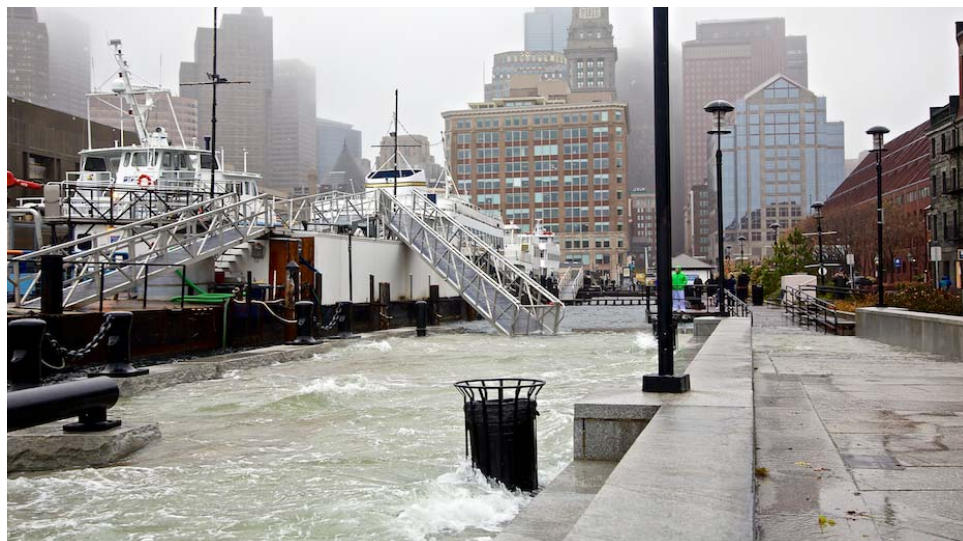


APRIL
2011





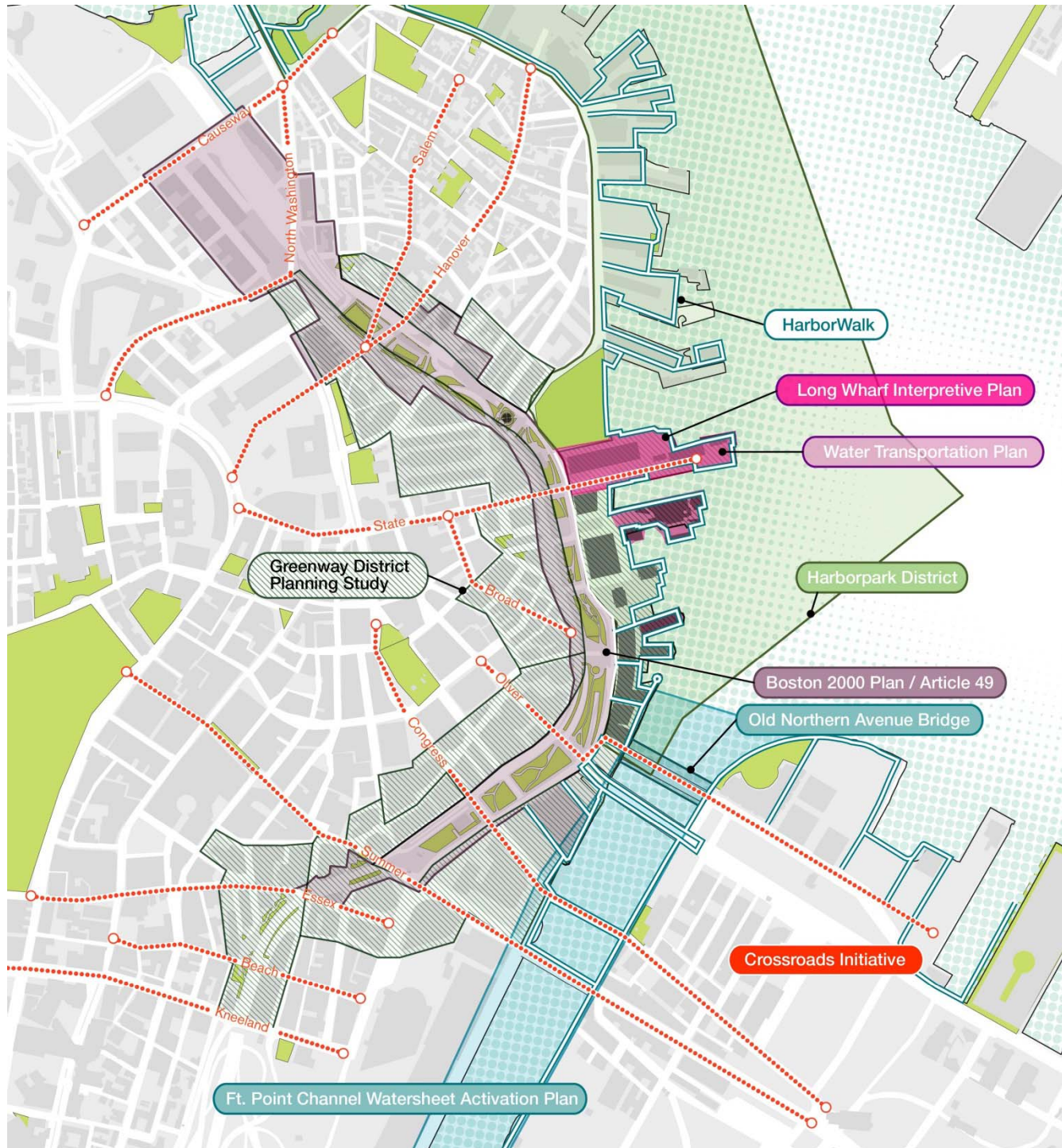
Sandy
October 29, 2012



Sandy
October 29, 2012



Atlantic Wharf

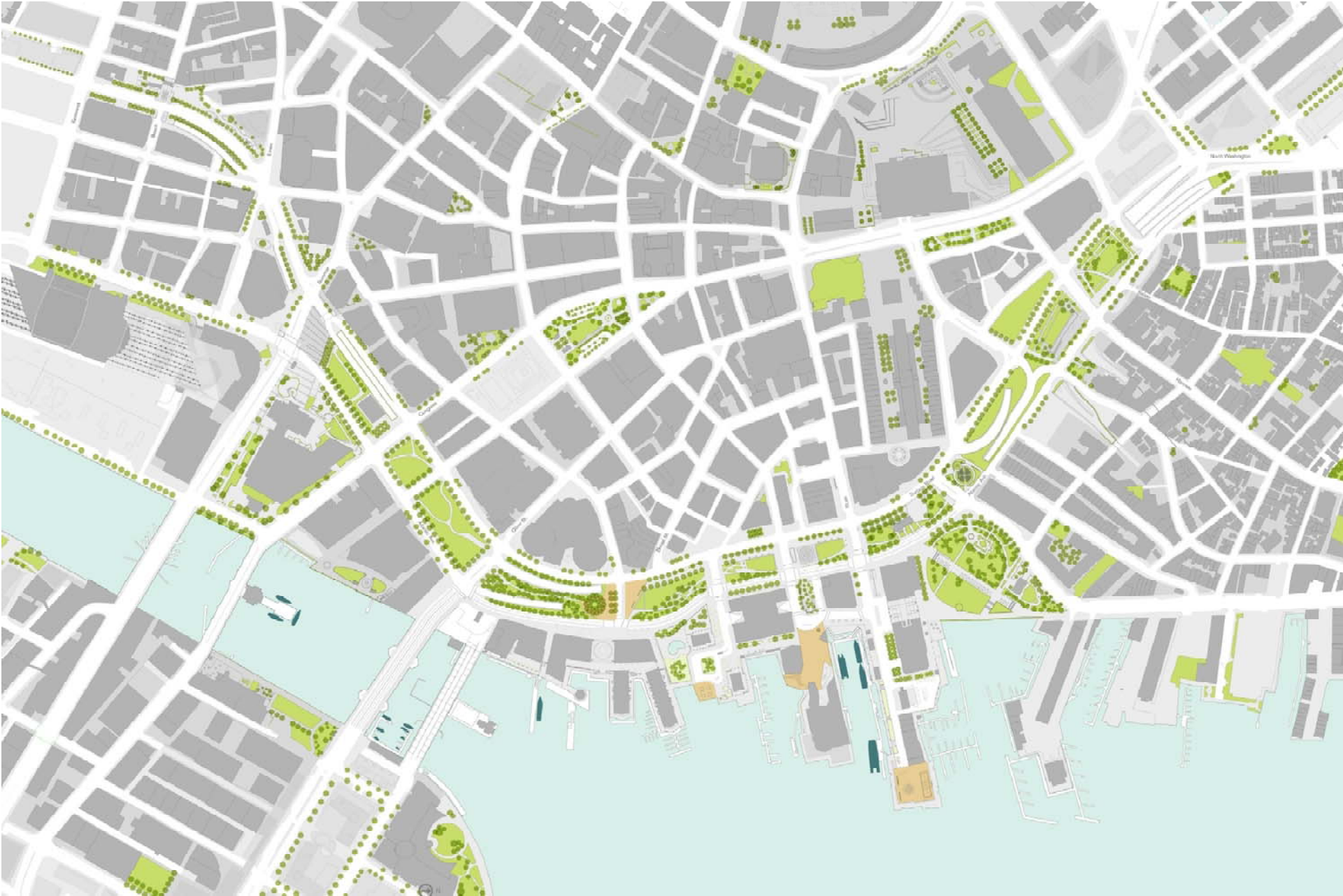


Project Context

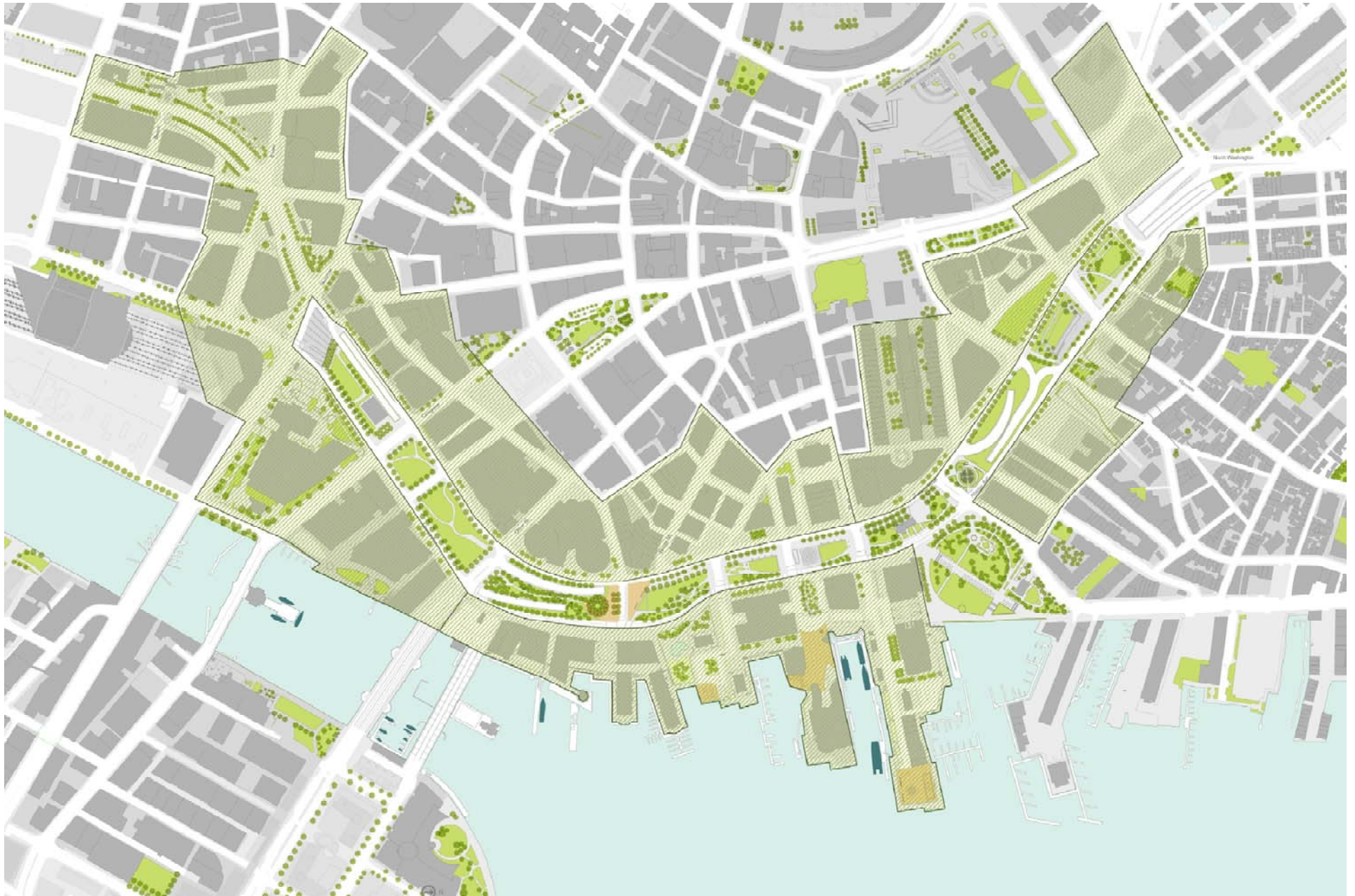
Pre-Big Dig Central Artery



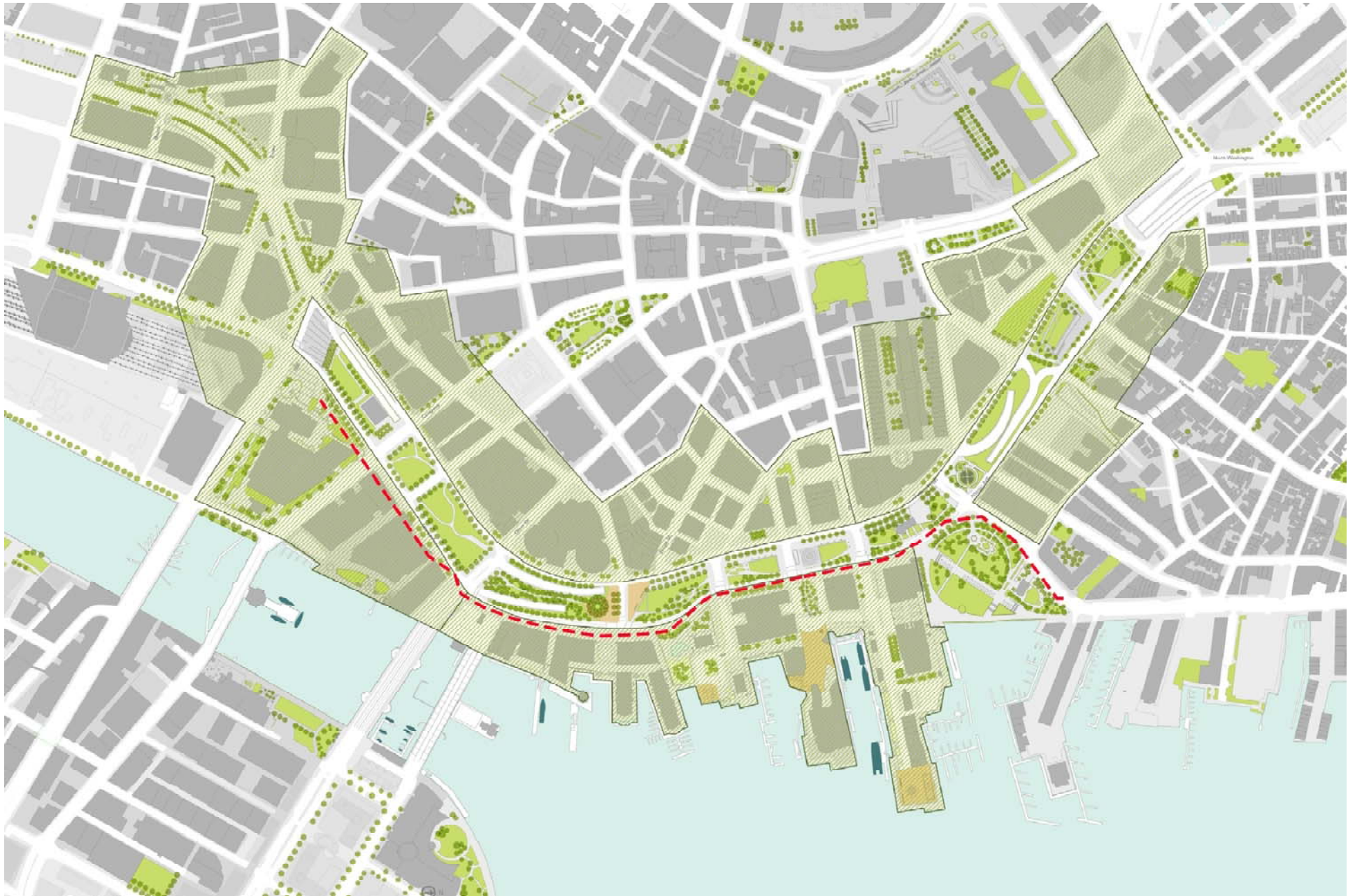
Downtown Waterfront and Greenway Districts



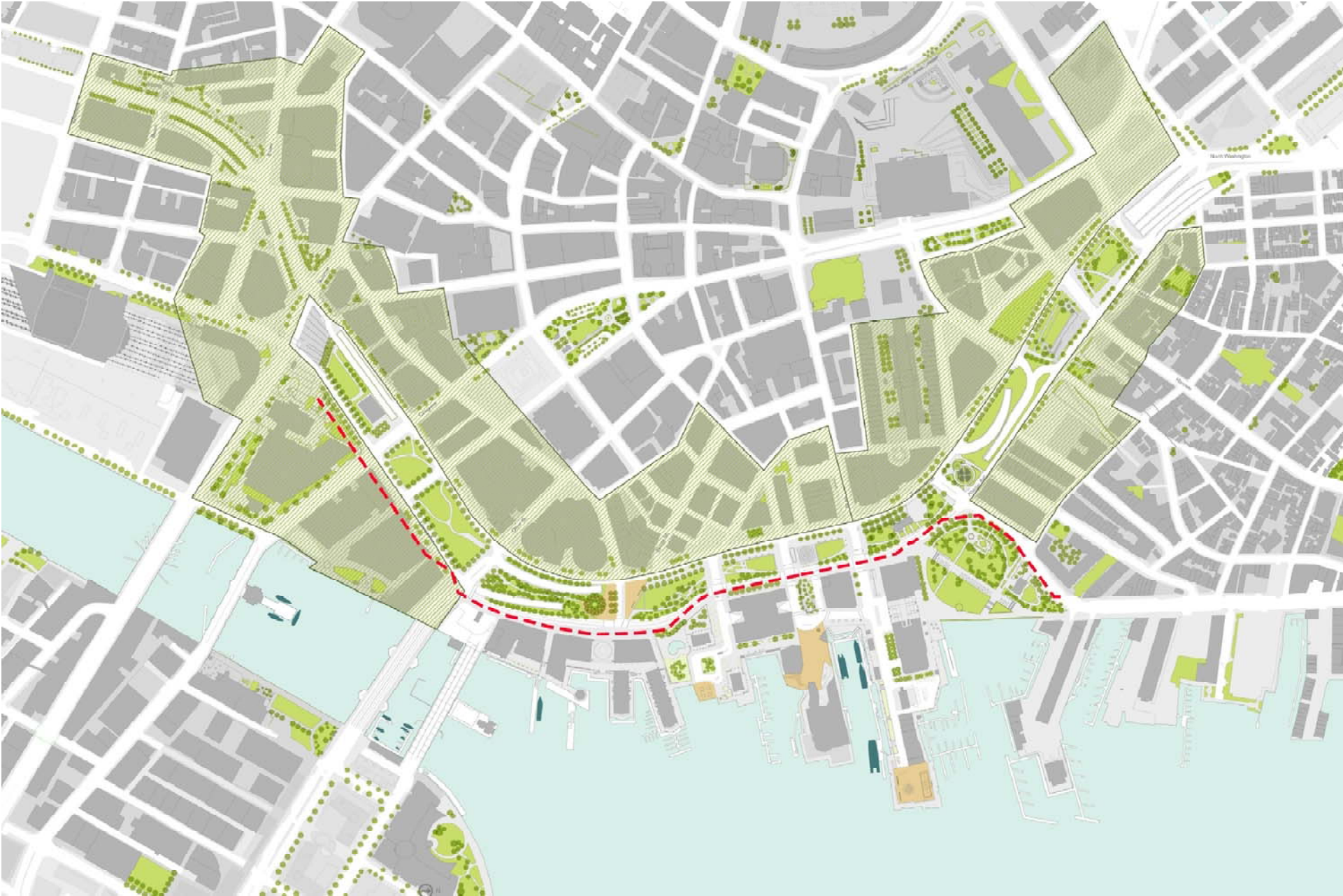
Greenway Districts Study Area



Chapter 91 Jurisdiction



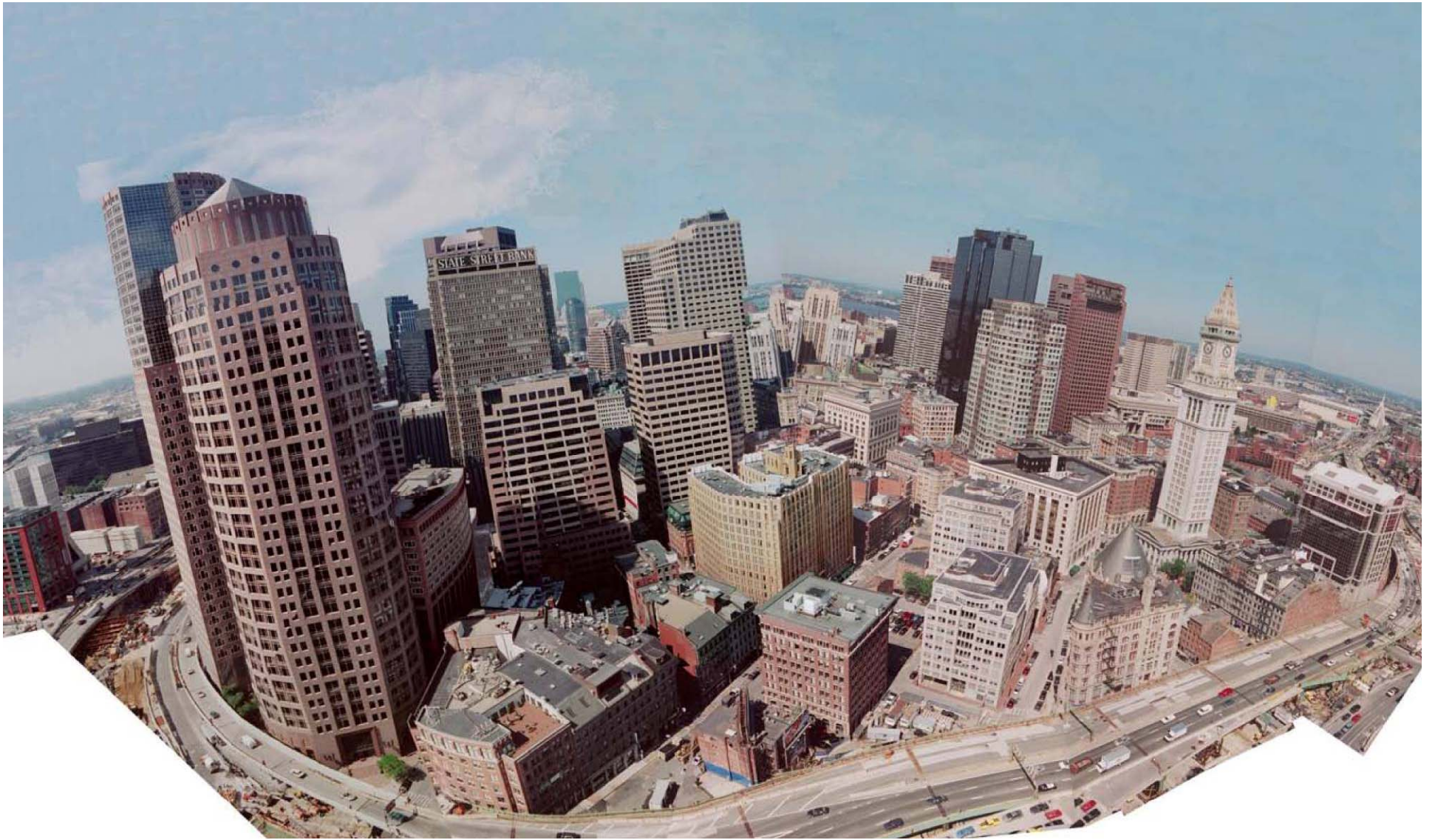
Districts not governed by Ch. 91, or that have an MHP.



