

Downtown Waterfront Municipal Harbor Planning Advisory Committee



CITY OF BOSTON
Martin J. Walsh
Mayor



Boston
Redevelopment
Authority
Brian Golden, Director

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

Agenda

I. Update

II. Public Realm & Offset Strategy

III. Development Sites and Public Realm Opportunities

- a. Baseline Ch. 91 build-outs
- b. Long Wharf Marriott Addition
- c. Hook Lobster Site
- d. Harbor Garage

IV. Next Steps

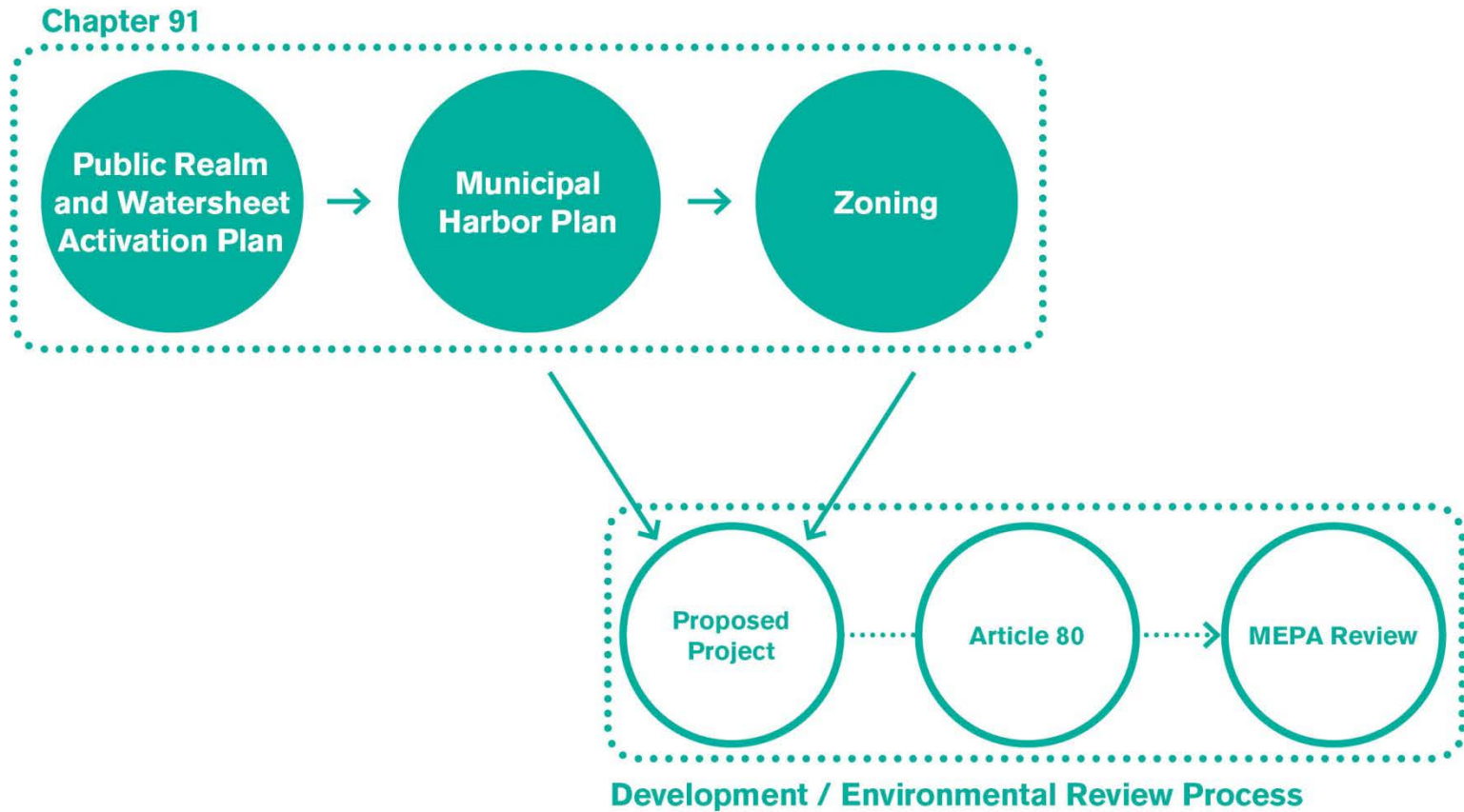
V. Comments and Questions

Update

- **Economic analysis update anticipated by the end of this month**
- **Presentation to the Downtown Waterfront MHP Advisory Committee anticipated on April 13, 2016**



Regulatory Framework



Public Realm and Offset Strategy



Public Benefits: Public Realm Plan

Public Benefits should focus on:

- **Activation of the Waterfront** (programming)
- **Access to the Waterfront** (physical improvements)
 - **Open space on waterfront**
 - **Access to the water's edge** (paths, views, etc.)
- **Water-dependent use and water transportation**



Vision

For the Downtown Waterfront, we envision:

- **A waterfront district accessible to all** by bike, transit, foot, or 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.**



Subdistrict Character and Goals

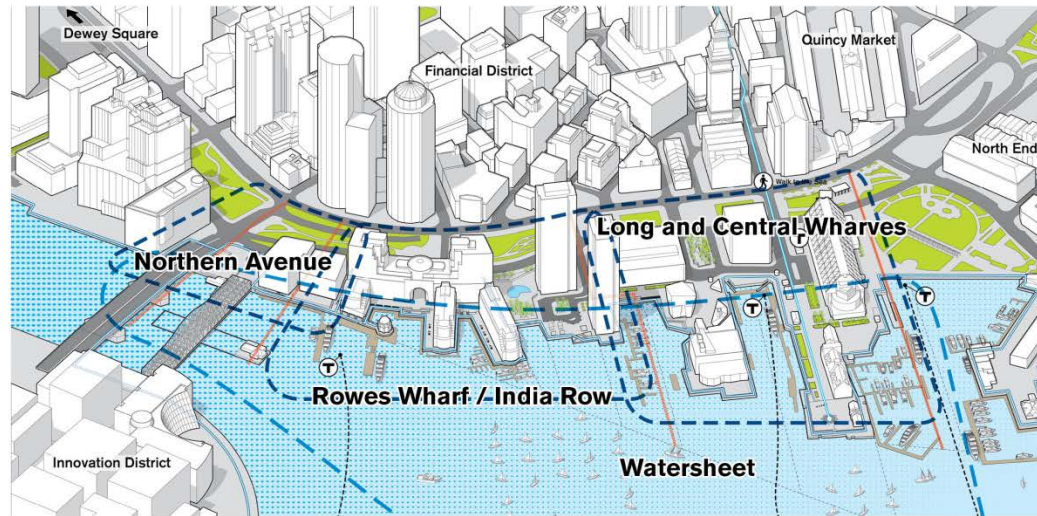


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Subdistricts

The Downtown Waterfront can broadly be understood as four distinct areas, each with its own character and potential. Each of the Downtown Waterfront's subdistricts has its own distinct features, uses, and building styles. Moreover, each of the subdistricts connects to vastly different parts of the city, from the Innovation District to the North End. The goals for each subdistrict are driven by a desire to reinforce the specific character of each subdistrict. For example, the Northern Avenue section presents the opportunity to connect to the Innovation District; the India Row / Rows Wharf area is mature and well-established and could benefit from clearer north-south connections; Long and Central wharves are where the city meets the harbor; and the watersheet offers the opportunity to experience the city and the harbor in a whole new way.

- **Northern Avenue**, spanning from the Moakley Bridge to the Coast Guard Building
- **Rows Wharf and India Row** goes from 400 Atlantic Avenue to the Harbor Towers (which was the former India Wharf)
- **Long and Central Wharves**, which includes the Harbor Garage, Aquarium, and the Long Wharf Marriott
- In addition, the **watersheet** is a highly active place, and this plan considers it as a distinct zone in itself that needs its own spatial clarity and organization, with consideration to the adjacent uses.



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. Another key challenge is creating an accessible HARBORWALK path along the waterfront at both the Moakley Bridge and the Northern Avenue Bridge.

Gateway to the Innovation District

Rows Wharf and India Row
The Rows Wharf and India Row area is a thin sliver of land between the Greenway and the water. It is home to a robust residential community and a range of restaurants and events venues at Rows Wharf. Here, the focus is on facilitating passage from north to south, and connections from the Greenway to the water. Clear pedestrian and visual connections will facilitate north-south connectivity. Drawing people from the Greenway and Downtown to the water might require improving the lateral links by adding programming, retail or restaurant uses, or signage and lighting.

Connect the North and South

Long and Central Wharves
This is the most active and programmed area of the waterfront. With the Walk to Sea, the Rings Fountain on the Greenway, and the Harbor Islands Pavilion, this is where Boston touches the water. The goal for Long and Central Wharves is to lead more people to the waterfront and fully utilize the space available, through programming, wayfinding, and management.

Touch the Water

The Watersheet
Building on decades of work and the clean-up of the Boston Harbor, the goal for the watersheet is to help more people experience the harbor. This requires a careful balance of different types of marinas and vessels, and a strong management plan to make the harbor friendly and inviting to all.

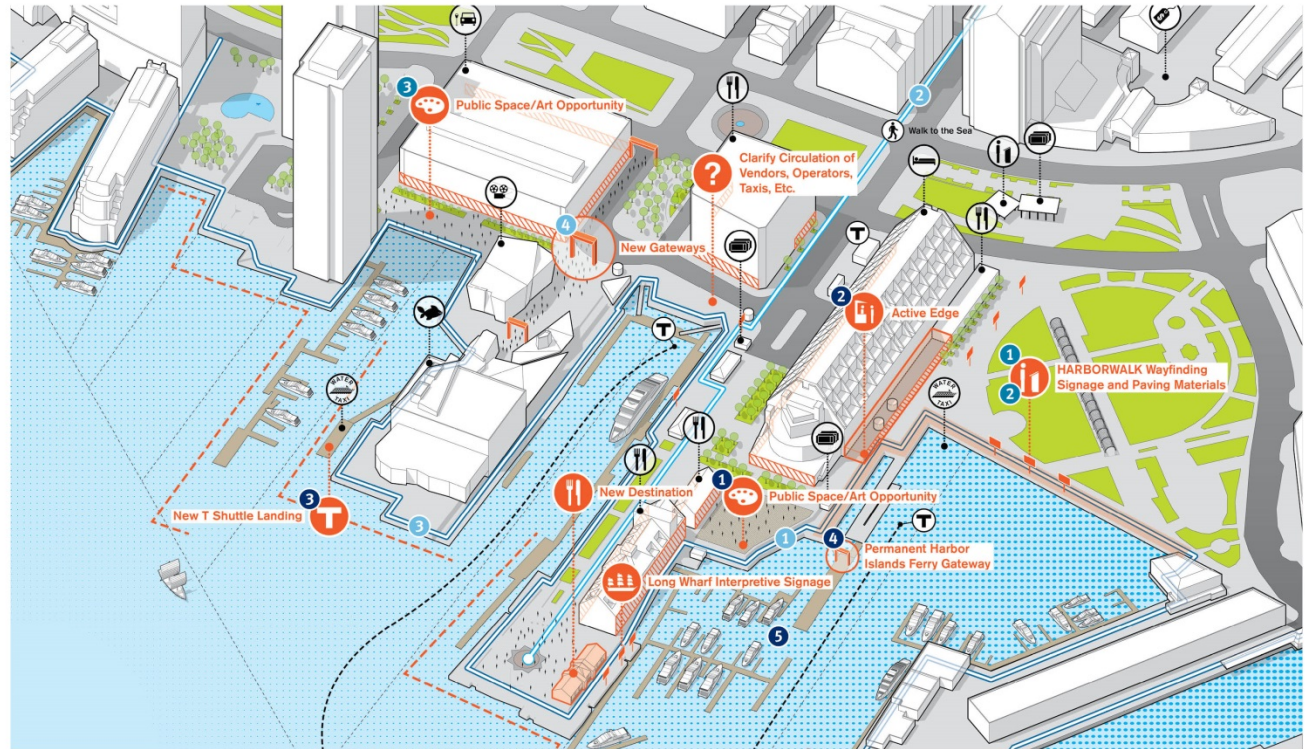
Experience the Harbor

Revisions Long and Central Wharves

Touch the
Water



Boston Redevelopment Authority



Connectivity

- 1 Strengthening the connection to the North End is critical. This can happen through encouraging passing through the Marriott lobby, and improving the quality of the paths around the Marriott.
- 2 The Walk to the Sea should be strengthened and promoted. Encouraging more to travel to the end of the wharf could relieve some of the pedestrian congestion during peak tourist season, and lead to a greater appreciation of the harbor and Boston's maritime history.
- 3 The HARBORWALK should be strengthened to encourage north-south movement through the study area and to draw visitors to the ends of the wharves.
- 4 Gateway moments should be designed, such as one approaches the NEAq.

Legibility

- 1 Signage should make clear both the HARBORWALK as well as HARBORWALK "shortcuts," such as around the Marriott. Overall maps of the HARBORWALK and the general district should be considered.
- 2 Coordinated signage can also make clear the ferry locations and schedules. This will alleviate confusion in the area. The overall area can be improved through coordinating paving materials, signage, etc. This will help clarify the public realm and direct people to the key amenities and open spaces.
- 3 Key landmarks, such as public art, large-scale signs, and digital displays, should be considered as navigation and wayfinding devices.

Activation and Programming

- 1 Improving underutilized spaces, such as the hardscaped plaza between the Harbor Garage and the water, and parking lot and the end of Long Wharf, is a priority. Each should have a different character, ranging from quiet contemplative spots to very active.
- 2 Activating the edges of buildings is key to drawing people to this area and distributing foot traffic.
- 3 Expanding the water transit options, both in terms of destinations and regularity of service, is a key priority. Water transit can connect the Downtown Waterfront to other Boston neighborhoods, such as East Boston, as well as neighboring waterfront communities.
- 4 The Harbor Islands would benefit from a permanent gateway on the wharf.
- 5 The reconstruction of T Wharf and a reconfiguration of waterside on uses should be considered on the north side of Long Wharf.

