



South Station Expansion Project

Appendix 4 (Part 2) - Land Use and Zoning Technical Report

October 2014

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Table of Contents

List of Figures	iii
List of Tables	iv
1. Introduction	1
2. Summary of Findings.....	1
2.1. South Station Site.....	2
2.2. Layover Facility Sites	2
3. Regulatory Context	3
4. Methodology.....	3
5. Existing Land Use	4
5.1. South Station Study Area	4
5.2. Layover Facility Site Study Areas.....	4
5.2.1. Widett Circle	4
5.2.2. Beacon Park Yard	5
5.2.3. Readville – Yard 2.....	5
6. Existing Zoning	5
6.1. South Station Site.....	5
6.2. Layover Facility Sites	8
6.2.1. Widett Circle	8
6.2.2. Beacon Park Yard	8
6.2.3. Readville - Yard 2.....	9
7. Ongoing and Proposed Development Activity.....	10
7.1. Development Projects in the South Station Vicinity.....	10
7.2. Development Projects in the Vicinity of Layover Facility Sites	13
7.2.1. Widett Circle	13
7.2.2. Beacon Park Yard	14
7.2.3. Readville - Yard 2.....	15
8. Consistency of SSX Project with Zoning, Land Use Planning, and Public Policy	15
8.1. South Station Site.....	15
8.1.1. City of Boston Zoning	15
8.1.2. South Station Master Plan	16
8.1.3. Fort Point Channel Watersheet Activation Plan	17
8.1.4. The Fort Point District 100 Acres Master Plan.....	17
8.1.5. South Bay Planning Study	18
8.1.6. Chinatown Master Plan 2010: Community Vision for the Future.....	18
8.2. Layover Facility Sites	19
8.2.1. Widett Circle	19

8.2.2.	Beacon Park Yard	19
8.2.3.	Readville – Yard 2	20
9.	Figures	21

List of Figures

Figure 1—South Station Expansion Project Site Boundaries	23
Figure 2—Existing Land Use - South Station Study Area	24
Figure 3—Existing Land Use - Widett Circle Layover Facility Study Area	25
Figure 4—Existing Land Use - Beacon Park Yard Layover Facility Study Area	26
Figure 5—Existing Land Use - Readville - Yard 2 Layover Facility Study Area	27
Figure 6—Existing Zoning - South Station Site and Vicinity.....	28
Figure 7—Existing Zoning - Widett Circle Site and Vicinity.....	29
Figure 8—Existing Zoning - Beacon Park Yard Site and Vicinity.....	30
Figure 9—Existing Zoning - Readville - Yard 2 Site and Vicinity.....	31
Figure 10—Development Projects in the South Station Site Vicinity	32
Figure 11—Development Projects in the Widett Circle Site Vicinity.....	33
Figure 12—Development Projects in the Beacon Park Yard Site Vicinity.....	34

List of Tables

Table 1—Current Zoning Regulations at the South Station Site	6
Table 2—Allowable Building Heights and Floor Area Ratios in the South Station EDA.....	7
Table 3—Allowable Building Heights and Floor Area Ratios in Subdistrict M	8
Table 4—Zoning Regulations in the Widett Circle Layover Facility Vicinity	8
Table 5—Zoning Regulations in the Beacon Park Yard Layover Facility Vicinity	9
Table 6—Zoning Regulations in the Readville - Yard 2 Layover Facility Study Area.....	10
Table 7—Development Projects in the South Station Site Vicinity	11
Table 8—Development Projects in the Widett Circle Vicinity	14
Table 9—Development Projects in the Beacon Park Yard Vicinity	15

1. Introduction

The Massachusetts Department of Transportation (MassDOT), the Massachusetts Bay Transportation Authority (MBTA), and the National Railroad Passenger Corporation (Amtrak) have for decades identified the expansion of rail capacity at Boston South Station as a crucial transportation need, one that has been articulated in multiple local, regional, state, and Northeast Corridor (NEC)-wide planning documents.¹ In cooperation with the Federal Railroad Administration (FRA), Amtrak, and the MBTA, MassDOT is now pursuing the expansion of South Station to support existing NEC and commuter rail services and to provide for future Amtrak and MBTA service expansions. The current track capacity, layout, and operations of South Station limit the ability to accommodate projected future expanded services. In addition to expanding South Station terminal facilities, the South Station Expansion (SSX) project will also identify a solution to address existing and future intercity and commuter rail service layover needs. The SSX project includes planning, environmental reviews, and preliminary engineering for the five primary elements of the project:

1. **Expand the South Station terminal facilities**, including the addition of up to seven tracks and four platforms and construction of a new passenger concourse and other amenities.
2. **Acquire and demolish the U.S. Postal Service (USPS) General Mail Facility** located on Dorchester Avenue adjacent to South Station, which would provide an approximate 14-acre site on which to expand South Station. Dorchester Avenue would be restored for public and station access.
3. **Create an extension of the Harborwalk along reopened Dorchester Avenue.**
4. **Provide for the possibility of future joint/private development** adjacent to and over an expanded South Station.
5. **Provide adequate rail vehicle layover space** to address existing and future intercity and commuter rail service needs.

The Land Use and Zoning Technical Report has been prepared in support of the Draft Environmental Impact Report (Draft EIR) for the SSX project, in accordance with the Certificate of the Secretary of the Office of Energy and Environmental Affairs (EEA) on the Environmental Notification Form (ENF) for the SSX project (April 19, 2013); the Massachusetts Environmental Policy Act (MEPA) regulations, 301 CMR 11.00 (revised, May 10, 2013); and FRA's Procedures for Considering Environmental Impacts, 64 Federal Register (FR) 101 (26 May 1999), pp. 28545-28556.

2. Summary of Findings

The Land Use and Zoning Technical Report considers the consistency of the SSX project with existing land use and zoning and other planned development in the area. Alternatives considered are the Joint/Private Development Alternatives (Alternative 1 – Transportation Improvements Only, Alternative 2 – Joint/Private Development Minimum Build, and Alternative 3 – Joint/Private Development Maximum Build) at the South Station site, and the Build Alternative at the three layover facility sites. This evaluation addresses the SSX project's consistency with zoning, public policy, and community land use and development plans.

¹ Documents citing the need for an expanded South Station include: *Critical Infrastructure Needs on the Northeast Corridor* (2013), "The Northeast Corridor Infrastructure Master Plan" (2010); *The Amtrak Vision for High-Speed Rail in the Northeast Corridor* (2010), *A Vision for the Northeast Corridor* (2012), the Massachusetts Department of Transportation *Rail Plan* (2010), the Massachusetts Department of Transportation *Freight Plan* (2010), and the two most recent long range transportation plans of the Boston Region Metropolitan Planning Organization (2007, 2011).

2.1. South Station Site

The proposed expansion of South Station is consistent with City-wide and neighborhood planning, development policies, and programs. The City of Boston recently initiated a master planning process for the South Station/USPS area. The Boston Redevelopment Authority's (BRA's) goals for the South Station Master Plan are to coordinate major public and private planning and development, and to prepare a comprehensive, long-range plan for land use, multi-modal transportation, urban design, and the public realm. Further, the master plan will inform the development of an amendment to the *Fort Point Downtown Phase II Municipal Harbor Plan* (MHP) in conformance with the Public Waterfront Act (Chapter 91), which would be required for Alternative 3 – Joint/Private Development Maximum Build. Although the SSX project conceptual plans for joint/private development would be developed prior to the completion of the City's master planning process, it is anticipated that the SSX project Build Alternatives would be consistent with the City's South Station Master Plan and recommended refined zoning through ongoing coordination meetings between the two project teams.

Key planning documents in the immediate vicinity of South Station include the BRA's *Fort Point Channel Watersheet Activation Plan*, the *Fort Point District 100 Acres Master Plan*, and community and development plans for Chinatown and the South Bay area. The SSX project is consistent with the *Fort Point Channel Watersheet Activation Plan* and would realize a goal of the Plan to enhance the civic role of the channel in connecting to public venues such as South Station. The SSX project would strengthen pedestrian links between South Station and the channel; create a major interior public space that is accessible from the channel; and incorporate public spaces in the Harborwalk which would add to the amenity of the channel. Per the *Fort Point District 100 Acres Master Plan*, the SSX project is a critical component of the continued development of the South Boston Waterfront District. Transportation analysis conducted for the *100 Acres Master Plan* indicates that by about 2025, additional transit capacity is required to support the continued build-out of the whole South Boston Waterfront District. Additionally, the SSX project would foster the goals of the *Chinatown Master Plan* and *South Bay Plan*, by providing an additional terminal entrance on Kneeland Street, restoring public access to South Station via Dorchester Avenue, and enhancing the community and pedestrian environment through the Harborwalk and cycle track.

2.2. Layover Facility Sites

Development of layover facilities at the three sites would require land acquisition. The construction of layover facilities at Widett Circle would require the acquisition of approximately 29 acres of private property, relocation of approximately 30 private businesses, and demolition of existing buildings. An agreement in principal has been reached between Harvard and MassDOT to use approximately 22 acres of Beacon Park Yard for a new commuter rail layover, maintenance facility and rail station. MassDOT is addressing the future development of Beacon Park Yard within the context of the I-90 Allston Interchange project. The expansion of the 17-acre Readville – Yard 2 footprint would increase the facility at existing Readville Yard by approximately seven acres, of which the MBTA currently owns the majority. However, a partial taking of approximately 0.7 acres of a privately-owned property would be required to complete the expansion. For the construction and/or expansion of layover facilities, any required property acquisitions would be limited to the minimum footprints required to support each function, including access roads, stormwater management facilities, and employee parking areas where required.

It is anticipated that construction of layover facilities at Widett Circle would convert the entire site to an exempt/institutional land use designation. The location of layover facilities at the Widett Circle site would be consistent with current zoning. A storage yard accessory to a railroad operation is an allowed use within the I-2 General Industrial District, provided that the yard is located at least 150 feet from every

residential use. The nearest residential land use is located more than 700 feet the Widett Circle site boundary, and no residential projects are under construction or proposed within 150 feet of Widett Circle.

Layover facilities at Beacon Park Yard would maintain the existing industrial use and would be consistent with current zoning. A rail freight terminal and accessory railroad storage yard are approved uses without restrictions within the Allston Landing South Economic Development Area. The project would not impact nor be impacted by existing proposed development- proposed projects are located at least one-quarter mile from Beacon Park Yard. Additionally, the site is bordered on the north, east and west by the Massachusetts Turnpike, and on the south by the Framingham/Worcester Main Line tracks, essentially separating Beacon Park Yard from the surrounding area.

Layover facilities at Readville - Yard 2 would maintain the existing industrial use and would be consistent with current zoning. An accessory railroad storage yard is an allowable use within the LI-1 Local Industrial Subdistrict. Due to the proposed location of the SSX project activities within the Neponset River Riverfront Protection Overlay District and abutting a residential district. However, Zoning Code Article 69 stipulates special site requirements including adherence to Article 80's Design Component of Small Project Review, vegetative screenings, and minimum rear yard setbacks.

3. Regulatory Context

The following regulations provide the regulatory context for the land use analysis:

- FRA, *Procedures for Considering Environmental Impacts*, 64 Federal Register (FR) 101 (26 May 1999), pp. 28545-28556, including an assessment of potential environmental impacts associated with existing and planned land use.
- Council on Environmental Quality (CEQ), *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act* (NEPA), 40 Code of Federal Regulations (CFR) Parts 1500-1508 (43 FR 55990, November 28, 1978), including an assessment of:
 - Possible conflicts between the proposed action and the objectives of federal, regional, state, and local land use plans, policies and controls for the area concerned;
 - Any inconsistency of a proposed action with any approved state or local plan and laws (whether or not federally sanctioned); and
 - Existing and planned land use.
- MEPA regulations, *310 Code of Massachusetts Regulations* (CMR) 11.00, in particular,
 - 301 CMR 11.01(3)(a) Information Regarding Other Authority: the Secretary may require a proponent to provide information regarding a project's consistency or compliance with applicable Federal, municipal, or regional statutes and regulations;
 - 301 CMR 11.07(6)(g)8. Existing Environment: a description and analysis of the built environment and human use of the project site, its immediate surroundings and the region, including zoning districts and other relevant land-use designations or plans.
- *City of Boston Zoning Code*. As the City of Boston's planning and economic development agency, the Boston Redevelopment Authority (BRA) has established planning policies, development controls and design guidelines through the adoption of neighborhood- and area-specific zoning codes.

