

Downtown Waterfront Municipal Harbor Planning Advisory Committee

November 5, 2014



CITY OF BOSTON
Martin J. Walsh
Mayor

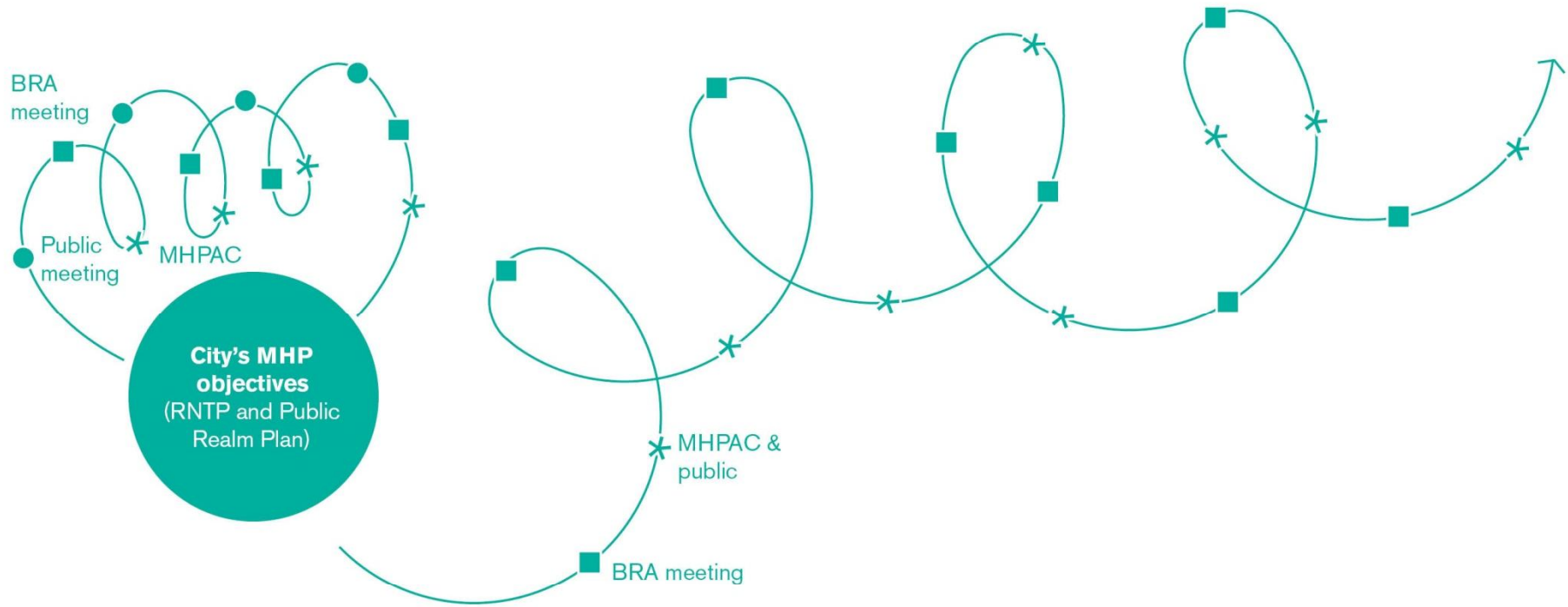


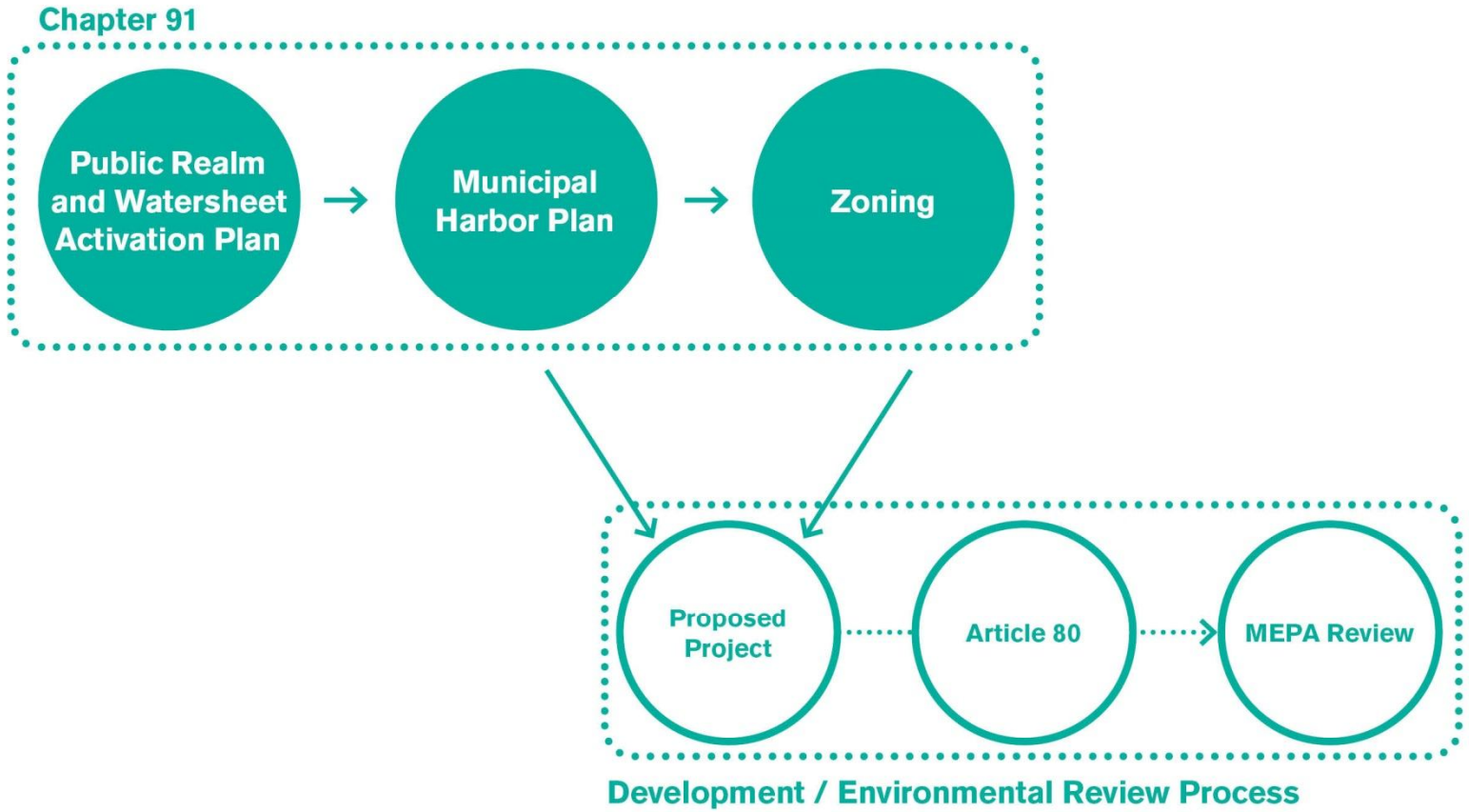
Boston
Redevelopment
Authority
Brian Golden, Acting Director

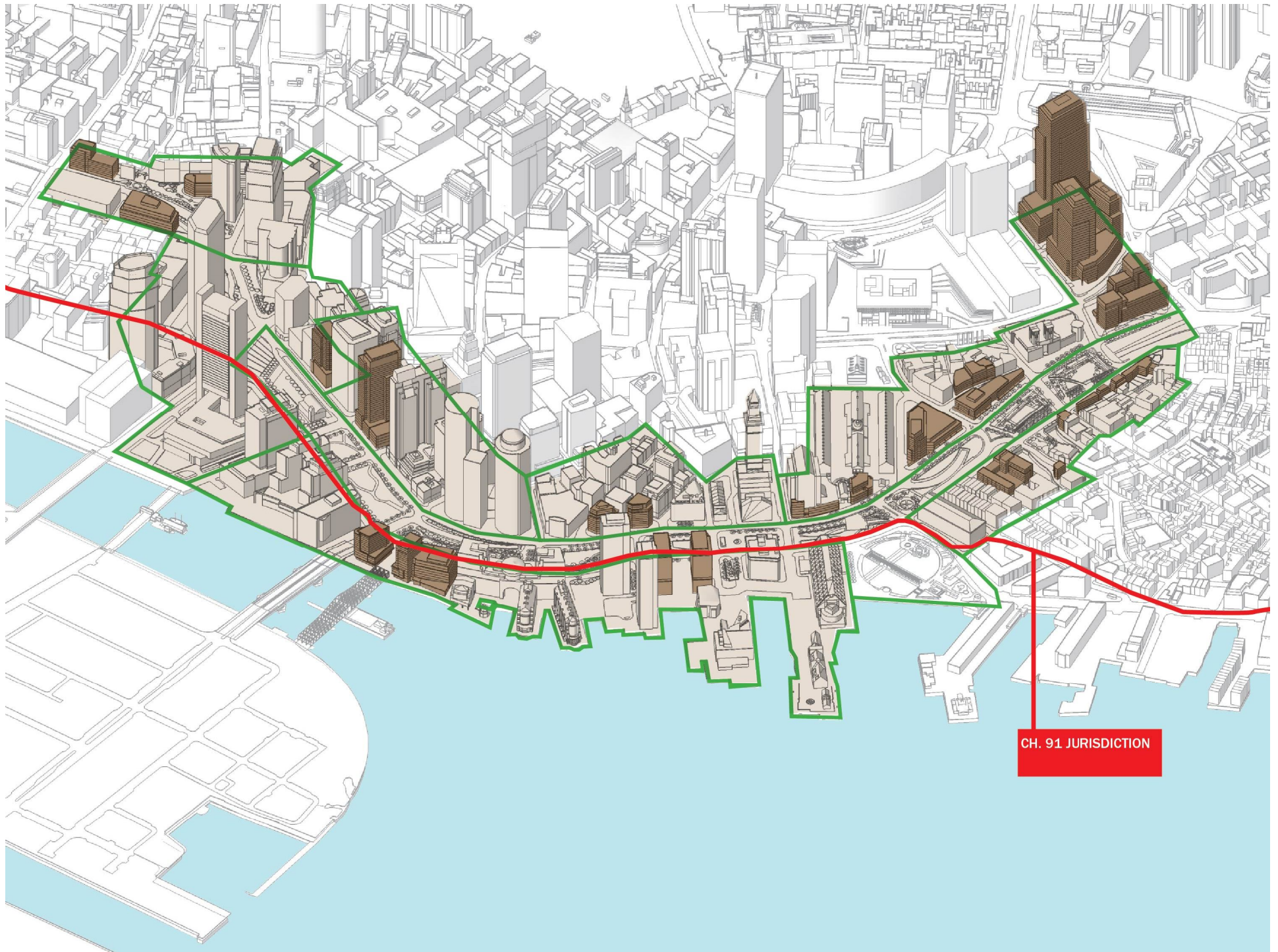
Consultants:
Utile, Inc.
Durand & Anastas
Noble & Wickersham

Agenda

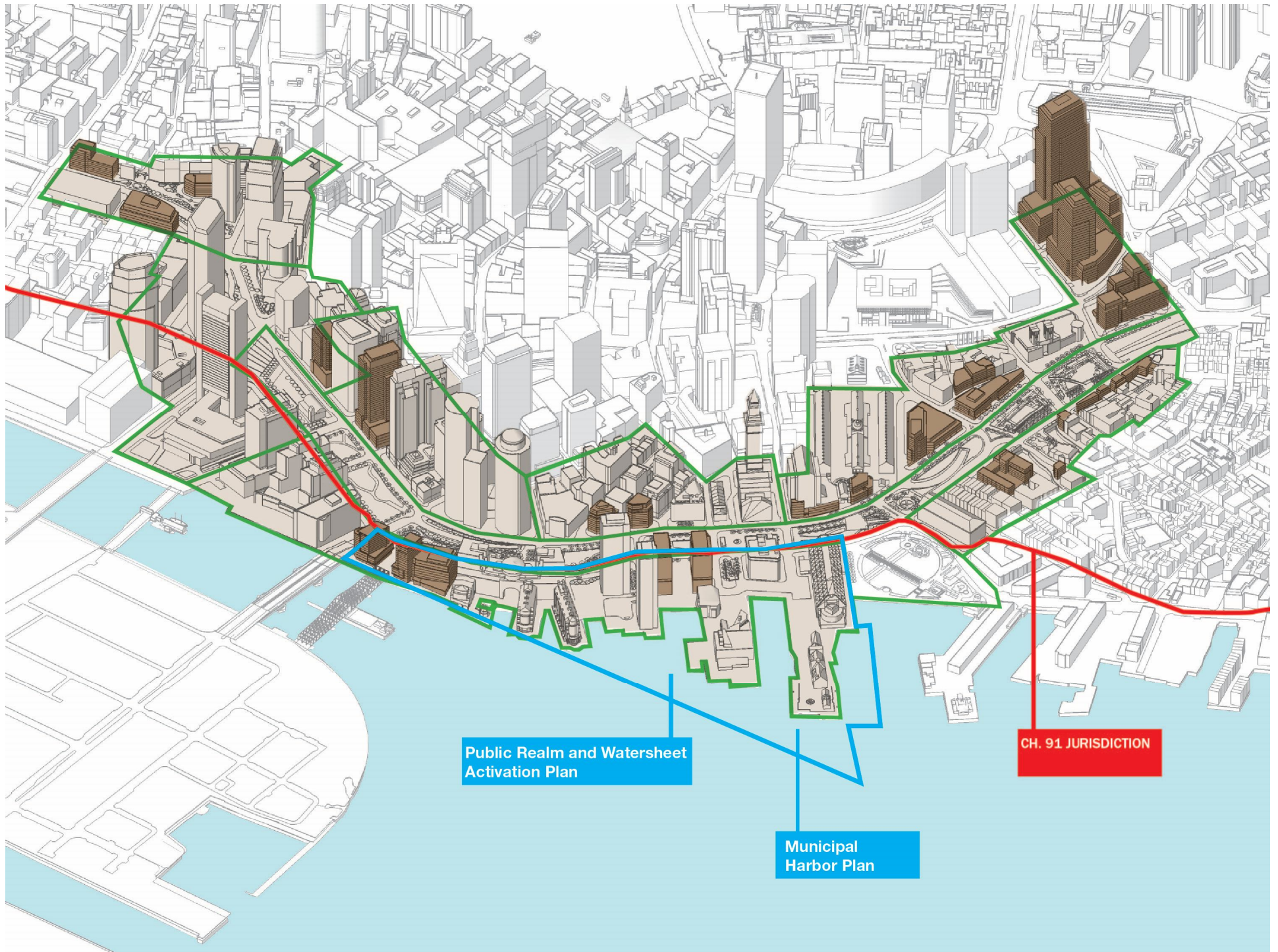
- I. **Analysis of the Proposed Hook development**
 - a) **Planning Context**
 - b) **Building Footprint**
 - c) **Shadow Impacts**
- II. **MHP Framework for Hook Wharf**
 - a. **MHP-related site characteristics**
 - b. **Chapter 91 Standards for Potential Substitute Provisions**
- III. **MHPAC and Public Comments**







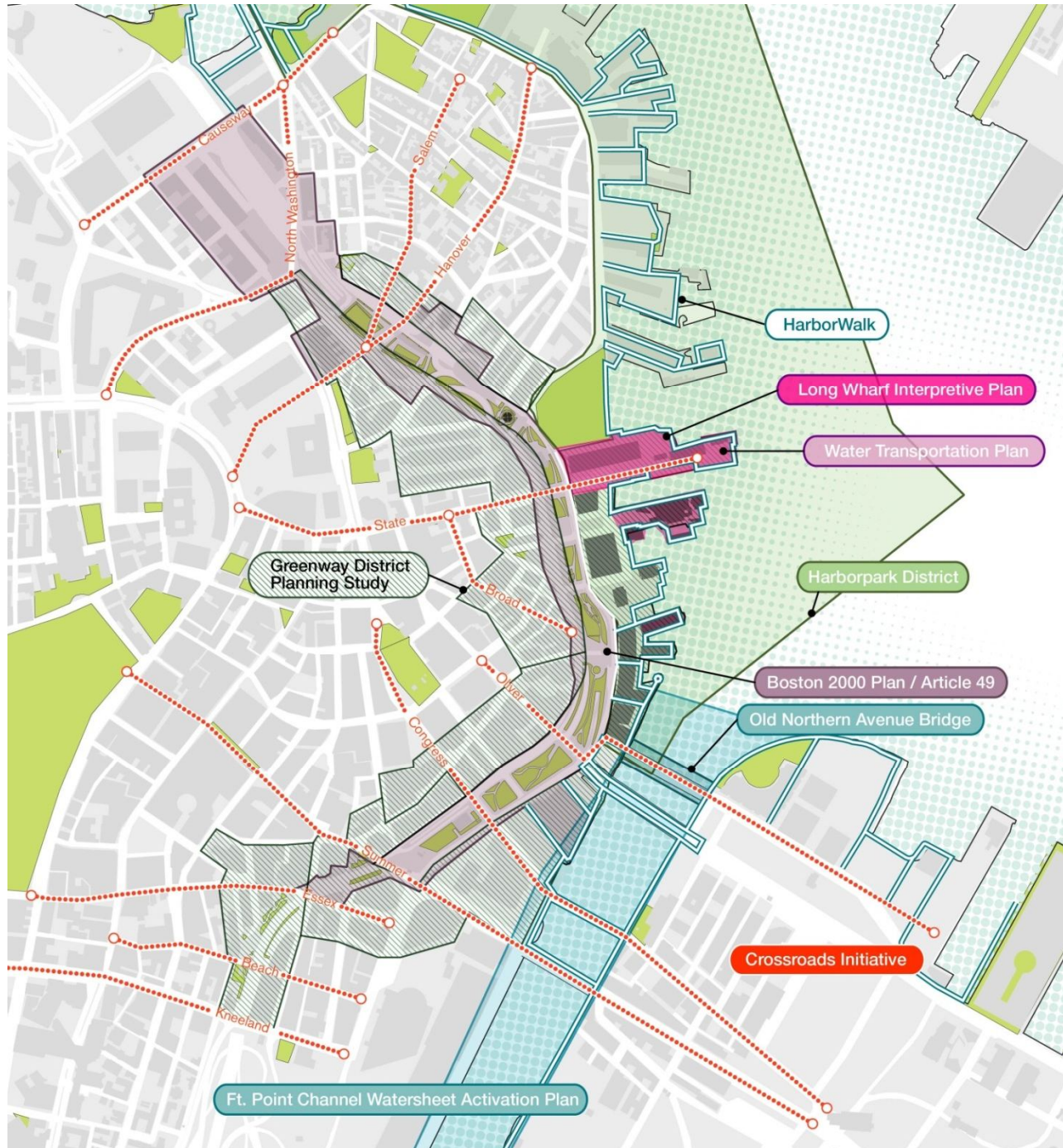
CH. 91 JURISDICTION



Public Realm and Watersheet
Activation Plan

Municipal
Harbor Plan

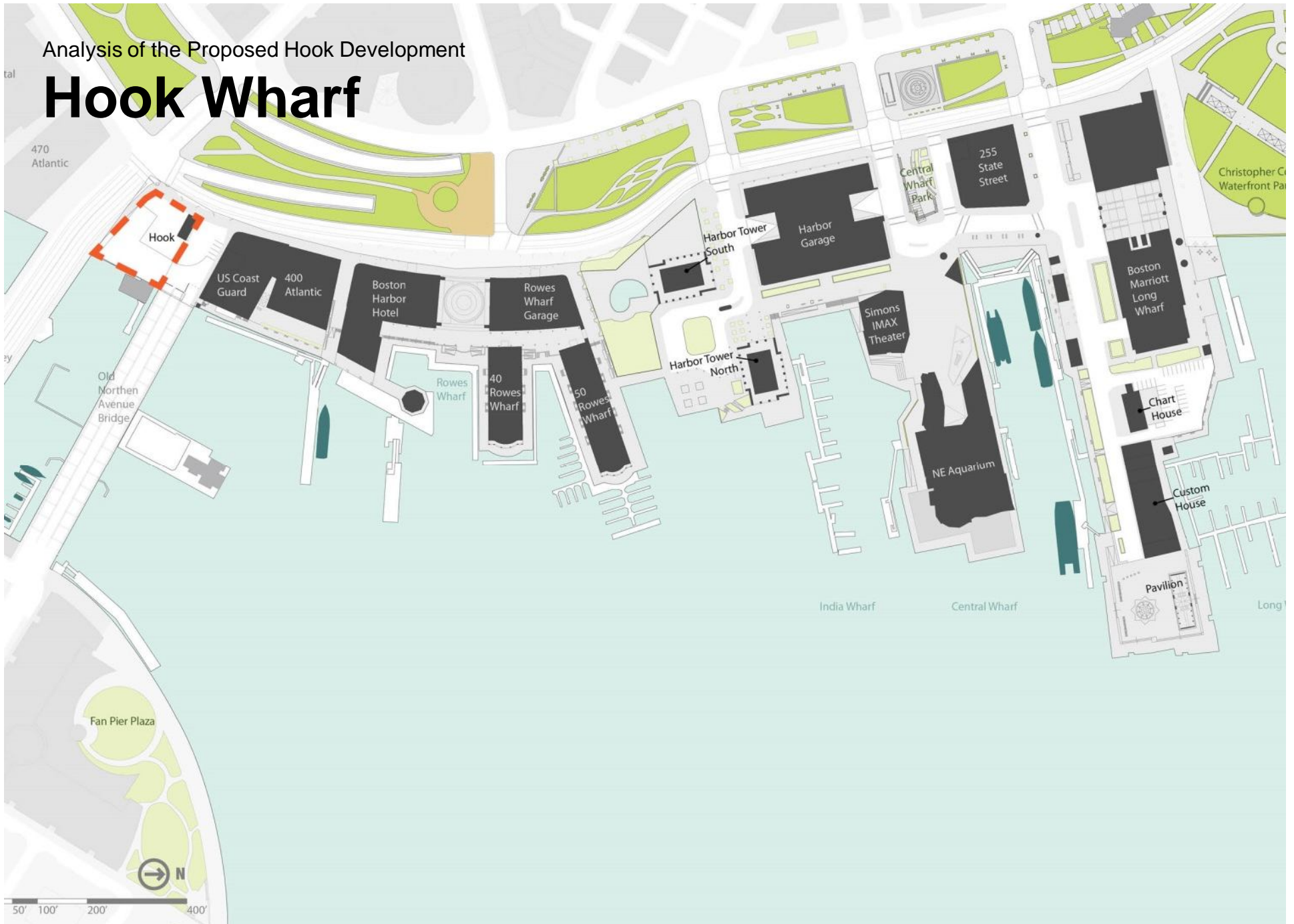
CH. 91 JURISDICTION



Analysis of Proposed Hook Development: Planning Context

Analysis of the Proposed Hook Development

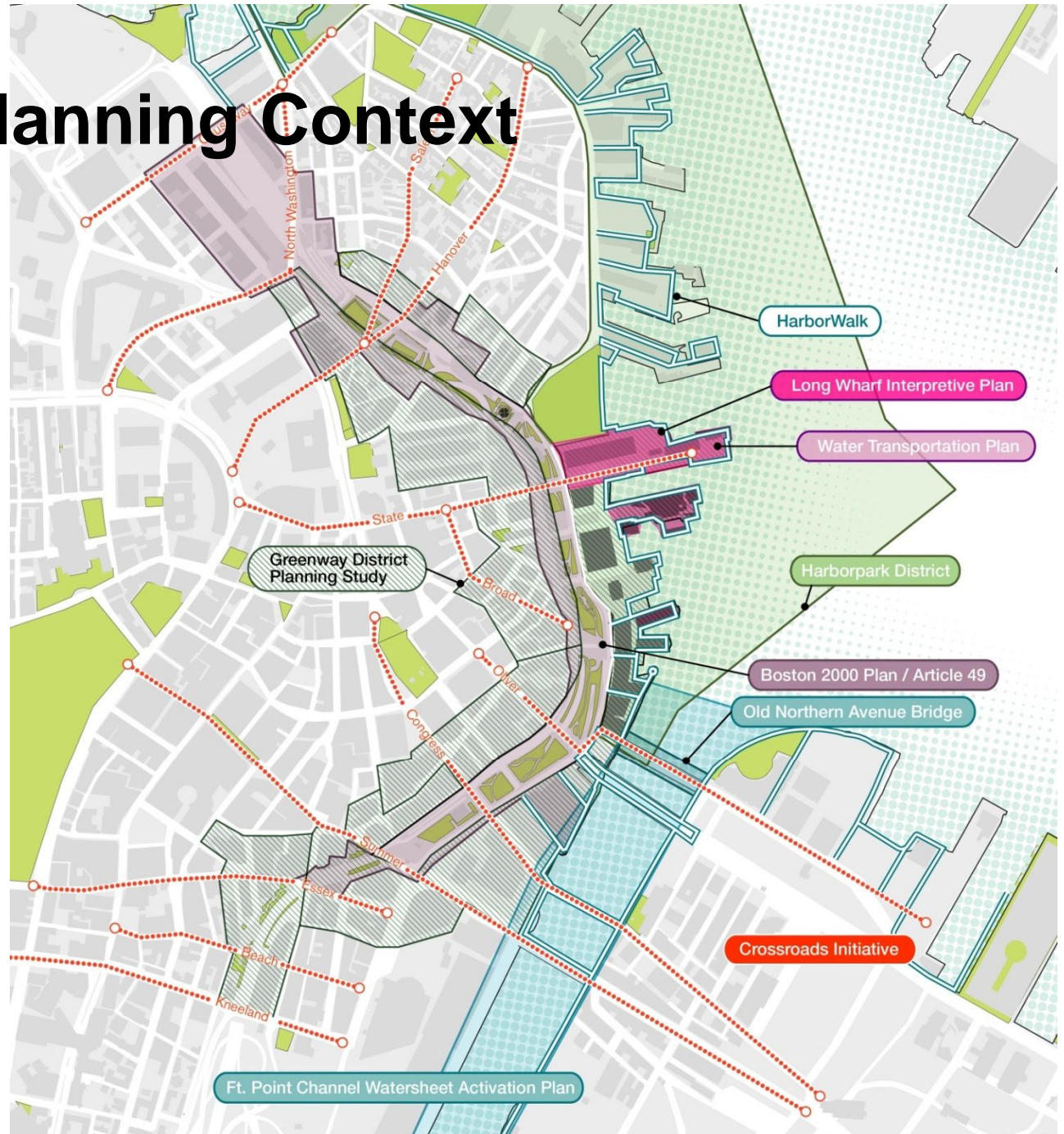
Hook Wharf



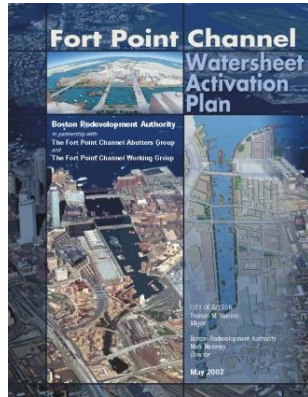
Proposed Hook Development

Hook Wharf Planning Context

- Fort Point Channel Watersheet Activation Plan (2002)
- Artery Edges Study: Wharf District (2004)
- Crossroads Initiative (2004)
- Greenway District Planning Guidelines (2010)
- Downtown Waterfront Public Realm and Watersheet Activation Plan (2014)
- Northern Avenue Bridge Rehabilitation (ongoing)

