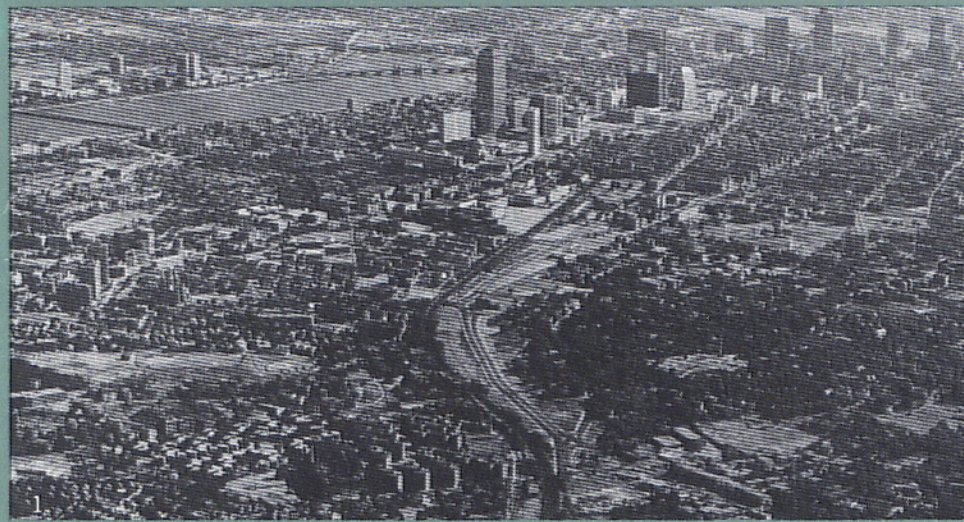


Southwest Corridor Development Plan



Far bigger than the filling of the Back Bay in the last century; eight miles long and as much as half a mile wide; six years in the planning, the redevelopment of the Southwest Corridor is the largest single construction project in the history of Boston. Stretching from the South Cove to Forest Hills, it encompasses one-quarter of the City's population and links downtown Boston with seven of its neighborhoods. Development of the Southwest Corridor is a one billion dollar investment in Boston's future.

Construction in the Corridor will provide work for 18,000 people. Physical rehabilitation will create more than 5,000 permanent jobs. New housing, high schools, college, and recreational facilities will make the Southwest Corridor one of the most vital parts of the City. Over \$600 million will be spent for the Corridor's new Orange Line, improved commuter rail, and new high speed Amtrak trains which will benefit the entire region.

The Southwest Corridor must be a place where people can live, work and do business. Since it is the first time an area cleared for an Expressway has been designated for alternate use, it presents a unique opportunity for sound planning so that development will not only serve regional transportation and recreation purposes but also local neighborhood needs. From an area of controversy in the past, it can become the model for urban living in the future.



2. Breaking ground for Digital Equipment plant in Roxbury

The Southwest Corridor is not only a vision for the future, it is a place where things have already begun to happen. On January 6, 1978, ground was broken for MBTA's \$20 million South Cove Tunnel. On December 21, 1977, construction was started on the \$16 million rehabilitation of the old Midland Railroad through Dorchester, which will handle rail service until the project is completed. To date, more than \$114 million is under contract.



3. U.S. Senators Kennedy and Brooke announce \$347 million Federal grant

The U.S. Department of Transportation has committed \$347 million to the Southwest Corridor. Additional millions will come from the Commonwealth of Massachusetts, the City of Boston and private investors. Business and industry are starting to make use of the Corridor's prime location, close to mass transportation, highways and a good labor market. Many commercial establishments are expected to join the development parade.

