

The Fort Point District 100 ACRES MASTER PLAN

Boston Redevelopment Authority
with
Fort Point Channel Working Group



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June 2005

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The Fort Point District

100 ACRES MASTER PLAN

FORT POINT CHANNEL @ SOUTH BOSTON WATERFRONT DISTRICT

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June 2005

Boston Redevelopment Authority

Overview

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

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

The planning process began with an overview of all the previous and current planning efforts conducted for the South Boston Waterfront summarized in Chapter II of this report. Once the planning history and context for the 100 Acres was established, Working Group began to address issues related to the street grid system, access and transportation, open space, and desired land uses including public and civic activities. The goal of the Working Group was to reach agreement on a public realm plan that develops principles and guidelines for new development and determine how the plan's recommendations can be implemented to achieve this common vision.

Throughout the process, agencies, organizations and property owners presented their current plans and future visions for the 100 Acres. The agencies and organizations that presented their visions for the 100 Acres included the Seaport Alliance for Neighborhood Design, Fort Point Cultural Coalition, Save the Harbor / Save the Bay and the Massachusetts Water Resource Authority. Further details on these presentations can be found in Appendix.

In addition to these presentations, the four major property owners (Gillette, Beacon Capital, Boston Wharf, and the U.S. Postal Service) were asked to participate in providing detailed transportation analysis of the area and recommending land uses, street network and open space scenarios for the district consistent with concepts of the previous planning efforts. The results of this collaborative effort led to modifications to density and build-out phasing based on available and projected transit infrastructure were well received by the Working Group members. Key elements of the proposal include:

- Preservation of industrial uses while encouraging an increased mix of uses and using buffers around industrial use to prevent conflicts to commercial and residential uses;
- Achieving at least one-third housing in the district including an expansion of artist housing, and aggregating the housing elements around open spaces;
- Providing Harborwalk along the entire length of Fort Point Channel; and
- Providing an open space connection from the South Boston Bypass Road / Haul Road to the Channel.

The following infrastructure improvements were also called for in the property owners' vision:

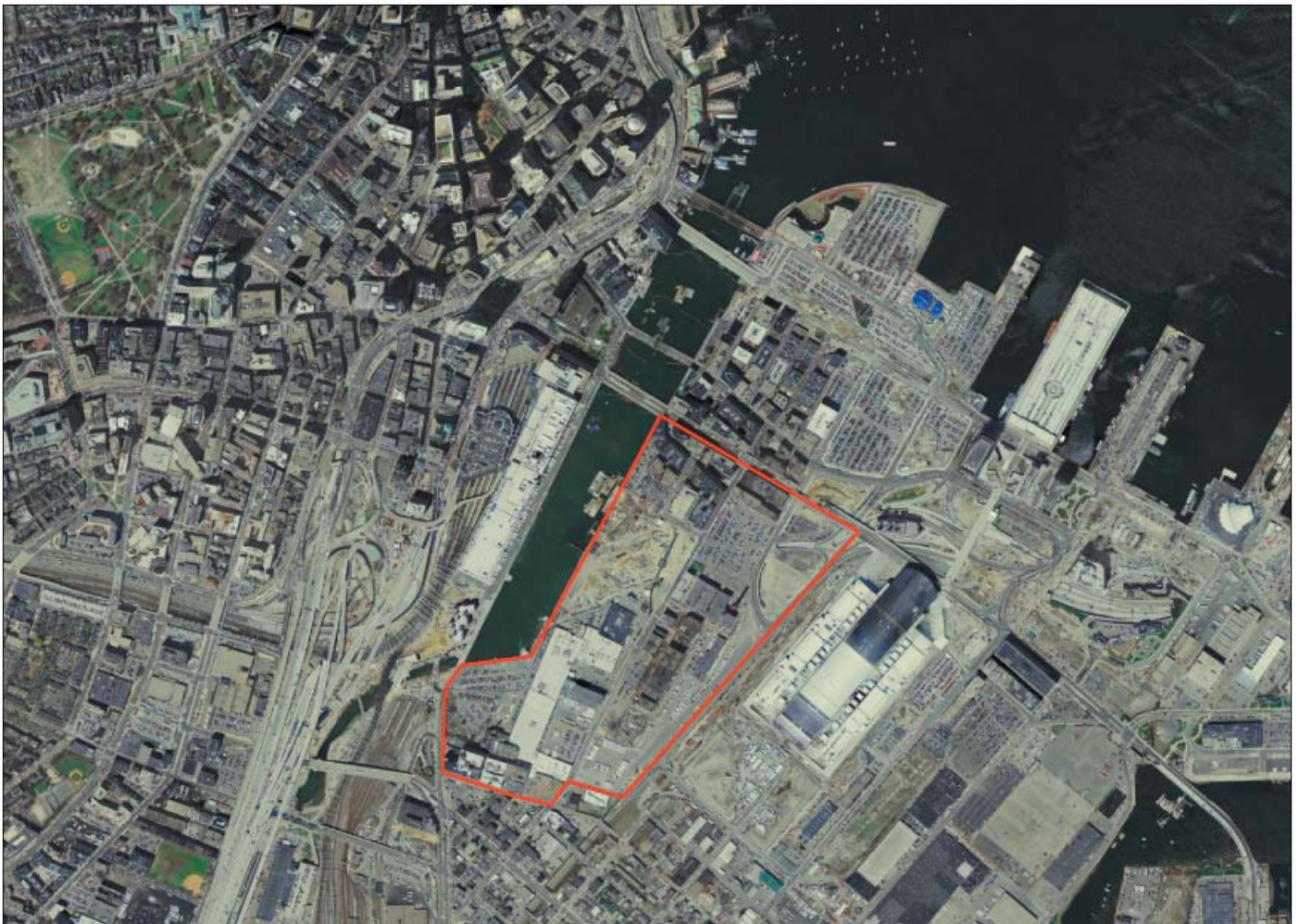
- Improving connections between the highway system to the local street network;
- Providing improvements to A Street;
- Providing direct truck access from A Street to South Boston Bypass Road / Haul Road; and
- Establishing the local street network and building parcels.

These infrastructure improvements provided the basis for further detailed analyses and planning on the part of the Working Group over the next 18 months included in Chapter V. The Working Group through focused presentations and sub-committee charrettes, studied in greater detail transportation, open space and density. This process resulted in the consensus Master Plan described in this report.

Transportation

In March 2004, Cambridge Systematics, Inc., a transportation consultant firm, was contracted to assist the Fort Point District Working Group in studying the Transportation Improvements Proposals presented by the four major property owners. A Subcommittee of the Working Group was established to work with the consultants and report back to the larger Working Group at Community Meetings. In

June 2004 the Subcommittee and the consultants presented the final Transportation Analysis of the 100 Acres to the Working Group. The Transportation Analysis is discussed in Chapter V of this Plan.



100 Acres Aerial View

Design Charrette

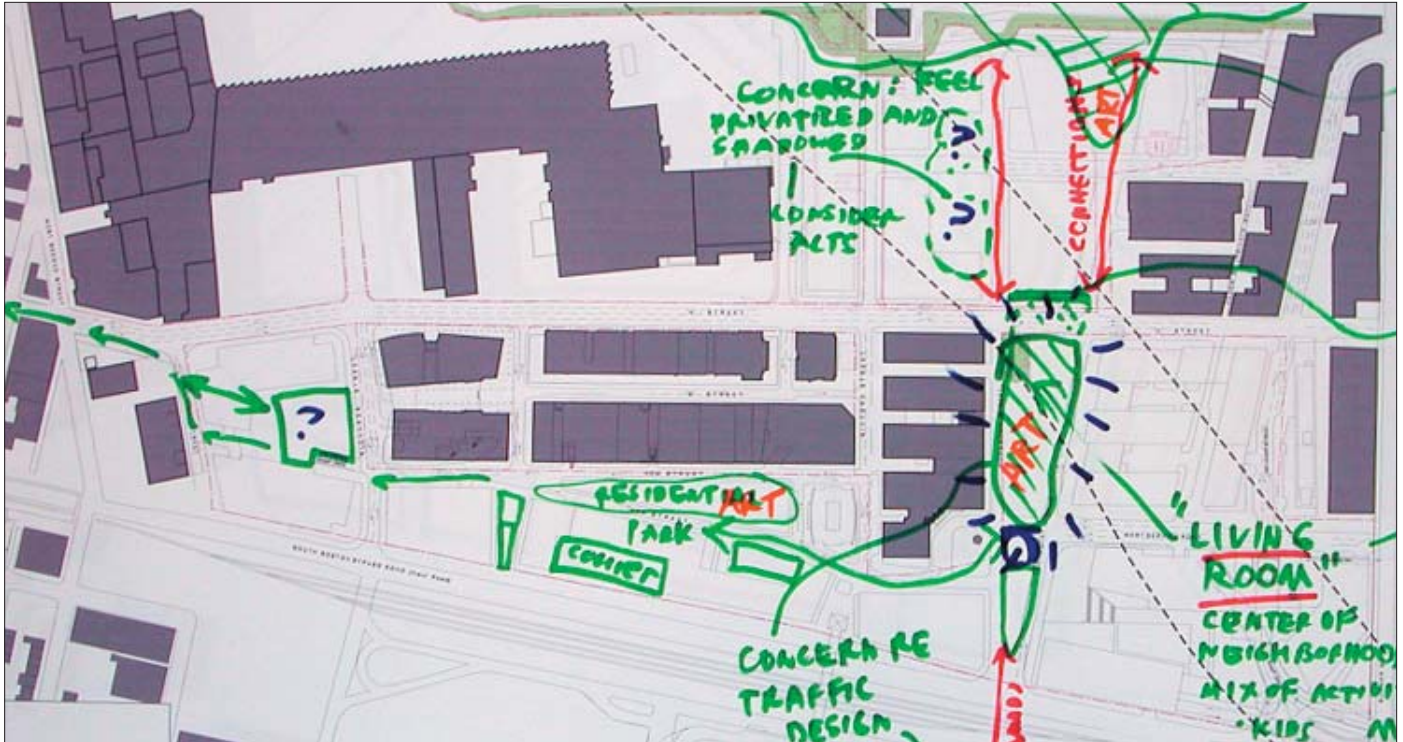
A design charrette was held in February 2004 in South Boston. The goal of the charrette was to engage the community in a design forum to specifically address open space and public realm issues. The participants of the design charrette were divided into five working teams identified by colors, such as Red Team, Blue Team, Green Team etc..

Some important components of the charrette outcome, such as planning principles, programmatic elements, rough plan sketches, open space, street system and pedestrian connections were generated with thorough discussion and brainstorming. An excerpt of some community comments from each team is shown in the next three pages. Many of the ideas and discussions drawn from this charrette have been incorporated into the 100 Acres Master Plan.

The summary of the most important components are:

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





Blue Team: Connectivity from Channel to Inland Parks

Blue Team:

Design Issues:

- The district can be an unique neighborhood with unique open space opportunities for both residents and visitors.
- The Plan provides the right quantity and types of open space and uses.
- Open space design must reflect the area's micro-climate.
- Open space must provide easy access to all residents including children and seniors at any time for any uses.
- 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.

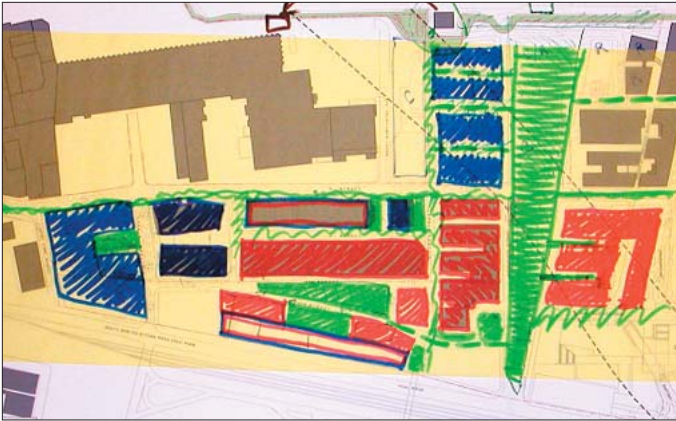
Use Program:

- Gillette and industrial uses must be protected in the area.
- The district must establish its unique intrinsic programming such as arts programs.

- The waterfront requires a boat landing and boat slips opened to the public.
- Open space needs playgrounds for dogs.

Circulation:

- The Plan must address connections to traditional South Boston, downtown and waterfront from 100 Acres.
- The Plan must mitigate regional traffic so it does not impact the district's traffic conditions, promote bicycle use and walkability of the area and minimize auto dependency.
- A Street must be made pedestrian friendly.
- Open space can be used as a pedestrian connecting element to transit stations.



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

Green Team 1:

Design Issues:

- The Plan must identify 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 system 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 Parks Department.

Use Program:

- Locations of the proposed open space 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:

- Traffic must be mitigated so the residential areas are not interfered by traffic.

Green Team 2:

Design Issues:

- Critical buildings must be planned in concert with open space.
- Height restriction of 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 closed to the residential areas.
- Multiple connections must be established between open spaces.

Use Program:

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



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

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 can be planned with high visibility.
- The Plan must encourage indigenous businesses.
- Community benefits can include a wool industrial history museum.

Circulation:

- Pedestrian connections to transit stations must be established.

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 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 cafe is encouraged on sidewalks and in the parks.
- Open space must be oriented toward the Channel.



Yellow Team: Central Park with Active Sidewalk Activities



Red Team 1: Separation of Open Spaces

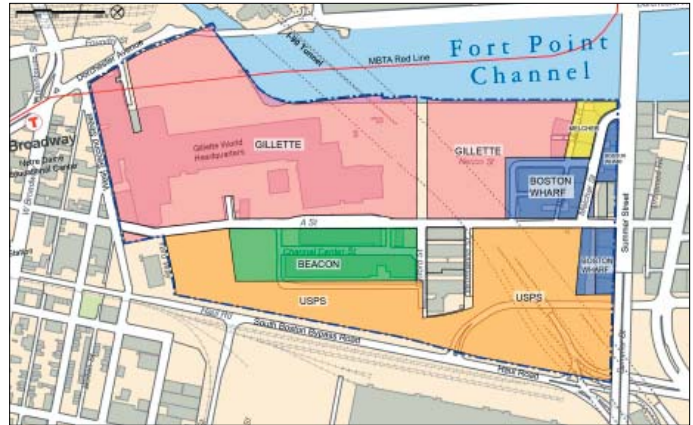


Red Team 2: Variety of Open Space Type and Size

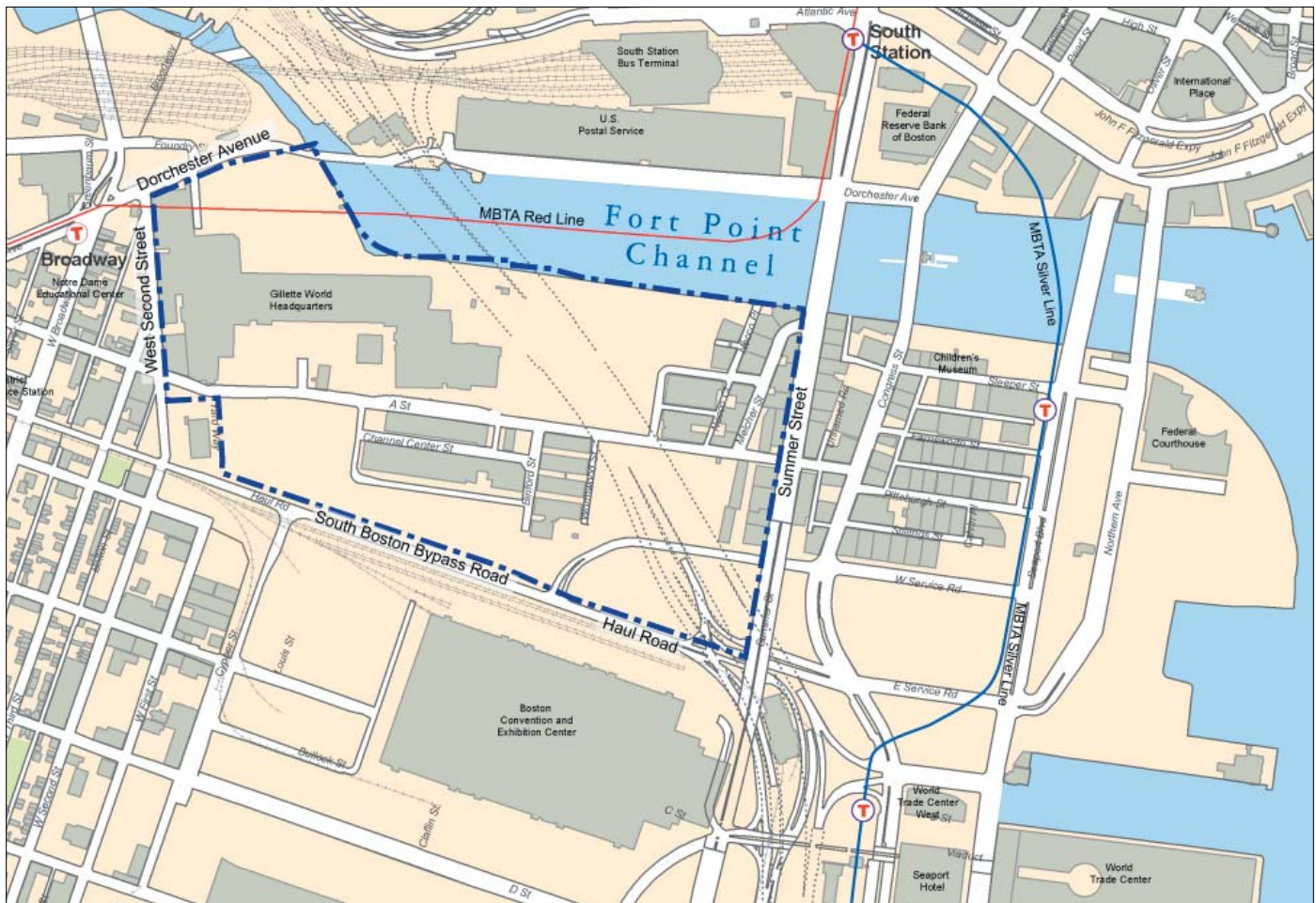
Planning Area

The planning area is bounded by Fort Point Channel to the west, Summer Street to the north, South Boston Bypass Road / Haul Road to the east, and West First Street and West Second Street to the south. The 100 Acres is the southwestern portion of the South Boston Waterfront District. The site area is in fact approximately 88.7 acres of which 36 acres is currently vacant.

The site's ownership is composed of several large owners. They are the Gillette Company, United States Postal Service, Boston Wharf Company, Beacon Capital Partners, Inc.. These four largest landowners control approximately 96 percent of the entire site. There are several other smaller land and condominium owners including 249 A street Artist Cooperative and Fort Point Place Condominium.

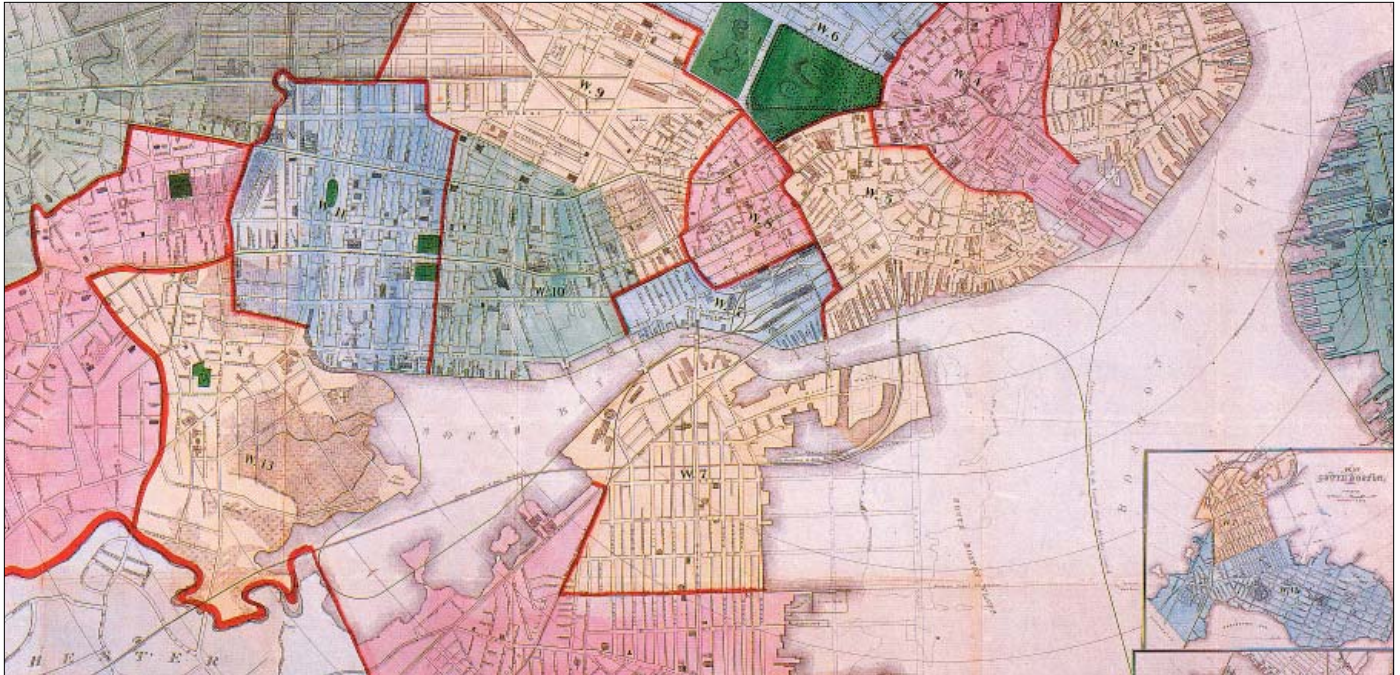


Ownership



Planning Area

Site History



Fort Point Channel, Boston, 1870

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

Beginning in the 1880s, the warehouses, machine shops, a sugar refinery, two elevator manufacturers, and new docks filled land to the northwest along 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.

South Boston has long been an industrial employment center of the City. The employment type shifted from iron, glasswork industry, rail and ferry shipping industry to machinery, brick, wagon, 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 Gillette Safety Razor Company opened its South Boston plant next to the Fort Point Channel. The company relied on the Channel as its direct shipping route and used the Channel as a natural resource for its manufacturing needs. Later, as its shipping modes shifted to the container shipping method and relied increasingly on vehicular transportation, truck routes were designated in South Boston to provide truck access to keep these industrial uses viable. The South Boston Bypass Road, which runs through the 100 Acres, is one example of these truck routes. Today, Gillette remains the largest industrial employer in the City and it must be reinforced and protected as an important economic engine of the City.



Gillette Razor Company plant on Dorchester Avenue between Broadway and South Station in 1920s.

The South Boston Waterfront District began to decline as a shipping and distribution center in the 1940s along with the 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. Massport built the Castle Island Container Terminal and Conley Terminal in South Boston. In 1974, the City 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.

The Central Artery / Tunnel project started its planning in the early 1980s and started construction in the mid 1990s. It includes two major construction projects in the South Boston Waterfront. They are the extension of Interstate 90 highway tunnel to Logan Airport via Fort Point Channel, South Boston and the Boston Harbor; and the MBTA South Boston Pier / Fort Point Channel Transitway project or the Silver Line Phase II project. The I-90 bisects the site diagonally from Fort Point Channel to the corner of Summer Street and the Haul Road. The location of the tunnel limits building on portions of the 100 Acres because it creates engineering difficulties and increases construction costs for development directly on top of the tunnel.

Because of its easy access by Interstate 90 and the Ted Williams Tunnel, and the availability of vacant land, the South Boston Waterfront has become a convenient parking location for commuters. This is no exception in the 100 Acres. The vacant lots have been used for surface parking for years. However, easy new highway access and transit will make the 100 Acres a desirable location for future development.

