

The Fort Point District

100 ACRES MASTER PLAN

Boston Redevelopment Authority
with Fort Point Channel Working Group

SEPTEMBER 2006



CITY OF BOSTON
Thomas M. Menino, Mayor

BOSTON REDEVELOPMENT AUTHORITY
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The Fort Point District

100 ACRES MASTER PLAN

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INTRODUCTION

Overview

The area known as the 100 Acres, which makes up the southwestern portion of the South Boston Waterfront, contains approximately 88.7 acres, of which 35 acres are currently underutilized. This 100 Acres Master Plan will provide a framework for transforming these 35 acres of surface parking lots around the Proctor & Gamble/Gillette ("P&G/Gillette") plant, the USPS facility, and Fort Point historic structures to a vibrant 24-hour, mixed-use neighborhood anchored by over 11 acres of new public open space and almost 5.9 million square feet of development.

This Master Plan is the culmination of over five years of collaboration between residents, property owners, City and State agencies, and other interested parties. Together these groups have created a bold vision for the 100 Acres that incorporates a broad set of planning principles and addresses many concerns voiced during the community process.

Key elements of the Plan include:

- Defining a land use plan for the district;
- Recommending appropriate building heights and density;
- Preserving industrial uses while encouraging an increased mix of uses, and providing buffers around industrial uses to prevent conflicts with nearby commercial and residential uses;
- Ensuring that at least one-third of development is housing, including an expansion of artist housing, and aggregating residential elements around open spaces;
- Extending Harborwalk along the entire length of Fort Point Channel;
- Providing an open space connection from the South Boston Bypass Road/Haul Road to the Fort Point Channel;
- Identifying the P&G/Gillette Plant as a critical water-dependent use on the Fort Point Channel; and
- Establishing limits on the future build-out of the 100 Acres area, and implementing phasing of this development based on available and projected transit infrastructure capacity.

This Plan provides the framework for growth in the 100 Acres for the next 20 years. When complete, the area will contribute significantly to Boston's urban fabric, housing stock, and overall economy. It is anticipated that the incremental tax benefits flowing from development of this district will total more than \$47 million dollars annually and will create more than 12 thousand permanent jobs on site. The Plan also envisions a significant addition to the already diverse residential stock of the area. Over 2.3 million gross square feet of residential units (approximately 2,000 to 2,300 units depending on the final design) are expected, of which at least 15% (350 units) must be affordable.

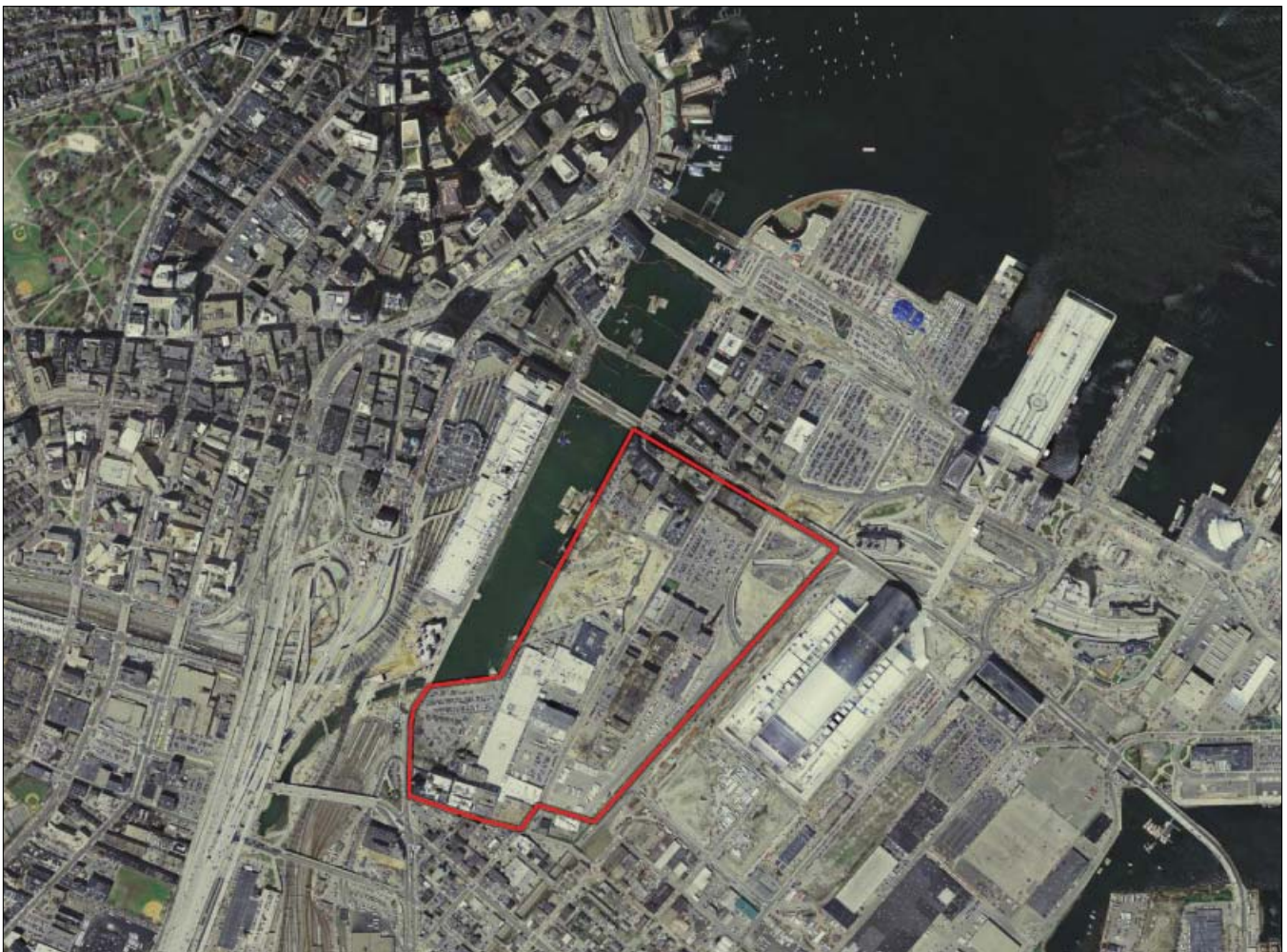
In addition to building a new neighborhood, development in the 100 Acres will also contribute significantly to the City's Linkage program. It is expected to add over \$33 million dollars to the City's neighborhood housing and jobs trusts to create new housing in other neighborhoods and support job training programs.

This Plan also incorporates a range of significant infrastructure improvements, which include:

- Improving connections between the highway systems to the local street network;
- Providing improvements to A Street;
- Providing direct truck access from A Street to the South Boston Bypass Road/Haul Road;
- Establishing individual development parcels and the local street network; and
- Identifying the private land parcels needed to upgrade the transportation infrastructure.

A key component of this Master Plan is an agreement between the major private land owners and the City on its implementation. All of the above infrastructure and public realm improvements will be phased and executed as part of the planned new private development. It is estimated that the value of the private land being contributed to new roadways and parks is \$191 million dollars, and the cost of this construction is approximately \$100 million dollars.

This Master Plan will provide the basis for an amendment to the City's South Boston Municipal Harbor Plan, as well as a Planned Development Area Master Plan that will codify the development rights and consequent public obligations associated with the privately-owned land.



100 Acres Aerial View

Planning Process

Beginning in May, 2001, The Boston Redevelopment Authority, in conjunction with the Boston Transportation Department, began to work with the Fort Point Working Group, which was composed of property owners, residents, and other interested parties, to develop a public realm plan to guide future development for the 100 Acres. The Working Group meetings were generally held every other week and were open to the public, and all were encouraged to participate. In addition, a mailing list of more than 250 people was used for notification of meetings.

The planning process began with an overview of all the current and previous planning efforts conducted concerning the South Boston Waterfront, which are summarized in Chapter II of this report. Once the planning history and context for the 100 Acres had been established, the Working Group reviewed issues related to the street grid system, access and transportation, open space, and land uses, including public and civic activities. The goal of the Working Group was to reach consensus on a public realm plan that incorporated principles and guidelines for new development and implementation strategies to achieve this common vision.

During this process, public agencies, neighborhood organizations, advocacy groups, and large property owners presented their plans and future visions for the 100 Acres. The working group viewed presentations by the Seaport Alliance for Neighborhood Design, the Fort Point Cultural Coalition, Save the Harbor/Save the Bay, the Massachusetts Water Resource Authority, P&G/Gillette, the United States Postal Service (USPS), Boston Wharf Company, Archon Group, and Beacon Capital.

In addition to these presentations, the five major property owners (P&G/Gillette, Beacon Capital, Boston Wharf Company, Archon Group [Boston Wharf's successor-in-interest], and the USPS) were asked by the BRA to actively participate in developing the transportation analysis, infrastructure improvements, land uses, street network, and open space scenarios for the district. Understanding

the area's transportation infrastructure was a critical component to this planning effort. Early in the planning process in November 2000, P&G/Gillette initiated a traffic study of the critical intersections involving potential access to and from its South Boston Manufacturing Center. This study was conveyed to the BRA in a report concluding that the previous planning initiatives had not adequately protected P&G/Gillette's ability to maintain satisfactory truck and other vehicular access to its South Boston Manufacturing Center.

Since one of the primary goals of the Master Plan is to establish the development potential of the 100 Acres without compromising the viability of the industrial and manufacturing uses in the area, it was clear that a more comprehensive transportation strategy would need to be developed to inform the Master Plan.

Towards this end, additional transportation studies were commissioned by other major land owners. These culminated in the BRA's hiring of Cambridge Systematics, Inc., in early 2004 to assist the Fort Point District Working Group in its evaluation of the transportation improvements proposals presented by the four major property owners, as well as develop a comprehensive transportation strategy for the 100 Acres. A Subcommittee of the Working Group was established to work with Cambridge Systematics. In June, 2004, the Subcommittee and the consultants presented their final transportation analysis of the 100 Acres to the Working Group. This report ultimately provided the basis for this Master Plan's recommended build-out and its phasing, which are discussed in Chapter V.

Parallel to these transportation analyses, the Working Group studied in great detail the many planning and urban design questions of land use, open space, density, and building heights, with the intent of developing the best-possible public realm for the district. These planning and urban design studies were conducted through focused presentations, sub-committee meetings, and charrettes. A number of different iterations of the site plan that is included in this Chapter emerged from these studies.



Property owner proposal, 2001



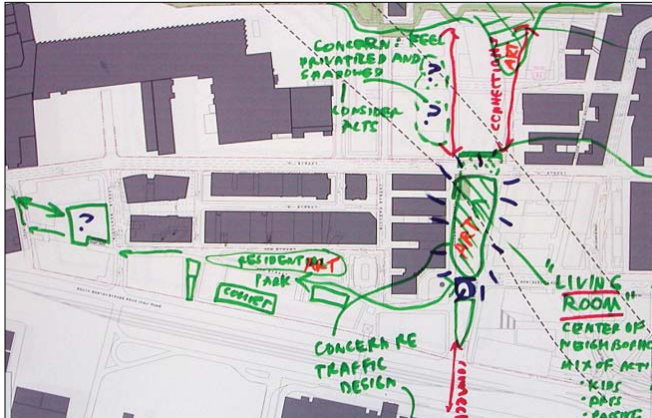
Site Plan, 2002



One highlight of this planning process was the Open Space Design Charrette held in February, 2004, in South Boston. The goal of the charrette was to engage the community in a design forum to specifically address open space and public realm issues in response to the 2003 site plan. Some of its important outcomes included ideas and sketches on planning principles, programmatic elements, and plans for open space, the street system, and pedestrian connections. These ideas were generated through discussion and brainstorming. The participants of the design charrette were divided into five working teams identified by different colors. An excerpt of the ideas and comments from each team is shown in the next few pages.

In summary, the most important ideas discussed at the charrette were the following:

- Use major open spaces to connect the Channel and Harborwalk to the areas east of A Street and the Boston Convention and Exhibition Center.
- Create different types of open spaces for different needs, such as passive open space and active recreational open space.
- Ensure connectivity between ground level uses and open space.
- Recognize that quality of open space is more important than quantity of open space.
- Employ open spaces to connect to and serve the traditional South Boston residential neighborhood.



Blue Team: Connectivity from the Channel to Inland Parks

Blue Team:

Design Issues:

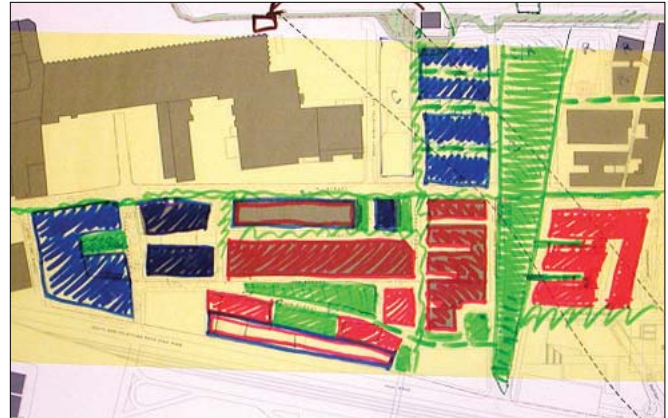
- The district can be a unique neighborhood with unique open space opportunities for both residents and visitors.
- The Plan should provide the right quantity and types of open space and uses.
- Open space design must reflect the area's micro-climate.
- Open spaces must provide easy access to all residents, including children and seniors, at any time, for any use.
- Public process needs to incorporate the artist community's creativity when planning and designing the streetscape.
- The district's alleys are part of the urban fabric and can be designed for informal uses.

Use Program:

- P&G/Gillette and the other industrial uses in the area must be protected.
- The district must establish unique intrinsic programming such as arts programs.
- The waterfront requires a boat landing and boat slips open to the public.
- Playgrounds for dogs should be provided.

Circulation:

- The Plan must address connections to the traditional South Boston residential neighborhood, downtown, and the waterfront.
- The Plan must mitigate regional traffic so it does not impact the district's traffic conditions;
- The Plan should promote bicycle use and walkability of the area and minimize auto dependency.
- A Street must be made pedestrian friendly.



Green Team 1: Residential around Open Space and Commercial as a Buffer to Industrial Use

Green Team 1:

Design Issues:

- The Plan must identify the Fort Point District as an artist and cultural community.
- Open space must be accessible and usable. It is not just a visual or decorative amenity.
- Open space design needs to take into account maintenance and costs issues.
- Sustainable design strategies must be incorporated.
- The Plan must enhance existing streetscape design, wayfinding systems, and landmarks with public art elements.
- Temporary or permanent art works from local artists can be located along Fort Point Channel, endowed by major landowners, developers, and the City's Parks Department.

Use Program:

- Locations of the proposed open spaces must take into account the uses of their adjacent buildings.
- Open space must provide maximum flexibility for various programs, such as public performances, outdoor evening movies, ball games, dog walking, and multipurpose uses.

Circulation:

- Any traffic interference with residential areas must be mitigated.
- Open space can be used as a pedestrian connecting element to transit stations to the south and north of the 100 Acres.



Green Team 2: Larger open space would require taller buildings.

Green Team 2:

Design Issues:

- Buildings must be planned in concert with open space.
- Height restrictions over the tunnel box where tall buildings are not allowed will result in locating taller buildings off the tunnel box.
- Gathering spaces must be located near the Channel to maximize public access to the waterfront.
- Open space must be located close to the residential areas.
- Multiple connections must be established between open spaces.

Use Program:

- The open space uses could include two basketball courts, one tennis court, a multi-functional junior soccer field, playgrounds, fountains, community gardens, game tables, outdoor movies, performance spaces, public art, docks, and dog run spaces.



Yellow Team: Central Park with Active Sidewalk Activities

Yellow Team:

Design Issues:

- View corridors toward the city need to be created.
- The Plan must address the district's history.
- The district's streetscape and public realm must be designed with art components.
- Public art can be utilized as landmarks throughout the district.

Use Program:

- Outdoor and indoor arts emporium with high visibility should be planned.
- The Plan must encourage indigenous local businesses.
- Community benefits could include a wool industrial history museum.

Circulation:

- Pedestrian connections to transit stations must be established.



Red Team 2: Variety of Open Space Type and Size



Red Team 1: Separation of Open Spaces

Red Team 1:

Design Issues:

- The Plan must consider trade-offs between density and open space.
- As many view corridors as possible from A Street toward the waterfront must be created.
- Open spaces are not just ornamental spaces.
- Some iconic architectural elements in the existing P&G/Gillette plant should be preserved.
- Outdoor public uses must relate to the adjacent buildings' indoor uses.

Red Team 2:

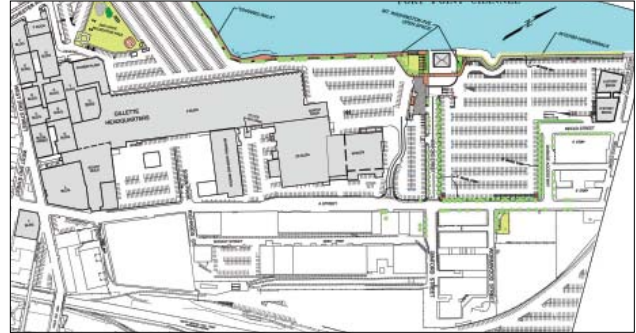
Design Issues:

- Fort Point Avenue is a primary and signature boulevard of the area.
- Land use planning must consider potential conflicts between commercial and residential uses.
- Residential and industrial uses must be buffered to minimize potential conflicts.
- Open space needs sufficient air and sunlight exposure.
- Outdoor cafes are encouraged on sidewalks and in the parks.
- Open space must be oriented toward the Channel.

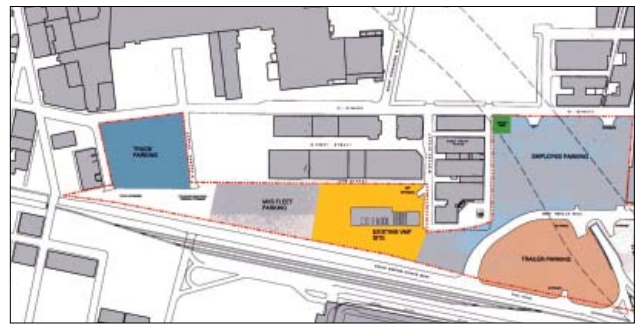
The design charrette helped to identify some of the most important planning issues for the community and was instrumental in advancing a series of Plan iterations. Its most significant contribution was to the size, form, and location of the proposed public open spaces and their impacts on the overall development potential of the various building parcels. Many other ideas developed during the design charrette were also eventually incorporated into the 100 Acres Master Plan.

Throughout the course of the planning study, the working group tackled many difficult issues. The economic feasibility and the long-term maintenance costs of ensuring a high-quality public realm, as well as the relationship between the amount of open space and building height, were particular concerns of the dialogue.

In the end, due to the genuine openness and collaborative spirit of the planning process, as well as the dedicated and timely efforts of all the parties involved, a bold plan incorporating new ideas and approaches to their implementation was developed in January, 2006.



Gillette Post-CA/T Plan/ Existing Conditions



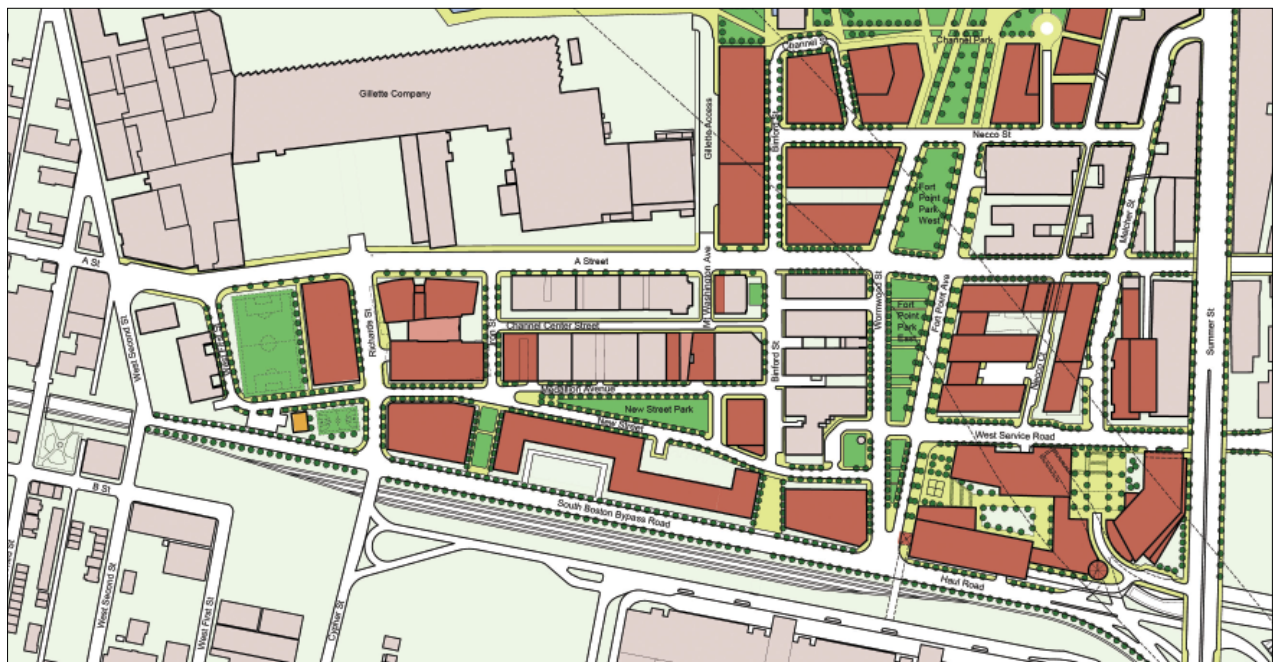
USPS Existing Conditions



Site Plan, 2003



Site Plan, 2005



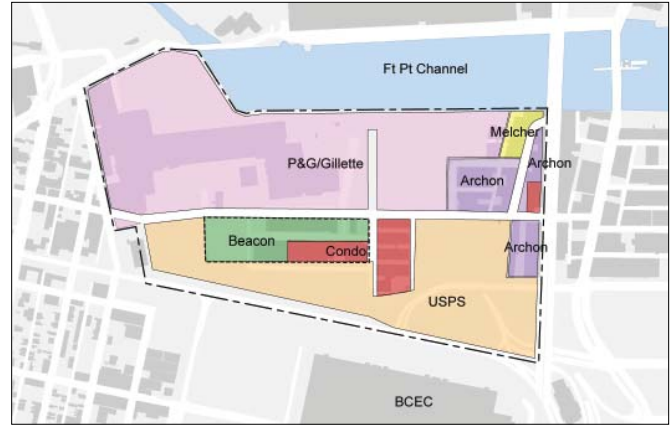
Site Plan, 2006

CONTEXT

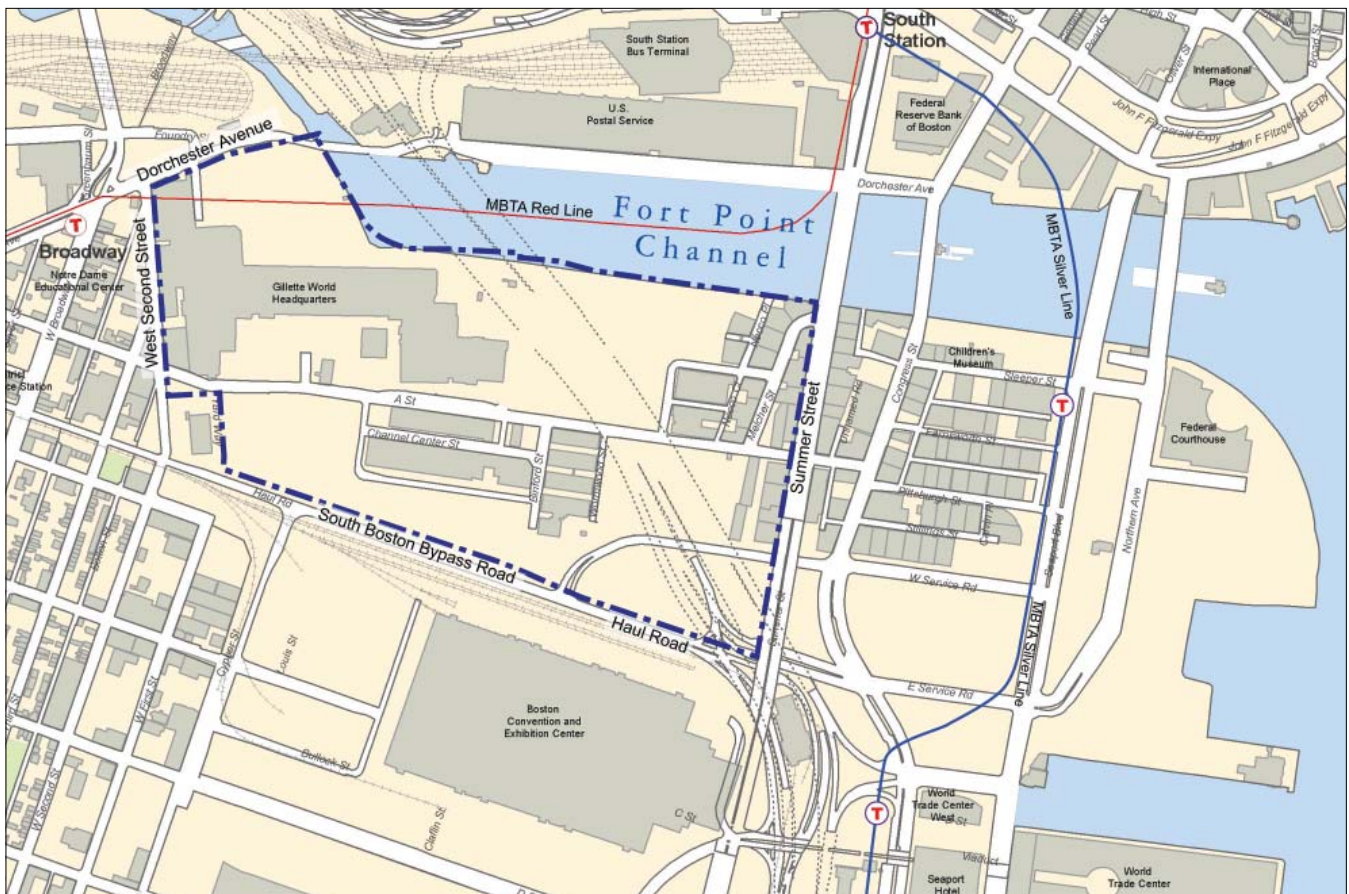
Planning Area

The 100 Acres is the southwestern portion of the South Boston Waterfront. The planning area is bounded by the Fort Point Channel and Dorchester Avenue to the west, Summer Street to the north, the South Boston Bypass Road/Haul Road to the east, and West First Street and West Second Street to the south. The site area in fact contains approximately 88.7 acres, of which 35 acres is currently underutilized.

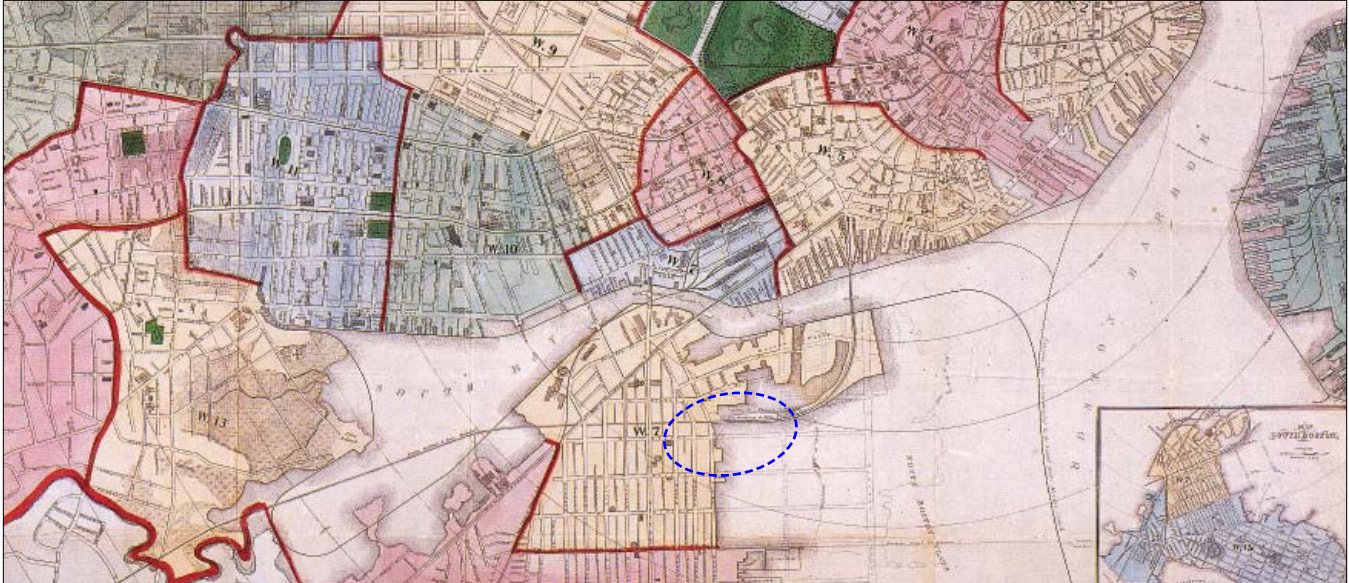
The site's ownership is concentrated among several large landholders. These are the P&G/Gillette Company, the USPS, Archon Group, and Beacon Capital Partners, Inc. These four landowners own approximately 93 percent of the entire site. There are also several other smaller land and condominium owners, including 249 A street Artist Cooperative, Melcher Properties, Midway Studio, and Fort Point Place Condominium.



Ownership



Planning Area



Fort Point Channel, Boston, 1870

Site History

Most of the land now known as the South Boston Waterfront was originally tidal marsh, surrounding a peninsula of about 600 acres separating Boston Harbor and South Bay from Dorchester Bay. The Fort Point Channel itself was laid out and its first granite seawalls constructed in 1837. The Fort Point Channel gradually filled with bridges: Broadway in 1871, lift-spans at Congress Street in 1875, Summer Street in 1900, and Northern Avenue in 1908 all connected the downtown to what had become Boston Wharf Company lands.

South Boston has long been one of the city's centers of industrial employment. Beginning in the 1880s, warehouses, machine shops, a sugar refinery, two elevator manufacturers, and new docks filled land to the northwest along the Fort Point Channel. Between 1895 and 1900, South Boston became the center of the wool trade, and for many years thereafter, nearly all the lumber and sugar brought into Boston was stored on Boston Wharf property.

The local industries shifted over time from iron, glasswork, and rail and ferry shipping to machinery, brick, wagons, soap, elevator, and beer manufacturing. Then, in 1905, based on the revolutionary notion of creating a disposable razor blade cut from strips of thin sheet steel, the P&G/

Gillette Safety Razor Company opened its South Boston plant next to the Fort Point Channel. The company relied on the Channel as both its direct shipping route and a natural resource in the form of process cooling water for its manufacturing needs. Later, as its shipping modes shifted to container shipping and relied increasingly on vehicular transportation, truck routes were designated in South Boston to keep these industrial uses viable. The South Boston Bypass Road, which abuts the easterly boundary of the 100 Acres, is one example. Today, P&G/Gillette remains the largest industrial employer in the city, and it must be reinforced and protected as one of Boston's important economic engines.

P&G/Gillette's impact on the local, state, and regional economy has long been significant. Its original facility, established in 1905 on the site of its current South Boston Manufacturing Center, was the world's largest facility dedicated to the manufacture of razors, and it remains P&G/Gillette's World Shaving Headquarters today. The personal grooming products manufactured in South Boston generate a significant portion of P&G/Gillette's worldwide revenue. This manufacturing operation is wholly dependent, however, on the availability of cooling water from the Fort Point Channel for use in the various



Gillette Razor Company plant on Dorchester Avenue between West First Street and West Second Street in 1920s.

processes utilized at the South Boston Manufacturing Center. The Center has permits allowing it to withdraw up to 60 million gallons per day, but presently is withdrawing less than it is allowed.

Significant manufacturing employment in the city and region remains a direct benefit of P&G/Gillette's presence. P&G/Gillette is the single largest manufacturing employer in Boston, and one of the largest in New England. The South Boston Manufacturing Center has at times operated on a 24-hours-a-day, 7-day-a-week basis, and it currently employs approximately 1,800 employees on multiple shifts.

Tax revenues are also significant benefits of this activity. P&G/Gillette has invested approximately \$1 billion over the last decade in updating the Center to make possible its current manufacturing capacity, and has recently committed to the investment of an additional \$200 million in coming years. P&G/Gillette pays the City of Boston over \$3,000,000 in real estate taxes on the Center each year, and also pays significant business machinery taxes to the Commonwealth of Massachusetts.

The South Boston Waterfront District began to decline as a shipping and distribution center in the 1940s, along with the general decline of manufacturing in New England. In 1956, in an attempt to revive the port, the Massachusetts Port Authority began to buy and rehabilitate port properties in South Boston. Subsequent Massport development projects include South Boston's Castle Island Container Terminal and Conley Terminal. In 1974, the City of Boston acquired the Naval Annex and turned it into Boston's Marine Industrial Park. These facilities are accessible via the

South Boston Bypass Road, which abuts the 100 Acres. Planning for the Central Artery/Tunnel, or "Big Dig," project started in the early 1980s, and construction began in the mid-1990s. It includes two major construction projects in the South Boston Waterfront. They are the extension of the Interstate 90 highway tunnel to Logan Airport via the Fort Point Channel, South Boston, and Boston Harbor; and the MBTA South Boston Pier/Fort Point Channel Transitway, or the Silver Line Phase II, project. The I-90 tunnel bisects the site diagonally, from the Fort Point Channel to the intersection of Summer Street and the Haul Road. It was designed to accommodate only limited development above it, and throughout most of the 100 Acres can support buildings of no more than approximately 85 feet to 100 feet in height. In the area adjacent to the intersection of Summer Street and the Haul Road, additional structural capacity was incorporated into the tunnel's design so that greater building height can be achieved at this location.

Because of the easy access via Interstate 90 and the Ted Williams Tunnel, and its abundance of vacant land, the South Boston Waterfront has become a convenient parking location for commuters working in both South Boston (e.g., at P&G/Gillette, Thomson Financial, the U.S. Court House, and the World Trade Center) and the Downtown Financial District. The 100 Acres is no exception; its vacant lots have been used for surface parking for years. New highway access and transit, however, now makes the 100 Acres a desirable location for future development.

The USPS owns approximately 23 acres of land within the 100 Acres. This land contains facilities supporting the main mail distribution center located on Dorchester Avenue, directly across the Fort Point Channel, next to South Station. It accommodates employee parking, truck and trailer parking, and truck driving training and administrative facilities. In recent years, the USPS has begun its own planning process in search of the highest and best use for its facilities in the Fort Point Channel area.

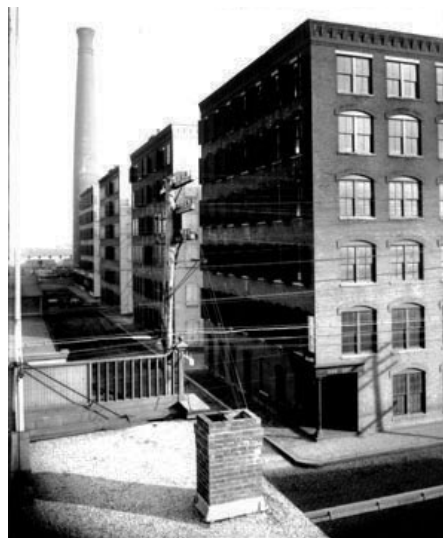
The Boston Wharf Company was long the predominant landowner within the 100 Acres, owning buildings containing approximately 1.1 million square feet. These buildings, along with the industrial buildings north of Summer Street, were built by the Company between the 1880s and the 1920s. They are predominantly red or

yellow brick and were designed for either warehouse or manufacturing use. They are generally of 5 to 6 stories, with generous floor-to-floor heights. The manufacturing buildings are identifiable by the large and many windows on their façades, while the warehouse buildings have fewer and smaller windows by comparison. Currently, the buildings are used for office, retail, and artist live-work spaces. In the last year, the company has sold most of its South Boston buildings to various entities. One of the new owners that purchased buildings from Boston Wharf within the 100 Acres is the Archon Group

The Fort Point District has long been home to an artists' community. Artists were originally attracted by the adaptability of its warehouse buildings. In the 1970s, they created co-operative studios as their live-work spaces and established art galleries and open studio activities, drawing art-lovers to the area. The artists' work has included jewelry, lighting, painting, mixed media, sculpture, photography, clay pottery, textile, handbag, and ceramic designs. Craft stores and other shops that support artists' work also opened within the 100 Acres. The artists formed several community organizations to connect their community with the larger public. They contributed to major revitalization initiatives for the area, and created a strong art-district character.

