

Greenway Zoning Overview for Town Cove

MEETING
Thursday, August 8, 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

Lauren Shurtleff, Senior Planner

Consultant Team

Utile

Matthew Littell, Principal

Noble & Wickersham

Bennet Heart

Jay Wickersham

Durand & Anastas

Tom Skinner

Agenda

Introduction

Rich McGuinness, BRA

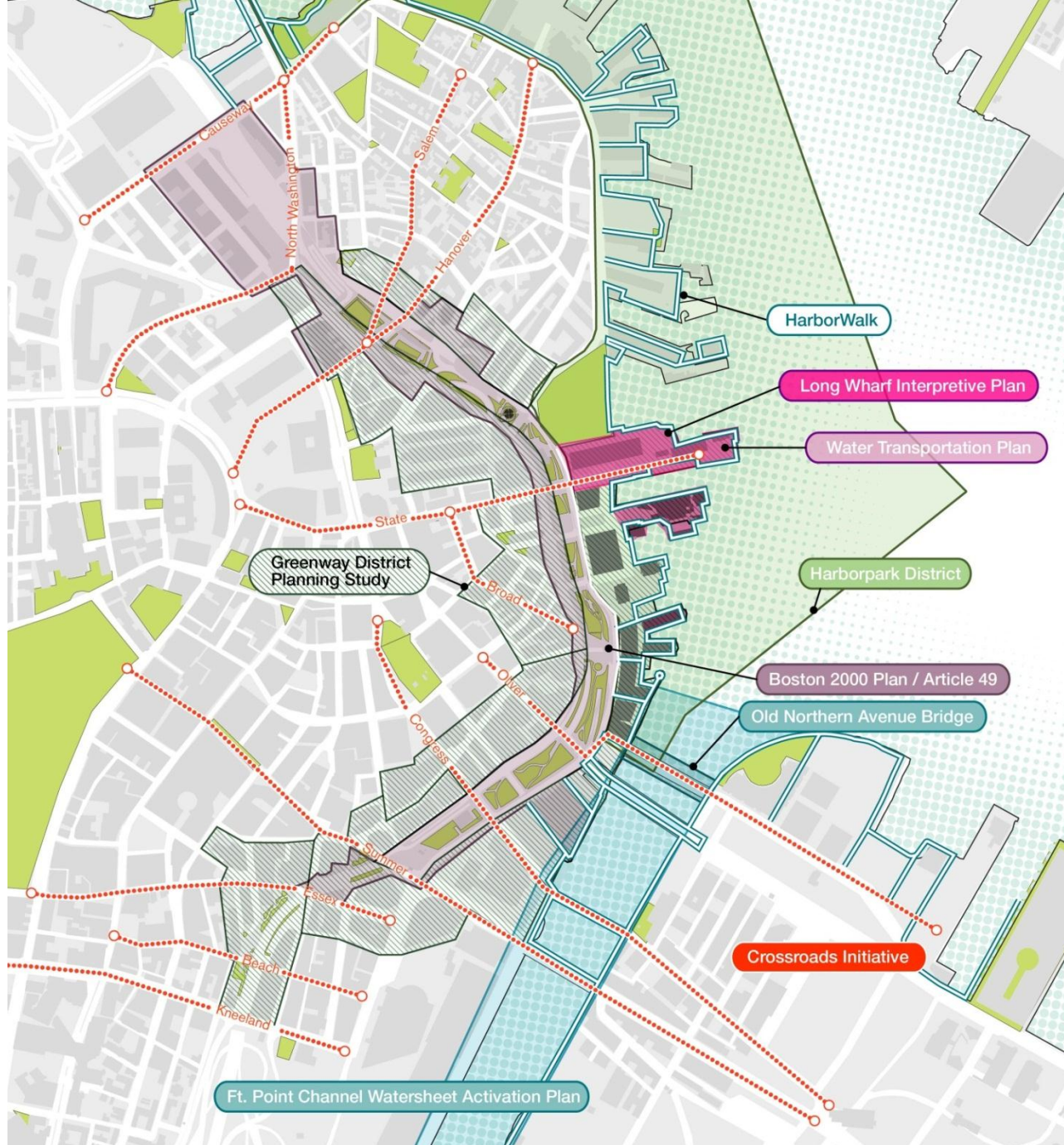
Planning Context

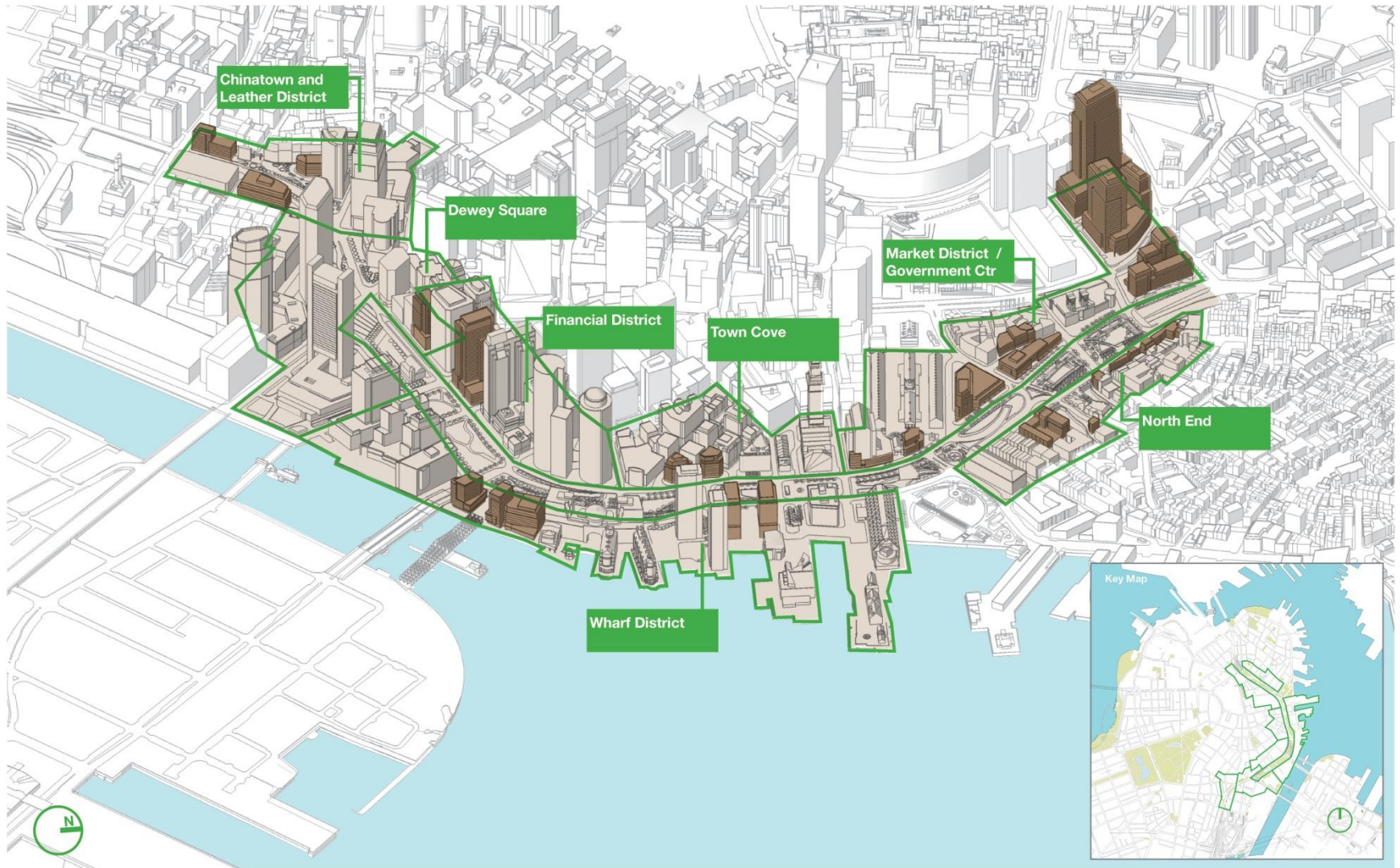
Matthew Littell, Utile

Zoning Strategy

Bennet Heart, Noble & Wickersham

Planning Context

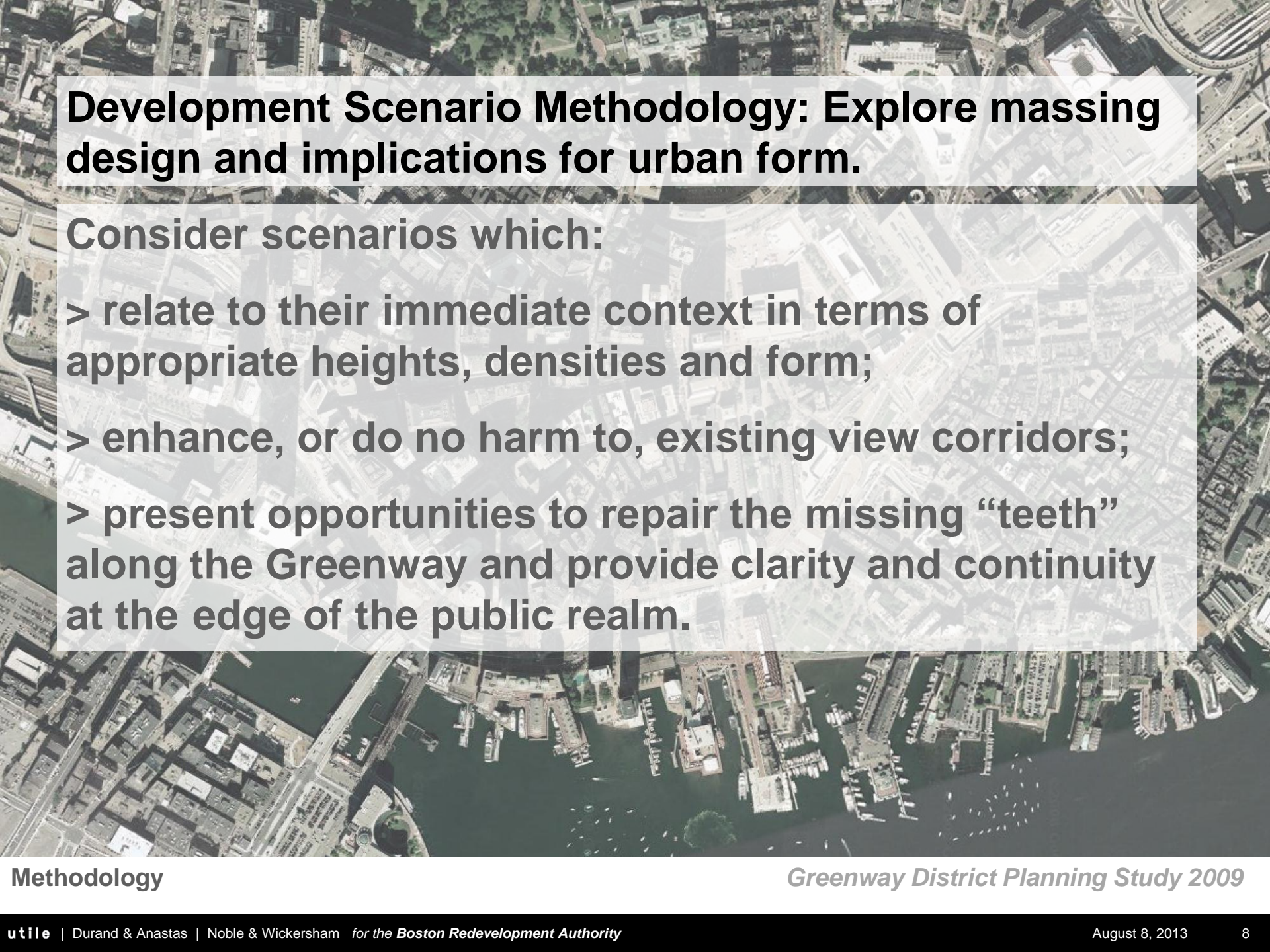




Greenway District Planning Study 2009

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.



Development Scenario Methodology: Explore massing design and implications for urban form.

