



*Financial
District*

Greenway

EDGES

STUDY

3 | SPATIAL ANALYSIS

Over the last century, development in downtown Boston has entailed the consolidation of parcels and blocks in order to create larger and more economical footprints for commercial properties. Allan B. Jacobs in his book *Great Streets* has measured this process in a number of cities by counting the number of blocks and intersections in a square mile. For Boston he has this measurement for three different years: 1895, 1955 and 1980. In 1895 Boston had 618 blocks and 394 intersections per square mile; in 1955 there were 508 blocks and 342 intersections; and in 1980 there were 373 blocks and 245 intersections per square mile.¹ A specific case of this in the Financial District was the consolidation of nine blocks bounded by Atlantic Avenue, Dorchester Avenue, Summer Street and Congress Street in order to develop the Federal Reserve Bank in 1977 (see map page 10).

This pattern of consolidation in the Financial District is apparent in reviewing the figure ground map of the city which shows a markedly coarser grain of larger blocks and fewer intersections than say, the North End, Beacon Hill or the South End – all residential areas that have not been under such pressure to consolidate. Another feature of the map is the large scale blocks adjacent to the harbor, reflective of the larger scale maritime activity that formed the littoral around the Fort Point Channel as much as in the Wharf District and the North End. As we have seen this process was exacerbated by the insertion of major rail and highway infrastructure parallel to the shoreline at various times during the twentieth century.

This has left the Financial District with large blocks and in some cases ragged edges which the building of the Rose Kennedy Greenway gives us an opportunity to address. Despite these large scale insertions, the Financial District has not entirely escaped its past, in that the street patterns, though coarsened over time, have not lost their original alignments in those that remain. The spatial analysis that follows picks up on the cues provided by the historical street patterns and the demands of the new city being built around the Greenway, to propose three general principles to guide the future development of public space in the district. These principles are summarized on the opposite page.

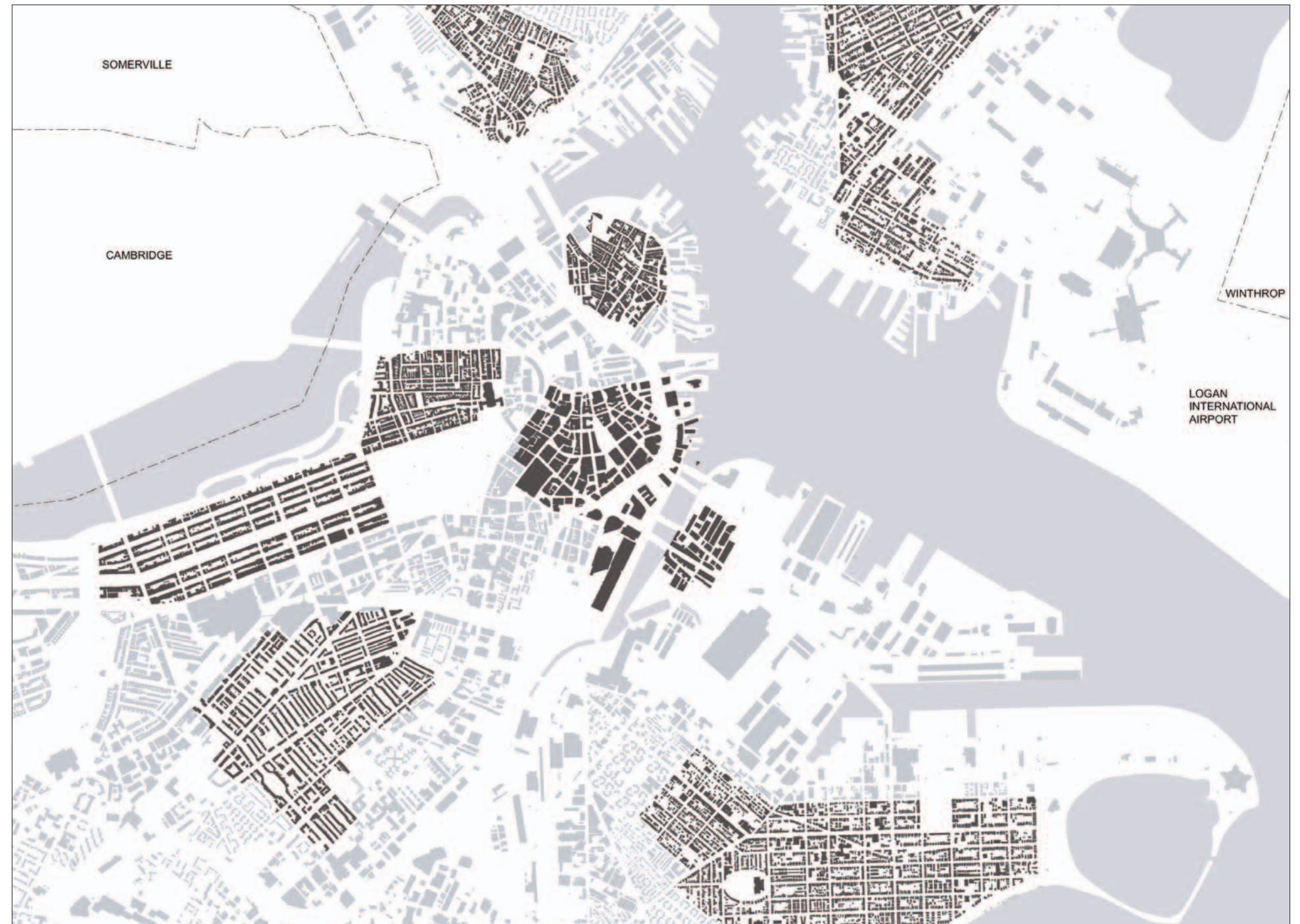


Figure ground of building footprints in downtown neighborhoods

¹ Allan B. Jacobs: *Great Streets*. Cambridge Massachusetts, 1993. See page 262 for qualifications of this measurement.



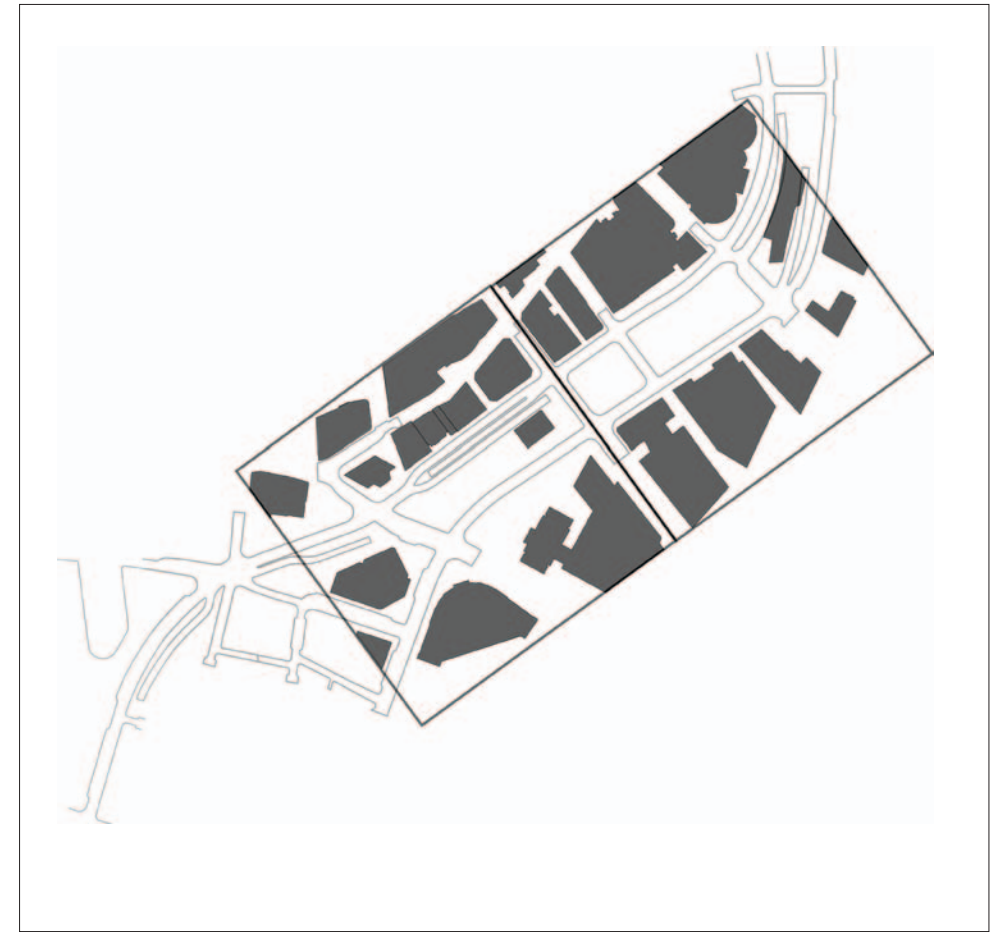
Urban Design Principle 1 **SMALL SPACES MAKE GREAT PLACES**

The legacy of more than a century of parcel rationalization to maximize building footprints is revealed in a scattering of small spaces, uneconomic anomalies left over at the edge of buildings as the marginal space between a rational footprint and a street pattern generated by cow paths or other 'irrational' influences. Unlike the Wharf District which has some larger scale public spaces, the Financial District has had none until the creation of Post Office Square and now the Greenway. The small spaces shown on the figure ground, if taken by themselves, do not amount to anything of significance. If taken as a collective however, as a network of public spaces with common characteristics, there is the potential to make a whole that is greater than the sum of the parts, creating a linked network of public places that becomes a recognizable characteristic of the Financial District.



Urban Design Principle 2 **CAPILLARIES TO THE ARTERY**

If the 'small spaces' are the points in a network, the small streets are the lines connecting those points. The Crossroads Initiative aims to reconnect the cross streets that make lateral connections across the Greenway and at the same time create spaces on the Greenway that emphasize each cross street location as a special place. The small streets or 'capillaries' leading into the Crossroads streets serve to connect these major laterals back into the city fabric, thus creating a hierarchy of streets leading from the smallest of spaces through to the grand corridor of open space. At the same time the capillaries make the connections between each of the 'small spaces' to create a multi-directional network of pedestrian oriented paths through the city itself. This approach encourages the influence of the major open space of the Greenway to emanate outwards into the surrounding streets.



Urban Design Principle 3 **FRAMING THE SQUARE**

The principal effect of the major insertions of railway and highway through the urban fabric – and now their removal – is to have left large unformed spaces in their wake. First of these is Dewey Square, ill-defined with irregular edges, crossed by city streets and punctuated by highway ramps. To the north, divided from Dewey Square by the highway ventilation structure, are two parcels on the Greenway flanked on either side by high towers and to the north by a major crossroads from Oliver Street to the Moakley Bridge – as well as access and exit ramps to the highway on the southern end of Parcel 18. The principal proposed is therefore to 'frame the square', to give definition to both these spaces to maximize the potential of their position within the Greenway and as they relate to the city on either side.

Small Spaces make Great Places

The Wharf District is characterized by large public spaces on the waterfront (Christopher Columbus Park and the wharves). This is not true of the Financial District which, with the exception of Post Office Square and now the Greenway, has few individual public spaces of significance on a neighborhood scale. Most of the spaces within this area seem to be formed almost by accident as interstitial space between the footprint of a building and the curbline of the street.

The principle that "small places make great places" proposes that the small spaces should firstly be recognized as such and their relative neglect reversed; and secondly, that they be seen as an integrated system of points within the city fabric, parts of a whole bigger than themselves.

The small spaces identified on the map are:

1. Winter Street / Franklin Street plazas at either end of Filene's department store
2. Winthrop Square on Devonshire and Otis Streets with Winthrop Lane
3. 100 Summer Street – front and side entrances
4. 133 Federal Street – pocket park
5. 150 Federal Street / High Street entrance and 73 High Street view corridor
6. 100 Federal Street bus stop
7. 100 Federal Street plaza (on Congress Street)
8. 209 Franklin / 138 High
9. Fort Hill Square
10. 175 Federal Street / 265 Purchase Street
11. Summer Street Plaza
12. Lincoln Street corner
13. Essex Street Plaza
14. Dewey Square – Federal Reserve Bank / South Station / One Financial Center
15. Independence Wharf – 470 Atlantic Avenue
16. Russia Wharf entry plazas
17. 245 Summer Street
18. South Station Plaza on Atlantic Avenue
19. South Station Transportation Center on Atlantic Avenue

While most are self-contained spaces, some can be grouped in clusters (e.g. around Essex Street / Purchase Street; around Dewey Square; around South Station). Themes characterizing these spaces and linking them together can be based on the use of paving materials, patterns and street furniture or around an integrated arts project. Further thematic connections can be made around the proximity of these spaces to transit stations.



