New proposed parks and plazas will reinforce the Harborwalk experience and also enhance adjacent public and private projects:

- *Courthouse Square* is proposed between old and New Northern Avenues to provide a formal foreground for the federal courthouse with views to the Fort Point Channel and the harbor.

- *Fan Pier Cove,* proposed at the waterside end of West Service Road, will invite pedestrians from the convention center and the circle at New Northern Avenue to the water's edge. It should be a major focus of activity in concert with a possible marina and performance area.

- *Northern Avenue Circle* will have open space improvements to draw pedestrians toward the Fan Pier Cove. This site will be made active by the inclusion of a new MBTA station on the planned South Boston Transitway and its shape reinforced by the curved facades of buildings around it.

- *New Northern Avenue/Harborwalk.* Where New Northern Avenue overlaps with Harborwalk, there are opportunities for the Harborwalk path to expand at the water's edge, creating interesting open spaces.

- *The forecourt of the convention center* will be an important open space, a strong focus of activity and a significant orienting element due to its elevated height on Summer Street and the views it will provide of both the water and the city.

- *Reserved Channel.* Opportunities exist for improved open space at the terminus of the Reserved Channel.

Urban Design Guidelines for Harborwalk

This section summarizes the most important Harborwalk design features; the full text of the urban design guidelines for Harborwalk will be available in the final report.

Dimensions

Dimensions for Harborwalk will vary in the different districts of the Seaport depending on the area's character, uses and structures. To ensure that the entire required setback is available for public enjoyment, Harborwalk must provide clearly defined public walkways on both the waterside and landside.

Functional Zones of Harborwalk.

For the purposes of design and programming, Harborwalk can have up to four functional zones, depending on its width.

- A *waterside walkway* of a minimum of eight feet clear must be provided at the water's edge. Shelters, benches, lookouts and water access are allowed along the walkway, provided these elements do not impede passage. As the dimension of Harborwalk becomes wider, it should be designed with additional zones as follows:

- A *promenade zone* between the water's edge walkway and the landside walkway can occur where Harborwalk is wider than 25 feet. The promenade zone should be at least ten feet wide and typically around 30 feet or more. Large structures, shelters, plant materials, benches and light fixtures, and even bicycle paths, should be located here.

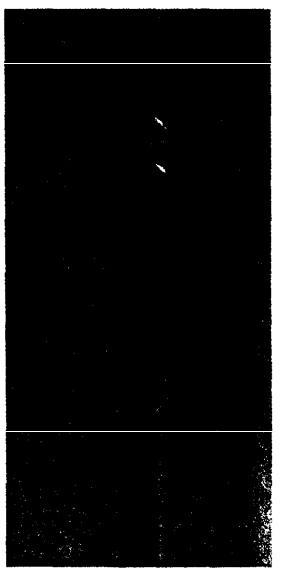
- A *landside walkway* of at least eight feet must be provided at the back of the Harborwalk setback where the Harborwalk light fixture should be located. This walkway serves to clearly define the extent of public territory along the edge that abuts private use.

- A *vehicular street* can occur where an approximate setback of 80 feet is available. This setback would provide for a maximum street width of 30 feet, a minimum Harborwalk width of 35 feet, and a minimum sidewalk width of 15 feet.

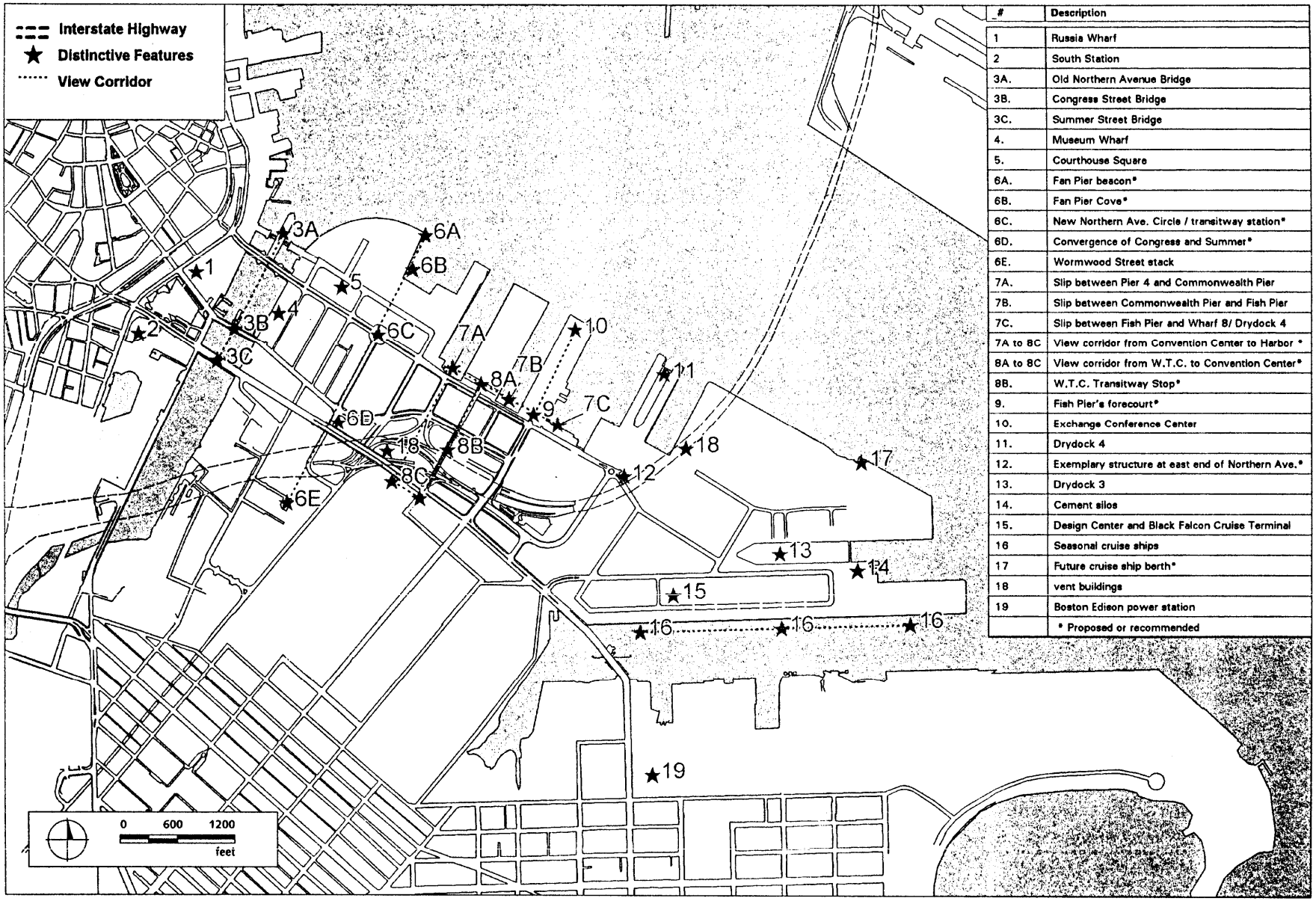
Harborwalk Elements:

Urban furniture. The design of urban furniture should be maritime in character. Benches, trash barrels and drinking fountains should be provided at frequent intervals.

Plant material. Hardy, seaside plant species that can tolerate salt spray and windy conditions should be used. Plantings are not allowed at the water's edge of piers where views may be blocked.



Harborwalk light fixture for the Seaport District



#	Description
1	Russia Wharf
2	South Station
3A.	Old Northern Avenue Bridge
3B.	Congress Street Bridge
3C.	Summer Street Bridge
4.	Museum Wharf
5.	Courthouse Square
6A.	Fan Pier beacon*
6B.	Fan Pier Cove*
6C.	New Northern Ave. Circle / transitway station*
6D.	Convergence of Congress and Summer*
6E.	Wormwood Street stack
7A.	Slip between Pier 4 and Commonwealth Pier
7B.	Slip between Commonwealth Pier and Fish Pier
7C.	Slip between Fish Pier and Wharf 8/ Drydock 4
7A to 8C	View corridor from Convention Center to Harbor *
8A to 8C	View corridor from W.T.C. to Convention Center*
8B.	W.T.C. Transitway Stop*
9.	Fish Pier's forecourt*
10.	Exchange Conference Center
11.	Drydock 4
12.	Exemplary structure at east end of Northern Ave.*
13.	Drydock 3
14.	Cement silos
15.	Design Center and Black Falcon Cruise Terminal
16	Seasonal cruise ships
17	Future cruise ship berth*
18	vent buildings
19	Boston Edison power station
	* Proposed or recommended

Lights and signs. A special light fixture and sign have been developed for Harborwalk in the South Boston Seaport to provide recognizable continuity.

Materials and finishes. Materials and methods of construction typically found in bridges, piers and other maritime structures should form the base palette for all designs. Pressure treated timber, cast or rolled metal, exposed connections and structural elements are all appropriate and encouraged. In general, materials and finishes should be durable and easy to maintain.

Shelters and structures. Whenever possible, all canopies, shelters and structures should be open, screen like and transparent to limit impacts on water views.

Water's edge treatment. The water's edge should be barrier-free to maximize views. Fences and railings are generally not needed except where specifically required for safety, such as boat ramps or docks.

Horizontal surfaces. In commercial and mixed-use areas, walking surfaces should be constructed of materials compatible with the image and design of the surrounding development. Smooth granite block, stone and concrete pavers, stone dust or wood decking are all acceptable. In the industrial districts, walking surfaces should be simple and utilitarian.

Distinctive Features

The creation of a new part of the City demands the enhancement and creation of distinctive places where form, use or an important view provide the context for a special urban experience. Most of the Seaport's existing and proposed distinctive features are located along the harbor's edge. Because these elements give this area its noteworthiness and memorability, they are perfectly positioned to draw residents, workers and visitors to the water, thus activating pedestrian connections that will become important destinations in their own right. Proposed distinctive features are differentiated from existing ones with an asterisk.

