

DOWNTOWN WATERFRONT DESIGN & USE GUIDELINES

August 2024



boston planning &
development agency

SCAPE

TETRA TECH

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HOW TO READ THIS DOCUMENT

Note that the following color coding is used throughout this document for easier legibility & visual hierarchy. In addition to the colors for each chapter, specific annotation is used for reference documents and stakeholder input.

These colors are used throughout the document to reference each chapter.



PURPOSE, BACKGROUND, & GOALS



DESIGN PRINCIPLES



DESIGN RECOMMENDATIONS



**WATERSHEET MANAGEMENT
RECOMMENDATIONS**

In any given section, the sidebar indicates with the highlighted color the section that you are in.

Quotes from relevant documents are introduced with grey boxes, that include interactive links to the source document.

"Preserving and enhancing view corridors from the city to the harbor and along the Harborwalk are key elements"

Waterfront Public Realm & Watersheet Activation Plan, 2014. See [link](#) for details.

Feedback received through stakeholder meetings, public events, and the online portal are introduced with yellow bubbles.

"Boston's waterfront is thriving. Let's balance growth with sustainability to protect its future."

– STAKEHOLDER



PURPOSE, BACKGROUND, & GOALS

This chapter includes an overview of the background, planning context, and the purpose of the Design & Use Guidelines; a review of the Downtown Waterfront district context, identity, and role in the City of Boston; and a summary of the vision and planning priorities as they were first established in the Waterfront Public Realm and Watersheet Activation Plan (2014) and as they were updated through the first phase of the guidelines process.

PURPOSE OF THE GUIDELINES

REALIZE THE VISION OF THE WATERFRONT PUBLIC REALM & WATERSHEET ACTIVATION PLAN

The purpose of the Design and Use Guidelines for the Downtown Waterfront is to provide direction on public realm priorities and improvements referenced in the Waterfront Public Realm and Watersheet Activation Plan, issued by the BPDA in March 2014.

This document will serve as consistent design guidance for both exterior and interior public spaces, wayfinding elements, landscaping, signage and public amenities to improve connectivity within the district and to adjacent open space resources such as the Greenway and Boston Harbor. Climate resilience is a priority in the development of the guidelines to ensure the long-term viability of public spaces. This document includes watersheet management recommendations to better coordinate vessel berthing, water transportation and shoreside support infrastructure. The guidelines will inform new public realm investments to ensure the district is welcoming, active and accessible to all residents and visitors.

WATERFRONT PUBLIC REALM AND WATERSHEET ACTIVATION PLAN GOALS

For the Downtown Waterfront, we envision:

- A waterfront district accessible to all by bike, transit, foot, and boat;
- Clearly defined connections to the Greenway, Wharf District, the Harbor, Quincy Market, the North End, the Financial District, and South Boston Waterfront;
- A district and watersheet that are resilient to climate change, designed and built to withstand inundation and storm surges;
- Four-season destinations and programming that are welcoming to Bostonians and visitors of all ages and support the growing residential community;
- A district and watersheet that is flexible and can accommodate innovative uses in the future, and supports equally the residential, business, and visitor communities.

PLANNING CONTEXT

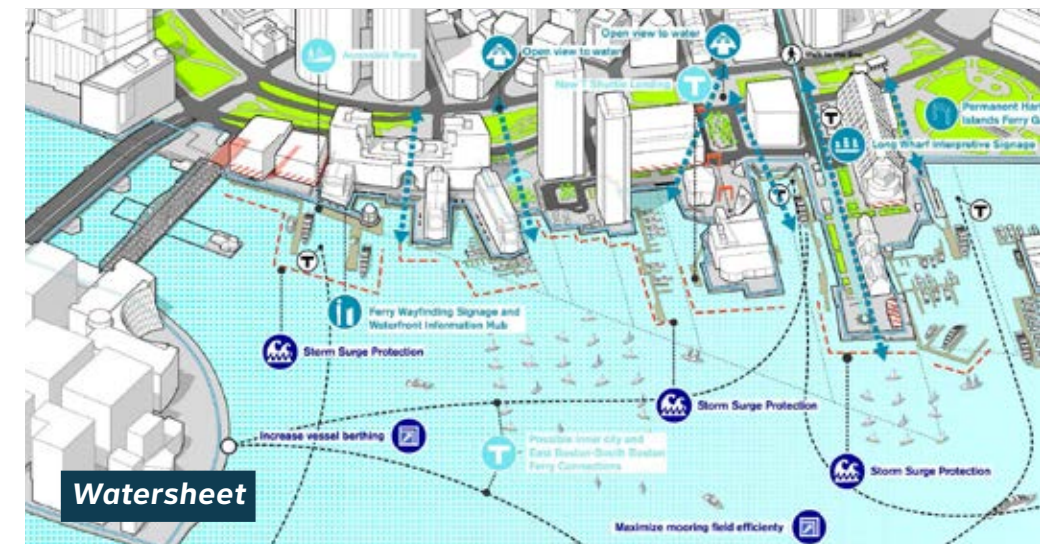
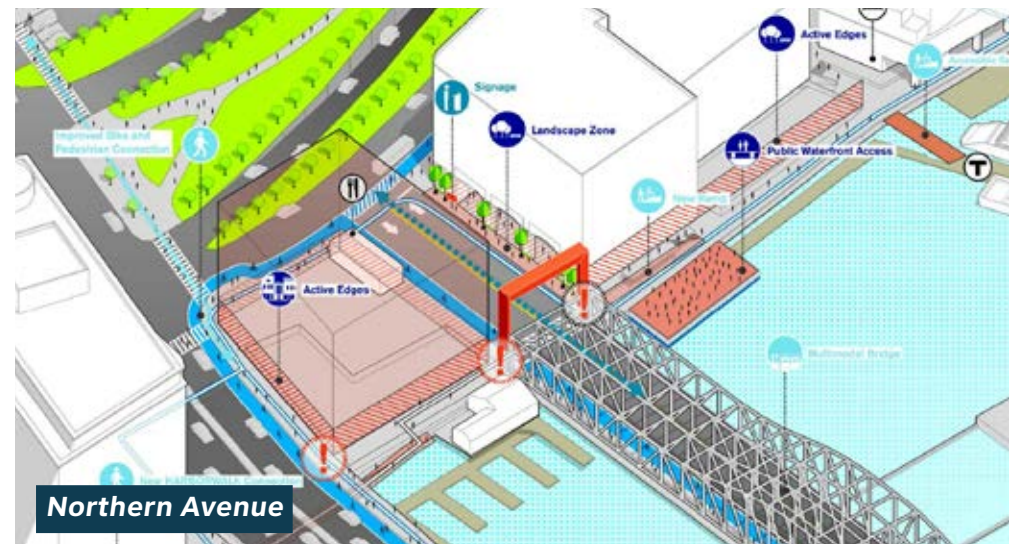
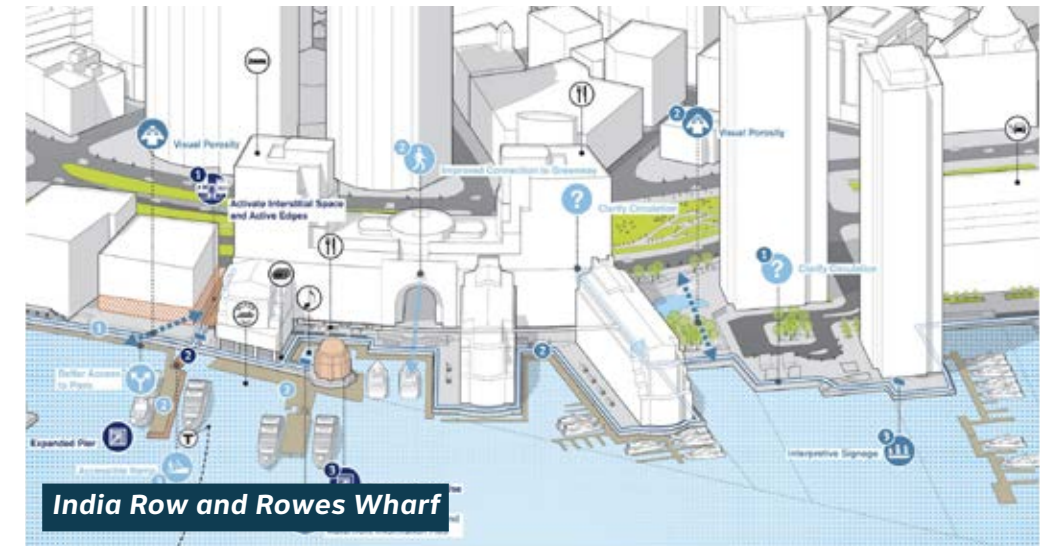
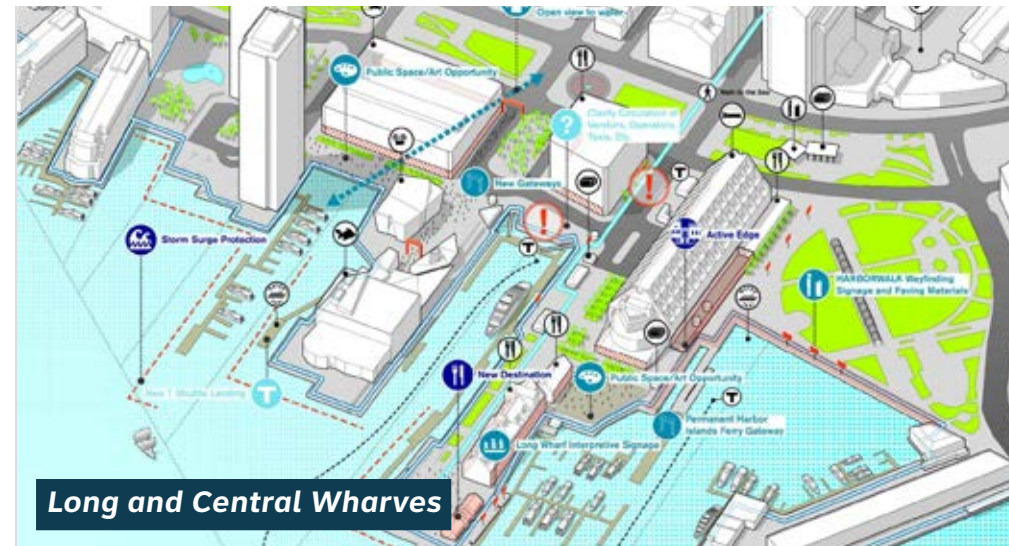
Boston's Downtown waterfront has been intensively studied and planned for decades. These guidelines coordinate with and build upon prior planning efforts, from the 1970 Boston Long Wharf Plan, to Climate Ready Boston planning efforts, to the Wharf District Council Vision (2019), among many others. These guidelines were also developed in close coordination with concurrent initiatives such as the ongoing Long Wharf Coastal Flood Resilience Planning & Feasibility Study.



BASIS FOR THE GUIDELINES

BUILD ON THE VISION AND RECOMMENDATIONS OF THE WATERFRONT PUBLIC REALM AND WATERSHEET ACTIVATION PLAN

Downtown Waterfront Public Realm and Watersheet Activation Plan



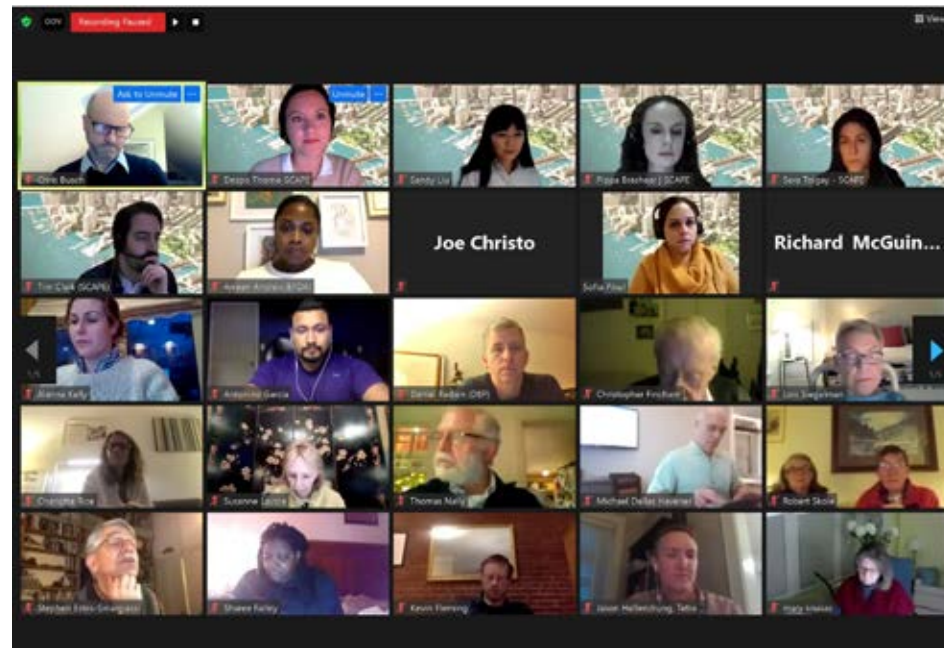
“The Downtown Waterfront is Boston’s front door to the world. It should host a rich mix of uses that complement and support two of Boston’s greatest open space resources, the Rose F. Kennedy Greenway and the Harbor, and that build on the decades of planning and design work in the area.”

- A vision for the Downtown Waterfront from Downtown Waterfront Public Realm and Watersheet Activation Plan

BASIS FOR THE GUIDELINES

... AND INCORPORATE STAKEHOLDER INPUT FROM PUBLIC PROCESS.

PUBLIC MEETING



WATERFRONT STAKEHOLDER MEETINGS, INCLUDING:

- The Greenway Conservancy
- The Wharf District Council
- Boston Harbor Now
- The National Park Service
- The American Cities Coalition
- The New England Aquarium
- Boston Harbor City Cruises
- Mass Bay Lines
- Classic Harbor Line
- Charles Riverboat
- Ocean Havens (India Wharf Marina and Boston Yacht Haven)
- Waterboat Marina
- Rowes Wharf Marina/Property Management

SOCIAL PINPOINT SURVEY



THE DOWNTOWN WATERFRONT TODAY

The Downtown Waterfront is Boston's front door to the world. Spatially complex, historically rich, economically vital, and shared by a wide cross-section of users and stakeholders, it is one of the City's most important stretches of shoreline. The Downtown Waterfront site is a mixed-use district including civic and cultural institutions, retail and restaurants, and residential development. The district is flanked by two of Boston's most significant open space resources - the Rose Kennedy Greenway and the Boston Harbor. The Harborwalk hugs the water's edge, connecting the Downtown Waterfront to the immediately adjacent North End and Fort Point neighborhoods, and 43 miles of Boston's shoreline beyond.

Today the district is an active waterfront, accommodating ferries that connect to other Massachusetts coastal communities and the Boston Harbor Islands; water taxis and public boat access; tour and charter boats; sailing programs and marinas hosting private recreational vessels daily and seasonally. In the context of this constrained site at the interface of land and water, these guidelines aim to promote public access and use in both watersheet operations and the design of the public realm.



THE DOWNTOWN WATERFRONT IS ...

One of the most historically significant & active waterfronts in New England



Boston's first attempt to reconnect with the water's edge following the construction of an elevated highway in the 1950's



A vibrant mixed-use district and a gateway to the Harbor Islands



At the convergence of two of Boston's greatest open space resources (the Rose Kennedy Greenway and Boston Harbor)



DISTRICT-WIDE DESIGN PRINCIPLES

This chapter outlines district-wide principles of design that address the goals and planning priorities as they were confirmed through community and stakeholder feedback. Each principle highlights challenges and opportunities addressed in each sub-area of the district and informs the development of the following Design Recommendations and the Watersheet Management Recommendations.

DISTRICT-WIDE DESIGN PRINCIPLES

IDENTITY:

- 1 Relate and respond to the **unique identity, history, and architectural characteristics** of the district while also being responsive to new development.

DESTINATIONS:

- 2 Create **four-season destinations** that are welcoming to **Bostonians and visitors of all ages, abilities and backgrounds**.

ACTIVATION & PROGRAMMING:

- 3 Increase **ground-level and streetscape activation** that reinforces the diverse uses in the area.

VISUAL CONNECTIVITY:

- 4 Maintain and enhance **view corridors and orienting features**.

PHYSICAL CONNECTIVITY:

- 5 Create a **well-connected waterfront** that is accessible to all by bike, transit, foot, and boat.

RESILIENCE:

- 6 Integrate **climate resiliency** to mitigate increased heat, stormwater, sea level rise and coastal storm impacts.

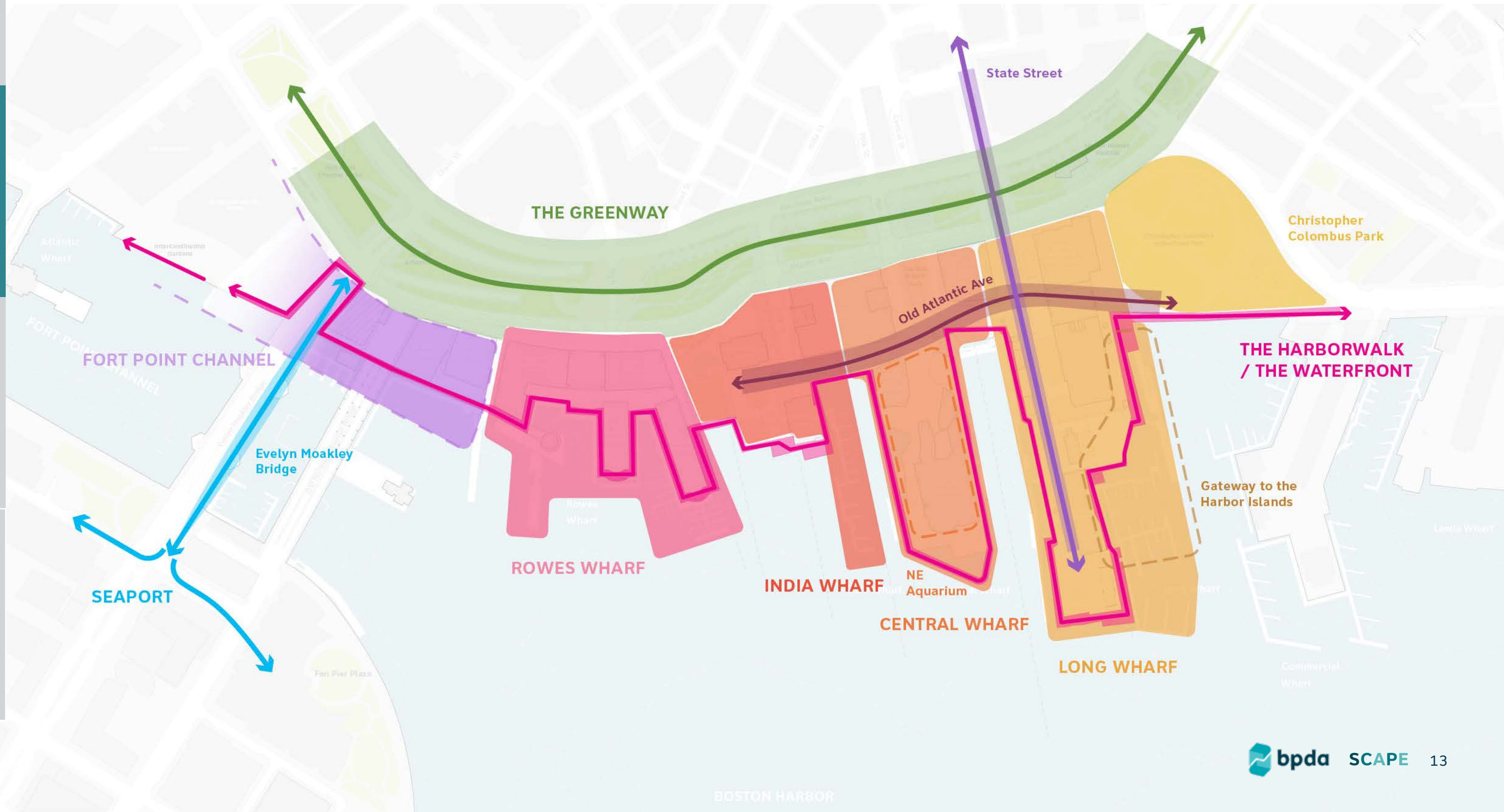
LEGIBILITY:

- 7 Improve **legibility** of the public space and public passages through wayfinding, signage, gateway elements, and public art.

WATERSHEET:

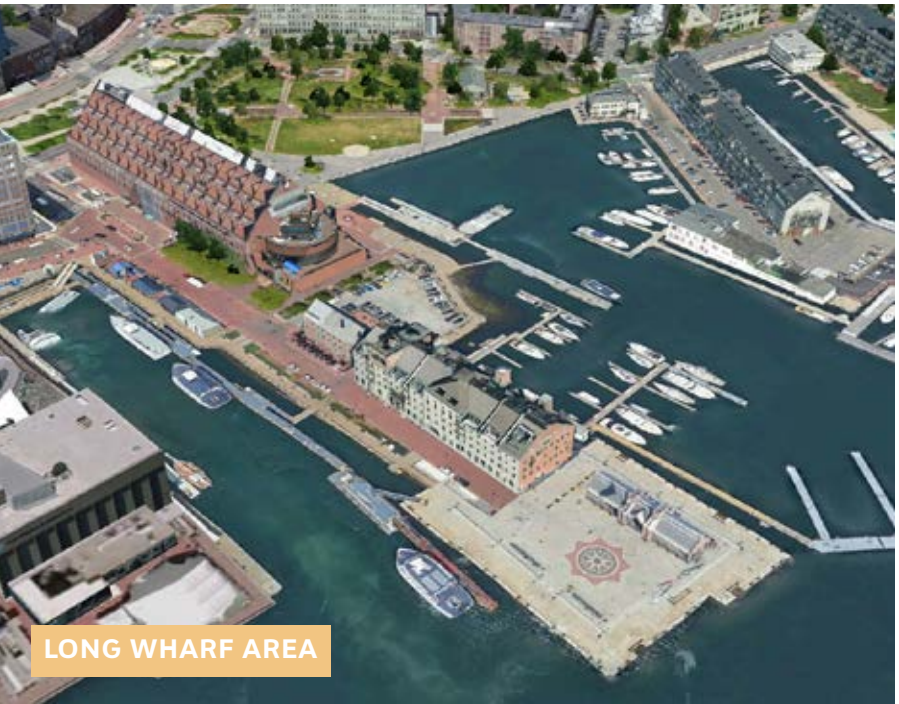
- 8 Strengthen and intensify Boston's **relationship to the water**, and conversely the harbor's relation to the city.

1 Relate and respond to the **unique identity, history, and architectural characteristics** of the district while also being responsive to new development.



IDENTITY

The Downtown Waterfront is a complex place with layered histories and identities. The guidelines aim to help celebrate and reinforce the unique identity of places within the waterfront district while providing coherency to the district as a whole. To that end, the guidelines recognize distinct zones or sub-districts within the Downtown Waterfront area. The identity of these places inform and variation in material and design recommendations across the district.



DESTINATIONS:

2 Create four-season destinations that are welcoming to Bostonians and visitors of all ages and abilities.



"The Design & Use Guidelines should make the Downtown Waterfront welcoming to all residents at all economic levels to visit."

— PM RESPONDENT

- Existing Destination
- Proposed / Anticipated Destination
- Ticketing Area

Faneuil Hall
Quincy Market

Harbor Islands
Pavilion



Ticketing Area

Rings Fountain

Frog Pond
Park

AQUARIUM

Ticketing Area

Gateway to
the Harbor Islands

Chart House
Waterfront Park

Ticketing Area

NE Aquarium
& Plaza



Long Wharf Plaza

Long Wharf

Central Wharf

India Wharf

Rowes Wharf

Rowes Wharf

The Trillium
Garden

Rowes Wharf
Plaza

Ticketing Area

BOSTON HARBOR

DESTINATIONS

The Public Realm and Watersheet Activation plan and visions from the Aquarium and Wharf District Council have suggested bold new destinations and ways to make existing destinations more accessible. The guidelines support the common intent of all of these to create four-season destinations that draw people to the water’s edge, support the growing community in the area, and ensure that the Downtown Waterfront is a place for Bostonians and visitors of all ages and abilities.



BOSTON GREENWAY



ROWES WHARF PLAZA & ARCH

“The architectural moment at Rows Wharf provides one of the few visual connections to the water from the Greenway.”
– THE GREENWAY CONSERVANCY



PUBLIC ART AT HARBOR TOWERS



NEW ENGLAND AQUARIUM PLAZA

“Make it easier for families that are using public transportation to travel to the waterfront and have more affordable access to the Aquarium.”
– THE AMERICAN CITIES COALITION



LONG WHARF

ACTIVATION & PROGRAMMING:

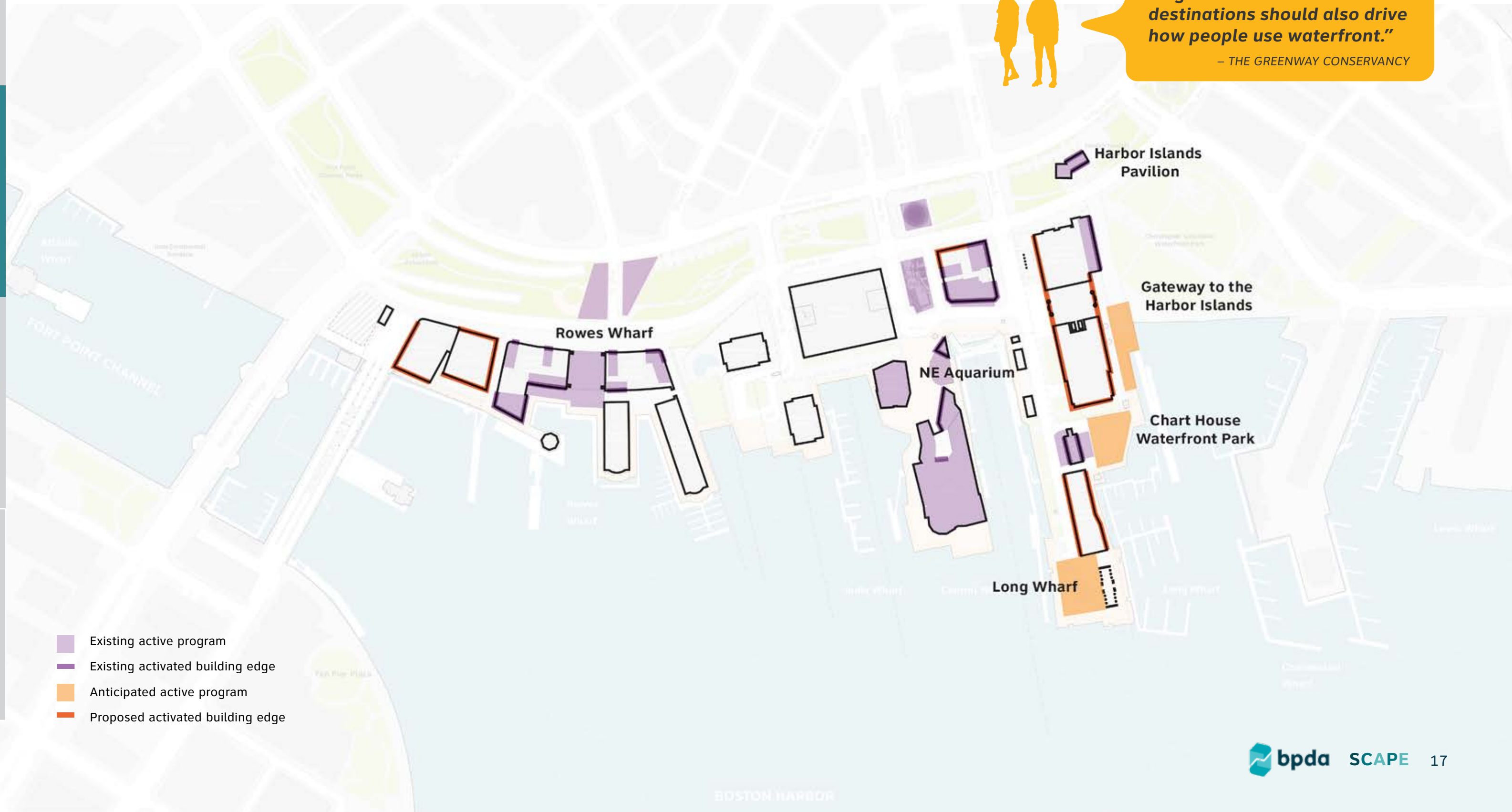
3 Increase ground-level and streetscape activation that reinforces the diverse uses in the area.

"It is important to meet people where they are and make them feel welcome. The diversity of the surrounding neighborhoods and destinations should also drive how people use waterfront."

— THE GREENWAY CONSERVANCY



- Existing active program
- Existing activated building edge
- Anticipated active program
- Proposed activated building edge



ACTIVATION & PROGRAMMING

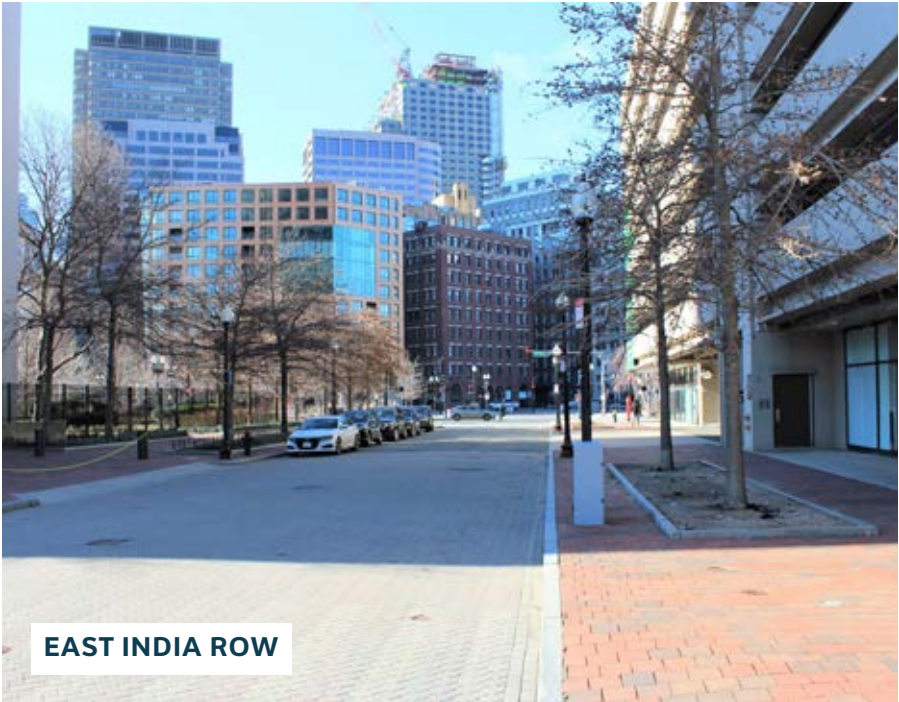
This is one of the most active waterfronts in New England and should continue to be so. These guidelines support drawing people to the waterfront through year-round programming and diverse ground-level uses including a range of retail and dining, neighborhood amenities, civic programs, and public art. Use and design recommendations complement each other to increase public realm activation, promote active building frontages, and support welcoming public spaces along the greenway and waterfront.



