

SEAPORT SQUARE

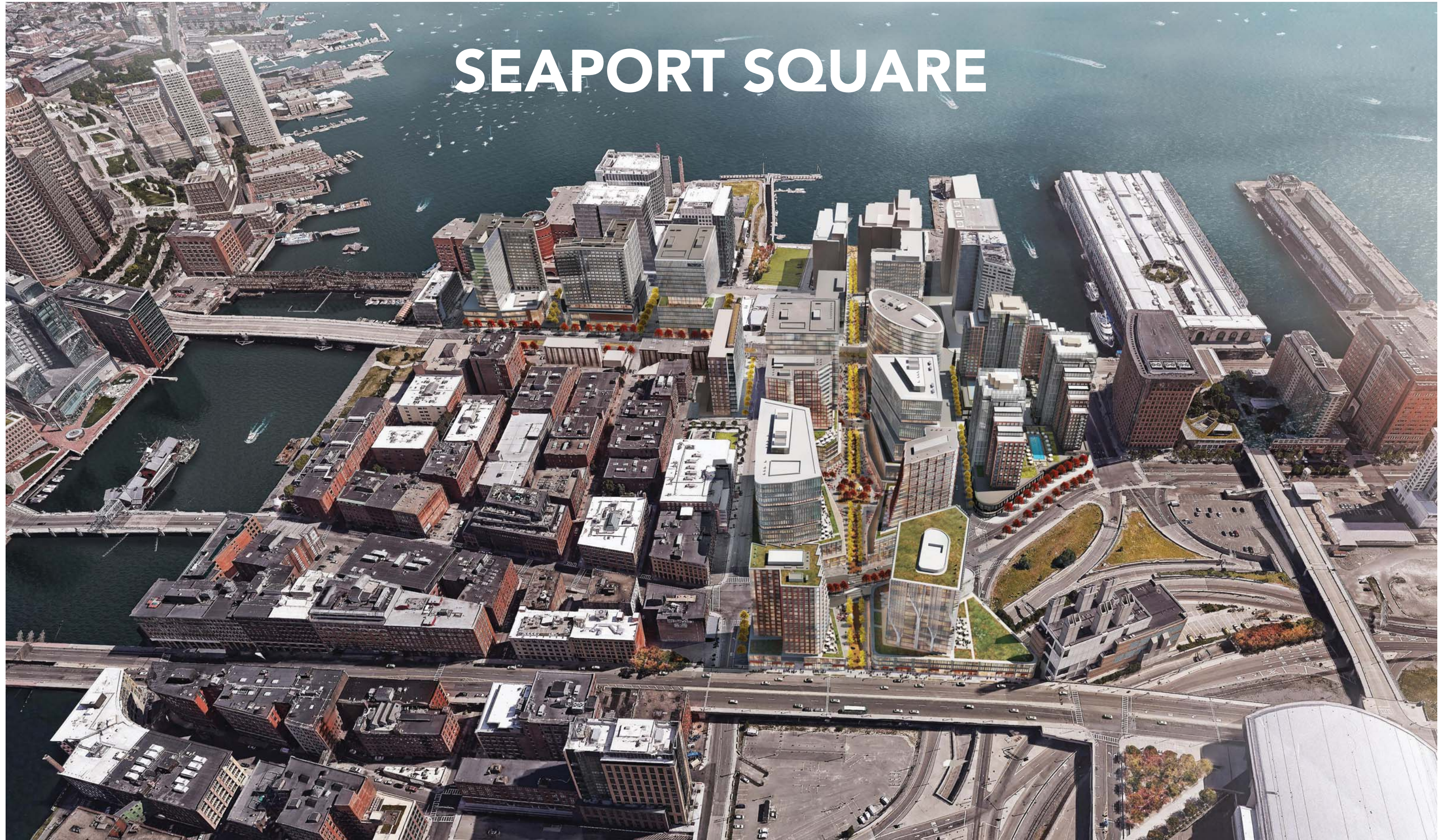


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4. PUBLIC EVENTS AND ACTIVITIES

FACT SHEET

Open Space

Open space created or improved within project site	8.8 acres (37%)
Open space created or improved outside project site	3.4 acres

Parking

Underground parking garages built or underway at Blocks B + C, K, L1, L2, and M1/M2. Additional underground parking contemplated for Blocks D, F, G, and L3-L6.

Underground parking spaces	5,500 (REDUCED FROM 6,400)
Legal metered or two-hour on-street	240

Development Program

Block A	85,800 GSF
Block B + C	980,000
Block D	499,400
Block F	121,000
Block G	671,800
Block H	22,400
Block J	99,000
Block K	298,732
Block L1	455,300
Block L2	432,038
Block L3	422,000
Block L4	523,540
Block L5	722,000
Block L6	343,000
Block M1 + M2	1,012,000
Block N	422,000
Block P + Air Rights	566,000
Block Q	4,000
Total	7,680,010

1. PROJECT OVERVIEW

DISTRICT CONNECTIONS



District Connections

- Key existing roads
- Highway access
- New roadways
- Pedestrian connections

2010 PDA: CURRENT STATUS

Project Status

- Completed Blocks
- Under Construction
- Future Blocks



2. RATIONALE FOR RE-ENVISIONING THE MASTER PLAN



2010 PDA: AREAS FOR IMPROVEMENT

- › Public realm framework lacks a big vision or big idea, resulting in development that is piecemeal.
- › Ground-level pedestrian porosity is poor particularly at the L3-L6 superblock.
- › Seaport Hill, elevated above ground level and severed from surrounding pedestrian networks, functions poorly as a public space.
- › Elevated roadway over Congress St.
- › Streets are overscaled and auto-dominated.
- › Lacks a direct and legible pedestrian connection to the water's edge.

SEAPORT SQUARE OPEN SPACES



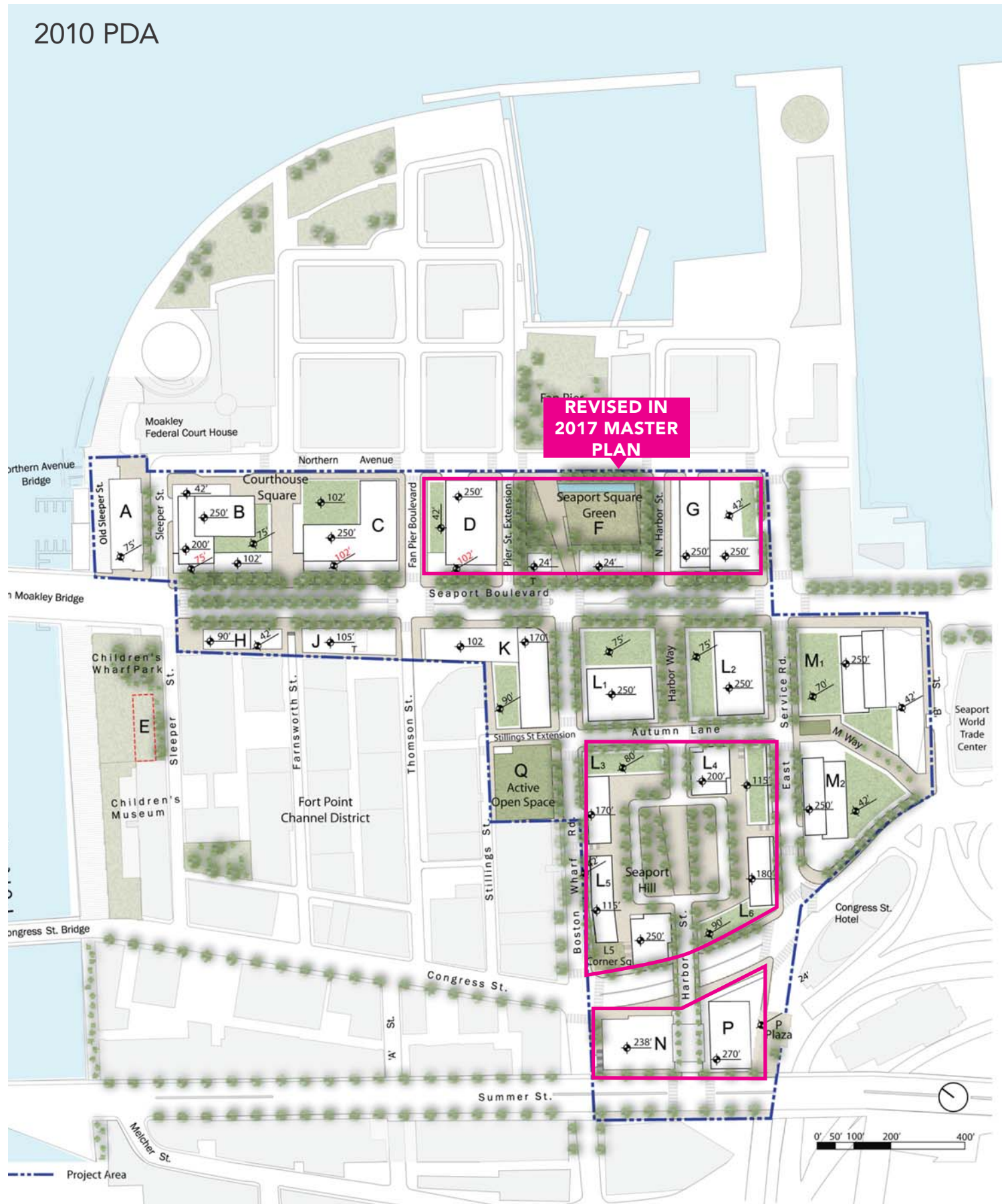
SEAPORT COMMON



SEA GREEN



2010 PDA



2017 MASTER PLAN - DISTRICT-WIDE PUBLIC REALM IMPROVEMENTS





SEAPORT CRITIQUES

- “There is no vision or big idea”
- “The streets are too wide and counterintuitive”
- “It feels piecemeal and disorganized”
- “There are no intimate spaces like the rest of Boston”
- “It’s too sterile”
- “It feels like it’s all for cars and not for people”
- “It’s all just big glass boxes”
- “It needs more arts & culture”
- “It has no soul”
- “It needs a supermarket”
- “Boston needs a High Line”

3. CHANGES TO PDA



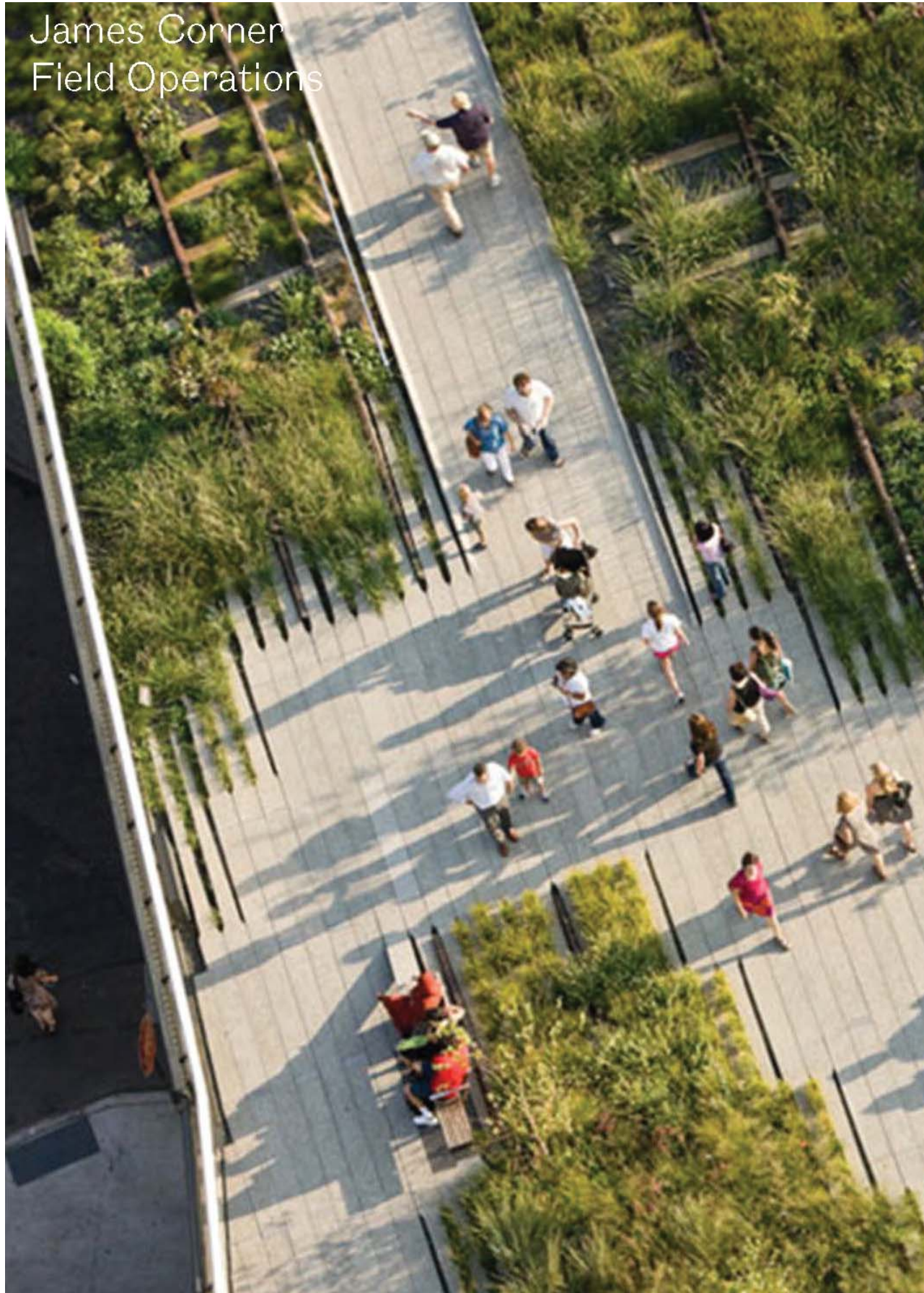
2010 PDA AND PROPOSED MASTERPLAN COMPARISON