The United States Postal Service owns approximately 23 acres of land within the 100 Acres. The land serves as supporting facilities for the main mail distribution center located on Dorchester Avenue directly across the Channel next to South Station. This land accommodates employee parking, truck and trailer parking, truck driving training and administrative facilities. In recent years, US Postal Service began its planning process in search of the highest and best use of its facilities in the Fort Point Channel area.

The long history of the Boston Wharf Company in South Boston makes it the largest building owner with the longest history in the 100 Acres. The Company owns approximately 1.1 million square feet of buildings. These buildings along with the industrial buildings north of Summer Street were built by the Company between the 1880s and the 1920s. The buildings are predominantly red or yellow brick and are either warehouse or manufacturing buildings, generally of 5 to 6 stories with generous floor-to-floor heights. The manufacturing buildings are identifiable by more ample windows areas and the warehouse buildings by more sparse windows areas. Currently the buildings are used for office, retail and artist live-work spaces. The company is interested in maintaining the building portfolio and sustaining the tenants to maintain its profit from building leases.

The Fort Point District has long been an artist community. Artists were attracted by the adaptability of the warehouse buildings. In the 1970s, they created co-operative studios as their live-work spaces and established art galleries and open studio activities attracting art-lovers to the area. The artists' work includes jewelry, lighting, painting, mixed media, sculpture, photography, clay pottery, textile, handbag and ceramic designs. Shops and craft stores that support

artist work were opened within the 100 Acres. Several artist community organizations were formed to bridge the community and the public. They contributed major revitalization initiatives to the area and created a strong art district character.

The artists' contribution is not only in the physical built 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 ways to self-sufficiency through paid employment in the art industry.

Currently, the major uses of the 100 Acres are industrial, surface parking, some office and artist live-work space in the Boston Wharf buildings. In the last few years, there has been a number of new residential projects being constructed. The first project was the Fort Point Place condominium on Wormwood Street that included 120 units of housing and was completed in 2000 by Beacon Capital Partners. In 2001, Beacon Capital proposed a 1.5 million square foot development project called "Channel Center." This proposal included 183,500 square feet of residential, 1.3 million square feet of office, 96,700 square feet of other uses such as retail, restaurants, cultural, entertainment, fitness, day care, and 20,000 square feet of gallery. The first phase of this development was completed at the end of 2004 including 209 units of housing that has 89 artist live-work units called "Midway Studios", which provide affordability to the artist community in order to retain the artist culture within the 100 Acres.

In recent years, the City's economy has shifted toward service oriented industries. The convention and tourism / cultural industry is now an integral part of the South Boston Waterfront District with the opening of the Boston Convention and Exhibition Center in June 2004. The 100 Acres area is located between the new convention facility and the downtown financial district. It has potential to become an area where transformation from industrial to mixed use occurs. This Plan will guide and lead this transformation.



Wormwood Factory Building, 1898

Planning Context

Over the last decade, numerous planning initiatives and development projects were completed and each derived a set of planning principles that will guide the future development of its own designated planning area. All these initiatives share a common planning goal: to activate the South Boston waterfront. The following six planning initiatives included the 100 Acres and provide the planning basis for this 100 Acres Master Plan.

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

The Interstate 90 crossings of the Fort Point Channel and the construction of Ventilation Buildings 1 and 3 in the flowed and filled tidelands in / 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, Vent Building 1, corner of Wormwood and A streets and New Binford Street (formerly Mt. Washington Avenue); and the reconstruction of the Broadway and Dorchester Avenue Bridges. Navigational improvements to the Channel include the removal of over 800 wooden pilings located throughout the Channel.

Early designs in 2000 had shown the Harborwalk on a pile-supported structure over the Channel along the Gillette Company's property. However, following lengthy discussions an agreement between the Gillette Company and the CA/T Project have resulted in the construction of the Harborwalk on existing Gillette land along the Channel's edge. Gillette will assume long-term maintenance responsibilities for the Harborwalk. This segment, linking Dorchester Avenue to Summer Street together with the approximately 20,000 square foot New Binford Street Park will open in the summer of 2005. Additionally, the 8,000 square foot Wormwood Street Park was opened in November 2004, and will be maintained by the United States Postal Service.



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 a broad geographic area based on the City's Harborpark zoning districts that 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 focused naturally 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 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 planning principles that became the entire waterfront's planning framework.

- 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 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 potential impacts from 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 relates to a body of water and with its own unique character. These sub areas 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, an abundance of water activities, with multiple bridge crossings. The land area along the eastern edge of 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 and commercial uses.

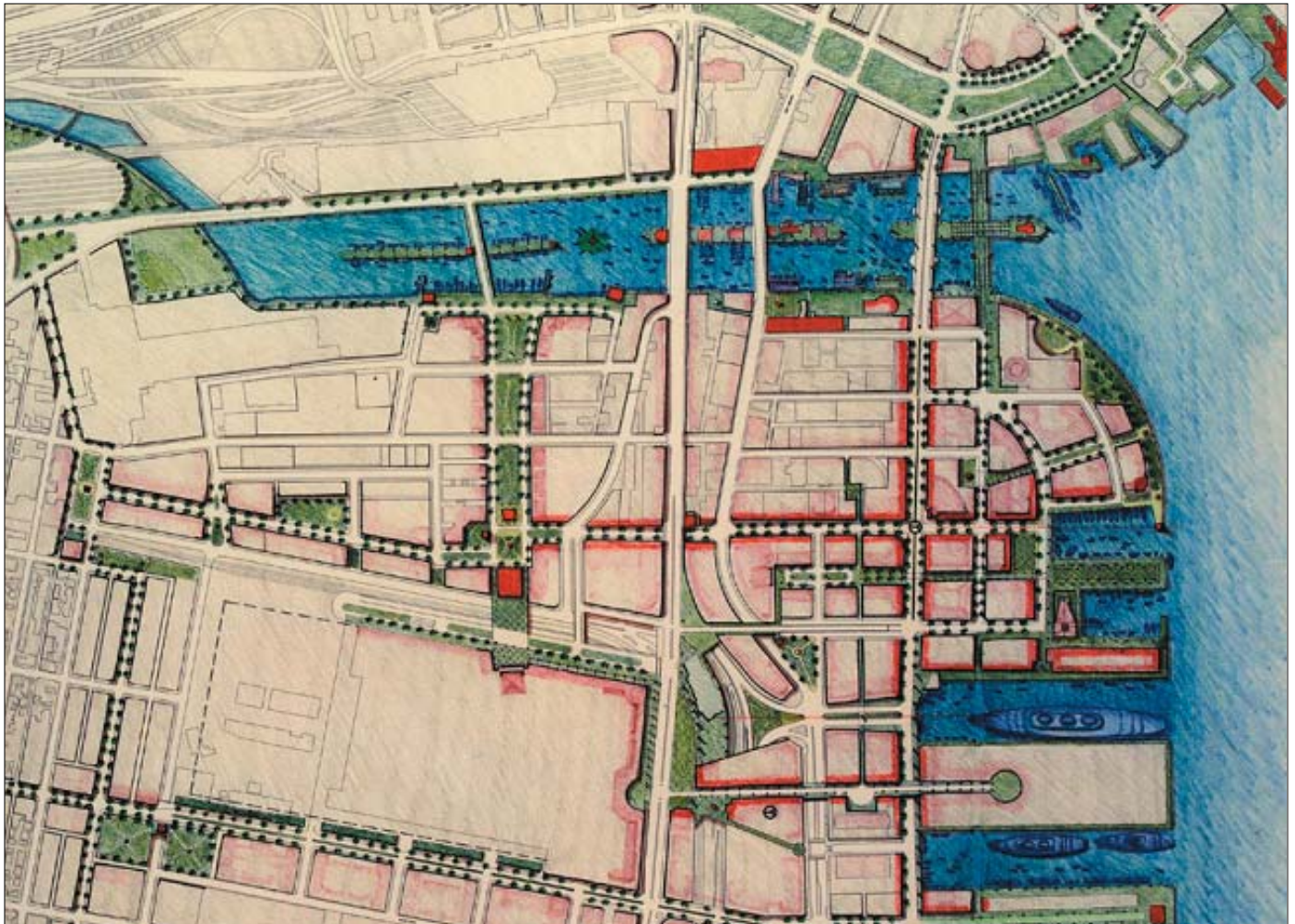
The second strategy is to strengthen street connections that link new and existing developments to the water. The two connecting orientations include the east-west connection to downtown and the north-south connections to the South Boston community and the Harbor. These connections will be strengthened 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, hotel, residential, open space and community facilities which will bring life to the Waterfront and create an active and rich 18-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 will be incorporated and developed further in the 100 Acres Master Plan. The Seaport Public Realm Plan provides the following specific guidelines and recommendations for the planning area:

- Encourage residential, cultural, civic, retail, restaurant, recreation and entertainment uses closer to the waterfront
- 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 small-scaled streets, blocks and neighborhood parks with local connections to the waterfront
- Appropriately integrate the new convention center 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 additional planning and analysis that is provided in both this plan and the previously completed South Boston MHP. 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.

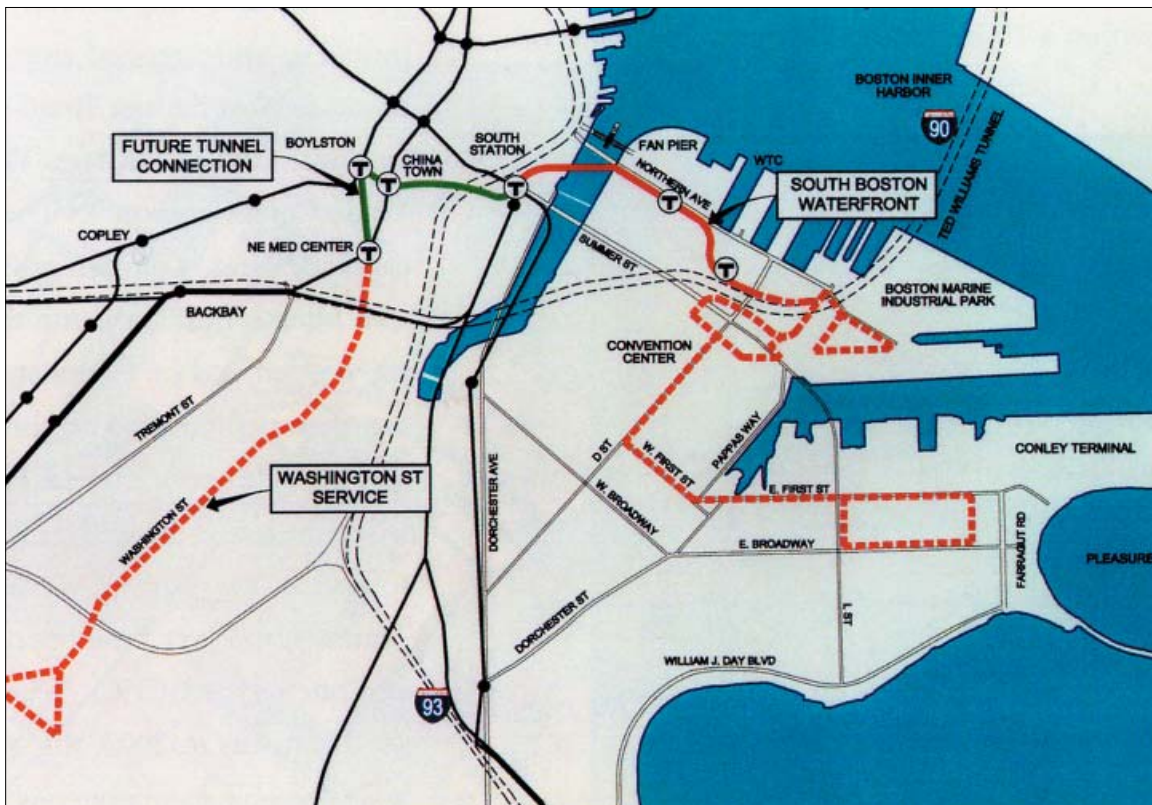


South Boston Seaport Public Realm Plan

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 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 through 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 (the former site of the Victoria Station Restaurant). Land taken by the MBTA at Sleeper Street for construction will be converted into a 33,000 square feet public park. Once the MBTA completes 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 and will open in the summer of 2005.



Fort Point Channel Transitway

South Boston Transportation Study, July 2000

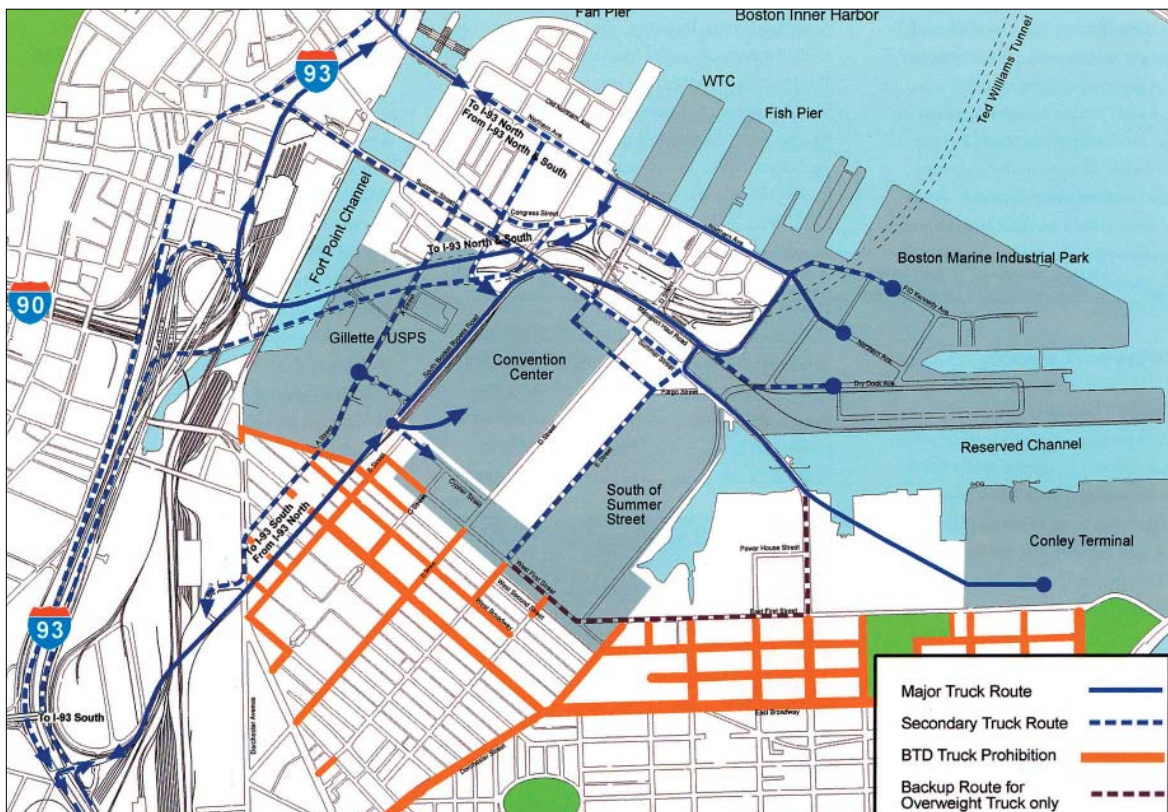
The South Boston Transportation Study is the companion study of the Seaport Public Realm Plan. The purpose of the Study was to examine the cumulative transportation impacts of all the land development envisioned in the Seaport Public Realm Plan for the South Boston Waterfront. The Study analyzed the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

The three main goals of the Study are to protect the residential neighborhood, preserve the working port and industrial uses, and to support appropriate development. Site specific recommendations for the planning area includes developing secondary street networks, 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 land development projected for 2010, approximately 27 million square feet, which includes 13 million square feet of net new development. Furthermore,

the transportation system could accommodate the trips generated by 31 million square feet of development (with a net of 17 million new square feet) projected by the 2025 scenario, but these trips begin to saturate the system's capacity. For the full build-out scenario projected for 2040, the Study finds that the currently planned transportation system cannot support the travel demand generated by the estimated 39 million square feet 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 that the South Boston Bypass Road running along the 100 Acres is extremely important for this access. By preserving truck routes, residential neighborhoods will be better protected from illegal truck traffic. The Study also suggests that more transit service connecting South Boston residents to the Waterfront, with either significant capacity upgrades to the Silver Line or the construction of some other new high capacity transit to achieve the 2040 development scenario.



South Boston Truck Traffic Plan

South Boston Municipal Harbor Plan, BRA, 2000

In order to implement the Public Realm Plan, the BRA elected to develop a Municipal Harbor Plan for the South Boston Waterfront 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 South Boston Municipal Harbor Plan was submitted to and approved by the State's Executive Office of Environmental Affairs in December 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 and the State, based their work in the development of the South Boston Municipal Harbor Plan were intended to:

- Enhance open space access;
- 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 water body 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 repeated below:

- 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
- Enhance the South Boston Community

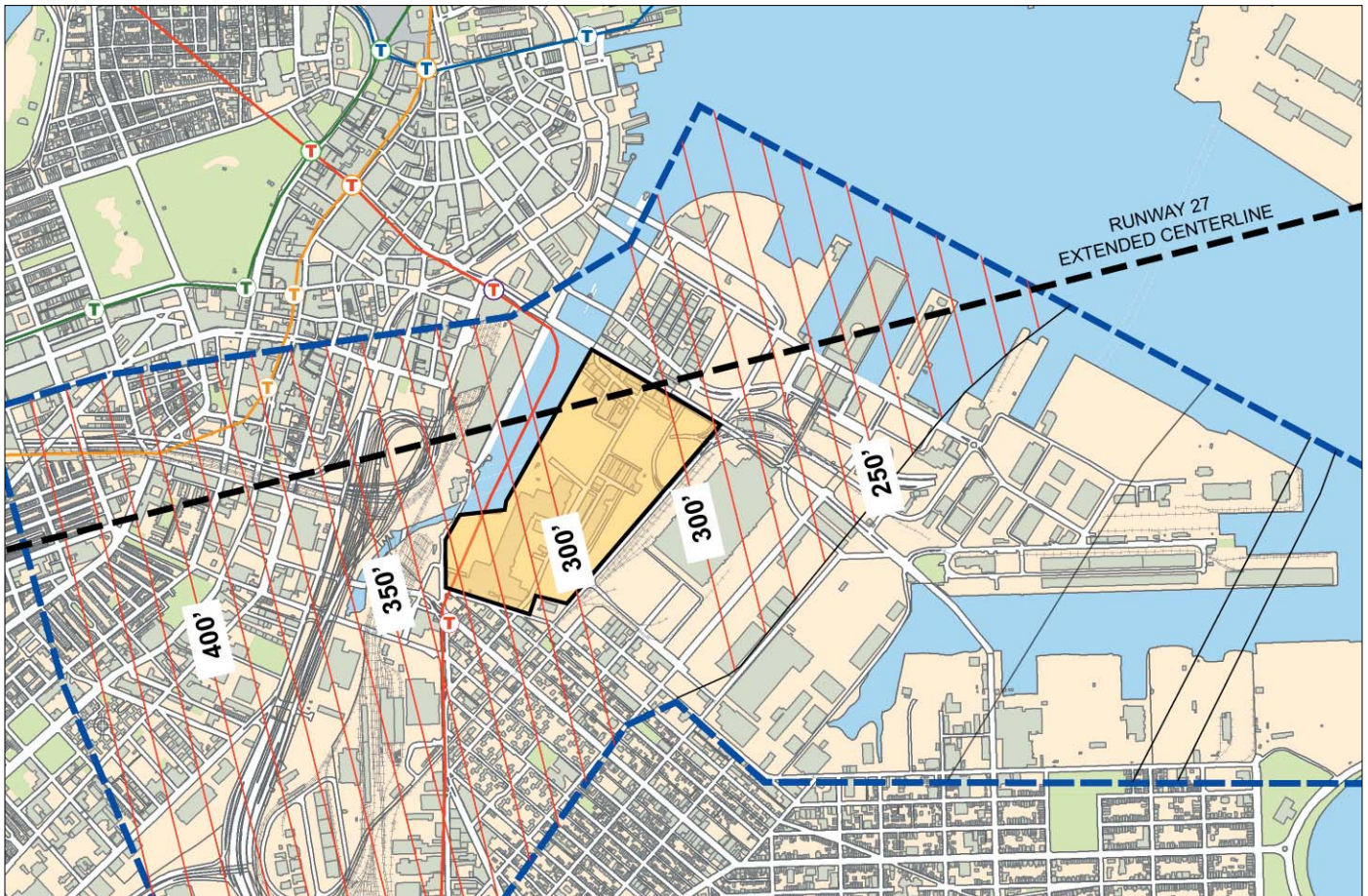
The approval of the Secretary for these substitutions as if relates to the 100 Acres was conditioned on the completion of this master plan that must provide detailed measures to protect industrial truck routes and the definition of buffer zones to prevent conflicts among land uses.

Boston Inner Harbor Passenger Water Transportation Plan, BRA, 2000

The greatest demand 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 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. However, smaller water taxi landings may be located at various points along the Channel in the future.

Federal Aviation Administration Regulations (Attachment E)

The 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 if 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 Fort Point Channel. The development of this planning effort represents the cooperative and collaborative efforts of the BRA and the Fort Point Channel Abutters Group, comprised of property owners with holdings along the Channel and the Fort Point Channel Working Group. The Working Group is comprised of cultural institutions, harbor advocates, maritime interests, and any interested member of the general public. The funding for this Plan reflects this public-private partnership.

Activation of Fort Point Channel is one of the most complex and challenging goals of the City's waterfront planning. Both the Seaport Public Realm Plan and the South Boston Municipal Harbor Plan shared a vision for Fort Point Channel that identifies active use of the watersheet and the Channel's edges as a key goal in creating an exciting new civic place.

In the basin adjacent to the Fort Point District "the Seawall Basin" is the western boundary of the 100 Acres. The Watersheet Plan recommends for this area public amenities including a small boat program where the public can rent and launch small watercraft such as canoes, and kayaks. The plan also suggests the construction of a pedestrian bridge linking the Fort Point District to South Station and the future redevelopment of the U.S. Postal Annex. These specific recommendations are incorporated into this 100 Acres Master Plan.

Some initial public amenities soon to be 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 the Gillette and the Boston Wharf companies.