FORT POINT CHANNEL / NORTHERN AVE BRIDGE AREA



ROWES WHARF / 400 ATLANTIC AVENUE



EAST INDIA ROW



CENTRAL WHARF

“Ensure the public use of ground floors in Commonwealth Tidelands.”
– PUBLIC MEETING RESPONDENT



LONG WHARF

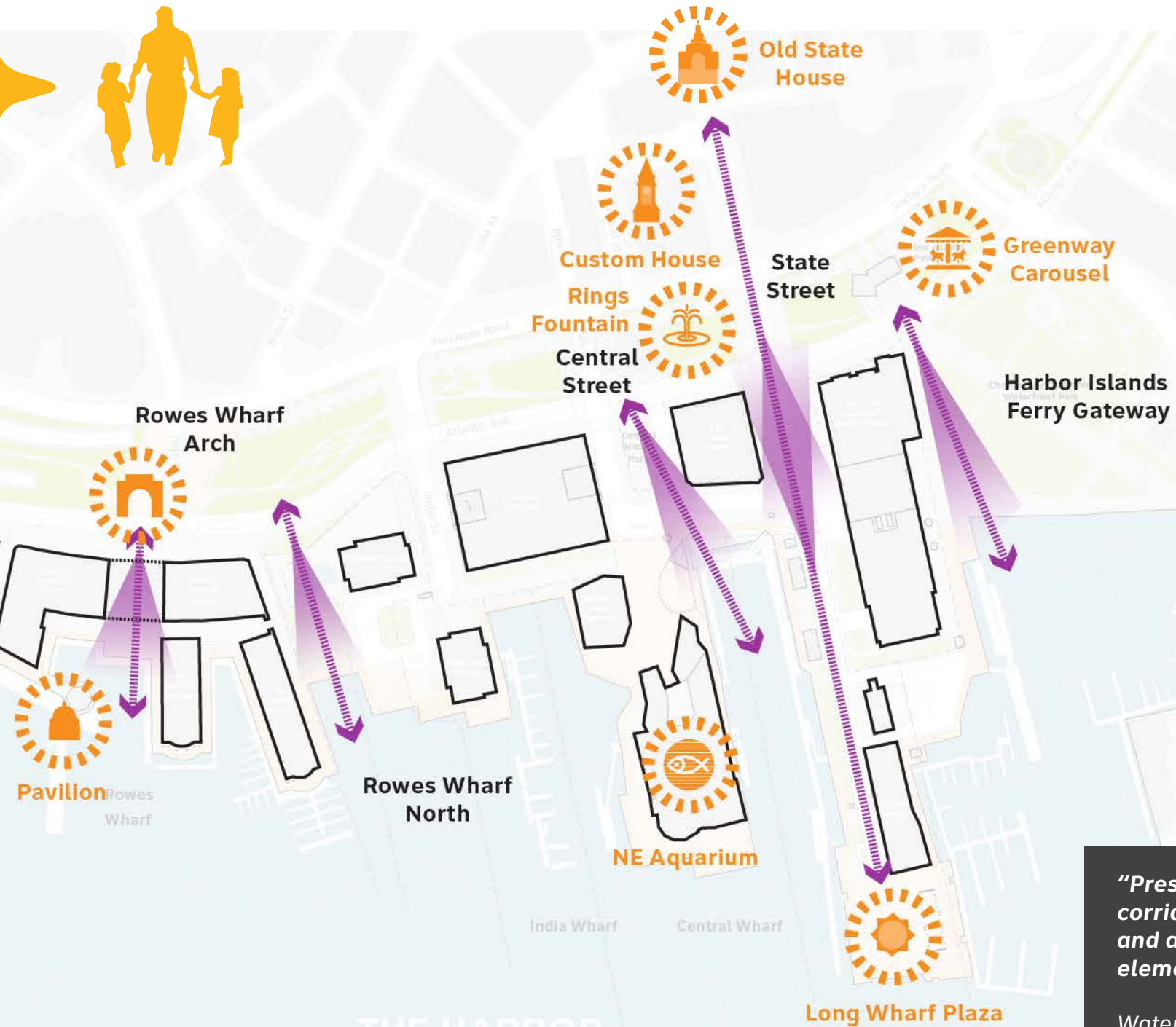
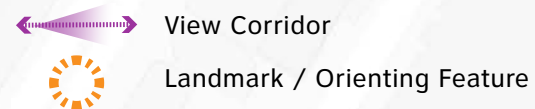
“More spaces to “touch the water” in Long Wharf, in addition to recreational activities on the watersheet.”
– INTERACTIVE MAP RESPONDENT

VISUAL CONNECTIVITY:

4 Maintain and enhance **view corridors** and **orienting features**.

"There should be better visual access from the Greenway to the Harbor and more perpendicular access points to the Harborwalk"

— PM RESPONDENT



"Preserving and enhancing view corridors from the city to the harbor and along the Harborwalk are key elements"

Waterfront Public Realm & Watersheet Activation Plan, 2014. See [link](#) for details.

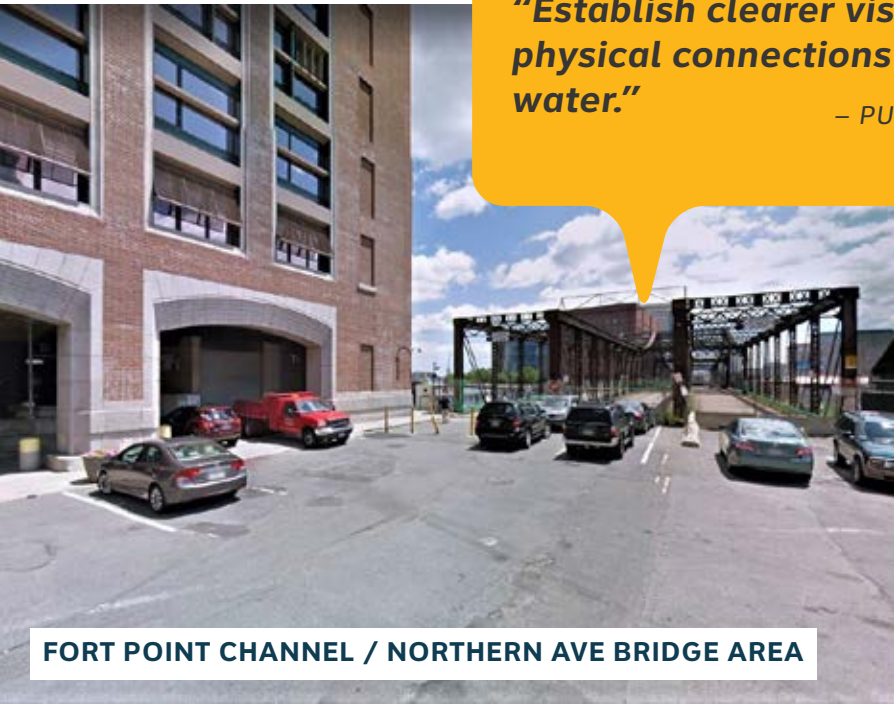
VISUAL CONNECTIVITY

Views of the water and visual connections between land and sea are key to maintaining a strong connection between the City and the Harbor and are core to the identity of this district. These guidelines direct the preservation of views of the Harbor and the City, particularly along priority view corridors. Landmarks & orienting features are also preserved and enhanced to ensure clear orientation and sense of place.

“Improve design cues along connections in narrow areas to make it obvious that the space is public and accessible to all.”
— INTERACTIVE MAP COMMENT



INDIA WHARF AREA



FORT POINT CHANNEL / NORTHERN AVE BRIDGE AREA

“Establish clearer visual and physical connections to the water.”
— PUBLIC MEETING RESPONDENT



ROWES WHARF AREA



HARBOR GARAGE



LONG WHARF

PHYSICAL CONNECTIVITY:

5 Create a **well-connected waterfront** that is accessible to all by bike, transit, foot, and boat.

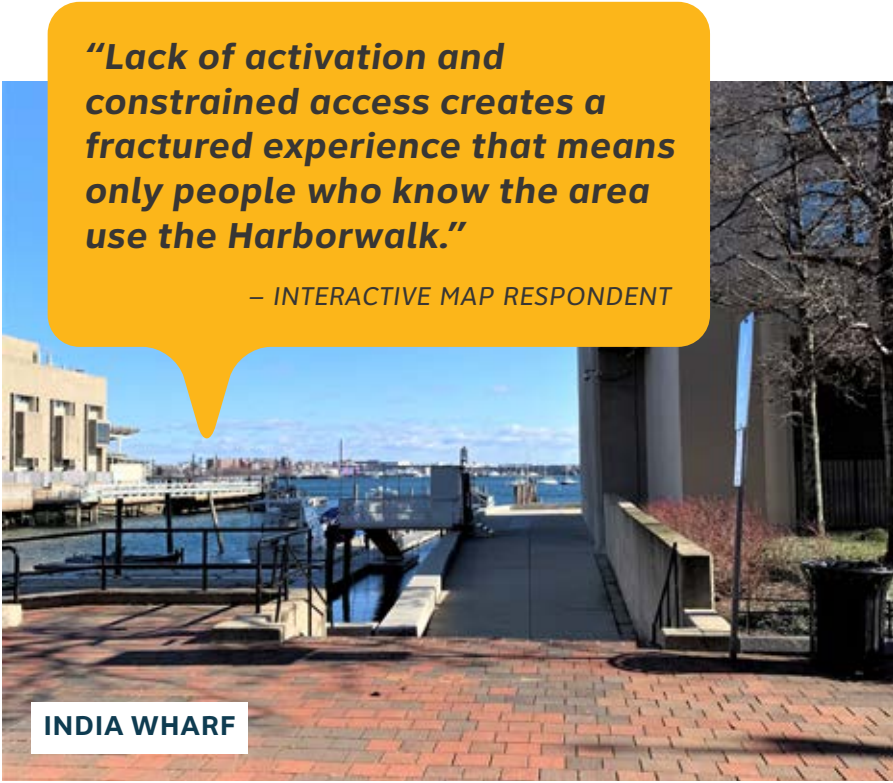
"Create a contiguous experience along the Harborwalk, with accessible pathways, wider access points and connections to public transit and water transportation."

– PUBLIC MEETING RESPONDENT

- Harborwalk (on site)
- Harborwalk (off site)
- Secondary connections
- Improved Physical Connections
- Anticipated new public realm
- Enhanced public realm
- Ferry line
- Bus routes
- Bike lane
- Crossroads

PHYSICAL CONNECTIVITY

Physical connections to and through the district are critical to ensuring the site is accessible to residents, workers, and visitors of all ages and abilities. The guidelines aim to enhance north-south connections along the Harborwalk and Greenway; improve east-west links between the Greenway and the waterfront, make connections to Fort Point and the North End; improve and increase water transit opportunities, and promote accessibility by all modes, with an emphasis on pedestrians.



“Lack of activation and constrained access creates a fractured experience that means only people who know the area use the Harborwalk.”
– INTERACTIVE MAP RESPONDENT

Improve “Pinch Points” of the Harborwalk.
– INTERACTIVE MAP RESPONDENT



“Make it easier for families that are using public transportation to travel to the waterfront and have more affordable access to the Aquarium.”
– INTERACTIVE MAP RESPONDENT

“Widen the ramp between Rows and Harbor Towers for improved access.”
– INTERACTIVE MAP COMMENT



“Include connections to Black Heritage Trail and Freedom Trail, which provide connections to the Old State House through State Street and the nexus at Faneuil Hall that connects them.”
– BOSTON HARBOR NOW



VISION

PRINCIPLES

DESIGN RECOMMENDATIONS

WATERSHEET RECOMMENDATIONS

RESILIENCE:

6 Integrate **climate resiliency** to mitigate increased heat, stormwater, sea level rise and coastal storm impacts.

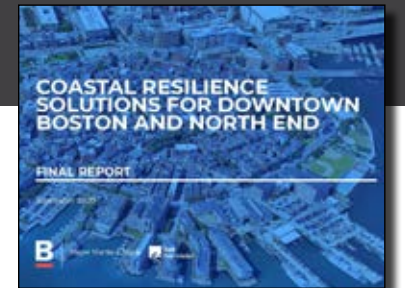


“District-wide solutions are important to addressing resilience challenges in the Downtown Waterfront. The Design & Use Guidelines should also incorporate nature-based solutions, green open spaces and living shorelines.”

– PM RESPONDENT

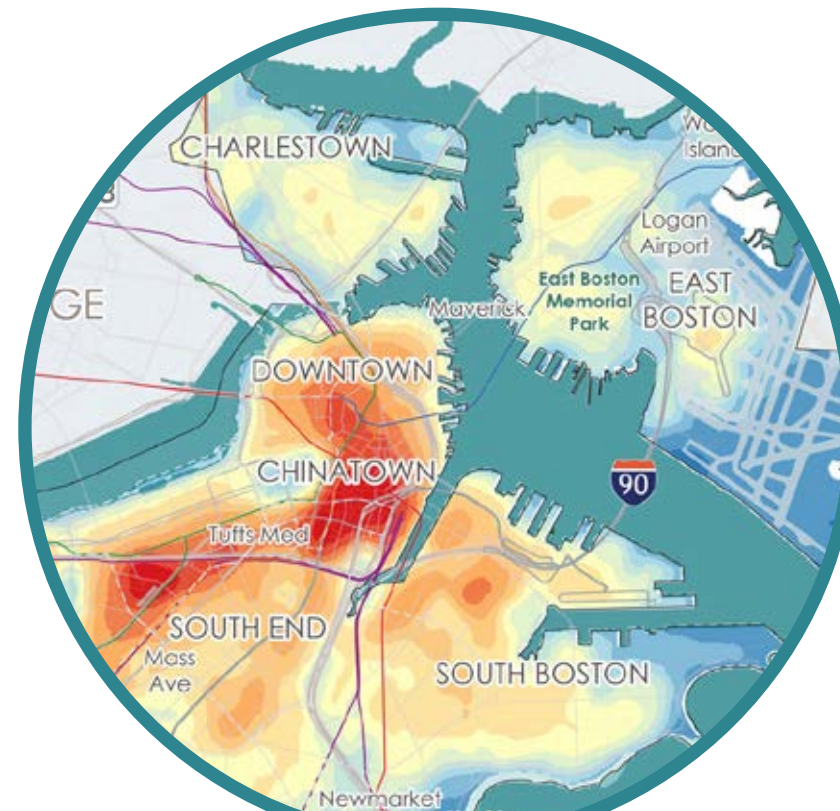
“Stakeholders expressed a willingness to collaborate with the City in order to implement a comprehensive flood protection system because they understand that multiple independent construction projects across the waterfront would be less effective in the long run and lead to a fractured urban space experience.”

Climate Ready Downtown & North End, 2020. See [link](#) for details.



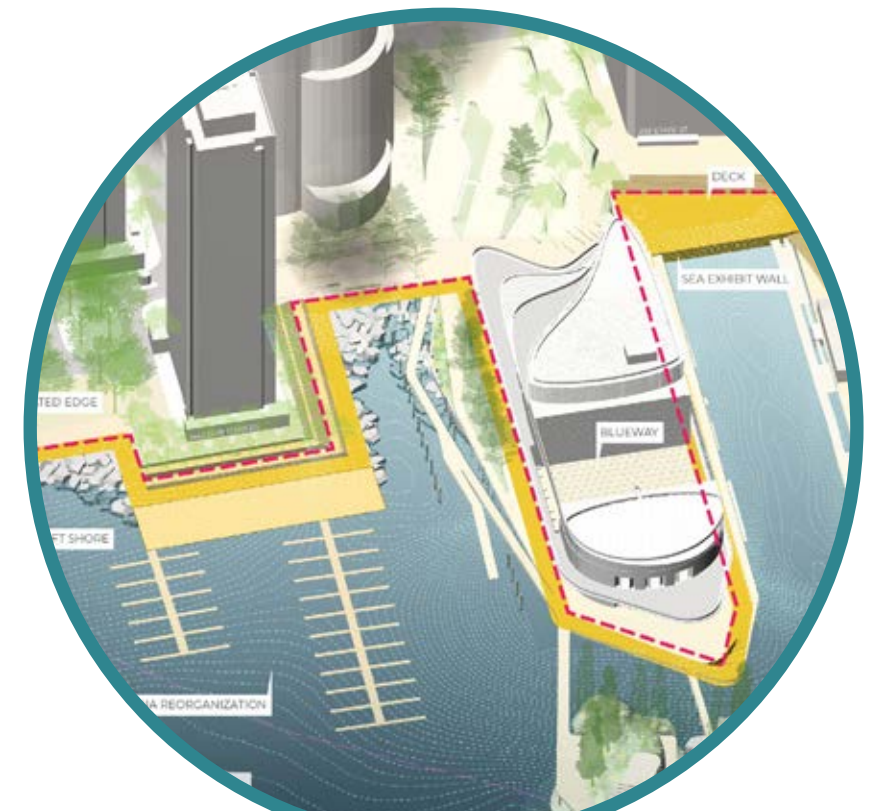
STORMWATER & GREEN INFRASTRUCTURE

BWSC GREEN INFRASTRUCTURE MAP



HEAT

HEAT RESILIENCE SOLUTIONS FOR BOSTON



SEA LEVEL RISE

COASTAL RESILIENCE SOLUTIONS FOR DOWNTOWN BOSTON AND NORTH END

RESILIENCE

Through recommendations on resilient materials, planting, building frontages, and the make up of the water’s edge, the guidelines address climate resiliency to mitigate increased heat, stormwater, sea level rise and coastal storm impacts. The guidelines anticipate and provide guidance for district-wide flood protection, with recommendations for elevation and grade change that enhance the public realm experience.

“A collaborative effort is needed to coordinate amongst the different property owners for a district-wide climate resilience strategy.”

– WHARF DISTRICT COUNCIL



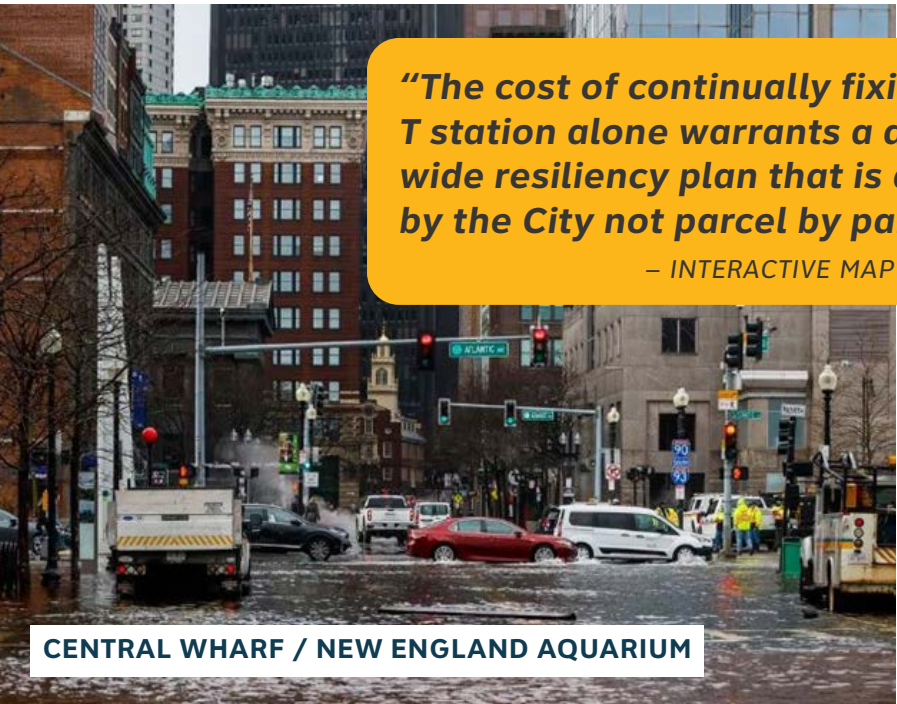
LONG WHARF



STATE ST - CORRIDOR LONG WHARF



INDIA WHARF



CENTRAL WHARF / NEW ENGLAND AQUARIUM

“The cost of continually fixing the T station alone warrants a district-wide resiliency plan that is driven by the City not parcel by parcel.”

– INTERACTIVE MAP COMMENT



AQUARIUM T STOP / LONG WHARF

“Make adaptation/flood barriers for the T station visible and engaging - part of communicating climate adaptation publicly.”

– INTERACTIVE MAP COMMENT

LEGIBILITY:

7 Improve **legibility** of the public space and public passages through wayfinding, signage, gateway elements, and public art.

"Ensure consistent, clear, and multilingual signage and wayfinding"

– PUBLIC MEETING RESPONDENT



LEGEND

- Harborwalk
- Gateways
- Directional
- Interpretive

LEGIBILITY

The guidelines help give coherency to this district that has organically developed over time, orient people to the district and its destinations, and provide visual cues for what is accessible to the public. The guidelines establish a more unified visual and material language along the Harborwalk and for each sub-district, and a unified wayfinding system for the various paths, transportation options, and destinations.



HARBOR WALK SIGNAGE

“Include multilingual signage that allows everyone to quickly see what is available to do/see, including Ch. 91 amenities.”

– INTERACTIVE MAP COMMENT



INTERPRETIVE DISPLAY AT NEAQ



ROWES WHARF DIRECTIONAL SIGNAGE

“Frustrating to find the right ferries here. More organization, better signage, and more space in general for people on foot to move around is needed.”

– INTERACTIVE MAP COMMENT



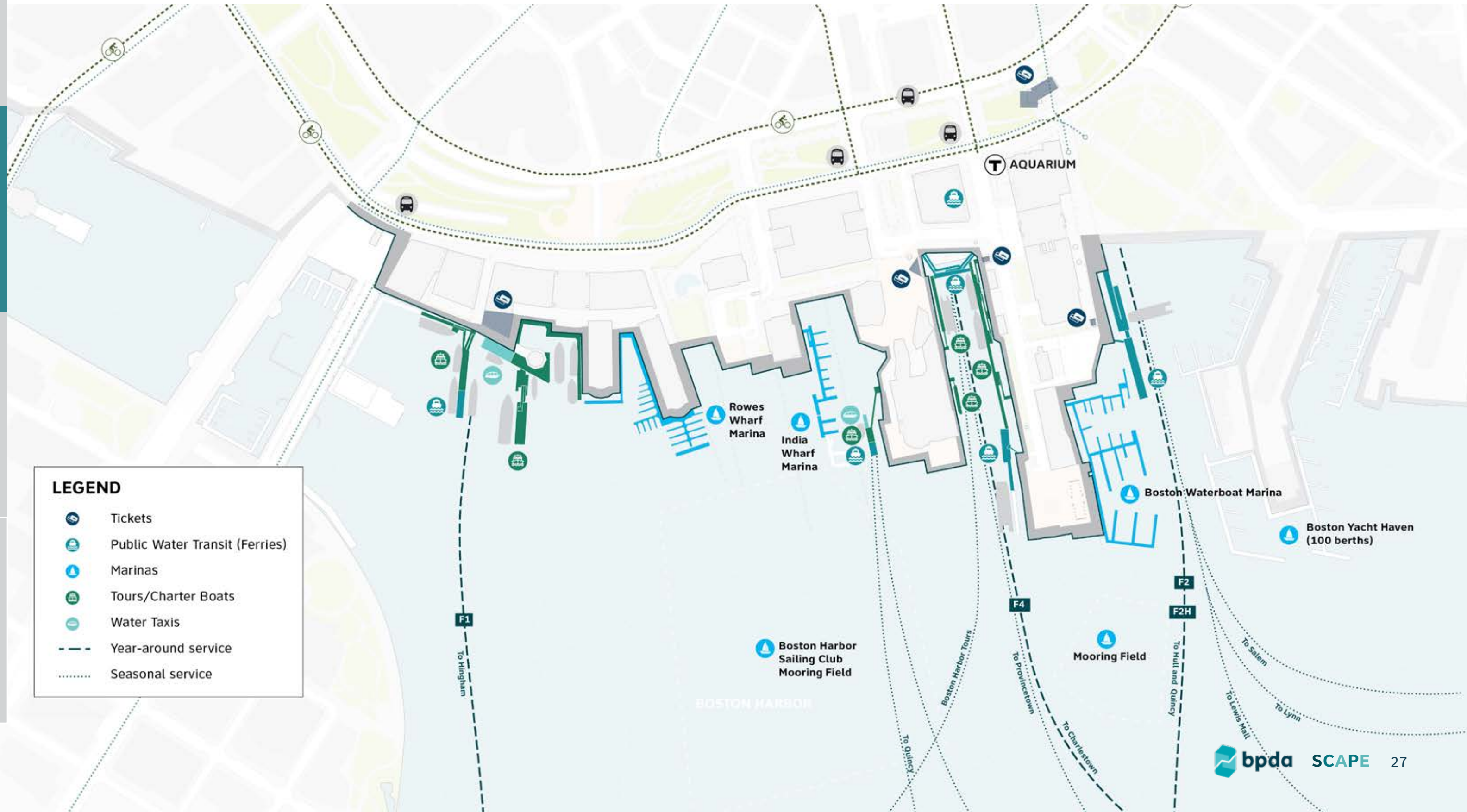
CENTRAL WHARF / LONG WHARF



VARIOUS OPERATOR SIGNAGE AT CENTRAL WHARF

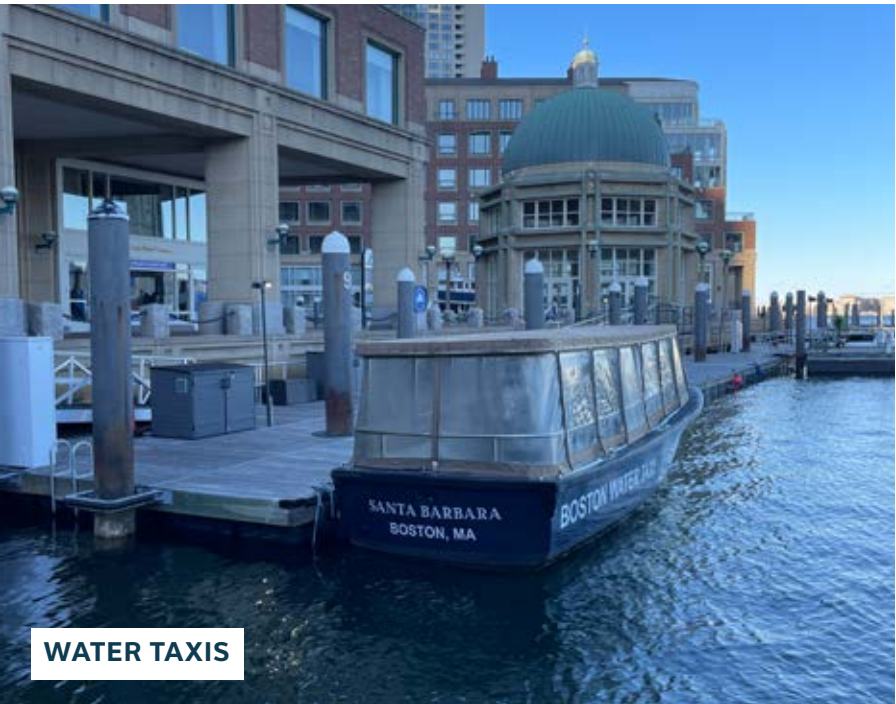
WATERSHEET:

- 8 Strengthen and intensify Boston's **relationship to the water**, and conversely the harbor's relation to the city.



WATERSHEET

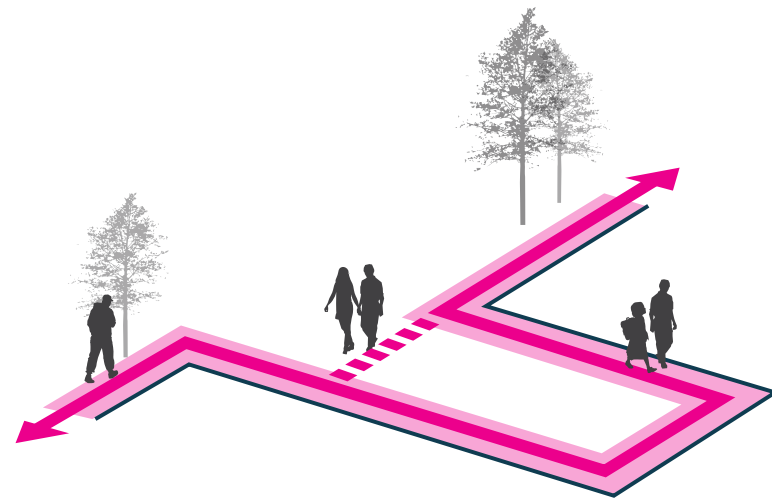
The guidelines prioritize public use and enjoyment of the waterfront over private uses. Detailed recommendations for Watersheet Management are provided on Page 77 of this document.



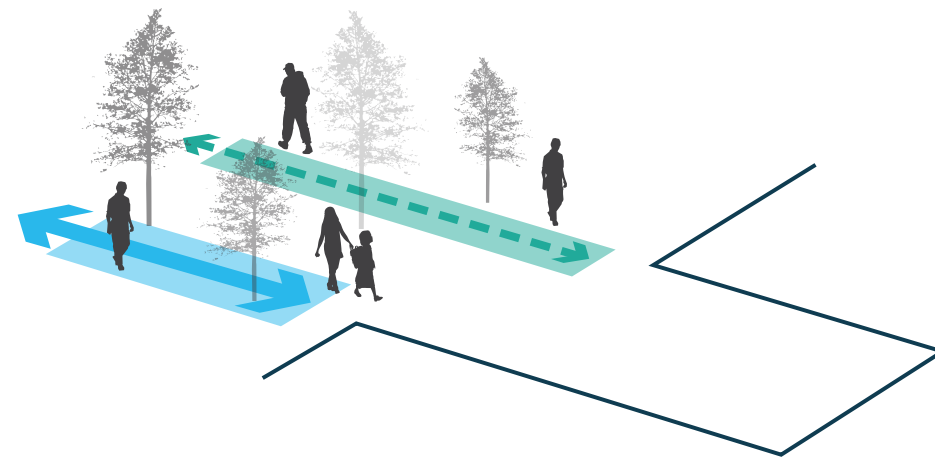
DESIGN RECOMMENDATIONS

This chapter describes design recommendations for the public realm per type of space. It provides an overview of challenges and drawbacks, goals for the space, and a visual representation of a typical condition of the proposed public realm space.

