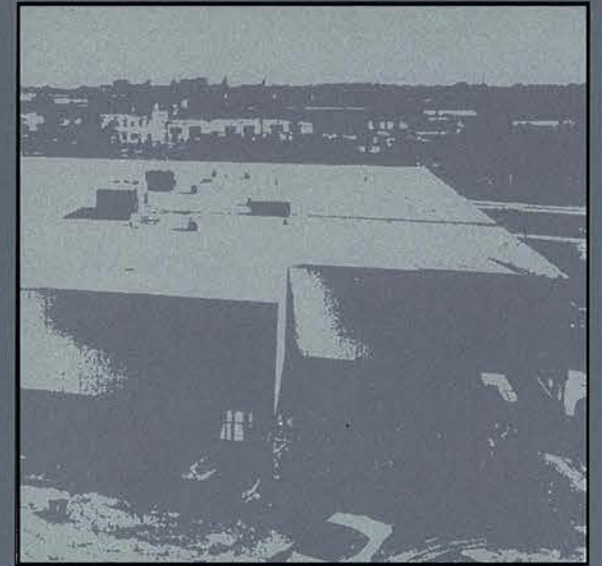
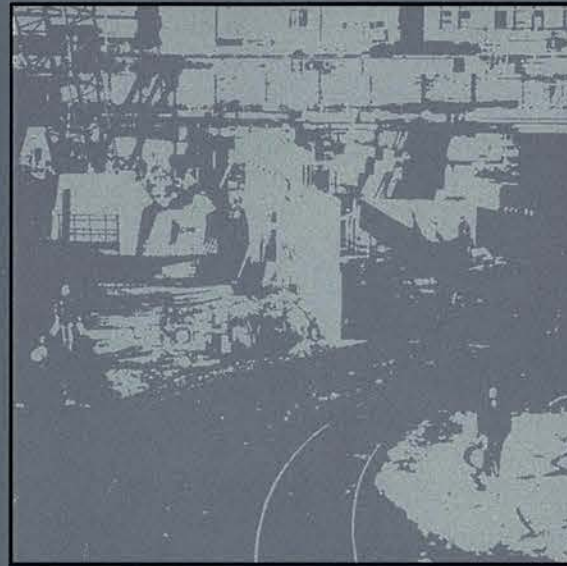
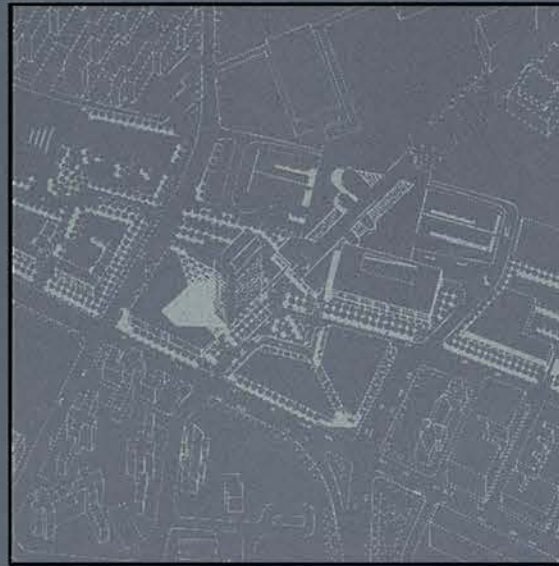
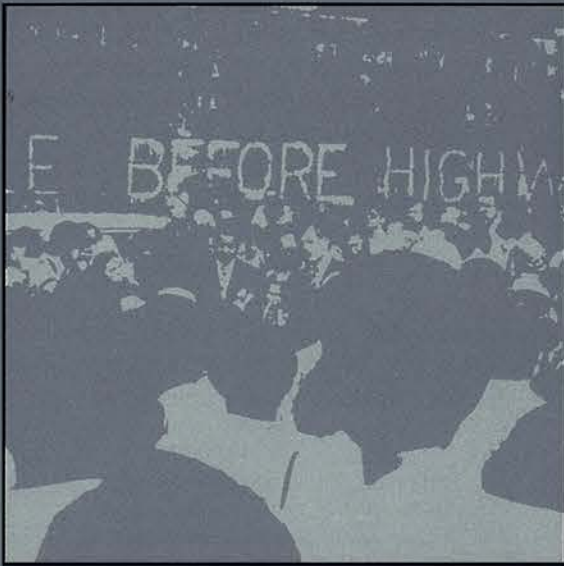