4. Methodology

Four sites are under consideration in the SSX project: the South Station site and three layover facility sites consisting of Widett Circle, Beacon Park Yard, and Readville – Yard 2. Figure 1 presents the location of the four SSX project sites. All of the SSX project sites are located within dense urban areas. Because the South Station site (existing South Station and USPS parcels) extends nearly one-quarter mile

from the South Station headhouse, a one-half mile study area (measured from the headhouse) was established. For consistency, one-half mile study areas from the layover sites also were used.

Land use and zoning profiles were compiled for the study areas using data from the Massachusetts Office of Geographic Information (MassGIS) and BRA. Planned and approved development projects in proximity to South Station and the layover facilities sites, as submitted to the BRA under the Article 80 process, were reviewed. This report addresses the consistency of the SSX project with the City of Boston zoning and planning policies, as established by the BRA under the Boston Zoning Code, including an assessment of the SSX project's consistency with City-wide and neighborhood land use planning and development documents generated by the BRA and local development groups.

5. Existing Land Use

5.1. South Station Study Area

Figure 2 presents the existing land use of the South Station site which occupies approximately 49 acres and includes the following: South Station Rail/Transit Terminal and South Station Transportation Center Bus Terminal and Parking Facilities (Bus Terminal); and the U.S. Postal Service (USPS) General Mail Facility/South Postal Annex parcel of approximately 14 acres, including a portion of Dorchester Avenue fronting the site. The remaining acreage consists of track, a small park, the Harborwalk area, and a portion of Fort Point Channel located at the southern end of the site on the current USPS parcel. The South Station site extends to include the historic headhouse to the north, located at the intersection of Atlantic Avenue and Summer Street. The site extends along a portion of the NEC Main Line to the west, extending up to and including Cove Interlocking. The site extends along a portion of the MBTA's Fairmount Line/Old Colony Railroad to the south, extending up to and including Broad Interlocking. The City of Boston identifies the existing land use for the entire site as exempt/institutional (including social, institutional, or infrastructure-related uses).

5.2. Layover Facility Site Study Areas

5.2.1. Widett Circle

Figure 3 presents the existing land use of the Widett Circle site, totaling approximately 29.4 acres, is located in South Boston along the MBTA's Fairmount Line, approximately one track-mile from South Station. It is comprised of two parcels, primarily in private ownership: Cold Storage and Widett Circle. Cold Storage, approximately 6.6 acres, located primarily at 100 Widett Circle, currently houses a temperature controlled food storage and distribution facility, owned by Art Mortgage Borrower Propco 2006 2 LP, and used by Americold/Crocker & Winsor Seafoods. The building has an active rail siding served by CSX Transportation, Inc. (CSXT) with space for six freight cars. A change in ownership of the Cold Storage parcel within the Widett Circle site is anticipated. In October 2013, Celtic Recycling, LLC received approval from the Massachusetts Environmental Policy Act (MEPA) Office (EEA No. 15070) to renovate and convert existing facilities at the Cold Storage parcel, located at 100 Widett Circle, into a material recycling facility. Widett Circle, located primarily at 1 and 2 Foodmart Road, is owned by The New Boston Food Market Development Corporation and is made up of approximately 30 units leased to multiple businesses in the food processing, food storage, and food logistics industry. Created as an Urban Renewal Corporation, the property is tax-exempt under Massachusetts General Law (MGL) Chapter 121A (760 CMR 25). Existing buildings on the Widett Circle site total approximately 292,400 sf.

With the exception of an area of commercial land use in the northern portion of the site, the City of Boston identifies the larger Widett Circle site primarily as exempt/institutional, as the majority of

businesses are tax-exempt, Chapter 121A properties. The area located in the immediate vicinity of the site is dominated by industrial uses and rail operations and support facilities, including Amtrak's Front Yard and Southampton Street Yard, and the MBTA's South Side Service and Inspection Facility and Cabot Yard, the primary commuter rail train maintenance facility.

5.2.2. Beacon Park Yard

Figure 4 presents the existing land use for the Beacon Park Yard site, totaling approximately 30 acres, is located in Allston along the MBTA's Worcester Line approximately 3.8 track-miles from South Station. The site served for many years as a major freight rail yard and intermodal terminal in Boston for CSXT, which recently relocated to central Massachusetts. It contains a number of buildings that formerly supported various railroad functions, including a freight rail yard, bulk transfer facility, intermodal facility, and engine facility. Beacon Park Yard is owned by Harvard University and remains encumbered by CSXT's operating rights. An agreement in principal has been reached between Harvard and MassDOT to use approximately 22 acres of Beacon Park Yard for a new commuter rail layover, maintenance facility and rail station. The City of Boston currently identifies the Yard's existing land use as industrial.

5.2.3. Readville – Yard 2

The Readville - Yard 2 site totals approximately 17 acres and is located approximately 8.8 track-miles from South Station on the MBTA Fairmount Line. Readville - Yard 2 is owned by the MBTA and occupied by the MBTA Readville layover facility. Primary functions for this site include maintenance and repair operations and layover capacity for up to 10 MBTA commuter rail trainsets of varying lengths. Other functions include materials storage, located along the eastern border of the site. The City of Boston identifies the yard's existing land use as exempt/institutional.

6. Existing Zoning

6.1. South Station Site

Table 1 identifies the Boston neighborhood and special use zoning districts that are applicable to the South Station site. Section 6.1 provides a description of the two primary *Boston Zoning Code* articles that regulate development at the South Station site: Article 40, establishing the South Station Economic Development Area (EDA) on the South Station parcel; and Article 27D, establishing the Downtown Interim Planning Overlay District (IPOD) for Boston Proper on the USPS parcel. Figure 6 presents current zoning within the South Station site and immediate vicinity.

Table 1—Current Zoning Regulations at the South Station Site

District/Special Overlay	Boston Zoning Code	Applicable to	Purpose
Restricted Parking Overlay District	Article 3	South Station EDA	Establishes restricted or limited parking. Not applicable to authorities of the Commonwealth not subject to municipal zoning.
Flood Hazard Overlay District	Article 25	Portions of USPS and South Station parcels	Establishes regulations to protect against flooding and minimize flood losses. Corresponds to the Federal Emergency Management Agency (FEMA) 100-year flood.
Downtown Interim Planning Overlay District: Boston Proper	Article 27D	USPS parcel	Establishes interim development overlay guidelines and land use measures, including channeling new development toward underutilized sites; encouraging new development in areas accessible to public transit; improving traffic access and circulation; creating active pedestrian and street life; encouraging mixed-use development.
South Station (EDA)	Article 40	South Station	Establishes zoning regulations and planning policies to implement the comprehensive plan for the South Station EDA.
Central Artery Special District	Article 49	Portions of South Station EDA	Establishes regulations to implement the Central Artery Special District Plan, including creating a new surface street and pedestrian network compatible with surrounding districts and existing street and pedestrian environment.

Source: Boston Redevelopment Authority, Boston Zoning Code

6.1.1. South Station Economic Development Area

Approved by BRA on June 29, 1989 and amended through June 29, 2006, Article 40 establishes the zoning regulations for the comprehensive plan for the South Station EDA. Article 40 constitutes the South Station EDA Plan, the general plan for the South Station EDA, and the portion of the general plan for the City of Boston applicable to the South Station EDA.

Per Article 3 of the Boston Zoning Code, the South Station EDA includes an urban renewal area overlay district, located immediately west of the historic headhouse along Sumer Street. The South Station EDA also includes four separate development areas: the South Station/Central Artery Area; the Parcel-to-Parcel Linkage Development Area; the New Economy Development Area; and the Air Rights Sub-Development Area, located within the New Economy Development Area. Development within the South Station/Central Artery Area is governed by Article 49, Central Artery Special District (and not by Article 40).

Article 40 authorizes the establishment of Planned Development Areas (PDAs) within the Parcel-to-Parcel Linkage Development Area and the New Economy Development Area. The intent of the PDA is to establish a more flexible zoning law and encourage large-scale private development on underutilized sites in the South Station EDA. Pursuant to Article 40, Section 40-11, BRA may approve a Development Plan as compliant with BRA's planning and development review process for PDAs (as established by Article 80, Development Review and Approval) if the Development Plan proposes a plan for development consistent with the goals of the South Station EDA Plan, including one or more of the following:

- The diversification and expansion of Boston’s economy in new areas of economic activity;
- The provision of public benefits in accordance with Parcel-to-Parcel Linkage program guidelines;
- The creation or retention of job opportunities; or
- The enhancement of intermodal transportation capabilities and transit-oriented development.

Article 40 establishes general building height and floor area ratio (FAR) standards for the South Station EDA. Table 2 presents the allowable building heights and FARs within the different subareas within the South Station EDA. Within the EDA, a proposed project is allowed an as-of-right building height of 300 feet, and an as-of-right FAR of 12. Projects within the Parcel-to-Parcel Linkage Development Area and those in New Economy Development Areas with development plans approved under BRA’s PDA process are allowed greater building height and FAR standards.

Table 2—Allowable Building Heights and Floor Area Ratios in the South Station EDA

Development Area	Allowable Building Height (feet)	Allowable Floor Area Ratio
South Station EDA General Area ^{ab}	300	12
Parcel-to-Parcel Linkage Development Area ^a	465	14
New Economy Development Area ^a	300	12
New Economy Development Area with approved Planned Development Area	400	14
Air-Rights Development Sub-Area with approved Planned Development Area	678	10

Source: Boston Redevelopment Authority, Article 40

a Allowed as-of-right

b Not applicable to South Station/Central Artery Development Area

6.1.2. Downtown Interim Planning Overlay District

The Downtown Interim Planning Overlay District (IPOD) was established to channel new development toward underutilized sites, encourage new development in areas accessible to public transit, encourage mixed-use development, and implement interim land use measures, among other purposes. The Downtown IPOD established a number of subdistricts. The USPS parcel is located within Subdistrict M, a Medium Growth Subdistrict. Subdistrict M is described as being fully developed to an appropriate scale, but containing specific sites with access to transportation and other services which can accommodate new development without a significantly adverse impact on light, wind, established scale, and existing character. Article 27D authorizes the establishment of a PDA located within Subdistrict M as follows: bounded by the centerline of Fort Point Channel to the south and east; the boundary lines of the Chinatown District, the South Station EDA, and the Central Artery Special District to the west; and the boundary line of the Harborpark District to the north. Denoted as the Fort Point Downtown Waterfront Planning Area, this authorized area includes the USPS parcel.

Table 3 presents the Downtown IPOD height and floor area ratio (FAR) standards for Subdistrict M, including standards for a PDA within Subdistrict M.

Table 3—Allowable Building Heights and Floor Area Ratios in Subdistrict M

Downtown IPOD, Subdistrict M	Building Height (feet)	Floor Area Ratio
As-of Right	125	8
Enhanced	155	10
PDA: Fort Point Downtown Waterfront Planning Area	Required to be consistent with Municipal Harbor Plan	

Source: Boston Redevelopment Authority, Article 27D

6.2. Layover Facility Sites

6.2.1. Widett Circle

Table 4 identifies the primary Boston neighborhoods and special use zoning districts that are located within the vicinity of the Widett Circle layover facility site. These major districts also include smaller sub-districts and special study areas. The Widett Circle site is located within the I-2 General Industrial District, as established by Article 8 of the Boston Zoning Code. Figure 7 presents existing zoning in the Widett Circle site vicinity.

