

1 Dock Square



The transformation of the 1970's Dock Square parking structure and surrounding sidewalks into a new residential community on the Greenway.

- New pedestrian streetscape experiences
- Open spaces in keeping with the spirit of the Greenway
- 195 new home-ownership units

BCDC Sub-Committee Meeting, June 26, 2018

- I. Comments from last meeting
- II. Greenway Guidelines Overview & Zoning
- III. Massing Explorations
- IV. Updates:
 - Landscape & Public Realm Studies
 - View impact Analysis
 - Detailed Shadow Studies

EXISTING
CONDITIONS



CHRISTOPHER
COLOMBUS PARK

Faneuil Hall Marketplace

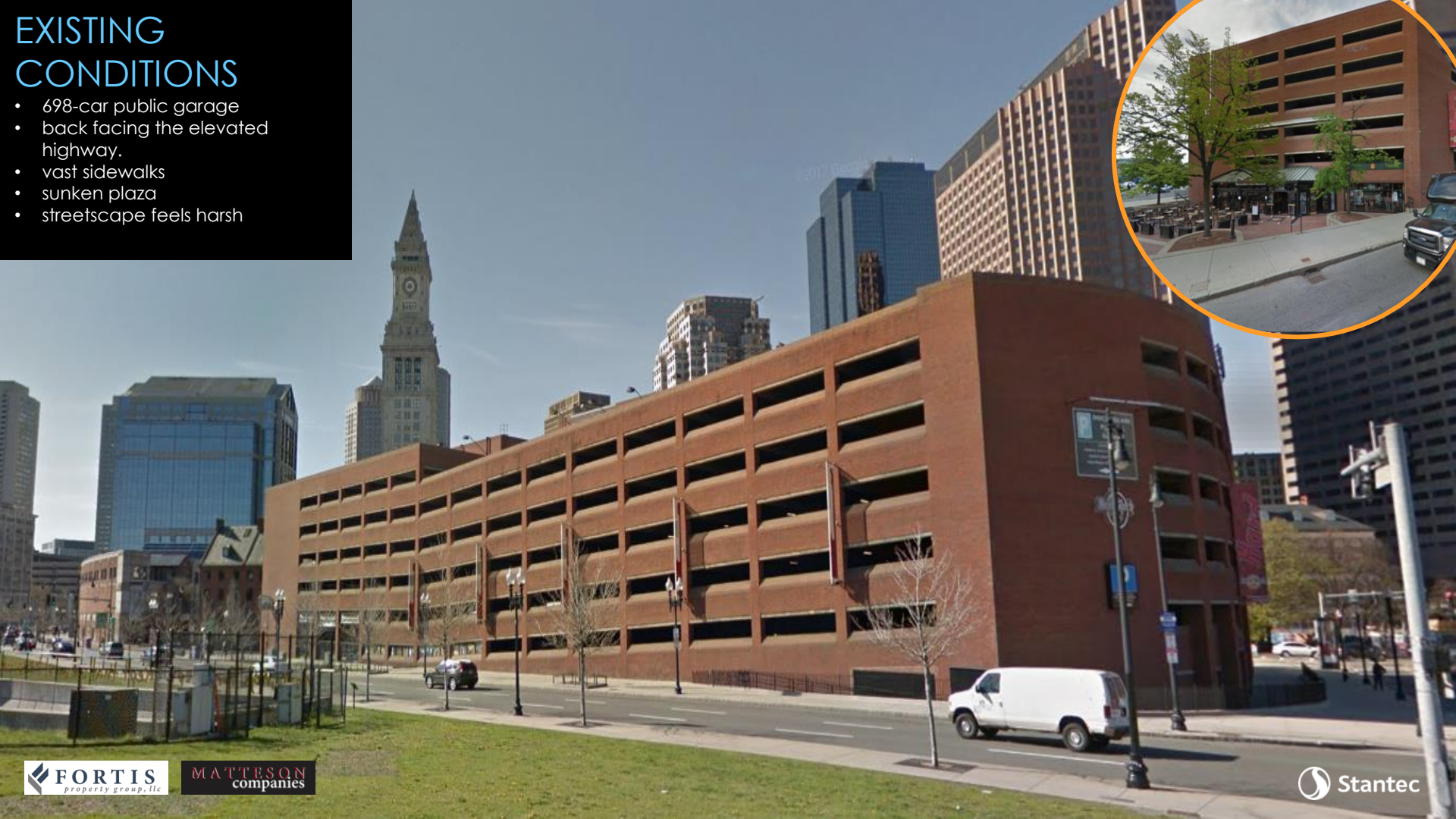
GREENWAY

NORTH STREET

AERIAL VIEW

EXISTING CONDITIONS

- 698-car public garage
- back facing the elevated highway.
- vast sidewalks
- sunken plaza
- streetscape feels harsh



EXISTING CONDITIONS

- Clinton Street-
- Busy Commercial street
 - Loading for Quincy Mkt.
 - Uber pick-up point for City Hall





DESIGN GOALS

- **Create massing that fits** within context of taller & smaller buildings
- **Be sensitive** to shadow and view impact.
- **Create a useable** public plaza.
- **Improve** walkability of Surface Rd, Clinton and North Streets.
- **Transform** the existing garage with new materials, design and lighting.

Comments from last BCDC Meeting 04/03/2018:

- Full range of design comments, but building felt **'too tall'** for the location
- Greenway Design Guidelines height at 125'
- Look at lowering the garage and keep the same massing on top
- "Point tower" may have less impact than single low mass
- Look at sculpting, carving away at mass to slim the building down
- More street views, more often
- Understand plaza and public

Comments from IAG, Boston Harbor Now, and Faneuil Hall Merchants Association:

I.A.G.:

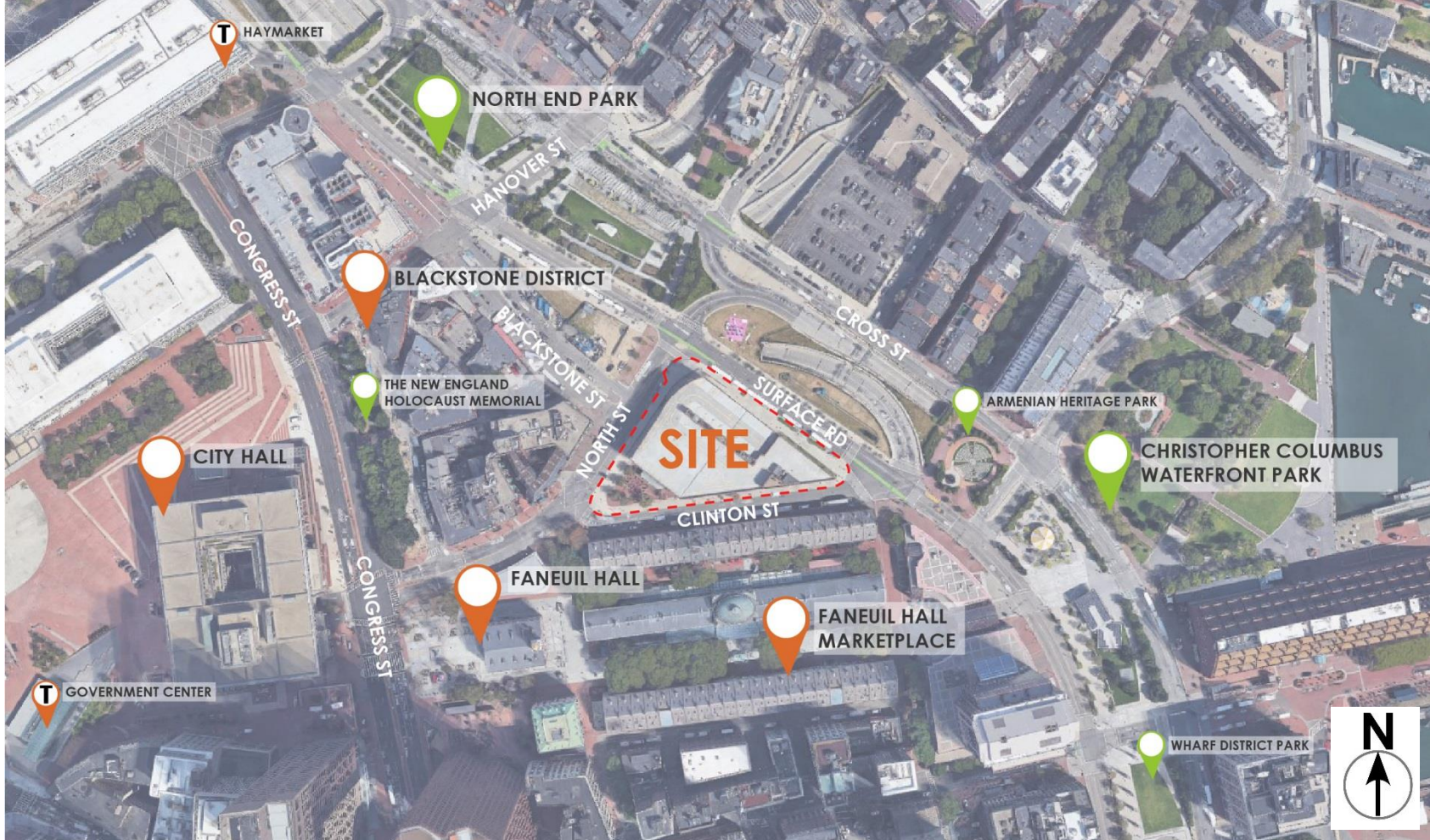
- Strong support for the design
- Bring top and bottom together more, perhaps by bringing glass elements down
- Activate Clinton Street with window boxes, include retail space at Greenway/North St. corner

Boston Harbor Now:

- Improve public realm: more shade trees, better sidewalks, benches, activities, 'selfie-moments'
- Remind people how close they are to waterfront
- 'Fight for the beautiful design' and the quality in cladding; contemporary but respectful.
- Protect Quincy Market merchants
- Activate North Street

Faneuil Hall Merchants:

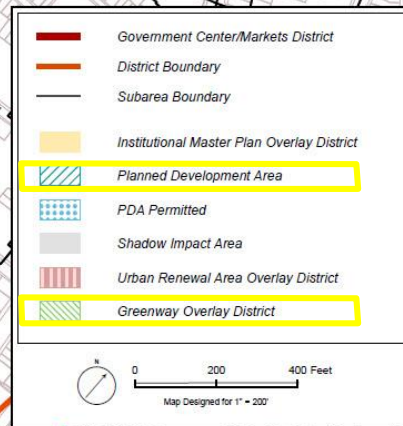
- Generally enthusiastic about project, but....
- Maintain garage spaces & Bus parking/unloading on Greenway
- Do not impact service or customer use on Clinton St. – Drop-off might help
- Like activation of Clinton Street with display windows, signage & lighting
- Concerns about potential owner complaints about noise from performers



ZONING OVERLAYS

**Bulfinch Triangle
Map 1J**

**North End
Map 1L**



	As-of-Right Maximum Height	Floor Area Ratio (FAR)
1. Blackstone Block Protection Area	See inset map	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' *	8/7
11. India Street Restricted Growth Area	80'/100' *	8/7
11A. Wharf Street Restricted Growth Area	100'/120'	8/12
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 in established PDA	125'/155' ** 400'	8/10** 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 11A.		

OS-CM Cemetery Open Space Subdistrict See Section 45-15 and Article 33
OS-P Parkland Open Space Subdistrict
OS-UP Urban Plaza Open Space Subdistrict

* See Section 45-6

** See Article 45-7

See additional provisions of Article 45.

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

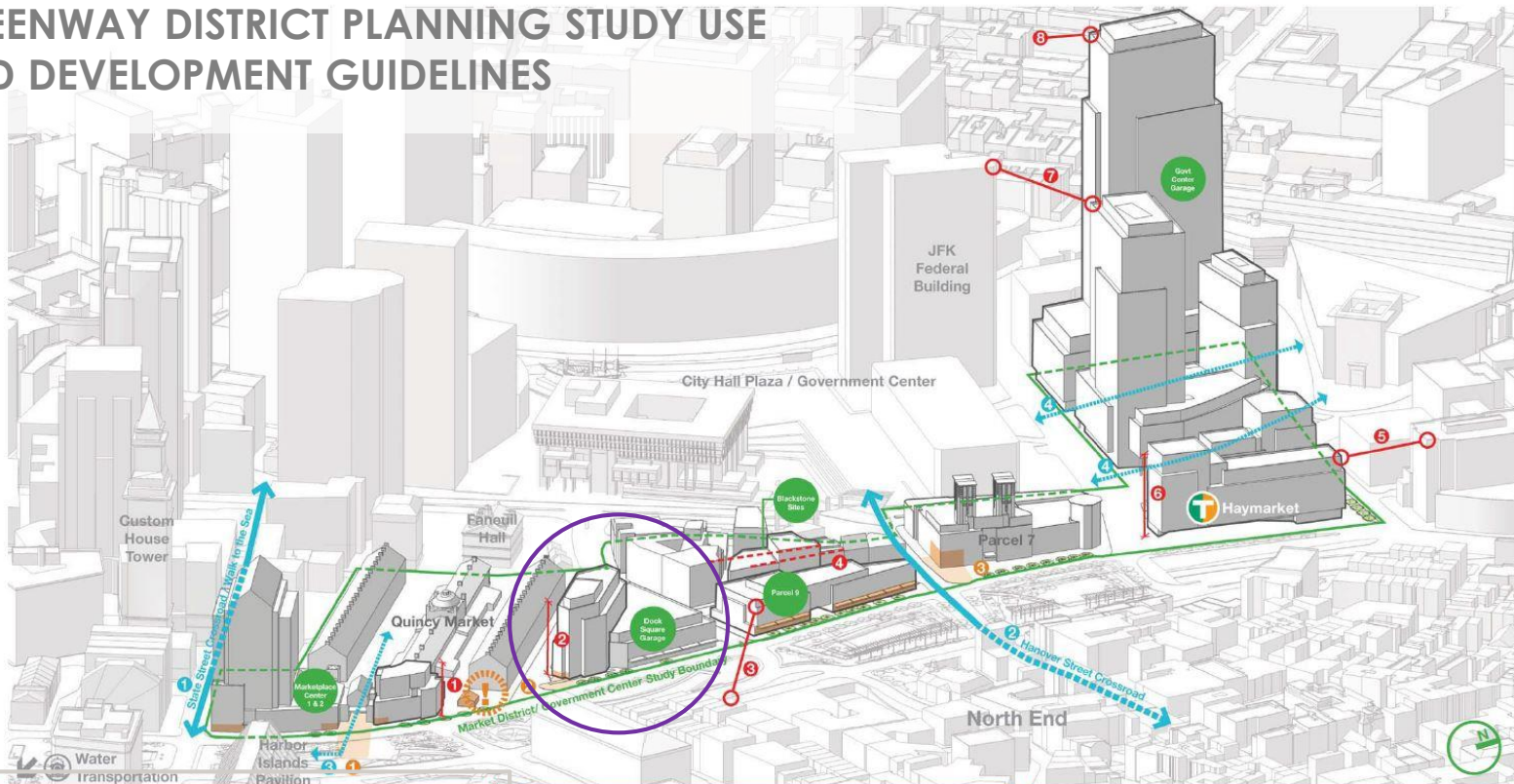
In Established PDA	As-of-Right Maximum Height	Floor Area Ratio (FAR)
PDA II	See Section 45-10.2	
PDA III	See Section 45-10.2	
PDA IV	See Section 45-10.2	
PDA V	See Section 45-10.2	

ZONING OVERLAYS

‘The Site is already established as PDA-III of the Government Center/Markets Zoning District.’

- PDA Development Plan sets use regulations. (Boston Zoning Code § 45-10.1.)
- PDA Development Plan also sets **dimensional requirements**, which are “**guided by the *Greenway District Planning Study Use and Development Guidelines***, as determined by the Boston Redevelopment Authority.” (*Id.* § 45-10.2.)
- Zoning amendment required to exceed street wall height of 90 ft., and floor plates exceeding 22,500 sf above that height. (*Id.* subds. 45-10.3 and -10.4.)
- Required public benefits may include directly providing or funding improvements to adjacent and nearby streets. (*Id.* sec. 45-12.)

GREENWAY DISTRICT PLANNING STUDY USE AND DEVELOPMENT GUIDELINES



Dimensional Criteria

- 1 Height should be limited to 75' to minimize shadow impacts and view obstruction from City Hall Plaza, Faneuil Hall, and Quincy Market. This location could be an interesting place for a new 21st century architectural element. Buildings should be stepped back at a height that aligns with the existing base of the buildings.
- 2 125' additions to the Dock Square Garage site should minimally infringe on the views of the Custom House Tower from the north.
- 3 55' scaled to the heights in the North End.
- 4 The Blackstone Block sites should conform to the historic heights in the area, ranging between 55'-85'.
- 5 125' to correspond with the heights in the Bulfinch Triangle.
- 6 150' at the New Sudbury Street corner of the existing Government Center Garage.
- 7 400' or approximately aligned with the taller portion of the JFK Federal Building.
- 8 400-600' matching the tallest buildings in the Downtown.

Programmatic Goals

- 1 The existing market entry at Marketplace Center should be further activated with Greenway-facing retail.
- 2 A restaurant or café use at this critical juncture would strengthen connectivity between the parks and Quincy Market.
- 3 Market uses at the ground floor of both Parcels 7 and 9 will complement Haymarket and Hanover Street as the primary spine of the Market District.

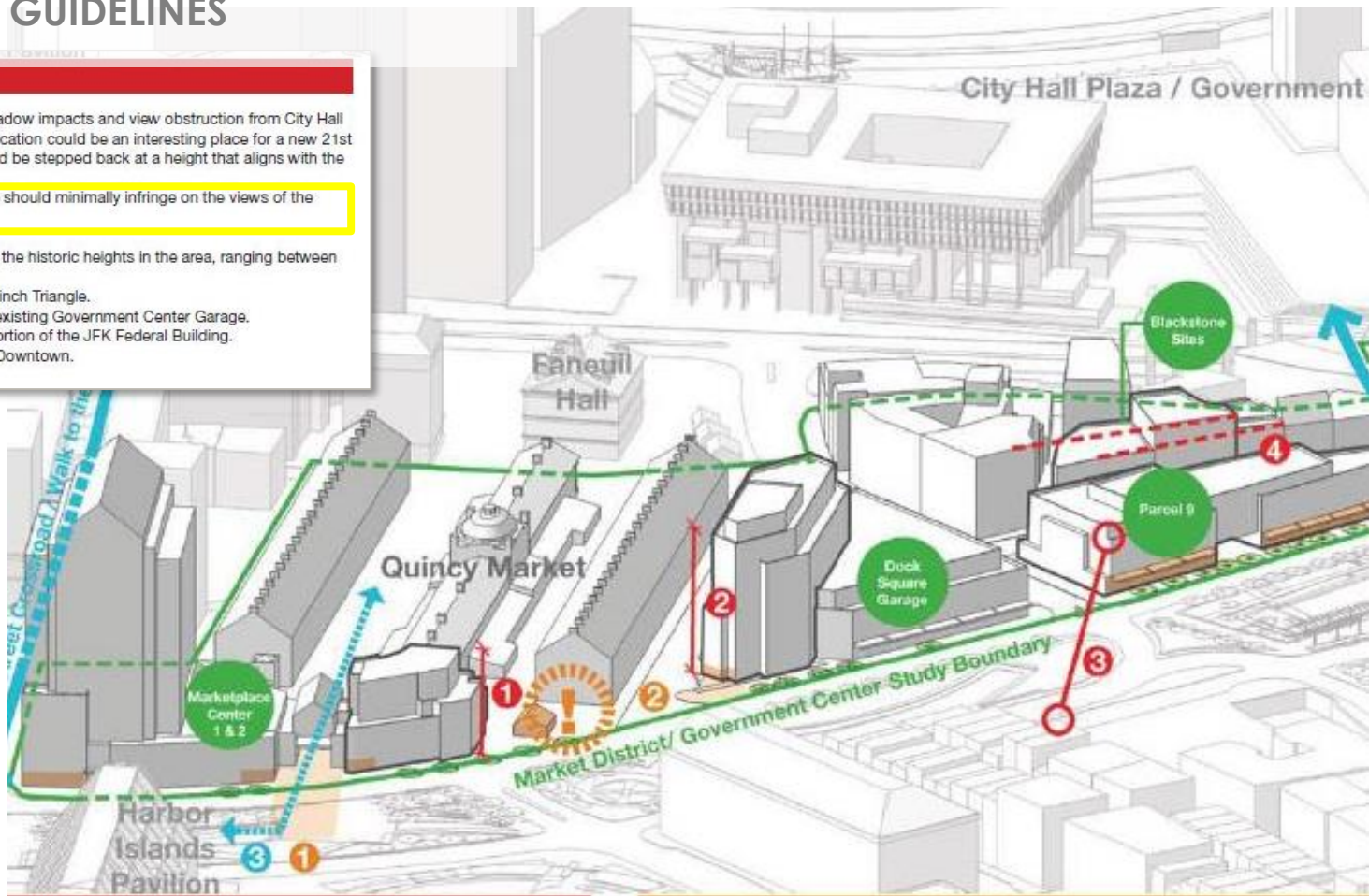
Connectivity

- 1 State Street, an important Crossroad, marks the southern boundary of the Market District. This connection is also the official "Walk to the Sea," and the new Harbor Islands Pavilion will serve as a gateway to the Harbor Islands and ferries.
- 2 Future development at Marketplace Center, currently blank, should allow publicly accessible uses to turn the northwest corner.
- 3 Market uses at the ground floor of Parcels 7 and 9 will complement the Haymarket and reinforce Hanover Street as the primary spine of the Market District and Crossroad to the North End.
- 4 North-South connections between the Government Center Garage site and the Bulfinch Triangle will link the Market District to this important mixed-use and entertainment zone, and to the critical transportation hubs at Haymarket and North Station.

GREENWAY DISTRICT PLANNING STUDY USE AND DEVELOPMENT GUIDELINES

Dimensional Criteria

- 1 Height should be limited to 75' to minimize shadow impacts and view obstruction from City Hall Plaza, Faneuil Hall, and Quincy Market. This location could be an interesting place for a new 21st century architectural element. Buildings should be stepped back at a height that aligns with the existing base of the buildings.
- 2 125' additions to the Dock Square Garage site should minimally infringe on the views of the Custom House Tower from the north.
- 3 55' scaled to the heights in the north end.
- 4 The Blackstone Block sites should conform to the historic heights in the area, ranging between 55'-85'.
- 5 125' to correspond with the heights in the Bulfinch Triangle.
- 6 150' at the New Sudbury Street corner of the existing Government Center Garage.
- 7 400' or approximately aligned with the taller portion of the JFK Federal Building.
- 8 400-600' matching the tallest buildings in the Downtown.



GREENWAY DISTRICT PLANNING STUDY USE AND DEVELOPMENT GUIDELINES

Market District and Government Center



Overview

The mixed-use Market District/Government Center subdistrict is well established, and serves as the key foundation of the successful North End Parks. This area, in combination with nearby attractions like Faneuil Hall, the Freedom Trail, the North End, Christopher Columbus Park, and the waterfront itself, make this area the most consistently populated portion of the entire Greenway. For tourists and locals alike, the area provides not only the retail and restaurants of Quincy Market, but an attractive desire line to and from City Hall. The BRA's expanded Market District concept would shift this center of gravity north and provide a programmatic bridge between the tourism-focused activities of Quincy Market and the historic Haymarket. The idea for an indoor year-round public market offering local and regional produce and related products in the area around Parcel 9 would also link the west side of the parks to those already-established restaurants, shops, and specialty grocers in the North End.

Goals

- Increase residential opportunities west of the Greenway and north toward the Bulfinch Triangle to reinforce its strong neighborhood character
- Set the stage for an expanded Market District in Boston's Downtown that builds on the existing historic fabric while providing 21st century accessibility and amenities needed in this part of the city
- Improve the architectural quality and retail transparency of the Greenway's western edge as a complement to the intensity and uniqueness of the North End

Potential new development in this area can contribute to these goals in several ways. First, by providing greater levels of transparency and permeability at the Greenway edges of Quincy Market, most notably Marketplace Center and the Dock Square Garage site, the connections between the life of the market district and its surroundings can be made more seamless. Second, by filling in the vacancies on the Blackstone Street sites and Parcel 9 with food-related programming, Hanover Street may be more fully realized as a clear Crossroad reconnecting the North End to Government Center. Finally, replacing the Government Center Garage with a higher and better use would not only improve the physical and social qualities of the park edge, but would also improve the link of the market areas to the Bulfinch Triangle.