4. NEW MASTER PLAN: OVERVIEW



SEAPORT SQUARE PROPOSED MASTERPLAN

WORLD CLASS DESIGN TEAM



James Corner
Field Operations

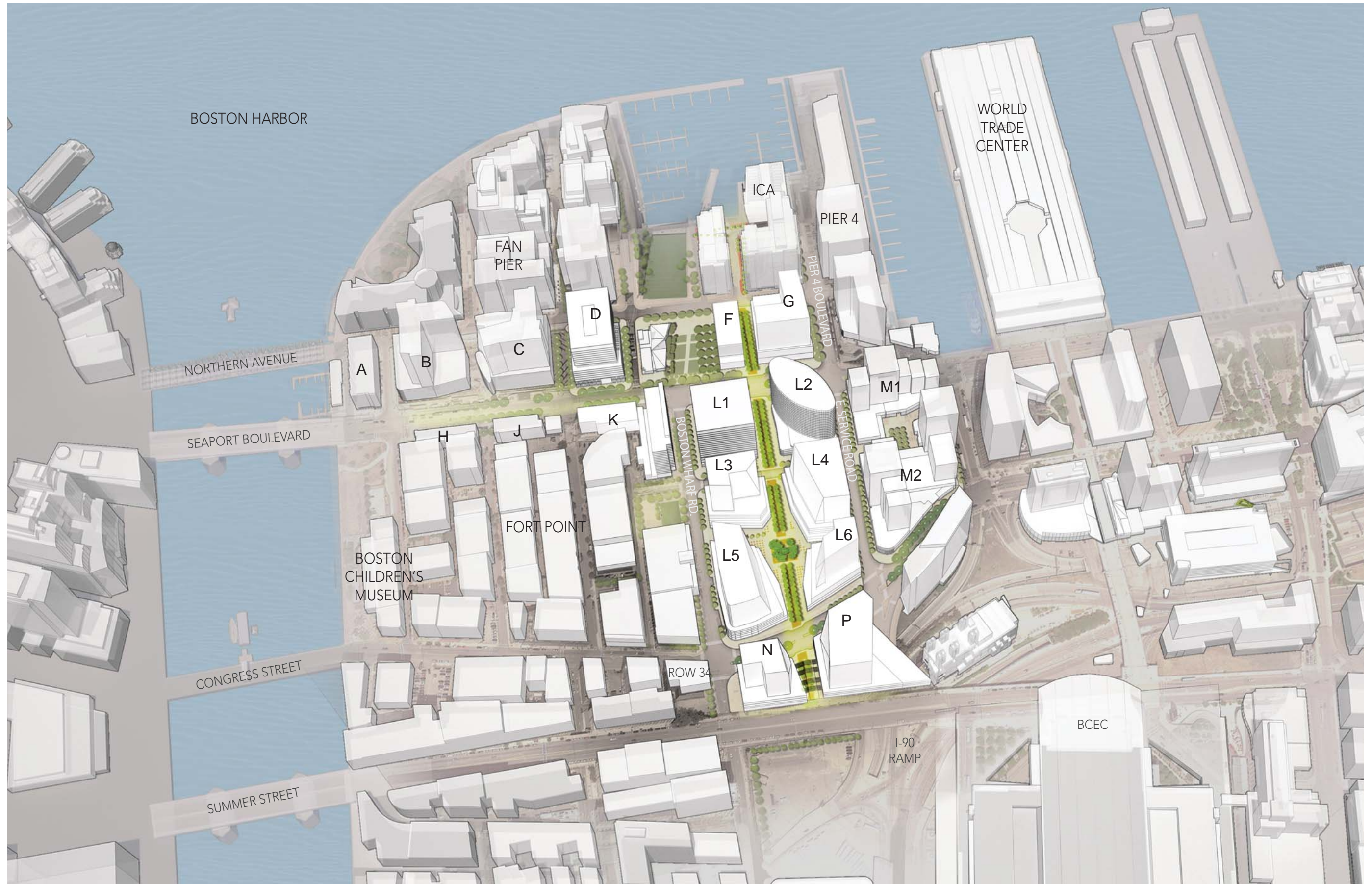


Sasaki



NADAAA



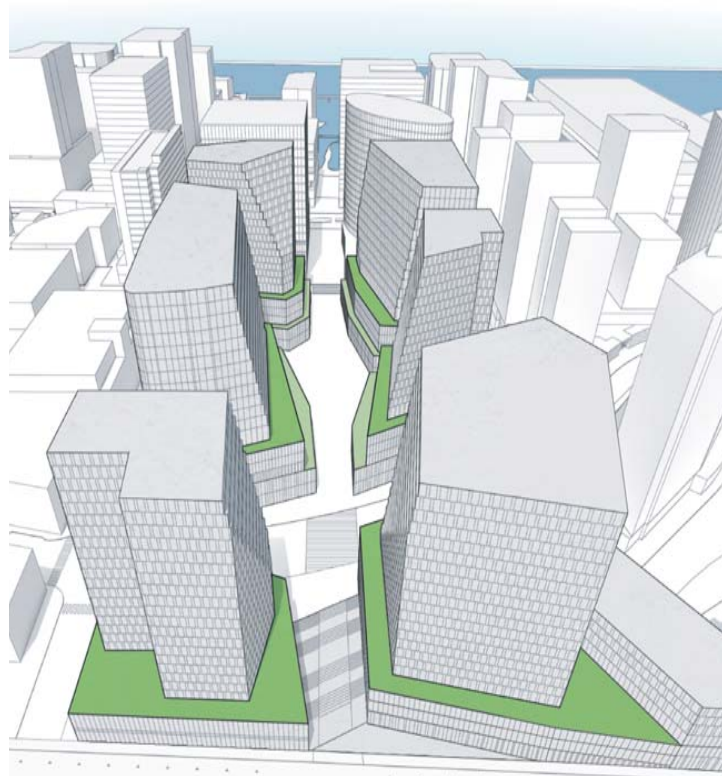


URBAN DESIGN FRAMEWORK

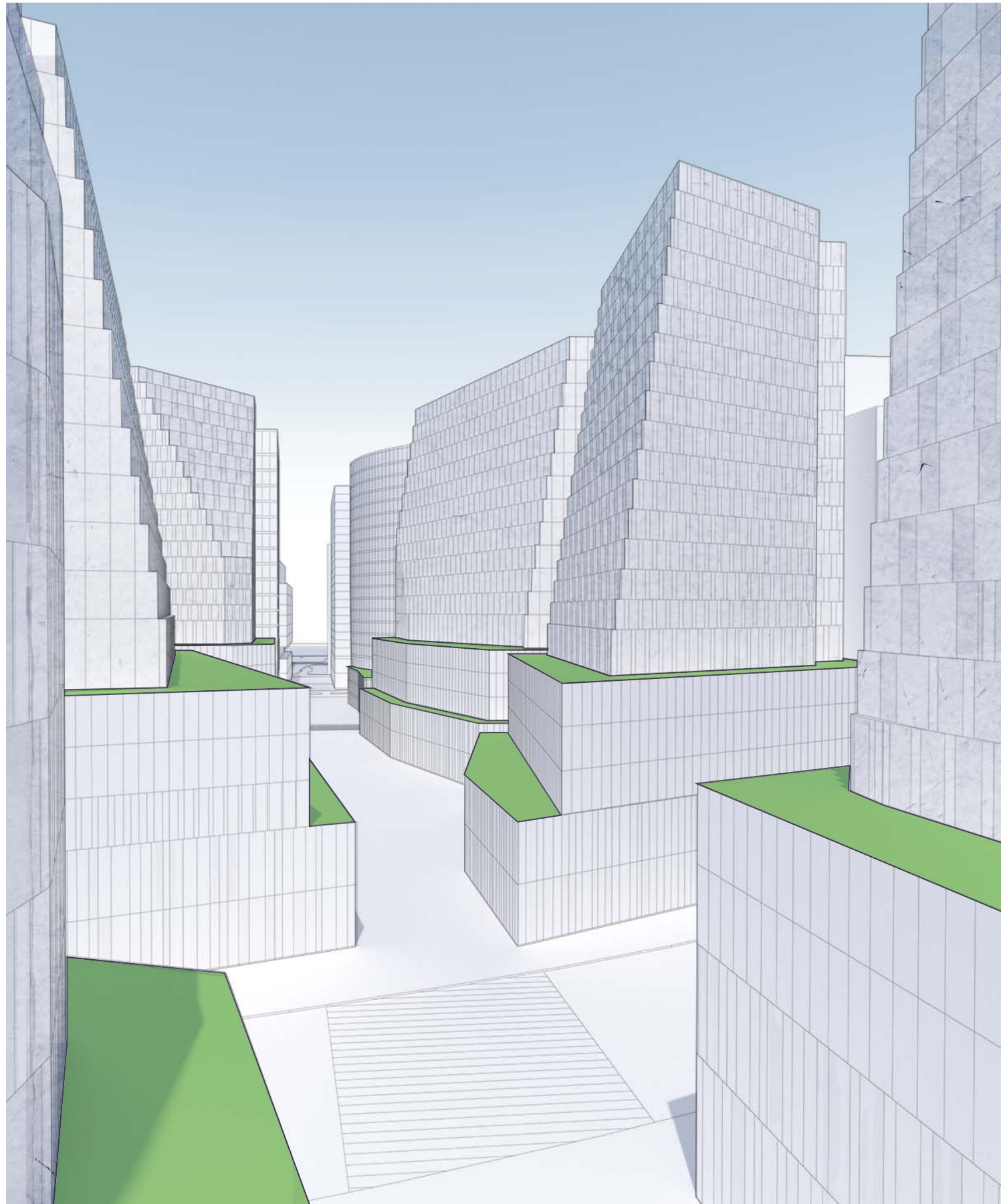
- 1 Strengthen the connection to the water by creating a memorable and legible pedestrian walk.
- 2 Turn Seaport Blvd into an active urban destination.
- 3 Create greater block porosity at grade for pedestrians.
- 4 Create a signature public space

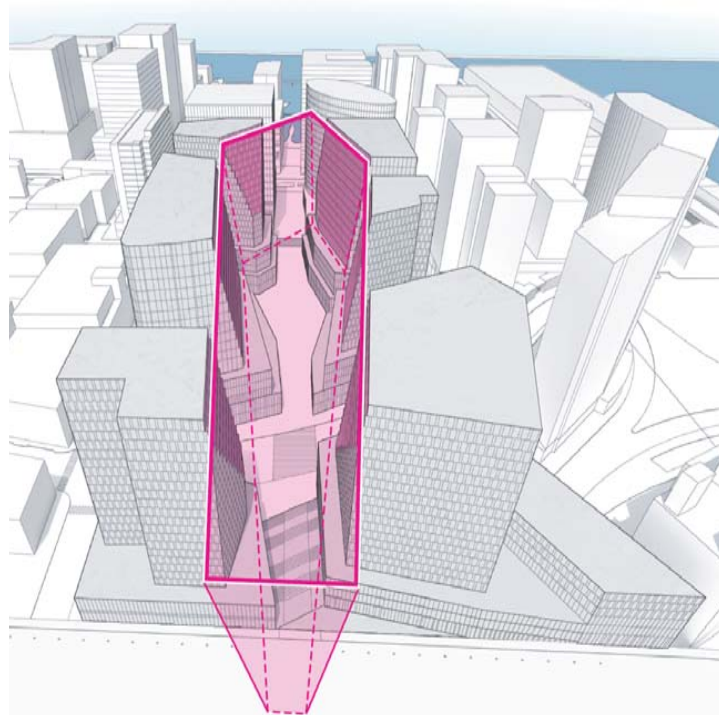


4.1 MASSING / SECTIONS / ELEVATIONS



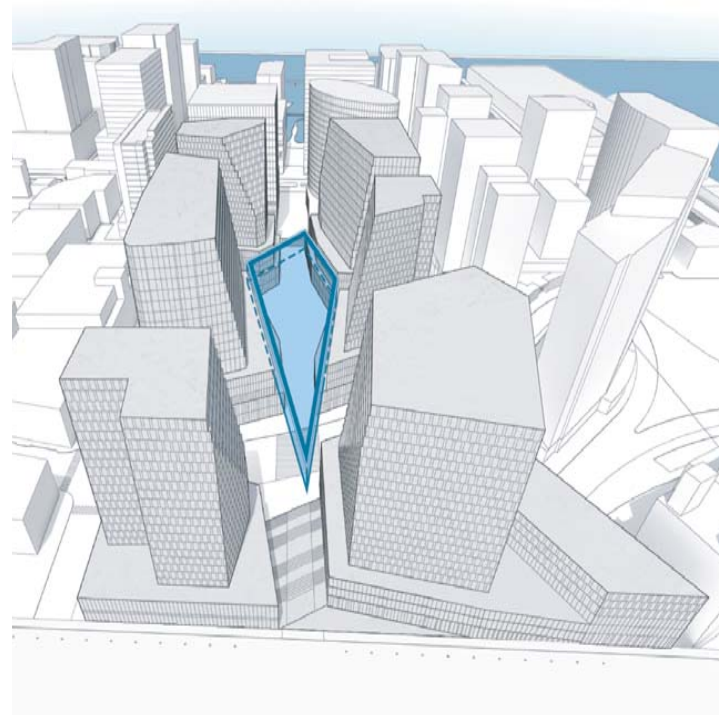
As the buildings step back, there is opportunity for terraces and green space, providing other levels of urban landscape.





THE DISTRICT

It is at the scale of the District that one understands the monumental Urban Room, a defining form that connects the elevated Summer Street to the waterfront along Harbor Way. The upper stories of the four L blocks, N and P step back and/or are shaped to mitigate prevailing winds and hold daylight on stair and square.



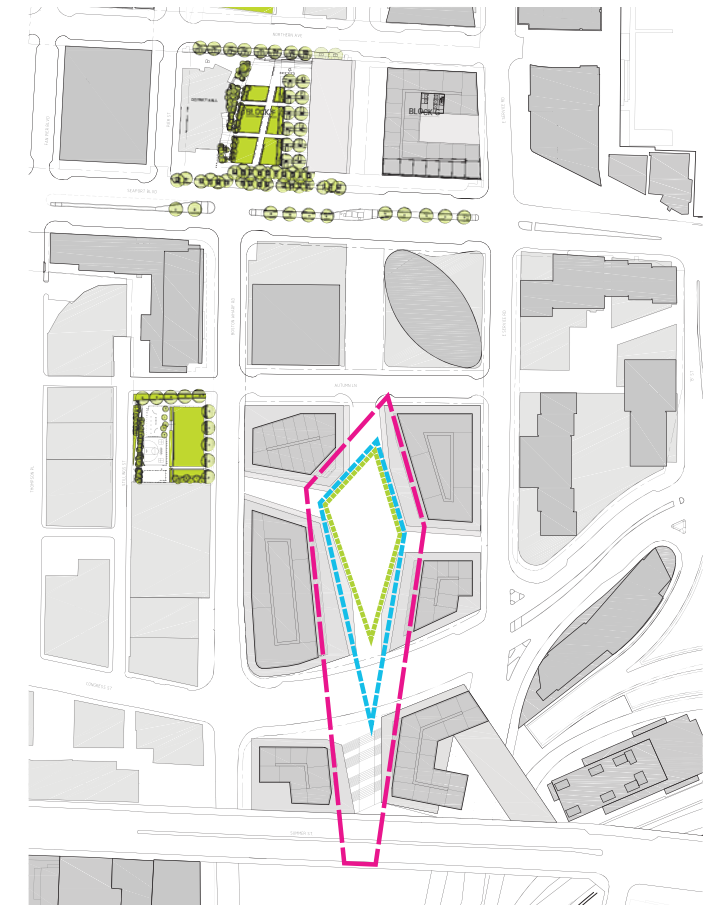
THE BUILDING BASE

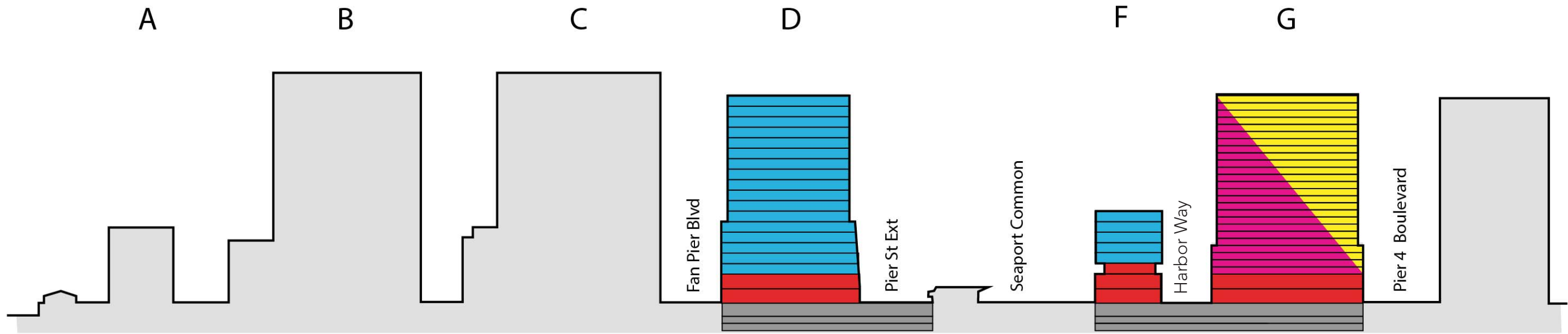
Above the two-story base, the building steps back for a scale more appropriate for residential or commercial use. This middle scale is an essential response to sun angles, and offers an elevated ground plane for mid-level green space.



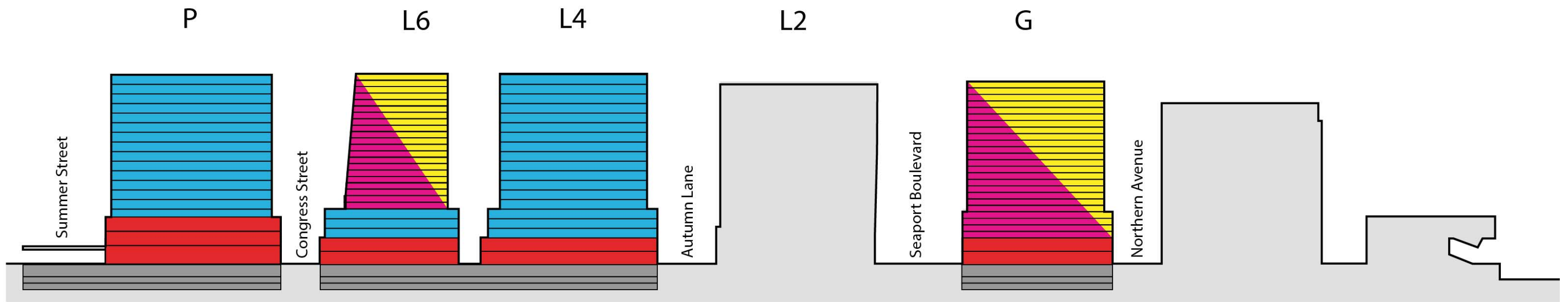
THE PLAZA

The ground plane is malleable at its edges, able to support retail at a variety of scales, with seasonal public activities. Buildings are angled to from the approach points, with the narrower allies opening up to a central plaza.