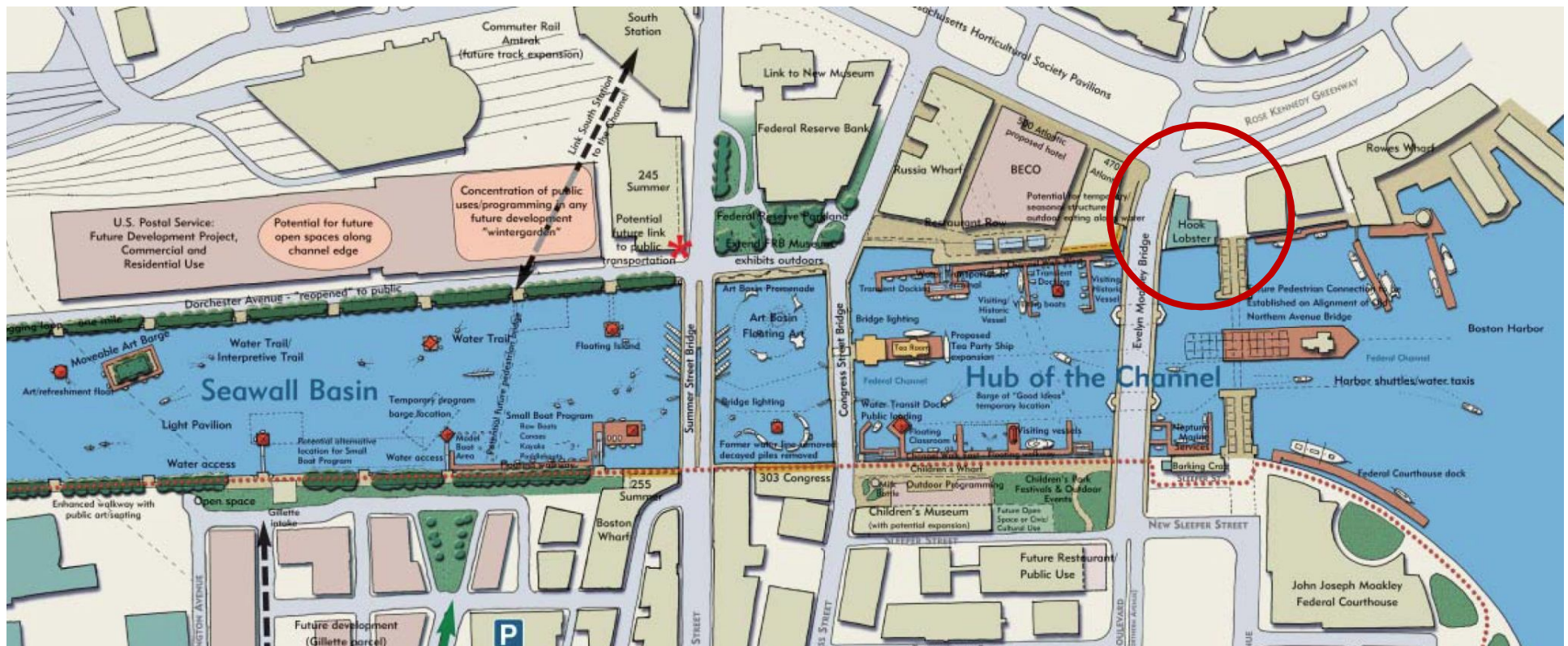


Planning Context
Fort Point Channel Watersheet Activation Plan (2002)



“If redevelopment of this parcel were proposed in the future, consideration should be given to the extension of the proposed floating walkway system from 470 Atlantic Avenue below the Evelyn Moakley Bridge northwards across the frontage of this property with a possible link to the street level at the location of the Old Northern Avenue Bridge. This link would provide an enhanced connection to the Rows Wharf water transportation terminal.”

- *Fort Point Channel Watersheet Activation Plan, page 42*

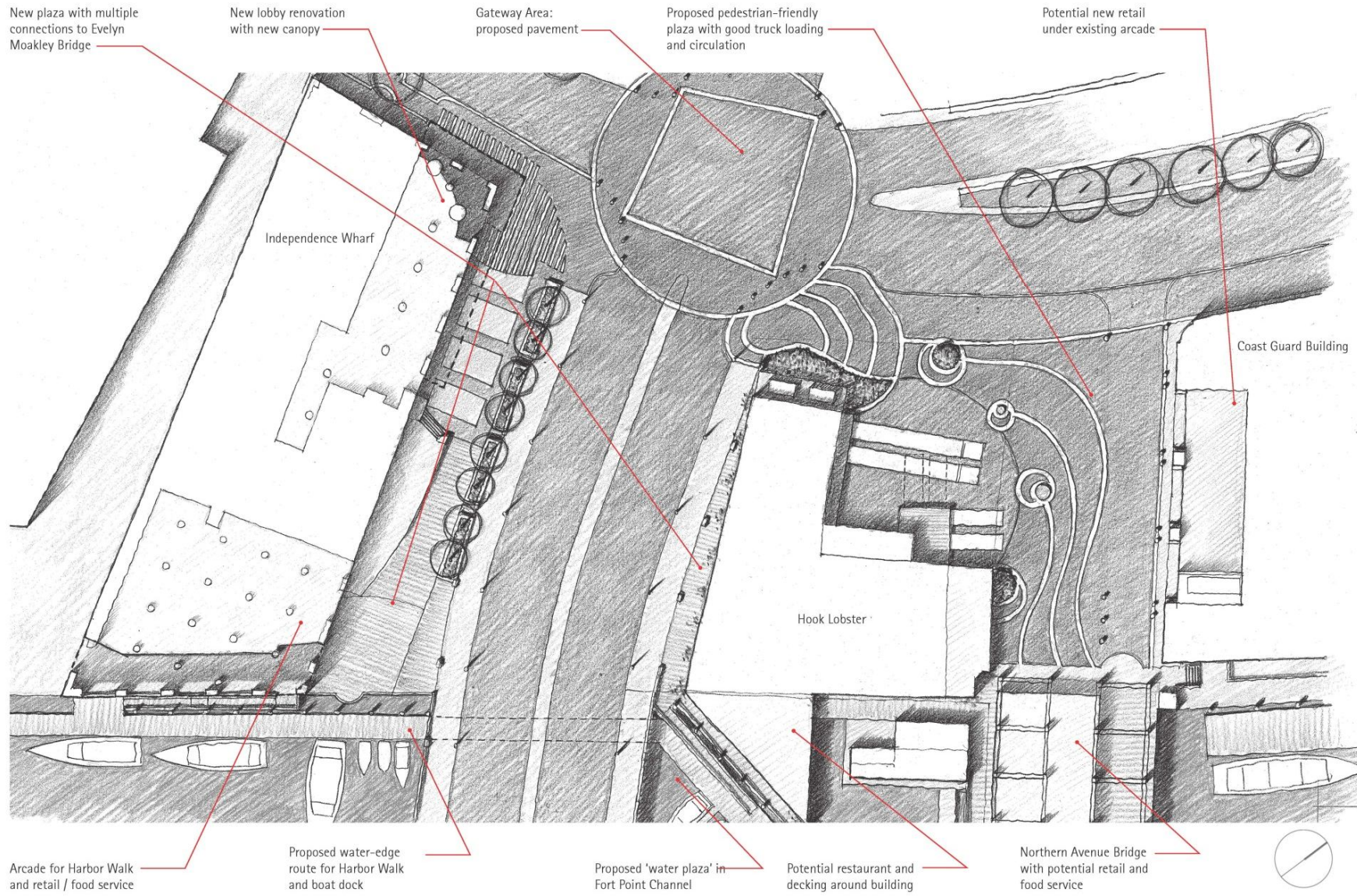


Planning Context
Crossroads Initiative
(2004)



Planning Context

Artery Edges Study: Wharf District (2004)



Planning Context

Artery Edges Study: Wharf District (2004)

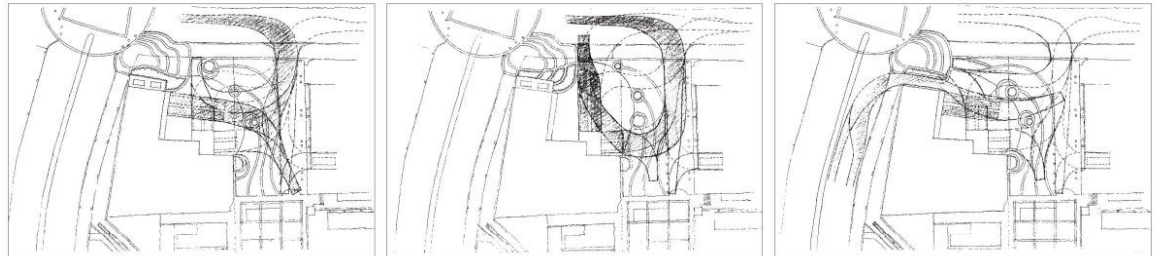
A2
 NORTHERN AVENUE BRIDGE
 EVELYN MOAKLEY BRIDGE

The confluence of the two bridges occupies a unique and strategic location along the Artery corridor. It is at the most prominent bend of the Greenway, marking both the southern boundary of the Wharf District and the open gateway leading to the new South Boston waterfront. The site around Hook Lobster offers significant views of Fort Point Channel, and is a funky and charming remnant of Boston's indigenous water-edge, contributing to the unique Wharf District character.

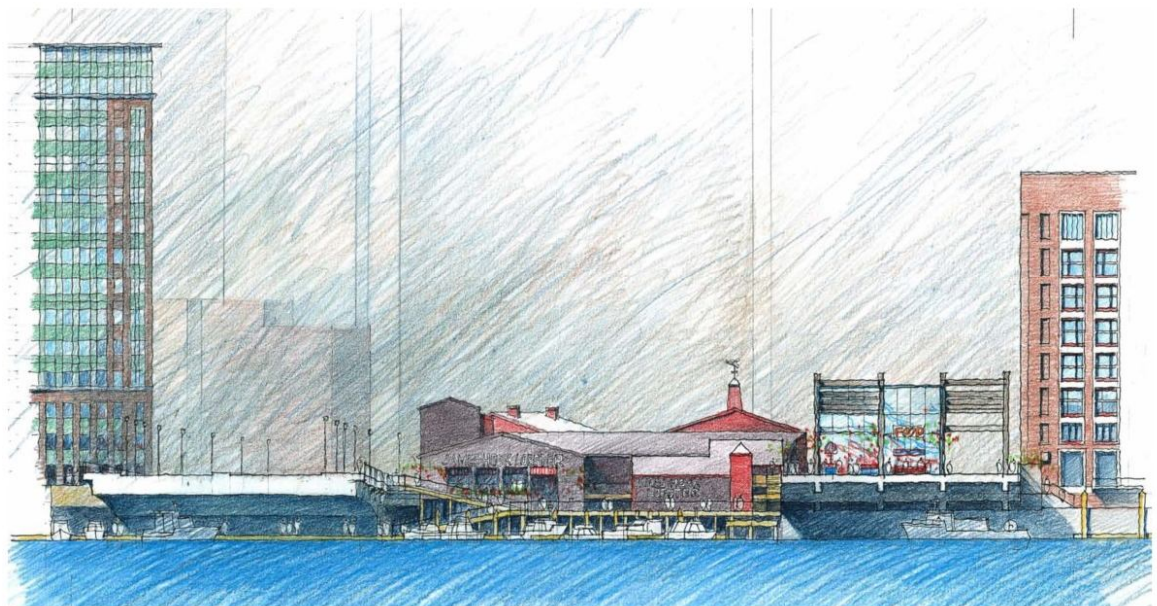
This proposal aims to bring together many potential short-term and long-term interventions toward the creation of a pedestrian-friendly gateway in this special location.

This proposal creates a plaza between the Moakley and Northern Avenue bridges to connect the pedestrian flows, while, at the same time, maintaining good loading service to Hook Lobster and the Coast Guard Building. By decking over the two long and narrow wedges of water between Evelyn Moakley Bridge and the two flanking buildings of Independence Wharf and Hook Lobster, another new plaza at the bridge's end is created. This would shorten the perceived length of the bridge and make it more pedestrian-friendly. At the pedestrian crossings where Evelyn Moakley Bridge leads into Oliver Street, a giant "welcome pad" with a pavement pattern is proposed - a symbolic gesture to signify the east-west reconnection of the city.

This proposal creates a future water-edge route for the Harbor Walk, linking Independence Wharf, Hook Lobster and Northern Avenue Bridge, crossing under Evelyn Moakley Bridge. This route will be accessible by boats as well as by foot, bringing people to the future "Water Plaza" at Fort Point Channel.

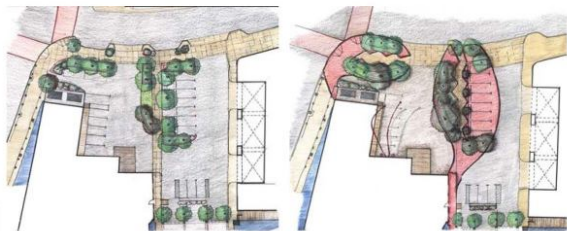


Diagrams - Alternative Loading Schemes



Section through "Water Plaza" 1" = 40' - 0"

4 | PROPOSED INTERVENTIONS FORT HILL HOWES WHARF



COMMUNITY DESIGN PARTNERSHIP

36

Wharf
 District
 Financial
 District
 EDGES
 STUDY

The Hook Lobster Company is currently developing plans for improving both the circulation and the appearance of the parking lot and loading bays. The illustrations below show two examples of their design thinking.

Planning Context
Harborwalk



T:\DCGIS_Administration\NEIGHBORHOODS\Waterfront\Harborwalk\Harborwalk by status.mxd 9/13/2010

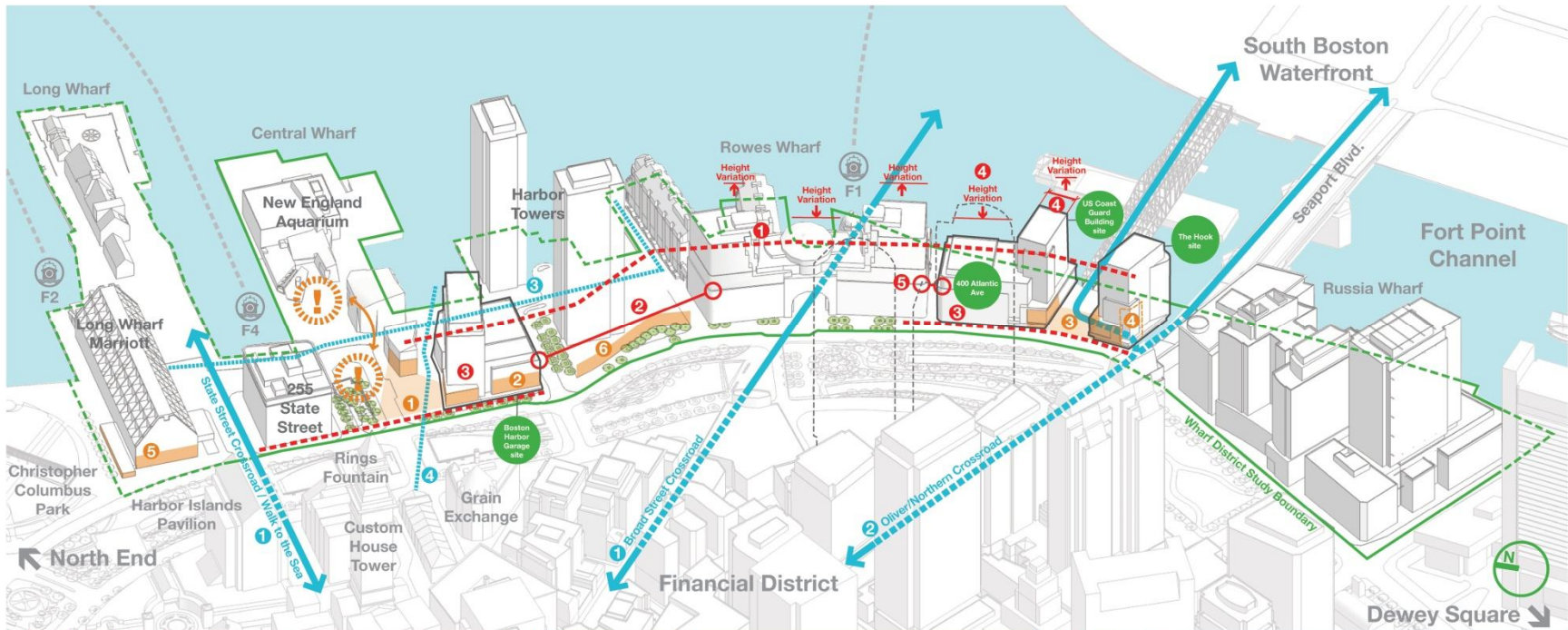
Planning Context

Greenway District Planning Guidelines



Potential Investment Sites

Greenway District Planning Guidelines



21
04. Guidelines by Subdistrict / Wharf District

Dimensional Criteria

- 1 All new buildings will have a maximum height of 200' (with the exception of the Hook site, at 175'), equivalent to the taller portions of Rows Wharf. Buildings should combine both low-rise and mid-rise elements in a way that takes cues from the existing context. Individual massing alternatives will be evaluated for how the shadows they create will impact the actively used portions of the park.
- 2 New buildings should establish a datum at the property's edge facing the Greenway. Ideally, the datum corresponds to and reinforces the heights in the immediate context, including the lower portions of Rows Wharf, the parapet of 255 State Street, or the tallest portion of Long Wharf, at about 125'. Taller portions of any new building should be set back by 10'-15' at this datum on the Greenway-facing sides of the building.
- 3 New development at the Boston Harbor Garage, 400 Atlantic Avenue, and the U.S. Coast Guard Building should reinforce the Atlantic Avenue street edge by building to it along a majority of its frontage. Significant breaks in that alignment should be in the service of opening connections to the waterfront.
- 4 All sites in the Wharf District, including 400 Atlantic Avenue, should vary in height like Rows Wharf, where taller masses alternate with lower masses of approximately 125' to allow for intermittent exposure to the sky plane, and to maintain visual access to the water. The lengths of any upper portion of a building over 125' should be limited to 125' on the Greenway-facing portions of the building.
- 5 The lower portions of 400 Atlantic Avenue should align with those of Rows Wharf.

Programmatic Goals

- 1 The lively occupation of the forecourt to the New England Aquarium should be extended as close the Greenway as possible. An additional ticket kiosk or similar related programming venue might facilitate this goal. New development on the Boston Harbor Garage site should feature active uses at the northwest corner that help anchor this node of activity and enhance enjoyment of the harbor.
- 2 New or replaced uses for the Atlantic Avenue edge of the Boston Harbor Garage should offer as many uses as possible that are complementary to the adjacent parks—restaurants, cafes, retail.
- 3 The ground floor uses at 400 Atlantic Avenue and the Hook site should reinforce the presence of the Oliver Street /Northern Avenue Crossroad with complementary active uses. Concentrations of small cafes will help mark the space between them as an important link over the bridges between the Greenway and South Boston.
- 4 The southwest corner of the Hook site should acknowledge in its architectural form the importance of the Moakley Bridge "gateway" to the South Boston waterfront. The form and orientation of the building should reflect the important urban morphologies that have created the site and that announce the grid of the adjacent emerging neighborhood.
- 5 The edges of the Long Wharf Marriott site have the opportunity to offer expanded ground level uses complementary to the adjacent Greenway and Christopher Columbus Park.
- 6 The base edge of Harbor Towers is currently defined by a perimeter fence. This location would benefit from an increased residential presence and openness at the ground level.

Connectivity

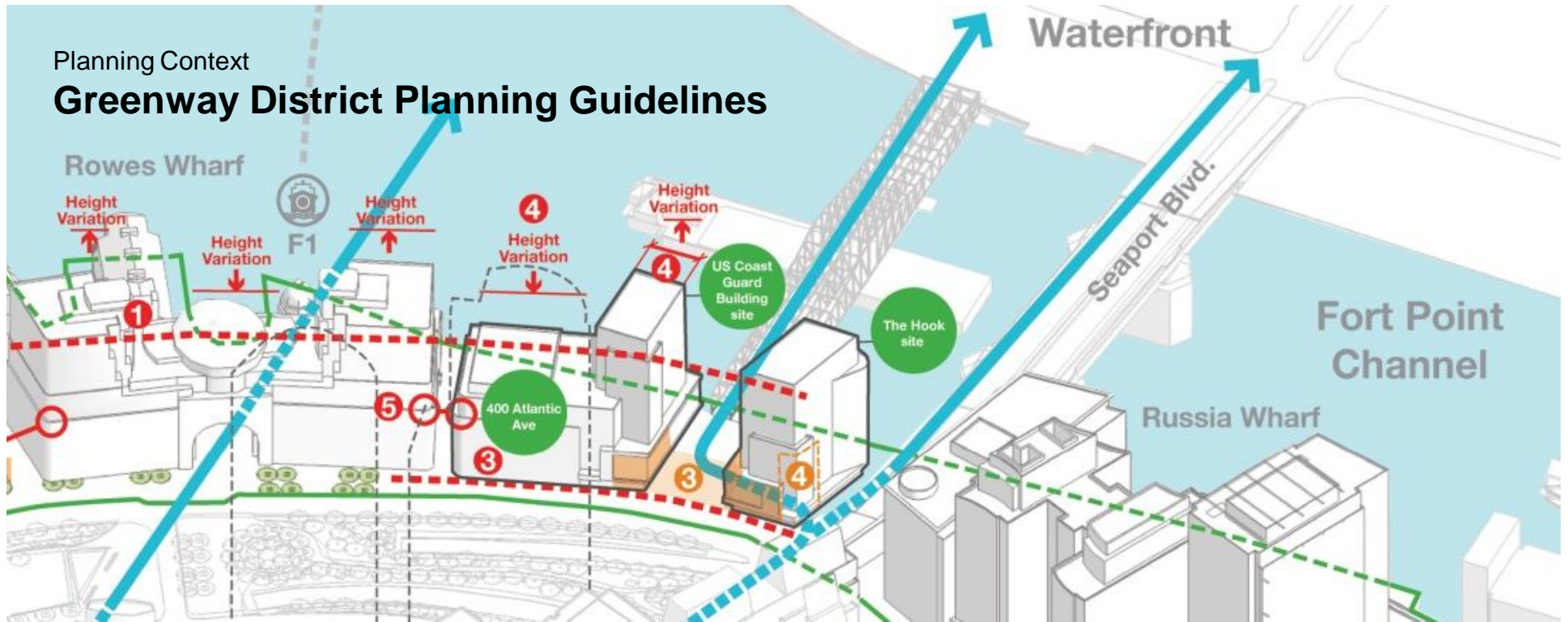
- 1 State and Broad Streets are two important Crossroads, the only two that terminate at the water's edge. Future development along these axes should enhance these rare direct views to the water from the Financial District, such as those through the arch at Rows Wharf.
- 2 Development at the Hook site and 400 Atlantic Avenue should enhance the ground plane in such a way as to render this most fragile Crossroad connection more legible. Ground floor uses and special attention to landscape design will help in this regard.
- 3 All developments in the Wharf District should enhance the continuity and accessibility of the Harborwalk by providing additional points of connection from the Greenway and by "repairing" breaks in the community caused by grade changes and buildings or other obstructions.
- 4 All developments in the Wharf District, and the Boston Harbor Garage site in particular, should increase visual access to the waterfront, either at the building edges or through-building connections.



Wharf District

Planning Context

Greenway District Planning Guidelines



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Downtown Waterfront Public Realm Plan: Vision

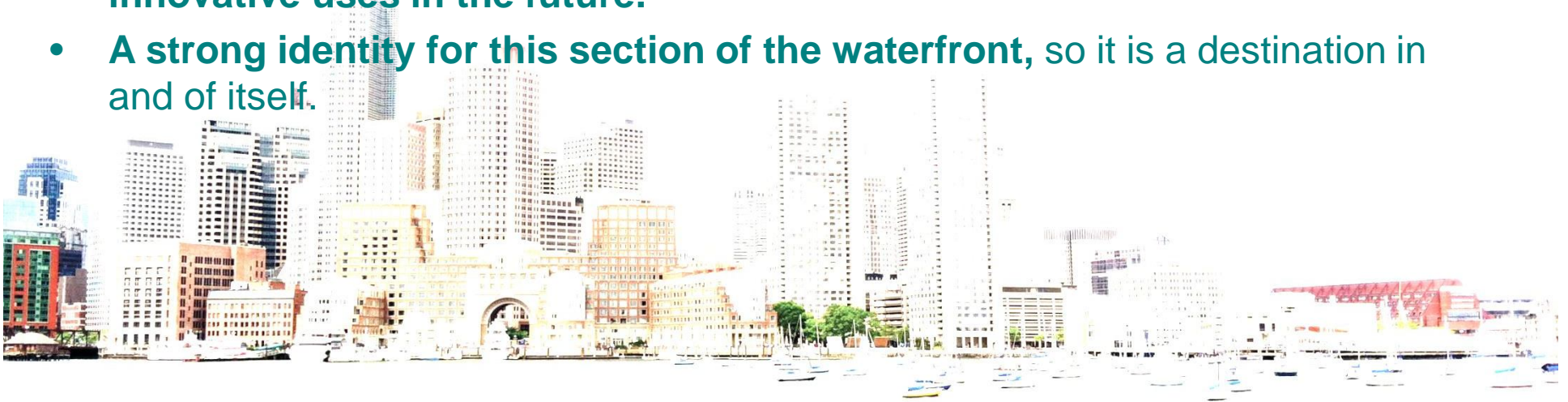
The Downtown Waterfront is Boston's front door to the world. It should host a rich mix of uses that complement and support two of Boston's greatest resources, the Greenway and the Harbor, and build on the decades of planning and design work in the area.