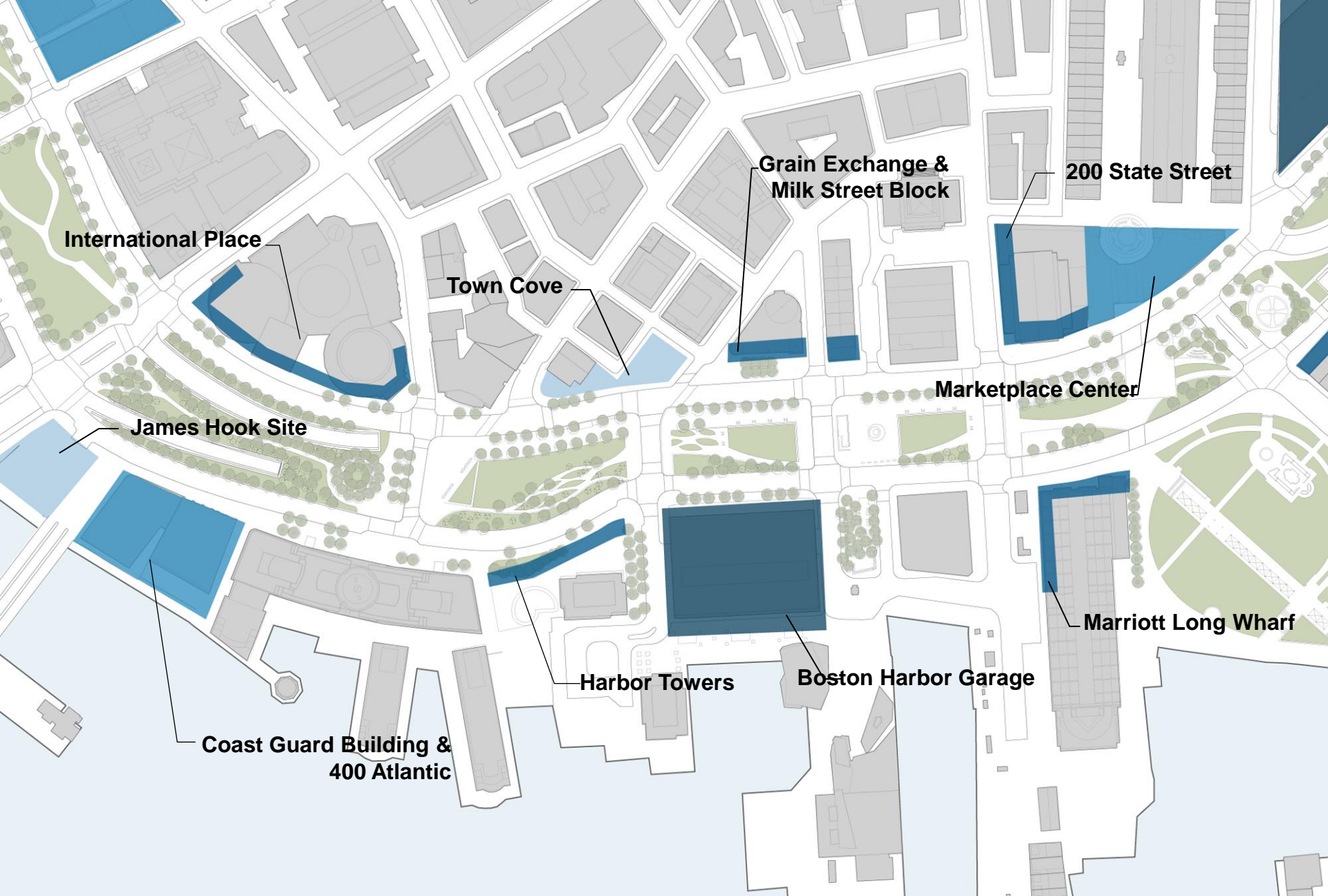
Consider scenarios which:

- > relate to their immediate context in terms of appropriate heights, densities and form;**
- > enhance, or do no harm to, existing view corridors;**
- > present opportunities to repair the missing “teeth” along the Greenway and provide clarity and continuity at the edge of the public realm.**



