

Downtown Waterfront Municipal Harbor Planning Advisory Committee

Offset Recommendations and Discussion
May 25, 2016



CITY OF BOSTON
Martin J. Walsh
Mayor



Boston
Redevelopment
Authority
Brian Golden, Director

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

What we heard at the May 11th MHPAC

- **Is the scale, or magnitude, of these offsets enough for the impacts?**
- **The Committee wants more information on what other offsets might be. What else could the offsets support? Water transportation, park maintenance, etc.**

Objectives of May 25th MHPAC

- **Discuss the proposed offsets, both the magnitude of the offsets and the range.**
- **Get feedback on the proposed offsets for each project site.**
- **Determine if there are other ideas or public benefits that should be prioritized for this Study Area.**

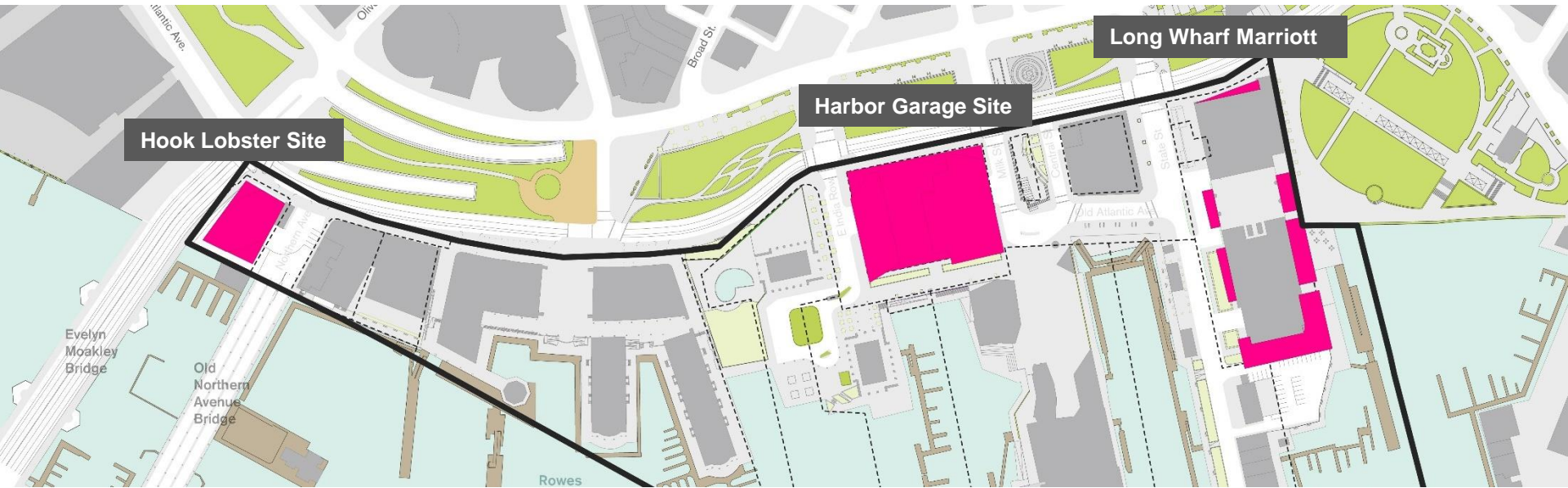
Public Benefits



MHPs ensure proposed projects have “baseline” public realm benefits

- Incorporation of public realm plan framework to guide decisions
- Amplifications for comprehensive public amenities and fully activated exterior & interior areas
- Large-scale qualitative design, to ensure optimum public space and building orientation, view corridors, and mixed uses
- Implementation of other City priorities, such as climate resiliency and water transportation

Proposed projects also have inherent public realm benefits



Hook redevelopment

- Revitalizes the property
- Reconnects the water's edge to the public realm
- Connects South Boston Waterfront and Fort Point to Downtown; advances the Crossroads Initiative