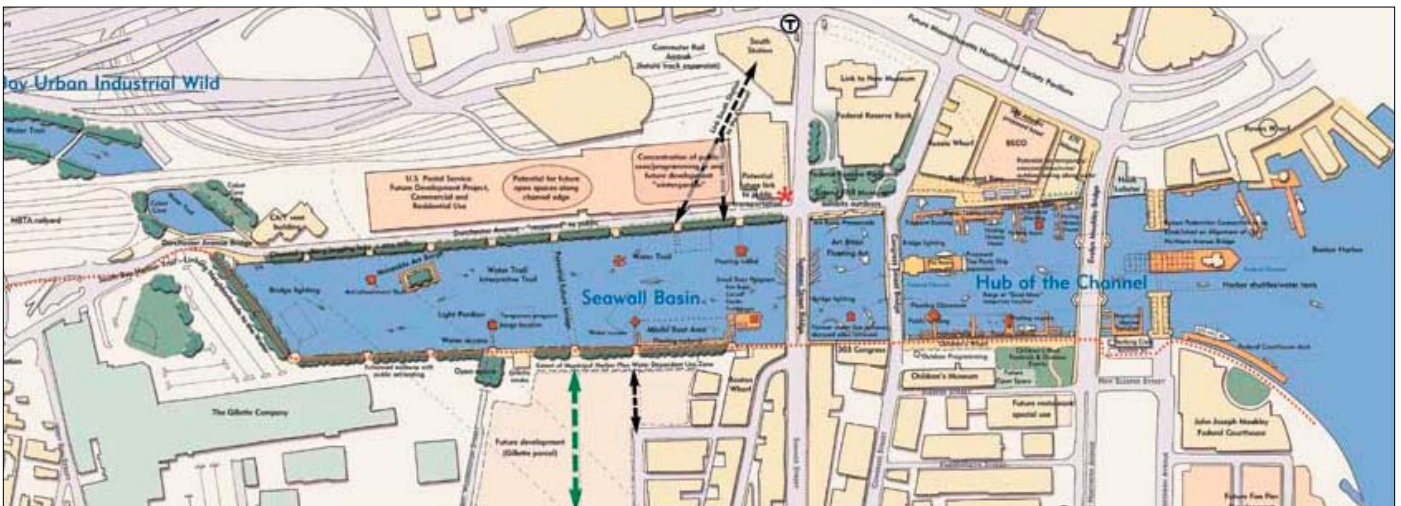
The implementation plan calls for coordination between landside development and the watersheet activation plan. The Plan recommends elements that could be used by the Department of Environmental Protection as a menu to fulfill standard baseline requirements under the Chapter 91 state law, as well as substitute requirements such as amplifications and offsets identified in the city's 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 be from the private sector through Chapter 91 and contributions from the public. These funds will be responsible for the maintenance, operations and programming costs. This funding strategy will also apply to the 100 Acres.

The Friends of the Fort Point Channel, a non-profit organization 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

South Bay Harbor Trail System

The 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, along surface streets under the elevated I-93 corridor past Rotch Park, over the Broadway Bridge, and along the eastern edge of the Fort Point Channel and ultimately out to the 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, 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 and is the basis of the open space and pedestrian system proposed in the 100 Acres Master Plan. Challenges including the interface of pedestrians and bicyclist along the Harborwalk and grade changes at Summer Street need to be addressed through further study.



South Bay Harbor Trail

South Boston Parking Freeze (Revised 2001)

In 1993, the Massachusetts Department of Environmental Protection adopted the City of Boston / South Boston Parking Freeze. These regulations are intended to reduce vehicular-related air pollution by imposing a freeze on the supply of off-street, publicly available, parking spaces. In the South Boston area three separate zones have been established: the Piers Zone, the Industrial / Commercial Zone and South Boston Residential Zone. The 100 Acres falls within the Industrial / Commercial Zone, and this Master Plan adopts the Parking Freeze as a basis of all its parking recommendations.

In the Industrial / Commercial Zone, off-street public spaces, privately assigned commercial use spaces (i.e. for office employees) and residential spaces in excess of one per unit are governed by the freeze. For all zones, previously established residential parking spaces are exempt from the freeze. The allocation of parking spaces can be shifted between zones pending approval of the Massachusetts Air Pollution Control Commission (MAPCC), who is responsible for management and oversight of the freeze.

The freeze base inventory for the South Boston Industrial / Commercial Zone consists of approximately 16,000 spaces. The regulations have established a bank equal to 10 percent of the base inventory plus any existing spaces that have been physically eliminated, whereby MAPCC can draw from to grant spaces requested by new facilities.

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

There are currently two CSO control projects planned to address the most significant discharges into the Channel. The Union Park Detention / Treatment Facility, with an anticipated construction completion date of March 2005, 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. The Fort Point Channel Storage Conduit, with an anticipated construction completion date of March 2007, will be a ten-foot diameter storage tunnel along A Street from First Street to Mount Washington Street. The conduit will capture and store CSOs from most storms. CSO discharges will be greatly reduced through implementation of this program thus reducing violations of the swimming and boating standards.

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.

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

The Boston Landmarks Commission (BLC) received a petition for a proposed Fort Point Channel Local Landmark District that was accepted for further study by a vote of the Commission in April 2001. The BLC completed a survey of the proposed district in September 2003. The survey describes the historic, architectural and cultural significance of the area.

Mayor Thomas M. Menino is in the process of appointing a study committee made up of residents, property owners and BLC commissioners. The study committee reviews the survey and other relevant information on the district including zoning and planning documents. Through the final study, the committee and the BLC confirm the type of district, its level of significance, both architectural and historical / cultural. The final study will establish the boundaries of the district and draft standards and design guidelines.

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 old and new bridges of the Fort Point Channel to create a distinctive and coherent identity for the Fort Point Channel District.

The 100 Acres planning area is surrounded by many other development activities that have been taken into consideration in the development of this Master Plan.

Convention Center and Legislation

The Boston Convention & Exhibition Center (BCEC) was opened in June 2004 and is the largest convention facility in the Northeast, located in Boston's South Boston Waterfront District. At Summer and D Streets it is within walking distance to the waterfront, new Silver Line service, Fort Point District and Channel and less than a ten-minute drive from Logan Airport, the BCEC features 516,000 square feet of contiguous exhibit space, 84 meeting rooms, a 41,020 square foot ballroom overlooking the city skyline and Boston Harbor. Legislation enacted to develop the BCEC includes special requirements to protect the area neighborhoods from BCEC activity. This includes a buffer zone prohibiting accessory uses to the BCEC along Cypher and D Street, a prohibition on "Gate Shows" and limited hotels south of Summer Street.



Boston Convention and Exhibition Center and Downtown Boston in the background

South Station Transportation Center

South Station Transportation Center is the largest intermodal transportation center in the city and is within walking distance of the 100 Acres planning area. This major transportation hub includes southern and western commuter rail service, the Red Line, a bus terminal and East Coast Amtrak service. South Station's closeness to the Fort Point Channel creates ideal conditions for water transportation connections. As mentioned, the MBTA has just completed the South Boston Piers Transitway segment of the Silver line, a high capacity bus rapid service 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 tying into the Green and Orange lines by 2008.

South Station is 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 the limited number of platforms and is operating at over 99 percent of its 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.

South Station will continue to be an important transportation node for the planning area. The July 2000 South Boston Transportation Study states that public transit riders within a 10 minute walk from their origin or destination 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.

On July 21, 2000, the Executive Office of Transportation and Construction and the United States Postal Service reached an agreement to address this issue whereby the Postal Service will accommodate four additional tracks and associated platforms on its site as part of its future redevelopment plans. The track expansion will increase capacity at South Station by over 30 percent. The Postal Service redevelopment of South Station Annex and relocation of its operation will open up the Post Service's Land within the 100 Acres for development and growth. Therefore, the transportation analyses conducted in the 100 Acres Master Plan 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" including the four parcels bound by A Street, Medallion Street, Binford Street and Richards Street. This proposal was approved in 2001 as a Planned Development Area and called for a total of approximately 1.5 million square feet of floor area, including approximately 1.2 million square feet of office use, 183,000 square feet of residential uses and 96,000 square feet of other uses, as well as 20,000 square feet of gallery space. The mix of uses is expected to bring a 24-hour neighborhood and enhance street life that ultimately creates an active district.

The project involves rehabilitation of at least thirteen of the existing warehouse type buildings and construction of two infill buildings 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.

The landowners 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 Way, several pedestrian passageways and three landscaped open spaces will be created, paid for and maintained by the proponent.



Channel Center Street

The housing linkage payments paid by the proponent will contribute to the creation of the City's affordable housing both on and off-site. One of the residential components called "Midway Studios" will include 89 units of affordable artist live-work spaces offered to qualified artists and will be completed in the Summer 2005. The project will also contribute 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 of the revitalization process, Channel Center provides living testimony and is a catalyst to future development.



A Street Facade



Channel Center Street Facade

Urban Scale and Character Comparison

In order to establish an understandable reference point 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 with mixed land use and high quality urban housing stock. The unique physical character of these districts provide precedents for the 100 Acres. The neighborhoods studied included Back Bay, Beacon Hill, Financial District, Chinatown, Leather District, Prudential-Copley Area, South End and Fort Point Historic District. For each neighborhood, open space, building coverage are calculated as percentage of the total area and the existing density are 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, virtually no open space for the Leather District, to a maximum of 14 percent for Back Bay. The Fort Point Historic District is one of the areas with the least amount of open space at 1.3 percent.

With respect to density measured in floor area ratio (FAR), the most dense area is the Financial District with a district-wide FAR of 7.3 and the least dense is the South End area between Columbus Avenue and Harrison Avenue that has a district-wide FAR of 1.0.

The analysis on building coverage ratio, that is the percentage of building footprint over land area, shows that downtown areas such as Chinatown, Financial District, Leather District, Fort Point Historic District and Prudential-Copley area have the highest building coverage. They range from 42 percent to 51 percent of the total land area. In the predominant residential areas, however, the building coverage is lower than the downtown areas. They are between 28 percent and 40 percent of the land area. This generally translates to greater proportion of open space in the residential area that improves the quality of the living environment.

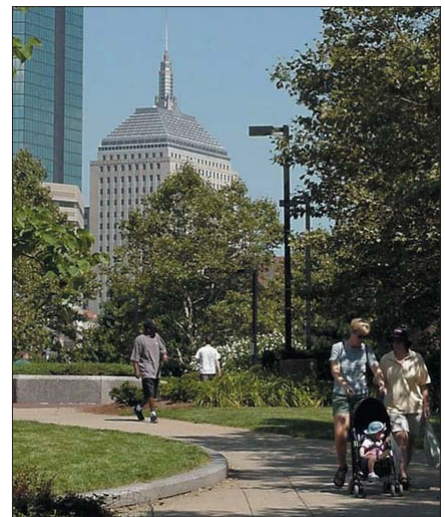
This comparative analysis shows that there is a wide range of neighborhoods within Boston and that there is no single ideal measure of density and building coverage. None-the-less comparisons with existing Boston neighborhoods provide a way to visualize and understand the proposal for the 100 Acres.



Leather District

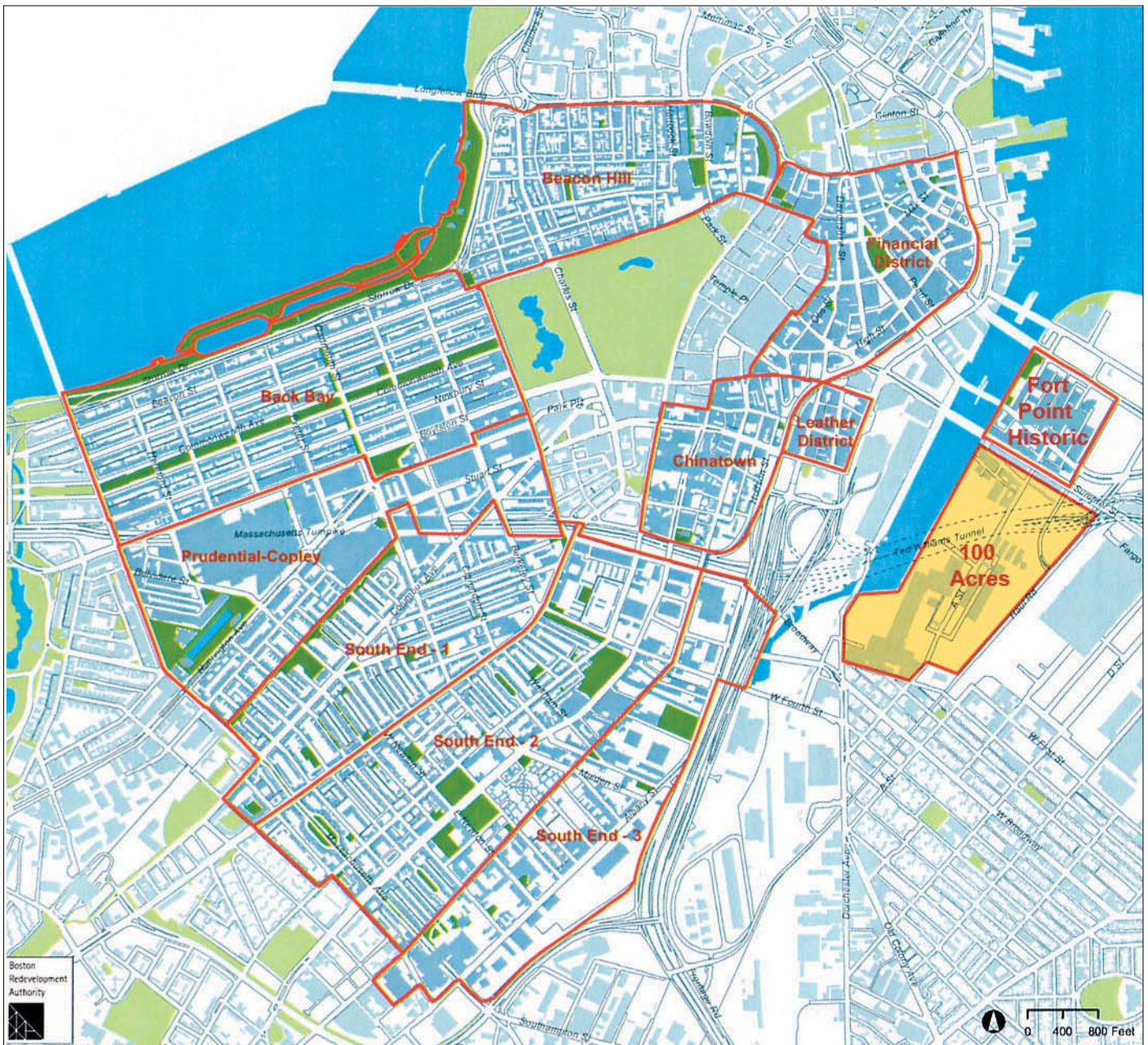


Prudential-Copley

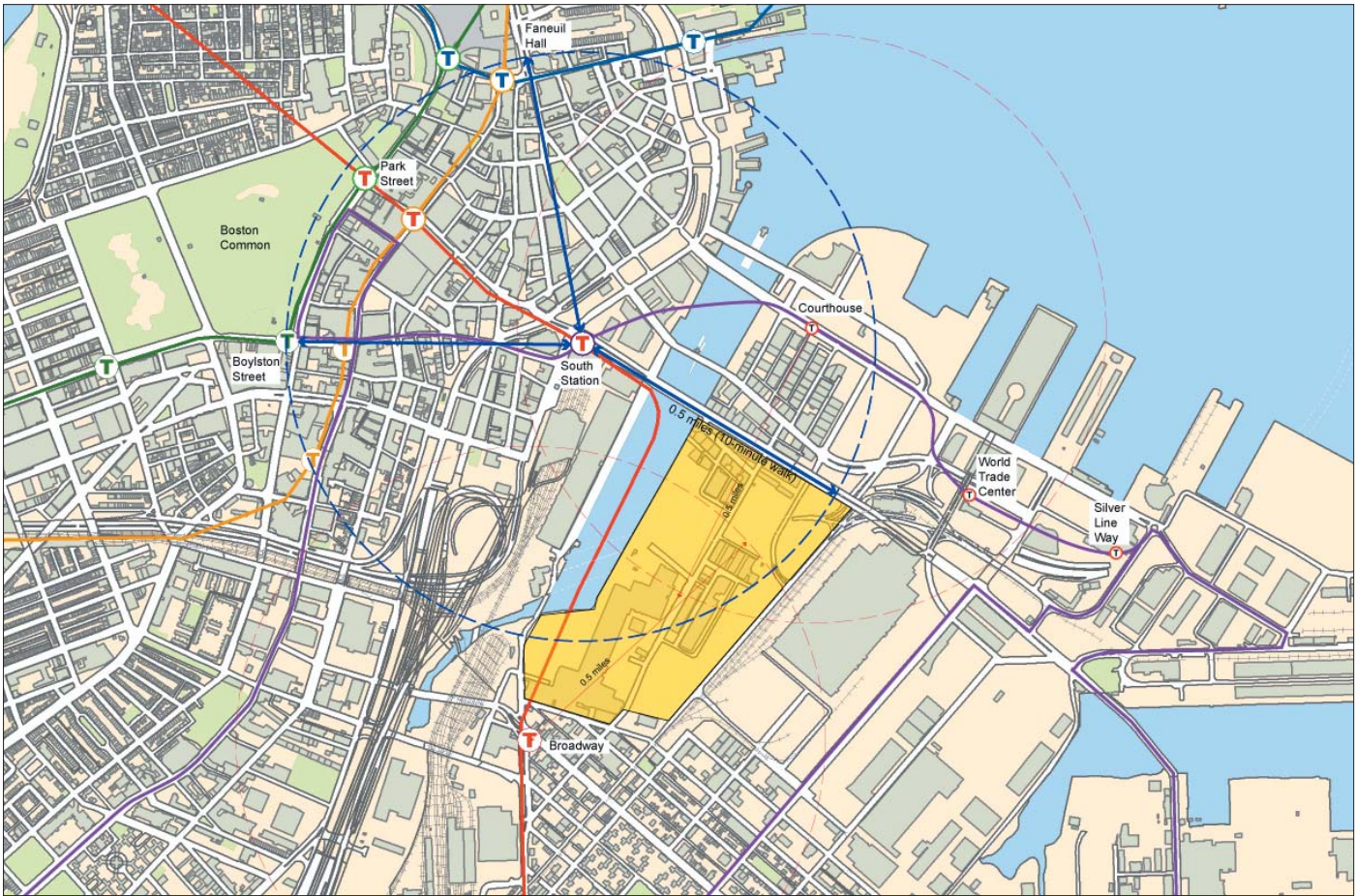


South End

DISTRICT	Total Land Area (Acres)	Open Space (Acres)	Percent	Buildg Coverage (Acres)	Percent	Gross Floor Area (m sq ft)	FAR
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 Historic	30	1	4	13	42	3	2.6
South 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	0	0	25	30	4	1.0



Location and Geography



10-minute Walking Radius

The 100 Acres is located along the mid section of the Fort Point Channel on the eastern bank. The planning area consists of one half mile of waterfront edge. The waterfront amenity and downtown views across the Channel provide public opportunities for waterfront enjoyment and make the area especially desirable for residents 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 here to the center of the site where Mt. Washington Street and A Street intersect is another 0.3 miles.

Therefore, the walking distance from the center of the 100 Acres to South Station is about half of a mile, or approximately a 10-minute walk.

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

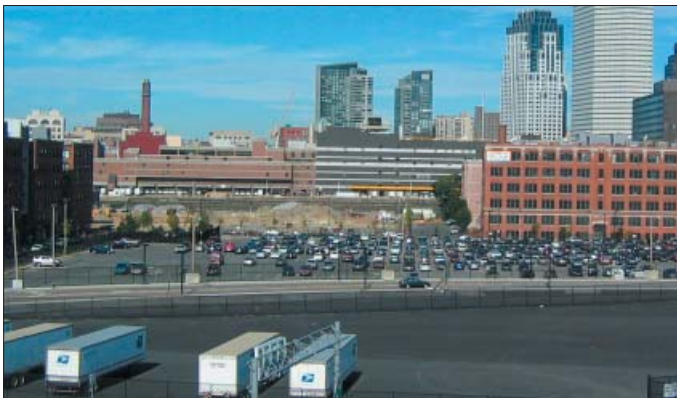
Location and Geography

Currently, The 100 Acres is under going major infrastructure changes. The major construction project in the area is the Central Artery / Tunnel Project (CA/T) which connects Interstate 90 under Fort Point Channel to the Ted Williams Tunnel. The CA/T Tunnel bisects the site diagonally from the mid point of the Channel to the corner of Summer Street and the Haul Road. Future building construction and building heights are restricted by the Tunnel underground because of the tunnel's limited structural capacity.

At the corner of Summer Street and the Haul Road, the site is occupied by part of the Interstate off-ramp system that provides vehicular access to 100 Acres from Interstate 90 eastbound via West Service Road. It is the single entry point from the highway to the 100 Acres and access to the Fan Pier waterfront. To ensure that these ramps are not encumbered, development on this part of the site will require air-rights.

Currently, the only north-south connections in and out of 100 Acres are A Street, 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 of the 100 Acres. Additional local access and connections will be required to improve vehicular and pedestrian movements.

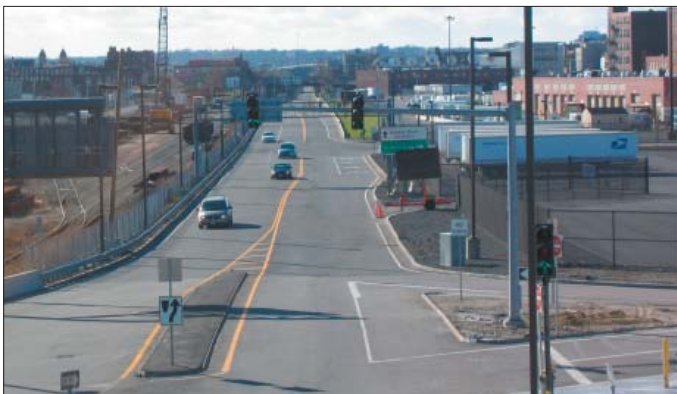
A Street and West Second Street are two major connectors from the traditional South Boston neighborhood. Other connections need to be established to integrate the traditional residential neighborhood with the 100 Acres. The South Boston Bypass Road / Haul Road provides a dedicated truck route to the port and to the industrial uses in the backlands of the South Boston Waterfront. The South Boston Bypass Road separates heavy commercial vehicles from other 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 set backs.



Existing Parking Facilities



A Street towards Congress Street



South Boston Bypass Road / Haul Road



I-90 Exit Ramp at Haul Road and Summer Street



Gillette

USPS

Existing Land Use

The existing land uses within the 100 Acres include the Gillette plant, United States Postal Service and their associated supporting facilities, artist live-work spaces, retail, commercial offices and mixed-use on Summer Street.

The majority of the 100 Acres is owned by a few major landowners. Forty-one acres of land is owned by the Gillette Company. The United States Postal Service owns approximately 23 acres. Other large owners include Beacon Capital Partners and Boston Wharf Company. 96 percent of land area within the 100 Acres is owned by these four landowners.

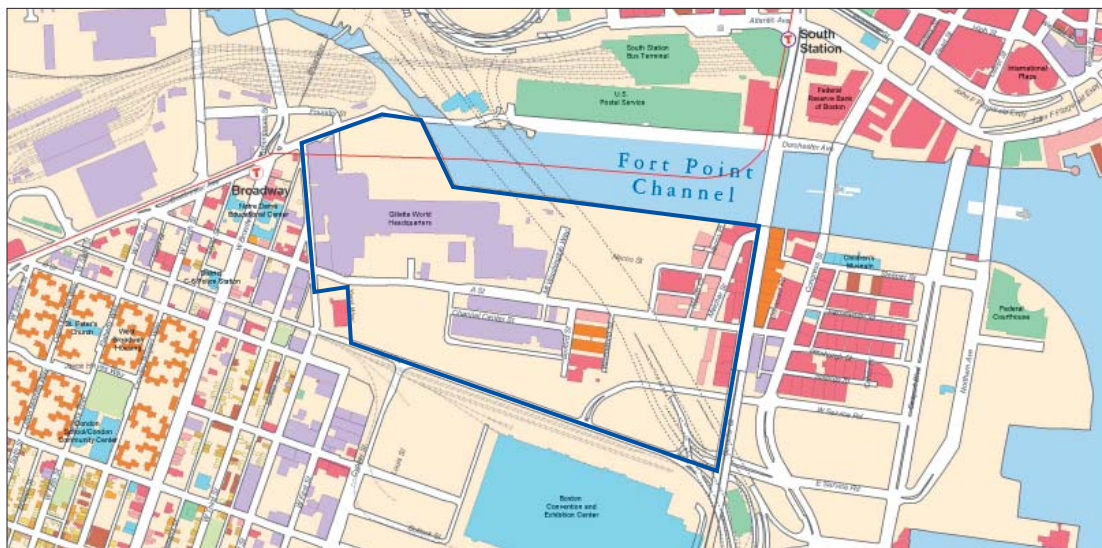
The planning area is largely underutilized considering the advantage of the site's proximity to transit, highway, Convention Center and downtown. The vacant land, mostly owned by Gillette and US Postal Service, consists of approximately 36 acres, 40 percent of the total land area and is almost entirely used as surface parking for the Postal Service, Gillette employees and commuters working in the area and in downtown. In addition to employee parking, the US Postal Service uses parts of its vacant 23 acres for truck storage and maintenance, and training for its drivers.

