

Downtown Waterfront Municipal Harbor Planning Advisory Committee

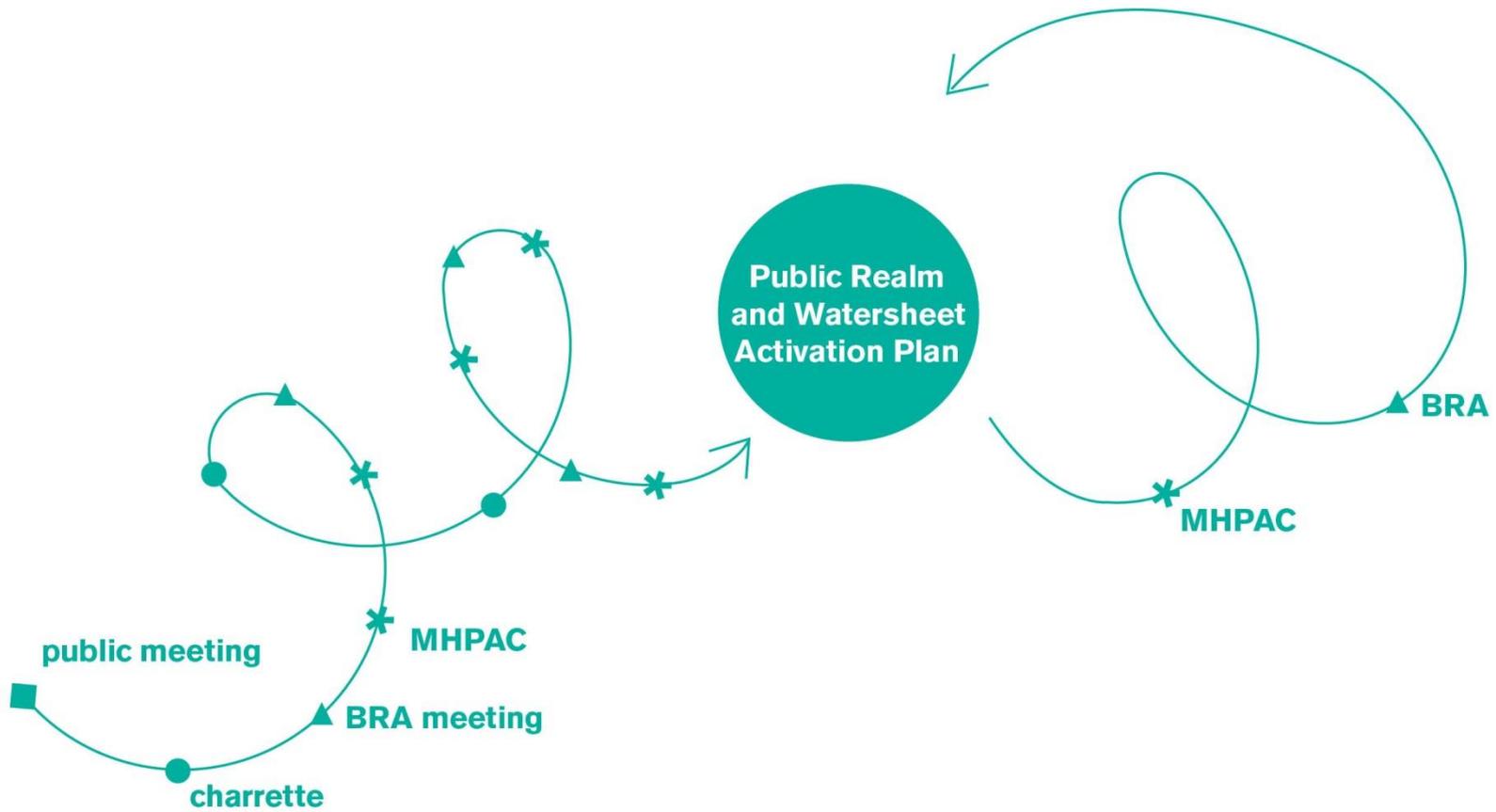


CITY OF BOSTON
Martin J. Walsh
Mayor

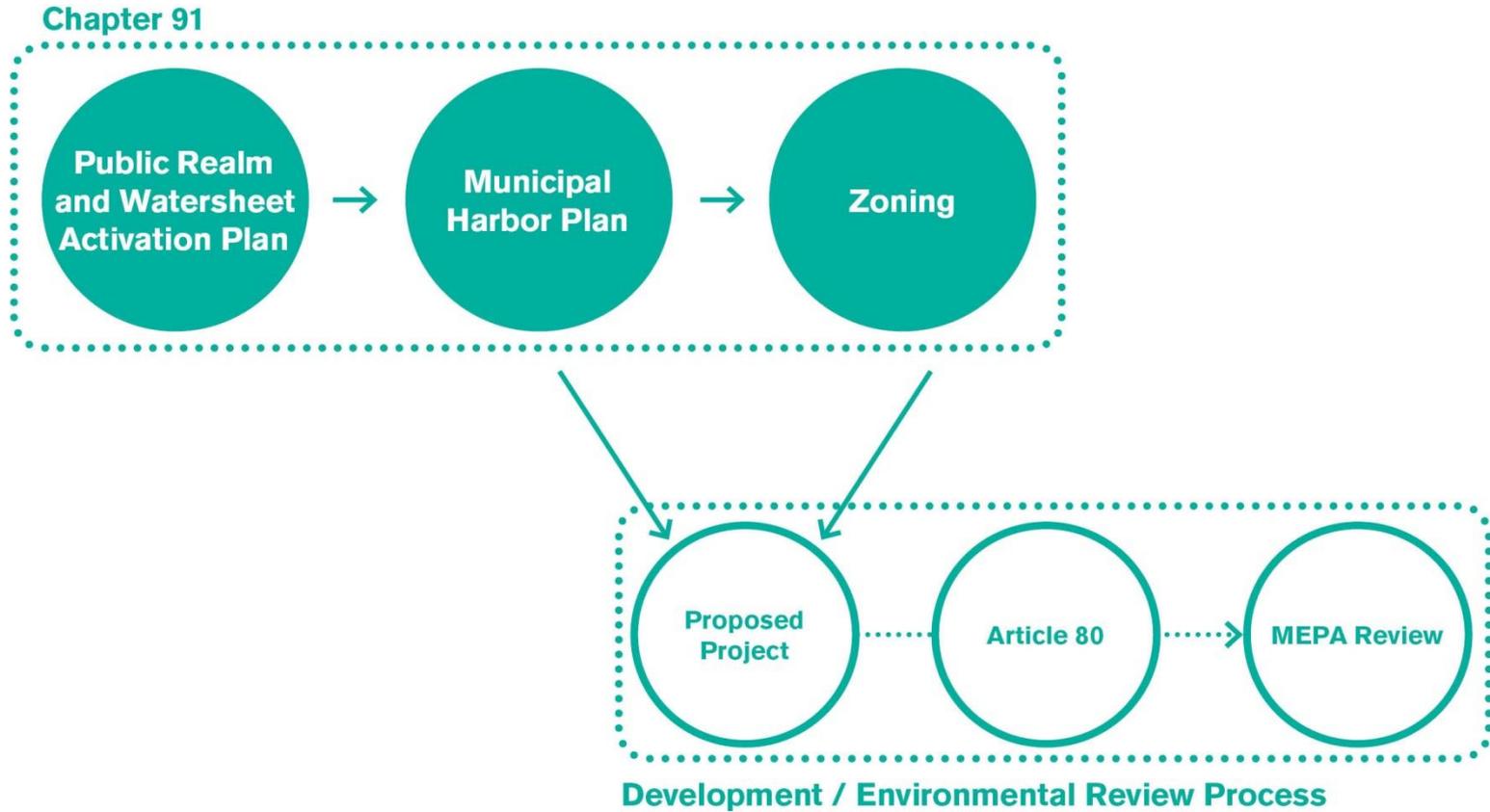


Boston
Redevelopment
Authority
Brian Golden, Acting Director

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



Regulatory Framework



Regulatory Framework

Chapter 91

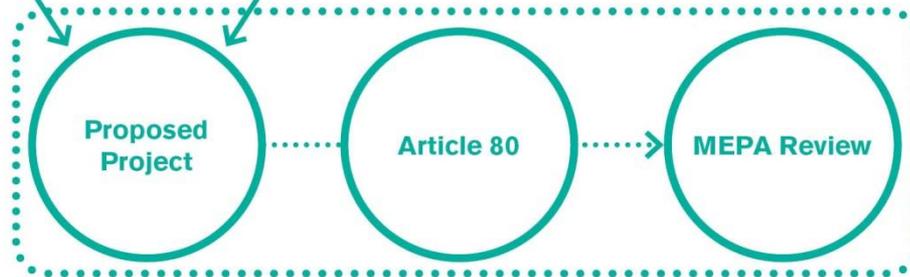


Municipal Harbor Plan

- Height
- Density -Built Floor Area & Built Volume
- Shadow Impacts (in Planning Area)
- Building Footprint / Open Space Percentage
- Setbacks
- Water Dependent Use Zone
- Facilities of Public Accommodation with Ground floor uses
- Facilities of Private Tenancy over tidelands
- Ground Floor Uses (general)

Article 80

- Urban Design
- Environmental Impacts
 - Shadows & Wind
- Traffic Impacts
 - Counts, Parking, Access
- Architectural Quality/ Aesthetics
- Open Space Details
- Ground Floor Uses (specific)