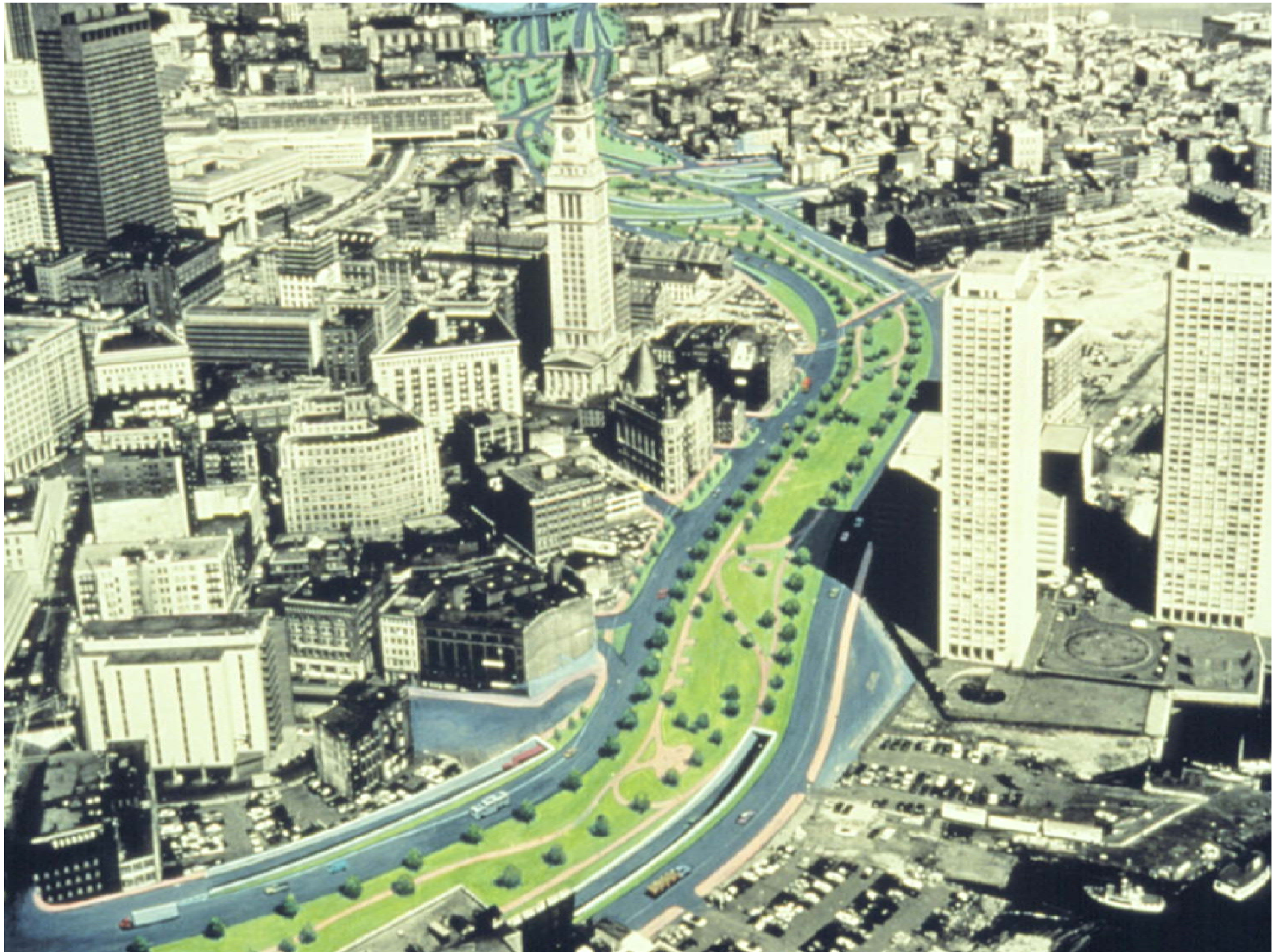
Downtown Waterfront is subject to Ch. 91.



Greenway District Planning Study



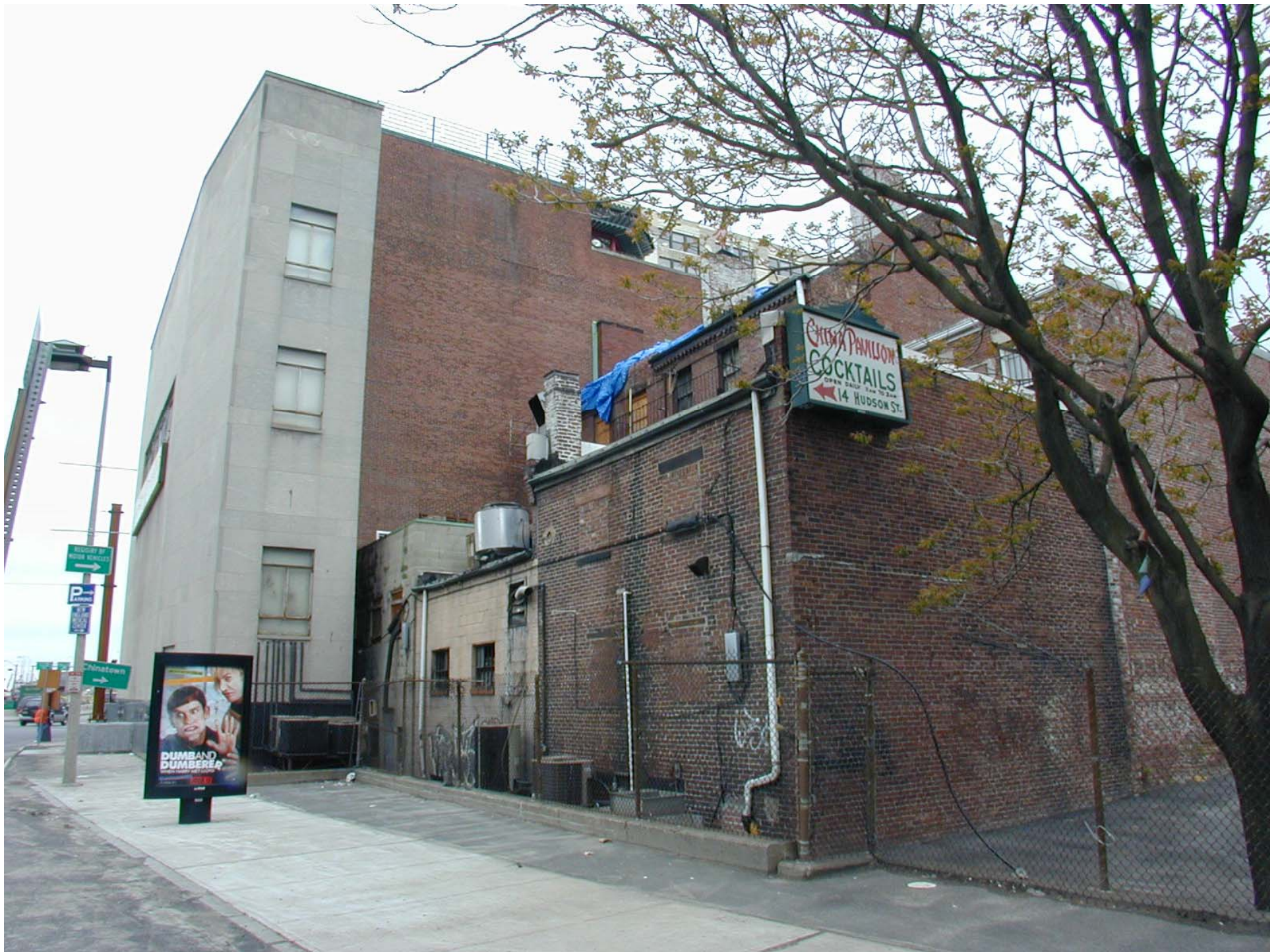




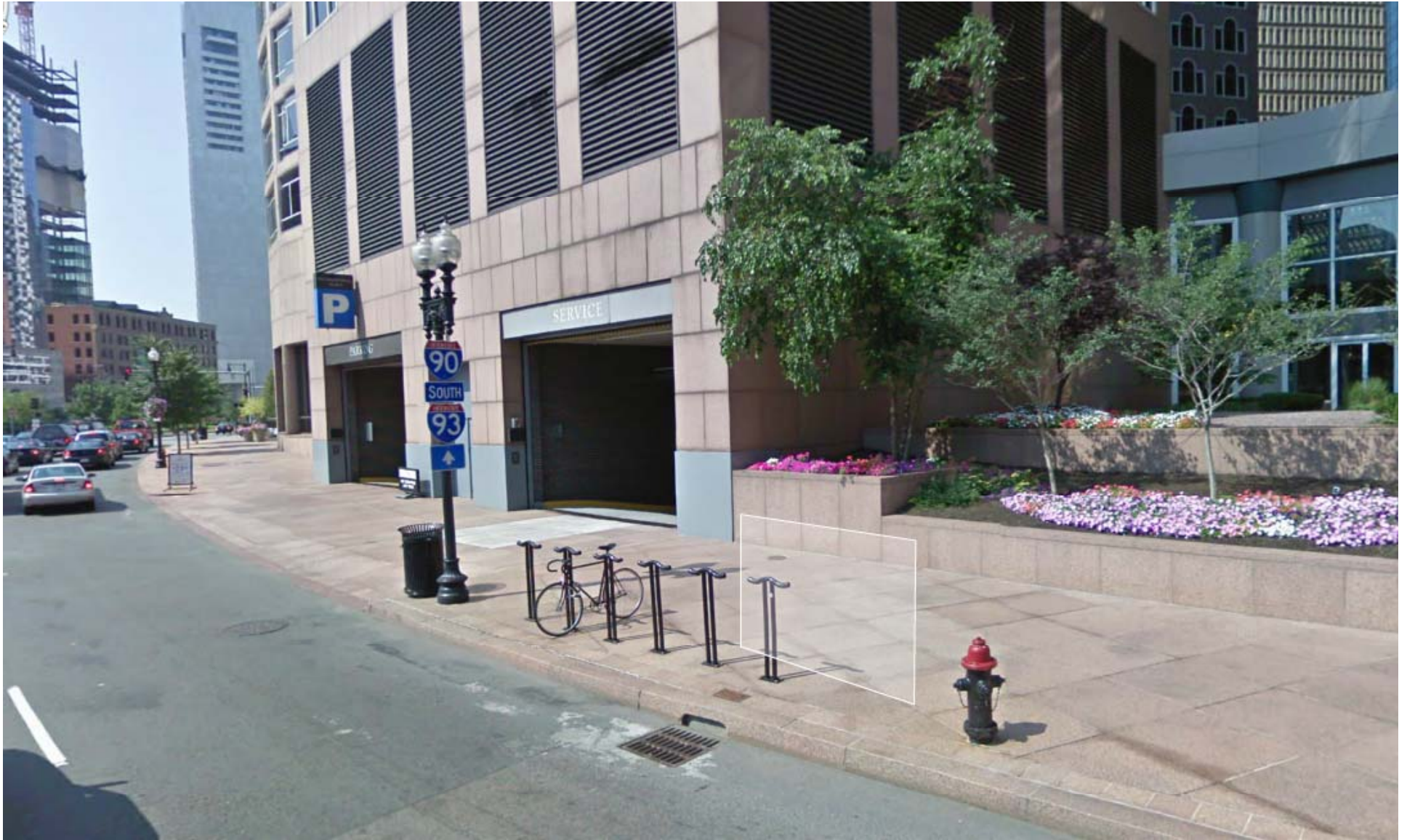
























Analysis Methodology



Program & Use

**Environmental
Conditions**

**Analysis
Methodology**

**Urban Design
& Form**

Economics

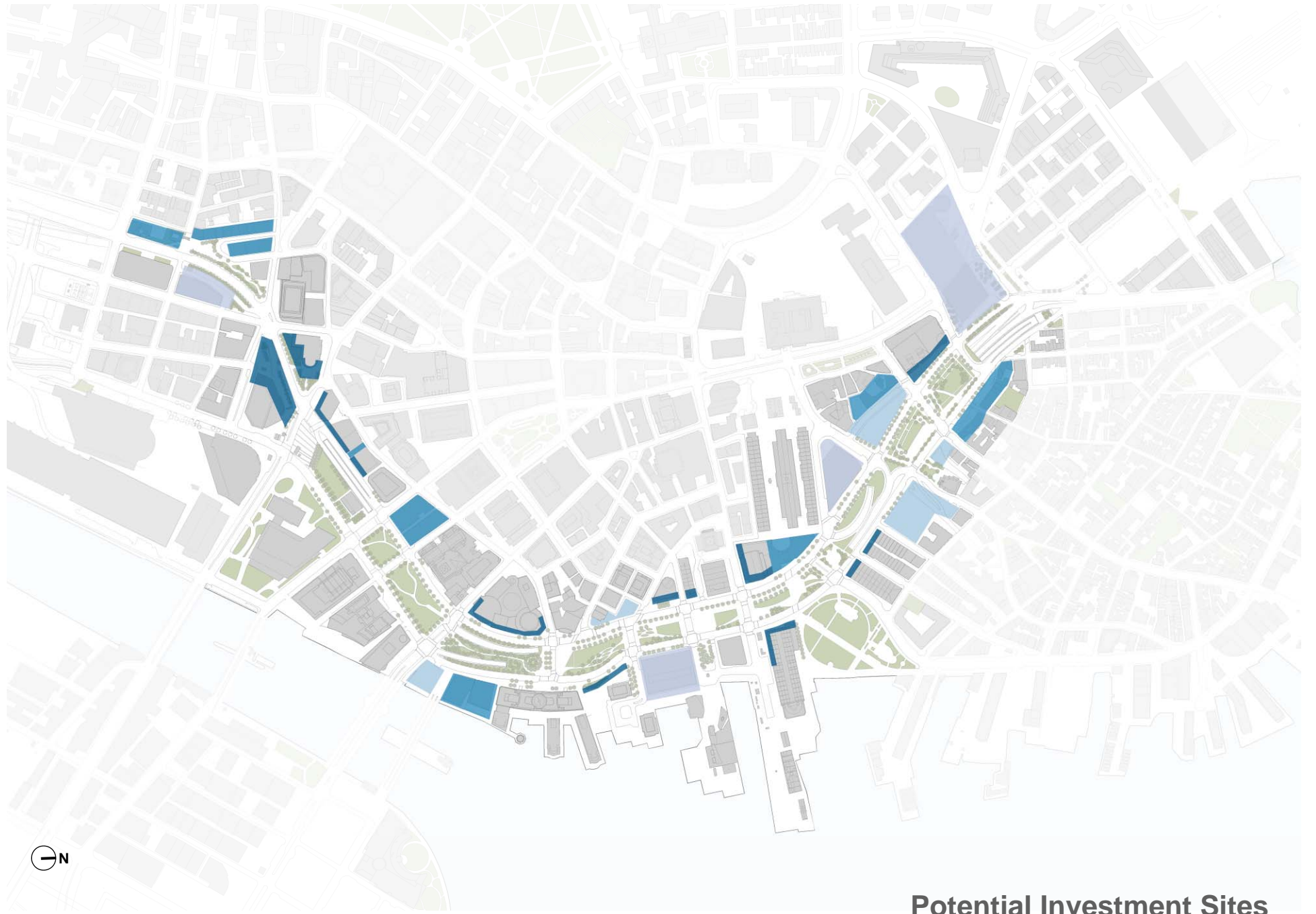
An aerial photograph of a city, likely San Francisco, showing a dense urban grid, a waterfront with buildings and a pier, and a body of water. A semi-transparent white text box is overlaid on the center of the image.

