

# DESIGN GUIDELINES

**NEW DEVELOPMENT AREA  
BOSTON NAVAL SHIPYARD AT CHARLESTOWN**

**JUNE 1978**

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BOSTON NAVAL SHIPYARD AT CHARLESTOWN  
NEW DEVELOPMENT AREA - DESIGN GUIDELINES

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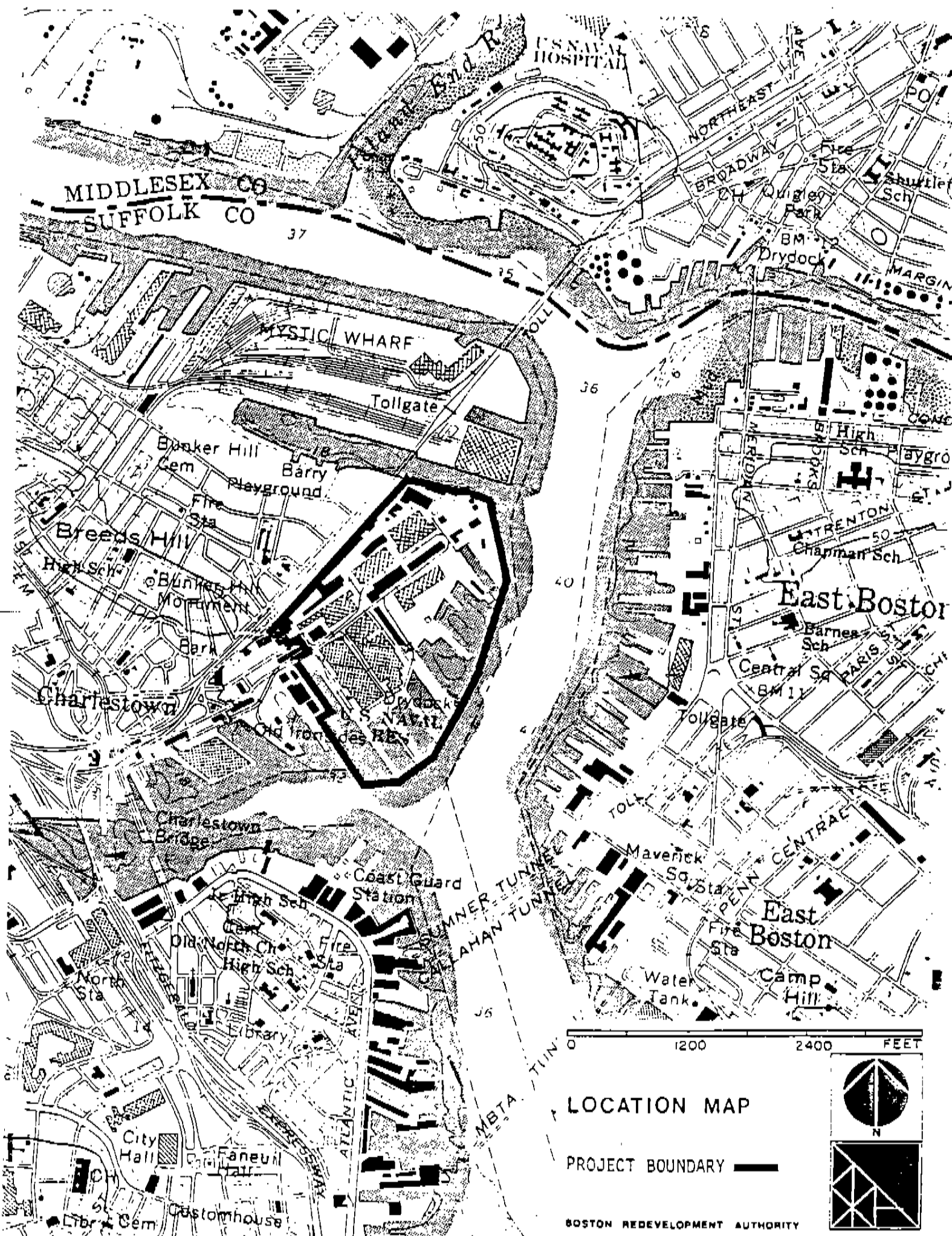
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## INTRODUCTION

The project being undertaken by the Boston Redevelopment Authority includes approximately 105 acres of surplus land, buildings, piers, drydocks and water on the site of the former Boston Naval Shipyard at Charlestown. Recognizing the historical, architectural and locational value of the site, specific planning and design controls have been established to guide the implementation of a mixed-use development program that will include residential, commercial, institutional, recreational and light manufacturing uses.

For implementation purposes, the site has been divided into three areas:

(A) Historic Monument Transfer Area, (B) Public Park and (C) New Development Area. Whereas previous reports have specifically addressed guidelines for the Transfer Area and the Public Park, the intent of this document is to summarize the design guidelines and controls that have been established for the New Development Areas.



MIDDLESEX CO  
SUFFOLK CO

U.S. NAVAL HOSPITAL

MYSTIC WHARF

Tollgate

Bunker Hill Cem  
Barry Playground

Breeds Hill

Bunker Hill Monument

Charlestown

East Boston

Barnes Sch

Central Sq

Charlestown Bridge

Coast Guard Station

High Sch  
Old North Ch

East Boston

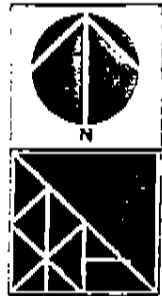
Camp Hill

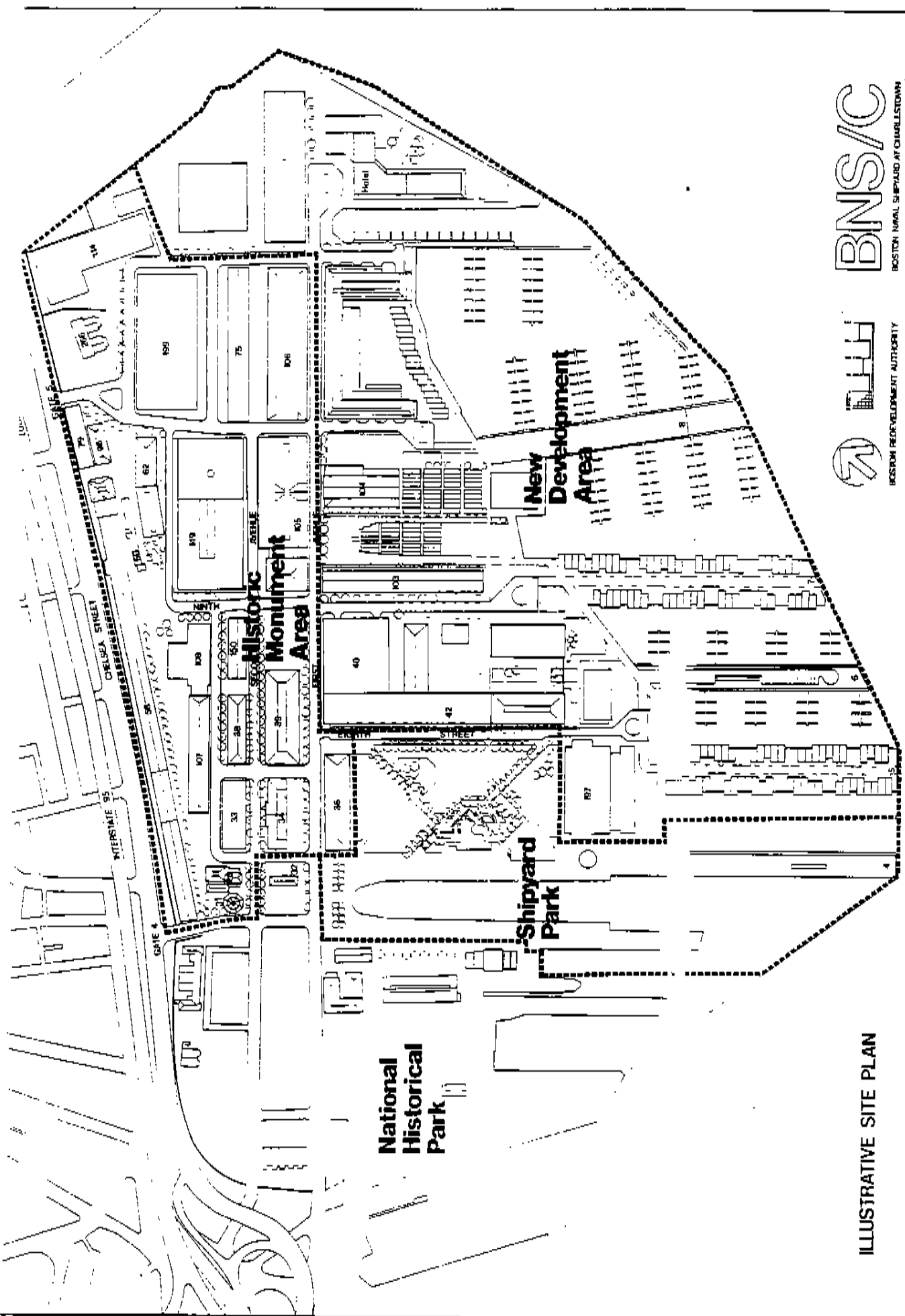
0 1200 2400 FEET

LOCATION MAP

PROJECT BOUNDARY

BOSTON REDEVELOPMENT AUTHORITY





**BNS/C**  
BOSTON NAVAL SHIPYARD AT CHARLESTOWN

**BHH**  
BOSTON REDEVELOPMENT AUTHORITY

ILLUSTRATIVE SITE PLAN

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## I. EXISTING CONDITIONS AND HISTORY

### A. DESCRIPTION OF THE PROPERTY

1. The Boston Naval Shipyard is located on the eastern waterfront of the Charlestown section of the City of Boston, which is situated to the north of the downtown and is bounded by the Charles River, the Inner Harbor, the Mystic River, and the Tobin Bridge.
2. The New Development Area occupies a total of 58.4 acres. (Land - 29.2, Piers - 9.0, Drydock - 1.2, and Water - 19.0).
3. Buildings, structures and improvements.

The twenty-four buildings, as well as the piers, shipways and drydock which comprise the New Development Area of the Shipyard, represent a variety of building types and dates, including some of the more monumental spaces. The principal buildings, from an architectural perspective are being rehabilitated for residential use. A complete listing of the buildings, structures and improvements is attached.

### B. SIGNIFICANCE

A National Historic Landmark, listed in the National Register of Historic Places, the Boston Naval Shipyard at Charlestown is significant in a variety of contexts. The Shipyard's historical significance lies in its connections with the Revolutionary War and the establishment of the U.S. Navy, its role in the building and maintenance of many important ships of the fleet, and its contributions to industrial technology. The Shipyard is also a coherent urban environment, with buildings and structures which are architecturally significant.

