

# Charlestown Waterfront Assessment: Creating Connections

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# Charlestown Navy Yard



## Creating Connections

- Between Charlestown residents and the waterfront
- Between the Greater Boston Area and the Navy Yard
- Between the USS Constitution and Yard's End
- Between the past and present

## Recommendations

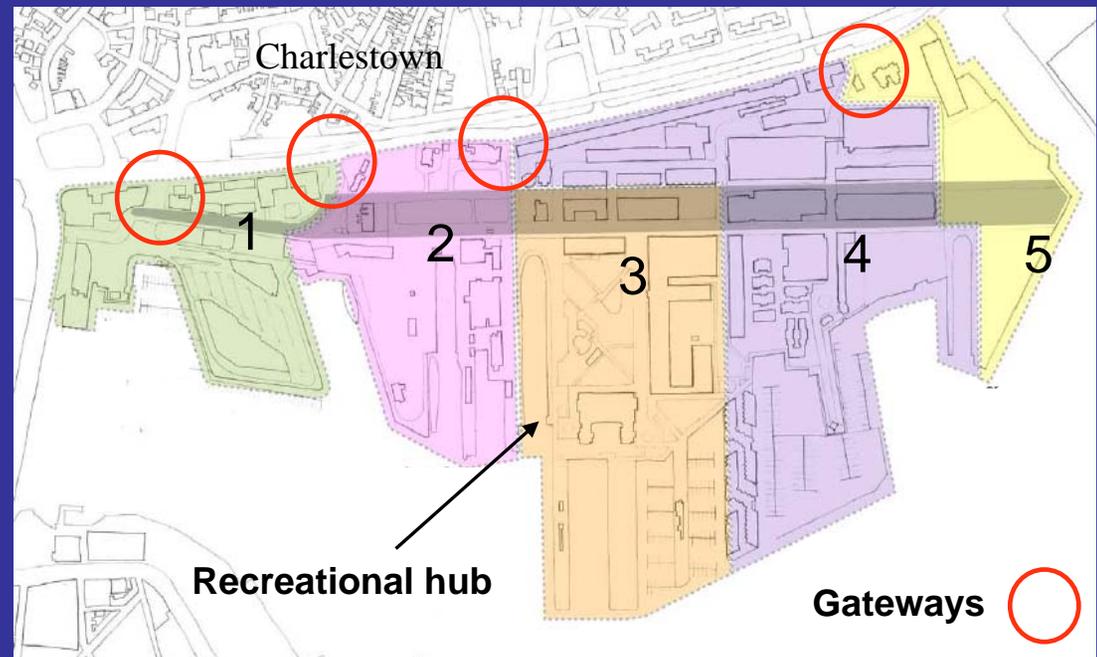
- Increase access to the Navy Yard
- Develop attractions to create a critical mass along the waterfront
- Establish an influential organization to coordinate stakeholders and lead the process

## Bringing People

- Bringing people to the Navy Yard
  - Water shuttles from Lovejoy Wharf, Long Wharf and South Boston
  - Buses from Boston and Charlestown
  - Duck tour stop

