

Greenway District Planning Study

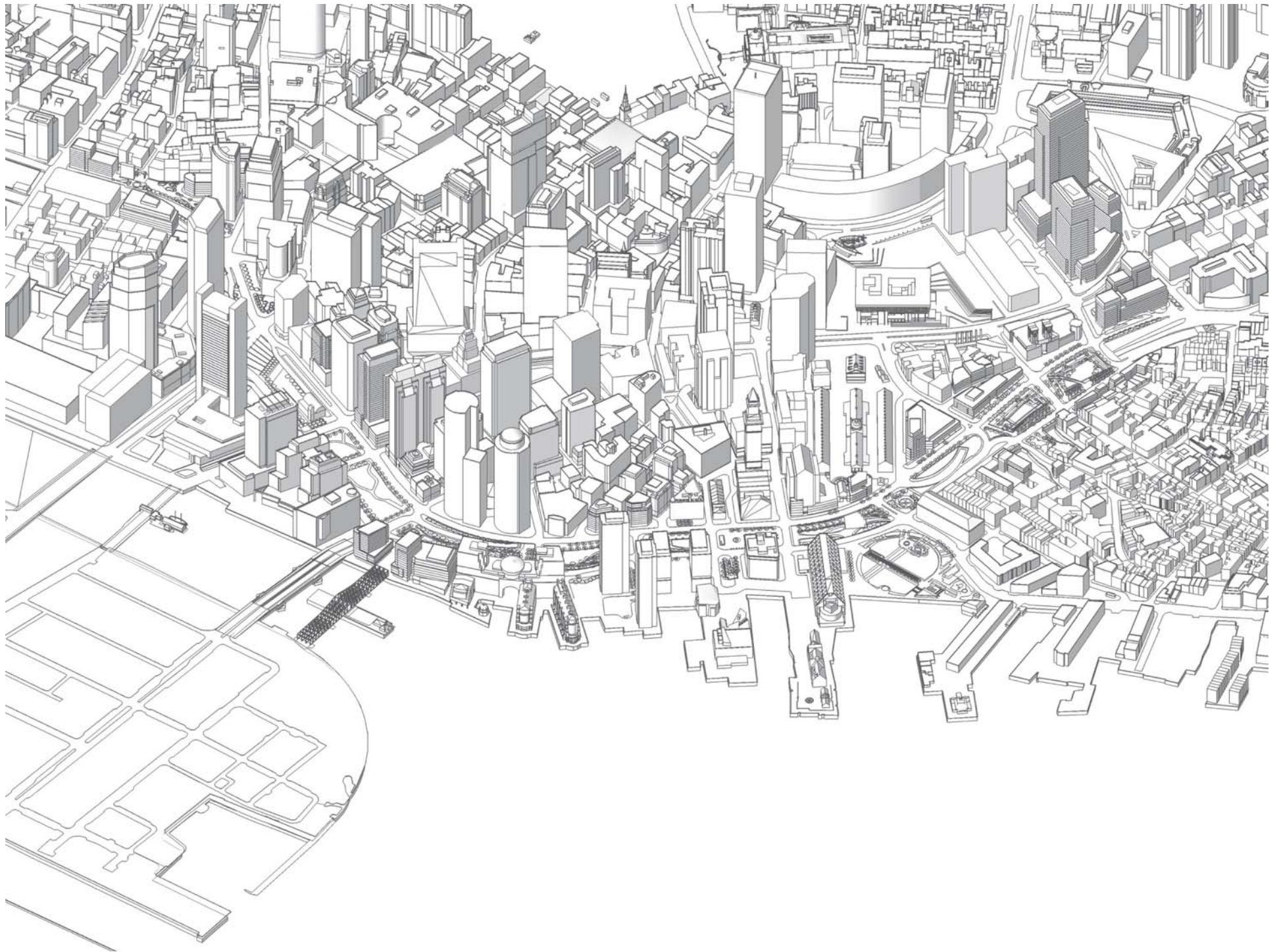
Public Meeting 7

01 Guidelines Final Draft Recommendations

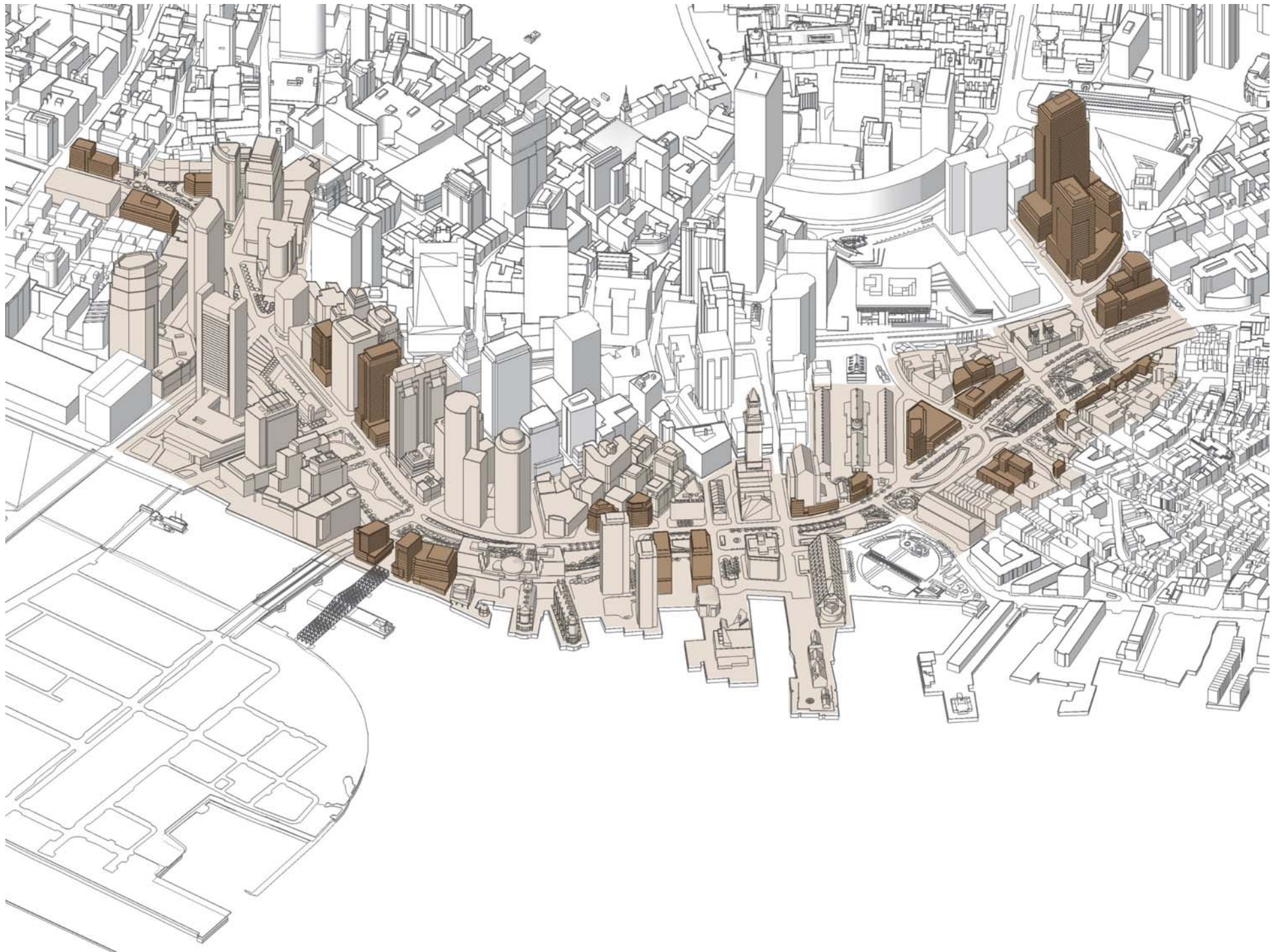
02 Individual Sub-Districts

03 Ground Floor Use Proposals

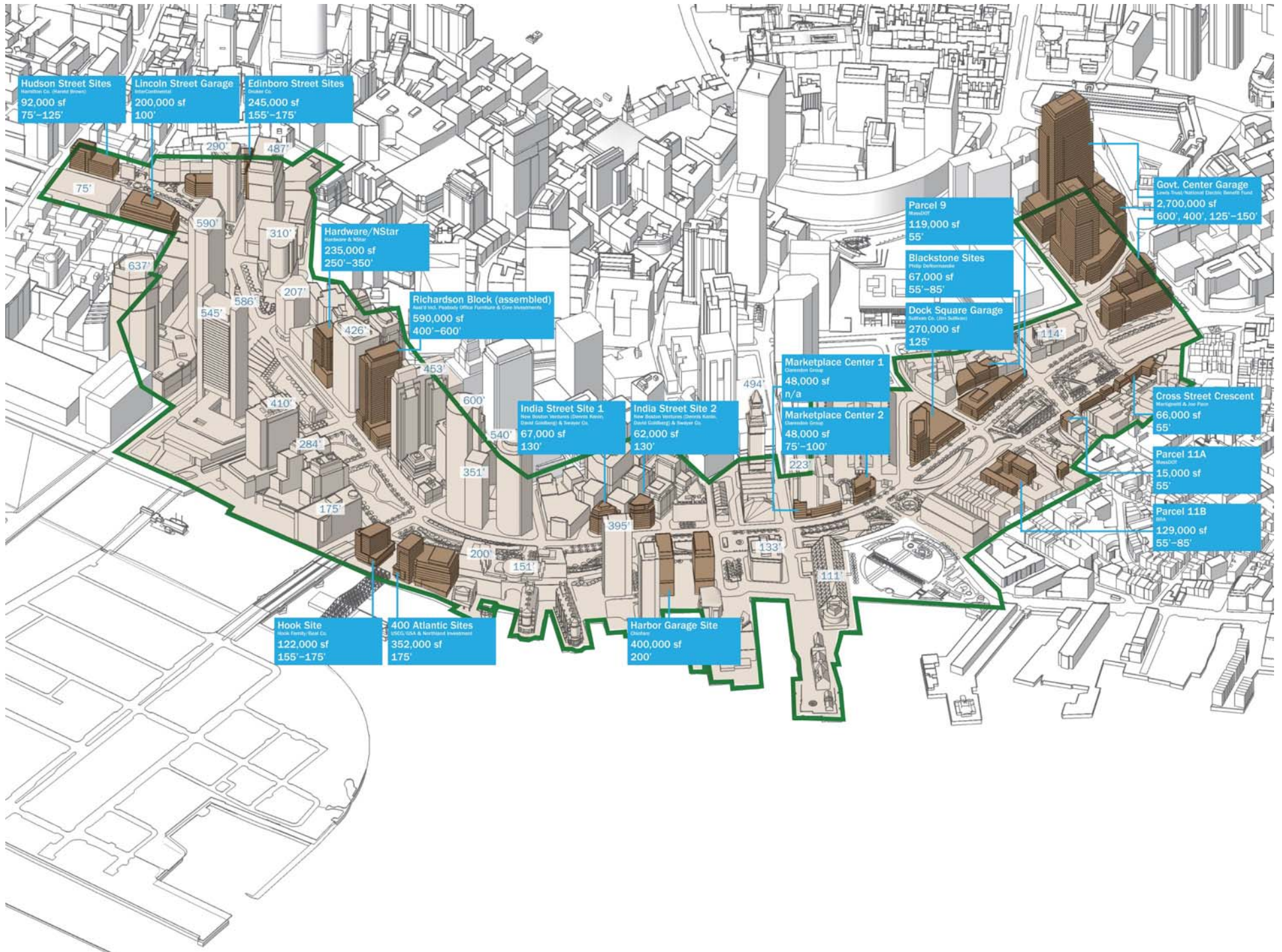
04 Next Steps

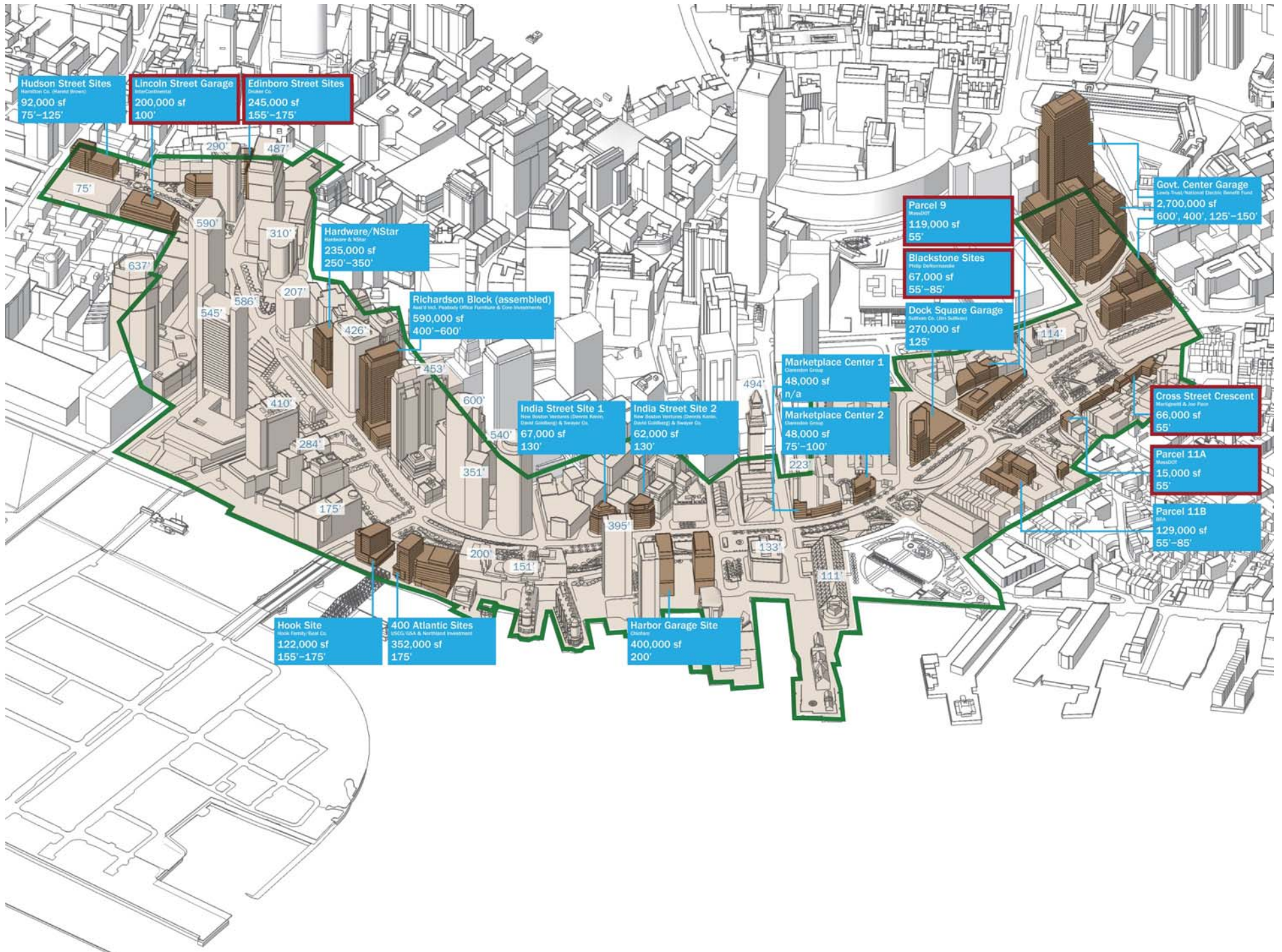














CHINATOWN and
LEATHER DISTRICT

DEWEY SQUARE

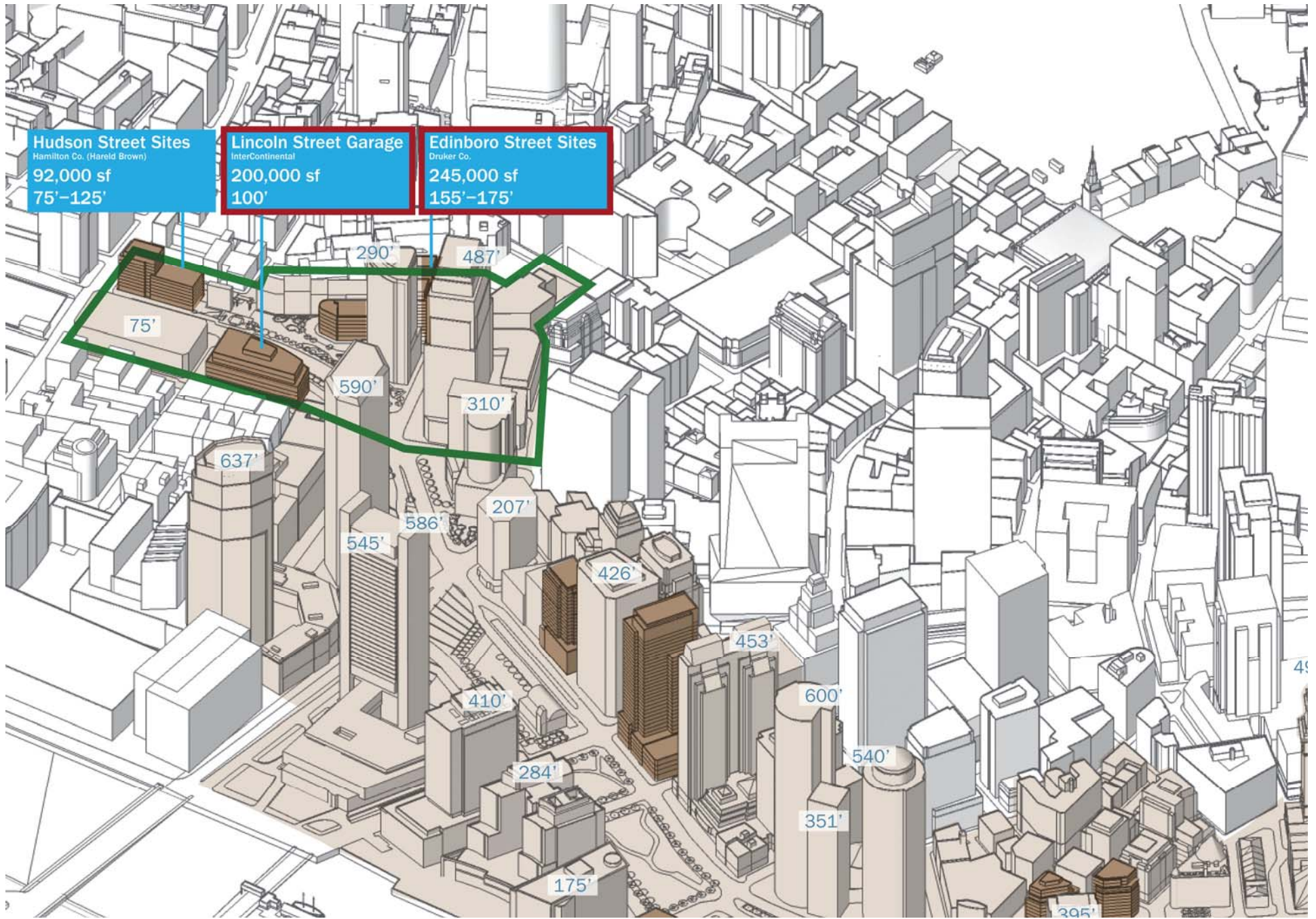
FINANCIAL DISTRICT

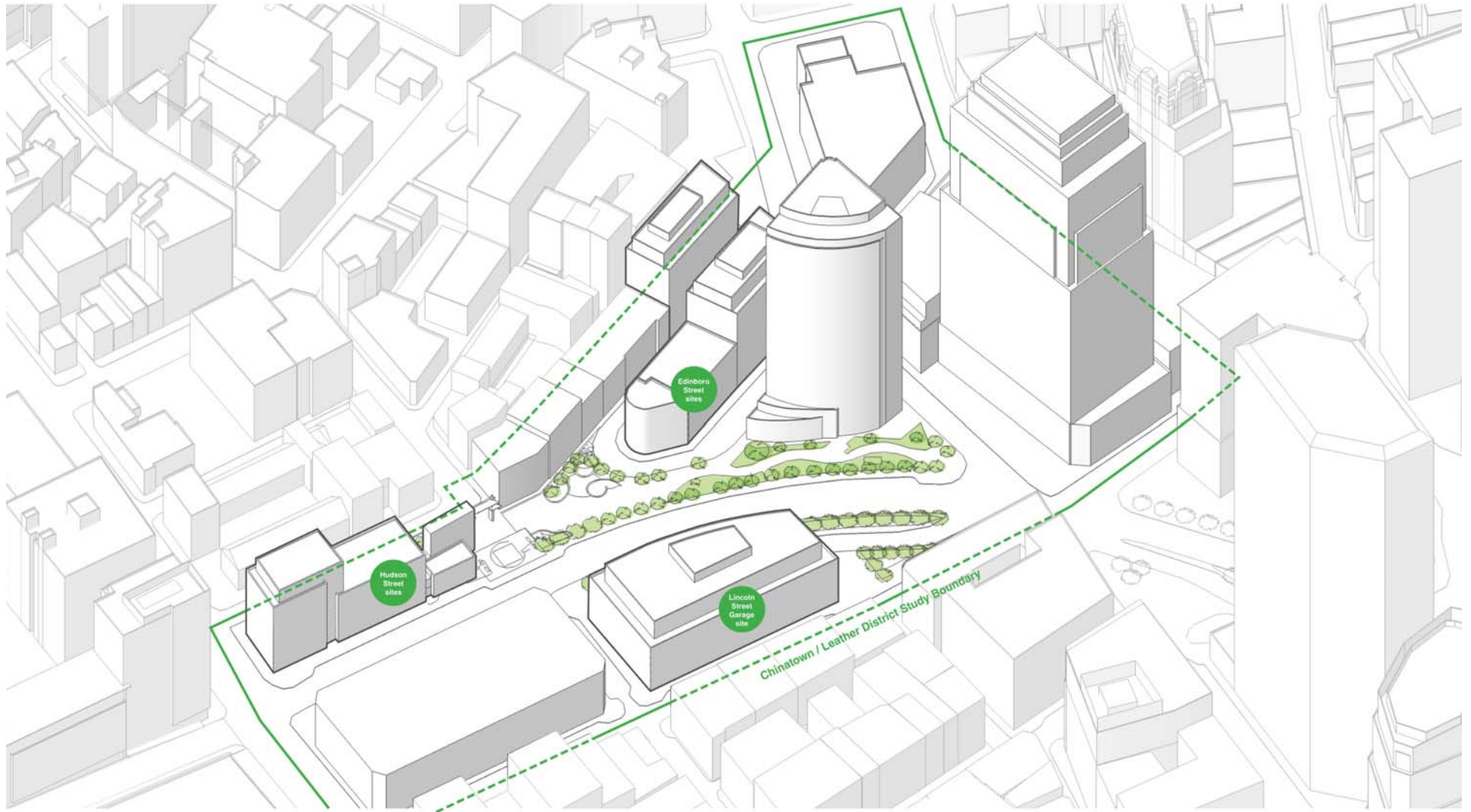
TOWN COVE

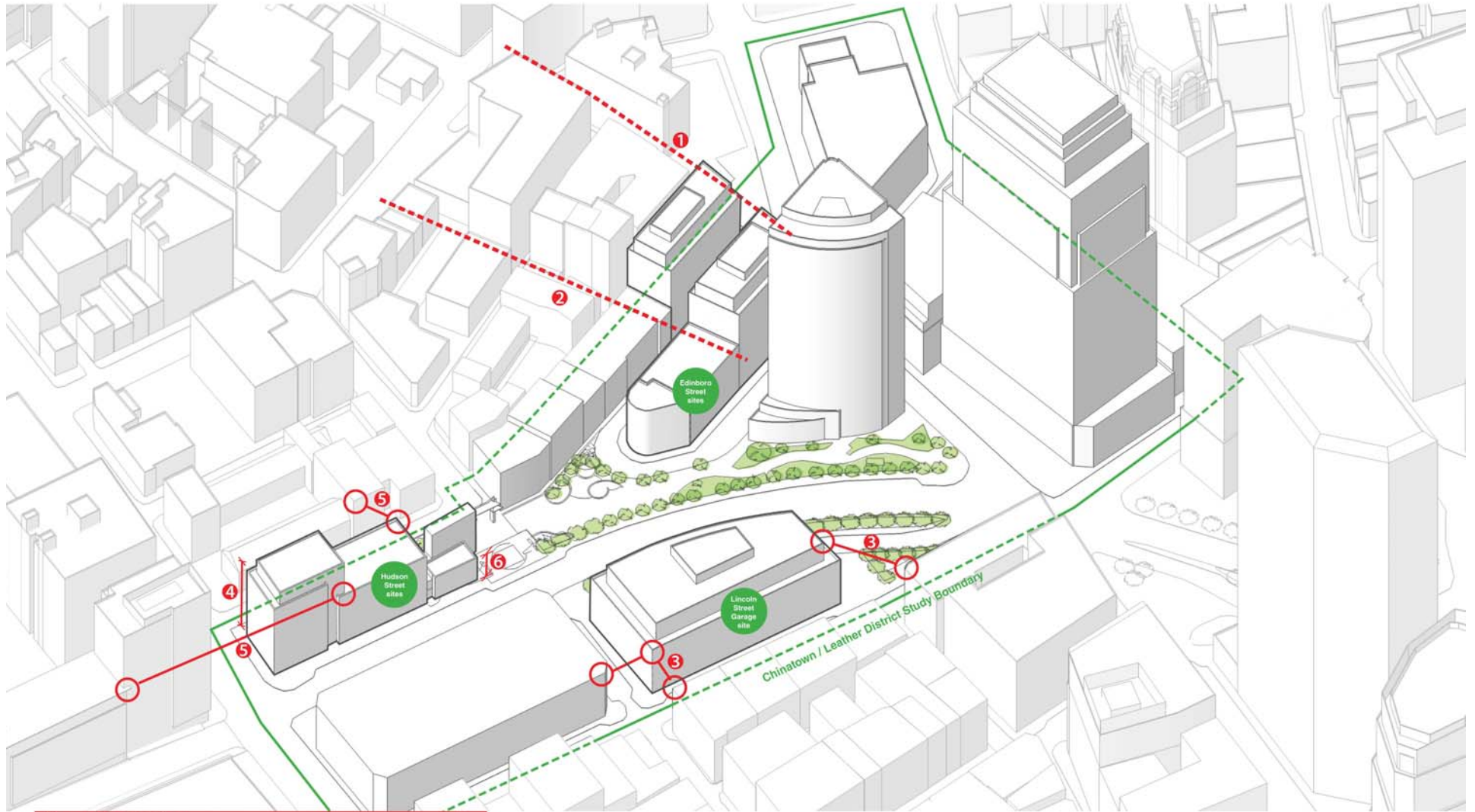
MARKET DISTRICT /
GOVT. CENTER

NORTH END

WHARF DISTRICT

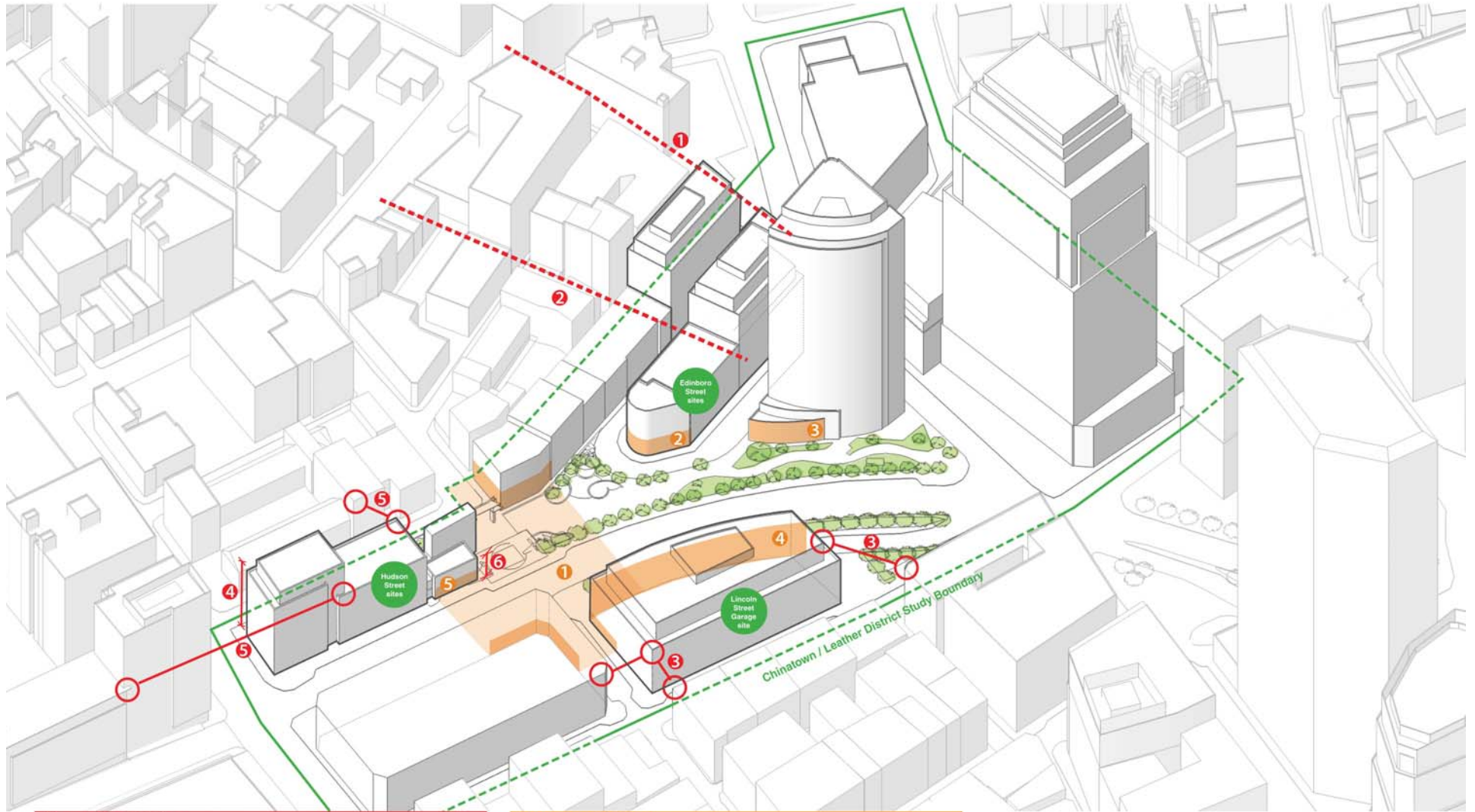






Dimensional Criteria

