



BOSTON HARBOR GARAGE

REDEVELOPMENT CONCEPTS

for the Downtown Waterfront Municipal Harbor Plan

The Chiofaro Company
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ADD, Inc.

June 25, 2014

Harbor Garage Project Guiding Principles

MHP PLANNING OBJECTIVES

MHP OBJECTIVES

City of Boston Request for Notice to Proceed, July 31, 2013, p. 12

- Further increase public access to the waterfront
- Improve activation and year-round programming
- Enhance connections between the waterfront, the Greenway and adjacent communities
- Facilitate greater building density and diversity of uses that complement the unique open space resources of the District

Harbor Garage Project Guiding Principles

**PUBLIC REALM & WATERSHEET ACTIVATION PLAN:
VISION FOR THE DOWNTOWN WATERFRONT**

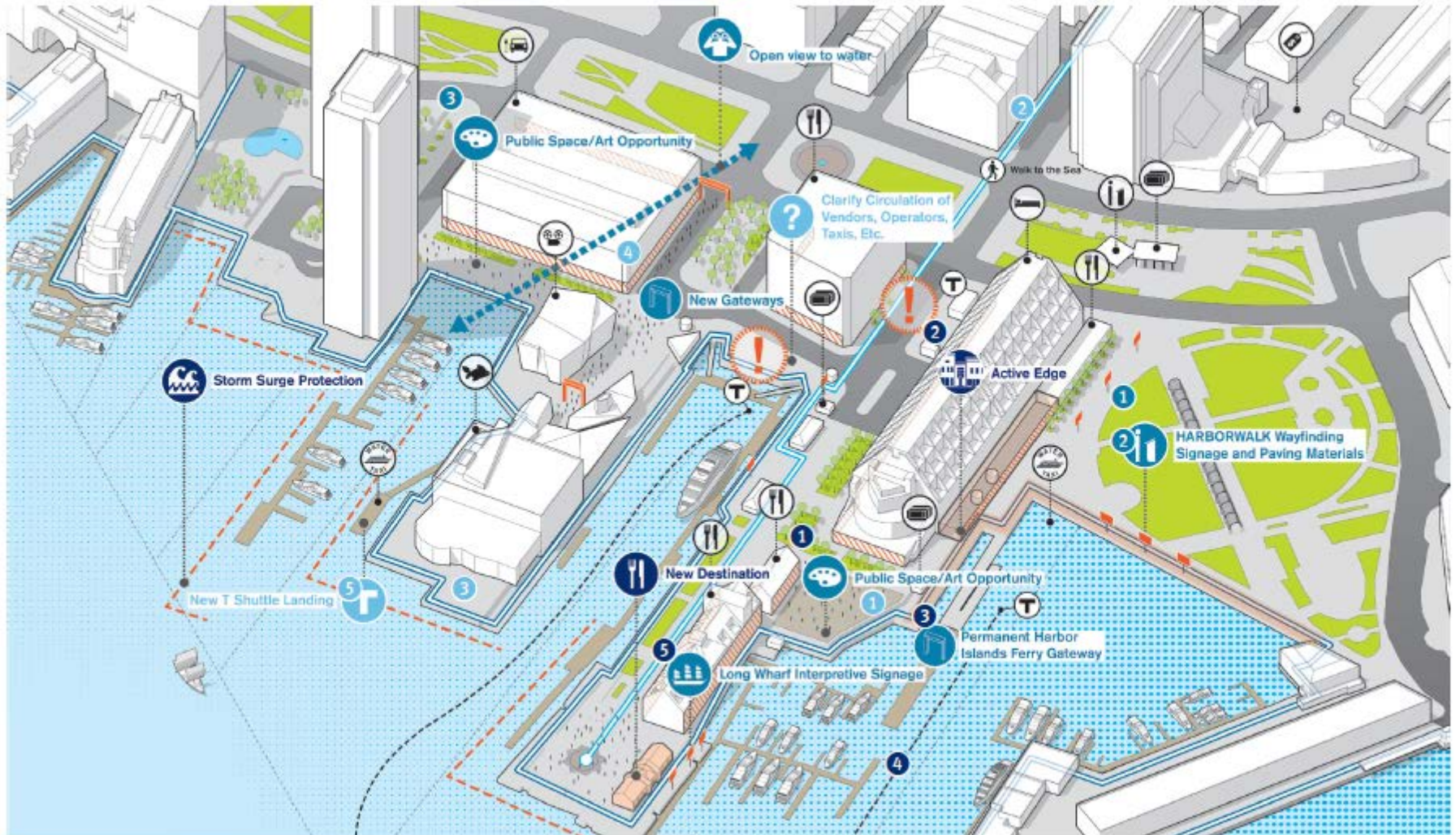
District-Wide Vision

Public Realm & Watersheet Activation Plan, p. 5

- Multi-Modal Accessibility
- Clearly Defined Connections
- Climate Change Resilience
- Four-Season Destinations & Programming
- Flexibility to Accommodate Innovation

Long/Central Wharf Subdistrict Vision

Public Realm & Watersheet Activation Plan, p. 24



Long/Central Wharf Subdistrict Vision

Public Realm & Watersheet Activation Plan, p. 24

Primary Objective:

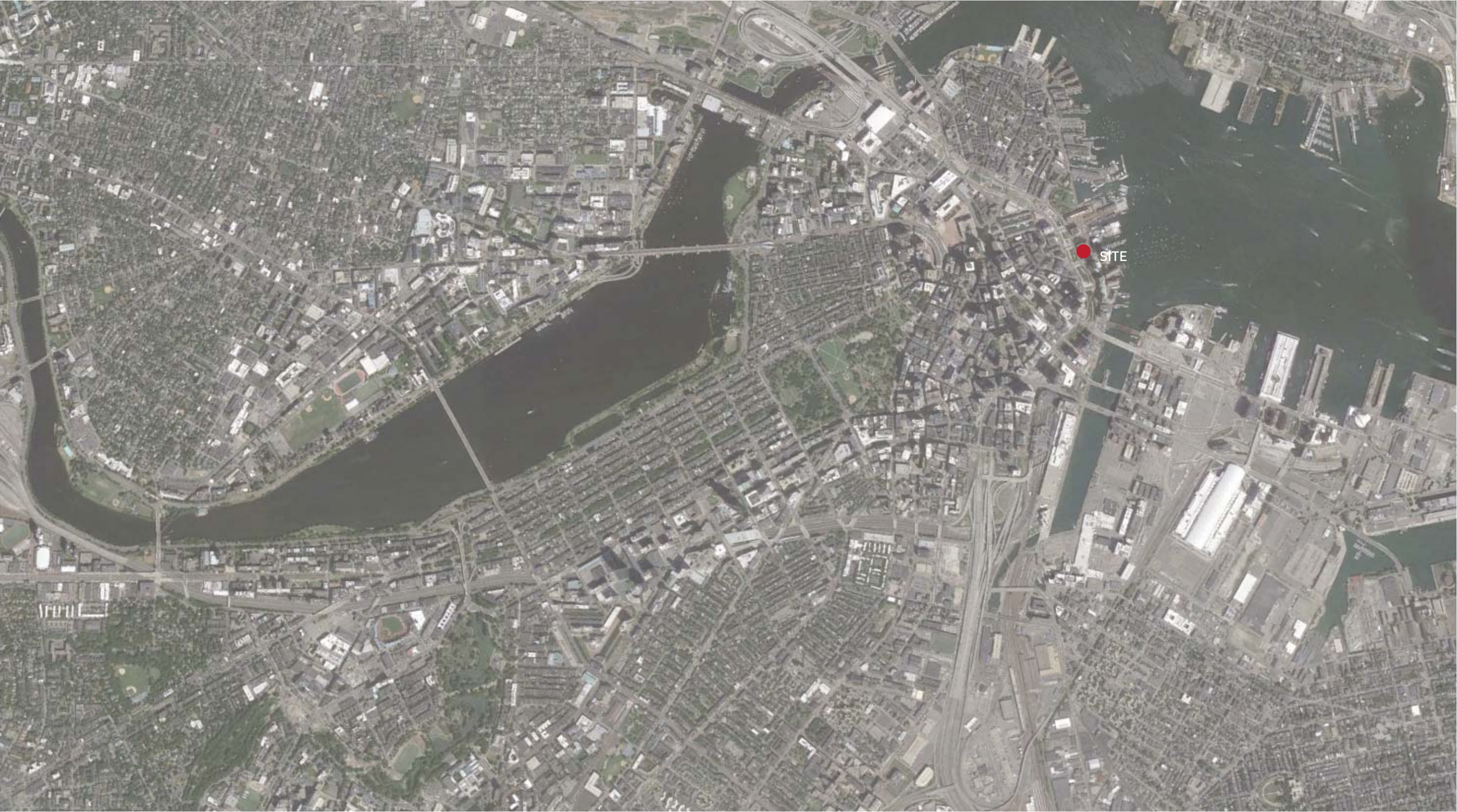
“Create an exemplary twenty-first century waterfront, so generations to come can experience the water’s edge.”

Theme:

“Touch the Water”

THE HARBOR GARAGE IN CONTEXT

CONTEXT
SITE



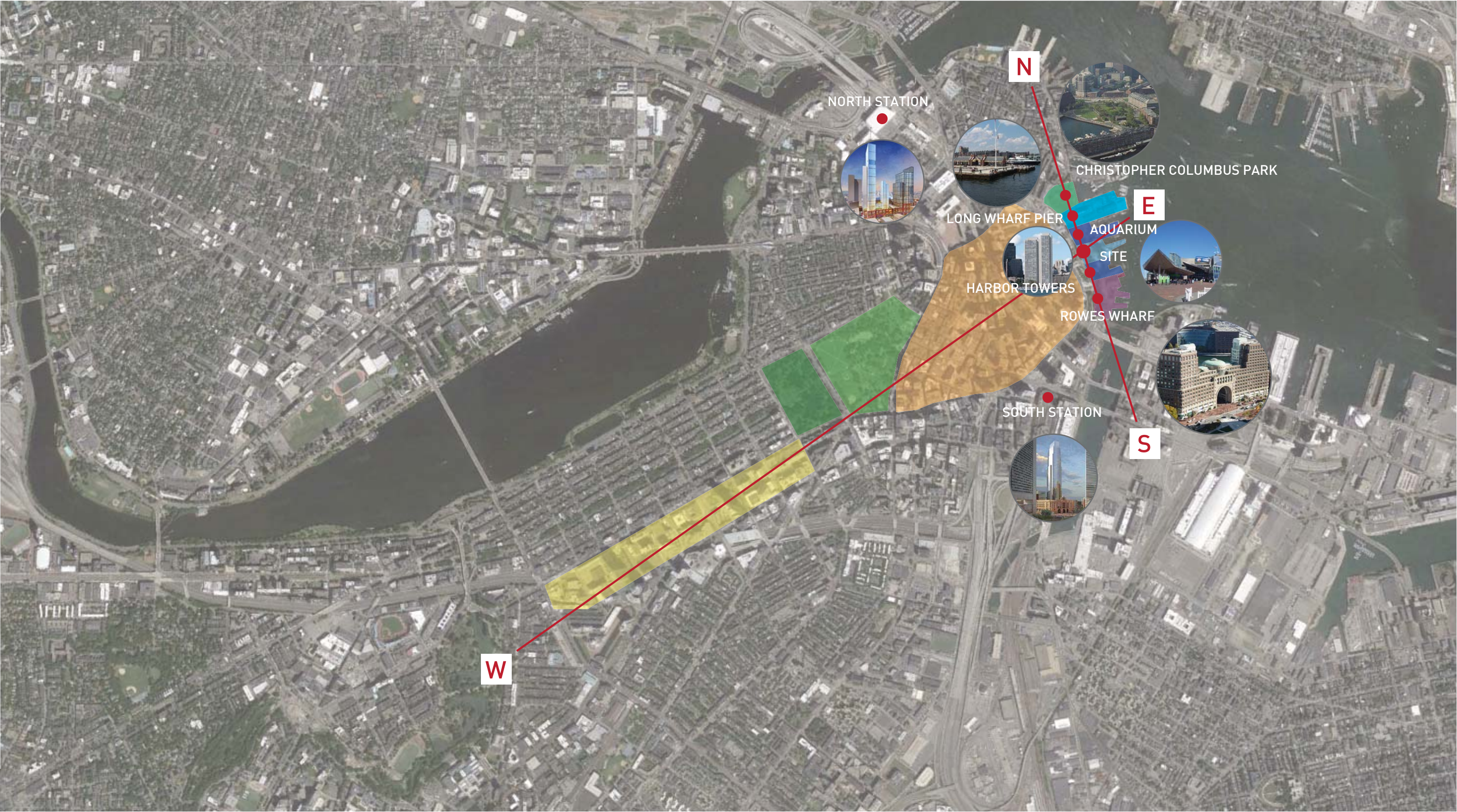
CONTEXT

EAST-WEST AXIS



CONTEXT

NORTH-SOUTH AXIS



CONTEXT

IMMEDIATE SURROUNDS



CONTEXT

HEIGHTS AND DENSITY

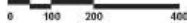


Harbor Garage



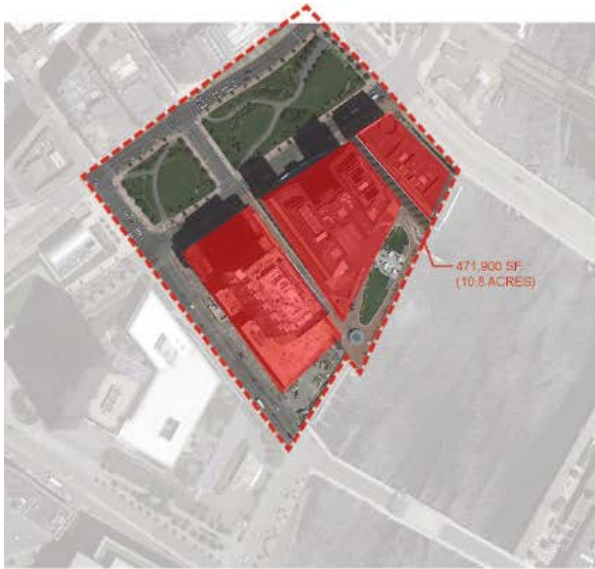
STRUCTURE	SQUARE FOOTAGE
NEAQ IMAX	15,000
Harbor Towers	800,000
Harbor Garage Project	1,300,000
TOTAL	2,115,000
FAR	4.48

Fan Pier



STRUCTURE	SQUARE FOOTAGE
One Marina Park Drive	550,000
Eleven Fan Pier Blvd.	550,000
Fifty Northern Ave.	550,000
Ten Fan Pier Blvd.	450,000
Twenty-Two Liberty Drive	220,000
Fifty Liberty Drive	220,000
TOTAL	2,540,000
FAR	5.38

Atlantic Wharf



STRUCTURE	SQUARE FOOTAGE
470 Atlantic Ave.	337,000
Intercontinental	720,000
Atlantic Wharf	880,000
TOTAL	1,937,000
FAR	4.10

CONTEXT

RELATIONSHIP WITH CITY

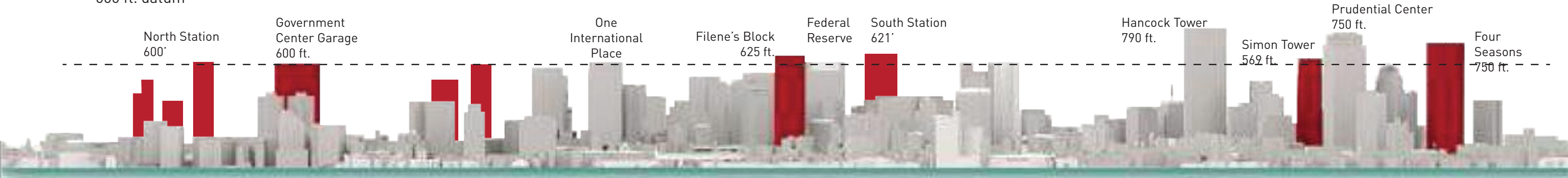


CONTEXT

BUILDINGS AT 600FT

New Projects over 500 ft.

planned
- - - - 600 ft. datum



Excerpt from 2006 Boston Globe column by Robert Campbell, citing the 1961 report of the *Boston Society of Architects Committee on Civic Design* on the future of Boston's High Spine:

“[T]he future Spine would be interrupted by two squares, Copley and Park. It proposes that two new ones be added at the Spine's ends. One would be a green extension of Kenmore Square. The other would be a great ‘South Square’ at the place where the Spine reached the harbor We haven't quite got there, but Rowes Wharf is a beginning.”



