

# **Downtown Waterfront and Greenway District Zoning Planning Initiative**

PUBLIC MEETING

Wednesday, March 13th

# Greenway Districts Zoning

Greenway Districts Zoning



Zoning recommendations

Greenway Districts Zoning



Zoning recommendations



Downtown Waterfront Municipal Harbor Plan

Greenway Districts Zoning



Zoning recommendations



Downtown Waterfront Municipal Harbor Plan



Public Realm and Watersheet Activation Plan

Greenway Districts Zoning



Zoning recommendations



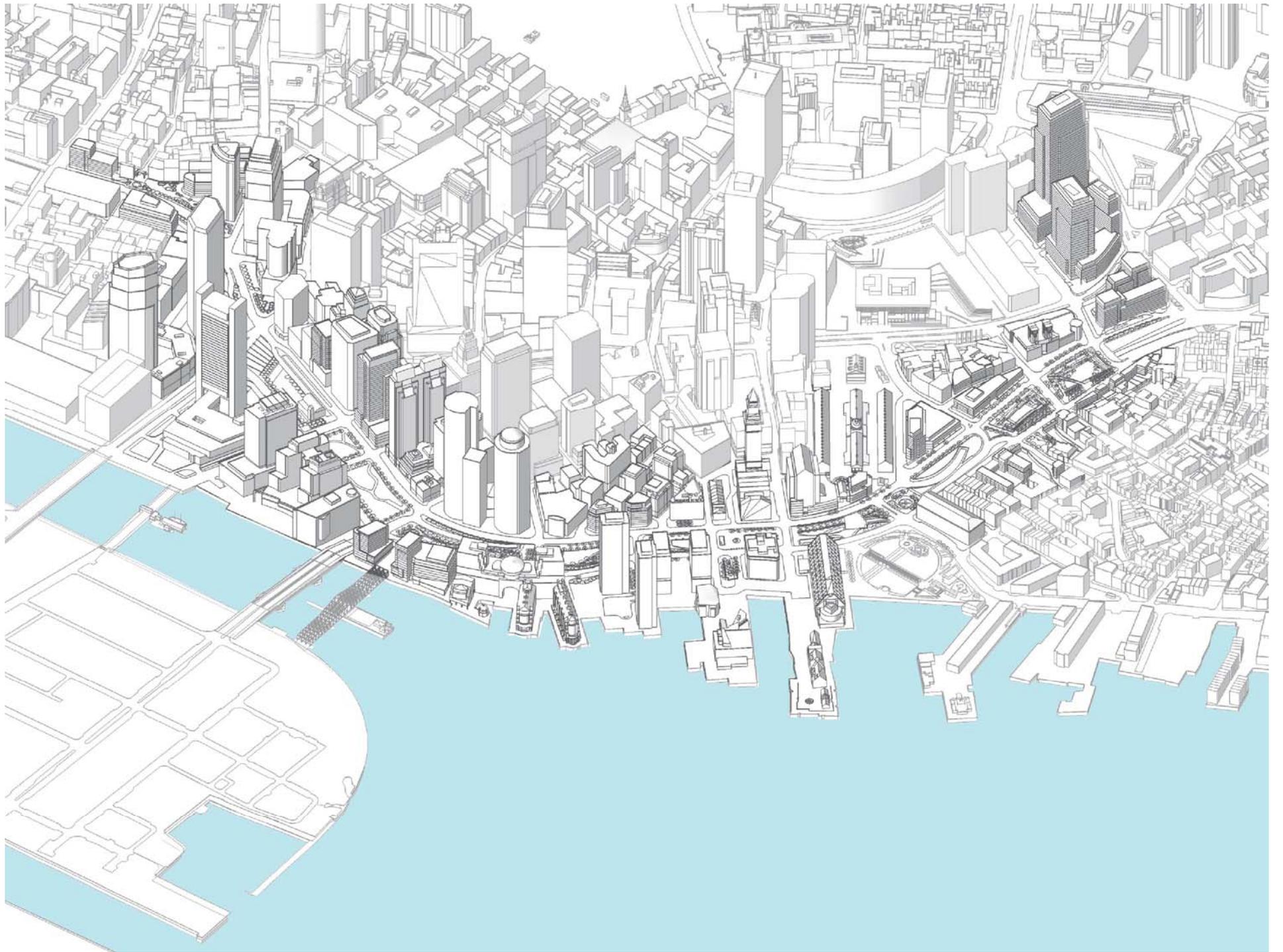
Downtown Waterfront Municipal Harbor Plan



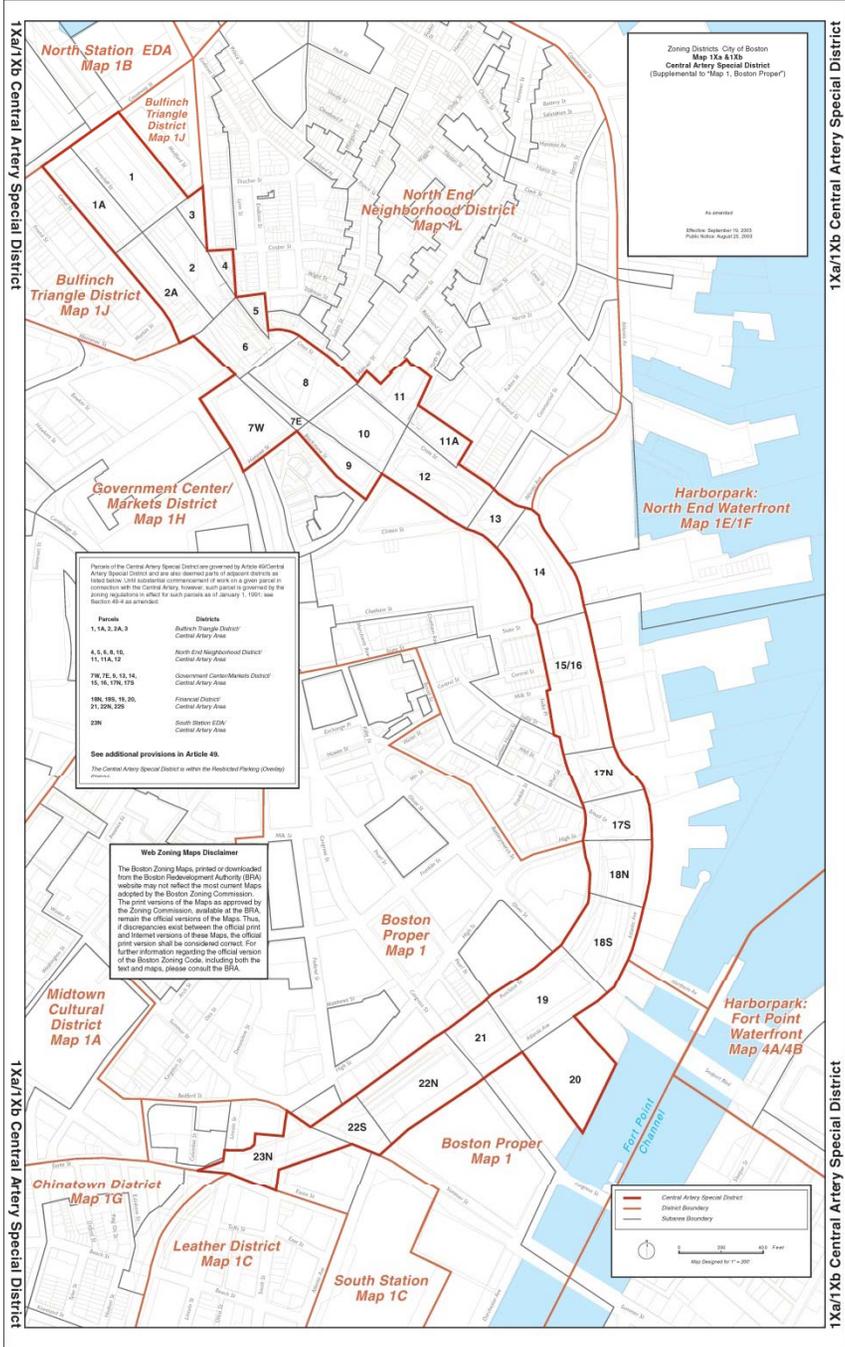
Public Realm and Watersheet Activation Plan



Greenway District Guidelines

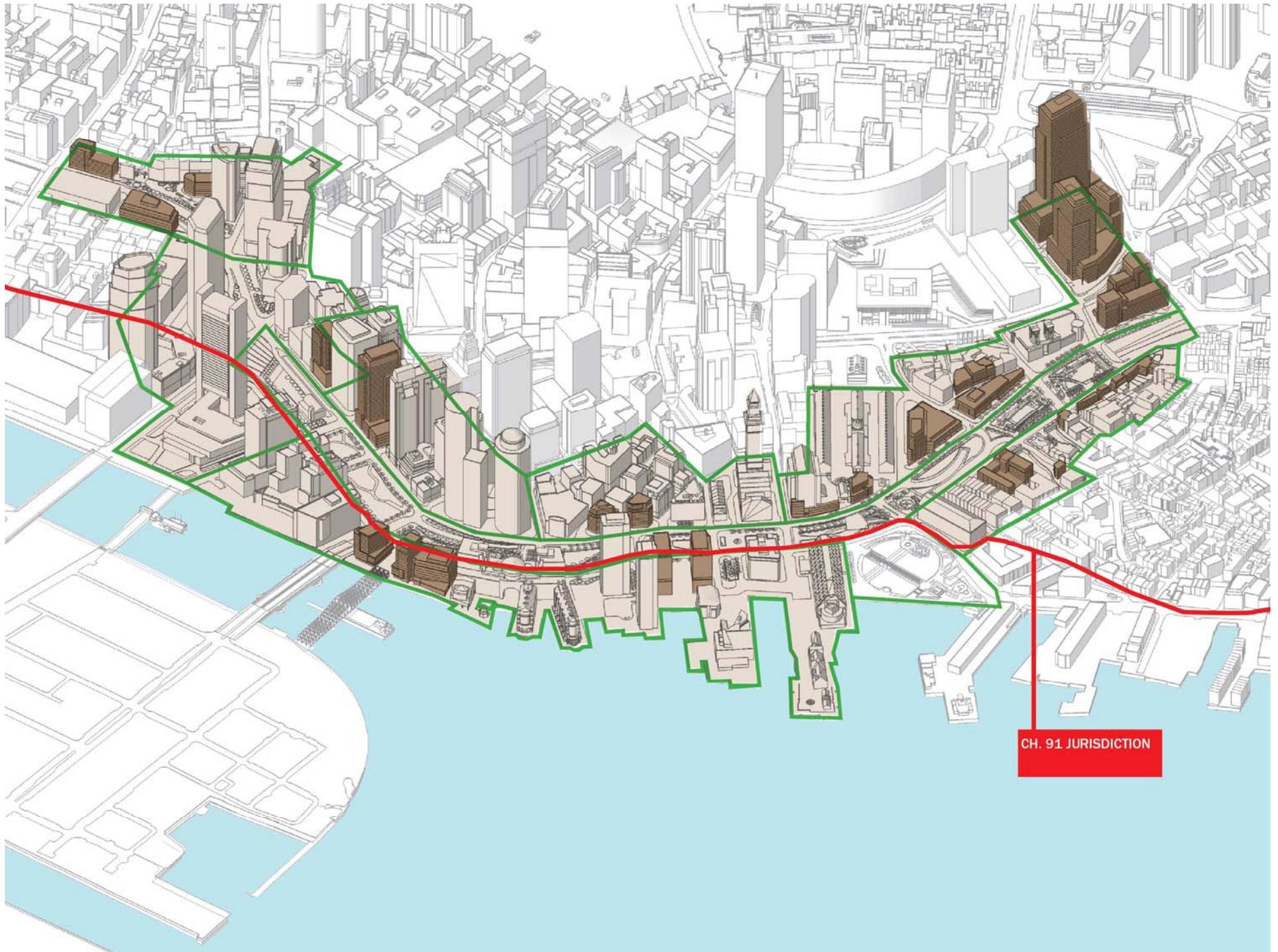




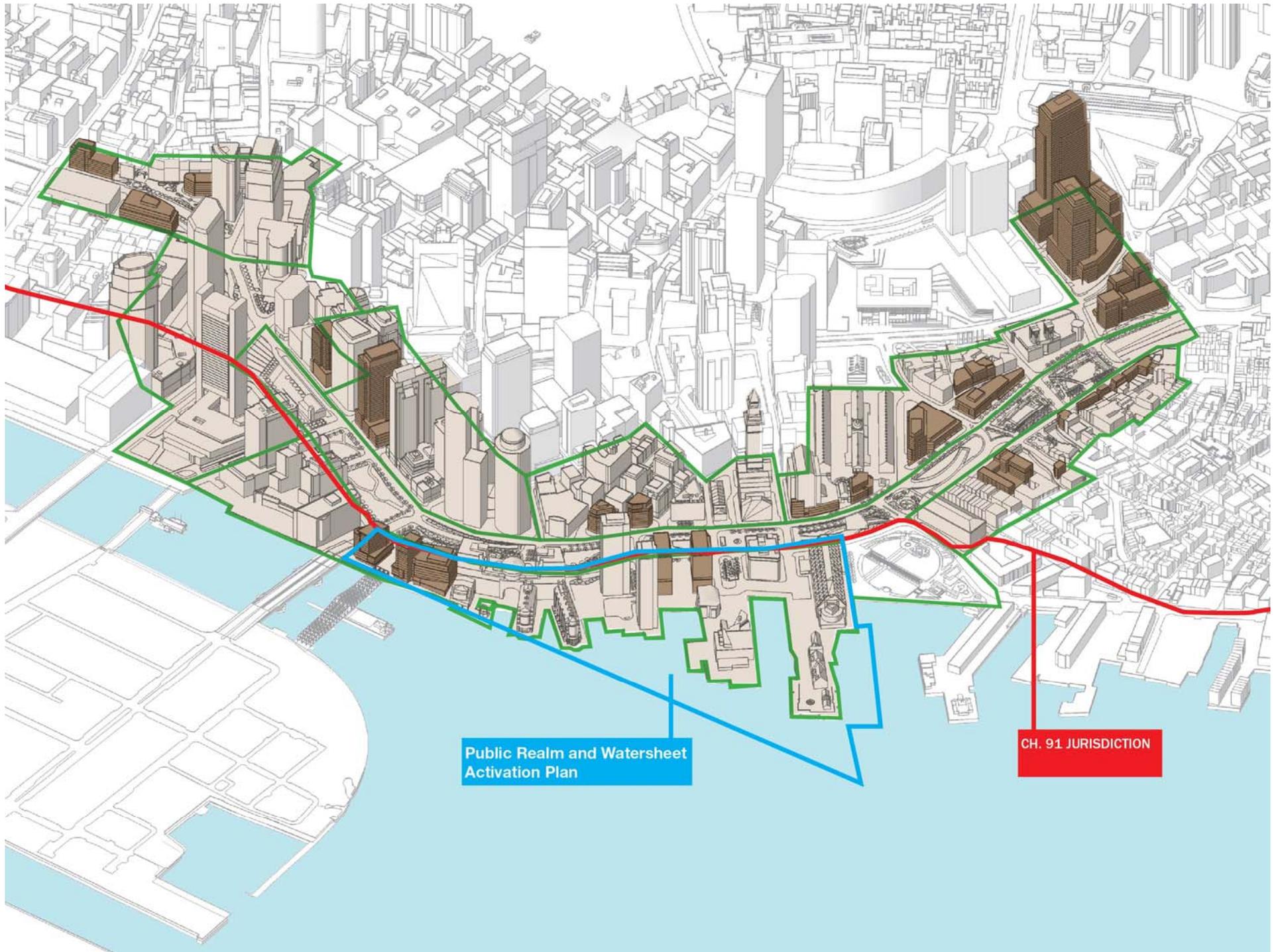




Overlapping Neighborhoods

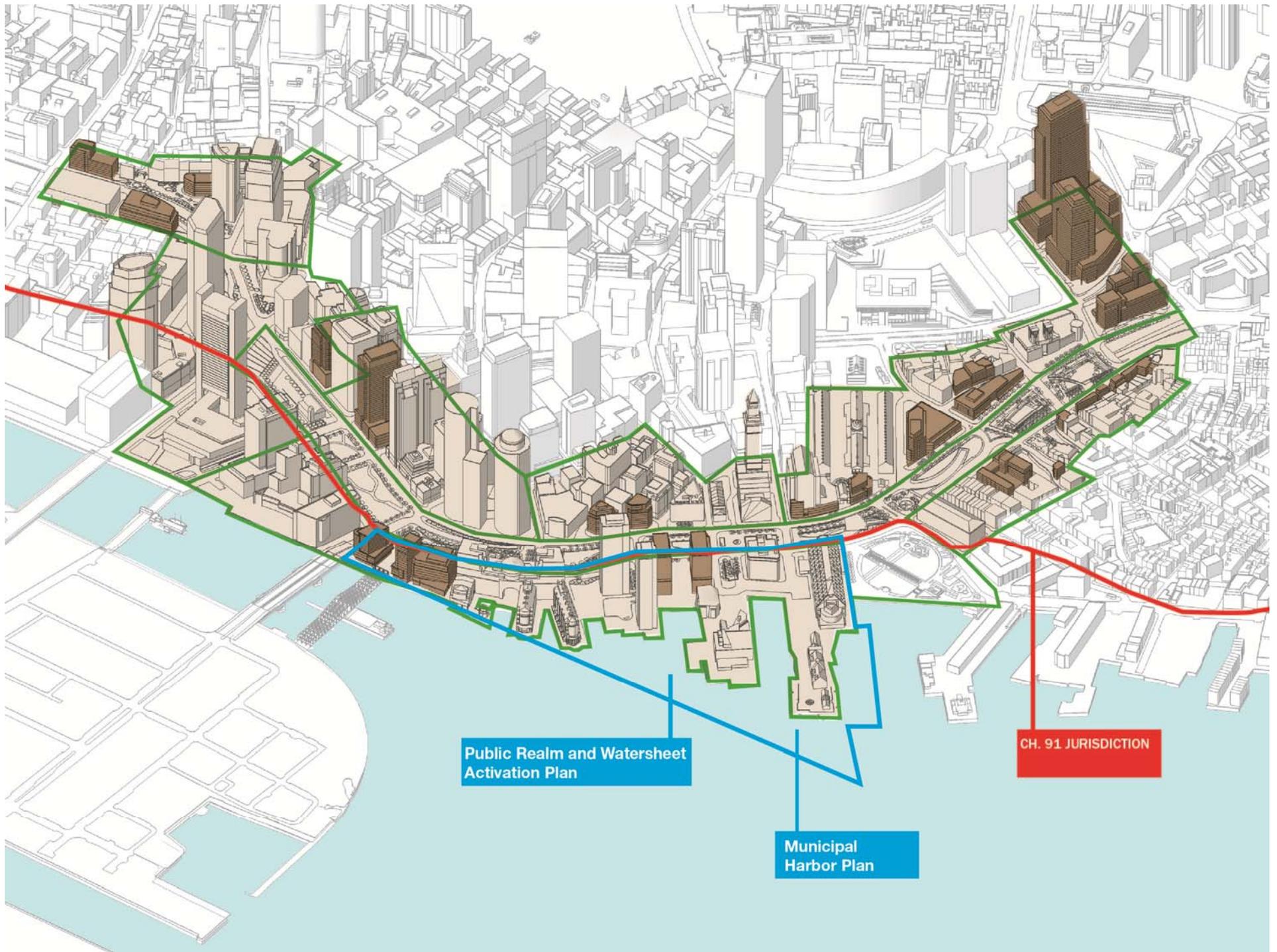


CH. 91 JURISDICTION



Public Realm and Watersheet  
Activation Plan

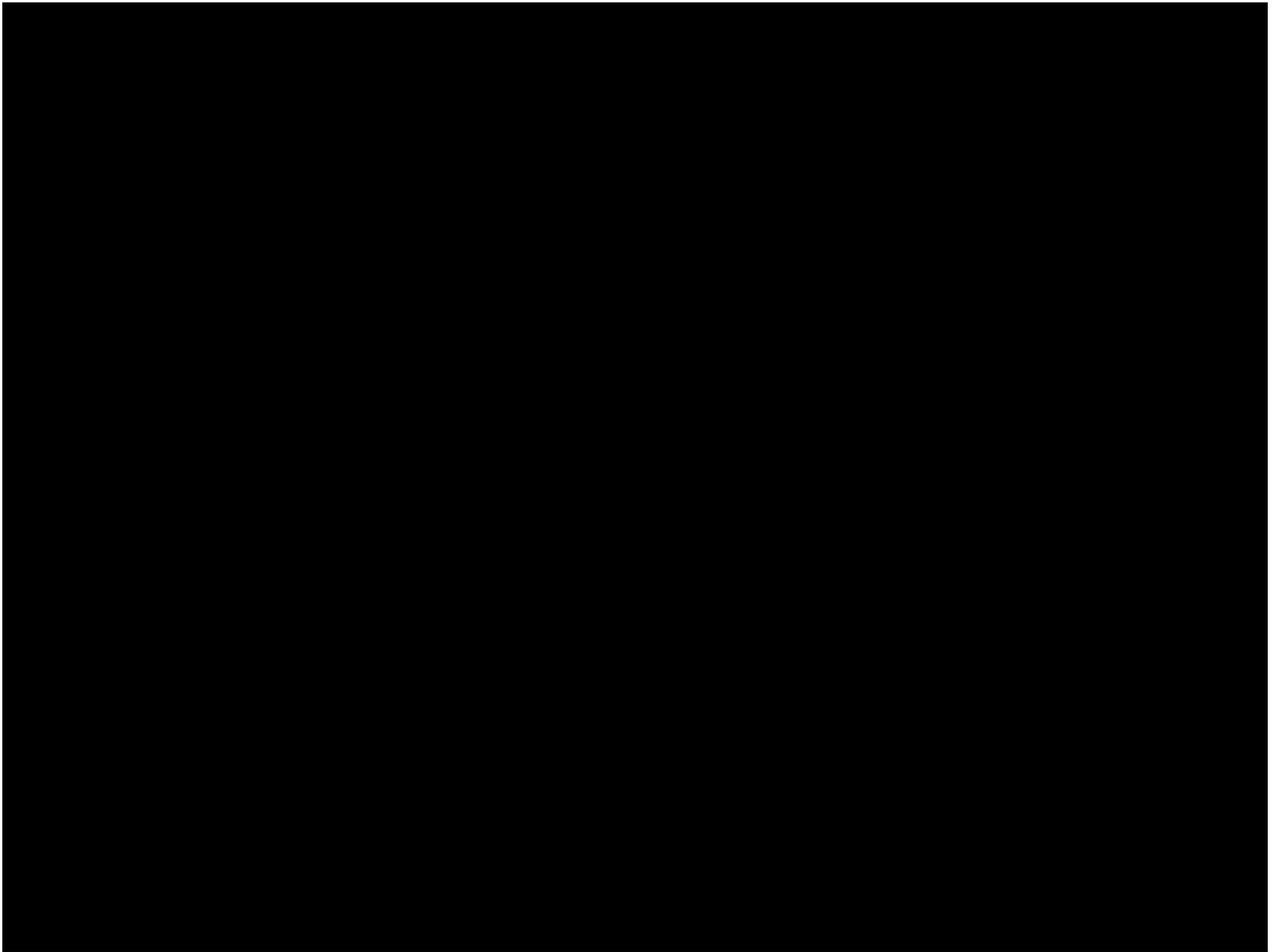
CH. 91 JURISDICTION



Public Realm and Watersheet  
Activation Plan

Municipal  
Harbor Plan

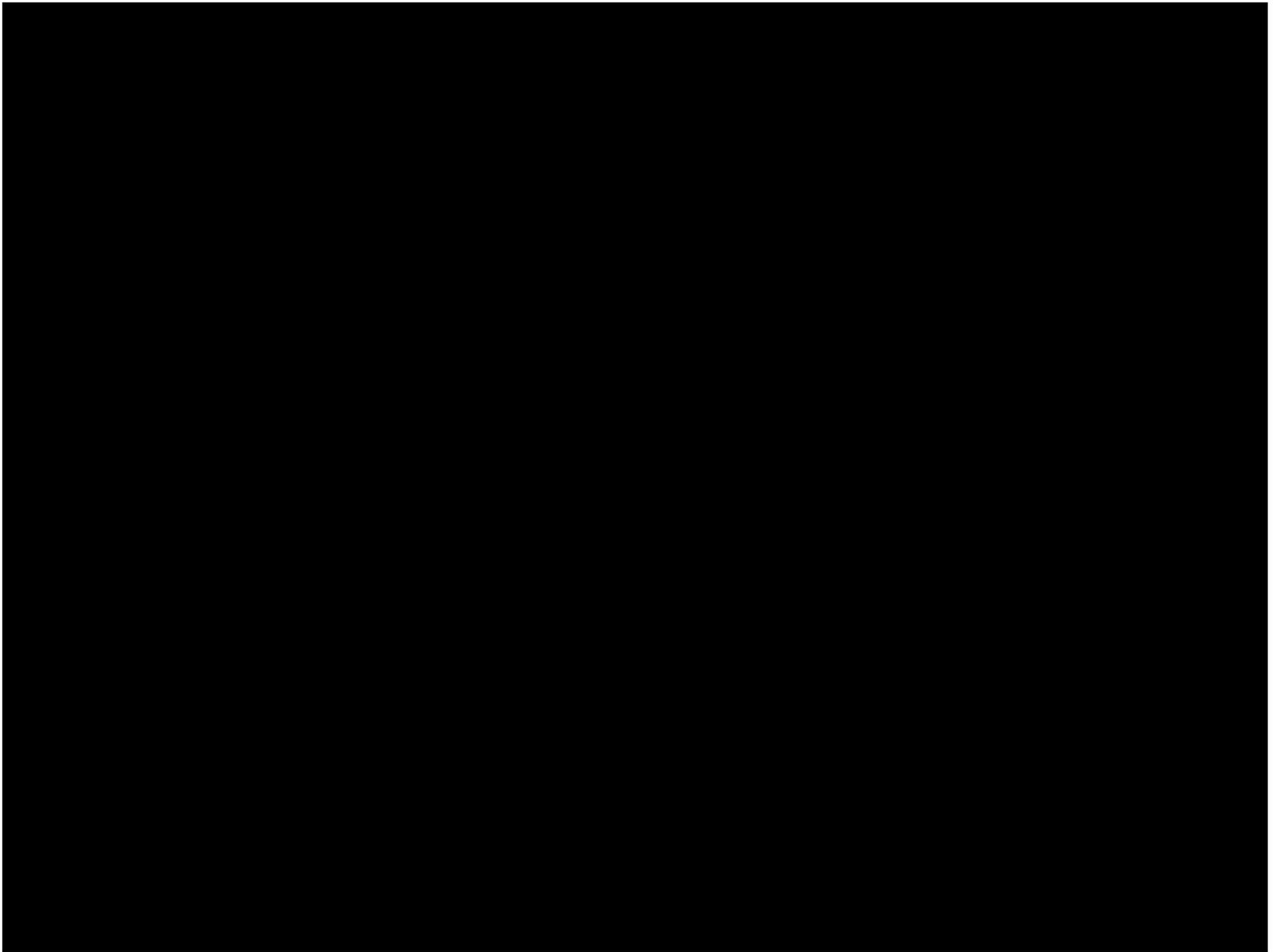
CH. 91 JURISDICTION



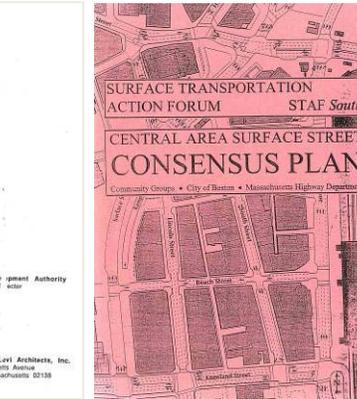
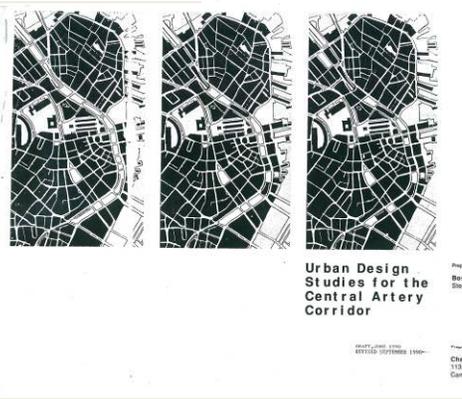
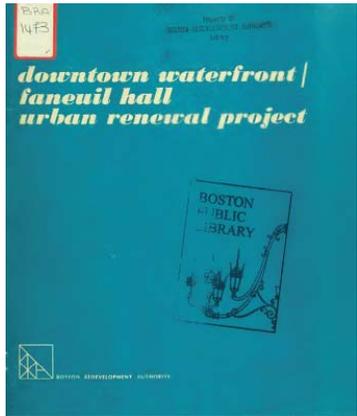
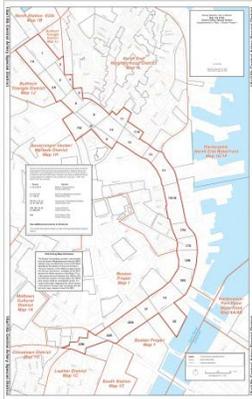
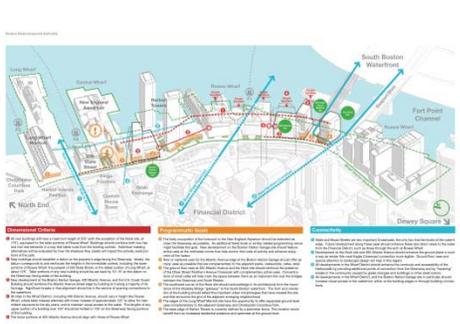
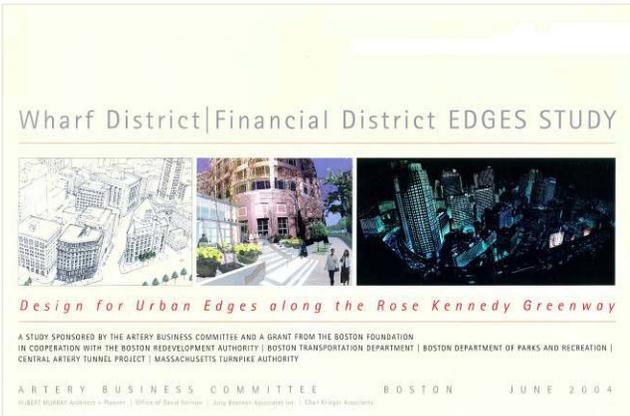
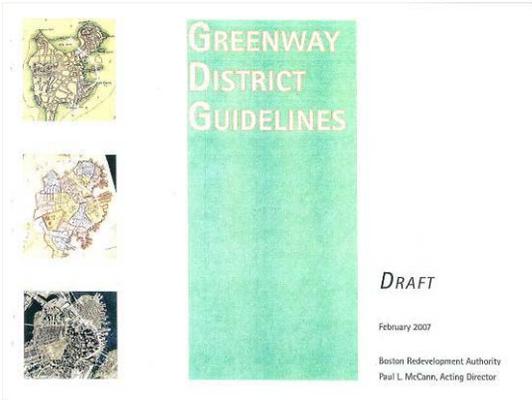
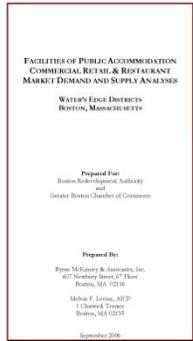
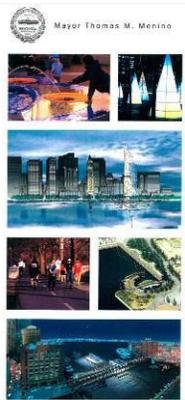
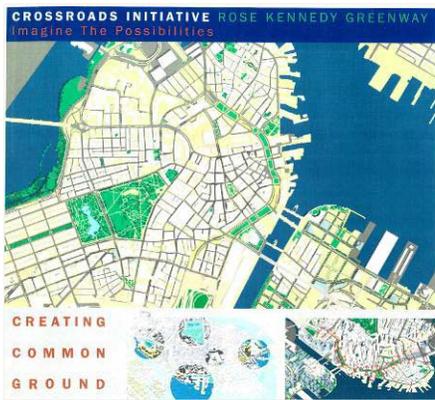
# Planning