Harbor Garage redevelopment

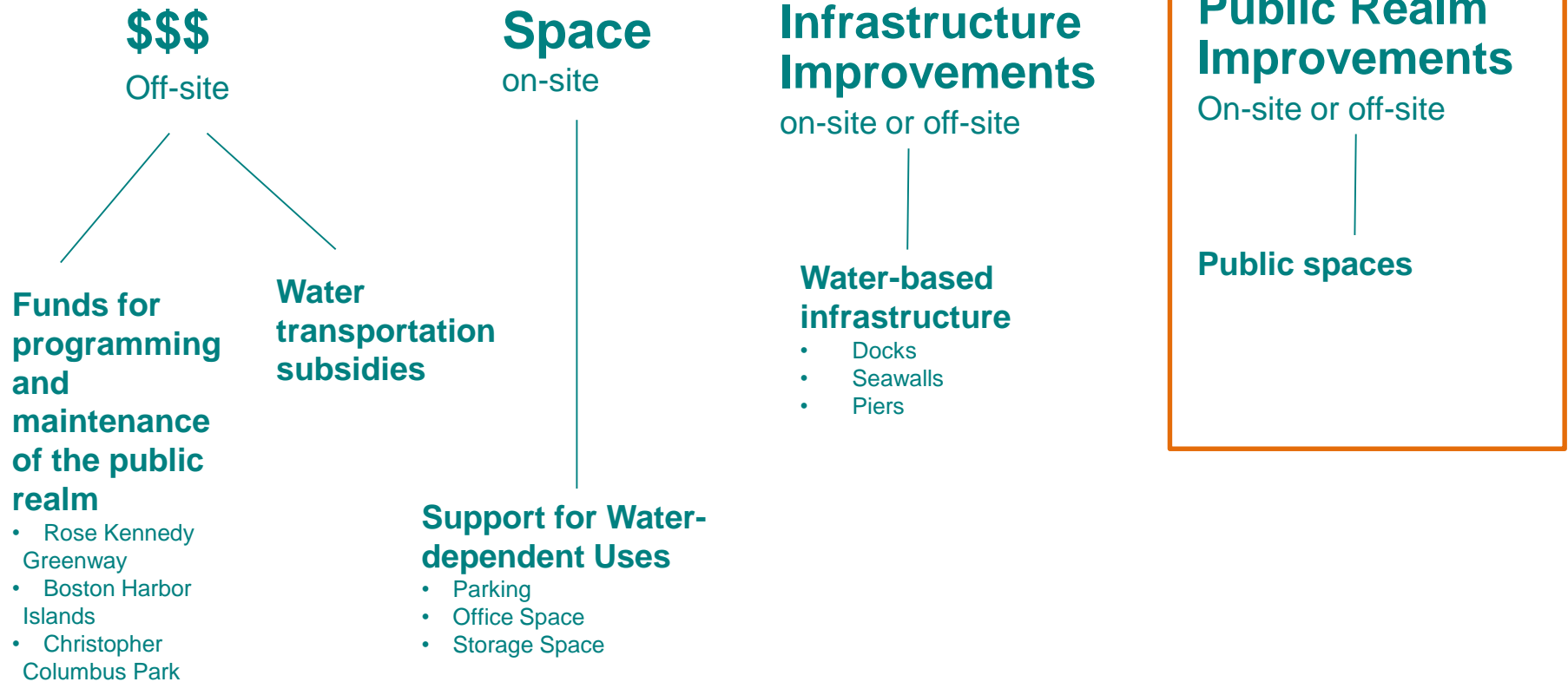
- Activates edges
- Removes "wall" of the garage
- Provides new open space and views to Harbor and NEAq