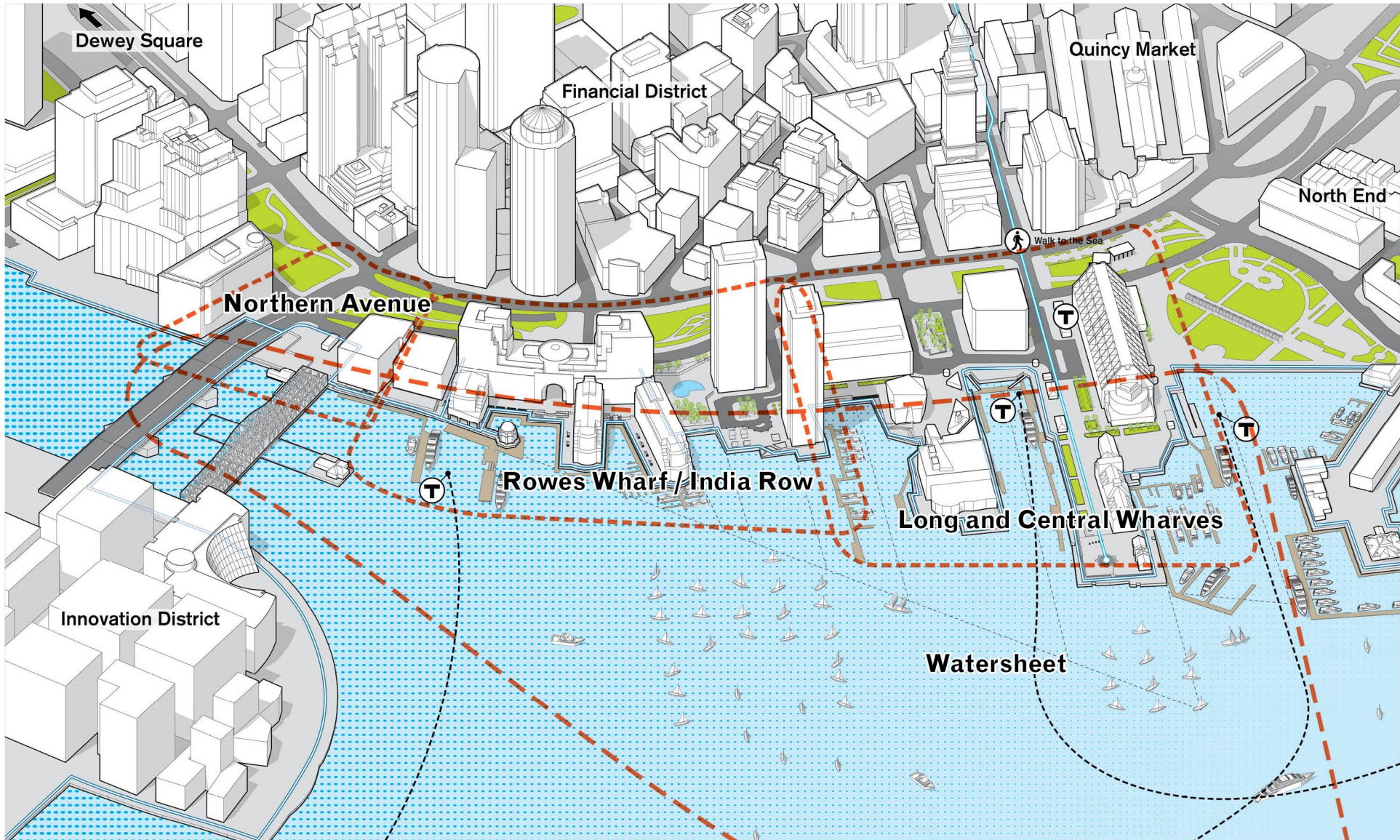
Downtown Waterfront Public Realm Plan: Vision

For the Downtown Waterfront, we envision:

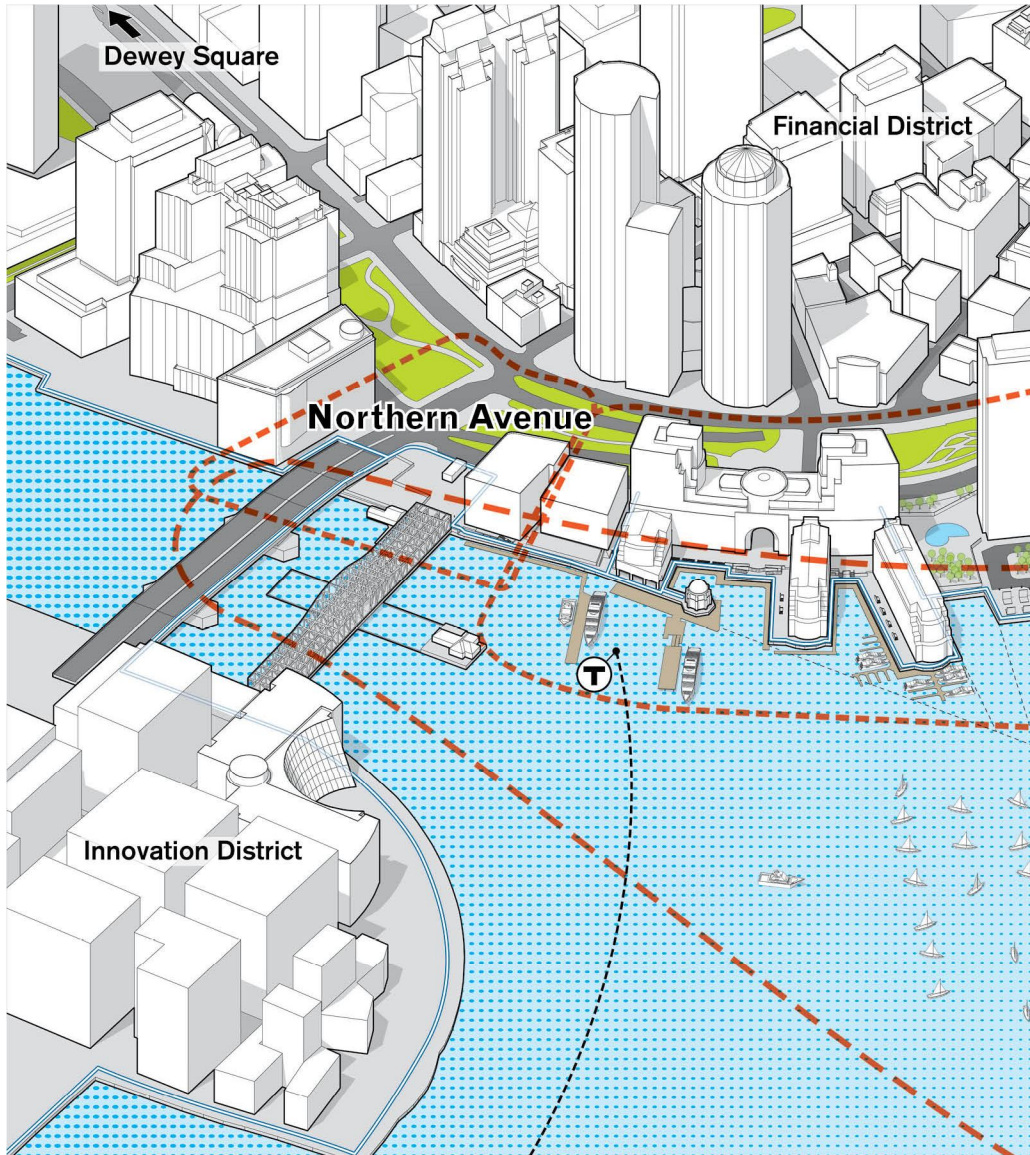
- **A waterfront district accessible to all** by bike, transit, foot, and boat.
- **Clearly defined connections** to the Greenway, the harbor, Quincy Market, the North End, the Financial District, and the Innovation District.
- **A district and watersheet that are resilient to climate change**, designed and built to withstand inundation and storm surges.
- **Four-season destinations and programming** that are welcoming to Bostonians and visitors of all ages.
- **A district and watersheet that is flexible enough to accommodate innovative uses in the future.**
- **A strong identity for this section of the waterfront**, so it is a destination in and of itself.



Planning Context: Downtown Waterfront Public Realm and Watersheet Activation Plan
Hook Wharf – Northern Avenue Subdistrict



Planning Context: Downtown Waterfront Public Realm and Watersheet Activation Plan
Hook Wharf – Northern Avenue Subdistrict



Northern Avenue

The Northern Avenue section is a key gateway between the historic center of the city and the city's newest destination neighborhood, the burgeoning Innovation District. This area, bounded by the Northern Avenue Bridge and the Moakley Bridge, is the gateway between these destinations.

The challenges—and opportunities—here lie with how to facilitate passage between these neighborhoods, and create a sense of entrance or arrival. The planned renovation of the Old Northern Avenue Bridge offers the chance to strengthen pedestrian and bike links to the Innovation District and South Boston and create a model Complete Street. Creating an accessible HARBORWALK path along the waterfront at both the Moakley Bridge and the Northern Avenue Bridge will allow more people to enjoy the waterfront. In addition, these accessible connections might present an opportunity to expand the public space along the waterfront, which is very narrow in this area.

Planning Context: Downtown Waterfront Public Realm and Watersheet Activation Plan

Hook Wharf – Northern Avenue Subdistrict

Northern Avenue Gateway to the Innovation District

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The Northern Avenue area of the Downtown Waterfront is geographically small but has immense potential for change with development and investment in the area. It includes the Hook development site, the Coast Guard Building, and the terminus of Northern Avenue and the Northern Avenue Bridge. Recent nearby developments such as Independence Wharf, Atlantic Wharf, the Intercontinental, and the Fan Pier developments have increased pedestrian connectivity to the area, improved the HARBORWALK, and brought new residents and workers to the area. Because of the aforementioned developments, as well as the completion of the Greenway, the area is full of new activity and street life. And because of these recent developments, this part of the Downtown Waterfront is a **key hinge between the burgeoning Innovation District and the Downtown and Financial Districts.**

Priorities for this area include improving Northern Avenue between the Coast Guard Building and Hook, as a multimodal street with appropriate greenscape; creating a fully accessible HARBORWALK on both sides of the Northern Avenue Bridge (whether this means going below the renovated bridge or on it); and creating an accessible HARBORWALK path across the Moakley Bridge (again, this may mean going below the bridge). Combined these improvements will increase pedestrian use of the HARBORWALK and pedestrian and bicyclist connections from Downtown to the Innovation District. With the Barking Crab across the Channel and water taxi stands nearby, this site—if it continues to house a water-dependent use—can add to Boston's long and rich history as a city connected to its harbor.

DRAFT – APRIL 9, 2014

The plan for this area has the following goals:

- **Strengthen the connection to the Innovation District** across both the Northern Avenue Bridge, which will soon be renovated, and the Moakley Bridge.
- **Create a gateway** to the City and to the Innovation District at Northern Avenue. This may be through the design of the Hook site, as well as the streetscape design of Northern Avenue.
- **Redesign the Northern Avenue terminus as a gateway and as Complete Street.** This may include robust public horticulture on the street edges.
- **Create accessible HARBORWALK connections** at both the Northern Avenue Bridge and across the Moakley Bridge.
- **Expand the public zone** along the waterfront (this can be coordinated with the accessible HARBORWALK connections, the Hook redevelopment, and the Northern Avenue Bridge renovation).
- **Activate the edges** around the Hook development parcel and the Coast Guard Building. The Northern Avenue edges of these buildings faces special challenges because of its narrow width and the location of loading docks.

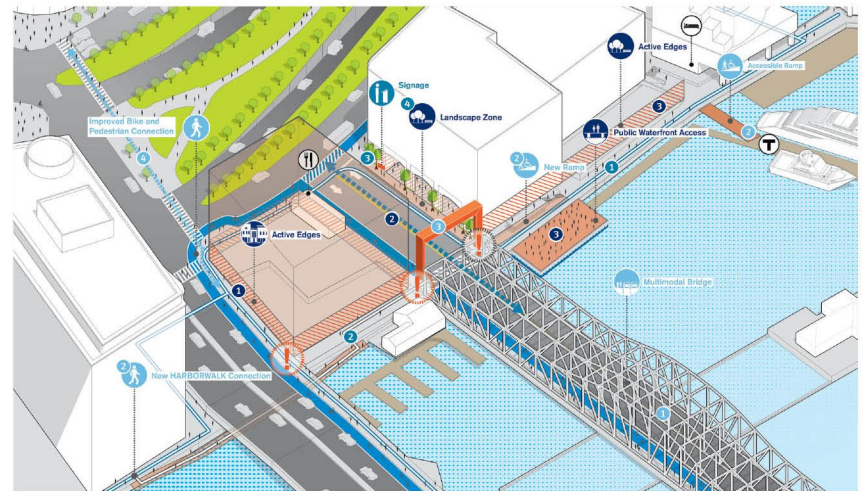
Key Development Site

Hook Site
The Hook site, coupled with the planned renovation of Northern Avenue Bridge, will serve as a critical link between the Innovation District and Downtown. The design of the Hook redevelopment will frame views to and from downtown along both the Moakley Bridge and the Northern Avenue Bridge. In addition, the facades along the waterfront and the Rose Kennedy Greenway face two of the city's most important open space resources. These facades should be designed with consideration to these factors. Principal building entrances should be considered along both Seaport Boulevard and the Greenway to strengthen connections along Seaport Boulevard to Oliver Street and along the Greenway. Careful placement and design of loading docks and service entrances is critical on such a tight site, and should be designed with consideration to both the future Northern Avenue and the Greenway.



Downtown Waterfront Public Realm and Watersheet Activation Plan

Boston Redevelopment Authority



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Northern Avenue

Connectivity

- 1 The Northern Avenue Bridge has the potential to become a model Complete Street. The renovation of this bridge could alleviate traffic congestion in South Boston and increase pedestrian and bicyclist connections to the Innovation District.
- 2 Accessible paths and continuous waterfront access are critical to making the public realm and waterfront a place for all people. Currently, the HARBORWALK jogs around the Moakley Bridge, and has an inaccessible area near the Northern Avenue Bridge. Creating ramps in both locations would add to HARBORWALK continuity and legibility.
- 3 Preserving and enhancing view corridors from the city to the harbor and along the HARBORWALK are key elements.
- 4 Connections to the Financial District through Oliver Street should be strengthened.

Legibility

- 1 The HARBORWALK in this area is poorly marked, narrow, and inaccessible. New lighting and paving materials should be considered in this area. These would increase the sense of safety and the understanding of this as a public path.
- 2 The redevelopment of the Hook site should include a HARBORWALK connection along the waterfront.
- 3 Signage could direct pedestrians to the nearby attractions, such as the Aquarium, the Children's Museum, and the BSA Space, and offer interpretive information about the history of the area.
- 4 The renovation of the Northern Avenue Bridge will turn what now seems like an alley into a public thoroughfare. The renovation of the streetscape will contribute to the legibility of this as a street for all modes of transportation. Robust street trees should be considered.

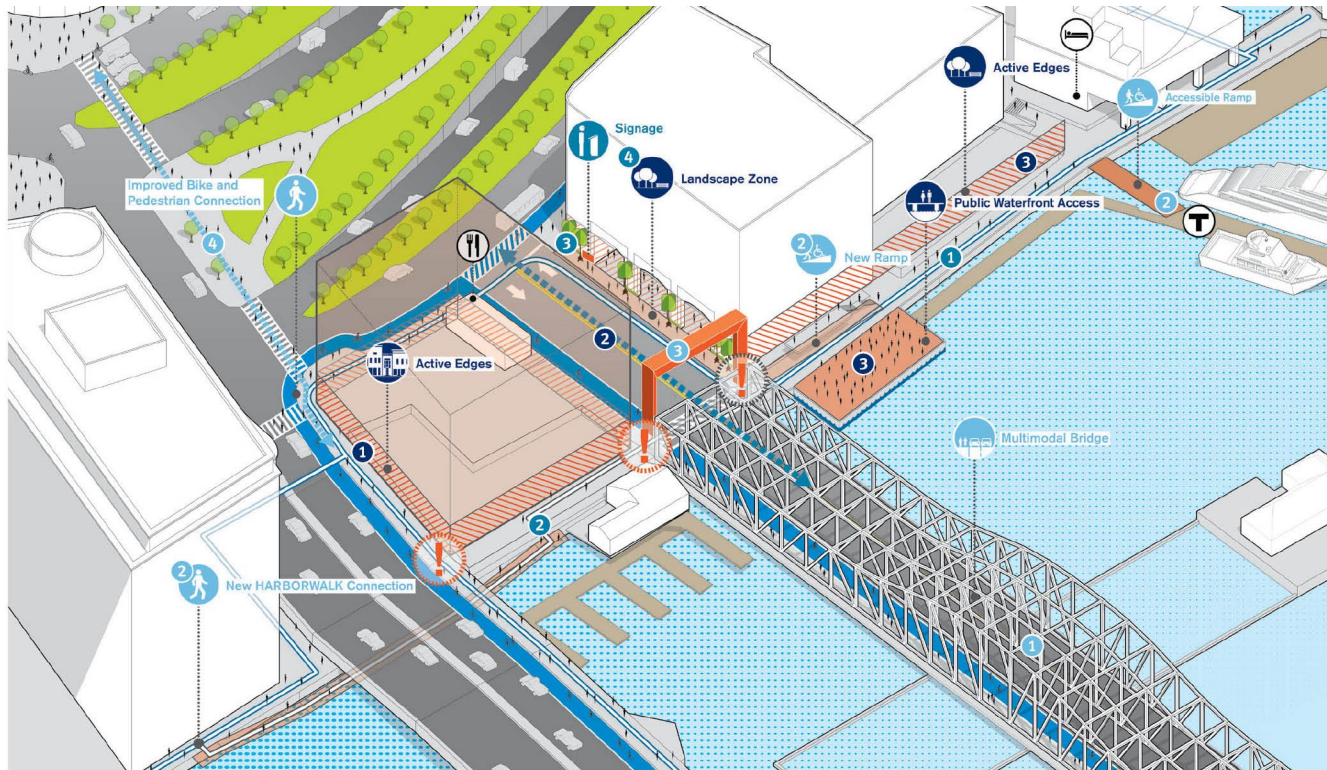
Activation and Programming

- 1 New developments should activate the public realm with retail and restaurant uses along the ground level. The Hook site in particular presents the opportunity to activate all four sides of the parcel. The Coast Guard Building contains a cafeteria that is open to the public but little known. Encouraging awareness of this amenity can add to the activity along Northern Avenue.
- 2 Designing Northern Avenue as a welcoming thoroughfare poses a challenge because it is faced with loading docks and service areas. Design of this street should focus on making it welcoming to pedestrians with visible entrances to these buildings on Northern Avenue. Unwelcoming edges facing the HARBORWALK should be redesigned to open up to the waterfront, and an expanded public realm should be considered in "bottleneck" areas.

DRAFT – APRIL 9, 2014

Planning Context: Downtown Waterfront Public Realm and Watersheet Activation Plan

Hook Wharf – Northern Avenue Subdistrict



21
Northern Avenue

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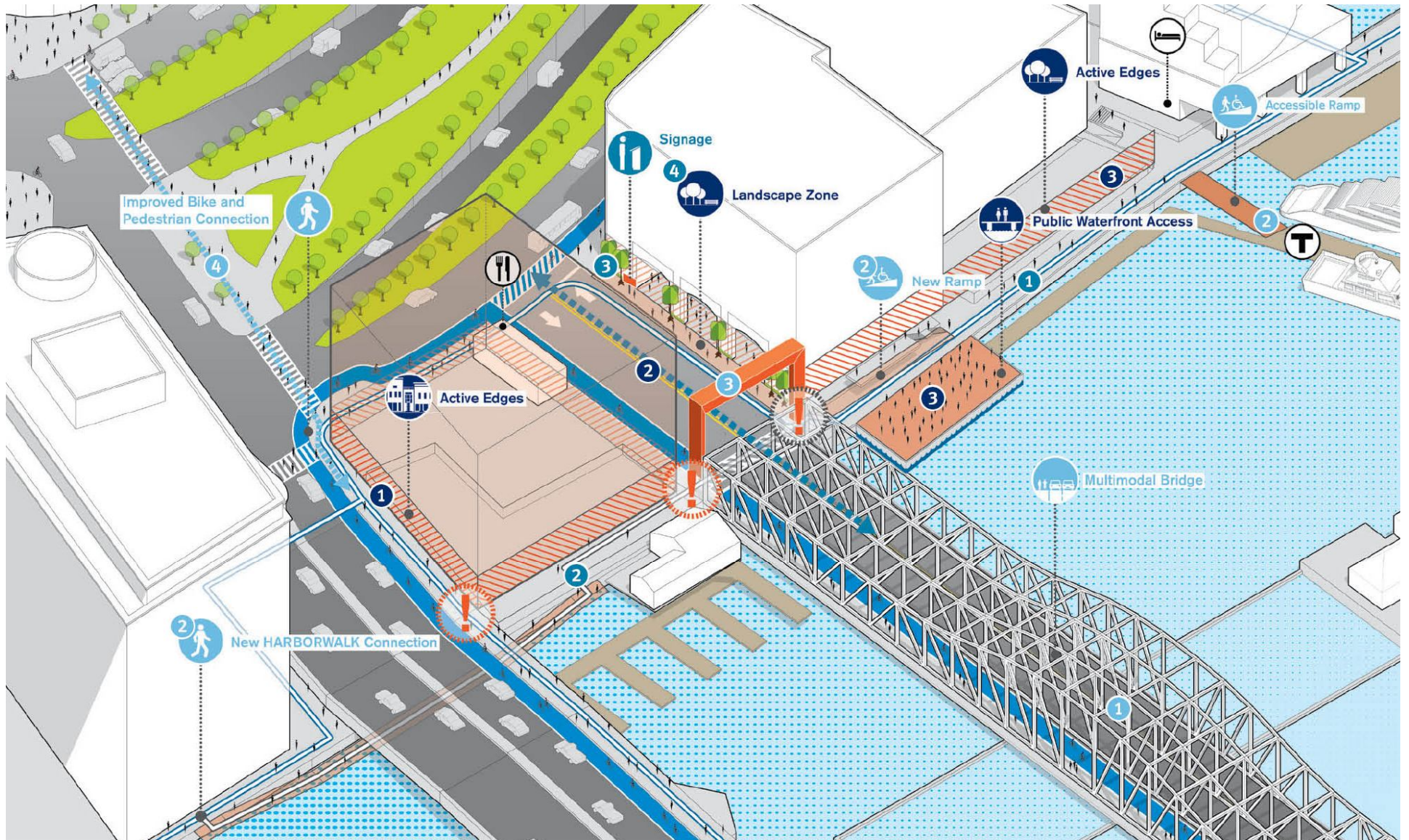
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Planning Context: Downtown Waterfront Public Realm and Watersheet Activation Plan
Hook Wharf – Northern Avenue Subdistrict



Planning Context

Northern Avenue Subdistrict – Hook Wharf



Northern Avenue



Hook site

Planning Context

Northern Avenue Subdistrict – Hook Wharf



Planning Context

Northern Avenue Subdistrict – Coast Guard Building



Analysis of Proposed Hook Development: Hook proposal

Hook Proposal: Urban Design and Connectivity

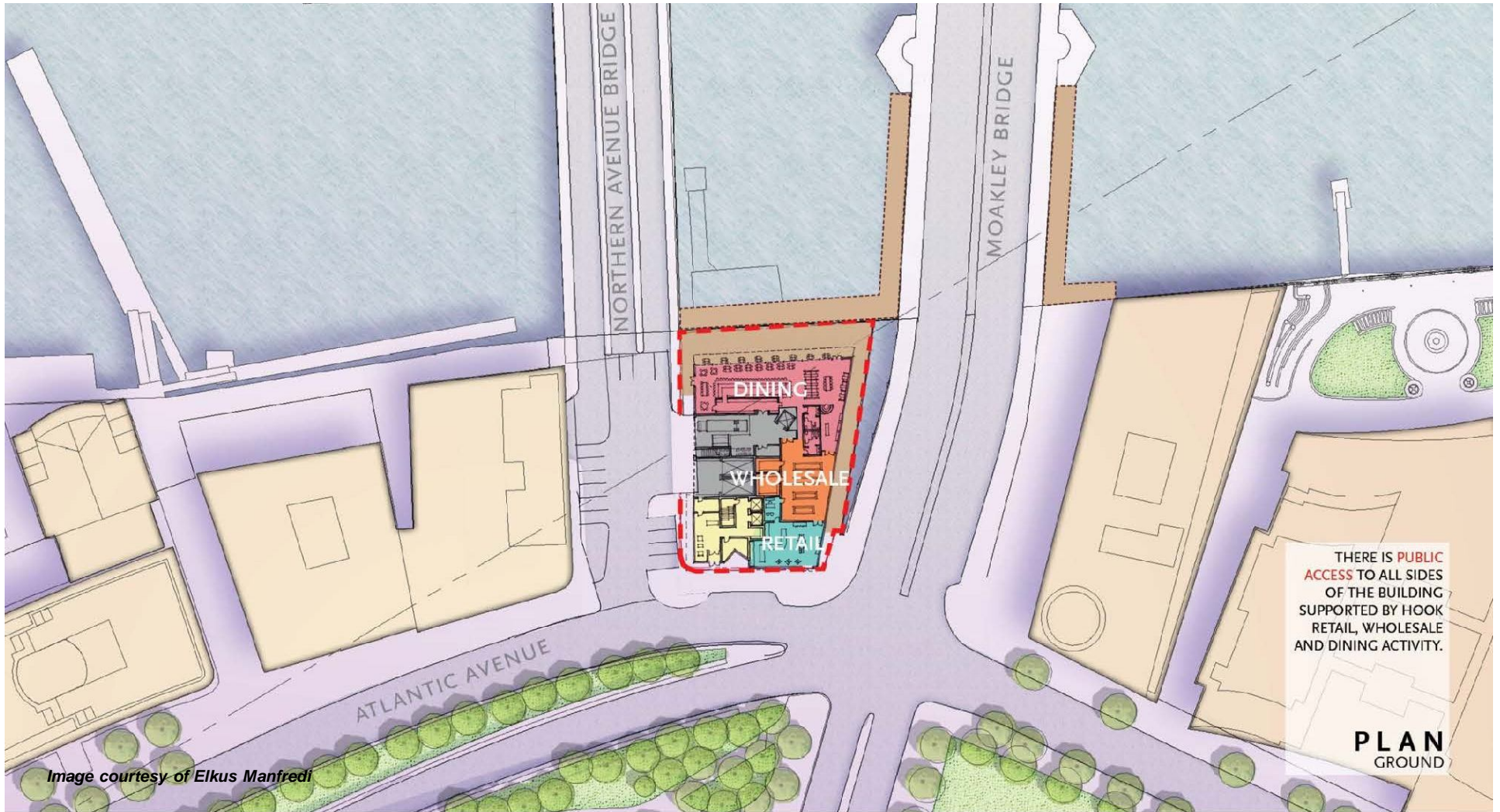
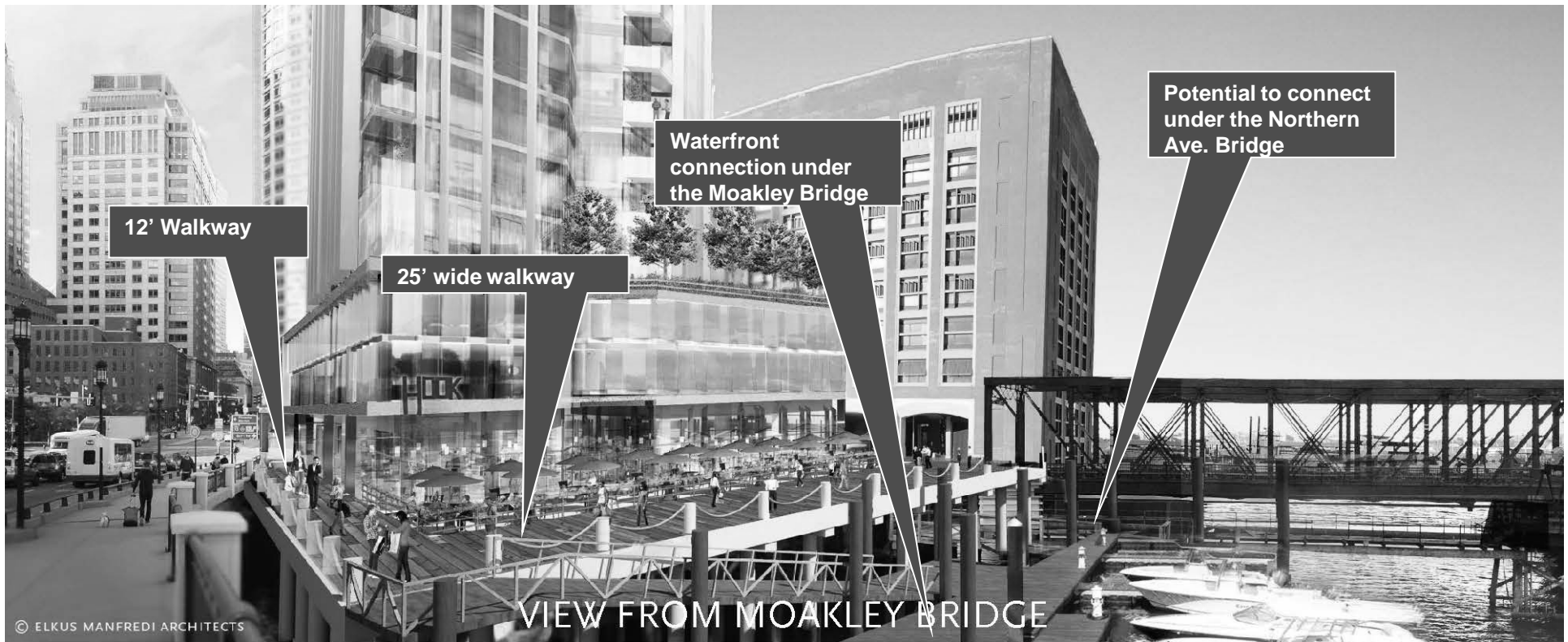


Image courtesy of Elkus Manfredi

Downtown Waterfront Municipal Harbor Plan

Hook Proposal: Urban Design and Connectivity



Hook Proposal: Harborwalk Alternatives



Hook Proposal: Harborwalk Alternatives



Hook Proposal: Harborwalk Alternatives



Hook Proposal: Harborwalk Alternatives

Bridging over Oliver Street / the Moakley Bridge and/or Northern Avenue requires minimum height clearance of 16'-6" for trucks (14'-6") and signage (~2').

