

DRAFT

Hurley Building

Design Guidelines

October 16th, 2020



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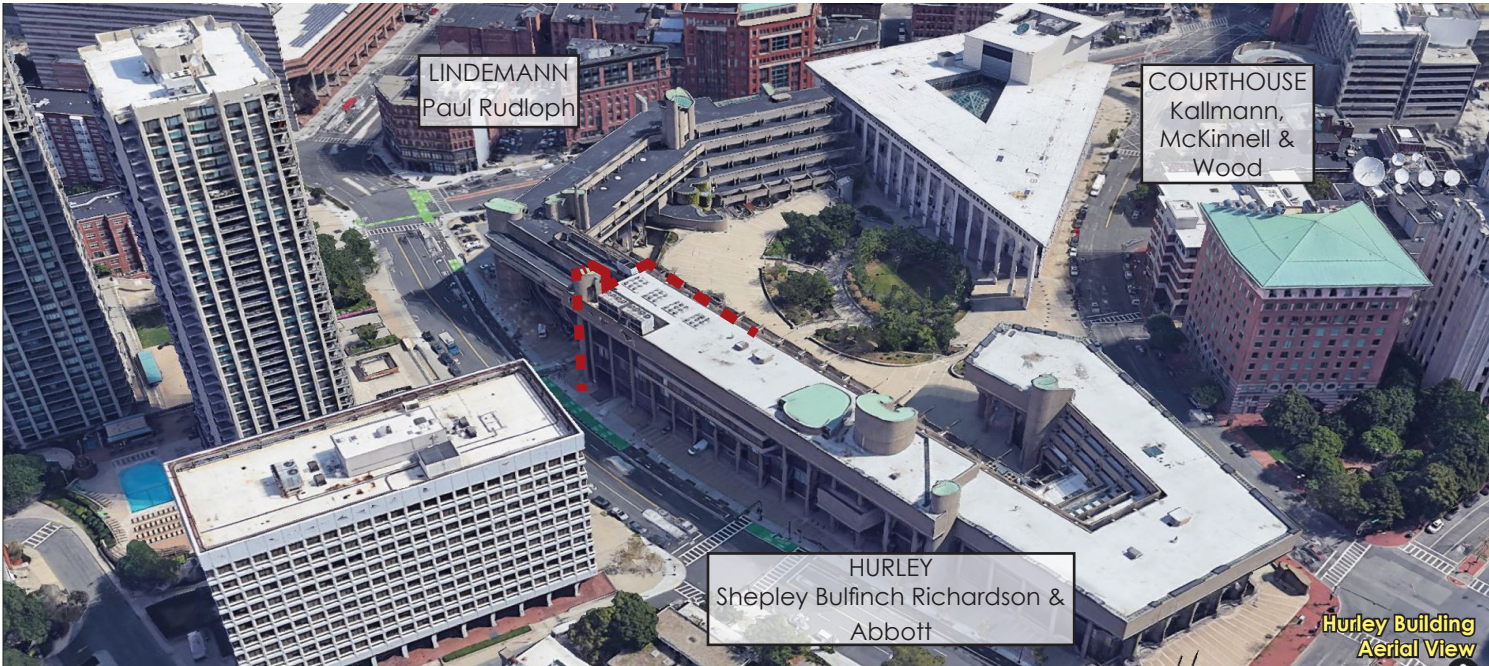
INTRODUCTION

The Charles F. Hurley building in Downtown Boston houses state offices for the Department of Unemployment Assistance, MassHire, and other Labor and Workforce agencies. As building and workplace standards have evolved and the structure has aged, the need to renew – and re-imagine – the Hurley building has become evident. The state's Division of Capital Asset Management and Maintenance (DCAMM) is looking for solutions that will improve the Hurley building and its site, to create a pedestrian-friendly location that better serves this vibrant part of the City – while respecting the site's history and improving on the quality and cost of office space for state employees.

The Hurley building is part of a composition of buildings and open spaces conceived by Paul Rudolph in the 1960's, but not fully realized (see the full Historic report¹). DCAMM acknowledges the important place the Hurley and Lindemann Buildings occupy in architectural culture, and the opportunities and challenges of Rudolph's plan. This site is ripe to be reconceived in a way that respects its historic importance, engages and invites people in, and exhibits innovations in sustainability - while fulfilling the Commonwealth's building needs.

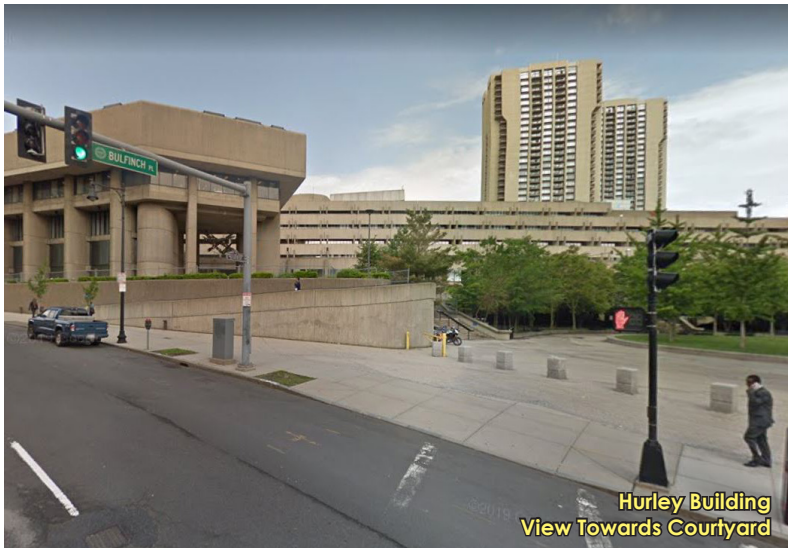
The purpose of this package of Guidelines is to set forth the goals that DCAMM seeks to achieve in redeveloping the Hurley Site.

1. "Boston Government Services Center: Lindemann-Hurley Preservation Report." Bruner/Cott Architects, with OverUnder and Stantec. January, 2020.