Bank of America Plaza, San Francisco, with a sculpture locally known as the "Banker's Heart"



High Street Entry to 150 Federal Street



Smoking outside 73 High Street



Public art in downtown Seattle



Small sidewalk art intervention in Bratislava, Slovakia



South Station Plaza on Atlantic Avenue



175 Federal Street / 265 Purchase Street



Concentrically laid pavers at a pedestrian intersection in Copenhagen



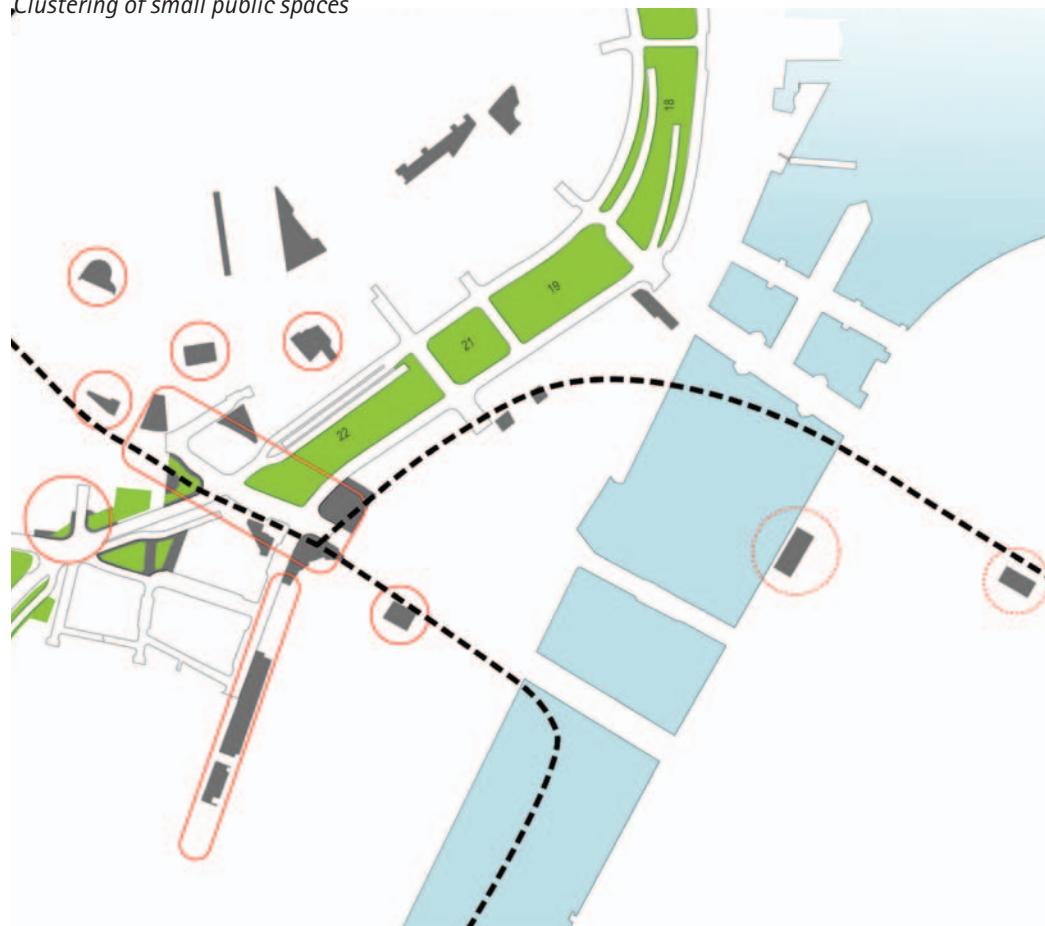
100 Summer Street side entrance



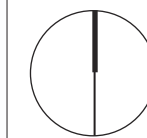
Winthrop Square



Clustering of small public spaces



Small places clustered around transportation



Capillaries to the Artery

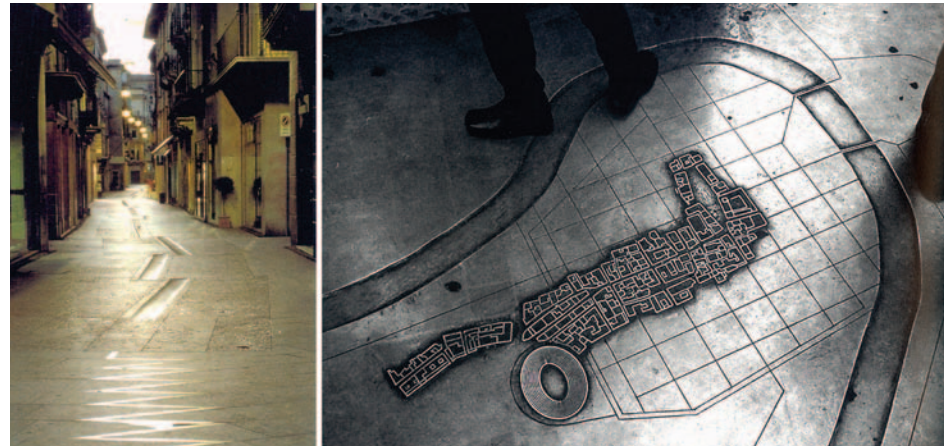
Building on the network of small and irregular streets that characterize the Financial District, the 'Capillaries to the Artery' propose a hierarchy of routes that support and supplement the major open space created by the Greenway. At the first level below the Greenway itself, there are the Crossroads, the major streets crossing the Greenway, linking the Financial District to the waterfront, to Fort Point Channel and to the South Boston Seaport, and in particular to the Harborwalk pedestrian system around the harbor's edge. The capillaries are conceived as feeding into this hierarchy of pedestrian routes mainly within the Financial District itself but also where possible on the harbor side through the alleys that link the open space to the water's edge (at Rowe's Wharf, Independence Wharf, 500 Atlantic and Russia Wharf).

The small streets are identified on the map opposite as potential capillaries leading into the Crossroads, the Harborwalk and the Greenway and at the same time linking up a series of 'small spaces' :

1. High Street is the former Cow Lane following the original 1630 shoreline, leading now from Summer Street (at the location of Church Green) to Batterymarch Street on the north side of the old Fort Hill. Even today High Street accommodates pedestrians and vehicles ambiguously. High Street links Summer Street, Congress Street and Oliver Street, each a major 'crossroad' running across the Greenway. Running parallel to the Greenway, High Street also serves as an alternate route avoiding the highway ramps and the narrow sidewalks of Purchase Street on the north side of Parcel 22. High Street is proposed as an area for intervention (see page 42).

2. Devonshire Street runs in between Washington Street and the shoreline of the old Shawmut peninsula, converging at the site of the Old State House. Devonshire links Summer, Franklin, Milk and State Streets. The first and last of these are officially 'crossroads', the others distributors within the Financial District. At the Summer Street end the junction of the two streets is expressed in the small plaza entrance to 100 Summer Street that leads around the corner into Devonshire. The center point of Devonshire is Winthrop Square, potentially a charming urban space blemished by the old concrete parking structure on its south-eastern edge. This elevation to the garage is the subject of a proposed intervention (see page 44).

3. Franklin Street is a relatively recent, nineteenth century, creation as a full street. It now links the retail and commercial area around Washington Street with the Financial District running along the south side of Post Office Square to link with the waterfront at India Street. It links Congress, Oliver and Broad streets as the official



Precedent: The paving of a narrow street in Verona illustrates the city's earlier configurations

'crossroads' but mainly serves as an internal traffic and pedestrian distributor within the Financial District. Franklin Street is outside the scope of this study.

4. The Fort Point Channel Alleys are a group of alleys that run between buildings linking the Greenway to the water's edge as a smaller scale set of 'fingers to the sea'. These alleys have been incorporated into individual developments and the opportunity has been missed of having them programmed or designed as a group of public spaces. There are five altogether that could be characterized as such:

Between Rows Wharf and 390 Atlantic Avenue at the head of the Channel. This alley was developed with the construction of Rowe's Wharf.

Between Hook Lobster and the Coast Guard at the Old Northern Avenue Bridge. This has not yet been developed so there may be an opportunity to create a strong and lively connection – not strictly an 'alley' – leading to the bridge.

Between the Moakley Bridge and Independence Wharf (470 Atlantic). This has recently been completed as a pedestrian link to the water's edge connecting to the Harborwalk that goes through the building.

Between 470 and 500 Atlantic Avenue. This is a service alley to #500 and under current plans will receive no special treatment.

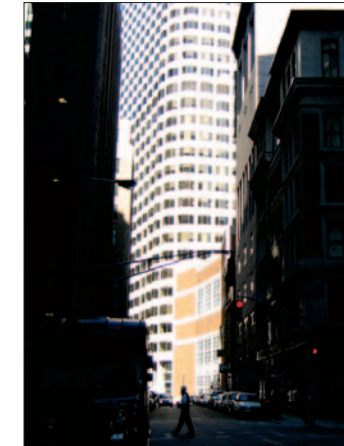
The Pearl Street view corridor between 500 Atlantic and Russia Wharf provides a strong visual link from the higher ground of the city to the Channel. This corridor is part of the 500 Atlantic property and is not considered a public right of way and will receive no special treatment.



Winthrop Lane



175 Federal Street / 265 Purchase Street



High Street, facing north



Devonshire Street



High Street entry route to 209 Franklin Street



High Street, facing south



Greenway



Crossroads



Harborwalk



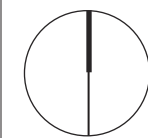
Capillaries

Hierarchy of network components



Diagrams illustrating the hierarchy of network components linking the Greenway to the city and the harbor

- 1. High Street
- 2. Devonshire Street
- 3. Franklin Street
- 4. The Channel Alleys



Framing the Square

The problem of Parcels 19 and 21 (north of the ventilation structure) and Parcel 22 (the Dewey Square parcel to the south of the ventilation structure) is both programmatic and formal. Programmatically, the Massachusetts Horticultural Society was charged in the 1991 Central Artery Record of Decision to construct a series of gardens, some open and some closed, on the three parcels. So far this plan has not been realized although there remains widespread public support for something of this nature. At the time of writing this report studies are ongoing for an interim treatment of the space to create an attractive place while the longer term plans are developed. The formal issues associated with the space are focused on creating an attractive urban place out of the severely disrupted fabric that is currently barely more than a void.

Dewey Square (Parcel 22) is defined by random, ragged edges of buildings each of which commands some attention on its own edge but fail to relate to each other over the void. From a distance, the Federal Reserve Tower is a highly visible landmark that locates Dewey Square within the city. Closer, especially when viewed down the Greenway corridor, One Financial Center is a tall and prominent 'view terminus'. Closer yet, The Fiduciary Trust Building draws attention to itself at the corner of Summer and Purchase Streets with its dark cladding and odd cantilevered form. Lastly, South Station, handsome as it is, is relatively low compared to its neighbors and loses power as a visual cue to what is in fact the primary destination. A tall tower as proposed will not only be an excellent intervention from a planning point of view, concentrating an office population over a multimodal transit center, but will also serve as a strong and positive formal element as a landmark and as an edge to the Financial District.

On the ground plane however, Dewey Square retains some difficult design challenges. The southern plaza has been designed to complement the MBTA headhouses and the South Station terminus itself. The Federal Reserve security project and the associated landscape attempts to complement the Dewey Square design. On the other edges however there is the anomalous free-standing ventilation structure (on the north end) and the highway access and exit ramps on the western edge. In addition to providing strong design mitigation to these edges it is felt that a strong visual marker in the center of the square will distract attention from the weakness of the edges.

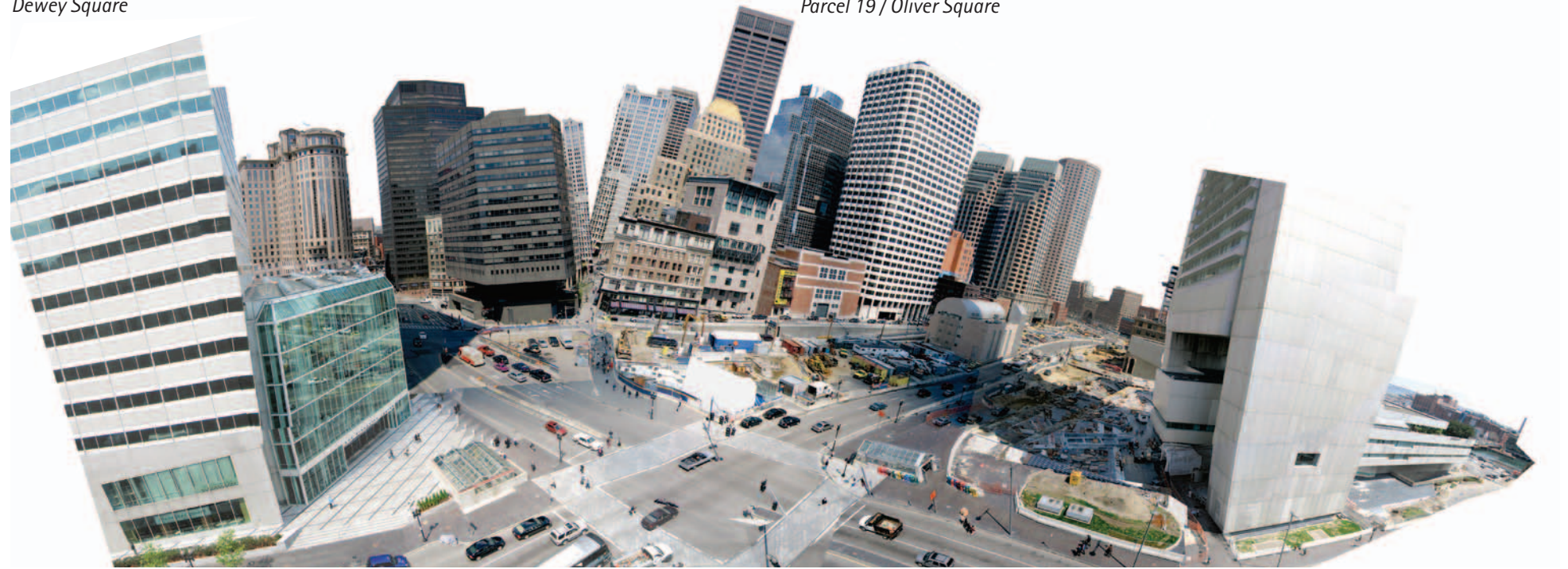
Parcels 19 and 21 are framed on either side with strong edges. The issue with these parcels is in composing the open space between so as to increase and enhance the reciprocity between buildings on either side of the Greenway. These issues are summarized on the opposite page and are examined in more detail in alternative intervention proposals on page 46.



