

Downtown Waterfront Municipal Harbor Planning Advisory Committee



CITY OF BOSTON
Martin J. Walsh
Mayor



Boston
Redevelopment
Authority
Brian Golden, Acting Director

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

7/20/2016

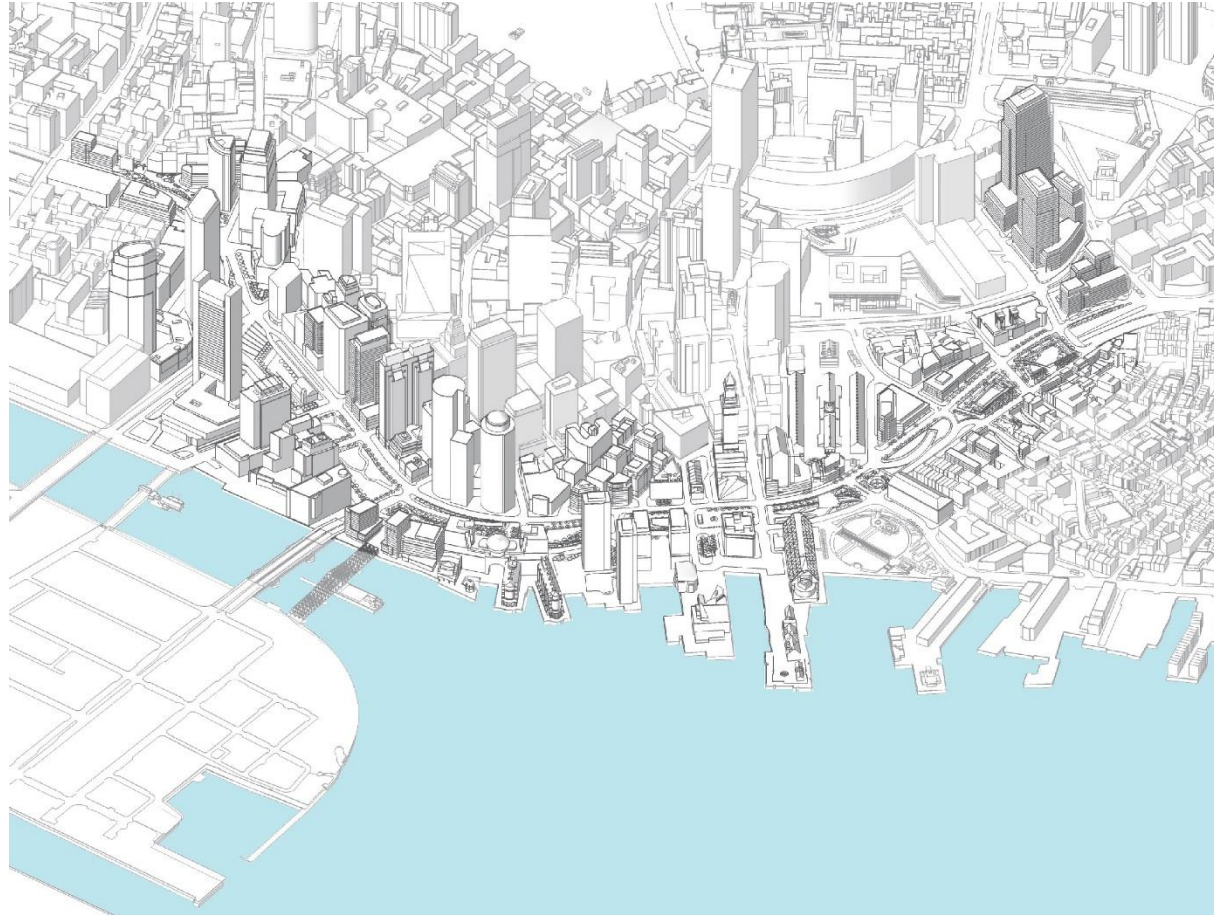
Draft Downtown Waterfront Municipal Harbor Plan



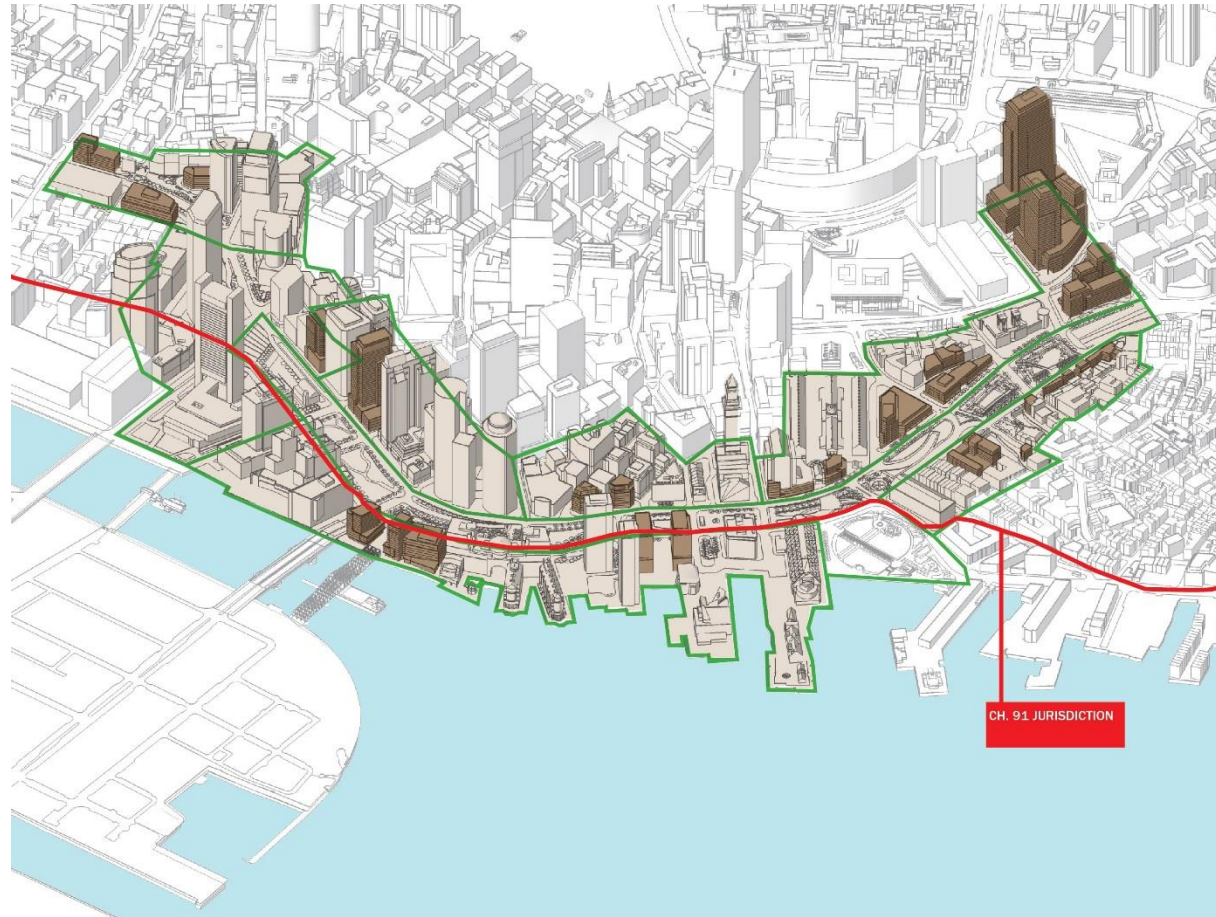
FRAMEWORK

- **MHP BACKGROUND & GOALS**
- **AMPLIFICATIONS, SUBSTITUTE PROVISIONS, & OFFSETS**
- **CHAPTER 91 LONG-TERM LICENSE FEES**
- **PREPARING FOR CLIMATE CHANGE**
- **MHP CONSISTENCY**

