

# Rose Kennedy Greenway Ramp Parcels Study

**Public Meeting #1**

June 26, 2014

Consultants:

HDR

Utile, Inc.

# Agenda

## **I. Introductions – Who we are**

## **II. Purpose of Study - Why are we here**

## **III. Environmental Commitments**

## **IV. History of re-development options/proposals**

- a. Parcel 6 – YMCA
- b. Parcel 18 – Center for the Arts
- c. Parcel 12 - Boston Museum

## **V. Overview of Sites**

- a. Planning Context
- b. Zoning
- c. Physical description of the sites

## **VI. Timeline**

## **VII. Public Comments**

# Introductions

# Who We Are

## MassDOT

John Romano, Legislative Affairs  
William Tuttle, Director of Projects

## Boston Redevelopment Authority

Lauren Shurtleff, Senior Planner  
Lara Merida, Deputy Director for  
Community Planning

## Consultant Team

### HDR

Roch Laroche, P.E., Senior Project  
Manager

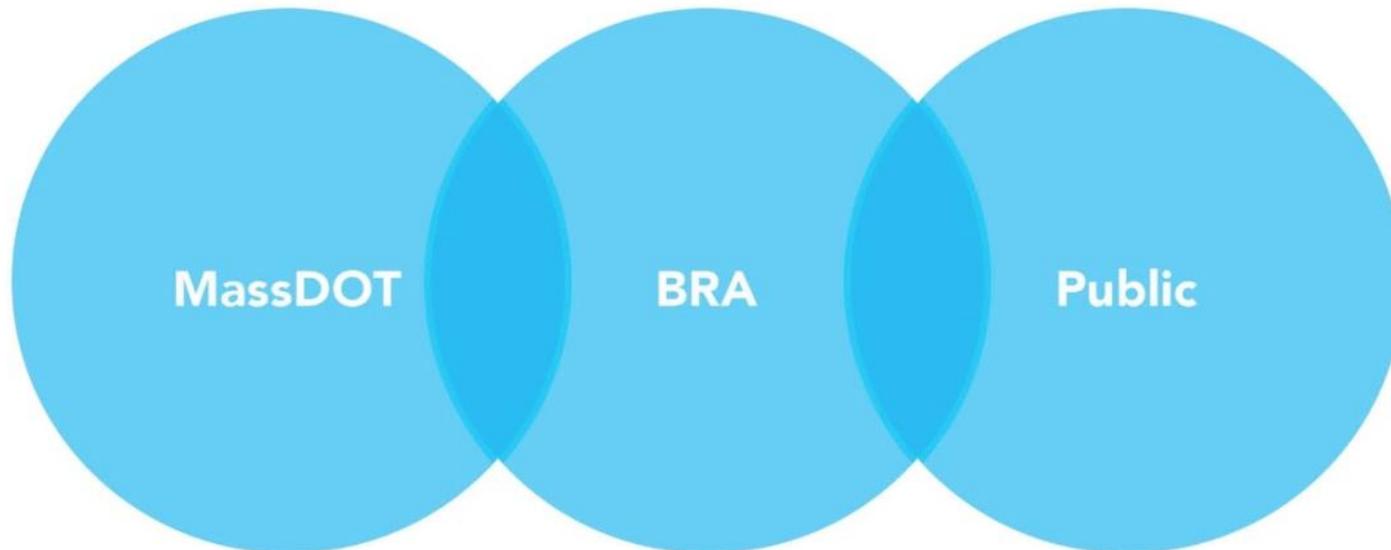
### Utile, Inc.

Matthew Littell, Principal

# Why we're here

We're kicking off the Greenway Ramp Parcels Study.

It will be a **tripartite process**,  
with **MassDOT**, the **BRA**, and the **community**.

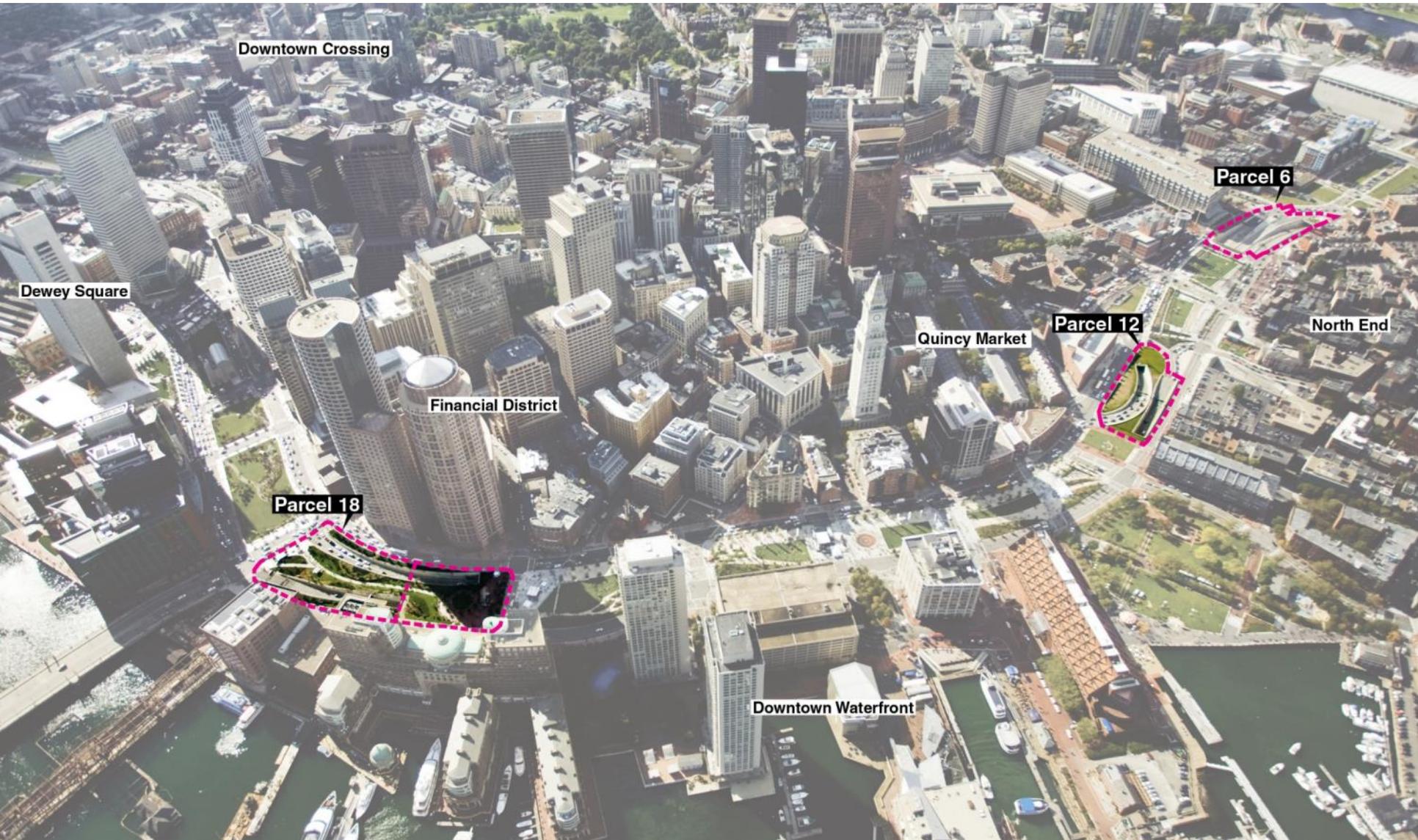


# Purpose of the Study

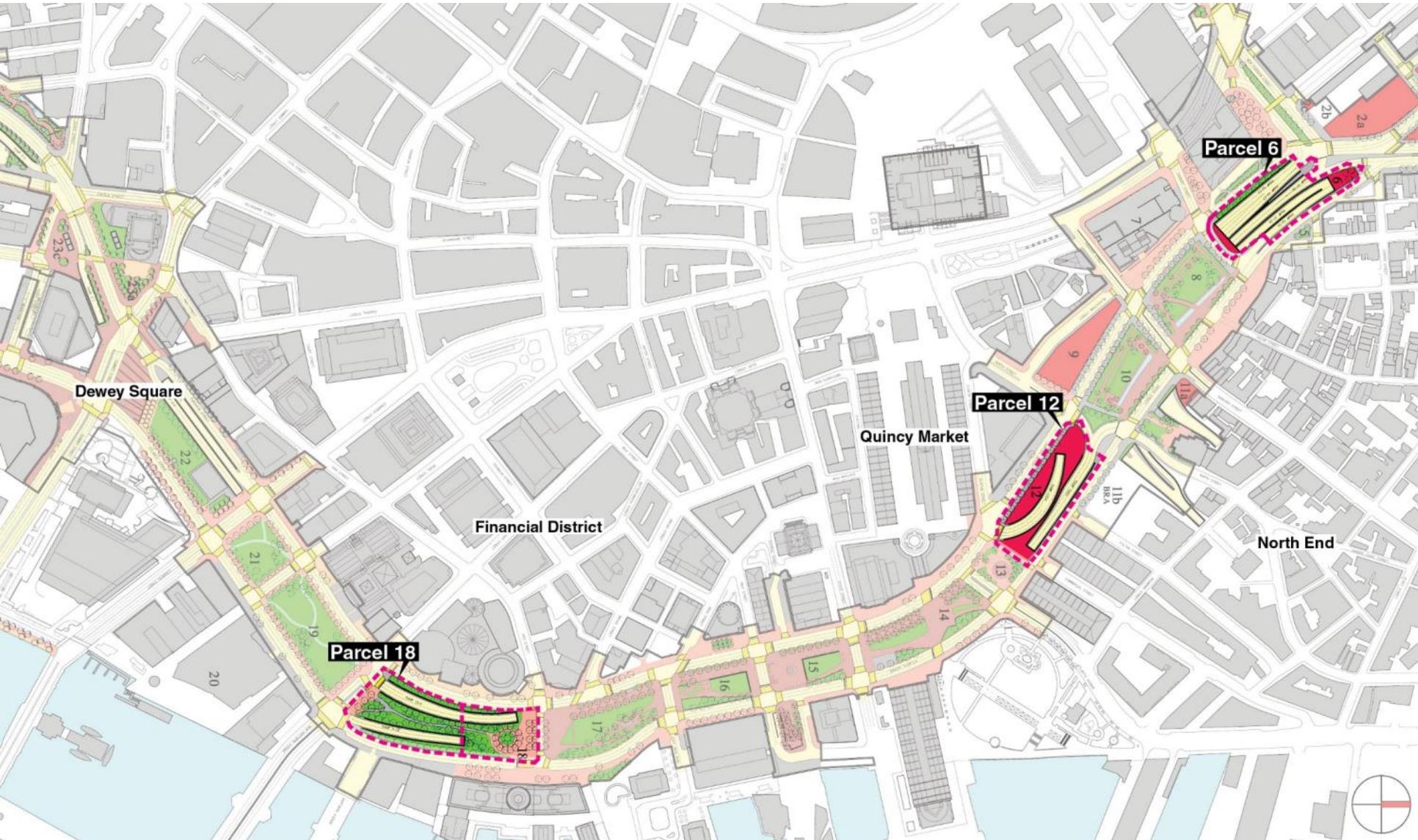
# Addressing the Ramp Parcels



# Addressing the Ramp Parcels



# Addressing the Ramp Parcels



# Environmental Commitments

# The Environmental Commitment

In the November 1990 Final Supplemental Environmental Impact Report (FSEIR) for the Massachusetts Environmental Policy Act (MEPA) and the January 1991 Final Supplemental Environmental Impact Statement (FSEIS) for FHWA/NEPA, the Massachusetts Department of Public Works committed to **covering the open boat sections of access ramps in the downtown area to “mitigate the effect of environmental blight.”**

Pursuant to MEPA (M.G.L. C.30, 61-62H) and related regulations (301 CMR 11.00), the Secretary of Environmental Affairs certified the FSEIR containing the following language relative to Parcels 6, 12, and 18 specifically:

EOEA #4325

SFEIR Certificate

January 2, 1991

as open space must not be left as dusty open lots, but must be fully developed as parks and recreational space by the project proponent, including landscaping, plantings, paths, lights, benches, and sidewalks in accordance with BRA design standards, that will make the area an attractive urban open space. Highway ramps on parcels 6, 12 and 18 must be covered to mitigate their impacts on the surface environment. DPW must use every effort to secure federal highway funding to finance these activities as well as substantial contributions to the capital costs of the Winter Garden. Absent Federal funding, it will nevertheless be the responsibility of the DPW to finance these activities.

# The Environmental Commitment

The ENF Certificate that was issued by the Secretary of the Office of Environmental Affairs dated July 26, 1991 also specifically encourages the **expansion of open space on Parcel 12 to preserve “visual corridors and continuous pedestrian access”** versus further building development:

With this in mind, I must restate the controls that will be in effect for any future development or should any changes arise. The 75% open space commitment was determined in the January 2, 1991 Certificate to be an “. . . established part of the Central Artery project.” Thus any proposed decrease in the amount of open space will be subject to the filing of a Notice of Project Change. Moreover, I strongly encourage that the amount of open space be increased wherever possible. In particular, Parcel 12, which is currently designated for housing and mixed use development, interrupts the continuous green corridor that extends from Chinatown to North Station. If development is ultimately planned for Parcel 12, during the environmental review of the proposal, I will be looking for design concepts that maintain a visual corridor through the parcel as well as continuous pedestrian access. In addition to providing a linear link throughout the downtown, the open space created by the corridor will also serve to knit together areas of the City that have for the past thirty years been effectively separated by the elevated roadway. Development along the corridor must therefore enhance connection, rather than create new barriers between neighborhoods.

ENF Certificate,  
July 26, 1991

# What we're trying to accomplish

The commitment is about visual and aesthetic impacts. Not about noise or air quality – the CA/T meets all noise and air quality standards without covers.



# What we need to do to define “cover.”

The commitment is about visual and aesthetic impacts. Not about noise or air quality – the CA/T meets all noise and air quality standards without covers.

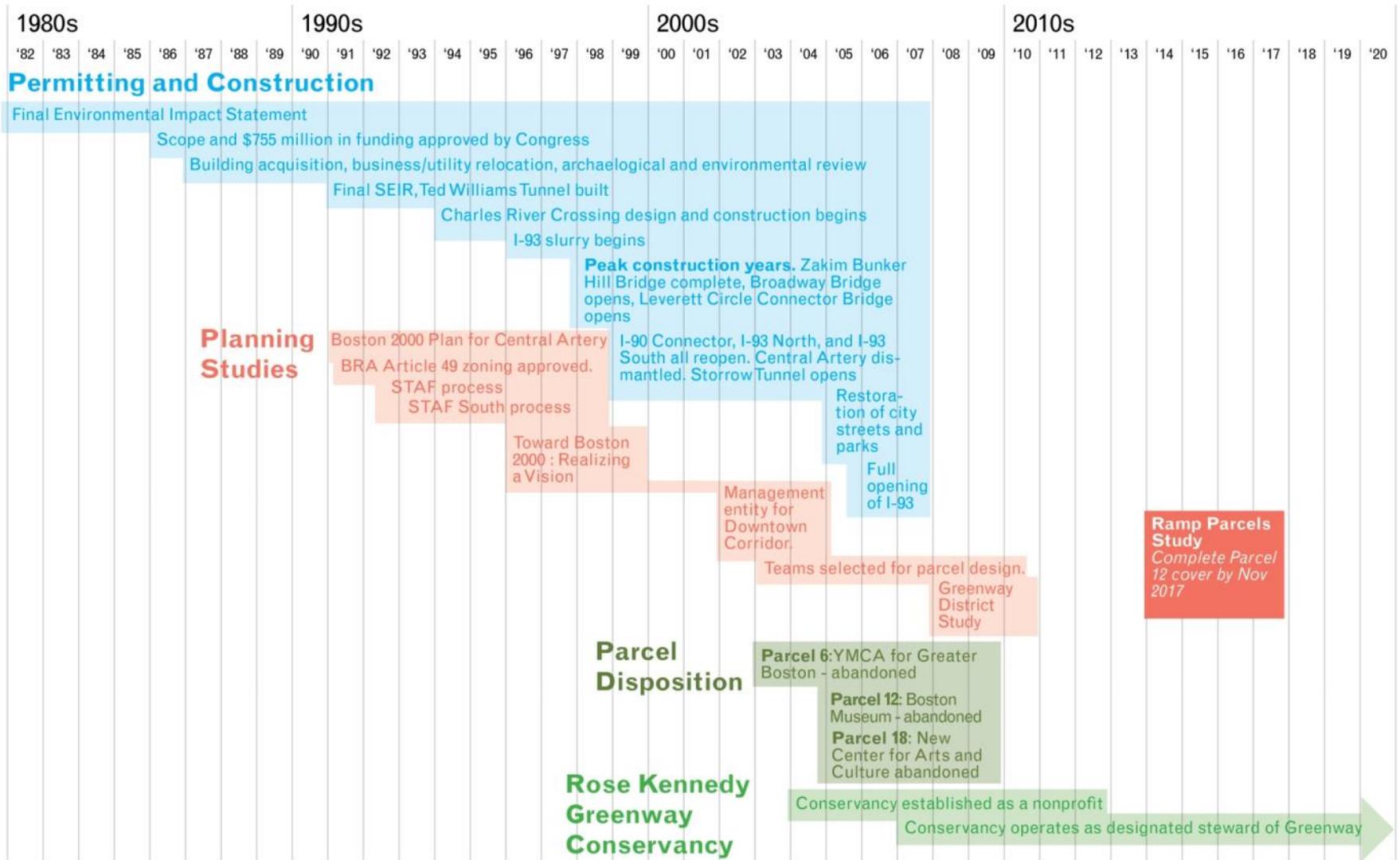
**Original permit for CA/T Project was for buildings atop the ramps on Parcels 6 and 12 and open space on Parcel 18.**

Now to provide “cover,” MassDOT needs to **propose how to cover the ramp parcels**. This process—with MassDOT, the BRA, and the community—will determine the approach.