Hurley Building
Existing Cambridge Street Plaza



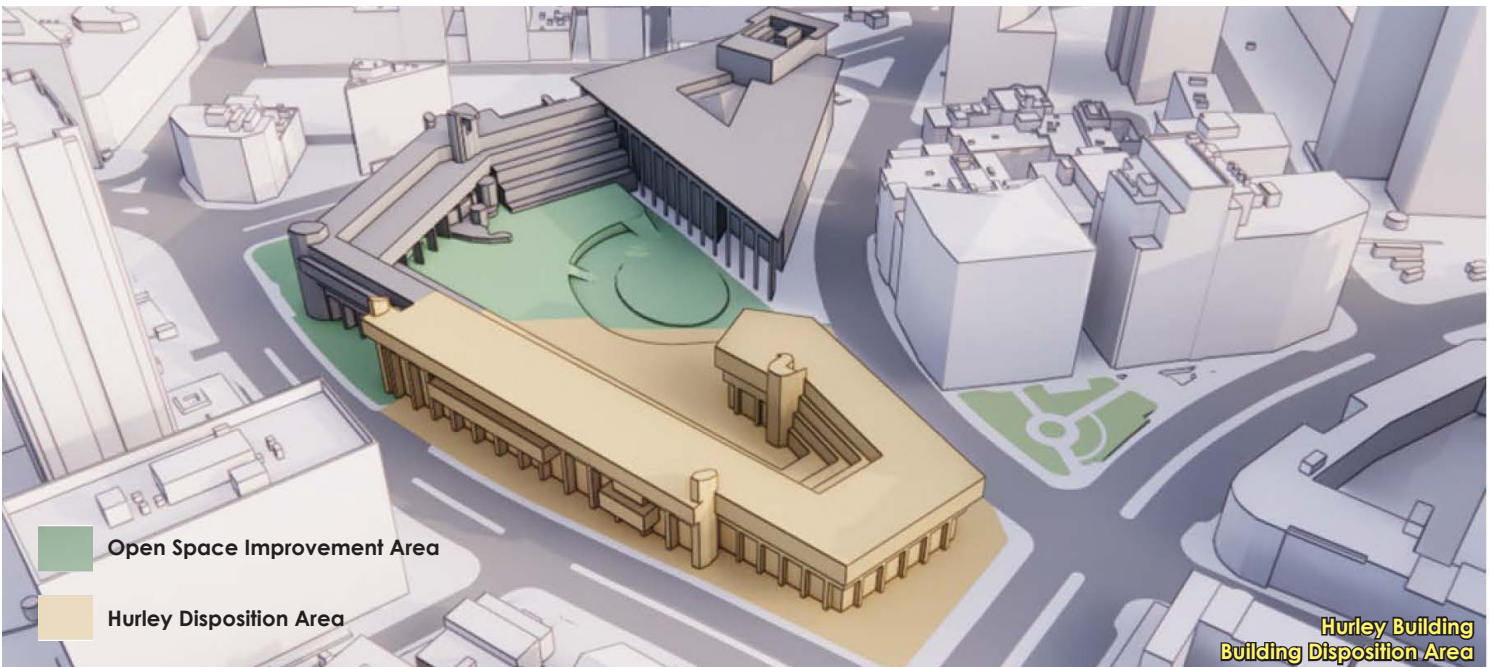
Hurley Building
View Towards Courtyard



Lindemann Building
Existing Merrimac Street Plaza

PROJECT SCOPE

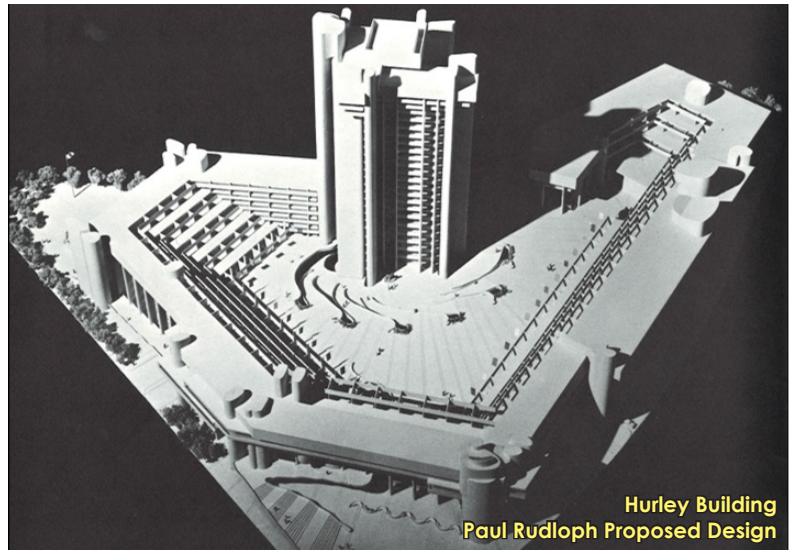
The Hurley building and its sidewalks, the plaza on Cambridge Street, and the site's interior courtyard (highlighted in yellow) constitute the primary location for renovation, new building additions and open space improvements. The Lindemann building is considered one of Paul Rudolph's most identifiable buildings; changes to the Lindemann building are not a part of this RFP. Development teams are encouraged to propose improvements that will restore the open space surrounding Lindemann (highlighted in green), and integrate it with the redevelopment site (in yellow). Especially of interest is how improvements to Merrimac Plaza could engage the central courtyard and increase through-block connections.