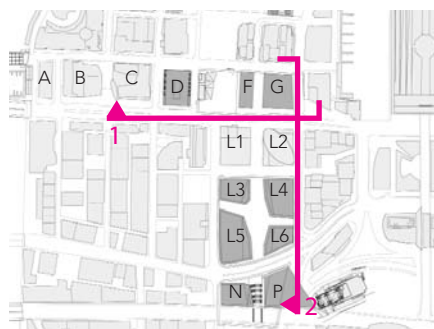




Elevation 1 : Seaport Boulevard

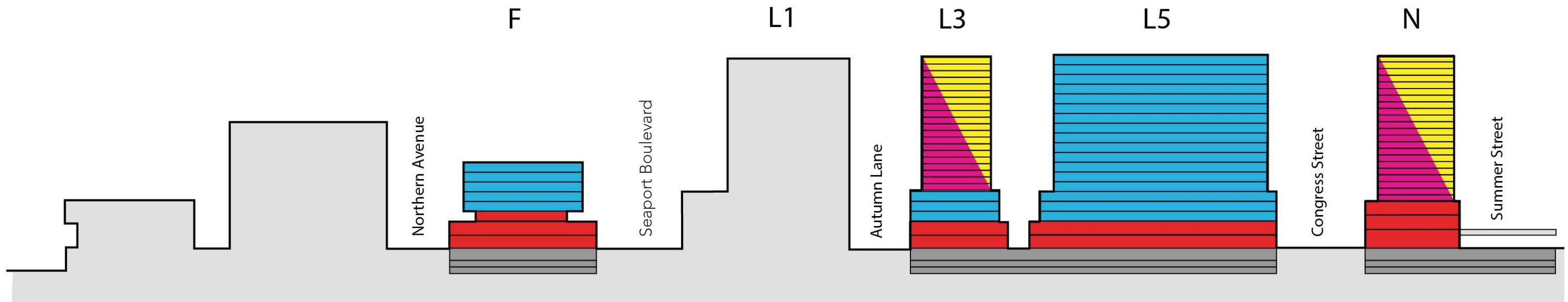


Elevation 2 : East Service Road

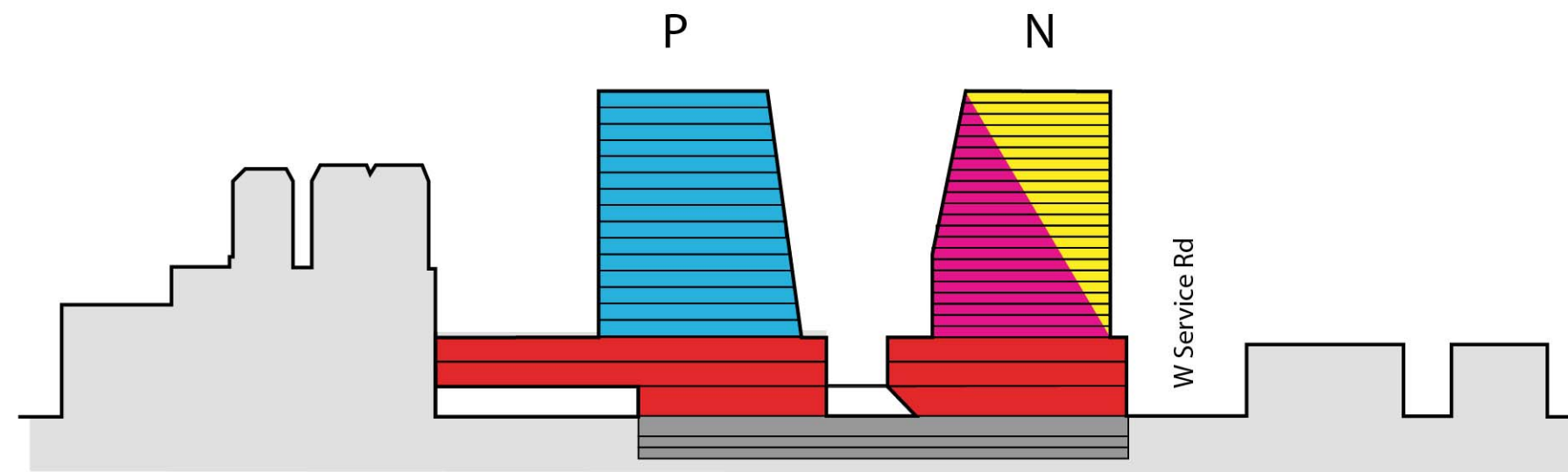


Legend

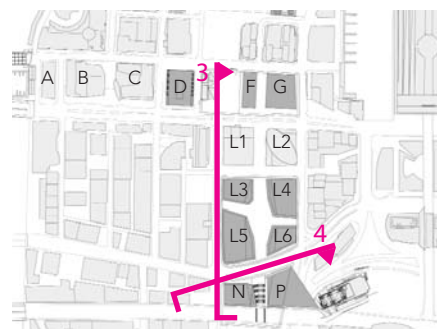
- Retail
- Residential
- Commercial / Office
- Hotel
- Parking



Elevation 3 : Boston Wharf Road



Elevation 4 : Congress Street



Legend

- Retail
- Residential
- Commercial / Office
- Parking

DISTRICT SUSTAINABILITY
CONSIDERATIONS



4.2 NEW MASTER PLAN: PUBLIC REALM



EAST BOSTON

NORTH END

SEA > PORT

HARBOR AXIS

CITY AXIS

DOWNTOWN

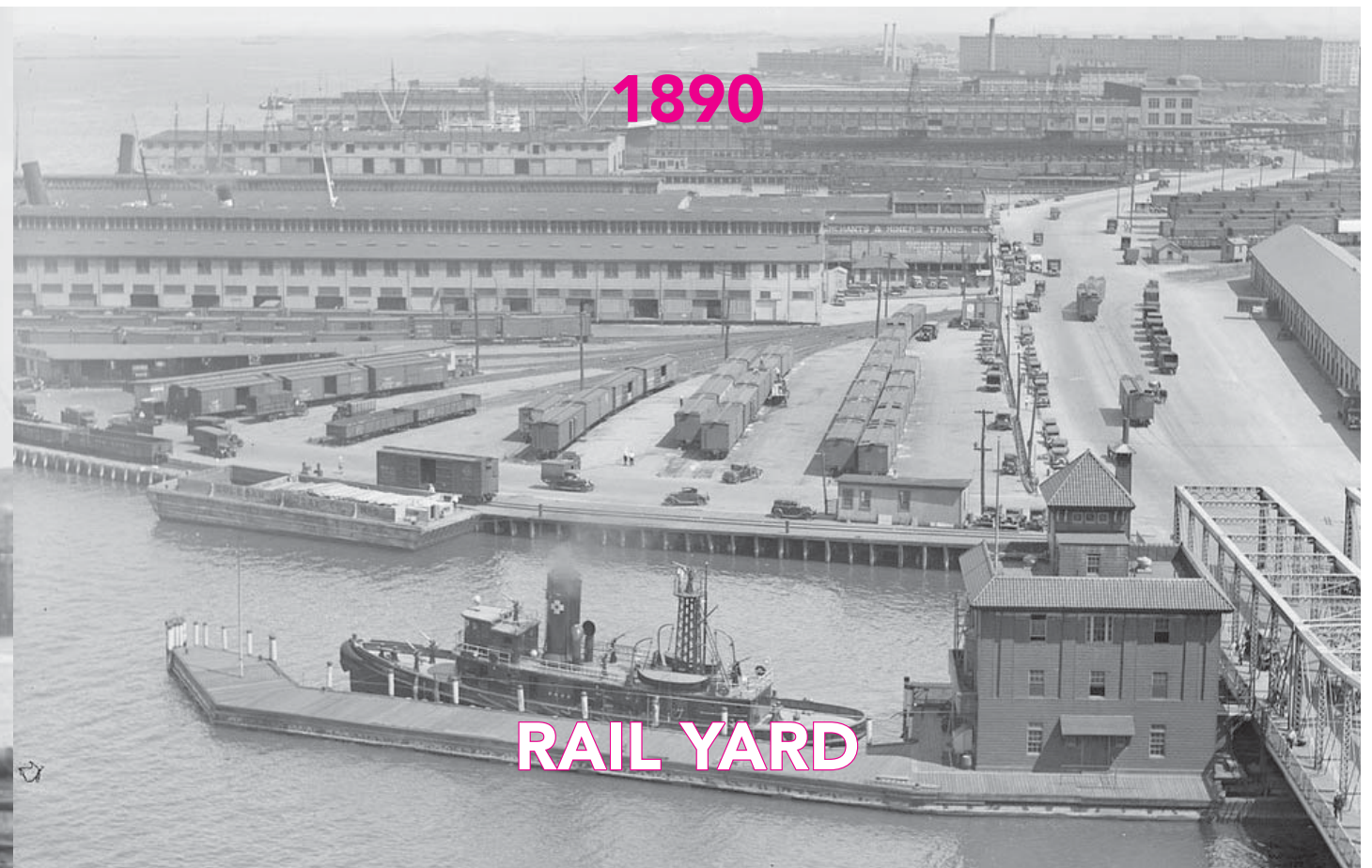
BEACON HILL

SOUTH BOSTON WATERFRONT



1800

BUSTLING SHIP HARBOR



1890

RAIL YARD

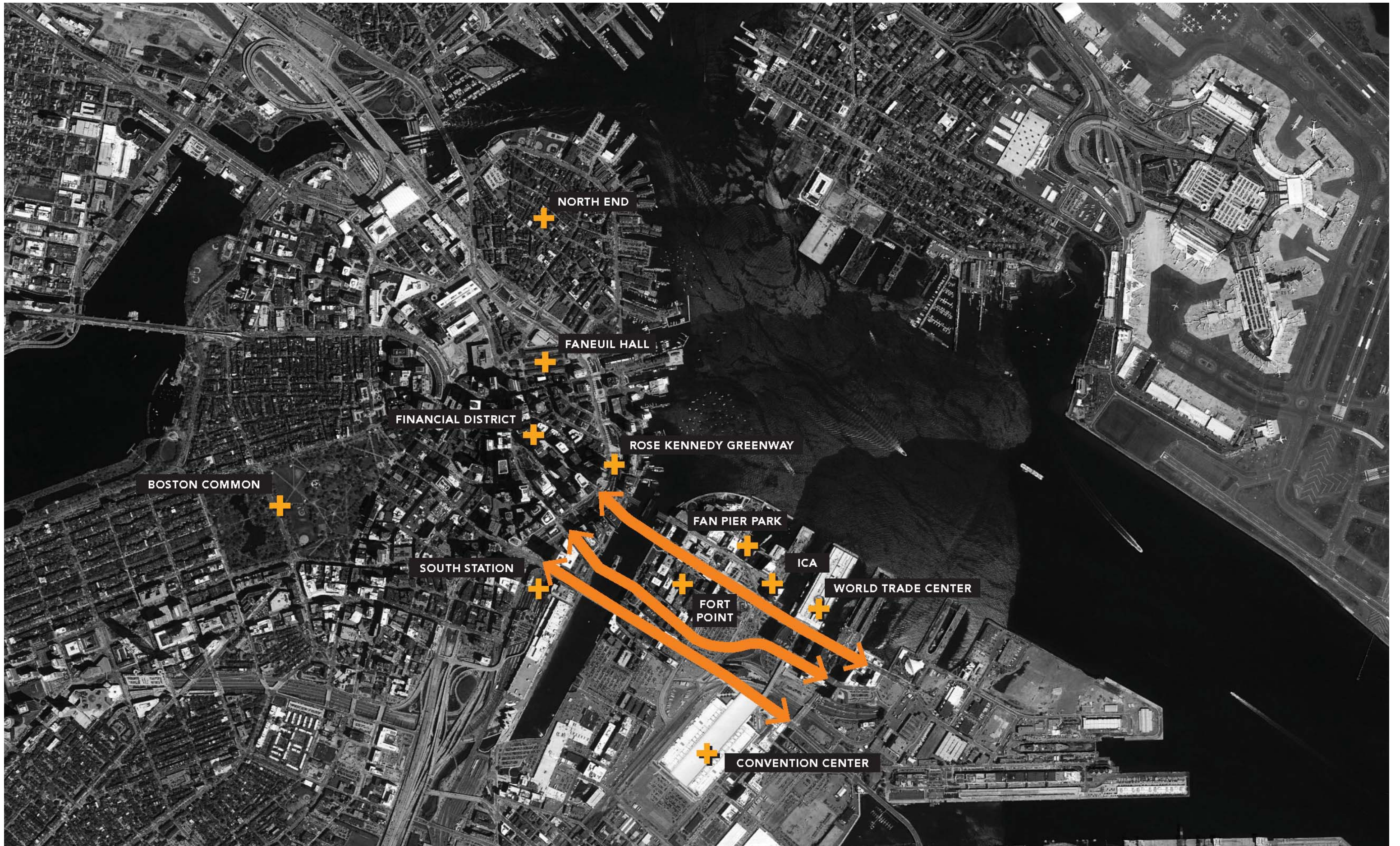


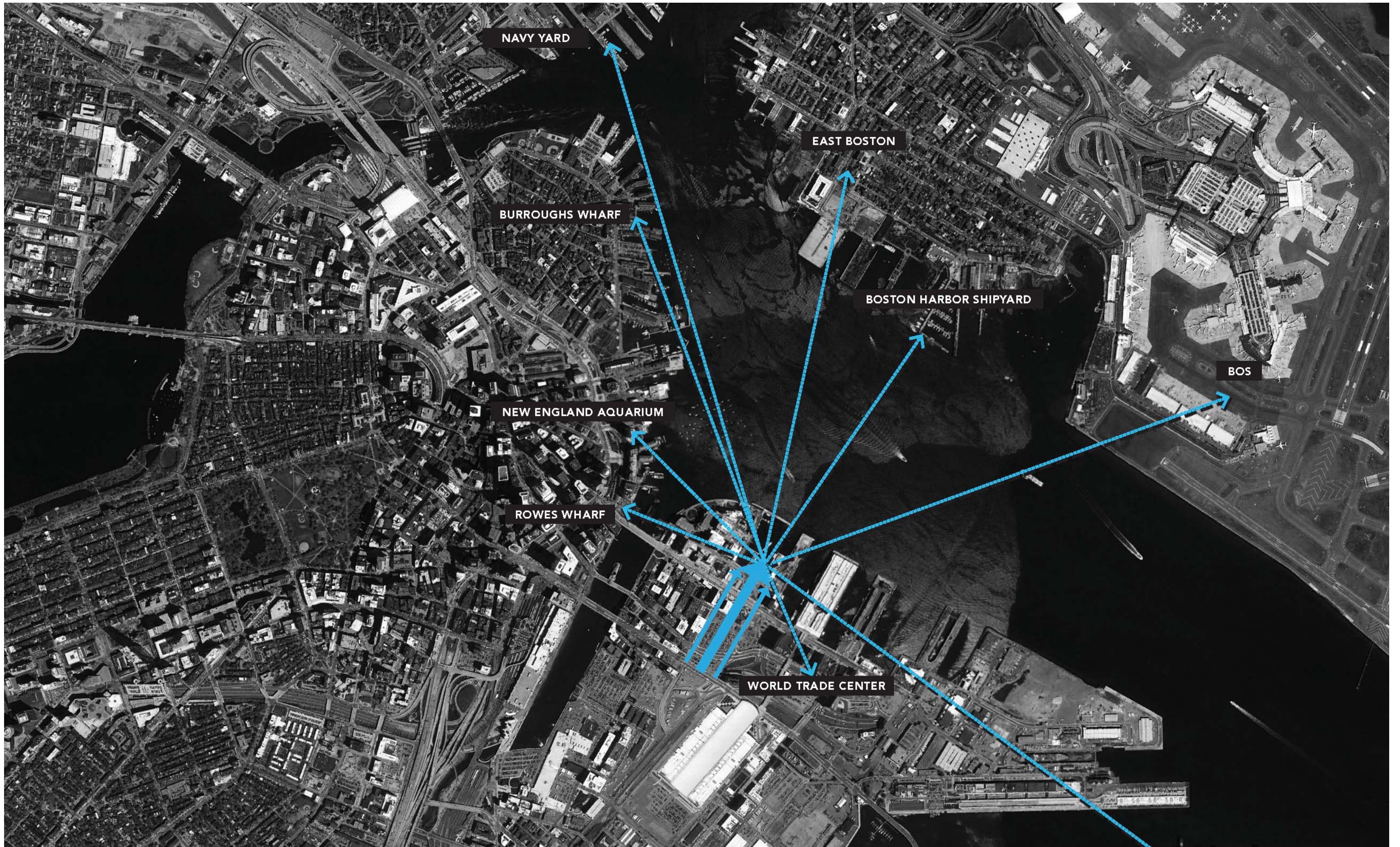
1980

PARKING LOT



PRESENT DAY







PUBLIC REALM ILLUSTRATIVE PLAN



GROUND FLOOR ACTIVATION



4.2 NEW MASTER PLAN: PUBLIC REALM HARBOR WAY



EAST BOSTON

NORTH END

DOWNTOWN

BEACON HILL

HARBOR WAY

SOUTH BOSTON WATERFRONT

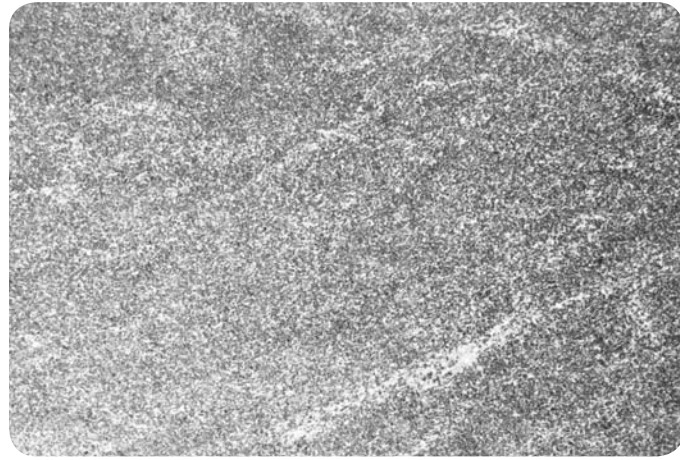


THE BOARDWALK

A distinctive stone floor helps signal arrival and provides a unique identity and setting for the district. A 28 foot wide wooden boardwalk functions as a strong physical and visual line to the Harbor, while capturing the textures, materials and qualities associated with the beach reinforcing the Seaport's inherent relationship and connection to the water. The pedestrian boardwalk is interrupted (punctuated) by a field of sculptural pebbles and large glacial erratics, giving Harbor Way an organic and natural quality,

as a strong juxtaposition to the rectilinearity and social vibrancy of the surrounding urban context. An allee of Ginkgo trees line the wooden boardwalk providing shade, color, texture and seasonal interest. The central "Harbor Way Square" is sited within a larger civic room formed and reinforced by the new buildings within the L-Block. The Square is envisioned as an immersive experience, an outcrop of nature formed by large glacial erratics amidst informal groupings and stands of trees, with dynamic programming throughout the seasons.