The goal is to submit **Notice of Project Change** to MEPA and receive approval for all three ramp parcels, and **complete Parcel 12 cover by November 2017**.

# History of Redevelopment Proposals

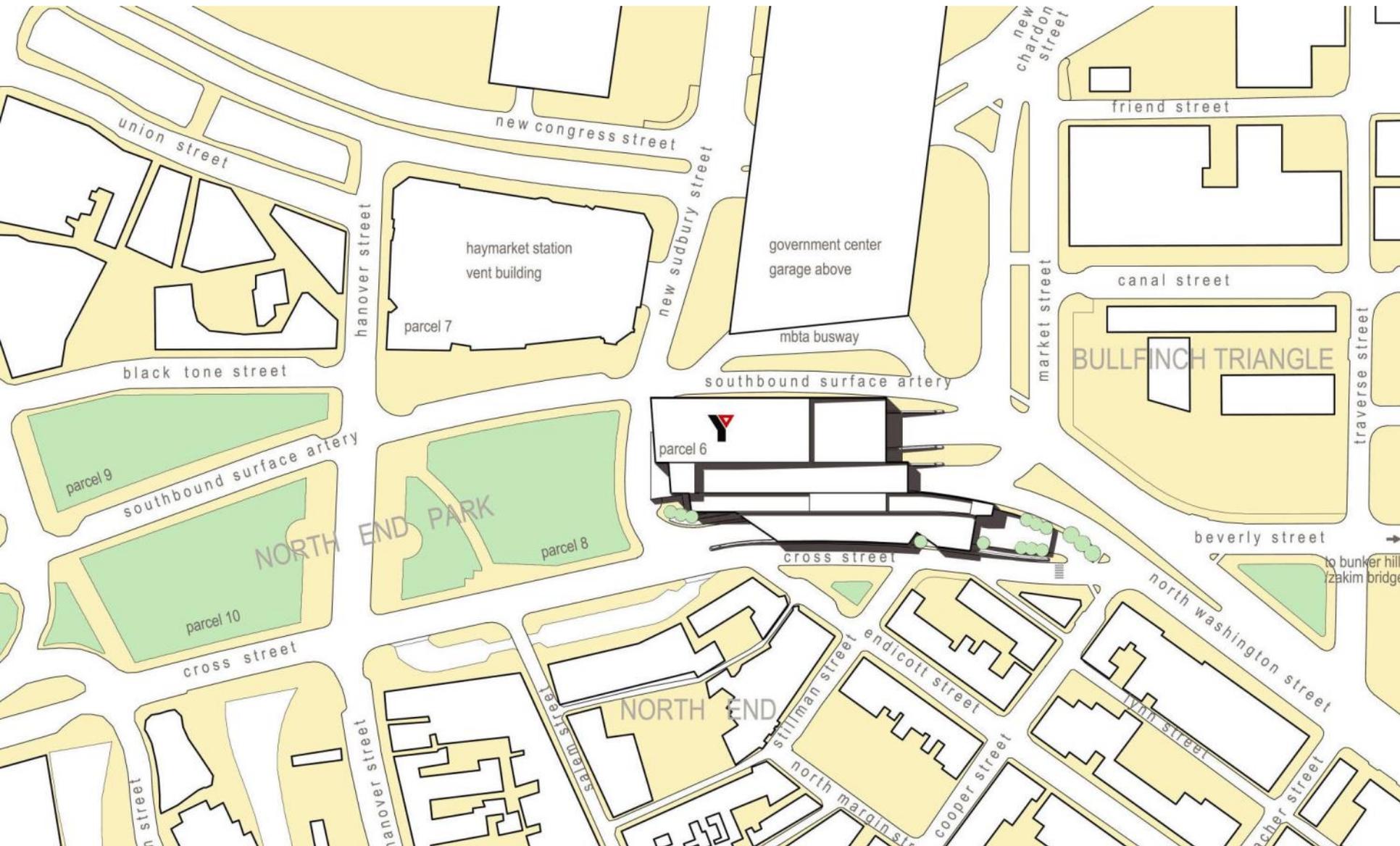
# CA/T Project and Greenway Timeline



# History of Redevelopment Proposals

## Parcel 6 - YMCA

# Parcel 6 – YMCA Proposal



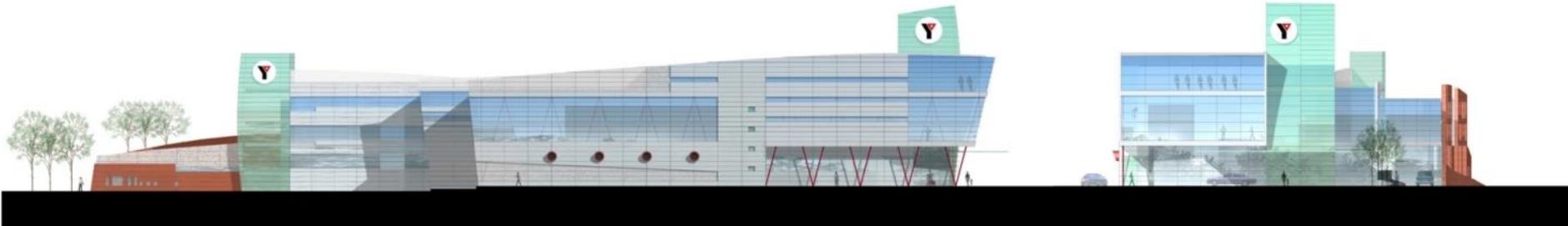
# Parcel 6 – YMCA Proposal





A - VIEW FROM NORTH END PARK (PARCEL 8)





SOUTH-WEST ELEVATION: VIEW FROM GOVERNMENT CENTER GARAGE

SOUTH-EAST ELEVATION: VIEW FROM NORTH END PARK



NORTH-EAST ELEVATION: VIEW FROM NORTH END

NORTH-WEST ELEVATION: VIEW FROM BULLFINCH TRIANGLE



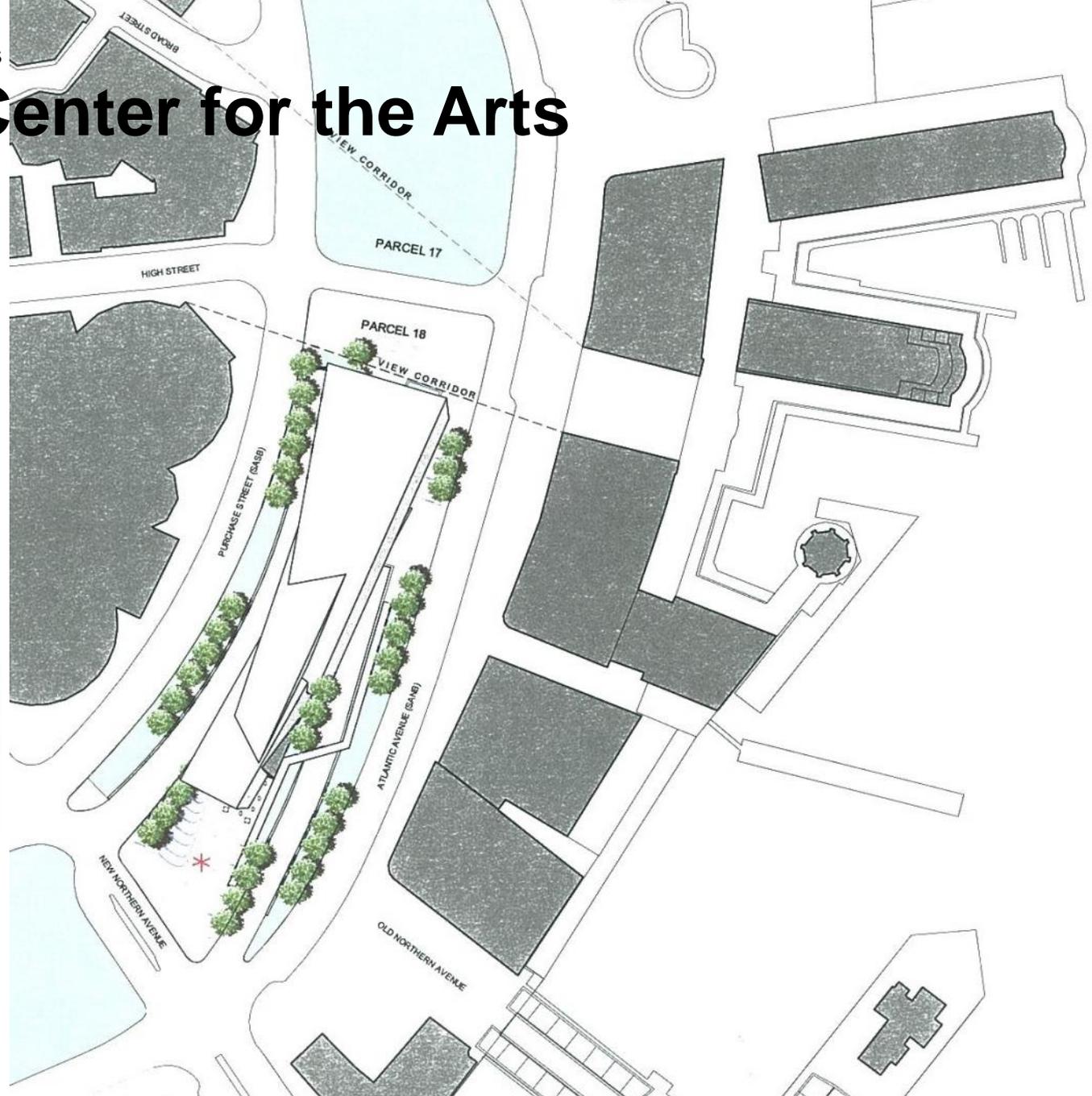
C - VIEW FROM CROSS STREET



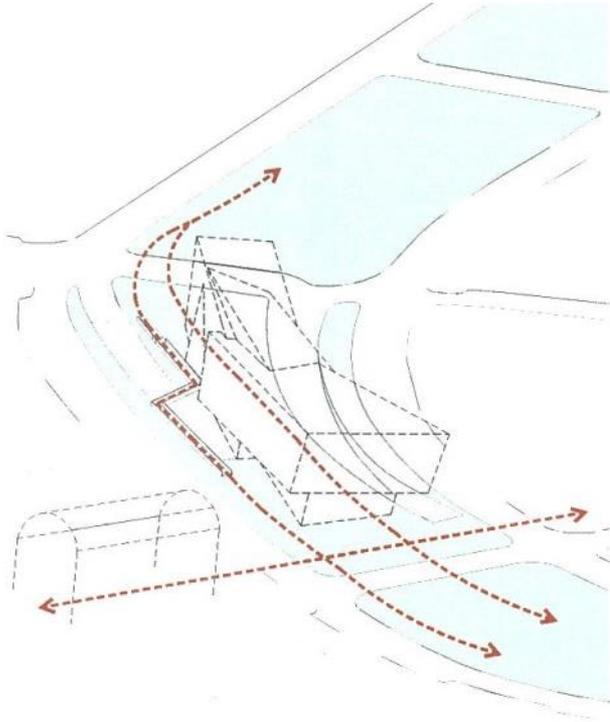
# History of Redevelopment Proposals

## Parcel 18 – Center for the Arts

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# Parcel 18 – Center for the Arts