2009





# Planning Context

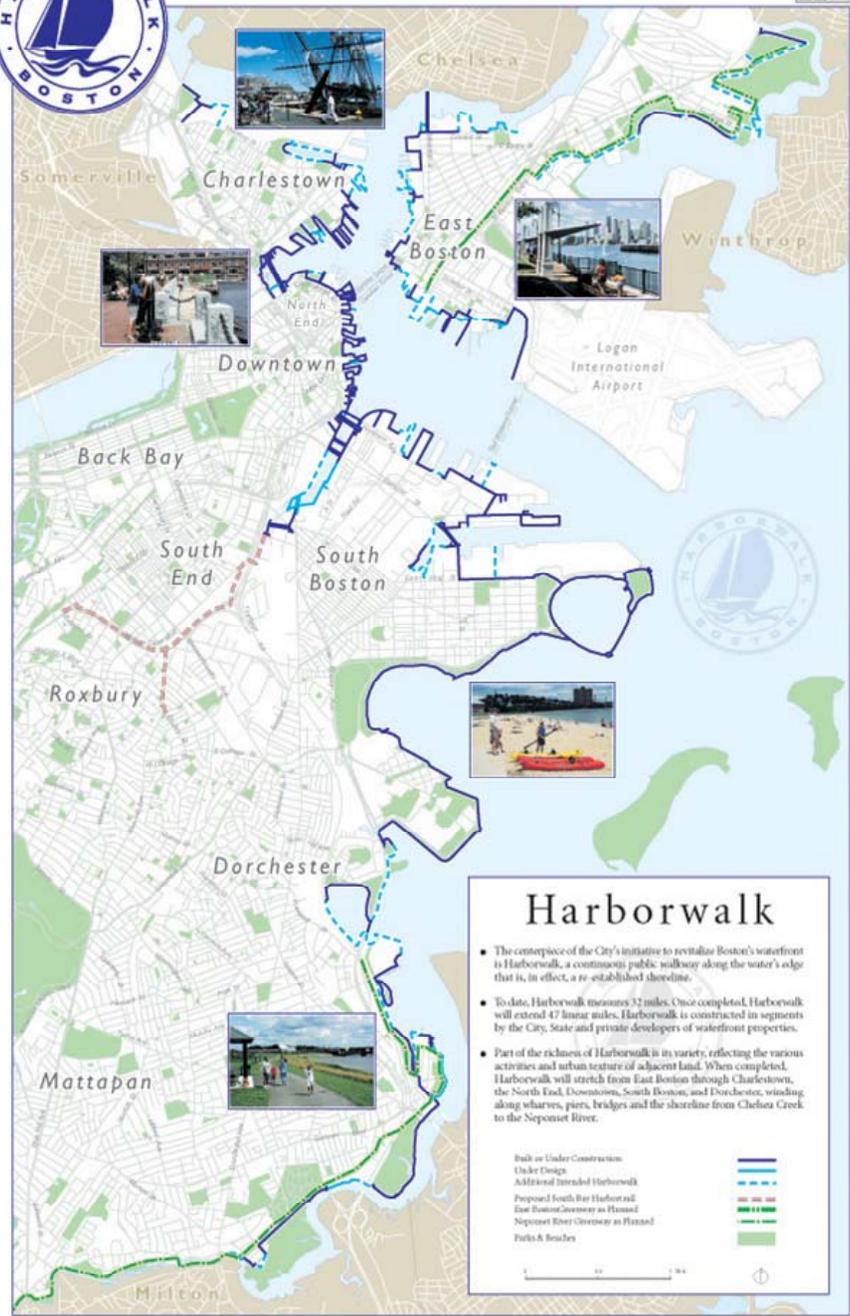


Planning Foundation

# Connectivity



# HARBORWALK BOSTON

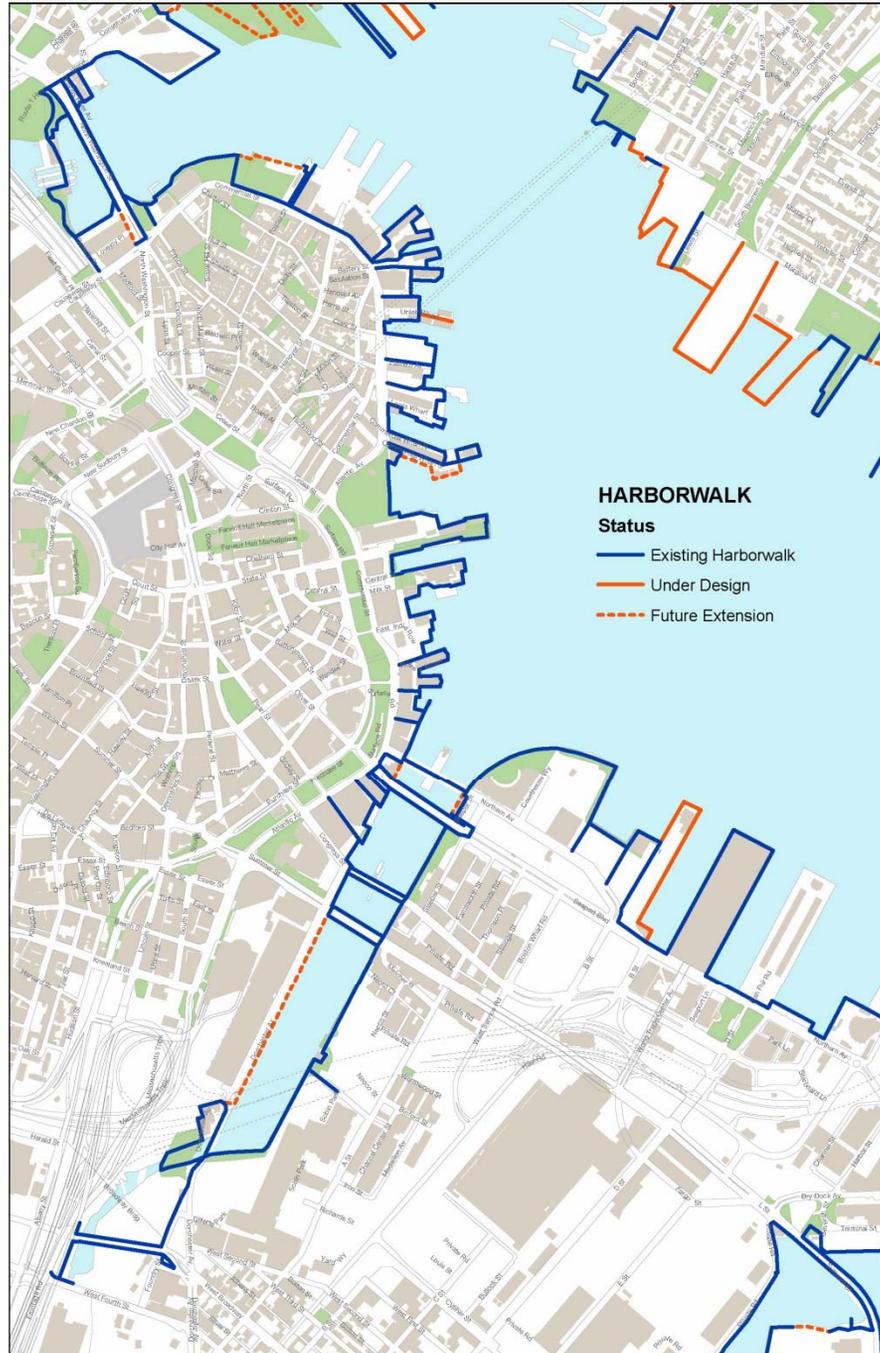


## Harborwalk

- 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 Nepeset River.

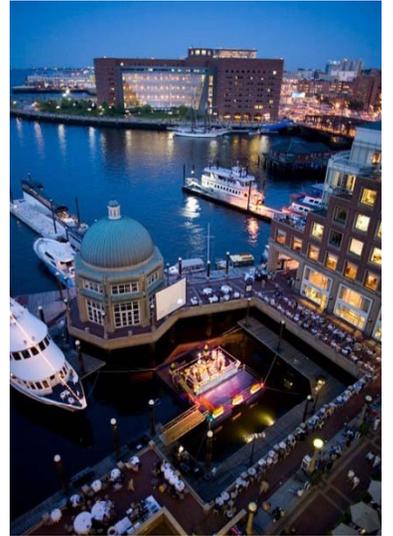
Built or Under Construction	
Under Design	
Additional Proposed Harborwalk	
Proposed South Bay Harborwalk	
East Boston/Governor as Planned	
Nepeset River Gateway as Planned	
Parks & Beaches	

0 0.5 1 Miles



T:\DCGIS\_Administration\VEIGHBORHOODS\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

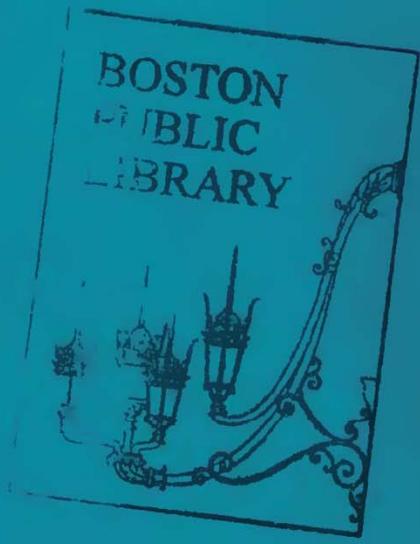
Crossroads Initiative

# Urban Rooms, Landmarks & Cross Connections

BRA  
14f3  
✓

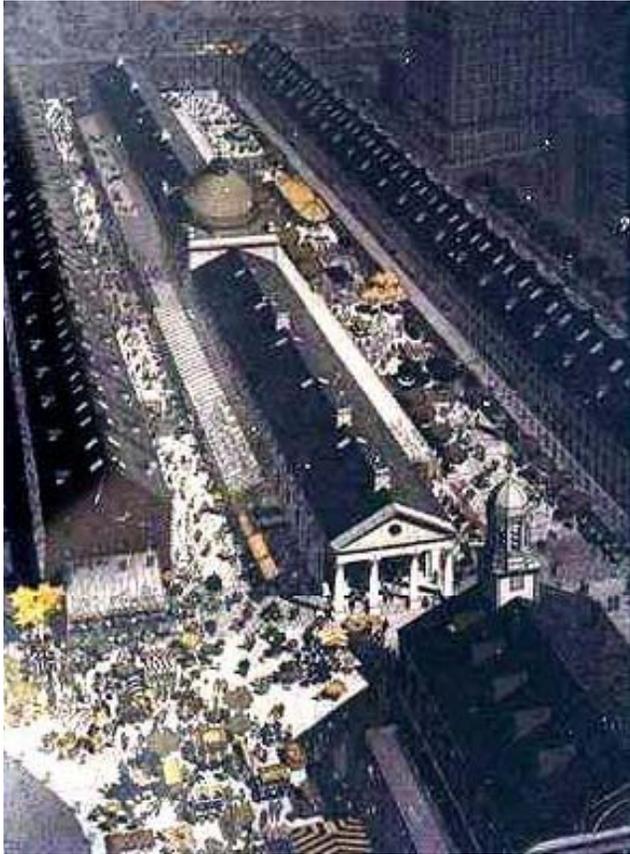
Property of  
BOSTON REDEVELOPMENT AUTHORITY  
Library

# *downtown waterfront / faneuil hall urban renewal project*



BOSTON REDEVELOPMENT AUTHORITY

**Downtown  
Waterfront /  
Faneuil Hall  
Urban  
Renewal  
Project**



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

## KEY.

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

# Long Wharf Interpretive Plan

# LONG WHARF.

## LOST WHARF: T WHARF THEN AND NOW

*Lorem Ipsum Dolor Sit Amet Nullam Quam Nunc, Ult Placerat Adipiscing*



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*Lorem Ipsum Dolor Sit Amet Nullam Nunc, Ult Placerat Adipiscing*

Interpretive Display Panel



**Northern Avenue  
Bridge  
Rehabilitation**

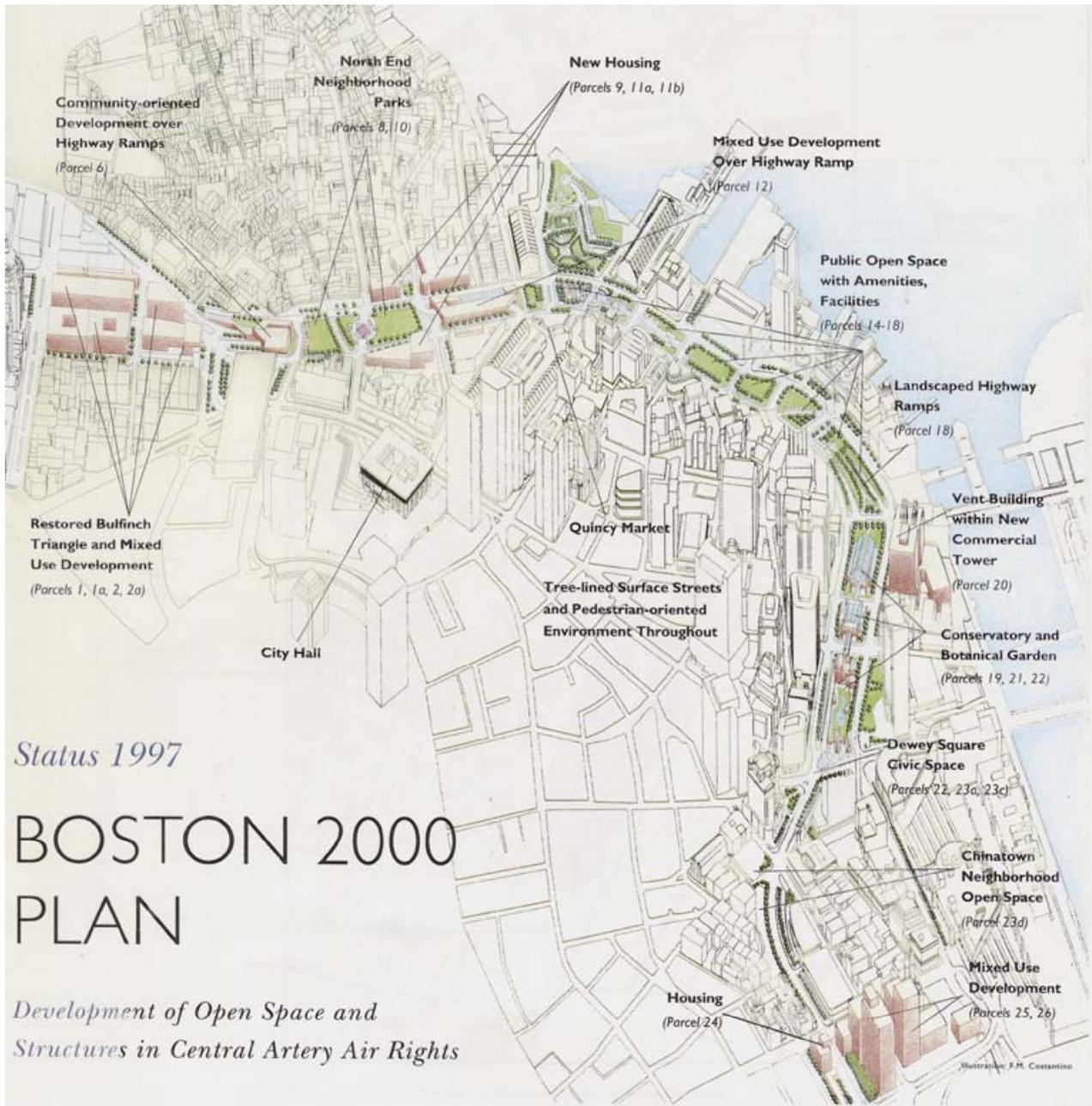


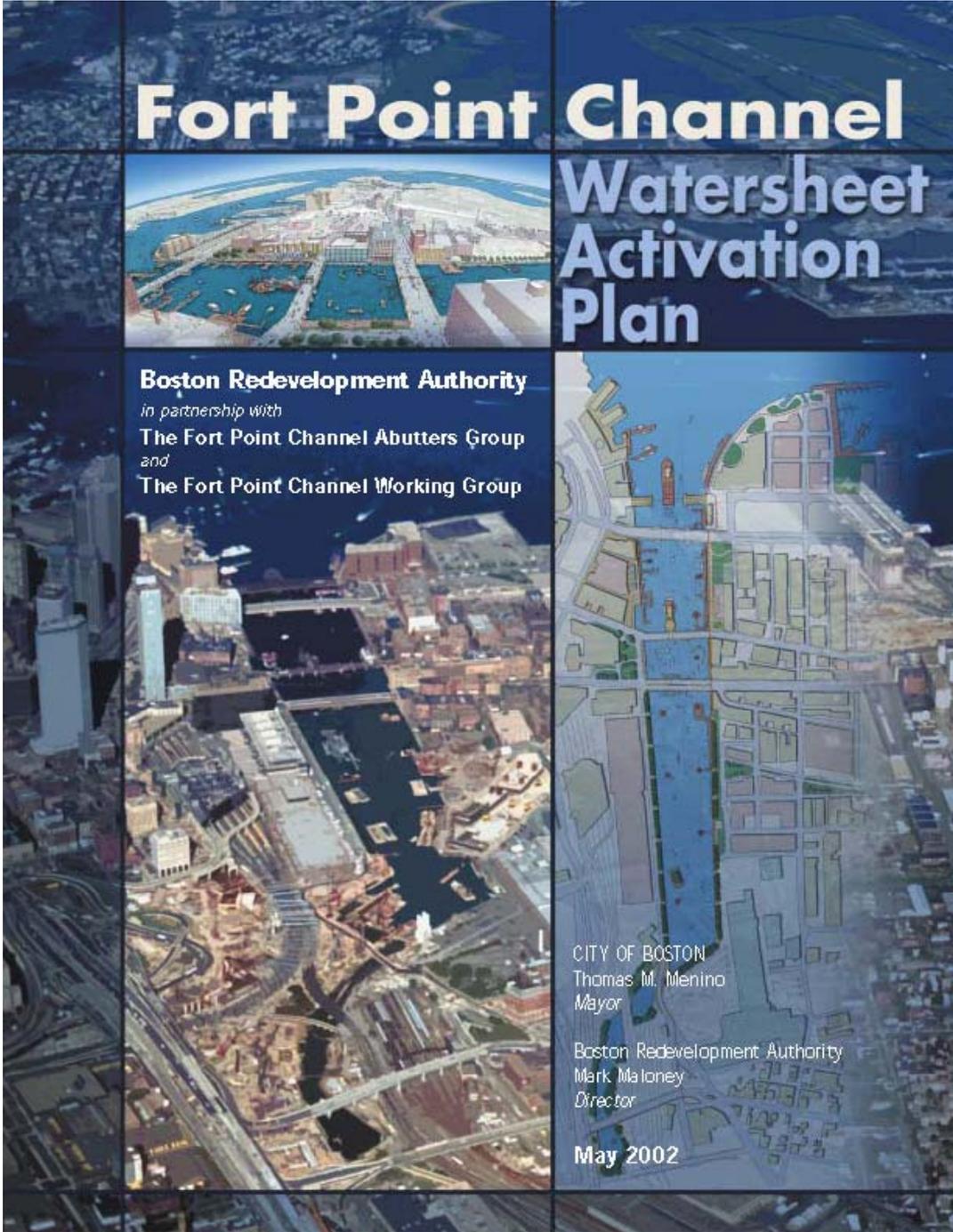
**Facilities of Public Accommodation**



Facilities of Public Accommodation

# Urban Edges & Harbor Connections





# Fort Point Channel Watersheet Activation Plan

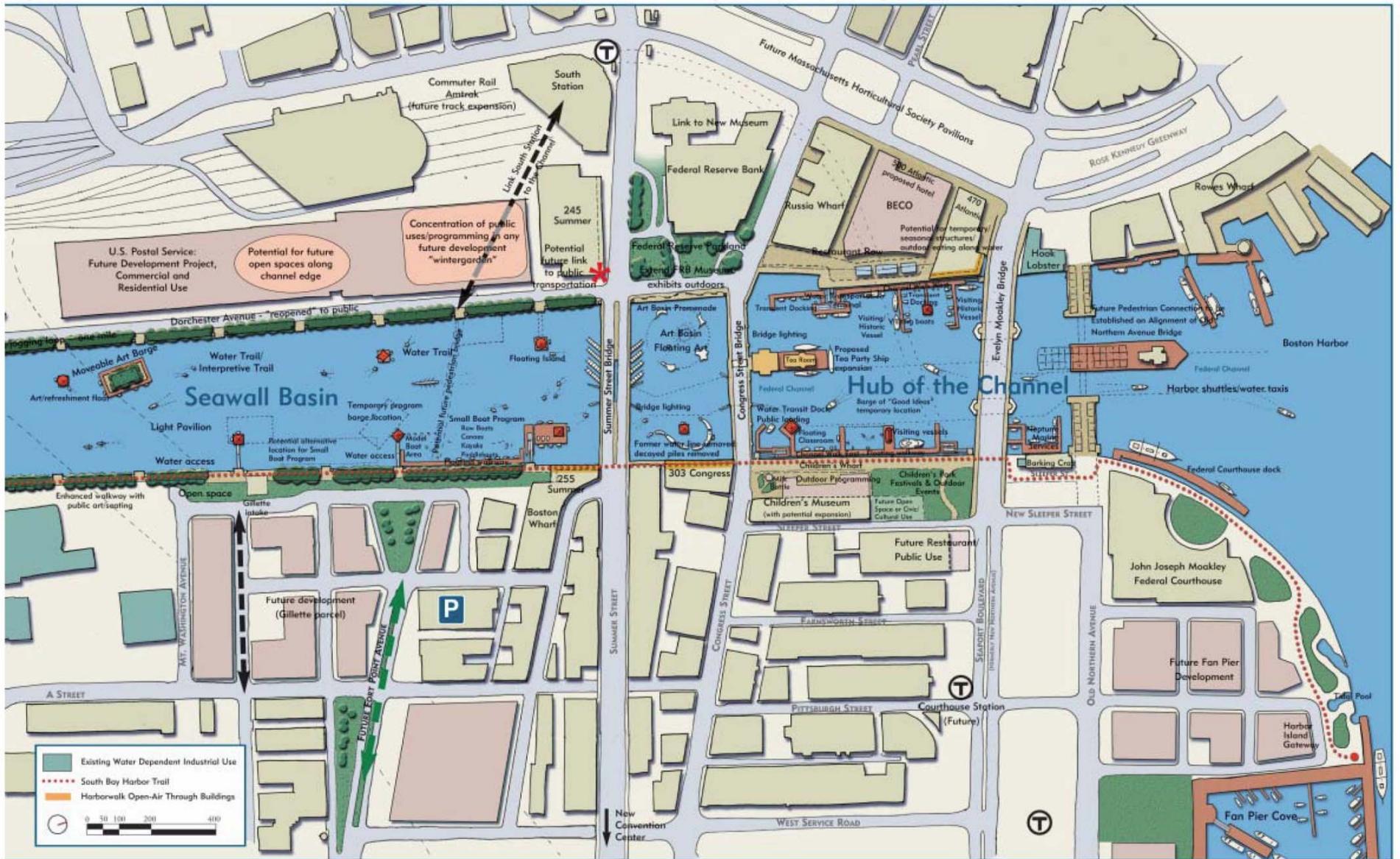
**Boston Redevelopment Authority**  
*in partnership with*  
**The Fort Point Channel Abutters Group**  
*and*  
**The Fort Point Channel Working Group**

CITY OF BOSTON  
Thomas M. Menino  
Mayor

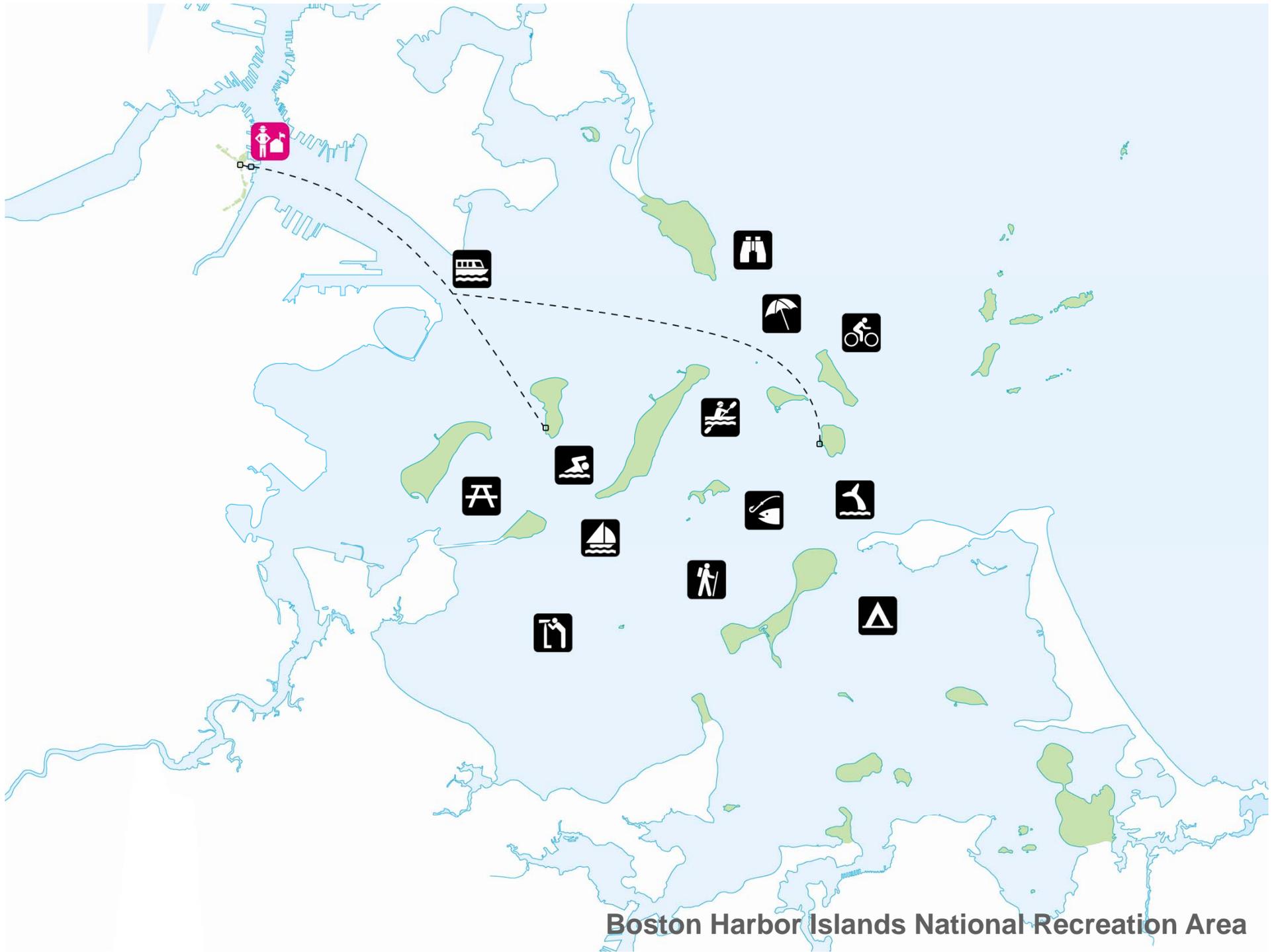
Boston Redevelopment Authority  
Mark Maloney  
Director