Potential Development Sites

There are two development opportunities at **Marketplace Center**, and both offer the possibility of strengthening important links between Quincy Market and the New England Aquarium. Marketplace Center 1 (south) would add greater transparency and activity to the important State Street intersection. **Marketplace Center 2 (north)** would be an ideal location for a small boutique hotel. Any redevelopment of Marketplace Center 2 would need to appropriately respect and relate to the architecture of Faneuil Hall and Quincy Market while minimizing new shadow impacts on the Armenian Heritage Park, the Harbor Islands Pavilion and Christopher Columbus Park.

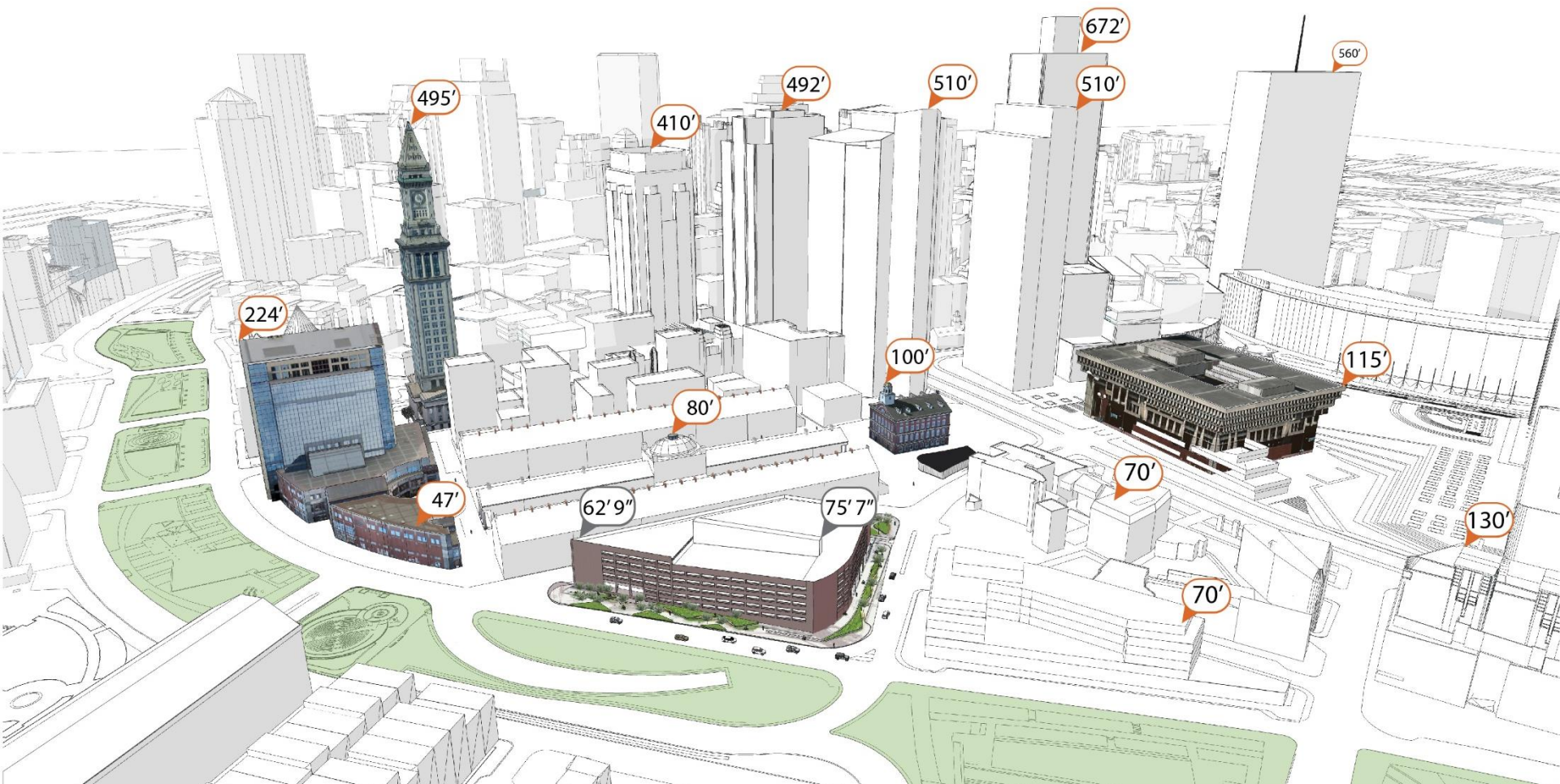
While it provides valuable parking for visitors to the area, the **Dock Square Garage** is a blank spot in an otherwise highly active series of street edges. This is true not only along the Greenway frontage but also along North and Clinton Streets, both of which could serve as improved cross streets between the Market District and the North End proper. A whole or partial intervention on the site might create greater continuities between the existing concentrations of activity north-south and east-west. The scale and architecture of the existing neighborhood and adjacent landmarks, including Quincy Market, must be respected. This and the desire to preserve and enhance views of the Custom House Tower and to the harbor from City Hall Plaza will dictate massing on this site.

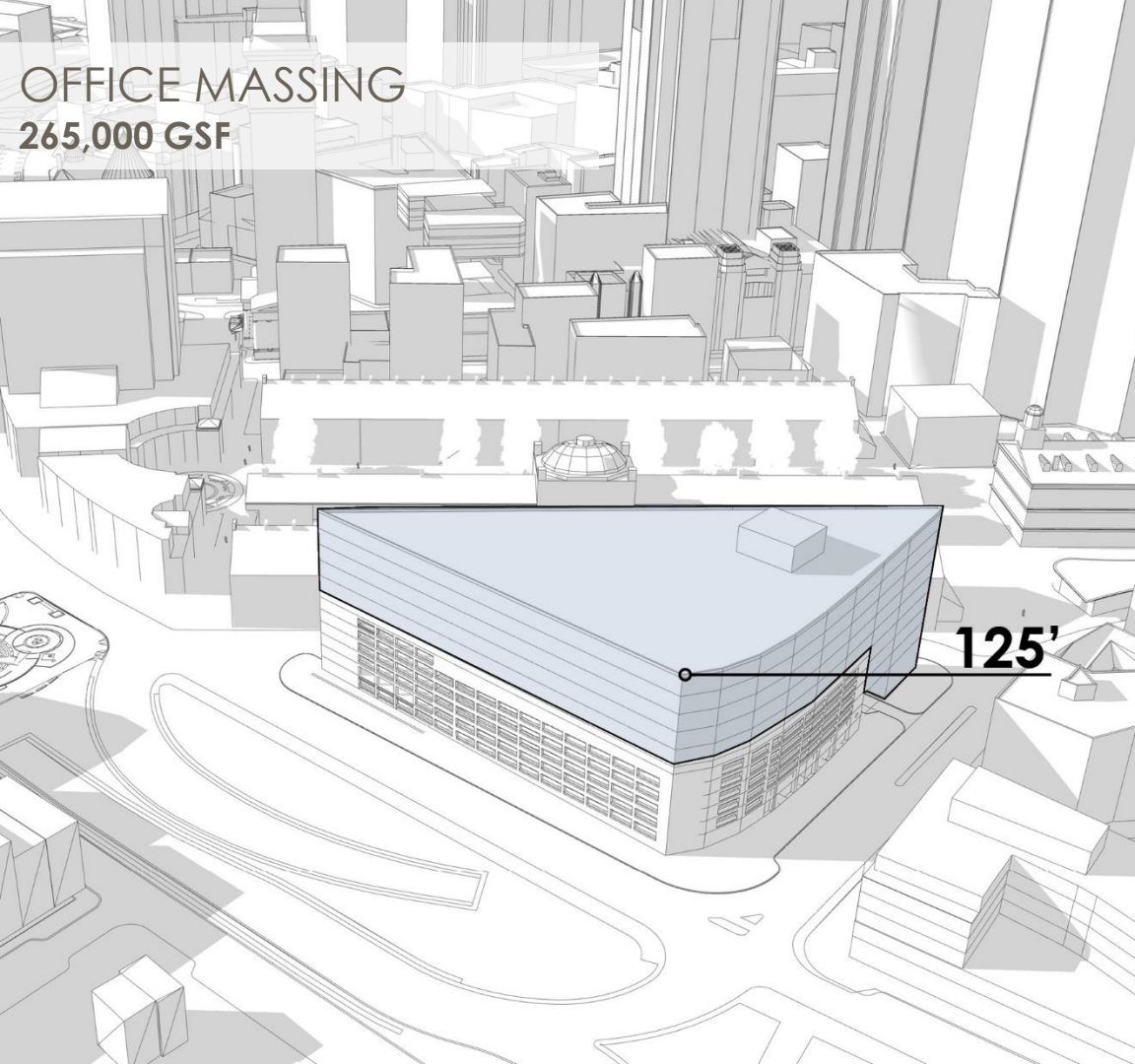
The **Blackstone Street Sites** and **Parcel 9 sites**, if developed with ground-floor market uses, would complement the North End and Haymarket areas. Such development will also solidify this area as a new local amenity as well as a regional destination for consumers, purveyors, producers, and growers of food and food-related products. The historic network of streets and alleys in the Blackstone Block are highly conducive to this kind of shopping experience that, along with its prominent location on the Greenway, are certain to make this one of the Greenway District's most exciting opportunities for redevelopment.

While it provides valuable parking for visitors to the area, the **Dock Square Garage** is a blank spot in an otherwise highly active series of street edges. This is true not only along the Greenway frontage but also along North and Clinton Streets, both of which could serve as improved cross streets between the Market District and the North End proper. A whole or partial intervention on the site might create greater continuities between the existing concentrations of activity north-south and east-west. The scale and architecture of the existing neighborhood and adjacent landmarks, including Quincy Market, must be respected. This and the desire to preserve and enhance views of the Custom House Tower and to the harbor from City Hall Plaza will dictate massing on this site.

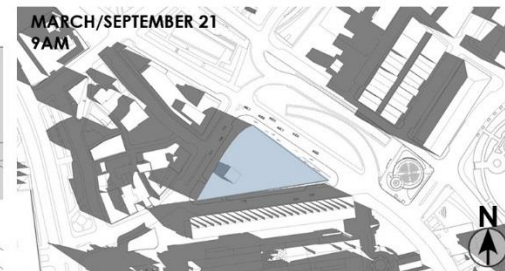
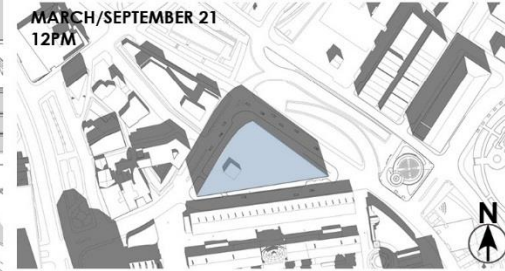
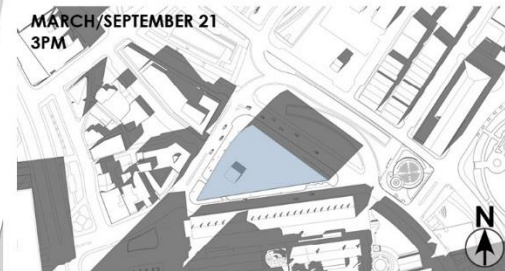
GREENWAY DISTRICT PLANNING STUDY USE AND DEVELOPMENT GUIDELINES

“While the recommended limitation on heights listed by subdistrict in these guidelines already anticipates a reduced shadow impact, new proposals will be required to consider refinements to the building shapes for the purpose of minimizing shadow impacts on the Greenway park parcels.”

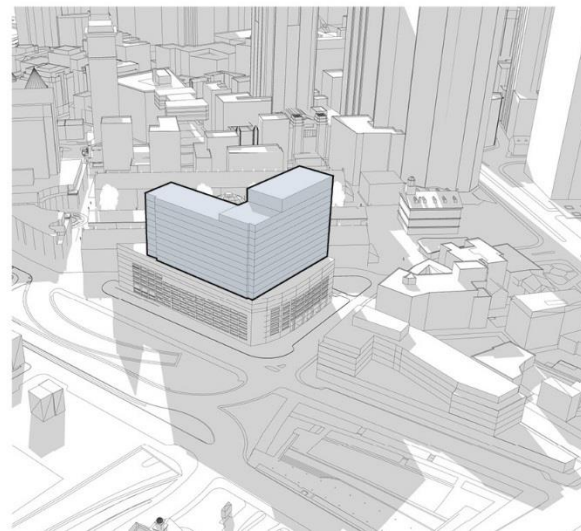
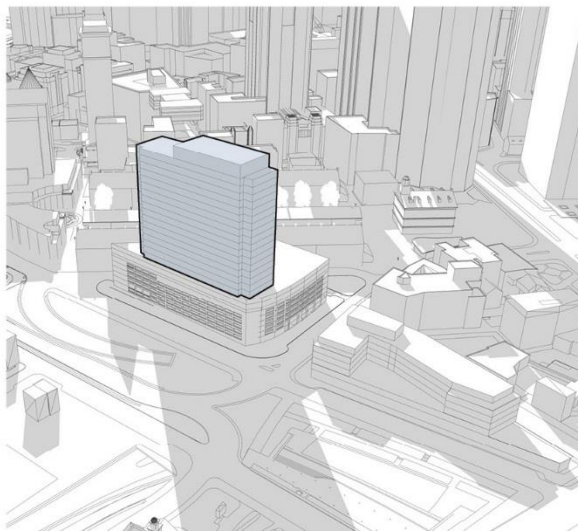
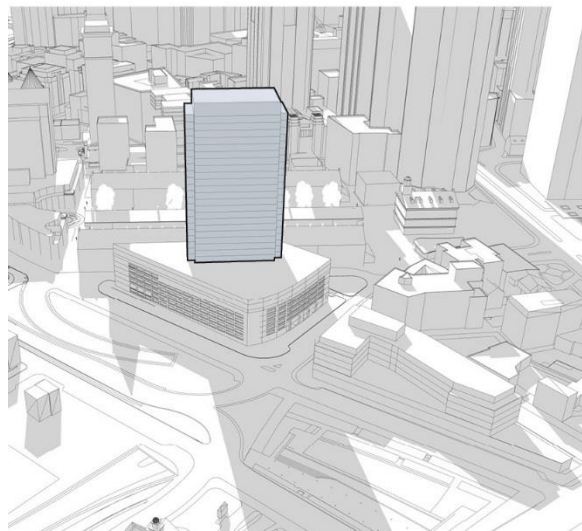
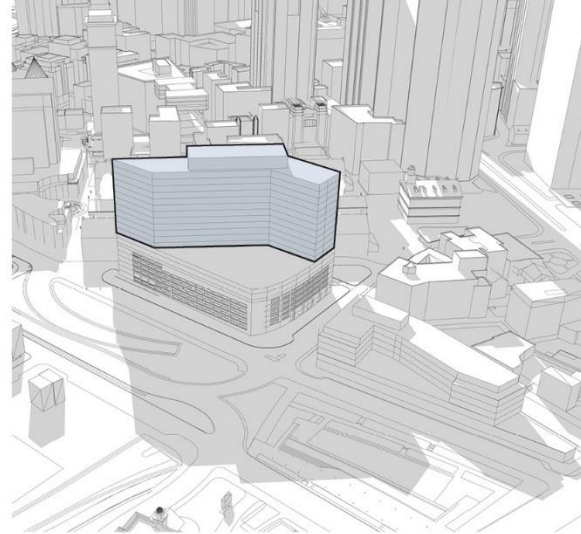


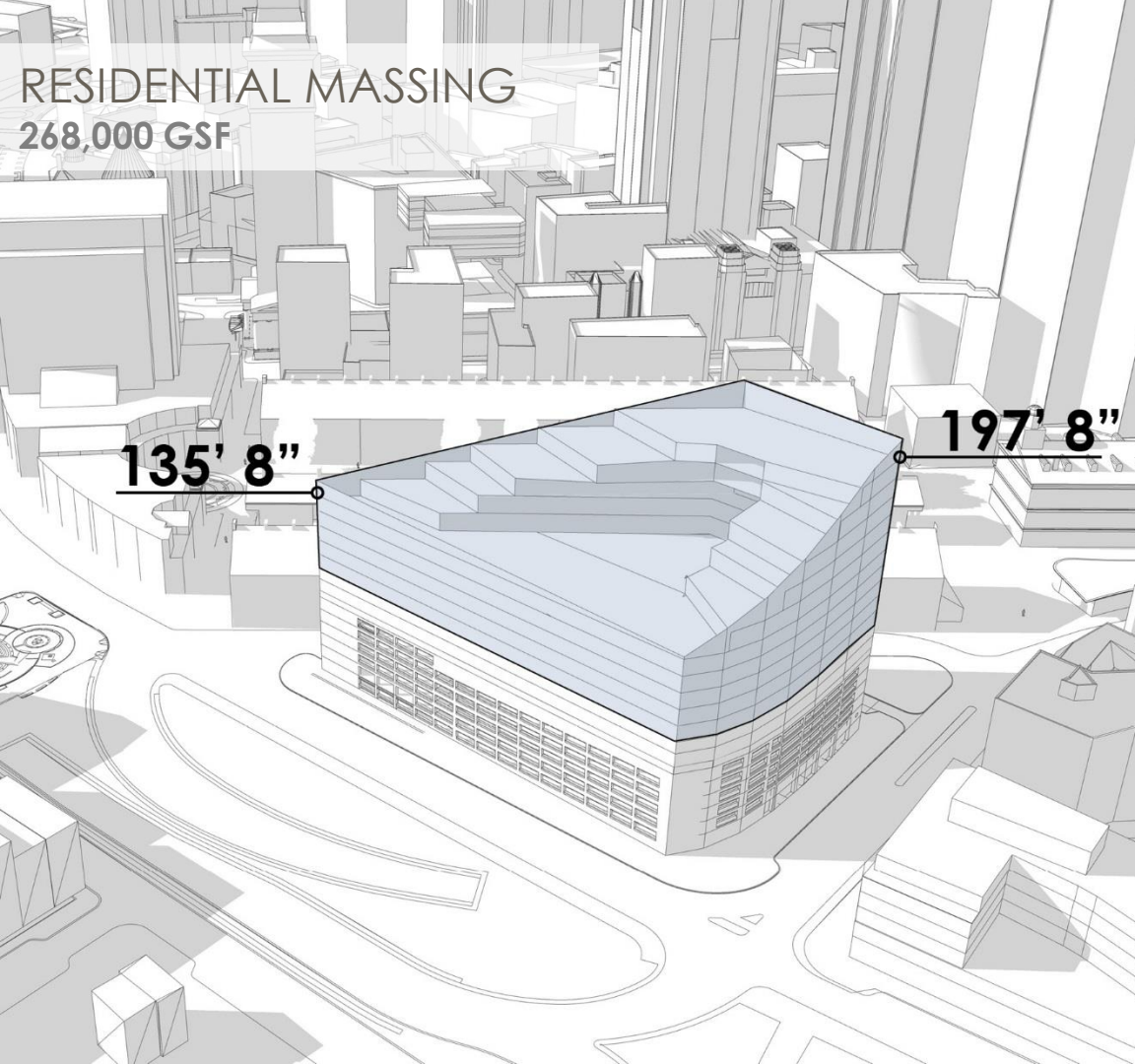


OFFICE MASSING
265,000 GSF



EARLIER RESIDENTIAL MASSING
OPTIONS
265,000 GSF



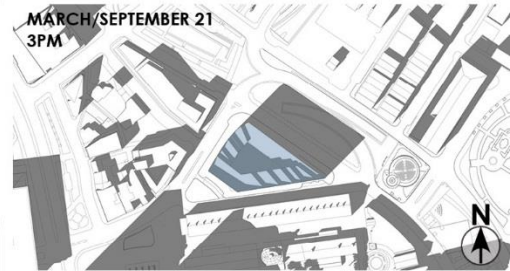


RESIDENTIAL MASSING

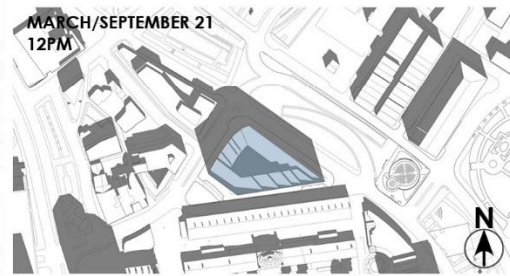
268,000 GSF

135' 8"

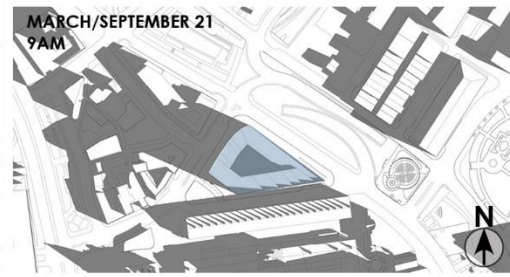
197' 8"



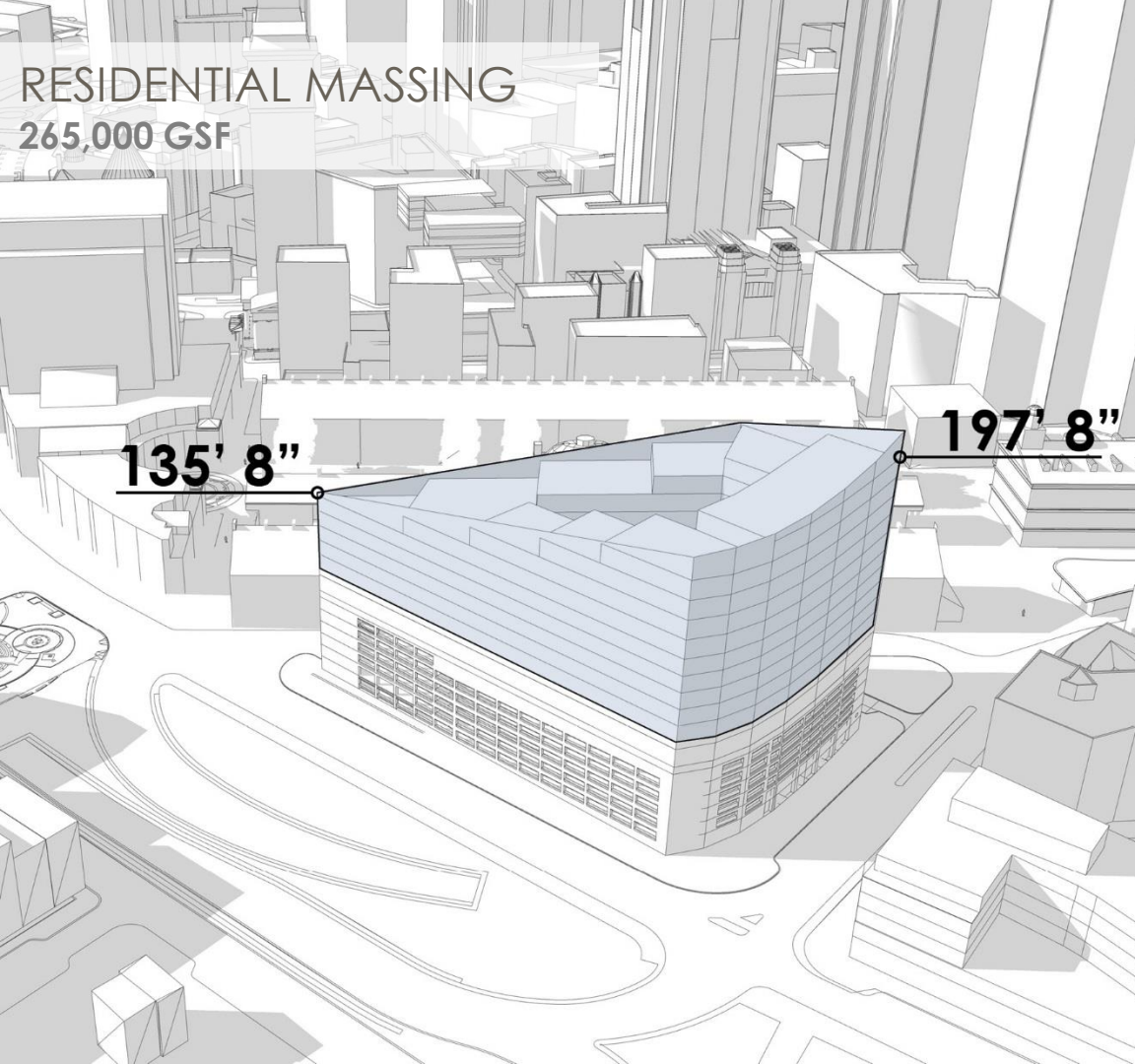
MARCH/SEPTEMBER 21
3PM



MARCH/SEPTEMBER 21
12PM



MARCH/SEPTEMBER 21
9AM

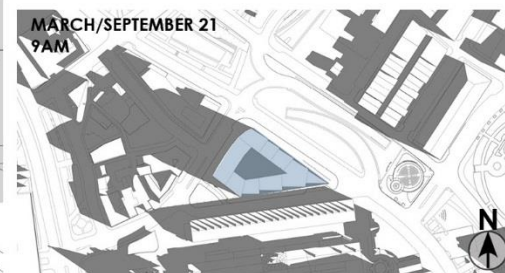
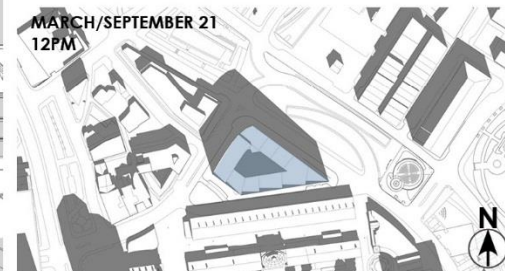
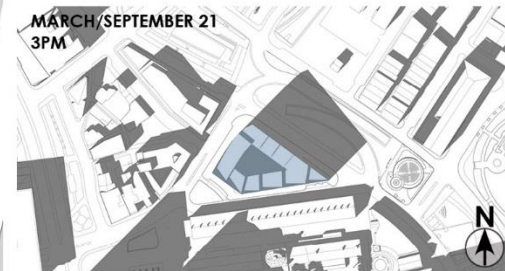