1. *Russia Wharf,* dating from 1897–98, built in the Classical Revival style for commercial and light industrial use.

2. *South Station,* the largest railroad station in the country when completed in 1900.

3A–3C. *Fort Point Channel Bridges,* the best preserved examples of 19th century bridges in the United States.

4. *Museum Wharf,* site of two of Boston's most important cultural attractions — the Children's and Computer Museums — that contribute in great measure to the character of the Fort Point Channel.

5. *Courthouse Square,** proposed on the southerly side of old Northern Avenue directly across from the front door of the courthouse, this plaza acknowledges and amplifies the formality of the entrance of the federal building.

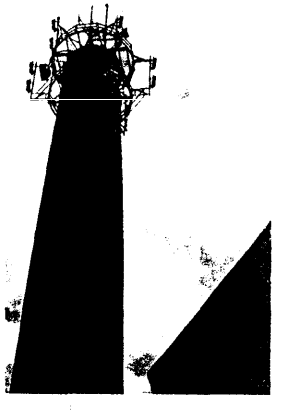
Russia Wharf on Congress Street

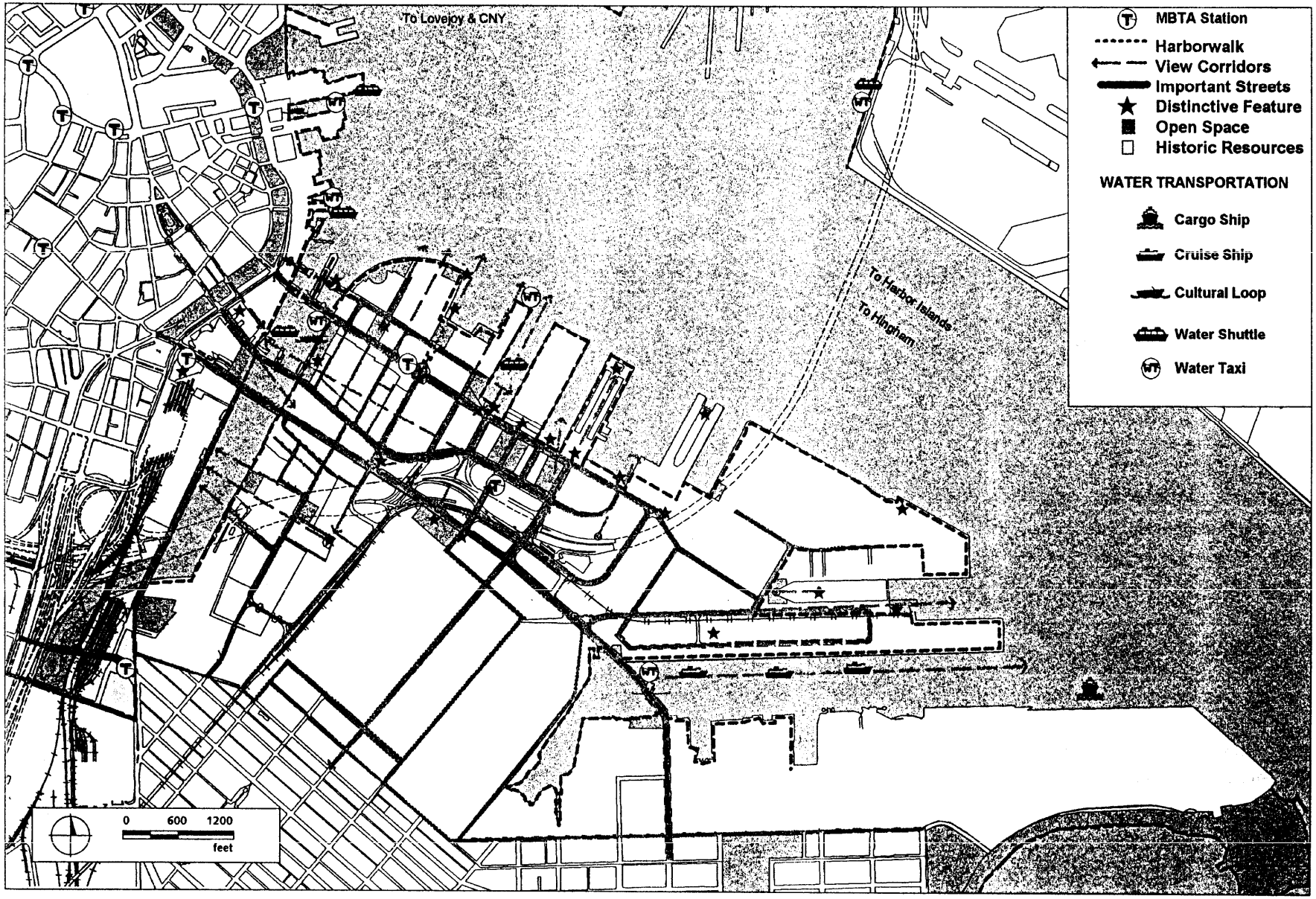
6A. *Fan Pier Beacon,** a proposed feature, to be influenced by the area's maritime character, that terminates the north-south view corridor from the Wormwood Street smokestack toward West Service Road, a major pedestrian route to and from the convention center.

6B. *Fan Pier Cove,** the central component of the Fan Pier development project, this inlet should contain a marina as well as some major installation for seasonal performances and other public activities.

6C. *New Northern Avenue Circle/Transitway station,** located on a plaza in the center of the intersection of New Northern Avenue and West Service Road, a prominent sculptural feature will provide a landmark over the transitway station.

The Wormwood Street smokestack




To Lovejoy & CNY
To Harbor Islands
To Hingham
MBTA Station
Harborwalk
View Corridors
Important Streets
Distinctive Feature
Open Space
Historic Resources
WATER TRANSPORTATION
Cargo Ship
Cruise Ship
Cultural Loop
Water Shuttle
Water Taxi
0 600 1200
feet

6D. *The convergence of Congress and Summer Streets* affords the opportunity for a building of uncommon massing and orientation that defines views down both of these boulevards from elevated Summer Street while serving as a marker for the convention center.

6E. *Wormwood Street Smokestack,* located at the southernmost end of the West Service Road view corridor, this formidable element is a key reminder of the area's long industrial history and should be retained.

7A–7C. The slips between *Pier 4 and Wharf 8* are three places in the inner harbor where the water comes directly up to major streets. These vistas should be protected at all costs and given special treatment with respect to landscaping, paving and street furniture.

7A–8C/8A–8C. The view corridors from the convention center entrance on Summer Street north two blocks to the World Trade Center and its easterly slip respectively anchor the front door of this new civic facility to the harbor.

9 and 10. Any new development on the *Boston Fish Pier forecourt* (9) should respect the significant view corridor from D Street to the *Exchange Conference Center* (10) at the end of the pier and hold the street wall along the harbor's edge of New Northern Avenue.

11. *Drydock No. 4* and the piers that frame it are significant maritime resources although not currently in use for ship repair.

12. While no particular use is specified at this time, any structure built at the *easternmost edge of New Northern Avenue* should have a measure of prominence consistent with this important location.

13. *Drydock No. 3,* an active ship repair facility, should accommodate pedestrians on Harborwalk at a safe distance so as not to interfere with operations.

14 and 15. The strong industrial expression of *Coastal Cement's storage tanks* allow these silos to be good neighbors to the massive buildings of the former army base, now the *Boston Design Center* and the *Black Falcon Cruise Ship Terminal* (15).

16A–16C. *Cruise ships* add a powerful, albeit transient, dimension to the skyline at the harbor's edge.

17. As the cruise ship industry grows, the easterly end of the Massport Marine Terminal, known as the *North Jetty,* is a perfect location for an additional berth because of its prominence directly on the harbor and its visibility from downtown.