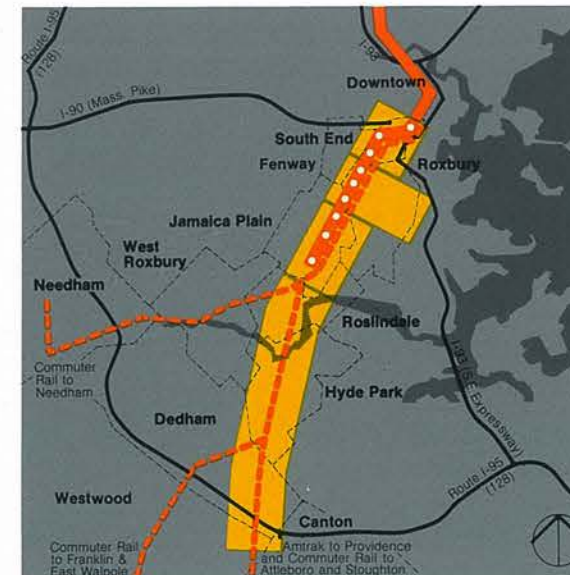
Southwest Corridor Development Plan



Boston, Massachusetts, Fall 1979



1. Aerial view of the Southwest Corridor, looking from Boylston Street in Jamaica Plain toward downtown Boston.



2. Communities served by the Southwest Corridor Project.

Southwest Corridor Development Plan

Southwest Corridor Project
Massachusetts Bay Transportation Authority
Fall 1979

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A Description of the Southwest Corridor

Far bigger than the filling of the Back Bay in the last century, half the size of Franklin Park, eight miles long and as much as half a mile wide, six years in the planning, the redevelopment of the Southwest Corridor is the largest single construction project in the history of Boston. Stretching from the South Cove to Forest Hills, the Southwest Corridor encompasses one-quarter of the City's population and links downtown Boston with seven of its neighborhoods. Undertaken cooperatively by the Federal Government, the Commonwealth of Massachusetts, the Massachusetts Bay Transportation Authority, and the City of Boston, with a strong, productive role played by the neighborhoods involved, the development of the Southwest Corridor is a one billion dollar investment in Boston's future.

Construction in the Corridor will provide work for as many as 18,000 people over a period of five years. The physical rehabilitation of the area will create more than 5,000 permanent new jobs. New housing, three new high schools, and a college, and new recreational facilities will make the Southwest Corridor one of the most vital parts of the City. The Southwest Corridor is not seen as a city unto itself, but rather as a means of reinforcing existing communities. The Corridor's modern transit system will benefit the entire region. The new Orange Line will carry more than 120,000 riders daily. An estimated 20,000 more will use commuter rail and the new high-speed Amtrak trains. Over \$600 million will be spent for transit and railway improvements, new streets, and 23 new bridges — all to be completed by 1985. Former U.S. Secretary of Transporta-

tion, Brock Adams, cited the project as a "shining example of urban initiative."

The Southwest Corridor is a place where things are already happening. On May 26, 1978, the Federal Environmental Impact Statement for the project was approved. On August 11, 1978, the U.S. Department of Transportation committed \$547 million to the Southwest Corridor from the Urban Mass Transportation Administration. Additional funds for the Corridor's development will come from the Commonwealth of Massachusetts, the MBTA, the City of Boston and private investors.

Business and industry are starting to make use of the Corridor's prime location, close to mass transportation, highways and a good labor market. An example is the activity at the CrossTown Industrial Park, on the Corridor's new Crosstown Street, constructed by the Massachusetts Department of Public Works using Federal Highway Administration funds. The Community Development Corporation of Boston and the Boston Economic Development and Industrial Commission, prime movers of the industrial park, anticipate that the Park will bring at least 1,500 jobs to Roxbury and the South End.

This *Southwest Corridor Development Plan* identifies sites and the development choices which public agencies and local residents have selected jointly. This Plan should be viewed as a working document.



3. Governor King begins transit construction in Roxbury and Jamaica Plain; December 4, 1979.



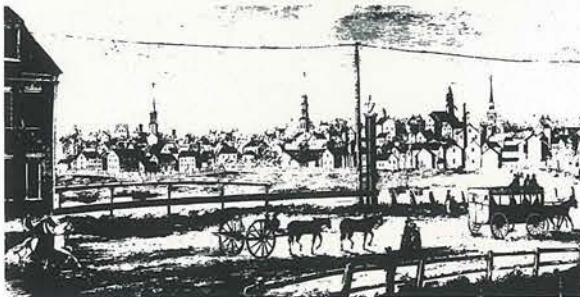
4. "T" gets biggest U.S. Urban Grant.