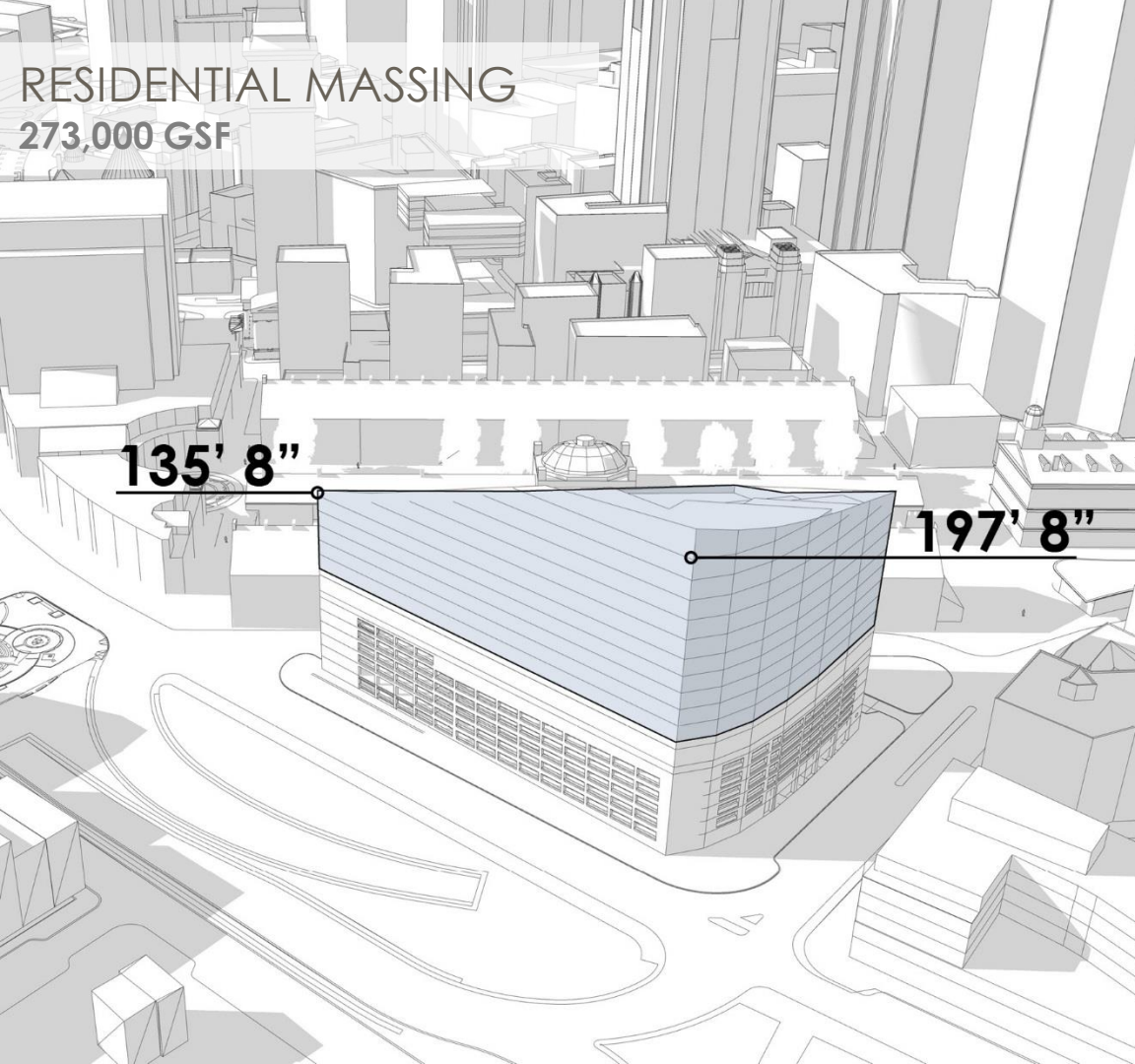
RESIDENTIAL MASSING

265,000 GSF

135' 8"

197' 8"



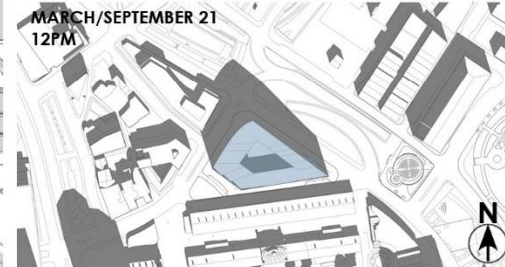
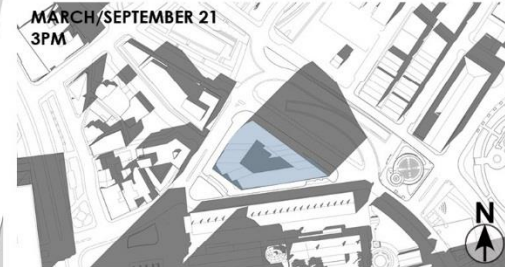


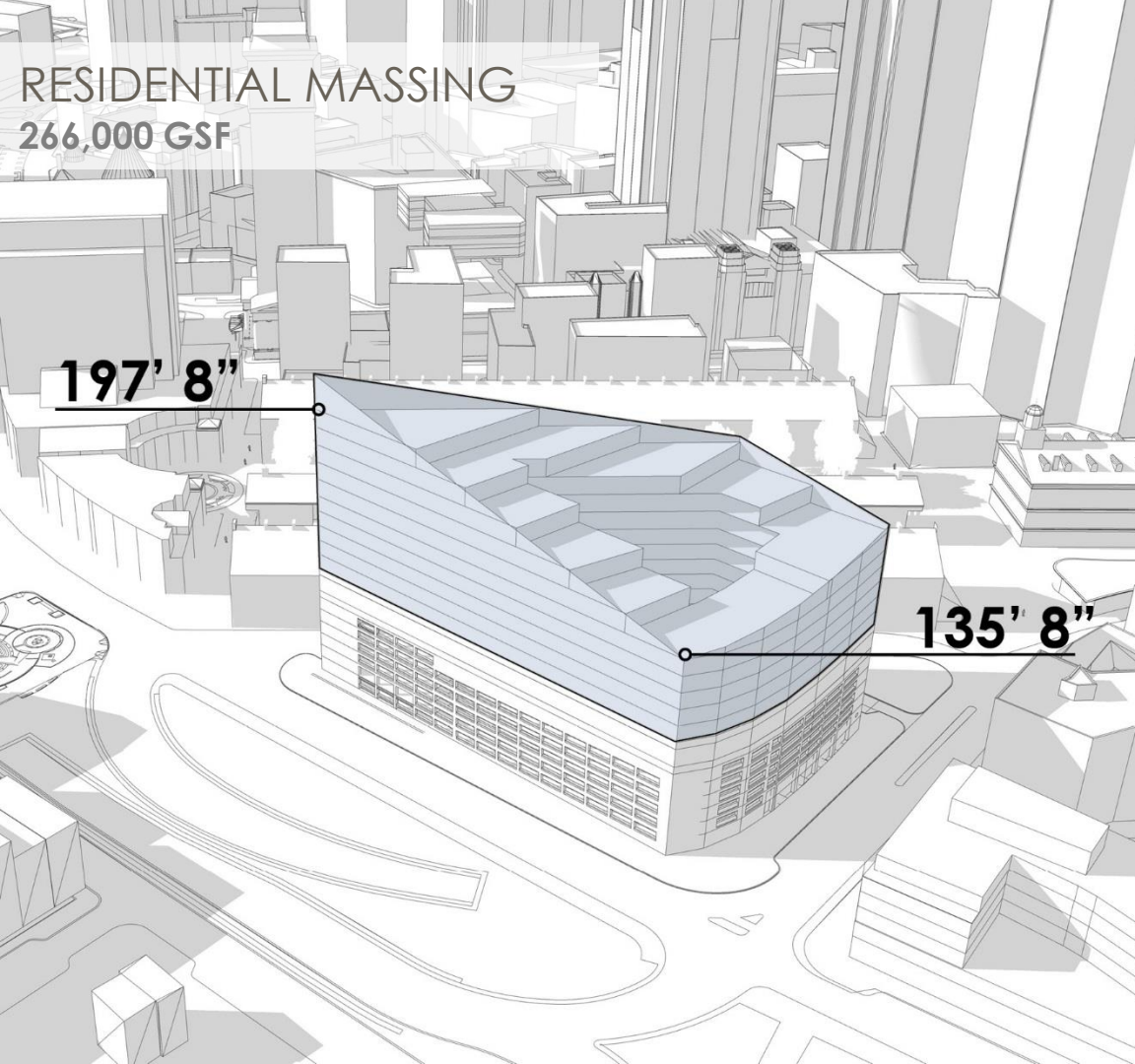
RESIDENTIAL MASSING

273,000 GSF

135' 8"

197' 8"



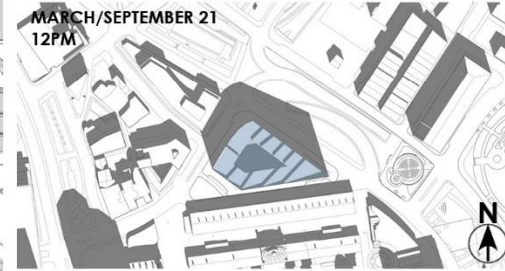
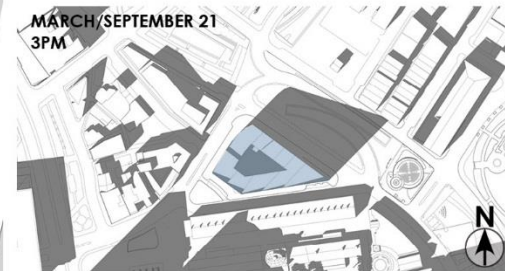


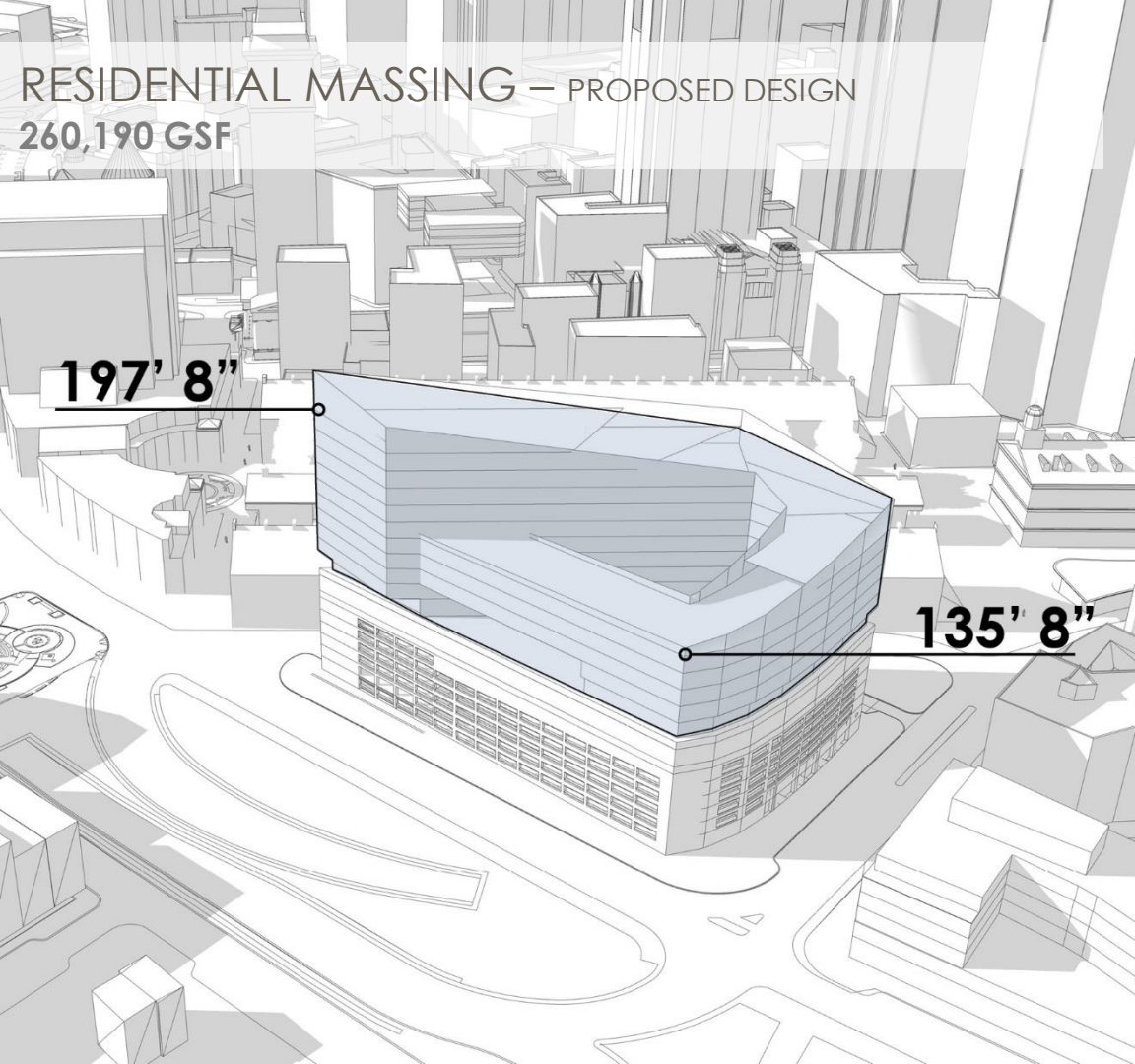
RESIDENTIAL MASSING

266,000 GSF

197' 8"

135' 8"



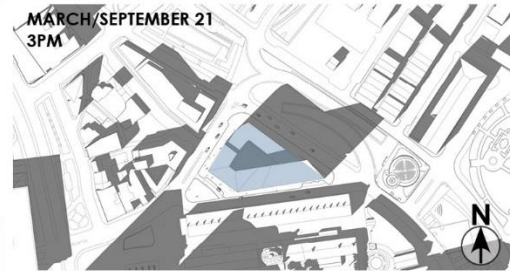


RESIDENTIAL MASSING — PROPOSED DESIGN

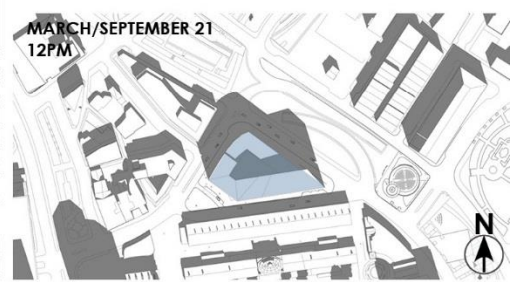
260,190 GSF

197' 8"

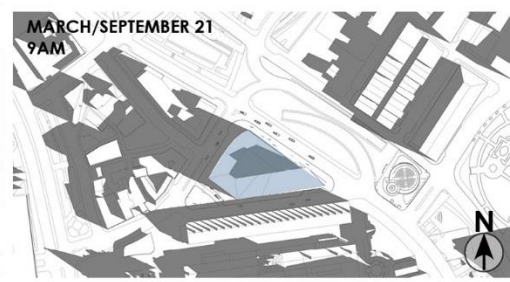
135' 8"



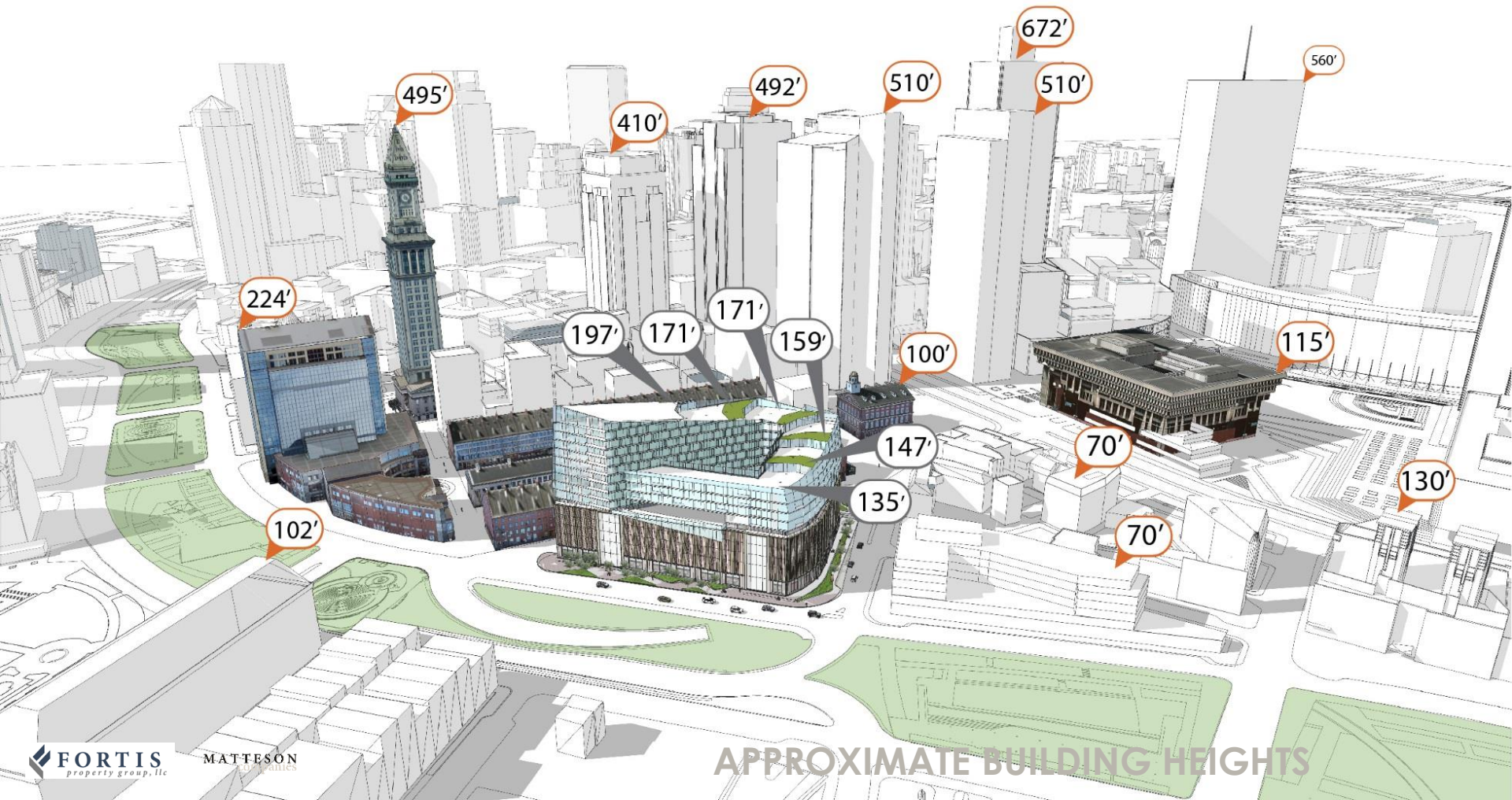
MARCH/SEPTEMBER 21
3PM



MARCH/SEPTEMBER 21
12PM



MARCH/SEPTEMBER 21
9AM





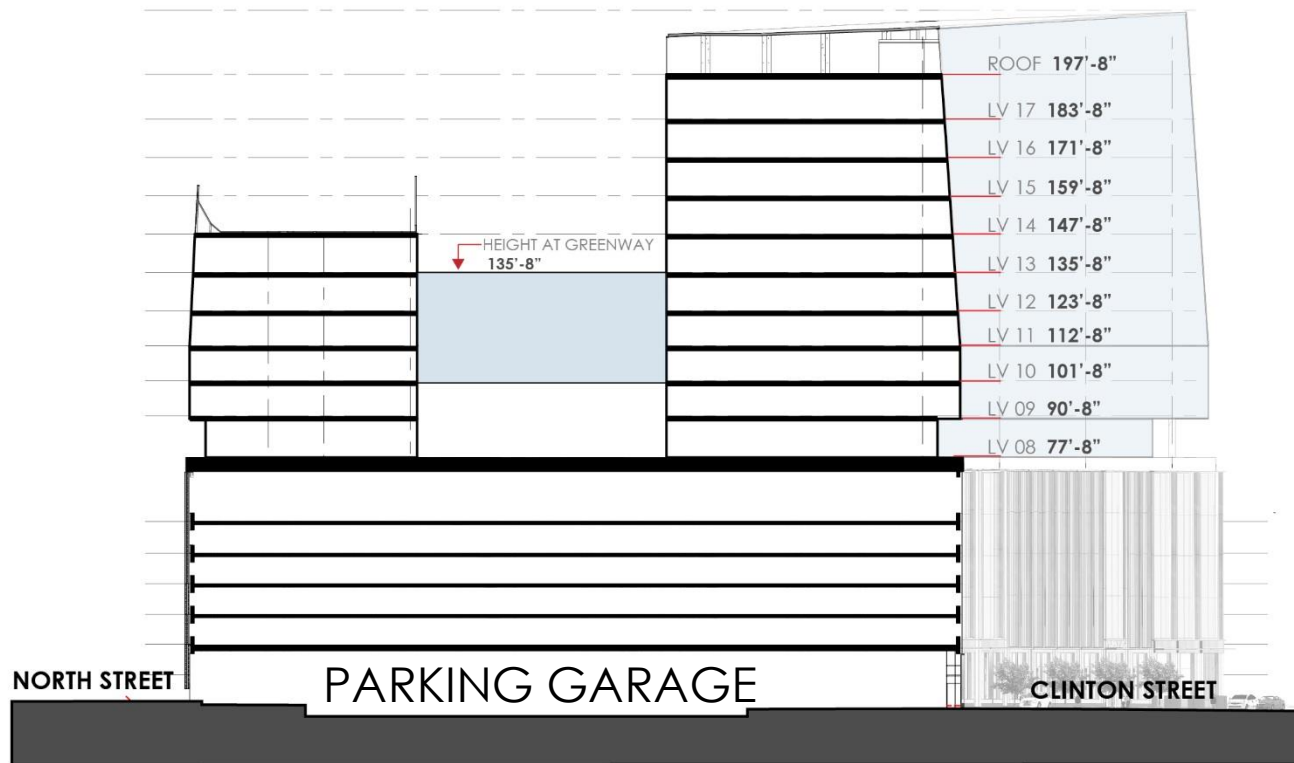












PARKING COUNT

SPACE TYPE COUNT

Level 1 :	33 Spaces
Level 2 :	70 Spaces
Level 3 :	109 Spaces
Level 4 :	102 Spaces
Level 5 :	102 Spaces
Level 6 :	110 Spaces
Level 7 :	90 Spaces
Level 7 Stackers :	66 Spaces
TOTAL :	616 Spaces
W/Stackers :	682 Spaces
AVG SF/Space :	398 SF/Space