The options are:

- **ADA accessible walkway: 218 linear feet** of ramp, including landing pads
- **Staircase and elevator: minimum footprint of about 15'x15'**

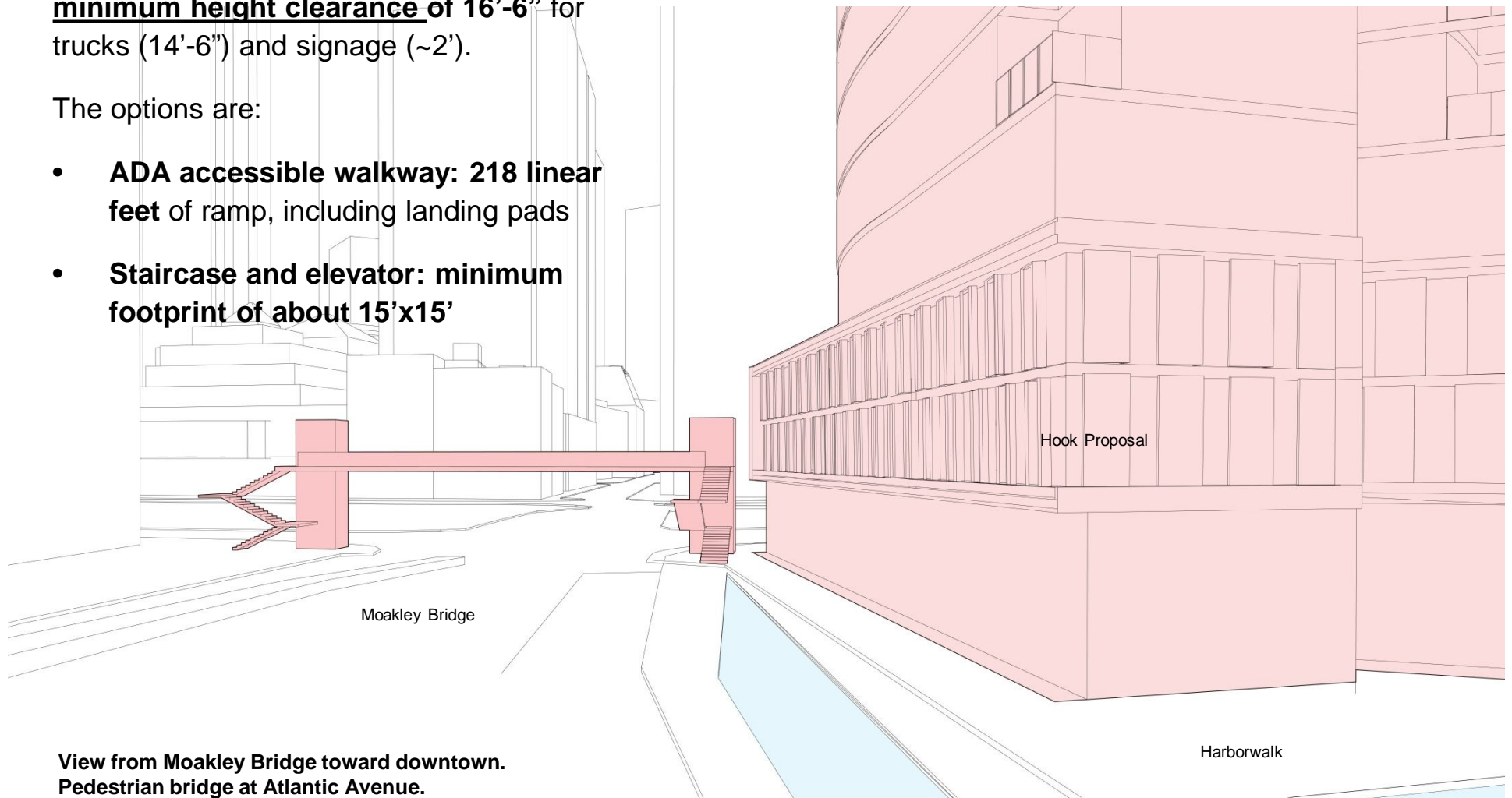


Hook Proposal: Harborwalk Alternatives

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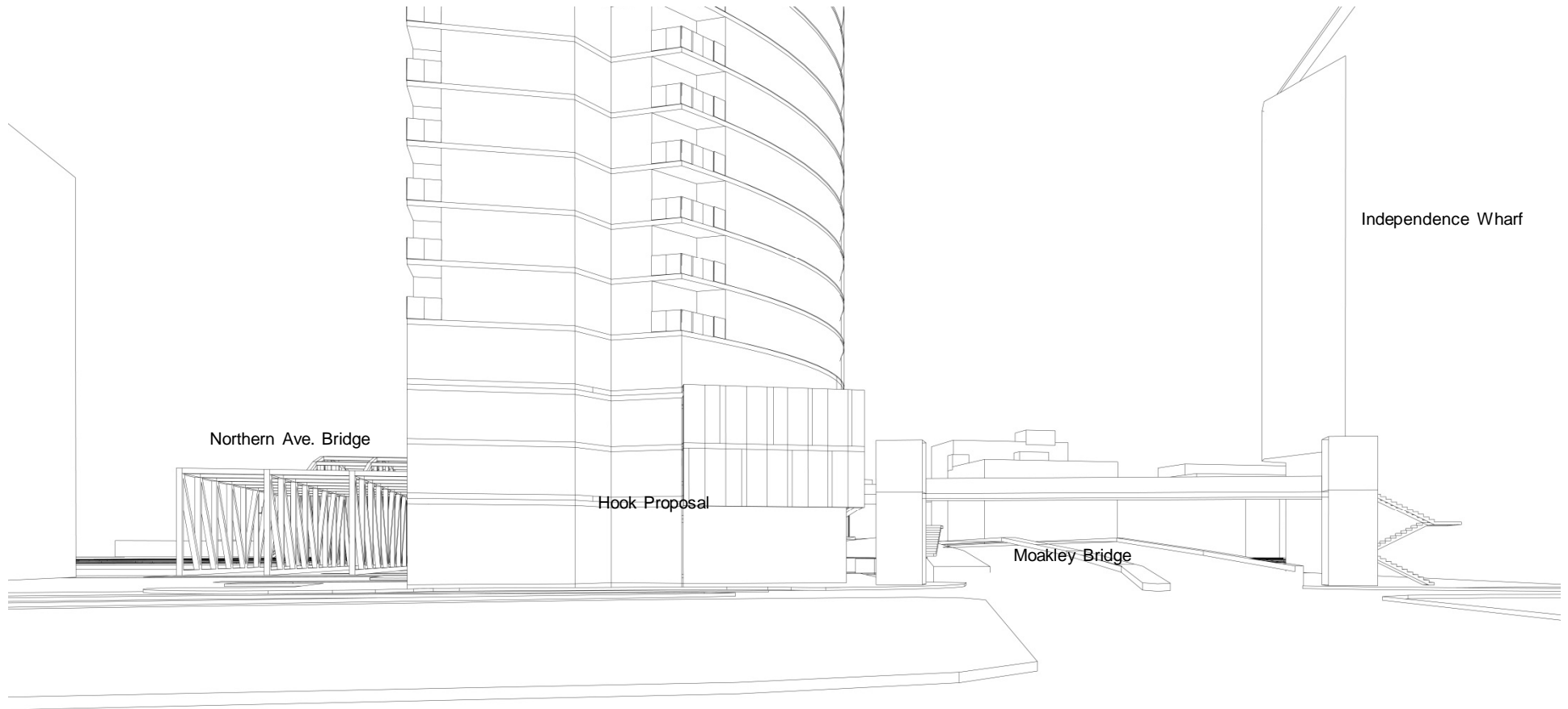
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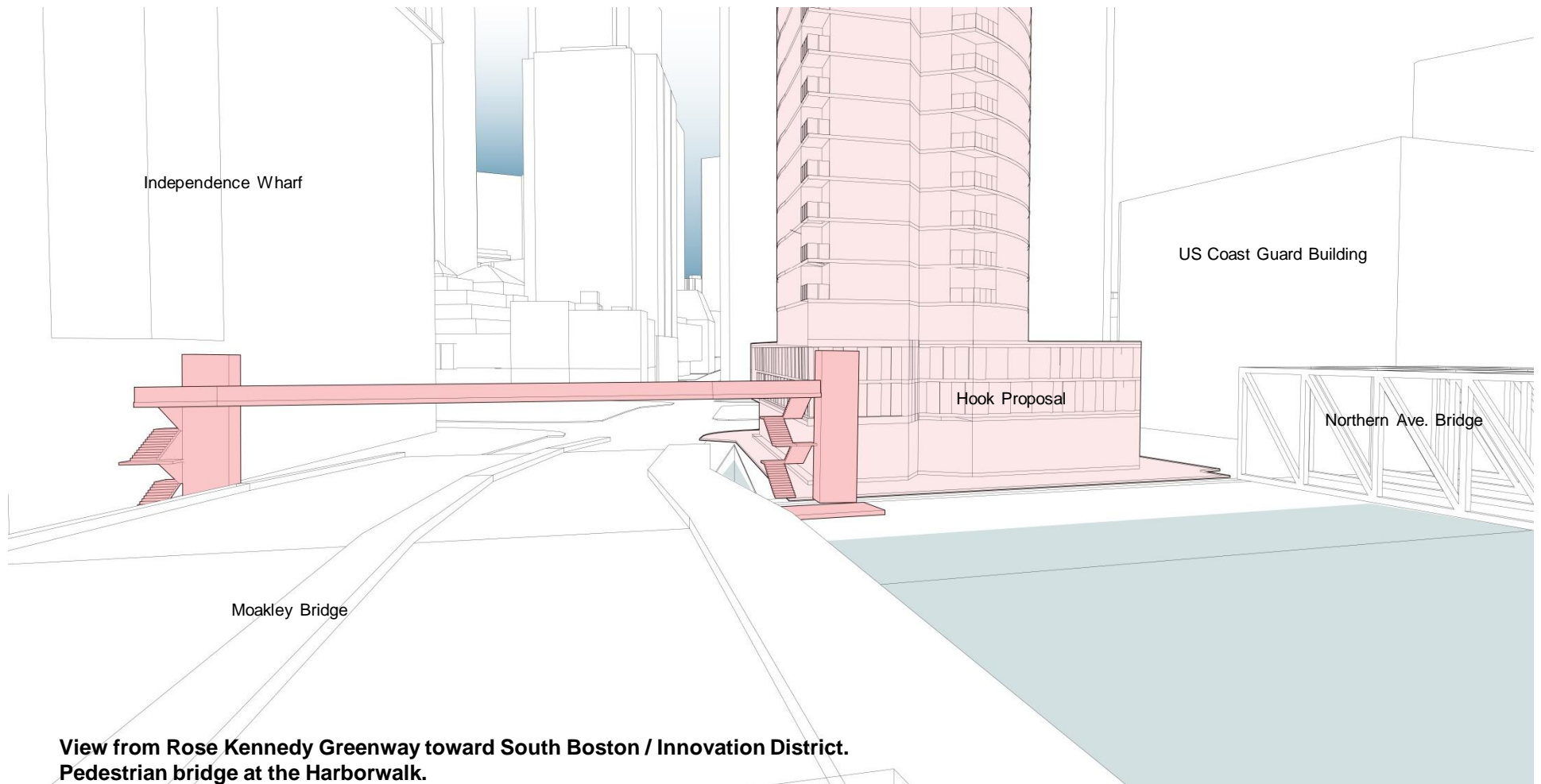
View from Moakley Bridge toward downtown.
Pedestrian bridge at Atlantic Avenue.

Hook Proposal: Harborwalk Alternatives



View from Rose Kennedy Greenway toward the Moakley Bridge.
Pedestrian bridge at Atlantic Avenue.

Hook Proposal: Harborwalk Alternatives



View from Rose Kennedy Greenway toward South Boston / Innovation District.
Pedestrian bridge at the Harborwalk.

Hook Proposal: Evaluating Harborwalk Alternatives

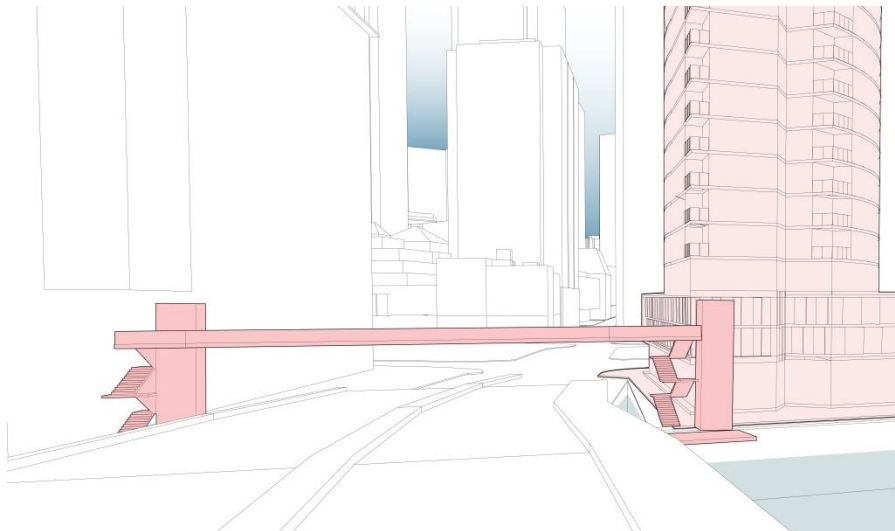
Walkway over road

Advantages

- Above ground path

Disadvantages

- Safety challenges of raised walkways
- Occupies significant footprint in a currently congested area (both ramps and elevator options)
- Obstructs view corridor, detracts from perceptual continuity
- High cost of elevators



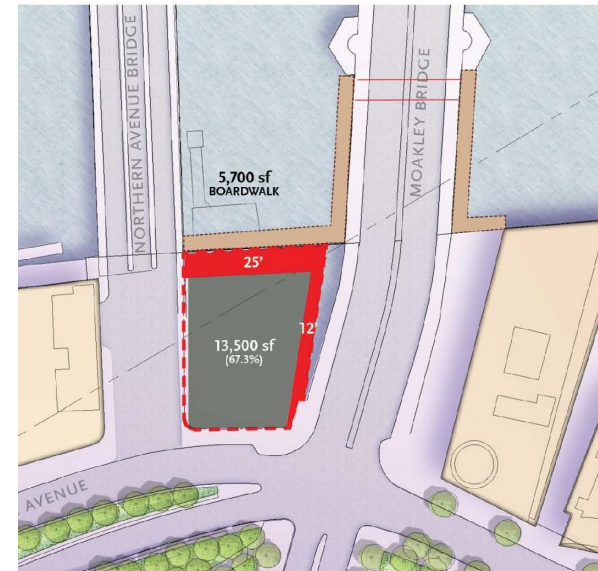
Walkway under bridge

Advantages

- Continuous path along waterfront
- Additional public realm through new walkway

Disadvantages

- Potential safety concerns
- Periodic flooding



Harborwalk under bridge precedents: Boston



North Washington Street Bridge



Harborwalk under bridge precedents: Boston



Moakley Bridge



Harborwalk under bridge precedents: Boston



Millers River walkway, Charlestown, MA



Harborwalk under bridge precedents: Chicago

Michigan Avenue underbridge is about 17 feet wide. The reflective canopy protects the pedestrians and also brings light into the space.



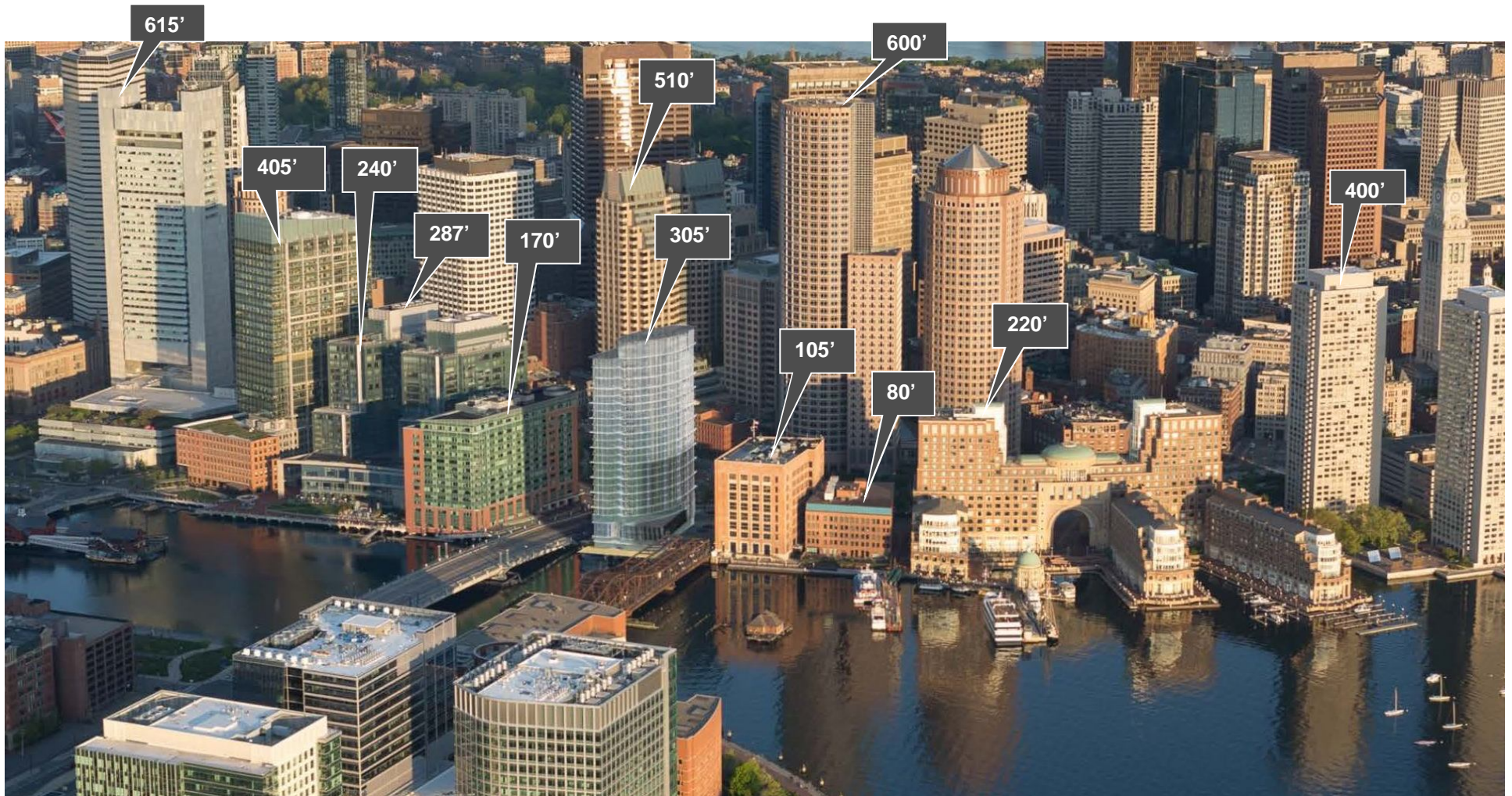
Harborwalk under bridge precedents: Chicago



Plans for the Chicago Riverwalk along the main branch of the Chicago River, which will build a continuous walkway and recreational amenity connecting the lakefront with the heart of downtown.

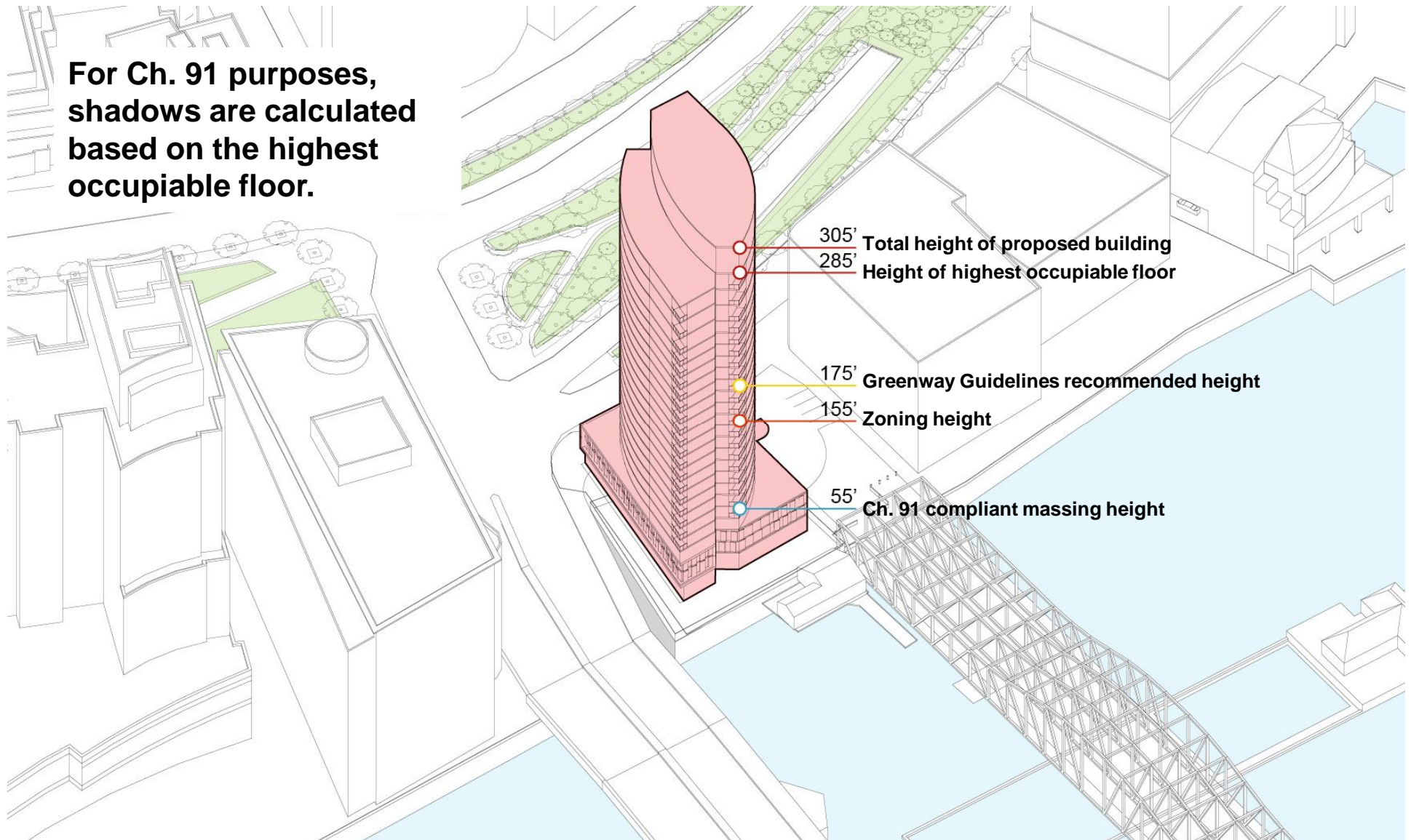
Source: http://www.cityofchicago.org/city/en/depts/cdot/supp_info/chicago_riverwalk.html