HARBOR WAY



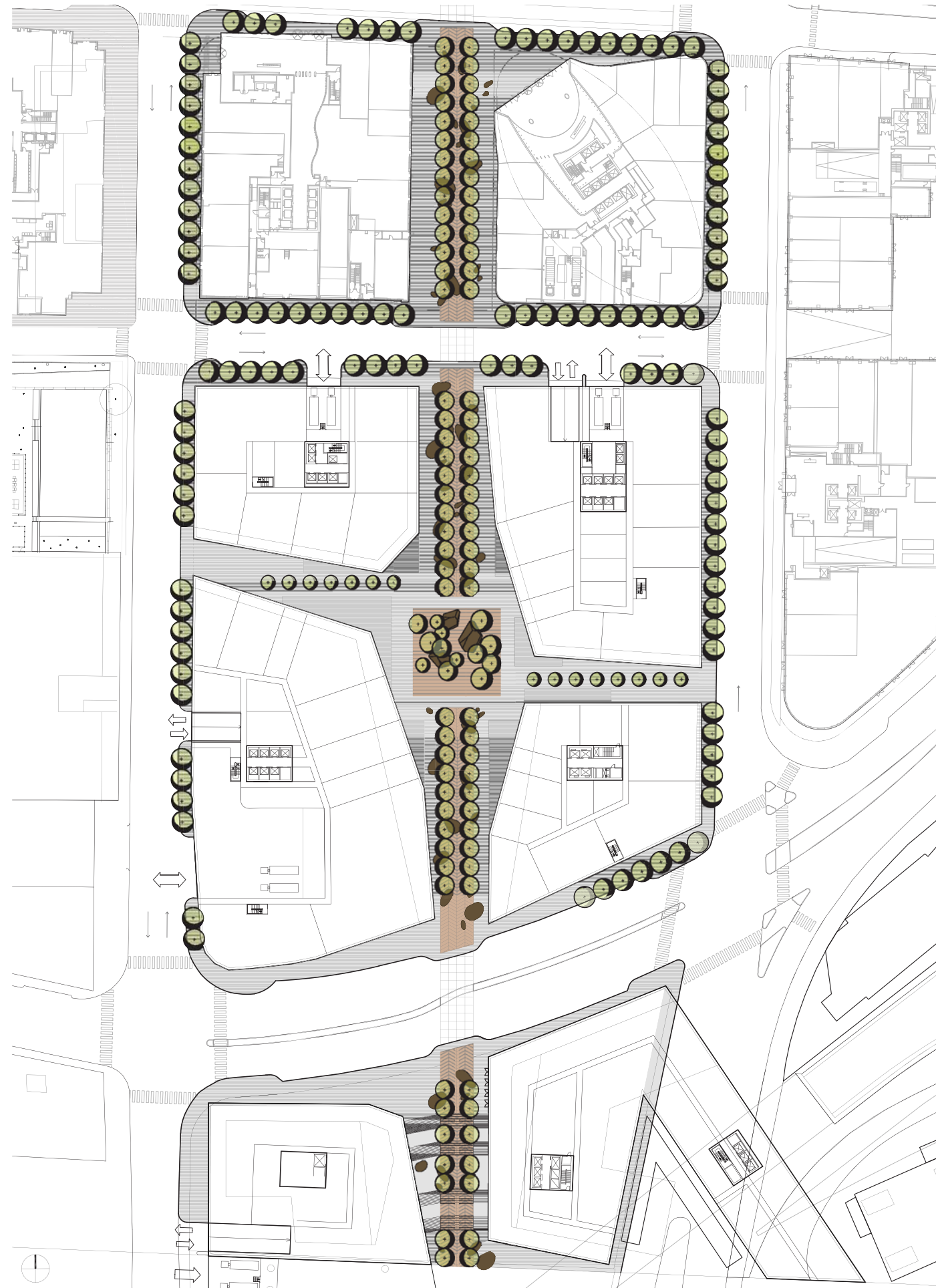
STONE FLOOR



WOOD BOARDWALK



SUMMER STEPS



PEBBLE FIELD



FURNITURE

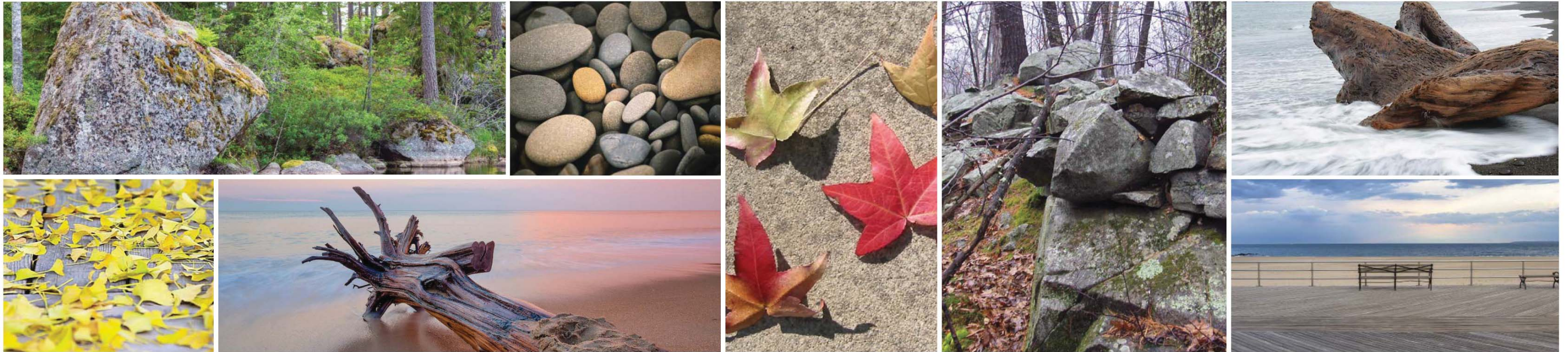


GINKGO ALLEE

GLACIAL ERRATICS



INSPIRATION



ELEMENTS



WOOD FRAGMENTS



DRIFTWOOD BENCH



SEAPORT SWINGS



STACKED STONE SLAB BENCH



STONE PLANTER



GROUP SEAT



WOOD LOUNGE



STONE SEATING CLUSTER



THE ERRATIC

PROGRAMMING



THE COPSE



SKATING RINK

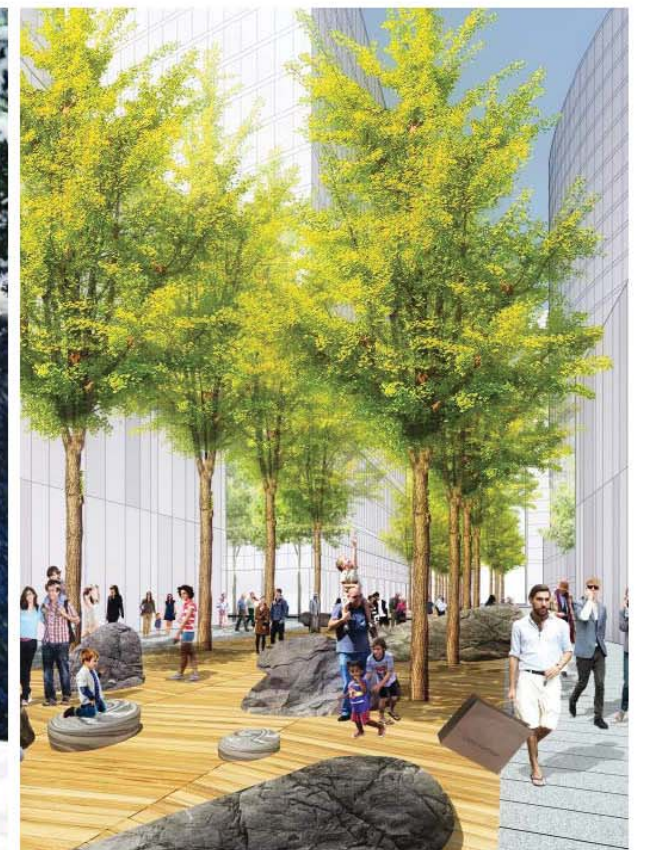


GREENMARKET



FASHION SHOW

VISION



PEBBLE FURNISHINGS

A field of pebbles scattered on the wooden boardwalk vary in size, material and shape, forming a collection of "Seaport Pebbles" that function as planters, seating and features.



PLANTER



GROUP SEATING



LOUNGE



SEATING EDGE

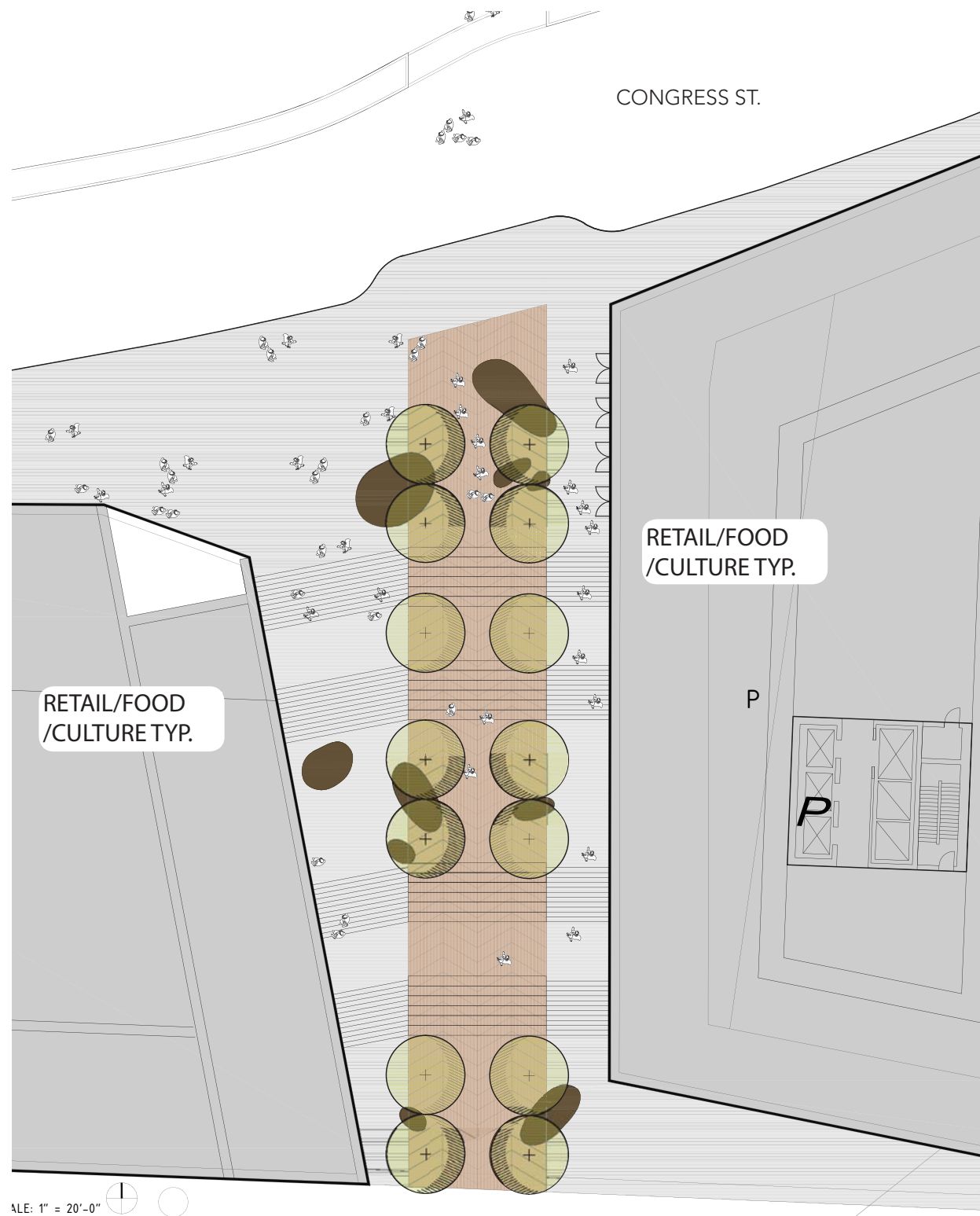
SUMMER STEPS

The Summer Steps directly connect Summer Street to Congress Street in a grand gesture that celebrates this important visual and physical connection to the district and the harbor. The grand stair is envisioned as an important anchor and pedestrianized connection in contrast to small, hidden and uncelebrated stairs between Summer and Congress elsewhere in the district. The elevated prospect from Summer Street looking north down Harbor Way provides visitors with a dramatic view to the Boston Harbor. Flanked by an allee of ginkgo trees, the wood boardwalk rises up the stairs providing ample shaded seating and opportunities for seasonal programming with

potential access into the adjacent buildings. The Summer Steps are designed to be highly visible for users travelling from both the Convention Center as well as those coming from Congress Street and Boston Wharf Road from the West in the Fort Point neighborhood.



CONGRESS ST.



VIEW FROM CONGRESS STREET



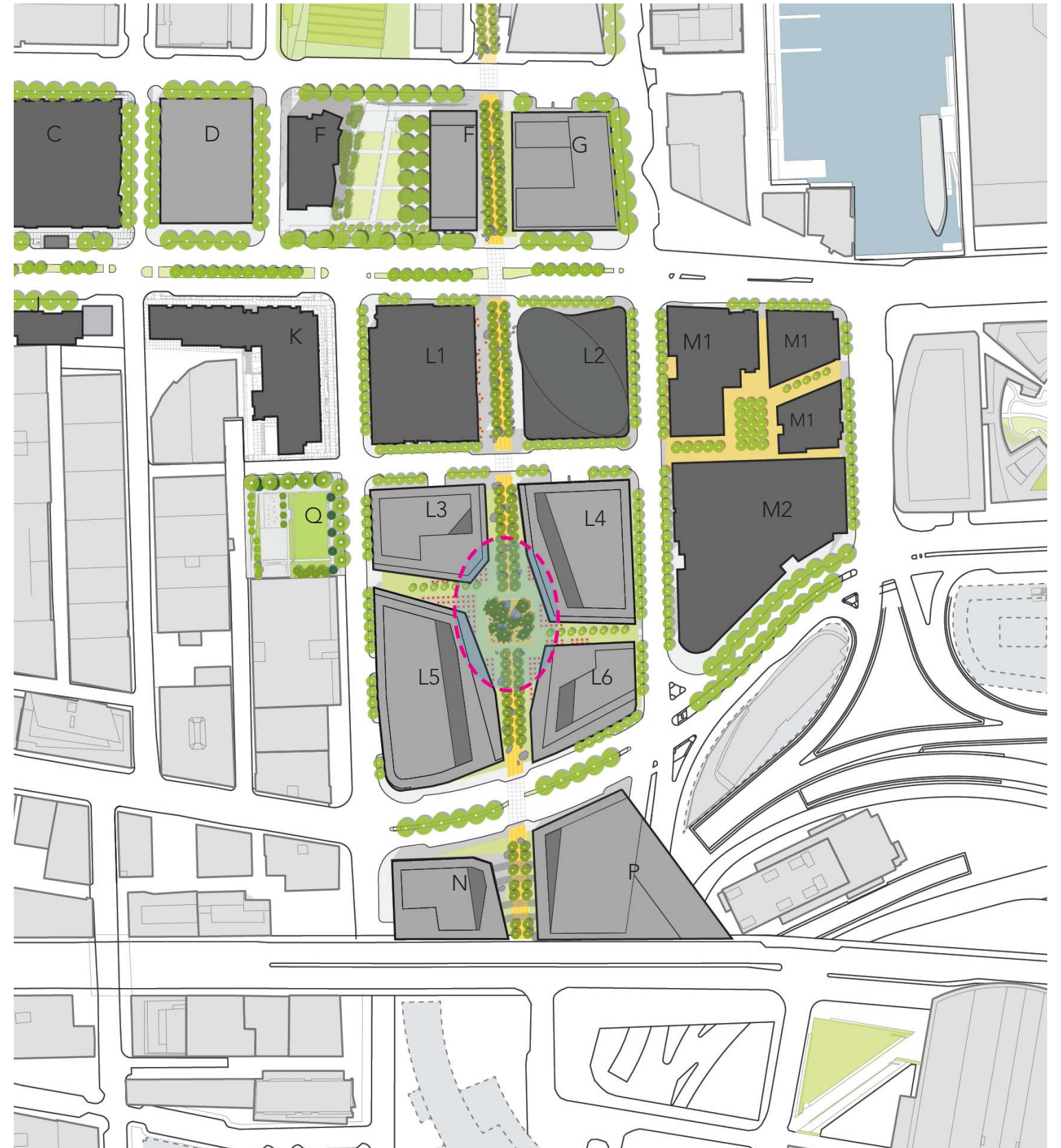
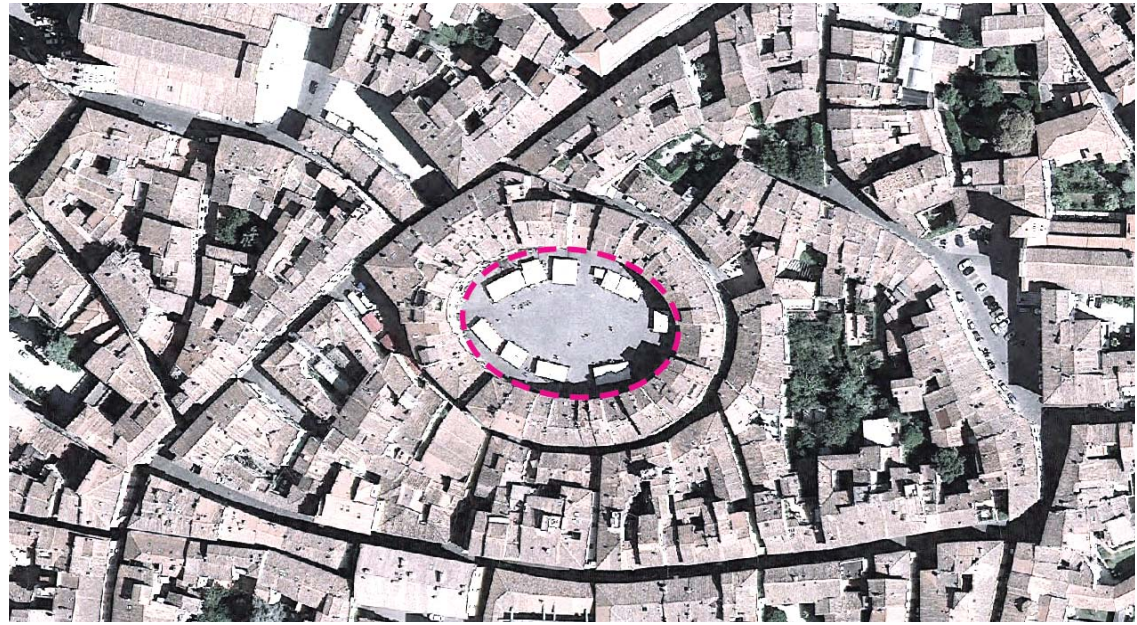
HARBOR SQUARE

Situated at the heart of the project site, Harbor Square is the center of pedestrian activity, energy, and vibrancy within the development. Harbor Square is envisioned as a lively outdoor civic room, lined with movable tables and chairs, al fresco dining spaces, custom furnishing, shade trees, edged with retail and food and beverage programs. Two intimate streets connect the central square to the rest of the district, one to the east connecting users to East Service Road and the future M Block development, and another connection leading west to Boston Wharf Road and the existing Q Park.