Long Wharf Marriott Expansion

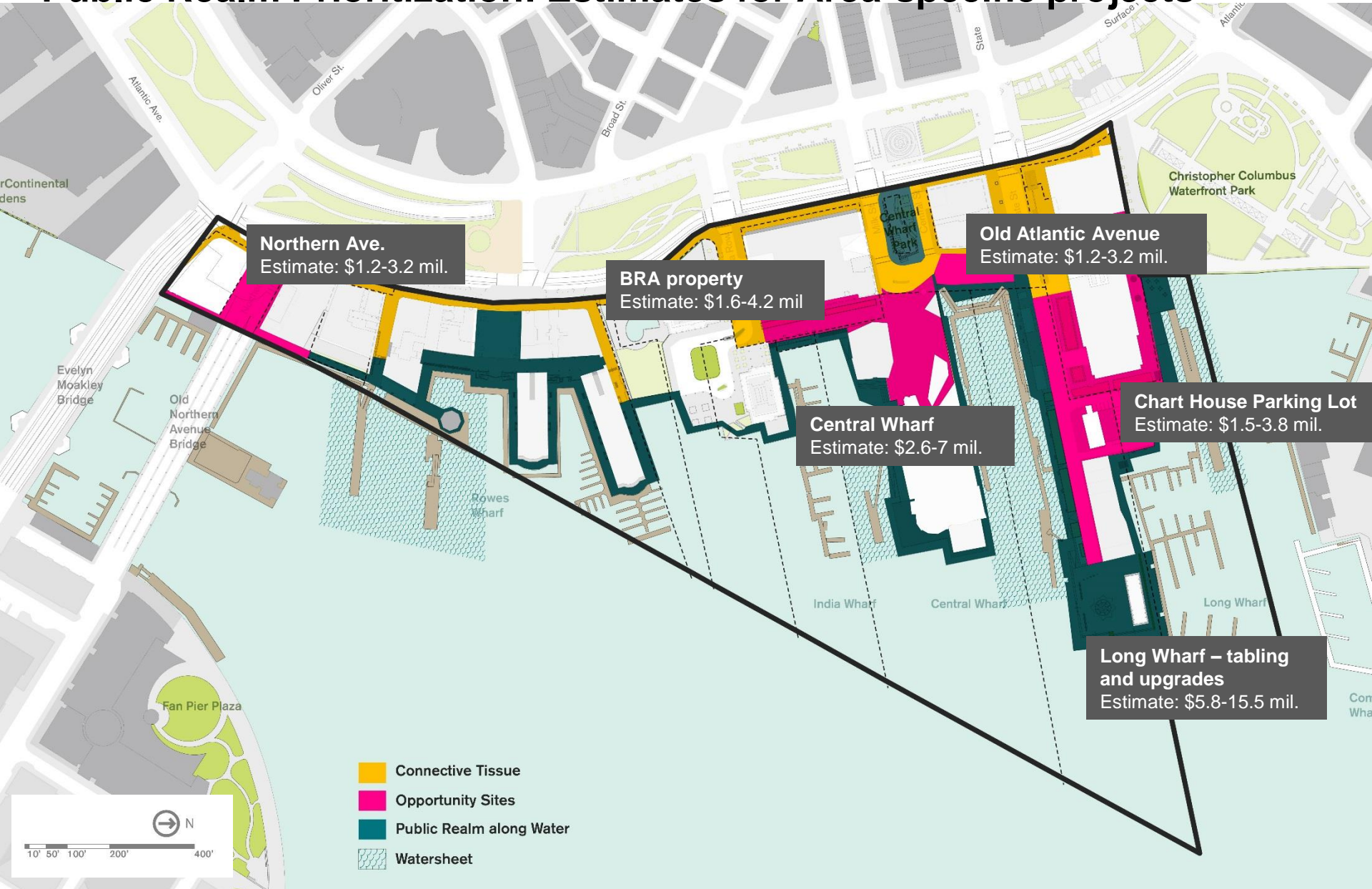
- Activates edges

Prioritizing within the Public Realm Plan

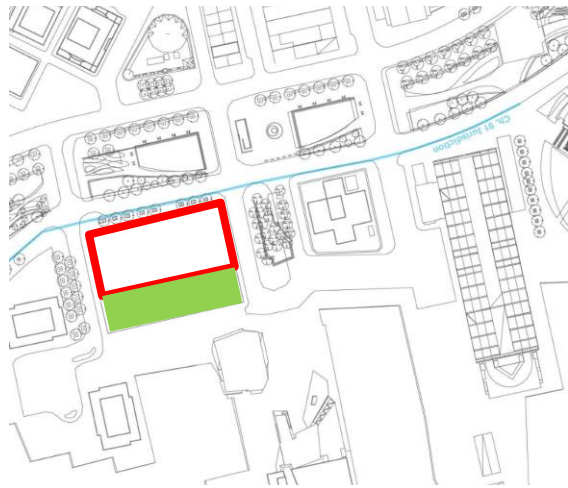
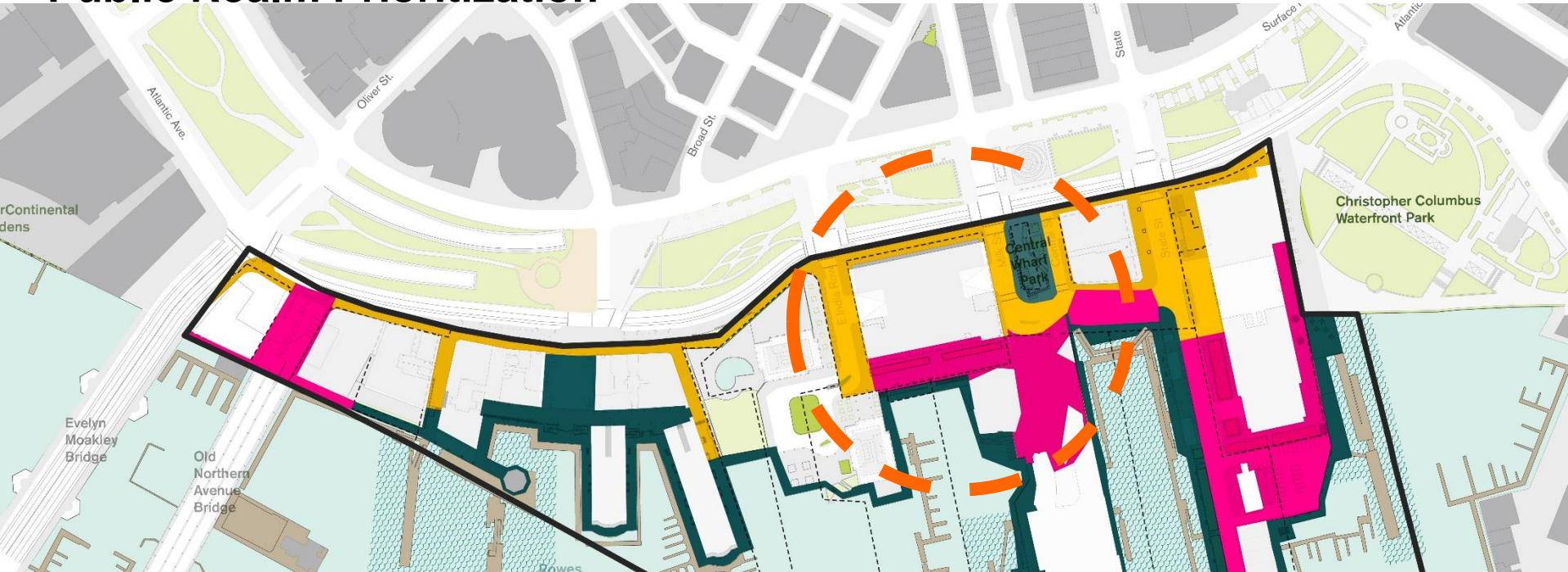
Review of the Public Realm Improvements