Dewey Square

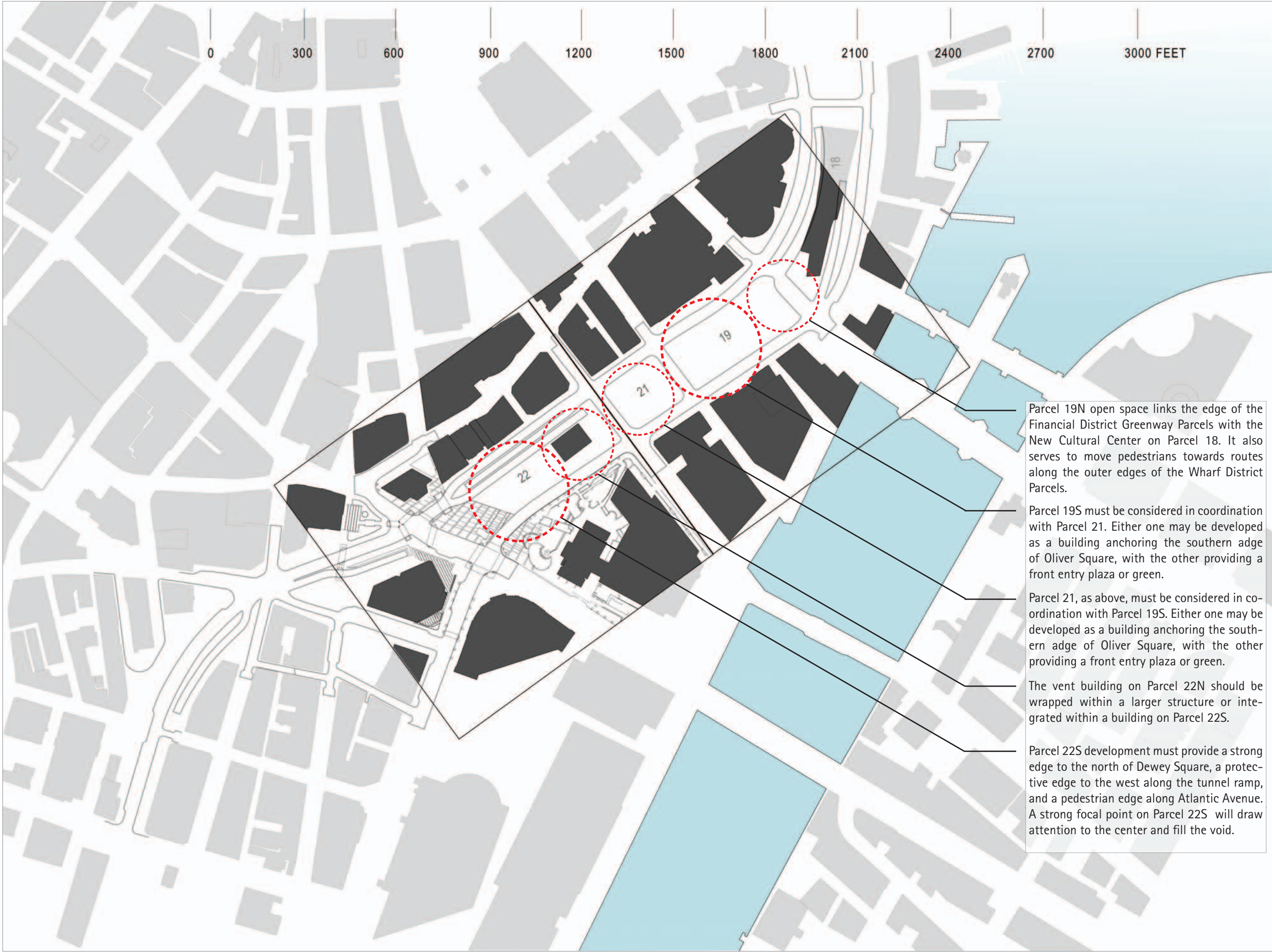


Parcel 19 / Oliver Square



View towards Parcels 22, 21, and 19

0 300 600 900 1200 1500 1800 2100 2400 2700 3000 FEET



Parcel 19N open space links the edge of the Financial District Greenway Parcels with the New Cultural Center on Parcel 18. It also serves to move pedestrians towards routes along the outer edges of the Wharf District Parcels.

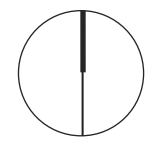
Parcel 19S must be considered in coordination with Parcel 21. Either one may be developed as a building anchoring the southern edge of Oliver Square, with the other providing a front entry plaza or green.

Parcel 21, as above, must be considered in coordination with Parcel 19S. Either one may be developed as a building anchoring the southern edge of Oliver Square, with the other providing a front entry plaza or green.

The vent building on Parcel 22N should be wrapped within a larger structure or integrated within a building on Parcel 22S.

Parcel 22S development must provide a strong edge to the north of Dewey Square, a protective edge to the west along the tunnel ramp, and a pedestrian edge along Atlantic Avenue. A strong focal point on Parcel 22S will draw attention to the center and fill the void.

3 | SPATIAL ANALYSIS



4 | INTERVENTION AREAS

Four areas of intervention have been selected to illustrate the principles proposed to guide the development of the public realm in the Financial District. There are indeed other areas calling for design intervention (for example, the Federal Street bus stop and Federal Street side of the Devonshire Street garage) but the four selected have some claim for early attention and have the additional virtue of illustrating – and testing – the urban design principles outlined in the Spatial Analysis of Chapter 3:

- Small Spaces Make Great Places
- Capillaries to the Artery
- Framing the Square

The examples chosen also draw on the lessons learned from the analysis of existing conditions found in Chapter 2, particularly with regard to the qualities of street edge associated with successful pedestrian environments. The diagram on the right indicating the number of ‘front door’ entrances by edge type show an intensity of such permeability along High Street and the crossroads corridors, less on the Greenway itself and the Harborwalk.

In assessing the feasibility of implementation, it is clear from the mix of ownerships that a steering committee of public and private interests would have to lead, oversee and construct any of these proposals. This study does not consider the structure of such a body but would strongly suggest leadership from the city with support from private owners in developing these ideas further.

Four areas of potential intervention are proposed:

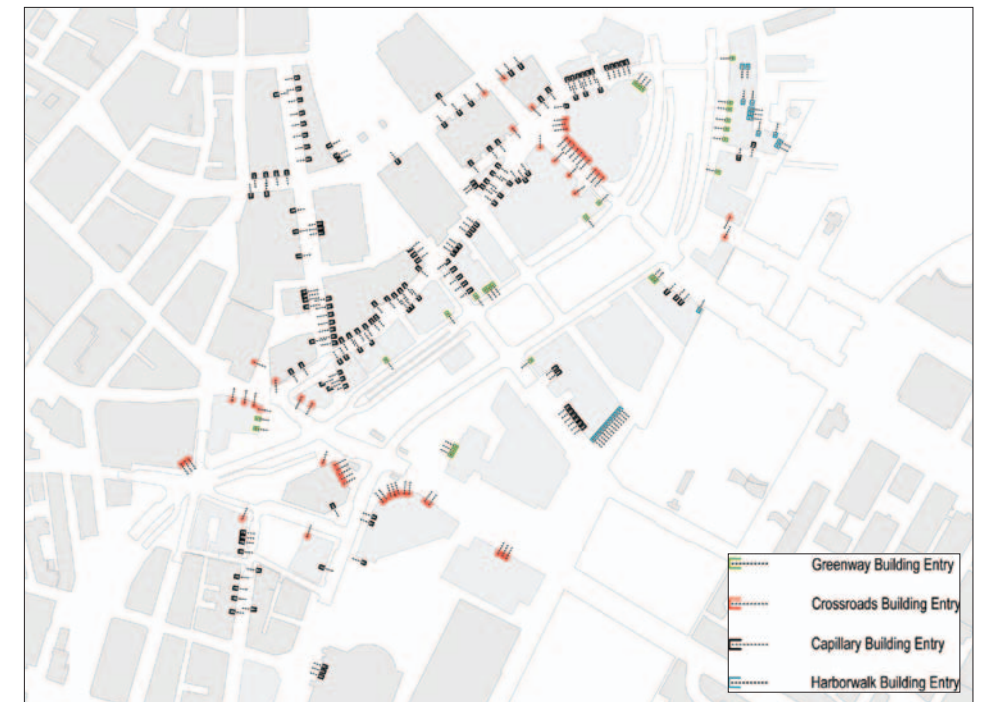
Atlantic Avenue – the sidewalk and vacant land between the South Station cross-platform and the bus terminal calls for an intervention to bring some vitality to the street edge. The Boston Public Market Association currently has a temporary location for a Farmers’ Market on Northern Avenue Bridge and is looking for an alternative site in the vicinity of South Station. This proposal illustrates the potential for a public market on the vacant land between the back of sidewalk and the station platform. The products for sale need not necessarily be food-related. They could also be books, flowers and a variety of other items attractive to commuters. This proposal is put forward both as a practical retail asset for commuters, tourists and Leather District residents, but also as a means of filling in dead space between the two ends of the transportation complex. This is an illustration of the ‘Small Spaces’ principle.

High Street – to be developed as a ‘shared use’ street accommodating both pedestrians and vehicles. Distinctive paving and the substitution of formal curblines with bollards and variations in paving material will create a predominantly pedestrian environment to which vehicles have access. This case study illustrates both the ‘Small Spaces’ and the ‘Capillary’ principles.

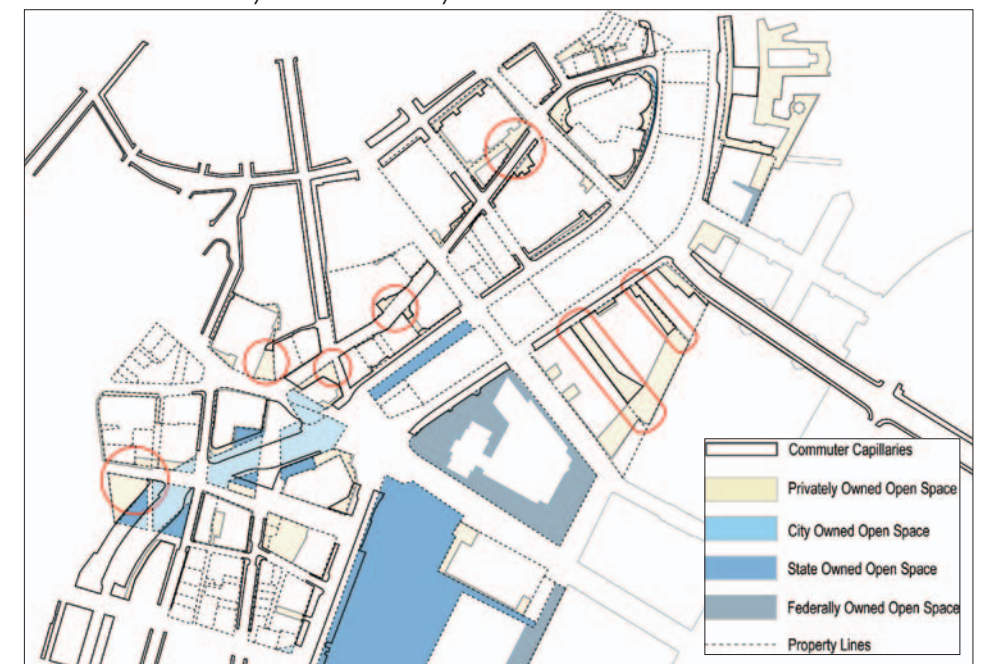
Winthrop Square – this intervention illustrates a facelift for the Devonshire Street garage that forms almost the entire east side of Winthrop Square. Appreciating the use of the garage as a much needed and well-used asset, the aim of the proposal is to encourage the upgrading of this side of the square. This case study combines both the ‘Small Spaces’ and the ‘Capillary’ principles.

