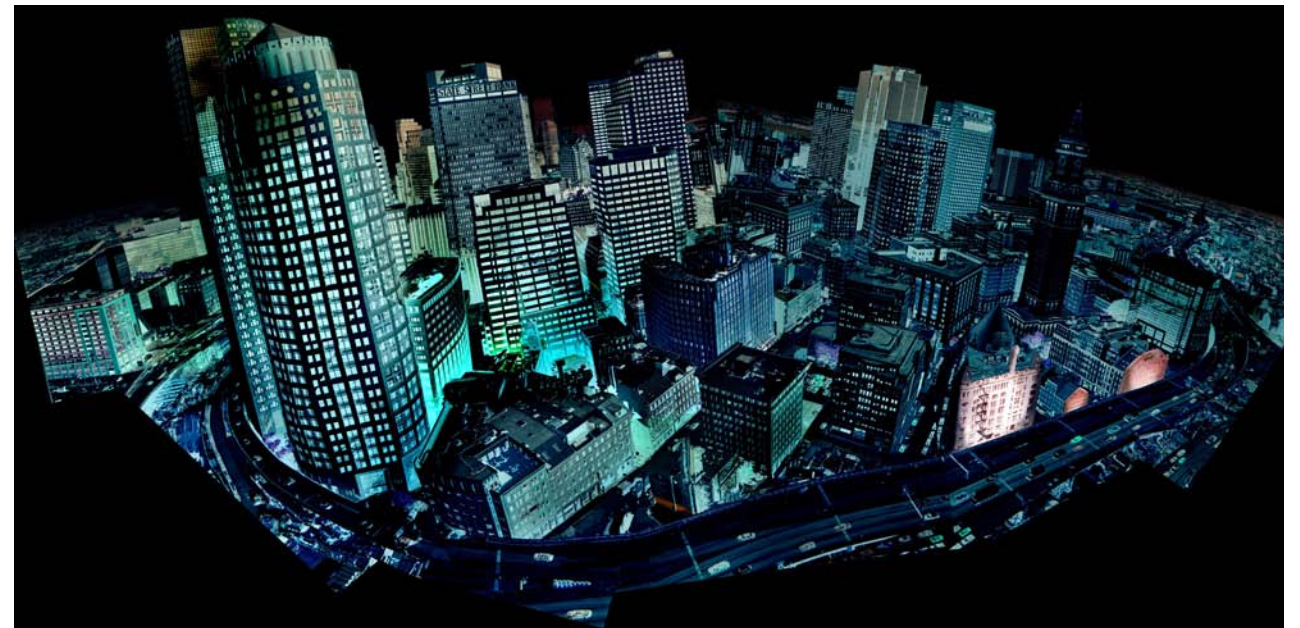


Wharf District | Financial District EDGES STUDY



Design for Urban Edges along the Rose Kennedy Greenway

A STUDY SPONSORED BY THE ARTERY BUSINESS COMMITTEE AND A GRANT FROM THE BOSTON FOUNDATION
IN COOPERATION WITH THE BOSTON REDEVELOPMENT AUTHORITY | BOSTON TRANSPORTATION DEPARTMENT | BOSTON DEPARTMENT OF PARKS AND RECREATION |
CENTRAL ARTERY TUNNEL PROJECT | MASSACHUSETTS TURNPIKE AUTHORITY



Wharf District | Financial District EDGES STUDY

ARTERY BUSINESS COMMITTEE | HUBERT MURRAY Architect + Planner | Office of David Neilson | Jung Brannen Associates Inc | Chan Krieger Associates

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EXECUTIVE SUMMARY

PURPOSE (pages 6 – 8)

The impetus for a study of the urban edges of the Rose Kennedy Greenway as it passes through the Wharf and Financial districts has been driven by the conviction that the full value of the park will best be realized when complemented by programmed activities within or around the open space. This approach was enshrined in the third of the "5 Principles for Design and Programming" of the Wharf District parks, to "support and surround open space with people and activities"¹. The essence of this approach is that open space is at its best when intensely used, at its worst and most bereft when empty. The critical focus in previous studies was on the vitality of this space in off-hours and out of season when the city has emptied out after the day's work and the weather is not conducive to outdoor activities.

This *Edges Study* documents the Greenway abutting properties in the Wharf and Financial District and their relationship to the C17A6 Contract streetscape². The study identifies potential areas for intervention and makes recommendations for design and programming improvements for both indoor and outdoor, public and private ground floor spaces, including possible minor modifications of the C17A6 Contract design. The goal of this study is to create a comprehensive vision, maximizing and enhancing the active public use of building edges and sidewalks on both sides of the Wharf District parks, which would promote a similar effect within the new public realm in the middle.

METHODOLOGY (page 8)

The documentation of existing conditions includes a variety of data from numerous sources:

- **Mapping** – derived from the BRA's Boston Atlas³; Central Artery contract documents; individual building plans; and on-site documentation.
- **Photographic Surveys** – on site photographic documentation, mainly in summer of 2003.
- **Quantitative Data** – derived from the BRA's Boston Atlas, from the Boston Transportation Department and from individual building owners.
- **Public Policy and Regulations** – including parking and traffic policy, sidewalk regulations and zoning information – derived from the Boston Transportation Department and from the Boston Redevelopment Authority.
- **Programmatic Data** – derived primarily from interviews with neighbors and abutters.

DEFINITION OF STUDY AREA (pages 8 – 9)

The boundaries of the study are defined by geography and abutter interests. On the Harbor side of the corridor the boundary is the water's edge. On the west side the boundary is, generally speaking, one block back from the edge of the corridor with reference to special conditions beyond (e.g. the Broad Street / Franklin Street neighborhood, McKinley Square and Quincy Market). The northern boundary is delimited by Parcel 12 and a line drawn from Commercial Street and Clinton Street. On the south end of the Wharf District the boundary will include the north end of Parcel 19 and the edges to Oliver Street and the Evelyn Moakley Bridge.

URBAN CHARACTER (page 10)

This survey of existing conditions touches upon three critical areas as avenues into defining the character and determining the potential of the Wharf District:

- Topography and History
- Transportation and Land Use
- Urban Fabric

Through these avenues of interpretation and research, a case is built up for defining specific identifiable places within the Wharf District, each with its own character based on topography, history, function and fabric. The outcome of this approach is indicated in the final map in this section indicating Areas of Intervention grouped into four distinct spatial clusters.

TOPOGRAPHY AND HISTORY (pages 10 – 11)

The stretch of the Rose Kennedy Greenway that passes through the Wharf District from Oliver Street up to Clinton Street is distinguished from other sections of the boulevard by its proximity to the waterfront. In this crucial respect the Greenway encounters an asymmetry between one side and another, between city and harbor, more than at any other point along its run.

It is the conclusion of this study that the topographical characteristics and historical narratives are best honored not as museum pieces but as indicators for future intervention relating the city to its waterfront and by upholding the logic of a street pattern that grew out of that specific and topographically unique relationship that linked the physical activities of the waterfront to the financial institutions built on trade.

TRANSPORTATION AND LAND USE (pages 12 – 17)

The transportation, land use and retail development maps indicate a downtown that has a mix of uses accessible by all modes of public and private transportation

for a wide variety of purposes whether it be commuting to work, living in the area or visiting for tourism and recreation.

Critical issues arising out of the overview of transportation are firstly, the congestion and conflicts caused by various modes of tourist transportation and the need to find convenient and amenable off-site parking for several types of vehicles; and secondly, the need to provide public transportation links between the Greenway, other parts of the Wharf and Financial Districts and surrounding areas.

The main findings from the ground floor land use documentation are threefold:

1. In response to the interruption of the city streets crossing Atlantic Avenue by railroad tracks and, latterly, by the elevated highway, many of the buildings along that corridor have accommodated themselves to that interruption by either blocking off those edges or by neglect. In addition, that edge condition has provided an opportunity for locating parking structures and service entrances. The removal of the elevated highway provides a challenging opportunity to reverse and redress those conditions.
2. While there is a good mix of uses in the area, the Boston Redevelopment Authority initiative in providing incentives for more residential development in the area needs to be complemented with the provision of an infrastructure of smaller scale retail and service outlets to support the residential population.
3. The retail sector overview emphasizes the potential for improving the quality of downtown living and animating the sidewalks. Zoning policy in favor of this direction would have to be supported by a consideration of the economic viability of small-scale retail investment in a relatively high rent district.

URBAN FABRIC (pages 18-25)

Maps depicting aspects of the urban fabric document specific physical characteristics (the variety of paving materials) and the environmental quality engendered by combinations of materials and physical conditions (Inviting and Uninviting Pedestrian Streetscapes). The range of elements documented in these drawings does however lay out a palette of urban design elements that can be worked with to upgrade the public realm.

PRINCIPLES FOR URBAN DESIGN IN THE WHARF DISTRICT (page 26 – 29)

Four planning principles inform many of the considerations incorporated in the individual design studies and the proposed interventions

- 1 TO CREATE ATTRACTIVE SUSTAINABLE 'URBAN ROOMS' – a principle embracing a broad view of sustainability to include historic preservation,

1 ABC: Five Principles for Programming and Design, 1999

2 C17A6 contract refers to paving, planting, lighting and street furniture within the Central Artery project limits, excluding the median parcels

3 www.mapjunction.com/places/Boston_BRA

accessible economic activity and efficient public transportation as well as environmentally responsible landscaping and development;

- 2 TO CREATE A VIBRANT MIX OF USES FOR 18-HOUR ACTIVITY - a principle for creating a successful mix of land uses in an effort to provide all-day, all-week, all-season levels of activity that make the city and the open space lively and attractive;
- 3 TO CREATE A SAFE AND INVITING PEDESTRIAN ENVIRONMENT - a principle for creating pedestrian space surrounding and leading to the Greenway; and,
- 4 TO CREATE A DISTRICT EASY TO GET TO AND THROUGH - principles for managing traffic, parking and the servicing of buildings within this congested area.

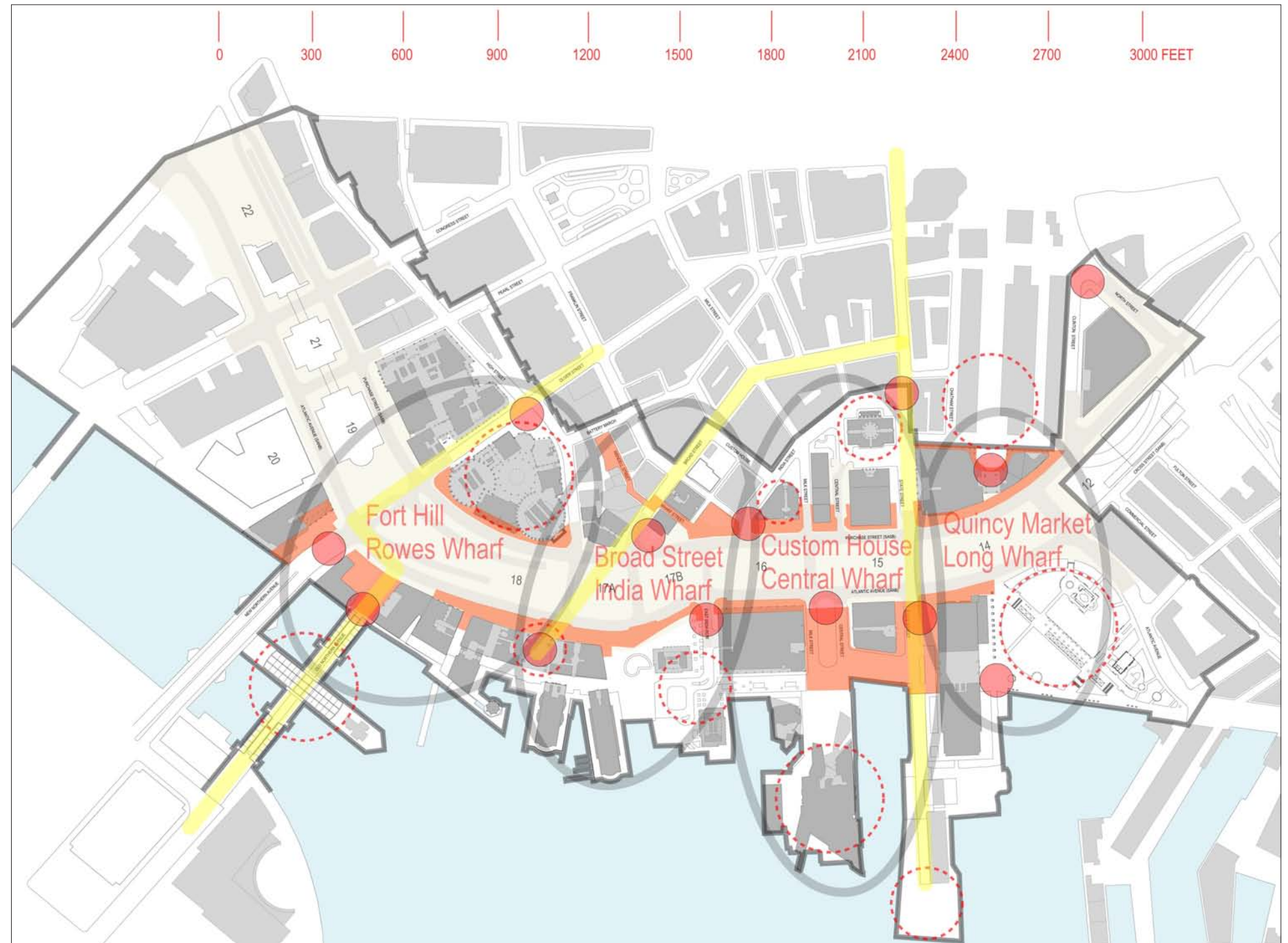
AREAS OF INTERVENTION (pages 30 - 64)

A map showing Areas of Intervention immediately adjacent to the Greenway addresses the original challenge posed by the transformation of the elevated highway into public open space. While this study is limited to describing the potential for design interventions in and around the abutting buildings, it is to be hoped that these proposals will provoke a reciprocal response in the design of the Greenway and in the network of adjoining streets.

The areas of intervention are differentiated by place, sub-districts defined by topography, history, function and physical fabric. By defining these sub-districts as distinct 'places' in themselves, it is the intent of this study to stimulate initiatives in the public realm by the City and to initiate a rapport between property owners so that they work together to create improvements in concert with one another, thereby enhancing the quality and identity of their shared environment.

The areas of intervention delineated on the map have been determined by two primary considerations. Firstly, there are those properties adjoining the Greenway whose owners are taking the initiative to respond to the opening up of their buildings to the public open space and to adjust and improve their properties accordingly. Cases in point include International Place, Hook Lobster, Rows Wharf, Harbor Towers, the Harbor Garage, Marketplace Center and the Marriott Long Wharf Hotel.

Secondly, there are those areas adjoining the Greenway that are extensions of the public realm where the quality and purpose of the street can be improved as a result of the Greenway development. Instances of this type of public realm improvement include the Oliver Street / Fort Point Plaza; the potential opening up



of a pedestrian walkway along Wharf and Wendell Streets linking Broad Street to East India Row; and the development of a more functional and attractive public space on Parcel A3N in front of the Aquarium. In the latter cases, while there are no direct client advocates, the proposal will serve as a vision for action around a common interest involving public / private cooperation.

PLACEMAKING

Following the principles laid out in earlier sections, the proposed interventions are grouped with the aim of creating distinct places, each with their own character.

The assessment of the neighborhoods is based on the premise that the strongest design interventions will be based on a thorough understanding and definition of place and site. This approach to site analysis is based on an understanding of **natural topography** (e.g. the Fort Hill area being the original edge of the Shawmut peninsula drumlin); the **historical development of urban form** (e.g. the development of State Street and Long Wharf as coextensive phenomena); and the identification of **significant architectural forms** that create places within the urban matrix (e.g. the Custom House Tower and the Rowes Wharf Arch).

Based on these categories, the following four sub-districts are delineated in the map on the preceding page and summarized below:

- Fort Hill / Rowes Wharf
- Broad Street / India Wharf
- Custom House / Central Wharf
- Quincy Market / Long Wharf

These brief descriptions of characteristic 'places' within the Wharf District are followed by detailed studies of properties and places within each sub-district.

1. FORT HILL / ROWES WHARF

- This neighborhood is clearly marked by the signature landmarks of the towers of International Place, the Old Northern Avenue Bridge and the great arch at Rowes Wharf. Historically, the rise in elevation at the location of International Place was Fort Hill, from colonial times the site of battery emplacements protecting the inner harbor.
- A significant characteristic of the buildings facing the Greenway is the preponderance of service and parking access ramps as well as mechanical rooms. If the natural limits of this neighborhood are viewed as a triangle defined by High Street, Oliver Street and the waterfront there is a strong

suggestion that the buildings present their most accessible frontages facing 'outwards' (towards the city one side, Fort Point Channel on the other) and their service areas 'inwards', towards Parcel 18 and the surface artery. These 'outer' faces are therefore more disposed to pedestrian traffic (particularly the outstanding length of accessible waterfront), and the inward looking elevations more towards vehicular traffic, especially around Oliver Street and the highway access ramps.

- There are four 'gateways' into the triangle: at Fort Hill Square leading down either Oliver or High Street into the Greenway and the waterfront; at the Northern Avenue and Old Northern Avenue bridges that act as gateways between the Seaport and the Financial District; and at Rowes Wharf where the arch serves as the gateway between the harbor and the city proper.
- One route for pedestrians, often highlighted as being particularly hazardous, is the sidewalk on the north side of Oliver Street linking Fort Hill and the Channel. This route brings pedestrians into immediate conflict with vehicles coming out of the southbound off-ramp or turning into the northbound access ramp to the highway tunnel. For this reason alone, the Oliver Street south side sidewalk should be designed as the major cross route for pedestrians.

2. BROAD STREET / INDIA WHARF

- The conjunctions of smaller scale buildings clustered around the Broad Street and Franklin Street crossroads are firstly, a reminder of the fine street scale of eighteenth and nineteenth century Boston and secondly, an opportunity to encourage a pattern of small and medium scale mixed use within an otherwise high rise neighborhood.
- While the natural 'gateway' between the city and the Greenway is at the crossroads of Broad and Franklin, the 'signature place' is the narrow and serpentine Wendell Street, presently a back alley but potentially a pedestrian place of outstanding charm.
- While the charm of the small scale brick buildings and the grace of the aptly named Broad Street present opportunities for residential and small-scale retail and commercial development, the economic viability of such projections needs to be determined.
- As constituted, the two Harbor Towers are signature buildings in themselves, a landmark on the harbor's edge but in both architectural form and use, isolated from the water's edge and the city. Although the adjacent

retail stores in the Garage structure provide some services of interest to the residents and the Harbor Walk provides a recreational trail, the 'neighborhood' is in effect within each tower structure.

- The physical isolation of the residents from their urban surroundings is articulated in the architecture of the two towers and their grounds. The blank wall to the Greenway and the exclusion of the public from the most direct route across the property are both significant issues to address in the reengagement of this residential community with the Greenway and the city on the other side. In this respect, the potential for the development of small scale retail in the Broad and Franklin Street neighborhood signifies the greatest prospect for re-establishing walkable links to the city.

3. CUSTOM HOUSE / CENTRAL WHARF

- This matrix of streets and buildings constitutes the most archetypal of the lateral connections across the Greenway. State Street and Central Street each form strong functional and historic links between the wharves and the city, signified in the landmark of the Custom House tower. Both streets are, at almost any point, a gateway into the city or out to the harbor.
- There is an outstanding opportunity for drawing the ends of these lateral axes in to a center established within the Greenway engaging the street frontages of the existing buildings to establish pedestrian circulation and activity throughout the length.
- As the principal focus of tourism, the critical issue in this area is parking for the tour buses and the trolleys as well as taxis. In the summer months in particular, the frontage to the Aquarium, the outside dining to 255 State Street, the entrance to the Marriott Hotel and the pedestrian access to the boats are all rendered chaotic and dysfunctional by the logjam of vehicles in the area, either parked or attempting to circulate.

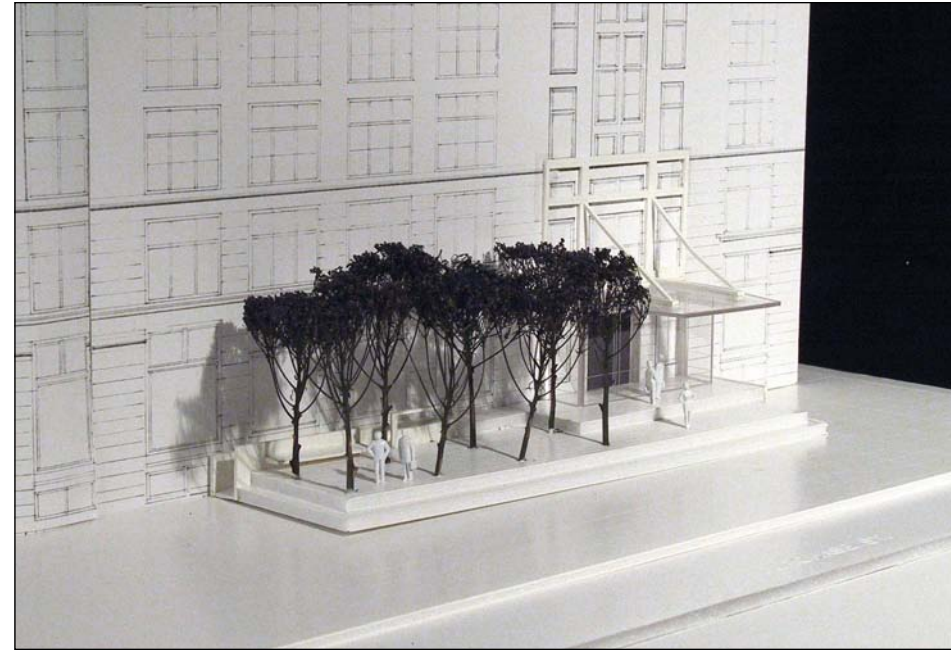
4. QUINCY MARKET / LONG WHARF

- The two major existing landmarks of Quincy Market and Christopher Columbus Park are both well established and both on the tourist trail, linked, at least conceptually, by the Walk to the Sea.
- The street frontages of both Marketplace Center and the Marriott Hotel constitute the main areas of interest for design intervention. Both buildings have the potential for storefront development. Both buildings also present design challenges in the form of mechanical rooms and garbage dumpsters fronting the sidewalk.

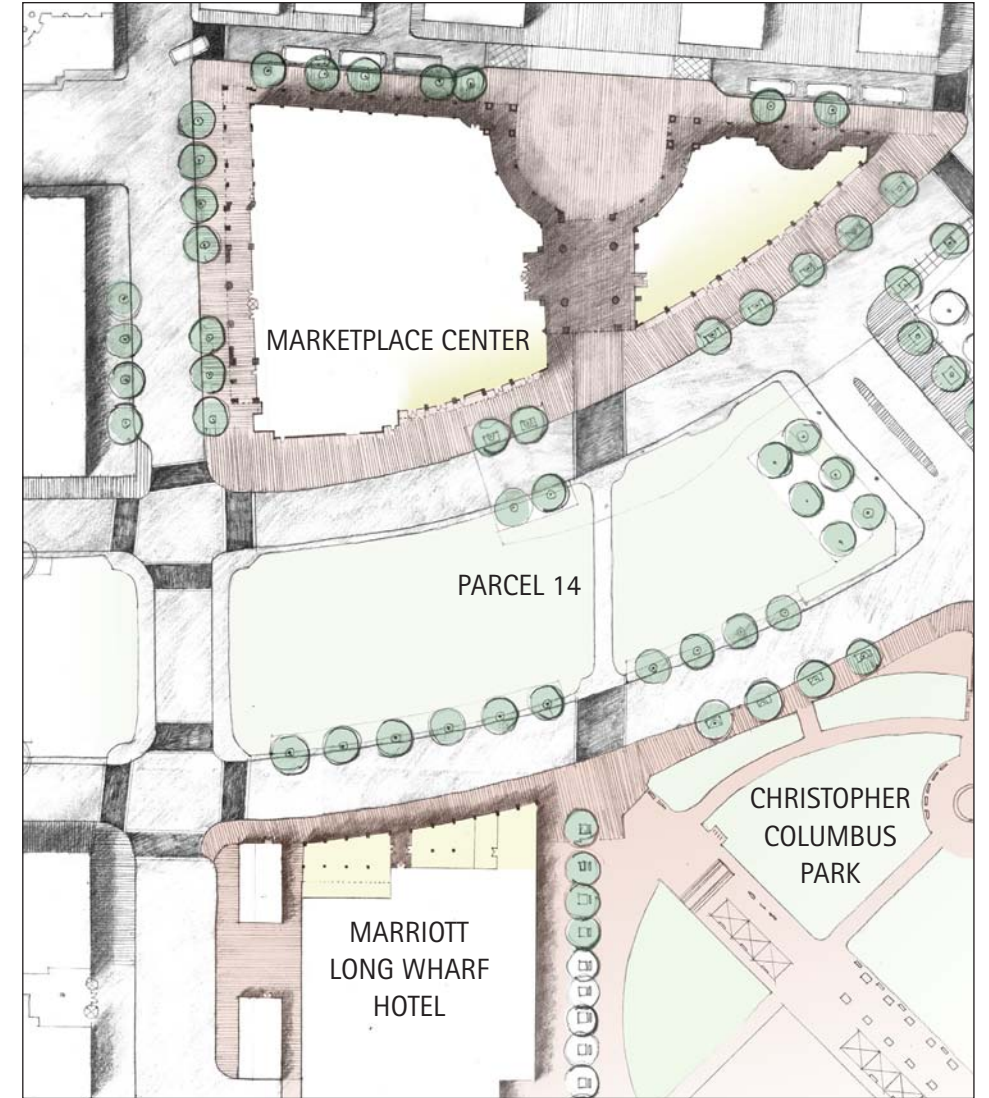
opposite: PROPOSED INTERVENTIONS



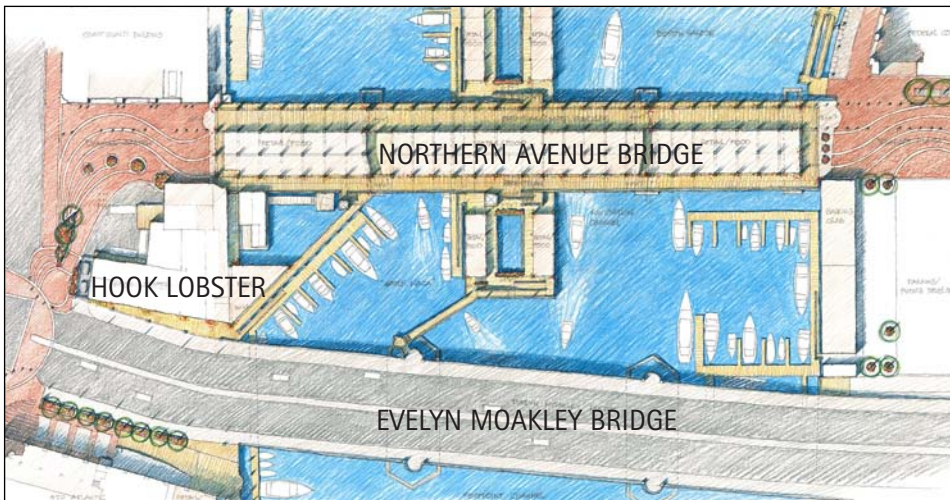
International Place



The Grain Exchange



Marketplace Center / Marriott Long Wharf



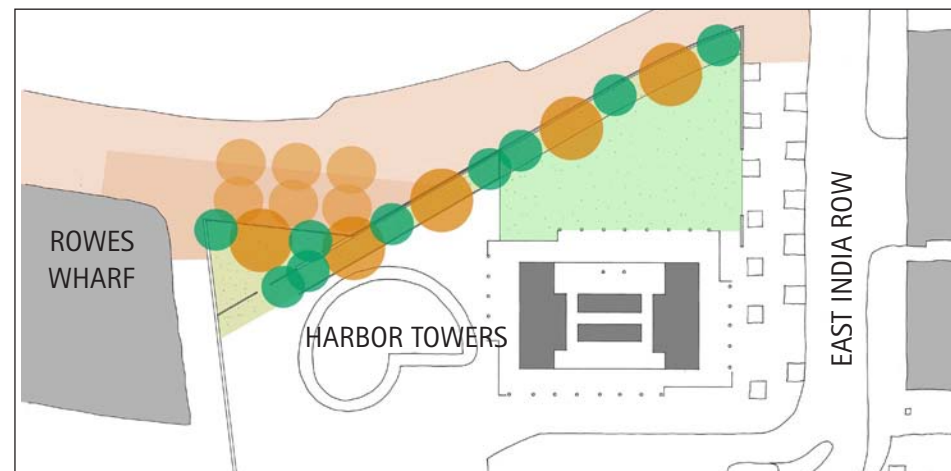
Northern Avenue Bridge / Hook Lobster



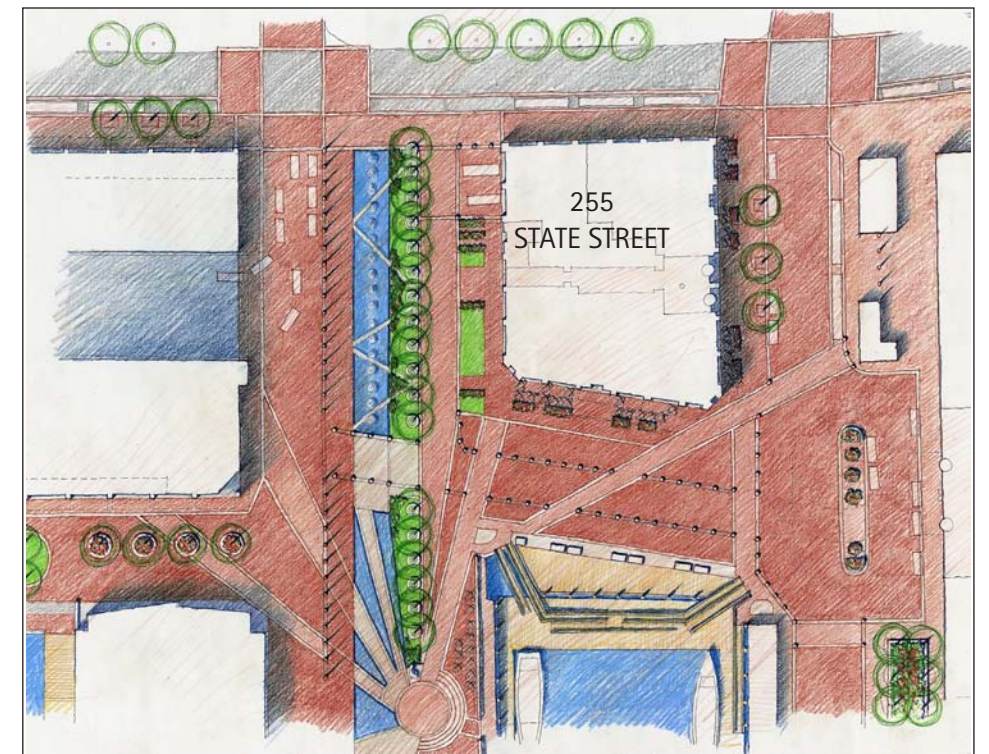
Wharf and Wendell Streets



Rowes Wharf



Harbor Towers



Central Wharf

1 | INTRODUCTION

PURPOSE

The impetus for a study of the urban edges of the Rose Kennedy Greenway as it passes through the Wharf and Financial districts has been driven by the conviction that the full value of the park will best be realized when complemented by programmed activities within and around the open space. This approach was enshrined in the third of the “5 Principles for Design and Programming”¹ of the Wharf District parks, to “support and surround open space with people and activities”. The essence of this approach is that open space is at its best when intensely used, at its worst and most bereft when empty. The critical focus in previous studies was on the vitality of this space in off-hours and out of season when the city has emptied out after the day’s work and the weather is not conducive to outdoor activities.

The Central Artery Tunnel Project has embraced this approach in its proposed development of Parcel 18 as a cultural center.² The remaining parcels (14 through 17) are currently being designed as open space with relatively minor programmed built form. One narrow focus of this study is therefore to examine the potential for the built edges of the Greenway to provide the necessary complementary support to activities within the park. On a broader level, the aim of the study has been to review the reciprocal support that the Greenway will offer the adjacent urban fabric, opening up possibilities that had previously been blocked off by the highway viaduct.

The substantial public investment in the replacement of the viaduct with a tunnel of greatly expanded capacity has its most direct outcome in a quantifiably improved flow of traffic through and within the city. Less quantifiable, but probably more significant for the future of Boston, is the potential for improving the quality of urban life and economy in this part of the city, the historic nexus between the financial center of the city and a harbor newly redefined in the nature of its business. Placed within the context of the competition among cities to create an attractive and livable milieu for economic activity, the opportunity to follow up on this massive public investment is not simply of significance to individual property owners, it is an imperative for the city as a whole.

Viewing the revitalization of the Wharf and Financial Districts as part of an agenda for the continuing economic prosperity of the city is also helpful in reviewing the scope of activities proposed for the area. While the introduction



The Wharf District | View of the City

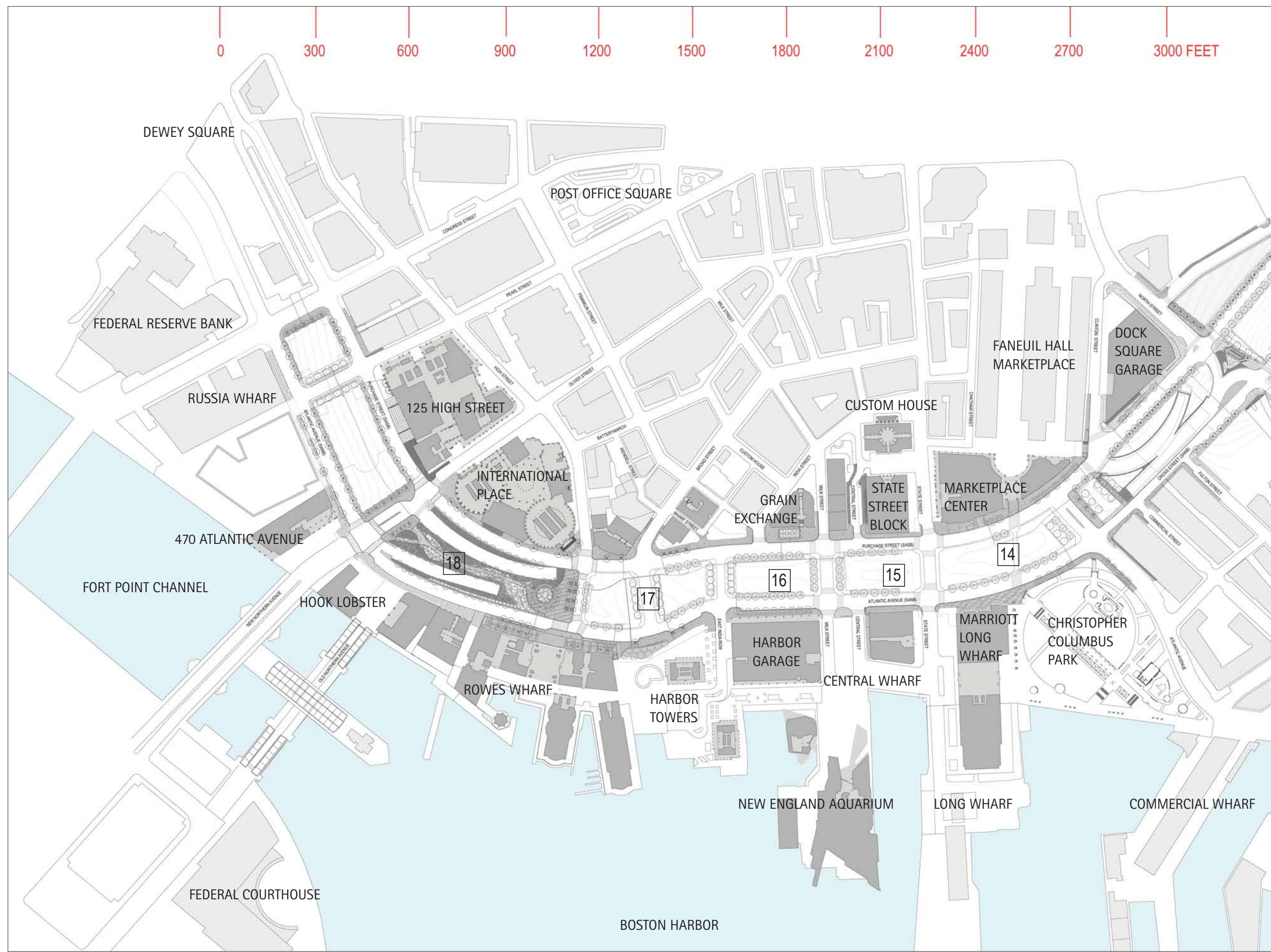


The Wharf District | View of the Harbor

1 ABC: Five Principles for Programming and Design, 1999
2 ABC: Harbor Gardens, 2001

WHARF DISTRICT
FINANCIAL DISTRICT
GROUND FLOOR MAP
WITH C17A6 OVERLAY

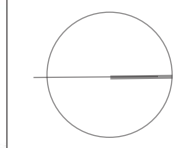
0 300 600 900 1200 1500 1800 2100 2400 2700 3000 FEET



- Publicly Accessible
- Privately Accessible
- 18 Artery Parcel

Greenway Parcels Map based on C17A6 contract drawings.

1 | INTRODUCTION



of parkland and the improved access to the waterfront bespoke tourism and recreation, these sectors are limited by time of day and by season. The limitations of a recreational monoculture emphasize the need to respond to the daily demands for living and working in this part of the city, reinforcing and expanding the mix of uses already in the area.

The *Edges Study* documents the Greenway abutting properties in the Wharf and Financial District and their relationship to the C17A6 Contract streetscape³. The study identifies potential areas for intervention and makes recommendations for design and programming improvements for both indoor and outdoor, public and private ground floor spaces, including possible minor modifications of the C17A6 Contract design. The goal of this study is to create a comprehensive vision, maximizing and enhancing the active public use of building edges and sidewalks on both sides of the Wharf District parks, which would promote a similar effect within the new public realm in the middle.

METHODOLOGY AND PROCESS

Research for the Edges Study has taken the form of site and mapping documentation, interviews with abutting owners and a gathering of data general to the Wharf District. This information has been used as base information for the development of urban design principles and schematic design proposals for treatment of the edges. Throughout the study process there have been regular meetings with residents, commercial owners and with officials from the City and the Central Artery Project⁴.

The *Edges Study* has been undertaken in parallel with the Wharf District parks design process and has benefited from informational meetings as each project has developed. While the base mapping for this study has included the C17A6 surface restoration design, it has not incorporated the final parks design since that work is unfinished at the time of printing. A recent version of the Wharf District parks plan is included in Chapter 5 to record the current state of the parks design and to highlight recommendations from this study that relate to that design.

A significant new study by the Boston Redevelopment Authority, the *Crossroads Initiative*⁵, was started since the beginning of this report and is ongoing at the time of printing. The purpose of the BRA's study is to develop a plan for the integration of the Greenway design into the network of open spaces within the city, creating a more holistic and unified vision for the public realm on the Shawmut peninsula.

As these other studies and designs are in progress, references to that work in this report represent current status but not any definitive proposal or recommendation.



Boston Redevelopment Authority: Crossroads Initiative

The documentation of existing conditions includes a variety of data from numerous sources:

- **Mapping** - derived from the BRA's Boston Atlas⁶; Central Artery contract documents; individual building plans; and on-site documentation.
- **Photographic Surveys** - on site documentation, mainly from summer 2003.
- **Quantitative Data** - derived from the BRA's Boston Atlas, from the Boston Transportation Department and from individual building owners.
- **Public Policy and Regulations** - including parking and traffic policy, sidewalk regulations and zoning information - derived from the Boston Transportation Department and from the Boston Redevelopment Authority.
- **Programmatic Data** - derived primarily from interviews with neighbors and abutters and recorded in Appendix 2.

The programming information varies in specificity: firstly, there are initiatives being actively undertaken by building owners. This information is detailed, specific

and to the extent that they are actively being pursued by owners, 'real'. Secondly, there are proposals that have been generated by this the Edge Study team and discussed with property owners but currently remaining at concept level. Thirdly, there are proposals generated more by a concern for public space, indirectly affecting a number of properties but still requiring broader consensus and investment for further action.

DEFINITION OF STUDY AREA

The boundaries of the study are defined by geography and abutter interests. On the Harbor side of the corridor the boundary is the water's edge. On the west side the boundary is, generally speaking, one block back from the edge of the corridor with reference to special conditions beyond (e.g. the Broad Street Franklin Street neighborhood, McKinley Square and Quincy Market). The northern boundary is delimited by Parcel 12 and a line drawn from Commercial Street and Clinton Street. On the south end of the Wharf District the boundary will include the north end of Parcel 19 and the edges to Oliver Street and the Evelyn Moakley Bridge.

- The Primary Edge properties (dark blue) - immediately abutting the Greenway.
- The Secondary Edge properties (light blue) are further removed but nevertheless will have some influence on the approaches to the open space.
- The surface areas included in the CA/T design are indicated in light beige (the central parcels) and rose (the sidewalks).
- Areas not included in the CA/T design but pertinent to the quality of the urban open space are indicated in a lighter pink.

In a second phase of the study, it is proposed that the boundary of the Study Area be extended southwards to Dewey Square to include properties on either side of the Greenway that extend into the Financial District (bounded by High Street) and to the Fort Point Channel.



Study Area shown in relationship to the Boston Common, Government Center and the North End.

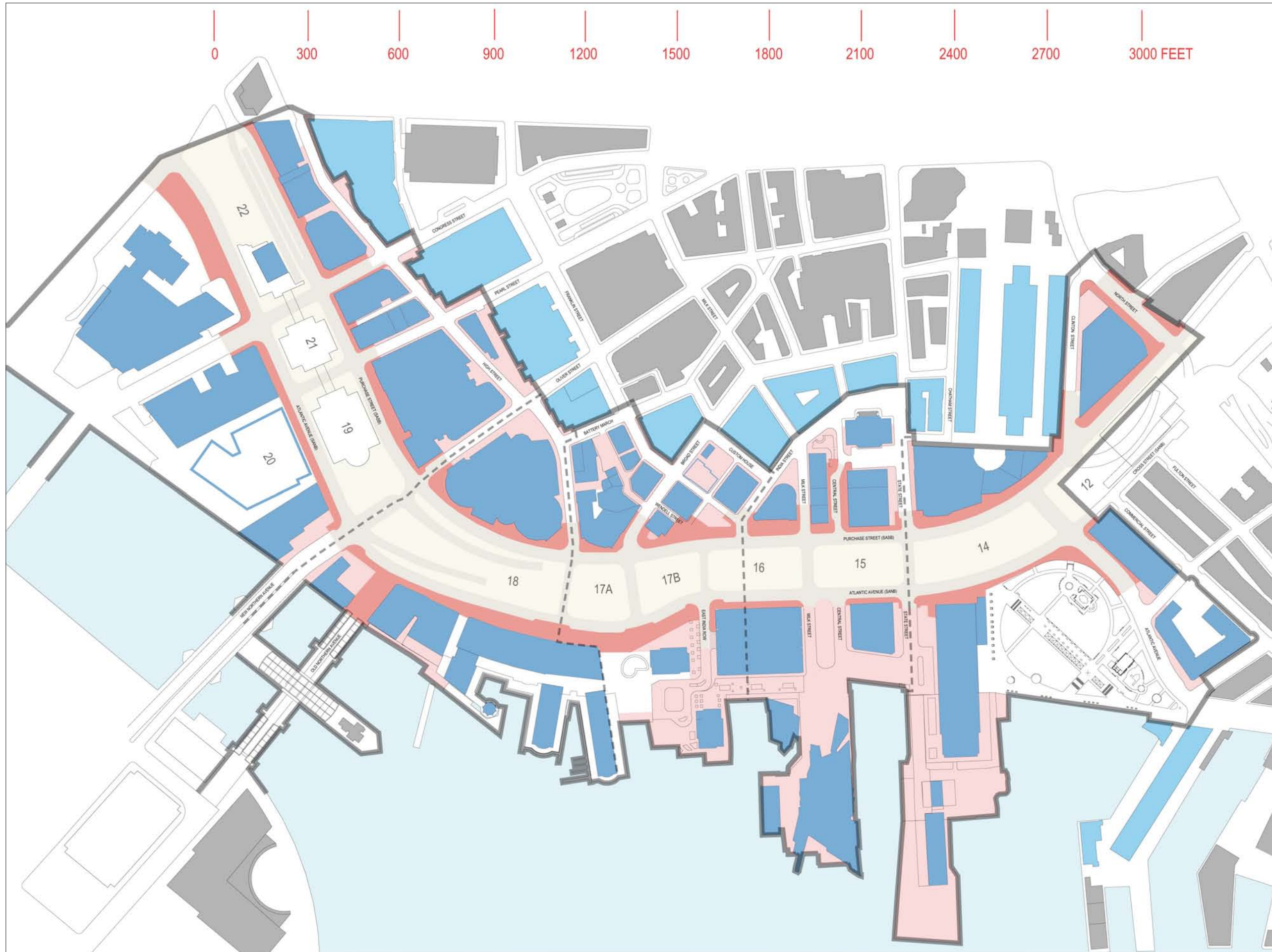
³ C17A6 contract refers to paving, planting, lighting and street furniture within the Central Artery project limits, excluding the median parcels

⁴ The review and consultation process included The Mayor's Central Artery Completion Task Force, Wharf District Advisory Committee, Wharf District Task Force, Wharf District Steering Committee / Abutters' Group in addition to bi-weekly project management meetings that included representatives from the Massachusetts Turnpike Authority, the BRA, Boston Transportation Department and Boston Parks Department.

⁵ Boston Redevelopment Authority: Crossroads Initiative (in progress)

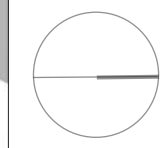
⁶ www.mapjunction.com/places/Boston_BRA

WHARF DISTRICT
FINANCIAL DISTRICT
EDGES STUDY AREA



- Study Area
- Study Zones
- Primary Edge Properties
- Secondary Edge Properties
- CA/T Surface Restoration
- CA/T Sidewalk Improvements
- Potential Urban Design Intervention Areas

1 | INTRODUCTION



2 | EXISTING CONDITIONS ANALYSIS

URBAN CHARACTER

A critical task in describing the Wharf District and any affinity the 'edges' of this section of the Greenway have for each other is to define and interpret the character of the place. At a time when commercial and retail development in cities is becoming increasingly homogenized through the standardization of speculative investment, the economies of building production or through the proliferation of product identity outlets, it is all the more important to search for urban character in the identity of place rather than in an appliqué of retail themes as window dressing for the selling of a 'product' either to tourists or to competitors in the job market.

This survey of existing conditions, as brief as it is, touches upon three critical areas as avenues into defining the character and determining the potential of the Wharf District:

- Topography and History
- Transportation and Land Use
- Urban Fabric

In addressing these aspects of urban form and function within the Wharf and Financial Districts, the livability of the city for residents and the viability of the city for commercial business will in themselves constitute a natural attraction for visitors in the new economy without recourse to gimmicks.

Through these avenues of interpretation and research, a case is built up for defining specific identifiable places within the Wharf District, each with its own character based on topography, history, function and fabric. The outcome of this approach is indicated in the final map in this section highlighting Areas of Intervention grouped into four distinct spatial clusters.

TOPOGRAPHY AND HISTORY

The stretch of the Rose Kennedy Greenway that passes through the Wharf District from Oliver Street up to Clinton Street is distinguished from other sections of the boulevard by its proximity to the waterfront. In this crucial respect the Greenway encounters an asymmetry between one side and another, between city and harbor, more than at any other point along its run.

The relationship between the trade generated by the harbor and the financial institutions that grew up behind it is the principal narrative within the history and the urban form of the Wharf District. While the original topography has been largely obliterated through generations of landmaking and the functions of the wharves and their relationship with the financial institutions have radically

changed, the change in land elevations running downhill to the water's edge, the street patterns connecting the harbor and the city and the scale, material and quality of many of the buildings connote a genetic inheritance unique not only to Boston but to this part of the city in particular.

From the map on the opposite page, one can see that the four narratives recording Maritime, Immigrant, Landmaking and Colonial histories within the area are clustered by place. Maritime and Landmaking events are recorded within the embrace of the original bay at the head of which is Dock Square. Immigration history is centered on Long Wharf and Fort Hill respectively, the latter in the nineteenth century becoming a rookery of overcrowded tenements and a center of infectious disease.

It is the conclusion of this study that the topographical characteristics and historical narratives, while interesting in themselves, are best honored not as museum pieces but as indicators for future intervention relating the city to its waterfront, upholding above all the logic of a street pattern that grew out of that specific and topographically unique relationship.