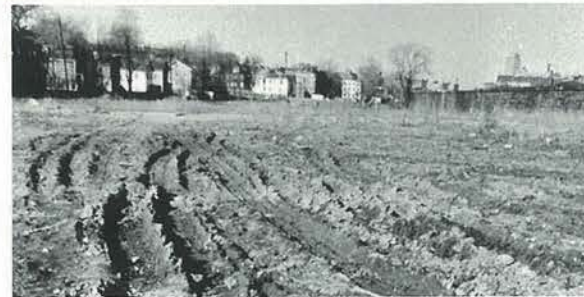
5. Initial phase SWCP construction: South Cove Tunnel.



6. U.S. Senators Edward Kennedy and Edward Brooke announce *Federal* grant on August 11, 1978.



7. Roxbury as seen from Tremont Road in 1853.



8. Land cleared for Interstate Highway 95.

Background of the Southwest Corridor

In 1966, the Massachusetts Department of Public Works began to clear land which had been largely devoted to industrial and commercial uses. This land was to be used for a new expressway, proposed originally in 1948, which was to parallel the then Penn Central right-of-way from Interstate 95 in Canton, through Hyde Park, Roslindale, Jamaica Plain, Roxbury and the South End.

The proposed Southwest Expressway was to join the proposed Inner Belt at Northeastern University and continue across town to the Massachusetts Avenue ramp of the Southeast Expressway. The MBTA's Orange Line was to be relocated in the Expressway's median strip. Existing railroad service was to be moved to the Midland Division of the then Penn Central Railroad, terminating at Boston's South Station.

Because of the serious consequences this and similar highway proposals would have had on city neighborhoods, Governor Francis W. Sargent declared a moratorium on new highway construction within Route 128, in February, 1970. He established the Boston Transportation Planning Review (BTPR) to make a thorough analysis of the region's transportation needs. In November, 1972, after numerous public hearings, the Governor determined that the Southwest Expressway (I-95) should not be built. In July, 1973, with the concurrence of Boston's Mayor Kevin H. White, who also urged the cancellation of I-95, the Governor appointed a Southwest Corridor Development Coordinator who would bring the public agencies together with citizens' groups to organize the development of the Corridor.

The I-95 roadway was officially removed from the Federal Interstate Highway System in June, 1975, by the action of Governor Michael S. Dukakis. Its construction funds were transferred, under the provisions of the 1973 Federal Highway Act, to transit and community development. *This was the first time in the history of the United States that a major expressway had been scrapped and the land and funding converted to other uses.*

On January 6, 1978, ground was broken for the MBTA's \$20 million South Cove Tunnel (innermost segment of the new Orange Line). On December 21, 1977, construction was started on the \$16 million rehabilitation of the old Midland Railroad through Dorchester, which will handle MBTA commuter rail and Amtrak service until the project is completed. More than \$114 million is under contract for design and construction.

Governor Edward J. King has demonstrated a deep personal involvement in the Corridor. He has reinforced the commitment of all state agencies to its rapid completion. On the federal level, House Speaker Thomas P. O'Neill, Jr., U.S. Senators Edward W. Brooke and Edward M. Kennedy and Paul E. Tsongas, and Congressman John Joseph Moakley have been extremely helpful.

Federal, state and local officials, community residents and business people all took part in shaping the future of the Corridor. This unique process of neighborhood participation is set forth formally in the Southwest Corridor Memorandum of Agreement.

The Role of Communities and Government in the Corridor

The Southwest Corridor Memorandum of Agreement is the basis for a rigorous process of community participation. Neighborhood Committees of residents, business people, and representatives of local organizations from the South End, Roxbury, Jamaica Plain, Roslindale and Hyde Park, meeting on a regular basis since 1973, have been involved in all aspects of the project. Three of these Neighborhood Committees, in turn, are divided into "Station Area Task Forces." Approximately 12,000 area residents receive the award-winning bimonthly *Southwest Corridor Project Newsletter*. Under the *Southwest Corridor Educational Training Program*, high school age residents work as interns in project offices to learn fundamentals of architecture and engineering.



9. Forest Hills residents discuss station design.

This high and sustained level of community participation has shaped the Corridor project. Each Station Area Task Force has reviewed the steps leading to the preparation of this *Southwest Corridor Development Plan* and has, over a period of four years, discussed each proposal for the use of the land in its area. This citizen involvement guarantees that decisions reached about the Southwest Corridor advance the goals of the neighborhoods as well as those of government. It insures that the development of each parcel is supported by the people who live there. The Corridor project has also succeeded in its effort to include minority

workers and minority owned consultant and construction firms.