Hurley Building
Building Disposition Area



Lindemann Building
Stanford Street View - 1972



Hurley Building
Paul Rudolph Proposed Design



Lindemann Building
Exterior Walkway View

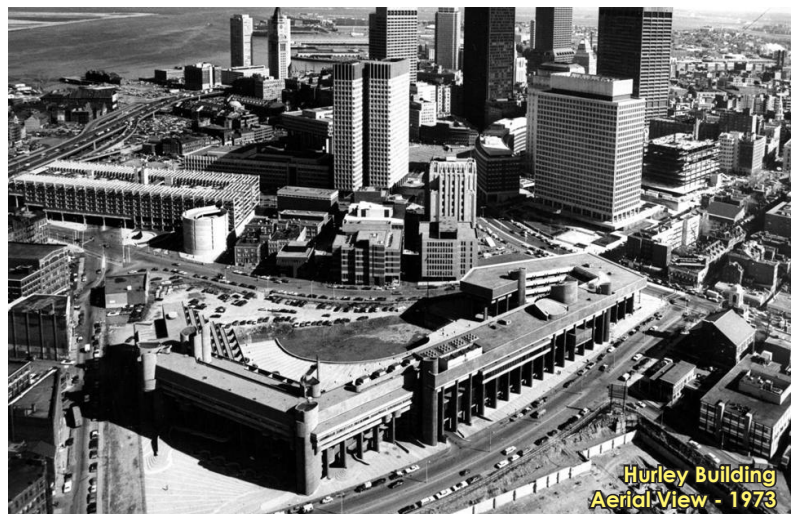
HISTORICAL SIGNIFICANCE OF THE LINDEMANN/ HURLEY CAMPUS

Paul Rudolph's work is recognized nationally and internationally as representative of an era of concrete modernism in the United States. The Hurley Building, designed by architects at Shepley Bulfinch Richardson and Abbott in collaboration with Paul Rudolph, was opened in 1971 as part of the Boston Government Service Center complex. This Urban Renewal Project was part of I.M. Pei and Henry Cobb's 60-acre plan for Government Center. Three concrete buildings were planned for the site, but only two of those were built. Today, the Hurley Building shares the site with the other original building – the Erich Lindemann Mental Health Center – and with the Edward Brooke Courthouse, which was added to the site several decades later.

Key defining features of the architecture of the Government Service Center include corduroy concrete; columns reaching several stories high spaced at regular intervals; prominent vertical elements that contain elevators, staircases, and bathrooms; and stepped terraces with sunshades surrounding a central plaza. Redevelopment should celebrate these features to the extent feasible through imaginative, (contemporary) adaptive reuse of the existing building.



Lindemann Building
Stairwell



Hurley Building
Aerial View - 1973



Hurley Building
View From Bowdoin Street



Hurley Building
View Towards Old West Church



Hurley Building
Stanford Street View

NEIGHBORHOOD CONTEXT

At the edge of Boston's West End neighborhood, beside Beacon Hill and Government Center, the Charles F. Hurley building occupies a prominent site in Downtown Boston. Each surrounding neighborhood has its own distinct architectural character, scale, and open spaces. From Beacon Hill's narrow streets and brownstones, to the Old West Church and modern high-rise residential and hospital buildings of the West End, to the brick and concrete 1960's and 70's government office buildings of Government Center and sleek new towers near North Station - each side of the Hurley/Lindemann complex offers something unique. It is important that design proposals acknowledge the physical context of the neighborhoods and amenities around the project site and create programmatic synergies that improve the local experience.



Hurley Building
Site Context Diagram



URBAN DESIGN

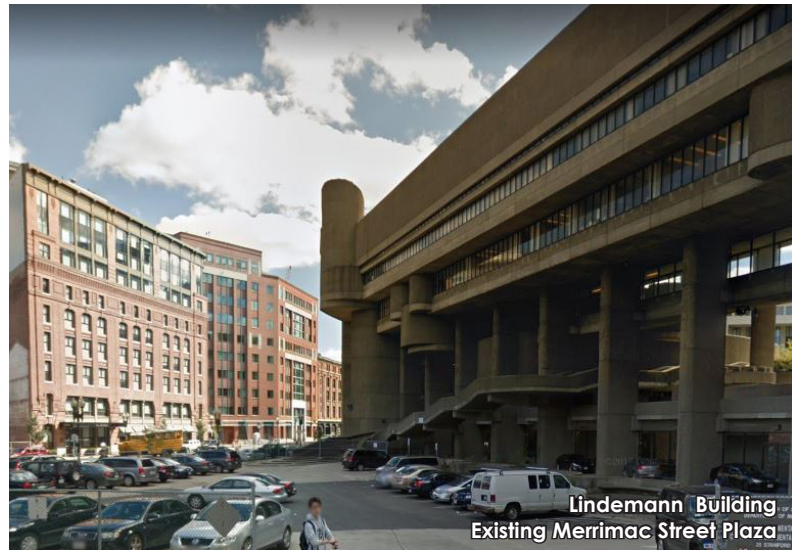
DCAMM encourages significant, creative, dynamic urban interventions that complement, celebrate, and improve the Hurley Building, its site, and the entire urban block. The Hurley building exhibits many qualities recognized from the era of concrete modernism, while at the same time it faces critical reactions to design flaws, deferred maintenance issues, and changes in its setting. By encouraging preservation of significant features along with adaptive reuse, DCAMM asks respondents to address the site's existing urban design challenges, including but not limited to:

- Complementing the monumental scale with additional elements at human scale.
- Seeking ways to activate the ground floor, sidewalks, and public spaces.
- Finding solutions that enhance what are currently under-utilized or poorly utilized paved plazas.
- Providing additional points of entry to enliven streets and plazas.
- Re-conceiving areas with concealed entrances, dark passages, or other unsafe urban conditions.
- Enhancing the connectivity of the central courtyard to improve its linkage to the city surrounding it, and
- Improving or removing loading docks on Stanford Street.





Hurley Building
Existing Cambridge Street Plaza



Lindemann Building
Existing Merrimac Street Plaza

URBAN DESIGN PRINCIPLE 1

PROVIDE HIGH QUALITY, LANDSCAPED ACCESSIBLE OPEN SPACES AT CORNER PUBLIC PLAZAS AND SAFE, PEDESTRIAN-FRIENDLY SIDEWALKS.