TRANSPORTATION AND LAND USE

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The main findings from the ground floor land use documentation are threefold:

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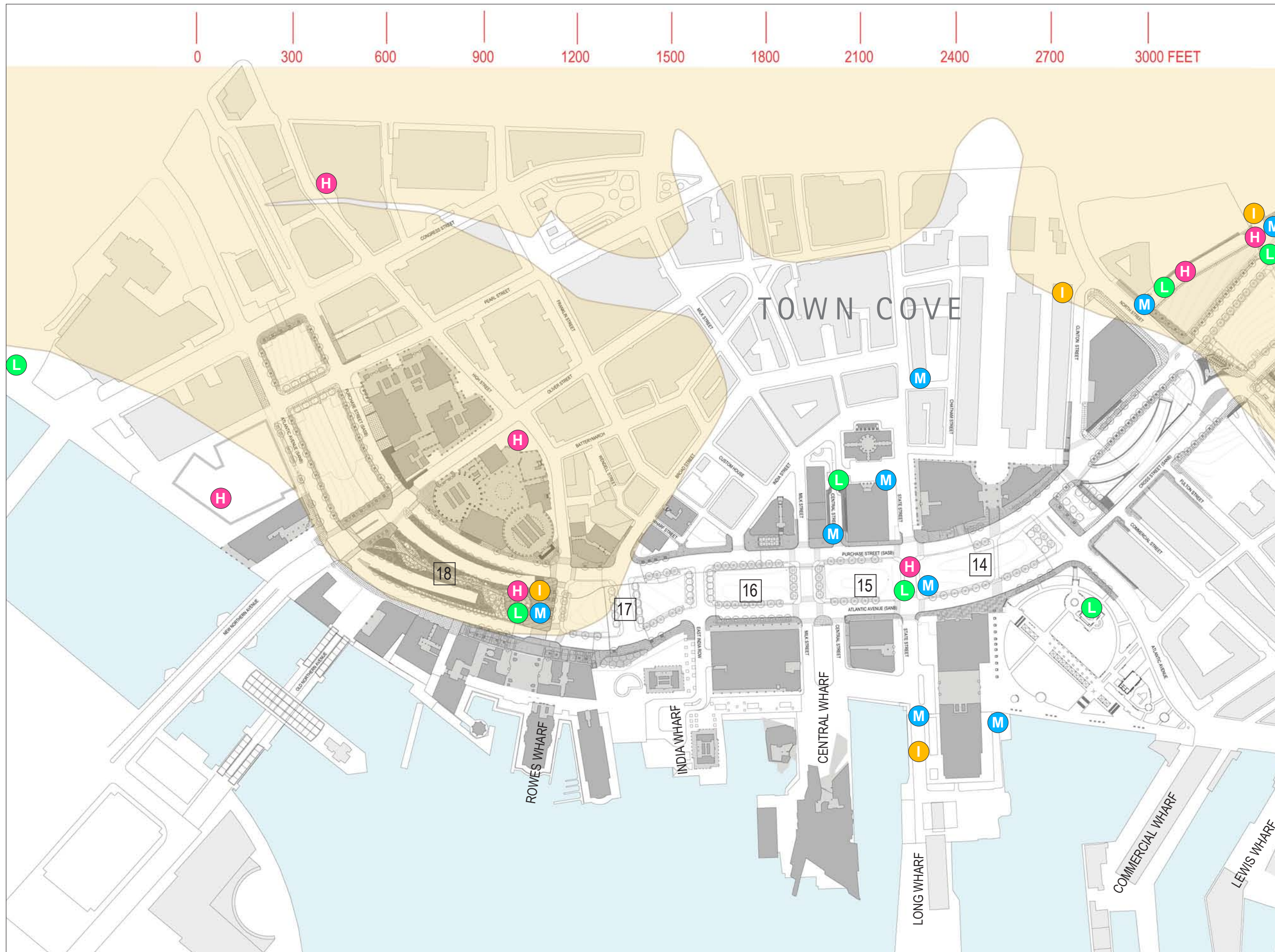
URBAN FABRIC

Maps depicting aspects of the urban fabric document specific physical characteristics (the variety of paving materials) and the environmental quality engendered by combinations of materials and physical conditions (Inviting and Uninviting Pedestrian Streetscapes). To suggest an equation between 'good' urban characteristics (the presence of green grass, street trees, multiple front entrances and sidewalk cafés) and the outcome of an 'inviting pedestrian environment' is perhaps too simplistic, as is its counterpoint of 'bad' elements (garbage dumpsters, blank walls and machine rooms) adding up to an 'uninviting pedestrian environment'. The range of elements documented in these drawings does however lay out a palette of urban design elements that can be worked with to upgrade the public realm.

AREAS OF INTERVENTION / PLACEMAKING

As a conclusion to this section, a map showing Areas of Intervention immediately adjacent to the Greenway seeks to address the original challenge posed by the transformation of the elevated highway into public open space. While this study is limited to describing the potential for design interventions in the public realm and abutting buildings, it is to be hoped that these proposals will provoke a reciprocal response in the design of the Greenway.

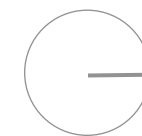
Areas of Intervention are differentiated by place, sub-districts defined by topography, history, function and physical fabric. By defining these sub-districts as distinct 'places' in themselves, it is the intent of this study to stimulate initiatives in the public realm by the City and to initiate a rapport between property owners so that they work with each other to reinforce the quality of the public realm that is their common ground.



WHARF DISTRICT
FINANCIAL DISTRICT
HISTORICAL SITES

- M Maritime History
- I Immigrant History
- L Land Making
- H Colonial and Revolutionary History
- 18 Artery Parcel

Sources:
Boston's History Interpretation Panel,
BRA, May 2000
Gaining Ground, Nancy Seasholes,
MIT Press, 2003



Transportation

Clean and efficient transportation links to the Rose Kennedy Greenway are essential to realizing the goal of creating a common ground and making this new urban open space truly convenient and accessible to all parts of Boston and neighboring towns and cities. An additional consideration for the enjoyment of the parks must be in developing public transportation modes that employ clean fuel technology so as to maintain good air quality in this recreational green space.

The Wharf District is served by four MBTA stations on three lines: South Station on the Red Line; State Street on the Orange and Blue Lines; Haymarket on the Orange Line; and Aquarium on the Blue Line. With the exception of Aquarium, these stations are on the periphery of the Wharf district proper although the entire district is within quarter of a mile or five minutes walk of the stations. Parcel 18 and the intersection of Oliver Street / Moakley Bridge with Atlantic Avenue is just beyond the range of convenient walking. Courthouse Station on the Silver Line, soon to open across Fort Point Channel may be too far away from the Wharf District to have a significant effect on accessibility.

The #6 bus currently runs up Atlantic Avenue linking the North End, the Wharf District and the South Boston Waterfront. There is the potential for extending the bus service both to link up the subway stations and to extend out laterally to the Financial District, Government Center, the South Boston Seaport as well as other Boston neighborhoods. This may be in the form of short reach shuttle buses or regular citywide bus routes.

The Wharf and Financial Districts are well served by public and private parking facilities, amounting to over 8,000 spaces within the area. The parking freeze in downtown Boston means that this parking capacity will probably not increase in the foreseeable future. A way to increase efficiency within the same capacity would be to coordinate off-hour parking requirements with the under-utilized capacity at weekends and evenings.

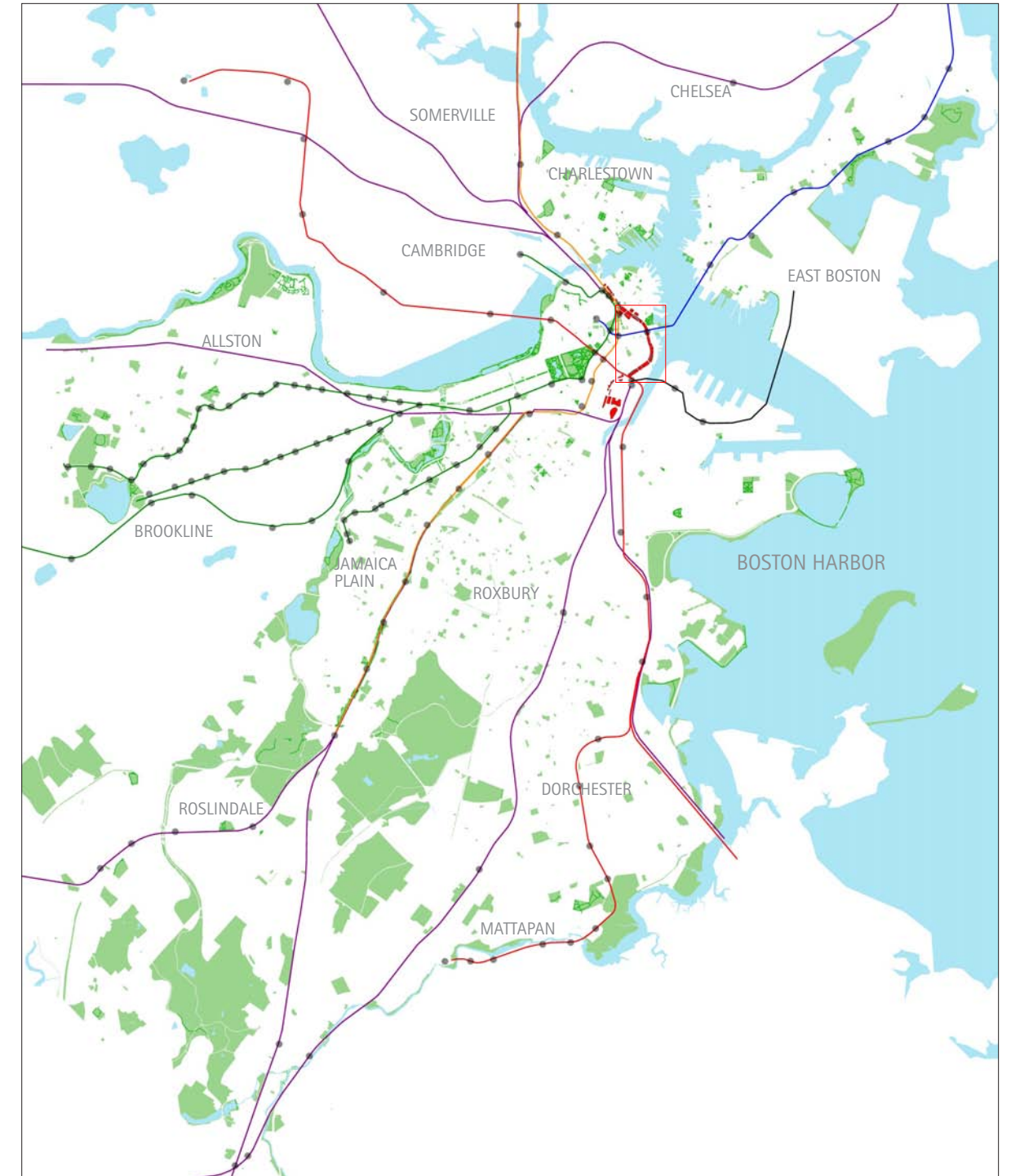
The critical transportation issues in the Wharf District revolve around tourism. Apart from public transportation modes and private vehicles, the principal modes of transportation for visitors are: tour buses; tour trolleys; duck tour amphibious vehicles; and school buses. The last of these, the school buses peak in May and June but are at other times a fairly insignificant factor. The other modes peak in the summer but maintain a continuing presence throughout the year. The most urgent issues with regard to these vehicles is the dropping off and picking up of passengers and parking for half- and full-days. The Boston Transportation Department already provides off-site parking for buses in Charlestown and South Boston and is currently working on further traffic management measures along the Greenway and, most critically, in the area surrounding Central Wharf.



Trolley parking on State Street

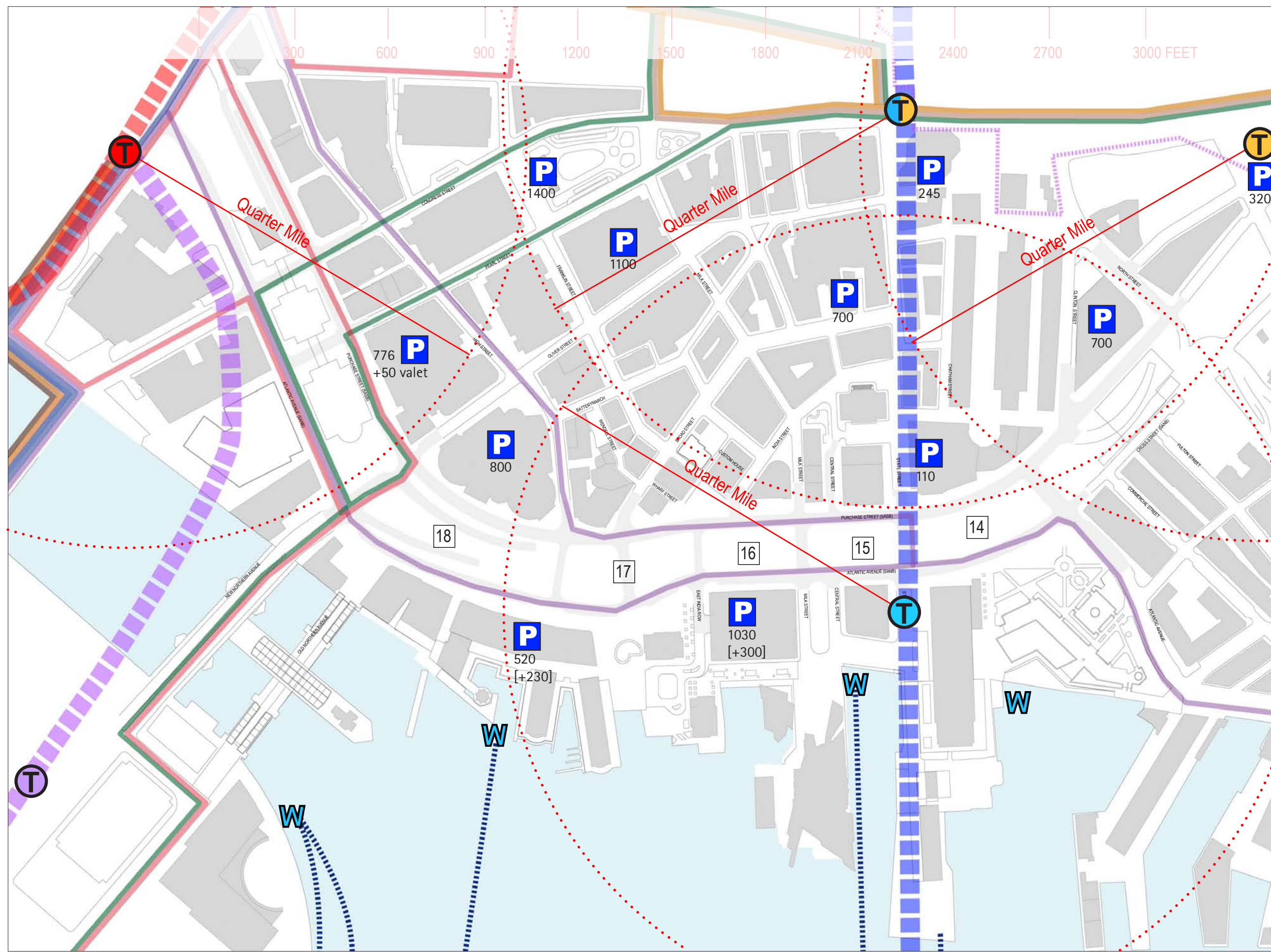


Trolley parking in front of the Aquarium



Regional transportation plan

WHARF DISTRICT
FINANCIAL DISTRICT
PARKING AND PUBLIC
TRANSPORTATION



- W** Water Transit
- P** Parking and capacity
of spaces [+ reserve]
- 18** Artery Parcel
- T** MBTA Subway Stations
- MBTA Silver Line
- MBTA Red Line
- MBTA Blue Line
- Freedom Trail
- MBTA Bus Routes

2 | EXISTING CONDITIONS

Land Use / Retail Development

LAND USE AND PROGRAM

As stated in the Introduction, it is the purpose of this study to examine the potential for a mutually beneficial and transformative relationship between the recreational open space of the Greenway and the mix of uses in the adjacent properties. The potential for creating 'new front doors' to a number of properties facing the Greenway was a topic of discussion in interviews with individual owners and of further design investigation, the outcome of which is documented in Chapter 4: Recommendations. The reciprocal of this relationship, the potential benefit of the public realm in general and the Greenway in particular is partially answered by the design studies. On a broader canvas however, and more significantly, is the potential of the mix of uses in the downtown to contribute an active population to animate the streets and parks out of hours and out of season.

These maps indicate the mix of ground floor uses in the adjacent area (opposite page), many of which are retail or cultural / recreational. The data are not sufficient to attach quantities (either in floor area or sales volumes) to the documented uses. On a general level however, the two critical issues that have arisen during this investigation are firstly, the potential for additional retail and service outlets to support the proposed expansion of residential units in the area; and secondly, the capacity of expanded retail development to support and enhance activities in the public realm, particularly the Greenway, especially in the off season, after work and on weekends.

RETAIL DEVELOPMENT

The Wharf District is well located to become a vibrant part of the city with a mix of commercial, residential, hotel and retail uses. While there is general agreement that Boston's mixed-use, pedestrian-scaled character is one of the great attractions to living, working and visiting the city, the variety of retail is weak in comparison to the other urban uses. There are many types of retail and food-related categories that can be developed in the Wharf District which includes major sections of the Financial District and the Waterfront.

THE RETAIL MARKET

The market for retail development for the Wharf District consists of four main consumer groups, each with their own pattern of uses, desires and limitations: office workers, nearby residents, visitors from city neighborhoods and adjoining communities, and out-of-town tourists.

Office workers are essentially a young urban professional lunchtime market mostly patronizing local restaurants and small eateries, health clubs, personal care services, small sundry stores, newsstands and business-related stores and services. There are relatively limited retail offerings in the Financial District: approximately three mens' apparel stores, one or two shoe stores, photographic stores, and one hobby/sports store. This market group shops in the adjacent Downtown Crossing and at Faneuil Hall Marketplace. Most of the shopping and eating time is during the weekday lunchtimes. Most stores and services are closed by 7:00 PM with the exception of a few destination restaurants and several bars and lounges, especially around Quincy Market. With the introduction of more quality restaurants, entertainment and cultural activities into the Wharf District, this market group would most likely linger in the area into the evening hours and possibly return for weekends. This market would also be drawn to distinctive stores, new to the Boston area, and interactive stores with evening hours, such as Barnes and Noble.

The current nearby residential market consists of approximately 2,000 people living at Rowes Wharf, Harbor Towers, and time-share residences at the Custom House Tower. There are proposals to add 276 condominiums to the district by 2008. The needs for this residential population are to have easy access to convenient, small scale, retail shops and services such as grocery stores, drug stores, dry cleaners, small restaurants, cafes, bakeries, coffee shops, florists, cards and gifts and other shops typically located in neighborhood commercial centers. Residents in the area are also in need of easier access to cultural and recreational activities.

Suburban day visitors generally purchase most of their goods and services at their local and regional malls. When they come to Boston they seek something that is unique that cannot be found in their own locale. Currently, their city shopping takes place at the major shopping districts: Back Bay, Downtown Crossing, Harvard Square, and Faneuil Hall Marketplace. These retail districts are well established with upscale national and international stores, spas, salons, art galleries, or chains with off-price / value-oriented name brand stores and goods. These shopping districts are easily accessible by the subway, are near parking garages and street lots, have metered street parking and have a historic and intimate pedestrian-scale environment. Suburbanites tend to eat at the well-known restaurants in the downtown, North End, and Chinatown, attend sporting and cultural events and also patronize convenient fast food and pizza parlors.

To lure these market groups for retail into the Wharf District, shopping, entertainment and eating must be different than in these other parts of Boston.

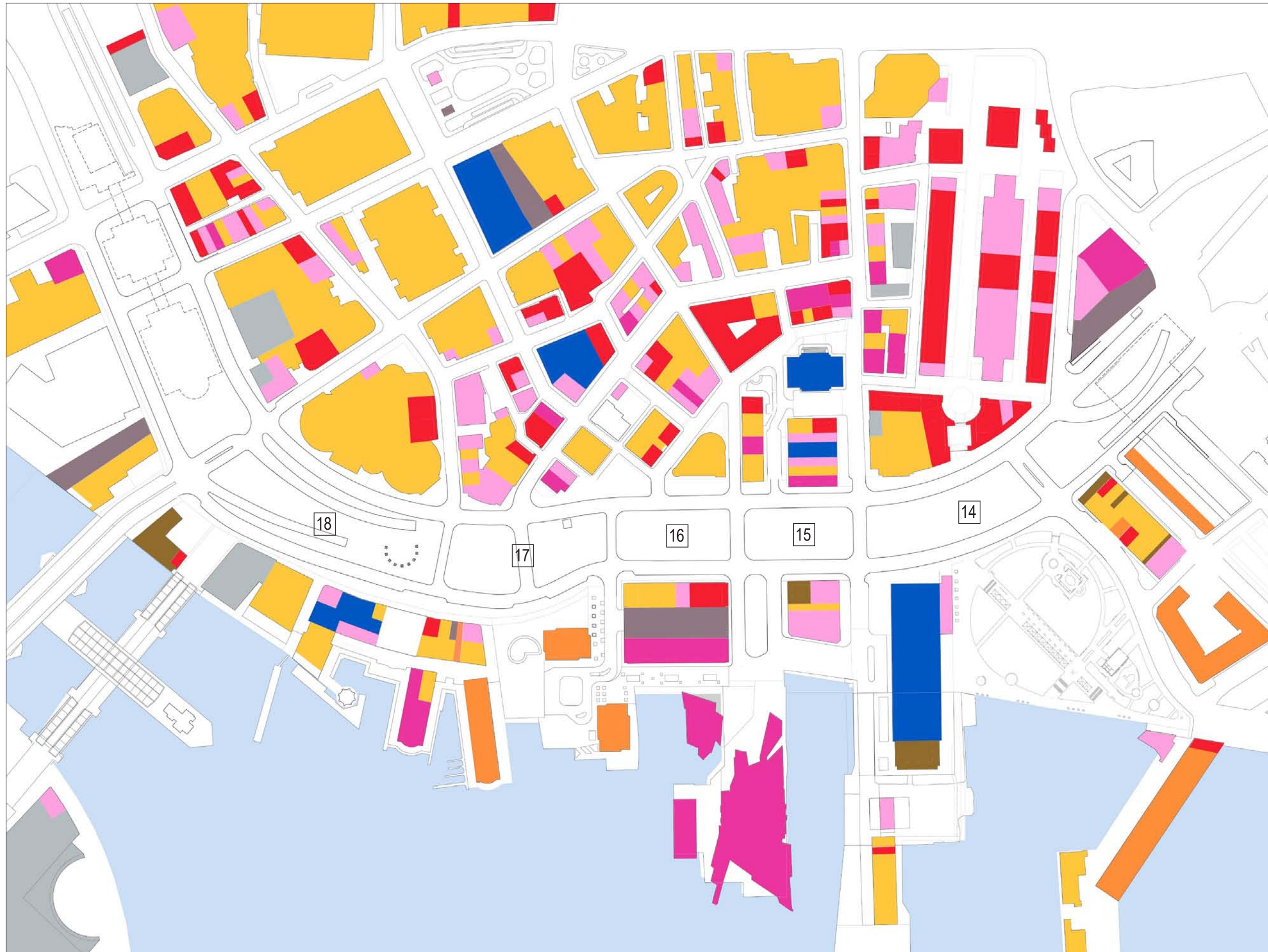
Suburban visitors would be likely to eat and drink at cafes and small eateries in conjunction with a trip to visit the Greenway, depending on the quality of the entire experience, including the ease of transportation and parking. As for stores, this group is attracted to value or uniqueness. While suburban shoppers could be a large and prolific market for retail, repeat customers will be attracted by unusual stores in a safe and pleasant shopping environment with public restrooms and convenient public transport and/or parking.

TOURISM

The tourist market in Boston has risen from 11.4 million to 13 million per year in the last five years. Some of those tourists stay in the five hotels in the area: The Marriott Long Wharf, The Langham, Rowes Wharf Hotel, The Wyndham, and The Boston Harbor Hotel. Three of the city's major tourist attractions are in the Wharf District: The New England Aquarium, Faneuil Hall, Quincy Market and the Freedom Trail. The current retail and restaurant options for the tourist market in this area include shops and services in the hotels, nearby fast-food, pubs, a few stores along State and Broad Street and the food and retail at Faneuil Hall and Faneuil Hall Marketplace. For family tourists in the area, there are few affordable eating places, and only a few less expensive ethnic restaurants. For families, other retail voids are moderately priced hobby, apparel, gifts and general merchandise stores.



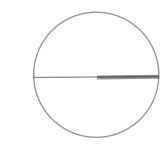
Broad Street has the potential to become an important pedestrian-oriented retail shopping street linked to the Greenway, building on what is already there.



WHARF DISTRICT
FINANCIAL DISTRICT
GROUND FLOOR
LAND USE

- Commercial
- Restaurant
- Entertainment
- Retail
- Residential
- Hotel
- Parking Garage
- Mechanical Room
- Institutional
- 18 Artery Parcel

2 | EXISTING CONDITIONS



15

Wharf
District
Financial
District
EDGES
STUDY

Land Use / Retail Development - continued

In summary, although no market study has been undertaken for the purposes of this report, it is clear that many retail and restaurant opportunities exist in the Wharf District, including along the edges of the Greenway. While the potential to attract a diverse population from local and regional residents, to millions of tourists, considerable planning will have to take place. From a retail perspective, Boston and the region have less retail per square foot than many other cities of a similar size. There are many destination stores and restaurant concepts that would be appropriate in this location if and when the physical character, market and leasing conditions are suitable. For sustainable retail, it will be important that new stores are different from current offerings, suitable in merchandise and price-point, and plentiful enough so that shoppers can easily walk from store to store. The general mix of stores throughout the Wharf District that would suit the markets is:

- quality restaurants, casual cafes and small eateries, affordable family fare and ethnic eateries;
- unique retail stores operated by independent owners;
- destination retail stores, new to the Boston region;
- family-oriented, moderately-priced or value stores;
- village style shops and services.

Boston does not have a cluster of popularly priced, casual antique-style shops, art galleries, and trendy boutiques. While some of this type of retail exists in the South End, in Davis Square and Jamaica Plain, the stores are scattered and do not form a substantial shopping district. There are numerous examples of this in other cities where people of all ages and incomes are attracted to revitalize large areas of non-utilized urban cores. The major issue with this type of retail is that it requires low rents and leasing terms that favor the tenant.

Retail development in an urban region with a varied private sector ownership as in the Wharf District occurs over time. Although some specific preliminary recommendations for particular buildings have been made, this is only a beginning. The process should include a market study that includes the vacant and under developed parcels so that eventually a cohesive and identifiable district is formed including the potential for affordable eating close to the Wharf District parks.

This study reviews a number of properties fronting the Greenway, some of which are discussed in considerable detail. Beyond individual buildings, the neighborhood with the greatest potential to achieve a synthesis of living, working,

and recreation with the introduction of more diverse retail use is the Broad Street / Custom House area. Broad Street forms a long curvaceous link between the city and the sea and between Faneuil Hall Marketplace and the Greenway. It is enhanced by cross streets such as Wharf, Wendell, Custom House and Milk Streets, each one of which provides a pleasant and pedestrian-scale access to the Greenway. It is conceivable that this mini-mixed-use district could be a locomotive for change and with its success creating a spill over demand for more on adjacent streets.

FURTHER WORK

The initiative taken by the Boston Redevelopment Authority to encourage residential development in the Wharf District is a positive move for creating a local customer base on which to develop a retail sector in the area. Building on this initiative, further work should be undertaken to develop policy that will encourage small- to medium-scale retail outlets within the high-rent Financial



Lateral connections linking the Wharf District with the Financial District present opportunities for developing retail and restaurant frontage serving local, city and visitor populations. The potential for Central Street and Milk Street is illustrated as the elevated highway is removed (April 2004)

District adjoining the open space. Broad Street already has some retail frontage and could become a pedestrian oriented retail spine connecting the Wharf District with the city along the historical edge of the old Town Cove.

Another recent initiative taken by the City is to institute an Arts and Cultural Development program. The Wharf District would benefit greatly from the introduction of continuous and seasonal cultural, recreational, and entertainment activities with complementary retail and customer services.

Other issues to be addressed in further studies should include:

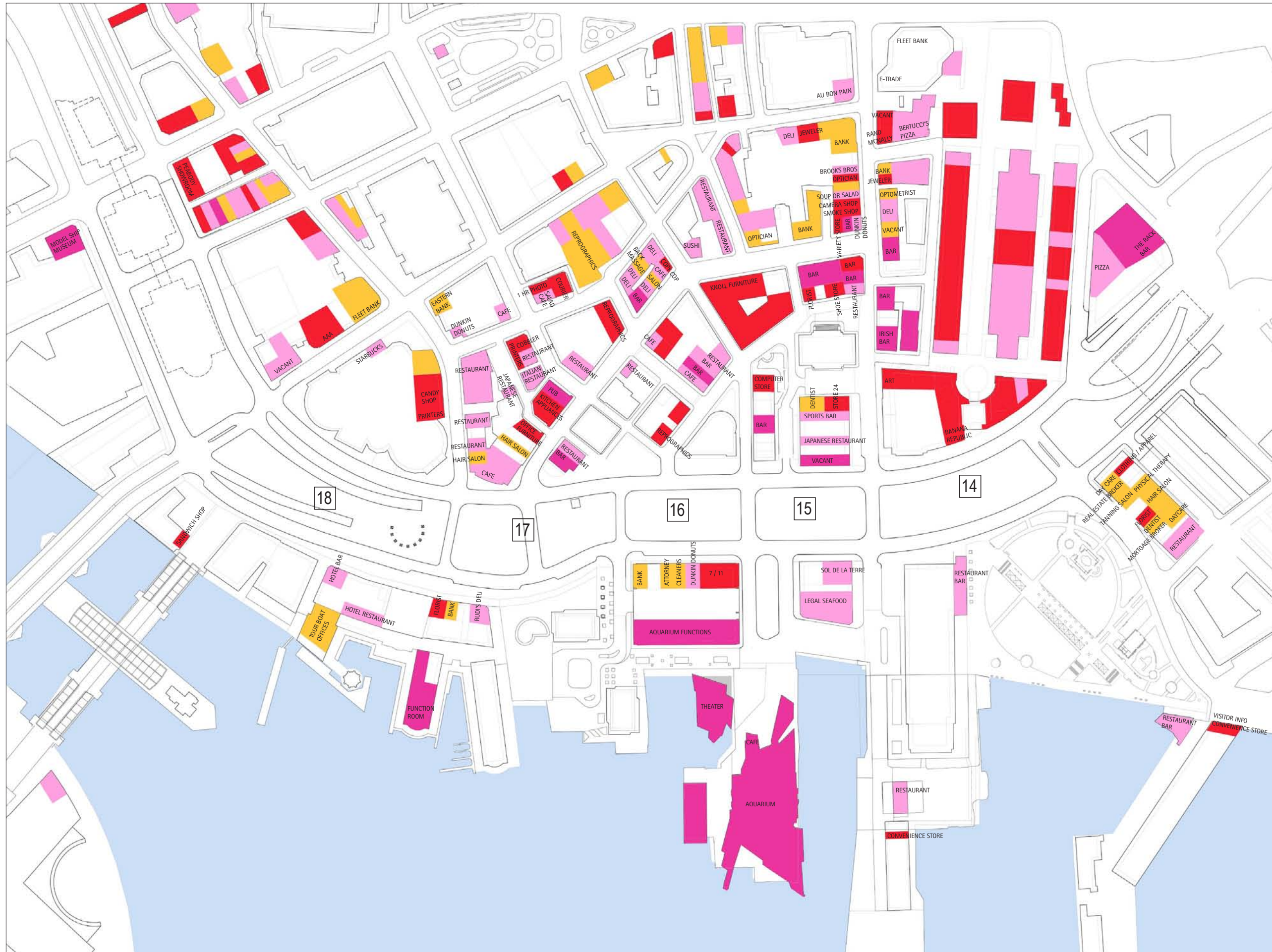
- A study of the potential markets to identify and attract the best retailers with the most suitable merchandise and price points.
- Rents need to be calculated based on phased market improvements, most likely with incentives at first.
- Guidelines should be developed to assist property owners in selecting unique and destination retail and food operations.
- The Wharf District should have a management entity to insure cleanliness, safety, promotions and other issues that arise with the development of retail.
- Ground floor spaces in existing buildings need to be identified for conversion for retail / restaurant use - with large windows, easy street and pedestrian access and bright signage, visible from the parks.
- Gaps between buildings need to be punctuated with temporary retail carts or kiosks or special landscaping so that people will be encouraged to walk from building to building.
- Easy access to low or subsidized parking is key to attract retailers and shoppers.
- Public transportation will have to be convenient, timely, and safe at night.
- The pedestrian environment will have to be strong enough to overcome the traffic, noise, and fumes.

In addition to extending the time tourists spend in Boston, the city and suburban population should be repeatedly coming to enjoy shopping, entertainment and cultural and recreational activities. They should feel as at home and safe in this part of the downtown as they do in their own neighborhoods and they should be able to find venues and activities that are accessible and affordable with unique stores and attractions. The Wharf District with its parks, waterfront and new and old buildings can be the home for such attractions. It can help bridge some of these urban gaps when and if conditions and guidelines are sensitive to the needs of the market. It is important always to remember that retail development must be market driven, based on reality, and competitive with other Boston retail nodes.

WHARF DISTRICT
FINANCIAL DISTRICT
RETAIL LAND USE

- Commercial
- Restaurant
- Entertainment
- Retail

18 Artery Parcel



2 | EXISTING CONDITIONS

17

Wharf
District
Financial
District
EDGES
STUDY

Tourism | Visitor Amenities

The Wharf District is situated at the confluence of tourist routes and destinations encompassing history (Faneuil Hall, the Freedom Trail); education (the Aquarium and Children's Museum); recreation (the Harbor Islands and Harbor Walk); and consumption (Quincy Market, the restaurants). Considering the importance of tourism to the city's economy and to this part of town in particular, facilities are perfunctory and not well distributed.

Most tourist amenities (such as public bathrooms and information booths) are concentrated in the Wharf District around the two main attractions: Faneuil Hall and Quincy Market on the city side, and the New England Aquarium and the boats on Central Wharf, on the harbor side of the Greenway.

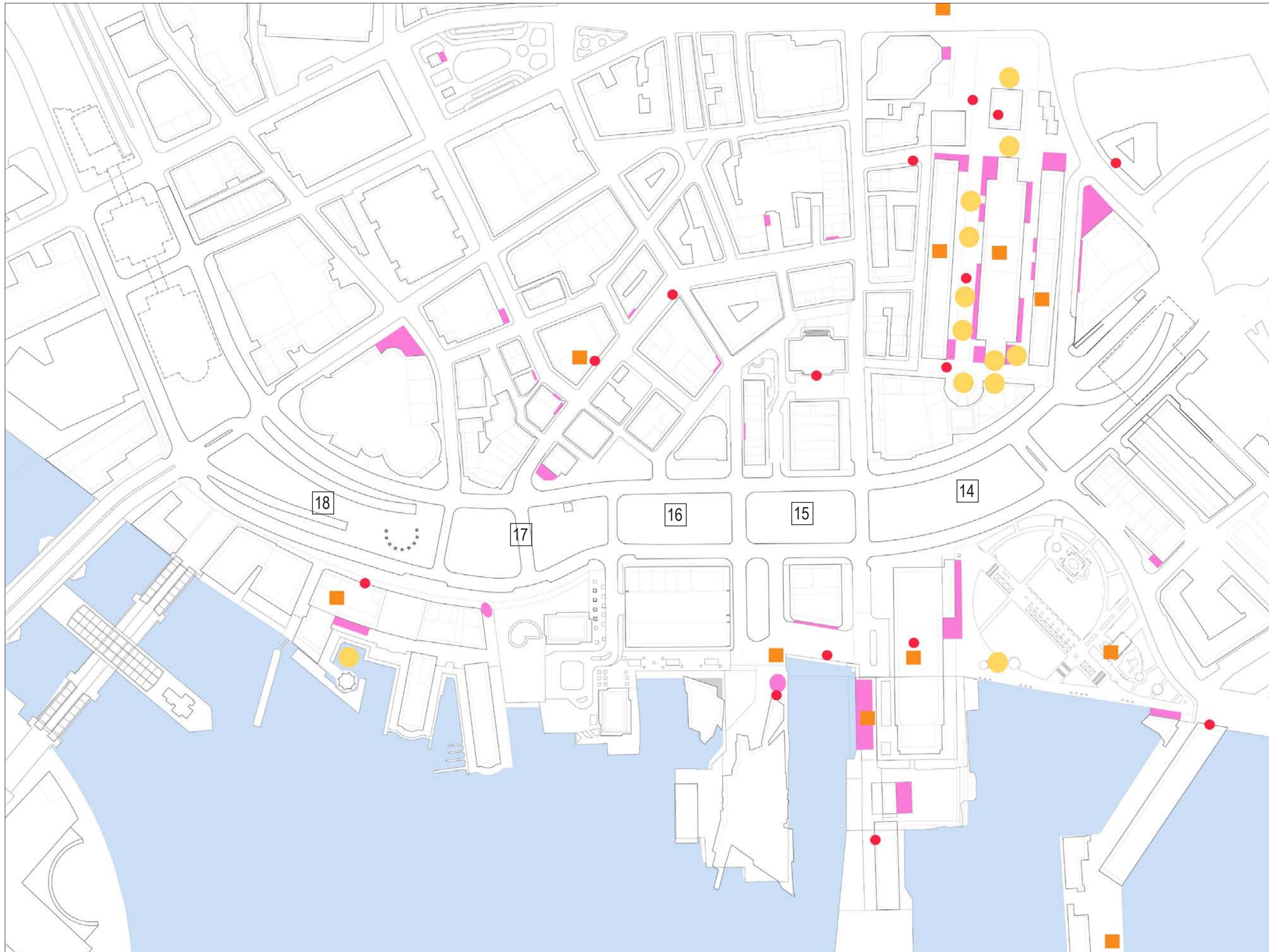
A significant opportunity highlighted by this map is to locate a visitor information center and other amenities on Parcel 14, accessible from Quincy Market and Long

and Central Wharves.

In addition to building frontages facing the Greenway itself there is potential for restaurants and affordable eateries in streets adjoining the Greenway, particularly Broad Street, Milk Street and Central Street.

2 | EXISTING CONDITIONS



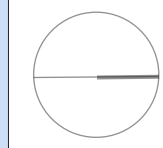


WHARF DISTRICT
FINANCIAL DISTRICT
VISITOR AMENITIES

- • • Visitor Information
- ● ● Performance Spaces
- ■ ■ Public Restrooms
- Sidewalk Cafes

18 Artery Parcel

2 | EXISTING CONDITIONS



19

Wharf
District
Financial
District
EDGES
STUDY

Pavement Materials

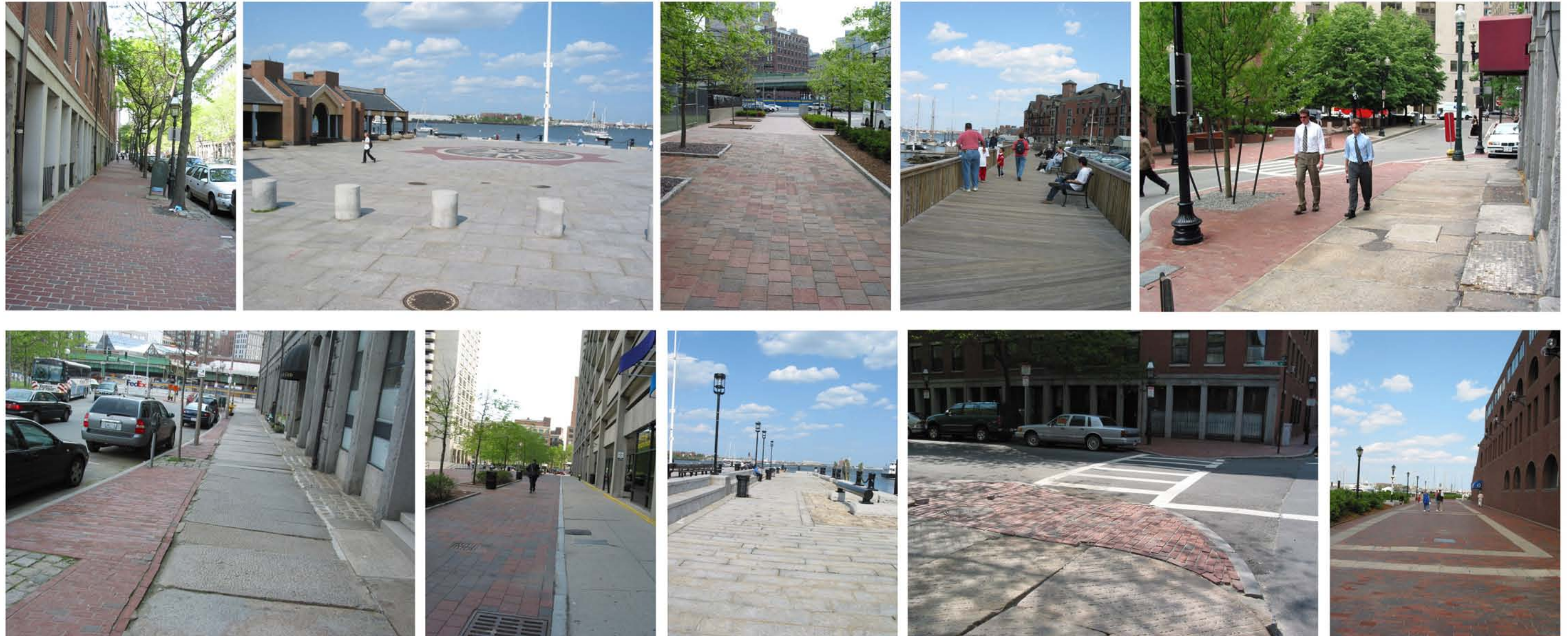
As the map opposite indicates, the Wharf District has a wide variety of paving materials. If there is any logic to the mixture, it appears that granite occurs around the perimeter of recently built major commercial buildings and brick occurs, increasingly in recent years, in important civic areas. Concrete and bituminous asphalt occur either adjacent to service areas or where there may have been a lack

of funds (e.g. the paving in Christopher Columbus Park).

As far as indicating a proposed design direction, it is the opinion of this study that a differentiation could be made between the Harbor Walk and other areas of city streets with the introduction of hardwood decking suggestive of the material and

structure of the wharves - and in many cases, such as Long Wharf, more appropriate as a lightweight decking over a pile structure.

2 | EXISTING CONDITIONS

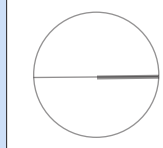


WHARF DISTRICT
FINANCIAL DISTRICT
PAVEMENT MATERIALS



- Brick Paving
- Concrete Paving
- Asphalt Paving
- Granite Paving
- Wood Decking
- 18 Artery Parcel

2 | EXISTING CONDITIONS

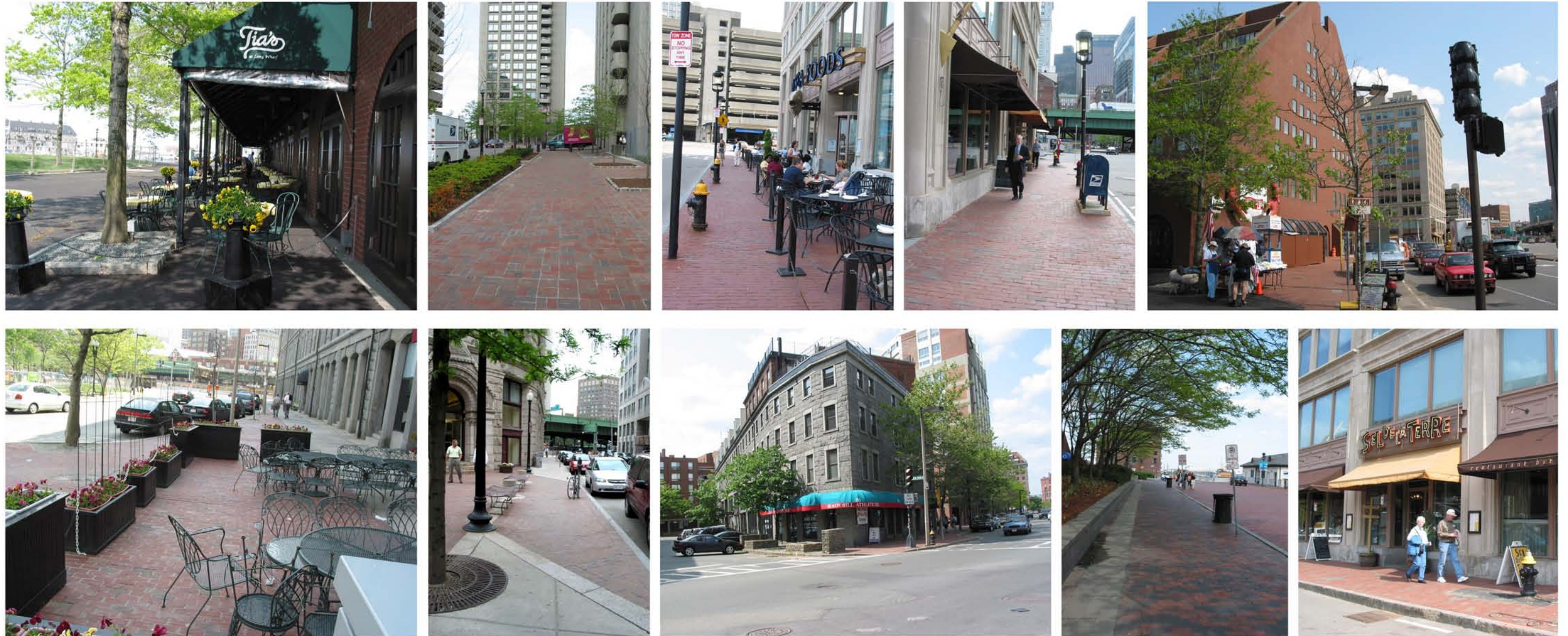


Inviting Pedestrian Environment

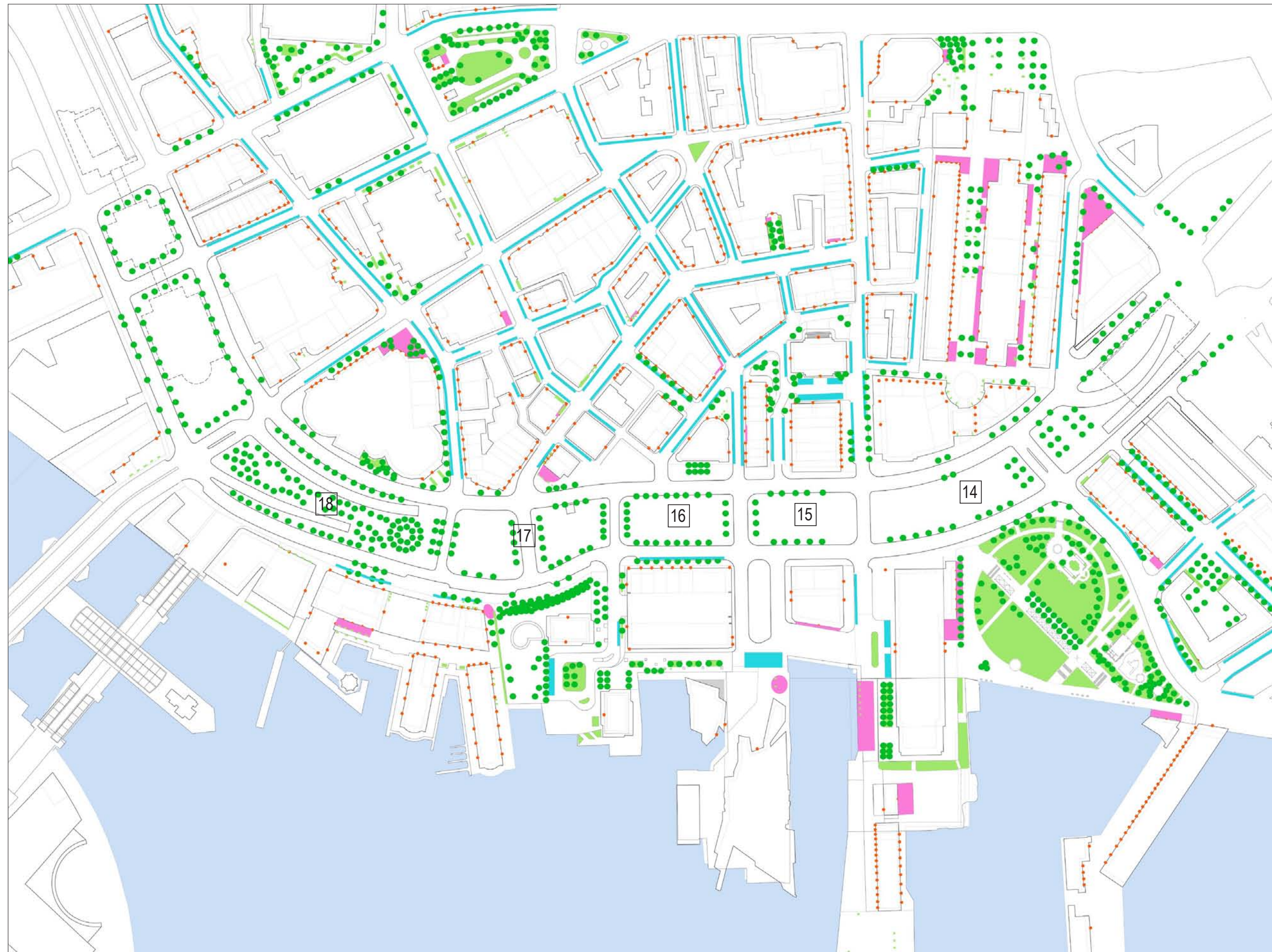
The equation of street trees, cafés, multiple front doors and brick paving with a convivial and meaningful civic life may be to reduce the design of the public realm to formulaic banality. There are nevertheless numerous instances throughout the Wharf District where such combinations of physical qualities and programmatic functions prevail, mostly with positive results in the sense that they generate activity on the street.