The artists' contribution can be seen not only in the physical environment within the Fort Point District, but also in the social context of the city. One of the artist organizations that successfully connects Boston's youth to art is Artists for Humanity. Their mission is to bridge economic, racial, and social divisions by providing at-risk youth with the means to obtain self-sufficiency through paid employment in the art industry.

Currently, the major uses of the 100 Acres are industrial, manufacturing, warehouse, research and development and office, surface parking and artist live-work space located in the Archon Group's buildings. In the last few years, however, there have been a number of new residential construction projects. The first such project, which included 120 units of housing, was the Fort Point Place condominium on Wormwood Street, completed in 2000 by Beacon Capital Partners. In 2001, Beacon Capital proposed and received permits for the construction of



Wormwood Factory Building, 1898

a 1.55 million square foot development called "Channel Center." This proposal, which was considered to be part of the background context for the 100 Acres Master Plan, includes 426,000 square feet of residential space, 171,000 square feet of live-work space, 836,300 square feet of office and research and development uses, 96,700 square feet of other uses such as retail, restaurants, cultural, entertainment, fitness, and day care, and 20,000 square feet of gallery space. The first phase of this development, completed at the end of 2004, contains 209 units of housing, including 89 artist live-work units in the "Midway Studios." These units provide affordable housing to the artist community, thereby helping to retain this culture within the 100 Acres.

In recent years, the city's economy has shifted toward service-oriented industries. The convention and tourism/cultural industries are now an integral part of the South Boston Waterfront District with the opening of the Boston Convention and Exhibition Center (BCEC) in June, 2004. The 100 Acres area is located between this new convention facility and the downtown financial district. As a result, the Master Plan capitalizes upon the fact that the 100 Acres area has the potential to integrate industrial uses with other uses, such as office, research and development, retail, and residential and artist live-work space. This Plan will guide and lead this transformation.

Planning Context

Over the last decade, numerous planning initiatives and development projects have been completed in the South Boston Waterfront. Each of these endeavors led to a set of planning principles to guide the future development of its own designated planning area. All these initiatives share a common planning goal, however: to activate the South Boston waterfront. The following Chapter summarizes the planning initiatives and projects that have provided the basis for this 100 Acres Master Plan.



Central Artery Tunnel Project and 100 Acres

Central Artery/Third Harbor Tunnel Environmental Impact Report and Chapter 91 License

The Interstate 90 crossing of the Fort Point Channel and the construction of Ventilation Buildings 1 and 3 in the flowed and filled tidelands in and along the Channel have led to a number of proposed improvements to the Channel and adjacent waterfront parcels. These improvements were identified in the CA/T Project Environmental Impact Report (EIR) and adopted in the 1993 final Chapter 91 Consolidated Written Determination for the CA/T Project (amended 1996). As described in the 1990 CA/T Project's Final Supplemental Environmental Impact Report (FSEIR), improvements proposed for the Fort Point Channel area include: over 2,500 linear feet of public walkways in areas of the Fort Point Channel formerly not accessible to the public; the creation of open space on the west side of West Fourth Street and Broadway Bridges, adjacent to Vent Building 1, and at the corner of Wormwood and A streets, and New Binford Street; the reconstruction of the Broadway and Dorchester Avenue Bridges; and the construction of the West Side Connector, which is intended to improve traffic flows from A Street to the South Boston Bypass Road. Navigational improvements proposed for the Channel include the removal of over 800 wooden pilings located throughout it.

Early designs in 2000 had shown the Harborwalk on a pile-supported structure over the Channel along the P&G/Gillette Company's property. Following lengthy discussions, however, agreement was reached among the P&G/Gillette Company, the BRA, and the CA/T Project that included a land swap which resulted in the construction of the Harborwalk on existing P&G/Gillette land along the Channel's edge. P&G/Gillette has assumed long-term maintenance responsibilities for the Harborwalk, the New Binford Street Park, and an Interim Harborwalk. This segment, linking Dorchester Avenue to Summer Street, together with the approximately 20,000 square-foot New Binford Street Park, opened in the fall of 2005. Additionally, the 8,000 square foot Wormwood Street Park, which will be maintained by the USPS, opened in November 2004.



Harborwalk under construction along Gillette property, 2004

Harborpark Plan: The City of Boston Municipal Harbor Plan, BRA, 1990

The Harborpark Plan was approved by the state's Secretary of the Executive Office of Environmental Affairs in May 1991. In this plan, the City submitted land-use regulations for a broad geographic area based on the City's Harborpark zoning districts, which extend from the Charlestown waterfront to South Boston. Although the Fort Point District was not part of the planning area, the baseline planning and design requirements (including those for the Harborwalk) have been consistently carried over to the Fort Point District by the BRA through the design review and zoning processes.

Port of Boston Economic Development Plan, BRA/Massport, 1996

Well before public-realm planning in South Boston began, the BRA, in a joint effort with Massport, studied the maritime industrial economy of Boston and the land use needs of maritime businesses. A good deal of this effort naturally focused on South Boston, the location of the majority of the city's maritime industrial uses.

The objective of the Port of Boston Economic Development Plan (the Port Plan) was to make the port more competitive in the global marketplace. The Port Plan's goals were to:

- Promote and encourage the development of the seaport economy.
- Maintain maritime jobs and preserve essential port properties for active maritime industrial uses.
- Provide the waterside and landside public infrastructure to support the future growth of the industrial seaport.
- Promote the port as a component of the Boston tourist trade.
- Redevelop appropriate portions of the port for a mixed Harbor-wide economy.

Since 1996, the two agencies have actively pursued the implementation of the Plan's recommendations.

The Fort Point Channel area was once a bustling component of the Port of Boston. As Boston grew and became more densely settled as an urban area, and as the needs of 21st-century port users have changed, water-dependent industrial uses have been consolidated into modern port areas including the South Boston Marine Industrial Park. The Channel now hosts three water-dependent uses, including the P&G/Gillette Facility. The Channel is currently constrained by the clearances below both the Old Northern Avenue Bridge, when closed, and the Moakley Bridge, and even more so by the Congress and Summer Street Bridges. The area is not suitable for significant additional port-related industrial land use, but is suitable for other industrial, manufacturing, and non-navigational water-dependent uses.

The Seaport Public Realm Plan, 1999

In 1999, the Boston Redevelopment Authority issued a public realm plan for the South Boston Waterfront called “The Seaport Public Realm Plan.” This Plan established a set of principles that became the waterfront’s planning framework, which is in turn the basis for the South Boston Municipal Harbor Plan amendment and this Master Plan. These principles include:

- Promote access to Boston Harbor as a shared natural resource to connect people, land, and water.
- Preserve and enhance the industrial port, and balance the growth of mixed-use and recreational activities along Boston Harbor with the needs of maritime commerce.
- Plan the district as a vital mixed-use neighborhood that expands the city’s residential communities and provides a lively mix of open space, civic and cultural, water-transit, and commercial uses, and offers job opportunities that are mutually supportive and bring activity to the waterfront.
- Develop the district as an integral part of Boston’s economy, enhancing the city’s manufacturing, hotel, commercial office, retail, and visitor industries, and securing its position as an economic catalyst for the region.
- Ensure that the South Boston residential community and all neighborhoods of the city are not only protected from the potential impacts of development, but share in the benefits of private investment.

The South Boston Waterfront Public Realm Plan emphasizes three major strategies. The first is that the waterfront can be defined into three subareas, each of which relates to a body of water with its own unique character. These subareas include the Fort Point Channel District, the Piers District, and the Reserved Channel District.

The 100 Acres falls within the Fort Point Channel Subdistrict. The Plan addresses the unique opportunities specifically associated with Fort Point Channel and its importance as a great public space between the Downtown and the South Boston Waterfront. This Plan envisions the Fort Point Channel as an intimately-scaled, narrow channel, similar to a riverfront in the heart of an historic European city, with active edges, small boats, and an abundance of water activities, with multiple bridge crossings. The land area along the eastern edge of the Fort Point Channel, starting in the 100 Acres area and extending to the harbor, is envisioned as hosting the most diverse mix of uses in the entire planning area, with public, civic, residential, retail, hotel, commercial, industrial, manufacturing, warehouse, research and development, and office uses.

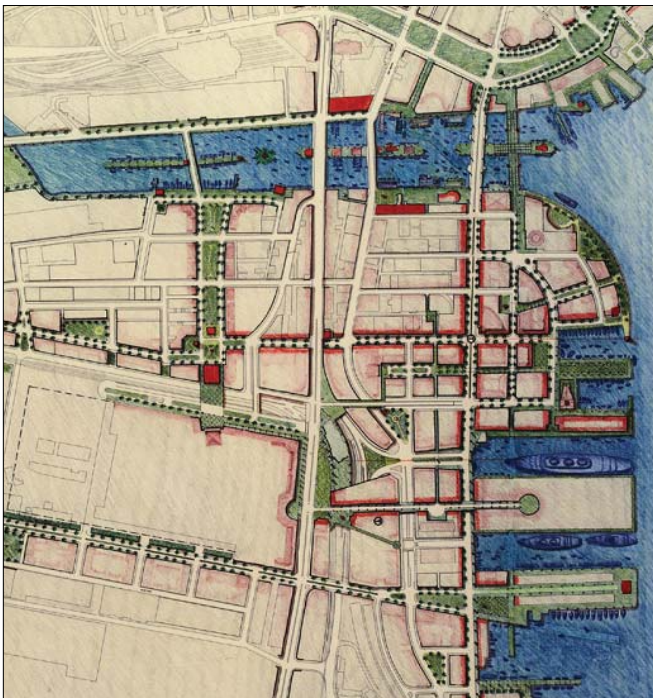
The second strategy is to strengthen street connections that link new and existing developments to the water. The two connecting orientations include the east-west connection to downtown and the north-south connections to the South Boston community and the Harbor. These connections will be strengthened through both new streets and improvements to existing streets, open space, and pedestrian links.

The third element is ensuring mixed-use neighborhoods with strong residential components throughout the Waterfront area. The plan’s recommendation is not to create another downtown district dominated by office and other commercial uses that go dark after 6 o’clock in the afternoon and on the weekends. Rather, the plan advocates an appropriate mix of retail, office, manufacturing, warehouse, research and development, hotel, residential, open space, and community facilities that will bring life to the Waterfront and create an active and rich 24-hour district.

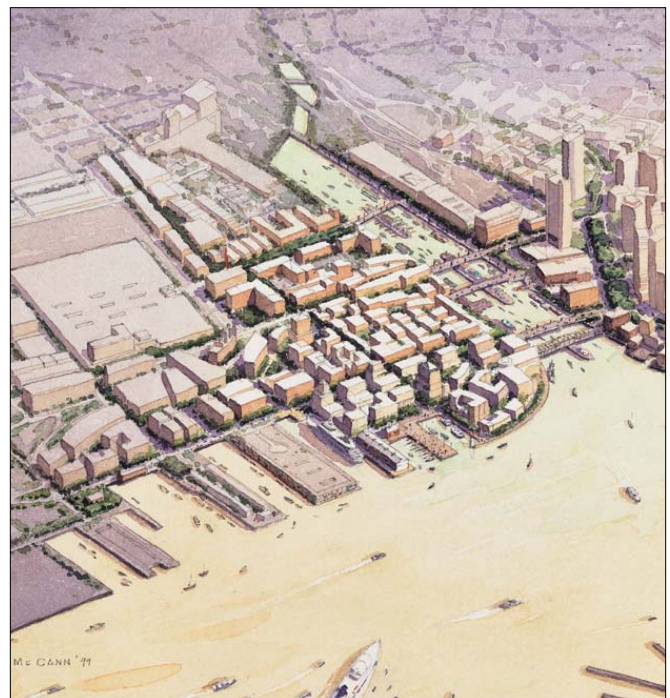
The Public Realm Plan’s principles and strategies, such as developing district character with a usable open space system, strong pedestrian links, and a mix of uses, have been incorporated and developed further in the 100 Acres Master Plan. The Seaport Public Realm Plan provides the following specific guidelines and recommendations for the 100 Acres planning area:

- Encourage residential, cultural, civic, retail, restaurant, recreation, and entertainment uses closer to the waterfront.
- Protect and enhance industrial, manufacturing, warehouse, research and development, and office uses in South Boston, and preserve the economic viability of water-dependent users reliant upon the Harbor and the Channel.
- Support development of affordable housing throughout the South Boston neighborhood, including artist live-work space in the Fort Point Historic District.
- Provide good-paying jobs at a variety of skill levels that are part of a diverse economy, including in the port and industrial sectors.
- Design a compact, walkable environment with intimately-scaled streets, blocks, and neighborhood parks, and local connections to the waterfront.
- Appropriately integrate the new BCEC into surrounding areas
- Connect the Seaport to the proposed Urban Ring Transit System.

The Seaport Public Realm Plan’s build-out and design guidelines have been translated into the South Boston Interim Planning Overlay District (IPOD). The IPOD’s “interim” status reflected the need for the additional planning and analysis that is provided in both the previously-completed South Boston MHP and this Plan. In addition, the City’s Leading the Way and Back Streets policies and the completion of the Fort Point Channel Watersheet Activation Plan have also resulted in modifications to the recommendations and principles in the Public Realm Plan and IPOD. The IPOD is discussed in further detail in Chapter III.



South Boston Seaport Public Realm Plan, 1999



South Boston Seaport Public Realm Plan Aerial View, 1999

South Boston Transportation Study, 2000

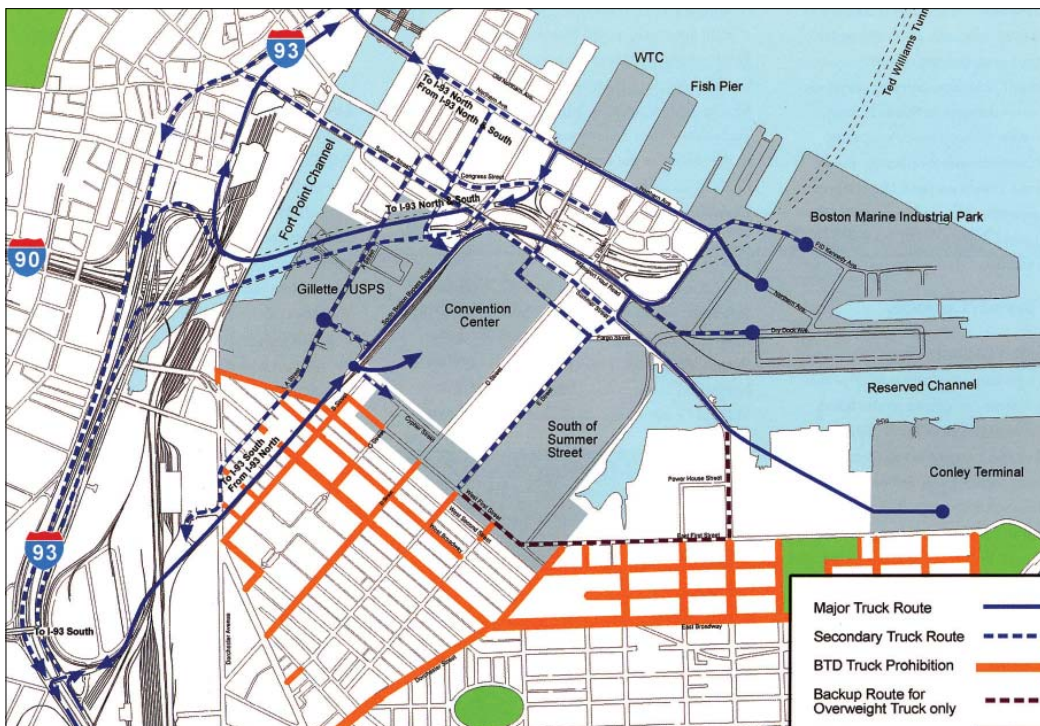
The South Boston Transportation Study is the companion study to the Seaport Public Realm Plan. The purpose of the Study was to examine the cumulative transportation impacts of all the land development envisioned for the South Boston Waterfront in the Seaport Public Realm Plan. The Study analyzed the effects of infrastructure improvements and the transportation impacts of new development at several future milestones.

The three main goals of the Study were to protect the residential neighborhood, preserve the working port and industrial uses, and to support appropriate development. Site-specific recommendations for the planning area include developing a secondary street network, connecting to the Urban Ring, and providing a southern connection to the Massport Haul road.

The Study concluded that the new transportation system, to be completed in 2005, would be able to support the development of approximately 27 million square feet projected by 2010, which includes 10 million square feet of net new development. Furthermore, the transportation

system could accommodate the trips generated by the 31 million square feet of development (with a net of 14 million new square feet) projected by the year 2025, at which time the trips begin to saturate the system's capacity. For the full build-out scenario projected for the year 2040, the Study finds that the currently-planned transportation system cannot support the travel demand generated by the estimated 39 million square foot full build-out of the South Boston Waterfront District, and therefore will require additional transportation infrastructure not currently planned.

The Study recommends that truck access to South Boston maritime and industrial areas should be preserved, and emphasizes that the South Boston Bypass Road abutting the 100 Acres is extremely important for this access. By preserving truck routes, residential neighborhoods will be better protected from truck traffic. The Study also suggests that more transit service must be developed to connect South Boston residents to the Waterfront, in the form of either significant capacity upgrades to the Silver Line or the construction of some other high-capacity transit or roadway improvements, to achieve the 2040 development scenario.



South Boston Truck Traffic Plan

MBTA South Boston Piers/Fort Point Channel Transitway or Silver Line

The Transitway is the 1.5-mile underground transit tunnel section of the Silver Line that will provide a direct transit link between the Boylston Green Line Station and the World Trade Center in the South Boston Piers area. The current segment that just opened included the construction of the Transitway tunnel between South Station and the World Trade Center. This tunnel runs under Russia Wharf, 500 Atlantic Avenue, and the Fort Point Channel. The Transitway offers the Fort Point Channel area improved public transportation via the new Court House Station near Sleeper Street.

Connections are provided to South Station, downtown Boston, development sites on the South Boston waterfront, and the entire regional mass transit network. Construction of this project required the reconstruction of the Harborwalk and the seawall on the eastern side of the Channel just north of the Children’s Museum. Land taken by the MBTA at Sleeper Street for construction has been converted into a 33,000 square foot public park. Once the MBTA completes this portion of the Silver Line, it will convey the parcel to the BRA, and the Children’s Museum will develop, program, and maintain the park. The park’s design is being coordinated with the Children’s Museum’s proposed open space plans.



Early Fort Point Channel Transitway Illustrative Plan

South Boston Municipal Harbor Plan, 2000

In order to implement the Public Realm Plan, and to achieve a public realm more in keeping with Boston's urban character and mixed-use economy than would have resulted under the strict application of the State's Waterways Regulations, the BRA elected to develop a Municipal Harbor Plan for the South Boston Waterfront. The Municipal Harbor Plan's jurisdiction within the 100 Acres covers most portions of the land west of A Street.

The South Boston Municipal Harbor Plan was submitted to the State's Executive Office of Environmental Affairs in July, 2000. A series of substitute use and dimensional requirements was presented with corresponding offset provisions that, when implemented, will create an inviting and active public waterfront environment. The principles upon which the City, working in concert with the Municipal Harbor Plan Advisory Committee, residents, landowners, and the State, based their work in the development of the South Boston Municipal Harbor Plan were intended to:

- Enhance open space;
- Avoid privatization of the shoreline;
- Minimize adverse effects of wind and shadow;
- Identify substitutions and quantifiable offsets to ensure enforceability;
- Promote offsets that are valued by the public consistent with the opinions expressed in public comments; and
- Ensure that developments are carried out in a manner that protects public rights in both filled and flowed tidelands.

The Fort Point Channel itself was addressed in the South Boston Municipal Harbor Plan, and a set of Planning Objectives was created to relate the Channel to the five main goals of the Public Realm Plan. These planning objectives are as follows:

- Promote access to Boston Harbor as a shared natural resource;
- Preserve and enhance the Industrial Port;
- Plan the District as a vital, mixed-use area;
- Develop the District as an integral part of Boston's economy; and
- Enhance the South Boston community.

In spite of the BRA's effort to incorporate all the stakeholders' concerns in developing the Municipal Harbor Plan, not all the planning issues in the 100 Acres were fully addressed. The P&G/Gillette Company in particular was concerned about the potential impacts of adjacent residential and other non-industrial development on the ongoing viability of the South Boston Manufacturing Center, which generates a significant amount of truck and employee traffic. Additional concerns included the ability of the SBMC to receive raw materials, manufacture and package finished products, and move those finished products to market.

The P&G/Gillette Company undertook an extensive traffic study focused primarily on the intersections in South Boston where acceptable traffic flows were most critical to ongoing manufacturing and distribution activities. This study concluded that there were a number of intersections south of Summer Street that potentially would be overburdened without additional planning and coordination with the BRA's planning efforts for the balance of the approximately 1,000 acres of industrial/commercial South Boston.

Based on these concerns, P&G/Gillette objected to the portions of the City's Municipal Harbor Plan relating to the 100 Acres.

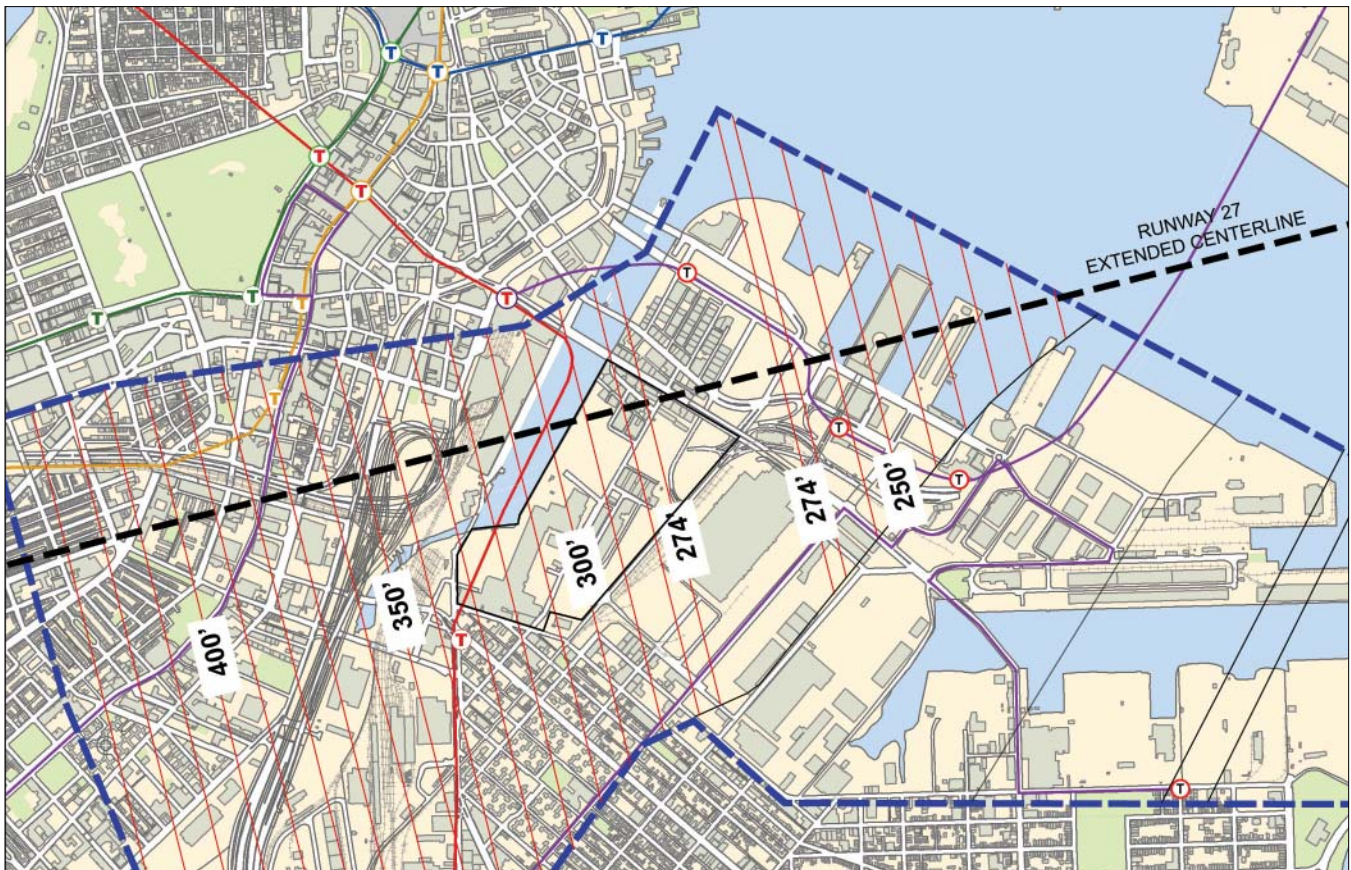
The Secretary ultimately approved the Municipal Harbor Plan in December, 2000, but only on the condition that the 100 Acres be further master-planned by the BRA to incorporate detailed measures to protect industrial truck routes, define buffer zones to prevent conflicts among land uses, and otherwise take into account the needs of the P&G/Gillette Company. This commitment by the BRA initiated the 100 Acres Master Plan planning process described in this report, and is intended to provide the basis for an amendment to the Municipal Harbor Plan.

Boston Inner Harbor Passenger Water Transportation Plan, BRA, 2000

The greatest demand today for increased public berthing space and expanded terminal facilities is along the downtown waterfront, particularly those spaces that relate to the central business district and visitor attractions. The first goal of this plan is therefore to develop a state-of-the-art, 21st-century ferry system with an expanded and enhanced terminal and service network. Terminal sites were prioritized according to functionality, with secondary terminals providing space for the Inner Harbor network, as opposed to those serving longer-distance, larger commuter ferries. No sites are identified within the basin adjacent to the 100 Acres due to low bridge clearances along the Channel. Smaller water taxi landings may, however, be located at various points along the Channel in the future.

Federal Aviation Administration Regulations (Attachment E)

This planning area is located across Boston Harbor from Logan Airport's main west-bound runway, and portions of the planning area's airspace are used for departing flights. Under federal regulations governing airports and air traffic, an area of safe operation extends from a point at the end of every runway and stretches outward and upward. While the FAA does not regulate private development, the agency may determine whether a particular development project poses a hazard to aviation. The attached height cone which covers the entire South Boston waterfront and the 100 Acres is used as guideline for development in the planning area.



Federal Aviation Administration Flight Cone

Fort Point Channel Watersheet Activation Plan, 2002

During the development of the South Boston Municipal Harbor Plan, a group of interested individuals began to focus on the Fort Point Channel, ultimately recommending that a more detailed planning effort be undertaken for this important city resource. Out of these discussions came the proposal to develop a Watersheet Activation Plan for the Fort Point Channel. This planning effort represents the collaborative efforts of the BRA, the Fort Point Channel Abutters Group, and the Fort Point Channel Working Group. The funding for this Plan reflects this public-private partnership.

The Watersheet Activation Plan contemplates a number of public amenities designed to activate the Fort Point Channel. Among those are the construction of public access along the Channel's edges, now largely in place due to the public-private partnerships between the Central Artery Project and various landowners such as The P&G/Gillette Company, which has made nearly 2,200 linear feet of upland available for permanent and interim Harborwalk construction, along with an associated open space. P&G/Gillette has also agreed to absorb the significant annual cost of maintaining the Harborwalk in accordance with a detailed maintenance plan.

The Plan further contemplates certain public uses in the so-called "Seawall Basin" south of Summer Street, including rowing, canoeing, racing, water taxiing, youth programs, water festivals, lantern festivals, paddle boats, kayaks, floating islands, floating art, floating horticultural displays, an art barge, model boat racing, light festivals and displays, a floating park, fountains, an interpretive water trail, and tidal art.

These public uses will benefit from a number of improvements such as the lighting of existing bridges, a floating pavilion, a public boating facility, a landside support facility, an art barge, and fountains, as well as a pedestrian bridge designed to link the 100 acres more closely to the existing and future transit facilities (subways, trains, buses) in the vicinity of South Station. The aggregate cost of the more significant improvements was estimated in the Plan to be well in excess of \$10 million

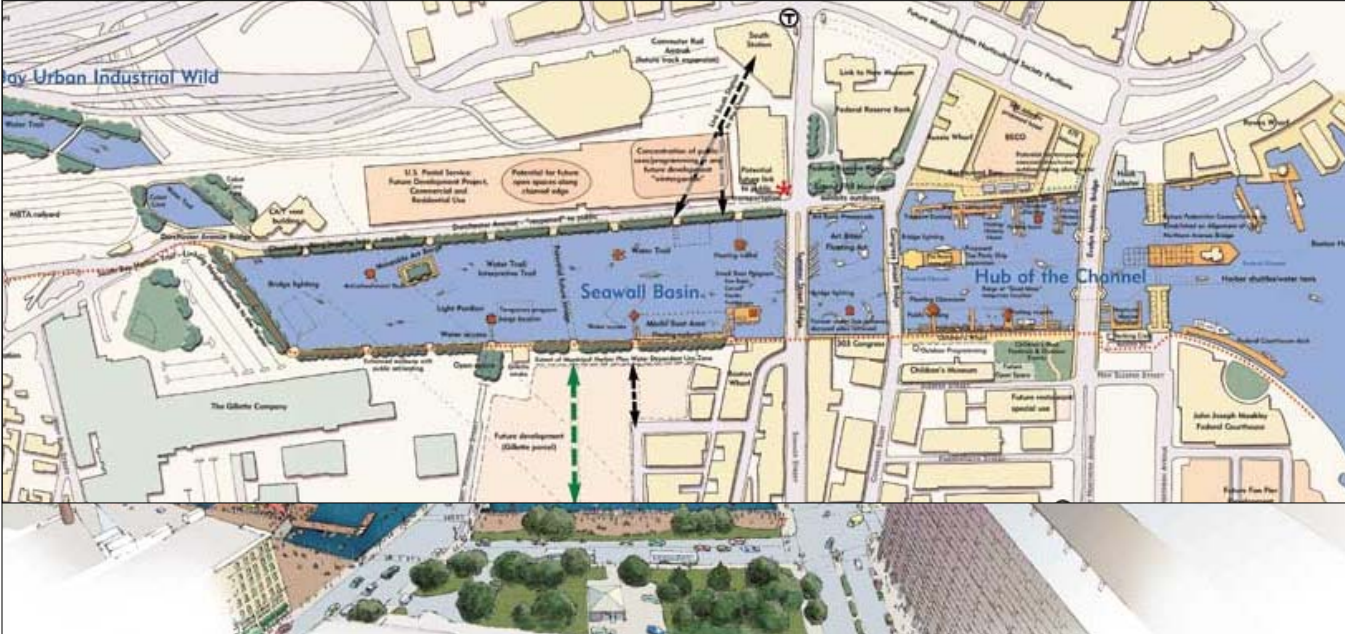
(not including dredging or the pedestrian bridge), with ongoing annual maintenance costs of several hundred thousand dollars. Once these numbers are adjusted for inflation, and to include the omitted facilities, significantly larger expenditures will be required.

Some initial public amenities that have been completed include the Harborwalk and Binford Street Park (described in the Central Artery Project section), and several benefits secured through the amnesty Chapter 91 Licenses for P&G/Gillette and the Archon Group companies.

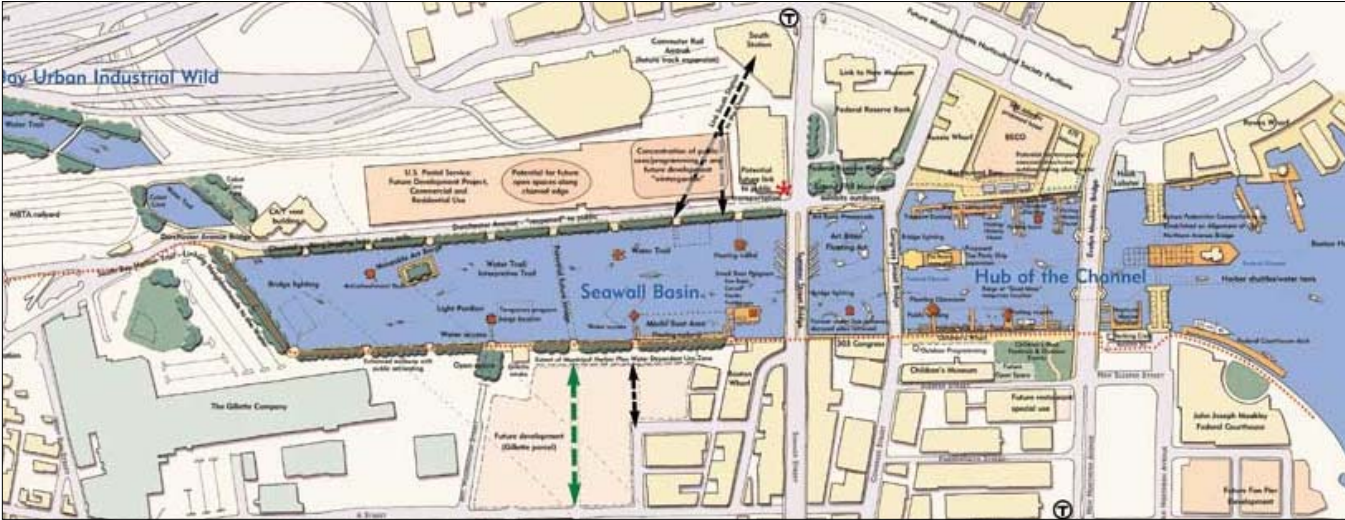
The implementation plan calls for coordination between landside development and the watersheet activation plan. The Plan recommends elements that could be used by the Department of Environmental Protection as a menu to fulfill standard baseline requirements under the Chapter 91 state law, as well as substitute requirements such as amplifications and offsets identified in the City's South Boston Municipal Harbor Plan. The plan's priorities may also be achieved as Chapter 91-funded, district-wide efforts or as mitigation for specific development. This implementation strategy, recommended for all areas that fall within Chapter 91 jurisdiction on both sides of the Fort Point Channel, including areas within the 100 Acres, is incorporated into the implementation of the 100 Acres Master Plan.

The primary implementation funding sources will come from the private sector, on both sides of the Fort Point Channel, through Chapter 91 and contributions from the public. It is anticipated that implementation will require public grants, subsidies, and other contributions as well. Similar funds will be needed for maintenance, operations, and programming costs.

The Friends of the Fort Point Channel, a non-profit organization whose creation was recommended by the Watersheet Plan, was formed in 2004. This group will help coordinate and program public events and attractions along the Channel to provide year-round public use and enjoyment of the waterfront.



Fort Point Channel Watersheet Activation Plan Rendering



Fort Point Channel Watersheet Activation Plan, 2002

South Bay Harbor Trail System

The South Bay Harbor Trail system was proposed by the City of Boston Office of Environmental Services, the South Bay Harbor Trail Coalition and Save the Harbor/Save the Bay.

The proposed 3.5-mile pedestrian and bicycle South Bay Harbor Trail will start at Ruggles Station and run along Melnea Cass Boulevard and the Massachusetts Avenue Connector past the Boston Medical Center/Bio-square area, along surface streets under the elevated I-93 corridor past Rotch Park, over the Broadway Bridge, along the eastern edge of the Fort Point Channel, and ultimately out to Fan Pier.