#### 1. HISTORY

The Yard developed on the southeasterly shore of Charlestown between what was known as "Wapping's" and "Moulton's Point" where the British had landed for the assault on the Patriots in the famous 1775 Battle of Bunker Hill. On this marshy shore and across the Charles River in Boston were several shipyards and private wharves. It was the close of the 18th century and the local shipbuilding industry was becoming revitalized after a period of decline during the Revolutionary era. The re-emergence of American shipping, in fact, had contributed to the need to establish a navy. But even before the U.S. Navy Department was created in the Spring of 1797, a resolve from the Naval Committee of the House of Representatives recommended

BUILDING	DATE	NAVY DESIGNATION	DIMENSIONS	TREATMENT	PROPOSED USE
40	1863-4	Ship Repair Central Tool	228' x 181'	Retain Facade	Parking Structure
42	1856 1917	Machine Shop	285' x 700'	Retain (partial demo)	Residential
103	1901	Ship Repair, Sheet Metal Shop	60' x 450'	Retain	Residential
104	1901	Shipfitter's Shop	110' x 206'	Retain	Residential, Recreational
104-A	1939	Shipfitter's Shop	106' x 424'	Demolish	---
131	1910	Flammable Storehse.	110' x 182'	Demolish	---
165	----	Gas Storage	70' x 70'	Demolish	---
178	----	Lumber Storage	20' x 80'	Demolish	---
191 191-A	1939 1948	Pump House	21' x 68'	Demolish	---
192 192-A	----	Sub-Station	40' x 100'	Demolish	---
193	----	Scrap Storage	65' x 100'	Demolish	---
196	1939	Ship Repair	64' x 153'	Demolish (retain foundation)	Open Space
197	1941	Ship Repair	134' x 255'	Retain	Residential, Commercial Parking

BUILDING	DATE	NAVY DESIGNATION	DIMENSIONS	TREATMENT	PROPOSED USE
203	----	Incinerator	48' x 77'	Demolish	---
211B	----	Shipfitter's Shop	50' x 50'	Demolish	---
225	----	Pump Station	16' x 18'	Demolish	---
226	----	Sub-Station	15' x 96'	Demolish	---
227	----	Pumphouse	16' x 18'	Demolish	---
228	1956	Service	12' x 96'	Retain	Marina Service
232	----	Pumphouse	16' x 18'	Demolish	---
233	1958	Service	14' x 110'	Demolish	---
277	----	Storage	30' x 30'	Demolish	---
278	----	Substation	20' x 40'	Demolish	---

STRUCTURES	DATE	NAVY DESIGNATION	DIMENSIONS	TREATMENT	PROPOSED USE
Drydock 5	1942	Drydock	101' x 633'	Retain	Marina
Pier 5	1941	Pier	126' x 660'	Retain	Residential
Pier 6	1956	Pier	60' x 610'	Retain	Marina
Pier 7	1958	Pier	130' x 770'	Retain	Residential
Pier 8	c. 1910	Pier	80' x 630'	Retain	Marina
Pier 9	c. 1910	Pier	65' x 680'	Demolish	---
Pier 10	c. 1910	Pier	100' x 500'	Demolish	---
Pier 11	1956	Pier	72' x 685'	Retain	Hotel Residential
Shipway 1	c. 1920	Shipway	100' x 200'	Retain	Residential
Shipway 2	c. 1945	Shipway	100' x 250'	Retain	Residential

that an appropriation be made for the establishment of a government dockyard. The existence of active shipyards made the Charlestown site a logical location for such a dockyard, and three years later, in the Spring of 1800, Secretary of the Navy, Benjamin Stoddard, proposed the purchase of land at Boston for such a purpose. Later that year, 43 acres of land and mudflats were purchased at Charlestown for a sum of \$39,214.

The yards which were set up along the eastern seaboard during the opening years of the 19th century were not intended to be defense stations but were rather intended for shipbuilding and repair. Thus, even though an 1818 survey of Boston Harbor found it to be an "extraordinary natural means of defense", the Navy Commissioners did not recommend the establishment of a "great national depot and rendezvous at Boston" but a drydock to facilitate ship repair work.

During the 1820's, the Shipyard substantially increased its buildings and facilities. In 1827, Congress declared that examination of the Yard must be completed before any further improvements were made. The resultant plan was issued in the Summer of 1823, and continued to be in effect until 1880 when a new plan was created.

Among the ships constructed at Charlestown were the "Boston" (1799), and the "Independence" (1814), a 74-gun considered to be "the finest and heaviest frigate-built vessel of her time." One of the most famous ships constructed at the Yard was the "Merrimac" (1854-55), which was converted into an ironclad after its seizure by the Confederate forces during the Civil War and was renamed the "Virginia." It was sunk after the well-known encounter with the Union ironclad "Monitor" at Hampton Roads.

During the Civil War, the shipbuilding and repairing capacity of the dockyard increased enormously. Between 1861 and 1865, 39 ships were constructed, 43 ships were equipped, and countless numbers repaired at the Yard. In 1874, the "Intrepid," the first iron torpedo boat was launched.

During the early 20th century, the Shipyard's efforts went to building non-warship vessels, namely tugs, derricks, and oilers. However, in World War I, the Yard was primarily used as the chief center for the North Atlantic. World War II witnessed the peak of the Yard's productivity: 165 ships over 100 feet long were built (three times more than the total of all previous years) and hundreds of smaller craft and thousands of boats were repaired. Production time, including laying of the keel to the launch, averaged six months for ships such as destroyer escorts.

One of the most important 20th century ships constructed at the Yard, the 1,395 ton Farragut class destroyer, MacDonough, launched in 1934, will be best remembered along with the U.S.S. Mayrant, the vessel that accepted the surrender of the Japanese at Marcus Island and the U.S.S. Gwin, an escort carrier on the mission to bomb Tokyo.

Post-war activity at Charlestown and the South Boston Naval Annex involved submarine construction and many conversions of ships for guided missile and anti-submarine duty. Altogether, about 300 warships have been built at the Yard.

The Charlestown Shipyard has been the site of several unique facilities since its inception. Commandant Bainbridge, in 1813, suggested that "shiphouses" be constructed to build ships undercover, thereby protecting them from the elements and speeding production. The idea proved so successful that it was copied in other shipyards in this country and abroad. These shiphouses were located near the existing shipways and were removed in 1901. In 1815, Bainbridge established a naval training school of officers at the Yard that became a parent institution for Annapolis. In the next decade, Drydock #1 was begun (1827) and is one of the two oldest drydocks in the country. Ironically, "Constitution" was both its first and last occupant. In 1836, the 1,350 foot long Ropewalk was constructed. This granite structure provided all of the rope requirements of the Navy for the last 135 years -- production ceasing only in the past decade. The original Building 42, a U-shaped complex opening toward the harbor, was designed by Joseph E. Billings who succeeded Alexander Parris as Chief Civil Engineer, and was known as the Steam Engineering Building. In 1926, A.M. Leahy and C.G. Lutts invented what is known as the "Die-lock chain," became the Navy's standard chain, manufactured in the Forge and Chain Shop (building 105).

## 2. ARCHITECTURAL CHARACTER

The Shipyard structures illustrate many building types and several phases of 19th and 20th century architectural styles. Early 19th century residential examples exist as well as later industrial buildings and World War II "temporary" shed structures. Many are of architectural merit, and some are of very great significance. The construction dates fall roughly into five periods, which generally coincide with major wars of the two centuries. As well as illustrating popular building styles, the Shipyard structures exhibit the increasing size and capacity of industrial structures permitted by changes in technology.

The oldest and some of the most significant structures in the Navy Yard are located within the 30 acre portion of the Yard authorized by Congress in 1974 to be a part of the Boston National Historical Park. These buildings will be retained and restored by the National Park Service for purposes related to the interpretation, administration and maintenance of the park and U.S.S. Constitution. The Navy will continue to retain responsibility for staffing and maintaining the historic ship.

The 30 acre portion of the Shipyard which has been transferred to the City for historic monument purposes also includes many important structures, including buildings which reflect all the major stylistic developments in the Yard and the evolution of technology. Building types range from the three story, oblong granite style to vast, squared, multi-story facilities built of steel and reinforced concrete.

Among the most significant buildings in the Shipyard is a group of three structures built to house the functions associated with the making of rope and cordage. These structures, and particularly the Ropewalk itself, are unique in this country. Only one other ropewalk exists and that is a wood frame building, and much altered. The Ropewalk complex produced all of the Navy's rope for almost 135 years. At its peak, the facility manufactured 2,500 tons of rope per year.

Two other structures stand out for their individual merit. These are the Forge and Chain Shop, building 105, where the Die-lock Anchor Chain was manufactured. The other is the octagonal Muster House, building 31, which is an unusual architectural form.

The remaining structures, while in some cases especially noteworthy for use or architect, can be most easily described by class or type. One class of buildings consists of the large oblong granite shops and storehouses built during the middle of the 19th century on an alignment parallel to the longitudinal axis of the Shipyard. Collectively, their arrangement, as the result of the 1828 plan, was the predominant influence on the rest of the Shipyard during the 19th century. They are fine examples of what is known as the Boston Granite Style, characterized by similar concepts of proportion, logic, and simplicity, and influenced by the Greek Revival mode. Standard features include three stories with a peaked roof and regularly spaced double hung window sash of small proportions. This single building type was used for both storehouses and manufacturing shops in the 19th century, whereas the early 20th century distinguished between these functions, producing an open, loft-type building for manufacturing purposes.

The second category of buildings in the Shipyard consists of the loft-type shops, built of brick with consistent functional and stylistic characteristics. Produced during a period of activity between 1899-1905, these include four buildings clustered together near the northeastern end of the Shipyard as well as others found in various locations in the Yard. While a few of the brick shops retain features of the Romanesque style, most display characteristics of the Neo Classical Revival style popular at the turn of the century.

World Wars I and II produced the largest buildings in the Shipyard. Reinforced concrete construction was introduced into the Shipyard in 1918 in a ten story warehouse (#149) and was used repeatedly in massive lofts and warehouses produced during the heightened activity of the second World War.

### 3. URBAN DESIGN FEATURES

Since its creation in the 1820's there has always been a master plan for the Shipyard which exhibits a rectilinear regularity that is still very apparent in spite of numerous accretions. There are common features in all these plans which still exist; notably the strong grid of the streets and their distinct containment by the buildings.

The original plan, indeed all the plans, show a layout for the southwesterly portion of the Shipyard that is substantially unchanged. The greatest area of growth and change has occurred in that portion currently being redeveloped. The principal street - Second Avenue, originally called Main Avenue until the filling operations created more area and First Avenue became the primary street - have traditionally organized the movement and appearance of the Yard. The first plan by Alexander Parris proposed large quadrangular granite buildings facing on Second (Main) Avenue and the waterfront: only the front quarter of the first building remains (Building 34), its continuation block by First Avenue. Subsequent plans include a street grid surrounding granite storehouses (like Building 33) that eventually covered the area between First Avenue and the Ropewalk and stretched to the seawall (present 16th Street). A large portion of this area was rebuilt during the 20th century when the concrete buildings like 149 and 199 obliterated the grid and replaced the granite sheds and lofts. Only Building 75 remains of the granite buildings from this phase.

The area between First Avenue and the water has consistently been developed as rectilinear buildings perpendicular to the main axis and separated by the cross

streets. Again, the increased scale of the World War II buildings obliterated some of this pattern. However, the current plan for the yard recaptures much of the original scheme. As the seawall was absorbed by landfill and the piers were enlarged, the contact with the water diminished and the inland isolation of the "granite district" grew.

The major growth periods are apparent in the design and materials of the buildings - the granite 1820's, the brick and granite mid-century, the brick shops of the 1870's and the large steel and concrete 20th century warehouses - even though the general layout is consistent. The materials of the ground plane have been modernized and the amount of planting has been decreased. However the general quality of hard surface punctuated with green spaces remains. The tree lined streets of the turn-of-the-century have been replaced by the World War II additions and much of the landscaped area has been paved. The current master plan will recapture these features and the resultant pedestrian quality of most of the Shipyard.

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## II. GENERAL GUIDELINES

### A. OBJECTIVES AND PHILOSOPHY

Changes will occur in the Boston Naval Shipyard. The function which created the character of the site no longer exists and cannot be duplicated. In order for the resource to remain, it must be adapted to new uses. The task is to retain as much as possible of the form, character and "flavor" of the Shipyard while equipping it for a new and useful life.

In the physical treatment of the Shipyard, it is the intent of the Boston Redevelopment Authority to neither re-create the appearance of an earlier time period nor to expunge all evidence of the area's industrial past. The origins and significance of the Shipyard provide the basis of decisions on what existing elements should be retained. They also offer precedents for solutions to contemporary design problems associated with economic revitalization of the site.

Design plans for the Shipyard must, above all, provide a theoretical rationale for proposed action. It is expected that proposals for buildings in the Shipyard will exhibit an understanding of the evolution of the buildings and the site, and will provide a theoretical basis for future changes.

### B. GENERAL SHIPYARD GUIDELINES

These guidelines establish the essential patterns of development for the entire site. Buildings to be retained and parcels for new development are identified, as well as the pedestrian and open space network, vehicular access and significant visual linkages.