The Parcels 19, 21 and 22 study is a tentative exercise to illustrate a variety of approaches to the combination of built form and open space to achieve a ‘Framing of the Squares’. The representation of an ‘object building’ on Parcel 22 accommodating a botanical or horticultural program is intended to illustrate the potency of a central focal point in Dewey Square to mitigate the lack of formal, integrating strength in the surrounding edges.

Purchase Street, the north west edge to Dewey Square, is not included as an intervention area in this study. This edge to the Greenway has significant modern buildings contributing to the street frontage (Fiduciary Trust, 73 High, 125 High). It also has two recently built utility buildings (MBTA Operations Control Center and the Edison Electrical Substation) which present service access and blank walls to the street with a ventilation building and access ramps on the other side. Some of the older buildings offer handsome facades (e.g. 265 Purchase Street, 236 Congress Street) but in most places there is less than eight feet of sidewalk in which to intervene. Planting and sidewalk restoration in this area are included in the Central Artery C17A6 contract.



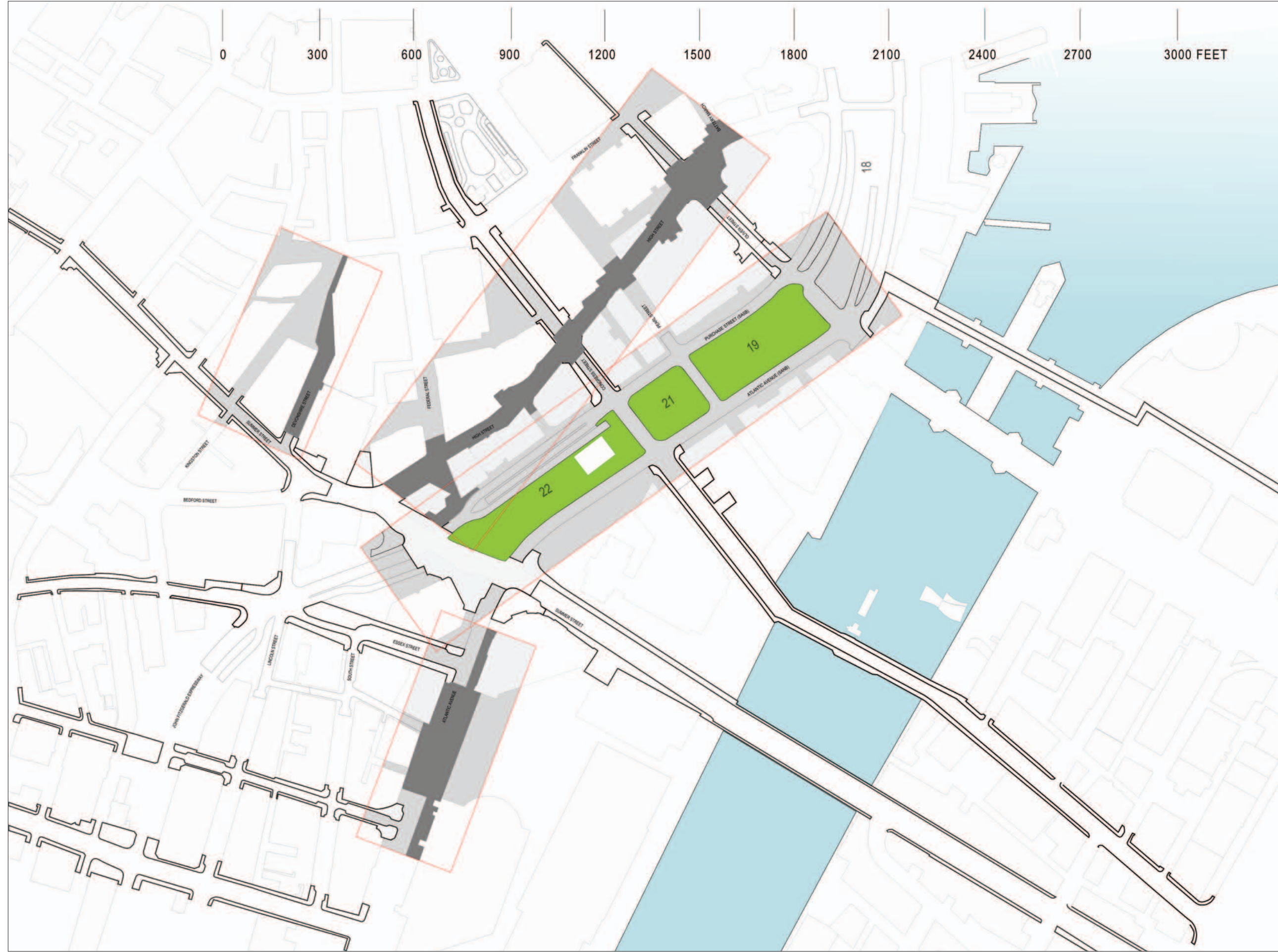
Pedestrian Entrances by network hierarchy



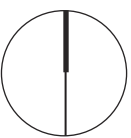
Open Spaces by Ownership



- Intervention Areas
- Crossroads Initiative
- Edge Intervention
- Greenway Interventi



4 | INTERVENTION AREAS



Atlantic Avenue

The potential for developing a temporary public market on Atlantic Avenue between the South Station headhouse and the bus terminal is proposed as a practical retail asset for commuters, Leather District residents and visitors. It is also a means of filling in inactive space between the two ends of the transportation complex and to enliven the street edge. While the length of sidewalk between the train station and the bus terminal has been paved and landscaped as part of the Central Artery surface restoration program there is a lack of vitality at street level in that area.

The Boston Public Market Association Inc. currently administers a Public Market on the Old Northern Avenue Bridge which is however only a temporary situation. Their wish is to relocate to a site closer to South Station to capture the volume of the commuter market. The siting at the edge of Atlantic Avenue, accessible from both the street and the station platform would provide a great convenience to commuters who from spring through fall would have the opportunity of buying fresh fruit and vegetables on their way home. During the winter months the space could be heated with overhead radiant propane heaters and seasonal produce could be on sale.

The illustrations show the existing market on Old Northern Avenue Bridge and two possible ways of developing the Atlantic Avenue site, either between the trees and benches on the back of sidewalk or on the MBTA strip of land. The Atlantic Avenue parcel between the back of sidewalk and the platform belongs to the MBTA and has been included within the boundaries of the South Station Development Parcel. The long term use of this piece of land is therefore designated part of the South Station Air Rights Development. In the short term however it would be relatively simple and inexpensive to install a temporary market on the site while it remains undeveloped. A precedent for this type of interim use was the successful implementation of the Harborlights venue on Fan Pier.

The structures are shown as individual shelters on the sidewalk or as a larger canopy structure at the back of the station platform. They could take the forms shown or could be simpler mobile vendors' kiosks. While the Boston Public Market Association has been advocating a Farmers' Market, there is no reason why alternative products could not be sold in this location.

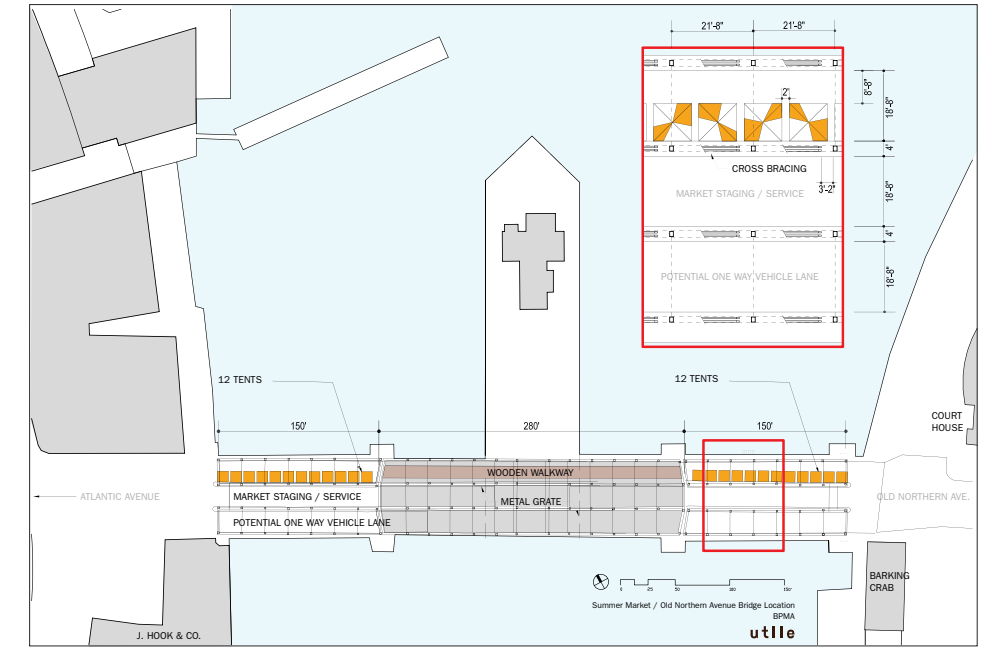
There are two issues to consider: firstly, how to revitalize this section of Atlantic Avenue; and secondly, how to introduce a public market into a viable location along the Greenway edges. The locations, structural form and even the merchandise are interchangeable elements in the proposal. The illustrations offered are but two examples to demonstrate the potential of the idea.



Public Market on Old Northern Avenue Bridge - Summer 2005



Concept for temporary Public Market on Atlantic Avenue sidewalk | Utile Inc.



Public Market on Old Northern Avenue Bridge - plan | Utile Inc.



Concept for temporary Public Market on Atlantic Avenue sidewalk - plan | Utile Inc.



Concept for temporary Public Market on Atlantic Avenue between sidewalk and platform | HMAP



Concept for temporary Public Market on Atlantic Avenue - plan | HMAP

4 | INTERVENTION AREAS

High Street

High Street has a historic and topographic significance as one of the earliest streets in Boston and its delineation of the original shoreline as found by the settlers in the early seventeenth century. Its original designation as Cow Lane probably denotes its original use. Its subsequent redesignation as High Street in all likelihood reflected the development of a shopping street close to the wharves and the shipping – thus urbanizing the cow path without altering its alignment.

In addition to its historical and topographical significance, High Street even today has a great number of pedestrians sharing the canyon-like space with vehicles. The balance of pedestrians to vehicles is such that the former appear happy to jaywalk in the middle of the road and the latter proceed with apparent caution at relatively low speeds. The connection between Summer Street at old Church Green and Battery March Street at the back of Fort Hill is a direct pedestrian connection at the edge of the Financial District out to the head of the Channel, the harbor and (over Old Northern Avenue bridge) to South Boston. The 'small spaces' at either end – Fort Hill Square at the northern end and the Federal Street / High Street chute into Dewey Square at the other end – are both enhanced by this approach.