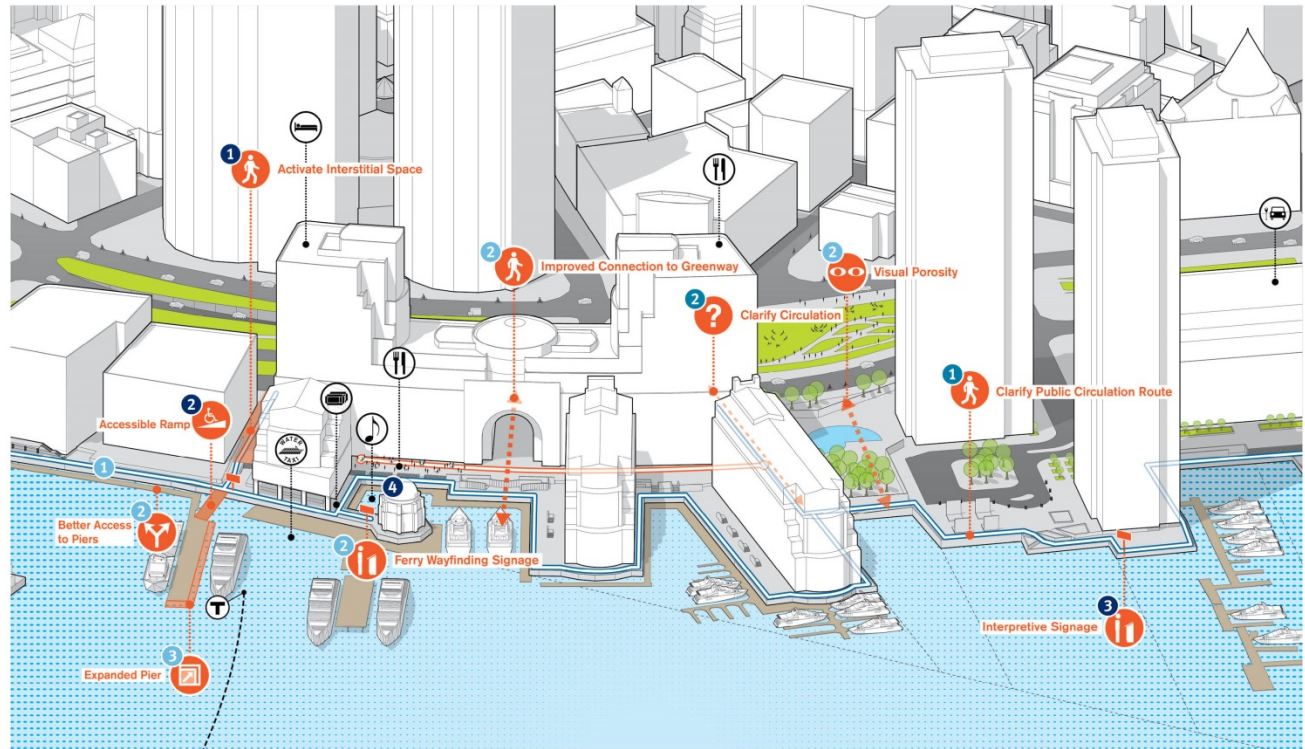
DRAFT MARCH 20, 2014

Revisions Rowes Wharf and India Row

Link the
North to
South, and
East to
West



Boston Redevelopment Authority



Connectivity

- 1 Strengthen the north-south connections along the HARBORWALK and Atlantic Avenue. Improving pedestrian connections between the south and the north of the downtown will relieve congestion on the roads and on public transportation, and relieve pedestrian bottlenecks.
- 2 Visual connections from the Greenway to the waterfront should be enhanced and preserved wherever possible.
- 3 Enhanced access to piers and water transit would enable more commuters and visitors to visit the area. This includes accessible ramps, better access to side piers, expanded transit piers, and better signage.

Legibility

- 1 Clarifying the pedestrian path through the Harbor Towers property is a priority for this area. The HARBORWALK is confusing and poorly marked. Proper signage will help, as will upgrades to the paving materials. If the Harbor Towers rethinks East India Row and the entryway to the Harbor Towers, it should consider how the landscape and streetscape can make clear the public path through this parcel.
- 2 Signage should make clear both the HARBORWALK as well as HARBORWALK "shortcuts," such as through Rowes Wharf. Overall maps of the HARBORWALK and the general district should be considered.

Activation and Programming

- 1 The interstitial spaces in this area could benefit from programming, such as restaurant seating or benches. Adding programming to these areas could increase pedestrian activity between the water's edge and the Greenway.
- 2 Improving access to the water transportation centers, with accessible ramps and better access to piers will greatly increase activity at the water's edge.
- 3 Interpretive signage or symbols (e.g., public art) about the history of the waterfront would add to the experience of visitors or passersby.
- 4 Underutilized spaces, such as the pavilion at Rowes Wharf, should be programmed or made available for public use.

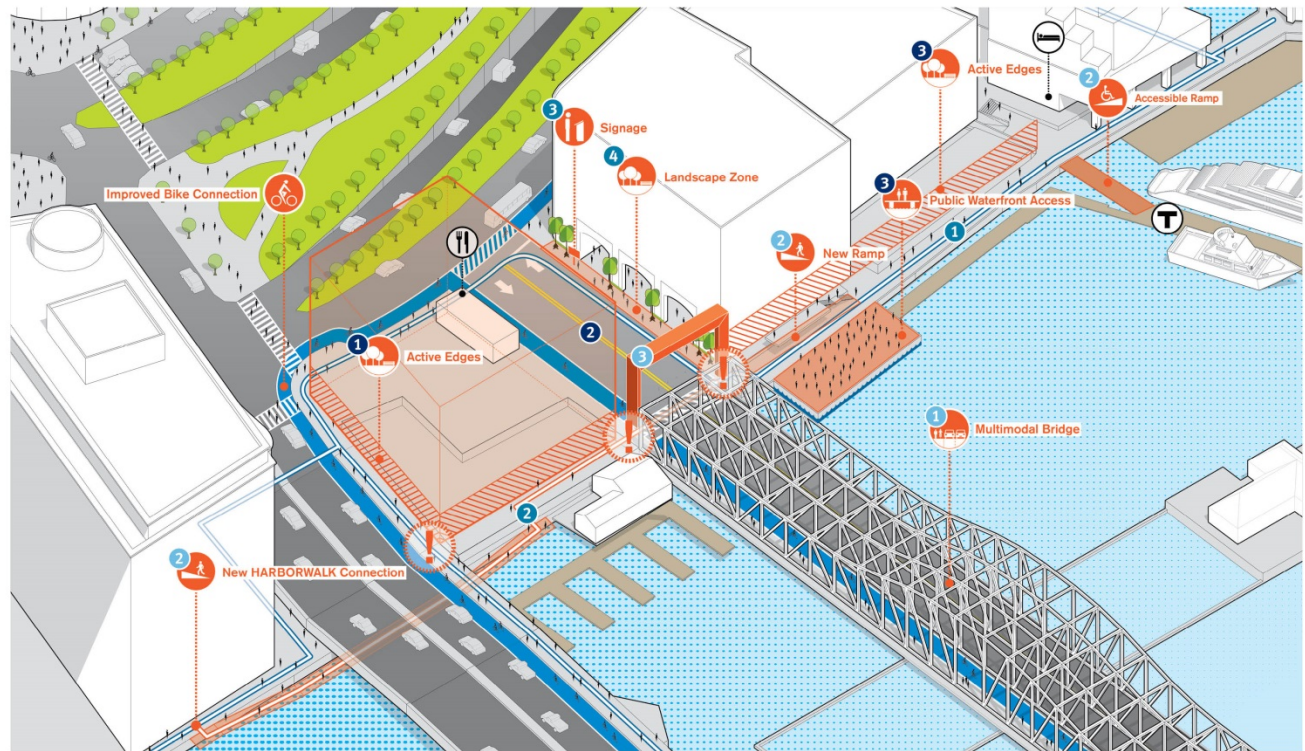
DRAFT MARCH 20, 2014

Revisions Northern Ave.

Gateway
to the
Innovation
District



Boston Redevelopment Authority



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 waterfront access are critical to making the public realm 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 to the street level, or below the bridges, in both locations would add to HARBORWALK continuity and legibility. With any new development in this area, these should be priority public realm improvements.
- 3 Preserving and enhancing view corridors from the city to the harbor and along the HARBORWALK are key elements.

Legibility

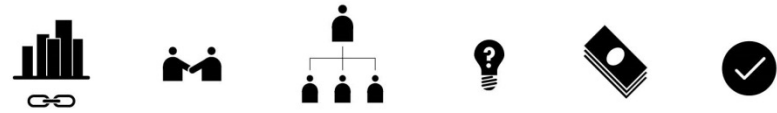
- 1 The HARBORWALK in this area is poorly marked, narrow, and inaccessible. New lighting and paving materials should be considered in this area. These would increase the sense of safety and the understanding of this as a public path.
- 2 The redevelopment of the Hook site should include a HARBORWALK 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.

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.
- 3 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.

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Implementation



How to evaluate and implement public benefits

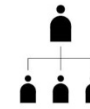
Key considerations with public benefits include whether it is 1) linked to significant development; 2) requires a partnership between various stakeholders; 3) poses management challenges; 4) is an idea that needs adoption; 5) requires only money; or 6) has few barriers.

The following pages list public benefits that emerged from this planning process, and attempt to list what barriers or challenges there might be to their implementation.

	Linked to significant development	Requires a partnership between stakeholders	Poses management challenges	Idea that needs adoption	Money	Do it now
District-Wide						
Better signage or markings for the HARBORWALK, such as through blue brick path or uniform paving materials	○				○	
Unified signage system for ferries. Uniform digitalw (i.e., ITS) system for ferry/boat operators.		● Coordination of the different entities poses the greatest challenge.	● Ongoing management is important.		◐	✓
Regular north-south transportation links, such as a South Station to North Station shuttle bus or Greenway trolley		●	● Will this be privately or publicly operated?	○ Has wide support from community stakeholders.	●	
Event venues: floating barge for events. This could be coordinated with Fort Point Channel and serve double purpose as an event barge / art barge.		◐	●	●	●	
Broader range of food venues, ranging from casual (food trucks, etc) to fine dining, dining on the water	○ Venues exist, such as the end of Long Wharf, or perhaps food trucks near Central Wharf Park					✓
Increase winter activities (e.g., ice skating rink, winter walking programs, Christmas market, nature walks, fall and winter nature tours of the Harbor Islands)		◐	◐	○ Wide community support.	◐	
Places to access the water - to physically touch the water's edge. E.g., BRA-owned land in front of the Harbor Garage.					◐	✓

- Strongly requires or linked to
- ◐ Medium link
- Low link or challenge

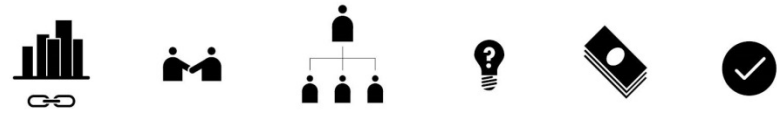
Implementation



	Linked to significant development	Requires a partnership between stakeholders	Poses management challenges	Idea that needs adoption	Money	Do it now
Northern Avenue						
Northern Avenue Bridge - short-term improvements such as painted jersey barriers, lighting, art installations.			○		○	✓
Northern Avenue bridge - long-term restoration; dedicated barrel for pedestrians and cyclists					●	
Hook site - active edges facing Moakley Bridge, Greenway, and water	●					
Hook site - careful design of Northern Avenue face with loading dock, etc.	●					
Encourage WDU on Hook site.						
Coast Guard building - making clear that the cafeteria is open to the public			○	○		✓
Coast Guard building - improve the loading dock area / entrance on Northern Ave. Consider reopening entrance on corner of Atlantic Ave.				◐	◐	
Coast Guard Building - reestablish public access to the dock; public access to the exterior stair facing the water?				◐		✓
Coast Guard Building - active edges on the waterside and facing the Greenway	●		●	●	●	
Harborwalk accessibility at Northern Ave bridge - ramp up to meet bridge level	●				●	
Harborwalk accessibility at Moakley Bridge - investigate possibility of ramping down under bridge.	●			◐	●	
Expanded public realm on this narrow section of the HARBORWALK - decking out over the water as a possible way to facilitate the HARBORWALK connections	●			●	●	

- Strongly requires or linked to
- ◐ Medium link
- Low link or challenge

Implementation



	Linked to significant development	Requires a partnership between stakeholders	Poses management challenges	Idea that needs adoption	Money	Do it now
India Row / Rowes Wharf						
Clarify the public way through the Harbor Towers property - create more clear distinctions between public and private through landscaping and wayfinding.				○	○	✓
Clarify East India Row and the boundary with the Harbor Towers. This might be done through material changes, landscaping, etc.				○	○	
Atlantic Avenue - in this area, Atlantic Avenue has fences, curb cuts, and hard building edges. Add more active uses to Atlantic Avenue or better landscaping (street trees, plants, etc.).			◐		●	
Rowes Wharf Pavilion - use for seasonal events, programming; open up for more public uses			◐	◐		✓
Strengthen lateral connections to waterfront through programming/ground-level activity and maintaining view corridors - encourage programming of the interstitial spaces, such as the space between Rowes Wharf and 400 Atlantic Avenue			◐	◐	●	
Harbor Towers could benefit from greater visual porosity through the fences.				●	◐	✓
400 Atlantic Avenue - fence that faces the watershed - add active uses here, or greater porosity.				◐	◐	
Make public access to the Rowes Wharf rotunda more visible / known.			◐	◐		✓
Under-used docking facility?			◐			✓

- Strongly requires or linked to
- ◐ Medium link
- Low link or challenge

Implementation

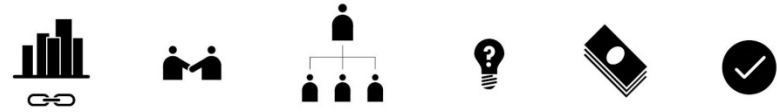


	Linked to significant development	Requires a partnership between stakeholders	Poses management challenges	Idea that needs adoption	Money	Do it now
Long/Central Wharves						
Seasonal programming or festivals (e.g., cider festival in fall or ice sculpture festival in winter; see Quebec winter festival as example).			○	○	●	
Marriott Long Wharf expansion: include a ferry terminal, waiting room, bike storage, and other passenger amenities.	●		○	●	○	
Marriott Long Wharf: add ground-level programming and porosity, such as retail and restaurant uses	●					
A designated drop-off/pick-up area for school and charter bus users of water transportation and the other amenities and attractions.			○			✓
Chart House parking lot: redevelop into open space, connect with the restaurant in Marriott Long Wharf	●				●	
BRA-owned land between the waterfront and the Harbor Garage: improve hardscape, add interpretive information about history of this area.	●				●	
Long Wharf: introduce restaurant uses or food trucks and large sculptural element to draw visitors to end			○			✓
Ferries: unified wayfinding system and intelligent transportation system (ITS)		●	●		○	✓
Improve Aquarium plaza through unified materials, wayfinding, visibility from the Greenway	●				●	
Interpretive signage throughout this area - both environmental and historical; build on the Walk to the Sea.		○			○	✓
NEAq - improve visibility from the Greenway through gateway elements / possible display on IMAX theatre.		○		○	○	
Harbor Garage site - active uses on ground-floor facing Central Wharf and Atlantic Ave. Make visible the education programs and public uses inside.	●					

- Strongly requires or linked to
- Medium link
- Low link or challenge

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Implementation



Harbor Garage development site - create view corridor to the water / NEAq; open space should be on north side.	●			●		
Create more visible and legible links from Harbor Islands Pavilion to the ferry locations		●			●	✓
Create a permanent Harbor Islands Gateway on the waterfront		●		●	●	