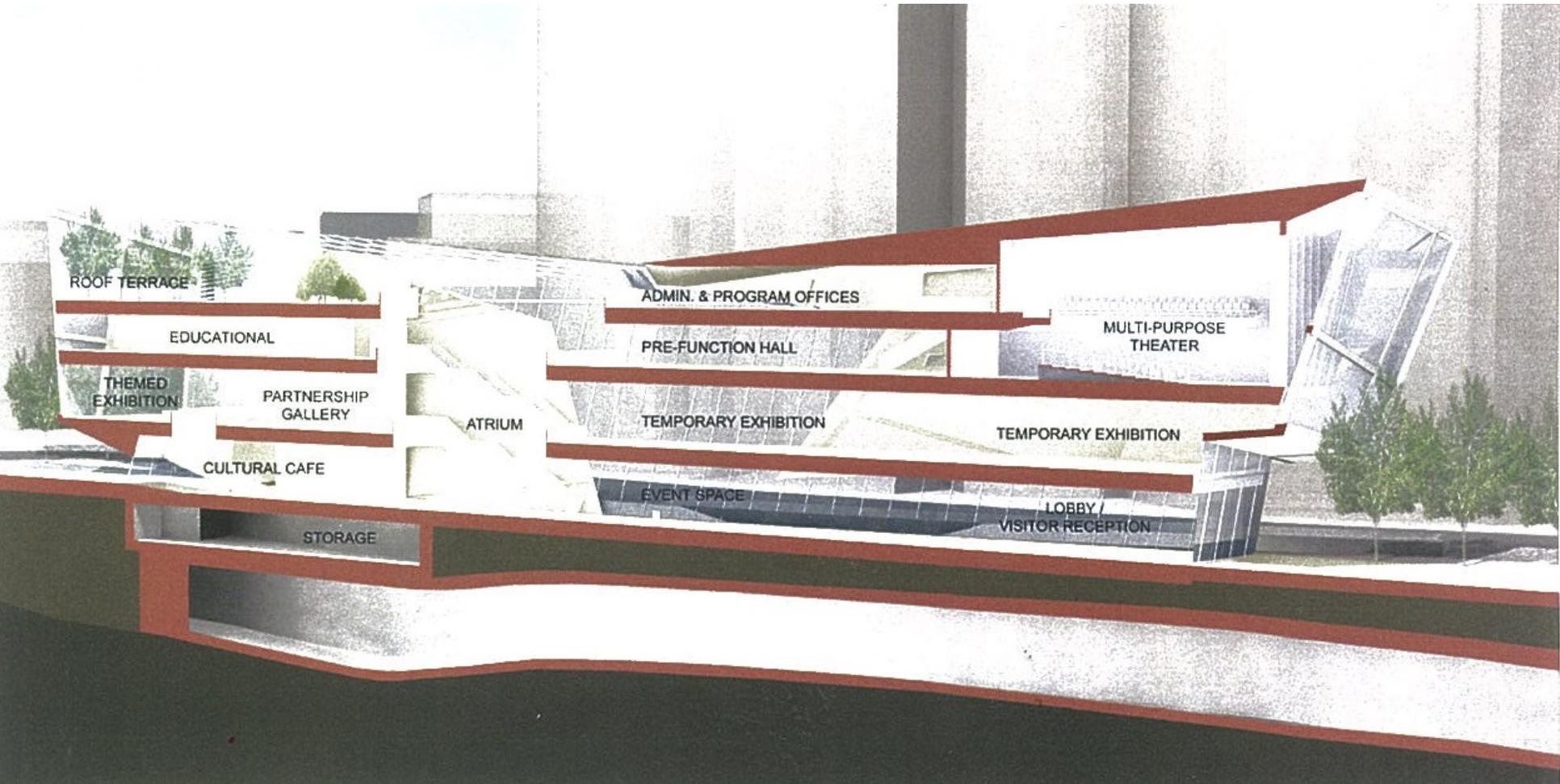
Continuity and Connectedness



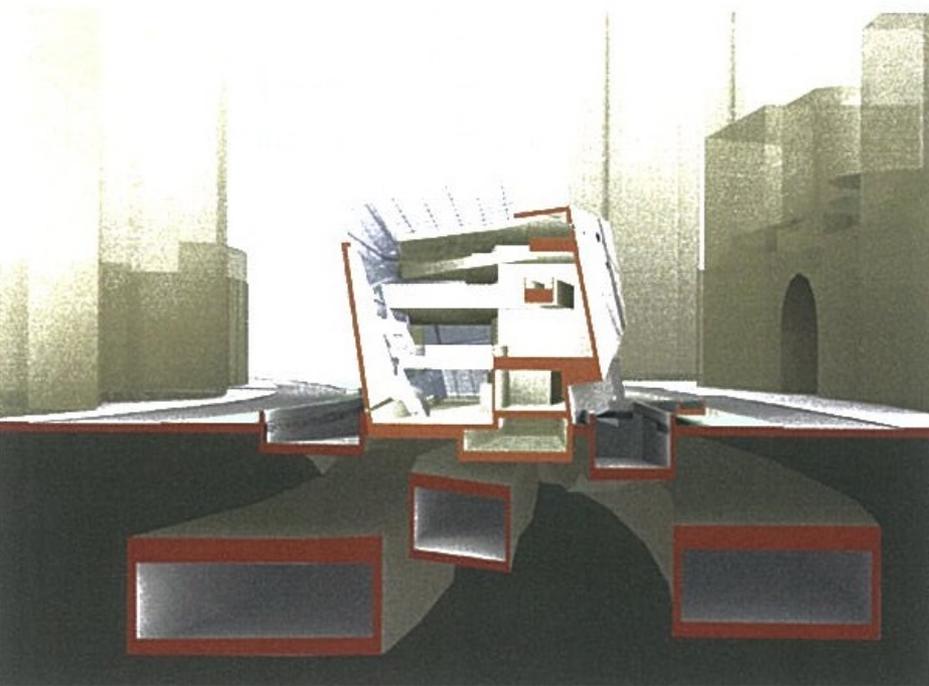
# Parcel 18 – Center for the Arts



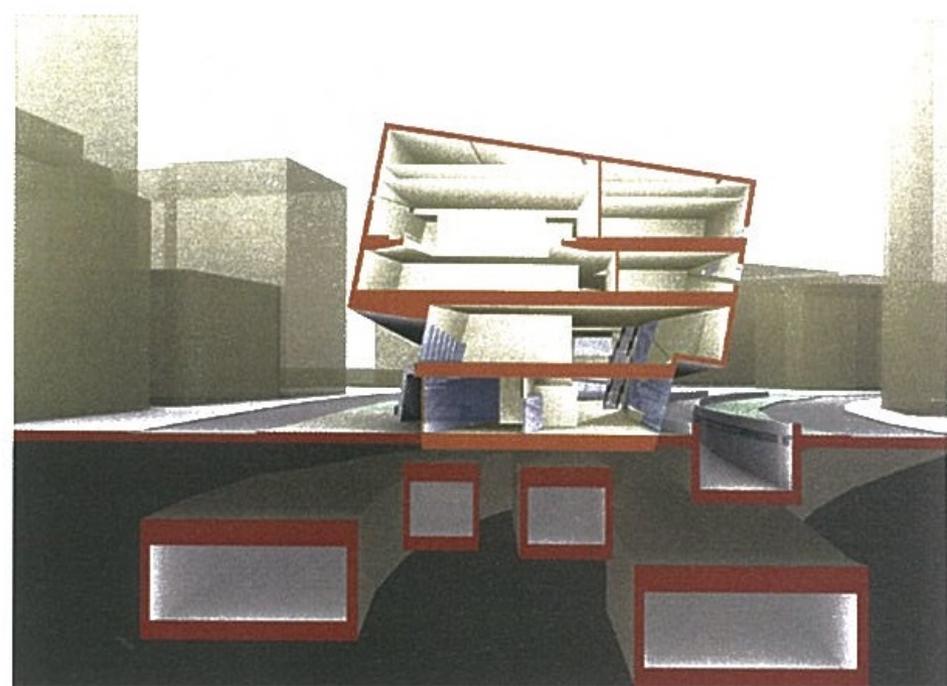
# Parcel 18 – Center for the Arts



# Parcel 18 – Center for the Arts



Section through Atrium, looking north

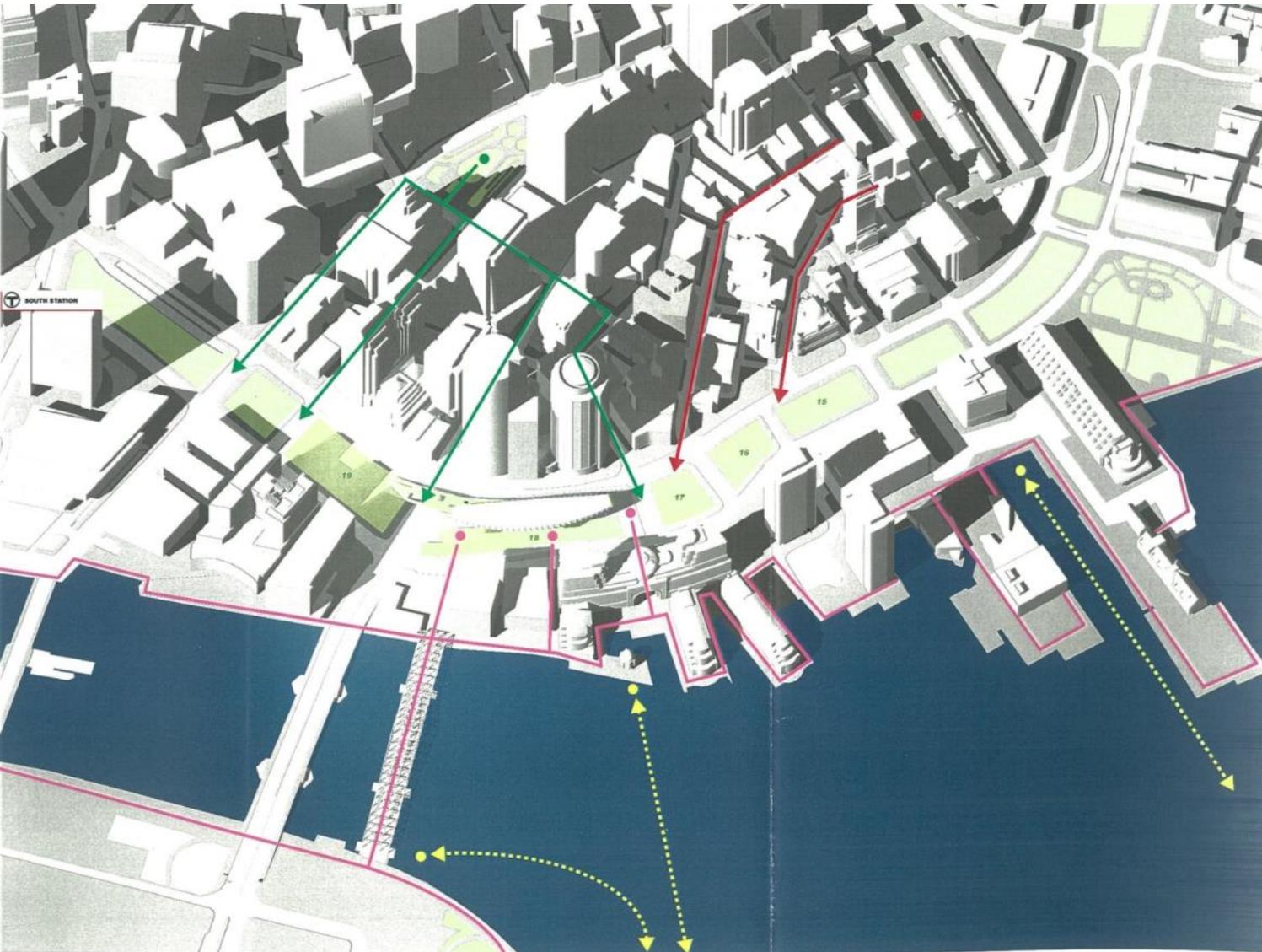


Section through Theater, looking South

# Parcel 18 – Center for the Arts

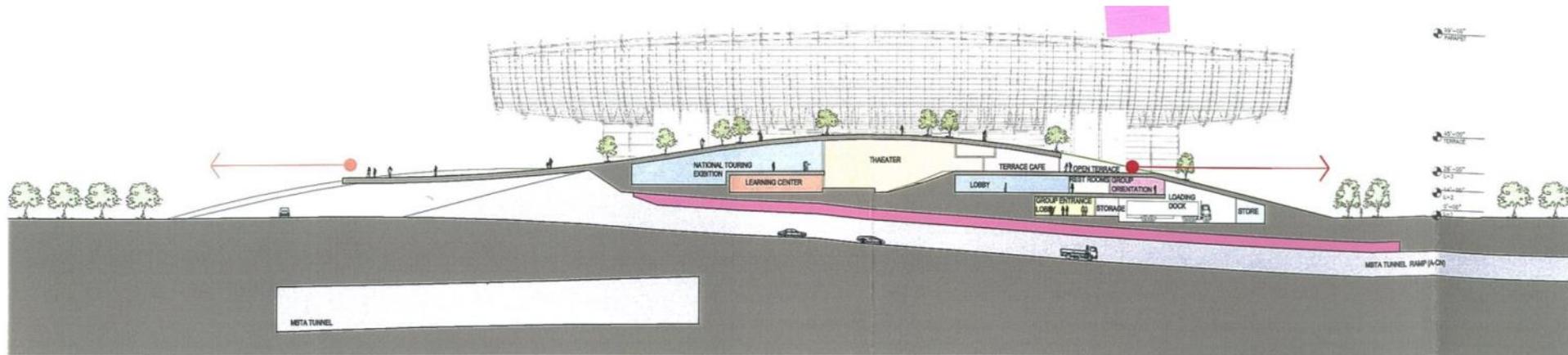


# Parcel 18 – Boston Museum



- Harbor Walk
- Harbor / Commuter Ferry
- Quincy Market and Freedom Trail
- Post Office Square Park & Financial District

# Parcel 18 – Boston Museum



# Parcel 18 – Boston Museum



# History of Redevelopment Proposals

## Parcel 12 – Boston Museum

# Parcel 12 – Boston Museum

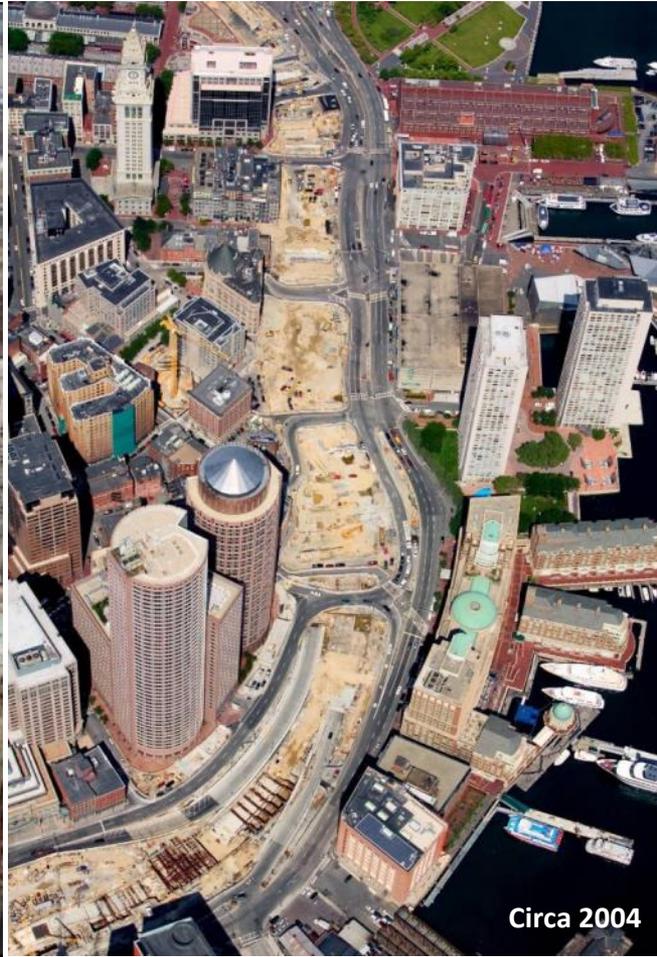


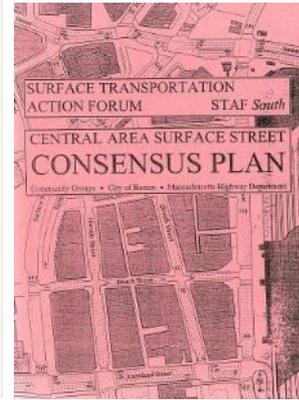
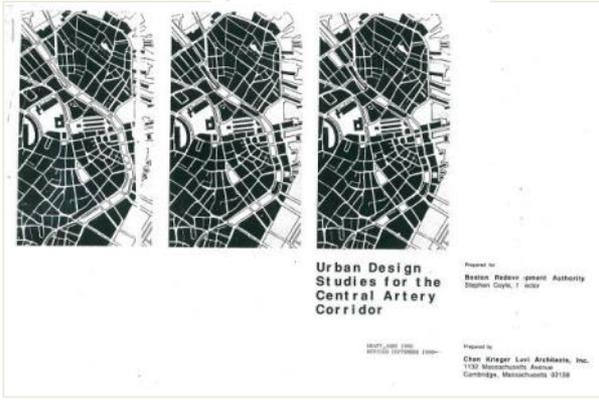
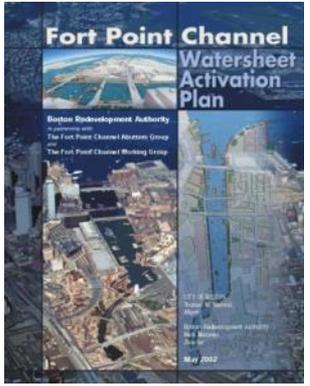
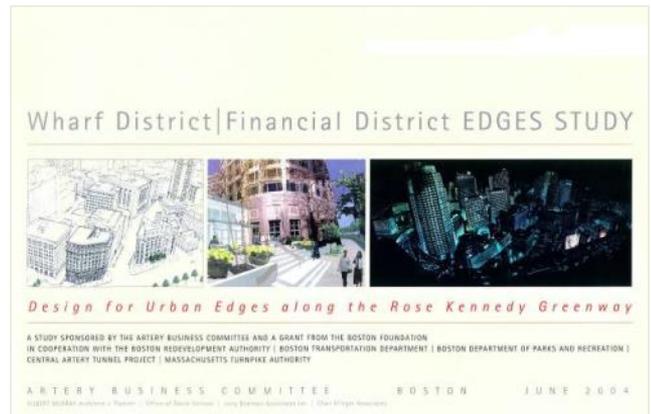
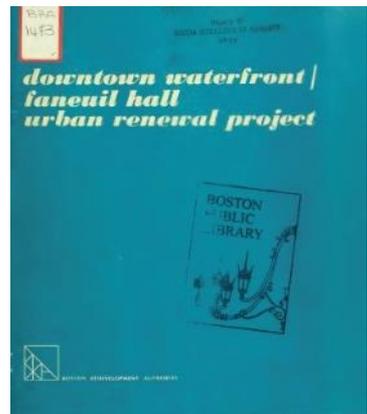
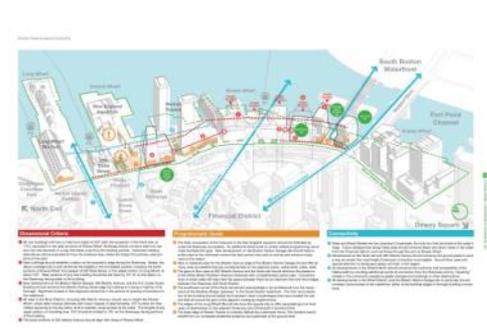
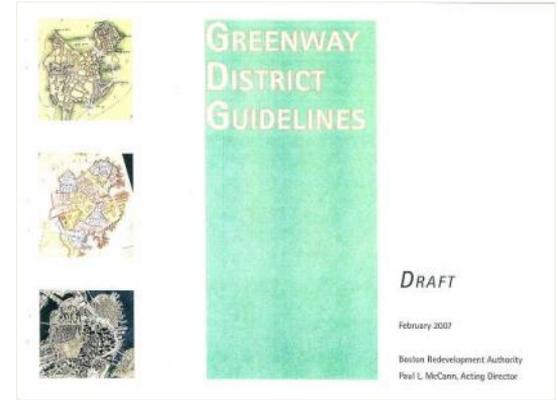
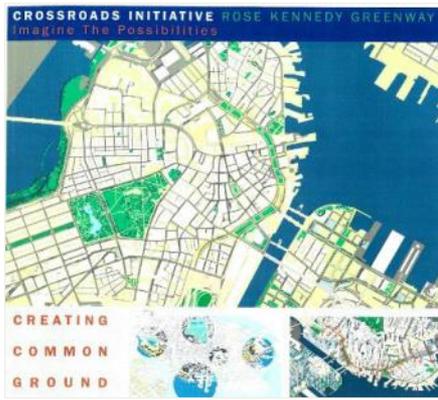
# Overview of the Sites

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## Planning Context

# Central Artery/Tunnel Project



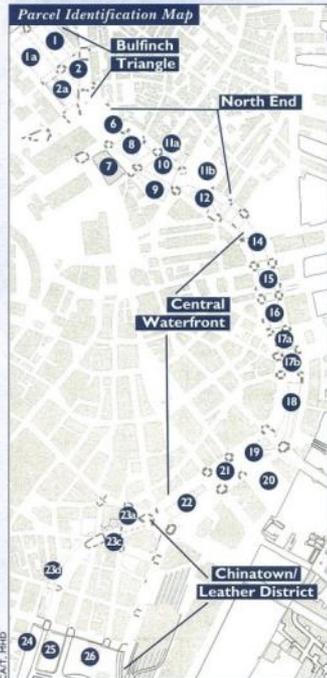


# Planning Foundation

# The Boston 2000 Vision

## Elements of the Boston 2000 Plan

- A new park system and a series of public facilities in the Waterfront/Faneuil Hall area and the Financial District, including a conservatory and botanical garden
- New neighborhood parks in both Chinatown and the North End
- Restored historic connections across the corridor, including streets, pedestrian crossings and view corridors
- Tree-lined boulevards from Causeway Street to Kneeland Street
- Improved and expanded pedestrian environment
- New housing, including affordable housing in the North End and Chinatown
- Economic development opportunities in the Bulfinch Triangle and the Chinatown/Leather District
- Restored Bulfinch Triangle, whose historic fabric was severed by the Central Artery and the Green Line
- A new surface roadway system which balances traffic needs with those of the pedestrians



## Modifications of the 1991 Plan

- **CA/T Project Changes**
  - Ramps added to Parcels 6 and 12
- **STAF and STAF South Plans**
  - Refined surface street plan
  - Enhanced pedestrian plan
  - Widened sidewalks in North End and Waterfront
- **Other Changes**
  - MBTA plans for bus station in Bulfinch Triangle dropped

## Boston 2000 Working Group Recommended Refinements of the Plan

- **Parcel 6:** Development likely only on southern half of the parcel. Landscaped deck over ramps on northern half of the site. Possible Visitor Center use.
- **Parcels 8 and 10:** Revised guidelines should call for structure and plantings to define the pedestrian routes.
- **Parcel 18:** Develop plan for a structure to cover the ramps at the southern end of the parcel.
- **Parcels 19, 21 and 22:** Possible transfer of the Winter Garden to Parcel 22 at Dewey Square, with garden placed on Parcel 19.
- **Parcels 25 and 26:** Consider a new massing scheme with Leather District height buildings on Kneeland Street and taller buildings to the south.

# Planning and Permitting History

The land use plan entitled “**Boston 2000: A Plan for the Central Artery**” was incorporated into the FSEIR by the Mass. DPW in that January 1991 submittal and required a joint filing of an “Environmental Notification Form (ENF)” covering Parcels 1 through 23 (27 Acres) from Kneeland to Causeway Street of the Joint Development Plan.