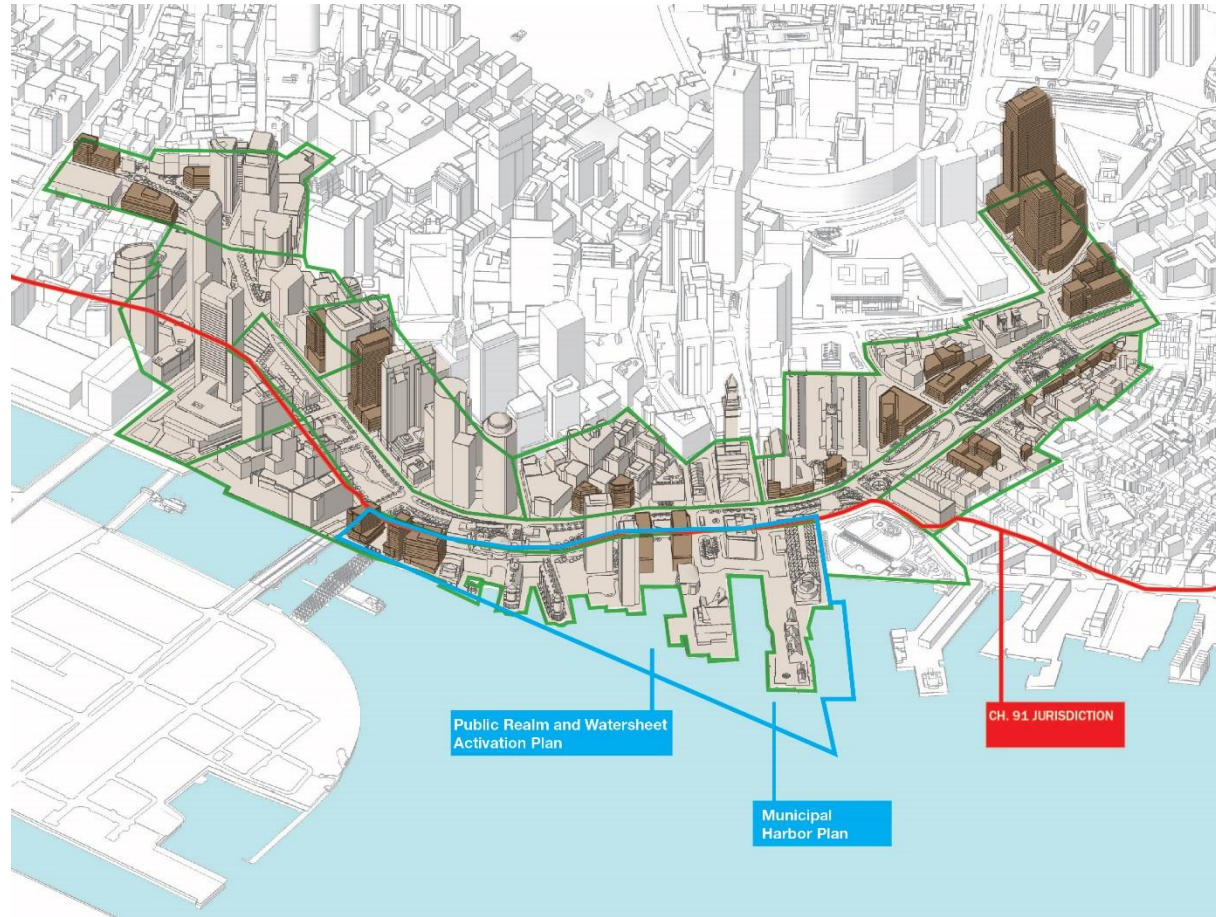
MHP BACKGROUND & GOALS



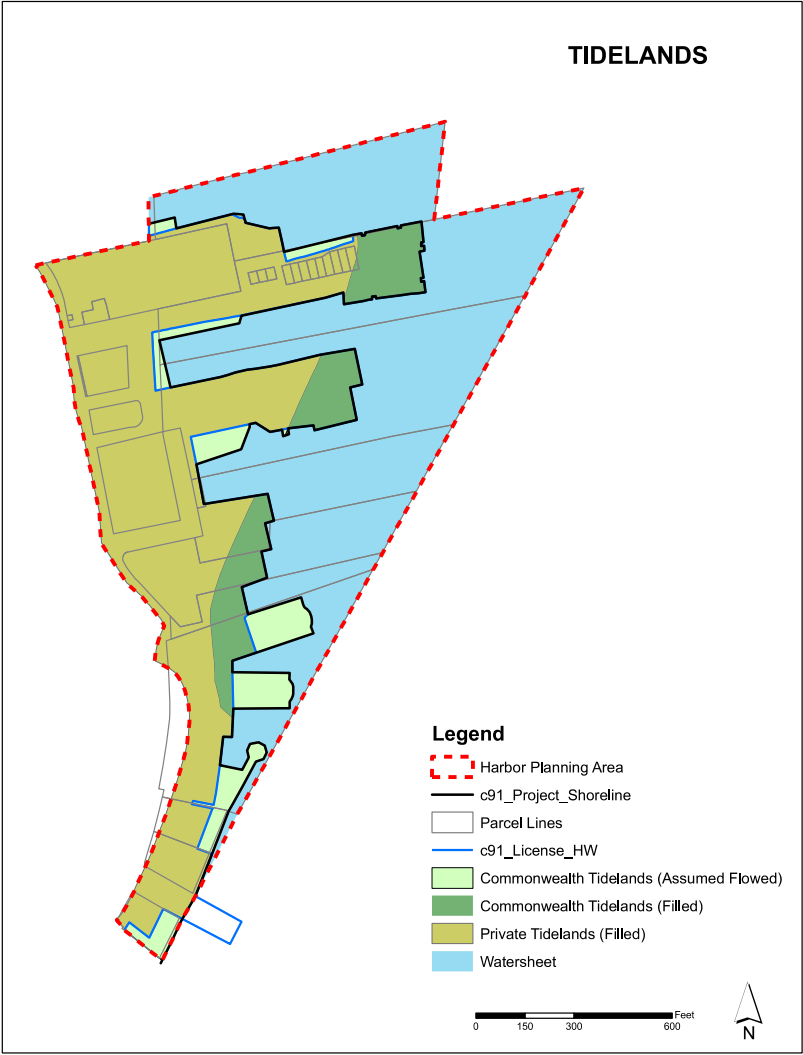




CH. 91 JURISDICTION



TIDELANDS



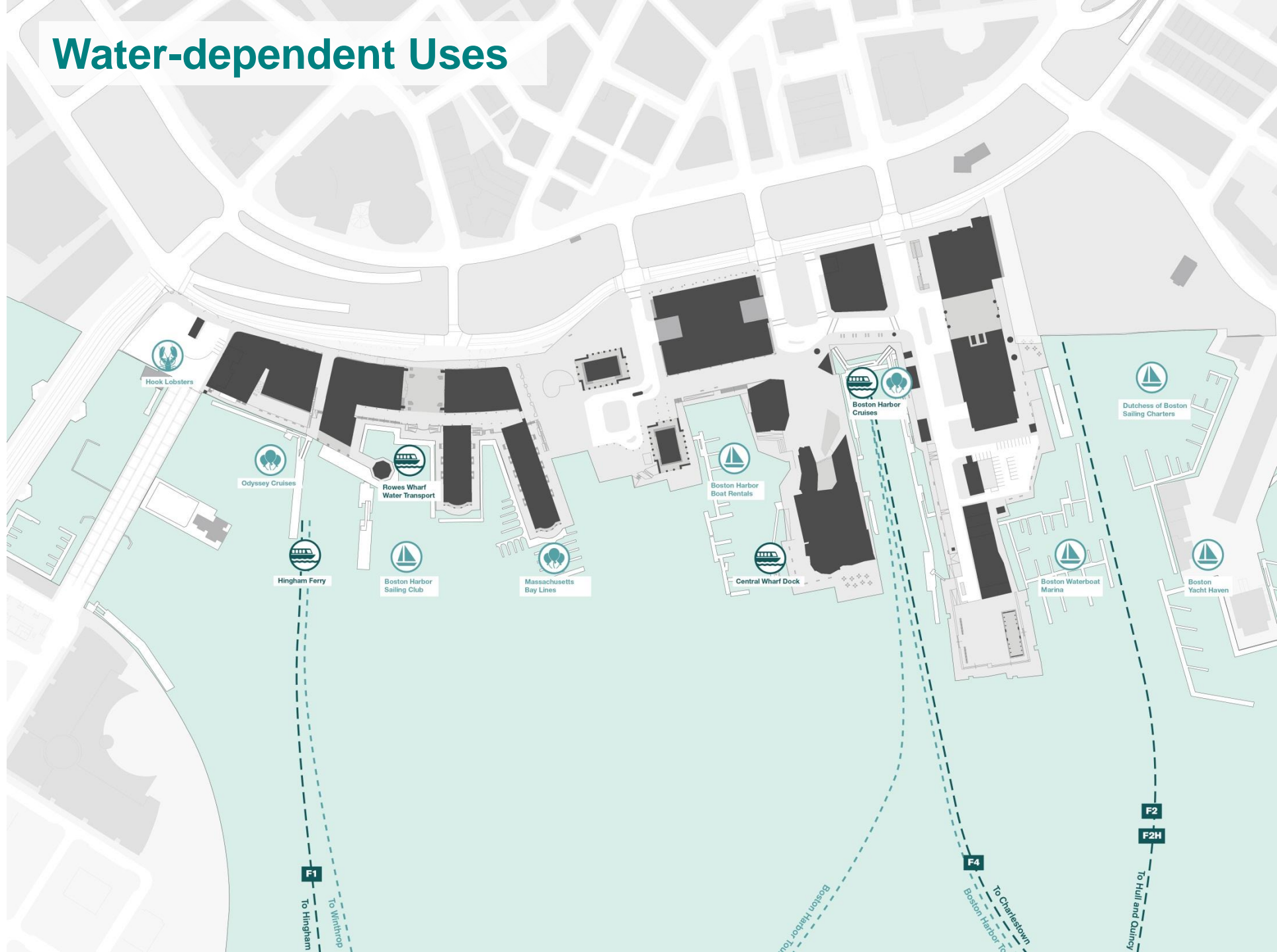
Legend

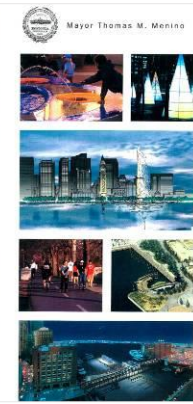
- Harbor Planning Area
- c91_Project_Shoreline
- Parcel Lines
- c91_License_HW
- Commonwealth Tidelands (Assumed Flowed)
- Commonwealth Tidelands (Filled)
- Private Tidelands (Filled)
- Watersheet