The sidewalks and large empty spaces in and around the Hurley Lindemann complex require thoughtful redesign to bring them up to modern standards (refer to Boston's Complete Streets Guidelines) of seating, lighting, planting, and security. Designs for the Cambridge and Merrimac Street plazas should reimagine them as places that the public and building users would want to spend time in as well as pass through. Areas for pedestrian enjoyment, public art, bike storage, and other street furnishings should be proposed with an eye to adding open space activities that complement the surrounding neighborhoods. With increased stormwater due to climate change, landscape should be employed as much as possible to soften harsh surfaces and control runoff.



Example For Reference
First Avenue Water Plaza- SCAPE



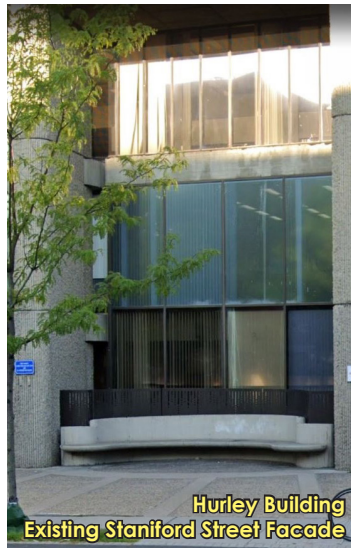
Example For Reference
First Avenue Water Plaza- SCAPE



Example For Reference
Harvard Plaza - Stoss



Example For Reference
18 Septemberplein - UN Studio



Hurley Building
Existing Stanford Street Facade



Hurley Building
Existing Concrete Benches

URBAN DESIGN PRINCIPLE 2

ACTIVATE GROUND FLOORS SO THAT PLAZAS AND SIDEWALKS ARE ENGAGING, PROMOTE COMMUNITY LIFE, AND ENRICH THE SENSE OF PLACE.

Along the Stanford and New Chardon street facades active programs should be placed at the ground level, including retail, restaurants, community spaces, entrances, and lobbies. Currently the ground floor does not align with the sidewalk level; interventions which improve on that connection and increase accessibility are important. Increased glazing could be used to reduce the solid facades that currently exist at the base of the Hurley building. Service and loading areas should be kept off of main facades as much as possible.



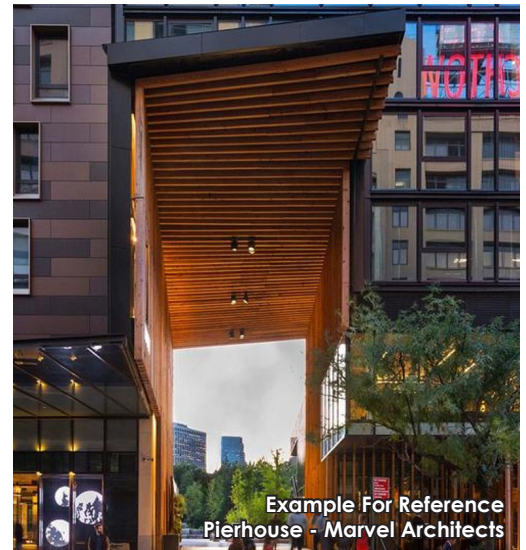
Example For Reference
1 Park Row - Fogarty Finger Architects



Example For Reference
Claire T. Carney Library - designLAB Architects



Hurley Building
Existing Stanford Street Facade



Example For Reference
Pierhouse - Marvel Architects



Example For Reference
Ithaca Commons - Sasaki

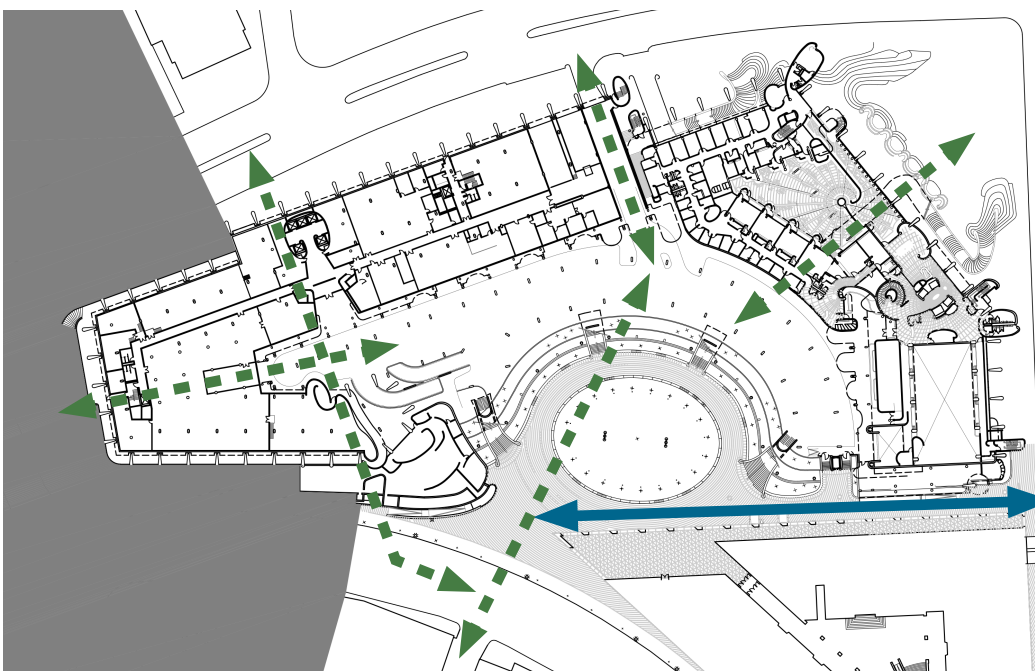
URBAN DESIGN PRINCIPLE 3

REDUCE THE 'SUPERBLOCK' EFFECT.

Pedestrians prefer neighborhood blocks that allow for a variety of experiences and convenient short cuts to their destinations. The existing Brooke arcade is already a major route from Beacon Hill to North Station.

DCAMM encourages the creation of a new 'Shared Street' (see definition in Boston Complete Streets Guidelines) between the Lindemann and Hurley buildings to allow passage for pedestrians and bicyclists across the site. Other connections through Hurley's lobbies, public cross-block corridors, and pathways that pass through the monumental Lindemann stair to Merrimac Street are encouraged.