Self Park :	402 Spaces
Valet :	140 Spaces
<u>Valet Stackers :</u>	<u>66 Spaces</u>
TOTAL :	682 Spaces

Existing Total :	698 Spaces
Difference :	82 Spaces
Difference w/Stackers :	16 Spaces



PARKING COUNT

SPACE TYPE COUNT







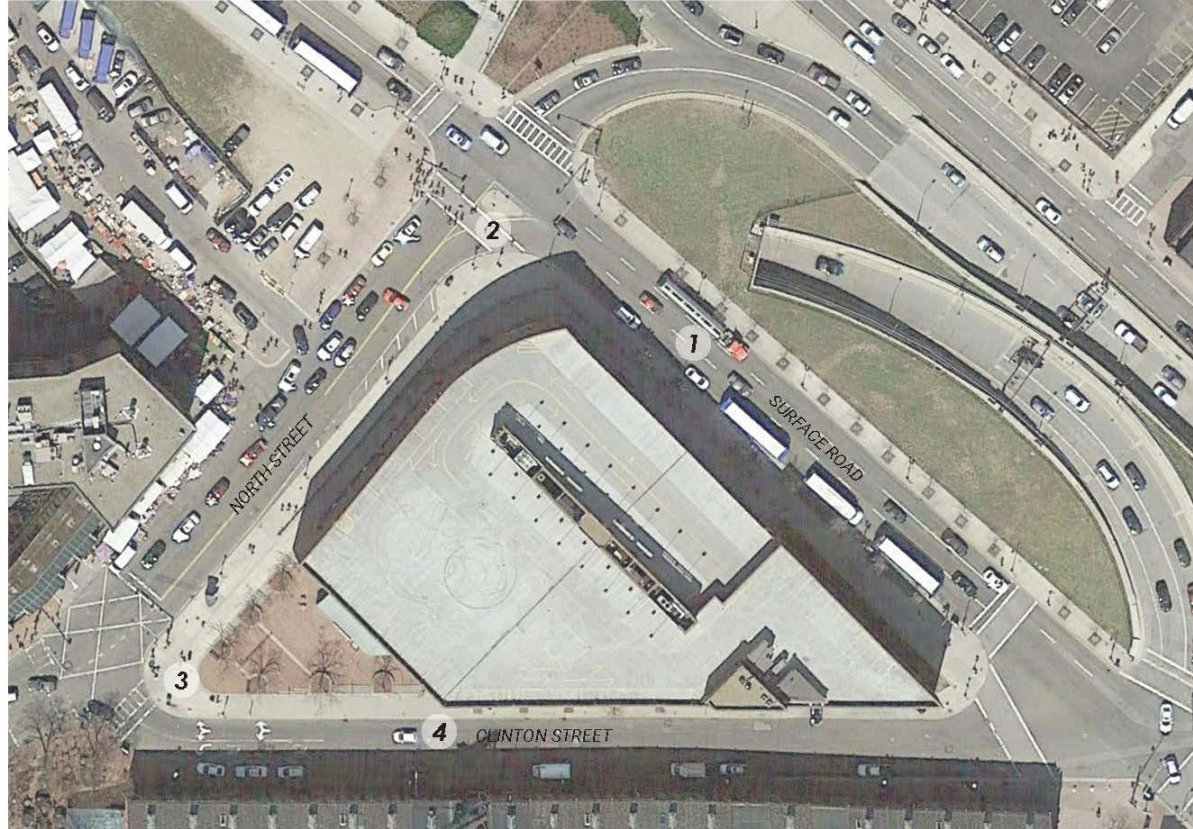






Landscape & Public Realm

EXISTING CONDITIONS



Surface Rd is a swath of concrete, often used as an active loading zone for tour buses.



Opportunity to create a "gateway" at corner of North St and Surface Rd and to enhance North St. with planting and seating.

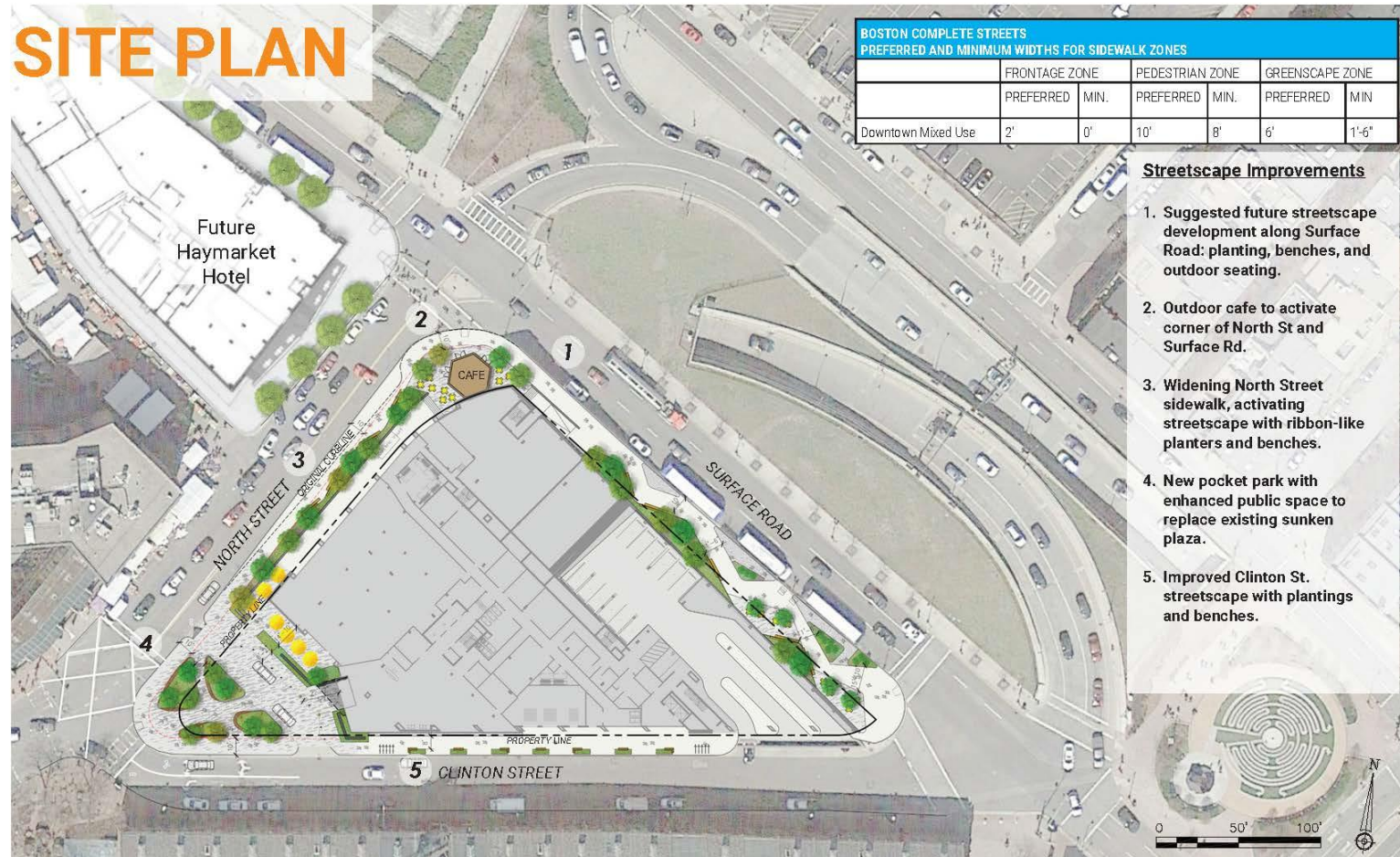


Plaza is sunken and detached from the public streetscape, with majority as private cafe space.



Clinton St. is barren and lacks green space and pedestrian amenities.

SITE PLAN



BOSTON COMPLETE STREETS PREFERRED AND MINIMUM WIDTHS FOR SIDEWALK ZONES

	FRONTAGE ZONE		PEDESTRIAN ZONE		GREENSPACE ZONE	
	PREFERRED	MIN.	PREFERRED	MIN.	PREFERRED	MIN.
Downtown Mixed Use	2'	0'	10'	8'	6'	1'-6"

Streetscape Improvements

1. Suggested future streetscape development along Surface Road: planting, benches, and outdoor seating.
2. Outdoor cafe to activate corner of North St and Surface Rd.
3. Widening North Street sidewalk, activating streetscape with ribbon-like planters and benches.
4. New pocket park with enhanced public space to replace existing sunken plaza.
5. Improved Clinton St. streetscape with plantings and benches.



SITE PLAN



SITE PLAN



PRECEDENTS

concept | sculptural



PLAZA

existing conditions | site analysis



70% of paved area is private restaurant space.



Plaza is sunken and detached from the public streetscape.



Limited seating in plaza; sloped portion is largely usable. Trees are in poor condition.



PLAZA

proposed design



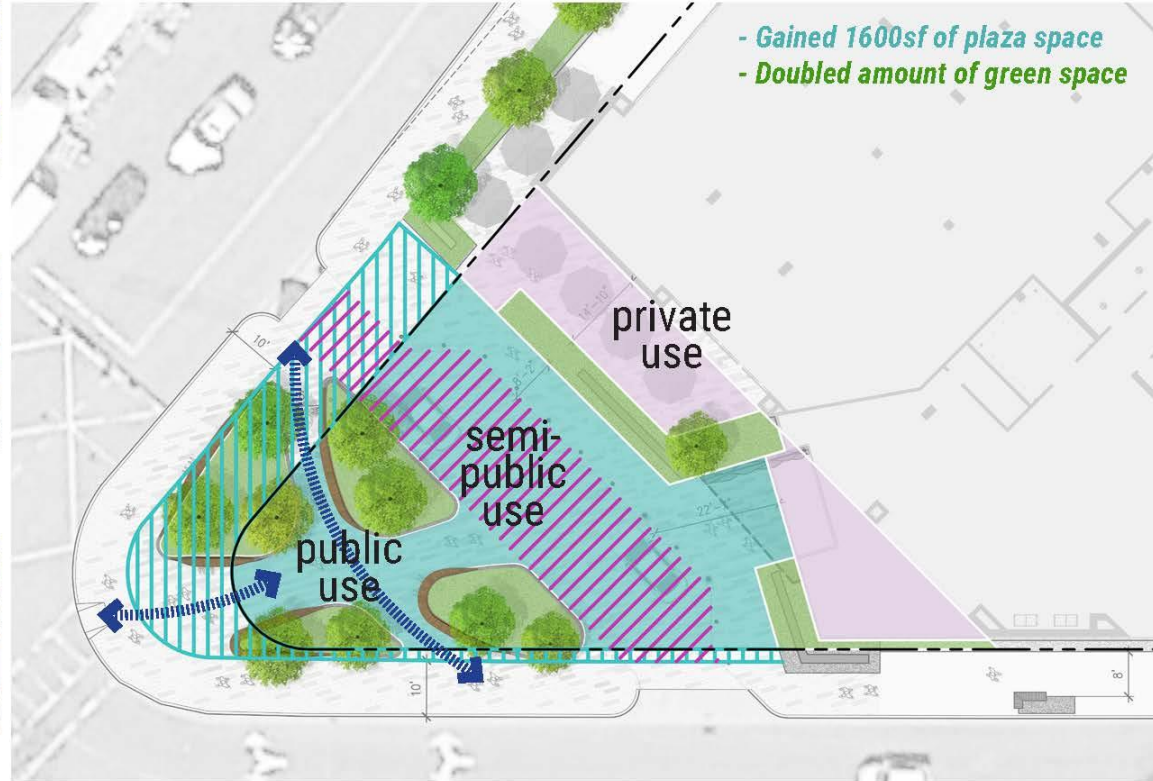
Plaza is expanded and green space has doubled in SF.



Plaza is flush and creates one large pocket park, enhancing connectivity.



Proposed design creates new seating opportunities.



PLAZA

site plan



70% of paved area is public space and doubled the SF of green space.



Plaza is flush and creates one large pocket park, enhancing connectivity.



Proposed design creates new seating opportunities.