0 150 300 600 Feet



Water-dependent Uses

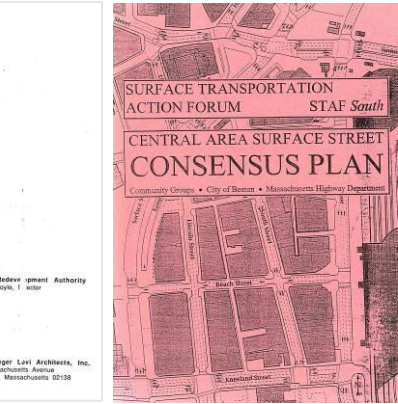
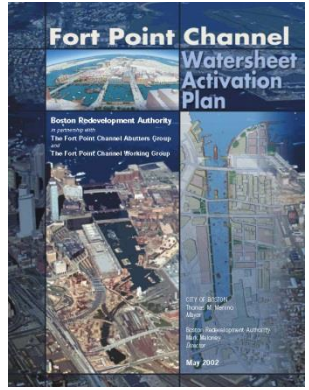
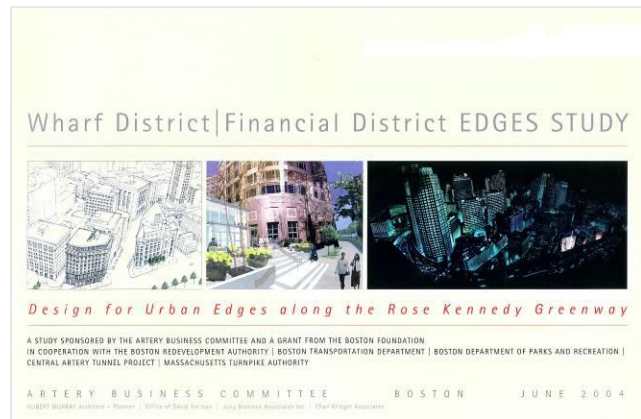
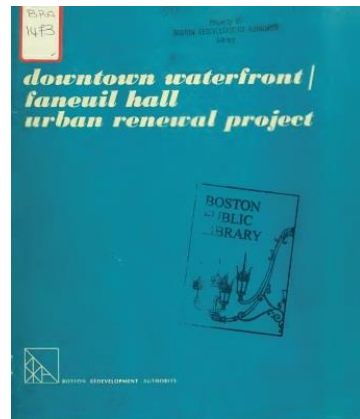
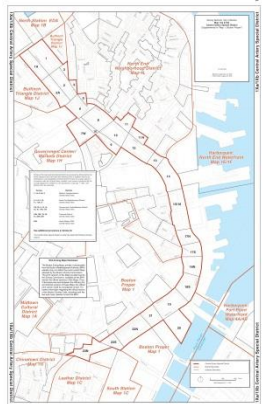
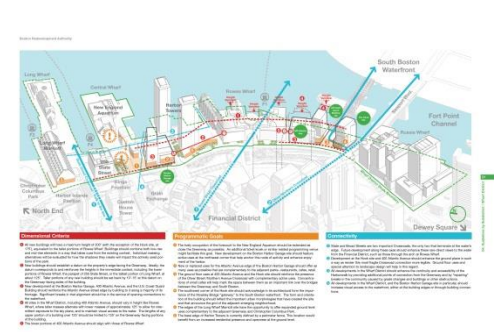
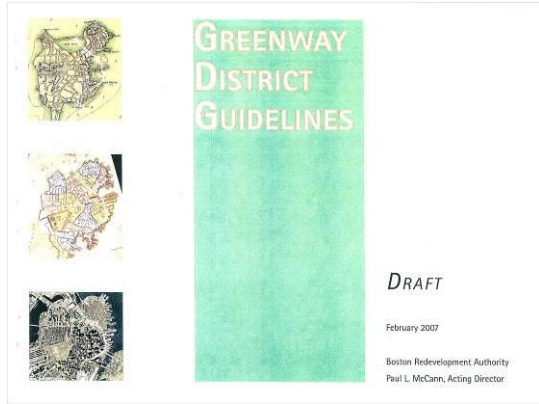




FACILITIES OF PUBLIC ACCOMMODATION
COMMERCIAL RETAIL & RESTAURANT
MARKET DEMAND AND SUPPLY ANALYSES
WATER'S EDGE DISTRICTS
BOSTON, MASSACHUSETTS

Prepared For:
Boston Redevelopment Authority
and
Greater Boston Chamber of Commerce

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November 2006

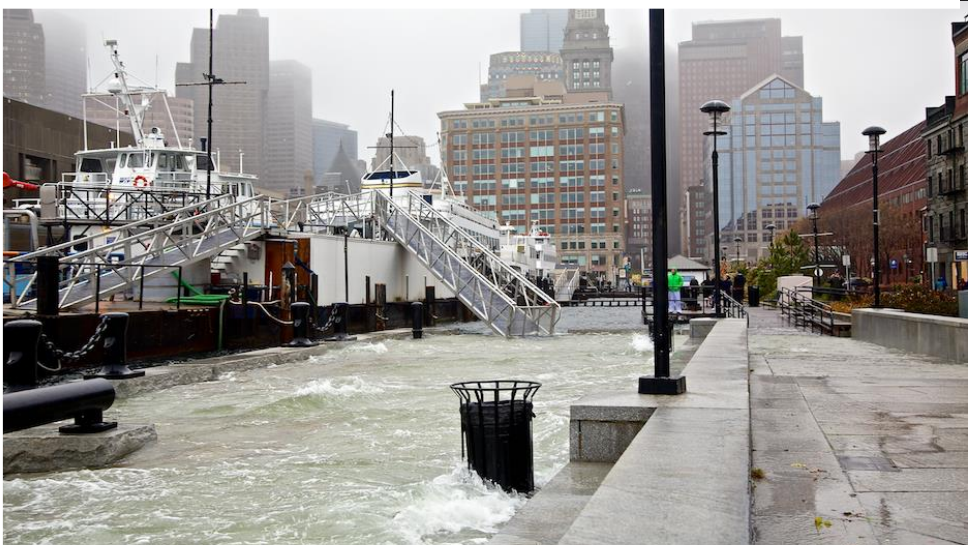


Planning Foundation





Sandy
October 29, 2012







Notice to Proceed

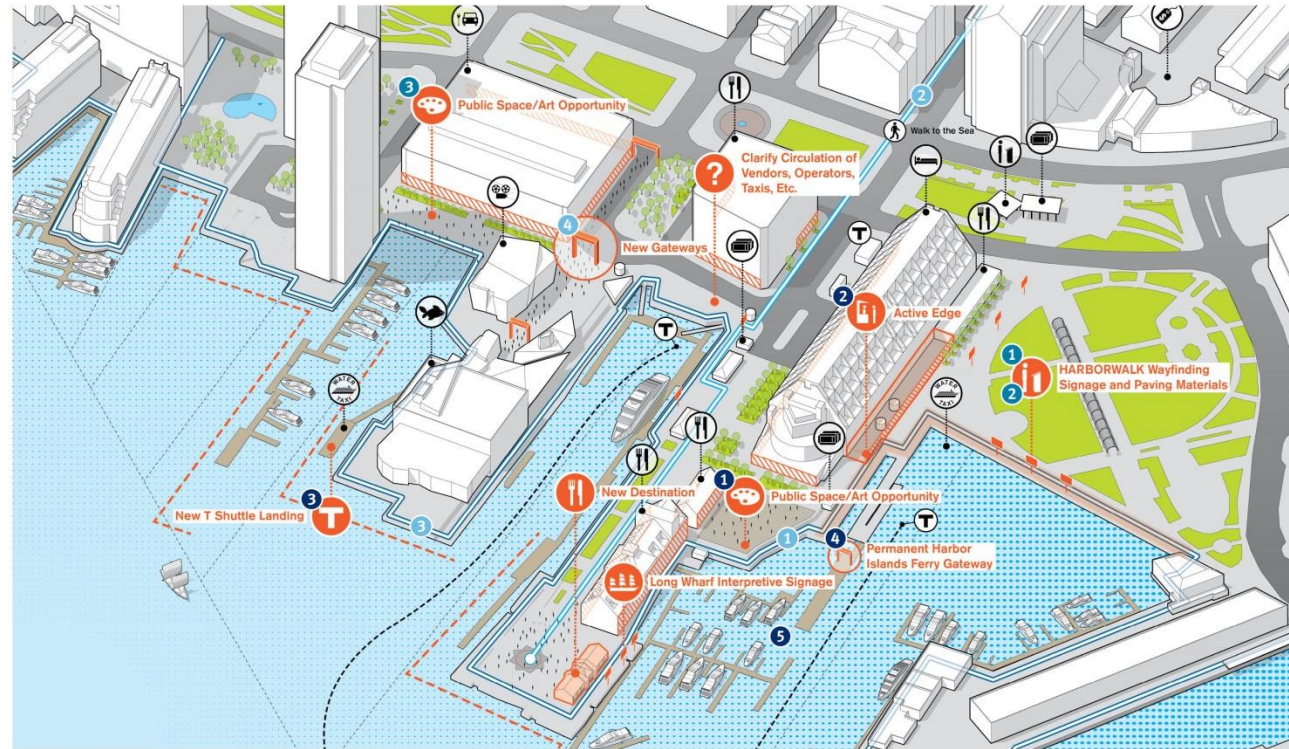
- **Goal #1: Continue to Develop the District as an Active, Mixed Use Area that is an Integral Part of Boston's Economy**
- **Goal #2: Promote Access to Boston Harbor, the Harbor Islands and Water Transportation**
- **Goal #3: Improve Waterfront Wayfinding and Open Space Connections.**
- **Goal #4: Enhance Open Space Resources and the Public Realm.**
- **Goal #5: Create a Climate Resilient Waterfront.**
- **Goal #6: Implement the Greenway District Planning Study Wharf District Guidelines.**