At the heart of the space rests the central square; its use and formation transformed depending on the season and various programming and events. At its simplest, the square is defined by large New England pines, glacial erratics and movable seating providing a one-of-a kind opportunity to transplant an outcrop of nature – a piece of rural New England - into the heart of the Boston Seaport. The space is designed to accommodate a multitude of signature events such as a winter skating rink, seasonal greenmarkets, and perhaps even Boston's first outdoor fashion show.

PIAZZA ANFITEATRO IN LUCCA, ITALY: SCALE COMPARISON

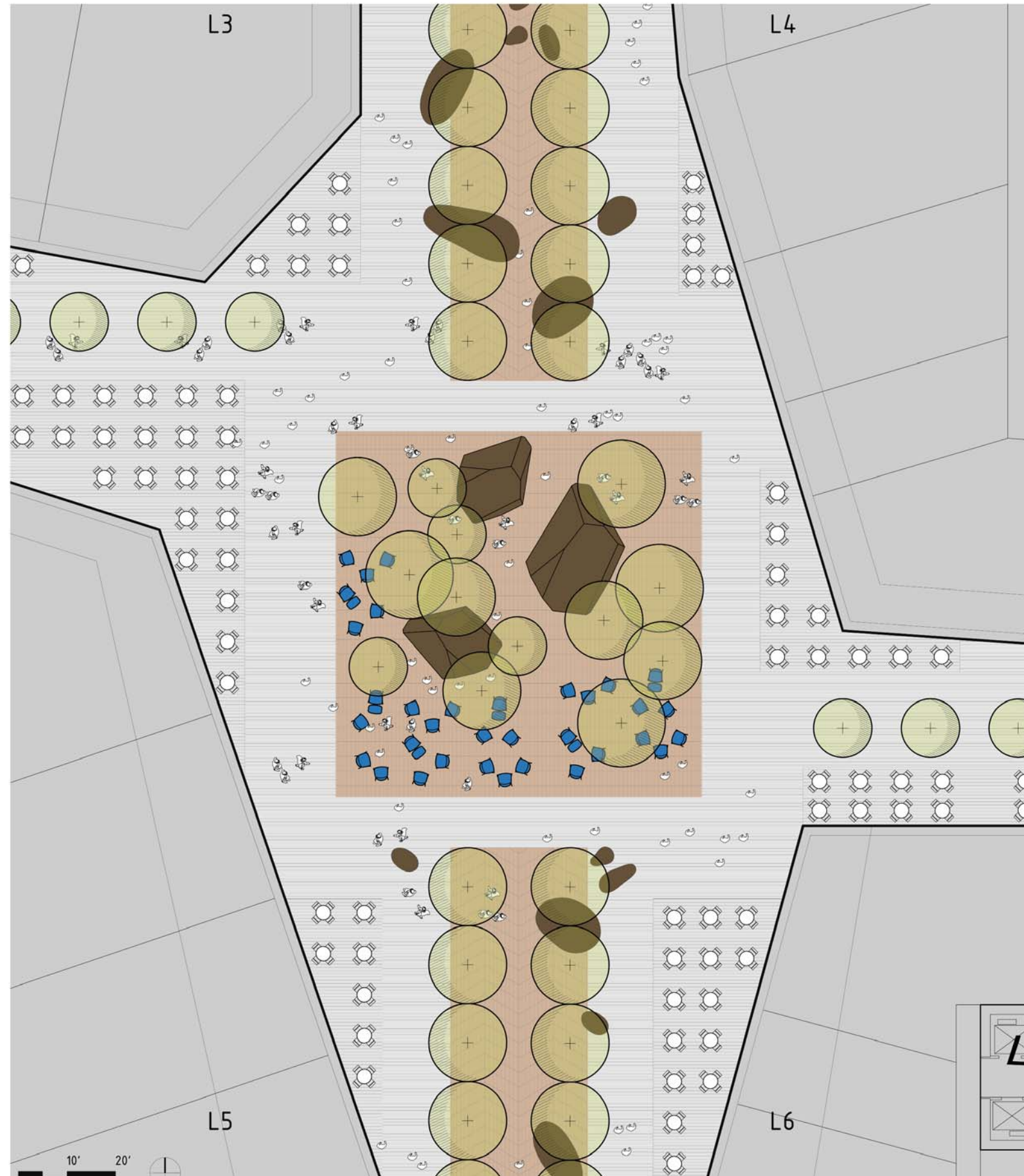
0.7 acres







HARBOR SQUARE



- › 2 LEVELS OF ACTIVE CAFE/
RETAIL/ CULTURAL USES AT
ALL SIDES OF PUBLIC SPACE





HARBOR SQUARE



HARBOR SQUARE

ICE SKATING RINK



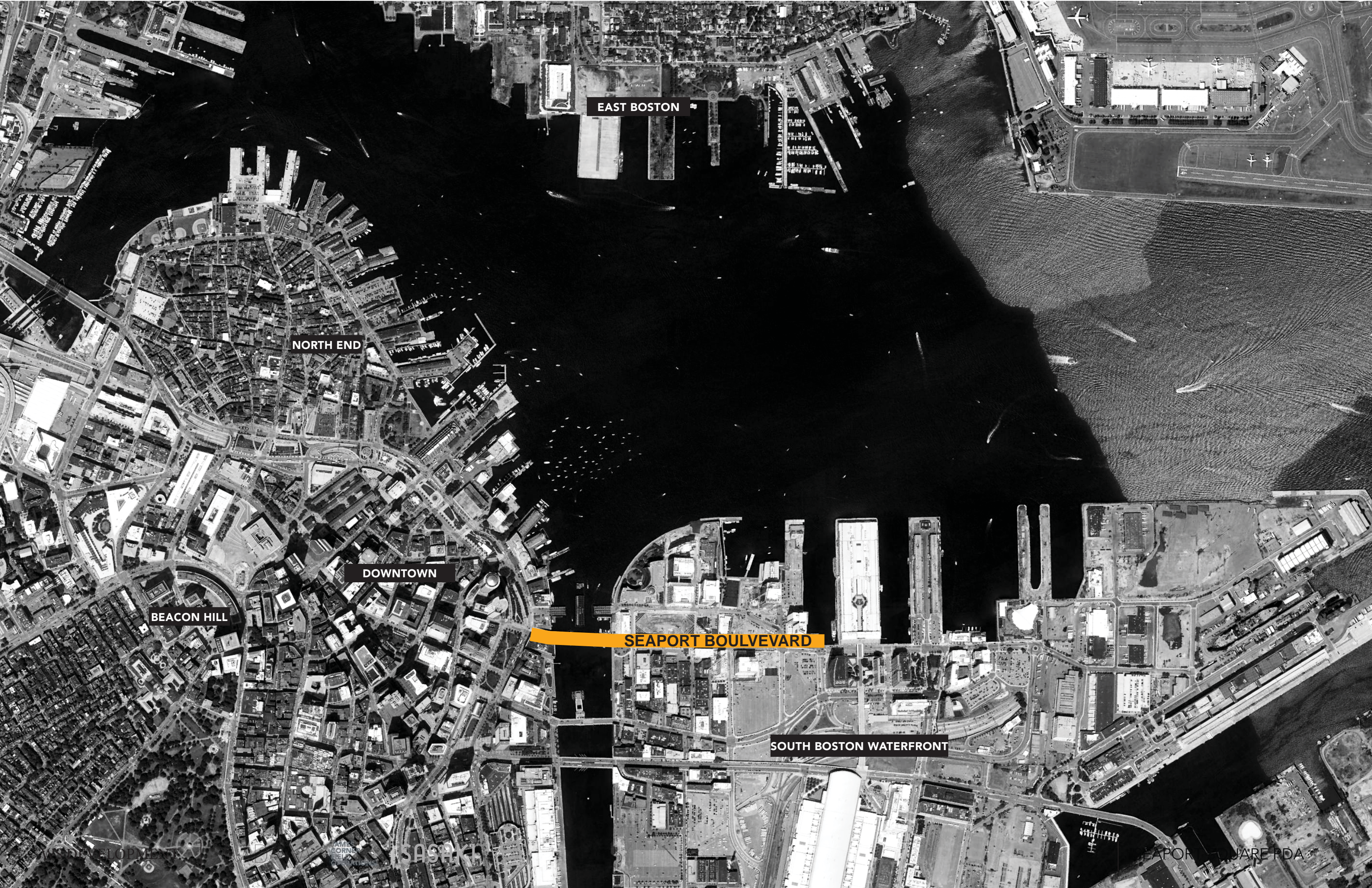
HARBOR SQUARE

MARKET



4.2 NEW MASTER PLAN: PUBLIC REALM

SEAPORT BOULEVARD



EAST BOSTON

NORTH END

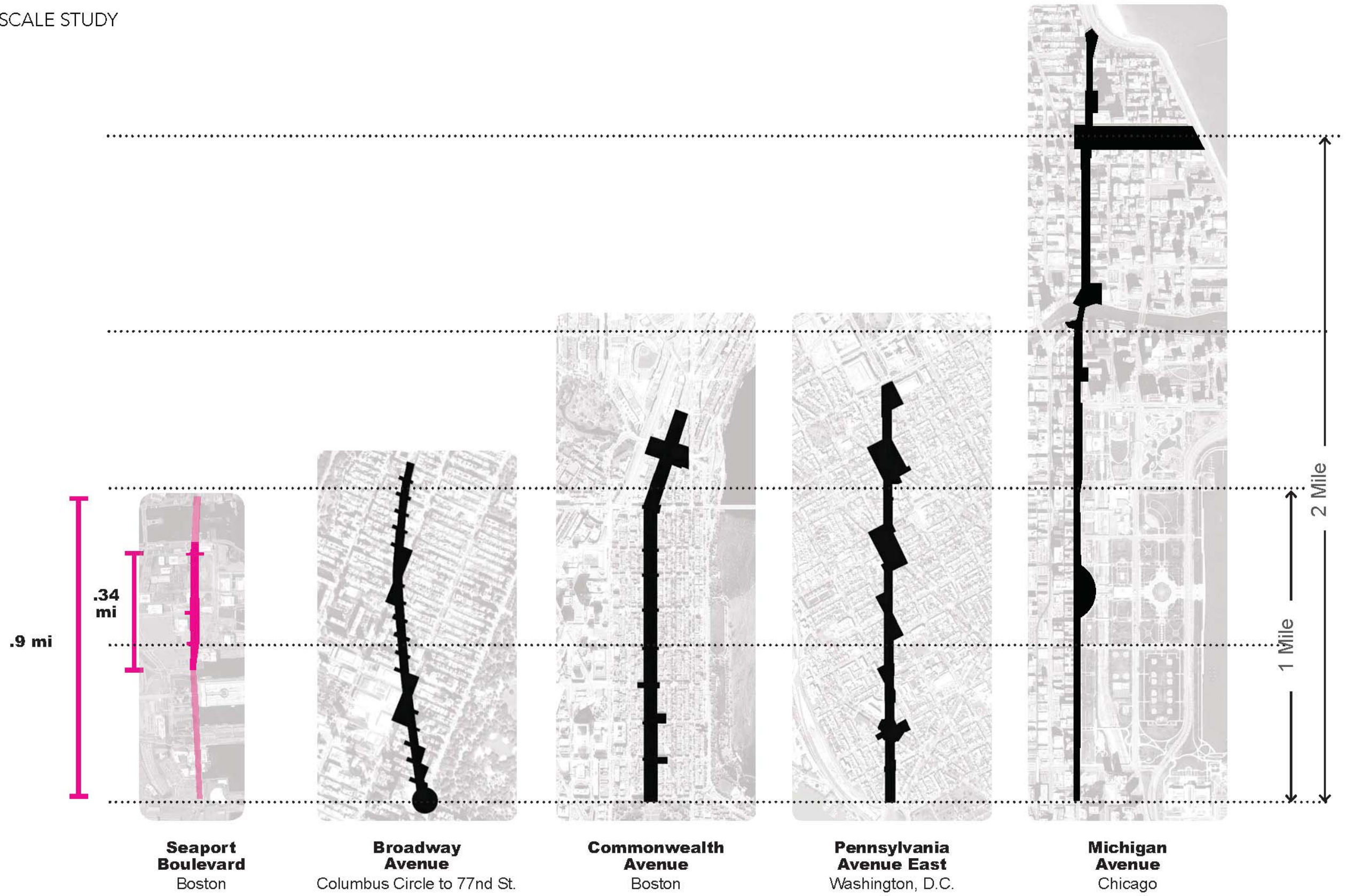
DOWNTOWN

BEACON HILL

SEAPORT BOULEVARD

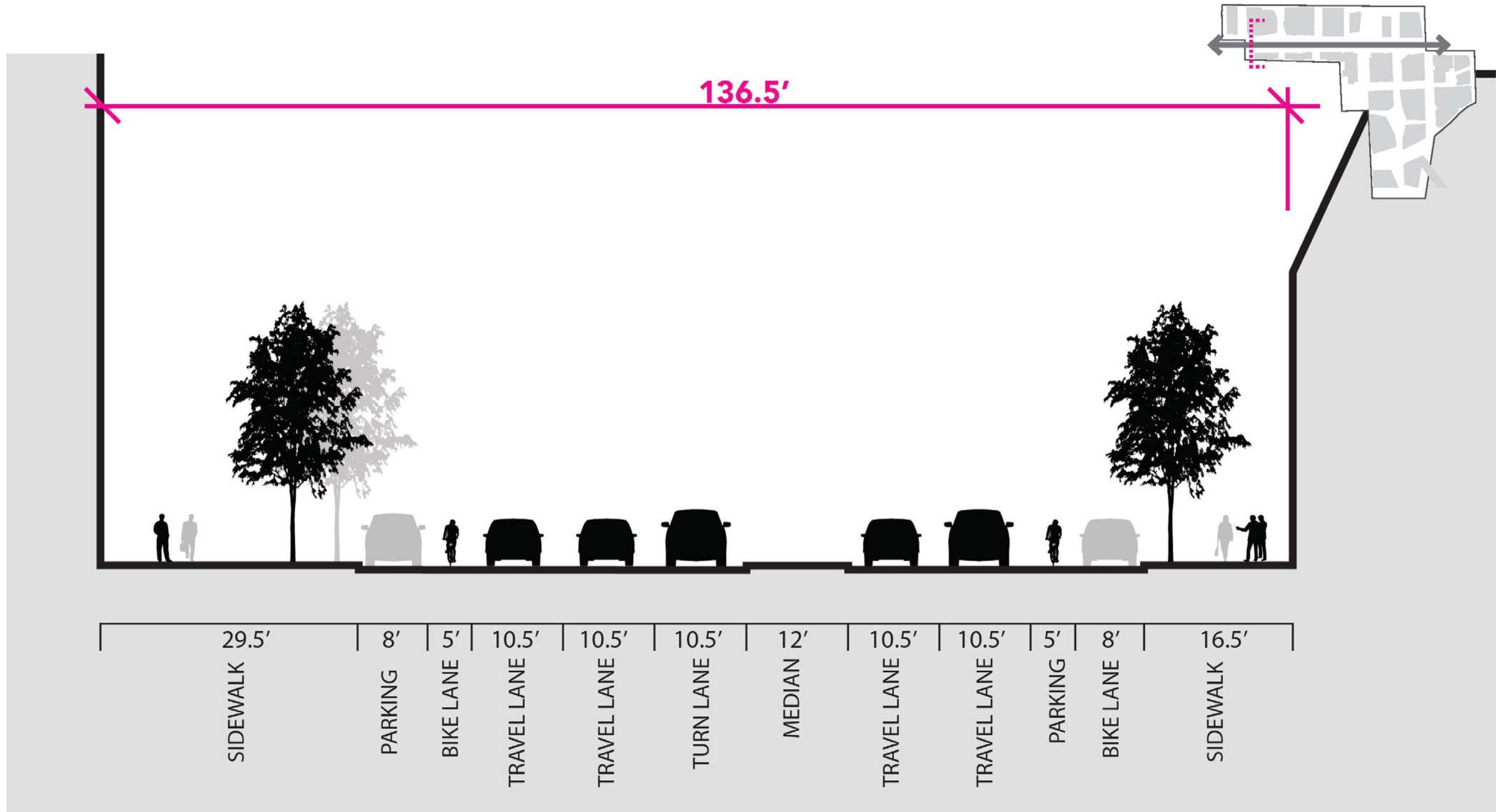
SOUTH BOSTON WATERFRONT

SEAPORT BLVD - SCALE STUDY

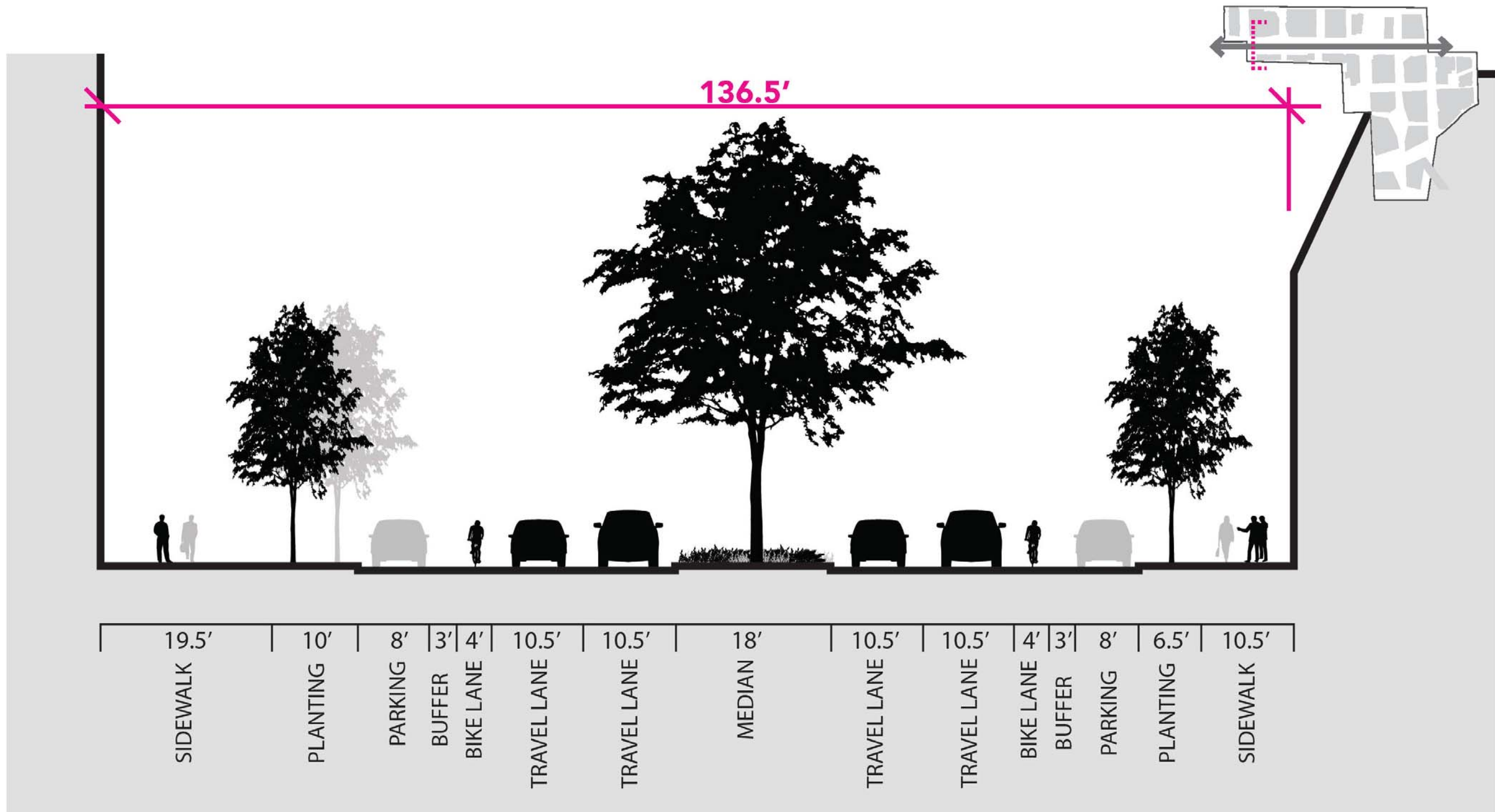


BOULEVARD PRECEDENTS

SEAPORT BOULEVARD - LOOKING EAST - EXISTING CONDITION