View Impact Analysis



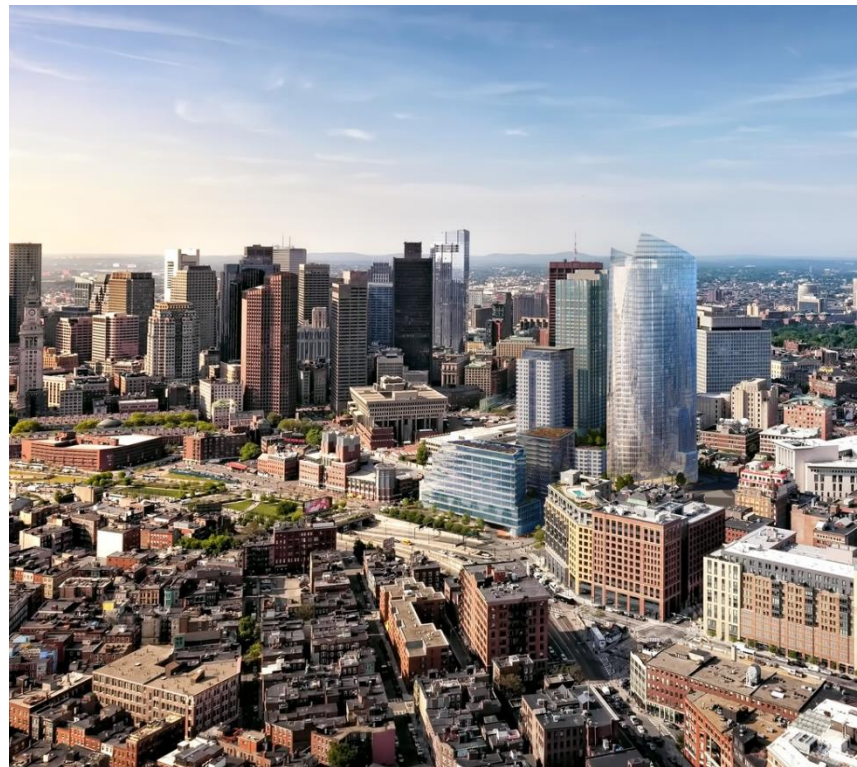
200 STATE STREET
16 STORIES



THE BOULEVARD- 110 BROAD ST
12 STORIES



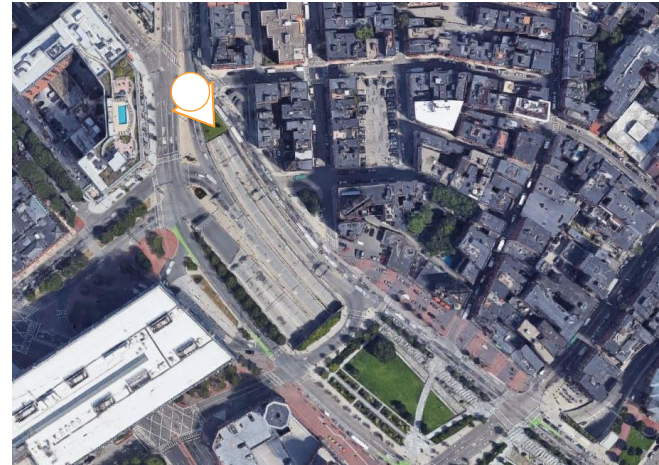
HARBOR GARAGE TOWER
600FT

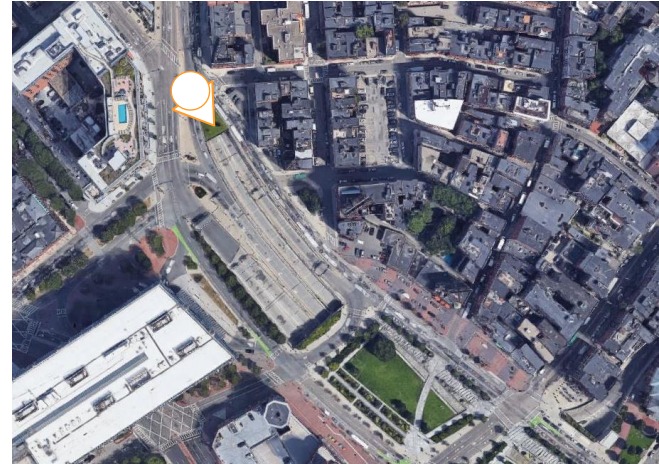


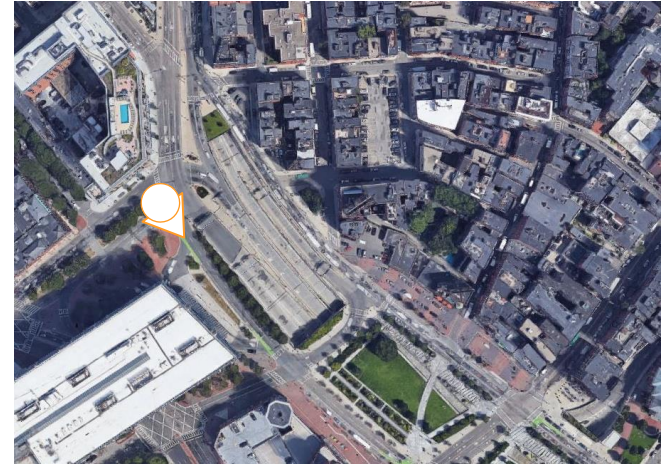
BULFINCH CROSSING
UP TO 528 FT

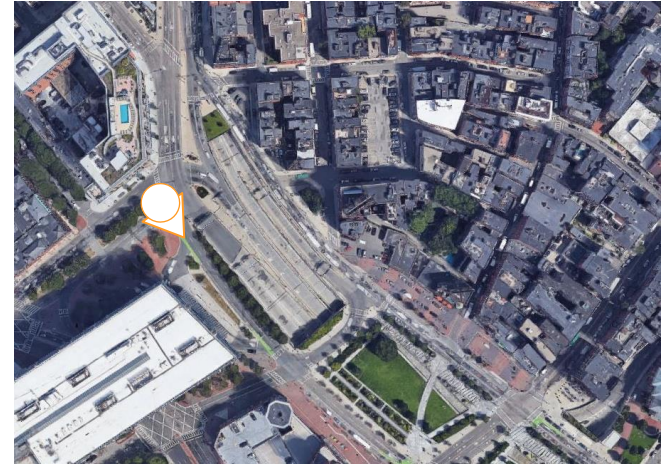


PARCEL 9 – HAYMARKET HOTEL
70FT



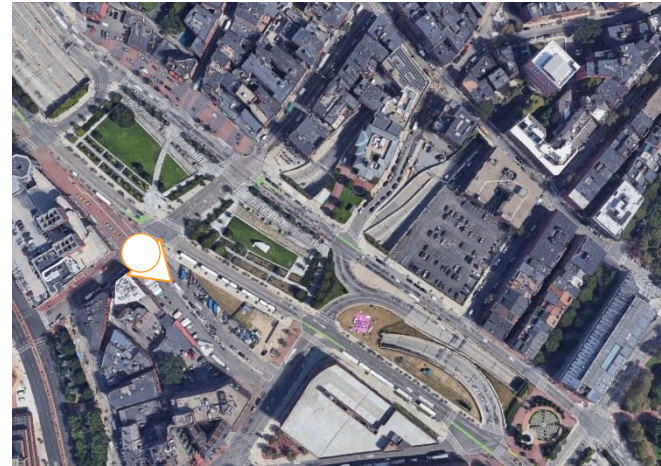


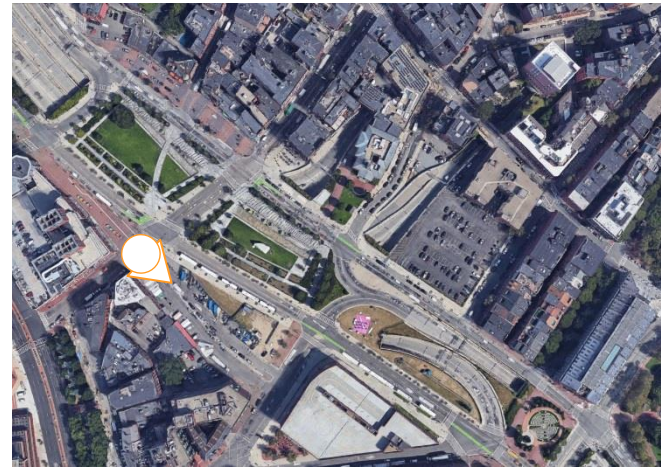


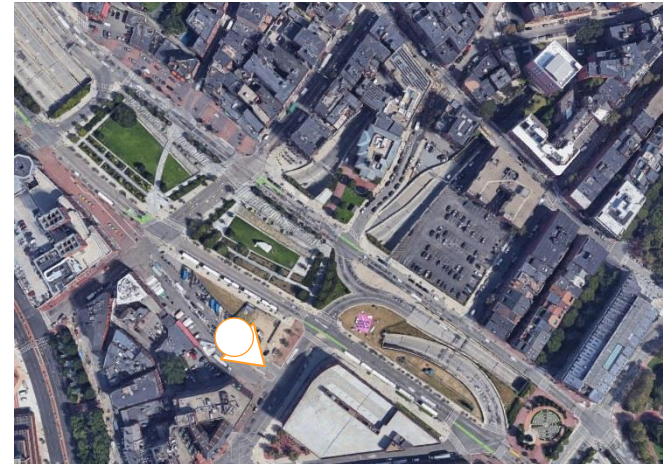


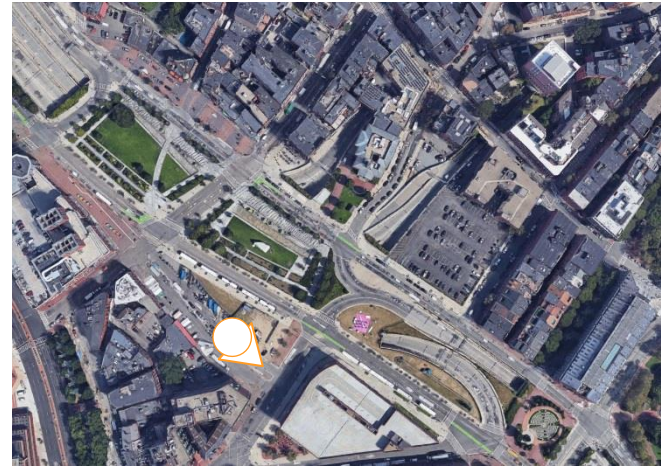






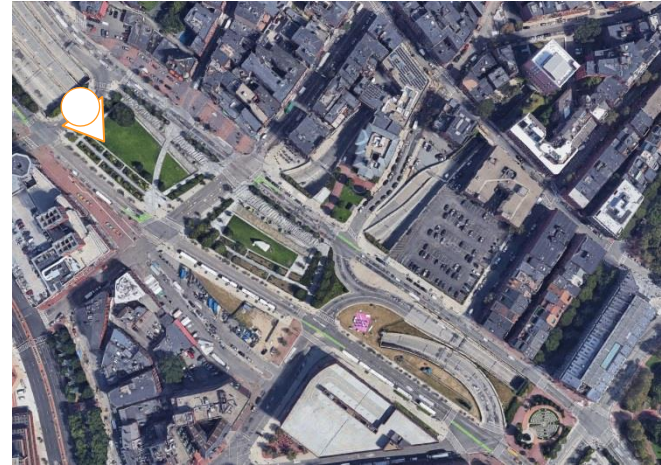


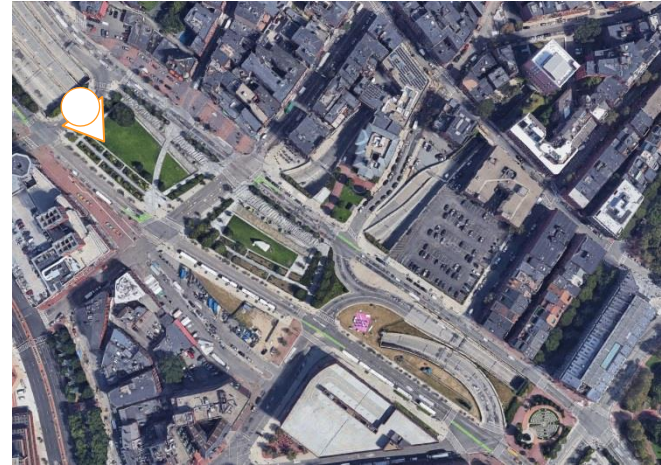


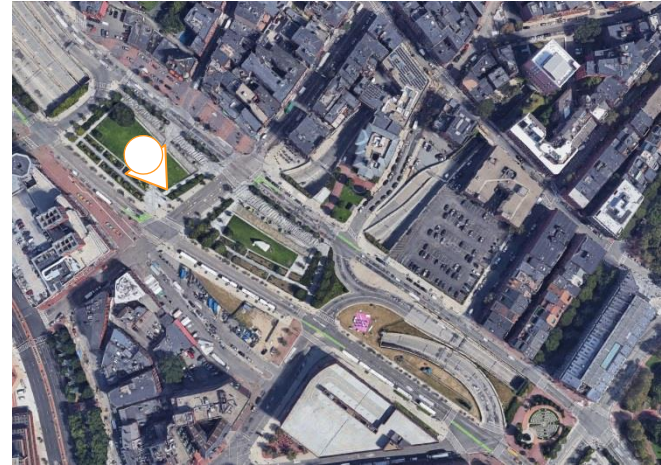


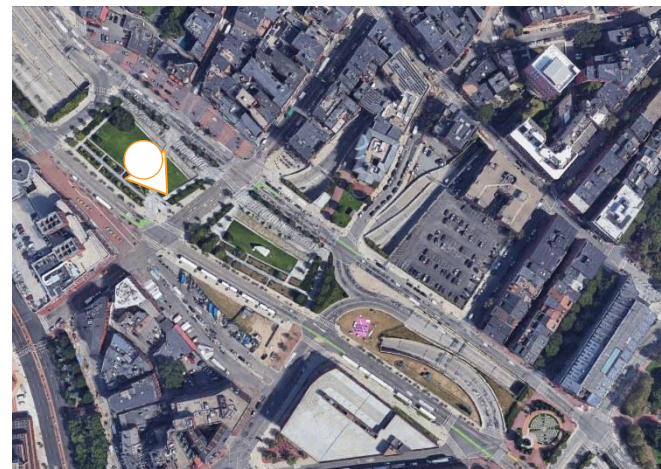


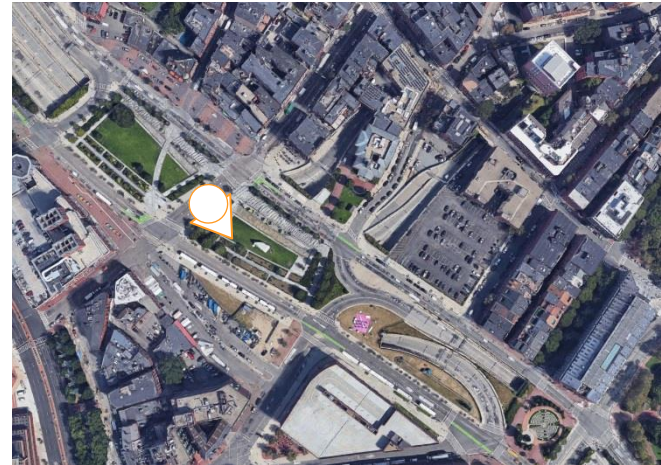


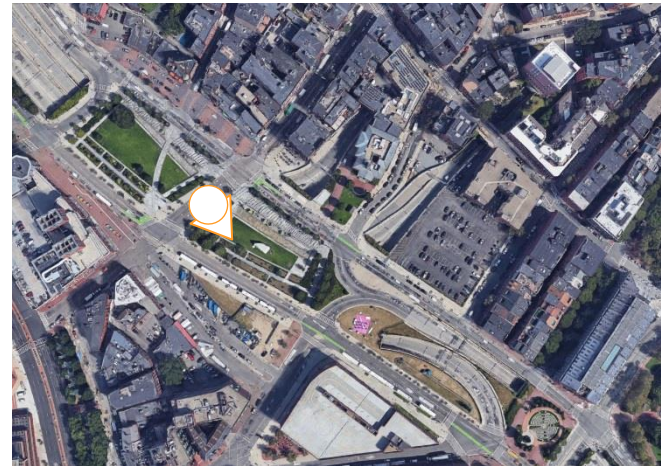


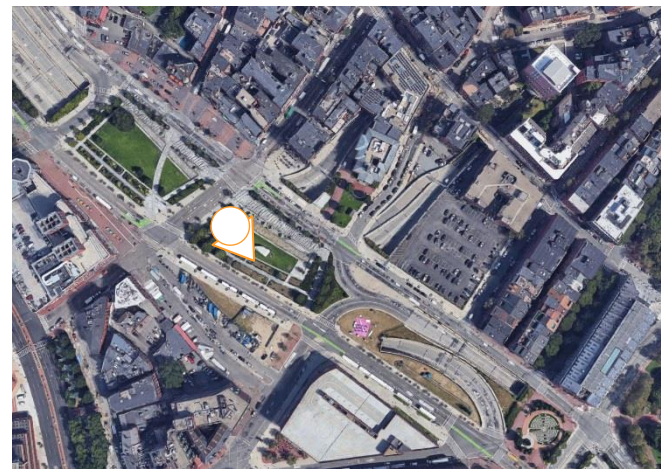