Most strikingly, according to this formula, the most 'inviting pedestrian environment' abutting the Greenway is the Harbor Garage, the ground floor of which is lined with small retail outlets that are commercially successful and engage pedestrians on the sidewalk as well as residents from the nearby Harbor Towers and Rowes Wharf. In this instance, the power of program over quality of design is most evident. In the case of Quincy Market, the success of the retail outlets as an

attraction to tourists lies as much in the architecture and historical and cultural references as it does in the merchandise.

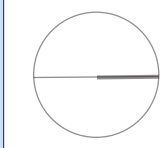


WHARF DISTRICT
FINANCIAL DISTRICT
INVITING
PEDESTRIAN
ENVIRONMENT
STREETScape DIAGRAM



- Curbside Parking
- ● ● Pedestrian Entrances
- Sidewalk Cafes
- ● ● Trees
- Planters and Existing Lawn
- 18 Artery Parcel

2 | EXISTING CONDITIONS



Uninviting Pedestrian Environment

Garbage dumpsters, blank walls, machine rooms, entrances to parking garages and service access doors are some of the qualities in a streetscape that make it inconvenient and unattractive to pedestrians. There are numerous instances of these features along the length of the Greenway, most often in buildings whose owners and architects failed to anticipate the removal of the elevated highway. There are however numerous instances where remedial action can be taken to ameliorate

the pedestrian environment by either opening up a blank wall (Marketplace Center and the Marriott Long Wharf Hotel) or by adding program to enliven the edge (e.g. International Place).

Other situations which on paper appear to be inhospitable, such as the blank wall of the State Street Block, are so infused with historical associations scarred into the brickwork that this otherwise delinquent feature becomes a major urban asset

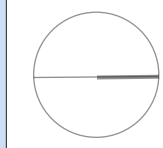
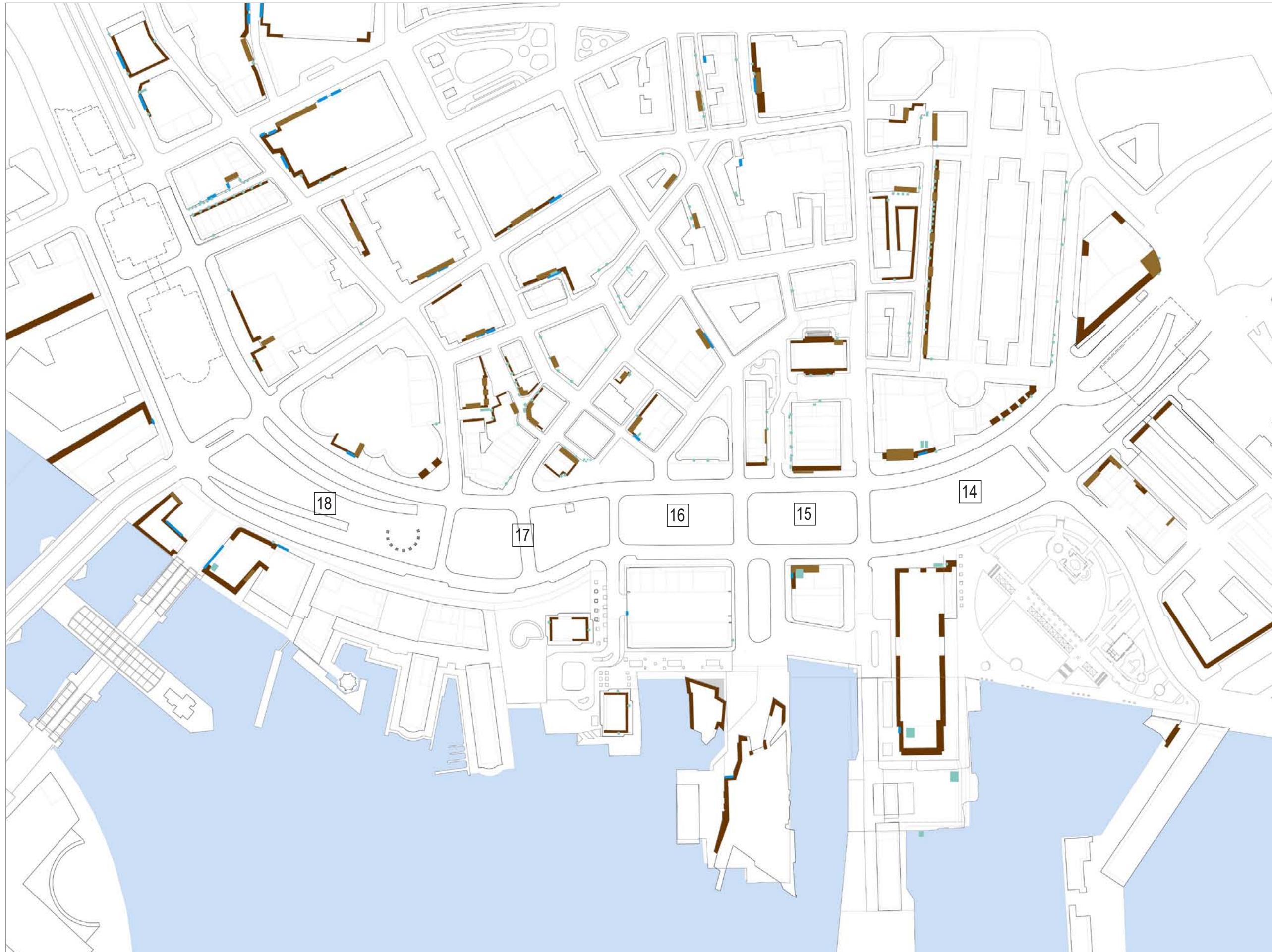
in itself.

This map represents in the most general terms an agenda for intervention to improve the quality of the streetscape in critical areas.



WHARF DISTRICT
FINANCIAL DISTRICT
UNINVITING
PEDESTRIAN
ENVIRONMENT
STREETScape DIAGRAM

- ● ● Service Entrances
- ■ ■ Loading Docks
- ■ ■ Garbage Dumpsters
- ■ ■ Mechanical Rooms
- ■ ■ Solid Facades
- 18 Artery Parcel



3 | URBAN DESIGN RECOMMENDATIONS

PRINCIPLES FOR URBAN DESIGN IN THE WHARF DISTRICT

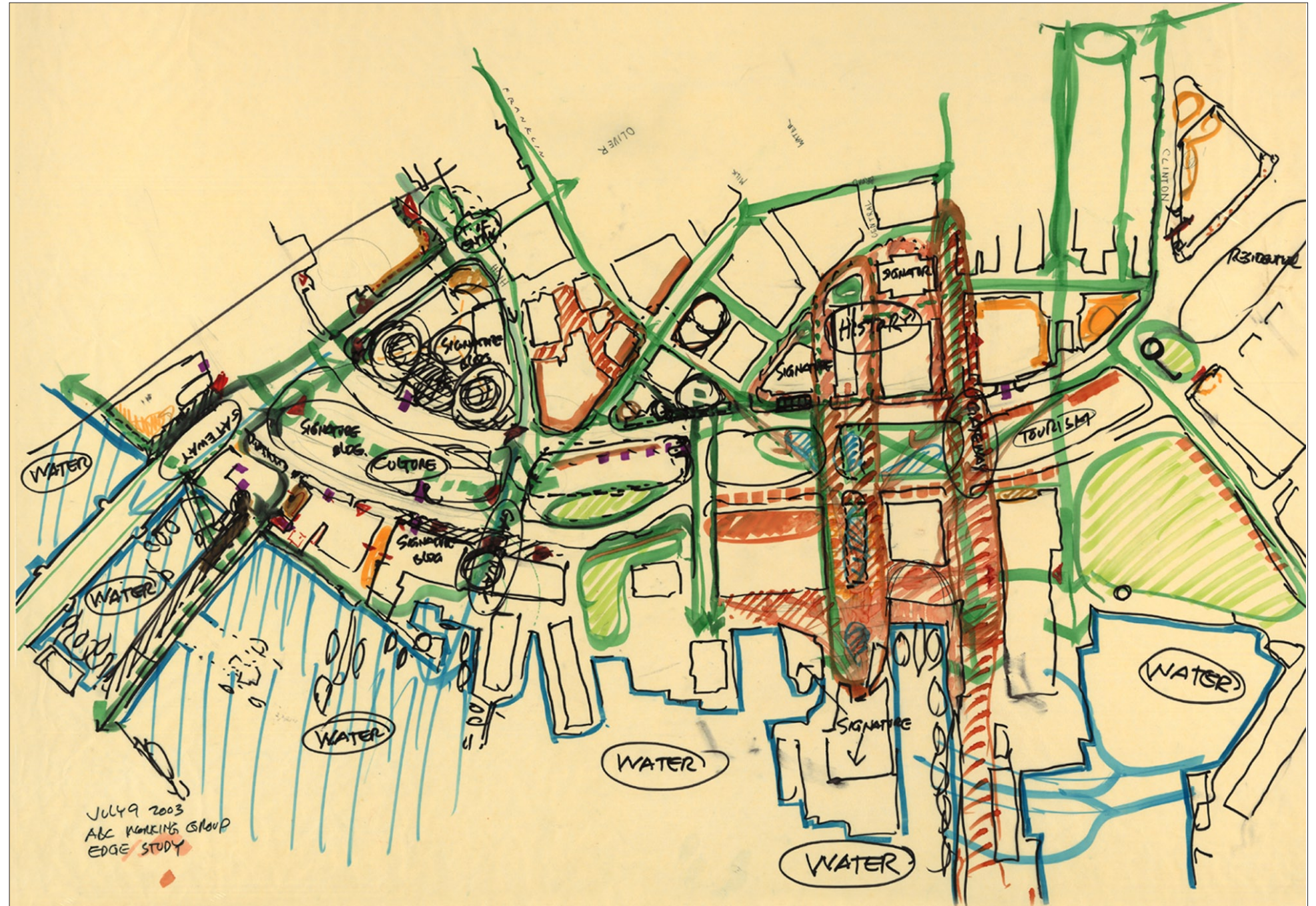
The following four planning principles, supported by general recommendations for the development of the Greenway 'edges' in the Wharf District, inform many of the considerations incorporated in the individual design studies and the proposed interventions outlined in the following chapter. These principles and recommendations are intended as guidelines for future planning, design and development within the district.

- 1 Principles focused on physical design of open space to improve the function, appearance, sustainability and perceived significance of the entire urban fabric;
- 2 Principles for creating a successful mix of land uses and programs in an effort to provide all-day, all-week, all-season levels of activity that make the city and the open space lively and attractive;
- 3 Principles for the creation of a safe and inviting pedestrian environment; and,
- 4 Principles for managing traffic, parking and the servicing of buildings within this congested area.

The themes and guidelines within these principles are interwoven and codependent, mostly coherent and occasionally contradictory. This study does not propose a definitive plan but illustrates the potential revealed by the removal of the highway. It indicates, by worked example and guideline, ways of revitalizing the city streets that have lived for half a century under the shadow of a previous generation's error in judgment.

1.0 TO CREATE ATTRACTIVE, SUSTAINABLE URBAN ROOMS

It has been a principal point of departure for each of the studies undertaken at the edge of the Greenway that they form part of a continuous matrix of open spaces or "urban rooms" linking back into the city and the waterfront (as in the BRA's *Crossroads Initiative*). Implicit in this idea is that the integrity of place will be enhanced through interventions in streetscape design leading into the Greenway and that the character of place will be derived with reference to specific topographical and historical cues associated with that place. Finally it is assumed that the social and economic success of the public realm will depend on sustainable environmental strategies that seek to preserve natural resources both in material form and in the operation of urban systems (particularly on this larger scale, in the management of transportation and hydrology) as well as supporting the micro-economy of small scale commercial and retail enterprise.



Sketch diagram indicating the concept of 'places' within the Wharf District with links connecting the city and the waterfront

1.1 CREATING PLACES - The significance of the Greenway park system and the key to its success will be the degree to which this public open space creates significant new places within the city and enhances the character of places already established. The Wharf District is composed of a number of such places either existing already (such as Custom House Square, Central Wharf and Christopher Columbus Park) and those that are latent under the footprint of the elevated highway - for example, the connection between the Rowes Wharf Arch and High Street, the nexus of streets converging around Broad Street and the connections between Long Wharf and Central Wharf, each back to their origins in the city. The creation of such places, or urban rooms, within the public realm will create variety and capture the character of place in counterpoint to the continuity of the surface highway and the tunnel below. It is this sense of place and the potential for the creation of a series of urban rooms within the ambit of the Greenway that has guided design studies within the four areas treated in this report:

- Fort Hill / Rowes Wharf;
- Broad Street / India Wharf;
- Custom House / Central Wharf;
- Quincy Market / Long Wharf.

1.2 STREETScape - Each of the areas of intervention or places identified above will depend for their identity not just on the interventions in individual buildings but in the creation of an integrated design linking one side of the Greenway to the other in the newly created places. The elements at the designers' disposal include street trees, lighting, signage and other street furniture.

1.3 HISTORY AND URBAN MEMORY - The history of the Wharf District constitutes a layering of topographical, maritime, economic and socio-political themes, starting with the foundation of the city's maritime economy and the construction of Dock Square and ending, in our time, with the removal of the elevated highway. These material and cultural historical themes are best preserved as clues to the city's past, to be discovered or uncovered by residents, workers or visitors, rather than framed and presented for exhibition. The difference in approach may be subtle but can make the difference between turning the city into a showcase for tourists gorged on the passive consumption of packaged culture, and the joy of revelation as the reward of inquiry and interpretation. Physically, it makes the difference between a city festooned with signs and plaques and didactic markers at every street corner, a city served up for observation - and a city that reveals its past in its

wrinkles while addressing its public realm to the needs and character of its residents and workers, a sustaining and supportive city, lively morning and evening and at the most inhospitable times of year when there is not a tourist in sight. It is this city that will become a spectacle in itself, almost unique in this culture, and a joy to visit.

1.4 SUSTAINABLE ENVIRONMENT - Taking a lesson from the construction of the elevated artery, it is demonstrably clear that urban solutions too narrowly defined (in this case the parameters of rubber wheeled transportation as defined in the 1950's) either have a limited shelf-life or have a debilitating or devastating effect on the host city. In the planning of the underground tunnel and the Greenway above, the scope has been widened through environmental review and public process to take into account the complexities of reinvigorating the adjoining urban fabric. The scope of this study has focused on programming content and urban design within the study area. There are nevertheless more systemic issues to be addressed outside this scope in order

FINGERS TO THE SEA
The removal of the elevated highway allows streets that once connected the working waterfront with the financial institutions of the city to resume their role as links from the Harbor to an open space network permeating the city. Each street has the potential for the development of ground floor uses encouraging pedestrian traffic.



to ensure the long term environmental sustainability of the Greenway and the adjacent streets. In particular, the enjoyment of the open space and the health of planted areas will be dependent on a long term policy for clean air and the management of water resources and the health and safety of pedestrians in the area will be dependent on traffic management. The City of Boston has already taken an initiative with an energy efficient building policy; the State has incorporated numerous energy and resource efficient criteria into the Massachusetts Building Code; and the LEED system of project assessment is gaining widespread application throughout the country. The development of the Greenway presents an outstanding opportunity to apply these principles to urban landscape design and management in a way that will enhance the adjoining 'edges' of the Wharf District as significantly as the matter of urban aesthetics.

2.0 TO CREATE A VIBRANT MIX OF USES FOR 18-HOUR ACTIVITY

The most successful parts of Boston are those where there is a rich mix of uses complementing one another to create and support activity through prime times and through evenings, weekends and the cold season. Back Bay, Bay Village and areas of the South End are examples of this mixture of uses working successfully. While the North End, Chinatown and the Leather District have elements of this urban mixed use that are likely to become more successful with the removal of the elevated highway, the Wharf District is predominantly commercial with the potential to diversify as the Greenway comes into its own as a downtown amenity. Most of the proposals illustrated in the case studies are exemplary of this approach to mixed use infill.

2.1 RESIDENTIAL DEVELOPMENT - the greatest potential for residential development is in the neighborhood centered around Broad Street, both in new construction and in adaptive re-use of existing buildings.

Adding to the population of Rowes Wharf and Harbor Towers will generate a residential infrastructure of smaller scale retail outlets and services that will help sustain urban living and generate use of the Greenway out of business hours.

2.2 RETAIL DEVELOPMENT - the Broad Street area represents the greatest potential for small scale retail expansion for residents of the area and for both residents, office workers and visitors, specifically targeted restaurants.

The blank ends of many of the buildings fronting the Greenway will be particularly attractive for high end retail and eating establishments.

2.3 SHORT-TERM INTERVENTIONS – most of the interventions proposed in this study will be implemented over a number of years and further proposals will emerge over the course of time. In that intervening period there will be some parcels of land lying fallow and projects remaining unrealized. With this in mind we propose an 'early action' program for at least three areas leading into or immediately abutting the Greenway. This early action might be of a temporary nature, a placeholder to upgrade the environment pending the full development of the site.

The three areas proposed for such treatment include:

- the Broad Street frontages from Franklin Street to Purchase Street;
- the Wharf Street / India Street parcel made into a temporary park;
- Parcel A3N in front of the Aquarium that could be immediately upgraded to accommodate pedestrian visitors within a park environment.

In addition to such physical intervention, the introduction of an arts and culture program based on the Wharf District open space, covering all seasons, has the potential for acting as an important animator of the entire district.

3.0 TO CREATE A SAFE AND INVITING PEDESTRIAN ENVIRONMENT

While there has been considerable thought and effort devoted to creating a safe pedestrian environment (in particular through the STAF process from 1995-96) there nevertheless remain some areas requiring continuing attention to establish and reinforce pedestrian networks through the city as they touch upon the Greenway; to address localized areas where there may be pedestrian conflicts with vehicular traffic; and to develop wayfinding through landscape and urban design supplemented by signage.

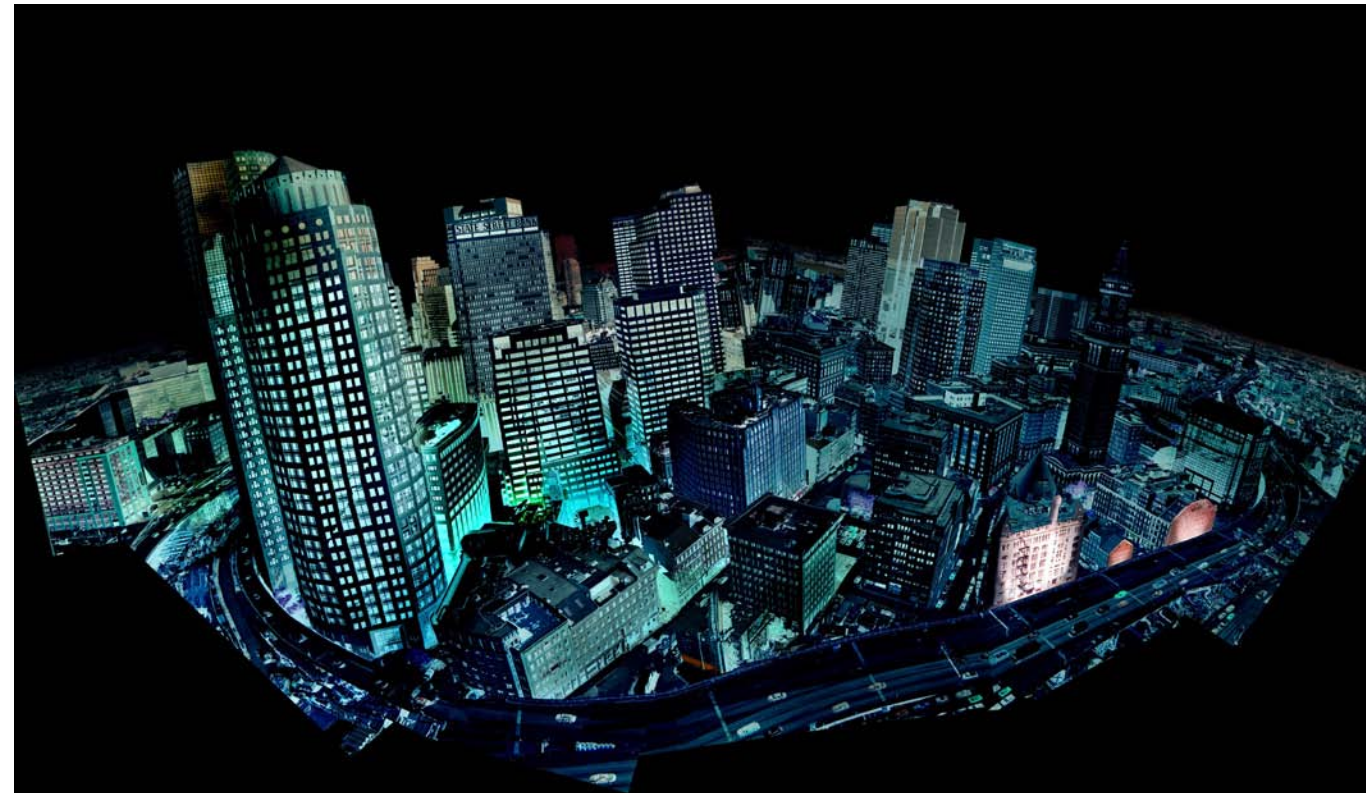
- 3.1 THE HARBOR WALK has been a major initiative of the Boston Redevelopment Authority for the past twenty years. In the development of the Wharf District edges opportunities present themselves in continuing the Harborwalk public pedestrian space around the old Northern Avenue Bridge between 470 Atlantic Avenue, Hook Lobster and the Coast Guard building.
- 3.2 "FINGERS TO THE SEA" – this has been a constant theme in much of the discussion focused on the development of the Wharf District section of the Greenway. The Mayor's Crossroads Initiative takes this theme as central to the intention to rejoin the city with its waterfront, developing each 'crossroad' as a node of more intense activity. The opportunities for developing pedestrian links across the Greenway exist at Oliver Street / Northern Avenue; at Broad Street / Wendell Street / Wharf Street / East India Row; at Central Street /

Central Wharf; at State Street Long Wharf; and at the 'Walk to the Sea', a pedestrian trail connecting Beacon Hill with the water's edge through Quincy Market and the southern edge of Christopher Columbus Park.

- 3.3 SAFETY – while the Greenway is intended to be a predominantly pedestrian environment, the open space is nevertheless flanked by two heavily trafficked surface roads, numerous cross streets and connections to the Interstate in the tunnel below. Critical areas that merit serious design attention include the on- and off-ramps on Parcels 12 and 18; all of the crosswalks, particularly those between the Rowes Wharf arch, a major pedestrian commuting route; and the Central Wharf traffic congestion involving private automobiles, buses and trolleys circulating within a dockside area that would ideally be predominantly pedestrian.
- 3.4 DIRECTIONS – pedestrians need to be able to find their way around in order to enjoy the urban fabric without anxiety. To a great extent the 'signing' of

directions is best achieved with natural features (the waterfront and harbor) and landmark buildings including vertical landmarks such as the Custom House Tower, International Place and Harbor Towers, and architecturally idiosyncratic landmarks such as the Aquarium Building, the Rowes Wharf Arch and the Grain Exchange. The Greenway itself will be a major orienting landmark both as an open space and in revealing the edges of the Financial District and the harbor.

There are two additional landmarks that will be revealed by the removal of the elevated highway, the old Northern Avenue Bridge and Long Wharf. In the case of the Bridge, there is a long term plan for it to be restored as a pedestrian link to the Seaport and as an iconic gateway to the Fort Point Channel. Long Wharf, the most celebrated piece of civil engineering in the 18th and 19th centuries, is today a forlorn structure, insignificant by neglect but rich with potential as a prime viewing point for both the city and the harbor. Where architecture and urban design cannot provide any more than a general sense of direction, there will be a need for limited and restrained signage for both tourists and



THE CITY AT NIGHT

In addition to the potential for physical development and the introduction and expansion of residential, retail and cultural program in the Wharf District, an opportunity presents itself to illuminate the newly revealed building frontages and the bridges linking the Wharf District to the South Boston Seaport across the Fort Point Channel. The frontage of the Harbor Garage could be revitalized as a screen for projecting images on dark winter nights or on special occasions.

The western edge of the Wharf District parks will reveal building facades concealed by the elevated highway for the last fifty years. A lighting program to illuminate landmarks and historic elevations will enhance the edge, particularly during the winter months.

even residents and workers – for example on routes through the Broad Street / Franklin Street neighborhood, such as the Wendell Street / Wharf Street / East India Row connection.

4.0 TO CREATE A DISTRICT EASY TO GET TO AND THROUGH

4.1 PUBLIC TRANSPORTATION – it has been a constant theme of this work that if the Greenway is to succeed as recreational open space it must be filled with people to give the space vitality, particularly during off-hours and out of season. One approach to this would be to make the surface artery flanking the Greenway a major commuting connection between the Financial District and the Waterfront and the rest of the city. Bus connections to the neighborhoods would make the Greenway an attractive downtown destination point for residents of the city (see the map on page 12). A Wharf District Shuttle would provide lateral short-run connections between North and South Stations via Congress Street and between the Wharf District and the South Boston Seaport

and Charlestown along the Harbor Boulevard.

4.2 WATER TRANSPORTATION – with the removal of the elevated highway and the further development of the Harbor Walk, an expansion of the commuter services (particularly to the North Shore) and tourist destinations to the Harbor Islands National Park will be both possible and attractive.

4.3 TOURIST TRANSPORTATION – in the summer months between Memorial Day and Labor Day and into the Fall, the Wharf district confronts a major problem with the movement of tourists through the area with tour buses, trolleys, Duck Tours and school buses. While individual design studies have proposed some mitigating arrangements to address the congestion and pedestrian / vehicle conflicts generated by this traffic, the resolution to these issues lie on a larger, city scale, particularly with regard to out-of-center parking for tour buses.

4.4 PRIVATE AUTOMOBILES – this report urges the City to study ways of reducing

dependence upon the private automobile in this central city location, for those who work in the city and for visitors. Attractive alternatives to the convenience and comfort of a private car can be developed with different modes of public transportation with accompanying information. While such alternatives are developed however, measures also have to be taken to improve the efficiency of downtown parking, particularly during off-hours.

4.5 SERVICE VEHICLES – there are critical locations throughout the Wharf District where on-street maneuvering and queuing are a cause of congestion on surface streets. Areas where such difficulties arise are: the Hook Lobster forecourt; Central Wharf; Marketplace Center and International Place. One approach to resolving these inefficiencies is to institute restricted hours for loading and unloading, to limit the size of delivery trucks and to mandate alternative routes for through truck traffic.

The Harbor Garage, overlooking the eastern edge of Parcel 16 on the water's edge, could be retrofitted with a scrim acting as a screen. Illuminated imagery could be shown for special events or as a regular feature during winter evenings.

As the principal pedestrian link between the Wharf District and the South Boston waterfront, the Old Northern Avenue Bridge could be illuminated both for convenience and as an architectural feature on the Harbor's edge.

The Congress Street Bridge is a major vehicular and pedestrian link between the city and the South Boston waterfront. Illuminating the bridge will enhance the image of the Fort Point Channel as an extension to the open space adjacent to the Greenway.



HMAP



SCHWARTZ / SILVER ARCHITECTS



JUNG BRANNEN ASSOCIATES

4 | PROPOSED INTERVENTIONS

AREAS OF INTERVENTION

The areas of intervention described below and delineated on the map have been determined by two primary considerations. Firstly, there are those properties adjoining the Greenway whose owners are taking the initiative to respond to the opening up of their building to the public open space and to adjust and improve their properties accordingly. Cases in point include International Place, Hook Lobster, Rowes Wharf, Harbor Towers, the Harbor Garage, Marketplace Center and the Marriott Long Wharf Hotel.

Secondly, there are those areas adjoining the Greenway that are extensions of the public realm where the quality and purpose of the street can be improved as a result of the Greenway development. Instances of this type of public realm improvement include the Oliver Street / Fort Point plaza; the potential opening up of a pedestrian walkway along Wharf and Wendell Streets linking Broad Street to East India Row; and the development of a more functional and attractive public space on Parcel A3N in front of the Aquarium. In the latter cases each proposal will serve as a vision for action around a common interest involving public / private cooperation.

PLACEMAKING

Following the principles laid out in earlier sections, the proposed interventions are grouped with the aim of creating distinct places, each with their own character.

The assessment of the neighborhoods is based on the premise that the strongest design interventions will be based on a thorough understanding and definition of place and site. This approach to site analysis is based on an understanding of **natural topography** (e.g. the Fort Hill area being the original edge of the Shawmut peninsula drumlin); the **historical development of urban form** (e.g. the development of State Street and Long Wharf as coextensive); and the identification of **significant architectural forms** that create places within the urban matrix (e.g. the Custom House Tower and the Rowes Wharf Arch).

Based on these categories, four sub-districts are delineated in the adjacent map and summarized below:

- Fort Hill / Rowes Wharf
- Broad Street / India Wharf
- Custom House / Central Wharf
- Quincy Market / Long Wharf

These brief descriptions of characteristic 'places' within the Wharf District are followed by detailed studies of properties and places within each sub-district.

1. FORT HILL / ROWES WHARF

- a. This neighborhood is clearly marked by the signature landmarks of the towers of International Place, the Old Northern Avenue Bridge and the great arch at Rowes Wharf. Historically, the rise in elevation at the location of International Place was Fort Hill, from colonial times the site of battery emplacements protecting the inner harbor.
- b. A significant characteristic of the buildings facing the Greenway is the preponderance of service and parking access ramps as well as mechanical rooms. If the natural limits of this neighborhood are viewed as a triangle defined by High Street, Oliver Street and the waterfront there is a strong suggestion that the buildings present their most accessible frontages facing 'outwards' (towards the city one side, Fort Point Channel on the other) and their service areas 'inwards', towards Parcel 18 and the surface artery. These 'outer' faces are therefore more disposed to pedestrian traffic (particularly the outstanding length of accessible waterfront), and the inward looking elevations more towards vehicular traffic, especially around Oliver Street and the highway access ramps.
- c. There are four 'gateways' into the triangle: at Fort Hill Square leading down either Oliver or High Street into the Greenway and the waterfront; at the Northern Avenue and Old Northern Avenue bridges that act as gateways between the Seaport and the Financial District; and at Rowes Wharf where the arch serves as the gateway between the harbor and the city proper.
- d. One route for pedestrians, often highlighted as being particularly hazardous, is the sidewalk on the north side of Oliver Street linking Fort Hill and the Channel. This route brings pedestrians into immediate conflict with vehicles coming out of the southbound off-ramp or turning into the northbound access ramp to the highway tunnel. For this reason alone, the Oliver Street south side sidewalk should be designed as the major cross route for pedestrians.

2. BROAD STREET / INDIA WHARF

- a. Broad Street, delineating the southern edge of the old Town Cove, is a major link from the heart of the Financial District to the Greenway and the water's edge at Rowes Wharf. At the crossing over the Rowes Wharf

arch, it is designated as one of the Boston Redevelopment Authority's "Crossroads" signifying a place of more focussed and intense activity within the Greenway.

- b. The conjunctions of smaller scale buildings clustered around the Broad Street and Franklin Street crossroads are firstly, a reminder of the fine street scale of eighteenth and nineteenth century Boston and secondly, an opportunity to encourage a pattern of small and medium scale mixed use within an otherwise high rise neighborhood.
- c. While the natural 'gateway' between the city and the Greenway is at the crossroads of Broad and Franklin, the 'signature place' is the narrow and serpentine Wendell Street, presently a back alley but potentially a pedestrian place of outstanding charm.
- d. While the charm of the small scale brick buildings and the grace of the aptly named Broad Street encourage expressions of desire for residential and small-scale retail and commercial development, the economic viability of such projections remains to be analyzed.
- e. As constituted, the two Harbor Towers are signature buildings in themselves, a landmark on the harbor's edge but in both architectural form and use, isolated from the water's edge and the city. Although the adjacent retail stores in the Garage structure provide some services of interest to the residents and the Harbor Walk provides a recreational trail, the 'neighborhood' is in effect within each tower structure.
- f. The physical isolation of the residents from their urban surroundings is articulated in the architecture of the buildings and their grounds. The blank wall to the Greenway and the exclusion of the public from the most direct route across the property are both significant issues to address in the reengagement of this residential community with the Greenway and the city on the other side. In this respect, the potential for the development of small scale retail in the Broad and Franklin Street neighborhood signifies the greatest prospect for re-establishing walkable links to the city.

3. CUSTOM HOUSE / CENTRAL WHARF

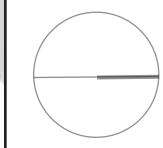
- a. This matrix of streets and buildings constitutes the most archetypal of the lateral connections across the Greenway. The State Street crossing of the Greenway is another of the BRA's designated "Crossroads" on the Greenway. State Street and Central Street each form strong functional and historic links between the wharves and the city, signified in the landmark

WHARF DISTRICT
FINANCIAL DISTRICT
DISTRICT ANALYSIS



- Study Area
- Neighborhoods
- Landmarks
- Gateways
- Crossroads Initiative

4 | PROPOSED INTERVENTIONS



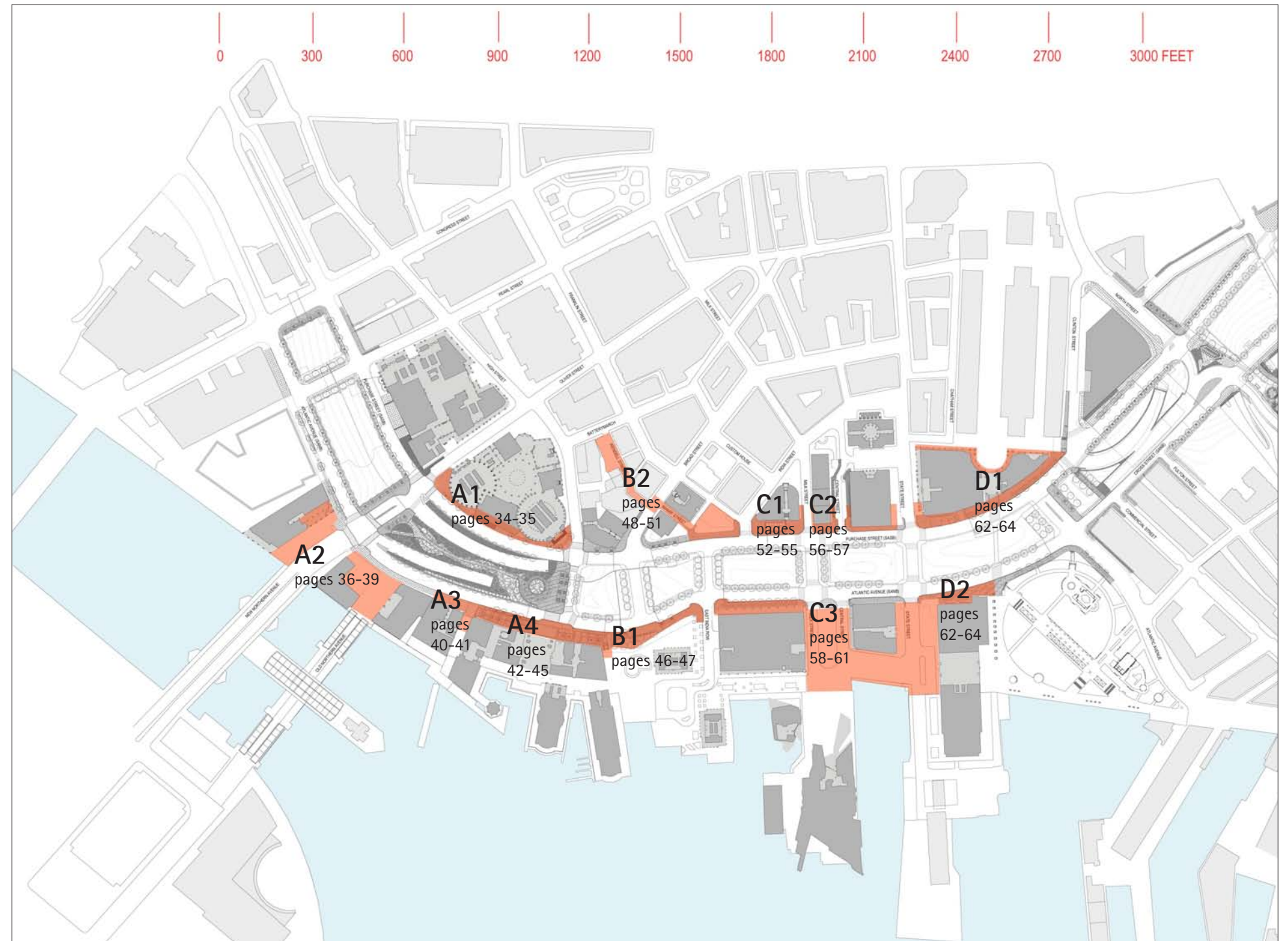
Proposed Interventions

of the Custom House tower. Both streets are, at almost any point, a gateway into the city or out to the harbor.

- b. There is an outstanding opportunity for drawing the ends of these lateral axes in to a center established within the Greenway engaging the street frontages of the existing buildings to establish pedestrian circulation and activity throughout the length of each of these lateral streets.
- c. As the principal focus of tourism, the critical issue in this area is parking for the tour buses and the trolleys as well as taxis. In the late spring, summer and early fall the frontage to the Aquarium, the outside dining to 255 State Street, the entrance to the Marriott Hotel and the pedestrian access to the boats are rendered chaotic and dysfunctional by the logjam of vehicles in the area, either parked or attempting to circulate.

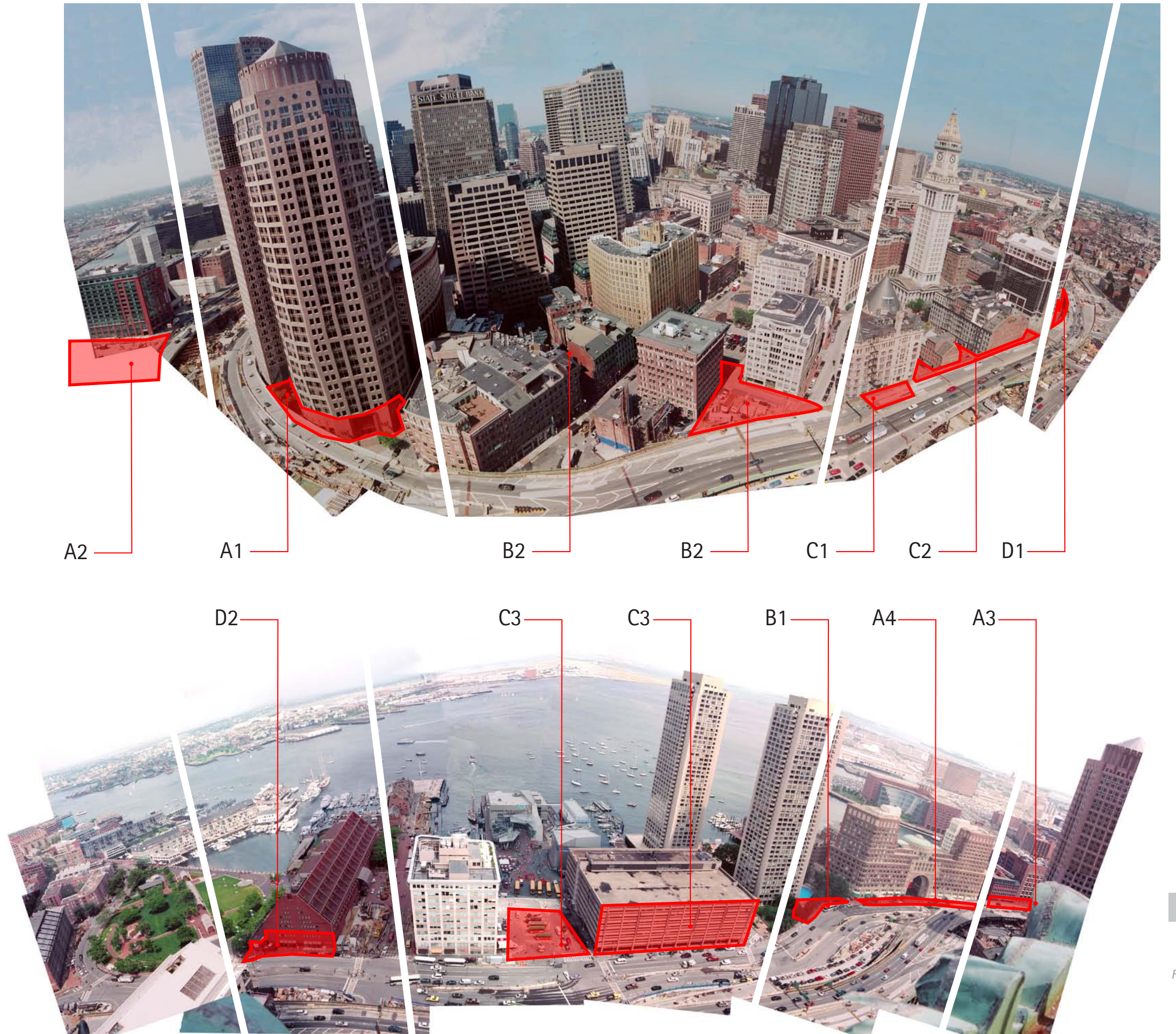
4. QUINCY MARKET / LONG WHARF

- a. The two major existing landmarks of Quincy Market and Christopher Columbus Park are both well established and both on the tourist trail, linked, at least conceptually, by the Walk to the Sea.
- b. The street frontages of both Marketplace Center and the Marriott Hotel constitute the main areas of interest for design intervention.



KEY TO PROPOSED INTERVENTIONS

The map (adjacent) and the panoramic photographs of cityside and harborside elevations respectively (opposite), are keyed to indicate the location of interventions along the edges, detailed in the following pages.



4 | PROPOSED INTERVENTIONS

A1 INTERNATIONAL PLACE

The planning and design of International Place, like Rowes Wharf, was done with the future of the Central Artery in mind. However, unlike Rowes Wharf, its grandest face and “front door” does not face the artery corridor, but rather the Fort Hill Square intersection of Oliver and High Streets. The below-grade service and parking entrances of the building front the artery at mid-block between the curved facades of #1 and #2 International Place. Given the presence of the artery northbound off-ramp structure along this edge, and elevated ramp deck that will eventually cover it, it is logical that this edge will remain a service oriented face. In spite of this fact, there remain significant opportunities to improve the Greenway frontage of International Place without impacting the critical service functions along Purchase Street.

The opportunities for Greenway Edge improvements to the building lie largely in the tenant potential behind the curved lobby facades of both #1 and #2 International Place. Both of these spaces are currently unoccupied, but were originally intended as spaces for restaurant tenants. Until recently, a restaurant was located in the lobby of tower #2. Following demolition of the elevated artery, despite the presence of the ramp structure, both spaces will be more visible, enjoy more natural light and their potential as successful tenant spaces will improve. At the corner of Purchase and High Street, the space within tower #2 will have some limited frontage on the Parcel 18 open space with views across the park to the Rowes Wharf rotunda. The space within tower #1 will benefit from views of the Old Northern Avenue Bridge and Fort Point Channel.

From an operational standpoint, the space within tower #1 has greater potential as a restaurant, with direct adjacency to service space large enough to house a kitchen, and knock-out panels connecting additional service space. The lobby of 2 International Place is more challenging operationally in that there is no service space directly adjacent to it. The restaurant that previously occupied the space utilized a small prep kitchen built within near the core which proved to be too small operationally. Between the two towers there is an exterior space elevated above the sidewalk by approximately 5'. This outdoor “terrace” space is actually a ballasted roof surface above the receiving area containing trees within granite planters. The study explored the possibility of expanding into this exterior space between the 2 towers by constructing a 1 story kitchen facility to serve a restaurant in the lobby #2. The area is not accessible directly from Purchase Street but does physically connect to the building lobby through a pair of glass doors which are currently not operable.

In addition to providing an opportunity to accommodate a kitchen facility for a restaurant in the #2 tower, this space could also be redesigned to provide outdoor seating. The façade of this addition could be designed to serve as an entrance to the restaurant providing an opportunity for a new active frontage along the new Greenway. This concept would need to be combined with redesign of the terrace space to provide access from the sidewalk. The study suggests introducing a broad set of steps up from Purchase Street which would also provide opportunities for seating along the public sidewalk. Handicapped accessibility to the space would be provided by the existing ramp up from the sidewalk to the lobby level entrance at the corner of Purchase and High Street.

Additional opportunities for a restaurant tenant in tower #1 include introducing sidewalk seating at the corner of Purchase and Oliver Street. The location of the building’s property line beyond the building face also suggests the potential for owner improvements such as trees in grates or planters if underground utilities prevent tree pits. The fact that at this location the lobby is approximately at the same grade as the sidewalk suggests opportunities for a new entrance or entrances accessing the restaurant directly from the outside.

Regardless of which tower is occupied by a future tenant, both spaces offer significant opportunities to improve the Greenway edges. An ideal scenario would be one where eventually both spaces are occupied by restaurants or cafes, perhaps one serving the daytime building population and one open later at night. The potential for outdoor dining, improved access to the elevated terrace between the two towers, a new façade/entrance along an addition within the terrace, and opportunities for interior lighting of the grand lobby spaces all suggest a potential to reinvent the Greenway façade of International Place.



View of existing ballasted terrace between #1 and #2 International Place looking north up Purchase Street. The space offers potential for a new kitchen, entrance and outdoor seating area for a restaurant in Lobby #2.



Existing sidewalk and ramp up to lobby #2



Existing elevated terrace



Existing elevated terrace and planter



Potential restaurant entrance and kitchen space for restaurant in lobby #2 with outdoor seating area and steps up to elevated plaza. Looking north up Purchase Street.



Potential restaurant space behind facade of #2 International Place

Potential sidewalk trees in grates or planters

Potential sidewalk seating for cafe / restaurant in Tower #1

Potential 3,500 sf cafe / restaurant (#1 Int'l. Place)

Potential +/- 800sf kitchen

New +/- 1000sf kitchen facility

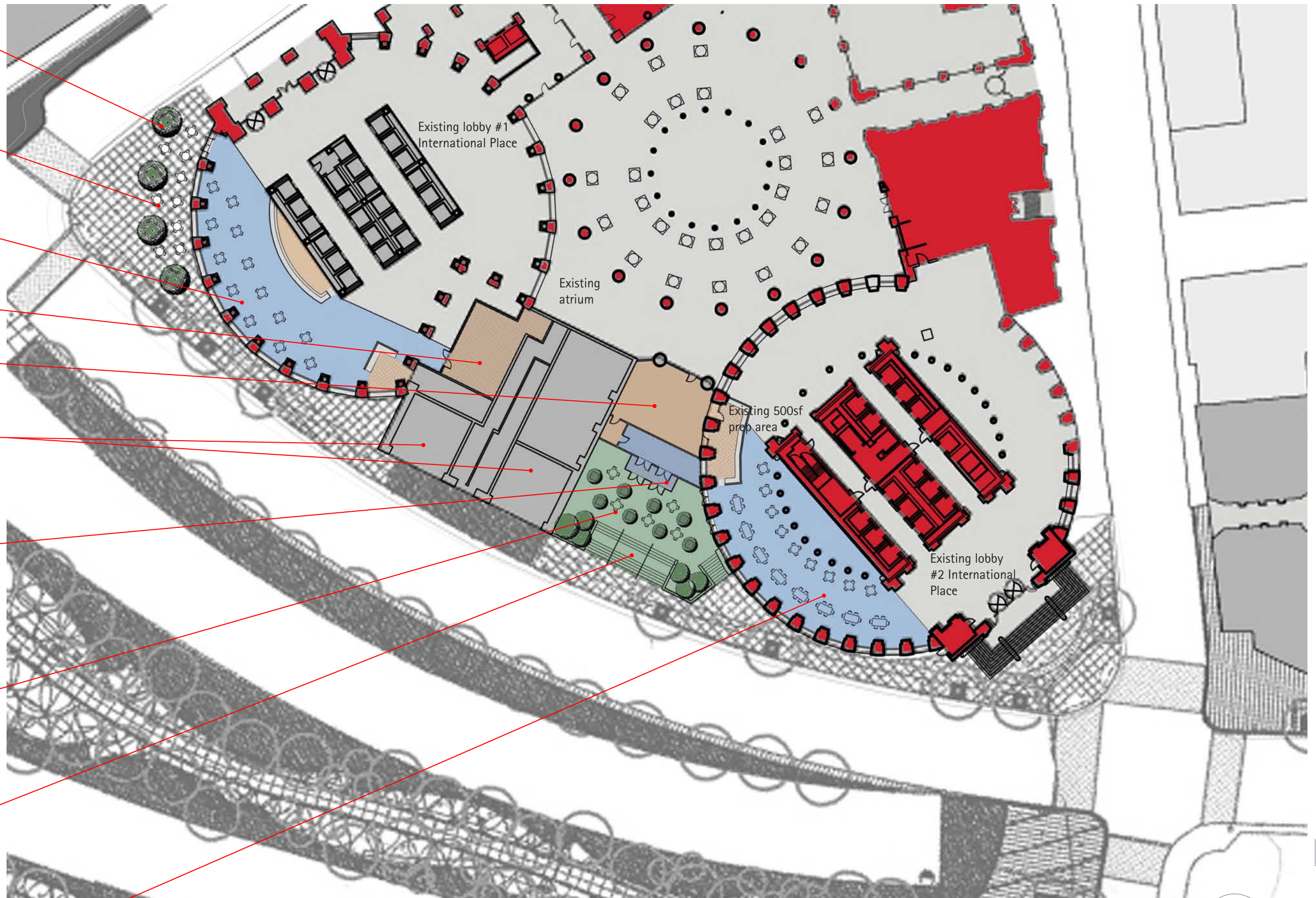
Existing parking and service access

New vestibule and restaurant entry

Outdoor seating area for potential restaurant tenant in Tower #2

New stairs up to outdoor seating area

Potential 3,500 sf cafe / restaurant (#2 Int'l. Place)



Potential Restaurant

Potential Kitchen / Service

Potential Outdoor Seating

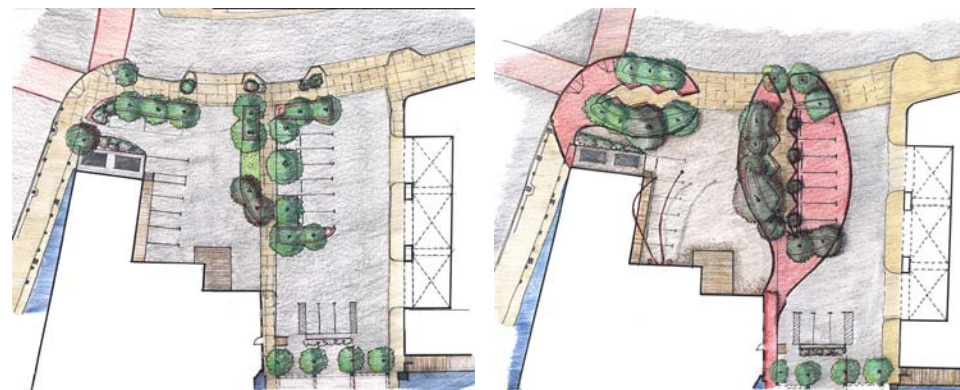
A2 NORTHERN AVENUE BRIDGE EVELYN MOAKLEY BRIDGE

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.