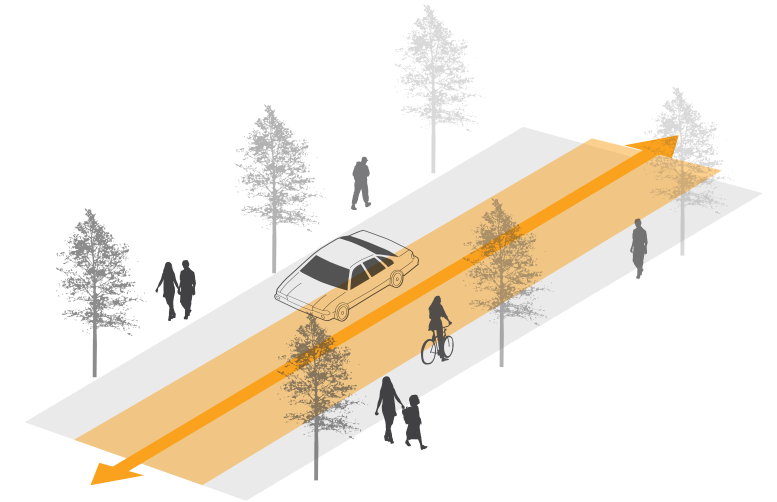
The design & use guidelines address the public realm by **type of space**.



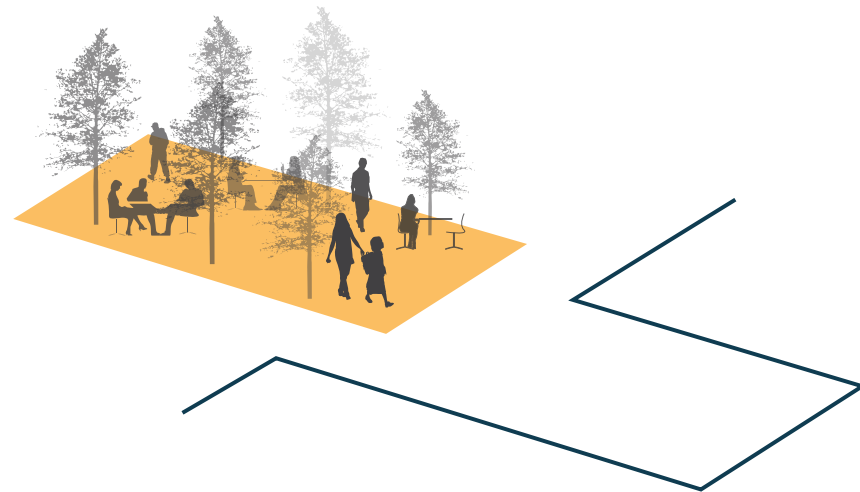
**THE HARBORWALK &
HARBORWALK CONNECTORS**



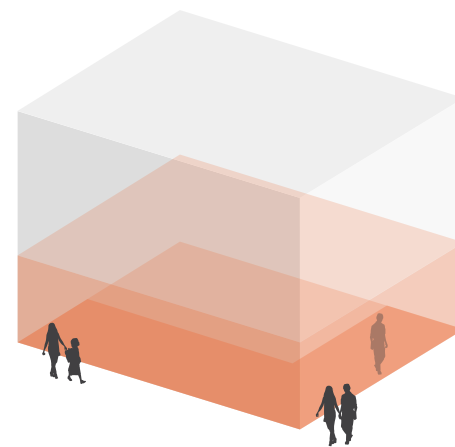
**UPLAND CONNECTORS
(PRIMARY & SECONDARY)**



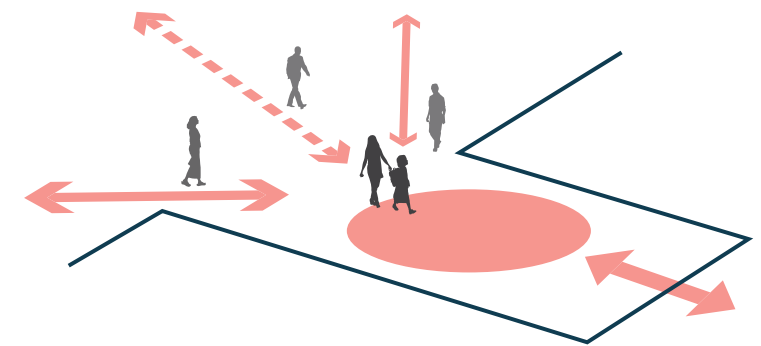
STREETS & STREETSCAPES



PARKS & PLAZAS



INTERIOR PUBLIC REALM



**GATEWAYS
(LAND & WATER ARRIVAL)**

TYPES OF SPACES

VISION

PRINCIPLES

DESIGN
RECOMMENDATIONS

WATERSHEET
RECOMMENDATIONS



LEGEND

Harbowalk	Public Realm	Gateways
Harbowalk	Exterior (Publicly-owned)	Land arrival
Harbowalk Connector	Exterior (Privately-owned)	Water arrival
Upland Connectors	Interior public	
Primary	Interior semi public	
Secondary	Restrooms	

The Harborwalk	33
Upland Connectors	41
Streets & Streetscapes	48
Parks & Plazas	55
Interior Public Realm	64
Gateways	70

FOR EACH:



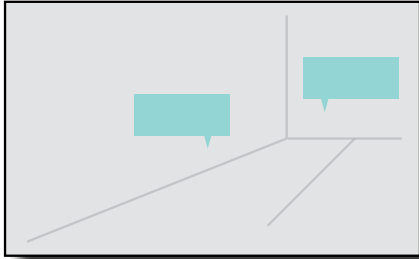
1. SPACE DEFINITION



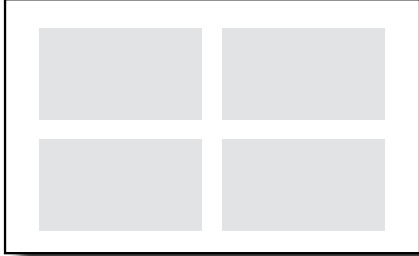
2. SITE OBSERVATIONS



3. GOALS



4. DESIGN RECOMMENDATIONS



5. PRECEDENTS



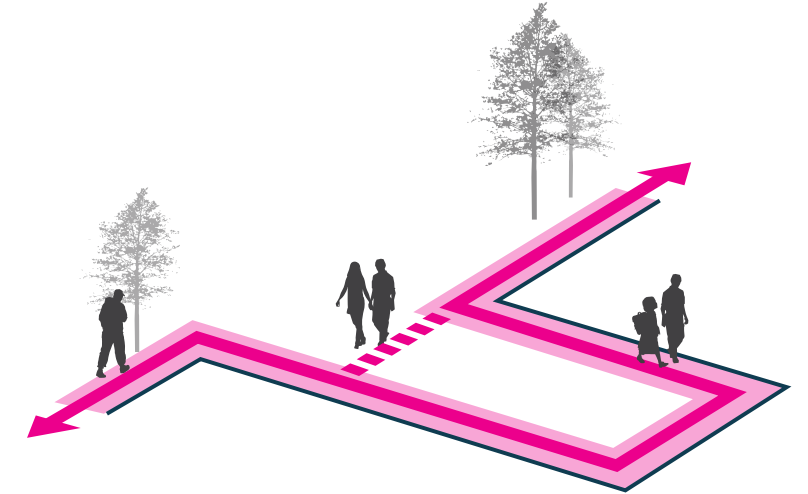
6. KEY REQUIREMENTS & SPECIAL DESIGN CONSIDERATIONS

The Harborwalk

THE HARBORWALK

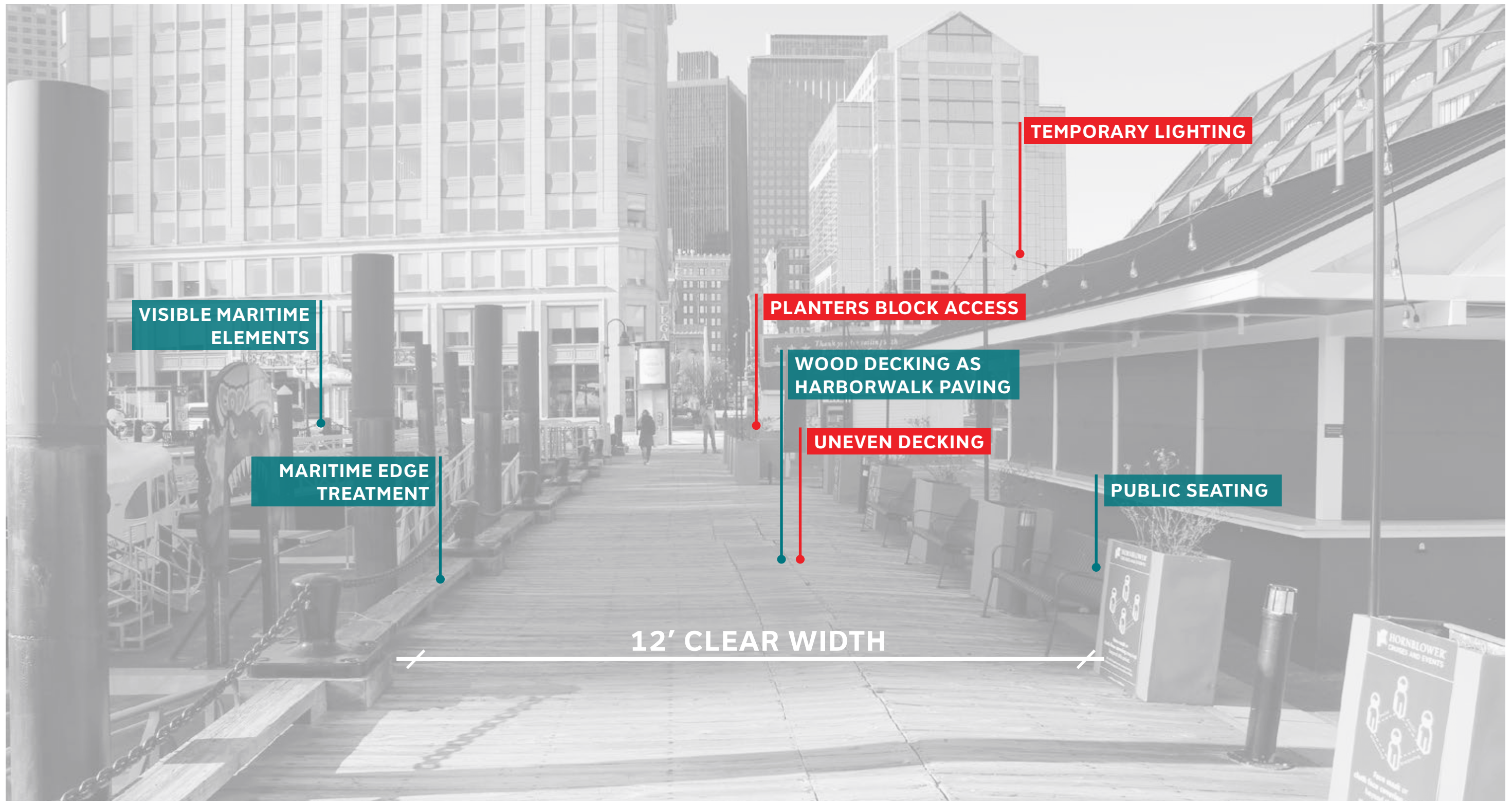
The **Harborwalk** is a near-continuous, 43-mile linear park along Boston's shoreline connecting Boston's waterfront neighborhoods to Boston Harbor and each other. The Harborwalk is defined as a water-dependent use and required for public waterfront access in Chapter 91, The Massachusetts Public Waterfront Act, and Boston's Zoning Code. In the Downtown Waterfront District, the Harborwalk, at a minimum, must provide a continuous, open to the sky, 12' wide (10' clear) accessible path along the waterfront and be accessible from adjacent publicly accessible spaces.

For the purpose of the Downtown Waterfront Design & Use Guidelines, the "**Harborwalk Zone**" includes the entirety of all "waterfront yards" in the district as well as any public rights-of-way adjacent to the water. Where the harborwalk wraps around piers, **Harborwalk Connectors** connect the two sides of the pier to provide secondary access between two points on the harborwalk.



THE HARBORWALK

LEARNING FROM THE SITE (OBSERVATIONS)



THE HARBORWALK

GOALS

- Create an inclusive, welcoming public realm.
- Provide universal access along its entire length.
- Provide direct access between the Harborwalk and adjacent public right-of-ways and publicly accessible open spaces (both publicly and privately owned).
- Identify a unified vocabulary of paving, furnishings, and design parameters for the Downtown Harborwalk.
- Plan for adaptation of the Harborwalk over time per Climate Ready Boston guidance.

The Harborwalk

VISION

PRINCIPLES

DESIGN
RECOMMENDATIONS

STANDARDS &
SPECIFICATIONS

Maintain active frontages

Ensure universal access
between the Harborwalk
& adjacent public spaces

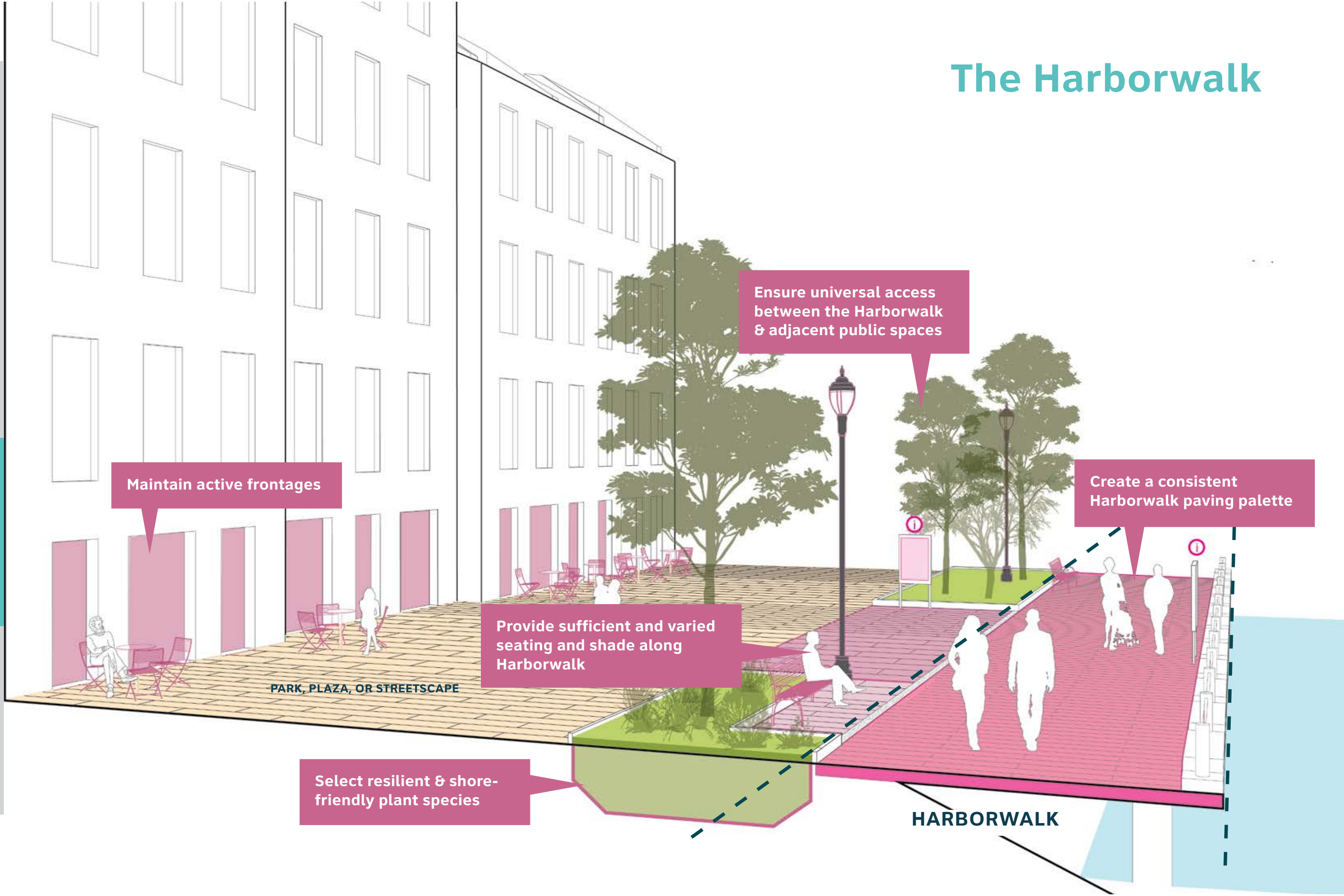
Create a consistent
Harborwalk paving palette

Provide sufficient and varied
seating and shade along
Harborwalk

PARK, PLAZA, OR STREETScape

Select resilient & shore-
friendly plant species

HARBORWALK



THE HARBORWALK

PRECEDENTS

VISION

PRINCIPLES

DESIGN
RECOMMENDATIONS

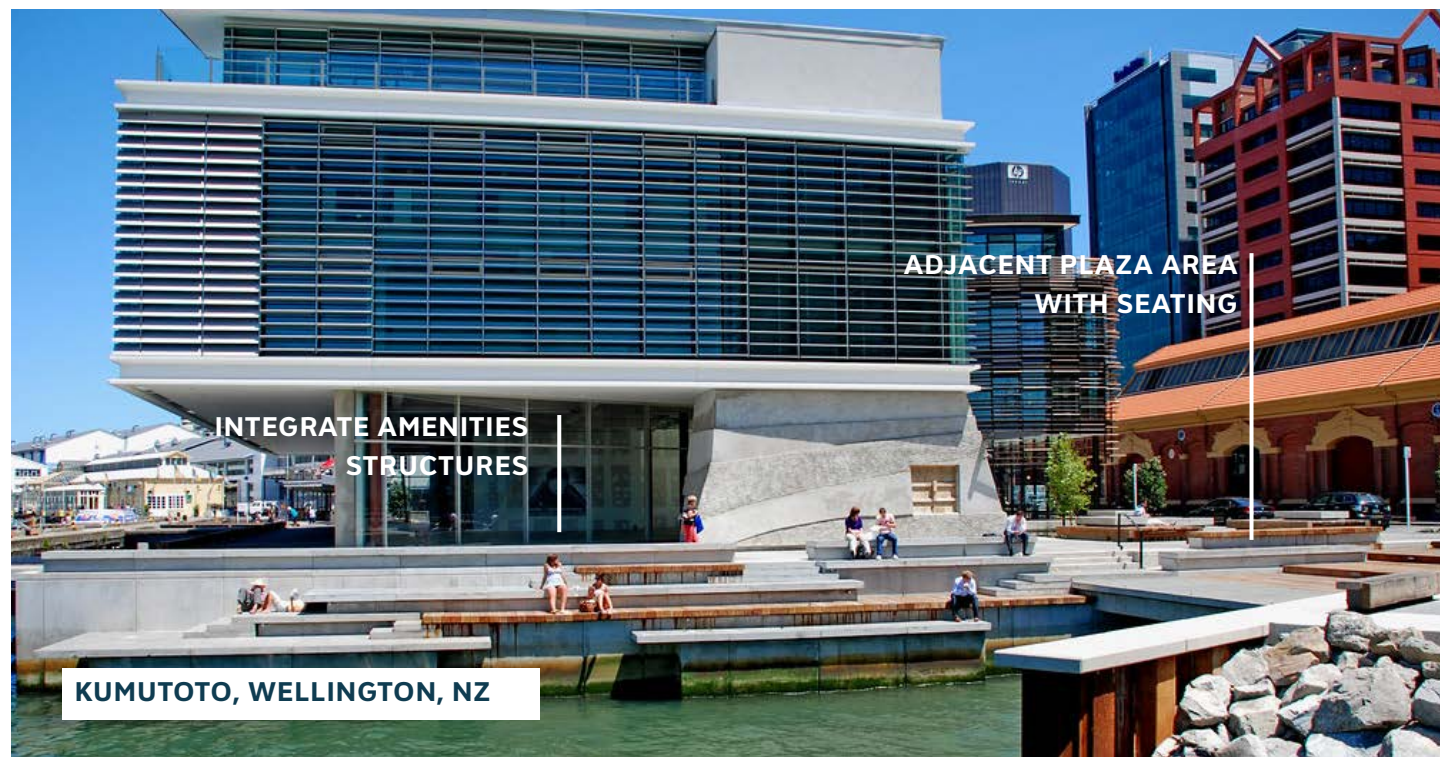
WATERSHEET
RECOMMENDATIONS



"Promenade, Copenhagen" by La Citta Vita is licensed under CC BY-SA 2.0.



Aker Brygge Oslo Rådhus Pipervika Oslo Norway (2022.09.28)" by Geir Hval (www.MacWhale.eu) is licensed under CC BY-SA 4.0.



Kumutoto Plaza and Meridian Energy Building, Wellington, New Zealand, 11 January 2008" by In Memoriam: PhillipC is licensed under CC BY 2.0



Domino Park, Brooklyn - Early Evening View - Sunset" by Daniel Prostack is licensed under CC BY-SA 4.0.

THE HARBORWALK

KEY REQUIREMENTS & SPECIAL DESIGN CONSIDERATIONS

Pedestrian Access

- The Harborwalk path must be continuous throughout the district, so the path on any given waterfront lot shall connect to the Harborwalk path provided on adjacent lots.
- The Harborwalk shall provide a circulation path along the water with a minimum width of 12' and a minimum clear width of 10' feet per BPDA Guidelines. Nowhere shall the Harborwalk or Harborwalk zone be less than 12'.
- Where there are vertical bulkheads, the clear walkway shall be adjacent to the water; in all other locations the walkway shall be located within 10' of the shoreline.
- "Harborwalk Connectors" shall provide a minimum 10' clear unobstructed and accessible path connecting the Harborwalk on the two sides of a pier.
- Harborwalk connectors should be provided at least every 200' feet along a pier.
- The connector requirement applies to interior spaces as well as if it is an exterior spaces; if a building obstructs the connection, the building shall provide public access through it between or across piers.

Vehicular Access

- Vehicular Access is prohibited on the Harborwalk except for emergency and maintenance vehicular access or as specifically allowed or designated.



by Tomasz-Majewski



THE HARBORWALK

KEY REQUIREMENTS & SPECIAL DESIGN CONSIDERATIONS

Views and View Corridors

- An unobstructed view to the water shall be maintained along the Harborwalk.

Grade Change and Resilience

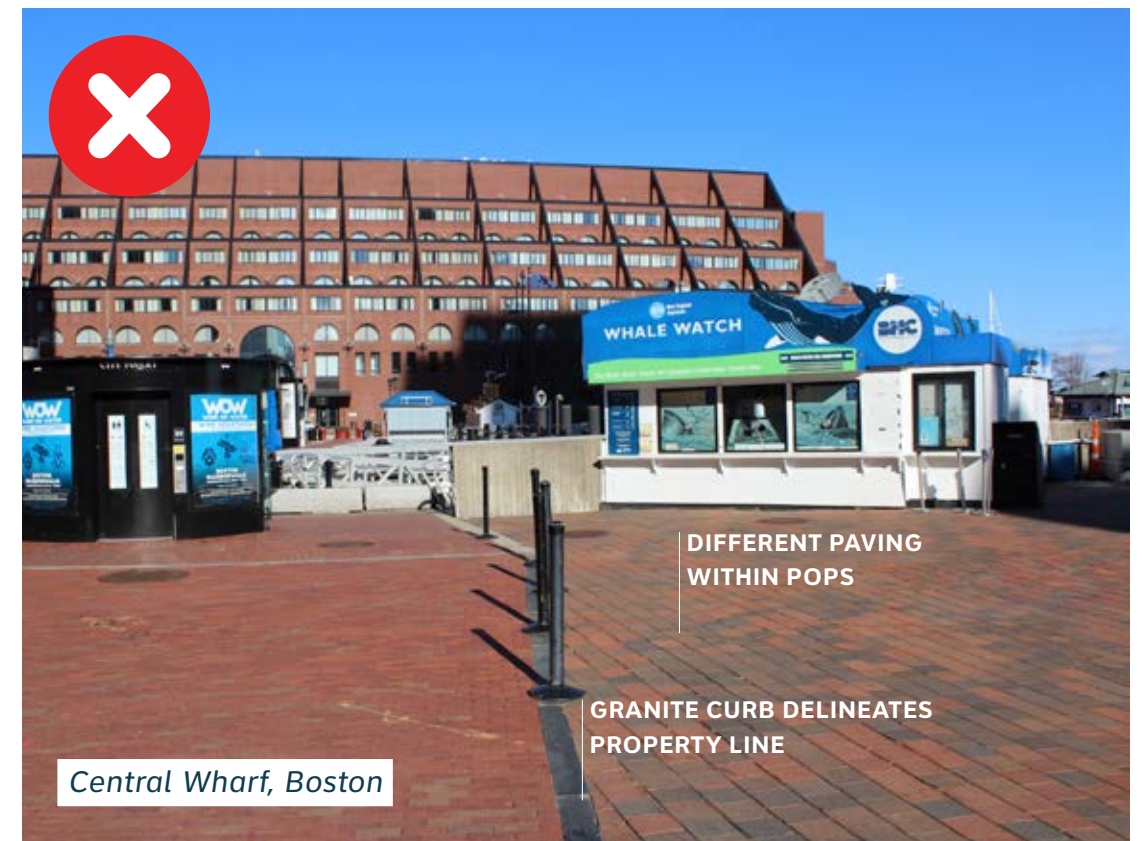
- If plans indicate that the Harborwalk will be integrated into future flood defense or that adjacent areas will be elevated to do so, then elements within the Harborwalk or the Harborwalk itself should be designed to the current City of Boston's SLR DFE for the site.
- Any new (elevated) segments of the Harborwalk must provide continuous accessible connection to existing and future adjacent segments of the Harborwalk as a universally accessible path (<5% slope).

Paving Materials

- All paving material shall be permanent, non-skid, durable, and accessible to persons with physical disabilities.
- To the degree feasible, individual property lines should not be called out or reinforced in paving; thus paving should avoid abrupt changes in paving at property lines or placing curbs at property lines.

Site Furnishings and Amenities

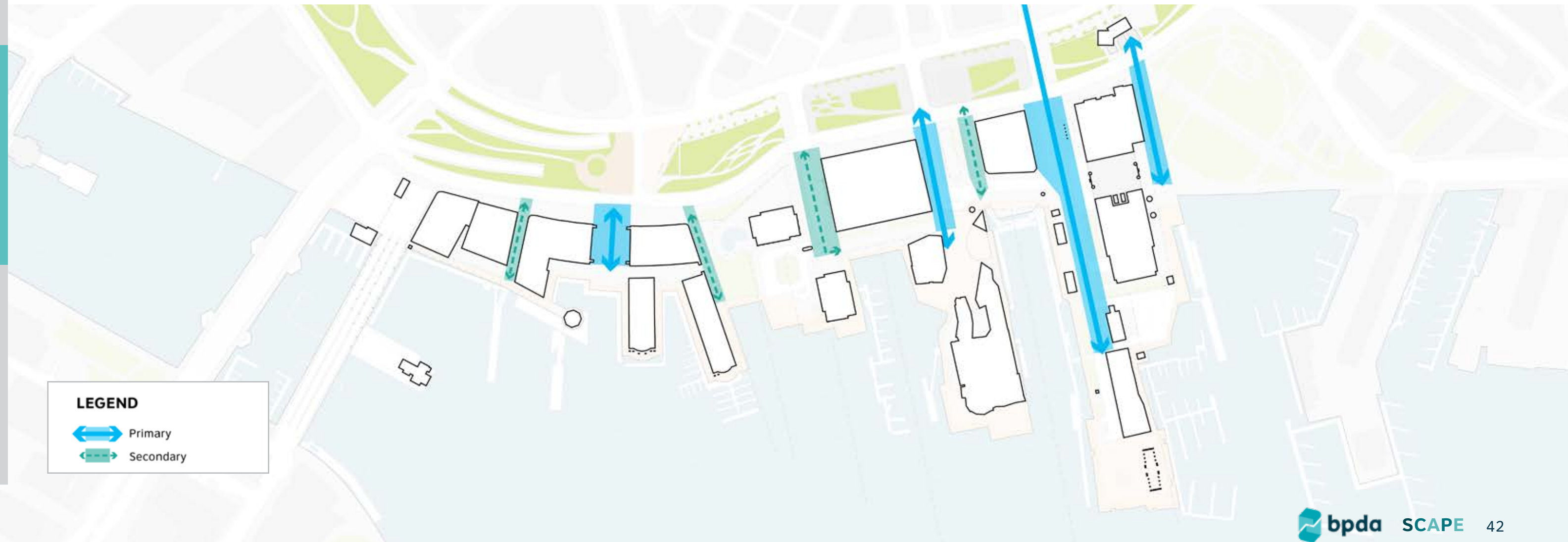
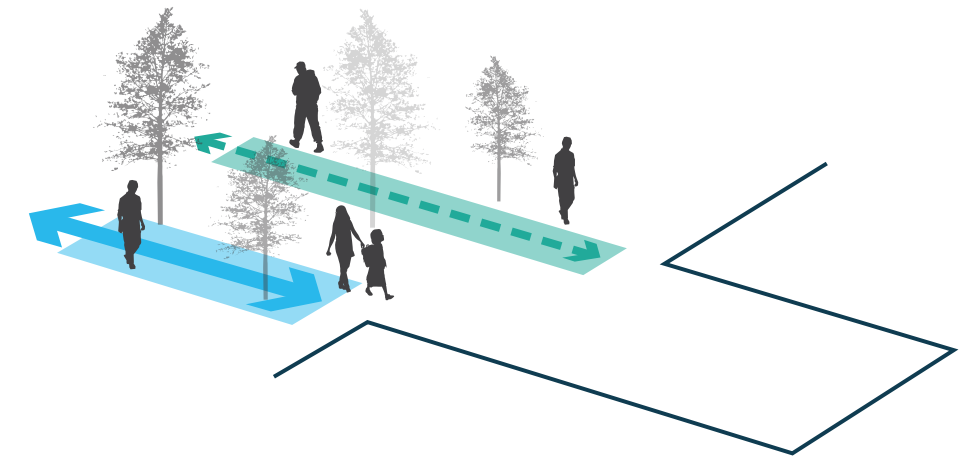
- Ample, comfortable seating shall be provided along the Harborwalk oriented toward views of the water.



Upland Connectors

UPLAND CONNECTORS

An **upland connector** is a pedestrian way which provides a public access route from the Harborwalk/waterfront to a public sidewalk within an open and accessible street, greenway, public park or other accessible public place (in the district, this is generally Atlantic Avenue/The Rose Kennedy Greenway). An upland connector may also contain vehicular access alongside a pedestrian way. Upland connections may be provided as a single pedestrian walkway or two pedestrian walkways as part of a street/streetscape.