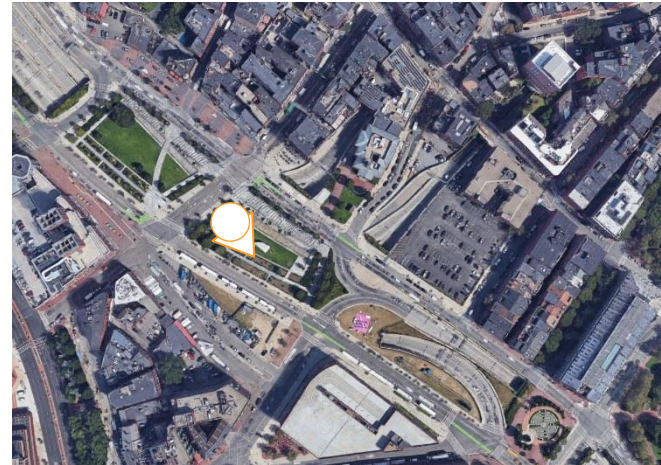


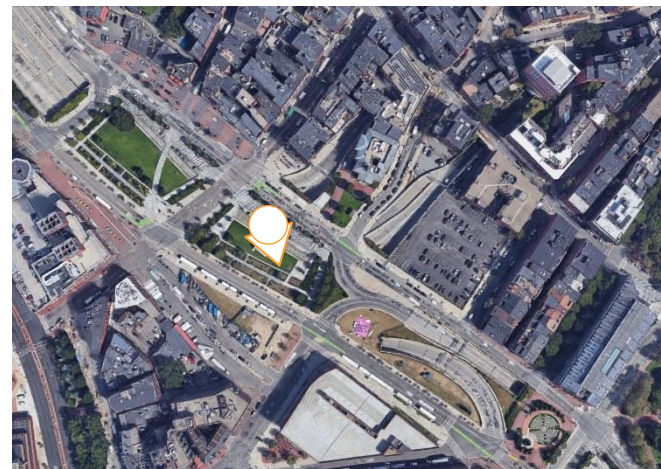


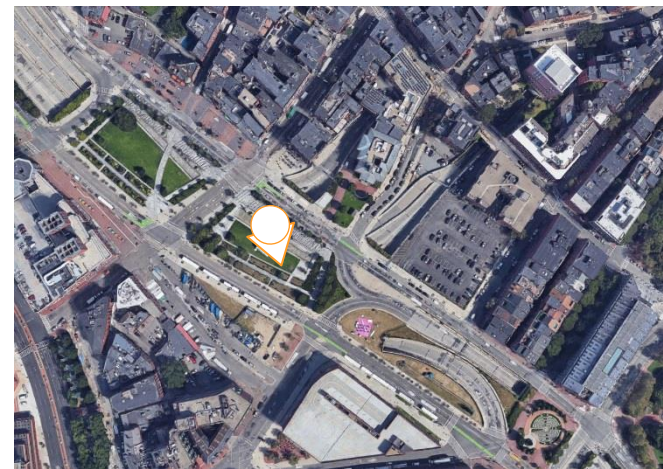




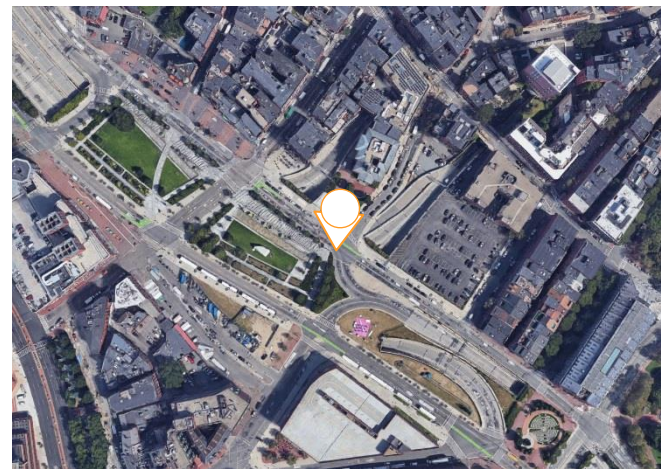


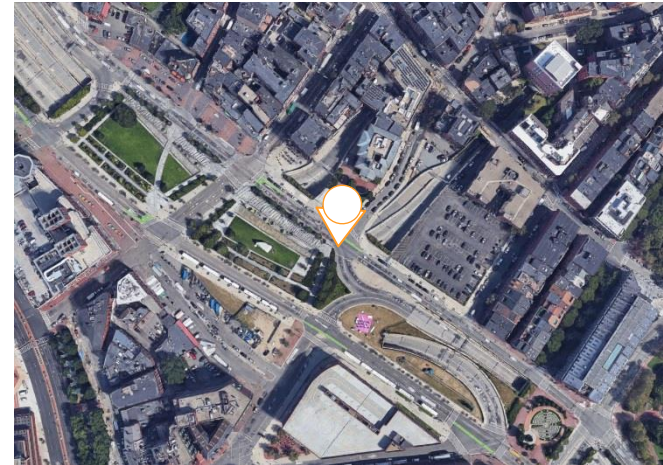


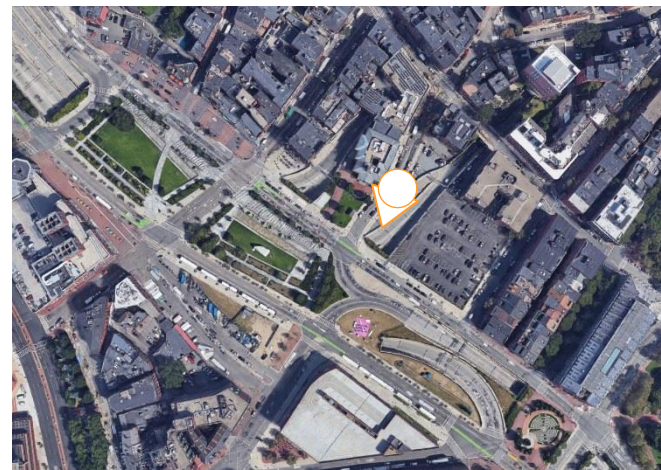


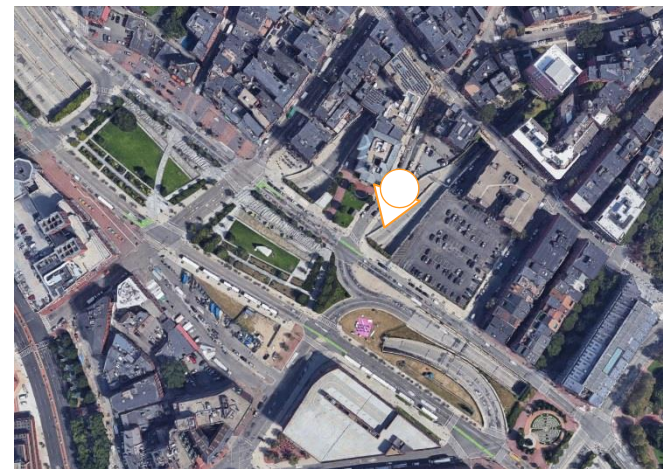


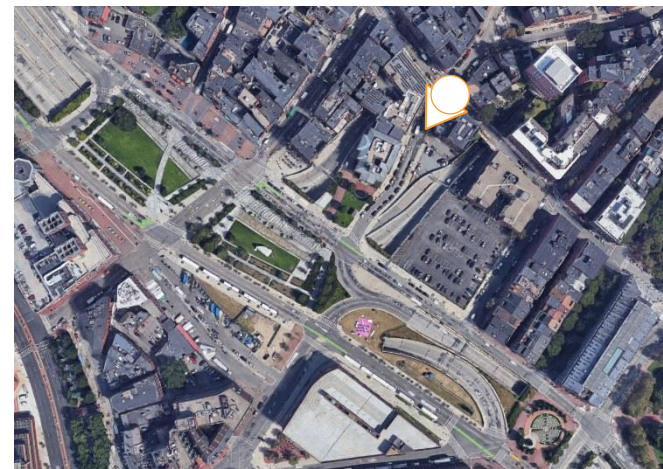
NORTH END PARK

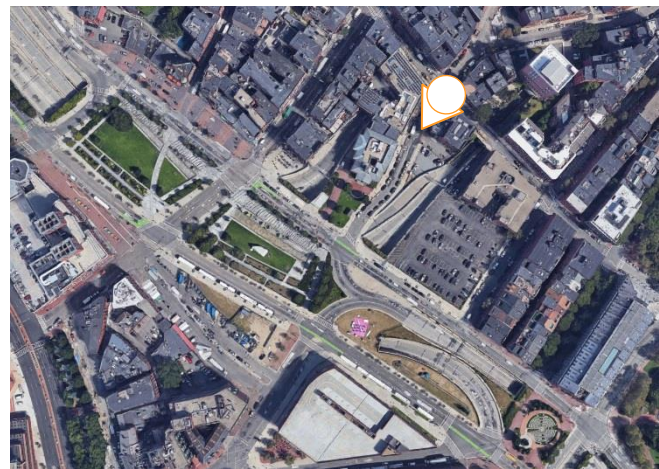


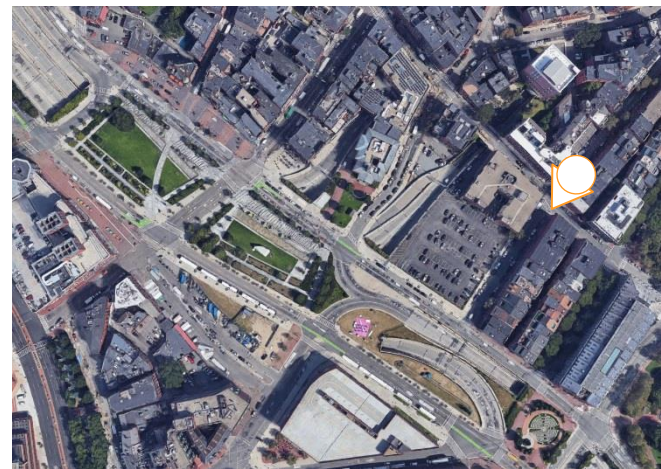


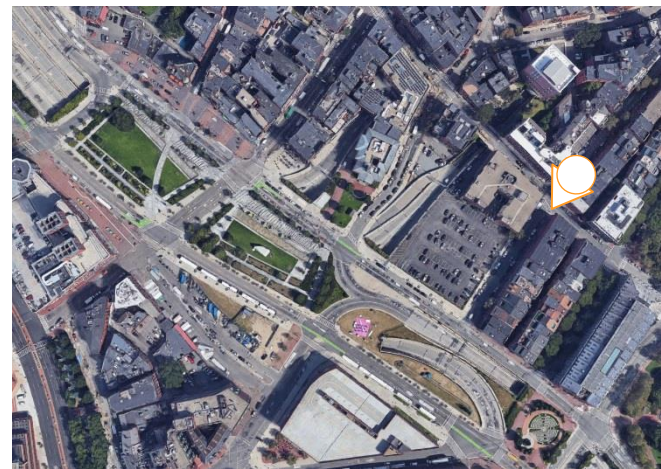


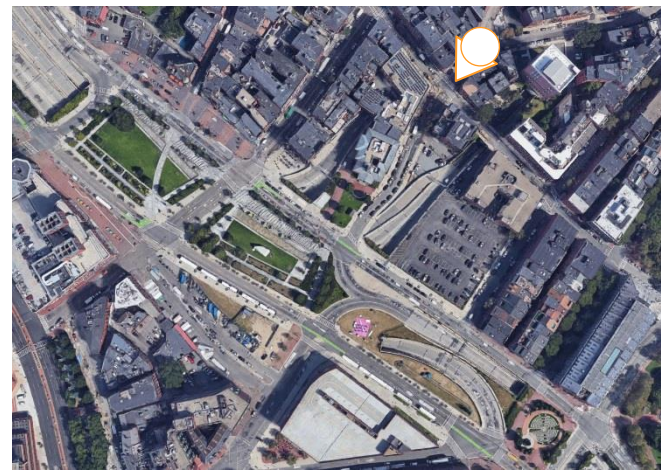






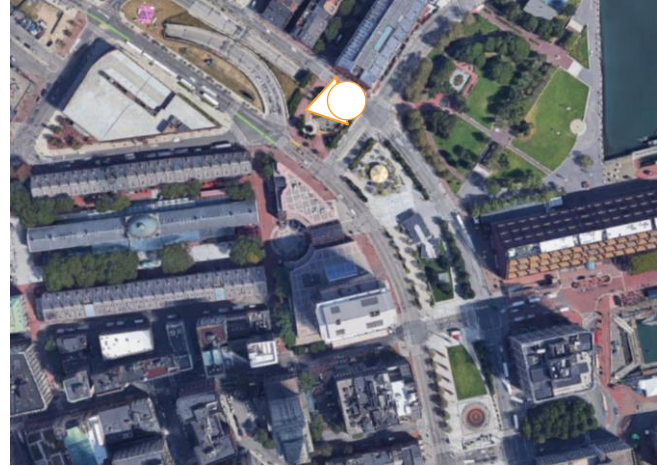


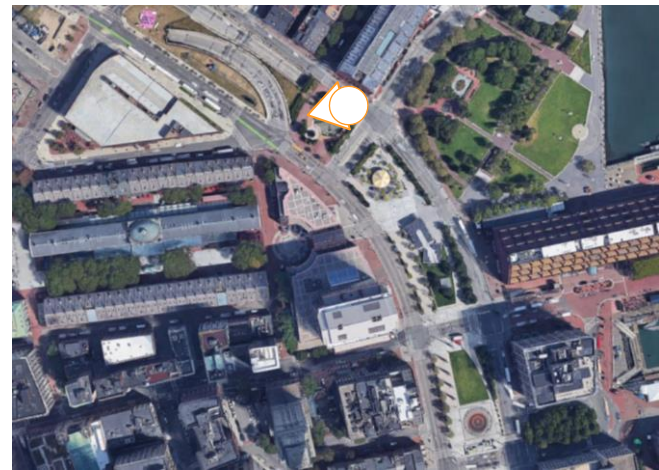


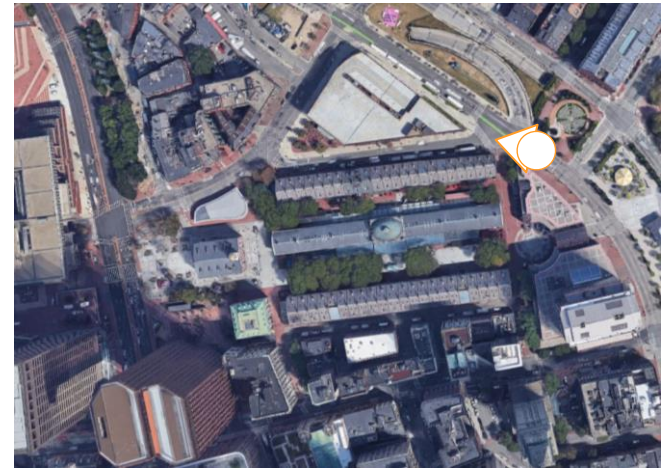


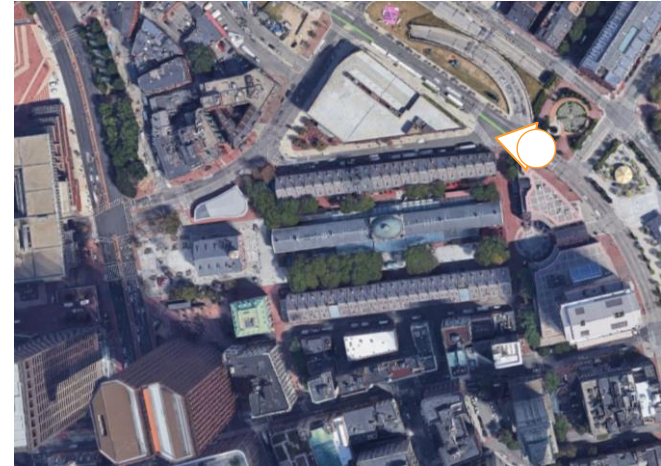


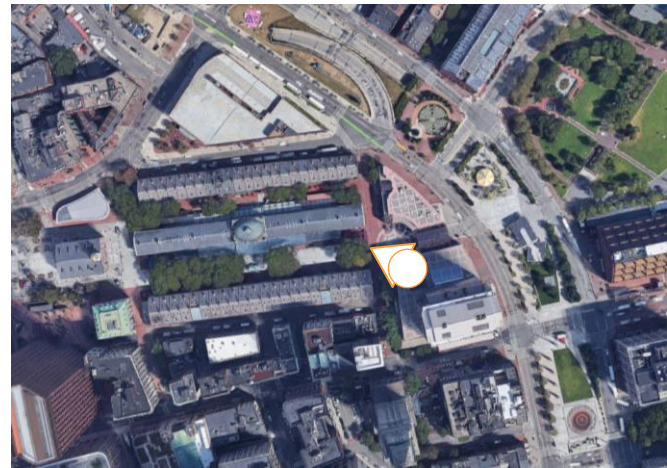


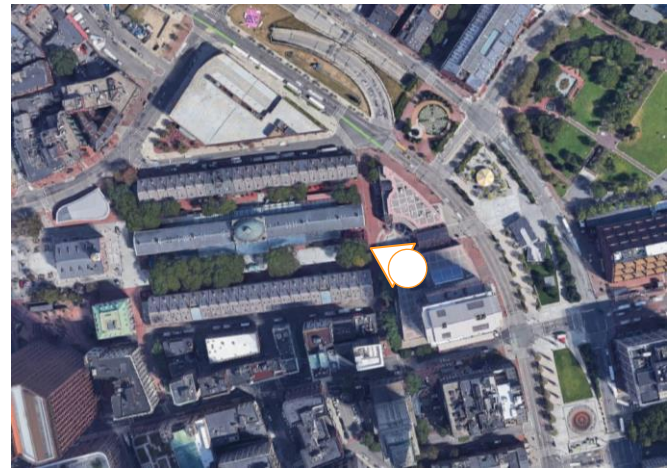


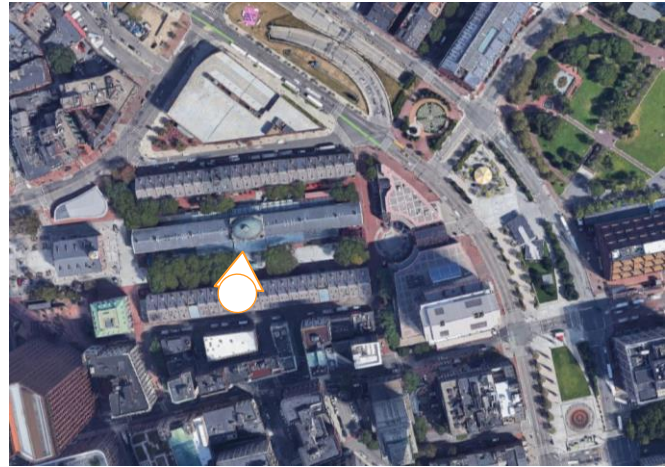


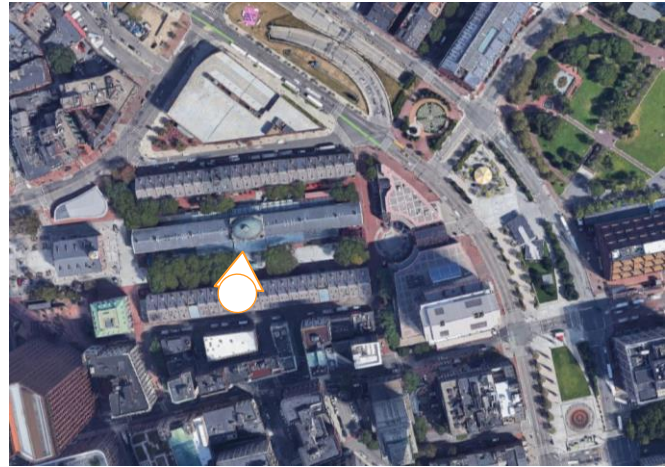