May 2002

**Fort Point  
Channel  
Watersheet  
Activation Plan**



Fort Point  
Channel  
Watersheet  
Activation Plan

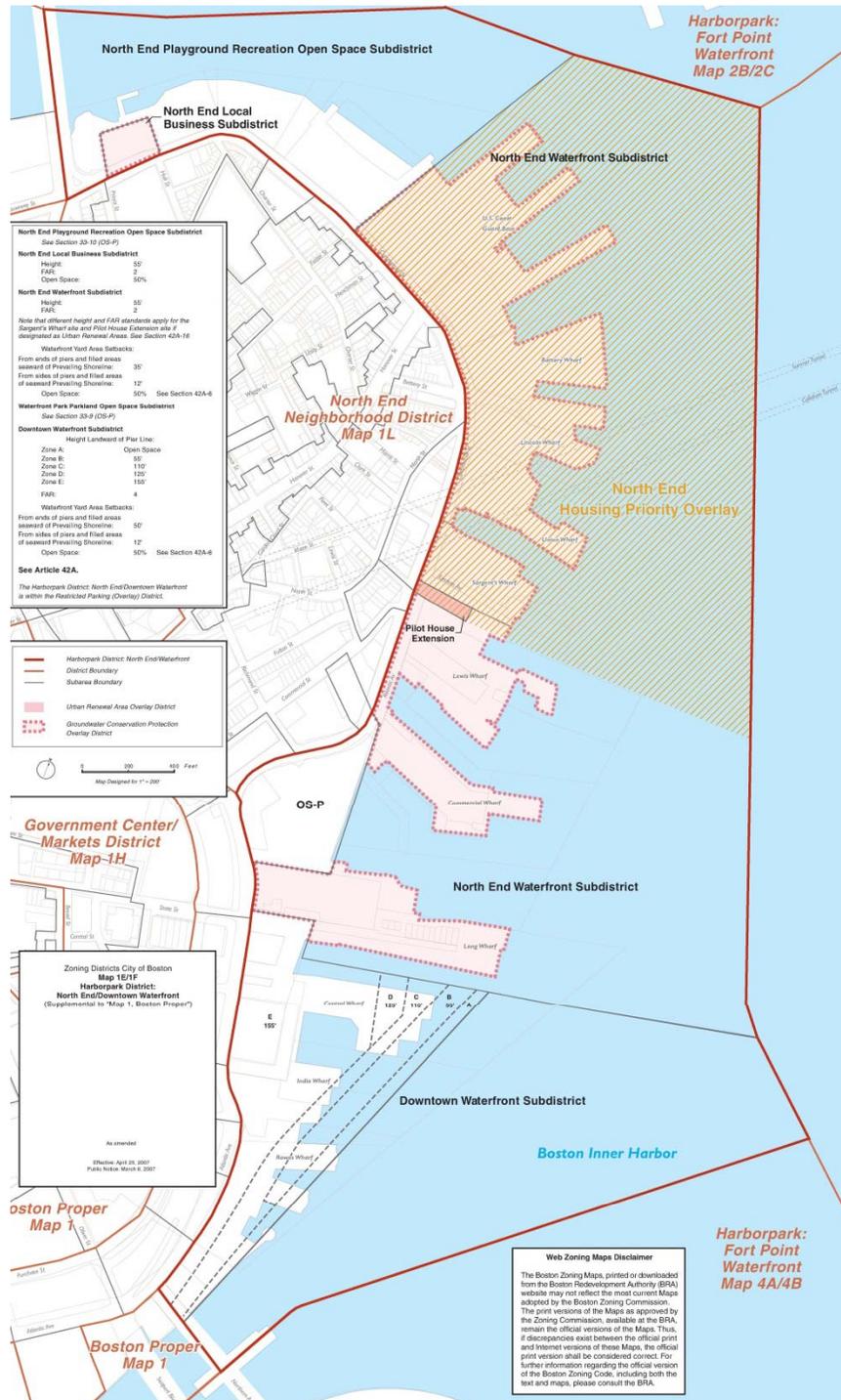


**Boston Harbor Islands National Recreation Area**

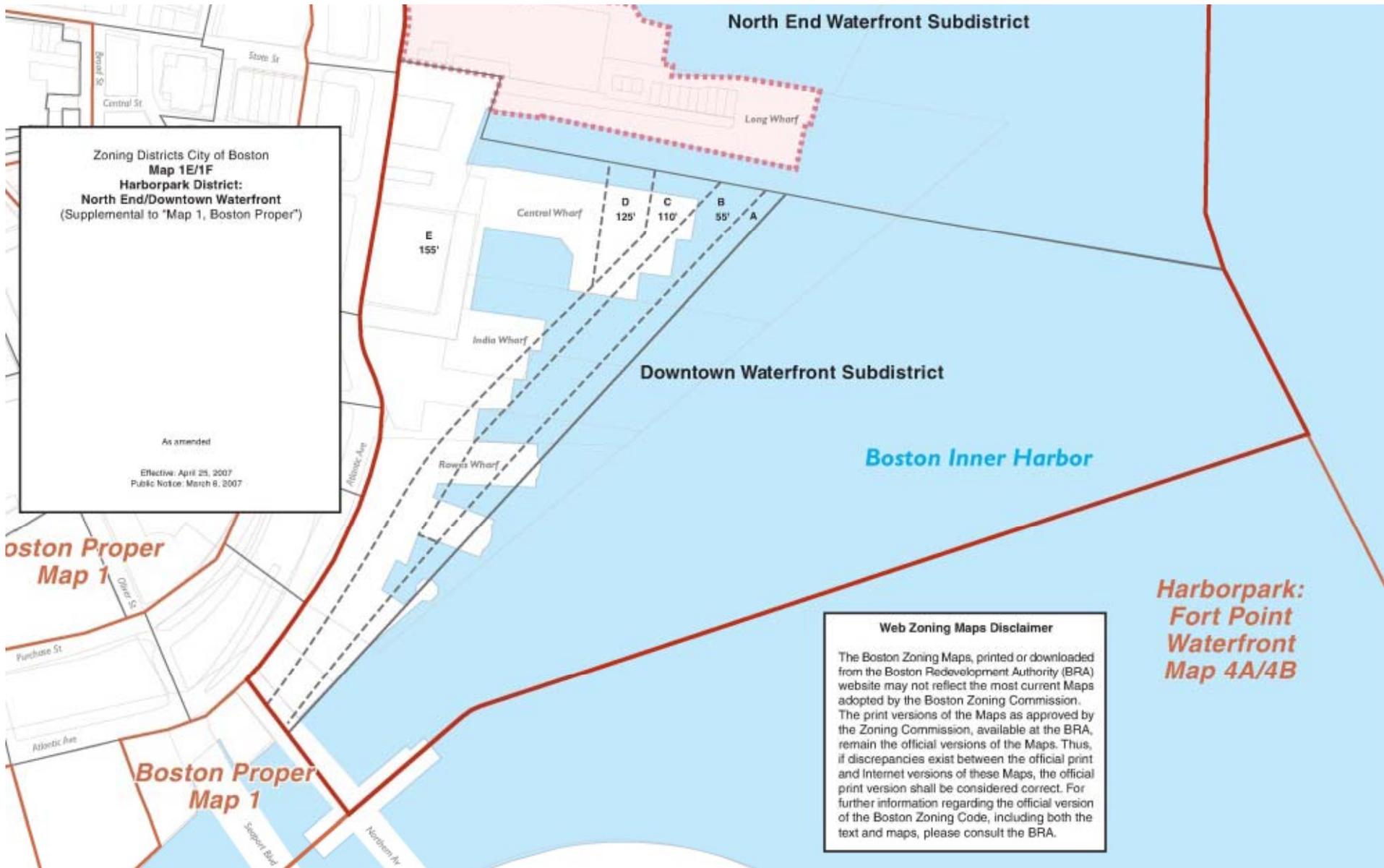


**Boston Harbor Islands National Recreation Area**

# Regulatory & Performance



# Harborpark District Plan / Zoning



**Harborpark District  
Plan / Zoning**

# A Climate of Progress

City of Boston Climate Action Plan Update 2011

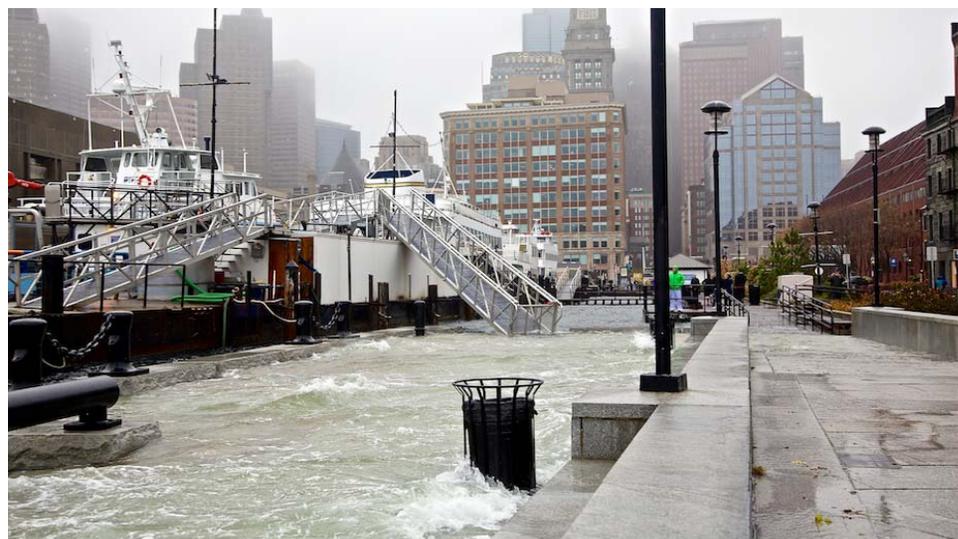


APRIL  
2011





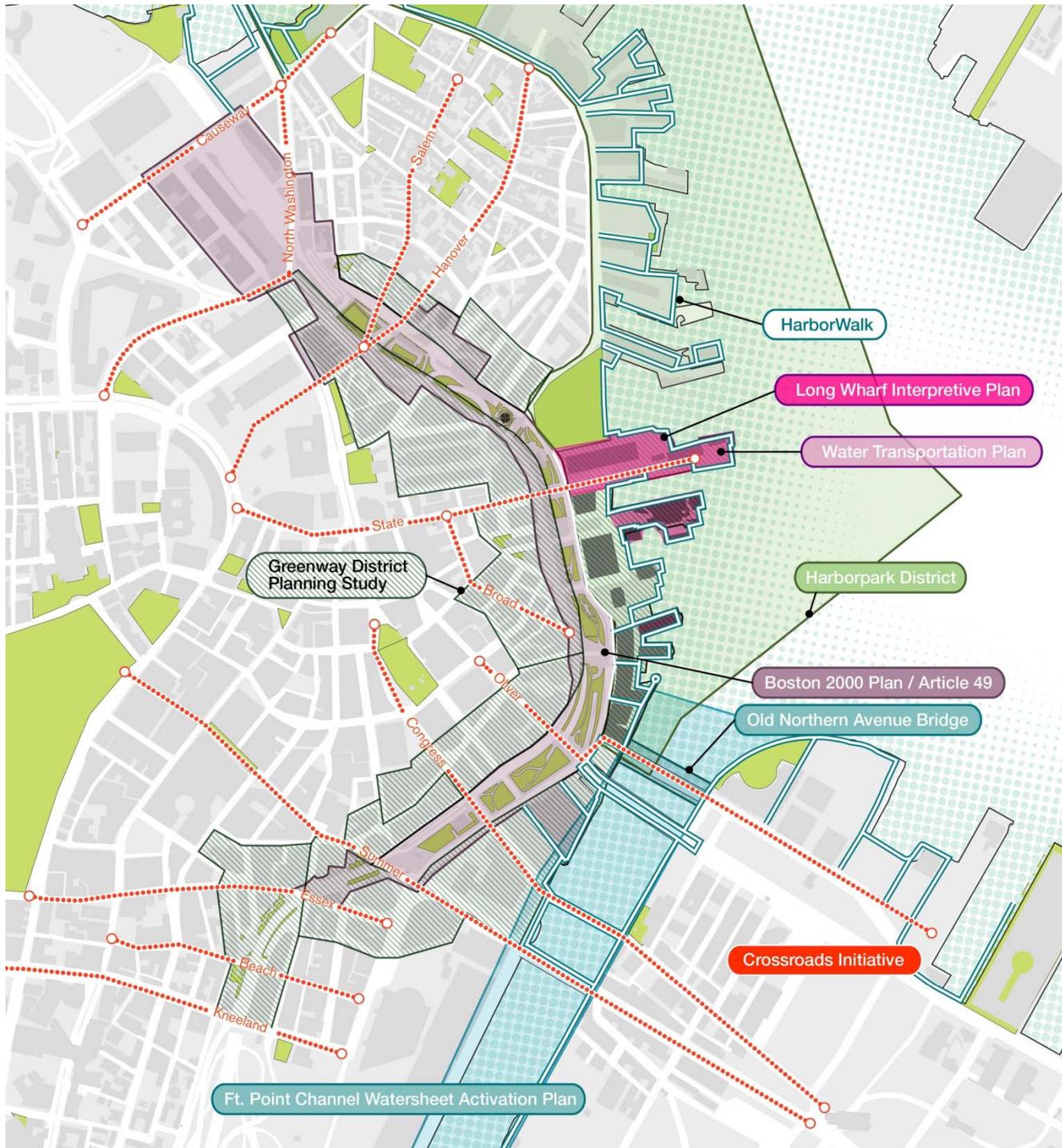
Sandy  
October 29, 2012

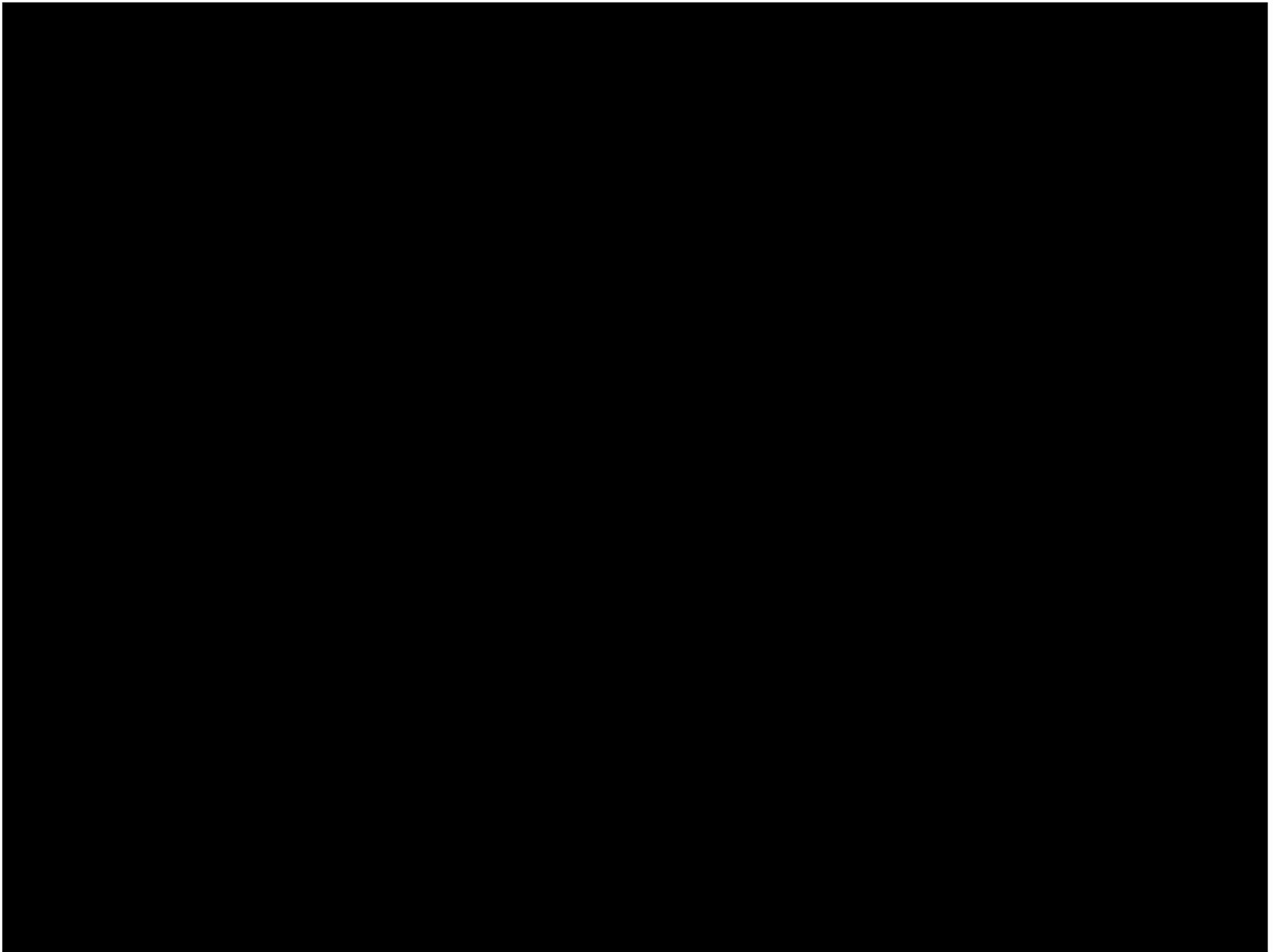


Sandy  
October 29, 2012



Atlantic Wharf

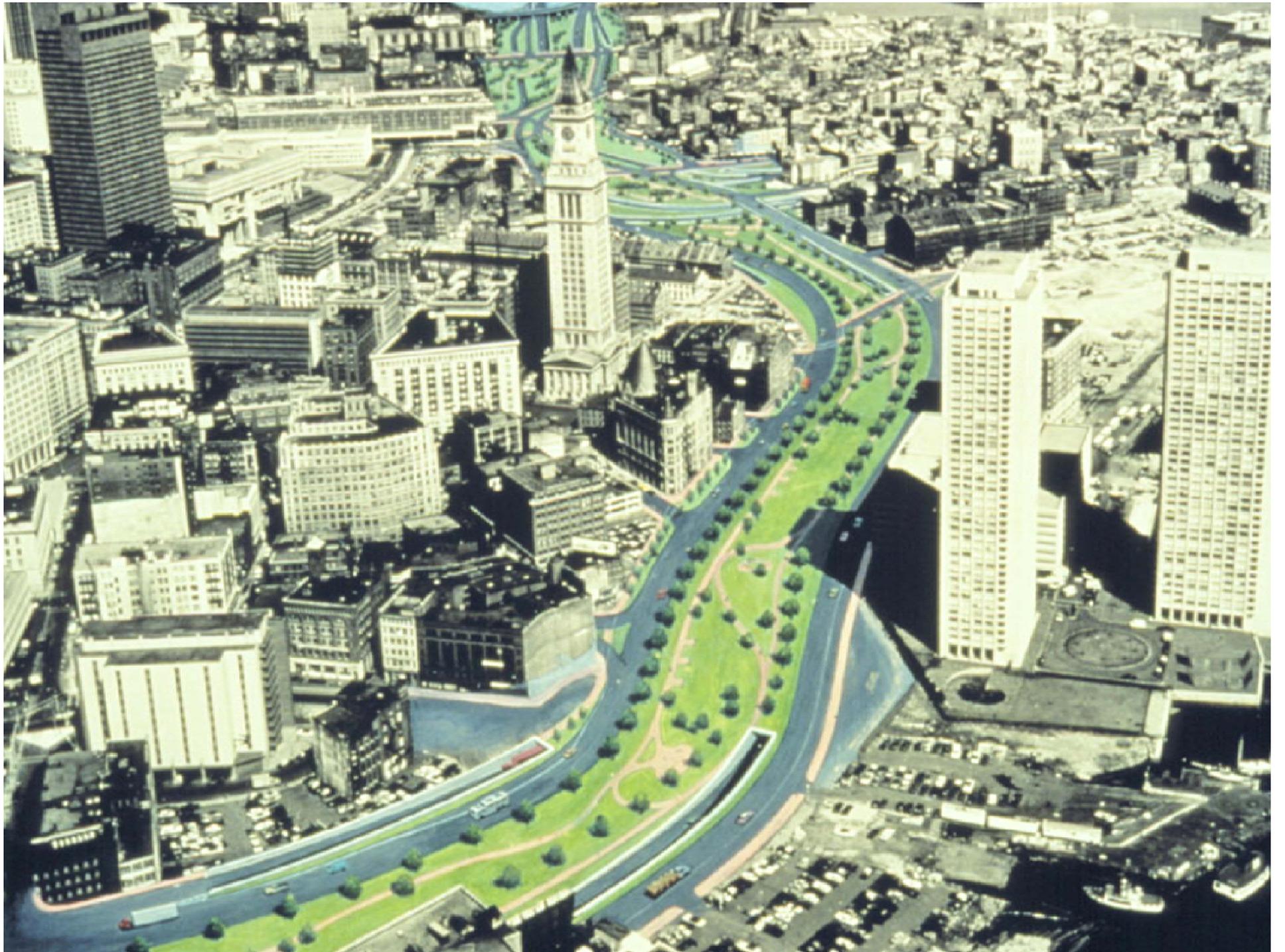




# **Greenway District Planning Study**



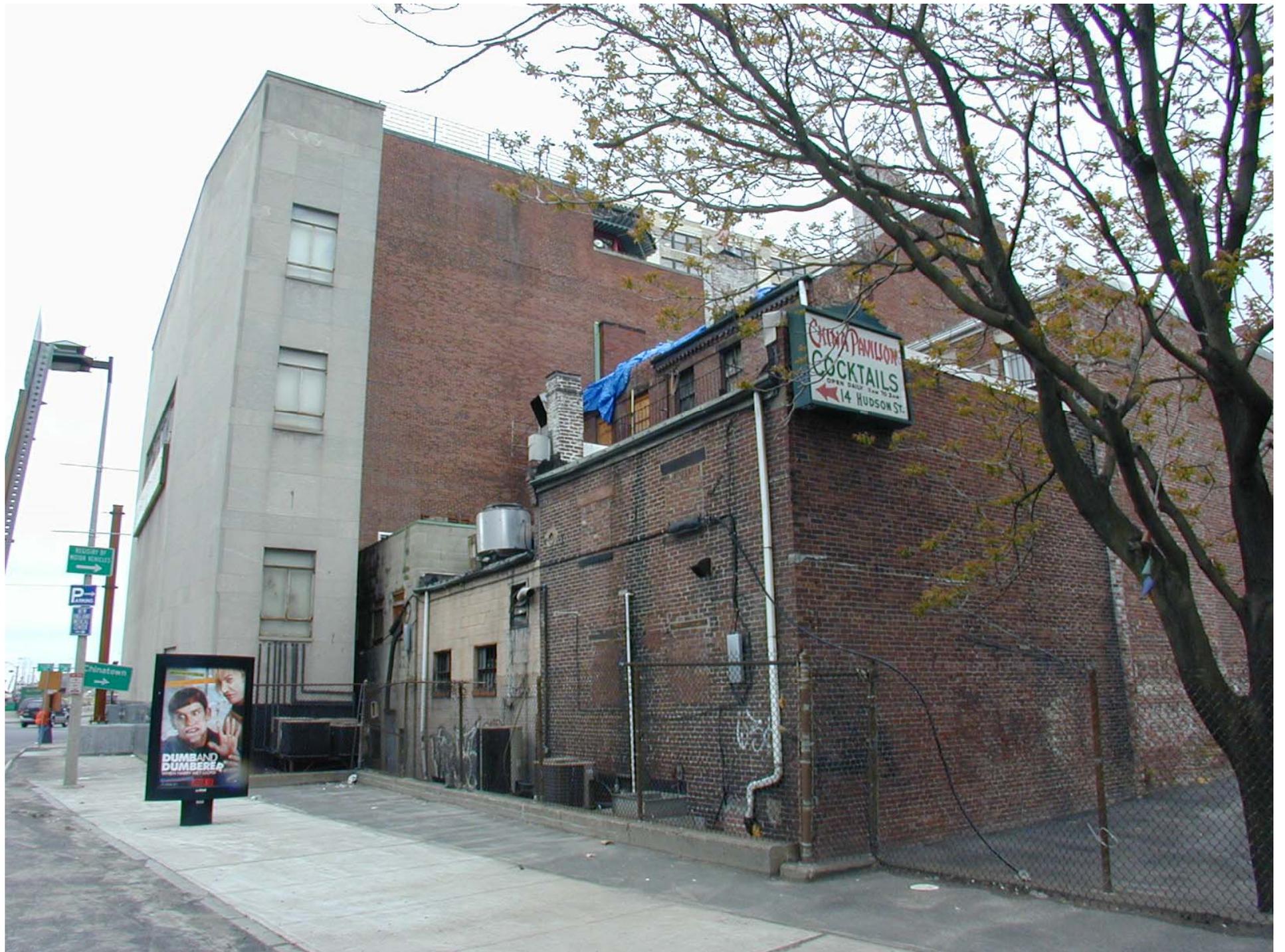












CHUCK PAULSON  
COCKTAILS  
OPEN DAILY 11AM TO 2AM  
← 14 HUDSON ST.