18. The ventilation buildings are distinctive in terms of both their size and functional design.

19. The Boston Edison power station stands out at the eastern end of the district and is visible from many points.

Maritime and Industrial Imagery

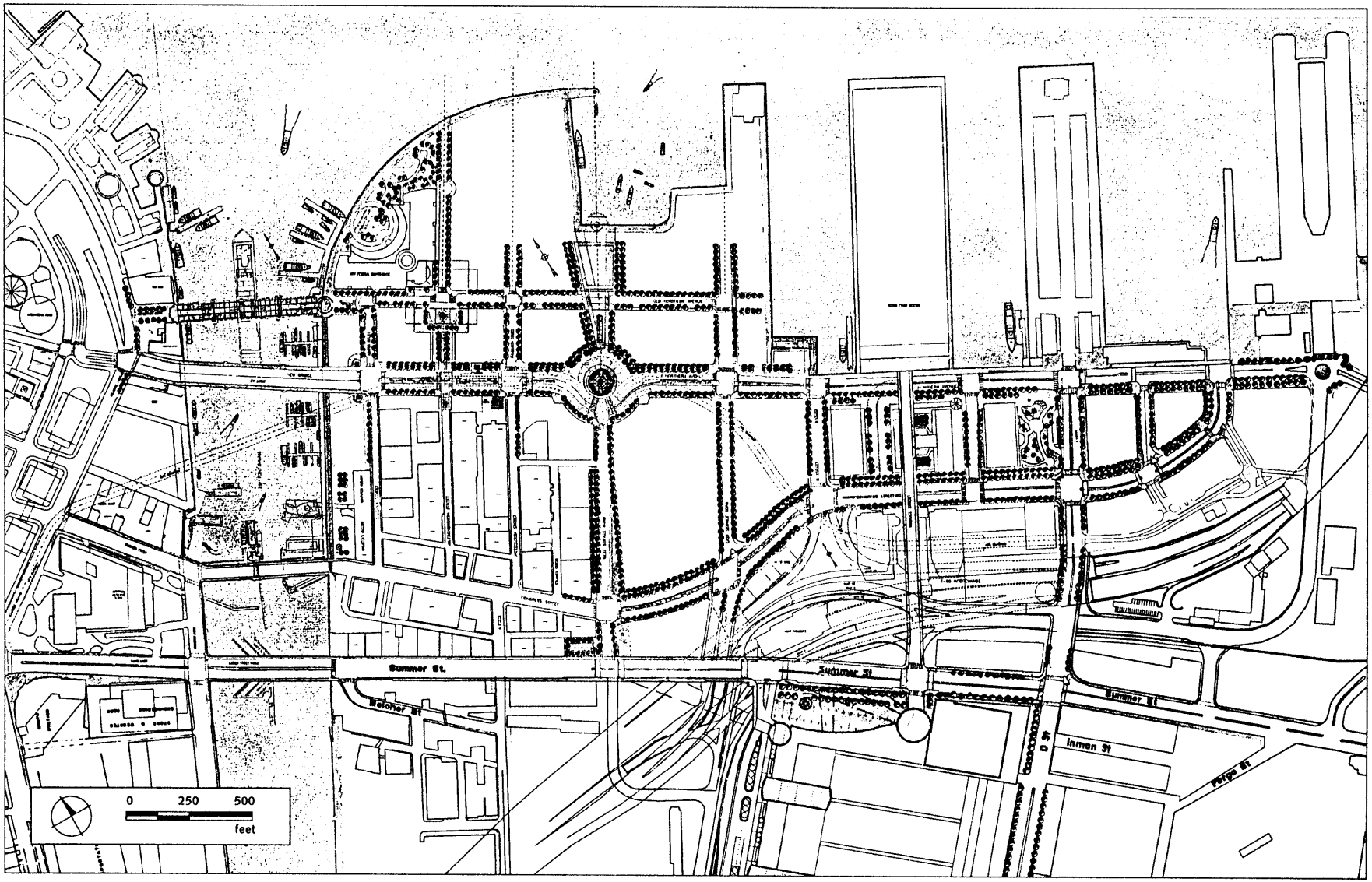
The South Boston Seaport is abundant in robust, memorable maritime and industrial imagery. The port suggests many physical forms: ships and planes, derricks, cranes, drydocks, bridges, piers, docks, railroad cars, trucks and storage tanks. What these forms have in common is a strength and simplicity that comes from their direct expressiveness of purpose. It is not intended that these forms be mindlessly imitated, but thoughtfully evoked in the design of new buildings throughout the Seaport.

Architects should draw on the imagery of the port to reinforce a sense of place unique to Boston. Every opportunity for a contemporary expression of structure, use and form should be taken to acknowledge the beginning of a new millennium and the creation of a new part of the city. The Seaport holds the promise of Boston's future, and its urban design and architecture should express that optimism.

Ship repairs at Drydock No.3

Atop the Black Falcon cruise ship terminal

STREETSCAPE



Economic Development

The opportunities for economic development created in the Seaport will determine, in part, the jobs and entrepreneurial opportunities available to current and future generations of all Bostonians as well as Boston's competitiveness in different industries. The economic vision underlying this plan contemplates a range of uses and job opportunities across the economic spectrum. Other benefits of economic development in this major district of the City, including linkage resources for affordable housing and job training should be shared by all Bostonians.

Uses

Uses will be directed to reflect the existing strengths and resources of and public investment in the Seaport. Areas with deep water access must be retained for maritime industrial uses. Areas where the public has invested in new transit stations or direct interstate highway access can more easily accommodate development of commercial, residential and hotel use.

Maritime Industrial. The industrial port is a vital part of Boston's regional economy and competitive advantage. Efficient cargo shipment lowers the cost of doing business and the price of consumer goods. Boston is a national leader in processing seafood products sourced and sold globally. Ship repair and a host of smaller, independent marine businesses make Boston a full-service port. Cruise ships infuse dollars into the region.

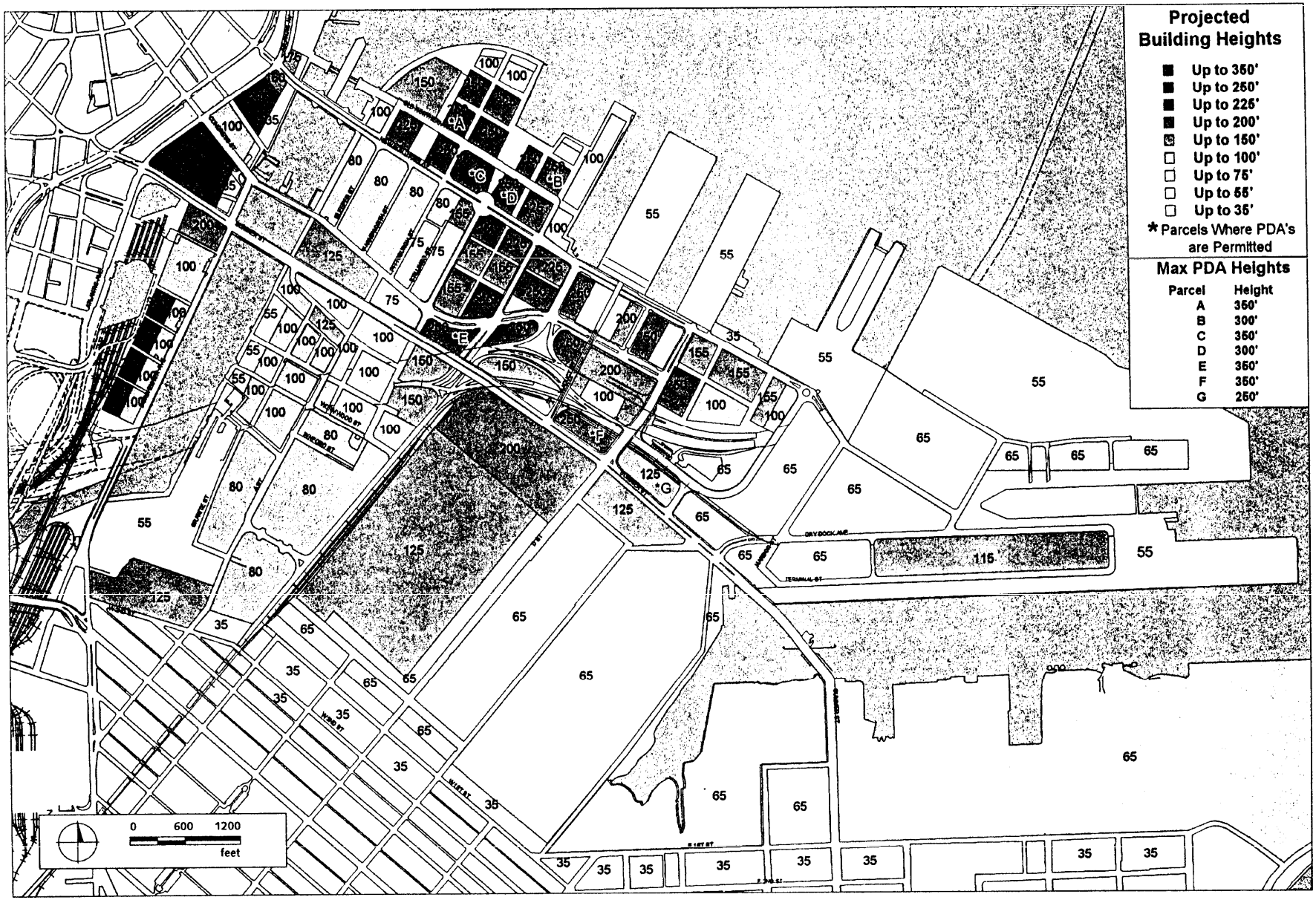
General Industrial. The increased transportation access provided by the Ted Williams Tunnel to Logan Airport and the South Boston interchange to I-90 and I-93 will make the backlands of the Seaport more attractive to the industrial concerns that conduct "just-in-time" manufacturing and others that rely on quick highway and airport access.

The Visitor Economy is one of Boston's strongest economic sectors. The new convention facility on Summer Street will induce job and business creation throughout the region. Direct economic impact generated by delegate and exhibitor spending is estimated at $436 million annually; when indirect and induced impacts are factored in, total economic impact reaches $765 million annually. The center will create jobs on site, but the larger impact will be felt by contractors that provide convention center services, such as catering, cleaning, printing and security. The center will induce demand for hotels, restaurants, retail shops, and transportation services. It is estimated that 6,400 permanent jobs will be created in the region as a direct result of the convention center; with indirect and induced job creation, the total reaches over 10,000 jobs.

The Hotel Industry is an important ingredient in the health of the City's economy. Each hotel room built generates more than one half-year's work for a construction worker. Once built, each Boston hotel room generates an average of .87 permanent jobs. The average room generates $2,463 in annual property taxes and $1,611 in annual hotel/motel taxes. Critical to the success of the convention center is the development of some 3,800 hotel rooms to accommodate projected demand from convention attendees.

Office Space. Boston's downtown service sector economy includes financial services, insurance, communications, computer services and business services (accounting, law, management

Proposed Building Heights



consulting). For these and other businesses to flourish in the future, additional space must be available to accommodate their growth. The dramatic increase in transportation access will allow the Seaport to accommodate the development of new office buildings and absorb a new working population.

Residential Use will create evening activity in the Seaport and provide a base of residents to help support retail businesses. Harbor and downtown views are spectacular, and as streets and public transit are further developed, access will be greatly improved.

Retail. As convention business, tourists and workers are drawn to the Seaport, opportunities for shops will increase. New Northern Avenue and West Service Road, in particular, should have active ground level uses. Congress Street retail will likely serve residents and businesses in the area.

Cultural Uses. Museums and other cultural facilities will be encouraged to locate in the Seaport. New cultural uses will be directed toward the waterfront where public activity is greatest, such as the edges of Fort Point Channel and where New Northern Avenue meets the water's edge.