Table 4—Zoning Regulations in the Widett Circle Layover Facility Vicinity

District/Special Overlay	Boston Zoning Code	Purpose
General Industrial/South Boston	Article 8	Identifies use regulations for the residential, business, and industrial districts within the City of Boston.
South End	Article 64	Establishes zoning regulations to implement the comprehensive plan for the South End neighborhood district.
South Boston	Article 68	Establishes zoning regulations for the South Boston Neighborhood District, including providing an appropriate mix of uses that provide a transition from the established residential areas to the working port and local industrial uses.

Source: Boston Redevelopment Authority, Boston Zoning Code

6.2.2. Beacon Park Yard

Table 5 identifies the primary Boston neighborhood and special use zoning districts that are located within the vicinity of Beacon Park Yard. Beacon Park Yard is located within the Allston Landing South EDA. Located north, east, and west of Beacon Park Yard, the Allston Landing South EDA is largely occupied by Massachusetts Turnpike ramps and is owned by MassDOT. The EDA is uniquely accessible to the regional transportation network, with direct truck access from major roads. Figure 8 presents existing zoning in the vicinity of Beacon Park Yard.

Table 5—Zoning Regulations in the Beacon Park Yard Layover Facility Vicinity

District/Special Overlay	Boston Zoning Code	Purpose
Allston-Brighton	Article 51	Establishes zoning regulations for a neighborhood plan for the Allston-Brighton Neighborhood District, including providing density controls that protect established residential areas and directing growth to areas where it can be accommodated; and encouraging economic growth, including manufacturing, commercial and research and development, and diversification of Boston's and Allston-Brighton's economy
Allston Landing South EDA	Article 51	Establishes an EDA to promote industrial and manufacturing uses and to preserve and maintain existing industrial uses.
Open Space District	Article 51	Establishes an open space district at the Charles River embankment for the preservation of open space resources.
Air-Rights Open Space Sub-District	Article 51	Applies to the development of spaces over transit corridors, specifically, use of air rights over land held by MassDOT in connection with the Massachusetts Turnpike.

Source: Boston Redevelopment Authority, Boston Zoning Code

Within the town of Brookline, located southeast of the site, uses allowed by zoning in the vicinity of the Beacon Park Yard include residential (two-family, attached single-family, and apartment houses), general business and local business. Also located within the vicinity of Beacon Park Yard is a small portion of the City of Cambridge, zoned by the city as open space.

6.2.3. Readville - Yard 2

Table 6 identifies the primary Boston neighborhood and special use zoning districts that are located within the vicinity of Readville - Yard 2. Readville - Yard 2 is located within the Local Industrial Subdistrict established within Article 69 of the Boston Zoning Code. Also located within the Readville – Yard 2 study area are the Neponset Valley Parkway Greenbelt Protection Overlay District (GPOD), Truman Parkway Greenbelt Protection Overlay District (GPOD), and the Neponset River Riverfront Protection Overlay District (RPOD). Figure 9 presents zoning in the Readville - Yard 2 site vicinity.

Within the town of Milton, located southeast of the site, land in the vicinity of Readville – Yard 2 is primarily zoned for residential, with a small area along the Neponset River identified as part of the Neponset River Reservation (and not a zoning district).

Table 6—Zoning Regulations in the Readville - Yard 2 Layover Facility Study Area

District/Special Overlay	Boston Zoning Code	Purpose
Hyde Park	Article 69	Establishes zoning regulations for a neighborhood plan for the Hyde Park Neighborhood District, including providing density controls that protect established residential areas and direct growth to areas where it can be accommodated; retaining and developing affordable, moderate income, and market rate housing; promoting the viable neighborhood economy; preserving, maintaining and creating open space.
Local Industrial (LI) Subdistrict	Article 69	Establishes local industrial subdistricts within the Hyde Park Neighborhood District to encourage the preservation of the existing manufacturing and industrial base while preserving the quality of life of surrounding neighborhoods.
Greenbelt Protection Overlay District	Article 69	Protects vegetation and open space along the City's Greenbelt Roadways, including the Truman Parkway and Neponset Valley Parkway.
Riverfront Protection Overlay District	Article 69	Preserves and enhances river resources and the natural environment by protecting the supply of vegetation and open space along the City's waterways. Encompasses land within 200 feet of the centerline of the waterway.

7. Ongoing and Proposed Development Activity

Section 7 provides an overview of ongoing and proposed developments in the vicinity of the SSX project. Pursuant to Article 80 of the Boston Zoning Code, "Development Review and Approval," BRA is charged with reviewing the design of real estate developments and their effect on the surrounding community and the City as a whole, and requiring appropriate conditions for approval of such projects. The BRA maintains a database of projects in the City of Boston which are subject to Article 80 review.

7.1. Development Projects in the South Station Vicinity

Table 7 lists proposed and ongoing BRA Article 80 development projects located in the vicinity of South Station.² As shown in Table 7, over 17.5 million sf of development has recently been completed, is ongoing, or is proposed proximate to the South Station site. Figure 10 presents a map of proposed and ongoing development projects in the vicinity of South Station. Project/development numbers in Table 7 (first column) correspond to project/development numbers in Figure 10.

Currently, the biggest growth area in the City of Boston is the South Boston Waterfront/Innovation District.

²These projects include area-wide developments that were underway, approved, or under BRA review as of October 2012. Land use assumptions for the South Station area were endorsed by the BRA and the Central Transportation Planning Staff (CTPS) for the Boston region. The status of the projects reflects conditions as of August 2014.

Table 7—Development Projects in the South Station Site Vicinity

Project/Developer (Project #, Fig. 3)	Address	Description	Status ^a
Boston			
Millennium Tower and Burnham Building/ Millennium Partners (#1)	426 Washington Street	Mixed-use development of 1,185,000 sf.	In construction
120 Kingston Street/ Hudson Group North America LLC (#2)	120 Kingston Street	Residential development of 332,370 sf.	Construction complete
Hong Lok House/ GBCGAC / Rogerson Communities (#3)	11-31 Essex Street	Residential development of 62,218 sf with 75 elderly-assisted living units.	In construction
Millennium Place/Millennium Partners-Boston (#4)	580 Washington Street	Mixed-use development with 265 residences and 12,000 sf of retail.	In construction
Kensington Place – Hinge Block/ Kensington Investment Company, Inc. (#5)	659-679 Washington Street	Mixed-use residential/retail/office development of 407,000 sf.	Construction complete
45 Stuart Street/Avalon Bay Communities (#6)	45 Stuart Street	Residential development of 390,000 sf.	In construction
Oxford Ping on Affordable Housing Project/Chinese Economic Development Council (#7)	10-12 Oxford Street	Off-site affordable component for the 120 Kingston project, with 48 units of affordable housing (total of 56,400 sf).	In construction
One Greenway/Parcel 24 LLC (#8)	0 Kneeland Street	Mixed-use residential/retail development of 325 units, 5,500 sf retail and 6,000 sf community uses.	In construction
Parcel P-7a/Amherst Media Investors Boston (#9)	240 Tremont Street	Mixed-use residential/retail development of 100,885 sf.	In review
South Station Air Rights/TUDC (#10)	Atlantic Avenue and Summer Street	Mixed-use office, hotel, and research and development, with a total of 1.8 million sf.	BRA Board- approved
South Boston Waterfront			
381 Congress Street/ Berkeley Investments, Inc. (#11)	381 Congress Street	Residential development of 43,700 sf, for 44 units.	Construction complete
316-322 Summer Street/ Lincoln Summer Street Venture, LLC (#12)	31-322 Summer Street	Mixed-use development of 140,000 sf, with office, retail, and restaurant	Construction complete

Project/Developer (Project #, Fig. 3)	Address	Description	Status ^a
Pier 4/ New England Development (#13)	136-46 Northern Avenue	Mixed-use development of 1.0 million sf, with residential hotel, office, retail/restaurant.	In construction
Fan Pier – Vertex/ The Fallon Company (#14)	South Boston Waterfront	Office development of 1 million sf	Construction complete
319 A Street Rear/319 ASR, LLC (#15)	319 A Street Rear	Residential development of 268,500 sf.	Construction complete
368 Congress Street/ Norwich Partners of Boston LLC (#16)	368 Congress Street	Rehabilitation of existing building for 120-room hotel, 6,000 sf retail.	In construction
49-63 Melcher Street/ W2005 BWH II Realty LLC (#17)	49-63 Melcher Street	Mixed-use development of 221,500 sf, with office and ground floor retail.	In construction
Eleven West Broadway/ Eleven West, LLC (#18)	11 West Broadway Street	Mixed-use development, of 64 residential units and 5,000 sf retail.	Construction complete
One Channel Center/ Commonwealth Ventures (#19)	169 A Street	Office development with parking and park, totaling 901,430 sf.	Construction complete
399 Congress Street/ Madison Seaport Holdings, LLC (#20)	399 Congress Street	Residential, retail, and extended stay hotel with 360 residential units, 1,700 sf retail, 28 rooms.	BRA Board-approved
Congress Street Hotel (Waterside Place Phase 1)/ Madison Seaport Holdings, LLC (#21)	505 Congress Street	Development of 372,000 sf, with 235 residential units, and ground floor retail.	Construction complete
Seaport Square – Parcel A/ Norwich Partners of Boston LLC (#22)	Sleeper Street	Hotel with 125 rooms, 81,600 sf.	In construction
Fan Pier/ The Fallon Company (#23)	28-70 Old Northern Avenue	Mixed-use development of 3.3 million sf, with residential, office, hotel, retail, cultural/education.	BRA Board-approved
Seaport Square/MS Boston Seaport (#24)	Seaport Boulevard	Mixed-use development of 6.5 million sf, with residential; office, retail/entertainment, cultural/ educational, hotel.	BRA Board-approved
22-26 West Broadway/ Evergreen Property Group (#25)	22-26 West Broadway Street/South Boston	Mixed-use development of a new, 6-story building with 31 rental units and 3,834 sf of retail space.	In construction
South End			
Ink Block/National Development ^b (#26)	300 Harrison Avenue	Mixed-use development of 548,900 sf.	In construction

Project/Developer (Project #, Fig. 3)	Address	Description	Status ^a
275 Albany Street/BH Normandy 275 LLC ^b (#27)	275 Albany Street	Mixed-use residential, hotel and retail of 330,000 sf.	In construction
Planned Development (not yet under review)			
Boston Convention Center Phase 2 (#28)	South Boston Waterfront	Hotel and retail development of 337,300 sf	Planned
100 Acres Project (remaining build-out) (#29)	South Boston Waterfront	Mixed-use (Residential, Office, Retail/Entertainment, Cultural/Education, Hotel) of 5 million sf and 2,100 residential units	Planned

Source: Boston Redevelopment Authority as of October 2012. <http://www.bostonredevelopmentauthority.org/projects>.

^a Status as of August 2014

^b Project is also located in vicinity of Widett Circle layover facility site

In addition to the projects listed above, the BRA has identified an additional planned development area located in the vicinity of South Station, the South Bay Parcels (#30 on Figure 10). Development of the South Bay Parcels, located in a 20-acre area situated at the intersection of Chinatown, the Leather District, and the South Station/Fort Point Channel area, would add approximately 4 million sf of mixed use development, including 1,500 residential units.

7.2. Development Projects in the Vicinity of Layover Facility Sites

7.2.1. Widett Circle

Table 8 lists proposed and ongoing BRA Article 80 development projects located in the vicinity of Widett Circle. Figure 11 presents a map of proposed and ongoing development projects. Project/development numbers in Table 8 (first column) correspond to project/development numbers in Figure 11.