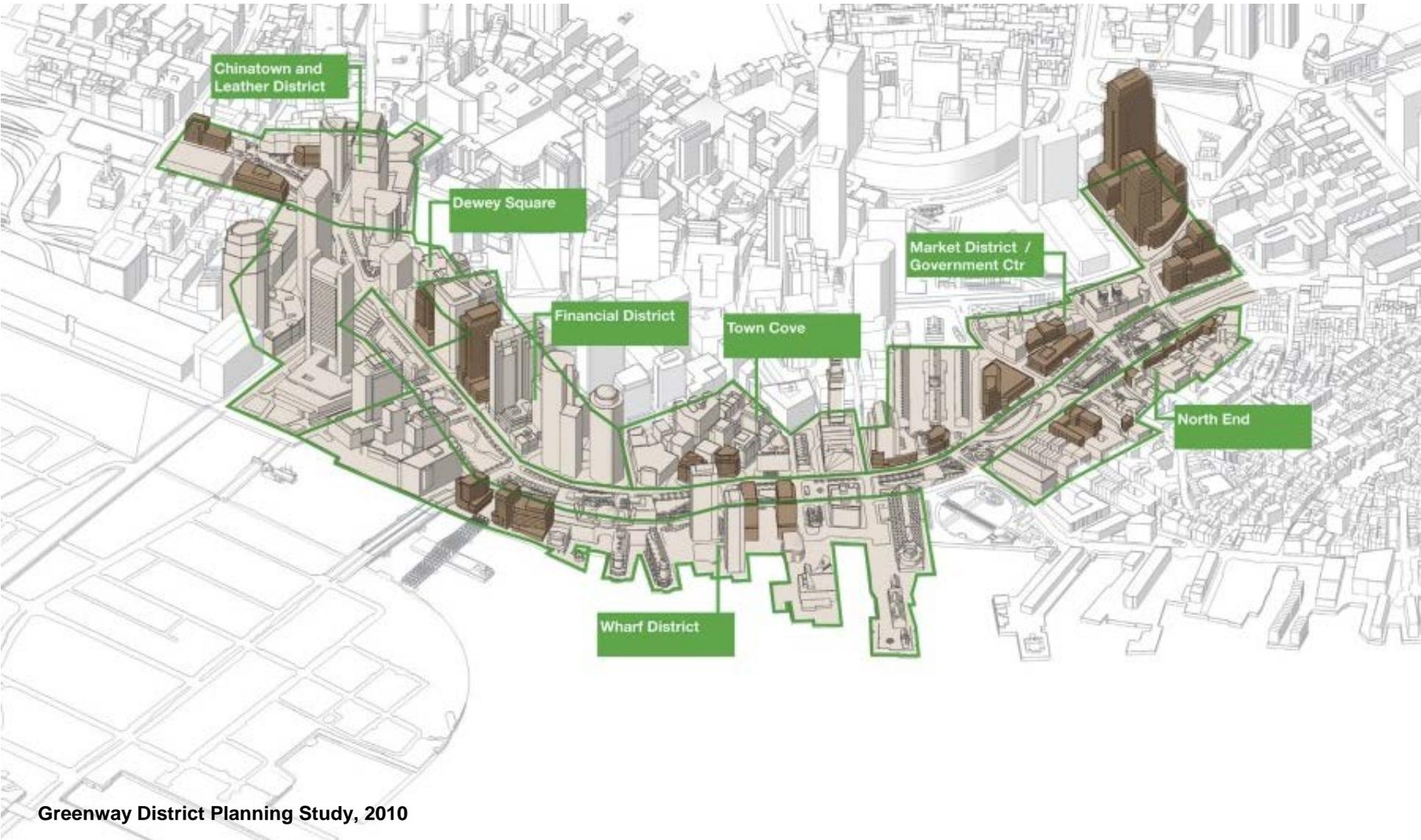
That Plan was adopted by the Boston Zoning Commission May 20, 1991 creating the “**Central Artery Special District Zoning**,” which specifies open space, residential, and commercial land uses and dimensional controls for future development.

# Zoning

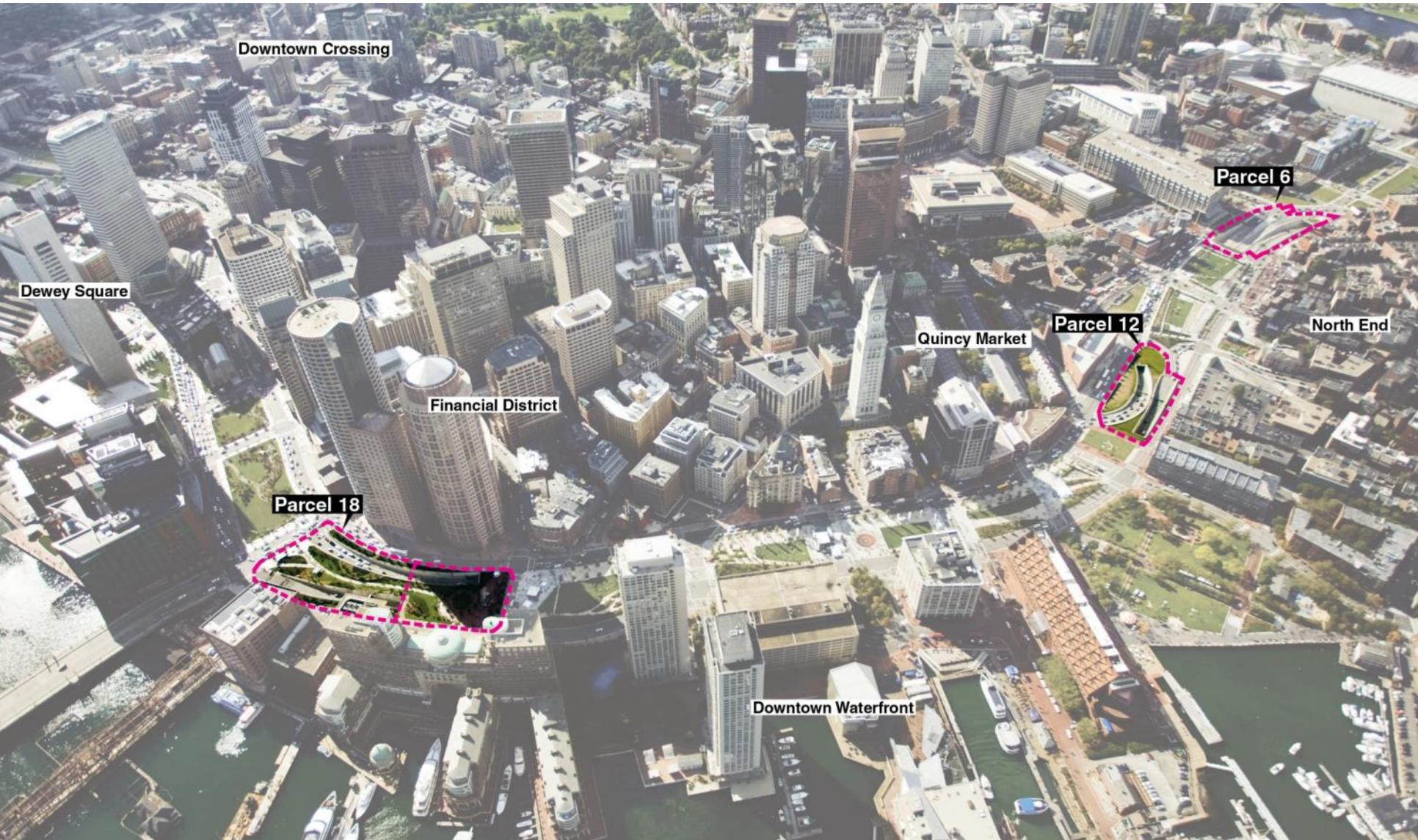
## Article 49, Central Artery Special District

		Dimensional Restrictions		
	Use	Height	Lot Coverage	FAR
<b>Parcel 6</b>	Recreation Open Space (OS-RC) Subdistrict, Community Uses	55 feet <i>Above the top of the ramp structure</i>	—	4
<b>Parcel 12</b>	Residential Uses, Community Uses, Cultural Uses, and Local Retail/Service Uses	55 feet	—	4
<b>Parcel 18</b>	<b>Parcel 18N</b> Urban Plaza Open Space (OS-UP) Subdistrict, Seasonal and Festival Uses, Cultural Uses, and Restaurant Uses	35 feet	Max. Lot Coverage: 15%  <i>Max. building footprint for any individual buildings: 1,200 square feet</i>	FAR shall be determined by the lot coverage and height restrictions
	<b>Parcel 18S</b> Parkland Open Space (OS-P) Subdistrict, Arboretum, Community Uses, and Restaurant Uses.	35 feet  <i>Building height shall be measured from grade unless the building is located on a raised landscaped terrace, in which case the building shall be measured from the terrace.</i>	Max. Lot Coverage: 15%  <i>Max. building footprint for any individual buildings: 6,000 square feet</i>	—

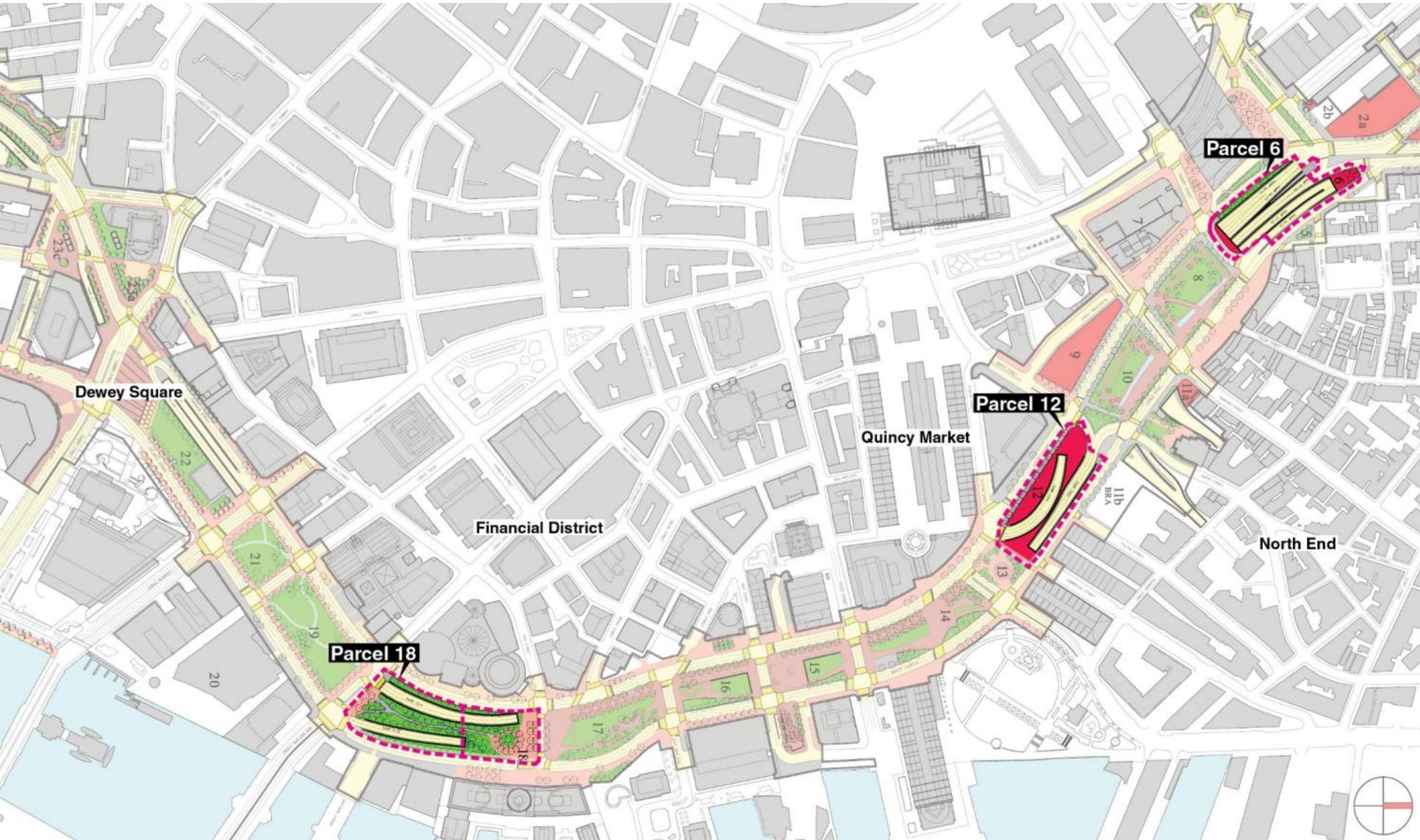
# Recent studies looked at the edges.



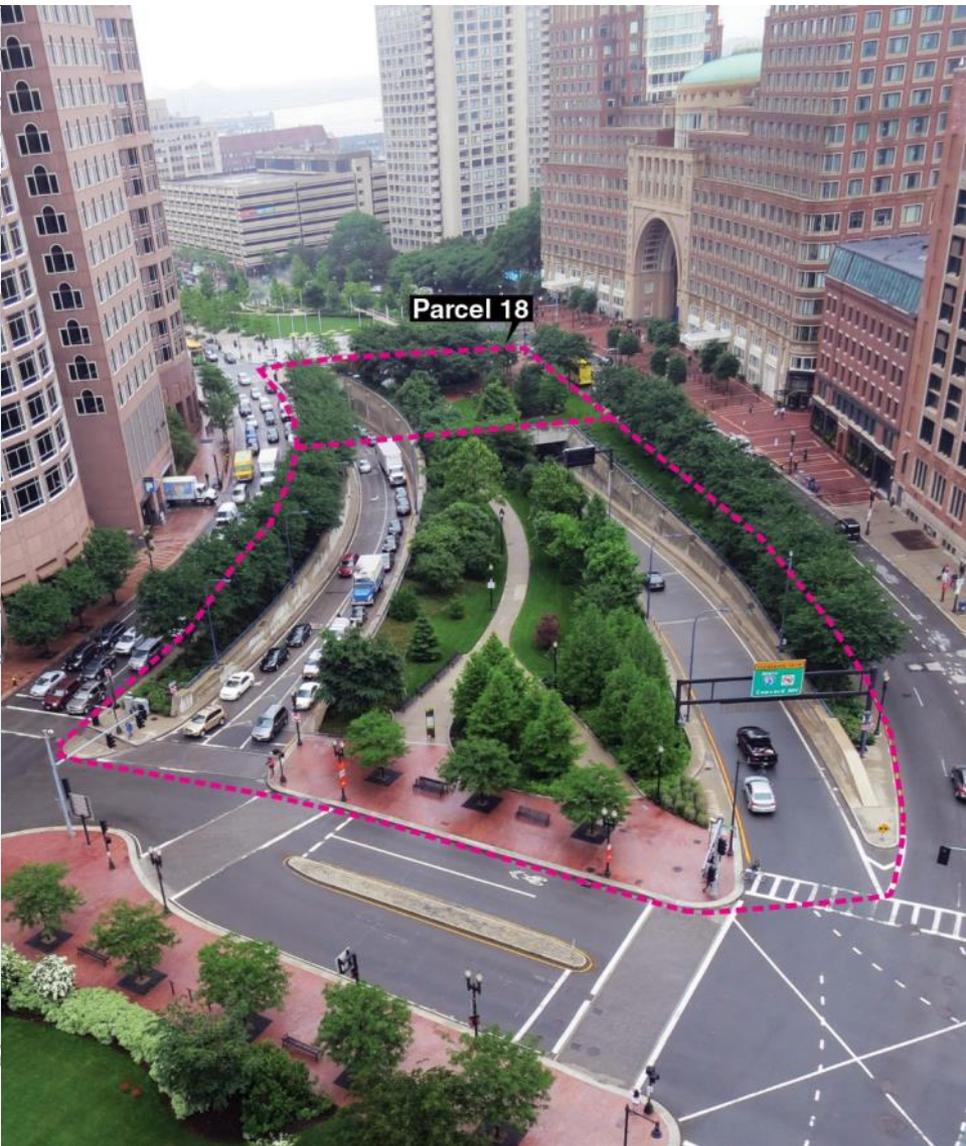
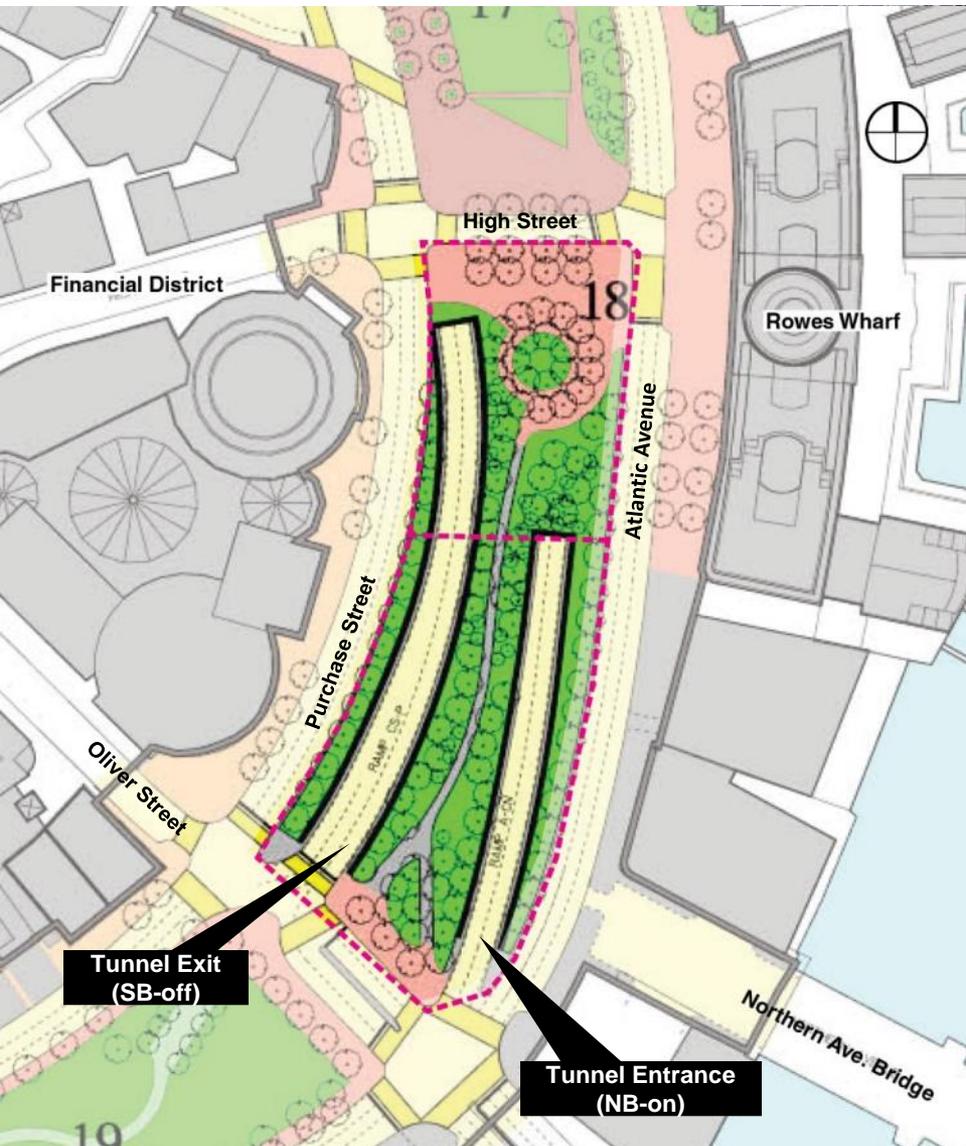
# Now it is time to reconsider the Ramp Parcels