- 1 Edinboro sites – Maximum height 155'. Provide a 10' setback at a height aligning with the Oxford Place building fronting Essex Street (approximately 125').
- 2 Edinboro 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.
- 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.
- 6 Hudson Street sites -2 storey pavilion-like structure at south end of the plaza adjacent to the vent structure.

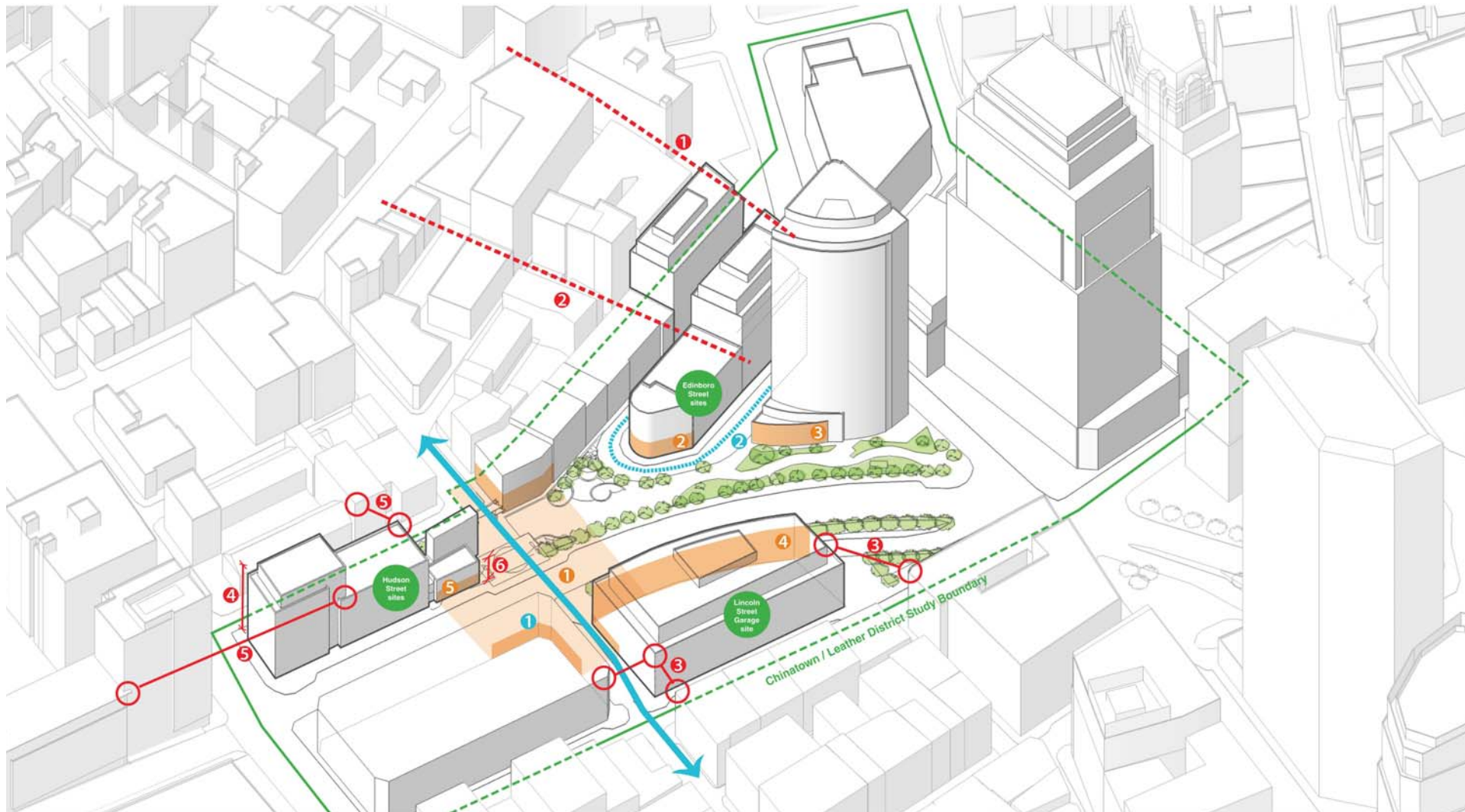


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- 5 Hudson Street sites - Step down to the height of the adjacent Chinatown neighborhood scale and the low-rise portion of Parcel 24.
- 6 Hudson Street sites - 2 storey pavilion-like structure at south end of the plaza adjacent to the vent structure.