In addition to the Article 80 development projects listed in Table 8, additional planned development areas located in the vicinity of Widett Circle, described in Section 7.1 in this Technical Report, include the South Bay Parcels (#12 on Figure 11); 100 Acres, remaining build-out (#13 on Figure 11); and Phase II of the Boston Convention Center (#14 on Figure 11).

Table 8—Development Projects in the Widett Circle Vicinity

Project/Developer (Project #, Fig. 10)	Address/ Neighborhood	Description	Status ^a
Ink Block/National Development (#1)	300 Harrison Avenue	Mixed-use development of 548,900 sf with 471 residential units, 85,000 sf retail including supermarket, 411 parking spaces	In construction
One Channel Center/Commonwealth Ventures (#2)	169 A Street	Office development of 525,000 sf, parking garage with 970 spaces and two new open space areas totaling 78,000 sf.	Construction complete
Eleven West Broadway/Eleven West, LLC (#3)	11 West Broadway Street/South Boston	Mixed-use development of 94,644 sf, consisting of 50 residential rental units and 8,000 sf of ground retail.	Construction complete
275 Albany Street/BH Normandy 275 LLC (#4)	275 Albany Street	Redevelopment of the former Teradyne parking lot into a mixed-use development of 330,000 sf with 220 apartments and 325 hotel rooms.	In construction
477-481 Harrison Avenue/The Holland Companies (#5)	477-481 Harrison Avenue/South End	Residential development of 36,700 sf with 18 condominium units and 20 parking spaces.	BRA Board-approved
BioSquare 1/University Associates (#6)	600 Albany Street/South End	Subdivision of parcel to transfer land area to Phase II, reduce parcel to 5.2 acres, delete hotel use (166,000 sf), and add 39,000 sf of office/research space, for a total development of 680,000 sf.	BRA Board-approved
Boston University Medical Center (BUMC) Energy Facility/BU Medical Center (#7)	Albany Street/South End	New Institutional Master Plan to include 48,000 sf energy facility, and plans for new administrative/clinical building and new inpatient building.	BRA Board-approved
BUMC New Ambulatory Care Center (#8)	725 Albany Street/South End	New construction of 245,000 sf facility to allow the relocation and consolidation of outpatient services.	Construction completed
Saint Augustine's at 205 E Street/The Hillery on E, LLC (#9)	205 E Street/South Boston	Conversion of Saint Augustine's school building into 39 residential units, totaling 45,752 sf, and 47 parking spaces.	BRA Board-approved
22-26 West Broadway/Evergreen Property Group (#10)	22-26 West Broadway Street/South Boston	Mixed-use development of a new, 6-story building with 31 rental units and 3,834 sf of retail space.	In construction
501 Dorchester Avenue/Mayo Group (#11)	501 Dorchester Avenue/South Boston	Mixed-use development of 743,655 sf, containing office, residential, retail and parking in 6 buildings.	Letter of Intent submitted

Source: Boston Redevelopment Authority. <http://www.bostonredevelopmentauthority.org/projects>
^a Status as of August 2014

7.2.2. Beacon Park Yard

Table 9 lists BRA Article 80 development projects proposed to be located in the vicinity of Beacon Park Yard. Figure 12 presents a map of proposed development projects in the vicinity of Beacon Park Yard. Project/development numbers in Table 9 (first column) correspond to project/development numbers in Figure 12.

Table 9—Development Projects in the Beacon Park Yard Vicinity

Project/Developer	Address	Description	Status ^a
1047 Commonwealth Avenue/Elan Sassoon (#1)	1047 Commonwealth Avenue	Development of 90,000 sf facility, to include renovating of existing 45,000 sf 2-story retail building and additional new construction of 45,000 sf.	BRA Board-approved
Harvard Institutional Plan/Harvard University (#2)	28 Travis Street	Development of 91,450 sf facility, to include 80,150 sf for fleet management services, support services, and sports renovation.	Construction complete

Source: Boston Redevelopment Authority
^a Status as of August 2014

7.2.3. Readville - Yard 2

There are no BRA Article 80 development projects identified for Hyde Park that are located within the vicinity of Readville – Yard 2.

8. Consistency of SSX Project with Zoning, Land Use Planning, and Public Policy

Section 8 assesses the consistency of the SSX project with current zoning as well as with City-wide and neighborhood planning, policy, and development documents. Local and community planning documents addressing and/or referencing the expansion of South Station date back to 2002.

8.1. South Station Site

Section 8.1.1 provides an overview of the City’s master planning process for the South Station area, including coordination with the SSX project. Sections 8.1.2 through 8.1.5 present summaries of key planning and community development documents applicable to the immediate vicinity of South Station, including the Fort Point Channel Watersheet Activation Plan, the Fort Point District 100 Acres Master Plan, the South Bay Planning Study, and the Chinatown Master Plan. These address both the important role of South Station as a transportation hub and the need for the expansion of South Station.

8.1.1. City of Boston Zoning

As described in Section 6.1 of this Technical Report, development of the project site is regulated by Zoning Code Article 40- South Station EDA and Article 27D- Downtown IPOD. The portion of the site currently occupied by the South Station headhouse and bus terminal, as well as a portion of the USPS site, is subject to Article 40. Alternative 2 and Alternative 3 are consistent with two of the goals of the South Station EDA, as they create job opportunities and enhance intermodal transportation capabilities and transit-oriented development. At a maximum height of 290 feet and an FAR of 5.16 under Alternative 3, which is the maximum build alternative, the project is within the height limit of 300 feet and FAR of 12, and is therefore consistent with Article 40.

Article 27D applies to the existing USPS parcel, which is located within the Fort Point Downtown Waterfront Planning Area. Consistent with this article’s maximum allowable building height and FAR under the “enhanced” standard³ of 155 feet and 10, respectively, Alternative 2 includes a maximum

³ The Zoning Board of Appeals, upon request, can grant the enhanced building heights and FARs to those projects that meet specific criteria related to contextual consistency & compatibility and provision of public benefits.

building height of 155 and FAR of 1.92. Alternative 3 would exceed the maximum height limit established by the IPOD.

In addition, the BRA stipulates that approval of a PDA within the Fort Point Downtown Waterfront Planning Area requires the development of a plan for public benefits consistent with the goals of the Fort Point Channel Watersheet Activation Plan and the Fort Point Municipal Harbor Plan (Phases I and II, or amendment thereof). The public benefit plan must provide value to the community, including substantially improving waterfront public facilities and the Harborwalk, providing open space, and enhancing intermodal transportation facilities, among other improvements to the public realm. The proposed expansion of South Station includes such benefits.

8.1.2. South Station Master Plan

At the request of MassDOT, the City of Boston recently initiated a master planning process for the South Station/USPS area. BRA's goals for the Master Plan are to coordinate major public and private planning and development, and prepare a comprehensive, long-range plan for land use, multi-modal transportation, urban design and the public realm. Through the master planning process, BRA seeks to advance development guidelines that support the South Station Master Plan. The master plan will inform the development of an amendment to the Fort Point Downtown Phase II Municipal Harbor Plan (MHP) in conformance with the Public Waterfront Act (Chapter 91), as well as provide zoning recommendations for the South Station site.

The Fort Point Downtown Municipal Harbor Planning Area comprises approximately 37 acres of land and water, and is generally bounded by the old Northern Avenue Bridge to the north, the West Fourth Street Bridge to the south, Fort Point Channel to the east, and Atlantic Avenue and the USPS parcel to the west. Phase I of the Municipal Harbor Plan (MHP) was specific to the property at 500 Atlantic Avenue and was approved by the Secretary of EEA in October 2002 and renewed in February 2013. Phase II approval was granted in March 2004 and was specific to Atlantic Wharf only. At that time, the Secretary of EEA deferred approval of the Phase II planning area south of Summer Street, which includes the USPS parcel, pending the City's completion of a master planning effort for the South Station area.

Alternative 1 would not require any regulatory modifications that could be available through the MHP process, as the South Station expansion and development would be consistent with Chapter 91 standards for nonwater-dependent infrastructure facilities and city zoning requirements. In Alternative 2, future private development would be consistent with the existing Chapter 91 regulations regarding building set-back and height requirements relative to the mean high water mark. In Alternative 3, future private development would not be consistent with existing Chapter 91 regulations regarding building set-back and height requirements, and would require an amendment to the Fort Point Downtown MHP (Phase II). Pending the decisions of the City of Boston's master planning process for the South Station site, Alternative 2 also could require an amendment to Fort Point Downtown Waterfront MHP.

The City's MHP master planning process and MassDOT's SSX project DEIR planning process are occurring in the same general time frame with opportunities for coordination. Although the SSX project conceptual plans for joint/private development at South Station will be developed prior to the completion of the City's master planning process, it is anticipated that the SSX project Build Alternatives would be consistent with the City's South Station Master Plan, as MassDOT would continue to coordinate with BRA regarding recommendations for amendments to and refinement of existing zoning, including development of the MHP amendment.

8.1.3. Fort Point Channel Watersheet Activation Plan

The *Fort Point Channel Watersheet Activation Plan* was prepared in May 2002 by BRA, in partnership with the Fort Point Channel Abutters Group and the Fort Point Channel Working Group. The *Plan* outlines a planning process for preservation and development of Fort Point Channel, including water-based (the watersheet) and waterside uses. There are three distinct sections of the Fort Point Channel waterway: Hub of the Channel, extending from Boston Harbor to the Summer Street Bridge; Seawall Basin, extending from the Summer Street Bridge to the Dorchester Avenue Bridge, and including South Station (2,500 feet); and South Bay Urban Industrial Wild, extending south from the Dorchester Avenue Bridge to the West Fourth Street Bridge. Four requirements to preserve/develop Fort Point Channel are as follows: public access must be provided to the channel's edges; public access to the watersheet must be provided; public use of the watersheet must be encouraged; protection of water-dependent uses must be accomplished. Appendices to the *Watersheet Activation Plan* include a preliminary assessment of water quality constraints, and a preliminary assessment of the regulatory program requirements.

Regulatory enforcement of the *Fort Point Channel Watersheet Activation Plan* is established through a Memorandum of Understanding (MOU) finalized January 30, 2012 by and between BRA, the Massachusetts Executive Office of Energy and Environmental Affairs (EEA), and the Fort Point Channel Abutters' Group. The MOU established the Fort Point Channel Operations Board (FPCOB) to oversee operations and expenditures from legally established funds or escrow accounts created for planning, programming, designing, constructing, and maintaining open space and watersheet activation elements of the *Fort Point Channel Watersheet Activation Plan*, as required by the *Fort Point Downtown Municipal Harbor Plan*, the *South Boston Waterfront District Municipal Harbor Plan*, and as may be governed by future municipal harbor plans and Chapter 91 licenses governing development in Fort Point Channel.

The SSX project, which would redevelop the USPS property and reconfigure Dorchester Avenue for station, property, and public access, is consistent with the *Fort Point Channel Watersheet Activation Plan*. One of the nine goals of the *Watersheet Activation Plan* is as follows: "To enhance the civic role of the Channel in connecting to other public venues, such as ...South Station." The Plan cites a number of opportunities to enhance Fort Point Channel through the redevelopment of the USPS property, including strengthening pedestrian links between South Station and the channel; creating a major interior public space that is accessible from the channel; and incorporating public spaces in the Harborwalk to add to the amenity of the channel.

8.1.4. The Fort Point District 100 Acres Master Plan

The *Fort Point District 100 Acres Master Plan* was prepared in September 2006 by BRA with the Fort Point Channel Working Group. The 100 Acres is the southwestern portion of the South Boston Waterfront, bounded by Fort Point Channel and Dorchester Avenue to the west, Summer Street to the north, the South Boston Bypass Road/Haul Road to the east, and West First Street and West Second Street to the south. The plan provides a framework for development of 35 acres of surface parking lots, located around the Proctor & Gamble/Gillette plant, the USPS facility, and Fort Point historic structures. The *100 Acres Master Plan* follows the planning principles set forth in the *Seaport Public Realm Plan* (1999) and the *Boston Municipal Harbor Plan* (2000). The BRA-commissioned transportation analysis conducted for the *100 Acres Master Plan* transportation strategy incorporates, as a baseline condition, the expansion of South Station (with four additional tracks and associated platforms on the USPS site, per a July 21, 2000 agreement between EOTC and USPS).