UPLAND CONNECTORS

LEARNING FROM THE SITE (OBSERVATIONS)

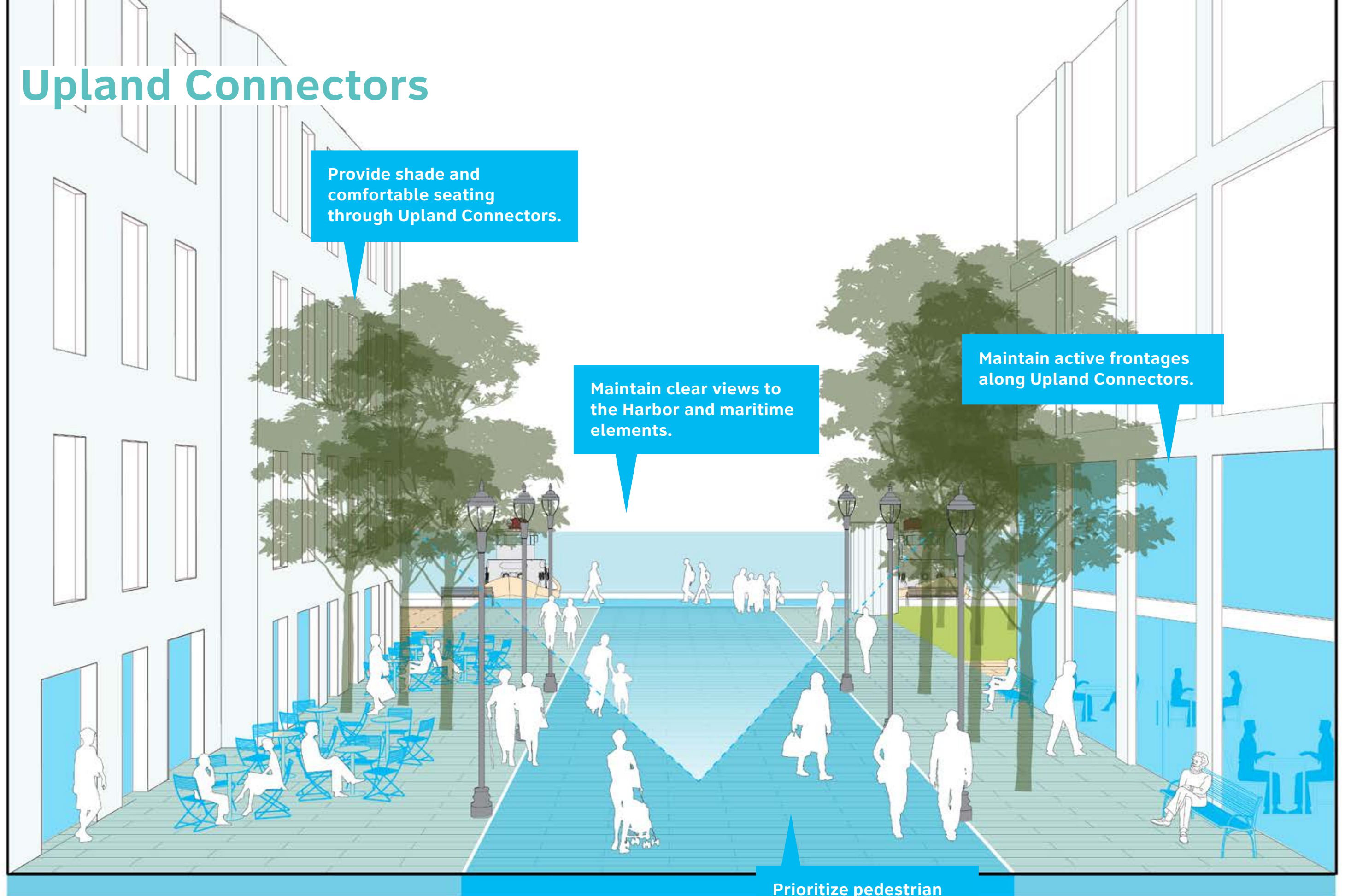


UPLAND CONNECTORS

GOALS

- Provide welcoming, public connections between the Harborwalk/Downtown waterfront and the Rose Kennedy Greenway.
- Maximize visual access to the water or maritime elements, and to the Greenway.
- Ensure safe, legible, and comfortable arrival points to the Downtown Waterfront.
- Maintain active frontages, with public amenities and uses, along the upland connectors.

Upland Connectors



Provide shade and comfortable seating through Upland Connectors.

Maintain clear views to the Harbor and maritime elements.

Maintain active frontages along Upland Connectors.

Prioritize pedestrian circulation.

UPLAND CONNECTORS

PRECEDENTS

VISION

PRINCIPLES

DESIGN
RECOMMENDATIONS

WATERSHEET
RECOMMENDATIONS



"Pedestrian street, Tbilisi" by Alix Kroeger is licensed under CC BY-SA 2.0.

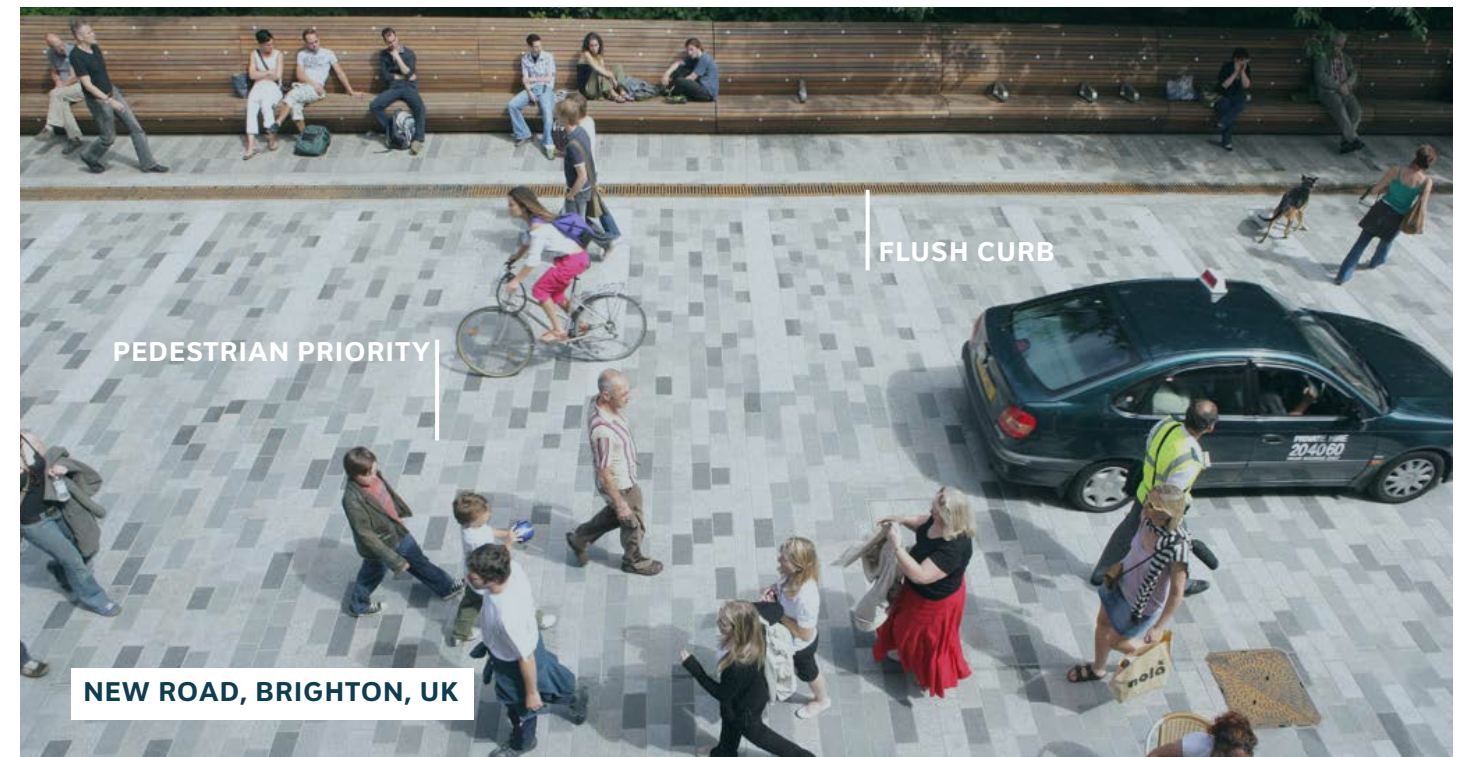


by LINK Landskap / © Tomasz Majewski



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DOWNTOWN WATERFRONT DESIGN & USE GUIDELINES
August 2024



© Gehl Architects

UPLAND CONNECTORS

KEY REQUIREMENTS & SPECIAL DESIGN CONSIDERATIONS

Pedestrian Access

- The minimum width of an upland connection provided in the form of a single pedestrian walkway shall be at least 25 feet wide.
- If included as part of a street (or shared street), the minimum width shall be determined based on the City of Boston's, 2013 "Boston Complete Streets Design guidelines."

Vehicular Access

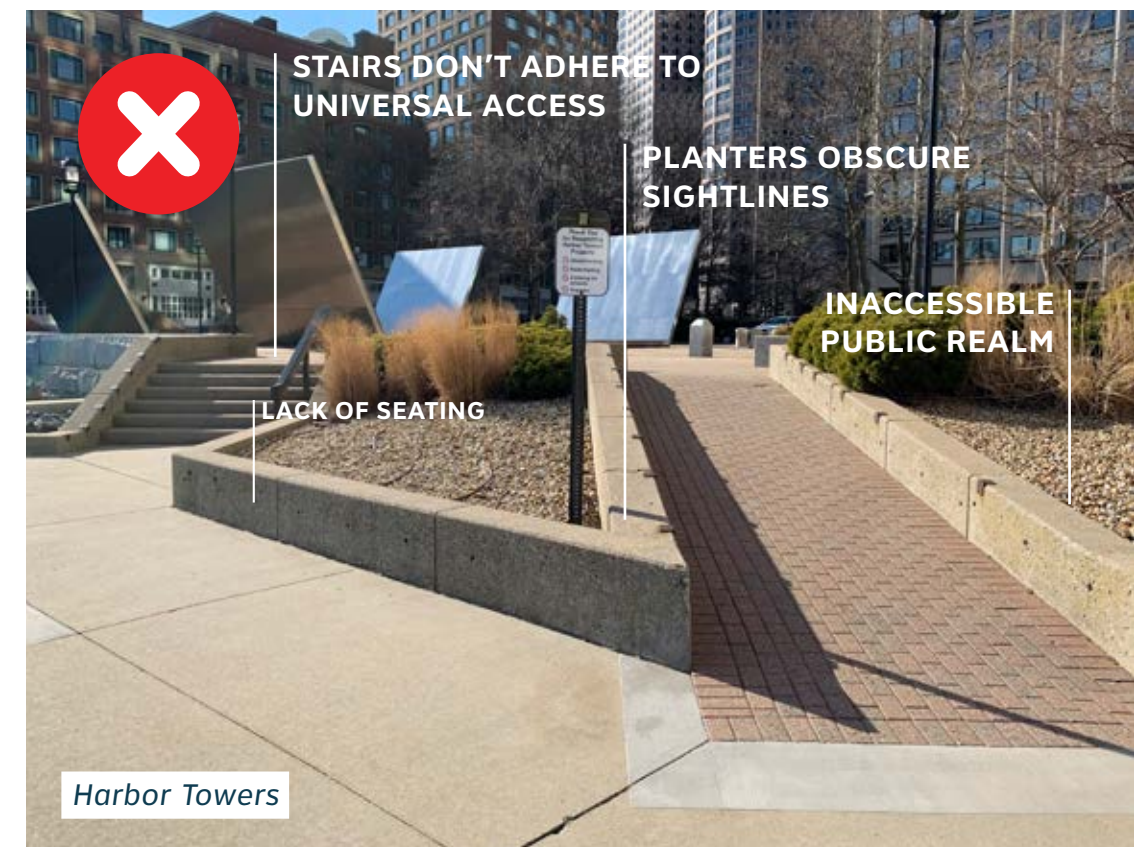
- Service and deliveries should occur only in "off-peak" hours.

Views and View Corridors

- Upland connections should maintain visual access to the water or maritime elements.
- No obstructions are permitted within an upland connection, except as set forth in the Views and View Corridors requirements for Public Realm.
- While planting is encouraged, trees shall be planted to avoid interfering with view corridors.
- Signs shall not extend into connectors.

Paving Materials

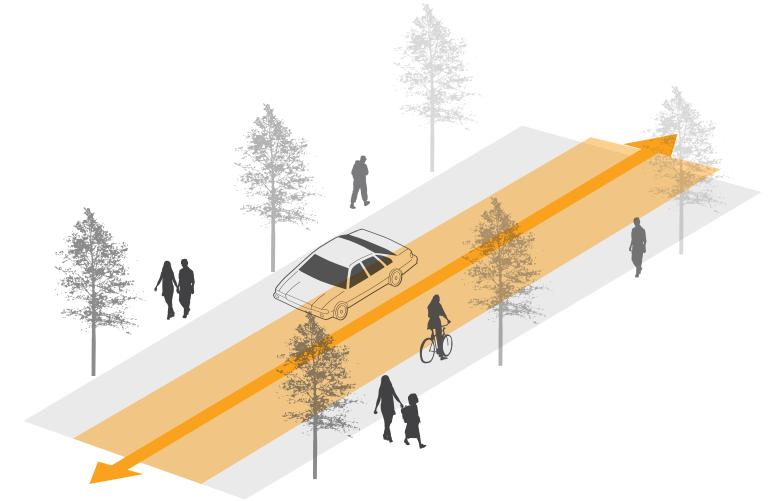
- All paving material shall be permanent, non-skid, durable, and accessible to persons with physical disabilities.




Streets & Streetscapes

STREETS & STREETSCAPES

“Streets & Streetscapes” include all other outdoor (exterior) public spaces defined as “Open Space” in Boston’s Harborpark Zoning Article 42A-6 and not defined by the other space types. These include both privately owned public spaces (POPs) as well as publicly owned and operated spaces.



LEGEND

 Streets & vehicular access areas

STREETS & STREETSCAPES

LEARNING FROM THE SITE (OBSERVATIONS)



STREETS & STREETSCAPES

GOALS

- Provide welcoming, public connections between the Harborwalk/Downtown Waterfront and the Rose Kennedy Greenway.
- Maximize visual access to the water or maritime elements, and to the Greenway.
- Ensure safe, legible, and comfortable arrival points to the Downtown waterfront.
- Prioritize a safe and welcoming pedestrian experience.
- Designate all streets as shared streets, limiting vehicular access for tours, taxis/rideshare, food trucks, service, and emergency access.

Streets & Streetscapes

VISION

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RECOMMENDATIONS



Limit vehicular access for tours, taxis, food trucks, and emergency access.

Maximize urban canopy and shaded areas within the streetscape, while maintaining water views.

Prioritize the pedestrian experience.

Designate all streets as shared streets.

STREETSCAPE

STREETS & STREETSCAPES

PRECEDENTS

VISION

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RECOMMENDATIONS



STREETS & STREETSCAPES

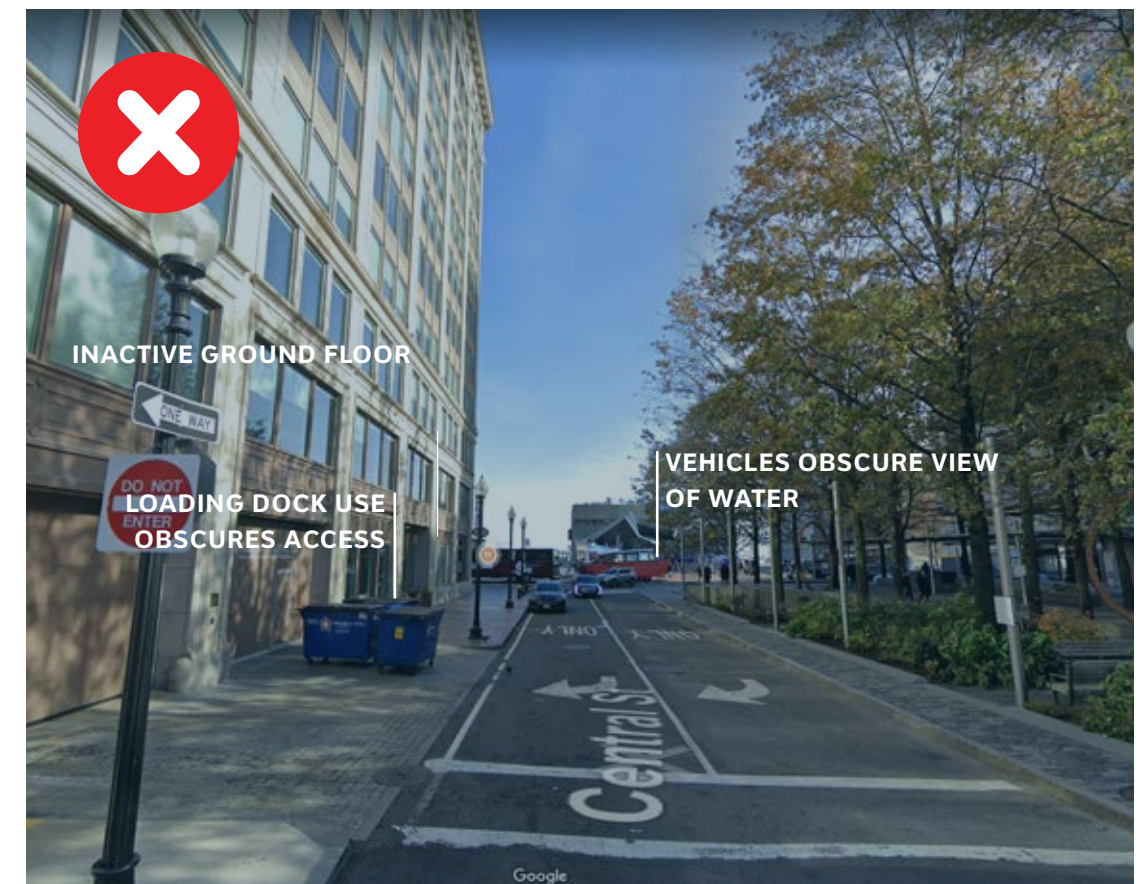
KEY REQUIREMENTS & SPECIAL DESIGN CONSIDERATIONS

Pedestrian & Vehicular Access

- All streets in the district shall be shared streets (see City of Boston's, 2013 "Boston Complete Streets Design Guidelines.")
- Street design should follow the guidance of the Boston Complete Street Design Guide, including (but not limited to) sidewalks, streetscape, and driveways.
- No on-street parking is permitted in the District.
- Service and deliveries only in "off-peak" times.
- Loading docks should be located on secondary and tertiary pedestrian corridors.

Views and View Corridors

- Streets should maintain visual access to the water or maritime elements.
- While planting is encouraged, trees shall be planted to avoid interfering with view corridors.

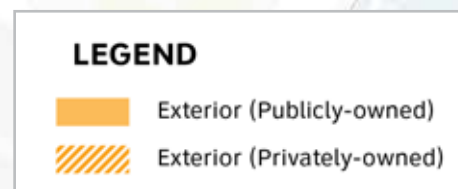
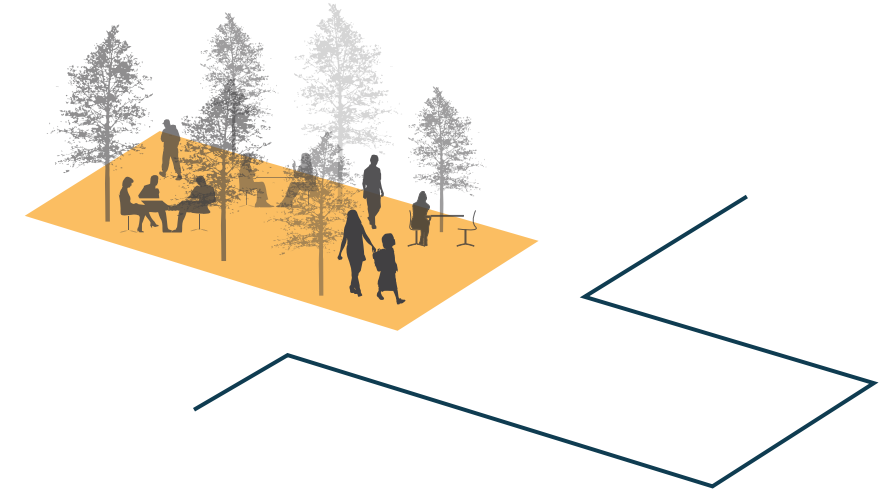


Parks & Plazas

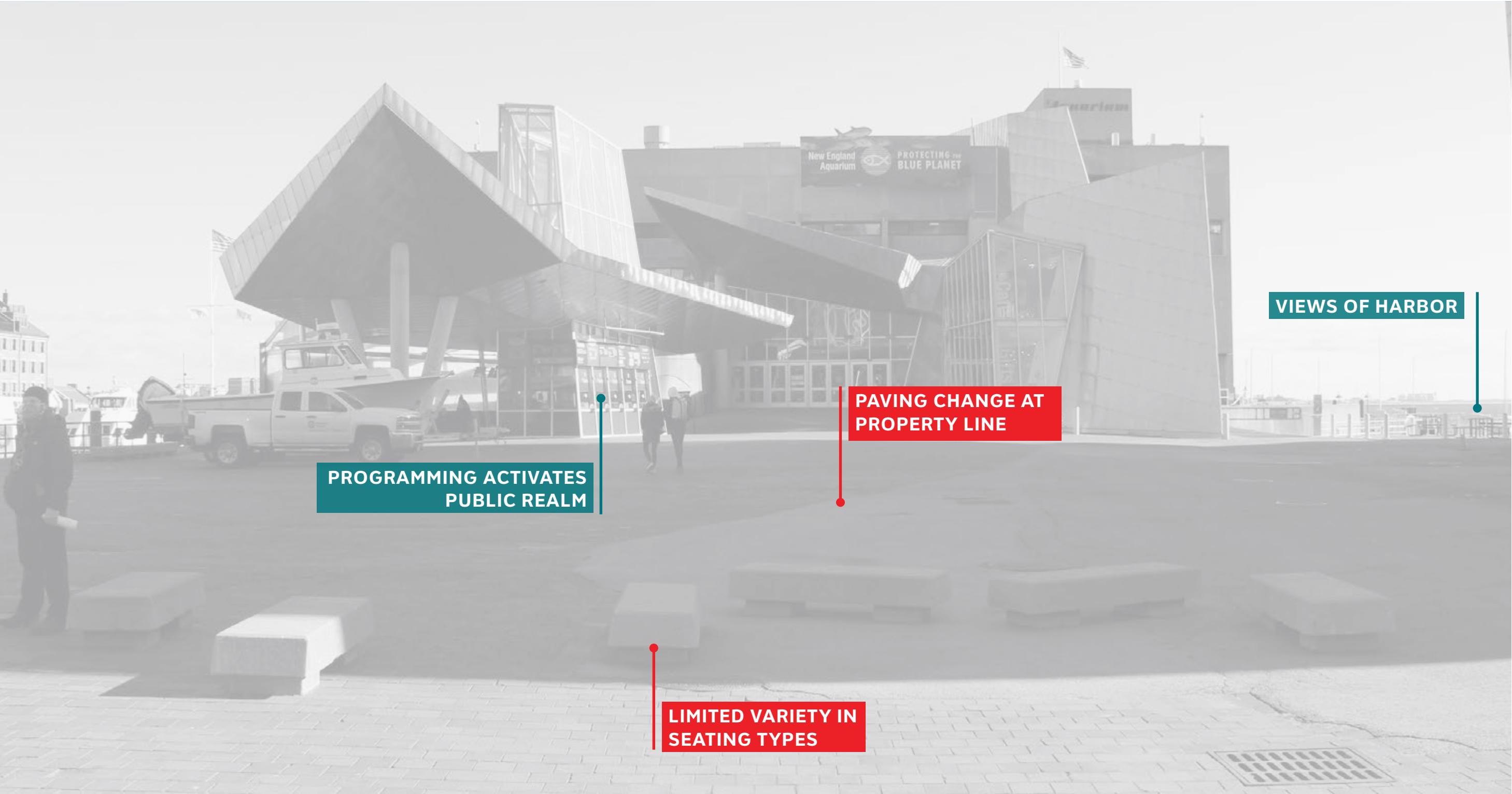
PARKS & PLAZAS

“Parks & Plazas” are the areas defined as “Open Space” in Boston Per definition in Harborpark Zoning Article 42A-6. This set of guidelines is intended to apply to all these areas.

To complement this first set of guidelines, additional guidelines have been created for spaces that are not included in the term “Open Space”, such as (1) streets, (2) interior public spaces, and (3) building facades that front on or face open space or streets.



PARKS & PLAZAS
LEARNING FROM THE SITE (OBSERVATIONS)



PARKS & PLAZAS

GOALS

- Welcome the public into the space
- Feel comfortable and safe for all
- Integrate the individual spaces into the larger public realm network
- Provide flexible space for public programming
- Provide opportunities for ground-floor building activation with public amenities
- Offer unique and exciting design features
- Restrict vehicular access and prioritize the pedestrian experience