The Trail will create linkages between neighborhoods and existing bike trail networks throughout the city. The Trail will establish an important two-way bicycle/pedestrian connection for residents from Roxbury, the South End, and Chinatown to the Channel. People from South Boston will be able to connect to the Southwest Corridor Park System and Emerald Necklace Park systems via this Trail.

The Trail currently is in the design phase. Part of the Trail is planned along the entire western edge of the 100 Acres along the Channel. Challenges including the interface of pedestrians and bicyclists along the Harborwalk, and grade changes at Summer Street, are addressed in this Plan.



South Bay Harbor Trail

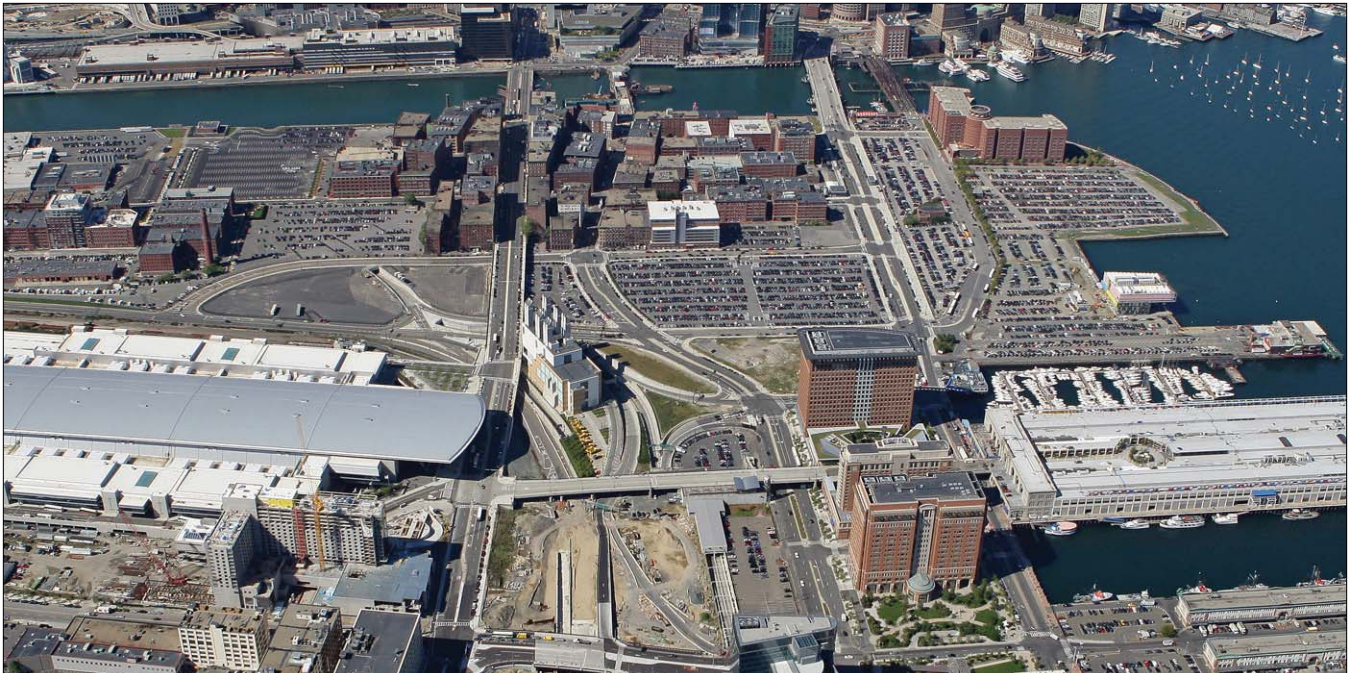
South Boston Parking Freeze

In 1993, the Massachusetts Department of Environmental Protection (DEP) promulgated regulations for a South Boston Parking Freeze, which were finalized in 2004. The intent of the regulations is to reduce vehicle-related air pollution by imposing a freeze on the supply of off-street, non-residential parking. The South Boston Parking Freeze area contains three zones: the Piers Zone, the Industrial/Commercial Zone, and the Residential Zone. The 100 Acres is within both the Industrial/Commercial and the Piers Zones. This Master Plan adopts the South Boston Parking Freeze as the basis for its parking recommendations.

Within the Industrial/Commercial and the Piers Zones, parking facilities that are public, private, or commercial are subject to the freeze and are required to carry a parking freeze permit. New residential parking facilities that exceed one space per residential unit are subject to the freeze and are required to carry a parking freeze permit.

New residential parking that does not exceed one space per residential unit is not subject to the freeze, and no permit is required. All existing residential parking spaces are exempt from the freeze, and no permit is required. To modify a parking freeze permit, landowners must have prior approval of the Air Pollution Control Commission (APCC), which is responsible for management and oversight of the parking freeze.

The original inventory for the South Boston Parking Freeze area totaled 25,121 spaces. To allow for future growth, the regulations have established a Parking Freeze Bank equal to 20 percent of the base inventory. The APCC can grant parking spaces from the bank for new facilities at a public hearing. Also, any parking spaces that are eliminated will return to the bank for reallocation by the APCC.



South Boston Existing Parking Condition

MWRA Combined Sewer Overflow (CSO) Control Program for Fort Point Channel

During the planning process, two CSO control projects were being planned to address the most significant discharges into the Channel. The Union Park Detention/Treatment Facility entails the construction of 2.2 million gallons of below-grade storage to capture discharges caused by small storm events, and facilities to disinfect and dechlorinate flows that will continue to discharge into the Channel. In June, 2003, the MWRA submitted a Notice of Project Change to EOE that recommends replacing the tunnel storage conduit with sewer separation improvements to the tributary area. Although this change was approved by EOE, more attention to storm water control and treatment is required to improve the water quality of the Channel. The BWSC has commenced construction of new storm drainage pipes in a number of streets in the 100 Acres area, including Summer Street, Melcher Street, Necco Street, and Necco Court, where the pipes are being connected to other major drainage systems operated by BWSC. It is anticipated that these improvements will address the existing issues appropriately.

Illuminating Boston: The Diamond Necklace Project, Light Boston, 2000

This Plan produced by Light Boston, Inc., a non-profit organization, recommends numerous lighting design strategies, including illuminating the seawalls and the old and new bridges of the Fort Point Channel to create a distinctive and coherent identity for the Fort Point Channel District.

Petition for a proposed Fort Point Channel Local Landmark District, 2001

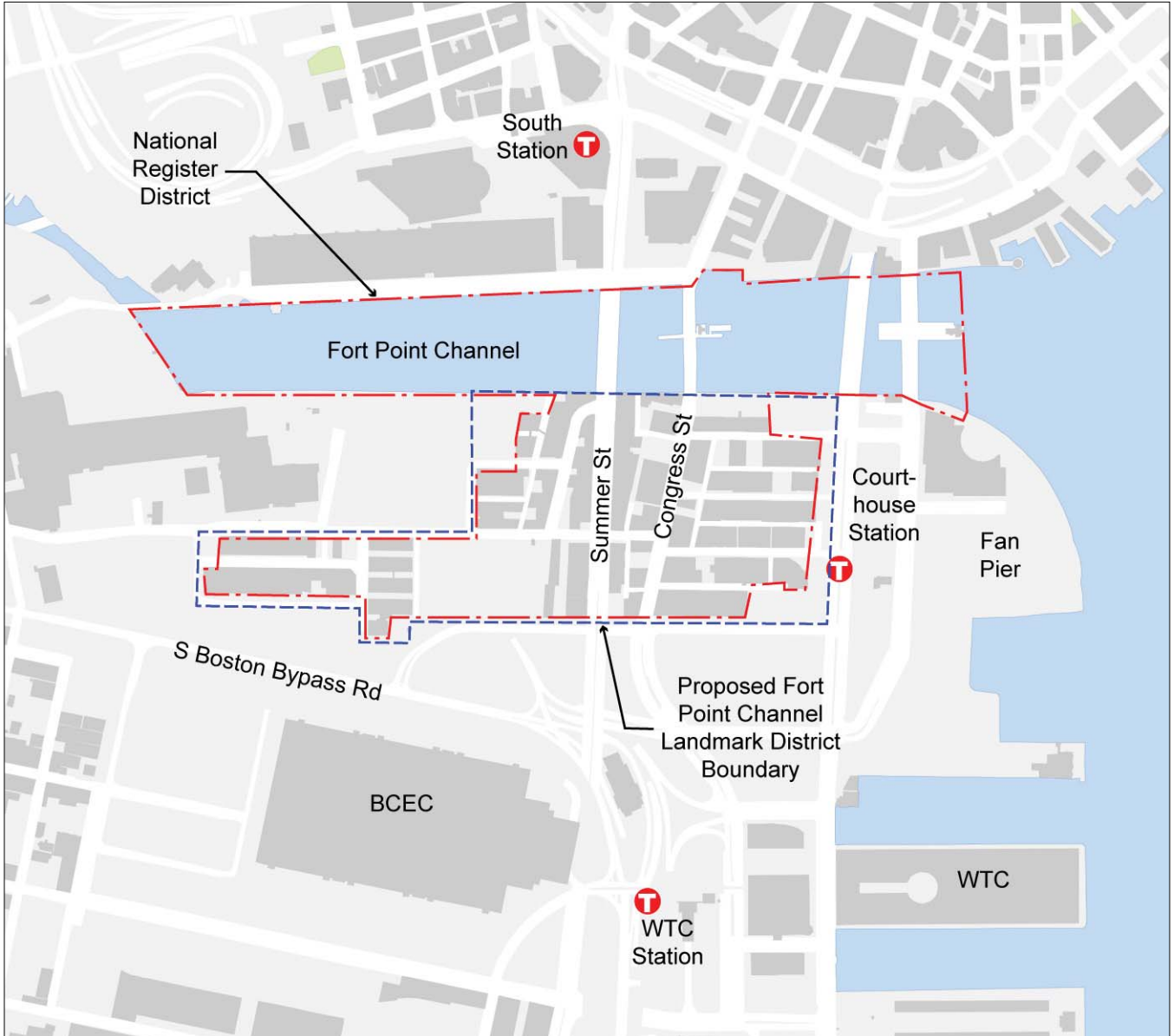
In March, 2001, the Boston Landmarks Commission (BLC) voted to accept for further study a petition for a proposed Fort Point Channel Local Landmark District. The BLC completed a survey of the proposed district in August, 2003. The survey describes the historic, architectural, and cultural significance of the area. The intent of the proposed Landmark District is to preserve the physical character of this industrial area, which was largely developed by the

Boston Wharf Company and is composed of late 19th-and early-20th-century manufacturing and warehouse buildings. The district's proposed boundaries are Seaport Boulevard, Boston Wharf Road, the street east of Channel Center (formerly Midway) Street, Mount Washington Avenue, A Street, Necco Court (formerly Piers Way), and the Fort Point Channel seawall.

In February, 2006, Mayor Thomas M. Menino appointed a study committee made up of residents, property owners, representatives of businesses located in the area, and BLC commissioners. As of the date of this report, the study committee nominees are awaiting City Council confirmation. Once approved, the study committee will review the survey and other relevant information on the district, including zoning and planning documents. Through this study, the committee and the BLC will determine the boundaries of the district, its appropriate type, and its level of significance, both architecturally and historically/culturally, and will further establish design guidelines for the district.

National Register District, 2004

In September, 2004, the "Fort Point Channel Historic District" was listed on the National Register of Historic Places. The boundaries of the National Register district are roughly the Fort Point Channel seawalls (on both sides of the Channel), the (old) Northern Avenue Bridge, Seaport Boulevard, Stillings, Midway, and A streets, and Necco Court (formerly Piers Way). The National Register is the nation's list of buildings, places, sites, and objects deemed worthy of preservation. Listing on the National Register provides for review of projects receiving federal funding, licensing, permitting, or federal agency involvement. Districts listed on the National Register are automatically listed on the State Register of Historic Places, which provides for review of projects with state funding, licensing, permitting, or agency involvement. National and State Register listing additionally offers property owners and developers the opportunity to utilize historic rehabilitation tax credits for substantial rehabilitation of income-producing properties. Channel Center artists' housing, for example, has been developed using federal historic tax credits.



Proposed Fort Point Channel Landmark District Boundary, 2001

Fort Point Vision for Public Art, 2002

In 2002, A Fort Point Vision for Public Art was issued by the UrbanArts Institute in collaboration with Mobius, funded by a Boston Foundation grant to the Fort Point Public Art Series. This planning document is based on a community-driven think tank comprised of a diverse group of over 100 participants from Fort Point and Greater Boston, including artists, art administrators, City planners, architects, and corporate representatives. Ten temporary public art projects complemented the think tank in multiple locations, including Congress Street Bridge, Summer Street Bridge, Fort Point Channel, Summer Street, A Street, South Station Concourse, and Mobius.

The Fort Point Vision for Public Art responds to Fort Point development with the goal to secure the future and permanence of the arts and artists in this neighborhood. Artists in Fort Point have been actively participating in developing a responsive approach to the development of the area. Art for the public offers community building and civic opportunities for collaboration and participation of and by the community, organizations and individuals/residents.

Art in public places or public art can be defined as art with a purpose. It is tantamount to understanding how the public- residents, visitors, employers and employees, etc.- relate to and use the City, particularly in the context of Boston's own aspirations to be a world-class city. World-class cities are attractive because significance of place sets them apart. Mostly, they are known for their unique artistic and cultural attractions. Many cities have successfully used arts and culture as a vehicle and centerpiece for urban revitalization and pay special attention to neighborhood identity through public art programs. Because of its unique history and long-term presence of artists in Fort Point, the plan suggests art is the best symbol for the consolidation of the Fort Point neighborhood identity.



Think tank working group session, 2002. Photograph by Kathy Chapman

Large-scale development—Central Artery, Boston Convention and Exhibition Center, commercial ventures, Fort Point Channel Watersheet Activation Plan, and Harborwalk—exert dramatic impact on decades of organically grown, low-budget artistic and cultural uses in Fort Point. Grassroots efforts need a unified voice in order to communicate and share their vision for Fort Point with organizational entities that hold ownership/control. In order to remain true to the spirit of the grassroots character in which the neighborhood was created, The plan suggests an administrative structure should be developed in coordination with all stakeholders: artist abutters, residents, and artist run and cultural organizations, corporations, and city, state and federal government. To strengthen the artistic mandate there is a need to further expand the existing network of cultural organizations vested in Fort Point, both within and from outside of the area.



Over the Pavement and the Beach at 280 A Street by Shauna Gillies-Smith and Lisa Roth, 2002. Photograph by Shauna Gillies-Smith



Reclamation Artists: Artists Crossing, 2002. One of twenty silhouette figures lining the Summer Street Bridge. Photograph by Robert Souther



Filling in the gaps on Fort Point sidewalks by Danielle Krmar, 2002. Photograph by Kathy Chapman

Convention Center and Legislation

The Boston Convention & Exhibition Center (BCEC), located along the eastern border of the 100 Acres, was opened in June, 2004, and is the largest convention facility in the Northeast. One of the goals of this Plan is to better connect the 100 Acres development to the BCEC so that visitors and conventioners will help to activate the area. At the same time, the legislation enacted to develop the BCEC includes special requirements to protect the area neighborhoods from BCEC activity. These include a buffer zone prohibiting uses accessory to the BCEC along Cypher and D Street, a prohibition on "Gate Shows," and a restriction limiting hotels south of Summer Street. This restriction on hotel development also applies to the 100 Acres, and changes to the legislation will be required to allow a hotel to be developed on the corner of Summer Street and the Haul Road, which is an ideal site for a hotel because it is immediately adjacent to the BCEC.



Boston Convention and Exhibition Center and Downtown Boston in the background

South Station Transportation Center

The South Station Transportation Center is the largest intermodal transportation center in the city and is within walking distance of the 100 Acres. This major transportation hub includes southern and western commuter rail service, the Red Line subway line, a bus terminal, and East Coast Amtrak service. South Station's proximity to the Fort Point Channel also creates ideal conditions for water transportation connections. As discussed above, the MBTA has just completed the South Boston Piers Transitway segment of the Silver Line, a high capacity bus rapid service running in a dedicated tunnel connecting South Station to the South Boston waterfront. The MBTA intends to link the South Boston Silver Line to the Washington Street Silver Line via a tunnel under Essex Street, and to tie it into the Green and Orange lines by 2008.

South Station is and will continue to be a critical transportation hub for the 100 Acres. The July, 2000, South Boston Transportation Study found that public transit riders whose origin or destination is within a 10-minute walk will utilize South Station because of its frequent service, good connectivity, and available and projected future capacity. The station's public concourse is also a venue for art performances and cultural events.

South Station faces challenges, however, as the transportation hub of the area. While the Red and Silver Line Stations have been upgraded, Commuter Rail and Amtrak services are currently constrained by a limited number of platforms and are operating at over 99 percent of capacity. These constraints will be exacerbated by expansions to the Framingham/Worcester Lines and the addition of the Greenbush and Fall River/New Bedford commuter rail lines.

Fortunately, the USPS plans to redevelop its South Station Annex and relocate its operations to its new location in South Boston, which will open up its land within the 100 Acres for new development. On July 21, 2000, the Executive Office of Transportation and Construction reached an agreement with the USPS that it will accommodate four additional tracks and associated platforms on its site as part of its future redevelopment plans. This track expansion will increase capacity at South Station by over 30 percent. The transportation analyses conducted in the 100 Acres Master Plan therefore incorporate the expansion of South Station as a baseline condition.

Channel Center Planned Development Area

In December, 2001, affiliates of Beacon Capital Partners created a master plan for "Channel Center" that encompassed the four parcels bounded by A Street, Medallion Street, Binford Street, and Richards Street. This proposal was approved in 2001 as a Planned Development Area. It called for a total of approximately 1.5 million square feet of floor area, including approximately 836,000 square feet of office and research and development uses, 426,000 square feet of residential uses, 171,000 square feet of live-work space, 20,000 square feet of gallery space, and 96,000 square feet of other uses. This mix of uses is expected to enhance street life and ultimately create an active, 24-hour district.

The project involves rehabilitation of at least thirteen of the existing warehouse-type buildings and construction of two infill and two mid-rise buildings. Projected parking will be accommodated by parking garages. The first phase of 209 residential units was completed in the spring of 2005.

Beacon Capital also proposed the construction of public open spaces, landscaping, new streets, and improvements to existing streets and sidewalks. Two new streets, Iron Street and Mt. Washington Avenue, several pedestrian passageways, and three landscaped open spaces will be created, paid for, and maintained by the proponent.



Channel Center Street

The proponent's housing linkage payments will contribute to the creation of the city's affordable housing, both on and off-site. One of the project's residential components, completed in the summer 2005, is called "Midway Studios," and includes 89 units of affordable live-work spaces for qualified artists. The project also contributes jobs linkage payments and impact mitigation funds to be overseen by the City.

The project has transformed the area into a residential/commercial mixed-use district. As a pioneer in the revitalization process, Channel Center provides living testimony to the area's potential, and is a catalyst for its future development.



A Street Facade, 2001



Channel Center Street Facade, 2001

Urban Scale and Character Comparison

In order to establish easily-grasped reference points in the discussion of open space and density for the planning of the 100 Acres, a series of scale and density comparisons with other neighborhoods in Boston were conducted. The neighborhoods included for these studies are close to downtown and feature mixed land use and high-quality urban housing stock. The distinctive physical characters of these districts provide precedents for the 100 Acres. The neighborhoods studied included Back Bay, Beacon Hill, the Financial District, Chinatown, the Leather District, the Prudential-Copley Area, the South End, and the Fort Point North District. For each neighborhood, open space and building coverage are shown as a percentage of total land area and current density is expressed as a district-wide floor area ratio (FAR).

The comparison shows that the open space ratio ranges from a minimum of 0.8 percent, i.e., virtually no open space, for the Leather District, to a maximum of 14 percent for Back Bay. The Fort Point North District, at 1.3 percent, is one of the areas with the least amount of open space.

With respect to density measured in terms of FAR, the most dense area is the Financial District, with a district-wide FAR of 7.3, and the least dense is the area of the South End-3 between Albany Street and Harrison Avenues, which has a FAR of 0.9.

The analysis of building coverage ratio, that is, the percentage of land occupied by building footprints, shows that downtown areas such as Chinatown, the Financial District, the Leather District, the Fort Point North District, and the Prudential-Copley area have the highest building coverages. These range from 42 to 51 percent of the total land area. In the predominantly residential areas, however, the building coverage is lower than the downtown areas: between 28 and 40 percent. This generally translates to a greater proportion of open space in the residential area, which improves the quality of the living environment.

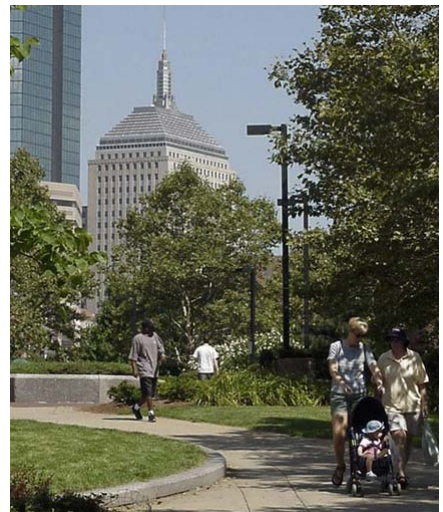
This comparative analysis shows that neighborhoods within Boston vary widely, and that there is no single ideal level of density and building coverage. These comparisons with existing Boston neighborhoods do, however, provide a useful way to visualize and understand proposals for the 100 Acres.



Leather District

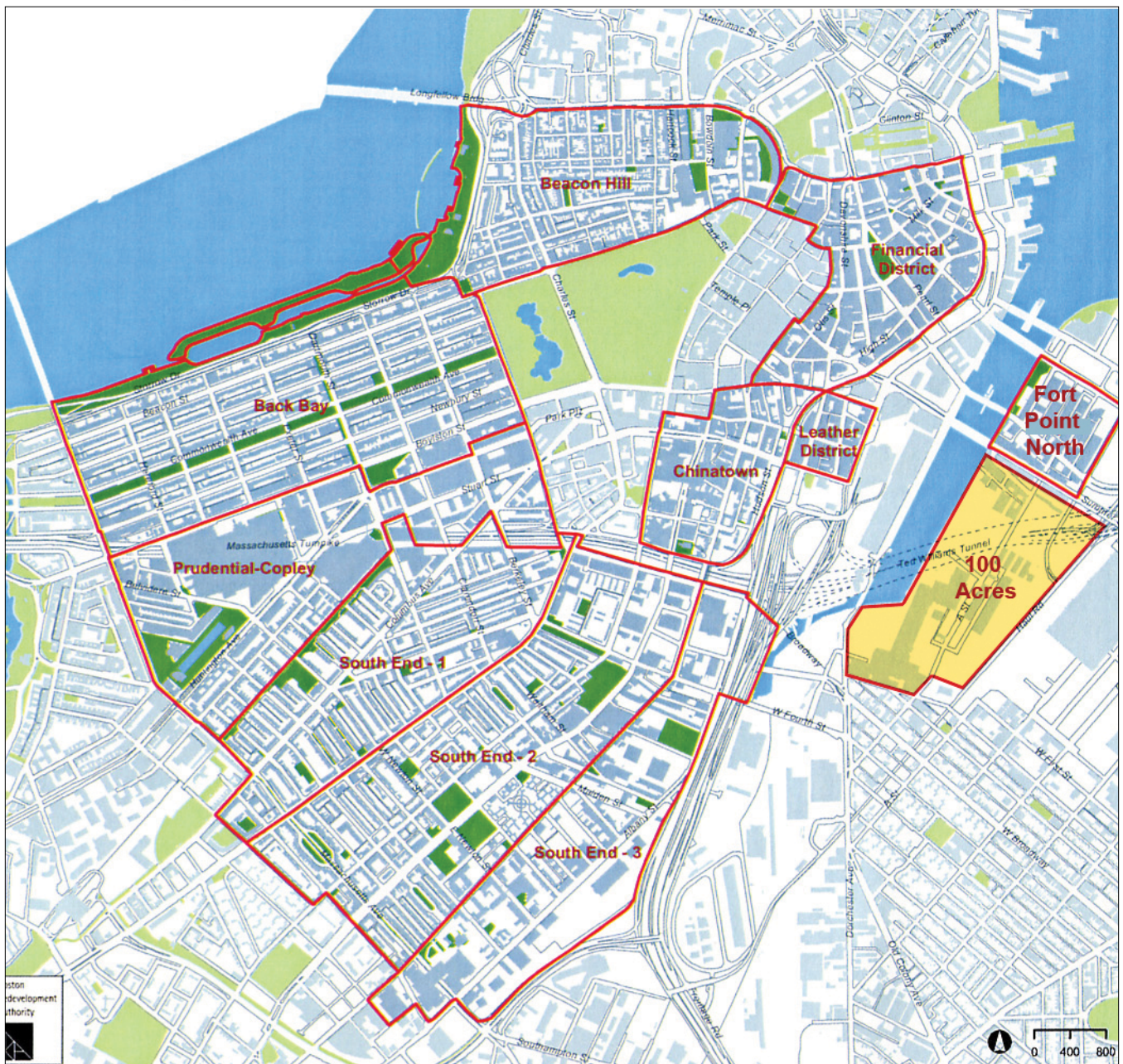


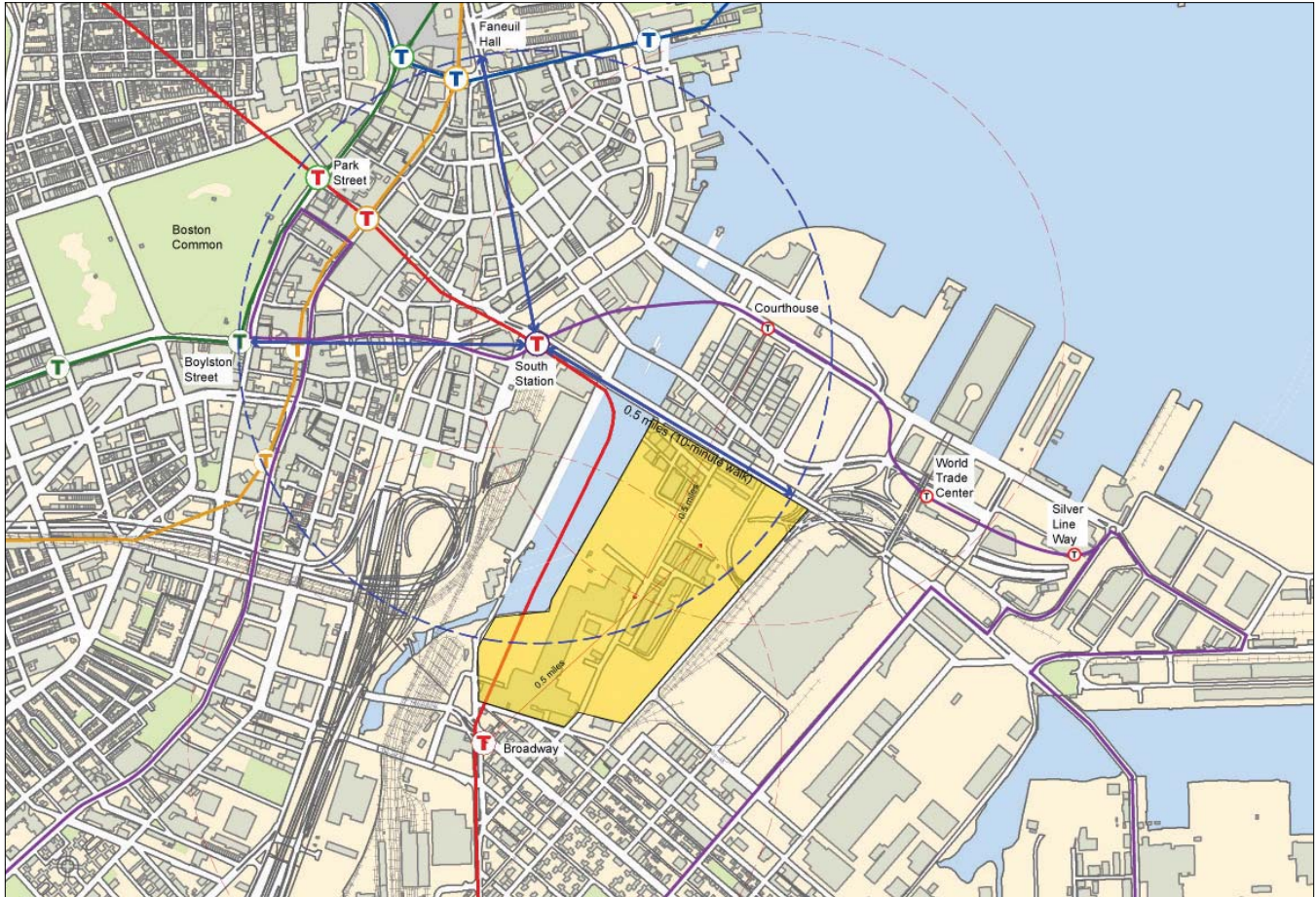
Prudential-Copley



South End

DISTRICT	Total Land Area (Acres)	Open Space		Buildg Coverage		Gross Floor Area (m sq ft)	FAR
		(Acres)	Percent	(Acres)	Percent		
Back Bay	219	31	14	70	32	17	1.8
Beacon Hill	134	18	13	54	41	13	2.2
Chinatown	60	1	1	26	44	5	1.9
Financial	96	3	3	50	52	30	7.3
Leather	15	0	0	8	50	2	3.2
Prudential-Copley	159	13	8	79	49	21	3.1
Fort Point North	30	1	4	13	42	3	2.6
Southe End- 1	142	8	6	45	32	9	1.5
South End - 2	213	16	8	63	30	9	1.0
South End - 3	144	5	3	41	28	6	0.9
100 Acres- Existing	89	1	1	25	30	4	1.0





10-minute walking radius from transit stations

Location and Geography

The 100 Acres is located along the mid-section of the Fort Point Channel on its eastern bank. The planning area consists of one-half-mile of waterfront edge. The waterfront amenities and downtown views across the Channel provide opportunities for public use and enjoyment for residents, employees, and visitors.

The 100 Acres is close to downtown and public transportation. The distance from the intersection of Summer Street and Melcher Street to South Station is only a quarter-mile, which is a 5-minute walk from South Station. From this point to where Mt. Washington Avenue and A Street intersect is another 0.3 miles. Therefore, the total walking distance from the center of the 100 Acres to South Station is about a half-mile, or approximately a 10-minute walk.

This is similar to the distance from the center of the 100 Acres to the area's other major transit stations: the new Silver Line Courthouse Station and the Red Line Broadway Station. The walkability to and from the area makes it attractive for many uses, including commercial and residential. The Urban Ring transit expansion project is proposed to run along the South Boston Bypass Road and the West Service Road, and will provide additional public transit to the 100 Acres in the future.

Currently, the 100 Acres is undergoing major infrastructure changes. The area's major recent construction project has been the Central Artery/Tunnel Project (CA/T), which connects Interstate 90 to the Ted Williams Tunnel beneath the Fort Point Channel. The CA/T Tunnel bisects the 100 Acres site diagonally from the midpoint of the Channel

to the corner of Summer Street and the Haul Road. Future construction and building heights are limited by the underground tunnel's structural capacity.

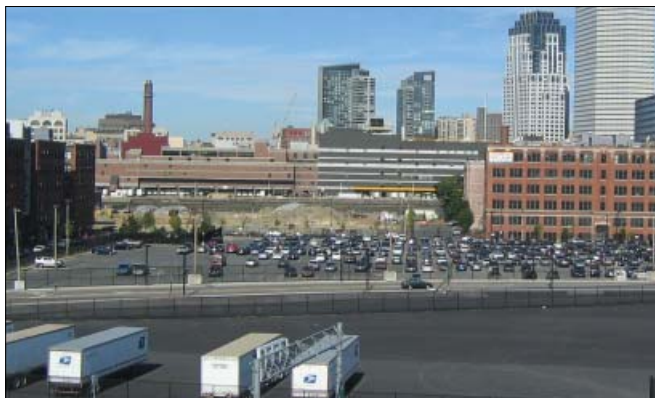
At the corner of Summer Street and the Haul Road, the site is occupied by part of the off-ramp system that provides vehicular access to the 100 Acres from Interstate 90 eastbound via West Service Road. It is the single entry point to the 100 Acres from the highway, and provides access to the entire South Boston waterfront. To preserve the development potential at this location, the I-90 tunnel box was structurally reinforced in anticipation of future development over both it and the highway access ramps.

Currently, the only north-south connections in and out of the 100 Acres are A Street, the West Service Road, and the South Boston Bypass Road, a designated truck route. East-west connections are limited to Summer Street, Congress Street, and West Second Street, all of which

are at the periphery or just outside of the 100 Acres. Additional local access and connections will be required to improve vehicular and pedestrian movements.

A Street and West Second Street are two major connectors to the traditional South Boston residential neighborhood. Other connections must be established to integrate this neighborhood with the 100 Acres.

The South Boston Bypass Road provides a dedicated truck route to the port and to the industrial uses in the backlands of the South Boston Waterfront. The South Boston Bypass Road separates trucks and heavy commercial vehicles from other non-commercial traffic and from the South Boston residential streets. Noise and safety issues generated by the truck route will need to be mitigated by proper buffers and setbacks.



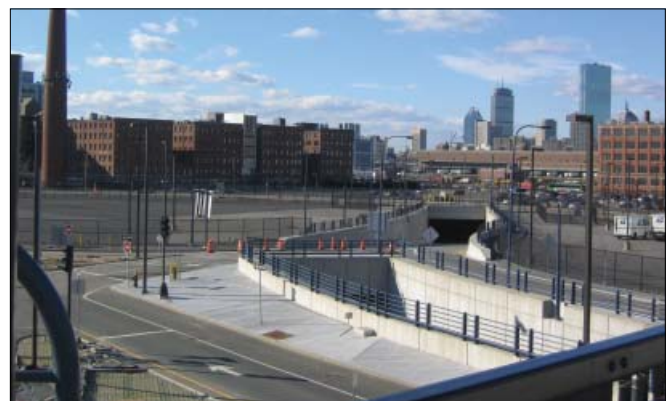
Existing Parking Facilities



A Street looking north towards Congress Street



South Boston Bypass Road



I-90 Exit Ramp at Haul Road and Summer Street

Existing Land Use

The existing land uses within the 100 Acres include the P&G/Gillette plant, the USPS, and their associated supporting facilities, artist live-work spaces, retail, commercial offices, and mixed-use on Summer Street.

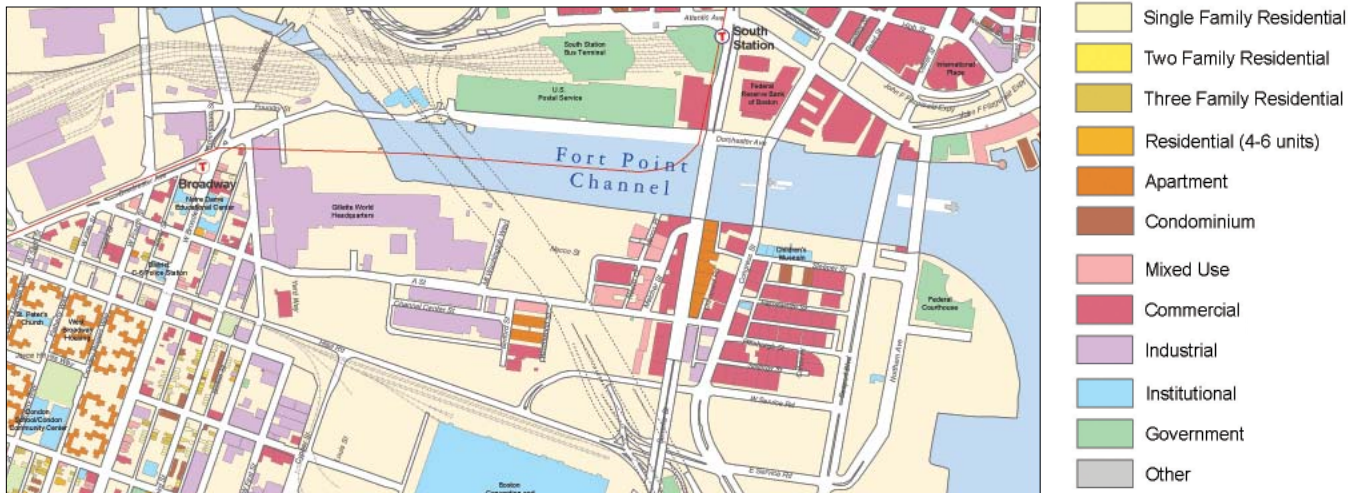
As discussed above, the majority of the 100 Acres is owned by only a few landowners. 41 acres of land is owned by P&G/Gillette. The USPS owns approximately 23 acres. Other large owners include Beacon Capital Partners and Archon Group, successors to Boston Wharf Company’s holdings within the 100 Acres. 93 percent of the land area within the 100 Acres is controlled by these four landowners.