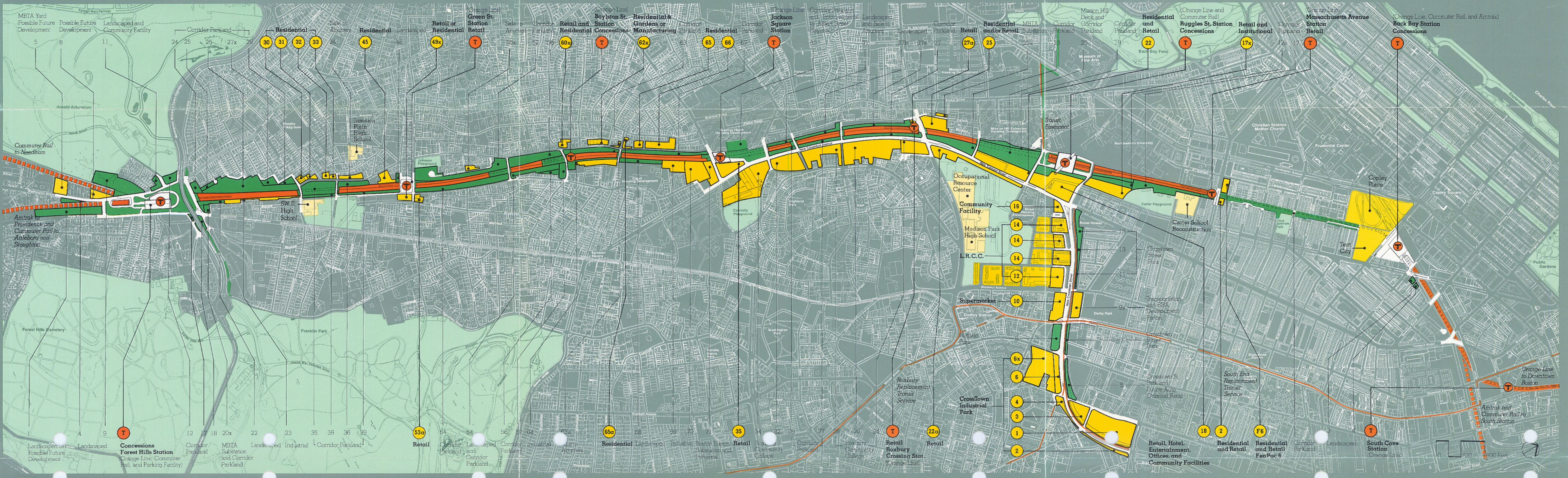


4. Citizen participation: Roxbury residents at a development workshop

The Southwest Corridor Development Plan results from the hard work and cooperation of both business people, neighborhood residents, the Federal Government, Commonwealth of Massachusetts, and the City of Boston. Continued careful coordination of public and private investment will make the Southwest Corridor a landmark in joint public and private redevelopment to serve as a model for other cities.



5. Construction starts in Hyde Park for 104 Unit housing project for the elderly



Overall Development Plan

This Southwest Corridor Development Plan identifies development sites and the development choices made jointly by public agencies and local residents for each parcel. This plan should be viewed as a working document — one that will become more detailed as neighborhood preferences are more fully known.

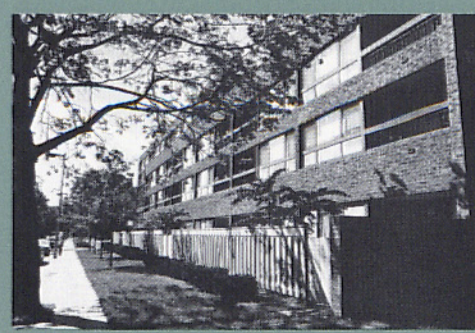
A useful plan must be able to accommodate change within a constant framework. The framework of this Plan is a transportation system built to serve the neighborhoods through which it passes. The intent of the Southwest Corridor Development Plan is to improve the community on a neighborhood-by-neighborhood basis.

All of the new opportunities outlined in this Plan are carefully coordinated with each other, with existing Corridor uses and with City, State, and Federal projects to insure that they complement and reinforce existing resources. Uses for most parcels in this Plan are specifically identified. For other parcels, the Plan is less specific in order to allow further neighborhood discussion and consensus.

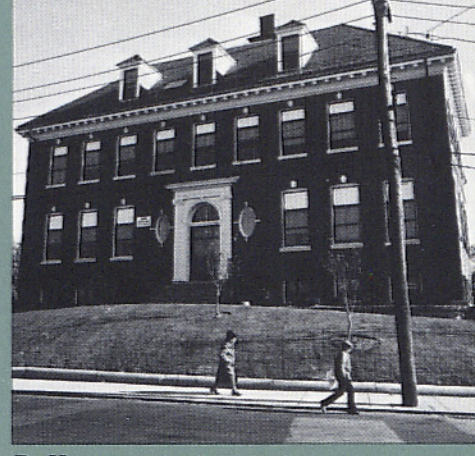
For additional information, please write or call:
Manager
 Southwest Corridor Development
 MBTA
 50 High Street
 Boston, Massachusetts 02110
 Telephone: (617) 722-5834

Forest Hills to Route 128 Development

Roxbury Apartments, Roslindale \$3,987,000¹
 Historic Wald School Restoration, Roslindale \$545,000²
 Summer Street Housing, Hyde Park \$3,600,000³
 Arborfield Road House, Hyde Park \$440,000⁴
 Total project cost in 1978 dollars.
¹Occupied.
²Under Construction.