DEVELOPMENT PROGRAM

PROGRAM

MIXED-USE BUILDING PROGRAM

OFFICE 700,000 GSF

HOTEL 250-300 KEYS

RESIDENTIAL 120 UNITS

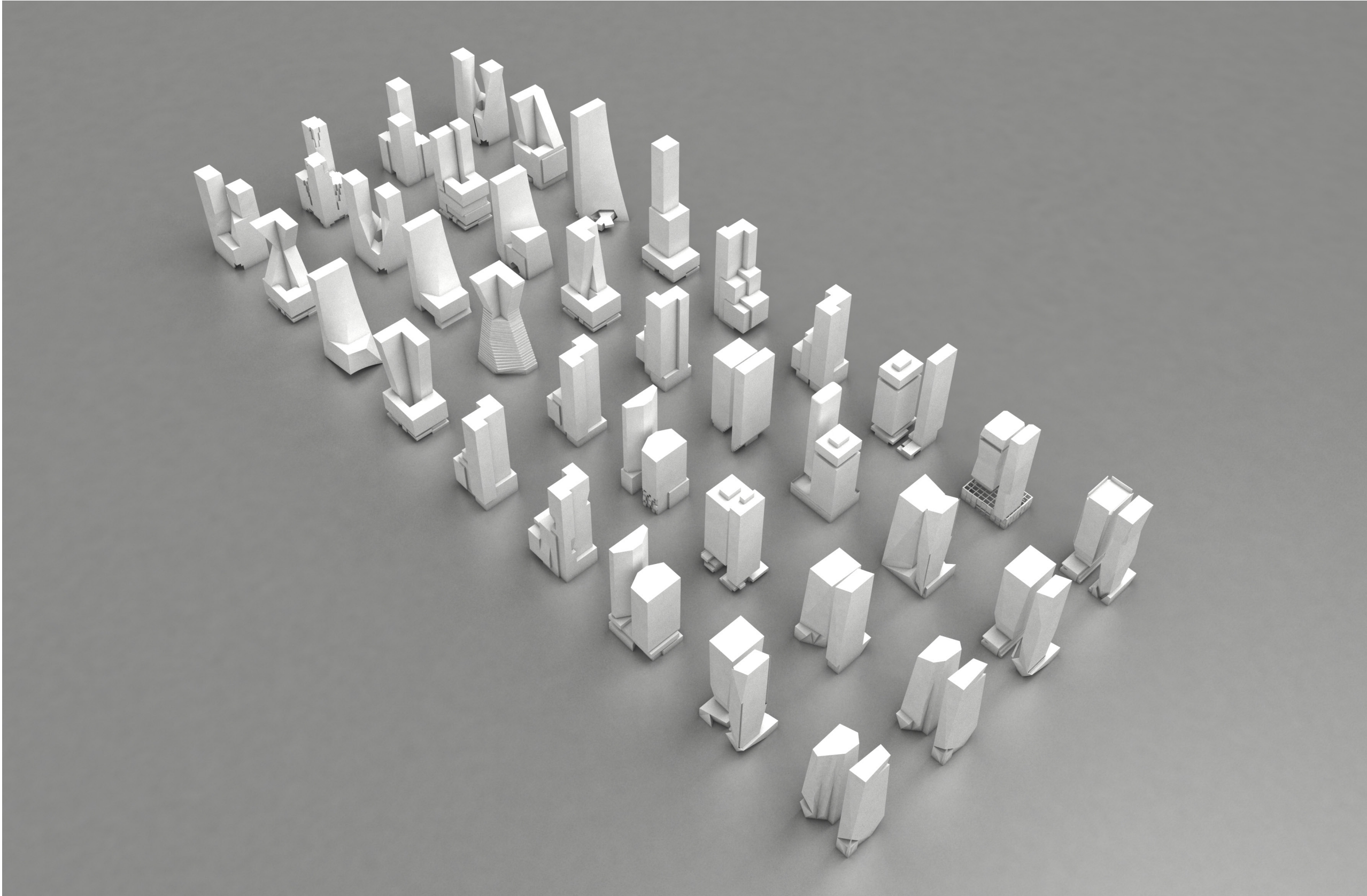
RETAIL 3 LEVELS

Dimension / location to be determined.

1400 PARKING SPACES

Replacing existing spaces. No additional parking.

PROGRAM DISTRIBUTION
ONE BUILDING VERSUS TWO BUILDING



PODIUM STRATEGIES

PODIUM DESIGN

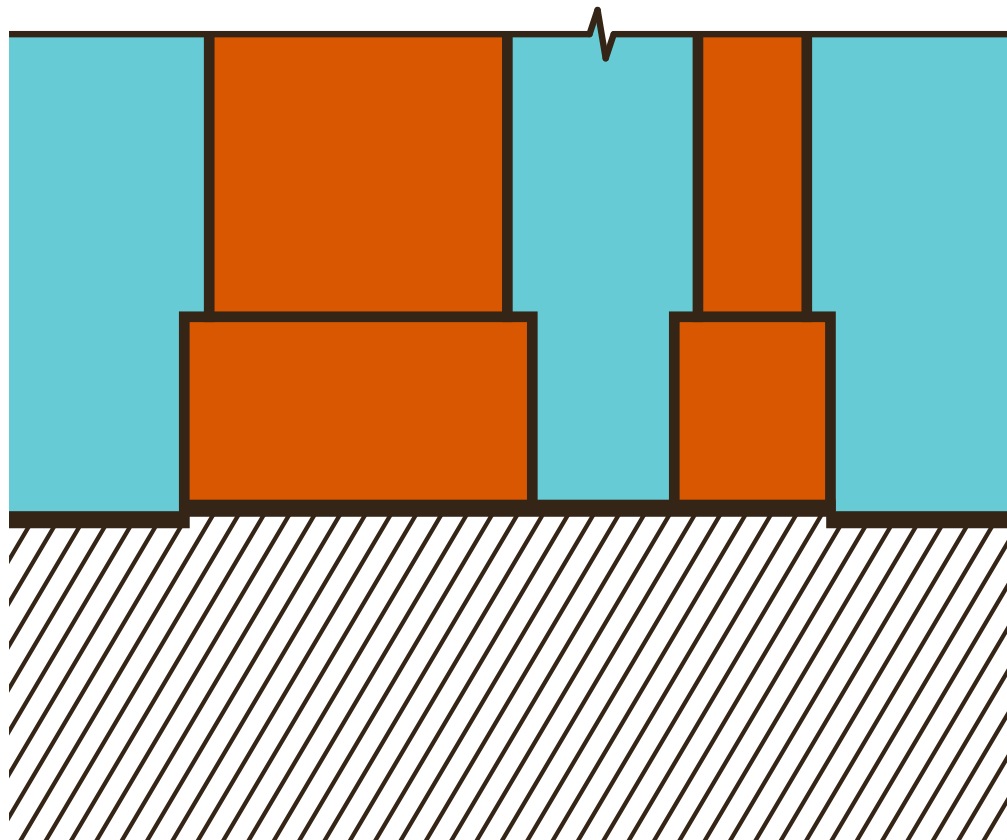
1. BRICKS

PROS

- Large plan means potential active uses at the base

CONS

- Poor visibility
- Static and staid image
- Feels heavy and massive



BRICKS



BRICKS



PRECEDENT

- McCormack Post Office Building
- Architect : Cram and Ferguson
- Built in 1933
- Office building, court house, and post office
- 331' high
- Steel frame and reinforced concrete structure



PODIUM DESIGN

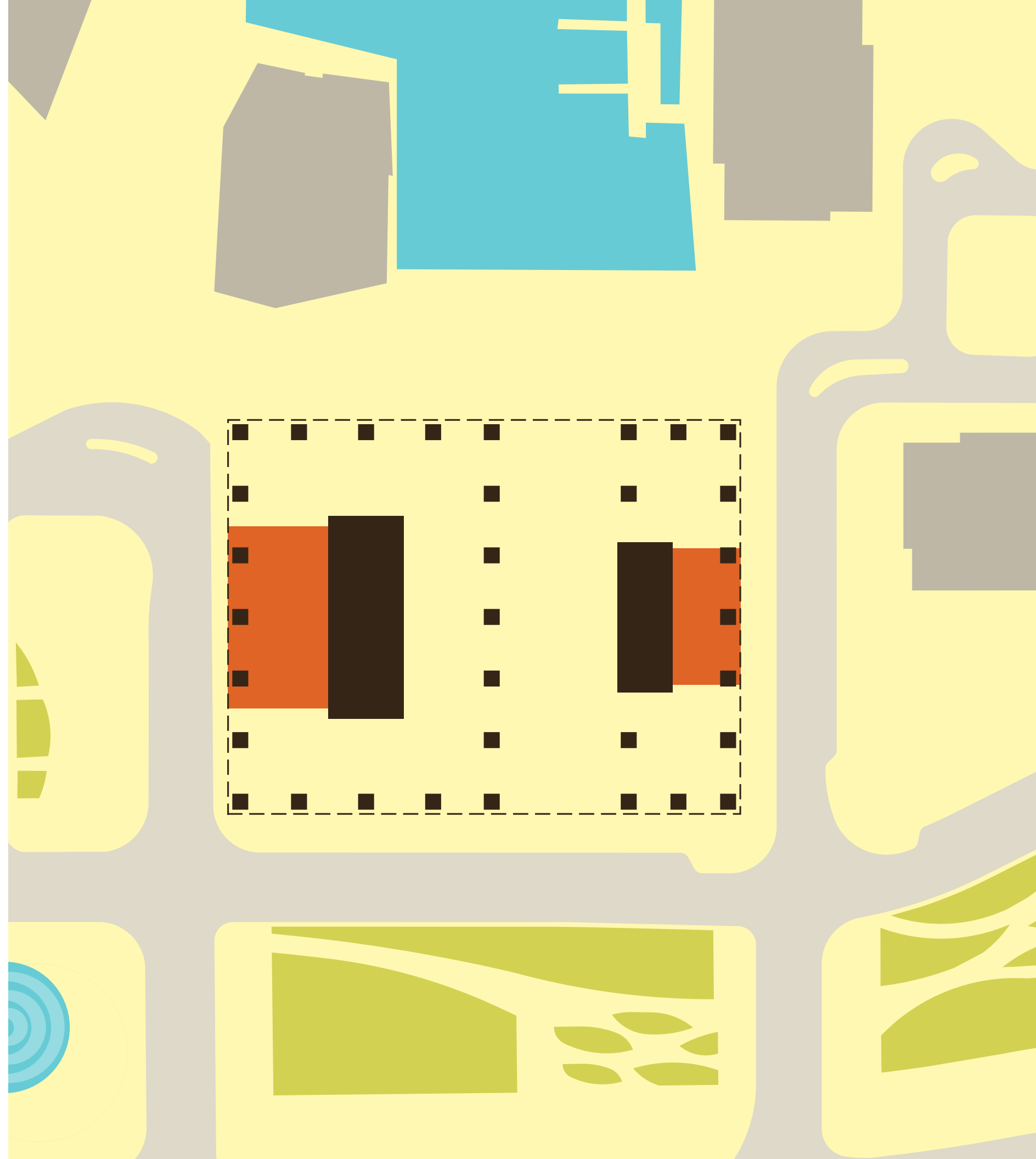
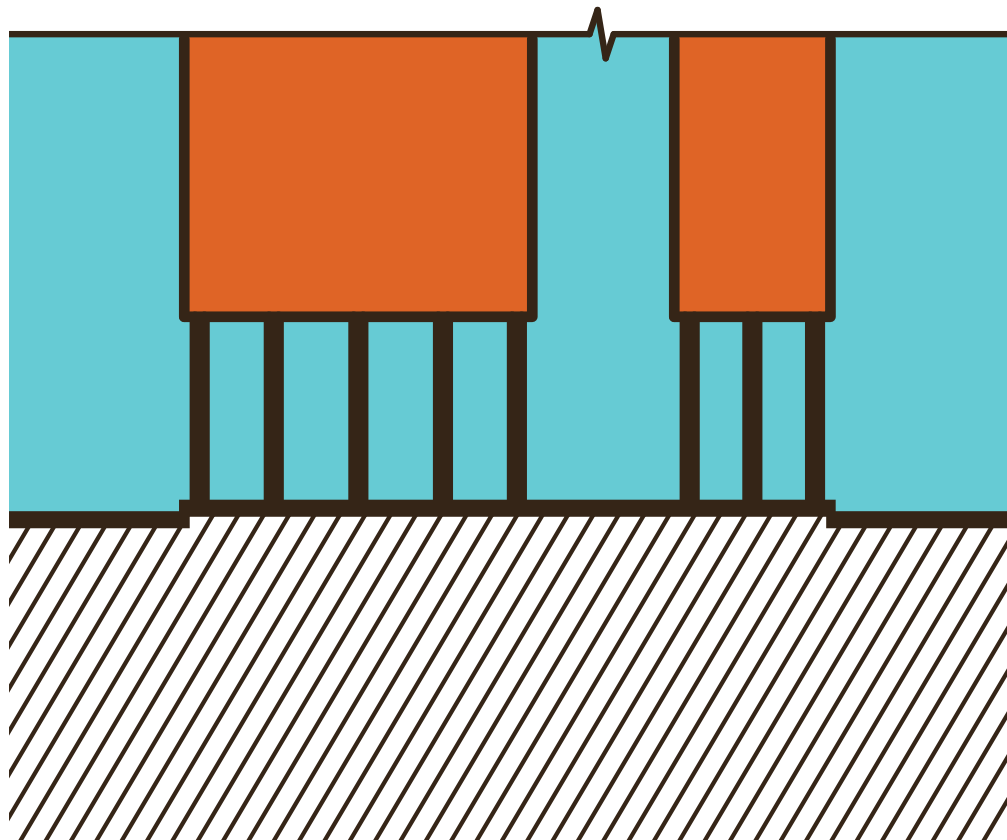
2. STILTS

PROS

- High level of visibility and connectivity through site

CONS

- No street level retail to draw people to waterfront
- Feels like a cold corporate plaza



STILTS



STILTS

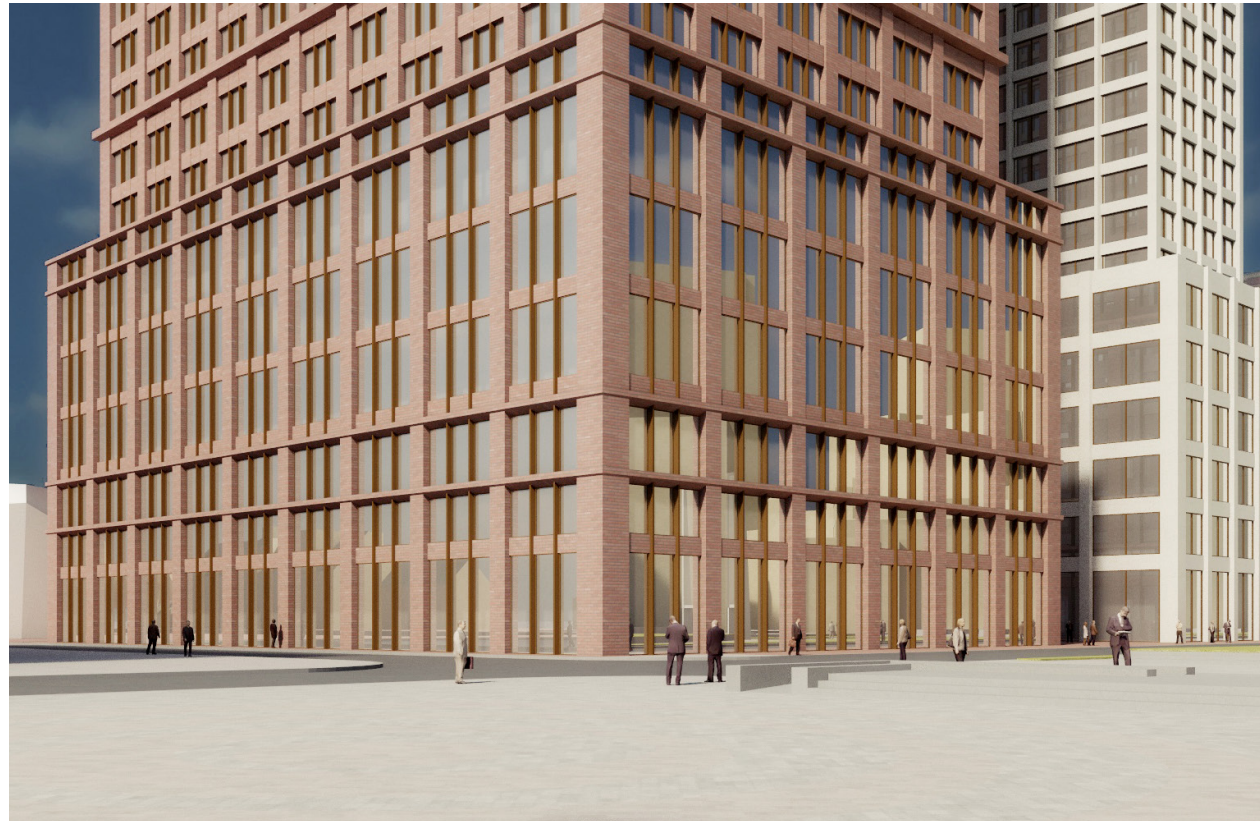


PRECEDENT

- Astor Tower, Chicago
- Architect : Bertrand Goldberg
- Built in 1963
- Hotel (1963), Condominium (1979)
- 300' high
- Exposed core at the base and top of the building
- Express building's structure and eliminates units close to ground



BRICKS



PROS

- Large plan means potential active uses at the base

CONS

- Poor visibility
- Static and staid image
- Feels like a traditional heavy masonry building