Several possibilities are diagrammed here – these are only suggestions to encourage creative solutions.



Edward W. Brooke
Courthouse Connection



Potential Connections

Hurley Building
Potential Connections



MBTA Bowdoin Station



Charles MGH MBTA Station

URBAN DESIGN PRINCIPLE 4

MODERNIZE HOW PEOPLE GET TO THE SITE; FOCUS ON TRANSIT-ORIENTED DESIGN.

The Commonwealth is focused on leveraging the Hurley building's location to minimize traffic and pollution from the building renovation and additions. Mixed use urban sites such as this benefit from being served by multiple modes, clean transportation and electric vehicle charging infrastructure.

With three MBTA transit lines and commuter rail stations within a 5-minute walk (Orange, Blue, Green) and a fourth within a 10-minute walk (Red), as well as bus lines on surrounding streets, the site is extremely well served by public transit. Car and bike-sharing pick up and drop off locations should be planned in proximity to building entrances. Additional parking beyond DCAMM requirements should be minimized.



Example For Reference
Bike Share



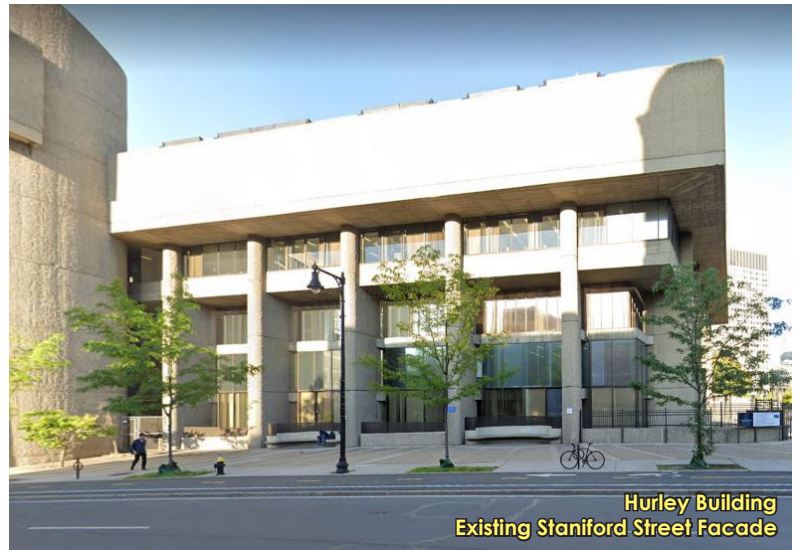
Example For Reference
Queens Plaza - Margie Ruddick Landscape



MBTA Government Center Station



Hurley Building
Existing Cambridge Street Plaza



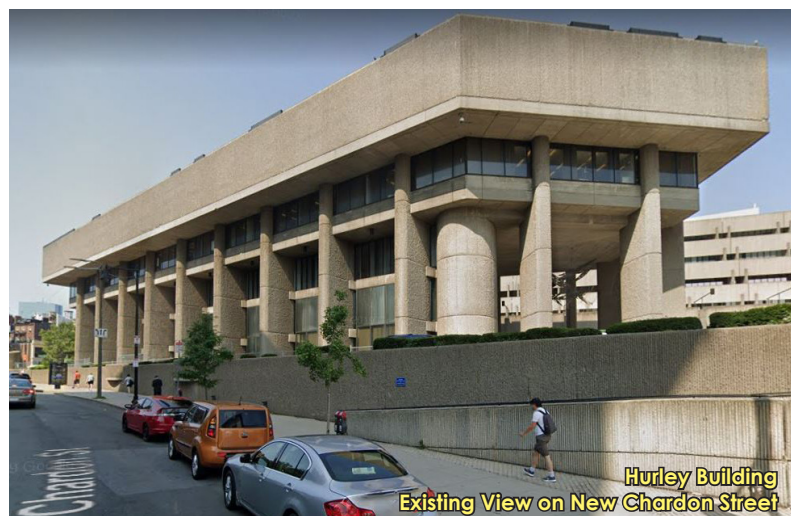
Hurley Building
Existing Stanford Street Facade



Hurley Building
Existing Cambridge Street Facade



Hurley Building
Existing Courtyard



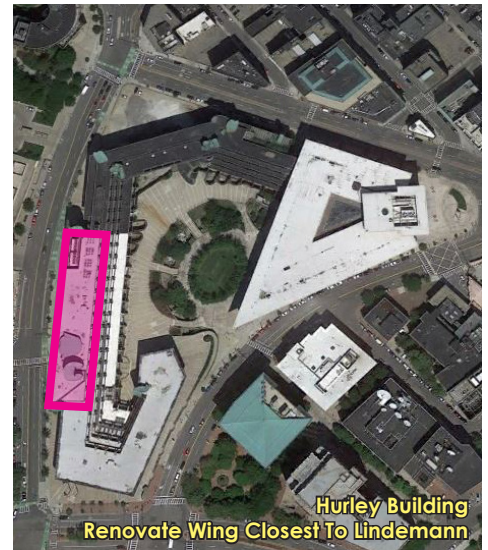
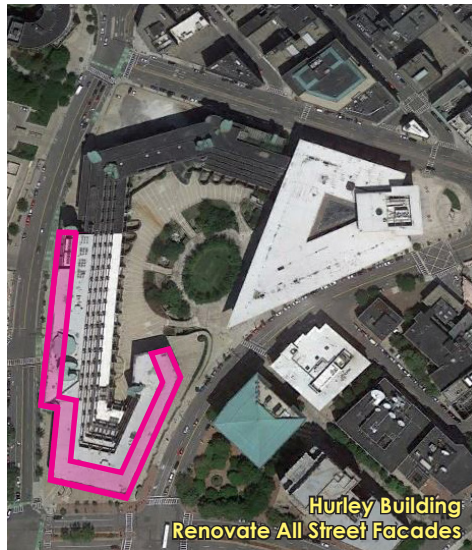
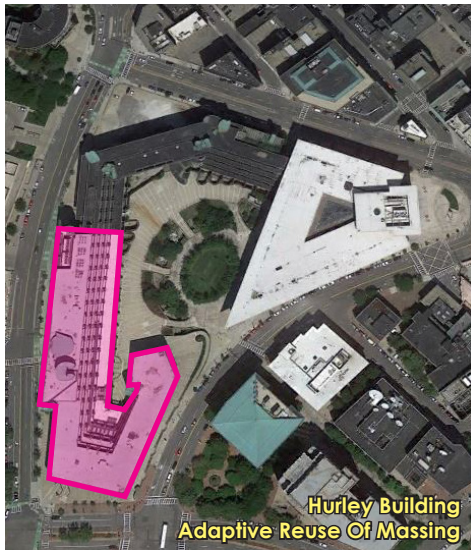
Hurley Building
Existing View on New Chardon Street