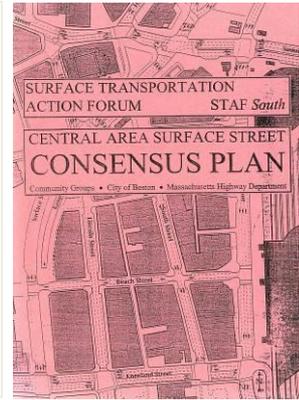
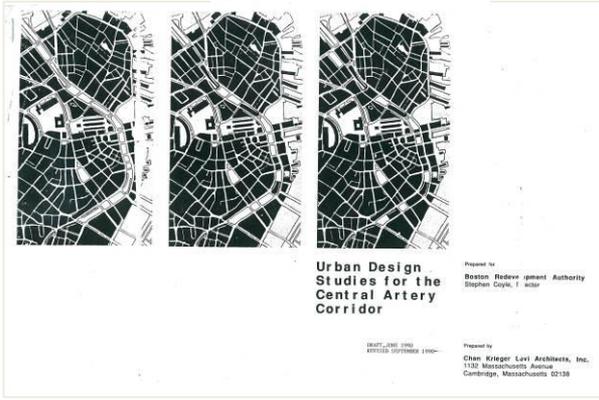
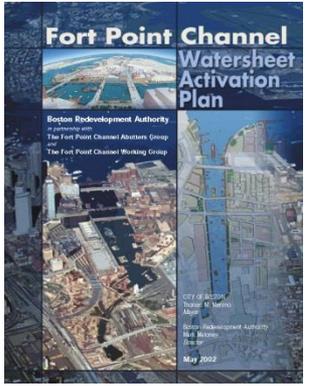
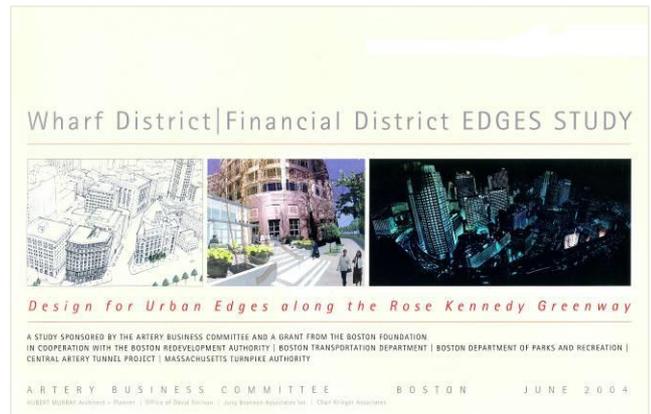
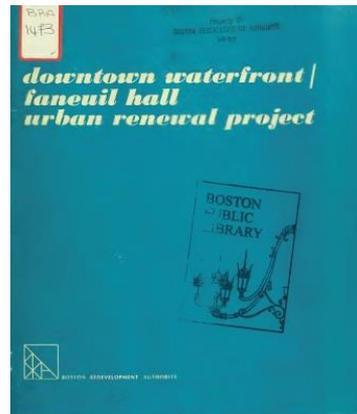
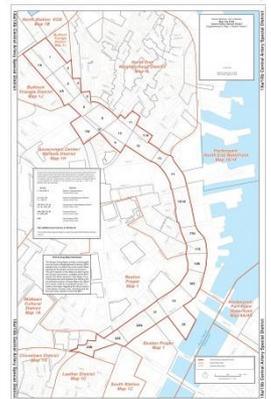
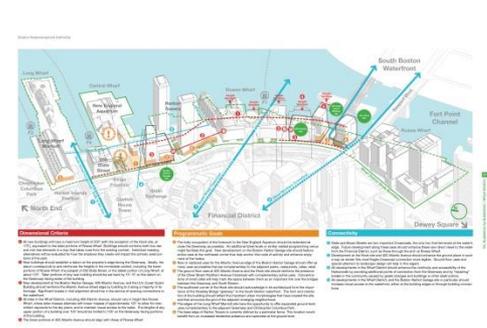
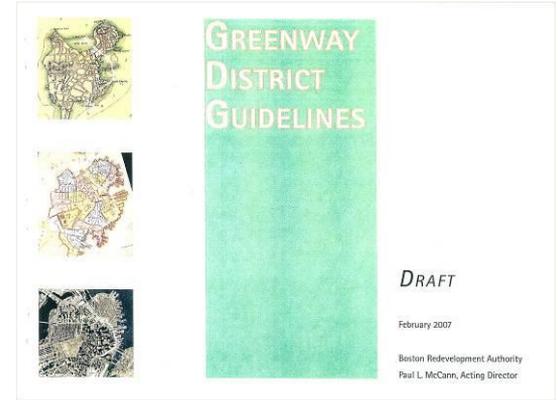
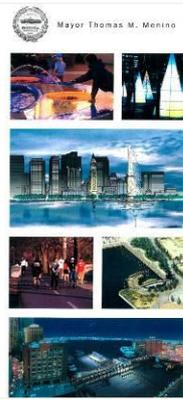
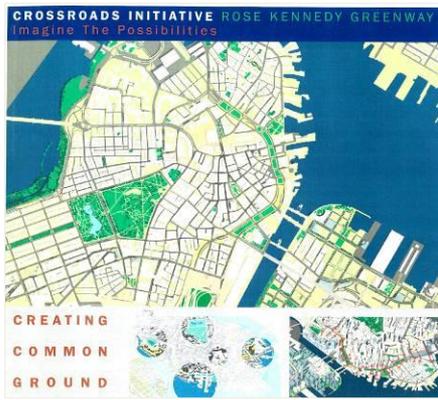
Development / Environmental Review Process

Elements of an MHP

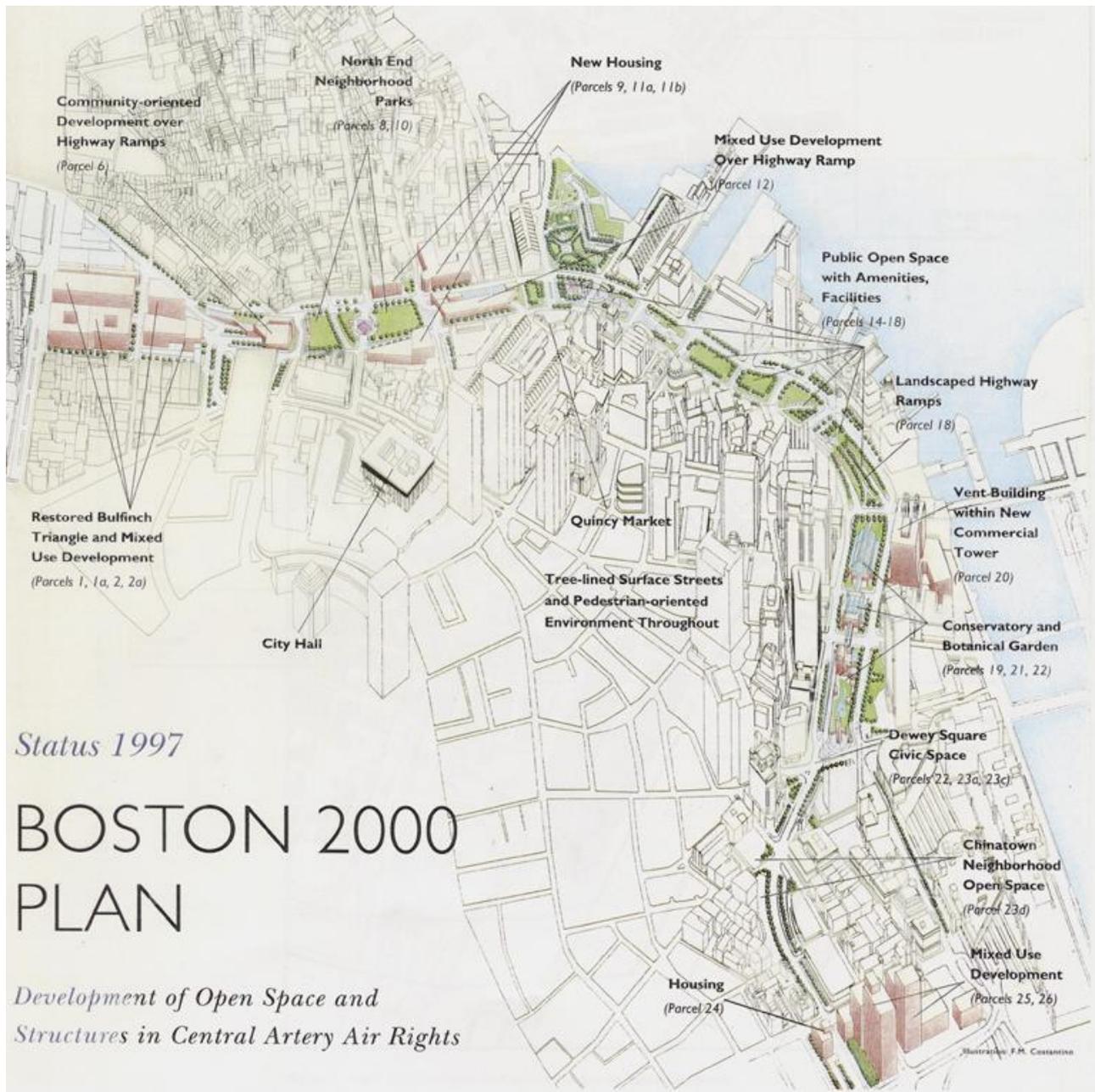
- City's MHP objectives (RNTP and Public Realm Plan)
- + State requirements in the Notice to Proceed
- + Substitute provisions
 - + Impacts & offsets
 - + Amplifications
 - + State approval standards
 - + Public input
- = Draft MHP**



Planning Context

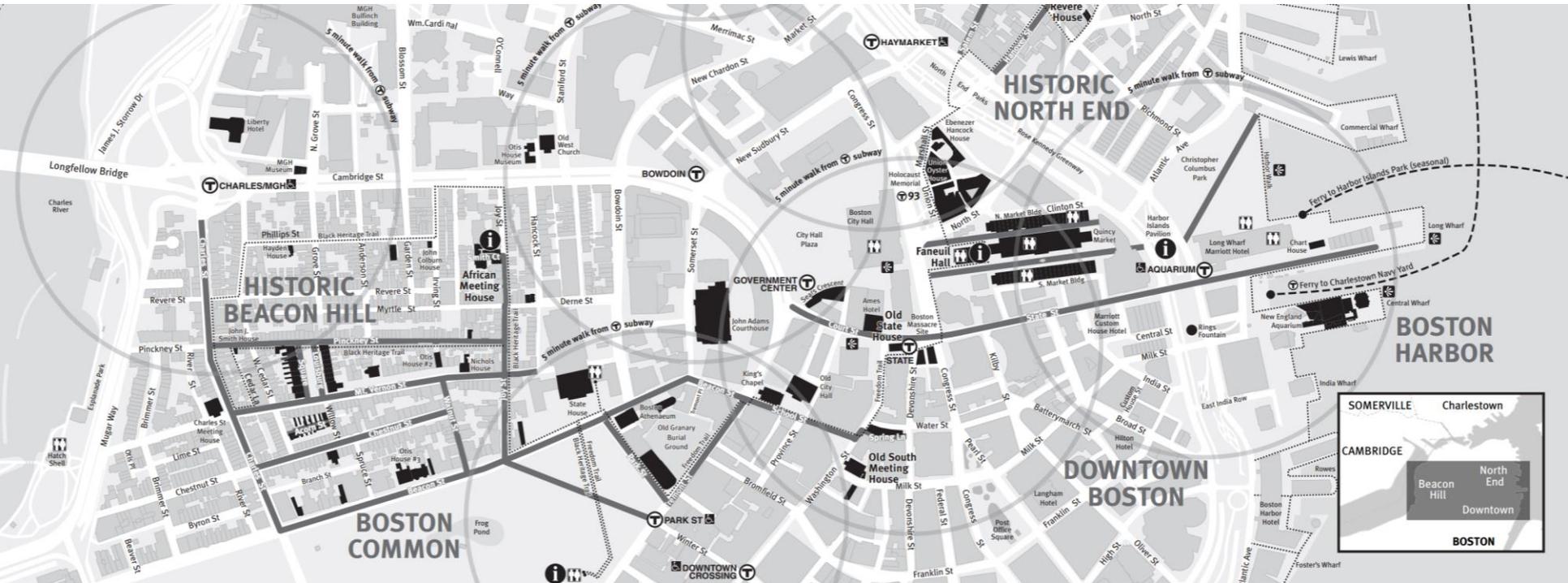


Planning Foundation

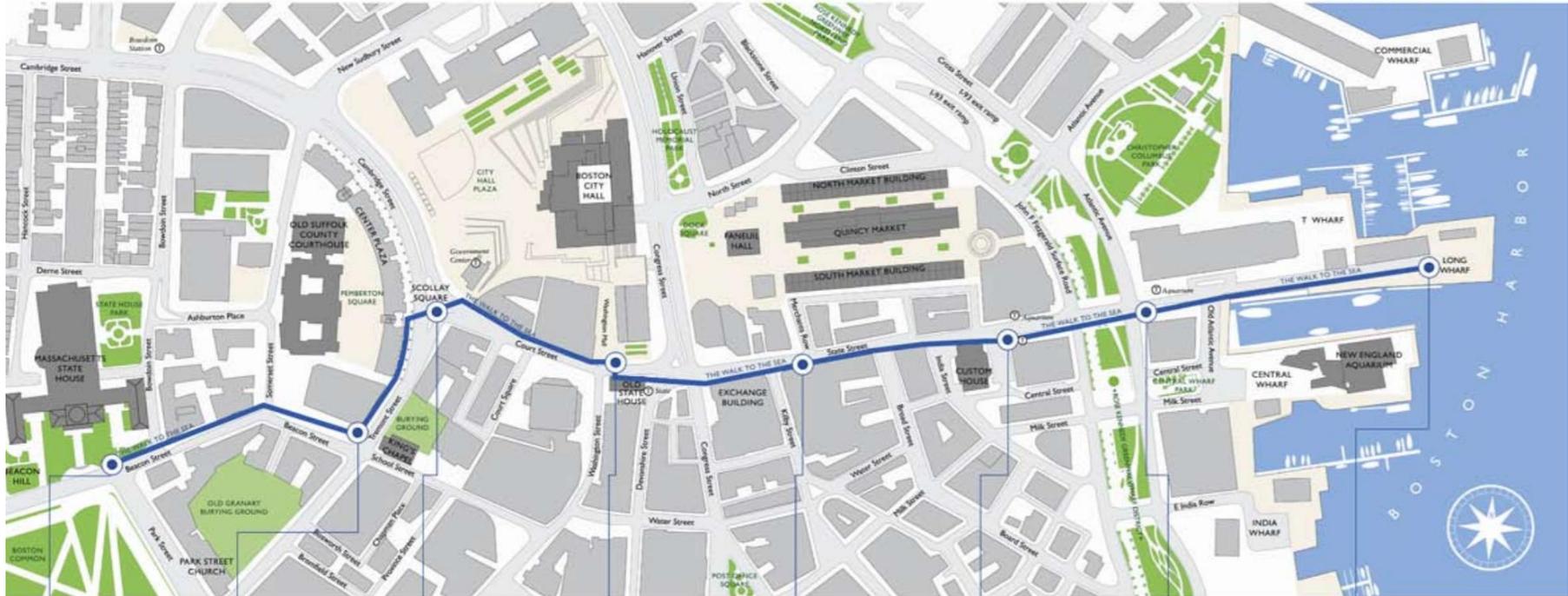


Planning Context
Crossroads Initiative
(2004)





Connect Historic Boston



BEACON HILL

Boston was born on the eastern slope of Beacon Hill, though early settlement skirted its steep terrain. After the American Revolution, Beacon Hill became central to Boston's growth. The hilltop was carted away for fill, smoothing the way for new development.

