BOSTON NAVAL SHIPYARD AT CHARLESTOWN
A NATIONAL HISTORIC LANDMARK

A project as complex as the Shipyard could be considered under each of the categories established for this awards program. We have chosen the Historic Landmarks category because the historic and architectural quality of the site which led to its designation as a National Historic Landmark is the raison d'etre for the design and open space guidelines which are integral to the preservation plan for the Shipyard.

RESPONSE TO QUESTIONS

1. EXTERIORS

The design approach to buildings in the Shipyard begins with the premise that exterior alteration will be minimized. The facades of most buildings are reasonably intact. Where changes have occurred, careful evaluation has been made as to the nature of the changes. Modifications to a building which have taken place over time are a part of the history of that building and may be significant.

INTERIOR ELEMENTS

It is not within the scope of this project to establish specific controls for interiors of buildings in the Shipyard. However, the basic structural elements of buildings are not to be altered. That is, all existing supporting members will be left in place. They may be covered or concealed, but not in such a way as to be irrevocably changed. All replacements to structural elements of the building will carefully match and preserve the existing structure.

NEW ADDITIONS

New additions or alterations should not disrupt the essential form and integrity of historic property. They should be compatible with the size, scale, color, material and character of the existing buildings and their environment. They should be contemporary in design, not imitative of an earlier style or period of architecture. Most important, new additions or alterations should be done in such a way that if they were to be removed in the future, the essential form and integrity of the building and environment would be unimpaired.

2. NEEDS OF THE COMMUNITY

This project will provide new jobs, and for the first time the City of Boston will receive tax revenue from the Navy Yard. Those are matters of vital importance to the continued growth of the city's economy. More importantly, the reuse presents an opportunity to improve the quality of life in Boston.

For instance, a major feature of this development program is that the residents of Charlestown will have access to the waterfront for the first time since 1800, when the Navy Yard was established.

Key elements of the open space and recreation plan developed with the guidance of the Charlestown community are the sixteen acre public park, a continous waterfront esplanade, and the public marina.

These guidlines will ensure that this collection of both restored and rehabilitated buildings, surrounded by an environment that interprets the historic character of the Shipyard, will create a place of singular value to the local community, the city and the nation.

3. INNOVATIVE TECHNIQUES

ZONING

Shipyard development will be controlled by zoning established to meet the objectives of the reuse plan. In addition, all development will be subject to the guidelines and controls summarized in this document. Compliance with the controls will be insured by a four-step design review process administered by the Redevelopment Agency.

PRESERVATION LEGISLATION

Thirty acres of the Shipyard, including a major portion of the significant structures, was transferred at no cost to the City of Boston under the terms of the Historic Monument and Provisions of the Surplus Property Act. All revenues resulting from long term leases with private developers will be utilized for recreation and preservation activities within the City.

Developers of historic structures will be eligible for tax incentives under the provisions of the Tax Reform Act of 1976.

4. EXHIBITS

Section Two of this submission contains a summary of the Project, Section Three a complete collection of Building Elevation Guidelines and Section Four a typical developer's kit for reuse and new development.

THE CHARLESTOWN NAVY YARD

DESIGN GUIDELINES FOR REUSE

PROGRAM

The Charlestown Navy Yard, A National Register Property and one of the Nation's oldest shipbuilding facilities, was closed in 1974. The site containing 130 acres of prime waterfront land and over forty buildings of historic and architectural significance became available for new uses.

Recognizing the historical, architectural, and locational value of the site, specific planning and design controls have been established to guide the implementation of a mixed-use development program that will include residential, commercial, institutional, recreational and light manufacturing uses.

The guidelines summarized in this document are intended to provide a framework for making decisions which will determine the pattern of development in the Navy Yard during the next 10 years. They are addressed (1) to the City, who will be responsible for designing and building the infrastructure and (2) to prospective developers of restored, rehabilitated and new buildings.

OBJECTIVES

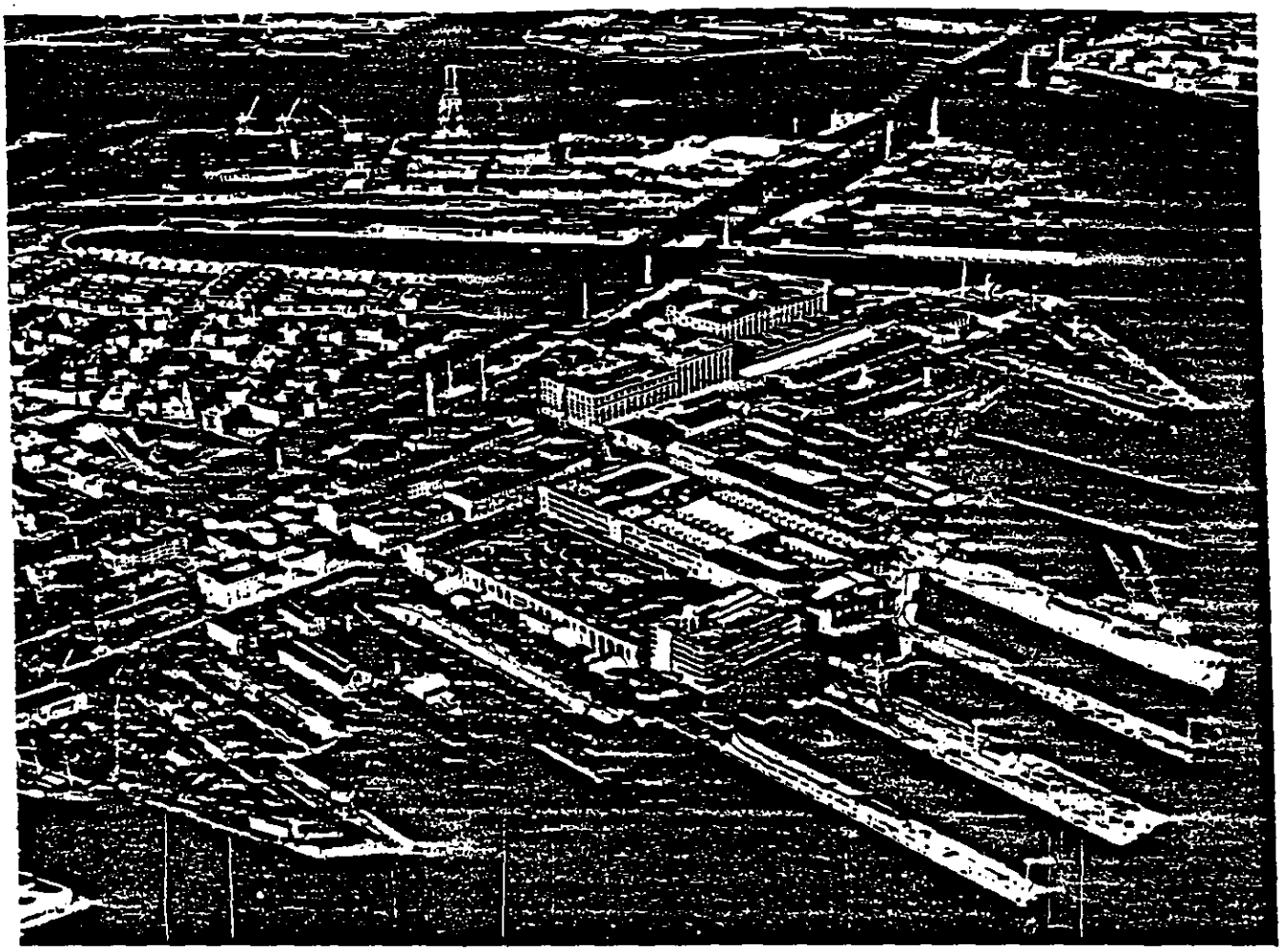
The primary objective of this effort is to maximize the conservation of the historic and architectural character of the site while adapting the existing resource to new and economically viable purposes.

It is the intent neither to re-create the impression of an earlier time nor to expunge all evidence of the area's industrial past. The origins and significance of the Shipyard have provided the basis for decisions on what existing elements should be retained. They also offer precedents for solutions to contemporary design problems associated with economic revitalization of the site.

SIGNIFICANCE OF THE PROJECT

The Charlestown Navy Yard is the largest property to be transferred under the terms of the Historic Monument Provisions of the Surplus Property Act. The project affords Boston an enviable opportunity to recycle a dramatic and dormant industrial area into a vibrant and attractive place to live, work and play.

These guidelines will ensure that the resulting collection of both new and restored buildings, surrounded by an environment that interprets the historic character of the site, will be a place of singular value to the city and the nation.



Site

The Shipyard is strategically located adjacent to the main channel of Boston's harbor, the Charlestown community, the recently created U.S.S. Constitution National Historic Site and less than one mile from Boston's Central Business District.

The entire site, because of its historical and architectural significance has been designated a National Historic Landmark and listed on the National Register of Historic Places.

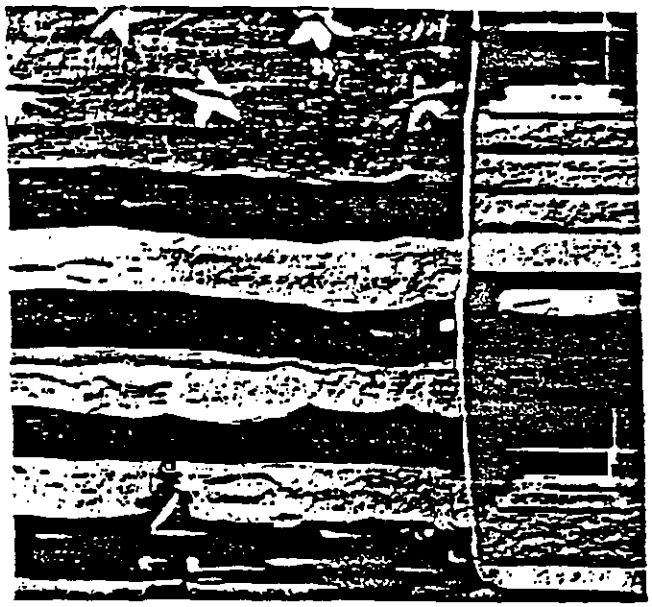
History

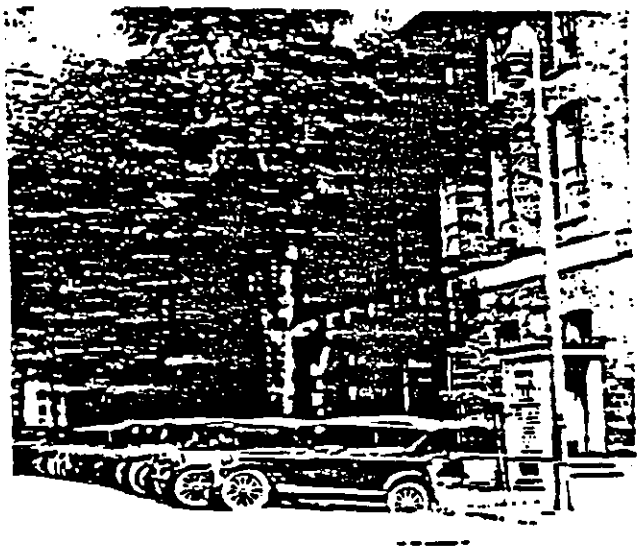
From 1800 to 1974 the Boston Naval Shipyard at Charlestown was a military installation involved in the building, repair and conversion of ships, the production of arms and the manufacture of rope and chain for the entire U.S. Navy.

The first warship of the U.S. Navy was constructed at Charlestown. It was here that the first screw steamship and the first torpedo boat were built. The Navy's first iron-clad vessel, the Merrimac, was built at the Charlestown yard, as was the Hartford, Admiral Farragut's flagship at the battle of Mobile Bay. The USS Constitution was the first and last ship to be overhauled in Dry Dock 1 at the Yard, and has been moored here intermittently since the War of 1812.

During World War I the Navy Yard was the chief administrative center for the North Atlantic fleet and during World War II, 165 ships (all over 100 feet long) were built at Charlestown.

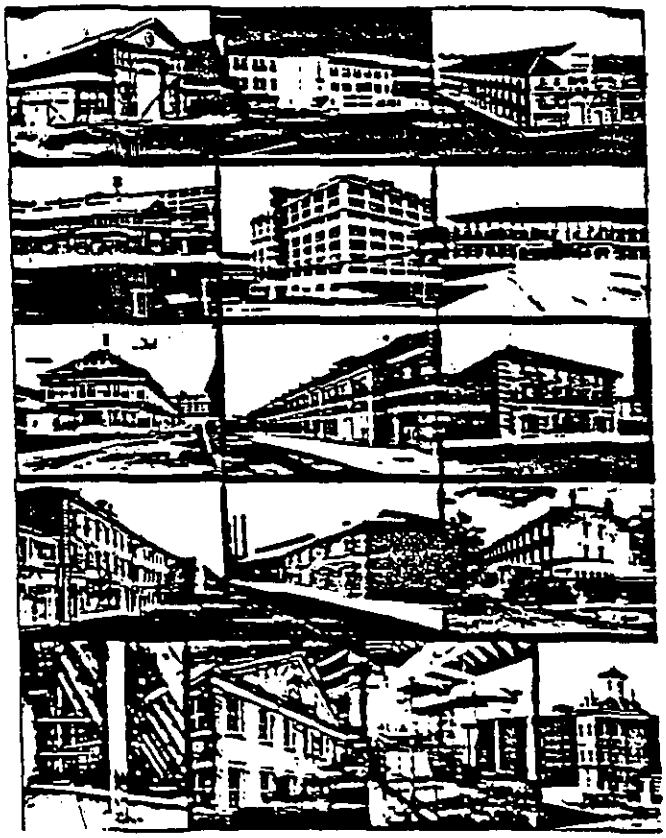
The historic importance of the site precedes its use as a shipyard. It was this location, then called Moulton's Point, where the British landed for their assault on the Patriots in the 1775 Battle of Bunker Hill.



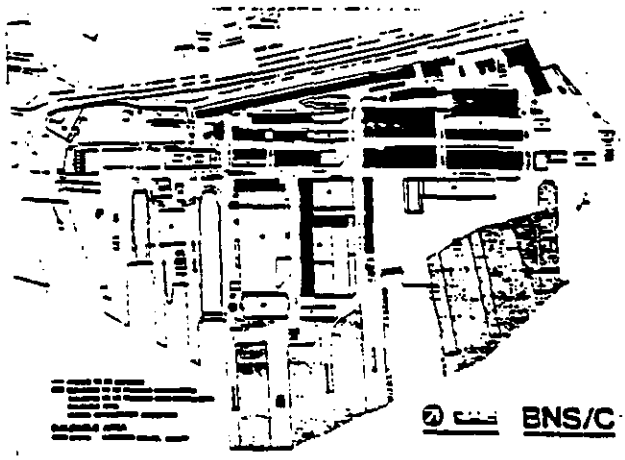


Significance

The Shipyard structures illustrate many building types and several phases of 19th and 20th century architectural styles. Early 19th century residential examples exist as well as later industrial buildings and World War II "temporary" shed structures. Many are of architectural merit, and some are of very great significance. The construction dates fall roughly into five periods, which generally coincide with major wars of the two centuries. As well as illustrating popular building styles, the Shipyard structures exhibit the increasing size and capacity of industrial structures permitted by changes in technology.

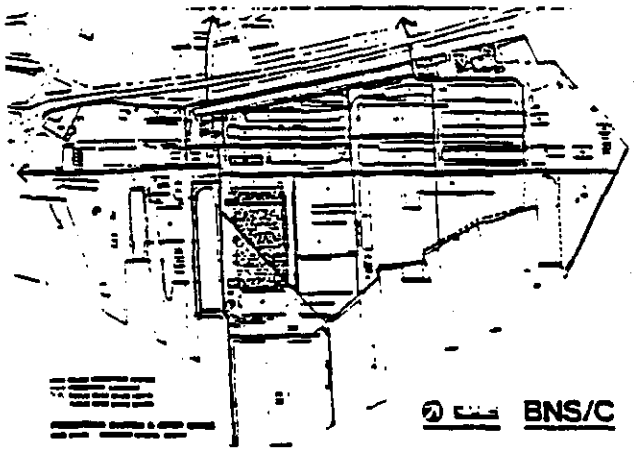


General Guidelines



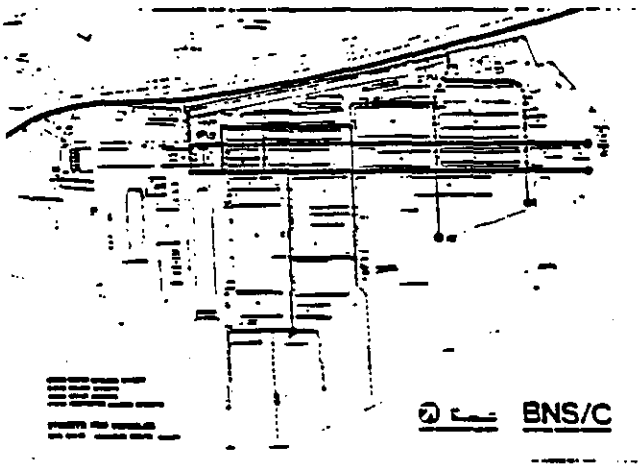
BUILDABLE AREA

Buildings of historic and architectural significance have been identified and will be retained and rehabilitated subject to specific building guidelines. Each new development parcel will be subject to specific design and use controls.



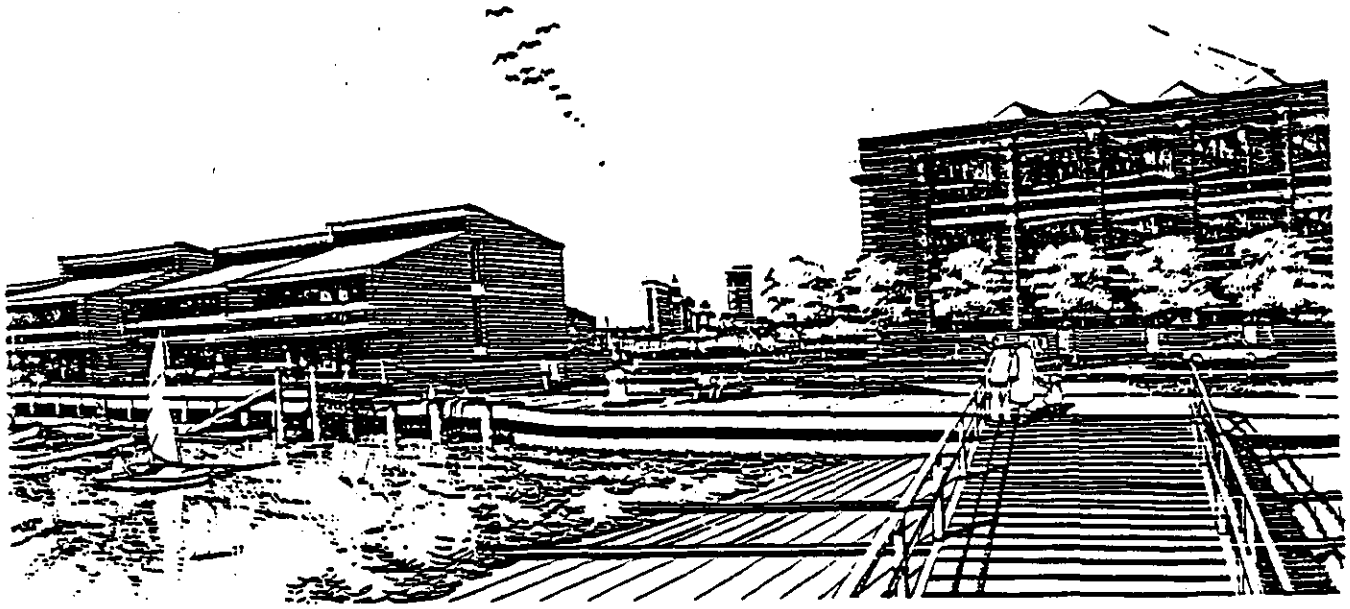
PEDESTRIAN AND OPEN SYSTEM

Pedestrian pathways create logical routes from origins to destinations which are significant to the public at-large. These pathways should offer facilities and amenities for lingering and browsing, for meeting people and being met, and for simply enjoying the passing scene. The key elements of the open space system are (1) the Shipyard Park (2) Flirtation Walk and Second Avenue and (3) the pedestrian easement, Pier 6 and the Shipways.

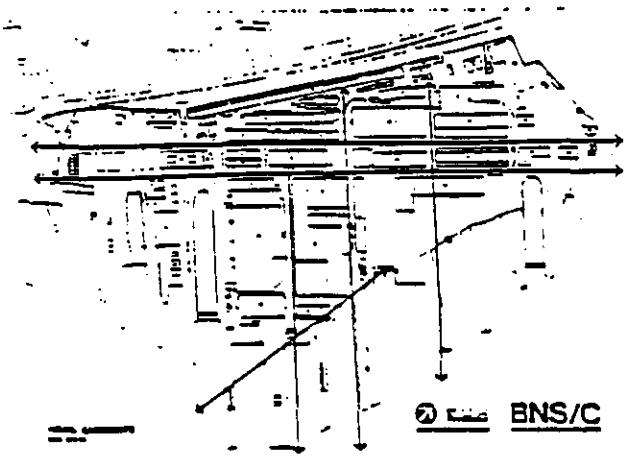


STREETS FOR VEHICLES

Three categories of streets provide clear and adequate access for automobiles, buses, and service vehicles. Major streets carry the bulk of the traffic to and from the Yard at Gates Four and Five and along First Avenue. Minor streets are primarily residential in character with cul-de-sacs designed to preserve the water's edge for pedestrian activity. A third type of street is primarily pedestrian oriented and designed to provide only limited vehicular access for housing and marina uses.