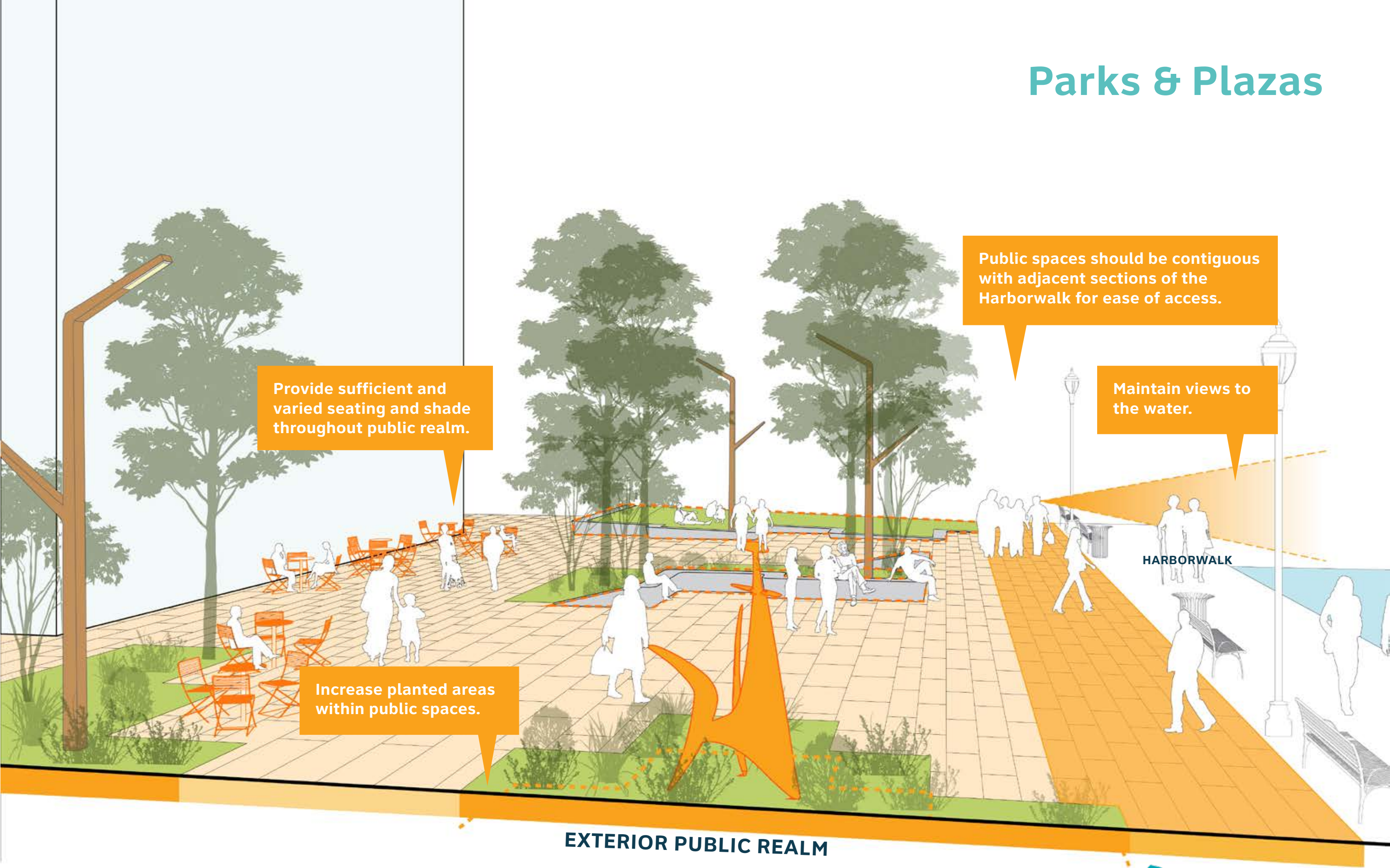
Parks & Plazas

VISION

PRINCIPLES

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RECOMMENDATIONS



EXTERIOR PUBLIC REALM

PARKS & PLAZAS

PRECEDENTS

VISION

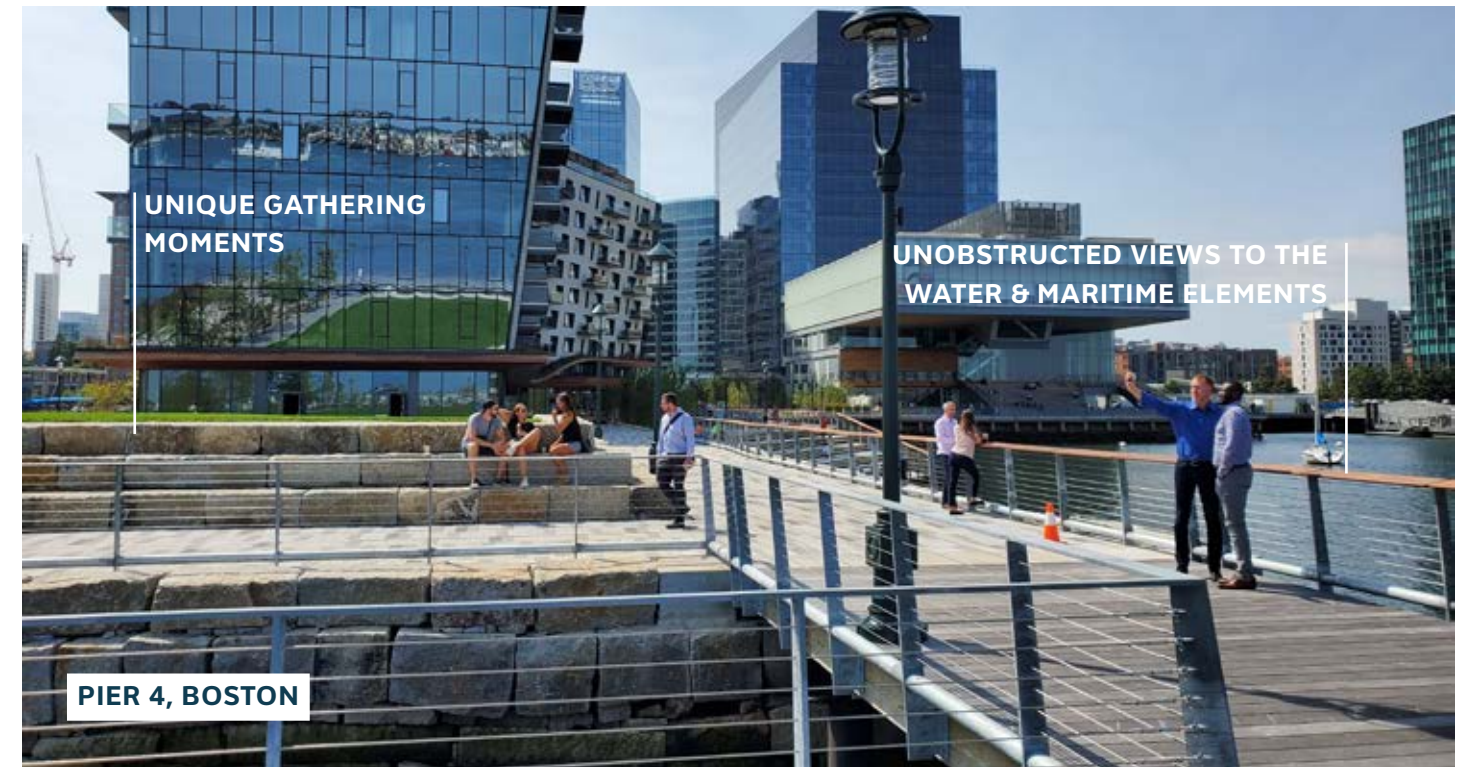
PRINCIPLES

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RECOMMENDATIONS

WATERSHEET
RECOMMENDATIONS



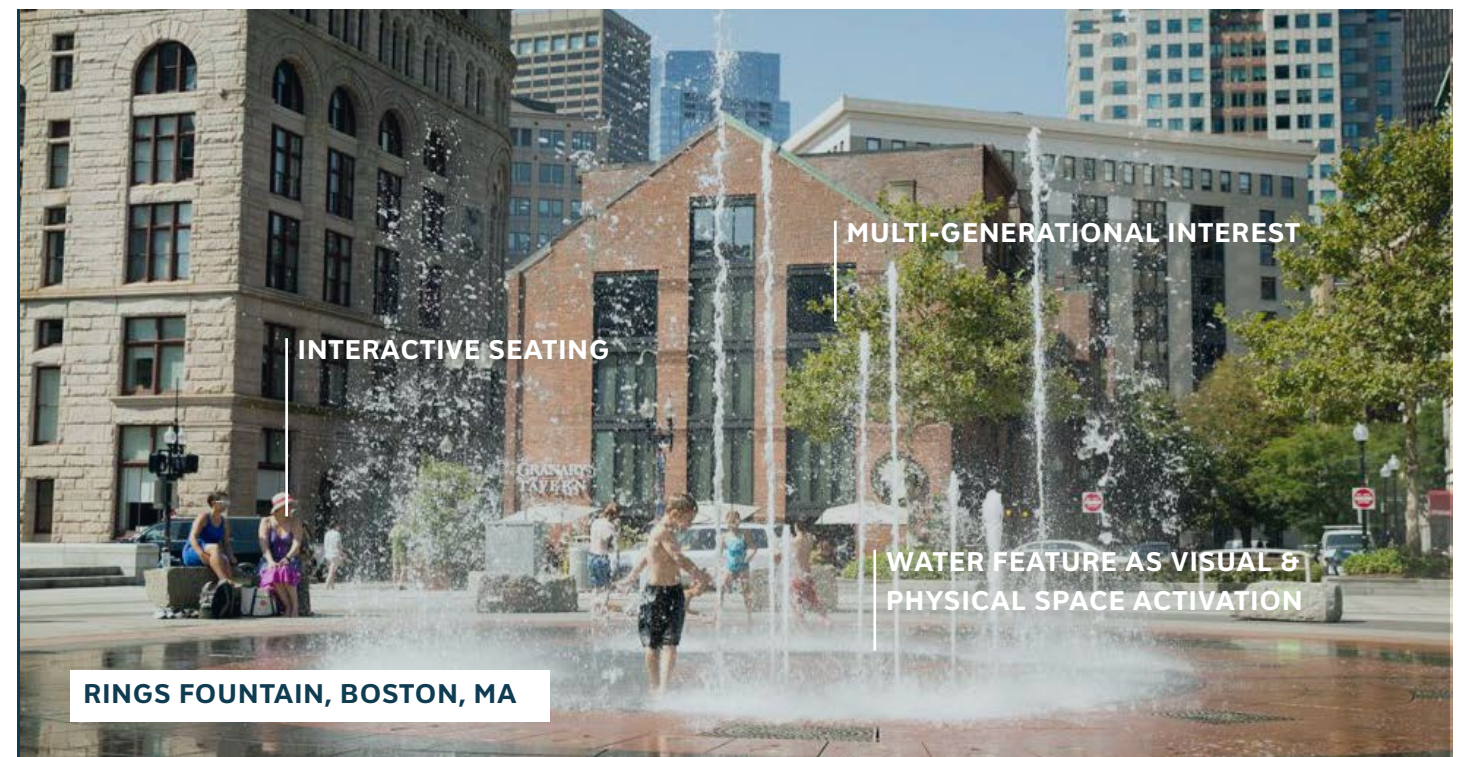
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"Kumutoto Plaza and Meridian Energy Building, Wellington, New Zealand, 11 January 2008" by In Memoriam: PhillipC is licensed under CC BY 2.0.



by Nathan Kensinger

PARKS & PLAZAS

KEY REQUIREMENTS & SPECIAL DESIGN CONSIDERATIONS

Pedestrian Access

- Parks and plazas, both publicly and privately owned, shall be accessible to everyone, including persons with physical disabilities in accordance with the Americans with Disabilities Act and the American National Standards Institute (ANSI) design guidelines. All attempts shall be made to design in accordance with Universal Design principles.
- Within all areas of the Downtown Waterfront, circulation paths shall have a minimum clear width of eight feet and meet ADA requirements.
- Parks and plazas should be accessible from any adjacent Harborwalk, sidewalks (streets & streetscapes), and upland connectors.

Vehicular Access

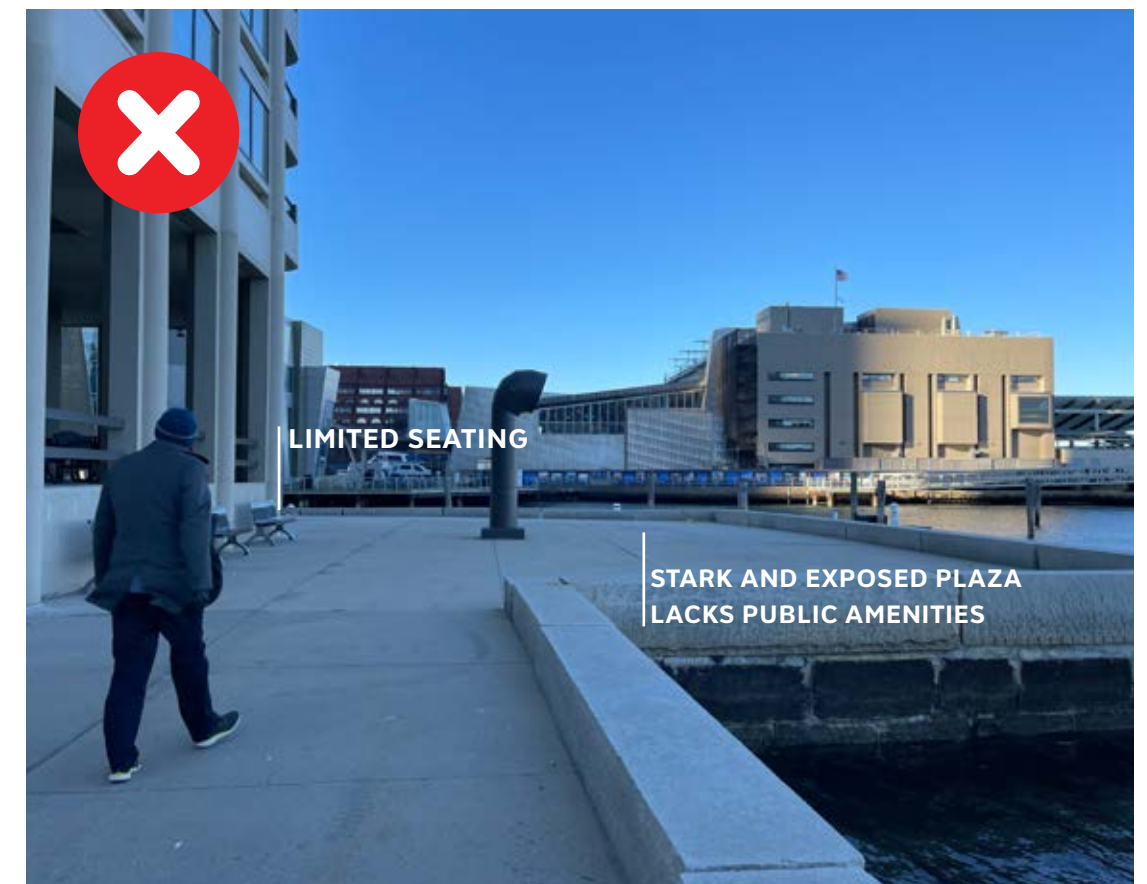
- Vehicular access is prohibited within parks and plazas except for emergency and maintenance vehicular access or as specifically allowed or designated.
- Parking areas, passenger drop-offs, driveways, loading berths and building trash storage facilities are not permitted within, or allowed to be accessed or serviced through, a park or plaza, except as specifically designated for vehicular access to drop-offs and other required services accessory to docking facilities or to development on a pier.

Views and View Corridors

- Parks and plazas shall be visible from adjacent public sidewalks and the Harborwalk.
- Open space and development shall respect and maintain (or enhance) the



© Albert Večerka / Esto



PARKS & PLAZAS

KEY REQUIREMENTS & SPECIAL DESIGN CONSIDERATIONS

priority view corridors indicated in Principle #4 as well as views of the water unless such interruption of views is deemed critical and unavoidable for the implementation of flood defense or other measure for public health, safety, and welfare. If grade change required for such construction impedes or limits views to the water, accommodations must be made to:

- » Provide an accessible route to a view of the water, and
- » indicate or convey the presence of water beyond in some manner (e.g. through the use of art installations).

Grade Change and Resilience

- Where a park or plaza abuts a street line, sidewalk line, or edge of the Harborwalk, at least 50 percent of the frontage along each street line, sidewalk line, or the Harborwalk shall be free of obstructions (including walls and planters/planting beds).
- For parks and plazas adjacent to the Harborwalk or public sidewalks, it is preferred that adjacent open space, particularly plazas, are at the same elevation (flush) with the Harborwalk to facilitate ease of access.
- Open spaces that are not at the same elevation as the adjacent Harborwalk or sidewalk shall:
 - » provide accessible routes between the two spaces.
 - » not address the grade change with a continuous wall.
 - » provide a level or gently sloping accessible space of at least 6' in width for every 2' of elevation change.

- Any new park or plaza should be constructed at a minimum elevation or with flood defense such that it will not flood regularly (not more frequently than 1/month on average) over the course of its design life with projected SLR for that period (based on most current City of Boston SLR projections.)

Paving Materials

- All paving material shall be permanent, non-skid, durable, and accessible to persons with disabilities.
- All paving material shall be compatible in color and pattern with other design features.

Site Furnishings and Amenities

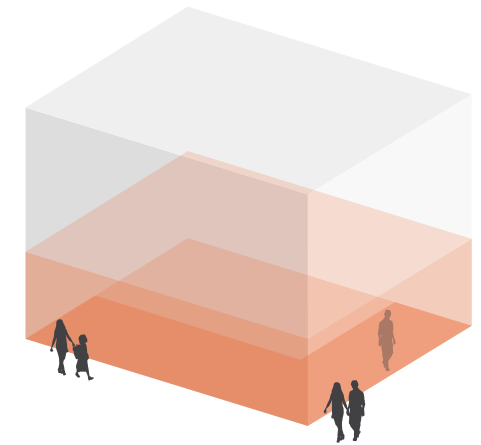
- Parks and plazas shall offer varied and comfortable seating opportunities, oriented toward water views.
- Shade shall be provided via shade structures or shade trees, respecting the priority view corridors indicated in Principle #4.
- Railings and barriers, if provided, shall be limited to the following locations:
 - » along the boundary of public realm and non-publicly accessible area.
 - » around the perimeter of a playground, tot-lot, or dog-run.
 - » along any grade level change of 30 inches or greater.

Interior Public Realm

INTERIOR PUBLIC REALM

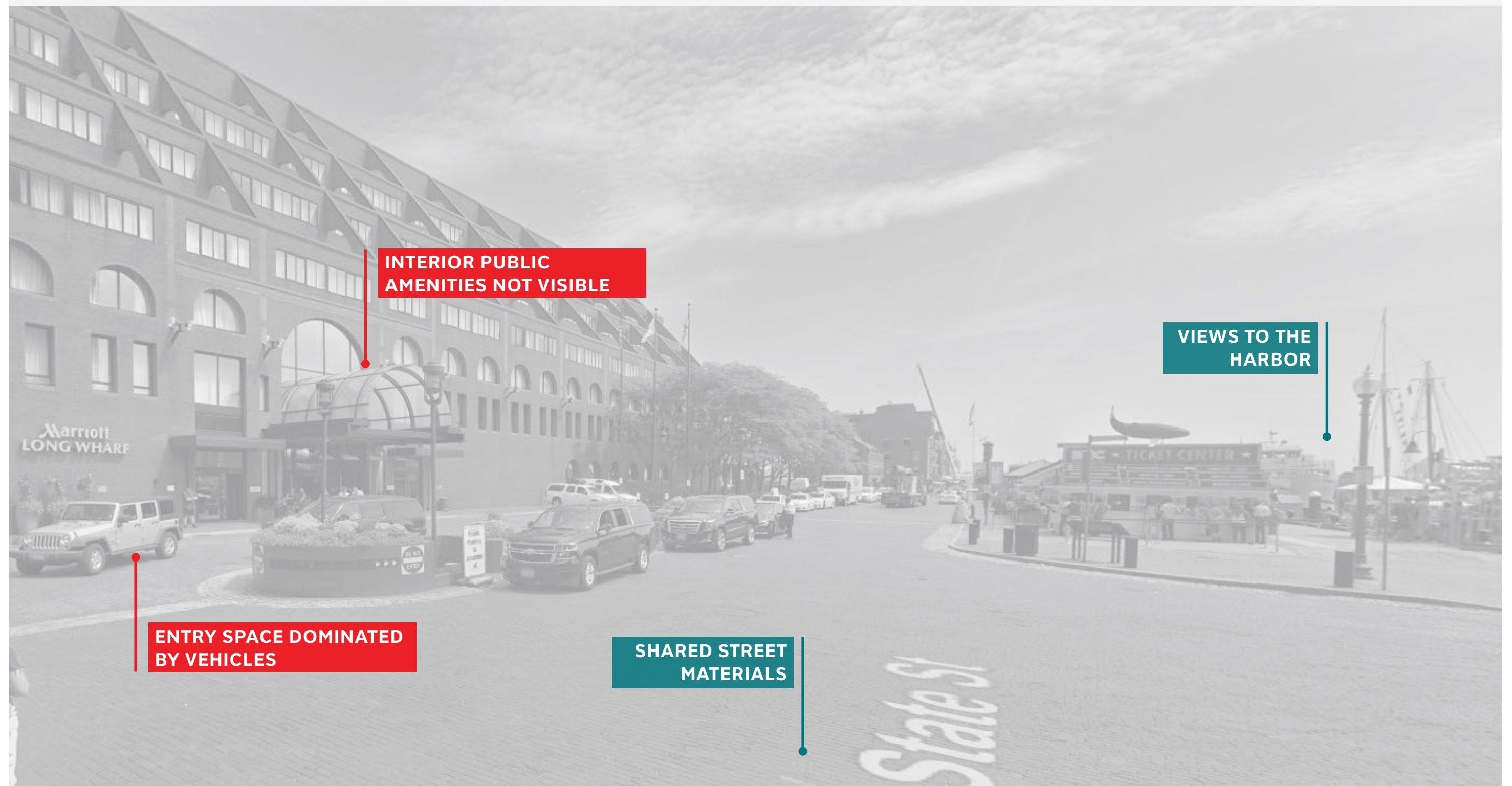
“Interior public realm” is defined as interior building spaces where the public has access regardless of building use or ownership. These include, but are not necessarily limited to, Facilities of Public Accommodation (“FPAs”) as defined under the State’s Waterways Regulations (Chapter 91).

The guidelines are intended to apply to interior spaces that are publicly accessible from exterior public realm spaces, including the street, plazas, upland connectors, and the Harborwalk.



INTERIOR PUBLIC REALM

LEARNING FROM THE SITE (OBSERVATIONS)



INTERIOR PUBLIC REALM

GOALS

- Ensure that interior public spaces are physically and perceptually accessible to public users of the Harborwalk and public realm.
- Create physical and visual connections between publicly accessible interior and exterior spaces
- Incorporate access to the water and visual transparency into interior design and performance criteria
- Create a sense of continuity between inside and outside
- Prevent barriers and security operations from diminishing access to public areas, uses, and views.

Interior Public Realm

VISION

PRINCIPLES

DESIGN
RECOMMENDATIONS

WATERSHEET
RECOMMENDATIONS

Design physically and perceptually accessible interior public spaces

Provide Interior Facilities of Public Accommodation in private buildings

Maintain clear views between interior and exterior public spaces and to the water

INTERIOR PUBLIC REALM

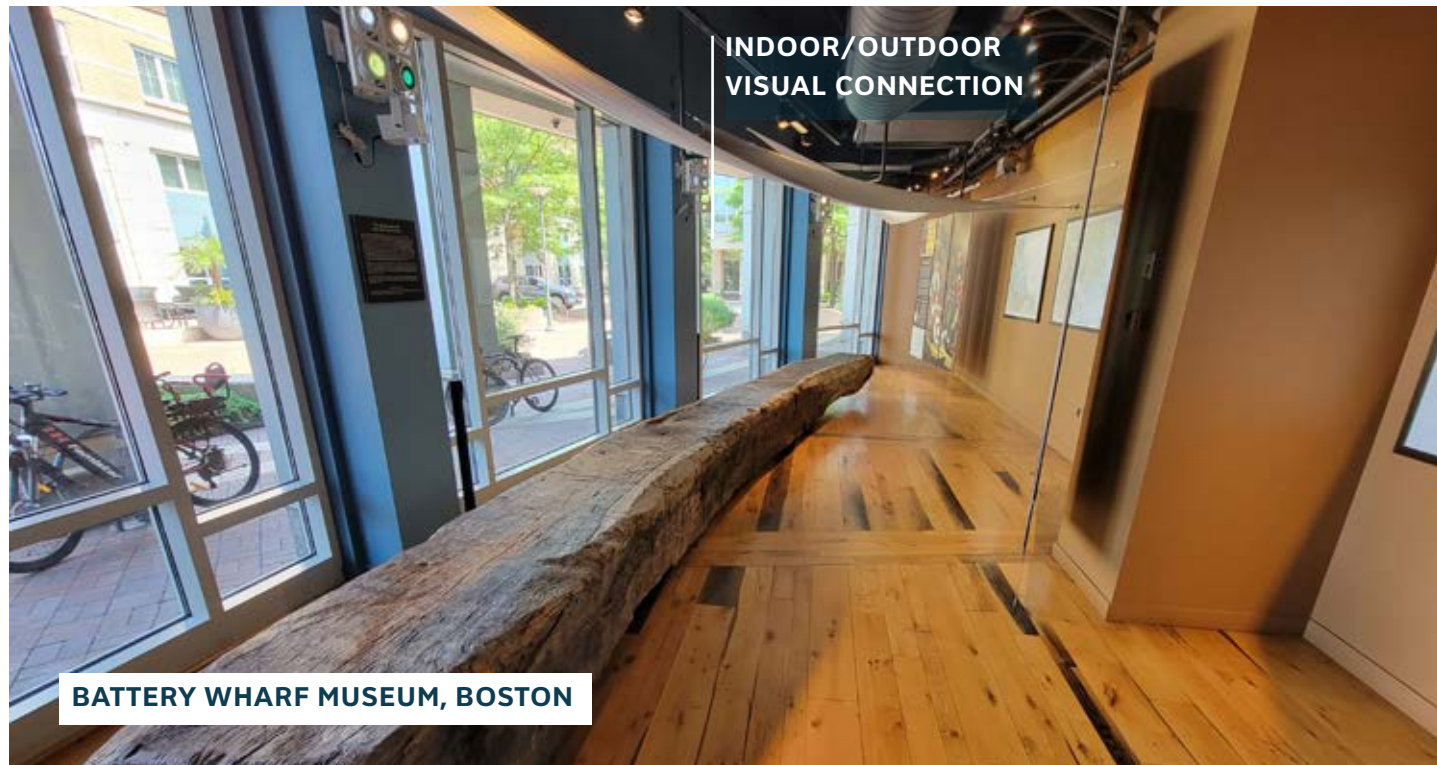
PRECEDENTS

VISION

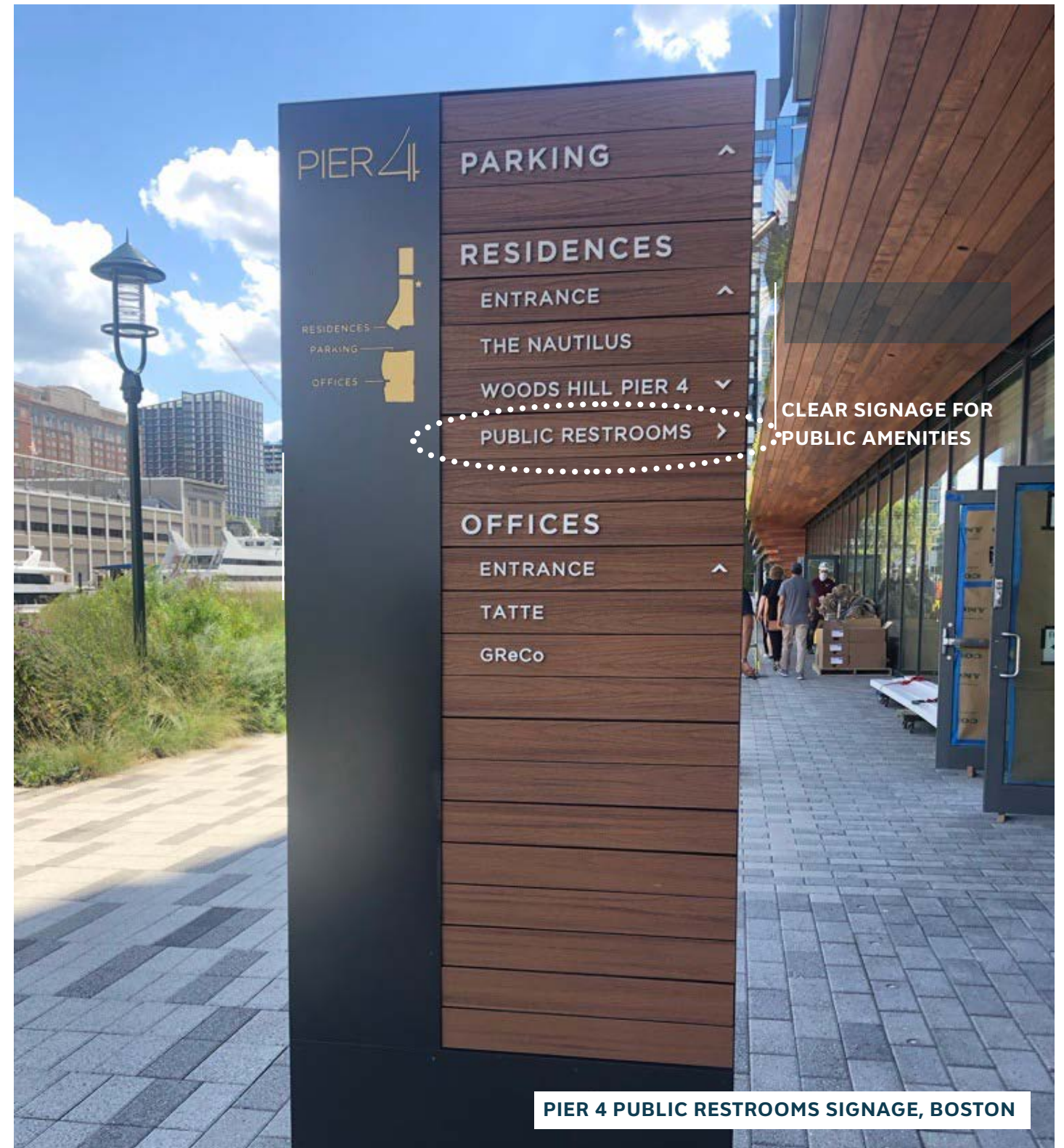
PRINCIPLES

DESIGN
RECOMMENDATIONS

WATERSHEET
RECOMMENDATIONS



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INTERIOR PUBLIC REALM

KEY REQUIREMENTS & SPECIAL DESIGN CONSIDERATIONS

Provision of Public Access

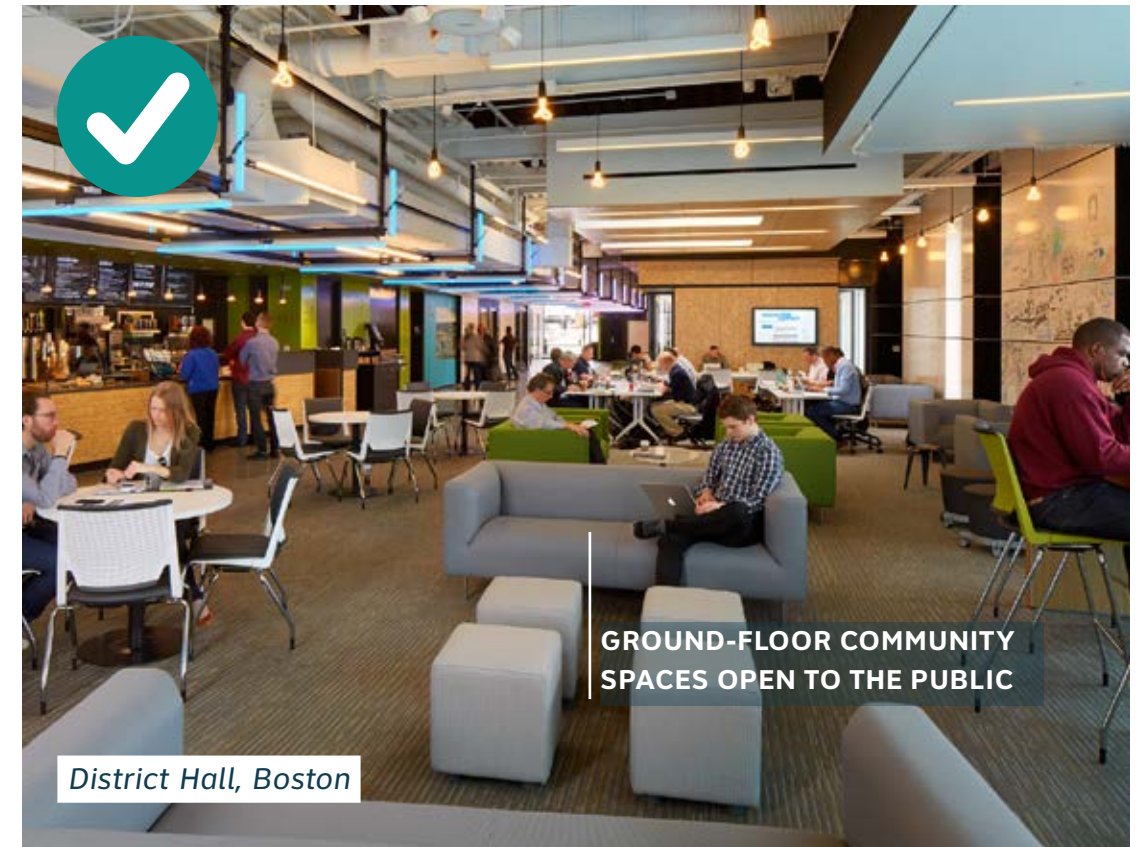
- Facilities of Public Accommodation (“FPAs”) must be provided as required qualified under the State’s Waterways Regulations (Chapter 91). These FPAs are “facilities at which goods or services are made available directly to the public on a regular basis, or at which the advantages of use are otherwise open on essentially equal terms to the public at large.

Pedestrian Access

- Publicly accessible interior spaces, both publicly and privately owned, shall be accessible to everyone, including persons with disabilities in accordance with the Americans with Disabilities Act and the American National Standards Institute (ANSI) design guidelines. All attempts shall be made to design in accordance with Universal Design Principles.
- Interior public uses should be accessible from any adjacent Harborwalk, sidewalks (streets & streetscapes), and upland connectors.

Views and View Corridors

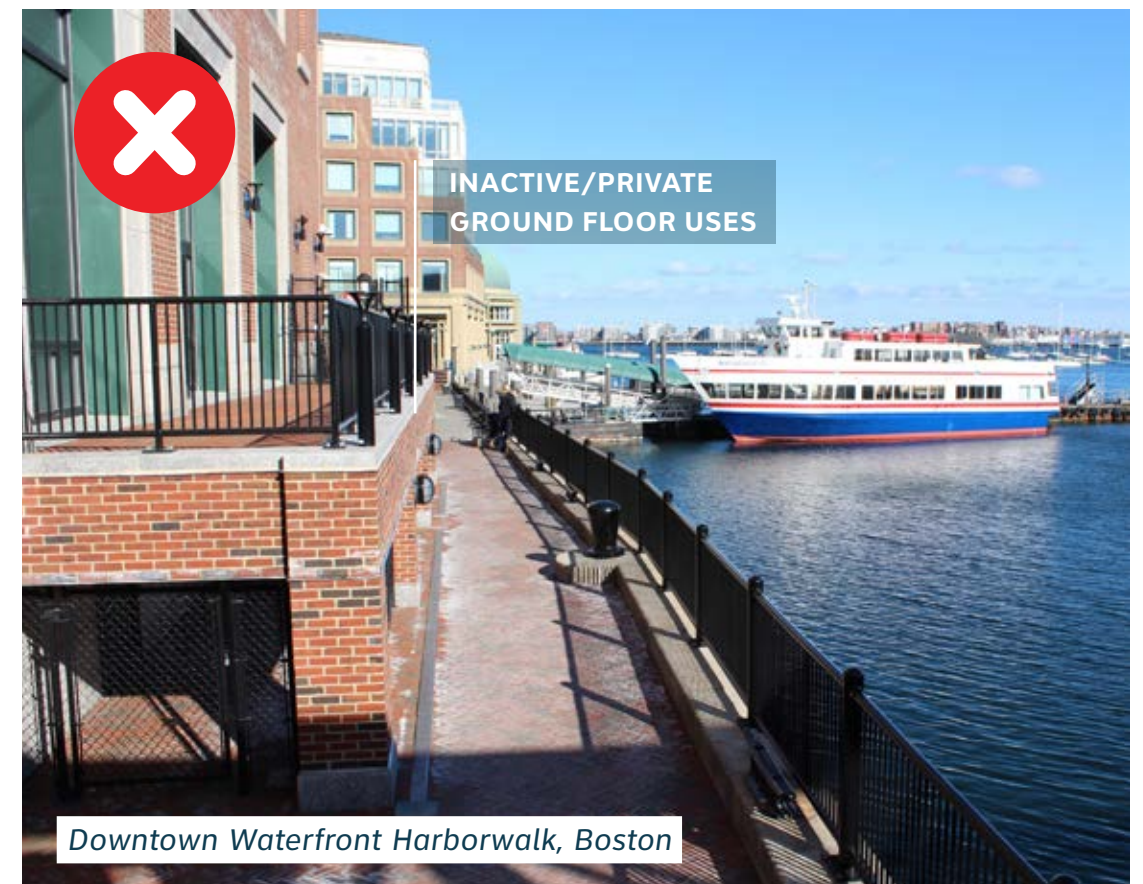
- Interior public spaces shall be visible from adjacent public sidewalks and the Harborwalk.
- Views to the Harborwalk and the water should be provided from interior public realm spaces whenever possible.