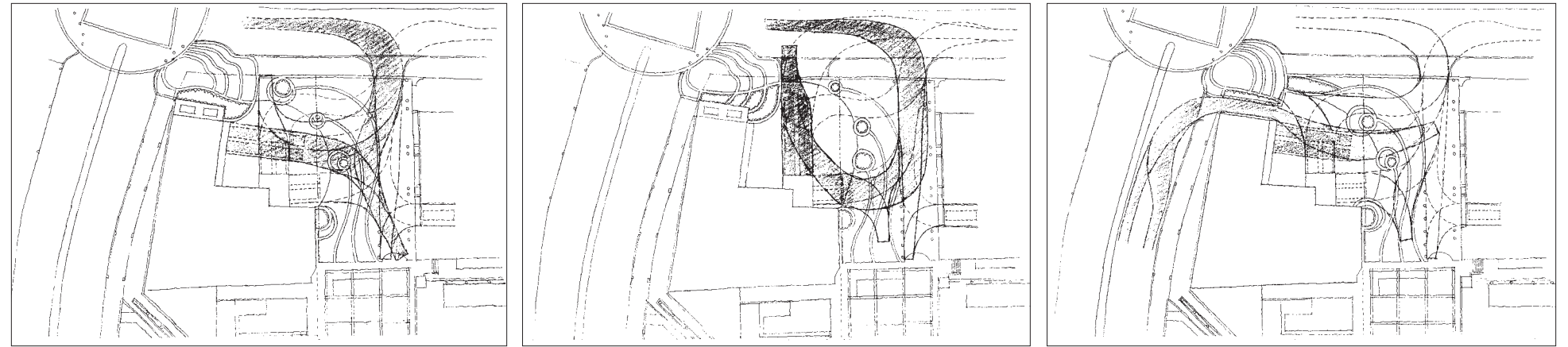
This proposal creates a plaza between the Moakley and Northern Avenue bridges to connect the pedestrian flows, while, at the same time, maintaining good loading service to Hook Lobster and the Coast Guard Building. By decking over the two long and narrow wedges of water between Evelyn Moakley Bridge 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.



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.



Diagrams - Alternative Loading Schemes



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

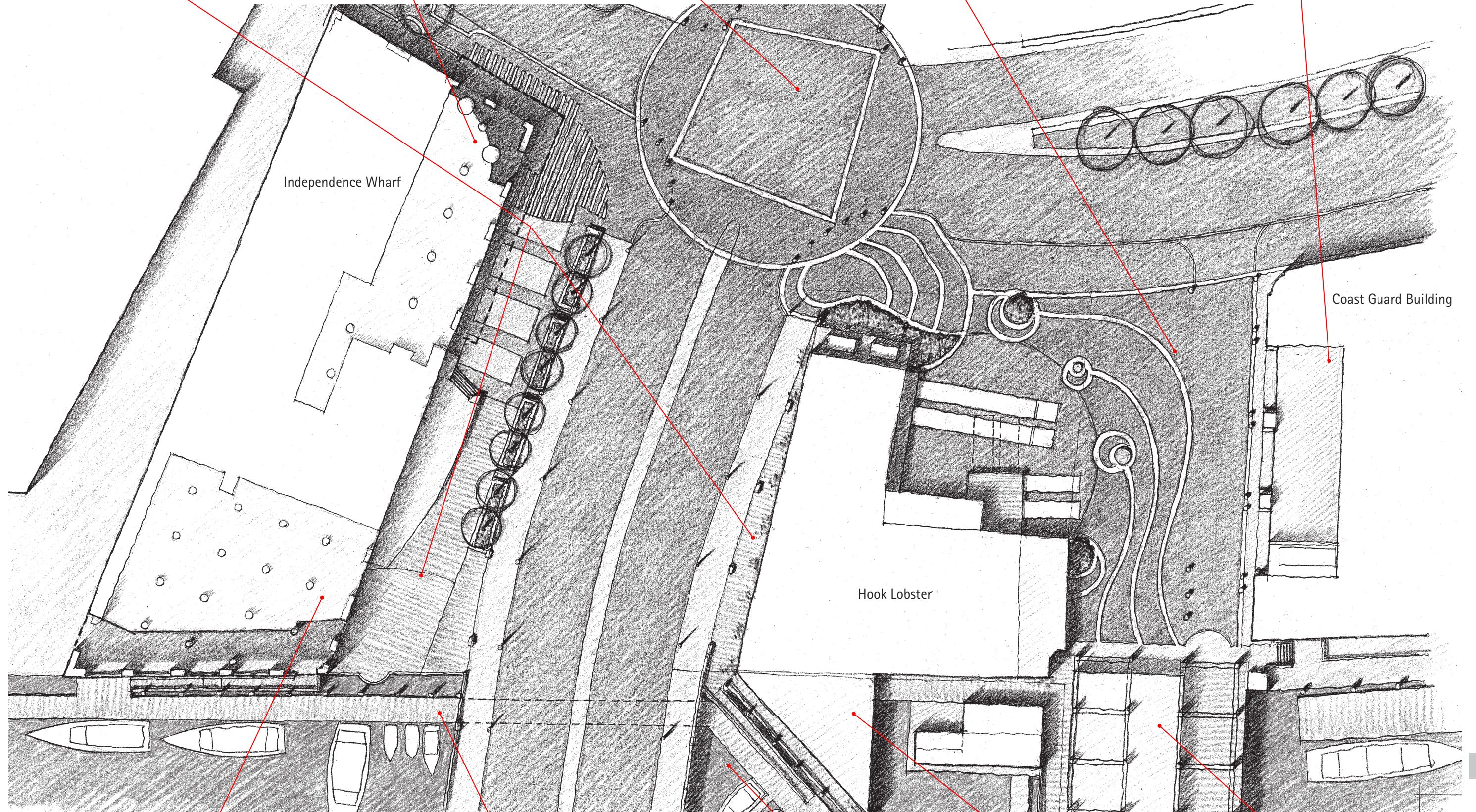
New plaza with multiple connections to Evelyn Moakley Bridge

New lobby renovation with new canopy

Gateway Area: proposed pavement

Proposed pedestrian-friendly plaza with good truck loading and circulation

Potential new retail under existing arcade



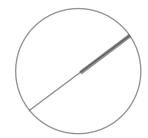
Arcade for Harbor Walk and retail / food service

Proposed water-edge route for Harbor Walk and boat dock

Proposed 'water plaza' in Fort Point Channel

Potential restaurant and decking around building

Northern Avenue Bridge with potential retail and food service



A2 NORTHERN AVENUE BRIDGE PRESERVATION & DEVELOPMENT

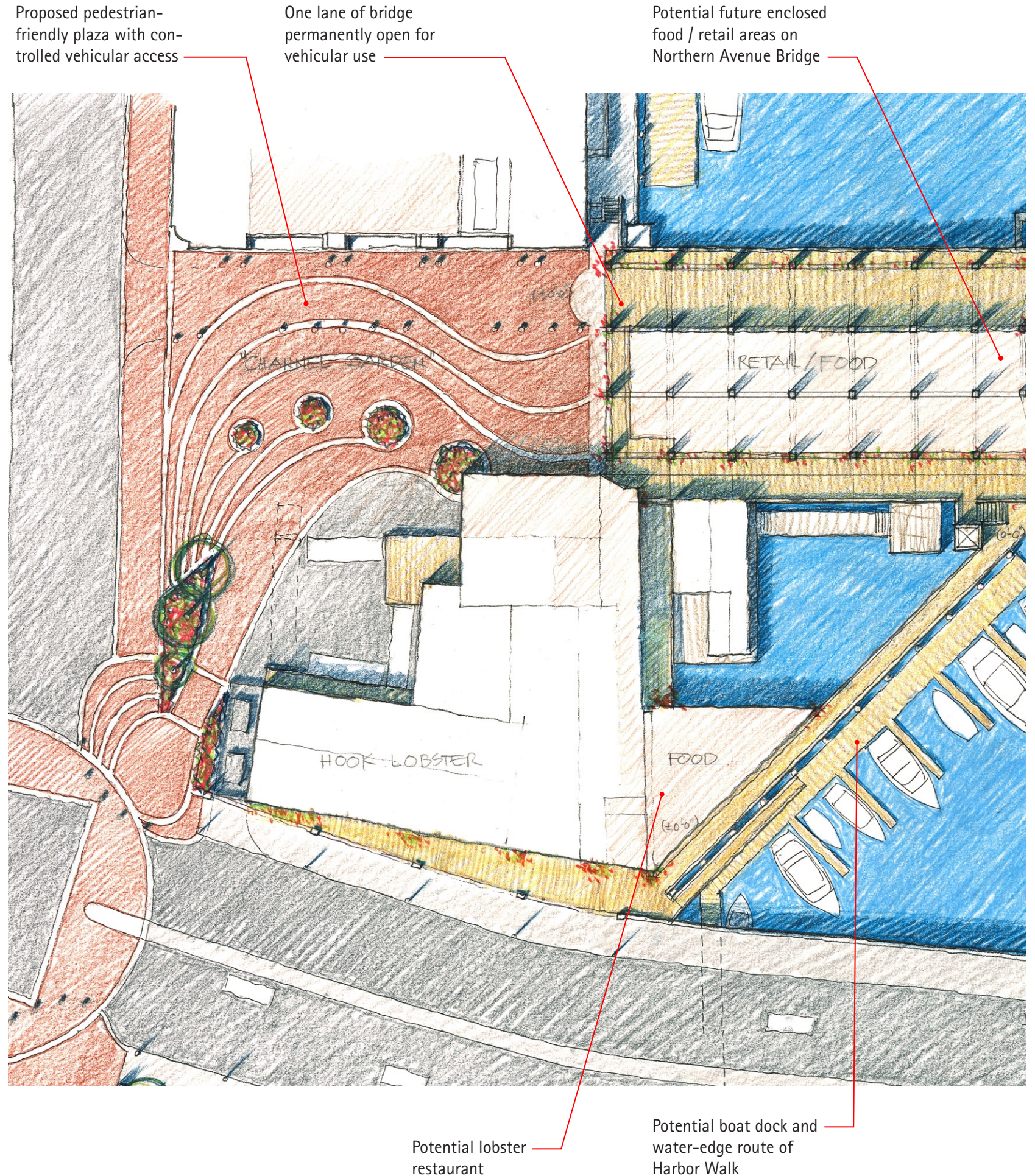
Considered by many to be the most well-preserved 19th century structure in the United States, the Northern Avenue Bridge is a symbol of Boston's maritime and industrial history. Today, it continues to work in tandem with the newer Evelyn Moakley Bridge as the major link to the new South Boston waterfront. It is the preferred route by pedestrians.

This proposal illustrates the potential to preserve the historic bridge for pedestrian traffic, enlivened with food and retail, toward the future rebirth of the Fort Point Channel.

The swing span will be kept in the closed position in order to permit uninterrupted pedestrian use, and raise it to the same vertical clearance as Evelyn Moakley Bridge, (minimum 16 feet above mean high water), to keep the boat channel permanently open. Pedestrian traffic lane will go through the northern structural bays of the bridge together with a widened southern sidewalk lane.

The City is also planning to use one lane of the bridge for controlled one-way traffic into and out of South Boston during morning and evening rush hours. The central and southern structural bays will be used for retail and food, with a glazed enclosure for seasonal protection. The historic appearance of the structure will be exposed and preserved.

Future development could lead to the creation of a "Water Plaza" at the Fort Point Channel. There could also be additional retail/food, recreational, cultural and educational activities at the Tender House, on the fender pier and along the entire water's edge toward Congress Street and Summer Street bridges, together with boat docks and floating pavilions. They will all contribute to make the Channel the "Great Place" of Boston, as envisioned in "Fort Point Channel / Watersheet Activation Plan" (BRA 2002).



Potential future development of bridge pier including Tender House

Lift middle span for 16' (min) navigation clearance over high tide

5% or less slope for pedestrians and vehicles

Proposed Gateway plaza to South Boston waterfront



Potential "water plaza" in Fort Point Channel

Permanent opening of Navigation Channel



A3 400 ATLANTIC AVENUE

400 Atlantic Avenue is a 6-story brick commercial building sitting between Rowes Wharf and the U.S. Coast Guard building. The building is entirely tenanted by the law firm of Goulston & Storrs who is also leasing some additional office space in Rowes Wharf. The building's main entrance is on Atlantic Avenue with the public lobby passing through the building directly out to the Harborwalk.

Given the nature of the building's tenants, it is challenging to envision commercial activity within the street frontage along Atlantic Avenue. Currently the firm's law library is housed along the northern corner of the Atlantic Avenue side of the building. Because of security and privacy concerns, particularly for people working at night, the glass within the storefront is frosted and doesn't enable a visual connection into the space from the street. On the opposite side of the front entrance is the delivery and receiving access to the building.

The building is a modest yet handsome example of a brick and timber frame converted wharf building with an array of punched openings and an arched entry bay. The façade of the building was in some ways reinterpreted in the design of the Rowes Wharf façade. The adjacency of 400 Atlantic to Rowes Wharf's grander facade in some ways relegates the building to background status, yet the building contributes to an important continuation of the curving street wall created by Rowes Wharf.

The principal opportunities to improving the Greenway edge of 400 Atlantic Avenue lie in potential architectural façade improvements to the building's Atlantic Avenue front. These improvements can not only enhance the building's architectural character, but may also create an element of distinction to help overcome the building's background stature. Several conceptual studies were undertaken to explore potential improvements including the introduction of a glass canopy extending over the entry bay, potentially suspended from cables at the second floor cornice. The opportunity to highlight the entrance bay was further explored in a study showing the introduction of vertical elements rising to the height of the fourth floor. These finlike elements could be glass or metal screens and may present an opportunity for lighting and building signage. Other potential façade improvements include lighting fixtures mounted to the store front piers, down lights within the storefront soffits and possibly replacing the frosted street level glass with clear glass with window treatments for privacy at night.

In addition to these and other potential façade improvements explored, the study also considered changes to the public sidewalk in front of 400 Atlantic. Because of the broad sidewalk proposed in front of Rowes Wharf, 400 Atlantic benefits from an unusually wide curb alignment. At the northernmost corner of the building, the Atlantic Avenue sidewalk is approximately 37' in width, tapering down to 25' at the southernmost corner of the building. This reinforces the potential to introduce a canopy extending over the sidewalk. The broad sidewalk also suggests the opportunity to introduce a row of vertical elements along the building front. These could include sculptural elements, pedestrian scaled lighting, planters and/or benches.



Façade of 400 Atlantic Avenue seen from the surface artery



View of existing sidewalk looking south toward Independence Wharf



Existing 400 Atlantic main entrance

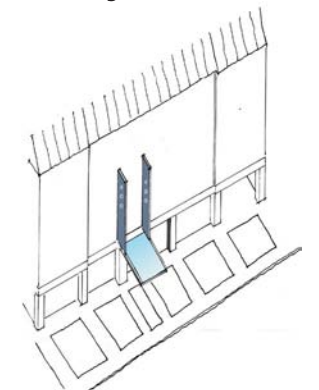


Façade improvement study 1

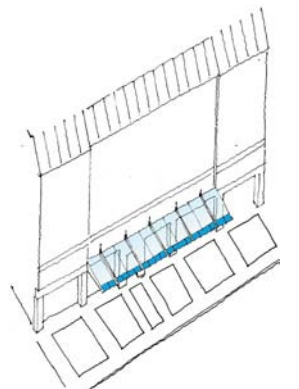


Façade improvement study 2

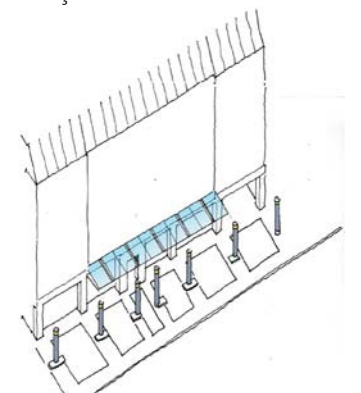
The width of the sidewalk in this location would allow for such street furnishings while still maintaining a broad public right of way for pedestrian traffic. The study also recommends introducing trees along the curb line, preferably in grates, although possibly in planters if the presence of below ground utilities prohibits planted trees. The C17A6 surface restoration proposal does not currently call for any trees in front of 400 Atlantic Ave. Further review of the proposed artery contract also reveals that the sidewalk restoration is called to be scored concrete paving. The existing sidewalk in front of the building consists of brick pavers with dyed concrete paver highlights repeating the pattern established in front of Rowes Wharf. The Edge Study strongly recommends that the sidewalk along 400 Atlantic should be reconstructed with the same brick and concrete paver pattern of the existing sidewalk, continuing the proposed paving pattern along the Rowes Wharf sidewalk.



Canopy study with single bay entrance canopy and vertical 'fins'



Canopy study with 4 bay canopy across façade



Canopy study with 4 bay canopy across façade and vertical sidewalk elements



Existing sidewalk looking north toward Rows Wharf



Proposed sidewalk looking north toward Rows Wharf



Existing façade and sidewalk looking south from parcel 18



Proposed sidewalk with street trees and canopy looking south from parcel 18

A4 ROWES WHARF

More than any building along the Central Artery corridor, the planning and design of Rowes Wharf was done in anticipation of the removal of the surface artery. The grand rotunda of the building, already an important Boston architectural icon, will be even more prominent and visible following the demolition of the elevated artery and the completion of the surface restoration. Likewise the Atlantic Avenue sidewalk in front of the building will take on more prominence and importance as not only a public pedestrian corridor but also an important forecourt to the building and its uses.

Revisions to the alignment and design of the sidewalk in C17A6 were conducted several years ago with consideration toward the hotel and residence operations and vehicular drop off. The resulting proposed layout incorporates a 2-lane vehicular drop off in front of the hotel entrance. The drop off is defined by bollards and is flush with the sidewalk without a change in paving. The intention of the design is for the pedestrian realm of the sidewalk to read as continuous. A smaller drop off is proposed in a similar manner in front of the residential entrance on the north side of the rotunda. The proposed sidewalk paving is brick with colored concrete borders mimicking the rhythm of the bays of the building façade. In addition, there are a total of 8 trees in a double row proposed along the hotel façade with an additional 4 trees lining the residential façade.

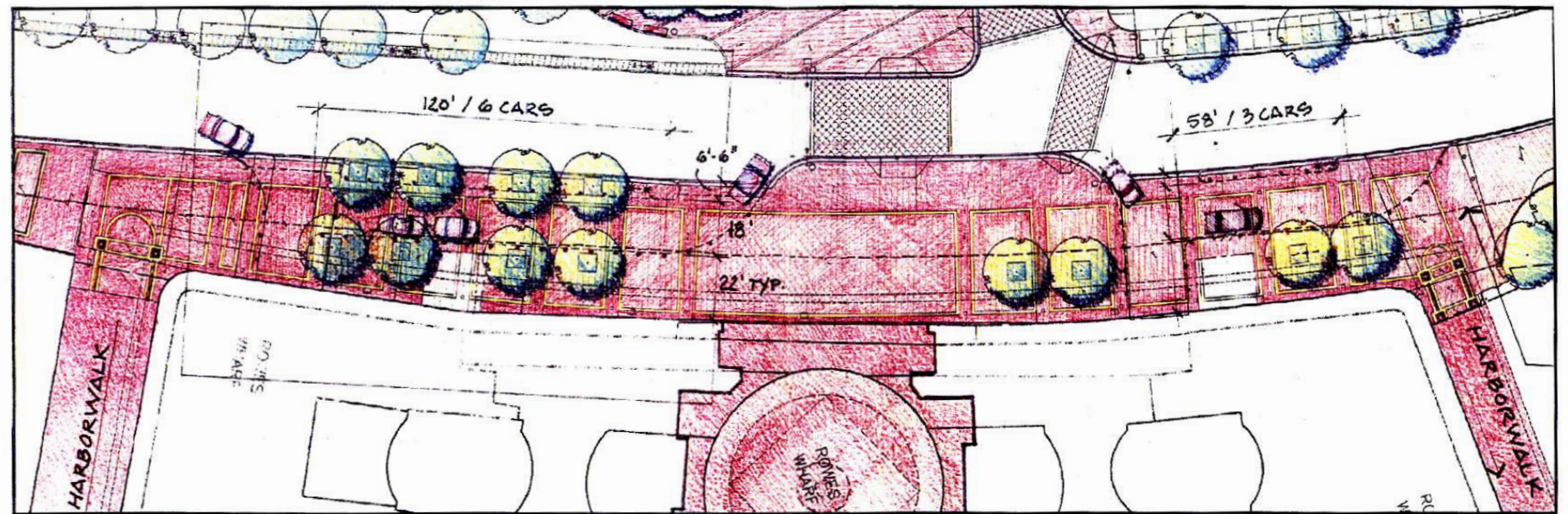
The scope of the Edge Study explorations includes: re-examining tree locations, exploring an alternative to the size, material and frequency of the drop-off bollards, proposing a more elaborate sidewalk paving pattern in front of the rotunda, introducing a pedestrian-scaled sidewalk pole light fixture, shifting the location of the hotel entrance to facilitate views to the harbor, and exploring alternative tenant uses along the building edge that could spill out on the sidewalk to further enliven the building's Greenway frontage.

In addition to these elements, the study also explores the possibility of introducing a modestly scaled kiosk structure on the sidewalk to the north of the rotunda outside of the Broad Street view corridor. Such a structure is intended to activate the sidewalk at its widest point, more than 55' from the face of the building to the curb. The width of the sidewalk at this location will result in a prominent forecourt to the rotunda as well as accommodate the pedestrian movement through the space and along Atlantic Avenue. Given this substantial dimension, however, a small kiosk structure will still allow for significant pedestrian traffic flows while contributing to the overall vitality of the sidewalk and building façade. Preliminary studies suggest that the kiosk could function as a possible coffee, news or flower stand and could support a potential café in the tenant space adjacent to the proposed kiosk location.

Another key component to the Rowes Wharf Edge Study is the proposal to shift the hotel entrance one bay to the south from its current location. This would enable a direct view through the hotel lobby out to the harbor as one enters the hotel. This harbor view would also be visible from outside the building. The current entrance is into an alcove perpendicular to the lobby and the harbor vista. This shift of the entrance would require slight adjustments to the location of the proposed inner row of trees along the building face. The Edge Study proposes to shift the trees in the North-South direction, parallel to the building, but not in the East-West direction. The revised tree locations would accommodate the new entrance location as well as create a stronger relationship with the architectural bays of the building and the sidewalk. The outer row of trees would also shift to correlate with the inner row.



Photo montage of planned C17A6 sidewalk in front of rotunda and residence entrance. Looking east from Parcel 18



Plan rendering of current C17A6 surface restoration plan. Hotel entrance is shown in existing location

Other recommendations for the Rowes Wharf sidewalk include revisions to the proposed ornamental cast iron bollards defining the drop-off lane. The study recommends introducing a larger granite bollard in conjunction with a pedestrian-scaled pole top light fixture, which would also serve to define the edge of the drop-off. This would allow for fewer bollards that, if spaced more generously, would result in a less cluttered feel to the sidewalk. In addition,

the study revealed the potential for introducing benches between the inner row of bollards and the building edge. With 22' between the hotel facade and the drop off lane, this space will be more than adequate to accommodate seating. Such improvements will contribute to the overall vitality of what will be a grand and important public sidewalk, one of the most important components of the waterside edge to the Greenway.

- Residential drop-off
- Broad Street view corridor
- Potential kiosk
- Existing residential entrance
- Proposed central granite paving pattern at rotunda
- Hotel drop-off lane
- Brick pavers with colored concrete banding (typ.)
- Proposed bollard
- Proposed pedestrian light pole
- Typical tree and grate - proposed relocation
- Proposed re-located hotel entrance and canopy
- Existing hotel lobby / entrance



PLAN 1" = 40'

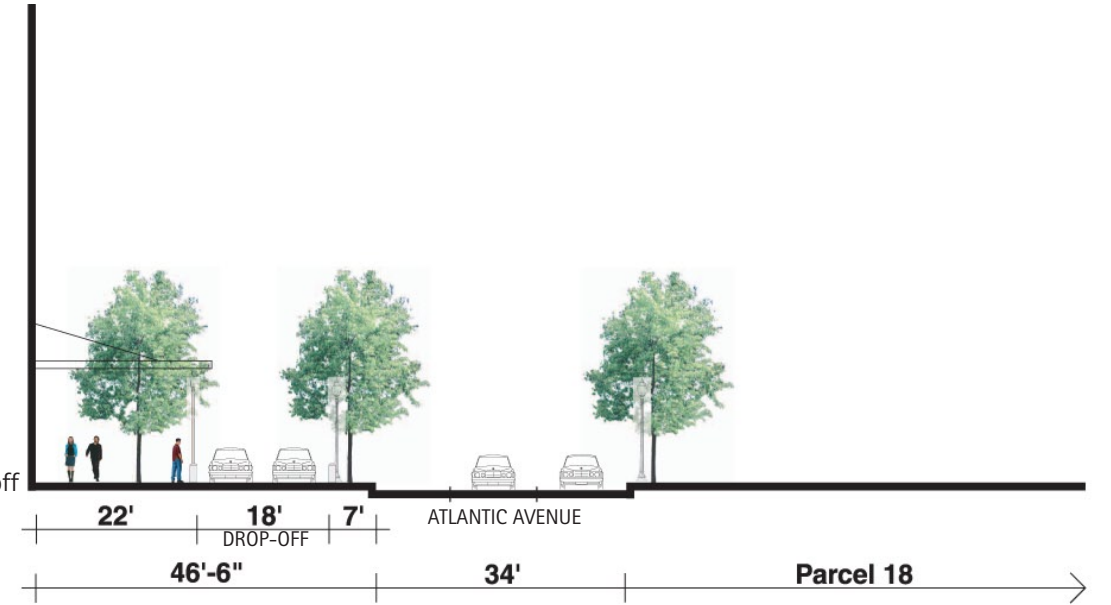


Existing sidewalk looking north along Atlantic Avenue



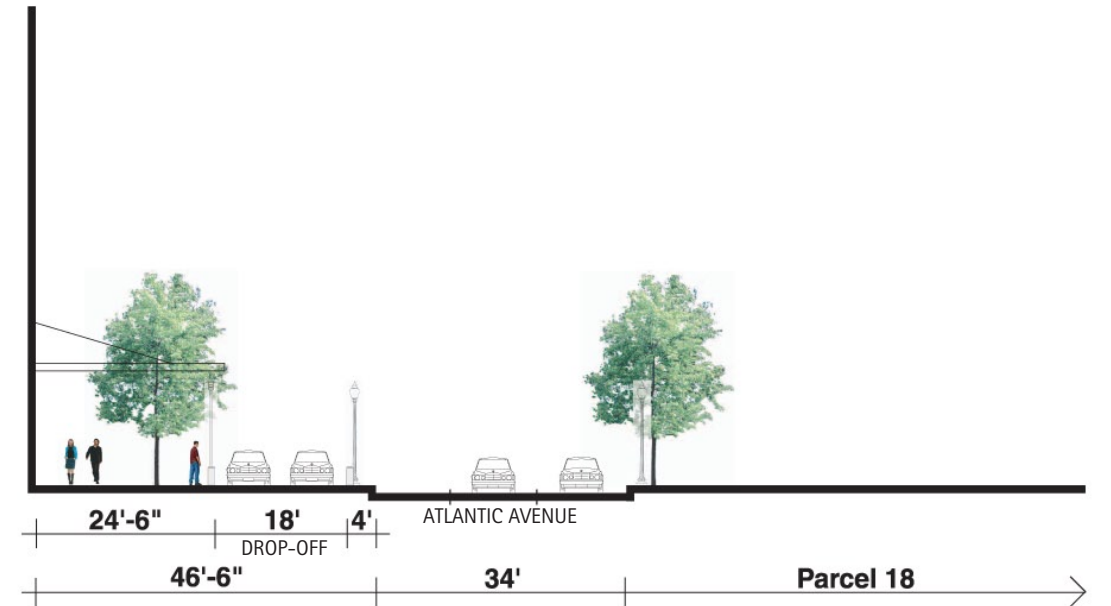
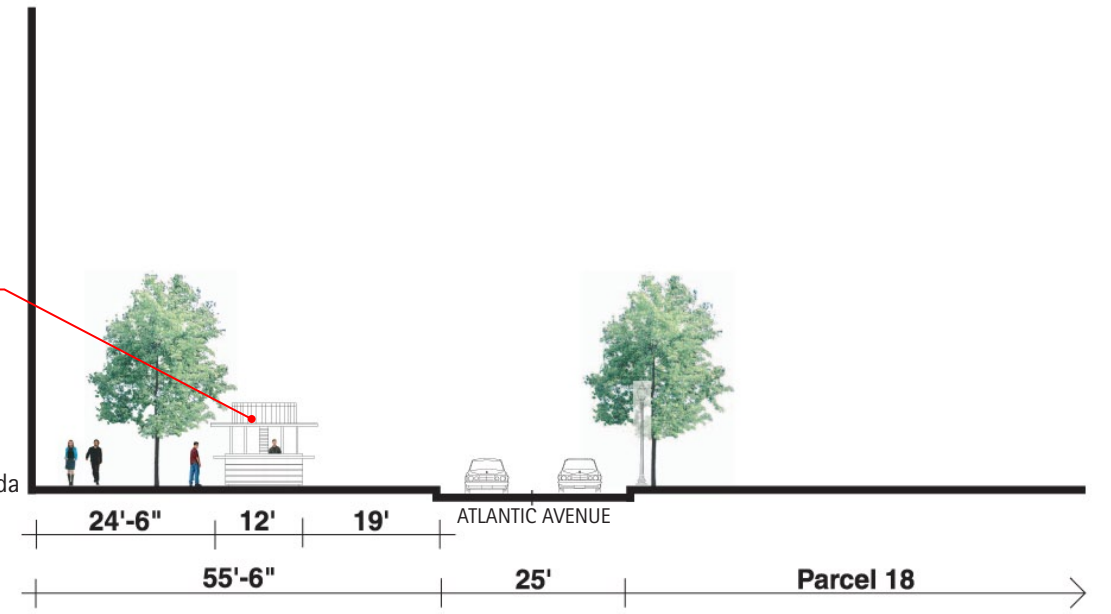
Proposed C17A6 sidewalk looking north along Atlantic Avenue

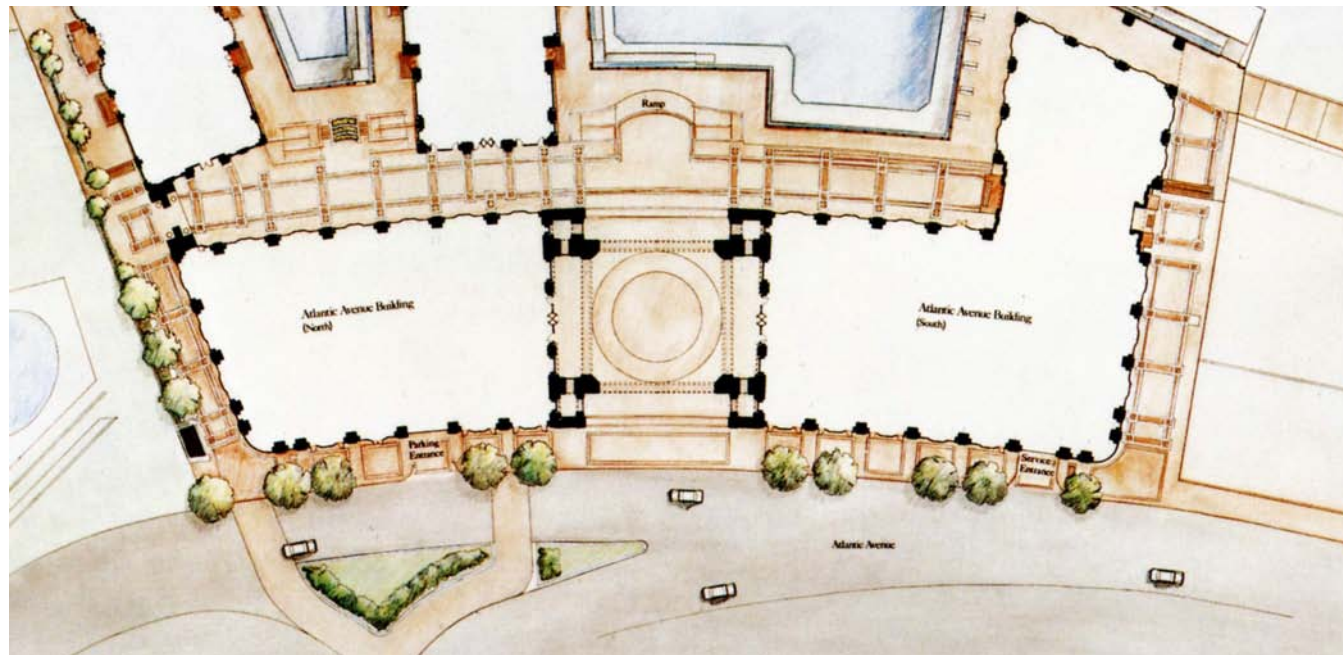
Proposed section at hotel entrance / drop-off



Potential kiosk
(+/- 12' X 20')

Proposed section at High Street north of rotunda





Plan of original Rowes Wharf alignment with +/- 20' wide sidewalk and hotel drop-off on Atlantic Avenue



Montage of proposed C17A6 sidewalk with Copley Square kiosk as a scale comparison



Existing condition at hotel entrance along Atlantic Avenue



Existing sidewalk north of rotunda, +/- 20' wide



At 42' in width from curb to curb, the central island of the Ramblas in Barcelona is comparable in width to the proposed Rowes Wharf sidewalk



A kiosk in Barcelona represents a scale similar to a potential kiosk in front of Rowes Wharf (+/- 8' X 14')



The sidewalk in front of both hotel and residential entrances offer opportunities for benches with adequate space for pedestrian traffic



Pedestrian scaled lighting may be utilized to define the drop-off lanes and reduce the number of bollards required

B1 HARBOR TOWERS

The Harbor Towers residential complex provides a clear example of how many mid-to-late 20th century Boston waterfront developments oriented toward views of the harbor and intentionally turned away from the adjacent Central Artery elevated highway. Although the two Harbor Towers themselves are unbiased in their orientation, the organization of the complex's ground plane privileges the water-side with visible active pedestrian areas and condemns the Artery side to security/ privacy fencing surrounding private uses.

Harbor Towers now has an opportunity to re-orient itself within its immediate context and the larger city through the possible development of a new visible, public, and welcoming "front" located on the future Greenway. Instead of its current clear front (water-side) / back (city-side) site organization, the construction of the Artery Greenway provides Harbor Towers with the incentive to re-organize into a front (water-side) / front (city-side) site organization for the complex, thus creating active and valued pedestrian areas on both east and west edges of the site.

Careful observation reveals that many components of an active city front that would face the new Greenway already exist along the Harbor Towers' property edge. A series of small design revisions to these components is proposed as a means of accomplishing a major transformation of the site without undertaking major reconstruction. Such small design and construction projects are individually manageable by the Harbor Towers' tenant association, and as such are more likely to be undertaken in the short-term than a large-scale renovation.

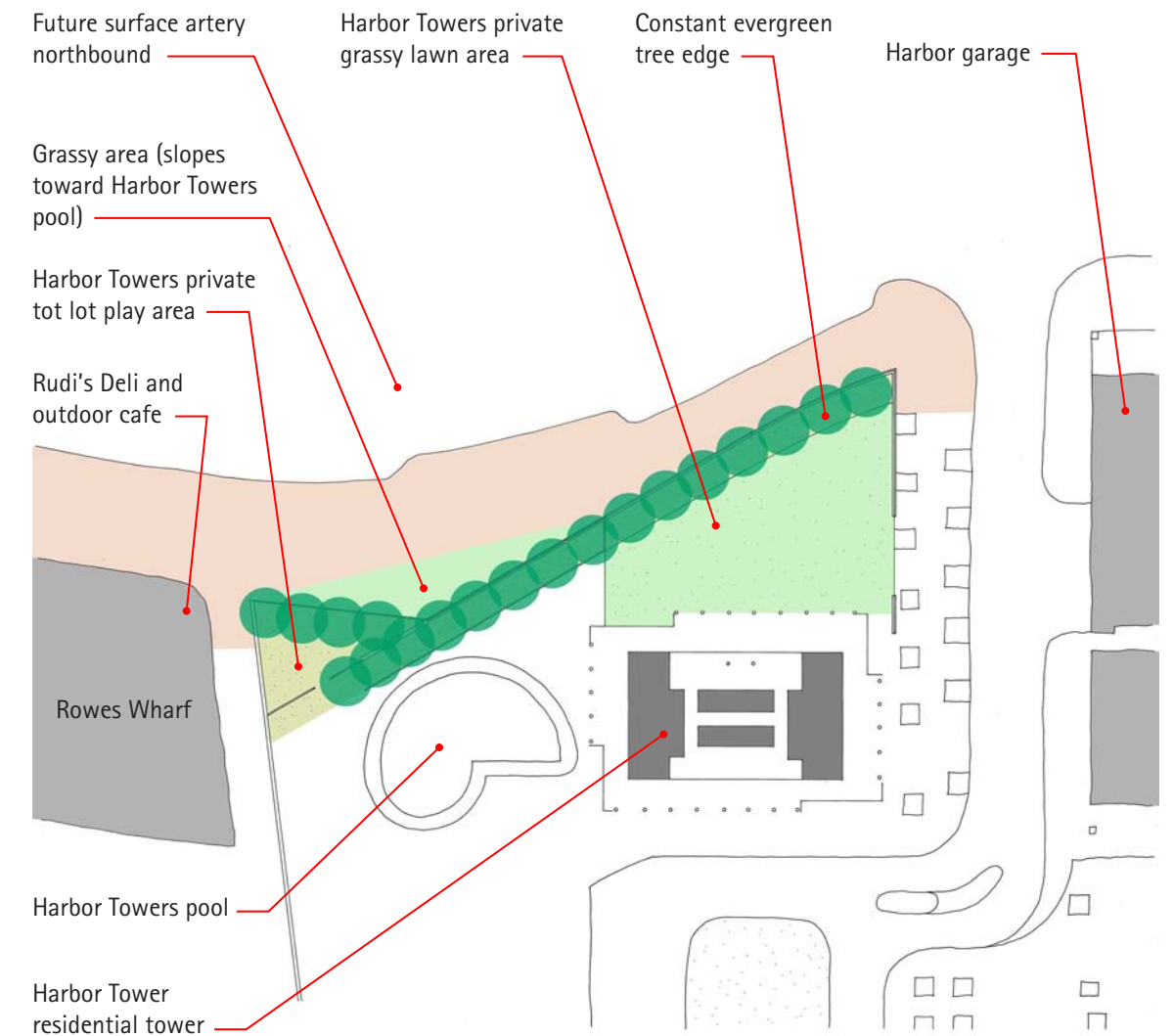
Along with creating a much more significant and appropriate relationship between the City and the Harbor Towers complex, the proposed design alterations also provide the public realm with a sidewalk experience that will be much more active than is currently planned by the Massachusetts Turnpike Authority. The curving geometry of the sidewalk in front of the Harbor Towers complex results in an unusually wide sidewalk area. This area, when organized in concert with the potential Harbor Towers modifications can result in the accommodation of an extension of the existing Rudi's outdoor café.



Atlantic Avenue street edge obscuring views of water



Lawn area at north west corner, facing Atlantic Avenue



Remove wood stockade fence. Replace with wrought iron fencing to match existing (alter spacing between vertical elements to achieve privacy)

Remove automatic alarm from lobby exit door that prevents residents from accessing yard area; replace with panic hardware allowing non-alarmed access

Remove construction debris from wrought iron fence

Install benches and seating in grassed yard area to allow use by residents

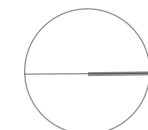
Remove sloping grass area; replace with extended sidewalk to create sidewalk cafe area (materials to match C17A6 sidewalk materials)

Plant street tree canopy over sidewalk cafe area

Thin consistent edge of evergreen trees; replace with combination evergreen and deciduous tree line



Proposed modifications to current condition



B2 BROAD STREET and the WHARF STREET / WENDELL STREET PEDESTRIAN CONNECTION

The link formed by Wendell Street, Wharf Street, and East India Row is proposed as a reinforced east-west pedestrian route linking the Harbor front with the Financial District. The pedestrian-oriented route will draw Wharf District tourists and residents across the Wharf District parks and Broad Street directly into the heart of downtown, and at the same time, offer Financial District office workers quick access to the amenities of the Greenway and the Harbor Walk.

The historic character of the Wendell-Wharf link is an asset currently under-valued by the service uses along these streets, which showcase rich textures of original brickwork and the small-scale, irregular building fabric of Boston's waterfront heritage. These qualities would be highlighted by improvements to paving and lighting, and by contrast, with the addition of two contemporary buildings: one at the corner of Wendell Street and Battery March, and the other at the junction of Wharf Street, East India Row, and India Street, facing onto the Artery. Both these new buildings, with commercial uses proposed for the ground floors, would develop Wharf and Wendell Streets as attractive destinations to tourists, workers, and residents, for shopping, eating, and strolling.

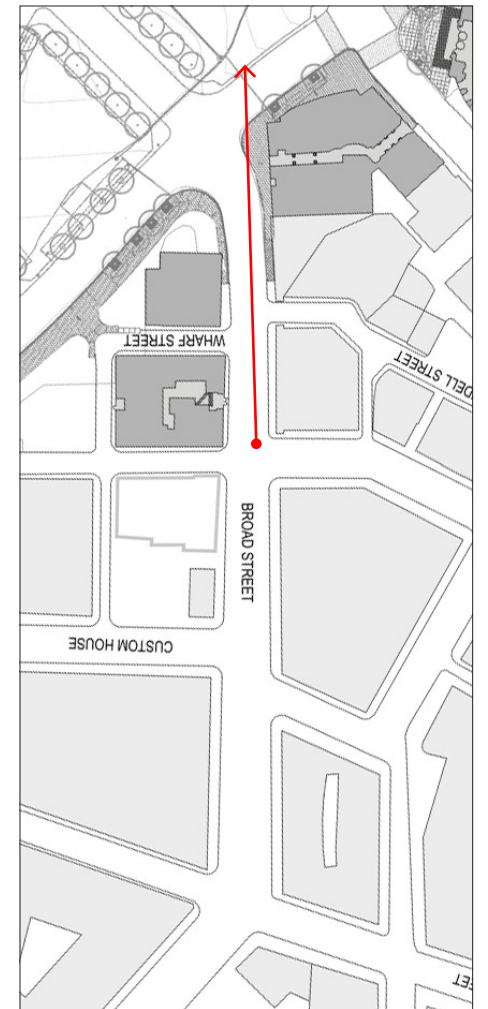
Continuity along the Wendell-Wharf link is established primarily by ground treatment of the road and sidewalk. Brickwork is proposed for the roads, cohering with the facades along Wendell. Laid end-to-end, the bricks would create a directional pattern guiding visitors along the route. A new, widened granite sidewalk would replace existing narrow and eroded sidewalks. The pedestrian scale of the road and its brick treatment would also welcome visitors onto the street. A crosswalk provides a safe intersection between the pedestrian Wharf-Wendell link and the busier traffic of Broad Street as it develops into a retail destination for Financial/Wharf District visitors and residents.

The new building proposed for the western end of Wendell Street at the corner of Battery March strengthens the elevations along both streets and the corner where they meet. The building is mixed use, with three commercial spaces available on the ground floor, and 16 residential units on four floors. The commercial ground floor is proposed as small-scale cafes and independently owned retail, possibly selling groceries to local residents on the floors above, in the Harbor Towers, and in the condominiums to be developed at Broad Street/Custom House. On each upper residential floor, a mix of unit types, including two studios, 1 one-bedroom, and 1 two-bedroom apartment, appeal to a variety of households and begin to create a diverse community in the Financial and Wharf Districts.



The Wendell-Wharf link meets East India Row in another new landmark: a seven-story commercial building at one of the most significant junctions along the new Greenway. This vacant site ties together India Street, East India Row, Wharf Street, and the Greenway, and occupies a central position on the Wharf District parks. While it occupies a site smaller than other mid-rise commercial buildings in the area, its prominent location would make it a desirable address for two retail spaces, including a restaurant, on the ground floor, and 124,000 s.f. of office space above. The main entrance is on Purchase Street and front offices all look across to the Harbor. The building's footprint extends the street elevations of Wharf and India Streets, emphasizing their view corridors towards the parks and the water. Finally, the restaurant opens out onto a terrace which, set back from the Greenway on the Wharf Street plaza, will offer patrons wide views onto the Greenway parks, the Harbor, and the high rises of downtown Boston.

Broad Street is sufficiently broad to accommodate a widening of the sidewalk on both sides without compromising parking or travel lanes. The expanded sidewalk would permit tree planting and improved lighting throughout the length of the street. This treatment would soften the edges and direct the eye down the street towards the park parcels. Main junctions across Broad Street (e.g. at Milk Street and Franklin Street) signage would direct pedestrians through to the Wharf District parks.