Visual Easement from Shipways

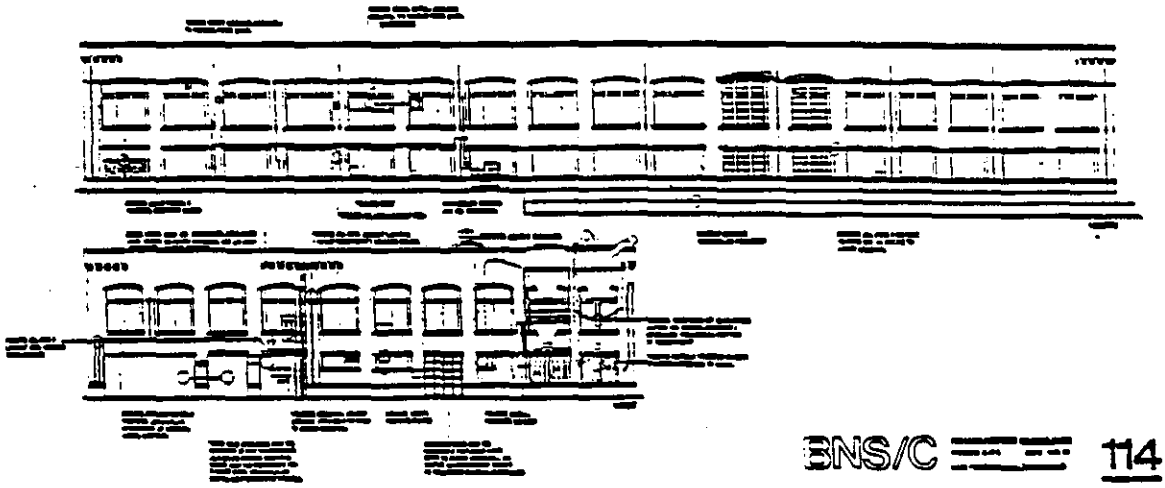


VISUAL EASEMENTS

Axial views which survive from the historical building pattern of the Shipyard will be maintained and significant views that have been lost will be reestablished.

Building Guidelines

The drawings and photographic records of the Navy were researched to provide Chronological Profiles of each building, describing its physical and functional history. The Profiles combined with field surveys were used to contruct detailed facade drawings clearly illustrating restraints and opportunities.



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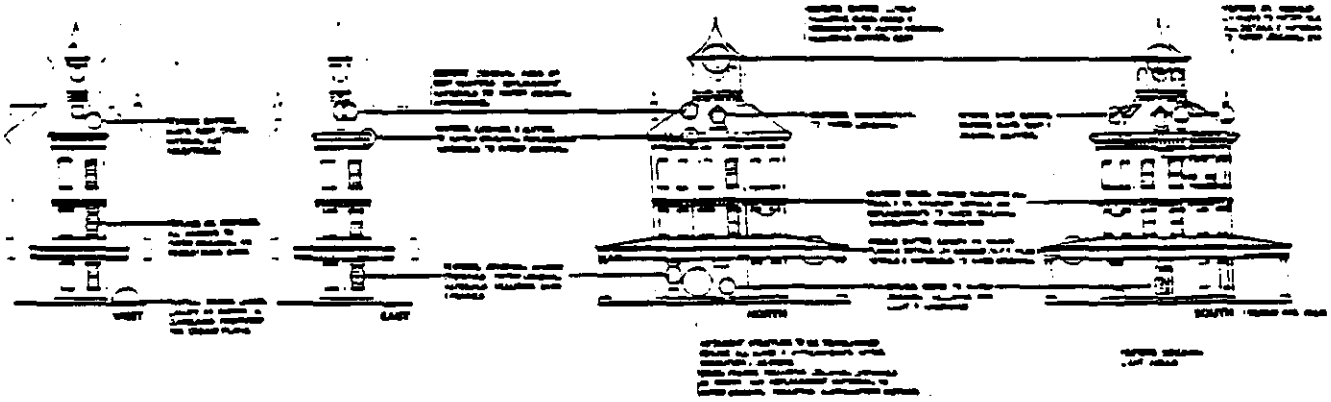
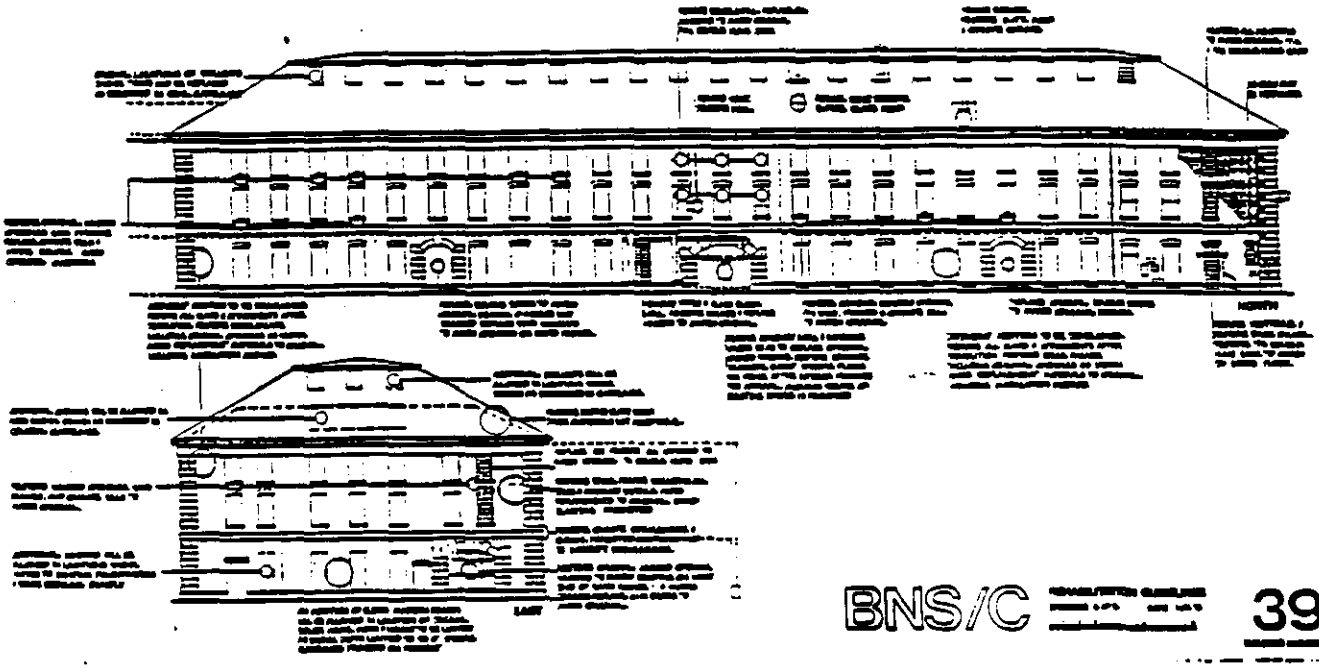
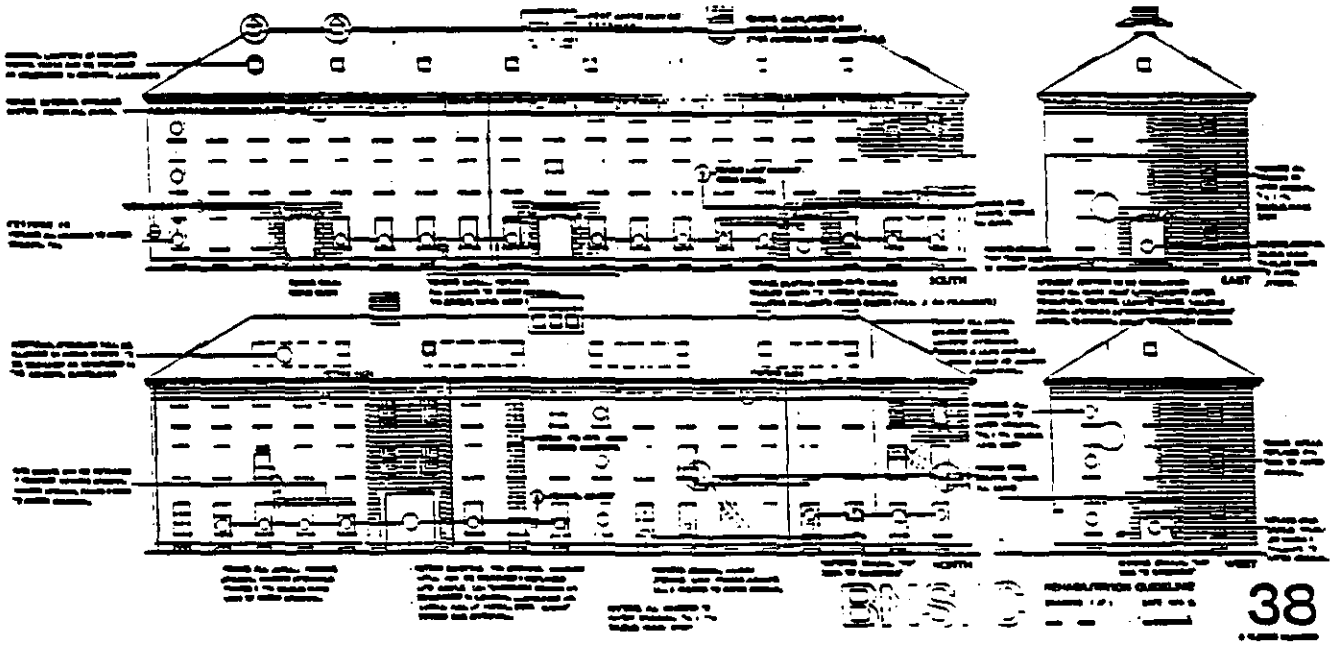
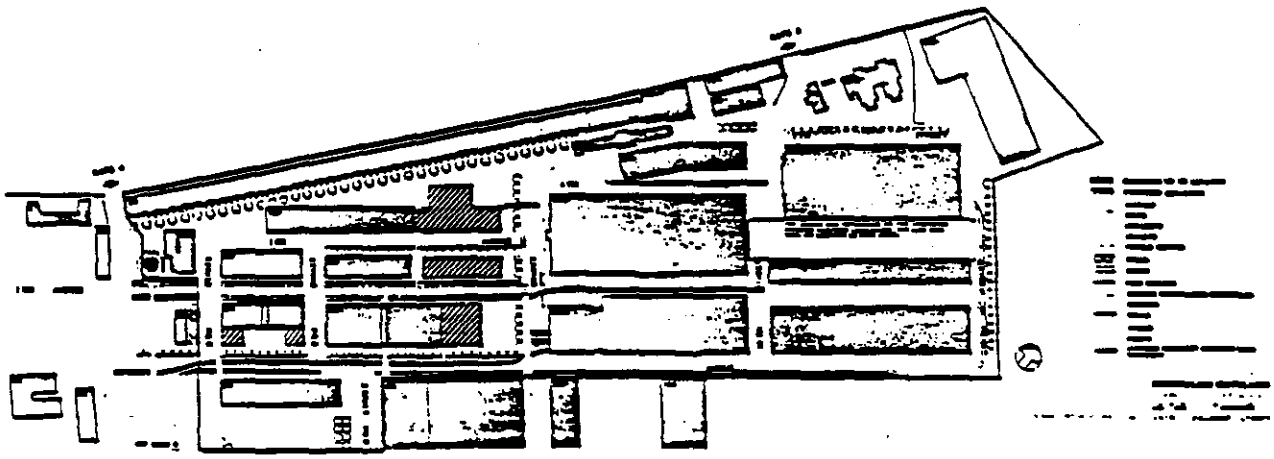






Typical Building Guidelines



The layout of streets, walks, steps, platforms and landscaped areas shall be maintained and/or re-established wherever possible. Consideration shall be given to alterations if it can be shown that better site circulation is necessary and that the changes shall not alter the integrity of the historic plan.

Streets and open spaces of historic significance shall be rehabilitated and designed to re-establish their historic character. The design shall be based on evidence contained in historic photographs and plans.

Streets and new open spaces for which there is no historic documentation shall be designed to complement the overall historic character of the Shipyard in layout, materials and visual qualities as specified on the accompanying Groundplane Guidelines Plan.

New streets and open spaces should be designed to retain historic and existing axial vistas: 1st Avenue, 2nd Avenue, 6th Street, 9th Street, and Flirtation Walk.

New additions or alterations to open space areas shall not disrupt the essential form and integrity of buildings and streets and shall be compatible with the size, scale, color, material and character of the buildings and streets.

Deteriorated groundplane elements shall be repaired wherever possible rather than replaced or removed. When replacement is necessary, it shall be based on actual or documented evidence of historic elements or materials.

Public Park

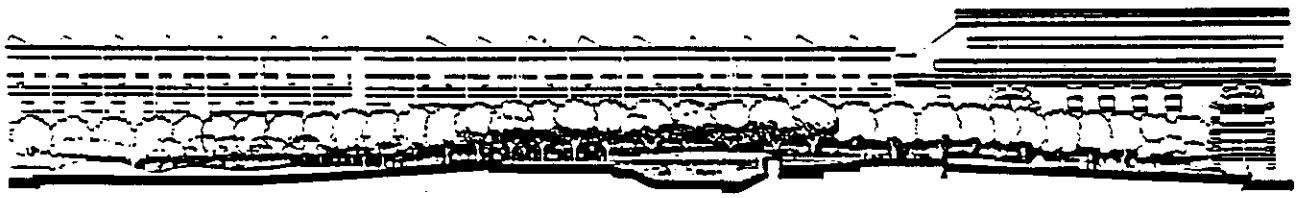
The Park will become an integral part of the daily life of the Charlestown community. The programming and design of the Park have been developed to provide pleasure in the outdoors with a variety of recreational opportunities for families, young adults, the elderly, and the handicapped. At the same time, the Park will promote knowledge of and interest in the sea, nature and history and provide relief from busy urban environment. Appreciation of water, scenic views and the creation of varied recreational opportunities were the predominant considerations in the Park design.

A fountain plaza is the focus of the Park and will serve as a main gathering and sitting place. The Plaza includes a large fountain, and a pavillion. The entire plaza has an irregular shape and is formed as a series of platforms and terraces.

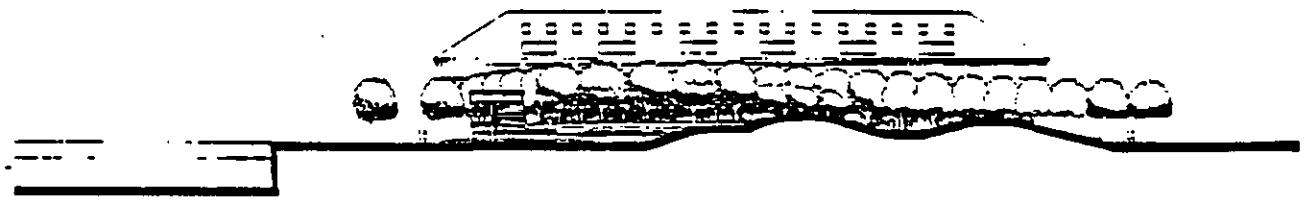
The Children's Play Area was designed for children aged 18 months to 12 years. The space will contain play equipment and a spray and wading pool. The play area will offer opportunities for climbing, digging, wading, sliding and creative play.

Meadows surrounded by trees and large enough for energetic activities have edges formed in knolls and berms for sitting and watching. Carefully selected native New England plant species will be represented in a botanical garden. A small area within the garden will be designed as a Garden where blind persons can stroll on paths between clusters of shrubs and trees. The trees will be tagged in the Braille alphabet.

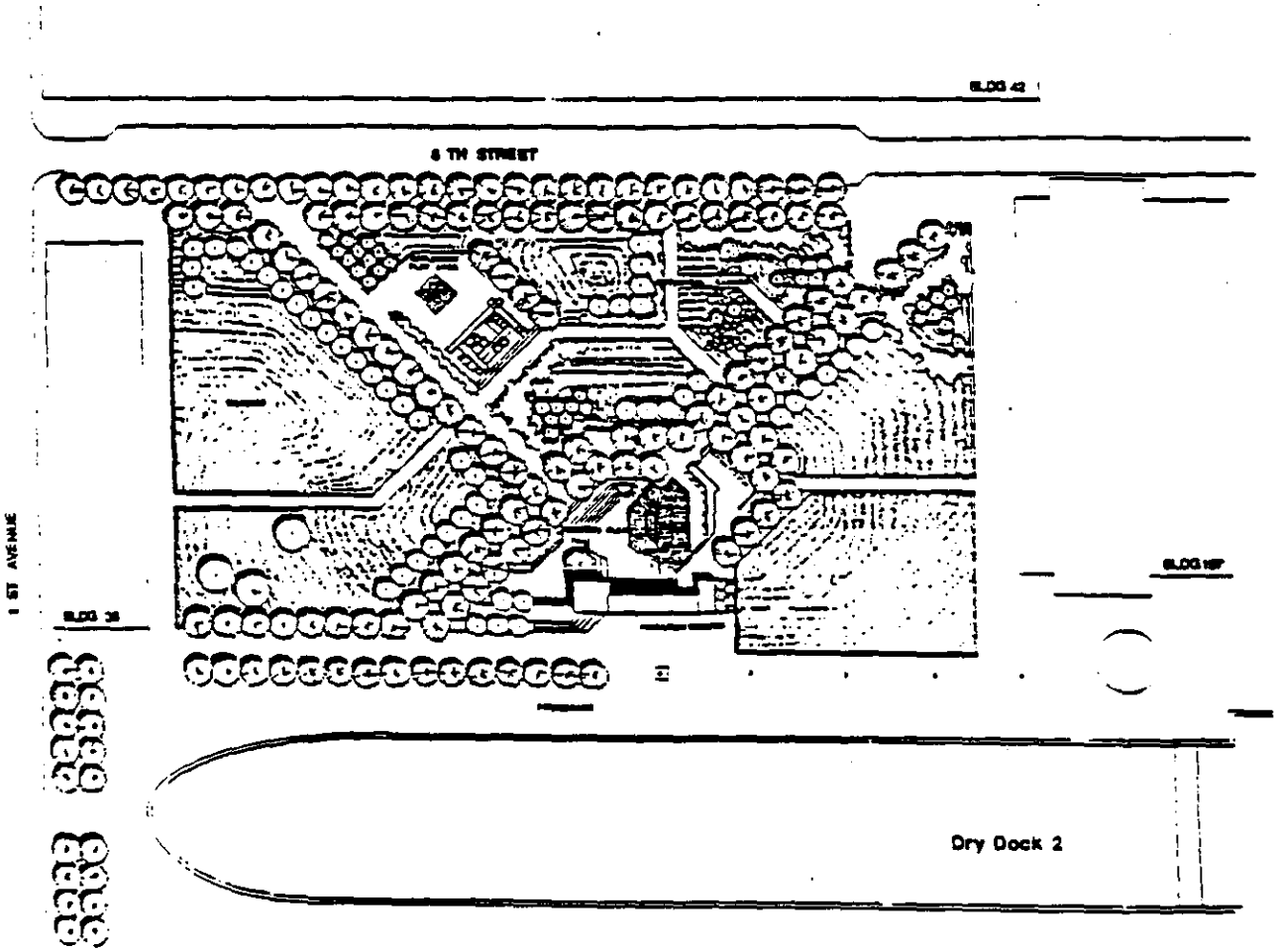
Dry Dock Two was used for the repair of ships from 1904 to 1974. It is one of the most prominent historic and scenic elements of the Park. It will remain flooded and its maritime artifacts, such as hanging platforms, stairs, lighting fixtures, bollards and chains, piping and cables will be preserved. A 50 foot wide, partly tree-lined promenade around the Dry Dock will allow the Park visitors to stroll around it and enjoy dramatic views of the downtown skyline.



meadow fountain plaza



Dry Dock 2 Promenade


6 TH STREET
1 ST AVENUE
Dry Dock 2

Development Program

A mixed-use development program will include residential, commercial, institutional, recreational and light manufacturing uses.

HOUSING

Six hundred units located in four recycled historic structures; and six hundred units located in new townhouse and mid-rise buildings.

MIXED USE

80,000 square feet of ground level commercial, with upper level office and residential uses.

INSTITUTIONAL

600,000 square feet of institutional uses including interpretive museums and a College of Art.