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.

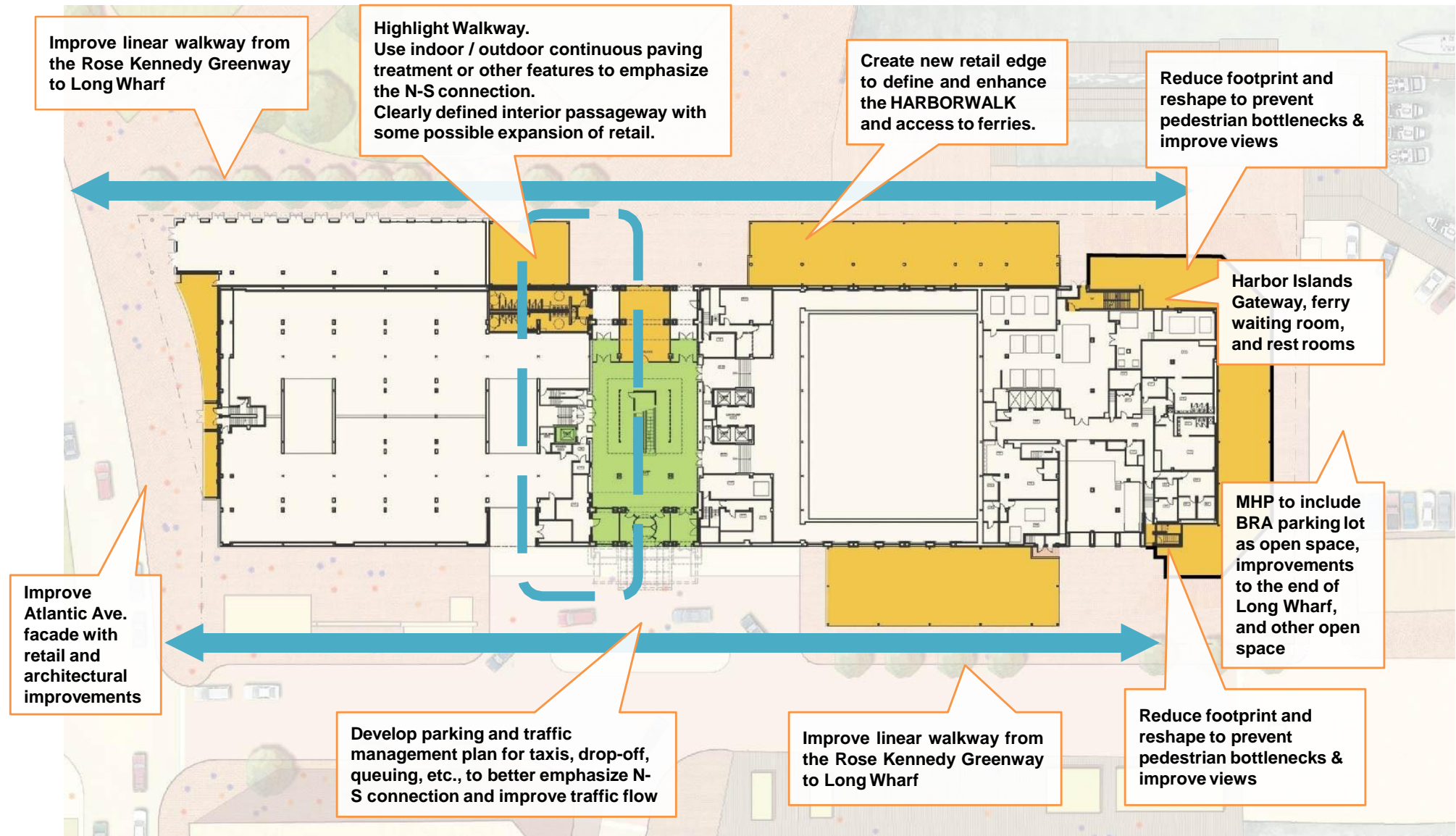
DRAFT MARCH 20, 2014

AMPLIFICATIONS, SUBSTITUTE PROVISIONS, & OFFSETS