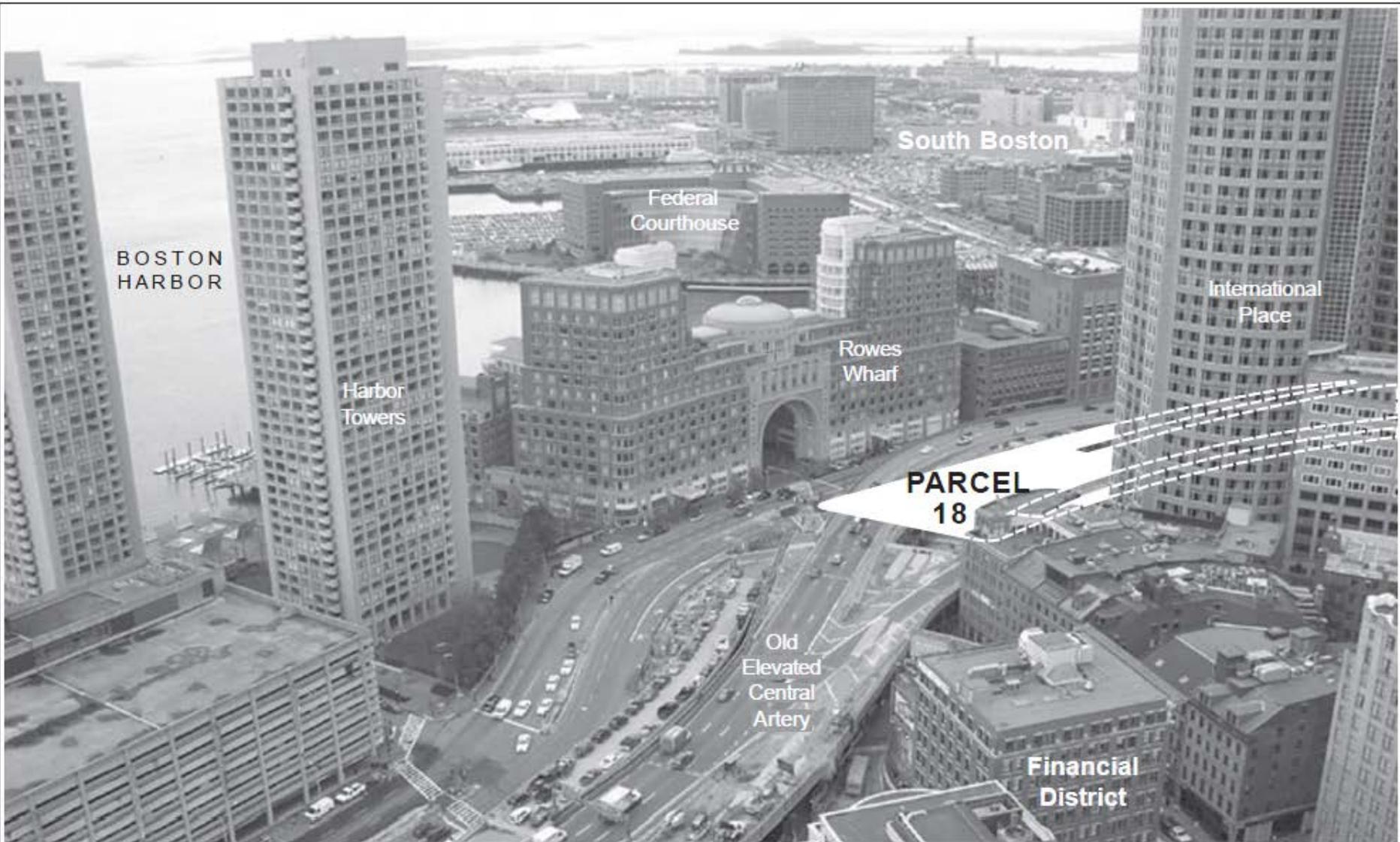


# Physical Conditions of the Ramp Parcels



# Parcel 18

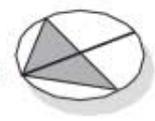




Massachusetts Turnpike Authority  
 Central Artery / Tunnel Project  
 CA/T Parcel 6 RFP

**Figure 1**  
 Aerial Photograph

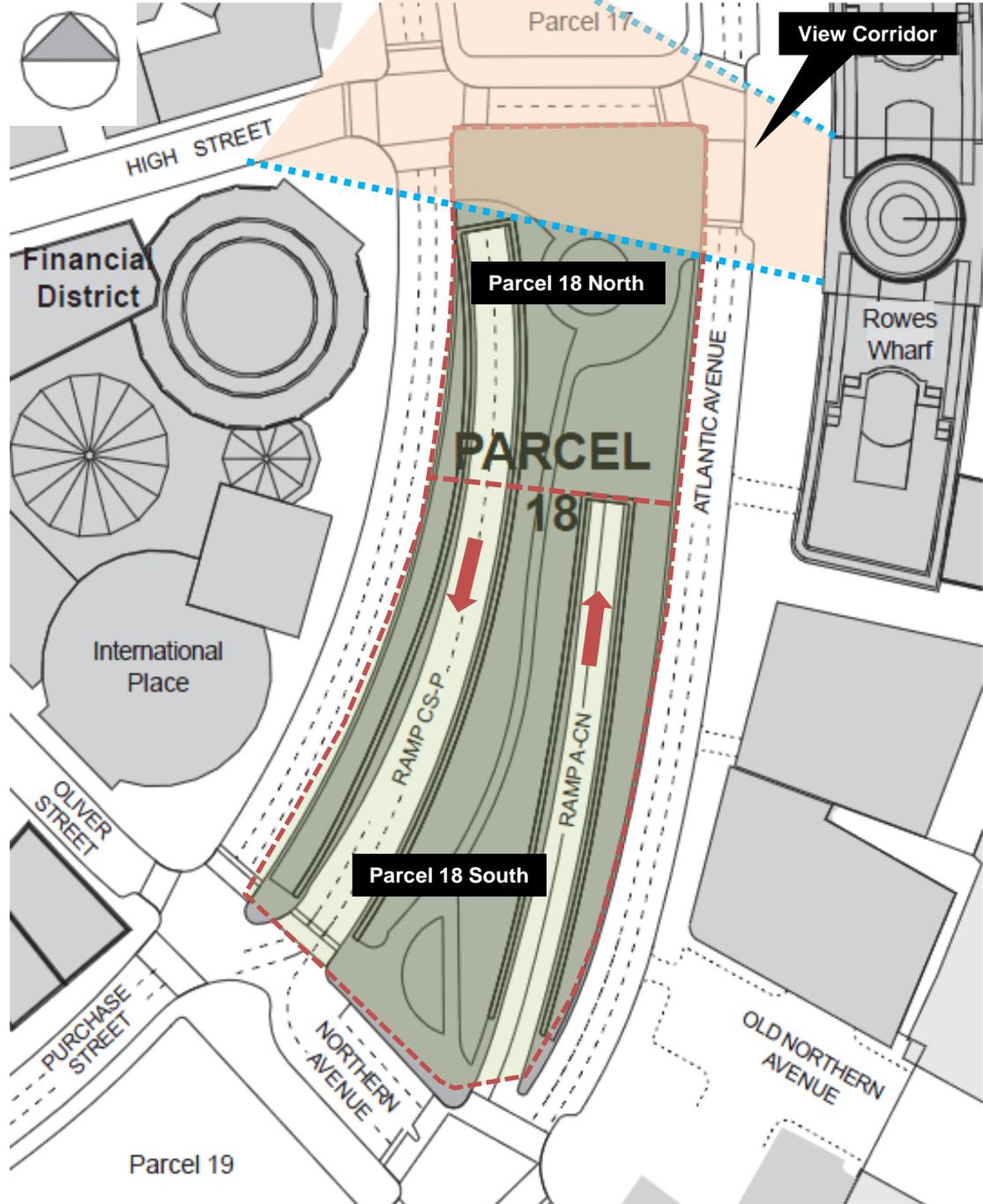
Location and configuration  
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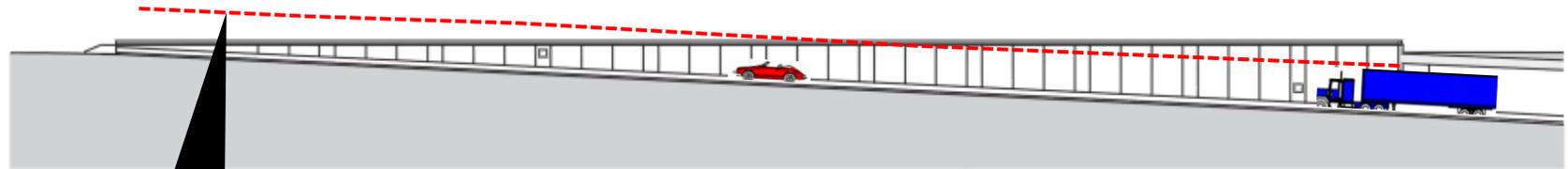
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# Parcel 18

- ✓ **Parcel Area = 85,000 SF (1.9 ac) +/-**
- ✓ **Article 49 Zoning:**
  - Urban Plaza/Open Space
- ✓ **Desired Use:**
  - Open Park Area
- ✓ **Key Considerations:**
  - Vertical Clearance (14'-6")
  - Air Quality, Lighting, Ventilation
  - Sight Distance
  - Signing/IPCS System
  - Major Utility Corridors along Atlantic, Purchase & Oliver St.
  - View Corridor (Rowes Wharf)
  - Tunnels/Ramps designed for low building (3-floor) and deck structures at the portals.

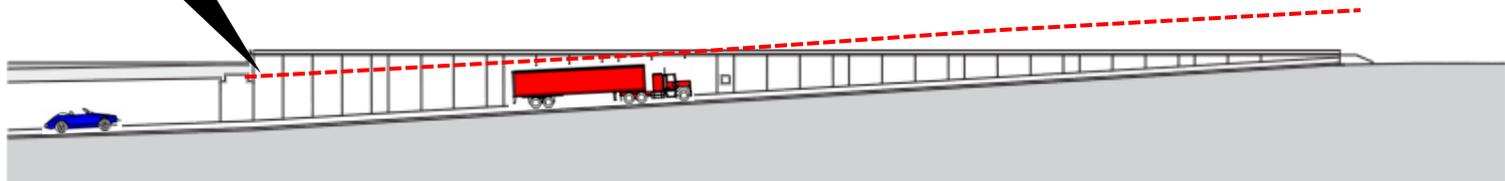


# Parcel 18



Longitudinal section through ramp CS-P (SB-off).  
Looking west.

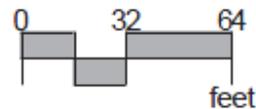
14'-6" Clearance  
Required



Longitudinal section through ramp A-CN (NB-on).  
Looking east.

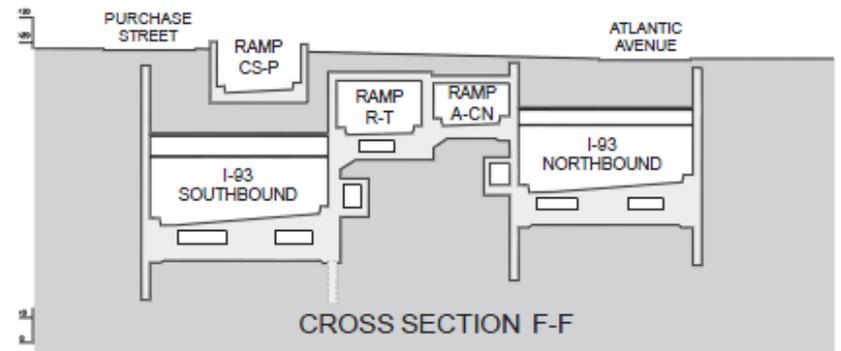
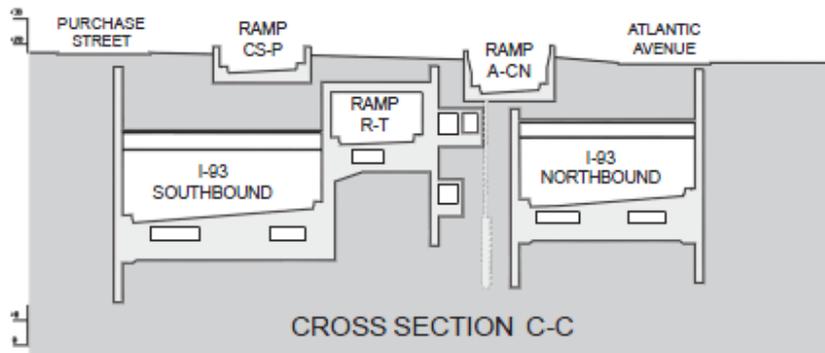
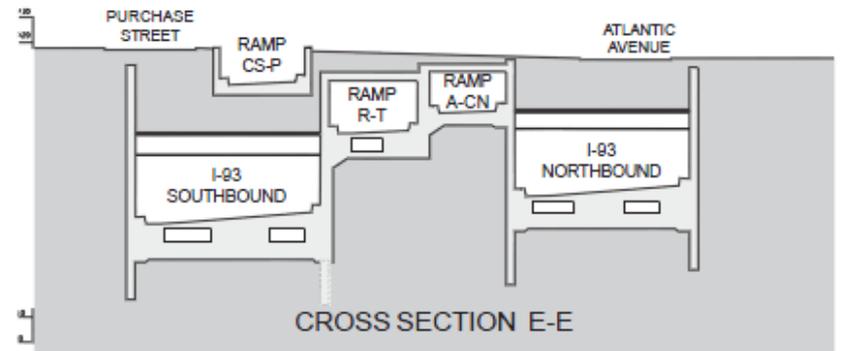
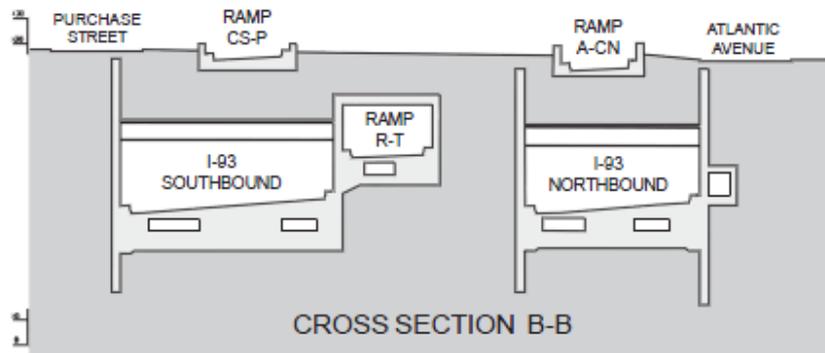
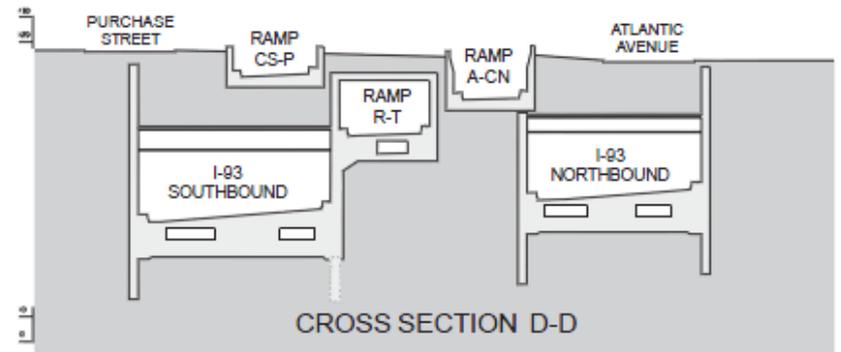
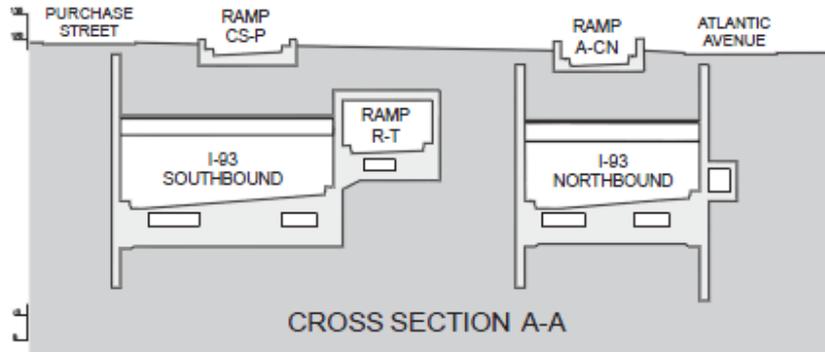
Massachusetts Turnpike Authority  
Central Artery / Tunnel Project  
CA/T Parcel 18 RFP

**Figure 5**  
Longitudinal Sections



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# Parcel 18



Sections through Parcel 18, looking north.

# Parcel 18

On Seaport Blvd, looking toward Rowes Wharf.



# Parcel 18

Walking south through Parcel 18.