Easement for India Street extension

Oa and Ob INDIA STREET
Potential 20,600 sf retail
124,000 sf commercial
G + 6 stories

Proposed allée of trees to emphasize link with East India Row

Proposed paved plaza

Dumpsters screened with trees and planting

Proposed Broad Street sidewalk widening and tree planting

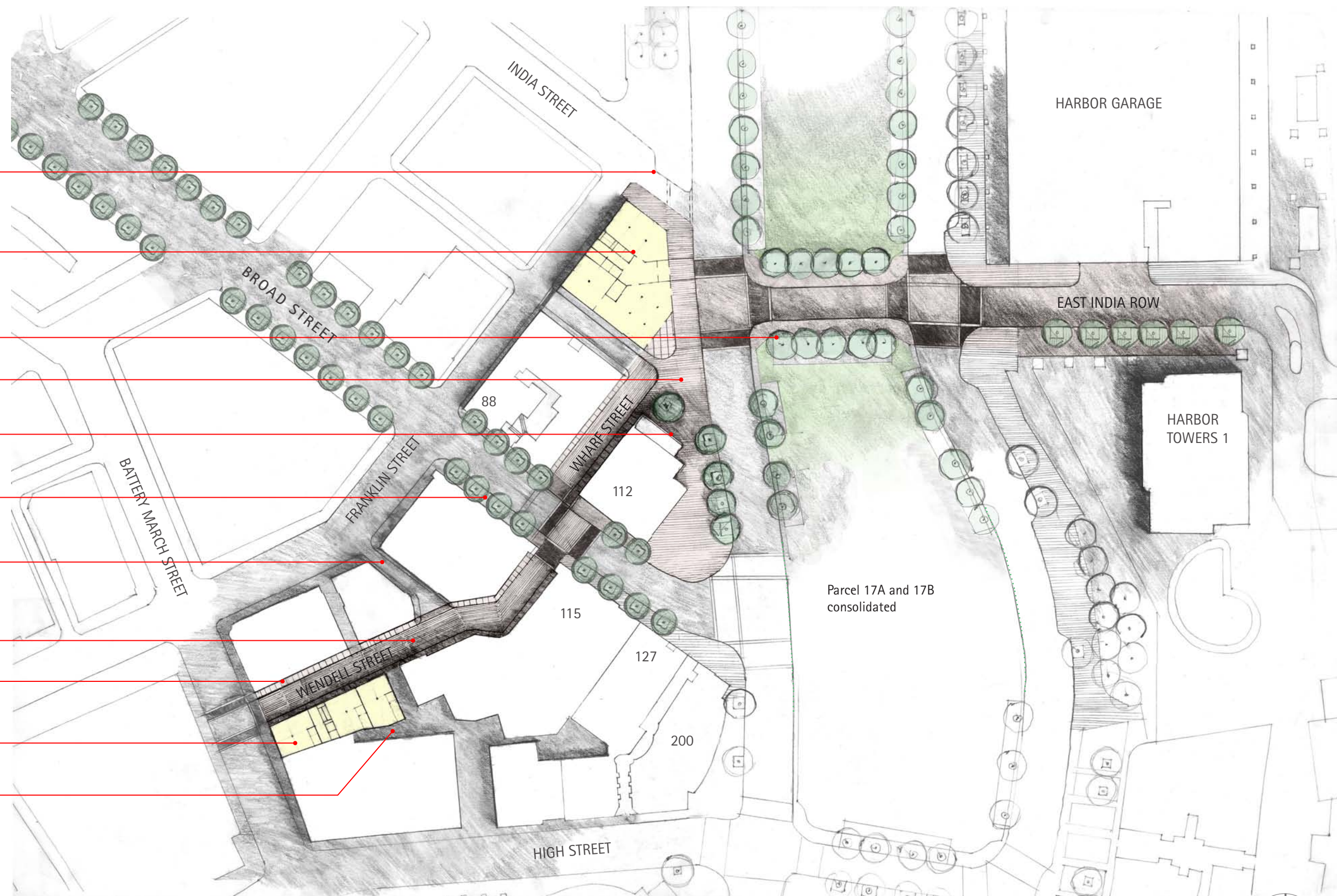
Proposed service access

Proposed pedestrian walk with special paving

Proposed storefront upgrade

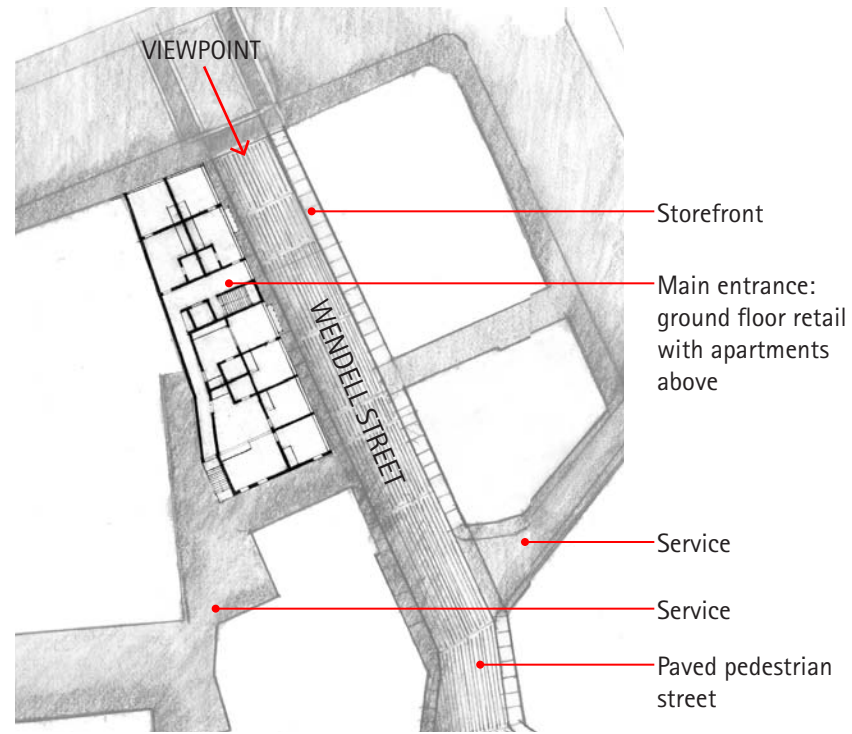
O BATTERYMARCH
Potential 2375 sf retail
9500 sf condo units

Proposed service access



BROAD STREET
INDIA WHARF

4 | PROPOSED INTERVENTIONS



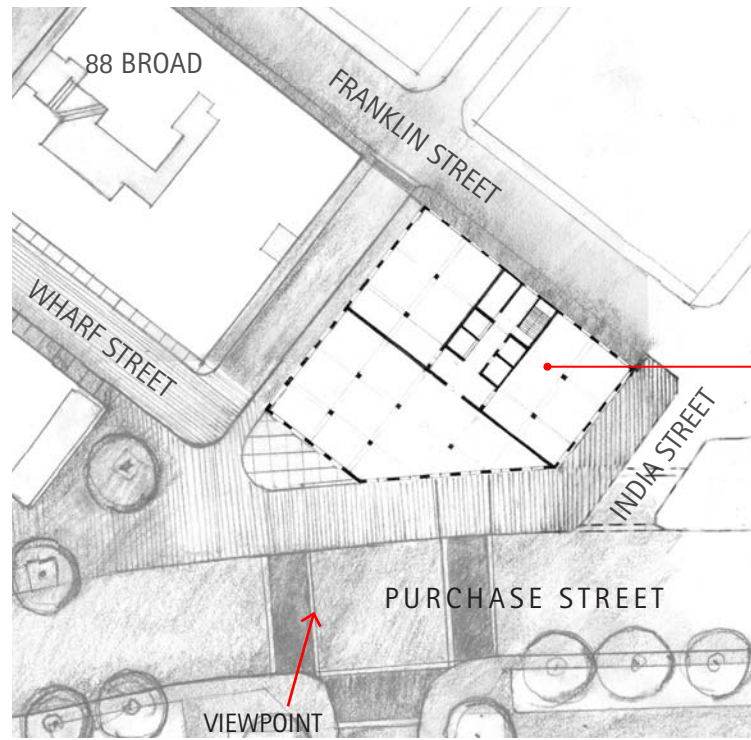
Potential Wendell Street Condominiums



Wendell Street, viewed from Battery March



Potential retail frontage and apartments at corner of Wendell and Battery March Streets



Upper floor
commercial
(potential)



Wharf Street / Wendell Street corner



Potential retail and commercial space at corner of India and Wharf Streets

C1 GRAIN EXCHANGE

The current C17A6 surface restoration contract along the Purchase Street sidewalk of the Grain Exchange building calls for the construction of an approximately 28' x 64' raised planter containing 8 trees and irrigation. The need for a raised planter is dictated by the presence of underground utilities within the sidewalk at elevations that would prevent at-grade planting. The planter is proposed to be located 5' from the curb and 9' from what is currently considered the rear face of the building. The Purchase Street entrance of the Grain Exchange building, also known as 177 Milk Street is currently non-accessible, with 3 steps from the street up to the door which leads to a raised vestibule +/- 2'-4" above sidewalk level. From this vestibule one needs to negotiate an additional flight of stairs which leads to the main lobby level, 6'-0" above the Purchase Street vestibule of the building. Presently, this entrance is used for service access and trash removal, although it is also open to the general public as a secondary entrance and means of building egress. The current accessible entrance to the building is reached from main entry at the India and Milk Street intersection. An accessible lift can be entered through an at-grade lobby up to the main lobby level and elevators.

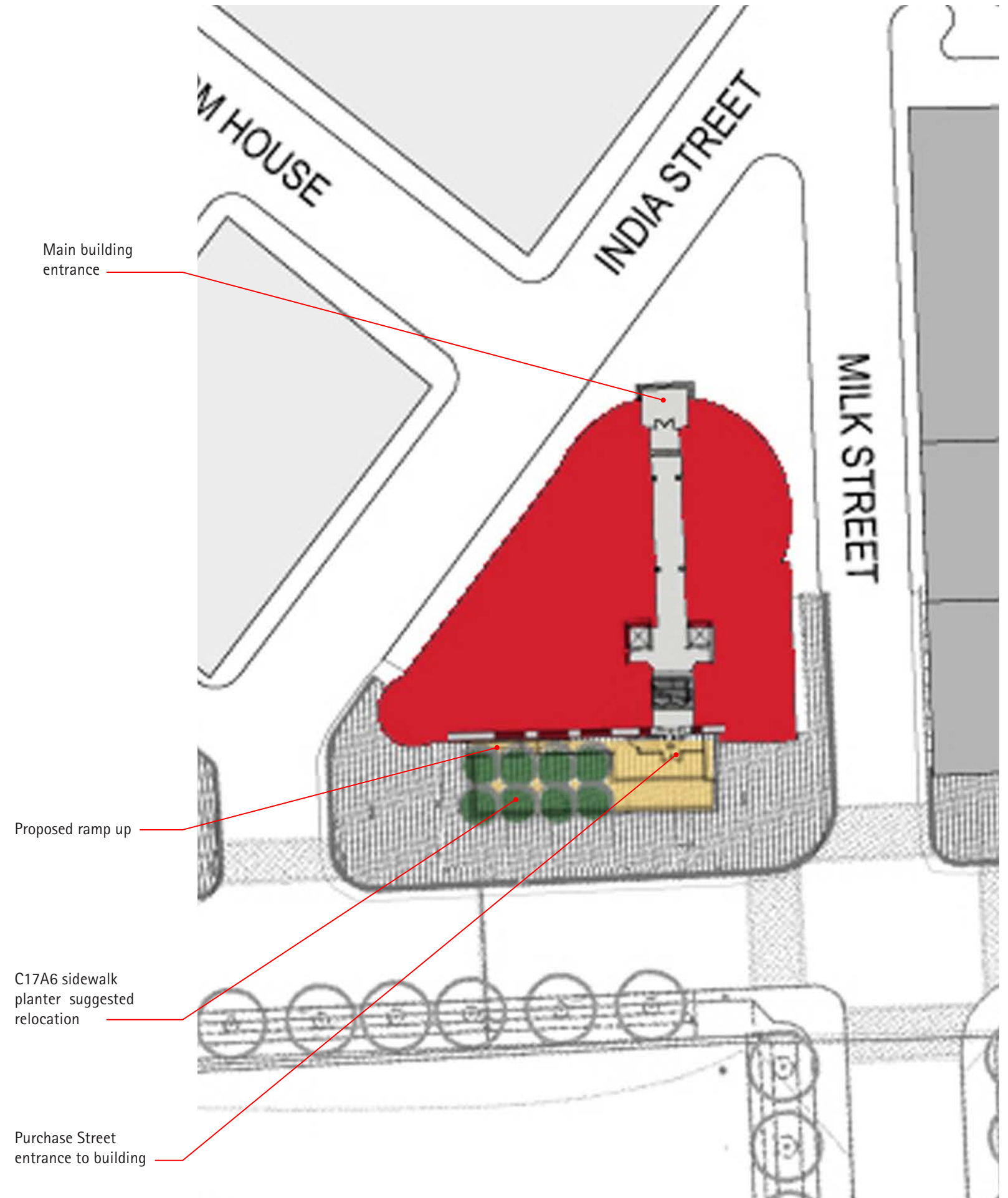
The recommendations for changes and improvements to the proposed Purchase Street sidewalk of the Grain Exchange stem from an exercise undertaken at the request of the building's owner, the Beal Companies, to create an improved and accessible entrance along the Central Artery front of the building. In addition to creating a solution to access and entry, the proposal shown here - one of a number of options being explored - endeavors to improve and distinguish the sidewalk along the Purchase Street frontage of one of Boston's most distinguished buildings, and one of the finest remaining pieces of historic fabric along the artery corridor.

The proposal seeks to reinvent the raised planter as an elevated public plaza in front of the building by moving the platform 9' to the west directly up against the face of the building. This shift in the platform location would result in a sidewalk width of approximately 18' between the planter and curb instead of the proposed 15'. This strategy also enables the platform to serve as a solution to the building accessibility issue by constructing the plaza at an elevation of 2'-4", flush with the level of the rear entrance above the existing sidewalk. The design proposes that an accessible ramp be built along the edge of the building and the raised plaza beginning at the south end of the platform that would provide access to the elevated building entrance. Some of the existing clerestory windows along this edge would be impacted by this ramp, however there are currently only service spaces utilizing these openings.

The remaining accessibility issues would be resolved within the building itself and would likely include the construction of a small lift or elevator adjacent to the vestibule to negotiate the remaining 3'-8" to the main building lobby. Other building improvements could include the addition of a new storefront at this rear entrance and potentially the construction of a glass entry vestibule and canopy projecting beyond the building face onto the proposed raised plaza.

Beyond serving as a solution to challenging building access issues, the proposed plaza would also provide an elegant public forecourt to the building. The edges of the platform would consist of steps up to the plaza along with benches at the sidewalk level and within the shaded areas of the platform. The proposal maintains the eight trees in the C17A6 contract and could potentially accommodate more if the platform were to be extended out closer to the curb. The current C17A6 planter location interrupts the sidewalk without providing access to the elevated level, forcing pedestrians to walk on either side of the raised surface. Moving the planter toward the building would also eliminate the need for a proposed catch basin on the sidewalk between the building and elevated surface. The revised location would also provide better access to the majority of utilities that would otherwise be located beneath the proposed planter location.

Most importantly, the Purchase Street façade, concealed by the elevated Artery for decades, will be celebrated in an appropriate manner while the public realm can benefit from an accessible plaza while at the same time providing for a generous sidewalk along Purchase Street.





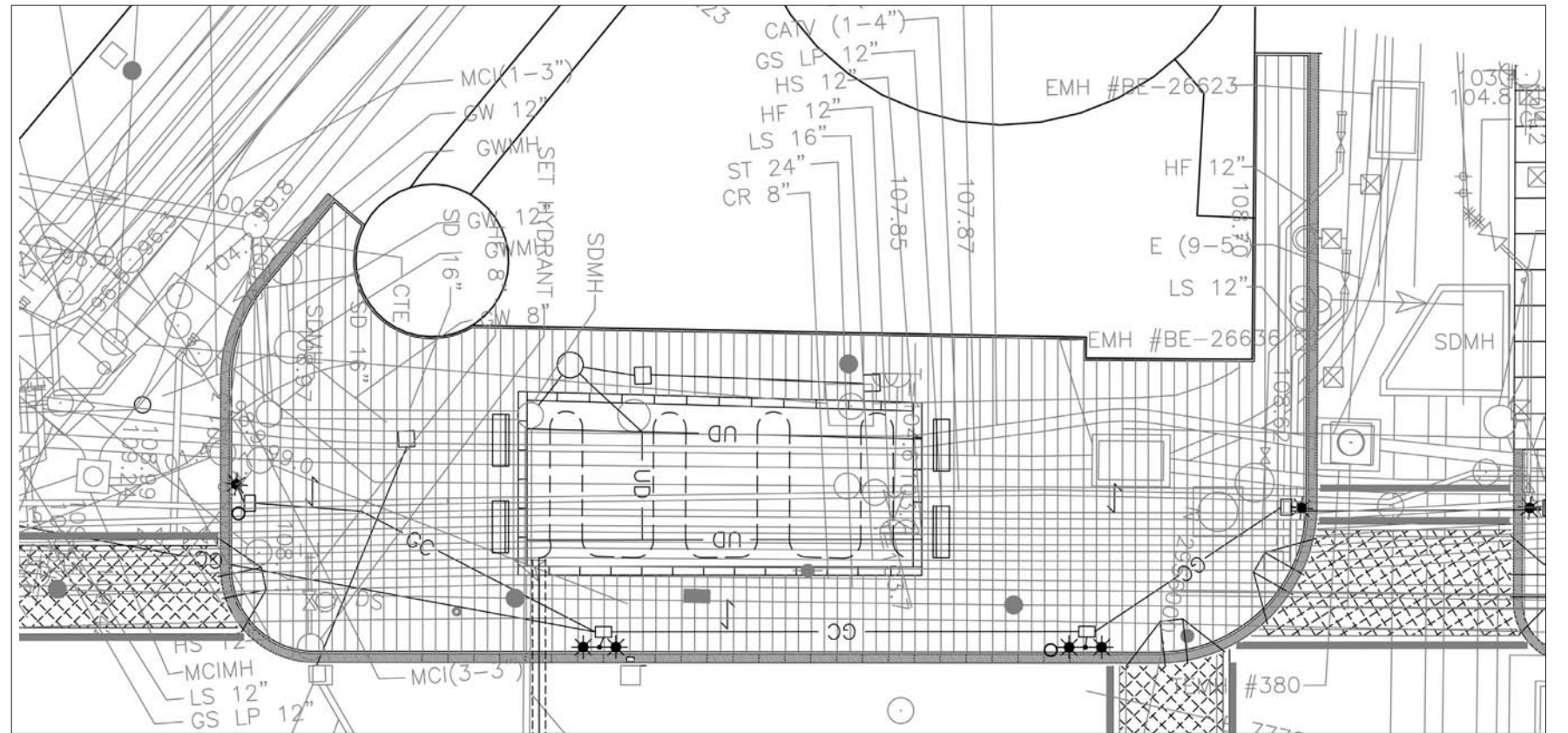
Looking north along Purchase Street facade of Grain Exchange



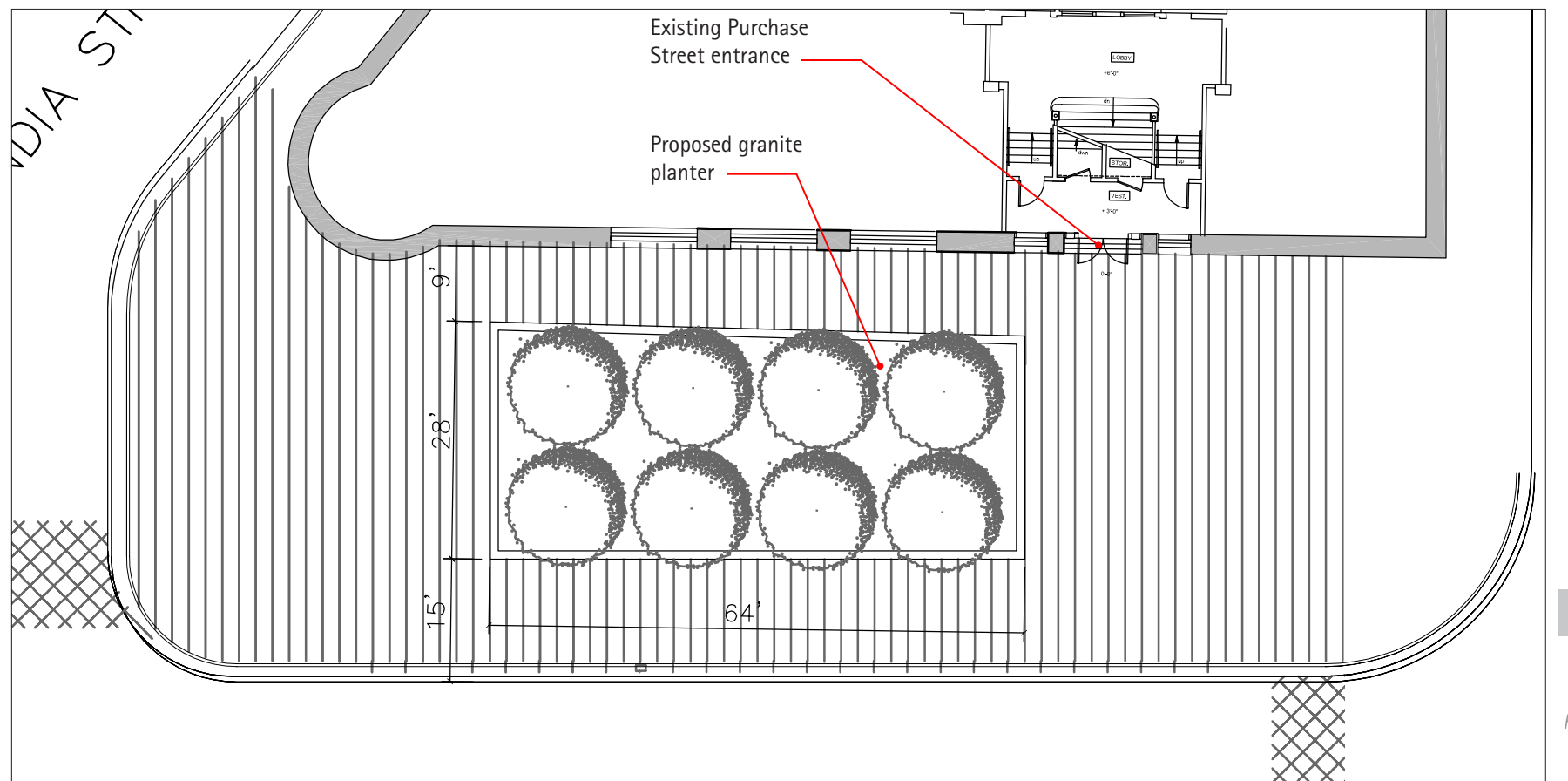
Existing rear entrance with steps up to vestibule level (El. +2'-4")



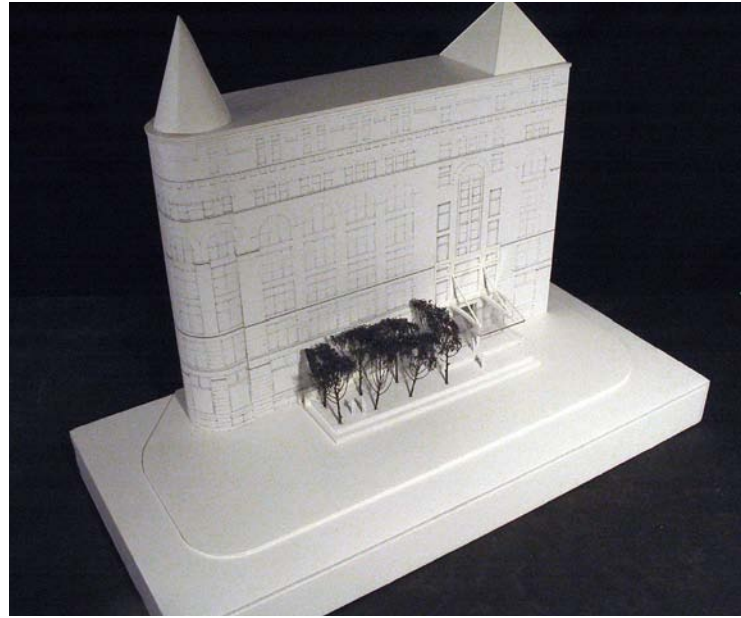
Main lobby level looking down to Purchase Street vestibule



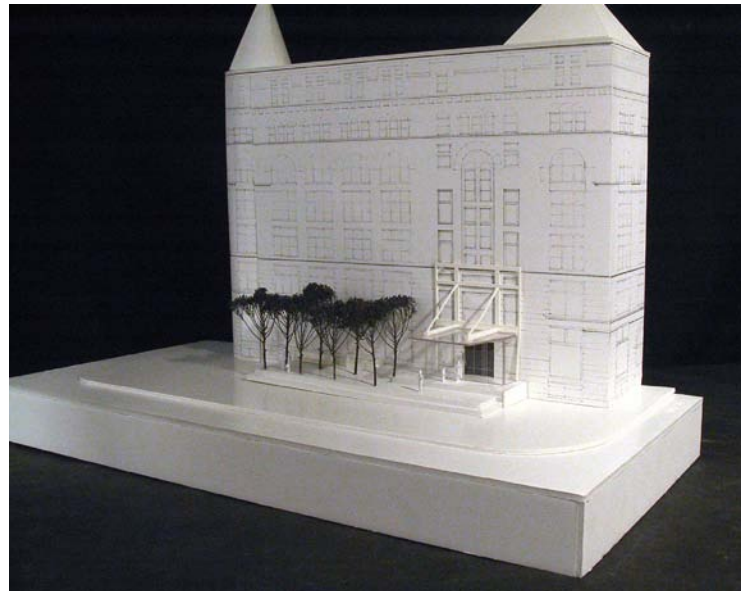
C17 A-6 plan with existing and proposed utilities



C17 A-6 plan with raised planter and trees



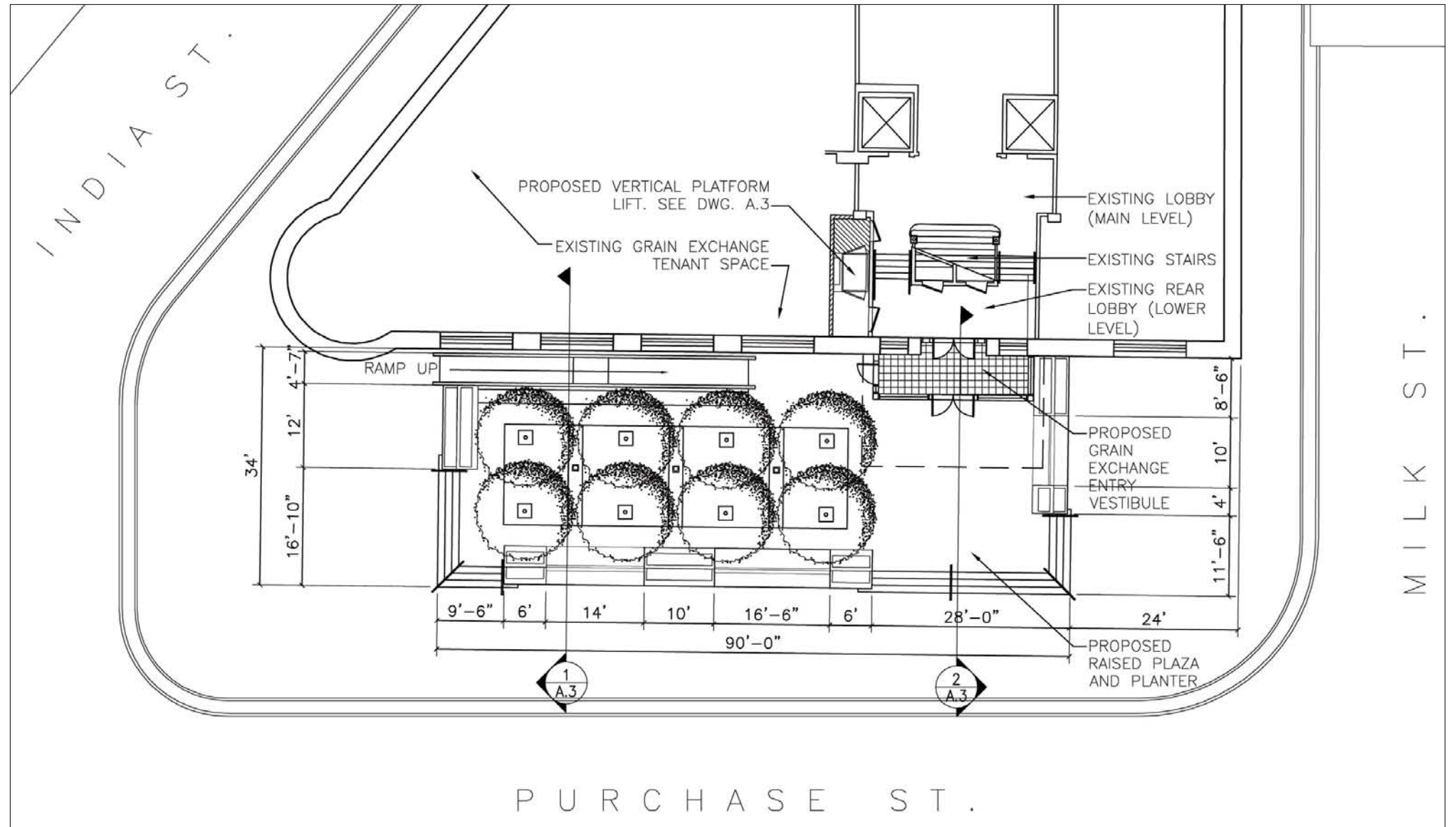
View of study model looking northwest



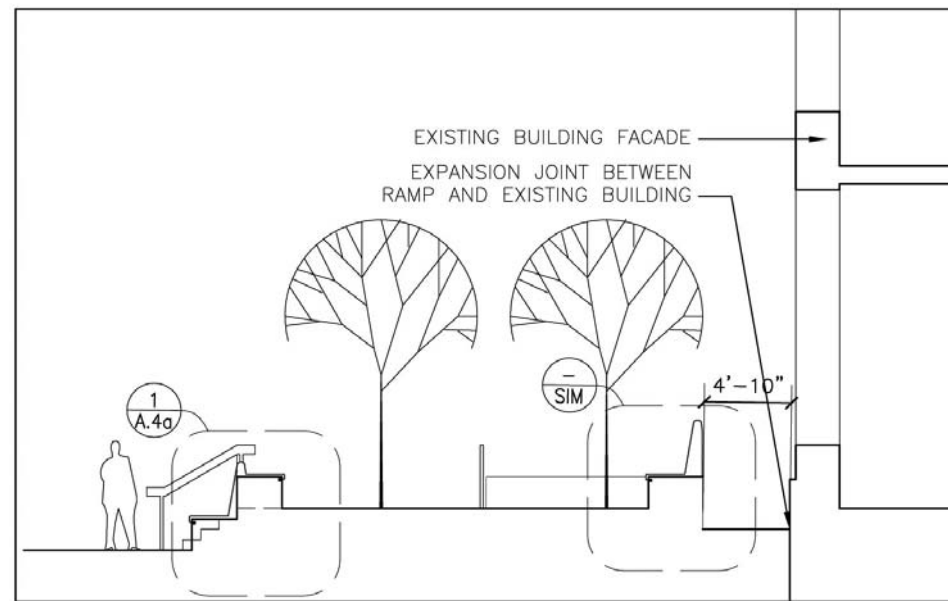
View of study model looking southwest



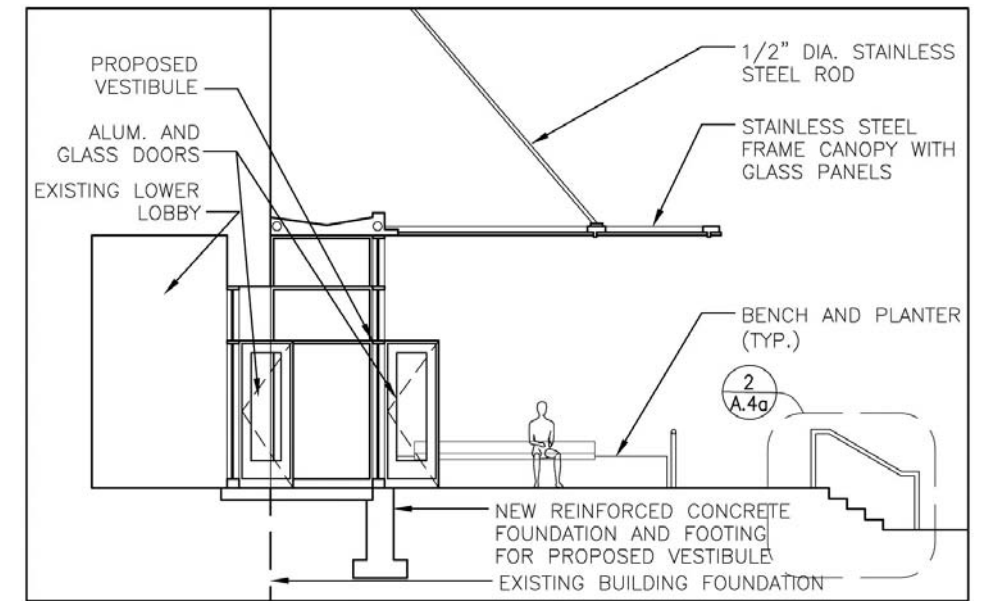
Close-up of raised plaza (Study 'A')



Proposed Grain Exchange Plaza 1" = 20'



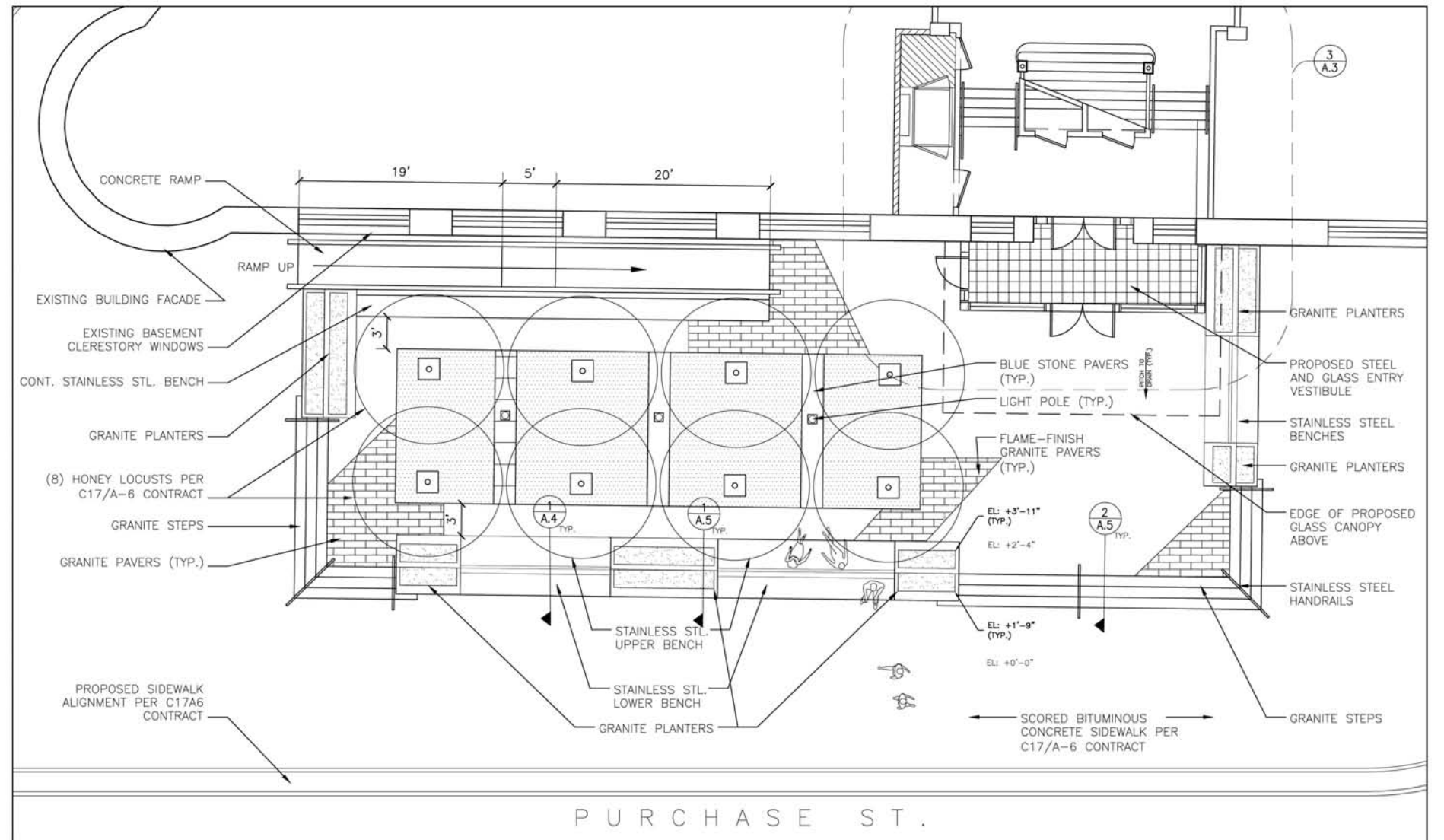
1 PLAZA SECTION
1/8" = 1'-0"



2 VESTIBULE/CANOPY SECTION
1/8" = 1'-0"



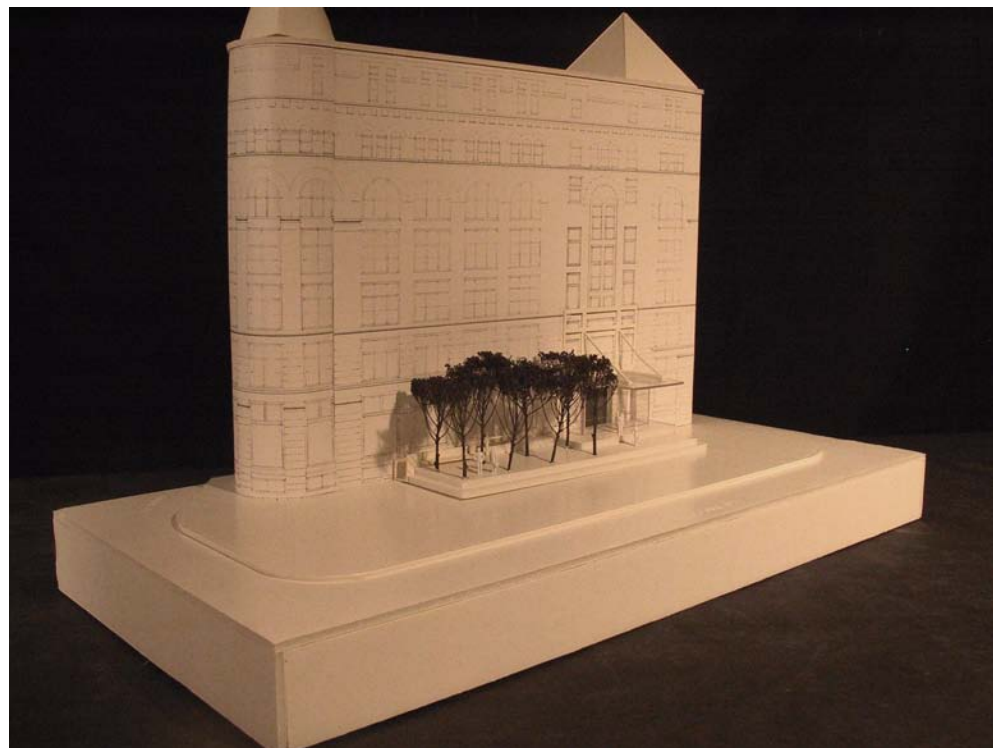
View of study model looking northwest



CHAN KRIEGER & ASSOCIATES
ARCHITECTURE AND URBAN DESIGN

The Grain Exchange Public Realm
The Beal Companies, LLP

ENLARGED
PLAZA PLAN



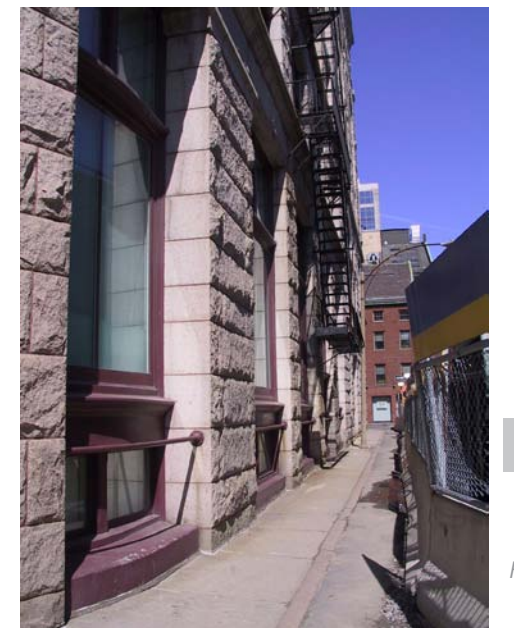
View of new entry and canopy



Building corner at Purchase and India Streets



Purchase Street facade of Grain Exchange after the removal of the elevated Artery structure (April 2004)



Purchase Street sidewalk at proposed ramp location

C2
CUSTOM HOUSE TOWER
GRAIN EXCHANGE
STATE STREET BLOCK

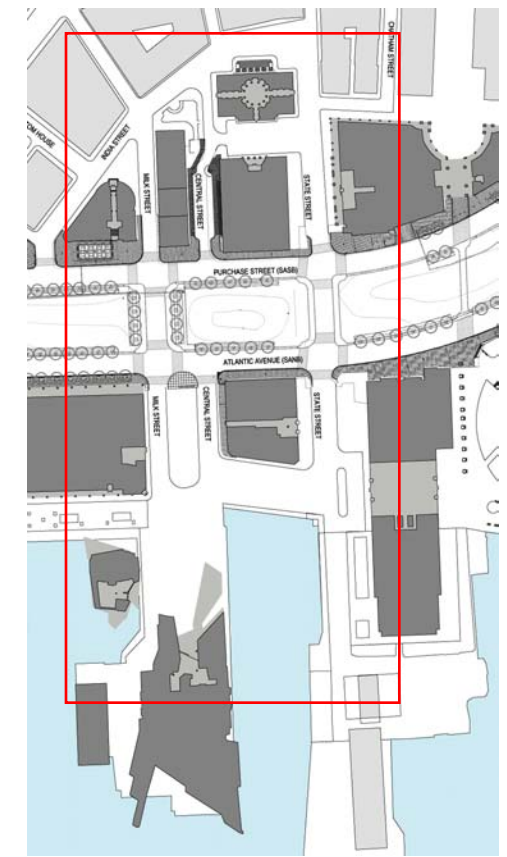
These four adjacent buildings, bordered by India Street, State Street and the Greenway, and tightly knit together by Milk Street, Central Street and McKinley Square, form a natural sub-district, or cluster within the larger Wharf District.

The landmark buildings of Custom House Tower and Grain Exchange Buildings, together with the scarred buildings of Central Wharf and State Street Block, are jewels of Boston's architectural heritage. They also represent important milestones in the City's history of maritime, trade, civic, transportation, and city-building.

This proposal illustrates that with the simple device of special pavement at key pedestrian crossings, the character of this cluster can be reinforced. Screening of service dumpsters, canopies and awnings at street fronts, and new ground level openings, can encourage active sidewalk activities, and enhance the attractiveness of the village.

The scarred facades of Central Wharf and State Street Block can serve as a charming and literal reminder of the many layers of Boston's history in city building, growth, destruction, healing, and renewal.

Strong design gestures of the pavement at pedestrian crossings of the Greenway, together with high canopy ridge-line in front of Central wharf, provide both the practical and symbolic emphasis of east-west reconnection of the city.



Central Wharf / State Street Block | East Elevations facing Greenway

Central Wharf / State Street Block | Location Plan

Proposed special pavement and pedestrian crossings to integrate buildings around Milk / Central / State Streets

Proposed low fences to screen dumpsters

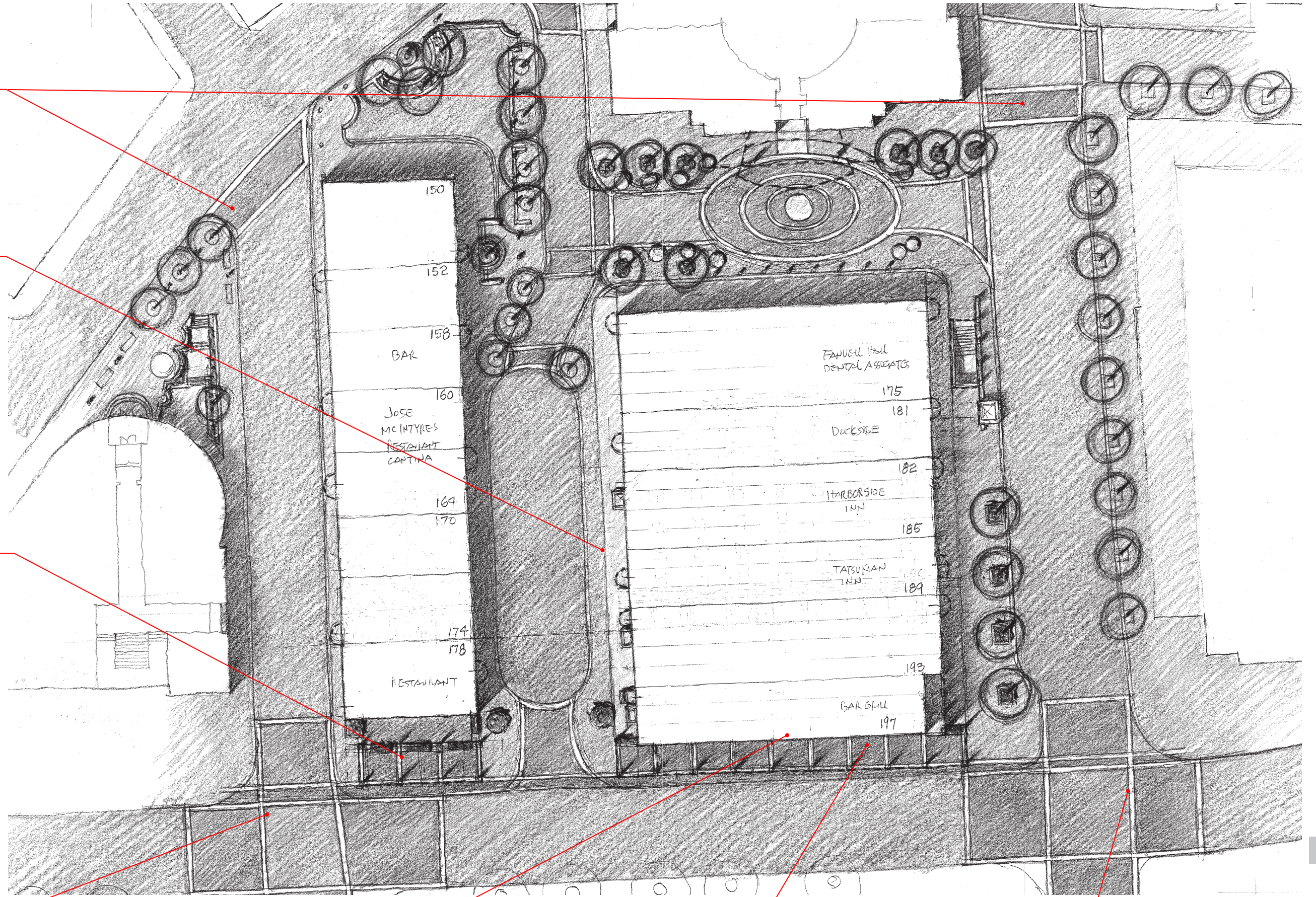
Proposed canopy with high ridge line to extend line of Central Wharf Building

Proposed special pavement to emphasize east-west connection

Proposed new openings on street level preserve historical "scarred" facades on upper floors

Proposed canopy at street level

Proposed special pavement to emphasize east-west connection



C3 CENTRAL WHARF

THE GATEWAY BETWEEN CITY AND HARBOR

This threshold between the land and the sea, along the shoreline between Marriott Hotel and the Harbor Garage, is both a destination and a gateway. It is a place where people can leave their cars and boats, and walk. They pass or linger on foot, go to the Aquarium, reach for the Long Wharf, eat on the sidewalks or in the restaurants, stroll by the shore line, always within reach of the water and the special views of the ocean and the city.

The land between Milk and Central Street in front of the Aquarium, where the Central Wharf building once stood, could be an open and inviting gateway, designed to spawn multiple uses for all seasons. The illustration on the following pages shows the potential for creating a visual link between the Greenway and the Harbor through the use of trees and flagpoles as vertical elements training the eye to a distant view. The allee of trees would also serve as a screen for office windows facing the southern sun and the north side of the parking structure. On the ground plane, flowing water provides a continuation of the fountain featured in the Greenway Parks design, out to the Harbor. A refreshment kiosk could be included in the program.

The plaza extends north between 255 State Street and the Boston Harbor. Wide sidewalks surround the building for outdoor eating, and busy harbor related activities at the water's edge. There will be minimal disruption from motor vehicles. Either a boardwalk or a brick and granite cobblestone pavement might be extended all the way towards the Marriott Hotel and Long Wharf.

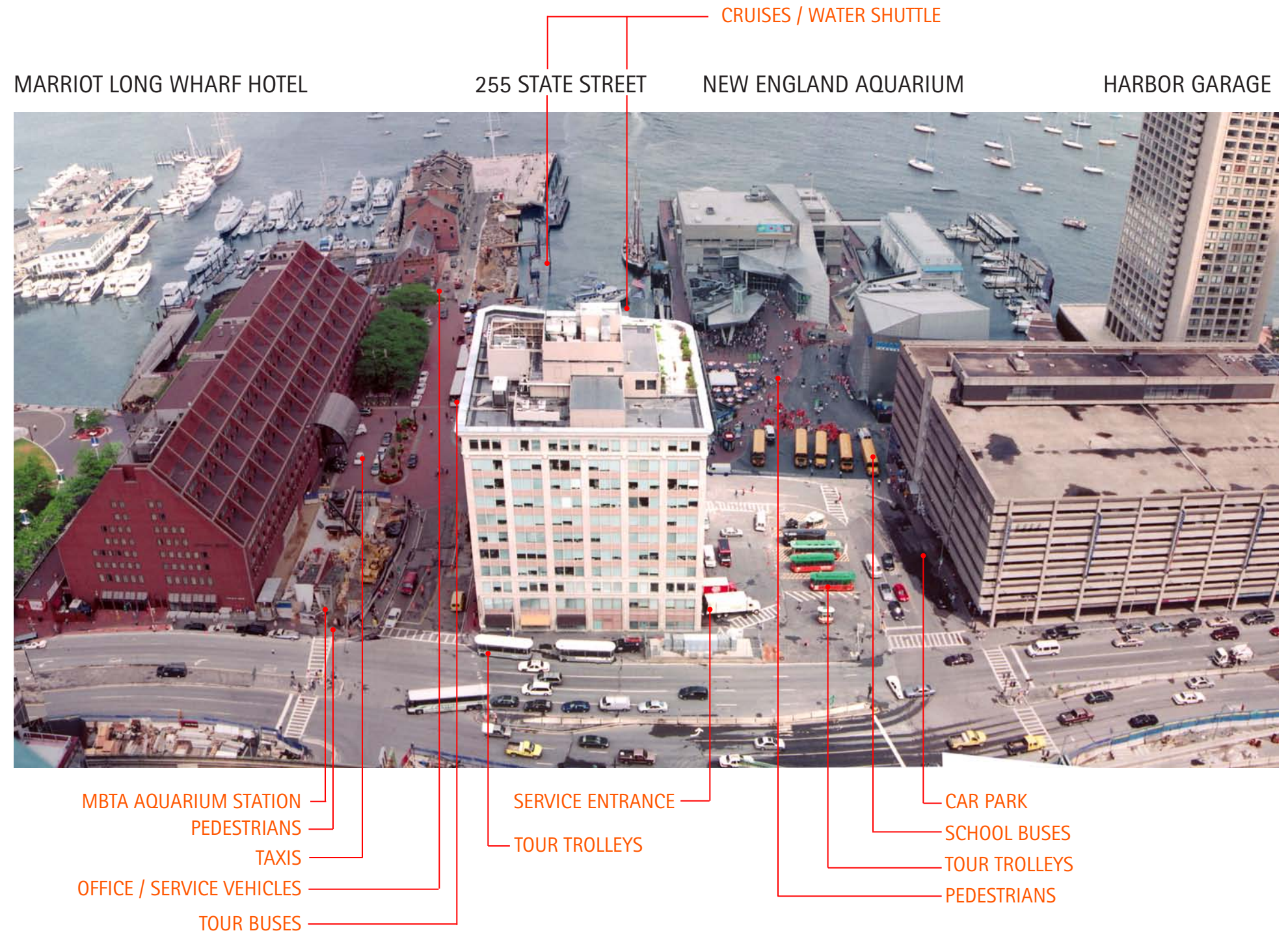
Extending south, the plaza goes behind Harbor Garage where the pavement should direct people toward the water's edge along Harbor Walk. An island of green public lawn under a canopy of trees at the southern border would serve as a transition and buffer to the residential area of Harbor Towers.