The planning area is largely underutilized considering the advantage of the site’s proximity to transit, highways, the BCEC, and downtown. The underutilized land parcels owned by P&G/Gillette and the USPS make up a total of approximately 35 acres, or about 40 percent of the total land within the 100 Acres. These parcels are almost entirely used as surface parking for the USPS, P&G/Gillette, and commuters working in the area and in downtown. In addition to employee parking, the USPS uses parts of its 23 acres for truck storage and maintenance, and training for its drivers.

P&G/Gillette has maintained its presence in the area for over a century. It is the city’s largest manufacturing employer and a significant economic engine for the region. The presence

and legacy of the company is important to the city’s history and economy. The industrial history of the 100 Acres needs to be celebrated, protected, and reinforced. The existing buildings in the 100 Acres (other than the P&G/Gillette Plant) are mostly late-nineteenth-century warehouses adapted for office, retail, and artist live-work spaces. The majority of the warehouses are now owned by affiliates of Archon Group and Beacon Capital Partners. These buildings have a distinct and consistent architectural character consisting of masonry and brick construction with high ceilings, exposed wood structures, and large window openings. These physical traits make them very adaptable for different types of uses.

The area is well-known for the many artist live-work studios. Artists first moved into the underutilized warehouses in the Fort Point District over 30 years ago. Over time, this community has grown to become one of the most important concentrations of artists in New England. Specialty stores that support artists and design professionals are common in the area. The large number of design professional offices in the Fort Point area also contributes to the district’s unique character. At Fort Point Place and the Channel Center, the conversion of existing warehouses to housing with retail on the ground level represents an ongoing effort to reinforce the artist community and thereby retain diversity in the area’s residential stock.



Existing Building Use

Open Space Framework from Earlier Plans

All the previous planning efforts for the area have emphasized taking full advantage of the water as a public space resource and recreational amenity. The Seaport Public Realm Plan (1999) called for extending the sense of water inland through linear parks, pedestrian ways, view corridors, and street connections. The Plan proposed a large variety of open space types for each area within the entire South Boston Waterfront depending on the specific character and use of the immediate area.

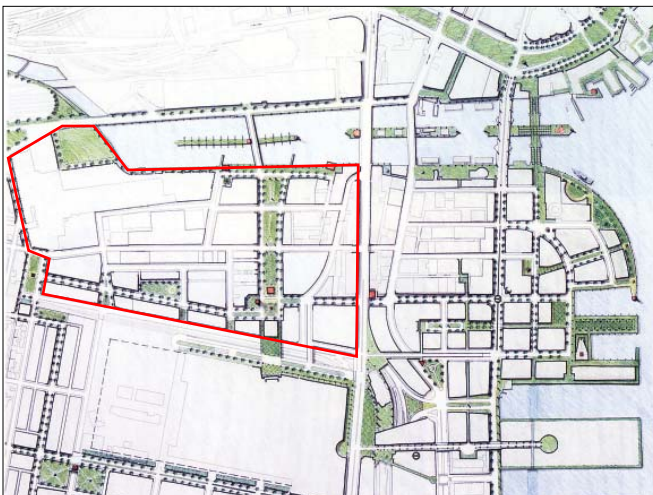
In the 100 Acres, the Public Realm Plan called for a large park linking the area east of A Street to the Fort Point Channel and Harborwalk. It proposed a bridge on the eastern end of the park to span the South Boston Bypass Road/Haul Road and thereby link the area's open space to the Boston Convention and Exhibition Center. Another bridge over the Channel was also proposed at the western end of the park to connect to Dorchester Avenue and South Station. This east-west connection represents an important strategy for connecting activities between the BCEC and the Channel.

The Public Realm Plan also proposed a north-south open space connection through the 100 Acres from West Second Street to Congress Street, following Medallion Street and the West Service Road corridor. Pocket parks off tree-lined streets were proposed along this corridor. These parks became more extensive at key locations such as at the Wormwood smoke stack, in the triangle area behind Channel Center, and at the southernmost end of the site at West Second Street.

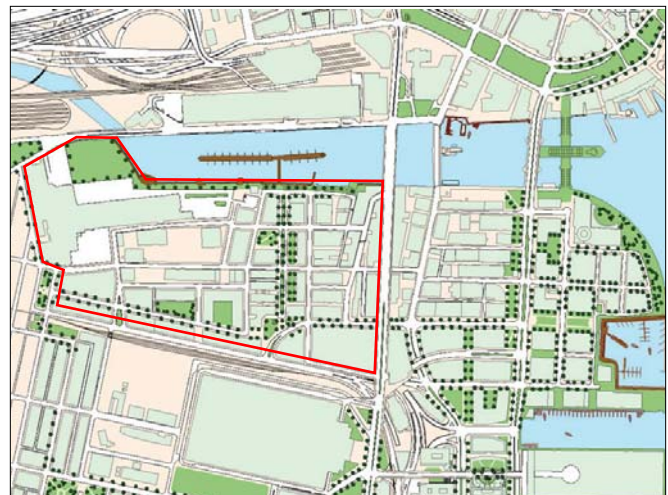
The Public Realm Plan recommended reinforcing Harborwalk with waterfront recreational open spaces for use by residents and adjoining neighborhoods. A large setback from the Channel between Necco Street and Mount Washington Avenue was proposed to accommodate larger open space activities along the Channel. Harborwalk was proposed to be extended north to Fan Pier and south to Dorchester Avenue and beyond, and eventually connected to the larger regional bicycle and pedestrian system through the South Bay Harbor Trail.

The key open space strategy for the 100 Acres proposed by the Public Realm Plan was to reinforce the public edge of Harborwalk and aggregate open space at key locations in the inland area linked by landscaped streets and sidewalks. Otherwise, the Public Realm Plan called for a density replicating the historic urban character of the existing wharf structures.

This open space concept for the 100 Acres was later modified in the Municipal Harbor Plan by taking into consideration the location of the Central Artery/Tunnel bisecting the area and the cost and engineering constraints arising from building over it. The modified open space plan located open spaces over the tunnel and shifted greater building density and height to where the ground would support larger structures, but retained the connection between the BCEC and the Channel.



Boston Public Realm Open Space Plan, 1999



South Boston Municipal Harbor Plan Open Space Plan, 2000

Legal Framework

General Laws of Massachusetts Chapter 91: Waterways

Massachusetts General Laws Chapter 91, Waterways, is administered by the Division of Wetlands and Waterways of the Department of Environmental Protection (DEP). The geographical areas under Chapter 91's jurisdiction are flowed tidelands, filled tidelands, great ponds, and non-tidal rivers and streams. Part of the 100 Acres, the portion west of A Street as shown in the diagram, falls into the jurisdiction of the Chapter 91 regulations.

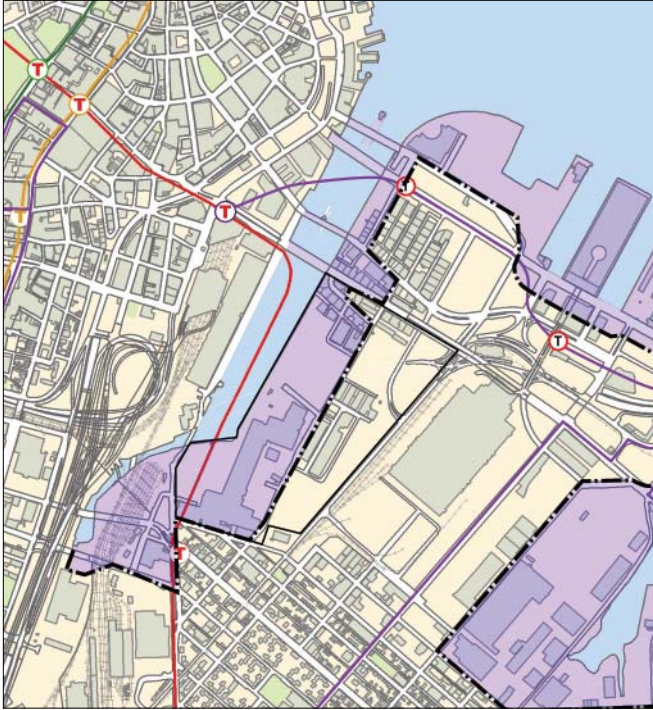
The Chapter 91 Regulations call for water-dependent uses, such as P&G/Gillette's South Boston Manufacturing Center, or uses that serve a proper public purpose, in all flowed and filled tidelands. In order to promote and preserve public rights to use tidelands, the Regulations require public access, such as public walkways and setbacks. The Regulations indicate that exterior open spaces for active or passive public recreation, such as parks, plazas, and observation areas, be located at or near the water to the maximum reasonable extent.

The Waterways regulations set forth strict dimensional requirements. According to the regulations, a 25- to 100-foot water-dependent zone along the Channel is required as shown in the diagram. The water-dependent zone should include at least the following: one or more

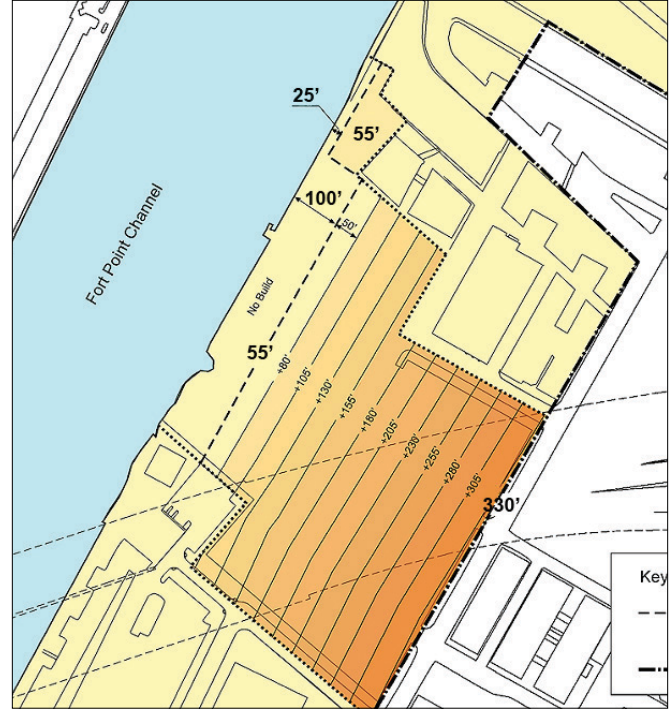
facilities that generate water-dependent activity and a pedestrian access network consisting of a minimum 10-foot walkway along the entire length of the water-dependent use zone. The open space requirement calls for a 1:1 ratio between open space area and the Commonwealth tideland area within the combined footprint of buildings containing non-water dependent uses within the Chapter 91 jurisdiction.

The regulations' height restrictions result in a building envelope as shown in the diagram. Buildings are allowed to be 55 feet tall at the edge of the water-dependent zone. Beyond this first zone, building height is controlled by a 2:1 slope landward to the Chapter 91 boundary at A Street. The height limit at the edge of A Street is 330 feet. Under the Chapter 91 dimensional regulations, 3.1 million square feet of building potentially may be developed on the approximately 12 acres of land that the P&G/Gillette Company owns north of its existing South Boston Manufacturing Center.

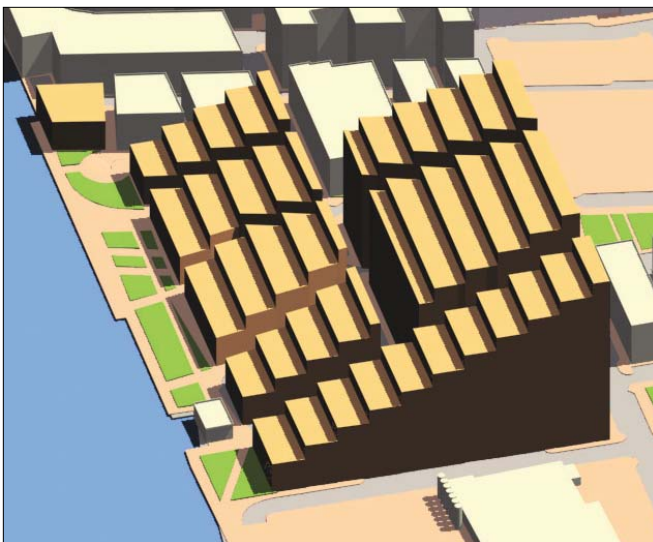
These generic dimensional requirements can be waived for substitute provisions and dimensional restrictions that are more appropriately tailored to an area's unique character if such are proposed by the City in a Municipal Harbor Plan and approved by the Secretary of the Executive Office of Environmental Affairs.



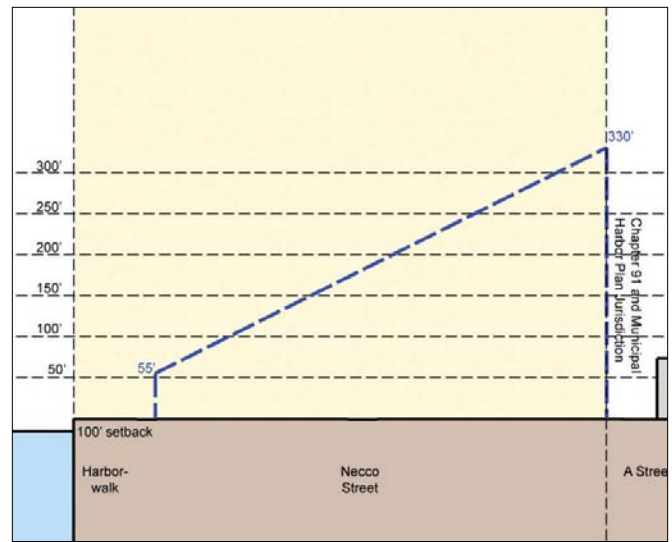
Chapter 91 Jurisdiction



Chapter 91 Height Restrictions



Chapter 91 Massing 3-Dimensional Illustration



Chapter 91 Massing Section

Municipal Harbor Plan

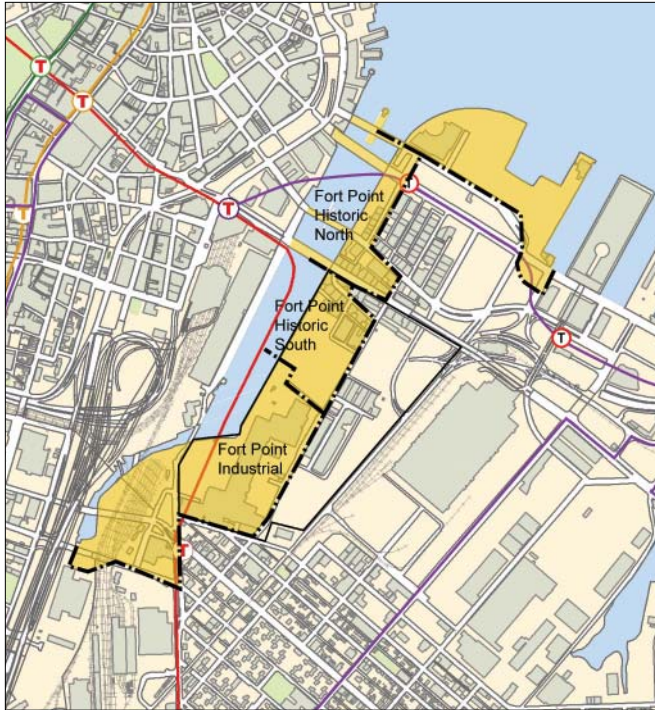
The BRA submitted a Municipal Harbor Plan (MHP) proposal for the South Boston Waterfront in 2000. The purpose of this Plan is to create a harbor plan and public realm more in keeping with Boston's urban character and mixed-use economy than would have resulted under the strict application of the State's Waterways Regulations. The South Boston Municipal Harbor Plan was submitted to the Massachusetts Executive Office of Environmental Affairs in July, 2000, and the Secretary issued a Decision on the Plan in December, 2000, that requested more study and a master plan for the Fort Point Historic South Subdistrict to govern the 100 Acres.

The BRA's Public Realm Plan of 1999 identified the Fort Point Channel and D Street for new development to achieve the overall goal of having at least one-third of the new development in the South Boston Waterfront to be devoted to residential use. The BRA envisioned a mixed-use neighborhood with substantial residential development for the 100 Acres.

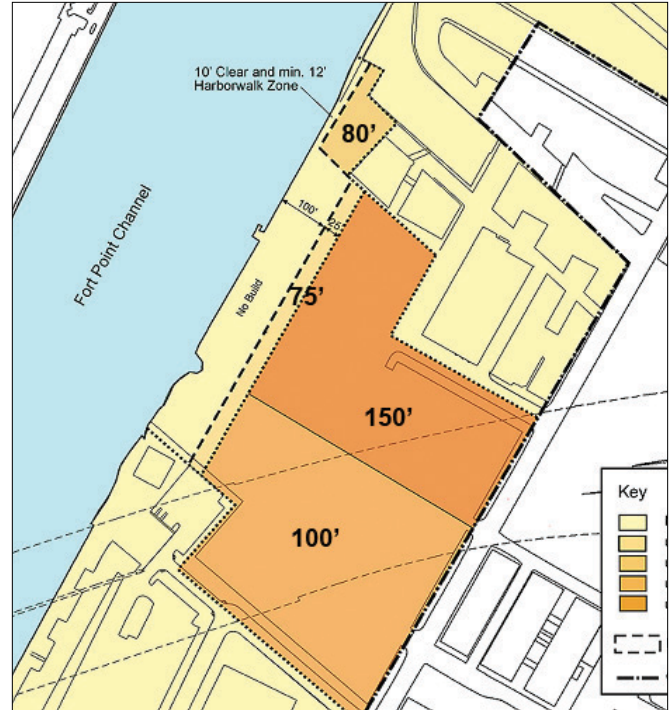
To achieve this vision, the MHP identified a series of substitute provisions and offsets for the Chapter 91 requirements. For instance, it proposed building heights ranging from 75 feet to 150 feet, as opposed to Chapter 91 regulations that allow heights from 55 feet to 330 feet. Four height zones were designated in the 2000 MHP.

The first zone included the first 125 feet from the edge of the seawall, and was an expansion of the water-dependent use zone. Along the first 100 feet, buildings were not allowed. For the remaining 25 feet, the height limit was set at 75 feet. The zone at the 60 Necco Court area had a height limit of 80 feet consistent with the surrounding existing buildings. For the area north of Wormwood Street the height limit was 150 feet, and for the area south of Wormwood Street the height limit was 100 feet. These height restrictions suggest that building masses should step down towards the south for an appropriate transition to the existing residential neighborhood. They were approved on the condition that a renewed master planning initiative would proceed.

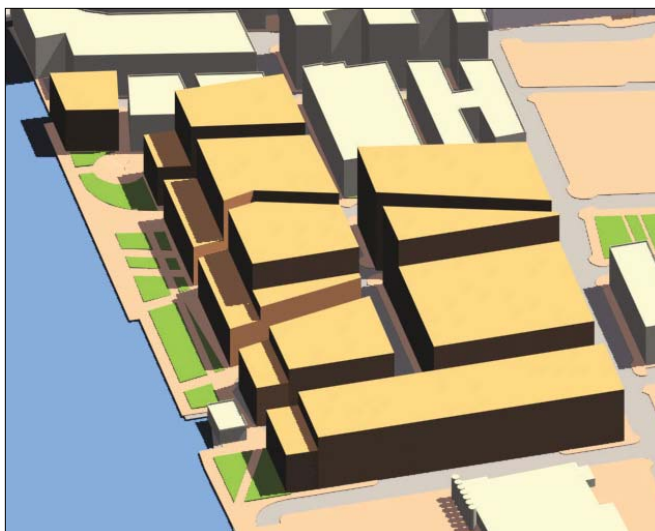
The MHP also specified a series of offset measures to compensate for any negative impacts of the proposed substitutions, such as net new shadows. The offsets included additional open space, civic, cultural, and educational uses, and active facilities of public accommodation on the upper floors. For instance, in the case of the Fan Pier proposal, open space in excess of the 50 percent stipulated by Chapter 91 was used to offset net new shadow at a 2:1 ratio. Floor area devoted to a four season room served to offset shadow impacts at a 1:1 basis.



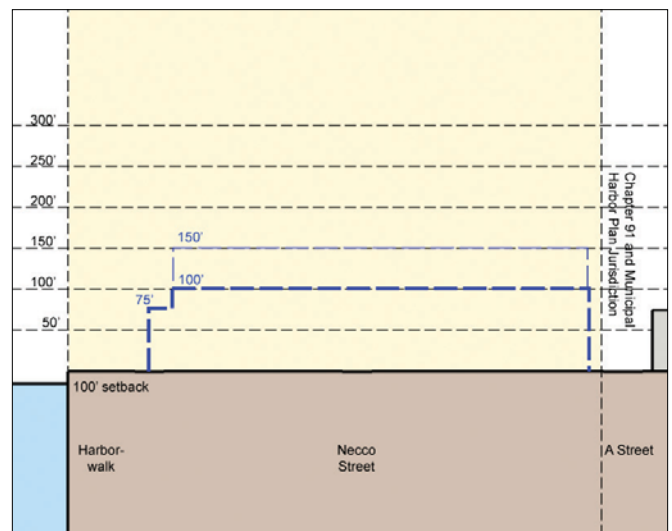
Municipal Harbor Plan Jurisdiction



Municipal Harbor Plan Height Restrictions



Municipal Harbor Plan Massing 3-Dimensional Illustration



Municipal Harbor Plan Massing Section

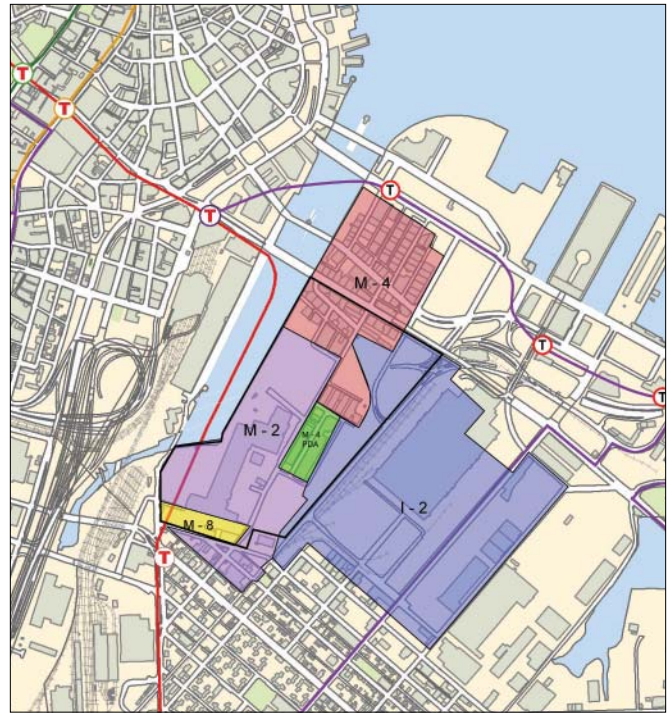
Existing Zoning

The existing zoning for the 100 Acres was established when the area's use was almost exclusively industrial. The policy at that time was to maintain the status quo. The potential of the 100 Acres has, however, been dramatically altered by the construction of the new highway and transit systems and the BCEC.

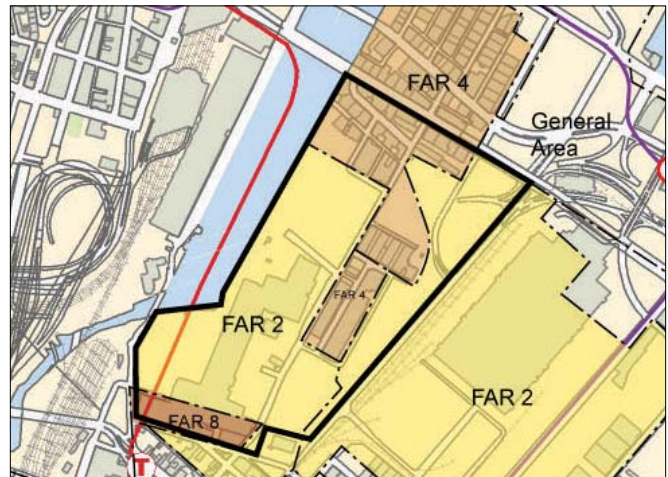
Under current zoning, manufacturing and industrial uses are allowed within the 100 Acres. The maximum floor area ratio (FAR) varies among FAR 2, 4, and 8 for manufacturing use and is set at 2 for industrial use. There are no height restrictions or open space requirements. In 2000, the Zoning Commission adopted a Planned Development Area for the "Channel Center" project, which allowed for offices and residential uses and heights of up to 150 feet.

Current zoning permits artist live-work spaces as a conditional use within an industrial zone. Artist live-work space is viewed as an appropriate buffering use compatible with industrial use. The zoning code specifies multi-family dwelling as a conditional use within a manufacturing zone, but it is forbidden within an industrial zone. Hotel use is forbidden in both zones, while most types of retail and office uses are allowed. These use restrictions are thus incompatible with the goal of developing the 100 Acres as a mixed-use district featuring office, industrial, warehouse, research and development, residential, retail, and recreational uses.

The lack of any height restrictions, open space requirements, and urban design guidelines will likely result in unsuitable development with insufficient and poorly planned open spaces, as well as a neighborhood with no consistent architectural character. One of the objectives of this 100 Acres Master Plan is therefore to reevaluate the area's outdated zoning provisions.



Zoning Districts

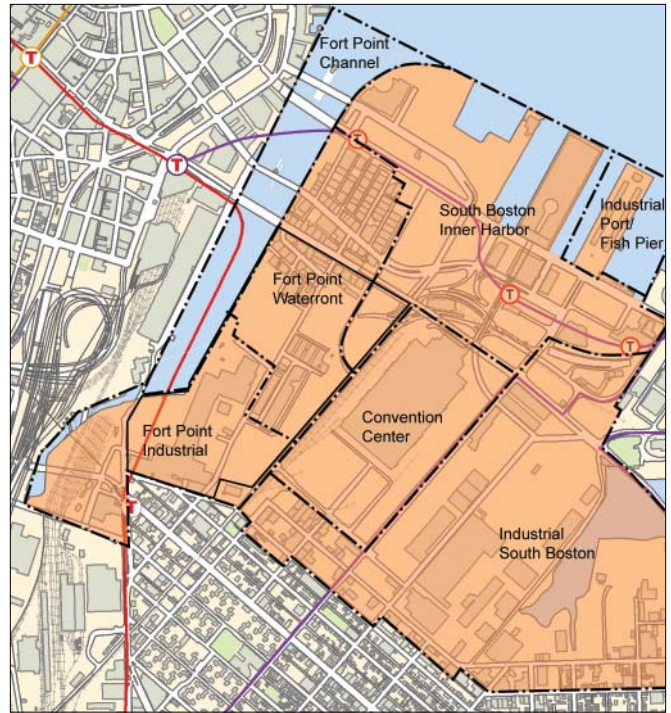


Density Distribution

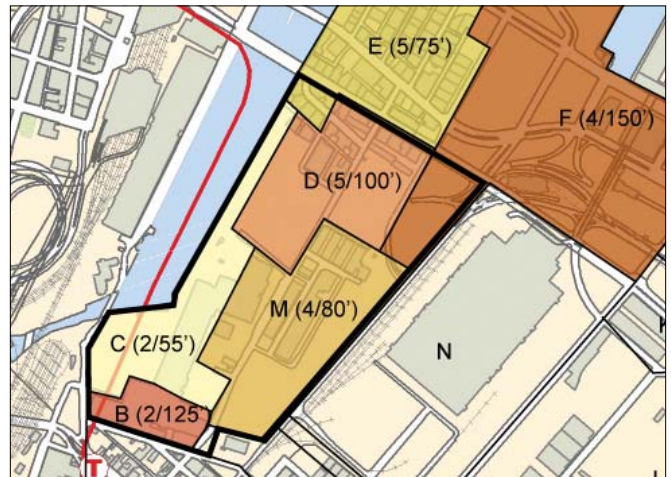
South Boston Waterfront Interim Planning Overlay District

In order to facilitate the rezoning of the South Boston and Fort Point Channel waterfront, an Interim Planning Overlay District (IPOD), the Fort Point Overlay District, was adopted by the Zoning Commission in 1999. The added controls of the IPOD are intended to provide an interim protection against an improper balance of competing land uses under rapidly-changing economic and environmental forces prior to adopting permanent zoning changes. The IPOD establishes strict requirements for height, FAR, land use, open space, parking ratios, and waterfront setbacks, as well as interim development review requirements.

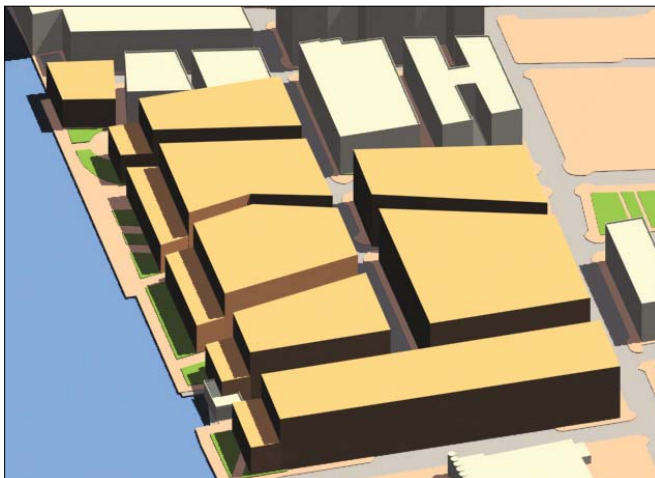
The IPOD designated six zones within the 100 Acres, each with different height and FAR limits. The height limit in Area C is 55 feet; Area E, 75 feet; Area M, 80 feet; Area D, 100 feet; and Area B, 125 feet. The maximum floor area ratio (FAR) for the six zones is FAR 2 for Areas C and B; FAR 4 for Areas M and F; and FAR 5 for Areas D and E. The interim height and FAR limits are designed to be generally consistent with the existing warehouse buildings, compatible with existing industrial land uses, and suitable to the area's history and waterfront character.



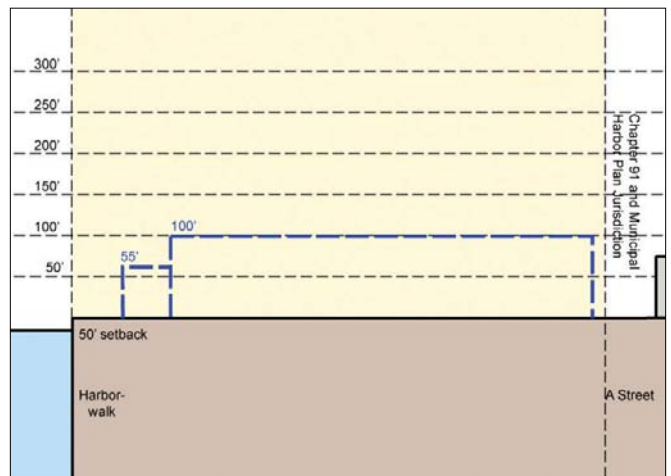
IPOD Subdistricts



FAR and Height Restrictions (FAR/Height)



South Boston Interim Overlay Planning District Massing 3-Dimensional Illustration



South Boston Interim Overlay Planning District Massing Section

Planning Principles

The 100 Acres Master Plan is part of the ongoing planning effort for the South Boston Waterfront. Following the principles set forth in the Seaport Public Realm Plan (1999), and the Boston Municipal Harbor Plan (2000), the 100 Acres Master Plan establishes a set of planning principles based on the site's specific characteristics and conditions.

Plan for a Vital, Mixed-Use Neighborhood

The Master Plan envisions a vital, mixed-use neighborhood, not just another downtown where activities exist only during the day. To encourage vibrancy day and night, the 100 Acres will be composed of office, residential, commercial, industrial, manufacturing, warehouse, research and development, recreational, and art and cultural uses.

The site's location, featuring easy access to public transit, the downtown financial district, Logan Airport, and the Boston Convention and Exhibition Center makes it especially attractive to a wide variety of uses and development.

The area's short distance to public transportation and the amenities of its waterfront location, combined with Boston's strong housing demand, are ideal conditions for residential development. Housing is the critical ingredient for creating a vibrant district and sustaining a mixed-use neighborhood. The Channel and waterfront features will further attract restaurants, retail, and entertainment to activate the waterfront.

The 100 Acres is the home and headquarters of The P&G/Gillette Company, a water-dependent user, and the city's largest manufacturing employer. The Channel and the port provide the necessary supports to industrial development in the area. The manufacturing industry is essential to the city's economy and will be enhanced and protected by the Master Plan.

The district's nineteenth-century warehouses have for decades been the home of a large and thriving artist community. These warehouses are largely responsible for creating the area's unique character and atmosphere. It is important to maintain this aspect of the district's history and strong art identity by supporting the creation of more artist live-work spaces and supporting uses.

Minimize conflicts of the mix of uses

As part of its mixed-use strategy, this Plan calls for minimizing conflicts between different uses by providing adequate buffers, careful land use allocations, built-in community benefits, and strong design guidelines.

Parks, public plazas, outdoor recreation areas, water activities, and pedestrian connections are all elements of the type of well-designed open space system that is critical to a healthy residential community. They also help to buffer residential areas from impacts generated by industrial and commercial uses.

In order to protect existing industrial, manufacturing, warehouse, and research and development uses, the Master Plan calls for the strategic location of appropriate buffering land uses such as office, commercial, and artist live-work spaces.

The Master Plan calls for redirecting truck traffic within the 100 Acres by creating a new connection between the South Boston Bypass Road and the P&G/Gillette Plant and A Street. The South Boston Bypass Road and Massport Haul Road are vital connections for the industrial uses in the 100 Acres and the entire South Boston Waterfront. It is the primary connection to the working port and the highway system.

Promote access to shared natural resources

In addition to the existing waterfront resources, this Plan envisions new and expanded open spaces and recreational fields that will enhance and promote enjoyment of the area for residents and visitors.

The Plan maximizes the relationship between the interior portion of the 100 Acres and the Channel through physical connections. This will allow the whole area to take full advantage of the waterfront as an amenity.

The Plan's proposed open space system is designed to connect the natural resources of the 100 Acres to the whole city. The 100 Acres's open space system is integrated with and an extension of the city's greater Harborwalk system and the South Bay Harbor Trail, which connects to other neighborhoods outside of South Boston.

A pleasant and safe pedestrian environment will provide easy access to the area's water, open space, and other natural and historic resources. Appropriate scale and design of pedestrian spaces are essential. The Plan proposes detailed design guidelines for the pedestrian environment to enhance the walking experience.

Enhance the South Boston Community

The 100 Acres directly abuts the traditional residential South Boston neighborhood. The Master Plan envisions the 100 Acres as an extension of and enhancement to this neighborhood.

This Plan calls for appropriate physical and visual transitions and connections to the South Boston neighborhood. These physical linkages will be enhanced with new open spaces for recreation and other community uses.