Potential Investment Sites

Greenway District Planning Study 2009



International Place

Town Cove

Grain Exchange & Milk Street Block

200 State Street

Marketplace Center

James Hook Site

Harbor Towers

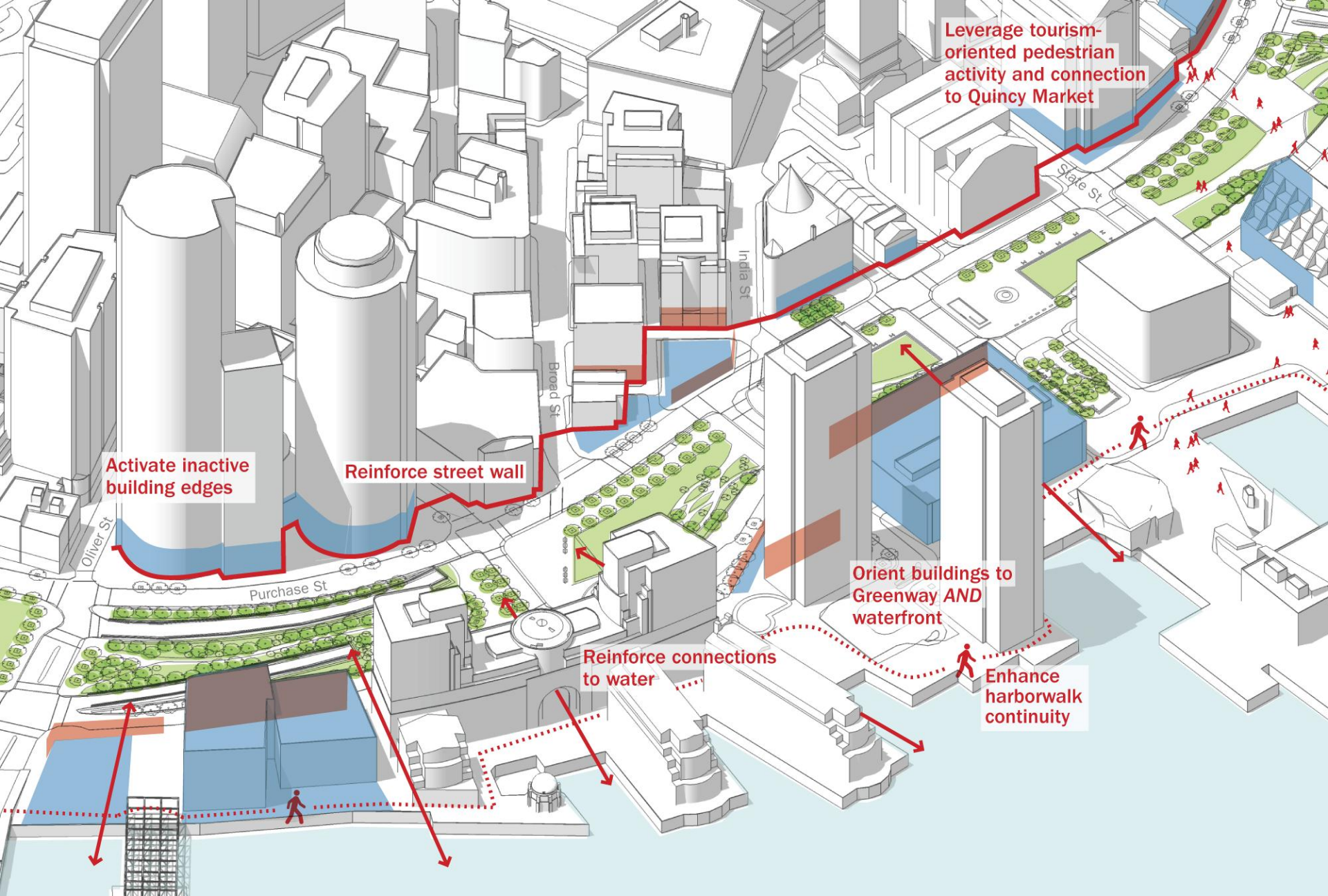
Boston Harbor Garage

Marriott Long Wharf

Coast Guard Building & 400 Atlantic

Wharf District Area: Potential Investment Sites

Greenway District Planning Study 2009



Leverage tourism-oriented pedestrian activity and connection to Quincy Market

Activate inactive building edges

Reinforce street wall

Orient buildings to Greenway AND waterfront

Enhance harborwalk continuity

Reinforce connections to water

Opportunities: Wharf District & Town Cove

Greenway District Planning Study 2009



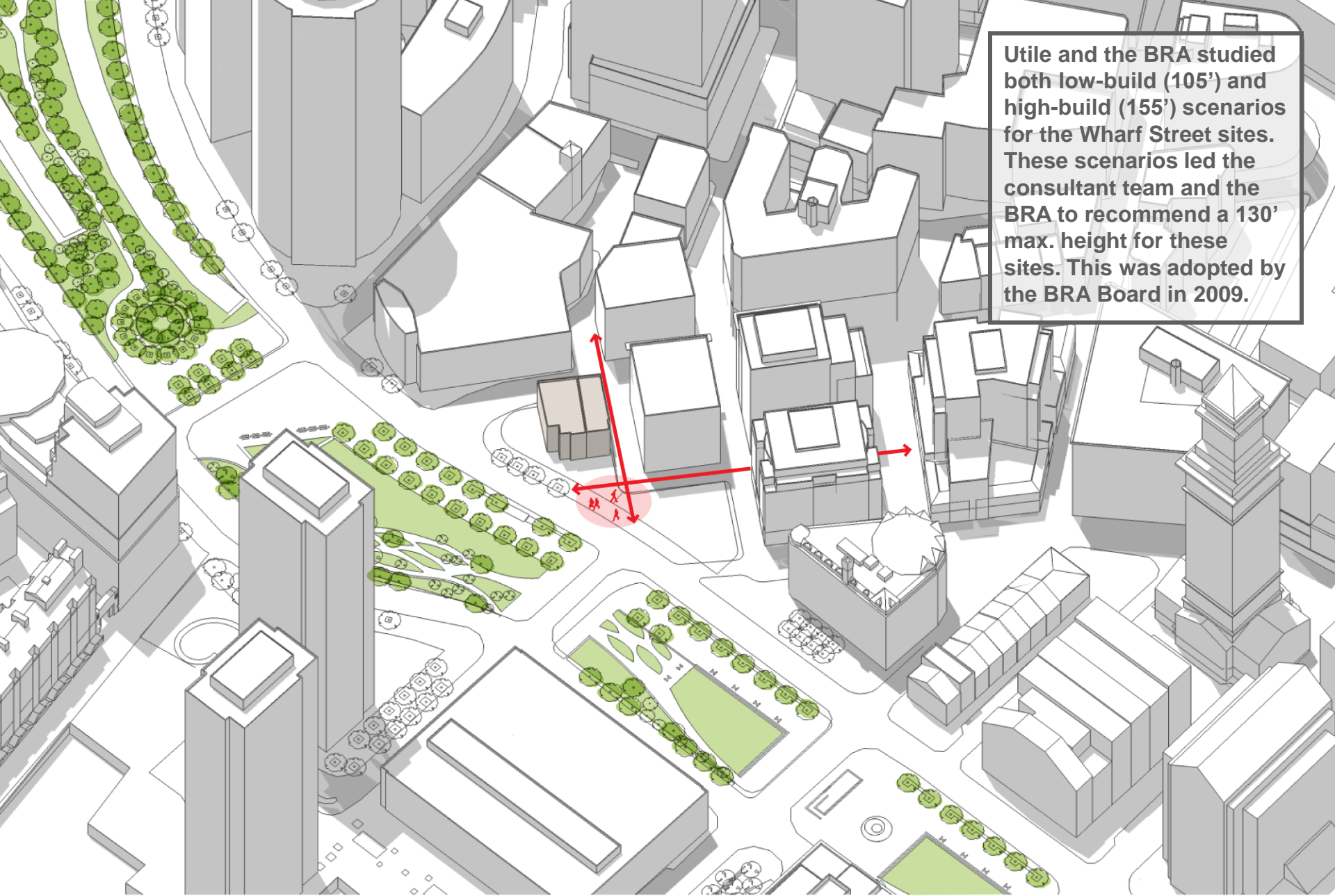


Greenway District Planning Study 2009



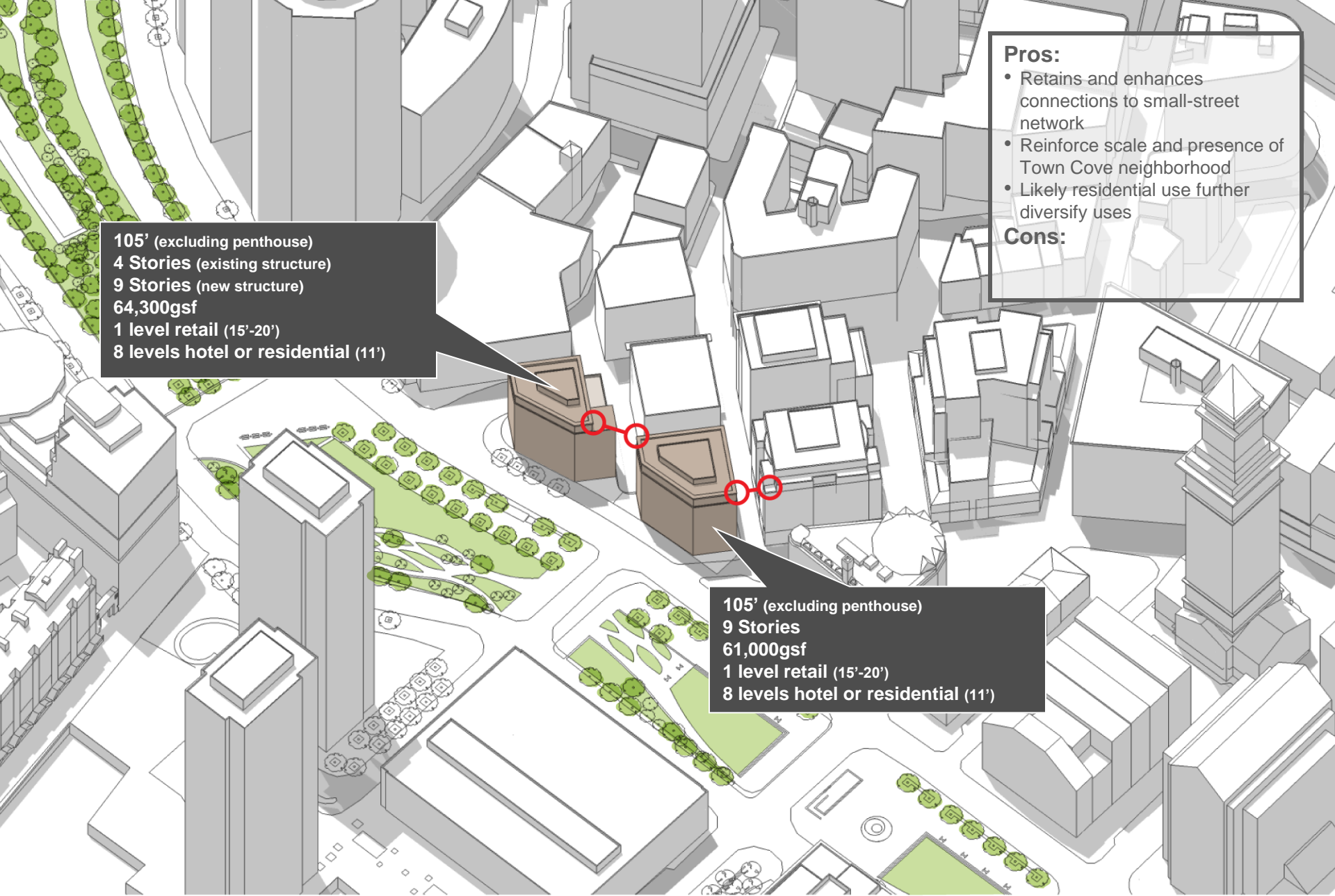
Greenway District Planning Study 2009

Utile and the BRA studied both low-build (105') and high-build (155') scenarios for the Wharf Street sites. These scenarios led the consultant team and the BRA to recommend a 130' max. height for these sites. This was adopted by the BRA Board in 2009.



Wharf Street Sites: Axes and Public Realm

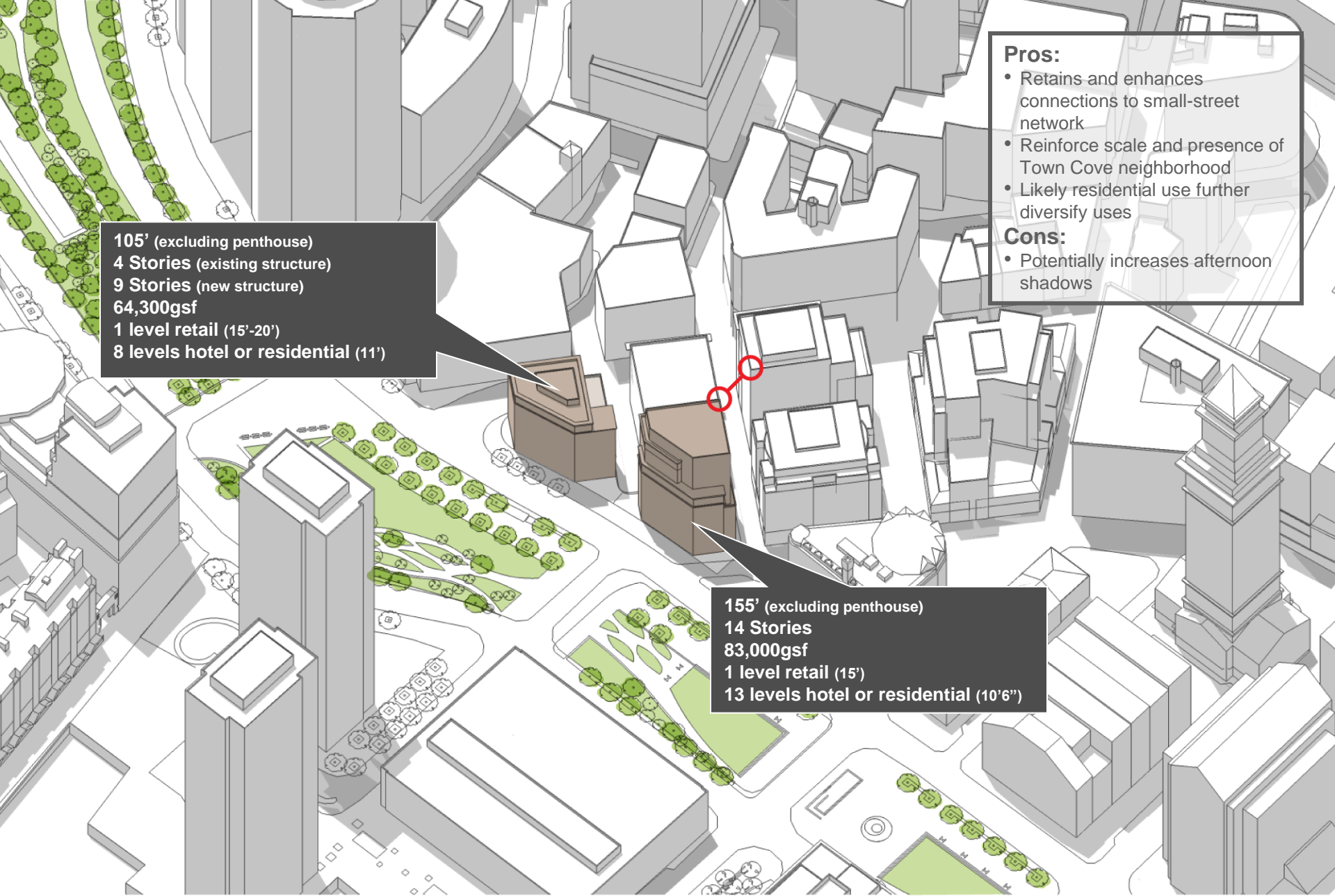
Greenway District Planning Study 2009



105' (excluding penthouse)
4 Stories (existing structure)
9 Stories (new structure)
64,300gsf
1 level retail (15'-20')
8 levels hotel or residential (11')

105' (excluding penthouse)
9 Stories
61,000gsf
1 level retail (15'-20')
8 levels hotel or residential (11')

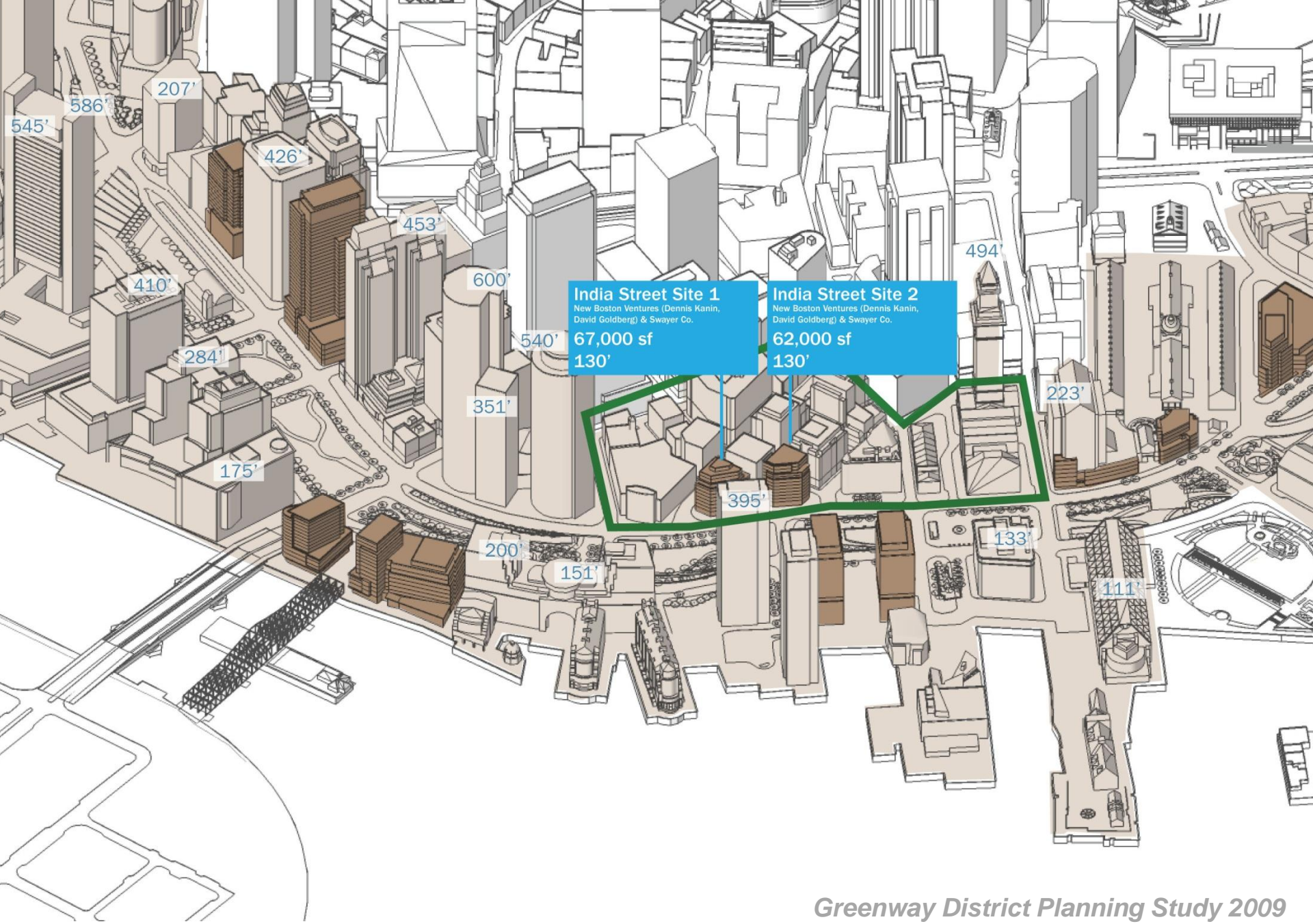
- Pros:**
- Retains and enhances connections to small-street network
 - Reinforce scale and presence of Town Cove neighborhood
 - Likely residential use further diversify uses
- Cons:**