Gillette Company 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. The industrial history of the 100 Acres needs to be protected, reinforced and celebrated.

The existing buildings are mostly late nineteenth century warehouses adapted for office, retail and artist live-work spaces. The majority of the warehouses are owned by Boston Wharf Company and Beacon Capital Partners. These buildings have a distinct and consistent architectural character. They are all 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.

One of the most important uses in the area is the artist live-work studios. Artists were the first to move 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 concentration of artists in New England. Specialty stores in the area that support artists and design professionals are common in the area. There is also a large number of design professional offices settled in the Fort Point area, all of which contribute to the unique character of the district. The conversion of existing warehouses to housing with retail on the ground level in Fort Point Place and the Channel Center is an on-going effort to reinforce the artist community and add diversity to the area's residential stock.



- Single Family Residential
- Two Family Residential
- Three Family Residential
- Residential (4-6 units)
- Apartment
- Condominium
- Mixed Use
- Commercial
- Industrial
- Institutional
- Government
- Other

Existing Land 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 Public Realm Plan calls for extending the sense of water inland through linear parks, pedestrian ways, view corridors and street connections. There is in fact a large variety of open space types for each area depending on the character and the specific use of each district.

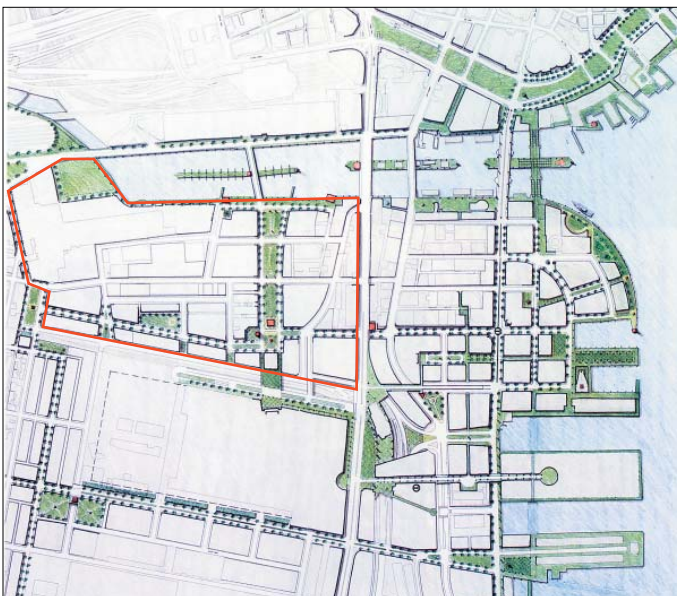
In the 100 Acres, the Public Realm Plan calls for a large park linking the area east of A Street to the Fort Point Channel and Harborwalk. It proposes a bridge on the eastern end of the park to straddle over the Haul Road to link up to the Boston Convention and Exhibition Center. Another bridge at the western end of the park is also proposed over the Channel to connect to Dorchester Avenue and South Station. This east-west connection is an important strategy to connect activities between the Convention Center and the Channel.

The public realm plan also proposes 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 along this corridor are proposed. These parks become more extensive at key locations such as at the Wormwood smoke stack, in the triangle behind Channel Center and at the southern most end of the site at West Second Street.

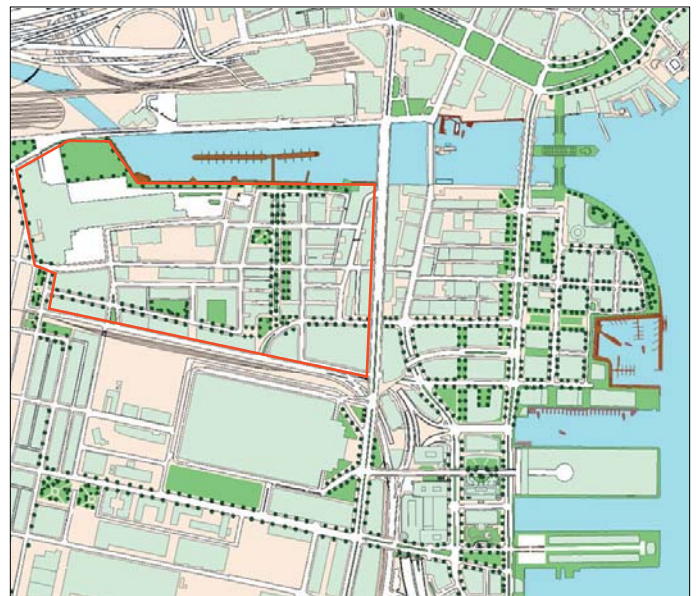
The Public Realm Plan recommends reinforcing Harborwalk with waterfront recreational open spaces for use by residents and adjoining neighborhoods. A large set back from the Channel between Necco Street and Mount Washington Street is proposed to accommodate larger open space activities along the Channel.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

The open space strategy for the 100 Acres proposed by the Public Realm Plan is to reinforce the public edge of Harborwalk and for the inland area aggregate open space at key locations linked by landscaped streets and sidewalks. Otherwise the Public Realm Plan calls 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 in response to the cost and engineering constraints arising from building over the Tunnel bisecting the area. The modified open space plan located open spaces over the tunnel and shifted greater building density and height where the ground will support structures but retains the connection between the convention center 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 falls into the jurisdiction of the Chapter 91 regulations, which is the portion west of A Street as shown in the diagram.

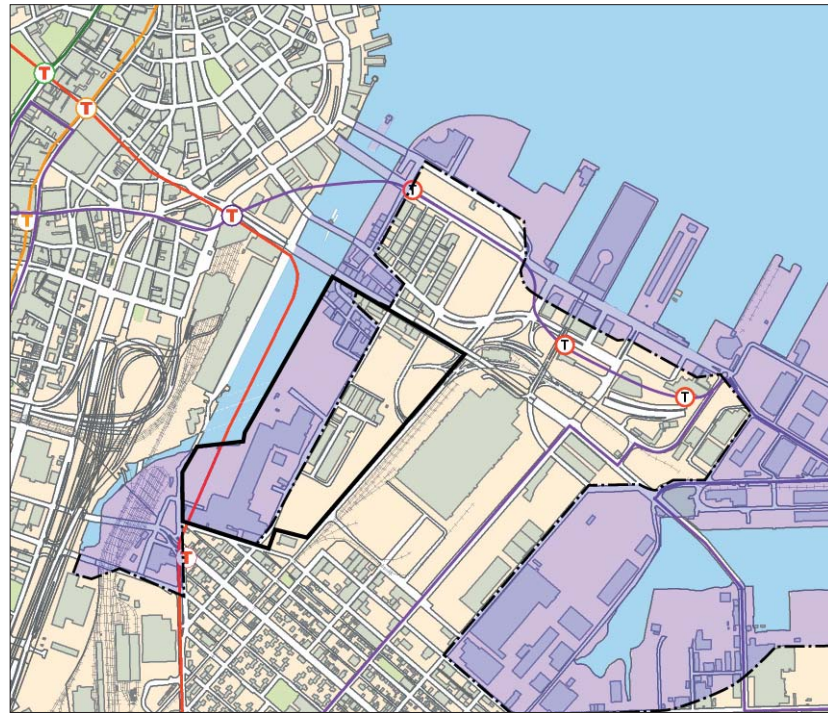
The Chapter 91 Regulations call for water dependent uses or uses that serve a proper public purpose in all flowed and filled tidelands. In order to promote and preserve public rights of using the tidelands, public access such as public walkways and set backs are required in the Regulations. The Regulations 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.

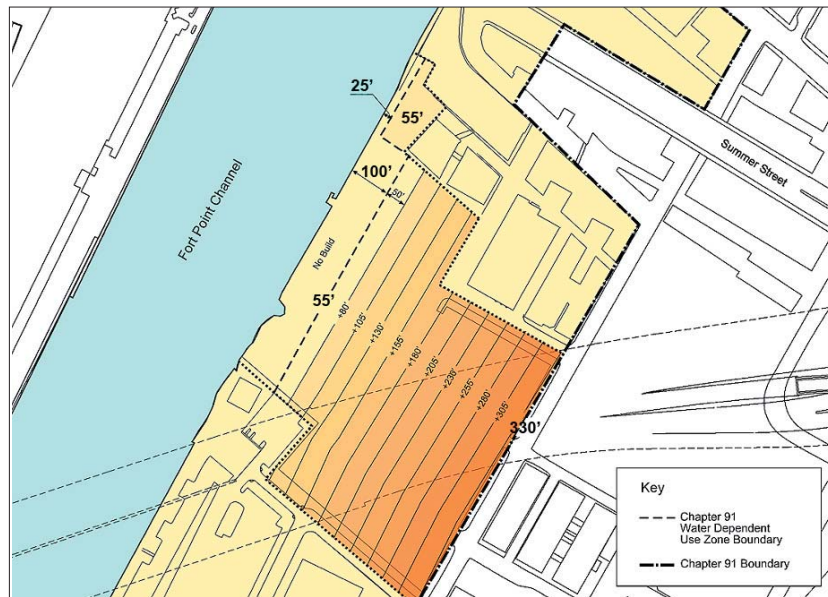
The open space requirement calls for a 1:1 ratio between open space area and the tideland area within the combined footprint of buildings containing non-water dependent use within the Chapter 91 jurisdiction.

The regulations' height restrictions result in a building envelope as shown in the diagram. The 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.

These dimensional requirements can be waived for substitute provisions and dimensional restrictions proposed by the City in a Municipal Harbor Plan approved by the Secretary of the Executive Office of Environmental Affairs.



Chapter 91 Jurisdiction



Chapter 91 Height Restrictions



Chapter 91 Massing Model

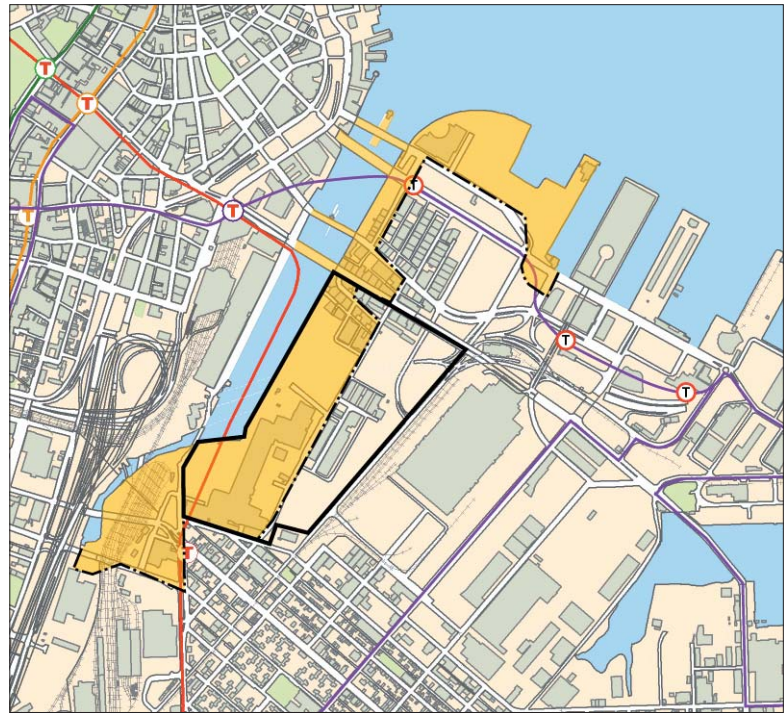
Municipal Harbor Plan

In order to implement the Public Realm Plan, the BRA submitted a Municipal Harbor Plan (MHP) for the South Boston Waterfront. 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 these 100 Acres.

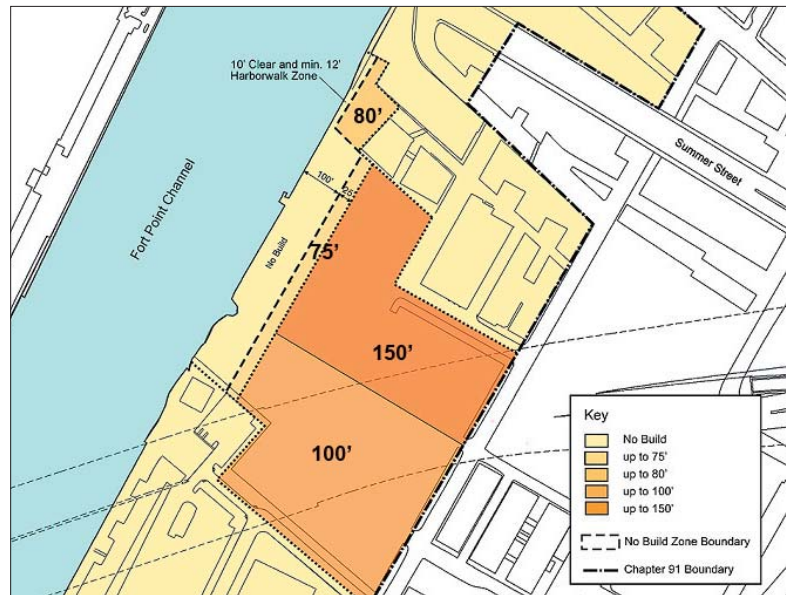
The Public Realm Plan identifies the Fort Point Channel and D Street for new development to achieve the overall goal of having at least one third of the new development in the South Boston Waterfront be residential use. The City's MHP similarly envisions a mixed-use neighborhood for the 100 Acres.

To achieve this vision, the MHP identifies a series of substitute provisions and offsets for the Chapter 91 requirements. For instance, it proposes 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 are designated in the MHP. The first zone includes the first 125 feet from the edge of the seawall and is an expansion of the water dependent use zone. Along the first 100 feet no buildings are allowed. For the remaining 25 feet, the height limit is 75 feet. The area north of Wormwood Street has a height limit of 150 feet and the area south of Wormwood Street has a height limit of 100 feet. These height restrictions suggests that building masses should step down towards the south for a better physical transition to the existing residential neighborhood. The last zone is the 60 Necco Court area, which has a limit of 80 feet consistent with the surrounding existing buildings.

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



Municipal Harbor Plan Jurisdiction



Municipal Harbor Plan height Restrictions



Municipal Harbor Plan Massing Model

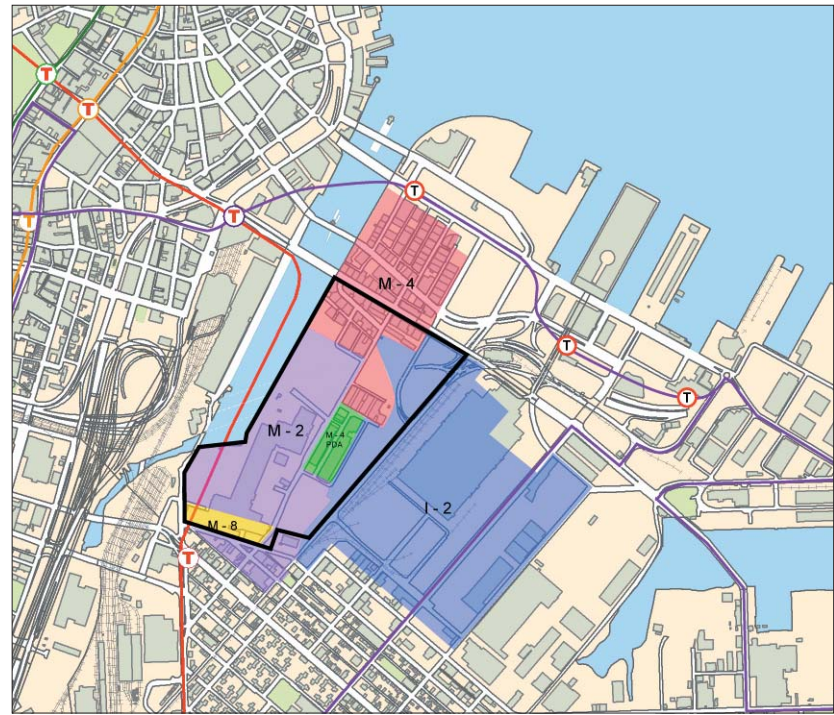
Existing Zoning

The existing zoning for the 100 Acres was established when the area's use was almost exclusively industrial and the policy was to maintain the status quo. However, the 100 Acres potential has been drastically altered by the construction of the new highway and transit systems and convention center.

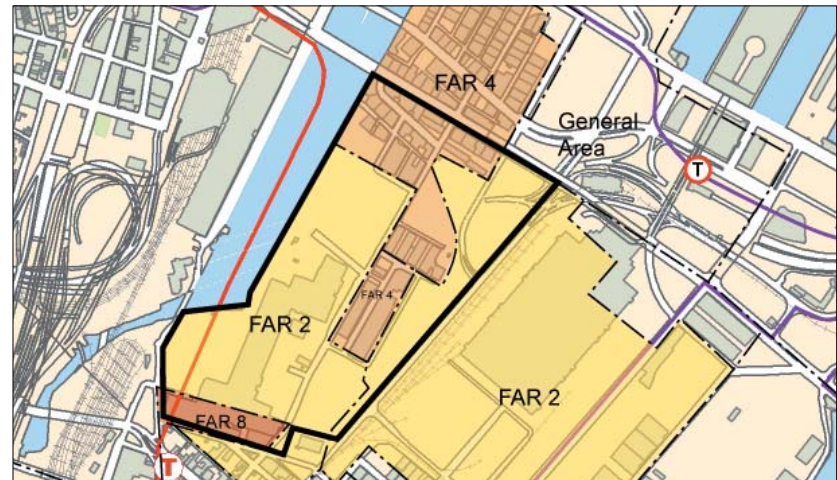
Under current zoning, two types of land uses are allowed. The two types of uses include manufacturing and industrial. The maximum floor area ratios (FAR) vary from FAR 2, 4 and 8 for manufacturing use and FAR 2 for industrial use. There are no height restrictions and open space requirements. In 2000, the Zoning Commission adopted a Planned Development Area for the "Channel Center" project, which allowed for offices and residential uses heights 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 that multi-family dwelling is conditional, a use within a manufacturing zone and forbidden within an industrial zone. Hotel use is forbidden in both zones. Most types of retail and office uses are allowable. These use restrictions are therefore not compatible with the vision of developing the 100 Acres as a mixed-use district with office, residential, retail and recreational uses.

The lack of any height restrictions, open space requirements, and urban design guidelines will likely result in an unsuitable development, 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 to provide the basis for reevaluating the area's outdated zoning provisions.



Zoning Districts

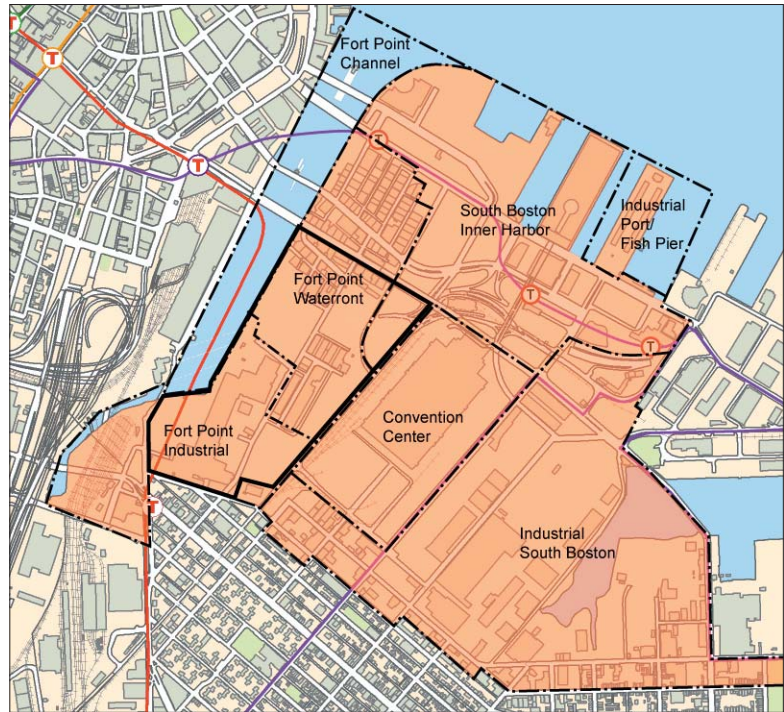


Density Distribution

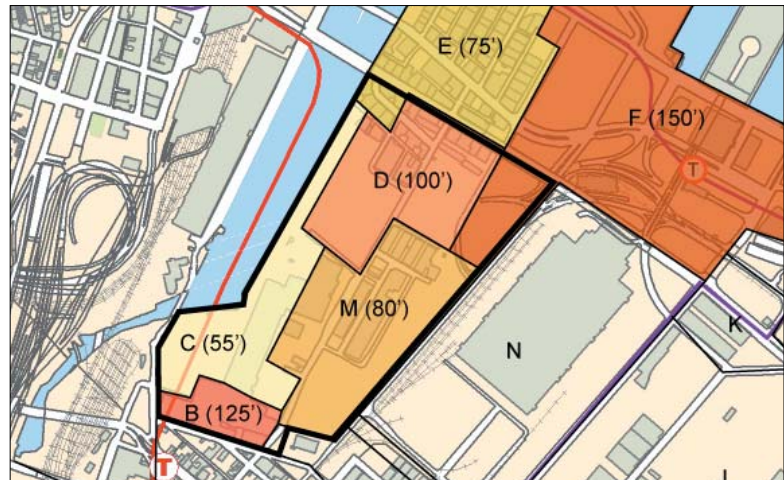
South Boston Waterfront Interim Planning Overlay District

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

The IPOD designated six zones within the 100 Acres, each with different height and FAR limits: Area C is 55 feet; Area E is 75 feet; Area M is 80 feet; Area D is 100 feet; Area B is 125 feet. The maximum floor area ratios (FAR) for the six zones are 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 the waterfront character.



IPOD Subdistricts



Height Restrictions



South Boston Interim Overlay Planning District Massing Model

Planning Principles

The 100 Acres Master Plan is part of the on going planning effort for the South Boston Waterfront area. Following the principles set forth in the Seaport Public Realm Plan, and the Boston Municipal Harbor Plan, the 100 Acres Master Plan establishes a set of planning principles that respond to the site's specific characteristics and conditions.

Plan for a Vital, Mixed-Use Neighborhood.

The Master Plan envisions a vital, mixed-use neighborhood that is not just another downtown where activities exist only during the day. The 100 Acres will be a 24-hour district with vibrant activities day and night, composed of office, residential, commercial, industrial and recreational uses.

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

The strong housing demand in the City, the short distance to the public transportation and the amenities of the waterfront is ideal for residential development. Housing is the critical ingredient for creating a 24-hour district and sustaining a mixed-use neighborhood. The Channel and waterfront features will attract restaurants, retail and entertainment to activate the waterfront.

The 100 Acres is the home and headquarters of the Gillette Company, the City's largest manufacturing employer. The Channel and the port provide the necessary supports to the 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 has been the home of a large and thriving artist community for decades. They are largely responsible for creating the district's unique character and atmosphere. It is important to maintain this aspect of the history and strong identity of the district by supporting the creation of more artist live-work spaces and supporting uses.

Minimize conflicts of the mix of uses.

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

Parks, public plazas, outdoor recreation areas, water activities and pedestrian connections are critical elements to a healthy residential community. They also help to buffer the residential from impacts generated by industrial and commercial uses.

In order to protect existing industrial uses, appropriate buffering land uses such as office, commercial and artist live-work spaces are proposed around the Gillette Plant and along A Street.

