

proceeding if the port had not restored citizen support for the port and its redevelopment efforts through the waterfront planning process. Each of the projects now under way is consistent with the plan, and has received the support of advisory groups formed specifically to help define and reach consensus on project goals and objectives prior to issuing requests for proposals to the development community. The projects have efficiently proceeded through, or appear destined to proceed through, the complex regulatory process of the waterfront. The San Francisco Planning Commission has amended the city's Master Plan to ensure consistency with the waterfront plan, and the Bay Conservation and Development Commission is in the process of following suit. In addition, these agencies have committed to join the port in providing early project design and to use review to eliminate the uncertainty so long faced by developers pursuing projects on the San Francisco waterfront.

Boston's waterfront

The Boston waterfront, as in San Francisco, is both a working port and the location for tremendous commercial real estate investment. The port of Boston competes with other major east-coast ports, including New York, which is less than a day's sail away. Because of this, it is undergoing revitalization for increased industrial, commercial, tourism and recreational uses.

Boston's maritime history has been written primarily in the four districts which frame the city's Inner Harbor: the Downtown/North End, Charlestown, East Boston, and South Boston. Created by filling tidelands, each of these waterfronts has undergone a cycle of maritime growth and obsolescence, resulting in vacant or fallow land ripe for reuse. While much of Boston's waterfront revival has yet to occur, some trends, some lessons, and some issues are already evident.

The Downtown/North End, Boston's original waterfront, was isolated from the rest of the city by construction of the elevated Central Artery in the 1960s. A primary purpose of Boston's massive "Big Dig" project is to place this expressway underground, reconnecting the waterfront to the downtown financial district and the historic North End neighborhood. Some of the wharves in this area retain their historic building stock, while others were cleared by the BRA and redeveloped with a mix of uses, including the New England Aquarium and an adjacent ferry and harbor cruise terminal.

Private development in the Downtown/North End area provides an evolution lesson in waterfront planning. The first such development was Harbor Towers, a high-rise luxury apartment complex built on a BRA wharf in the 1960s with no public access, closed lobbies, and a residents-only marina – a complete privatization of public tidelands. The Chapter 91 and Harborpark initiatives produced very different results. Rowes Wharf and the recently approved Battery Wharf include luxury residences also, but they are combined with hotels and restaurants, lively public uses on the ground floor, destination-quality outdoor spaces, year-round water transportation, and continuous, high-quality public use of the entire perimeter. The developer of Rowes Wharf was required to build and maintain one of the harbor's main ferry terminals as an integral part of the project.