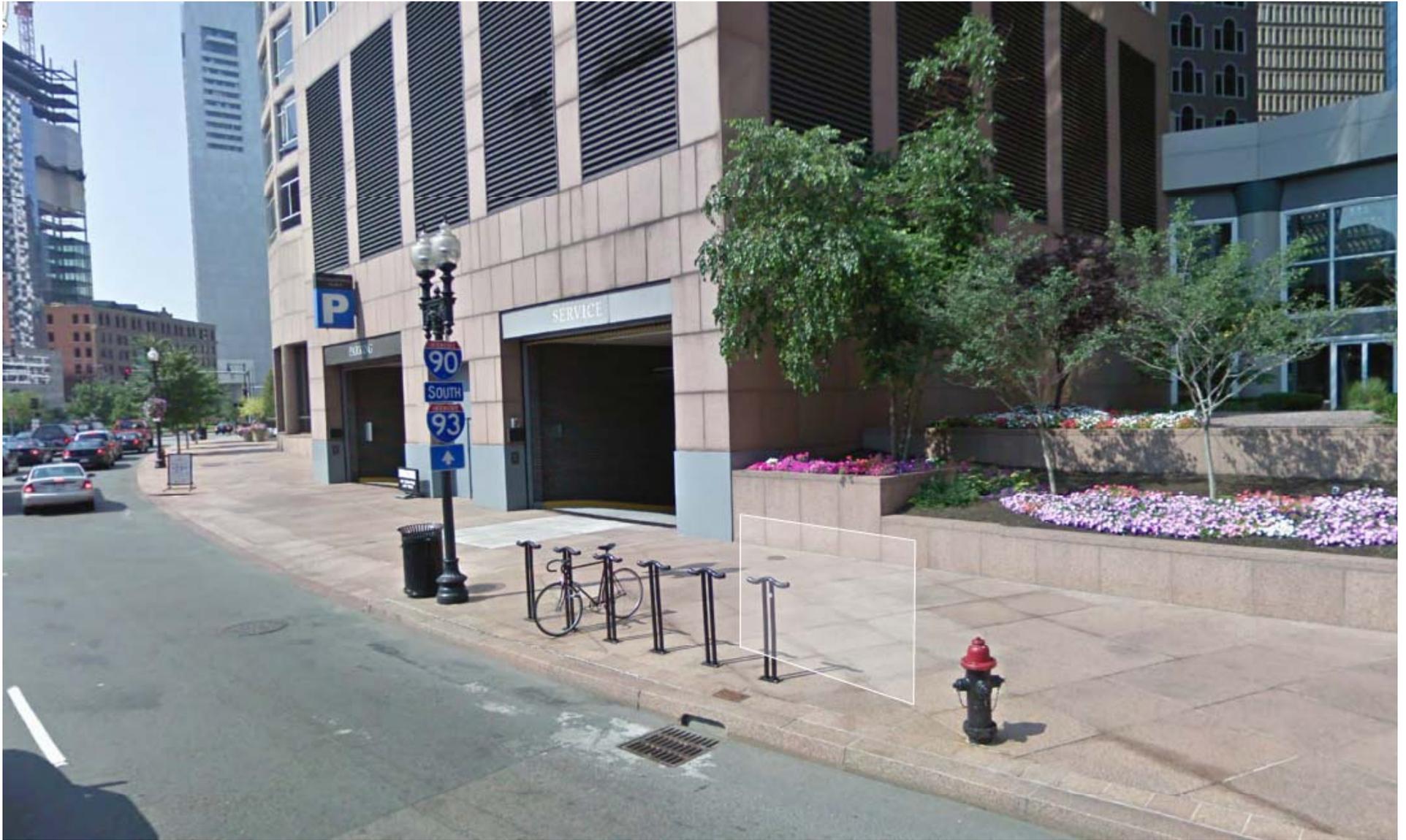
DUMB AND DUMBERER

REARVIEW MIRROR REQUIRED  
→

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PERMITS ONLY

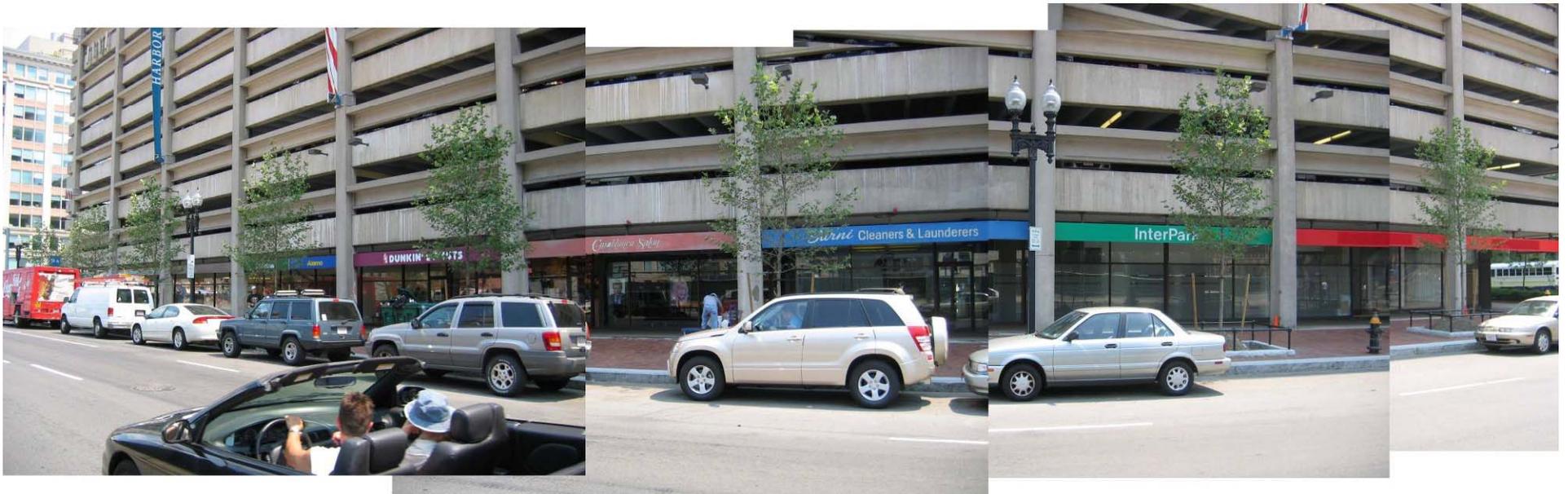
Chinatown  
→









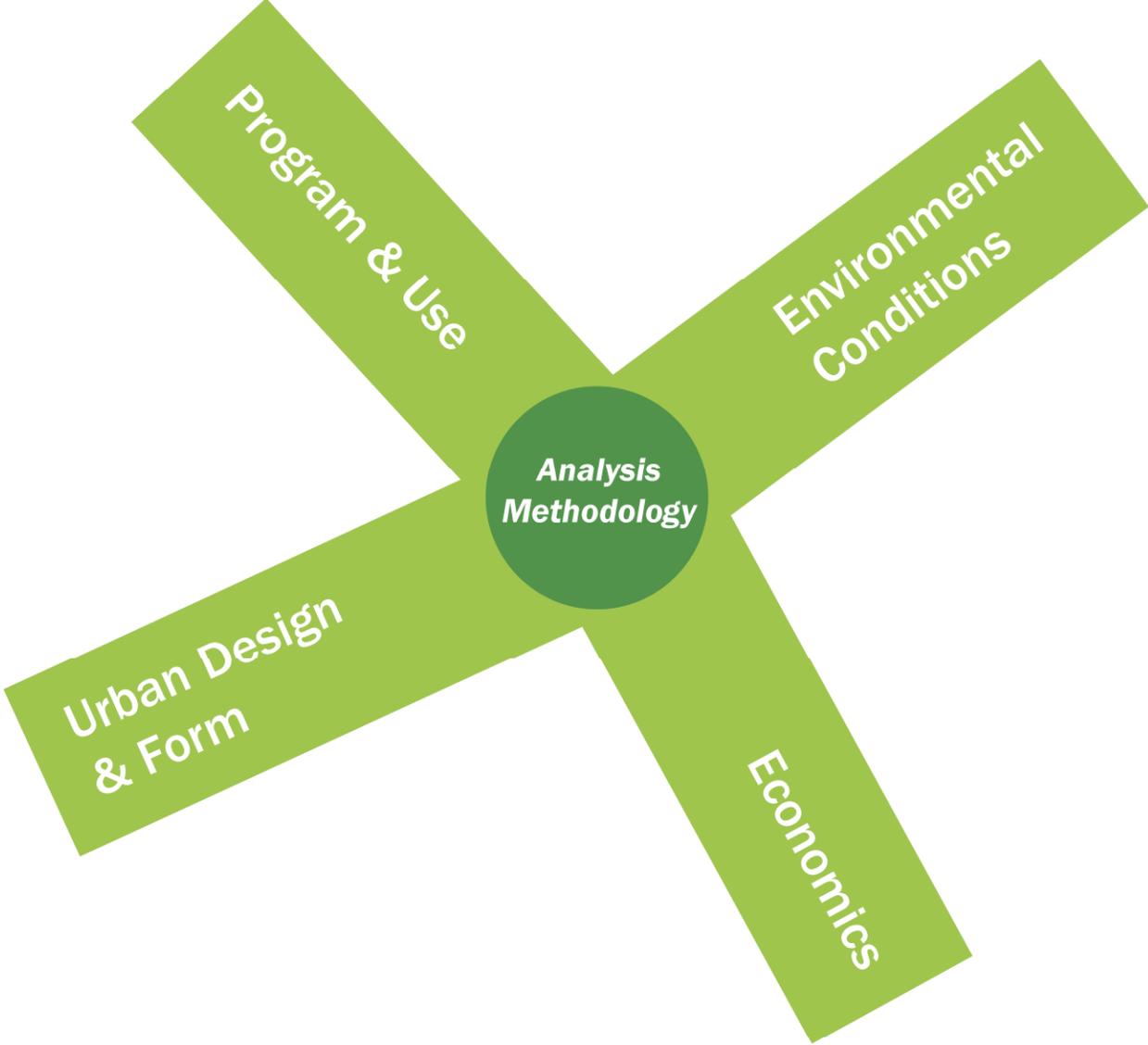








# Analysis Methodology



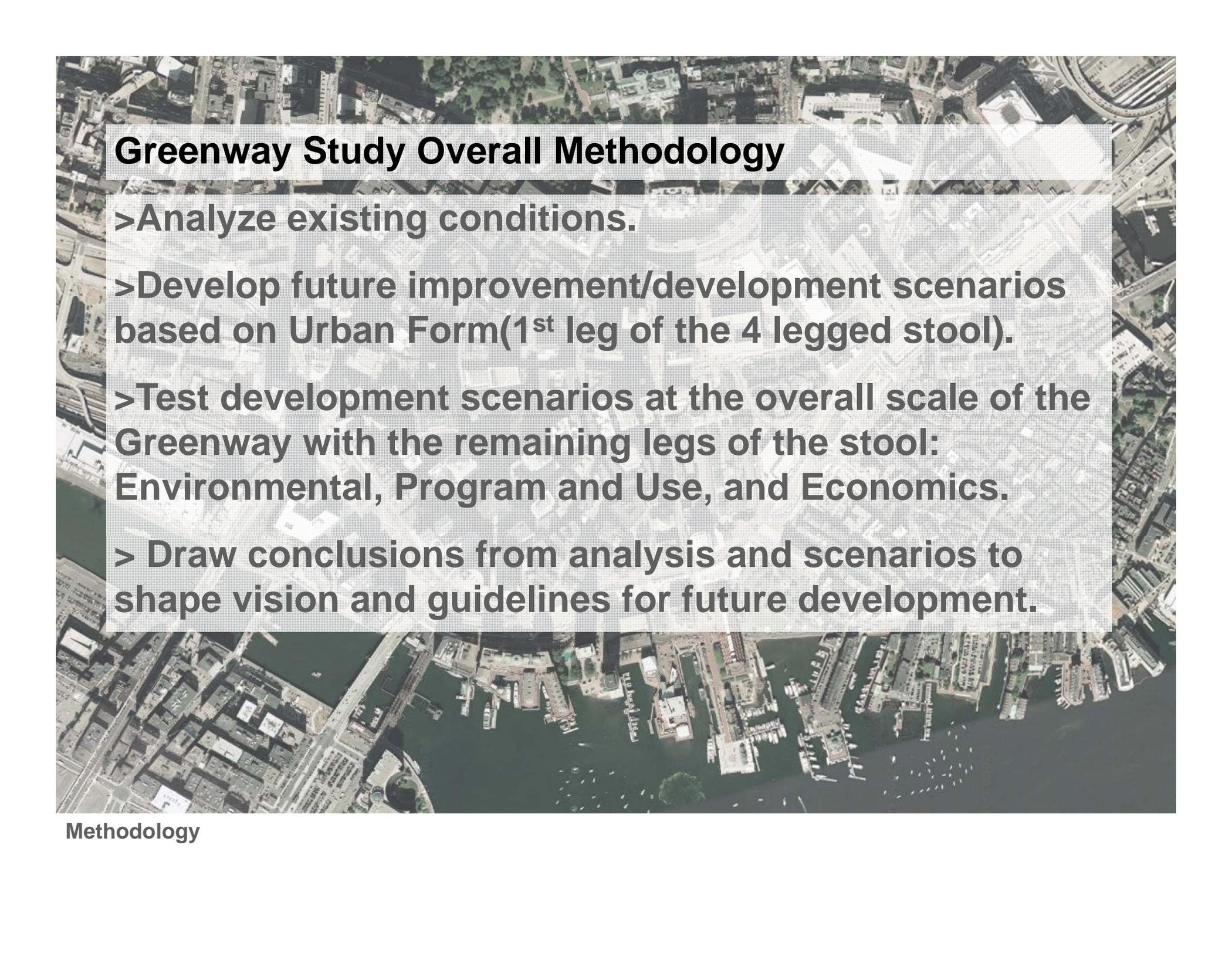
**Program & Use**

**Environmental  
Conditions**

**Analysis  
Methodology**

**Urban Design  
& Form**

**Economics**

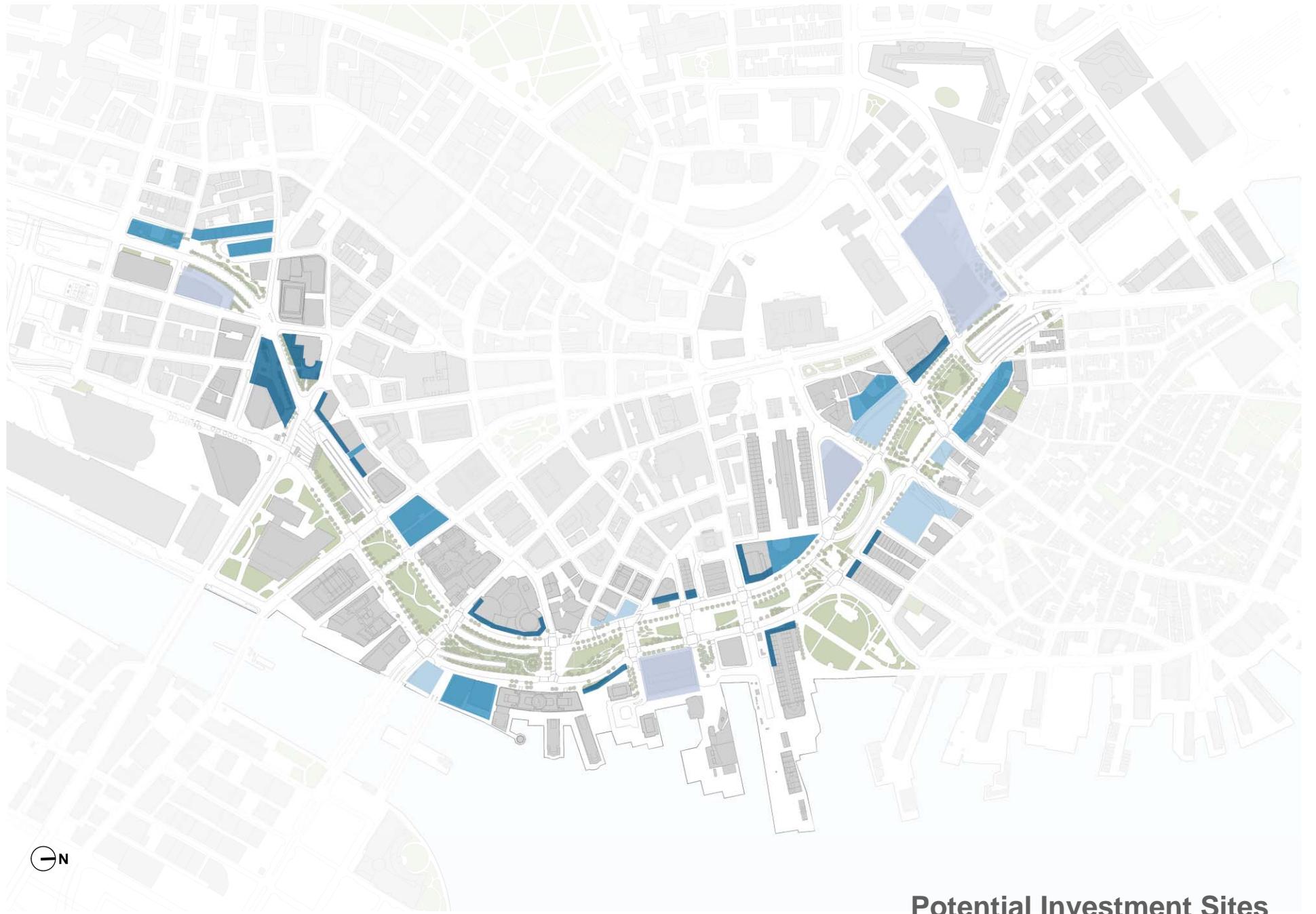
An aerial photograph of a city, likely San Francisco, showing a dense urban grid, buildings, and a waterfront area. A semi-transparent white text box is overlaid on the center of the image, containing the title and a list of methodology steps.

## **Greenway Study Overall Methodology**

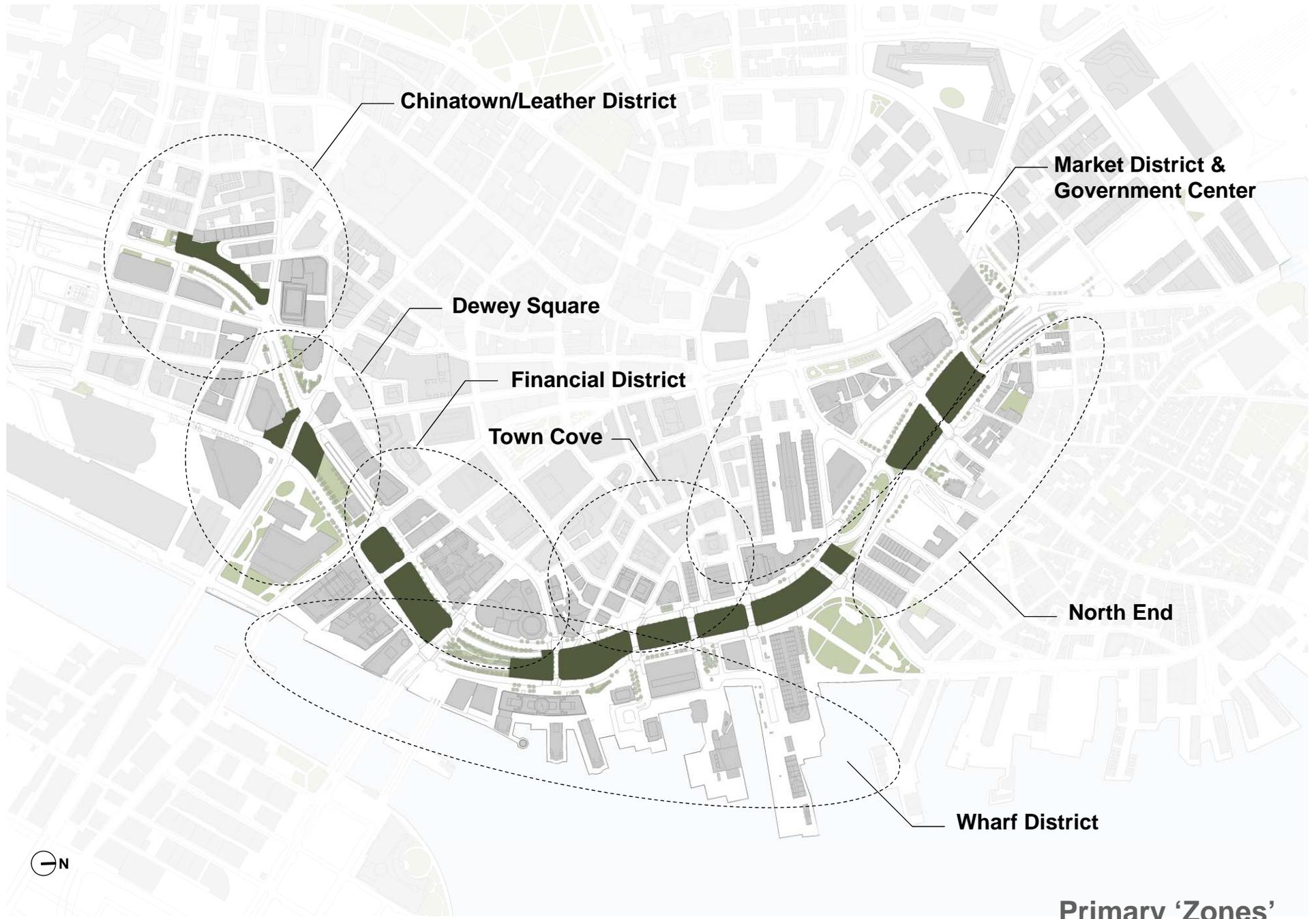
- >Analyze existing conditions.**
- >Develop future improvement/development scenarios based on Urban Form(1<sup>st</sup> leg of the 4 legged stool).**
- >Test development scenarios at the overall scale of the Greenway with the remaining legs of the stool: Environmental, Program and Use, and Economics.**
- > 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**