BUILDING DESIGN

DCAMM is seeking a solution that leads the nation in addressing a common challenge of adapting and adding to buildings of this vintage style. Design proposals should include contemporary innovative approaches, just as Rudolph's design represented innovation and public aspirations for its era. Renovations should take care to respect historically significant aspects of the existing structure while addressing the Hurley's challenges, including:

- Low performance envelope.
- Stepped courtyards that are hard to maintain and keep waterproof.
- Inefficient office floor plates.
- Upper level office space that has no windows.

Any building additions should be complementary in terms of use, form fenestration, and materials. Designers should use the Secretary of the Interior's Standards for Rehabilitation to guide decisions about changes, and new design elements should reinvigorate the site, transforming the public's perceptions of the site into a place they want to visit and spend time.

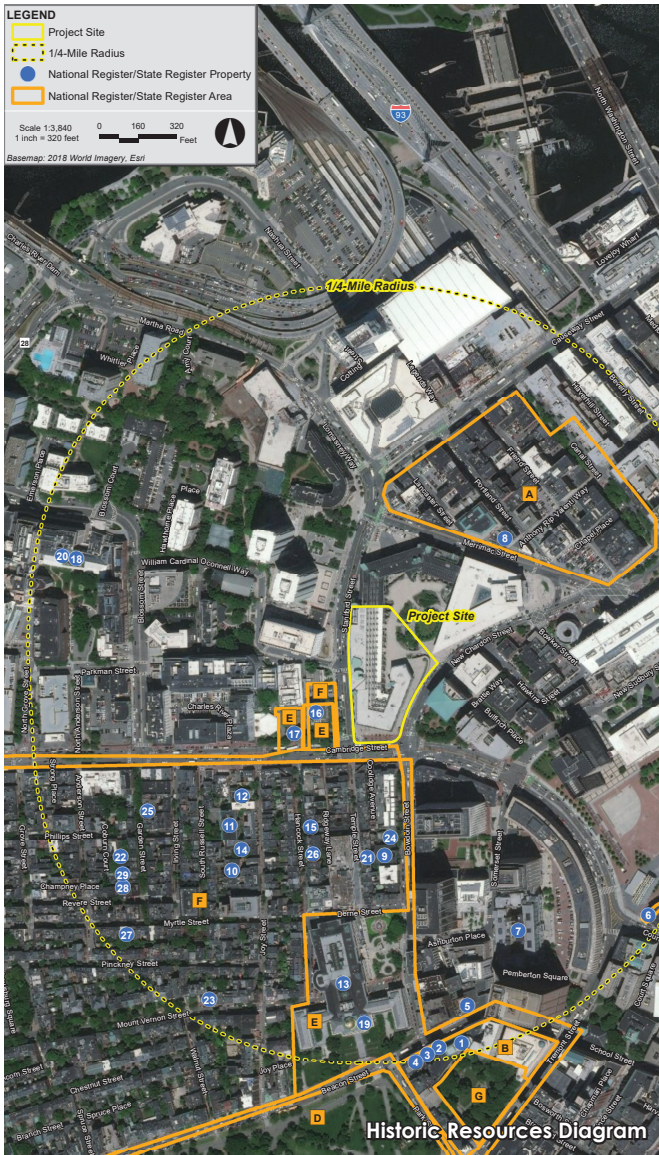


BUILDING DESIGN PRINCIPLE 1

PRIORITIZE ADAPTIVE REUSE / REHABILITATION

DCAMM encourages solutions that creatively adapt and reuse as much of the existing building as possible while also meeting other Commonwealth goals. At the same time, radical reimagination may be required to transform the project into a state-of-the-art building for its occupants and a pedestrian-friendly neighbor within its urban context. Reworking the original street elevations will involve both new construction and restoration to convey the original design intent while realizing the site's potential for more usable space. The opportunities for creative design are significant as the necessity to communicate Paul Rudolph's vision for the site.

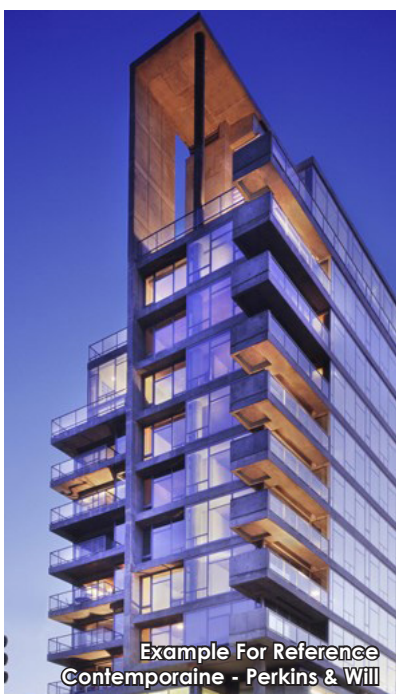




BUILDING DESIGN PRINCIPLE 2

DEVELOP AN INNOVATIVE AND COMPLEMENTARY NEW COMPOSITION OF MASSING AT VARIOUS SCALES.

