

The WHARF GAZETTE

No.

FACT SHEET

April 30, 1975

- Project** will involve the joint ownership and renewal of the historic Congress Street Wharf as the headquarters facility for the Museum of Transportation and the Children's Museum. Each will retain its separate institutional identity and programs while reducing expenses by sharing a number of capital and operating costs.
- Wharf** is a 144,000 square foot, six story timber and brick structure built in 1888 and operated by the Atlas Terminal Stores Company as a wool warehousing facility. The Wharf is located on 65,500 square feet of waterfront property in South Boston bounded by the Fort Point Channel, Congress and Sleeper Streets, and Victoria Station Restaurant and Wolfers Lighting Equipment.
- Access** from downtown, the Central Artery, Mass. Pike, South Station is via Congress Street and Northern Avenue Bridges. Front door bus service links the Wharf with the South Station Red Line MBTA Station. Antique vehicle jitney service between Wharf and off-street parking, Aquarium and South Station and waterfront ferry is planned for future.
- Parking** for 70-100 cars is available on the site, with 250 off-street spaces within a two-minute walk, 700 within a four-minute walk, 1,500 within a six-minute walk. Ample on-street weekend parking is available and a 3,200 car South Station garage and other parking is planned for the future.

- Neighborhood which served for many years as the wool warehousing capital of the world (now is used for light industrial/office purposes) is slated for major redevelopment by Boston Wharf Company and Anthony Athanas (Pier 4). Other features include: Stone & Webster, Federal Reserve and Sheraton buildings; Victoria Station, Kevin's Wharf, Anthony's Pier 4, Jimmy's Harborside and Union Oyster House Restaurants; New England Aquarium, Tea Party Ship and Museum, Harbor Tours Dock; proposed South Station Transportation Center (passenger and commuter rail, inter-urban and suburban bus, MBTA rapid transit, parking).
- Collaboration between the two museums on the Wharf Project is being planned and supervised by several committees and will involve agreements on such matters as building ownership, shared programs and facilities, and coordination of fund raising, architectural and construction projects. Ownership will be divided into 37 condominium units following the regularly spaced fire walls and floors of the building. It is anticipated that 13 units will be owned by the Museum of Transportation, 13 by the Children's Museum, and 11 jointly by the two institutions. Each museum will have the right of first refusal on the sale of the other's property. Commercial and institutional tenants will be sought to occupy food service, theatre and retail facilities, as well as those areas of the building that the two museums will be unable to develop in the initial phases of the project.
- Phase I of the project includes the development of approximately 90,000 square feet of public, exhibition, program and support space, including approximately 20% shared and operated jointly by the two institutions. Closing on the building and the start of construction is scheduled for December, 1975, with preview opening targeted for April, 1977. Costs for the first phase of the project (including acquisition, renovation, program and moving expenses) estimated at \$3.5 million for the Children's Museum and \$2.5 million for the Museum of Transportation; to be raised over the next five years through separate, but coordinated capital fund drives.

Purchase

of the Congress Street Wharf was arranged by Stuart W. Pratt and Thomas Reardon of Hunneman and Company, Inc., agents for the owner, Raymond A. Carye of Boston. Mr. Carye had purchased the building from Atlas Terminal Stores in May, 1973 and had invested considerable time and money in developing plans for a major center for the interior design trades, when the bottom dropped out of the economy and virtually all new real estate development projects were postponed.

Studies

conducted over the last three years by the Children's Museum explored the economic and programmatic implications of more than a dozen sites throughout the downtown area, and led finally to the selection of the Congress Street Wharf. Partial support for those studies was provided by the Committee of the Permanent Charity Fund, Godfrey M. Hyams Trust, John Hancock Mutual Life Insurance Company and many of the consultants who contributed all or part of their time.

Study consultants included:

Gladstone Associates, economic
Cambridge Seven Associates, architectural
Le Messurier Associates, Inc./SCI, engineering
Carpenter & Company, real estate
Robert J. Corcoran Company, fund raising
Nessen & Csaplar, legal
George Cuker, Kent Corp., management
consultants in construction.