Public Realm Prioritization: Estimates for Area-specific projects



Public Realm Prioritization



How could new open space on the garage site complement and add to the public realm?

Could a well designed park comprising of garage open space, BRA Harborwalk and Central Plaza be considered one large offset?

Public Realm Prioritization: Area-specific projects that could be funded through the Harbor Garage Redevelopment

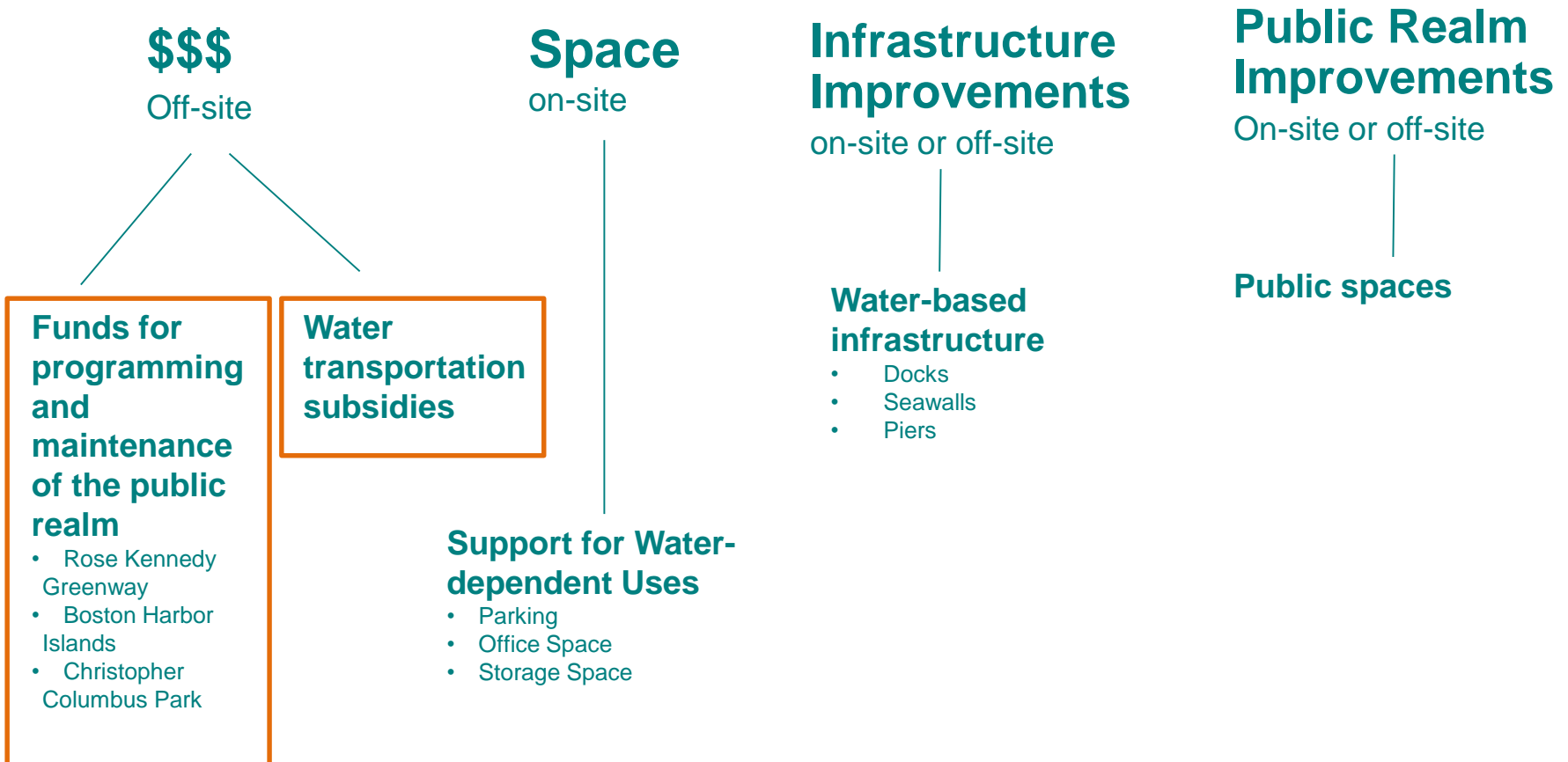
Location	Area (SF)	Low cost estimate (in millions)	High cost estimate (in millions)	Assumptions
Chart House Parking Lot	15,860	\$1.5	\$3.8	Greenscape
Long Wharf – upgrades and tabling	64,460	\$5.8	\$15.5	Hardscape, including integrated lighting
Old Atlantic Ave	13,350	\$1.2	\$3.2	Hardscape
Central Wharf (NEAq)	29,430	\$2.6	\$7.0	Hardscape
BRA property in front of Harbor Garage	17,880	\$1.6	\$4.3	Hardscape
Northern Avenue Terminus	13,320	\$1.2	\$3.2	Hardscape
		\$13.9 million	\$37.0 million	
		\$6.9 million	\$18.3 million	