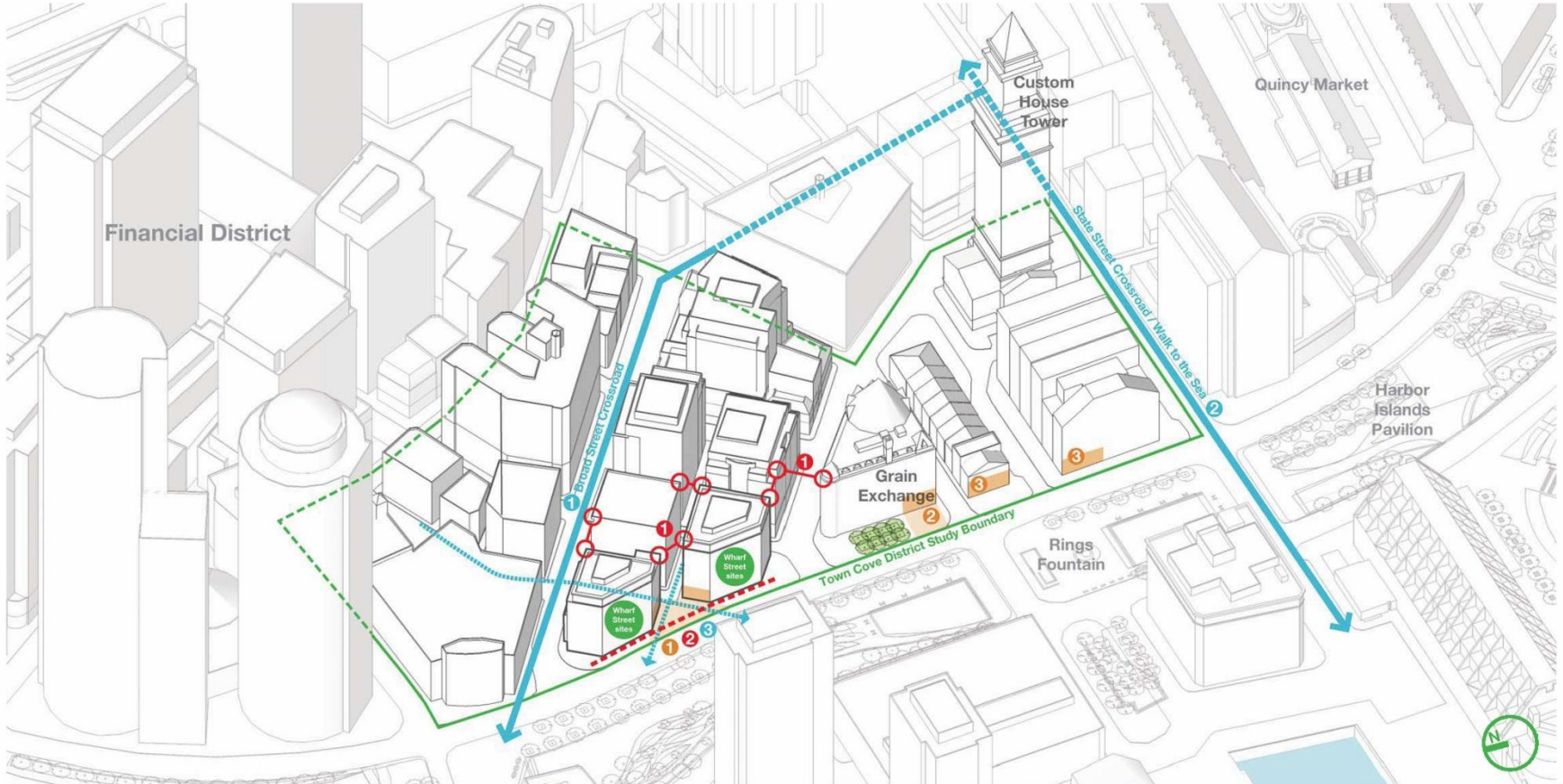
105' (excluding penthouse)
4 Stories (existing structure)
9 Stories (new structure)
64,300gsf
1 level retail (15'-20')
8 levels hotel or residential (11')

155' (excluding penthouse)
14 Stories
83,000gsf
1 level retail (15')
13 levels hotel or residential (10'6")

- Pros:**
- Retains and enhances connections to small-street network
 - Reinforce scale and presence of Town Cove neighborhood
 - Likely residential use further diversify uses
- Cons:**
- Potentially increases afternoon shadows



Greenway District Planning Study 2009



Dimensional Criteria

- 1 The Wharf Street sites should align in height with the adjacent buildings, approximately 130'. Existing Town Cove architectural features including cornice lines should be complemented by new development.
- 2 The built front edge of these parcels should extend to the property line.

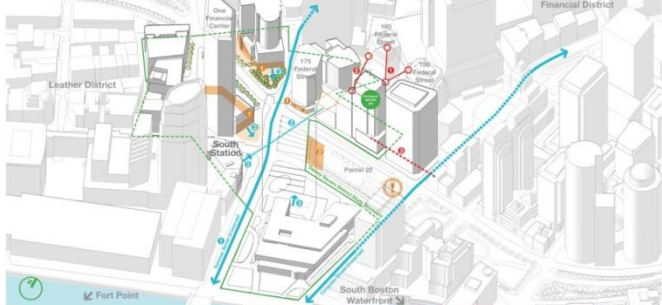
Programmatic Goals

- 1 Visual and physical access to Wharf Street, Franklin Street and Well Street should be maintained. These small streets are integral to the character of Town Cove and provide multiple venues for pedestrians to "discover" the Greenway. The area between the two buildings would benefit from a café or other use capable of animating the park edge.
- 2 The over-sized sidewalk in front of the Grain Exchange could provide area for an outdoor café, public art, or similar program to enliven what for years was the back door of this important building.
- 3 While the edges of these wharf structures have been restored and in one case are partially occupied by balconies, further activation at the ground level is possible.

Connectivity

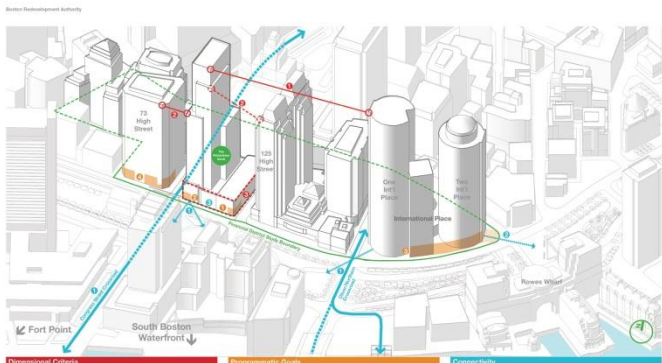
- 1 Broad Street, the first Crossroad to be reconstructed, anchors the southern portion of Town Cove with a rich array of restaurants, shops and diverse uses. Development at 112 Broad Street and the adjacent parcels should provide a bridge from these uses to the activity on the parks.
- 2 As a major Crossroad, State Street provides a rare moment of direct visual connection between the Financial District and the water. There are already significant retail uses on the northeast corner of this intersection. To the extent that reciprocal active uses can be created on the southeast corner without undermining the historical character of the existing wharf building, these would help frame State Street as the "gateway" to Downtown.
- 3 Small scale streets are an integral part of the unique character of Town Cove. New development should retain and enhance these connections.

Town Cove



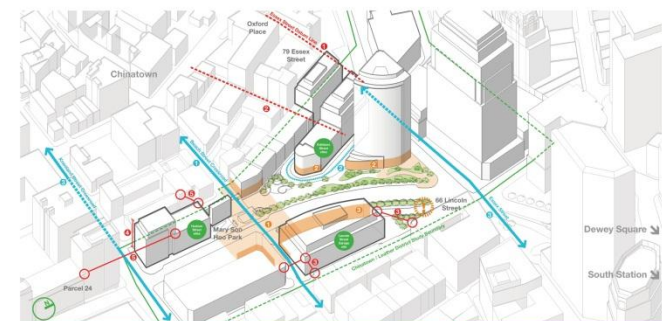
- | Dimensional Criteria | Programmatic Goals | Connectivity |
|---|---|---|
| <ul style="list-style-type: none"> 1 The height of the MassDOT MBTA should match the height of 180 and 181 Federal Street, approximately 100' 2 Development on the MassDOT MBTA site should be articulated such as to establish connectivity with other neighborhood blocks that surround the building 3 Connect to the South Boston Waterfront and the Financial District 4 Connect to the South Boston Waterfront and the Financial District 5 Connect to the South Boston Waterfront and the Financial District | <ul style="list-style-type: none"> 1 Establish building height along Deway Square should be that with view that directly to an existing 180 Federal Street. This height should be consistent with the Financial Center and the base of 175 Federal Street. 2 Establish building height along Deway Square. The height of blocks near the Financial Center should be consistent with the height of the Financial Center and the base of 175 Federal Street. 3 Establish building height along Deway Square. The height of blocks near the Financial Center should be consistent with the height of the Financial Center and the base of 175 Federal Street. | <ul style="list-style-type: none"> 1 As the largest Commercial, Business Street both streets and is enclosed by the concentration of existing 180 Federal Street. This height should be consistent with the height of the Financial Center and the base of 175 Federal Street. 2 Establish building height along Deway Square. The height of blocks near the Financial Center should be consistent with the height of the Financial Center and the base of 175 Federal Street. 3 Establish building height along Deway Square. The height of blocks near the Financial Center should be consistent with the height of the Financial Center and the base of 175 Federal Street. |

Dewey Square



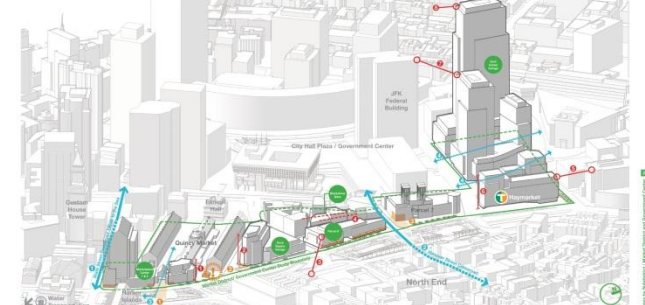
- | Dimensional Criteria | Programmatic Goals | Connectivity |
|--|---|---|
| <ul style="list-style-type: none"> 1 MBTA height consistent to the International Plaza. The site can support a maximum height of 100'. 2 The height should be articulated such as to be consistent to adjacent buildings 73 and 125 Federal Street. 3 Establish building height on the East Boston Waterfront and the Financial District. | <ul style="list-style-type: none"> 1 Establish building height along Deway Square. The height of blocks near the Financial Center should be consistent with the height of the Financial Center and the base of 175 Federal Street. 2 Establish building height along Deway Square. The height of blocks near the Financial Center should be consistent with the height of the Financial Center and the base of 175 Federal Street. 3 Establish building height along Deway Square. The height of blocks near the Financial Center should be consistent with the height of the Financial Center and the base of 175 Federal Street. | <ul style="list-style-type: none"> 1 The character and architectural activation of the existing buildings. 2 The character and architectural activation of the existing buildings. 3 The character and architectural activation of the existing buildings. |

Financial District



- | Dimensional Criteria | Programmatic Goals | Connectivity |
|---|---|---|
| <ul style="list-style-type: none"> 1 Establish Street level - Maximum height 170'. Provide a 10' setback at a height along with the 180 Federal Street building height. Street level approximately 110'. 2 Establish Street level - They show to the existing height of the park being able to align with the existing height of the South Boston Waterfront and the Financial District. 3 Establish Street level - They show to the existing height of the park being able to align with the existing height of the South Boston Waterfront and the Financial District. | <ul style="list-style-type: none"> 1 Establish building height along Deway Square. The height of blocks near the Financial Center should be consistent with the height of the Financial Center and the base of 175 Federal Street. 2 Establish building height along Deway Square. The height of blocks near the Financial Center should be consistent with the height of the Financial Center and the base of 175 Federal Street. 3 Establish building height along Deway Square. The height of blocks near the Financial Center should be consistent with the height of the Financial Center and the base of 175 Federal Street. | <ul style="list-style-type: none"> 1 The character and architectural activation of the existing buildings. 2 The character and architectural activation of the existing buildings. 3 The character and architectural activation of the existing buildings. |