KING'S CHAPEL

Around 1750, the present, stone version of King's Chapel replaced the wooden structure of 1688. King James II had ordered the wooden chapel built. It was the first Anglican church in Boston, erected on the old burying ground over strong Puritan objections.

GOVERNMENT CENTER

The Scollay Square neighborhood stood here until the 1960s. Its colorful, Victorian buildings, bearing large painted advertisements, originally teemed with shoppers and theatergoers.

OLD STATE HOUSE

The wooden Town House of 1657 stood here, its ground floor open to merchants until the Great Fire of 1711. Settlement and commerce grew around the building. When it was built, the Old State House overlooked bustling wharves.

FINANCIAL DISTRICT

Boston's Financial District took root here along prominent King Street (now State Street) with the rich flow of goods that arrived at Long Wharf. Merchants located their offices, stores, and warehouses here, close by the wharves and the merchants' exchange.

CUSTOM HOUSE

The Custom House was built so close to the water that the bowsprits of arriving ships could touch it, though the shoreline has since moved. Around 1913, the federal government built a 433-foot tower to enlarge the Custom House. For nearly a half century the tower dominated Boston's skyline, while, ironically, waterfront activity and port services declined.

ROSE KENNEDY GREENWAY

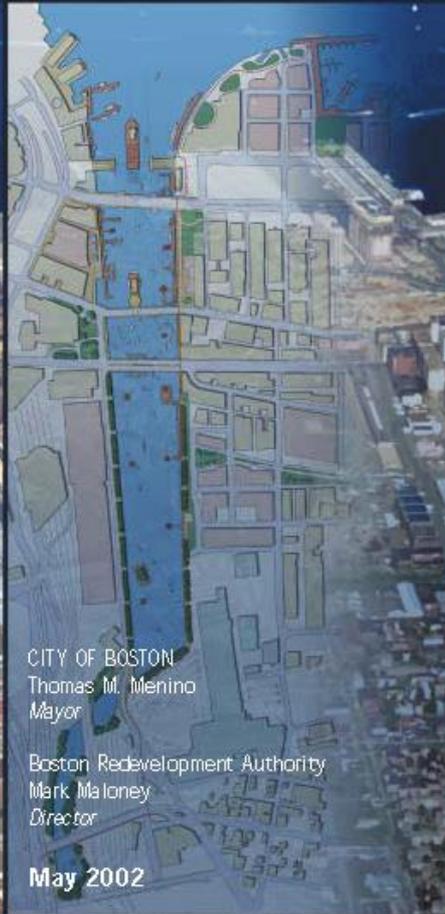
The Rose Kennedy Greenway, completed in 2008, is a network of gardens and public spaces replacing an elevated expressway built in the 1950s. Today traffic is routed underground and the Greenway reconnects downtown Boston to the City's historic North End, wharves and warehouses.

LONG WHARF

Like an arrow pointing back to the Old World, Long Wharf, built in 1711, dominated Boston Harbor. It reached well past approximately 80 other wharves bristling out from the Shawmut Peninsula. About a third of a mile long, it extended the town's main commercial street, King Street (now State Street), far into the harbor.

Fort Point Channel Watersheet Activation Plan

Boston Redevelopment Authority
in partnership with
The Fort Point Channel Abutters Group
and
The Fort Point Channel Working Group



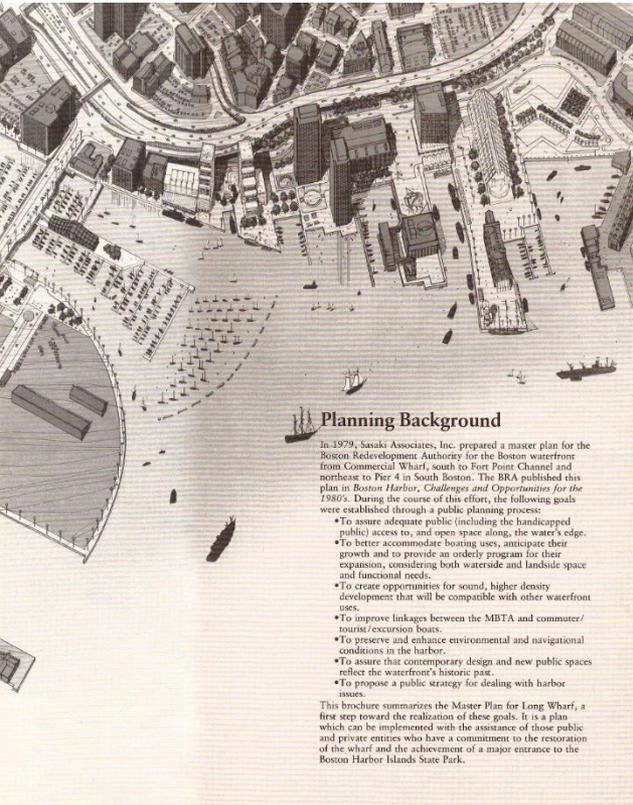
CITY OF BOSTON
Thomas M. Menino
Mayor

Boston Redevelopment Authority
Mark Maloney
Director

May 2002

Fort Point Channel Watersheet

Activation Plan



Planning Background

In 1979, Sasaki Associates, Inc. prepared a master plan for the Boston Redevelopment Authority for the Boston waterfront from Commercial Wharf, south to Fort Point Channel and northeast to Pier 4 in South Boston. The BRA published this plan in *Boston Harbor, Challenges and Opportunities for the 1980's*. During the course of this effort, the following goals were established through a public planning process:

- To assure adequate public (including the handicapped/public) access to, and open space along, the water's edge.
- To better accommodate boating uses, anticipate their growth and to provide an orderly program for their expansion, considering both waterside and landside space and functional needs.
- To create opportunities for sound, higher density development that will be compatible with other waterfront uses.
- To improve linkages between the MBTA and commuter/tourist/excursion boats.
- To preserve and enhance environmental and navigational conditions in the harbor.
- To assure that contemporary design and new public spaces reflect the wharf's historic past.
- To propose a public strategy for dealing with harbor issues.

This brochure summarizes the Master Plan for Long Wharf, a first step toward the realization of these goals. It is a plan which can be implemented with the assistance of those public and private entities who have a commitment to the restoration of the wharf and the achievement of a major entrance to the Boston Harbor Islands State Park.

For the Centennial Dinner of the Proprietors of Boston Pier, or the Long Wharf, April 16, 1873

Dear friends, we are strangers; we never before
Have suspected what love to each other
we bore;
But each of us all to his neighbor is dear,
Whose heart has a throb for our time-honored pier.

As I look on each brother proprietor's
face,
I could open my arms in a loving embrace;
What wonder that feelings, undreamed of
so long,
Should burst all at once in a blossom of
song!

While I turn my fond glance on the monarch
of piers,
Whose throne has stood firm through his
eighty score of years,
My thought travels backward and reaches
the day
When they drove the first pile on the edge
of the bay.

See! The joiner, the shipwright, the smith
from his forge,
The redcoat, who shoulders his gun for
King George,
The shopman, the "prentice, the boys
from the lane,
The parson, the doctor with gold-headed
cane,

Come trooping down King Street, where
now may be seen
The pulleys and ropes of a mighty
machine.
The weight rises slowly; it drops with a
thud;
And, lo! the great timber sinks deep in
the mud!

They are gone, the stout craftsmen that
hammered the piles,
And the square-toed old boys in the three-
cornered shoes,
The breeches, the buckles, have faded
from view,
And the parson's white wig and the ribbon
tied queue.

The redcoats have vanished; the last gren-
adier
Stepped into the boat from the end of our
pier.
They found that our hills were not easy to
climb,
And the order came, "Countermarch,
double-quick time!"

They are gone, friend and foe,—anchored
fast at the pier,
Whence no vessel brings back its pale
passengers here;
But our wharf, like a lily, still floats on the
flood,
Its beak in the sunshine, its roots in the
mud.

Who—who that has loved is to long and
so well—
The flower of his birthright would barter
or sell?
No: pride of the bay, while its ripples shall
rank
You shall pass, as an heirloom, from father
to son!

Let me part with the acres my grandfather
bought,
With the bonds that my uncle's kind leg-
acy brought,
With my bank-shares,—old "Union,"
whose ten per cent stock
Stands stiff through the storms as the Ed-
dystone rock;

With my rights (or my wrongs) in the
"Eric,"—alas!
With my claims on the mournful and
"Mutual Mass,"
With my "Phil. Wil. and Balz.," with my
"C. B. and Q.;"
But I never, no never, will sell out of
you.

We drink to the past and thy future to-
day,
Strong right arm of Boston, stretched out
o'er the bay,
May the winds waft the wealth of all
nations to thee,
And thy dividends flow like the waves of
the sea!

—Oliver Wendell Holmes



This brochure has been prepared to provide interested parties with general information concerning the Master Plan for Long Wharf. Persons desiring further information should contact the Boston Redevelopment Authority, 1 City Hall Square, Boston, MA 02201.

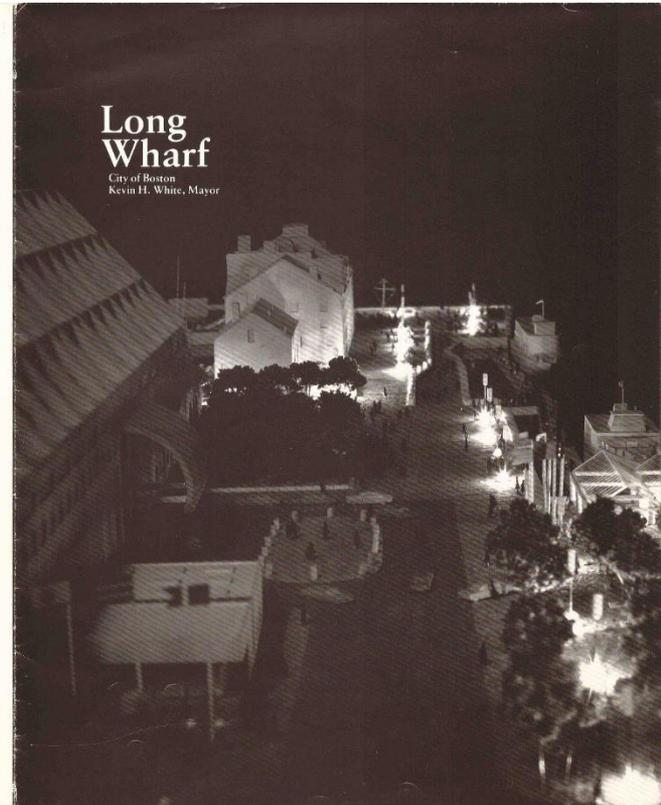
The Long Wharf Master Plan has been prepared for The Boston Redevelopment Authority
Robert Ryan, Director

Board of Directors
Robert L. Farrell, Chairman
Joseph Walsh, Vice-Chairman
James K. Foley, Treasurer
William A. McDermott, Jr., Member
Charles Jones, Member

By Sasaki Associates Inc.:
Planning, Architecture, Landscape Architecture,
Urban Design, Civil Engineering, and
Environmental Services

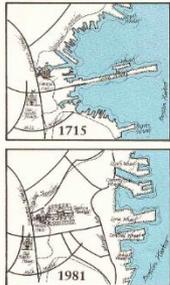
The plan was developed with the cooperation of a broad range of interested individuals and groups who shared their visions of the waterfront and participated in a series of public workshops over the past year.