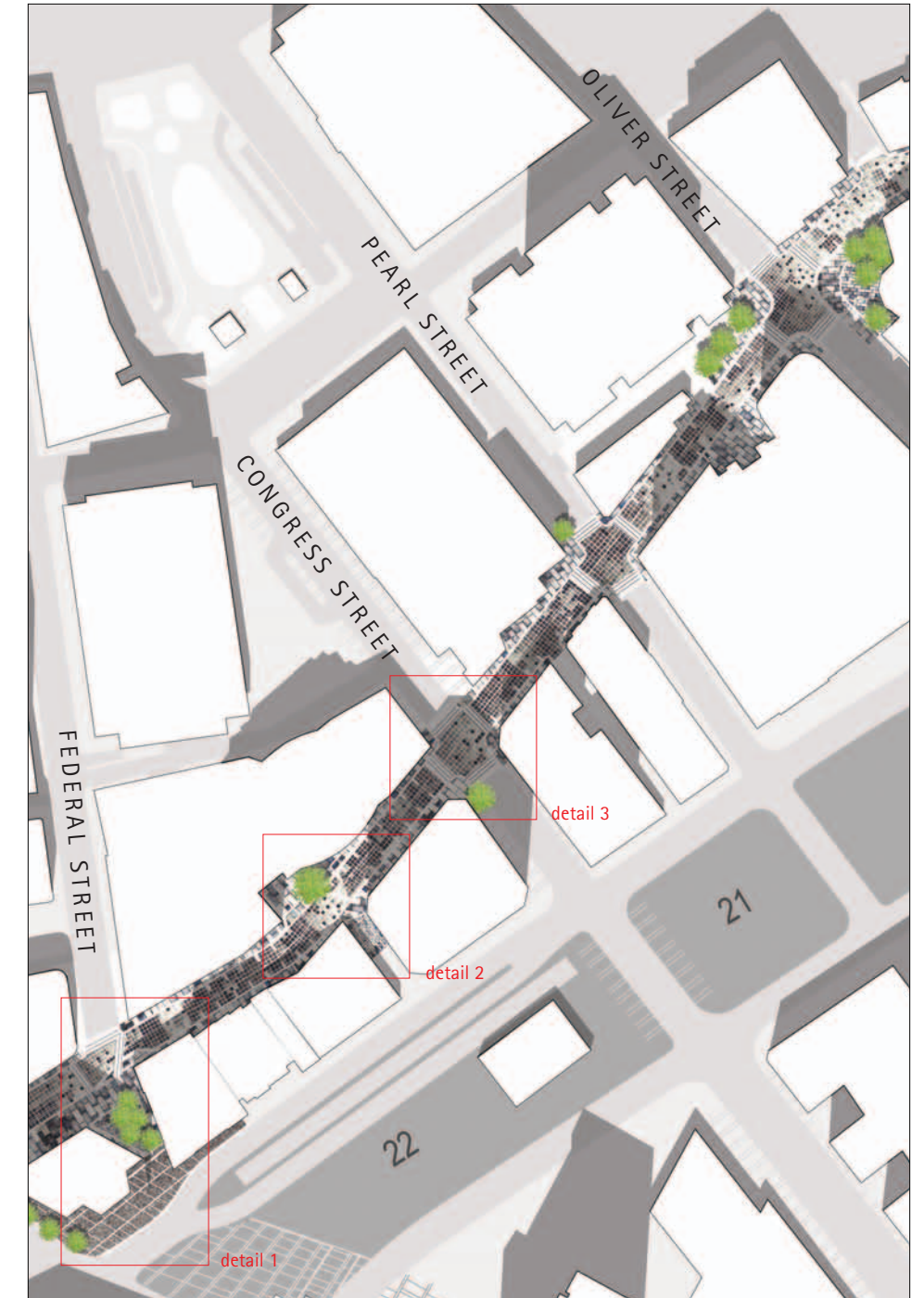
The proposal is to build on this quality of vehicles and pedestrians sharing the space, an approach that has been formalized in urban design literature as "shared use". The photographs on this page illustrate the way in which paving patterns, rather than curbs, can 'zone' the street for shared use between pedestrians and vehicles. This approach has been adopted at Downtown Crossing, primarily for the shopping environment.

The design illustrates the use of granite pavers from building wall to building wall, providing guidance for vehicles and pedestrians with bollards and gray or white stone flagstones set in between the granite pavers. The lack of lateral differentiation in the paved surface not only supports the functionality of pedestrians moving in between slow moving cars but also visually broadens the canyon-like nature of the street itself.

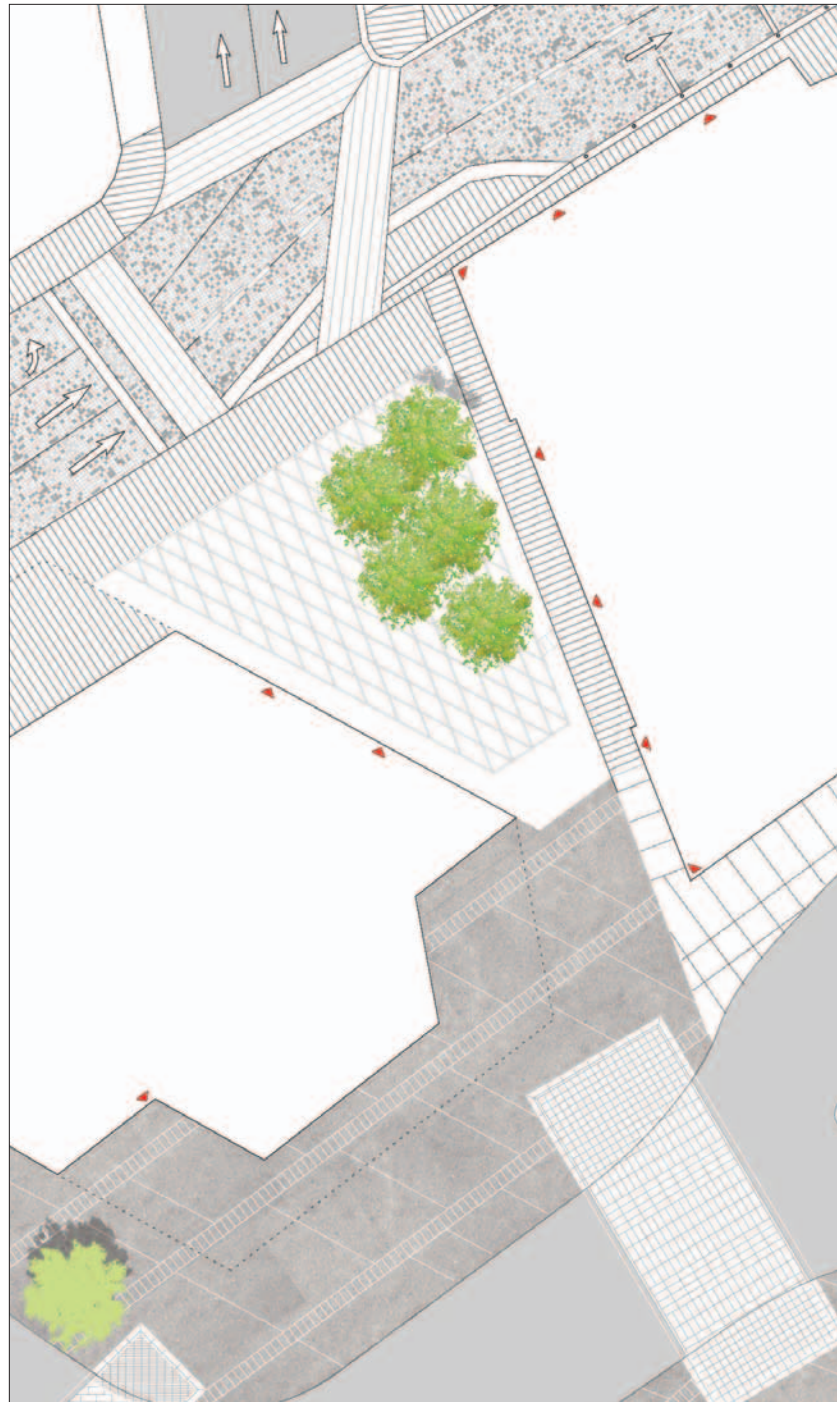
The Boston Transportation Department's plans for reversing the flow of traffic on High Street so that in future it will be one-way northbound are reflected in the drawings. In addition it should be noted that the block of High Street between Summer Street and Federal Street is used for buses (traveling from Summer to Federal) and will present a particular design challenge to ensure pedestrian safety.



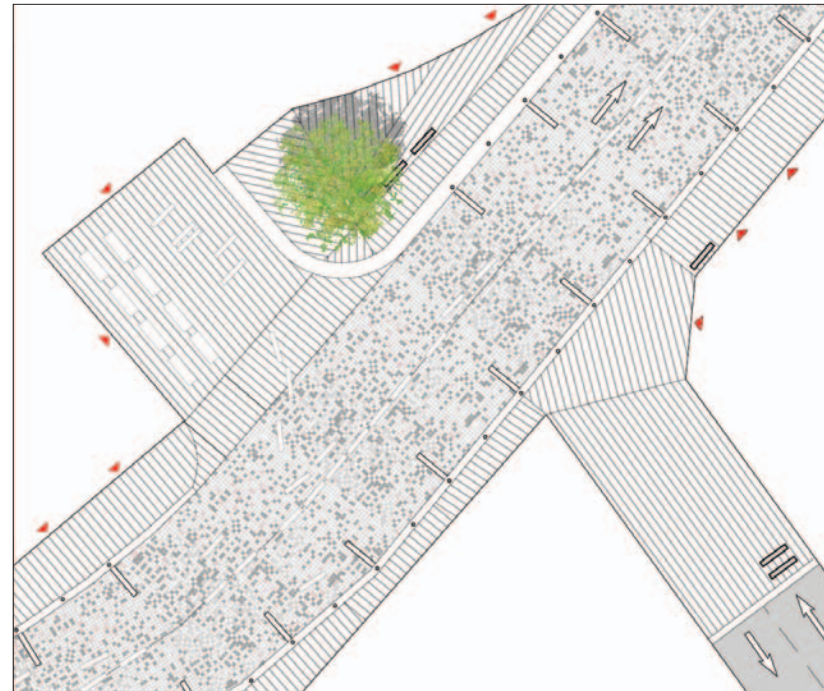
Precedents of shared-use streets with activities organized by paving patterns



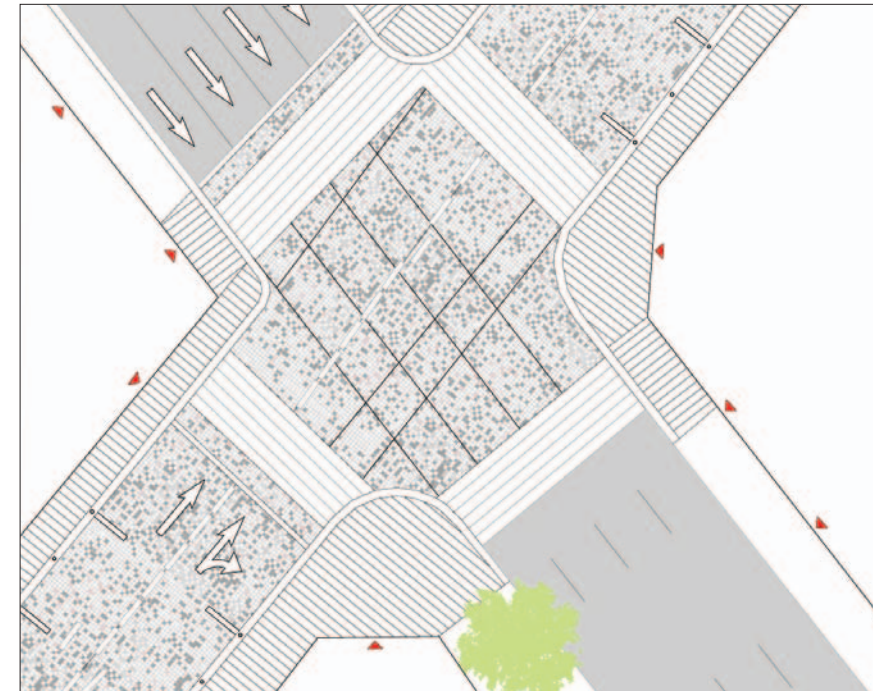
High Street: proposed intervention



High Street / Federal Street Intersection



150 Federal Street (High Street entrance) and 73 High Street view corridor



High Street / Congress Street intersection



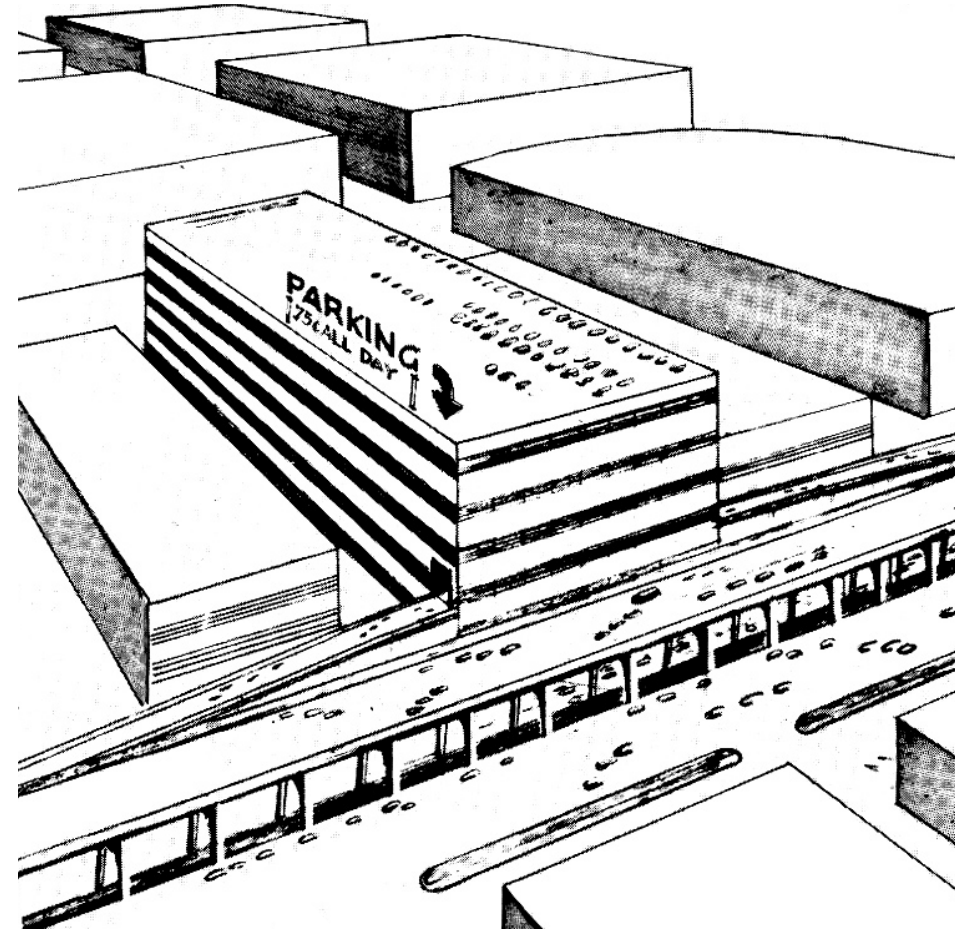
View of High Street and Federal Street intersection