The Master Plan calls for minimizing truck traffic within the 100 Acres by creating a new connection between the South Boston Bypass Road to the Gillette Plant and A Street. The South Boston Bypass Road and the 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. Because of the economic significance to the Port, the Plan calls for very specific recommendations on the land uses and design requirements along these truck routes.

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 the enjoyment of the natural resources for residents and visitors.

The Plan maximizes the connections from the interior portion of the 100 Acres to 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 site's natural resources to the City's communities. The site's open spaces is integrated with the City's greater Harborwalk system and the South Bay Harbor Trail.

A pleasant and safe pedestrian environment provides easy access for pedestrians to the water, open space and other natural and historic resources. Appropriate scale and design of pedestrian spaces are essential. The Plan proposes detail design guidelines for the pedestrian environment to enhance the walking experience.

Enhance the South Boston Community.

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

This Plan calls for appropriate physical and visual transition and connection to the South Boston neighborhood. These physical connections can be enhanced with new open spaces for recreation and other community enhancements.

Master Plan

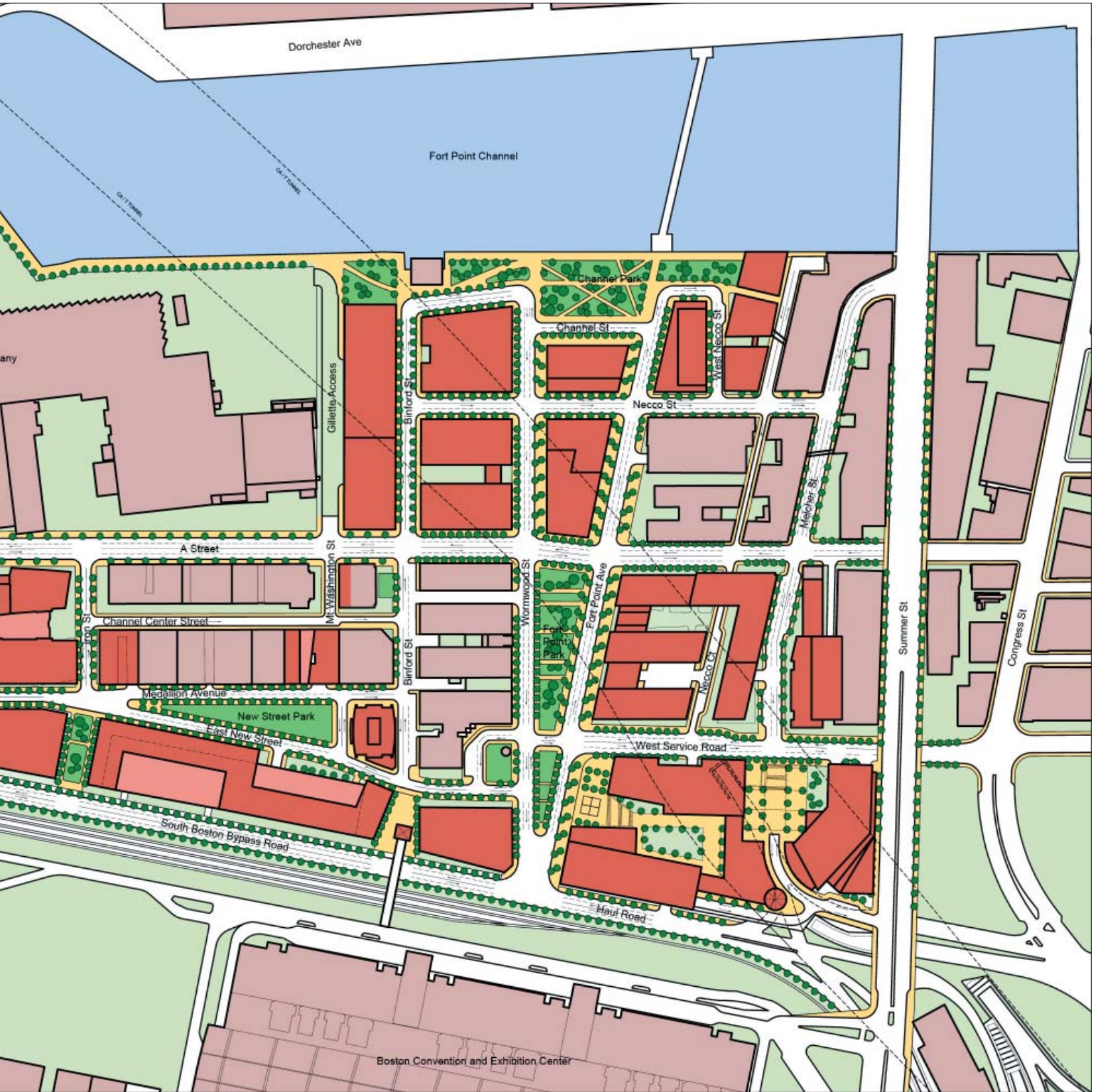
The Master Plan calls for a district that embraces the historic and unique architectural characteristics of the area. The 100 Acres will make the Fort Point Channel area an even more vibrant live-work neighborhood that connects the traditional South Boston from the Broadway Station area to the Fan Pier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

The Master Plan proposes a dense and vibrant mixed use district that may ultimately accommodate 6.2 million square feet of new development. The proposed land uses include office, retail, residential, tourism related uses, cultural and civic uses, community facilities, industrial and manufacturing. Two important open space corridors are proposed to connect the 100 Acres to the Fort Point waterfront, Fan Pier waterfront, South Boston neighborhood and Boston Convention and Exhibition Center. These two open space corridors are the framework for the plan's open space system that include three primary neighborhood parks that anchor three different concentrations of residential uses. 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 street blocks consistent with the existing district character are proposed and new streets are laid out to improve circulation patterns and to define visual corridors, as well as connecting the site to the waterfront. Several east-west street connections are also proposed to serve the purpose described above.

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 new building heights range from approximately 90 feet to 200 feet. Buildings in the area west of A Street will be similar to the existing wharf buildings with occasional taller elements. Tall buildings are located to avoid the Interstate 90 tunnel underground and generally set back from the water's edge. The variety of building heights will create a new waterfront skyline that steps down progressively from Summer Street to West First Street.



100 Acres Master Plan



Street Grids

The Fort Point Channel area has historically been the home of industrial manufacturing uses. The distinct manufacturing and warehouse type buildings of the Boston Wharf Company remain today. A majority of the buildings are lofts between five and six floors with generous floor-to-floor heights. The existing block pattern was designed to accommodate two 100-foot warehouse style buildings back-to-back with service alley in between. The height of Street walls are 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. Examples of this type of building in the 100 Acres are buildings along Midway Street. The Master Plan calls for extending the existing building and block type to the 100 Acres.

The proposed street grid generally follows the historic block scale and street patterns. 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' 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.

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 "East 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 / Haul Road. This Plan proposes building a major new east-west street and extending all the existing east-west streets to increase the acces-

sibility between the Channel and the areas east of A Street. Existing streets that are extended include Richards Street, Mt. Washington Street, Binford Street, Wormwood Street, Necco Court and Melcher Street. Fort Point Avenue is a brand new avenue and is envisioned to be the district's primary east-west pedestrian and vehicular spine that connects the Haul Road to West Service Road and the Channel. These multiple east-west links provide visual and pedestrian penetration through the 100 Acres site off A Street, so no parcel is isolated.

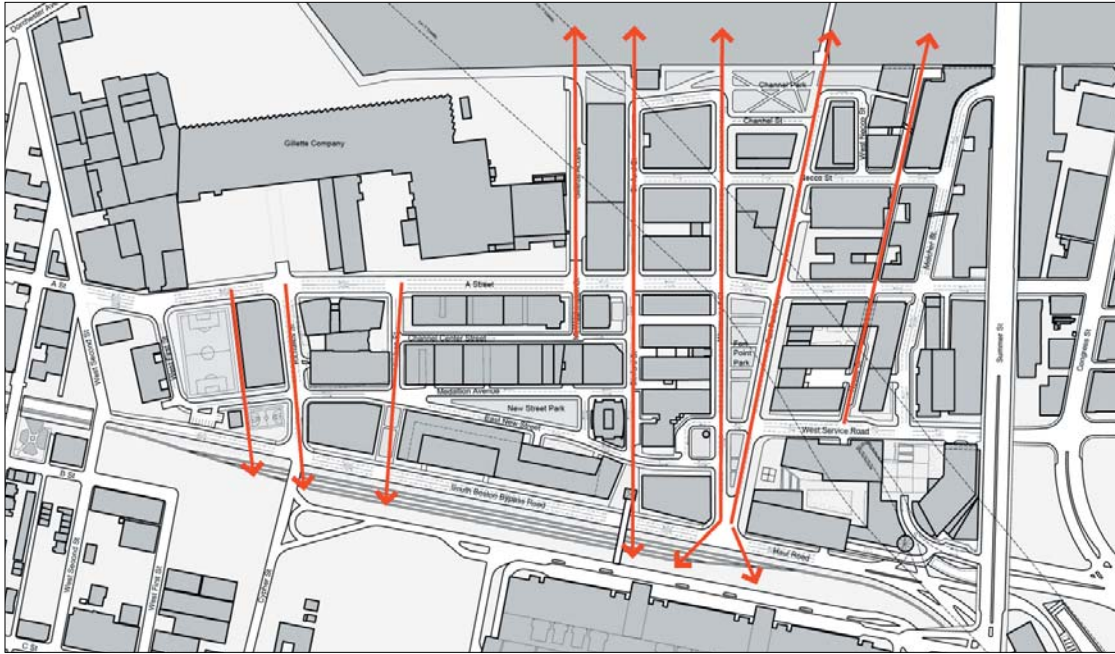
View Corridors and Vistas

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, Wormwood Street and Binford Street.

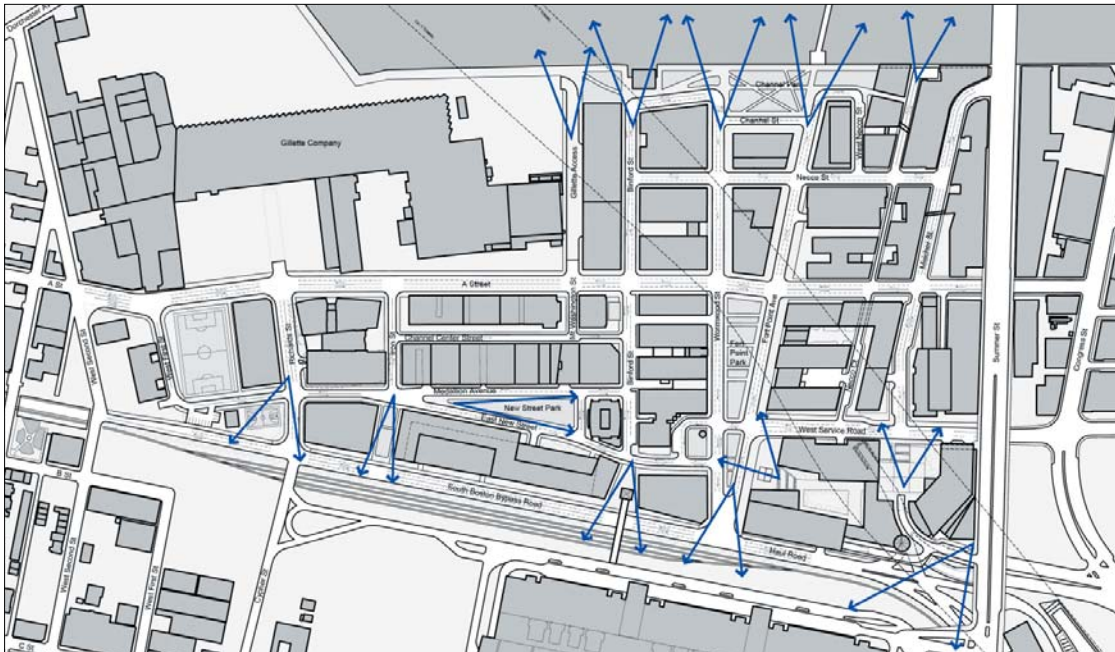
Another important orienting device proposed by this Plan are vistas typically at the end of view corridors or open spaces. Some examples include the vista at the end of Fort Point Avenue of the downtown skyline, and the vistas from the corner of Summer Street and the Haul Road of the Boston Convention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

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. These continuous and uniform street walls serve as orienting features for the district. Other important features are sometimes at the end of a view corridor such as the Wormwood smoke stack, or at a special street corner or unique spot, 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.

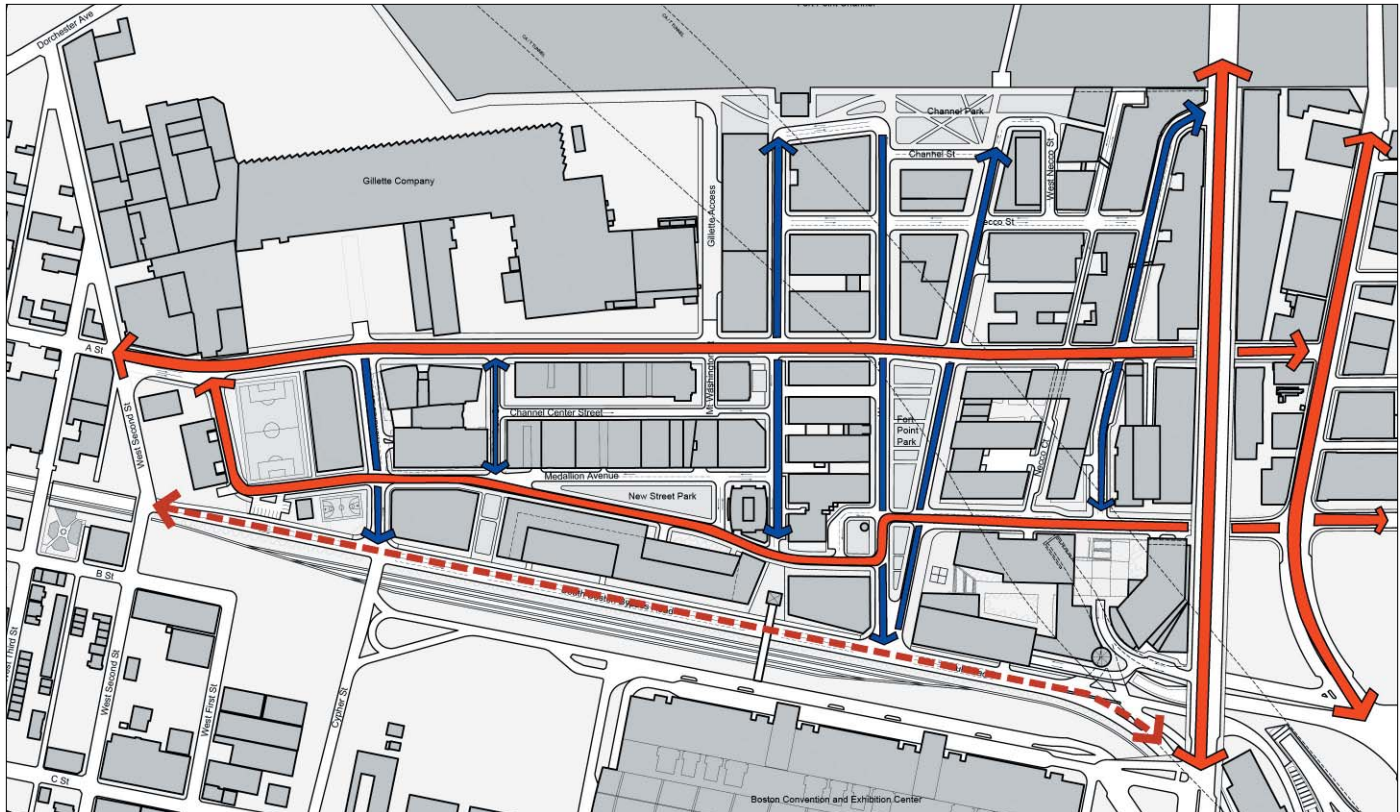


View Corridors



Vistas

Circulation



Vehicular Circulation

Vehicular

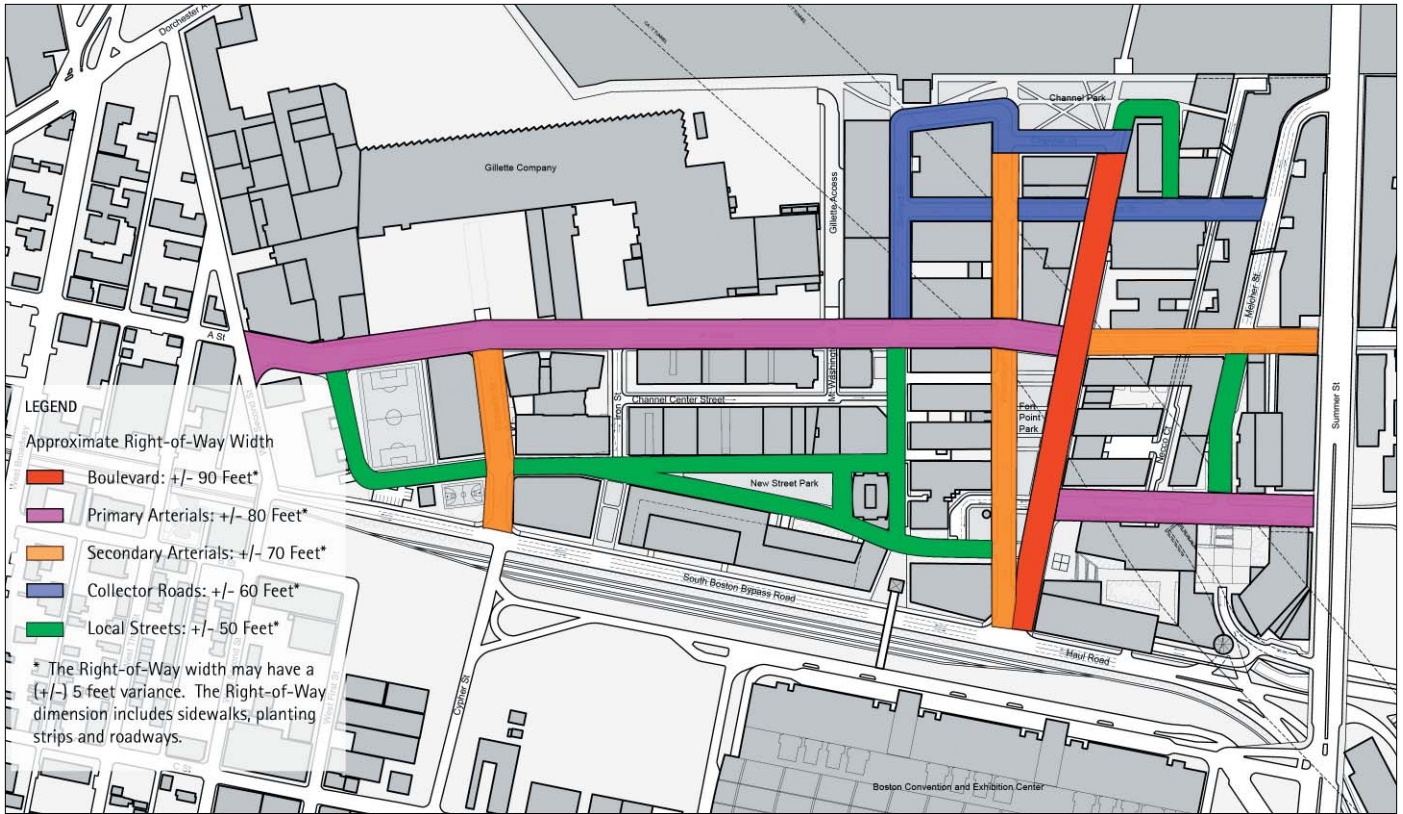
There are three major north-south roadways running through the 100 Acres that serve different transportation purposes.

- A Street is the primary roadway entering the site from the southern edge of the site. It carries vehicular movements from West Second Street to Congress Street effectively connecting the residential areas in the south to the waterfront.
- The South Boston Bypass Road / Haul Road is a designated truck route that carries heavy industrial truck traffic from highway to the South Boston Marine Industrial Port and Conley Terminal.

- West Service Road connects the 100 Acres area to the Fan Pier waterfront and is also the only direct vehicular access to the highway system for the 100 Acres.

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 site. These patterns are advantageous in providing a safe pedestrian and urban environment.

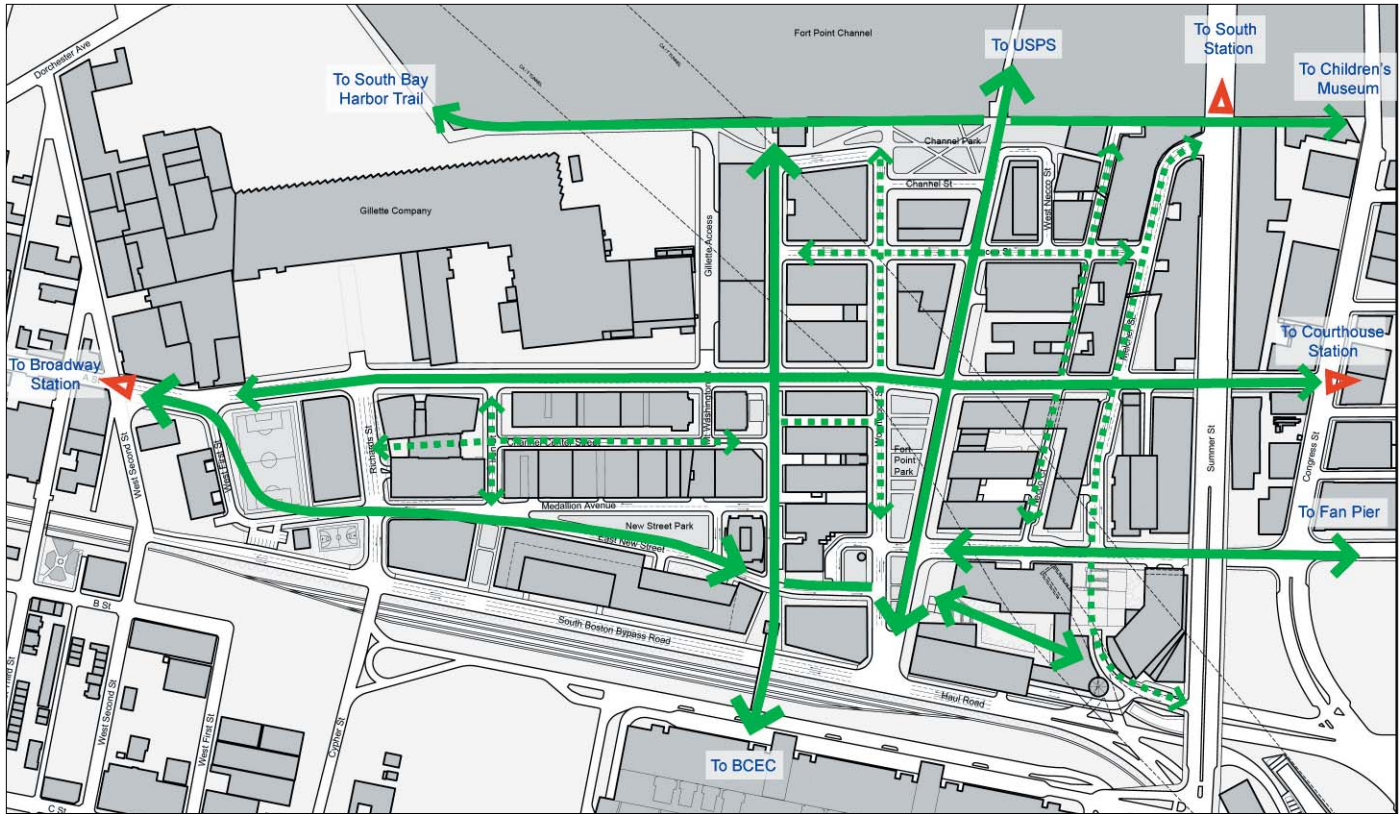
Key improvements to the existing circulation pattern include the following.



