



Attachment B

Figures

List of Figures

Figure 1, Sheet 1: Site Location Map – USGS Boston South Quad. Figure 1, Sheet 1 shows the major project elements on the USGS Boston South Quad map: South Station, the USPS General Mail Facility, the Bus Terminal and the BTD Tow Lot Layover Alternative site. This figure presents coordinates for the South Station and the alternative layover site. South Station is located at latitude 42 degrees north, 12 minutes, and 7.35 seconds and longitude 71 degrees west, 3 minutes, and 18.77 seconds. The BTD Tow Lot is located at latitude 42 degrees north, 20 minutes, and 19.21 seconds, and longitude 71 degrees west, 3 minutes, and 46.21 seconds.

Figure 1, Sheet 2: Site Location Map – USGS Newton and Boston South Quad. Figure 1, Sheet 2 shows the major project elements on the USGS Newton Boston South Quad map: the Beacon Park Yard Layover Alternative site. This figure presents coordinates for the Beacon Park Yard Alternative Layover site, which is located at latitude 42 degrees north 21 minutes and 19.85 seconds, and longitude 71 degrees west, 7 minutes and 27.84 minutes.

Figure 1, Sheet 3: Site Location Map – USGS Norwood Quad. Figure 1, Sheet 3 shows the major project elements on the USGS Norwood Quad map: the Readville Yard 2 Alternative Layover site. This figure presents coordinates for the Readville Yard 2 Alternative Layover site, which is located at latitude 42 degrees north 14 minutes and 16.818 seconds, and longitude 71 degrees west, 7 minutes and 53.508 minutes.

Figure 2, Sheet 1: Existing Major Transportation Facilities Map – South Station and BTD Tow Lot Layover Facility Vicinity. Figure 2, Sheet 1 shows the major transportation facilities, including the Northeast Corridor Main Line, which extends west of the site, adjacent to and south of the Massachusetts Turnpike (I-90), and the Fairmont Line/Old Colony Railroad, which extends south of the site and east of the Central Artery (I-93). The figure also shows the MBTA subway lines directly serving South Station, which are the Red Line and the Silver Line.

Figure 2, Sheet 2: Existing Major Transportation Facilities Map – Beacon Park Yard Layover Facility Vicinity. Figure 2, Sheet 2 shows the major transportation facilities which extend along the north side of the Beacon Park Yard Alternative Layover site: the Massachusetts Turnpike (I-90), including the Allston Toll Plaza, and Soldiers Field Road to the east. The Framingham/Worcester commuter rail line also extends along the south side of the Beacon Park Yard Alternative Layover site.

Figure 2, Sheet 3: Existing Major Transportation Facilities Map, Readville Yard 2 Layover Facility Vicinity. Figure 2, Sheet 3 shows the major transportation facilities in the vicinity of the Readville Yard 2 Alternative Layover, which extends to the east of the MBTA Fairmont Line north of where it rejoins with the Northeast Corridor Main Line. The Readville Station is also south of the yard area.

Figure 3, Sheet 1: Historical Resources Map – South Station and BTD Tow Lot Layover Facility Vicinity. Figure 3, Sheet 1 shows the National Register-listed South Station headhouse and the adjoining Leather District and Fort Point Channel District. The USPS general mail facility and the Stone and Webster Building are listed on the Inventory of Historic and Archaeological Assets of the Commonwealth.

Figure 3, Sheet 2: Historical Resources Map – Beacon Park Yard Layover Facility Vicinity. Figure 3, Sheet 2 shows the National Register-listed Charles River Basin and the Harvard Avenue Historic District in the vicinity of the Beacon Yard Alternative Layover site, as well as several properties listed on the Inventory of Historic and Archaeological Assets of the Commonwealth: the Henry W. Longfellow House, the Ashford Street area, the Boston University Physical Plant Building, and the Boston University Athletics Department Building.

Figure 3, Sheet 3: Historical Resources Map – Readville Yard 2 Layover Facility Vicinity. Figure 3, Sheet 3 shows that the Readville Yard 2 Alternative Layover site is encompassed by the Readville Industrial area, which is listed on the Inventory of Historic and Archaeological Assets of the Commonwealth. The site is also in the vicinity of the National Register-listed Neponset Valley Parkway.