HOTEL AND CONFERENCE CENTER

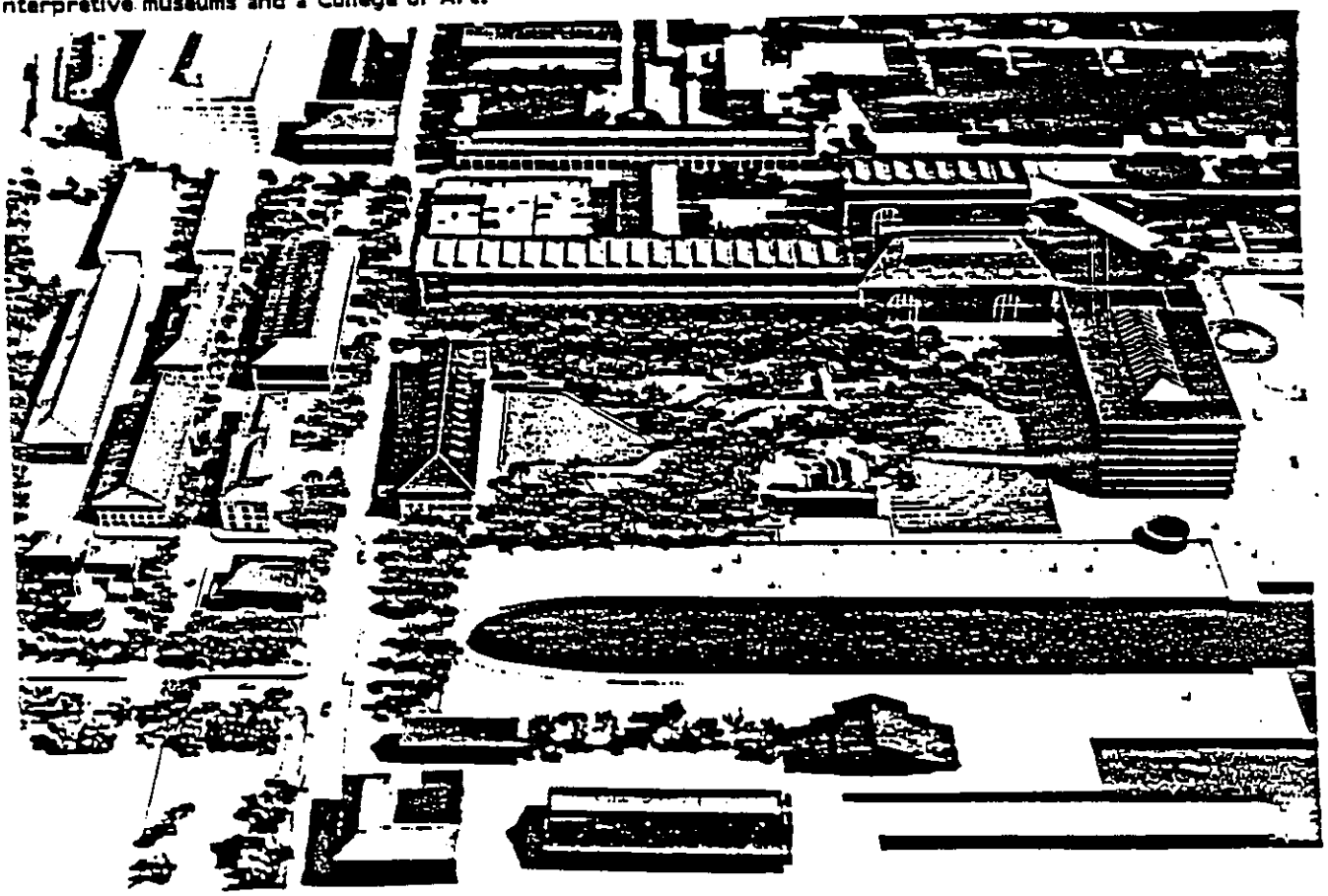
Five hundred rooms.

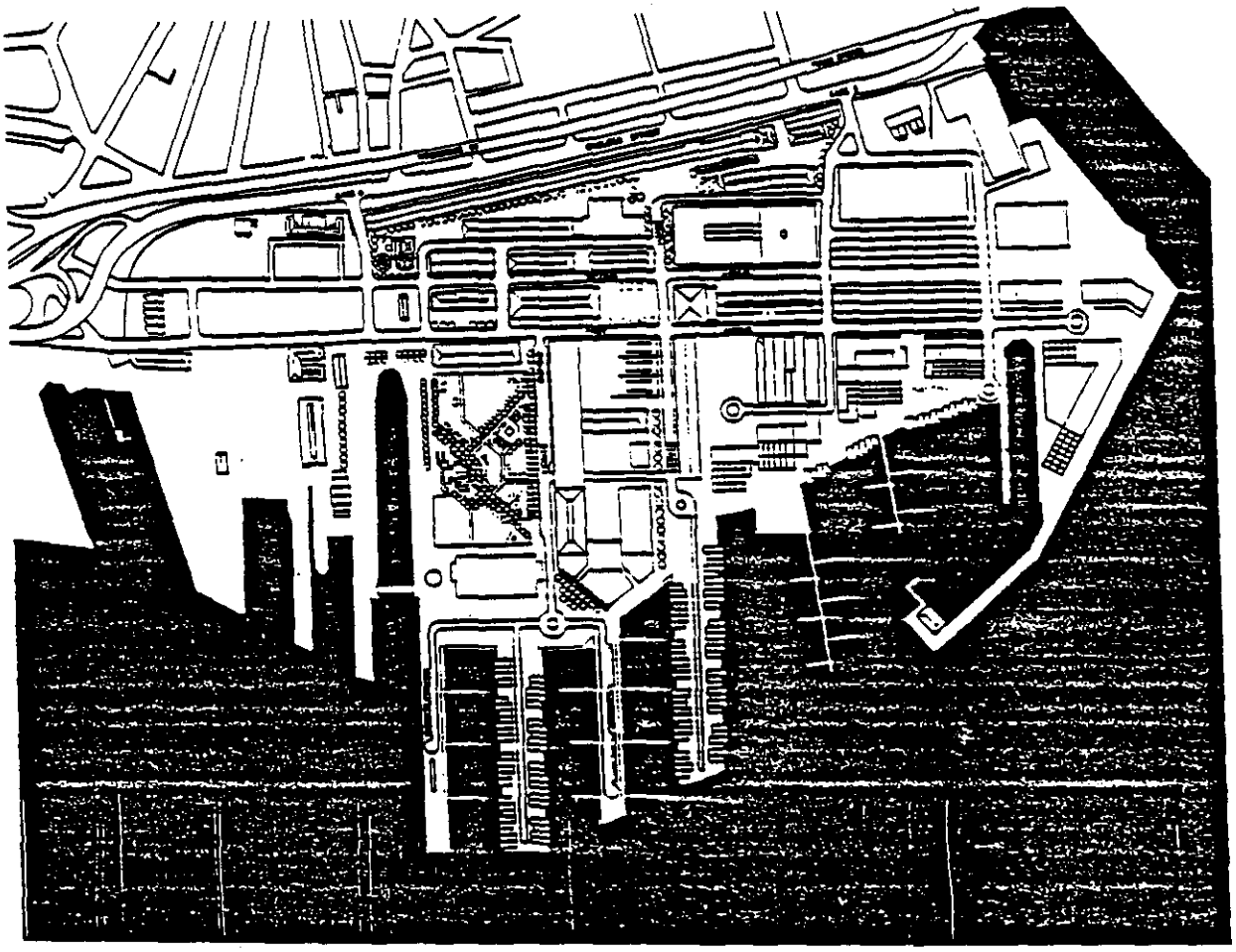
PUBLIC OPEN SPACE

Sixteen-acre public park, five hundred boat marina and a network of pedestrian spaces including a continuous waterfront esplanade.

LIGHT INDUSTRIAL

250,000 square feet of labor-intensive light industry.





- New Housing
- Rehab Housing
- Mixed Use
- Institutional
- Public Open Space
- Light Industrial

Summary of Proposed Treatment Building #31

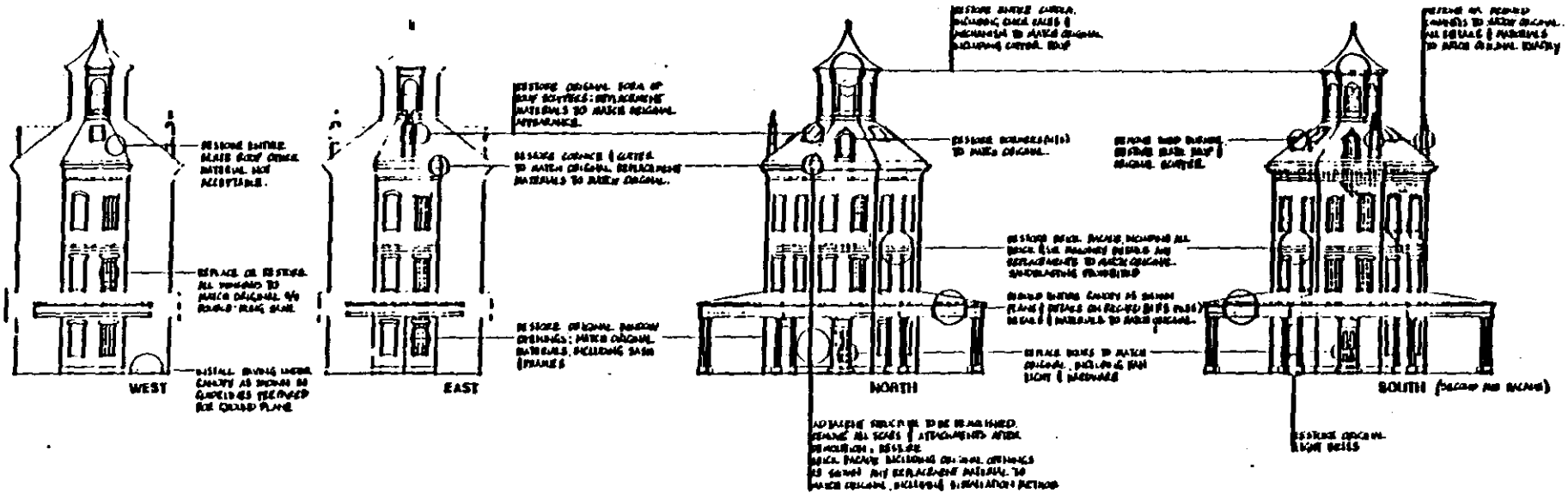
The octagonal brick building is highly visible and its location, literally at the major entrance to the shipyard, as well as its unique appearance establish it as the symbol and visual focus of the entire shipyard. Therefore, its accurate restoration, including retention and some restoration of interior elements, is desirable.

The replacement of the circumferential porch, clearly documented in photographs and record plans, is the most dramatic of the proposed changes. The groundplane guidelines propose a landscaped area sufficiently large and treed to recapture the setting and visual importance of this building.

There is virtually no original detail left on the first floor, allowing flexible and modern facilities, limited only by the location and appearance of the two doors and windows. As much of the existing fabric on the second and third floors should be saved as possible. The stairway must be retained (note that the missing rails are stored overhead on the first landing).

The interior finish and the clock mechanism will be restored, as well as the appearance of the cupola and clockfaces. The clock is operable and should be made accurate and maintained. Special lighting should be installed to make this feature visible at night.

In general, the special design and location of the Muster House will be limiting factors in the reuse potential. Public service uses, interpretive and informational seem the most likely. The cost and extent of restoration and the limited usable floor area suggest a public subsidized project, not private use.



SPECIAL NOTE:
THE HISTORIC PRESERVATION OF THIS BUILDING IS CRITICAL TO THE OVERALL SUCCESS OF THE SHIPYARD PROJECT. THIS INCLUDES CAREFUL ATTENTION TO EXISTING EXTERIOR DETAIL, BOTH AT GRADE AND ABOVE THE FIRST FLOOR. THE ORIGINAL PLAN SHOULD BE FOLLOWED WHENEVER POSSIBLE. ALL PLASTER & WOOD TRIM, EXISTING WALLS TO BE RETAINED AND EXPOSED WHEN POSSIBLE. THE FIRST FLOOR NEED NOT BE RESTORED EXCEPT EXTERIOR ELEMENTS VISIBLE FROM OUTSIDE.

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REHABILITATION GUIDELINES

31

Summary of Proposed Treatment Building #33

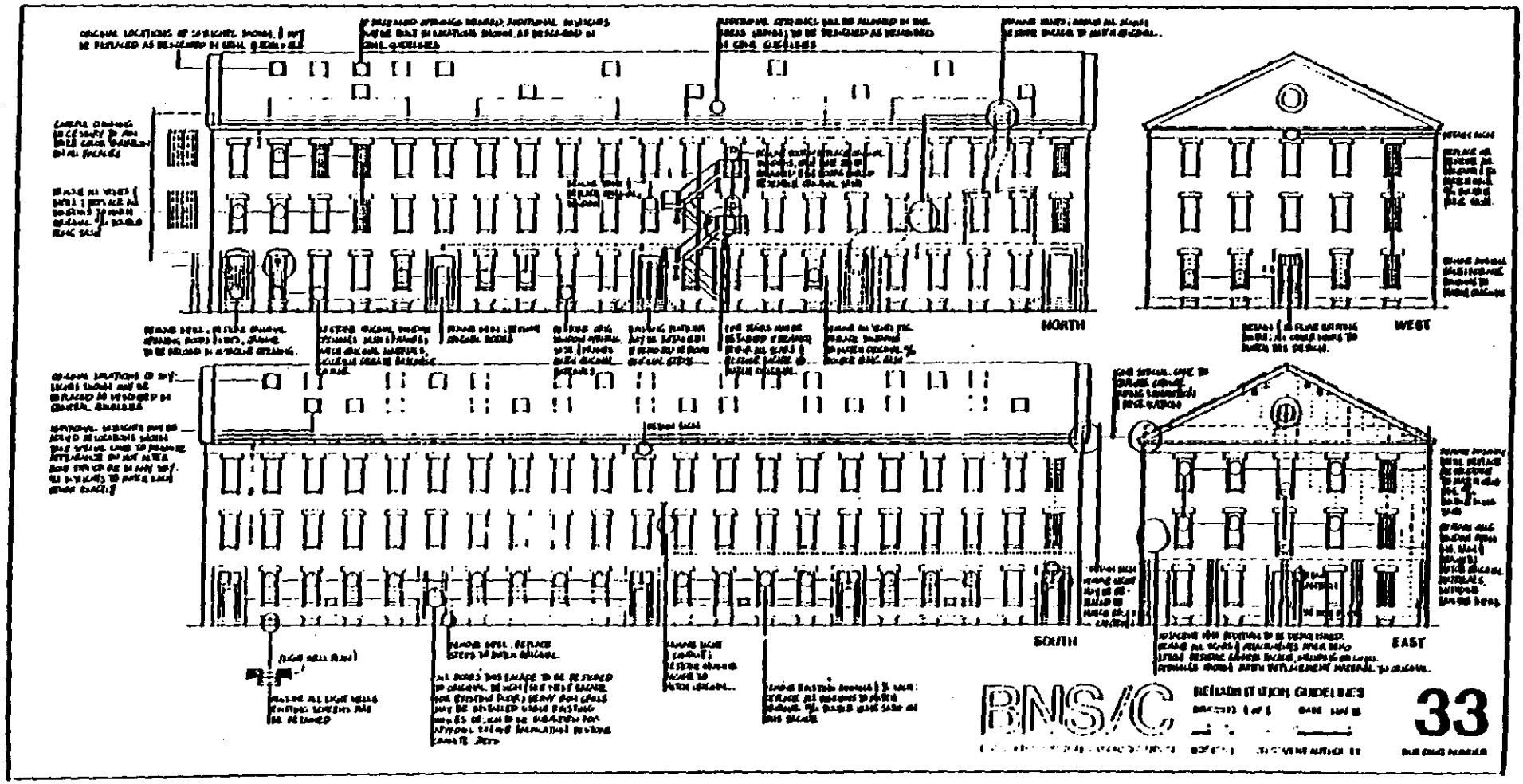
The eight granite buildings within the Historic Monument Transfer Area are visually dominant in the Shipyard because of their location and their appearance. Synpathetic treatment of their facades is critical to the successful reuse of the Shipyard. There is both wide variety and a collective impressiveness in their designs. These guidelines are developed to identify the salient characteristics of each building and, comparing these with the expected needs of successful reuse, to establish the elements which must be retained or replaced in kind as well as those which may be changed.

It is obvious that all needs for change cannot be addressed without a specific reuse or development proposal in hand. However, the spirit and intent of the physical changes and the resultant appearance is clear and any requested deviations, in writing with explicit and complete descriptions including specifications and material samples as appropriate, will be appraised foremostly as they respect this spirit.

The location of this granite store-house makes its appearance very important. The integrity of the front, South, facade is critical to the character of Second Avenue as it is proposed. The multiple-entrance nature of the design should be respected in future plans and the remaining portion of the interior layout - a central corridor with lateral firewalls - will be left intact. This imposes minimal restrictions to reuse because of previous changes to the original, more limiting layout.

The rear or North facade is somewhat less critical visually and has been more altered. Some of the existing embellishments may be retained as desired.

The south-facing roofplane must be retained as shown in the guidelines because of its high visibility from the National Historic Site and from Second Avenue. Additional skylights are allowable only if they are designed to be as inconspicuous as possible. Additional openings are allowed on the north-facing roofplane even though the proximity of the Tobin Bridge decreases their desirability.


NORTH
WEST
SOUTH
EAST
BNS/C
RESTORATION GUIDELINES
33

Summary of Proposed Treatment Building #34

The eight granite buildings within the Historic Monument Transfer Area are visually dominant in the Shipyard because of their location and their appearance. Synpathetic treatment of their facades is critical to the successful reuse of the Shipyard. There is both wide variety and a collective impressiveness in their designs. These guidelines are developed to identify the salient characteristics of each building and, comparing these with the expected needs of successful reuse, to establish the elements which must be retained or replaced in kind as well as those which may be changed.

It is obvious that all needs for change cannot be addressed without a specific reuse or development proposal in hand. However, the spirit and intent of the physical changes and the resultant appearance is clear and any requested deviations, in writing with explicit and complete descriptions including specifications and material samples as appropriate, will be appraised foremostly as they respect this spirit.

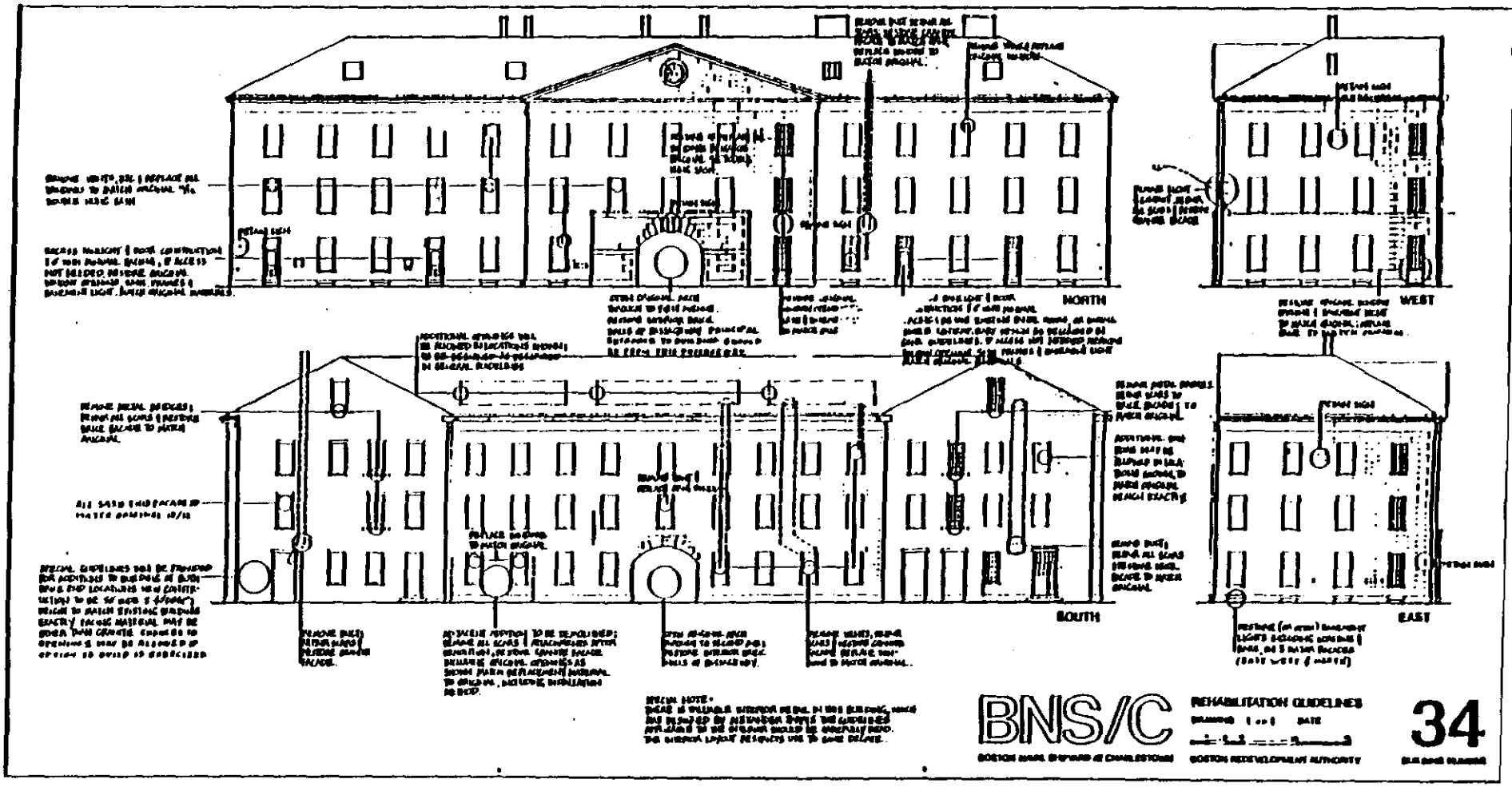
This granite store-house is the most significant of the buildings covered by these guidelines for several reasons; it is associated with an important architect, it is the sole surviving fragment of an unrealized site plan that was substantially different from the one actually built, its smooth facade represents a unique style among the granite buildings and it retains significantly more interior fabric than any other building in the Historic Monument Transfer Area.