Programmatic Goals

- 1 Visual and physical access to Wharf 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 parks. The area between the two buildings would benefit from a cafe 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 cafe, 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 partially occupied by balconies, further activation at the ground level is possible.



Dimensional Criteria

- 1 Edinboro sites – Maximum height 155'. Provide a 10' setback at a height aligning with the Oxford Place building fronting Essex Street (approximately 125').
- 2 Edinboro 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.
- 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.
- 6 Hudson Street sites - 2 storey pavilion-like structure at south end of the plaza adjacent to the vent structure.

Programmatic Goals

- 1 Concentrate active ground floor uses at crossroads intersection.
- 2 Locate active use and/or major building entry facing park.
- 3 Provide transparency and active uses at park edge.
- 4 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.
- 5 A two-storey pavilion-like structure attached to the vent structure would provide an ideal public face for a cultural or educational institution.

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.

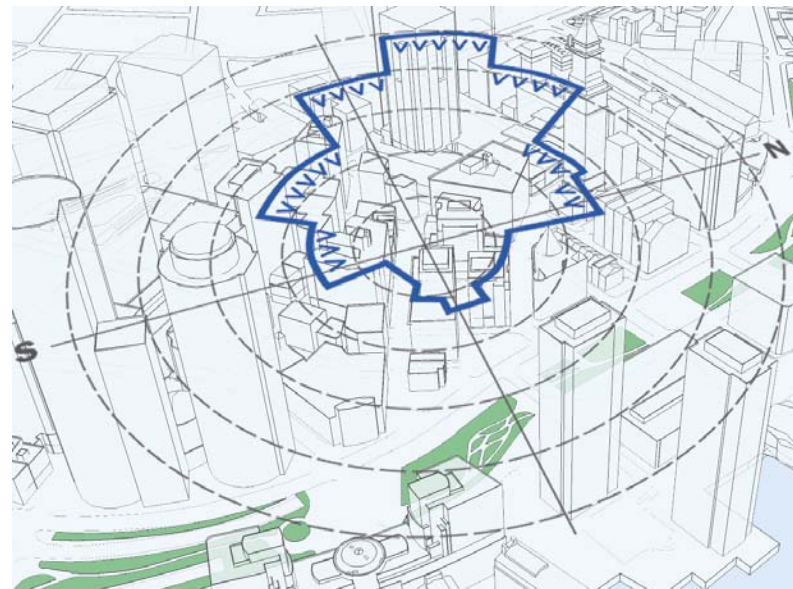
A

Cafe Dimensions

A.1 Cafe Depth
 The depth of the sidewalk cafe is preferred to be a minimum of 9'-0" from the facade of the restaurant. See pages 20-21 for recommended arrangements.



A.2 Cafe Length & Position
 The sidewalk cafe's length may not extend beyond the restaurant facility. The sidewalk cafe must be attached to the building in which the restaurant is located.



Café Guidelines and Ground-Floor Design

Environmental Criteria

Chinatown and Leather District

The Chinatown / Leather District subdistrict is distinguished primarily by the proximity of the park to adjacent buildings. It is the only segment of the Greenway with buildings directly abutting a park, and the only area where the east and west sides are separated by a single street. While this south-facing park with potentially active uses so close to its edges has all the ingredients for a successful urban destination, underutilized nearby properties will need improvements before the space can succeed. Currently, these parcels are primarily vacant retail and restaurant spaces, as well as remaining "scarred edges" dating back to the original artery construction. The occupancy of these parcels with active uses as well as improvements to their physical appearance will provide a double benefit to the public realm here. Additionally, future development should be encouraged to strengthen the Beach Street corridor and link Chinatown and the Leather District by developing uses which animate the primary intersection of Beach and South Street and the area marked by the Chinatown Gate. On the east side of the Surface Artery, the predominance of the garage in tandem with the I-93 on-ramp present significant hurdles to a greater continuity between the two neighborhoods.

Goals

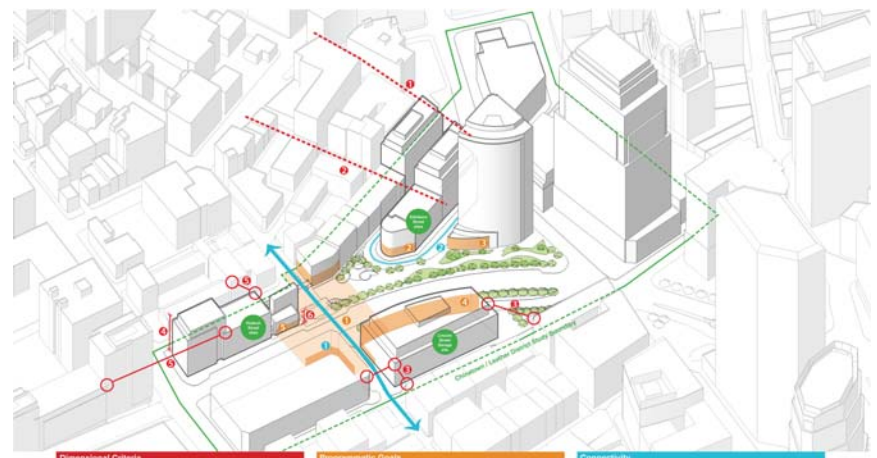
- Promote continuity along Beach Street.
- Enliven the park with renovated storefronts and new developments at its northern edges.
- Repair the fragmented parcels to the south of the park to strengthen the Artery edge and the connection to Kneeland Street.

By Site

The **Edison Street sites**, particularly 2 Edison, present terrific potential as potential boutique hotels. Their proximity to South Station, Chinatown and the rest of downtown would provide visitors the ideal mix of location factors not currently offered by other hotels. Additionally, these sites can contribute to the life of the emerging Chinatown park by locating entrances and/or restaurants and cafes along its edges. These uses would complement the use patterns currently dominated by residential and office. Additional height along Cass Street provides the necessary transition to the scale of the financial district without casting shadows on the park.

Because of the length of its frontage on the Greenway, the **Beach Street sites**, if redeveloped, could profoundly affect the character of the Chinatown Park and the adjacent Beach street corridor. The southwest corner of the property, in particular, presents a significant challenge to the legibility of the Beach street corridor as the active uses on Beach and Lincoln Streets are segregated from the intersection by a very active garage entry. Future additions or redevelopment of this site will very likely be limited to 100' by the high potential for shadows cast on the park. Development here should align with the 80'/100' heights of the existing Leather district fabric and should reinforce the existing character and scale of the neighborhood.

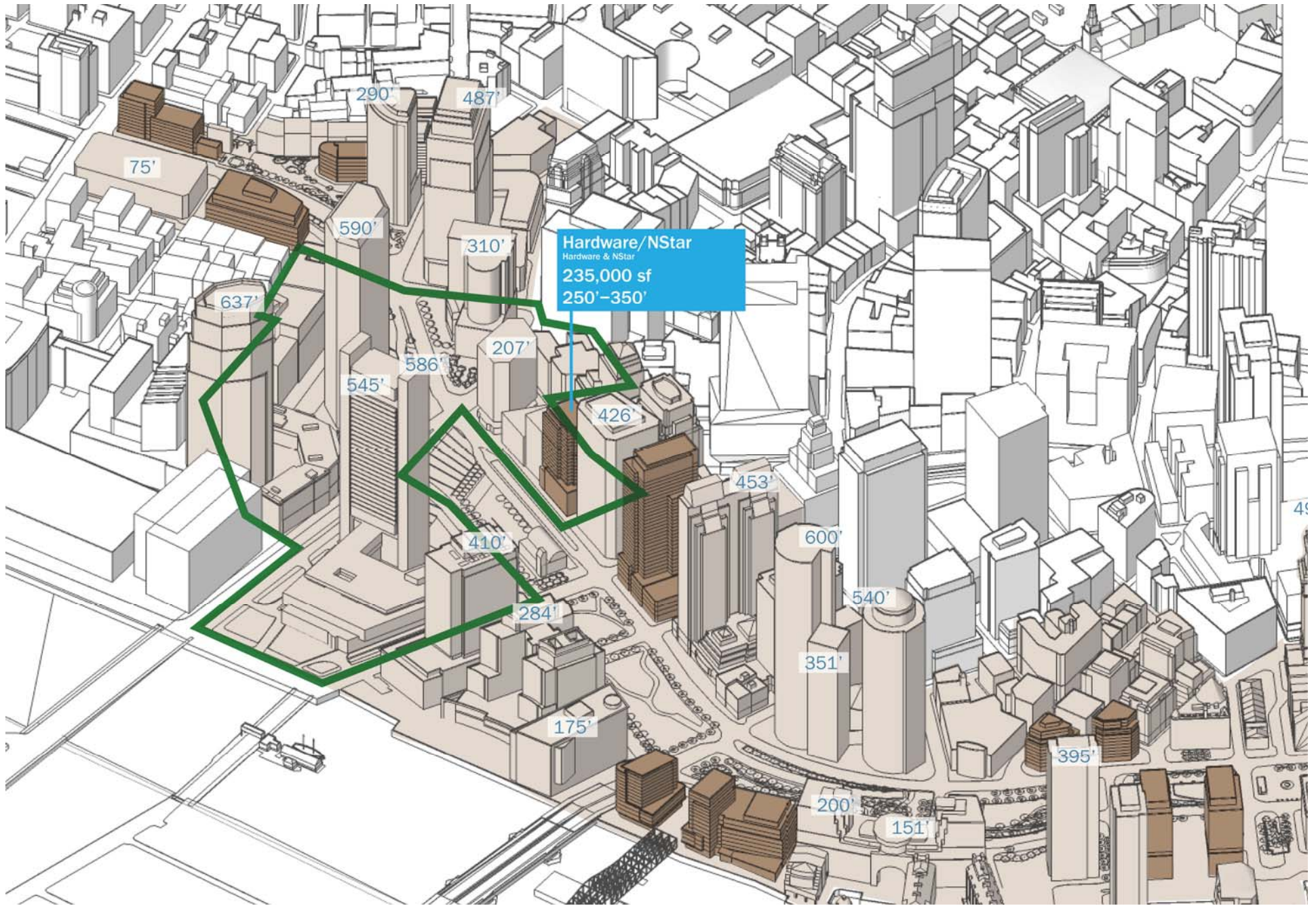
The **Lincoln Street sites** present an opportunity to both anchor the important Kneeland St. /Surface St. intersection and to activate the ground plane south of the park. The sites are well suited for a public or cultural institution, such as a library or community center. The recommended 125' volume at the street's southern edge would create consistency on Kneeland Street as well as a much needed transition to the permitted development on Parcel 24.

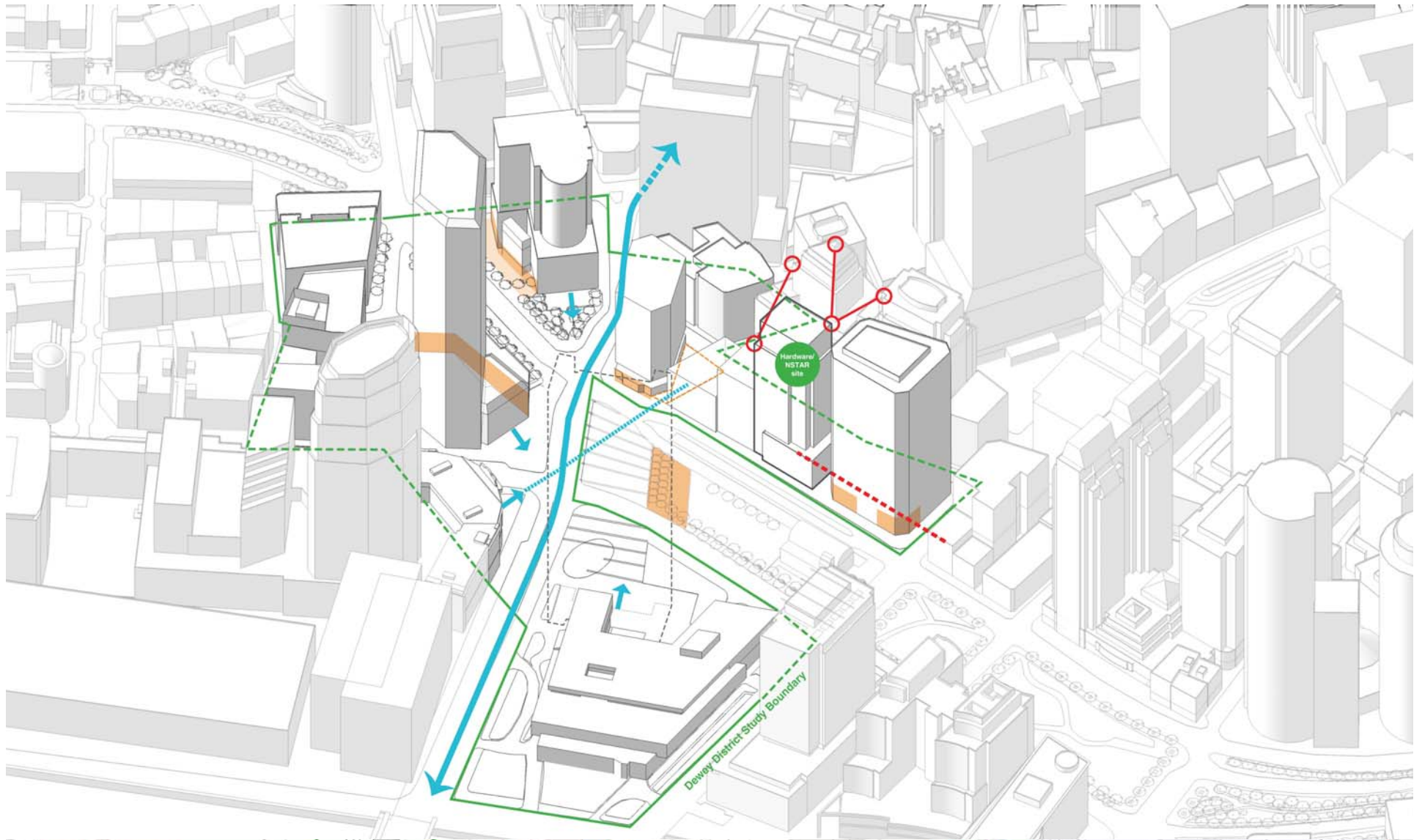


- | | | |
|---|--|---|
| <p>Dimensional Criteria</p> <ul style="list-style-type: none"> Edison sites: Maximum height 100'. Provide a 10' setback at a height aligning with the Center Plaza building (existing Essex Street approximately 100'). Edison sites: Step down to the existing height of the Arts Center side to align with the main mass at the back side of Chinatown and I-93 Street. Beach Street Garage Site: 100' height at street edge to align with adjacent buildings, 100' maximum, to align with 10 Lincoln Street, or as limited by practice impacts on the park, with a 10' setback. Beach Street sites: 100' maximum height on Kneeland Street. Lincoln Street sites: Step down to the height of the adjacent Chinatown neighborhood scale and the low portion of Parcel 24. Lincoln Street sites: 17' steep-pitch structure at south end of the plot adjacent to the west structure. | <p>Programmatic Goals</p> <ul style="list-style-type: none"> Convertible active ground floor uses at street-level intersection. Locate active use and/or major building entry facing park. Provide transparency and active uses at park edge. Mitigate the negative impacts on the pedestrian realm caused by the I-93 on-ramp. Consider building over portions of the bridge active uses close to Surface Artery. A new strong podium structure attached to the west structure would provide an ideal public space for a public or educational institution. | <p>Connectivity</p> <ul style="list-style-type: none"> The continuity of the Beach Street Corridor should be made more legible through the incorporation of active uses along its edges and at the Surface Artery intersection. Historical scale from the Financial District, Downtown and Kingdon Streets should be enhanced by redevelopment on the Edison Street sites. |
|---|--|---|