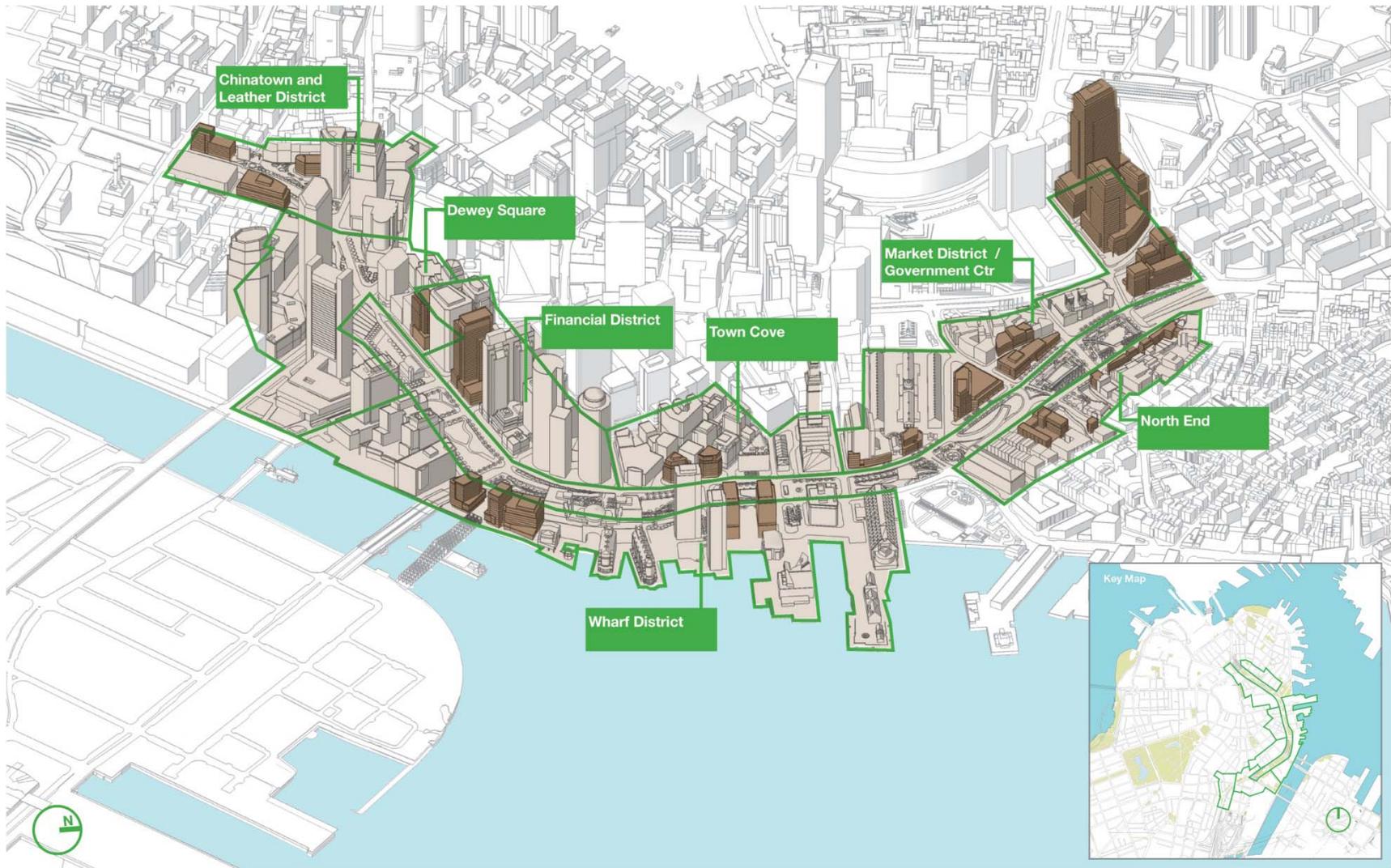
**Town Cove**

**North End**

**Wharf District**

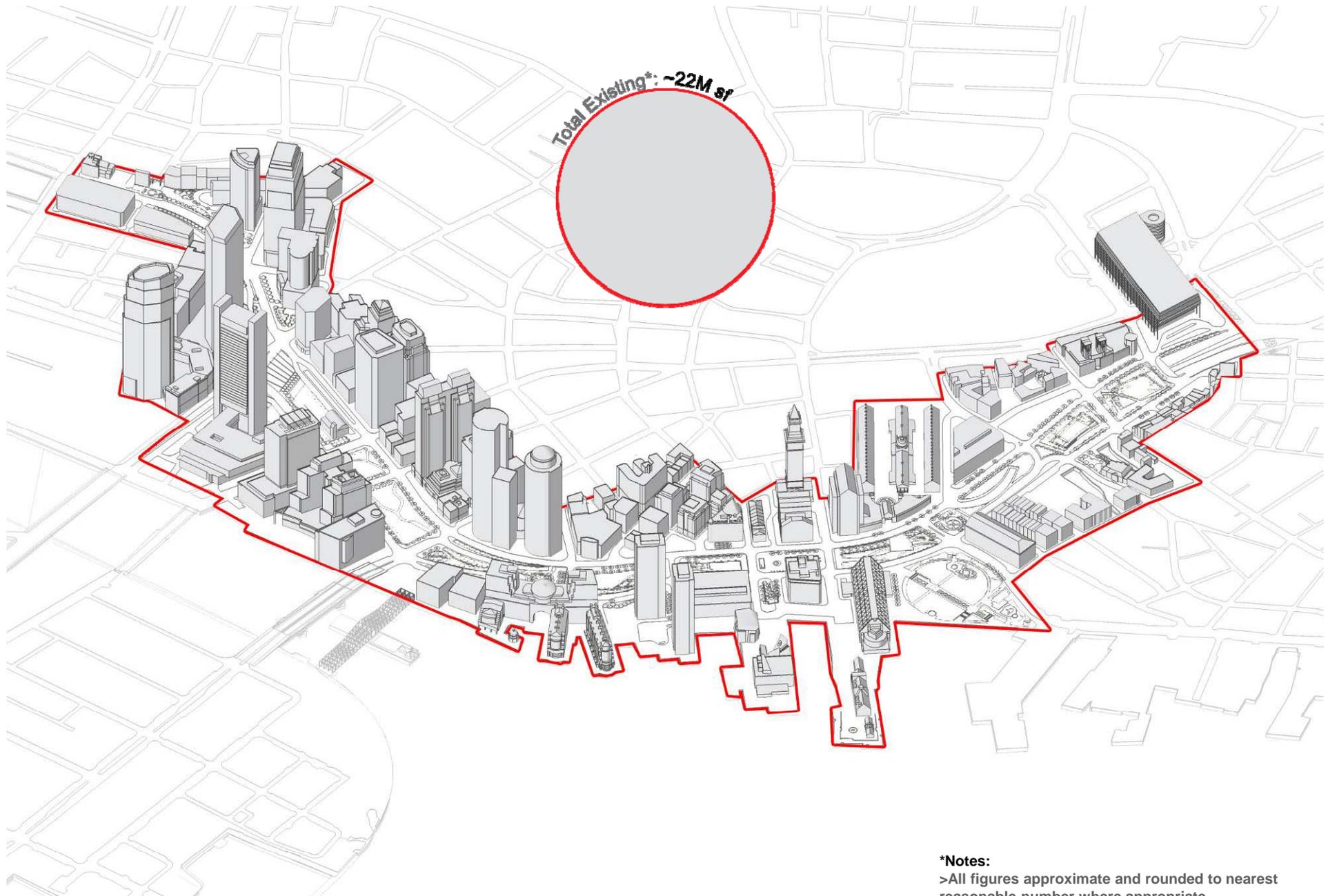


**Primary 'Zones'**



# Program and Use



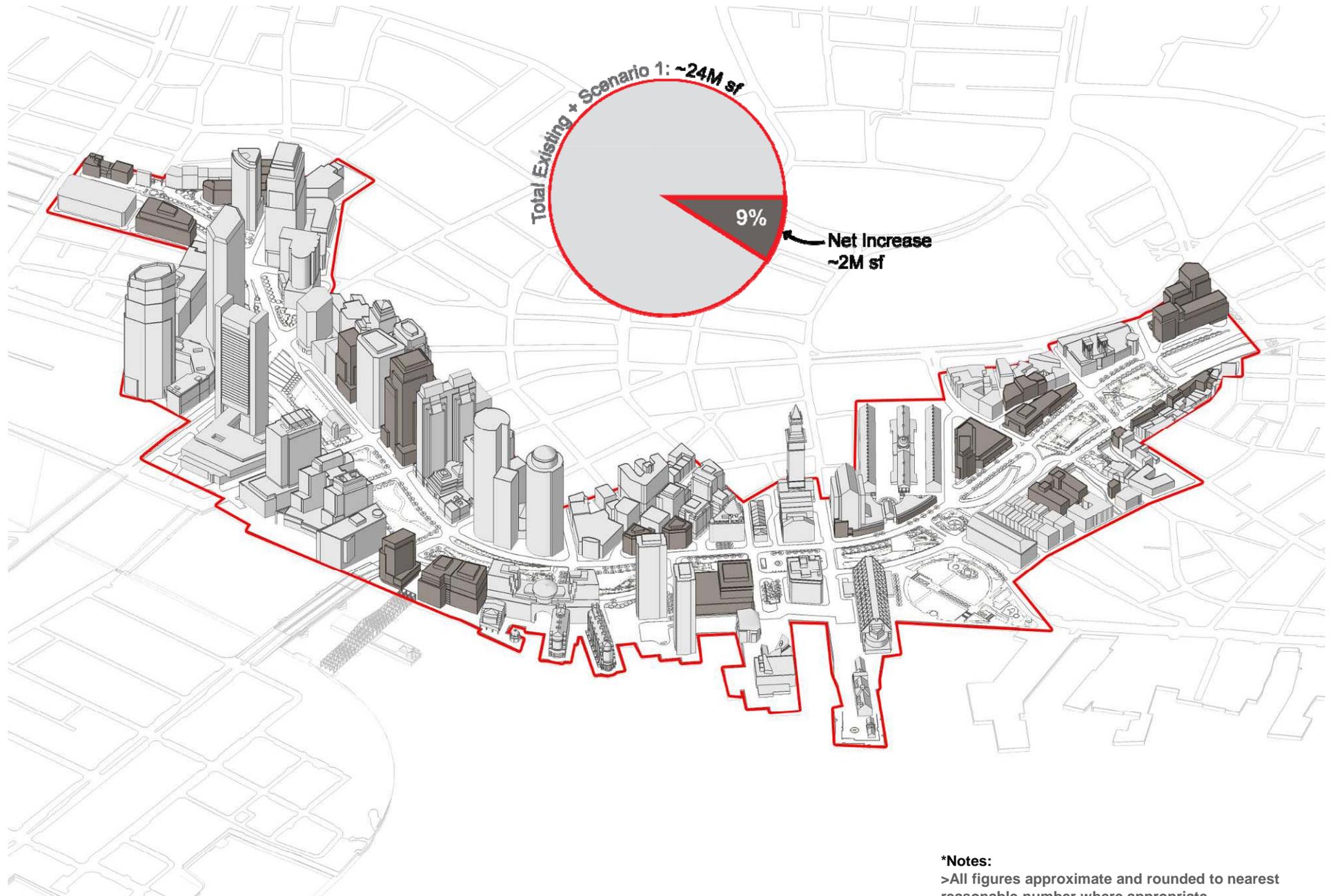


Total Existing\*: ~22M sf

## Existing Built Program Greenway District Study Area

**\*Notes:**

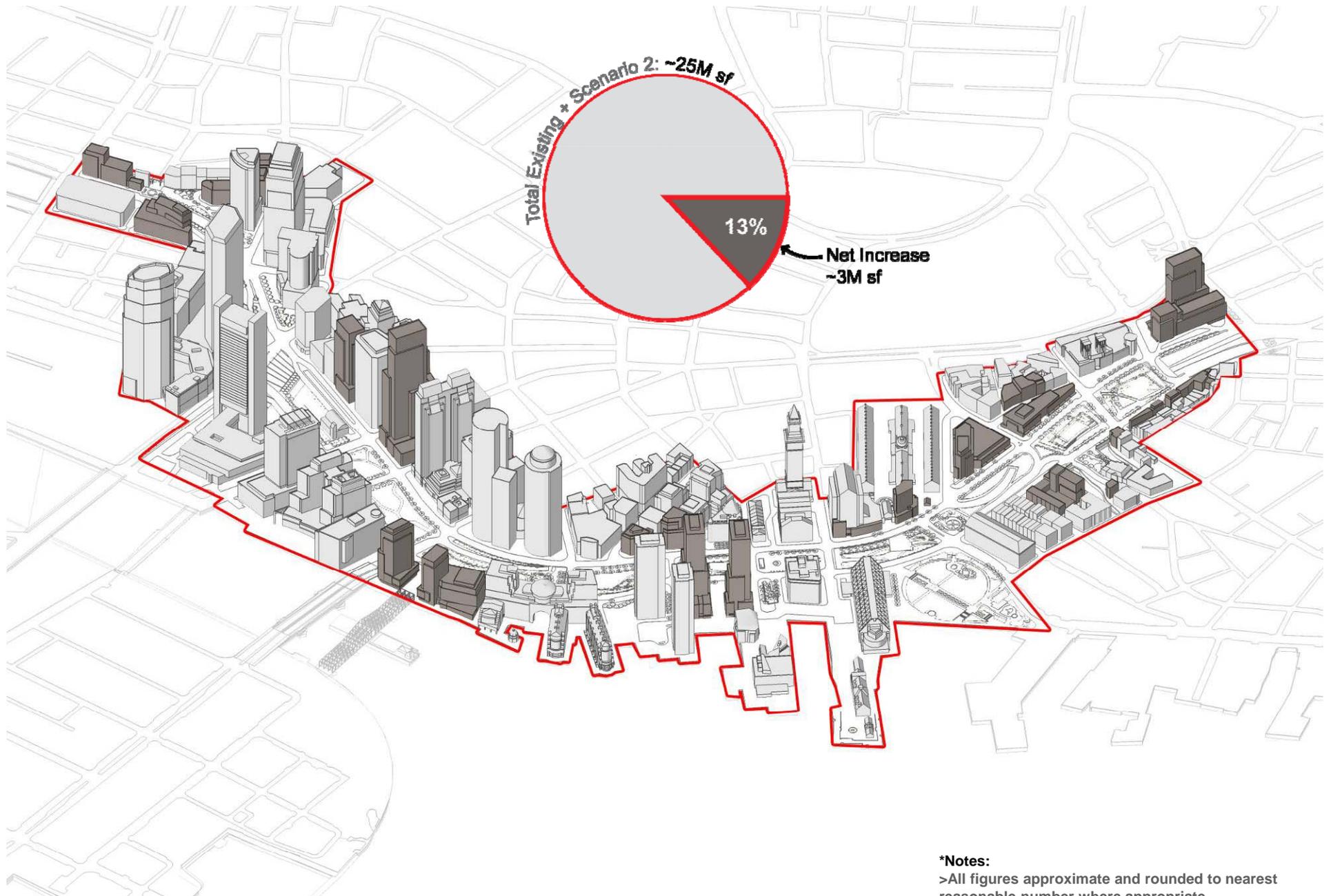
- >All figures approximate and rounded to nearest reasonable number where appropriate.
- >'Existing Program' calculations include permitted and under construction projects.
- > Calculations exclude below-grade parking.



## 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:**

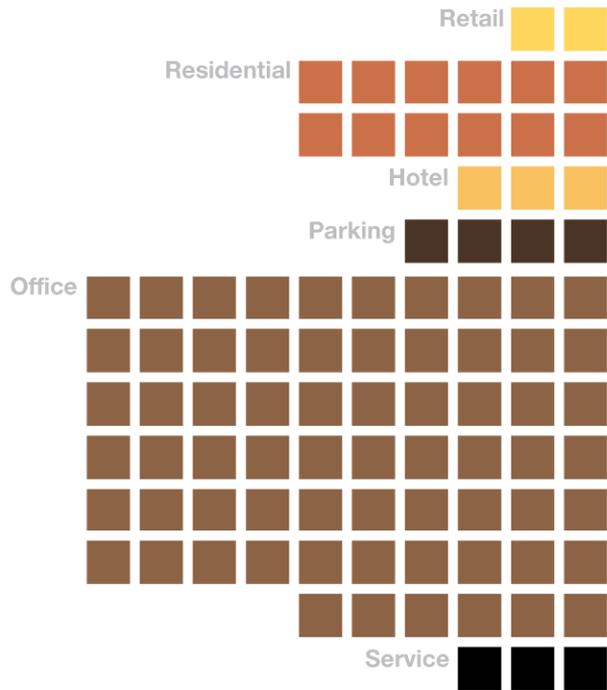
- >All figures approximate and rounded to nearest reasonable number where appropriate.
- >'Existing Program' calculations include permitted and under construction projects.
- > Calculations exclude below-grade parking.