Greenway Study Overall Methodology

- >Analyze existing conditions.**
- >Develop future improvement/development scenarios based on Urban Form(1st leg of the 4 legged stool).**
- >Test development scenarios at the overall scale of the Greenway with the remaining legs of the stool: Environmental, Program and Use, and Economics.**
- > Draw conclusions from analysis and scenarios to shape vision and guidelines for future development.**



Primary Study Area



Potential Investment Sites



Chinatown/Leather District

Market District & Government Center

Dewey Square

Financial District

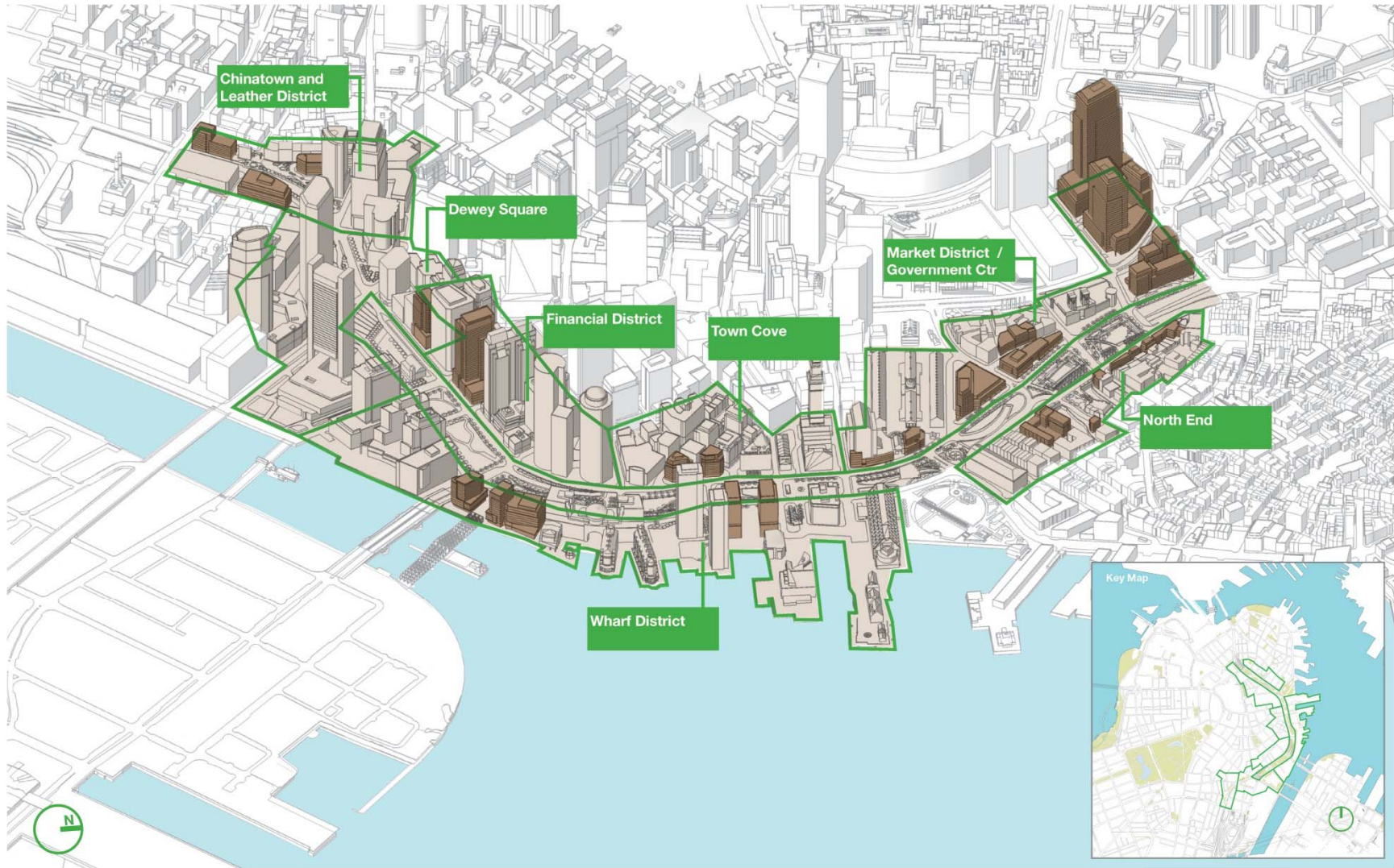
Town Cove

North End

Wharf District

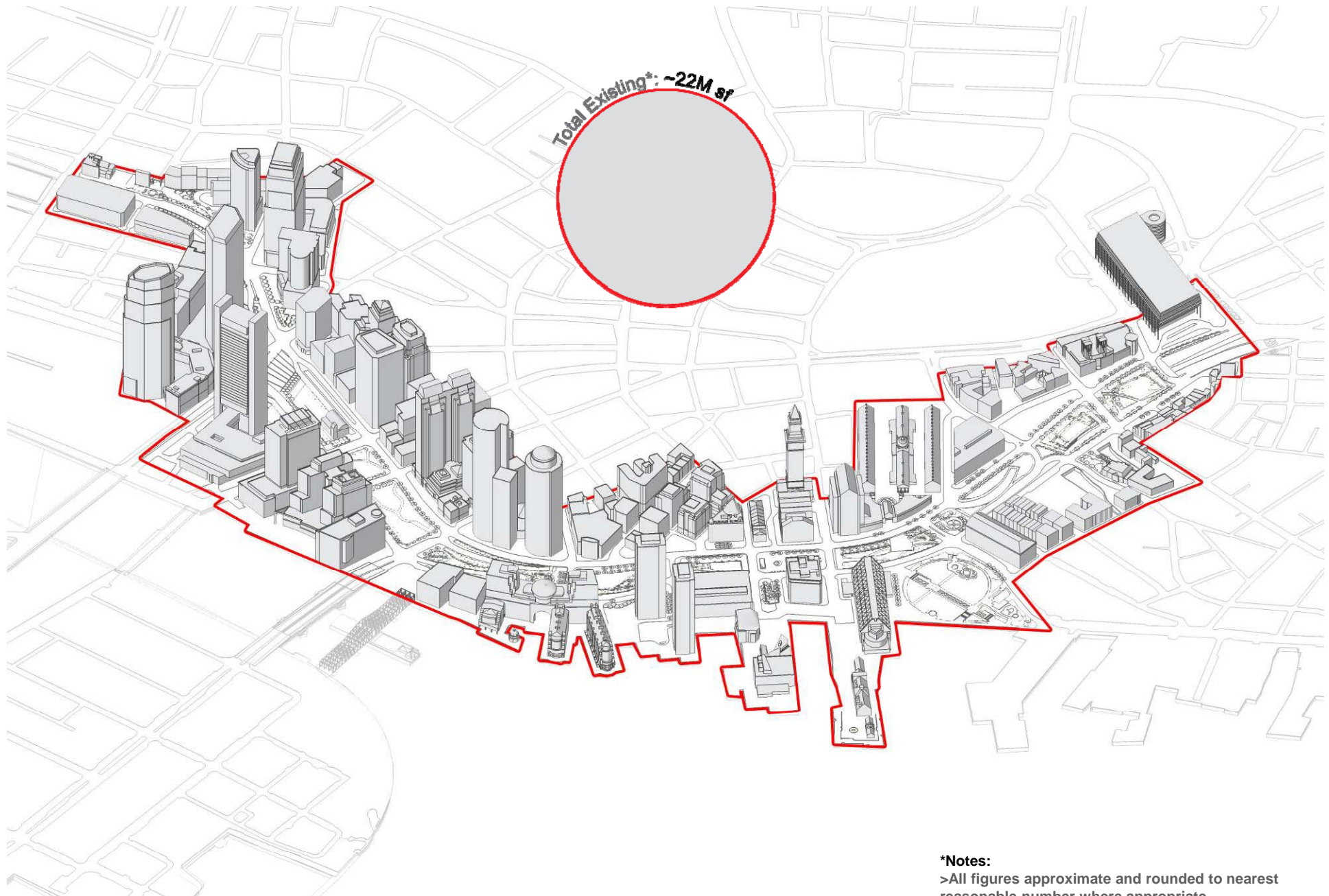


Primary 'Zones'



Program and Use



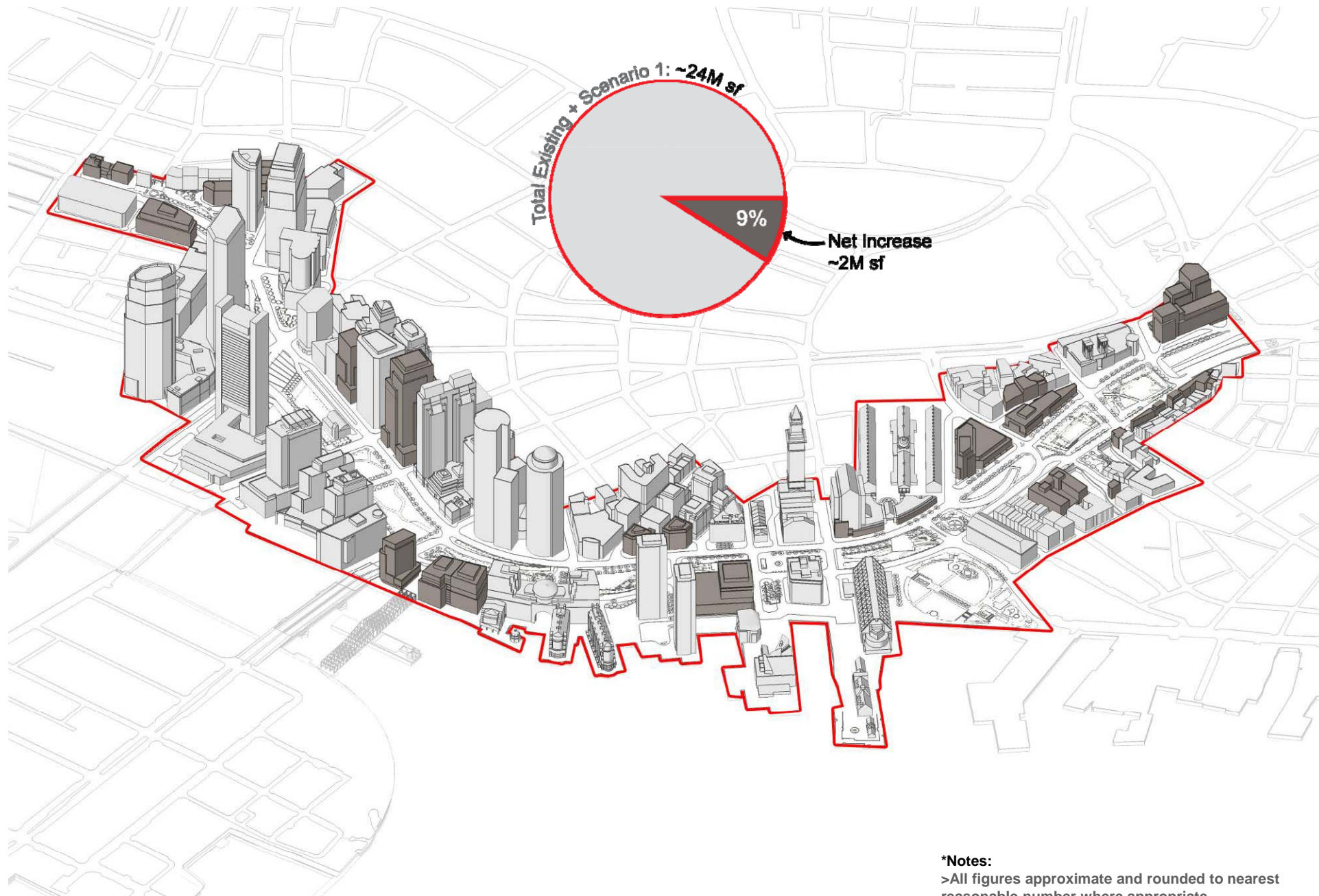


Total Existing*: ~22M sf

Existing Built Program Greenway District Study Area

***Notes:**

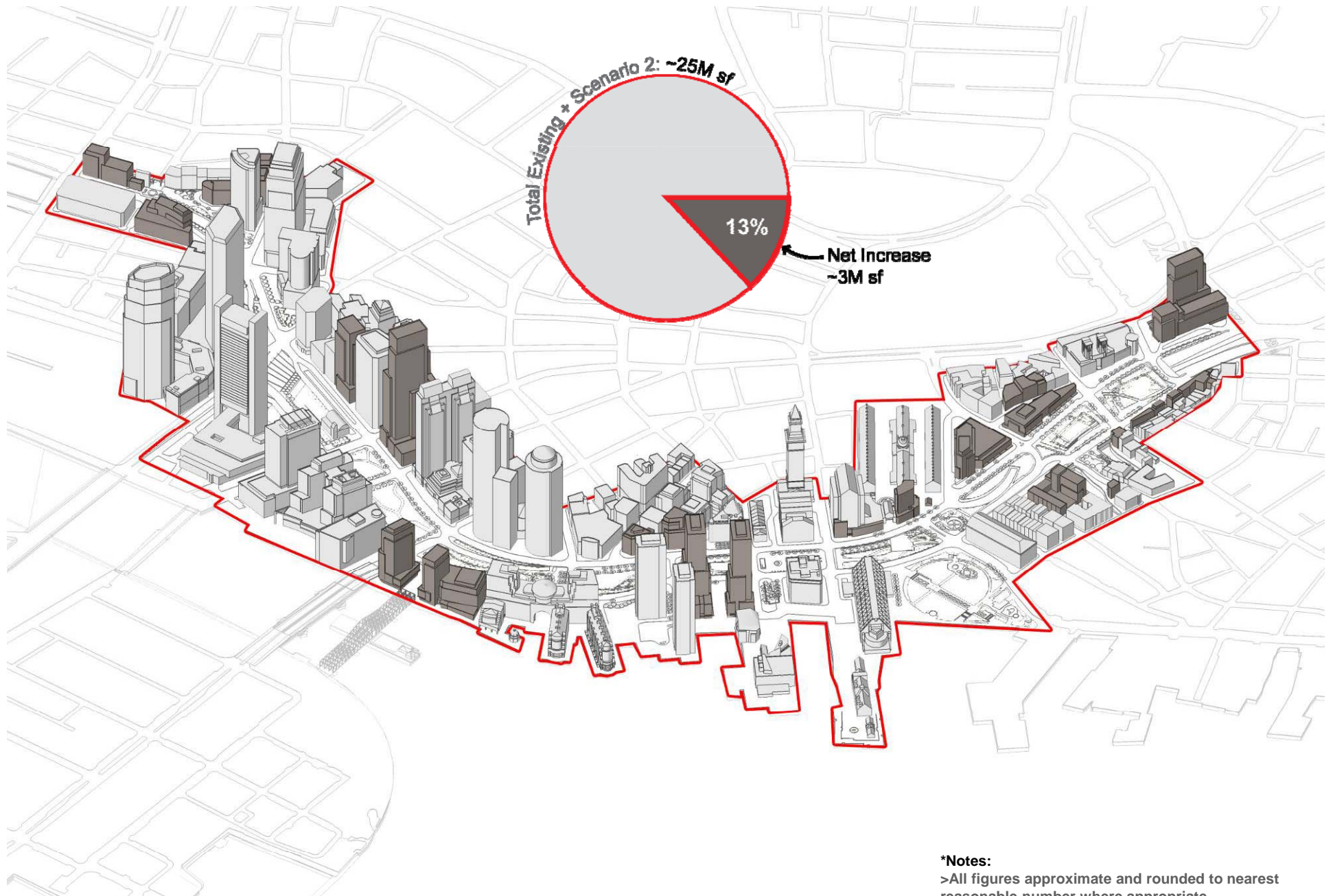
- >All figures approximate and rounded to nearest reasonable number where appropriate.
- >'Existing Program' calculations include permitted and under construction projects.
- > Calculations exclude below-grade parking.



Scenario 1
Greenway District Study Area

***Notes:**

- >All figures approximate and rounded to nearest reasonable number where appropriate.
- >'Existing Program' calculations include permitted and under construction projects.
- > Calculations exclude below-grade parking.



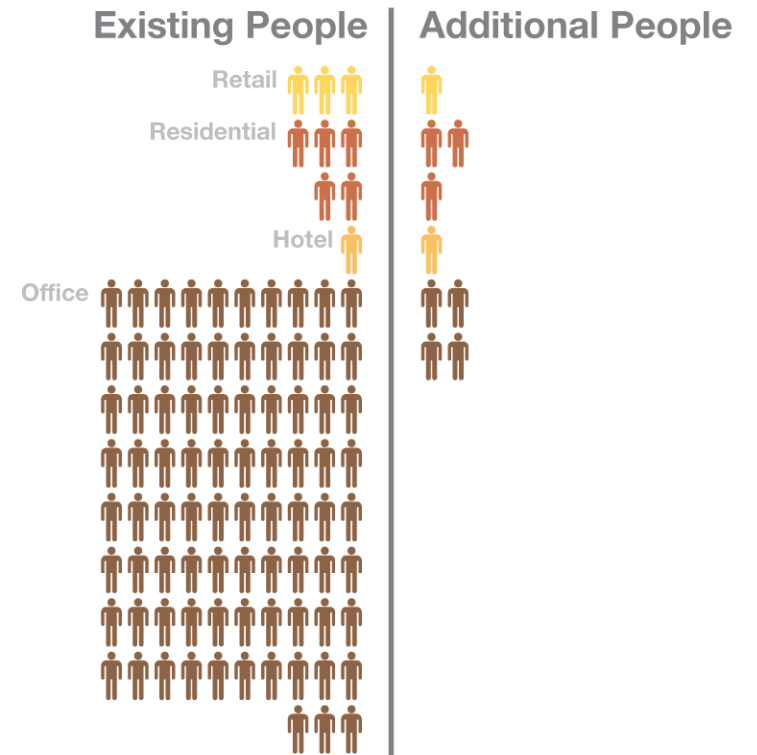
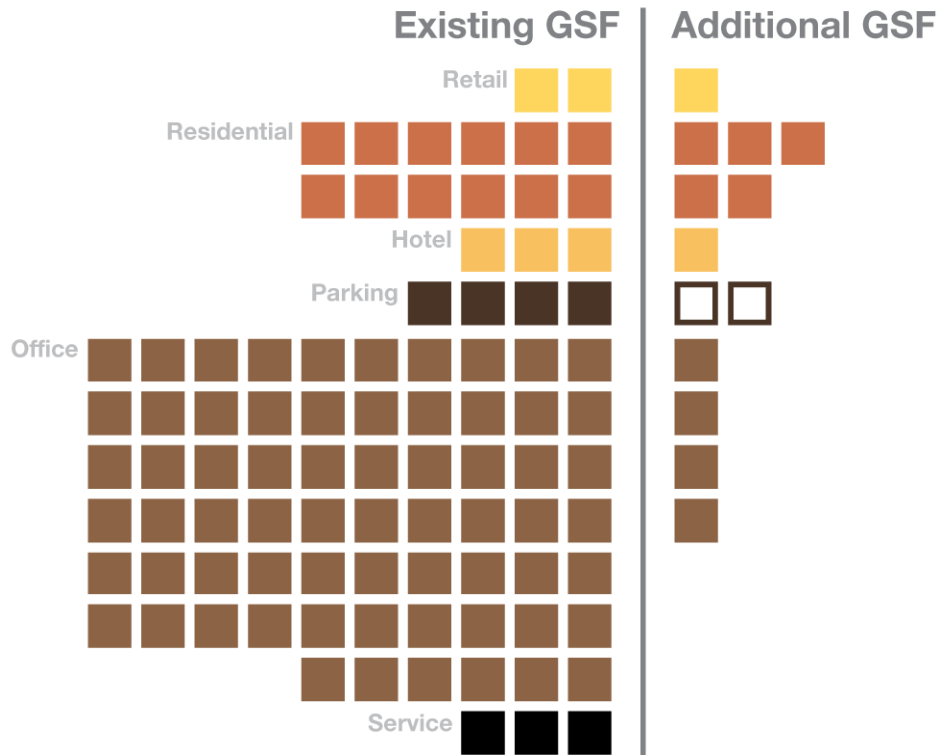
Scenario 2 Greenway District Study Area

***Notes:**

- >All figures approximate and rounded to nearest reasonable number where appropriate.
- >'Existing Program' calculations include permitted and under construction projects.
- > Calculations exclude below-grade parking.