Sub-District Analysis

Dimensional Criteria

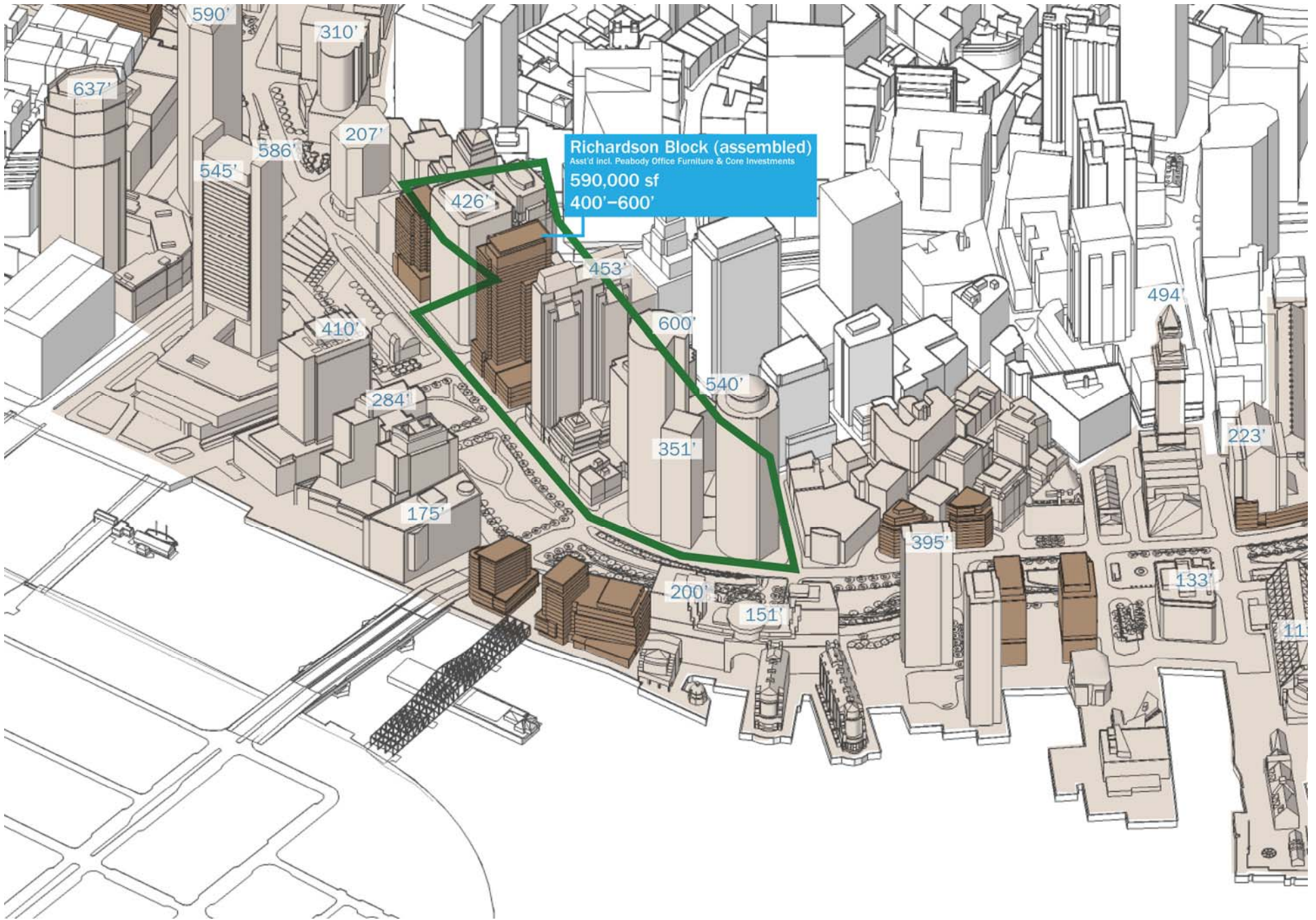




Dimensional Criteria

Programmatic Goals

Connectivity



Richardson Block (assembled)
Asst'd Incl. Peabody Office Furniture & Core Investments
590,000 sf
400'-600'

590'

310'

637'

586'

207'

545'

426'

453'

600'

494'

410'

284'

540'

175'

351'

223'

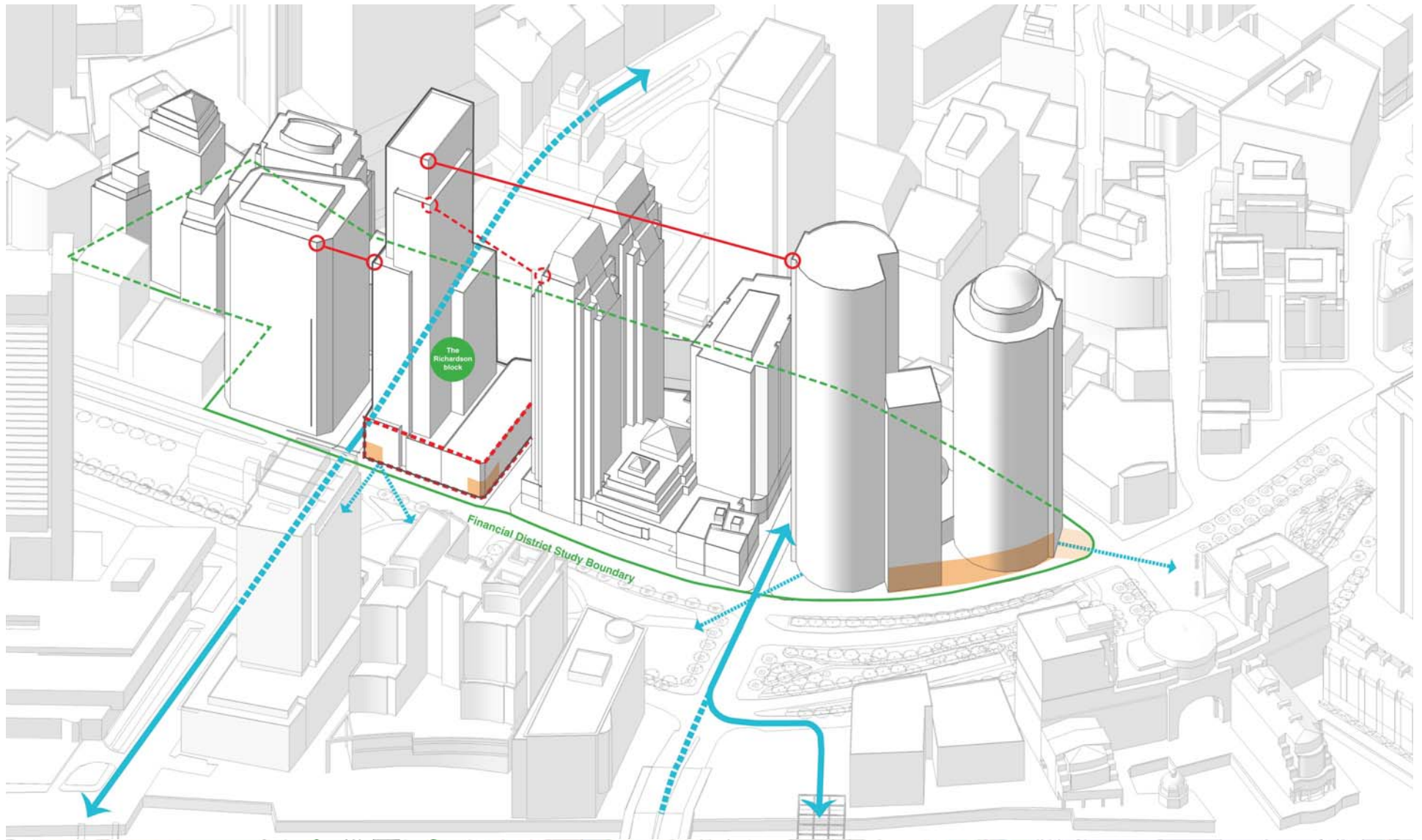
395'

200'

151'

133'

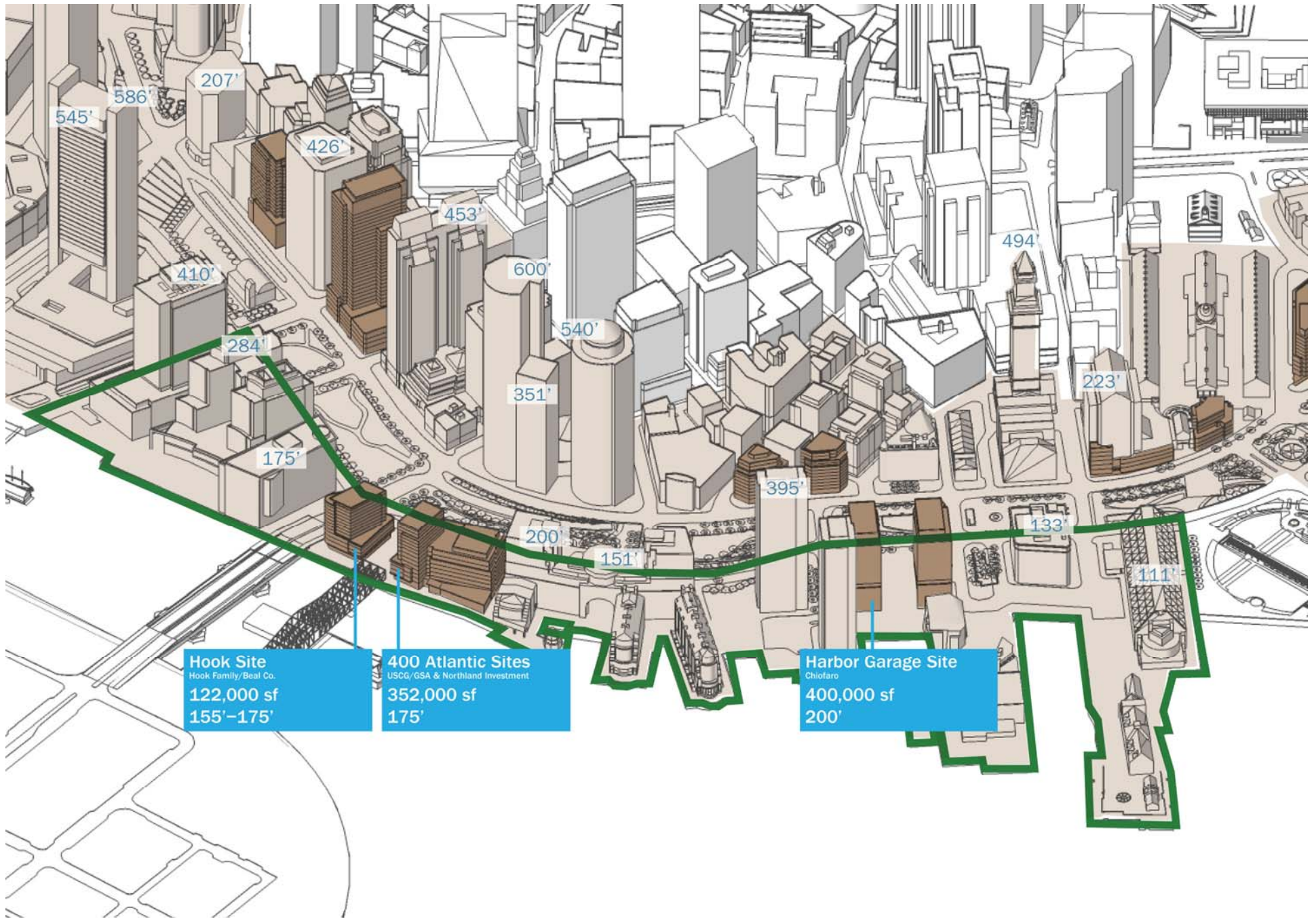
111'

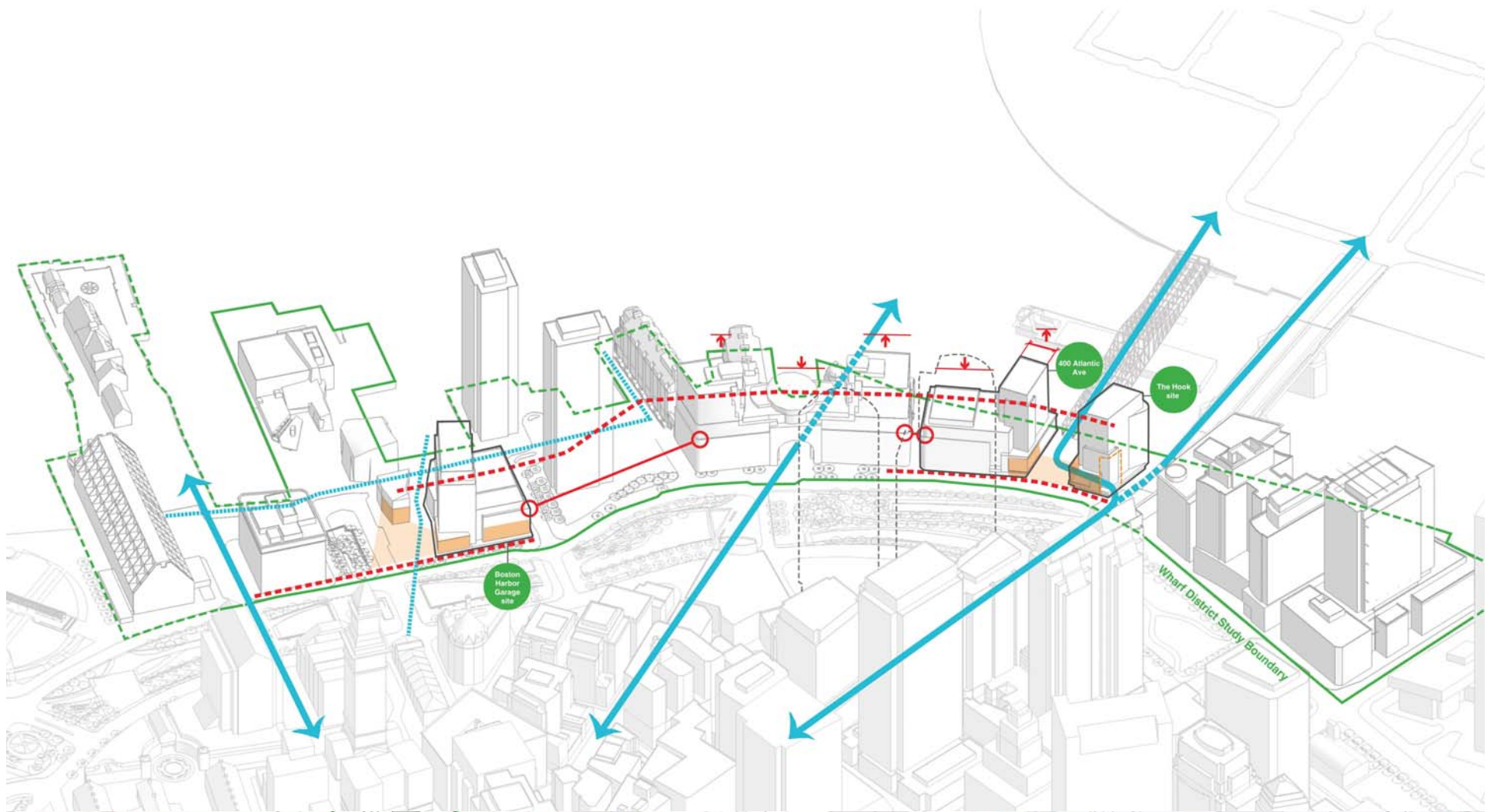


Dimensional Criteria

Programmatic Goals

Connectivity

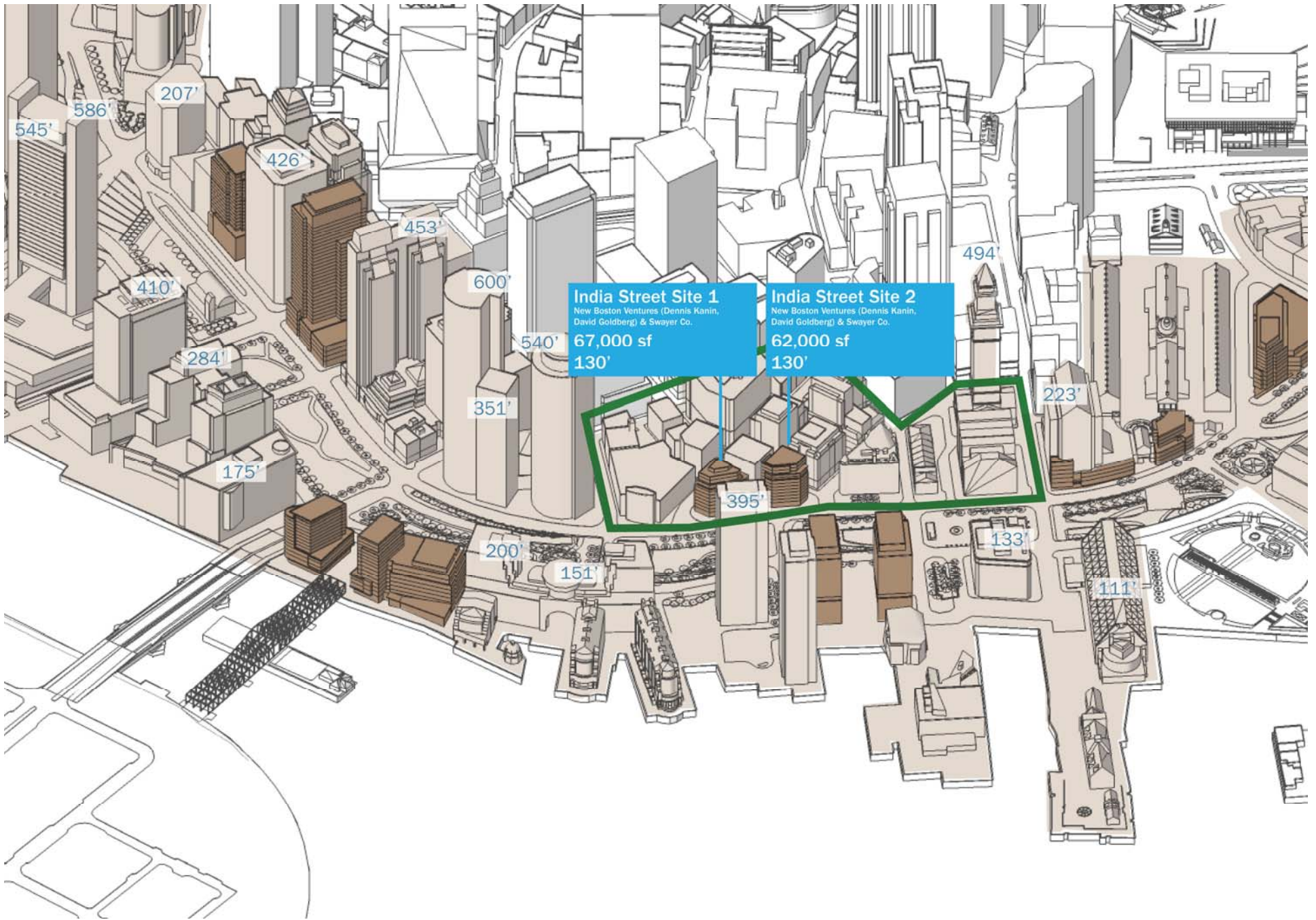




Dimensional Criteria

Programmatic Goals

Connectivity



India Street Site 1

New Boston Ventures (Dennis Kanin,
David Goldberg) & Swayer Co.