# Parcel 18

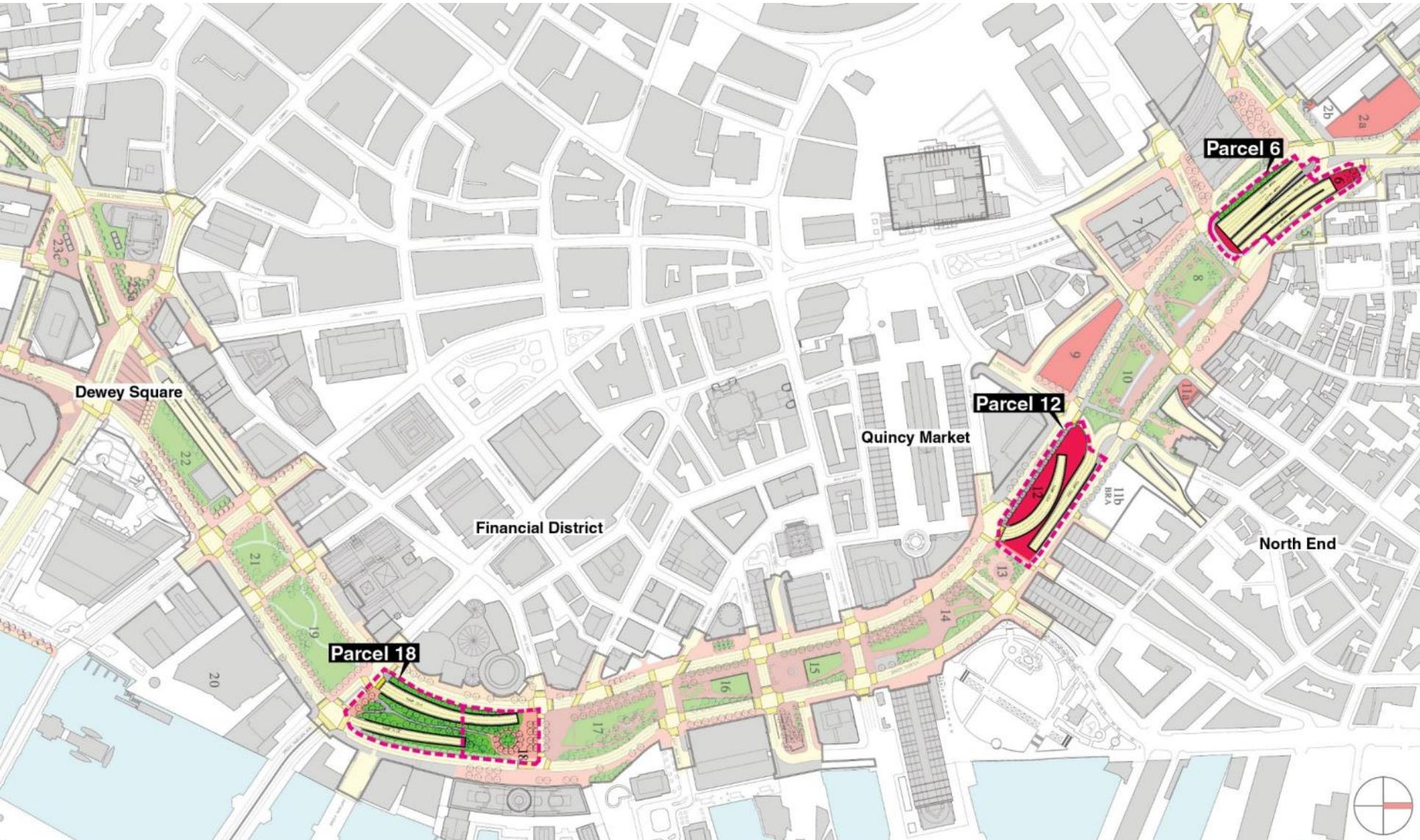


Looking southeast at head of northbound on-ramp.

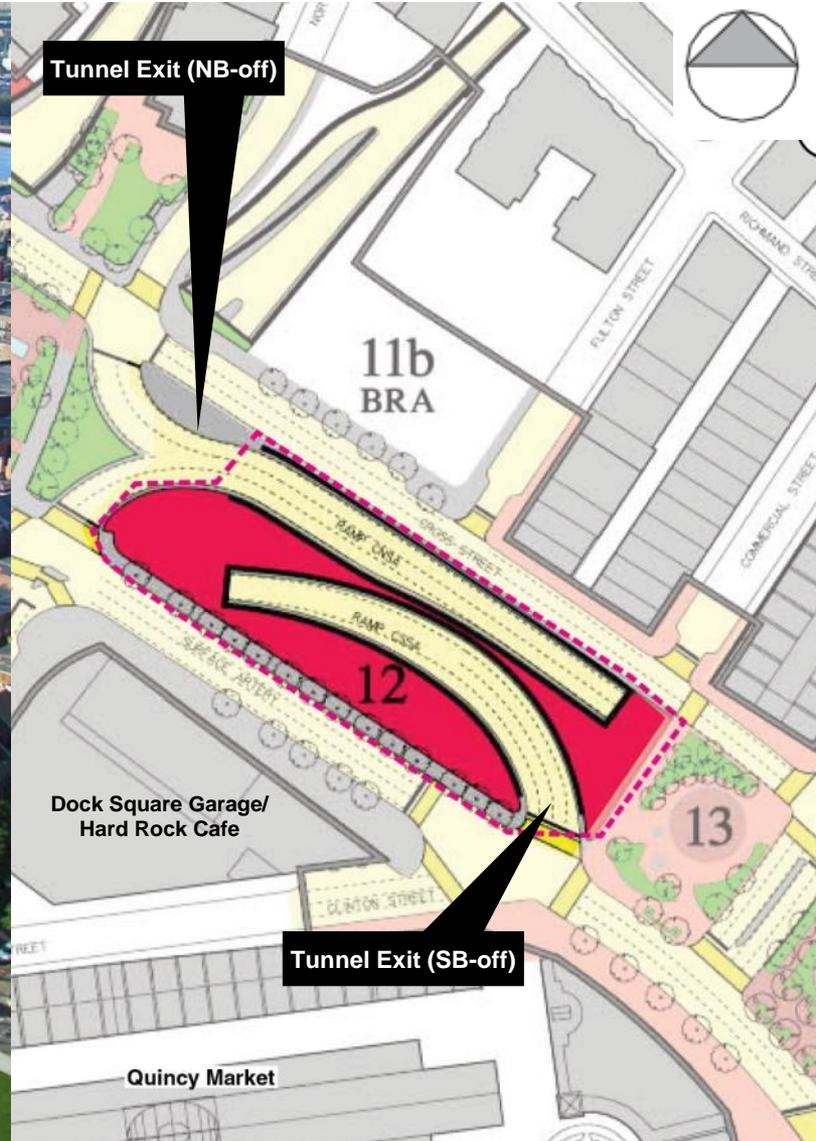


Walking south through Parcel 18.

# Parcel 12



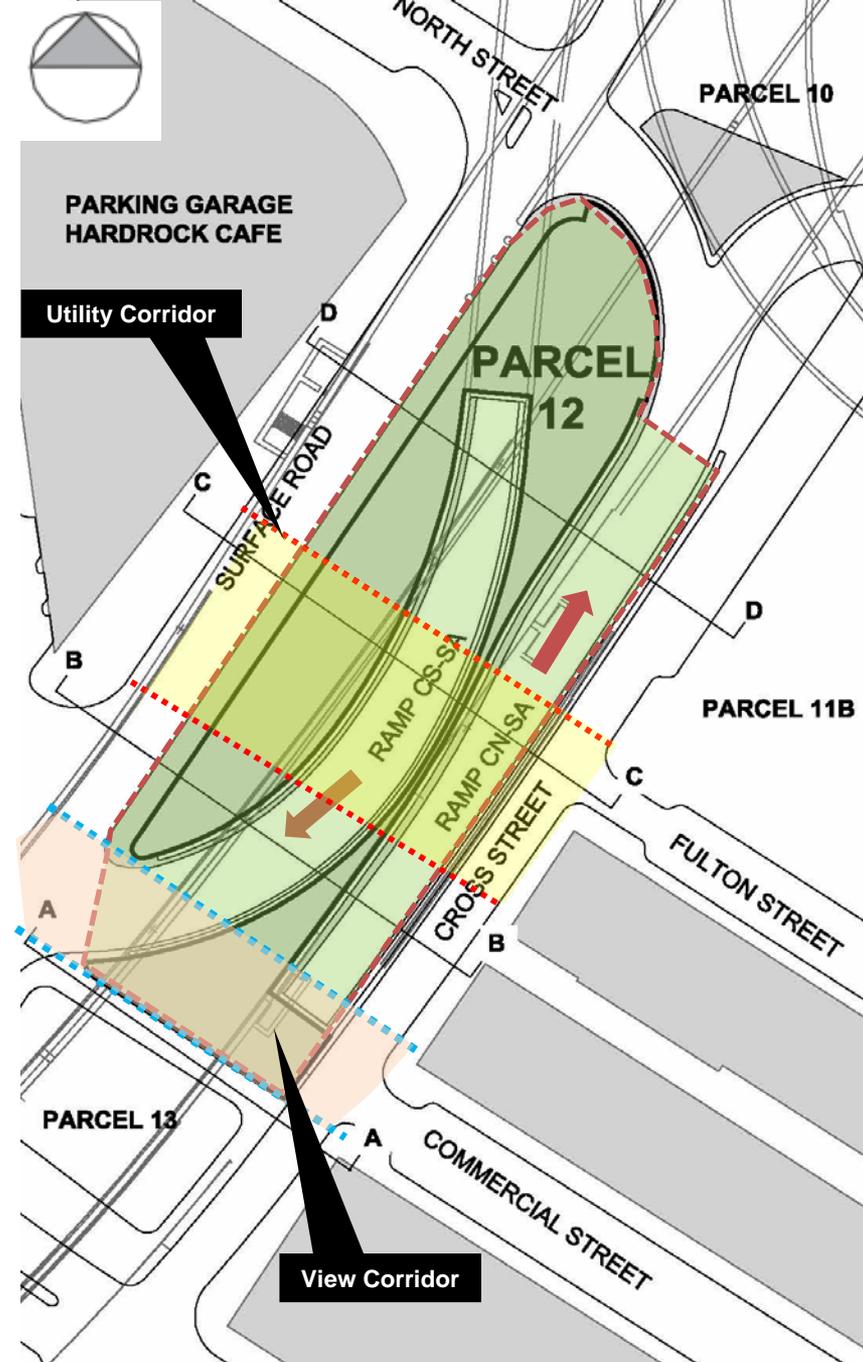
# Parcel 12



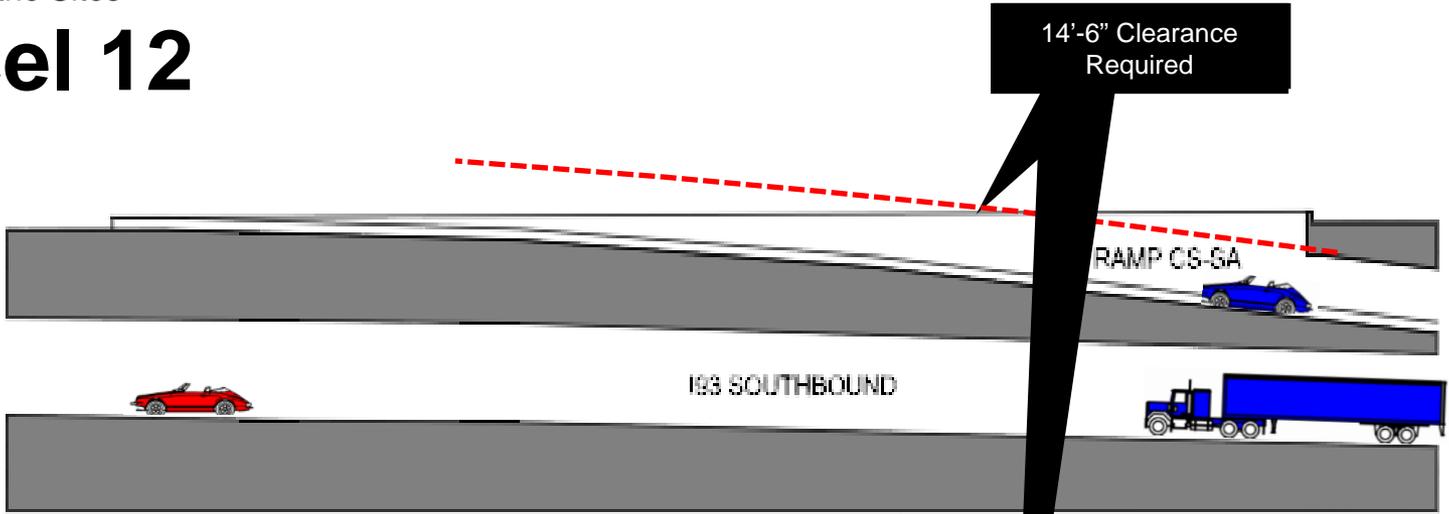
# Parcel 12

- ✓ Parcel Area = 51,000 SF (1.2 ac) +/-
- ✓ Article 49 Zoning:
  - Recreation/open Space
  - Zoning Allows for Building
- ✓ Allowable Uses:
  - Residential Uses
  - Community Uses
  - Cultural Uses
  - Local Retail/Service Uses
- ✓ Key Considerations:
  - Vertical Clearance (14'-6")
  - Air Quality, Lighting, Ventilation
  - Sight Distance
  - Signing/IPCS System
  - Major Utility Corridor
  - View Corridor (Commercial St.)
  - Tunnels/Ramp designed for future loading (5-story building)\*

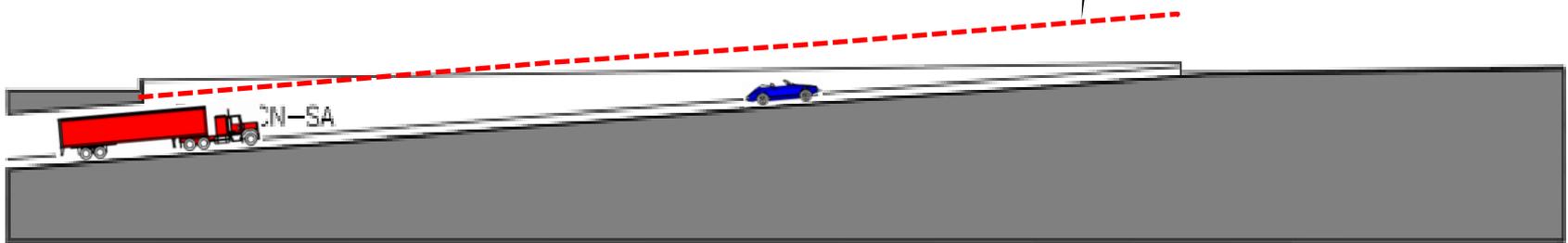
\*SB Off-ramp not designed for building loads



# Parcel 12

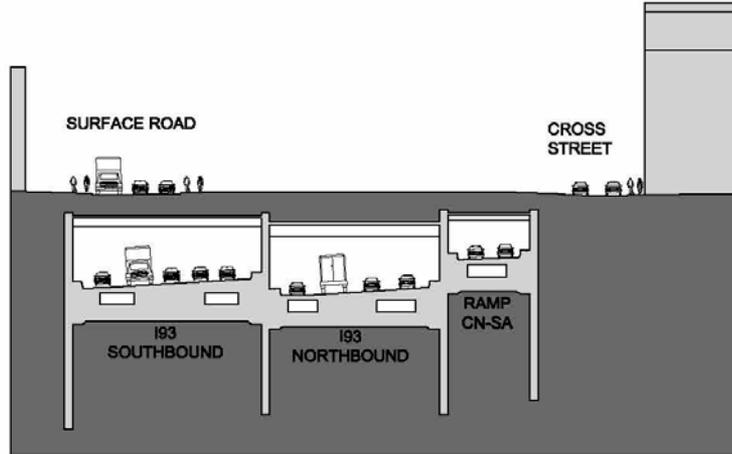


Longitudinal section through Ramp CS-SA (SB-off).  
Looking west.

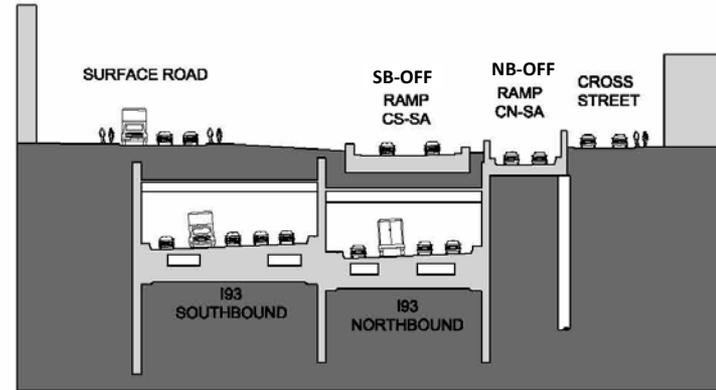


Longitudinal section through Ramp CN-SA (NB-off).  
Looking east.

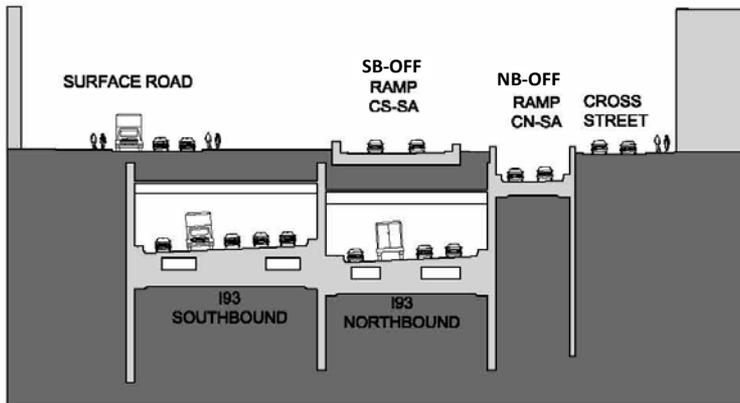
# Parcel 12



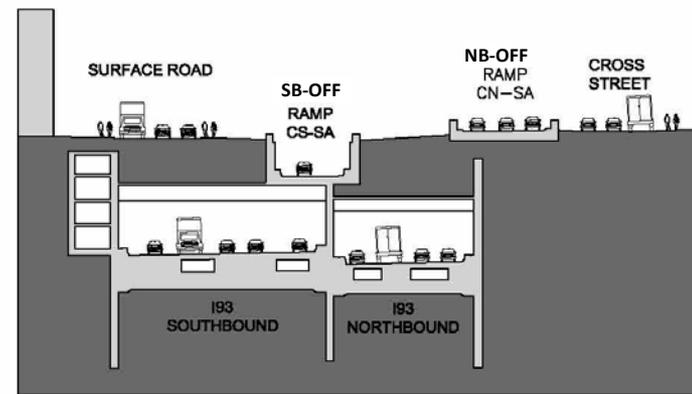
CROSS SECTION A-A



CROSS SECTION C-C



CROSS SECTION B-B



CROSS SECTION D-D

Sections through Parcel 12, looking north.