Chinatown and the Leather District



- | Dimensional Criteria | Programmatic Goals | Connectivity |
|---|---|---|
| <ul style="list-style-type: none"> 1 Height should be limited 70' to maintain existing views and view obstruction from City Hall, City Hall, and the City Hall. This height should be consistent with the height of the Financial Center and the base of 175 Federal Street. 2 Establish building height along Deway Square. The height of blocks near the Financial Center should be consistent with the height of the Financial Center and the base of 175 Federal Street. 3 Establish building height along Deway Square. The height of blocks near the Financial Center should be consistent with the height of the Financial Center and the base of 175 Federal Street. | <ul style="list-style-type: none"> 1 Establish building height along Deway Square. The height of blocks near the Financial Center should be consistent with the height of the Financial Center and the base of 175 Federal Street. 2 Establish building height along Deway Square. The height of blocks near the Financial Center should be consistent with the height of the Financial Center and the base of 175 Federal Street. 3 Establish building height along Deway Square. The height of blocks near the Financial Center should be consistent with the height of the Financial Center and the base of 175 Federal Street. | <ul style="list-style-type: none"> 1 The character and architectural activation of the existing buildings. 2 The character and architectural activation of the existing buildings. 3 The character and architectural activation of the existing buildings. |

Market District / Government Center



- | Dimensional Criteria | Programmatic Goals | Connectivity |
|--|---|---|
| <ul style="list-style-type: none"> 1 All building height along the existing North End Street should be consistent with the current use. 2 The height of 175 Federal Street should be consistent with the existing building program. 3 The height of 175 Federal Street should be consistent with the existing building program. | <ul style="list-style-type: none"> 1 Establish building height along Deway Square. The height of blocks near the Financial Center should be consistent with the height of the Financial Center and the base of 175 Federal Street. 2 Establish building height along Deway Square. The height of blocks near the Financial Center should be consistent with the height of the Financial Center and the base of 175 Federal Street. 3 Establish building height along Deway Square. The height of blocks near the Financial Center should be consistent with the height of the Financial Center and the base of 175 Federal Street. | <ul style="list-style-type: none"> 1 The character and architectural activation of the existing buildings. 2 The character and architectural activation of the existing buildings. 3 The character and architectural activation of the existing buildings. |

North End

Greenway District Planning Study 2009

Zoning Strategy

Existing Zoning Districts and Subdistricts



- NS Neighborhood Shopping Subdistrict
- OS-RC Recreation Open Space Subdistrict
- OSP Parkland Open Space Subdistrict
- OS-UP Urban Plaza Open Space Subdistrict
- District Boundary
- Subarea Boundary

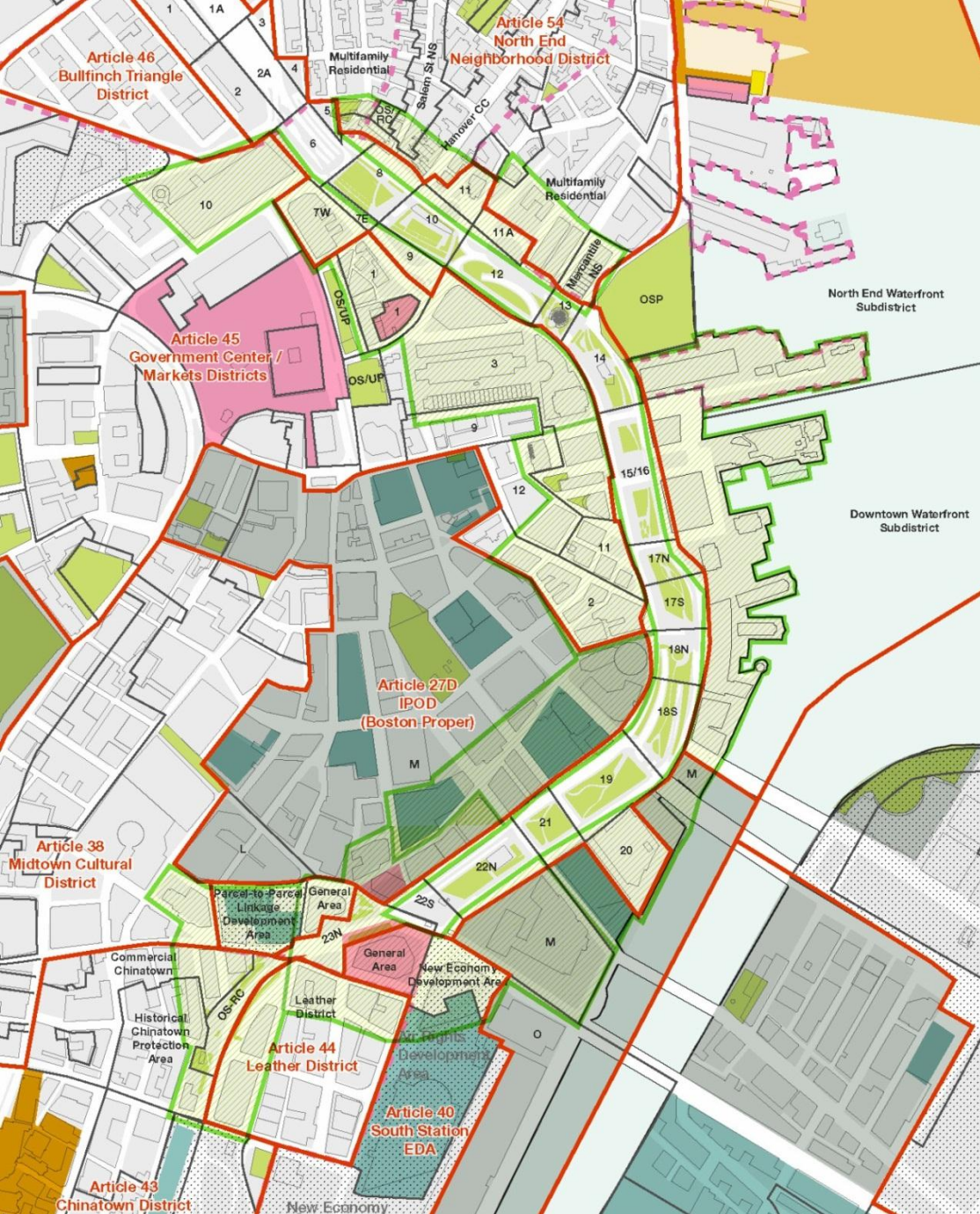
Existing Zoning Districts and Subdistricts + IPODs, PDAs, Overlays, etc.



- PDA
- Groundwater Conservation Overlay District
- Urban Renewal Area Overlay
- Institutional Overlays
- IPODs
- Areas in which PDAs may be permitted

- NS** Neighborhood Shopping Subdistrict
- OS-RC** Recreation Open Space Subdistrict
- OSP** Parkland Open Space Subdistrict
- OS-UP** Urban Plaza Open Space Subdistrict

- District Boundary
- Subarea Boundary



Existing Zoning

Districts and Subdistricts

+

IPODs, PDAs, Overlays, etc.

+

Greenway District

-  PDA
-  Groundwater Conservation Overlay District
-  Urban Renewal Area Overlay
-  Institutional Overlays
-  IPODs
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-  District Boundary
-  Subarea Boundary

Greenway District Zoning Strategy

1 Overlay District

Create new overlay district to address issues such as:

- Ground level uses
- Design guidelines
- Performance standards (wind, shadow, pedestrian environment) for Article 80 reviews

Greenway District Zoning Strategy

1 Overlay District



Greenway District Zoning Strategy

1 Overlay District



2 Surgical Changes

Surgical changes to dimensional, density, and use restrictions within a limited number of existing districts

Greenway District Zoning Strategy

1 Overlay District



2 Surgical Changes



Greenway District Zoning Strategy

1 Overlay District



2 Surgical Changes



3 Downtown Waterfront

Zoning for the Downtown Waterfront, resulting from the Municipal Harbor Plan (underway). Compliance with Chapter 91, State legislation regulating waterfront development.

Greenway District Zoning Strategy

1 Overlay District



2 Surgical Changes



3 Downtown Waterfront



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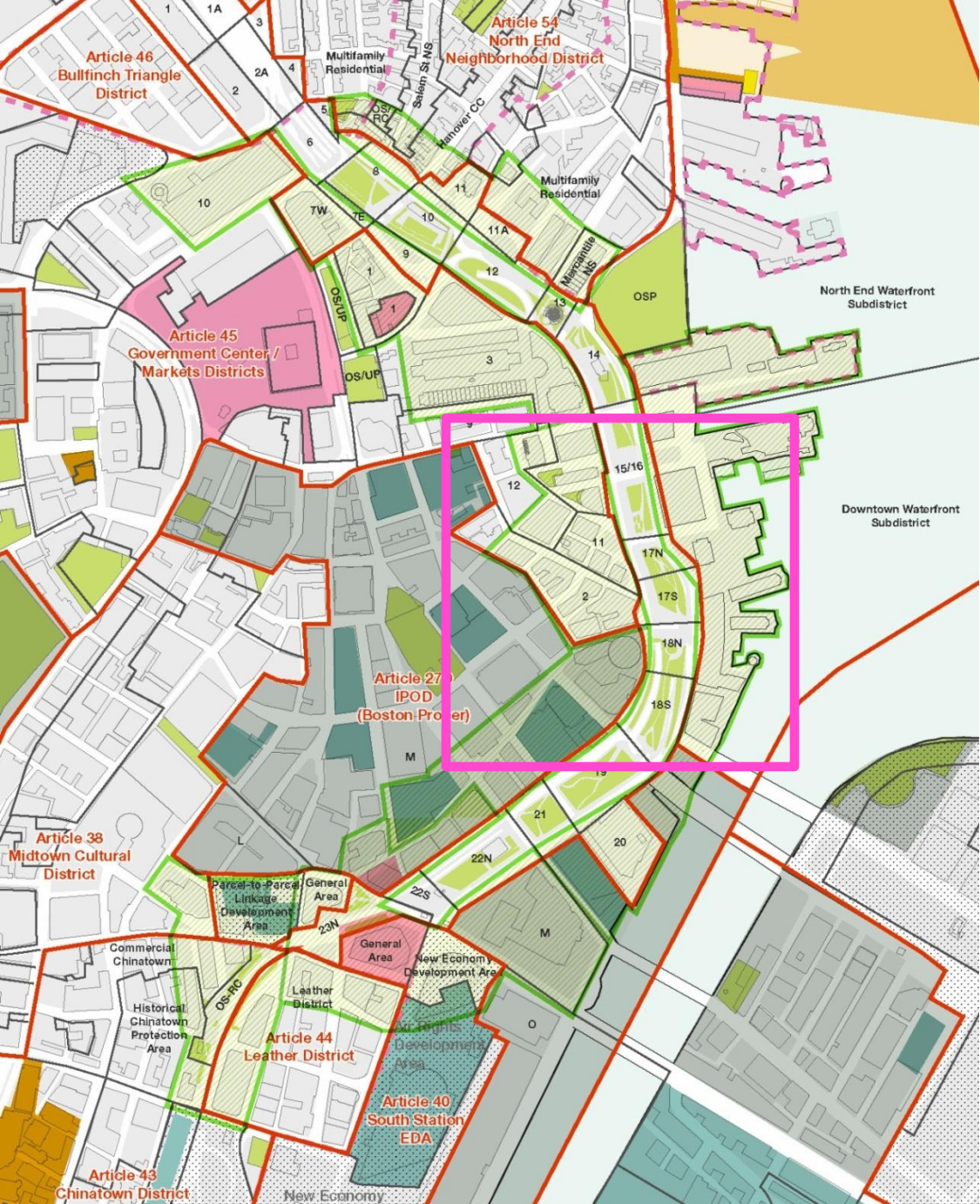
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Focusing on Town Cove