STILTS



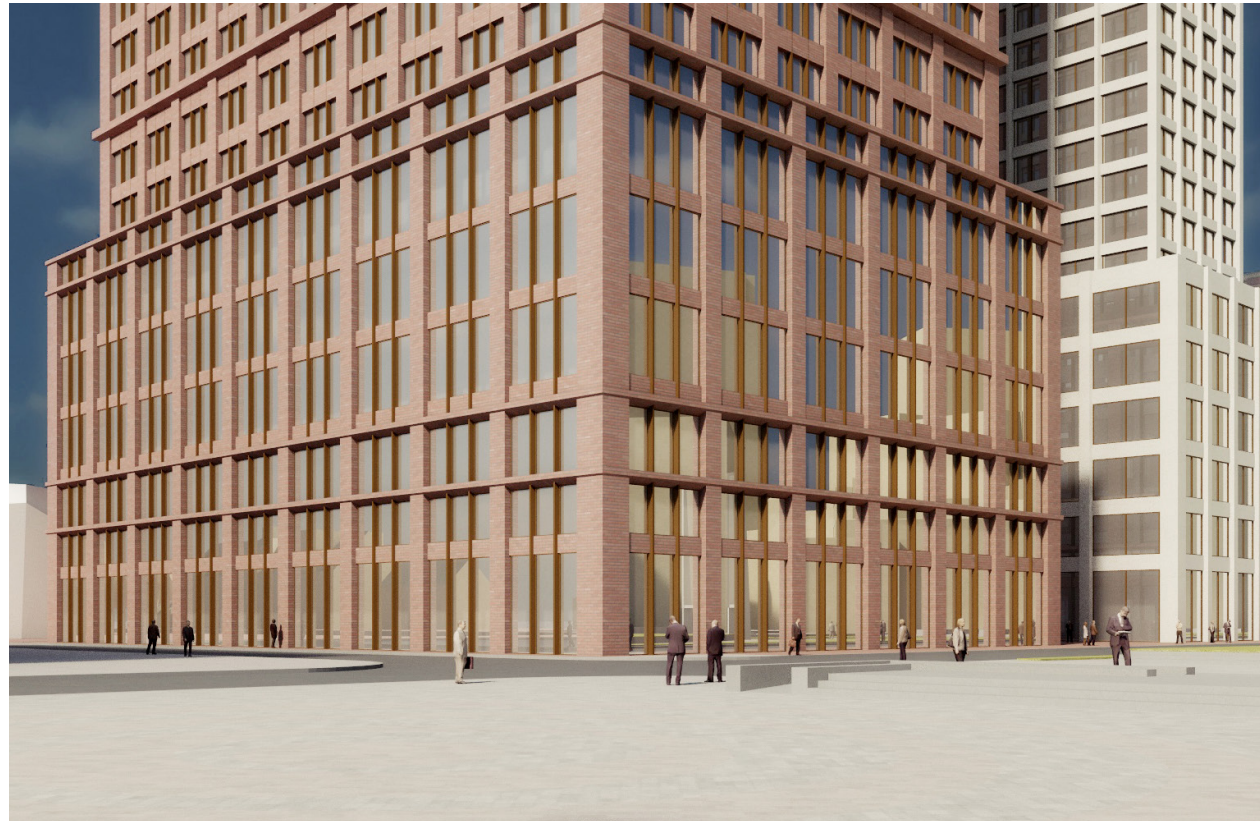
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STILTS



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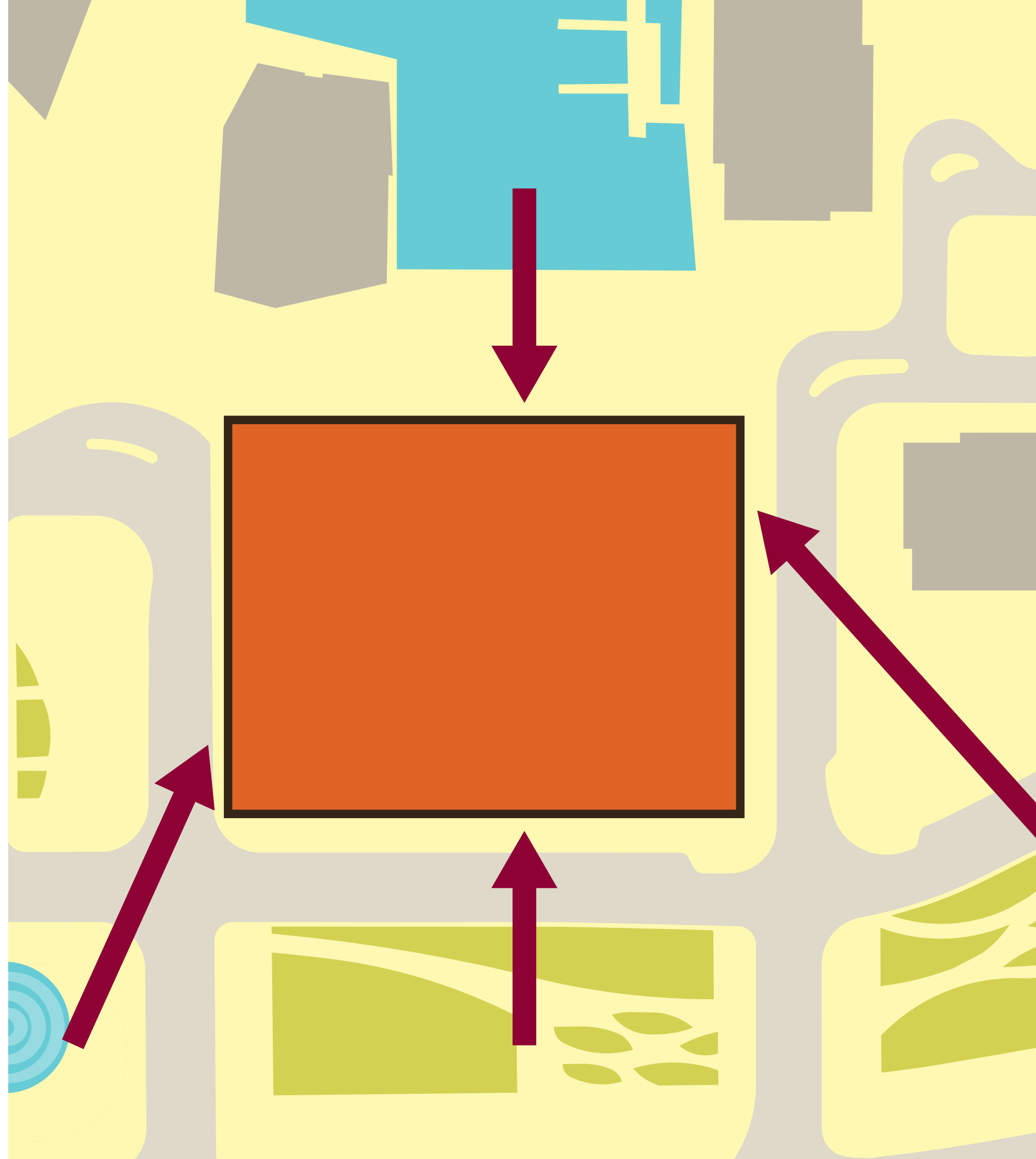
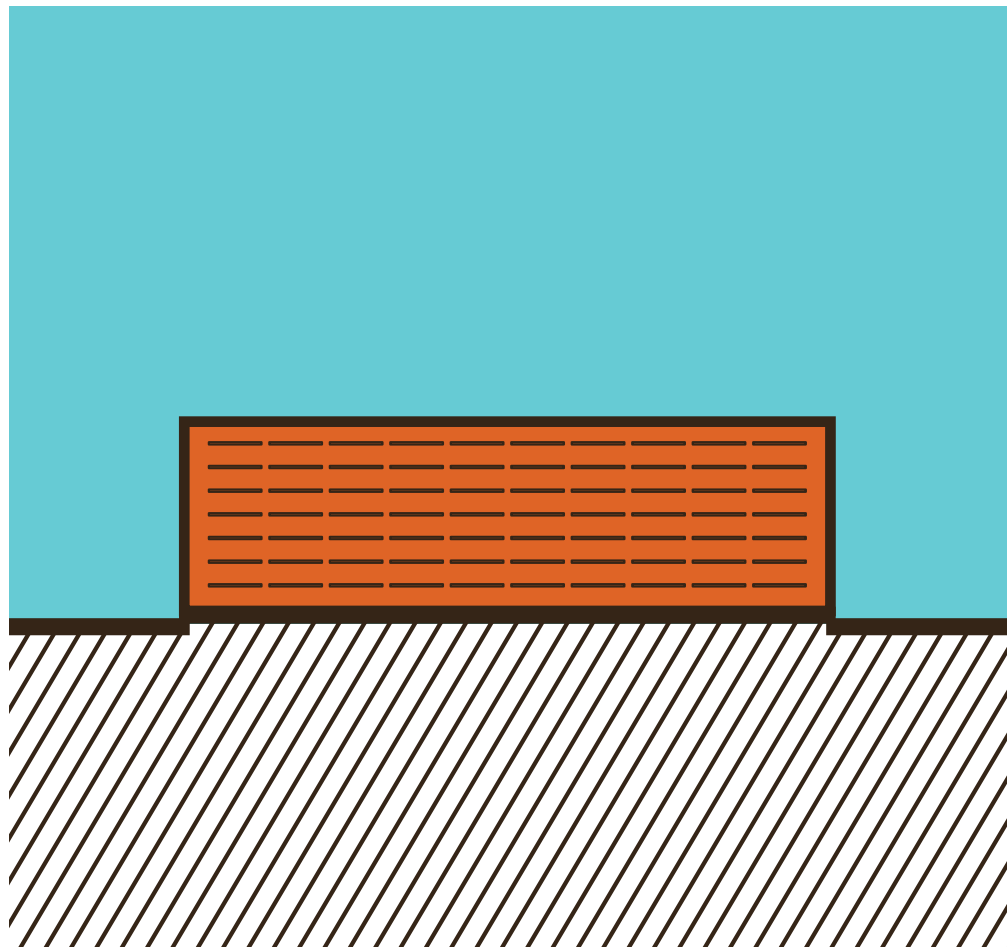
CONS

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SYNTHESIS
CAN WE ACHIEVE BALANCE?
VISIBILITY + ACTIVITY

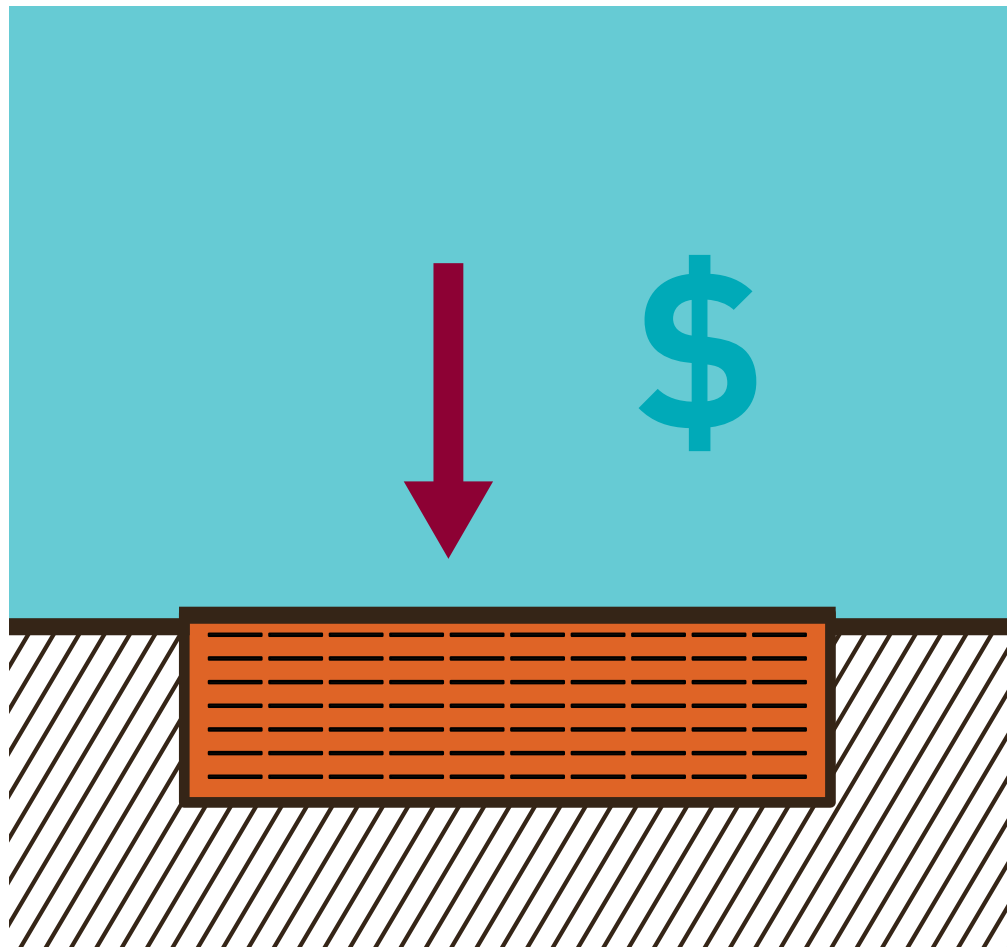
EXISTING GARAGE PLAN

- Garage blocks views and access to and from the water



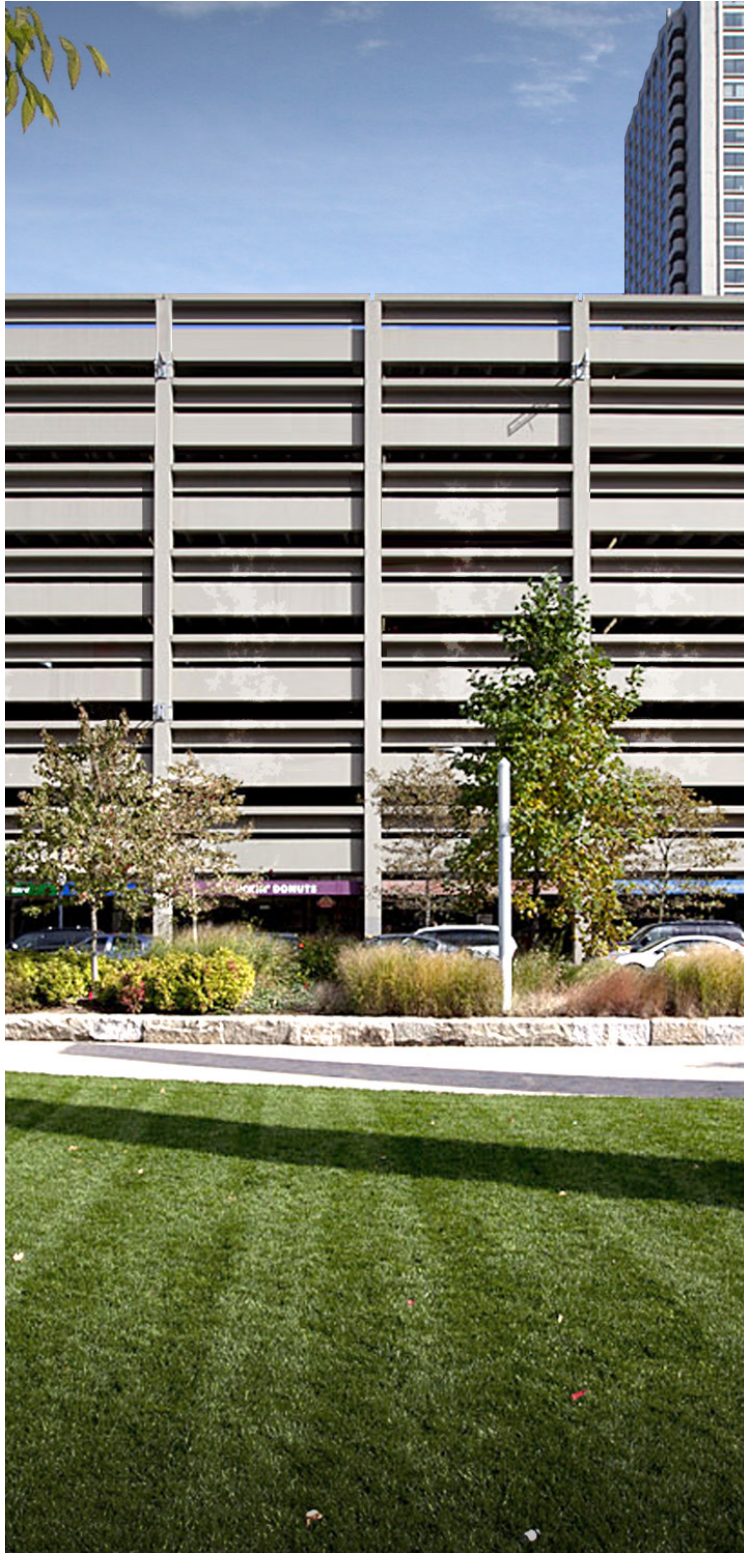
GARAGE BELOW GRADE

- Shift existing parking capacity below grade. No additional spaces
- Opportunity for development
- Accommodates future parking requirements for Aquarium and Harbor Towers