Hook Proposal: Height and Shadow

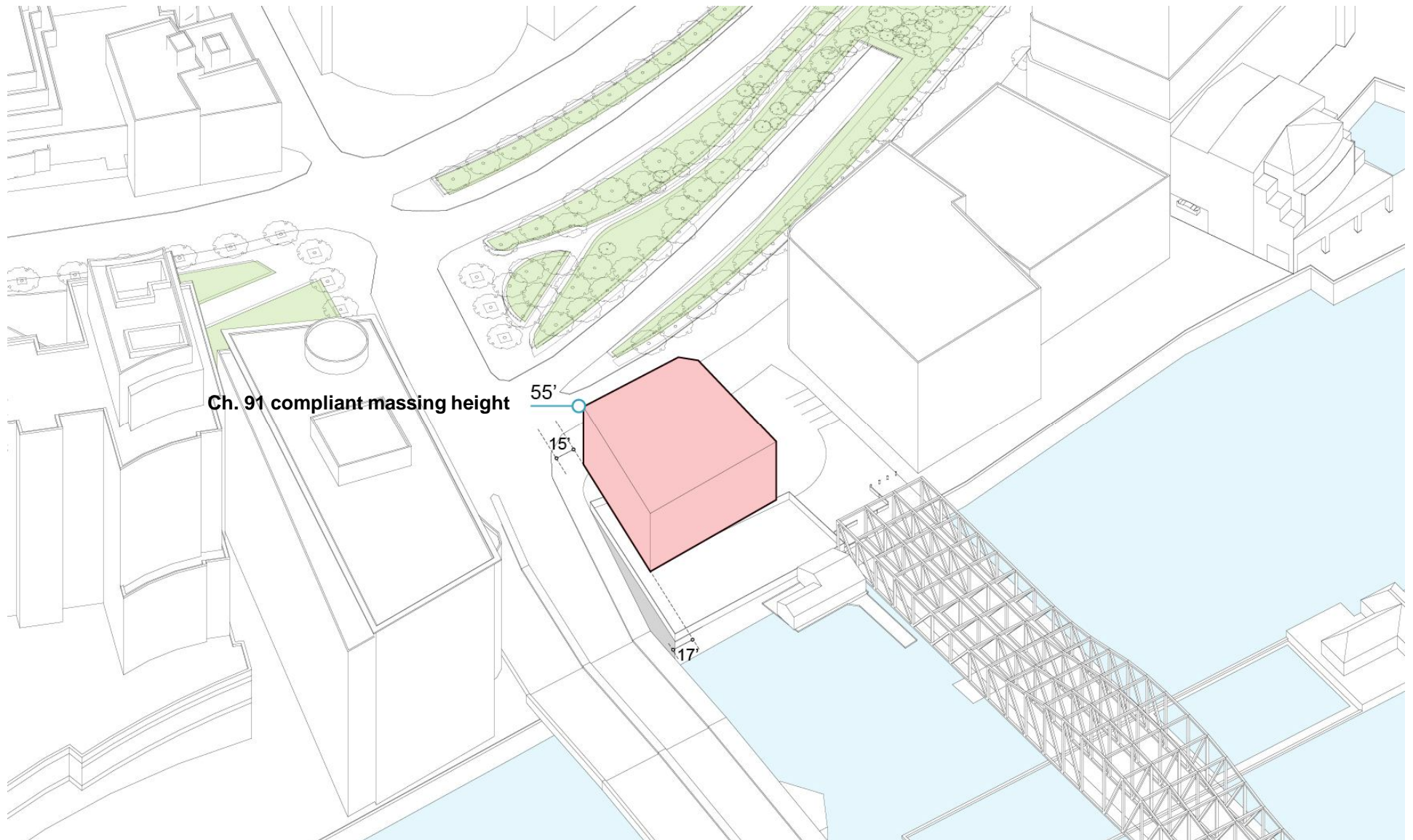


Proposed Building

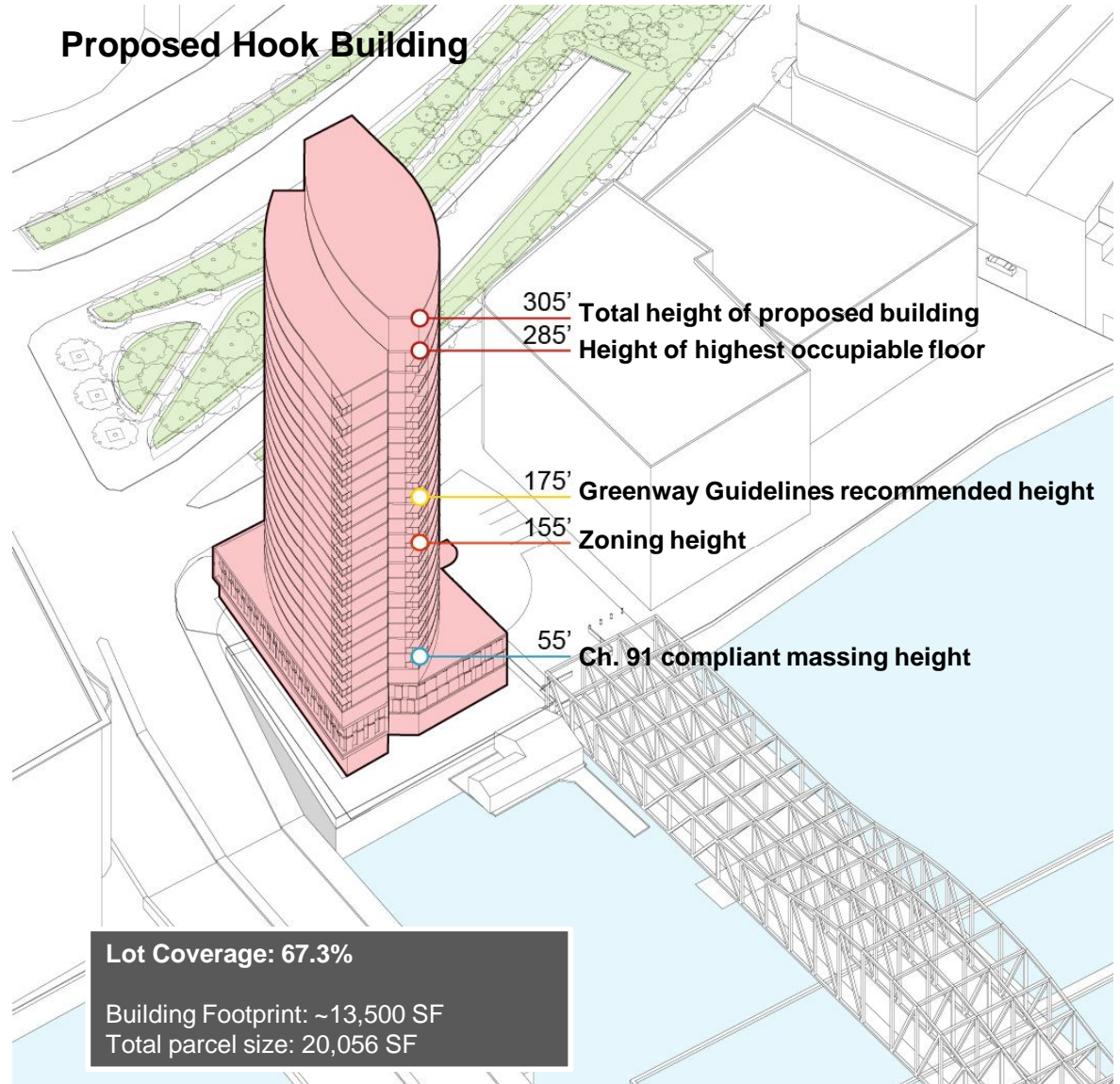
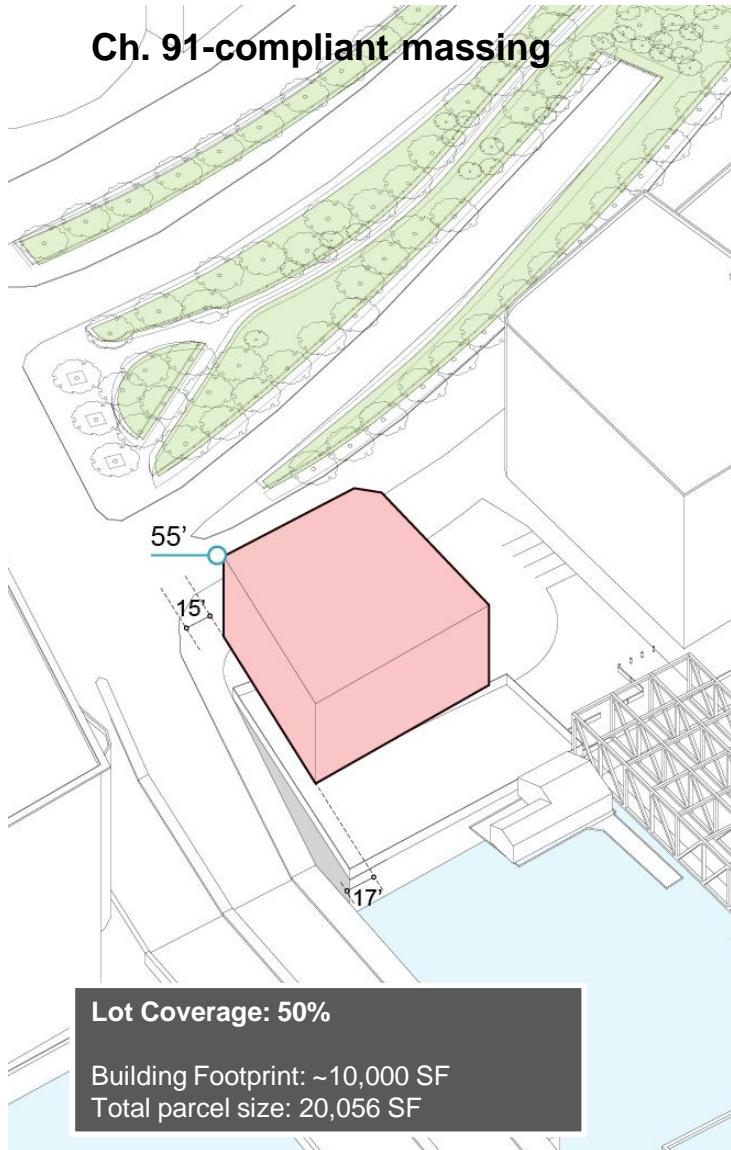
For Ch. 91 purposes, shadows are calculated based on the highest occupiable floor.



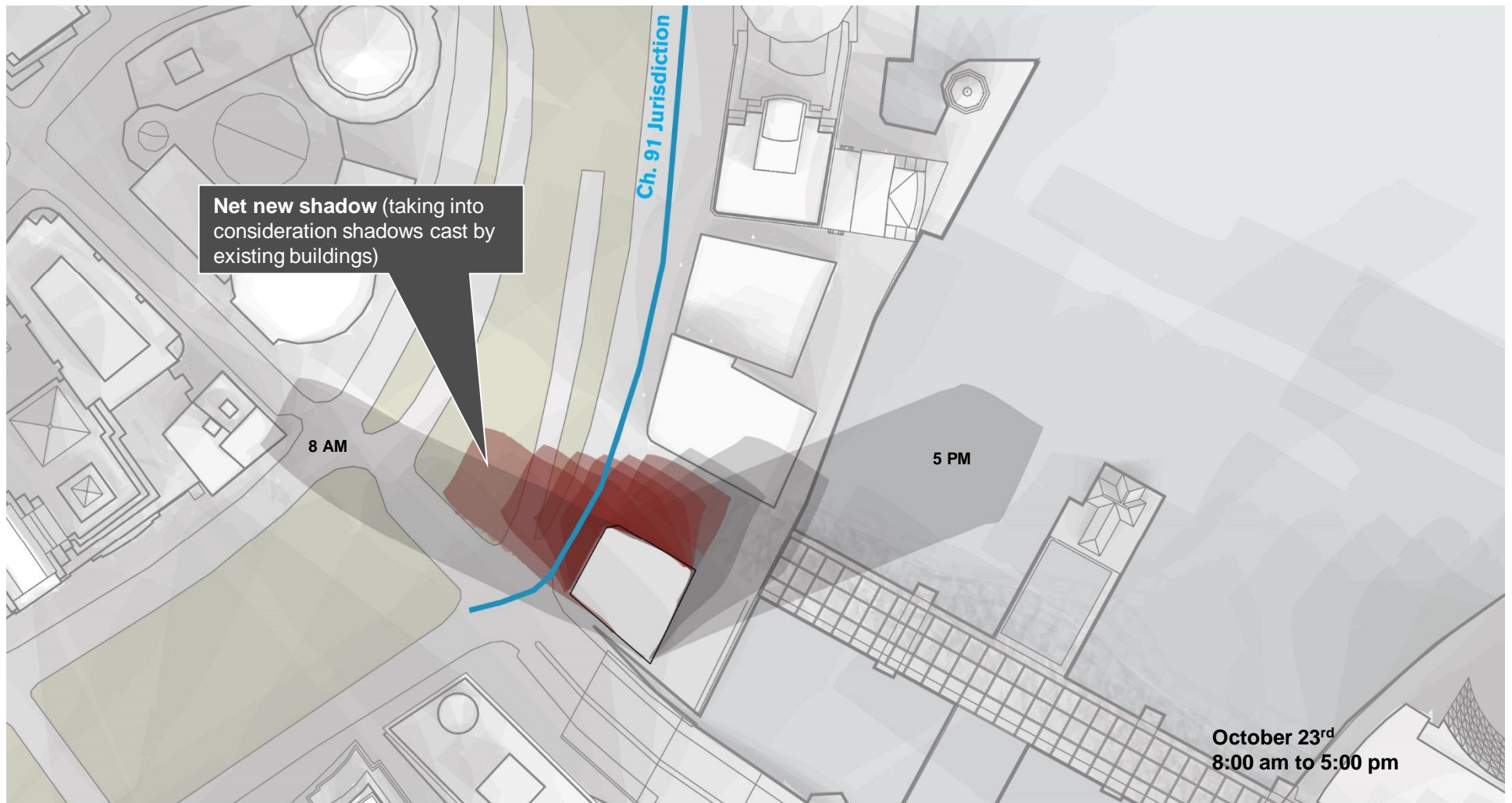
Chapter 91 Baseline Scenario



Hook Proposal: Building Footprint

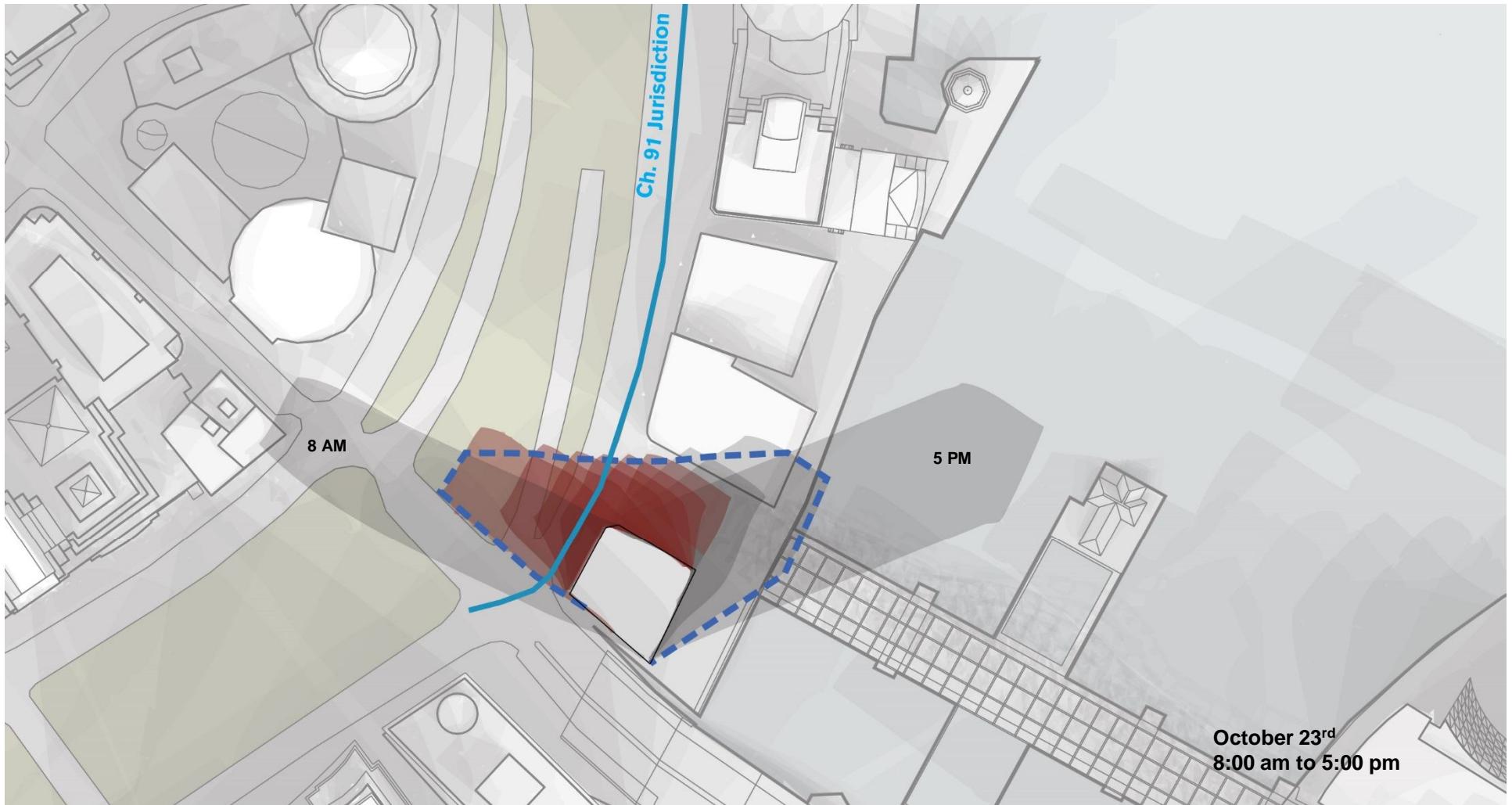


Chapter 91 Baseline Scenario



Chapter 91 Baseline Scenario

--- Minimum 1 hour or more continuous shadow extent for Chapter 91 Compliant scenario



Ch. 91 Baseline and the Proposed Redevelopment Scenario
Hook development proposal – October 23rd

Net Shadow* increase over Chapter 91
Baseline Scenario (taking into account
existing shadows)

Morning rush hour



Ch. 91 Baseline and the Proposed Redevelopment Scenario
Hook development proposal– October 23rd

Net Shadow* increase over Chapter 91
Baseline Scenario (taking into account
existing shadows)

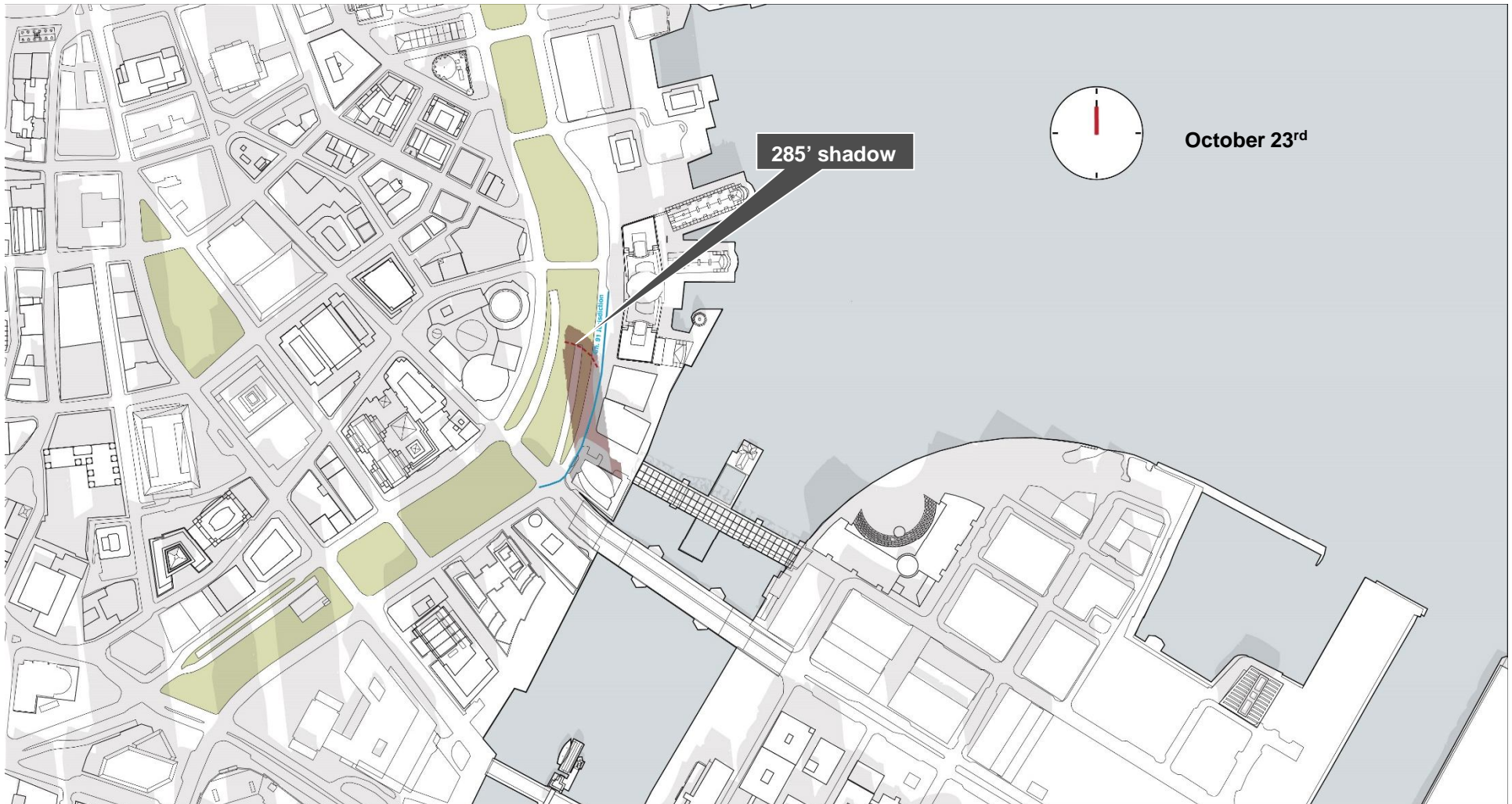
Morning rush hour



Hook development proposal

Net Shadow* increase over Chapter 91
Baseline Scenario (taking into account
existing shadows)

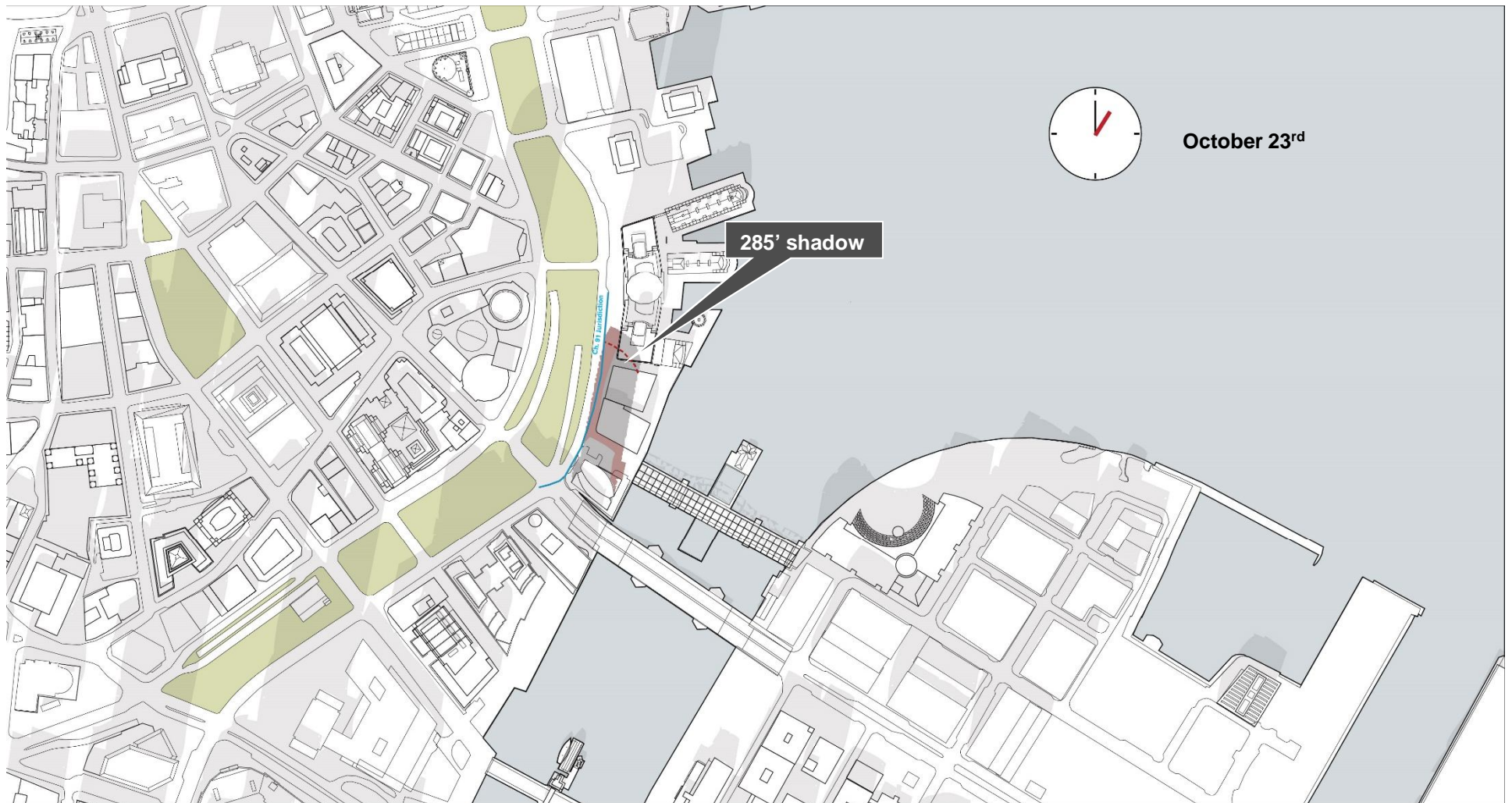
Afternoon / lunch rush hour



Hook development proposal

Net Shadow* increase over Chapter 91
Baseline Scenario (taking into account
existing shadows)