Master Plan

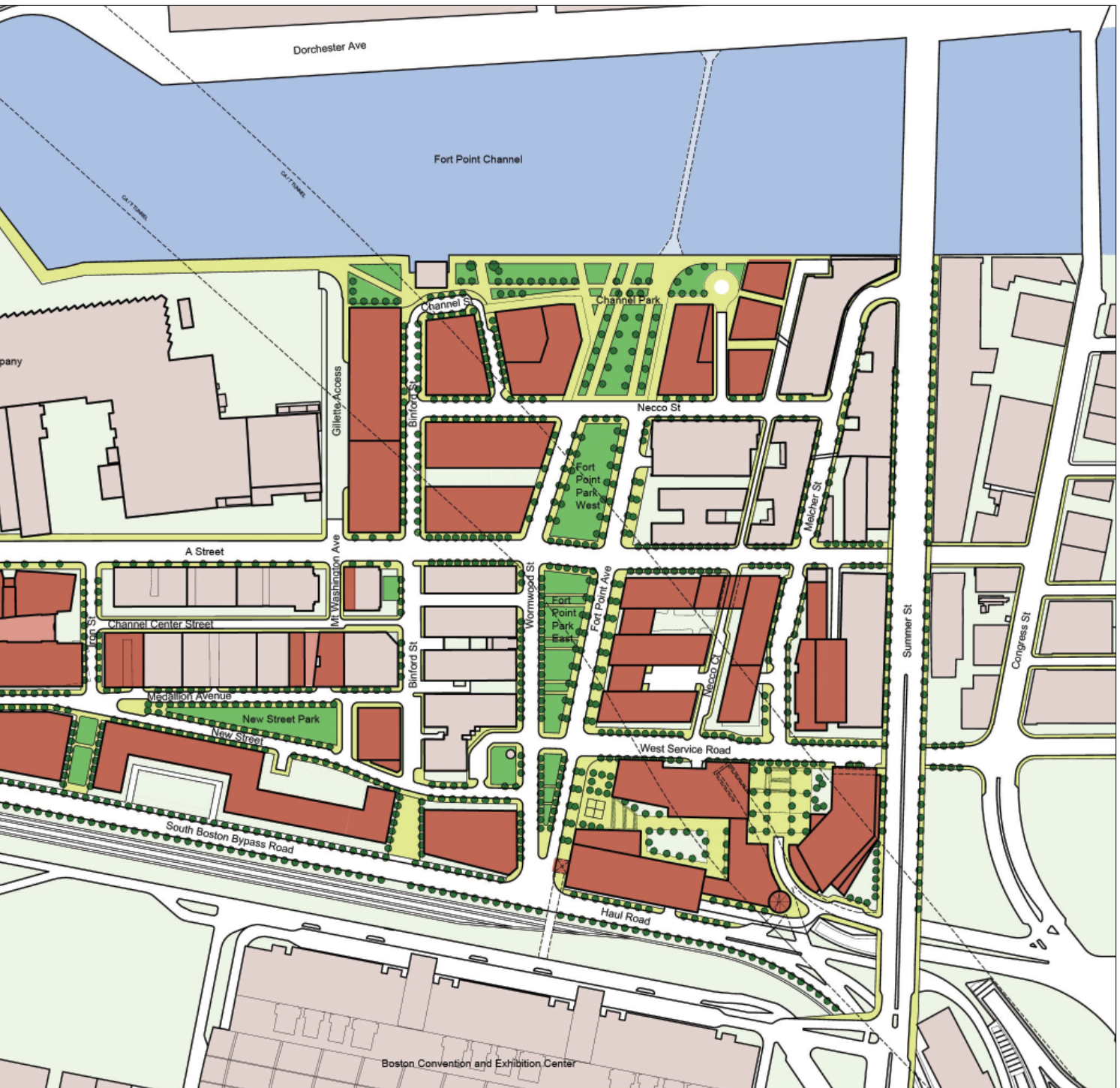
The Master Plan calls for a district that embraces the area's unique historic and architectural characteristics. The 100 Acres will make the Fort Point Channel area an even more vibrant live-work neighborhood that connects the traditional South Boston residential neighborhood's Broadway Station area to the Fan Pier and the Waterfront.

The Master Plan proposes a dense and vibrant mixed use district that may ultimately accommodate 5.9 million square feet of new development. The proposed land uses include office, retail, residential, tourism-related, cultural and art, civic and community, industrial, manufacturing, warehouse, and research and development uses. Two important open space corridors are proposed to connect the 100 Acres to the Fort Point waterfront, Fan Pier Cove, the traditional South Boston residential neighborhood, and the Boston Convention and Exhibition Center. These two open space corridors are the framework for the plan's open space system, which will encompass three primary neighborhood parks, each anchoring three different concentrations of residential areas. New recreational fields and community facilities are proposed at the southern portion of the site to serve the existing South Boston neighborhood and the emerging 100 Acres residential neighborhood. New streets are proposed to create blocks consistent with the existing district character, improve circulation patterns, and define visual corridors, as well as connect the site to the waterfront.

The ultimate build-out and density of the 100 Acres proposed in this Plan is comparable to the Leather District and the Prudential-Copley District, based on the density study in Chapter III. The proposed building heights range from approximately 100 feet to 180 feet. Buildings along both sides of A Street and north of Binford Street will be approximately 100 feet. On parcels not located over the I-90 tunnel, and which are generally away from A Street, taller buildings will be allowed. Taller buildings are also typically set back approximately 110 feet from the water's edge. The Plan calls for a variety of building heights to create a new waterfront skyline that steps down progressively from Summer Street to West First Street, except for the southerly end of the Channel Center development, where heights of 150 feet were permitted prior to the promulgation of this Master Plan. The pre-existing South Boston Manufacturing Center and the permitted buildings of the Channel Center are not part of the density and height limitations contemplated by the Master Plan.



100 Acres Master Plan



* Final street dimensions, bulb-outs and lane delineation to be determined upon site survey and traffic engineering.

Street Grids

The Fort Point Channel area has historically been the home of industrial and manufacturing uses. The distinct manufacturing- and warehouse-type buildings of the Boston Wharf Company and the P&G/Gillette Company remain today. A majority of the buildings are between five and six floors, with generous floor-to-floor heights. The existing block pattern was designed to accommodate two 100-foot deep warehouse style buildings back-to-back with a service alley in between. The height of street walls is typically 1.75 times the width of streets. The blocky buildings and narrow streets are concentrated within the area bounded by Seaport Boulevard, West Service Road, Melcher Street, A Street, and Binford Street. Typical examples of this type of building in the 100 Acres are those along Midway Street. The Master Plan calls for extending the area's street grid throughout the 100 Acres.

The proposed street grid generally follows this historic block scale and street pattern. It also recognizes and builds on the importance of A Street and West Service Road as the two major north-south connectors. A Street, running down the center of the 100 Acres, connects Congress Street to Broadway and the traditional South Boston residential neighborhood. It is the 100 Acres's primary north-south roadway. This Plan proposes widening the A Street right-of-way to make it more like an avenue, with more generous pedestrian landscape features and vehicular accommodations. The addition of traffic signals along A Street and other critical intersections will also allow for more efficient vehicular and pedestrian flow throughout the 100 Acres.

West Service Road connects the Haul Road near the smoke stack to Congress Street and the Fan Pier Cove to the north. This Plan proposes to extend the West Service Road corridor from the Wormwood smoke stack south to West First Street by adding a new street that runs parallel to the South Boston Bypass Road. This new street will provide an alternative connection from the traditional residential neighborhood to the Fan Pier Cove.

Currently there is no continuous east-west connection between the Fort Point Channel and the South Boston Bypass Road/Massport Haul Road. This Plan proposes building a major new east-west street and extending all

the existing east-west streets to increase the accessibility between the Channel and the areas east of A Street. Existing streets that are to be extended include Richards Street, Binford Street, Wormwood Street, Necco Court, and Melcher Street. Fort Point Avenue is a new avenue that is envisioned to be the district's primary east-west pedestrian and vehicular spine, connecting the Haul Road to West Service Road and the Channel. These multiple east-west links will provide visual and pedestrian penetrations throughout the 100 Acres interconnecting all the building parcels.

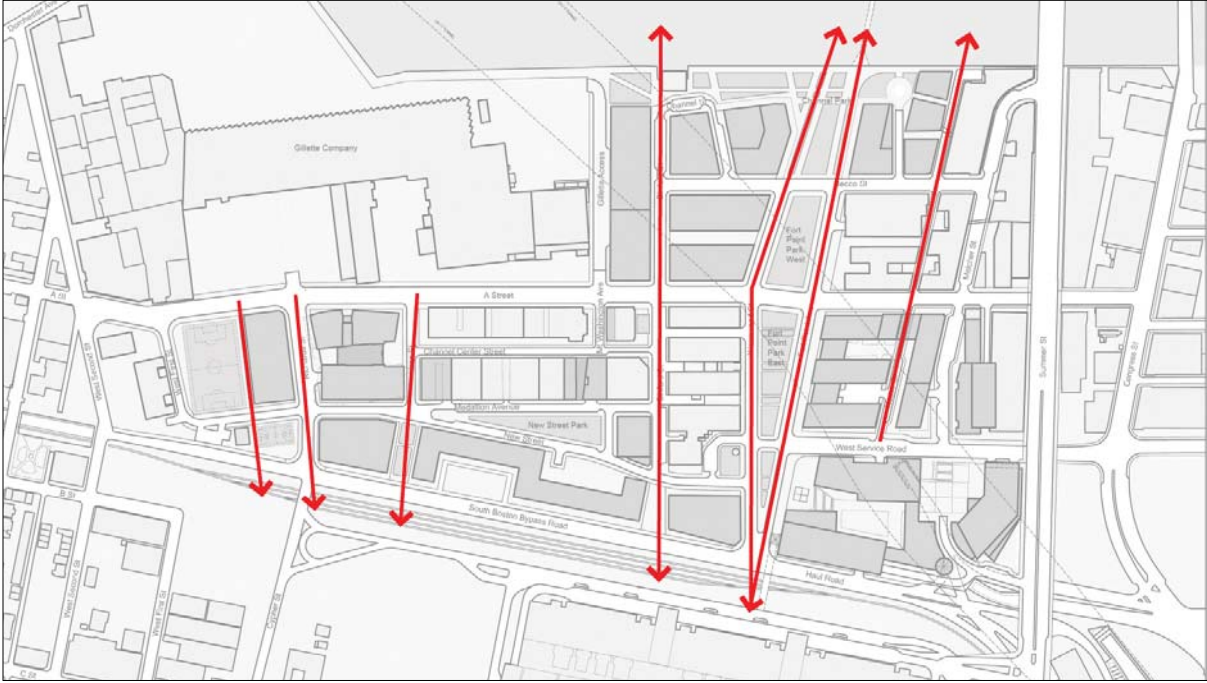
View Corridors and Vistas

View corridors are essential for providing orientation and making visual connections to important geographic features. This Plan calls for visual corridors along major streets with defined street edges that also shape the open spaces. The view corridors include Fort Point Avenue and Binford Street.

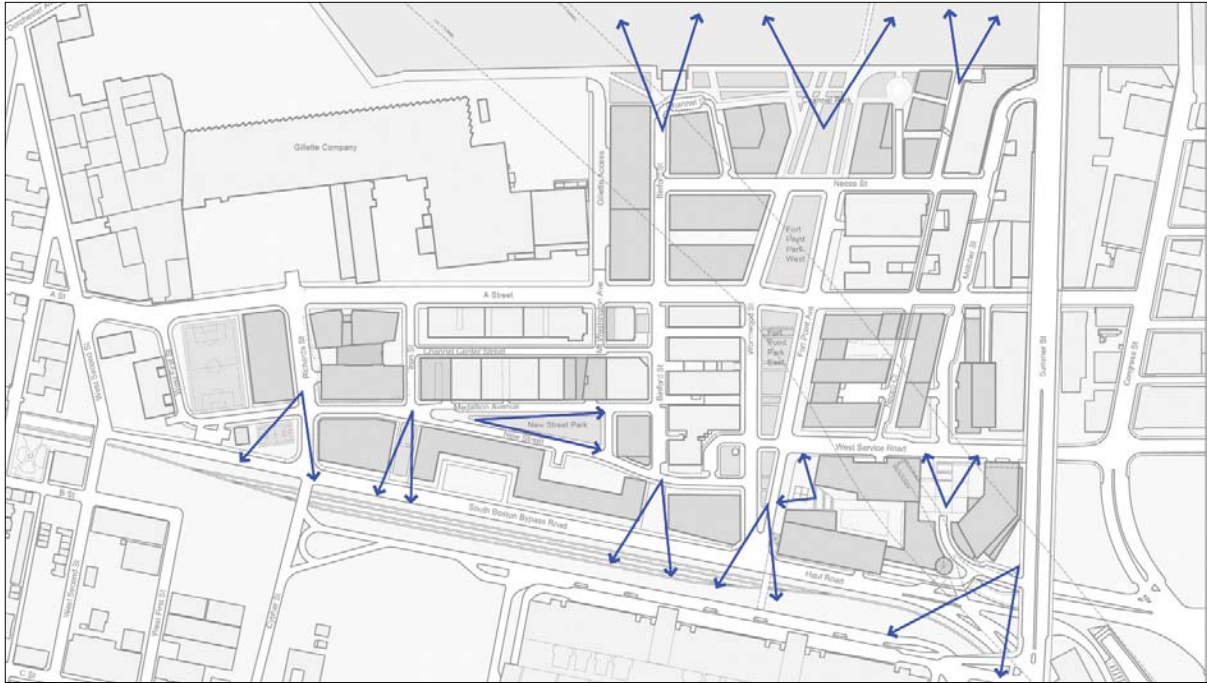
Another important orienting device proposed by this Plan is taking advantage of and enhancing vistas typically at the end of view corridors or open spaces. Some examples include the vista of the downtown skyline at the end of Fort Point Avenue, and the vistas to the Boston Convention and Exhibition Center from the corner of Summer Street and the Massport Haul Road.

Orienting Features

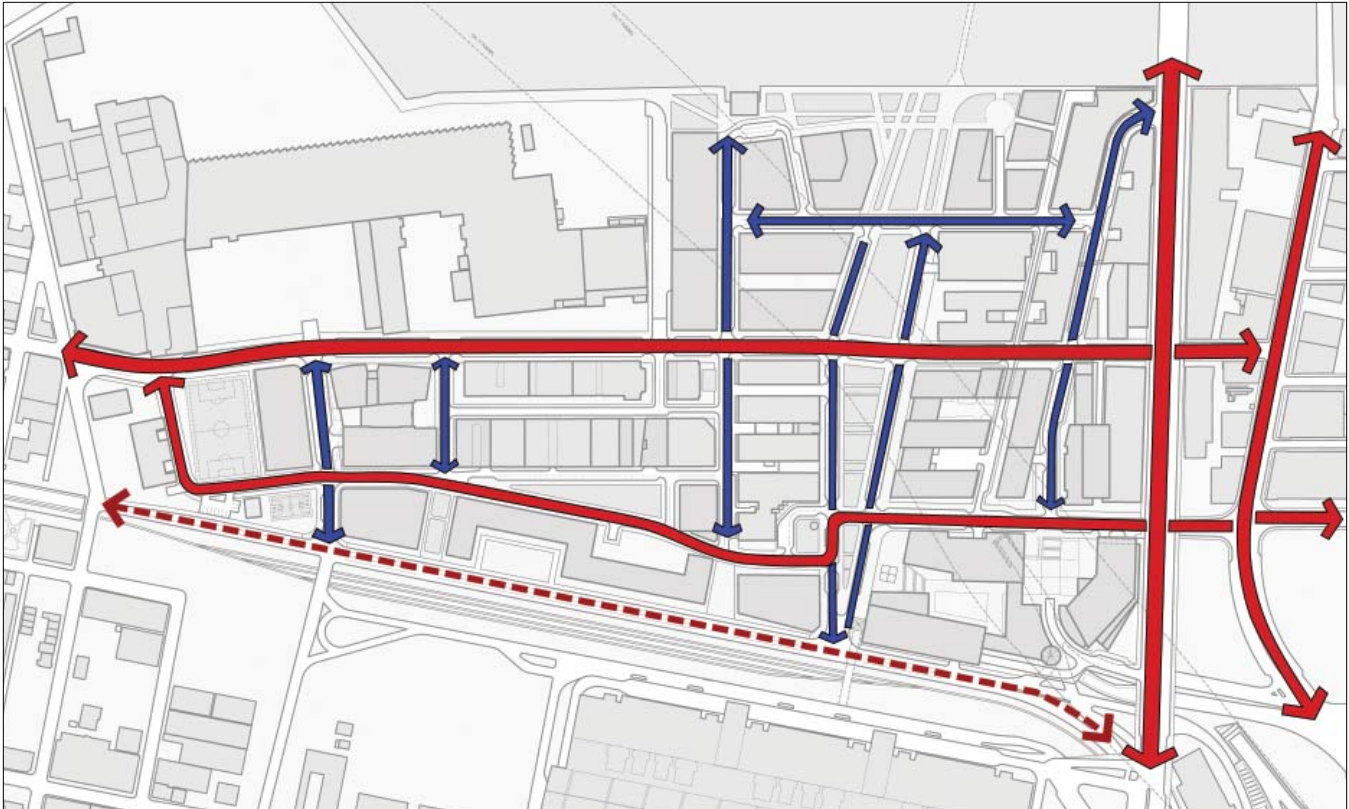
This Plan takes advantage of significant urban features throughout the district. One of the most distinct and unifying features of the area is the continuous street walls defined by the late-nineteenth- and early-twentieth-century brick warehouse and manufacturing buildings. The continuous and uniform street wall is an important urban feature that helps provide orientation within the district. Other especially memorable features are sometimes at the end of a view corridor such as the Wormwood smoke stack, at an inflection or bend of the street wall like at the top of Melcher Street, at a distinctive street corner such as that of A Street and the extension of Wormwood Street, or in front of an open space. These features can be a vertical element, an architectural feature, or building facade that provides a visual focal point and orientation to pedestrians.



View Corridors



Vistas



Vehicular Circulation

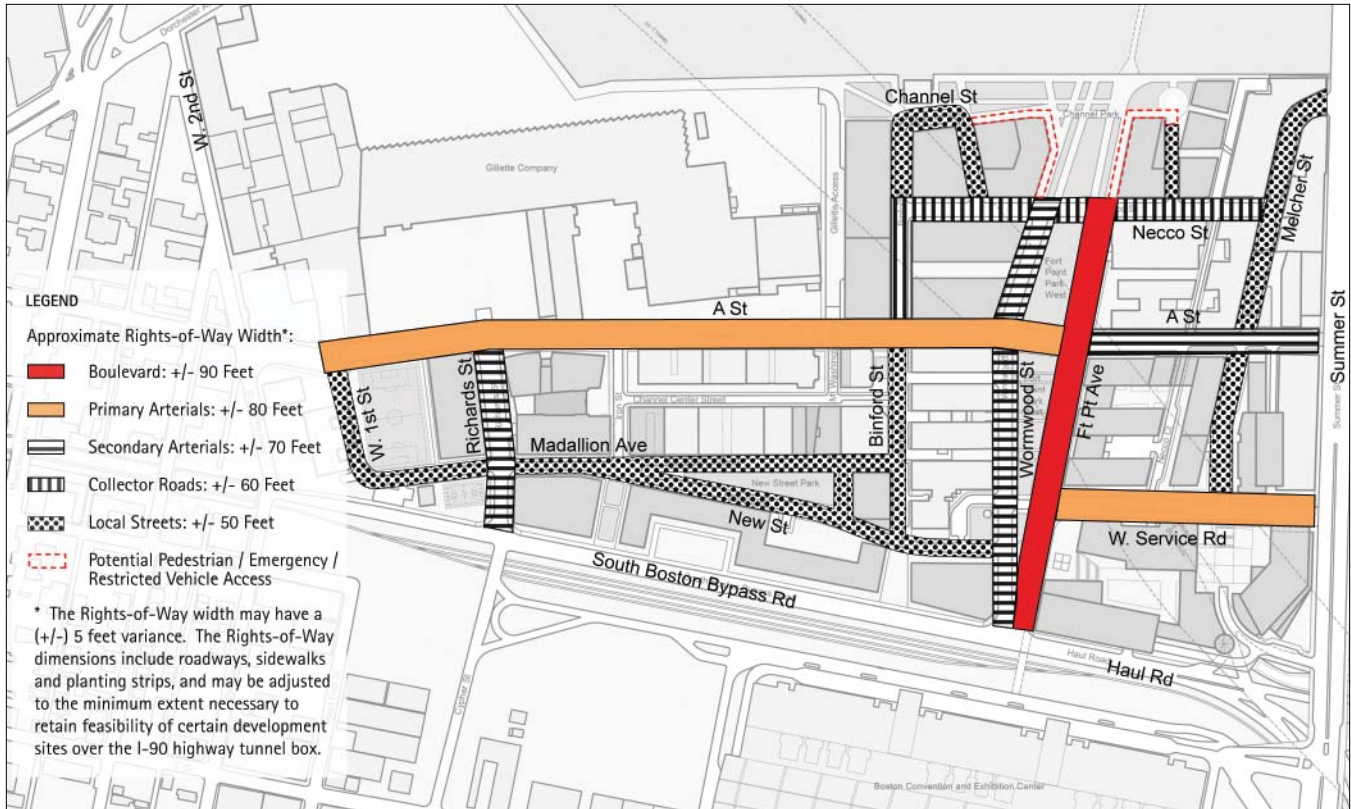
Circulation

Regional transit and highway access to the 100 Acres is located on the periphery of the district. These gateway locations define pedestrian and vehicular circulation. A Street, Melcher Street, and West Service Road provide connections between the 100 Acres and South Station, Broadway Station, and Courthouse Station. A Street, Fort Point Boulevard, and West Service Road link the district with highway ramps on Congress Street and the Massport Haul Road. The Master Plan enhances the gateway connections to the transit stations by providing pleasant and safe pedestrian experiences and creates new vehicular connections that relieve congested intersections and avoid neighborhood streets.

Existing regional highway access on Congress Street and the Massport Haul Road are oriented toward development in the South Boston Waterfront north of Summer Street. Interstate ramp connections are also located on Frontage

Road to the south of the 100 Acres. The South Boston Bypass Road passes by the 100 Acres, with connections to the Massport Haul Road, West Service Road, and Cypher Street next to the BCEC. These ramp locations require general traffic and trucks traveling to and from the 100 Acres to use local streets, particularly congested intersections like A Street and Congress Street.

The 100 Acres Master Plan creates a new street grid that disperses traffic in the commercial area and provides more direct connections from the district to the highway system. This approach encourages the use of regional highway connections rather than local streets. Fort Point Boulevard and the Mid-point Connector to the South Boston Bypass Road allow traffic to bypass existing congestion points. This approach improves vehicular access to the 100 Acres while reducing impacts on the rest of the South Boston Waterfront and redirecting vehicular traffic away from the South Boston residential neighborhood.



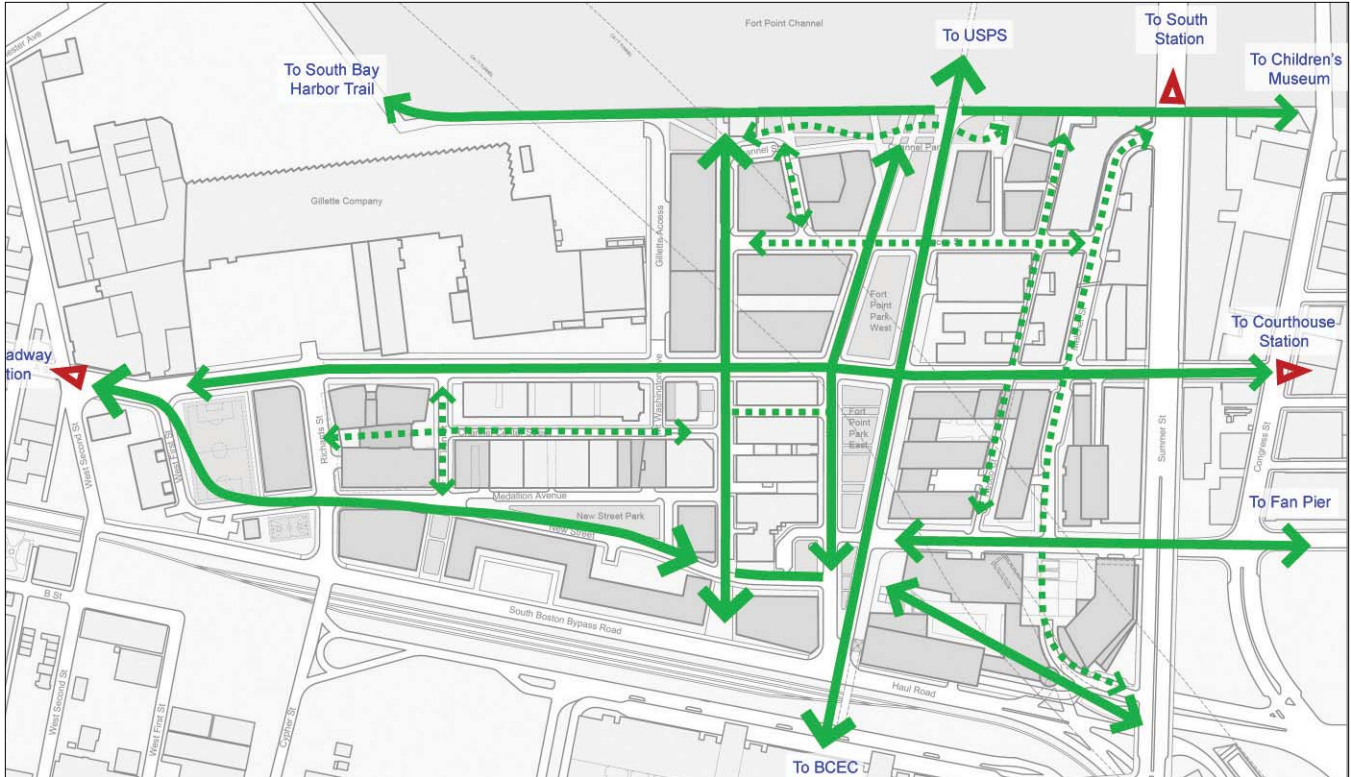
Street Hierarchy

Vehicular

There are three major north-south roadways running through the 100 Acres, and each serves different transportation purposes:

- A Street is the primary roadway entering the site from the south. It carries vehicular movements from West Second Street to Congress Street, effectively connecting the traditional residential areas in the south to the waterfront.
- The South Boston Bypass Road along the eastern edge of the 100 Acres is a designated truck route that carries heavy industrial truck traffic from the highway to the South Boston Marine Industrial Port and Conley Terminal.
- West Service Road connects the area to the Fan Pier waterfront and is also the only direct vehicular access to the 100 Acres south of Summer Street from the highway system.

A Street is the only street that has through traffic. Otherwise, most of the vehicular traffic in the 100 Acres is local. In addition, the truck route is separated from the district and located at the periphery of the area, expediting the truck traffic to and from The P&G/Gillette’s South Boston Manufacturing Center. These vehicular patterns of keeping through and heavy traffic on specific corridors are essential to providing a safe pedestrian and urban environment along the local streets.



Pedestrian Circulation

Key improvements to the existing circulation pattern include the following:

- Reinforce A Street as a primary north-south street by reconfiguring the street to four moving lanes, widening sidewalks, and planting street trees within the 100 Acres to increase its vehicular capacity and walkability.
- Extend West Service Road to the south and connect it to New Street to provide a new north-south vehicular and pedestrian connection.
- Connect A Street to the South Boston Bypass Road by extending Richards Street to provide a more direct access for trucks to the P&G/Gillette Plant.
- Connect A Street, West Service Road, the Haul Road, and the I-90 highway ramps by building Fort Point Avenue.
- Widen the Massport Haul Road from Ramp CT to Fort Point Avenue.
- Extend local streets, including Wormwood Street, Necco Court, Melcher Street, Binford Street, and Richards Street, along their existing alignments. Some of these streets will become one-way to support a safer, more convenient, and more efficient vehicular and pedestrian circulation system.
- Reconfigure existing street grid to minimize conflict between pedestrians and vehicular traffic. This reconfiguration will promote a safer, more active waterfront.

Fort Point Avenue and Wormwood Street are proposed to be a couplet of one-way streets around Fort Point Park providing vehicular access from A Street to the South Boston Bypass Road and Massport Haul Road intersection. The strategy of having paired one-way streets limits the widths of each of the streets and also maximizes the open space in between for a better pedestrian environment.

Pedestrian

The key pedestrian corridor of the Plan is the 4.4-acre open space and promenade framed by Fort Point Avenue to the north and Wormwood Street to the south. This open space corridor connects the Fort Point Channel across A Street to the South Boston Bypass Road/Massport Haul Road. This open space is envisioned to be the focal point of the 100 Acres pedestrian and open space systems, and it provides the opportunity for continuous pedestrian activities from the heart of the 100 Acres all the way to the waterfront. The Plan envisions the ultimate extension of the Fort Point Avenue open space corridor to be a pedestrian bridge across the Channel to Dorchester Avenue and South Station. Similarly, at the eastern end of the same corridor, the Plan proposes a pedestrian bridge across the Massport Haul Road and the rail tracks that will ultimately connect the 100 Acres to the BCEC.

Harborwalk is the other key pedestrian system for the 100 Acres. Harborwalk extends along the easterly side of the Fort Point Channel and is part of the larger South Bay Harbor Trail System. In the location where a residential building is planned on Necco Court, Harborwalk will be incorporated into the lower level of the building.

Other key pedestrian paths such as Binford Street and Necco Court connect the Fort Point Channel and Harborwalk to the inland parcels within the 100 Acres. A series of pedestrian plazas and stairs on the USPS parcel at the corner of Summer Street and the Massport Haul Road will connect elevated Summer Street down to Melcher Street to the west and Fort Point Avenue to the south. These two paths will provide pedestrian access to the 100 Acres from Summer Street, especially for convention-goers at the new BCEC and the World Trade Center.

Parking

This Plan recommends that all parking be accommodated on-site by each development in underground garages. Based on the City's guidelines for desired parking ratios of 0.7 spaces per 1,000 square feet of commercial, industrial, and cultural use, 1.0-1.5 spaces per dwelling unit, and the South Boston Parking Freeze regulations, the total parking requirement for the 100 Acres is projected to be approximately 7,000 spaces.

On-street parking serves as a safety buffer between vehicular traffic and pedestrians. Wherever feasible, during off peak hours, on-street parking is allowed. Exact location of travel lanes and parking lanes will be determined during detail design.

Transit

The 100 Acres is served by the Red Line, Silver Line, buses on A Street, and, in the future, the Urban Ring. The fully developed 100 Acres would generate about 4,000 peak hour transit trips, of which about 43 percent are projected to use the Red Line at South Station or Broadway Station, about 25 percent the Silver Line, and about 32 percent the Urban Ring. A Street, Melcher Street, and West Service Road are three major pedestrian routes to nearby transit stations including South Station, Courthouse Station, and Broadway Station, which are each within a ten-minute walk to the 100 Acres.

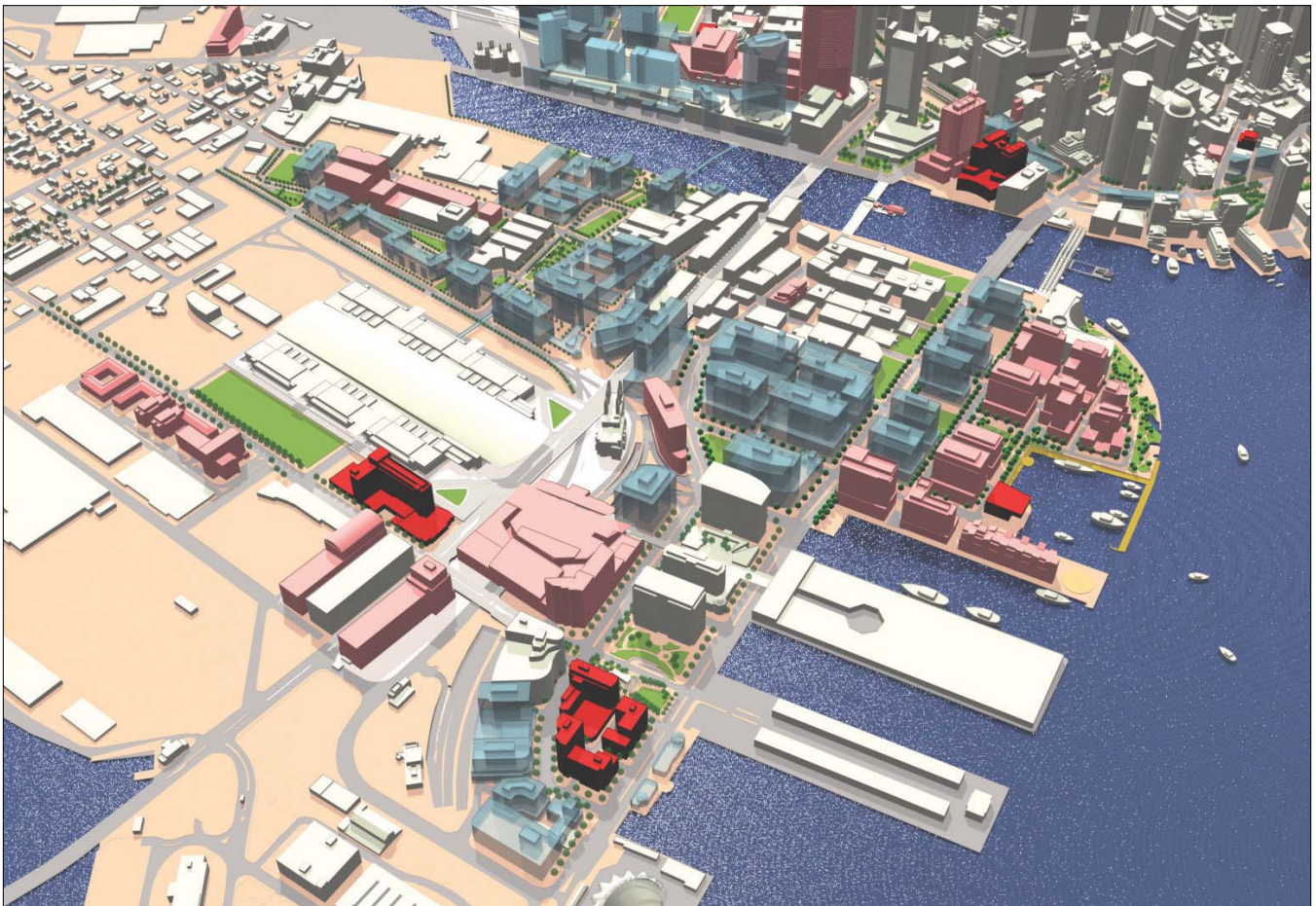
Transit Capacity

The ultimate transportation plan for the 100 Acres calls for a distribution of transit trips between the Red Line, Silver Line, and the Urban Ring. The Boston Transportation Department's 2000 South Boston Transportation Study and the Boston Redevelopment Authority's transportation analyses indicate, however, that if the build-out of the 100 Acres occurred without the full completion of the Silver Line or Urban Ring, all of the transit trips generated by the 100 Acres can potentially be accommodated on the Red Line.

The analyses further suggest that morning northbound Red Line trains between Broadway Station and South Station will reach peak hour capacity around the year 2028 with the build-out of the South Boston Waterfront District. The City's analysis indicates that by about 2025, additional transit capacity would be required to support the continued build-out of the whole Waterfront District. The total build-out in 2025 is projected to be around 31 million square feet. At that point, the Silver Line would be at capacity. Opportunities exist, however, to expand other transit services. The potential addition of four new tracks at South Station will increase commuter rail capacity by 30 percent and accommodate additional service to the South Shore.

In addition, residents in the 100 Acres will take advantage of transit capacity in the "off-peak" direction, making efficient use of available and planned capacity. The 100 Acres Master Plan therefore will improve pedestrian connections to South Station and Broadway Station.