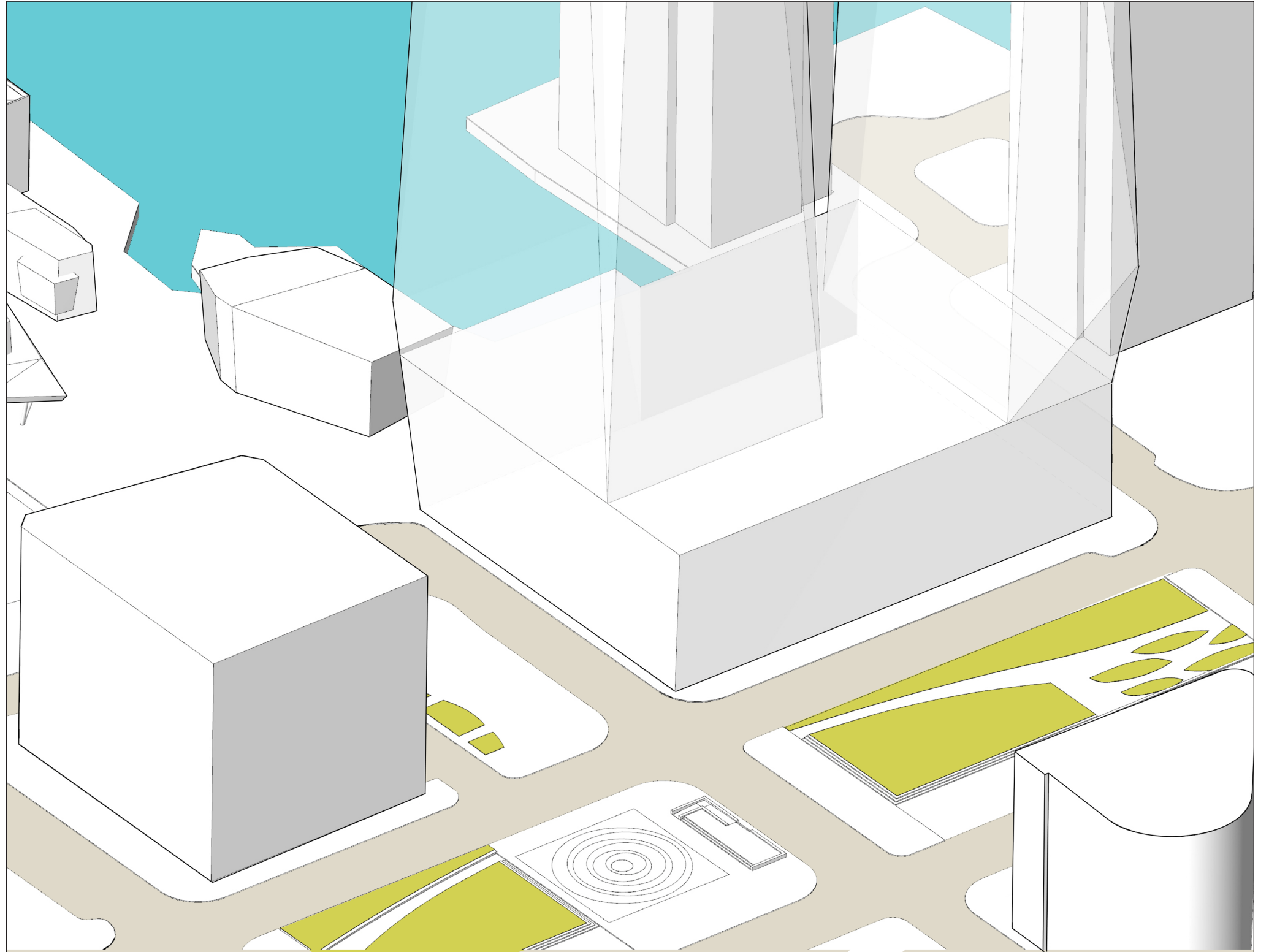


\$180M

PODIUM



Solid base blocks view corridor

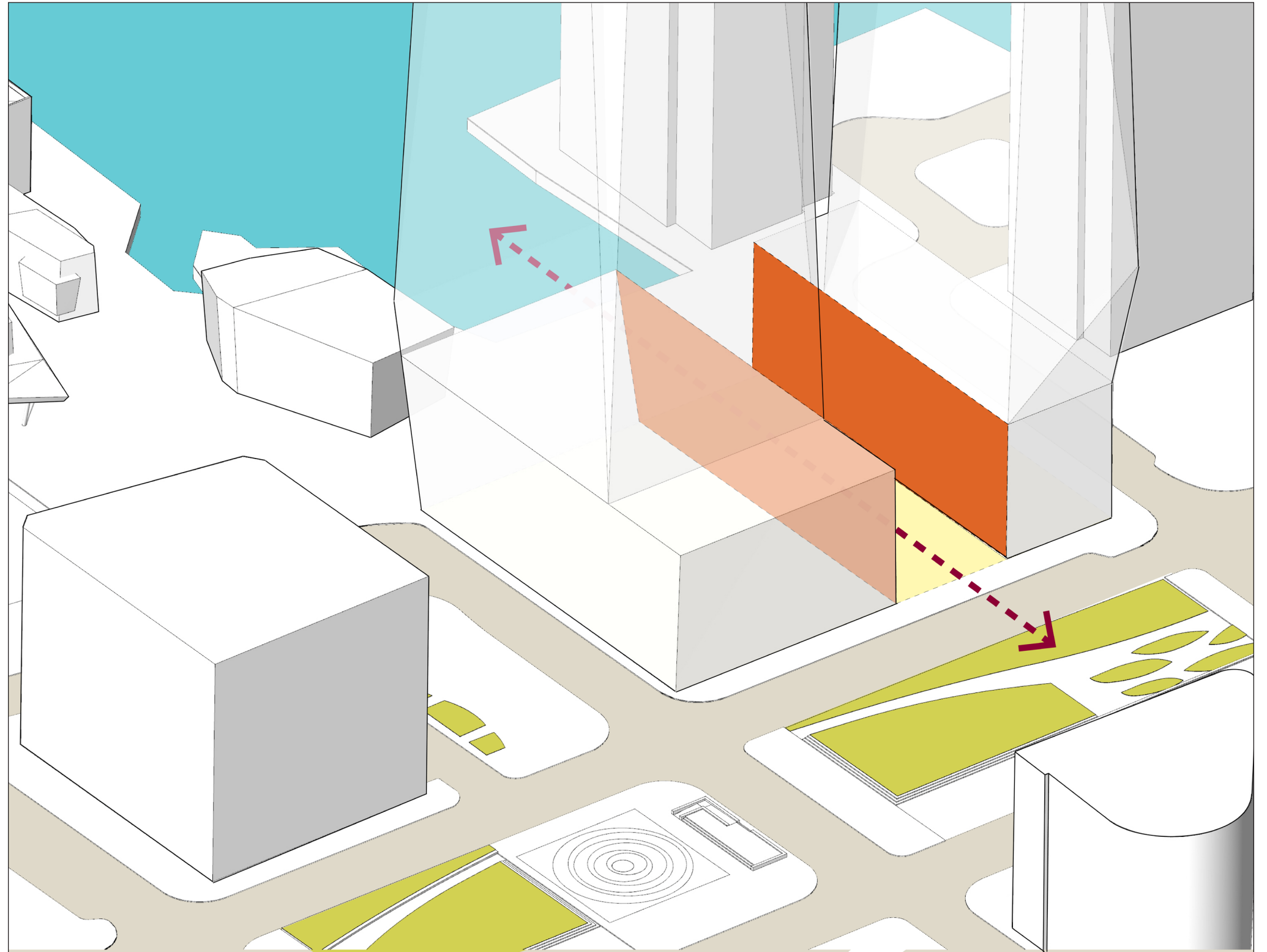


Two buildings on a solid podium

PODIUM TRANSFORMATION 01



Views to the harbor

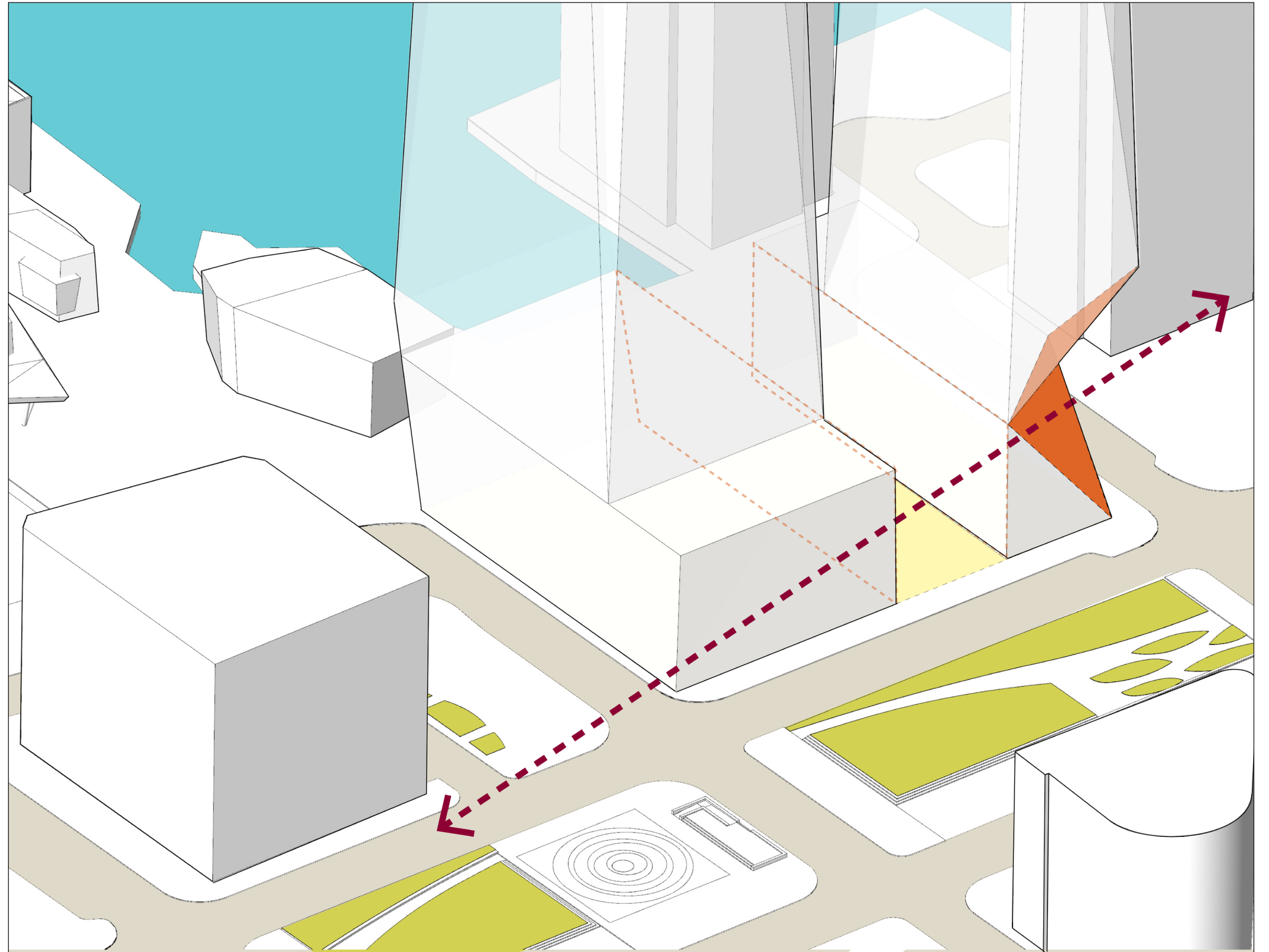


East West cut through the center of the podium opens up a view corridor from the city to the harbor