Street Hierarchy

- Reinforce A Street as a primary north-south street by reconfiguring the street to four moving lanes within the 100 Acres to increase its capacity.
- Extend West Service Road to the south and connect to East New Street so it provides an alternative north-south connection.
- Connect A Street to South Boston Bypass Road for trucks and the Gillette Plant by extending Richards Street.
- Connect A Street to West Service Road and I-90 highway ramps by building Fort Point Avenue.
- Extend local streets along their existing alignments for Wormwood Street, Necco Court, Melcher Street, Binford Street and Richards Street. Some of these streets will become one-way to support a safer, more convenient and efficient vehicular circulation system.

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 Haul Road. The strategy of having a couplet of one-way street limits the widths of each of the streets and also maximizes the open space in between for a better pedestrian environment.



Pedestrian Circulation

Pedestrian

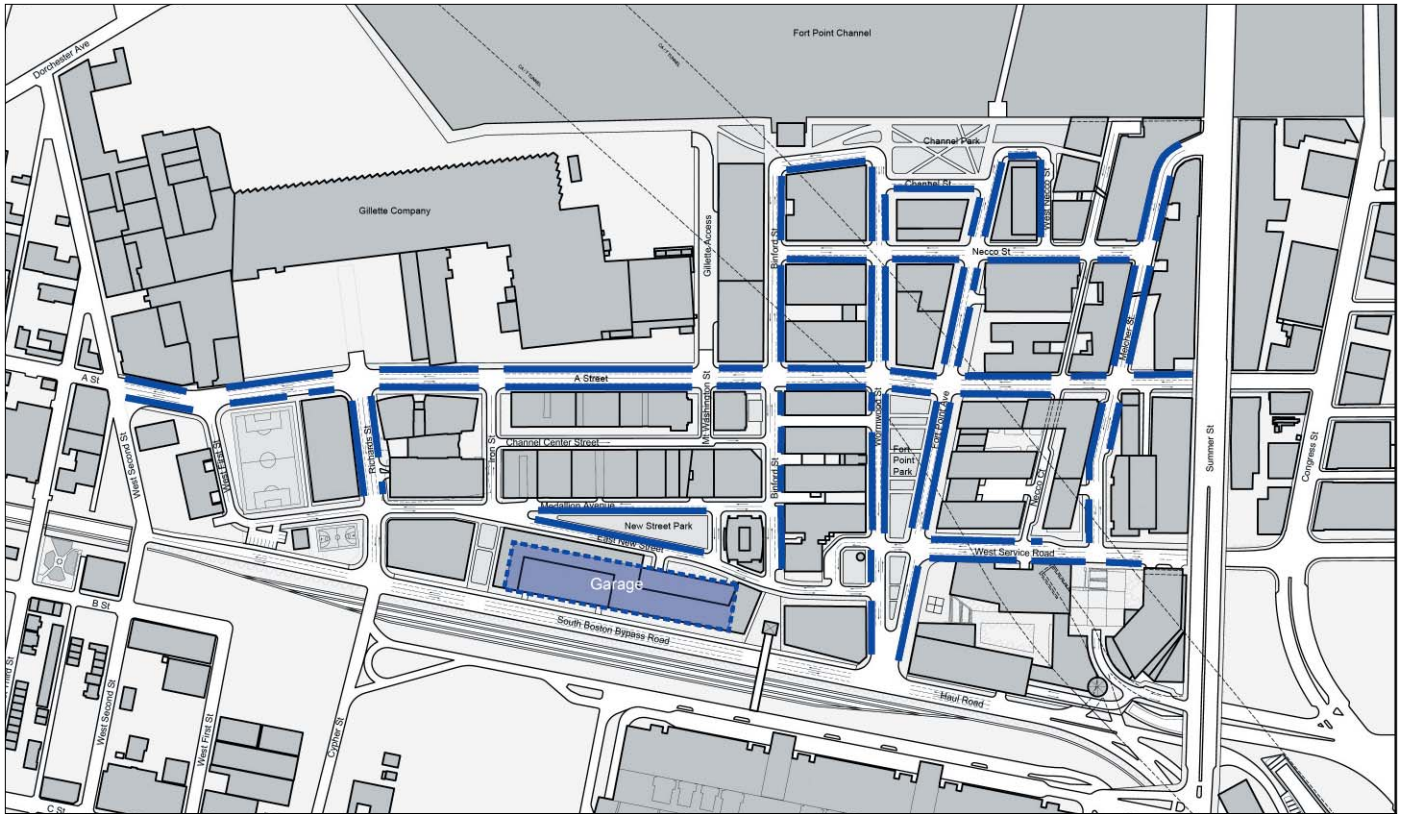
Several east-west pedestrian connectors are proposed. The major pedestrian links are Fort Point Avenue, Wormwood street, Binford Street and Necco Court. They connect the Fort Point Channel to A Street and the South Boston Bypass Road / Haul Road, and beyond. The Plan envisions the ultimate extension of the Fort Point Avenue pedestrian corridor by a pedestrian bridge across the Channel to Dorchester Avenue and South Station. Similarly, at the eastern end of Binford Street, a pedestrian bridge across South Boston Bypass Road and the rail tracks will ultimately connect the 100 Acres to the BCEC.

There are two large east-west pedestrian promenades: one on the southern side of Fort Point Avenue and the other one on the northern side of Wormwood Street. The promenades are 28 feet in width with double rows of trees. They connect Fort Point Park at the center of the 100 Acres and Channel Park at the Fort Point Channel.

This is envisioned as the focal point of the 100 Acres pedestrian and open space system and it provides the opportunity for continuous pedestrian activities to the waterfront.

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

Another key pedestrian path connects Summer Street to Melcher Street on the west and to Wormwood Street to the south via a pedestrian plaza and stairs on the post office parcel at the corner of Summer Street and the Haul Road. These two paths provide pedestrian access to the 100 Acres from Summer Street especially for convention goers at the new BCEC and the World Trade Center.



On-street Parking

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 0.75 spaces per 1,000 square feet of commercial, industrial and cultural use, 1.25 spaces per 1,000 square feet of residential use, and the South Boston Parking Freeze regulations, the parking requirement for the 100 Acres is projected to be somewhere between 9,000 to 10,000 spaces.

On-street parking will be provided on most of the streets in the area which serves as a safety buffer between vehicular traffic and pedestrians. Wherever feasible, on-street parking is proposed on both sides of the street.

Transit

The 100 Acres is served by the Red Line, Silver Line, buses on A Street and eventually 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 South Station or Broadway Station, about 25 percent would use the Silver Line, and about 32 percent would use the Urban Ring. The development in the 100 Acres will rely on the Red Line as well as the Silver Line for transit services. 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. Proper pedestrian improvements are proposed to provide pleasant and safe pedestrian experiences to the stations.

Transit Capacity

Transportation analyses indicate that if the build-out of the 100 Acres occurred without the Silver Line or Urban Ring, all 100 Acres transit trips could potentially be accommodated on the Red Line today.

The analyses further suggest that morning northbound Red Line trains between Broadway Station and South Station will reach peak hour capacity around 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 build-out in 2025 is projected to be around 31 million square feet. At that point, the Silver Line would be at capacity. This Plan calls for the planning of new transit options before the capacity of the existing transit lines is reached at 31 million square feet of development.

Currently there is 17 million square feet already built in the South Boston Waterfront. To reach the 31 million square foot threshold, an additional 14 million square feet of new development can be built. 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.



South Boston Transit System and its Buildout Projection

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 proposed open spaces in the Plan is designed to take advantage of the area's proximity to the water's edge and Harborwalk which is connected 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.

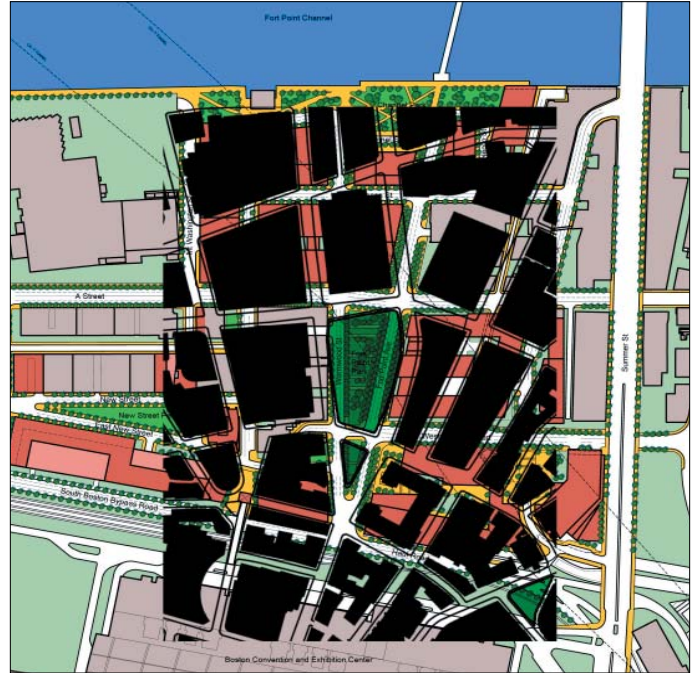
This Plan proposes a variety of new open space elements. They include:

- extending Harborwalk;
- a signature park along the Channel - "Channel Park";
- two new neighborhood parks- "Fort Point Park" and "New Street Park";
- plazas and courtyards within building parcels;
- public recreational and sports fields; and
- a comprehensive streetscape improvement program.

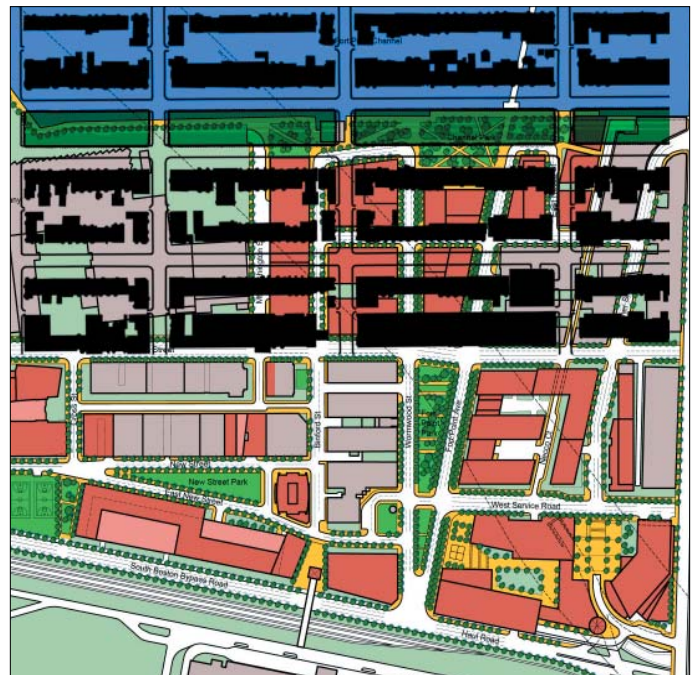
This Master Plan proposes expanding the width of Harborwalk for pedestrians and recreation as well as a public street along its inland edge to make it more accessible. At the central section of Harborwalk, a new 2-acre "Channel Park" is proposed. This Park is highly accessible and visible to the public and provides a venue for many different kinds of everyday activities for residents, workers and visitors.

This Plan proposes two neighborhood parks: "Fort Point Park," and "New Street Park", both east of A Street to anchor and serve residents of two separate residential clusters. Sports and recreational fields are located towards 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.

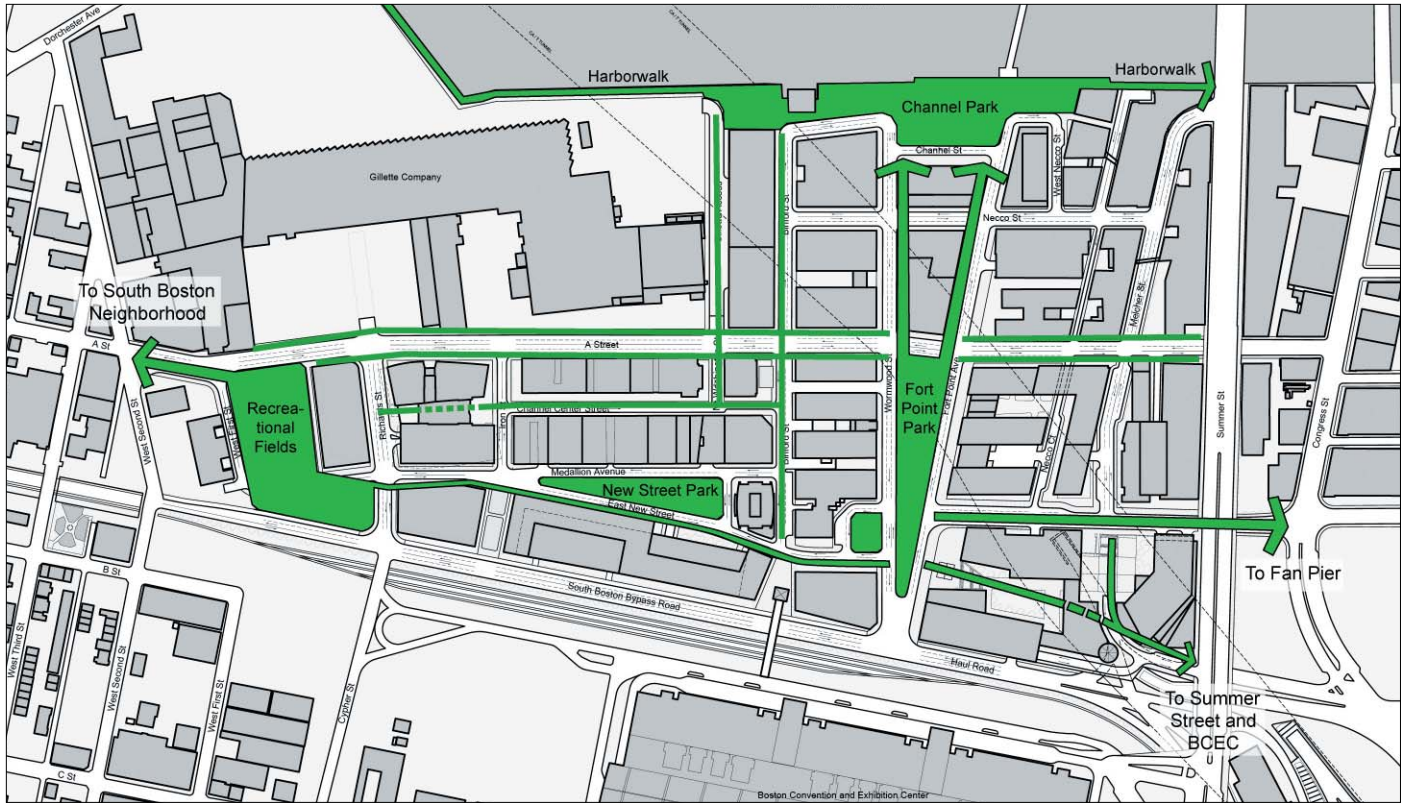
In total, more than 8 acres of new park space and recreational fields of different types and sizes are planned. The strategy of providing a wide variety of open spaces in the 100 Acres is to ensure that the many different outdoor activities ranging from passive enjoyment to active recreation can all be accommodated.



Scale Comparison:
Post Office Square and Fort Point Park



Scale Comparison:
Commonwealth Avenue Greenway and Channel Park



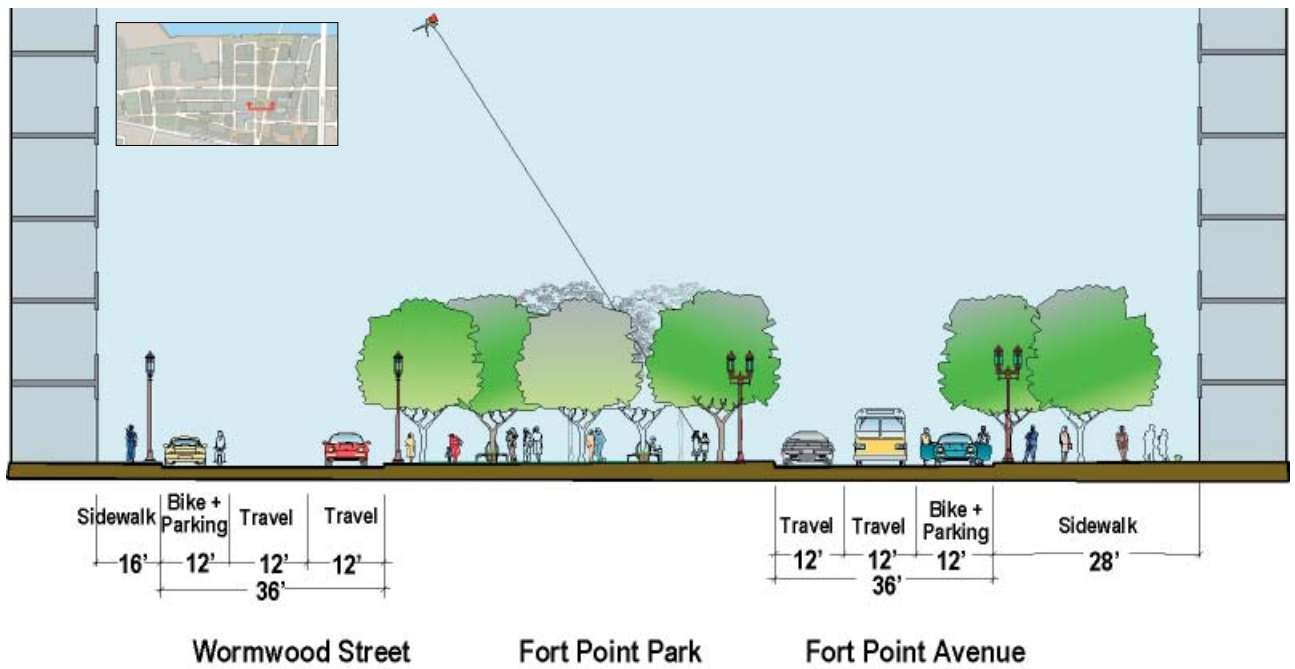
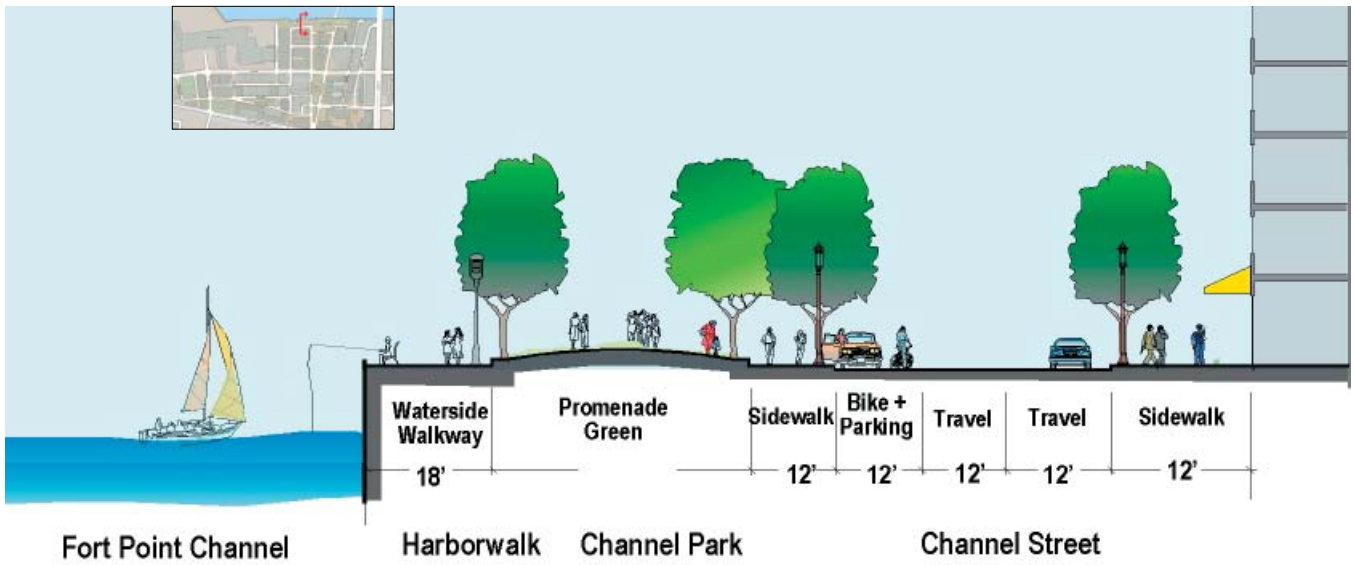
Open Space Framework

East-West Open Space Corridor

There are two distinct open space corridors in the 100 Acres Master Plan. One is the east-west promenade that extends from the South Boston Bypass Road / Haul Road to the Channel defined by Fort Point Avenue to the north and Wormwood Street to the south. These two tree-lined streets provide two separate and continuous east-west paths across the entire site and connect two important parks. The eastern end of this corridor is anchored by the wedge shaped "Fort Point Park" defined by existing wharf structures to the south and similarly scaled new buildings on the north. Fort Point Park is approximately 0.7 acres. It is located in the central area of the 100 Acres and has a geographic significance that makes it one of the primary open spaces of the district. With a presence on A Street, it is visible to everyone traveling through the district and provides orientation to residents and visitors alike.

At the western end of this east-west open space corridor is "Channel Park" which is part of the Harborwalk system that extends to the South Boston waterfront and is also part of the South Bay Harbor Trail System. "Channel Park" is approximately 2 acres. The buildings are set back 200 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 watersheet.

This Plan also anticipates that this east-west corridor might be extended beyond the boundaries of the 100 Acres. 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. Similarly this Plan locates a bridge across the South Boston Bypass Road at the eastern end of the Binford Street. This bridge would connect the 100 Acres to the western lobby of the Boston Convention and Exhibition Center.