The original, unrealized Rudolph composition included a mixture of heights and a central tower. This city block, north of Beacon Hill and between the North End and Government Center, is in an evolving zone of mid-rise and tall buildings, and an increase in density will not only help DCAMM meet their space needs, but also improve and enliven the site. At the same time, new building massing and height near the Lindemann building should be appropriately scaled. Any additions should also be sensitive to adjacent residential communities such as Beacon Hill and the West End, National Register Districts (Beacon Hill, Bulfinch Triangle), and National Historic Landmarks (Old West Church, First Otis House).



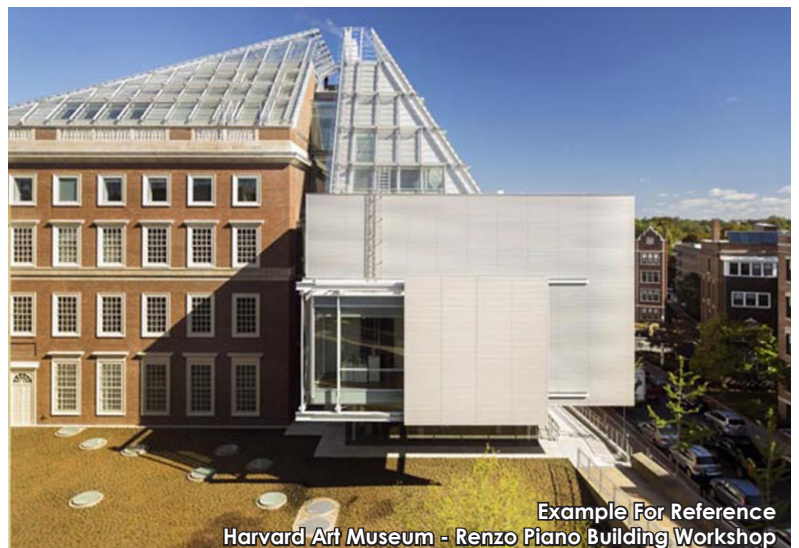


BUILDING DESIGN PRINCIPLE 3

CREATE A SIGNATURE NEW RENOVATION & ADDITION(S) THAT COMPLEMENTS THE EXISTING HURLEY/LINDEMANN/COURTHOUSE BLOCK.

DCAMM is looking for solutions that fulfill its program needs and meet current standards of Design Excellence. Design Excellence is defined by (but not limited to) an exemplary architectural outcome that is developed with best practice standards for modern planning and design, with state-of-the-art building infrastructure systems, and spaces that reflect the ideals of the Commonwealth. New buildings proposed should be a reflection of the Commonwealth's commitment to better stewardship of the State's assets, conveying universal design goals and enhancing resilience in the face of climate change and societal challenges.

DCAMM believes that any new construction on the site should be both exceptional and approachable, and that transforming the Hurley Building with inventive design ideas is critical to the project's successful approval and implementation.



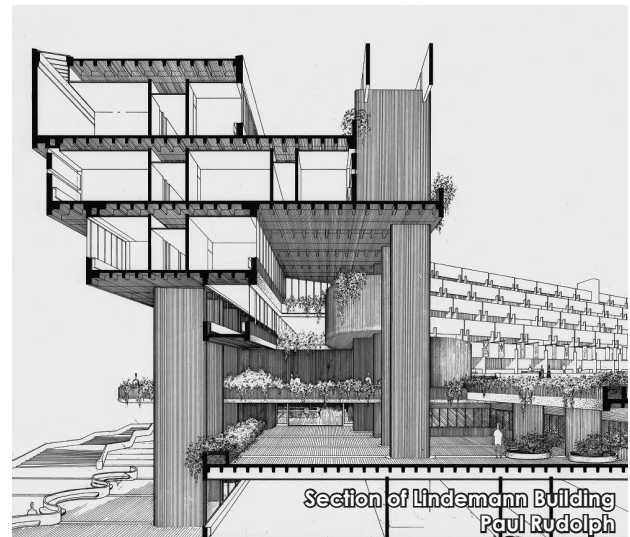
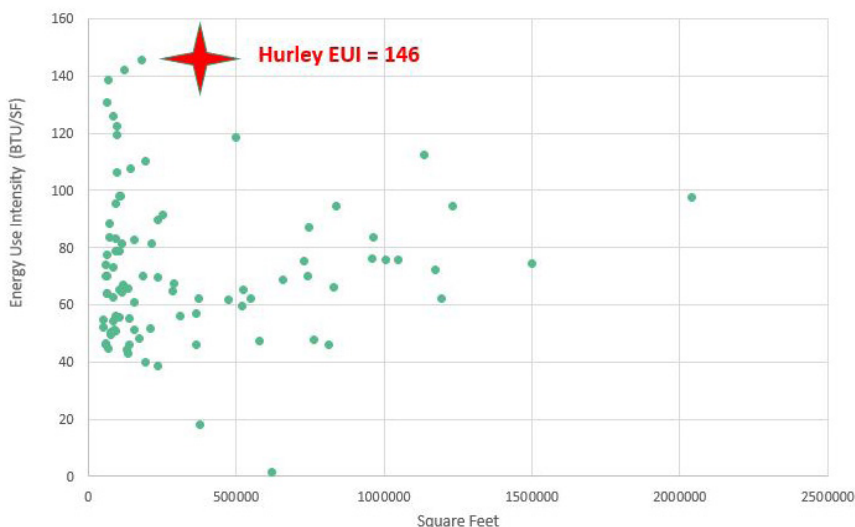


SUSTAINABLE DESIGN

The Hurley Building, a product of 1960's construction techniques and available materials, and the Hurley Site development should be a showcase of sustainable redevelopment strategies for similar buildings of this era in the Commonwealth. Upgrading and adding to buildings like the Hurley requires intensive analysis and imagination to retain their design essence while addressing occupant comfort and energy consumption. Full life-cycle analysis that includes operating and embodied carbon of the existing structures must be included in net carbon emission assessments.

Recognizing that the goals of sustainable and resilient design are interwoven with the goals of urban design and building design, the following guidelines pertain specifically to Sustainable Design Principles.