The Commonwealth of Massachusetts, through its Executive Office of Transportation and Construction, is in overall charge of planning and building the Corridor. Direct responsibility for design and construction of transportation facilities lies with the Massachusetts Bay Transportation Authority and the Department of Public Works. Three other state agencies — the Department of Community Affairs, Massachusetts Housing and Finance Agency and the Department of Environmental Management — are involved in developing new housing and recreation facilities. The Lieutenant Governor's Office of State-Federal Relations serves a critical role in expediting federal grants for development.



10. Roxbury planner helps resolve a local problem.

The City of Boston is responsible for planning and developing capital improvements in the Corridor — new schools, new housing and public buildings. The City is the recipient of certain federal funds for the Corridor development, such as grants from the U.S. Department of Housing and Urban Development and the Economic Development Administration. Through its Economic and Industrial Development Commission, the City of Boston has already financed the CrossTown Industrial Park, which promises to be a most successful enterprise.



11. Breaking ground for Digital Equipment Corporation's plant in the Corridor's CrossTown Industrial Park, Roxbury.



12. Citizen involvement is keystone of SWCP planning.

SOUTHWEST CORRIDOR PROJECT NEWSLETTER

CORRIDOR NEWS
11
Published by the Massachusetts Bay Transportation Authority

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SWCP Summer Activities..... P 3
Construction Meeting Reports..... P 4
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Station Design for the Handicapped..... P 8
Carter School Renovation..... P 9
SWCP Playground Design..... P 10
Construction Spoils Removal, Highlands Branch..... P 11

MAS VIVIENDA para SWCP!

13. SWCP Newsletter reaches 12,000 area residents.

Rapid Transit, Commuter Rail Improvements, New Streets

- 4 When the Southwest Corridor is completed, the elevated railway on Washington Street will be removed. The **MBTA Orange Line**, between South Cove and Forest Hills, is being relocated, depressed and partially enclosed in a tunnel along the route of the Penn Central Railroad. Nine new stations will be built, at South Cove, Back Bay Station, Massachusetts Avenue, Ruggles Street (at Northeastern University), Roxbury Crossing, Jackson Square, Boylston Street, Green Street, and Forest Hills. One hundred twenty rapid transit vehicles have been purchased for the new Orange Line.

A section of **Amtrak's Northeast Corridor Project** to provide high speed rail service between Boston and Washington will be built within the Southwest Corridor.

The present railroad embankment, between Northeastern University and Walk Hill Street, Jamaica Plain, will be demolished. It will be replaced with 4.7 miles of track built by the MBTA for the Federal Railroad Administration and the MBTA commuter rail network. The track will be depressed, except where it ascends to the present railroad grade just south of Forest Hills.

Commuter Rail Improvements will be made for the MBTA's four commuter rail divisions — the Needham, Franklin, Providence and Stoughton branches — from downtown Boston, including a sturdier roadbed with new ties, rails, and signals. New rolling stock has been purchased and will provide fast, comfortable service.

Important arterial streets are being relocated or upgraded, linking the neighborhoods with major highways to improve circulation within the Corridor and to reduce traffic in nearby residential areas. One significant new street is the \$7.6 million **Crosstown Street**, now under construction by the Massachusetts Department of Public Works. The four-lane Crosstown Street will run

between Massachusetts Avenue at City Hospital and Columbus Avenue at Ruggles Street. It will eliminate through traffic from residential streets, consolidate existing streets in the area, and provide necessary access for major new structures, such as those in the CrossTown Industrial Park. In addition, **Columbus Avenue** and **Tremont Street** in Roxbury will be completely reconstructed.

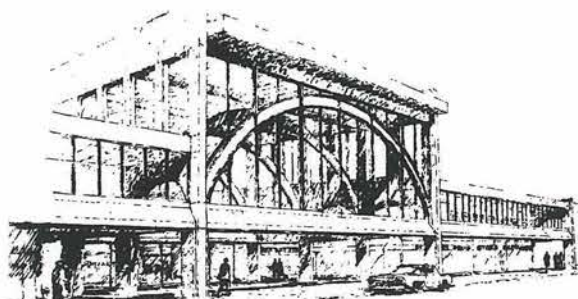
Replacement Transit Service for Roxbury and the South End, after removal of the Washington Street elevated Orange Line, is presently under study. Either buses or light rail vehicles, using special lanes reserved for them, will provide improved local service.