PODIUM TRANSFORMATION 02



Views to Rows Wharf

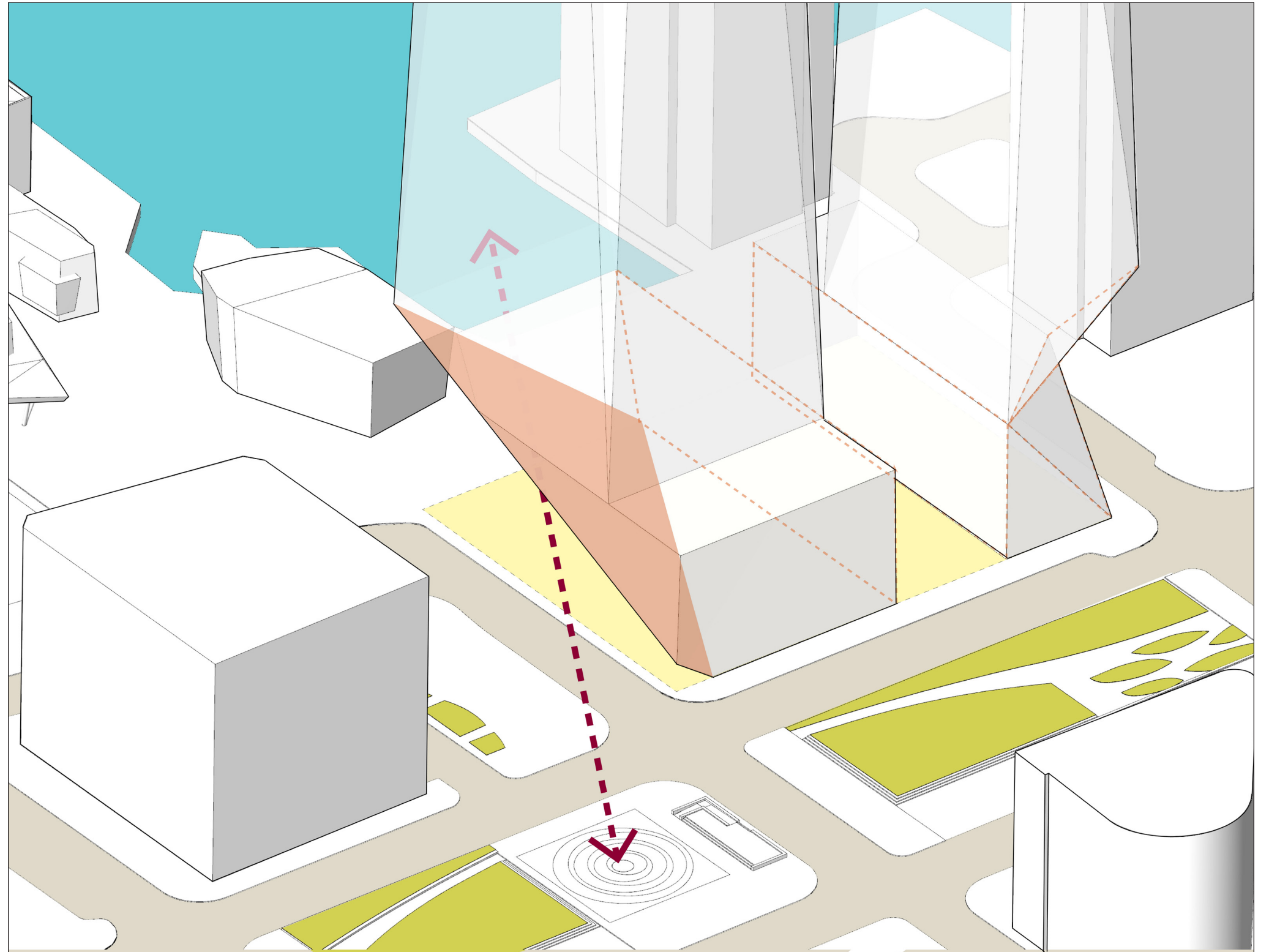


Erode South West corner of podium to provide visual connection to Rows Wharf

PODIUM TRANSFORMATION 03



Views to the Greenway

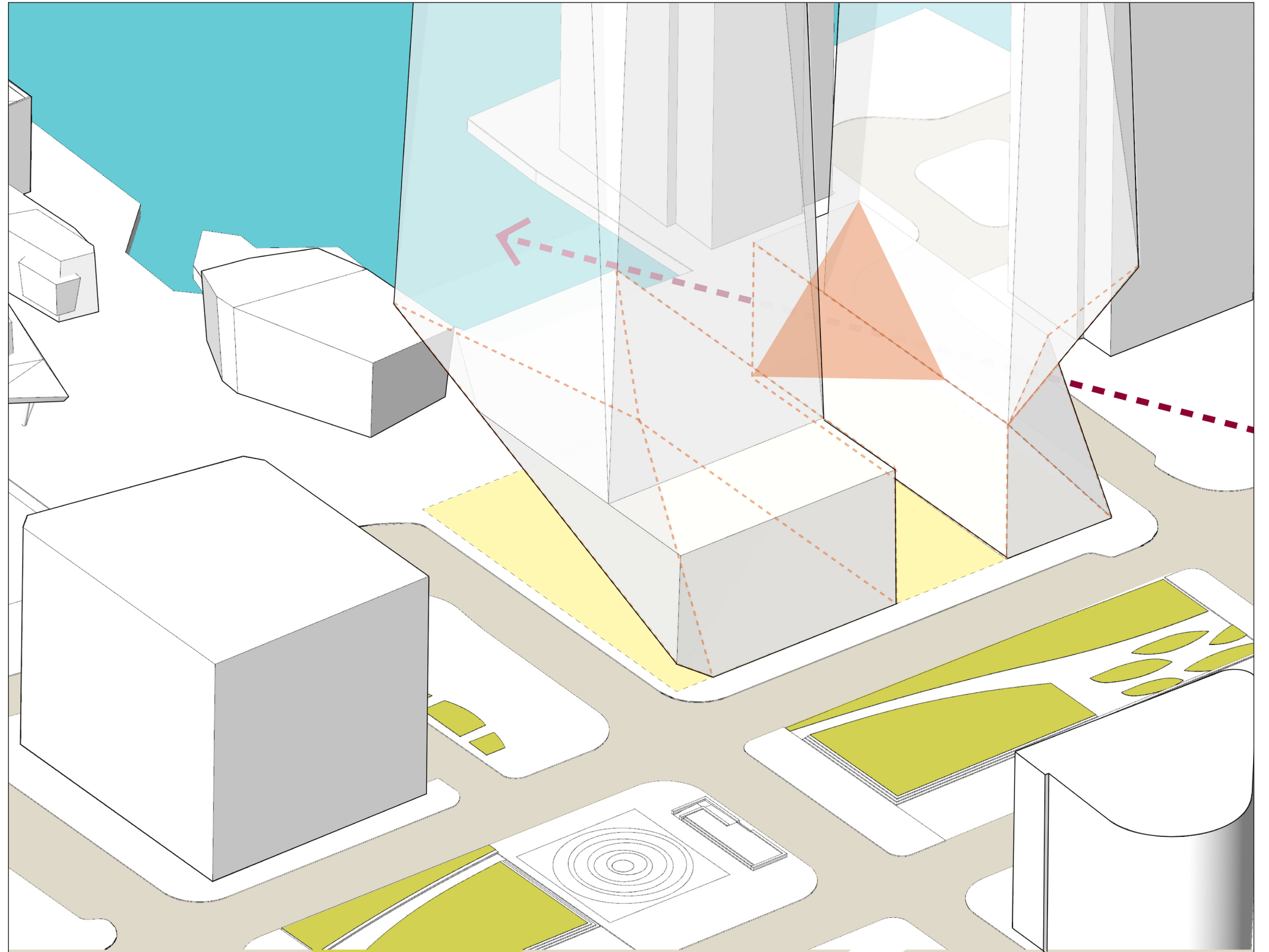


Erode North East corner of podium to visually connect the city and the waterfront

PODIUM TRANSFORMATION 04



Views to waterfront amenities

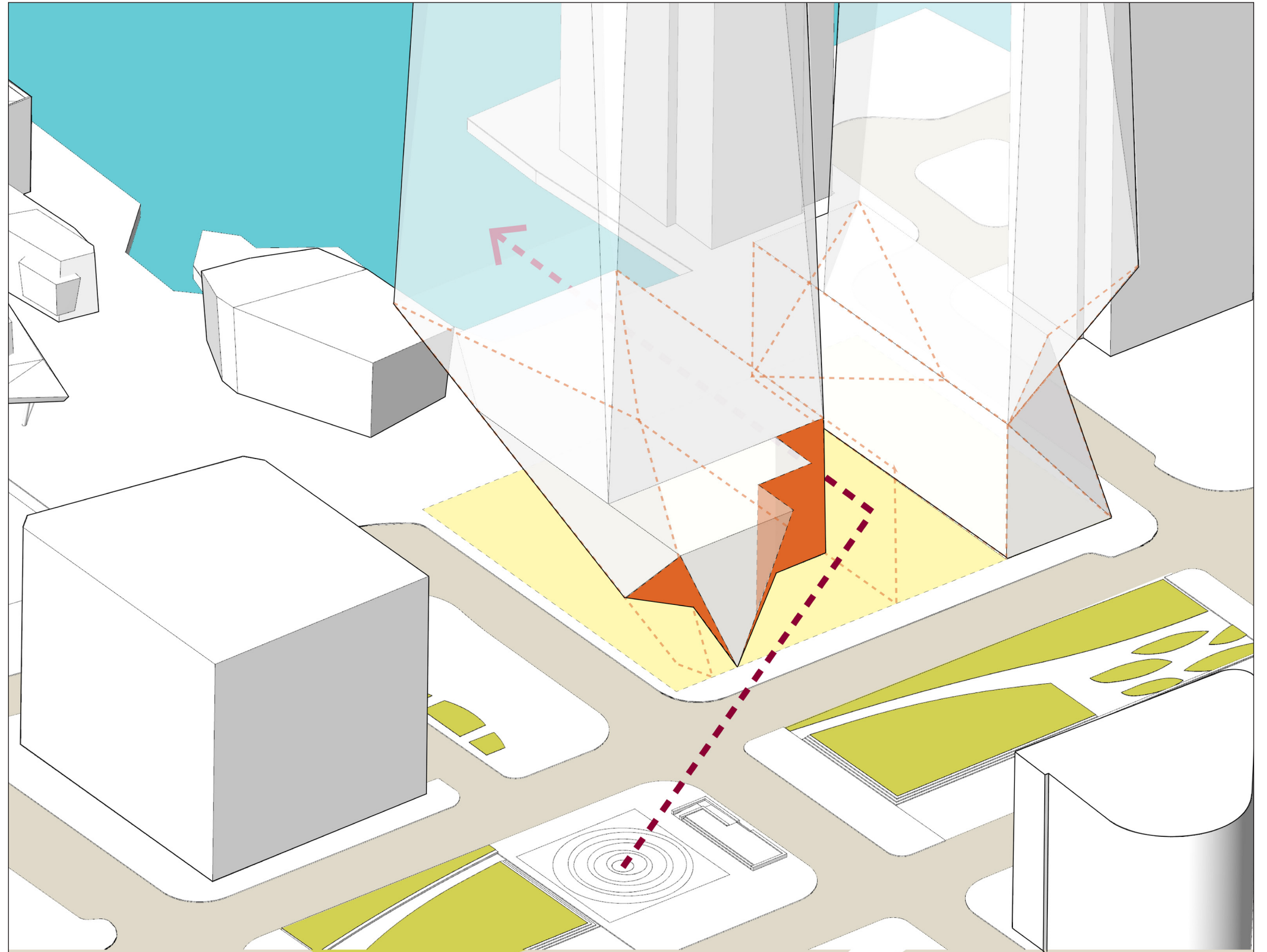


Erode South East corner of podium improves visibility and clarity of public realm

PODIUM TRANSFORMATION 05



Draw traffic from Faneuil Hall

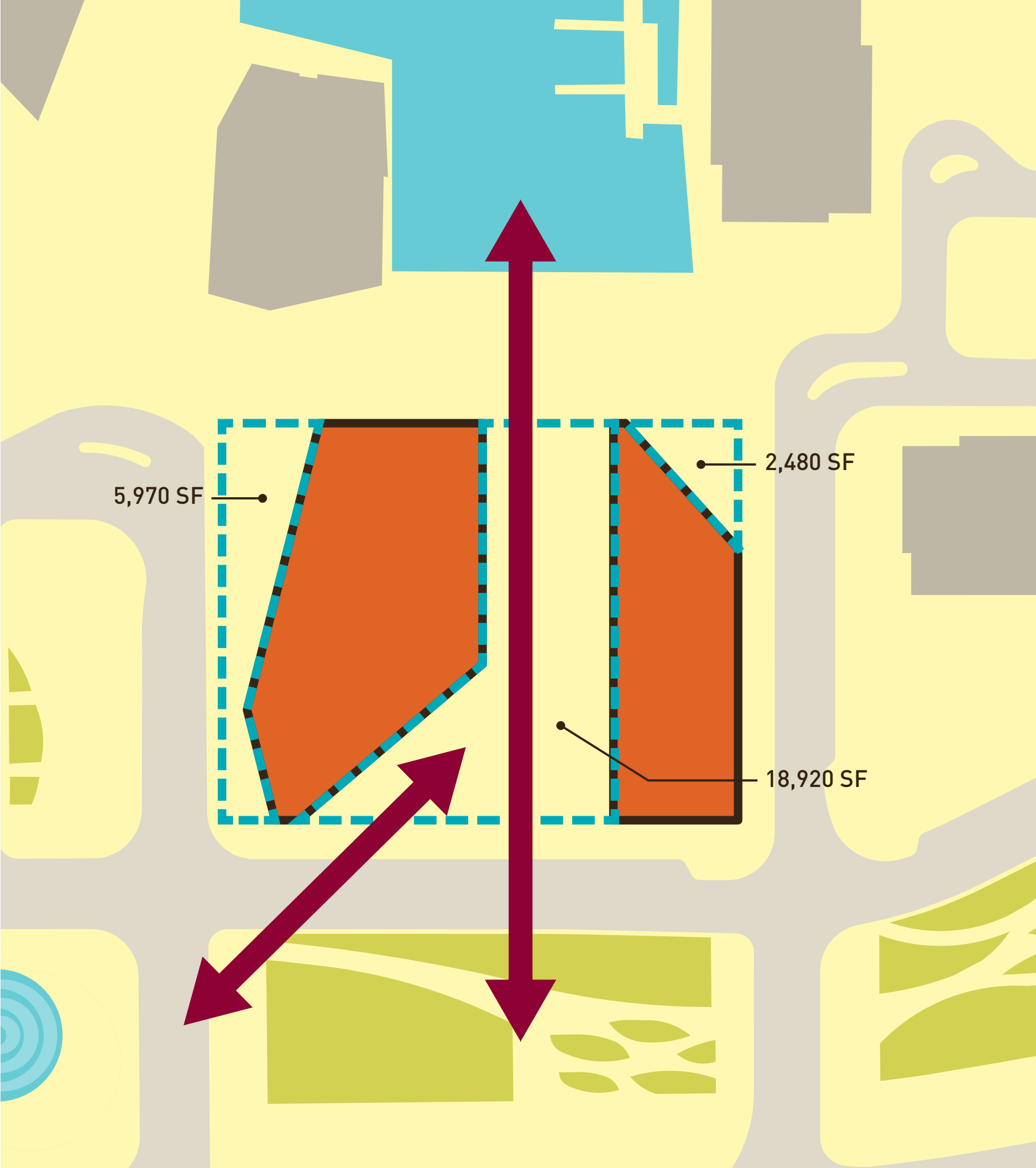
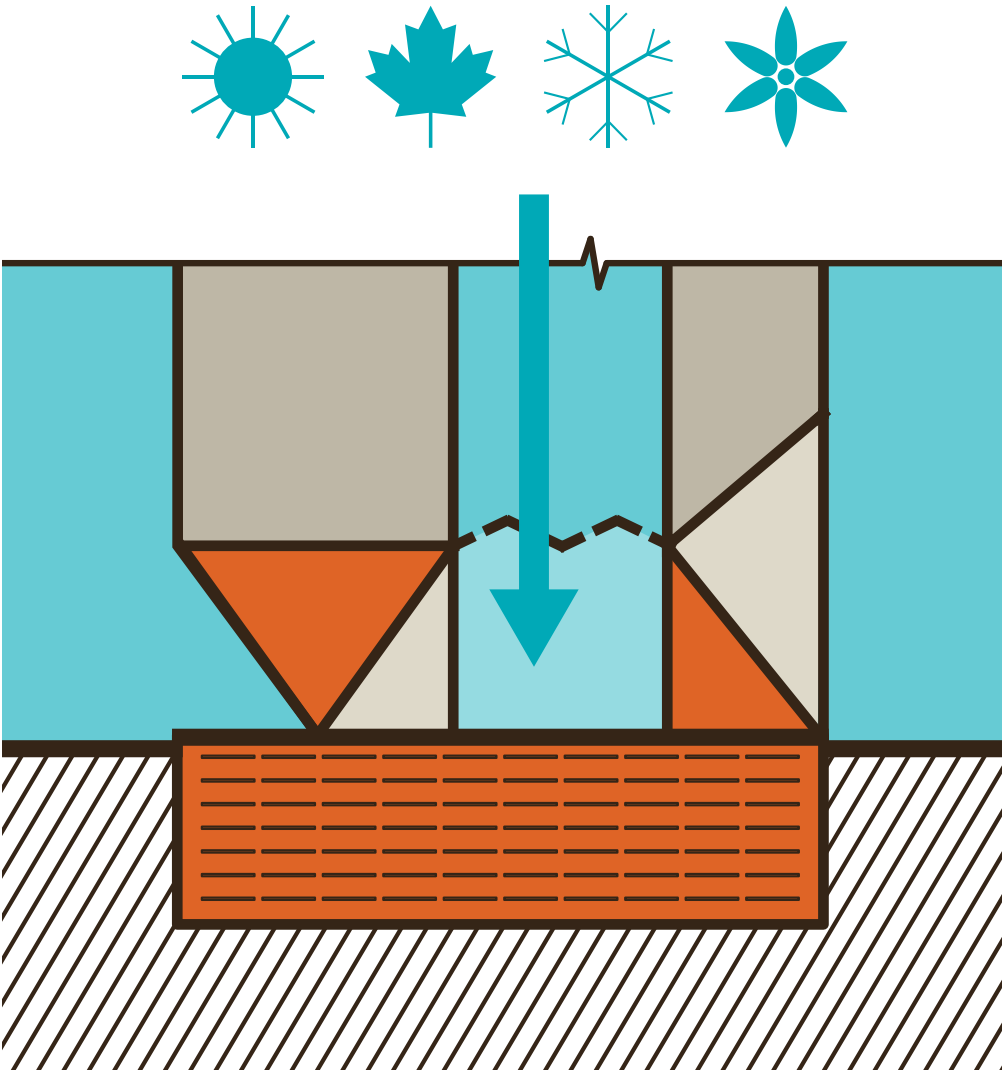


Erode North West corner of podium to draw the people to the water's edge

HARBOR SQUARE
***SEASONAL* PUBLIC OPEN SPACE**

SEASONAL PUBLIC OPEN SPACE

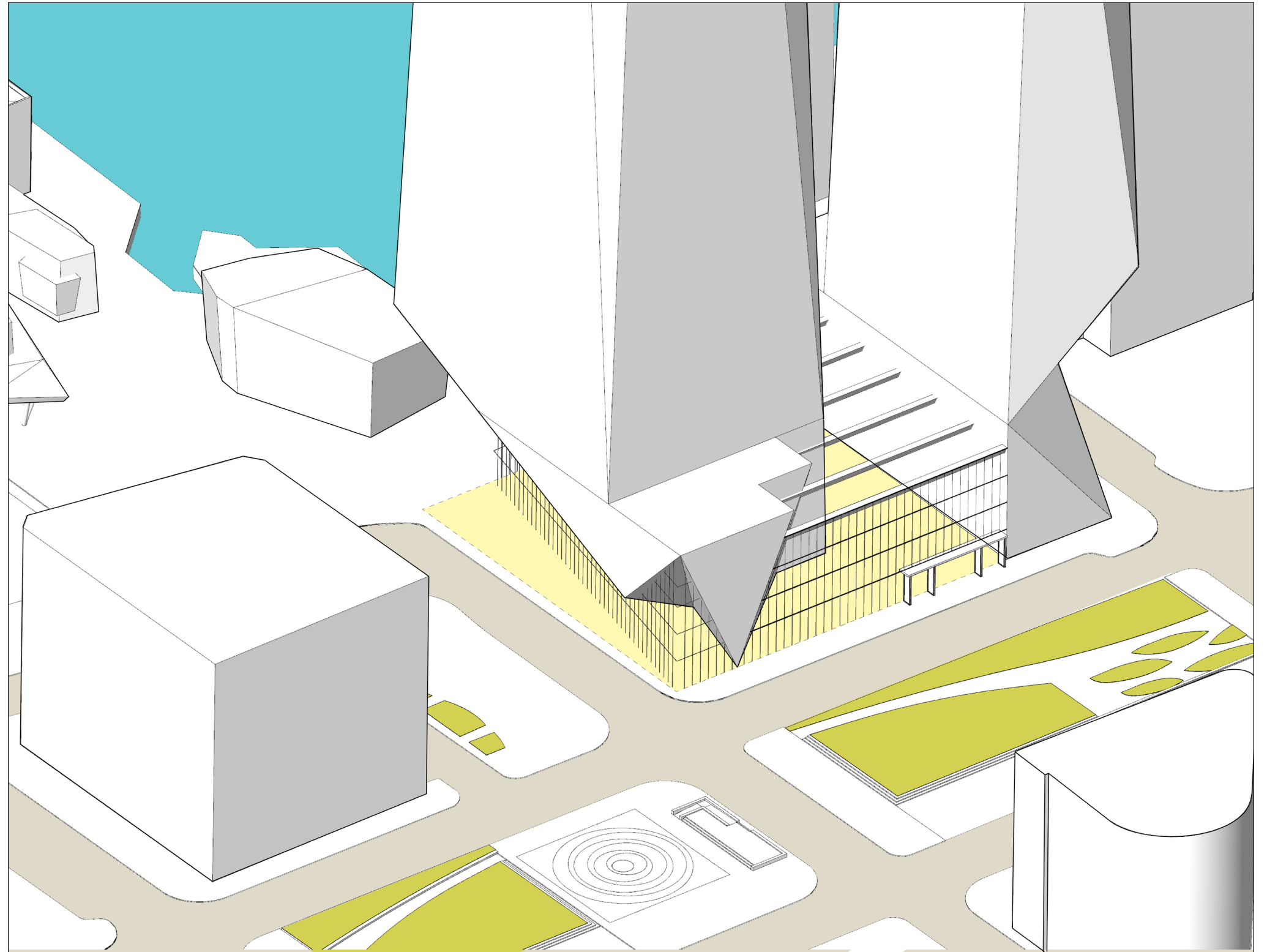
- 27,370 SF open space
- Seasonal open space for activities year round
- Draws population from Faneuil Hall