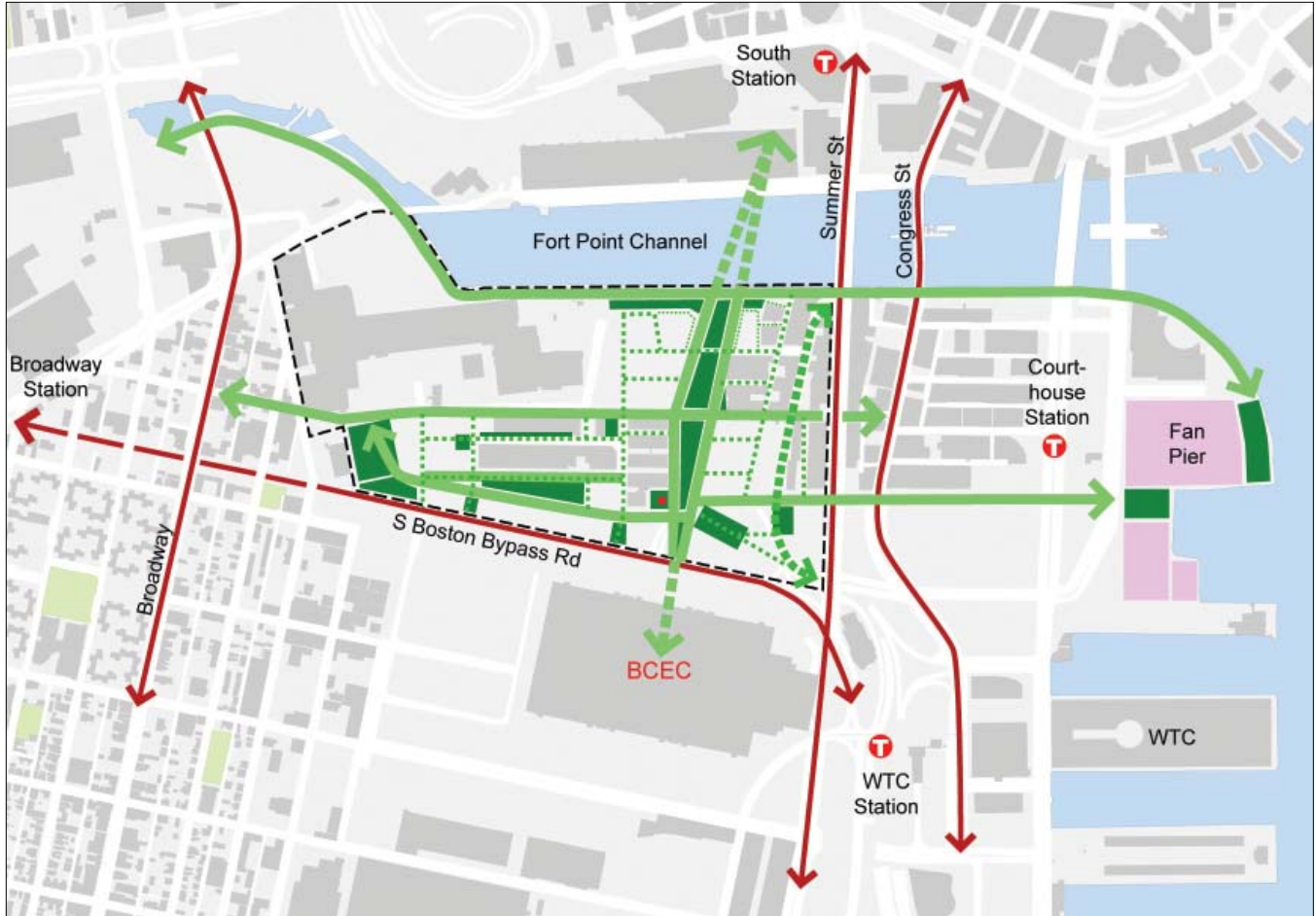
This Plan calls for improving access to existing and planned transit resources, the planning of new transit options before the capacity of the existing transit lines is reached at 31 million square feet of development, and providing an appropriate mix of residential and non-residential development that is conducive to high levels of transit use and walking.



South Boston Buildout Projection



Transit System and 10-minute Walking Distance



Open Space and Pedestrian System

Open Space and Pedestrian Network

The open space system proposed in the 100 Acres Master Plan is based on the principles established in the Seaport Public Realm Plan. The open spaces are designed to take advantage of the area's proximity to the water's edge and Harborwalk, which connects to the greater regional open space system. These open spaces aim at providing outdoor amenities and a sense of place for local residents, and to bring people to the waterfront. The open space system ultimately becomes the connecting element that knits the 100 Acres to its surrounding neighborhoods.

This Plan proposes a variety of new open space elements. They include:

- Extending Harborwalk;
- A 4.4-acre signature open space in the heart of the 100 Acres that connects the Fort Point Channel to the Boston Convention and Exhibition Center;
- A network of neighborhood and pocket parks throughout the 100 Acres;
- Plazas and courtyards within building parcels;
- Public recreational and sports fields; and
- A comprehensive streetscape improvement program.



Open Space System

This Master Plan proposes a 4.4-acre signature green space corridor framed by Fort Point Avenue and Wormwood Street. This corridor extends from the South Boston Bypass Road all the way to the Channel.

It also calls for Harborwalk to be integrated with additional green space for pedestrians and recreation as well as a public street along its inland edge to make it more accessible. At the central section of Harborwalk, where it intersects the Fort Point Avenue open space corridor, Harborwalk becomes “Channel Park.”

The Plan also proposes a network of neighborhood and pocket parks such as “New Street Park” and parks at the end of Iron Street and Binford Street. Sports and

recreational fields are located at the southern portion of the 100 Acres where they are easily accessible to local residents as well as to residents from the traditional South Boston neighborhood.

In addition to the 7-acre new open spaces and recreational fields of different types and sizes, 4.4 acres within private parcels will be devoted to public uses such as plazas and landscape courts. In total, the Plan calls for 11.4 acres of open space throughout the 100 Acres. The strategy of providing a wide variety of open spaces in the 100 Acres aims to ensure that many different outdoor activities ranging from passive enjoyment to active recreation can all be accommodated.

East-West Open Space Network

There are two distinct but interwoven open space networks in the 100 Acres Master Plan. The first one is the east-west green space corridor that extends from the South Boston Bypass Road to the Fort Point Channel, and is defined by Fort Point Avenue to the north and Wormwood Street to the south. The corridor includes 4 discrete parks in a series starting from the east with a small triangular park immediately north of the Wormwood smoke stack. This is followed by the 0.6-acre "Fort Point Park East," framed by the historic buildings of Fort Point Place and 249 A Street to the south and the new residential parcel to the north. After this, across A Street is "Fort Point Park West" a 0.6-acre park defined by the new commercial building parcels to the south and the Boston Wharf garage to the north. Fort Point Avenue and Wormwood Street stop at Necco Street and become pedestrian promenades that define "Channel Park," which is the culmination of the open space corridor at the Channel's edge.

"Channel Park" is part of the Harborwalk system, which extends to the South Boston waterfront and is also part of the South Bay Harbor Trail System. This park is approximately 3.2 acres. The buildings along its eastern edge will be set back over 110 feet from the Channel

to make the water's edge accessible to the public. It also offers a green foreground for the waterfront buildings and minimizes their impact on the watershed.

At the district scale, these 4 parks add up to a single, memorable urban gesture, but it is envisioned that each of these parks, with their distinct shapes and sizes as well as different abutting uses, will all have unique characters and accommodate many different kinds of everyday activities for residents, workers, and visitors.

The width of this east-west corridor ranges from 35 feet at the narrowest at West Service Road to 110 feet at the widest at A Street, excluding the streets and sidewalks that frame it. The distance between building faces at Channel Park along Necco Street will be approximately 210 feet, double that of the Commonwealth Avenue Mall. While there is no precise match for such an open space in Boston, its scale and size is comparable to other open spaces in the city. Its overall size is also similar to that of the Harborfront Park in front of the John Joseph Moakley Courthouse and the Fan Pier Development. Perhaps the best comparison is to the newly-completed South Boston Maritime Park at D Street. This corridor is comparable to joining two Maritime Parks back to back.

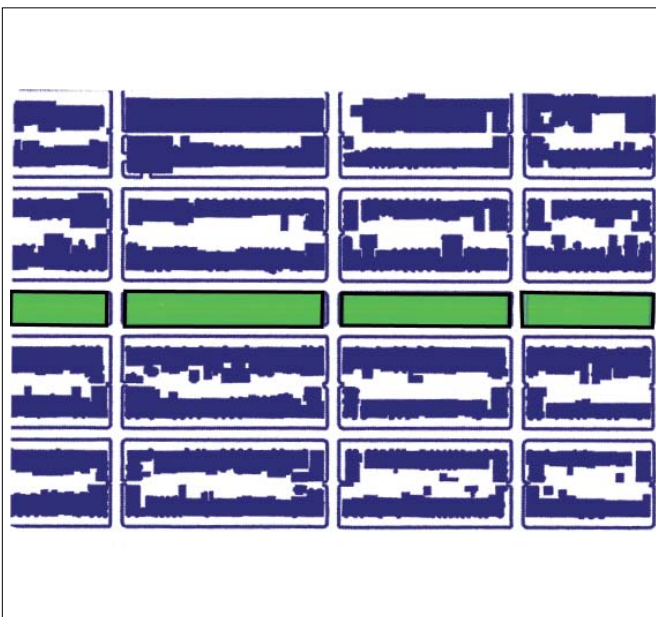


Scale Comparison:
South Boston Maritime Park





Scale Comparison:
South Boston Fan Pier Waterfront Park



Scale Comparison:
Back Bay, Boston



The shape of this corridor is distinctive, resembling a wing due to the diagonal orientation of Fort Point Avenue following the old street grid and the inflection of Wormwood Street at A Street. The dynamic shape and converging lines of the corridor direct attention and imply connection to the larger features beyond the 100 Acres. This Plan recommends ultimately constructing what are now merely implied connections. A pedestrian footbridge aligned with Fort Point Avenue extending from Channel Park across the Channel to Dorchester Avenue will provide a shorter and more direct connection to South Station and the downtown, especially when the USPS relocates its General Mail Facility in the future. Similarly this Plan envisions a bridge across the South Boston Bypass Road at the eastern end of Fort Point Avenue. This bridge would connect the 100 Acres to the western lobby of the BCEC.

North-South Open Space Corridor

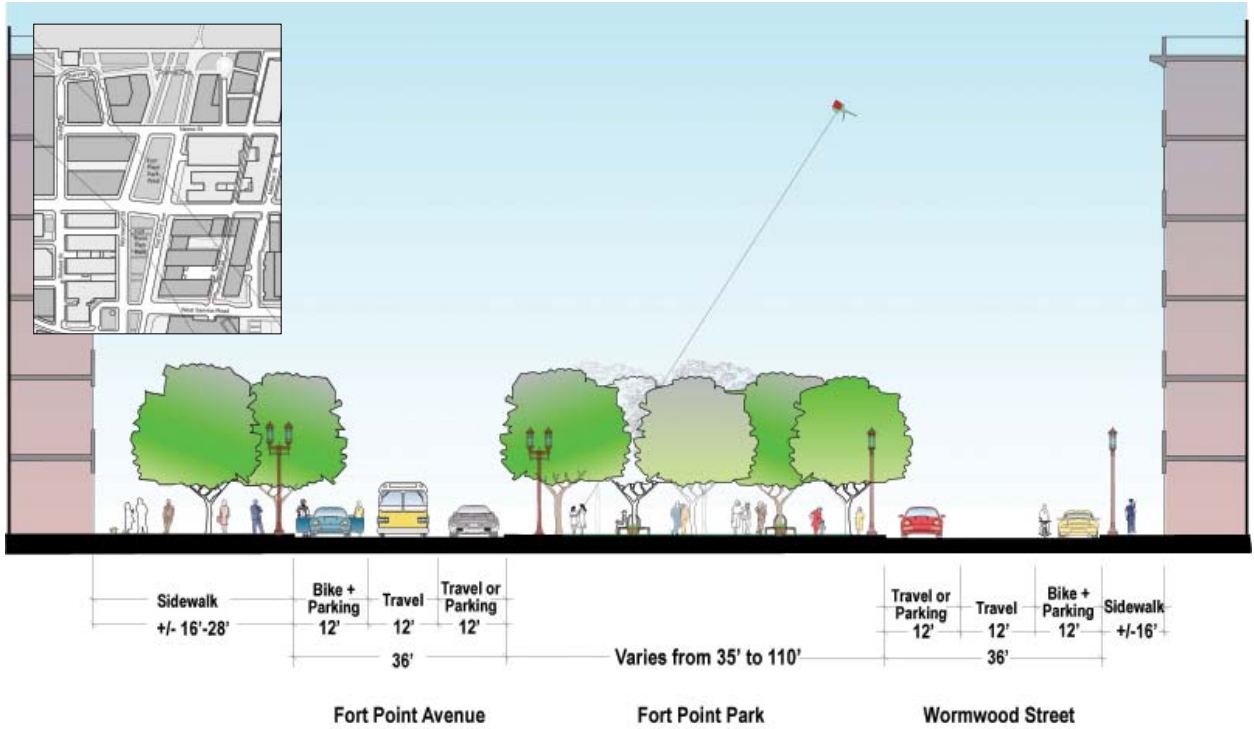
The other open space network proposed in this Plan is a north-south connection from West First Street to Summer Street. This network connects the traditional South Boston residential neighborhood to Fan Pier. This open space sequence is composed of a series of different types of outdoor spaces that include recreational fields, "New Street Park," pocket parks, and building plazas, all linked by a series of tree-lined streets.

At the southern end of this north-south sequence, this Plan proposes to devote approximately 1.7 acres to sports and recreation. This open space is large enough for a junior high school size soccer field that fronts on A Street and two basketball or tennis courts located between the South Boston Bypass Road and Medallion Street. These public sports facilities would not only be amenities for the 100 Acres, but also available to the greater South Boston neighborhood. In addition, the fields would serve as a buffer to the truck route, and also provide a transition from the small three-story structures in the existing neighborhood to the approximately 125-foot structures at the southern end of the 100 Acres.

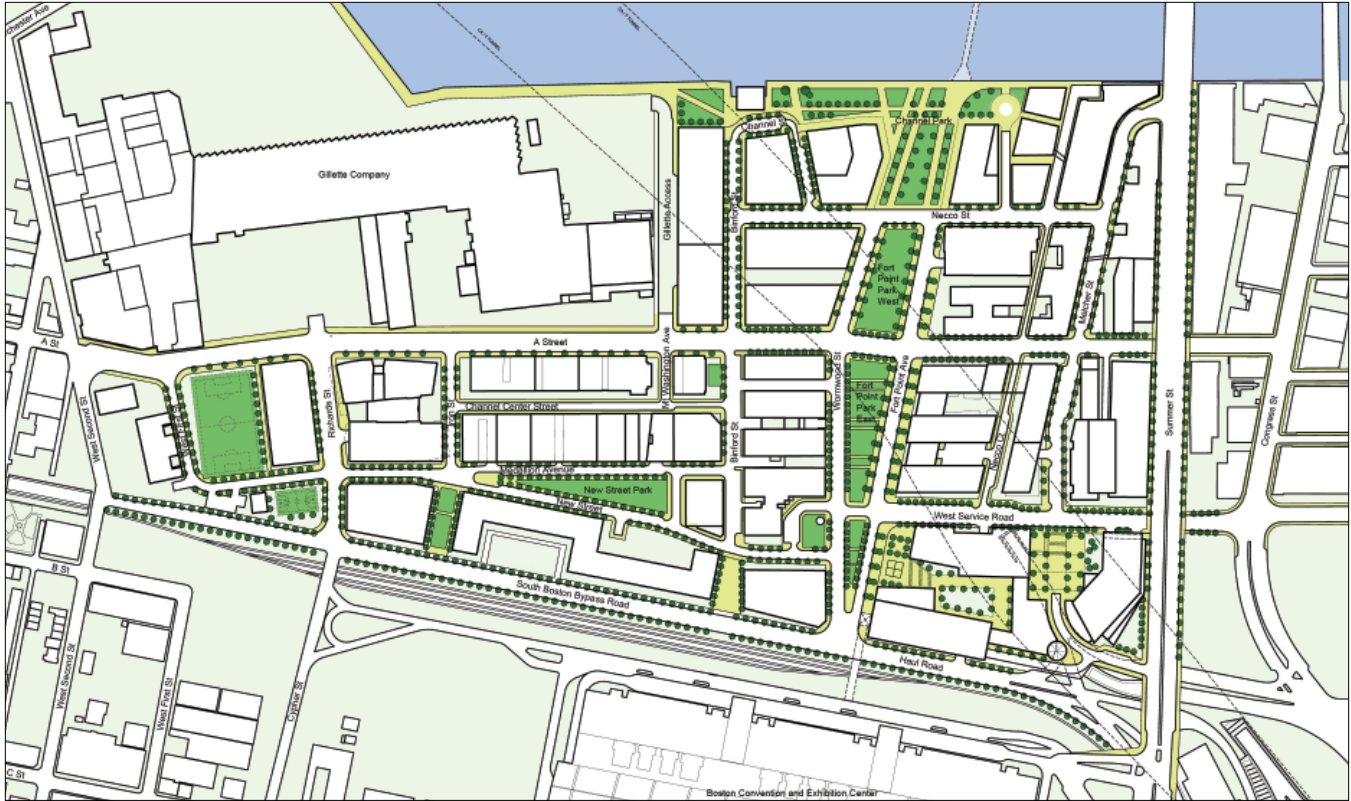
Further north along this corridor is "New Street Park," bounded by Medallion Street and New Street. This park is a 0.4-acre park similar to Fort Point Park. It has a more intimate scale, however, and is intended to be an urban



Fort Point Avenue Corridor



* Final street dimensions and lane delineation to be determined upon site survey and traffic engineering.



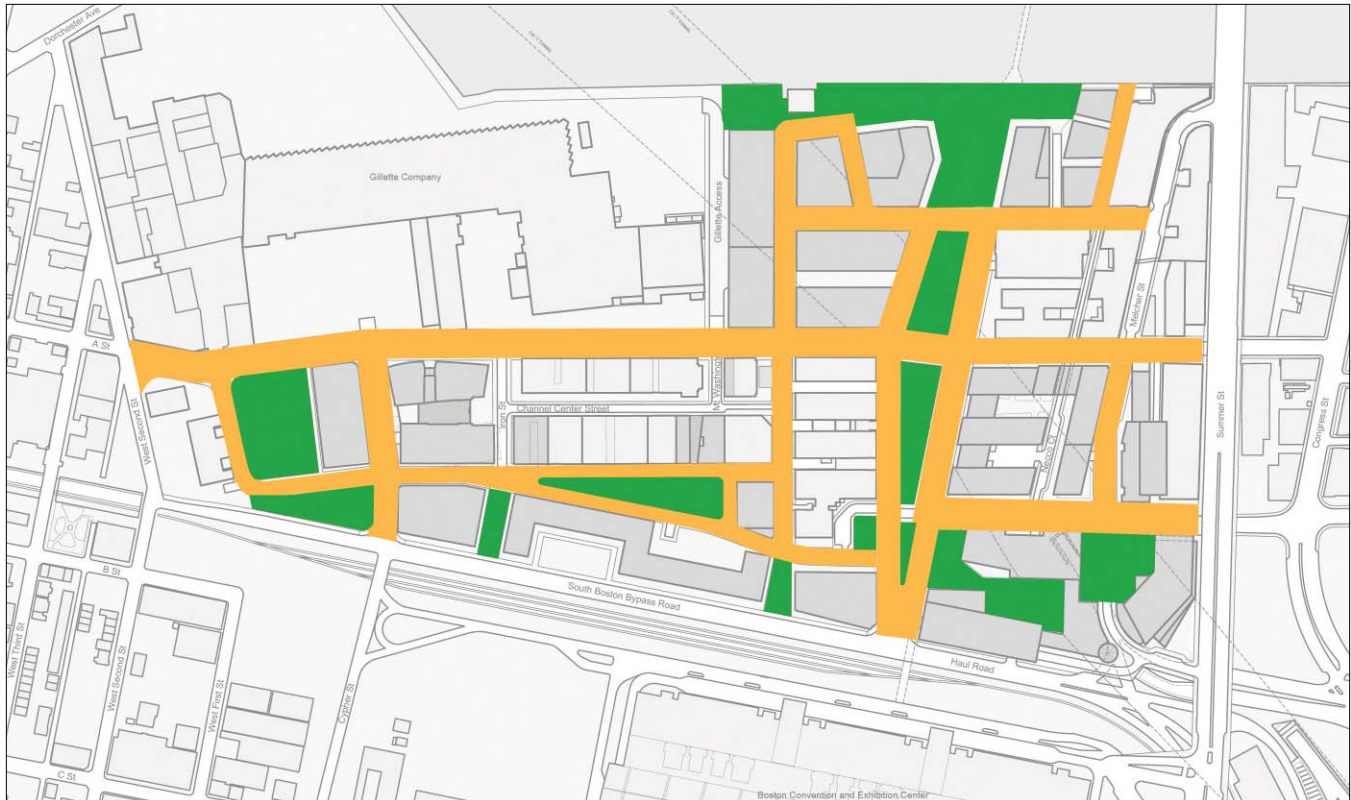
Landscape Plan

oasis surrounded by narrow streets and medium-scale residential buildings on the east and west that culminate in a mid-rise residential building of approximately 15 stories to the north.

The intersection of Wormwood Street, Fort Point Avenue, West Service Road, and New Street is an important node where the east-west and north-south open space networks meet at the Wormwood smoke stack, which is preserved as a landmark. At the smoke stack there are three pedestrian desire and sight lines. One desire and sight line runs east-west from the BCEC to the Fort Point Channel along Fort Point Avenue and Wormwood Street. The second desire and sight line is southwards to New

Street Park and northwards ultimately to Fan Pier via West Service Road. The third is the view and connection up to the elevated level of Summer Street through a series of building courtyards and stairs starting from the plaza at Fort Point Avenue across from the smoke stack.

This Plan recognizes the importance of connecting elevated Summer Street to the 100 Acres ground level to make the area easily accessible from the BCEC. Today only Melcher Street connects A Street to Summer Street. This Plan calls for extending Melcher Street further to the east to West Service Road and then up a set of public pedestrian stairs to a plaza on Summer Street not far from the front door of the BCEC.



Public Realm Plan

Public Realm

The majority of the new open spaces, streets, and public infrastructure proposed in this Plan is on the currently underutilized 35 acres owned by P&G/Gillette and USPS. In total, more than 21 acres, or 61 percent of the underutilized parcels, will be devoted to building the public realm. The proposed parks and public open spaces will add up to more than 11.4 acres, or 33 percent, while another 4.6 acres will be devoted to public sidewalks, and 5.2 acres to building the streets.

This Plan anticipates that the private landowners will contribute the necessary rights-of-way, and construct streets and open spaces in phases as they develop the building parcels. All the open spaces and publicly-oriented streets will be developed to high standards and will be fully accessible to the public. The landowners will be responsible for the long-term care and maintenance of the open spaces, while the streets will be maintained by the City.

Landscape Guidelines

Channel Park is the largest public waterfront open space in the 100 Acres. Public art, sculptures, fountains and lawns that accommodate public gathering and performances should be part of the Park's program. The Park should also include public paths, benches, and observation overlooks. Lamps, trash receptacles, and street furniture should have maritime characteristics consistent with the City's guidelines to reinforce the Park's waterfront location.

Channelwalk (the name for the portion of the Harborwalk running along the Fort Point Channel), which runs for approximately 2,300 feet along virtually the entire westerly border of the 100 Acres, is now largely in place due to the public-private partnerships between the Central Artery Project and various landowners such as The P&G/Gillette Company (which made nearly 2,200 linear feet of waterfront available for permanent and interim Harborwalk construction) and Beacon HSR South Boston LLC (which provided an additional 100 feet).

The permanent portions of the Channelwalk, from Dorchester Avenue north of the P&G/Gillette Company's water intake structure, feature permanent architectural pavers, a reconstructed seawall, observation overlooks, architectural lighting, architectural fences, benches, trash receptacles, trees, and shrubs. The interim portions of the Channelwalk, from P&G/Gillette's water intake structure to the rear of 253 Summer Street, feature temporary asphalt pavers, a fortified seawall, architectural lighting, chain link fencing, benches, trash receptacles, and shrubs. The portion of the Channelwalk at the end of Binford Street and adjacent to P&G/Gillette's intake structure broadens into a sizeable open space with gardens and a pergola. The Plan envisions that other portions of the Channelwalk will incorporate public art, sculptures, fountains, and lawns that can accommodate public gathering and performances.

Fort Point Park and New Street Park are two neighborhood-oriented parks. They should provide landscape settings for reading, walking, and for children to play. Trees, trellis, benches, lighting, paths, lawns, and playground are needed for residents and other users. The various species of trees should provide proper shading and color changes in different seasons, as well as buffer any vehicular impact from the enjoyment of the parks.



Given its location within the 100 Acres, activity in Fort Point Park will vary depending on the time of day. Daytime users will be mostly visitors and workers from adjacent commercial and retail uses, whereas afternoon, evening, and weekend users will be mostly residents of the neighborhood. The park may also host special events for the larger community.

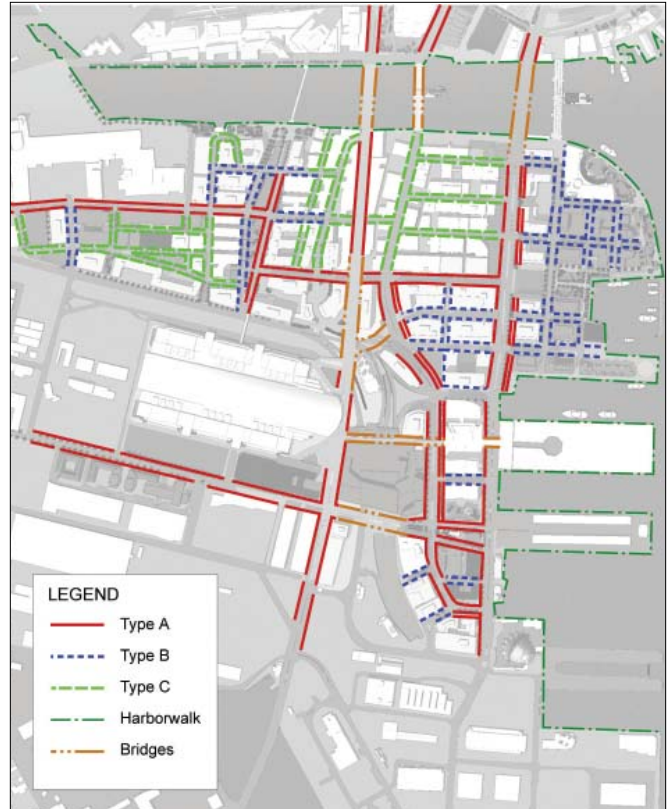
The two recreational fields will have lighting and planting surfaces that are easy to maintain. Supporting facilities such as changing rooms, showers, and rest rooms could be provided on-site. Adequate fencing will be needed to protect the users, pedestrians, and vehicles along the street edges. The fields should accommodate multiple sports and functions so the community can take maximum advantage of them.

Dense landscaping and other kinds of screens should be established along the length of the South Boston Bypass Road to buffer truck traffic and minimize any negative impacts.

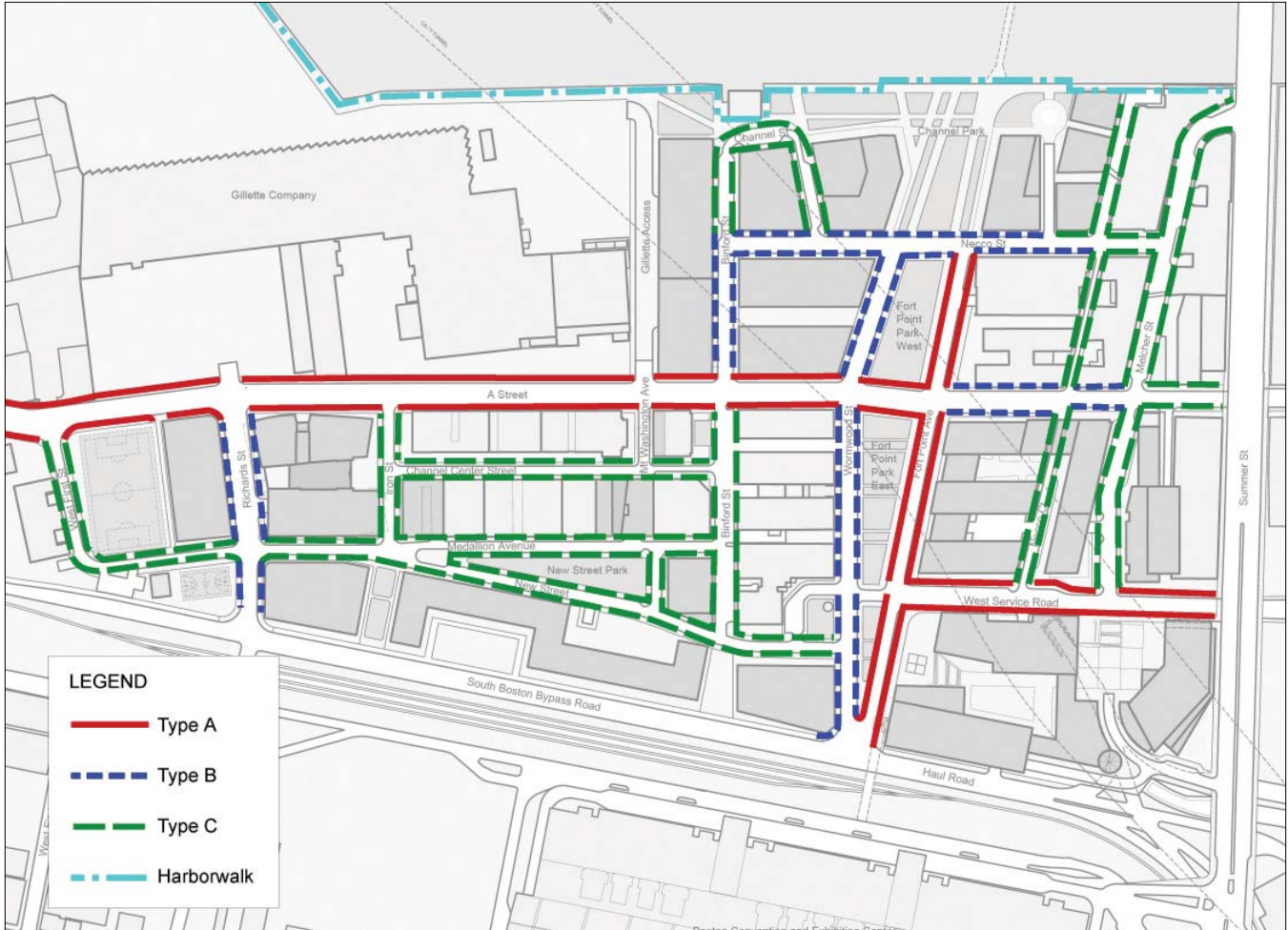
Streetscape Character

This Plan calls for a delicate balance of improving the streetscape character of the area without compromising its signature historic and industrial character. The improvements to Channel Center Street that are part of the Channel Center Development Plan represent a model for integrating historic and industrial elements into a new streetscape design consistent with the district's character.

The City has developed streetscape guidelines for the entire South Boston Waterfront. These guidelines establish a hierarchy of streets and provide physical continuity for the public realm. The following section addresses how these guidelines apply to the 100 Acres.



South Boston Waterfront Streetscape Hierarchy



Streetscape Typology

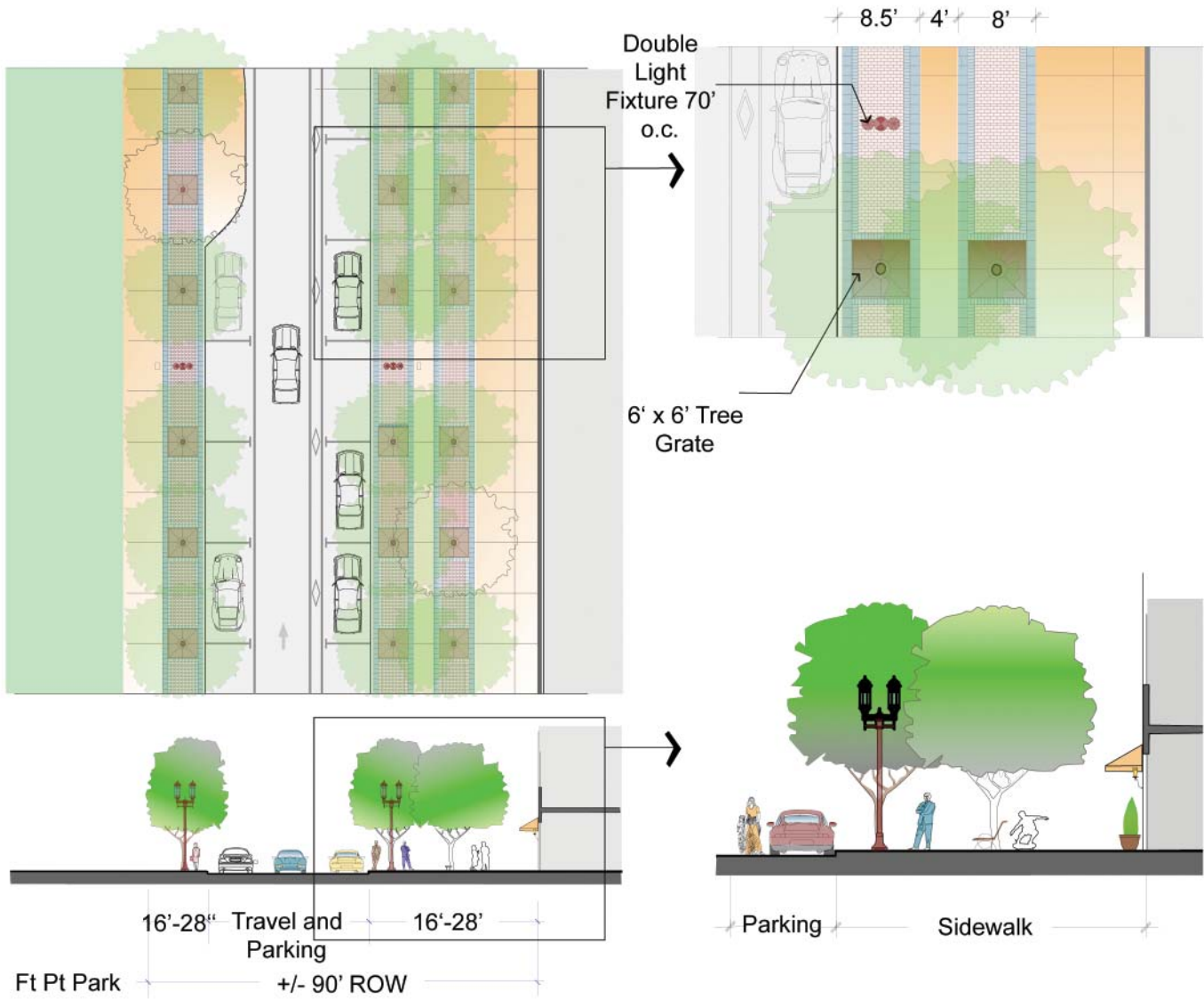
Streetscape Hierarchy

The Plan calls for three basic street types.

- Type A streets are major boulevards and other streets with district-wide significance, with rights-of-way generally wider than 80 feet. The guidelines for Type A streets include options for double and single rows of trees and sidewalks that are 16 feet or greater.
- Type B streets are important local streets with rights-of-way wider than 60 feet, with sidewalk widths ranging from 12 feet to 16 feet.
- Type C streets are minor streets with rights-of-way narrower than 60 feet. This typology is designed to improve existing streets around the Wharf buildings.