Energy Use Intensity of Commercial Buildings in Boston



Article 37 Green Building and Climate Resiliency Guidelines



SUSTAINABLE DESIGN PRINCIPLE 1

MEET BASELINE SUSTAINABLE AND RESILIENT DESIGN REQUIREMENTS.

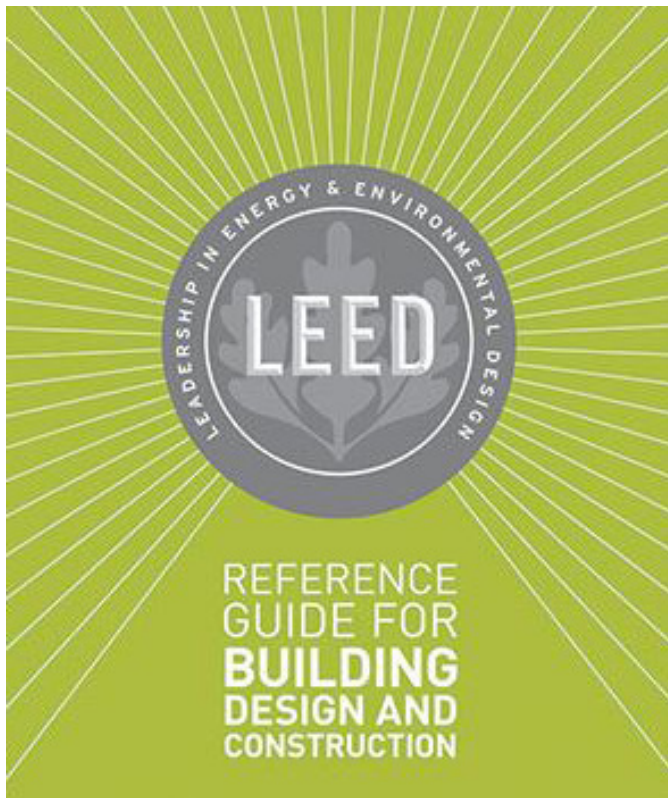
The City of Boston and the Commonwealth have developed robust regulatory frameworks for sustainable building and site design. The Hurley Site development is subject to these requirements, which include but are not limited to:

Executive Order No. 484 : Leading by Example - Clean Energy and Efficient Buildings applies to DCAMM, who will occupy a significant portion of the Hurley Site project. The sustainable design requirements include, but are not limited to:

- Mass. LEED Plus Certification;
- Energy Performance 20% better than the Massachusetts Energy Code;
- Independent 3rd party commissioning;
- Reduction of outdoor water consumption by 50% and indoor water consumption by 20% relative to baseline;
- Conformance with at least 1 of 4 identified smart growth criteria.

Article 37 Green Building and Climate Resiliency Guidelines of the Boston Zoning Code. Its sustainable design requirements include, but are not limited to:

- Zero Carbon Building Assessment including First and Life-Cycle Cost Assessment and Zero Energy Building Analysis;
- Climate Resiliency Checklist, utilizing Boston Zoning's Sea Level Rise – Flood Hazard Area mapping tool;
- Energy Modeling Report including an all-electric Low Energy Building solution;
- Goal of achieving all possible LEED credits and to construct the highest performing and most resilient building feasible;
- Expectation for project to fully utilize all available utility, state, and federal energy efficiency, green building, and resiliency funding and technical assistance;
- Requirement to achieve at minimum the 'Certifiable' level utilizing the most appropriate LEEDv4 rating system;
- Credit given for Historic Preservation – (1) of (4) possible Boston Green Building Credits applicable toward achieving a LEED Certifiable project as required.





Hurley Building
Existing Entrance



Hurley Building
Existing New Chardon Street Corner

SUSTAINABLE DESIGN PRINCIPLE 2

ADDRESS THERMAL PERFORMANCE OF EXISTING HURLEY BUILDING.

The air sealing and insulation of the existing Hurley Building's roof, basement, walls, windows, doors, and floors are well below today's standards, affecting the ongoing cost of operations and occupant comfort, and leading to higher energy use. Where the existing building is retained, the following issues should be addressed:

- Poor Thermal Envelope of Existing Hurley
- 8" thick uninsulated concrete walls
- Inadequate roof insulation
- 1/4" single glazed windows
- Metal window and door frames without thermal breaks
- Large areas of exposed cantilevered concrete floors

The challenge of upgrading the existing Hurley Building envelope's thermal performance while preserving the building's character need to be addressed with strategies that can meet the Secretary of Interior Standards for rehabilitation. Opportunities should be explored to incorporate green roofs and on-site renewable energy at appropriate areas of retained Hurley Building.



Hurley Building
Corner Detail



Hurley Building
Cambridge Street Facade



SUSTAINABLE DESIGN PRINCIPLE 3

GO BEYOND MINIMUM SUSTAINABLE AND RESILIENT DESIGN REQUIREMENTS.

The Hurley Site development project should endeavor to meet higher standards of performance, set target Energy Use Intensities (EUIs) below baseline EUI for similar code-compliant buildings, and balance embodied carbon with operational carbon assessments over the life-cycle of the development. Projects are asked to adopt as many of the following goals and standards as they are willing and able to achieve:

- LEEDv4 Gold certification or propose equally ambitious certification
- Natural gas-free except for emergency back-up power
- Net Zero Carbon – in compliance with Boston's proposed Net Zero Zoning; specifically include the embodied carbon of the existing Hurley Building and carbon emissions of demolition in the Zero Carbon Building Assessment required by Article 37
- Net Zero Energy – utilizing the Zero Energy Building Analysis of Article 37; options for certification include LEED Zero, ILFI and PHIUS+ Source Zero certifications
- Passive House (PHIUS or PHI) standard for residential use
- Adopt the all-electric building option required in the Article 37 Energy Modeling Report.
- Healthy, day-lit, and flexible space with potential for WELL or Fitwel certification
- Best practices in envelope design, including low window to wall ratio.