SEASONAL PUBLIC OPEN SPACE



Year-round activities



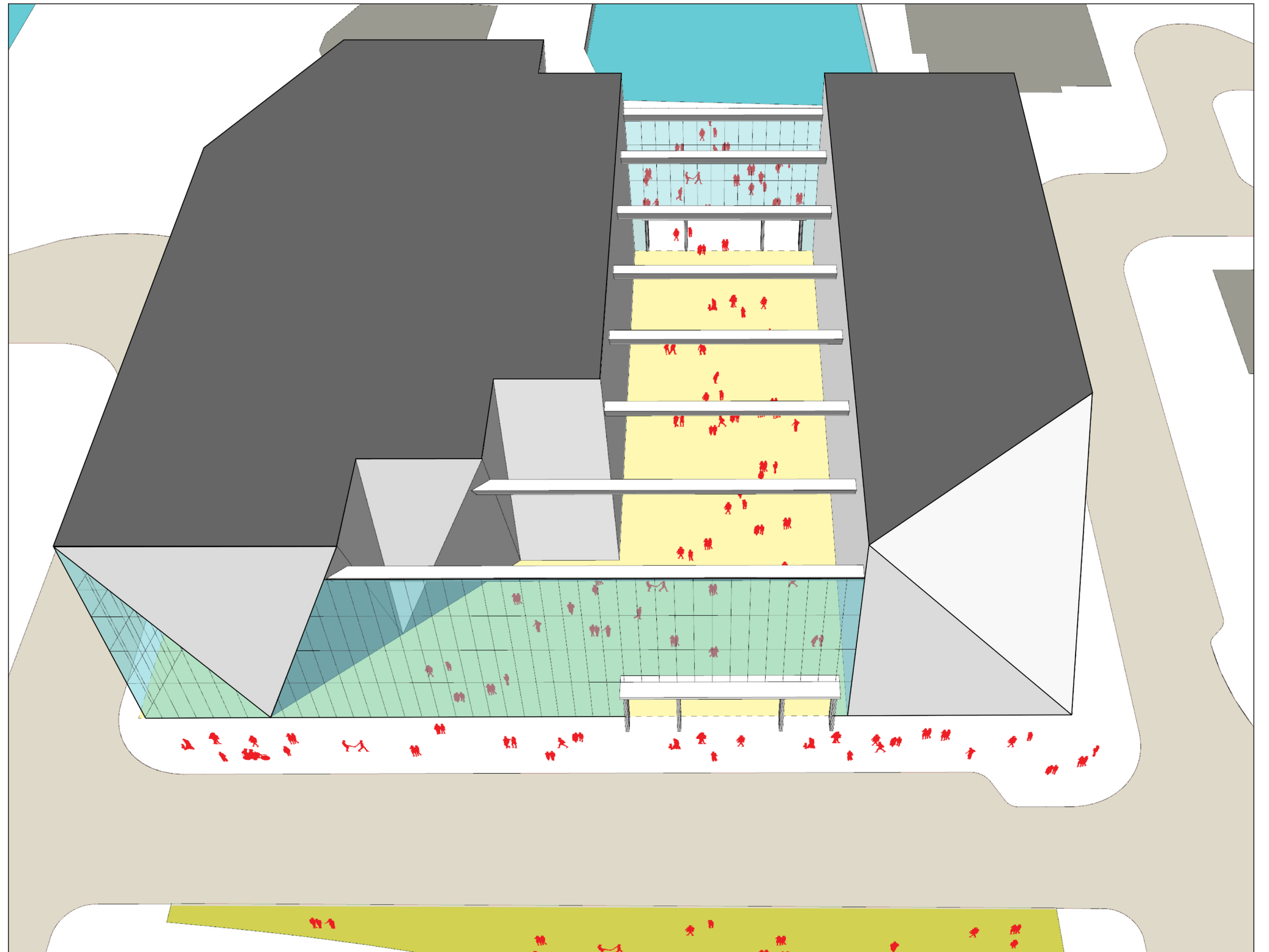
Addition of retractable canopy increases streetscape activation year-round

SEASONAL PUBLIC OPEN SPACE

RETRACTABLE CANOPY OPEN



City Creek Center, Salt Lake City
ZGF Architects | 2012



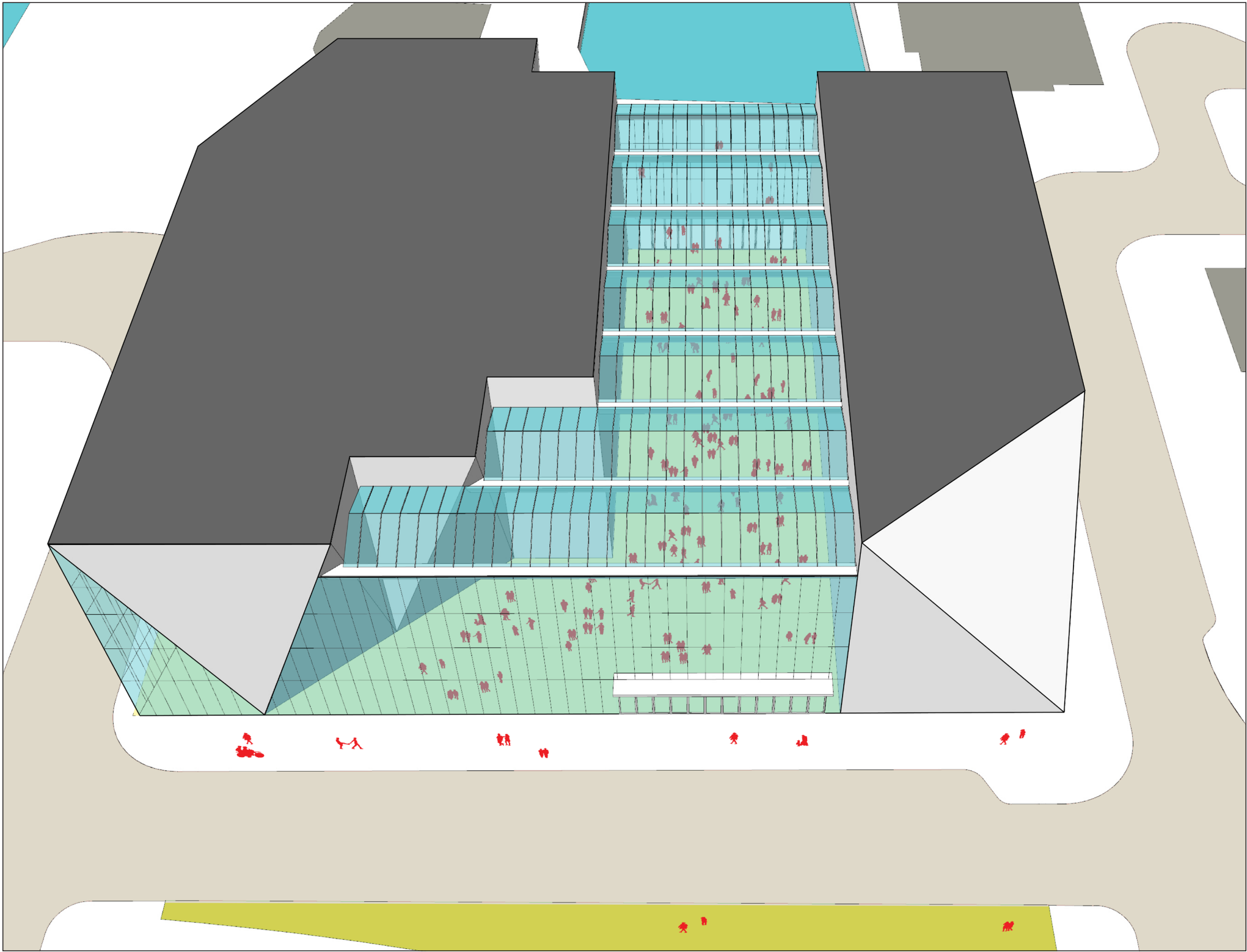
Three seasons open, one season closed

SEASONAL PUBLIC OPEN SPACE

RETRACTABLE CANOPY CLOSED



City Creek Center, Salt Lake City
ZGF Architects | 2012



Three seasons open, one season closed

SPRING
FLOWER SHOW



SUMMER
LAWN PARTY



FALL FARMERS MARKET



WINTER
SKATING RINK



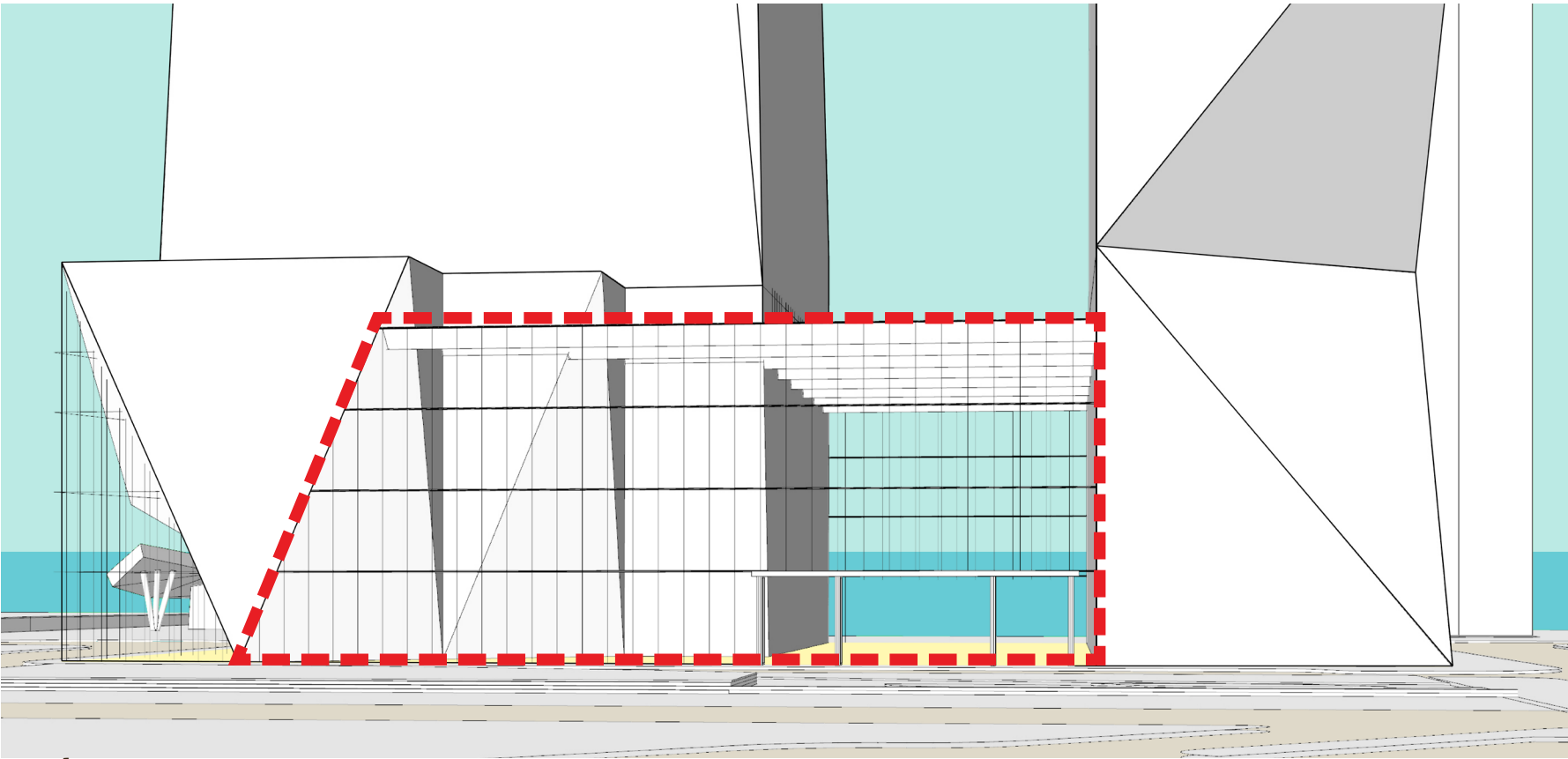
PRECEDENTS AND COMPARISONS

SCALE COMPARISONS

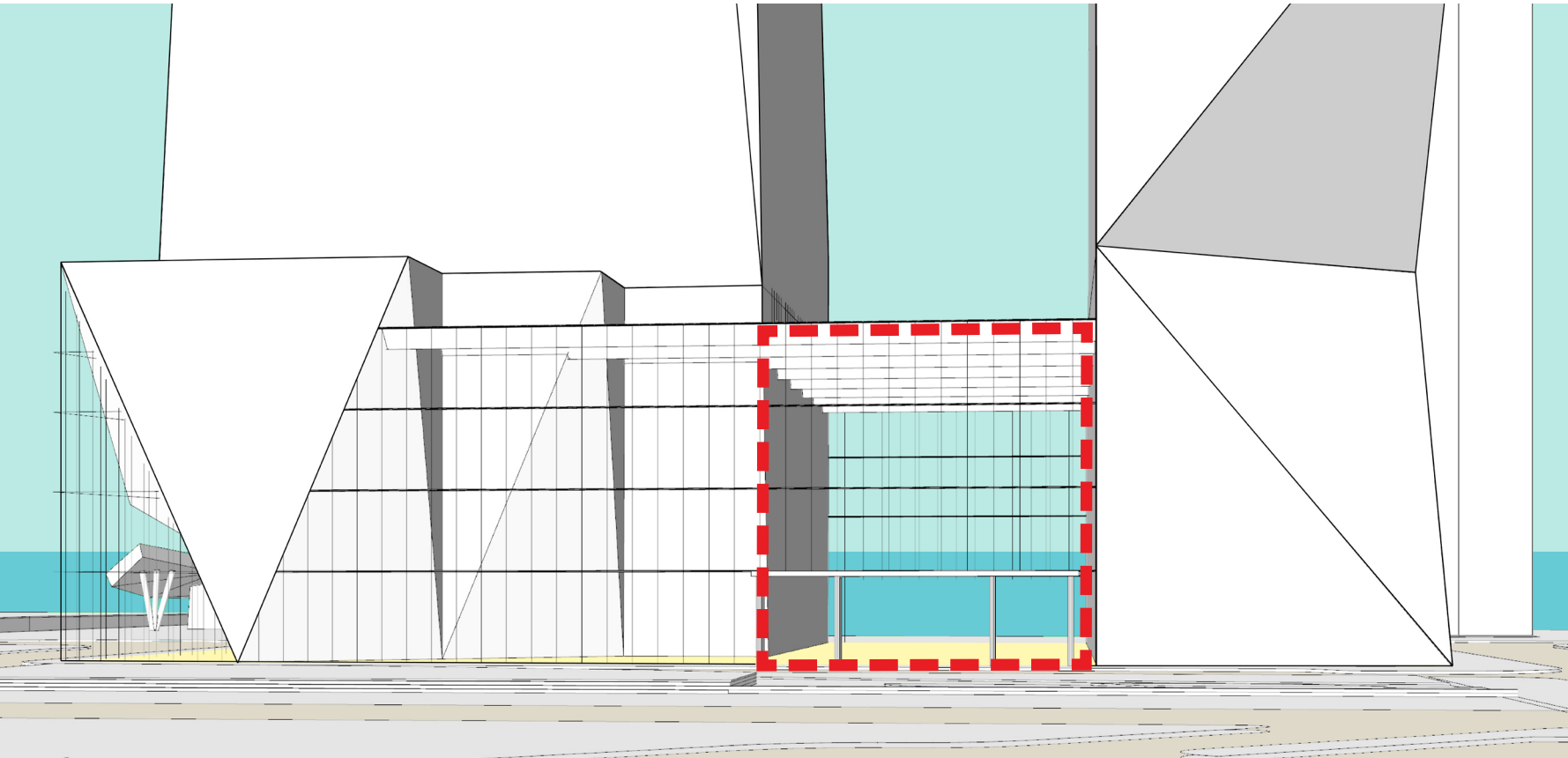
ROWES WHARF ROTUNDA



Rowes Wharf
40' X 55'



Harbor Square
167' X 66' at its widest



Harbor Square
70' X 66' at its narrowest

SCALE COMPARISONS

ROCKEFELLER PLAZA SKATING RINK 148' X 66'