Figure 4, Sheet 1: Environmental Resources and Constraints Map – South Station Vicinity. Figure 4, Sheet 1 shows wetlands, floodplains, the City of Boston Groundwater Conservation Overlay District, and identified potential hazardous materials sites in the vicinity of South Station. This figure shows estuarine and marine deepwater and 100-year floodplain along Fort Point Channel adjoining South Station to the east, a groundwater conservation overlay district adjoining South Station to the west and overlaying the project site where it extends along the NEC Main Line west of the Cove Interlocking. There is also an underground storage tank and a site with Activity and Use Limitations within the project site, and a 21E site adjoins South Station to the west.

Figure 4, Sheet 2: Environmental Resources and Constraints Map – BTD Tow Lot Layover Facility Vicinity. Figure 4, Sheet 2 shows wetlands, floodplains, the City of Boston Groundwater Conservation Overlay District, and identified potential hazardous materials sites in the vicinity of the BTD Tow Lot Alternative Layover Facility. This figure shows a groundwater conservation overlay district that adjoins the site to the west, and areas west of the site also include an underground storage tank, a 21E site, and a site with Activity and Use Limitations. Estuarine and marine deepwater and 100-year floodplain along Fort Point Channel are situated more than 1,000 feet north of the alternative layover site.

Figure 4, Sheet 3: Environmental Resources and Constraints Map – Beacon Park Yard Layover Facility Area. Figure 4, Sheet 3 shows wetlands, floodplains, the City of Boston Groundwater Conservation Overlay District, and identified potential hazardous materials sites in the vicinity of the Beacon Park Yard Alternative Layover site. This maps shows that the Beacon Park site is within 250 feet of the 100-year flood zone along the Charles River and within approximately 1,000 feet of an underground storage tank and three sites with Activity and Use Limitations.

Figure 4, Sheet 4: Environmental Resources and Constraints Map – Readville Yard 2 Layover Facility Vicinity. The Readville Yard 2 Alternative Layover site adjoins the west side of the Neponset River and is within approximately 500 feet north of the Fowl Meadow and Ponkapoag Bog Area of Critical Environmental Concern. It is also in the general vicinity of several underground storage tank and a site with Activity and Use Limitations to the west.

Figure 5, Sheet 1: Coastal Resources Map – South Station and BTD Tow Lot Layover Facility Vicinity. Figure 5, Sheet 1 shows the location of the coastal zone which envelopes the majority of the South Station project site and the BTD Tow Lot site, and the municipal harbor planning area around South Station, as well as existing mean high water and historic tidelands at both sites.

Figure 5, Sheet 2: Coastal Resources Map – Beacon Park Yard Layover Facility Vicinity. Figure 5, Sheet 2 shows the relationship of the 1894 historic tidelands and ordinary high water mark (2.0 feet NAVD88) along the Charles River to the Beacon Park Yard Alternative Layover Facility. Only the historic mean high water mark along a tributary extends across the eastern portion of Beacon Park Yard, which extends within 200 to 300 feet of the Charles River shoreline. The site is outside the designated coastal zone.

Figure 6, Sheet 1: Historic Shoreline – 1770. Figure 6, Sheet 1 shows the relationship of the 1770 historic tidelands and the existing mean high water mark (at elevation 4.3 feet NAVD 88) to South Station and the BTD Tow Lot Alternative Layover Facility site. South Station adjoins the current mean high water mark at the edge of Fort Point Channel and is located partially within the historic mean low water mark and almost entirely within the historic mean high water mark. The BTD Tow Lot Alternative Layover Facility site is located partially within the historic mean low water mark and entirely within the historic mean high water mark.

Figure 6, Sheet 2: Historic Shoreline – 1846. Figure 6, Sheet 2 shows the relationship of the 1846 historic tidelands and the existing mean high water mark (at elevation 4.3 feet NAVD 88) to South Station and the BTD Tow Lot Alternative Layover Facility site. South Station adjoins the current mean high water mark at the edge of Fort Point Channel and is located partially within the historic mean low water mark and almost entirely within the historic mean high water mark. The BTD Tow Lot Alternative Layover Facility site is located partially within the historic mean low water mark and entirely within the historic mean high water mark.