# Parcel 12

At the edge of Parcels 13 and 12, looking toward the North End.



# Parcel 12



Looking northeast, at the NB Off-ramp.



Looking north from Commercial Street along Cross Street.

# Parcel 12

Looking northeast from SB Off-ramp.

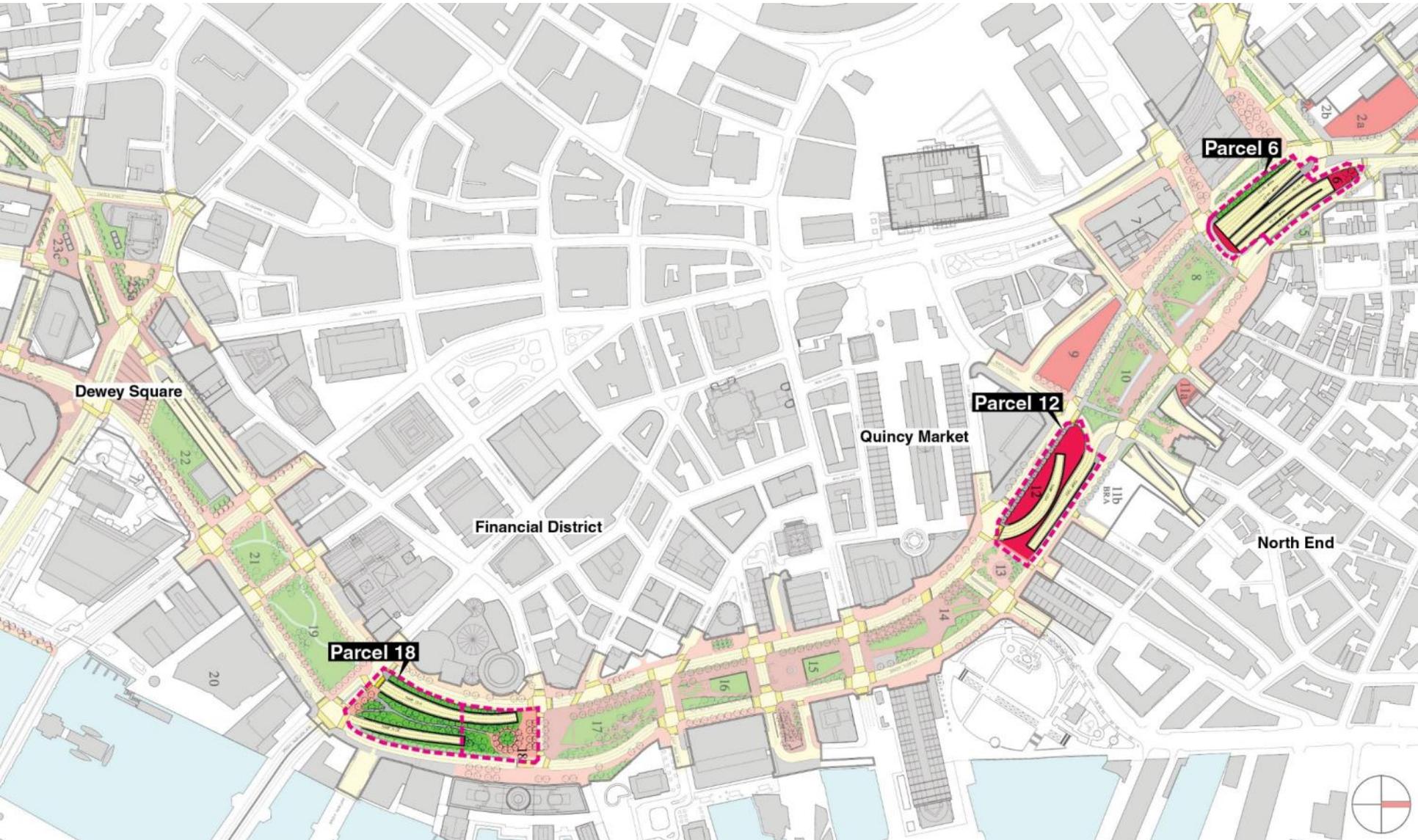


# Parcel 12

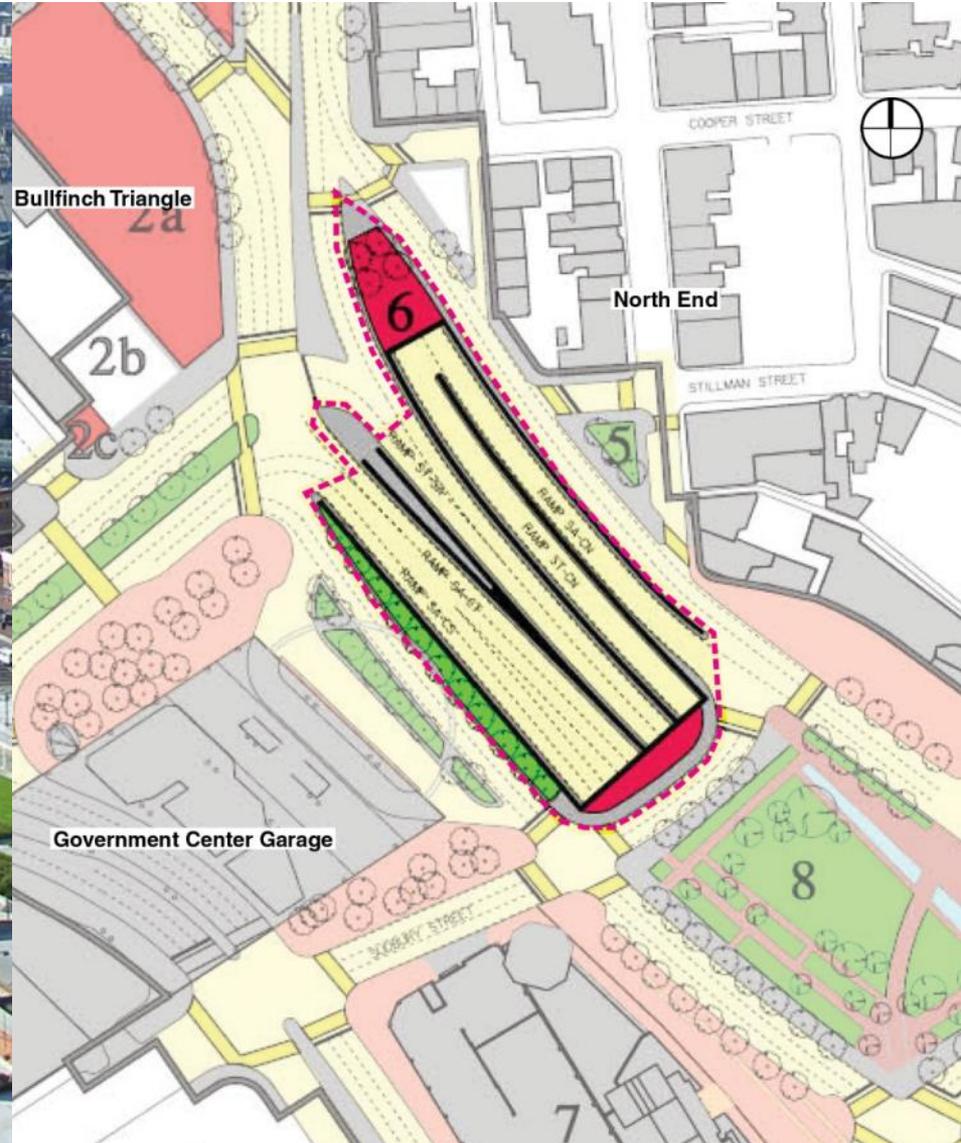
Along Surface Road, looking southeast toward Long Wharf.



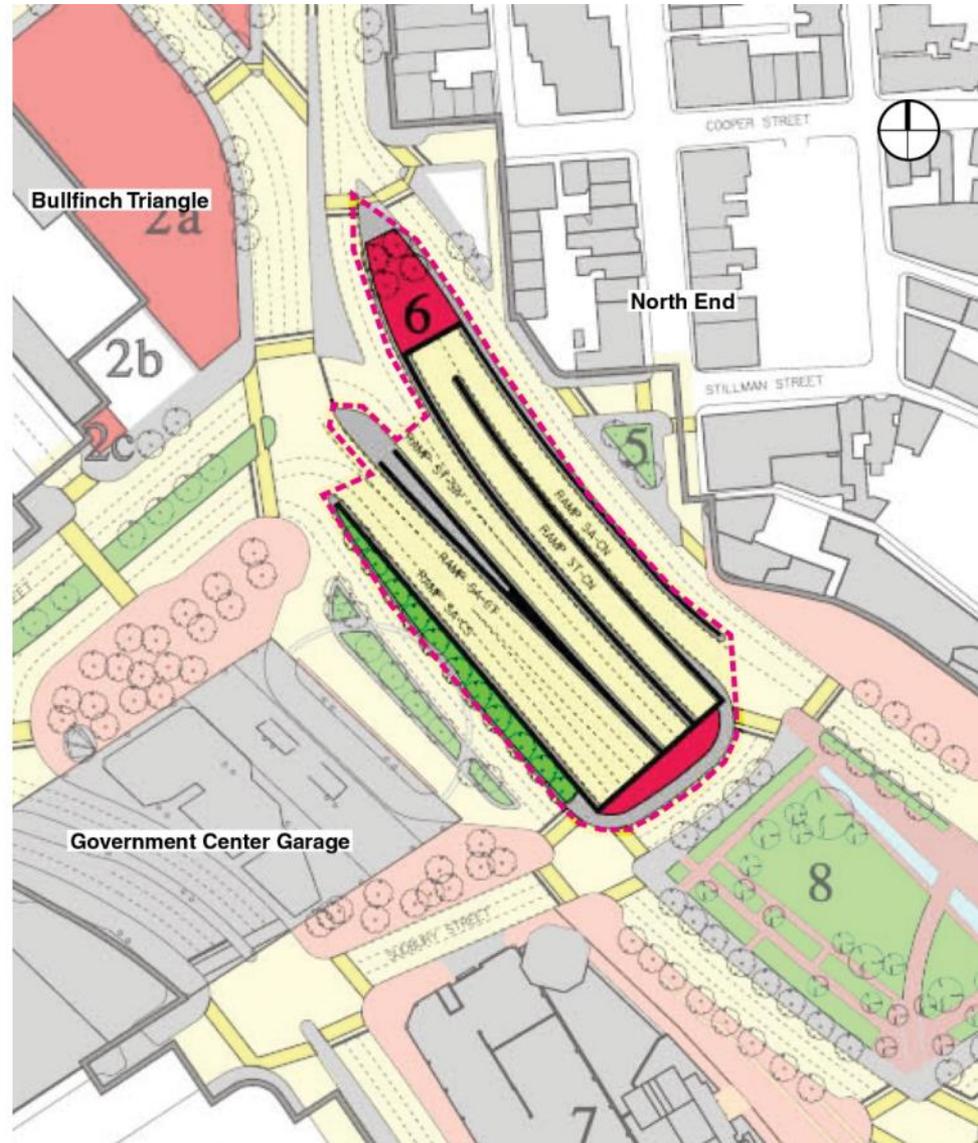
# Parcel 6

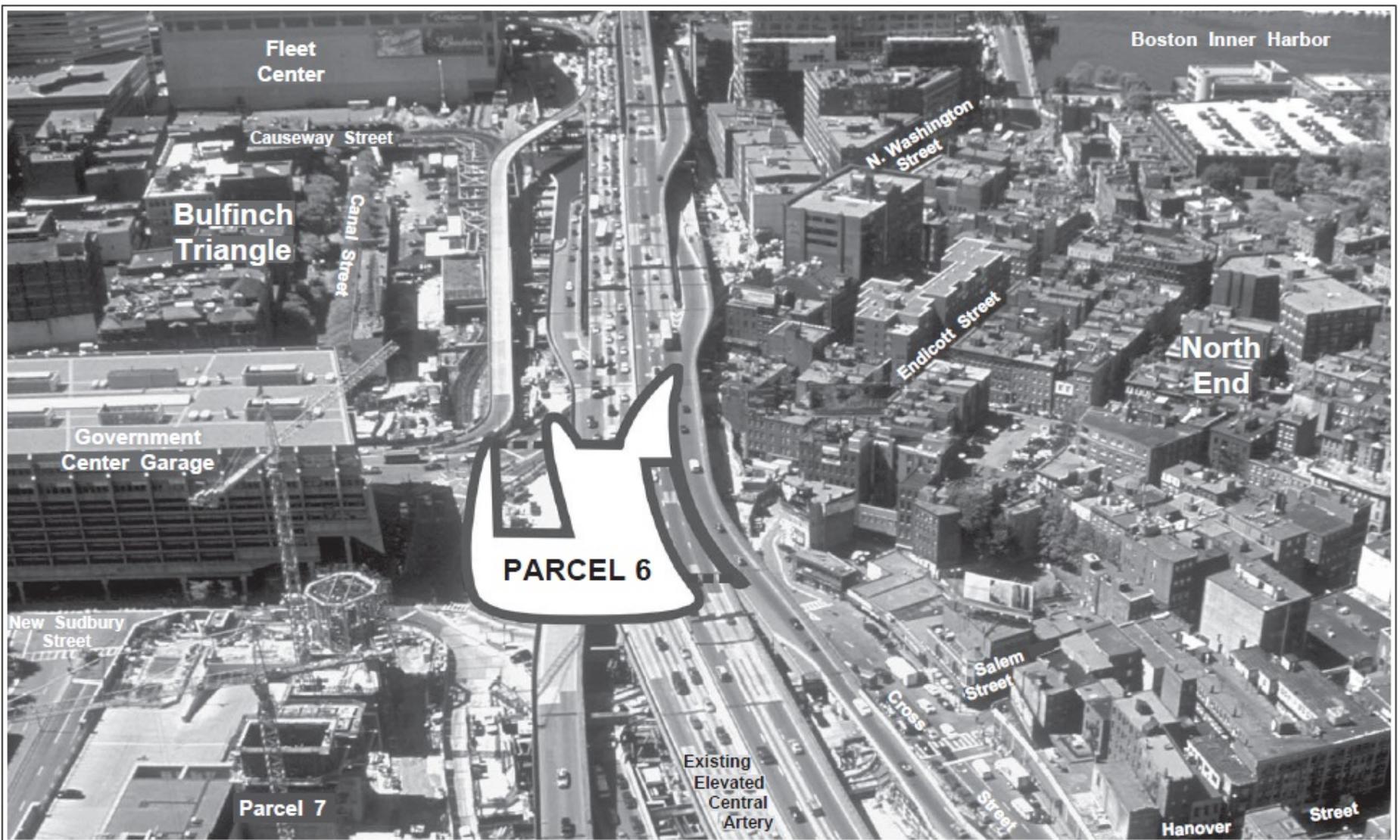


# Parcel 6



# Parcel 6

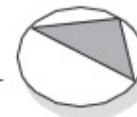




Massachusetts Turnpike Authority  
 Central Artery / Tunnel Project  
 CA/T Parcel 6 RFP

**RFP Figure 1**  
 Aerial Photograph

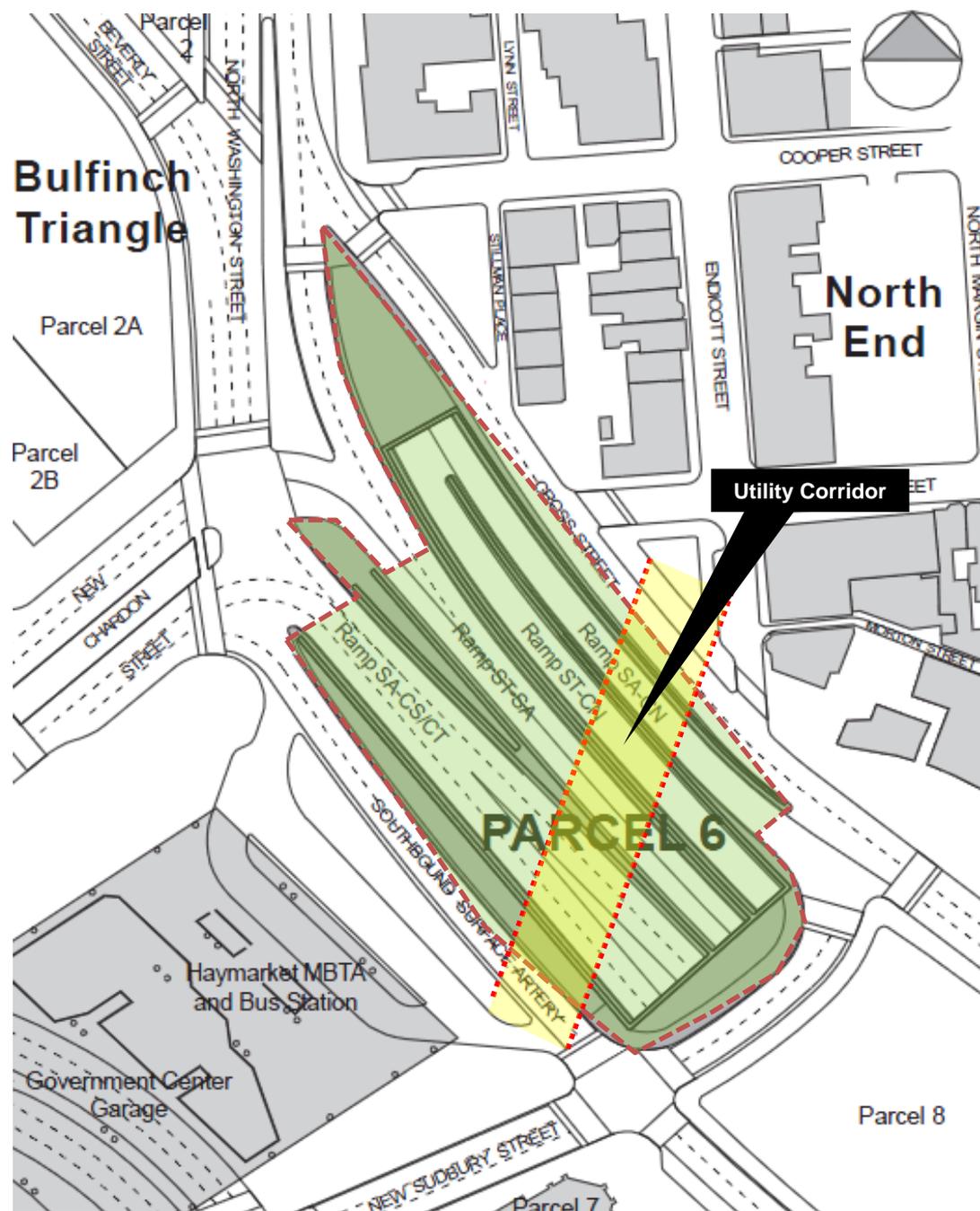
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 of Parcel 6 are approximate.