Afternoon / lunch rush hour



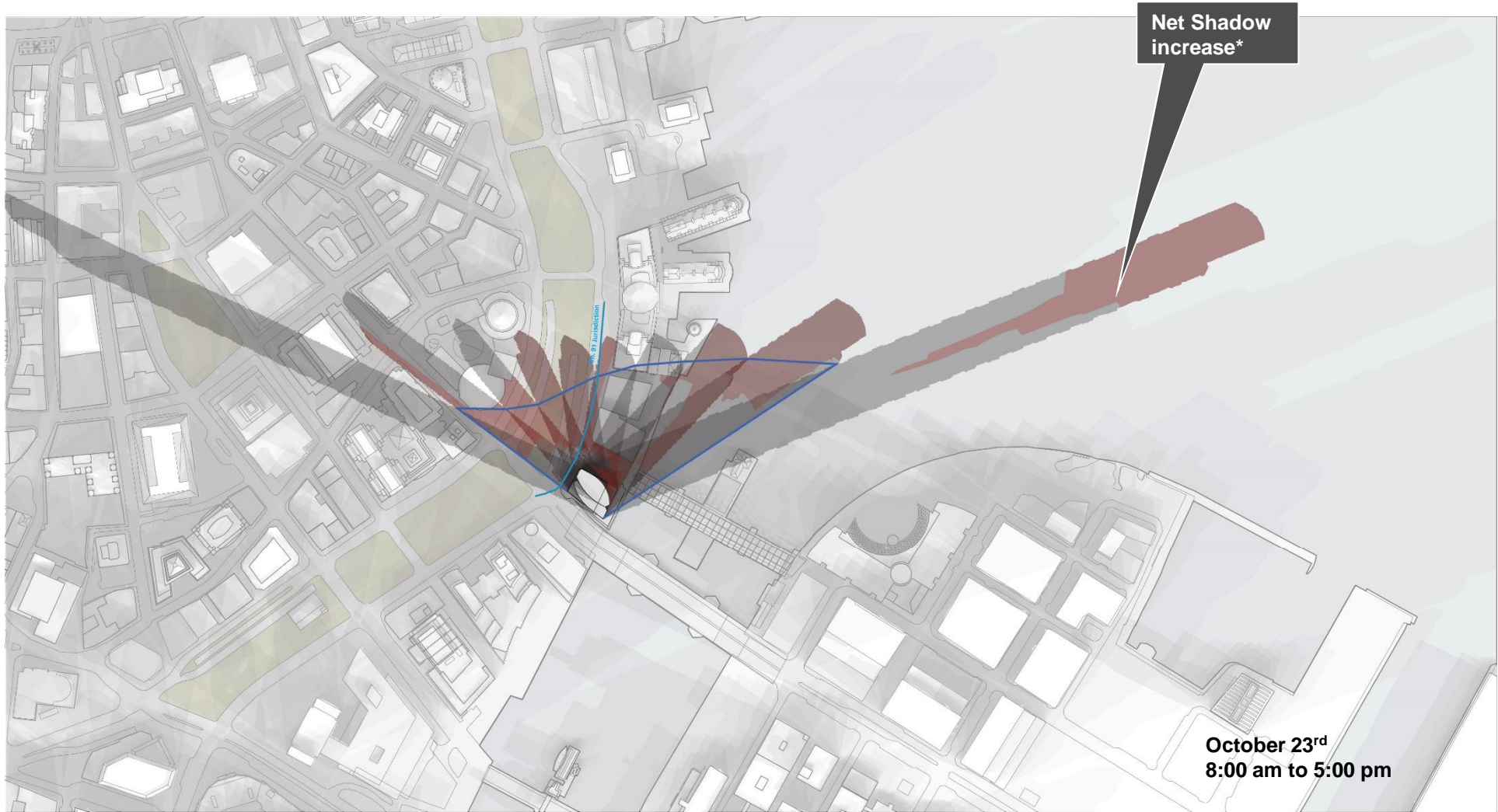
Hook development proposal



Ch. 91 Baseline and the Proposed Redevelopment Scenario

Hook development proposal

- Minimum 1 hour or more continuous shadow extent
- Net Shadow* increase over Chapter 91 Baseline Scenario (taking into account existing shadows)

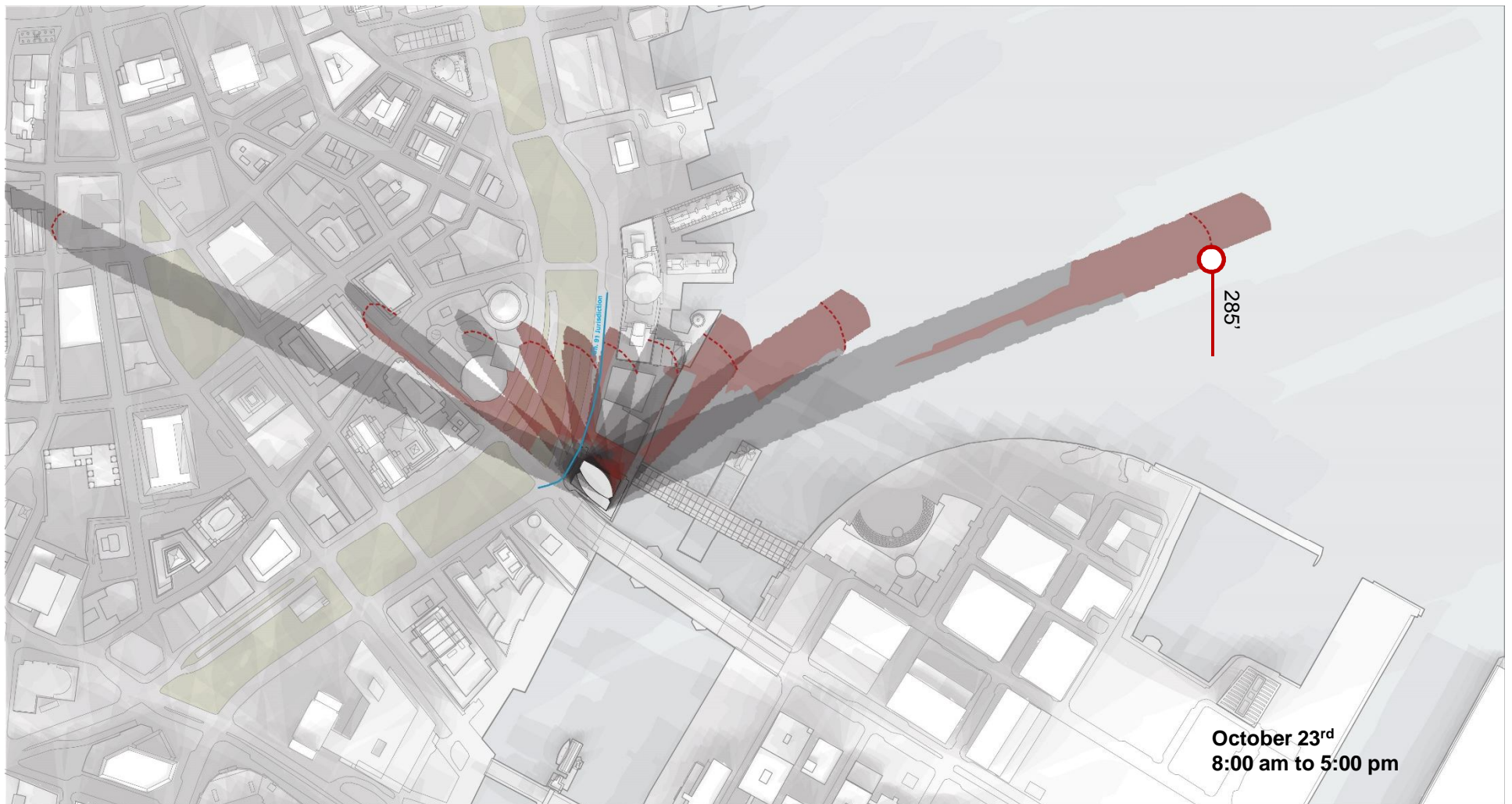


October 23rd
8:00 am to 5:00 pm

Ch. 91 Baseline and the Proposed Redevelopment Scenario

Hook development proposal

Net Shadow* increase over Chapter 91
Baseline Scenario (taking into account
existing shadows)

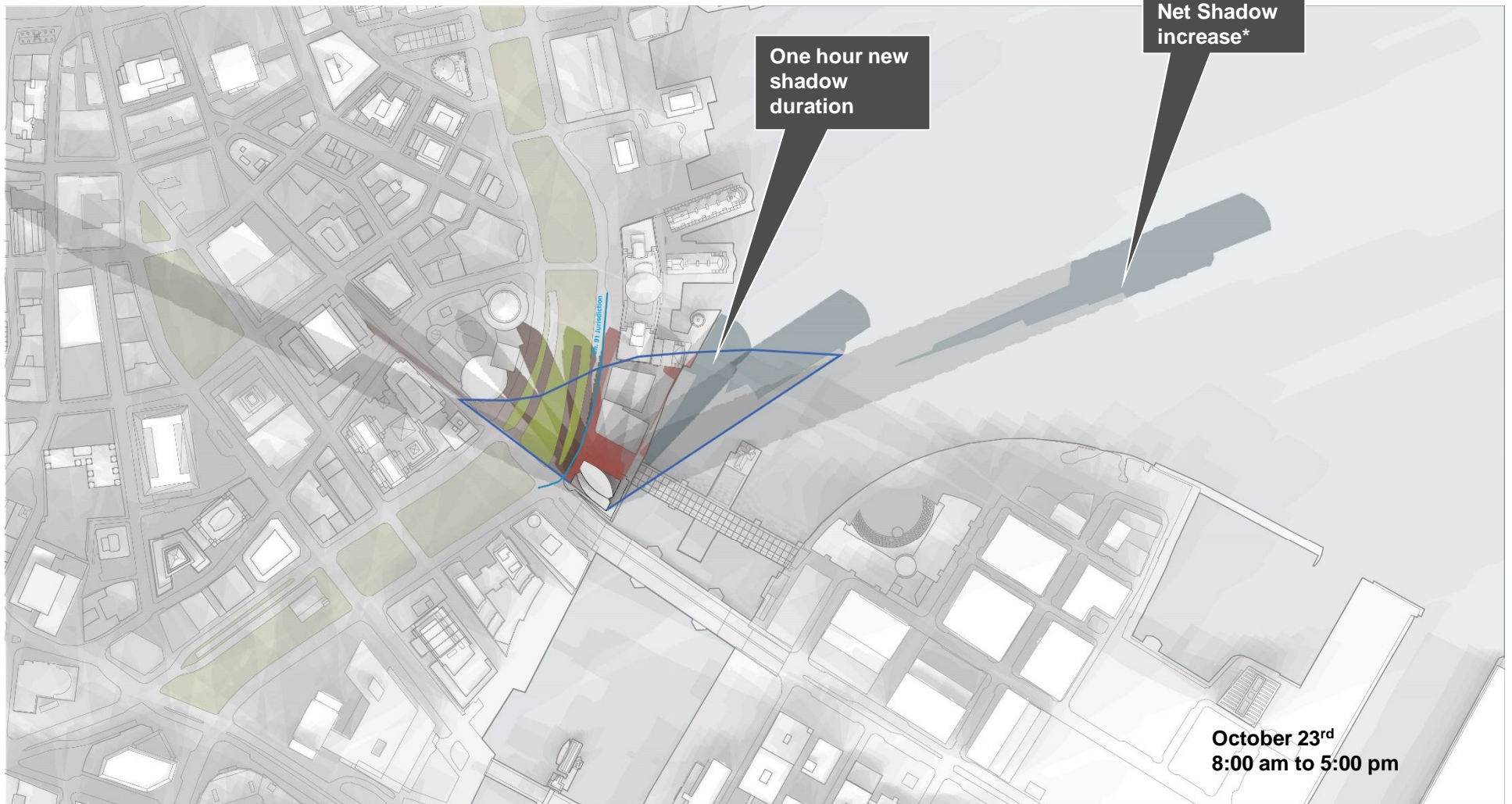


Ch. 91 Baseline and the Proposed Redevelopment Scenario

Hook development proposal

- Net New Shadow over Greenway
- Net New Shadow over public realm sidewalks / plazas
- Net New Shadow over watersheet
- Streets and Sidewalks

Net Shadow* increase over Chapter 91 Baseline Scenario (taking into account existing shadows)



Ch. 91 Baseline and the Proposed Redevelopment Scenario

Hook development proposal

- Net New Shadow over Greenway
- Net New Shadow over public realm sidewalks / plazas
- Net New Shadow over watershed
- Streets and Sidewalks

Net Shadow* increase over Chapter 91 Baseline Scenario (taking into account existing shadows)



Ch. 91 Baseline and the Proposed Redevelopment Scenario Hook development proposal

- Net New Shadow over Greenway
- Net New Shadow over public realm sidewalks / plazas
- Net New Shadow over watershed
- Streets and Sidewalks

Net Shadow increase* (in square feet)	Chapter 91 jurisdiction	Beyond Ch. 91 jurisdiction (Greenway)	
		Greenway	Street + Sidewalk
Public Realm	6,100	25,100	24,800
Watersheet	59,300	--	
Total	65,400	49,900	



Hook development proposal

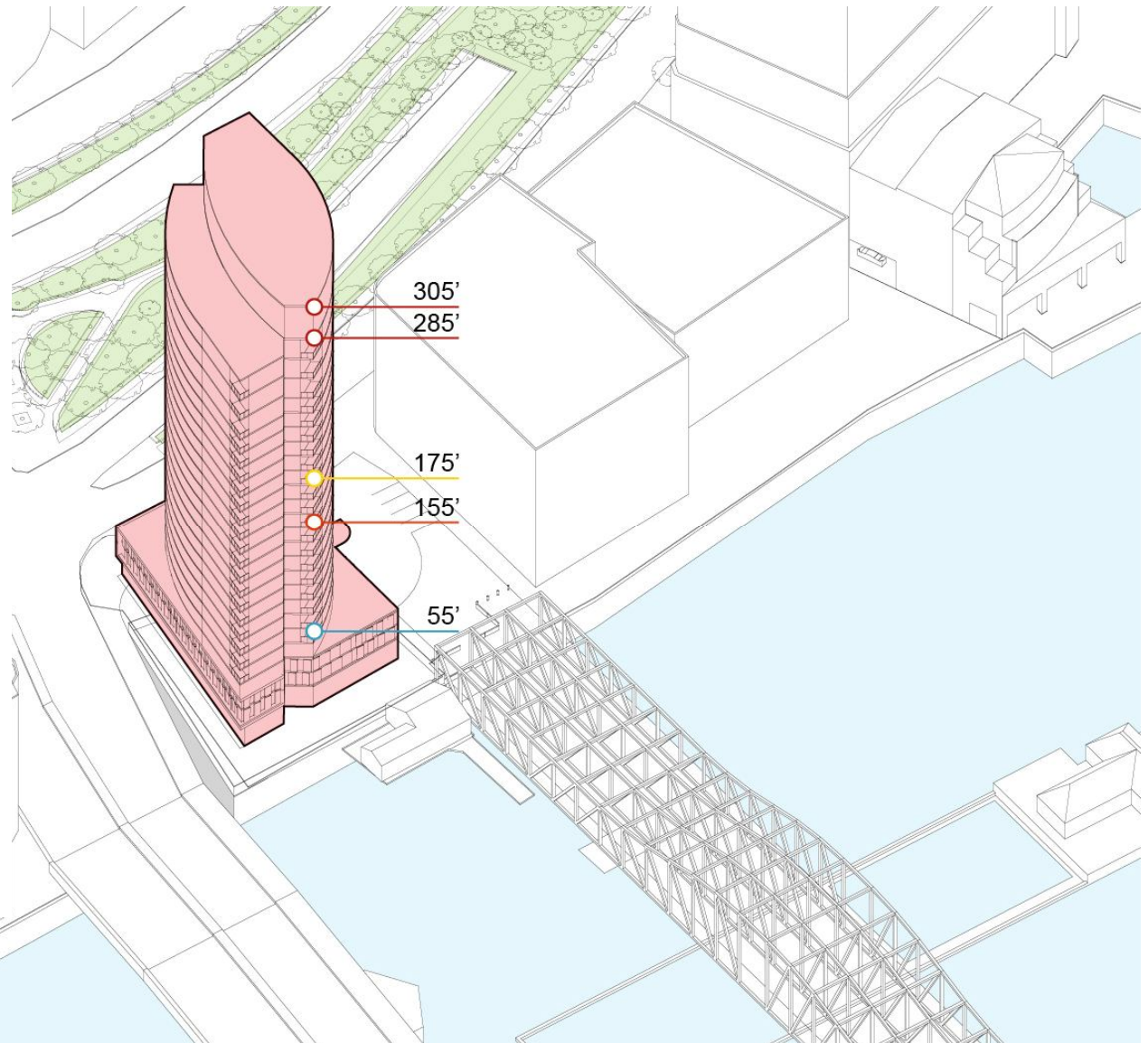
Following with BRA Development Review Guidelines, we will look at the following:

Times of day:

- 9:00 a.m.
- 12:00 noon
- 3:00 p.m.
- 6:00 p.m.

Dates:

- March 21 (vernal equinox)
- June 21 (summer solstice)
- September 21 (autumnal equinox)
- December 21 (winter solstice)




Ch. 91 Baseline and the Proposed Redevelopment Scenario

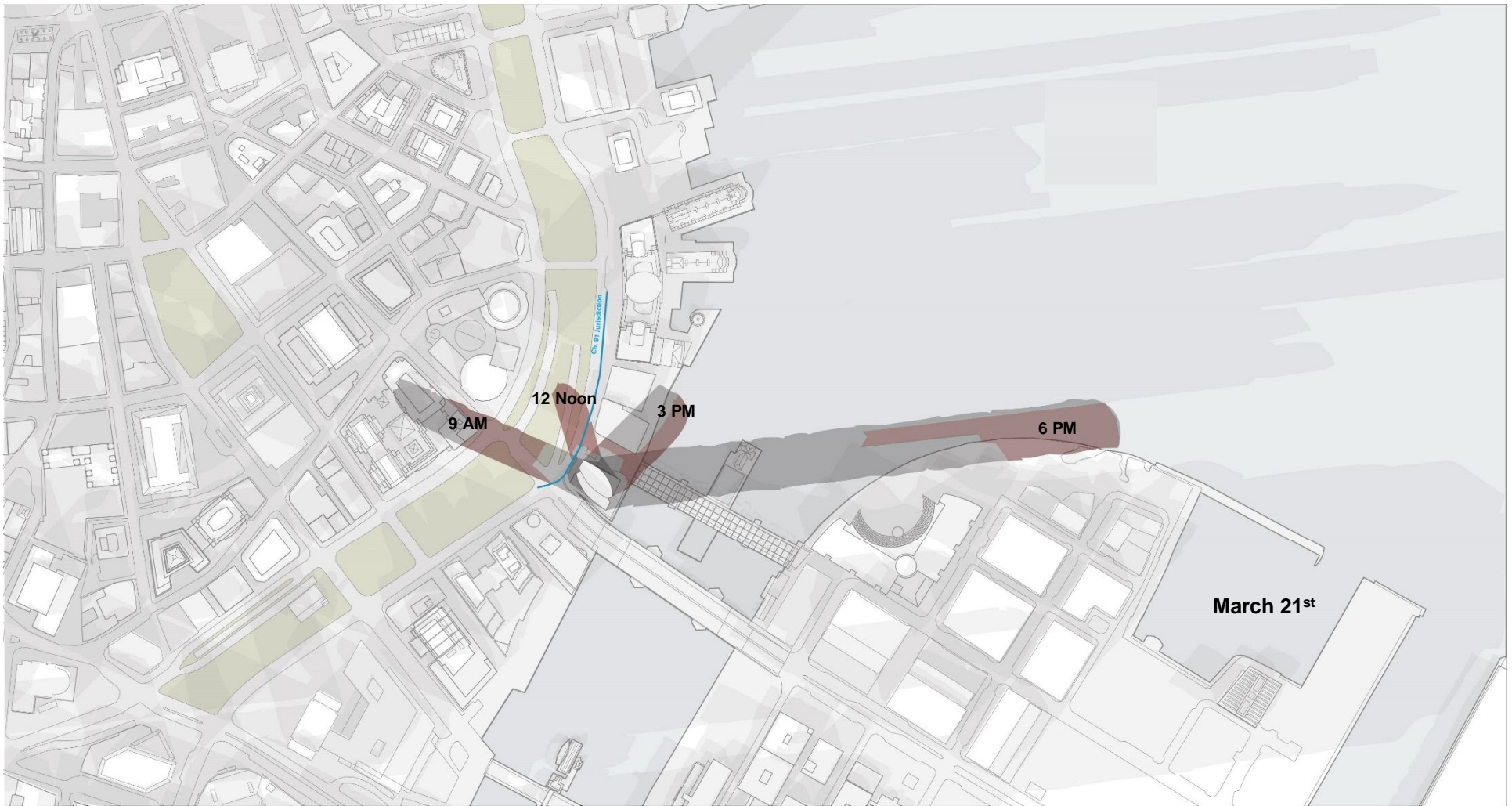
Hook Development Proposal – March 21st (Vernal Equinox)



Ch. 91 Baseline and the Proposed Redevelopment Scenario

Hook Development Proposal – March 21st (Vernal Equinox)

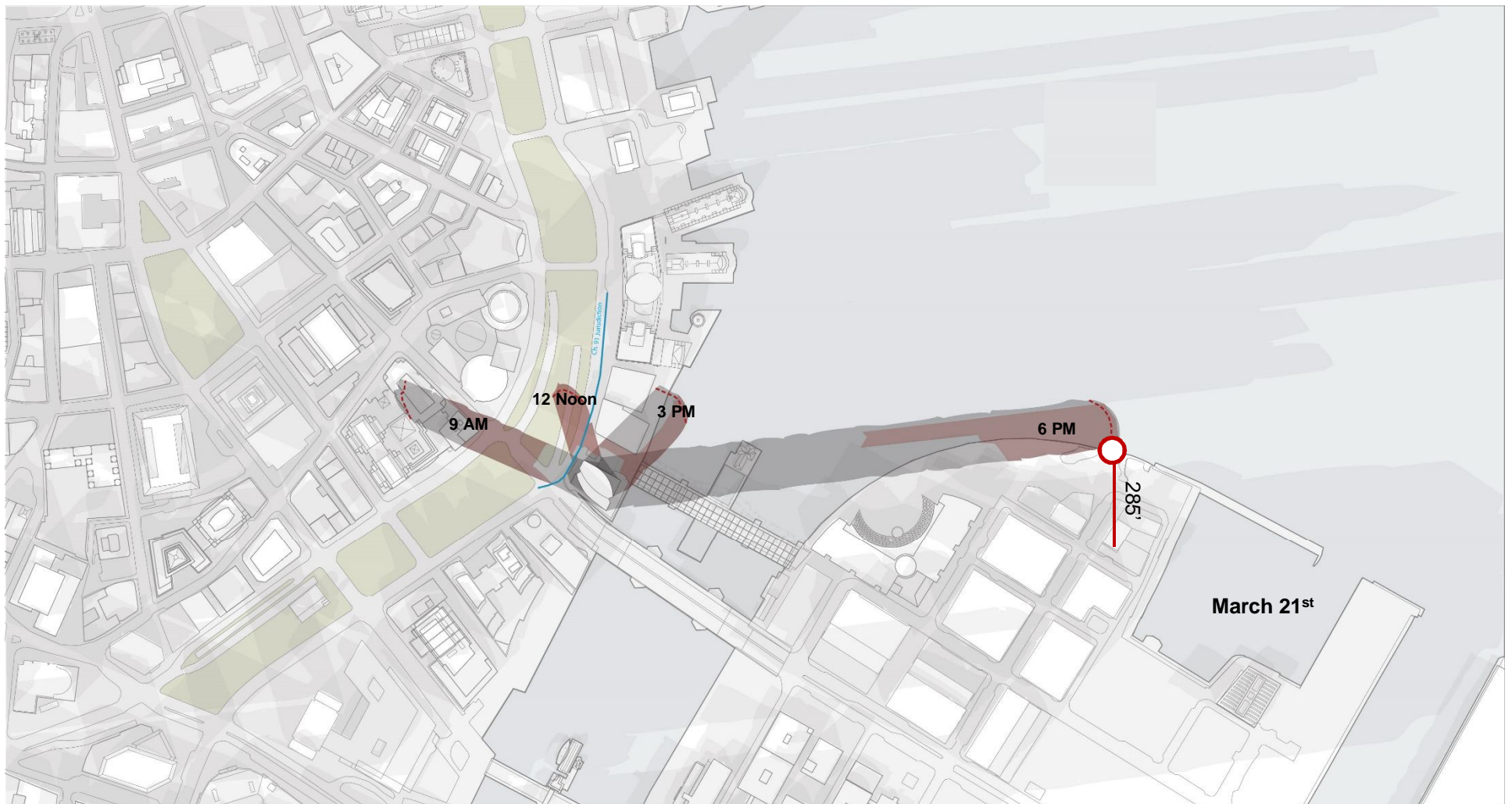
 **Net Shadow* increase over Chapter 91 Baseline Scenario** (taking into account existing shadows)



Ch. 91 Baseline and the Proposed Redevelopment Scenario


Hook Development Proposal – March 21st (Vernal Equinox)

Net Shadow* increase over Chapter 91
Baseline Scenario (taking into account
existing shadows)



Ch. 91 Baseline and the Proposed Redevelopment Scenario

Hook Development Proposal – March 21st (Vernal Equinox)

 **Net Shadow* increase over Chapter 91 Baseline Scenario** (taking into account existing shadows)



Hook Development Proposal – June 21st (Summer Solstice)



Ch. 91 Baseline and the Proposed Redevelopment Scenario

Hook Development Proposal – June 21st (Summer Solstice)

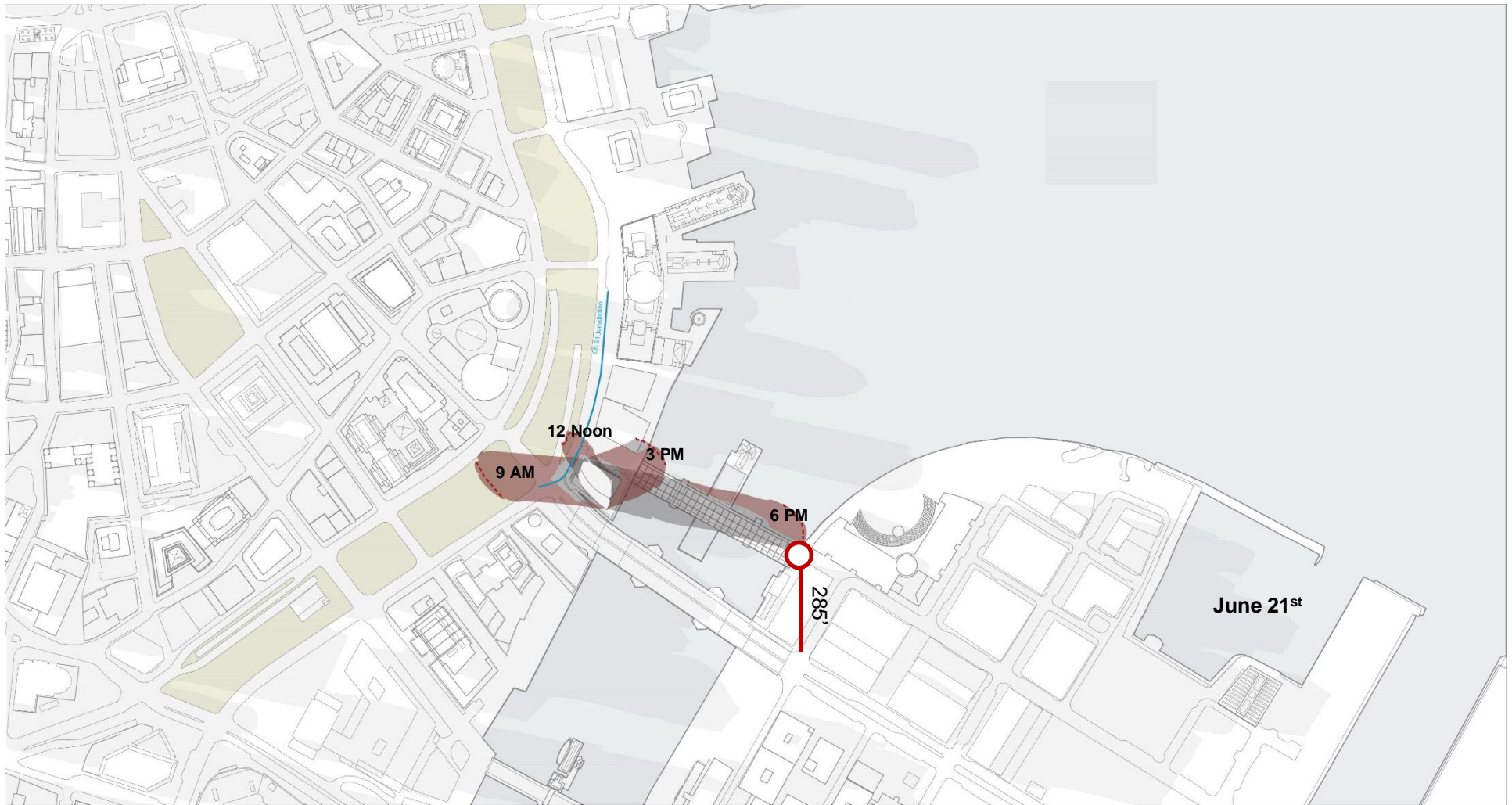
Net Shadow* increase over Chapter 91
Baseline Scenario (taking into account
existing shadows)