Note on estimates

Estimated combine hard costs and soft costs (design, etc.).

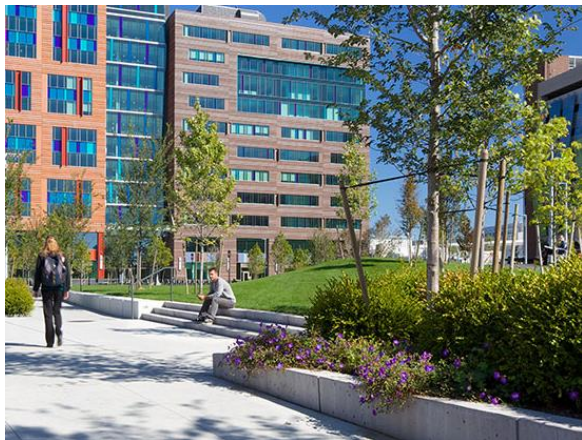
- **Hard costs:** based on per square foot calculations (low estimate = \$75/sq ft; high estimate= \$200 / sq ft)
- **Soft costs:** estimated at 20% of hard costs

Prioritizing within the Public Realm Plan



Funds for programming and maintenance

Public Space	Maintenance Cost	Programming Budget
Channel Center Park (A Street)	\$3.21 per SF	--
Rose Kennedy Greenway	\$3.00-3.50 per SF (based on 2014)	<ul style="list-style-type: none"> \$1.344 million in 2014 on public art direct program expenses \$1.131 million in 2014 on contracted services
Harbor Islands	From 2009-2013, averaged annual costs were as follows: <ul style="list-style-type: none"> \$11.4 million in operations / maintenance costs \$7.4 million in capital improvement 	--



Water Transportation Subsidies

MHP precedent is to \$2 per SF subsidy for water transportation for each SF above the baseline.