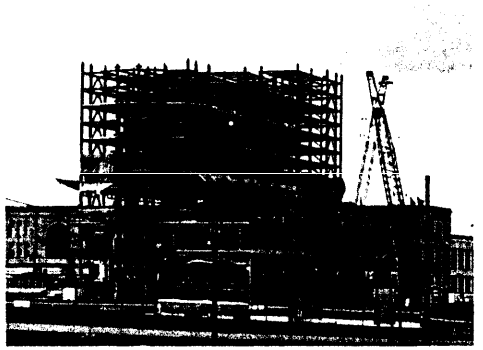
Proposed Heights of New Buildings

The proposed distribution of building heights represents an effort to balance, in a careful and sensitive way, a number of seemingly conflicting but reconcilable factors. Several push in the direction of lower height. These include desires to:

- remain consistent with buildings of moderate height in and near the Fort Point Waterfront district with its turn-of-the-century warehouse buildings;
- retain a traditional relationship between land and water at the water's edge;
- provide a transition to the lower heights of industrial and port facilities and to residential areas; and,
- minimize any adverse environmental impacts of tall buildings — shadow, wind at street level and loss of ambient daylight.

Other factors push toward greater height and include desires to:

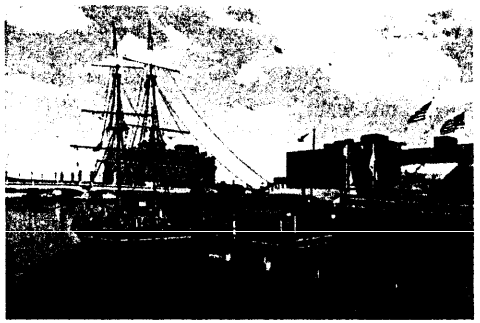
- identify the Seaport as a legible district as seen from sea and land routes approaching the city;
- accommodate economic growth that will benefit Boston residents;
- create an opportunity for a level of density that will animate and revitalize the waterfront;
- respond to the advantages of transportation access created by public investment in new transit and roadways;



The Seaport Hotel under construction

- show the location of the convention center from downtown, the airport and from major roads; and,
- take advantage of the spectacular views of downtown, the harbor, the airport, the harbor islands and beyond.

The plan reconciles these forces by finely tuning building height to specific locations. At the water's edge, building height adheres to the spirit of Chapter 91 legislation with no buildings permitted in the Harborwalk zone and then gradually permitting greater height with greater distance from the water. In the area south of Summer Street, heights are also kept relatively low toward the South Boston community.

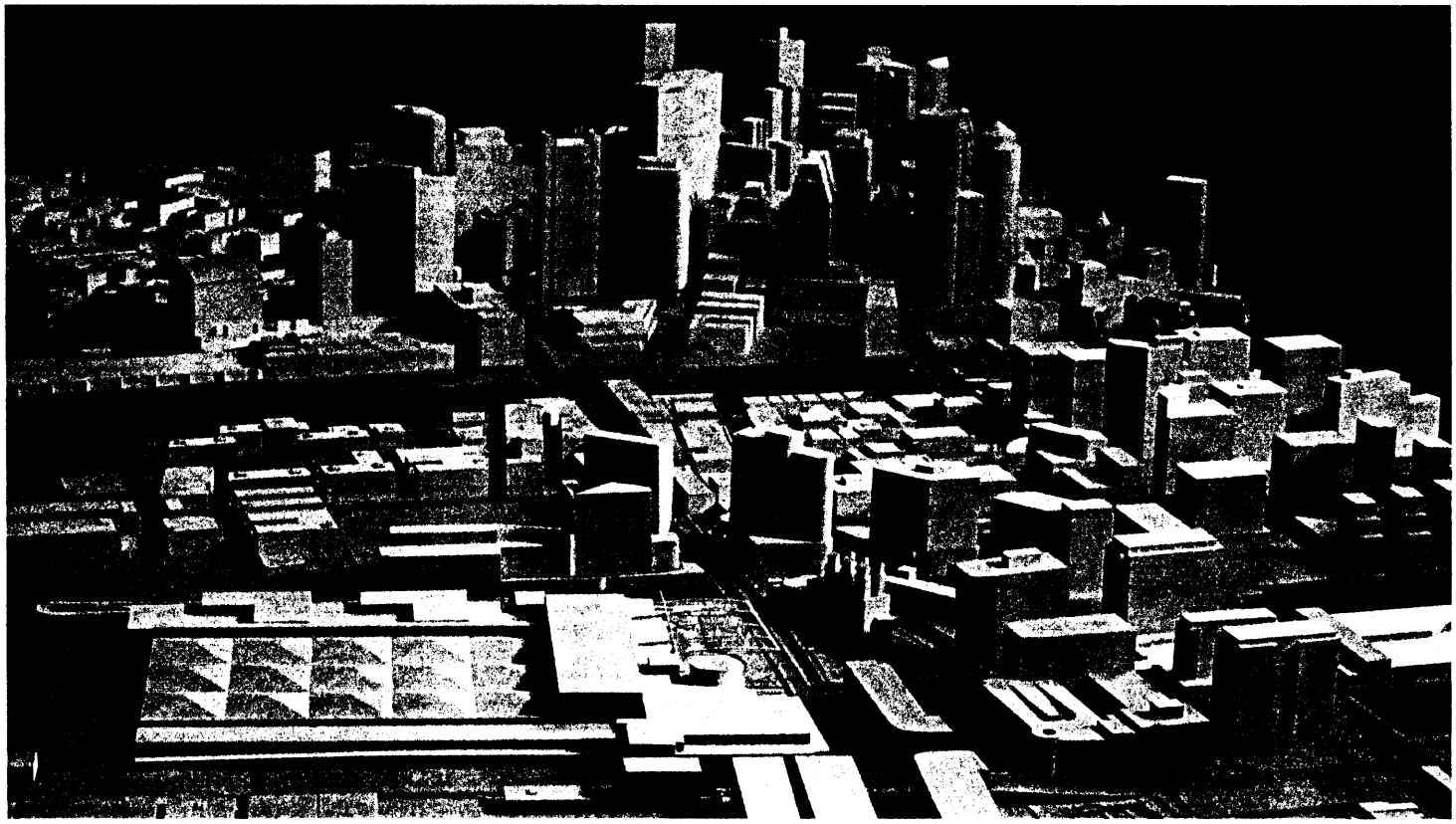


The Teaparty Ship Museum on the Congress Street Bridge

In vacant parcels in the Fort Point Waterfront district both north and south of Summer Street building height does not exceed that of the typical existing buildings. At the edges of the district, the height of new development creates a transition from the historic district heights. The intersection of New Northern Avenue and West Service Road presents an opportunity for taller commercial buildings because it is an important crossroads. It is a place where a sense of the harbor at Fan Pier Cove can be brought deeper into the district, and height can allow harbor views over the roofs of foreground buildings. The convention center creates a market for new hotel uses along and north of Summer Street. Greater height here can mark the location of the skyline and provide harbor views.

In all cases where building height greater than what currently exists is allowed, mitigation measures — developed during the Article 80 review process — will protect pedestrians from any adverse conditions, such as windy paths. Careful design will prevent excessive shading of parks, plazas, or water-edge walkways. The siting of buildings will avoid situations that block out sky views. In addition to finely tuning the height of buildings to their locations and programmatic requirements, the well-reasoned distribution of low, medium, and high buildings strives to create a varied and interesting sculptural pattern that gives form to the area.

On a limited number of sites, Planned Development Area (PDA) designations are permitted and higher heights up to a certain cap may be allowed through a public process that incorporates additional community benefits.



Model showing new convention center on the left foreground with proposed new development on the right

The Subdistricts

Fort Point Commercial

Fort Point Commercial, the easternmost edge of the financial district, is a long narrow strip that runs the length of Fort Point Channel from the old Northern Avenue Bridge southward. It has an eclectic mix of elements that give it a distinctive character. Structures vary in size from a one-story lobster pound to the quarter-mile long post office building. Uses range from the South Station Intermodal Transportation Center to small art galleries. Building types range from the Federal Reserve Bank's brushed aluminum skyscraper to Russia Wharf's masonry warehouses.

Activities and Uses

The diversity found here is common on urban waterfronts and should be encouraged. From old Northern Avenue to Summer Street, an assortment of uses should provide day and evening activities. Office, retail, hotel, residential , cultural uses, restaurants and recreational or entertainment uses are all appropriate. South of Summer Street would be an ideal site for residential buildings with views across the Channel toward the rest of the Seaport. Uses that generate activity will be required at ground level and should be located adjacent to Harborwalk with pedestrian entries directly onto the sidewalk.

Image and Character

Adjacent to Harborwalk, the character of buildings should draw upon the vigorous imagery of Fort Point Channel, its bridges and its maritime activities. Along Atlantic Avenue, building design should be sympathetic to the open space to be created along or on top of the Central Artery project and to the character of the financial district. A wide range of building materials may be appropriate if used with sensitivity to the scale and character of the context, including masonry, stone, metal and glass.

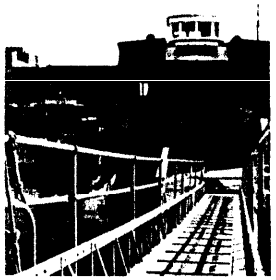
Height and Density

As the easternmost edge of the financial district, Fort Point Commercial should be as densely developed as the rest of downtown. It can easily support heights ranging from 100 to 235 feet north of Summer Street and up to 350 feet south of Summer. As buildings approach the Fort Point Channel, they will be required to step down in height. For future development, a setback will be required for Harborwalk of 50 feet north of Summer Street. South of Summer, a 90-foot setback will be required so as to allow for Harborwalk at the Channel's edge and the maintenance of Dorchester Avenue behind it.

Fort Point Channel

The South Boston Seaport enjoys direct access to Fort Point Channel. This water body presents many opportunities for the activation of the water sheet as part of a lively and complex public realm. To effect the energy envisioned in Fort Point Channel, some changes may be required to the harbor line which governs the placement of structures in the water sheet and, in most of the Channel, aligns with the seawall.