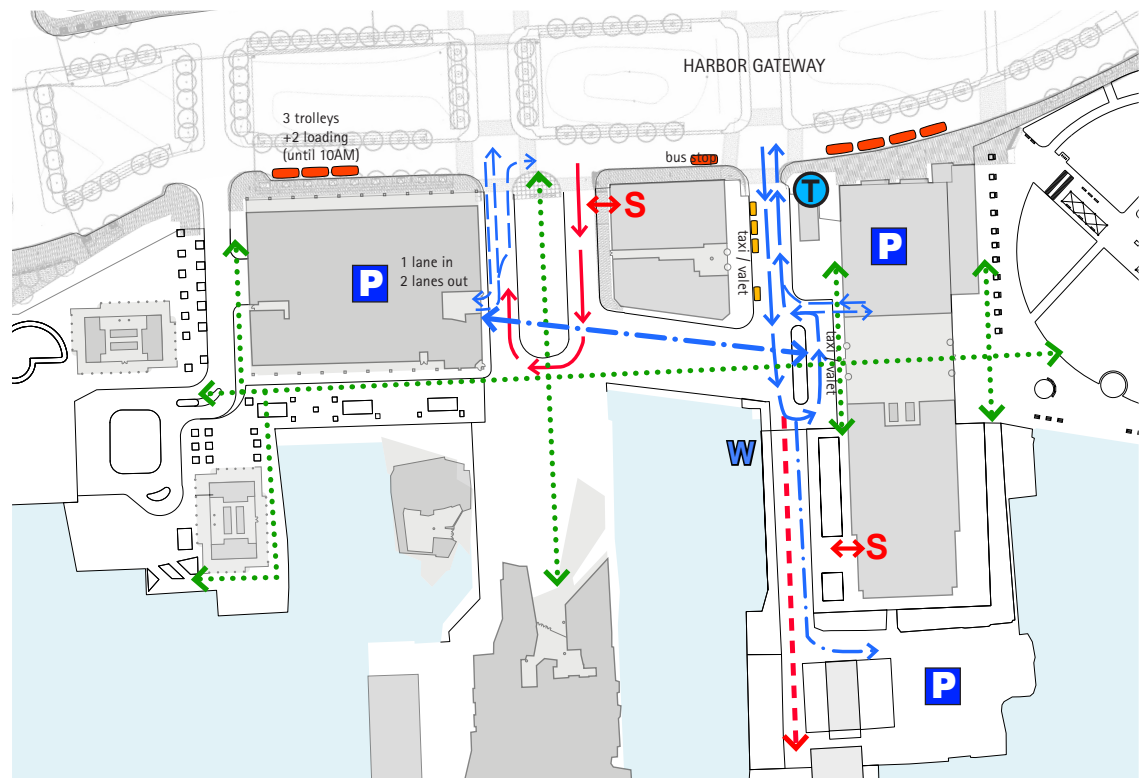
There could be special paving at pedestrian crossings to mark the east-west connections across the Greenway. The pavement treatment will work in conjunction with strong vertical elements in the Greenway design to reinforce east-west directionality. These connections between the city and the harbor have characterized the city's fabric in the past and will become increasingly more important in the future, especially for the pedestrians, who must cross the six lanes of north-south car traffic in order to make that connection. This proposed treatment for Central Wharf as a grand destination within the Greenway parks will serve to make that reconnection more pleasant and purposeful.

The vision for this location consists of a plaza designed to serve pedestrians. It is

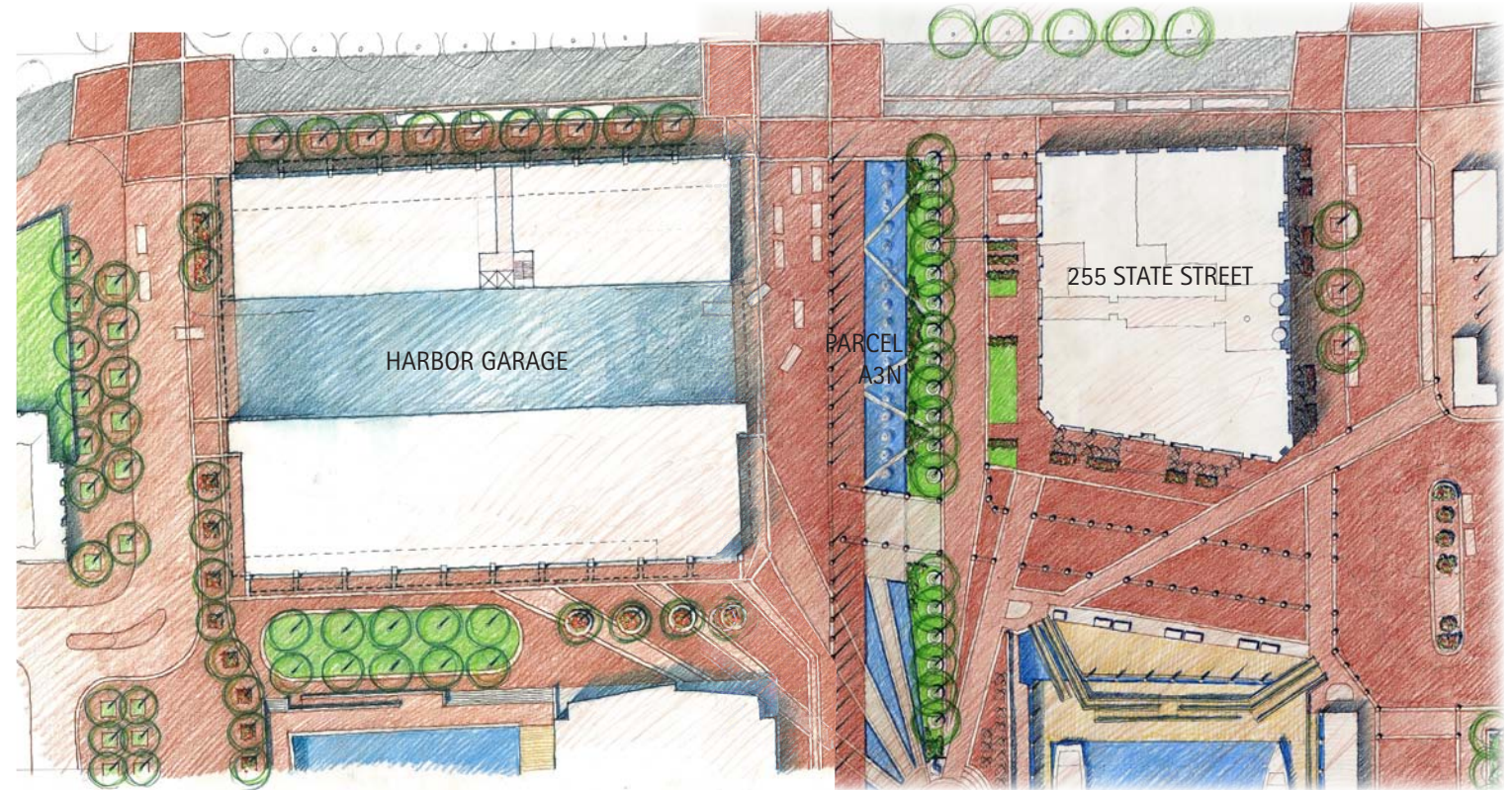
Central Wharf epitomizes the issue of transportation management in the Wharf District and more generally the historic heart of Boston. The wharf area itself provides pedestrian access to the Aquarium, restaurants on the ground floor of 255 State Street, the Marriott Long Wharf Hotel, commercial office space and the cruise and water shuttle boats. In addition, access to the wharf is allowed to tour buses, school buses, trolleys, service and emergency

vehicles, taxis and private automobiles. In the peak months there is constant congestion, pedestrians (especially young children) are put in jeopardy and the overall effect is noisy, noxious, tiresome and confusing. Various proposals for improvement are under active consideration by the Boston Transportation Department and immediate abutters.





Central Wharf traffic movements - proposal under discussion

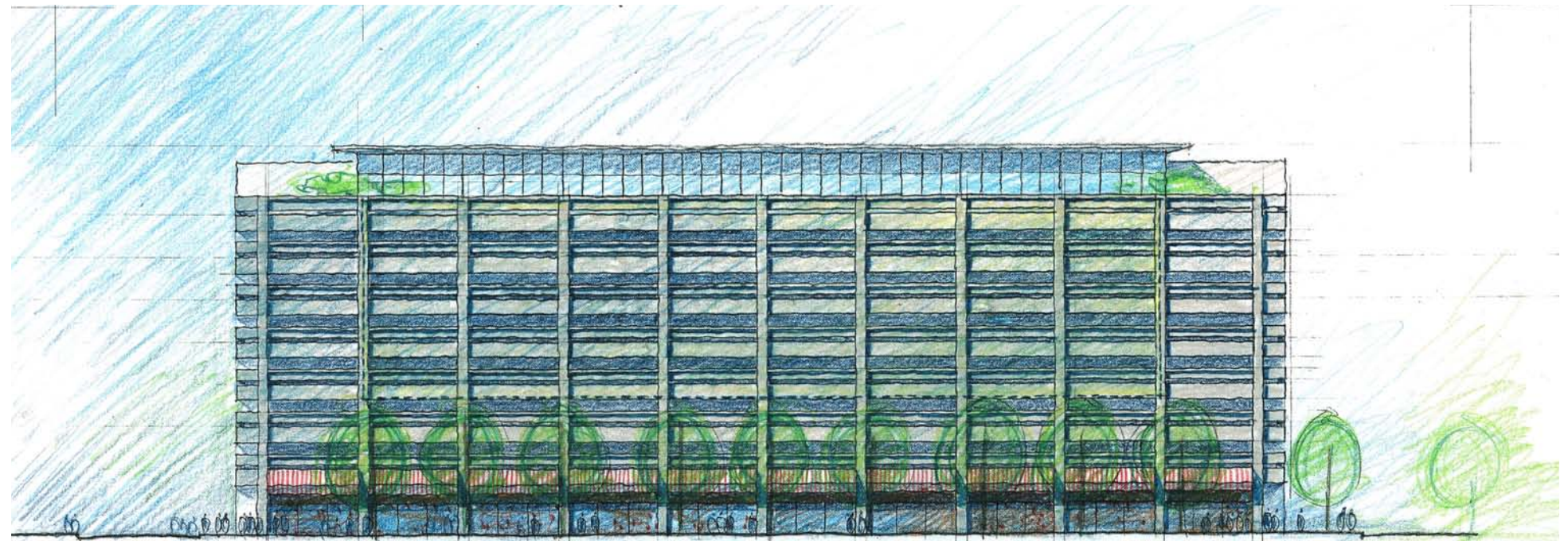


Central Wharf paving and landscaping - proposal under discussion

a place where cars, buses, trolleys, service and emergency vehicles enter only in deference to the pedestrian traffic, following the patterns defined by pavement and bollards for their controlled and transient visits. The suggestion is that the plaza remain pedestrian and views between city and harbor remain unimpaired.

The concept also suggests that bus and trolley stops be confined to the Greenway side of Harbor Garage, 255 State Street, Marriott Hotel and along north side of State Street between the Greenway and Marriott hotel drop-off. Buses for seniors to the Harbor are not desirable beyond the turnaround in front of the Marriott. School buses for the Aquarium should be discouraged from entering the Plaza.

In addition to the proposed redesign of the State Street, Central Street and Milk Street crossings, the Greenway frontage of the Harbor Garage presents opportunities for expanding retail space at the ground floor and adding floor space for a potential restaurant on the roof of the structure. By eliminating the colonnade and bringing the storefront windows out to the building line, not only will the retail area be increased but there will be a more immediate connection between the sidewalk and the building itself. A light and colorful canopy will provide shade and shelter as well as enlivening the building elevation. The potential of this elevation for projecting screened images is illustrated on page 29.



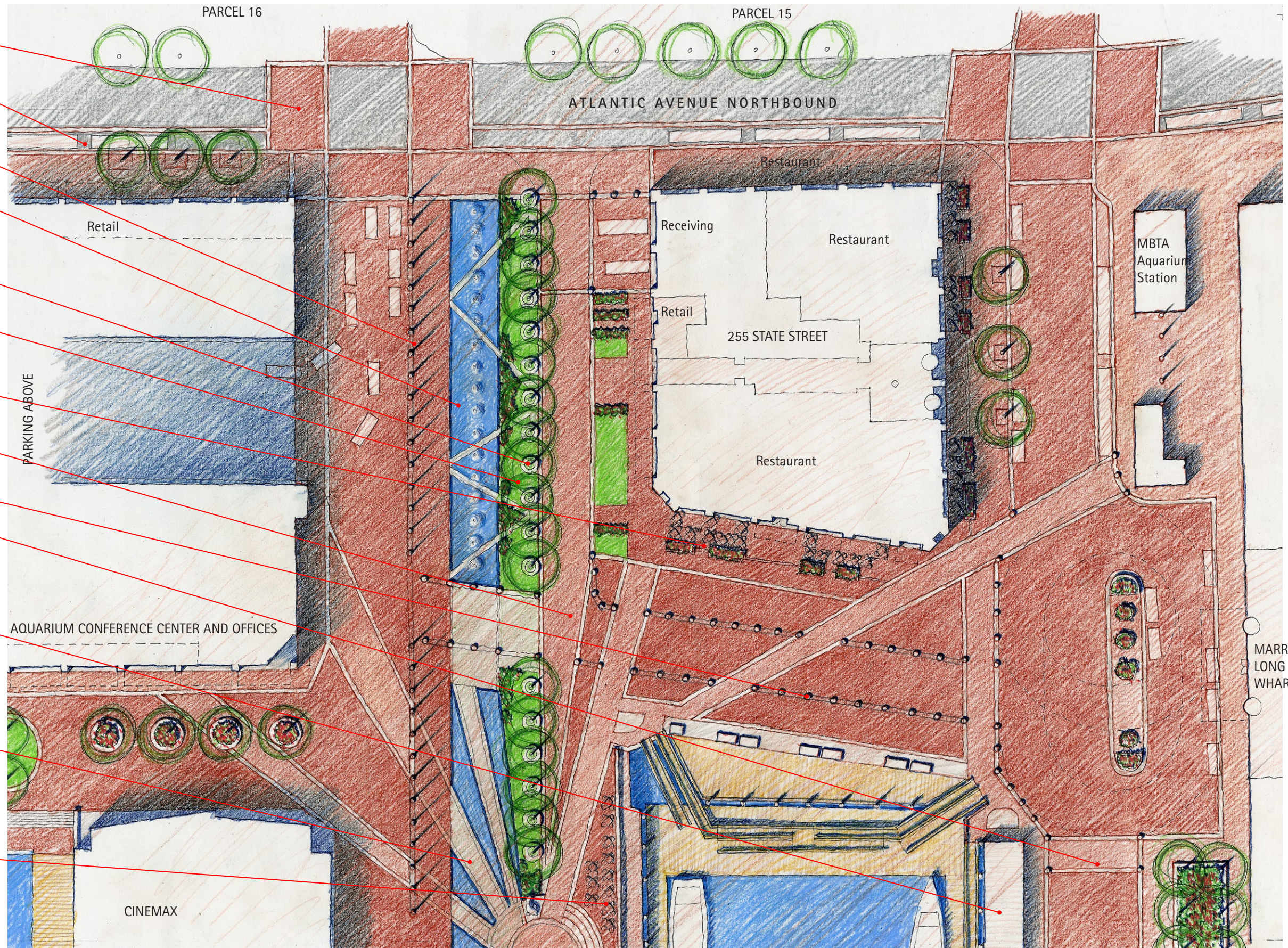
Harbor Garage: Atlantic Avenue Elevation - potential roof restaurant and street level retail with canopy 1" = 40'

- Special pavement to emphasize east-west crossing
- Potential bus stop
- Potential huge picture screen on facade above
- Additional access to roof-future development of evening activities
- Free parking access to garage/restricted bus and trolley access to plaza
- Extend retail/rental to building's edges, provide awning over sidewalks
- Potential tree lined walk to encourage use of Harbor Walk
- Potential redesign of plaza to encourage use of Harbor Walk



Vertical elements making visual connection to Central Wharf to Milk / Central Street

- Special pavement to emphasize east-west crossing
- Potential trolley/bus stops
- Flagpole array as vertical element linking city and harbor views
- Water feature as visual link from harbor to Greenway
- Allee of Trees to provide strong east-west link from harbor to Greenway and visual screen for offices
- Location for potential refreshment pavilion
- Outdoor eating with awnings and flower planter boxes
- Limited vehicular lane
- Predominantly pedestrian area at head of basin
- Pavement to Long Wharf
- Potential pavilion for harbor activities
- Pedestrian friendly wharf area with controlled vehicular access
- Potential cafe and plaza development for Aquarium



4 | PROPOSED INTERVENTIONS
CUSTOM HOUSE
CENTRAL WHARF

D1 MARKETPLACE CENTER / D2 MARRIOTT LONG WHARF

IMPROVING STREET FRONTAGE

PARCEL 14

Design proposals for abutters on both sides of parcel 14—the Marriott Long Wharf Hotel to the east and Marketplace Center to the west—involve recreating the currently blank facades of both buildings as vibrant, commercial edges on the Greenway. Instead of turning their backs to the new parks, façade improvements will make the Marriott and Marketplace Center attractions to Greenway visitors, drawing them west to Faneuil Hall and east towards the Aquarium and the Harbor Walk. The following proposals develop these buildings as important mediators between the Greenway and the Wharf District.

MARKETPLACE CENTER

Across the Greenway, Marketplace Center is an equally imposing element along the Wharf District Parks, running continuously along both parcels 13 and 14. The ground floor of the Center was originally designed as a physical barrier between the elevated highway and Faneuil Hall with an almost windowless façade along the Artery punctuated by service entrances. The wall is, however, articulated by stone-clad piers at every column bay, which are emphasized in the renovation proposal to achieve a strong articulated presence along the Greenway. The design opens the façade between column bays with glazing, creating an inviting sequence of entrances and display windows. The façade is given new depth by fins in thin perforated metal spanning between bays, enhancing the relief of the wall while providing visitors with some protection for strolling, browsing, and window-shopping.

Façade renovations to Marketplace Center continue on the upper floors enlivening the entire appearance of the building viewed from the distance of the Parks and the Harbor. The first floor façade, now blank, is improved with tall windows following the rhythm of existing third-story windows. Banners hung at every column bay serve the dual purpose of advertising retail in the Center and reinforcing the pattern of column bays and shop-front windows. Tube lights hung alongside illuminate the banners at night, and create a cadence of light curving along the street-front, brightening the sidewalk for evening visitors.

Bringing visitors directly into the Marketplace Center/Faneuil Hall shopping area, the redesign also suggests relocating trolleys to the court in front of the Marketplace cupola, facing Faneuil Hall. This new trolley stop would relieve the Marriott/255 State Street plaza of trolley traffic, considered a dangerous inconvenience to harbor front visitors. The new trolley parking would provide room for 7 trolleys to be parked at once, and a compelling, tree-lined waiting spot for shoppers and tourists. The road would be raised to grade in front of the cupola offering pedestrians a safe environment. Paved with granite and brick, the crosswalk would also extend continuity along the east-west pedestrian route linking the Harbor Walk and the Marriott Long Wharf, through the Parks, to Marketplace Center and Faneuil Hall.

MARRIOTT LONG WHARF

At street level, the Greenway edge of the commanding Marriott Long Wharf is impermeable, with one fire door leading from the Marriott indoor parking directly behind the façade. Property owners are interested in creating ground floor retail by expanding the ground floor out to the edge of the property line along the new sidewalks, and, where indoor parking space permits, 25 feet into the building. The ground floor additions provide two new small retail spaces and an extension to the seating space of adjacent Tia's Restaurant. The extension also accommodates the restaurant's needs for service and dumpster space, which currently is in the same location but on the sidewalk, outdoors. Access to the two retail spaces is provided off a central entrance aligned with the fire door. In this way, mandatory fire door access is enlivened by visitors to the ground floor shops. The façade, with long, elegant steel-frame windows set between polished concrete columns, is tied together above by a steel girder, creating an unbroken line following the curve of the street.

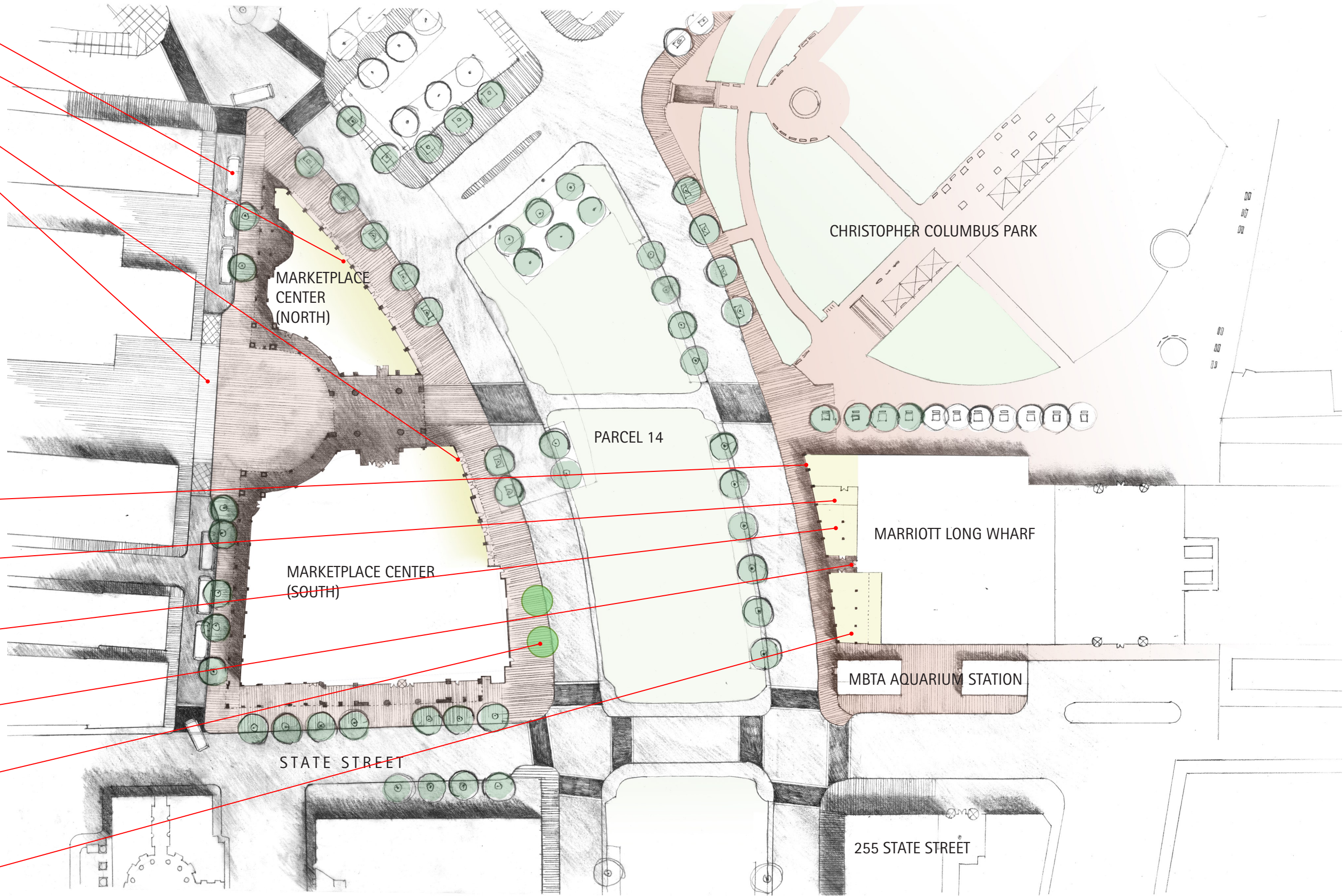


Marketplace Center



Marriott Long Wharf Hotel

- Trolley parking (potential)
- Future storefront
- Future storefront
- Pedestrian crosswalk
- Property line of Marriott Long Wharf Hotel
- Garbage dumpster for Tia's Restaurant (existing)
- Potential storefront 40' wide X 30' deep
- Emergency egress from hotel and car park (existing)
- Trees placed in front of mechanical zones
- Potential storefront approx 60' wide X 40' deep created by punching through wall of hotel



MARKETPLACE CENTER NORTH
PROPOSED STREET FACADE

Colorful banners

Canopy sunshades

New storefront



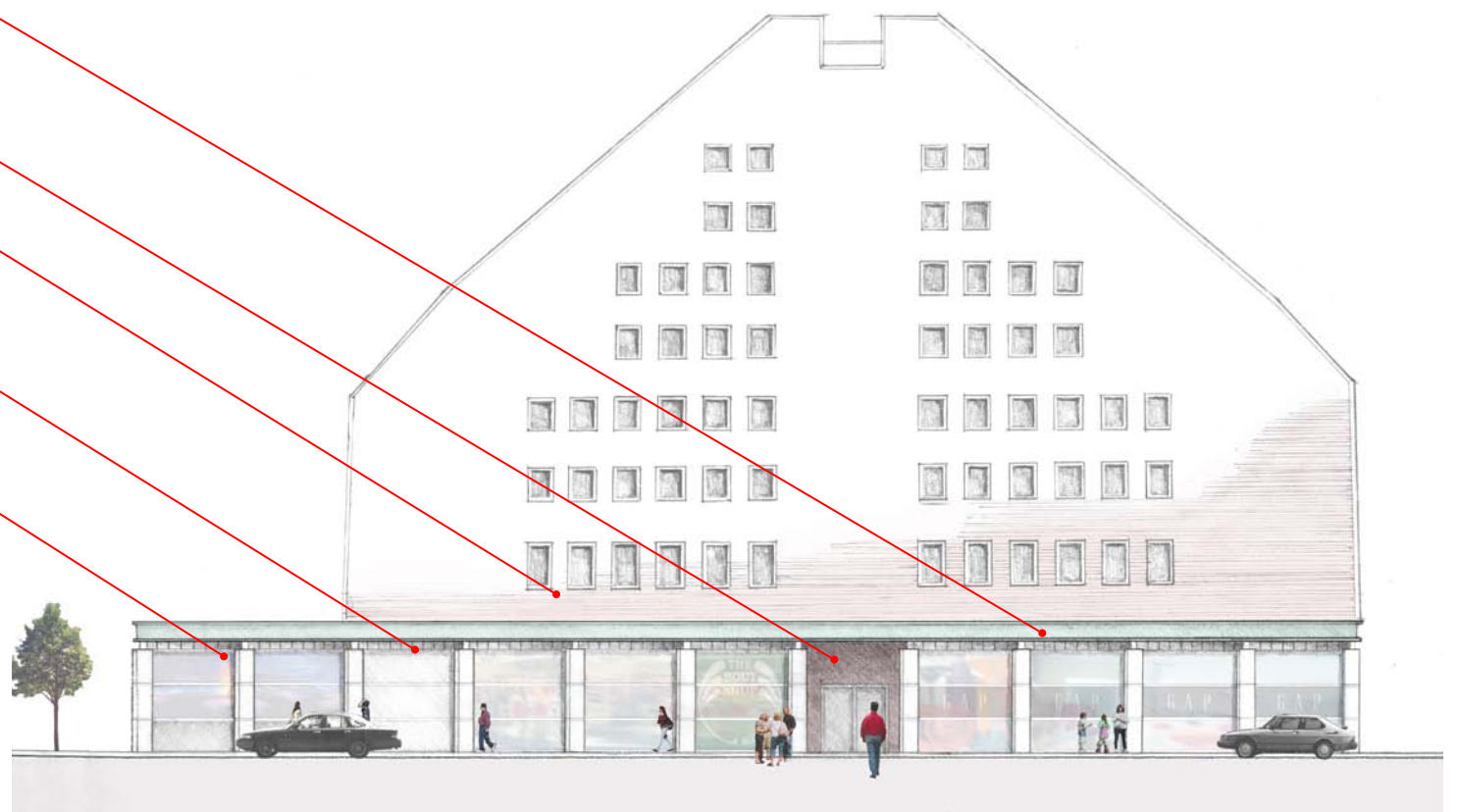
New storefront

Emergency egress for
hotel and car park
(existing, incorporated
into storefront design)

Extension of building to
property line

Garbage dumpster
for Tia's Restaurant
(as existing)

Tia's Restaurant



MARRIOTT LONG WHARF HOTEL
PROPOSED STREET FACADE

5 | IMPLEMENTATION

PRIVATE AND PUBLIC INITIATIVES

This study has documented a wide range of potential projects in the Wharf District responding to the prospect of the new parks, varying in status from conceptual to imminently real. Most of the project proposals described here are on private property and are therefore subject to individual property owner's initiative and decisions to invest. Some proposals are being developed to a level of detail sufficient for pricing, if not actual construction. Others rely on agreements between groups of private owners or on possible public-private partnerships to be realized.

One of the benefits of the study process has been the catalytic effect of bringing together individual parties to address matters of common concern. It is to be hoped that this document will act as the basis for further collaboration to improve the physical fabric and the maintenance of both private property and the public realm on the edges of the Greenway.

CONCURRENT PLANS

In addition to the private initiatives documented here, there are ongoing public projects that immediately affect the Wharf District. The Central Artery contracts ongoing at the time of writing are:

- C17A6 Surface Restoration Contract. Currently in construction, due for final completion in 2006.
- D032B Wharf District Parks. Currently in design, the construction start is scheduled for Spring 2005, completion in 2006.
- Parcel 18 Request for Proposals (submissions due June 2004)

The City of Boston has completed and is currently undertaking major studies that will affect this area:

- BRA Crossroads Initiative (in progress)
- BRA Fort Point Channel Watersheet Activation Plan (complete)
- BRA Northern Avenue Bridge Restoration (in progress)
- BTB Access Boston 2000-2010 (complete)

The varying status of these continuing initiatives and their potential for implementation is summarized in the table (adjacent) and, for the 17A6 contract, in Appendix One

PROJECT	PROPONENT / OWNER	PUBLIC / PRIVATE	STATUS	FURTHER ACTION / IMPLEMENTATION
A1 International Place restaurant / cafe	Fort Hill Associates	Private	Feasibility Study	Continuing
A2 Independence Wharf frontage upgrade	Independence Wharf LLC	Private	In construction	
A2 Hook Lobster Outdoor Cafeteria	James Hook and Co.	Private	Feasibility Study	Continuing - proposal due Spring 2004
A3 400 Atlantic Avenue facelift	Atlantic Avenue LPS	Private	Feasibility Study	CA/T to replace brick sidewalk
A4 Rowes Wharf / Harbor Hotel / Rowes Wharf Residence frontage	Equity Office Properties / Rowes Wharf Condominiums	Private	Feasibility Study	Continuing
B1 Harbor Towers Atlantic Avenue edge	Trustees of Harbor Towers	Private	Feasibility Study	Collaboration with CA/T project re. sidewalk and wall
B2 Battery March Street condominiums	Robt C Nordblom TRST	Private	Concept	Presentation to owner
B2 India Street commercial / retail	Robins Realty / Ray C Johnson	Private	Concept	Presentation to owners
C1 The Grain Exchange new entrance and upgrade	Bruce A Beal	Private	Concept / Feasibility	Collaboration with CA/T project re. front entrance ramp and public plaza
C2 Custom House / Milk Street / Central Street	numerous	Public / Private (group)	Concept	Further study required
C3 Central Wharf upgrade, including Parcel A3N	NE Aquarium / InterPark / 255 State / Marriott Long Wharf	Public / Private (group)	Feasibility Study	Further study required including traffic movements. Parcel A3N (Frog Pond Trust) alternatives to integrate Central Wharf / Parcels 15 and 16.
D1 Marketplace Center opening up storefront	Sullivan Properties	Private	Concept	Implementation as required
D2 Marriott Long Wharf storefront extensions	Edward H Linde Trusts / Marriott	Private	Concept	Implementation as required
Northern Avenue Bridge Plaza / Hook Lobster	City of Boston / Hook Lobster	Public / Private	Concept	Further study required with bridge refurbishment
Broad Street / Wendell / Wharf Street facelift	City of Boston / individual owners	Public / Private	Concept	Broad Street area study required.
McKinley Square / India / Milk / Central / State	City of Boston / individual owners	Public / Private	Concept	Study linkage to Central and Long Wharves.

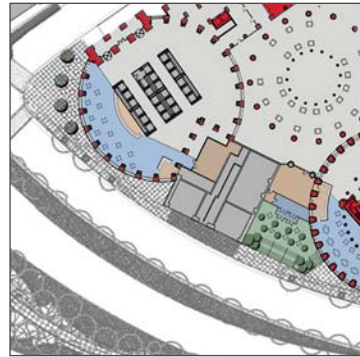
ARTS PROGRAM

An additional initiative, not treated in this study, would be the introduction of an arts program for the Wharf District, to be coordinated and integrated with the Artery Arts program to provide a coherent theme for the District. On the waterfront, opportunities for art installations are presented in the

plaza in front of Northern Avenue Bridge; India Wharf; Central Wharf and Long Wharf. On the city side of the Artery, similar opportunities exist in Fort Hill Square and McKinley Square and at the frontage of the Dock Square Garage on Clinton Street.

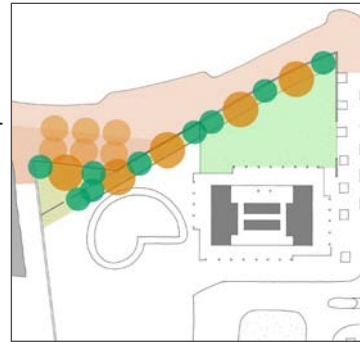
CA/T Wharf District Contracts and Edges Coordination

The Wharf District | Financial District Edges report has been in preparation simultaneously with the design process for the future parks of Parcels 14 through 17 (the EDAW / Copley Wolff Wharf District Parks plan) and as the surface restoration plan for the 'outboard' paving and planting has been finalized for construction (the C17A6 contract). This section aims to correlate those Edge Study proposals affecting public streets and sidewalks with the two ongoing CA/T contracts.



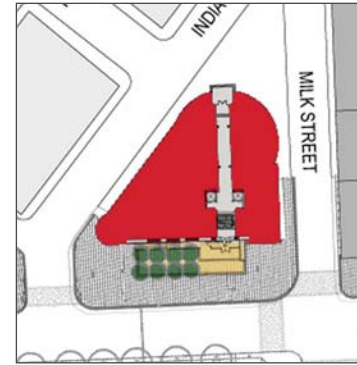
A1 INTERNATIONAL PLACE

Additional tree planting and new entrance could be implemented as private initiative



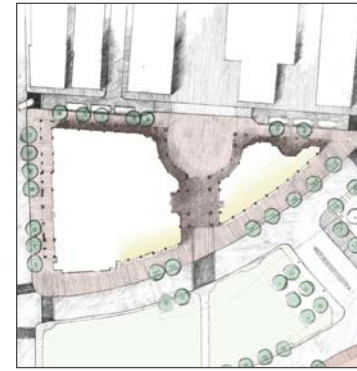
B1 HARBOR TOWERS

Realigned wall, new paving and tree planting may be undertaken as private initiative coordinated with C17A6



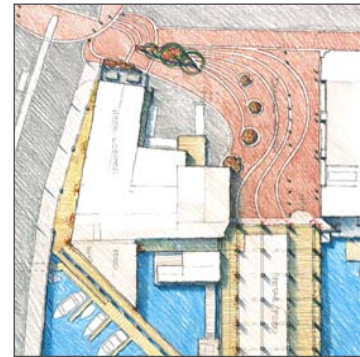
C1 GRAIN EXCHANGE

Raised planter transformed into public plaza could be implemented in public / private partnership coordinating with C17A6 contract. This feature has not been addressed in the Wharf District Parks plan.



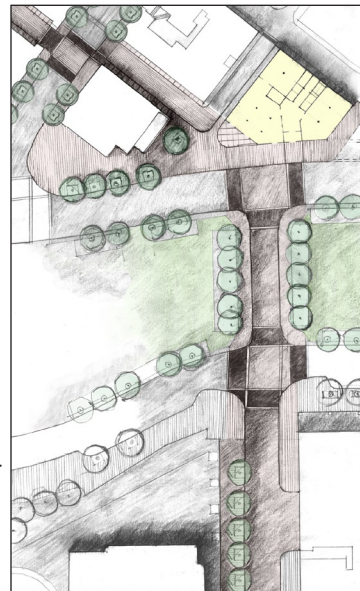
D1 MARKETPLACE CENTER

Tree relocation could be incorporated in C17A6 contract.



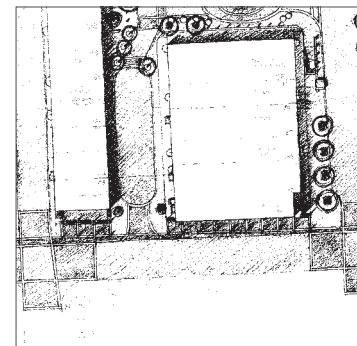
A2 INDEPENDENCE WHARF MOAKLEY BRIDGE HOOK LOBSTER

Special paving could be implemented in public / private partnership



B2 EAST INDIA ROW WHARF STREET WENDELL STREET

Special paving could be implemented as a public / private initiative. The special paving linking East India Row and Wharf Street (between parcels 16 and 17) is acknowledged in the Wharf District Parks plan.



C2 195 STATE STREET

Special paving on State, Central and Milk streets, as acknowledged in CA/T Wharf District Parks plan, could be implemented as a public initiative in coordination with C17A6 contract.



D2 MARRIOTT LONG WHARF

Extension of building frontage to property line and potential repaving could be implemented as a private initiative.



A3 400 ATLANTIC AVENUE

Brick paving in front of building to be replaced as part of C17A6 contract



C3 PARCEL A3N 255 STATE STREET CENTRAL WHARF HARBOR GARAGE

Special paving on Central Wharf could be implemented as a public / private initiative. Acknowledged in the Wharf District Parks plan



A4 ROWES WHARF

Relocated hotel entrance, realigned trees, paving and bollards could be implemented in public / private partnership in coordination with C17A6 contract.



INSET FRAME SHOWING CURRENT VERSION OF WHARF DISTRICT PARKS PLAN - Parcels 14 through 17

Frame inset drawing courtesy of Central Artery Tunnel Project / ED&W and Copley Wolff Associates

Appendix 1 | Area Profiles

INTERVIEWS

As part of the data collection exercise, interviews were conducted with abutting property owners and residents groups within the Study Area. The purpose of this series of interviews was to generate urban design priorities for the open spaces along the Rose Kennedy Greenway, between and within buildings along the edges of the Central Artery corridor. Interview questions were framed more as points for discussion, less as statistically quantifiable questions and answers. The results of the interviews are therefore general, discursive and open ended and therefore more representative of an actual or perceived state of affairs than a more closed statistical study might have rendered. A full text of the interview topics and notes of the individual meetings are contained in this appendix.

The points for discussion covered the following topics:

A. CONTEXT AND SITE

Questions attempted to prompt interviewees to talk about plans for their own property but also what potential they see in the opening of the Greenway for developing new urban relationships – across the street with other properties, or across the Greenway.

a. Areas of mutual concern were identified, for example:

- the opportunity for developing a residential support infrastructure (small-scale retail and services) in the Broad Street area to benefit residents of Rowes Wharf and Harbor Towers as well as the projected residences in Broad Street itself. Residential communities to the north of Christopher Columbus Park (Mercantile Wharf, Commercial Wharf) were not particularly affected by this idea
- the development of Broad Street as a retail spine extending from Atlantic Avenue up to State Street and even, possibly, through the Cunard Building arch to join up with Quincy Market
- the coordination of the Central Wharf / Long Wharf forecourt and making connections across the Greenway with McKinley Square (the Custom House tower)
- coordination of the Harbor Walk between 470 Atlantic Avenue, Hook Lobster and the Coast Guard Building, incorporating the two Northern Avenue bridges as a way of defining the southern boundary of the Wharf District
- collaboration between owners around Fort Hill Square which, from its raised elevation and privileged position at the crossroads of Oliver and High, will become a recognizable 'gateway' to the Greenway and the

Harbor from the south western quarter of the Financial District

- collaboration between owners and abutters to make a pedestrian area of Wendell Street with outside dining and possibly retail

B. PROGRAM

Questions on programming focused on specific planned activities and functions that could take place on individual properties; plans for responding to perceived unfulfilled needs in the area; and what, if any, market analysis had been undertaken by individual owners or user groups.

a. Responses included, on the west side of the Greenway:

- Development of Broad Street as a high-end retail area (see above)
- The development of the High Street and Oliver Street edges to International Place as access to the interior atrium and as outdoor café / restaurant space (at Fort Hill Square)
- The extension of ground floor restaurant uses at 200 High Street and 127 Broad Street onto the new sidewalk
- The creation of 'landside' open space at the conjunction of Franklin and India Streets, possibly edged by small scale restaurant use on the Franklin Street edge
- The redesign of the east elevation of the Grain Exchange Building to respond to its new role fronting the Greenway
- The penetration of the ends of 'amputated' buildings at Milk Street and State Street to animate the frontage onto the Greenway
- The opening up of the State Street / Atlantic Avenue corner of Marketplace Center to respond to the Greenway.

b. On the east side of the Greenway, responses included:

- Promoting the use of the Rowes Wharf sidewalk for an outdoor café to the north of the arch; and the extension of Rudy's establishment at the northwest corner onto the sidewalk.
- Redesigning the edge of the Harbor Towers property to show a more engaging public side to the private garden
- Bringing the Harbor Garage retail out to the edge of the building to more readily engage the sidewalk
- Replanning the circulation and parking of tour buses and trolleys adjacent to Harbor Garage and in the Aquarium fore court

- Redesigning the west end of the Marriott Hotel to present a more permeable and accessible frontage to the Greenway.

C. TRANSPORTATION

Transportation is a major issue throughout the Wharf District. A key area of concern is the parking and pick-up and drop-off by tourist buses, trolleys and school buses particularly around Central Wharf and Long Wharf. To a lesser extent the parking of taxis on Long Wharf contributes to congestion in that area. Another area of concern is the proliferation of delivery vehicles serving the larger commercial properties giving rise to back-ups into traffic lanes. The Boston Transportation Department is addressing these issues on the following basis:

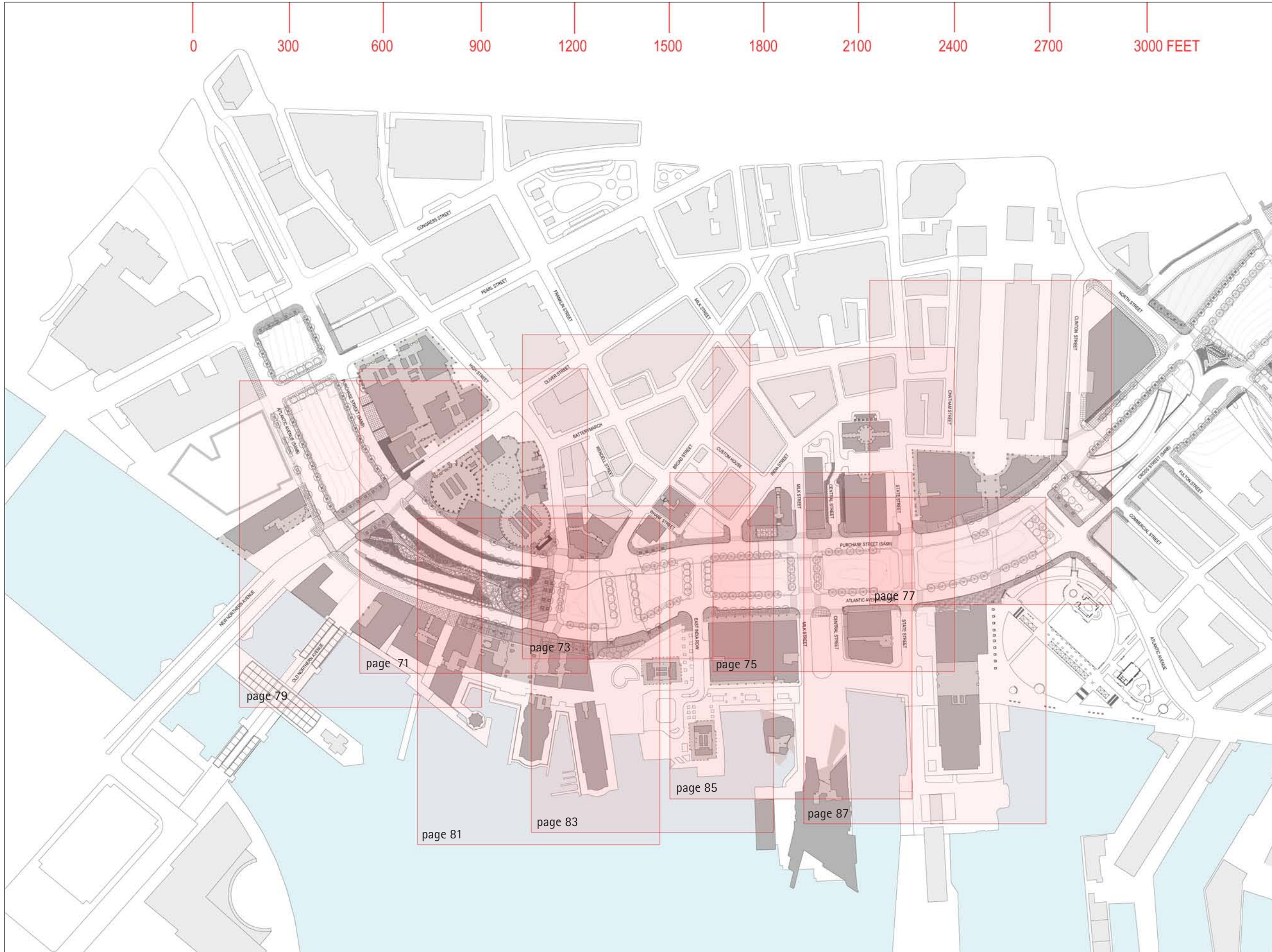
- **Tourist Buses:** including motor coaches, trolleys and school buses. There are two out-of-center parking areas, in Charlestown and Fan Pier, used for layover parking (up to 3 hours). The critical issue is the drop-off and pick up by these vehicles reconciling congestion around Central Wharf with the difficulty of getting elderly passengers and children to walk any great distance.
- **Public Service Buses:** the BTB is concentrating on consolidating bus stops for the MBTA and private shuttles services. In addition the BTB is considering the initiation of small, local 'hop-on and hop-off' buses for the waterfront connecting the Wharf District with North and South Stations and the South Boston Seaport.
- **Service Vehicles:** experiments in other parts of Boston seek to control congestion caused by service vehicles by controlling service hours. The efficiency of this approach depends on enforcement. The BTB has yet to determine an appropriate policy for the Wharf District.
- **Private Vehicles:** there is considerable parking capacity in office buildings throughout the Wharf District. There is some merit in pursuing a shared parking policy whereby evening and weekend parking for visitors is encouraged through discounted pricing.

D. OPPORTUNITIES AND CONSTRAINTS

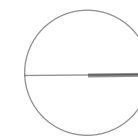
The opportunities and constraints associated with each one of the properties and the proposed programs are too numerous to list here. They will be the subject of the next phase of the study that will explore in detail the potential for the program ideas listed above. Similarly, questions on implementation will be addressed in further study.

WHARF DISTRICT
FINANCIAL DISTRICT
AREA PROFILES
KEY PLAN

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



APPENDIX 1 | AREA PROFILES



International Place
Ted Oatis, The Chiofaro Company

June 27, 2003

Building Data

Context and Site | C17A6 Observation

- Sees Parcel 18 as largely inaccessible to the building given the ramp structures
- Doesn't envision much pedestrian traffic along the Purchase Street edge of the building, as is currently the case
- Edge will continue to function largely as a service and parking entrance as well as accessible ramp to the entrance to #2 International Place.
- Two corner entrances of the building and pedestrian access to the parcels at High Street and Oliver Street will remain important.

Program

- Would like to reintroduce a full service restaurant at the ground floor of either #1 or #2 International Place tower – within the curved space of either lobby
- #2 International Place (High Street Corner) is likely the more marketable location. However, given pedestrian traffic and the relationship to Rowes Wharf, there is no adjacent space for a kitchen at the same level. Sees the potential to build a kitchen partially within the open space between the two towers. The remainder of the open space could be used for outdoor seating. Good potential for valet parking location.
- #1 International Place (Oliver Street Corner) has knockout panels for access to a potential kitchen space in the core, as well as an opportunity to utilize some existing adjacent service space. Opportunity for outdoor seating on Oliver/Purchase Street corner sidewalk. The lobby of #1 is better suited to facilitate a restaurant use, but may not be as marketable location as #2 and has less potential for valet. May let potential tenants decide which is preferable.
- Whichever lobby is not used as a restaurant, the other space would be available for functions, exhibitions, etc..
- Other programs within the lobby won't change much from their current uses.