250,000 gross square feet

1,000 people

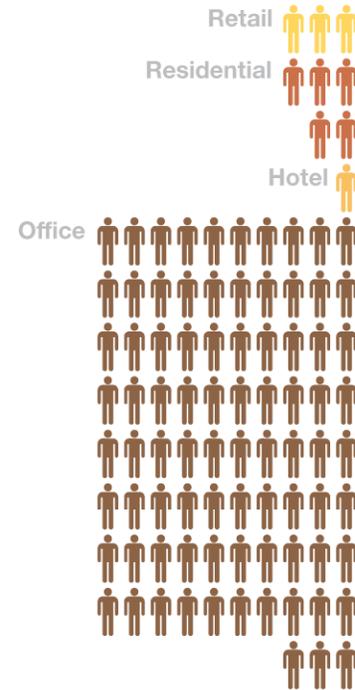
### Existing GSF

### Additional GSF



### Existing People

### Additional People

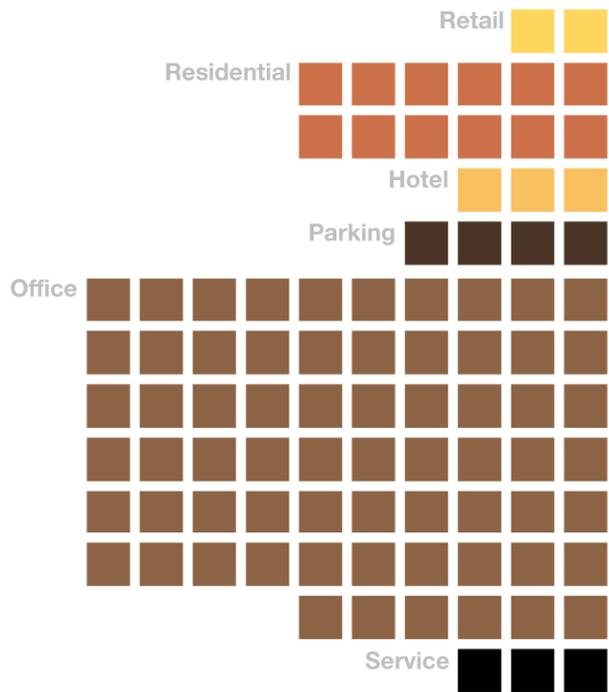


## Population and Use Analysis Development Scenario 1

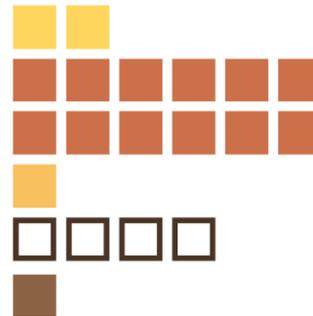
250,000 gross square feet

1,000 people

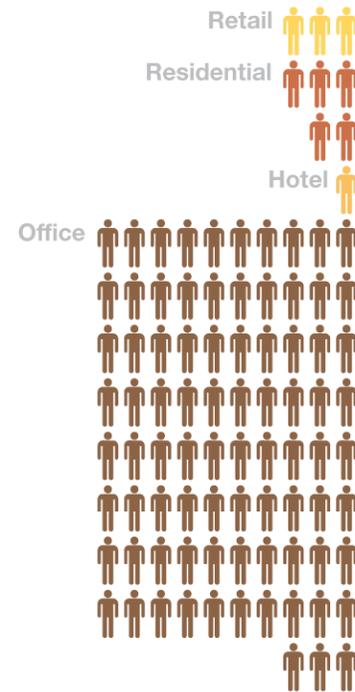
### Existing GSF



### Additional GSF



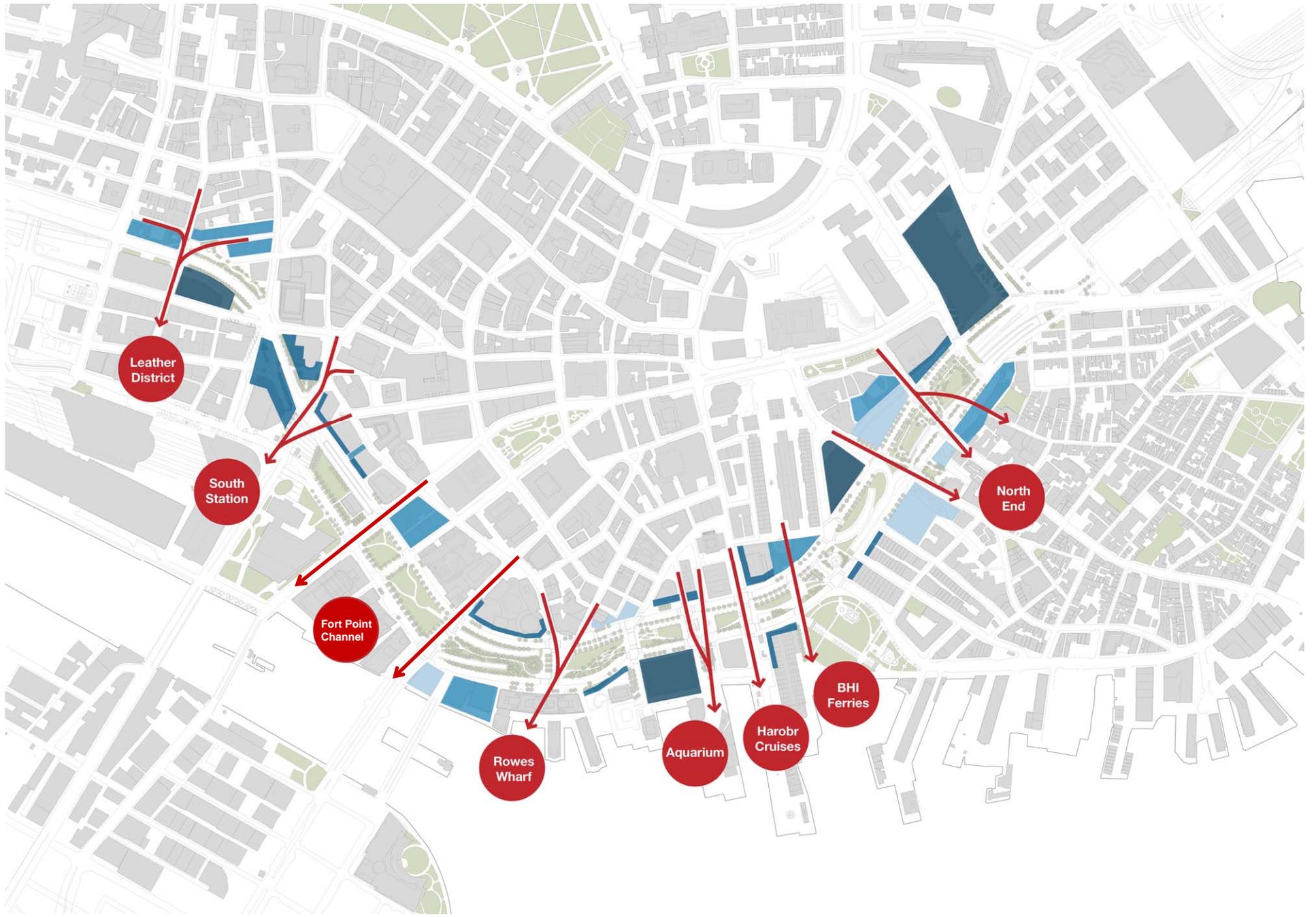
### Existing People



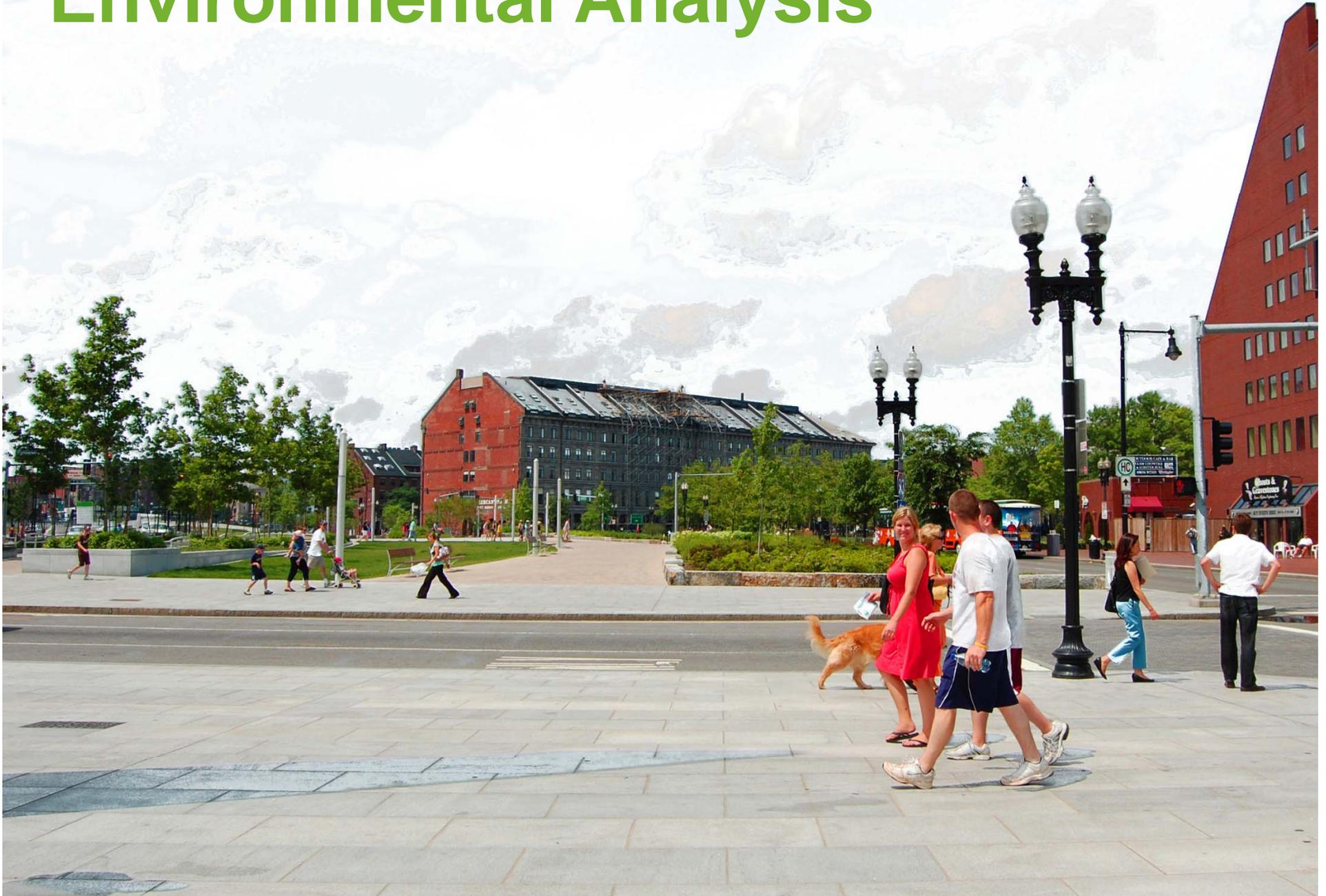
### Additional People

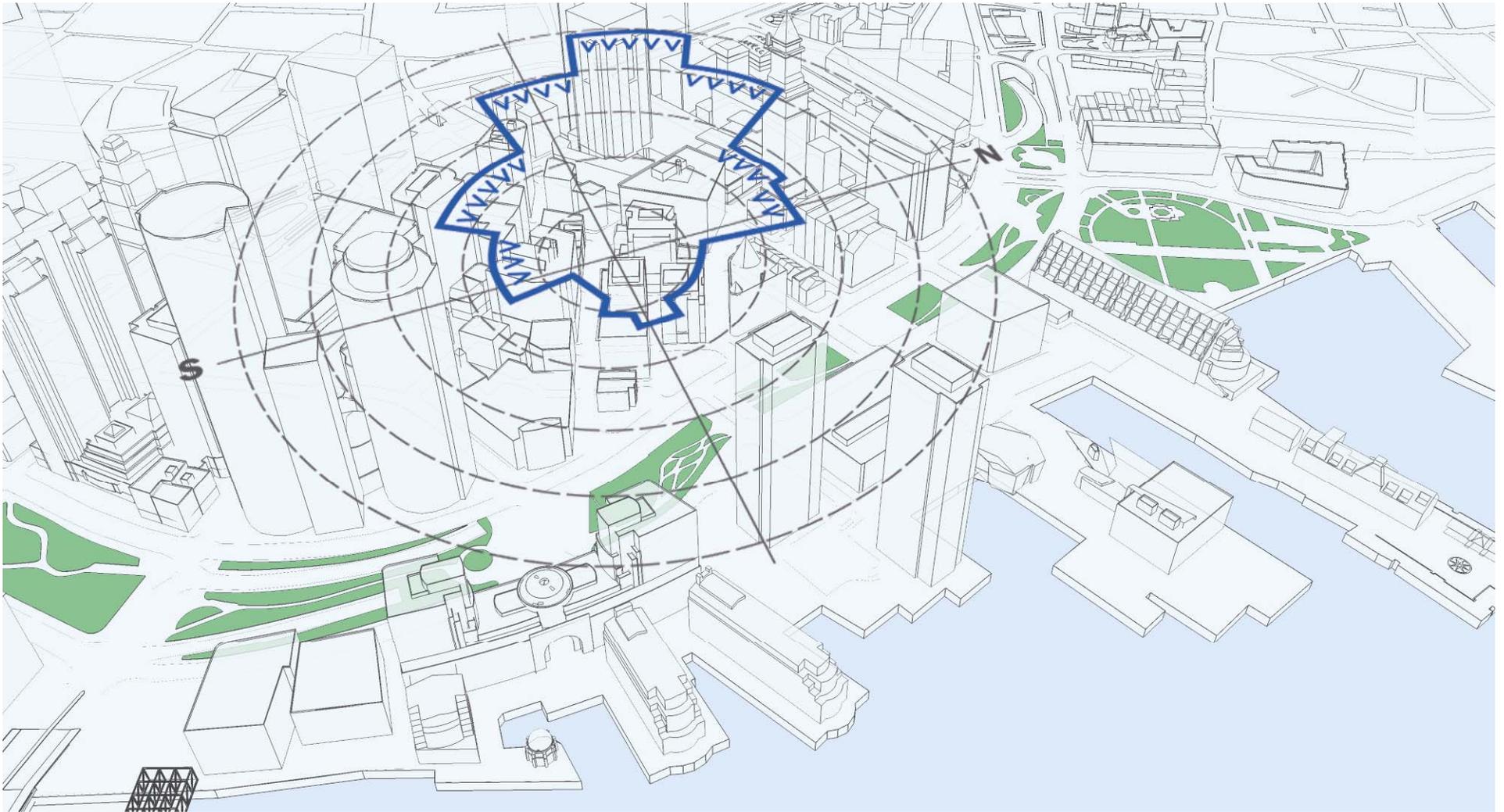


## Population and Use Analysis Development Scenario 2



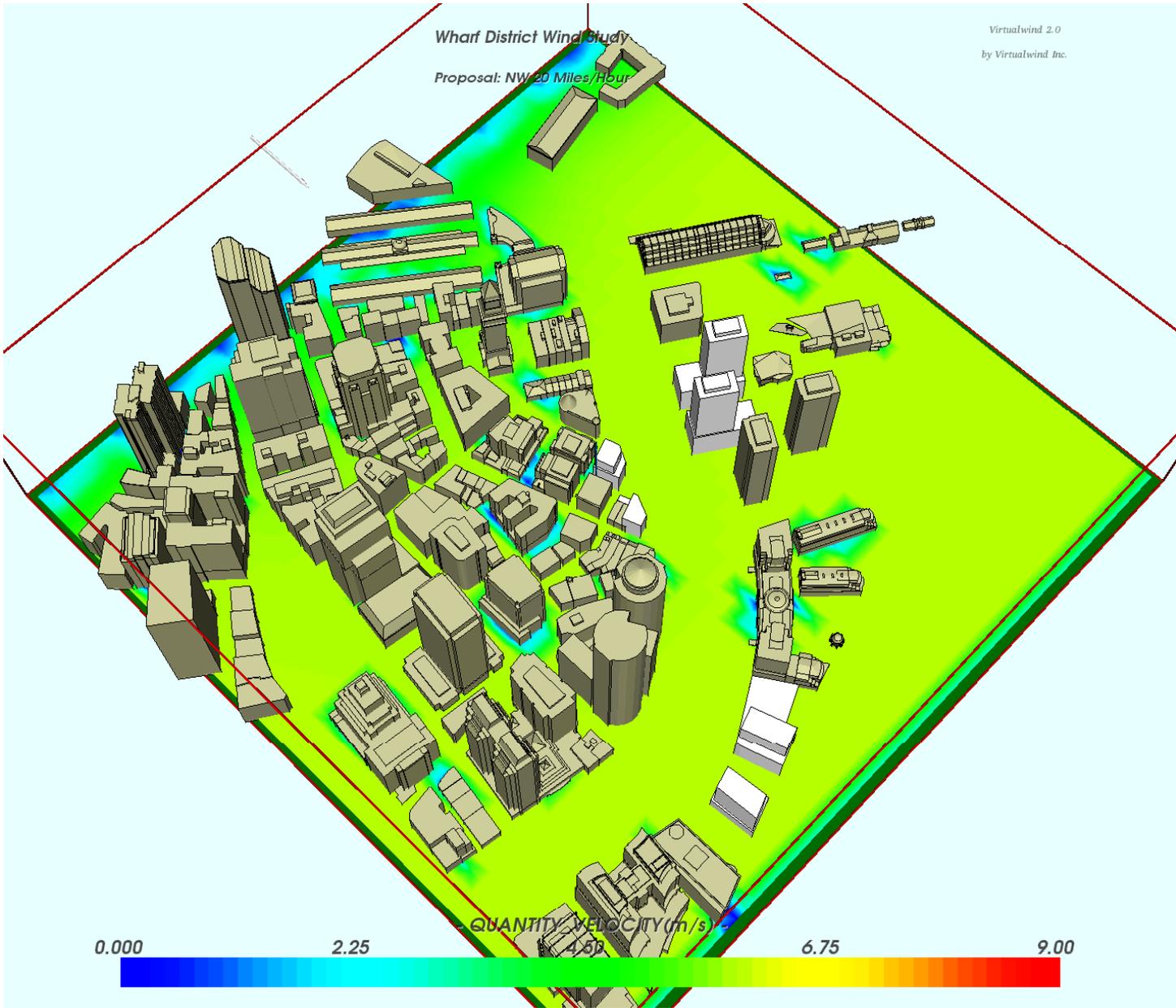
# Environmental Analysis





**Winter: Directional Distribution of Wind**  
Environmental Character

# Wind Study



Net New Shadows  
**Scenario 1**

March/  
September  
**21**

**10:00am**  

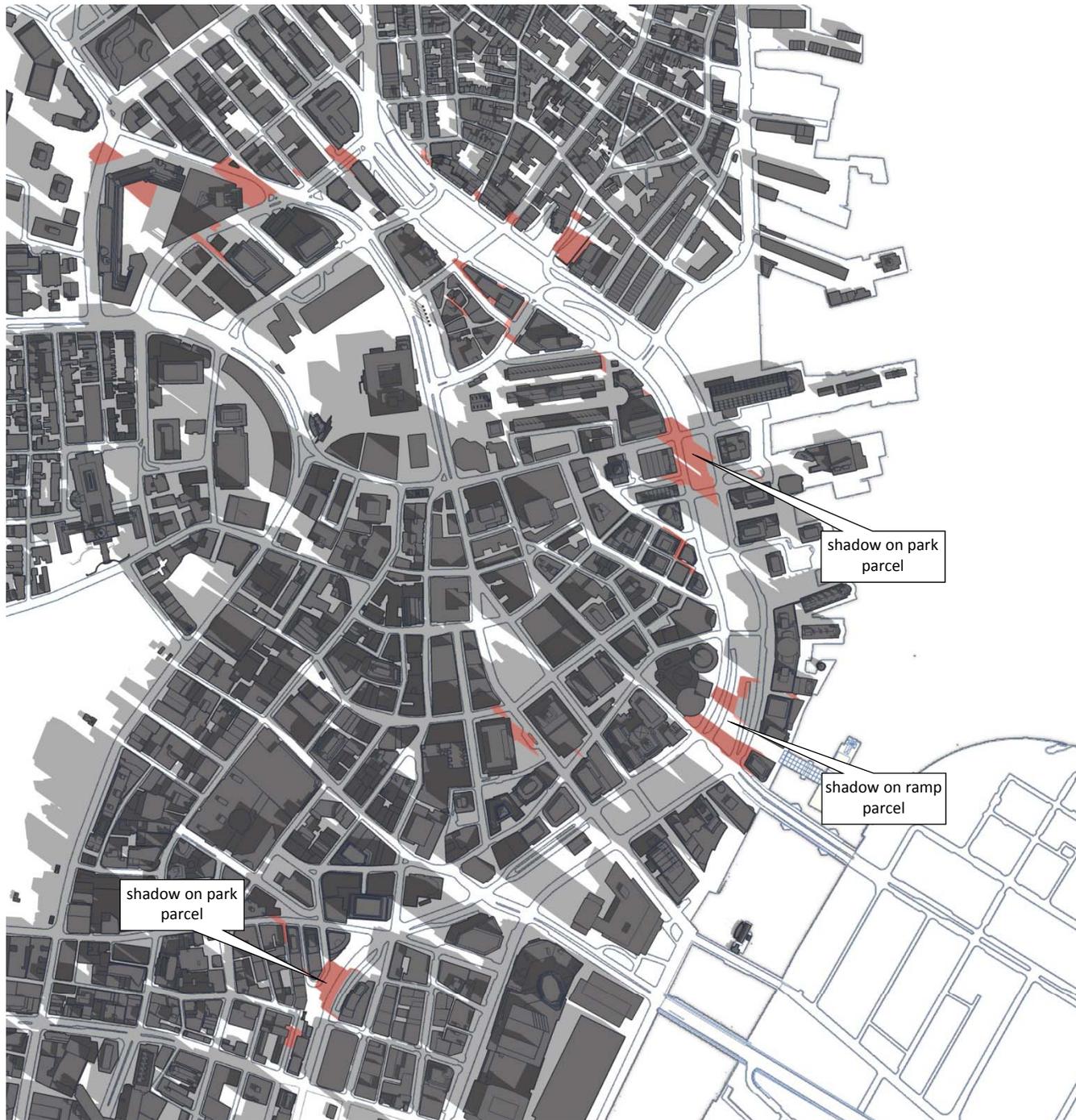



shadow on ramp  
parcel

# Net New Shadows Scenario 2

March/  
September  
21

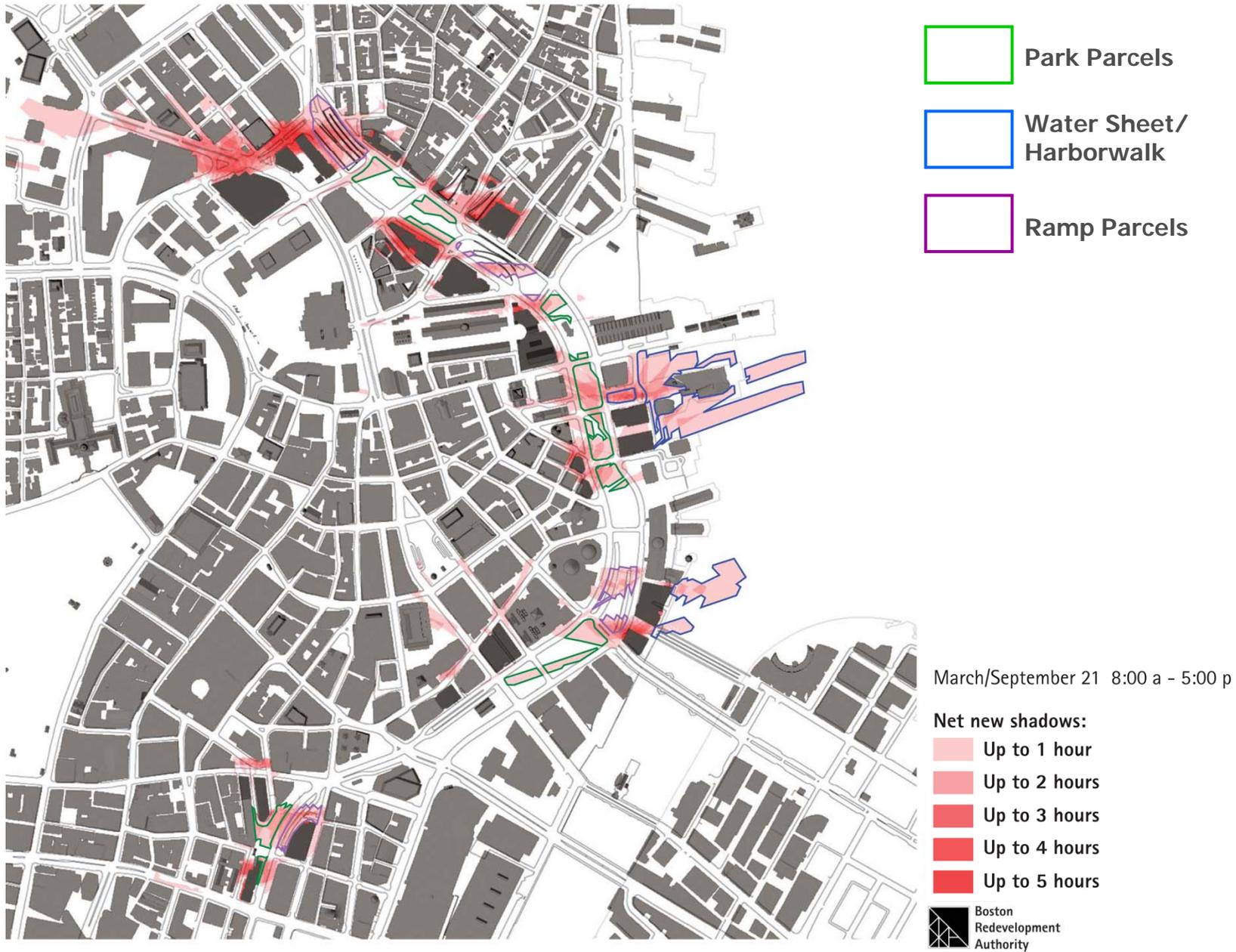
10:00am



shadow on park  
parcel

shadow on ramp  
parcel

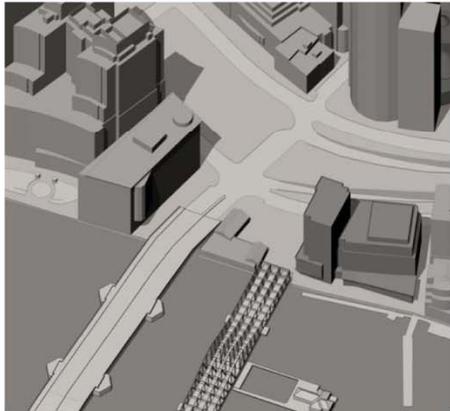
shadow on park  
parcel



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

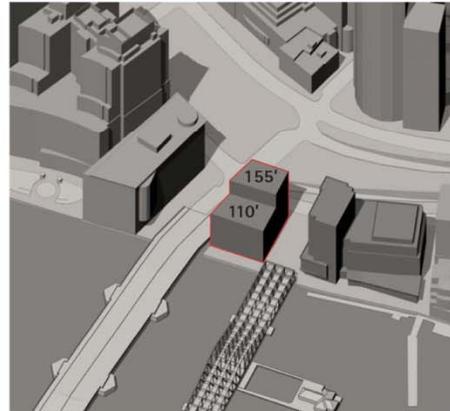
Existing

15'



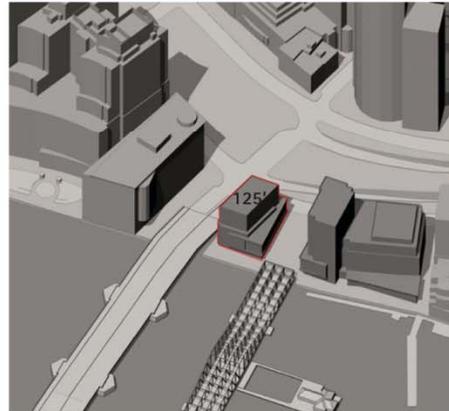
Current Zoning

110'/155'



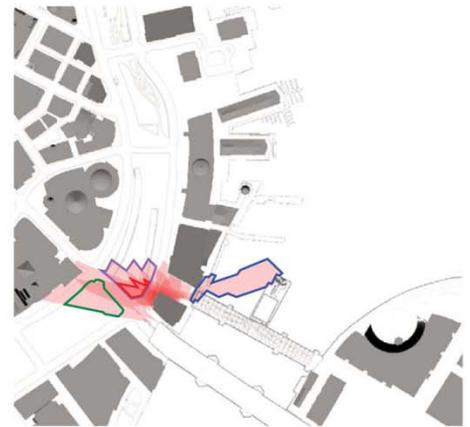
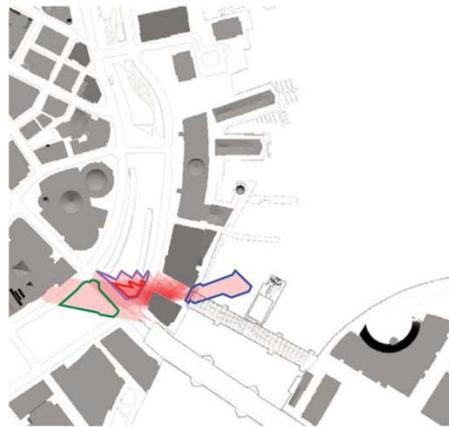
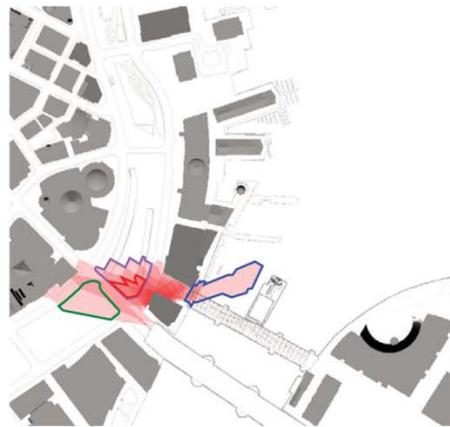
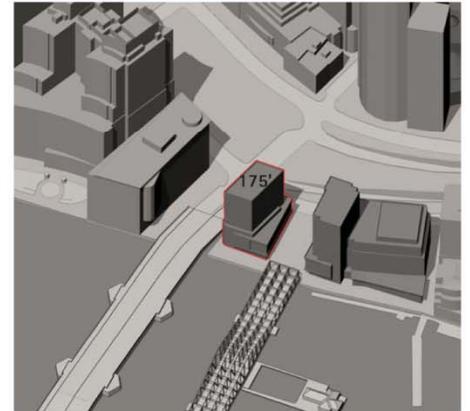
Scenario 1

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*

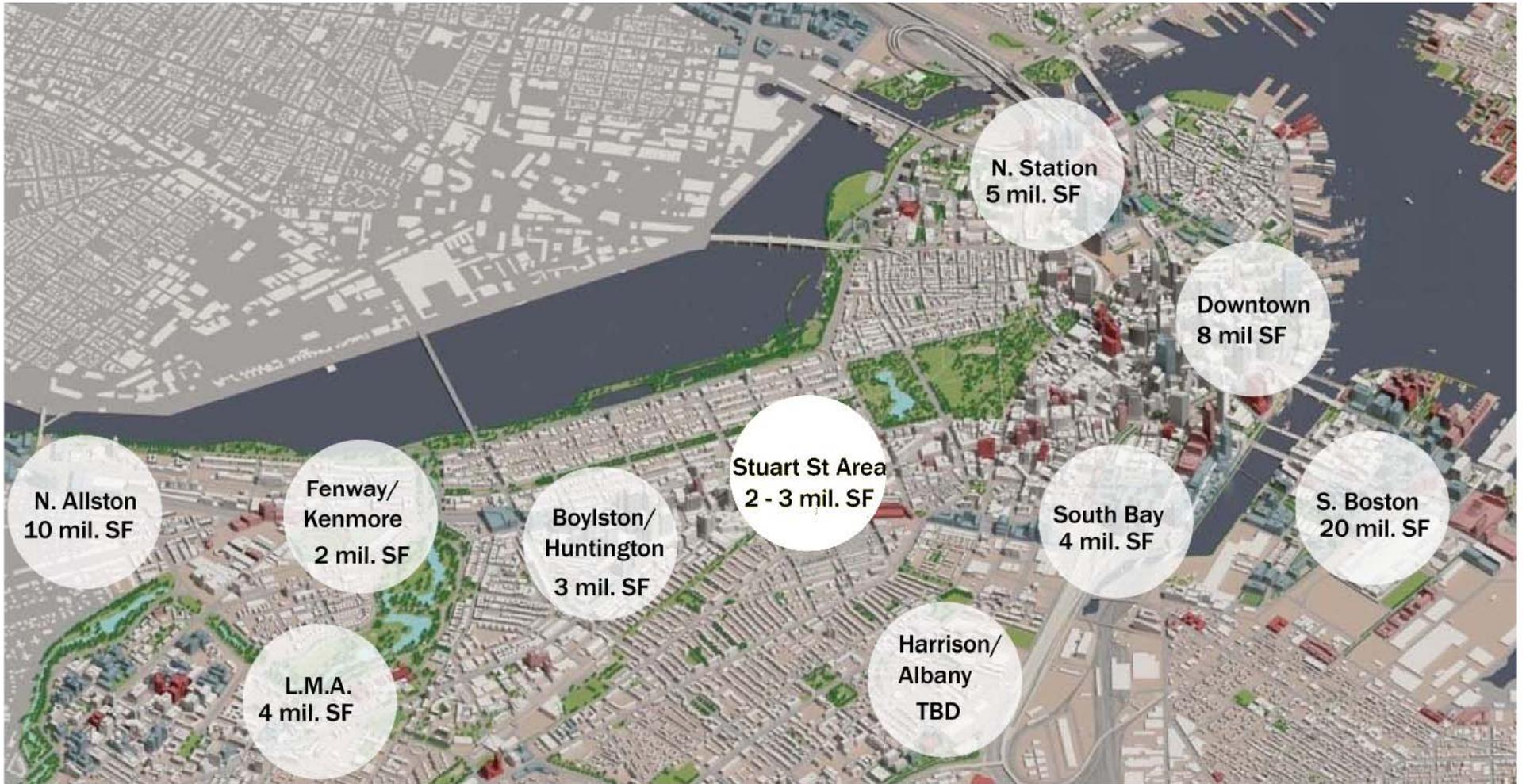
# Reorientation of development to capture value takes time.



*Embarcadero, San Francisco*

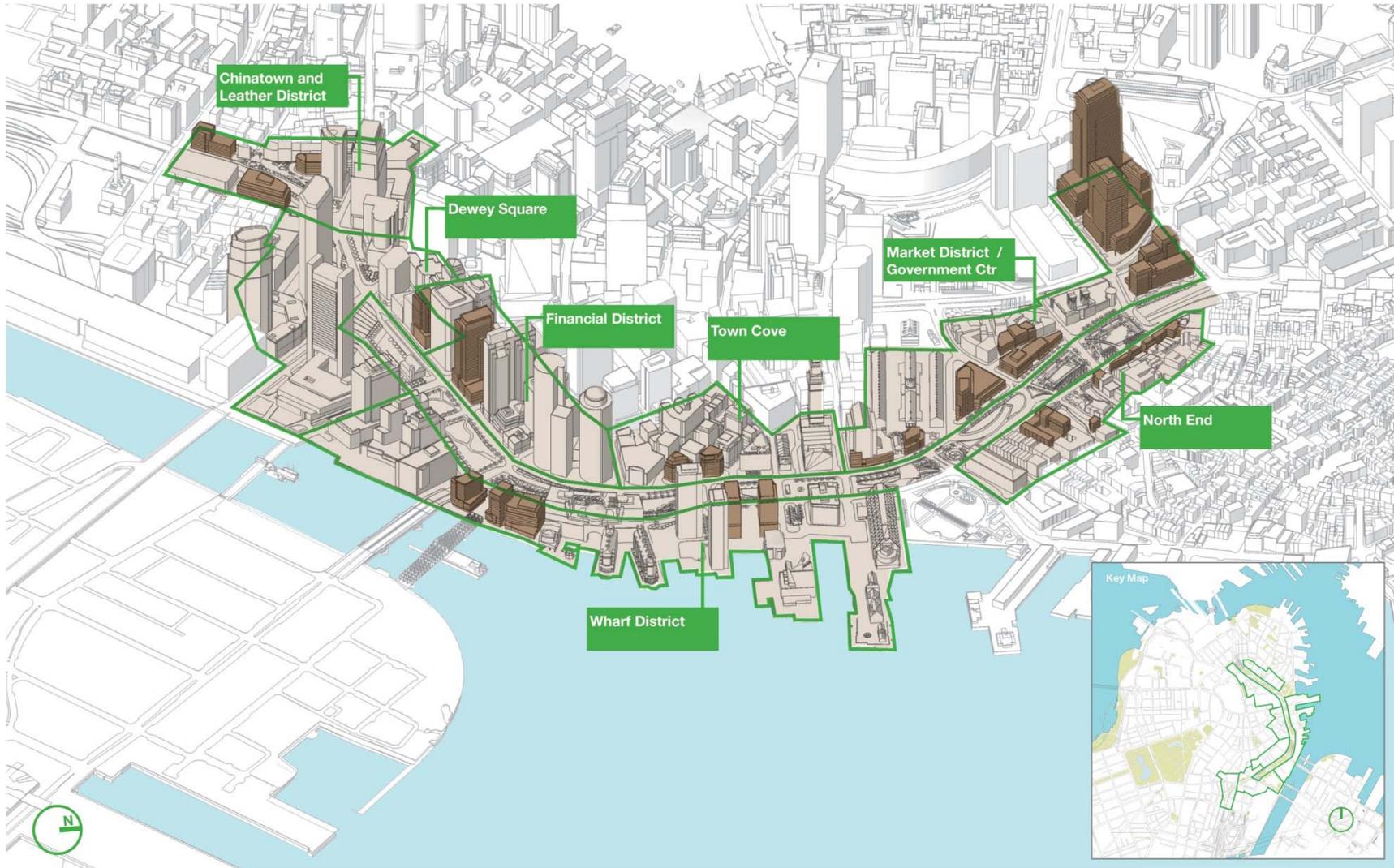


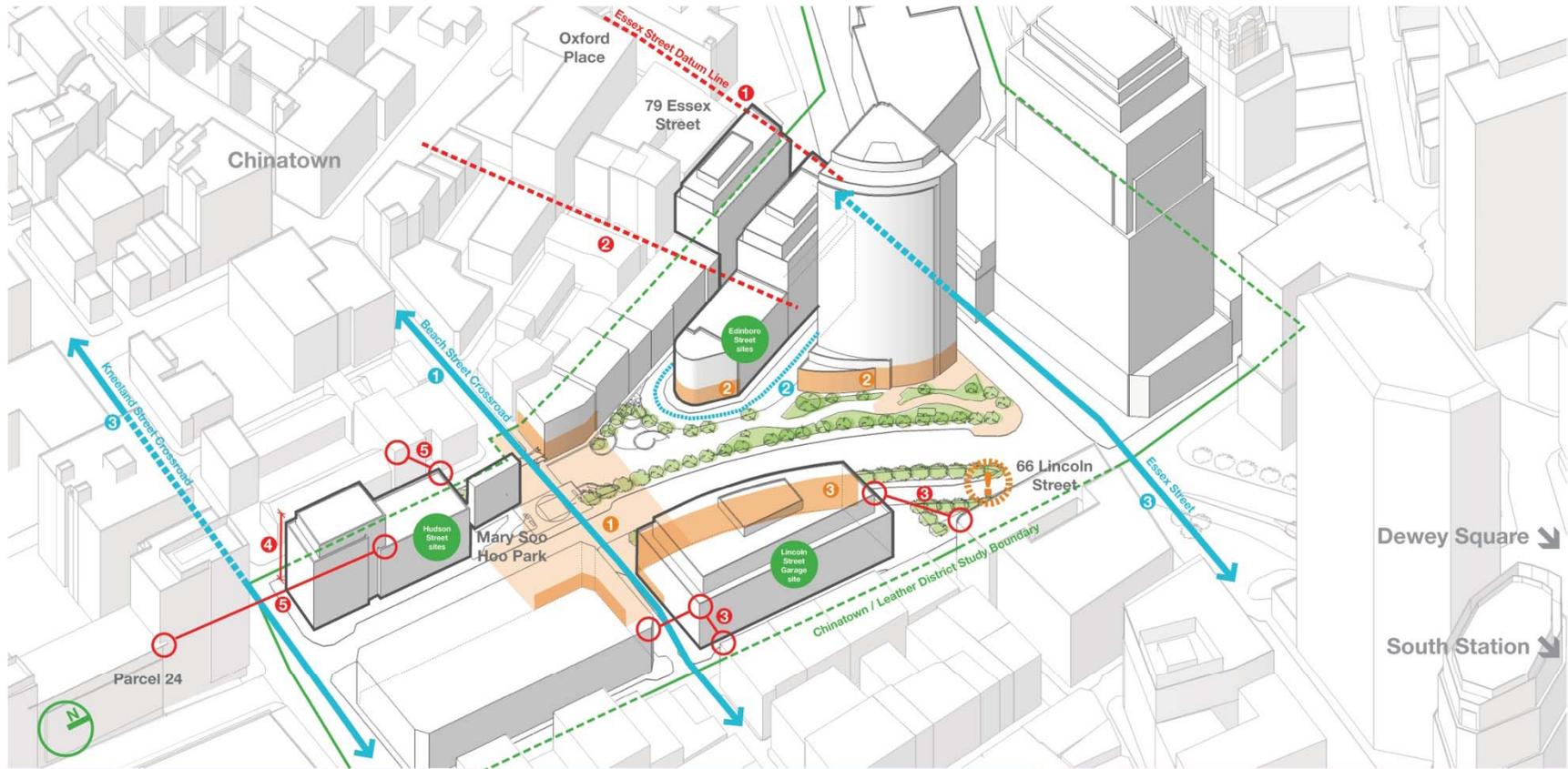
*Ferry Building Marketplace, San Francisco*



**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.

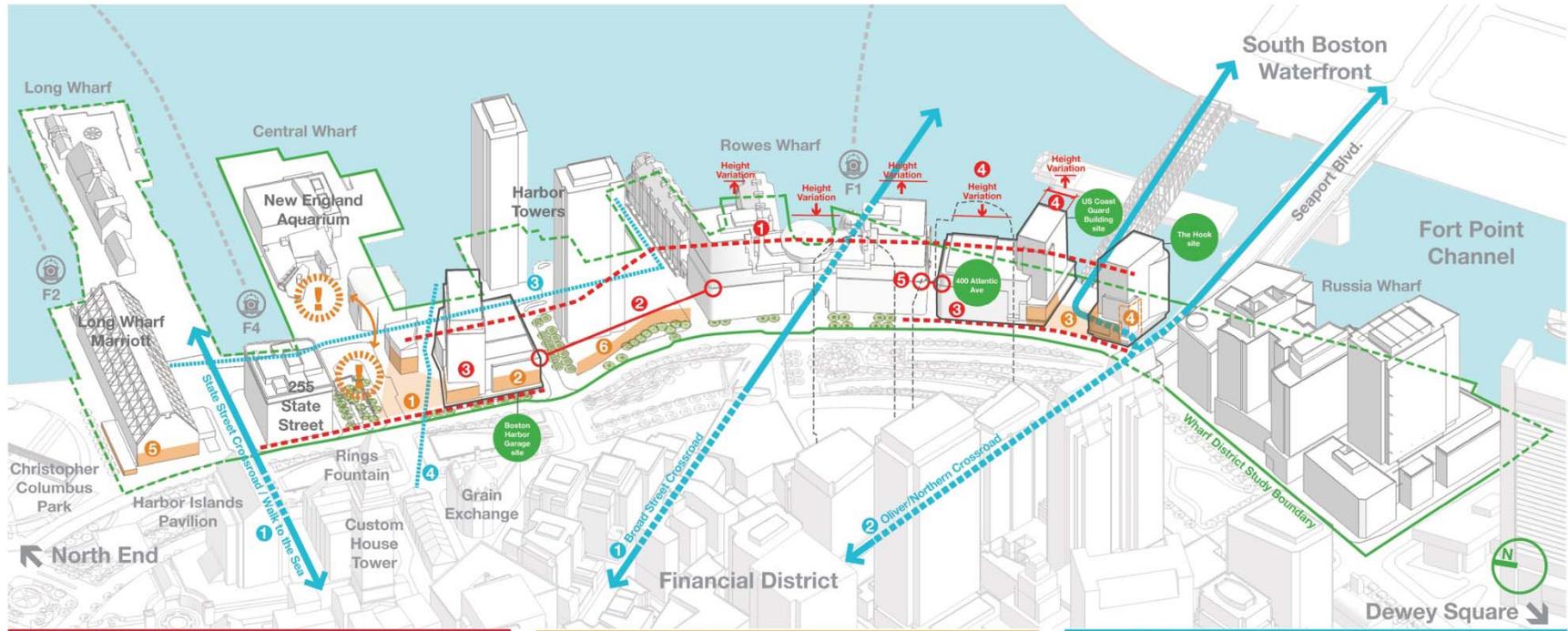
**Connectivity**

- 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





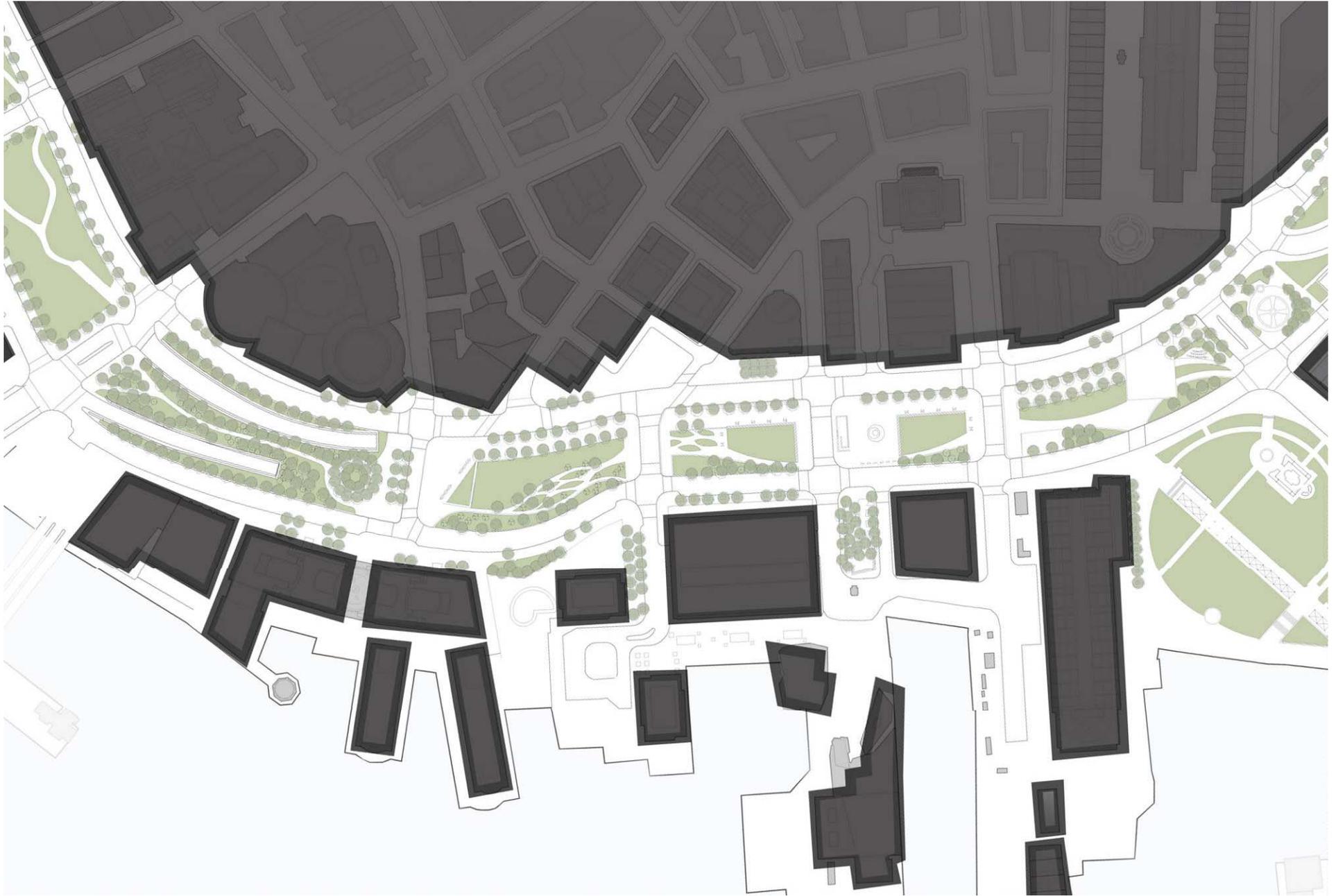
## City Fabric vs Waterfront Chads





## A Greenway Runs Through It





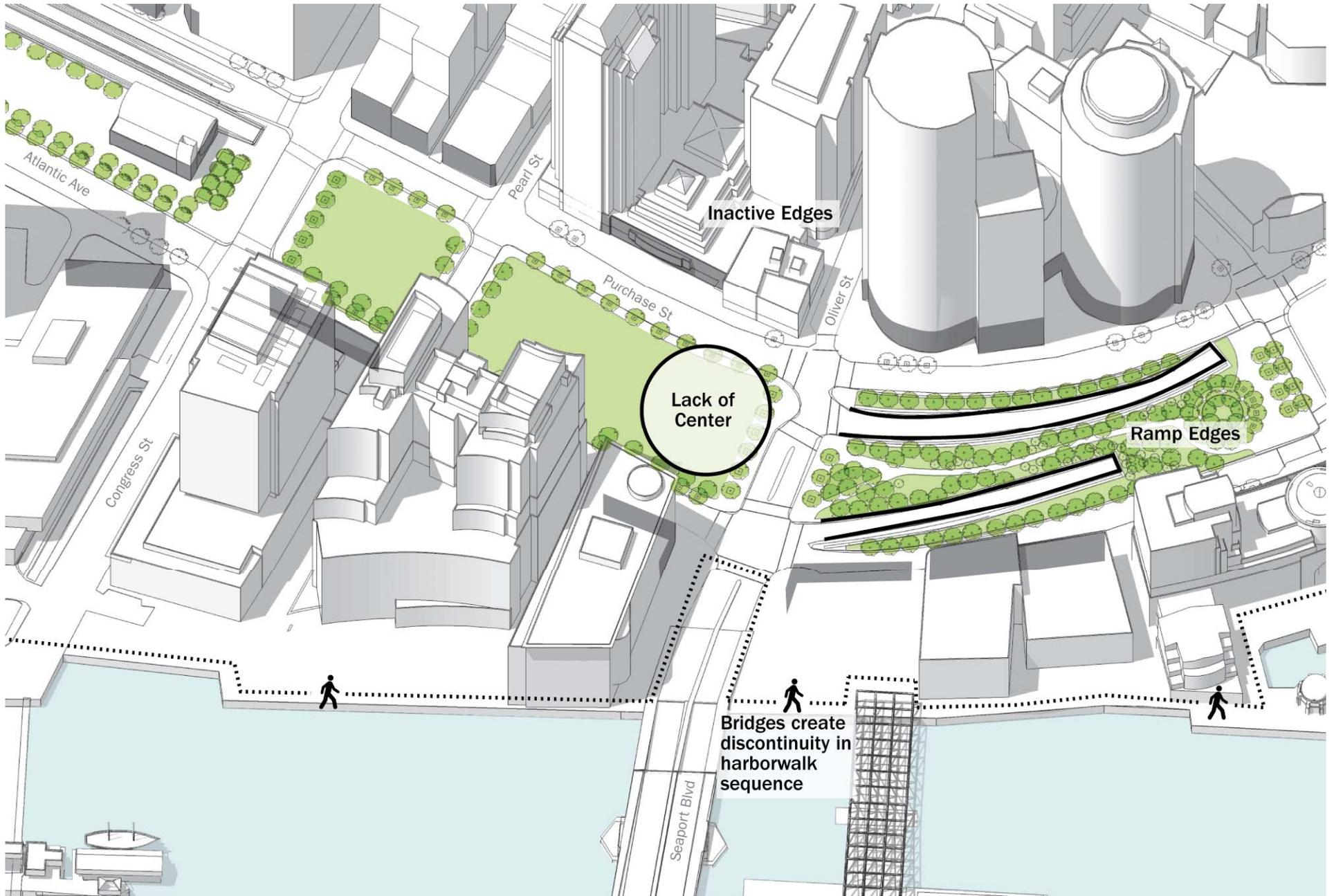
**City Fabric vs Waterfront Chads**  
Overall Character