6. New housing in Roslindale



7. Historic school is now housing

Forest Hills Station Area Development Parcels

No.	Size	Development Potential
T		Concessions 3,000 at \$180,000



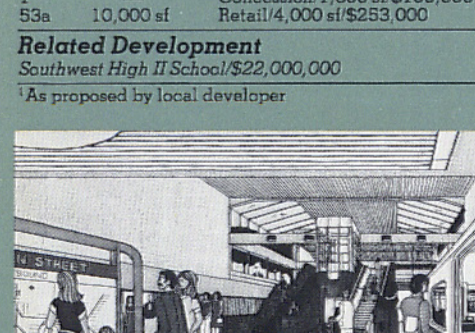
8. New Forest Hills Station



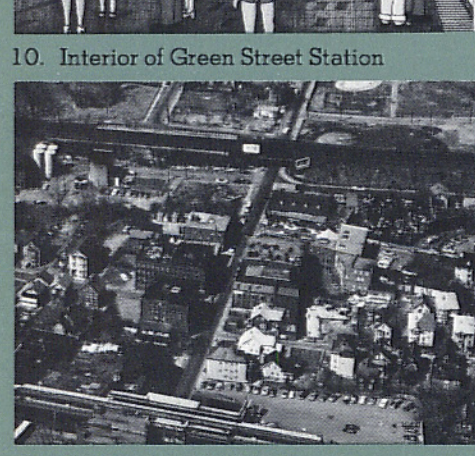
9. Aerial view of station area

Green Street Station Area Development Parcels

No.	Size	Development Potential
30, 31	13,737 sf	Residential 3 units \$125,000
32	9,100 sf	Residential 3 units \$125,000
33	5,478 sf	Residential 2 units \$83,000
45	30,860 sf	Residential 10 units \$415,000
49	27,800 sf	Residential 160 units \$611,800
T		Retail 1,500 at \$2,611,800
		Concessions 1,600 at \$1,000,000
53a	10,000 sf	Retail 4,000 at \$253,000



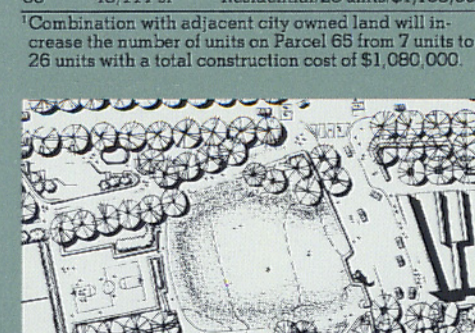
10. Interior of Green Street Station



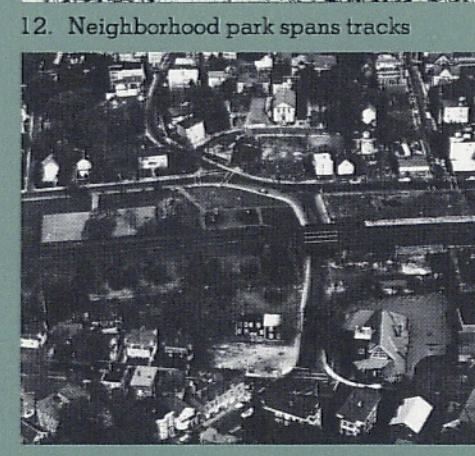
11. Aerial view of station area

Boylston Street Station Area Development Parcels

No.	Size	Development Potential
60x	22,657 sf	Concessions 800 at \$50,000
		Retail 15,000 sf
62x	30,279 sf	Residential 5 units \$315,000
65x	14,222 sf	Residential 13 units \$745,000
66x	7,983 sf	Residential 7 units \$291,000
66	481,174 sf	Residential 28 units \$1,163,000



