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

- New pedestrian streetscape experiences
- Open spaces in keeping with the spirit of the Greenway
- 195 new home-ownership units
I. Comments from last meeting
II. Greenway Guidelines Overview & Zoning
III. Massing Explorations
IV. Updates:
   • Landscape & Public Realm Studies
   • View impact Analysis
   • Detailed Shadow Studies
EXISTING CONDITIONS

AERIAL VIEW

Faneuil Hall Marketplace

NORTH STREET

GREENWAY

CHRISTOPHER COLOMBUS PARK
EXISTING CONDITIONS

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

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

• Create massing that fits within context of taller & smaller buildings.
• Be sensitive to shadow and view impact.
• Create a useable public plaza.
• Improve walkability of Surface Rd, Clinton and North Streets.
• Transform the existing garage with new materials, design and lighting.
Comments from last BCDC Meeting 04/03/2018:

- Full range of design comments, but building felt ‘too tall’ for the location
- Greenway Design Guidelines height at 125'
- Look at lowering the garage and keep the same massing on top
- “Point tower” may have less impact than single low mass
- Look at sculpting, carving away at mass to slim the building down
- More street views, more often
- Understand plaza and public
Comments from IAG, Boston Harbor Now, and Faneuil Hall Merchants Association:

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

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

Faneuil Hall Merchants:
- Generally enthusiastic about project, but….
- Maintain garage spaces & Bus parking/unloading on Greenway
- Do not impact service or customer use on Clinton St. – Drop-off might help
- Like activation of Clinton Street with display windows, signage & lighting
- Concerns about potential owner complaints about noise from performers
The Site is already established as PDA-III of the Government Center/Markets Zoning District.

• PDA Development Plan sets use regulations. (Boston Zoning Code § 45-10.1.)

• PDA Development Plan also sets dimensional requirements, which are “guided by the Greenway District Planning Study Use and Development Guidelines, as determined by the Boston Redevelopment Authority.” (Id. § 45-10.2.)

• Zoning amendment required to exceed street wall height of 90 ft., and floor plates exceeding 22,500 sf above that height. (Id. subds. 45-10.3 and -10.4.)

• Required public benefits may include directly providing or funding improvements to adjacent and nearby streets. (Id. sec. 45-12.)
GREENWAY DISTRICT PLANNING STUDY USE AND DEVELOPMENT GUIDELINES

Dimensional Criteria
1. Height should be limited to 25' to minimize shadow impacts and view obstruction from City Hall Plaza, Faneuil Hall, and Quincy Market. This location could be an interesting place for a new 21st century architectural element. Buildings should be stepped back at a height that aligns with the existing scale of the buildings.
2. All additions to the Quincy Market Garage site should minimize the impact on the views of the Custom House Tower from the north.
3. Elevations to the heights in the North End.
4. The Blackstone Block sites should conform to the heights in the area, ranging between 25'-40'.
5. Elevation to correspond with the heights in the Bulfinch Triangle.
6. 150' at the New Custom House Street corner of the existing Government Center Garage.
7. 400' or approximately aligned with the taller portion of the JFK Federal Building.
8. 500-600' matching the tallest buildings in the Downtown.

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

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

1. Height should be limited to 76’ to minimize shadow impacts and view obstruction from City Hall Plaza, Faneuil Hall, and Quincy Market. This location could be an interesting place for a new 21st century architectural element. Buildings should be stepped back at a height that aligns with the existing base of the buildings.

2. 125' additions to the Dock Square Garage site should minimally infringe on the views of the Custom House Tower from the north.

3. Be scaled to the heights in the North End.

4. The Blackstone Block sites should conform to the historic heights in the area, ranging between 55'-65'.

5. 125' to correspond with the heights in the Bullfinch Triangle.

6. 150' at the New Sudbury Street corner of the existing Government Center Garage.

7. 300' or approximately aligned with the taller portion of the JFK Federal Building.