	Linked to significant development	Requires a partnership between stakeholders	Poses management challenges	Idea that needs adoption	Money	Do it now
Watersheet						
Ferry hubs - to assist commuters and visitors in finding the correct wharf and help better coordinate landside transfers.	●	●	●	●	●	
More bus shuttles and water taxis/local ferries (small on-off vessels) to attract more riders, especially during winter months.			●	●	●	
Sheltered and heated waiting areas landside.	●	●	●	●	●	
Ticket areas for all ferry terminals (e.g., for T passengers on the north side of Long Wharf)		●	●	●	●	
More water taxi docks: all should be ADA compliant.		●	●		●	
Subsidized water transit, and add new routes, both intra-city and inter-city.	●	●	●	●	●	
Subsidized ferries to the Harbor Islands		●	●	●	●	
Fish cleaning stations and other amenities for fishermen.			●	●		
More services for recreational boaters, including transient moorings and slips, dinghy docks, and "touch and go" docks.		●	●	●	●	
Temporary "parking lots" in another part of the harbor (e.g., East Boston) with boaters brought to the Downtown Waterfront area by water taxi or launch.		●	●	●		
More activities and facilities on the Harbor Islands (e.g., Hubway and bathrooms)		●		●	●	
Redesign moorings to increase density of boat moorings in the harbor.		●		●	●	

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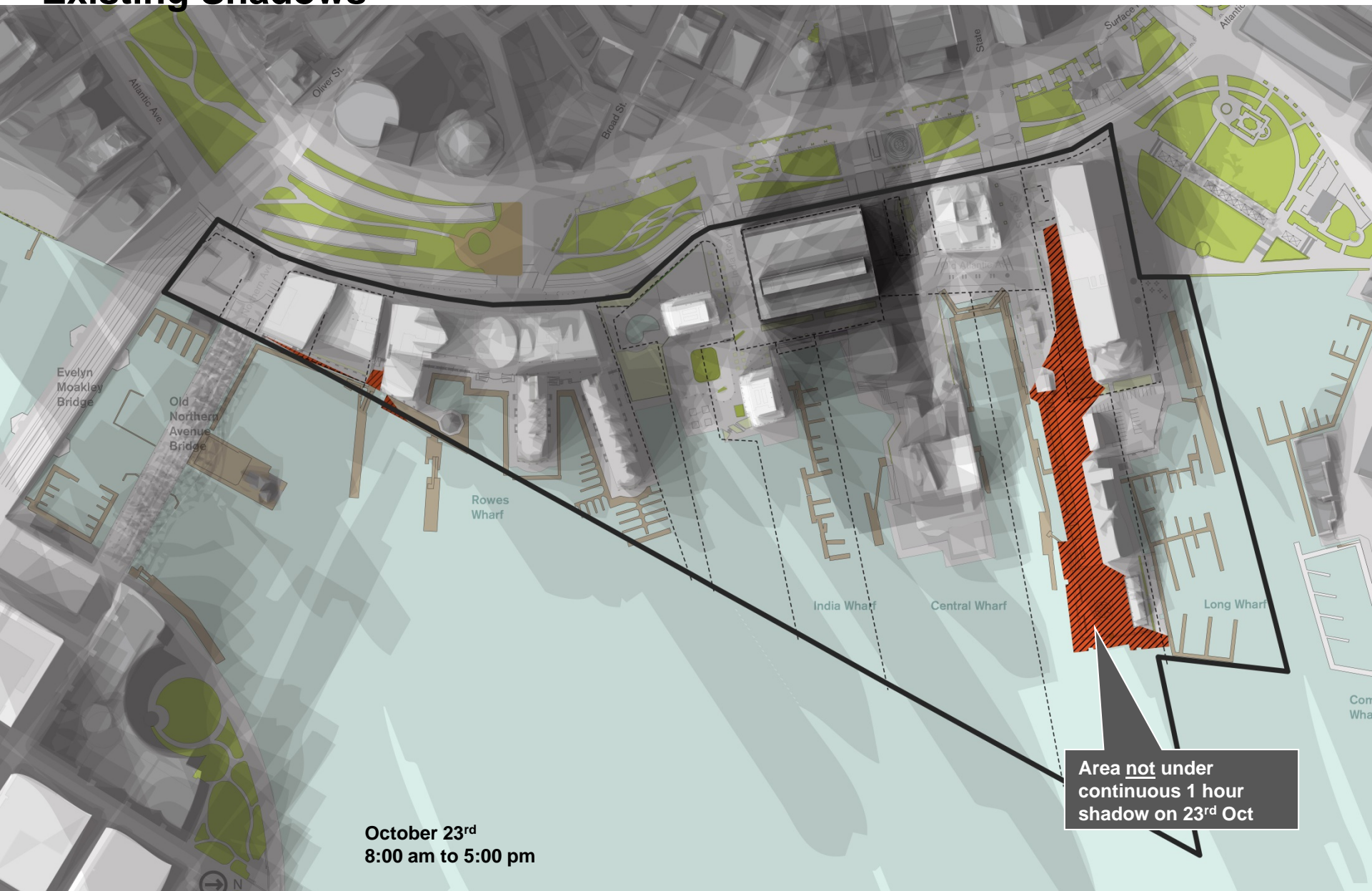
Public Benefits: Prioritizing an Offset Strategy

Offsets should focus on:

1. **On-site improvements**
2. **Improvements to identified priority areas**, such as Special Public Destination Facilities (SPDFs)
3. **Connectivity improvements** (to and from the city and along the water)
4. **Area-wide improvements** (e.g., management of public space, wayfinding, operating issues)



Existing Shadows

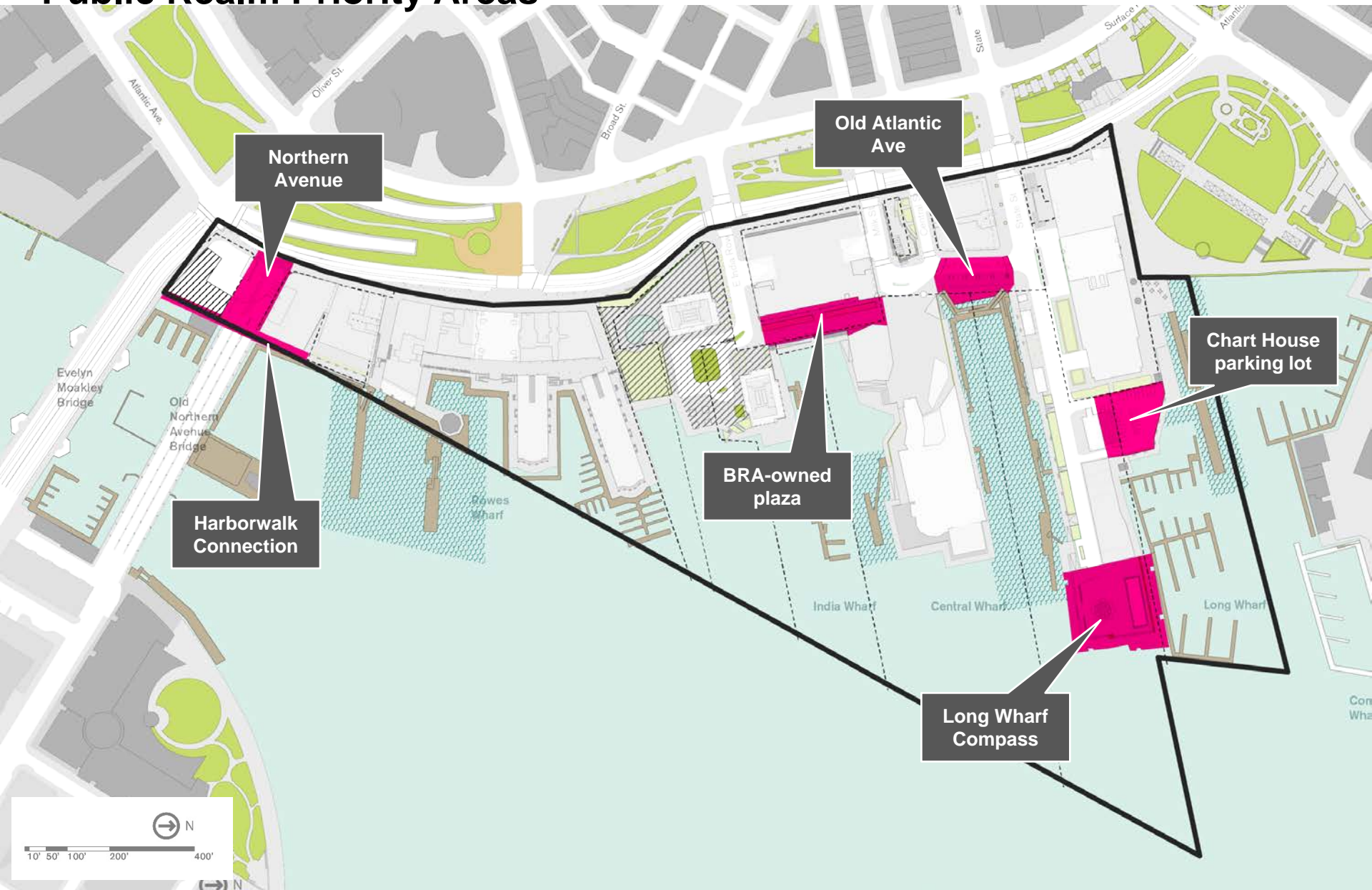


October 23rd
8:00 am to 5:00 pm

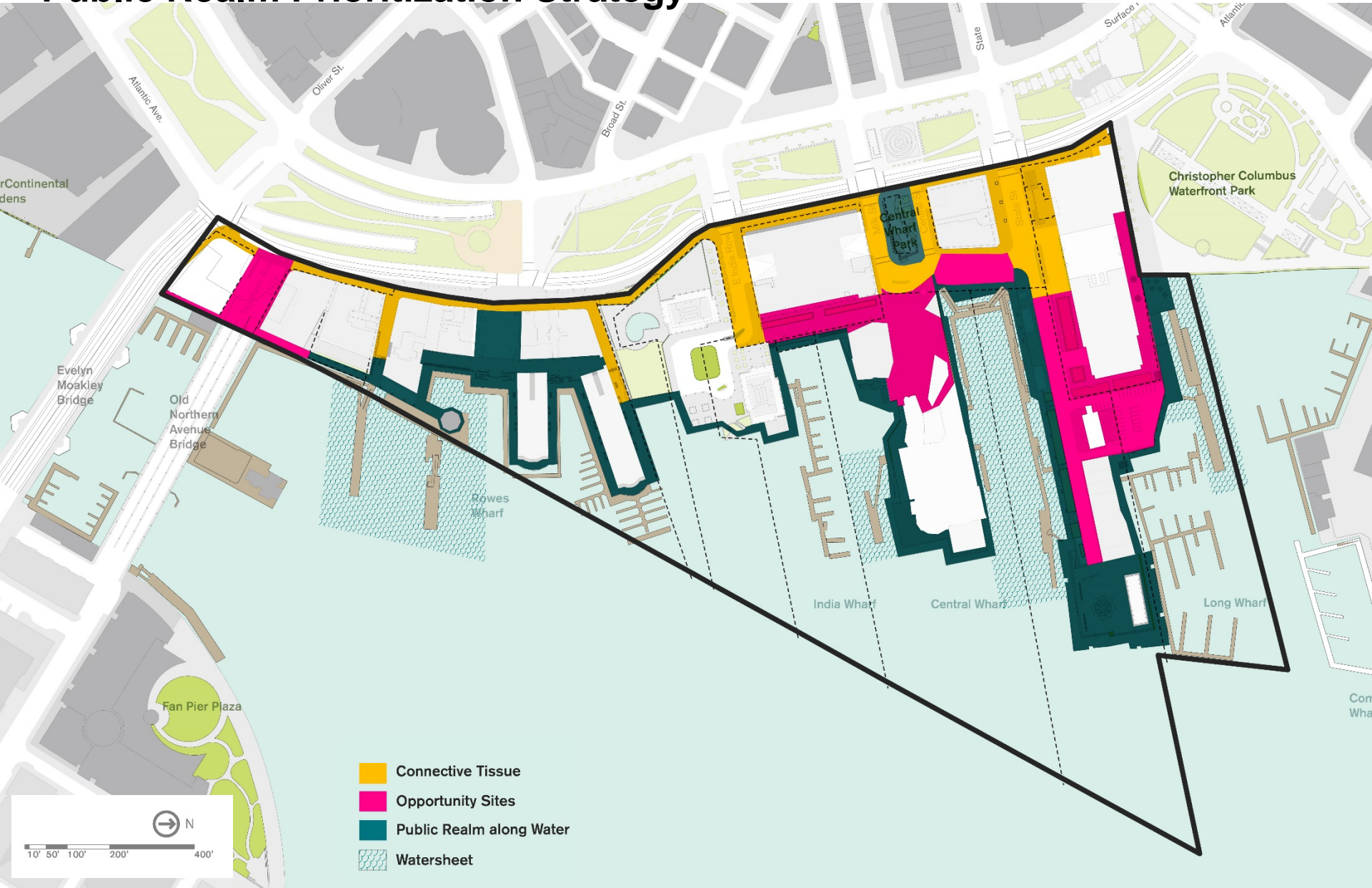
Public Realm



Public Realm Priority Areas



Public Realm Prioritization Strategy



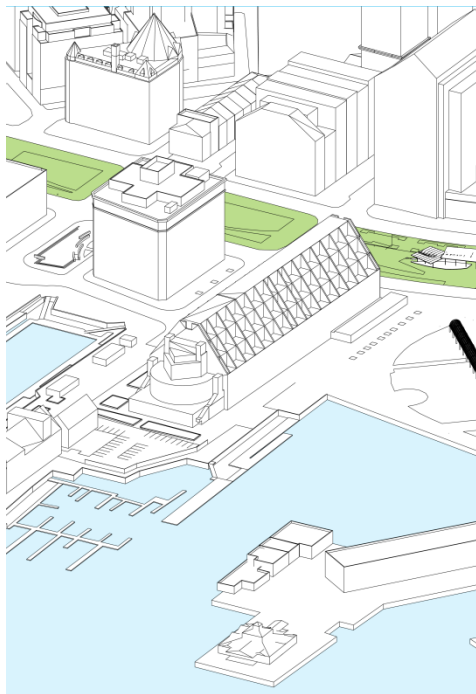
Development Sites

Public Realm Opportunities



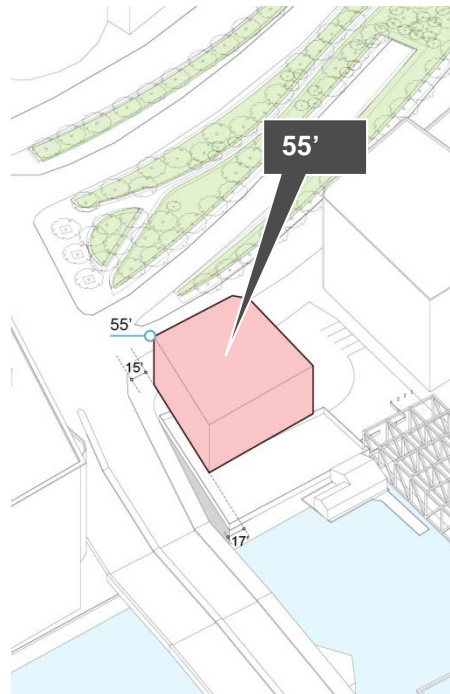
Ch. 91 Baseline

Long Wharf Marriott



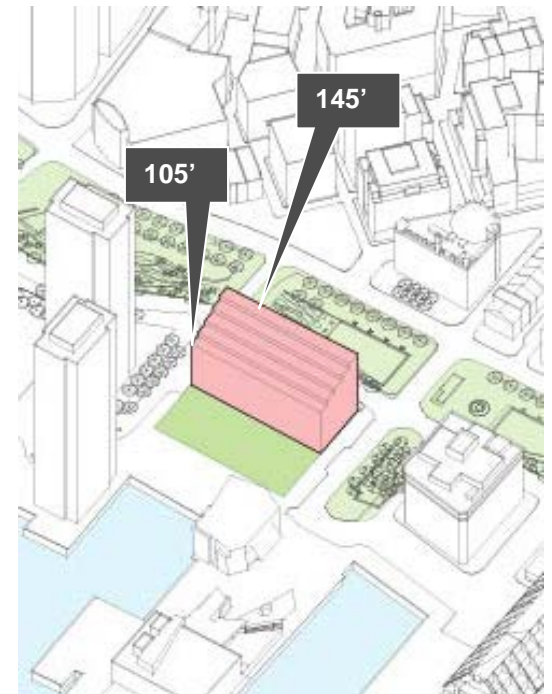
Predates Chapter 91.