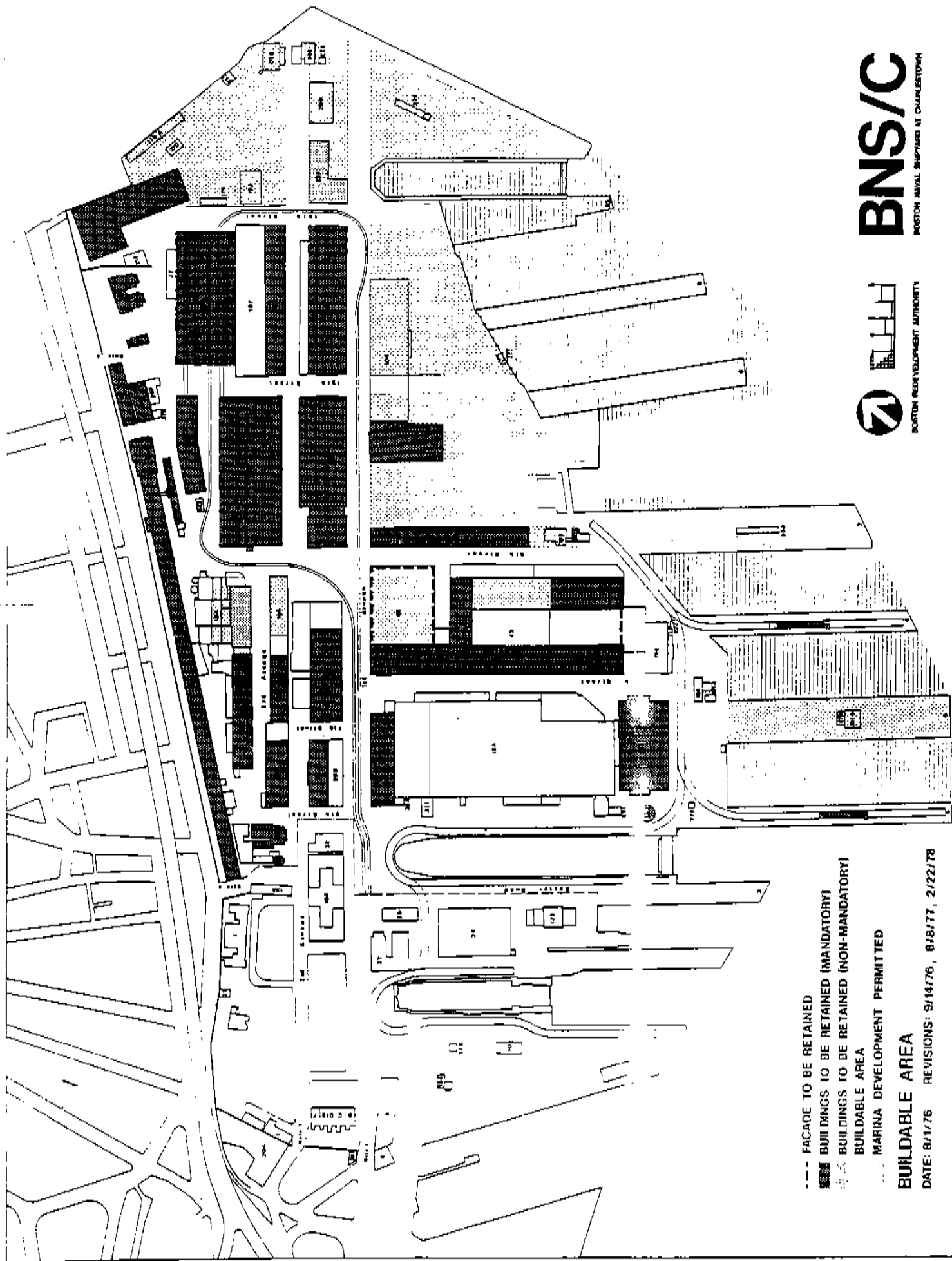
#### 1. BUILDABLE AREA (See Map)

This map identifies all buildings that must be retained (mandatory) and those that may be demolished (non-mandatory) if it can be demonstrated that adaptive reuse of the structure is not feasible.

In addition, parcels for new development are identified. These parcels are subject to specific controls contained in Section III.

#### 2. PEDESTRIAN AND OPEN SYSTEM (See Map)

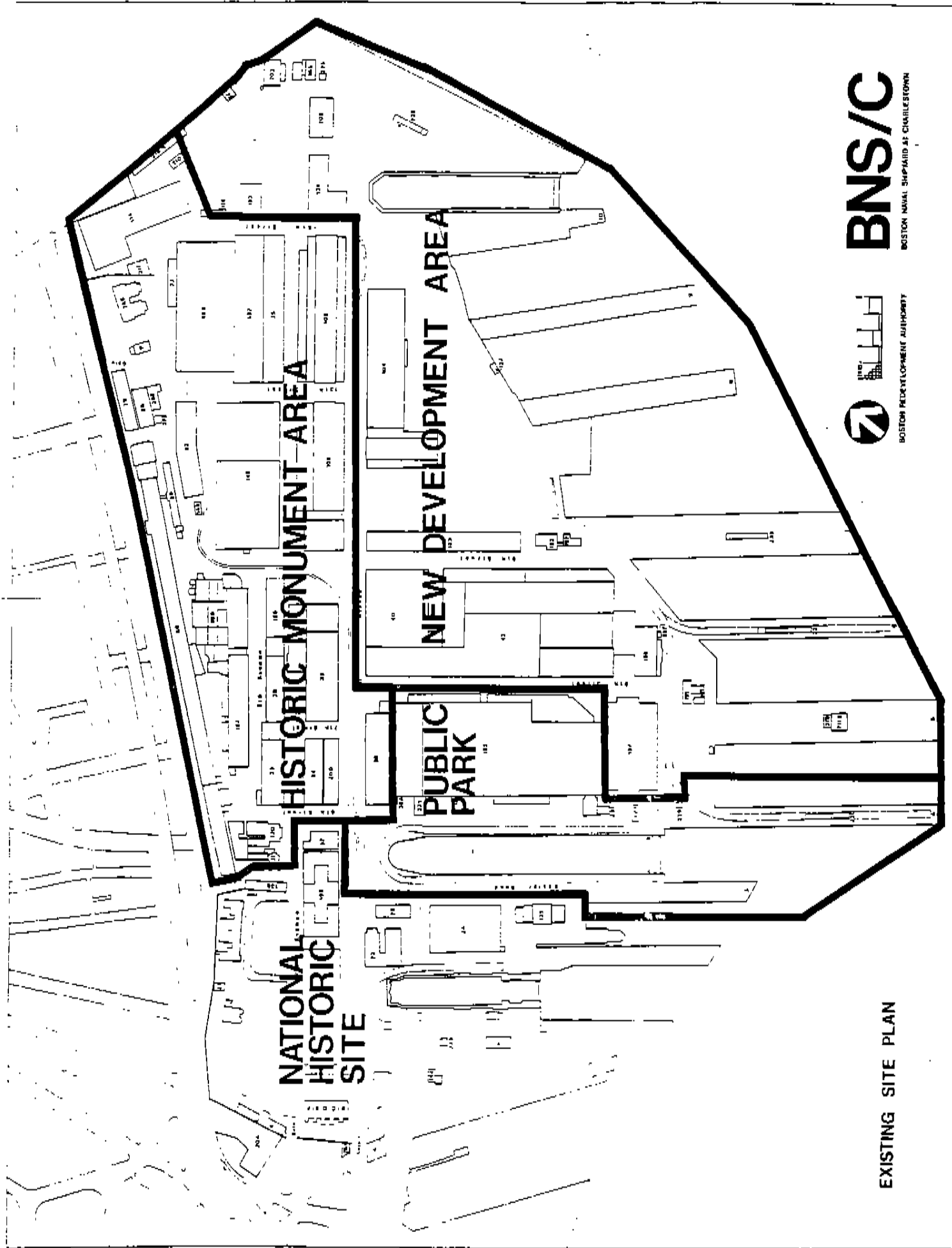
Pedestrian pathways were established to create logical routes from origins to destinations which are significant to the public at-large. These pathways should offer facilities and amenities for lingering and browsing, for meeting people and being met, and for simply enjoying the passing scene.



--- FACADE TO BE RETAINED  
 ■ BUILDINGS TO BE RETAINED (MANDATORY)  
 ▨ BUILDINGS TO BE RETAINED (NON-MANDATORY)  
 ■ BUILDABLE AREA  
 --- MARINA DEVELOPMENT PERMITTED  
**BUILDABLE AREA**  
 DATE: 8/1/76 REVISIONS: 9/14/76, 8/18/77, 2/22/78