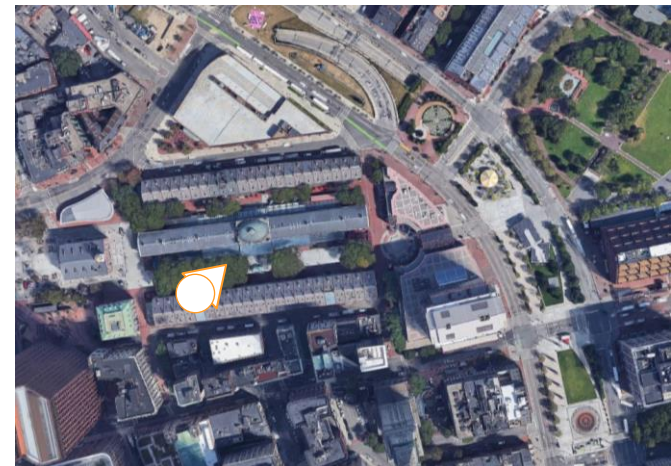


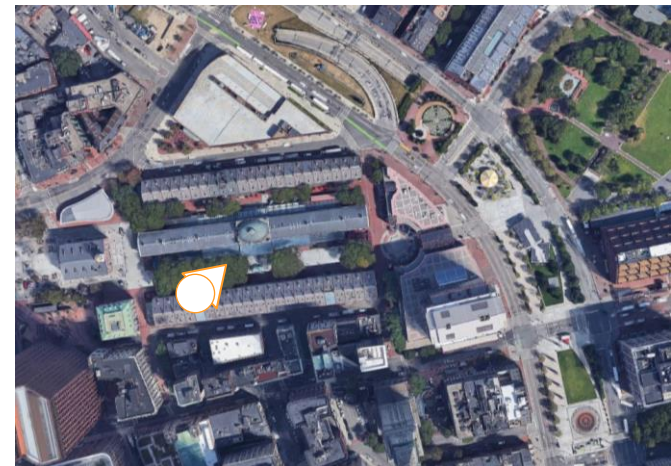


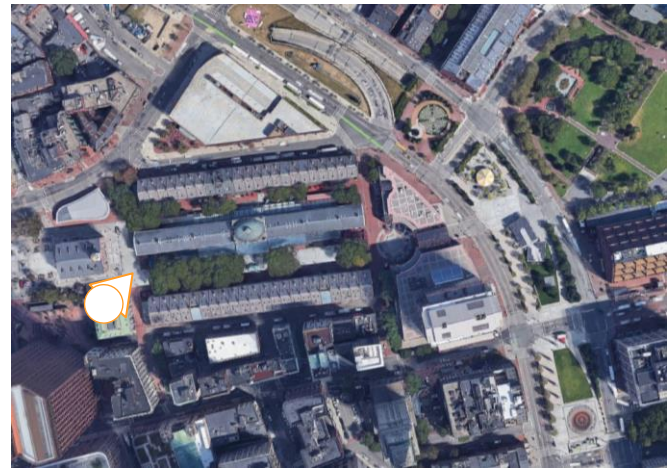


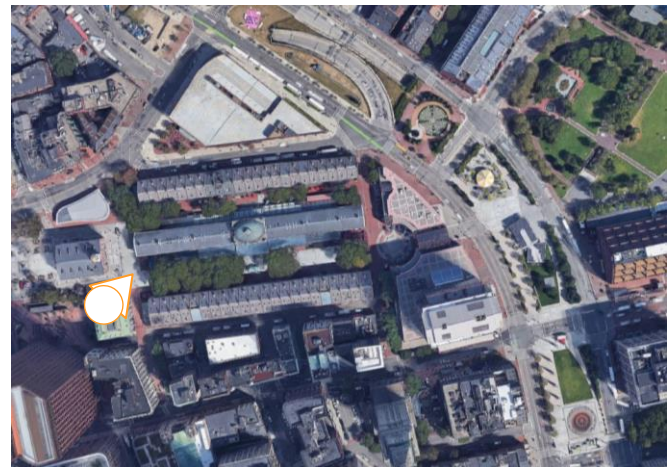






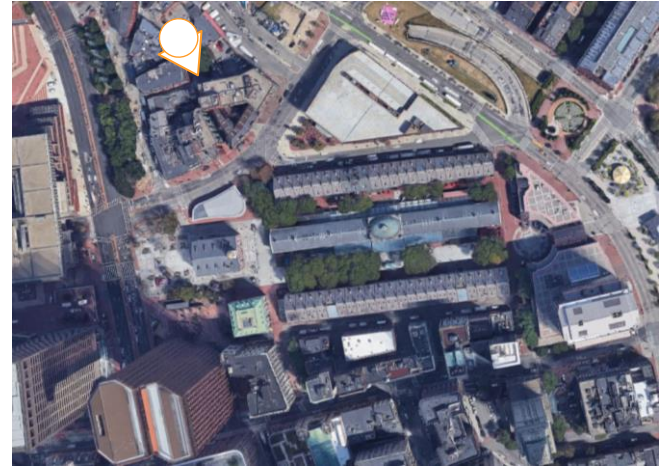


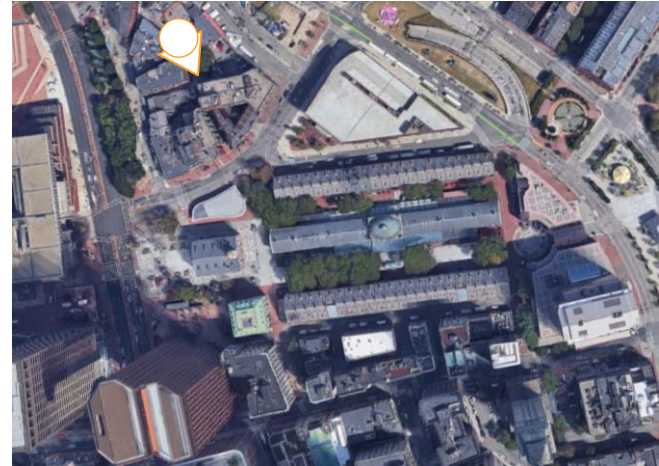




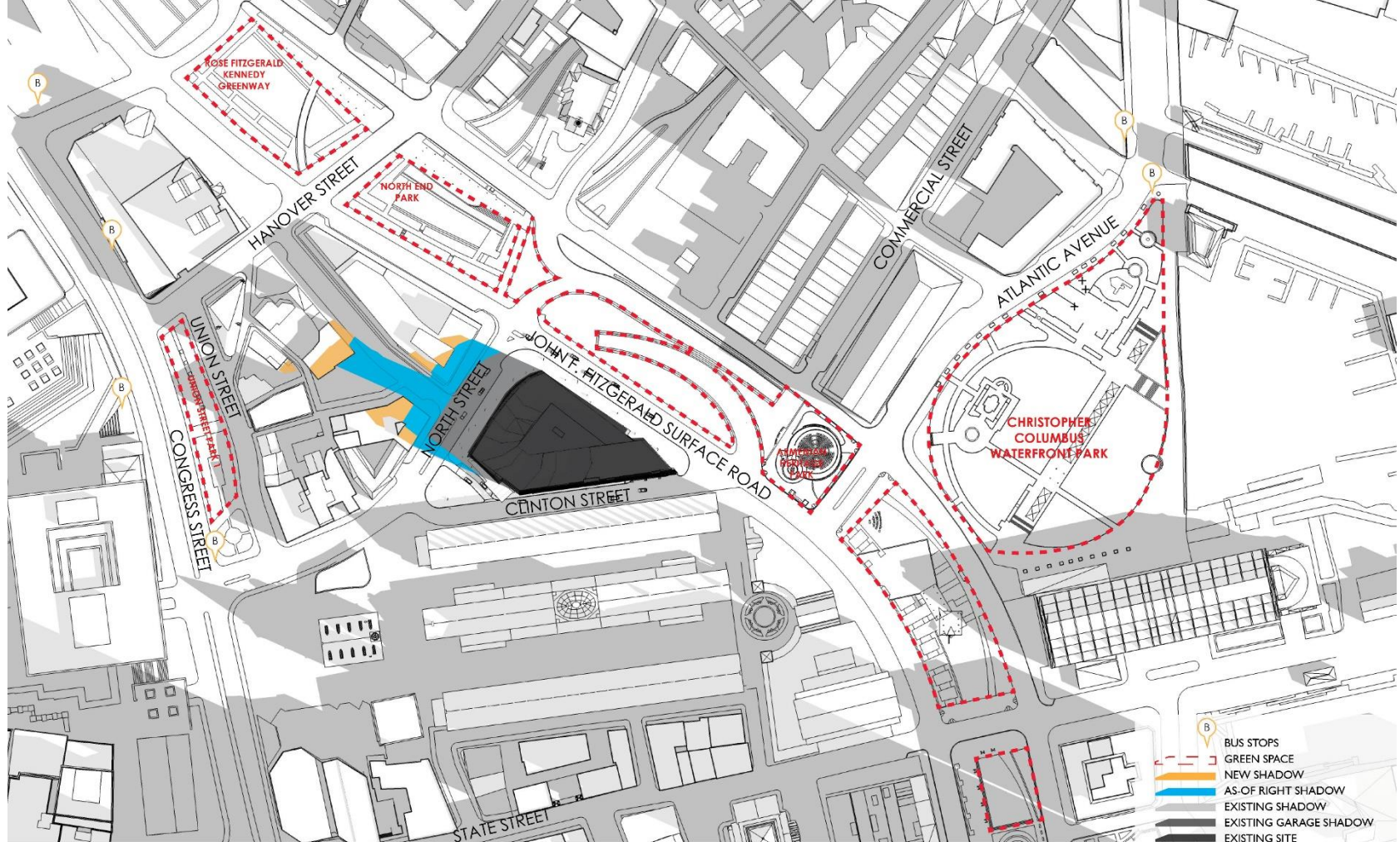


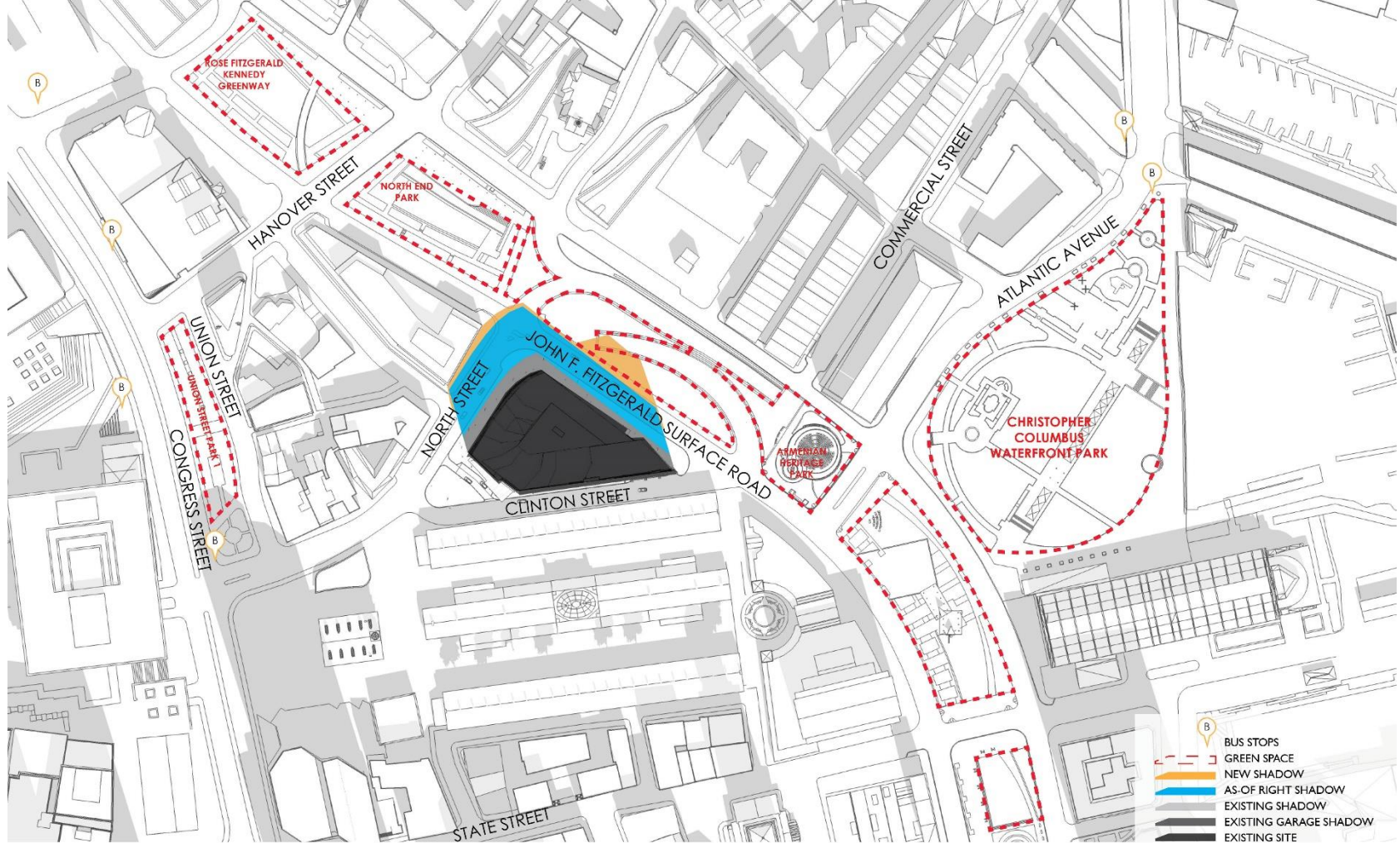


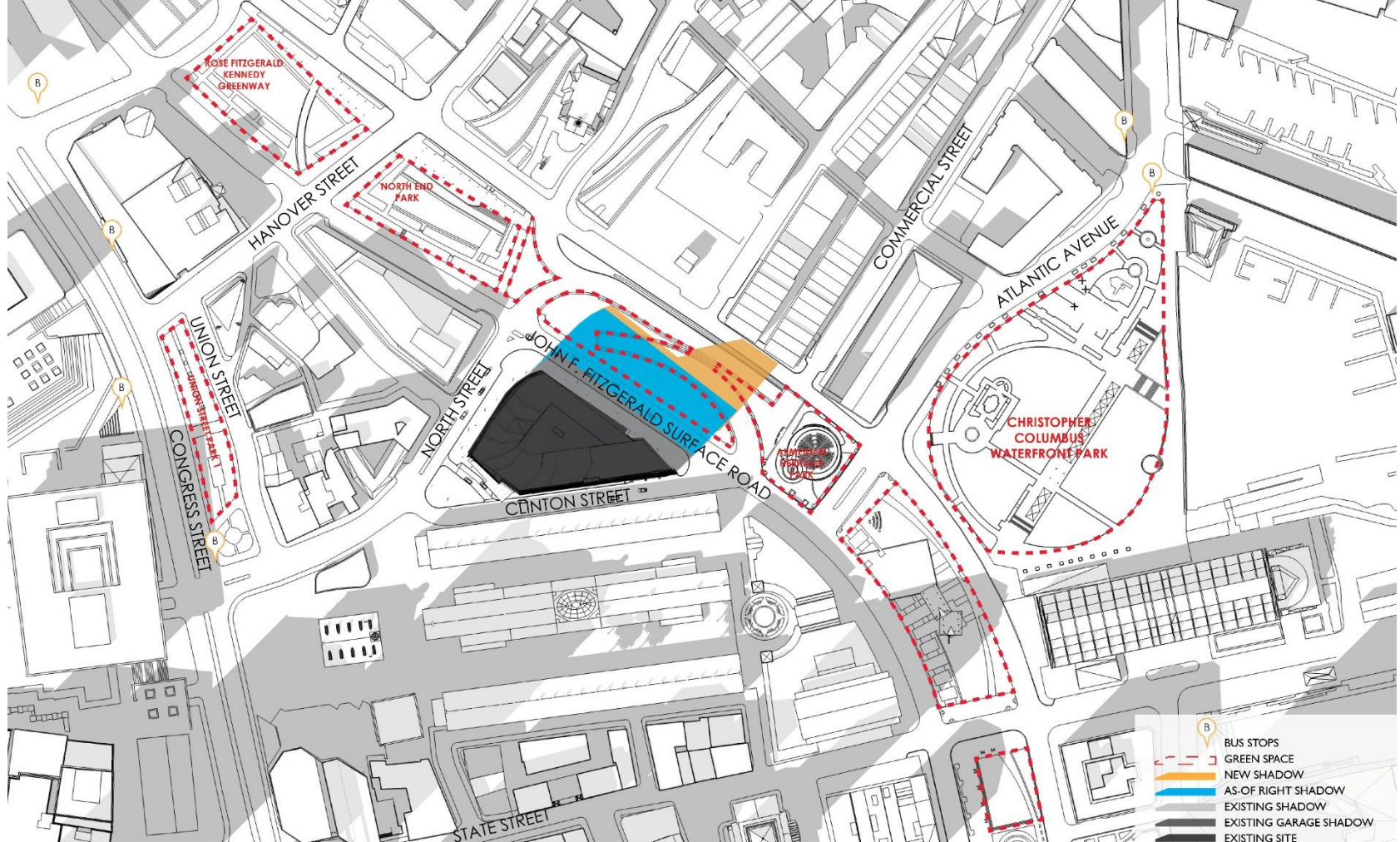




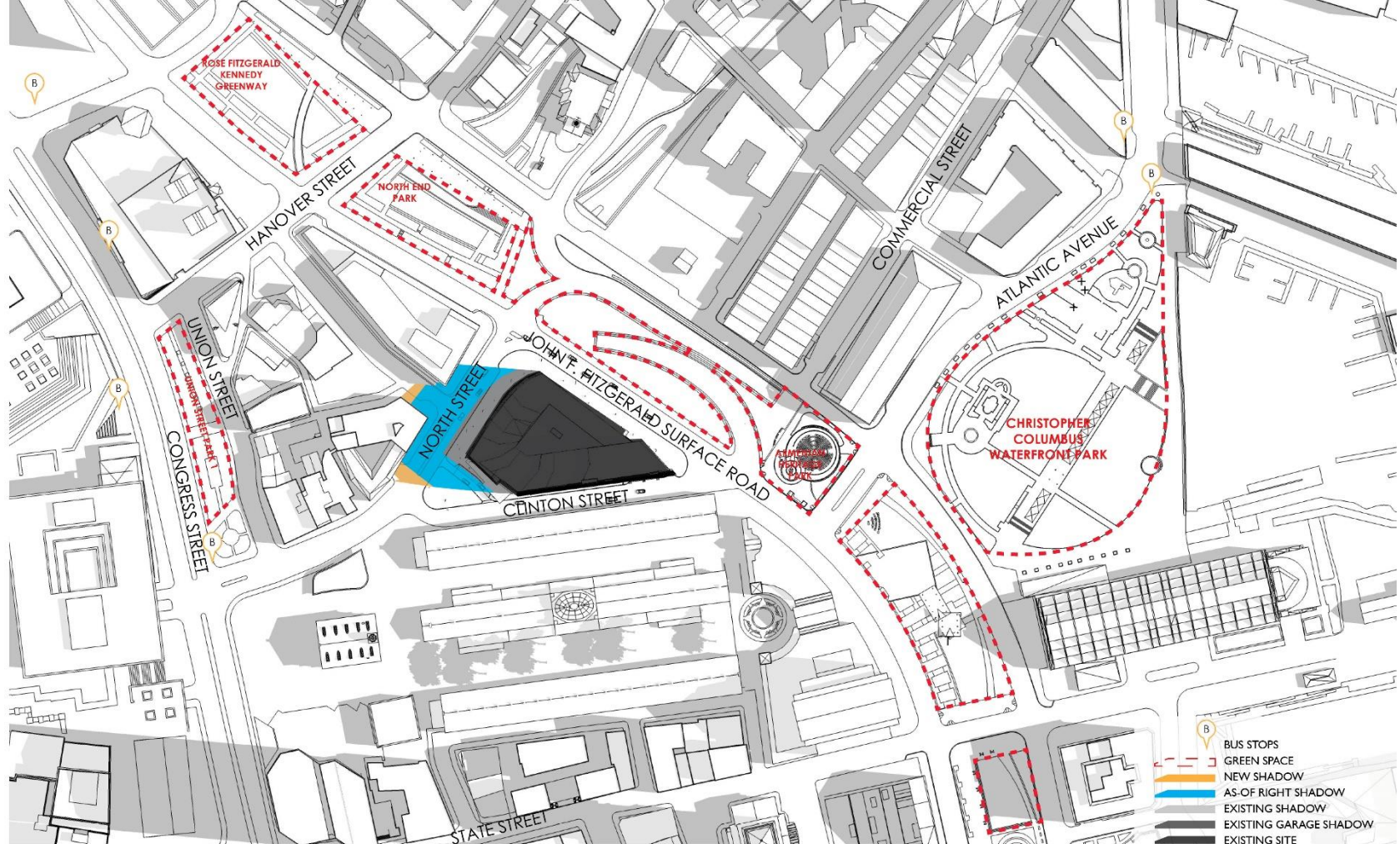
Shadow Studies



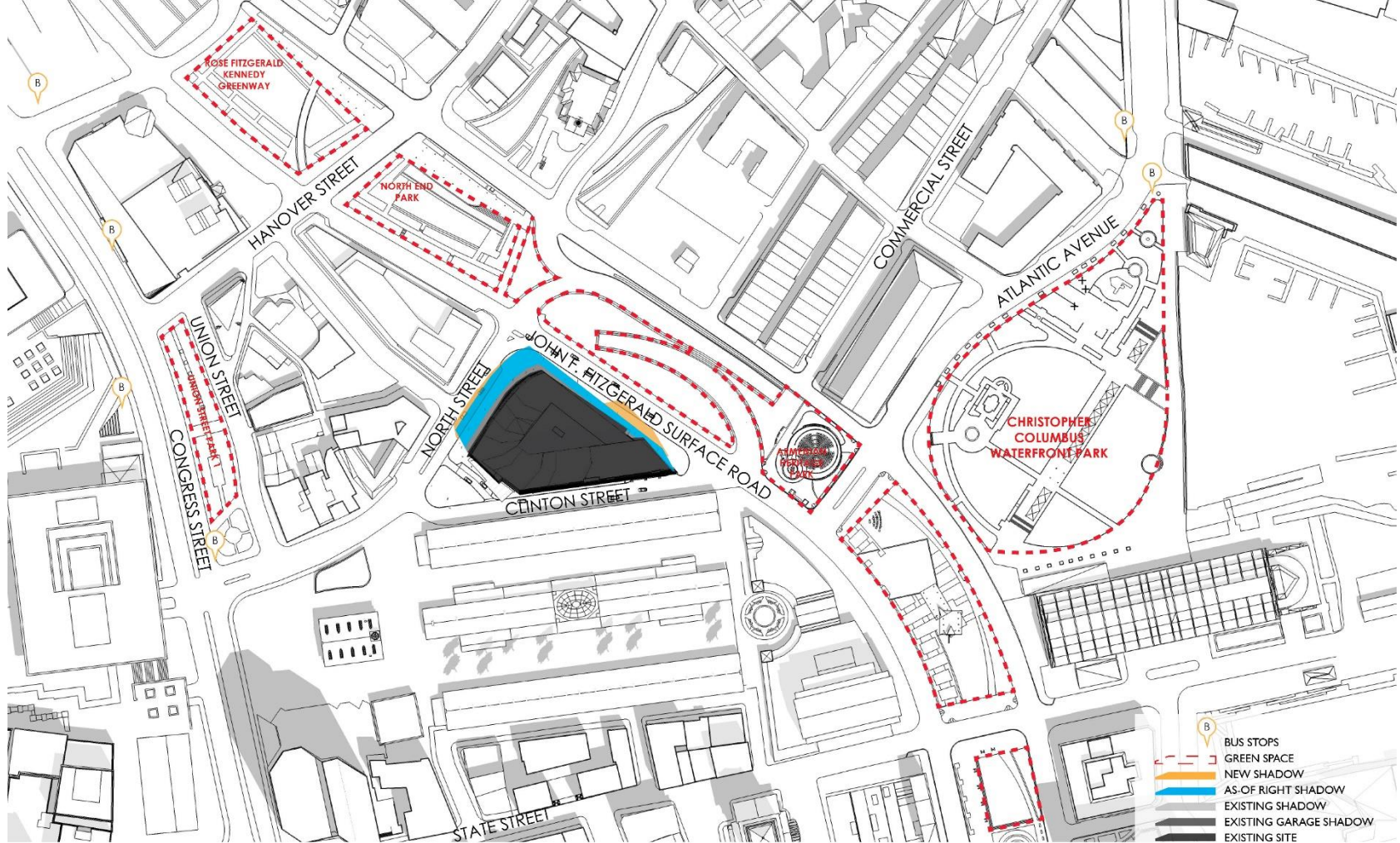


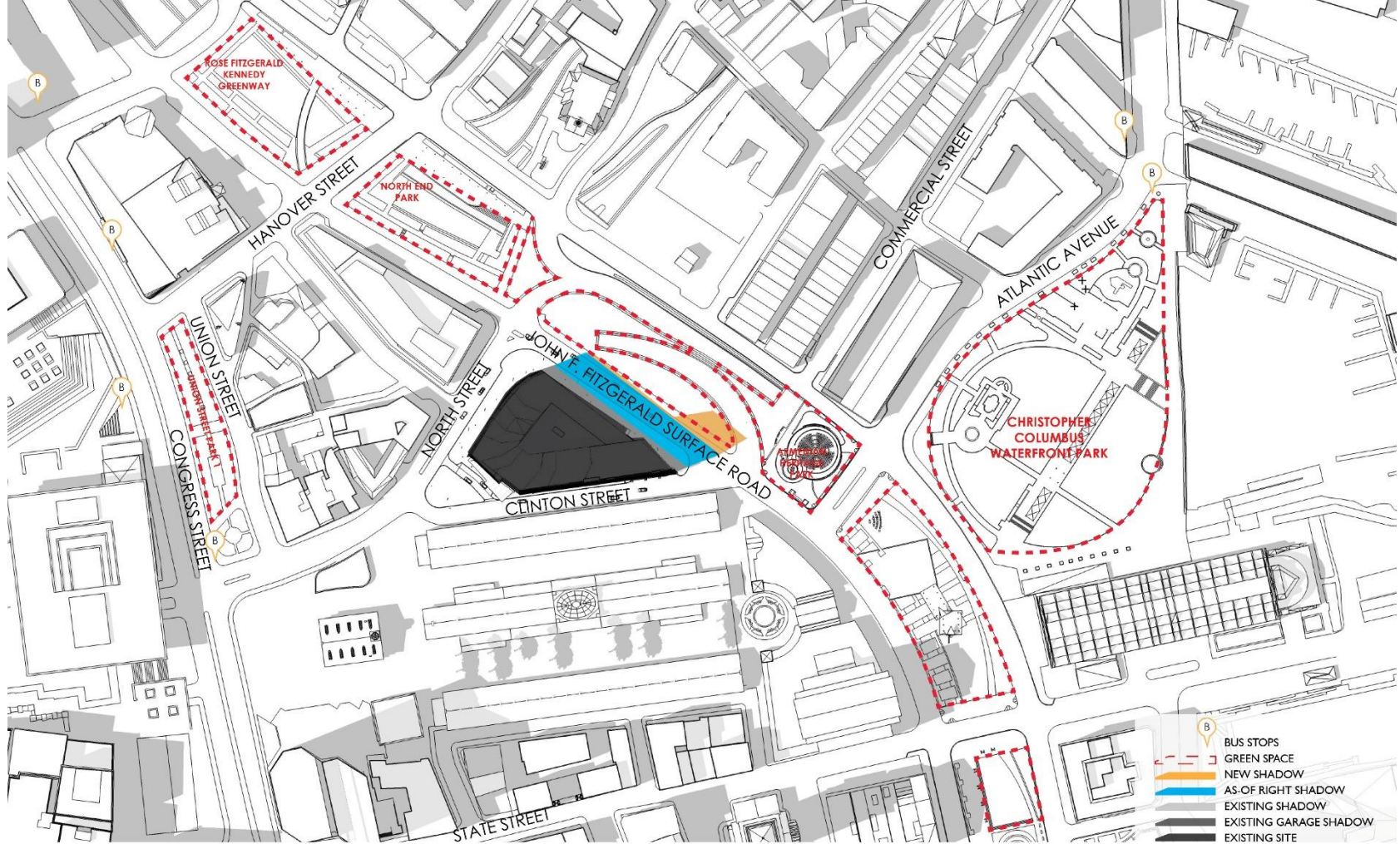


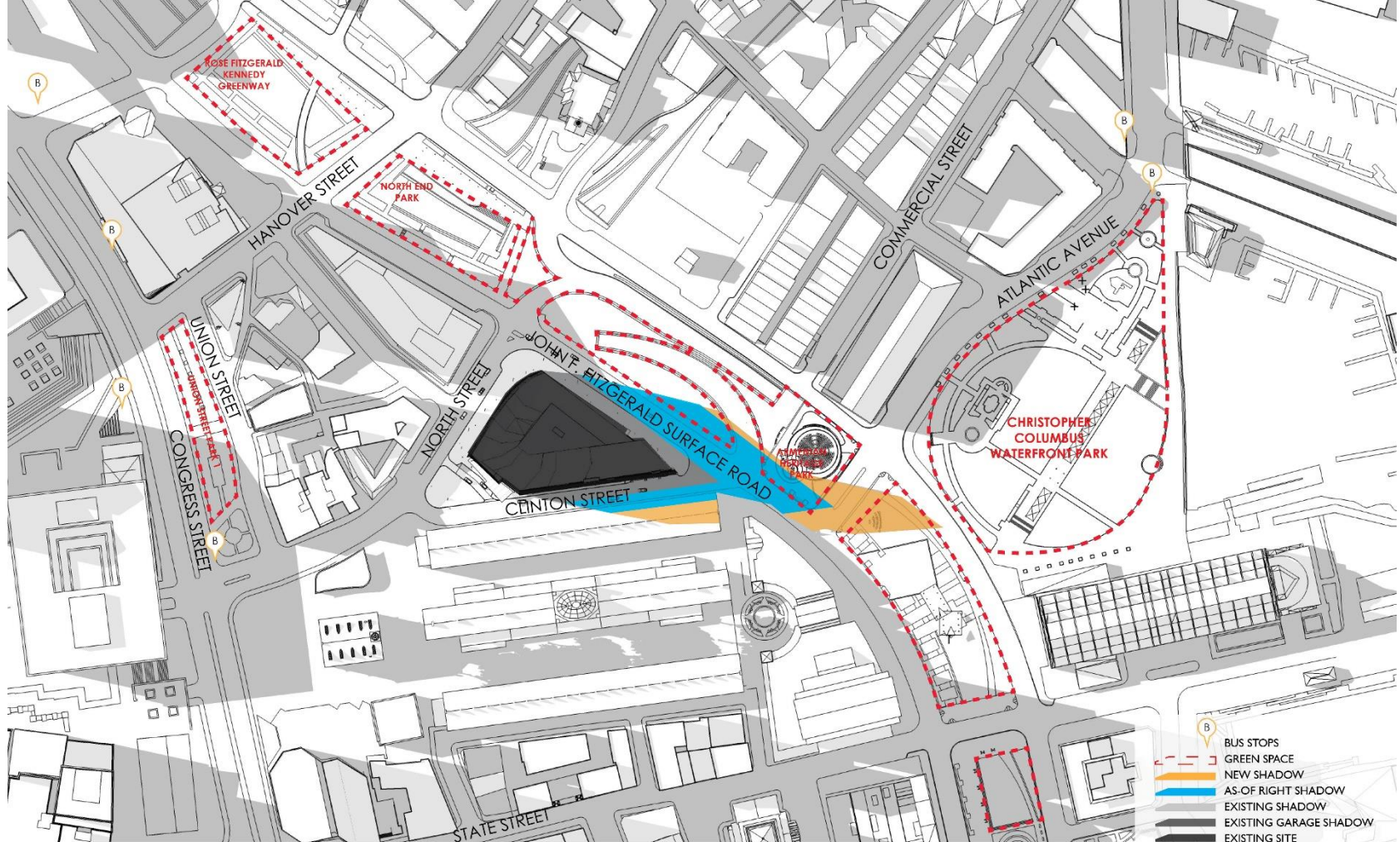
- BUS STOPS
- GREEN SPACE
- NEW SHADOW
- AS-OF RIGHT SHADOW
- EXISTING SHADOW
- EXISTING GARAGE SHADOW
- EXISTING SITE

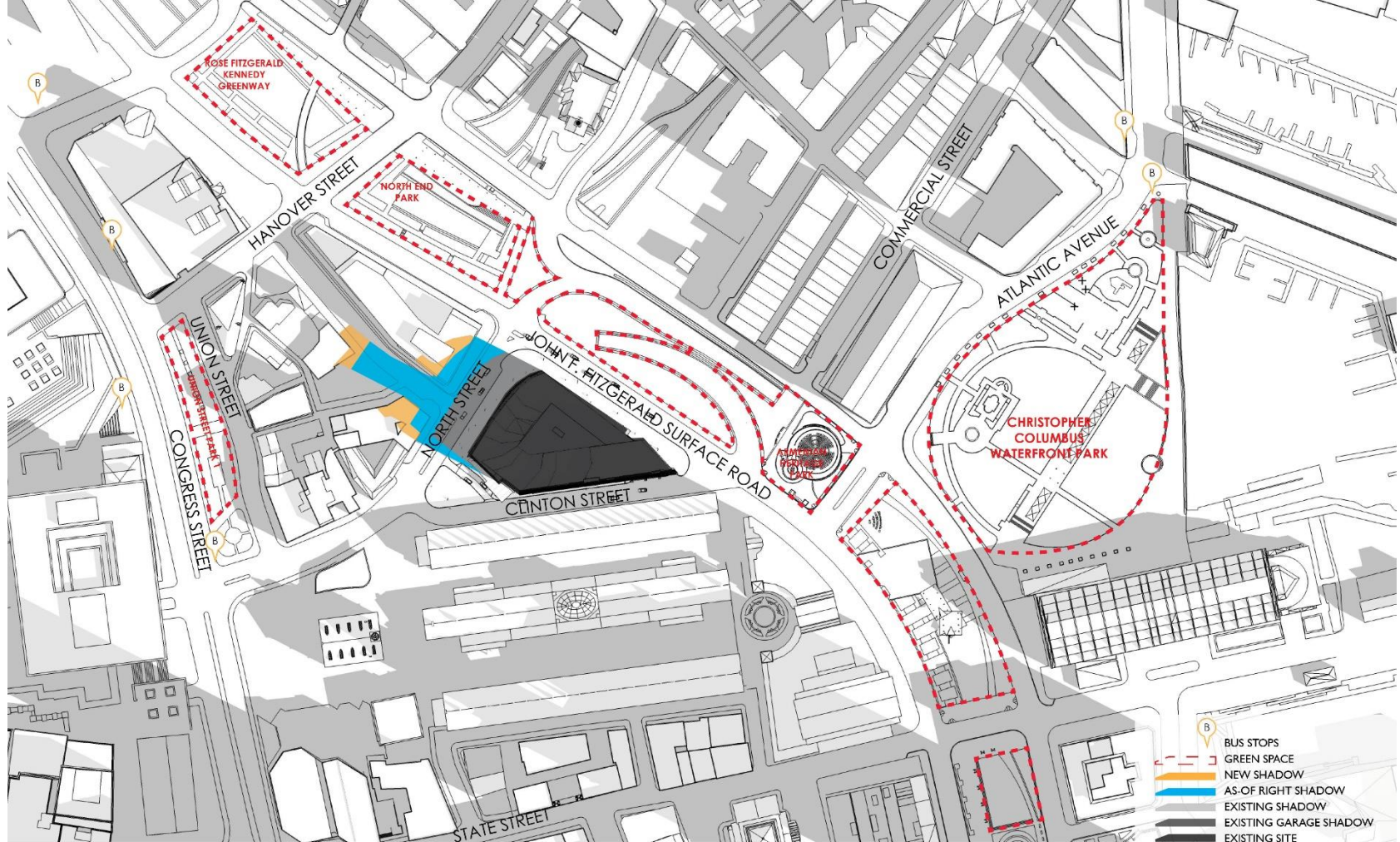


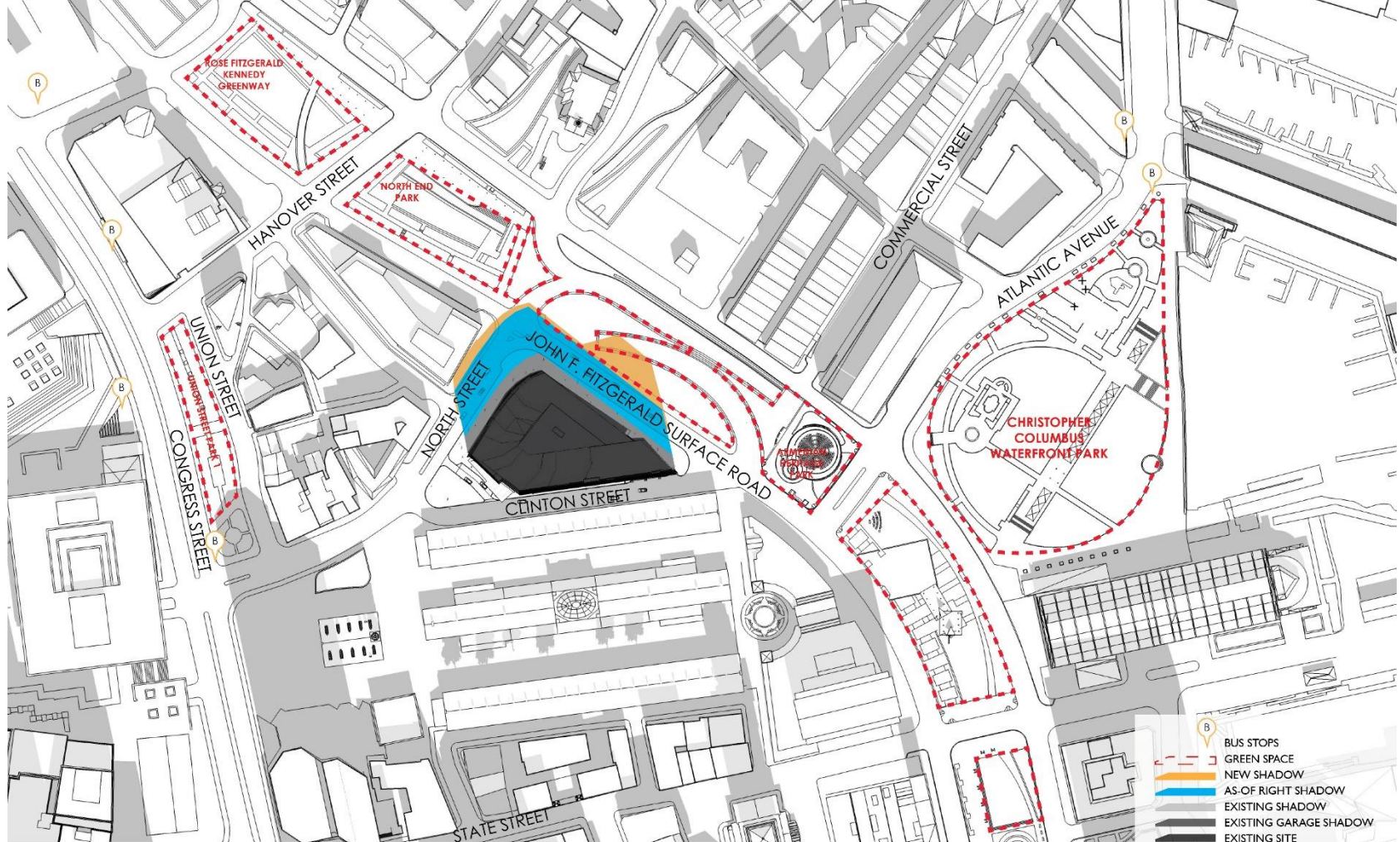
- BUS STOPS
- GREEN SPACE
- NEW SHADOW
- AS-OF RIGHT SHADOW
- EXISTING SHADOW
- EXISTING GARAGE SHADOW
- EXISTING SITE