Hook Lobster Site



Building Footprint: ~10,000 SF
Total parcel size: 20,056 SF

Harbor Garage Site



Total GSF: 297,550

Building Footprint: 28,500 SF
Total parcel size: ~57,000 SF

Note: These images are not at the same scale.

Long Wharf Marriott



Historic and Public Realm Assets: Long Wharf



Historic and Public Realm Assets: Long Wharf



What we heard from the MHPAC and the public

Create Visible and Legible Links/Create View Corridor to the Water

- Concern over general extent of lot coverage, and pedestrian pinch points on north side of Long Wharf
- Open space offsets should not involve improvements to interior public spaces, rather they should relate to broader open space resources in the area such as the Greenway, CCP, and Long Wharf

Add Ground Level Programming and Porosity

- More music and activation in the area
- New retail and restaurant must be public and function to activate the area
- Improved definition to the passageway through the hotel
- Important to maintain quiet, contemplative areas along the waterfront

What we heard from the MHPAC and the public

Improve Hardscape and Add Interpretive Information/Designated Drop-off and Pick-up Areas

- Improve traffic and vehicular circulation – better clarify vehicular and pedestrian zones

Unified Wayfinding and Intelligent Transportation System (ferries)

- Improve facility, pedestrian, ferry and transit signage
- Improve legibility of HARBORWALK, wayfinding, and better lighting

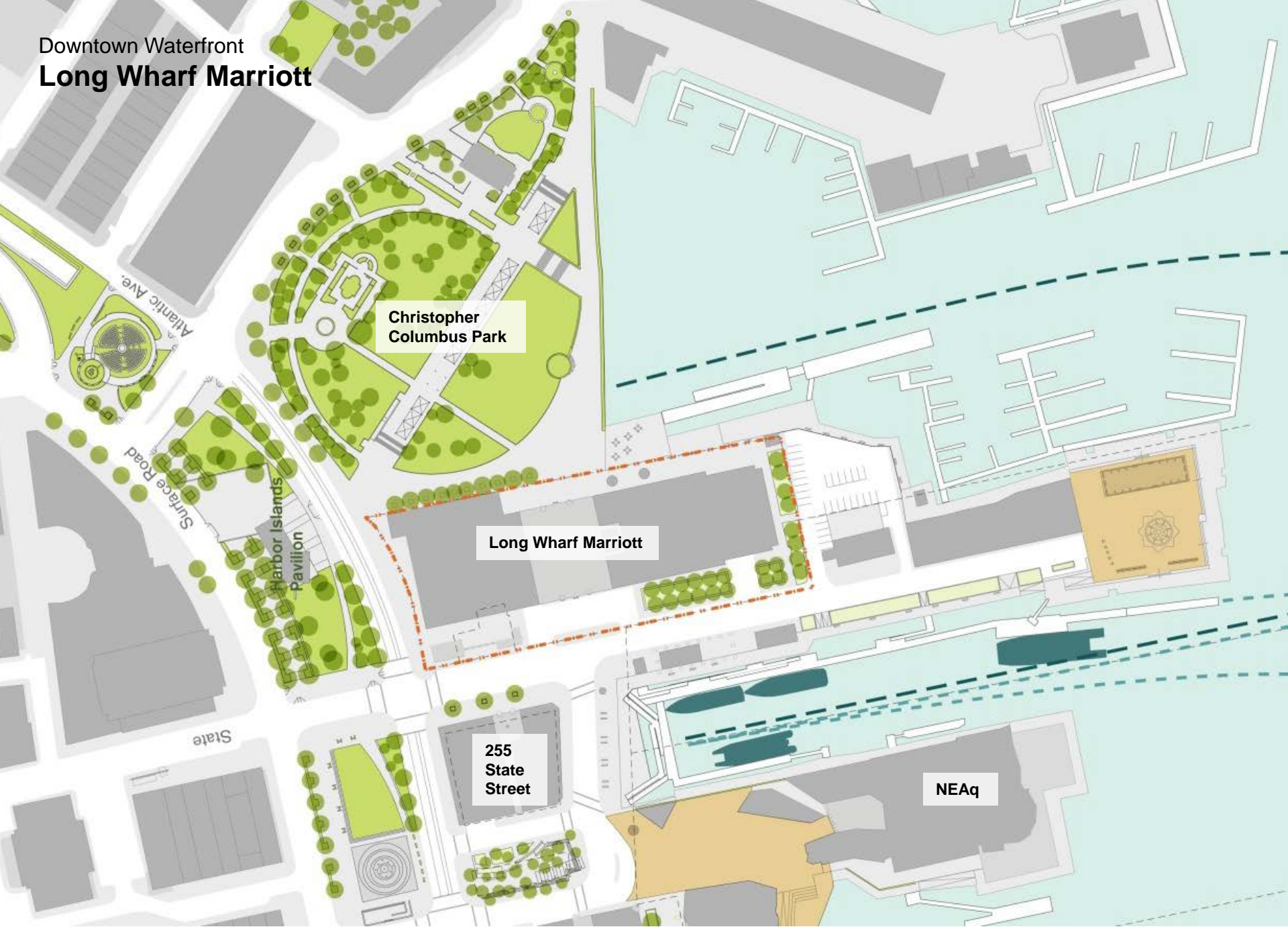
Increase Facilities for Commuters and Transit Passengers

- Improve functionality of the area as a water transportation hub and support water transit
- Better organization of trolley ticketing facilities

Create a Permanent Harbor Islands Gateway

- Establish a Harbor Islands Gateway as part of Marriott expansion

Downtown Waterfront
Long Wharf Marriott



Christopher
Columbus Park

Long Wharf Marriott

255
State
Street

NEAq

Downtown Waterfront
Long Wharf Marriott

Existing Building Footprint

~64% lot coverage

~36% open space

Parcel ~ 107,893 SF

From Assessing Online - City of Boston, excluding MBTA Easement

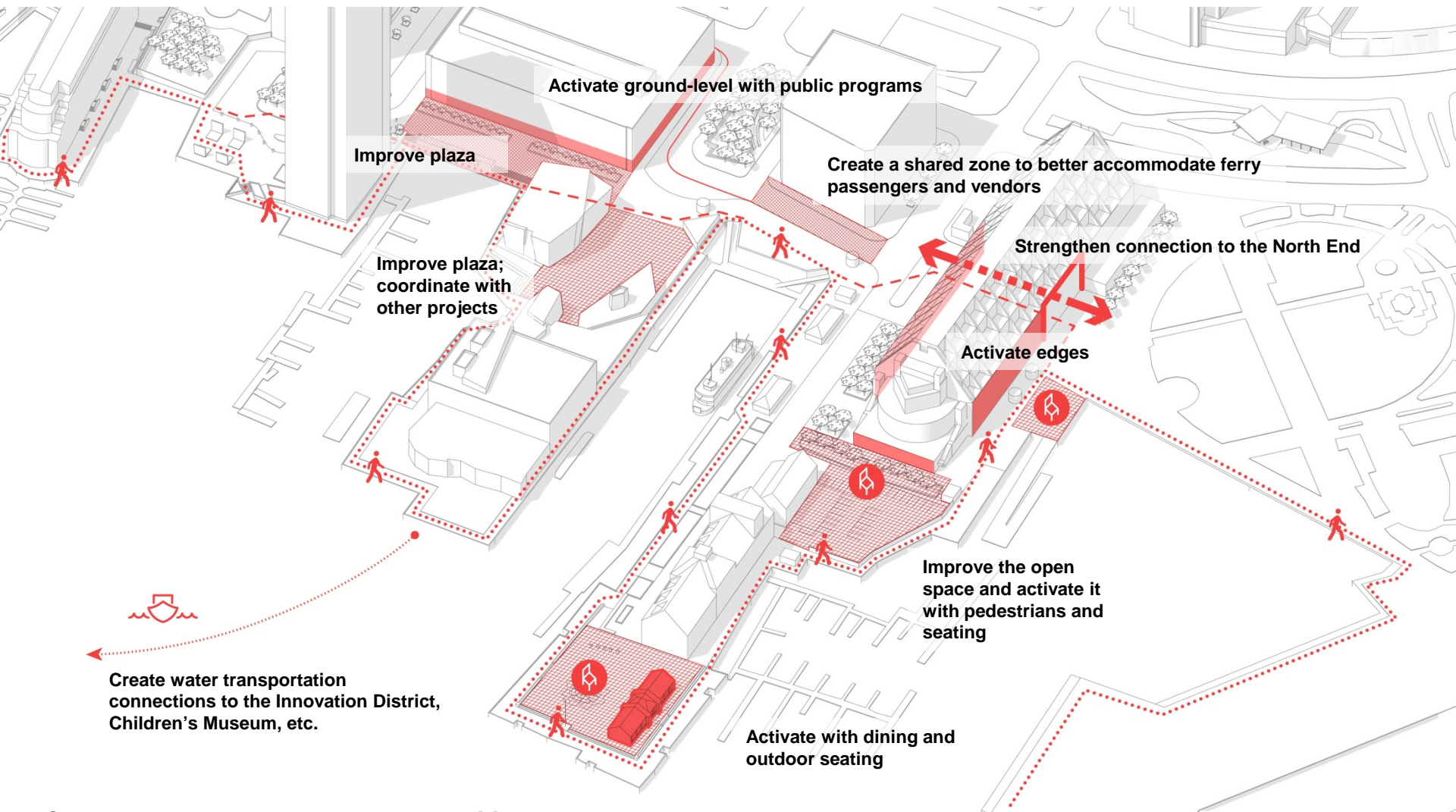
Parcel ~ 13,200 SF

Long Wharf Marriott

Marriott lot coverage ~69,360 SF

MBTA Easement ~ 6,230 SF

Downtown Waterfront: Long Wharf Marriott Public Realm and Watersheet Activation Plan

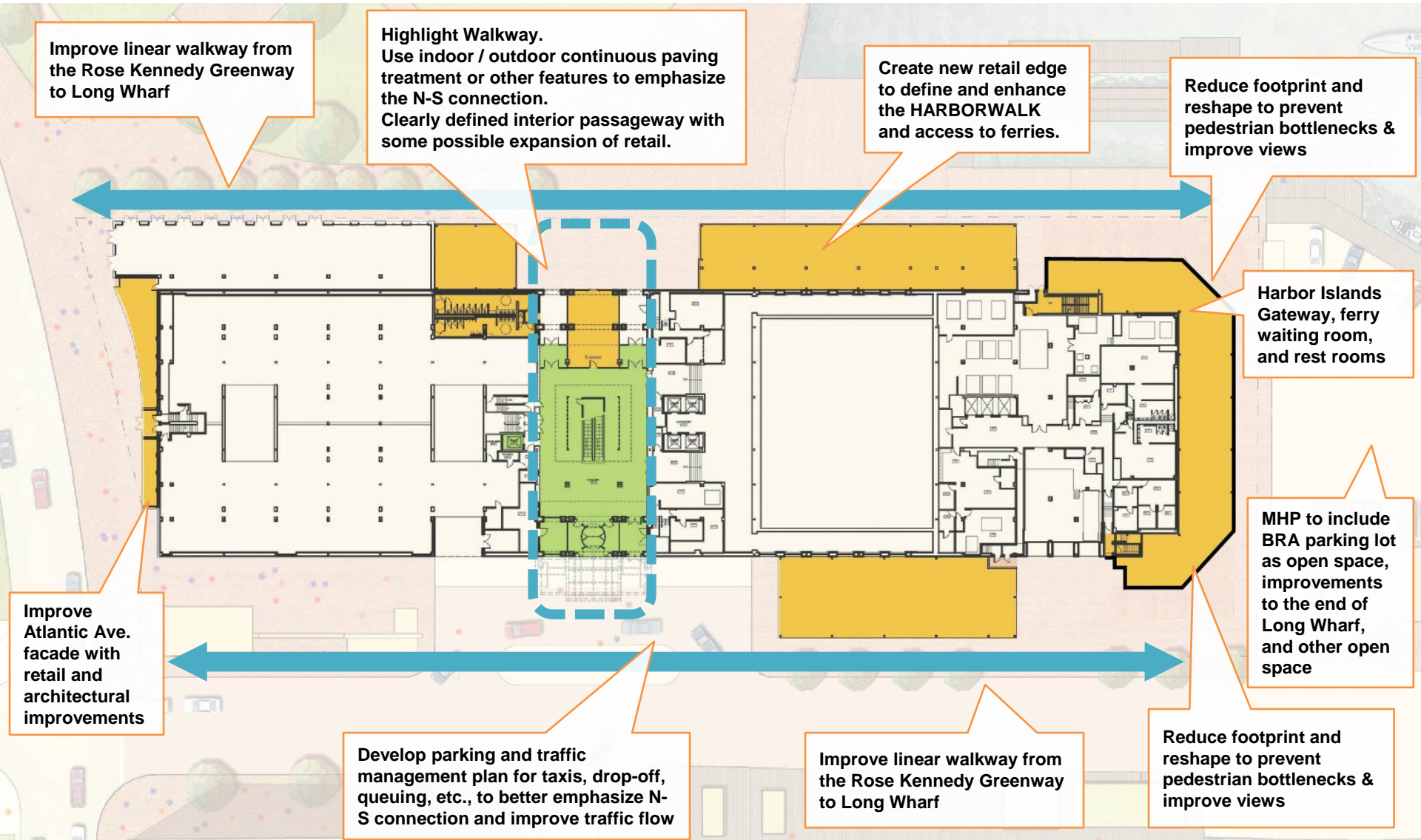


Central and Long Wharves: Opportunities

Downtown Waterfront: Long Wharf Marriott
**Proposed Expansion of the Marriott:
 Oct. 2014 Revisions**

Existing Building Footprint
 ~64% lot coverage
 ~36% open space

Revised Proposal Footprint
 ~80% lot coverage
 ~20% open space



Hook Lobster Site



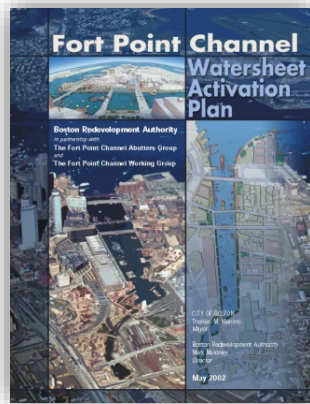
Hook Lobster Site



What to preserve or enhance?