250,000 gross square feet

1,000 people

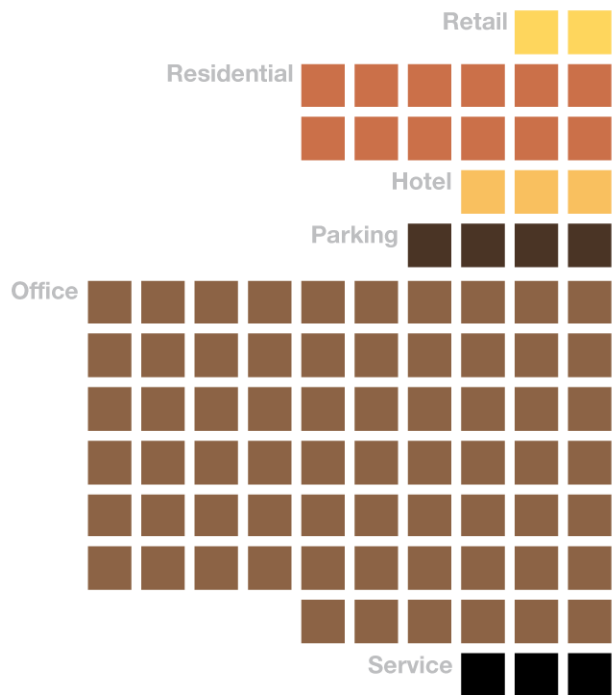


Population and Use Analysis Development Scenario 1

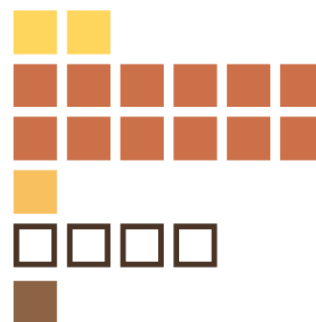
250,000 gross square feet

1,000 people

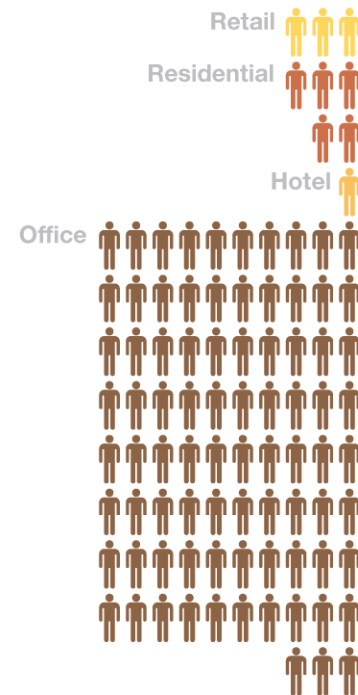
Existing GSF



Additional GSF



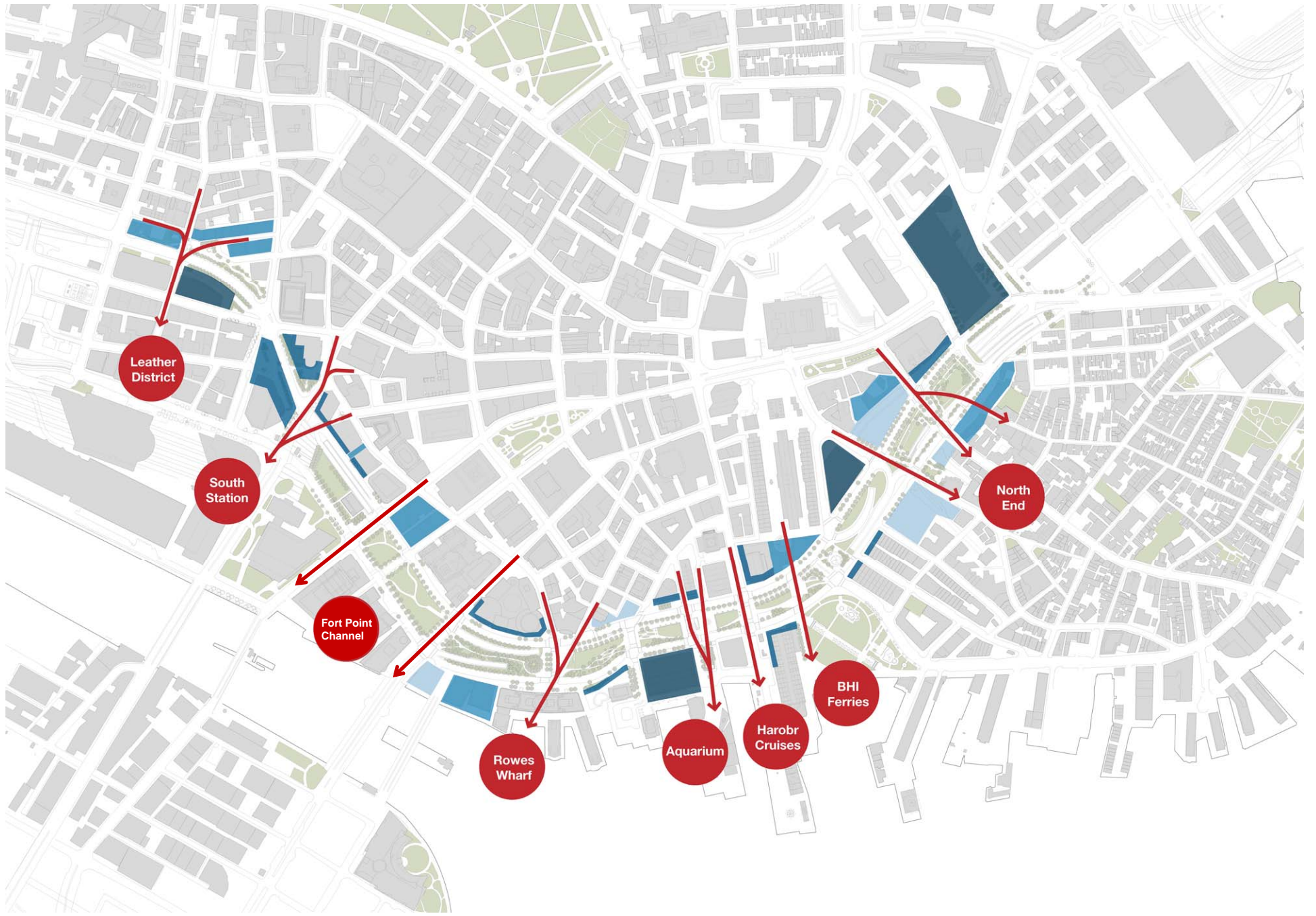
Existing People



Additional People



Population and Use Analysis Development Scenario 2



Leather District

South Station

Fort Point Channel

Rows Wharf

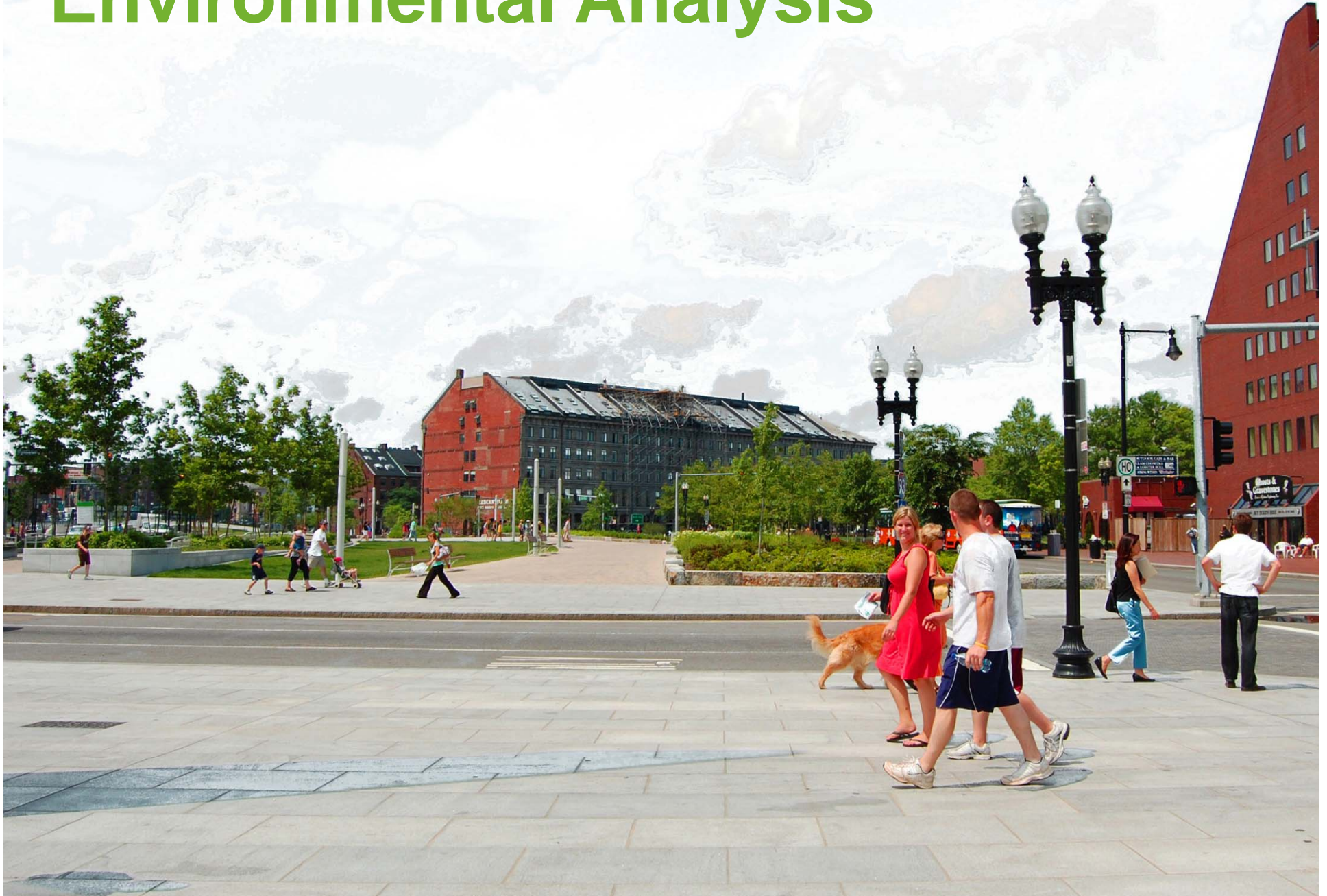
Aquarium

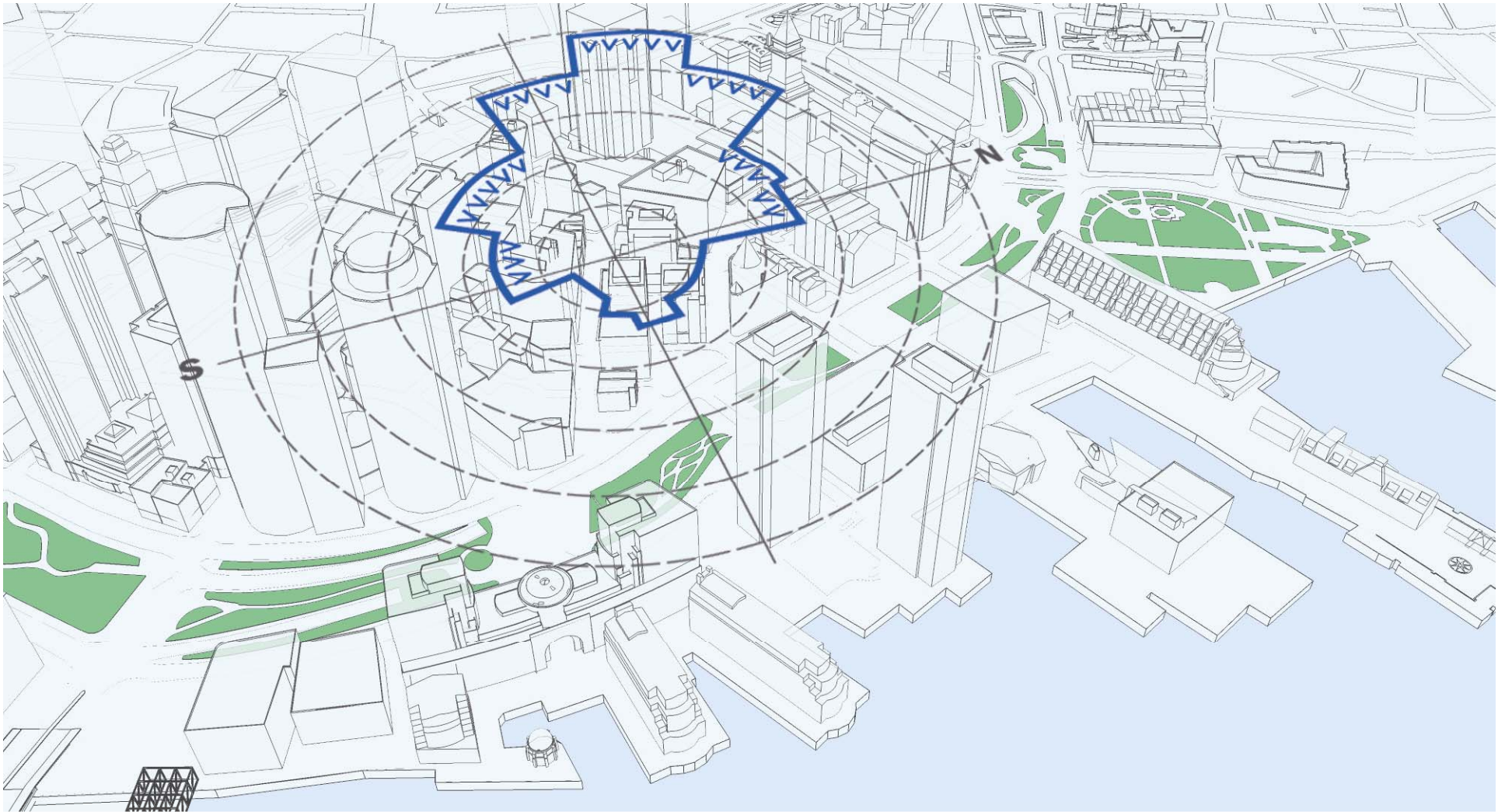
Harobr Cruises

BHI Ferries

North End

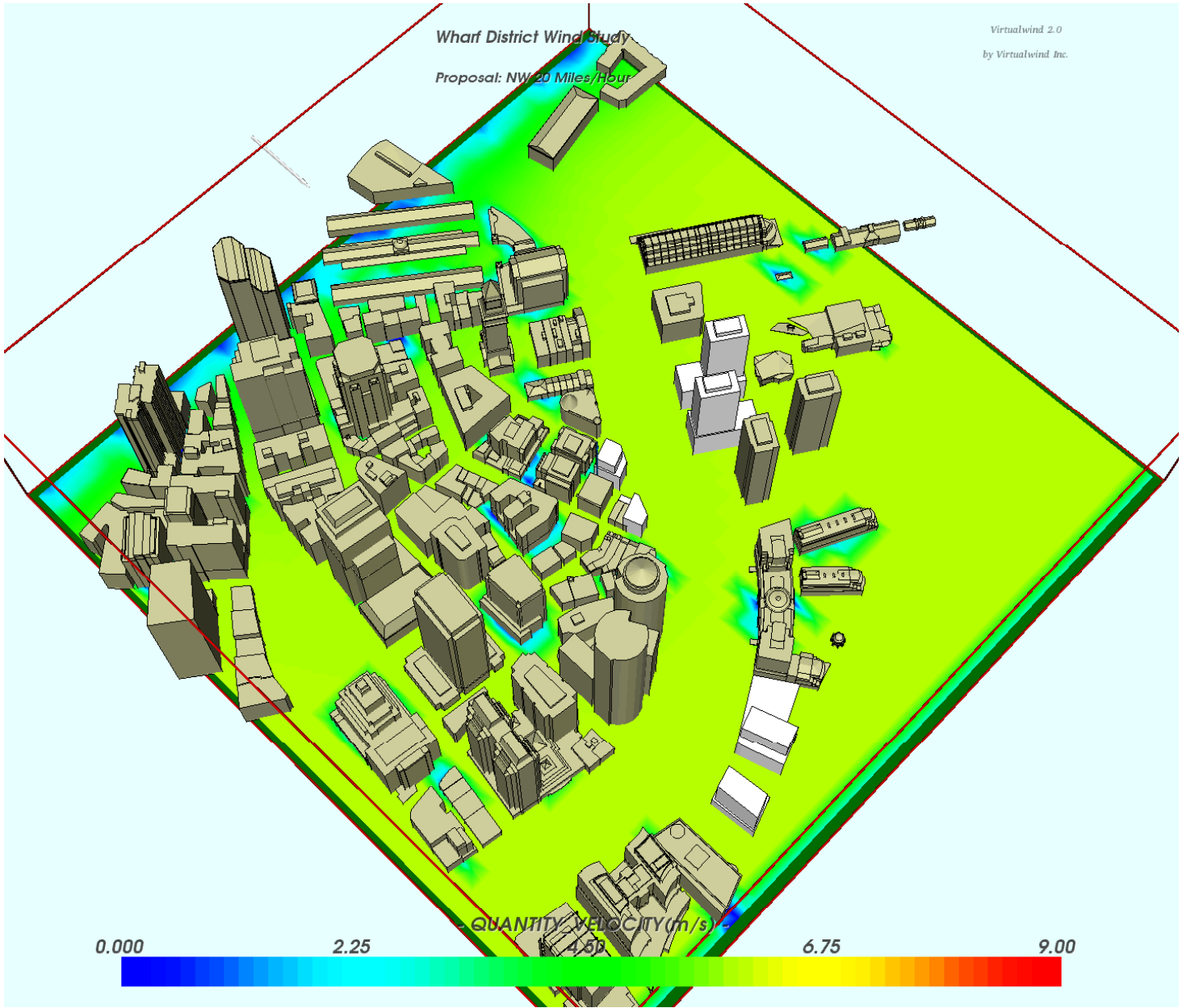
Environmental Analysis





Winter: Directional Distribution of Wind
Environmental Character

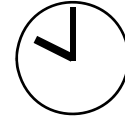
Wind Study



Net New Shadows Scenario 1

March/
September
21

10:00am

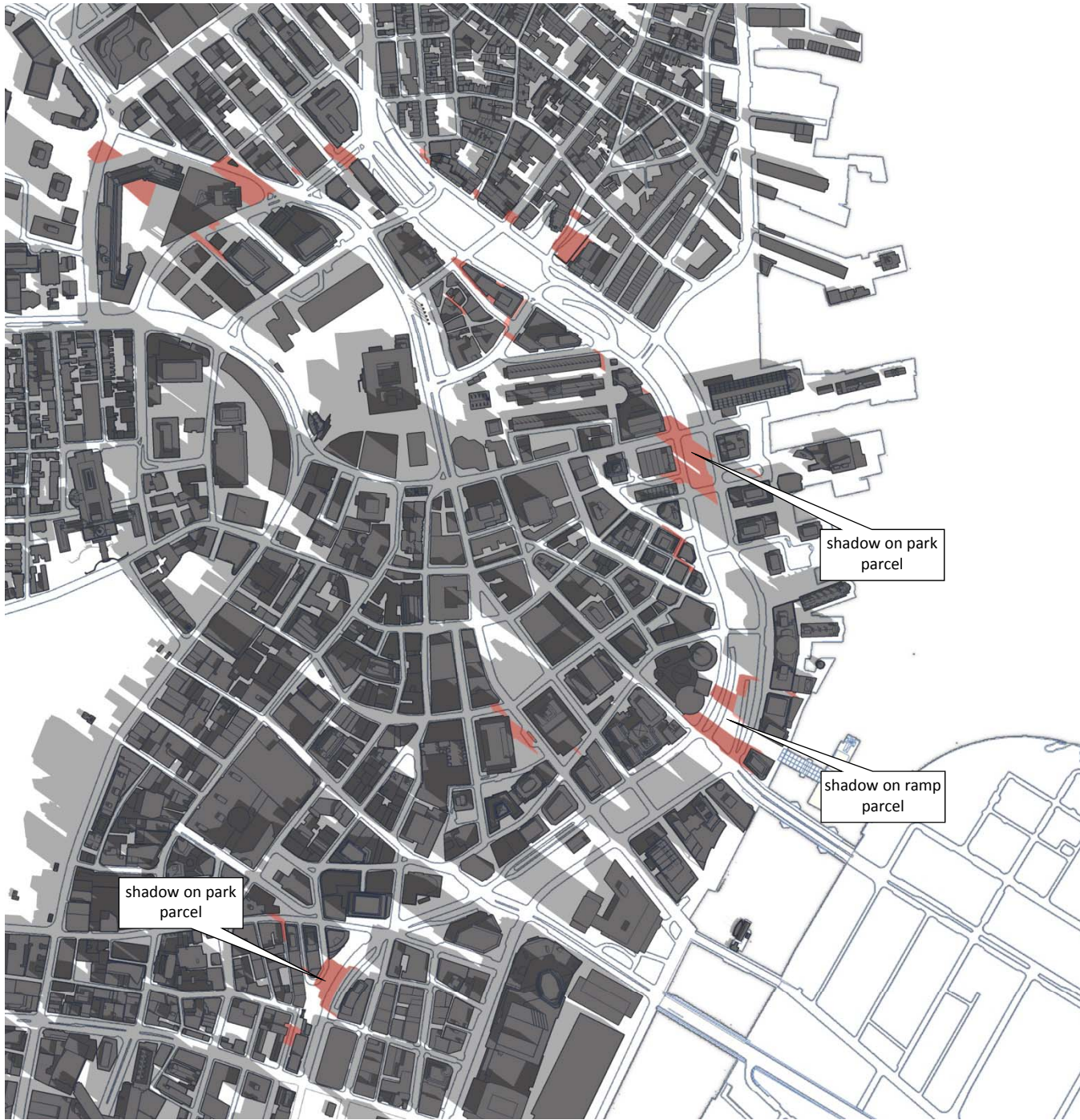
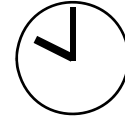


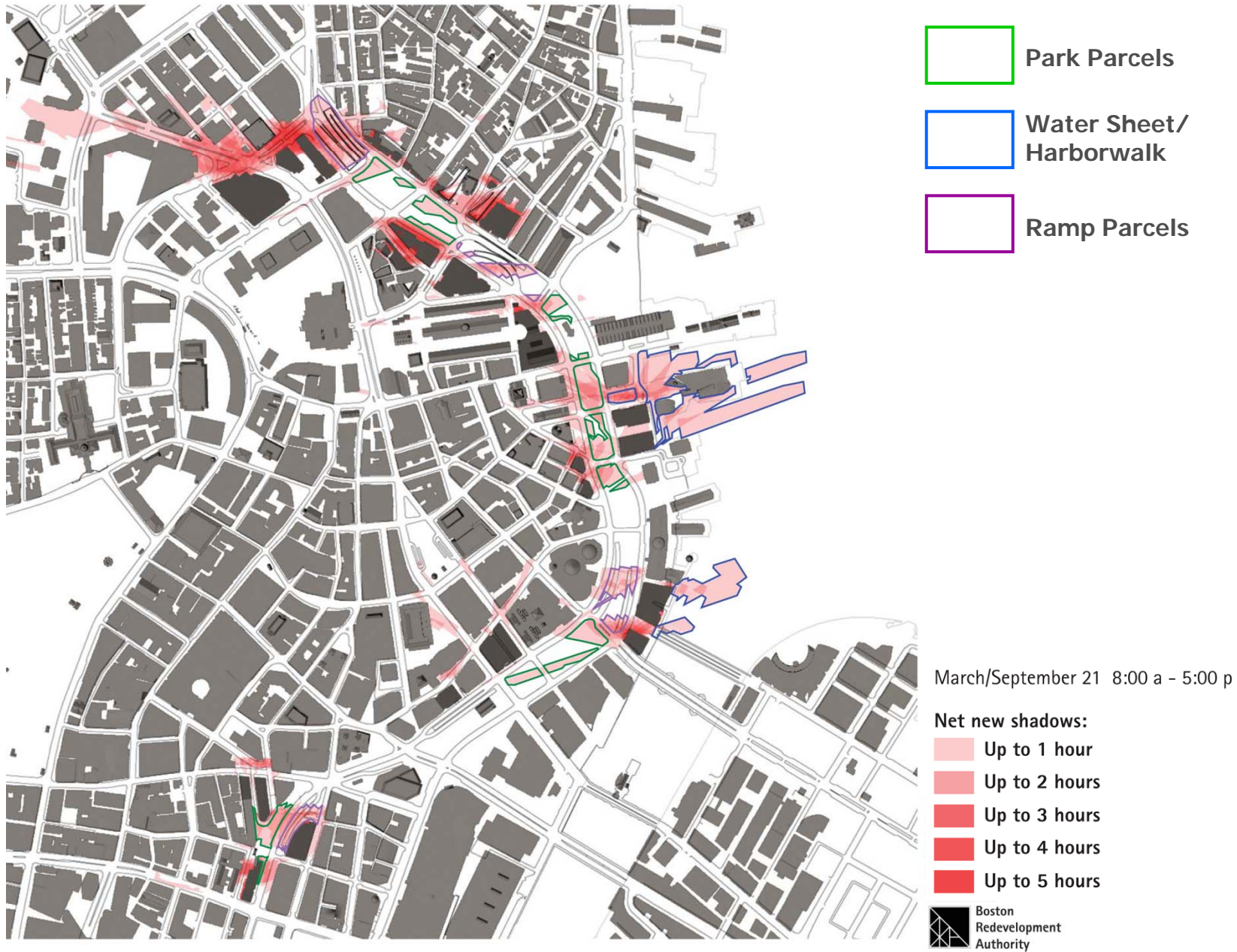
shadow on ramp
parcel

Net New Shadows Scenario 2

March/
September
21

10:00am

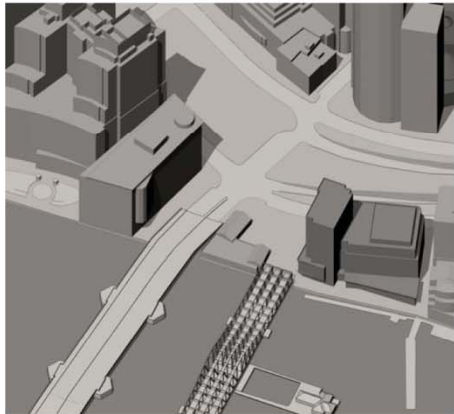




**Massing Study: Public Meeting #5 (September 2009)
Scenario 2**

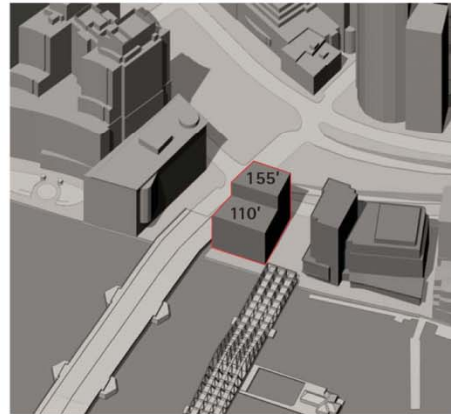
Existing

15'