SEAPORT BOULEVARD - LOOKING EAST - PROPOSED PUBLIC REALM





ART



PERENNIALS

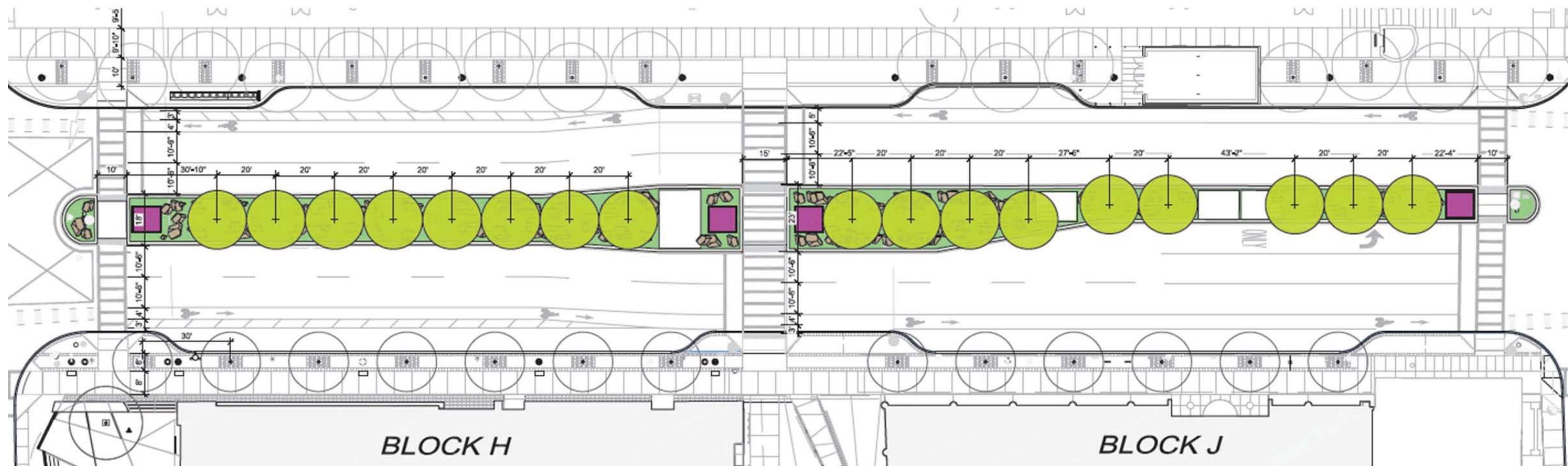
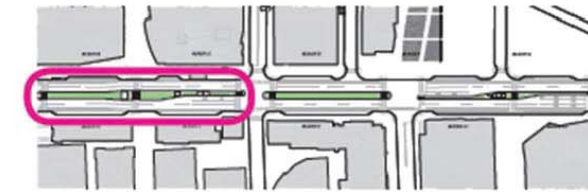


CANOPY TREES



BOULDERS

SEAPORT BOULEVARD PROPOSED MEDIAN LAYOUT



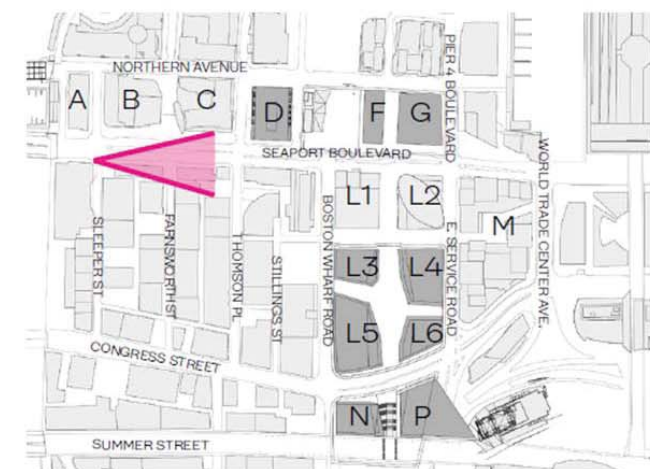
SEAPORT BOULEVARD MEDIAN ENHANCEMENT



SEAPORT BOULEVARD EXISTING CONDITION LOOKING EAST



SEAPORT BOULEVARD PROPOSED MEDIAN DESIGN LOOKING EAST



SEAPORT BOULEVARD - LOOKING WEST - EXISTING CONDITION



SEAPORT BOULEVARD - LOOKING WEST - PROPOSED PUBLIC REALM



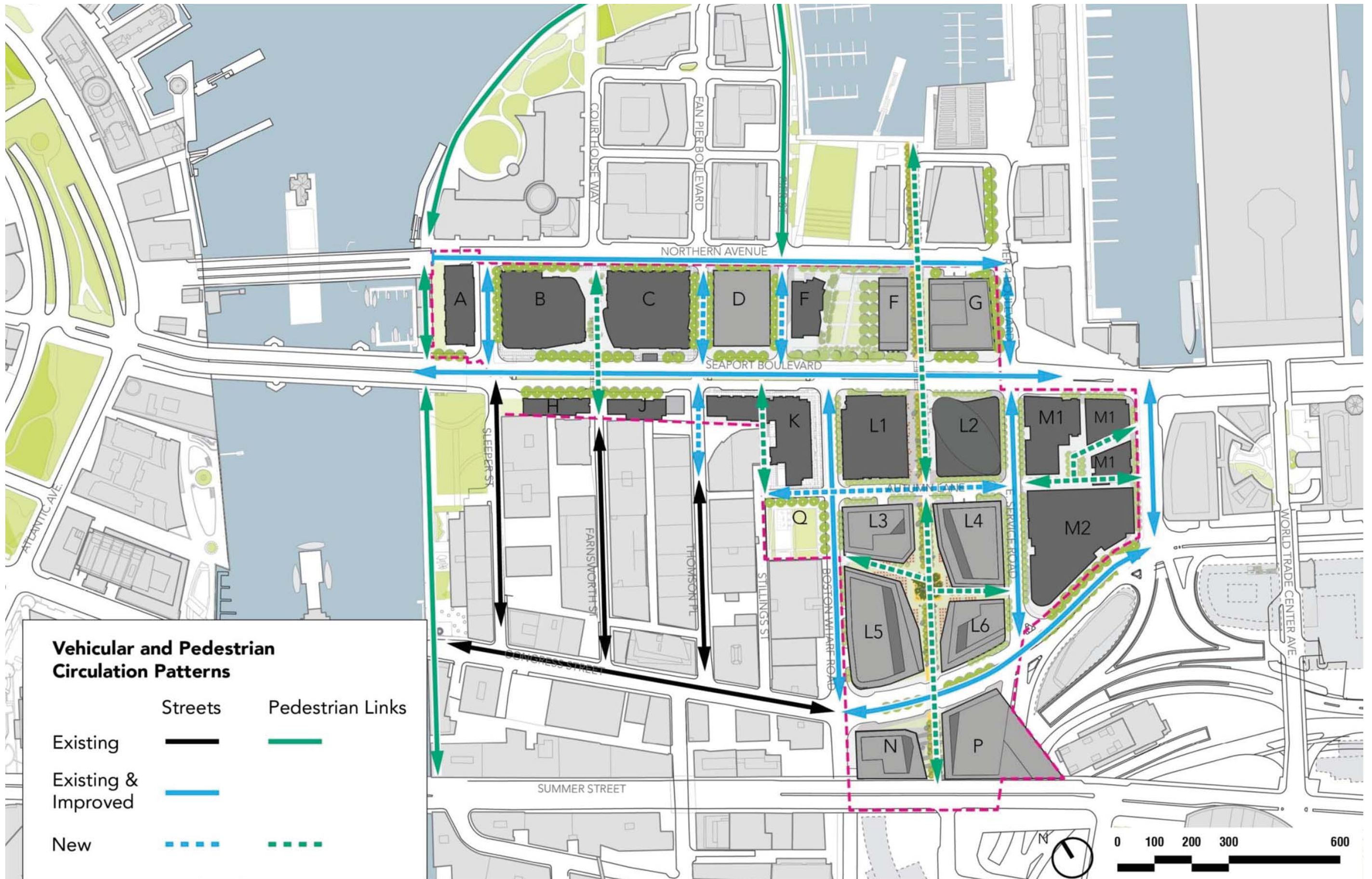
SEAPORT BOULEVARD - LOOKING EAST FROM MOAKLEY BRIDGE - EXISTING CONDITIONS



SEAPORT BOULEVARD - LOOKING EAST FROM MOAKLEY BRIDGE - PROPOSED PUBLIC REALM



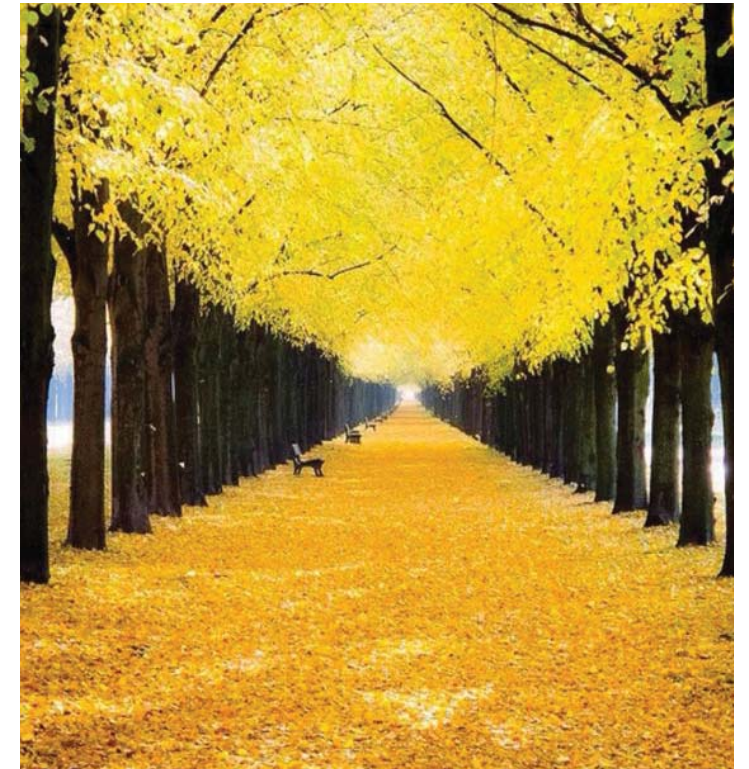
4.2 NEW MASTER PLAN: PUBLIC REALM DISTRICT-WIDE STREETScape DESIGN



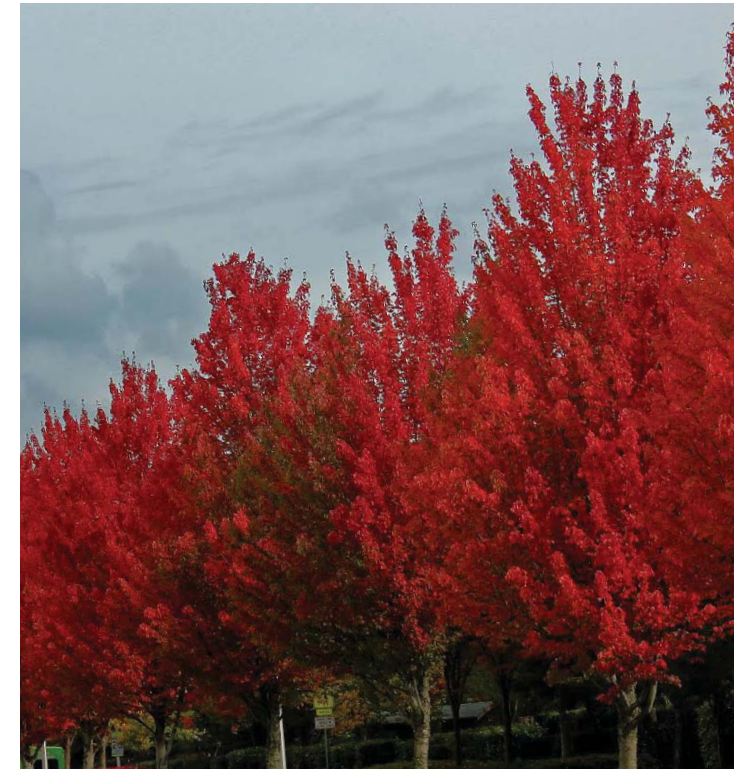


DISTINCT TREE SPECIES

THE GOLD CANOPY



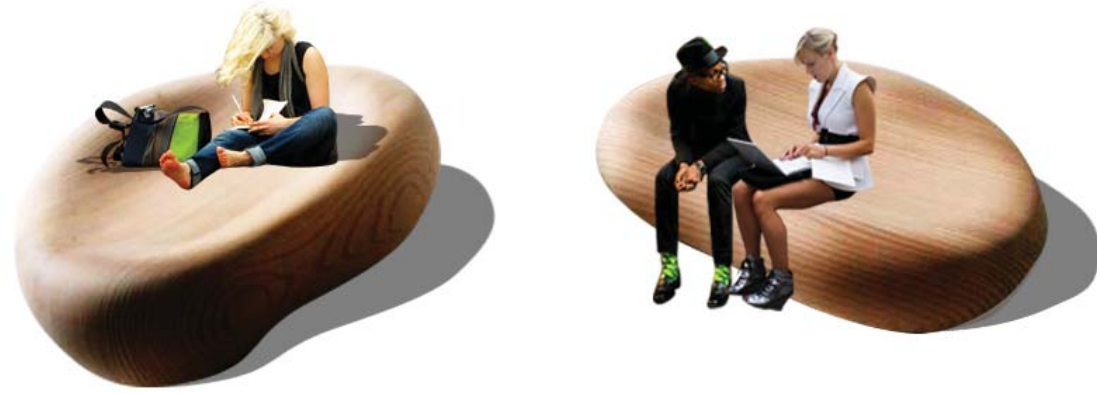
THE CRIMSON CANOPY



A large, weathered piece of driftwood lies on a sandy beach. The wood is dark and textured, with some lighter, bleached areas. The background shows a calm sea and a sky with soft, warm colors from a sunset or sunrise. The word "FURNISHINGS" is overlaid in a bright pink, sans-serif font across the middle of the image.