These facts have produced a few inconsistent requirements. Four of the windows in the Second Avenue facade which have been altered into doors will not be restored in order to provide access to the interior spaces while minimizing the need to alter the interior firewalls. The fifth window, in the central pavillion, will be restored to reestablish the integrity of this portion of the building.

The arched passage which would have led into the central courtyard of the proposed design will be reopened; principal entrance to the building should be from this passageway. The walls of the passageway should be carefully cleaned and restored to retain maximum fabric. There is a minimum amount of documentary evidence and, therefore, special care will be taken during construction to retain, interpret and integrate all physical evidence that is found.

The interior spaces of the building are unusually rich with original and/or significant material. The entire hoist mechanism as its exists will be retained, including the hoistway and closures. All existing firewalls and iron firedoors will be retained. Minimal cleaning is to be done, to protect these elements. A significant amount of the laboratory cabinetry and equipment will be retained; minor relocation and combination is permitted to make the final more comprehensible. All panelling and window frames will be retained. Specific plans for all interior work will be submitted and approved before any work or demolition is done.

There are implicit limitations to reuse imposed by these facts. These may be partially mitigated by the new construction which is described in and controlled by separate standards. The visual and locational importance of the building will also compensate for the limitations. Reuse that is compatible with the interpretive and historic value of the building should be sought.



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REHABILITATION GUIDELINES

34

Summary of Proposed Treatment Building #38

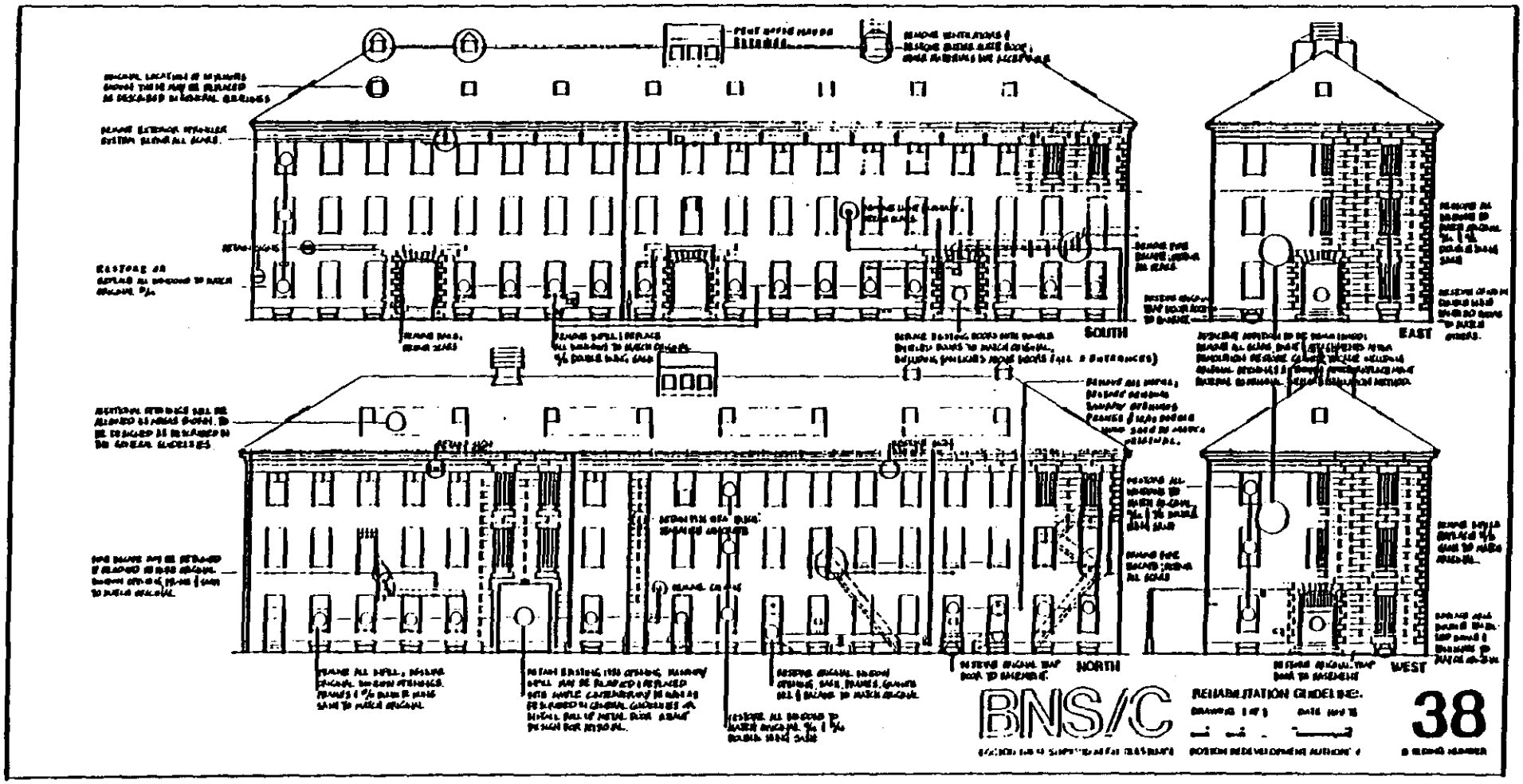
The eight granite buildings within the Historic Monument Transfer Area are visually dominant in the Shipyard because of their location and their appearance. Synpathetic treatment of their facades is critical to the successful reuse of the Shipyard. There is both wide variety and a collective impressiveness in their designs. These guidelines are developed to identify the salient characteristics of each building and, comparing these with the expected needs of successful reuse, to establish the elements which must be retained or replaced in kind as well as those which may be changed.

It is obvious that all needs for change cannot be addressed without a specific reuse or development proposal in hand. However, the spirit and intent of the physical changes and the resultant appearance is clear and any requested deviations, in writing with explicit and complete descriptions including specifications and material samples as appropriate, will be appraised foremostly as they respect this spirit.

The interior of this building has been totally rebuilt several times, so there are no restrictions on reuse other than the progmatic advantage of reusing the spaces that exist insofar as possible. These include a large-volume theatre, a bowling alley and an amount of clear-span retail space.

The exterior has survived intact, in spite of the interior use changes - with the exception of the two interesting changes on the north facade. shown on the guidelines. These will be retained; the W.P.A. infill projects are important in reading the history of the Shipyard.

It is necessary to restore the integrity of the East facade after the removal of the attached building. If a complementary use were found, it is allowable to attach the new construction on the site of Building 150 to the East facade of Building 38, within the area of the existing substation. Such attachment should expose the maximum amount of the original granite facade of Building 38 and establish the visual integrity of the building.


SOUTH
EAST
NORTH
WEST
BNS/C
REHABILITATION GUIDELINES
38

Summary of Proposed Treatment Building #39

This brick and granite building occupies a very large and important site in the shipyard. It will be a visual interface between the "restored" 2nd Avenue area and the new, main 1st Avenue. It will provide the most meaningful, intra-block pedestrian link between the more historic area and the new development. The design of this reopened passageway should reflect both its traditional appearance and its new function. It is anticipated that this intra-block passageway will be the functional center of this building.

There is a very apparent structural fault resulting from the two different foundation systems original to the building. Whatever repair this requires should be done so as to minimize the visual impact on the facade.

The northern end of this building will face a major open space. The removal of the existing addition and restoration of the facade is important to the appearance of the open space. The optional building area shown in the guidelines is located in the approximate location of the supportive power plant built at the same time as the original building.

There is distinctive wood detailing in the south east section of the 2nd floor, principally window frames and column surrounds, which should be left in place.

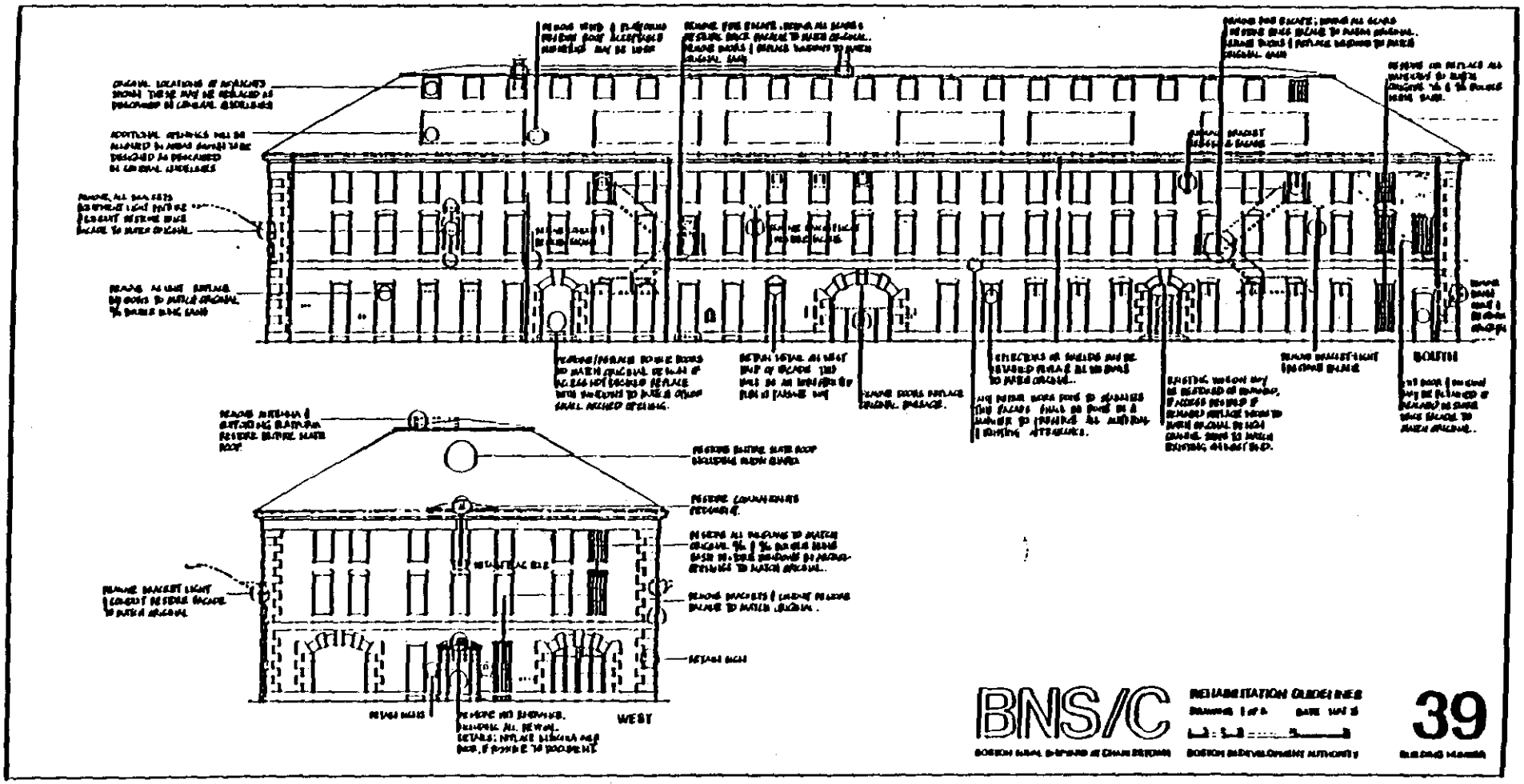
Summary of Proposed Treatment Building #39

This brick and granite building occupies a very large and important site in the shipyard. It will be a visual interface between the "restored" 2nd Avenue area and the new, main 1st Avenue. It will provide the most meaningful, intra-block pedestrian link between the more historic area and the new development. The design of this reopened passageway should reflect both its traditional appearance and its new function. It is anticipated that this intra-block passageway will be the functional center of this building.

There is a very apparent structural fault resulting from the two different foundation systems original to the building. Whatever repair this requires should be done so as to minimize the visual impact on the facade.

The northern end of this building will face a major open space. The removal of the existing addition and restoration of the facade is important to the appearance of the open space. The optional building area shown in the guidelines is located in the approximate location of the supportive power plant built at the same time as the original building.

There is distinctive wood detailing in the south east section of the 2nd floor, principally window frames and column surrounds, which should be left in place.



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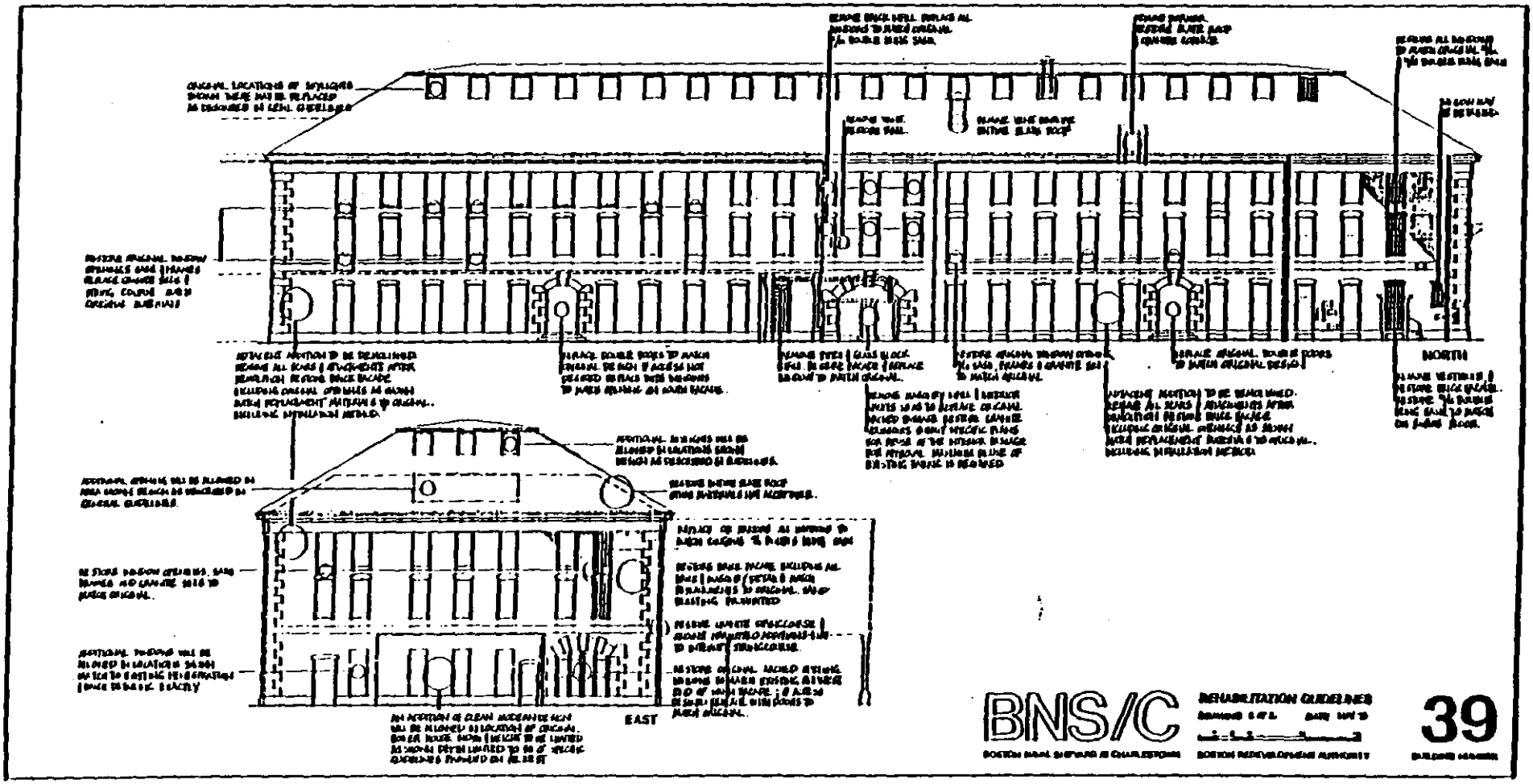
REHABILITATION GUIDELINES

BOSTON NAVAL SHIPYARD AT CHARLESTOWN

BOSTON REDEVELOPMENT AUTHORITY

BUILDING NUMBER

39



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REHABILITATION GUIDELINES

39

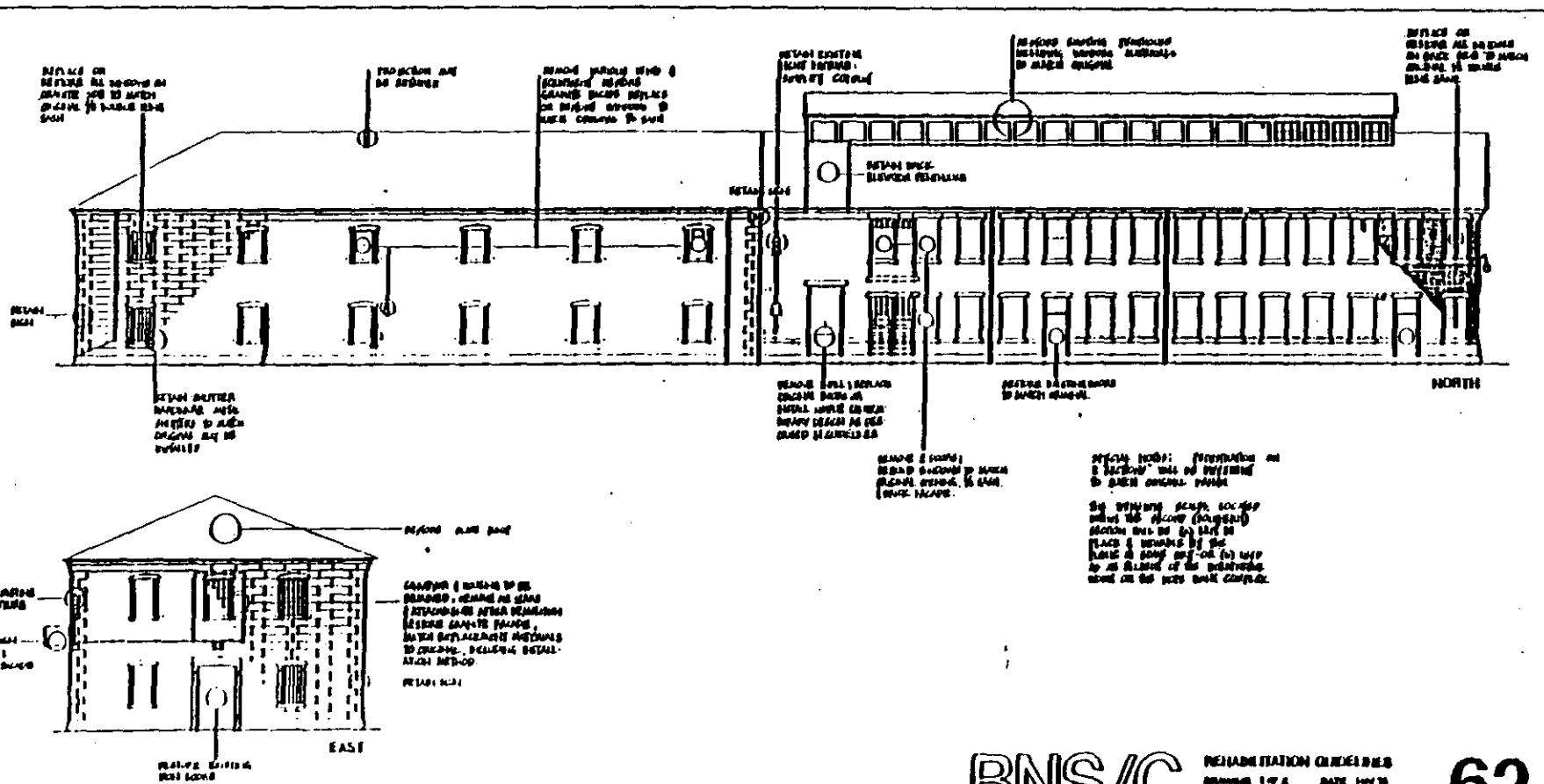
Summary of Proposed Treatment Building #62

The eight granite buildings within the Historic Monument Transfer Area are visually dominant in the Shipyard because of their location and their appearance. Synpathetic treatment of their facades is critical to the successful reuse of the Shipyard. There is both wide variety and a collective impressiveness in their designs. These guidelines are developed to identify the salient characteristics of each building and, comparing these with the expected needs of successful reuse, to establish the elements which must be retained or replaced in kind as well as those which may be changed.

It is obvious that all needs for change cannot be addressed without a specific reuse or development proposal in hand. However, the spirit and intent of the physical changes and the resultant appearance is clear and any requested deviations, in writing with explicit and complete descriptions including specifications and material samples as appropriate, will be appraised foremostly as they respect this spirit.