District Hall, Boston

© David Hacin

GROUND-FLOOR COMMUNITY SPACES OPEN TO THE PUBLIC



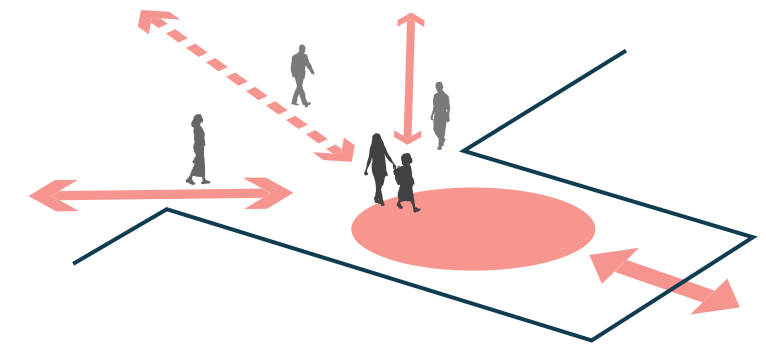
Downtown Waterfront Harborwalk, Boston

INACTIVE/PRIVATE GROUND FLOOR USES

Gateways

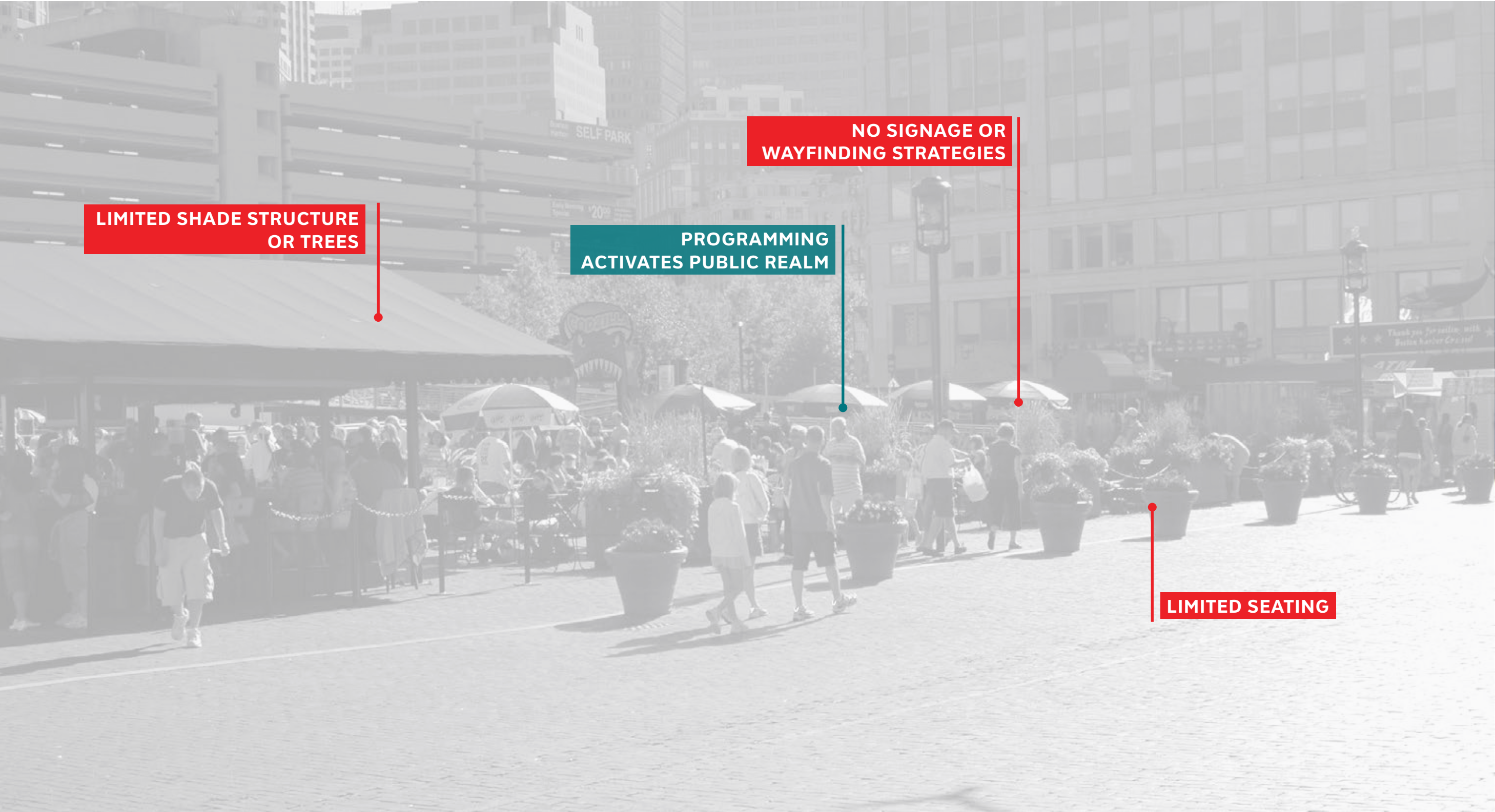
GATEWAYS

“Gateways” are critical entry points to the Downtown Waterfront. They were initially identified in the 2014 Downtown Waterfront Public Realm and Watersheet Activation Plan. Additional gateways have been identified at ferry landings. Gateways are inclusive of the immediate public realm. They may overlap with other types of spaces and additional guidance is supplemental to any overlapping types of spaces.



GATEWAYS

LEARNING FROM THE SITE (OBSERVATIONS)



GATEWAYS

GOALS

- Provide welcoming, inclusive entrances to the Downtown Waterfront.
- Promote physical and visual access at gateways between the city and the harbor.
- Mark an identifiable threshold to the Downtown Waterfront/Harborwalk.
- Incorporate wayfinding and signage to orient visitors to gateways.
- Provide comfortable, shaded seating areas while maintaining view corridors.

Gateways

VISION

PRINCIPLES

DESIGN
RECOMMENDATIONS

WATERSHEET
RECOMMENDATIONS

Maintain clear views between the Harbor and city.

Orient visitors through clear wayfinding strategy.

Provide comfortable shaded seating areas

Enhance the Downtown Waterfront arrival experience from the Harbor.

GATEWAYS PRECEDENTS

VISION

PRINCIPLES

DESIGN
RECOMMENDATIONS

WATERSHEET
RECOMMENDATIONS



"Hunters Point South Pavilion (2019-06-08) 044 - Pavilion" by Tdorante10 is licensed under CC BY-SA 4.0.



Boston Harbor Islands Pavilion" by Eric Kilby is licensed under CC BY-SA 2.0.

GATEWAYS

KEY REQUIREMENTS & SPECIAL DESIGN CONSIDERATIONS

Pedestrian Access

- Gateways shall be accessible to everyone, including persons with physical disabilities in accordance with the Americans with Disabilities Act and the American National Standards Institute (ANSI) design guidelines. All attempts shall be made to design in accordance with Universal Design Principles.
- Gateways should be accessible from any adjacent Harborwalk, sidewalks (streets & streetscapes), and upland connectors.

Vehicular Access

- Vehicular Access is prohibited within gateways except for emergency and maintenance vehicular access or as specifically allowed or designated.

Views and View Corridors

- Gateways shall be in focal locations for those arriving to the Downtown Waterfront both by land and by sea.

Wayfinding & Amenities

- Gateways shall provide focal, orienting signage and wayfinding to help visitors easily navigate the Downtown Waterfront.
- Other amenities shall be in accordance with the guidance for Parks & Plazas.*

* See Parks & Plazas for further guidance on public realm design.



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WATERSHEET MANAGEMENT RECOMMENDATIONS

This section provides an organizational framework for improved land and waterside infrastructure to support existing and future water transportation and recreational vessel use within the Downtown Waterfront District. The watersheet recommendations work in parallel with the design & use recommendations for the public realm.

WATERSHEET MANAGEMENT RECOMMENDATIONS - PURPOSE

The Watersheet Management Recommendations aim to to better coordinate public access, vessel berthing, water transportation, and shoreside support infrastructure along the Downtown Waterfront.

Extensive stakeholder engagement with watersheet operators and programmers has informed this analysis and guidance. Stakeholders engaged include operators of public water transit, tours and charter vessels, water taxis, and marinas, as well as waterfront programmers such as the New England Aquarium. The team has also coordinated with the ongoing resilience efforts at Long Wharf.

The Watersheet Recommendations prioritize public use and public transit along the Downtown Waterfront, optimizing waterfront space to support these uses. A full prioritization of watersheet use is included in the “Watersheet Recommendations” to follow, on page 104.



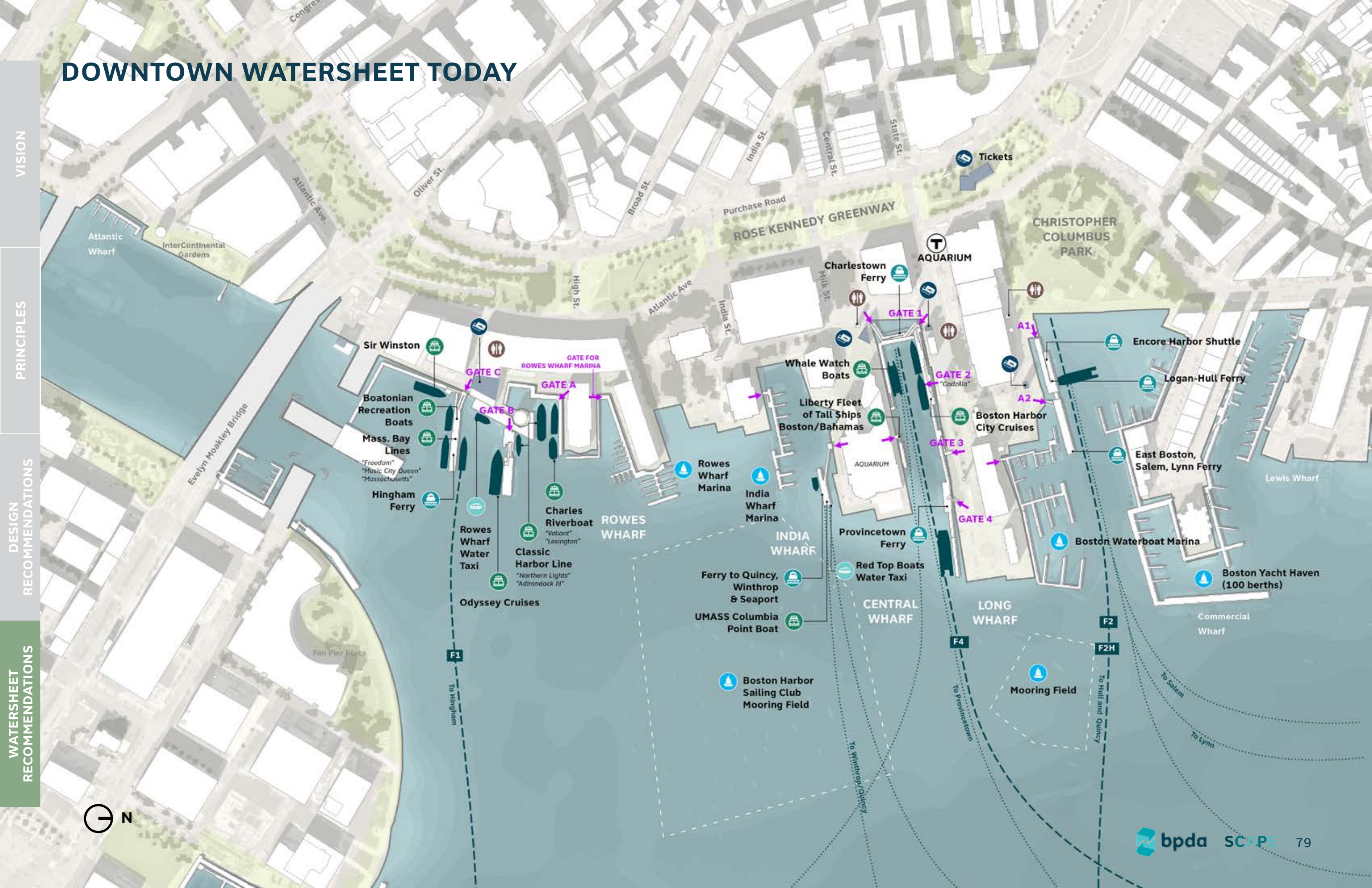
DOWNTOWN WATERSHEET TODAY

VISION

PRINCIPLES

DESIGN
RECOMMENDATIONS

WATERSHEET
RECOMMENDATIONS



PUBLIC WATER TRANSIT (FERRIES)

PUBLIC WATER TRANSIT TODAY

VISION

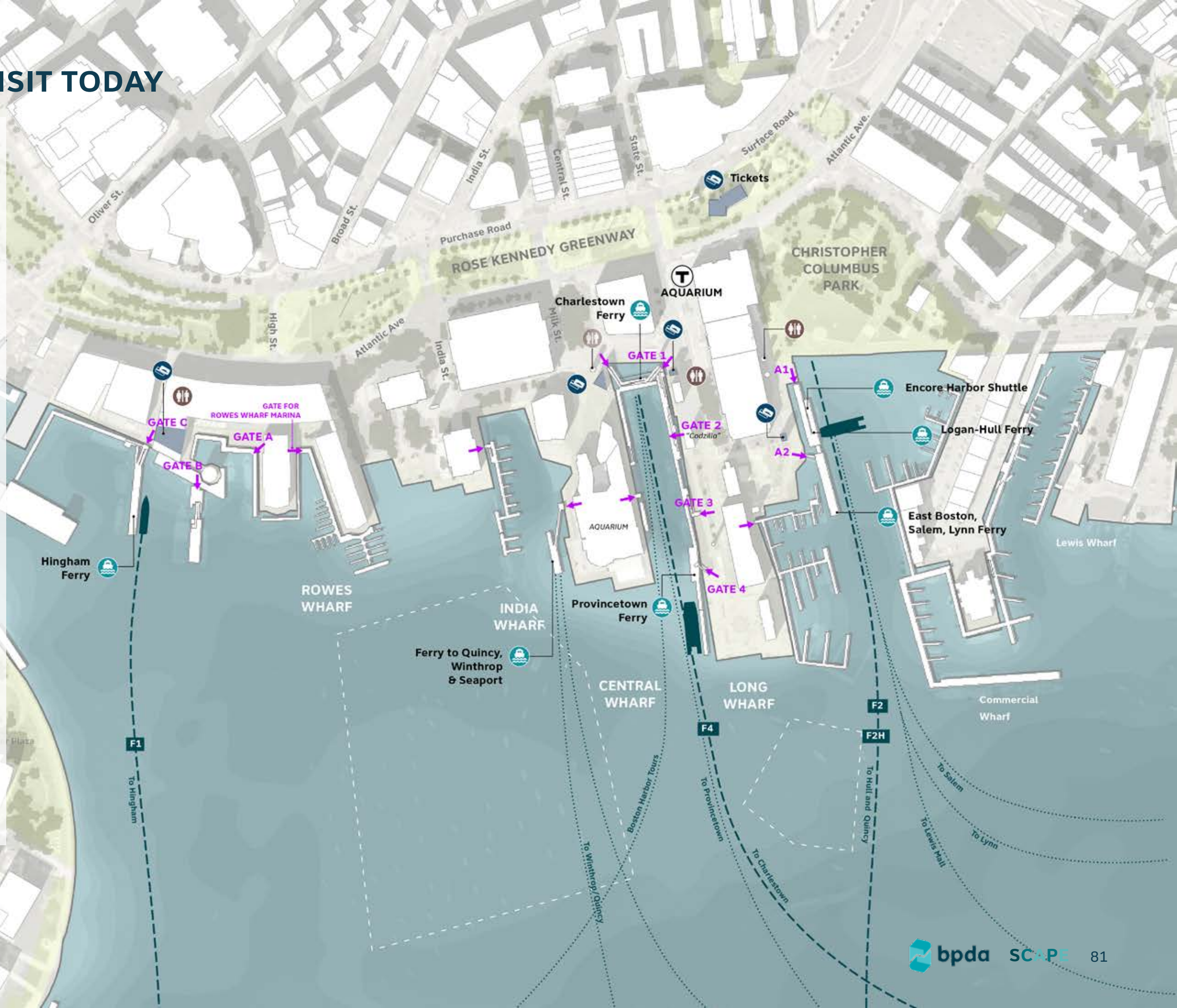
PRINCIPLES

DESIGN
RECOMMENDATIONS

WATERSHEET
RECOMMENDATIONS

Today, a majority of public water transit vessels dock at Long Wharf. At Long Wharf North, the Logan-Hull Ferry is located at gate A1, and the East Boston, Salem, and Lynn ferries depart from gate A2. At Long Wharf South, the Charlestown Ferry docks at gate 1 and the Provincetown Ferry at gate 4. Spatial conditions at these locations are constrained and non-ideal for maneuvering, and only Long Wharf North accomodates bow-loading ferries.

The ferries to Quincy, Winthrop and the Seaport depart from Central Wharf South, and the Hingham Ferry docks at Rows Wharf Gate C. Consolidating all public water transit to a centralized location would be beneficial for public wayfinding and efficiency.



PUBLIC WATER TRANSIT TODAY

VISION

PRINCIPLES

DESIGN
RECOMMENDATIONS

WATERSHEET
RECOMMENDATIONS



MBTA Ferry directional signage

SCAPE site visit photos



MBTA Ferry Vessel

Source: Salem Ferry” by Fletcher6 is licensed under CC BY-SA 3.0.



Hingham Hull Logan Boston Ferry

Source: MBTA ferry Lightning in Boston Harbor, June 2017.JPG”
by Pi.1415926535 is licensed under CC BY-SA 3.0



CENTRAL WHARF SOUTH

SCAPE site visit photos

PUBLIC WATER TRANSIT - PRECEDENTS

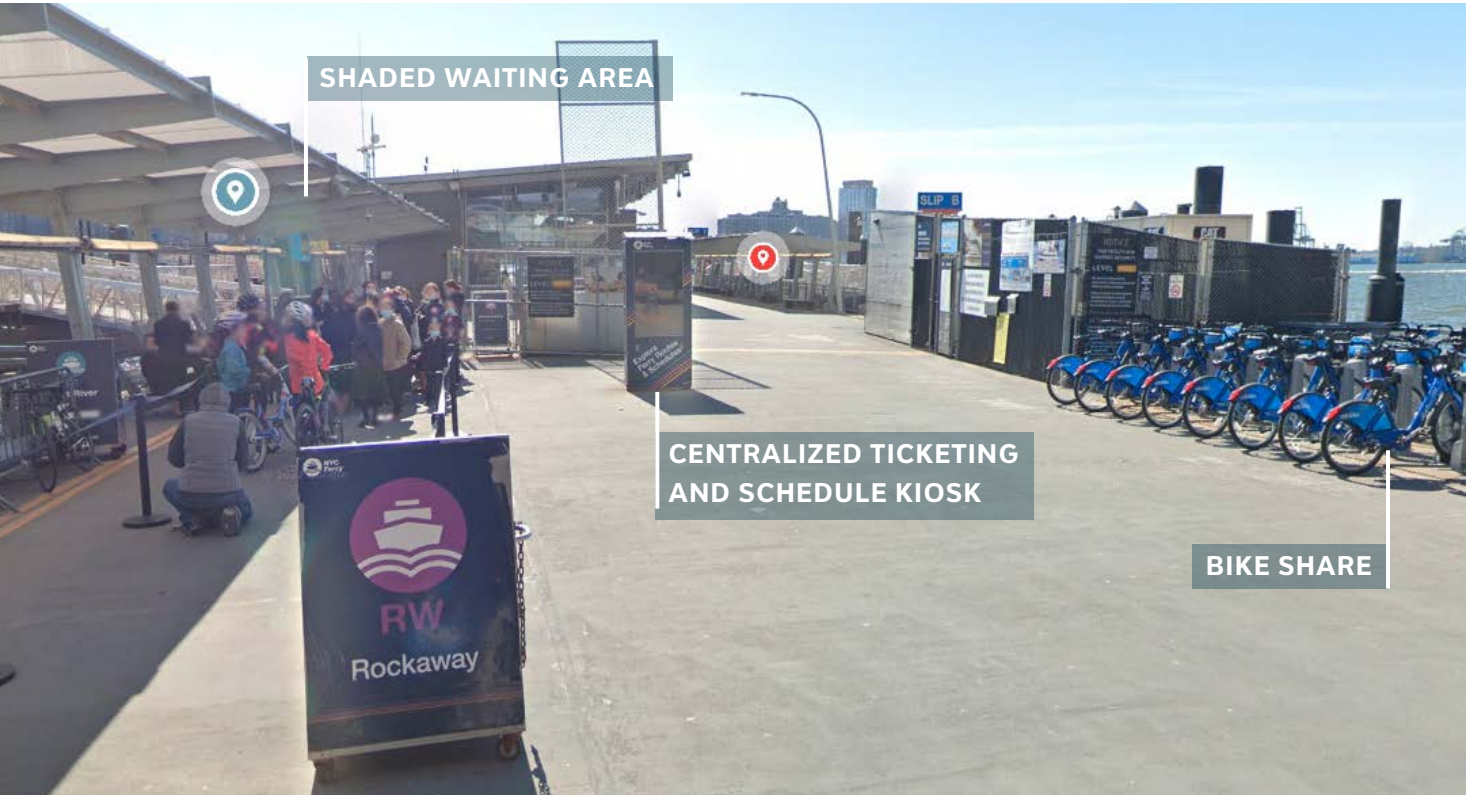
NYC FERRY, NEW YORK

- Coordinated public ferry service spanning 60 nautical miles of waterways in New York City, connecting NYC neighborhoods and parks.
- Unified branding, maps, and a digital app.
- Land-side amenities including covered waiting areas, ample seating, and bikeshare facilities.
- Digital signage providing up to date boarding locations, times, and schedules.



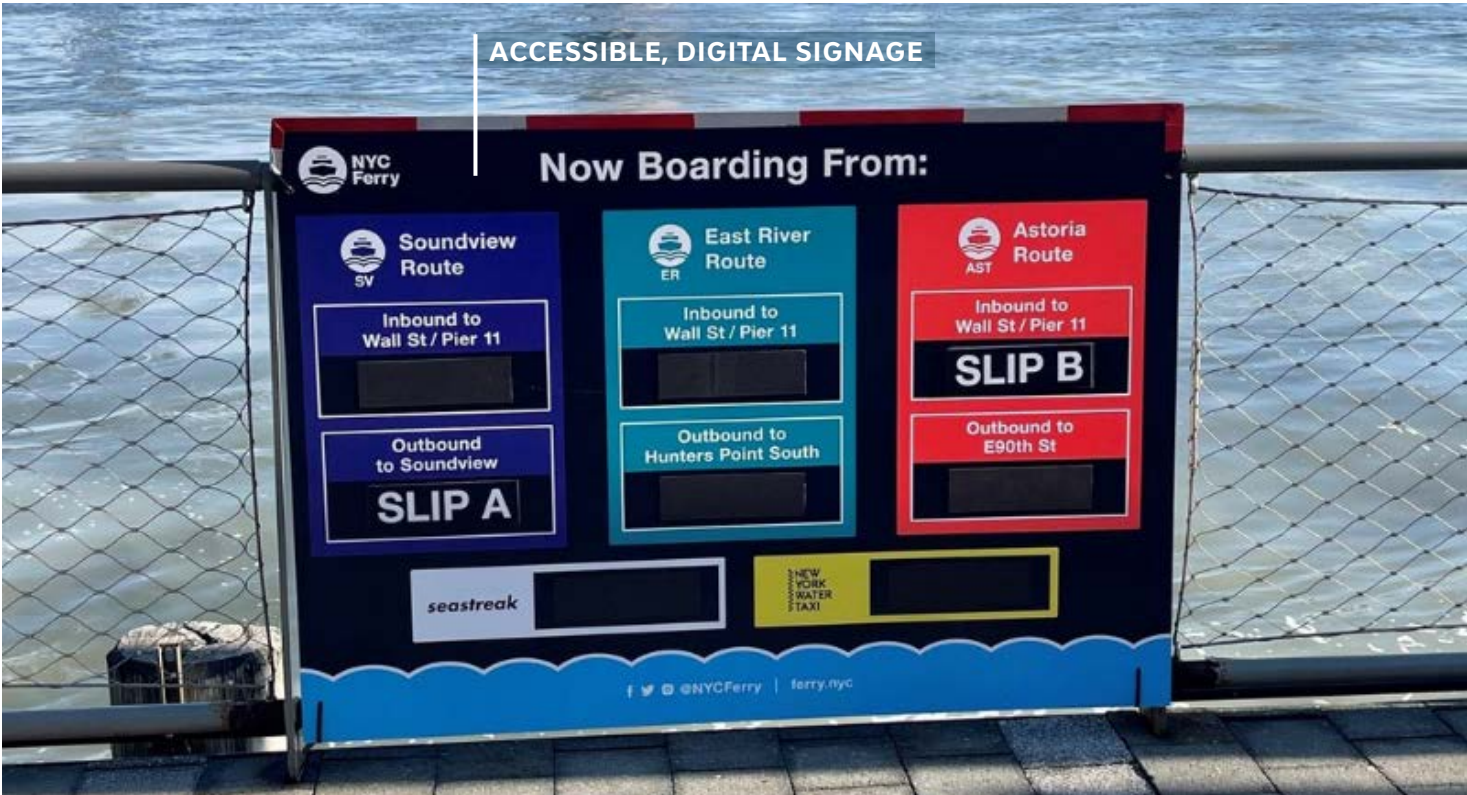
Battery Park Ferry Terminal Structure

Source: Battery Park City Ferry Terminal” by Beyond My Ken is licensed under CC BY-SA 4.0.



Pier 11 Ferry Terminal

Source: google street view



34th Street Landing Accessible Signage

Source: nylpi.org

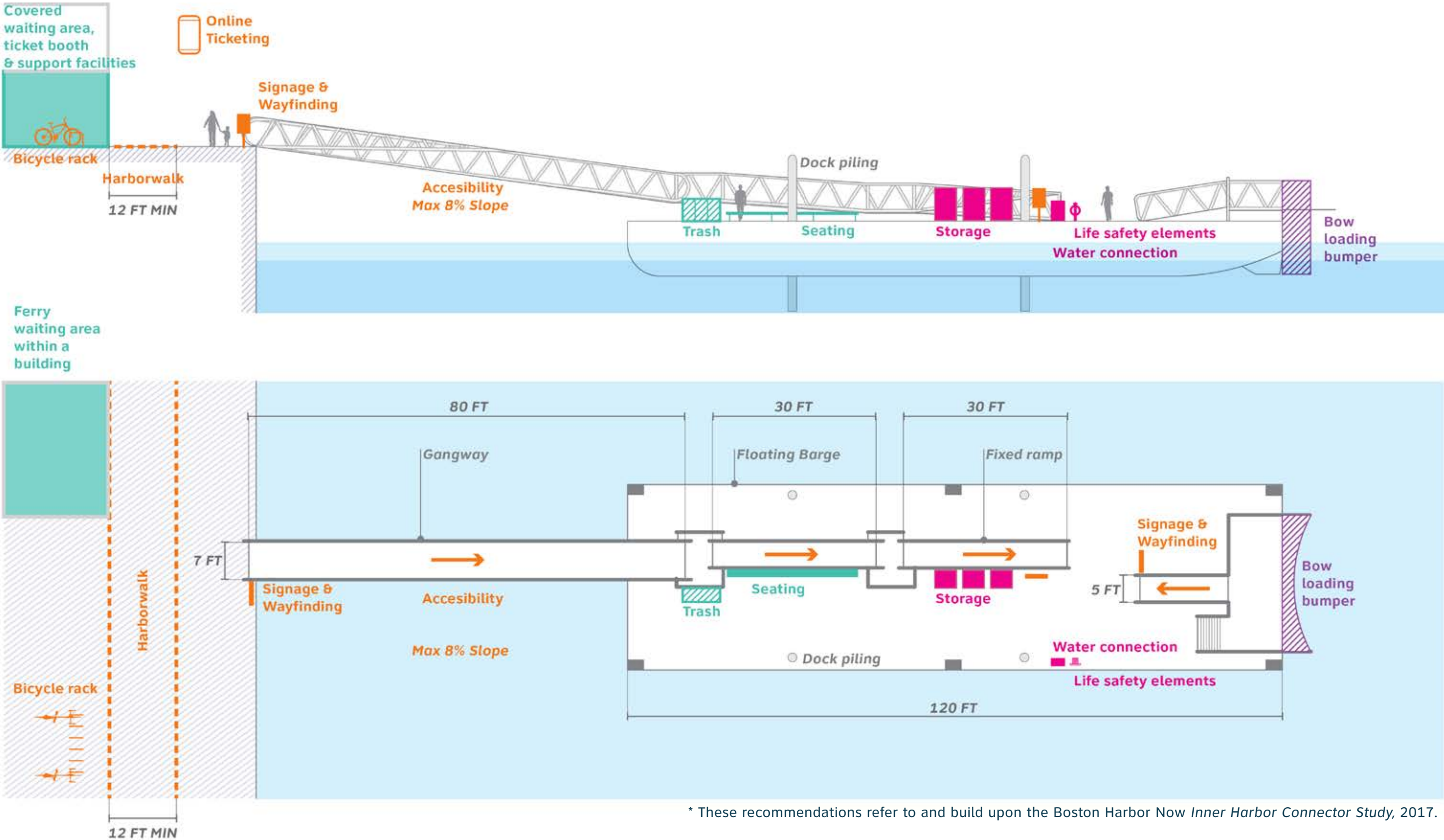
PUBLIC WATER TRANSIT - BEST PRACTICES

VISION

PRINCIPLES

DESIGN
RECOMMENDATIONS

WATERSHEET
RECOMMENDATIONS



* These recommendations refer to and build upon the Boston Harbor Now *Inner Harbor Connector Study*, 2017.