8. 400-500' matching the tallest buildings in the Downtown.
GREENWAY DISTRICT PLANNING STUDY USE AND DEVELOPMENT GUIDELINES

Market District and Government Center

Overview

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

Goals

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

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

Potential Development Sites

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

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

The Blackstone Street sites and Parcel 8 offer a developed with ground-floor market uses, would complement the North End and Haymarket areas. Such development will also add to this area as a new local amenity as well as a regional destination for consumers, purveyors, producers, and growers of food and food-related products. The historic network of streets and alleys in the Blackstone Block are highly conducive to this kind of shopping experience that, along with its prominent location on the Greenway, is certain to make this one of the Greenway District's most exciting opportunities for redevelopment.
“While the recommended limitation on heights listed by subdistrict in these guidelines already anticipates a reduced shadow impact, new proposals will be required to consider refinements to the building shapes for the purpose of minimizing shadow impacts on the Greenway park parcels.”
APPROXIMATE BUILDING HEIGHTS
OFFICE MASSING
265,000 GSF
EARLIER RESIDENTIAL MASSING OPTIONS
265,000 GSF
RESIDENTIAL MASSING

268,000 GSF

135’ 8”

197’ 8”
RESIDENTIAL MASSING
265,000 GSF

135' 8"

197' 8"
RESIDENTIAL MASSING

273,000 GSF

135' 8"

197' 8"
RESIDENTIAL MASSING
266,000 GSF

197' 8"

135' 8"
RESIDENTIAL MASSING – PROPOSED DESIGN

260,190 GSF

197’ 8”

135’ 8”
GROUND FLOOR

PARKING COUNT

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<tr>
<th>Level</th>
<th>Spaces</th>
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<td>Level 1</td>
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<td>Level 7 Stackers</td>
<td>66</td>
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<td>616</td>
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AVG SF/Space: 398 SF/Space

SPACE TYPE COUNT

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<tr>
<td>Valet Stackers</td>
<td>66</td>
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<tr>
<td>TOTAL</td>
<td>682</td>
</tr>
</tbody>
</table>

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

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

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

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

4. Clinton St. is barren and lacks green space and pedestrian amenities.
### Streetscape Improvements

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

Future Haymarket Hotel

BOSTON COMPLETE STREETS
PREFERRED AND MINIMUM WIDTHS FOR SIDEWALK ZONES

<table>
<thead>
<tr>
<th></th>
<th>Frontage Zone</th>
<th>Pedestrian Zone</th>
<th>Greenscape Zone</th>
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<tr>
<td>Preferred</td>
<td>Min.</td>
<td>Preferred</td>
<td>Min.</td>
</tr>
<tr>
<td>Downtown Mixed Use</td>
<td>2'</td>
<td>0'</td>
<td>10'</td>
</tr>
</tbody>
</table>

Greenway Landscaping:

1. Possible contribution to betterment of Greenway landscaping by others: plant buffer along highway ramp with garden walk and benches.
**SITE PLAN**

<table>
<thead>
<tr>
<th>BOSTON COMPLETE STREETS</th>
<th>PREFERRED AND MINIMUM WIDTHS FOR SIDEWALK ZONES</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>FRONTAGE ZONE</td>
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<td>PREFERRED MIN</td>
</tr>
<tr>
<td>Downtown Mixed Use</td>
<td>2'</td>
</tr>
</tbody>
</table>

**Streetscape Improvements**

1. Suggested future streetscape development along Surface Road: planting, benches, outdoor seating and specialty paving.
PRECEDE NTS
concept / sculptural
PLAZA
existing conditions | site analysis

1. 70% of paved area is private restaurant space.

2. Plaza is sunken and detached from the public streetscape.

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

12% green space
~ 6 trees
88% pave area
~ 70% private use
~ 30% public use
PLAZA
proposed design

Plaza is expanded and green space has doubled in SF.

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

Proposed design creates new seating opportunities.

- Gained 1600sf of plaza space
- Doubled amount of green space

Dock Square Landscape Design Concepts
PLAZA

site plan

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

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

Proposed design creates new seating opportunities.

Key
1. At Grade Dining
2. Restaurant Access
3. Water Wall
4. Plaza with Sculptural Planters and Light Columns

Dock Square Landscape Design Concepts
View Impact Analysis
200 STATE STREET
16 STORIES

THE BOULEVARD- 110 BROAD ST
12 STORIES

GREENWAY TOWERS
HARBOR GARAGE TOWER
600FT

BULFINCH CROSSING
UP TO 528 FT

GREENWAY TOWERS
PARCEL 9 – HAYMARKET HOTEL
70FT

GREENWAY TOWERS
VALENTI SQUARE AND COOPER ST
NORTH END PARK AT HANOVER ST
Shadow Studies
FULL-DAY SHADOW