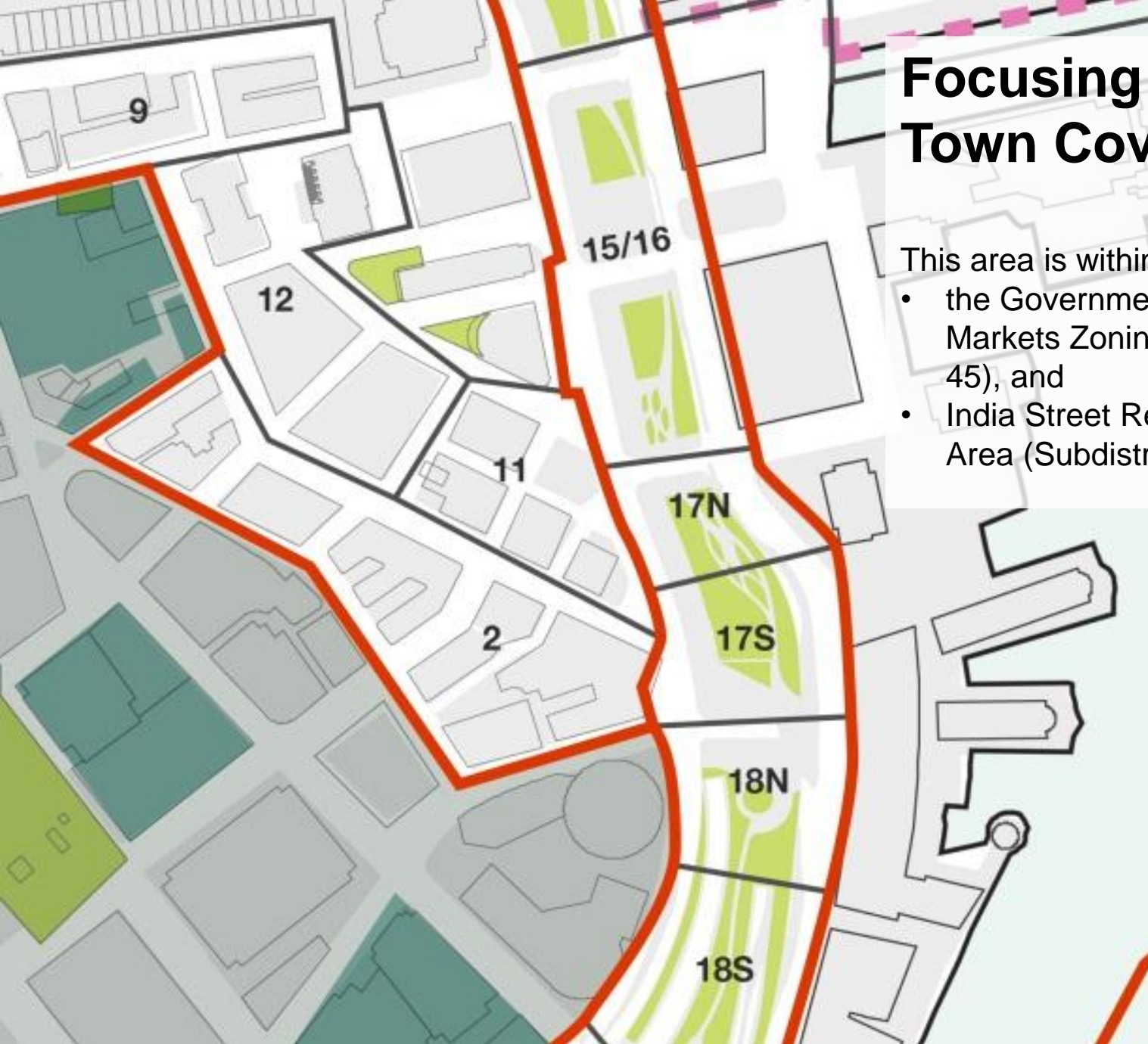


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- District Boundary
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Focusing on Town Cove

This area is within

- the Government Center / Markets Zoning District (Art. 45), and
- India Street Restricted Growth Area (Subdistrict 11)



Zoning District	Downtown IPOD [Art. 27D - subdistricts M & O]	South Station EDA [Art. 40 – general / New Econ. Dev. / Parcel to Parcel areas]	Chinatown [Art. 43–historic / commercial subareas]	Leather District [Art. 44]	Government Center / Markets [Art. 45 – subareas 1, 2, 3, 10, & 11]	Central Artery [Art. 49 – subareas 7W, 9, 11, 11A, & 20]	North End / Downtown Waterfront [Art. 42A – N. End, Downtown subdistricts]	North End [Art. 54 – MFR, Hanover CC, Salem St. NS, & Mercantile NS subdistricts]
Maximum Height	125' / 155' (Bd. of Appeal) [M] 300' / 400' (Bd. of Appeal) [O]	300' 465' [P to P]	65' [hist.] 80' [com.]	80' / 100' (LPR)	Varies by lot [1] 65' [2, 3] 80' / 100' (LPR) [10, 11]	80' [7W] 55' [9, 11, 11A] 235' [20]	55' [N. End] 55 – 155' [D'town]	55' [all subDs]
Maximum FAR	8 / 10 (Bd. of Appeal) [M] 13 / 15 (Bd. of Appeal) [O]	12 14 [P to P]	6	6 / 8 (LPR)	3 [1] 4 [2, 3] 6 / 7 (LPR) [10, 11]	7 [7W] 4 [9, 11, 11A] 5 [20]	2 [N. End] 4 [D'town]	3 [all subDs]
Other dimensional constraints*	None	Street wall ht., continuity; sky plane setbacks	Street wall ht., continuity, & transparency; sky plane setbacks	Street wall ht., continuity; display windows; sky plane setbacks; rooftop additions	Street continuity; display windows; maximum floor plates w/in PDAs	None (but see very detailed parcel-by-parcel design guidelines)	Waterfront setbacks; rooftop additions	Street wall continuity; display windows; roof structures and decks
Ground level use constraints	None	None	Linear frontage constraints	Defines permissible Ground Level Uses	Defines permissible Ground Level Uses	None (but uses generally very restricted)	Based on ch.91 use, open space standards	Location of main entrance
PDA performance standards**	PDAs allowed, but no special standards	PDAs allowed, but no special standards	Open space, shadows, wind, pedestrian connections	PDAs prohibited	Shadows, wind, pedestrian enhancements	PDAs not referenced	PDAs prohibited	PDAs prohibited
Design guidelines	No	No	Yes [43-21]	Yes [44-8]	Yes [45-17]	Yes [49-8]	Yes [42A-8]	Yes [54-17]
Large Project Review (LPR) [Art. 80]	50K GSF of new or enlarged floor area; 100K GSF of new use or substantial rehabilitation	Same as IPOD – among Downtown districts.	Same as IPOD – among Downtown districts.	Same as IPOD – among Downtown districts.	Same as IPOD – among Downtown districts.	LPR status unclear	10K GSF of new or enlarged floor area; 50K GSF of new use; 100K GSF of substantial rehabilitation	50K GSF of new or enlarged floor area; 50K GSF of new use; 100K GSF of substantial rehabilitation

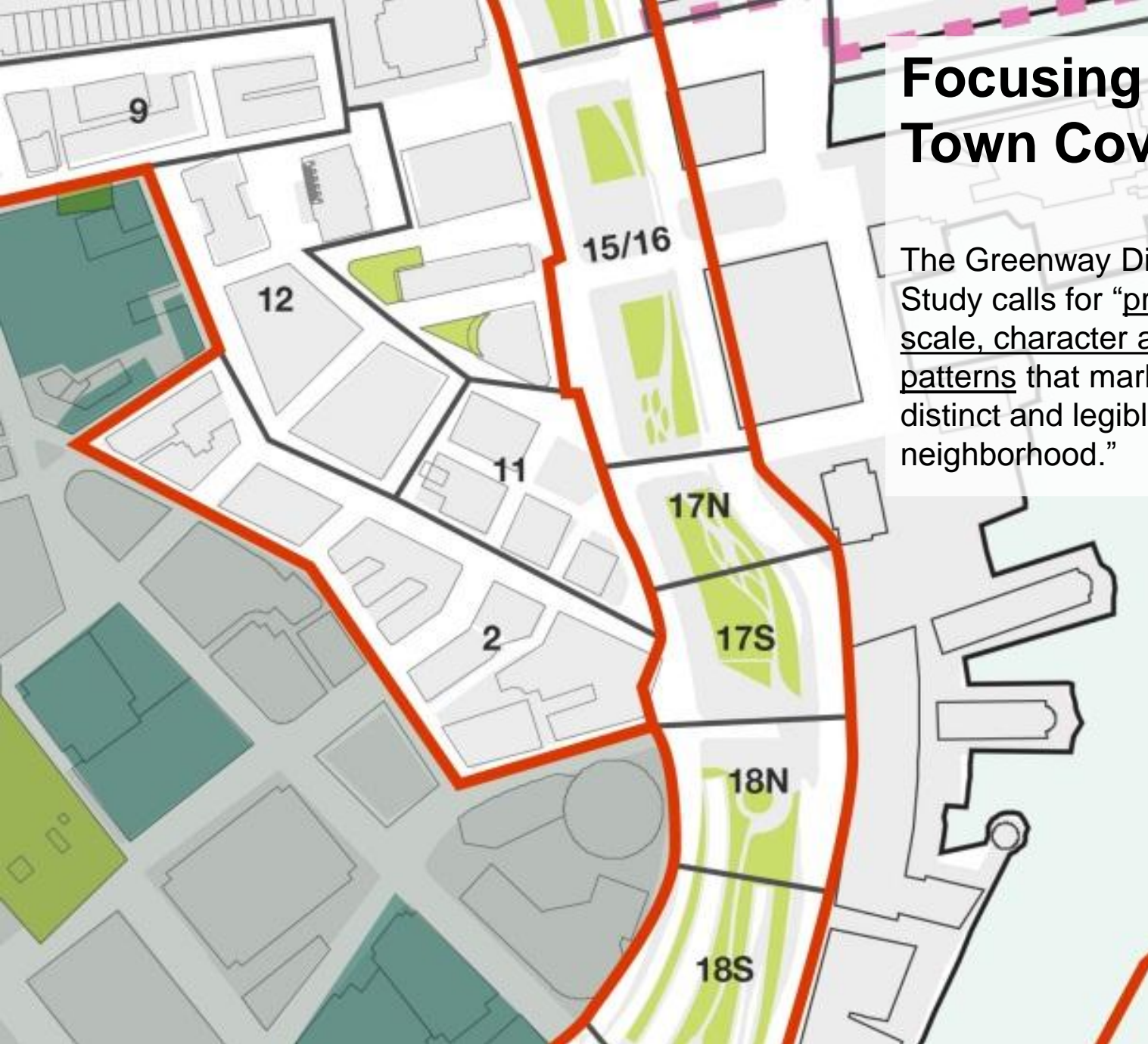
Notes

* Examples of dimensional and use constraints used in other districts include: limiting maximum floor plate sizes and non-residential uses for towers (above 125 – 155' height); defining protection subareas with additional height limits near the Boston Common; and specific shadow impact standards for PDAs. [All found in Midtown Cultural District, Art. 38]

** Under Article 80, wind impact analysis is discretionary for projects over 150' height, or twice as tall as adjacent building; shadow impact analysis is discretionary.