# Bringing People

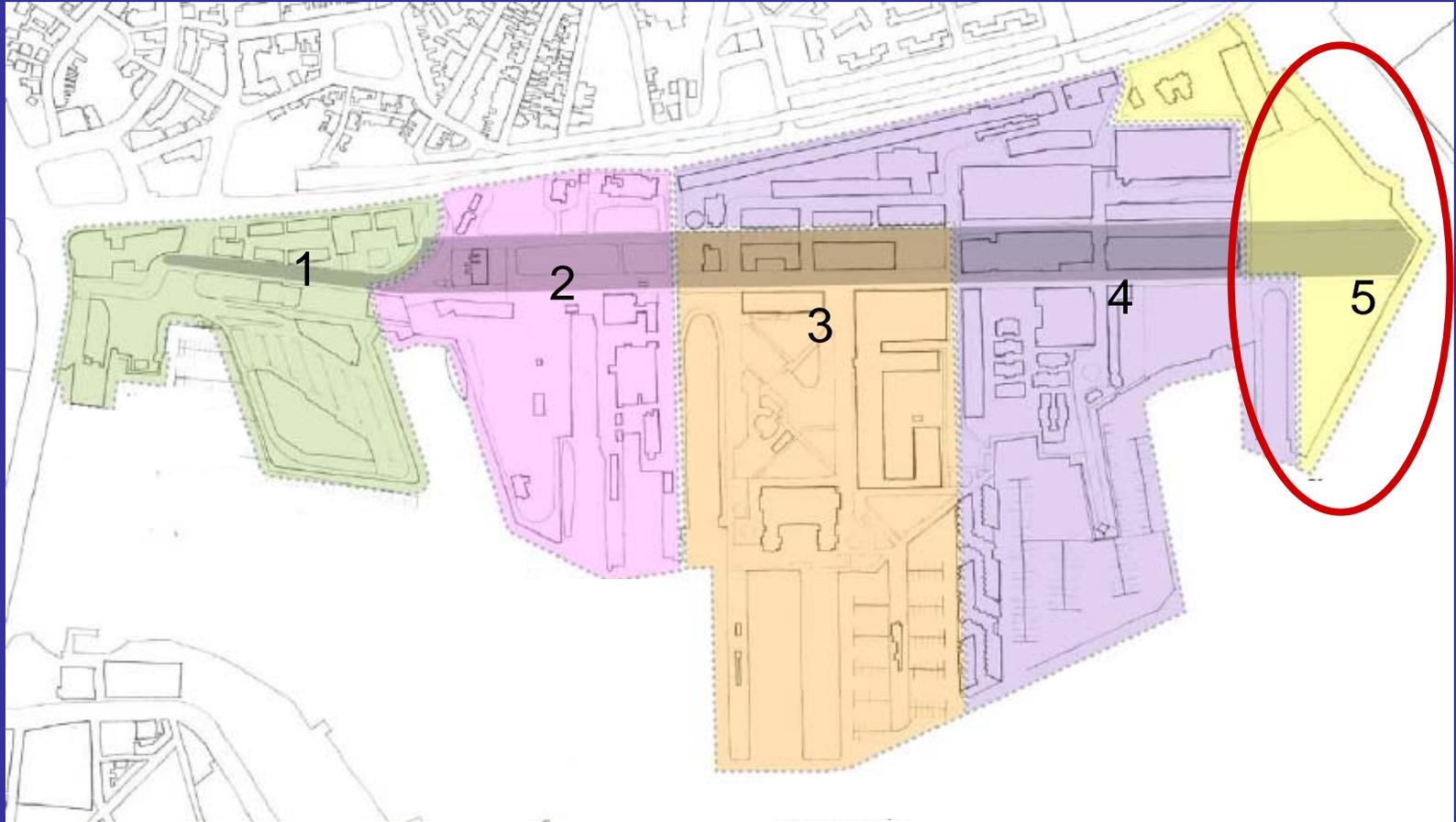
- Bringing people through the Navy Yard
  - Improve pedestrian gateways from Charlestown
  - Establish a network of special attractions



## Bringing people

- Expand Courageous Sailing
- Allow access to the water
- Provide kayak rentals, underwater exploration and other low impact water activities

# A Special Destination



## Loop 5: The Yard's End

- Create a special attraction
  - To draw visitors to the Yard's End
  - To complement the other thematic loops

## Implementation

Create an entity that:

- Reports to the Mayor
- Liaises between Charlestown community and the city
- Leads decision-making
- Coordinates maintenance of public spaces
- Facilitates programming

## Access

- Increase transportation to waterfront
- Increase connections throughout waterfront

## Attractions

- Commit to special destination on Yard's End
- Initiate outreach to find developer(s)