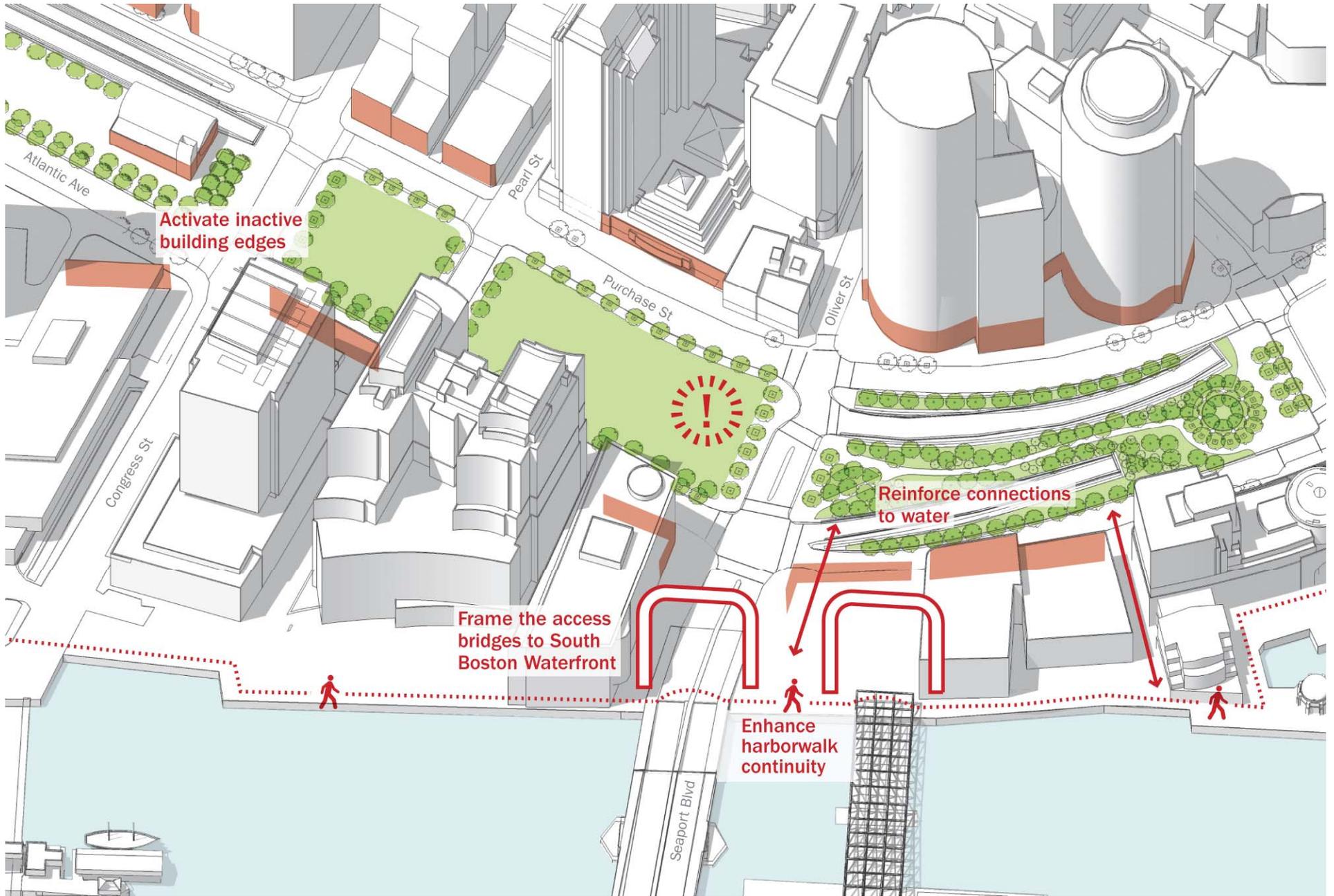
**Porosity of Urban Fabric**  
Overall Character



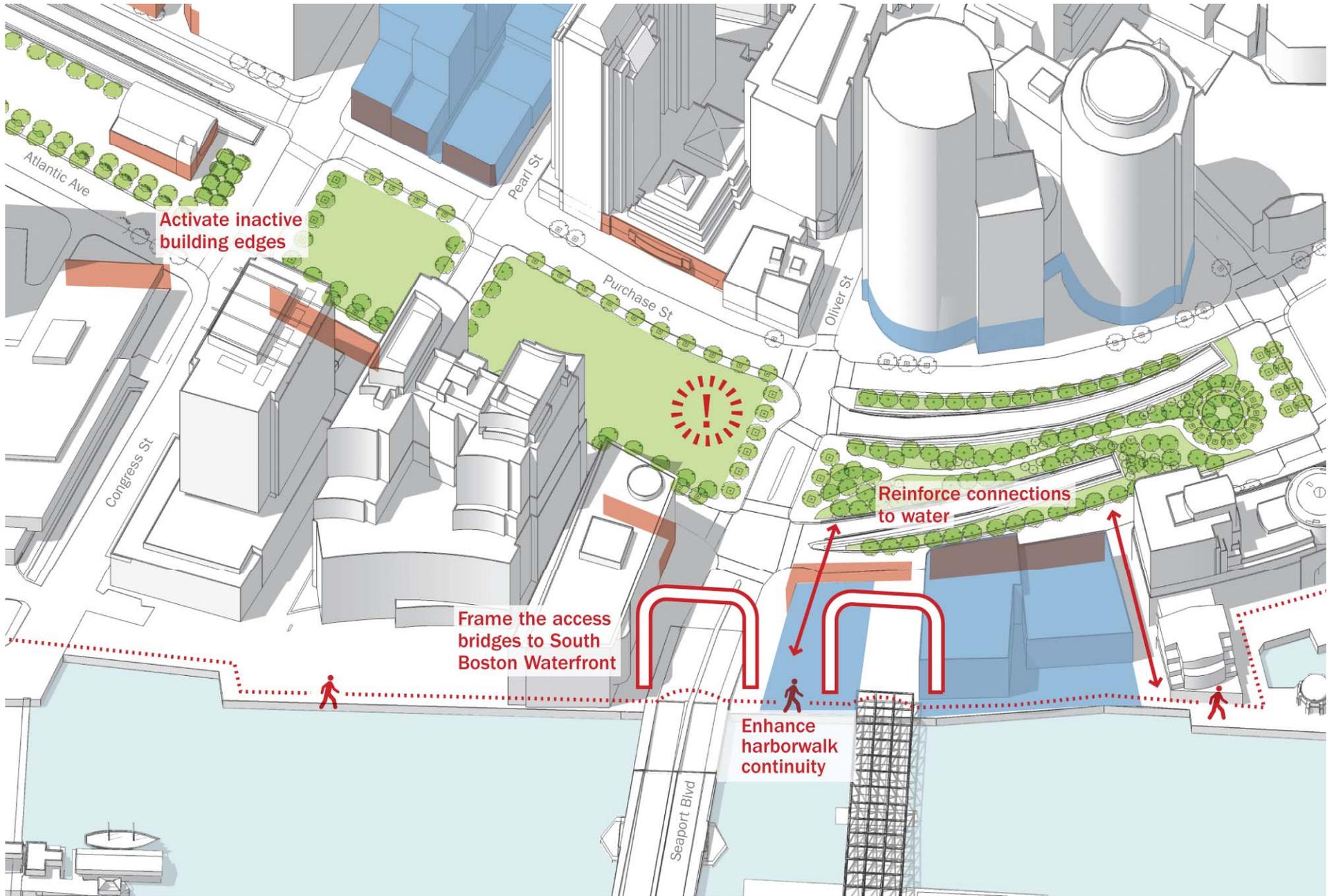
**Porosity of Waterfront Fabric**  
Overall Character



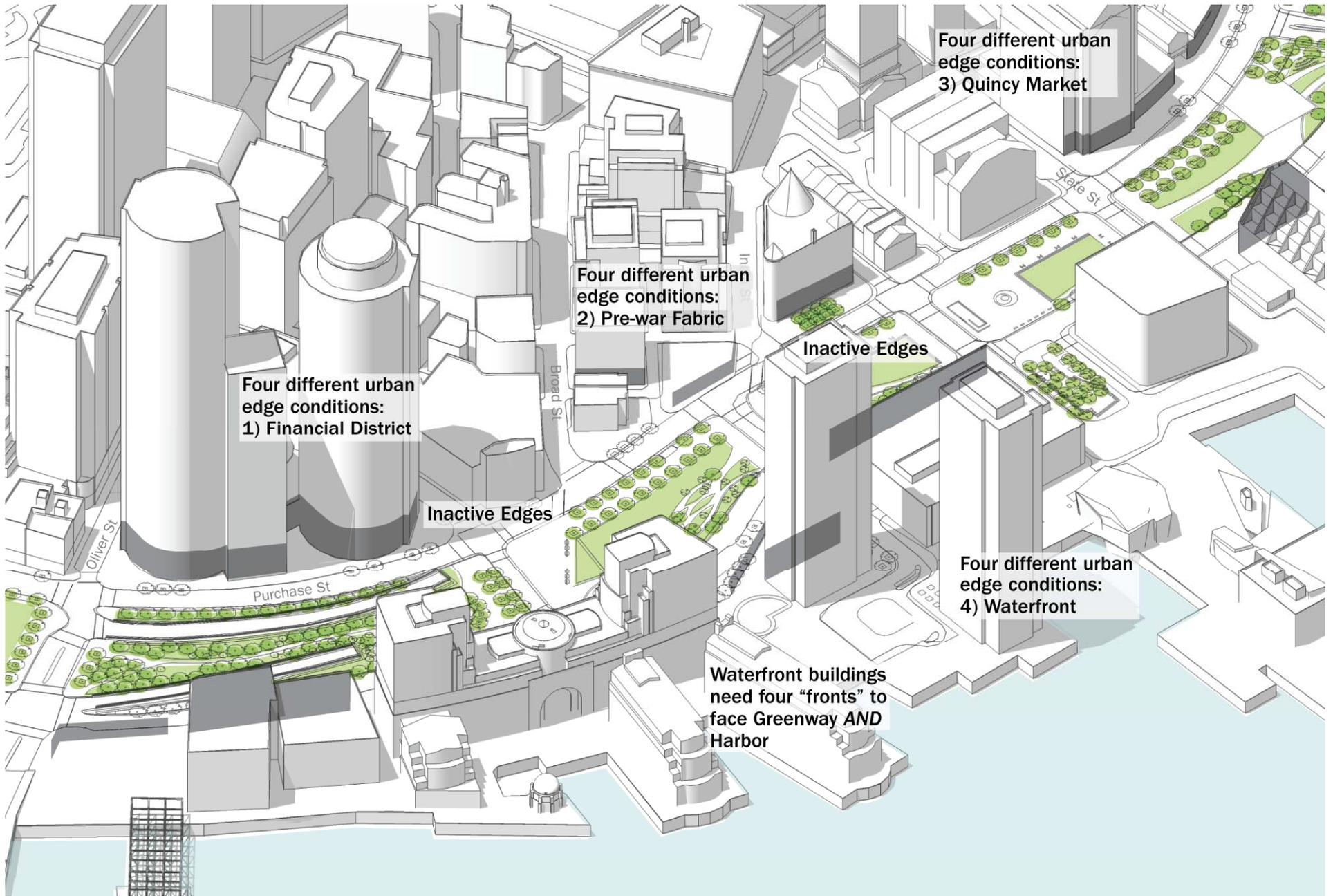
**Financial District Area: Challenges**



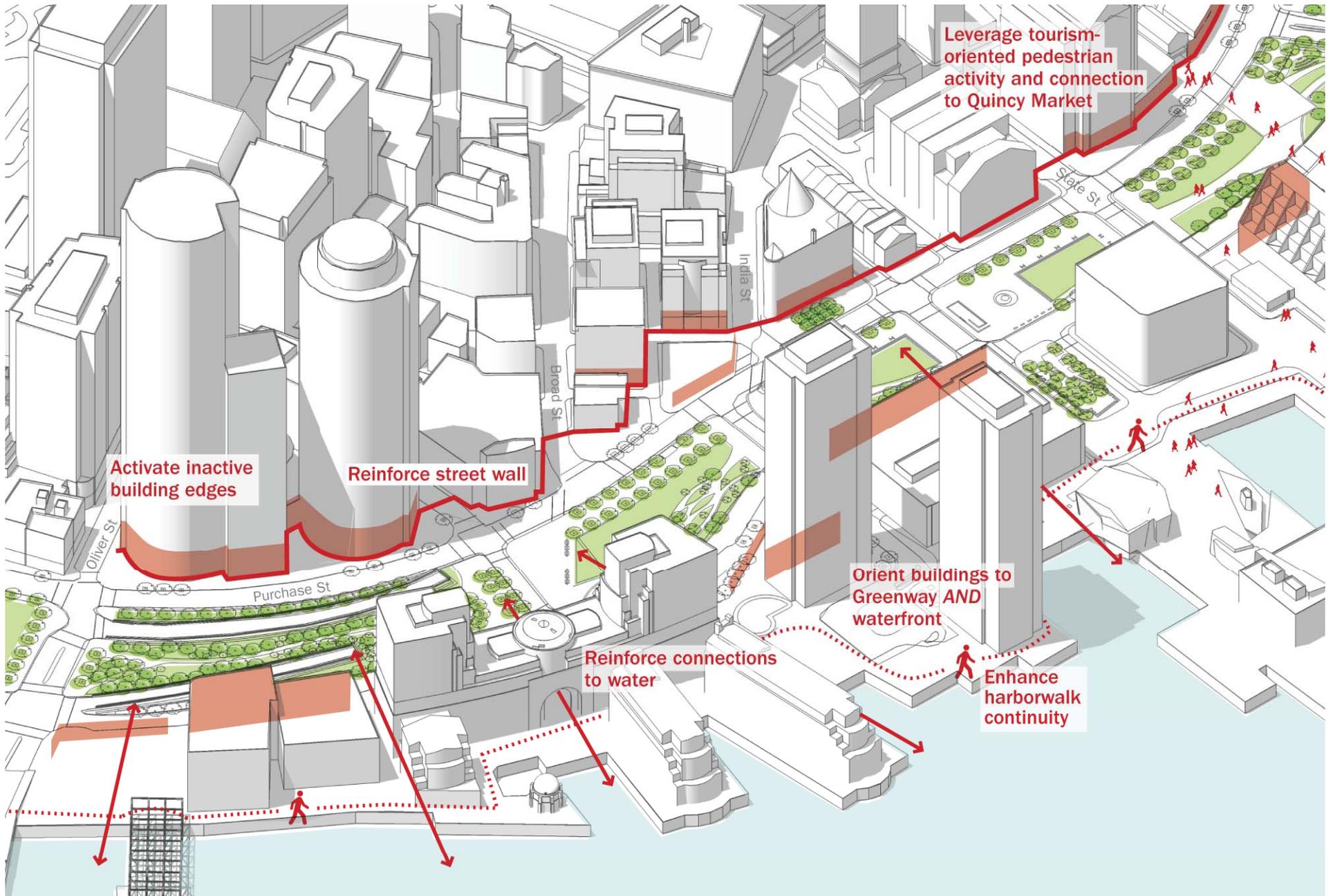
**Financial District Area: Opportunities**



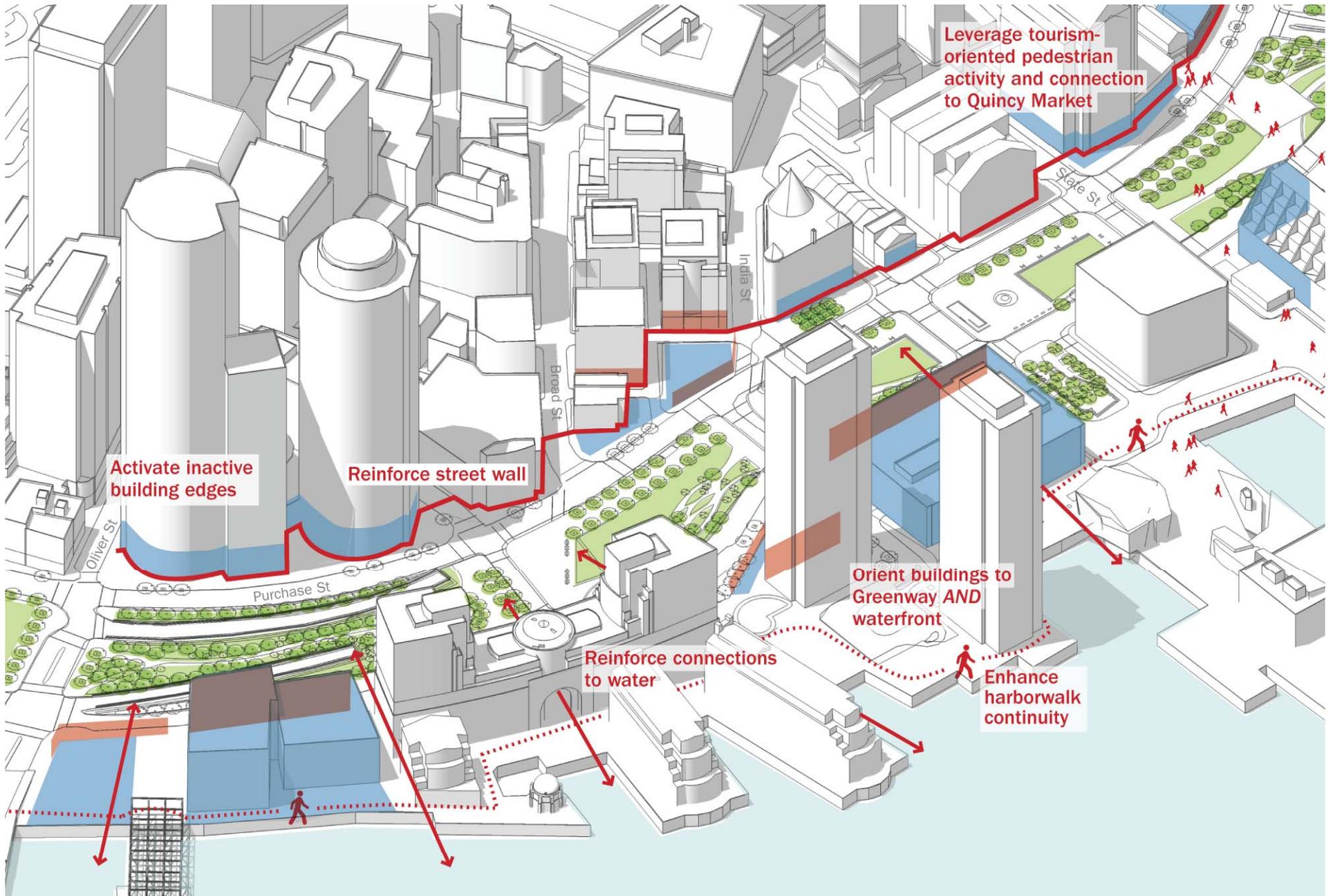
**Financial District Area: Potential Investment Sites**