Lower Plaza at Rockefeller Center
Raymond Hood | 1939

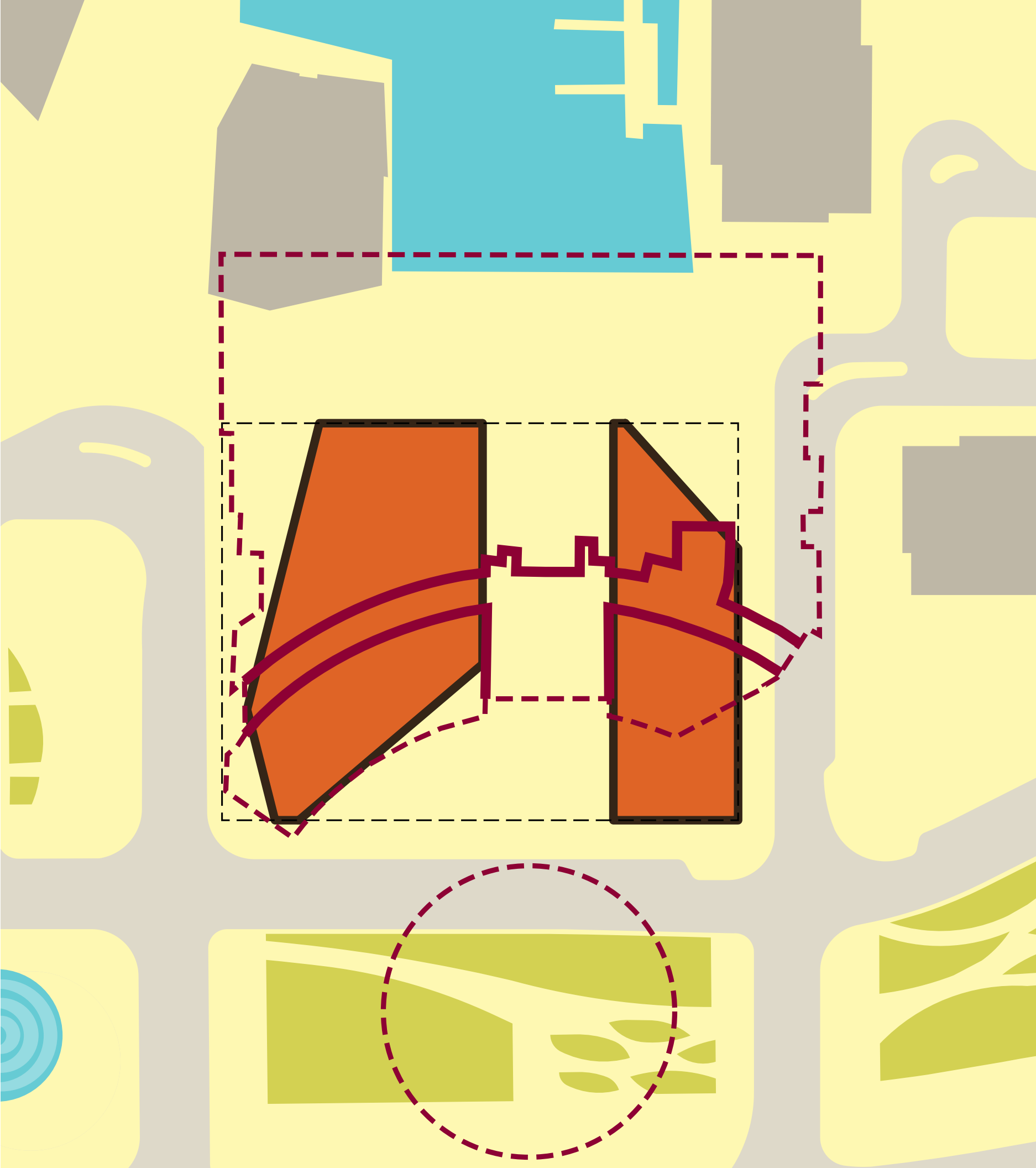


SCALE COMPARISONS

TIME WARNER CENTER; 65' WIDE ATRIUM



Time Warner Center
David Childs and Mustafa Kemal Abadan | 2003

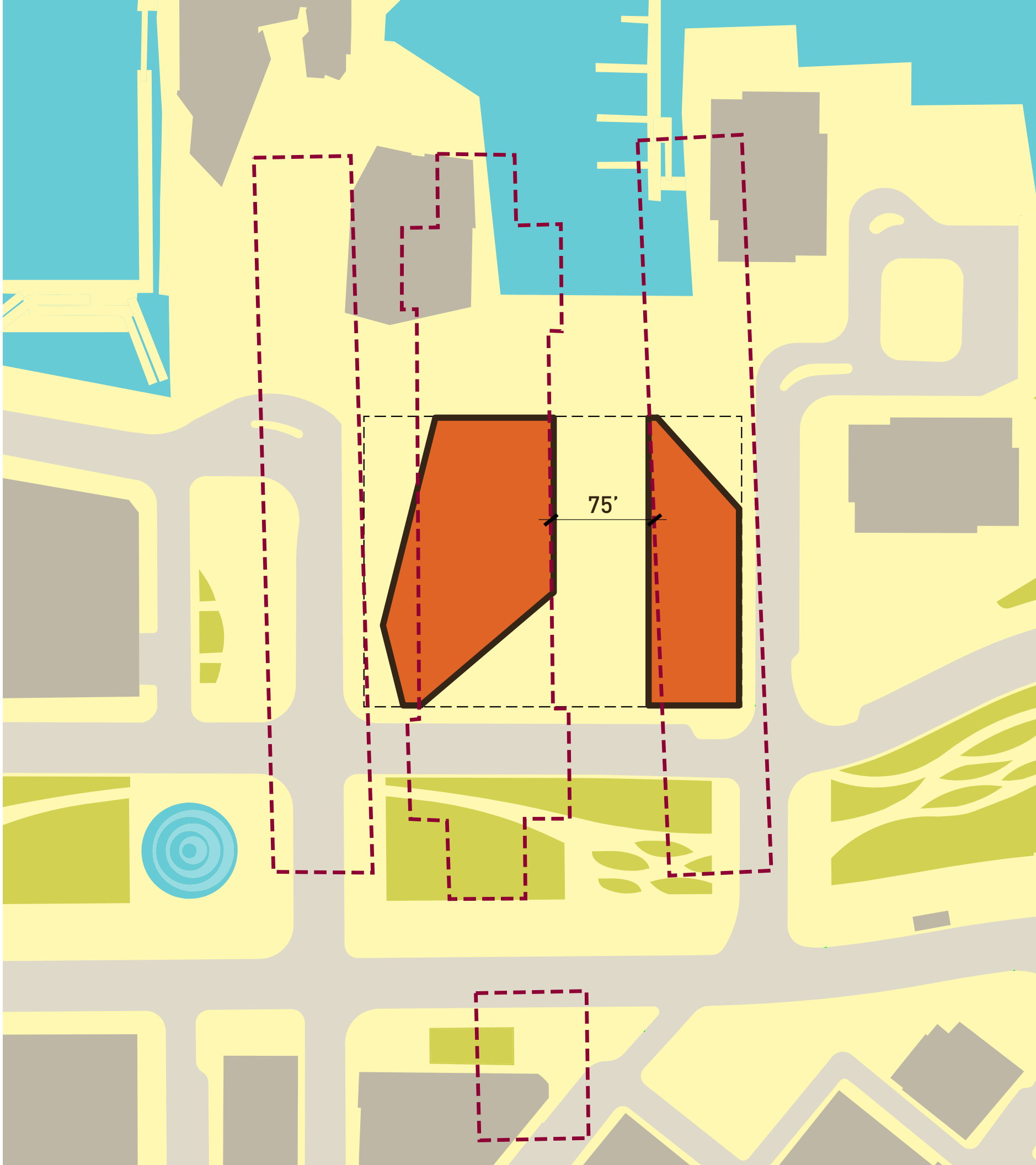


SCALE COMPARISONS

FANEUIL HALL AND QUINCY MARKET; 75' WIDE CORRIDOR



Faneuil Hall Marketplace
Benjamin Thompson and Associates | 1976



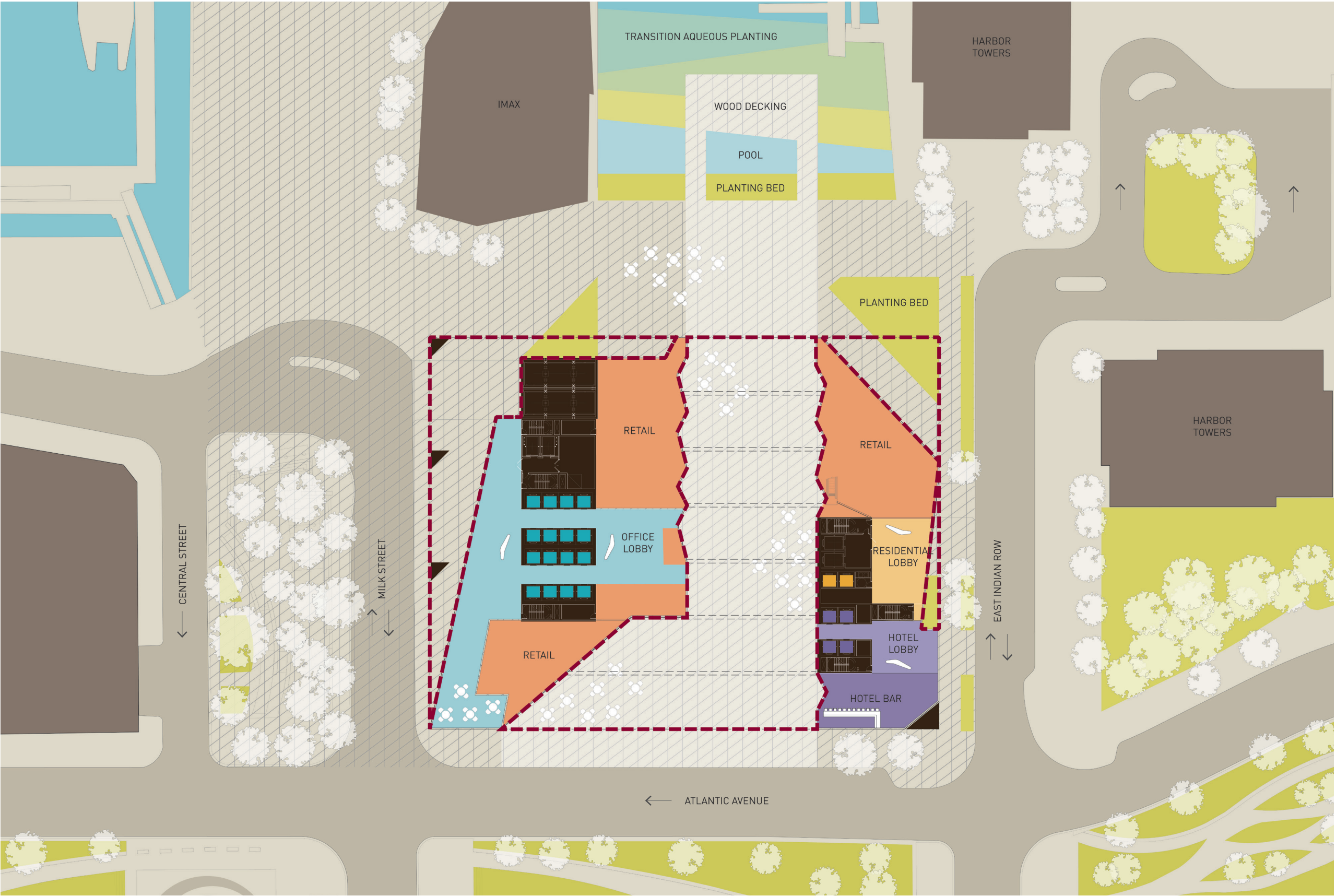
GROUND LEVEL ACTIVATION

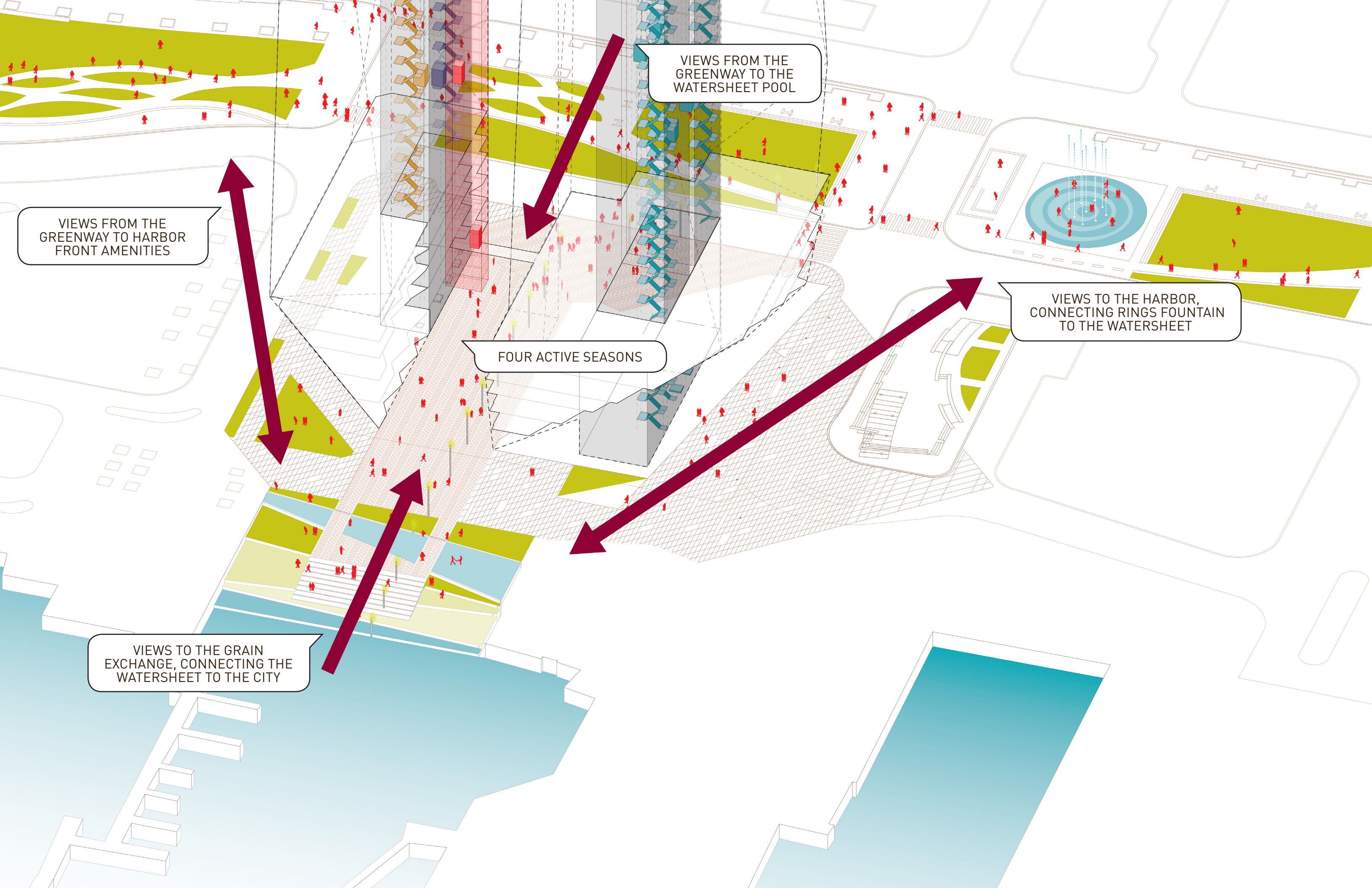
BUILT AREA

29,975 SF

PUBLIC SPACE

27,370 SF





VIEWS FROM THE
GREENWAY TO HARBOR
FRONT AMENITIES

VIEWS FROM THE
GREENWAY TO THE
WATERSHEET POOL

FOUR ACTIVE SEASONS

VIEWS TO THE HARBOR,
CONNECTING RINGS FOUNTAIN
TO THE WATERSHEET

VIEWS TO THE GRAIN
EXCHANGE, CONNECTING THE
WATERSHEET TO THE CITY

HARBOR GARAGE AND VISION COMPARISON

EXISTING GARAGE

VIEW FROM THE GREENWAY TO THE WATERSHEET



PODIUM

VIEW FROM THE GREENWAY TO THE WATERSHEET



EXISTING GARAGE

VIEW FROM RINGS FOUNTAIN TO THE HARBOR FRONT



PODIUM

VIEW FROM RINGS FOUNTAIN TO THE HARBOR FRONT



EXISTING GARAGE

VIEW FROM ATLANTIC AVENUE TO THE HARBOR FRONT



PODIUM

VIEW FROM ATLANTIC AVENUE TO THE HARBOR FRONT



EXISTING GARAGE

VIEW FROM WATERSHEET TO THE GRAIN EXCHANGE



PODIUM

VIEW FROM WATERSHEET TO THE GRAIN EXCHANGE



TOUCHING THE WATER

VIEW FROM WATERSHEET



HARBOR GARAGE PROJECT

Potential Public Benefits / Offsets

Harbor Garage Project Potential Public Benefits / Offsets

**PUBLIC REALM & WATERSHEET ACTIVATION PLAN:
SUB-DISTRICT GOALS**

Long and Central Wharves

Touch the Water

Long and Central wharves are where the city has historically met the harbor. Throngs of tourists, families, residents, and workers pass through here on a daily basis, drawn by the rich historical significance of the area, the Aquarium and IMAX theater, the nearby Rings Fountain and Greenway Carousel, and the water transportation options. This is the most activated waterfront in Boston.