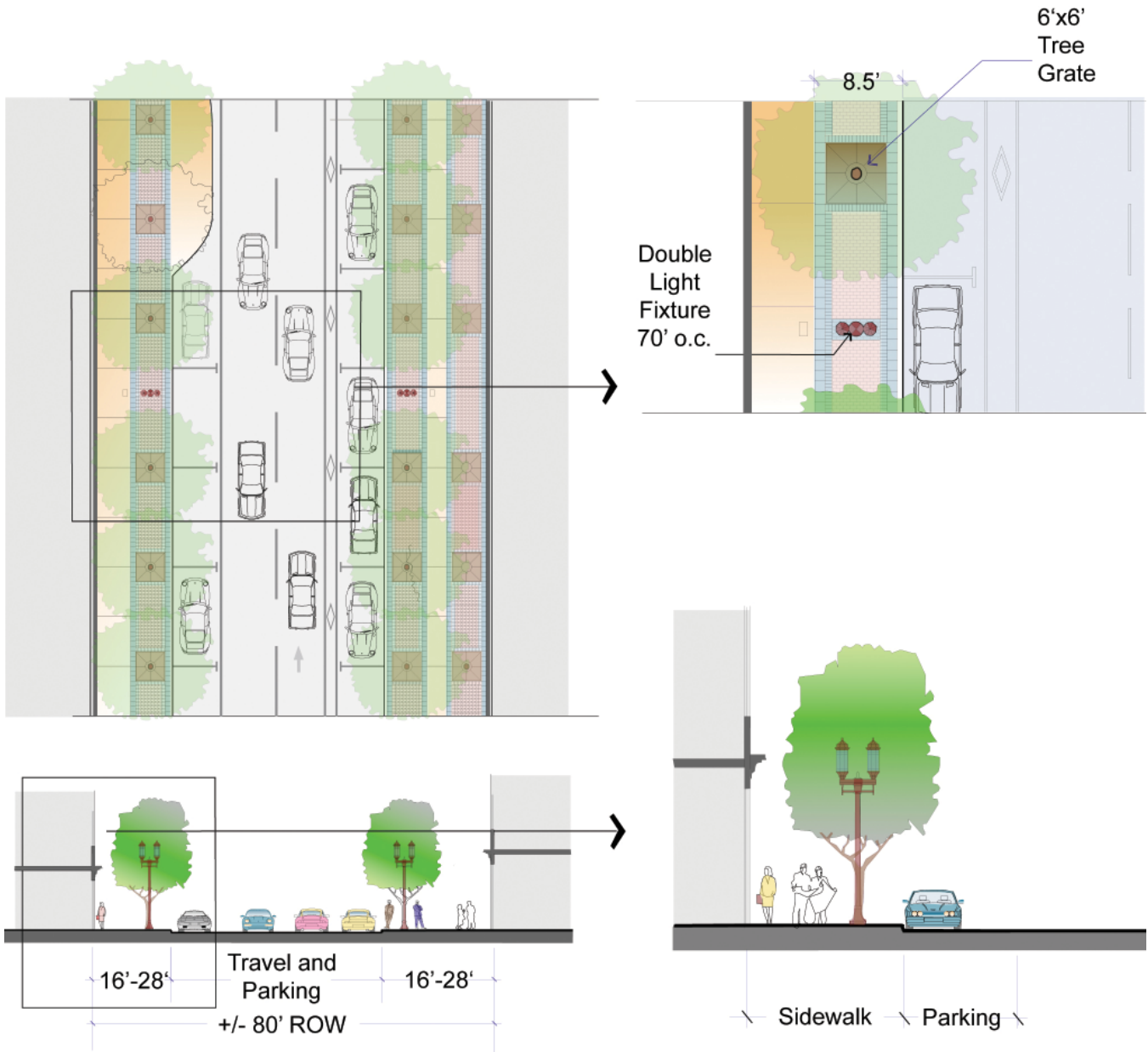
In addition to the three basic street types, Harborwalk guidelines are also included. These guidelines include standards for street furniture; kiosk, rest room, and informational facilities; and street lights.

Type A Street:
Illustration for Fort Point Avenue



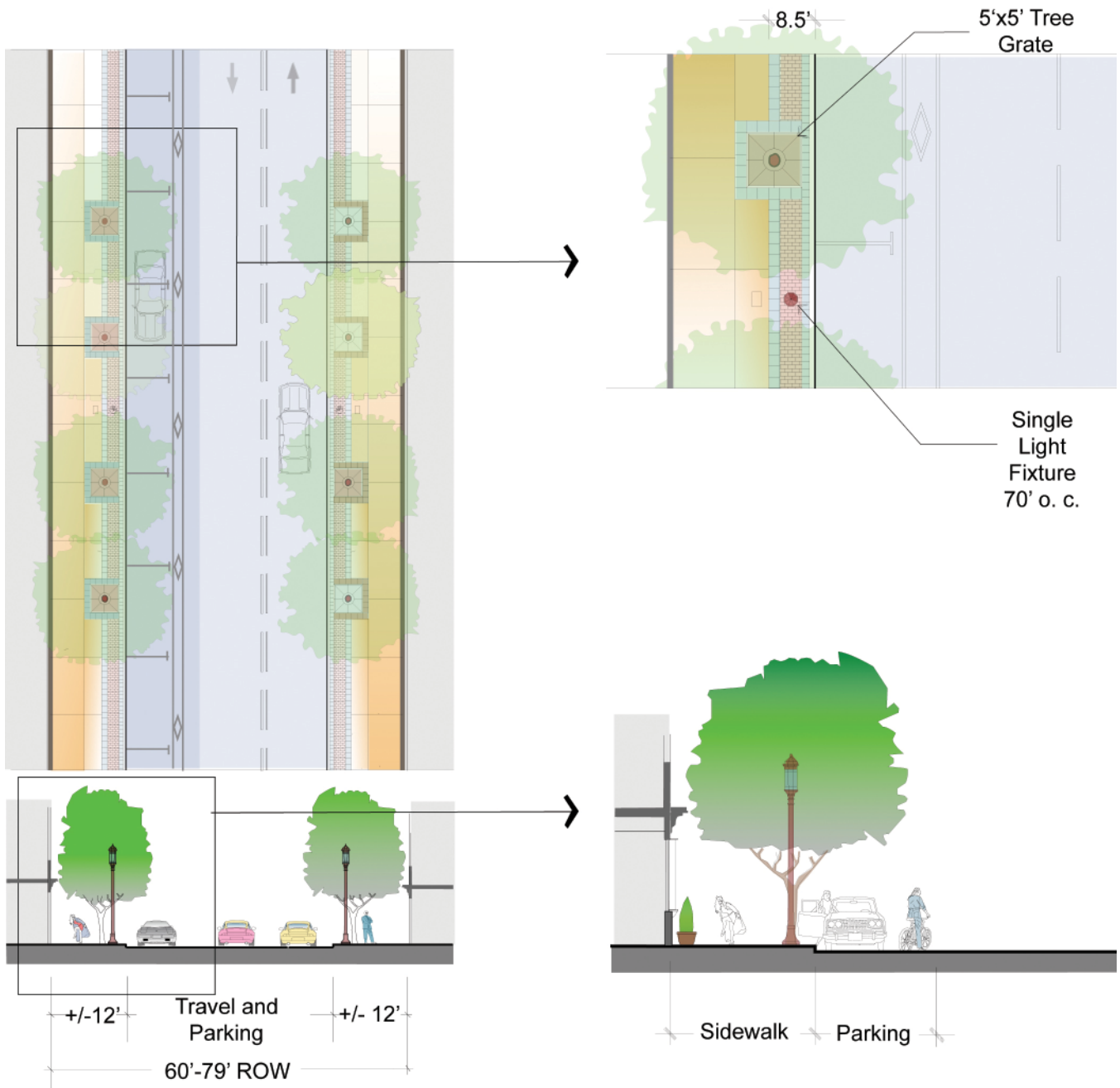
* Final street dimensions and lane delineation to be determined upon site survey and traffic engineering.

Type A Street:
Illustration for A Street or West Service Road



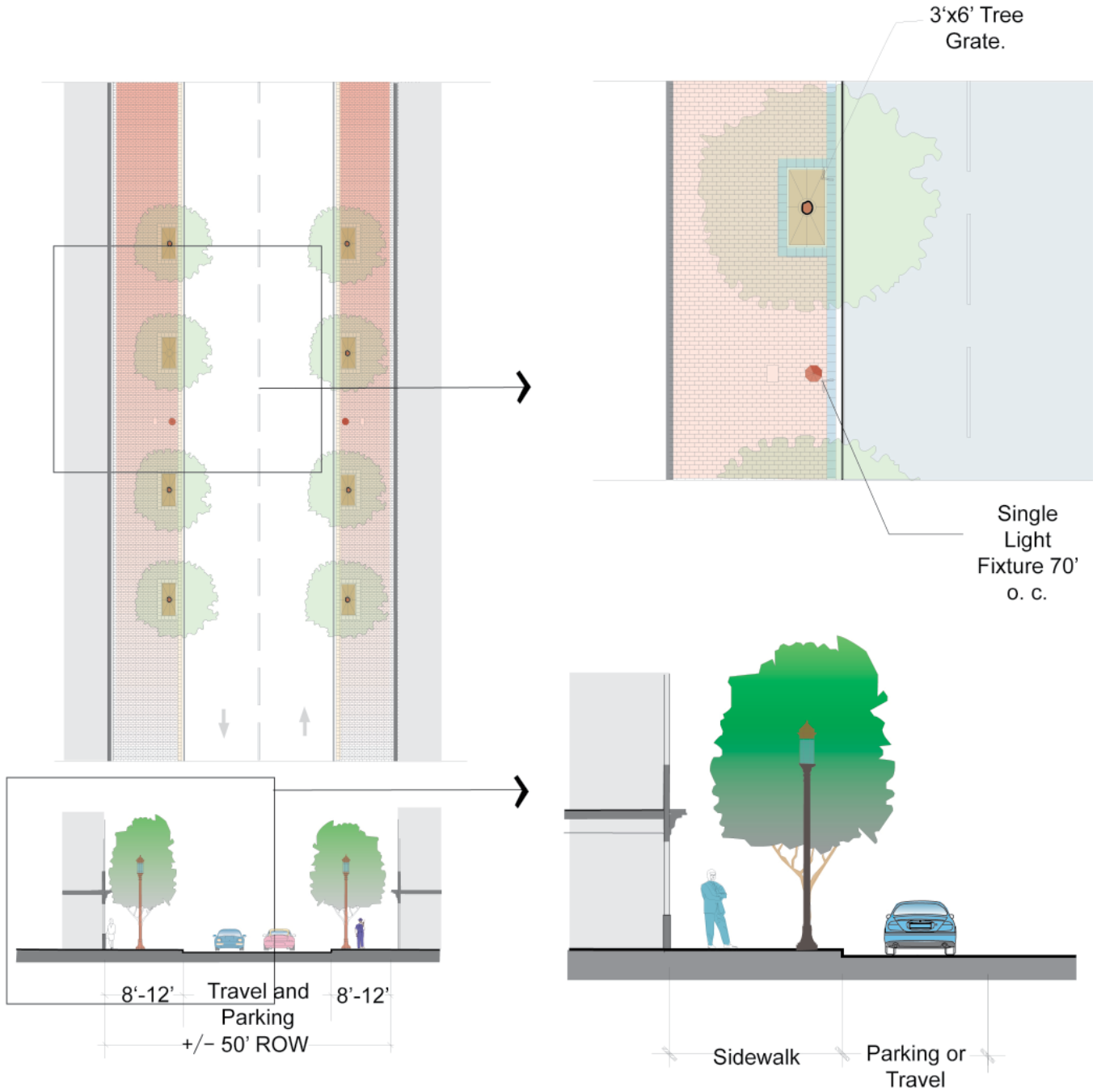
* Final street dimensions and lane delineation to be determined upon site survey and traffic engineering.

Type B Street:
Illustration for Necco Street, Binford Street
or Richards Street



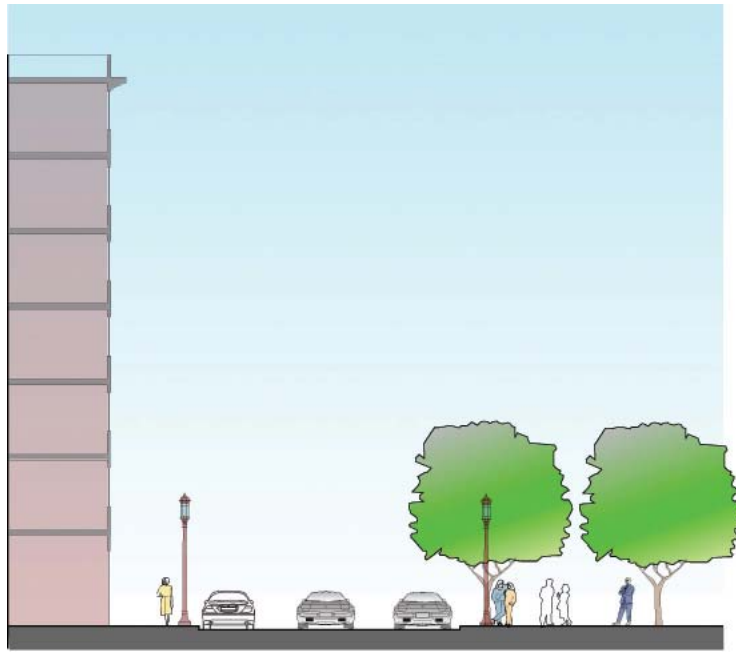
* Final street dimensions and lane delineation to be determined upon site survey and traffic engineering.

Type C Street:
Illustration for West First Street, New Street or
Melcher Street



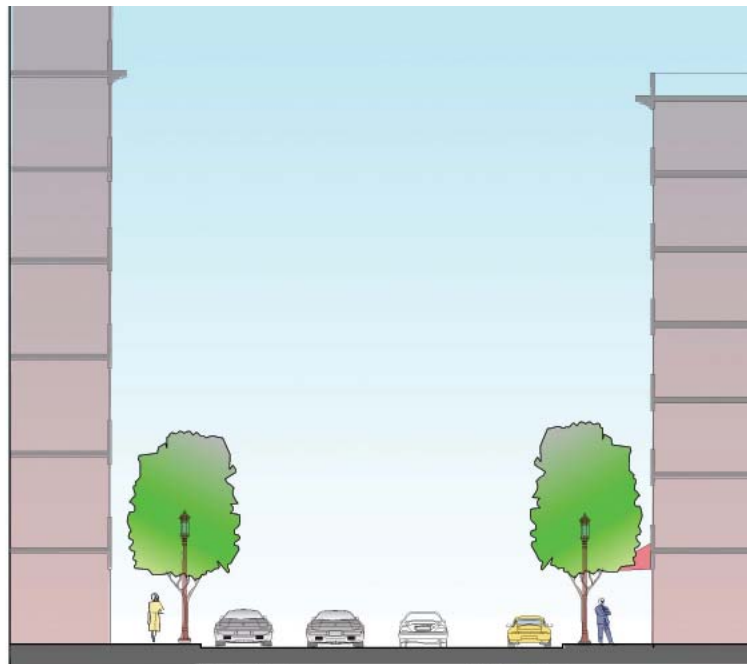
* Final street dimensions and lane delineation to be determined upon site survey and traffic engineering.

Street Sections



Sidewalk	Parking + Bike	Travel	Travel or Parking	Sidewalk
+/- 16"	12'	12'	12'	+/- 16'-28'
+/- 68'				

Wormwood street



Sidewalk	Peak Hour Travel Parking + Bike	Travel	Travel	Peak Hour Travel Parking + Bike	Sidewalk
+/- 12'	12'	12'	12'	12'	+/- 12'
Varies from 6'-4" to 14'		+/- 72'		Varies from 10' to 14'	

A street

* Final street dimensions and lane delineation to be determined upon site survey and traffic engineering.

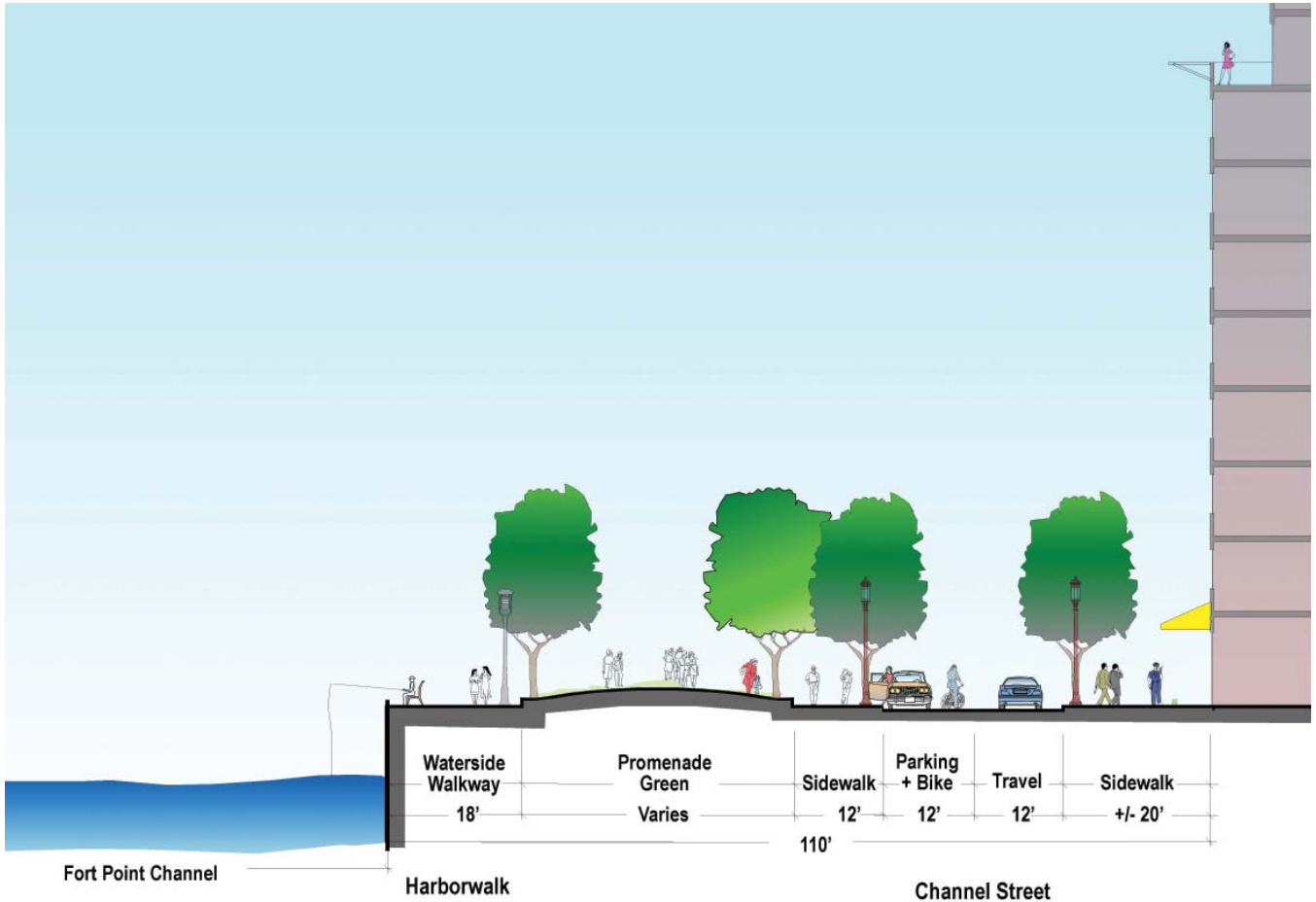
Harborwalk



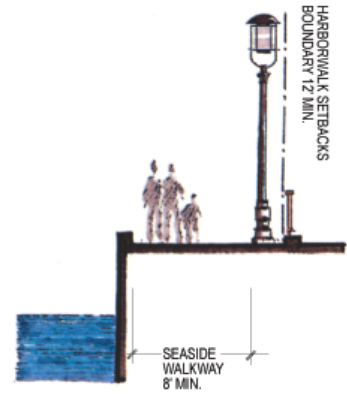
Harborwalk under Construction



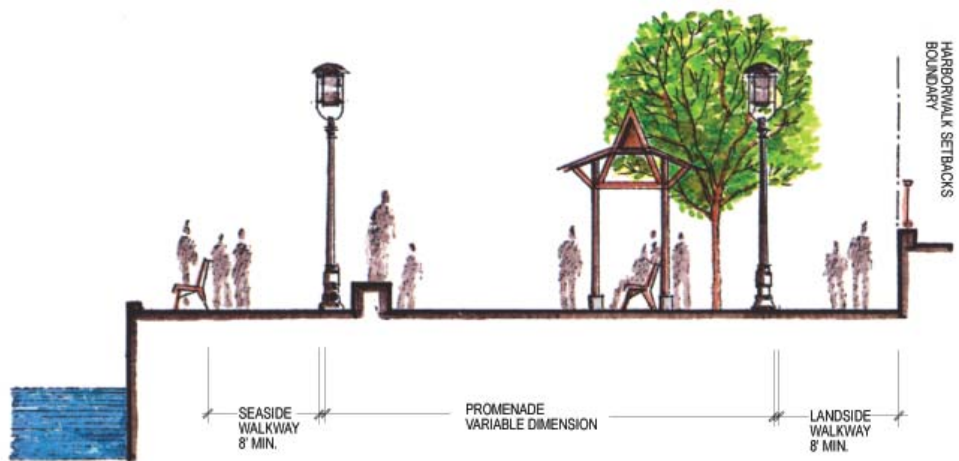
View from Harborwalk



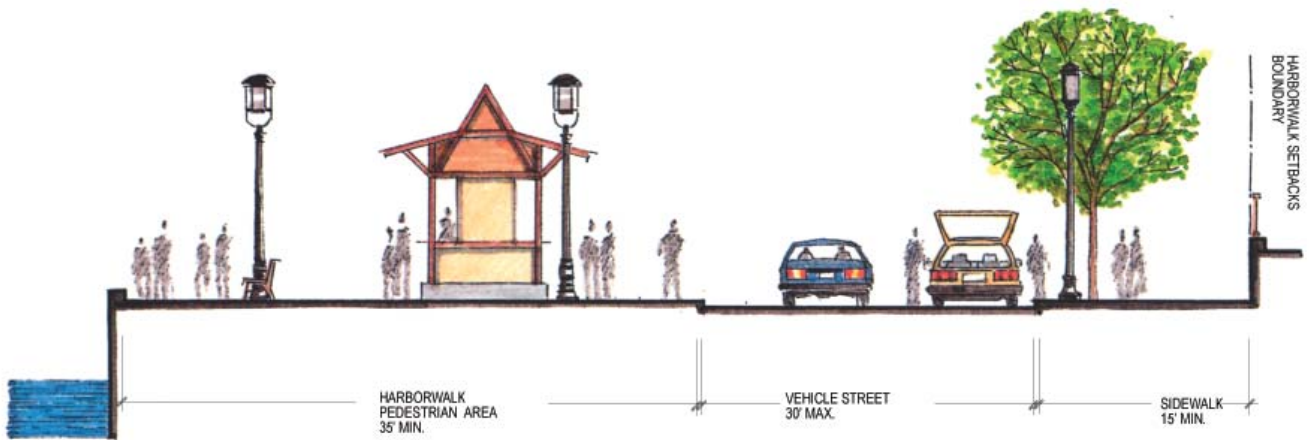
* Final street dimensions and lane delineation to be determined upon site survey and traffic engineering.



Harborwalk - for setbacks of 25 feet or less



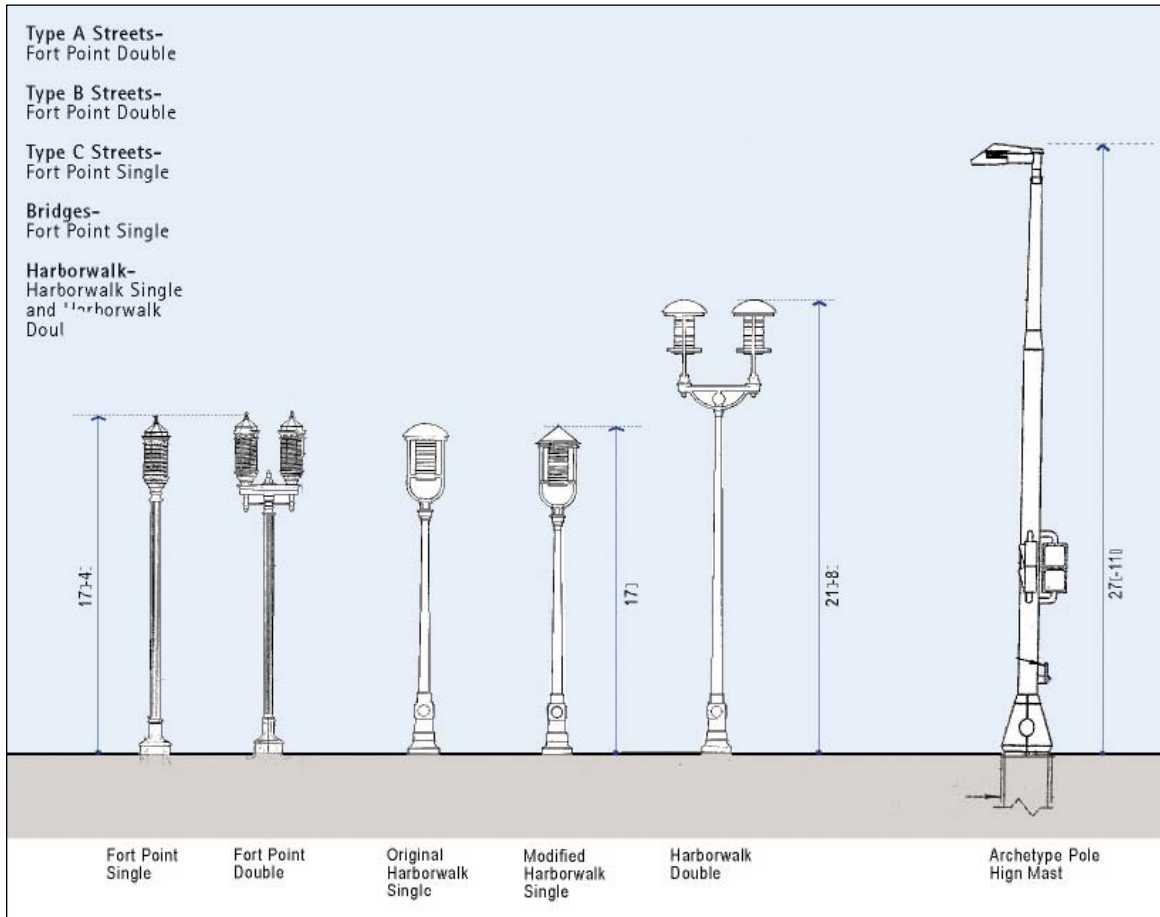
Harborwalk - for setbacks of 25 feet or more



Harborwalk - for setbacks of 80 feet or more

* Final street dimensions and lane delineation to be determined upon site survey and traffic engineering.

Street Light Standard



Signage



Street Lamp



Street Sign

Land Use and Buildout

The overall approach for distributing land uses is based on three principles:

First, existing industrial uses will be protected and their expansion accommodated and encouraged. Land uses immediately north and east of P&G/Gillette will have to be compatible with the manufacturing plant. Offices, research and development facilities, and artist live-work spaces, as well as thoughtfully-designed roadways and landscaping, can provide good transition to industrial uses.

Second, commercial uses along Summer Street will be maintained. The USPS site at the corner of Summer Street and the Haul Road is an ideal location for a mix of commercial, tourism, and cultural uses to extend the commercial activity on Summer Street.

Third, new residential development should be located near and around the Channel and around open spaces such as Fort Point Park East and West, and New Street Park.



Land Use

- Mixed Use
- Industrial Use
- Residential Use
- Commercial Use
- Ground Level Use



Art Theater, Gallery, Retail and Residential Mixed Use



P&G/Gillette Plant

Mixed Use

The vision of this Master Plan is to create an active mixed-use neighborhood that retains and encourages expansion of appropriate existing industrial uses and employment but also builds on the residential base to support a greater diversity of uses and population. This Plan calls for a 24-hour community that incorporates a variety of land uses. In order to ensure a good balance of uses, the City will implement a policy for the 100 Acres that will require that a minimum of one third of its total new buildout be devoted to residential use. Other uses, which should not constitute more than two thirds of the buildout, may be a combination of industrial, manufacturing, office, warehouse, research and development, retail, tourism related, cultural, and recreational uses.

Industrial Use

Industrial use has long been part of the 100 Acres’s history. The area’s existing architecture is a product of industrial activities, which is an important legacy of the district. This Plan calls for the enhancement and protection of existing industrial uses, as well as manufacturing, research and development, warehouse, and office uses. It also proposes specific buffering strategies to protect against encroachment upon industrial zones, and suggests ways to limit and mitigate industrial impacts on the surrounding new development.

This Plan clearly defines the boundary of the industrial zone and also specifies compatible land uses for the parcels around the P&G/Gillette Plant. These compatible uses include office, commercial, and artist live-work spaces. On the other hand, to protect the presence and minimize the impacts of truck traffic in the 100 Acres, this Plan requires extending Richards Street to the South Boston Bypass Road. This connection will redirect trucks from A Street and Dorchester Avenue to the South Boston Bypass Road and Interstate 90 via the shortest possible path.



Channel Center Proposal

Residential Use

The principle of clustering residential development around parks and other landscape amenities not only assures easy access to them, but also fosters a sense of ownership by their users and residents. Fort Point Park East and New Street Park are laid out adjacent to three of the largest existing residential clusters in the area: 249 A Street, Fort Point Place, and the Midway Studios in Channel Center, respectively. In both instances, the Plan lays out large new residential parcels alongside these open spaces. West of A Street, the Plan anticipates at least part of the north side of Fort Point Park West and Channel Park to be occupied by a residential use. Parcels south of these two open spaces are also potential residential blocks, depending on future expansion plans of the P&G/Gillette Company.

The significant residential uses proposed will require open spaces for many different types of activities. This Plan suggests that the land at the southern end of the 100 Acres be devoted to neighborhood-oriented uses that include public sports and recreation facilities.



Boylston Street

Commercial Use

At the northern edge of the 100 Acres near Summer Street, significant office and commercial uses can be located to take advantage of Summer Street's commercial character and the proximity to the BCEC and the commercial development waterfront north of Summer Street.

Ground Level Use

Chapter 91 Waterways Regulations presently require that projects within its jurisdiction provide facilities of public accommodation at the ground level of all buildings containing non-water-dependent facilities of private tenancy to attract and maintain substantial public activity on the waterfront. The definition of public accommodation includes restaurants, theaters, hotels, fitness facilities, civic spaces, cultural and educational institutions, and retail. The Plan proposes that, wherever possible, ground floors of all buildings should have publicly accessible uses that activate the abutting streets and open spaces for the rest of the 100 Acres. The BRA presently is conducting a study of the effectiveness of the requirements relating to facilities of public accommodation, and may make a recommendation to DEP that the Municipal Harbor Plan requirements be altered so as to enhance the effect of such facilities.

Build-out and Density

The Master Plan envisions the 100 Acres as a dense urban mixed-use neighborhood with an ultimate new net build-out of 5.9 million square feet in addition to the 4.5 million square feet of buildings that exist in the area today. The floor area ratio (FAR) of the 10.4 million square foot total build-out for the entire 100 Acres is 2.5. The proposed building coverage of the underutilized parcels is 38 percent. This kind of density (FAR 2.5) and building coverage (38%) is comparable to what exists today in the adjacent Fort Point Historic District (FAR, 2.6; building coverage, 42%). The 100 Acres is also built around a significant number of nineteenth-century warehouse structures and street systems. However, the Master Plan introduces an entirely new open space and pedestrian system that does not exist in the Fort Point Historic District. This Plan offers a twenty-first-century model for a dense, urban, mixed-use neighborhood that integrates its historic character with contemporary open space amenities.

This Plan will require that at least one third of the total new buildout be residential, but projects the ultimate land use distribution to be approximately 39 percent residential use. The remaining 61 percent will be a combination of

office, industrial, warehouse, research and development, civic, retail, and uses related to the tourism and the visitor industry. At 39 percent, the residential component of this Plan will produce approximately 2.3 million gross square feet of new housing units (approximately 2,000 to 2,300 units depending on the final design) in the 100 Acres. 15 to 20 percent of these units will be required to be affordable, consistent with the City’s policy to promote affordable housing.

This Master Plan has provisions that allow for greater height and density on specific sites in order to achieve a more favorable mix of uses and a more vibrant neighborhood. A key to achieving this objection is to encourage more residential use, but the Plan is also favorable to having more tourism-related development in the area because of its adjacency to the convention facility.

It is envisioned that this buildout will occur over the next 40 years. The progressive build-out of the area will have to be coordinated and monitored by the BRA to achieve a balanced mix of uses at every stage. This oversight will be required to ensure that market forces are not the sole determinant of what the right mix of uses is.

100 Acres Total Buildout
(unit: million square feet)

	Existing Buildout	Proposed Buildout	Total Buildout	Land Area
P&G/Gillette	1.2	1.9	3.1	2.0
USPS		3.5	3.5	1.0
Beacon	1.5*		1.5	0.3
Archon Group	1.1	0.5	1.6	0.3
Others	0.7		0.7	0.2
TOTAL	4.5	5.9	10.4	3.8

* Beacon properties include 0.75 million square feet of existing buildings and 0.75 million square feet of unbuilt development area approved by PDA Master Plan No. 53.

35 Acres Underutilized Area: Open Space and Streets by owners
(unit: acres)

	P&G/Gillette		USPS	
	Land Area	Percentage	Land Area	Percentage
Building Coverage	5.1	42 %	8.7	38%
Open Space*	4.4	36 %	7.0	31%
Streets	1.4	11 %	3.8	16%
Sidewalks	1.3	11 %	3.4	15%
TOTAL	12.2	100 %	22.9	100%

* Open Space includes active and passive parks, recreation parks, courtyards and public plazas.



Proposed Buildout

35 Acres Underutilized Area: Aggregate Open Space and Streets

(unit: acres)

	Land Area	Percentage
Building Coverage	13.8	39 %
Open Space*	11.4	33 %
Streets	5.2	15 %
Sidewalks	4.6	13 %
TOTAL	35.1	100 %

* Open Space includes active and passive parks, recreation parks, courtyards and public plazas.

35 Acres Underutilized Area: Proposed New Buildout

(unit: million square feet)

	Land Area	Proposed Buildout	FAR
P&G/Gillette	12 acres	1.9	3.66
USPS	23 acres	3.5	3.42
TOTAL	35 acres	5.4	3.50

Building Massing and Height

The Master Plan envisions a skyline for the 100 Acres that generally reinforces the nineteenth-century context of the area's wharf buildings. This Plan also identifies a few specific sites that allow additional height, with the taller buildings generally to the north along Summer Street. Taken as a whole, the skyline of the entire South Boston Waterfront envisions buildings starting from the harbor's edge with low structures along the piers that become progressively taller to reach the highest point at Summer Street. The skyline then slopes down again through the 100 Acres until it reaches the scale of the existing South Boston residential neighborhood at West First Street.

The Master Plan limits most of the new buildings to 100 feet to reinforce the general massing and cornice height established by the existing wharf structures. The Plan also identifies ten specific sites that permit heights in excess of the 100-foot limit. These sites can be grouped into 3 different zones, each with a different upper height limit. Zone 1 is bounded by Summer Street and Wormwood Street, and includes 6 sites that will have a height limit of 180 feet. Zone 2 encompasses the area between Wormwood Street and Mount Washington Avenue, and contains 3 sites where building heights can reach 150 feet. Zone 3 covers all the area south of Mount Washington Avenue (excluding the South Boston Manufacturing Center) and this Plan identifies only one site that exceeds 100 feet, with a limit of 125 feet. Note that Zone 3 also includes all the buildings of the Channel Center, which is the subject of a previously-approved plan that includes two buildings at 125 feet and 2 other buildings at 150 feet. This last zone with the lower building heights will provide a more gradual transition to the surrounding urban fabric of the existing neighborhood.