Landscape Plan

North-South Open Space Corridor

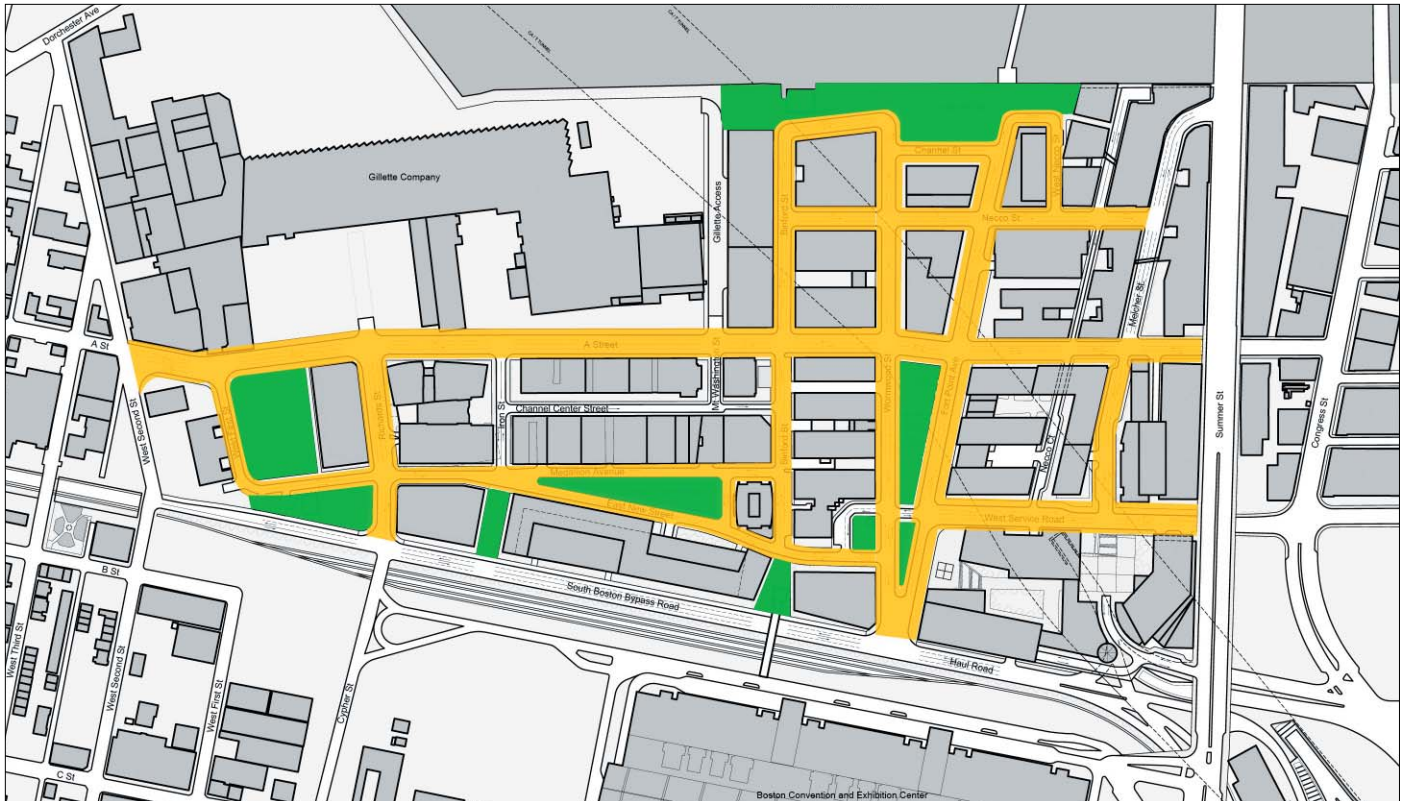
The other open space corridor proposed in this Plan is a north-south connection from the West First Street to Summer Street, which connects the traditional South Boston neighborhood to Fan Pier. This open space sequence is composed of a series of different types of outdoor spaces that include recreational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

At the southern end of this north-south corridor, this Plan proposes to devote approximately 1.85 acres for 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 courts 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 be available to the greater South Boston neighborhood. In addition, the fields serve as a buffer against the truck route, and also provide a transition from the small three-story

structures in the existing neighborhood to the eight-story structures in the southern end of the 100 Acres.

Further north along this corridor is "New Street Park" bounded by Medallion Street and East New Street. This park is a 0.5-acre park similar to Fort Point Park. However, it has a more intimate scale intended to be an urban oasis surrounded by narrow streets and medium scale residential buildings of approximately 100 feet.

The intersection of Wormwood Street, Fort Point Avenue, West Service Road and East New Street is an important node where the two major east-west and north-south open space corridors come together at the Wormwood smoke stack which is preserved as a landmark. At the smoke stack there are three pedestrian desire lines. One desire line is to the Channel and the BCEC along Fort Point Avenue. The second north-south desire line is to New Street Park via East New Street and to Fan Pier via West Service Road. The third



Public Realm Plan

is the connection from the elevated level of Summer Street down through a series of building courtyards and stairs to a 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 Boston Convention and Exhibition Center. 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 Boston Convention and Exhibition Center.

Public Realm

The majority of the new parks, street and public infrastructure proposed in this Plan is on the currently vacant 36 acres owned privately by Gillette and USPS. In call, more than 21 acres or 59 percent of the vacant parcel will be devoted to building the public realm. These parks and public open spaces will add up to more than 8 acres or 24 percent, another 5 acres will be devoted to public sidewalks and 8 acres for building the streets.

This Plan anticipates that the private landowners will contribute the rights-of-way, construct and maintain these parks and streets in phases as they develop the building parcels. All the parks, open spaces and streets will be developed to the highest standards and fully accessible to the public. The strategy for accomplishing this infrastructure and public realm will be covered in Chapter V on implementation.

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 also be part of the Park's program. The Park should also include public paths, benches, 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.

Fort Point Park and New Street Park are two neighborhood oriented parks. They should provide a landscape settings for reading, walking, and for children to play. Proper tree shading, trellis, sufficient benches, lighting, paths, lawns and playground are needed for residents and other users. Tree planting should be designed to provide proper shading and color changes in different seasons, as well as to buffer any vehicular impact from the enjoyment of the parks.

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

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



Streetscape Character

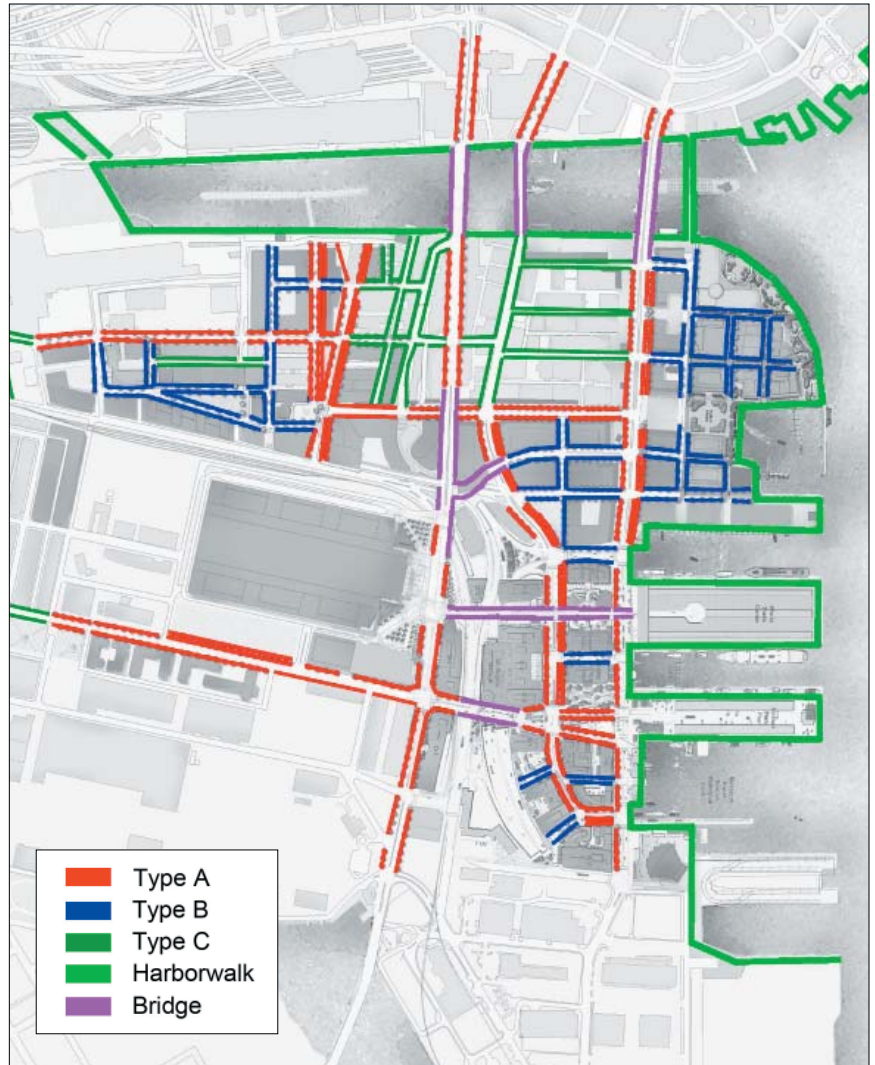
This Plan calls for a delicate balance to improve the streetscape character of the area without compromising its signature industrial character. Improvements to Channel Street that is part of the Channel Center Development Plan, is a model that integrates the historic and industrial elements into the new streetscape design consistent with the district character.

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

The Plan calls for three basic street types.

- Type A streets are for major boulevards and streets with district-wide significance, and rights-of-way generally larger than 80 feet. The guidelines for Type A streets include options for double and single rows of trees for sidewalks from 16 feet to 28 feet.
- Type B streets are important local streets with rights-of-way larger than 60 feet and call for sidewalk widths ranging from 12 feet to 16 feet.
- Type C streets are for narrow streets with rights-of-way less than 60 feet and are designed to improve existing streets around the Wharf buildings.

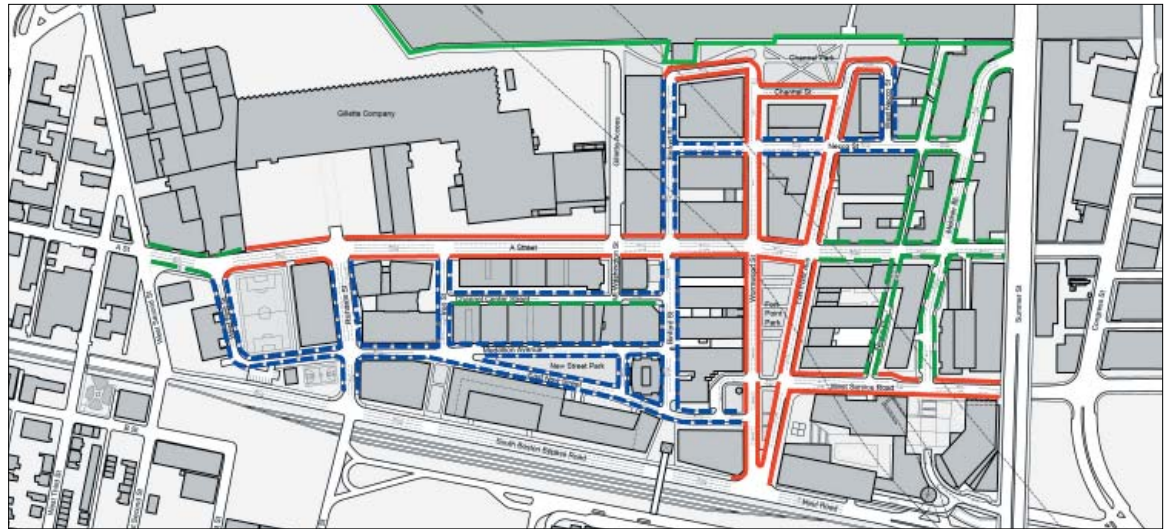
In addition to the three basic street types, Harborwalk guidelines are also included. The guidelines include standards for street furniture, kiosk, rest room, informational facilities and street lights.



South Boston Waterfront Streetscape Hierarchy

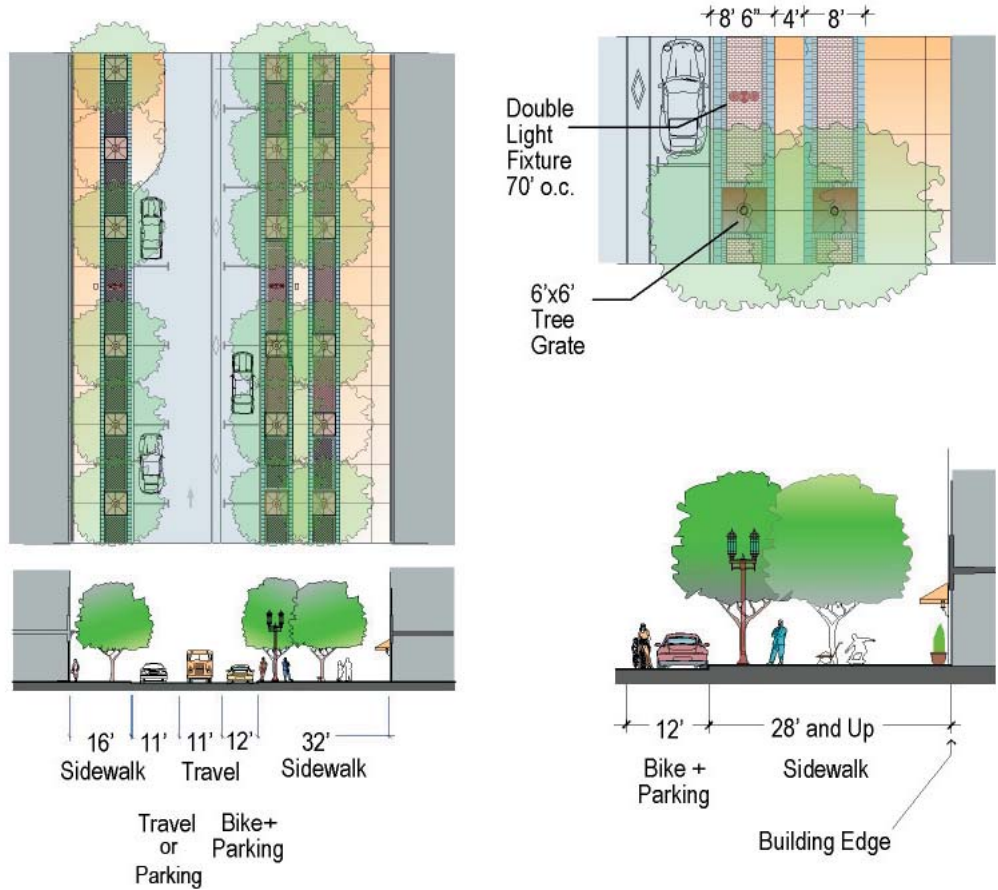
Streetscape Hierarchy

- Type A
- Type B
- Type C
- Harborwalk

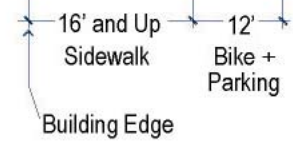
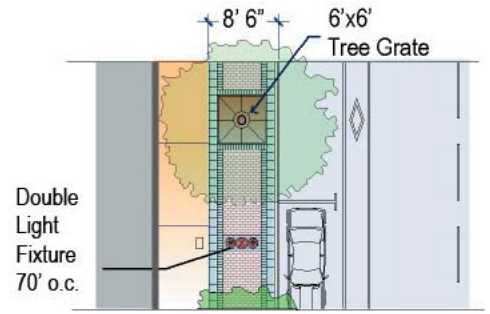
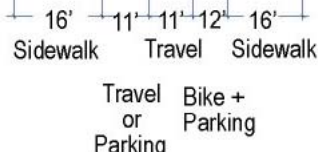
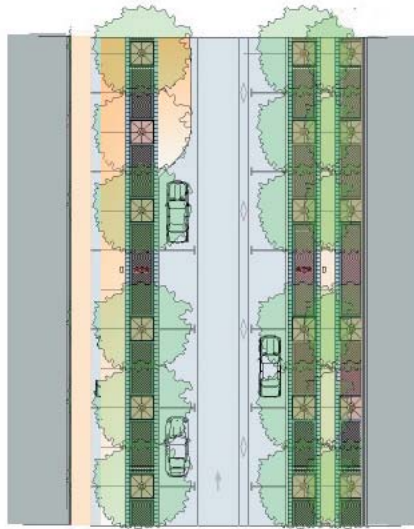


Streetscape Typology

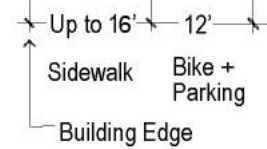
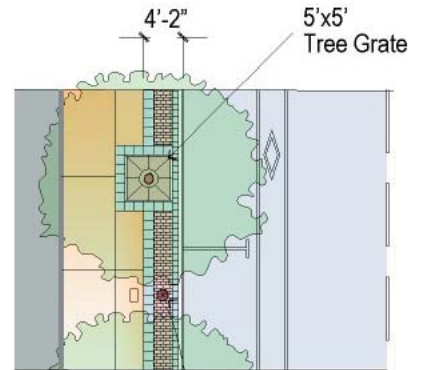
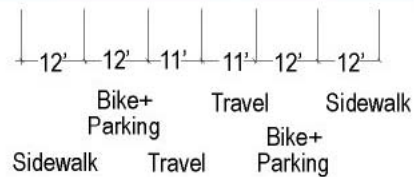
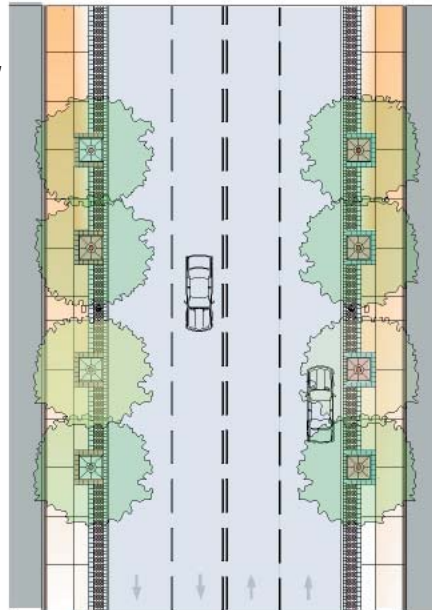
Type A Street: Sidewalk wider than 28'



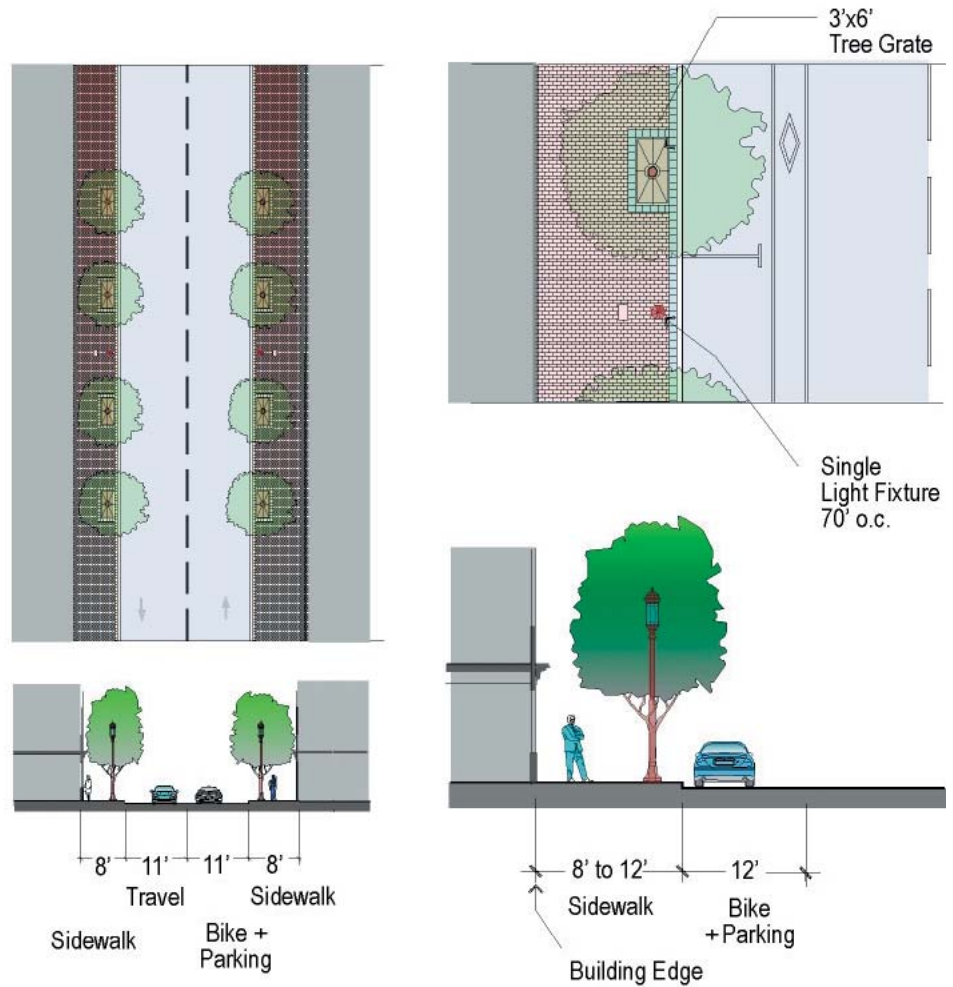
**Type A Street:
Sidewalk between 16' and 28'**



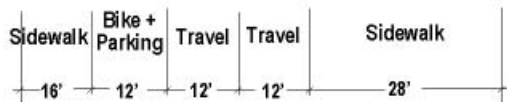
**Type B Street:
Sidewalk between 12' and 16'**



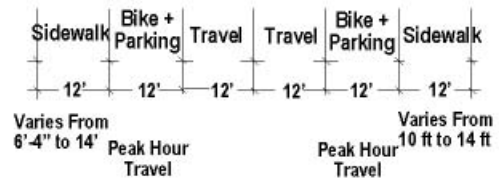
**Type C Street:
Existing Boston Wharf
Streets**