Basin A is the area between the inner harbor and the old Northern Avenue Bridge. Given its location at the mouth of the Channel, open access and the area's proximity to key commuter destinations in downtown and the Seaport, Basin A should remain for public use, such as commuter and excursion vessel docking, and water taxis. Currently the City is seeking to maintain the old Northern Avenue Bridge corridor and create a Harborwalk pedestrian connection from downtown to the Fan Pier.



The M.V. Chelsea docked across from Museum Wharf

Under this plan, a 16-foot navigational clearance would be maintained on the eastern side of the Channel to match the clearance of the new Evelyn Moakley Bridge. In the future, it is envisioned that the older bridge could become a unique development project, having a maritime transportation center at its western side, and a variety of festive, public uses throughout.

Basin B is located between the old Northern Avenue Bridge and the Congress Street Bridge. Basin B has experienced the most water sheet development within the Fort Point Channel. Cultural and tourist uses include the Tea Party Ship, the Children's Museum and the Computer Museum. By 2001, the Central Artery project will construct a docking facility at Russia Wharf, proximate to South Station, with scheduled service for commuters.

The intersection of Summer and Melcher Streets is one of the more memorable

Basins C and D, from the Congress Street Bridge to the Dorchester Avenue Bridge, are envisioned for more limited types of recreation, such as kayaking or rowing. The water body at Basin C (between Congress and Summer Streets) is small and constrained by a number of structures making navigation difficult. Basin D is a calm and controlled water body and future uses should be those that benefit from that characteristic and that require a no-wake condition. Large marina development is not suited to these basins. Basin D would be an ideal location for a community boathouse with small float structures and access gangways, suitable for launching paddle and oar craft.

Fort Point Waterfront

The Fort Point Waterfront is an unusual urban enclave where small businesses, residents, light manufacturing concerns, offices, artists, retailers and proprietors of turn-of-the-century ornamental brick warehouses coexist in a now seldom-seen blend of urban living.

Activities and Uses

To maintain this district's character, its lively mix of uses should continue. Residential use is of special concern because it helps to support small-scale retail and service activities and creates a more active, 18-hour neighborhood. Although it began a century ago as a center of industry and commerce, today the area contains a strong residential enclave of artists who live and work in studios and lofts, a use which should be stabilized and encouraged.

Because most existing buildings are well-preserved historic assets, development opportunities will be primarily limited to adaptive reuse projects or rooftop additions. South of the densely built area are three vacant parcels that have considerable potential for mixed use residential development at a scale compatible with the existing turn-of-the century warehouses. These parcels should be subdivided into smaller segments by introducing a street grid similar in orientation to the existing.

Image and Character

The district's architectural quality is one of narrow streets and sidewalks with strong street walls and moderate building height. The majority of structures are masonry warehouse buildings constructed in the late 19th and early 20th centuries by the Boston Wharf Company. To the greatest extent possible, structures that contribute to the district's character should be restored or rehabilitated. Additions and new construction should be designed so that the exterior proportions, scale, massing, window treatment, materials, colors, and architectural detailing are compatible with the existing masonry warehouse buildings. To preserve a lot-by-lot appearance, facade ornamentation should be varied, and facades should be divided into modules, to reflect the lot width established by the district's historic buildings and to continue the established rhythm of each block.

Height and Density

Because the general massing within this district should be maintained, the allowable height will be limited to that of the predominant heights of existing structures or approximately 80 to 100 feet, and the floor area ratio (FAR) will be limited to between six and seven times the size of the building lot.

Industrial Fort Point

A substantial portion of the Fort Point Industrial district is occupied by the operations of the Gillette Company. Gillette opened its South Boston plant in 1905, based on what was then the revolutionary notion of a disposable razor blade cut from strips of thin sheet steel. Today, the Gillette Company is a $6.8 billion company and one of Boston's largest employers. Its South Boston Manufacturing Center is the company's biggest plant worldwide, occupying 1.3 million square feet of space and employing more than 3,200 people.

This district is fairly well built out at the present time and few changes are proposed. In general, the functional requirements of the industrial uses will determine building mass. Heights vary from 55 feet adjacent to Fort Point Channel, 80 feet further landward, and up to 125 feet at the southern boundary of the district.

Harborwalk is being constructed by the Central Artery project in this district creating pedestrian access here, but constructed over the watersheet. Additional pedestrian pathways being constructed by the CA/T will connect the Fort Point Channel over the Broadway Bridge to Kneeland Street.

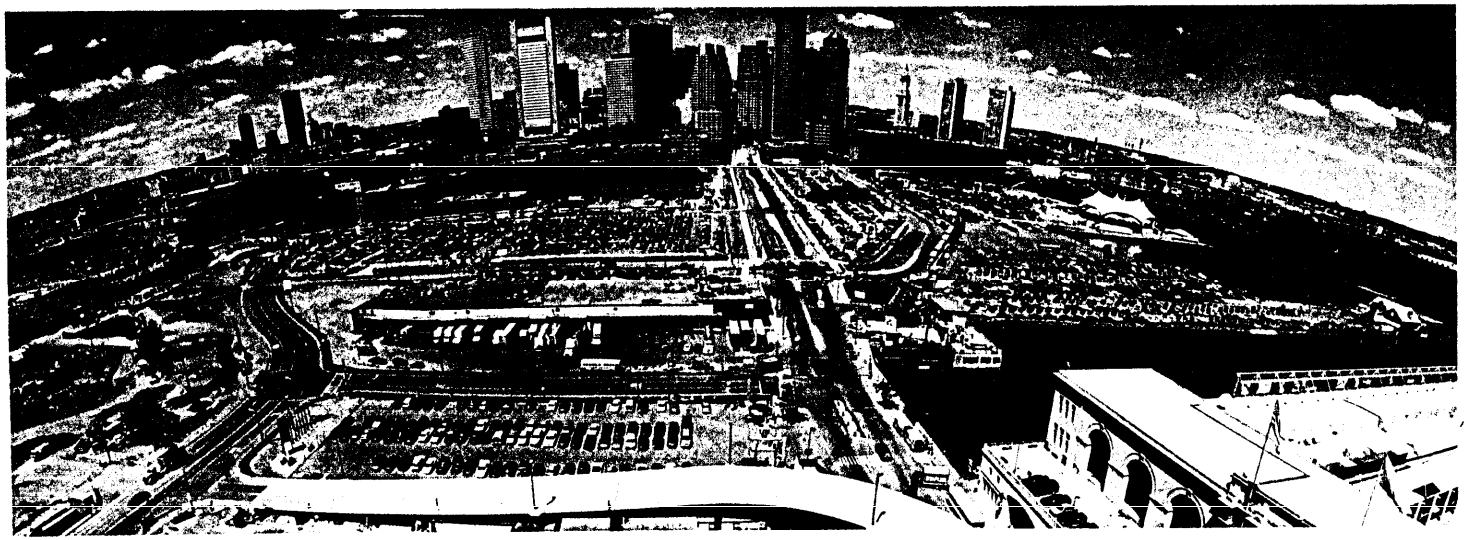
South Boston Inner Harbor

The South Boston Inner Harbor has evolved through various stages since the marshes and bays were filled. Properties that were once thriving piers, wharves and railheads became abandoned and re-used for open parking lots. Some of these properties are already being redeveloped for new economic uses in this district. Much of the impetus for development comes from the area's east-west proximity to the financial district and downtown waterfront activities, from the dramatic access created by new transportation infrastructure, and from its position between the convention center and the waterfront.

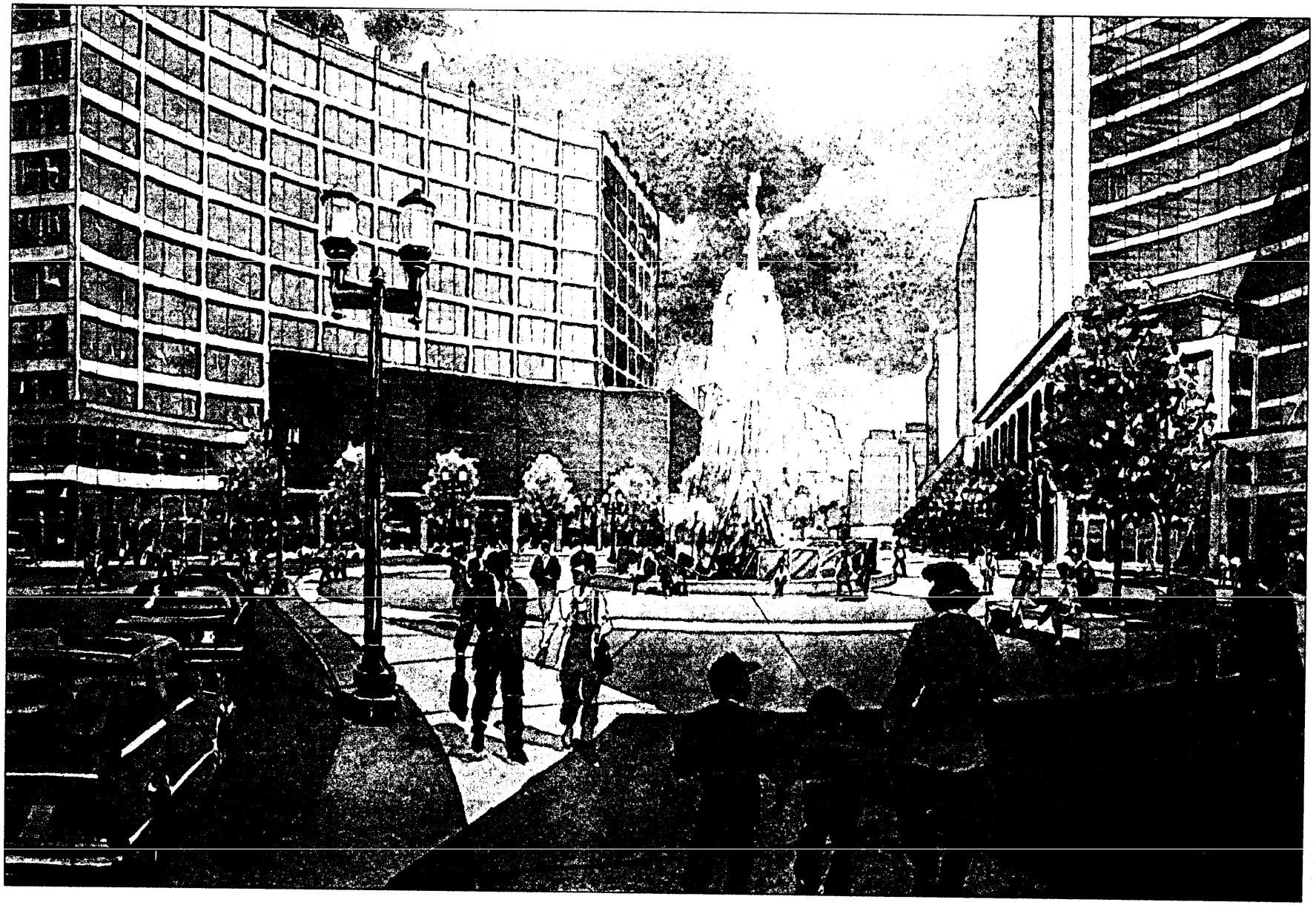
The district is envisioned as a highly mixed-use area, keeping it lively both day and evening. Office, hotel and residential uses can co-exist nicely in this district. Light industrial uses will be allowed to locate here as well. Ground level uses should be active and engage the public, and include uses such as retail shops, restaurants, and entertainment (with limitations south of Summer Street). Cultural uses would reinforce public access, particularly to key waterfront open spaces. Certain blocks and streets will take on a special character because of their land use:

- *Old Northern Avenue* is envisioned as an intimate walking street, appropriate for ground-floor retail use because of its favored location near the harbor's edge, its visual connection with downtown

The Gillette Company began operations in South Boston in 1905



Looking west at the Inner Harbor District with its many parking lots



(reinforced with a pedestrian connection over the old Northern Avenue Bridge), the opportunity to build on both sides of the street, and its human-scaled dimensions.

- *New Northern Avenue* is more appropriate for office building development, with a focus on the West Service Road intersection. The proposed transit station below grade, the broad streets and wide sidewalks capable of accommodating a large working population, opportunities for higher density in taller buildings, and strong connections with downtown via the Evelyn Moakley Bridge, all suggest commercial use and ground-level retail.

- *The New Northern Avenue* waterfront between Pier 4 and Wharf 8 has a dramatic water's edge location, making it suitable for mixed-use development combining hotel, dining, entertainment, recreational activity and public water transportation.

- *Fan Pier* also has the great advantage of a harborfront location. A combination of hotel, restaurant, residential, and retail uses, with a heavy emphasis on cultural and entertainment activity to reinforce the nearby museums, is appropriate here, along with appropriately-sized areas devoted to open space in addition to Harborwalk.

- *West Service Road* is a major connection between the convention center and the harbor. Some 500,000 visitors annually are expected at the new center, making West Service Road a well-traveled street. It can therefore support new office development with street level retail on its east side and specialty commercial space and active ground-level uses in the narrower west side parcels.

- *New Congress Street* is a major boulevard that provides a connection from Government Center and Post Office Square to the Seaport. It will be the primary vehicular distributor for the highway system in this area. Its character will change as it passes through the historic Fort Point Waterfront to the adjacent commercial office use anticipated between West Service Road and Viaduct Street and then to the Seaport Hotel and park at D Street. Its alignment contrasts with the conventional street grid of the area by providing a meandering route through the Seaport.

- *Summer Street's* character will be influenced in large part by the convention center and by the opportunity to achieve, on a limited number of parcels north of Summer, some taller building heights. Office or hotel space with retail is suitable.

Image and Character

The architecture in this district should capture the energy and optimism of Boston's robust economy at the dawn of the 21st century. Drawing on the imagery of the port — its strength, simplicity, and directness — to reinforce a sense of place, every opportunity to express structure, use, and form should be taken.

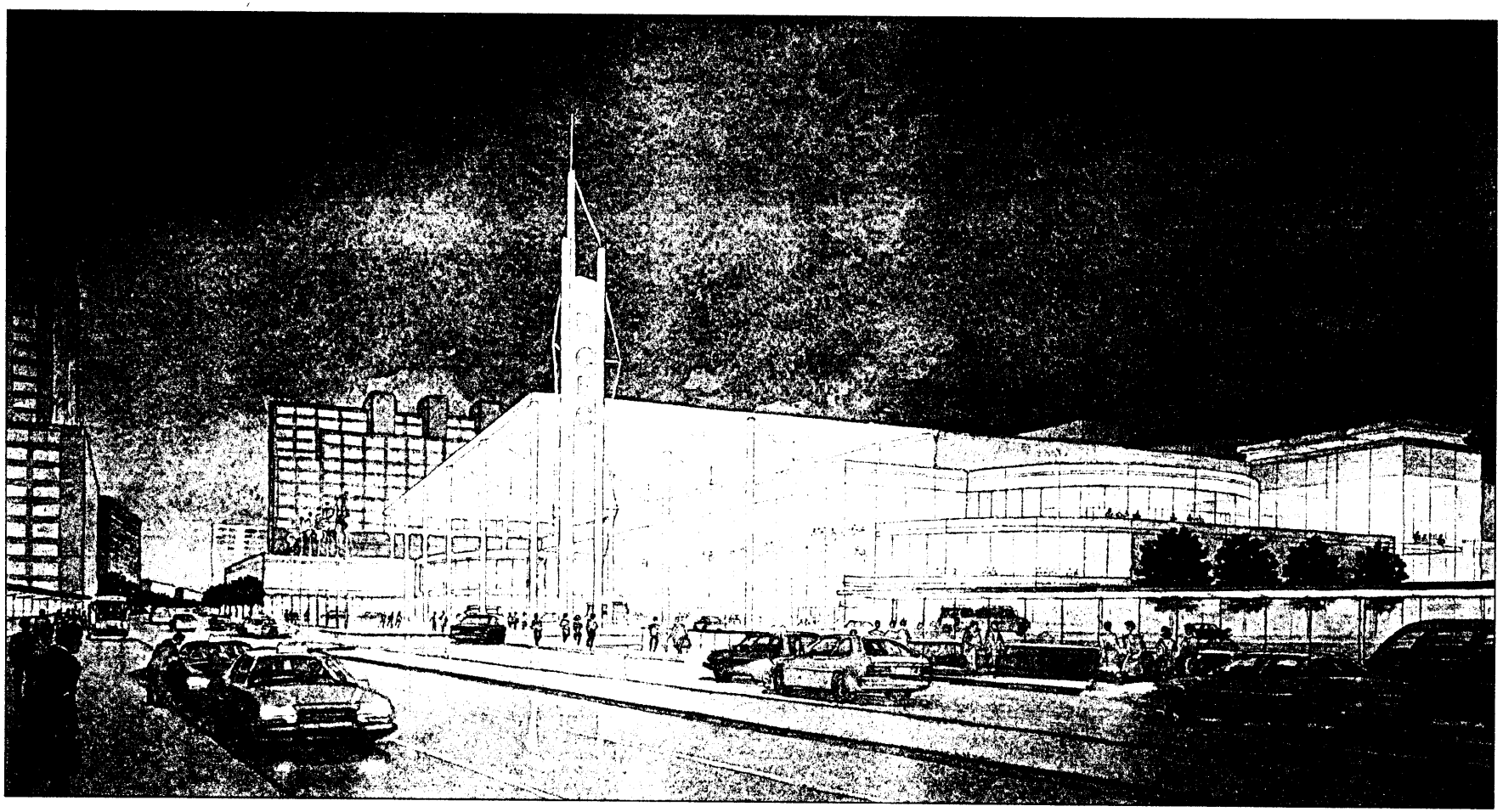
Courthouse Square will be constructed across from the new courthouse

Building mass should be subdivided vertically to encourage human scaled treatment and to relieve the massiveness of large, undifferentiated blocks. Building facades should relate to the ground at the bottom and to the sky at the top, but not necessarily with the rigidly articulated 19th century formalism of many downtown buildings. Large undifferentiated expanses of curtain wall and mirrored glass should be avoided. Elaborate facades with variety of transparency, shadow and shade, and layering should be constructed. Contemporary and traditional materials should be combined in new ways with considerable attention to detailing.

Height and Density

The height and density controls are intended to foster a liberal context for growth in the district, while adhering to the spirit of the generalized Chapter 91 regulations regarding visual access to the waterfront and treatment of the water's edge conditions. Buildings will have a lower height along the water's edge and then step up as they approach the interior of the district. The intersection of New Northern Avenue and West Service Road is the high point of the

Convention Center on Summer Street



district and this location, at the first transitway stop, can accommodate greater density. Parcels near the convention center north of Summer Street are also identified for greater height and density to achieve economic development opportunities associated with the convention center. Taller structures will be slender with maximum floorplates above the 100-foot level no greater than 25,000 square feet for office uses or 12,000 square feet for residential.

Convention Center Site

The State Legislature recently voted to approve the construction of a new convention center for Boston. The site is bounded by the Haul Road, Summer Street, D Street and Cypher Street. Its presence will provide a major catalyst for increased economic activity and growth in the area.