Ch. 91 Baseline and the Proposed Redevelopment Scenario


Hook Development Proposal – June 21st (Summer Solstice)

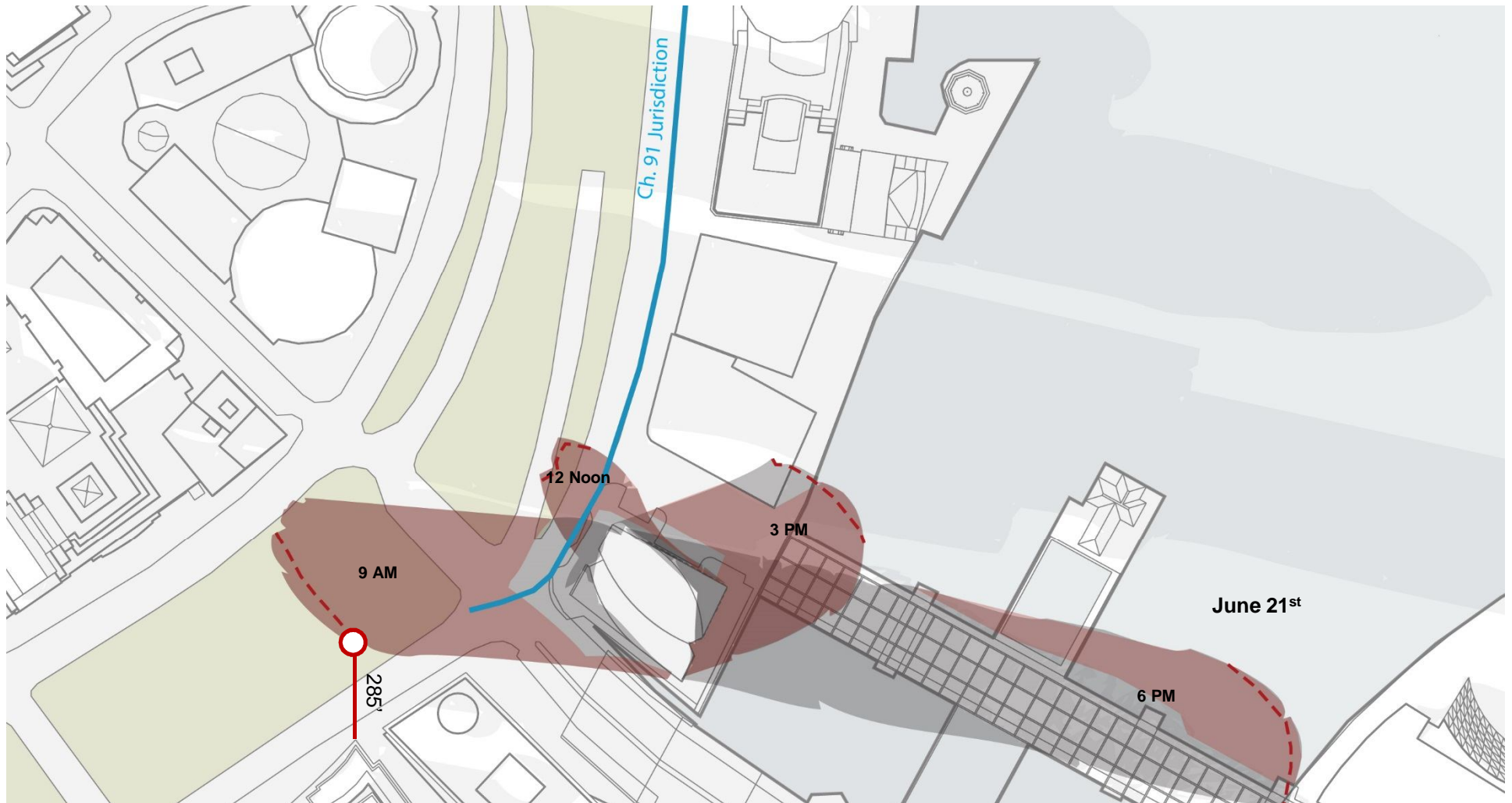
Net Shadow* increase over Chapter 91
Baseline Scenario (taking into account
existing shadows)



Ch. 91 Baseline and the Proposed Redevelopment Scenario

Hook Development Proposal – June 21st (Summer Solstice)

 **Net Shadow* increase over Chapter 91 Baseline Scenario** (taking into account existing shadows)




Ch. 91 Baseline and the Proposed Redevelopment Scenario

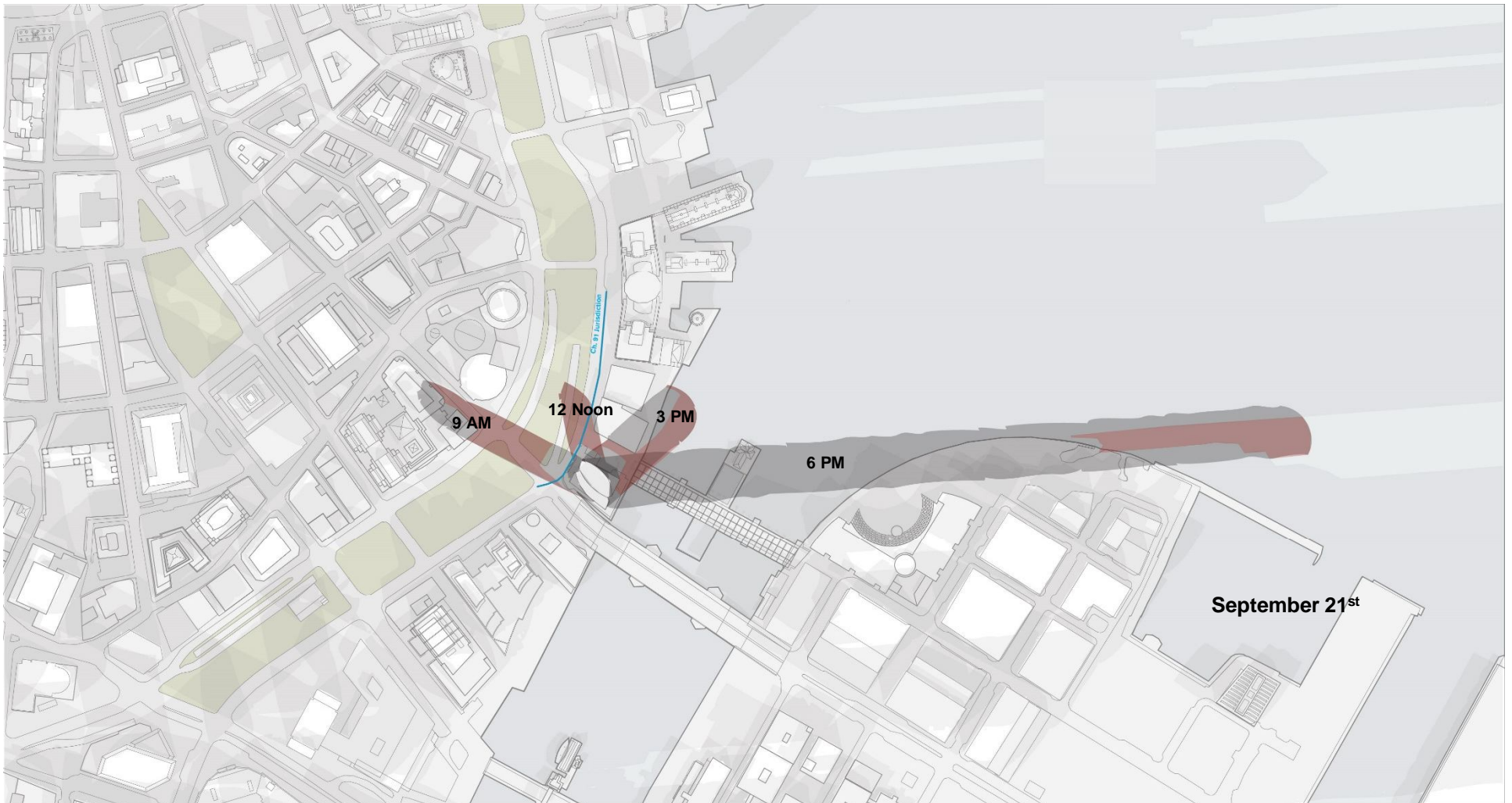
Hook Development Proposal – September 21st (Autumnal Equinox)



Ch. 91 Baseline and the Proposed Redevelopment Scenario

Hook Development Proposal – September 21st (Autumnal Equinox)

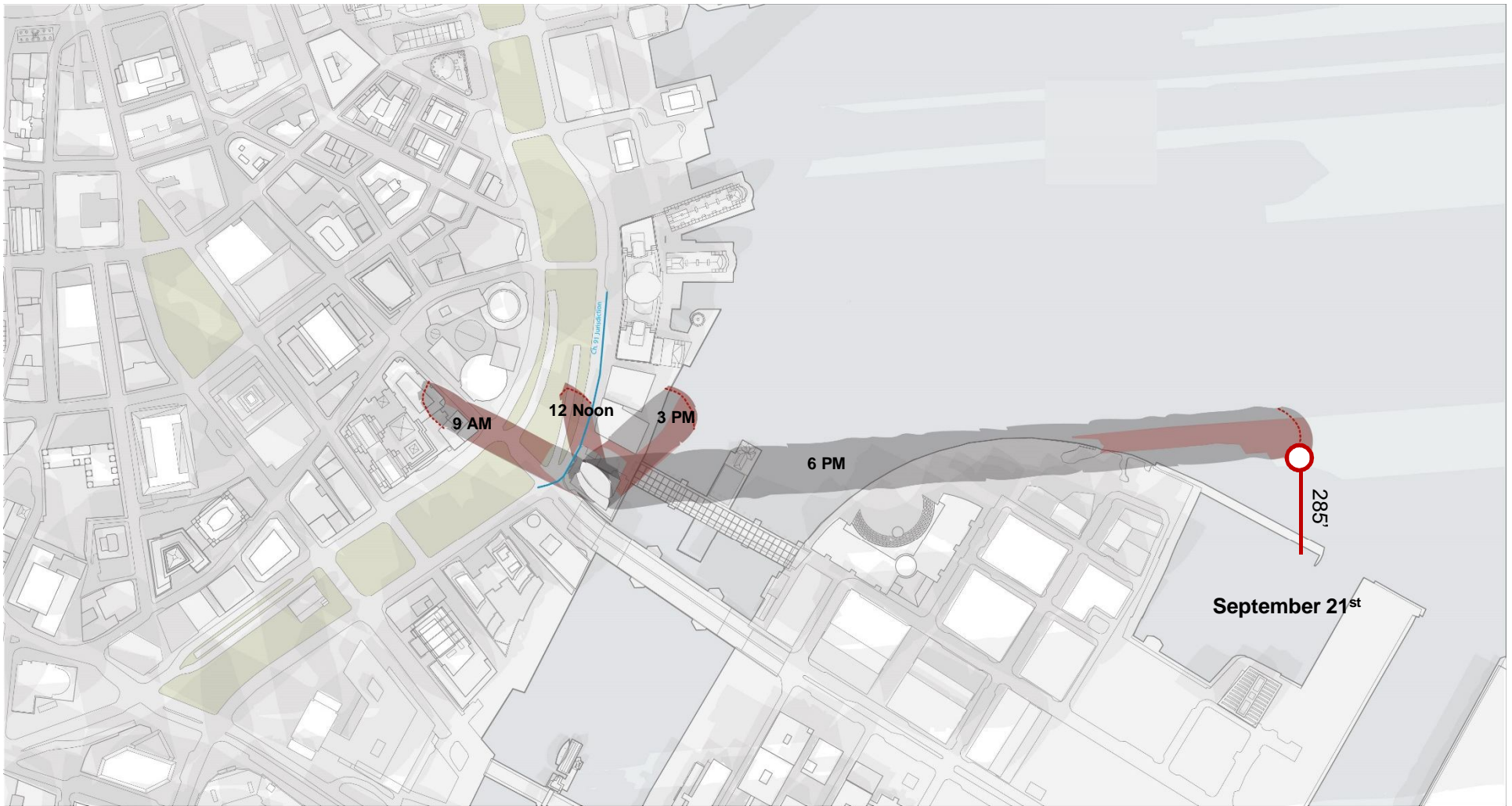
 **Net Shadow* increase over Chapter 91 Baseline Scenario** (taking into account existing shadows)



Ch. 91 Baseline and the Proposed Redevelopment Scenario


Hook Development Proposal – September 21st (Autumnal Equinox)

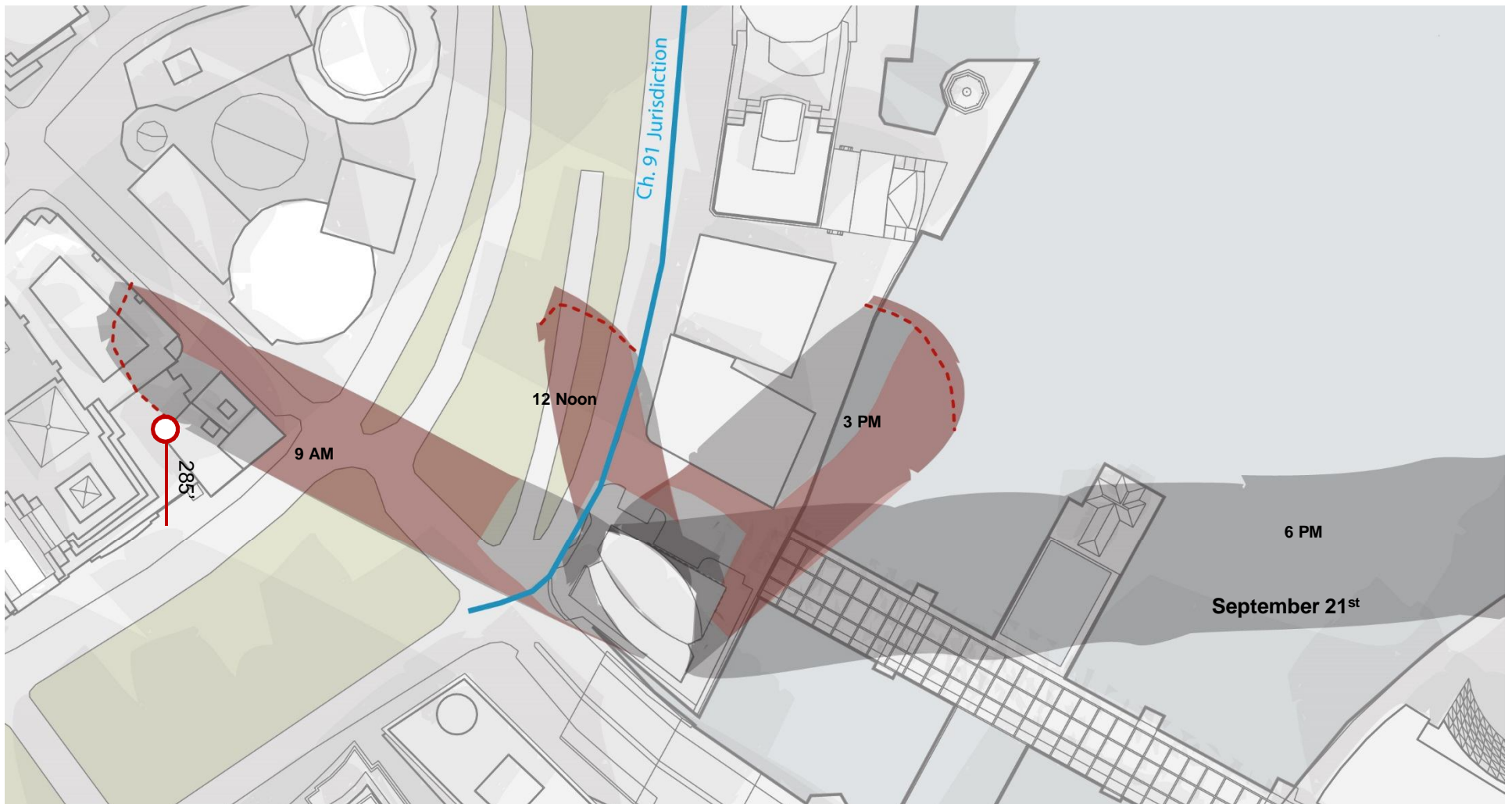
Net Shadow* increase over Chapter 91
Baseline Scenario (taking into account
existing shadows)



Ch. 91 Baseline and the Proposed Redevelopment Scenario

Hook Development Proposal – September 21st (Autumnal Equinox)


 **Net Shadow* increase over Chapter 91 Baseline Scenario** (taking into account existing shadows)

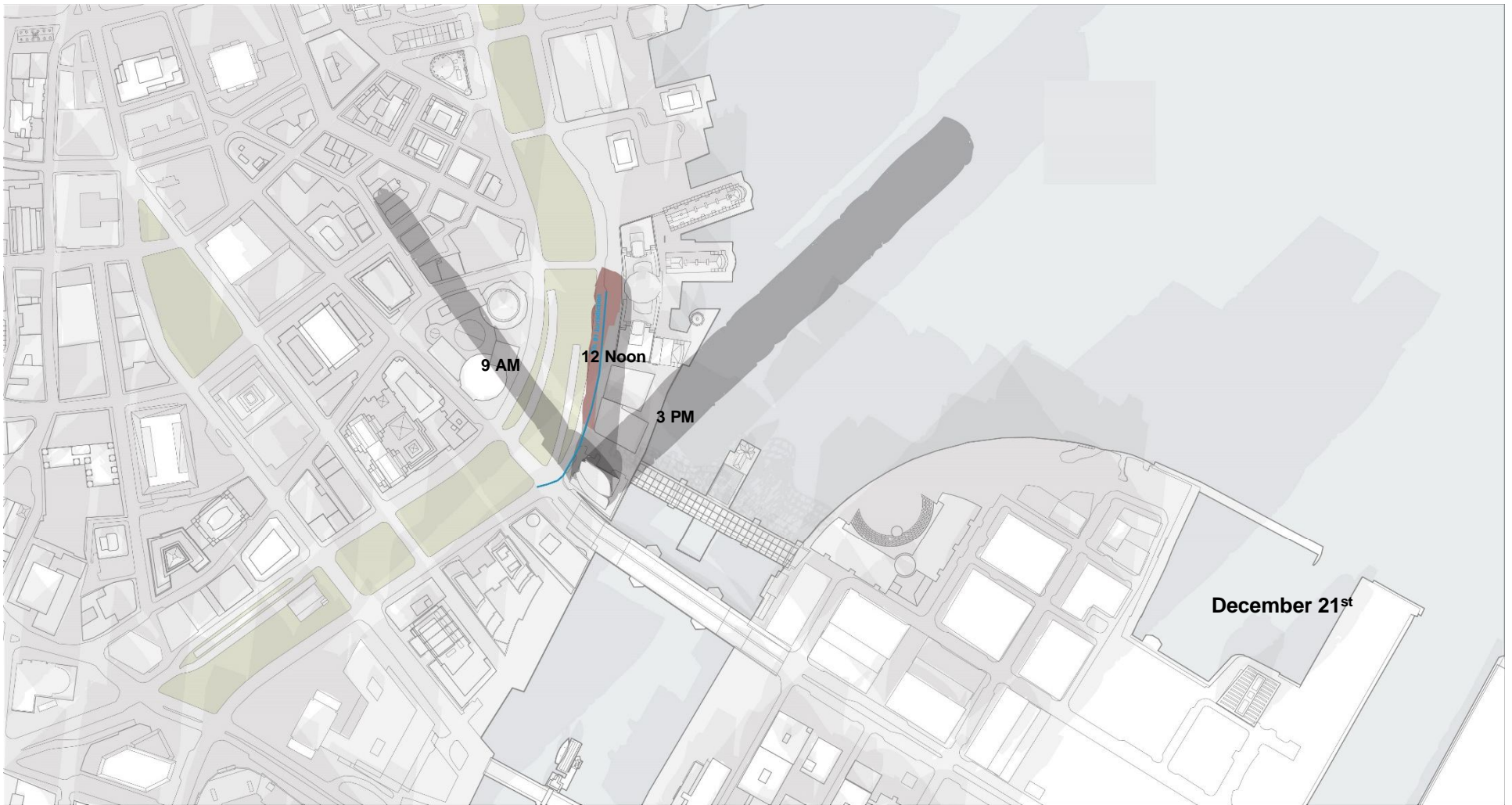


Hook Development Proposal – December 21st (Winter Solstice)




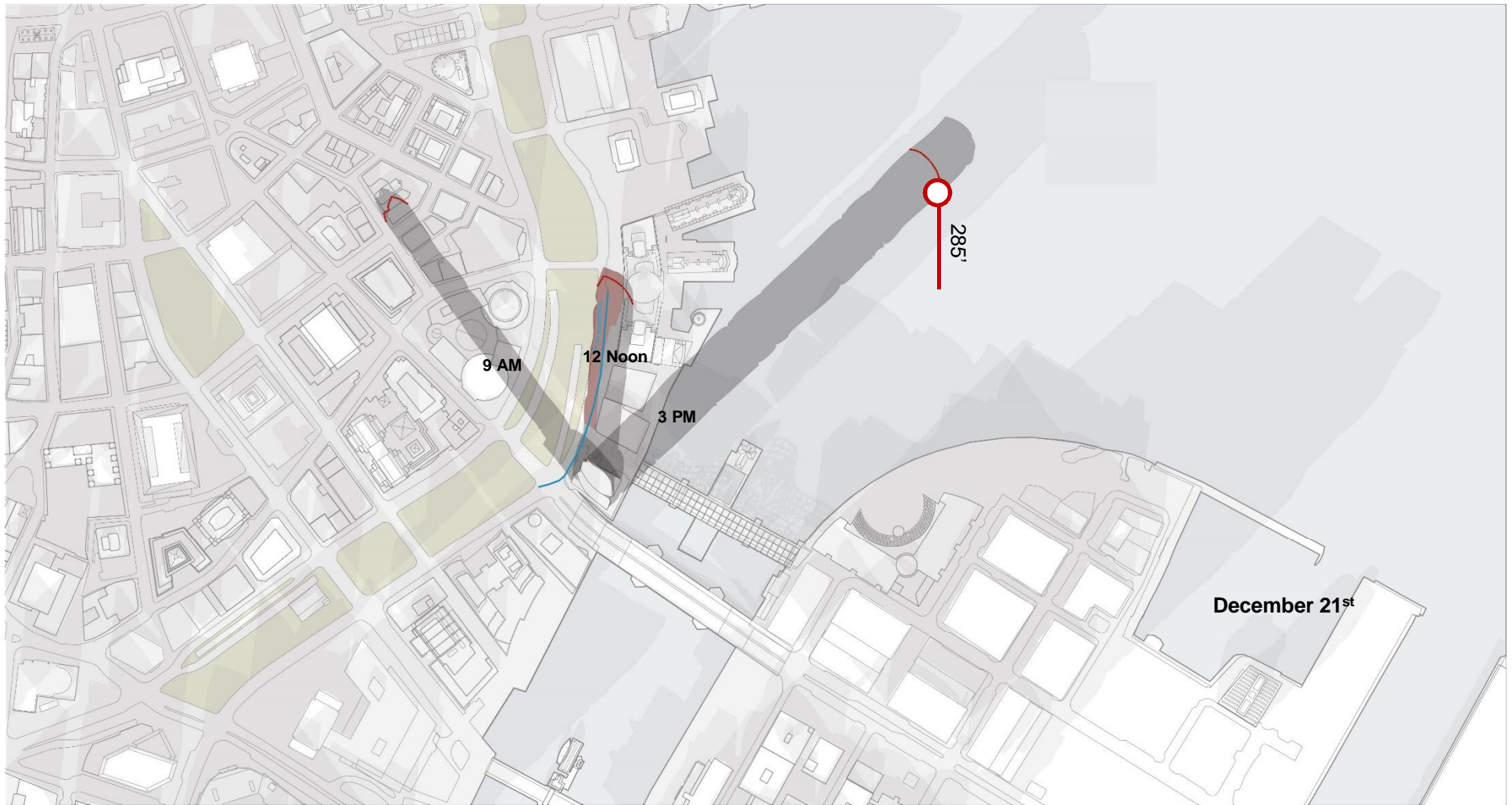
Hook Development Proposal – December 21st (Winter Solstice)

 **Net Shadow* increase over Chapter 91 Baseline Scenario** (taking into account existing shadows)



Hook Development Proposal – December 21st (Winter Solstice)