Figure 6, Sheet 3: Historic Shoreline – 1852. Figure 6, Sheet 3 shows the relationship of the 1852 historic tidelands and the existing mean high water mark (at elevation 4.3 feet NAVD 88) to South Station and the BTD Tow Lot Alternative Layover Facility site. South Station adjoins the current mean high water mark at the edge of Fort Point Channel and is located partially within the historic mean low water mark and almost entirely within the historic mean high water mark. The BTD Tow Lot Alternative Layover Facility site is located partially within the historic mean low water mark and entirely within the historic mean high water mark.

Figure 6, Sheet 4: Historic Shoreline – 1860. Figure 6, Sheet 4 shows the relationship of the 1860 historic tidelands and the existing mean high water mark (at elevation 4.3 feet NAVD 88) to South Station and the BTD Tow Lot Alternative Layover Facility site. South Station adjoins the current mean high water mark at the edge of Fort Point Channel and is located partially within the historic mean low water mark and almost entirely within the historic mean high water mark. The BTD Tow Lot Alternative Layover Facility site is located partially within the historic mean low water mark and entirely within the historic mean high water mark.

Figure 6, Sheet 5: Historic Shoreline – 1894. Figure 6, Sheet 5 shows the relationship of the 1894 historic tidelands and ordinary high water mark (2.0 feet NAVD88) along the Charles River to the Beacon Park Yard Alternative Layover Facility site. Only the historic mean high water mark along a tributary extends across the eastern portion of Beacon Park Yard, which extends within 200 to 300 feet of the Charles River shoreline.

Figure 7, Sheet 1: No Build Alternative. Figure 7, Sheet 1 shows the No Build Alternative, in which South Station would remain as it exists today, and no additional private development beyond the previously approved development would be constructed.

Figure 7, Sheet 2: Alternative 1 – Transportation Improvements Only. Figure 7, Sheet 2 shows Alternative 1, Transportation Improvements Only, which includes demolition of the USPS general mail facility and expansion of South Station including 7 new tracks and new passenger concourse areas for a total 410,000-square-foot facility. Dorchester Avenue would be restored for public use, but no provision for future joint/private development would be made.

Figure 7, Sheet 3: Alternative 2 – Joint/Private Development Minimum Build. Figure 2, Sheet 3 shows a three-dimensional rendering, looking west of Alternative 2, Joint/Private Development Minimum Build. Alternative 2 would incorporate foundations to accommodate future joint/private development that would comply with existing Chapter 91 and Boston Zoning Code requirements and Fort Point Downtown municipal harbor planning area requirements. This would allow for approximately 850,000 square feet of mixed use development, with building heights of up to 12 stories and 50 percent open space.

Figure 7, Sheet 4: South Station Alternative Schematics, Alternative 3 – Joint/Private Development Maximum Build. Figure 7, Sheet 4 shows a three-dimensional rendering, looking west, of Alternative 3, Joint Development Maximum Build. Alternative 3 would incorporate foundations to accommodate the maximum building height allowable under the Federal Aviation Administration's height restrictions for future joint/private development over the proposed reconstructed South Station. This would allow for approximately 2.5 million square feet of mixed use development, with a building height up to 26 stories.

Figure 8, Dorchester Avenue Restoration/Harborwalk Extension Potential Cross-Sections. Figure 8 shows cross-sections for three options to incorporate bicycle access along a publicly accessible Dorchester Avenue that incorporates a new 25-foot wide Harborwalk along Fort Point Channel. All options incorporate two 11-foot travel lanes, and two 8-foot parking lanes, flanked on the west by a 21- to 27-foot sidewalk/storefront zone adjoining South Station. For bicycle access, Cross-section A also incorporates two 5-foot bicycle lanes, Cross-section B includes a 14-foot two-way cycle track along the Harborwalk, and Cross-section C includes two 5-foot bike lanes separated from each parking lane by 3-foot buffers.

Figure 9, Harborwalk at Dorchester Avenue. Figure 9 shows, on the top panel, a photograph of the existing Harborwalk at Dorchester Avenue at the Federal Reserve Bank, looking south. The bottom panels shows a photograph, looking south, of the existing Dorchester Avenue adjoining the USPS general mail facility, which is currently closed to public access.