FURNISHINGS

HARBOR WAY - PEBBLES



BOSTON WHARF ROAD - STONE



WOOD LOUNGE SEATING



STACKED STONE SLAB BENCH

GROUP SEAT



STONE SEATING OUTCROPS

PLANTER

EAST SERVICE ROAD - DRIFTWOOD



NATURAL DRIFTWOOD FEATURE



SCULPTED DRIFTWOOD BENCH



DRIFTWOOD FRAGMENTS

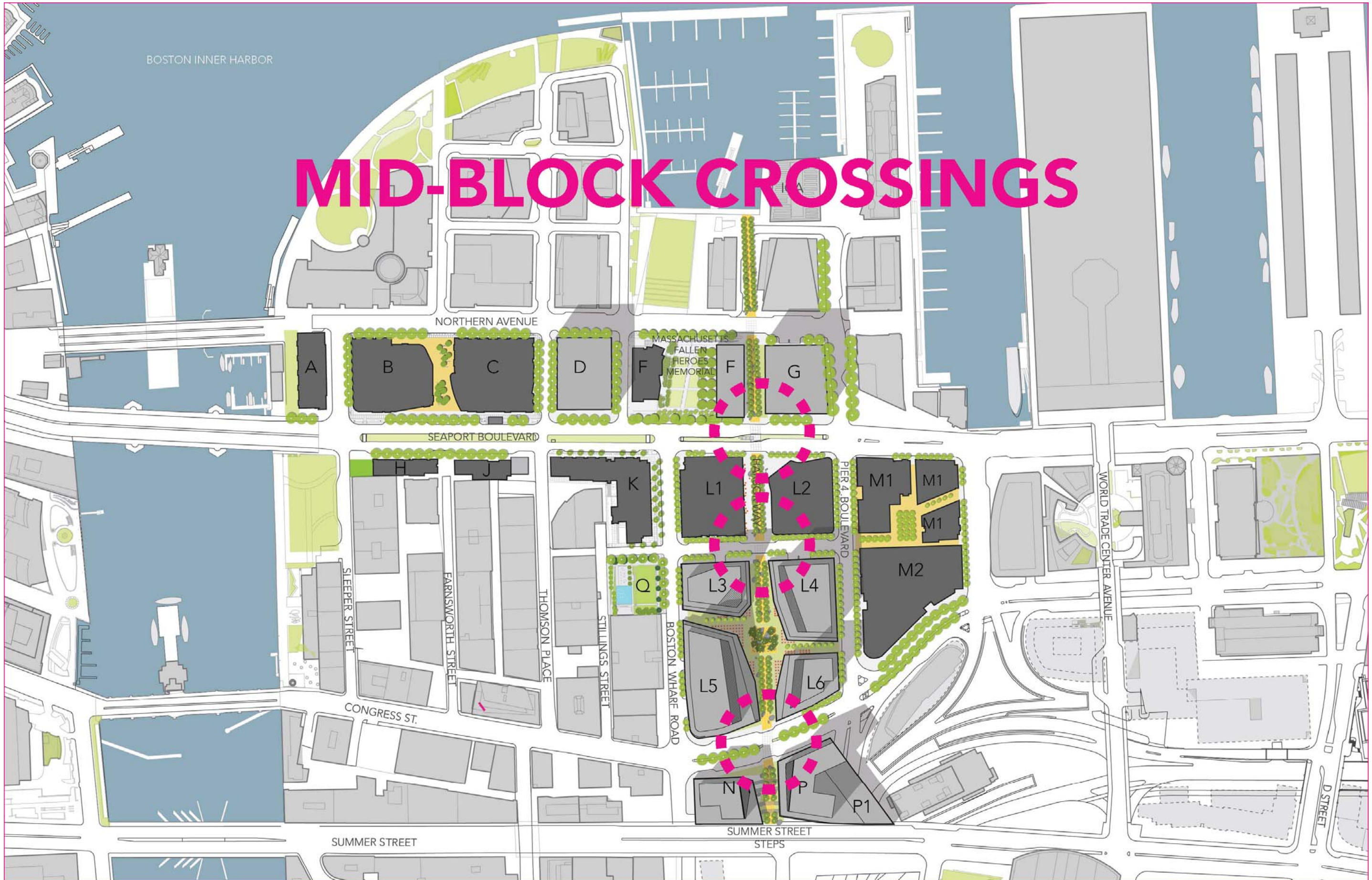
NORTHERN AVENUE - INDUSTRIAL SWINGS



THE SEAPORT SWINGS

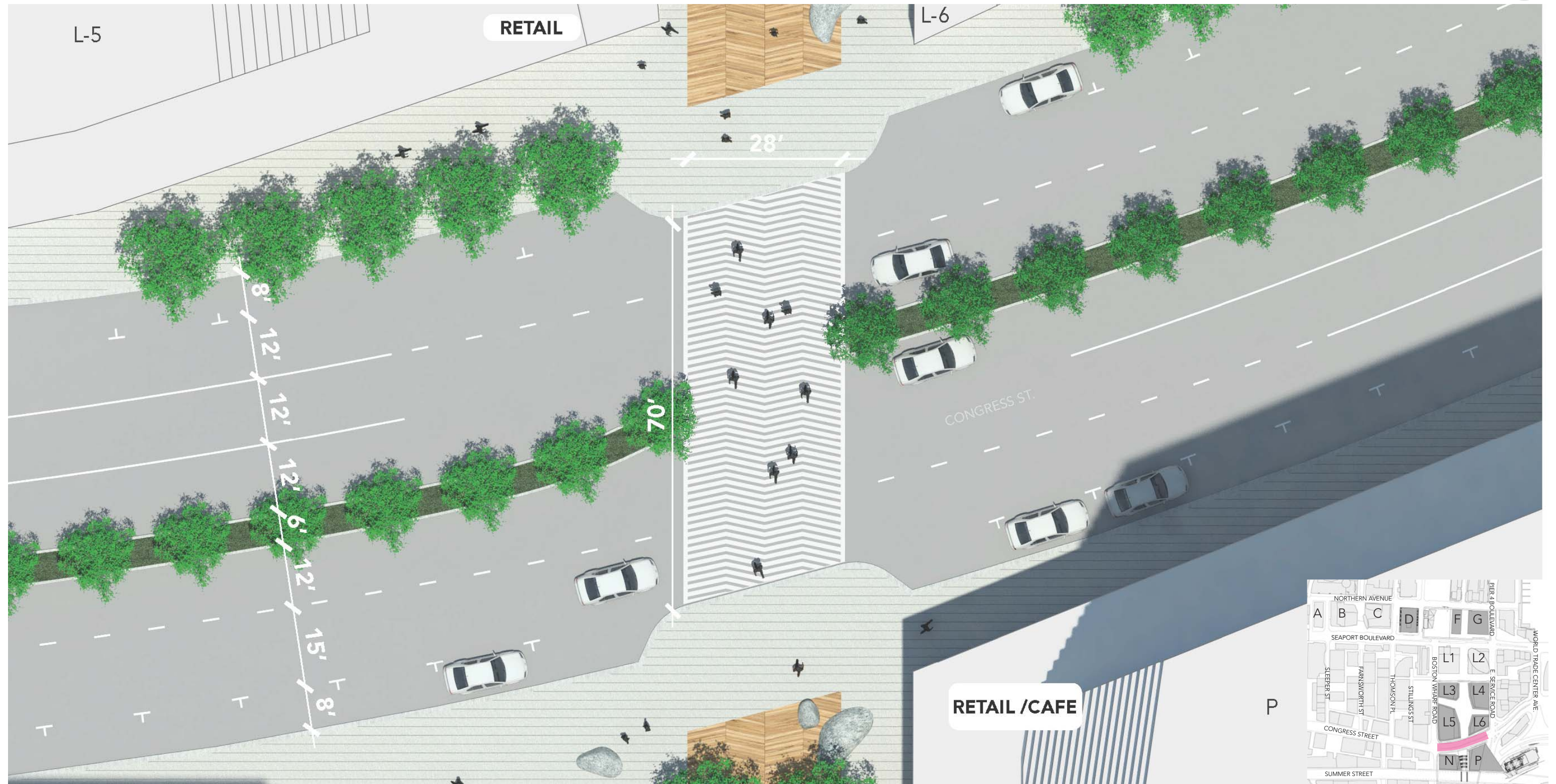
MID-BLOCK CROSSINGS

MID-BLOCK CROSSINGS



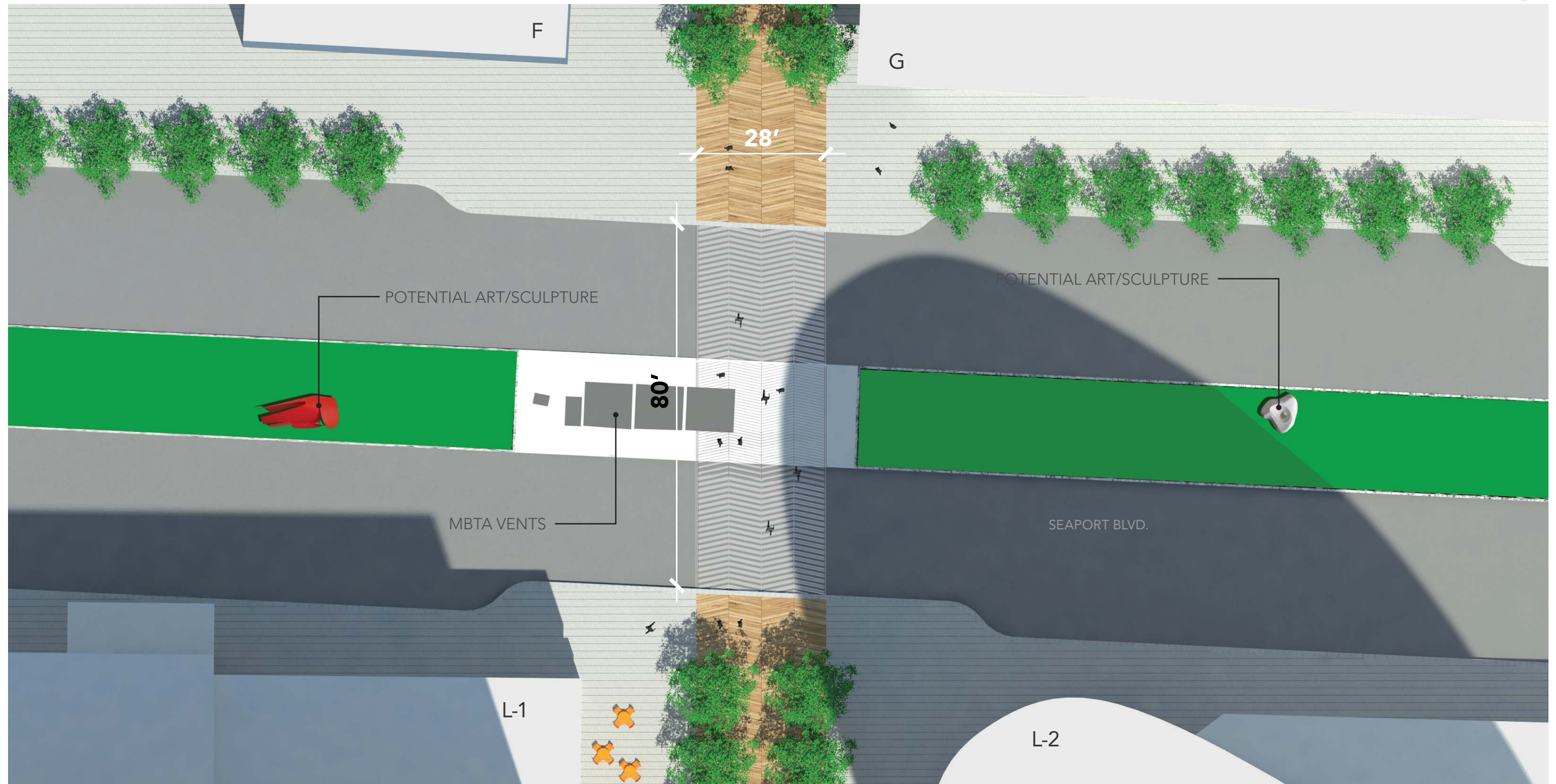
MID-BLOCK CROSSING AT CONGRESS STREET

NOT TO SCALE 



MID-BLOCK CROSSING AT SEAPORT BOULEVARD

NOT TO SCALE 

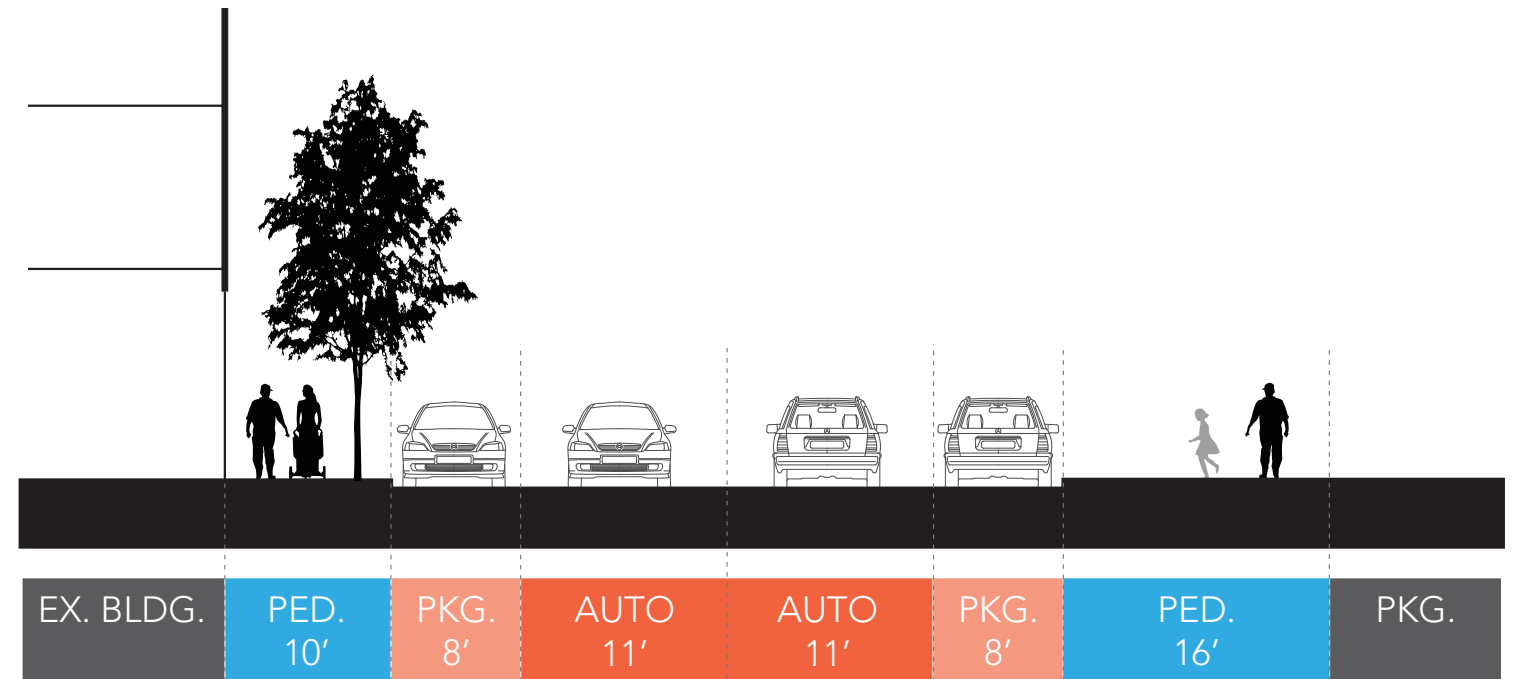


4.3 ROADWAY SECTIONS / PLANS

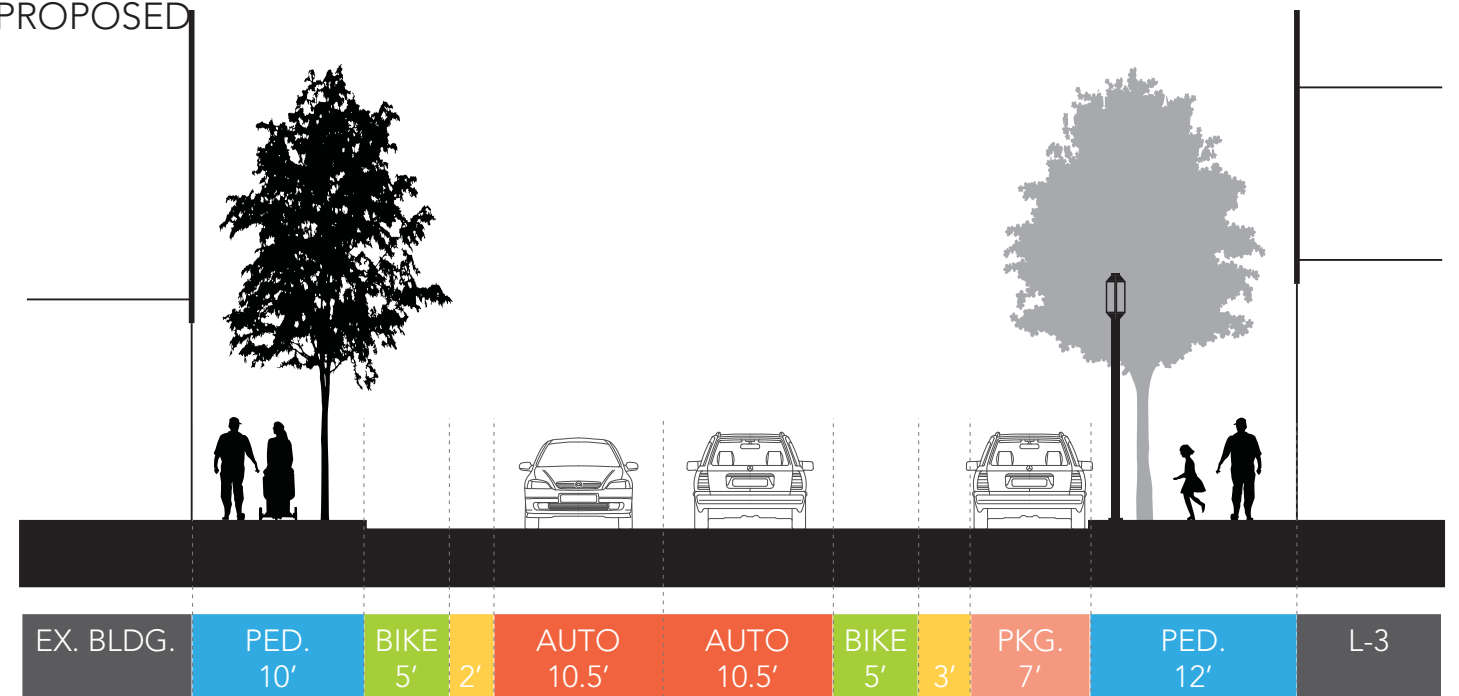
BOSTON WHARF ROAD

Running north-south along the western edge of the project site, Boston Wharf Road accommodates two-way traffic and on-street parking. Adjacent to the L-block, new street lights, new street trees, stone seating clusters, and combination of cast-in-place concrete and stone pavers and 1'-0" wide granite curbs will enhance the public realm – facilitating pedestrian circulation and contributing to district character.