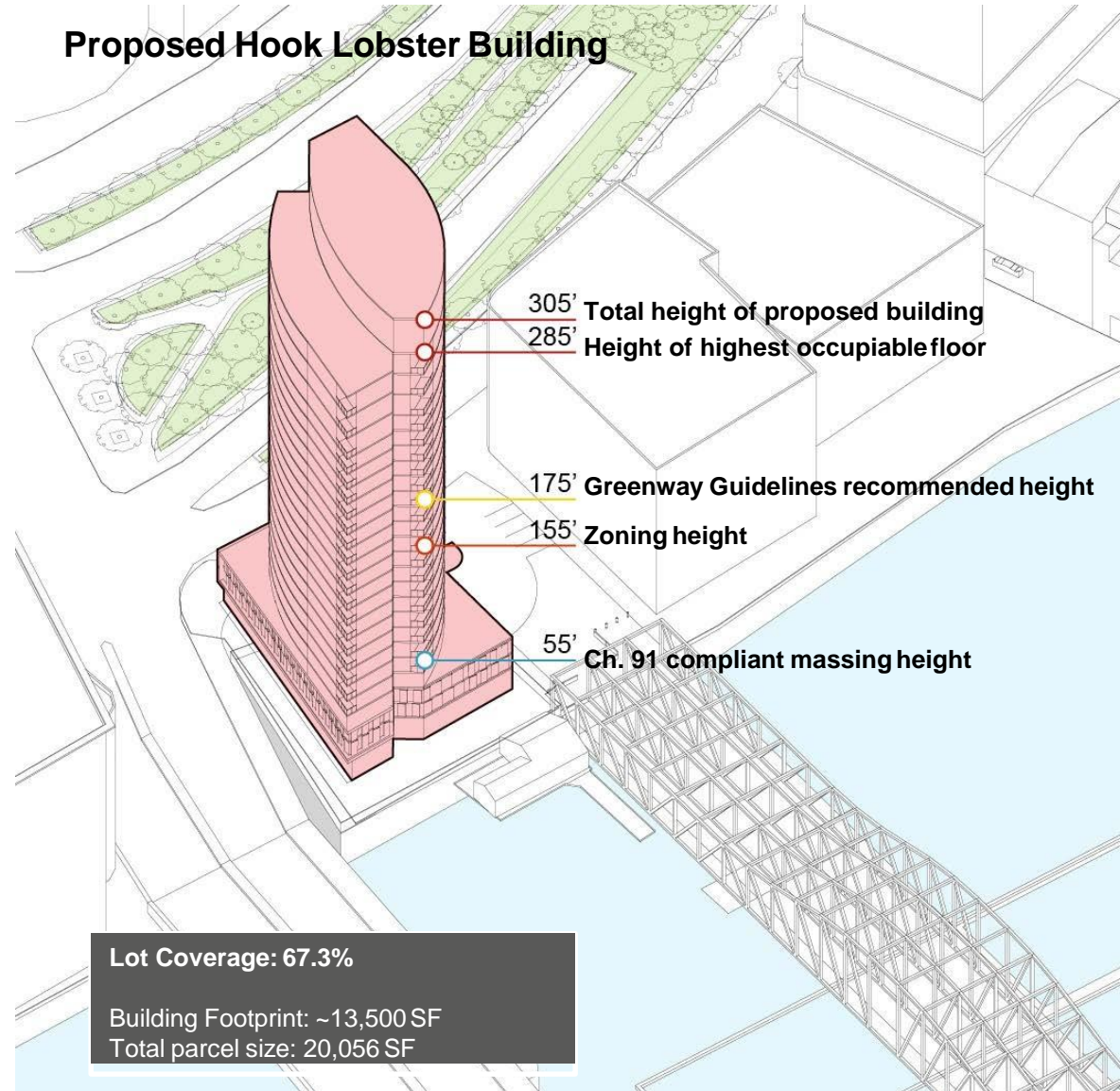
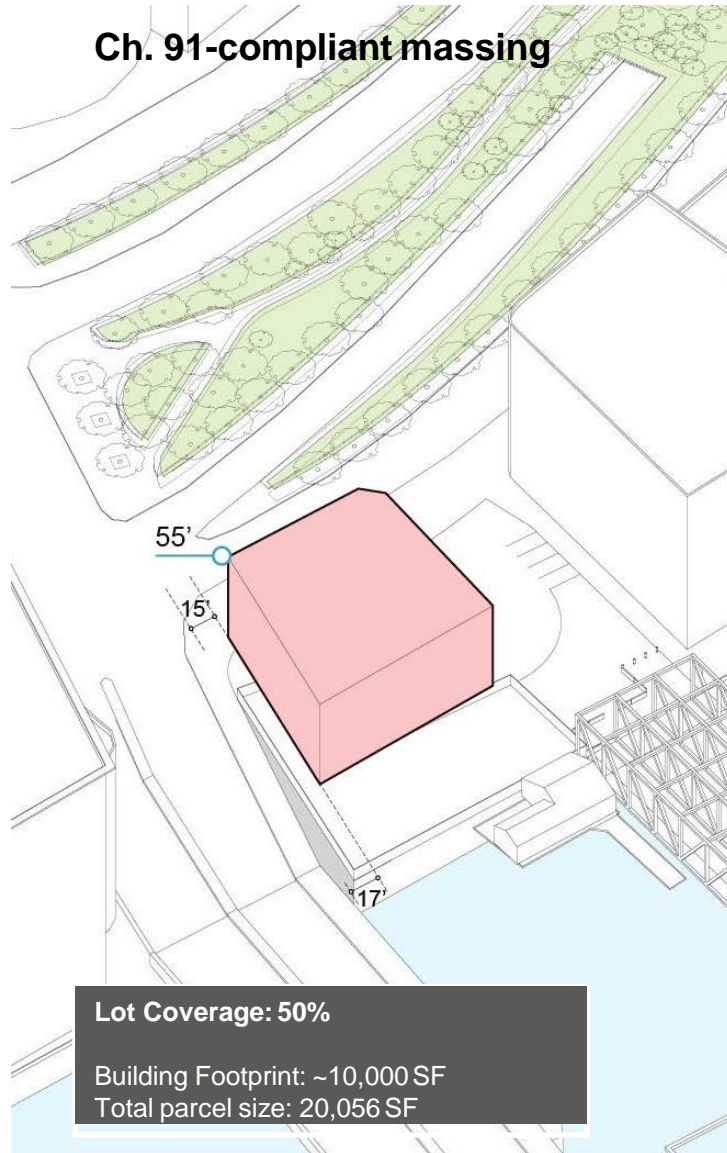
Downtown Waterfront: Long Wharf Marriott
**Proposed Expansion of the Marriott:
Oct. 2014 Revisions**