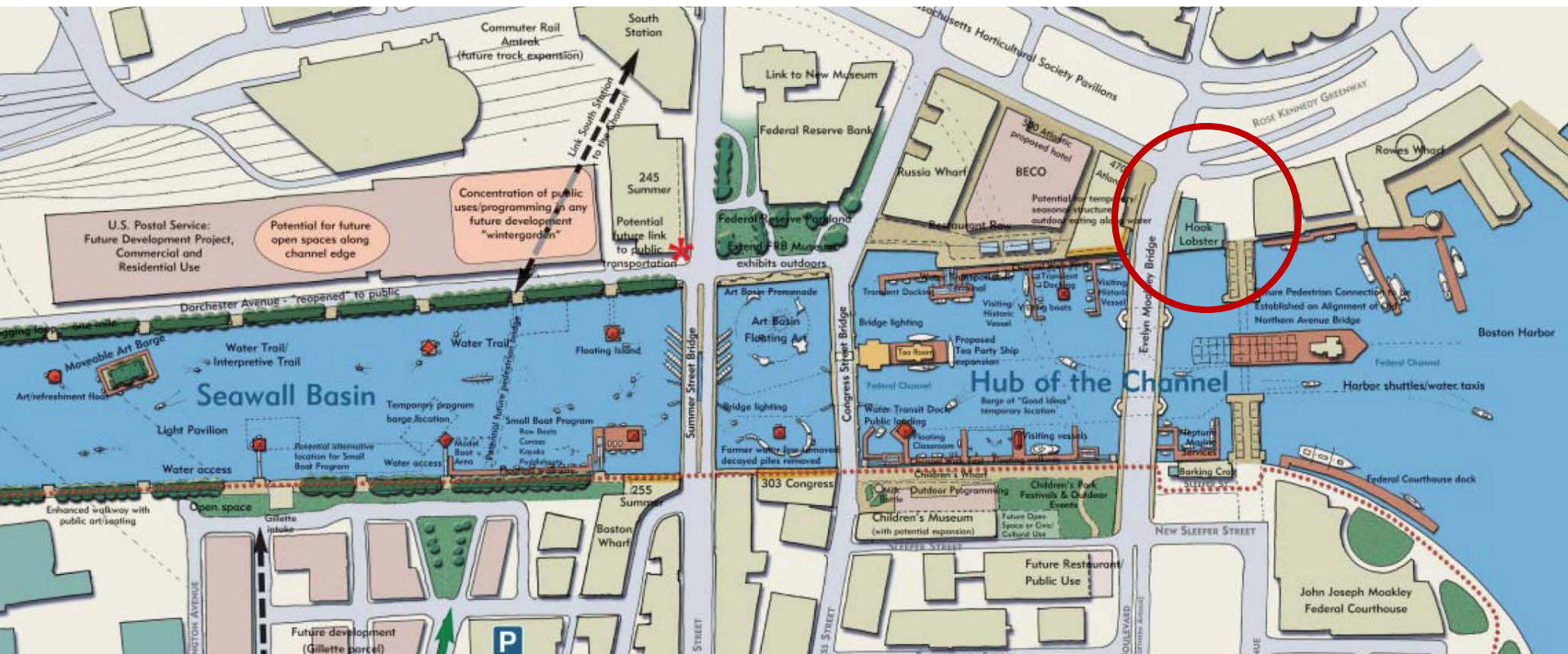


Planning Context
Fort Point Channel Watersheet Activation Plan (2002)



“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.”

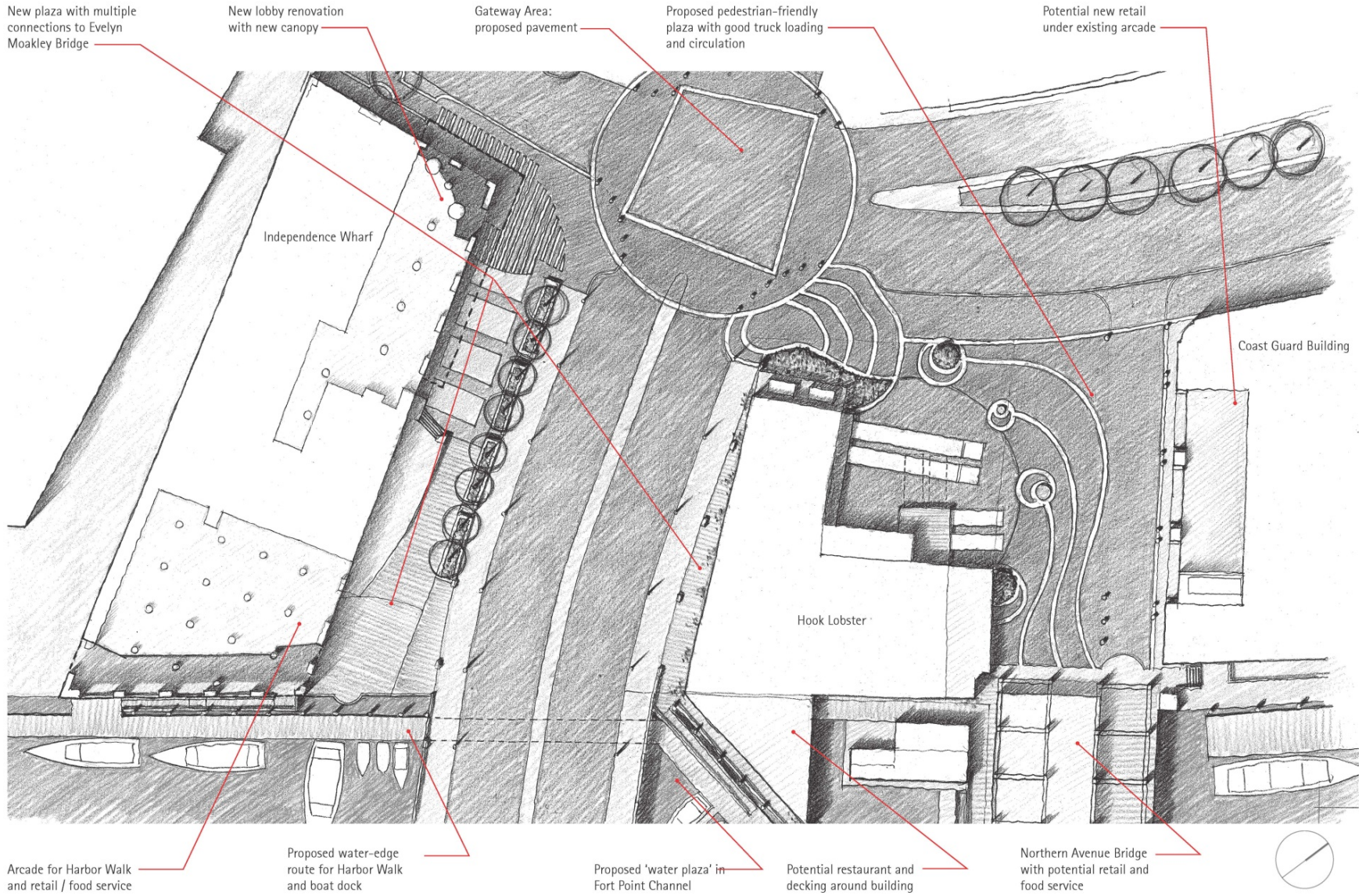
- *Fort Point Channel Watersheet Activation Plan, page 42*



Planning Context
Crossroads Initiative
(2004)



Artery Edges Study: Wharf District (2004)



Artery Edges Study: Wharf District (2004)

A2

NORTHERN AVENUE BRIDGE

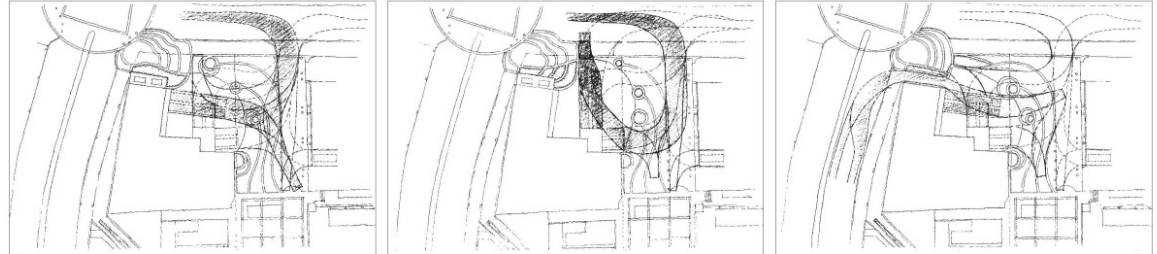
EVELYN MOAKLEY BRIDGE

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.

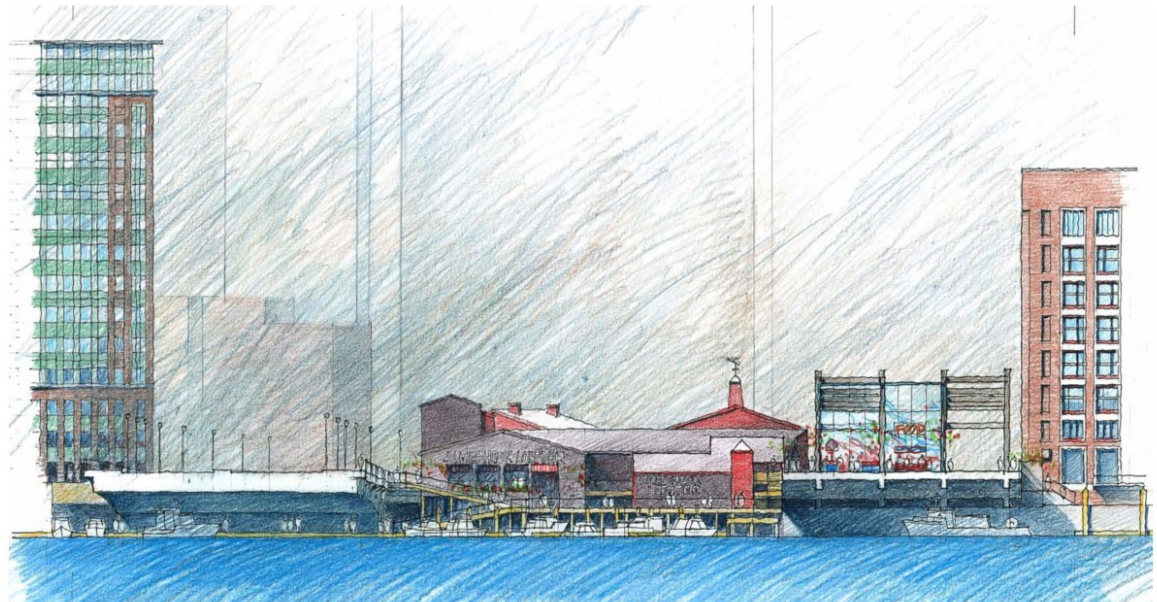
This proposal aims to bring together many potential short-term and long-term interventions toward the creation of a pedestrian-friendly gateway in this special location.

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.

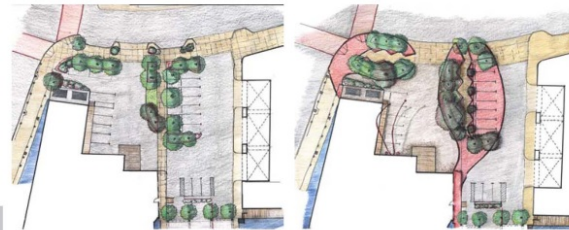
This proposal creates a future water-edge route for the Harbor Walk, linking Independence Wharf, Hook Lobster and Northern Avenue Bridge, crossing under Evelyn Moakley Bridge. This route will be accessible by boats as well as by foot, bringing people to the future "Water Plaza" at Fort Point Channel.