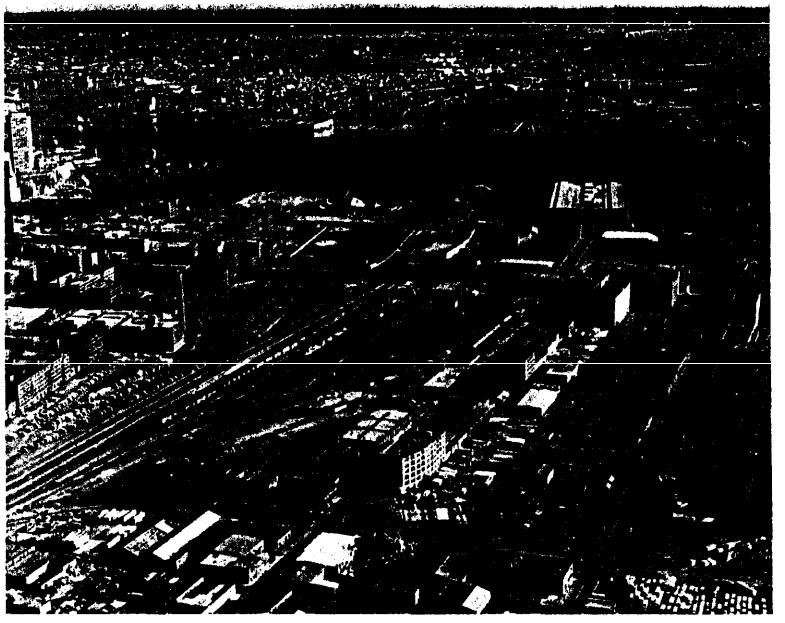
Activities and Uses

The convention center is expected to attract over half million out-of-town visitors annually to large conventions and trade shows. These events attract people from outside the region who tend to come by air and then use taxis or public transportation. A ballroom, lecture hall and meeting rooms will host smaller meetings and special events.

No hotel may be constructed within the district except for a very limited area restricted to the corner of Summer and D Streets. Other ancillary uses not directly related to the operations of the convention center such as restaurants and other tourist attractions will not be allowed on the site. These uses will be located north of Summer Street.

Image and Character

The convention center must have a strong presence along elevated Summer Street, the facility's front door and vehicular access point. The entry should have an architectural expression befitting a landmark of civic significance. The entrance and its canopy should be of a grand scale to protect visitors from the weather and also allow views of the harbor and downtown Boston. Public art should be encouraged. The architecture should take advantage of large-scale functional elements like the entrance canopy, the long span roofs and extensive public spaces. Because of its large size, the scale of the building must be modulated appropriately to avoid monotony and excessive repetition. Considerable effort must be made to minimize the physical and visual impact of service areas, loading docks and large expanses of walls.



The new convention center site bounded by the Haul Road, Summer, D and Cypher Streets

Height and Density

The main portion of the site will have a height limit of 125 feet to accommodate the exhibition hall. Within a small portion of the site at its northeastern corner, the height limit will be 200 feet to allow for the hotel use. The strategy of locating the tall elements of the convention center along the northern portions of the site takes advantage of the grade differential of Summer Street, thus having the effect of reducing the apparent height and visual impact of any tall element on the surrounding area. Along the eastern and southern edges of the district (along D Street and Cypher Street respectively), height is limited to 65 feet, ensuring that tall elements will not be visible from the street.

Flaherty Playground

BUFFER ZONE

The Buffer Zone was developed with South Boston community representatives to address the relationship between the convention center and the adjacent industrial parcels and the residential community. The Buffer Zone is viewed not as an area of division between areas and uses, but one of compatible transition. Given the area's direct adjacency to the convention center site, it is critical to protect this area from inappropriate land uses during the time that detailed planning and subsequent rezoning is taking place. Therefore, the Buffer Zone was designated an Interim Planning Overlay District (IPOD) in which new uses will require public review and a special zoning permit for a period of one year. During this time, the area will be treated as a Special Study Area to allow for detailed site planning with the community and property owners to ensure an appropriate mix of residential, industrial and manufacturing uses that support community goals. Final zoning will be based on the outcome of this process.

Activities and Uses

The Buffer Zone will be similar to the Fort Point Waterfront in character, in that it is envisioned as an area with an eclectic blend of uses, where light manufacturing coexists alongside residential uses, artist studios, and small businesses. The D Street leg of the district, in particular, has been identified as an appropriate area for homeownership opportunities for community residents. The district is also well suited for small businesses needed to service the operation of the convention center. Light industrial, office and residential uses should locate on upper floors with some neighborhood retail on the street level. Entertainment venues, bars, parking lots and garages, rental car agencies, and other uses not appropriate adjacent to the residential neighborhood will not be allowed within the Buffer Zone.

Image and Character

The character of the Buffer Zone will be similar to that of the Fort Point Waterfront with new buildings constructed at a scale and configuration not unlike the masonry warehouse-type buildings found in that district. Light industrial uses should present a clean, well-designed appearance and be adequately screened and landscaped.

Height and Density

The IPOD has established the following interim height controls for a period of one year: maximum height of 65 feet in the north-south D Street leg of the Buffer Zone and 35 feet in the east-west Cypher Street leg.

THE INDUSTRIAL PORT

Maritime industries form the backbone of this district and are essential to Boston's competitiveness and in creating jobs at a variety of skill levels. More than $8 billion dollars worth of goods flow through the Port of Boston and its industries employ over 9,000 people. In 1995, the Boston Redevelopment Authority (BRA) and the Massachusetts Port Authority (Massport) developed the *Port of Boston Economic Development Plan,* which evaluated Boston's port industries and recommended strategies to help them remain competitive. These strategies, currently being implemented, inform the land use and urban design vision outlined here.

The Boston Marine Industrial Park (BMIP), located largely within this district, is under the ownership of the City of Boston and will remain so. Today, the park supports a mixture of maritime industrial and general industrial uses with a small amount of supporting non-industrial uses. A master plan for the BMIP

will be completed and submitted to the Commonwealth in support of a master Chapter 91 license; it will address the distribution and percentages of various uses allowed in the park, taking into consideration both ground level and upper floor uses.

Activities and Uses

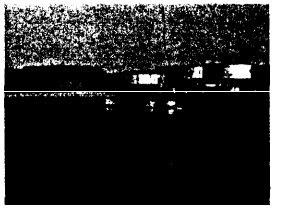
The focus of this district is on accommodating and encouraging the growth of Boston's maritime industries, while allowing for a percentage of supporting uses. The cruise ship industry has tripled in the last few years to just over 100,000 passengers annually. As demand grows, passenger facilities should be expanded at the Black Falcon Cruise Ship Terminal and an additional berth located at the North Jetty with views back toward downtown.

One of the mainstays of Boston's port is the seafood industry, particularly the processing and distribution sectors. The first phase of a new seafood district has been completed in the BMIP with a 70,000 square foot, state-of-the-art facility that will house seven processors. Additional seafood processing plants have been proposed by Northcoast Sea Foods at Wharf 8 and Legal Sea Food on parcel C1 in the BMIP. In order to offer a full-service industrial port, a range of basic ship repair and maintenance services must be available to cargo and passenger vessels. Two drydocks are located here: Drydock No. 3, leased to Boston Ship Repair, can handle some of the largest ships afloat. Although it is in need of substantial infrastructure investment, Drydock No. 4 remains available for use.

The backbone of the seaport economy is the trade in commodities that move over land and sea. This trade is critical for Boston — it influences consumer prices, business location decisions, and job growth. Massport is currently implementing its terminal optimization program for cargo handling. Under this plan, Conley Terminal in South Boston will be dedicated exclusively to containerized cargo, while autos and other bulk cargo are moved to Charlestown. Recent investments in cranes and dredging have prepared Conley for the next generation of super containers expected on the North Atlantic.

The *Port of Boston Economic Development Plan* identified the area along New Northern Avenue between the Boston Fish Pier and Wharf 8 as a point of transition between the cityside activities to the west and the maritime industrial activities to the east where these two types of activities might intersect or even overlap. In these areas, buildings might present a more public face to New Northern Avenue to enhance pedestrian activity and public access and a maritime industrial face to the water where maritime activities, such as offloading fish, generally occur. Wharf 8 on New Northern Avenue is a good example where a seafood processing use is proposed at the rear of the site on the water and retail uses located toward the street side.

Currently, the land at the forecourt of the Fish Pier is used for surface parking. As the entryway into the Fish Pier site, this parcel, which fronts onto New Northern Avenue, should be redeveloped, particularly with uses that generate activity on the ground level. The west apron is an excellent location for a water transportation terminal. Any new development that occurs at this location should preserve the critical view from New Northern Avenue to the Exchange Conference Center at the pier's far end.



Oil storage tanks on the Reserved Channel

Along the district's southern border (between East 1st and 2nd Streets) where residential uses are mixed with industrial uses, special care should be taken to protect residential properties through buffering, screening and creating compatible transitions between these uses.

Cranes at Drydock No. 3

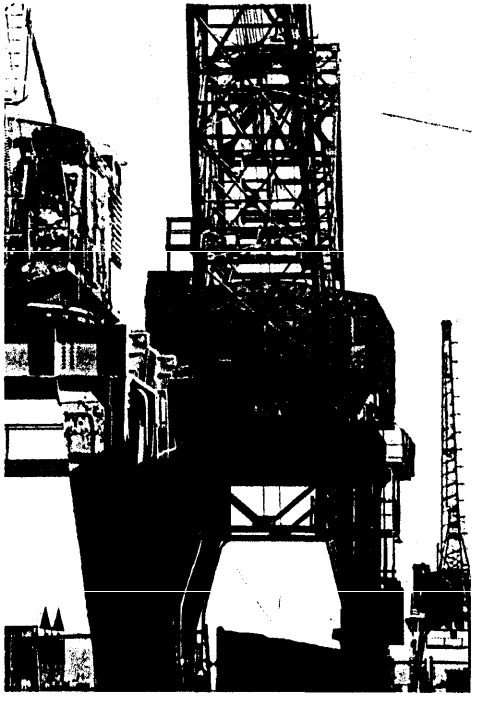


Image and Character

The bold, maritime industrial character of the district's newer 20th century buildings and other structures in this district should remain evident. The shape, form and expression of the structures should tell the story of their use and operations. Efforts should be made to reveal maritime industrial activities to the interested public by introducing Harborwalk and open space with some constraints so as not to interfere with industrial operations. Between East

1st and 2nd Streets, it is important to create an adequate transition in imagery and scale between industrial activities and residential uses.