**Wharf District Area: Challenges**



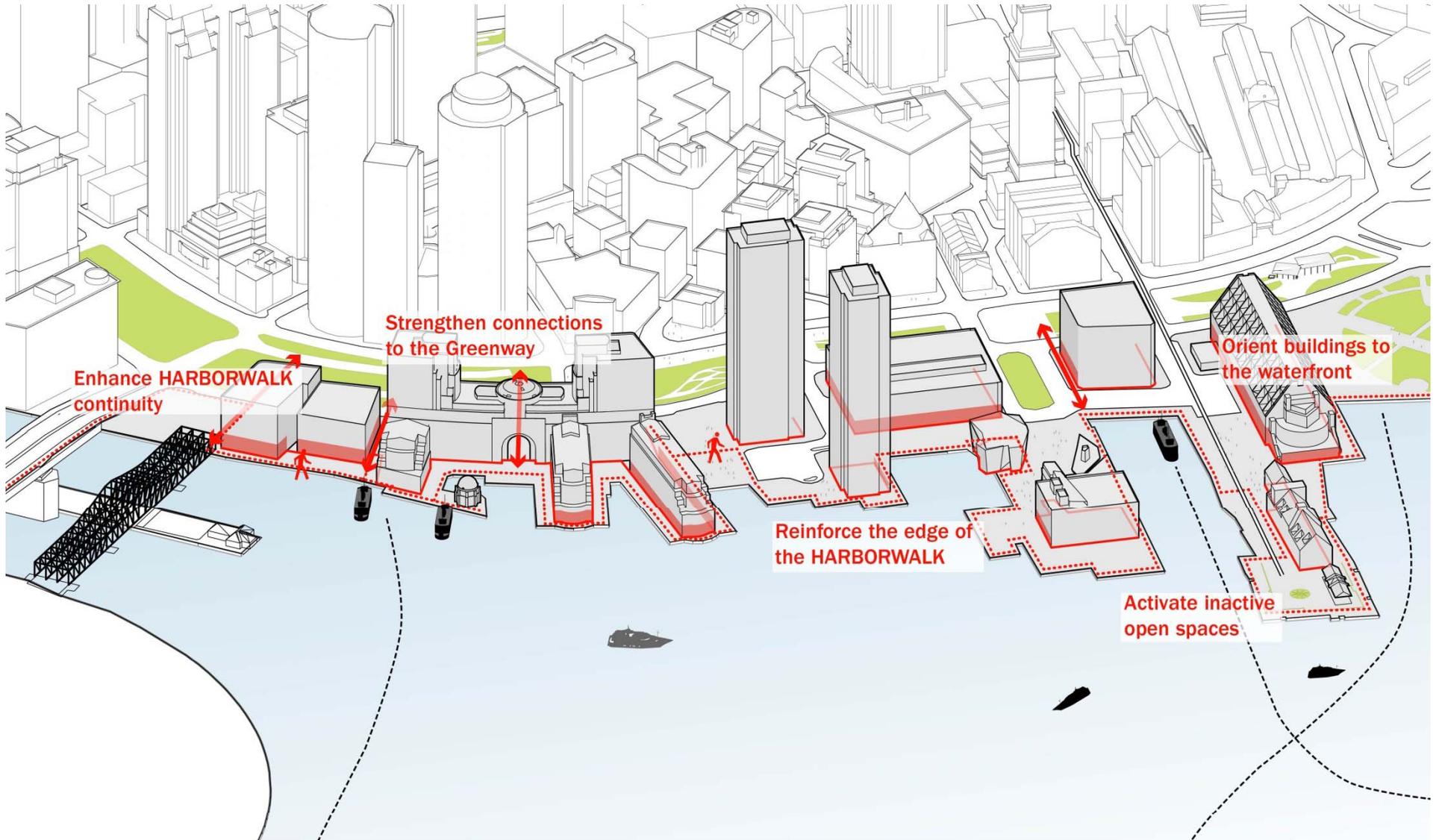
**Wharf District Area: Opportunities**



**Wharf District Area: Potential Investment Sites**



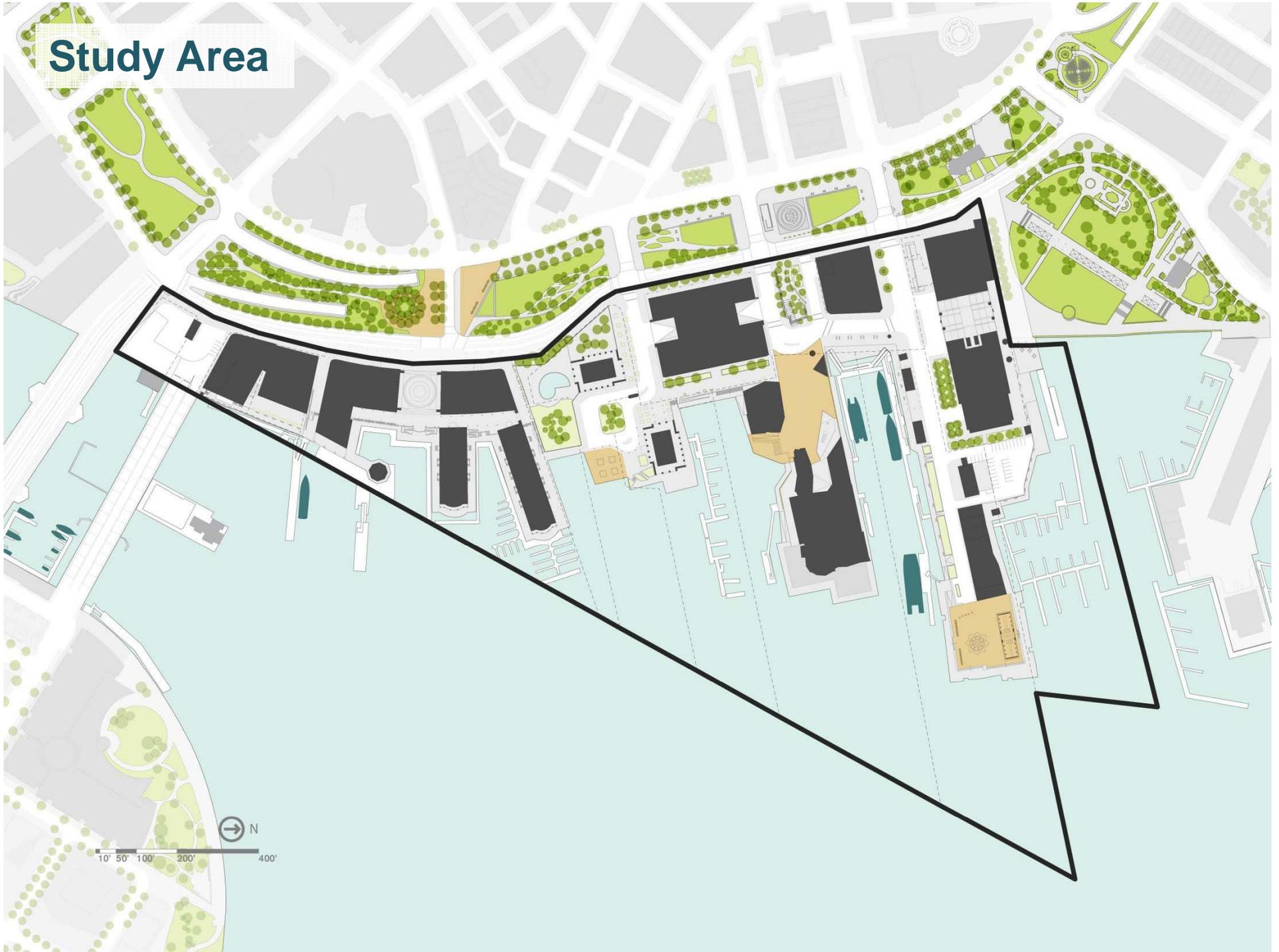
**Downtown Waterfront: Challenges**



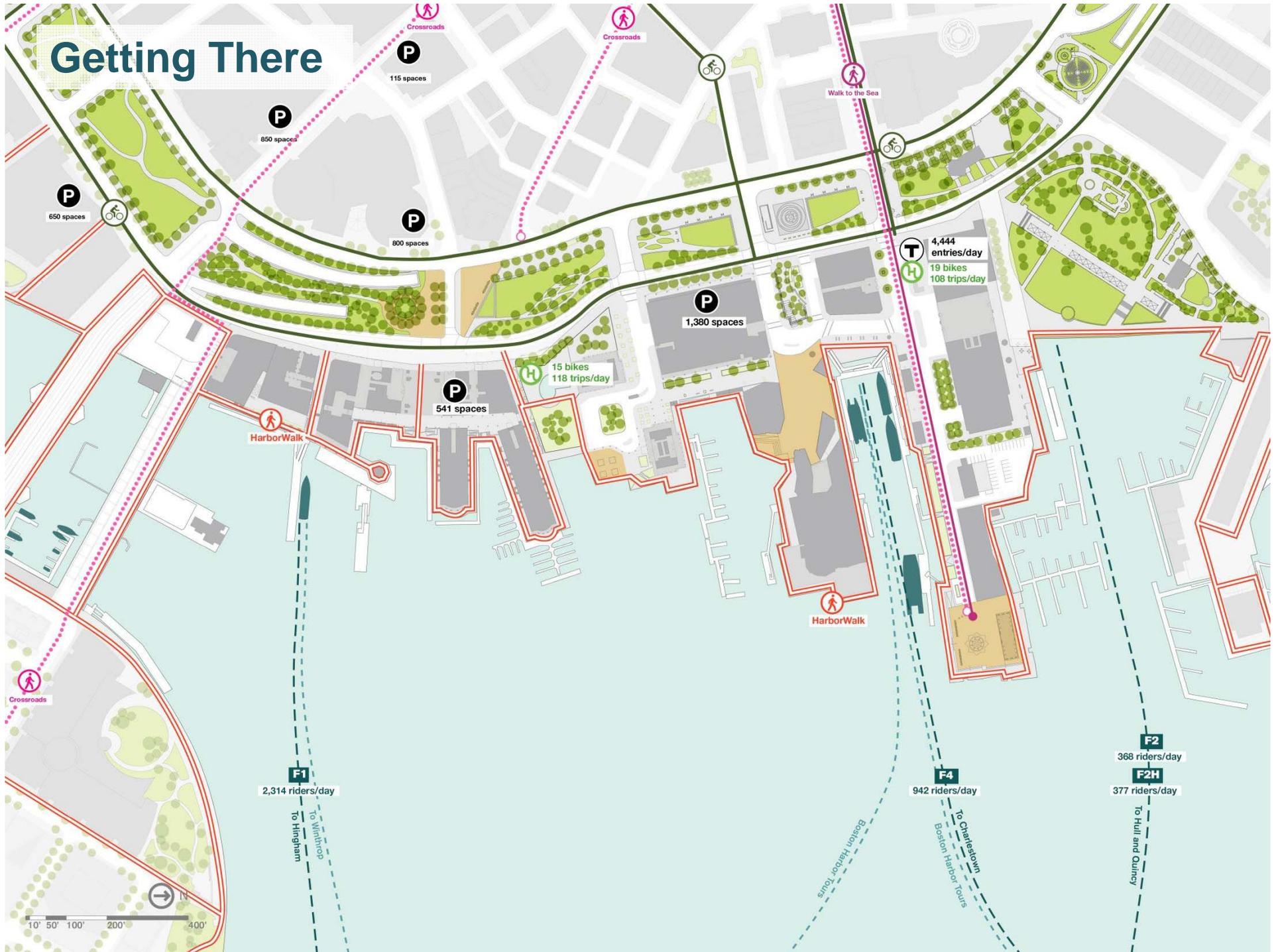
**Downtown Waterfront: Opportunities**



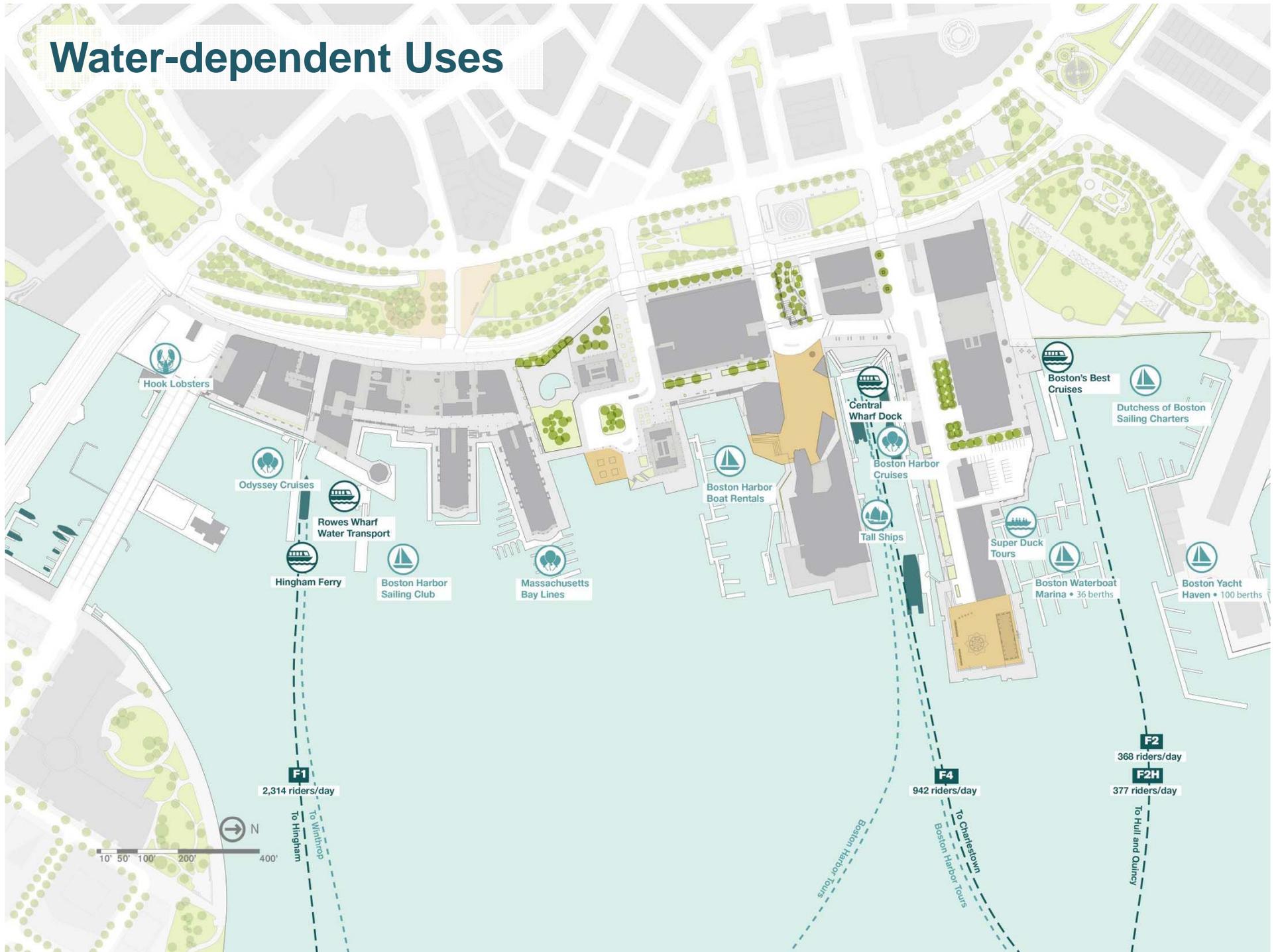
# Study Area



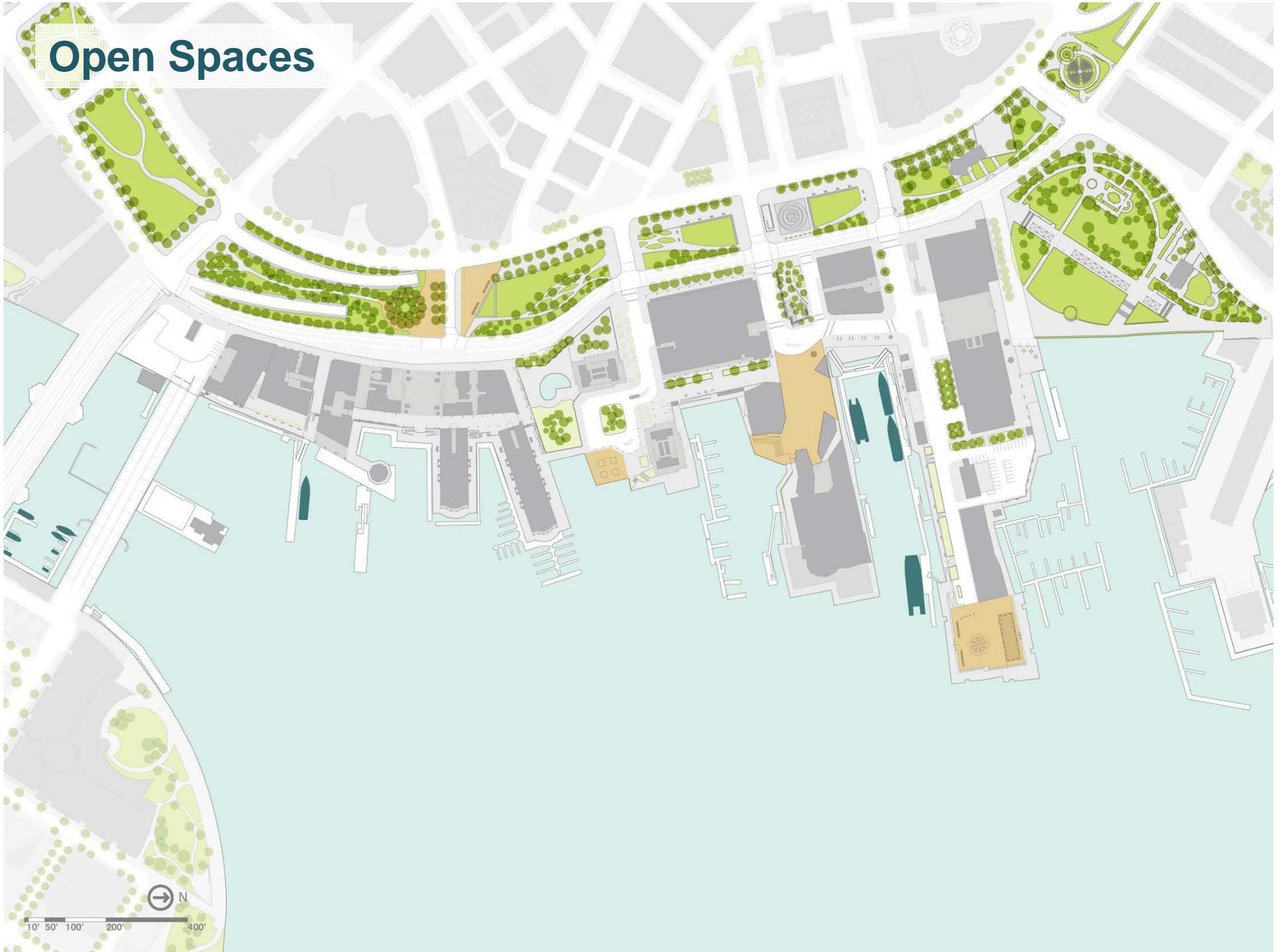
# Getting There



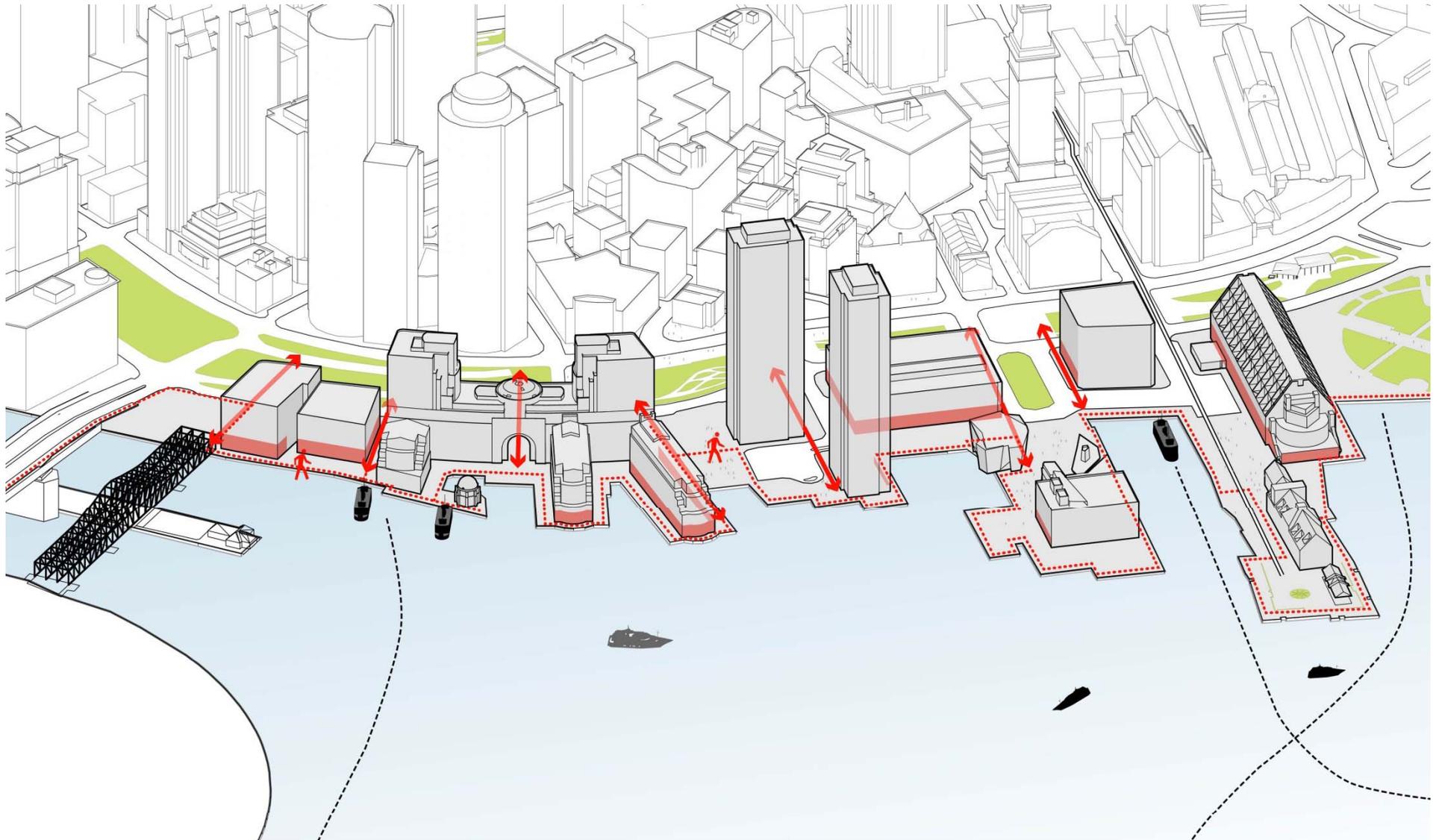
# Water-dependent Uses



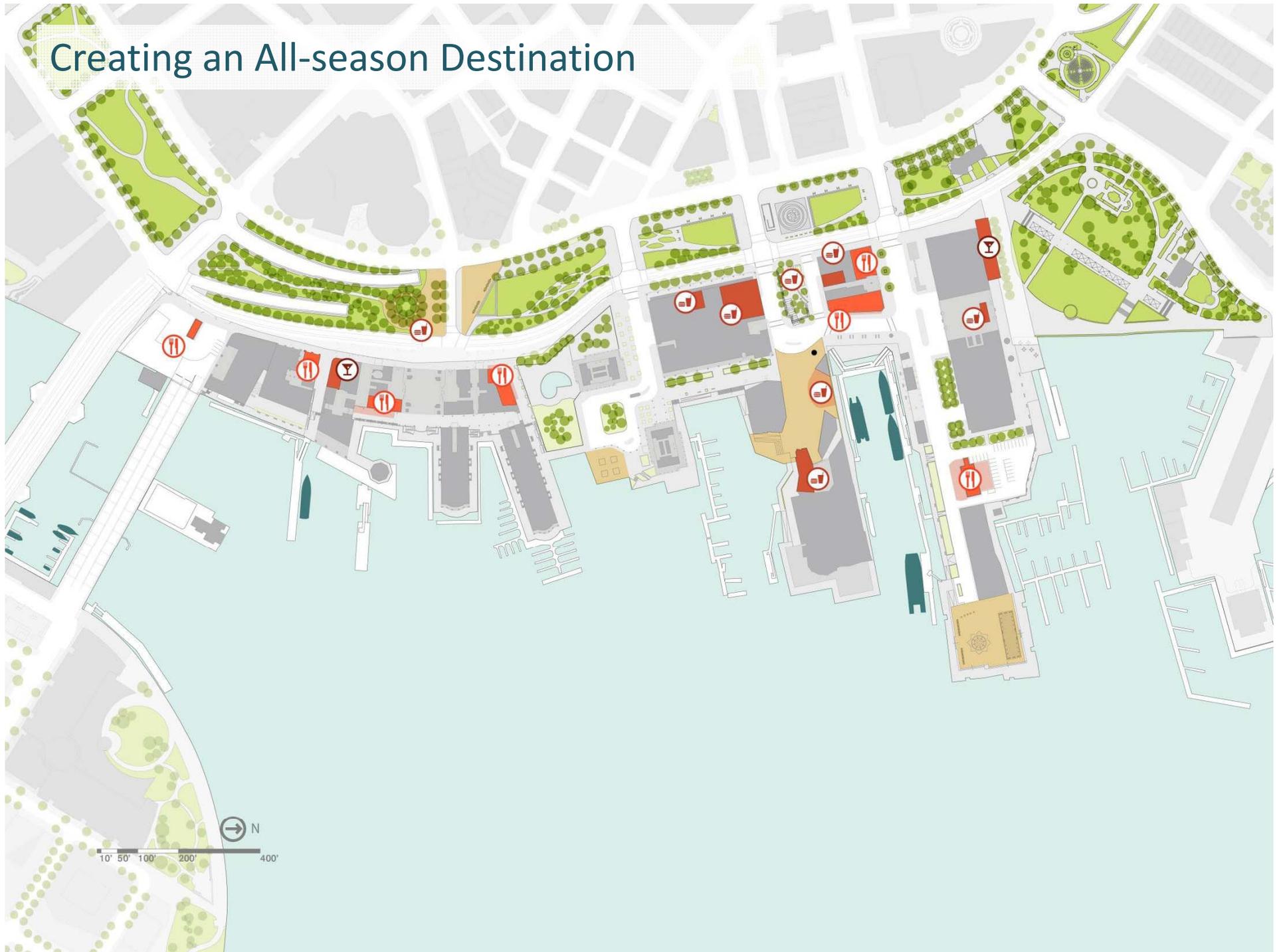
# Open Spaces



# Connecting to the Greenway

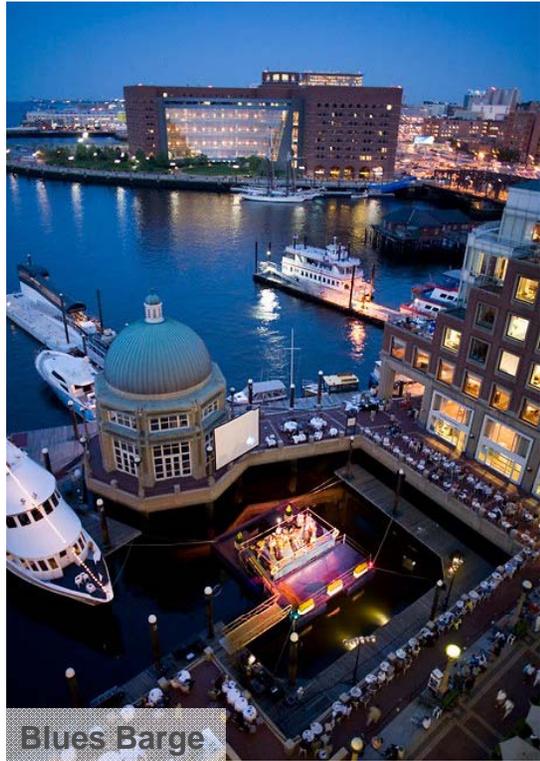


# Creating an All-season Destination





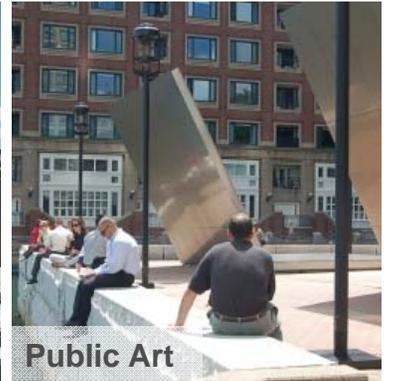
Aquarium



Blues Barge



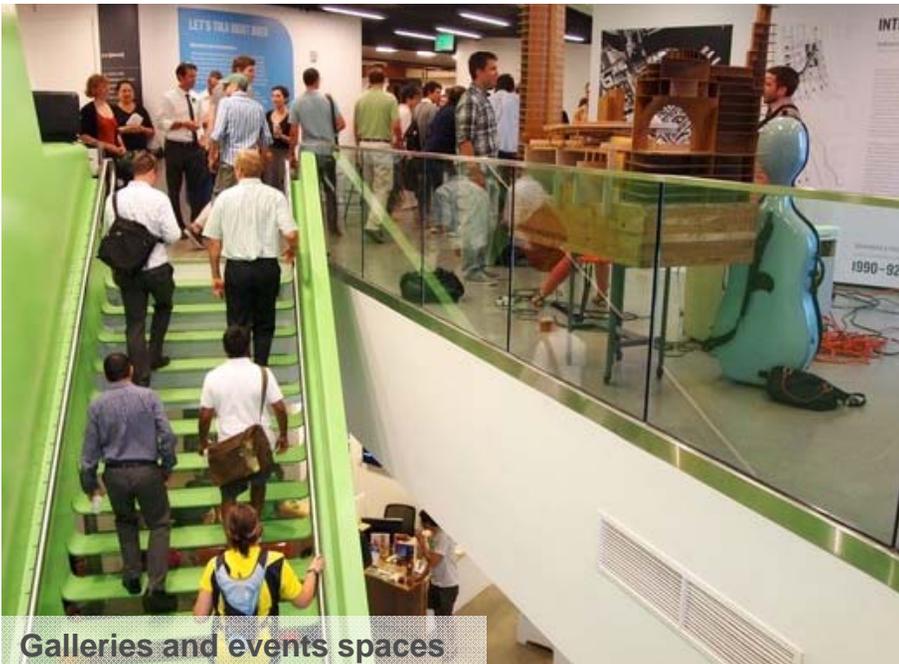
Ferries



Public Art



Harbor Islands



Galleries and events spaces



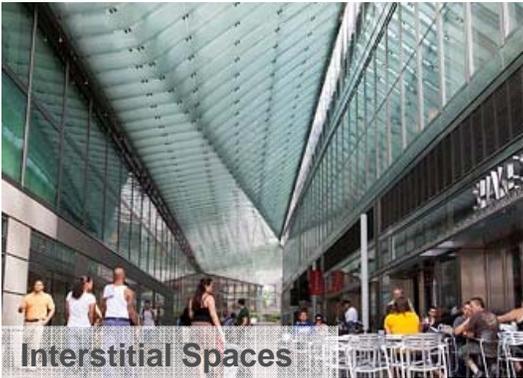
Outdoor seating



Public Art



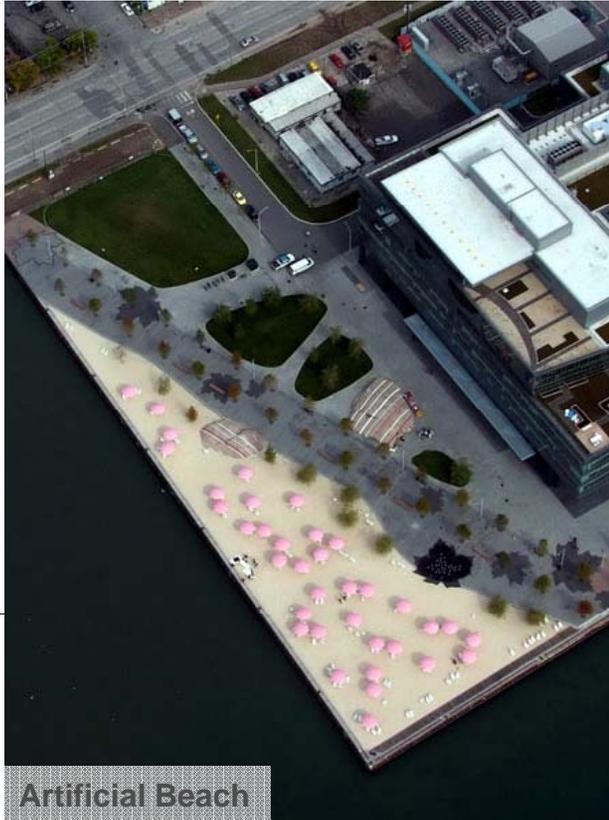
Public Art



Interstitial Spaces



Park



Artificial Beach



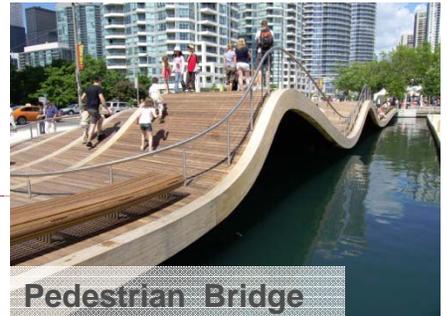
Seating



Barge Pool



Canopies



Pedestrian Bridge



Wayfinding



Supergraphics

SAVE THE DATES

# Downtown Waterfront and Greenway District Zoning Planning Initiative

#boswaterfront | #planbos | @bostonredevelop



"Being close to the sea heightens our sense of possibility. We look out at the ocean, awed, and are reminded that our activity on land must reflect it. We too, must be in a constant state of renewal, wave after wave."

— Thomas M. Menino, Mayor (2011 Chamber of Commerce Speech)

The planning effort will build upon the Boston Redevelopment Authority's 2010 Greenway District planning study and develop a new Municipal Harbor Plan for the Downtown Waterfront and zoning recommendations for the Greenway District.

Please join the Boston Redevelopment Authority and their consultant Utile Inc. to learn more about the initiative and opportunities for participating in the planning process:

## PROJECT OVERVIEW

WEDNESDAY, MARCH 13<sup>TH</sup>

6:30 p.m. — 8:00 p.m.

New England Aquarium IMAX Theater, 1 Central Wharf

## PLANNING AREA WALKING TOURS

THURSDAY, MARCH 14<sup>TH</sup>

10 a.m., 11:30 a.m., and 1:00 p.m.

Starting at Christopher Columbus Park, North End

## WATERFRONT ACTIVATION AND PUBLIC REALM VISIONING CHARRETTE

FRIDAY, MARCH 15<sup>TH</sup>

8:00 a.m. to 11 a.m.

Boston Harbor Hotel, the Atlantic Room, 70 Rowes Wharf

For translation and interpretation services please call no later than March 6, 2013.

## FOR MORE INFORMATION PLEASE CONTACT:

Chris Busch, Waterfront Planner

Boston Redevelopment Authority  
1 City Hall Plaza, 9th Floor, Boston, MA 02210  
617-918-4451, Chris.busch.bra@cityofboston.gov