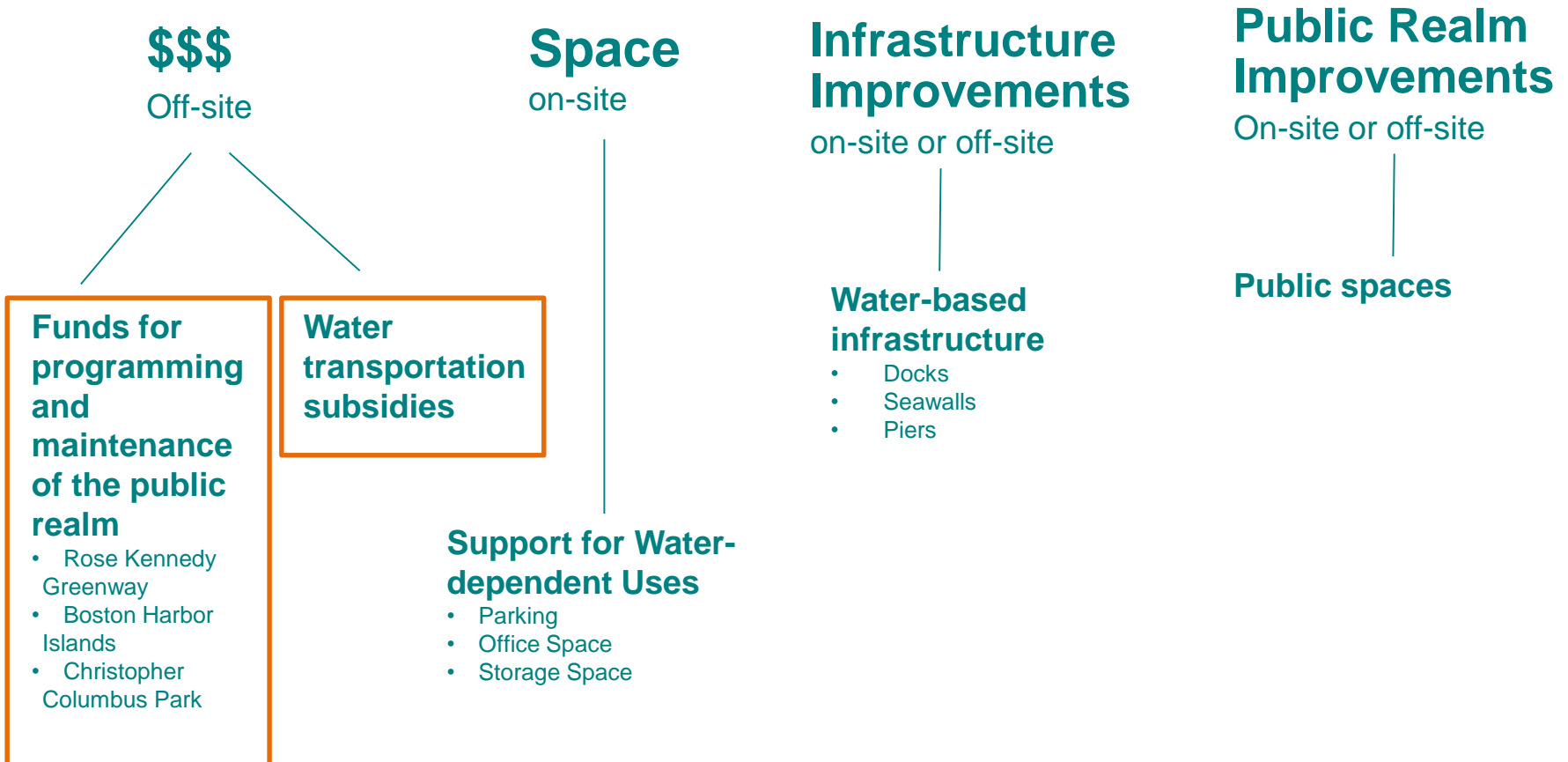
Existing Water Transportation Subsidies (information provided by BHC)

Routes	Routes per day	Operator	2014 Ridership	2015 Ridership	Fare (one way)	Subsidy (2015)	Subsidy / Passenger (2015)
MBTA Route F1 (Hingham to Rowes)	18 rt/day	BHC/MBL	764,191	748,670	\$ 8.50	\$ 7,973,204	\$10.65
MBTA Route F2 (Hingham to Long) MBTA Route F2H (Hull to Long)	14-20 rt/day 10 rt/day	BHC	295,314	320,443	\$ 8.50	\$ 3,516,929	\$10.98
MBTA Route F4 (CNY to Long)	17-39 rt/day	BHC	305,040	292,381	\$ 3.25	\$ 1,260,923	\$4.31
Lynn Ferry Pilot Program	May-Oct 3 rt/day	BHC	13,136	15,230	\$ 7.00	\$ 703,923	\$46.22
MBTA (Hingham & Hull to Georges)	--	BHC	9,944	7,670	\$ 17.00	--	--
Long to Georges and Spectacle	May-Oct 7 rt/day	BHC	115,495	102,222	\$ 17.00	--	--
BHC Water Taxi	On-demand	BHC	74,387	103,728	\$ 12.00	--	--
Cultural Connector	May-Sept 6 rt/day	BHC	377	189	\$ 5.00	\$ 99,883	\$ 528.48