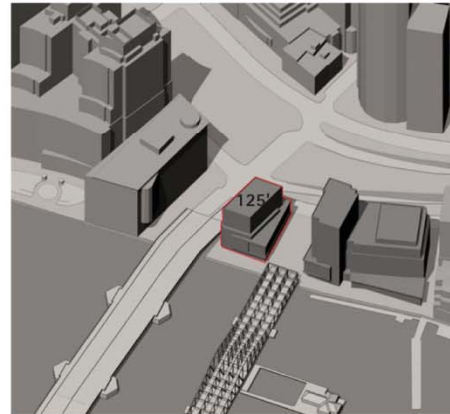
Current Zoning

110'/155'



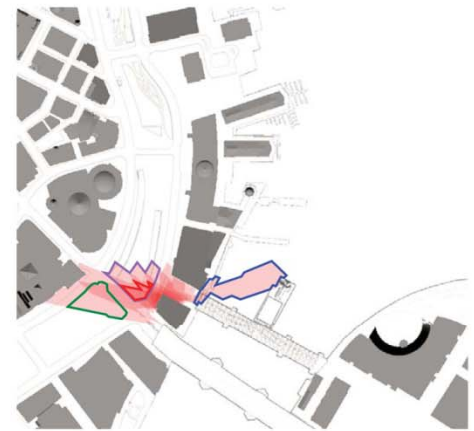
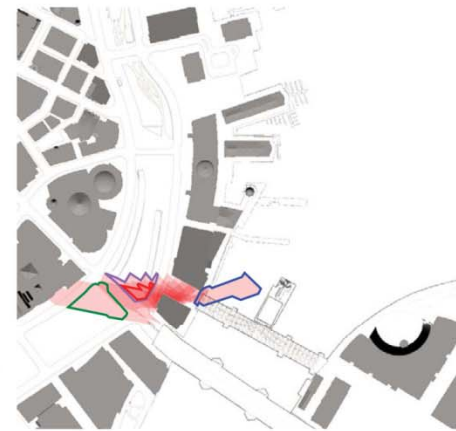
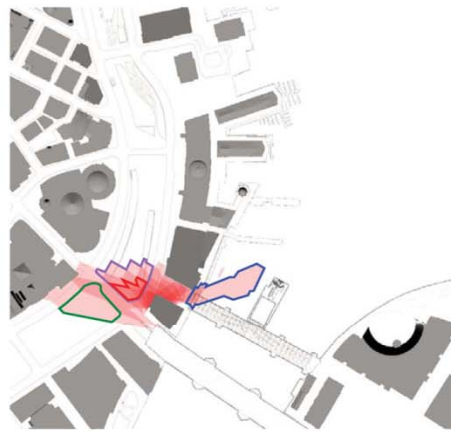
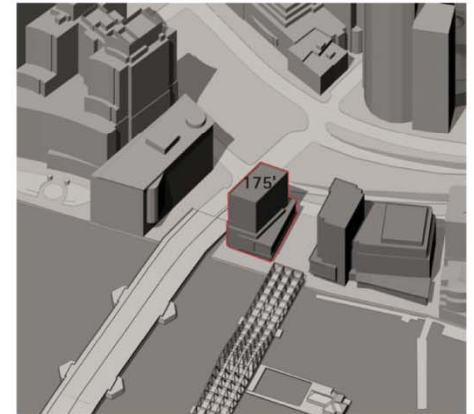
Scenario 1




125'



Scenario 2

175'



-  Park Parcels
-  Water Sheet/
Harborwalk
-  Ramp Parcels

March/September 21 8:00 a - 5:00 p

Net new shadows:

-  Up to 1 hour
-  Up to 2 hours
-  Up to 3 hours
-  Up to 4 hours
-  Up to 5 hours

Hook Lobster Site

Economic Analysis



Transformation of value is long-term.

Reorientation of development to capture value takes time.



West Side Highway, New York City

13 YEARS



173-176 Perry Street, New York City

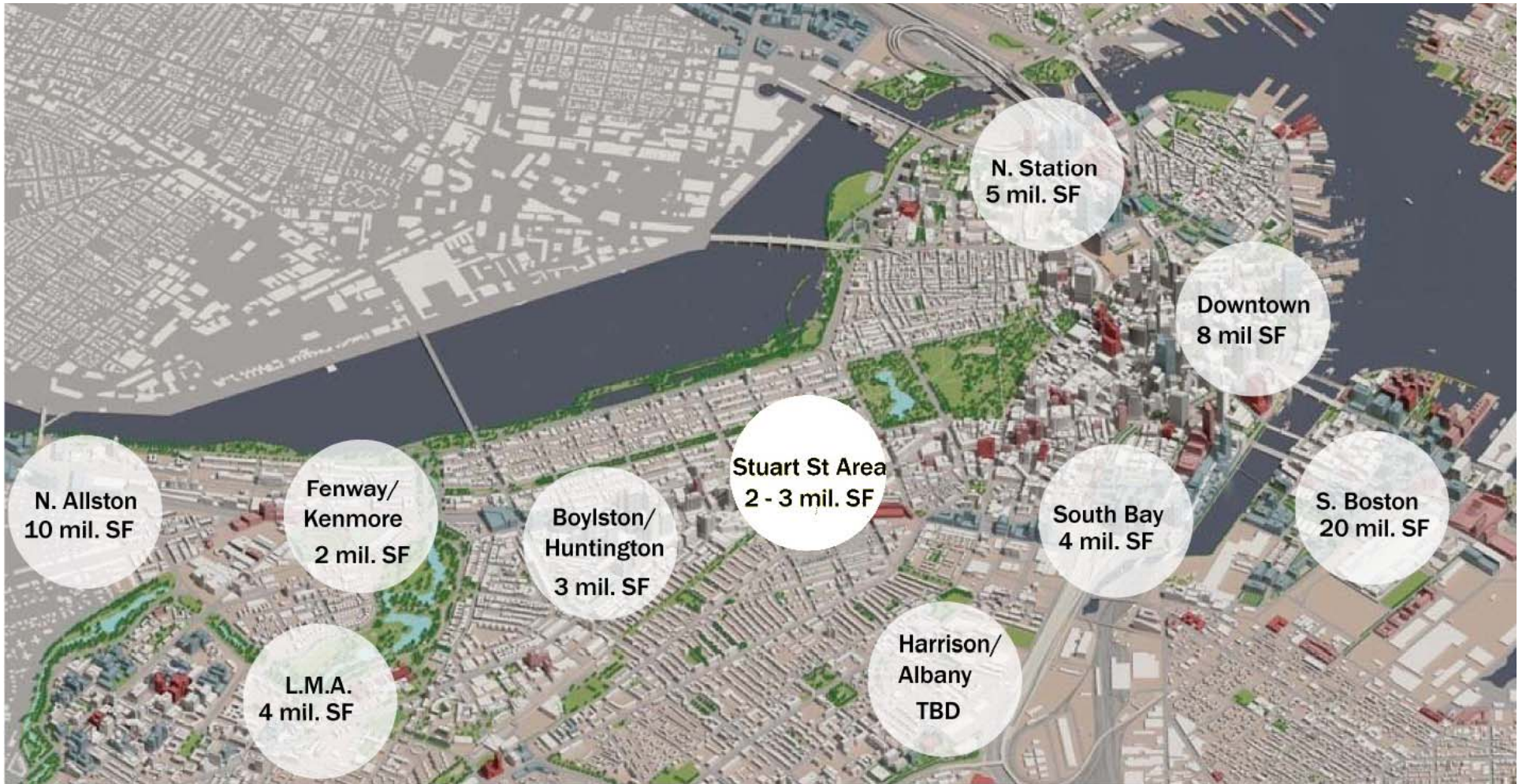
Reorientation of development to capture value takes time.



Embarcadero, San Francisco

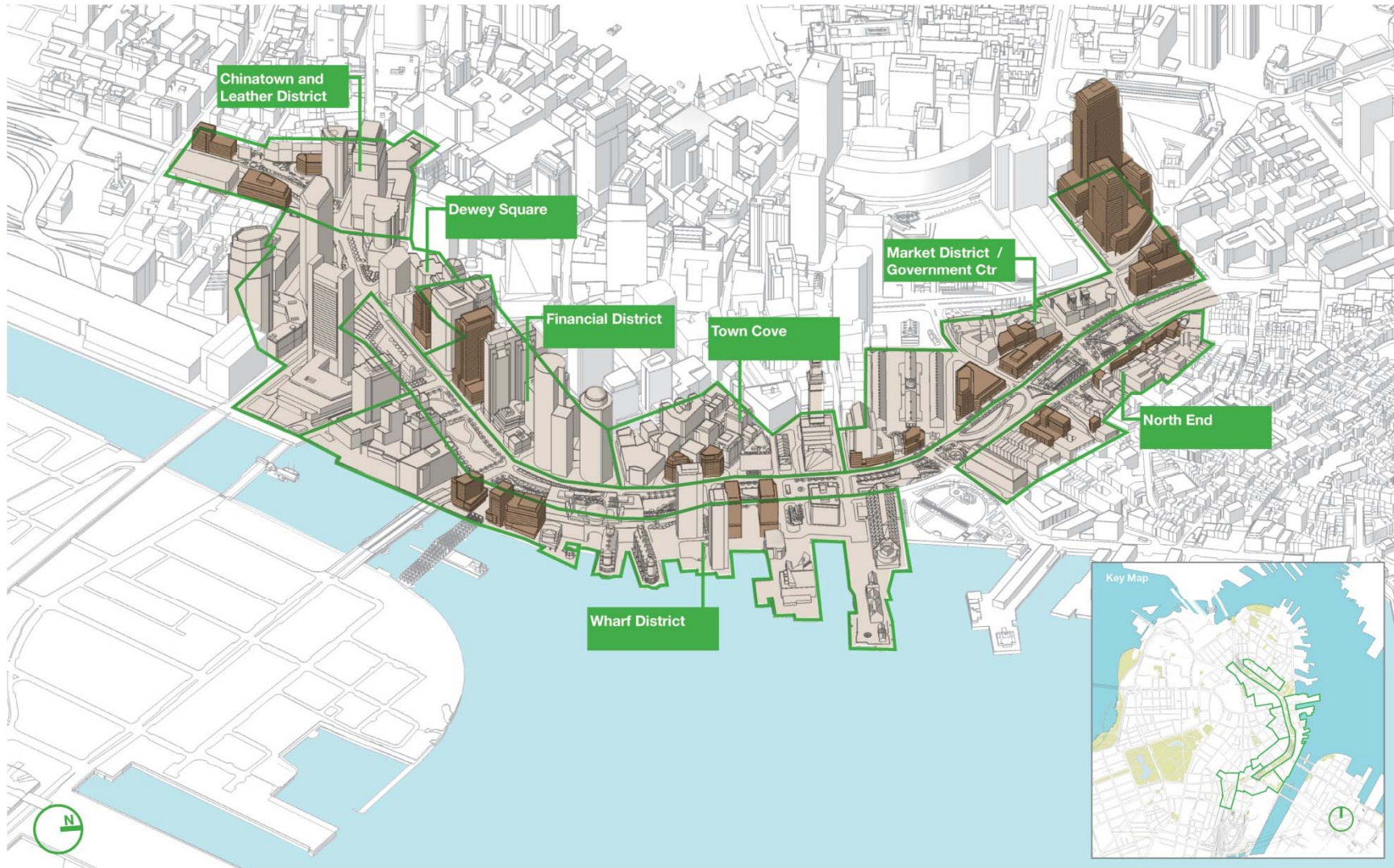


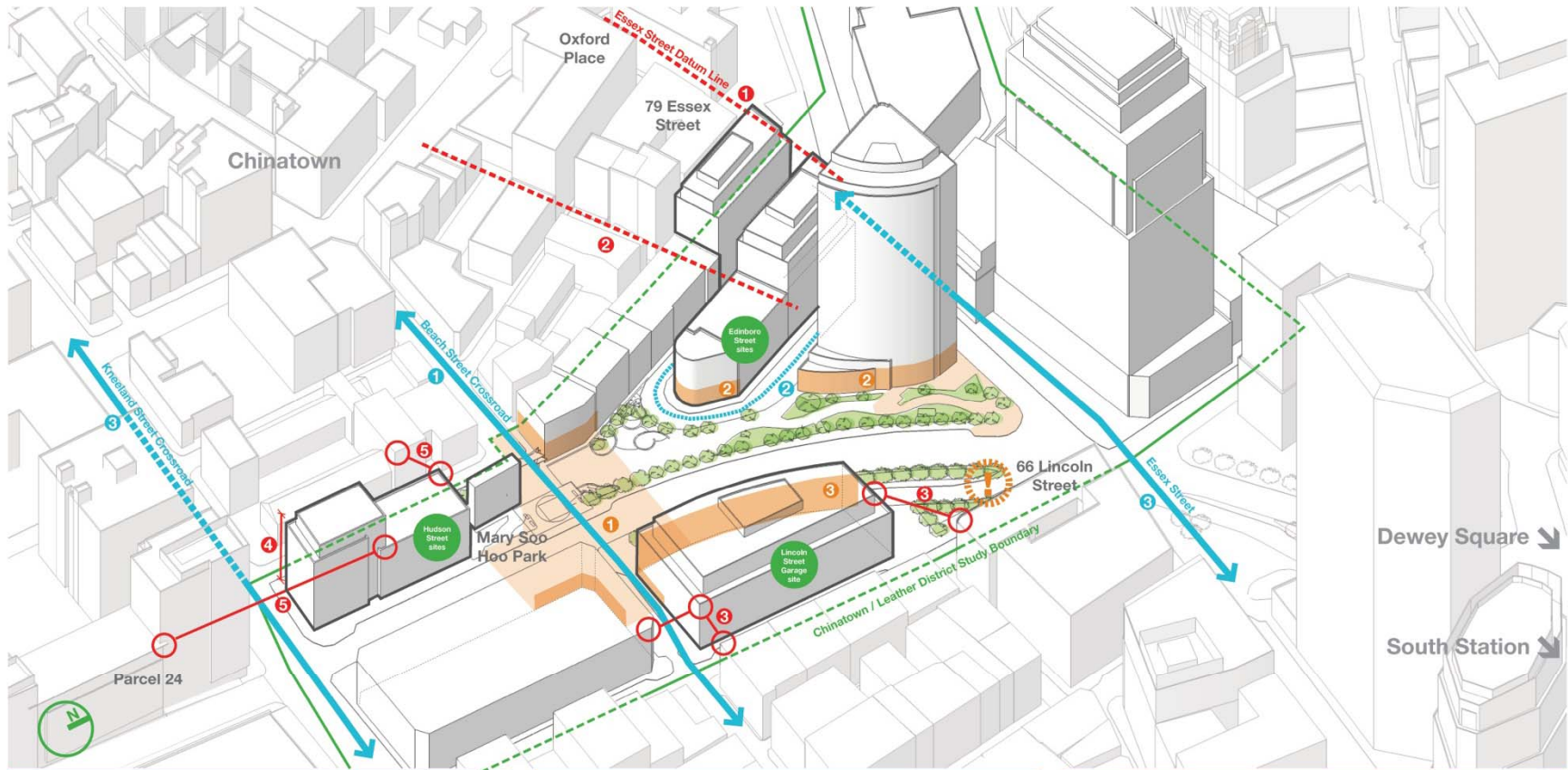
Ferry Building Marketplace, San Francisco



Boston Projected Growth

Building Form and Urban Design and Final Recommendations





Dimensional Criteria

- 1 Edinboro Street sites – Maximum height 175'. Provide a 10' setback at a height aligning with the Oxford Place building fronting Essex Street (approximately 125').
- 2 Edinboro Street sites – Step down to the existing heights at the park-facing side to align with the step-down at the back sides of Oxford Place and 79 Essex Street. Encourage double street frontage on Edinboro and Kingston Streets in this location.
- 3 Lincoln Street Garage Site - 80' height at street edges to align with adjacent buildings, 100' maximum, to align with 66 Lincoln Street, or as limited by shadow impacts on the parks, with a 10' setback.
- 4 Hudson Street sites - 125' maximum height on Kneeland Street.
- 5 Hudson Street sites - Step down to the height of the adjacent Chinatown neighborhood scale and the low-rise portion of Parcel 24. Encourage double street frontage on Hudson Street and the Surface Artery.

Programmatic Goals

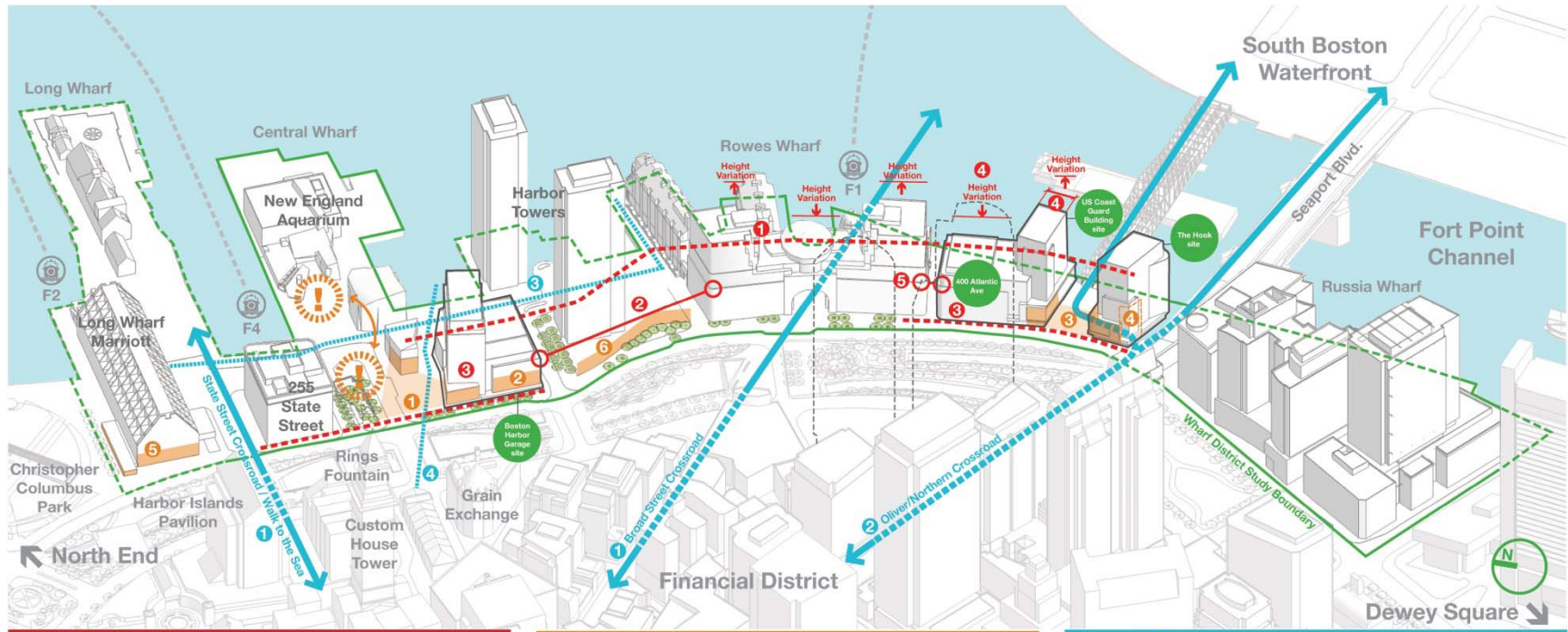
- 1 Concentrate active ground floor uses at the Beach Street Crossroads intersection.
- 2 Provide transparency and active uses at park edge and locate major building entries facing the park.
- 3 Mitigate the negative impacts on the pedestrian realm created by the I-93 on-ramp. Consider building over portions of it to bring active uses closer to Surface Artery.