Cover Photos: Sam Swerzy



Long Wharf

City of Boston
Kevin H. White, Mayor



Great Cove Wharf Line Extension

Long and Central Wharves in the late 19th century

COURTESY: BOSTON PUBLIC WORKS DEPARTMENT

The History of Long Wharf

Boston owes its location and much of its growth to the sea, and Long Wharf is an important element in its history and development.

In 1630, John Winthrop, Governor of the Massachusetts Bay Colony, chose the Shawmut peninsula, with its high ground and natural harbor as the site for the City of Boston. By the late 1600's, Boston merchants were trading food, lumber and European goods for molasses and rum from the West Indies. By 1702, Boston's port ranked third in size and activity after London and Bristol, England.

During the late 17th century, Boston was growing at a rate of 1800 to 2000 people per year and needed a new wharf to accommodate the increase in port activities. In 1707, Captain Oliver Noyes and his associates proposed the construction of a wharf at the base of King Street (now State Street) where Governor's Dock existed. In 1709, the citizens of Boston approved the new wharf which was to be "the width of King Street with a common sewer, and a thirty-foot public way for the use of the inhabitants of Boston forever." Noyes built Long Wharf between 1711 and 1715.

From the beginning, Long Wharf was Boston's largest wharf and was touted as a "superb wharf, advancing nearly 2000 feet into the sea, wide enough along its length for stores and shops." It was lined with brick warehouses similar to the style of the Gardiner Building which is now the Chart House restaurant. At the head of the wharf was the Bench of Grapes Tavern, once described by John Adams as a "breeding ground for boardwalk and legislators."

Long Wharf's place in Boston's colonial history is not limited to its role in the city's commercial life. It was also important in the city's military history. Nearly all the British troops that came to Boston disembarked at Long Wharf. A Paul Revere engraving shows the British ships landing on Long Wharf in 1768. In March of 1776, the British General Howe and 1100 loyalists retreated from Boston at this location.

Long Wharf remained important throughout the 19th century. In 1845, the granite and brick Greek Revival Customs House

Block was built and served as the immigration depot for Boston. Nathaniel Hawthorne was employed here as an inspector. In the mid 19th century, Long Wharf was also the home of numerous fish and salt stores and processors. In 1889, the United Fruit Company established offices and wooden and tin fruit storage sheds on Long Wharf. During this period, the wharf was no longer visually open to the sea at the east end. The wharf remained in this physical form until the mid 1960's when the Boston Redevelopment Authority acquired the wharf for the use and enjoyment of the public and began to encourage the private rehabilitation of the Gardiner Building and Customs House Block. At the same time, the Authority began to lease dock space to excursion boat operators who have since developed successful boat lines which run trips to the South Shore, Harbor Islands, and Provincetown.

T Wharf

No history of Long Wharf is complete without mention of T Wharf, the T-shaped wharf attached to Long Wharf's northern face. It was constructed in the 18th century to take advantage of the deep water available midway down Long Wharf.

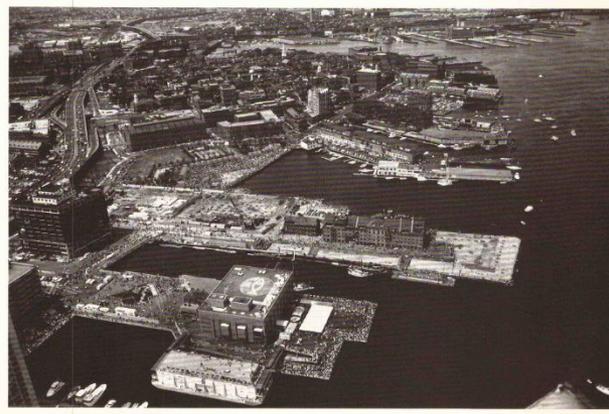
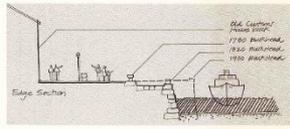
T Wharf became the center of Boston's fishing industry during the late 19th and early 20th centuries. Sometime after the decline of the fishing trade in Boston, T Wharf became a favored residential address for artists and the home of the very popular Blue Ship Tea Room until the wharf's disintegration in the 1940's.

Long Wharf Today

Today on Long Wharf, the 1763 brick Gardiner Building houses the Chart House restaurant and the 1845 granite and brick Customs House Block building has been restored for residential, office and commercial occupancy. Both structures are listed on the National Register of Historic Places. The Long Wharf Hotel is scheduled for completion in 1982. Immediately to the south, the New England Telephone Company is renovating their building, once used as a switching center, into executive offices.

The wharf itself, however, has not received equal attention. Its timber decks on wood piles are in an advanced state of deterioration and can no longer safely support the concrete and bituminous wharf surfaces which were once the floors of the now defunct fruit trade storage sheds. Long Wharf in its present condition remains a significant, yet incomplete portion of the downtown waterfront urban renewal area.

The restoration of Long Wharf is a massive undertaking. Boston Harbor's 13-foot tides have exposed the wood piles to repeated wetting and drying over the years. The piles and timber grillage, nearly 100 years old, are now in an advanced state of decay. Fortunately, beneath the concrete and timber decks the original 18th and 19th century granite bulkheads are still virtually intact.



Implementation

Stage 1

The eastern end of Long Wharf will be restored to its original configuration by removing the late 19th century concrete and timber decks and exposing the 18th and 19th century granite bulkheads. The wharf will be paved with granite cobbles and brick, a surface reminiscent of the original working wharf. The entire perimeter of the wharf will accommodate mooring space for institutional, commercial and visiting vessels.

A canopy structure at the end of the wharf will provide weather protection for taxi and commuter boat patrons and other wharf visitors. It could be designed to be enclosed in the winter months. Seating, lighting, bollards, bicycle racks, flower tubs, a directory located at Atlantic Avenue and small scale historic information will be included in Stage 1.

Stage 2

The property adjacent to the Long Wharf Hotel, the New England Telephone Company and Waterfront Park as well as the State Street right-of-way east of Atlantic Avenue will be developed.

Pedestrian access to Long Wharf will be strengthened through the reestablishment of the first section of 1709 public way, beginning at Atlantic Avenue along State Street and running to the existing boardwalk. The passageway through the new hotel will provide public access from Waterfront Park to Long and Central Wharves. A centralized ticket and information booth will be located at the intersection of the East India Row and State Street east of the New England Telephone Company.

Vehicular access will be redefined by closing East India Row and limiting access from Atlantic Avenue at State Street. This entrance will end in a cul-de-sac in front of the Long Wharf Hotel. Only maintenance, service, delivery and residential vehicles will be allowed beyond the cul-de-sac onto the wharf.

Stage 3

The center portion of the wharf will be completed. The remaining historic granite bulkheads will be stabilized and restored on the north and south sides of the wharf opposite the Chart House and Custom House Block. The south side wharf edge opposite the Long Wharf Hotel necessitates reconstruction of a new deck on piles to extend the 1709 public way while allowing space for vehicular access. Gangway and float system access for patron loading onto excursion boats will be anticipated and built as an integral part of the wharf.

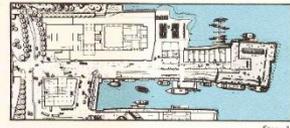
Completion of the Master Plan

Additional improvements such as the reconstruction of T wharf with its public dock, mooring space and viewing towers; the historical display and the "Steps to the Sea" on Long Wharf; and the upgrading of the area between Long and Central Wharves with its waterfront terminal and new pavement will complete the master plan for this important section of the Boston waterfront.

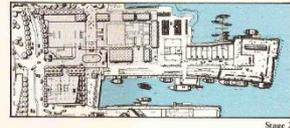
Funding

Public improvements along any segment of the Boston waterfront which result in restored piers and bulkheads and create new public open space and public access to Boston Harbor are enormously expensive undertakings. The total public costs of nearly \$8 million for all phases of the Long Wharf Master Plan represent costs which cannot be borne by the City of Boston alone. If the Master Plan is to be achieved, the City must be able to continue to tap federal funds and must receive financial assistance from those public agencies at the federal and state level who are intimately involved and concerned with this project.

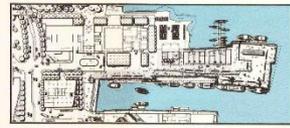
Implementing the Master Plan also depends upon continued commitment of financial assistance from those private entities who will benefit directly from the plan. Preliminary indications of such private financial assistance are encouraging.



Stage 1

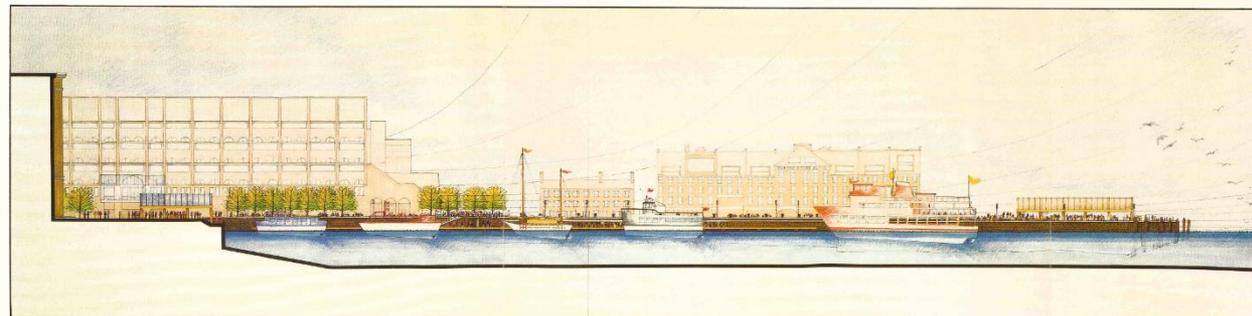
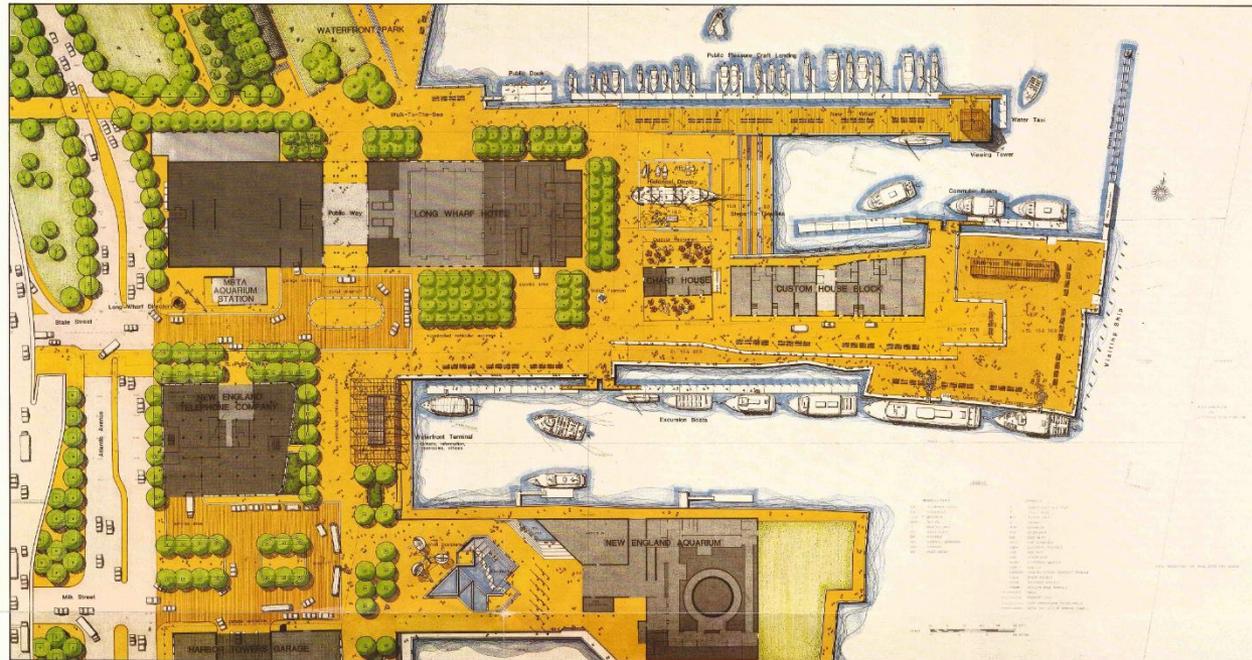


Stage 2



Stage 3

Long Wharf Master Plan



Long Wharf Master Plan

Long Wharf will be developed as a simple, uncluttered, public open space which will be used in a variety of ways. It will serve as one of the entrances to the Boston Harbor Islands State Park, the introduction to Boston for visitors sailing or motoring into the harbor and the focus of a highly functional, interconnected land and water transportation system.