According to the *Fort Point District 100 Acres Master Plan*, the SSX project is a key component of the continued development of the South Boston Waterfront District. Transportation analysis conducted for the *100 Acres Master Plan* indicates that by about 2025, additional transit capacity is required to support

the continued build-out of the whole South Boston Waterfront District. By 2025, the total build-out is projected to be approximately 31 million sf, and the Silver Line is projected to be at capacity. The South Boston Transportation Study (Boston Transportation Department, 2000) and the *100 Acres Master Plan* transportation analysis conclude that without new infrastructure investments, such as additional tracks at South Station, only two-thirds of the proposed full build-out for the entire South Boston Waterfront should be allowed (31 million sf out of 39 million sf of gross floor area of new development, as proposed in the *South Boston Seaport Public Realm Plan*). Within its portion of the South Boston Waterfront, the *100 Acres Master Plan* authorizes the build-out of approximately 70% of its total build-out of 5.9 million sf, or 4.1 million sf, of new development. Development over that amount should only proceed if 1) actual parcel densities are lower than densities assumed in the *Master Plan* transportation analysis; 2) significant improvements are made to the area-wide transportation infrastructure; or 3) BRA/BTD-approved transportation analysis indicates that improvements are not necessary.

8.1.5. South Bay Planning Study

The South Bay Study Area is situated as the intersection of three sections of Boston's downtown: Chinatown, the Leather District, and the South Station/Fort Point Channel area. It consists of a 20-acre area of terra firma parcels and air rights. It is bounded by Kneeland Street on the north, Albany Street on the west, the Massachusetts Turnpike I-90 mainline on the south, and the I-93 northbound mainline of the east. The eastern third of the area lies within the South Station EDA (Article 40). MassDOT (formerly the Massachusetts Turnpike Authority) is the principal land and air rights owner.

The South Bay Planning Study, Phase I Report, was prepared by BRA and the Massachusetts Turnpike Authority, in cooperation with the South Bay Planning Study Task Force, in September 2004. The vision for the plan is to create a new mixed-use district and to generate economic vitality and housing for the city. Developing South Bay is a challenge due to the complexities of the air rights parcels and the "no access" interstate exchange ramp system. In 2007, in response to the *South Bay Planning Study*, the Chinatown Gateway Coalition led a planning charrette to create a vision for community economic development and affordable housing. Since that time, Parcel 24 on Hudson Street has been approved for a 345-unit housing development. Other opportunities for development include the remaining terra firma parcels along Kneeland Street, consisting of Parcels 25, 26A, and 26B.

The South Bay Planning Study recommends the following actions which are related to South Station and the SSX project:

- Maximize the connection between South Bay and South Station: investigate direct pedestrian connections to the southern end of the facility, and investigate shuttle and other transit services via the South Station connector or possibly other routes; and
- Encourage bike usage with connections to the city's bike trails, routes and infrastructure for bike commuting (bike boxes, bike stands.)

The SSX project is consistent with the *South Bay Planning Study*. As design of the South Station terminal expansion advances, MassDOT would investigate opportunities to provide connections to the South Bay area. Additionally, the SSX project plans include a cycle track and expansion of the bicycle facilities at the station.

8.1.6. Chinatown Master Plan 2010: Community Vision for the Future

Chinatown Master Plan 2010: Community Vision for the Future was prepared in December 2010 by the Chinatown Master Plan 2010 Oversight Committee. Chinatown consists of approximately 137 acres, bordered by Essex Street to the north, Surface Artery/I-93 to the east, Marginal Road to the south, and

Washington/Tremont Street to the west. The study area for the *Master Plan* overlaps with the South Station Economic Development Area (EDA). Master Plan 2010 references the goals established in the first master plan, *Chinatown Community Plan 1990: A Plan to Manage Growth*, to measure the community's progress in the last decade.

Both master plans cite the importance of a connection to South Station and the South Station EDA. The first master plan, *Chinatown Community Plan 1990*, stated as one of its five goals the need to support Chinatown's future growth by building land bridges at the Hinge Block, the Chinatown Gateway area, and the Turnpike Air-Rights area, which connect Chinatown with the Midtown Cultural District, the South Station EDA, and the South End. *Chinatown Master Plan 2010* identifies Essex/Boylston Street as a major connector between Chinatown and other districts, specifically South Station. Recommendations for improvements to the Essex/Boylston Street corridor include: upgrades to the Phillips Square Plaza, upgrades to the China Trade Center plaza, and installation of wayfinding signs and maps. *The Plan* also recommends coordinating with BRA and MassDOT to phase the development of South Bay with a priority on developing the terra firma Parcels 25, 26A, and 26B located along Kneeland Street.

The SSX project is consistent with the master plans for Chinatown. The SSX project would restore public access to South Station via Dorchester Avenue, and would include an enhanced pedestrian and community environment. As design of the South Station terminal expansion advances, MassDOT would investigate opportunities to provide connections between the Chinatown community and Fort Point Channel.

8.2. Layover Facility Sites

8.2.1. Widett Circle

Article 8 is the City of Boston zoning document that addresses industrial zoning in the city, and it represents the most recent public policy document for the development of the Widett Circle site for layover facilities. The location of layover facilities at the Widett Circle site would maintain the existing industrial use and would be consistent with current zoning. A storage yard accessory to a railroad operation is an allowed use within the I-2 District, provided that the yard is located at least 150 feet from every residential use. The nearest residential land use in the South End is located approximately 934 feet from Widett Circle site boundary. The nearest residential land use in South Boston is located approximately 707 feet from the Widett Circle site boundary. None of the proposed residential projects identified in Table 8 would be located within 150 feet of Widett Circle.

8.2.2. Beacon Park Yard

Article 51 is the City of Boston zoning document that addresses the Allston Landing South EDA. It represents the most recent public policy document for the redevelopment/expansion of Beacon Park Yard. The location of layover facilities at Beacon Park Yard would maintain the existing industrial use and would be consistent with current zoning. A rail freight terminal and accessory railroad storage yard are approved uses without restrictions within the Allston Landing South EDA.

Both of the projects proposed for development in the Beacon Park Yard study area, as listed in Table 9, would be located approximately one-quarter mile from the Beacon Park Yard site. Neither project would be impacted by SSX project activities at Beacon Park Yard. Another project impacting the study area is the I-90 Allston Interchange project, which includes the Beacon Park Yard rail site. The Interchange project is examining how to best realign the transportation assets in this area while also addressing significant structural needs; highway operational changes (the introduction of All-Electronic Tolling); the construction of a commuter rail station; and the introduction of significant off-road multimodal

connections throughout the area. MassDOT has determined that it is appropriate to consider these potential transportation changes under a single environmental review process. Therefore, MassDOT plans to continue environmental review of the Beacon Park Yard site as a layover facility as part of the I-90 Allston Interchange project's environmental review. An ENF for that project is anticipated to be filed with the Secretary of EEA in late 2014 concurrent with this DEIR.

8.2.3. Readville – Yard 2

Article 69 is the City of Boston zoning document that addresses the Hyde Park Neighborhood District. It represents the most recent public policy document for the expansion of Readville – Yard 2. The location of layover facilities at Readville - Yard 2 would maintain the existing industrial use and would be consistent with current zoning. An accessory railroad storage yard is an allowable use within the LI-1 Subdistrict. Due to the proposed location of the SSX project activities within and abutting other districts, Article 69 stipulates special site requirements.

As shown in Figure 5, the northern-most portion of the layover yard footprint is located within the Neponset River Riverfront Protection Overlay District (RPOD). The RPOD encompasses land within 200 feet of the centerline of the waterway (Neponset River).

The southern boundary of the Readville –Yard 2 layover facility site is in close proximity to a single-family residential district (1F-6000 Subdistrict, at Wolcott Court). Article 69 directs that where any lot line of a proposed project in a Local Industrial District abuts a Residential Subdistrict or Use, the project is required to provide a maintain a minimum five-foot wide vegetative planting strip along the inside of a solid wall or fence that is at least 60% opaque. Additional, similar screening applies to parking, loading, storage, and ground-mounted equipment areas located in a Local Industrial District abutting a Residential Subdistrict or Use. Additional Article 69 requirements include a minimum rear yard setback of 20 feet where the lot abuts a residential district.

9. Figures

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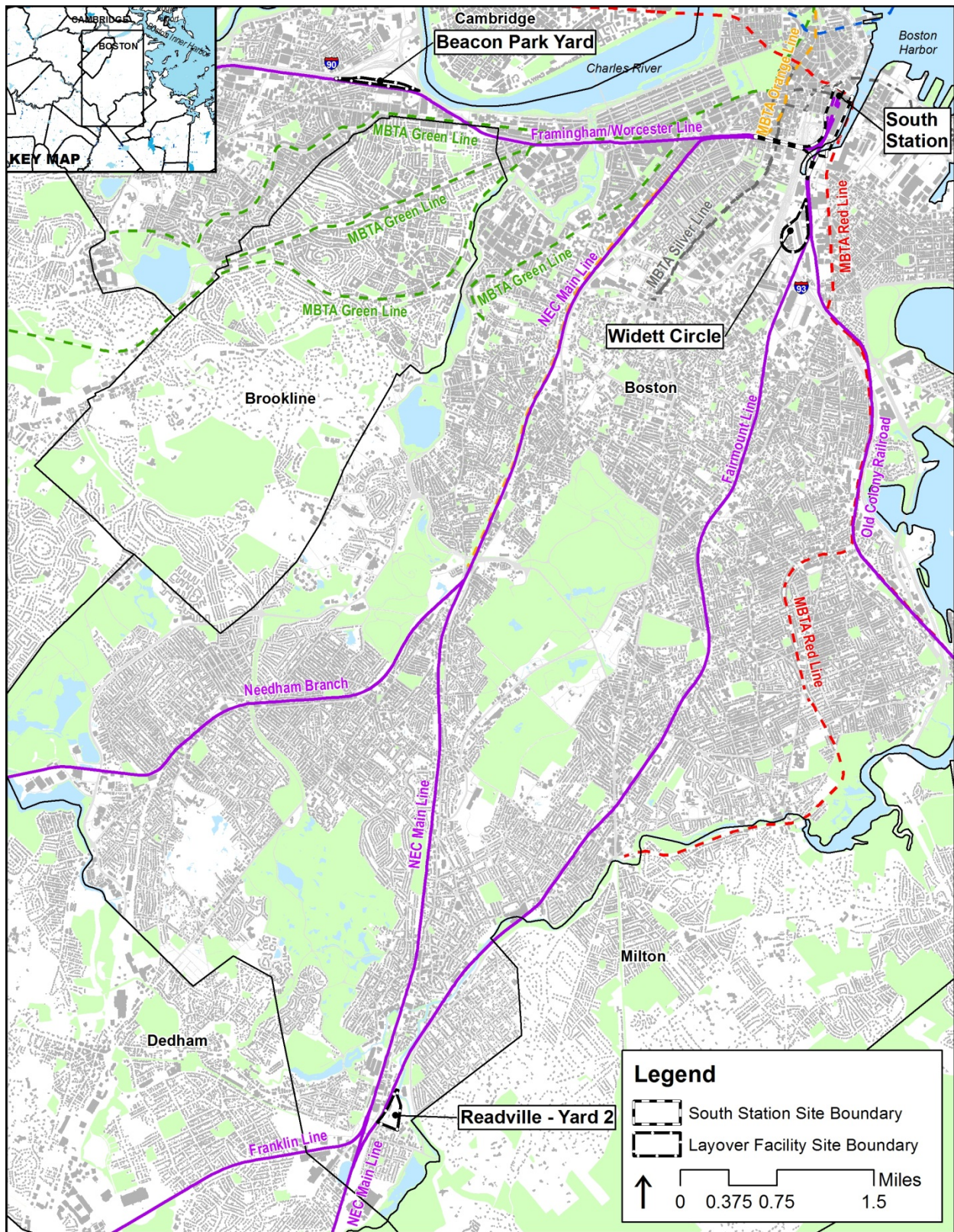