The granite portion of this building, the northern portion, is part of the original ropewalk complex, designed by Alexander Parris. It will not be part of the interpretive museum but it is critical that it relates to the Ropewalk (58) and Tarring House (60) visually. Therefore, the facade will be restored, including the iron shutters and hardware. The end facade will be restored after the removal of the conveyor connector to Building 149. The interior will be reused and should be left as unchanged as possible. This suggests a use that requires minimum interior partitions so that the simple interior structural system can be left visible. The restoration of the brick addition is not required.

The classic motif scales should be retained in situ if adequate public visibility can be provided. Otherwise they should be installed as part of the Ropewalk interpretive museum.



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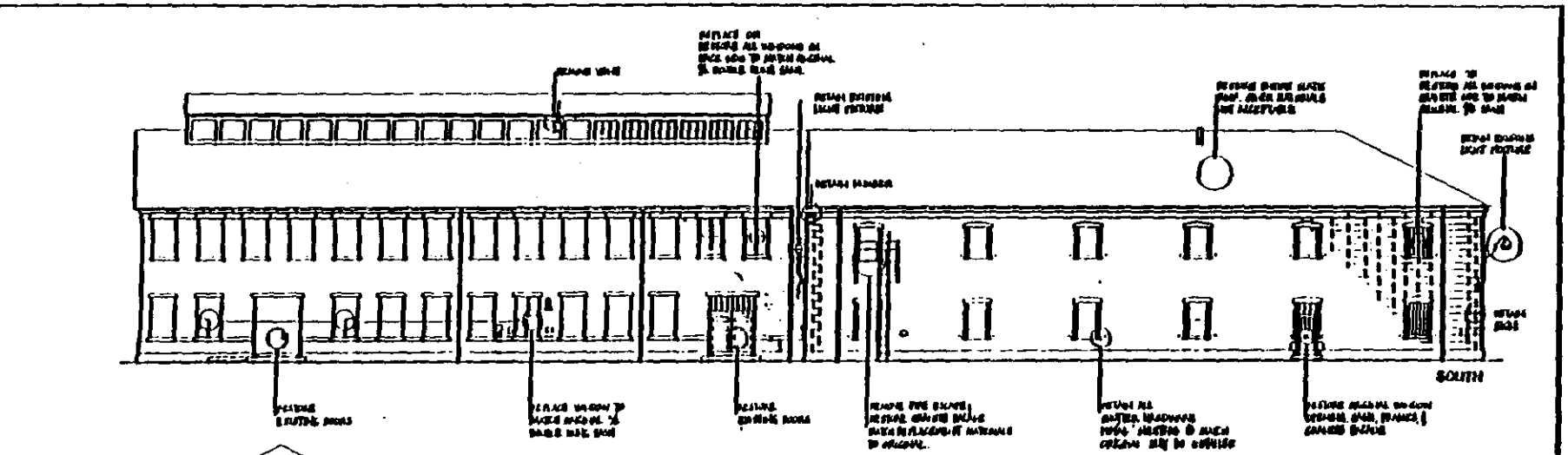
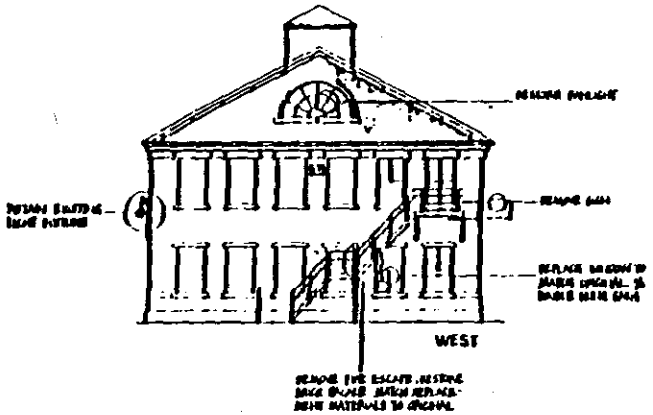
REHABILITATION GUIDELINES

BOSTON REDEVELOPMENT AUTHORITY

62





BNS/C

REHABILITATION GUIDELINES

62

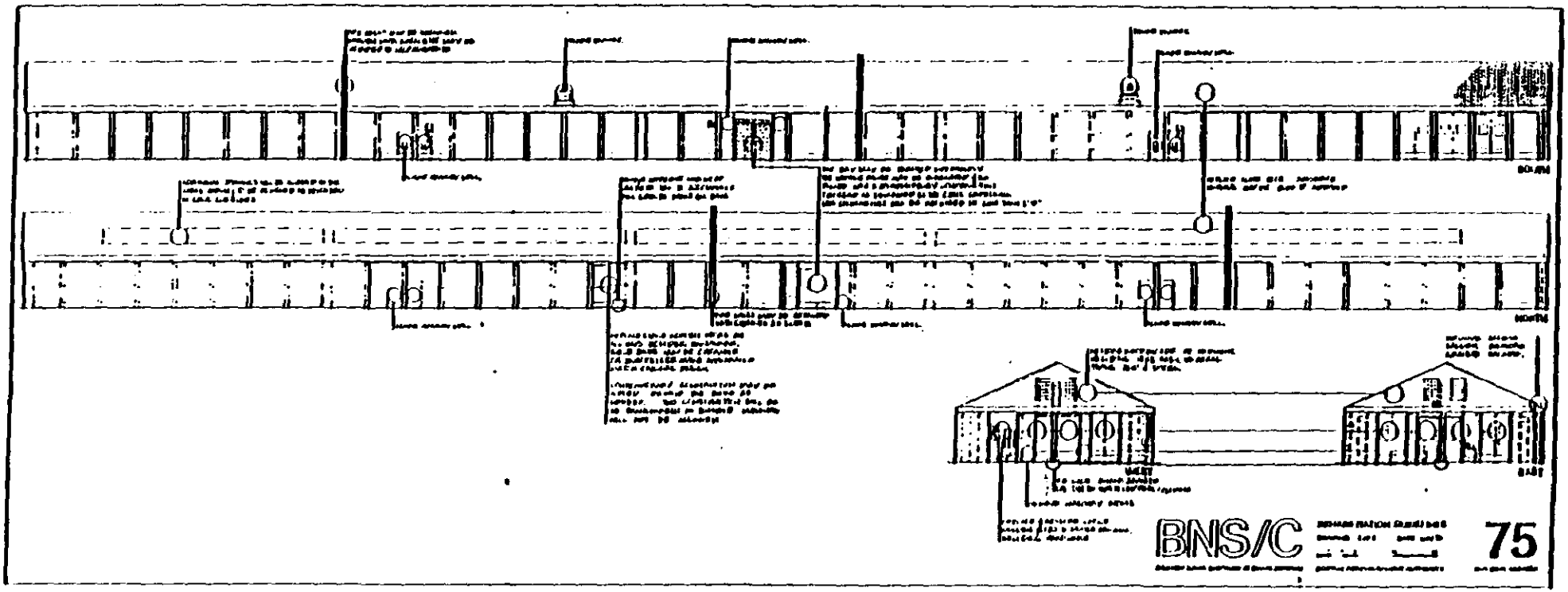
Summary of Proposed Treatment Building #75

The eight granite buildings within the Historic Monument Transfer Area are visually dominant in the Shipyard because of their location and their appearance. Synpathetic treatment of their facades is critical to the successful reuse of the Shipyard. There is both wide variety and a collective impressiveness in their designs. These guidelines are developed to identify the salient characteristics of each building and, comparing these with the expected needs of successful reuse, to establish the elements which must be retained or replaced in kind as well as those which may be changed.

It is obvious that all needs for change cannot be addressed without a specific reuse or development proposal in hand. However, the spirit and intent of the physical changes and the resultant appearance is clear and any requested deviations, in writing with explicit and complete descriptions including specifications and material samples as appropriate, will be appraised foremostly as they respect this spirit.

This is the sole survivor of the half-dozen timber sheds that filled the northern section of the shipyard. To recapture the Granite-post, wooden door character of the original building poses the most interesting design problem in the HMTA. A very contemporary, transparent enclosure is desired and retention of the wooden doors with their long hinges is required. Replacing the slate roof of this building is essential to establish the integrity of the appearance.

Complementary reuse with Building 106 should be considered. In this event, a sympathetic groundplane treatment to "unite" the two buildings will be considered. No attachements to the end facades or the south facade will be allowed. The north facade may be treated in a different way; the appearance is less restricted. However, the free-standing shed appearance of the building will be reestablished.


BNS/C
75

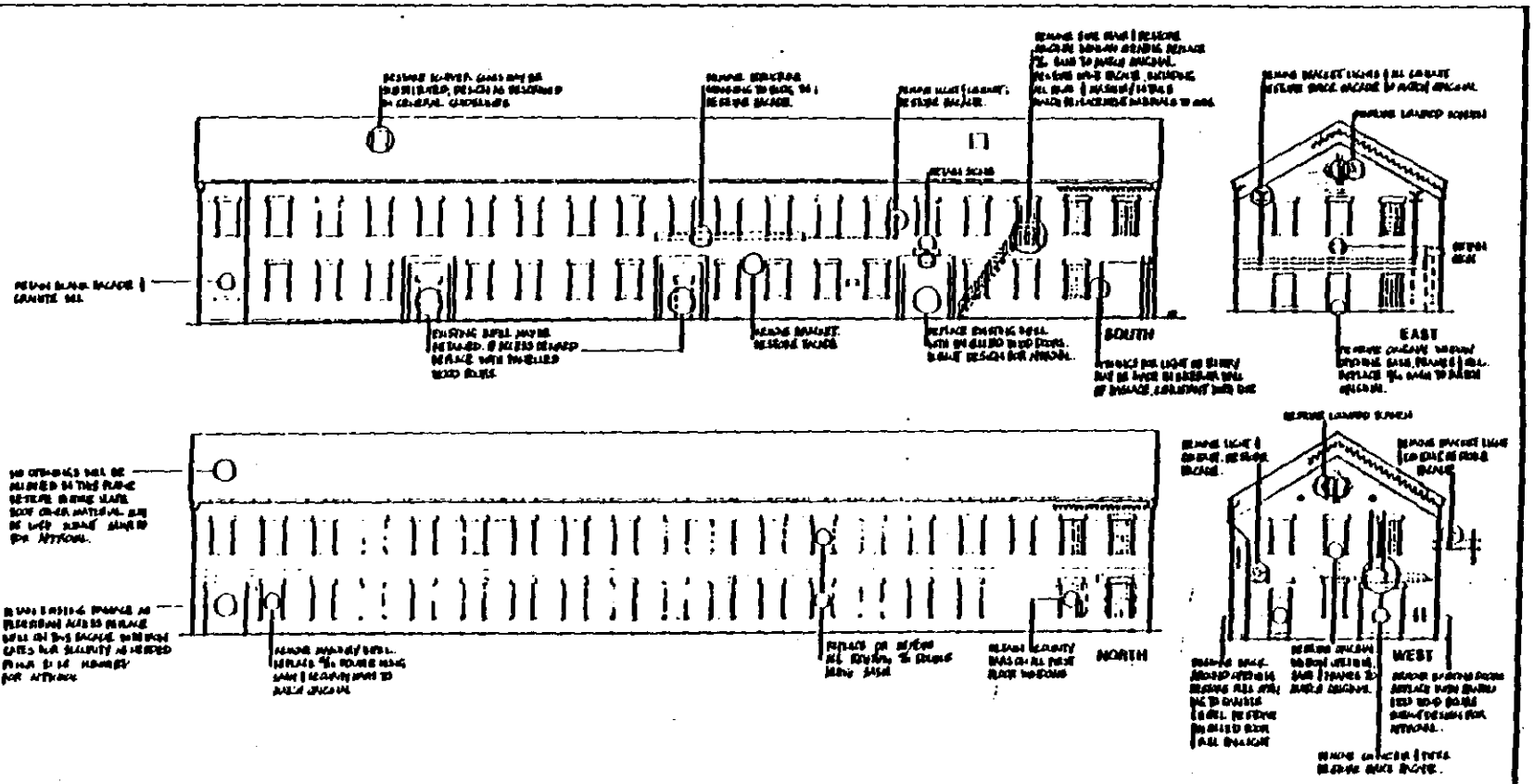
Summary of Proposed Treatment Building #79

This brick building, with its heavily rusticated granite detailing, occupies a very prominent location at Gate 5 and will incorporate one of the two pedestrian entrances. This high visibility provides good market potential and limits activities requiring heavy servicing.

The glass in the small-paned sash is irregular and should be preserved. The open trusses of the roof and the remnant of the original end-wall should be incorporated in the interior reuse. The small wooden stairway and panelling in the western corner should be retained in place. The brick arched openings beneath the end-wall remnant should be visible if possible. The required vertical connection could be used to emphasize the orignial size of the building by directly relating to the existing end-wall.

In general, the narrow space between this building and its abutter provide an opportunity to incorporate required, contemporary detailing and elements within this area. Otherwise, the facade elements should be carefully preserved. The "outside" (west) facade should be carefully done to preserve the wall characteristic. Only the southern end facade requires moderate restoration work.

It is possible that Buildings 79 and 96 would be used together; some minimal, contemporary connection could be proposed. Any designs for such a connection should be submitted for approval before any changes on construction are made.



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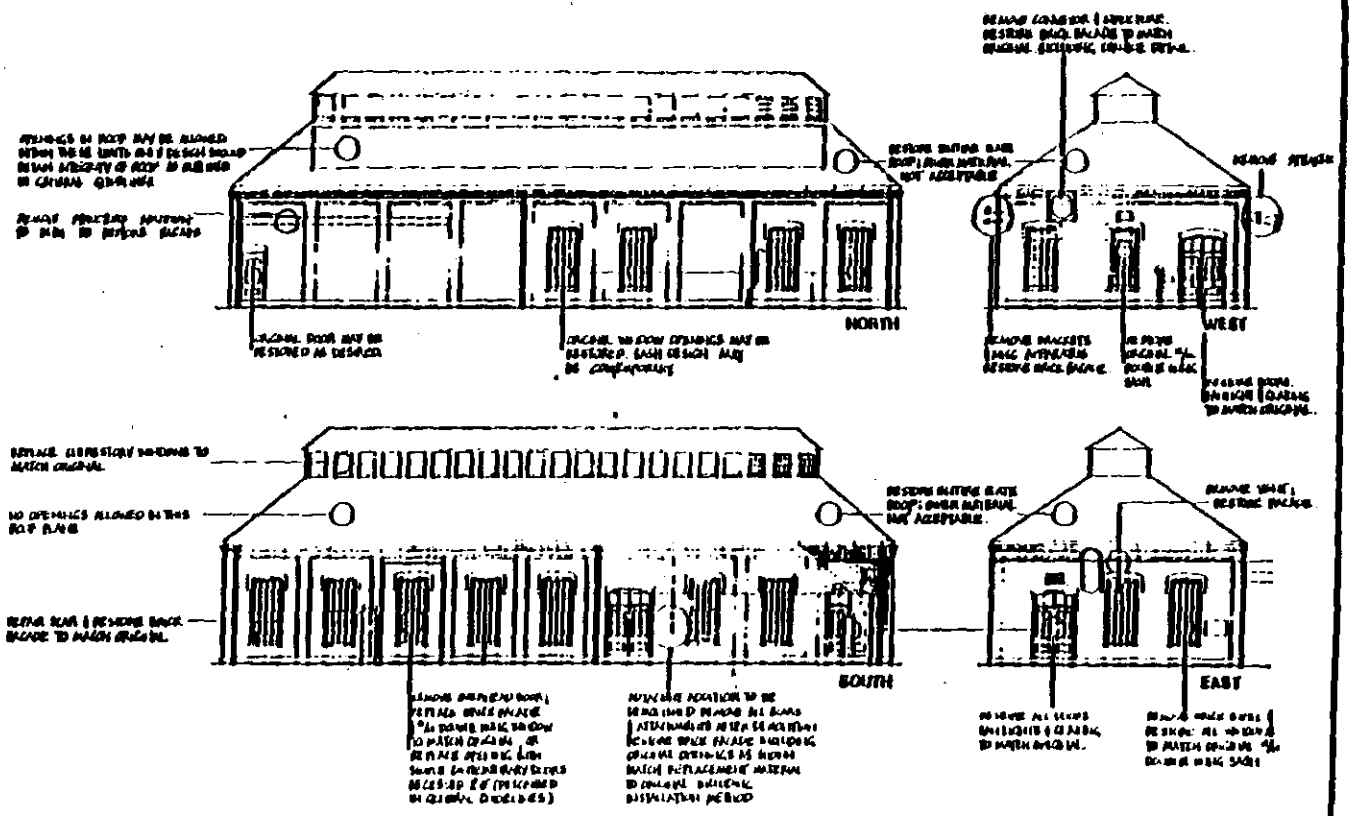
REHABILITATION GUIDELINES

79

Summary of Proposed Treatment Building #96

The small size and visual prominence of this building present some difficulities in balancing reuse and preservation. For this reason a combined use with Building 79 might be considered, including a minimal contemporary connection. Any design for such a connection should be submitted for approval before any change or construction is made.

The brick-panel configuration should be preserved. Any major change required should be done on the western facade, in the narrow passage adjacent to Building 79. It should be noted that this building will be virtually surrounded by a pedestrian plaza and landscaped areas which will impact the treatment of the existing doorways on the east side.



BNS/C

REHABILITATION GUIDELINES

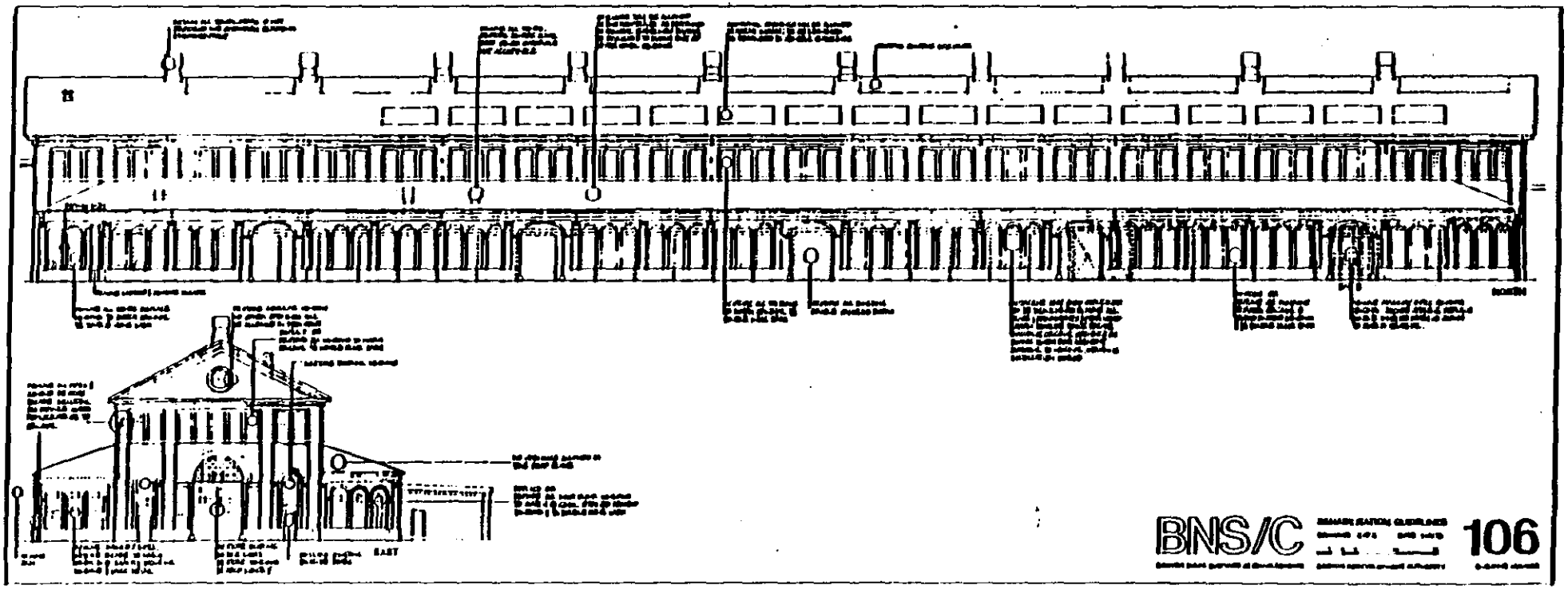
96

Summary of Proposed Treatment Building #106

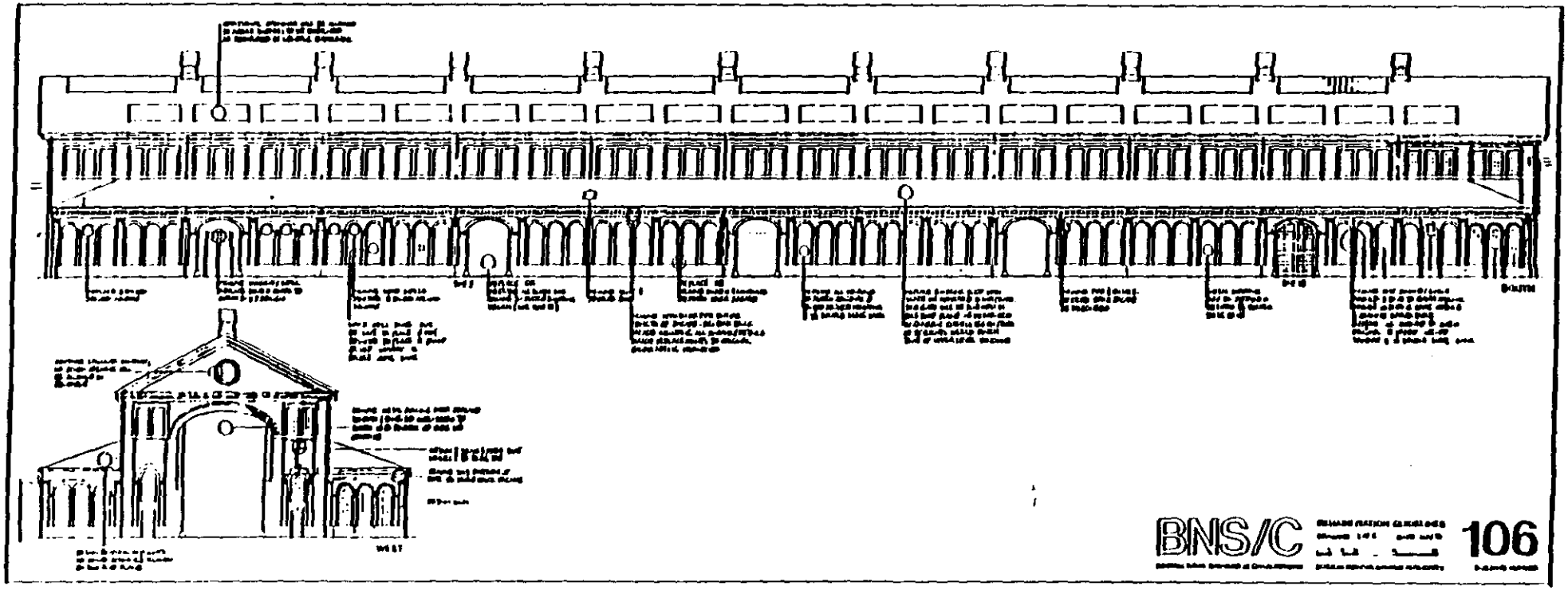
This fine, repetitive-arch brick building retains the original appearance that its neighbor, Building 105, has lost because of extensive additions. The intention is to preserve Building 105 in its current configuration and to make the minor alterations that will restore the original appearance of Building 105. In general, this requires the removal of the wooden sheds on the northwest facade and restoration of all the arches including the fan-like upper sash.