Connectivity

- 1 The continuity of the Beach Street Crossroad should be made more legible through the concentration of active uses along its edges and at the Surface Artery intersection.
- 2 Pedestrian traffic from the Financial District through Edinboro and Kingston Streets should be enhanced by redevelopment on the Edinboro Street sites.
- 3 Kneeland and Essex Streets provide clear southern and northern boundaries which delineate the district. These important thoroughways also link the area to important points both east and west such as the Common and South Station.

Chinatown and the Leather District





Dimensional Criteria

- 1 All new buildings will have a maximum height of 200' (with the exception of the Hook site, at 175'), equivalent to the taller portions of Rows Wharf. Buildings should combine both low-rise and mid-rise elements in a way that takes cues from the existing context. Individual massing alternatives will be evaluated for how the shadows they create will impact the actively used portions of the park.
- 2 New buildings should establish a datum at the property's edge facing the Greenway. Ideally, the datum corresponds to and reinforces the heights in the immediate context, including the lower portions of Rows Wharf, the parapet of 255 State Street, or the tallest portion of Long Wharf, at about 125'. Taller portions of any new building should be set back by 10'-15' at this datum on the Greenway-facing sides of the building.
- 3 New development at the Boston Harbor Garage, 400 Atlantic Avenue, and the U.S. Coast Guard Building should reinforce the Atlantic Avenue street edge by building to it along a majority of its frontage. Significant breaks in that alignment should be in the service of opening connections to the waterfront.
- 4 All sites in the Wharf District, including 400 Atlantic Avenue, should vary in height like Rows Wharf, where taller masses alternate with lower masses of approximately 125' to allow for intermittent exposure to the sky plane, and to maintain visual access to the water. The lengths of any upper portion of a building over 125' should be limited to 125' on the Greenway-facing portions of the building.
- 5 The lower portions of 400 Atlantic Avenue should align with those of Rows Wharf.

Programmatic Goals

- 1 The lively occupation of the forecourt to the New England Aquarium should be extended as close the Greenway as possible. An additional ticket kiosk or similar related programming venue might facilitate this goal. New development on the Boston Harbor Garage site should feature active uses at the northwest corner that help anchor this node of activity and enhance enjoyment of the harbor.
- 2 New or replaced uses for the Atlantic Avenue edge of the Boston Harbor Garage should offer as many uses as possible that are complementary to the adjacent parks—restaurants, cafes, retail.
- 3 The ground floor uses at 400 Atlantic Avenue and the Hook site should reinforce the presence of the Oliver Street/Northern Avenue Crossroad with complementary active uses. Concentrations of small cafes will help mark the space between them as an important link over the bridges between the Greenway and South Boston.
- 4 The southwest corner of the Hook site should acknowledge in its architectural form the importance of the Moakley Bridge "gateway" to the South Boston waterfront. The form and orientation of the building should reflect the important urban morphologies that have created the site and that announce the grid of the adjacent emerging neighborhood.
- 5 The edges of the Long Wharf Marriott site have the opportunity to offer expanded ground level uses complementary to the adjacent Greenway and Christopher Columbus Park.
- 6 The base edge of Harbor Towers is currently defined by a perimeter fence. This location would benefit from an increased residential presence and openness at the ground level.

Connectivity

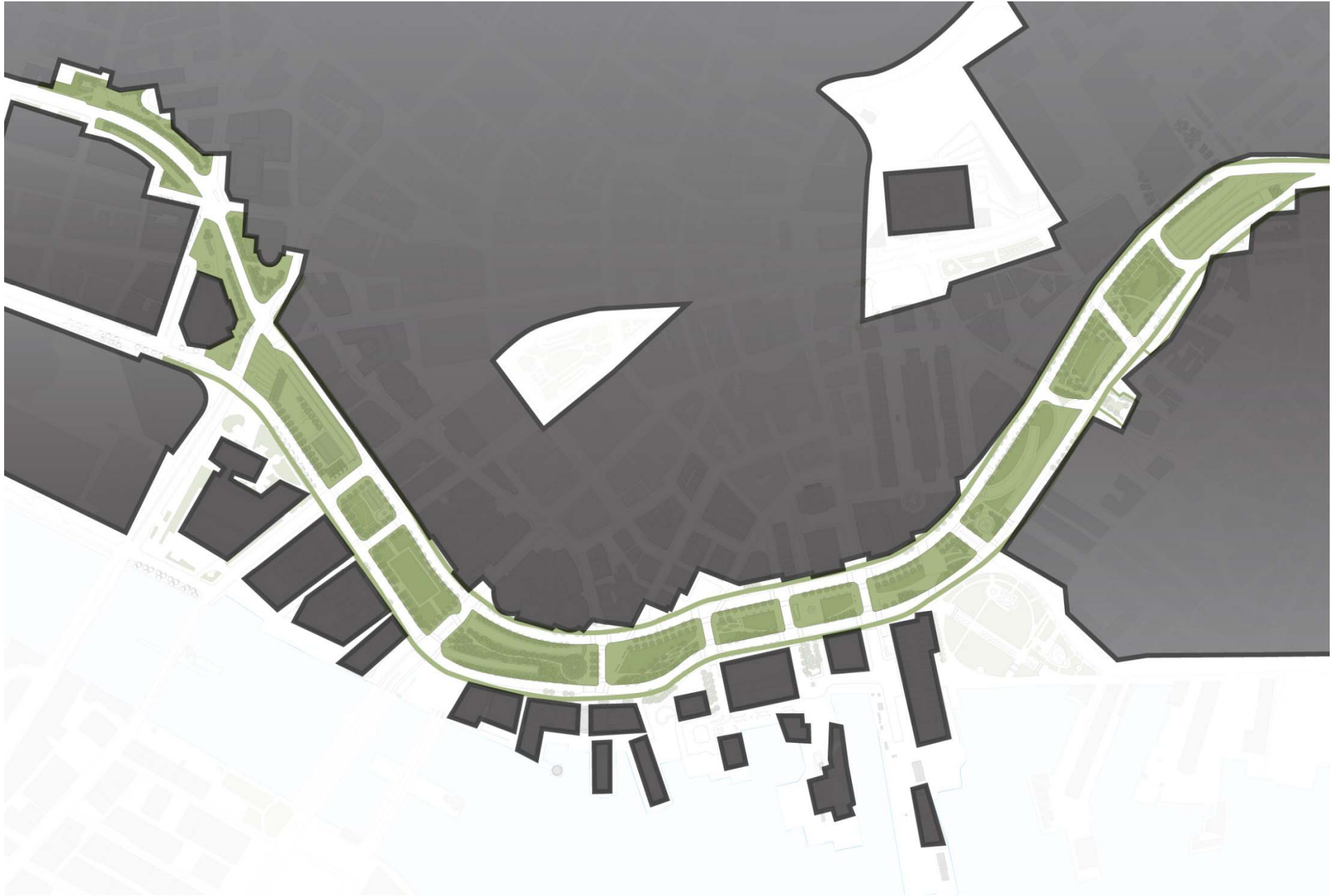
- 1 State and Broad Streets are two important Crossroads, the only two that terminate at the water's edge. Future development along these axes should enhance these rare direct views to the water from the Financial District, such as those through the arch at Rows Wharf.
- 2 Development at the Hook site and 400 Atlantic Avenue should enhance the ground plane in such a way as render this most fragile Crossroad connection more legible. Ground floor uses and special attention to landscape design will help in this regard.
- 3 All developments in the Wharf District should enhance the continuity and accessibility of the Harborwalk by providing additional points of connection from the Greenway and by "repairing" breaks in the community caused by grade changes and buildings or other obstructions.
- 4 All developments in the Wharf District, and the Boston Harbor Garage site in particular, should increase visual access to the waterfront, either at the building edges or through-building connections.

Wharf District





City Fabric vs Waterfront Chads



A Greenway Runs Through It





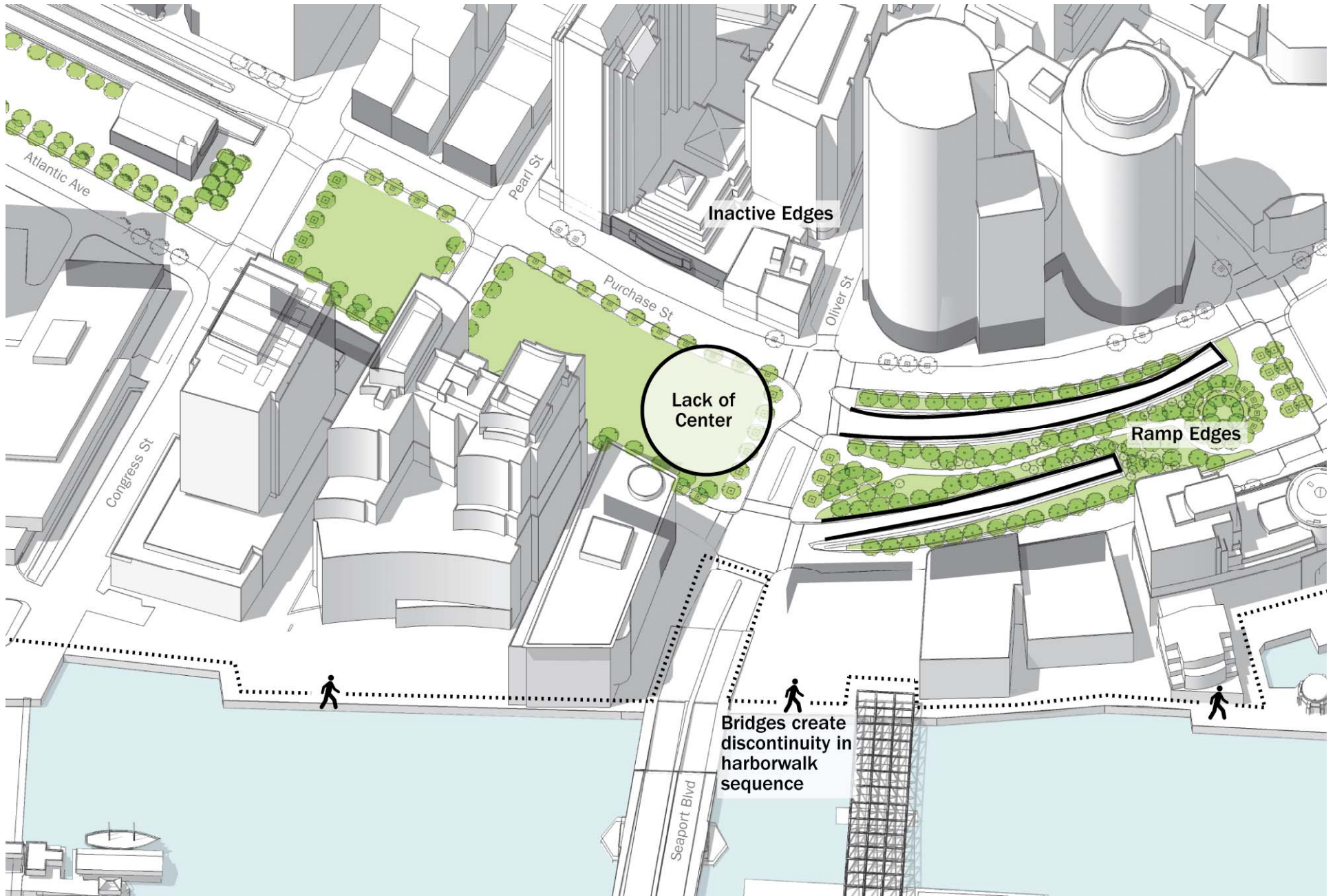
City Fabric vs Waterfront Chads
Overall Character



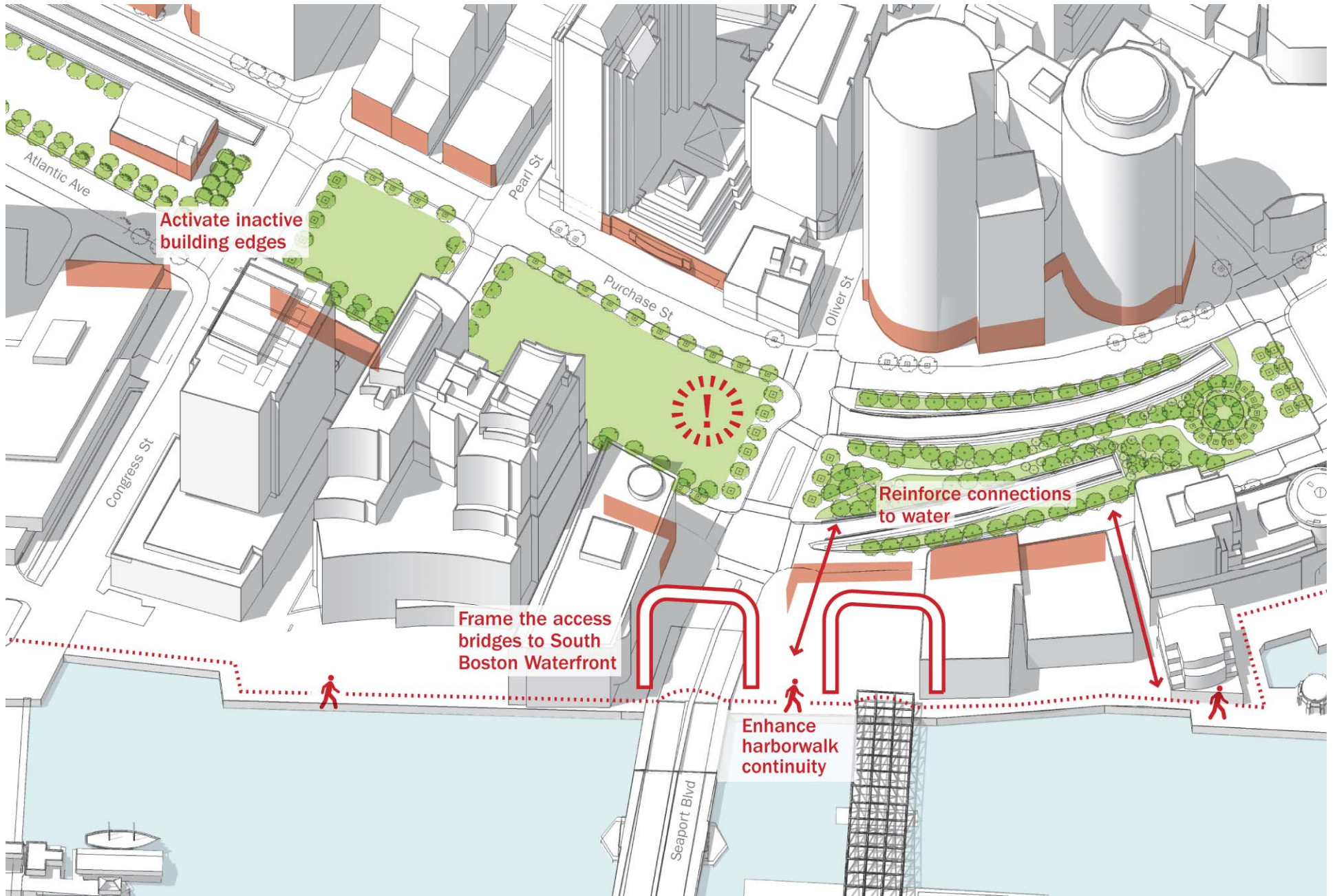
Porosity of Urban Fabric
Overall Character



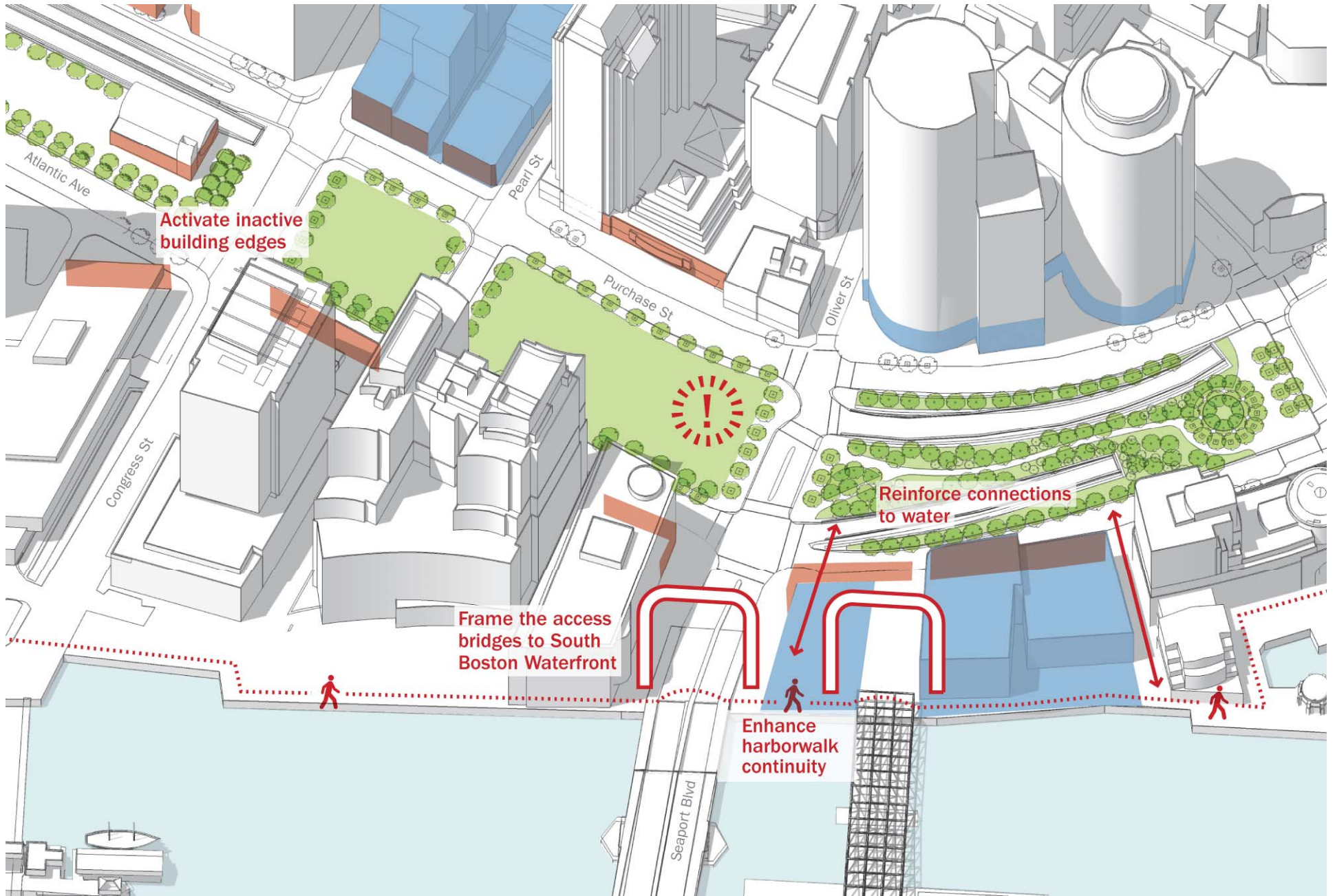
Porosity of Waterfront Fabric
Overall Character