Diagrams - Alternative Loading Schemes



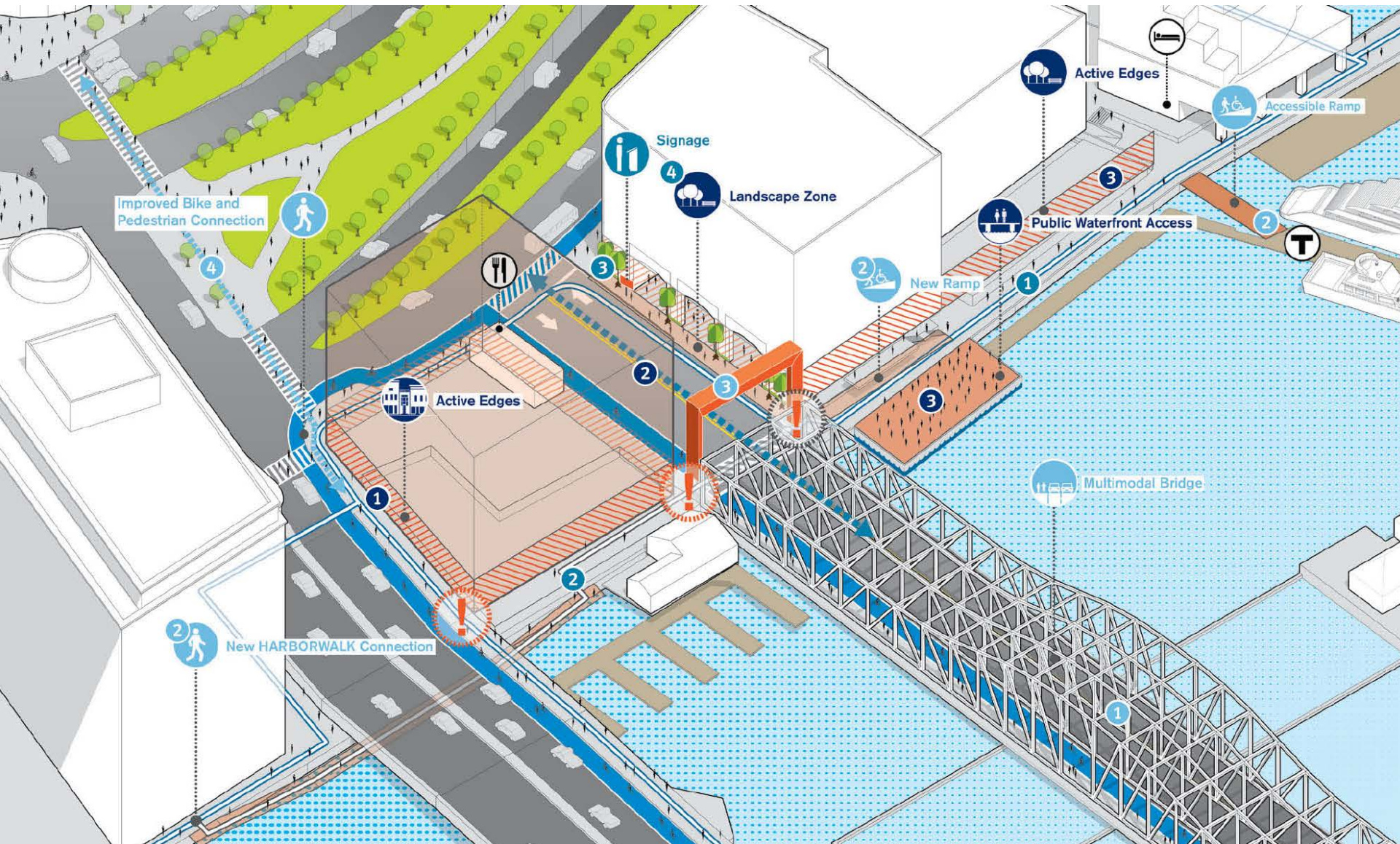
Section through "Water Plaza" 1" = 40' - 0"



COMMUNITY DESIGN PARTNERSHIP

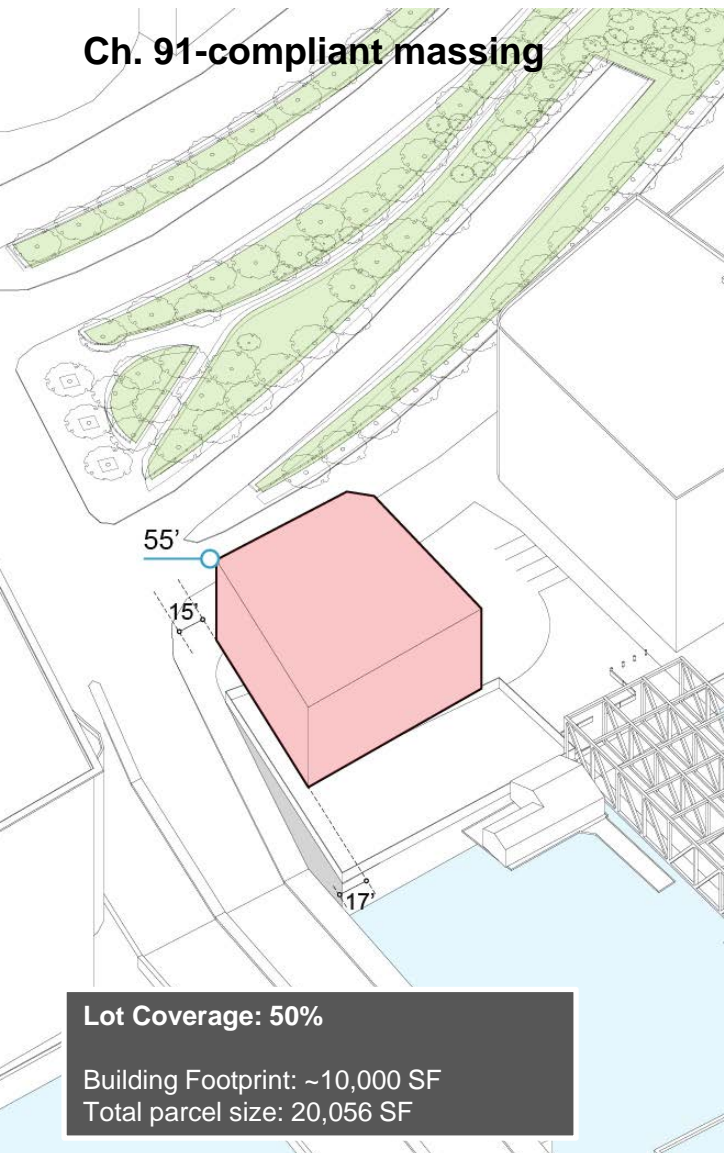
The Hook Lobster Company is currently developing plans for improving both the circulation and the appearance of the parking lot and loading bays. The illustrations below show two examples of their design thinking.

Hook Wharf – Northern Avenue Subdistrict



Downtown Waterfront: Hook Lobster Site
Hook Lobster Proposal: Building Footprint

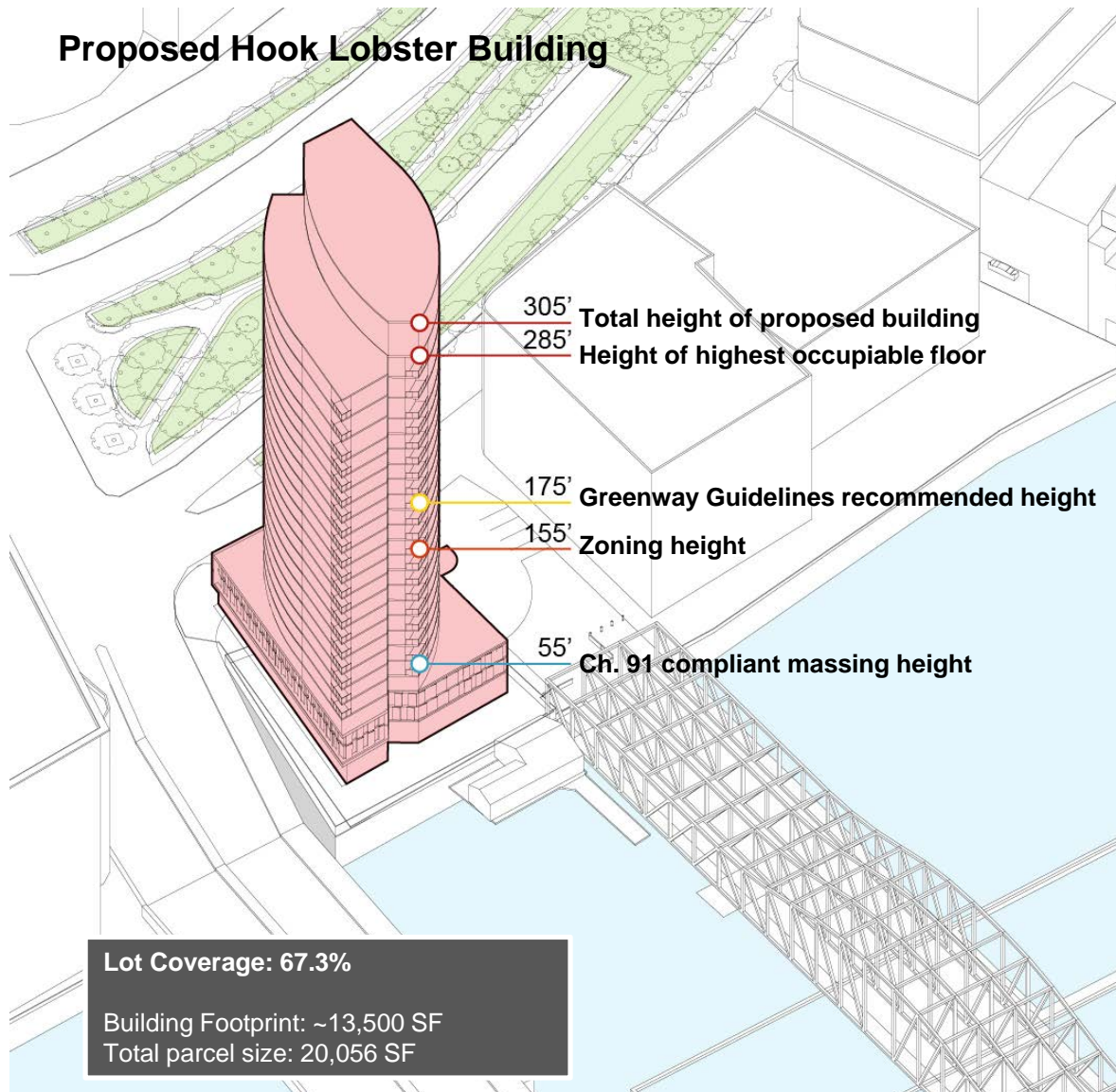
Ch. 91-compliant massing



Lot Coverage: 50%

Building Footprint: ~10,000 SF
 Total parcel size: 20,056 SF

Proposed Hook Lobster Building



Lot Coverage: 67.3%

Building Footprint: ~13,500 SF
 Total parcel size: 20,056 SF

Downtown Waterfront: Hook Lobster Site

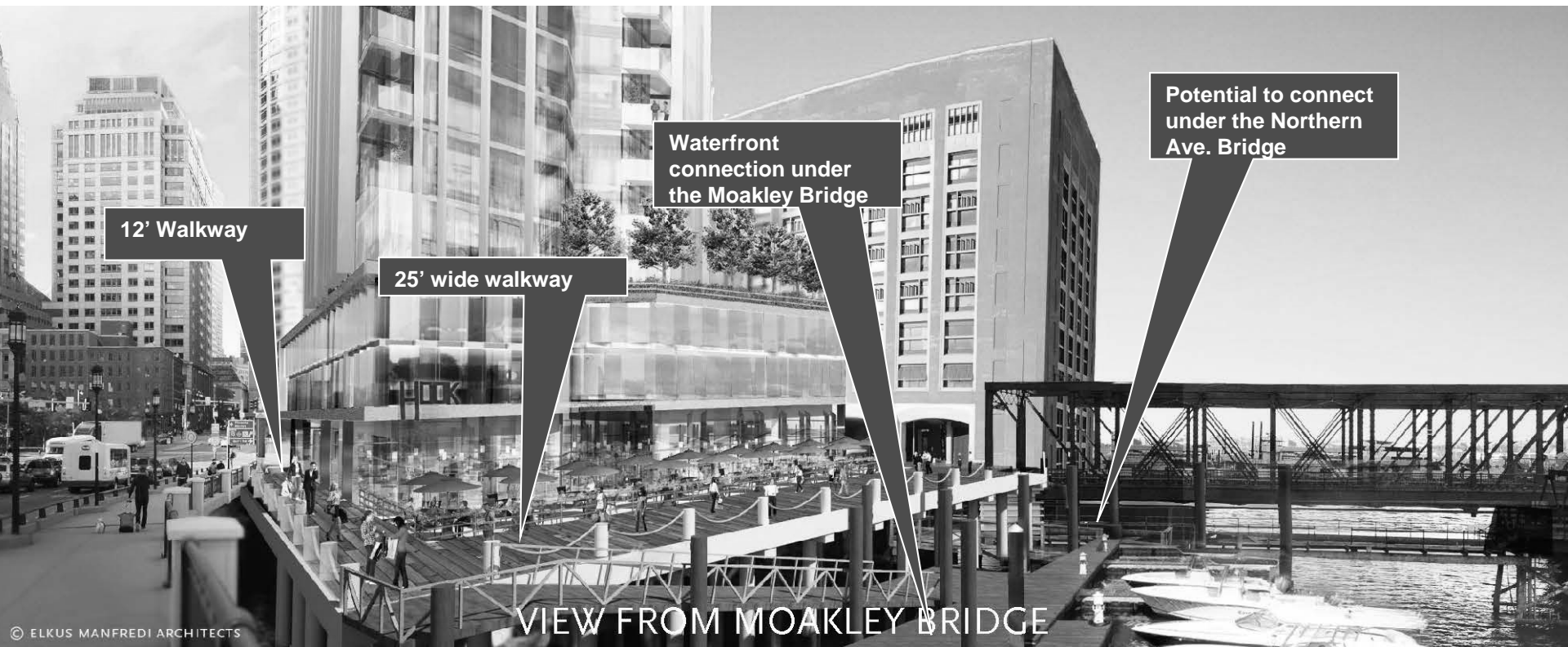
Hook Lobster Site development proposal

- 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)



Hook Proposal: Urban Design and Connectivity



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 (305' total height)
- 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



Harbor Garage Site



Harbor Garage Site

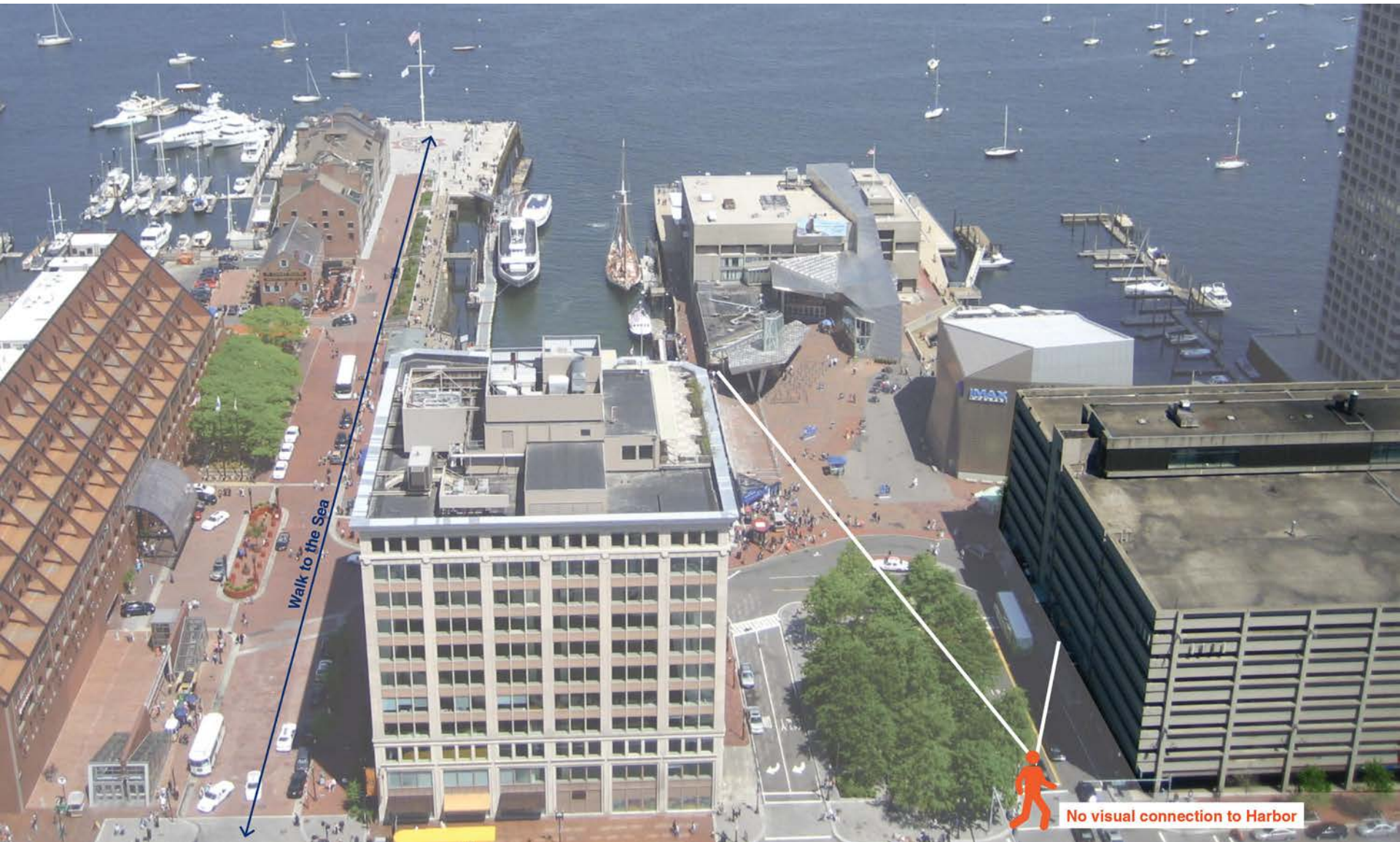


Harbor Garage

Harbor Towers

Rows Wharf

What to preserve or enhance? Views of the water.