67,000 sf

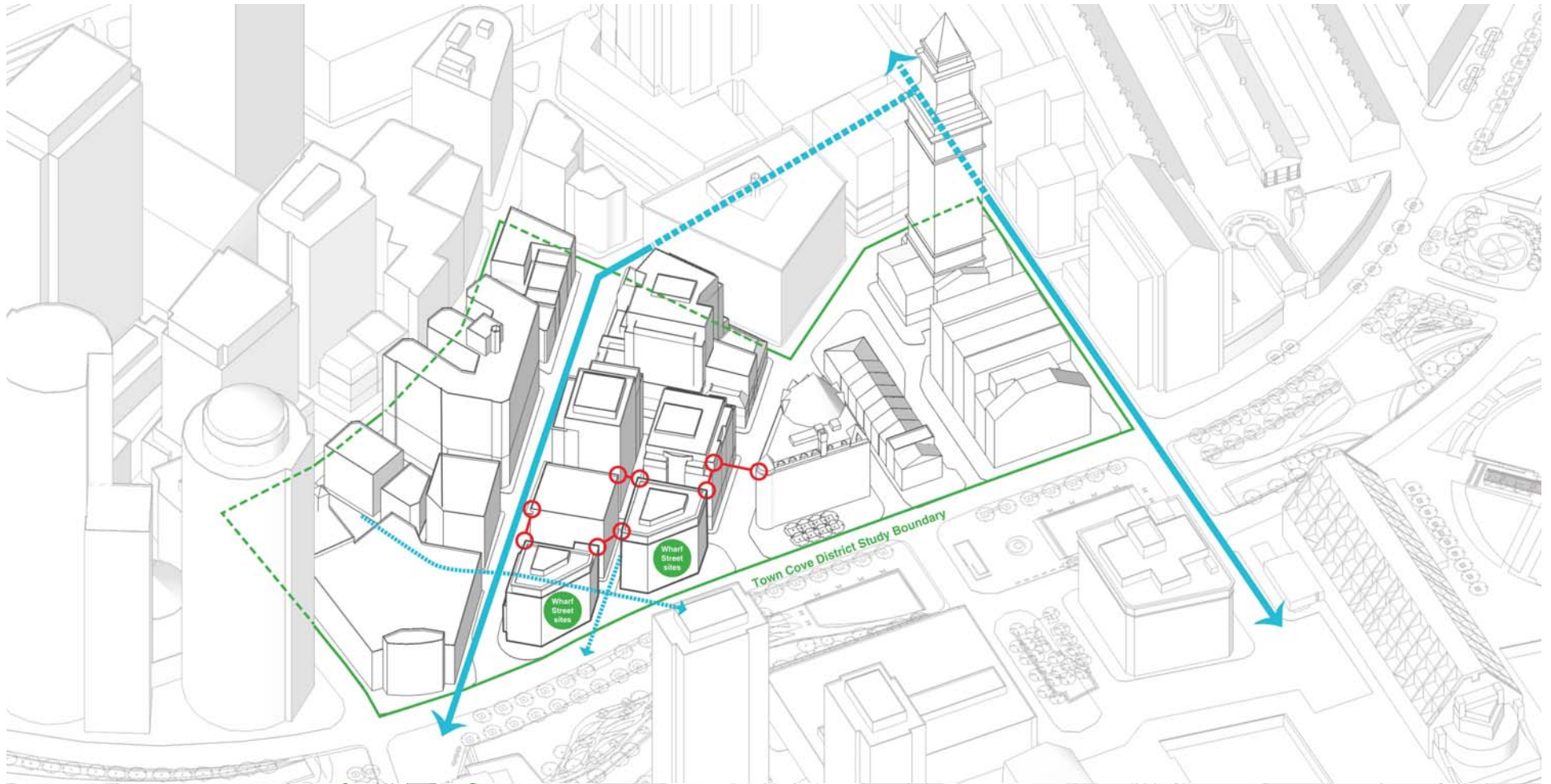
130'

India Street Site 2

New Boston Ventures (Dennis Kanin,
David Goldberg) & Swayer Co.

62,000 sf

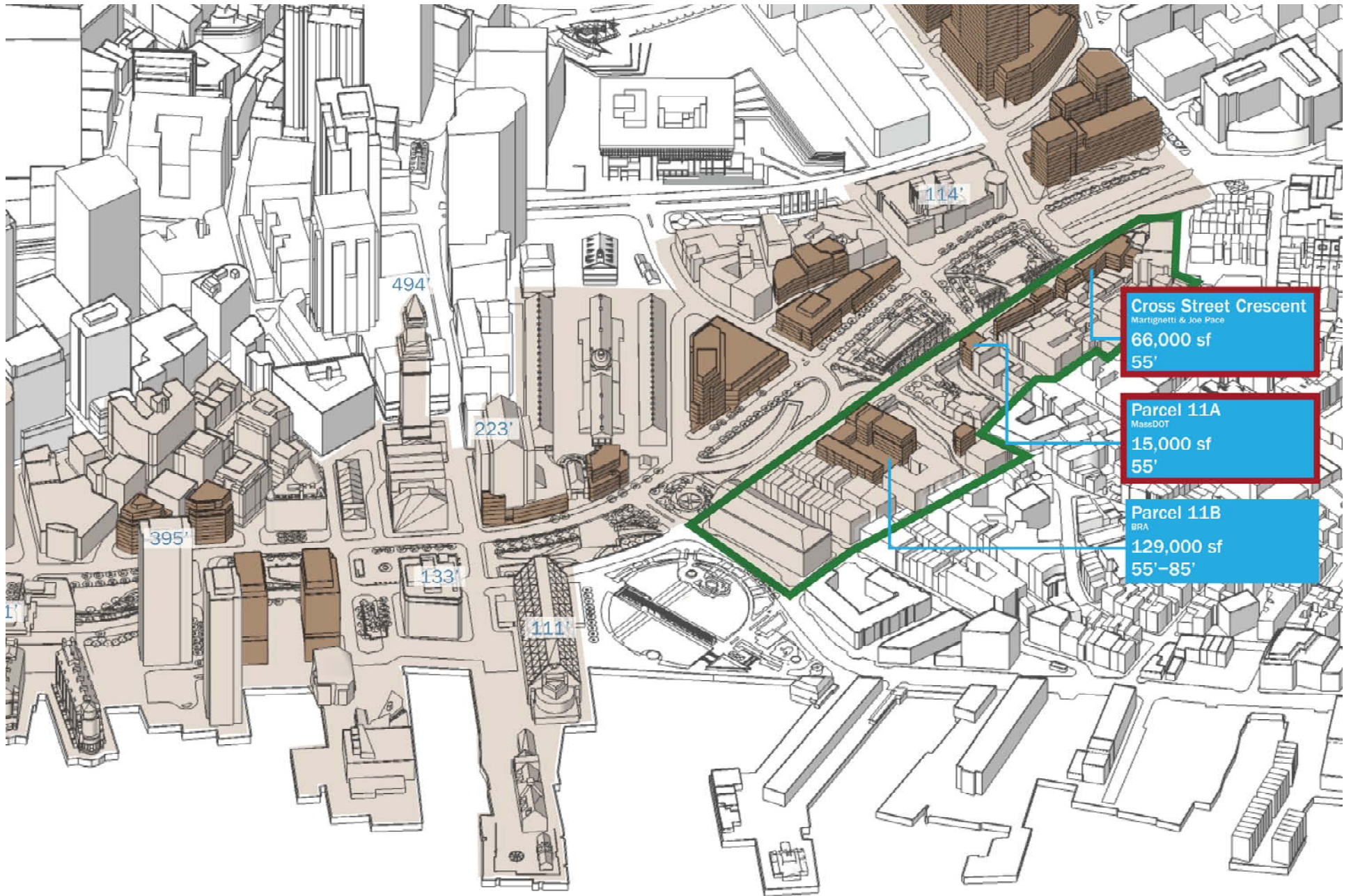
130'



Dimensional Criteria

Programmatic Goals

Connectivity



Cross Street Crescent

Martignetti & Joe Pace
66,000 sf
55'

Parcel 11A

MassDOT
15,000 sf
55'

Parcel 11B

BRA
129,000 sf
55'-85'

494'

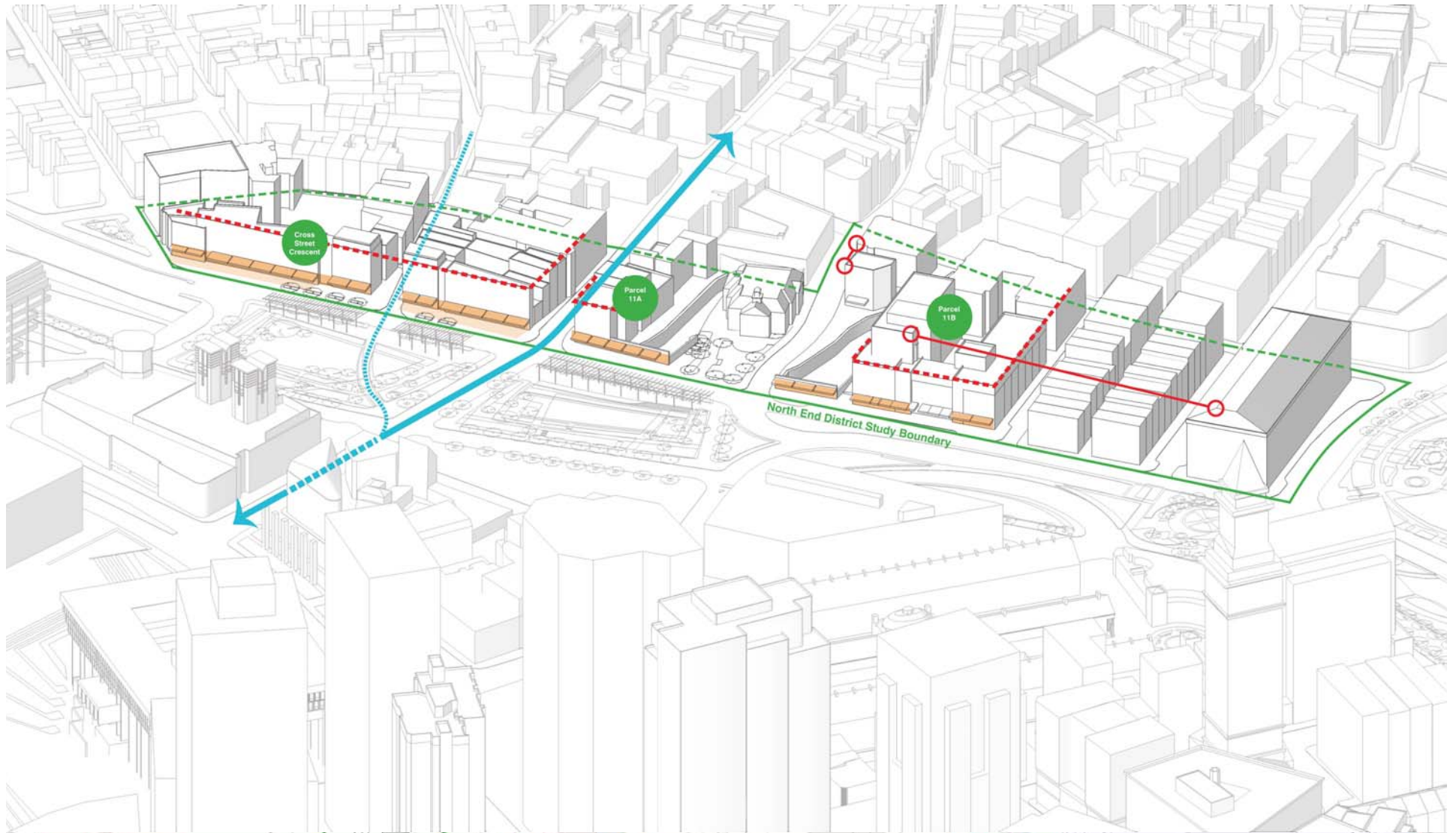
223'

395'

133'

111'

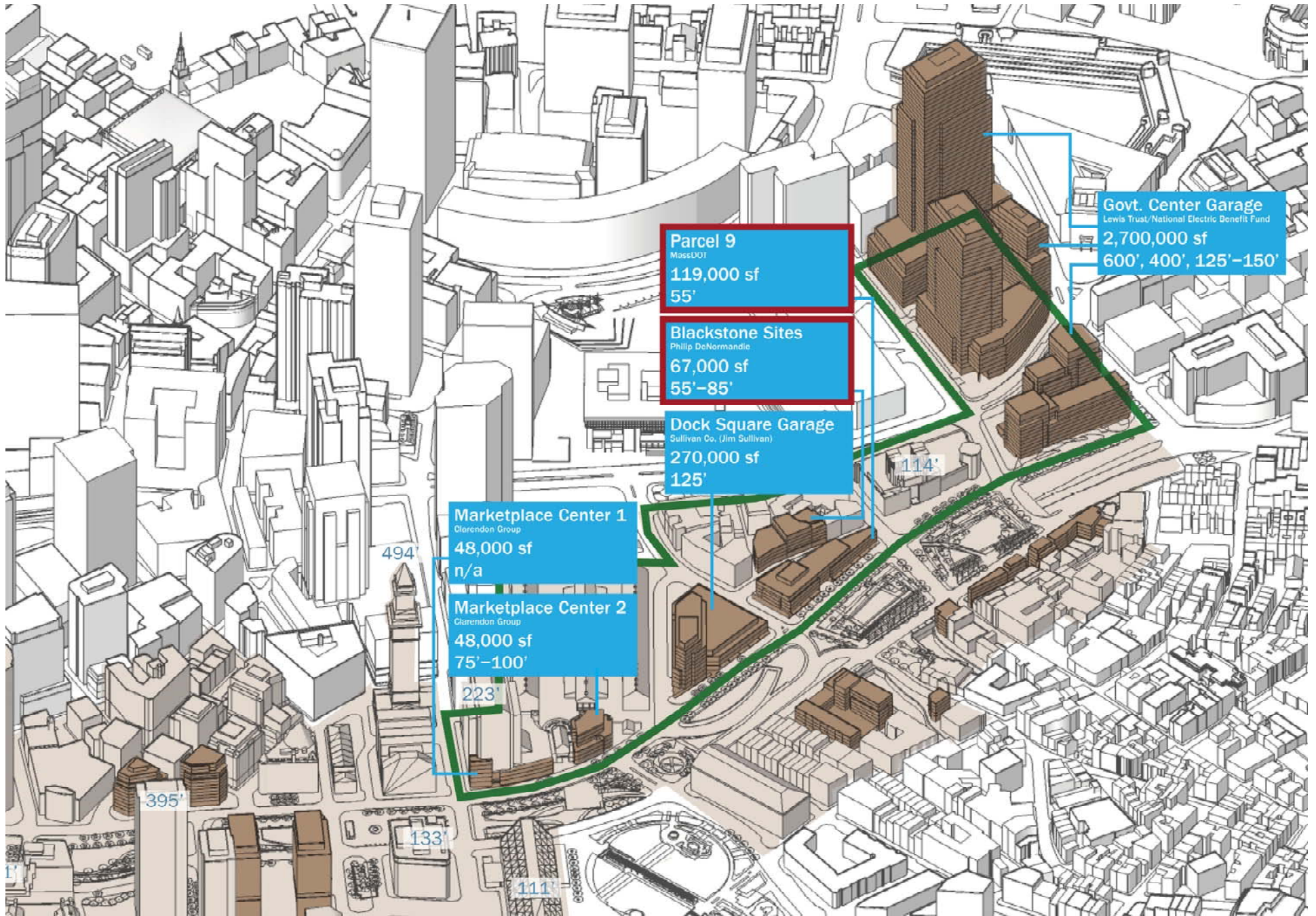
114'