Winthrop Square

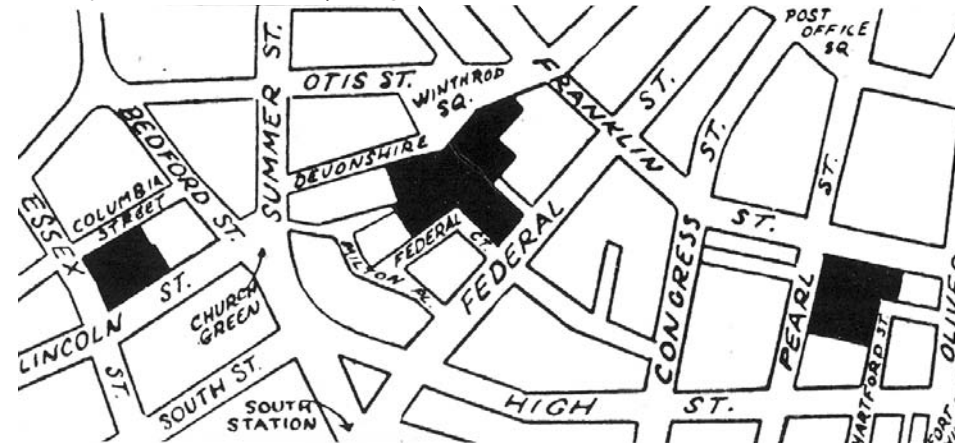
Winthrop Square itself has much charm, attributable to a number of factors. The triangular shape is well proportioned and there are good, high quality buildings dating from the early twentieth century facing onto the open space. Winthrop Lane is used as a short cut by many between Downtown Crossing and Post Office Square and is further enhanced by two small retail outlets on Winthrop Lane which also has interesting artwork in the paving. The statue of Robbie Burns and his border collie has a sentimental charm appreciated by many. The Square is a favorite with bicycle couriers who are often seen in groups taking a break from their work. Other office workers also use the benches under the trees.

The Devonshire Street Garage that forms the east side of Winthrop Square was built in the mid-1950's as part of Mayor John B. Hynes' program to build sufficient parking in the downtown for the convenience of commuters, thereby accommodating the working city to the centrifugal rush to the suburbs. There were many such parking structures built throughout Boston proper. Devonshire Street is one of the last remaining, still serving a useful purpose within the overall framework of the city's parking policy. Useful as this structure is however, it has been poorly maintained and has suffered from general deterioration and abuse.

This proposal aims to upgrade the Winthrop Square elevation with new staircases and elevators and the addition of a mesh screen over the entire elevation to integrate and articulate the façade with a proportioned and urbane exterior. At sidewalk level there is an opportunity for repaving and planting at the base of the garage wall. Backlighting between the mesh and the concrete wall would provide a subtle glow to liven up the wall at night and to provide low level illumination in the square. The park curbline can be expanded outwards to reduce the amount of tarmac and increase the amount of planting.



An early vision of a downtown parking structure



Plans for 3 downtown parking structures including the remaining Devonshire Garage



Devonshire Garage proposed facelift - night time image



Devonshire Garage proposed facade and access stair renovations

4 | INTERVENTION AREAS

Parcels 19, 21, and 22

Framing the Square

The formal issue associated with Parcels 19, 21 and 22 is to generate order in the civic realm out of the disorder created by generations of interventions made for railroads and the highway. This study assumes that a horticultural and botanical exposition is still an outcome desired by the majority. Within those parameters the issue becomes mainly one of urban form, specifically how one approaches the problem of 'Framing the Square'.

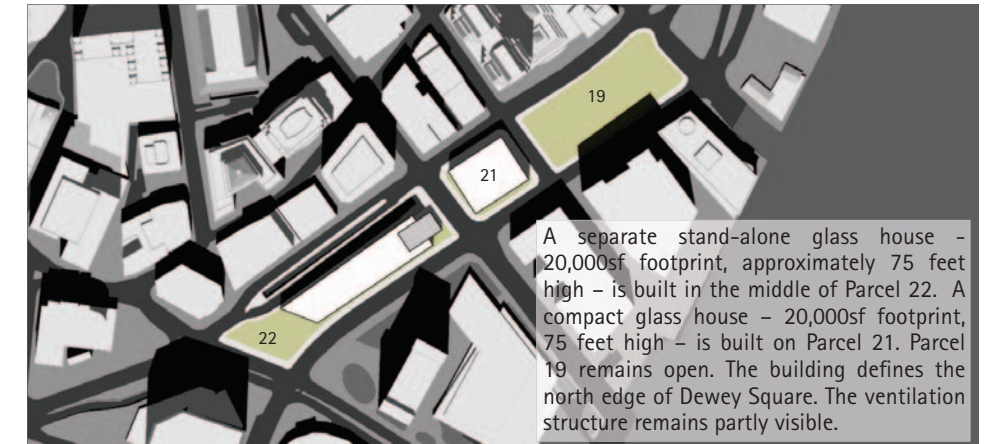
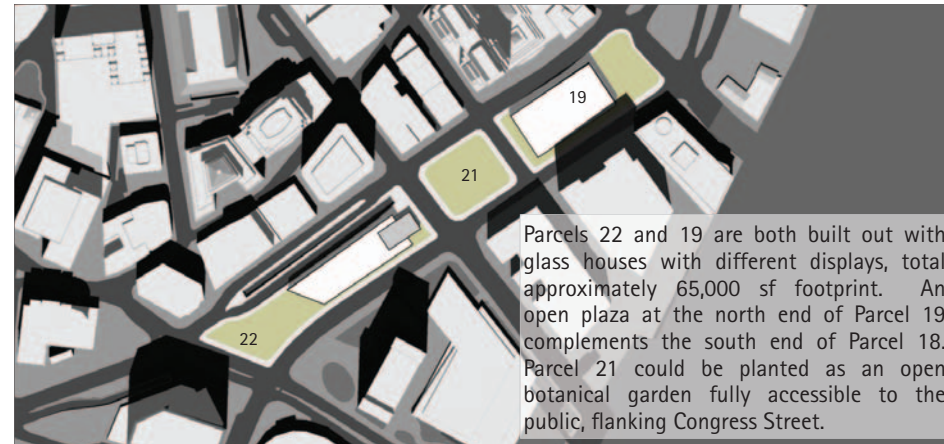
Acknowledging the scale of this urban space and the correspondingly major investment implied by a master plan for these parcels, this page suggests long term strategies. The opposite page contains initial sketches for interim solutions currently in development.

Dewey Square Design Issues

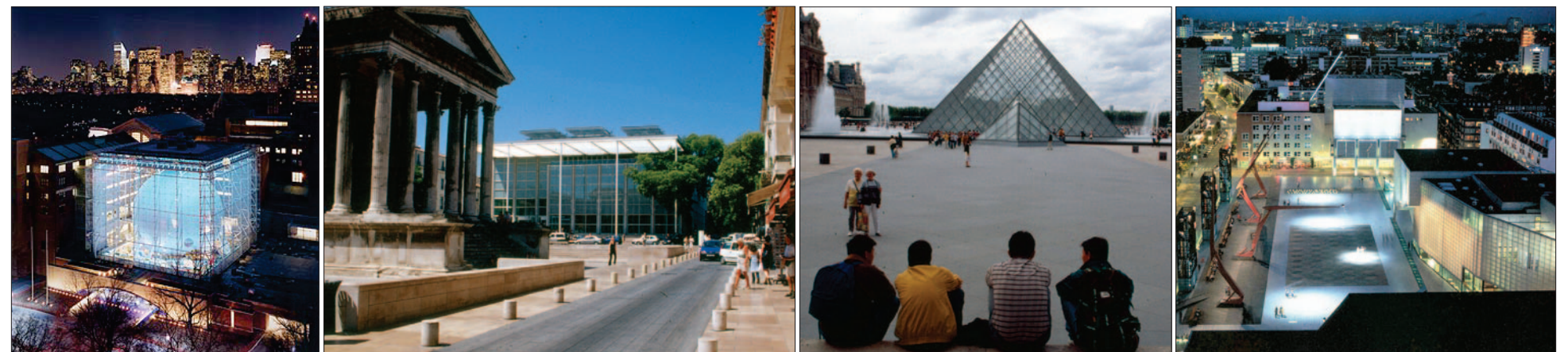
Dewey Square has the potential to become a major public space in the city. There are three major issues that need to be addressed to serve that objective:

1. *The edges of Dewey Square are ill-defined.*
There are individual buildings on the periphery of the open space, some of them architecturally distinguished, but most of them with their own style and orientation. There is little coherence in the set so the feeling of being contained within a frame is correspondingly weak.
2. *Traffic tends to isolate the center of the Square.*
It is difficult to get into the center of the Square (Parcel 18) because there is busy traffic on three sides out of four (Summer Street, Purchase Street and Atlantic Avenue). On the fourth side there is traffic and a ventilation building to present a barrier to the parcel perimeter.
3. *There is no destination point in the Square to attract pedestrians beyond the edge.*

It is critically important to populate the center of the Square. To achieve that end there must be a visible and substantive destination. According to the Dewey Square Master Plan and the Environmental Impact Report, Parcel 22 is designated for open space. It is questionable whether recreational open space in itself can attract a population on a sufficiently large scale in all seasons to create a 'destination point'.



The diagrams above illustrate two options for "Framing the Square" on Parcels 19, 21 and 22. Both scenarios reflect the Dewey Square plan, with the southern end of Parcel 22 remaining fully accessible as public space defined by a double line of trees (see pages 26-27). The variables in the alternatives presented are the size and location of the open spaces on Parcels 19 or 21 defined by the structures.



Object-building precedents (from left to right): the Carr Rose Center for Earth and Space, New York; the Carrée D'Art, Nîmes; the entrance to the Louvre, Paris; the Schouwburgplein, Rotterdam

An Object-Building to Fill the Square

In addition to strengthening the urban form of Dewey Square by "Framing the Square" suggested by the diagrams above, there is the potential to create a highly imageable 'object-building' in the center of the space to serve as focal point and destination.

As an iconic statement such an object building would act as a visual focus attracting attention to the center away from the periphery, much as Nelson's Column does in Trafalgar Square, London. This object should serve as a landmark visible to motorists and pedestrians from all corners of the public space.

The 'object-landmark' should be an all-season building with a strong and attractive program to attract the general public at all times of the year. A program related to the botanical / horticultural mandate of the Massachusetts Horticultural Society would be quite appropriate.

With a strong image and an attractive program there will be a steady stream of visitors to the center of Dewey Square establishing volumes of pedestrian traffic outside of the rush hour to create clear and unambiguous pedestrian routes between the outside edges to the center.

Appendix 1 | Property Ownership

Source: *The Boston Atlas*, http://www.mapjunction.com/places/Boston_BRA/main.pl?ht=840. Accessed August 2005.