Wharf Structure

The deteriorated late 19th century concrete and timber decks and grillage will be stripped away and the 18th and early 19th centuries granite bulkheads and granite pavement will be reconstructed. This effort will reveal the original "hammerhead" tip of the wharf (as seen in the Revere engraving). People at Waterfront Park, on Central Wharf and on boats in the harbor will be able to see the granite bulkheads and gain a sense of their appearance in 1800.

Public Access

With the completion of the Master Plan for Long Wharf, the city will have taken an important step in providing additional public access to the water's edge. The "Walk to the Sea" will run from Government Center to the end of a reconstructed T Wharf. The 30-foot wide public way established in 1779 by Boston's selectmen "for the use of the inhabitants of Boston forever" will be reestablished at the southern edge of Long Wharf. "Steps to the Sea" east of the Long Wharf Hotel will enable people to reach the water.

A pedestrian link from Waterfront Park to Central and India Wharves will be provided by the passageway through the Long Wharf Hotel and the extended pedestrian mall along East India Row. The New England Aquarium plaza will be enlarged to align with the pedestrian mall that now exists between Central and India Wharves. Design and materials will be coordinated along this waterfront pedestrian link.

Boating Facilities

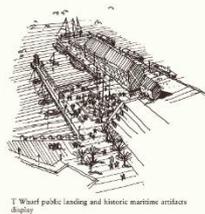
Long Wharf was originally built to provide new wharf space to meet the needs of a growing port. Today, the wharf is still in demand as a marine facility despite the changes in the types of boating activity over the past 200 years.

Excursion boat mooring, patron loading and servicing will occur on the south side of the wharf. An expanded commuter boat operation will be located on the wharf's north bulkhead. Water taxis to other points around the harbor and to the islands will be able to moor here in the future. The east bulkhead will be reserved for large visiting vessels.

Slips for short-term visiting pleasure craft will line the north side of the new T Wharf and will be the first public landing on the Boston waterfront. A centralized terminal facility will be located in the public space east of the New England Telephone Company building, a major junction of pedestrian movement. Ticket sales for all commuter, taxi and excursion boats leaving Long Wharf and information about waterfront events and public restrooms will be housed in this building. The terminal could also contain the offices of a wharfmaster and the Boston Public Department Harbormaster. The building will be reminiscent of historic gabled wharf buildings but rendered in contemporary materials and will be transparent, open and welcoming in appearance.

Historical Interpretation

Long Wharf's shape, its buildings, granite bulkheads, and cobble and brick pavements all evoke an earlier time in Boston's history. The recreation of T Wharf in contemporary materials and its use as a public landing will preserve the memory of an important element of the downtown waterfront. A display in the space north of the Chart House will explain some of the interesting events of the past 200 years. Graphics and full scale maritime artifacts, such as crates, barrels, bales and ship's wares can contribute to the recollection of Long Wharf's past. The focus of this display will be the accurately scaled deck, masts, spars and rigging of a cargo schooner. Sails and flags can be raised for summer displays and special events.



T Wharf public landing and historic maritime artifacts display



Water fountain and view to Boston Harbor



Historic maritime artifacts display

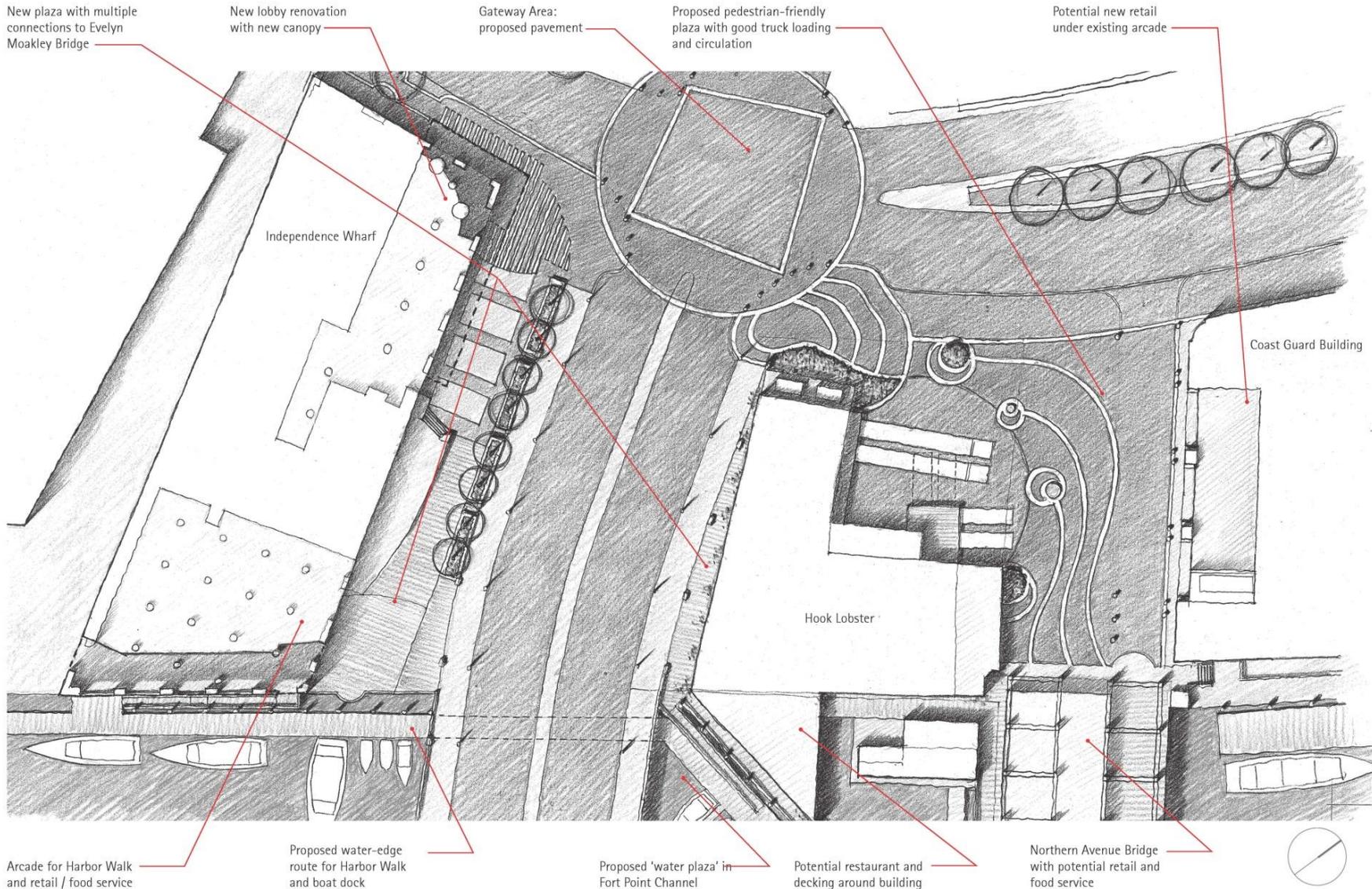


Shade structure at the end of Long Wharf



Excursion boat loading at Long Wharf

Artery Edges Study: Wharf District (2004, Artery Business Committee)



Artery Edges Study: Wharf District (2004, Artery Business Committee)

A2

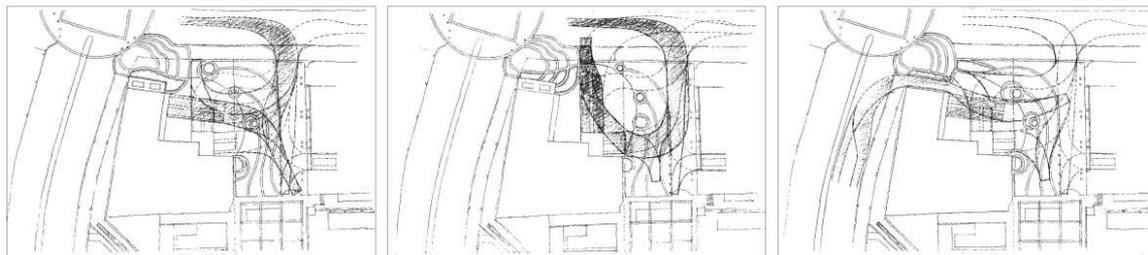
NORTHERN AVENUE BRIDGE
EVELYN MOAKLEY BRIDGE

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.

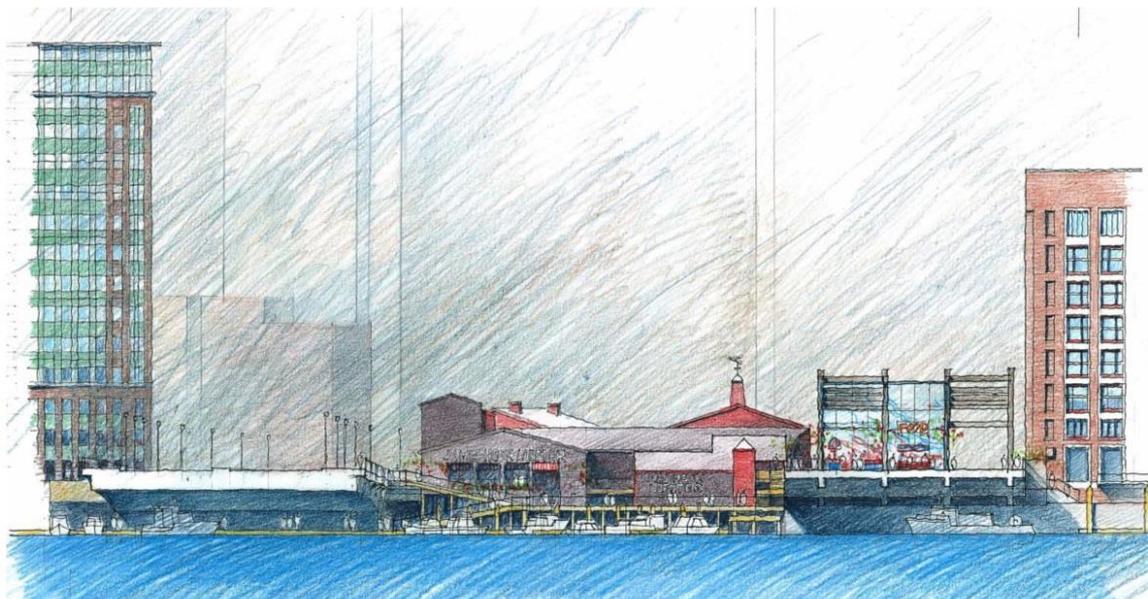
This proposal aims to bring together many potential short-term and long-term interventions toward the creation of a pedestrian-friendly gateway in this special location.