**BNS/C**  
 BOSTON MARINA, SUPPLIED BY CHARLESTOWN





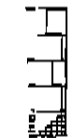
**NATIONAL  
HISTORIC  
SITE**

**HISTORIC MONUMENT AREA**

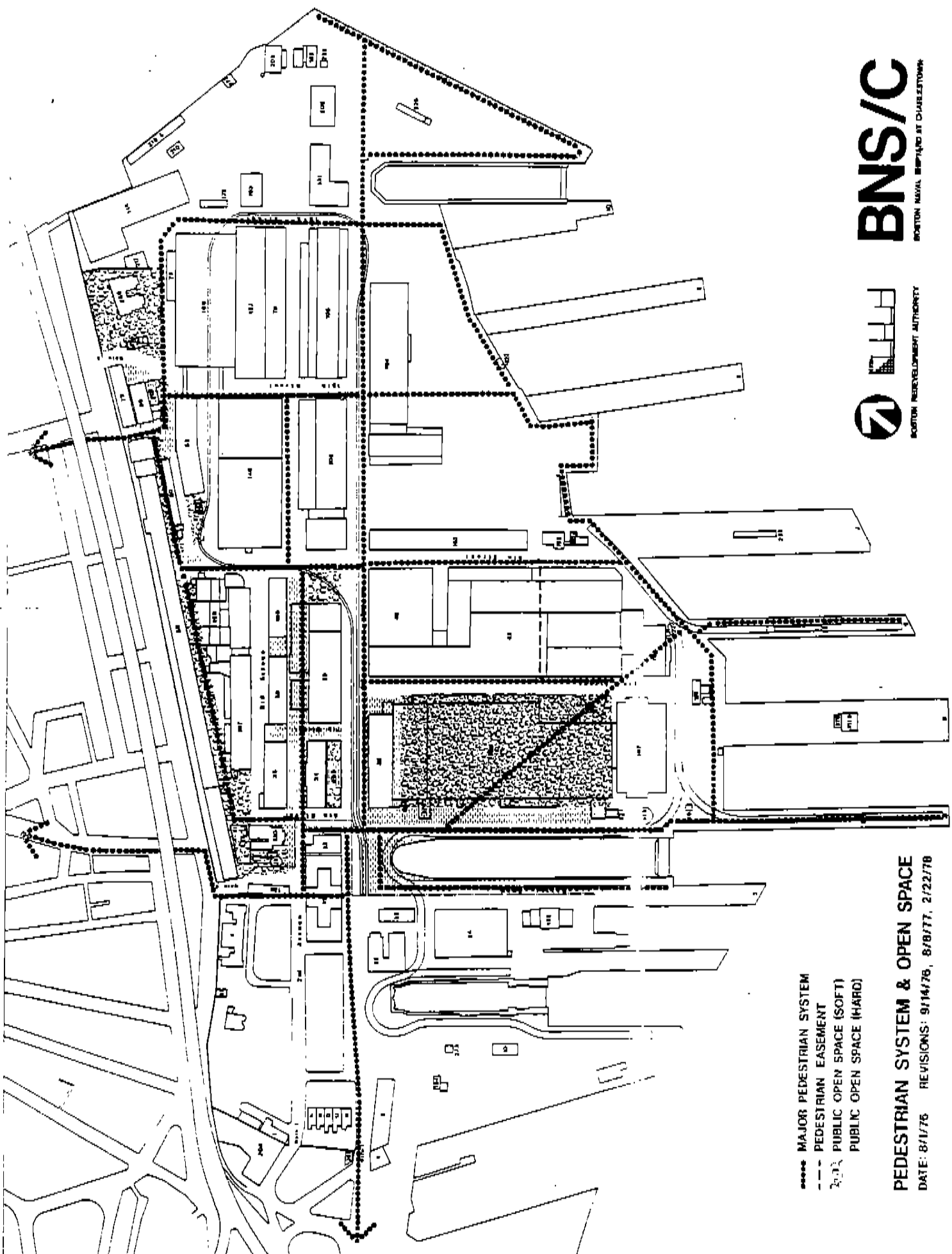
**PUBLIC  
PARK**

**NEW DEVELOPMENT AREA**

**EXISTING SITE PLAN**



**BNS/C**  
BOSTON NEIGHBORHOOD SERVICES/COMMUNITY

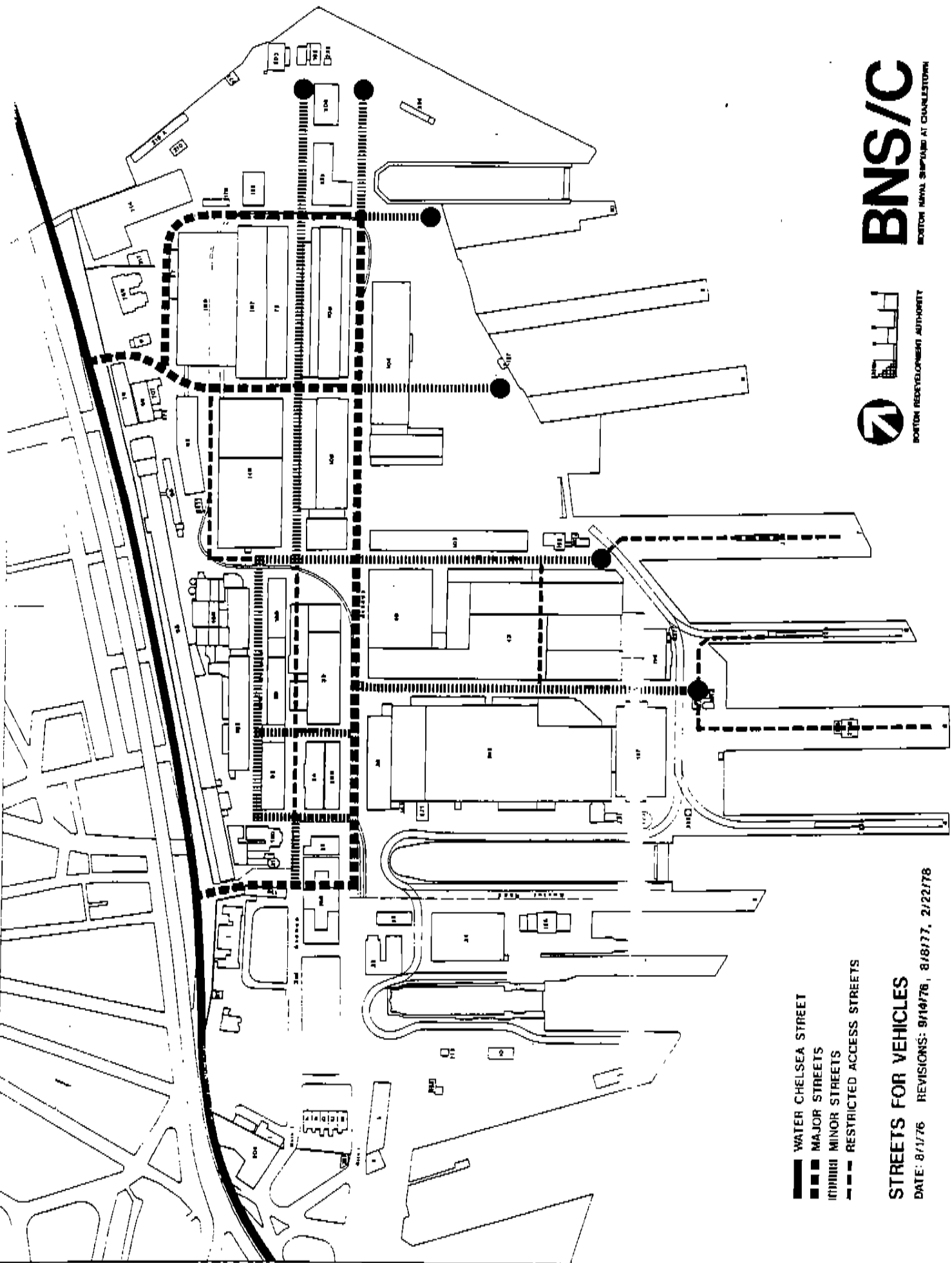


**BNS/C**  
 BOSTON NAVAL SHIPYARD AT CHARLESTOWN



- ..... MAJOR PEDESTRIAN SYSTEM
- PEDESTRIAN EASEMENT
- STIPPLED PUBLIC OPEN SPACE (SOFT)
- HATCHED PUBLIC OPEN SPACE (HARD)

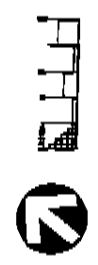
**PEDESTRIAN SYSTEM & OPEN SPACE**  
 DATE: 8/1/75 REVISIONS: 9/14/76, 8/8/77, 2/22/78



- WATER CHELSEA STREET
- MAJOR STREETS
- MINOR STREETS
- RESTRICTED ACCESS STREETS

**STREETS FOR VEHICLES**

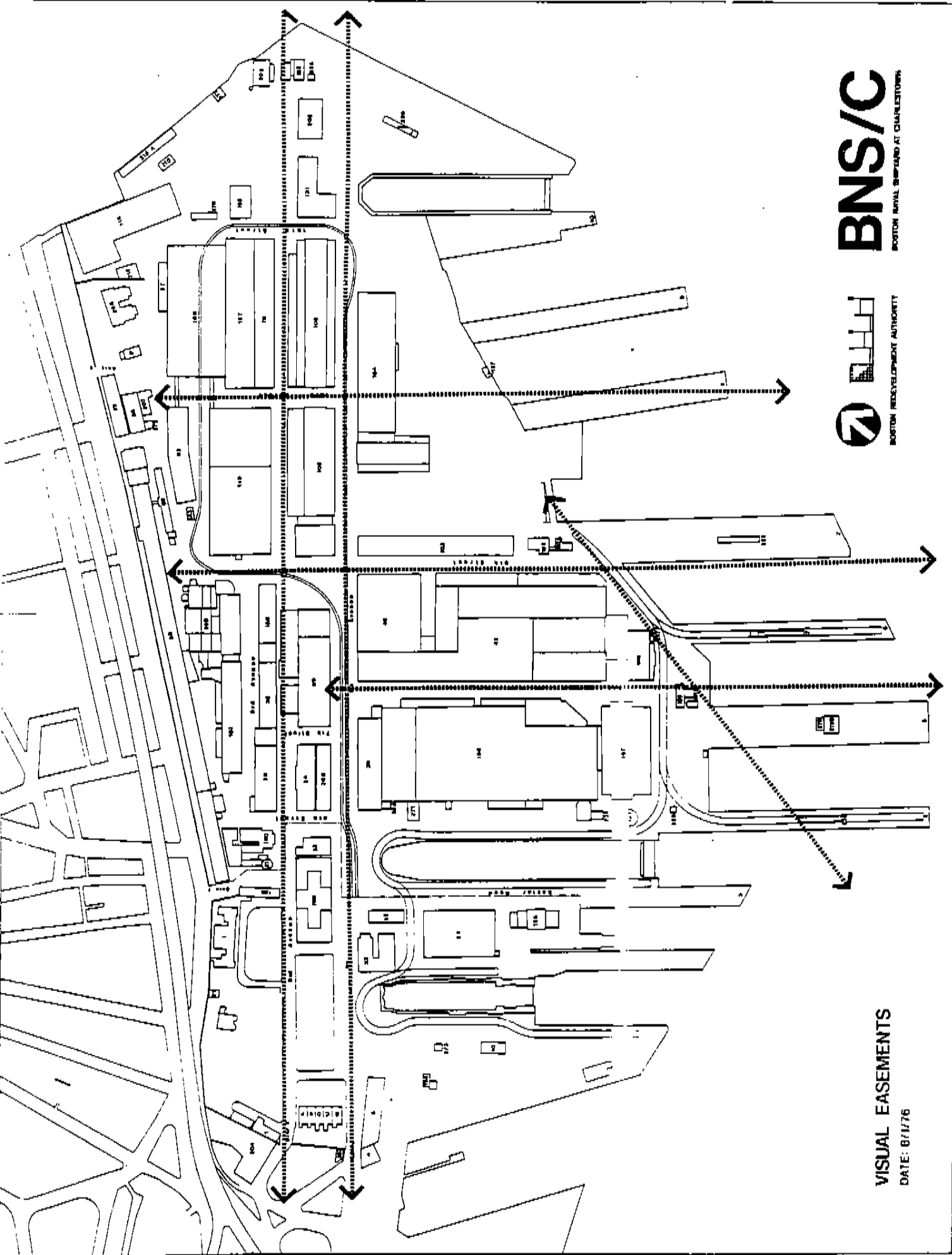
DATE: 8/1/76 REVISIONS: 9/19/76, 8/18/77, 2/22/78



BOSTON REDEVELOPMENT AUTHORITY

**BNS/C**

BOSTON NAVAL SHIPYARD AT CHARLESTOWN



**BNS/C**  
 BOSTON RENTAL SHIPYARD AT CHARLESTOWN



**VISUAL EASEMENTS**  
 DATE: 8/1/76

The key elements of the open space system are (1) the Shipyard Park (2) Flirtation Walk and Second Avenue in the Historic Transfer Area and (3) the pedestrian easement, Pier 6 and the Shipways in the New Development Area.

### 3. STREETS FOR VEHICLES (See Map)

Three categories of streets have been established within the Shipyard to provide clear and adequate access for automobiles, buses, and service vehicles. Major streets carry the bulk of the traffic to and from the Yard at Gates Four and Five and along First Avenue. Minor streets are primarily residential in character with cul-de-sacs designed to preserve a major portion of the water's edge for pedestrian activity.

A third type of street is primarily pedestrian oriented and designed to provide only limited vehicular access for housing and marina uses.

### 4. VISUAL EASEMENTS (See Map)

Axial views which survive from the historical building pattern of the Shipyard and those which shall be re-established are identified on this map.

## C. EXTERIOR BUILDING AND SITE GUIDELINES

### 1. EXISTING BUILDINGS

The guidelines in this section apply to all existing buildings to be retained in the New Development Area. Specific controls are contained in Section III. Compliance with the provisions of both sections is necessary.

Omissions should not be construed as prohibition of a design that will, in fact, enhance the integrity of the building.

The guidelines and specific controls are intended to specify particular prohibitions or actions to enhance or protect the architectural integrity of the buildings during renovation. They are not concerned with code or safety requirements as such, but their stipulations are expected to affect the actual design or location of solutions which result from these requirements.

In no instance are these guidelines intended to create a situation which endangers public safety. However, it is expected that code and safety requirements will be met in a manner which also respects the requirements of these guidelines.

(a) DESIGN APPROACH

In general, the design approach to buildings in the Shipyard should begin with the premise that exterior alteration will be minimized. The facades of most buildings in the Shipyard are reasonably intact. Where changes have occurred, careful evaluation has been made as to the nature of the changes. Modifications to a building which have taken place over time are a part of the history of that building and may be significant.

New additions or alterations should not disrupt the essential form and integrity of historic property. They should be compatible with the size, scale, color, material and character of the existing buildings and their environment. They should be contemporary in design, not imitative of an earlier style or period of architecture. Most important, new additions or alterations should be done in such a way that if they were to be removed in the future, the essential form and integrity of the building and environment would be unimpaired. Proposed changes which are easily reversed are far less serious and more acceptable to the Boston Redevelopment Authority than those which irrevocably alter or destroy a resource.

In general, it is preferable to retain and repair deteriorated materials or architectural features rather than to remove or replace them. When it is necessary to replace such materials or features, replacement should be based on physical evidence, or evidence contained in documents such as plans and photographs indicating the appearance and other characteristics of the materials or features being replaced. New materials used in replacement should, to the greatest extent possible, match the materials being replaced in physical properties, design, color, texture and other visual qualities.

(b) THE TREATMENT OF MASONRY

Cleaning and Waterproof Coating

The selection of a suitable method of cleaning masonry is affected by the type of masonry to be treated and the type of material to be removed. Different cleaning techniques are required for different types of buildings. For this reason, it is essential that careful analysis be made of the conditions to be dealt with, and test patches of tech-

new work should match the original in color, texture and physical properties. Where only a portion of a wall is to be repaired, the mortar and joints should match existing material, whether or not original.

#### Patching Masonry Units

Patching a masonry unit, such as a brownstone sill or lintel, will not be allowed. Where severe deterioration has taken place preventing the retention of damaged material, replacement will be required as discussed elsewhere. Where specialized problems exist, expert technical assistance should be obtained. Minor infractions to the material will be tolerated.

#### Paint on Masonry

Granite surfaces will not be painted. Consideration should be given to painting brick surfaces only when there is evidence that this treatment was used at a significant point in the history of the building. Colors will be submitted, along with a rationale for their selection, to the BRA for review and approval.

Developers are encouraged to retain painted signs and symbols evocative of the previous use of a building where such signs and symbols would not confuse or offend the public.

### (c) FACADE OPENINGS

#### Openings

No new openings will be allowed in facades of buildings without the approval of the Boston Redevelopment Authority.

Original door and window openings will be retained. Door and window openings will be neither enlarged nor reduced to fit stock window sash or doors, air conditioners, or for any other reason.

Existing openings which are to be closed will be closed in such a way as to allow them to be opened again in the future. Where appropriate, they will appear to be covered by shutters or other closing devices historically suitable to the building.