What to preserve or enhance? views of the water.



What to preserve or enhance? Views of the water.



No visual connection to Harbor

What to preserve or enhance? Views of the water.



What to preserve or enhance? Views of the water.



What to preserve or enhance? Views of the water.



Evaluating the proposed Harbor Garage redevelopment

MHPAC members asked....

Please review **alternate building envelope scenarios** to better understand what the **incremental differences would be with shadow and differing heights.**

Expressed concern with the bulk of the proposed buildings and whether there are **other design options and massing variations** that could be reviewed.

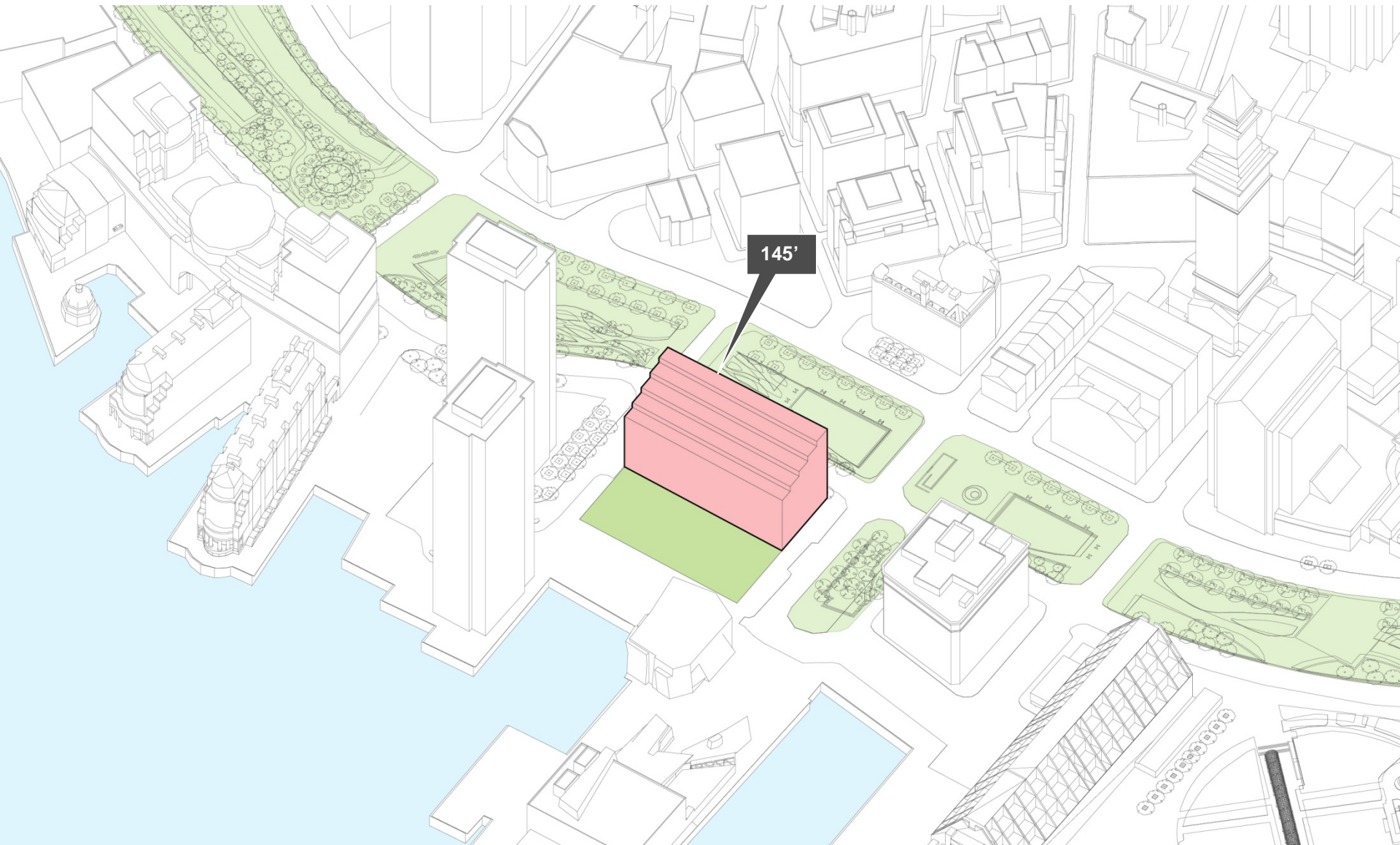
What are the **views from the ground level** from a number of different vantage points? How will the massing be viewed from various pedestrian level vantage points?

What is a proposal closer to the **50% lot coverage standard**?

What about establishing of **shadow protection zones**? But not extending out into the middle of the harbor.

Downtown Waterfront: Harbor Garage Site
Chapter 91 Compliant Scenario

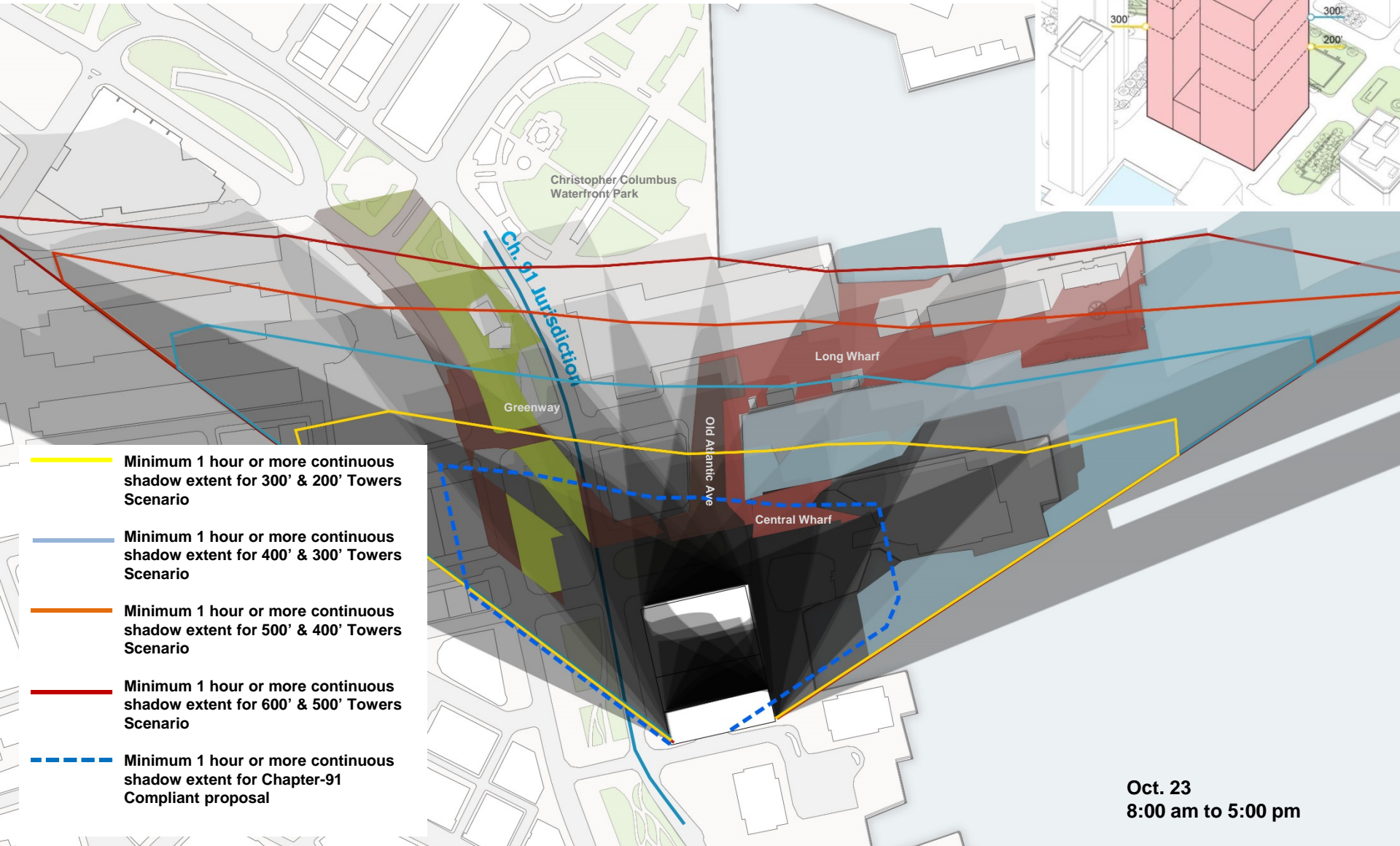
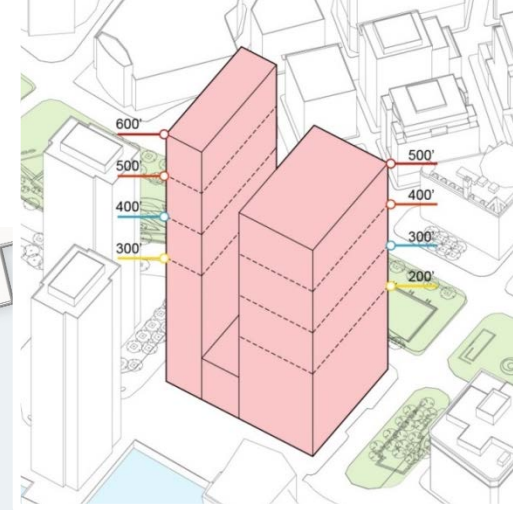
50% Building Coverage
50% Open Space



Downtown Waterfront: Harbor Garage Site

Two Towers – Oct. 23

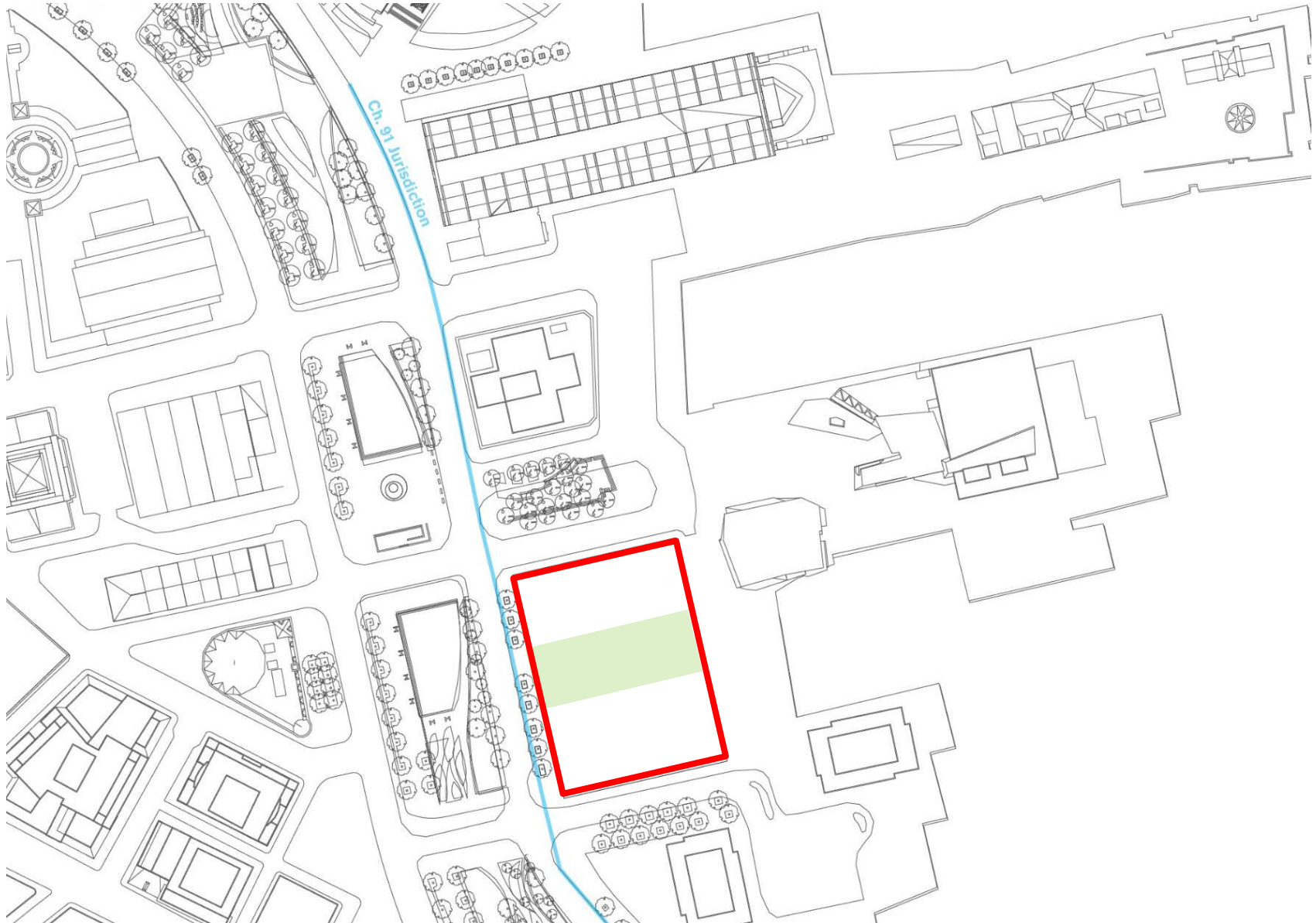
- Net New Shadow over Greenway
- Net New Shadow over Central Wharf and Long Wharf
- Net New Shadow over watersheet
- Streets and Sidewalks