No. Street

0 Atlantic Avenue
540 Atlantic Avenue
480 Atlantic Avenue
474 Atlantic Avenue
440 Atlantic Avenue
556 Atlantic Avenue
655 Atlantic Avenue
695 Atlantic Avenue
711 Atlantic Avenue
717 Atlantic Avenue
727 Atlantic Avenue
112 Beach Street
134/140 Beach Street
130 Beach Street
99 Bedford Street
100 Bedford Street
0 Columbia Street
217 Congress Street
230 Congress Street
236 Congress Street
295 Devonshire Street
289 Devonshire Street
5 Dorchester Avenue
9 East Street
0 Essex Street
120 Essex Street
179 Essex Street
150 Federal Street
160 Federal Street
155 Federal Street
175 Federal Street
133 Federal Street
115 Federal Street
101 Federal Street
75 Federal Street

Owner

Commonwealth of Massachusetts
BP-Russia Wharf LLC
Extell Boston Harbor LLC
Independence Wharf LLC
James J. Hook
Federal Reserve Bank of Boston
Dewey Square Tower Associates
Six 95 Atlantic Avenue Co LLC
WB 711 Atlantic LLC
Seven 17 Atlantic Avenue
Atlantic Boston Corp
Chao, Stanley K TS
Beach Street Condo Trust
South Beach Condo Trust
Ninety Nine Bedford LPS
Safaii Homa
Kingston Bedford
Two-Eleven Congress Inc
Wxiii/cgs Real Estate LP
Peabody Office Furniture Corp
DLS Associates
Chrismar Realty Trust LLC
United States Postal Service
Hadaya Louis S TS
Sandwell LLC
Kingston LLC
BF Lincoln Plaza LLC
One 50 Federal Street Condo Association
The Landmark Condo Association
Kenny Charles Trusts
BP-175 Federal Street LLC
B E Realty Limited Partnership
City of Boston
Beametfed Inc
Beametfed Inc

No. Street

185 Franklin Street
2 High Street
45 High Street
51 High Street
55 High Street
0 High Street
73 High Street
80 Kingston Street
0 Kingston Street
120 Kingston Street
28 Kingston Street
18 Kingston Street
199 Kneeland Street
1 Lincoln Street
19 Lincoln Street
66 Lincoln Street
104 Lincoln Street
120 Lincoln Street
136 Lincoln Street
150 Lincoln Street
0 Purchase Street
265 Purchase Street
169 Purchase Street
40 South Street
25 South Street
17 South Street
31 South Street
29 South Street
58 South Street
62 South Street
68 South Street
90 South Street
96 South Street
118 South Street
116 South Street

Owner

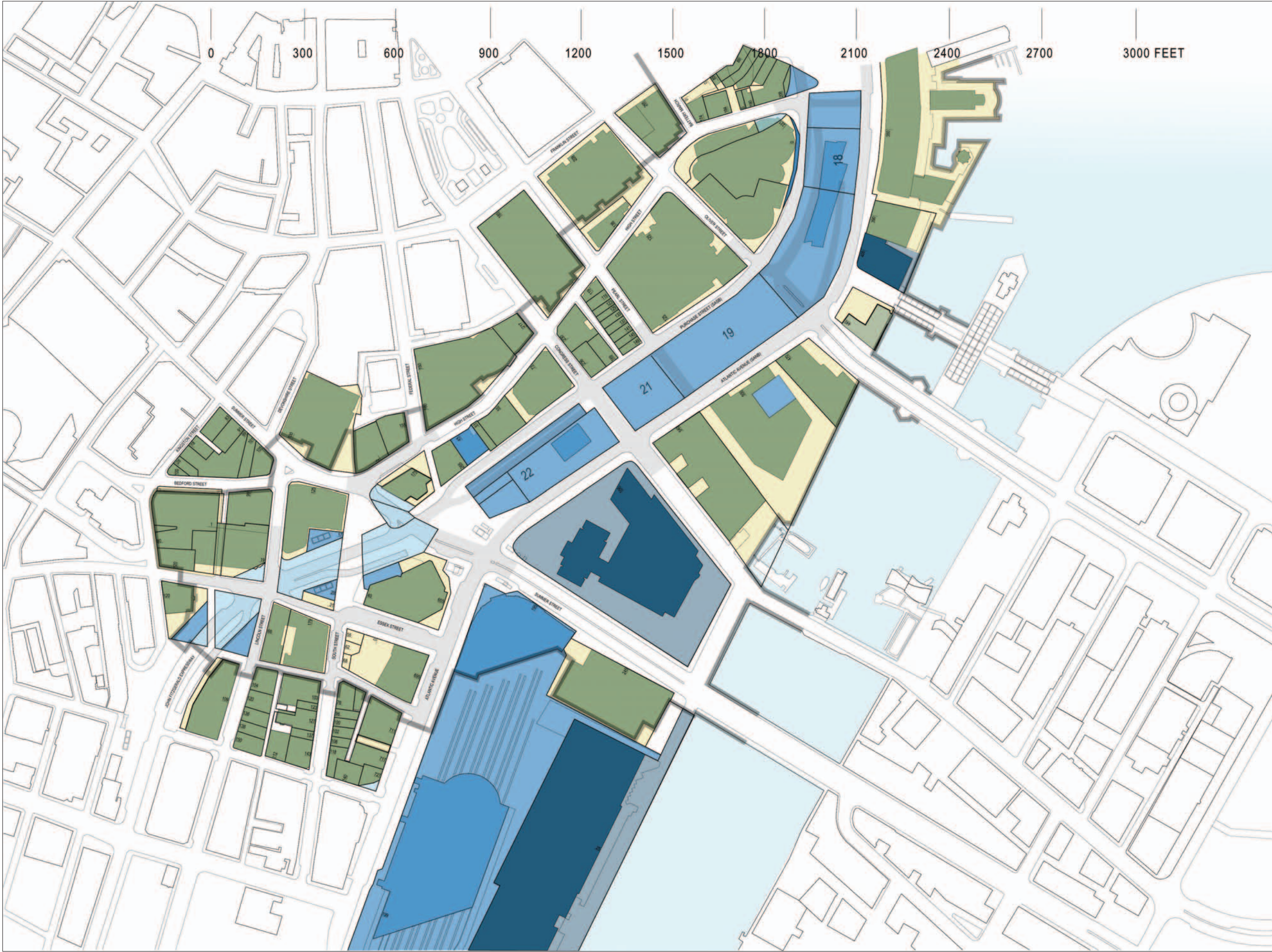
New England Tel Co
Kenny Charles Trusts
Mass Bay Transit Authority
Hardware Outlet Inc
Boston Edison Company
Boston Edison Company
W/w High Street LLC
Kingston Bedford JV
Kingston Bedford
Resha Joseph Jr TS
Safaii Homa
Travelers Insurance Co
Mass Bay Transport Authority
Kingston Bedford
Kingston Bedford
BF Lincoln Plaza LLC
Ron Ori
One 20 Lincoln Street LLC
Lincoln Loft Condo TR
One 50 Lincoln Street (Condos)
Boston Redevelopment Authority
One 76 Holdings LLC
Purchase Realty Co
Commonwealth of Massachusetts
City of Boston
Commonwealth of Massachusetts
BF Lincoln Plaza LLC
Commonwealth of Massachusetts
Sandwell LLC
Sandwell LLC
Sandwell LLC
South Street Condo Trust 1
Heaven on South Street
South Beach Condo Trust
South Beach Condo Trust

No. Street

122 South Street
116 South Street
108 South Street
102 South Street
100 South Street
86 South Street
143 South Street
137 South Street
127 South Street
123 South Street
103 South Street
105 Summer Street
100 Summer Street
101 Summer Street
99 Summer Street
72 Summer Street
78 Summer Street
80 Summer Street
83 Summer Street
91 Summer Street
125 Summer Street
195 Summer Street
245 Summer Street
1 Winthrop Square

Owner

South Beach Condo Trust
South Beach Condo Trust
Solaris I Inc
South Street Condo Trust
David Pogorelc and Carlos Zapata
Seventy Six 86 South Street
South Cove Health Center
One 37 South Street Condo TR
Epstein Richard TS
One 23 South Street
Ron Ori TS
Atlantic Bank and Trust Co
One Hundred Summer Street
Atlantic Bank and Trust Co
Ninety 9 Summer LP
Skw Real Estate LP
Kalnex Limited Partnership
Summer Street LLC 80
Summer Street LLC
Imperial Realty Co Inc Mass
Cstone Boston Inc
Beacon So Station Associates LSE
Two 45 Summer Street 121A LP
BCIA New England Holdings LLC



- Study Area
- Private Ownership Building / Open Space
- City Ownership Building / Open Space
- State Ownership Building / Open Space
- Federal Ownership Building / Open Space
- Parcel 18 Proposed Concept Design submitted to MassPike in response to RFP

APPENDIX 1 | PROPERTY OWNERSHIP



Appendix 2 | Zoning

This zoning map is a composite of several maps published by the Boston Redevelopment Authority (BRA) on its website (<http://www.cityofboston.gov/bra/zoning/downloadZone.asp>). The information given is indicative only and should be verified by reference to the BRA itself.

Small numbers in italics (i.e. 43-5) indicate a referenced Section in the Boston Zoning Code, and can be found on the BRA website.

MFR	Multifamily Residential Subdistrict
MFR/ LS	Multifamily Residential / Local Services Subdistrict
H	Apartments
L	Local Retail and Services Stores
OS	Open Space District 3-1 and 8.7
OS-CM	Cemetery Open Space Subdistrict
OS-P	Parkland Open Space Subdistrict
OS-RC	Recreation Open Space Subdistrict
OS-UP	Urban Plaza Open Space Subdistrict
NS	Neighborhood Shopping Subdistrict
CC	Community Commercial Subdistrict
B	Retail Businesses and Offices
M	Restricted Manufacturing

CHINATOWN DISTRICT

Subdistrict	As-of-Right Maximum Height	Floor Area Ratio (FAR)
Liberty Tree Protection Area	65/80'	6/7
Beach / Knapp Protection Area	65/80'	6/7
Historic Chinatown Protection Area 43-5	65/80'	6/7
Residential Chinatown Subdistrict	80/100'	4/6
Institutional Subdistrict	80/125'	6/8
Commercial Chinatown Subdistrict 43-6	80/100'	6/7
Turnpike Air-Rights Special Study Area 43-7	80/100'	6/7
Chinatown Gateway Special Study Area 43-8	80/100'	6/7
Tyler Street Special Study Area 43-9	80/125'	6/8
In established PDA:		
Turnpike Air-Rights PDA Area 43-16	100/250'	6
Chinatown Gateway PDA Area 43-16	100/300'	7/10
Residential Chinatown PDA Area 43-16	125/175'	6
A	Trustees of Tufts College and the BRA	
B	Trustees of Tufts College	
C	Trustees of the Boston Redevelopment Authority	

See additional provisions of Article 43

The Chinatown District is within the Restricted Parking (Overlay) District

LEATHER DISTRICT / SOUTH STATION EDA

Subdistrict	As-of-Right Maximum Height	Floor Area Ratio (FAR)
Leather District 44-5	80/100'	6/8
South Station General Area	300'	12
Parcel-to-Parcel Linkage Development Area	465'	14
New Economy Development Area 40-7	300/400'	12/14

South Station / Central Artery Area is also in Central Artery Special District and is governed by Article 49, except as provided in Section 49-4, as amended, for the period prior to substantial commencement of work on a given parcel in connection with the Central Artery project. See also Map 1Xb.

For additional information about the Leather District, see Article 44. For additional information about the South Station EDA, see Article 40

The Leather and South Station EDA Districts are within the Restricted Parking (Overlay) District

NORTH STATION EDA

Subdistrict	As-of-Right Maximum Height	Floor Area Ratio (FAR)
North Station General Area 39-5	125/155'	8/10
New Boston Garden Development Area	400'	11
New Economy Development Area	250'	8
In established PDA	300'	10

See additional provisions of Article 39

BULFINCH TRIANGLE DISTRICT

Subdistrict	As-of-Right Maximum Height	Floor Area Ratio (FAR)
North Station General Area 46.6	80/100'	6/8

See additional provisions of Article 46

Bulfinch Triangle / Central Artery Area is also in Central Artery Special District and is governed by Article 49.

NORTH END NEIGHBORHOOD DISTRICT

Subdistrict	As-of-Right Maximum Height	Floor Area Ratio (FAR)
North End Playground Recreation Space 33-10	NA	NA
North End Local Business Subdistrict	55'	2 (OS 50%)

The North End/Central Artery Area is also in Central Artery Special District and is governed by Article 49.

For maximum allowed height, FAR, and other Provisions, see Article 54

HARBORPARK: NORTH END / DOWNTOWN WATERFRONT DISTRICTS

Subdistrict	As-of-Right Maximum Height	Floor Area Ratio (FAR)
North End Waterfront Subdistrict	55'	2
North End Local Business Subdistrict	55'	2 (OS 50%)
Note that different height and FAR standards apply for the Sargent's Wharf site and Pilot House Extension site if designated as Urban Renewal Areas 42A-16		
Waterfront Yard Area Setbacks:		
From ends of piers and filled areas seaward of Prevailing Shoreline	35'	
From sides of piers and filled areas of seaward Prevailing Shoreline	12'	
Open Space 42A-6	50%	
Waterfront Park Parkland Open Space Subdistrict (OS-P) 33-9		
Downtown Waterfront Subdistrict Height Landward of Pier Line		
Zone A	Open Space	
Zone B	55'	
Zone C	110'	
Zone D	125'	
Zone E	155'	
FAR	4	

Waterfront Yard Area Setbacks:

From ends of piers and filled areas seaward of Prevailing Shoreline 50'

From sides of piers and filled areas of seaward Prevailing Shoreline 12'

Open Space 42A-6 50%

See Additional Provisions of Article 42A.

The Harborpark District: North End/Downtown Waterfront is within the Restricted Parking (Overlay) District.

GOVERNMENT CENTER / MARKET DISTRICT

Subdistrict	As-of-Right Maximum Height	Floor Area Ratio (FAR)
Blackstone Block Protection Area	NA	3
Broad Street Protection Area	65'	4
Markets Protection Area	65'	4
Old State House Protection Area	65'	4
Pemberton Square Protection Area	125'	8
Saltonstall Protection Area	55'	8
Sears Crescent Protection Area	65'	4
State House Protection Area	65'	4
State Street Protection Area	125'	8
Sudbury Street Restricted Growth Area 45-6	80/100'	6/7
India Street Restricted Growth Area 45-6	80/100'	6/7
Custom House Medium Density Area 45-7	125/155'	8/10
Congress/State Street Medium Density Area 45-7	125/155'	8/10
City Hall Medium Density Area 45-7	125/155'	8/10
New Chardon Street Medium Density Area 45-7	125/155'	8/10
In established PDA	400'	8

Government Center/Central Artery Area is also in Central Artery Special District and is governed by Article 49, except as provided in Section 49-4, as amended, for the period prior to substantial commencement of work on a given parcel in connection with the Central Artery project.