Street Sections



Wormwood Street



Typical A Street

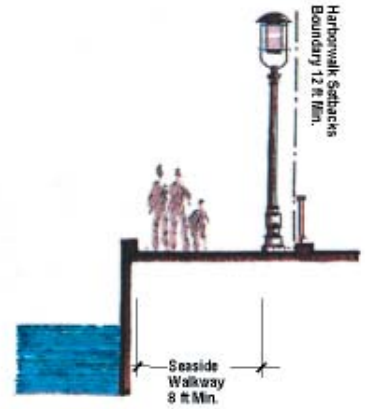
Harborwalk



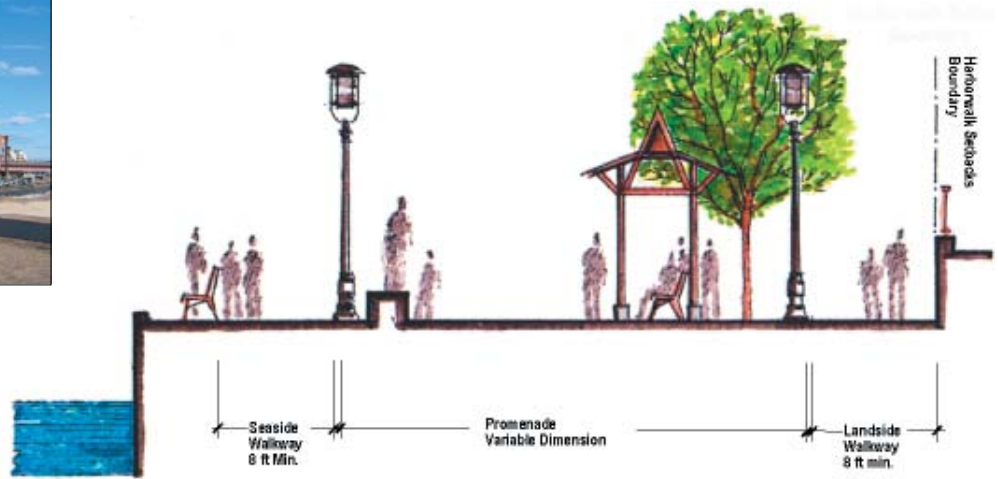
Harborwalk under Construction



View from Harborwalk



Harborwalk - for setbacks of 25 feet or less

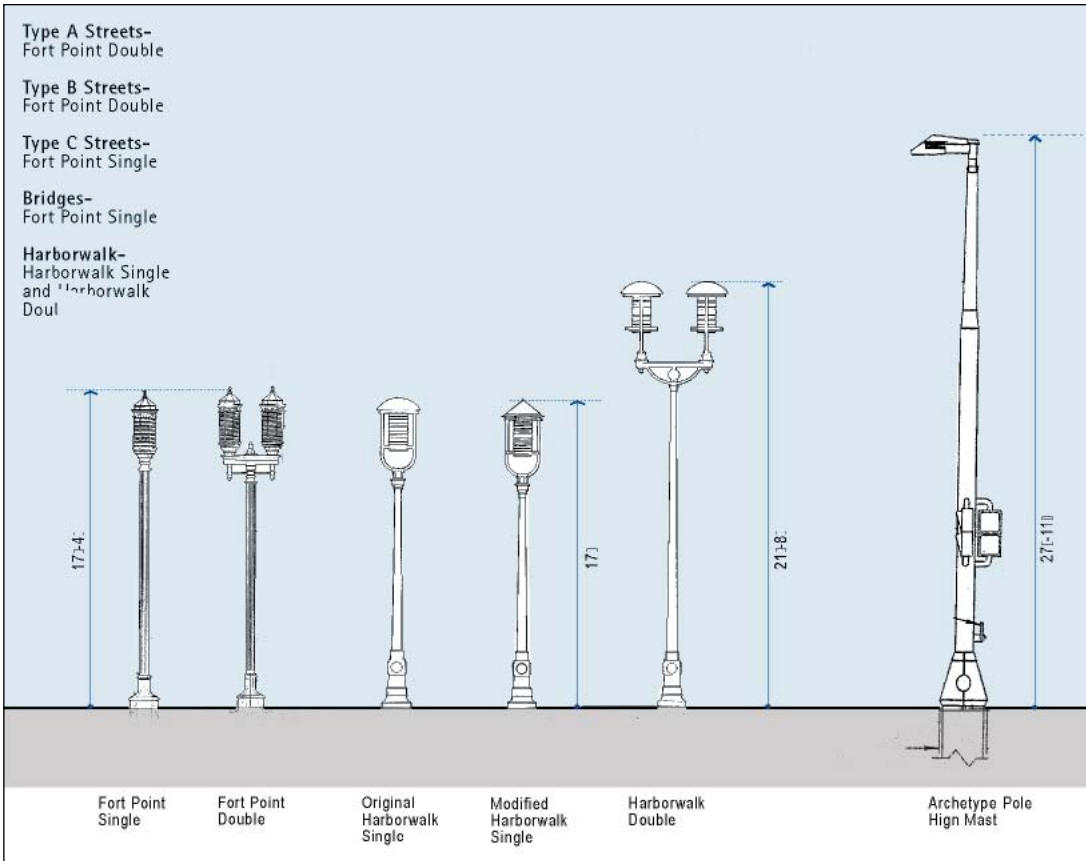


Harborwalk - for setbacks of 25 feet or more



Harborwalk - for setbacks of 80 feet or more

Street Light Standard



Street Sign



Signage



Street Lamp

Land Use and Buildout

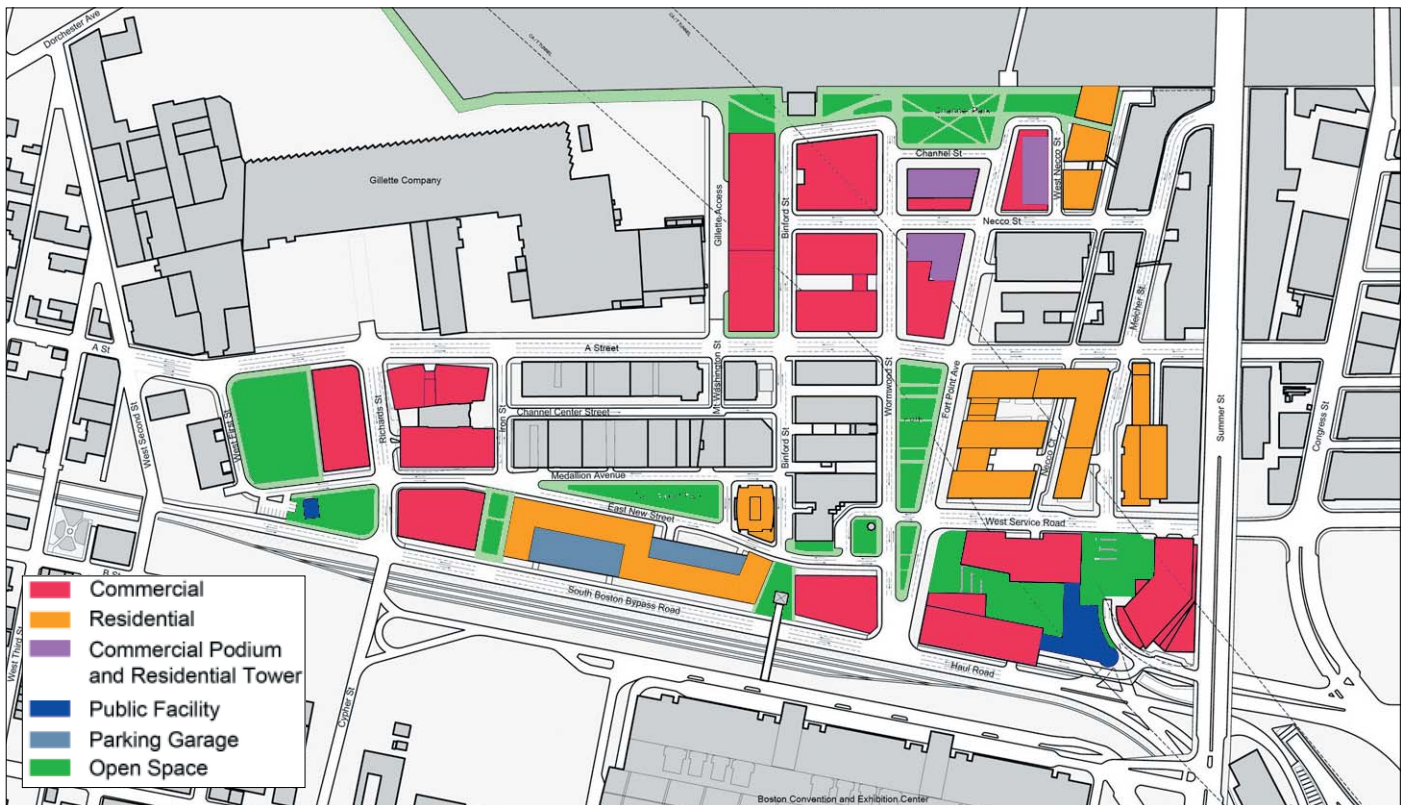
Land Use Distribution Strategy

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

First, existing industrial uses will be protected. Land use north and east of the Gillette will have to be compatible with the manufacturing plant. Residential uses should be located away from A Street and Gillette. Offices, research and development facilities, and artist live-work spaces are envisioned as buffers for the industrial use.

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

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



Land Use

Mixed Use

The vision of this Master Plan is to create an active mixed-use neighborhood that retains the existing industrial uses and employment but also builds on the residential base that will support a greater diversity of uses and population. This Plan calls for a 24-hour community that has 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 a minimum of one third residential use buildout. Other uses cannot be more than two thirds of the buildout and can be a combination of industrial, manufacturing, office, retail, tourism related, cultural, and recreational uses.

Industrial Use

Industrial use has long been part of the 100 Acres 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. It also proposes specific buffering strategy to protect against encroachment of 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 Gillette Plant. These compatible uses include office, commercial and artist live-work spaces. On the other hand, to minimize the presence and impacts of truck traffic in the 100 Acres, this Plan proposes 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 highway in the shortest distance.

Residential Use

The principle of clustering residential around parks and landscape amenities not only assures easy access to them, but also fosters a sense of ownership by their users and residents. 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.

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 to the north.

Ground Level Use

Chapter 91 Waterways Regulations require that projects within its jurisdiction are required to 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. This Plan applies the same ground floor use strategy of Chapter 91 to the rest of the 100 Acres. The ground floors of all buildings should have publicly accessible uses that activate the abutting streets and open spaces.

Build-out and Density

The Master Plan envisions the 100 Acres as a dense urban mixed use neighborhood with an ultimate new build-out of 6.2 million square feet in addition to the 3.7 million square feet of buildings that exist in the area today. The floor area ratio (FAR) of the 11 million square feet total build-out is 2.8. The proposed building coverage of the vacant parcels is 39 percent. This kind of density (FAR 2.8) and building coverage (39%) is comparable to the 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 system. 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 at least one third of the total buildout be residential, but projects that the land use distribution to be approximately 41 percent residential and 33 percent office use. The remaining 26 percent will be a combination of industrial, civic, retail and uses related to the tourism and the visitor industry. At 41 percent, the residential component of this Plan will produce approximately

2,500 new housing units in the 100 Acres. 13 percent of these units will have to be affordable consistent with the City's policy to promote affordable housing.

This Master Plan has provisions to allow greater height for residential projects on specific sites to encourage residential development. It is also foreseeable that over time there might be more tourism related development in the area because of its adjacency to the convention facility.

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

100 Acres Total Buildout
(unit: million square feet)

	Existing Buildout	Proposed Buildout	Total Buildout	Land Area
Gillette	1.2	1.9	3.1	2.0
USPS		3.7	3.7	1.0
Beacon	1.5*		1.5	0.3
Boston Wharf	1.1	0.6	1.6	0.3
Others	0.7		0.7	0.2
TOTAL	4.5	6.2	10.6	3.8

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

36 Acres Vacant Area: Open Space and Streets by owners
(unit: acres)

	Gillette		USPS	
	Land Area	Percentage	Land Area	Percentage
Building Coverage	5.4	44 %	8.6	37 %
Open Space	2.3	19 %	6.1	26 %
Streets	2.5	20 %	5.6	24 %
Sidewalks	2.0	16 %	3.1	13 %
TOTAL	12.2	100 %	23.5	100 %

36 Acres Vacant Area: Aggregate Open Space and Streets
(unit: acres)

	Land Area	Percentage
Building Coverage	14.0	39 %
Open Space	8.4	24 %
Streets	8.1	23 %
Sidewalks	5.1	14 %
TOTAL	35.6	100 %

36 Acres Vacant Area: Proposed New Buildout
(unit: million square feet)

	Land Area	Proposed Buildout	FAR
Gillette	0.5	1.9	3.7
USPS	1.0	3.7	3.7
TOTAL	1.5	5.6	3.7

Building Massing and Height

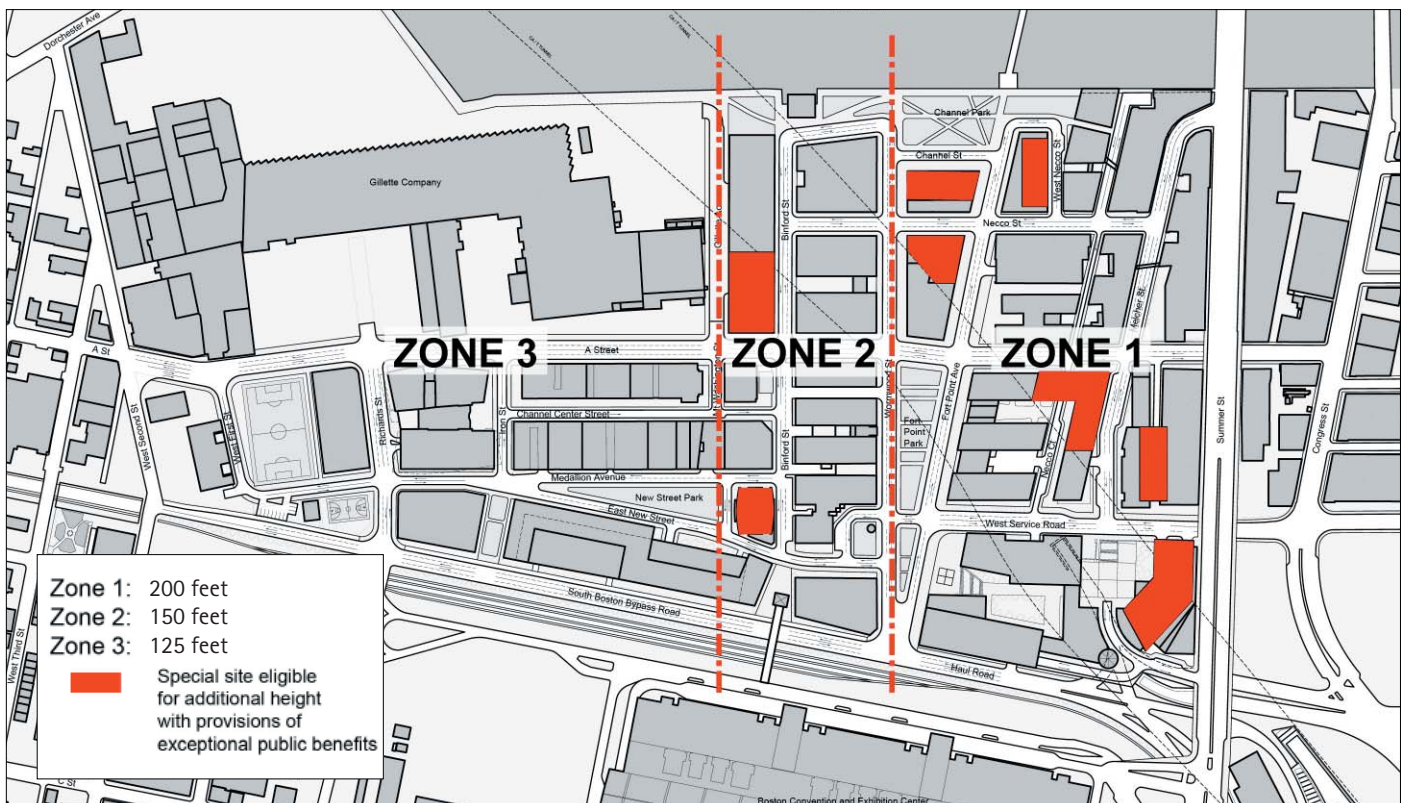
The Master Plan envisions a skyline that reinforces the nineteenth century datum of the wharf buildings, and has taller buildings on the north along Summer Street that then progressively steps down towards the south and the traditional South Boston residential neighborhood. Taken as a whole the skyline of the entire South Boston Waterfront envisions buildings starting from the harbor's edge with low structures along the piers and progressively getting 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.

This approach envisions three general height zones within the 100 Acres divided as shown in the diagram. Each zone has different height limits. The first zone between Summer Street and Wormwood Street will have a height limit of 200 feet. The second zone north of Mount Washington Street and south of Fort Point Avenue limits

buildings up to 150 feet. The third zone south of Mount Washington Street restricts building heights up to 125 feet. This last zone minimizes the building height impact to the existing neighborhood and provides a suitable transition to the surrounding urban fabric.

These height limits will only apply to new building structures within the 100 Acres. In order to ensure that the district's existing historic character and massing is maintained, demolition of historic buildings in the area is generally discouraged. Height limits corresponding to the prevailing heights of existing structures will be applied to the already built out areas.

Within each of the three height zones, additional height may be permitted on specific sites identified in the planning process. On these special sites, building proposals may be eligible for additional height by providing exceptional public benefits. These benefits include:



General Height Zones

Building Massing and Heights

- Proposing additional residential use on the site and adding to the housing supply of the 100 Acres, and 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.
- Extending the City's requirement for community benefits and mitigations.

The special sites eligible for additional heights would be subject to vigorous Boston Zoning Article 80 development review and a strict set of design performance standards on environmental impacts especially relating to shadow and wind impacts on the Channel and on the proposed new open spaces. Specific height limits on sites within Chapter 91 jurisdiction will have to be studied further and incorporated within a revised Municipal Harbor Plan.



Building Height Plan

Architectural Guidelines

A successful urban environment depends not only on a good plan for land use, streets and open space, but also on good 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 Facade and street edges serve as the primary element that shape the urban environment. The Fort Point district is characterized by the narrow streets and continuous street walls. These street walls must be maintained and reinforced. Buildings must build to the back of sidewalk to define the street wall as much as possible.

The Nineteenth century wharf buildings have an 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 of about 100 feet tall with large window openings. This Plan calls for reinforcing the existing wharf building heights of approximately 100 feet as the primary new datum. Selective taller building elements above this 100-foot datum may be appropriate at selected locations with appropriate set back from existing cornices. The guidelines do not require new buildings to replicate the style and materials of these historic structures, but should be contemporary and inventive interpretations of the warehouse typology.

Along the South Boston Bypass Road and the Haul Road, residential uses should be elevated above grade to increase the separation from truck traffic. Parking garages should be located on the first several floors with residential units above it. However, the ground level of these buildings fronting New Street Park should remain active. Generally, to increase visual connections between the interior uses to the streets and parks, the ground level of buildings must have large window openings to activate the streets.



Existing Architectural Character

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. Artist for Humanity EpiCenter, located on West Second Street, directly adjacent to the southern edge of the 100 Acres, incorporates the 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 environ-

ment 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 both 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 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 wellbeing will not rely on potable water. The lighting design should be energy efficient and minimize light pollution for the illumination of public spaces, the historic bridges and seawalls of the Fort Point Channel.



Three-dimensional Model of the 100 Acres Master Plan

Transportation Studies

Transportation Improvement proposals

During the planning process, the landowners conducted a companion transportation study to develop a series of transportation mitigation measures for the 100 Acres. The goal of the study was to determine a feasible build-out scenario based on the understanding of the area's transportation opportunities and constraints, and to determine the improvements and mitigations that the landowners can provide.

The first step of the study was to understand the limits of the existing transportation infrastructure both in terms of overall capacity and to identify particular areas of deficiency. For instance, the study found when the current transportation infrastructure system was designed, the vision for the 100 Acres was very different from what this Master Plan envisions. The earlier focus was to provide access to areas generally north of Summer Street and not the 100 Acres.

The second step of the study was to identify transportation improvements that need to be made as the 100 Acres develops, while recognizing that industrial use and the unique physical character of the 100 Acres have to be preserved and enhanced. The study details the need for specific roadway improvements that would need to be implemented to achieve the desired build-out in the 100 Acres envisioned by this Plan. The improvements are consistent with this Master Plan and include:

- A: Add a lane on the I-90 off ramp to the Haul Road
- B: Construct Fort Point Avenue
- C: Widen A Street
- D: Build Richards Street connector to South Boston Bypass Road
- E: Re-stripe West Second Street
- F: Construct the Foundry Street connector.

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 understand when special land contributions and roadway modifications need to be brought on line. This led to a preliminary plan on 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 landowner's transportation improvement proposals.

Development Trends

Cambridge Systematics' study is based on testing the limits of build-out of the 100 Acres in the larger context of the entire Waterfront, the study recognizes that if nothing is built around the 100 Acres, the area 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' transportation requirements.

Currently, there is 17 million square feet of existing building within the Waterfront. 2.5 million square feet of development is under construction and 7.7 million square feet are in various of stages of permitting. This means that there is approximately 10 million square feet of development in the pipeline, that 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 concluding that at 31 million square feet, the carrying capacity of the South Boston Waterfront roadway and transit system would be at its limit. Therefore, the South Boston Waterfront can absorb up to 14 million square feet of new development. 10 million square feet of this development is in the pipeline, meaning there is about 4 million square feet of future development capacity in accounted for today.

Cambridge Systematics projects that the absorption rate in South Boston Waterfront is anticipated to be 333,000 total square feet per year including approximately 160,000 square feet of commercial space per year. 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 the 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 the Specific Transportation Improvements

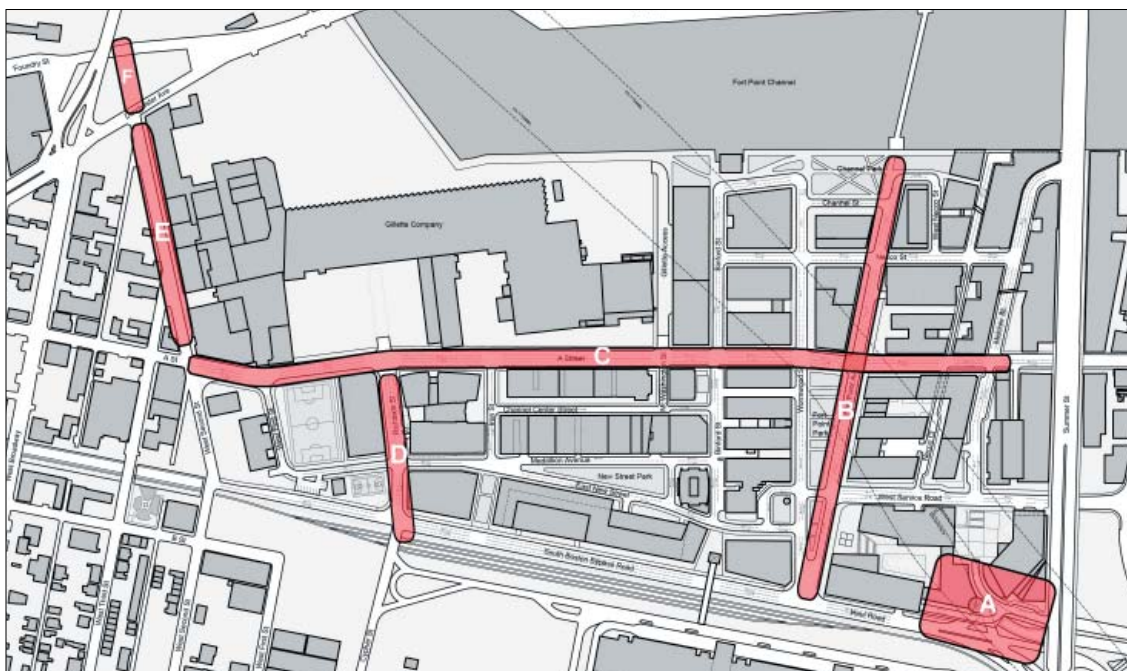
Cambridge Systematics conducted a detailed assessment of the 100 Acres transportation mitigation proposed by the landowners. Their Study is presented below. Items A through F correspond to the mitigation plan proposed by the landowners.

Item A: Add a lane on the I-90 off-ramp to Haul Road

This would add a free right turn lane from the I-90 eastbound off-ramp to the southbound Haul Road. This would increase capacity from the highway system directly into the 100 Acres. This relatively minor improvement is critical when combined with the construction of Fort Point Avenue.

Item B: 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 / South Boston Bypass Road intersection. It 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 will serve as a primary pedestrian orienting element and a pedestrian route between Harborwalk and A Street.



Proposed Transportation Improvements

Item C: Widen 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 Fort Point 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, however, will 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 D: Build Richards Street connector to the South Boston Bypass Road

This improvement is also known as the Mid-point connector, and will be for trucks only. It would connect the 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 would intersect with the Bypass Road at Cypher Street.

Item E: 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 would 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 would be removed from neighborhood streets.

Item F – Construct the Foundry Street connector

This proposal would construct a ramp on Foundry Street connecting directly to the West Fourth Street Bridge. Coupled with improvements to West Second Street, this ramp would provide a connection from the Fort Point area to the West Fourth Street Bridge, and I-93 southbound, with minimal impacts to A Street, Broadway and Dorchester Avenue.

Conclusion

The series of roadway mitigation strategies proposed by the land-owners 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 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, but not really applicable beyond that unless additional transit capacity is added to the area.

Transportation and Development Capacity

The South Boston Transportation Study and Cambridge Systematics' transportation analysis both conclude that it is the transportation infrastructure that will limit the development potential of the 100 Acres and also affect the development program significantly.

The South Boston Seaport Public Realm Plan proposes a total of 39 million square feet, or a 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.

As part of the South Boston Waterfront, the 100 Acres Master Plan envisions 6.2 million square feet of new development. Applying the same methodology, two thirds of the proposed full build is approximately 4.1 million square feet. Considering the fact that only 14

million square feet of development is available for development in the Waterfront and 10 million square feet of this projected buildout is either under construction or under review; the 100 Acres can easily accommodate the remaining 4 million square feet today.

This Plan envisions that approximately 4.1 million square feet of development be allowed to proceed and the remaining 2.1 million square feet be considered as a long-term buildout plan that will require additional transportation infrastructure to achieve this buildout potential. However, the development of the first 4.1 million square feet in the 100 Acres can take years to complete, during which, the economic condition for the South Boston Waterfront and the City may have changed. In turn, the development goals for the 100 Acres may be entirely different when the first 4.1 million 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 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.



Transportation infrastructure restricts development capacity.