- Minimum 1 hour or more continuous shadow extent for 300' & 200' Towers Scenario
- Minimum 1 hour or more continuous shadow extent for 400' & 300' Towers Scenario
- Minimum 1 hour or more continuous shadow extent for 500' & 400' Towers Scenario
- Minimum 1 hour or more continuous shadow extent for 600' & 500' Towers Scenario
- Minimum 1 hour or more continuous shadow extent for Chapter-91 Compliant proposal

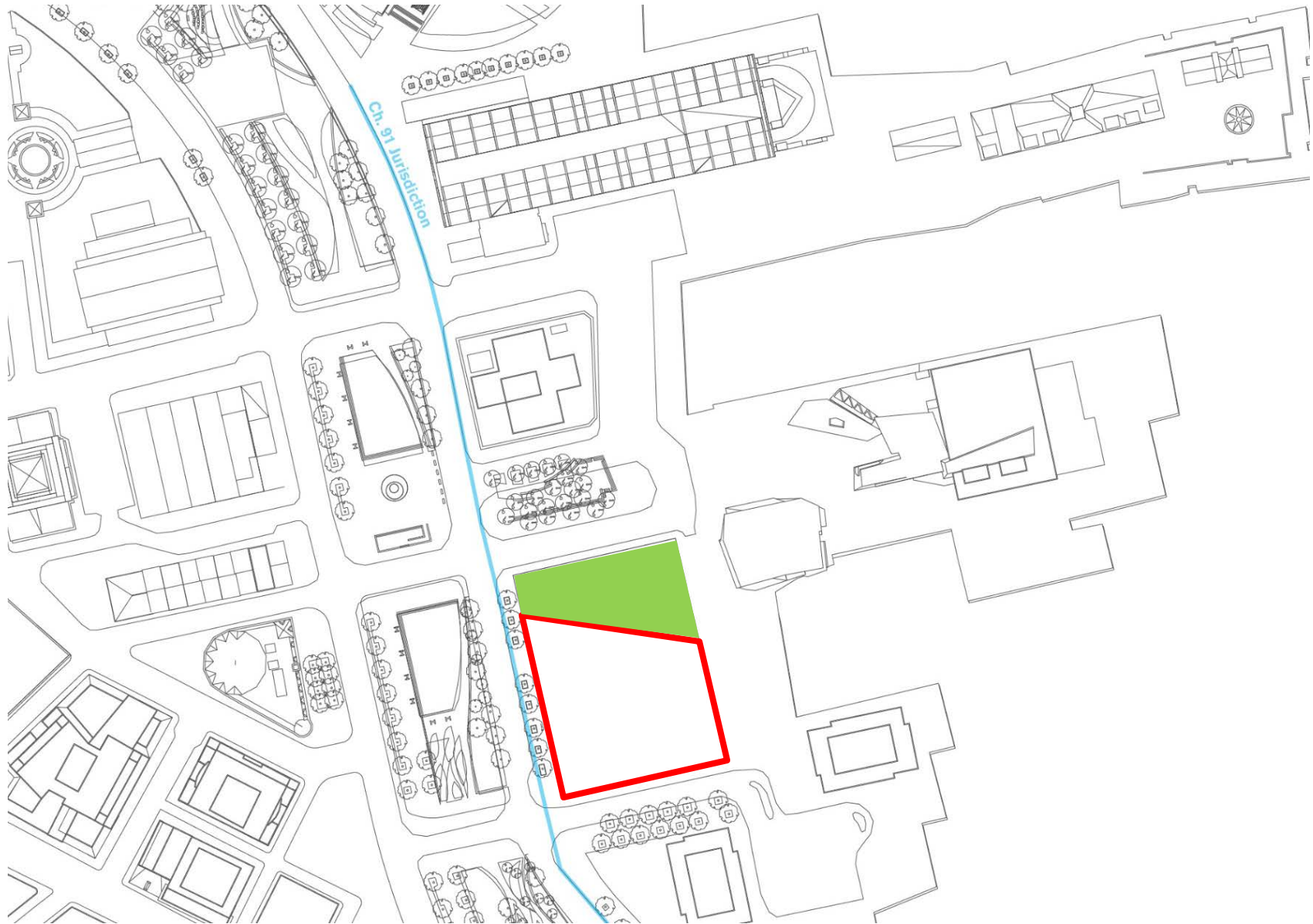
Oct. 23
8:00 am to 5:00 pm

Lot Coverage – Proposed 100% + “winter garden”



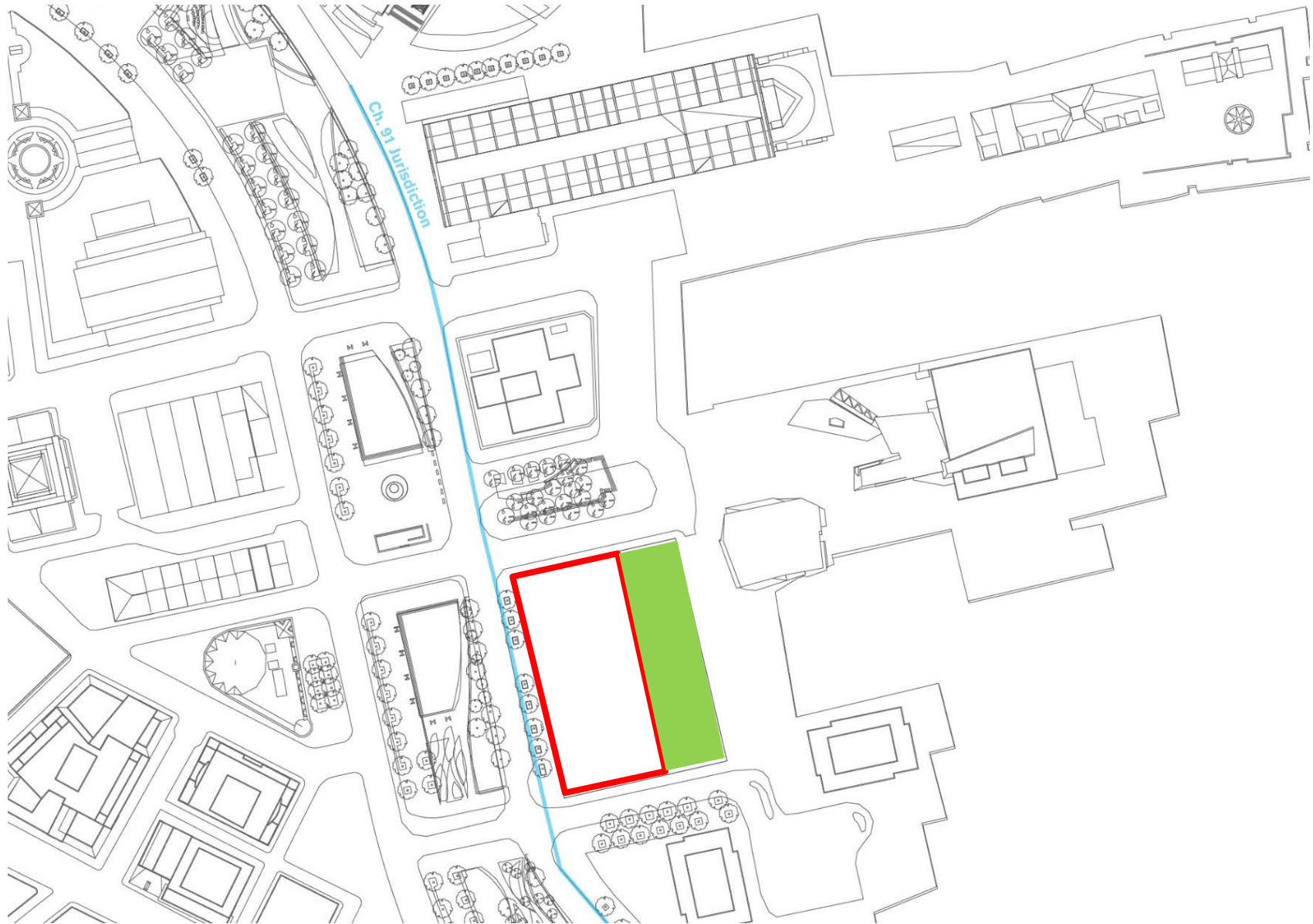
Downtown Waterfront: Harbor Garage Site

Lot Coverage – 70%

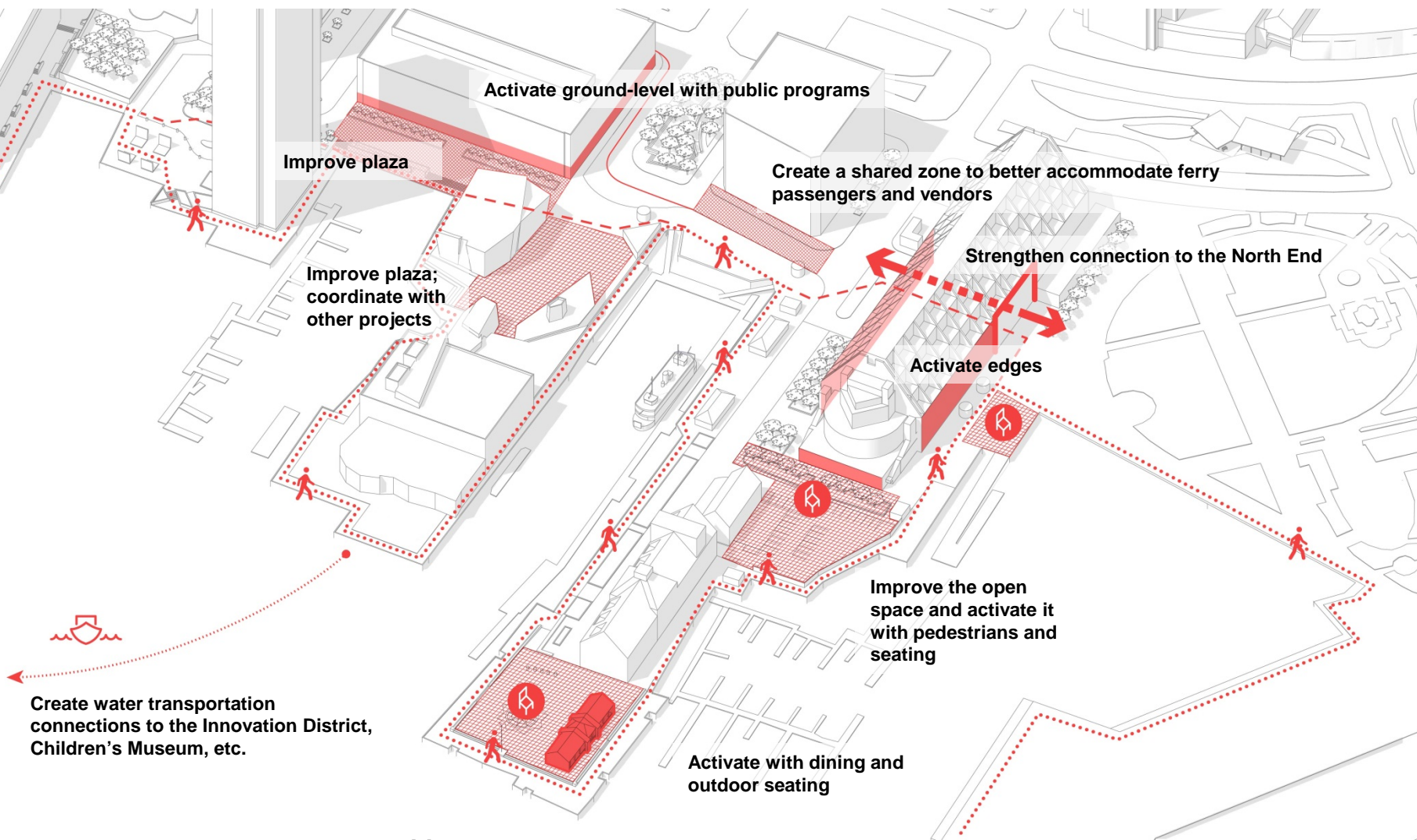


Downtown Waterfront: Harbor Garage Site

Lot Coverage – 70%



Downtown Waterfront: Harbor Garage Site Public Realm and Watersheet Activation Plan



Central and Long Wharves: Opportunities

Qualitative Design Issues addressed within the MHP

Public spaces

- Orientation, Physical Qualities, Porosity, Accessibility

Ground floor uses

- Adjacencies, sizes, etc.

Buildings

- Material qualities, transparency, etc.

Views

- Skyline, visibility of historic assets, key corridors



Source: BPL, photographer Leslie Jones, c. 1929

Greenway Overlay District



Greenway Overlay District Goals

Activate the broader public realm in and surrounding the Greenway parks by identifying and strategically locating desired uses, particularly at ground level, that will contribute positively to the Greenway.

Preserve the character of the Greenway parks by setting design standards and guidelines for projects, to ensure that they are planned and designed in a manner that is compatible with recreational activities and horticultural life within the parks.

Ensure the long-term value of the public's investment in creating the Greenway parks by setting standards for the review of project impacts, to maximize the quality of the parks and extend their publicly beneficial effects into adjacent districts and neighborhoods.

Greenway Overlay District

The new overlay district will encourage these goals through:

- General Design and Environmental Standards
- Ground Level Use Regulations
- Enhancement of the Pedestrian Environment
- Building Design Guidelines

An aerial photograph of a city waterfront, showing a dense cluster of buildings along a river or harbor. The water is dark, and there are many boats. The buildings are mostly multi-story, with some taller structures. The sky is overcast.

Greenway Overlay District: Environmental Standards

1. Shadow Criteria: Each Proposed Project shall be arranged and designed in a way to minimize, to the extent reasonably practicable, shadows on any portion of dedicated public parkland and publicly accessible open space, including the Greenway parcels. Shadow studies shall be conducted in connection with any Proposed Project demonstrating compliance with the foregoing standard.

2. Wind: Buildings shall be designed to avoid excessive and uncomfortable downdrafts on pedestrians. Each Proposed Project shall be shaped, or other wind-baffling measures shall be adopted, so that the Proposed Project will not cause ground-level ambient wind speeds to exceed the accepted Pedestrian Safety/Comfort Wind Standards. Wind tunnel or other appropriate means of testing shall be required for any Proposed Project over one hundred feet (100') in height.

Downtown Waterfront

Next Meeting

Wednesday, April 13, 3 - 5 pm