Opportunities and Constraints

- Does not envision any new entrances to the building
- Public access to elevated open space between the two towers is not difficult given the grade difference
- Expectations are for the artery surface contract to provide granite sidewalks along Purchase Street matching the granite mandated by the city during construction of the two towers
- Opportunities for trees along Purchase Street are limited given the proximity of the tunnel wall to the building foundations
- Mid-block access to the building through the open space into the lobby was eliminated during design. Access to the space from the lobby is currently closed.

Gross Area (sf)	1,971,200
Land Area	115,815
Ground Floor Area	84,052
Building Height (ft)	Tower 1: 530 / Tower 2: 600
No. of Stories (basement) + G + #)	Tower 1: 35 / Tower 2: 46
Ground Floor Uses	Commercial / Retail / Restaurant
Upper Floor Uses	Office
Building Population	7000
On- Site Parking (gross, inc. reserved)	830
On- Site Parking (reserved spaces)	0



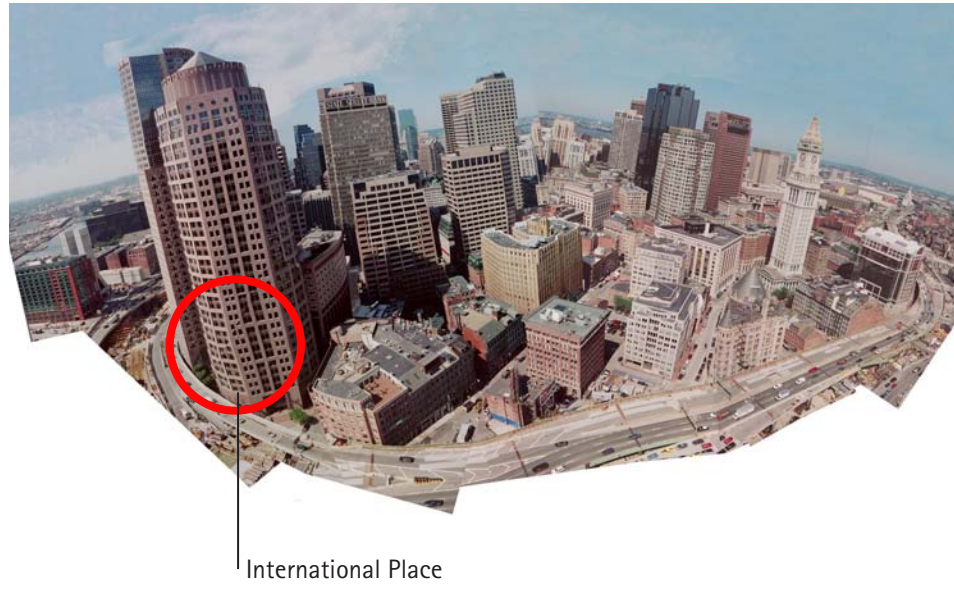
Main Entrance at Purchase Street | High Street



Edge condition at Purchase Street



Olive Street edge

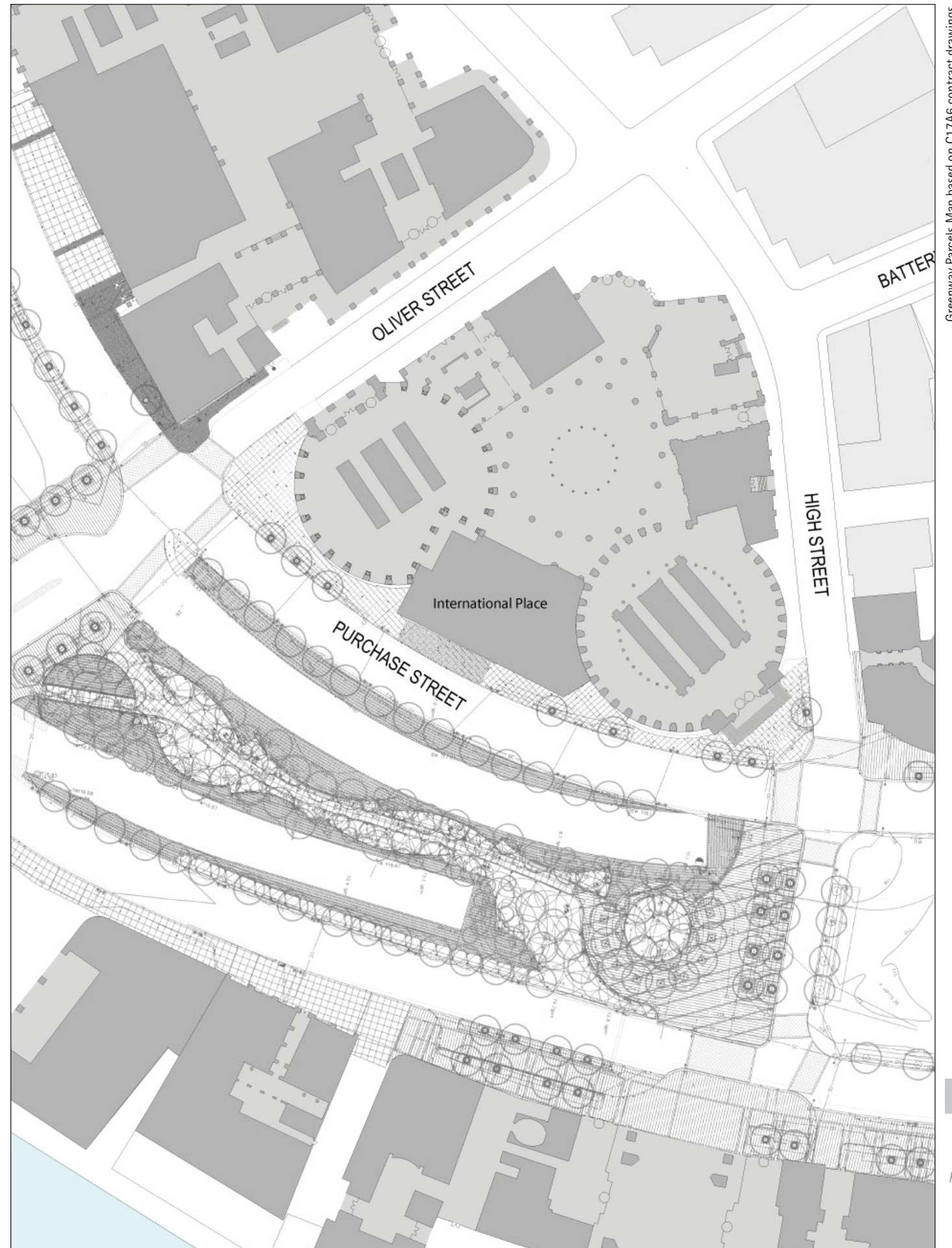


Purchase Street | High Street corner



Parking entrance at Purchase Street

Greenway Parcels Map based on C17A6 contract drawings.



Greenway Parcels Map based on C17A6 contract drawings.

APPENDIX 1 | AREA PROFILES

200 High Street, 127 Broad Street
Jonathan Davis, The Davis Companies

June 24, 2003

Context and Site / C17A6 Contract Observations

- Davis Properties owns building with addresses on High Street (200) and Broad Street (127). The front door is on Broad Street and the core configuration is on High Street. A ground floor corridor links the entrances.
- A restaurant to the west of the High Street entrance has changed proprietors three times in the last fifteen years. It also leases space beside the Broad Street entrance. The 1,000 square foot space (in the old granite Mercantile building) is underused as storage.
- The building was renovated in the 1980's with an addition on the Purchase Street façade. The design incorporated large windows on the ground floor that can be converted into entrances.
- A successful beauty salon and natural foods deli (the only one in the Wharf District) occupy frontage on the Purchase Street façade.

Program

Retail

- The critical residential mass needed to maintain local retail does not yet exist.
- 18-hour retail is not economically feasible.
- *Small-scale interventions*
- Although benches would ideally be placed on South corner of the building, the corner should be left clear to pedestrian traffic up High Street, and between parcels 17 and 18.
- Corner of Atlantic Avenue southbound and Broad Street should also be left open to accommodate sidewalk seating for the natural foods deli.

Opportunities and Constraints

Pedestrian Access

- Pedestrians can walk through the High Street-Broad Street ground floor corridor, but bad weather aside, it isn't a heavily used shortcut.

Traffic and transportation

- Local public transportation is fair at best.

Service

- The building has service access on Broad Street
- Most deliveries to buildings in the area will have to be off-hours on pedestrian sidewalks.

Parking

- Easy vehicular access is crucial to sustaining businesses and increasing street activity. On-street parking, loading spaces, and valet services should be accommodated.

- The Harbor Garage is too important to be replaced, although its sidewalk should definitely be improved and frontage developed for retail.

Linking City and Harbor

- Pedestrians should be able to stand on Broad Street and look across to the water.

115 Broad Street
JP Shadley, Carol R Johnson Associates

July 15, 2003

Context and Site / C17A6 Contract Observations

- Diagonals blocks around Broad and Franklin can be treated as subjourneys away from corridor parks.

Program

Small-scale Intervention

- Basic renovations crucial to the improvement of Broad Street include restoration of historic granite sidewalks, regulatory and informational signage, and lighting.

Opportunities and Constraints

Pedestrian Access

- Develop Wendell Street as gateway between Battery March and Broad leading to Greenway. Potential for collaboration between abutting owners (including The Nordblom Companies) with support from BRA.
- Treat Broad/State as a pedestrian loop.
- Create a public pedestrian route extending Broad Street through 158 State Street (Cunard Building) to Quincy Market.

Parking

- Provide Duck Boat parking at current trolley stop in front of Aquarium.
- *Linking new and existing development*
- A big anchor building at the corner of Broad and Franklin will provide a gateway to the lower Broad Street neighborhood. This development currently undergoing permitting with the BRA.



Broad Street Elevation

Building Data
200 High Street, 127 Broad Street

Gross Area (sf)	95,915
Land Area	-
Ground Floor Area	36,994
Building Height (ft)	78
No. of Stories (basement) + G + #)	6 + basement + penthouse
Ground Floor Uses	restaurant / retail
Upper Floor Uses	office
Building Population	500
On- Site Parking (gross, inc. reserved)	0
On- Site Parking (reserved spaces)	0

115 Broad Street

Gross Area (sf)	25,562
Land Area	3,787
Ground Floor Area	3,787
Building Height	-
No. of Stories (basement) + G + #)	6.5
Ground Floor Uses	Commercial
Upper Floor Uses	Commercial
Building Population	-
On- Site Parking (gross, inc. reserved)	0
On- Site Parking (reserved spaces)	0



Broad Street | Purchase Street | 112 Broad Street



High Street | Purchase Street corner



High Street



Greenway Parcels Map based on C17A6 contract drawings.

APPENDIX 1 | AREA PROFILES

195 State Street
Thomas Ragno, King Street Properties

June 25, 2003

Context and Site

- Tom Ragno is the owner of 195 State Street, second building from the Greenway, with restaurant for breakfast and lunch on street floor. The rest of the buildings of the block have different owners. TR will try to speak to the common interest.
- 175 State, the building facing Custom House Tower, is used by Faneuil Hall Dental Assoc. Next building, 183 State, is used by Dockside Salon. 185 is used by Harbor Side Inn. 189 has a Japanese Restaurant, Son Company. 199 State, facing the Greenway has Bar and Grill, owned by the Colony Group.
- The upper floors of these buildings are used primarily for offices. Main entrances for offices as well as ground floor tenants are facing State Street; service entrances, trash bins and loading on Central Street.
- Recognize the importance of State Street Walk toward the Harbor, the opportunity of an active sidewalk there, and the diagonal pedestrian flow from State to Aquarium. Central Street connection to the Harbor also considered important.
- Pedestrian crossing of State Street, connecting Custom House Plaza and Quincy Market, also considered important.
- Elevator to Aquarium Station blocks the State Street sidewalk.
- Envision Post-Office-Square-like green park with kiosks on the Greenway facing the State Street Block.

Program

- With the exception of the end building, 199 State, the upper floors will likely continue to be office use, due to the depth of building. Street entrances to upper-floor office will be facing State Street, together with restaurant or retail entrances.
- Office entrances are important. Upper floors generate most of the income for the owners.
- Only the end building has the potential of being used as residences, with windows facing the Greenway

Opportunities and Constraints

- Potential of paving over Central Street, adding through entrances in the buildings, controlling service/loading and trash bins, and enhancing the historical character of Central Street with outdoor restaurants and cafes.
- Favor the idea of a Historic sub district comprising the State Street Block, Central Wharf, Custom House, Grain Exchange Building.
- Would like to see a building somewhere on the Greenway. Perhaps Parcel 18.
- Significant building height should be tolerated in some area.

The Grain Exchange | 177 Milk Street
Bob Beal, The Beal Companies

June 24, 2003

Content and Site

- Would like to see a common vision unifying the three parks on the Greenway
- Would like to see a Client for the surface design.
- Would like to put Turnpike surface improvement contract on hold at this time.
- Recognize the potential of a historical sub-district including the Custom House, Central Wharf, State Street block, and Grain Exchange Building
- Recognize the importance of visual connection to Franklin Street.
- Welcome the Aquarium to have a presence in Greenway toward Central Wharf.

Program

- Grain Exchange Building will need a new front door facing the Greenway.
- We are now examining the feasibility of a light, glassy structure, compatible with the architecture of the existing building.
- Would not like to see structures directly in front of Grain Exchange Building on the Greenway. Prefer green in front. Can see minor structure on the Garage side.
- Open to new retail. But not the "Mom and Pop" type.
- Open to performance
- Do not like trolleys in front of Grain Exchange.
- No on-site parking at Grain Exchange, Own 2 parking spaces at Custom House.

Opportunities and Constraints

- Potential of closing Milk Street traffic.
- Potential of saving and lifting the old Northern Avenue Bridge for pedestrian and water traffic, and revive the earlier proposal of adding a light, glassy enclosure for retail and food on the bridge, - toward an active "Water Plaza" at Fort Point Channel.

Building Data
195 State Street

Gross Area (sf)	27,528
Land Area	4058
Ground Floor Area	3900
Building Height (ft)	-
No. of Stories (basement) + G + #)	7
Ground Floor Uses	Hotel / Entertainment
Upper Floor Uses	Hotel / Office
Building Population	-
On- Site Parking (gross, inc. reserved)	0
On- Site Parking (reserved spaces)	0

The Grain Exchange | 177 Milk Street

Gross Area (sf)	87,200
Land Area	12,166
Ground Floor Area	11,714
Building Height	200
No. of Stories (basement) + G + #)	1+1+7
Ground Floor Uses	Office
Upper Floor Uses	Office
Building Population	259
On- Site Parking (gross, inc. reserved)	0
On- Site Parking (reserved spaces)	0



19 Custom House | 177 Milk Street (Grain Exchange)



Custom House Tower
McKinley Square

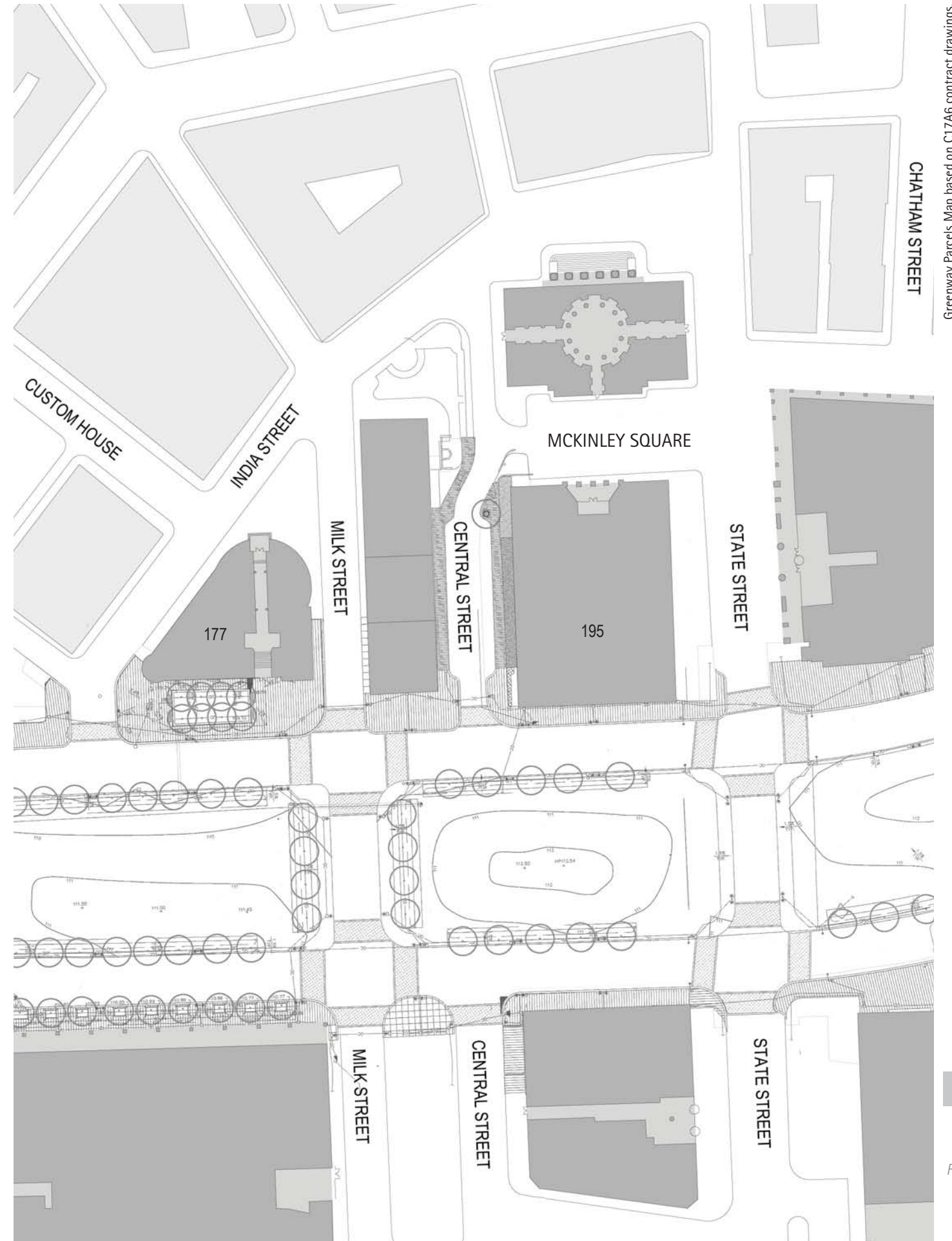
195 State Street
The Grain Exchange
19 Custom House Street



Custom House Street



Central Street



Greenway Parcels Map based on C17A6 contract drawings.

APPENDIX 1 | AREA PROFILES

Marketplace Center | Boston Garage | Commercial Wharf

200 State Street

James Sullivan Sr., The Sullivan Properties

July 1, 2003

Context and Site

- Parcel 12
 - Would like to see a building of moderate size over Parcel 12 ramps - perhaps housing.
- Parcel 14
 - Would like to see activities and energy on Parcel 14 facing Marketplace Center. Perhaps eating places, but no skating rink, no T-shirt shops and "hawkers".
 - Visitor Center should be interactive.
 - City's butcher shops used to be located there with sewage running into the harbor.
 - Potential view of harbor from the second floor.
 - Would like to encourage diagonal foot traffic from Market Place Center to Aquarium
 - Concerned about winter seasons.
 - Concerned about maintenance.
- Commercial Wharf
 - Does not anticipate increase of pedestrian traffic along Atlantic Avenue
 - Not sure if there would be much increased pedestrian traffic facing Parcel 12.
- Garage
 - Does not foresee tourists on Clinton Street
 - Does not foresee pedestrians on North Street.
 - Traffic light at North/Congress causes automobile gridlock.

Program

- The northern portion of Marketplace Center was designed with knock out panels on first and second floors for retail facing the Greenway.
- Present service and loading entrance on south side facing Greenway not likely to change
- Does not anticipate retail in garage structure facing the Greenway
- Commercial Wharf with its atrium has moderate retail potential.

Opportunities and Constraints

- Buildings and Sidewalks
 - Present service and loading entrance will remain.
 - Potential light and glassy canopy on sidewalk facing Parcel 14
 - Potential renovation of Commercial Wharf's façade facing the Greenway.
- Traffic and Transportation
 - Front of Marketplace Center (facing Parcel 14) ideal for bus drop-off.
 - Would like to see trolley drop-off behind, between Quincy Market and Marketplace Center.
 - Would like to see traffic-calming devices in front.
 - Pavement material should be friendly for wheel chairs at pedestrian crossings. Not cobble stones.

Building Data

Gross Area (sf)	36,672
Land Area	71,748
Ground Floor Area	57,896
Building Height (ft)	216
No. of Stories (basement) + G + #	17
Ground Floor Uses	Retail Lobby
Upper Floor Uses	Office
Building Population	2000
On- Site Parking (gross, inc. reserved)	115
On- Site Parking (reserved spaces)	0



Marketplace Center | Quincy Market



Purchase Street Edge | Marketplace Center | State Street



Mercantile Wharf

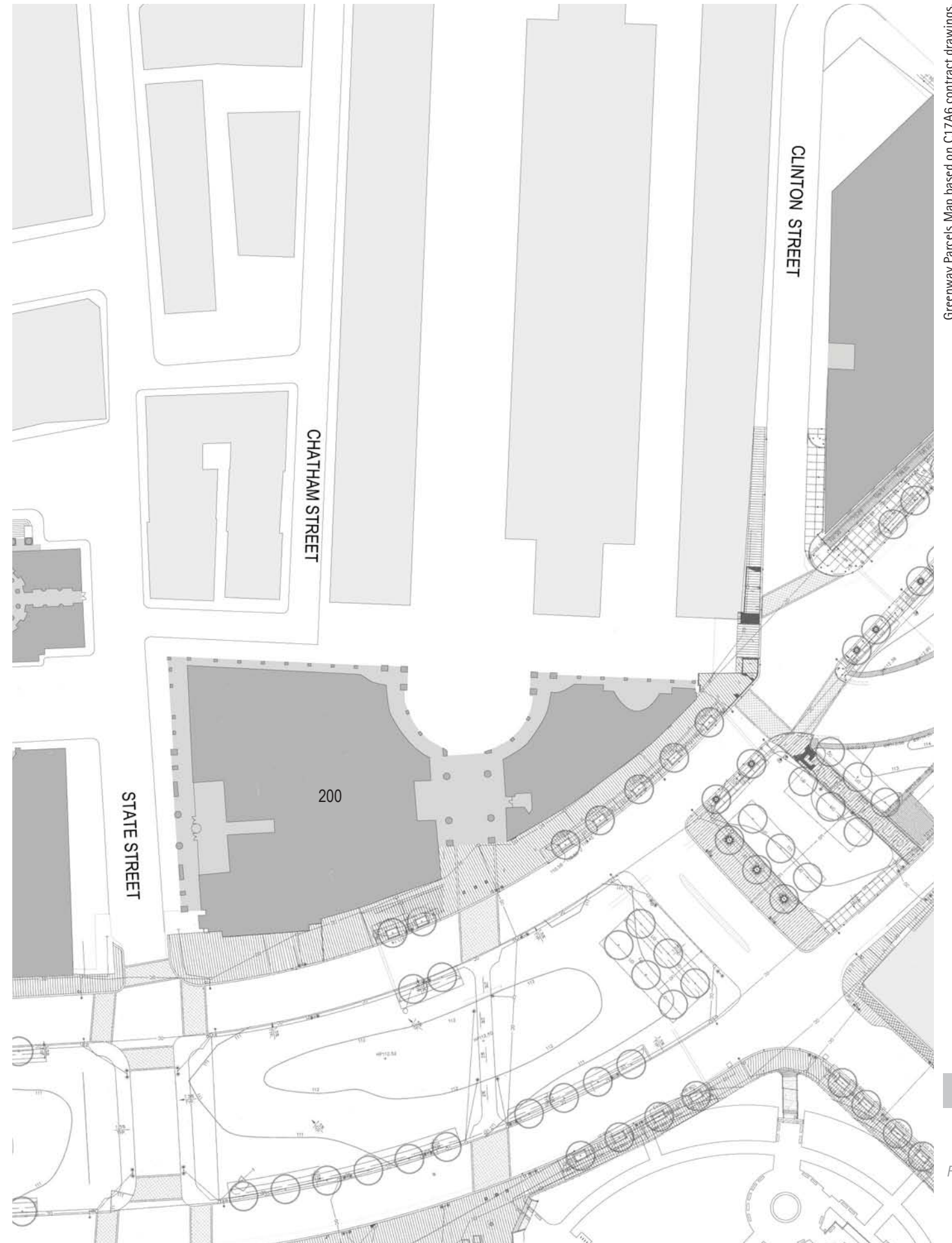
- Marketplace Center
- 197 State Street
- Quincy Market



Marketplace Center



Christopher Columbus Park from Marketplace Center



Greenway Parcels Map based on C17A6 contract drawings.

APPENDIX 1 | AREA PROFILES

400 Atlantic Avenue | 440 Atlantic Avenue
 Matt Kiefer, Don Schulman, Goulston & Storrs

July 28, 2003

Hook Lobster | 440 Atlantic Avenue

Building Data
 400 Atlantic Avenue

Gross Area (sf)	264,453
Land Area	45,584
Ground Floor Area	34,160
Building Height (ft)	-
No. of Stories (basement) + G + #)	8 / 6
Ground Floor Uses	-
Upper Floor Uses	Office
Building Population	-
On- Site Parking (gross, inc. reserved)	0
On- Site Parking (reserved spaces)	0

440 Atlantic Avenue

Gross Area (sf)	11, 796
Land Area	18, 869
Ground Floor Area	11, 834
Building Height (ft)	30
No. of Stories (basement) + G + #)	2
Ground Floor Uses	Industrial retail
Upper Floor Uses	Industrial commercial
Building Population	< 30
On- Site Parking (gross, inc. reserved)	10
On- Site Parking (reserved spaces)	10

Context and Site / C17A6 Observation

- Goulston and Storrs is a tenant in the building but also represent the owner (a real estate investment joint venture co.) Effectively can speak on behalf of the owner. Just negotiated a 10-year extension on current lease. Is also about to lease space on the 7th floor of Rowes Wharf
- Will have a wider sidewalk in front of building following surface restoration.
- Were surprised and dismayed to learn that C17A6 is proposing concrete sidewalks in front of the building. The existing sidewalk is brick with cream colored brick banding that matches the Rowes Wharf sidewalk. C17A6 proposes to abruptly end the brick sidewalk at the edge of the Hotel changing to a scored concrete sidewalk. Earlier construction drawings show brick pavers that were apparently eliminated as a value engineering strategy.
- Expressed additional concern that there are no trees proposed in front of the building.

Program

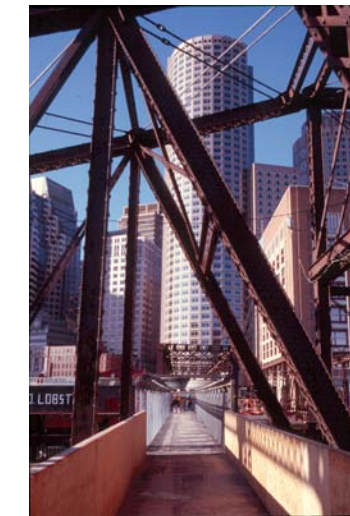
- Ground floor, north of main entrance contains the law library, which has frosted glass in the storefront. There are not any uses within the law firm that lend themselves to active frontage along the street. Security issues (particularly for people working late at night) make clear glass unsuitable, however it has been suggested that glass that is transparent during the day and opaque at night might be acceptable.
- The firm has not entirely ruled out the possibility of yielding that portion of their space to allow for some commercial activity along the street (+/- 900 sf) if there were an appropriate use and a compelling need. However, it will likely remain as part of the leased space of the firm.
- May determine to introduce commercial space on Atlantic Ave. depending on the ultimate use on Parcel 18 (i.e. a cultural institution or museum may create the need for a supporting space commercial activity or a gift shop). Hotel related commercial use might also be a possibility.
- Would like to improve the appearance of the exterior with lighting, and more visible signage

Opportunities and Constraints

- Is concerned that there will not be adequate stacking spaces for cabs in front of the hotel resulting in a taxis standing in front of the building
- Only real opportunity for a delivery/service entrance is on Atlantic Avenue where it is currently located



Atlantic Avenue | Hook Lobster | Coast Guard | Rowes Wharf



Northern Avenue Bridge



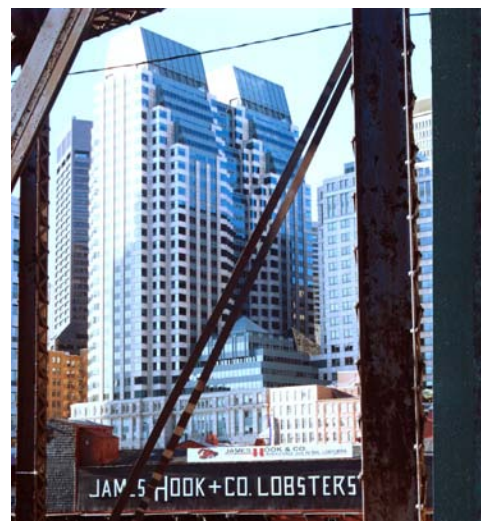
Rowes Wharf | 390 Atlantic



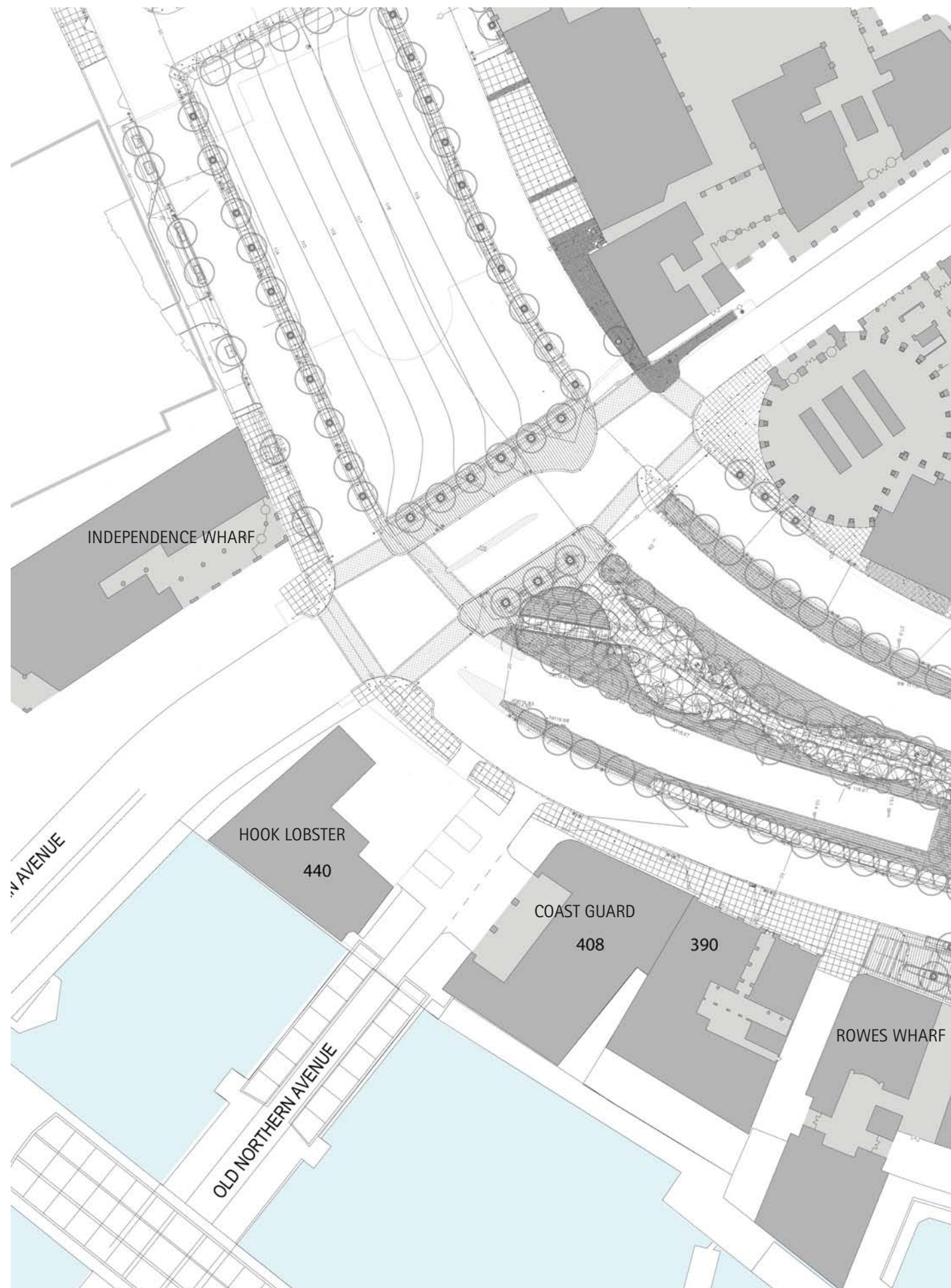
- 440 Atlantic (Hook Lobster)
- 408 Atlantic Avenue
- 390 Atlantic Avenue



Northern Avenue Bridge



Hook Lobster | Water's Edge



Greenway Parcels Map based on C17A6 contract drawings.

APPENDIX 1 | AREA PROFILES

Rowes Wharf
Peter Shields, Equity Office

July 17, 2003

Context and Site | C17A6 Observation

PS generally satisfied with the changes made to the C17A6 contract with respect to the sidewalk, however sees the following opportunities:

- Upgrading brick pavers in some areas to granite
- Changing the standard painted steel bollard to something more substantial– lighted bollards a must
- The hotel would rather see the row of trees closest to the building as planters in lieu of trees with grates

Program | Opportunities

North of the Rotunda

- Interested in a sidewalk café to the north of the rotunda, perhaps smaller and more simple than originally proposed in CKA study
- Feels as though the café should be distinct from the architecture of Rowes Wharf, perhaps a "simple glass box" with as little opaque program as possible
- Would likely be run by a vendor who would also occupy ground floor space opposite the sidewalk café in Rowes Wharf, perhaps where the flower shop, ATM and rental car tenants are currently located. The café program within this location should "spill out onto the sidewalk" between the building and the sidewalk structure. Non of the tenants have long term leases, and could be displaced, reconfigured to accommodate a café vendor, however thinks that a flower shop is a desirable use in that location. Flower shop may move into ATM/rental car space and existing flower shop space could become café.
- The café structure should be usable in cold weather as well. Must be flexible enough to open up in warm weather and be enclosed in winter months. Location with the potential to open up out onto the sidewalk.
- In addition to a new food oriented tenant north of the rotunda, the intention is for Rudy's to remain in operation.

Hotel / South of the Rotunda

- PS interested in exploring the potential to shift the hotel entrance one bay to the south to capture the view through to the water as one enters the hotel. Would affect the relationship between the canopy/front door and the sidewalk drop-off lane. Vehicles would have to pull slightly past the hotel entry to allow for additional stacking space.
- Might mean wider canopy at the entrance to accommodate vehicles pulling past new entrance.
- Shift of lobby would create additional retail opportunity (perhaps hotel gift shop) in current lobby, combined with the business center. Retail would be managed by the hotel.
- Needs to explore whether this shift will have a negative effect on the overall façade by changing the symmetry with the north wing of the building

Rowes Wharf

Justin Wyner, Sy Mintz, Residents

July 28, 2003

Context and Site | C17A6 Contract Observations

- Need information about ownership and development along Atlantic Avenue between Broad and India Streets.
- Develop a historic walk around Broad Street and Milk Street.
- Upper floors of old Broad Street buildings will probably be converted into residential units.
- Develop parcel 18 as intellectual hub, active into the evening. Parcel 18 has more power to impact Harbor than the Broad Street improvement

Program

Retail

- Broad Street becomes a local Rodeo Drive, more upscale than Newbury Street or Quincy Market, a boulevard to parade down from Washington Street to the Harbor.
- All new residences will be built close to or with hotel type services. Other retail has to be easily accessible in cold or rainy weather.

Temporary activities

- Reclad Harbor Garage with panels that can be used as projection screens for public information, art exhibitions, movie screenings, etc..

Small-scale interventions

- Broad Street needs to be renovated to make sidewalk improvements, restore historic sidewalks, install lighting features, and ensure ADA accessibility.

Opportunities and Constraints

Traffic and transportation

- Franklin Street is a major traffic route to downtown—should Franklin Street meet Atlantic Avenue in a more significant intersection? Franklin Street can be diverted to run through block south of India Street, or south sidewalk of India Street can be widened.

Parking

- Residential development proposed for Broad Street/Franklin Street is proposing stacked parking accessed by elevator.

Remove ...see HM notes

Building Data

Gross Area (sf)	157, 712
Land Area	238, 091
Ground Floor Area	13, 501
Building Height (ft)	-
No. of Stories (basement) + G + #)	6
Ground Floor Uses	Retail / Hotel
Upper Floor Uses	Residential / Commercial / Hotel
Building Population	-
On- Site Parking (gross, inc. reserved)	-
On- Site Parking (reserved spaces)	-



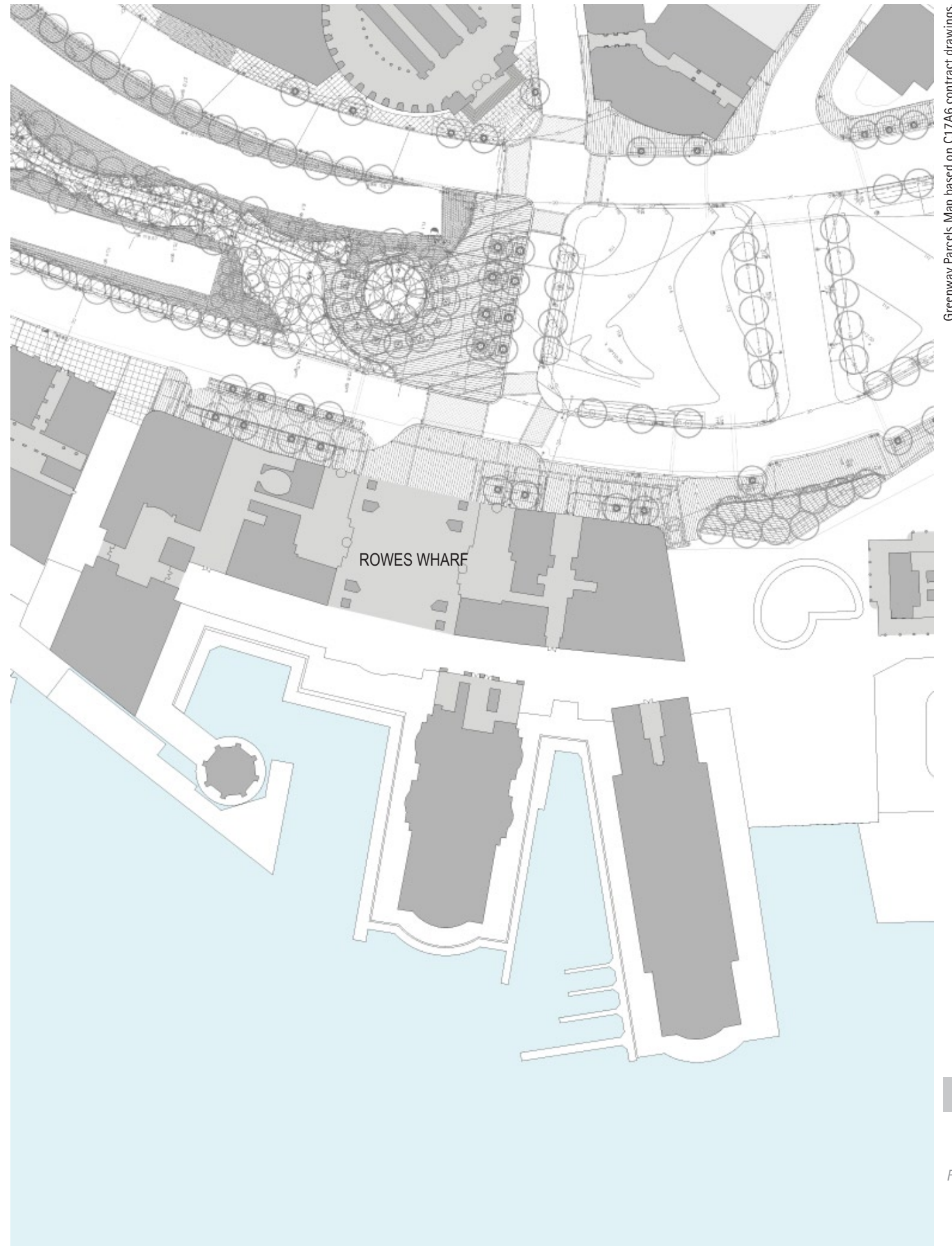
Rowes Wharf | Rudy's



Rowes Wharf



- 390 Atlantic Avenue
- Harbor Hotel
- Rowes Wharf Arch
- Rowes Wharf Arch
- Rudi's



Greenway Parcels Map based on C17A6 contract drawings.

APPENDIX 1 | AREA PROFILES

Harbor Towers
Harbor Towers Residents' Group

June 24, 2003

Context and Site / C17A6 Contract Observations

- C17A6 claims green space west of pool, which is the property of Harbor Towers.
- Traffic from Harbor Towers (HT) and Broad Street onto Surface Street come to dead ends.
- Residents interested in development along Atlantic Avenue southbound between Broad and India Streets.
- Undeveloped green space on the Central Artery parcels will aggravate wind tunnel through corridor.
- Residents strongly advocate development of a civic/cultural institution on parcel 18 to encourage local activity.
- All above ground evidence of the tunnel ramps should be carefully concealed.

Program

Retail

- The Wharf District residential community now consists of Rowes Wharf (450 mostly part-time residents) and HT (1000 residents). In the future, the community may include residents of 80 Broad Street, 500 Atlantic Avenue, Russia Wharf, which are all under consideration for residential development. A larger residential community could sustain large-scale retail such as supermarkets.
- HT residents cannot do any shopping locally after 3 pm.
- Residents want to shop locally for clothes, gifts, and high quality meat, cheese, and pastry instead of having to travel to Back Bay or the North End.
- Residents not interested in local car service stations, newsstands, or 7-11 type convenience stores.
- Like Newbury Street, a high-end retail corridor in the Wharf District will attract visitors of all income levels to shop, browse, and people-watch.
- Small businesses will have to be subsidized at least initially, as rents are high and the market is small.
- Broad Street is a recognizable spine in the road network, and would be fertile for development as the main retail corridor of the Wharf District, leading into the cultural corridor formed by the Central Artery parcels and Harbor Walk.
- The Wharf District should evolve beyond a bedroom community into an enlivened neighborhood with 24-hour activity.

Temporary activities

- Residents not happy about the incursion of Wall street furniture. Thought they might buy rights to advertising space along the Artery for public art exhibitions.

Opportunities and Constraints

Security

- HT should have a sign at the edge of the property, along East India Row or the driveway, designating entry onto the property, welcoming guests and visitors.
- Maintenance of new design features in the Wharf District, such as bus shelters, tourist kiosks, and public bathrooms is a major concern for cleanliness and security.
- New features should be designed and maintained to function in all seasons, unlike the Parks Service booth on Long Wharf, which is inhospitably boarded up for seven months of the year.
- Public bathrooms should be located in supervised buildings.

Traffic and transportation

- A successful design for the Central Artery corridor—which should be a dynamic, continuous, and exciting route through the waterfront community—will lessen pedestrian traffic along the harbor walk.
- Absolutely no buses should enter onto East India Row, even to turn into Harbor Garage. Buses have to back out, and would disturb resident traffic.
- The drop-off parking easement in front of Rudy's deli in Rowes Wharf limits the potential of a sidewalk café.
- Gasoline tankers should not be allowed onto Atlantic Avenue.
- Atlantic Avenue needs regular bus routes.
- Traffic lights should count down and chirp.

Parking

- HT is considering development of a 600-space underground parking garage owned by residents with excess capacity rented out. Plan is tentative due to prohibitive capital costs (\$100,000 a spot), disruptive construction, and the federal EPA parking freeze.
- Residents currently lease 468/624 spaces in Harbor Garage. Leases expire 2018 and 2020.
- No free parking should be permitted along the edge of the garage. All loading docks should be relocated away from pedestrian routes.

Linking City and Harbor

- SANB façade of HT should provide a visual connection between the Wharf District and the Harbor, but protect HT from street traffic.

Transparent Fence

Building Data
Harbor Towers

	Tower #1	Tower#2
Gross Area (sf)	67, 2401	65, 800
Land Area	146, 396	131,656
Ground Floor Area	9901	9909
Building Height (ft)	410	410
No. of Stories (basement) + G + #)	41	41
Ground Floor Uses	Residential	Residential
Upper Floor Uses	Residential	Residential
Building Population	600	600
On- Site Parking (gross, inc. reserved)	~ 20	~ 20
On- Site Parking (reserved spaces)	~ 20	~ 20



East India Row



Harbor Towers #1
 Harbor Towers #2
 Harbor Garage



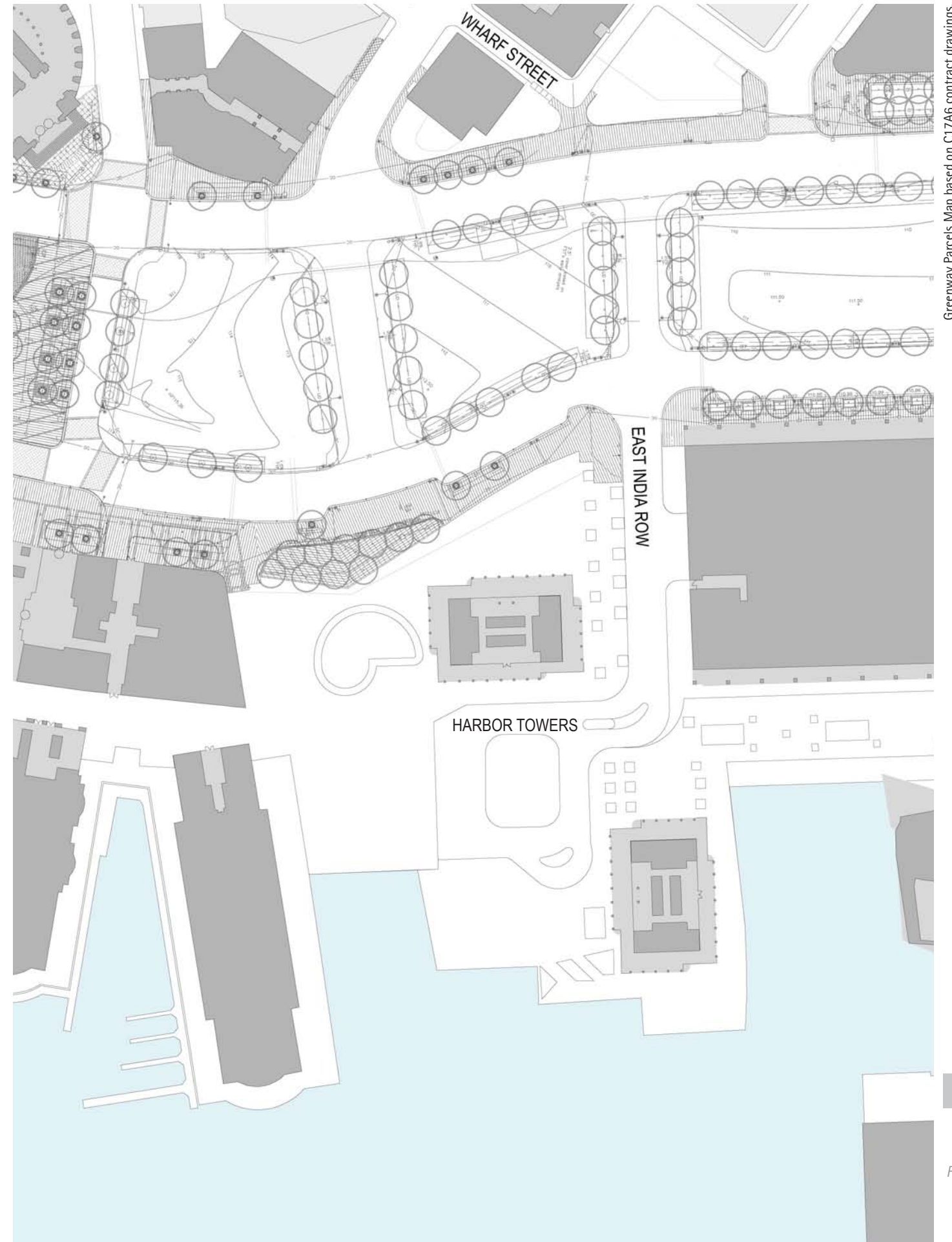
Harbor Garage | Bus Parking



Harbor Towers #1 | Atlantic Avenue



Harbor Towers #2 | Harbor Walk



Greenway Parcels Map based on C17A6 contract drawings.