It is desirable to retain, at least, some sense of the large nave-like interior space. Uses and/or designs that incorporate at least an appreciable amount of this space will be encouraged. At a minimum, the steel structural system especially the balcony supports and roof structure should be exposed and incorporated in any new construction. This interior is the most evocative of the scale and drama of the shipyard activity of all the buildings currently considered for reuse in the Transfer Area. Therefore it is hoped that an imaginative and supportive reuse proposal will retain as much of its existant character as is possible. The brick interior walls should be retained, and left exposed if possible. The configuration of mezzannines and sideshops should be preserved as much as possible.

In general, any requirements for access or new design features should be limited to the north-west facade in order to mazimize the impact of the original forms along 1st Avenue. It should be noted that the north-west facade faces the granite timber shed (Building 75) which will be restored and that any proposed changes to Building 106 will be considered in terms of the impact on this unique structure.



BNS/C 106



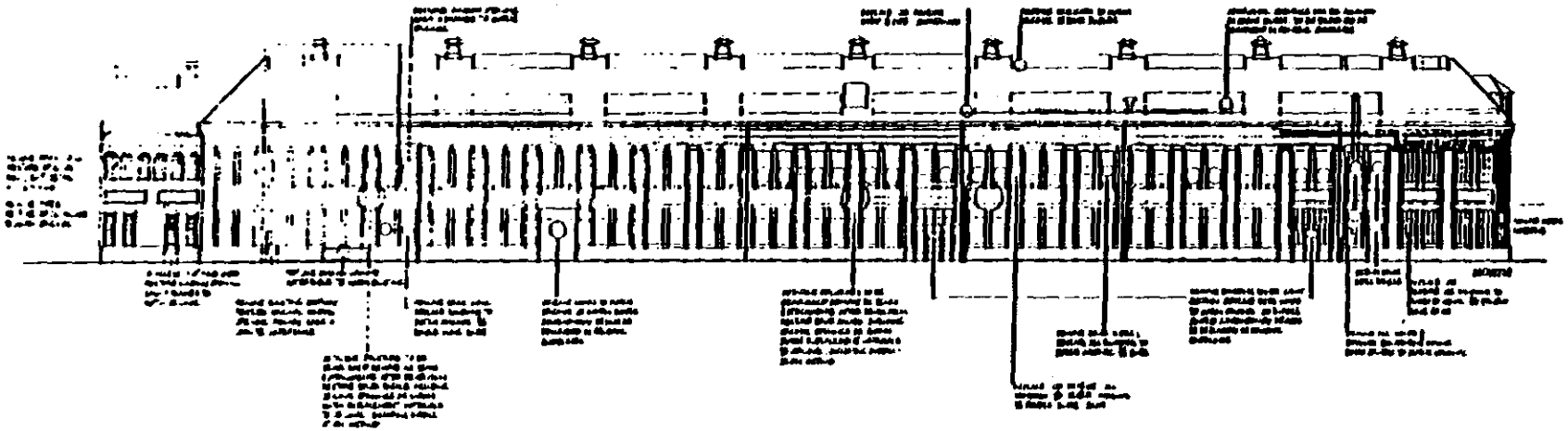
BNS/C 106

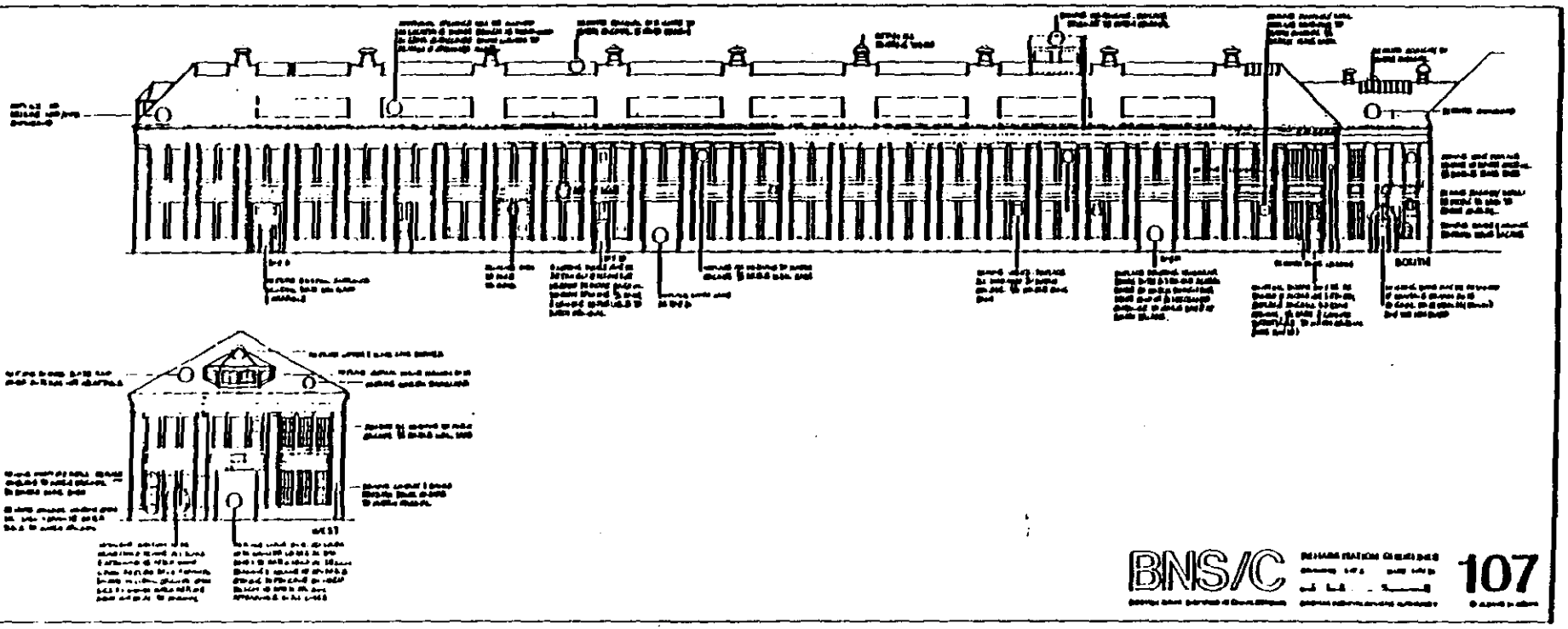
Summary of Proposed Treatment Building #107

This panelled brick building occupies a visually prominent place as one edge of a major open space, which runs the length of the ropewalk. It is also very near the main entrance to the shipyard, with its distinctive end-facade immediately visible from Gate 4. One entire facade (north-west) is actually the edge of a green space (a recollection of "Anchor Park") which will restrict access to only one side and will substantially enhance the desirability of the spaces inside. Access may be allowed to the eastern end if a particular need is established.

There is no interior detail on the ground floor to be preserved, except for the entrance doors and vestibule, including stairs, in the third bay from the eastern end. These should be incorporated into any reuse plan. There is a concave plaster-cove detail throughout most of the second floor which would be preserved whereever possible. It should be noted that there is remaining evidence of a mezzanine-like arrangement for the upper floors of this building which might be reconsidered.

Particular attention should be given to the connecting element at the northern end, leading to Building 108. These guidelines assume the retention of sufficient parts of Building 108 to enable retention, as exists of this connector. In the event Building 108 is not retained the guidelines will be amended to either, (a) remove the connector and finish the northern end of 107, (b) retain the connector and finish the northern end of it or (c) ensure the design of a new building to replace 108 carefully integrates the connector into this building. Unless the connector is demolished it may be desirable to allow pedestrian access through the building, to the open space, requiring a new entrance on the north west facade. Additional guidelines will be provided to ensure this entrance is consistent with the character of the existing facade.





BNS/C

107

Summary of Proposed Treatment Building #108

Because of the complexity of the existing building, which has been added on to and altered numerous times, three options for reuse are outlined.

Option 1. Maximum Retention

This approach would call for the retention of all the major existing structure; only the metal shed connected to the Ropewalk and some incidental structures would be demolished. All of the boilers and supportive equipment will be removed, leaving the large steel structure inside the newer portion of the building for incorporation in the new design. The equipment inside the original portion of the building will also be removed.

The remaining portions of the building will be stabilized. Restoration requirements are minimal under this option, allowing reuse of most existing elements or replacement with more contemporary designs.

This retention option assumes very special reuse and is the most complicated. It also allows the greatest square footage and provides the greatest opportunity to preserve the industrial character of the Shipyard.

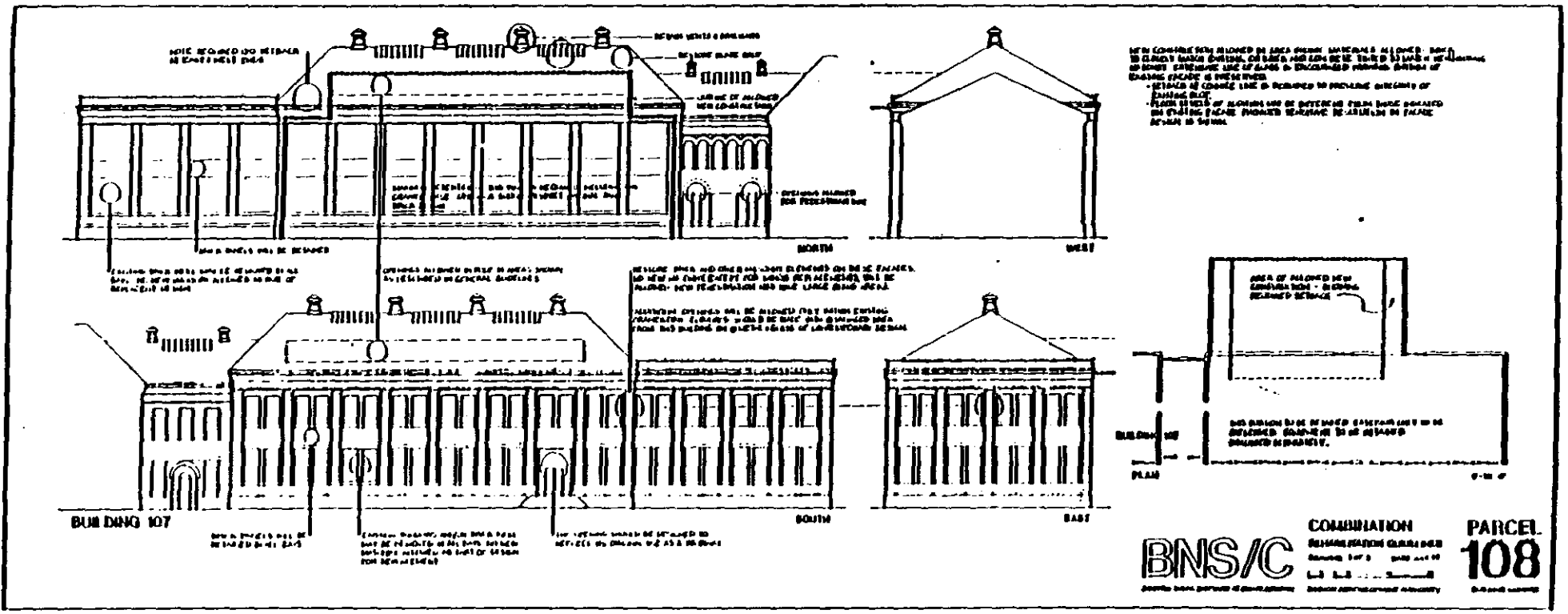
Option 2. New Construction

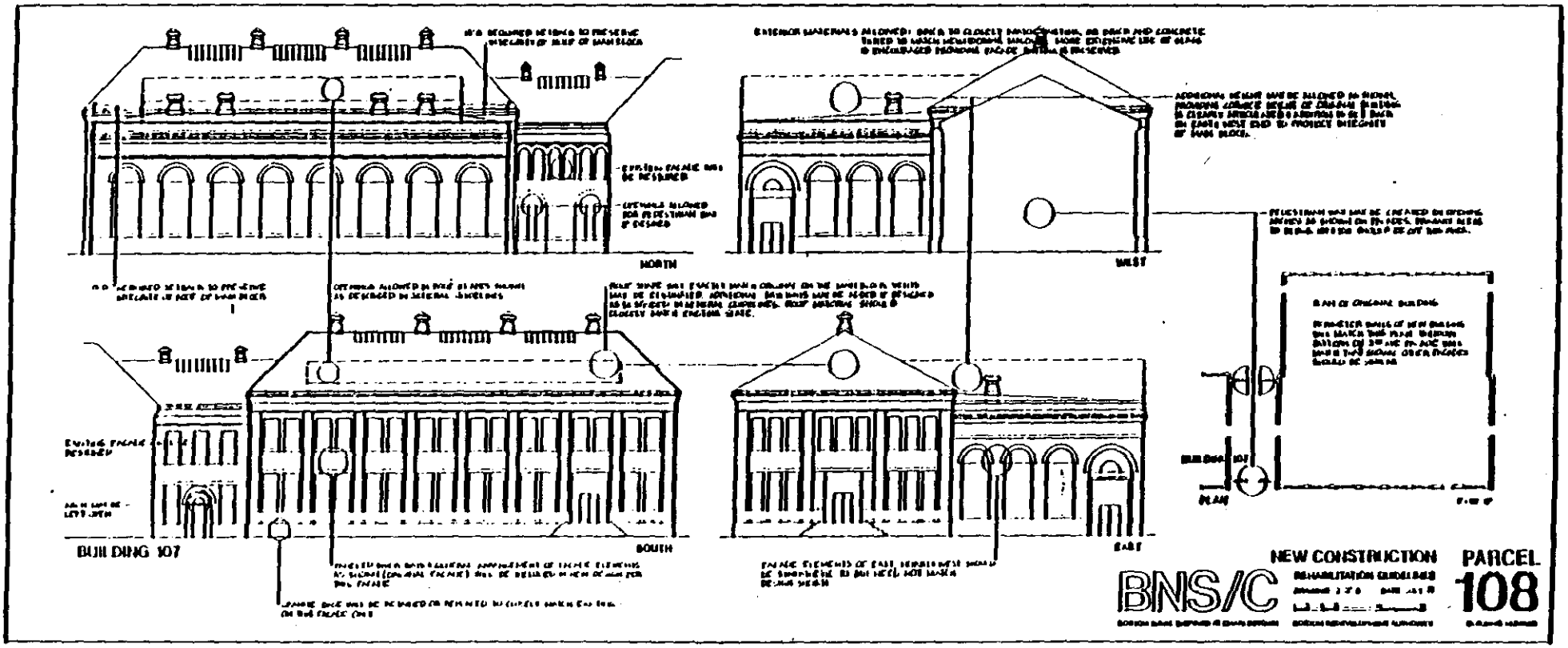
If the entire, existing building is demolished, the replacement structure will be contained within the volume of the original massing, with a modest addition allowed in the rear, facing the Ropewalk. In addition to providing the least amount of square footage, this option poses the very real problem of restoring (or protecting during demolition and reconstruction) the link between buildings 107 & 108. This problem is minimized under Options 1 and 3.

The appearance of this new building is expected to be non-imitative of but sympathetic to the neighboring buildings. The materials and the design will be very carefully reviewed and approval will depend on this integration.

Option 3. Partial Retention with an Allowed Addition

This option retains the existing mass along 3rd Avenue which is the most vital to the character and streetscape quality of the area. The proposed removal of the equipment will create a large, clear-span volume with great flexibility. An addition on the west facade, facing the Ropewalk, is allowed; this addition approximates the massing of the building before the larger boiler sections were appended.


NORTH
WEST
SOUTH
EAST
PLAN
BUILDING 107
BNS/C
COMBINATION
PARCEL
108


NORTH
WEST
SOUTH
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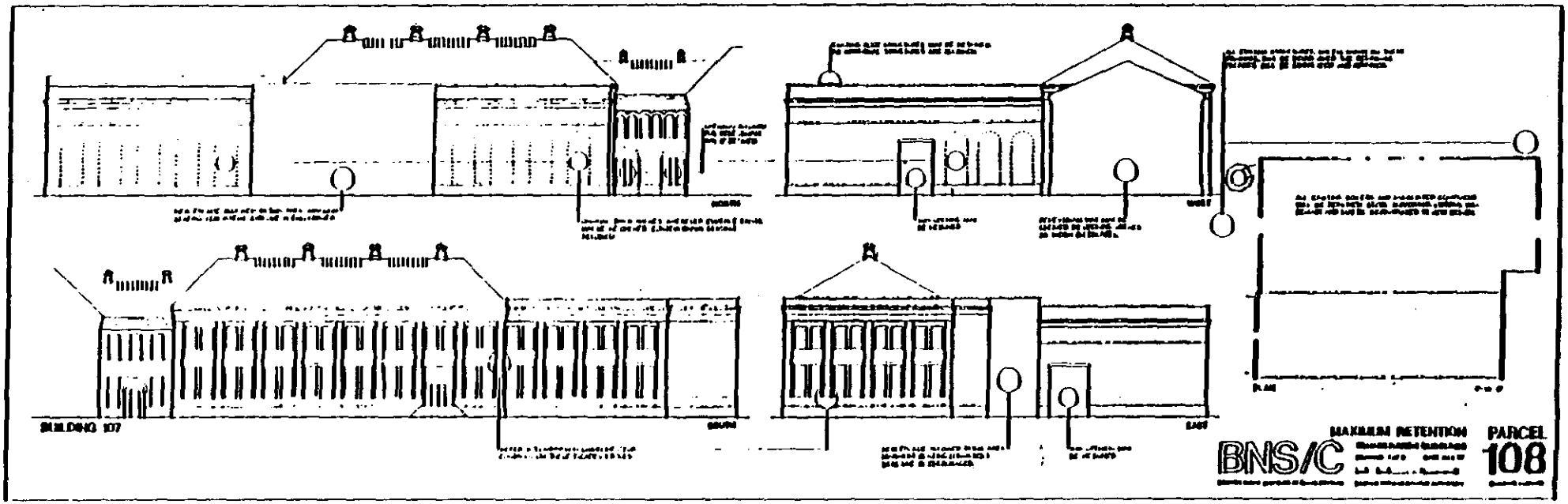
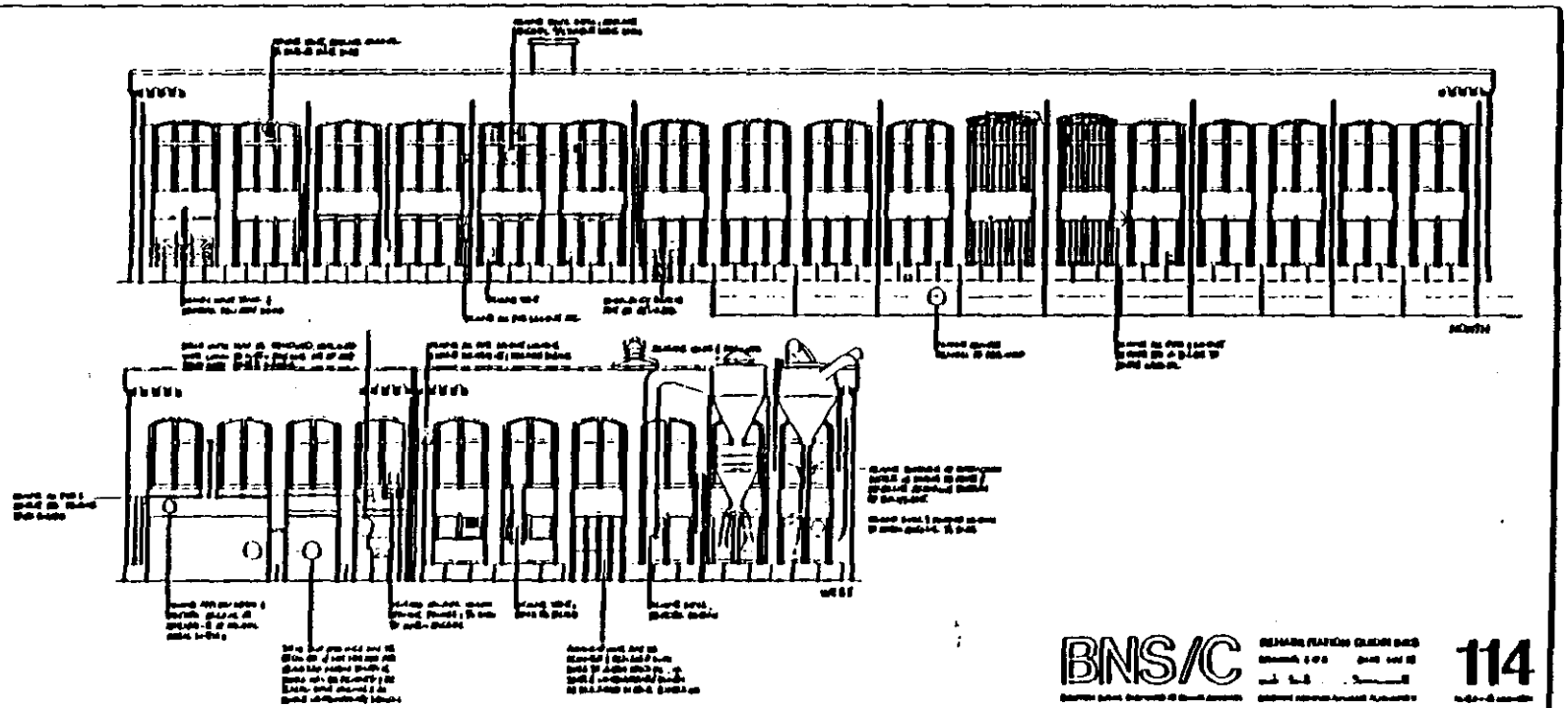
PLAN
BUILDING 107
NEW CONSTRUCTION
REHABILITATION GUIDELINES
BNS/C
PARCEL
108