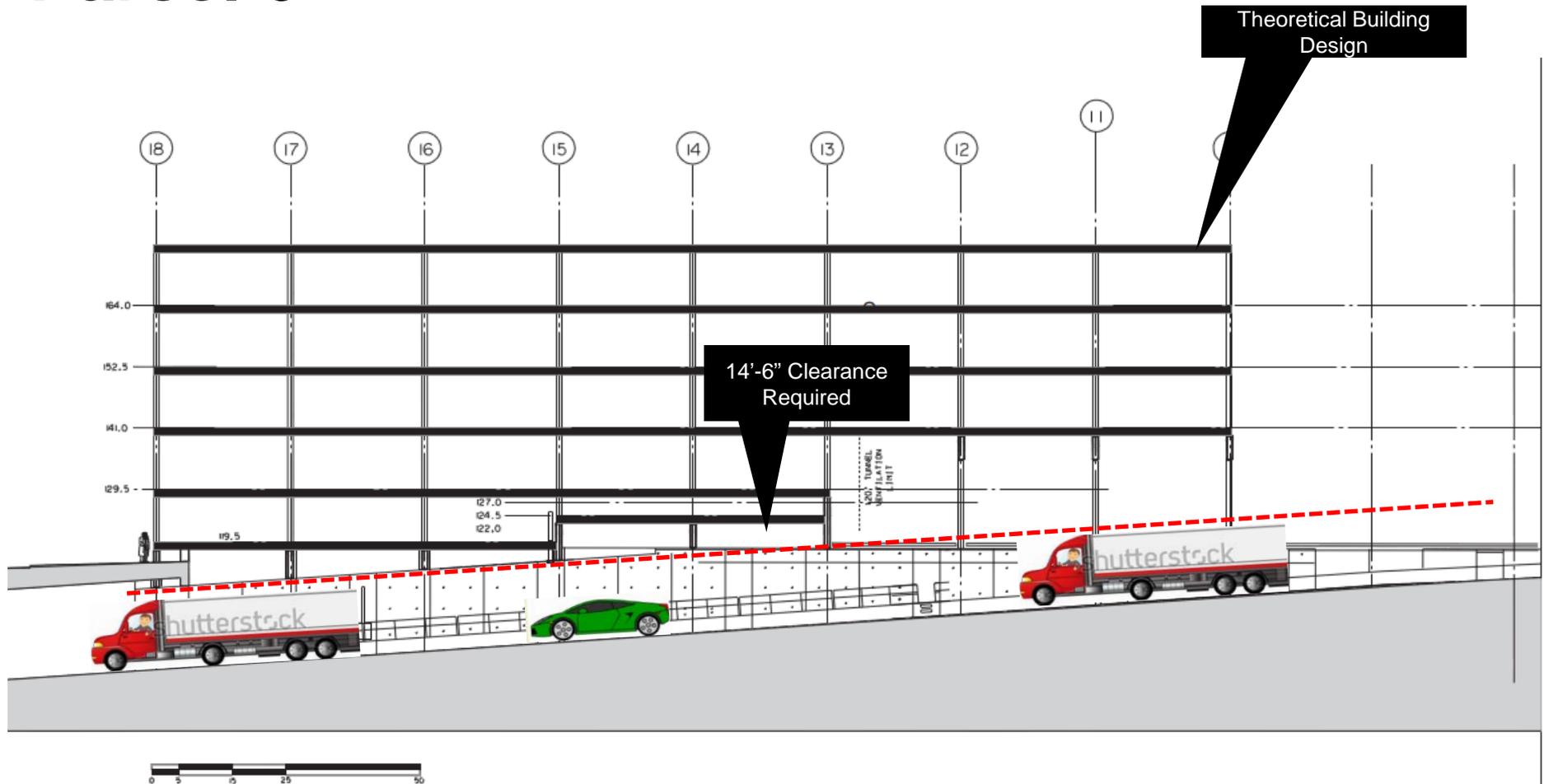
This figure is intended for illustrative and planning purposes only. It should not be used for survey, engineering, or legal purposes. The Massachusetts Turnpike Authority does not warrant the accuracy, currency, completeness, or correctness of this figure for any use. RFP respondents and the Selected Developer are responsible for verifying all site conditions.

# Parcel 6

- ✓ **Parcel Area = 40,000 SF (0.9 ac)+/-**
- ✓ **Article 49 Zoning:**
  - Passive recreation/open Space
  - Zoning Allows for Building
- ✓ **Allowable Uses:**
  - Building/Community Facility
  - Recreational Use
- ✓ **Key Considerations:**
  - Vertical Clearance (14'-6")
  - Air Quality, Lighting, Ventilation
  - Major Utility Corridor
  - Signing/IPCS System
  - Sight Distance
- ✓ **1998 Ramp Cover Study:**
  - Defined Loading Scenarios
  - Theoretical 5-Story Building
  - Theoretical Elevated Park

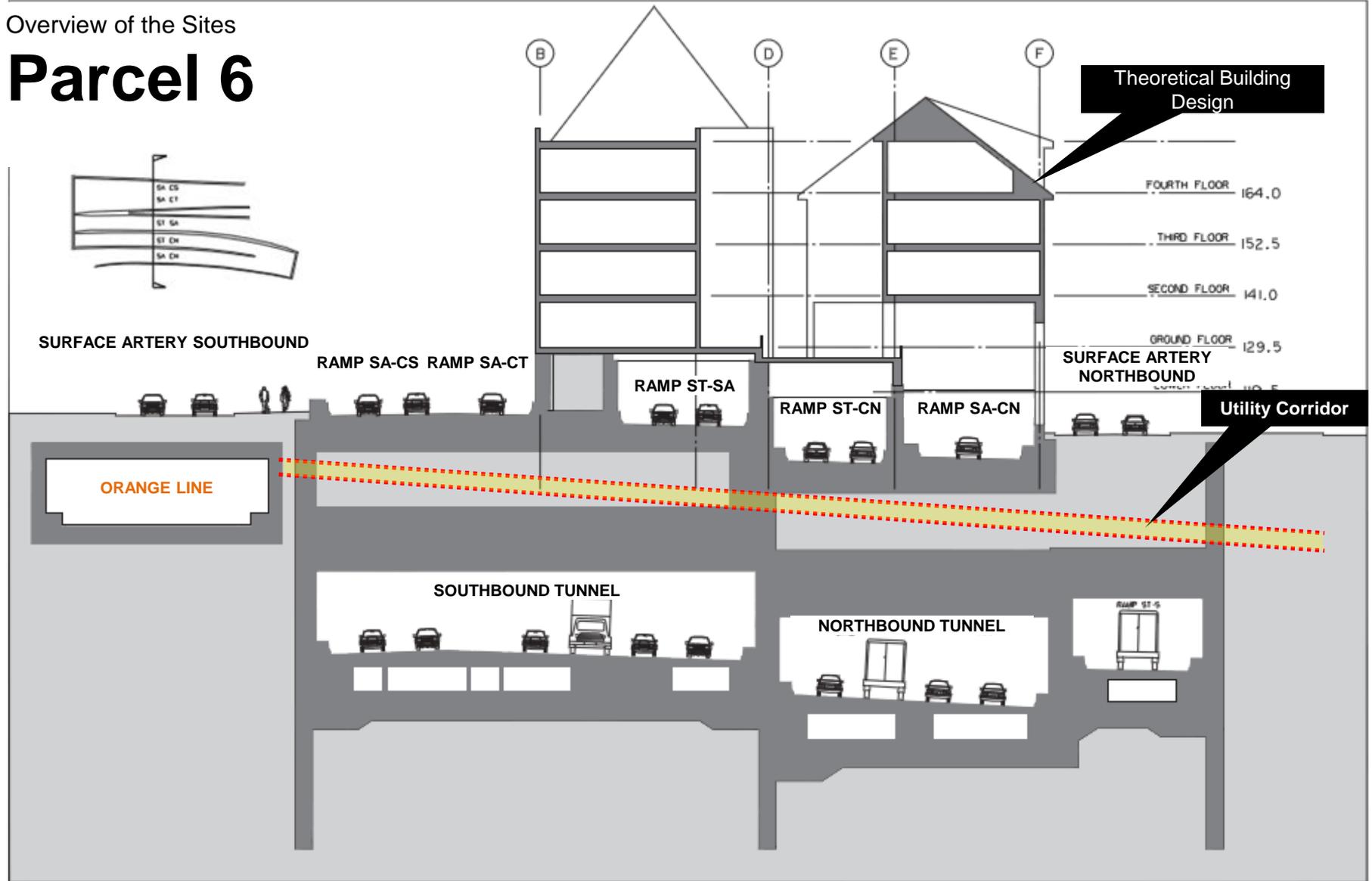


# Parcel 6



**Longitudinal Section through Ramp SA-CS (SC), looking west.**  
(With theoretical 5-story building design)

# Parcel 6



Massachusetts Highway Department  
Central Artery (I-93)/Tunnel (I-90) Project

Bechtel Parsons Brinkerhoff  
Wallace, Floyd, Associates Inc./ Stull and Lee, Inc.

## Building Transverse Section

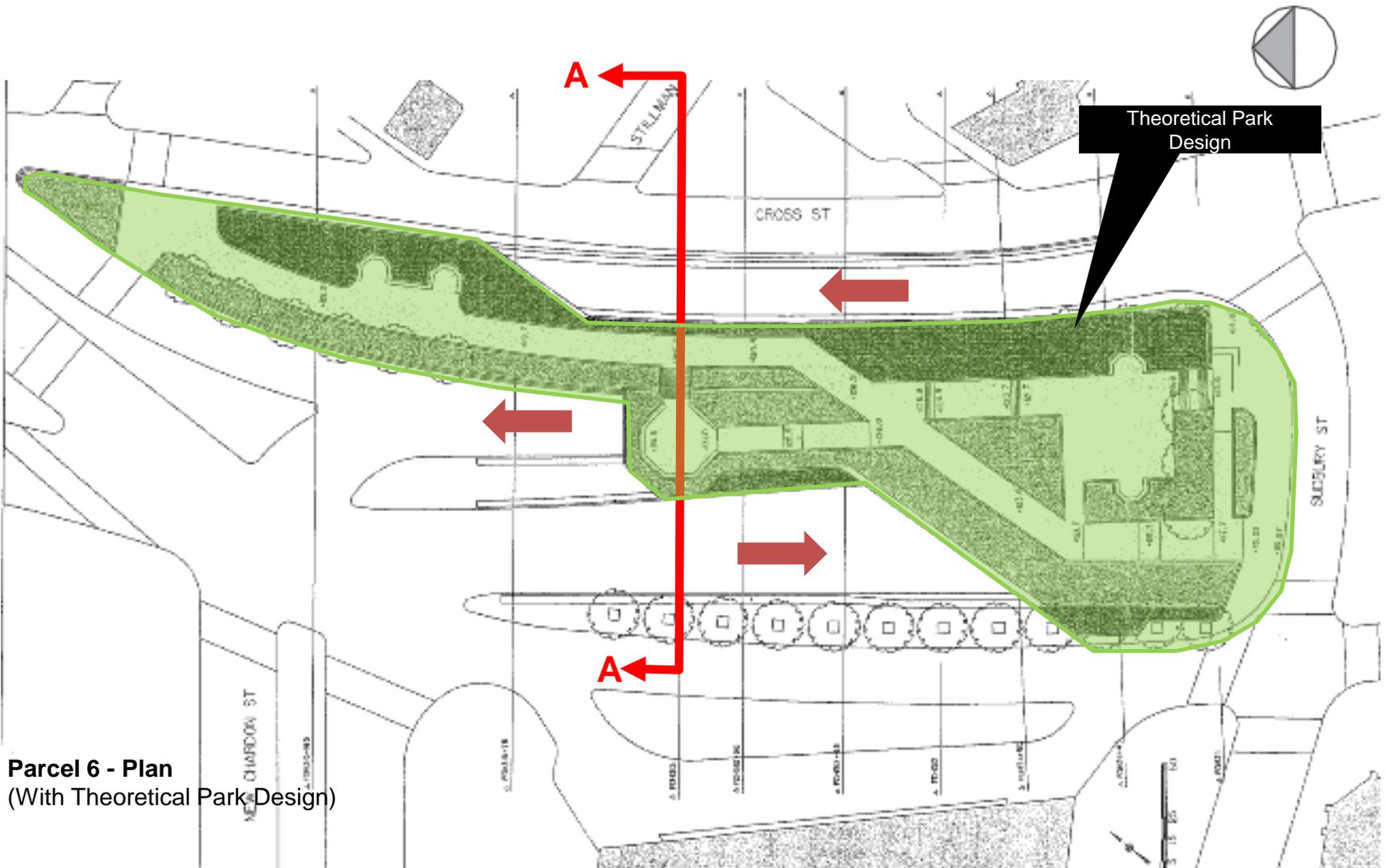
Parcel 6 Ramp Cover Preliminary Design Study

Figure

# 10

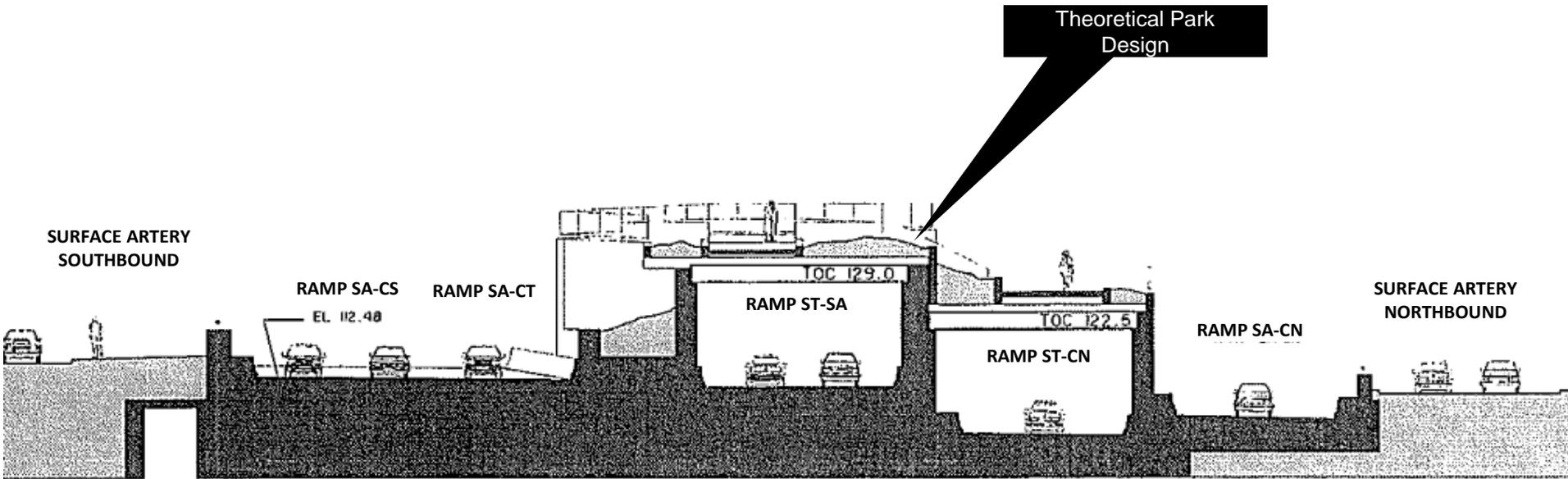
July 1998

# Parcel 6



**Parcel 6 - Plan**  
(With Theoretical Park Design)

# Parcel 6



**Parcel 6 - Section through site**  
**Section A-A**  
(With Theoretical Park Design - looking north)

# Parcel 6

Looking southeast to Tunnel Entrance (SB/NB).



# Parcel 6

Looking northeast from SB Surface Artery.



# Parcel 6

Looking north from SB Surface Artery.



# Parcel 6

Looking northwest from Sudbury/Cross.



# Schedule

# Our Timeline

## Next public meeting:

**Late September**

*Location TBD*

Meetings every 4-6 weeks through the fall.

A full schedule of public meetings will be announced at the **September** meeting.

# Public Comments

# Thank you!

## **Keep in touch by checking**

<http://www.bostonredevelopmentauthority.org/planning/planning-initiatives/greenway-ramp-parcel-study>  
(or <http://tiny.cc/RampParcelStudy>)

## **Send comments to**

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Lauren Shurtleff, [lauren.shurtleff@boston.gov](mailto:lauren.shurtleff@boston.gov)