Focusing on Town Cove

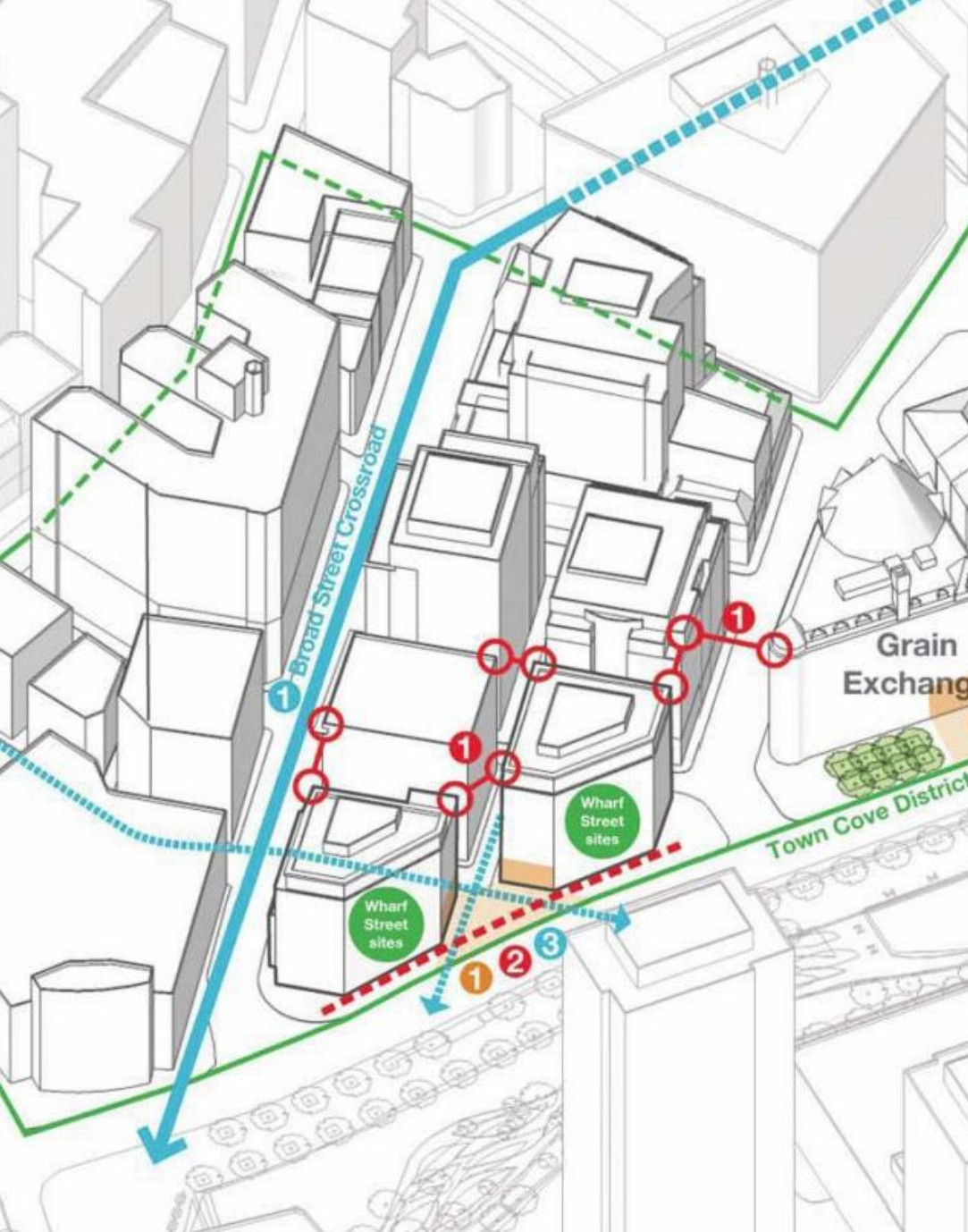
The Greenway District Planning Study calls for “preserving the scale, character and historic street patterns that mark Town Cove as a distinct and legible Boston neighborhood.”



Focusing on Town Cove

Connectivity

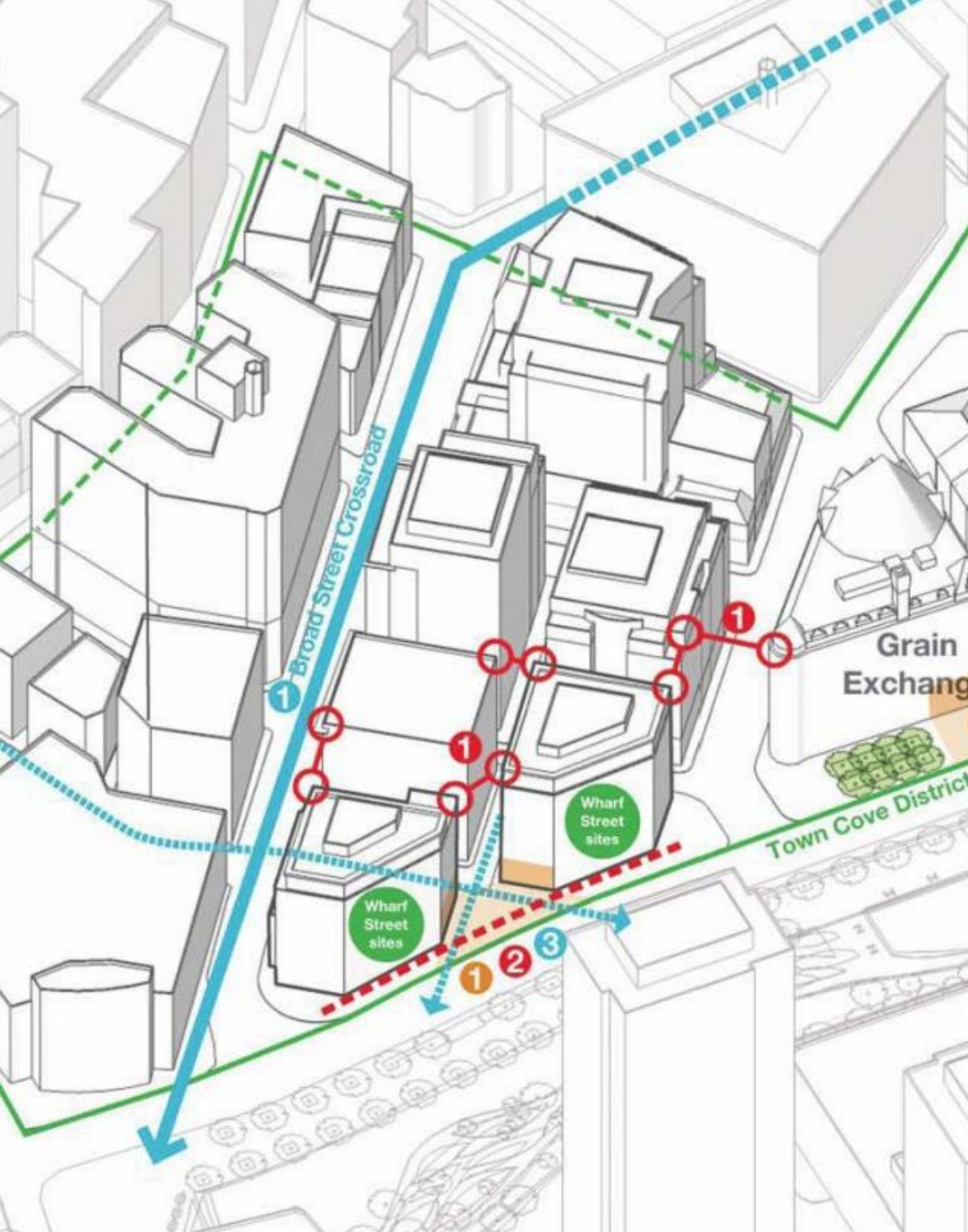
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Focusing on Town Cove

Programmatic Goals

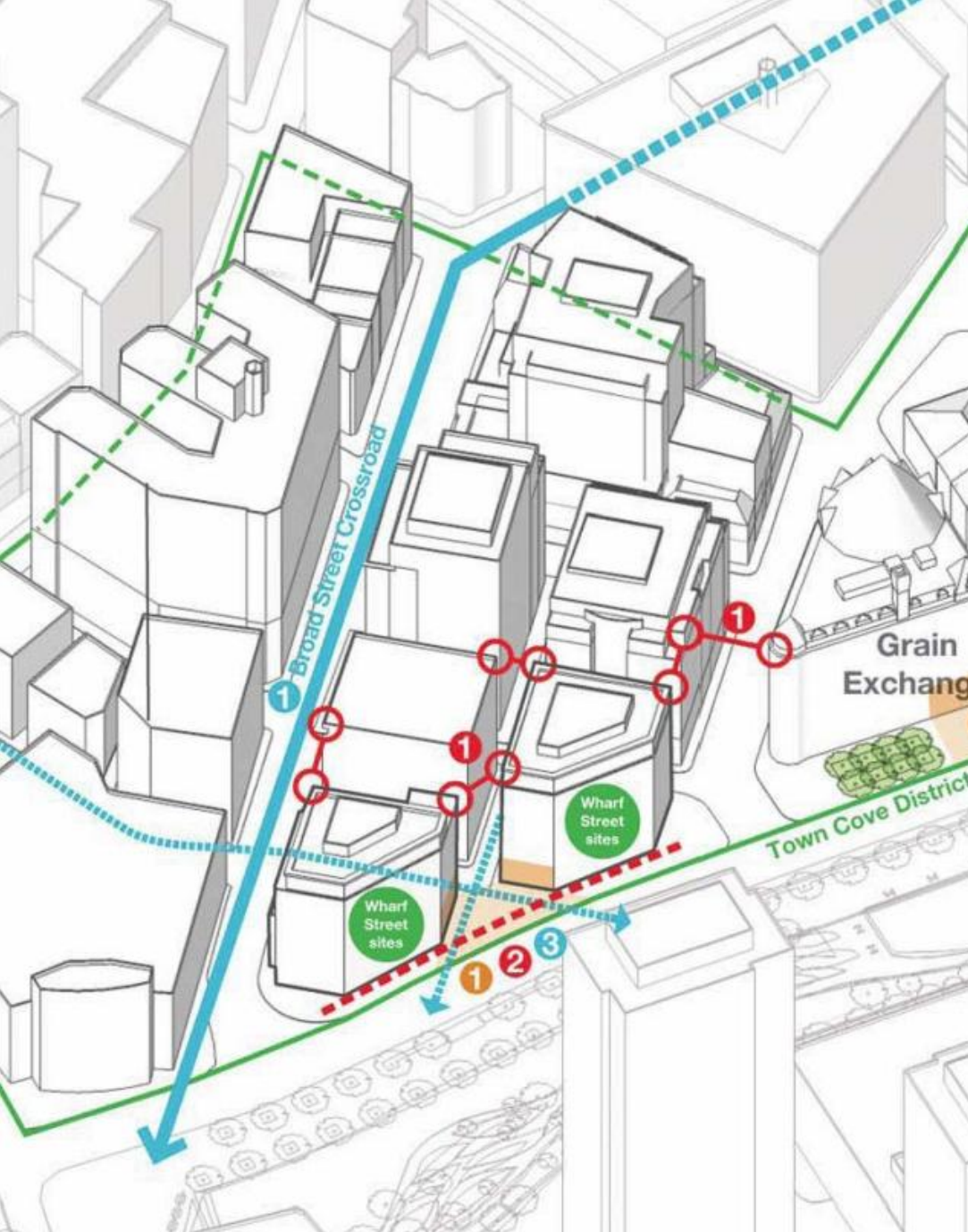
- 1 Visual and physical access to Wharf, Franklin, and Well Streets should be maintained.