Figure 1—South Station Expansion Project Site Boundaries

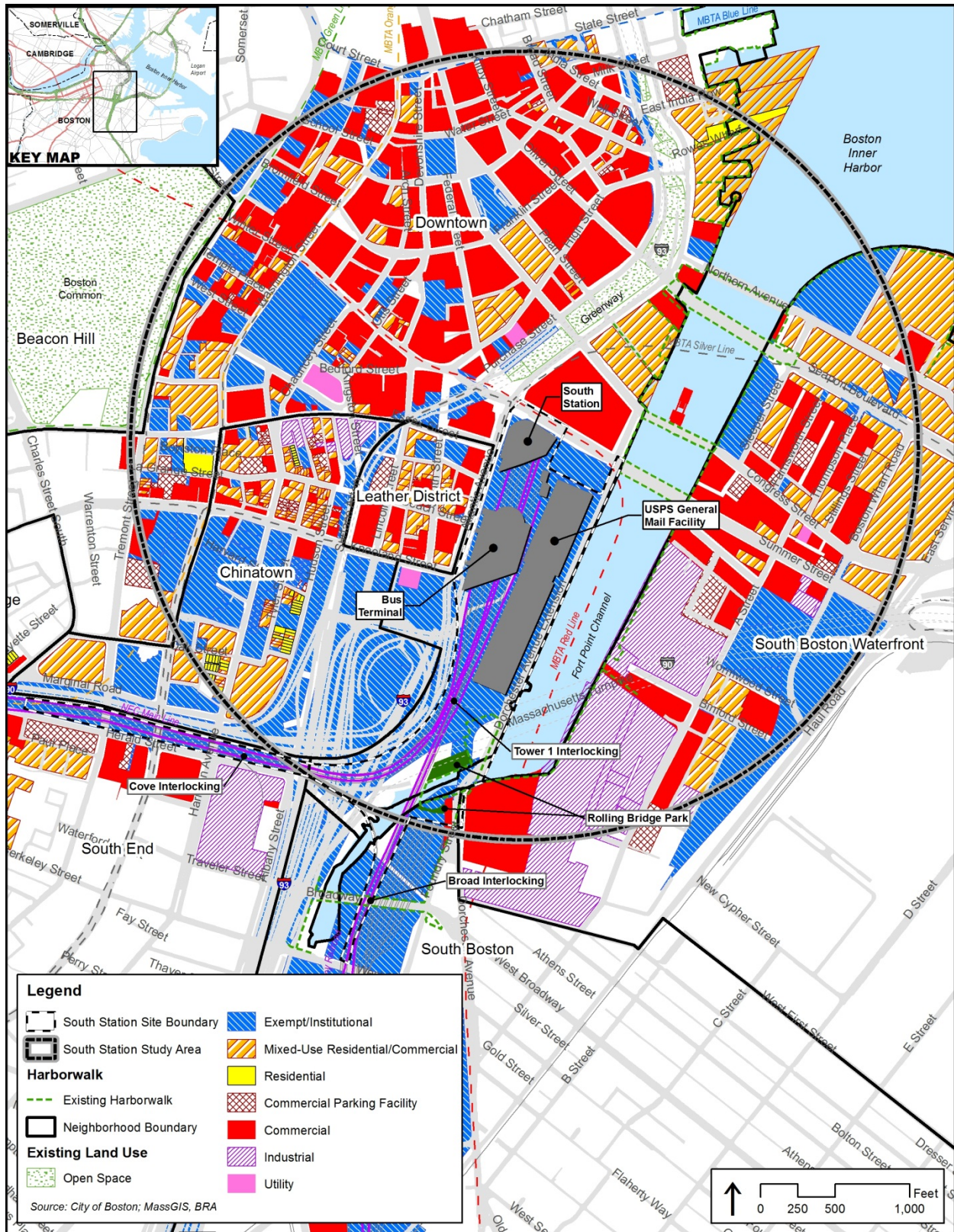
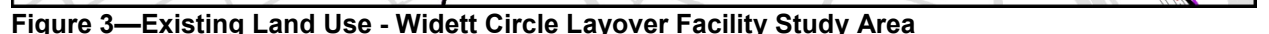


Figure 2—Existing Land Use - South Station Study Area



9. *Journal of the American Medical Association*, 2000; 284: 2689-2695.

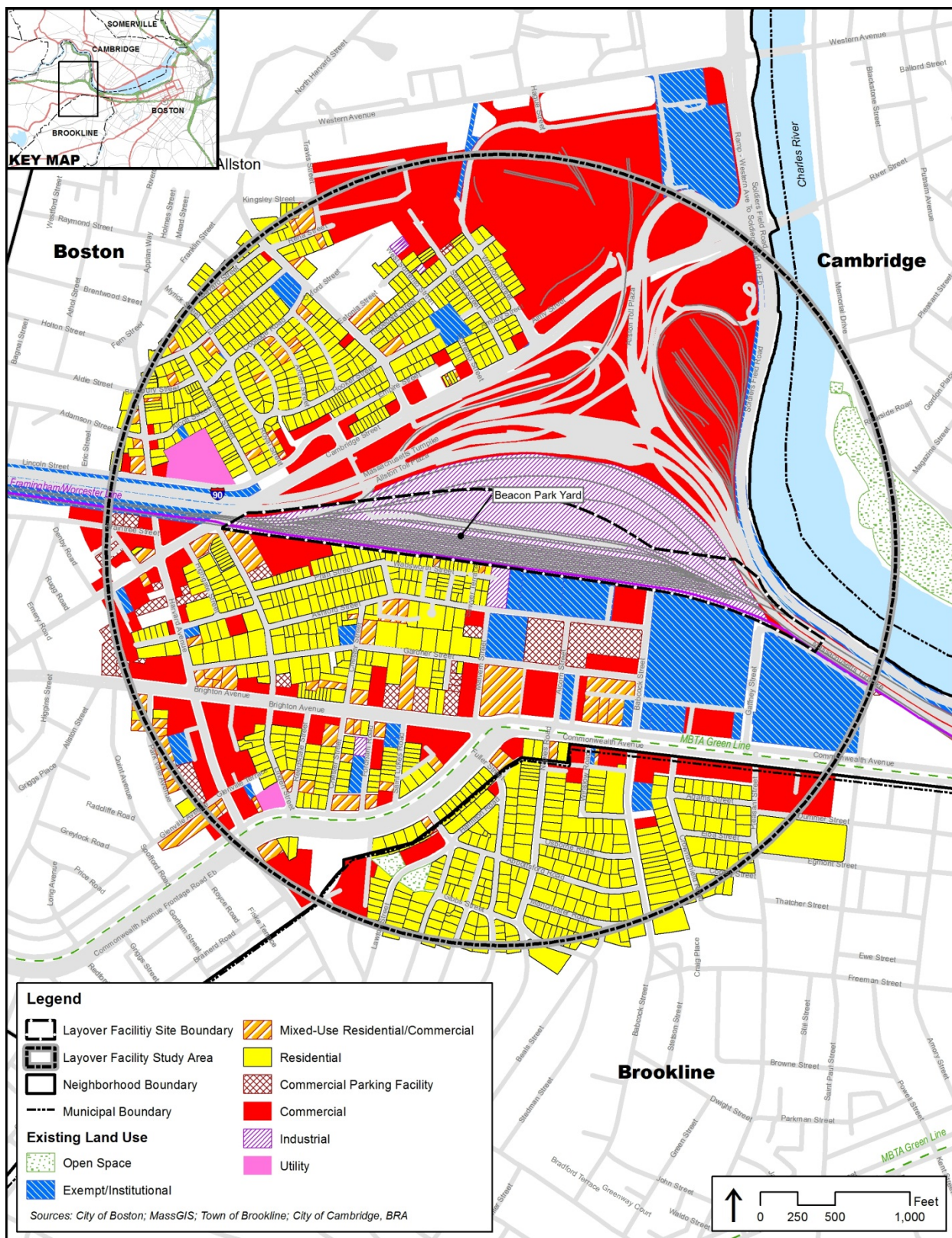
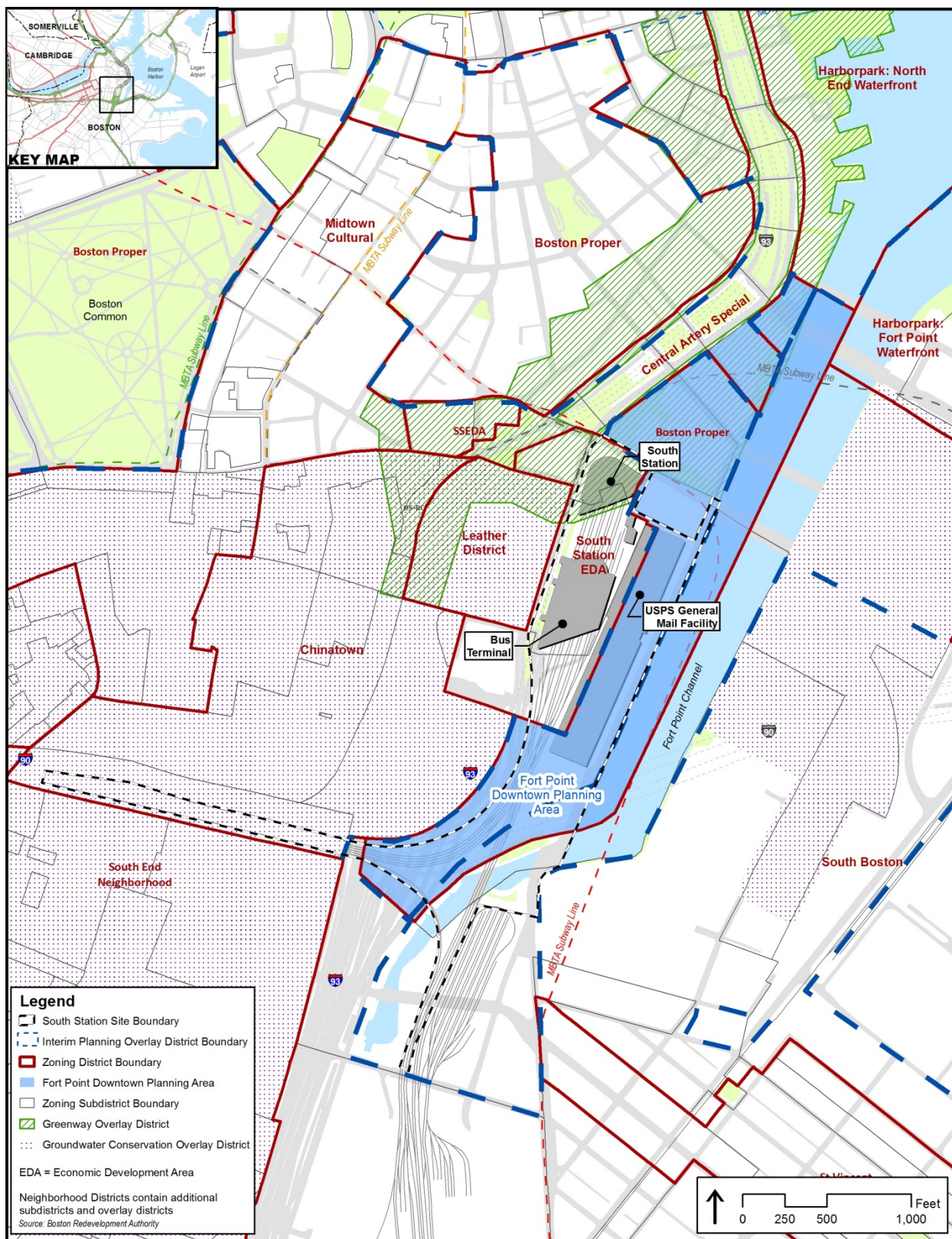