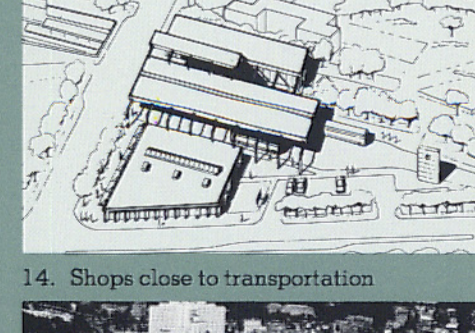
12. Neighborhood park spans tracks



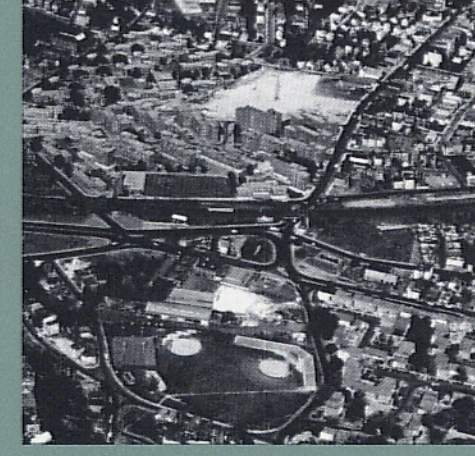
13. Aerial view of station area

Jackson Square Station Area Development Parcels

No.	Size	Development Potential
38	56,000 sf	Retail 16,000 at \$1,048,000



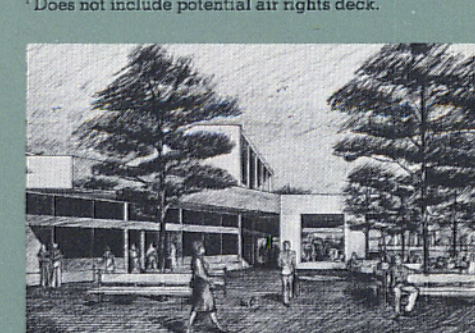
14. Shops close to transportation



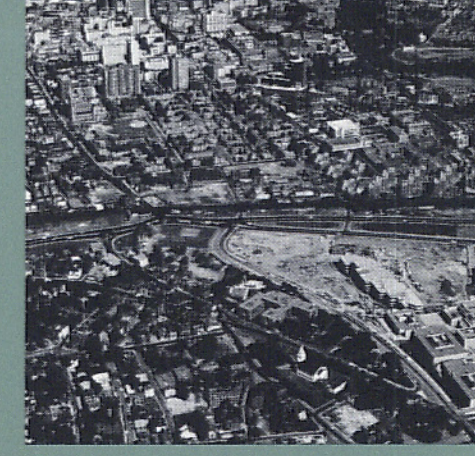
15. Aerial view of station area

Roxbury Crossing Station Area Development Parcels

No.	Size	Development Potential
22a	10,000 sf	Retail 8,000 at \$825,000
23	63,500 sf	Residential 115 units \$4,455,000
T-22a	15,000 sf	Retail 6,000 at \$500,000
T-22b	436,000 sf	Roxbury Community College \$39,000,000
25	25,000 sf	Community Facility 25,000 at \$2,000,000



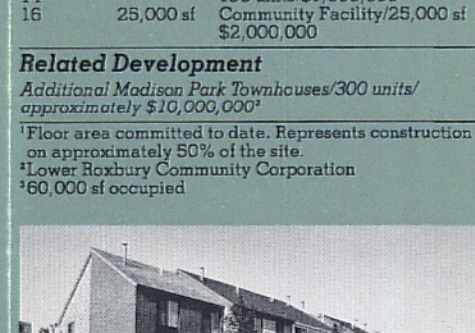
16. Plaza and shops at station



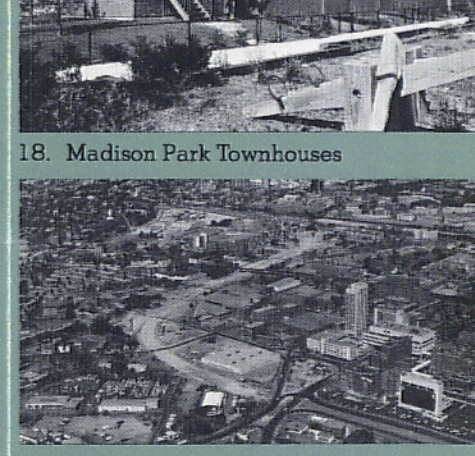
17. Aerial view of station area

Crosstown Street Station Area Development Parcels

No.	Size	Development Potential
1, 2		Crosstown Industrial Park/ 400,000 at \$20,000,000
3, 4	1,740,000 sf	Supplement \$5,900,000
6, 6x		\$9,150,000
10	80,000 sf	Community Facility 25,000 at \$2,000,000
12	436,000 sf	18 C.C.A. Combos 136 units \$7,000,000
14	25,000 sf	Community Facility 25,000 at \$2,000,000