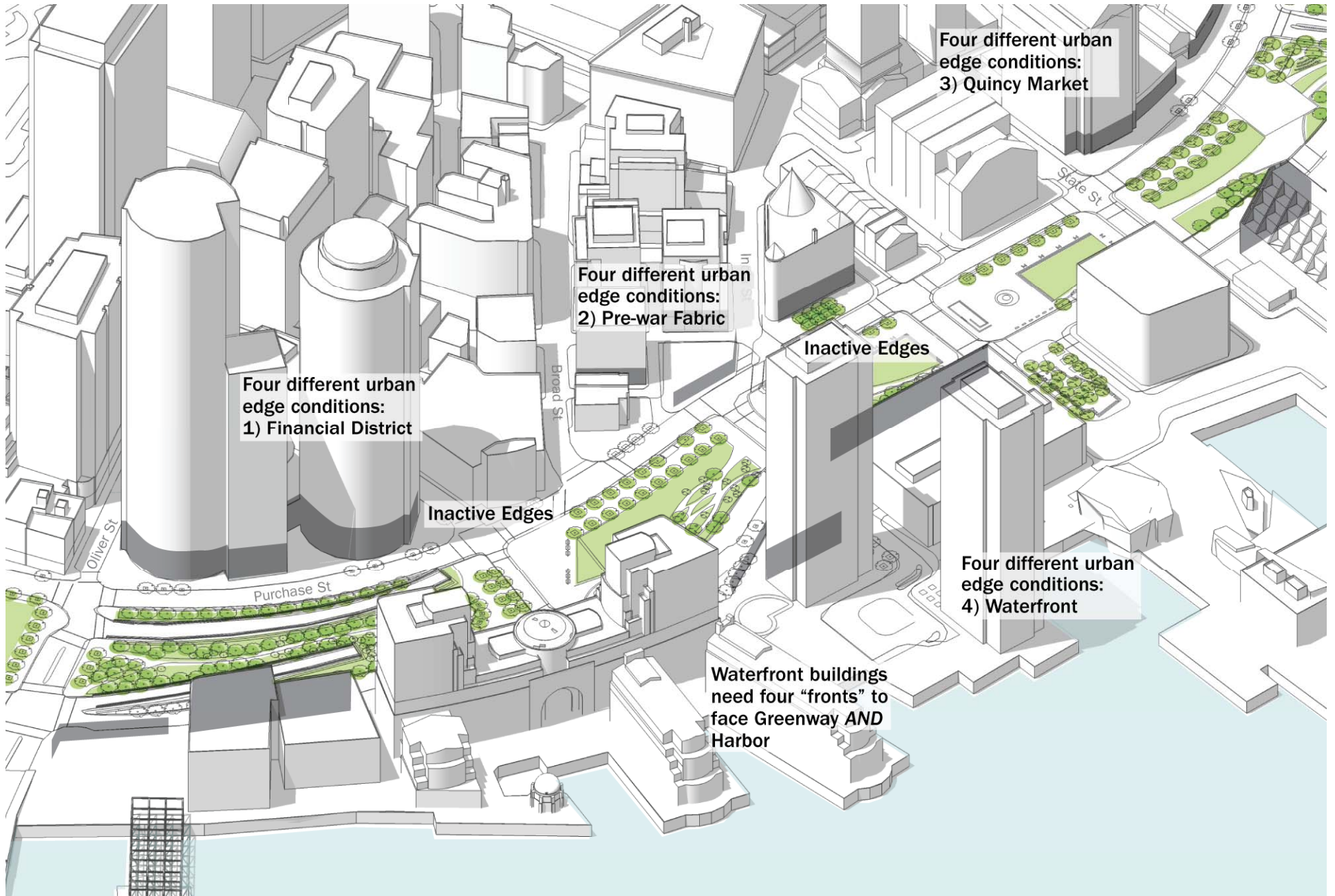
Financial District Area: Challenges



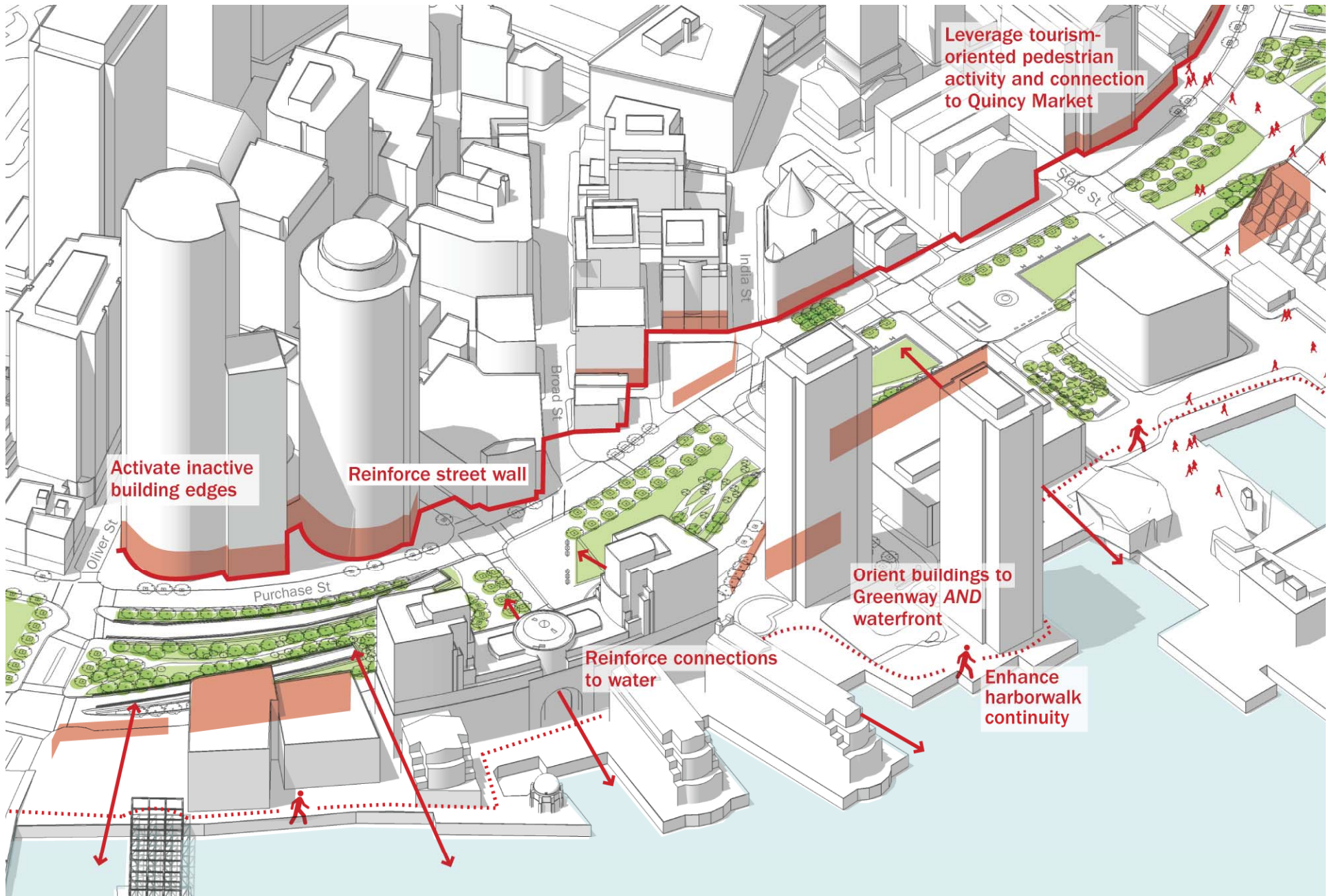
Financial District Area: Opportunities



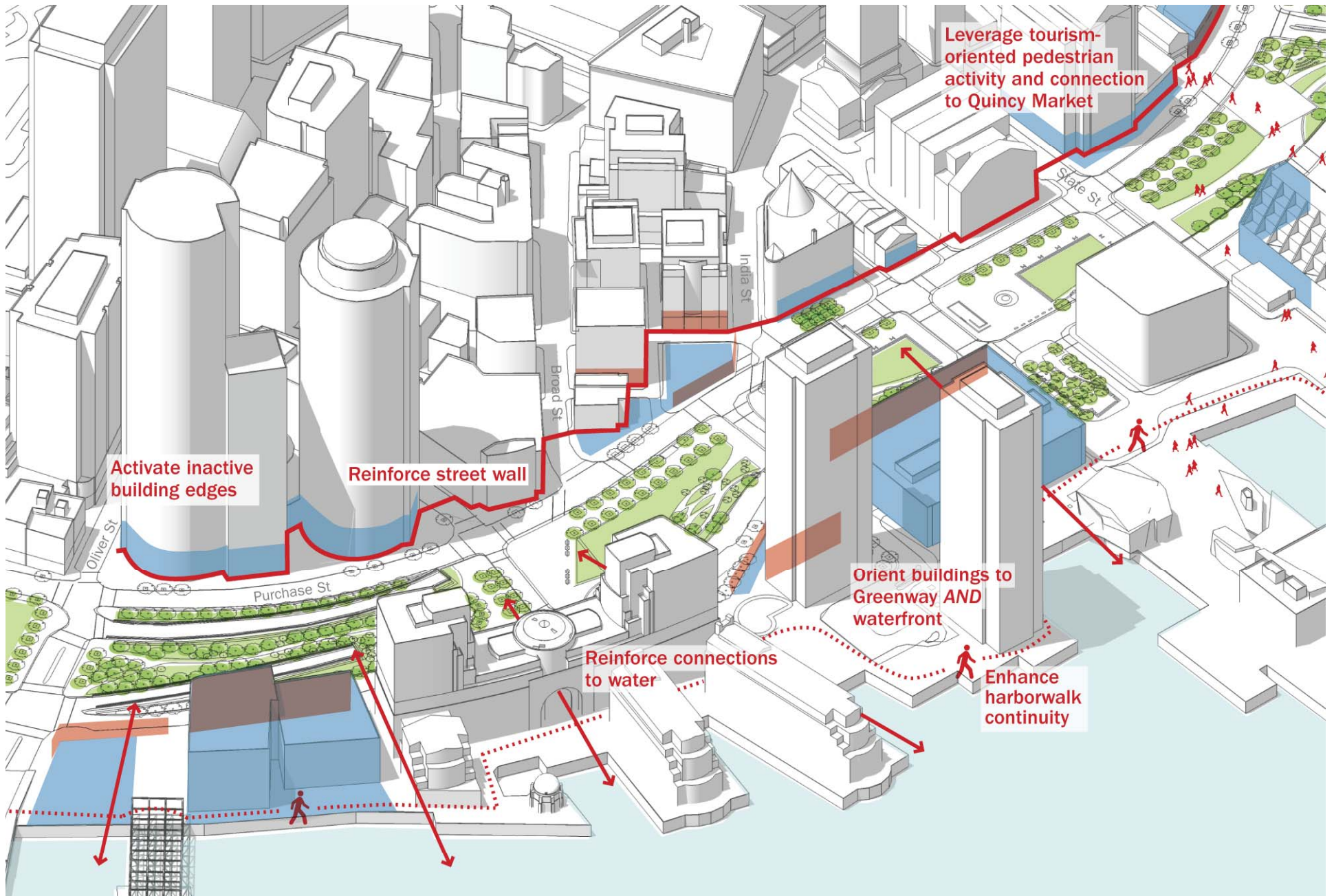
Financial District Area: Potential Investment Sites