BUILDING 107
MAXIMUM RETENTION
BNS/C
PARCEL
108

Summary of Proposed Treatment Building #114

The special industrial character of this building, including the large windows and doors and the external extraction equipment, will be maintained. Any of the optional changes, such as reduction of entrance sizes, will be done to reinforce this character.

The only distinquished interior element in the building is the very large band saw which will be preserved, either in situ or by removal for installation elsewhere. Otherwise, the open spans are flexible and adaptable to a variety of light industrial uses.



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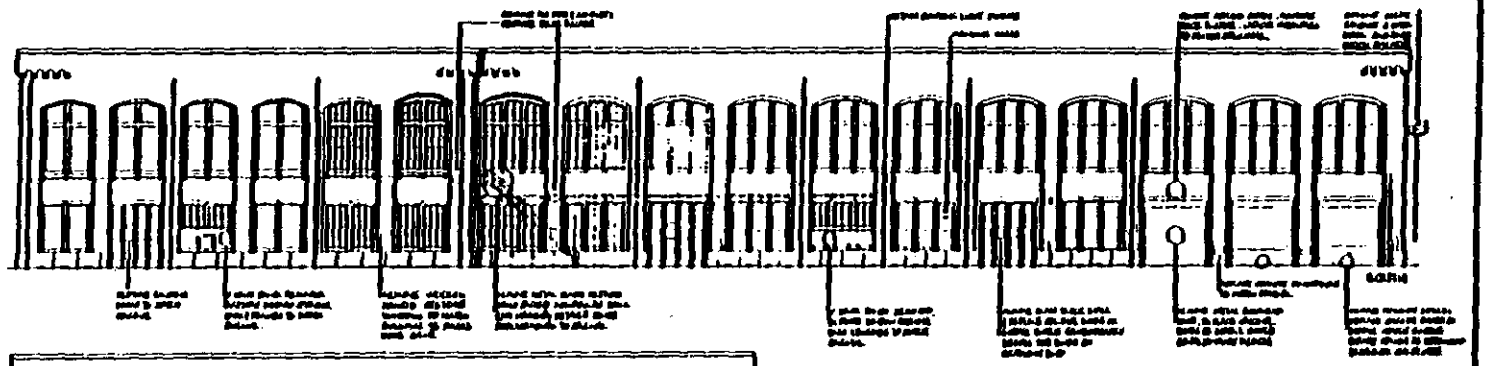
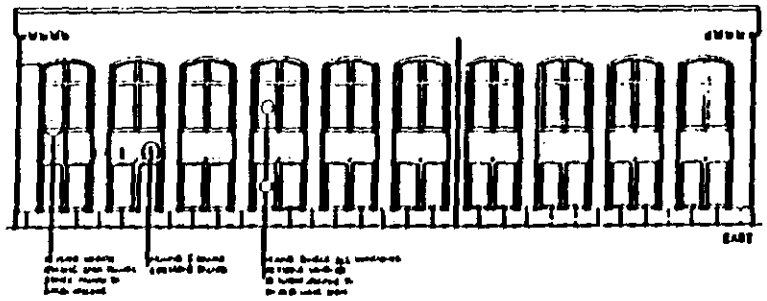
114





BNS/C

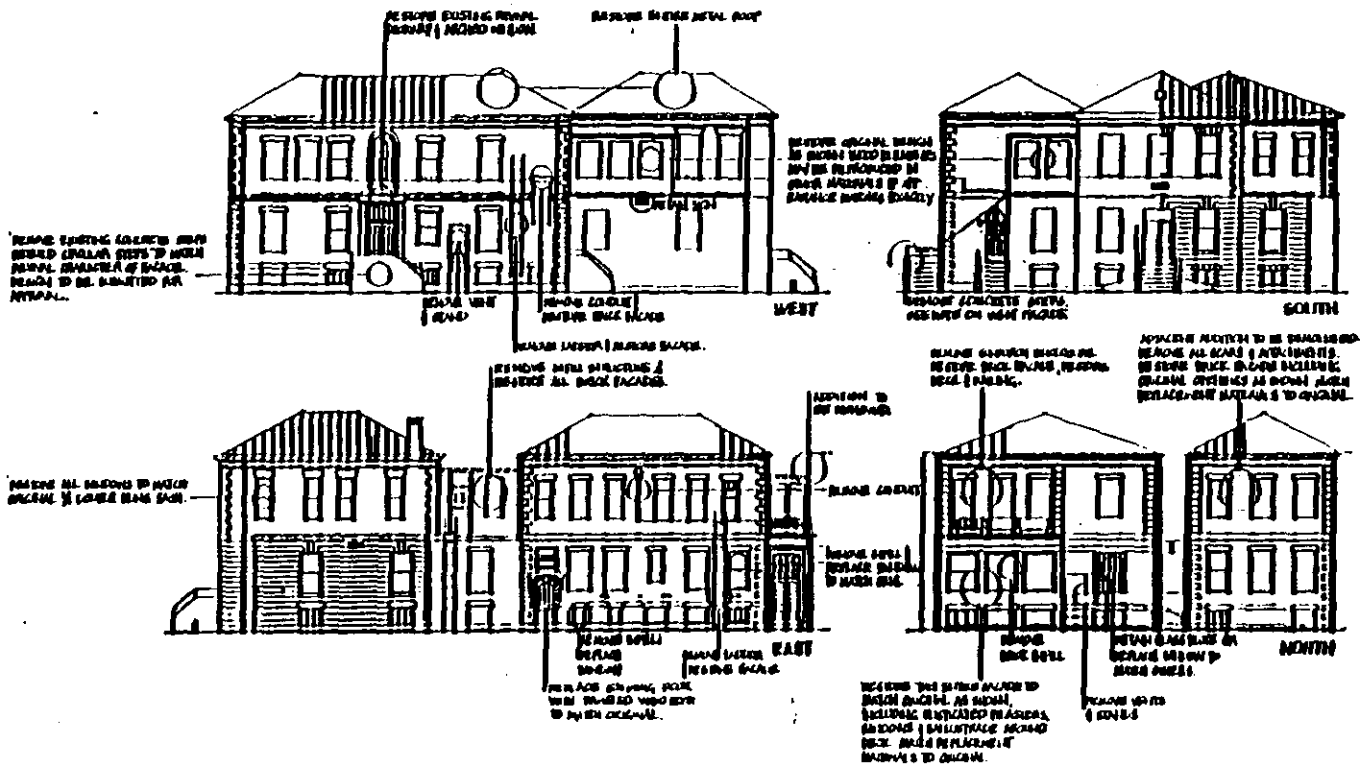
114

Summary of Proposed Treatment Building #120

The small, unusual brick dispensary is being returned to its original massing with the removal of the asbestos-sided additions to the rear and a partial restoraton of original details. With the restoration of the Muster House (31) and the open space of Anchor Park, the Dispensary will become a highly visible building. No additions will be allowed to this building, to prevent increased impact on the Muster House and its surround.

The interior detail for the most part is so specific to the use as a dispensary that only minor reuse is expected. The quality of some of the existing woodwork would suggest reuse or incorporation in new designs.

The distinctive quality of the brickwork, both color/texture and coursing, will be preserved. The original ballustrade details will be replaced.



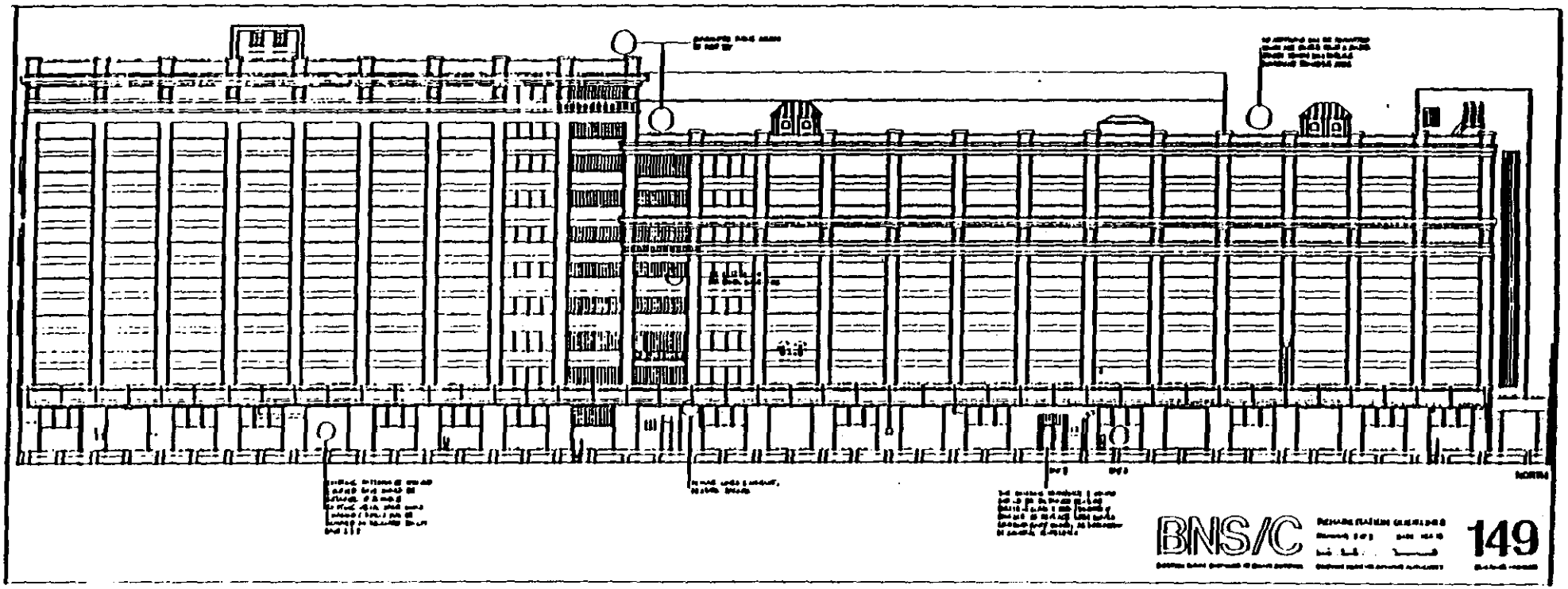
BNS/C

120

Summary of Proposed Treatment Building #149

The immense size of this building and the related difficulty of reuse require a somewhat relaxed attitude toward the general facade treatment. The critical features that contribute to the industrial image of the building - the loading docks and ramps, the metal canopy, the scale of openings - as well as distinctive features such as the entrance and stairtower on the western end will be retained. The basic grid of the concrete structure will be retained and a choice of panel treatment is offered.

The central light well should be retained with little or no intrusion allowed. This court provides interior light and reuse opportunities for the interior portions; the industrial character of the court and its skylight should be preserved. The industrial character of the stairs and doors should be protected by retention of as much as possible and replacement in kind if necessary.



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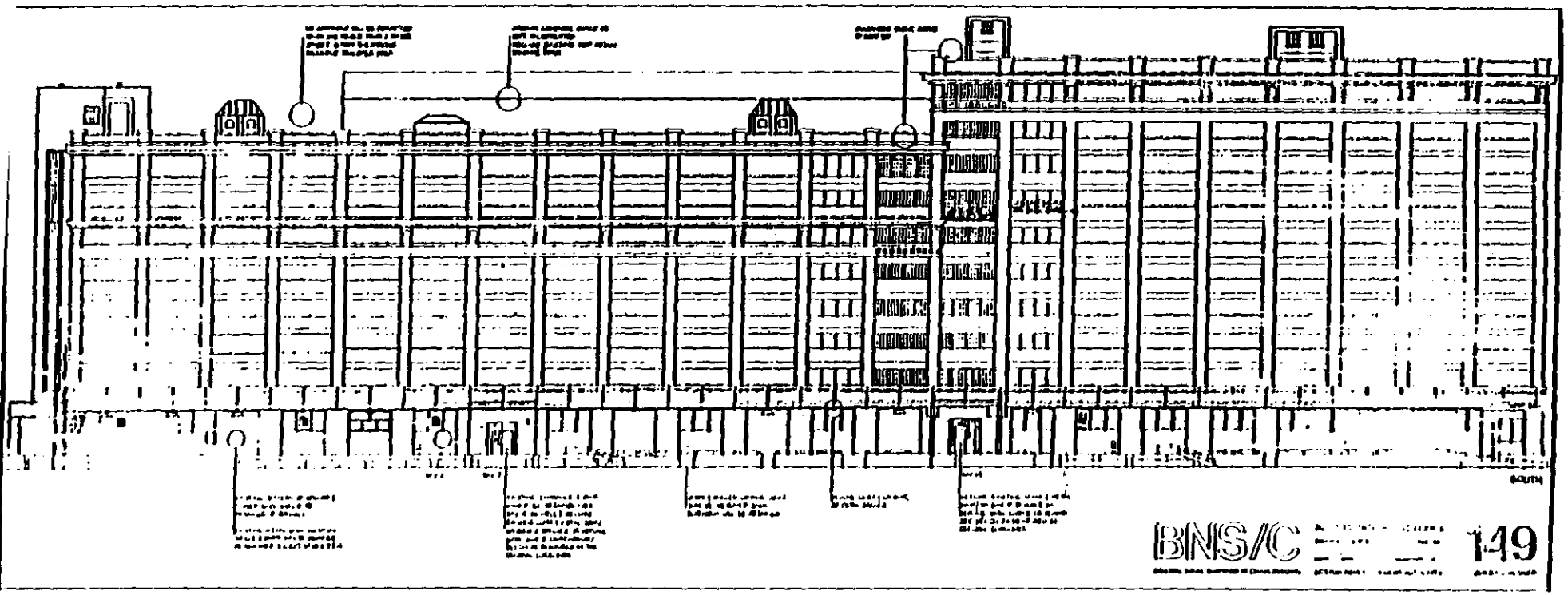
149



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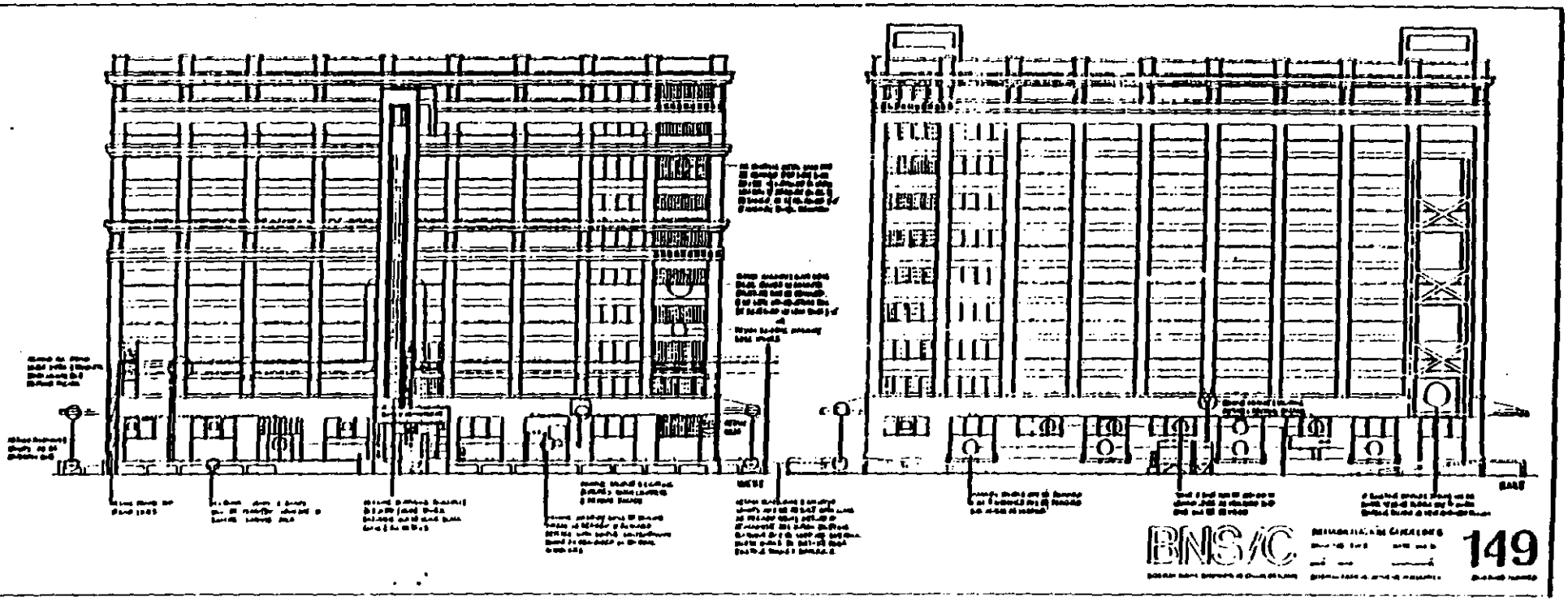