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

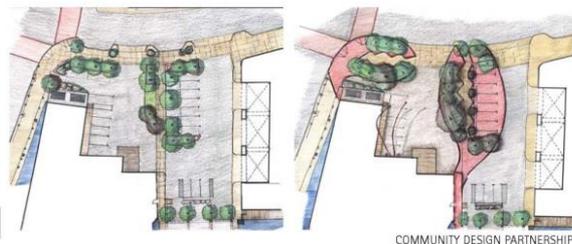


Section through "Water Plaza" 1" = 40' - 0"

4 | PROPOSED INTERVENTIONS FORT HILL HOWES WHARF

36

Wharf District Financial District Edges Study



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.



THINGS TO SEE ON LONG WHARF.

- 1** Italian Fishermen at T Wharf
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- 2** Lost Wharf: T Wharf Then and Now
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- 3** Wharfing Out: 1728, 1852, 1914
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- 4** The Landing and Evacuation of the British Troops
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- 5** Views of East Boston: Then and Now
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- 6** The Trial and Deportation of Anthony Burns
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- 7** Customs House: At The Water's Edge
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KEY.

-  Map
-  Aquarium Station
-  Public Restrooms
-  Water Shuttle
-  Public Parking

Long Wharf Interpretive Plan



LONG WHARF.



LOST WHARF: T WHARF THEN AND NOW

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Interpretive Display Panel

A Vision for the Downtown Waterfront

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 open space resources, the Rose F. Kennedy Greenway and the Harbor, and that build on the decades of planning and design work in the area.

For the Downtown Waterfront, we envision:

A waterfront district accessible to all by bike, transit, foot, and boat.

- A walkable, well-organized pedestrian district, with beautiful, high-quality sidewalks.
- Water transit to a variety of destinations, arriving and departing every few minutes to neighboring waterfront communities, cultural institutions, and seasonal destinations, such as the Boston Harbor Islands.
- Accessible, well-marked HARBOREWALK and other paths, building on the beautiful design of the Walk to the Sea.

Clearly defined connections to the Greenway, the harbor, Quincy Market, the North End, the Financial District, and the Innovation District.

- Pedestrian links from the harbor, the Rose F. Kennedy Greenway, and the surrounding neighborhoods, from Chinatown to Town Cove to the West End.
- Visual corridors that allow views from key downtown streets to the harbor, and views from the water to landmarks such as Custom House Tower.
- Preserve and enhance the significant historical connections.
- Key gateway moments that are defined visually and spatially.

A district and watershed that are resilient to climate change, designed and built to withstand inundation and storm surges.

- Protection for the public realm, waterfront assets, cultural resources, and private properties.
- Showcase the latest thinking on climate change and resilient landscapes and technologies.

Four-season destinations and programming that are welcoming to Bostonians and visitors of all ages and support the growing residential community.

- Creative programming, from public art installations to seasonal festivals, building off of the successful Fort Point Channel arts initiatives, the educational programming at the NEAq, the interpretative signage along the Walk to Sea, and the year-round public programs at Rowes Wharf.
- Destinations that attract families, residents of all ages and abilities, and visitors.
- A careful balance of uses and programming, with active and passive recreation areas, quiet contemplative zones and family-friendly zones.

A district and watershed that is flexible and can accommodate innovative uses in the future, and supports equally the residential, business, and visitor communities.

- A place with a strong identity, so it is a destination in and of itself.
- A vibrant twenty-first-century community that will draw generations of future Bostonians to live, work, and visit.



Public Realm



Subdistrict Character and Goals

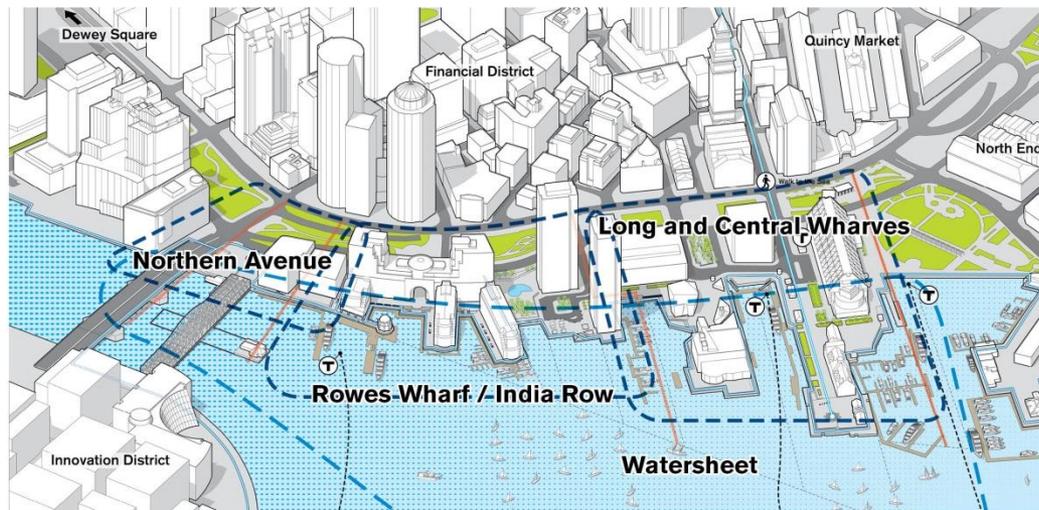


14

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

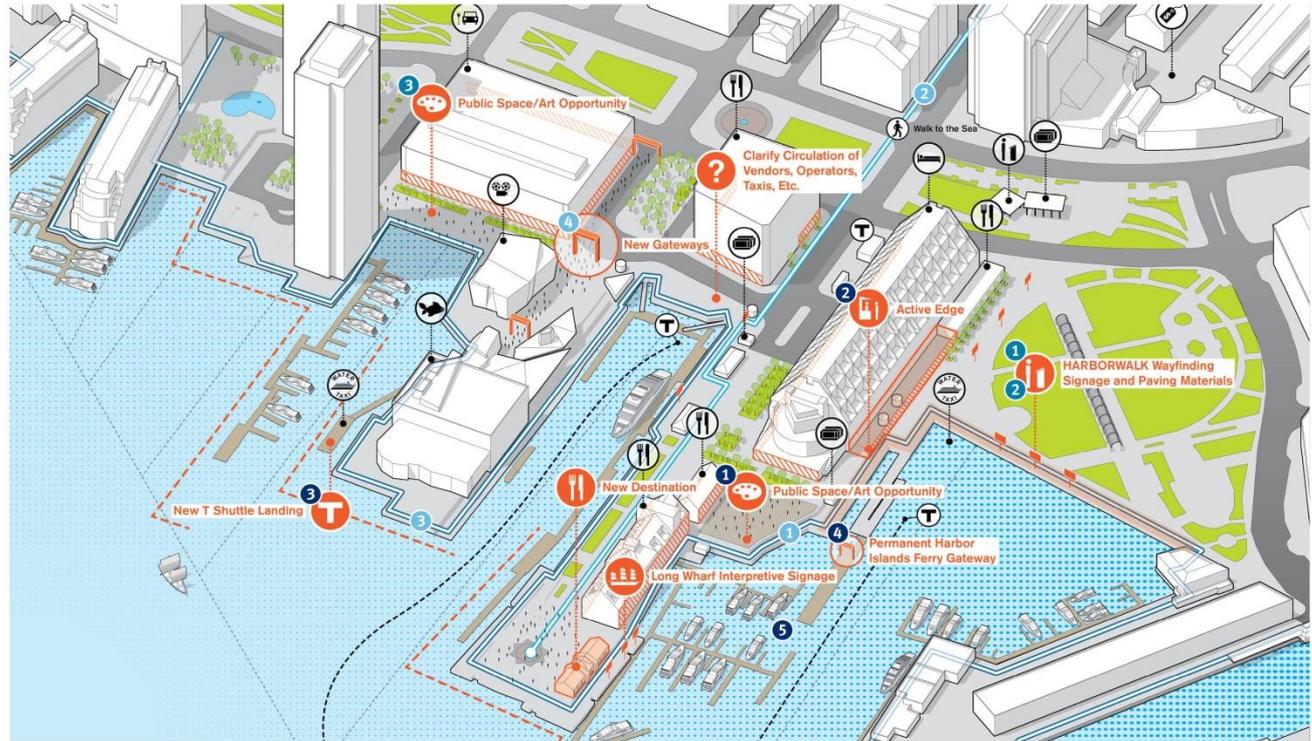
DRAFT MARCH 20, 2014

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.

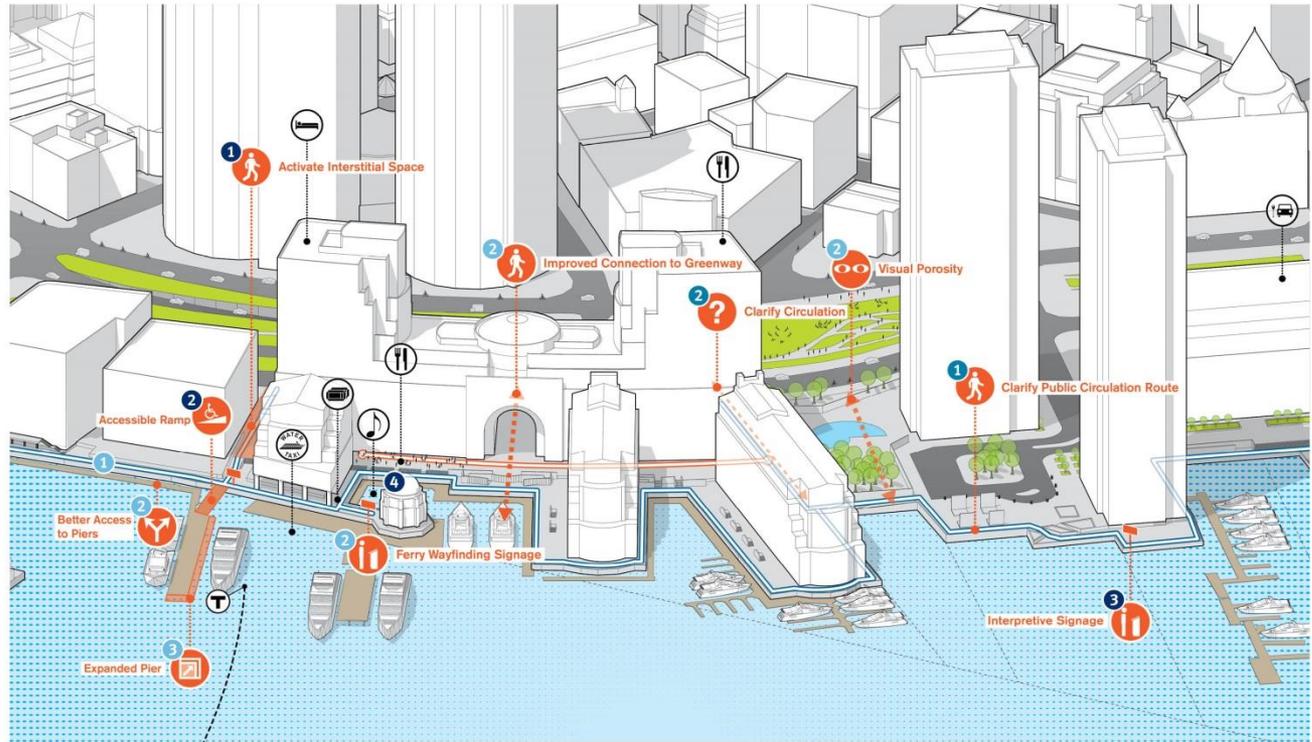
DRAFT MARCH 20, 2014

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.