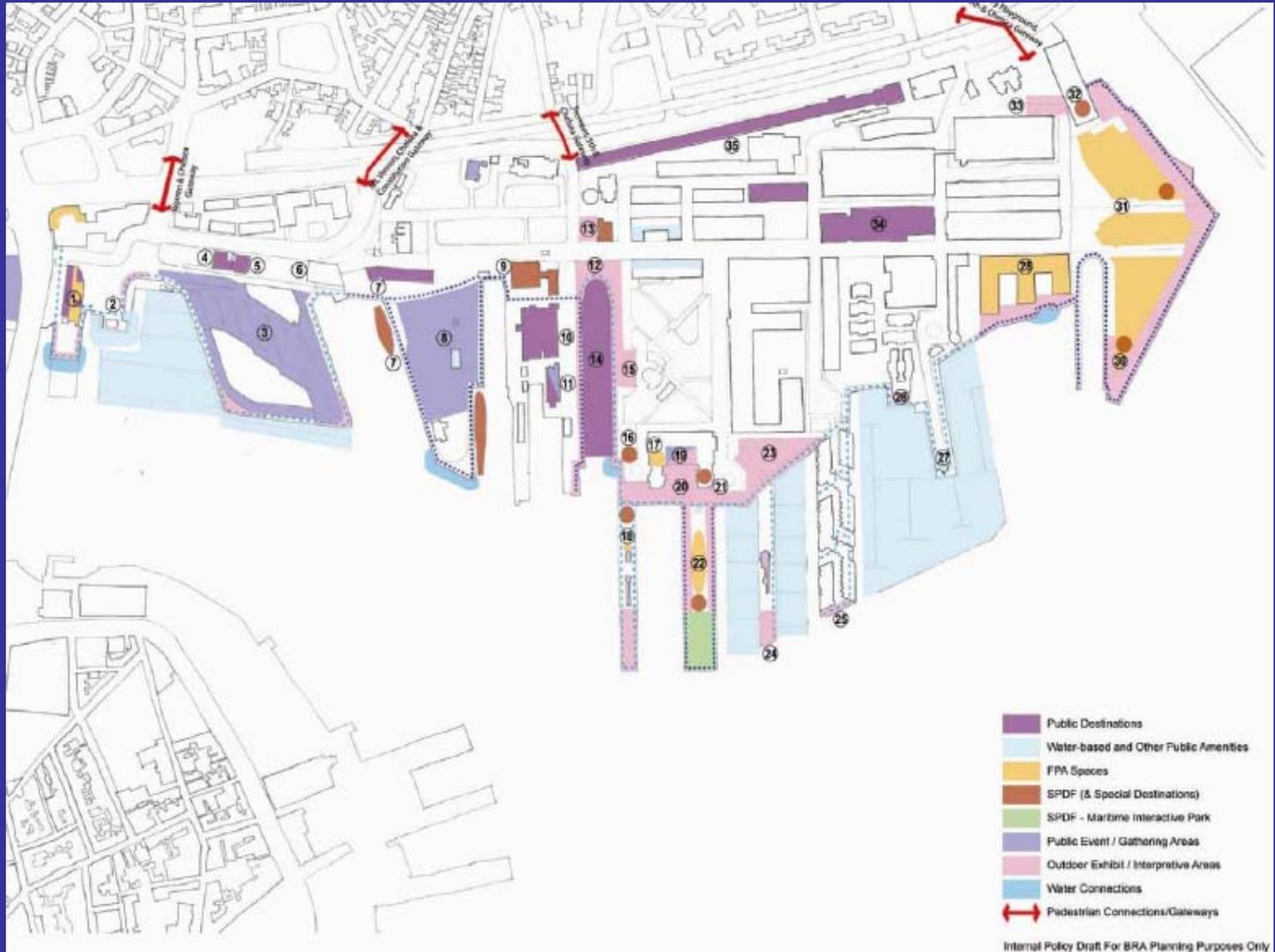
## Implementation

- Create entity with authority
- Lead decision-making and coordination

# Charlestown Navy Yard



# Charlestown Navy Yard



## Navy Yard Planning History

- 1974 Transfer of Navy Yard from US Government to BRA
- 1978 Navy Yard Master Plan
- 1990 Harbor Plan
- 1991 Double Interpretative Loop
- 2006 Charlestown Navy Yard Waterfront Activation Plan

# Past Plan History

## 1990 Harbor Plan

- Primacy of public access to water edge: 1/3 waterfront for open space and recreation
- Improve and expand open space
- Connect Navy Yard to surrounding community
- Preserve Yard's historic character
- New waterfront housing

## 1991 Double Interpretative Loop Plan

- 2 nodes along waterfront: USS Constitution and Aquarium
- small FPA spaces in between

## State requirements

- Massachusetts General Law Chapter 91
- **“Facilities of Public Accommodation” or “FPAs”**: State wide waterway regulation developed by the Department of Environmental Protection. The goal of the regulations was to protect public navigation rights, largely focusing on maritime uses. The rule supports the idea that the public has the right to access tidelands to fulfill basic needs through fishing and other water-based commercial activity.

## State requirements

- **Special Public Destination Facility (SPDF):** Cultural facilities that would attract the public on a year-round basis, creating a vibrant area available to everyone, not just those living in the neighborhood. The term is also connected to a 1991 planning effort for the Charlestown Naval Shipyard (Double Interpretive Loop Plan), which intended to use a network of SPDFs to widen public access to the more remote waterfront parcels at Yard's End. A SPDF does not have to be a large, free-standing cultural facility.

## Controversy over Pier 5 and SPDF

Lot on Pier 5 is currently slated for residential development. Under Chapter 91 and the Harbor Walk Plan, a development of this size requires a SPDF of 34,000s.f. The BRA argues that currently there is no demand for such a large SPDF and it will be difficult to find a developer for such a large space. Consequently, they have designed the current plan to break up the SPDF and distribute it around the loops.

## Controversy over Pier 5 and SPDF

- The community views the break up of space as:
  1. a violation of the law
  2. an attempt to privatize the water front
  3. sets a bad precedent for future developments on the waterfront.
- The break up of the SPDF seems reasonable given the location on Pier 5, but believe that the Mayor should support the creation of a large SPDF on Parcel 5 in order to create connectivity between the two ends of the Yard, and appease resident fears about the privatization of the waterfront