APPENDIX 1 | AREA PROFILES

Harbor Garage
Ed Charlebois, Interpark

July 28, 2003

Context and Site / C17A6 Contract Observations

- Harbor Garage has hired a consultant on signage around the building to develop uniformity at the retail level.
- EC foresees extending retail space out to the edge of the property line once the Artery paving is completed.
- The garage has 1380 stalls, 1060 above ground, 320 leased to Harbor Towers. It fills daily to capacity between May and September, as well as around Christmas and spring holidays. No plans for expansion.
- While management is not opposed to cosmetic improvements, such as cladding, it would expect funding from elsewhere or from GE Interpark (the parent company) for any large-scale renovation of facades.

Program

Retail

- Dunkin Donuts might benefit from increased seating space.
- Small-scale interventions*

- The trolley turn-around between the 255 State Street at the Marriott should instead be developed as a gateway to the Aquarium, with signage or ticketing booths that bring the Aquarium out onto Atlantic Avenue.

Opportunities and Constraints

Security

- Homeless people sleep in front of the retail and in the back of the garage.

Traffic and transportation

- The trolleys create too much traffic where they currently turn-around. They should drop off and pick up in front of the garage, making the space available in the evening as extra parking for Harbor Towers. A garage-front location for the trolleys would be advantageous to the garage retail.

Service

- Garage retail needs service space in particular for the 7-11 which receives deliveries around the clock.

Parking

- The tentatively proposed underground parking lot at Harbor Towers would increase availability in the garage, pushing down parking prices. The loss could be made up with increased turnover.

255 State Street at 237 State Street

Edward Johnson IV and Peter Madson, Pembroke Real Estate

June 25, 2003

Context and Site

- Major concerns with buses and trolleys. 10 AM during the month of June, grid-lock created by 20 buses, blocking garage entrance. Prefer to have bus and trolley drop-off along the Greenway instead. See no need to drop off at front doors of Aquarium and Harbor boats. "Let them walk".
- Would like to see no car traffic on plaza facing Boston Harbor.
- Have been working with Turnpike to develop two rows of restaurant seating on State Street sidewalk separated by planter boxes and edged with trees.
- Prefer to see no parked trolleys or buses on the Aquarium parcel to the south.
- Prefer to see green park directly facing the building on Greenway. Would accept water feature, but concerned about maintenance and winter seasons. Do not like "City Hall" hard plaza.

Program

- Ground floor occupies by Legal Sea Food to the east, Sel de la Terre Restaurant to the north-east, service and kitchen exhaust louvers on southern portion of east façade, loading on the eastern portion of south facade, small ATM area to the south. The main building entrance is facing State Street with through lobby connected to a secondary entrance on Central Street.
- Loading and service entrance on Central Street only used for two hours each morning, primarily for food.
- Do not anticipate major change of use.

Opportunities and Constraints

- Like the all brick pavement on State Street.
- See potential awnings and graphics on Greenway façade.
- Would like to see Central Street dead-end for service use of building.
- See potential of pedestrian and active harbor plaza facing water.

Building Data

Harbor Garage | 70 East India Row

Gross Area (sf)	458, 768
Land Area	57, 346
Ground Floor Area	57, 114
Building Height (ft)	-
No. of Stories (basement) + G + #)	7
Ground Floor Uses	Retail / Commercial
Upper Floor Uses	Parking
Building Population	80
On- Site Parking (gross, inc. reserved)	1340
On- Site Parking (reserved spaces)	100

255 State Street

Gross Area (sf)	231, 194
Land Area	19, 356
Ground Floor Area	20, 855
Building Height (ft)	125
No. of Stories (basement) + G + #)	12
Ground Floor Uses	Restaurant
Upper Floor Uses	Office
Building Population	650
On- Site Parking (gross, inc. reserved)	0
On- Site Parking (reserved spaces)	0



255 State Street | Atlantic Avenue



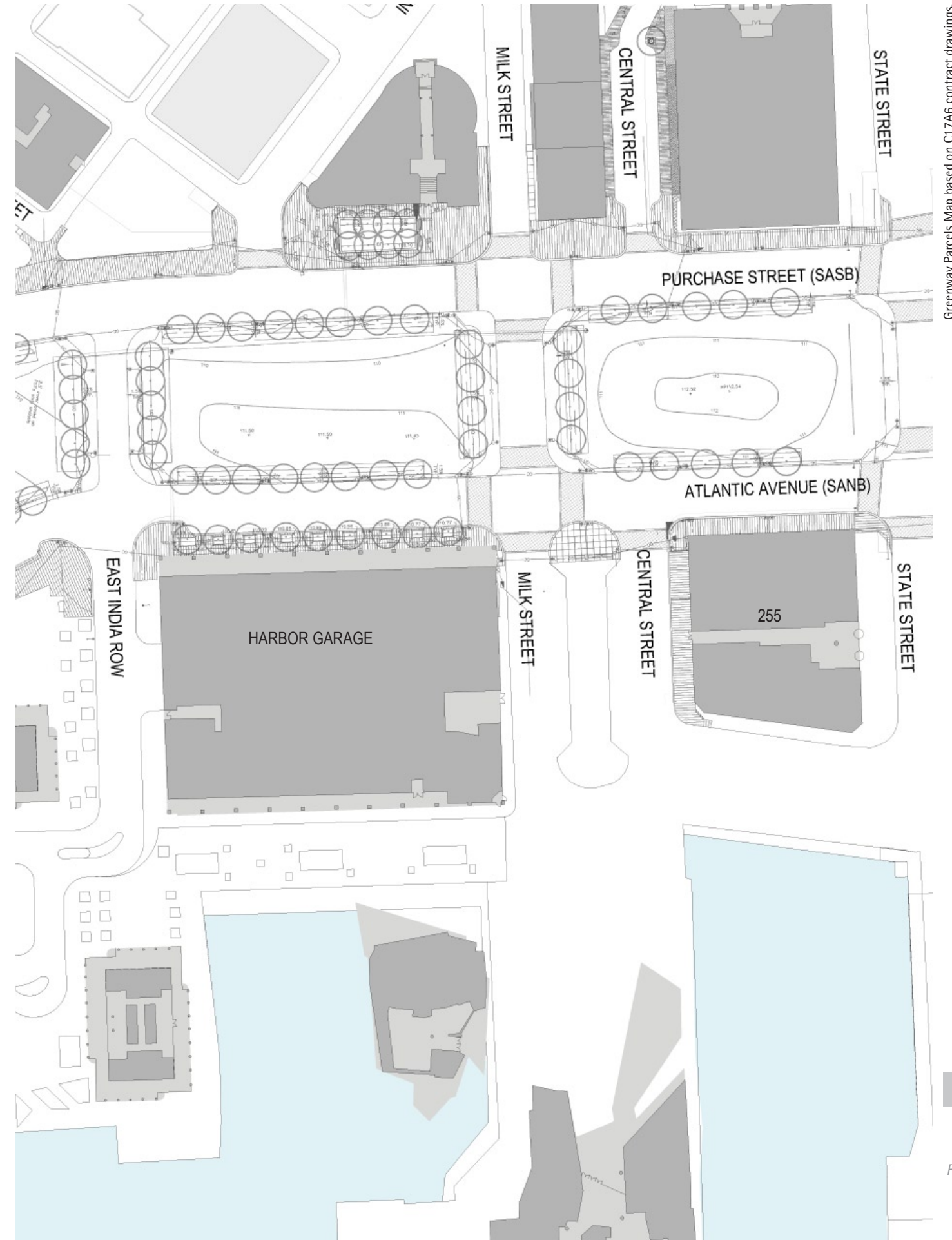
Harbor Garage
 New England Aquarium
 Central Wharf
 255 State Street



Harbor Garage | Atlantic Avenue Frontage



Central Wharf | Harbor Garage | 255 State Street



Greenway Parcels Map based on C17A6 contract drawings.

APPENDIX 1 | AREA PROFILES

New England Aquarium, 248 Atlantic Avenue
Edmund Toomey

June 25, 2003

Context and Site

- Prefer EDAW's Harbor Square concept, while seeing merits in the Promenade concept .
- See a gradual transition from active park at Parcel 14 to more passive park at Parcel 17.
- Envision water features) on Parcel 15, perhaps swinging around toward Aquarium, iconic and sensual attraction to be seen from a distance.
- See an active "Aquarium Plaza" in front , an open front door toward the City.
- Prefer the area at the back of Garage to be passive, at the present level of activities.
- Envision the harbor side of 255 State Street (Telephone Building), used for variety of purposes.

Program

- East wing of Aquarium is not going to be built in foreseeable future. Only some clean-up there to keep the Harbor Walk continuous around the water's edge. Aquarium's harbor face will not be as attractive as planned earlier.
- Do not like push carts at back of Garage. There is problem of homeless people. Perhaps better lighting and more variety of design and activities needed.
- Buses must enter into the front plaza. Same buses pick up school children to schools in the morning, then taking kids to Aquarium, then back to Aquarium to bring kids home in single trips. There are thousand of kids visiting. Operation must be efficient.
- Trolleys should be allowed to drop off and pick up in front of the Aquarium
- Plaza at the back of 255 State Street is used for: hotel valet parking access to the Garage; for trolley drop off (which may be diverted to Central Street); occasional out door dining; pedestrian access to Boston Harbor.

Opportunities and Constrain

- Envision the Aquarium as part of a great vision of the new City, the Harbor Park, a flow from the City to the Sea, a "connection to the City", "Gateway to the Harbor" that can be felt emotionally.
- Aquarium potentially can have a stronger presence in the Greenway toward the City. Can accept an open "ghost" structures recalling the historic Central Wharf with Aquarium exhibits or water features in them, if it preserves the open feeling toward the City. Need partners to accomplish this.

Marriott Long Wharf Hotel
Terry Worden

July 18, 2003

Context and Site / C17A6 Contract Observations

Precedent

- The Baltimore waterfront has a well-organized approach to traffic near the waterfront—a strip along the waterfront is reserved for pedestrians and the adjacent strip is for vehicular traffic. Hotels, retail, and cultural institutions are on the inland side of the road traffic. While pedestrians do have to cross a road to go from the waterfront to the urban amenities and vice versa, pedestrians and vehicles intersect only at designated locations. This is unlike the Boston Waterfront, where people and cars sharing the same space risk each other's safety.

Program

Retail

- Once all surface restoration on the Artery is complete, the Hotel will replace some of its interior parking space with retail fronting on Atlantic Avenue. Boston Properties, the owners of the property, are offering the land to Prudential. Doors to retail will replace windows on the end of the building.

Opportunities and Constraints

Pedestrian Access

- Ground floor route through middle of the building allows hotel guests to use Christopher Columbus Park as a backyard.

Traffic and transportation

- The Subway stop adjacent to the hotel is an important asset for guests and helps recruit high quality hotel staff.
- State Street has become congested with trips heading towards Route 93.
- Ideally, all vehicular traffic would be removed from the paved area between the Marriott and the Garage. However:
The road along the front of the Hotel must be maintained for taxis and deliveries.
The hotel has an in-house parking garage with access from State Street Hotel guests have access to parking spots in the Harbor Garage, and use the road between for access and egress from Atlantic Avenue.

Service

- The hotel receives all its deliveries on the Harbor side of the building. It receives at least 10 deliveries a day, mostly before noon.

Parking

- School and Tourist buses often idle on State Street.

Building Data
New England Aquarium

Gross Area (sf)	136,000
Land Area	342, 715
Ground Floor Area	45,277
Building Height (ft)	-
No. of Stories (basement) + G + #)	5
Ground Floor Uses	Recreation Education
Upper Floor Uses	Restaurant Recreation Education
Building Population	2,800
On- Site Parking (gross, inc. reserved)	-
On- Site Parking (reserved spaces)	-

Marriott Long Wharf Hotel

Gross Area (sf)	277, 432
Land Area	109, 192
Ground Floor Area	67, 797
Building Height (ft)	120
No. of Stories (basement) + G + #)	8
Ground Floor Uses	Hotel
Upper Floor Uses	Hotel
Building Population	402 Guestrooms
On- Site Parking (gross, inc. reserved)	167
On- Site Parking (reserved spaces)	-



Central Wharf | New England Aquarium



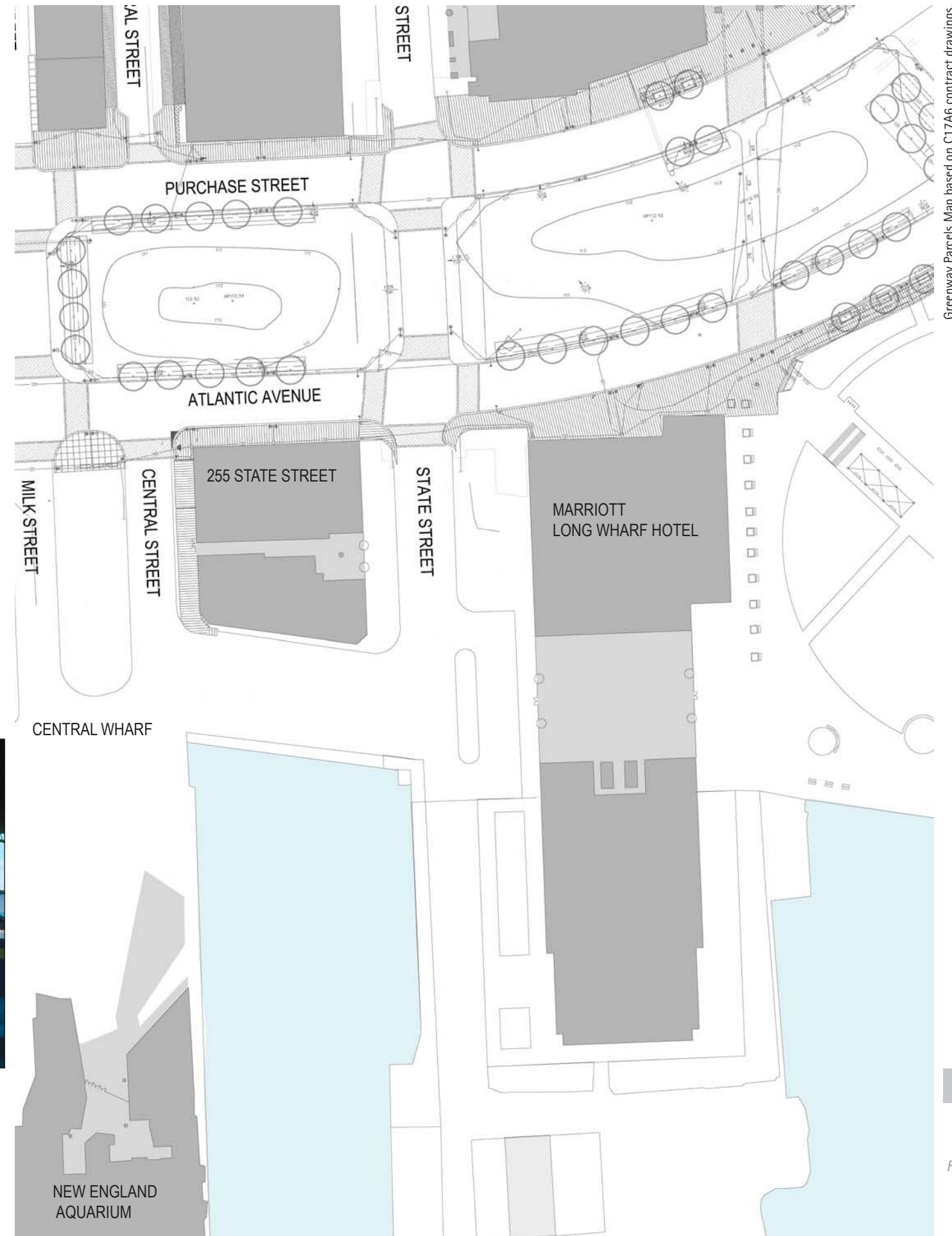
Marriott Long Wharf Hotel
Central Wharf | New England Aquarium



Marriott Long Wharf Hotel, Atlantic Avenue



Marriott Long Wharf Hotel from Market Place Center



Greenway Parcels Map based on C17A6 contract drawings.

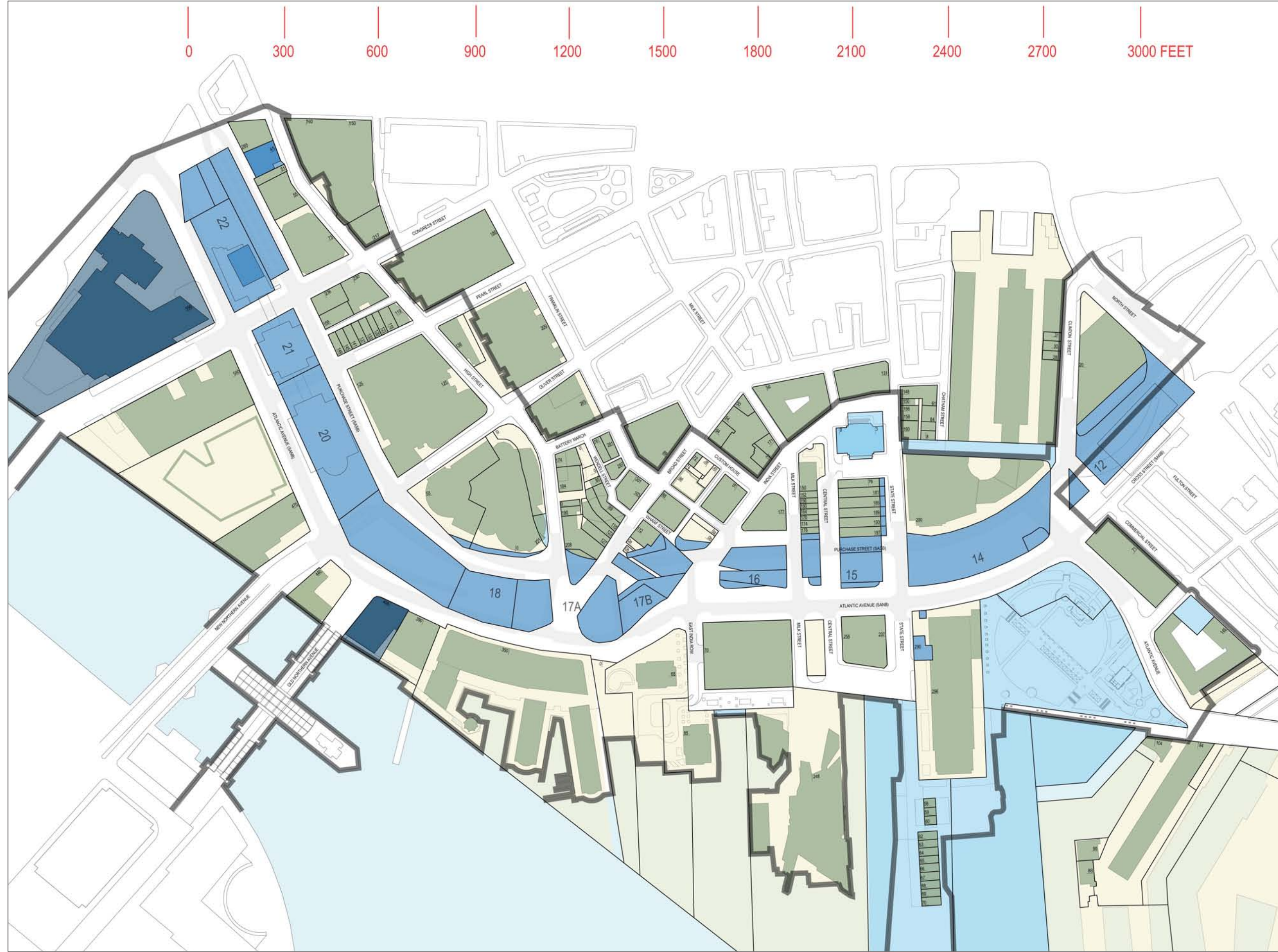
APPENDIX 1 | AREA PROFILES

Appendix 2 | Property Ownership

No.	STREET	OWNER	No.	STREET	OWNER	No.	STREET	OWNER
0	Atlantic	Trustees Harbor Tower I	217	Congress	Two-Eleven Congress Inc	150	Milk	Jenney Building Assoc. LPS
104	Atlantic	One Hundred Atlantic Assoc. LP	230	Congress	WXIII/CGS Real Estate LP	152	Milk	Chris Pappas I TRST
248	Atlantic	New England Aquarium	236	Congress	Peabody Office Furniture	158	Milk	Marshall St. Historical
350	Atlantic	Rowes Wharf Condo Assn.....	19	Custom House	Aman Inc.	160	Milk	One 60-164 Milk Street LP
390	Atlantic	Atlantic Avenue LPS	0a	Custom House	Michael Rauseo	164	Milk	One 60-164 Milk Street LP
408	Atlantic	US Coast Guard	0b	Custom House	Michael Rauseo	170	Milk	Carol A Carrigan
440	Atlantic	Hook Lobster	0	East India Row	BRA	171	Milk	One 71-173 Milk Street LP
470	Atlantic	Independence Wharf LLC	65	East India Row	Harbor Towers II Condo Trust	174	Milk	Carol A Carrigan
480	Atlantic	Intell Boston Harbor LLC	70	East India Row	UGP-Boston Harbor LLC / Interpark	177	Milk	Bruce A Beal
540	Atlantic	BP Russia Wharf LLC	85	East India Row	Harbor Towers I Condo Trust	178	Milk	Carol A Carrigan
556	Atlantic	Federal Reserve Bank	150	Federal	BP-150 Federal Street LLC	0	Oliver	Fort Hill Square Phase 2 Assoc.
0	Batterymarch	Robert C Nordblom TRST	160	Federal	The Landmark Condominium Association	115	Pearl	High Street Ventures LLC
76	Batterymarch	Seventy Six Batterymarch	185	Franklin	New England Telephone	123	Pearl	High Street Ventures LLC
36	Broad	US prop fund GMBH	209	Franklin	BP-225 Franklin St. LLC	129	Pearl	High Street Ventures LLC
50	Broad	BSA	265	Franklin	BP/CRF 265 Franklin St. LLC	133	Pearl	Goodman Pearl Street Partners
54	Broad	Aman Inc.	281	Franklin	Michael A Hart TS	137	Pearl	Martin F. Galvin Junior TRSTS
64	Broad	Aman Inc.	297	Franklin	Jackson D Gateman	141	Pearl	John T Moylan
72	Broad	Michael Rauseo	301	Franklin	Modern Continental	145	Pearl	Nick Andritsakis ETAL
74	Broad	Michael Rauseo	0	High	Rosalind E Goren TRSTS	149	Pearl	Antonio Natola ETAL
86	Broad	Michael Rauseo	45	High	MBTA	0	Purchase	Fort Hill Phase 2 Assoc GP
88	Broad	Kenneth Moskow	51	High	Hardware Outlet Inc	55	Purchase	Fort Hill Associates
89	Broad	W-Boston LLC / Wyndham	55	High	Boston Edison	125	Purchase	City of Boston
103	Broad	Modern Continental	73	High	W/W High St LLC	169	Purchase	Purchase Realty Co.
112	Broad	Jay M Pabian TS	119	High	High Street Ventures LLC	265	Purchase	One 76 Holdings Inc.
115	Broad	One Fifteen Broad Street LLC	125	High	TST 125 High Street LLC	131	State	Mission Bay Boston Holdings
123	Broad	Paula A Dolan TS	138	High	Combined Jewish Philanthropies	148	State	One 48 State Street LPS
127	Broad	The Davis Properties	174	High	One Eighty Four High St. LP	150	State	Natrac Equities Corp.
0a	Broad	Erma Berten TRST	184	High	One Eighty Four High St. LP	158	State	Insurance Library Assoc.
0b	Broad	Erma Berten TRST	190	High	Kevin F Donoghue	160	State	One 60 State Assoc MassLLP
61	Chatham	Shawn F Driscoll	208	High	The Davis Properties	181	State	One 83 State St. Condo TR
64	Chatham	Lee Sen	221	High	City of Boston	185	State	Nubar Hagopian TS
20	Clinton	The Sullivan Properties	31	India	Neal E Satran TS	189	State	Sons Corporation
28	Clinton	Deborah G Holt	0a	India	Robins Realty Corp.	193	State	One 93 State St. Corp.
30-31	Clinton	Eugene P Kelley Partners	0b	India	Ray C Johnson	197	State	Peter J Raimondi III TS
8	Commercial	Gerald F Kelley Trst	58-60	Long Wharf	Long Wharf LLC	200	State	The Sullivan Properties
71	Commercial	Mercantile Wharf Assoc LP	62-70	Long Wharf	Long Wharf LLC	255	State	Pembroke Real Estate
88	Commercial Wharf	Christopher P Karlson TS	0	McKinley Square	BRA	290	State	MBTA
90	Commercial Wharf	Christopher P Karlson TS	3	McKinley Square	Marriott Ownership Resorts	296	State	Edward H Linde Trsts / Marriott
145	Commercial Wharf	Ausonia Homes Assoc Mass LPS	76	McKinley Square	McKinley Square Condo Assn...	0	Wendell	One Eighty Four High St. LP
						89	Wendell	BW Operating Co. LLC

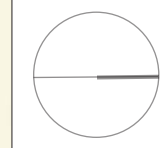
Property ownership information from Boston Atlas, www.mapjunction.com

WHARF DISTRICT
FINANCIAL DISTRICT
PROPERTY OWNERSHIP



- Study Area
- Private Ownership Building / Open Space
- City Ownership Building / Open Space
- State Ownership Building / Open Space
- Federal Ownership Building / Open Space

APPENDIX 2 | PROPERTY OWNERSHIP



Appendix 3 | Zoning

Zoning Maps

This zoning map is a composite of several maps published by the Boston Redevelopment Authority on its website (www.ci.boston.ma.us/bra/pdf/ZoningCode/Maps). The information given is indicative only and should be verified by reference to the BRA itself. Recent initiatives by the BRA to encourage residential development in the Broad Street area (zones 2,11,12) should be verified with the BRA staff.

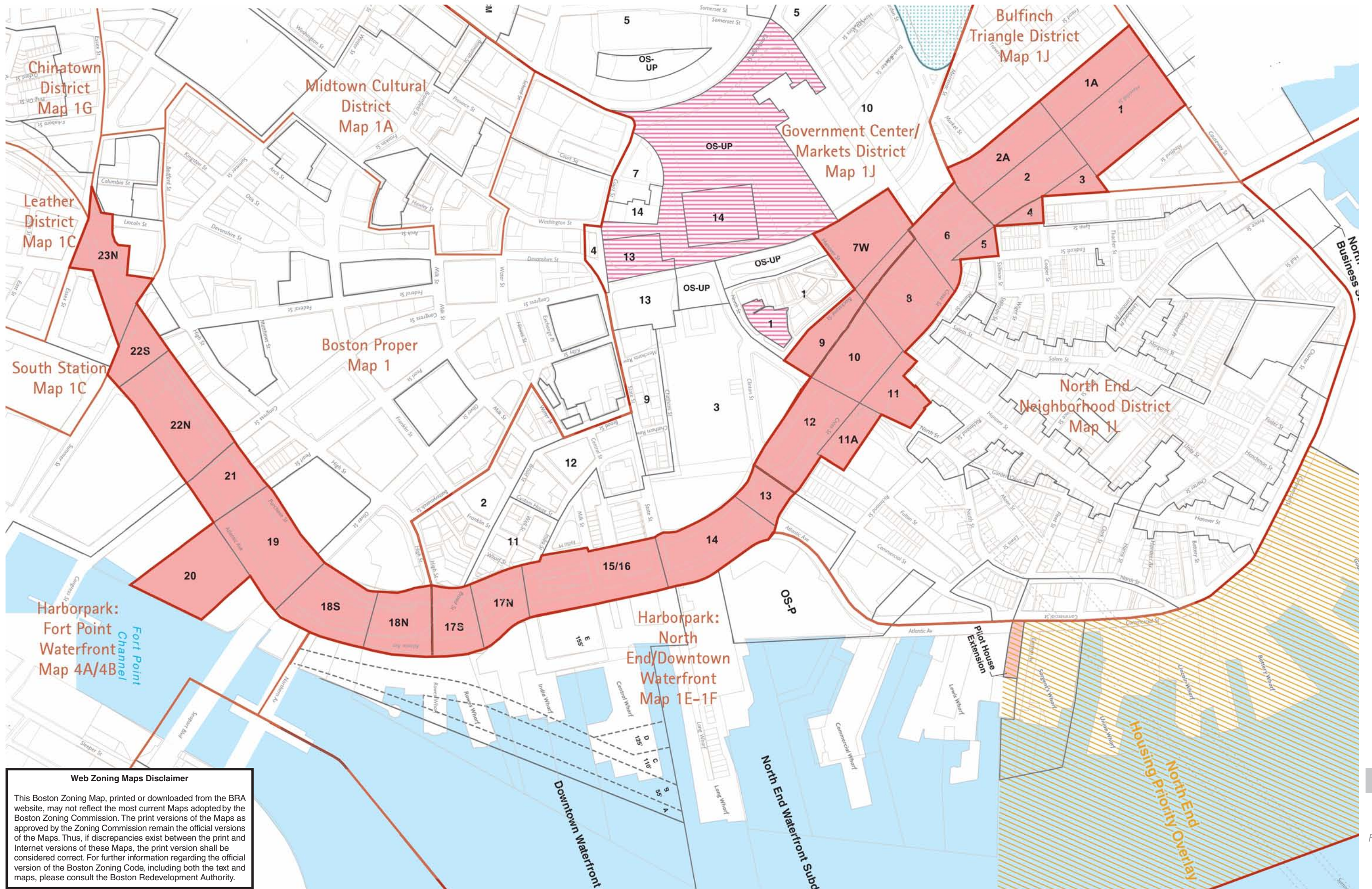
North End Playground Recreation Open Space Subdistrict See Section 33-10 (OS-P)	
North End Local Business Subdistrict	
Height:	55'
FAR:	2
Open Space:	50%
North End Waterfront Subdistrict	
Height:	55'
FAR:	2
<i>Note that different height and FAR standards apply for the Sargent's Wharf site and Pilot House Extension site if designated as Urban Renewal Areas. See Section 42A-16</i>	
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:	50% See Section 42A-6
Waterfront Park Parkland Open Space Subdistrict See Section 33-9 (OS-P)	
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:	50% See Section 42A-6
See Article 42A. <i>The Harborpark District: North End/Downtown Waterfront is within the Restricted Parking (Overlay) District.</i>	

		As-of-Right Maximum Height	Floor Area Ratio (FAR)
1	Blackstone Block Protection Area	NA	3
2	Broad Street Protection Area	65'	4
3	Markets Protection Area	65'	4
4	Old State House Protection Area	65'	4
5	Pemberton Square Protection Area	125'	8
6	Saltonstall Protection Area	55'	8
7	Sears Crescent Protection Area	65'	4
8	State House Protection Area	65'	4
9	State Street Protection Area	125'	8
10	Sudbury Street Restricted Growth Area	80/100' *	6/7
11	India Street Restricted Growth Area	80/100' *	6/7
12	Custom House Medium Density Area	125/155' **	8/10**
13	Congress/State Street Medium Density Area	125/155' **	8/10**
14	City Hall Medium Density Area	125/155' **	8/10**
15	New Chardon Street Medium Density Area	125/155' **	8/10**
	In established PDA	400'	8
16	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 also Map 1Xa.		
OS-CM	Cemetery Open Space Subdistrict	See Section 45-15	
OS-P	Parkland Open Space Subdistrict	and Article 33	
OS-UP	Urban Plaza Open Space Subdistrict		
IMP	Institutional Master Plan Area		
*	See Section 45-6		
**	See Article 45-7		
See additional provisions of Article 45. <i>The Government Center/Markets District is within the Restricted Parking (Overlay) District.</i>			

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

See additional provisions in Article 49.
The Central Artery Special District is within the Restricted Parking (Overlay) District.



Web Zoning Maps Disclaimer

This Boston Zoning Map, printed or downloaded from the BRA website, may not reflect the most current Maps adopted by the Boston Zoning Commission. The print versions of the Maps as approved by the Zoning Commission remain the official versions of the Maps. Thus, if discrepancies exist between the print and Internet versions of these Maps, the print version shall be considered correct. For further information regarding the official version of the Boston Zoning Code, including both the text and maps, please consult the Boston Redevelopment Authority.

Appendix 4 | Transportation

INTRODUCTION AND OVERVIEW

- The Surface Transportation Action Forum (STAF) process established the critical components of the surface transportation system over the Artery between Causeway Street and Summer Street through a series of meetings held during 1995. The process began with an intensive six-week effort of working sessions and subcommittee meetings to develop a framework for the final design of surface streets and sidewalks to be built over the Central Artery Tunnel. The process was a collaborative effort of city and state agencies, and community and advocacy groups. Issues of roadway and sidewalk widths, use of the curbs, curb radii, and signalization were considered.
- Following a second series of meetings through December 1995, the STAF process arrived at a consensus on several issues, including the design of:
 - Narrowed streets designed to accommodate vehicular, bicycle, and pedestrian circulation.
 - An enhanced pedestrian environment.
 - Improved access for businesses and residential districts along the Corridor.
 - A surface street system that supports the future development of the Corridor.
- The findings of the STAF process provided the basis for the surface restoration design of the 17A6 contract, and provide the framework for both the Corridor parcels and the forms and uses located along the edges.
- The updated version of these transportation and design decisions is summarized below.

PARKING

- The northbound and southbound roadways in the area of the study (Atlantic Avenue on the northbound side between Summer Street and the western edge of Christopher Columbus Park) (the Southbound Surface Artery and Purchase Street on the southbound side) are to be built with no more than three travel lanes and no turn lanes.

- Wherever possible, the right hand lane will be devoted to parking, loading, or service functions on a permanent basis, with neckdowns at some intersections. At other locations, particularly in the southbound direction, the right lane may be used for managed parking where traffic volumes require greater capacity during the rush hours.
- The benefit of permanent parking is that parked vehicles provide a buffer between moving traffic and the pedestrian area of the sidewalk. Where parking is temporarily eliminated during the peak hours, there will be no buffer of vehicles between three lanes of moving traffic and the sidewalk.
- On the STAF Consensus Plan, managed parking lanes are located on the northbound side between Congress Street and Pearl Street, between Pearl Street and New Northern Avenue, and between Central Street and State Street. No curbside parking will be allowed in the northbound side between Summer Street and Congress Street and on blocks north of State Street. Permanent parking lanes are located between New Northern Avenue and Milk Street, but other uses will be assigned besides private vehicle parking in some locations.
- In the southbound direction managed parking lanes are located between State Street and Milk Street, between Milk Street and India Street, between India Street and Broad Street, between Broad Street and High Street, between High Street and Oliver Street, between Oliver Street and Pearl Street, and between Pearl Street and Congress Street. The entire southbound curb will be managed parking in the Wharf District to Congress Street; between Congress Street and Summer Street no curbside parking will be allowed.

SERVICE VEHICLES CIRCULATION

- Service vehicles will use all streets and designated loading zones along the curbs and at existing and new loading docks.
- The Building Fabric and Usage section of the study documents the location of service access points and loading docks.

PEDESTRIAN CIRCULATION

- The north-south sidewalks being constructed by the 17A6 contract on the water side to the east of the Corridor and the Financial District side to the west are designed to accommodate the major flow of north/south pedestrian traffic. The minimum sidewalk width has been established at 15'-7", with an unobstructed width of at least eight feet and space for tree planting and street furniture.
- Additional sidewalk width has been added in specific locations to encourage pedestrian activity adjacent to commercial, recreation, and development activities, and to create a consistent and uniform street wall.
- Both north-south circulation along the Corridor edges and in the parcels, and east-west pedestrian crossings will contain high pedestrian flows. The heaviest volume in the Study area will continue to be in Dewey Square between South Station and the Financial District. Other high pedestrian crossing volumes in the southern portion of the Study area include Congress Street and Oliver Street, which will link the Financial District with bridges to South Boston across the Fort Point Channel. The crossing from the Rowes Wharf boat terminal to the Financial District along High Street and Broad Street also carries a high pedestrian volume of commuters and others. East India Row sidewalks connect the Financial District with Harbor Towers. Milk Street and Central Street connect the Financial District with Central Wharf. The second highest volume of pedestrians crossing the Corridor in the Study area will be at State Street and the Walk to the Sea, connecting the Faneuil Hall/Quincy Market area with Christopher Columbus Park, Long Wharf, and the New England Aquarium. In the middle of the day, during the summer season, mid-day pedestrian volumes here will exceed mid-day volumes in Dewey Square.

ACCESS TO PUBLIC TRANSPORTATION

- The Aquarium MBTA station on the Blue Line and the South Station MBTA station on the Red Line, Commuter Rail, Amtrak, and the new South Boston Piers Transitway section of the Silver Line are the two principal rail access points along the Corridor in addition to bus routes. Commuter rail routes at South Station provide good access to

and from the South Shore, south, southwest, and west of Boston.

- To the north of the Study Area, the Haymarket Green Line and Orange Line MBTA Station and bus terminal and the North Station Commuter Rail, Green Line, and Orange Line Stations also serve the Corridor providing good access to and from the North Shore, northeast, north, and northwest of Boston.
- Bus routes: the # 6 bus runs up Atlantic Avenue connecting the Wharf District with the North End and south Boston.
- The Aquarium MBTA station will have entrances on the east and west end of the subway platforms, which are very deep below ground, and are served by long escalators and mezzanine levels. The east entrance, which has been rebuilt by the MBTA is adjacent to the Long Wharf Marriott Hotel and delivers passengers to the northeast corner of the State Street/ Atlantic Avenue intersection. The west entrance, opened in 2001, has surface entrances on both sides of State Street near McKinley Square. These entrances are in the stream of the heaviest volume of pedestrian crossings in the central portion of the Corridor.
- At the southern end of the study area, the South Station Commuter Rail and Amtrak platforms are accessible from Atlantic Avenue and through the South Station terminal building. Four headhouses, one in each corner, will provide access to and from the MBTA Red Line and Silver Line stations below Summer Street. The combined access points and the nearby destinations of the Financial District generate the highest pedestrian volumes crossing the Artery Corridor in Dewey Square.
- Taxis serve the entire corridor, with a concentration of taxis serving the Long Wharf Marriott Hotel and Long Wharf along the eastern end of State Street. The other major taxi stands nearby are on Atlantic Avenue at South Station near Essex Street and on State Street at 60 State Street near Congress Street.

POTENTIAL NEW TRANSPORTATION SERVICES

- The City of Boston has expressed an interest in reserving curb space for a 40 foot long bus on each block or alternating blocks that could be used by a variety of vehicles such as a circulator bus system serving the area or a bus route connecting between North Station and South Station in the Artery Corridor.

MANAGEMENT OF TOURIST TRANSPORTATION

- The issue of transportation in support of tourism is particularly significant in this portion of the Artery Corridor. The tourism transportation industry consists of two very different operations that have two different sets of needs.
- The local "Trolley Tour" industry, which currently uses this area very heavily, needs both curb space to pick up and drop off riders, and facilities for layovers, ticket sales, and assembly of large numbers of riders. Most Trolley Tours in Boston currently use blocks at Milk Street, Central Street, and Old Atlantic Avenue south of State Street as their principal staging areas. Staging areas or stands are used for schedule and fleet management.
- The Boston Police Department, in consultation with the Boston Transportation Department, oversees the permitting and designation of tourist trolley and Duck Tour stops and stands. The policy is to encourage the location of stands and staging areas off street. To reduce sidewalk congestion, ticket sale booths are to be located to reduce obstruction of sidewalks.
- In an effort to consolidate trolley operations and perhaps eliminate trolleys from Milk Street, Central Street, and Old Atlantic Avenue in the vicinity of Central and Long Wharf, some abutters have expressed a willingness to accommodate trolleys along the east curb of Atlantic Avenue between East India Row and Milk Street (where awnings could be added or the existing covered arcade used to provide weather protection) and between Central Street and State Street. A proposal has also been discussed about using available space at the western end of the Long Wharf Marriott Hotel as a trolley tour ticketing center. The general approach suggested by abutters is to accommodate trolley operations in specified, limited curbside locations along Atlantic Avenue near State Street.
- Motor coach tour buses, many of which bring passengers to the Faneuil Hall/Quincy Market area, also use the streets of the area at present, with pick up and drop off areas at the curbs along portions of Broad Street, State Street, and Congress Street. Busses serving boat departures and arrivals at Rowes Wharf also use spaces on the Atlantic Avenue curb near the Northern end of Rowes Wharf. The location of these parking sites is subject to change. The Boston Transportation

Department designates on-street tour bus parking sites and places signs to indicate their locations.

- According to the *Access Boston 2000-2010* report by the Boston Transportation Department, Tour operators drop off passengers as a single group near a tourist destination. The bus then proceeds to a layover parking facility, and returns to pick up the group at a predetermined, designated location and time. Tour groups are usually 40 to 45 persons in number. Buses are usually allowed up to 15 minutes parking at curbside drop-off and pick up stop. Regulations limit bus engine to idling to no more than five minutes.
- The tour bus business is subject to seasonal changes: tours take place year round, but are most numerous in the summer and fall, with a peak period in September and October during foliage season. The BTM may consider designating the extent and location of tour bus stops based on the seasonal demand, with summer use higher near the Rowes Wharf portion of the Corridor and higher use in the fall near Quincy Market.
- A third set of vehicles that also heavily use the streets in the Wharf District at present are buses transporting school children to the New England Aquarium. These buses also need a place to drop off and pick up riders in the immediate vicinity of the Aquarium (and perhaps other, similar cultural institutions in the future), as well as a place to wait off site while the passengers complete their visit. School trips peak in late spring at the end of the school year.
- The STAF process as well as subsequent work by the Mayor's Tourism Transportation Task Force and the Boston Transportation Department have concluded that a portion of the permanent parking spaces between High Street and State Street will be used to accommodate tourism transportation vehicles.
- The presence of these vehicles will have a significant influence on the perception of the eastern edge of the Corridor and the sidewalk beside it during the heaviest period of operations, which is the spring and summer for trolleys and spring through fall, with a major spike in October for motor coach tours.

Appendix 5 | Design Working Session

Workshop Notes

July 9, 2003

The purpose of the meeting was to generate ideas and general approaches for design and program improvements as part of the Wharf District / Financial District Edges Study.

Rowes Wharf / Fort Hill

- Rowes Wharf: Intervention should focus on the sidewalk.
- International Place: The balcony and outdoor seating provide visual access to Parcel 18 and the waterfront. Access could remain at the corners while the balcony stays elevated. Explore opportunities for a walk-through.
- Fort Hill Square: A potential entrance to the waterfront district, but currently has a weak image.
- Hook Lobster: Discussion of the curb cut and mid-parcel service zone. Use will stay the same, but retail will expand and a new building may be added in the long-term. Debate about whether Hook Lobster should front directly on the waterfront and how it should incorporate the Harbor Walk.
- Fort Point Channel: One of the main focuses of this area, the waterfront, can be improved by creating a pedestrian way on the Old Northern Avenue Bridge and developing an activity generator, or water plaza, between the Northern Avenue Bridges.
- Coast Guard Building: Loading docks on Northern Avenue interfere with pedestrian use of the sidewalk.
- Independence Wharf: Improve the connection to the Harbor Walk and between the plazas along New Northern Avenue. The Fort Point Channel Front Group is currently very active in improving the Harbor Walk.
- 125 High Street: The fire station will be left as is.

Water

- Rowes Wharf hosts a water taxi station that has heavy traffic. Tourists currently cross Fort Point Channel to visit the Boston Tea Party and the Children's Museum. Commuter traffic will increase with the new Silver Line Courthouse Station.
- Rowes Wharf offers a striking visual gateway to Boston Harbor.
- Access to water at Fort Point Channel and the creation of activity within it can make the waterfront a destination.

Pedestrian Circulation:

- Cohesion along both the waterfront and Northern Avenue to Fort Hill

Square is important to this area.

- Use of the Harbor Walk should be reinforced and could be successfully doubled by circulation inland through Parcel 18.
- The traffic at entrance ramps to the Central Artery may create congestion and dangerous pedestrian crossing.
- The alley between the Coast Guard building and Rowes Wharf should be improved for pedestrian traffic.
- Minimum intervention, such as work only on the sidewalks, may be very helpful.
- High Street, Oliver Street, and Broad Street are all important roads for accessing the waterfront. Broad Street is currently a residential spine but in the future may successfully host retail at street level.
- Service access to Parcel 18 is problematic. A potential solution is to place it at the north edge of Parcel 17B.

North End

- North Street, Clinton Street, and Parcel 12 seem part of the North End and outside of the Study Area of the ABC Edge Study. The area is primarily residential and tenants are more likely to complain about sounds, smells, and pollution.
- Dock Square Garage has a commercial street front and visual access to the harbor. The sidewalks have low pedestrian use.
- Development in the future will probably be residential.

Faneuil Hall and Columbus Park

- School buses use the area to bring students to the aquarium. Tour buses bring visitors to Faneuil Hall. Bus parking could be on the north edge of Columbus Park, helping to activate the park, or in Parcel 14.
- An earth berm structure on Parcel 14 would allow for open green space with a view to the water as well as retail facing Faneuil Hall.
- The south edge of Parcel 13 should be designed so as to bring out the Columbus Park / Parcel 14 "room." Wind turbines may be a way to do this. Adding trees on Clinton Street may also reinforce this edge and create a more attractive pedestrian environment along Clinton.
- The intersection of Clinton and Congress Streets is a key area of interest.

Harbor Square / Custom House Wharves / Aquarium

- Parcels 15 and 16 can act as a Civic Square.
- State Street is a gateway to the waterfront, and the end of the State Street Block can be activated.
- A sub-historical district exists around Central Street and the Customs House. This can be articulated through paving.
- This paving can continue around Parcels 15 and 16 to Central and Long

Wharves. The paving should vary within the larger zone and emphasize 'fingers to the sea' along State Street and Central Street.

- Facades on both sides of Parcels 15 and 16 are inactive. Preserving historic buildings may be more important than generating activity through immediate program changes or cheap architectural add-ons.
- Improving the edges of adjacent streets may also generate activity. For example, this can be done by moving dumpsters from the sides of Central Street.
- The trolley stop along Atlantic Avenue needs to be reconsidered. It does not provide an attractive threshold to the Aquarium.
- A special feature, perhaps including water, could articulate the entrance to Central Wharf and the aquarium, which is now easily missed by tourists.
- The owner of the Grain Exchange wants a green west edge of Parcel 16.
- Franklin and India Streets are other key points of interest.

Franklin Village and Harbor Towers

- The lots between India Street and High Street are currently the only active edges of Purchase Street in the Study Area.
- New development on the lot at the corner of India Street and Purchase Street should retain the old fabric's scale of approximately 60' frontages.
- This lot is a terminus of the visual axis to Harbor Towers.
- Harbor Towers residents want to maintain their privacy. They call for green along Atlantic Avenue and in Parcel 17B. The relationship between green space and a possible service entrance for Parcel 17 requires study.
- The area around Wendell Street forms a historic village, here named Franklin Village, and its attractive environment should be reinforced.

CONCLUSION

- The study area could be unified by a promenade with a focus at the civic square.
- The area could also be thought of as a patchwork of varying zones suggested and reinforced by the historic fabric of Boston.
- New development should establish memorable destinations. Suggestions for names of these various areas have been used in this summary and are as follows: Fort Hill / Rowes Wharf, Faneuil Hall, Columbus Park, Aquarium, Harbor Square, Franklin Village, and Custom House Wharves.

Acknowledgements

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WHARF / FINANCIAL DISTRICT EDGE STUDY ABUTTERS' GROUP

<i>Chair</i>	Edwin Sidman	The Beacon Companies
<i>Vice-Chair</i>	Thomas N. O'Brien	Tishman Speyer Properties
	Robert Beal	The Beal Companies
	Jeffrey Beale	Eaton Vance Management
	Michael Cantalupa	Boston Properties
	Skip Coppola	Rowes Wharf Associates
	Ed Charlebois	InterPark / Harbor Garage
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	Brian Fallon	Intell
	Chris Fincham	Harbor Towers
	Shawn Ford	Olde Towne Trolley
	Robert Gordon	Harbor Towers Board of Trustees
	Linda Gottlieb	Harbor Towers Board of Trustees
	Michael Grill	Fairlane Properties
	Cristi Hollidge	GMO
	Thomas Holt III	Intell
	James Hook	Hook Lobster Company
	Doug Husid	Goulston and Storrs PC
	Paul Jacques	Boston Harbor Hotel
	Edward Johnson IV	Pembroke Real Estate
	Konstantine Krekis	Pembroke Real Estate
	Susanne Lavoie	Harbor Towers Board of Trustees
	Norman Leventhal	The Beacon Companies
	William McDonough	The Federal Reserve Bank
	Tom McShane	Dewey Square Group
	Sy Mintz	The Residences at Rowes Wharf
	Ted Oatis	The Chiofaro Company
	Jonathan Peabody	Peabody Furniture
	Chuck Redmon	ABC Design Committee / Cambridge Seven Associates
	Ed Reynolds	Custom House Tower
	Paul Saperstein	The Residences at Rowes Wharf, Board of Managers
	Jon Seward	Community Design Partnership / Hook Lobster
	J. P. Shadley	J.P. Shadley Associates / Broad Street Property Owners
	Peter Shields	Equity Office Properties Trust
	Nicho Skiadas	Tishman Speyer Properties
	James Sullivan	The Sullivan Properties
	Deirdre Tierney	Legal Seafoods
	Ed Toomey	The New England Aquarium
	Terry Worden	Boston Marriott Long Wharf
	Justin Wyner	The Residences at Rowes Wharf, Board of Managers

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Central Artery Tunnel Project / Massachusetts Turnpike Authority

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Harbor Towers I and II
New England Aquarium
Pembroke Real Estate
Sullivan Properties
The Beal Companies
The Chiofaro Company
Urban Growth Property Trust / Interpark

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