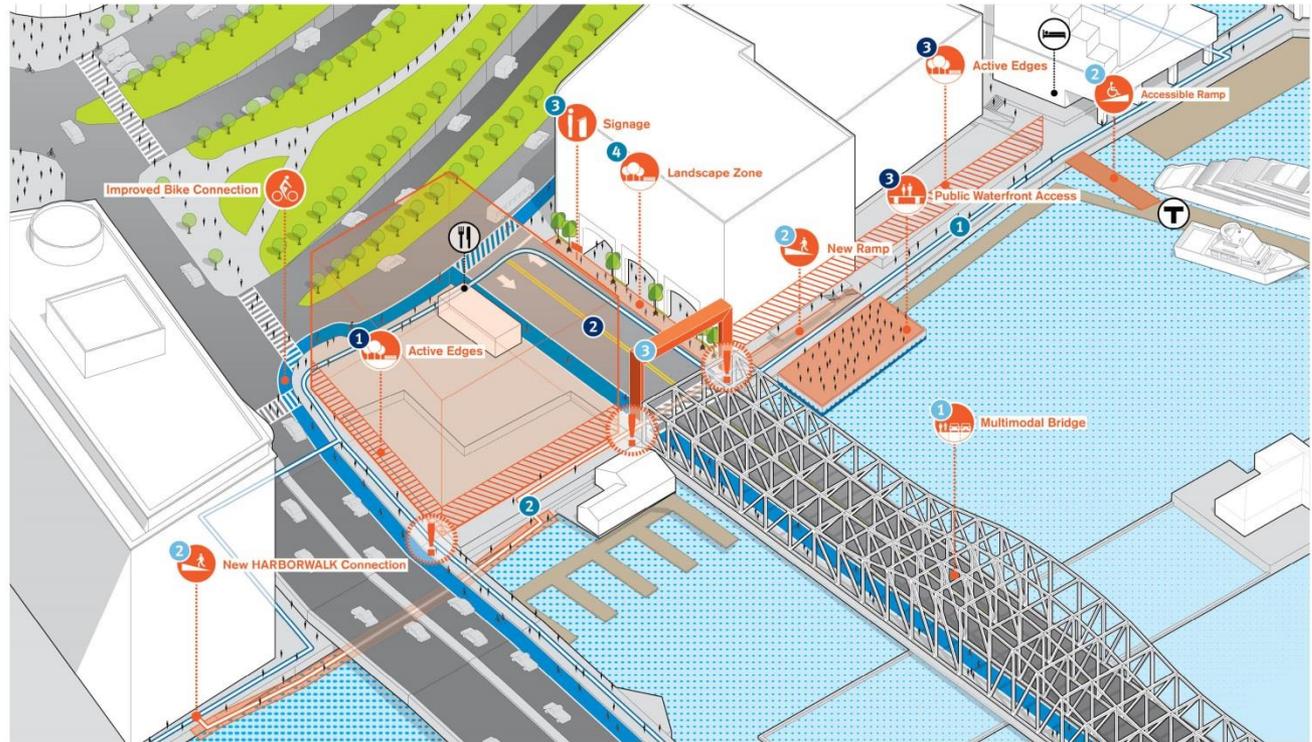
DRAFT MARCH 20, 2014

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.

DRAFT MARCH 20, 2014

Wharf District Public Realm Plan (2016, Wharf District Council)



NAVIGATION TO WATERFRONT

WHARF DISTRICT PUBLIC REALM VISION - BOSTON, MASSACHUSETTS
September 21, 2016

! ○ PROPOSED KNOWLEDGE POINT OF HARBOR & ICON/SYMBOL
 ! EXISTING ICON/SYMBOL
 ⋯→ SIGHTLINE
 ↔ HARBORWALK

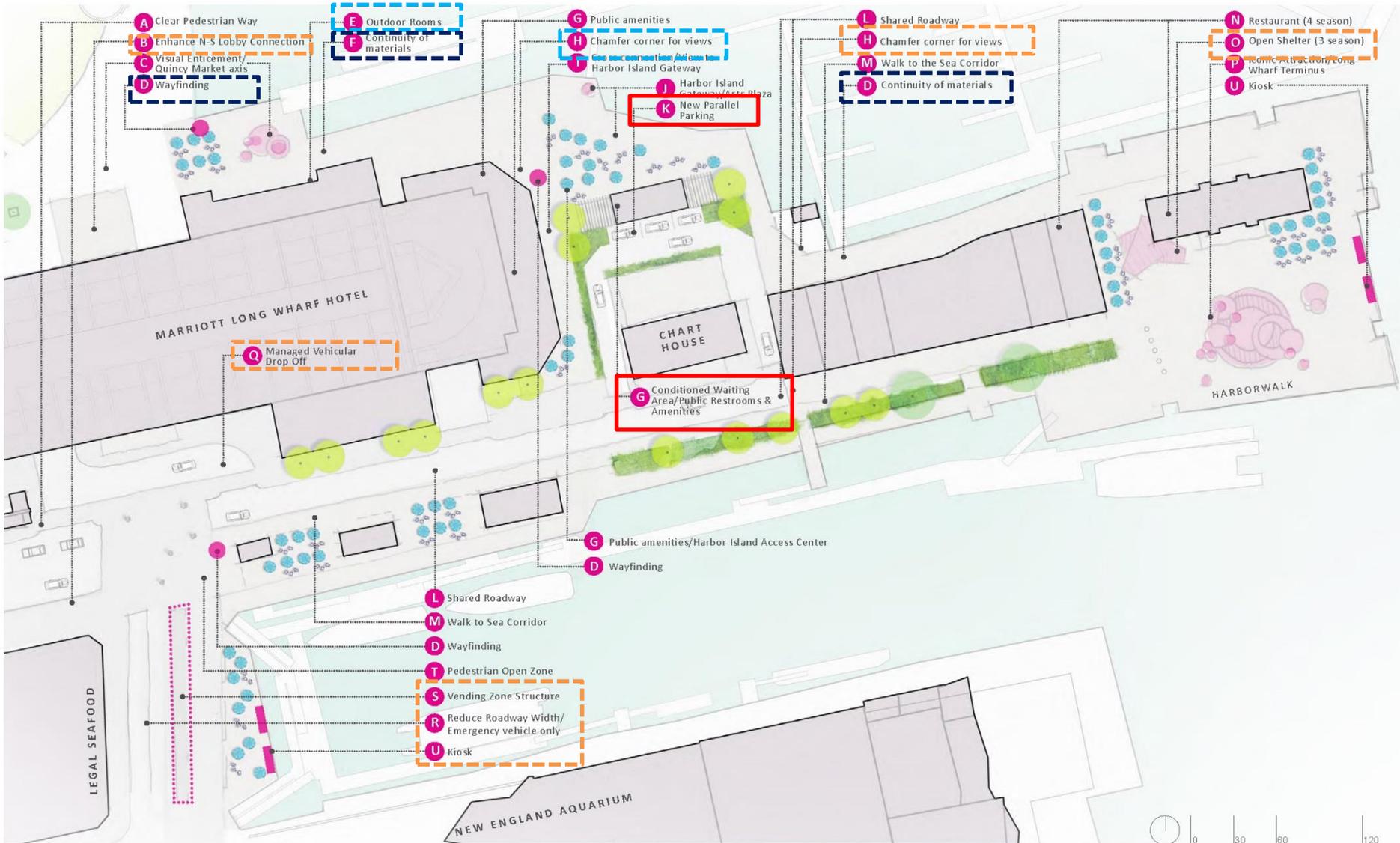
WHARF DISTRICT COUNCIL HALVORSON DESIGN PARTNERSHIP4

Article 80

Future urban design

Enhances

inconsistent



LONG WHARF MARRIOTT SITE

WHARF DISTRICT PUBLIC REALM VISION - BOSTON, MASSACHUSETTS
September 21, 2016

WHARF DISTRICT COUNCIL

HALVORSON DESIGN
PARTNERSHIP 6



Article 80

Future urban design

Enhances

inconsistent



Does not take into account NEAq "Blueway" plan

HARBOR GARAGE & OLD ATLANTIC ROAD SITE

WHARF DISTRICT PUBLIC REALM VISION - BOSTON, MASSACHUSETTS
September 21, 2016

WHARF DISTRICT COUNCIL

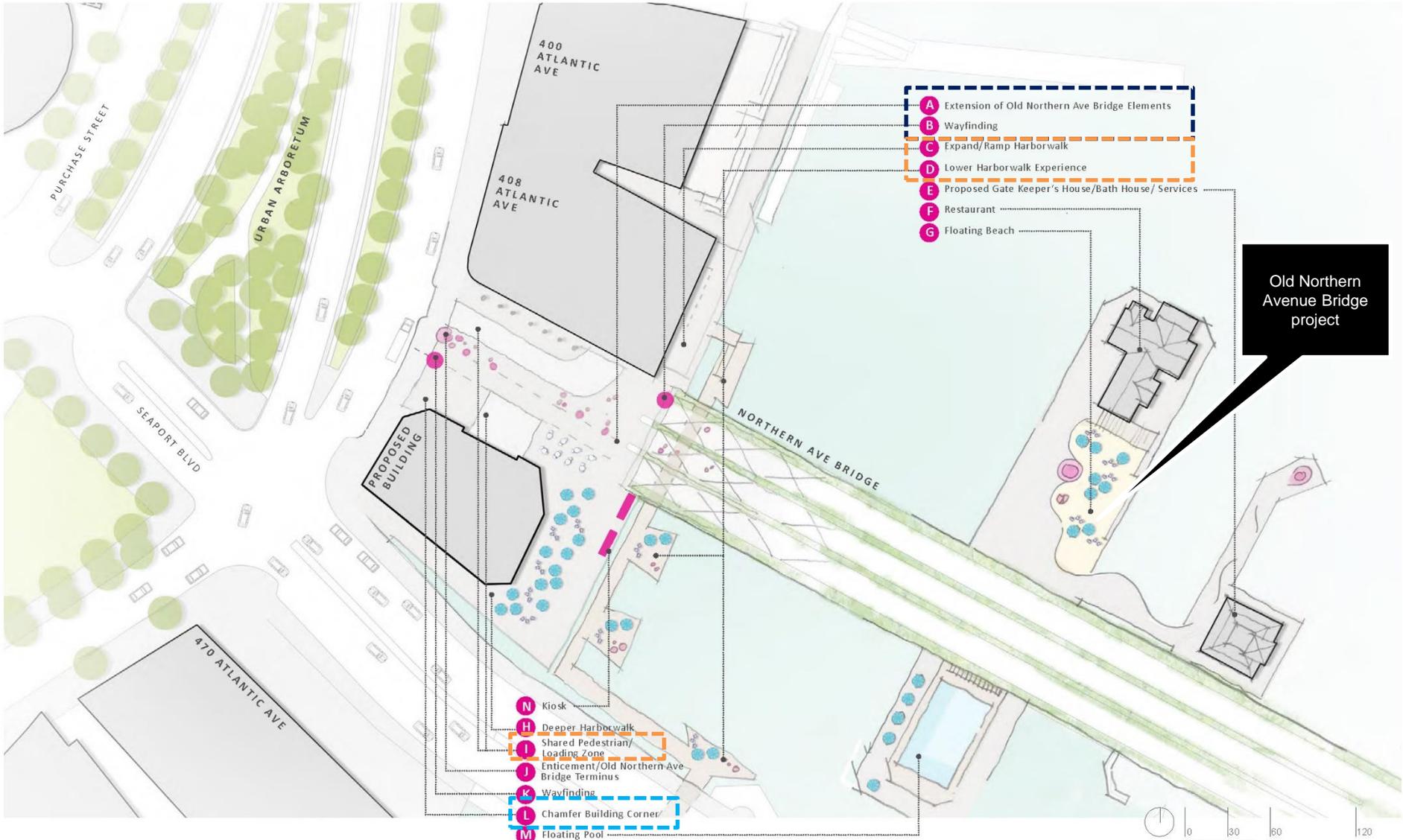
HALVORSON DESIGN PARTNERSHIP

Article 80

Future urban design

Enhances

inconsistent



- A Extension of Old Northern Ave Bridge Elements
- B Wayfinding
- C Expand/Ramp Harborwalk
- D Lower Harborwalk Experience
- E Proposed Gate Keeper's House/Bath House/ Services
- F Restaurant
- G Floating Beach