Figure 4—Existing Land Use - Beacon Park Yard Layover Facility Study Area





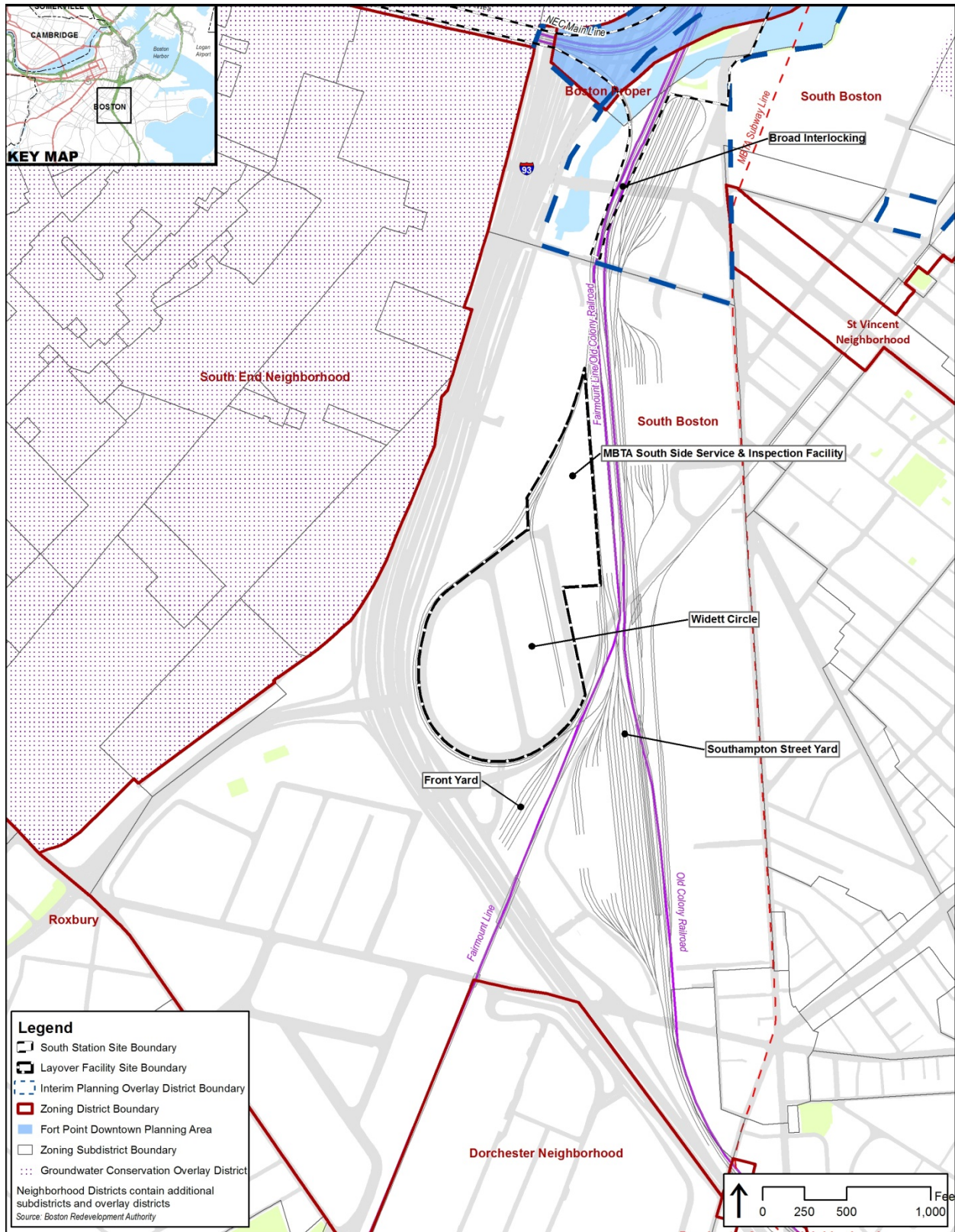


Figure 7—Existing Zoning - Widett Circle Site and Vicinity

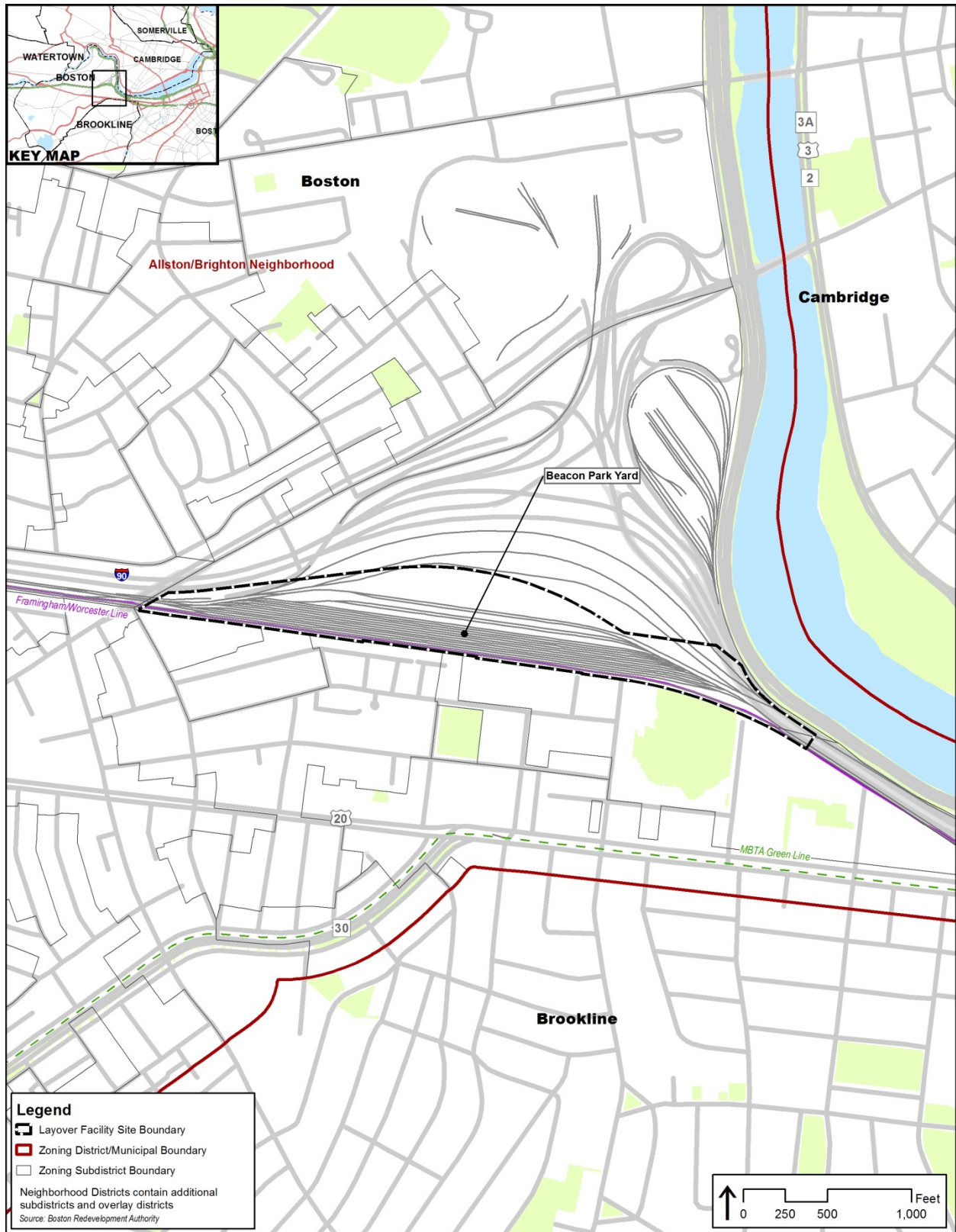


Figure 8—Existing Zoning - Beacon Park Yard Site and Vicinity

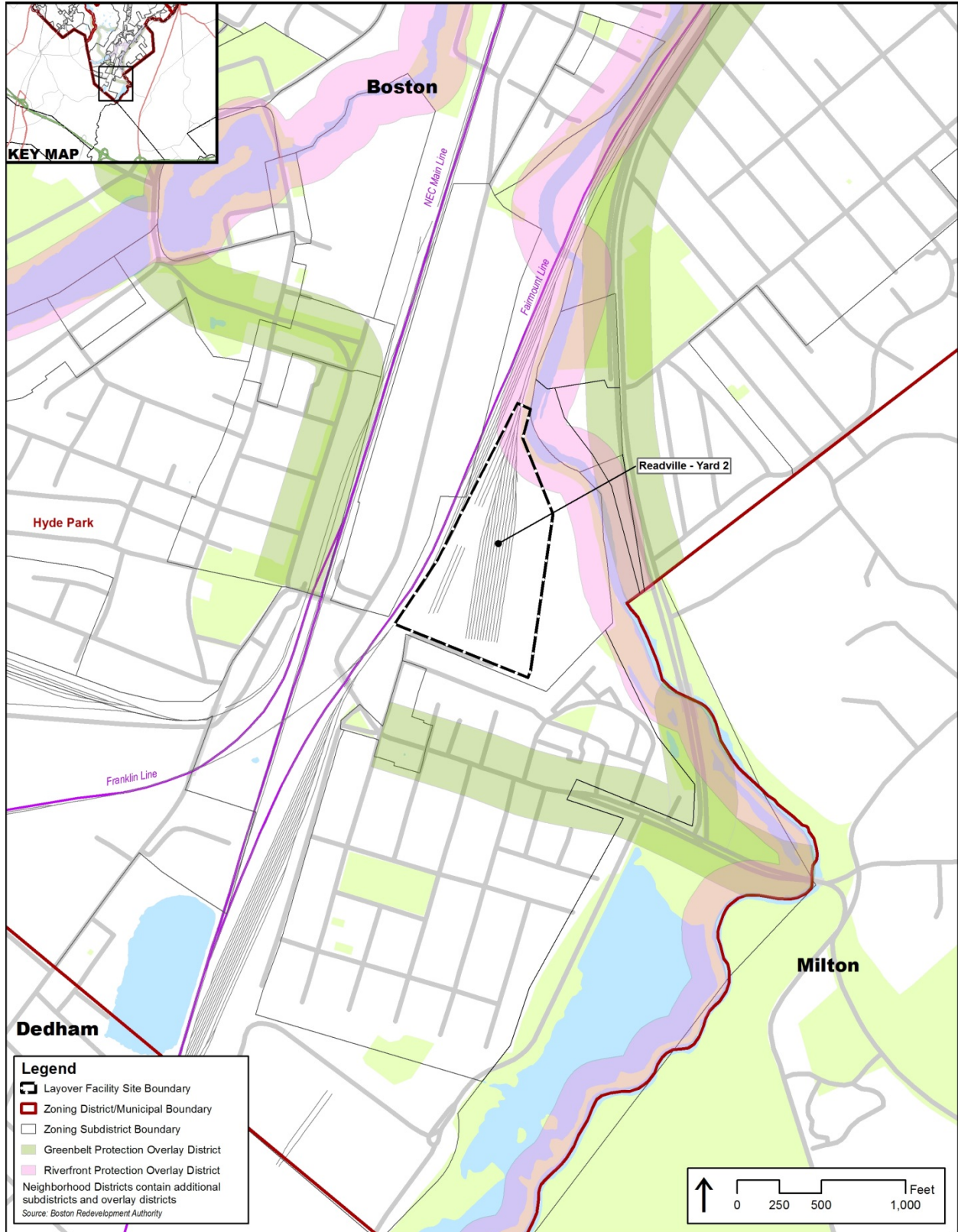