#### Windows and Doors

Whenever possible, original window elements such as sash, lintels, sills, architraves, shutters and other decorations and hardware will be repaired as neces-

niques under consideration be carried out in inconspicuous locations on the building to be cleaned. These tests will be reviewed and approved by the BRA.

In general, the gentlest method applicable to the task should be chosen. Under no circumstances will exterior brick be sandblasted. This technique changes the structural and visual quality of masonry and accelerates deterioration. Waterproofing or water repellent coatings will not be applied to masonry, unless required to solve a specific problem. Such coatings can accelerate deterioration. Only with specific approval from the BRA will painted granite be sandblasted.

Included in this document is a monograph entitled "Preservation Briefs #1, the Cleaning and Waterproof Coating of Masonry Buildings" prepared by the National Park Service. The development team should be fully familiar with this monograph before embarking on any project involving the potential cleaning or waterproof coating of masonry in the Shipyard.

#### Materials

Whenever possible, original masonry and mortar should be retained. Masonry materials used to repair or replace a surface will match the primary existing material (not a patched area) in color, shape, surface texture and finishing technique. The bonding pattern and method of installation will also be consistent with existing masonry. It should not be assumed that cleaning old masonry and treating new masonry is an acceptable method of making them match. This is not generally a satisfactory solution.

Specifications and samples of materials will be submitted to the BRA for approval. Consultants expert in masonry conservation, including sources of materials, are available to assist in this process.

#### Joints and Mortar

Before re-pointing or replacing a masonry surface, careful analysis of the composition of joints and the methods used in striking them is needed.

In situations where entire facades are to be re-pointed or replaced and there is physical evidence of the original mortar used, the mortar used in the

sary and retained. When replacement of materials or elements is necessary, it should be based on physical or documentary evidence of the previous appearance of such materials or elements.

Similarly, original doorway elements including doors, pediments, hoods, architraves, steps and hardware will be retained whenever possible. If replacement is necessary, it should be done on the basis of physical or documentary evidence.

Doors, which are the element most often modified in the Shipyard, may be retained as is, or restored to an earlier appearance. Or, if neither of these approaches is feasible or acceptable, the door can be set-in no less than 18 inches from the facade plane of the building and constructed in such a way as to be as transparent as possible.

#### Colors of Sash, Framing, Doors

It is always good practice to select colors on the basis of physical or documentary evidence of colors used previously in the history of a building. Alternatively, colors used on window sash, and window and door framing in the brick shops designed in the Neo Classical Revival styles may be light stone colors - soft grey or beige. Colors used on sash and framing in the granite buildings should be deep shades of grey or brown, or matte black.

Door colors should be subdued, natural tones unless there is physical and documentary evidence to the contrary.

#### (d) ROOF AND CORNICE

##### Roof Shape, Openings

It is important to preserve the integrity of the basic shapes of roofs of buildings in the Shipyard, particularly if they are seen from public ways. Non-original openings in roofs shall be in accordance with the following conditions:

##### (1) skylights

No portion of a skylight will project more than eight inches from the plane of the roof. The structure of the skylight will be rectilinear and parallel to the roof plane. The color of the framing material will approximate the

principal color of the roof. Glass should be dark in color. Windows designed to be operable and moved in the plane of the roof (such as Velux) should be considered.

(2) recessed decks

Recesses may be cut into the plane of the roof in order to provide for glass and decks. A recess should be located so that a vertical from its lower edge to the finished floor level measures 3'0" and from its upper edge 8'0". The roof will be continuous around and below the recess.

The material and/or color of the structure that is visible should match that of the trim on the main facade. Flashing will be designed to be as visually minimal as possible.

Skylights, dormers and other roof appendages which were original to the building but are no longer present may be restored to their original appearance.

Roof Materials

Whenever possible, the original roof covering will be retained, which can involve removal and replacement if required.

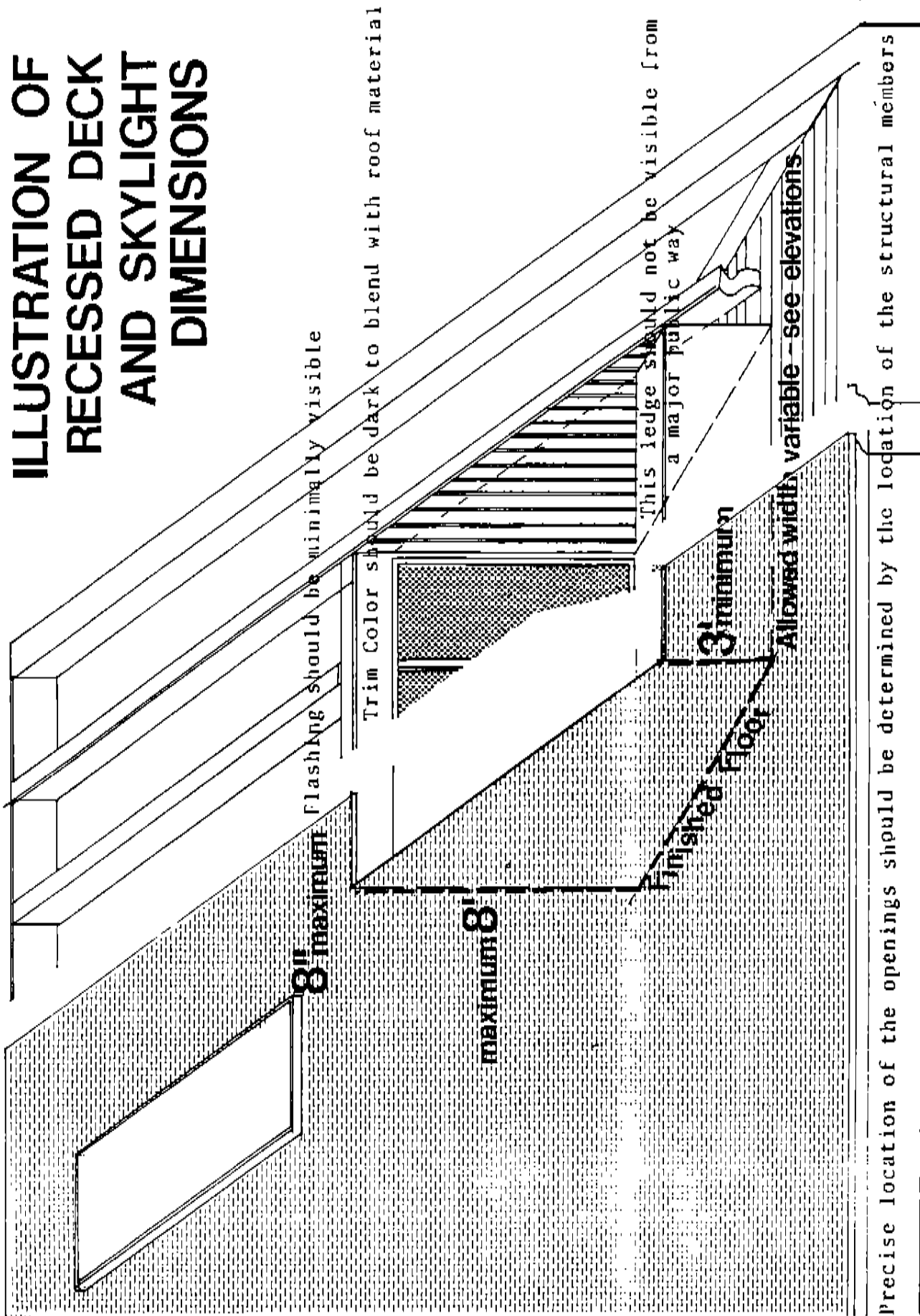
Where replacement materials are permitted the new materials will match the original in color, size, shape, texture and installation details.

Cornice

Cornice details will be preserved, replaced or repaired to match the original cornice except as otherwise approved by the BRA. Altered cornice lines may be retained. If an existing alteration is to be removed, the original cornice will be restored. (If the roof form is affected by such action, it also will be restored to its original shape and structure and is subject to other standards pertaining to roofs.)

Gutters and downspouts will be copper or an approved factory dark colored factory or field finished material.

# ILLUSTRATION OF RECESSED DECK AND SKYLIGHT DIMENSIONS



### Roof Projections

Existing chimneys or other architectural features which give a roof its character should be preserved whenever possible.

Where new chimneys or other projections are required, careful consideration should be given to the location and form of such projections so as to minimize their visual impact. Their location should be based on historic evidence whenever possible. They should be dark in color. Heating, ventilating and air conditioning systems shall not be located in such a way as to cause major disruptions of the roofline. (Television antennas will not be allowed on roofs.)

Existing snow guards will be preserved and are encouraged as appropriate and practical replacements where they have been removed.

## 2. NEW CONSTRUCTION

These guidelines apply to all new construction within the New Development Area. Specific controls for each parcel are contained in Section III. Compliance with the provisions of both sections is necessary.

### (a) MASSING

The massing of new buildings and additions to buildings shall relate to the existing and proposed street and building grid.

### (b) SUN AND SHADE

The form of new construction shall create desirable year-round conditions of sun and shade for adjacent buildings, open spaces, streets and sidewalks.

### (c) MATERIALS

New buildings shall be constructed of materials that are compatible with those found in existing Shipyard structures. The use of these materials should be clearly contemporary, not imitative of an earlier style or period.

### 3. SITE DEVELOPMENT

#### (a) PEDESTRIAN WALKWAYS

The pattern of pedestrian movement shall be extended by providing public walkways at the ground level in the private realm. Areas bordering pedestrian routes should be as diverse as possible in terms of activity and pedestrian amenity.

#### (b) PUBLIC OPEN SPACE

The site shall be developed to create a variety of open spaces at ground level, well connected to each other by views and walkways.

#### (c) SERVICING

Provide loading and servicing areas which are systematically well-connected to the pattern of streets and open spaces, so as to cause the least amount of disruption to present and anticipated pedestrian and vehicular traffic.

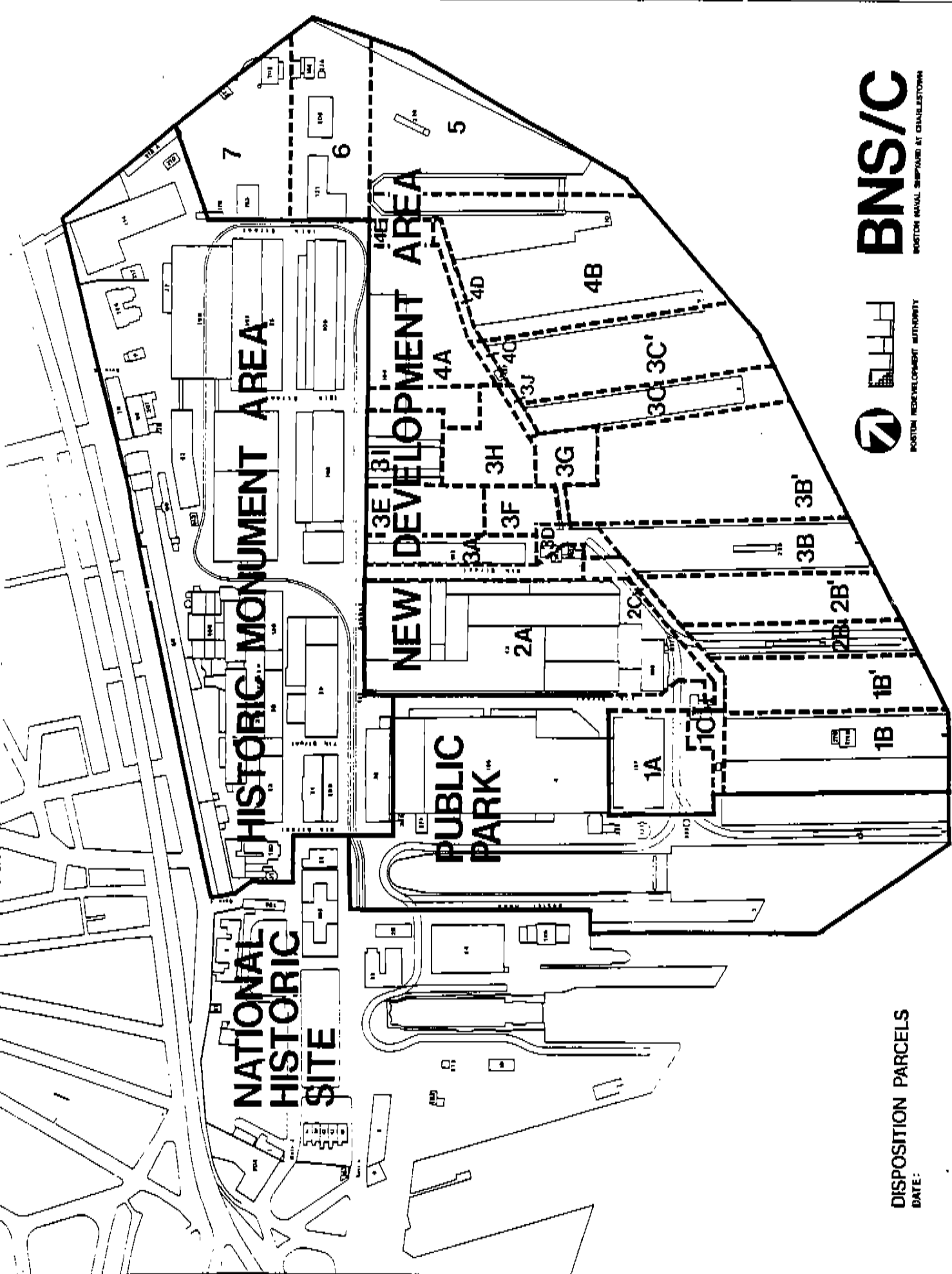
#### (d) PARKING

Parking shall be provided to satisfy the demand generated by the proposed uses for each development parcel.