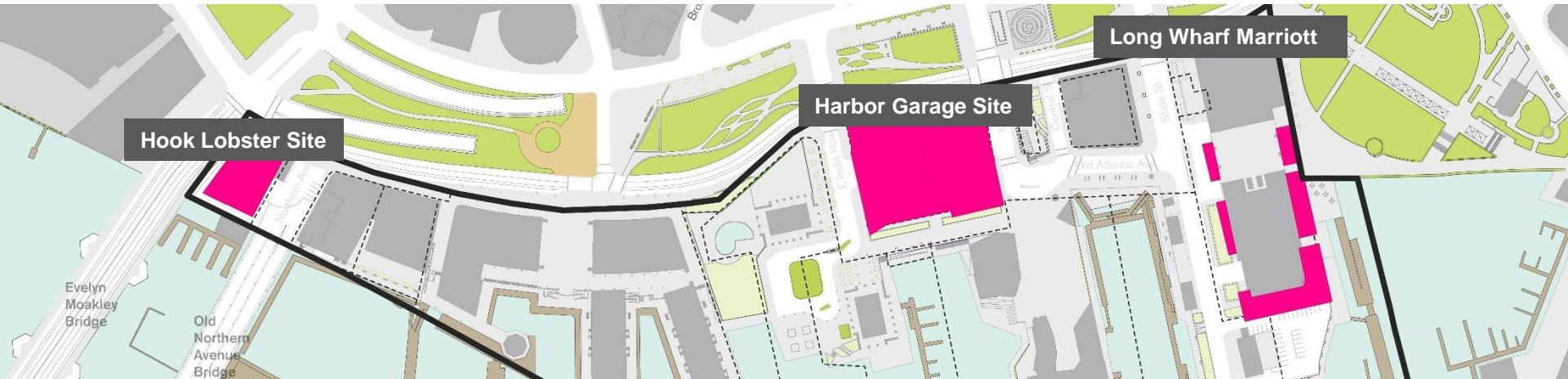
Recent Ferry Boat costs

Bids for 12-meter water taxis ranged from \$860,000 to \$1,160,000 each in 2015

Prioritizing within the Public Realm Plan



Project-specific offsets recommendations



Hook redevelopment

1. Enlarged open space area along Ft. Pt. Channel
2. Interior & exterior SPDF, including permanent ground floor water dependent use
3. Over-the-water Harborwalk connection to 480/500 Atlantic Ave.

Harbor Garage redevelopment

1. Open space improvements to
 1. Chart House Parking lot,
 2. BRA property,
 3. Central Wharf, &
 4. Old Atlantic Ave.

Long Wharf Marriott Expansion

1. Interior water transportation waiting room, Harbor Islands gateway, and ticket sales

Alternative Offsets

- Financial support for NEAQ
- Parking for Water-dependent uses (NEAQ, Harbor Islands)
- Funds for open space maintenance and programming
- Water transportation subsidies

Project-specific offset recommendations

Location	Current/ Allowed Lot Coverage	Proposed Lot Coverage	Current/ Allowed Building Height	Proposed Building Height	FPTs over Flowed Tidelands	Offsets
Marriott Long Wharf	64% current	80%	55'+ for new construction	22' <i>(No NNS)</i>	No	1. Interior water transportation waiting room, Harbor Islands gateway, and ticket sales
Harbor Garage	100% current	70%	Up to approximately 150' allowed, currently 70'	Maximum 600' <i>(59,950 SF of NNS on land)</i>	No	1. Open space improvements to Chart House Parking lot, BRA property, Central Wharf, & Old Atlantic Ave. Alternative Offsets 1. Financial support for NEAq 2. Water transportation subsidies 3. Funds for open space maintenance and programming
Hook Wharf	50% allowed	70%	55' allowed	Maximum 305' <i>(6,100 SF of NNS on land)</i>	Yes	1. Enlarged open space area along Ft. Pt. Channel 2. Interior & exterior SPDF, including permanent ground floor water dependent use 3. Over-the-water Harborwalk connection to 470/500 Atlantic Ave.

Area-wide offset recommendations

Location	Current/ Allowed Lot Coverage	Proposed Max. Lot Coverage	Current/ Allowed Building Height	Proposed Building Height	FPTs over Flowed Tidelands	Offsets
All New Structures Seaward of the Marriott LW *	50% Allowed	70%	Varied	Existing plus 30', max. 2 new floors	No	1. An annual payment for open space maintenance w/in or adjacent to the DTW MHP
All Other New Structures*	50% Allowed	70%	Varied	Maximum 200'	No	1. An annual payment for open space maintenance w/in or adjacent to the DTW MHP
Additions (vertical) to Existing Structures	Varied	Existing, only	Varied	Existing plus 30', max. 2 new floors	No	1. Mechanicals flood proofed/elevated 2. Ground floor FPAs 3. All open space public