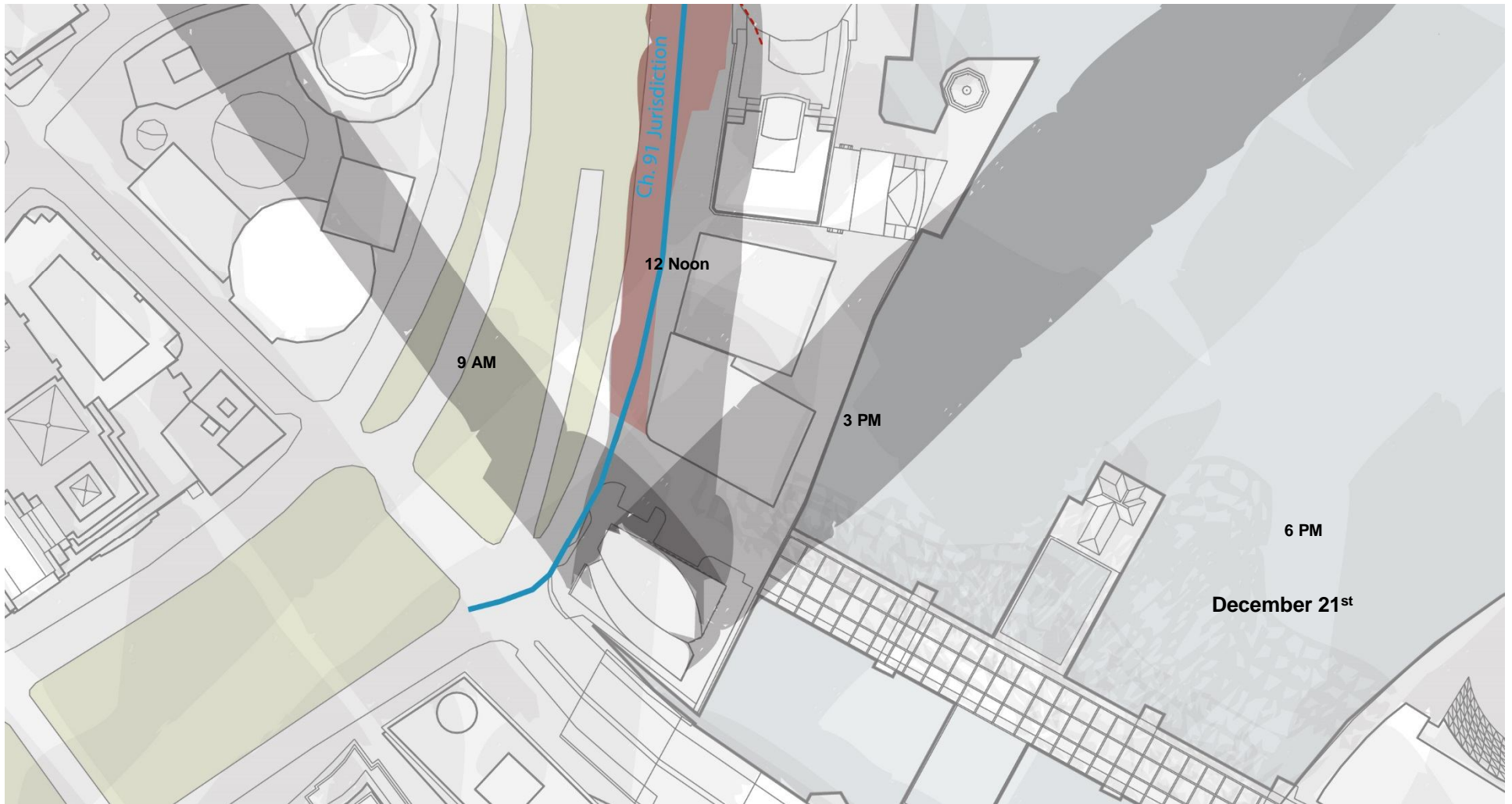
 **Net Shadow* increase over Chapter 91 Baseline Scenario** (taking into account existing shadows)



Ch. 91 Baseline and the Proposed Redevelopment Scenario

Hook Development Proposal – December 21st (Winter Solstice)


Net Shadow* increase over Chapter 91
Baseline Scenario (taking into account
existing shadows)



Review of Seasonal Differences in Shadow

Ch. 91 Baseline and the Proposed Redevelopment Scenario


Hook Development Proposal – March 21st (Vernal Equinox)

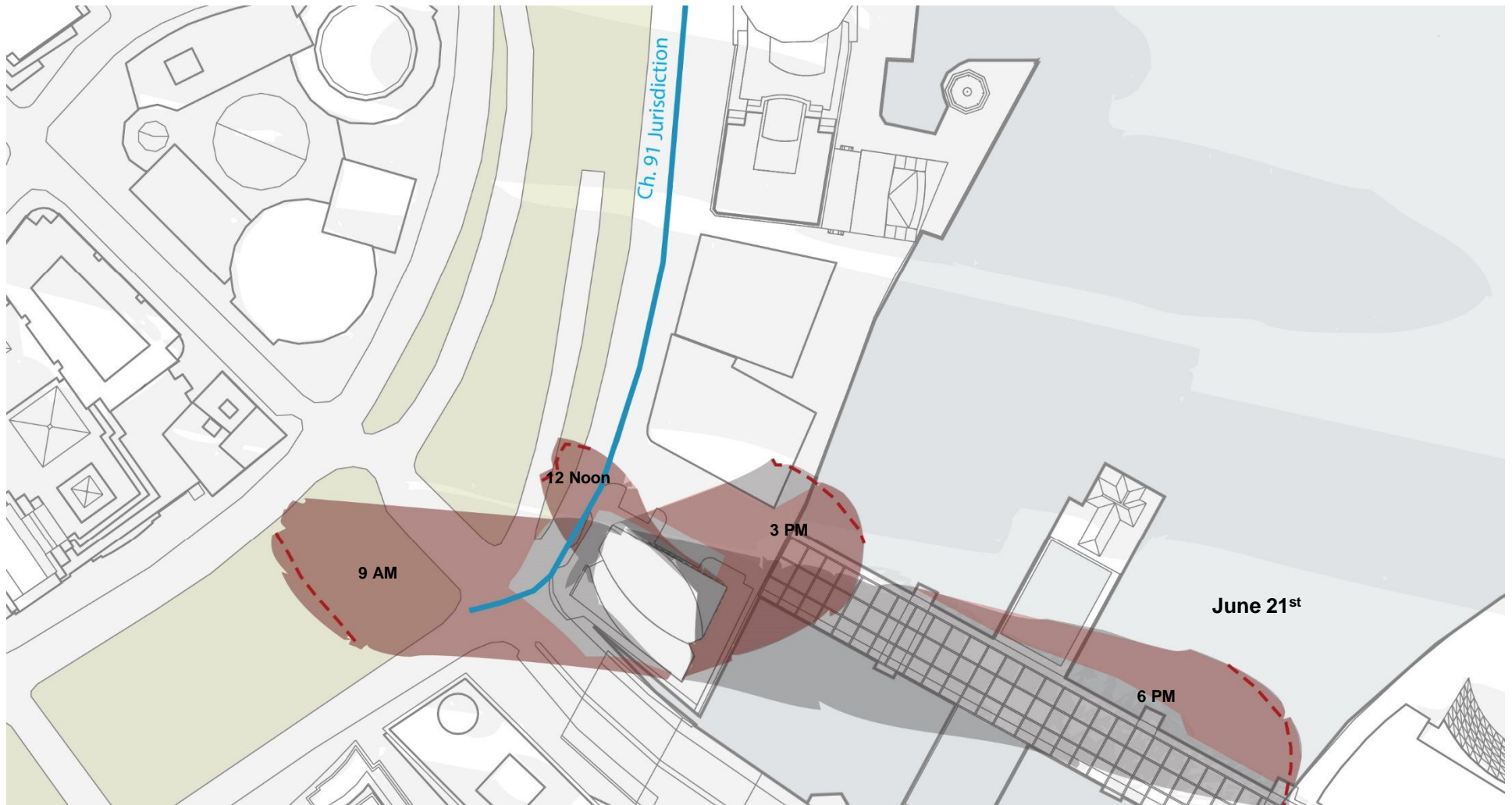
 **Net Shadow* increase over Chapter 91 Baseline Scenario** (taking into account existing shadows)



Ch. 91 Baseline and the Proposed Redevelopment Scenario


Hook Development Proposal – June 21st (Summer Solstice)

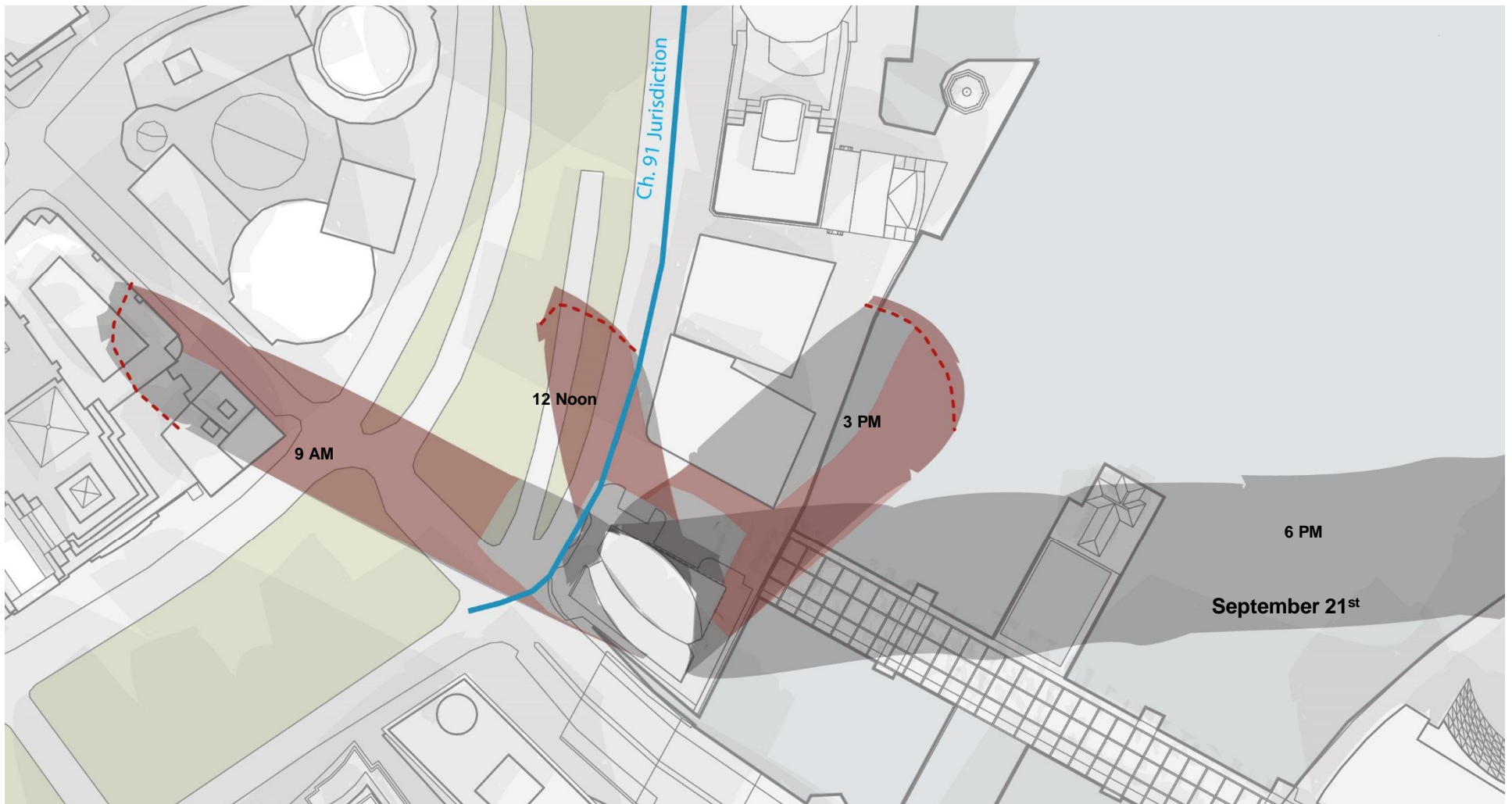
 **Net Shadow* increase over Chapter 91 Baseline Scenario** (taking into account existing shadows)



Ch. 91 Baseline and the Proposed Redevelopment Scenario


Hook Development Proposal – September 21st (Autumnal Equinox)

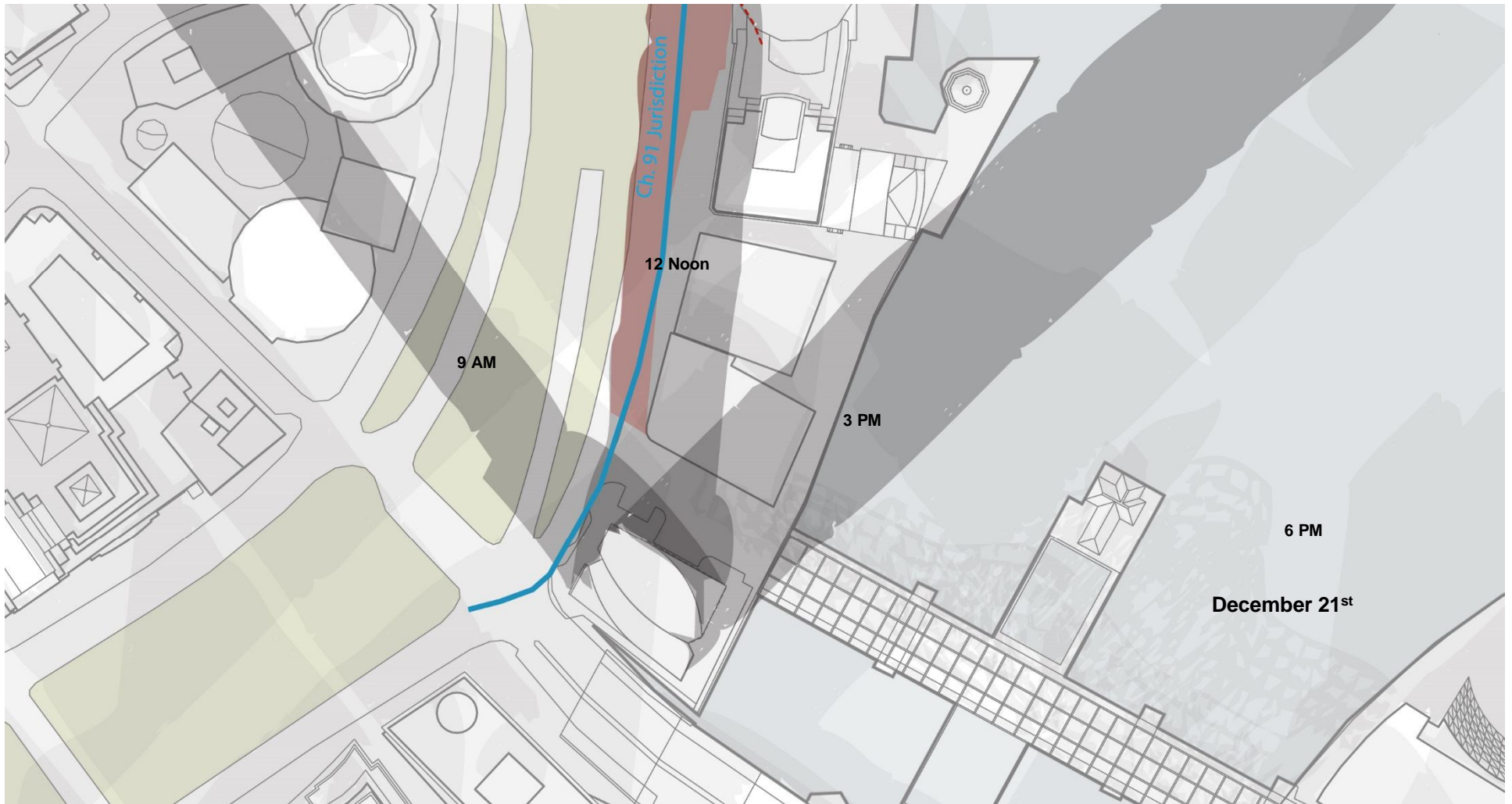
 **Net Shadow* increase over Chapter 91 Baseline Scenario** (taking into account existing shadows)



Ch. 91 Baseline and the Proposed Redevelopment Scenario

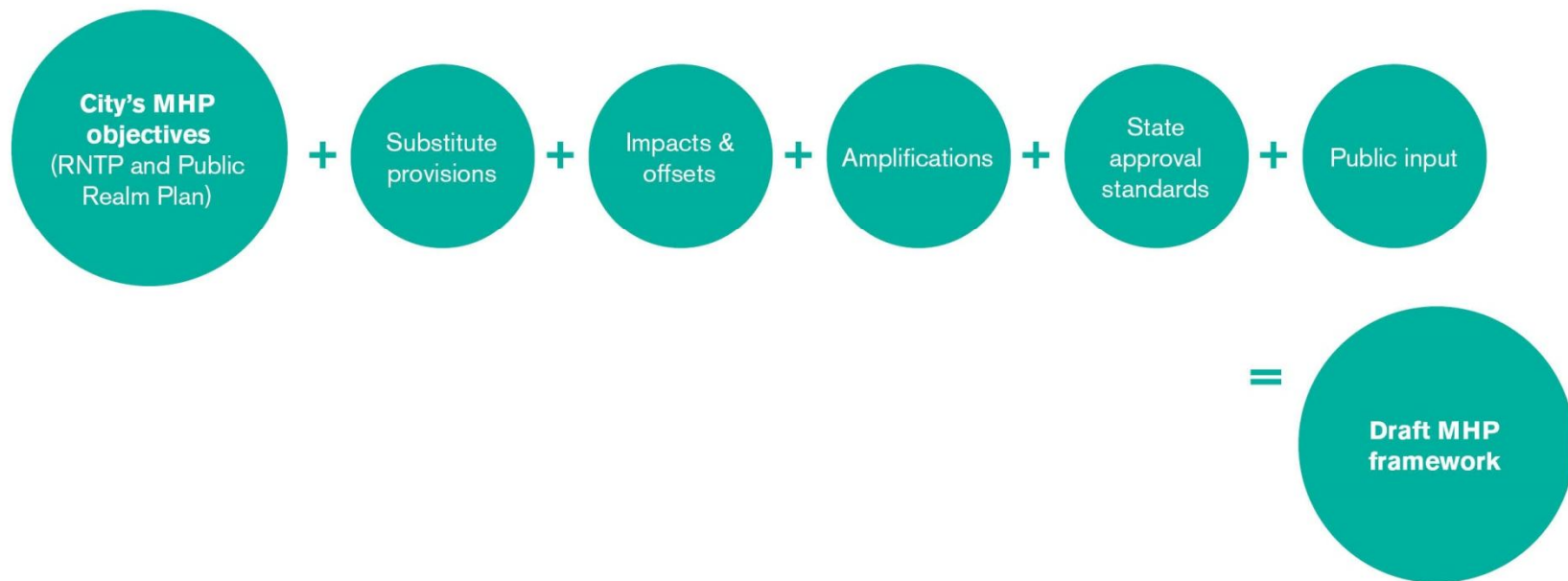
Hook Development Proposal – December 21st (Winter Solstice)

 **Net Shadow* increase over Chapter 91 Baseline Scenario** (taking into account existing shadows)



Chapter 91 and the MHP Process

Downtown Waterfront MHP



Hook Wharf – MHP Framework

MHP Substitute Provisions

- **Water Dependent Use Zone:** proposed building exceeds standard WDUZ dimensions by approx. 500 SF
- **Building Height:** net new shadow impacts from 285' proposed highest occupied floor
- **Building Footprint:** building footprint is approx. 2/3 of the site, or approx. 3500 SF more than the Chapter 91 standard
- **Facilities of Private Tenancy (FPTs) over Flowed Tidelands:** FPTs on several levels over flowed Commonwealth tidelands



Hook Wharf – MHP: WDUZ



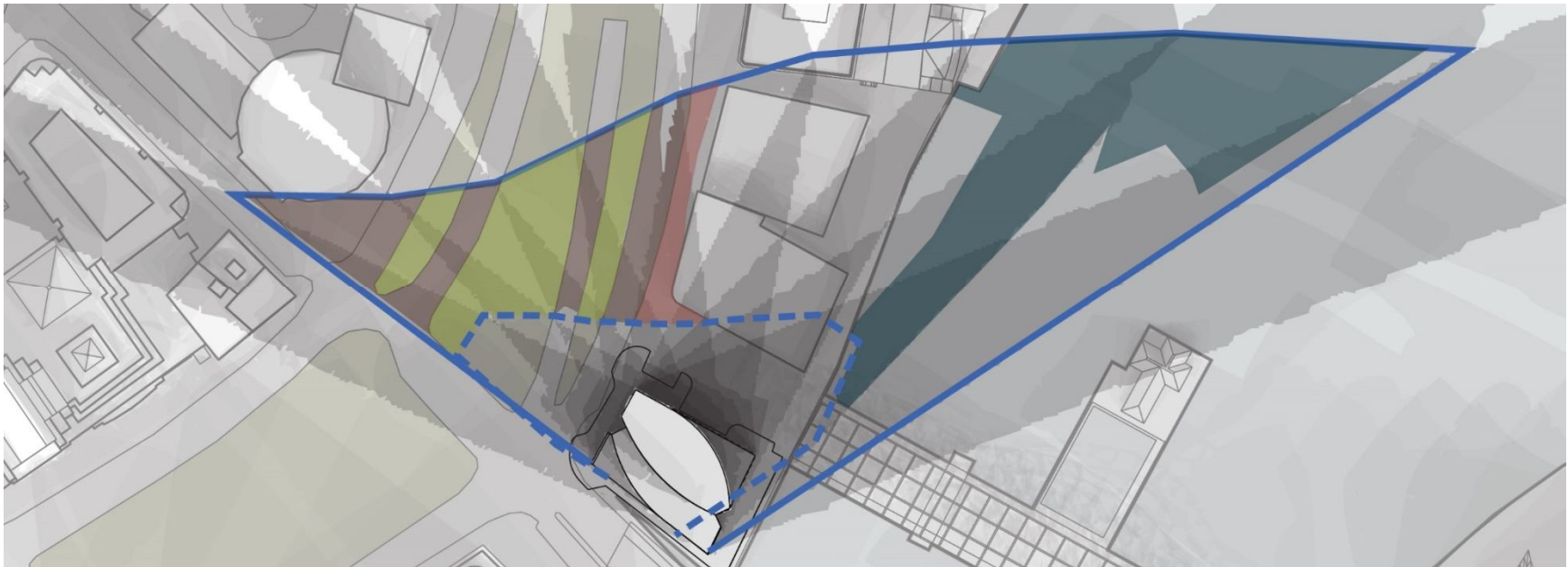
Currently proposed WDUZ along Moakley Bridge side is 12 feet wide instead of approx. 15 – 17 feet wide as required under Chapter 91

- WDUZ along the Moakley Bridge side is unlikely to have multiple Water Dependent Uses
- A reconfigured WDUZ would likely require approx. 500 SF of additional WDUZ along the Fort Point Channel edge and could include all or some of the proposed Harborwalk Connector
- Other aspects of the project may also address the WDUZ standard

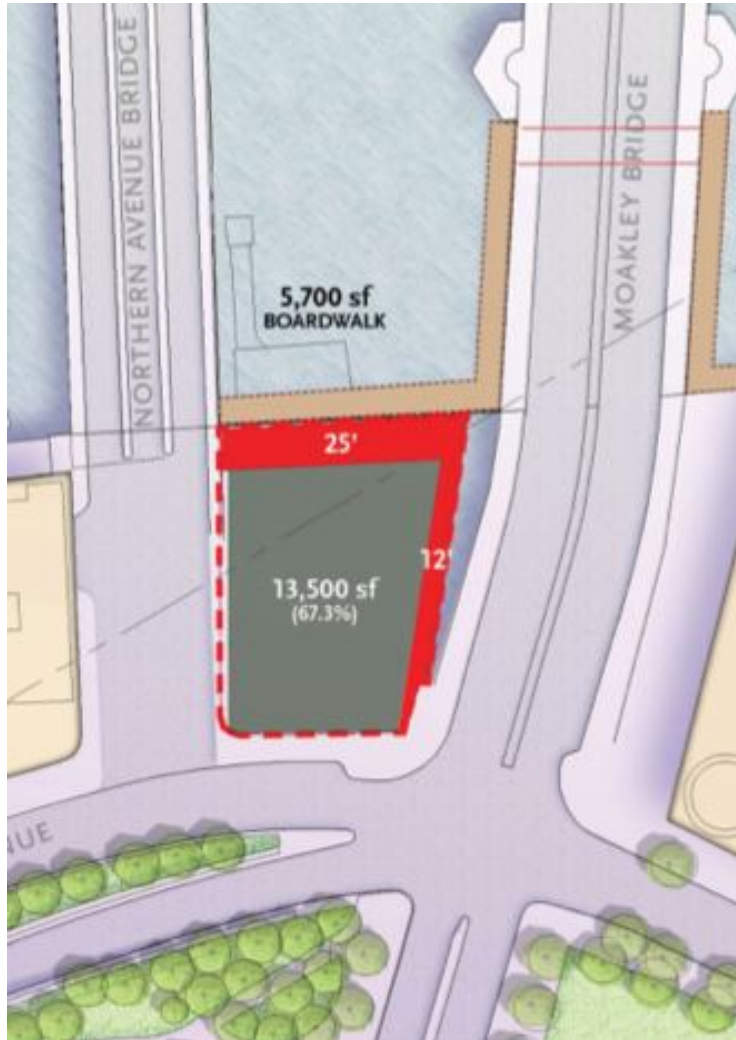
Hook Wharf – MHP: Building Height

Net new shadow impacts occur on the Rose Kennedy Greenway (out of Chapter 91 jurisdiction) and on sidewalks, Rowes Wharf docks, and the watersheet

- **Focus of Offsets is on ground level Chapter 91 public benefits on or adjacent to the site**
- **Also, there is more geographic flexibility with Building Height Offsets, allowing for MHP-wide offsets**



Hook Wharf – MHP: Building Footprint



The proposed Building Footprint covers approx. 2/3 of the site, approx. 3500 SF in excess of the Chapter 91 requirement

- Initial strategy is to explore the proposed Harborwalk Connector as a potential Offset
- If the Building Footprint Offset for Hook cannot be addressed on site, it will be factored into a Building Footprint Offset (open space) strategy for the entire MHP, including Harbor Garage and Marriott

Hook Wharf – MHP: FPTs

Portions of upper level floors have Facilities of Private Tenancy (FPTs) over flowed Commonwealth tidelands

- **Offsets must prevent significant privatization of areas adjacent to the WDUZ**
- **Initial Offset approach includes**
 - **A high-quality Harborwalk Connector**
 - **Active FPA ground floor with existing water dependent uses**
 - **Potential on or offsite Special Public Destination Facilities (SPDFs)**
 - **Other amenities based on feedback**



Hook Wharf – MHP: Proposed Offsets

Initial overall approach for Offsets includes

- A high-quality Harborwalk Connector
- Active FPA ground floor with existing water dependent uses
- Potential on or offsite SPDFs
- Other Public Realm Plan recommendations

Does this approach activate the site with comparable or greater effectiveness than C. 91?

Does it establish the site as a year round locus of public activity in a comparable and highly effective manner?

Are there other offsets that should be included?



Downtown Waterfront MHP
MHP Study Area



Comments and Questions