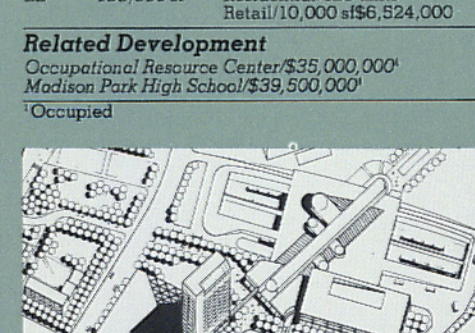
18. Madison Park Townhouses



19. Site of new Crosstown Street

Ruggles Street Station Area Development Parcels

No.	Size	Development Potential
17x	125,000 sf	Retail 40,000 at \$1,600,000
18	310,000 sf	Residential \$3,000,000
		Hotel 250 rooms \$22,169,500
FE	24,000 sf	Office 35,000 at \$1,050,000
T		Retail 6,200 at \$372,000
T		Retail 12,200 at \$762,400
T		Retail 10,000 at \$624,000



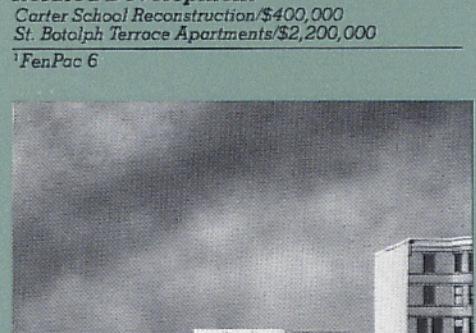
20. Parcel 18: Mixed use development



21. Parcel 18 and station site

Massachusetts Avenue Station Area Development Parcels

No.	Size	Development Potential
T		Retail 1,000 at \$61,000
2	6,200 sf	Residential 6 units \$216,000
FE	24,000 sf	Retail 12,200 at \$762,400



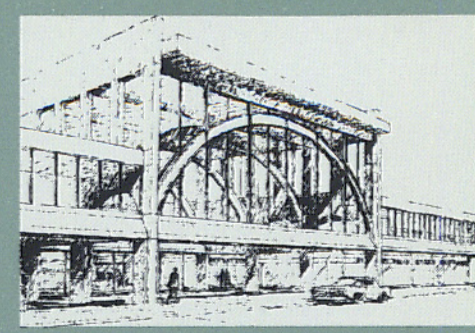
22. New Mass. Avenue Station



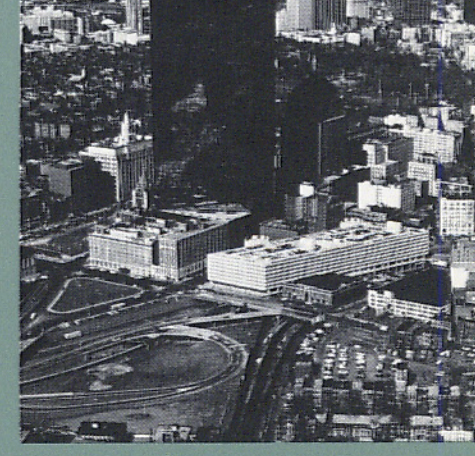
23. Station site looking toward Back Bay

Back Bay/South Cove Station Area Development Parcels

No.	Size	Development Potential
T		Concessions 5,000 at \$306,000
T		Office 1,000 at \$10,000,000



24. New Back Bay Station



25. Copley Place development site

SWCP Consultants: Kaiser Engineers, Inc. / Fay Spofford and Thorndike, Inc. (Coordinating and Section I Engineers); Frederick F. Harris, Inc. (Section II Engineers); Howard Needles Tammen & Bergendoff (Section III Engineers); Charles G. Hiltz and Assoc. (Development); Roy Mann Assoc., Inc. (Landscape Architecture); Still Assoc., Inc.

(Urban Design): Wallace Floyd, Ellenzweig, Moore, Inc. (Community Participation), assisted by 30 other consultants; architecture, landscape architecture, mechanical and electrical engineering, surveying, local history and environmental assessment.

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