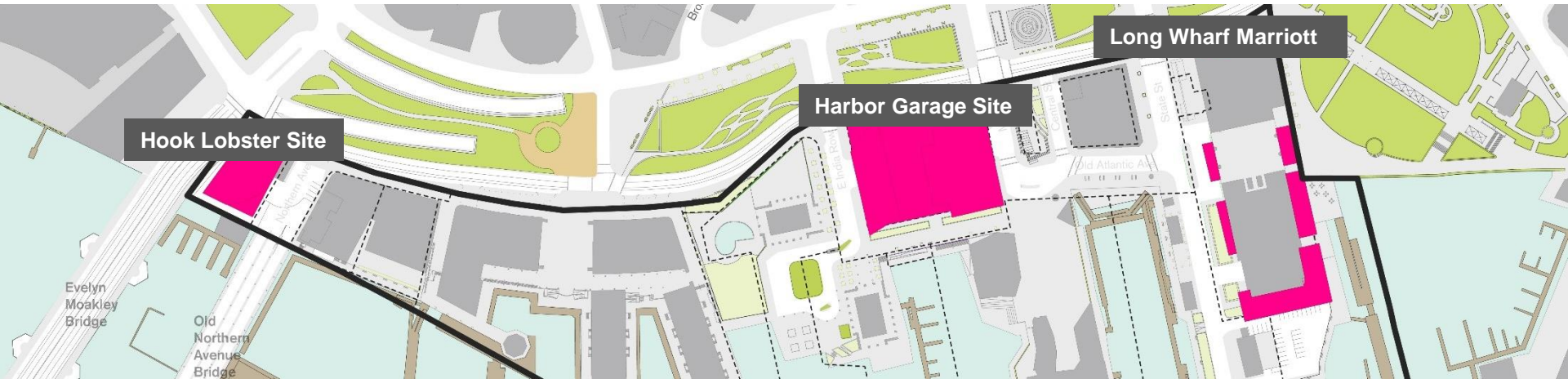
* Any new structures within the MHP would be required to meet the following requirements:

1. Mechanicals flood proofed/elevated
2. Ground floor FPAs
3. All open space public

Amplifications

1. To the extent possible, **all interior ground floor and exterior open space** shall meet standards for Commonwealth tidelands, including characteristics specified in the DTW MHP.
2. The DTW MHP will provide specific guidance on **protecting existing and proposed water dependent uses.**
3. All offsets for Hook Wharf shall be made regardless of upper floor uses (e.g., FPTs).
4. Fees associated with long-term Chapter 91 licenses shall, to the extent possible, be directed toward **water transportation and open space maintenance within and adjacent to the DTW MHP area.**

Project-specific offsets recommendations



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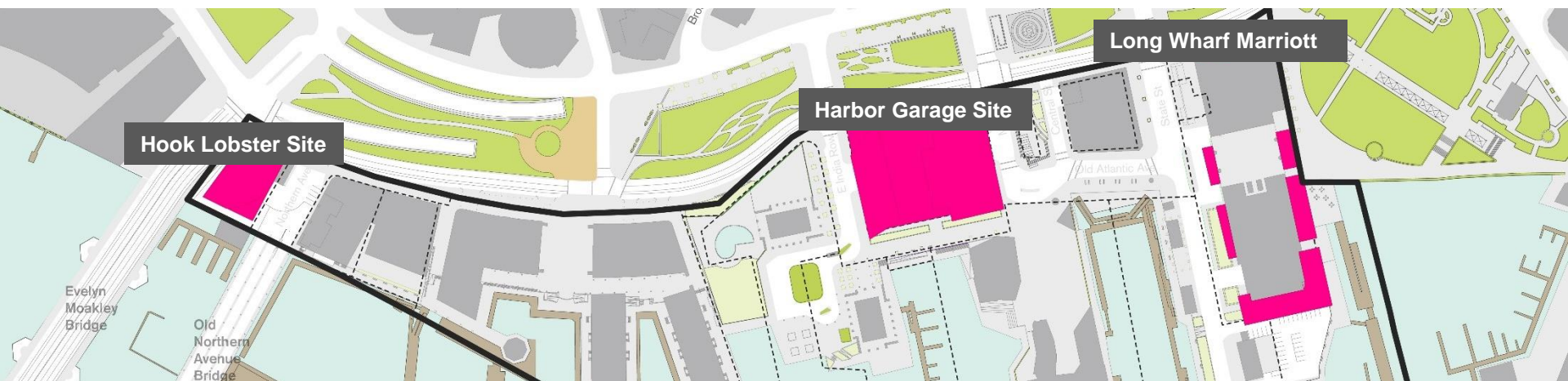
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Discussion Questions



Are the benefits in proportion to the impacts?

Are the benefits the appropriate ones to offset the proposed projects?

Will the offsets benefit the public realm overall?

What other benefits would you prioritize?

Downtown Waterfront

Next Meeting

Wednesday, June 15, 3-5 pm