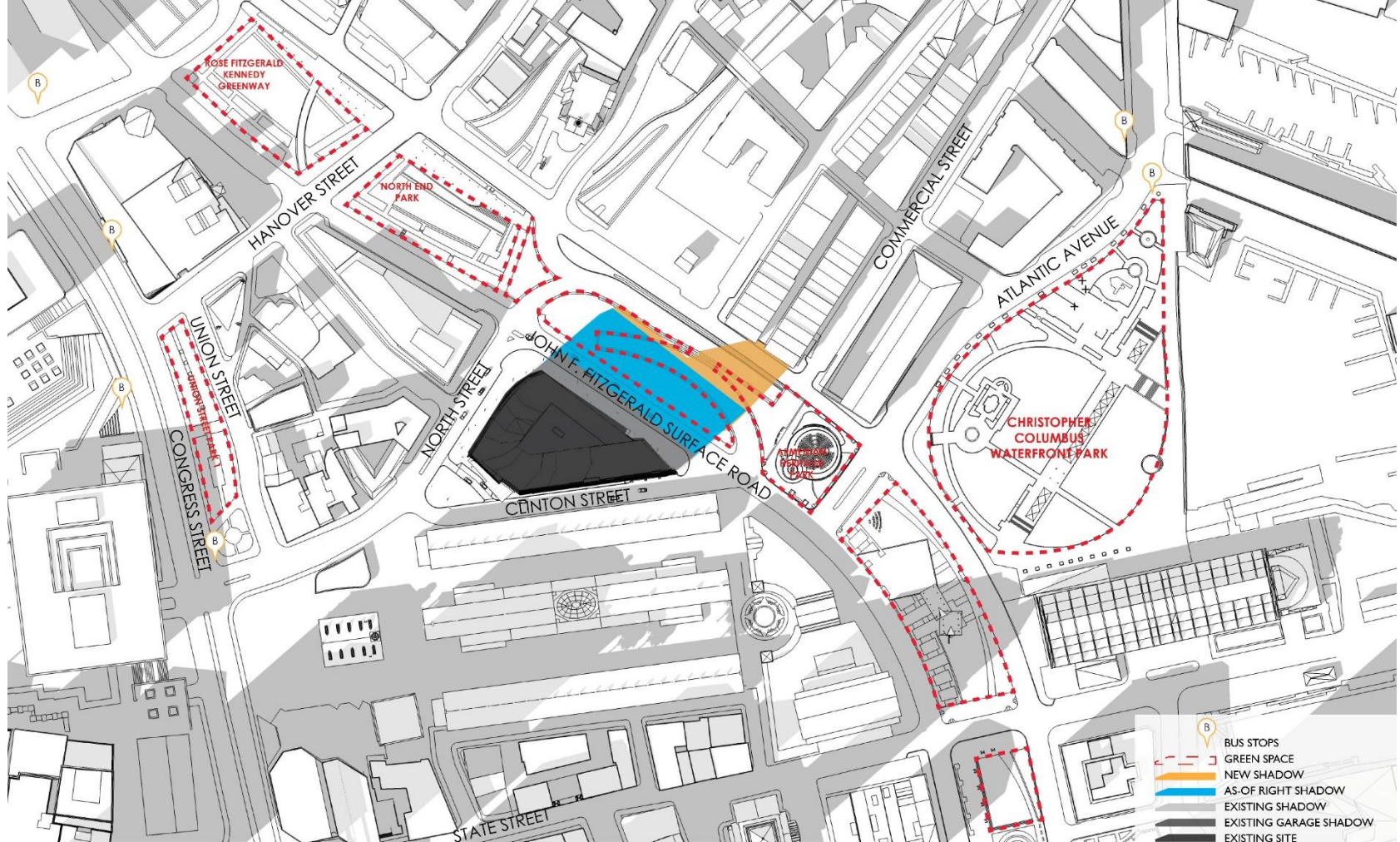




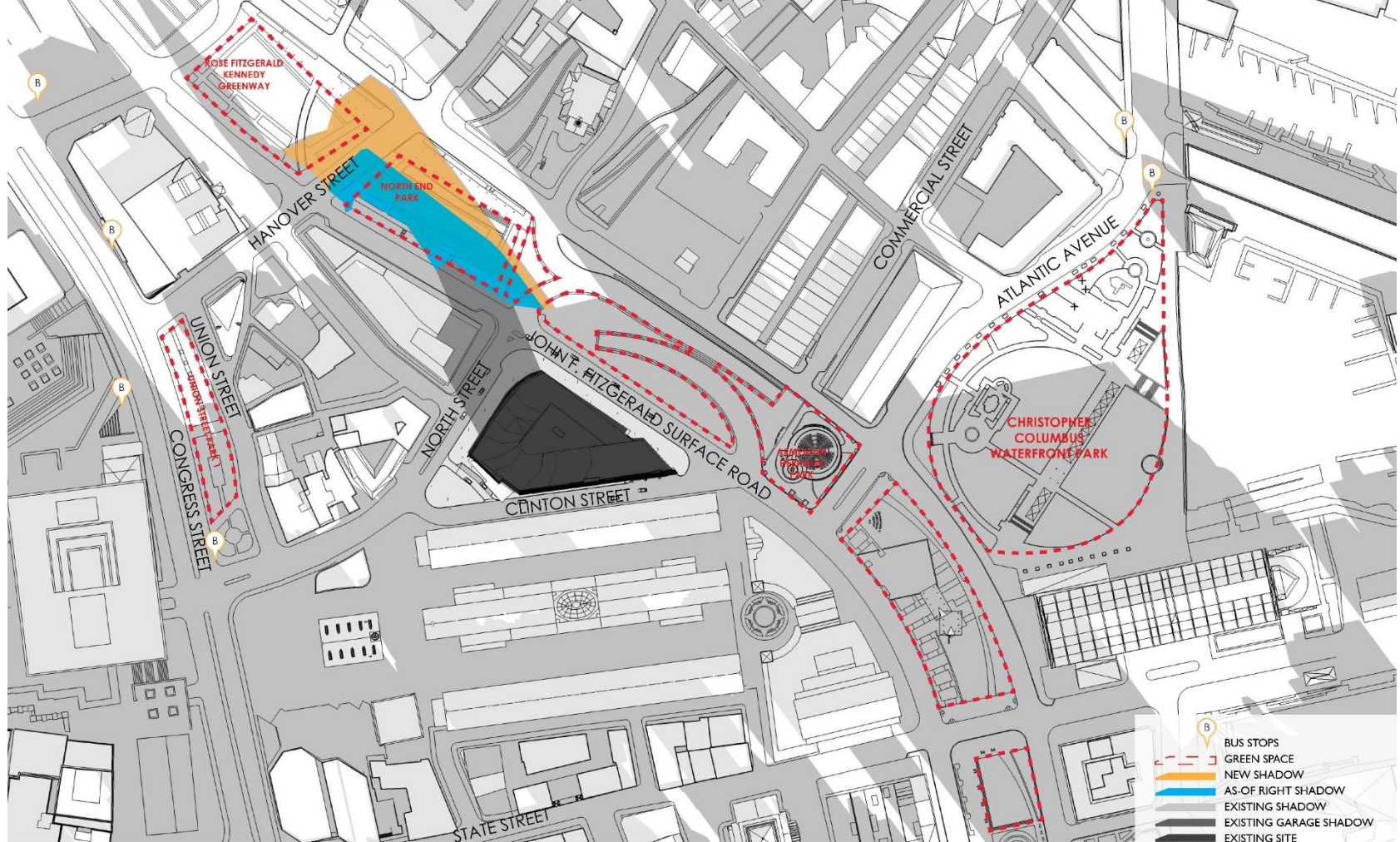


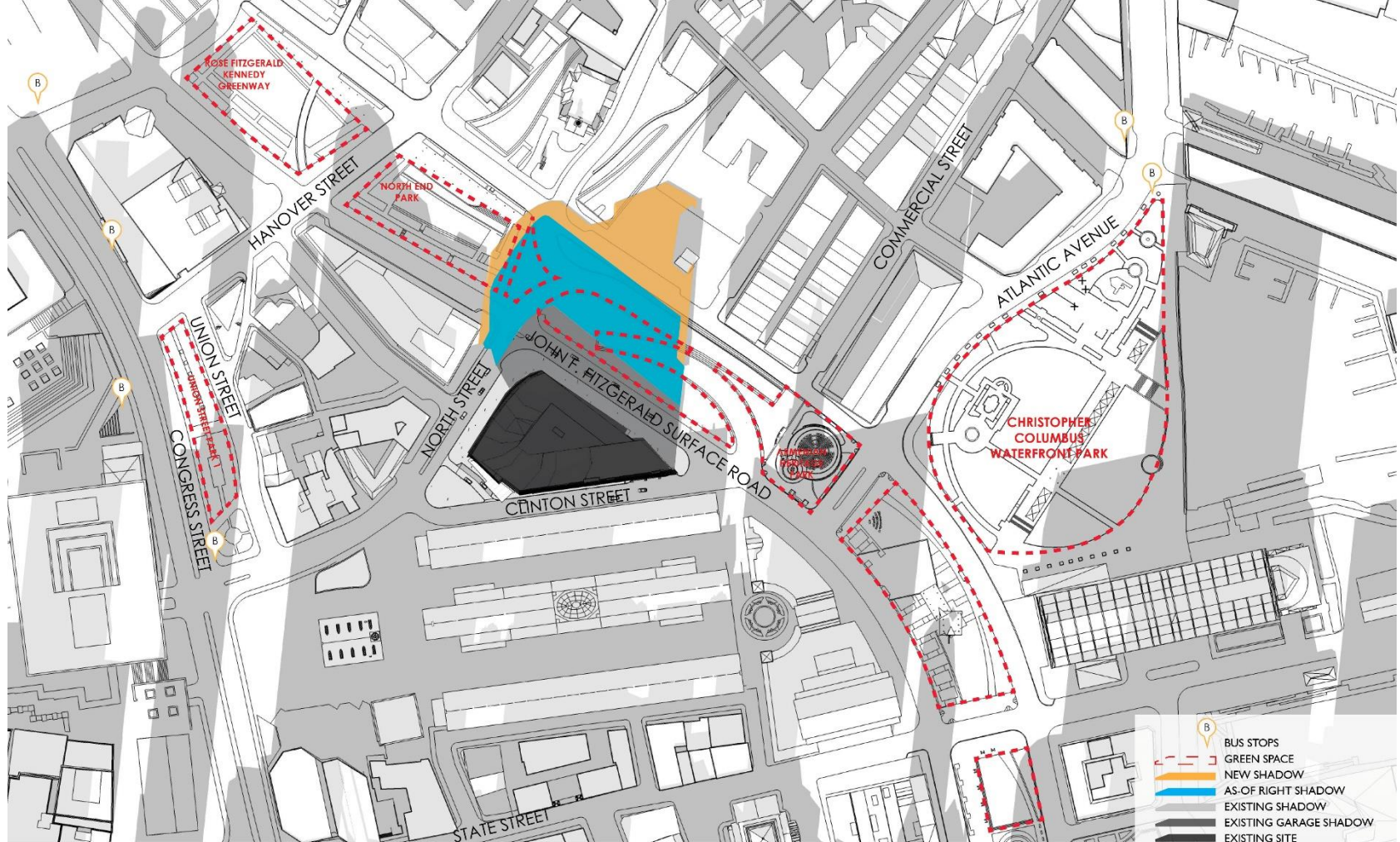


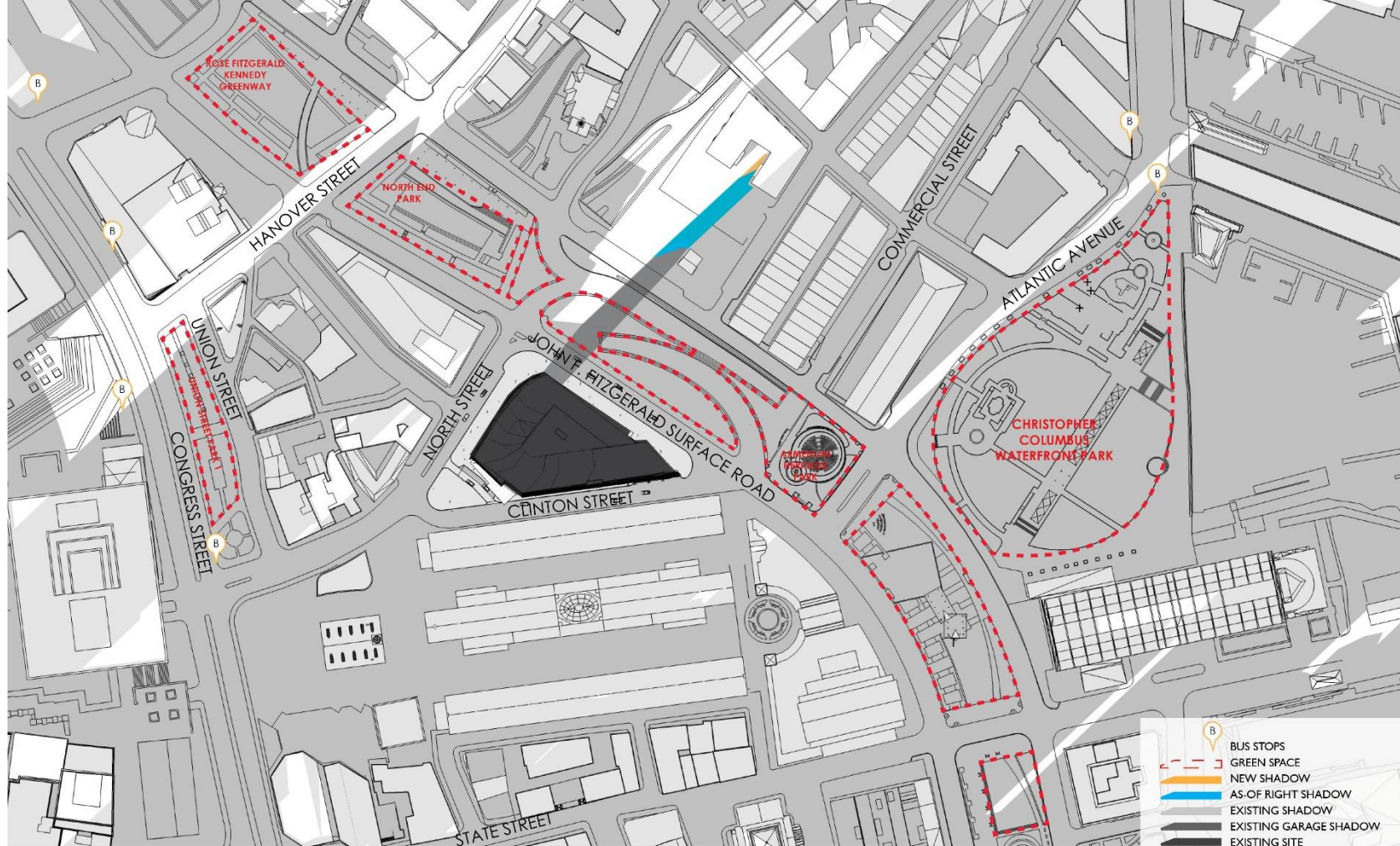




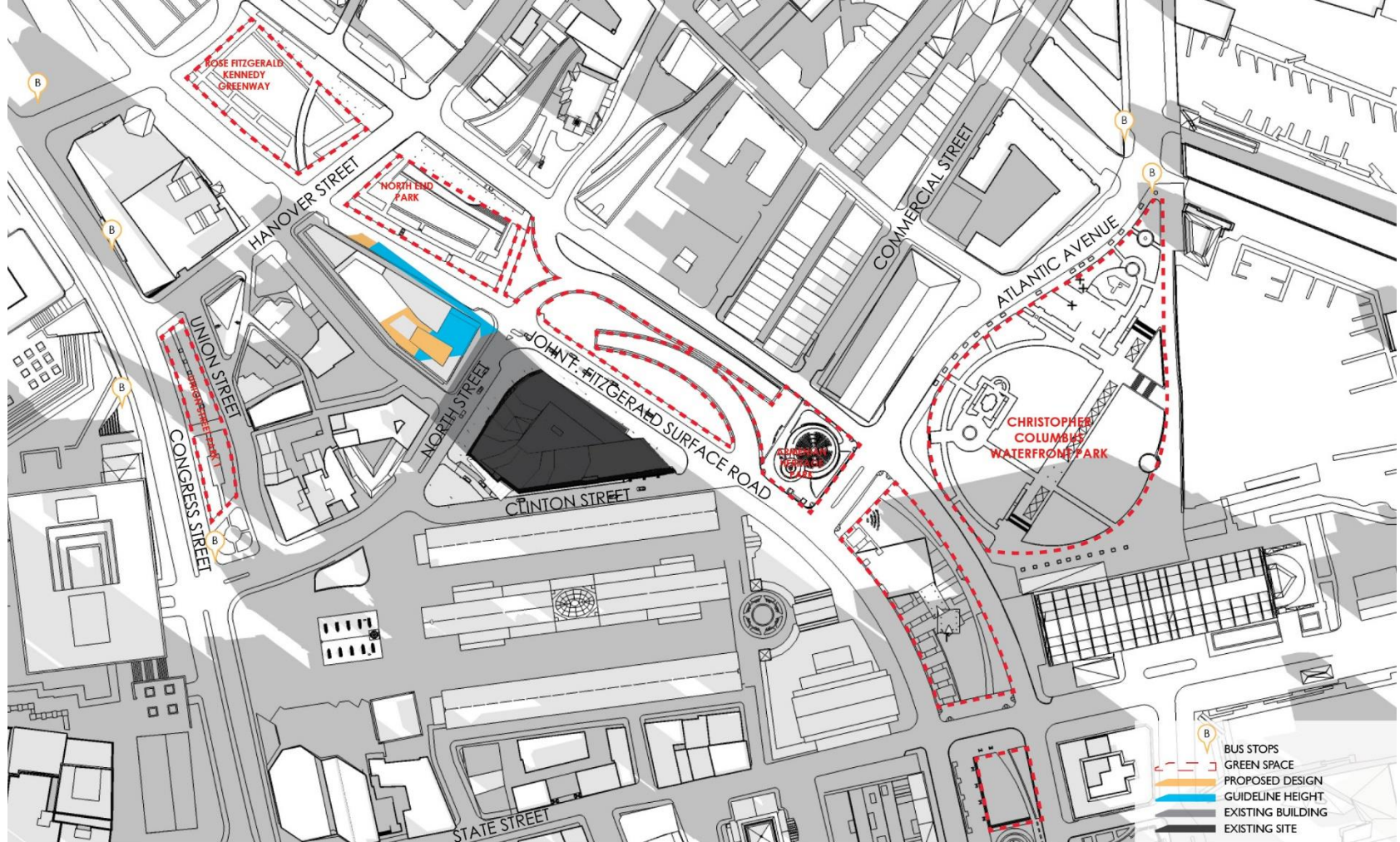
-  BUS STOPS
-  GREEN SPACE
-  NEW SHADOW
-  AS-OF RIGHT SHADOW
-  EXISTING SHADOW
-  EXISTING GARAGE SHADOW
-  EXISTING SITE

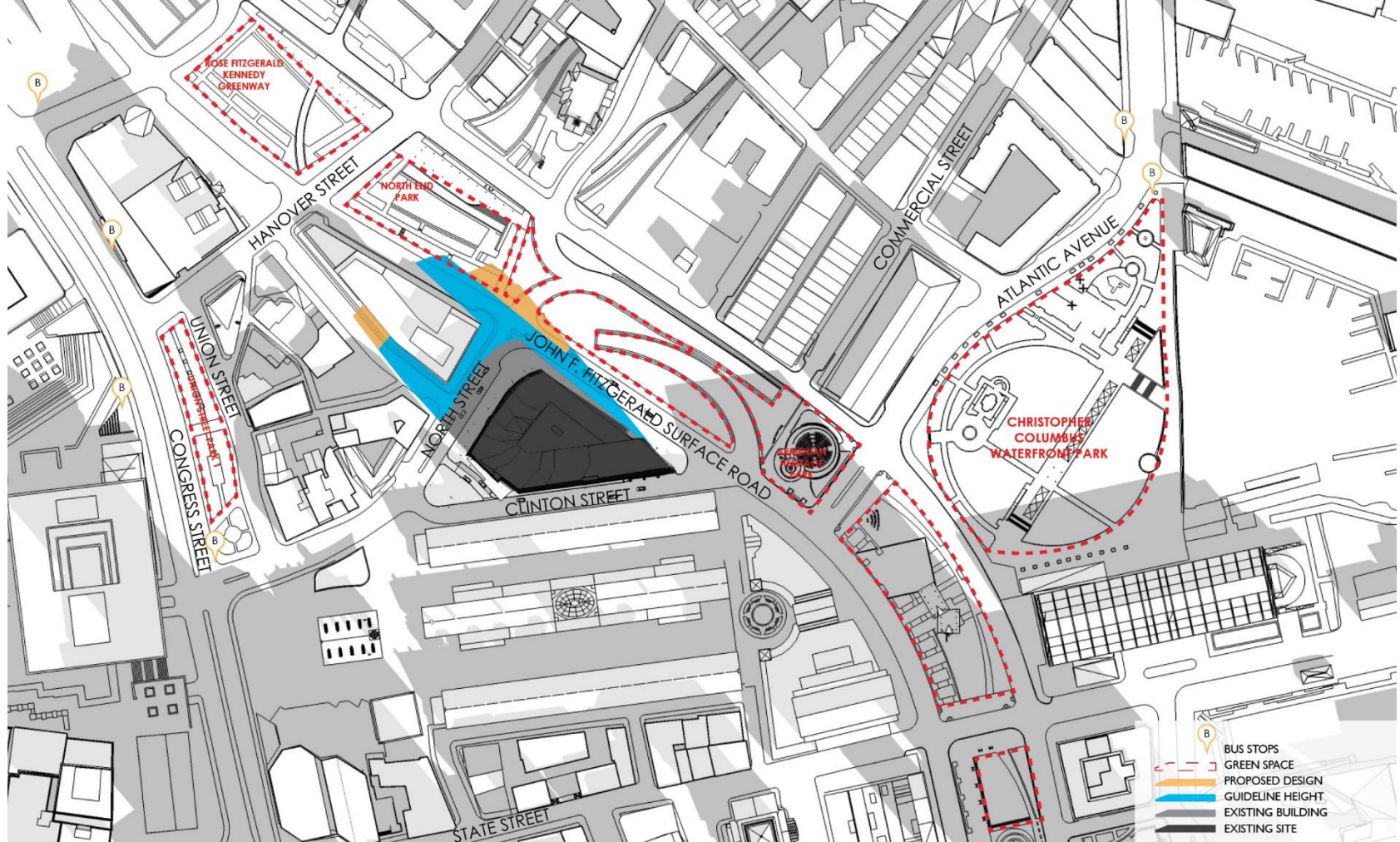


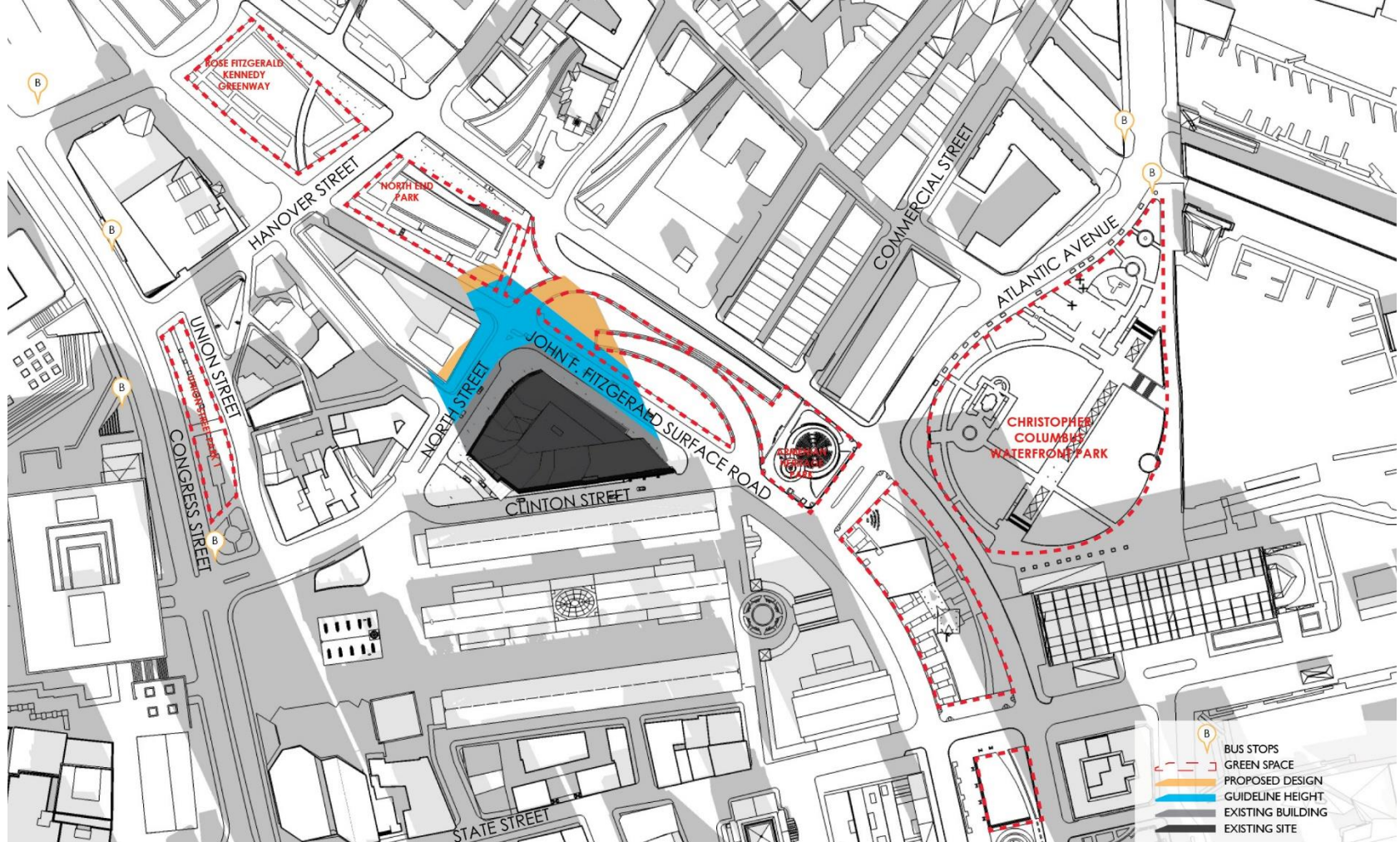


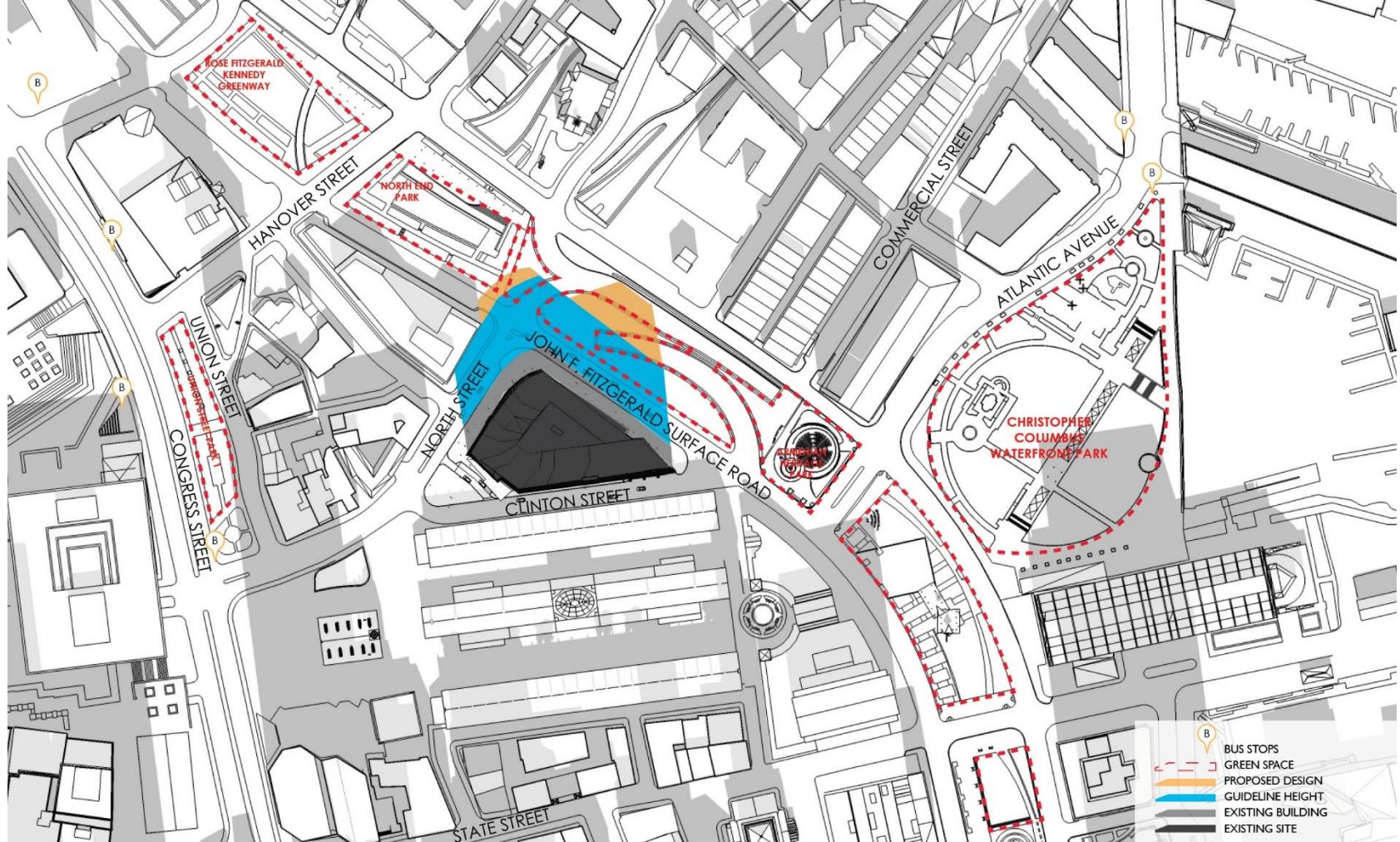


FULL-DAY SHADOW









- B BUS STOPS
- - - GREEN SPACE
- - - PROPOSED DESIGN
- - - GUIDELINE HEIGHT
- - - EXISTING BUILDING
- - - EXISTING SITE