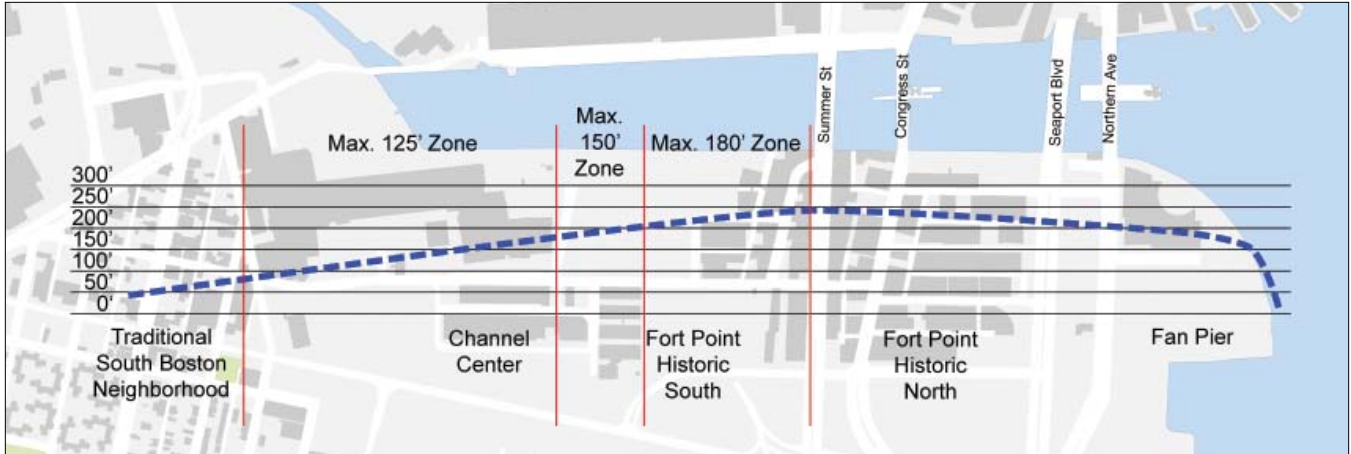
The height limits proposed in this Master Plan will only apply to new buildings within the 100 Acres. In order to ensure that the district's existing character

is maintained, demolition of historic buildings is discouraged. The height of existing structures within the 100 Acres ranges from 70 feet to 135 feet. The Plan envisions that the prevailing heights of existing structures will be maintained on the sites already built out. One exception to this rule is the Necco Street Garage, where additional height may provide an incentive to replace the garage entirely, or at least encourage the addition of active uses, especially at the ground level.

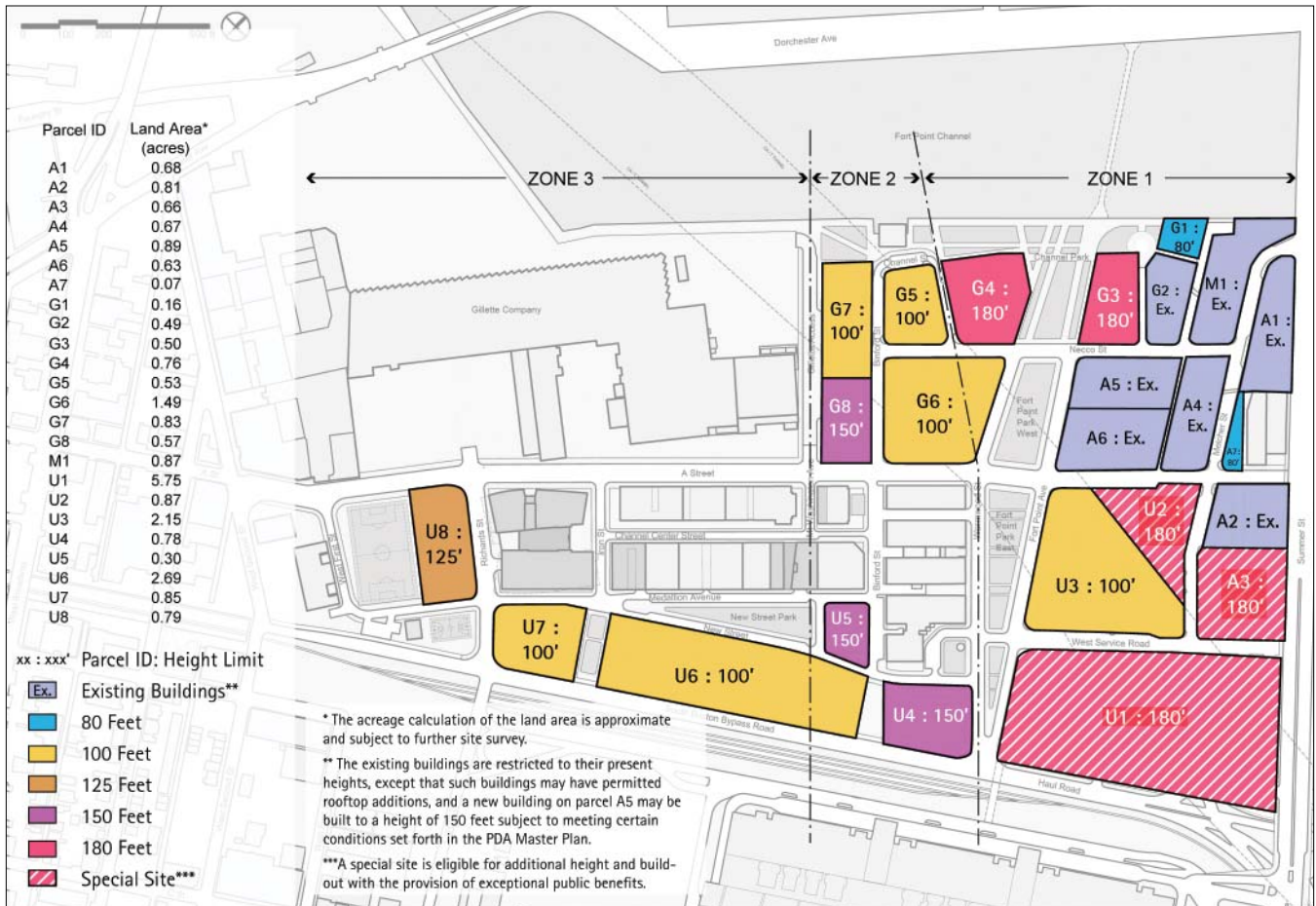
In order to encourage the adaptive reuse of the many historic wharf structures, another exception in the Plan will generally allow additions to an existing structure of up to 10 percent of its gross floor area. Infill between existing structures and rooftop additions to existing buildings are allowed. However, any rooftop addition should be set back from the cornice line of the existing building sufficiently to minimize visibility from nearby streets, and no more than two stories should be added. Any addition and/or infill must adhere to strict design guidelines and undergo BRA and Landmarks Commission review.

During the planning process, a consensus was reached on concentrating the new density and height in Zone 1 to Summer Street and areas East of A Street. Accordingly, the Plan identifies three special sites where building proposals may be eligible for additional height beyond 180 feet if such proposals provide exceptional public benefits. These benefits include:

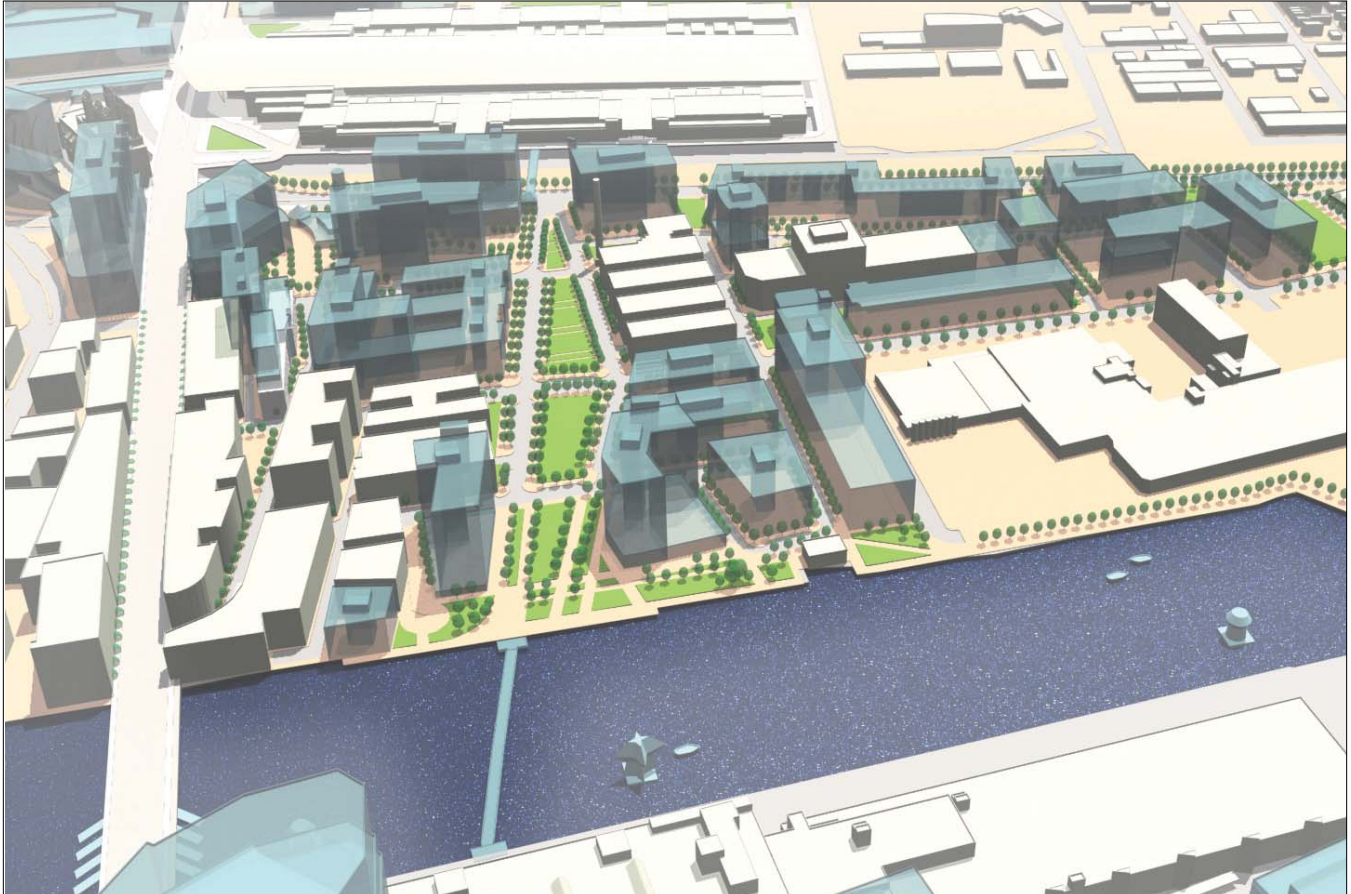
- Proposing additional residential use in place of other uses on the site and thereby adding to the housing supply of the 100 Acres, or exceeding the City's guidelines on affordability.
- Providing additional open space and public realm accommodations, and implementing green design.
- Contributing to area-wide transportation and transit improvements beyond the required traffic mitigation.
- Exceeding the City's requirement for community benefits and mitigation.



Building Height Conceptual Profile



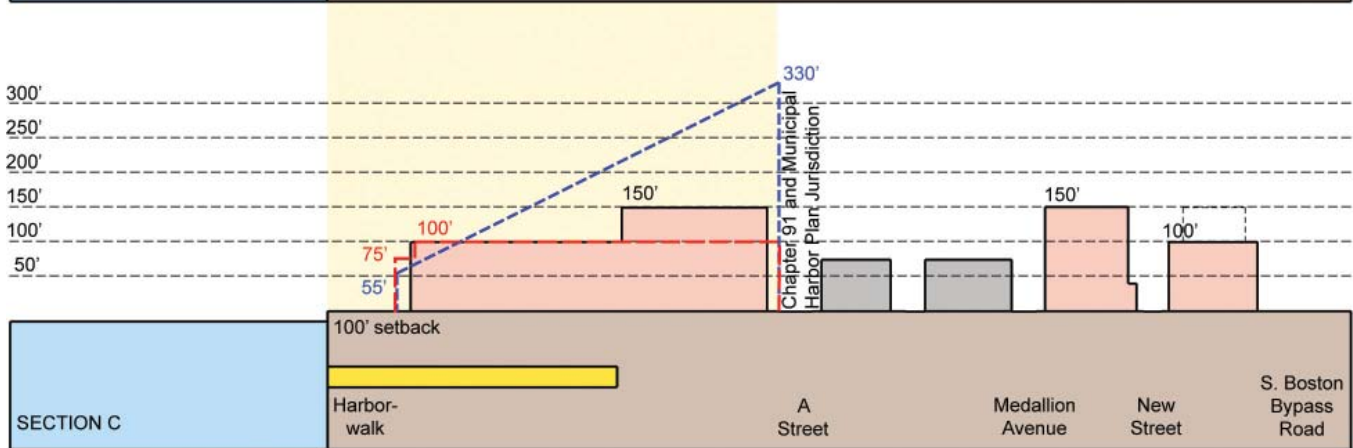
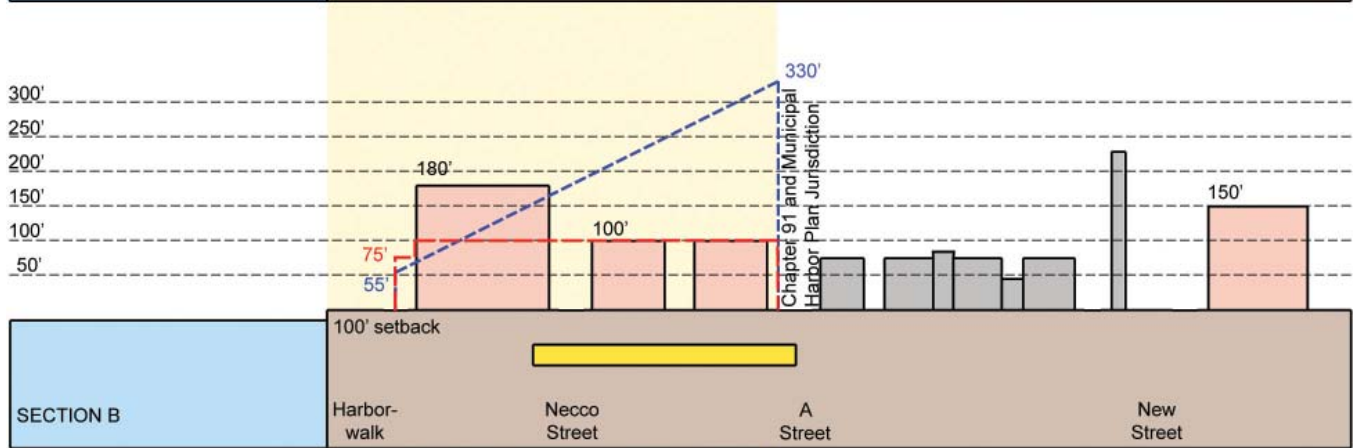
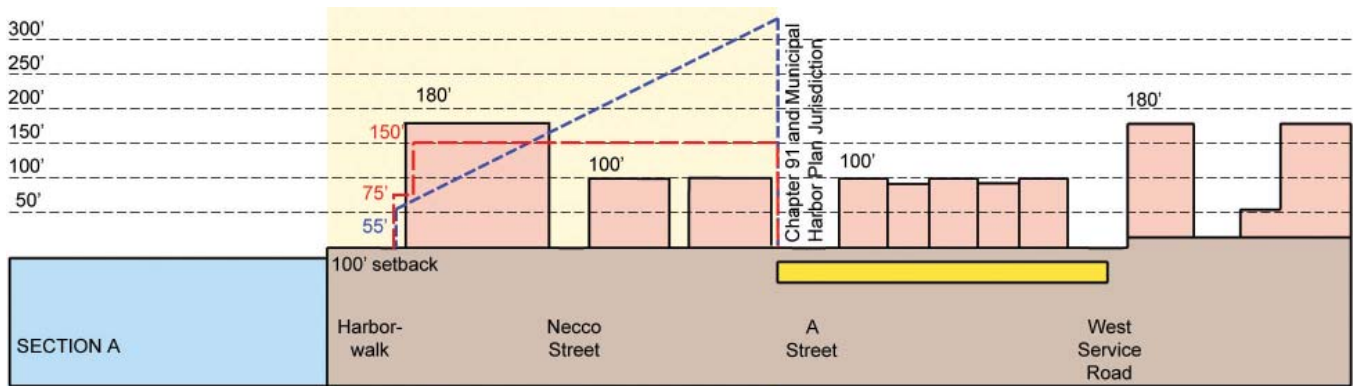
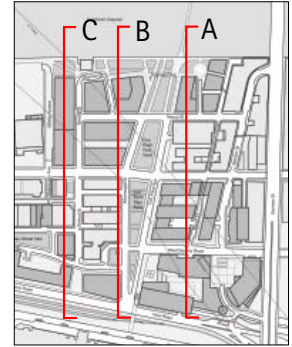
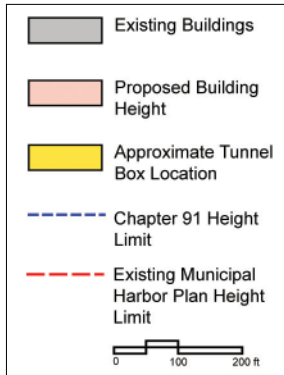
Building Height Plan



Three-dimensional Model of the 100 Acres Master Plan

The three special sites eligible for additional height beyond 180 feet would be subject to vigorous Boston Zoning Code Article 80 development review and a strict set of design performance standards with respect to environmental impacts, with a particular focus on those relating to shadow and wind impacts on proposed new open spaces.

The heights proposed by this Plan on sites within Chapter 91 jurisdiction will have to be studied further and incorporated within a revised Municipal Harbor Plan before they can take effect.



Architectural Guidelines

A successful urban environment depends not only on a good plan for land use, streets, and open space, but also on a set of detailed design guidelines that control the character of the physical elements, such as architecture, landscape, and streetscape. The following section establishes design guidelines that will reinforce the goals of this Master Plan to maintain and enhance the district's special character.

Architectural Character

Building facades and street edges serve as the primary elements that shape the urban environment. The Fort Point district is characterized by narrow streets and continuous street walls. These street walls must be maintained and reinforced. Buildings must be built to the sidewalks to define the street wall as much as possible. Generally, to increase visual connections between interior uses and the streets and parks, the ground level of buildings must have large window openings to activate the streets. The alignment of the taller elements above 100 feet need not necessarily follow the street wall, but may instead follow larger orienting factors for the area such as view sheds, or respond to the highway alignment below grade.

The nineteenth-century wharf buildings have a unique character visible in the proportions of their massing, window openings, and elevations, as well as their materials. Wharf buildings are typically brick structures with blocky massing and large window openings. This Plan calls for reinforcing the existing wharf building heights of approximately 100 feet as the primary new datum.

Additions to the wharf buildings should be set back from the cornice line of the existing structures and should be minimally visible from the street level. Roof additions should be inventive interpretations of rooftop structures typical of the industrial buildings of the nineteenth century. New buildings and infill structures need not replicate the style and materials of the historic structures, but they should interpret the warehouse typology in a new and contemporary vocabulary.

Along the South Boston Bypass Road and the Haul Road, residential uses can be elevated above grade to increase separation from truck traffic. Parking garages could be located on the first several floors with residential units above. However, the ground level of these buildings fronting New Street Park should remain active.



Existing Wharf Buildings



Existing Architectural Features

Sustainability

Mayor Thomas M. Menino, and the Mayor's Green Building Task Force have determined that the United States Green Building Council's Leadership in Energy and Environmental Design (LEED) Green Building Rating System will be the City's benchmark in the ongoing, multi-faceted plan to make Boston a national leader in sustainability. This Plan calls for using the LEED standards as a guideline in developing the 100 Acres. The Artist for Humanity EpiCenter, located on West Second Street, directly adjacent to the southern edge of the 100 Acres, incorporates these standards and is expected to receive a LEED Certification for Sustainable Design at the Platinum Level, the highest level awarded by the US Green Building Council. This project sets a high standard for the development in the 100 Acres.

Rehabilitation and new construction of both outdoor space and structures provide numerous opportunities to protect the environment and to design high-performance

buildings that minimize utility costs through the use of energy- and resource-conserving materials, technologies, equipment, and practices. For instance, the installation of energy-efficient lighting and cooling/heating systems and use of other green-building technologies will help conserve limited natural resources, minimize impacts and reliance on the local grid, provide for healthy work and living environments, and reduce living and operating costs.

In developing an area-wide public realm, including open space, streets, sidewalks, this Plan calls for incorporating LEED standards. For instance, open spaces should be designed so that their maintenance and well-being will not rely on potable water. The lighting design should be energy-efficient and minimize light pollution in the illumination of public spaces and the historic bridges and seawalls of the Fort Point Channel.



Channel Center



Artists for Humanity Building

Transportation Studies

During the planning process, a series of transportation studies were conducted to determine a feasible build-out for the 100 Acres based on the area's transportation opportunities and constraints, and to determine the improvements and mitigations that the landowners can provide.

Past studies of the South Boston Waterfront focused on the area north of Summer Street where a number of development proposals had been initiated. These planning efforts resulted in the decisions to locate the Silver Line alignment and the highway ramps on Congress Street and the Massport Haul Road. Minimal new development (as compared to the rest of the South Boston Waterfront) was assumed in the 100 Acres in these studies. BTD's South Boston Transportation Study examined the transportation implications of different build-out scenarios that had been articulated in the BRA's Public Realm plan and created a framework to consider potential new development in the 100 Acres. The P&G/Gillette Company conducted a traffic analysis of the A Street corridor to assess the potential traffic implications of the build-out of the South Boston Waterfront on its manufacturing plant. This analysis, which was later reviewed by Cambridge Systematics for the BRA, identified capacity constraints at either end of the corridor that would be exacerbated by additional development, and put forward a set of conceptual transportation improvements for further consideration, including several approaches that were identified in the BRA and BTD studies.

Transportation Improvement Proposals

While previous studies had identified congestion at A Street and Congress Street, there had been no reasonable alternatives to improve this condition, let alone accommodate additional traffic from new development on the A Street corridor. Similarly, right-of-way constraints and operational issues limit vehicular access at the southern end of the corridor. This is exacerbated by the use of A Street by traffic bypassing Central Artery congestion.

Using the Public Realm Plan as a starting point, the P&G/Gillette analysis identified potential transportation improvements to address these deficiencies while preserving and enhancing industrial use and the unique physical character of the 100 Acres. The analysis identified specific roadway improvements to support the build-out of the 100 Acres envisioned by this Plan. Consensus was reached among property owners in the 100 Acres on the following improvements that are consistent with this Master Plan:

- A: Construct Fort Point Avenue;
- B: Widen, improve, and signalize A Street;
- C: Build the Richards Street connector to South Boston Bypass Road; and
- D: Re-stripe West Second Street.

The analysis also identified two other alternatives that would require further study: (E) the addition of a travel lane on the I-90 off ramp to the Massport Haul Road; and (F) the potential construction of a Foundry Street connector to the West Fourth Street Bridge.

Most of the new proposed roads will be on privately-owned land. A preliminary cost estimate of these infrastructure improvements was made to test their feasibility, and help the parties involved understand when particular land contributions and roadway modifications would become necessary. This led to a preliminary plan as to how, when, and which streets would be constructed with each phase of new development. This Plan will be discussed further in the later sections.

Review of the Transportation Improvement proposals

The Boston Redevelopment Authority and the Fort Point District Working Group contracted Cambridge Systematics, Inc., to conduct an independent evaluation of the landowners' transportation improvement proposals.

Development Trends

The Cambridge Systematics study was based on testing the limits of the build-out of the 100 Acres in the larger context of the entire Waterfront. This study recognizes that if nothing is built in the land surrounding the 100 Acres, the area itself could be easily developed to its full build-out following completion of the regional transportation infrastructure. However, any new development within the larger context of the waterfront will affect the 100 Acres's transportation requirements. Currently, there are 17 million square feet of existing building within the Waterfront, 2.5 million square feet of development are under construction, and 7.7 million square feet are in various stages of permitting. This means that there is approximately 10 million square feet of development in the pipeline, which would result in 27 million square feet of total build-out.

The study also notes the findings in the City's South Boston Transportation Study, completed in 2000, which concludes that at 31 million square feet, the carrying capacity of the South Boston Waterfront roadway and transit system would be reached. Therefore, the South Boston Waterfront can absorb up to 14 million square feet of new development. This is approximately two thirds of the ultimate 22 million

square feet of total new development for a total of 39 million square feet that South Boston Public Realm Plan envisions. 10 million square feet of this development is in the pipeline, meaning that there is about 4 million square feet of future development capacity unaccounted for today.

Cambridge Systematics projects that the absorption rate in South Boston Waterfront is 333,000 total square feet per year, including approximately 160,000 square feet of commercial space annually. This projection suggests that the 14 million square feet would take approximately 42 years to fully build out.

Transportation Opportunities and Constraints

The construction of the Central Artery/Tunnel project has clearly disrupted traffic along the waterfront on both the downtown and the South Boston sides of the Fort Point Channel, which has impacted the 100 Acres substantially. Other key roadway elements impacting South Boston today include the diversion of the Massport Haul Road during the construction at D Street and restoration work on the entire downtown surface Artery.

The success of future development in the South Boston Waterfront is dependent on the completion of the MBTA Silver Line. The Silver Line Phase II project opened in December 2004 and Phase III, connecting South Station to Boylston Station, is currently under study. It is important to note that the City's transportation study incorporated Silver Line Phase III as part of the South Boston transportation baseline supporting 31 million square feet of development.

Review of Proposed Property Owner Transportation Improvements

Cambridge Systematics conducted a detailed assessment of the 100 Acres transportation mitigation proposed by the landowners. Their Study is presented below. Items A through F ("Proposed Transportation Improvements" on page 89) correspond to the landowners' own mitigation plan.

Item A: Construct Fort Point Avenue

As presently configured, access between the Fort Point District and the highway system at West Service Road must connect through Congress Street. Constructing Fort Point Avenue would create a new direct connection between A Street and the highway system at the West Service Road / Haul Road intersection. Doing so would simultaneously improve access to the 100 Acres, and reduce congestion on Congress Street. Furthermore, by extending Fort Point Avenue all the way to the Channel, it would serve as a primary pedestrian orienting element and a pedestrian route between Harborwalk and A Street.

Item B: Widen Improve and signalize A Street

As the Fort Point District develops, A Street will continue to see additional traffic as it is the transportation "spine" of the neighborhood. As build-out occurs, A Street will need to be widened to accommodate two lanes in each direction. During peak hours, this capacity will be critical, while during the less-demanding off-peak hours, parking may be allowed on certain segments of A Street. Where A Street intersects with other east/west streets, adjustments to traffic signals, or the installation of new ones, may be necessary to properly process traffic safely.

A Street will still be constrained at the gateways to the Fort Point District at Broadway, West Second Street, and Congress Street, where widening is not possible. Changes to the design and lane use of these segments will be necessary to achieve operational efficiencies. These locations will, however, continue to have more limited cross-sections. The redesign of A Street internal to the Fort Point District will aid circulation to the proposed developments, and process the vehicles coming from the new highway connection at Fort Point Avenue.

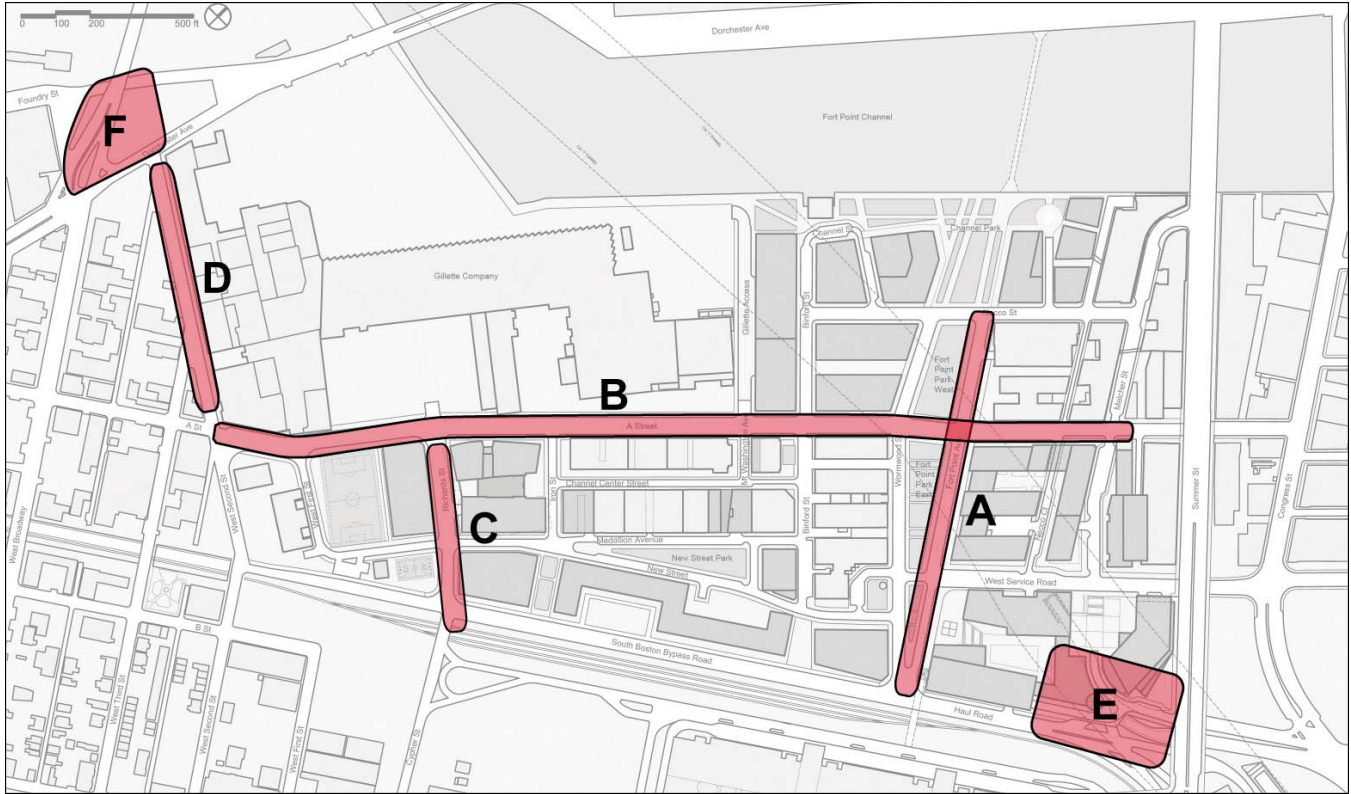
Item C: Build the Richards Street connector to the South Boston Bypass Road

This improvement, a mitigation requirement of the Central Artery / Tunnel Project, is also known as the Mid-point connector, and will be for trucks only from Medallion Avenue/New Street to the South Boston Bypass Road. It will connect the P&G/Gillette facility directly to the South Boston Bypass Road via Richards Street, thus removing substantial truck traffic from A Street. The Channel Center Development was designed and approved with this connection in mind, and it will align with the existing signalized intersection of the South Boston Bypass Road at Cypher Street.

Item D: Re-stripe West Second Street for three lanes

The proposal is intended to help disperse traffic headed southbound on A Street. The reconfiguration of West Second Street will help to redirect traffic from A Street and Broadway and A Street and West Fourth Street. With the construction of the Foundry Street Connector, a significant amount of southbound traffic will be removed from neighborhood streets.

The Cambridge Systematics study also reported favorably on the proposals to add a lane to I-90 ramp to the Massport Haul Road (Item E) and to construct a Foundry Street Connector (Item F). However, further study is needed to assess the implications of these alternatives. The addition of a free-flowing right turn lane from the I-90 eastbound off-ramp to the southbound Haul Road, which would be located on USPS property, could increase capacity from the highway system to the 100 Acres and enhance the operation of Fort Point Avenue. The Foundry Street Connector would create a new ramp from Foundry Street to the West Fourth Street Bridge that, in combination with the West Second Street restriping, would allow traffic to bypass sections of A Street and Broadway.



Proposed Transportation Improvements

Conclusion

The series of roadway mitigation strategies proposed by the landowners will improve vehicular access to, from, and within the 100 Acres. However, these mitigation strategies do not address the over-arching issue of possible capacity constraints of the roadway system into and out of the South Boston Waterfront District as a whole. This is the fundamental problem created by an overall build-out of 39 million square feet combined with the proposed significant redevelopment at South Station. The assumed peak hour mode split in these studies for the South Boston Waterfront District is 50 percent auto, 27 percent transit, and 23 percent walk based on the City's own 2000 South Boston Transportation Study.

The analysis is based on the underlying assumption that the auto mode share cannot be higher than 50 percent for the entire South Boston Waterfront District. This mode split can only be presumed up to a build-out of 31 million square feet, or about two thirds of the proposed full build-out. Beyond that, a 27 percent transit share cannot be assumed absent additional transit capacity. Thus, the analysis of these mitigation strategies is realistic up to two thirds of the proposed full build, or approximately equivalent to 31 million square feet. Additional transit capacity, such as the proposal to add four new commuter rail tracks at South Station, in combination with higher levels of residential development would be needed to support development levels above 31 million square feet.

Transportation and Development Capacity

The South Boston Transportation Study and Cambridge Systematics’s transportation analysis both concluded that the transportation infrastructure will limit the development potential of the 100 Acres and also affect the development program significantly.

The South Boston Seaport Public Realm Plan proposed a total of 39 million square feet, or 22 million square feet of new development, within the entire South Boston Waterfront. However, the above analyses indicate that the area can accommodate up to 31 million square feet of build-out, or 14 million square feet of new development, without additional transportation infrastructure in place. This suggests that only two thirds of the proposed full build-out should be allowed within the South Boston Waterfront until new infrastructure investments are made.

Within its portion of the South Boston Waterfront, the 100 Acres Master Plan envisions 5.9 million square feet of new development. Applying the same methodology, however, two thirds of the proposed full build would be approximately 3.9 million square feet. Only 14 million square feet of development is available for development in the Waterfront, and 10 million square feet of this projected buildout is already either under construction or under review. The 100 Acres can accommodate the remaining 4 million square feet today, which is approximately two thirds of the 5.9 million square feet envisioned at full build-out.

This Plan thus envisions that approximately 4.0 million square feet of development be allowed to proceed in the 100 Acres. Development in excess of 3.9 million square feet, or two-thirds of the full build-out, can proceed in the event that:

1. the actual density achieved on a parcel-by-parcel basis as construction proceeds on the approximately 900 adjacent acres in the South Boston Waterfront (the “900 Acres”) is less than the density assumed for such parcels in the transportation analysis used in the formulation of the Master Plan;
2. significant improvements are made to the area-wide transportation infrastructure within the 100 Acres, the 900 Acres, or both; or
3. the transportation analysis performed at the time such levels are proposed demonstrates to the reasonable satisfaction of the BRA and BTB that such significant improvements are not necessary under the then-current assumptions.

The development of the first 3.9 million square feet in the 100 Acres may, however, take years to complete, during which time the economic conditions of the South Boston Waterfront and the city may change. In turn, the development goals for the 100 Acres may be very different after the first 3.9 million square foot threshold is reached. This Master Plan will have to be reviewed from time to time to redefine the 100 Acres’s economic and development role within the Waterfront and the larger city. Moreover, the transportation infrastructure conditions will need to be constantly reexamined to explore opportunities for adjusting the appropriate limit on the ultimate development capacity of the 100 Acres.



Central Artery Tunnel Project Construction in South Boston



100 Acres Buildout

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(South Boston Municipal Harbor Plan Amendment)

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and page 27, 91 courtesy of
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