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

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

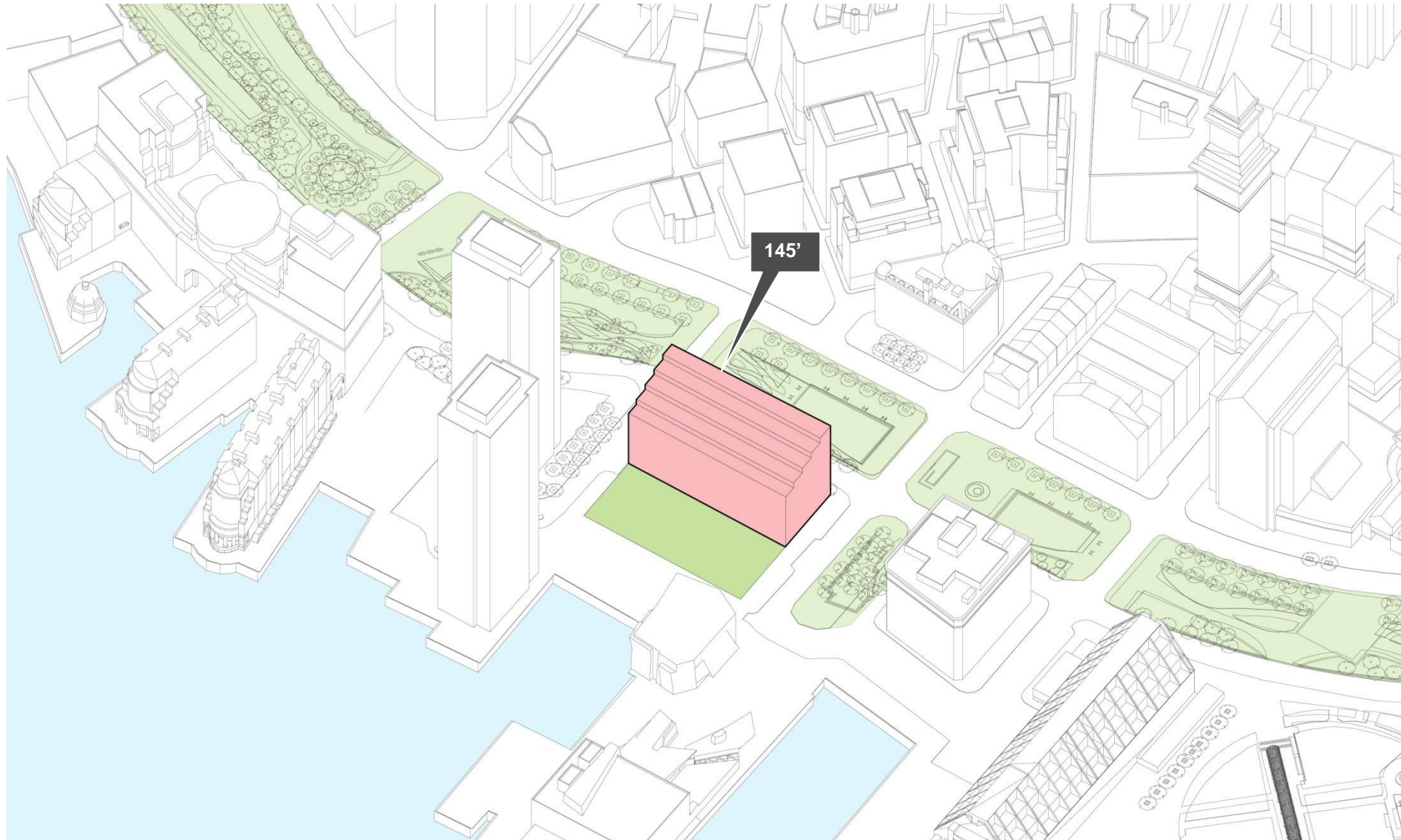


Downtown Waterfront: Hook Lobster Site
Hook Lobster Proposal: Building Footprint



Downtown Waterfront: Harbor Garage Site
Chapter 91 Compliant Scenario

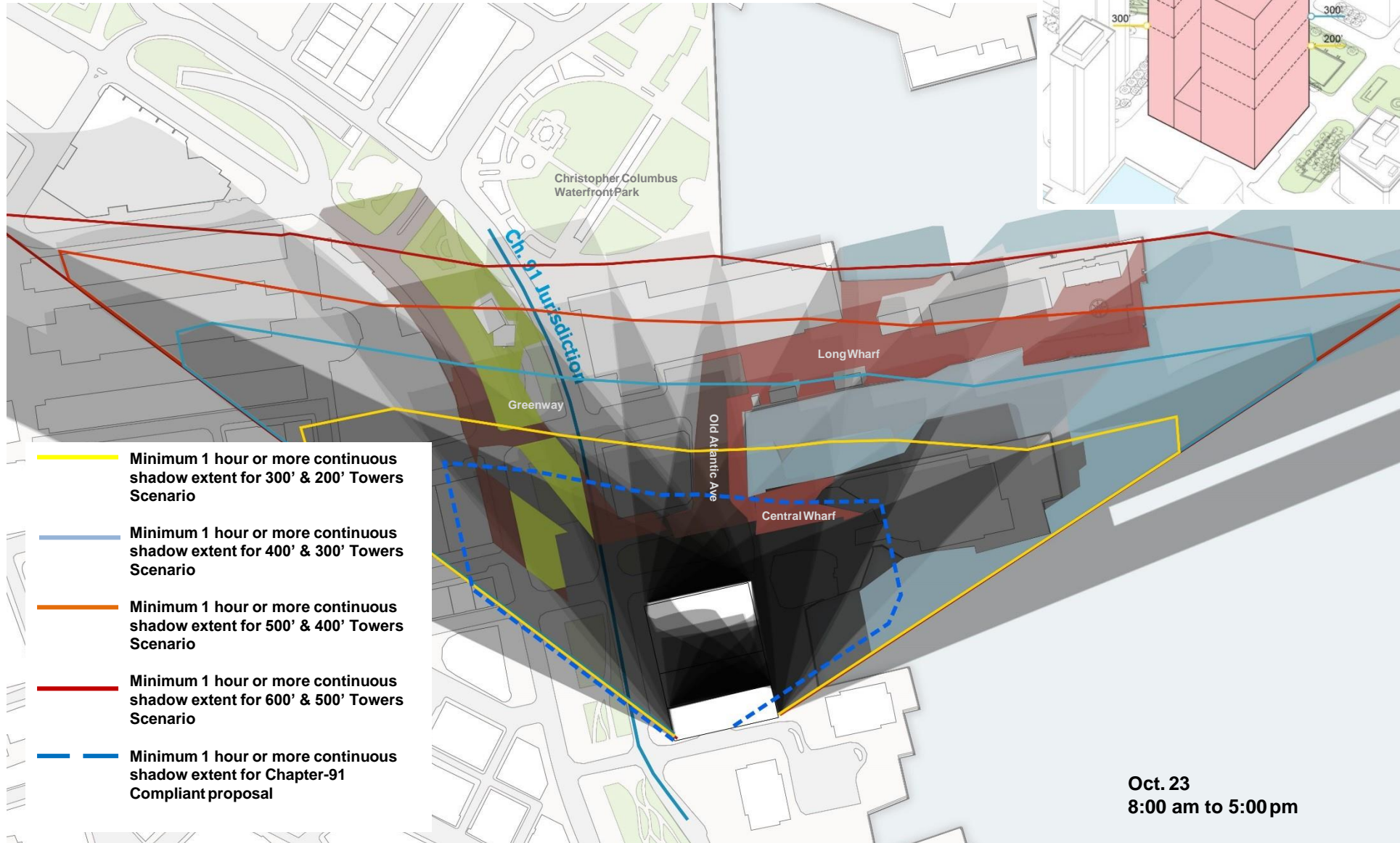
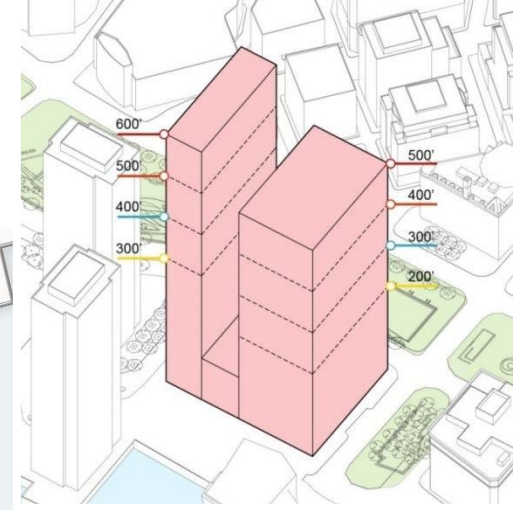
50% Building Coverage
50% Open Space