Figure 9—Existing Zoning - Readville - Yard 2 Site and Vicinity

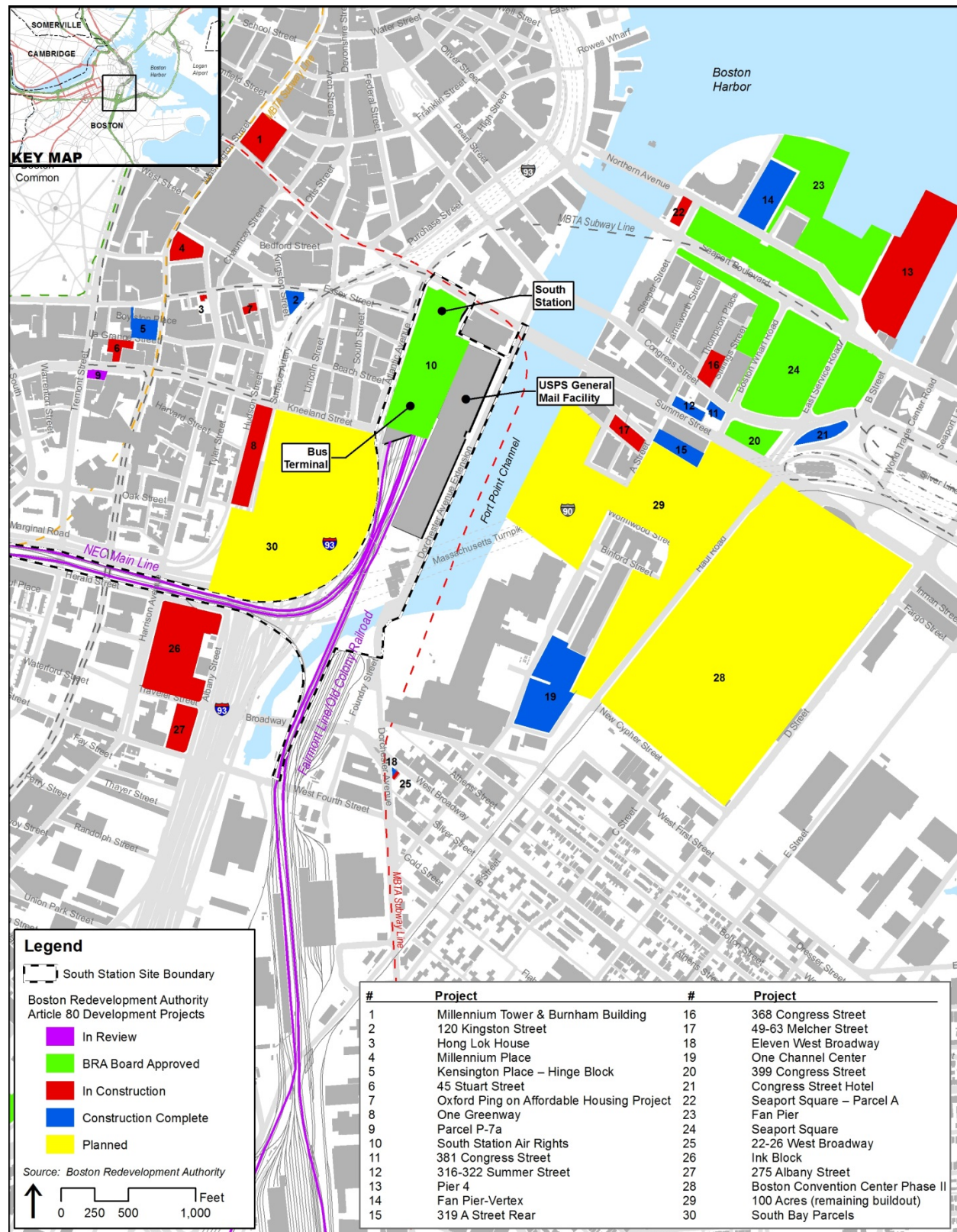


Figure 10—Development Projects in the South Station Site Vicinity

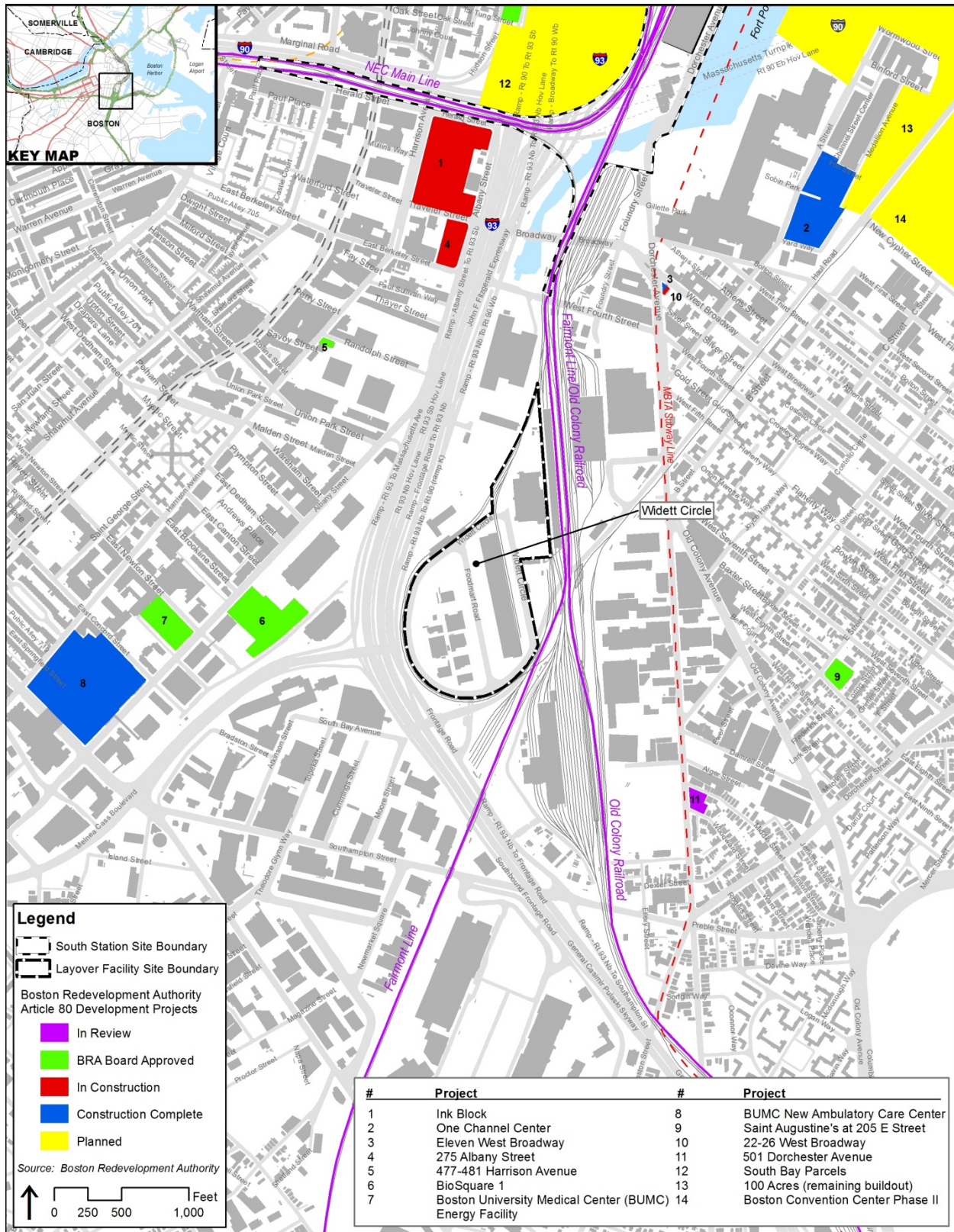


Figure 11—Development Projects in the Widett Circle Site Vicinity

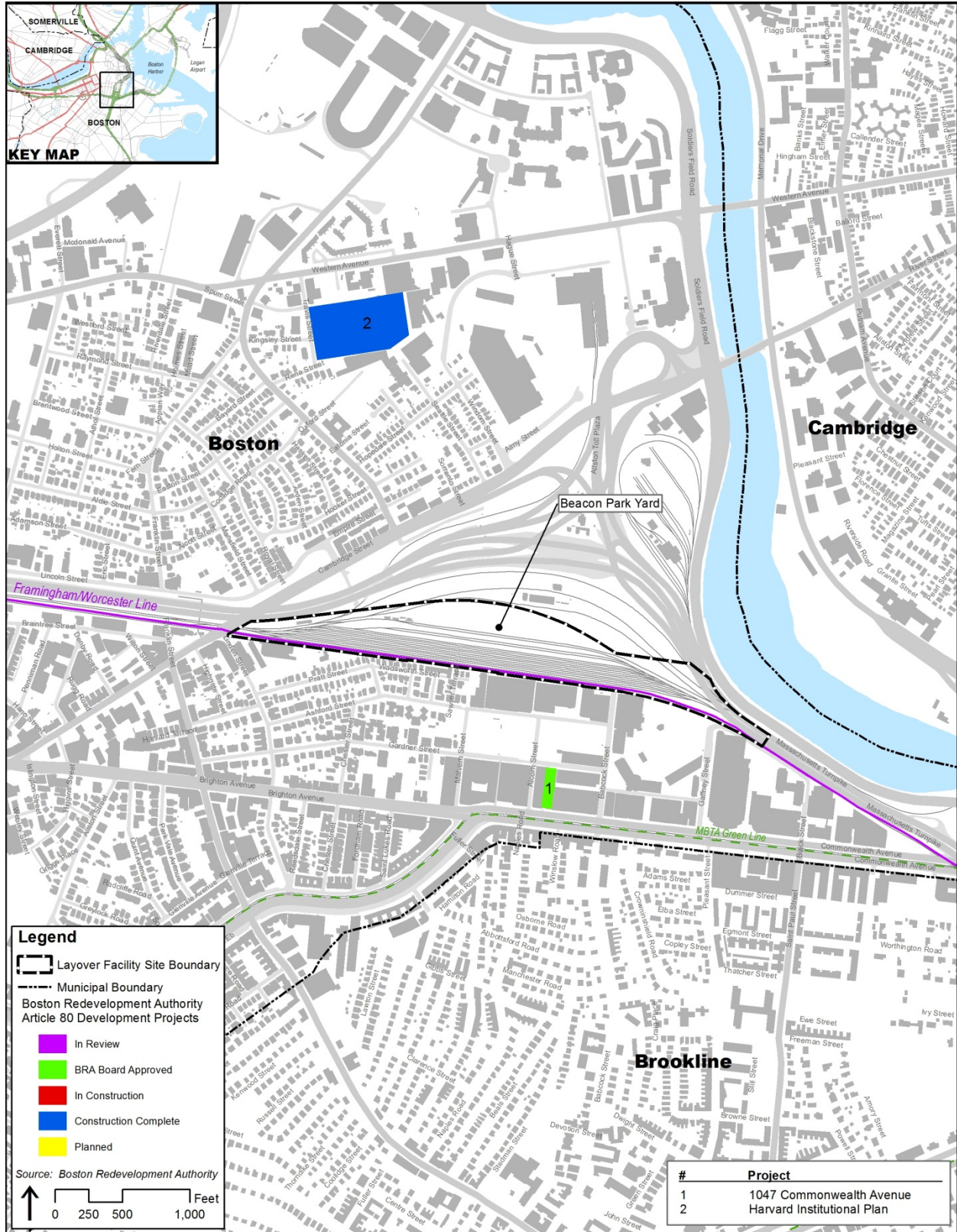


Figure 12—Development Projects in the Beacon Park Yard Site Vicinity