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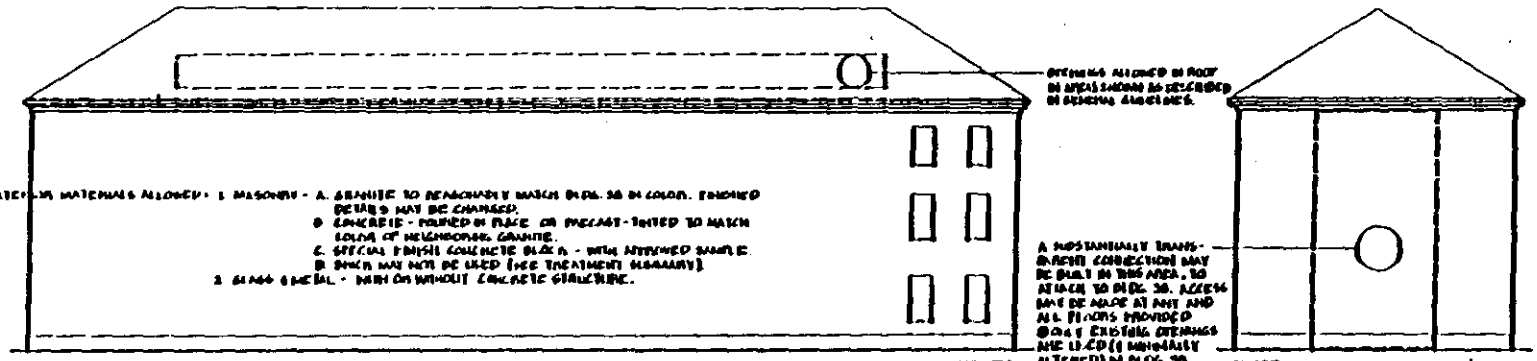
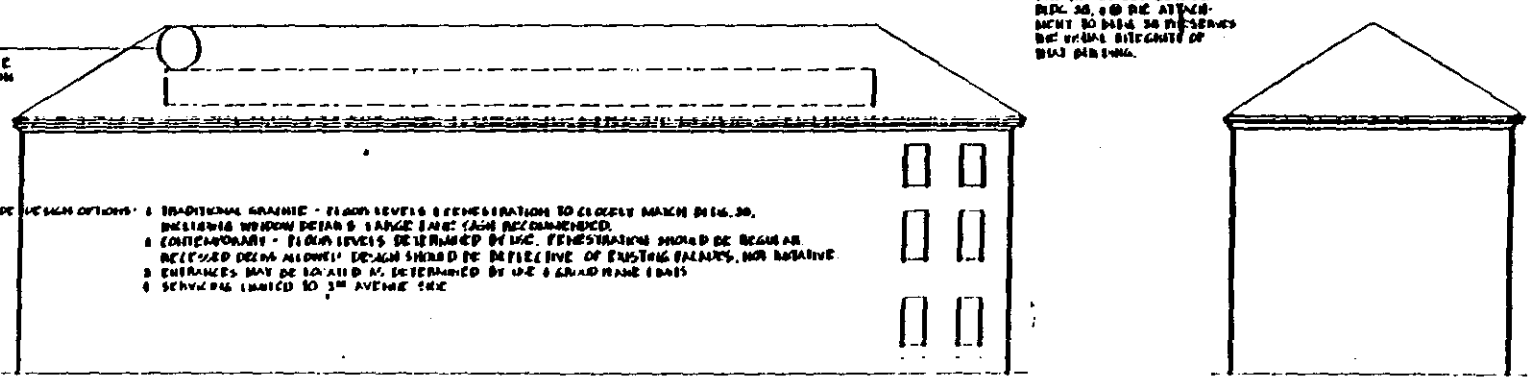
149





BNS/C

PARCEL 150

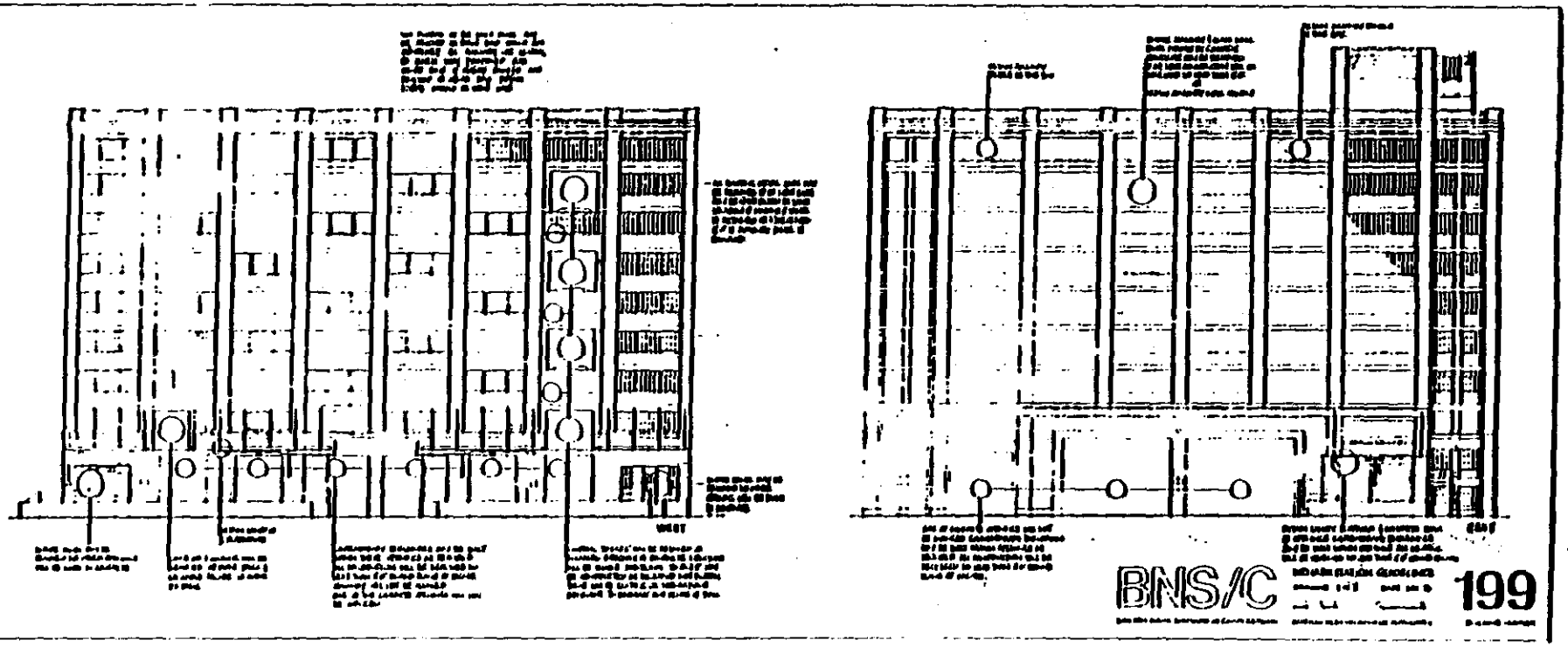
Summary of Proposed Treatment Building #199

The immense size of this building and the related difficulty of reuse require a somewhat relaxed attitude toward the general facade treatment. The concrete grid of the facade will be retained and a choice of panel treatment is offered. The rhythm of the panel design should be maintained even if the actual design of the panels is changed.

The sense of servicing - loading platforms, raillines, heavy rolling doors - should be preserved whenever possible. The hugh interior spaces on the ground floor should be maintained if possible; necessary additions should be in contrast to the existing elements to maintain evidence of the original.

The building contains two separate building systems which are subtly displayed on the exterior. The new facade treatment should also reflect this difference. Photographic evidence suggests that the concrete portions of the facade may have been painted. This may be done; the brick will not be painted.

The roof area provides an opportunity for dramatic reuse; the zoning height limits and set back requirements of these guidelines not withstanding.



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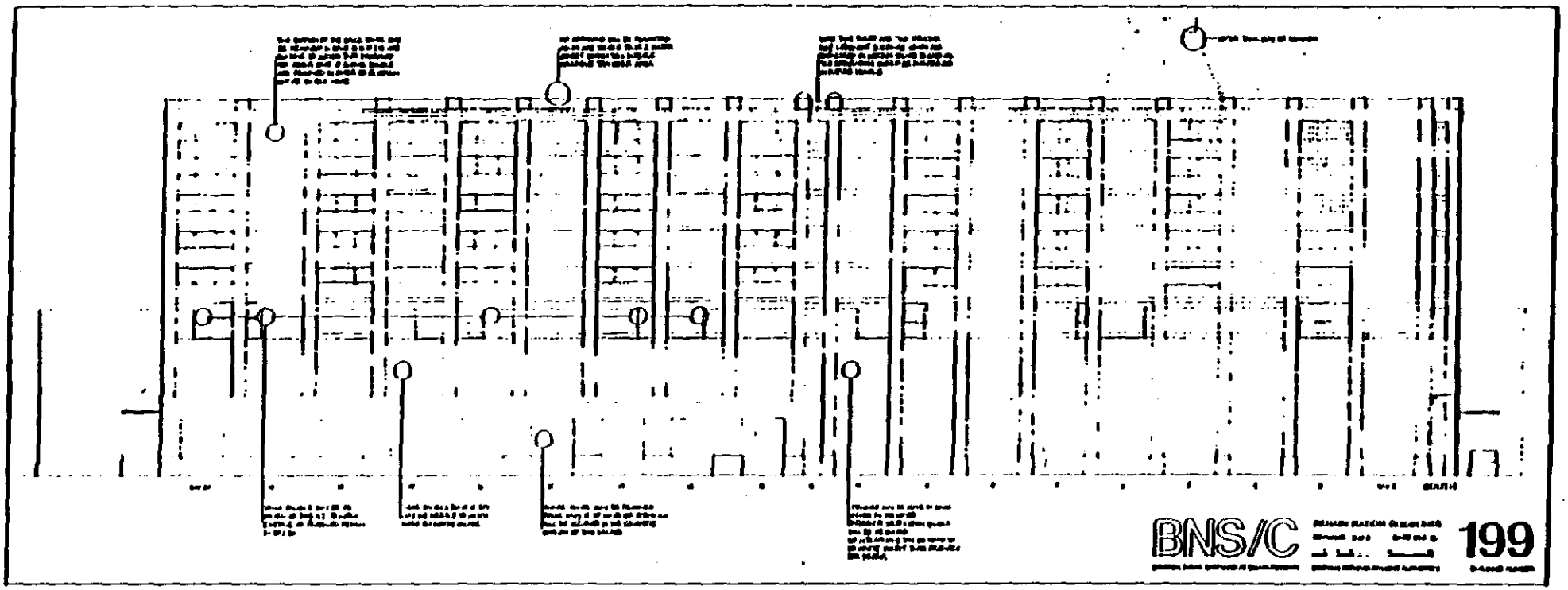
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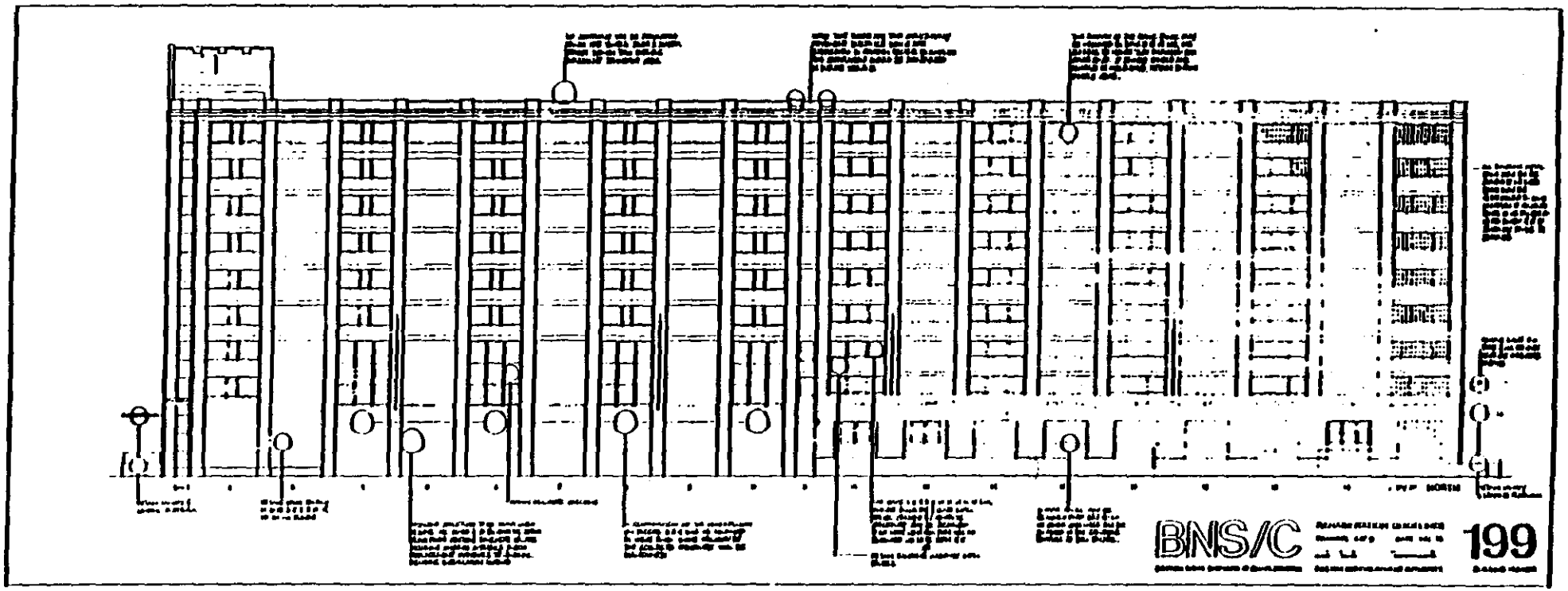
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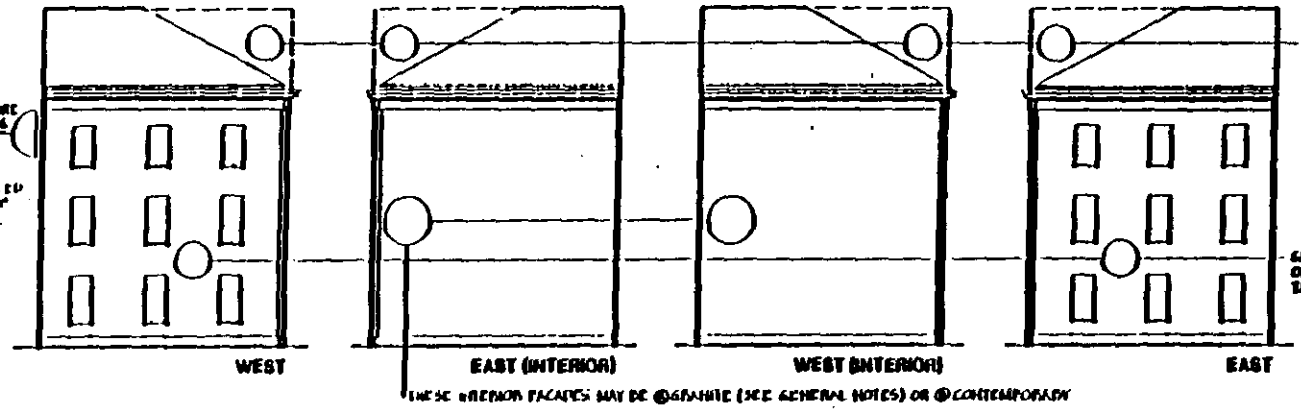
199

Summary of Proposed Treatment Building #200

Parcel 200, replacing Building 200 which was demolished, is, in fact, a partial execution of the original plan for Building 34, to which this parcel is an addition. Building 34, designed in ____ by Alexander Parris, was originally planned as a quadrangular, granite building. Only the one side was built before the general plan for the Shipyard was changed and completion of the quadrangle made impossible. Parcel 200 is, therefore, a continuation of the original plan in some aspects.

It is not expected that the existing granite facade can be realistically duplicated, although it is an acceptable option. If this option is taken, the design should express the addition as a portion of the original scheme and not a finished piece of architecture. The end facing 1st Avenue should be unfinished in the sense the current ends are, implying their removal for a continuation of the mass. This wall could be a brink "in fill" as exists now or a very transparent contemporary design.

It is also acceptable to propose a contemporary, primarily transparent addition. Under this option, maximum visual separation is expected so that the new addition is obviously a separate building. A large greenhouse type structure is illustrative of this. If this option is taken, maximum retention of the existing brick wall is encouraged to preserve the integrity of the original building. This is not, obviously, necessary under the granite facade option. A hip roof is suggested for this option to express the more completed form of the addition.



GENERAL NOTES: ⓐ GRANITE FACADE OPTION MEANS FACADE WILL BE BUILT TO DIMENSIONS SHOWN, EXACTLY MATCHING EXISTING SIZE & DETAILS (INCLUDING POINTING) & CLOSELY MATCHING GRANITE (INCLUDING COLOR, TECHNIQUES OF CUTTING & INSTALLING & FINISH).
ⓑ CONTEMPORARY OPTION CONTROLS SIZE AND LOCATION OF NEW CONSTRUCTION. IT ALLOWS USE OF GLASS & METAL EXTERIOR AS LONG AS MAXIMUM TRANSPARENCY CONSISTENT WITH USE IS PROVIDED. SPECIFIC DESIGNS TO BE APPROVED MUST INTERSPERSE & REINFORCE CONSTRUCTION & PLAN OF BLDG 34 AS PLANNED & AS BUILT.

BNS/C
BOSTON NAVAL SHIPYARD AT CHARLESTOWN

REHABILITATION GUIDELINES
DRAWING NO: 1 DATE: JULY 77
BOSTON REDEVELOPMENT AUTHORITY

PARCEL 200
BUILDING NUMBER

Summary of Proposed Treatment Building #266

These four classic revival row-houses and their tranquil yards are a dramatic departure from the more industrial character of the rest of the shipyard. This distinctiveness will be preserved. Virtually no exterior work that is not completely authentic to the period will be permitted.

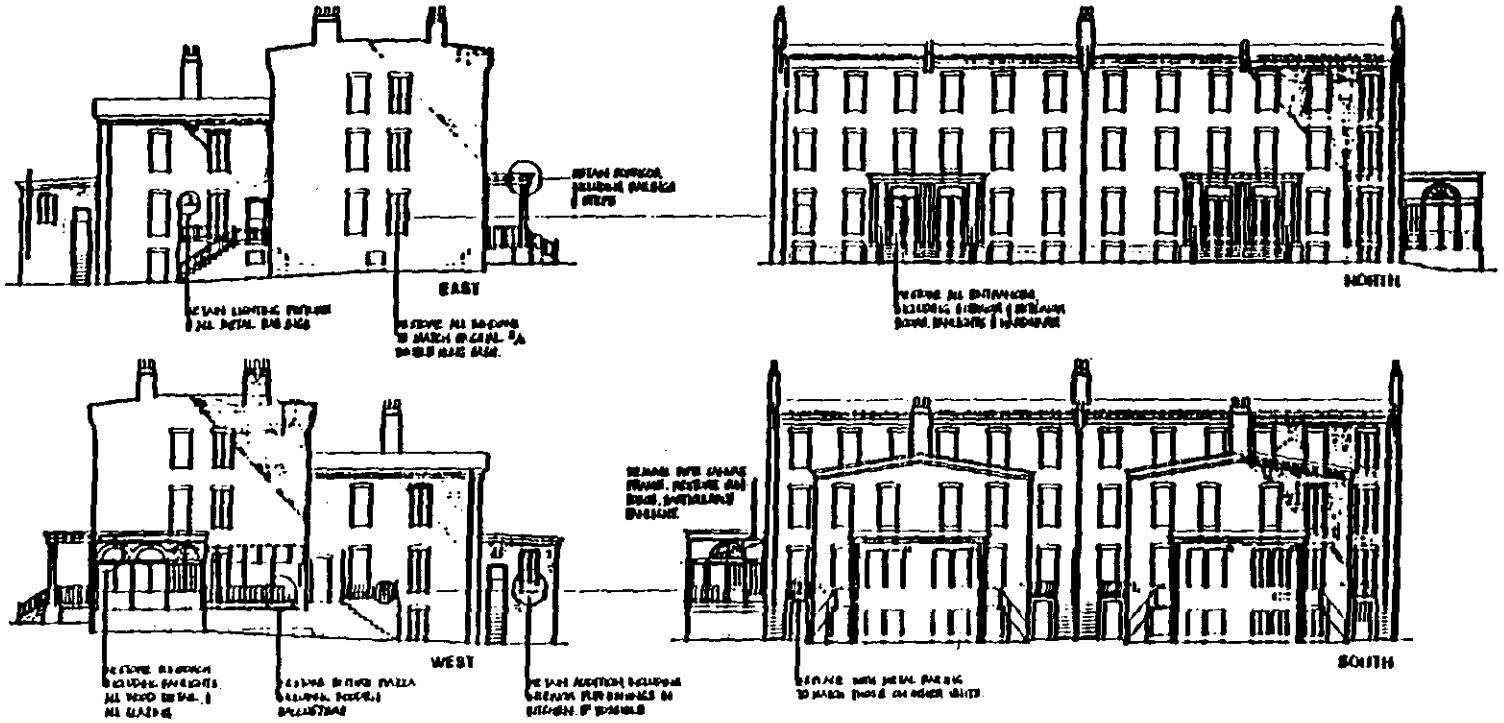
The exterior preservation is no more important than maximum retention of the entire interior fabric. The room arrangements, woodwork details and general character should be meticulously maintained. Essential changes should be made to ensure maximum retention and expression of the existing elements. These houses are an accurate and interesting record of a particular form of domestic architecture as it has changed. This record should be respected and continued through the next reuses.

Particular attention should be given to distinctive original features - such as fireplace details, stairways and the newer kitchen interiors. The social evidence of these houses is as much a resource to be protected as the front porticoes.

Summary of Proposed Treatment Building #150

The building allowed on this parcel is a replacement for the one-story buildings to be demolished and the guidelines are written to encourage a building either imitative or reflective of the granite buildings which abut the parcel. Therefore, the massing, facade and material requirements are important and proposals will be judged by the success of their visual relationship to the granite structures.

The unusual history and existing state of the interior of Building 38 (see Profiles & Guidelines) is relevant to the design of the building on Parcel 150. First, a connection between the buildings is allowed. The possibility of addition floors within the existing massing limits recalls the period when there were additional levels on Building 38. The large volume in the end of this building facing Parcel 150 allows a restructuring of different floor levels, which could be continued in Building Parcel 150. If this is proposed, minimal disruption of the end wall of Building 38 will be required and the visual integrity of Building 38 will be clearly preserved.



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