Downtown Waterfront: Harbor Garage Site

Two Towers – Oct. 23

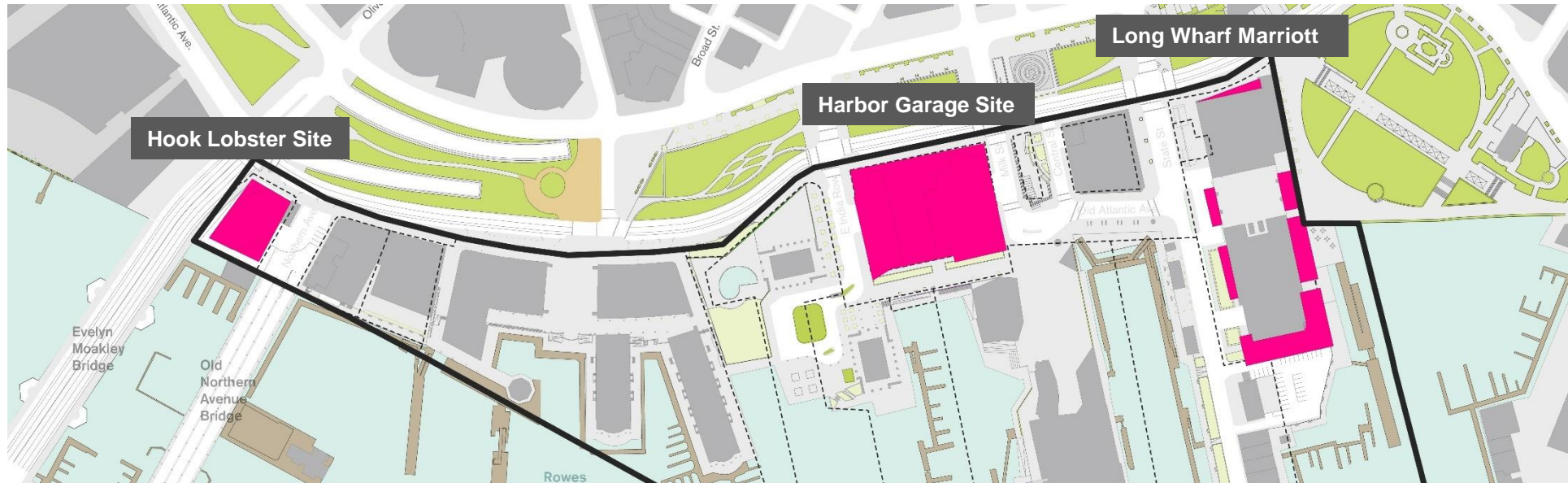
- Net New Shadow over Greenway
- Net New Shadow over Central Wharf and Long Wharf
- Net New Shadow over watersheet
- Streets and Sidewalks



- 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

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

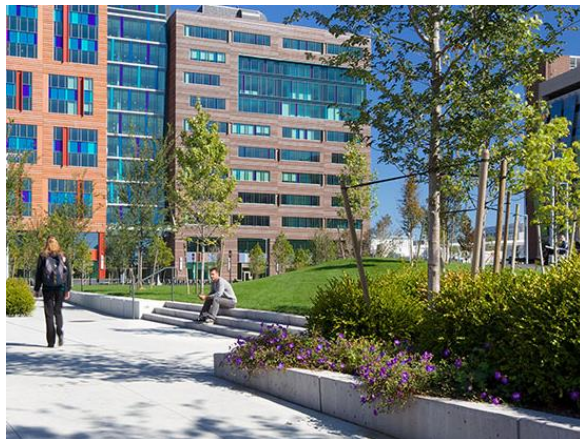
Public Realm Prioritization: Estimates for Area-specific projects



CHAPTER 91 LONG-TERM LICENSE FEES

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

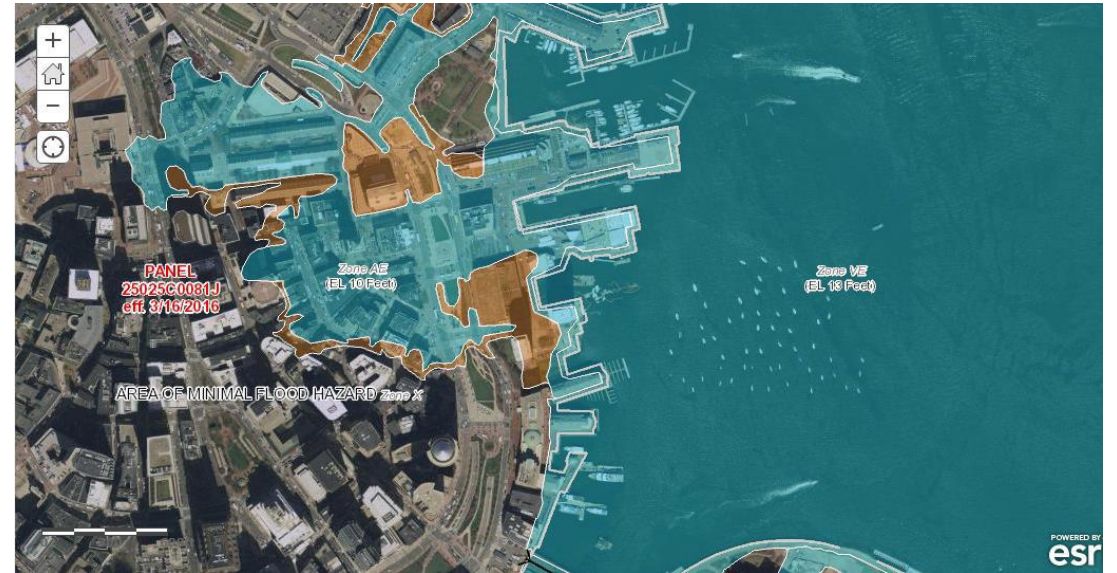
MHP precedent is to \$2 per SF subsidy for water transportation for each SF above the baseline.

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

PREPARING FOR CLIMATE CHANGE



MHP CONSISTENCY

- **Consistency with State Coastal Policies**

- **Public Access Policy #1**

- *Ensure that development (both water-dependent or nonwater-dependent) of coastal sites subject to state waterways regulation will promote general public use and enjoyment of the water's edge, to an extent commensurate with the Commonwealth's interests in flowed and filled tidelands under the Public Trust Doctrine.*

- **Ports and Harbors Policy #4**

- *For development on tidelands and other coastal waterways, preserve and enhance the immediate waterfront for vessel-related activities that require sufficient space and suitable facilities along the water's edge for operational purposes.*



Downtown Waterfront

Next Meeting

**Wednesday,
September 28, 3-5 pm**