Dimensional Criteria

Programmatic Goals

Connectivity



Parcel 9
MassDOT
119,000 sf
55'

Blackstone Sites
Philip DeNormandie
67,000 sf
55'-85'

Dock Square Garage
Sullivan Co. (Jim Sullivan)
270,000 sf
125'

Marketplace Center 1
Clarendon Group
48,000 sf
n/a

Marketplace Center 2
Clarendon Group
48,000 sf
75'-100'
223'

Govt. Center Garage
Lewis Trust/National Electric Benefit Fund
2,700,000 sf
600', 400', 125'-150'

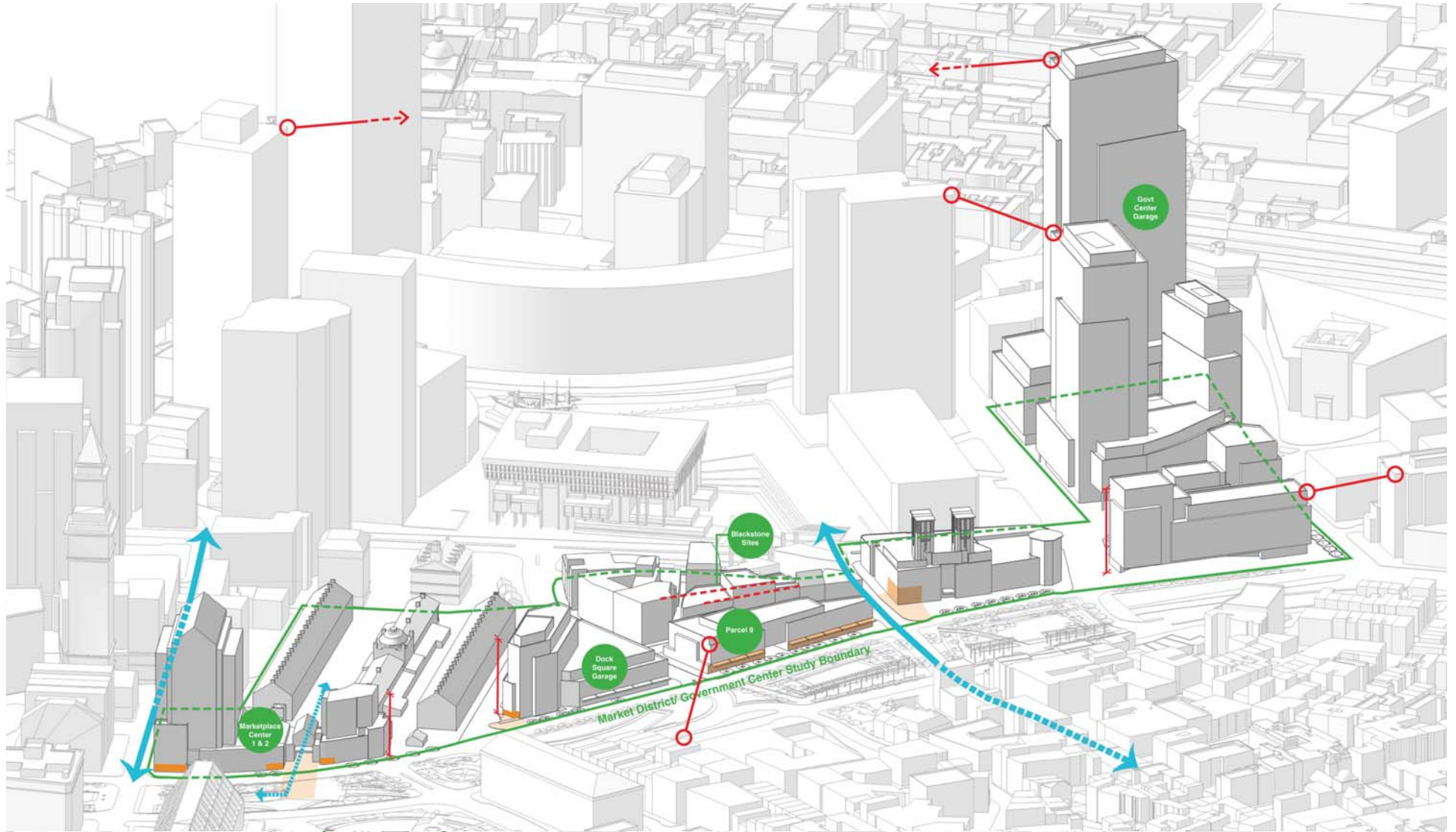
395'

494'

133'

111'

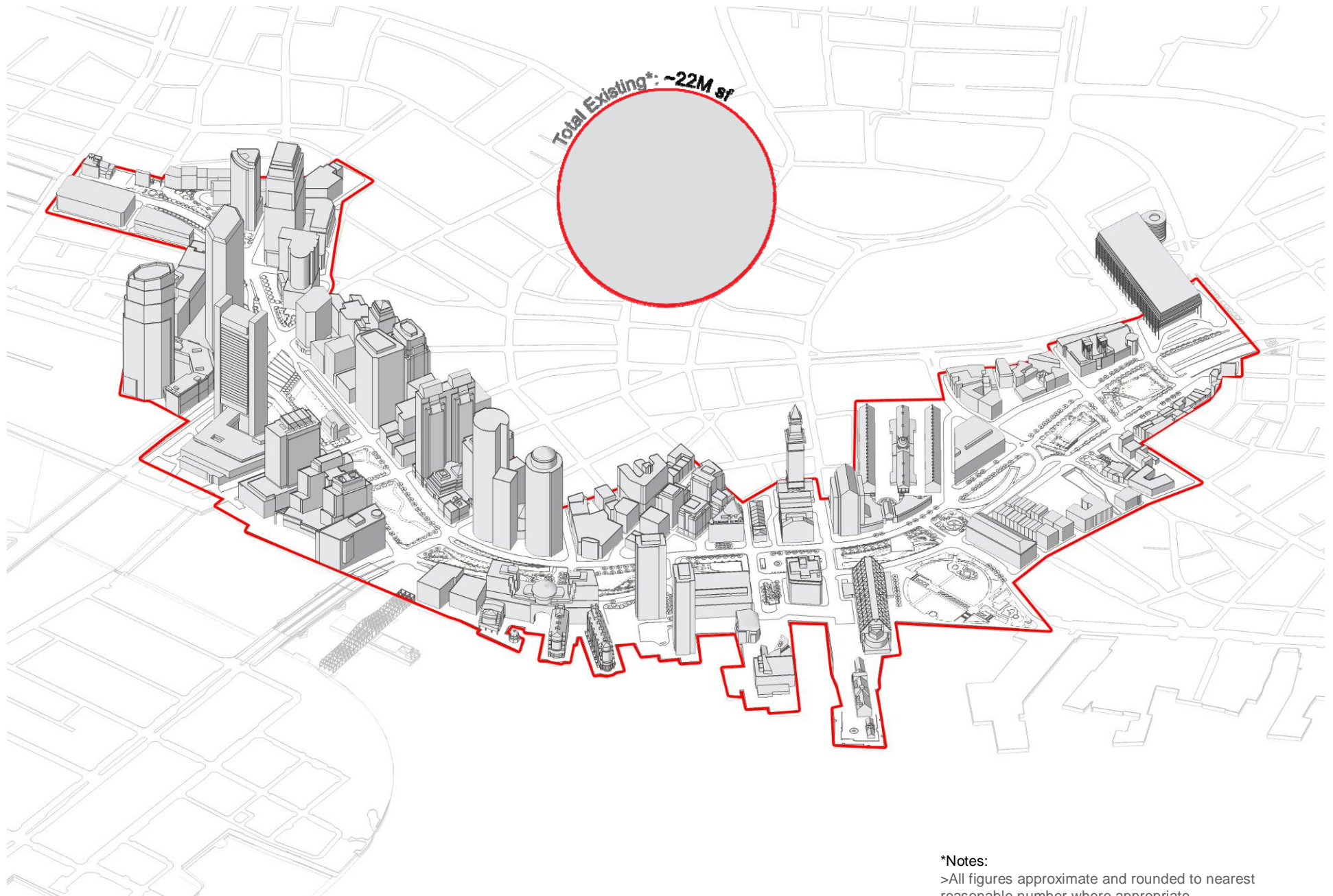
114'



Dimensional Criteria

Programmatic Goals

Connectivity

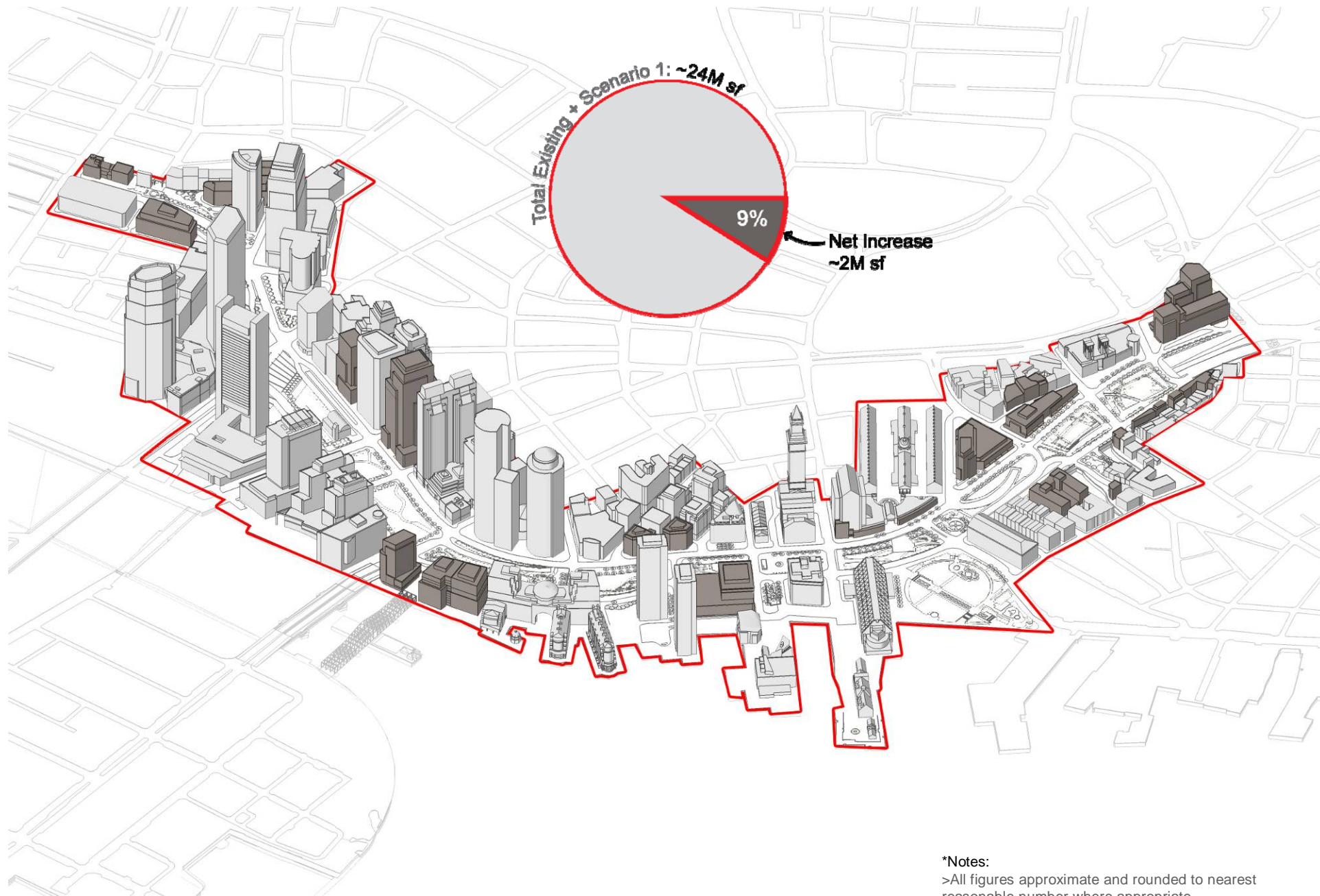


Total Existing*: ~22M sf

Existing Built Program Greenway District Study Area

***Notes:**

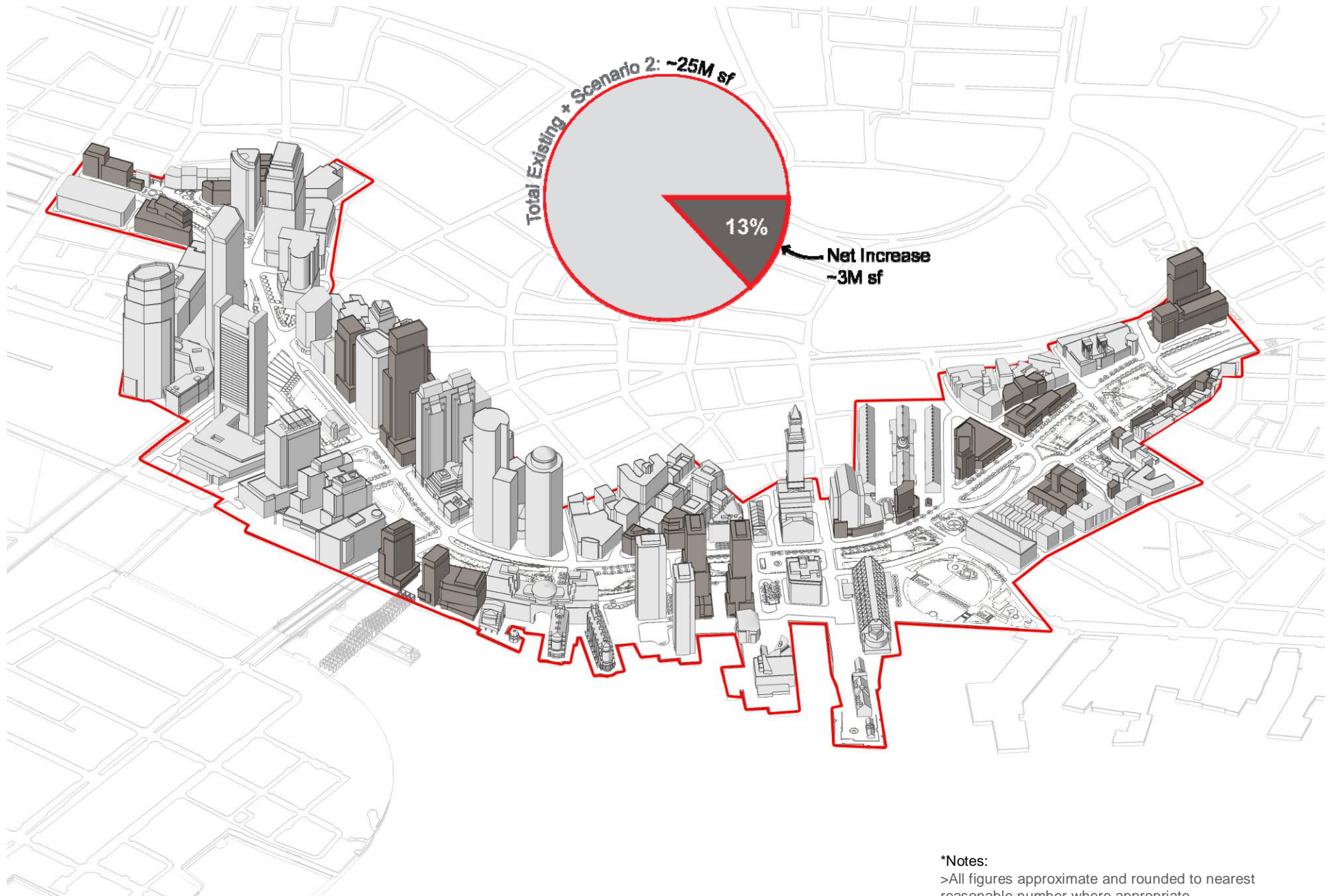
- >All figures approximate and rounded to nearest reasonable number where appropriate.
- >'Existing Program' calculations include permitted and under construction projects.
- > Calculations exclude below-grade parking.