#### (e) SIGNS

Signs shall be considered an integral part of the architecture and must be in conformance with "The Boston Sign Code."

3



NATIONAL HISTORIC SITE

HISTORIC MONUMENT AREA

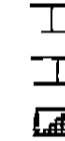
PUBLIC PARK

NEW DEVELOPMENT AREA

DISPOSITION PARCELS  
DATE:



BOSTON REDEVELOPMENT AUTHORITY



BNS/C

BOSTON MARINE SQUARE AT CHARLESTOWN

### III. PARCEL CONTROLS

#### PARCEL 1A

##### 1. SITE DATA

###### (a) LOCATION

On the southerly edge of the Shipyard Park; adjacent to the Harbor, piers and Drydock Two.

###### (b) PARCEL AREA

Approximately 1.6 acres.

###### (c) EXISTING STRUCTURES

###### Building 197:

A seven-story building constructed in 1941 as a ship repair shop with steel frame, concrete floors, brick spandrels and steel industrial sash.

##### 2. PERMITTED USES

GROUND LEVEL - commercial, restaurant and parking.

UPPER LEVELS - residential.

A restaurant may be located on the roof level.

##### 3. PARCEL CONTROLS

###### (a) EXISTING BUILDING

Shall be retained. The steel industrial sash may be removed, but the essential planar and horizontal quality of the facade shall be retained.

###### (b) ADDITIONS

A three-story addition of not more than 35' in height and 70' in depth will be allowed along the southerly side of the building.

A one-story roof-top restaurant will be allowed. The addition shall be set back from the existing face of the building on all sides so it will not increase the shadow impact on the park or alter the visual integrity of the building.

###### (c) ACCESS

Vehicular access shall be via Eighth Street with all servicing to be provided within the building.

(d) PARKING

Enclosed parking shall be provided within the building to satisfy the demand generated by the proposed uses.

(e) MATERIALS

The additions shall be constructed of materials which (1) are compatible with those of the existing building and (2) reinforce the visual distinctiveness of the additions.

Acceptable materials include concrete, masonry, metal and glass.

(f) GROUND LEVEL

Special consideration shall be given to the design of the ground level to ensure that a range of public amenities are provided; including, but not limited to (1) restaurant with a capability for outdoor dining and (2) visually interesting commercial/ retail activities.

PARCEL 1B

## 1. SITE DATA

## (a) LOCATION

Pier Five

## (b) PARCEL AREA

Approximately 2.0 acres of pier and 1.5 acres of water.

## (c) EXISTING STRUCTURES

Pier Five was constructed in 1941 of end-bearing, jacketed H piles with concrete decking.

211B - Shipfitters shop and 278 an electrical substation.

## 2. PERMITTED USES

Residential.

Marina use may be permitted only if it can be demonstrated by the developer that residential use is not feasible.

## 3. PARCEL CONTROLS

## (a) EXISTING STRUCTURES

Pier Five shall be retained.

Buildings 211B and 278 may be demolished.

## (b) HEIGHT

The height of new construction shall not exceed 2½ stories or 35 feet.

## (c) PARKING

A minimum of one space of covered parking shall be provided for each unit.

## (d) PUBLIC SPACE

The end of the pier shall remain open and consistent with privacy and security requirements detailed in the disposition agreement developed for use by the public.

## (e) ACCESS

Vehicular access shall be via a restricted access roadway connecting to the Eighth Street cul-de-sac.

(f) MATERIALS

New construction shall be concrete, masonry, metal and glass.

PARCELS 1C, 2C, 3D, 3G, 3J, 4C, 4D, 4E

1. SITE DATA

(a) LOCATION

Along the water's edge between Pier 4 and Drydock 5.

(b) PARCEL AREA

Approximately 2.3 acres.

(c) EXISTING STRUCTURES

Shipways bridge and deck.

2. PERMITTED USES

Public open space easement.

3. PARCEL CONTROLS

(a) EXISTING STRUCTURES

The shipways bridge and deck shall be retained and restored.

(b) ACCESS

Vehicular access shall be restricted to those portions of the easement necessary to provide limited access directly across the easement to the piers.

(c) MATERIALS

The waterfront promenade shall be paved primarily of granite with edge protection constructed of granite bollards and chain or metal railing.

(d) LIGHTING

Continuous exposed lamp lighting shall be provided along the entire length of the promenade. The fixtures shall be similar to those used in the Shipyard Park.

(e) FURNISHINGS

Benches and planters shall be provided intermittently along the length of the promenade.

## PARCEL 2A

### 1. SITE DATA

#### (a) LOCATION

Between Eighth and Ninth Streets, First Avenue and the Seawall.

#### (b) PARCEL AREA

Approximately 6.4 acres of land.

#### (c) EXISTING STRUCTURES

Building 40 is a two-story structure built in 1863-4 as a heavy hammer house and rolling mill of steel, concrete and brick masonry.

Building 42 is a three-story complex of structures built between 1856 and 1917 as a machine shop. The structures are steel frame and concrete frame with brick masonry, wood and steel sash.

Building 196 is a two-story structure built in 1939 as a ship repair shop with steel structure, and brick masonry walls.

### 2. PERMITTED USES

Residential, convenience commercial, and public open space.

### 3. PARCEL CONTROLS

#### (a) EXISTING STRUCTURES

Building 40 - The facade shall be retained and restored, and the original roof line and monitor restored along First Avenue and Ninth Street.

Buildings 42-A, 42-C, 42-E, 42-N and 42-S shall be retained. The remaining additions may be demolished.

The first level of the facade link between 42A and 42C shall be retained.

Building 196 may be demolished except for the concrete foundation wall which shall be incorporated into the landscape plan.

#### (b) ADDITIONS

No additions will be allowed which increase the height or alter the integrity of the existing massing as seen from the public way.

(c) PARKING

Parking shall be provided within the existing walls of Building 40. The quantity shall be sufficient to satisfy the demand generated by the proposed uses.

(d) ACCESS

Vehicular access to the parking garage shall be via Ninth Street and the two existing openings in the East facade of Building 40.

A limited access roadway for resident drop-off shall be located between Buildings 42A and 42S, connecting Eighth Street and Ninth Street.

(e) PUBLIC EASEMENTS AND OPEN SPACE

A visual and pedestrian easement shall be maintained between Eighth and Ninth Streets along the limited access roadway noted above.

The plaza between Building 42 and the seawall shall be developed for use as public open space.

PARCEL 2B, 1B', 2B'

## 1. SITE DATA

## (a) LOCATION

Pier Six

## (b) PARCEL AREA

Approximately 0.9 acres of Pier, and 4.6 acres of water.

## (c) EXISTING STRUCTURES

Pier Six was constructed in 1956 with end-bearing concrete filled steel pipe piles and a concrete deck.

Building 228 is a two-story structure with steel frame, masonry walls and steel industrial sash.

## 2. PERMITTED USES

Marina related back-up facilities and parking.

Residential use may be permitted if it can be demonstrated that residential use is not feasible on Pier Five.

## 3. PARCEL CONTROLS

## (a) EXISTING STRUCTURES

Pier Six and Building 228 shall be retained.

## (b) PARKING

Not more than 50 parking spaces may be provided on the pier for marina-related use.

## (c) PUBLIC EASEMENT

Public pedestrian access shall be provided along the entire length of the Pier and a space, not less than 3,600 square feet, shall be provided at the end of the Pier for public use.

## (d) ACCESS

Vehicular access to the Pier shall be via a restricted access roadway connecting to the Eighth Street cul-de-sac.

PARCEL 3A, 3E, 3F, 3H, 3I

## 1. SITE DATA

## (a) LOCATION

Between Ninth and Thirteenth Streets, First Avenue and the water.

## (b) PARCEL AREA

Approximately 5.2 acres of land.

## (c) EXISTING STRUCTURES

Building 103 is a three-story building constructed in 1901 as a ship repair shop. Structure is concrete frame with brick masonry and wood sash.

Building 104 is a complex of two structures built in 1901 and 1939 respectively, as a ship fitters shop. The old (west) portion is steel frame, brick masonry with wood sash. The new (east) portion is steel frame, brick masonry and fiberglass.

Shipways Number One is a concrete incline ramp built in 1920.

Shipways Number Two is a concrete incline ramp built in 1945.

## 2. PERMITTED USES

Residential recreation and parking.

## 3. PARCEL CONTROLS

## (a) EXISTING STRUCTURES

Building 103 shall be retained and restored for residential use.

Building 104 (west section) shall be retained for residential and recreational use.

Shipways Ramps One and Two shall be retained and reused as bearing for new construction.

Building 104 (east section) shall be demolished.

## (b) AREAS FOR NEW CONSTRUCTION

New construction will be allowed on the elevated portion of the Shipways ramps and between Building 104 (old section) and Thirteenth Street.

(c) HEIGHT

The height of new construction in the shipway area shall not exceed 50 feet and west of 104 (old section) 30 feet.

(d) ACCESS

Vehicular access to the site and the parking structure shall be via Thirteenth Street

(e) PARKING

Sufficient covered parking shall be provided to satisfy the demand generated by the proposed uses.

(f) MATERIALS

New construction shall be concrete, masonry, metal and glass.

PARCEL 3B

## 1. SITE DATA

## (a) LOCATION

Pier Seven

## (b) PARCEL AREA

Approximately 2.4 acres of pier and 0.6 acres of water.

## (c) EXISTING STRUCTURES

Pier Seven was constructed in 1958 with end-bearing concrete filled steel pipe piles and a concrete deck.

Building 233 is a two-story structure with steel frame, masonry walls and steel industrial sash.

## 2. PERMITTED USES

Residential

## 3. PARCEL CONTROLS

## (a) EXISTING STRUCTURES

Pier Seven shall be retained. Building 233 may be demolished.

NOTE: Controls (b)-(f) for Parcel 1B also apply to Parcel 3B.

PARCEL 3C, 3B', 4B'

## 1. SITE DATA

## (a) LOCATION

Pier Eight

## (b) PARCEL AREA

Approximately 1.3 acres of Pier and 8.3 acres of water.

## (c) EXISTING STRUCTURES

Pier Eight was constructed in 1910 with wood piles and wood deck.

## 2. PERMITTED USES

Marina and parking.

## 3. PARCEL CONTROLS

## (a) EXISTING STRUCTURES

Pier Eight will be retained if feasible.

## (b) PARKING

Parking may be provided on the pier for marina-related use. The quantity and location of the parking must be approved by the BRA.

## (c) ACCESS

Vehicular access shall be via a restricted access roadway connecting to the Thirteenth Street cul-de-sac.

PARCEL 4A

## 1. SITE DATA

## (a) LOCATION

Between thirteenth and Sixteenth Streets, First Avenue and the water.

## (b) PARCEL AREA

Approximately 2.9 acres of land.

## (c) EXISTING STRUCTURES

Building 104 (see Parcel 31).

## 2. PERMITTED USES

Residential, ground floor commercial, professional office and parking.

## 3. PARCEL CONTROLS

## (a) EXISTING STRUCTURES

The eastern portion of Building 104 shall be demolished.

## (b) HEIGHT

The height of new construction shall not exceed 110 feet. The location of the 110 foot elements shall be limited to locations parallel to Thirteenth and Sixteenth Streets and perpendicular to First Avenue.

The height along the remainder of First Avenue shall not exceed 60 feet.