The primary objective is to **create an exemplary twenty-first-century waterfront, so generations to come can experience the water's edge**. This requires concerted efforts by the many operators and property owners to come together around common goals, such as managing the pedestrian, bicyclist, and ferry traffic; coordinated wayfinding; and preserving and enhancing key view corridors. Both incremental physical improvements as well as management strategies can help organize and clarify the public realm and movement through this area.

The goals for this area are to:

- **Improve signage and wayfinding and develop coordinated signage system.** This includes a unified water transit system and consistent wayfinding for the transit options. This may include new landmarks, such as public art or flagpoles, along the waterfront.
- **Diversify the uses within the area,** such as include a broader range of retail and food venues, ranging from casual (e.g., food trucks) to fine dining. Consider uses that support the residential community and local workers.
- **Improve the Aquarium plaza / Central Wharf Park area** through consistent paving, improved wayfinding, and enhancing key view corridors to

the Aquarium and the harbor from the Greenway.

- **Increase appreciation of the Harbor Islands and establish a permanent Harbor Islands ferry gateway** on Long Wharf North. In addition, more activities and seasonal programming should be considered for the Harbor Islands (e.g., Hubway or fall and winter nature walks).

- **Activate ground-levels** facing the waterfront, key public spaces (e.g., the Greenway and Christopher Columbus Park), and the waterfront.

- **Strengthen lateral connections to waterfront** through programming and ground-level activity and maintaining view corridors from the Greenway to the harbor.

- **Invest in ferries and water transportation,** including subsidies for infrastructure improvements and ongoing maintenance.

- **Strengthen management of the public realm,** such as the bus/trolley parking in the area and vendors. Develop management plan for vendors, trolley operators, seasonal services, etc.

- **Increase appreciation of the Downtown Waterfront** through interpretive signage (both historical and environmental). Physical improvements such as storm surge barriers or public spaces designed to withstand inundation are educational opportunities.

- **Create a range of open spaces,** from quiet and contemplative zones to active hardscaped areas to shared streets. For example, the Chart House parking lot might be redeveloped as a pocket park with seating, which could complement the restaurant in the Marriott Long Wharf and offer an outdoor waiting area for

ferry passengers. The end of Long Wharf should be a destination, with programming, such as food trucks or casual dining.

- **An innovative rotating public art program,** such as those organized by the Public Art Fund in New York and Friends of Fort Point Channel locally, might also be considered at the underutilized public spaces. This program could focus on art about climate change and sea level rise or the history of the harbor.

- **Improve connections to the North End** and Christopher Columbus Park. This may be through signage or increasing the visual porosity through the Marriott.



Key Development Site

Harbor Garage

Redevelopment of the Harbor Garage site should respect both the residential uses of Harbor Towers and the activity of Central Wharf. It will form a key edge and gateway, linking the Town Cove neighborhood and the Rose Kennedy Greenway to the Aquarium and the waterfront. The edge along Milk Street, facing Central Wharf Park, needs to be designed with consideration to the streams of visitors heading to the Aquarium, the IMAX Theater, and the ferries on the wharves. This side of the parcel, as well as the edge facing the waterfront, are the most appropriate locations for new public open spaces on this parcel.

- Targeted Area for Improvements
- Area of Proposed Active Edge
- Important Node
- Significant Connections
- Pedestrian Connections
- Wayfinding Location
- Existing Amenity
- Harborwalk

Focus Point: “Create Range of Open Spaces”

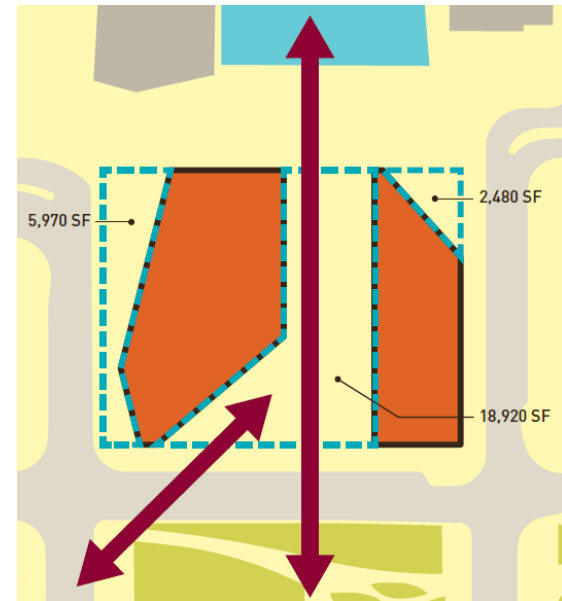
Existing Subdistrict Uses



63% of Subdistrict Land Area is Open Space

NONE of that open space is at Harbor Garage

Conceptual HG Site Program



Existing: 0 SF (0%) open

Concept: 27,370 SF (48%) open

67% of Subdistrict Land Area Open

Harbor Garage Potential Public Benefits / Offsets

PUBLIC REALM & WATERSHEET ACTIVATION PLAN: IMPLEMENTATION

Potential Public Benefits / Offsets

- Strongly achieves this goal
- ◐ Medium support of this goal
- Provides little support of this goal
- Strong challenge
- ◐ Medium challenge
- Low link or challenge

District-Wide

	Goals					Implementation Considerations and Challenges				
	A district accessible to all by foot, transit, water, and bike	Clearly defined connections	Climate change resilience	Four-season destinations and programming	Flexibility to accommodate future uses	Linked to significant development	Requires a partnership between stakeholders	Poses management challenges	Idea that needs adoption	Money
☑	Increase four-season activities (e.g., ice skating rink, winter walking programs, Christmas market, nature walks, fall and winter nature tours of the Harbor Islands, fall cider festival)					◐	◐	◐	○	◐
☑	More and higher-quality places to access the water. For example, the BRA-owned land in front of the Harbor Garage and the end of Long Wharf could both be improved.					●	●	●	○	◐
☑	Develop a clear climate change resilience plan that addresses sea level rise and storm surges. This may include the design of landscapes and buildings to withstand flooding, and the piers and boardwalks at higher elevations. It requires proactive coordinated efforts by public, private, and nonprofit entities.					○	●	◐	○	●
☑	Regular north-south transportation links , such as a South Station to North Station shuttle bus or Greenway trolley.					◐	●	◐	○	●
☑	Broader range of retail and food venues , ranging from casual (food trucks, etc) to fine dining, dining on the water; increase in neighborhood amenities, such as grocery stores and pharmacies.					●	●	◐	◐	◐
☑	Unified wayfinding and identity for the district.					○	●	○	◐	○
☑	Better signage or markings for the HARBORWALK , such as through blue brick path or uniform paving materials					○	●	○	◐	○
☑	Unified signage system for ferries. Uniform digital (i.e., ITS) system for ferry/boat operators. This should be coordinated with waterfront information hubs.					○	●	●	◐	◐
☑	Event venues. For example, a floating barge could be coordinated with Fort Point Channel and serve double purpose as an event barge / art barge.					◐	◐	●	◐	●
☑	Clear range of pedestrian and bike north-south routes. For example, the "slow" pedestrian route along the water's edge, the "fast" pedestrian and bike route along Atlantic Avenue, and "medium-speed" routes on the Greenway and along the water with shortcuts through Rowes Wharf and Long and Central wharves.					◐	●	○	◐	◐

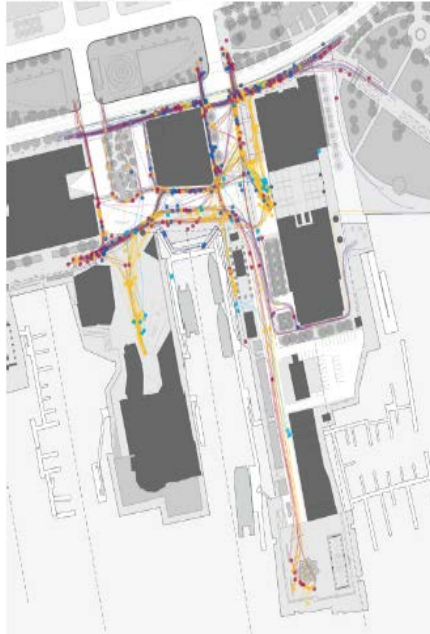
Focus Point: “Increase Four-Season Activities”

Seasonal Foot Traffic

July 2013 Pedestrian Traffic

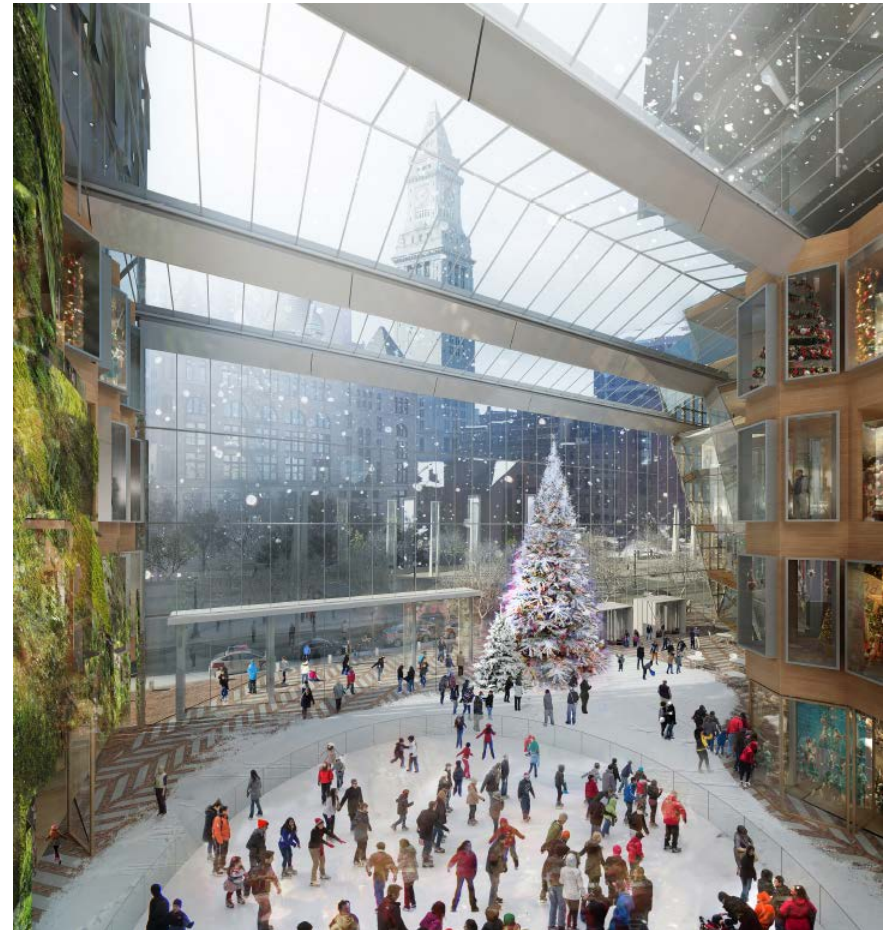


January 2014 Pedestrian Traffic



Utile Pedestrian Traffic Studies from
Public Realm Plan

A True “Four Season Space”



Potential Public Benefits / Offsets

		Goals					Implementation Considerations and Challenges				
Long/Central Wharves		A district accessible to all by foot, transit, water, and bike	Clearly defined connections	Climate change resilience	Four-season destinations and programming	Flexibility to accommodate future uses	Linked to significant development	Requires a partnership between stakeholders	Poses management challenges	Idea that needs adoption	Money
<input checked="" type="checkbox"/>	Four-season programming or festivals (e.g., cider festival in fall or ice sculpture festival in winter; see Quebec winter festival as example).	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
<input checked="" type="checkbox"/>	Increased facilities for commuters and transit passengers , such as an enclosed ferry waiting room, bike storage, and other passenger amenities. This might occur in the Marriot Long Wharf or Harbor Garage redevelopment.	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
<input checked="" type="checkbox"/>	Improve hardscape and add interpretive information about history of BRA-owned land between the waterfront and the Harbor Garage. Redevelop Chart House parking lot into open space, and connect with the restaurant in Marriott Long Wharf.	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
<input checked="" type="checkbox"/>	Improve Aquarium plaza through unified materials, wayfinding, and visibility from the Greenway	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
	Unified wayfinding and intelligent transportation system (ITS) for ferries.	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
	A designated drop-off/pick-up area for school and charter bus users of water transportation and the other amenities and attractions.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
	Introduce restaurant uses or food trucks on Long Wharf and large sculptural element to draw visitors to end	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
	Create a permanent Harbor Islands Gateway on the waterfront.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
	Add ground-level programming and porosity to the Marriott Long Wharf, such as retail and restaurant uses	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
<input checked="" type="checkbox"/>	Interpretive signage through this area, both environmental and historical. Should build on the Walk to the Sea.	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
<input checked="" type="checkbox"/>	Improve NEAq visibility from the Greenway through gateway elements, with possible display on IMAX theatre.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
<input checked="" type="checkbox"/>	Active uses on the Harbor Garage site facing Central Wharf and Atlantic Ave. Make visible the education programs and public uses inside.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
<input checked="" type="checkbox"/>	Create view corridor to the water and NEAq in the Harbor Garage development site. Open space should be on the north side.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
	Create visible and legible links from Harbor Islands Pavilion to the ferry locations	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Focus Point: “Create View Corridor(s) to the Water”

Existing



Concept



Focus Point:

Activation of Underutilized Long Wharf Parcel

Existing

Concept



Potential Public Benefits / Offsets

Watersheet



Create ferry hubs and information centers to expand the role of the Central Waterfront the primary water transportation center for Boston. Signage and wayfinding can assist commuters and visitors in finding the correct wharf and help better coordinate landside transfers. Sheltered and heated waiting areas landside will enable four-season use.



Designing a twenty-first-century climate-change resilient waterfront. This includes the design of landscapes and buildings to withstand flooding, and the piers and boardwalks at higher elevations. It requires proactive coordinated efforts by public, private, and nonprofit entities.



Increase transportation and transfer options by adding more bus shuttles and water taxis or local ferries (small on-off vessels). This will attract more riders, especially during winter months. This may require additional water taxi docks.



Subsidize water transit and add new routes, both Inner Harbor and within Greater Boston.



Subsidize Harbor Island ferries. This will encourage use of one of Boston's great open space resources. In addition, more activities and facilities on the Harbor Islands (e.g., bathrooms and seasonal tours) should be considered.



Develop landside facilities to support fishing and other recreational uses of the watersheet. This may include fish cleaning stations and amenities for fishermen.



Develop services and facilities for recreational boaters, including transient moorings and slips, dinghy docks, and "touch and go" docks.



Maximize utilization of the watersheet, by developing a management plan and clear fairways. This may include redesigning the moorings to increase density of boat moorings in the harbor and coordination with the Harbor Master.



Ensure accessibility (ADA compliance) of docks, piers, and all water transit.



Enhance public safety standards. This might include revised standards for water's edge safety equipment and training for abutter business personnel to monitor and offer emergency services for abutting watersheets.

	Goals					Implementation Considerations and Challenges				
	A district accessible to all by foot, transit, water, and bike	Clearly defined connections	Climate change resilience	Four-season destinations and programming	Flexibility to accommodate future uses	Linked to significant development	Requires a partnership between stakeholders	Poses management challenges	Idea that needs adoption	Money
	●	●	●	○	●	●	●	●	●	●
	●	●	●	●	●	●	●	●	●	●
	●	●	●	○	●	●	●	●	●	●
	●	●	●	○	●	●	●	●	●	●
	●	●	●	○	●	●	●	●	●	●
	●	○	○	●	○	○	●	●	●	●
	○	●	○	●	●	●	●	●	●	●
	●	●	○	●	●	●	●	●	●	●
	●	○	○	●	●	○	●	○	○	●
						○	●	○	●	●

Focus Point:

“Design a 21st Century Climate Change Resilient Waterfront”

Hurricane Sandy – Long Wharf



Resilient Design



Potential Public Benefits & Offsets

HIGHLIGHTS

- World-class on & off-site open spaces
 - “Great Room”
 - Re-programmed BRA land on Harbor side
- True four-season activation (at ground level and above)
- Increased diversity of uses
- Visual/physical connectivity to NEAq and harbor
- Long Wharf parking lot conversion
- On & off-site sea-level rise preparedness and resilience
- Significant additional FPA’s beyond requirement
- Aquarium Plaza /Central Wharf Park improvements
- Other neighborhood contributions (Greenway & Columbus Park)
- Support for water transportation
- City-Wide Benefits
 - Millions in new tax revenue
 - Thousands of new jobs (construction & permanent)
 - Funding for affordable, work-force housing

Conclusion















imagine.

Harbor Garage Project

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