Scenario 1 Greenway District Study Area

***Notes:**

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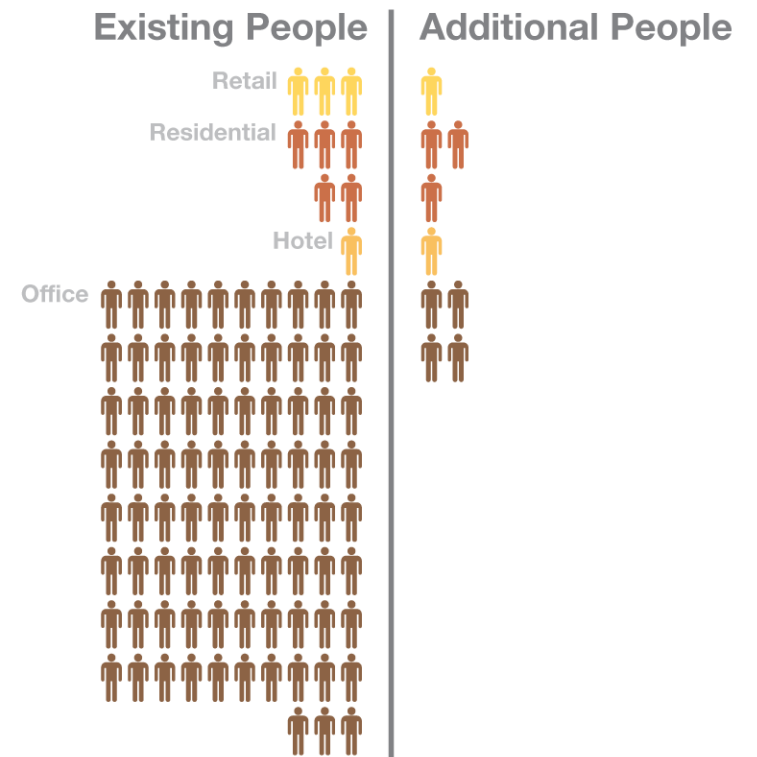
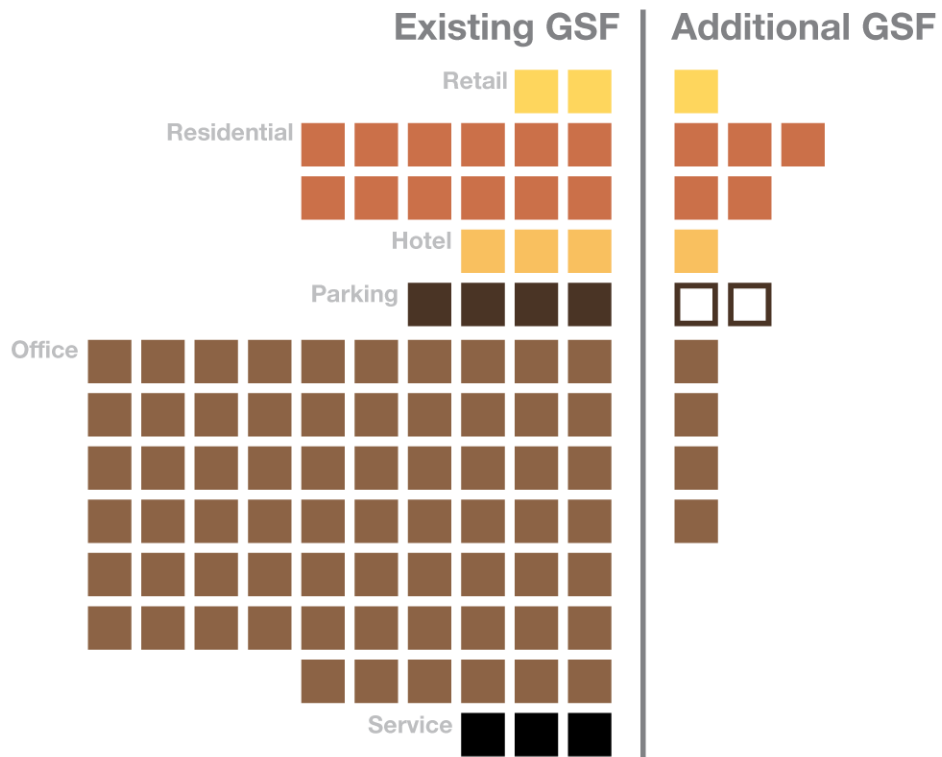


**Scenario 2
Greenway District Study Area**

- *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

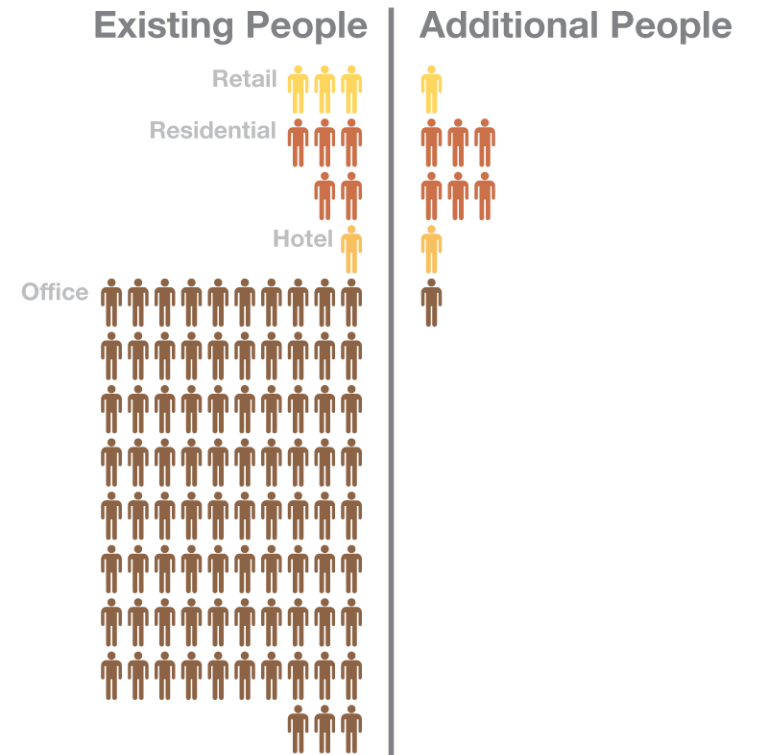
1,000 people



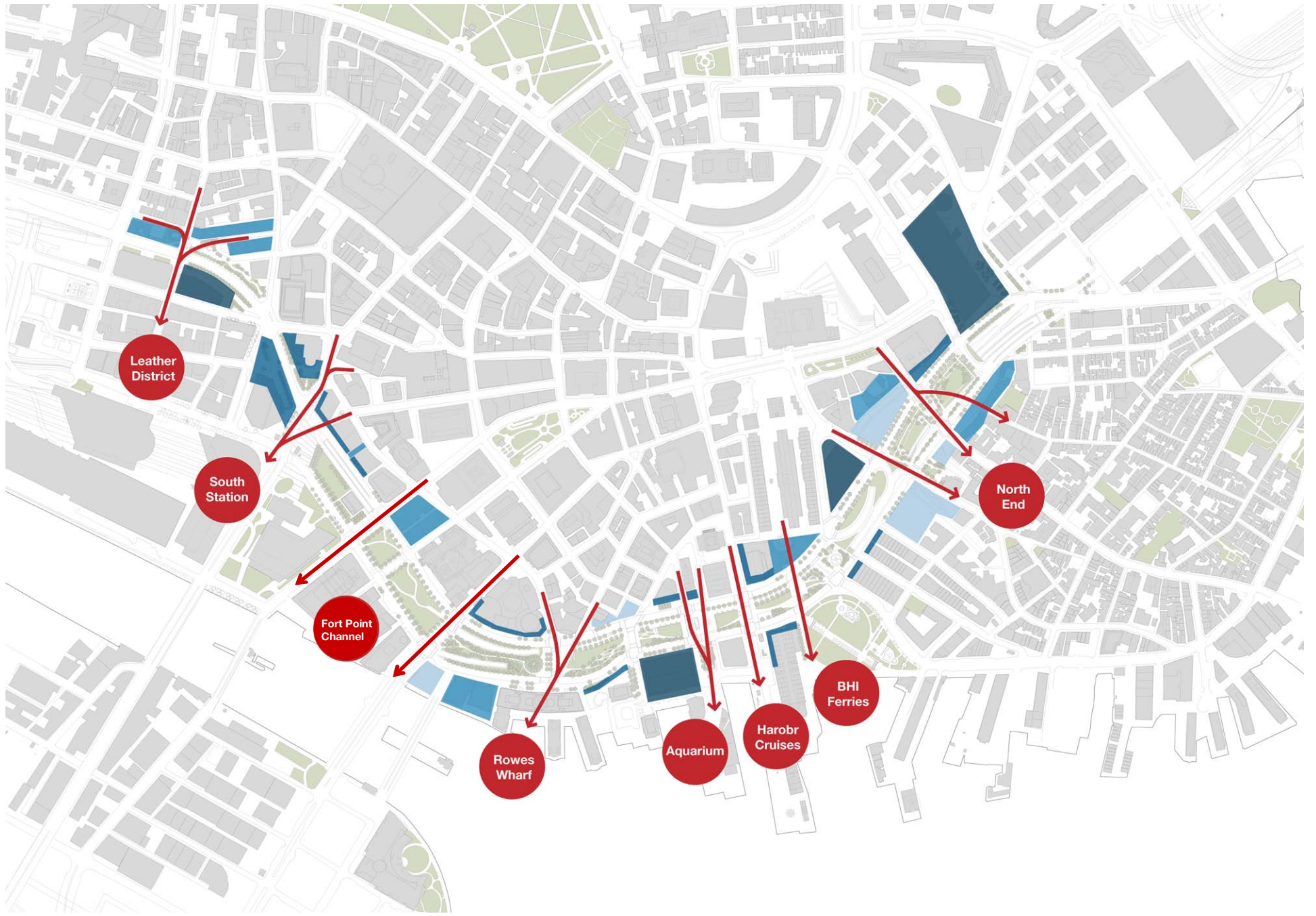
Population and Use Analysis Development Scenario 1

250,000 gross square feet

1,000 people



Population and Use Analysis Development Scenario 2



Leather District

South Station

Fort Point Channel

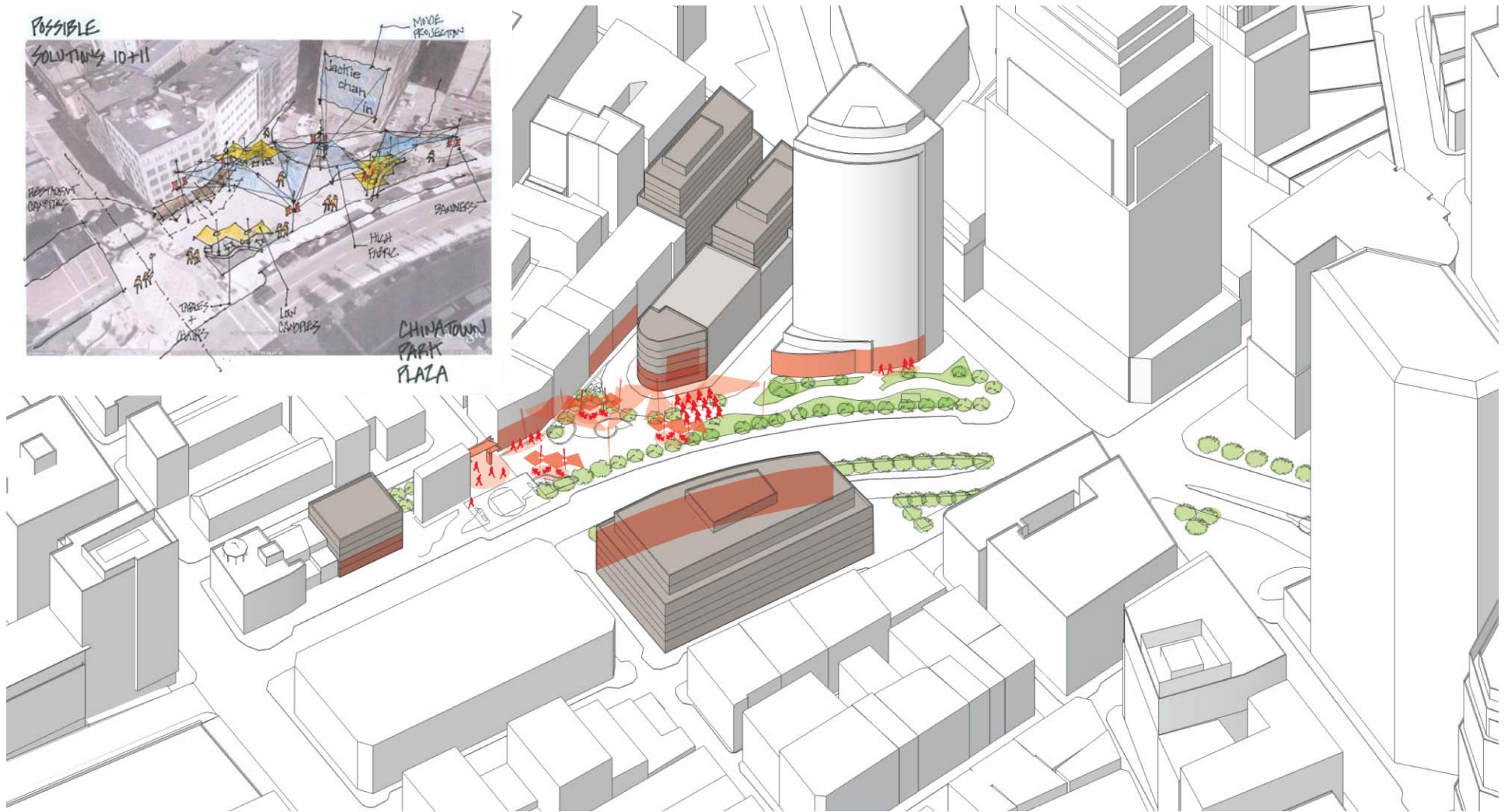
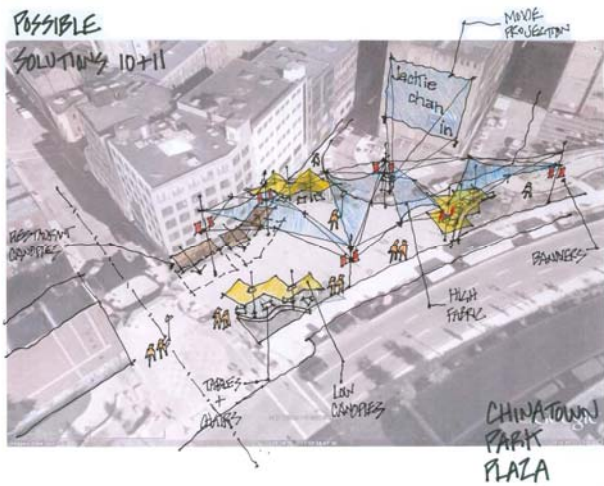
Rows Wharf