Height and Density

The shape and size of new or modified buildings will be determined in part by the functional requirements of their uses. In general, recommended maximum heights are 55 to 65 feet. Buildings in the following locations require special design attention: pier heads, adjacent to Harborwalk, alongside view corridors, and adjacent to public open space.

INDUSTRIAL SOUTH BOSTON

Activities and Uses

Industrial South Boston is valuable as a location for industries that support the maritime activities of the industrial port. An important component of a port's ability to add value and capture freight is having efficient warehouse and distribution facilities in close proximity to marine terminals. Consolidating all container freight at Conley Terminal will likely generate demand for an additional 200,000 square feet of warehouse space in South Boston.

The large size and configuration of parcels in this district also make it well suited for general industrial uses not necessarily related to port operations, such as manufacturing, assembly and warehousing. With improved access to Logan created by the Ted Williams Tunnel, firms that rely on rapid distribution should be attracted to this location. Certain types of businesses that will support the convention center may also be attracted to the area, such as freight riggers, businesses that install and dismantle exhibits, telecommunications, audiovisual services, electricians, plumbers, and signage and production companies.

On a limited basis, some commercial uses supportive of the businesses in the area are appropriate in existing buildings (Barnes and Fargo) or in new buildings across Summer Street on its north side. Along the district's southern border between East 1st and 2nd Streets, where residential uses are mixed with industrial uses, special care should be taken to protect residential properties through buffering, screening and compatible transitions between these uses.

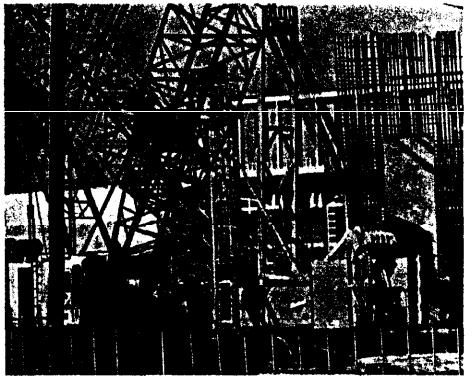
Trucking is a key business in the Industrial Port

Image and Character

On Summer Street, new building design should be compatible with the scale and character of existing Summer Street buildings west of Stillings Street, though their materials and details may be thoroughly contemporary. Elsewhere, building character will be determined more by the functional requirements of the building's program than by existing context. Between East 1st and 2nd Streets, it is important to create an adequate transition in imagery and scale between industrial activities and residential uses.

Height and Density

For the most part, maximum allowable heights are those typically required by industrial uses or approximately 65 feet. In the center of the district, building form should respond to programmatic needs, but be moderate in scale. New parcelization should create blocks of familiar size and streets between the Reserved Channel (Pappas Way) and E Street. Development along Pappas Way should not create an unrelieved wall and should be setback for Harborwalk along the Reserved Channel. At the southern boundary, new development should be lower in height, approximately 35 feet, and relatively small in scale for compatibility with the adjacent residential community. The existing Barnes and Fargo buildings at 110 feet create an existing context for the parcel across from them on the north side of Summer Street. These three parcels can accommodate greater height.



Next Steps

The Interim Report for the South Boston Seaport Plan summarizes the essential elements of the public realm that will shape this district. It is being released as an interim draft in order to elicit comment from the public. The full final report will incorporate the detailed Harborwalk guidelines and Streetscape design guidelines as well as further detail on the sub-district plans. It will be completed and submitted for the approval of the BRA Board at a public hearing in early 1998.

There also are several steps, as defined below, that are necessary to implement the Plan. As the City proceeds with these components we will continue public involvement in the planning process working with the South Boston Waterfront Committee and other members of the South Boston and Fort Point resident and business communities, property owners, harbor advocates and elected officials.

Zoning Amendment. The Boston Zoning Code codifies the land use regulations of the City of Boston. Once the plan has been thoroughly reviewed and more detailed master planning has occurred with land owners, a zoning amendment will be drafted to codify the recommended use and dimensional regulations. The zoning amendment also requires the approval of the BRA Board as well as the Boston Zoning Commission after public hearings.

Article 80 Development Review. Article 80 of the Zoning Code establishes a process for the review of proposed development projects. Many criteria are evaluated, including transportation impacts, environment impacts, architectural design, infrastructure impacts, impact on historic resources and compliance with tidelands regulations. Where adverse impacts are found, mitigation measures are required. Article 80 is one of the critical mechanisms for continued participation by the South Boston community in ensuring that the environmental impacts of development are adequately addressed and mitigated.

Planned Development Areas (PDAs). The plan recommends that certain sites occupying a strategic role in the Seaport be designated with a type of zoning overlay known as a PDA. The PDA designation allows for a more comprehensive balancing of the impacts and benefits of a project. Where community benefits are identified beyond those already required by zoning, additional height may be available on these sites.

Chapter 91 of the Massachusetts General Laws (State Waterways Law). Chapter 91 regulates the use of tidelands and other waterways in Massachusetts. For properties subject to the law, certain project characteristics are affected, such as the amount of open space that must be included within a project site; the space devoted to facilities that encourage the public to visit the site (Facilities of Public Accommodation); building height; and setback from the water. An analysis will be undertaken to determine where the land use and dimensional recommendations in this plan differ with those of the Chapter 91.

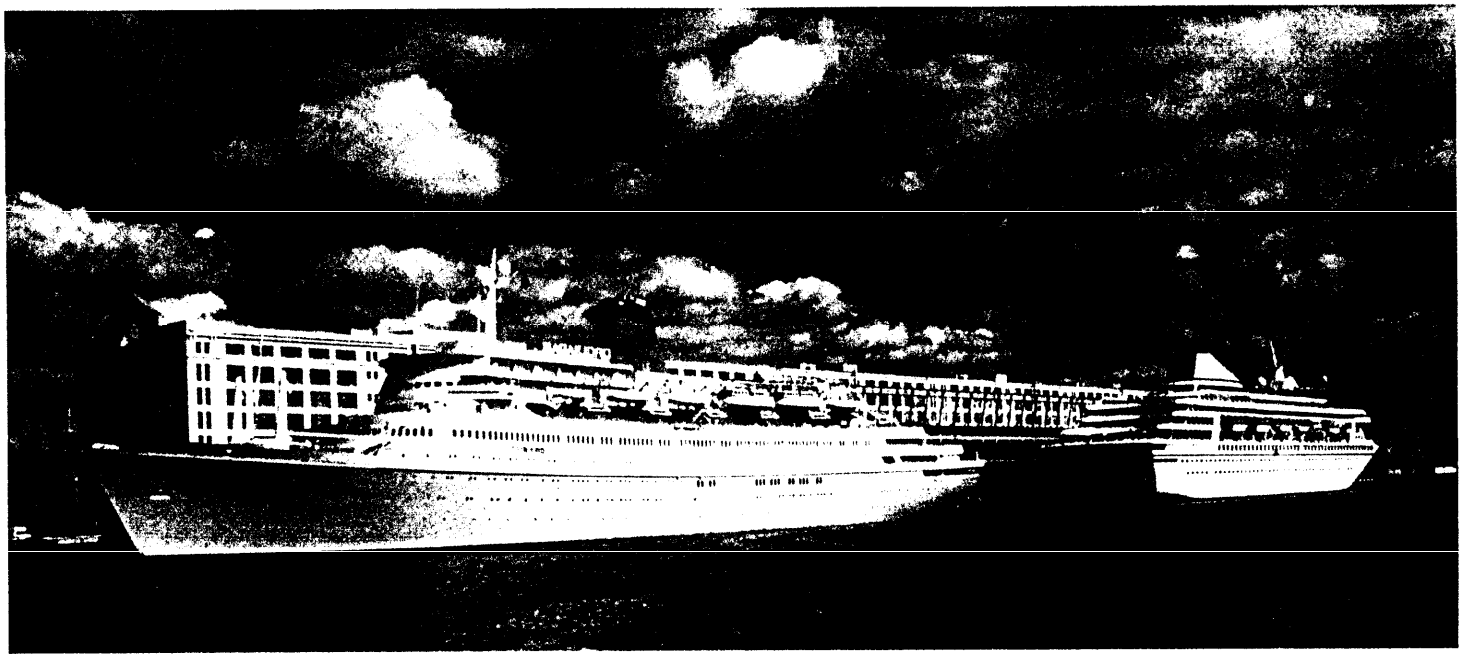
Special Study Area. The Buffer Zone, an area of transition between the residential neighborhood of South Boston and the convention center, deserves a detailed and comprehensive planning analysis. The area is currently protected from inappropriate land uses by its designation as an Interim Planning Overlay District (IPOD) for one year. During that year, master planning should be undertaken to determine the specific economic uses and dimensions of this important area.

Transportation Management Plan. The Boston Transportation Department has been requested to undertake a Transportation Management Plan for the South Boston Seaport. This plan would evaluate the land use recommendations of this plan against the existing and future capacity of the area's road, rail and water transportation network to accommodate the level of growth envisioned over the next 20 to 30 years.

Passenger Water Transportation Plan. The BRA recently issued a request for proposals to undertake a study to direct public investment in public water transportation terminals. Several sites identified for study are within the Seaport.

Master Plan for the Boston Marine Industrial Park (BMIP). The BRA will complete the master planning for the park begun last year. The plan will set forth the proportions of each use that may be allowed overall within the BMIP. The City will retain its ownership of the park and thus can more easily manage the uses to retain its predominant maritime character.

Cruise ships docked at the Black Falcon Terminal



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