- N Kiosk
- H Deeper Harborwalk
- I Shared Pedestrian/ Loading Zone
- J Enticement/Old Northern Ave Bridge Terminus
- K Wayfinding
- L Chamfer Building Corner
- M Floating Pool

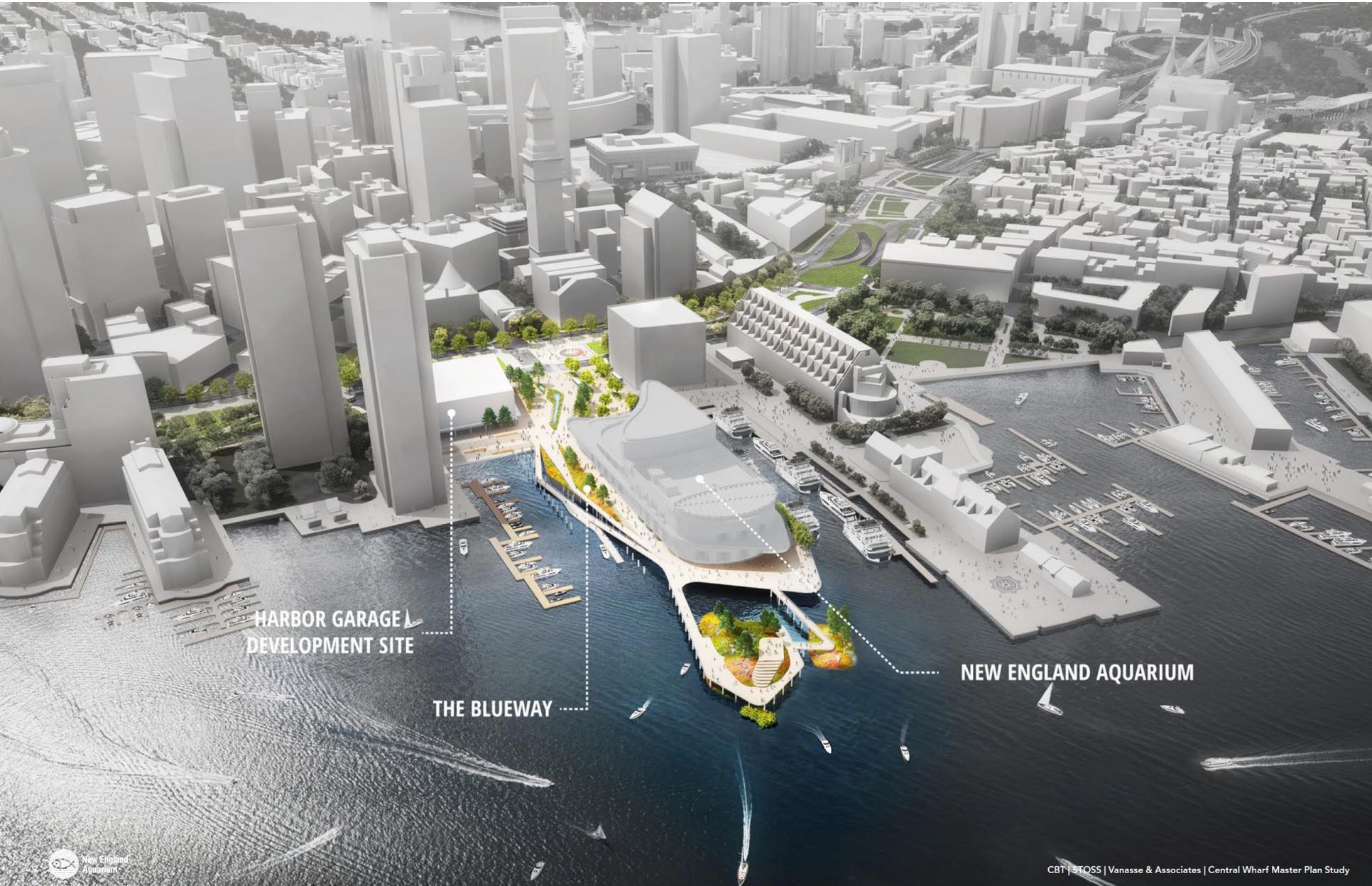
Old Northern Avenue Bridge project

HOOK LOBSTER SITE

WHARF DISTRICT PUBLIC REALM VISION - BOSTON, MASSACHUSETTS
September 21, 2016

WHARF DISTRICT COUNCIL HALVORSON DESIGN PARTNERSHIP 10

Central Wharf Master Plan Study (2016, NEAq)



HARBOR GARAGE
DEVELOPMENT SITE

THE BLUEWAY

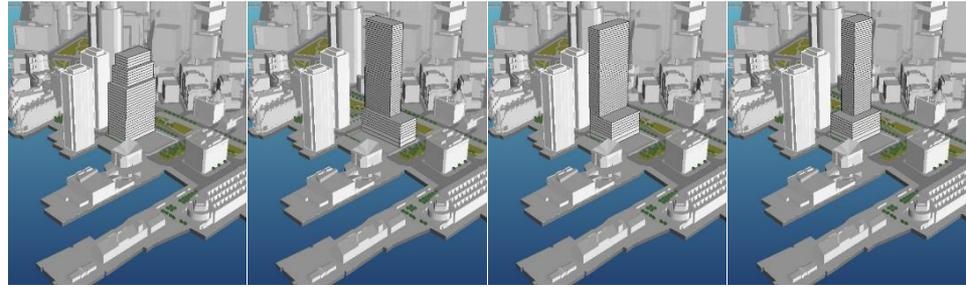
NEW ENGLAND AQUARIUM



Downtown Waterfront: Harbor Garage Site
 – Select Massing Studies

Open Space in these scenarios ranges from 30% (min.) to 65%

Single Tower Scenarios



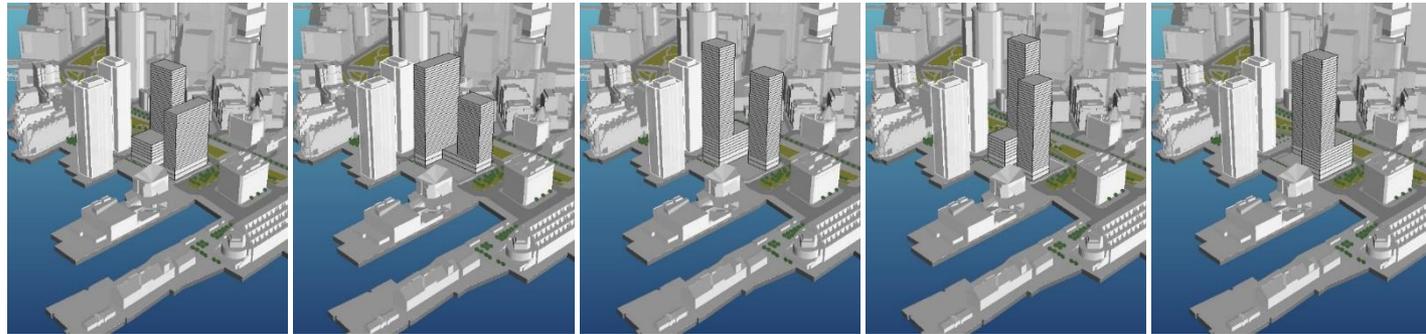
Office – Step

Res - Bar

Res – Bar – 90

Res – Point

Two Towers with Podium



Point - Res

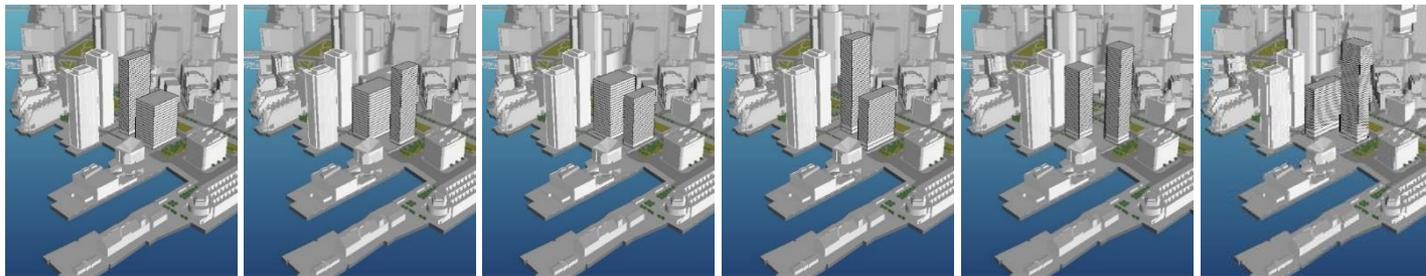
Point – Res - 90

Point - Point

Point – Point - 90

Point – Point - flip

Two Tower Scenarios



Res - Office

Res – Office - flip

Office - Res

Point - Res

Point – Point - flip

Point – Res - flip

Offsets in the MHP

- Developer to provide \$250,000 to fund a further level of design, which includes:
 - Pedestrian and vehicular access and paths
 - Enhanced landscape (materials types, wayfinding, lighting concepts)
 - Flood defense strategies

“These design and use standards shall, at a minimum, cover the following: (1) new, publicly accessible interior areas, including new Special Public Destination Facilities (SPDFs), if any, including the general types of FPAs and water-dependent uses to be located in ground level interior areas and all publicly accessible exterior areas; (2) exterior design standards that relate to buildings within and adjacent to the DTW MHP area, especially any existing or proposed SPDFs, and other existing or proposed open space within or adjacent to the DTW MHP area; (3) public amenities that fully activate the area as a waterfront destination and create a sense of place for the Downtown Waterfront; and (4) water transportation facilities, including a water transportation and watershed management plan. To the extent possible under applicable building codes, and subject to the amplification in Section 3.2.2 below, the design and use standards shall also provide direction and guidance on making interior FPAs and exterior public realm areas climate resilient.”

The MHP

Regulatory Framework

Chapter 91

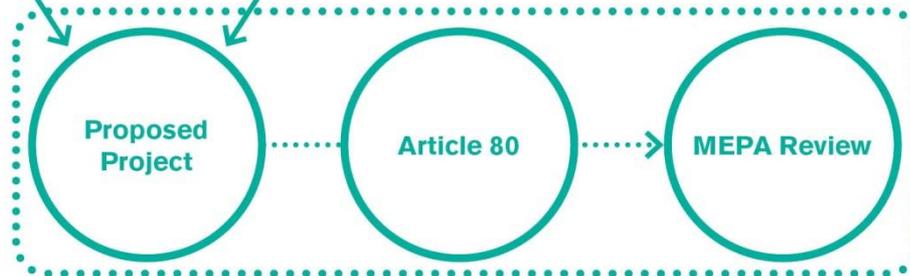


Municipal Harbor Plan

- Height
- Density -Built Floor Area & Built Volume
- Shadow Impacts (in Planning Area)
- Building Footprint / Open Space Percentage
- Setbacks
- Water Dependent Use Zone
- Facilities of Public Accommodation with Ground floor uses
- Facilities of Private Tenancy over tidelands
- Ground Floor Uses (general)

Article 80

- Urban Design
- Environmental Impacts
 - Shadows & Wind
- Traffic Impacts
 - Counts, Parking, Access
- Architectural Quality/ Aesthetics
- Open Space Details
- Ground Floor Uses (specific)



Development / Environmental Review Process

Next Steps

Proposed Schedule

- **October 19th – December 2nd:** MHPAC and public comment on draft.
- **December 15th:** Request authorization from BPDA Board to submit plan to EOEEA
- **December 30th:** Submit MHP to state
- **January 2017:** MHP Noticed in MEPA Environmental Monitor; state administered public hearing
- **February - March 2017:** State-City consultation session on MHP