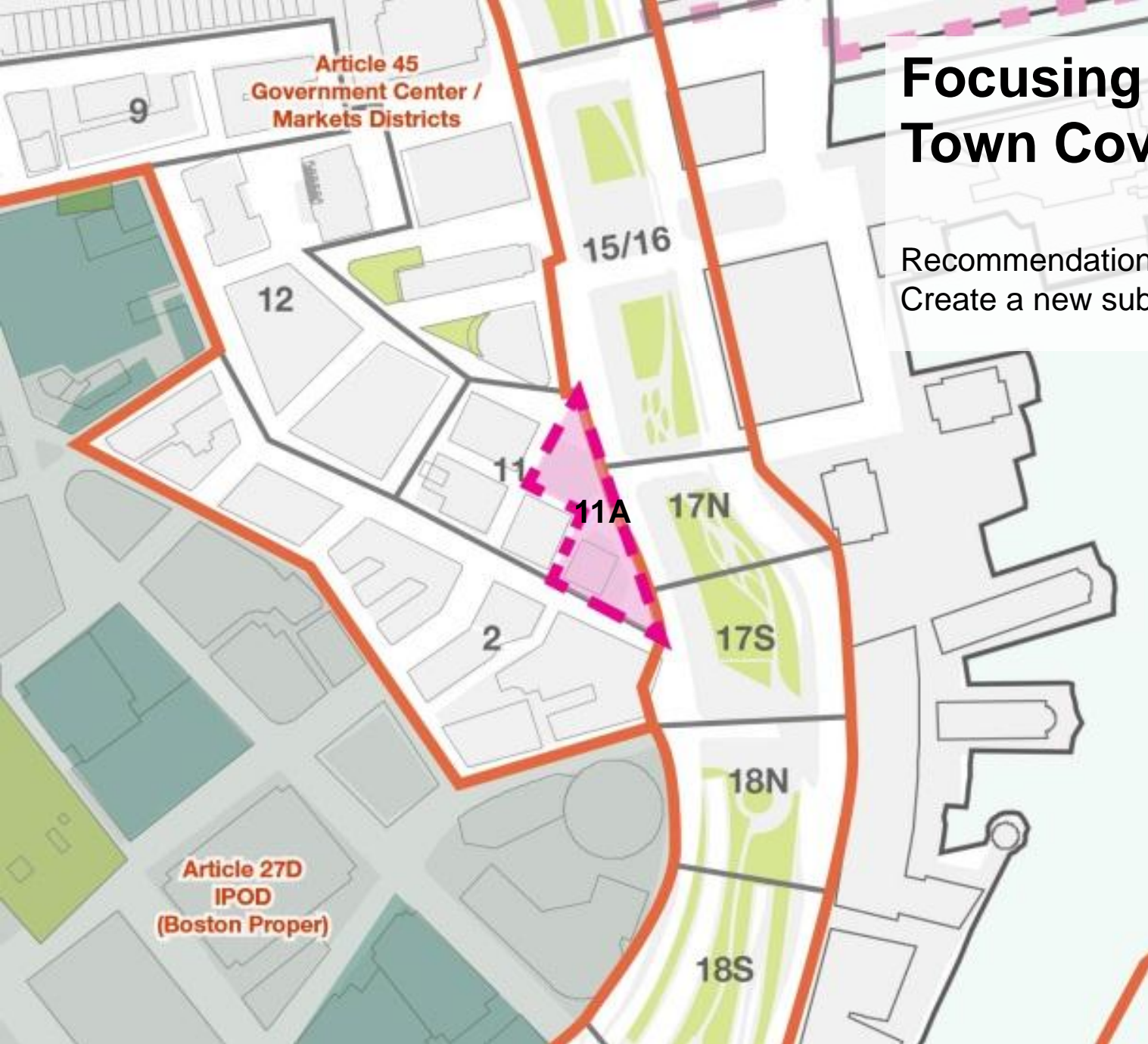


Focusing on Town Cove

Dimensional Criteria

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- 2 The built front edge of these parcels should extend to the property line.

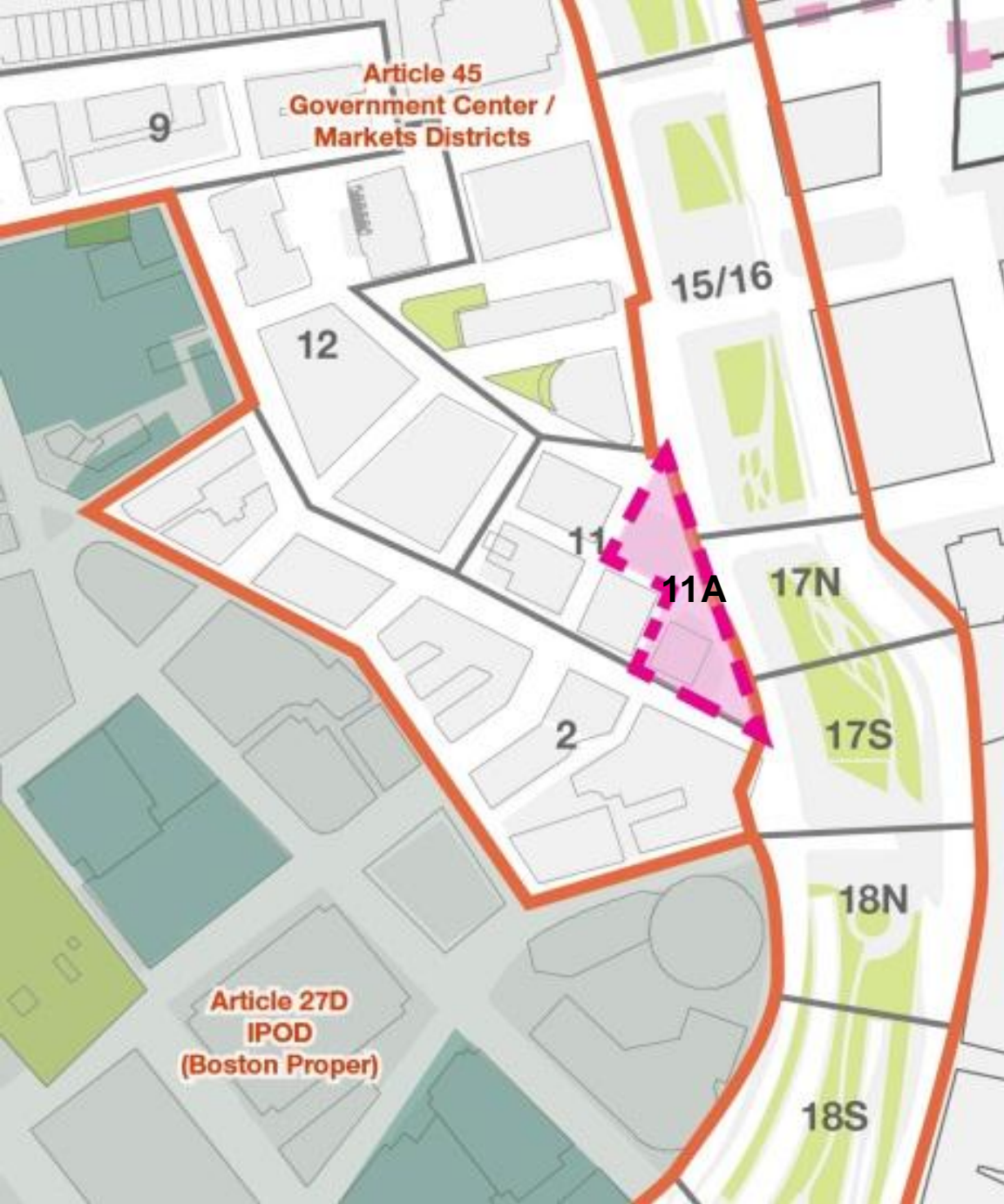




Focusing on Town Cove

Recommendation:
Create a new subdistrict - 11A

Focusing on Town Cove



	Current Subdistrict 11	Proposed Subdistrict 11A
As-of-right height	80'	100'
As-of-right FAR	6	8
Large Project Review height	100'	130'
Large Project Review FAR	7	13

The proposed dimensions reflect the heights and FARs that currently exist in the Town Cove area.

The BRA and its consultant team arrived at these recommendations through the multi-year Greenway District Planning Study, which was approved by the BRA Board.

Wharf Street Subdistrict: Dimensional Changes

The new subdistrict zoning text at Section 45-6(3.) would read as follows:

Wharf Street Restricted Growth Area. Within that portion of the Government Center/Markets District depicted on Map 1H of this Code as the “Wharf Street Restricted Growth Area,” a maximum building height of one hundred (100) feet and a maximum FAR of eight (8) are allowed; provided that any Proposed Project shall be allowed a maximum building height of one hundred and thirty (130) feet and a maximum FAR of thirteen (13) if such Proposed Project is subject to or has elected to comply with Large Project Review and has received a Certification of Compliance pursuant to Section 80B-6.



Greenway District Zoning Strategy

1 Overlay District

Create new overlay district to address issues such as:

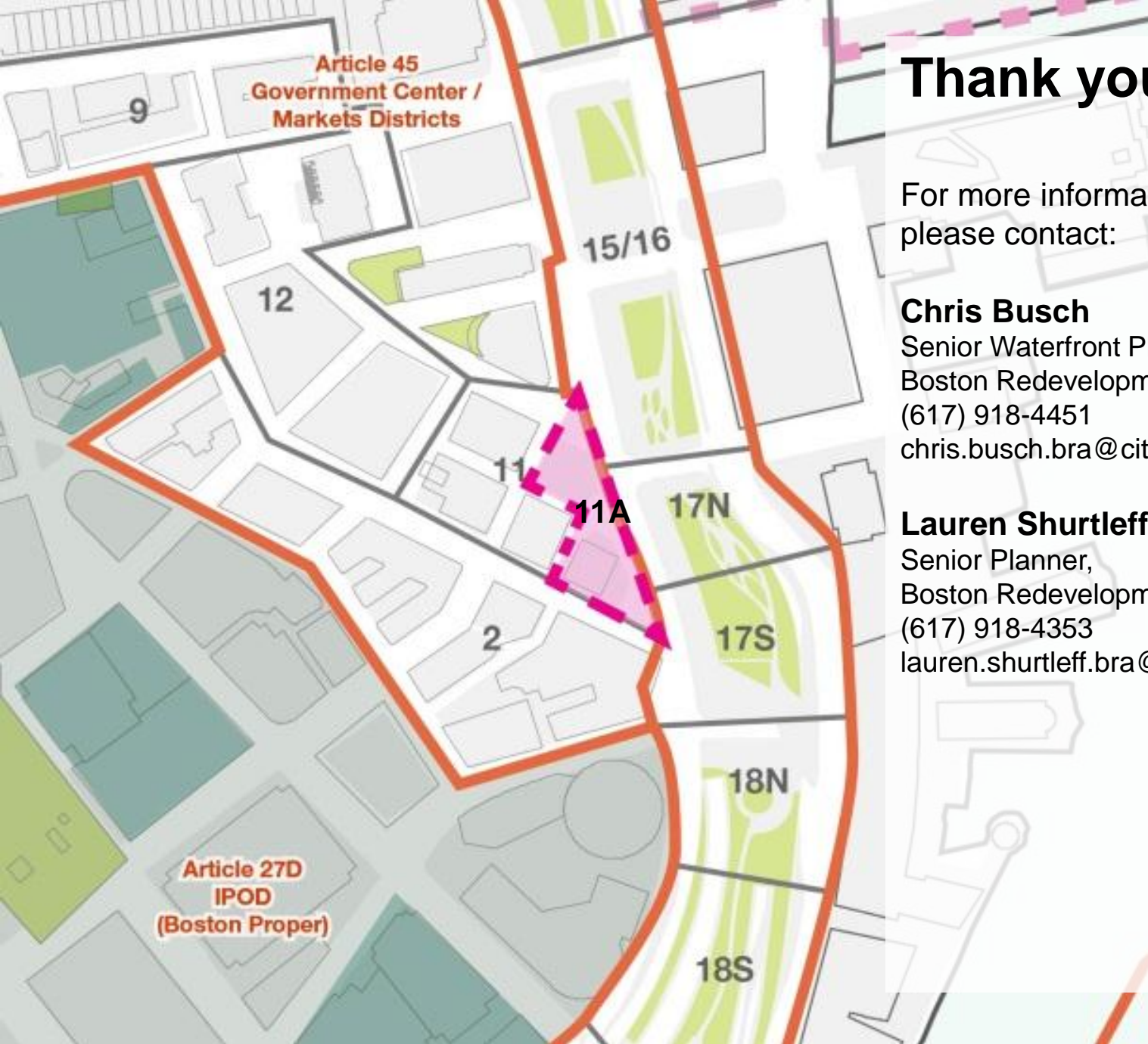
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2 Surgical Changes

Surgical changes to dimensional, density, and use restrictions within a limited number of existing districts

3 Downtown Waterfront

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Thank you!

For more information or questions please contact:

Chris Busch

Senior Waterfront Planner,
Boston Redevelopment Authority
(617) 918-4451
chris.busch.bra@cityofboston.gov

Lauren Shurtleff

Senior Planner,
Boston Redevelopment Authority
(617) 918-4353
lauren.shurtleff.bra@cityofboston.gov