See additional provisions of Article 45

The Government Center/Markets District is within the Restricted Parking (Overlay) District

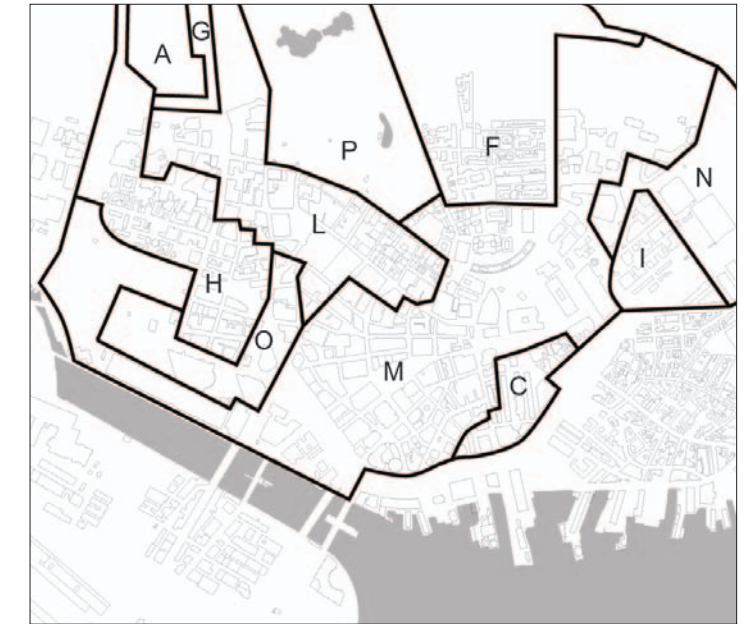
MIDTOWN CULTURAL DISTRICT

Subdistrict	As-of-Right Maximum Height	Floor Area Ratio (FAR)
Midtown Cultural District General Area 38-7	125/155'	6/7
Bay Village Protection Area	65'	6/7
Boston Common and Public Garden	NA	NA
Protection Area 38-5.1		
Ladder Blocks and Washington Street	125'	8
Theater Protection Area		
Newspaper Row / Old South Protection Area	125'	8
Hayden Building Protection Area	65'	4
Stuart / Washington Streets Protection Area	100'	8
Jacob Wirth Protection Area	65'	4
Tremont Street Protection Area	125'	8
Boylston Street Protection Area	80'	7
In established PDA:		
PDA I	155/350'	10/14
PDA II	155/400'	10/14
PDA III	155/300'	10/14
PDA IV	155/275'	10/14

See additional provisions of Article 38.

The Midtown Cultural District is within the Restricted Parking (Overlay) District

BOSTON PROPER/INTERIM PLANNING OVERLAY DISTRICT



Subdistrict	As-of-Right Max Height/FAR	Enhanced Max Height/FAR
Priority Preservation Subdistrict		
Subdistrict A	40'/2	NA
Subdistricts C, G	65'/4	NA
Restricted Growth Subdistricts		
Subdistricts H, I	80'/6	100'/7
Medium Growth Subdistricts		
Subdistricts L,M	125'/8	155'/10
Economic Development Area Subdistricts		
Subdistrict N	250'/12	400'/14
Subdistrict O	300'/13	400'/15

Boston Proper District in within the Restricted Parking (Overlay) District

CENTRAL ARTERY SPECIAL DISTRICT

Parcels of the Central Artery Special District are governed by Article 49/Central Artery Special District and are also deemed parts of adjacent districts as listed below. Until substantial commencement of work on a given parcel in connection with the Central Artery, however, such parcel is governed by the zoning regulations in effect for such parcels as of January 1, 1991; see Section 49-4 as amended.

Parcels	Districts
1, 1A, 2, 2A, 3	<i>Bulfinch Triangle District/</i>
	<i>Central Artery Area</i>
4, 5, 6, 8, 10, 11, 11A, 12	<i>North End Neighborhood District/</i>
	<i>Central Artery Area</i>
7W, 7E, 9, 13, 14, 15, 16, 17N, 17S	<i>Government Center/Markets District/</i>
	<i>Central Artery Area</i>
18N, 18S, 19, 20, 21, 22N, 22S, 23N	<i>Financial District / Central Artery Area</i>
	<i>South Station EDA / Central Artery Area</i>

See additional provisions in Article 49.

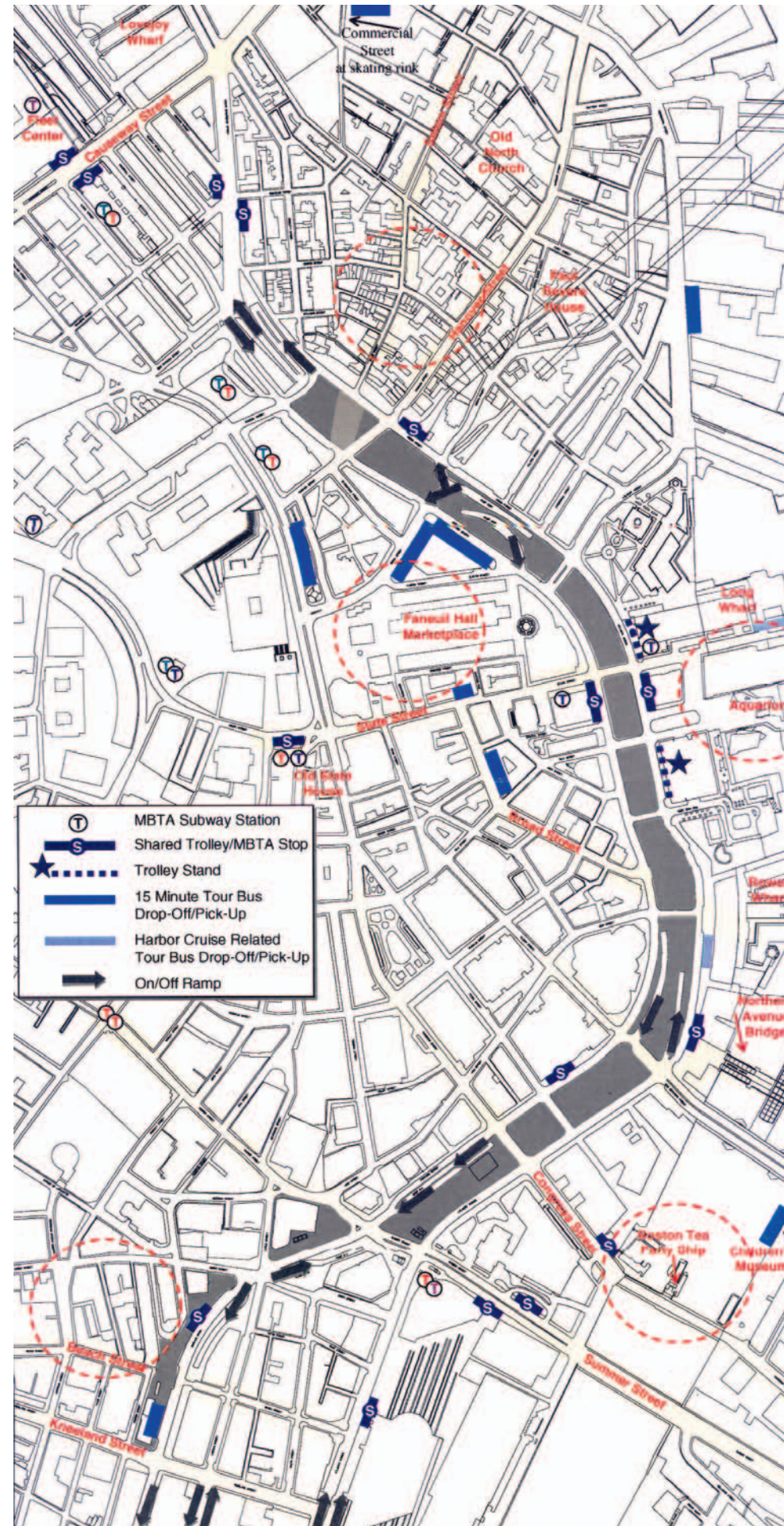
The Central Artery Special District is within the Restricted Parking (Overlay) District.

Appendix 3 | Transportation

BTD PARKING MAPS

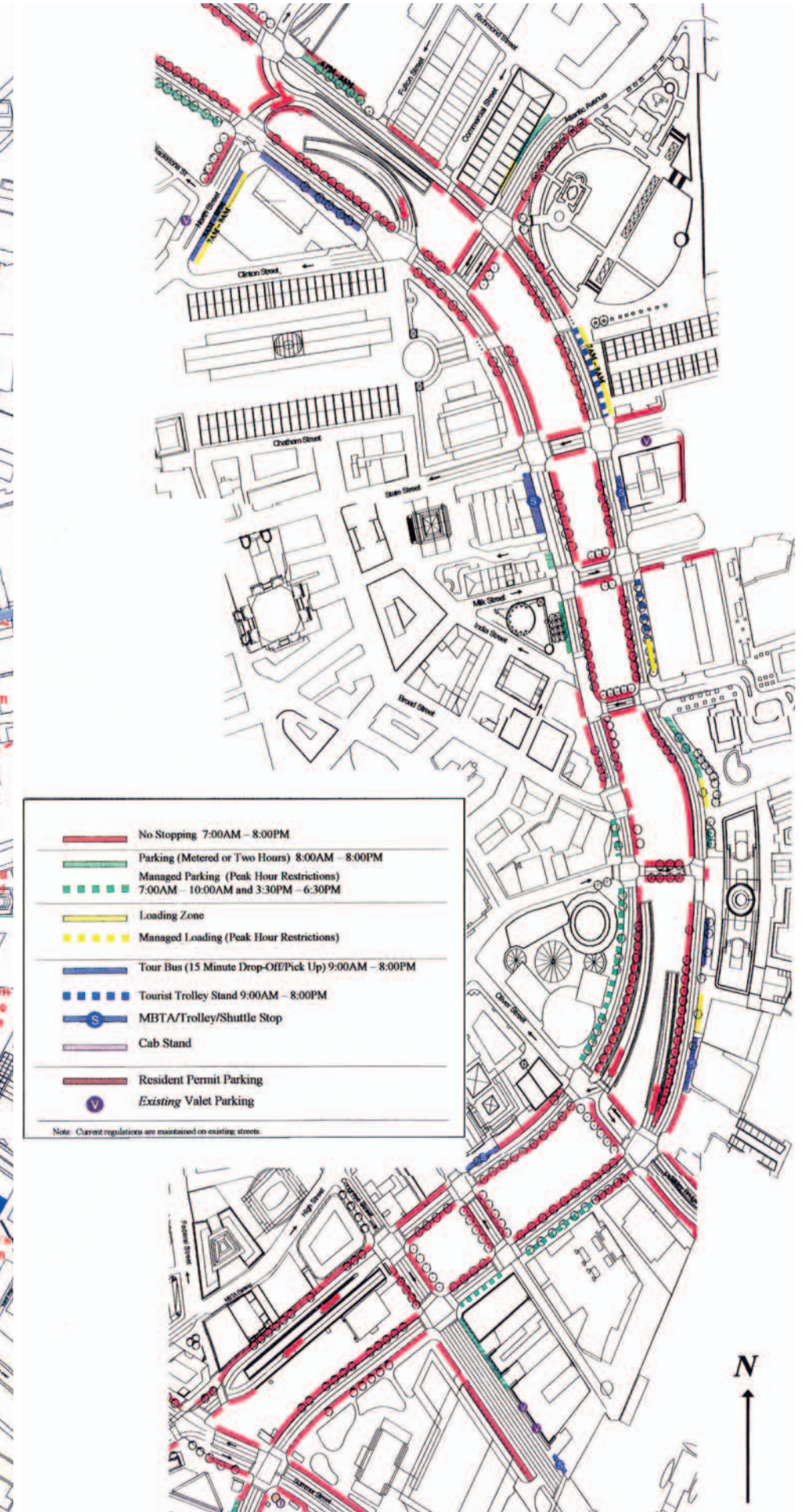
The maps on this page have been prepared by the Boston Transportation Department, reprinted directly from source. They are included to illustrate further points raised in Chapter 2: Existing Conditions / Transportation (pages 12 and 13). These documents are in-progress drafts (Summer 2005) but offer a good indication of where trolley stops and curbside parking in relation to the Greenway will be located.

ACKNOWLEDGEMENTS



Left: PROPOSED TROLLEY AND TOUR BUS PARKING
(Source Boston Transportation Department, May 2005)

Right: PROPOSED CURBSIDE REGULATIONS FOR NEW ARTERY STREETS
(Source Boston Transportation Department, May 2005)



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David Harrison	Extell Development Company
William McDonough	The Federal Reserve Bank
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Bob Leite	Independence Wharf
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