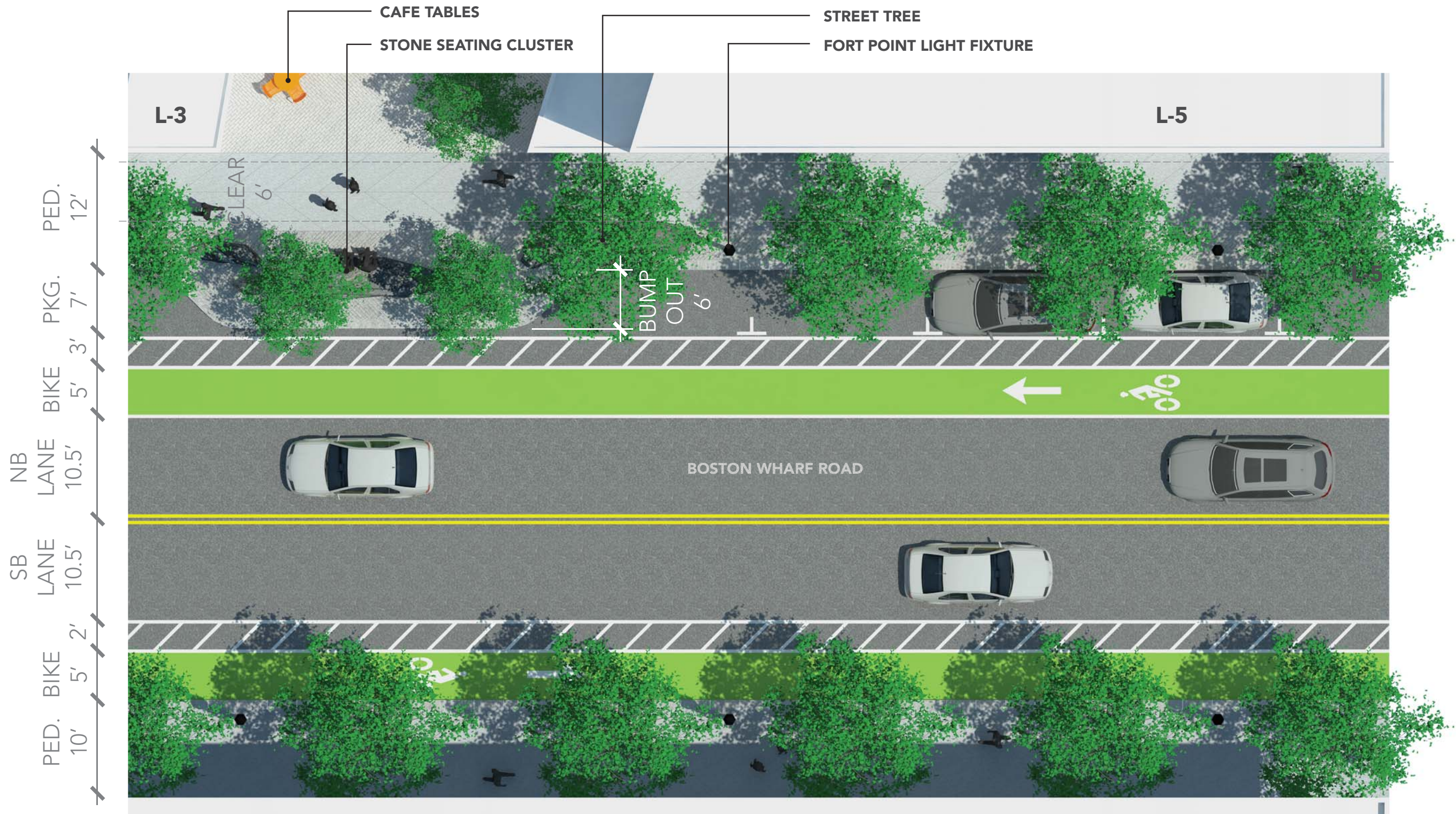
EXISTING



PROPOSED



BOSTON WHARF ROAD



STONE SEATING

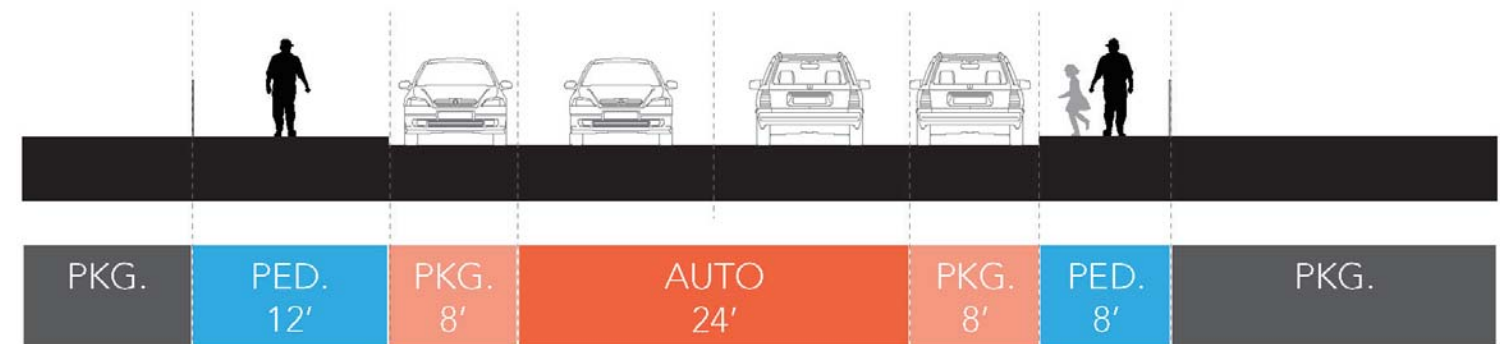
Rough hewn stone slabs stacked and arranged in functional clusters to provide unique social seating among the shade of new street trees along Boston Wharf Road.



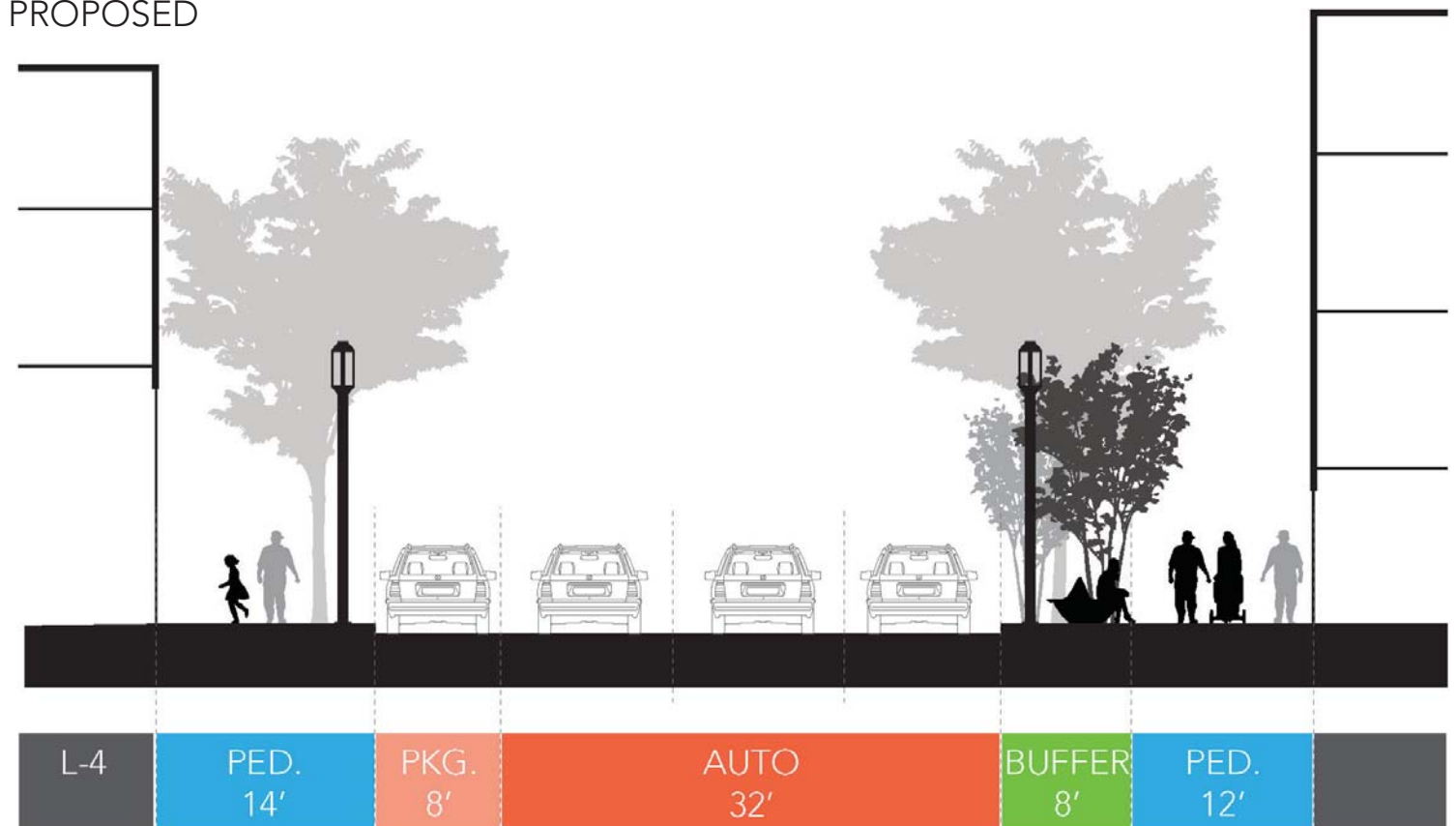
EAST SERVICE ROAD

Running north-south between the L-block and M-blocks of the project site, East Service Road accommodates Driftwood Thickets and outdoor café seating within an 8' wide street-side zone comprising a portion of the 21' wide eastern sidewalk. The 12' wide cast-in-place concrete sidewalk ensures generous space for pedestrian circulation adjacent to the M-block retail frontage. Princeton Elm will grace the street as part of the Golden Canopy envisioned for all north-south streets within the district.

EXISTING



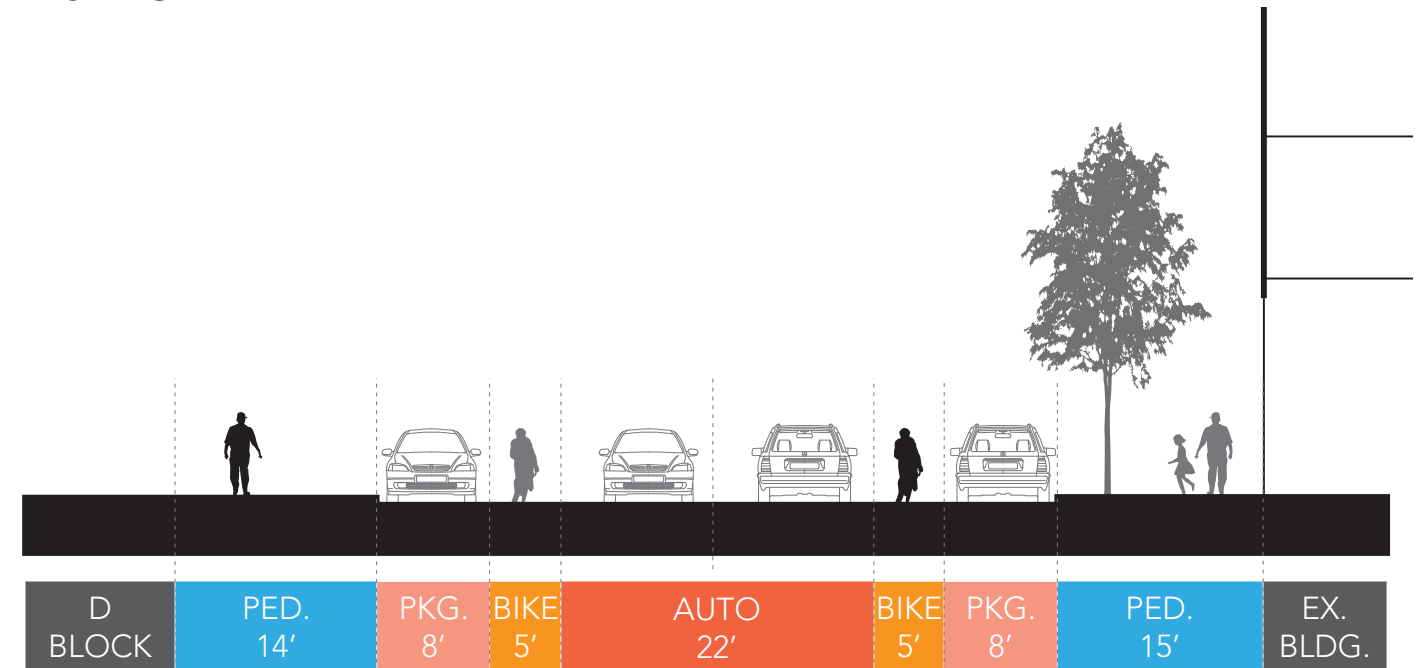
PROPOSED



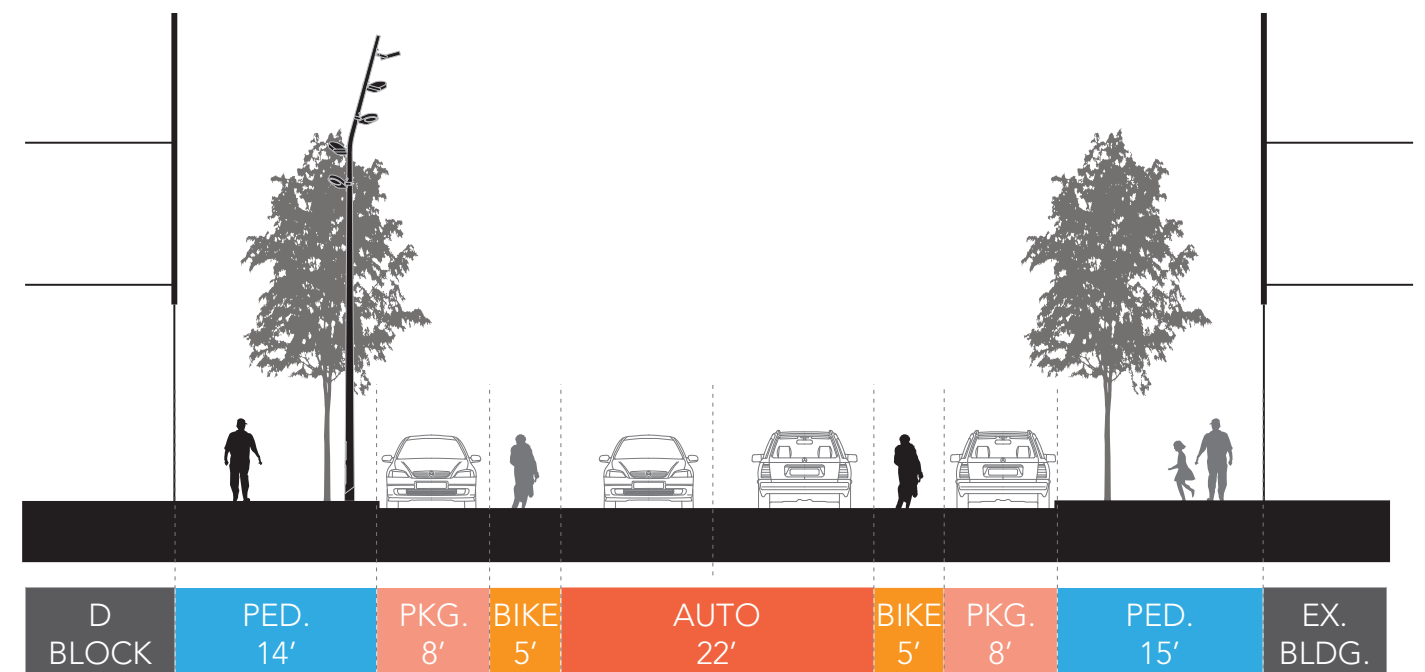
NORTHERN AVENUE

Running along the northern edge of the project site, Northern Avenue provides direct pedestrian access from the Seaport into the heart of Boston's financial district. Currently flanked by surface parking on its southern edge, the future Northern Avenue will be buffered by development as well as generous sidewalks. The 14' cast-in-place concrete sidewalk provides generous space for pedestrian circulation, street trees, as well as iconic site lighting and a new distinct furniture element - the Seaport Swing.

EXISTING



PROPOSED



5. PUBLIC EVENTS AND ACTIVITIES

PROGRAMMING PRECEDENTS FOR SUMMER ST STAIRS



LOCAL PROGRAMMING PRECEDENTS