The height along the southerly edge shall not exceed 2½ stories (30 feet).

NOTE: An effort will be made to amend the Urban Renewal Plan so that the maximum height limit may be increased for the eastern portion of this parcel. If that effort is successful, the FAR established on the basis of the existing controls shall remain constant, the height of the eastern element shall be increased and the height of the western element shall be reduced by an equal amount.

## (c) ACCESS

Vehicular access to the site shall be via Thirteenth and Sixteenth Streets.

(d) PARKING

Sufficient covered parking shall be provided to satisfy the demand generated by the proposed uses.

(e) Materials

New construction shall be concrete, masonry, metal and glass.

PARCEL 4B

## 1. SITE DATA

## (a) LOCATION

Pier Nine, Pier Ten and Dry Dock Five.

## (b) PARCEL AREA

Approximately 2.0 acres of Pier, 0.7 acres of drydock and 6.7 acres of water.

## (c) EXISTING STRUCTURES

Pier Nine was constructed with wood piles and wood deck.

Pier Ten was constructed with wood piles and wood deck.

Dry Dock Five was constructed in 1942 of concrete with steel sheeting.

## 2. PERMITTED USES

Marina

## 3. PARCEL CONTROLS

## (a) EXISTING STRUCTURES

Piers Nine and Ten shall be demolished. Dry Dock Five shall be retained, repaired and remain flooded.

PARCEL 5

## 1. SITE DATA

## (a) LOCATION

Dry Dock Five and Pier Eleven area.

## (b) PARCEL AREA

Approximately 1.8 acres of land, 1.1 acres of pier, 0.7 acres of dry dock and 0.5 acres of water.

## (c) EXISTING STRUCTURES

Dry Dock Five was constructed in 1942 of concrete with steel sheeting.

Pier Eleven was constructed in 1956 with end-bearing concrete filled steel pipe piles and a concrete deck.

Building 226 is a one-story structure with steel frame, masonry walls and steel industrial sash.

## 2. PERMITTED USES

Hotel, Residential, Marina and Parking.

## 3. PARCEL CONTROLS

## (a) EXISTING STRUCTURES

Dry Dock Five shall be retained, repaired and remain flooded.

Pier Eleven shall be retained.

Building 266 may be demolished.

## (b) HEIGHT

The maximum height of new construction shall be 110 feet, unless the Urban Renewal Plan is amended to allow increased height on this parcel.

## (c) PARKING

Enclosed parking shall be provided on the site to satisfy the demand generated by the proposed uses.

## (d) PUBLIC EASEMENT

Continuous public pedestrian access shall be provided along the entire length of the Dry Dock and water's edge.

(e) MATERIALS

New construction shall be concrete, masonry, metal and glass.

(f) ACCESS

Vehicular access shall be via an extension of First Avenue.

PARCEL 6

## 1. SITE DATA

## (a) LOCATION

East of Sixteenth Street, between First and Second Avenue.

## (b) PARCEL AREA

Approximately 2.3 acres of land and 0.3 acres of pier.

## (c) EXISTING STRUCTURES

Building 131 is a three-story concrete and brick masonry structure.

Building 165 is a two-story concrete and brick masonry structure.

Building 206 is a two-story wood frame building constructed in 1942 as an office.

Building 225 is one-story concrete and masonry building.

## 2. PERMITTED USES

Hotel, Residential and Parking.

## 3. PARCEL CONTROLS

## (a) EXISTING STRUCTURES

All existing structures may be demolished.

NOTE: Controls (b)-(f) for Parcel 5 also apply to Parcel 6.

PARCEL 7

## 1. SITE DATA

## (a) LOCATION

East of Sixteenth Street between Second Avenue and Building 114.

## (b) PARCEL AREA

Approximately 2.7 acres of land.

## (c) EXISTING STRUCTURES

Building 178 is a one-story wood frame wood storage shed.

Building 193 is a two-story concrete and brick masonry scrap salvage building.

Building 203 is a two-story incinerator with steel and concrete frame and clad with sheet metal.

Building 277 is a one-story gas storage shed.

## 2. PERMITTED USES

Light Industrial

## 3. PARCEL CONTROLS

## (a) EXISTING STRUCTURES

All existing structures may be demolished.

## (b) HEIGHT

The maximum height of new construction shall be 35 feet.

## (c) PARKING

Parking shall be provided to satisfy the demand generated by the proposed uses.

## (d) ACCESS

Vehicular access shall be via Sixteenth Street.

## (e) MATERIALS

New buildings shall be constructed of materials which are compatible with those of adjoining existing or proposed structures.

4

ANDERSON NOTTER FINEGOLD INC.

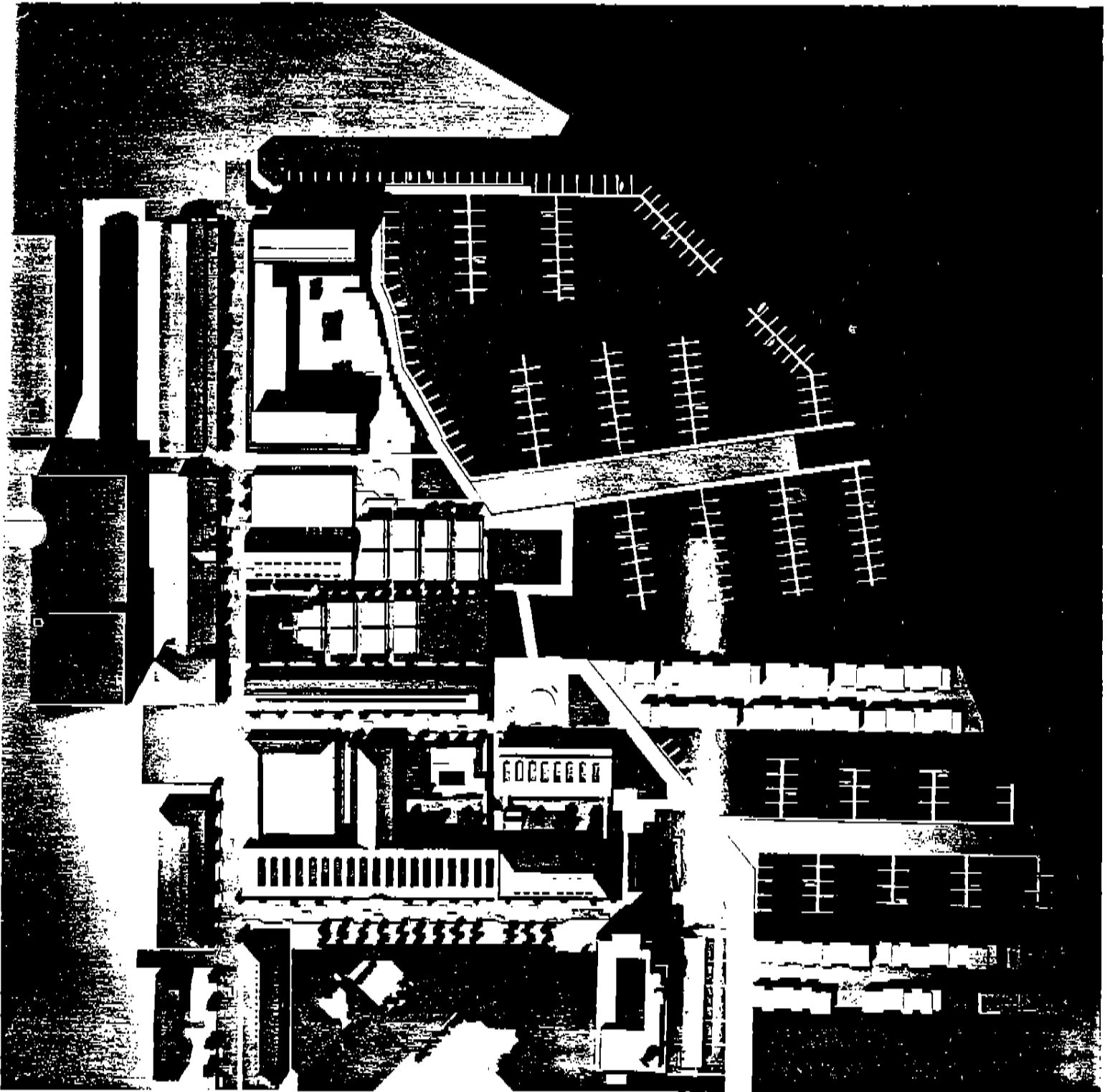
BOSTON NAVAL SHIPYARD AT CHARLESTOWN  
NEW DEVELOPMENT AREA  
PROPOSED DEVELOPMENT

INTRODUCTION

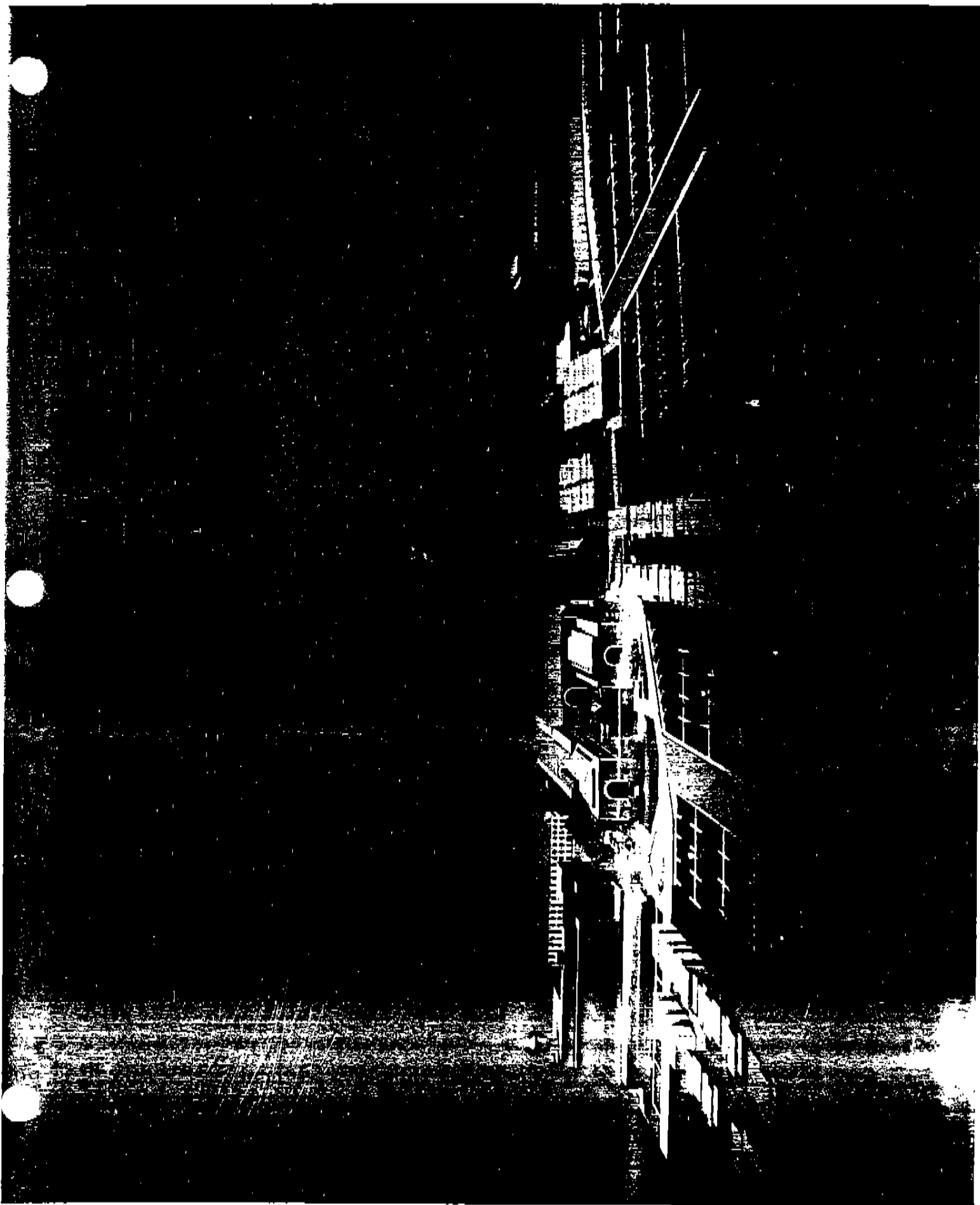
The proposed development of the parcels in the Navy Yard will be carried out over a period of 6-10 years. The physical improvements will be phased with construction beginning from the National Park and City Park at the south end of the yard, easterly in the sequence of parcel numbering.