VISION

PRINCIPLES

DESIGN RECOMMENDATIONS

WATERSHEET RECOMMENDATIONS

PUBLIC WATER TRANSIT

KEY REQUIREMENTS & SPECIAL DESIGN CONSIDERATIONS

Accessibility and safety*

- In order to provide safe boarding and disembarking, each public water transit dock must include:
 - » A fixed and immovable pier attached to the land.
 - » A float, where the passengers board and disembark from the ferry, that moves up and down with the tides.
 - » An accessible gangway from the pier to the float, providing ADA compliant access with Boston Harbor’s average daily tidal change of ~10-feet and year-round weather conditions.
 - » Safety features such as guardrails, non-slip surfaces, adequate lighting, and clear signage.
 - » Safety equipment such as emergency call buttons, life rings, and ladders.

Structural Stability and Durability

- Structural design should be robust enough to withstand the forces exerted by the ferry during docking and mooring, as well as eas waves, tides, and weather conditions.
- Proper materials selection and construction techniques are essential to ensure durability and longevity.
- Factors such as soil conditions, water depth, tidal variations, and wave action should be analyzed during the design phase to determine the most suitable foundation and structural system.

Land-side support facilities*

- A covered, climate-controlled waiting shelter providing shade and weather protection will be available in the adjacent building or on the dock.
- Adequate cueing zones configured to accomodate waiting passengers without disrupting the Harborwalk.
- Comfortable seating with backed benches and companion seating areas.
- Intelligent Transportation Systems with digital arrival times and schedules, and ticket vending machines if needed.
- Clear and intuitive wayfinding/signage including gate numbers landside and dockside.
- Covered bicycle storage.
- Access to public restrooms in the near vicinity.
- Supporting utility services including electrical, water, and pump-outs when appropriate.

Resilience Considerations

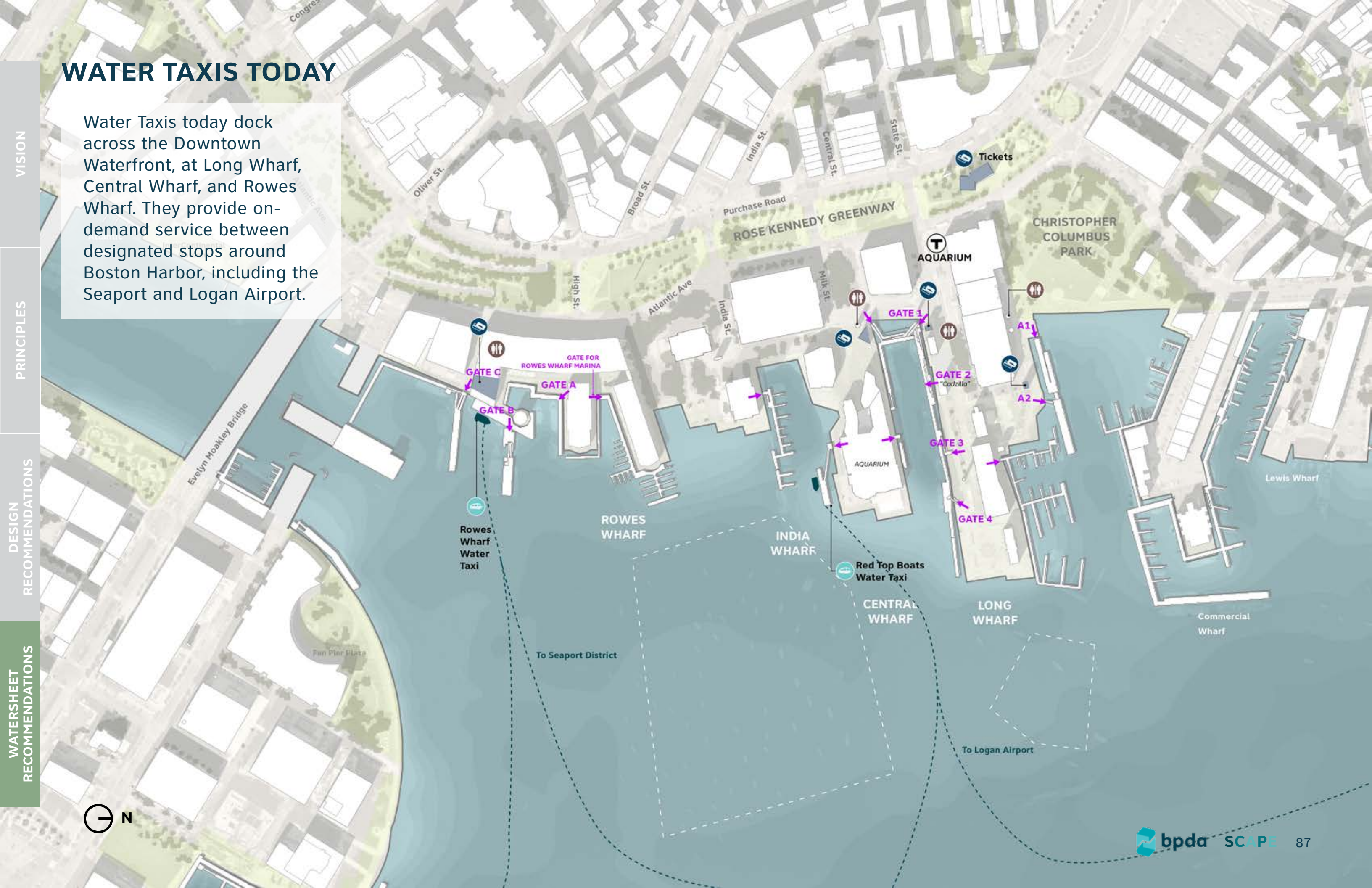
- Wave attenuation structures, to be designed by a marine structural engineer, shall be provided when deemed necessary due to site-specific conditions.
- Pilings should be designed to be adaptable in accordance with the City of Boston’s current sea level rise projections.

* These recommendations refer to and build upon the Boston Harbor Now *Inner Harbor Connector Study*, 2017.

WATER TAXIS

WATER TAXIS TODAY

Water Taxi today dock across the Downtown Waterfront, at Long Wharf, Central Wharf, and Rows Wharf. They provide on-demand service between designated stops around Boston Harbor, including the Seaport and Logan Airport.



WATER TAXIS TODAY

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Water Taxi
Gate B



Water Taxi
Gate B

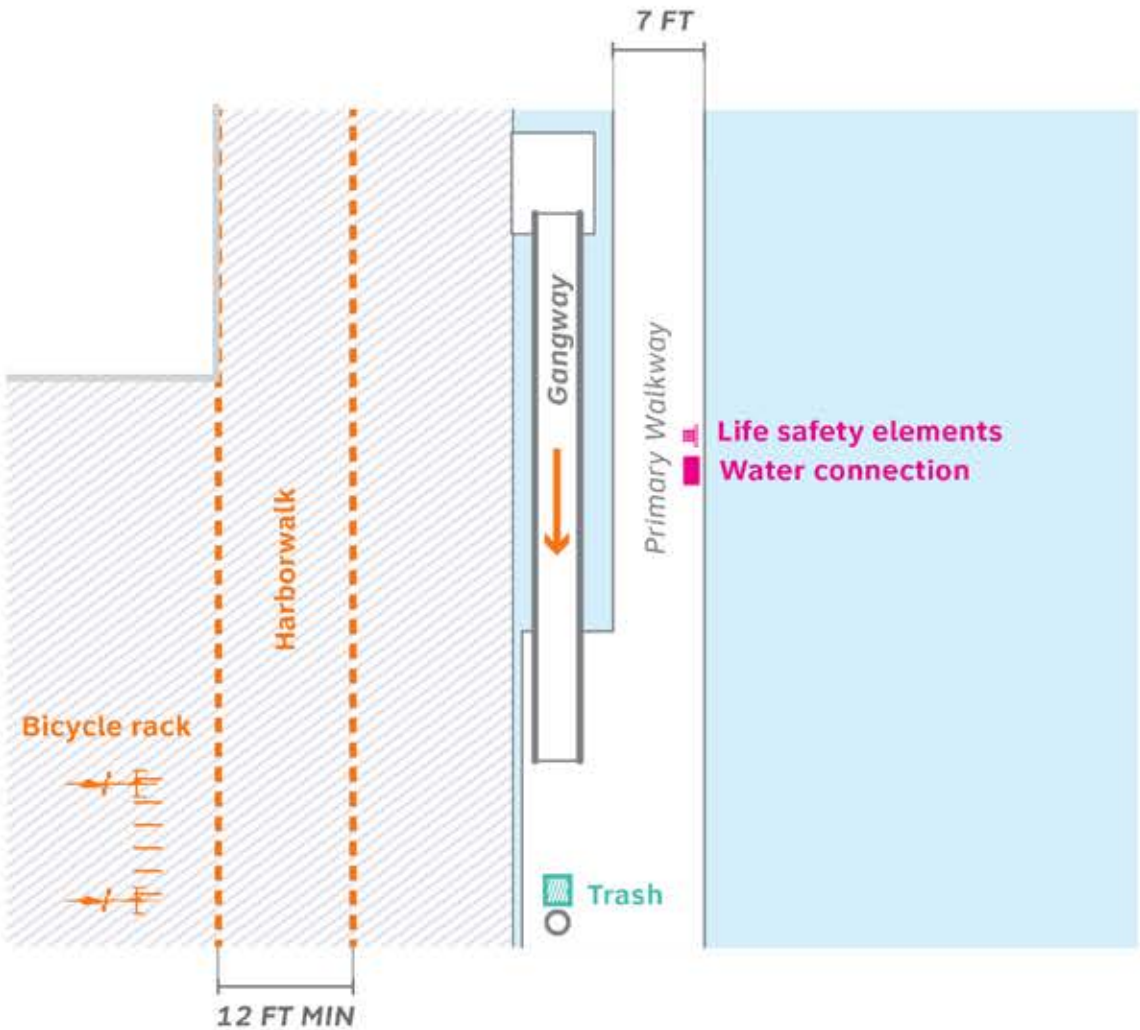
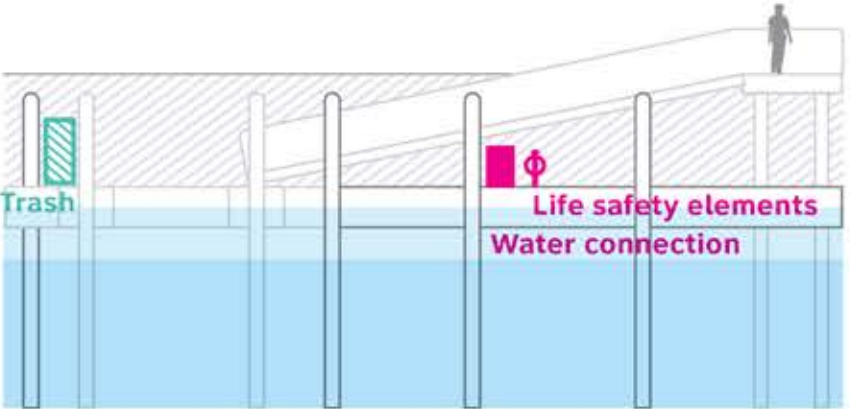
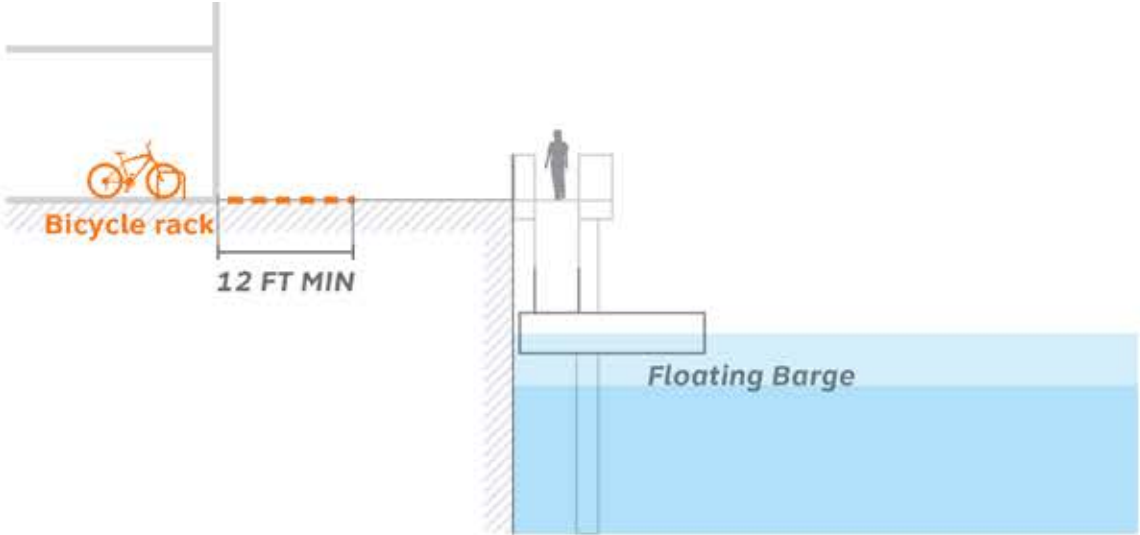


Water Taxis
South Dock Central Wharf



Water Taxis
South Dock Central Wharf

WATER TAXIS - BEST PRACTICES



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WATER TAXIS

KEY REQUIREMENTS & SPECIAL DESIGN CONSIDERATIONS

Accessibility and safety

- In order to provide safe boarding and disembarking, water taxi docks should include:
 - » A fixed and immovable pier attached to the land.
 - » A float, where the passengers board and disembark from the water taxi, that moves up and down with the tides.
 - » A gangway from the pier to the float. The best practice is for this gangway to be ADA compliant, compatible with Boston Harbor’s average daily tidal change of ~10-feet and year-round weather conditions.
 - » Safety features such as guardrails, non-slip surfaces, adequate lighting, and clear signage.
 - » Safety equipment such as emergency call buttons, life rings, and ladders.

Structural Stability and Durability

- Structural design should be robust enough to withstand waves, tides, and weather conditions.
- Proper materials selection and construction techniques are essential to ensure durability and longevity.
- Factors such as soil conditions, water depth, tidal variations, and wave action should be analyzed during the design phase to determine the most suitable foundation and structural system.

Land-side support facilities

- Land-side seating and other site furnishings.
- Clear and intuitive wayfinding/signage including gate numbers landside and dockside.
- Supporting utility services including electrical, water, and pump-outs when appropriate.

Resilience Considerations

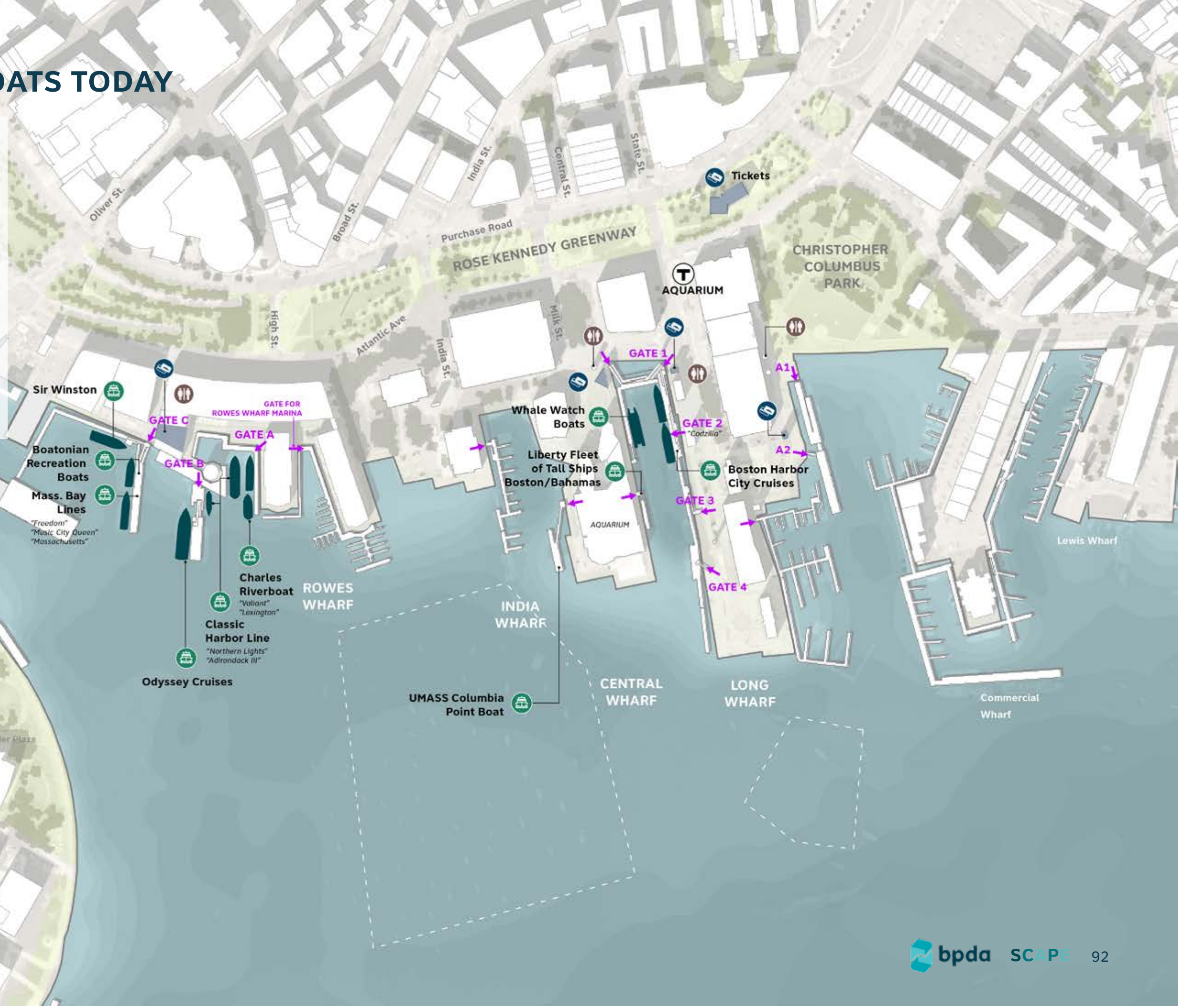
- Wave attenuation structures, to be designed by a marine structural engineer, shall be provided when deemed necessary due to site-specific conditions.
- Pilings should be designed to be adaptable in accordance with the City of Boston’s current sea level rise projections.

Note: Water taxi docking systems may be flexibly attached to adjacent or larger water transportation infrastructure.

TOURS/CHARTER BOATS

TOURS/CHARTER BOATS TODAY

Today, tour and charter boat services are focused at Long Wharf North and South, Central Wharf North, and Rowes Wharf. In the high season (approximately June-October), these vessels require significant shore-side support amenities, including areas for cueing, ticketing, seating, and utilities.



TOURS/CHARTER BOATS TODAY

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The Valiant - Charles River Boat
Gate A - Rowes Wharf Marina

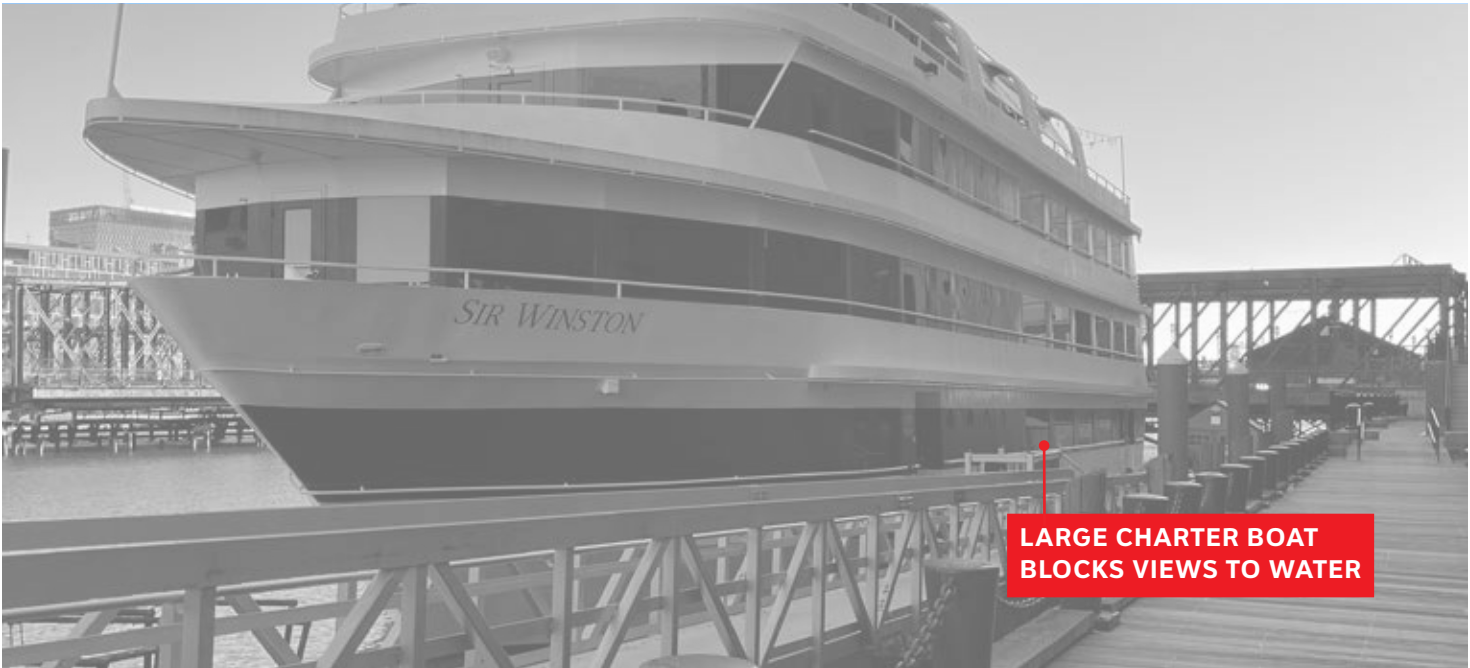


Odyssey Cruises
Gate B - Rowes Wharf Marina

COVERED GANGWAY
PROVIDES SHADE



Rowes Wharf
Gate A - Rowes Wharf Marina

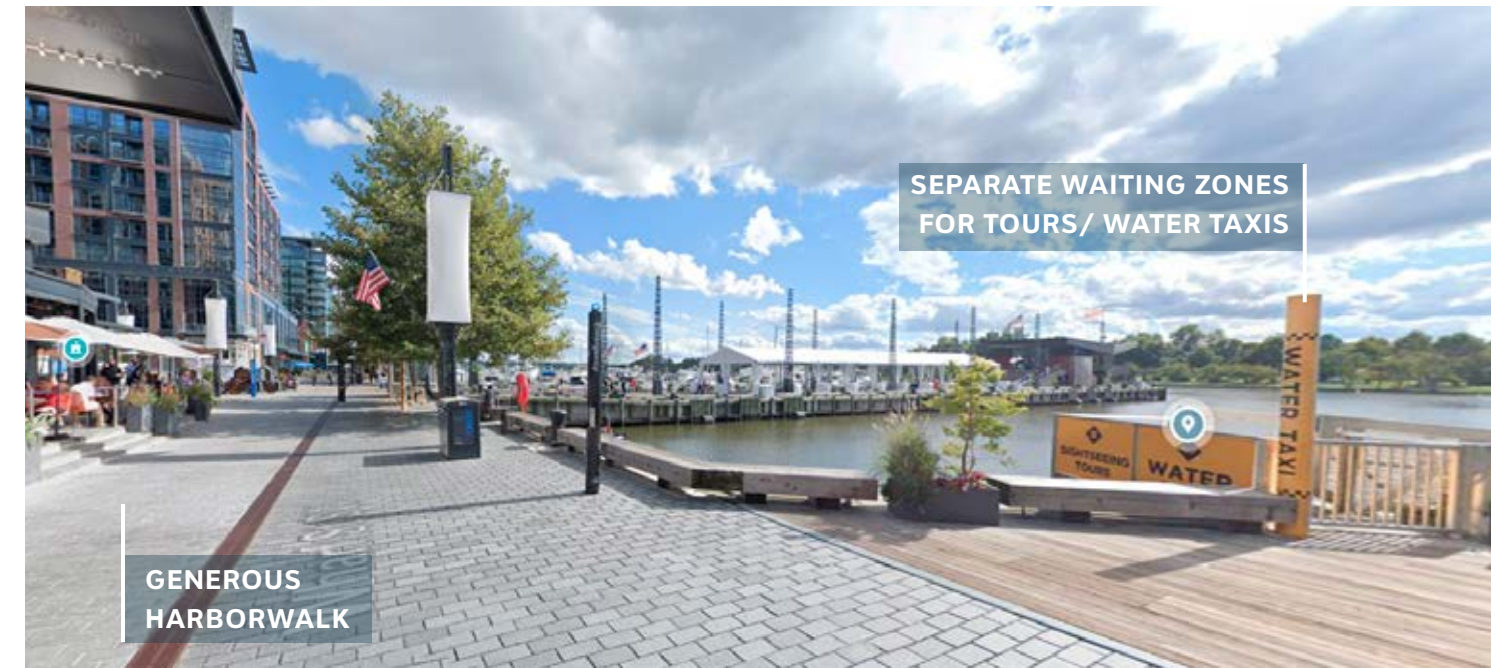


Sir Winston
Gate C - Rowes Wharf Marina

TOURS/CHARTER BOATS - PRECEDENT

THE WHARF DISTRICT, WASHINGTON, D.C.

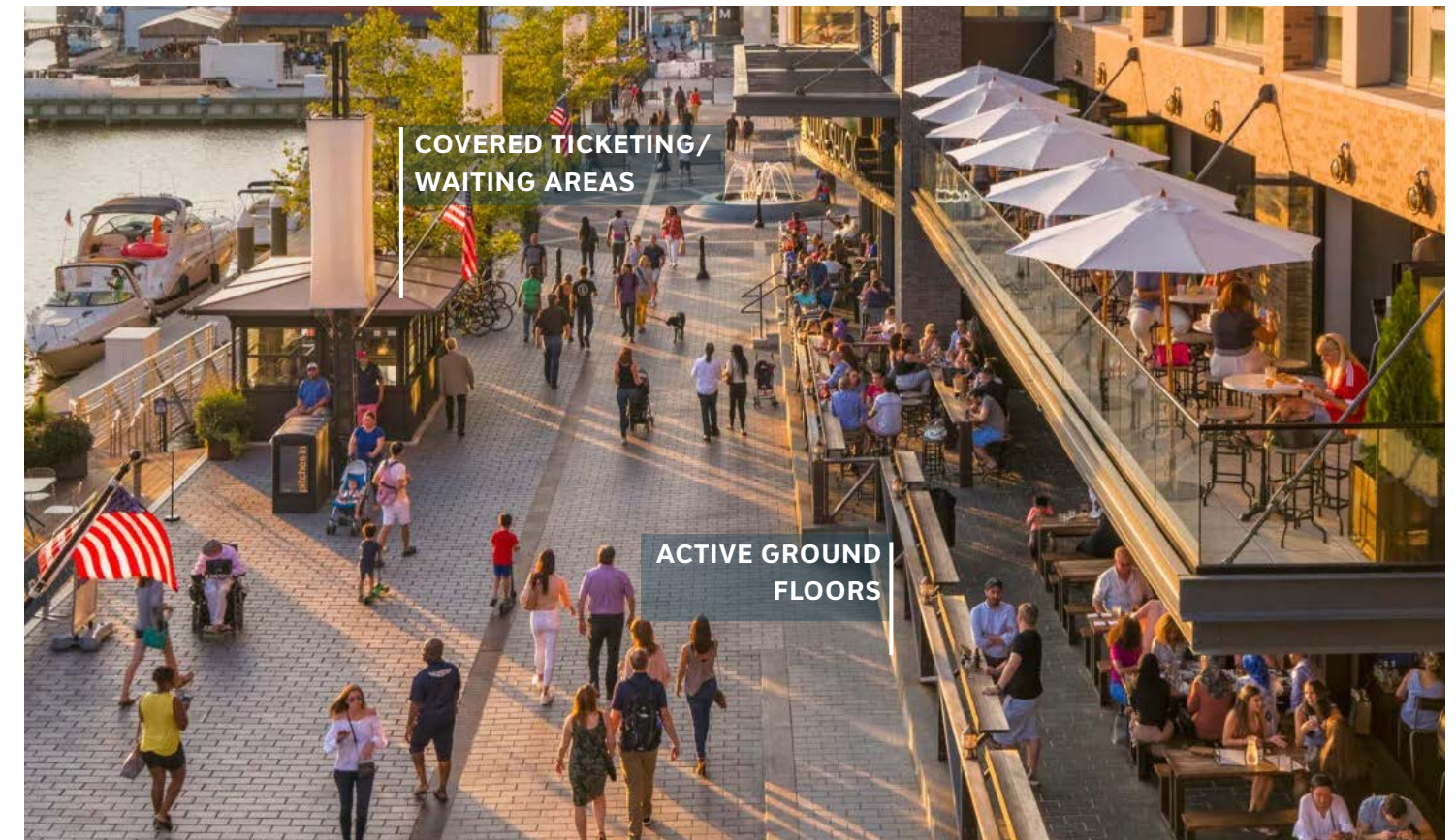
- The Wharf waterfront mixed-use district in D.C. includes a marina, a designated pier for transit, and a separate pier for tour/charter boats and water taxis.
- Generous clear harborwalk with adjacent amenity zones used for seating, cueing, ticketing, and shade trees and structures.
- Unified materials and wayfinding.
- Active, indoor/outdoor ground floor uses.