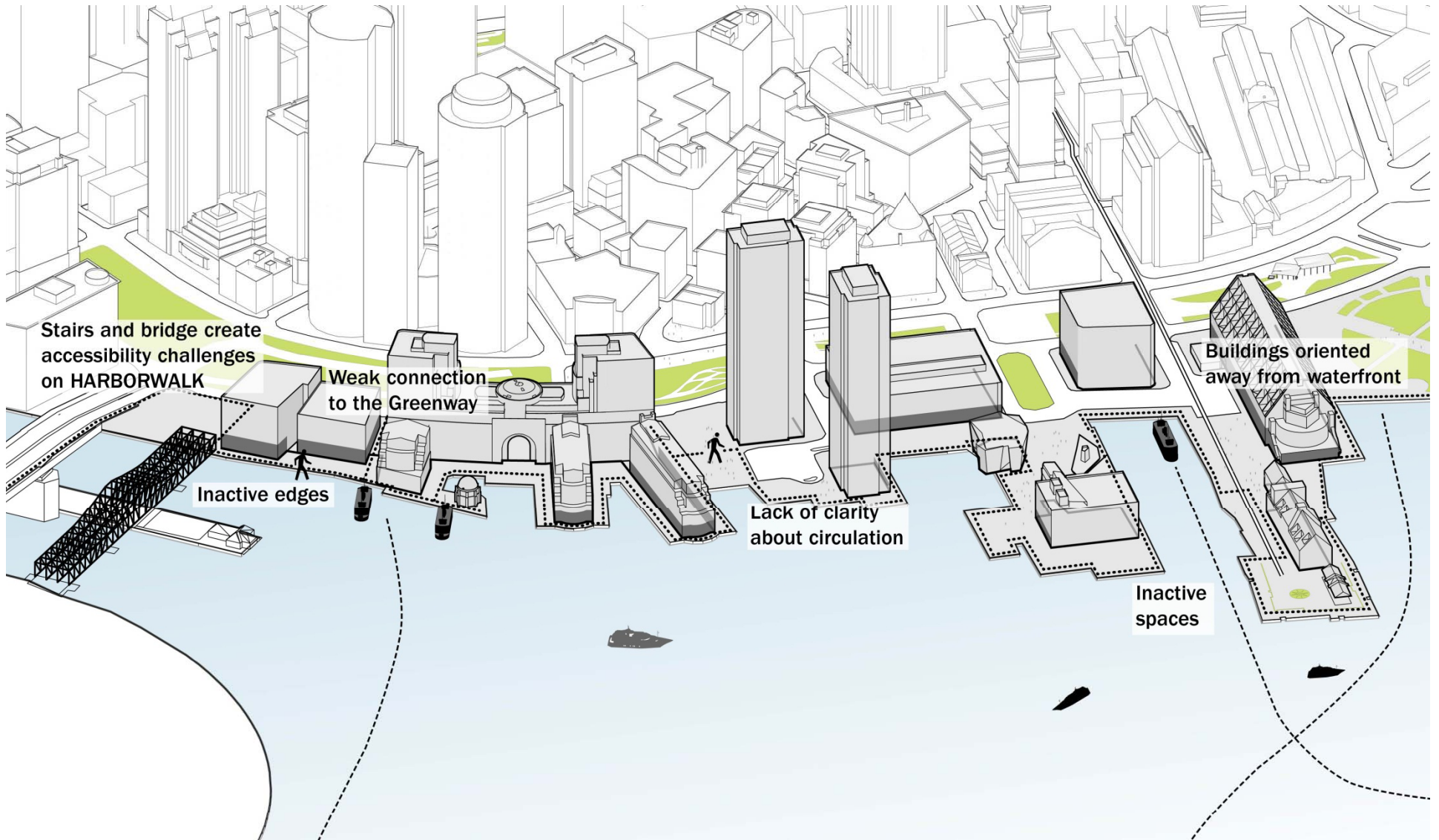
Wharf District Area: Challenges



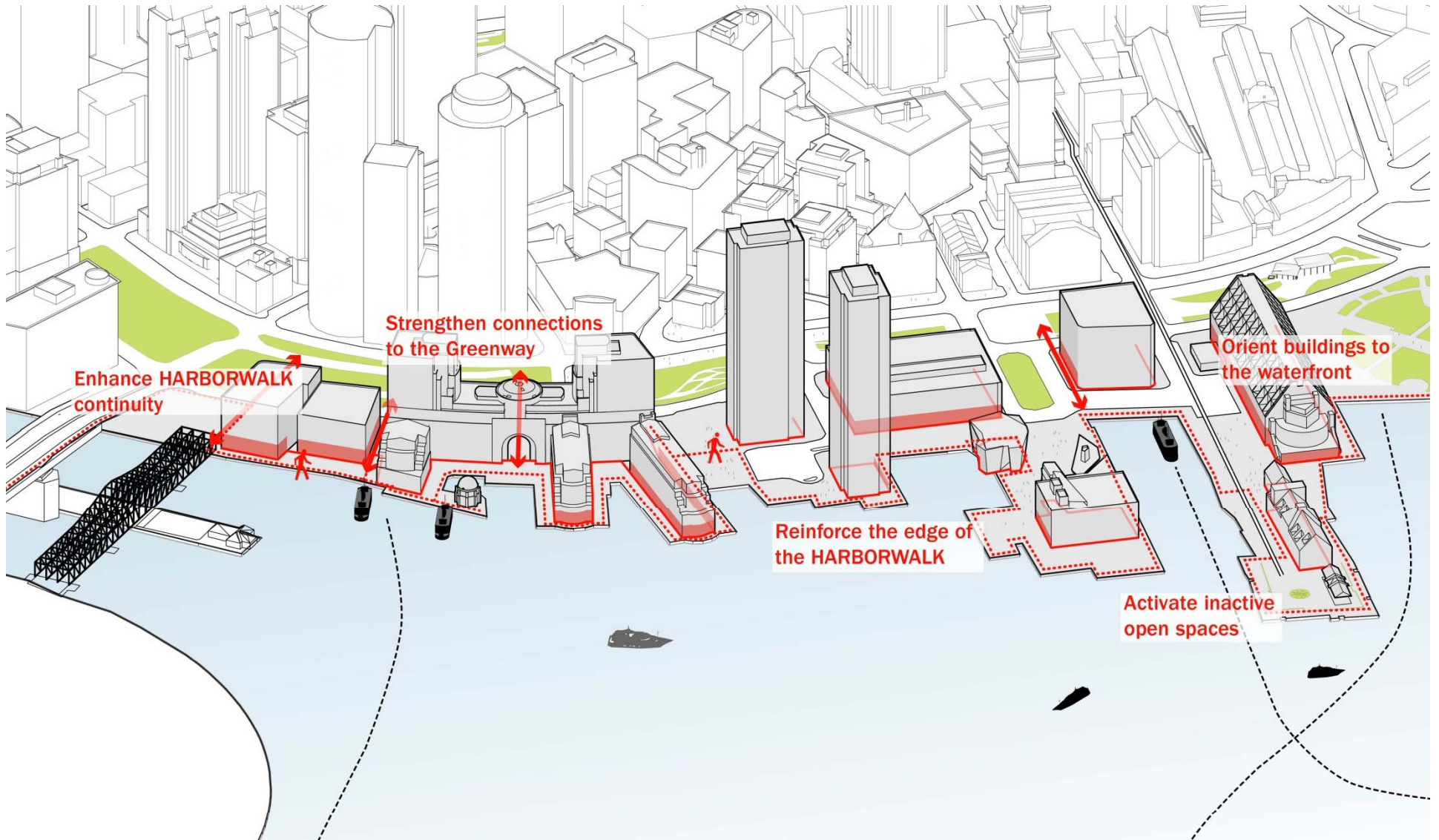
Wharf District Area: Opportunities



Wharf District Area: Potential Investment Sites



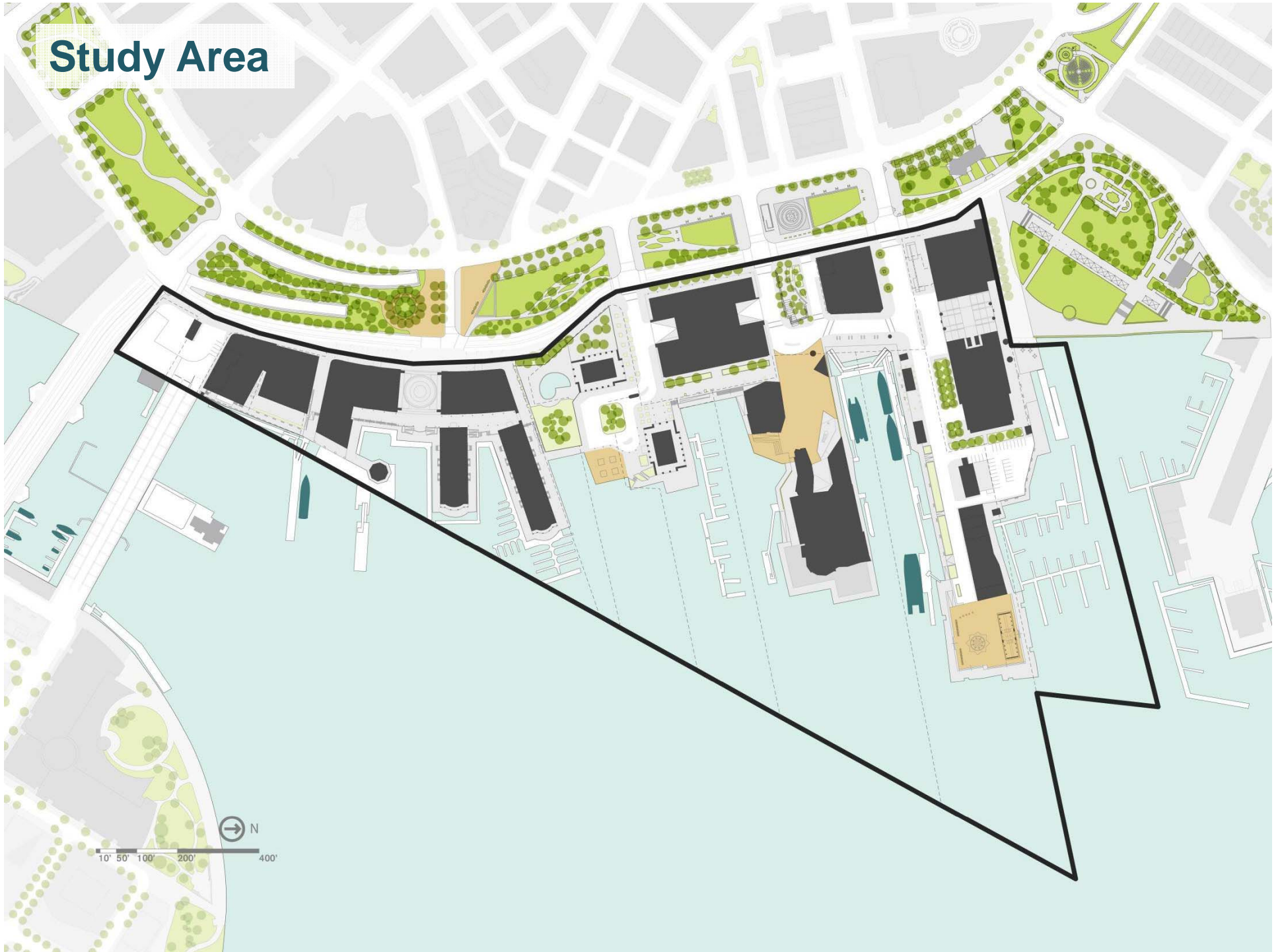
Downtown Waterfront: Challenges



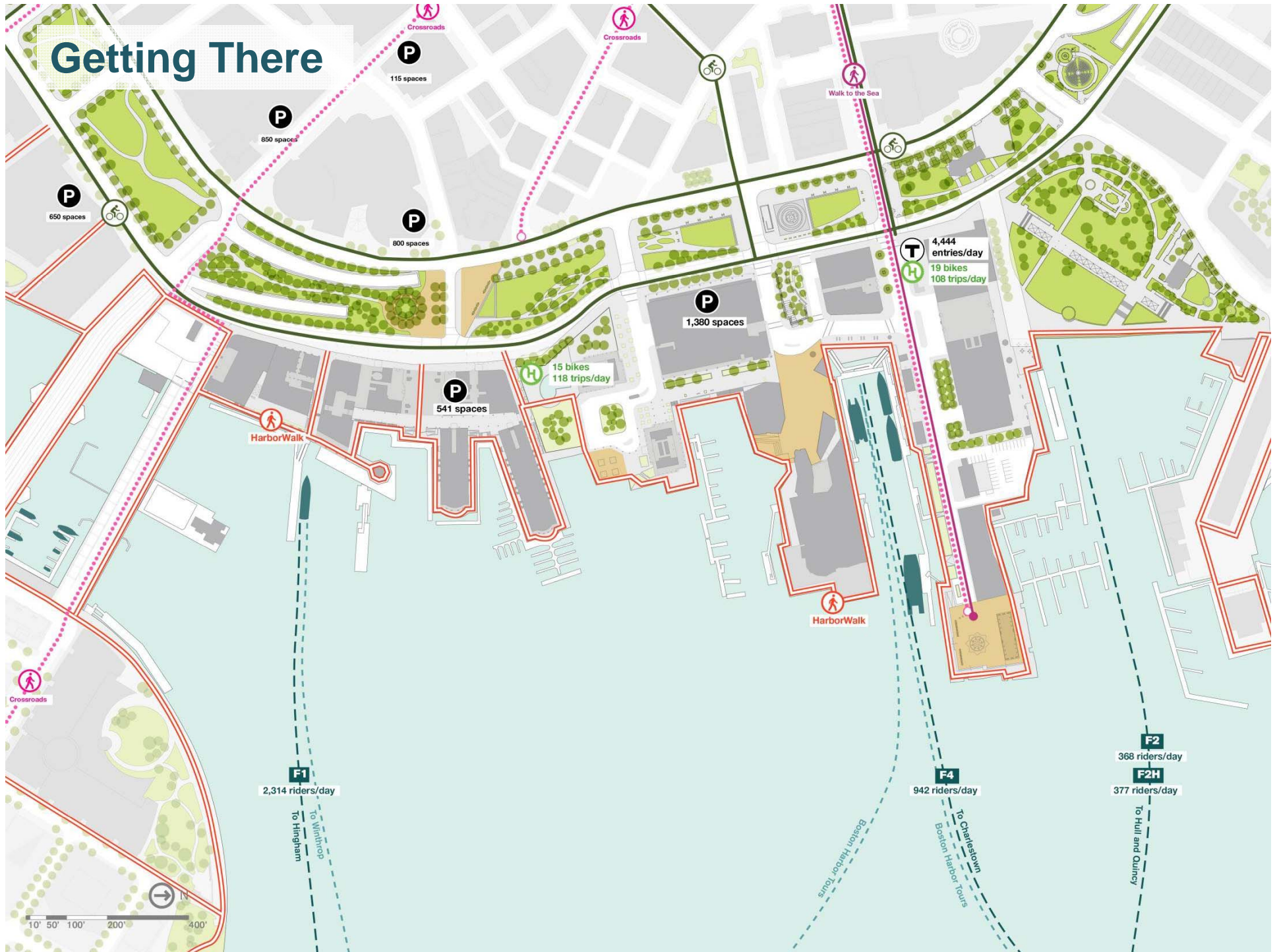
Downtown Waterfront: Opportunities



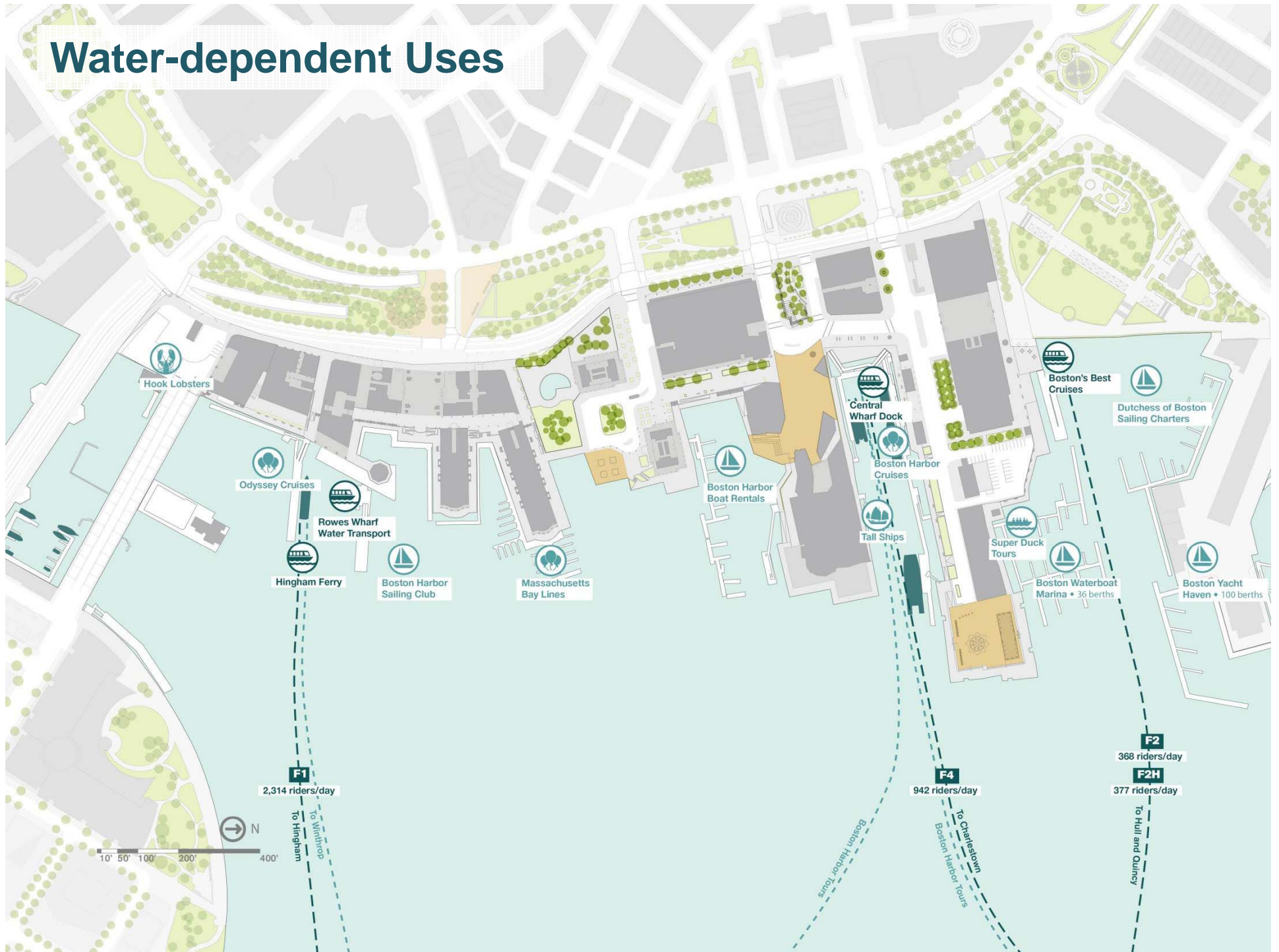
Study Area



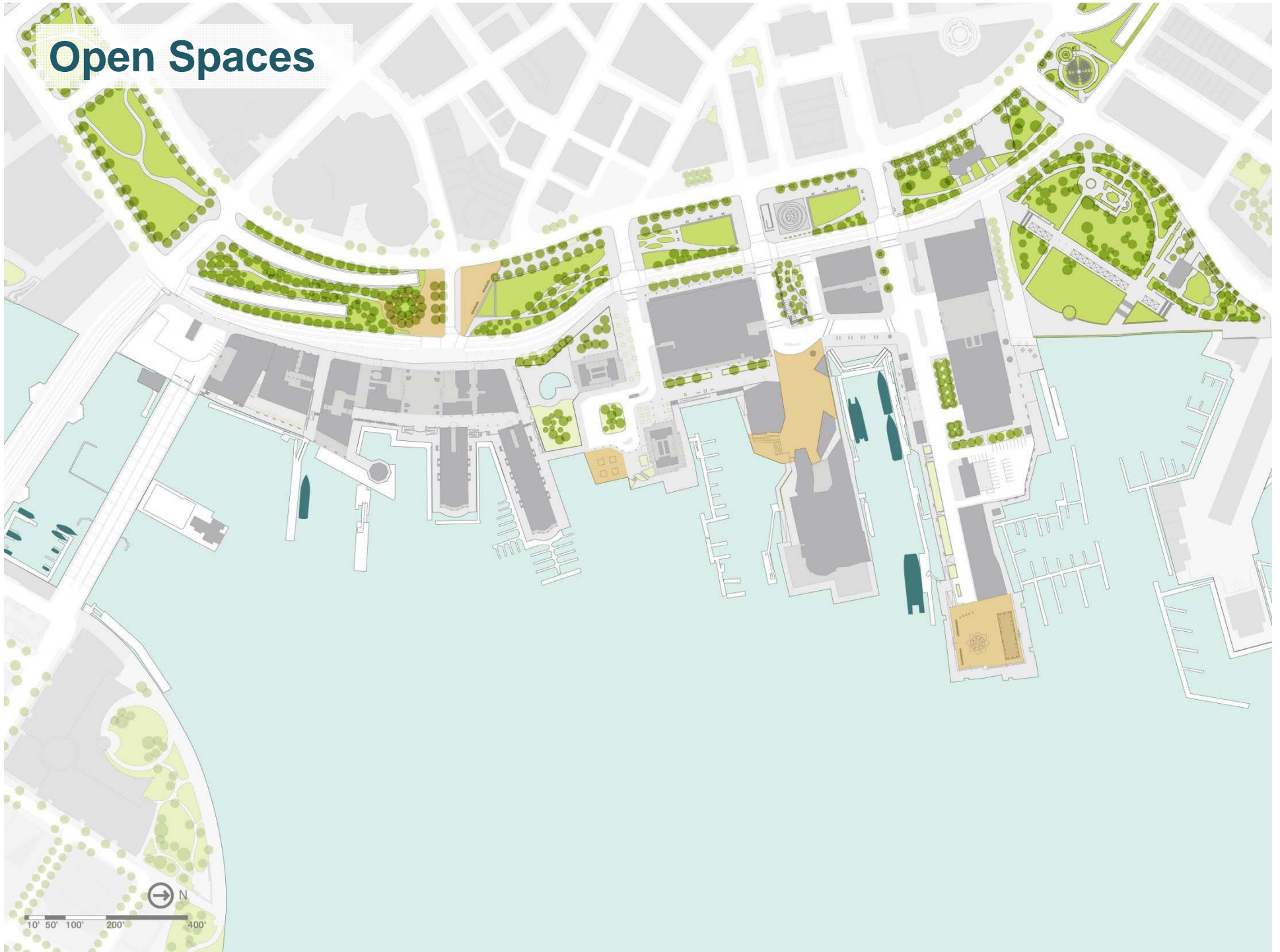
Getting There



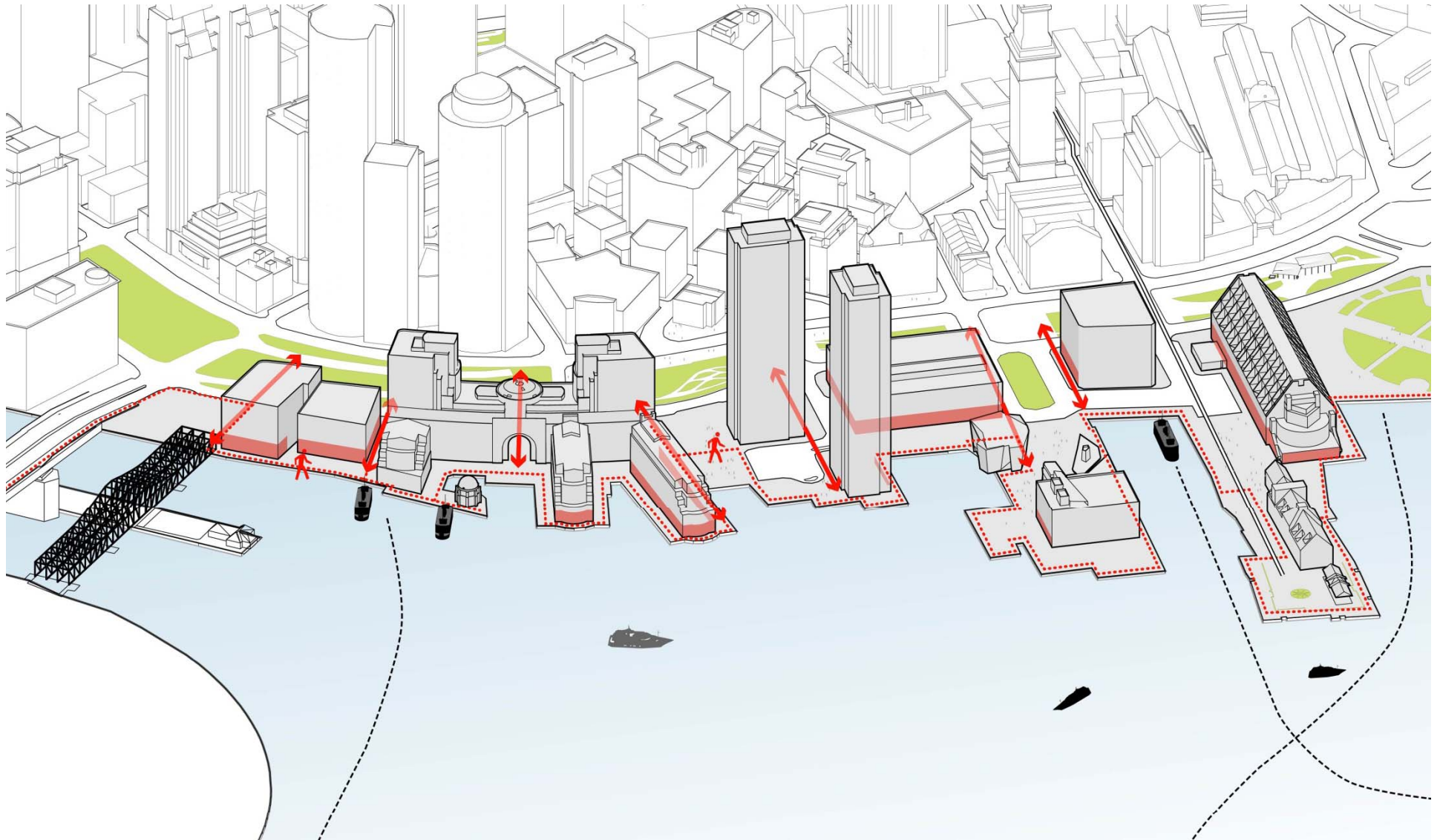
Water-dependent Uses



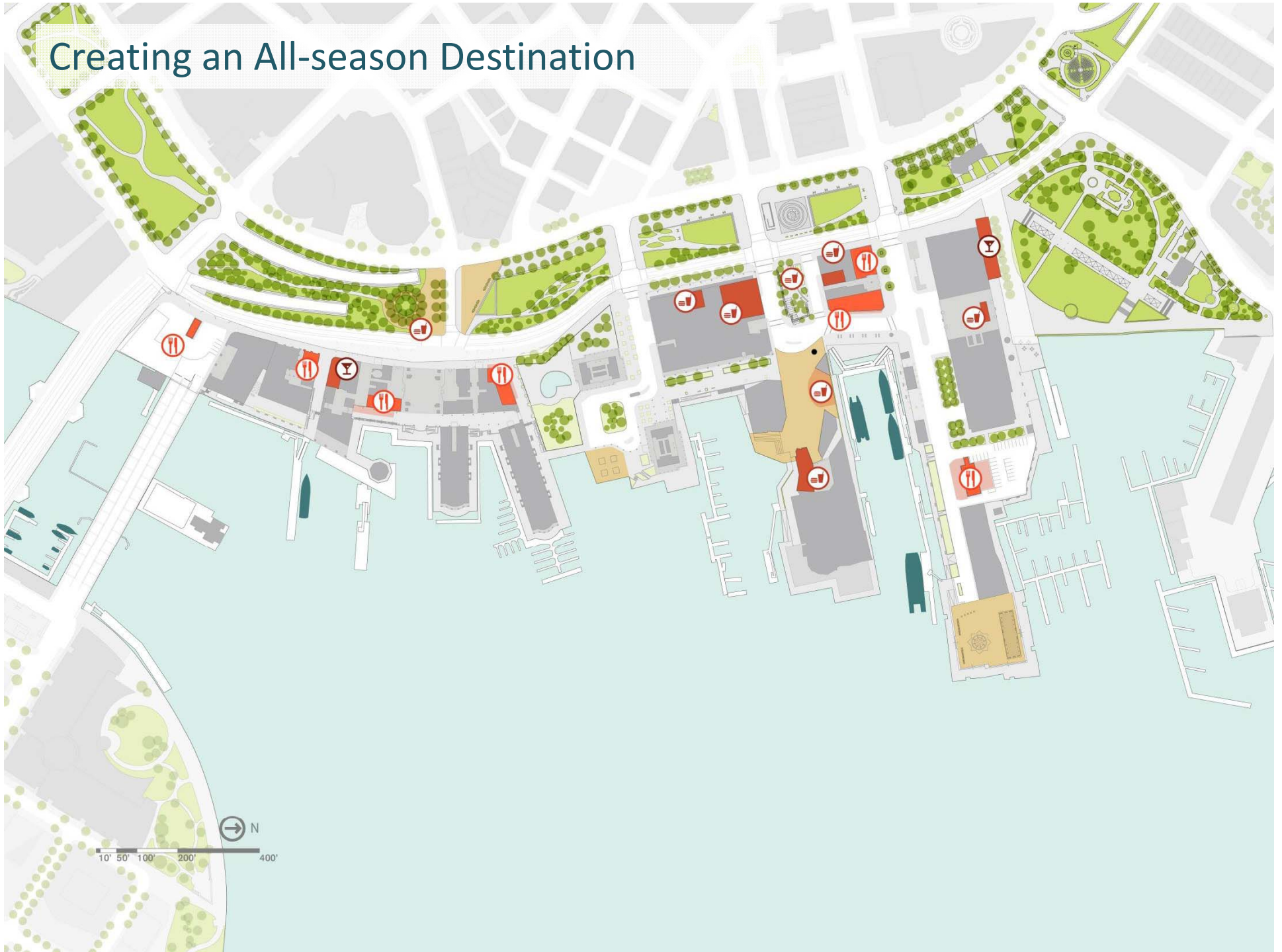
Open Spaces



Connecting to the Greenway



Creating an All-season Destination





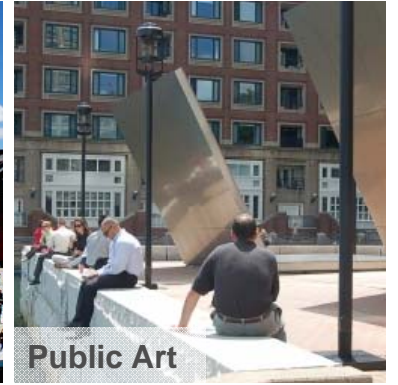
Aquarium



Blues Barge



Ferries



Public Art



Harbor Islands



Galleries and events spaces



Outdoor seating



Public Art



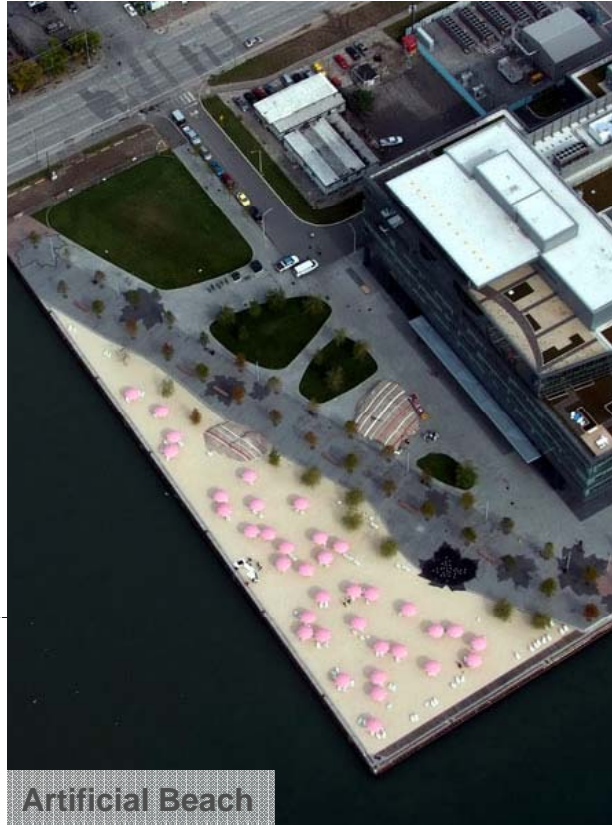
Public Art



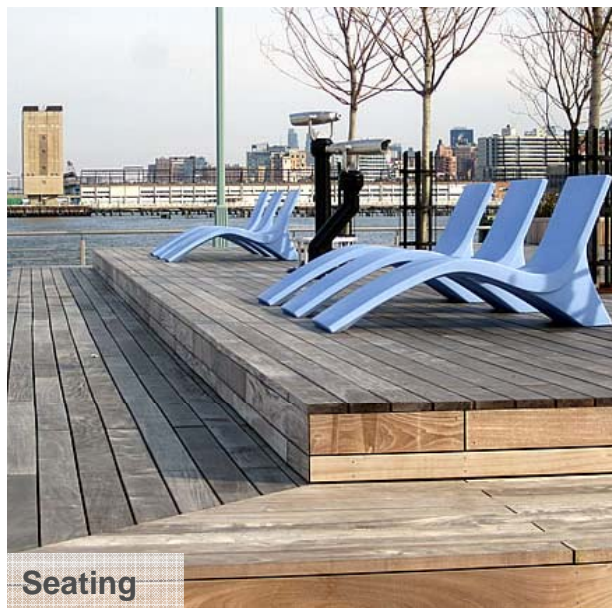
Interstitial Spaces



Park



Artificial Beach



Seating



Barge Pool



Canopies



Pedestrian Bridge



Wayfinding



Supergraphics