Uses will include over 1,200 housing units of various types together with commercial, recreational, office, in incidental support uses.

The following is a parcel-by-parcel description of the proposed development.





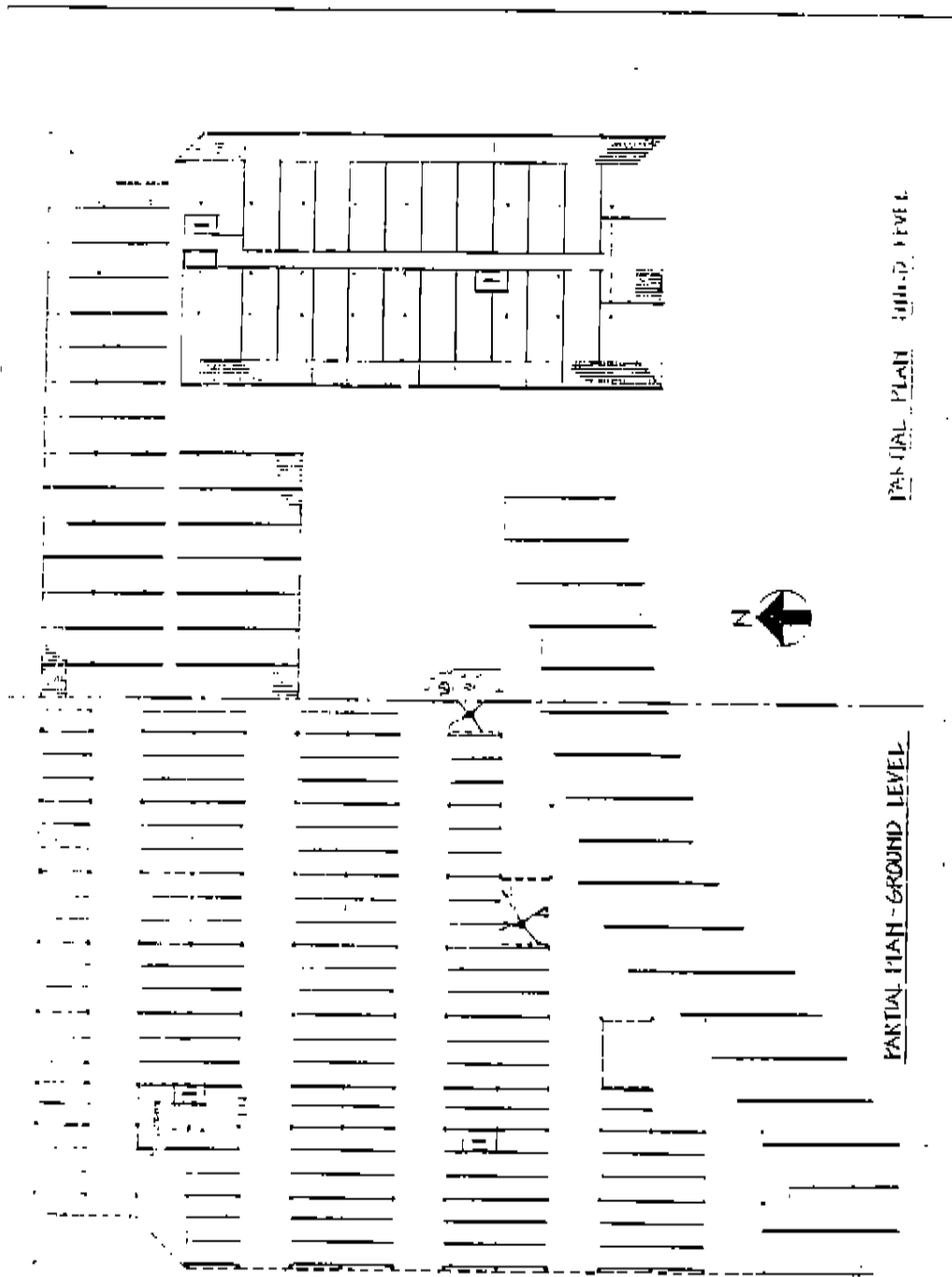


**ANDERSON NOTTER FINEGOLD INC.**PARCEL 4AEXISTING STRUCTURES TO REMAIN - NonePROPOSED USE - 376 apartments, 18 townhouses with 339 car garage

The development will consist of new housing construction between 13th and 16th Streets. This will consist of two 13-story apartment blocks, 110 feet above existing ground, lined on First Avenue by a 6-story structure equal in height and similar in profile to Building 106 across the street. The first floor of these structures will be a parking level covered by a walking deck. Two-and-a-half story townhouse units will be constructed at the south edge of the parking deck with automobile access from the inside.

Materials envisioned for new building consist of compatible brick and concrete. Current thinking is that new buildings will be concrete to contrast with the existing historic structures which are substantially all brick. Another approach foresees the new structures of brick with predominant architectural treatment being brick spandrilles similar to Building 197 which is comparatively modern when compared to the other existing structures.

The new buildings will be constructed to facilitate street uses on First Avenue as the intensity of other development picks up and such uses become economically viable. Pedestrian access from First Avenue to the water will be provided at several points between Building 103 and 16th Street in addition to 13th Street to maximize water contact from the interior of the yard.



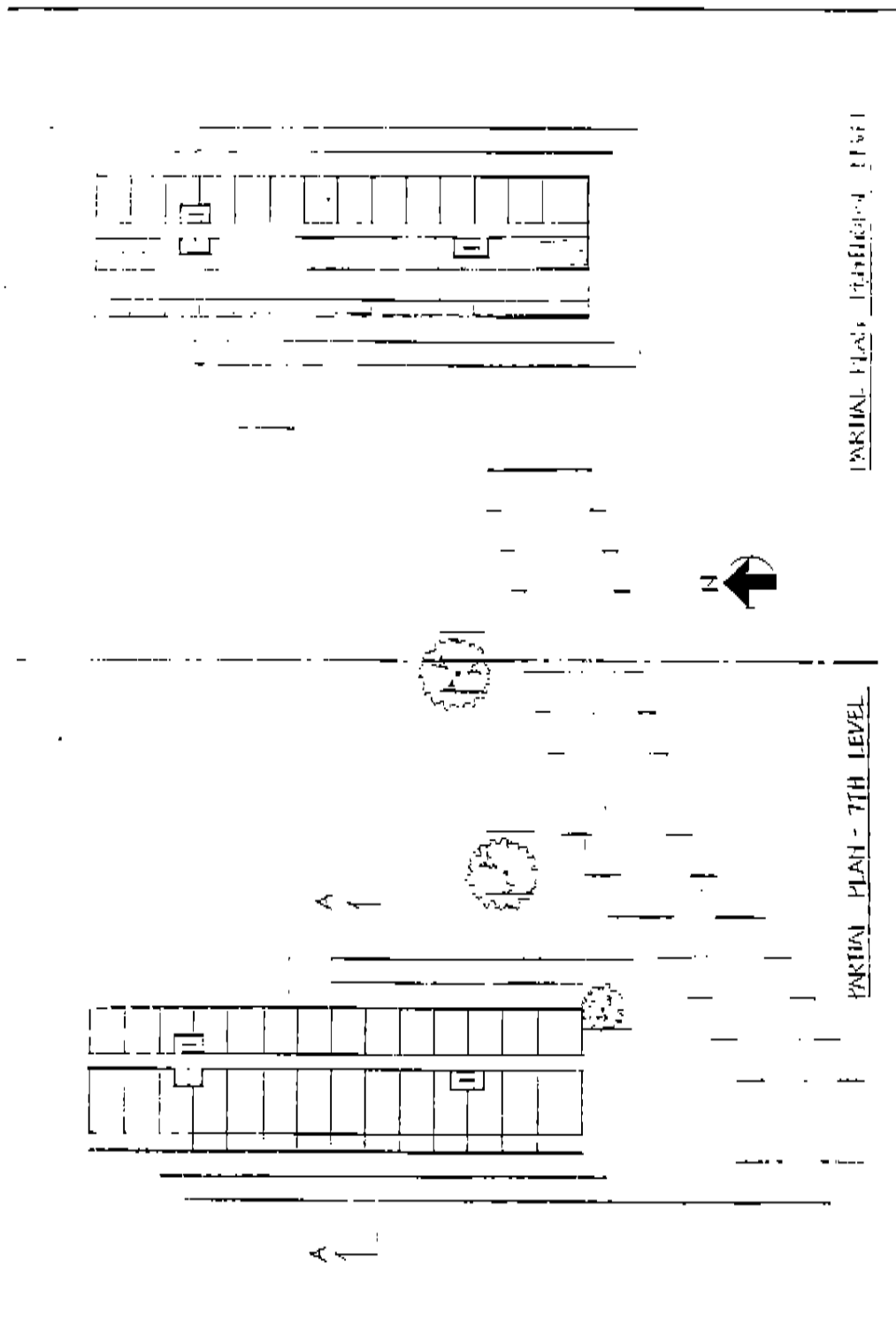
PARTIAL PLAN - 4TH FL. LEVEL

PARTIAL PLAN - GROUND LEVEL

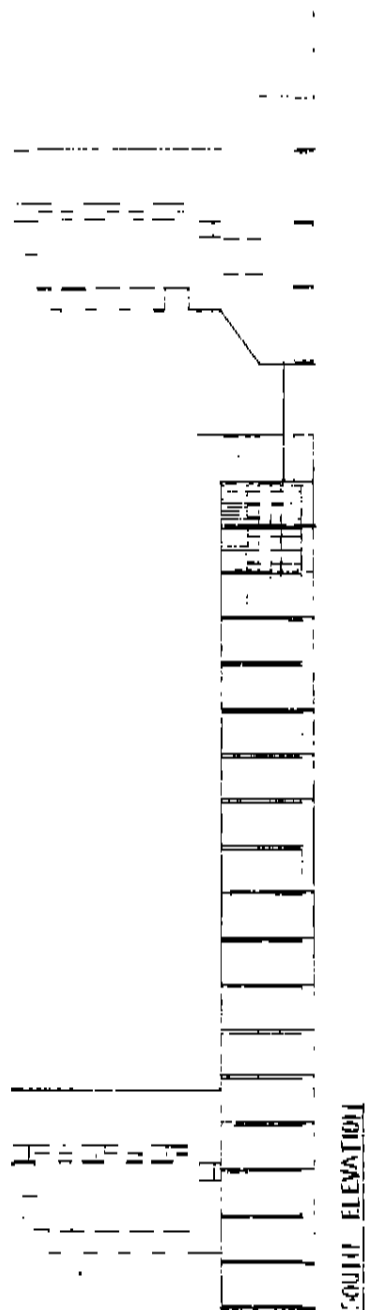
CHARLESTOWN NAVY YARD  
**PARCEL 4**

ANDERSON NOTTER FINEGOLD, INC. 77 Washington St. N., Boston Ma. 02114

DATE: 08/11/04  
 PROJECT NUMBER: 04-001



CHARLESTOWN NAVY YARD  
**PARCEL 4**  
 ANDERSON NOTTER FINEGOLD, INC. 77 Washington St N Boston, Ma. 02114

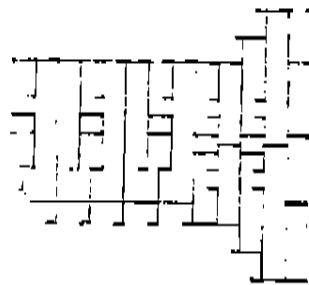


SOUTH ELEVATION

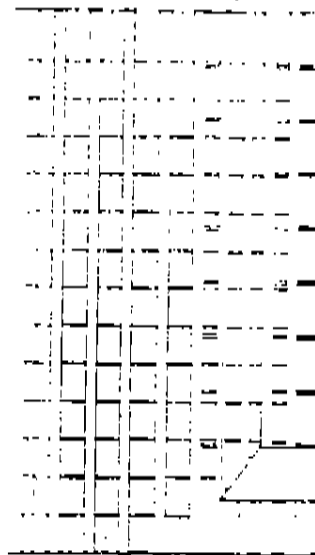
CHARLESTOWN NAVY YARD  
 PARCEL 4

ANDERSON NOTTER FINEGOLD, INC. 77 Washington St. N. Boston, MA. 02114

DATE: 11/11/03  
 PROJECT: 03-0001



SECTION AA



WEST ELEVATION



See Appendix

CHARLESTOWN NAVY YARD  
**PARCEL 4**

ANDERSON NOTTER FINEGOLD, INC 77 Washington St. N Boston Ma. 02114