Source: google street view



Source: BrandLink DC



Source: perkinseastman.com

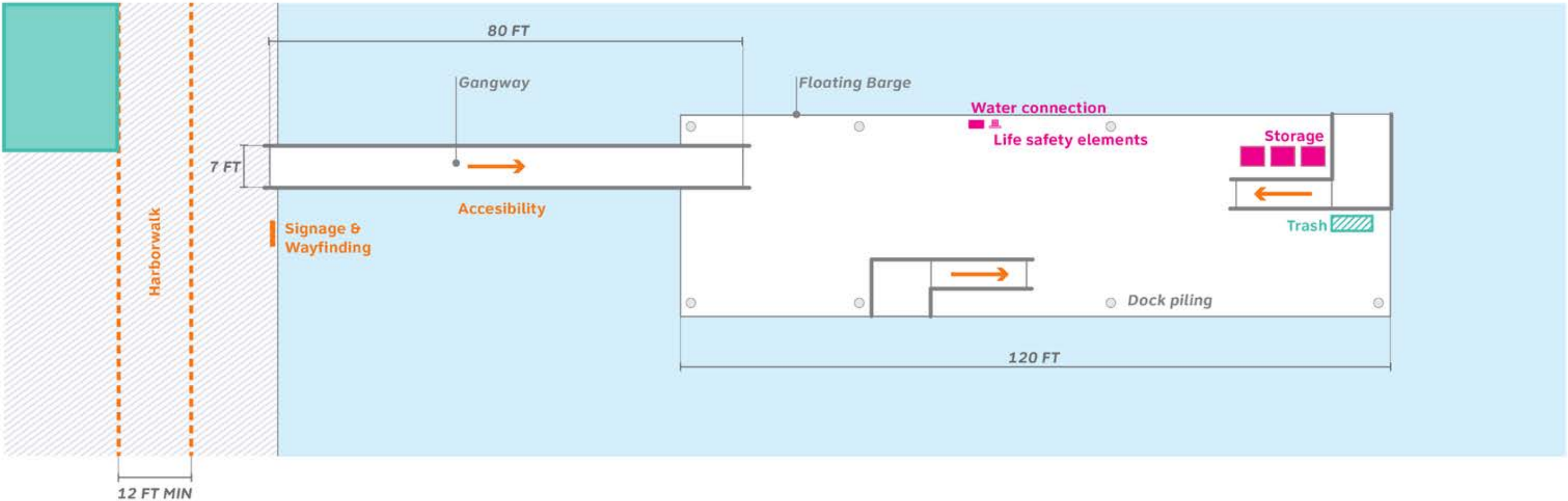
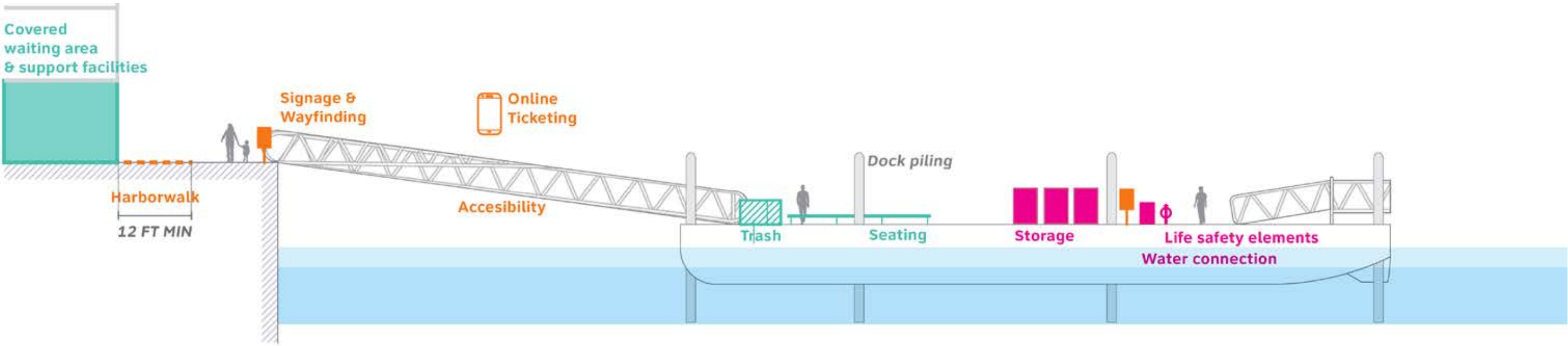
TOURS/CHARTER BOATS - BEST PRACTICES

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TOURS/CHARTER BOATS

KEY REQUIREMENTS & SPECIAL DESIGN CONSIDERATIONS

Accessibility and safety

- In order to provide safe boarding and disembarking, water taxi docks should include:
 - » A fixed and immovable pier attached to the land.
 - » A float, where the passengers board and disembark from the water taxi, that moves up and down with the tides.
 - » A gangway from the pier to the float. The best practice is for this gangway to be ADA compliant, compatible with Boston Harbor’s average daily tidal change of ~10-feet and year-round weather conditions.
 - » Safety features such as guardrails, non-slip surfaces, adequate lighting, and clear signage.
 - » Safety equipment such as emergency call buttons, life rings, and ladders.

Structural Stability and Durability

- Structural design should be robust enough to withstand waves, tides, and weather conditions.
- Proper materials selection and construction techniques are essential to ensure durability and longevity.
- Factors such as soil conditions, water depth, tidal variations, and wave action should be analyzed during the design phase to determine the most suitable foundation and structural system.

Land-side support facilities*

- A covered waiting shelter or shaded area providing protection from sun and inclement weather. These shaded areas should not block views from the Harborwalk to the water.
- Adequate cueing zones configured to accomodate waiting passengers without disrupting the Harborwalk.
- Comfortable seating with backed benches and companion seating areas.
- Clear and intuitive wayfinding/signage including gate numbers landside and dockside.
- Supporting utility services including electrical, water, and pump-outs when appropriate.
- Ticketing areas, offices, storage, and facilities should be located in the ground-floor of adjacent buildings whenever possible, and should not obstruct views from the Harborwalk to the water.

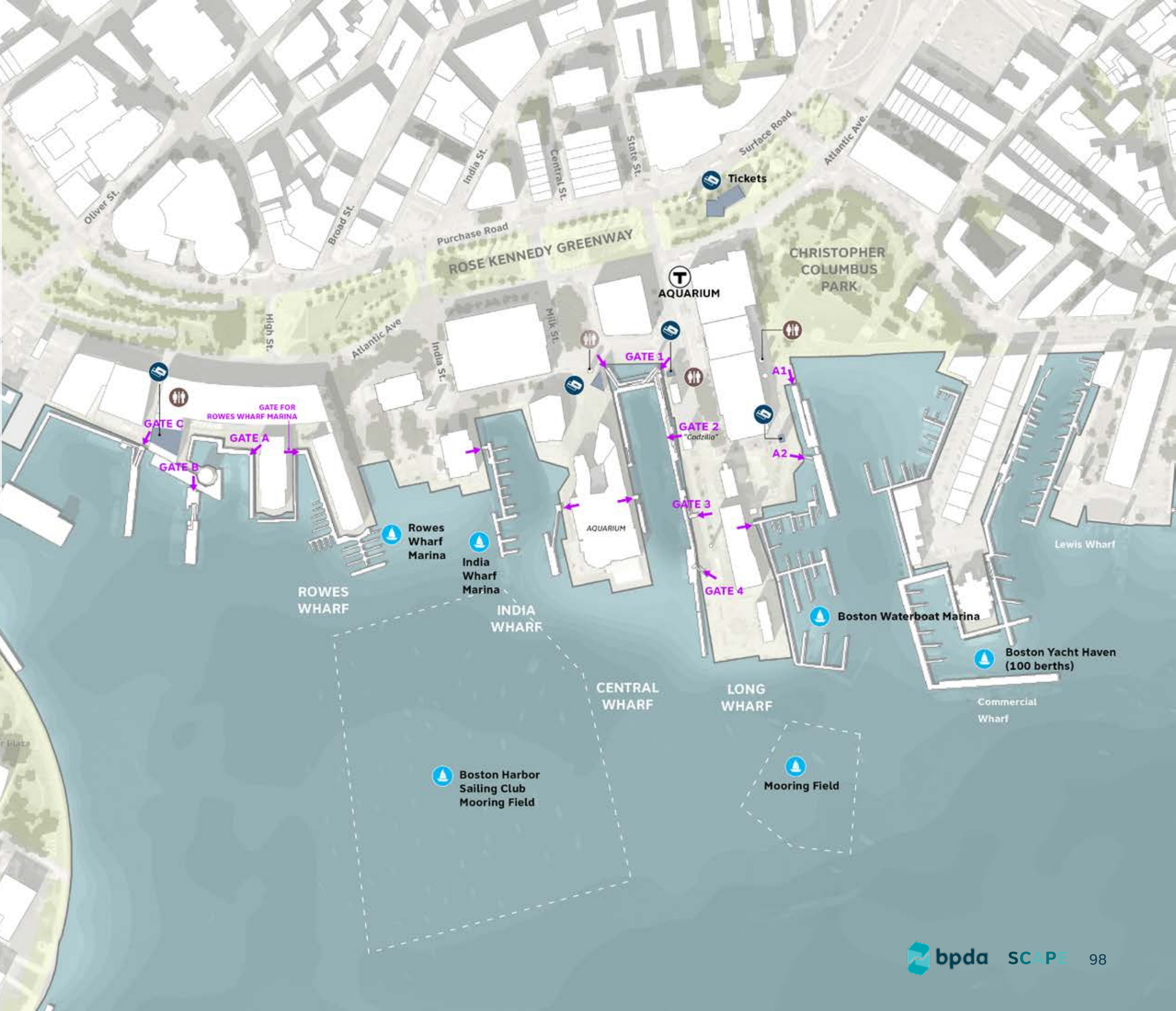
Resilience Considerations

- Wave attenuation structures, to be designed by a marine structural engineer, shall be provided when deemed necessary due to site-specific conditions.
- Pilings should be designed to be adaptable in accordance with the City of Boston’s current sea level rise projections.

MARINAS

MARINAS TODAY

Today, there are three marinas accommodating private vessels in the Downtown Waterfront study area. These include Boston Waterboat Marina, at Long Wharf North; India Wharf Marina, and Rows Wharf Marina. Boston Yacht Haven is immediately adjacent to the site at Commercial Wharf; its proximity to Long Wharf requires coordination with vessels docking at Long Wharf north.



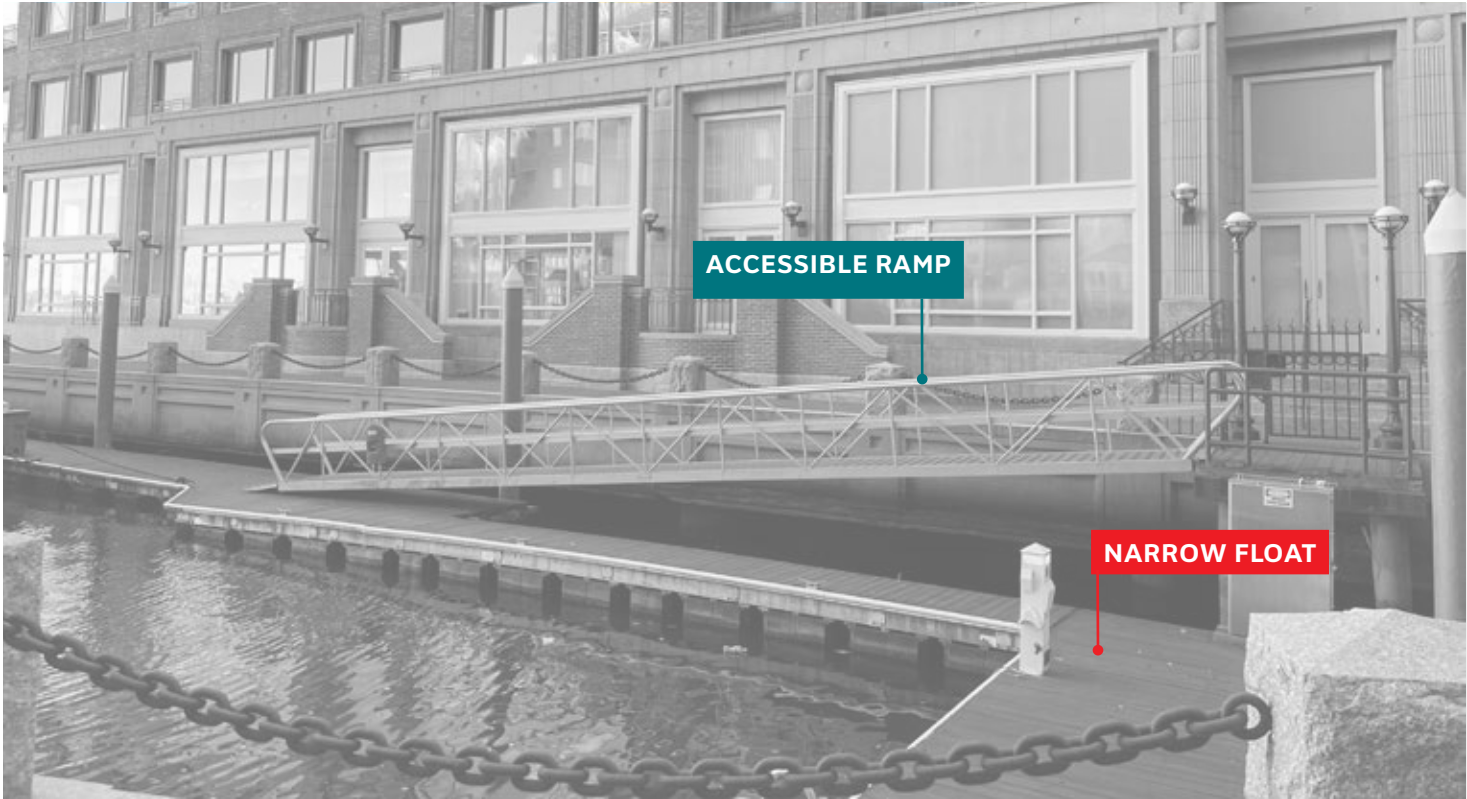
MARINAS TODAY

VISION

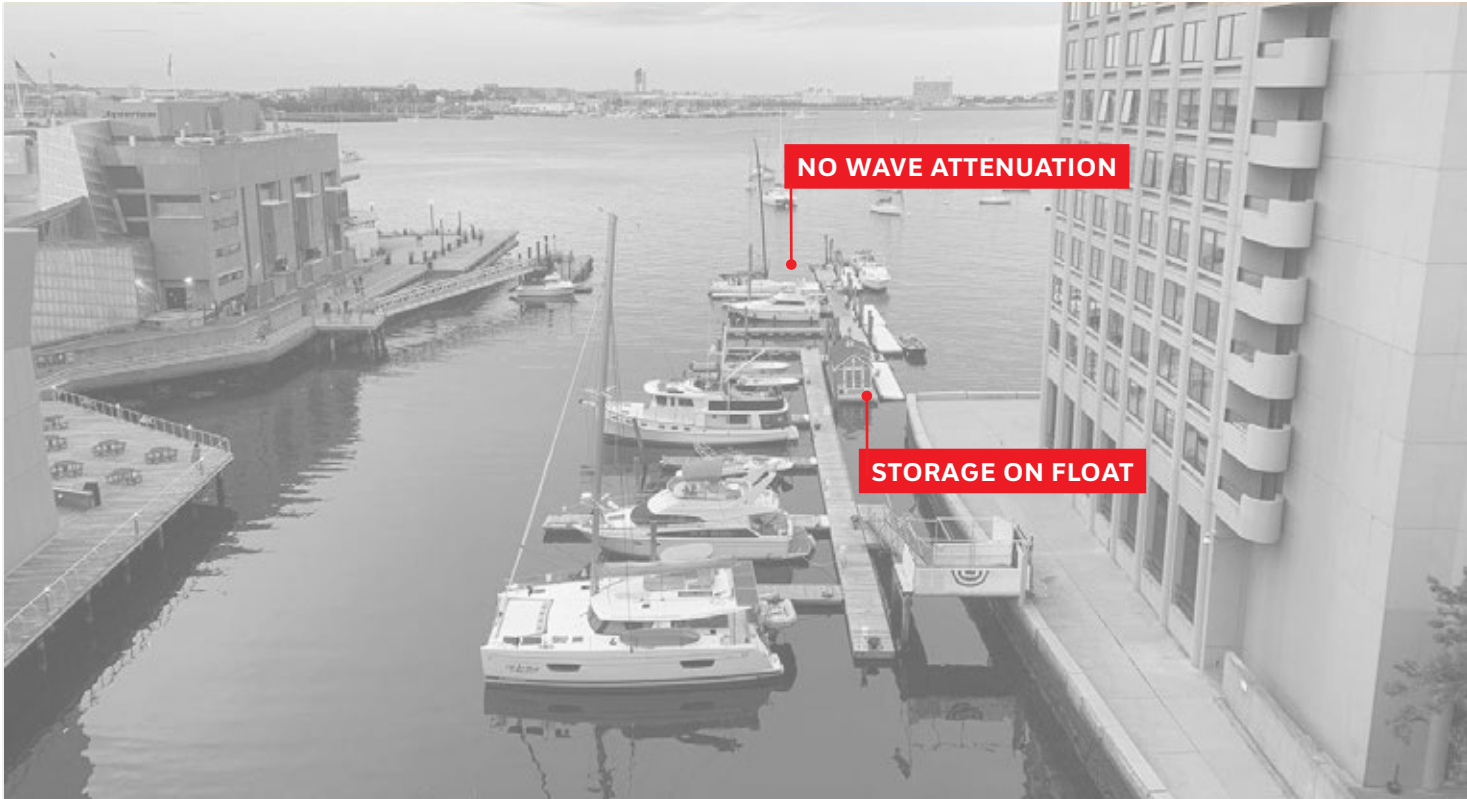
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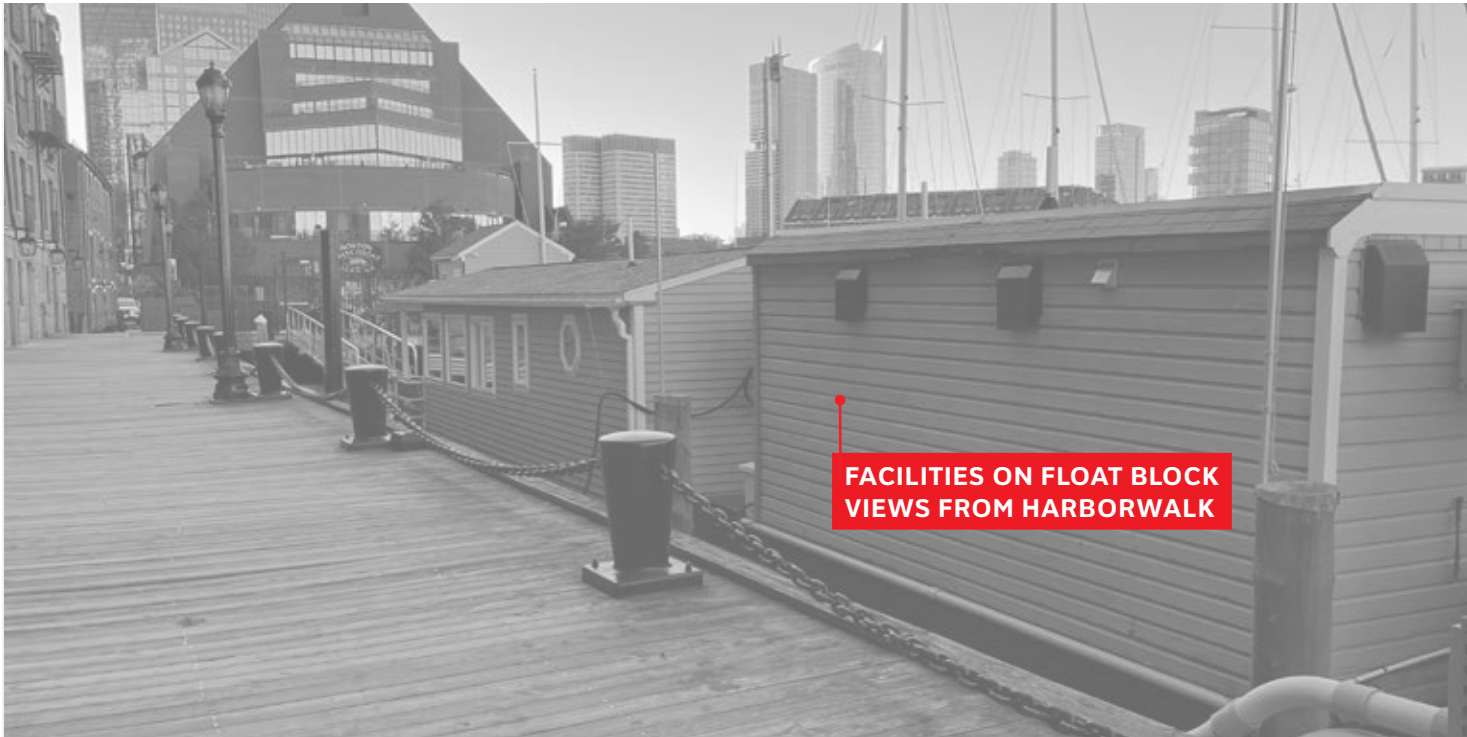
Rowes Wharf Marina



India Wharf Marina



Rowes Wharf Marina

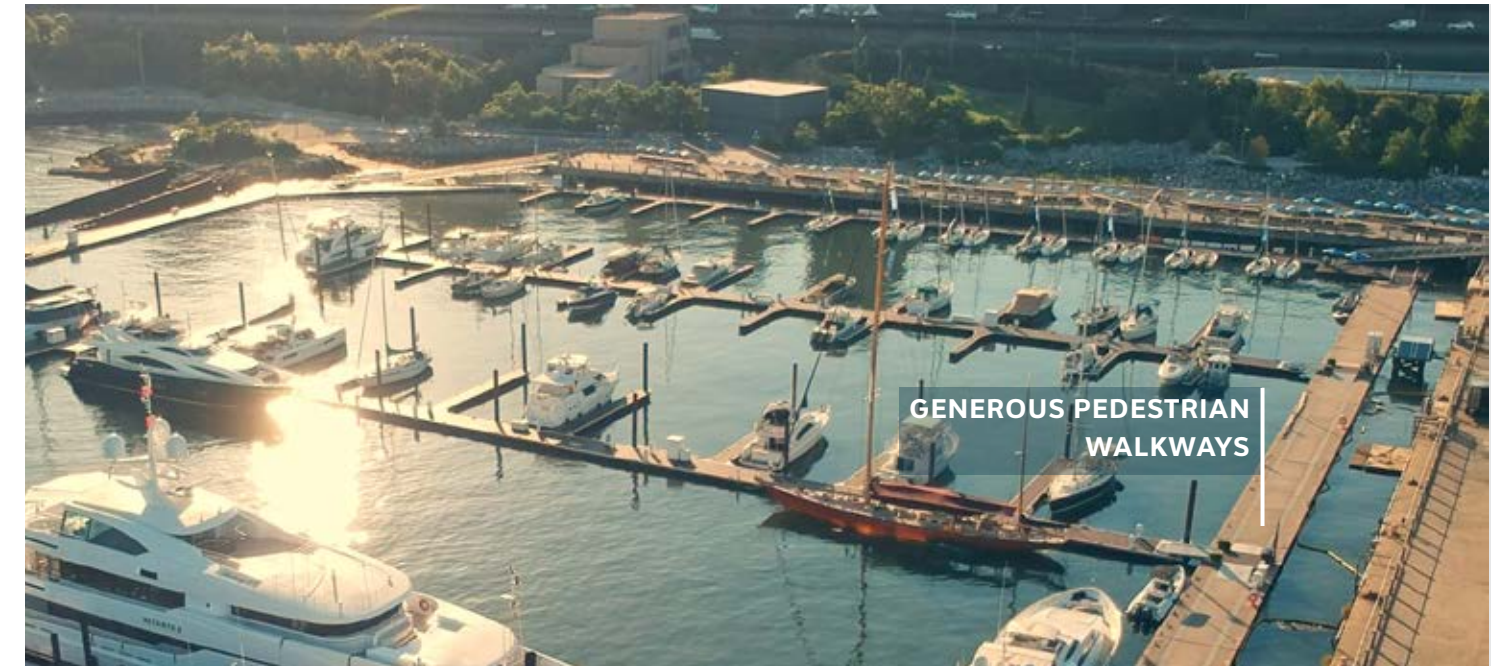


Waterboat Marina

MARINAS - PRECEDENTS

PIER 5 MARINA, BROOKLYN BRIDGE PARK, NY

- One°15 Marina includes 102 slips on 4 main floating docks for vessels from 16 feet to 300+ feet.
- Includes a community boating program, offering free and low-cost youth boating and free professional kayak instruction.
- A public waterfront walk with seating and shade overlooks the marina, with clear views to the water.
- Land-side amenities: bathrooms, showers, restaurant, and laundry.
- Marina utilities: electrical, fresh water, wifi, and sanitary pumpout.
- A wave attenuation structure protects the marina from storm surge.



Source: one15brooklynmarina.com



Source: one15brooklynmarina.com



Source: www.meetnyu.edu.

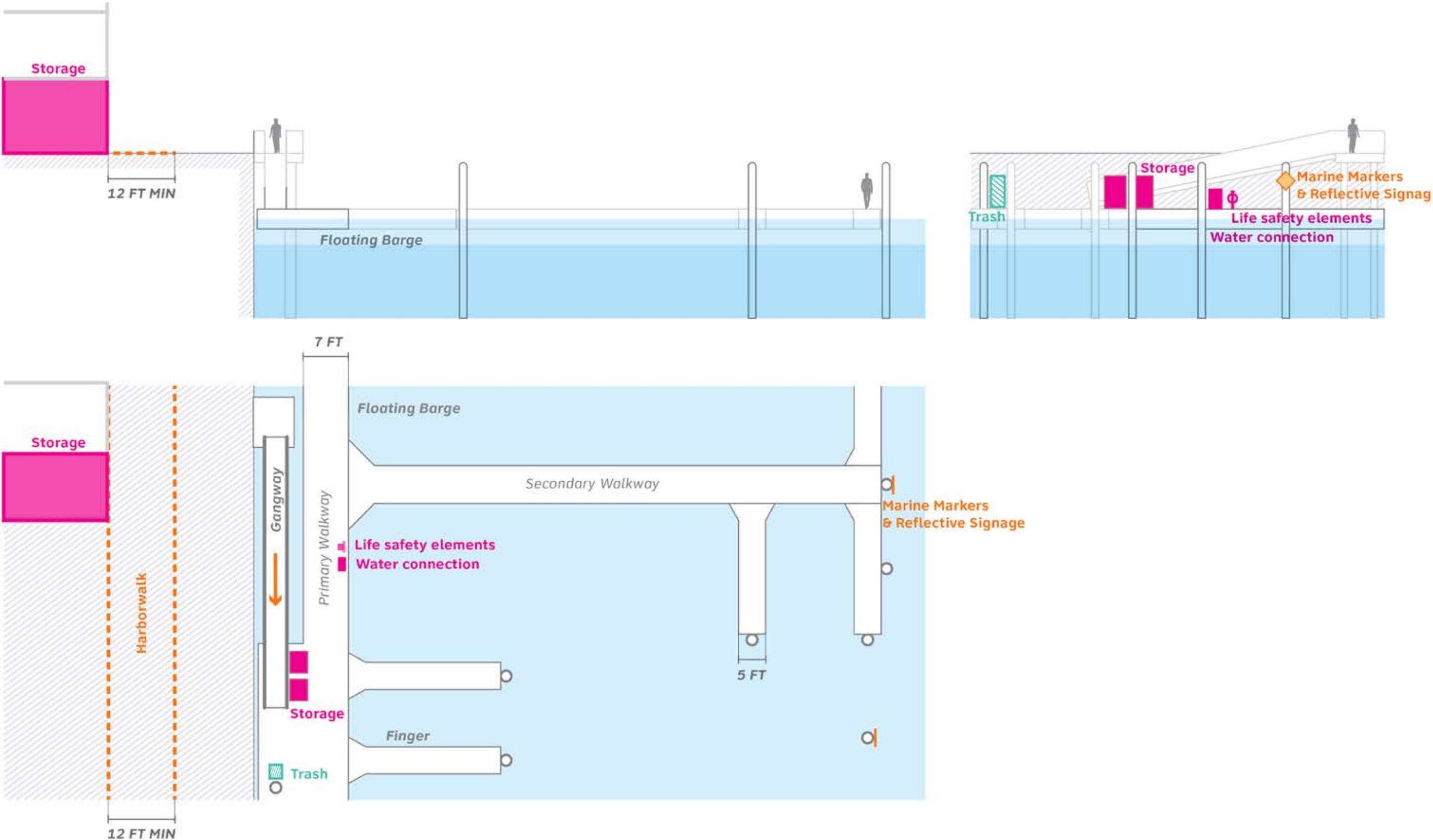
MARINAS - BEST PRACTICES

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MARINAS

KEY REQUIREMENTS & SPECIAL DESIGN CONSIDERATIONS

Accessibility and safety

- In order to provide safe boarding and disembarking, marina design should include:
 - » A fixed and immovable pier attached to the land.
 - » A float with fingers providing access to the private vessels, which moves up and down with the tides.
 - » A gangway from the pier to the float. The best practice is for this gangway to be ADA compliant, compatible with Boston Harbor’s average daily tidal change of ~10-feet and year-round weather conditions.
 - » Safety features such as guardrails, non-slip surfaces, adequate lighting, and clear signage.
 - » Safety equipment such as emergency call buttons, life rings, and ladders.

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- Factors such as soil conditions, water depth, tidal variations, and wave action should be analyzed during the design phase to determine the most suitable foundation and structural system.

Land-side support facilities

- Clear and intuitive wayfinding/signage including gate numbers landside and dockside.
- Supporting utility services including electrical, water, and pump-outs when appropriate.
- Offices, storage, restrooms, showers, laundry, and other supporting amenities should be located in the ground-floor of adjacent buildings whenever possible. If located in a free-standing facility, they should not obstruct views from the Harborwalk to the water.

Resilience Considerations

- Wave attenuation structures, to be designed by a marine structural engineer, shall be provided when deemed necessary due to site-specific conditions.
- Pilings should be designed to be adaptable in accordance with the City of Boston’s current sea level rise projections.

WATERSHEET RECOMMENDATIONS

WATERSHEET RECOMMENDATIONS

These watershed recommendations prioritize public use and public water transit along the Downtown Waterfront. The design and use of the waterfront should optimize all users’ ability to enjoy public amenities and views to the Harbor. While private uses such as tours/charter boats and marinas are important waterfront stakeholders, their presence should not diminish the potential for public enjoyment and optimization of the public transit experience.

The areas of opportunity identified on the following page aim to centralize and optimize public water transit (ferries) at Long Wharf North, for clarity of wayfinding and efficiency of design. This is the prime location that can accomodate the consolidation of bow-loading ferries. Two areas, at the landward portion of Long Wharf North and the cove adjacent to the Evelyn Moakley Bridge, are identified as potential future marina opportunities. India Wharf and the cove near the Harbor Towers are noted as potential areas to accommodate additional berthing in the future.

WATERSHEET USE PRIORITIZATION

- Highest priority uses
 - Public water transit
 - Harbor Islands Gateway (Long Wharf North)
- Medium priority uses
 - Water taxi
 - Transient slips
 - Public drop-off
- Medium to low priority
 - Tours/charters
 - Dinghy docks (providing access to mooring fields)
- Lowest Priority
 - Recreational boating opportunities--small craft (small motorized, sailboats, etc.)
 - Recreational boating opportunities--non-motorized (kayaks, etc.)
 - Overnight berthing for private vessels

WATERSHEET RECOMMENDATIONS

AREAS OF OPPORTUNITY

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LEGEND

Opportunity for Ferry Stop

Opportunity for Marinas

Opportunity for Additional Berthing

Marina opportunity

Marina opportunity

Potential to reconfigure for additional berthing

Consolidation of public transportation on north side of Long Wharf

Potential wave attenuation structure for ferry dock

Implement wave attenuation measures, particularly for waves originating from the southwest.



An aerial photograph of a city harbor, likely New York City, showing numerous ships in the water and a dense urban landscape with many tall buildings. The image is overlaid with a semi-transparent dark blue filter.

THANK YOU!