Aquarium

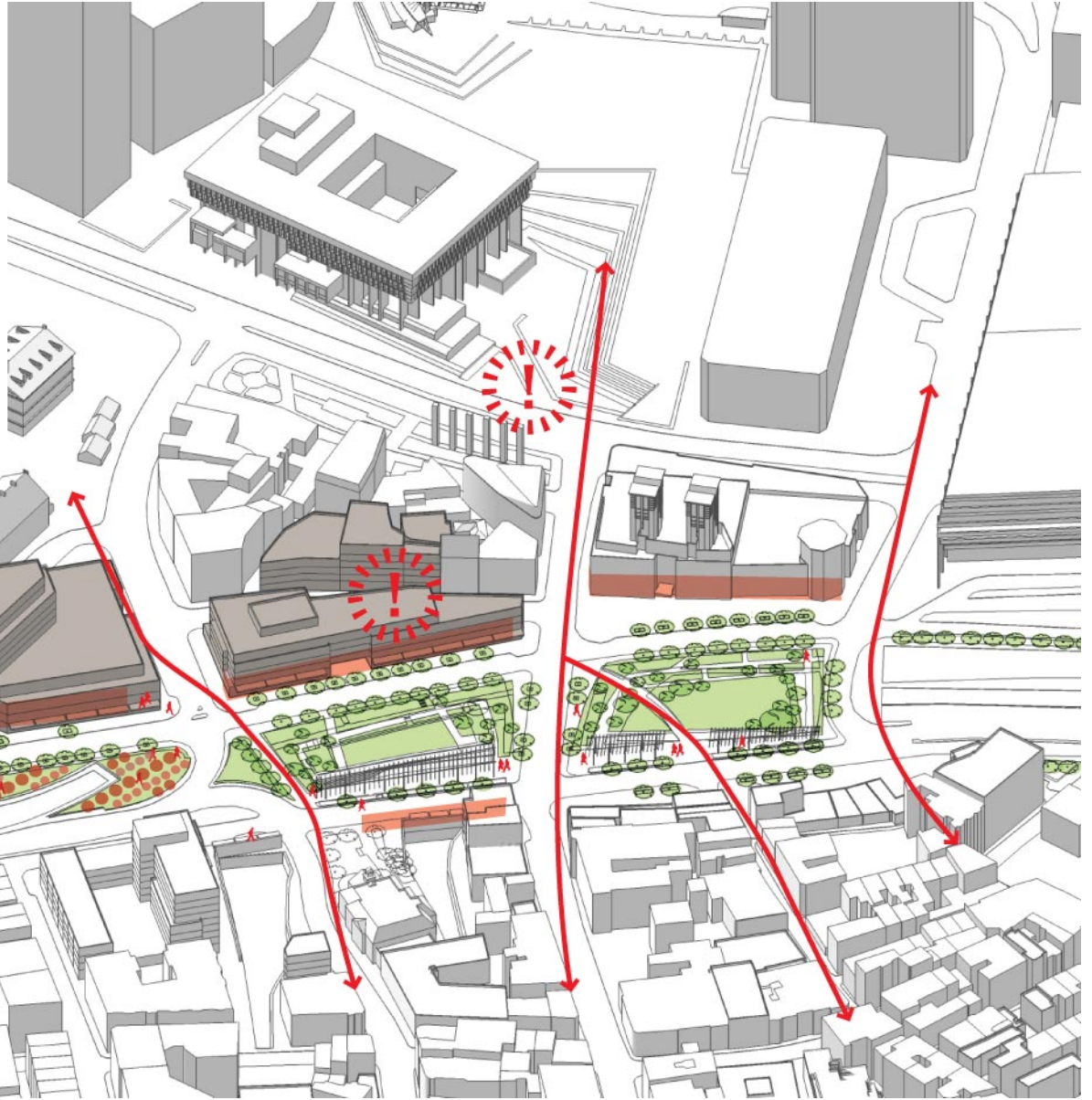
Harobr Cruises

BHI Ferries

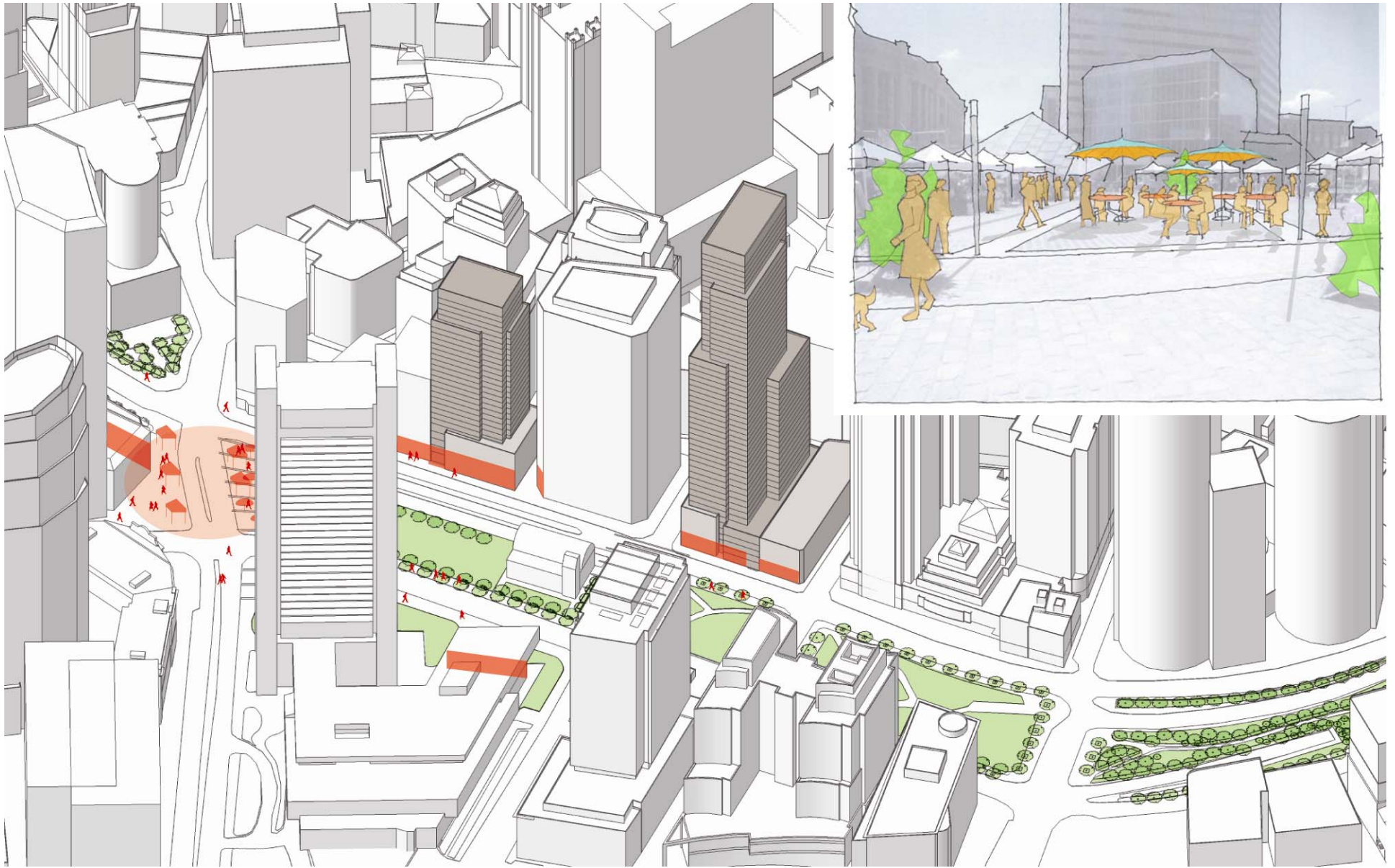
North End



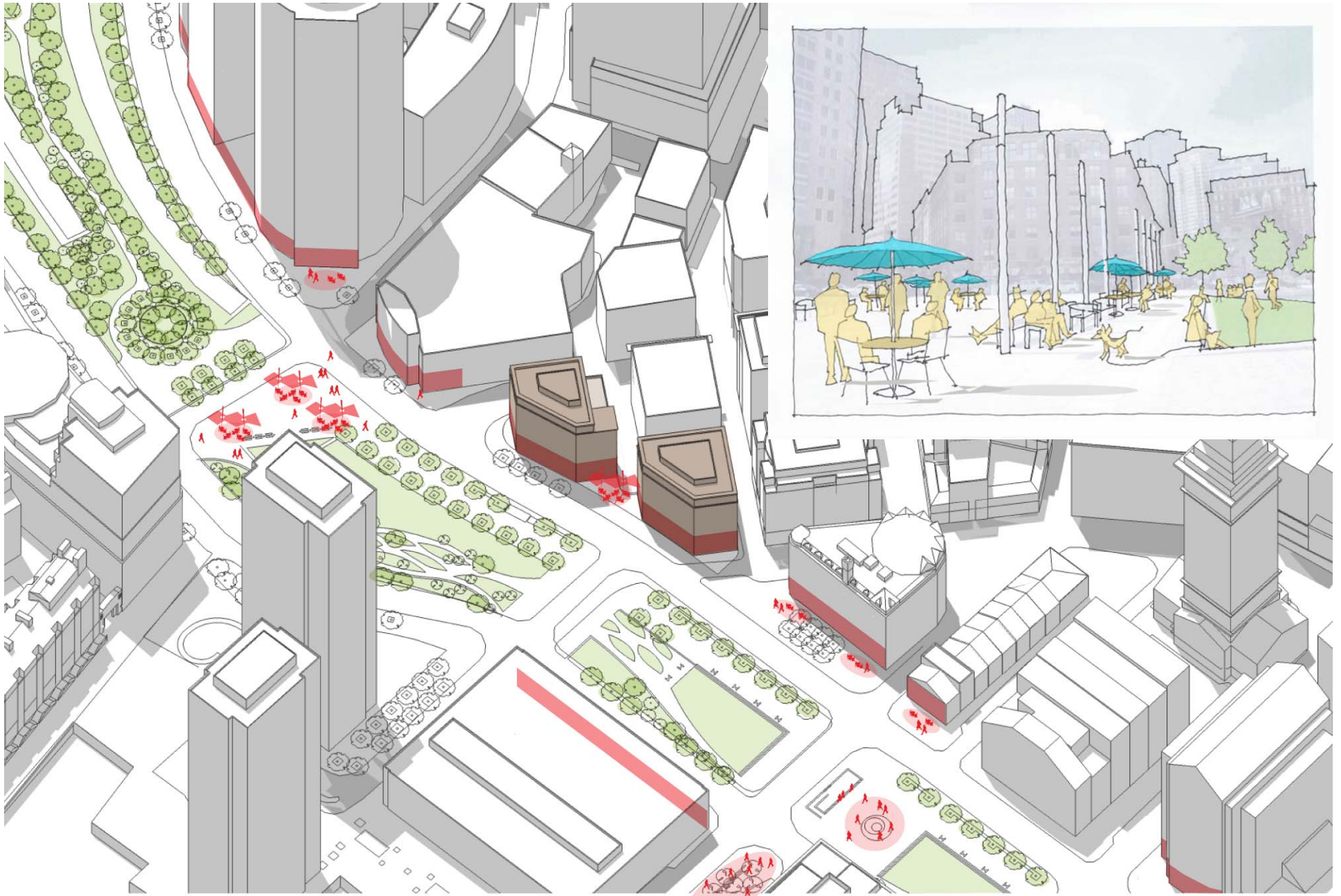
Chinatown
Existing Activities and Active Edges + New Active Edges + Proposed Greenway Projects



Market District
Existing Activities and Active Edges + New Active Edges + Proposed Greenway Projects



Financial District
Existing Activities and Active Edges + New Active Edges + Proposed Greenway Projects



**Wharf District
Existing Activities and Active Edges + New Active Edges + Proposed Greenway Projects**







Canopy + Stage

Food Carts

< High Street

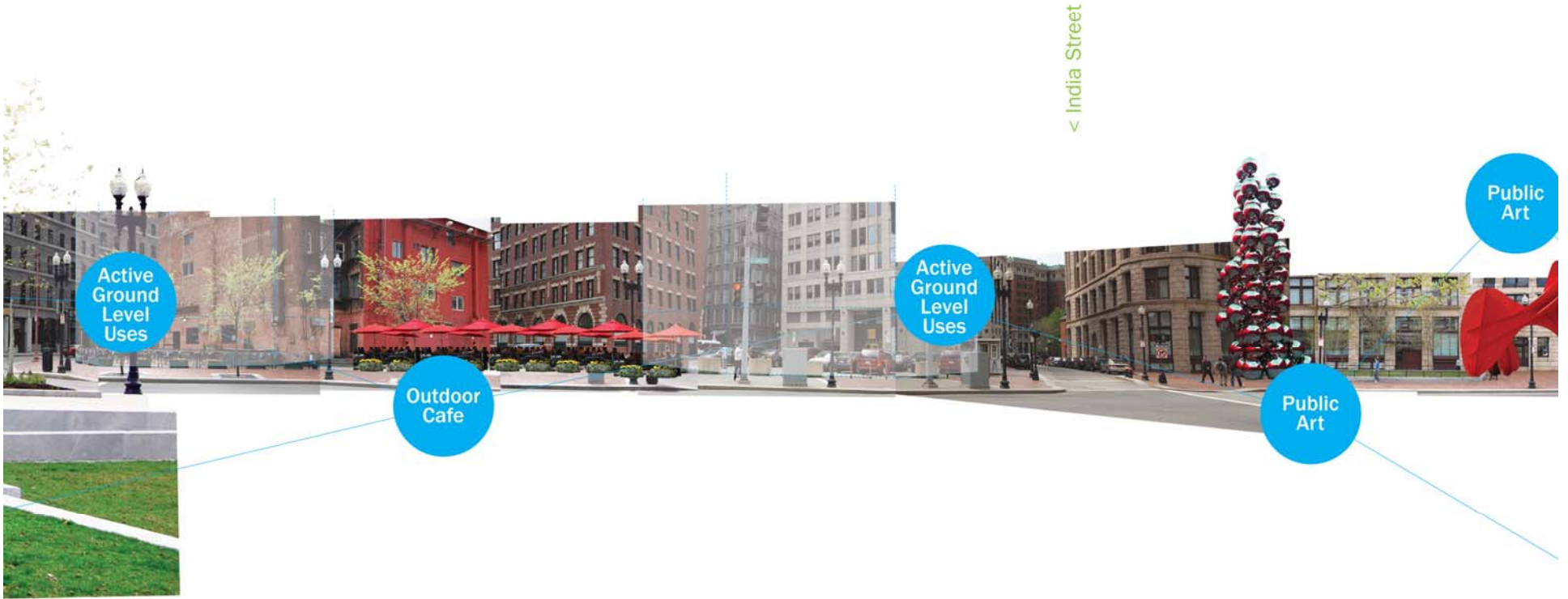
Outdoor Cafe

Music Concerts

Cafe Tables and Chairs

< Broad Street

Rowes Wharf





< Milk Street

< Central Street

Outdoor
Cafe

Fountain

Harbor

Aquarium

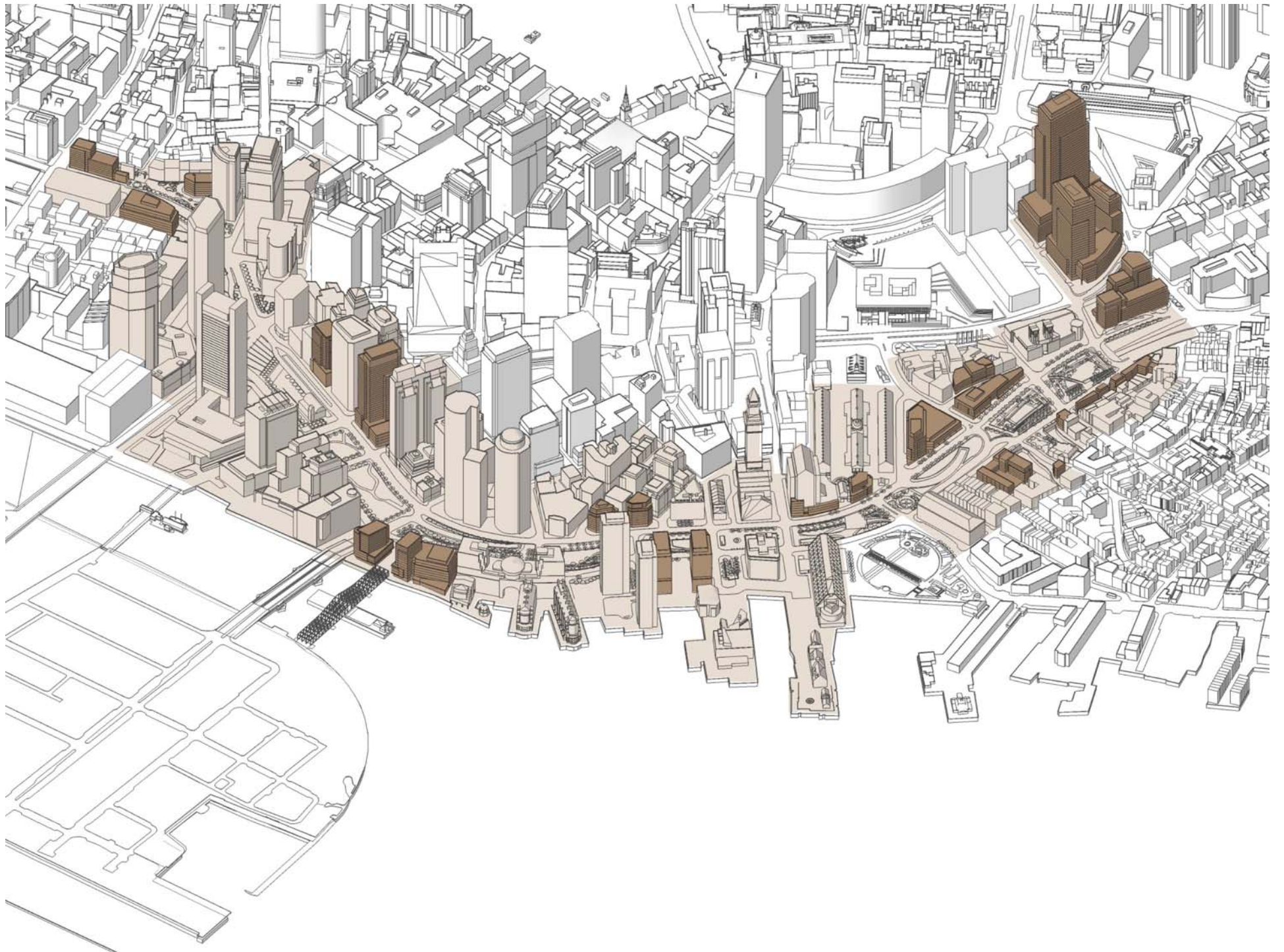












Questions or Comments? Feedback Welcome.

Please contact:

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peter.gori.bra@cityofboston.gov

BRA Board Meeting / 22 June 2010