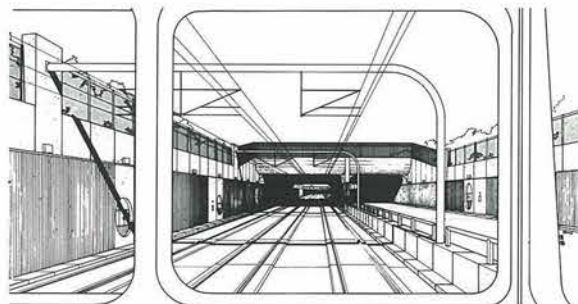
14. South Cove Tunnel links new Orange Line to Downtown.



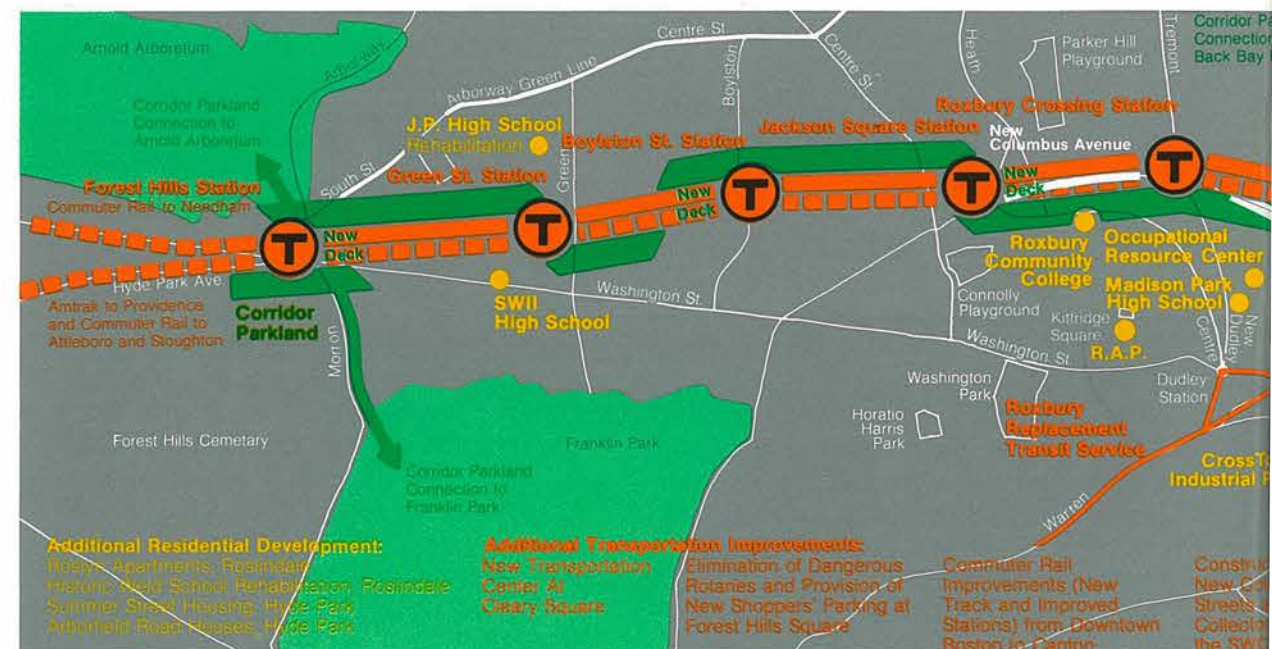
15. Crosstown Street provides access to new development.



16. Back Bay Station; Orange Line, commuter rail, Amtrak.



17. Depressed right-of-way replaces railroad embankment.



18. Construction all along the eight mile Corridor gives new life to existing neighborhoods.

New Housing, New Parks, New Jobs

The opportunities for development described in this Plan will complement the extensive Corridor development already under way or scheduled to begin during the next five years. The most important of these revitalization projects are shown on the accompanying map.

New Residential Construction is taking place on a number of sites in the Corridor. In Roslindale, the 119-unit Roslyn Apartments for the elderly, built by the Boston Housing Authority, is already occupied. So, too, is the restoration of the historic Weld School in Roslindale. It has been converted into 14 apartments by a private contractor, with funds from the U.S. Department of Housing and Urban Development. The 104-unit

housing for the elderly on Summer Street, Hyde Park, constructed by the Boston Housing Authority with financial assistance from the state Department of Communities and Development, is nearing completion. In Roxbury, the Madison Park Townhouses are being built with financing by the federal government and the Massachusetts Housing Finance Agency. All 513 dwellings have been made possible because Corridor land was available and residents in those neighborhoods wanted them.

The most substantial addition to Boston's recreational facilities in this century is an 85-acre *Corridor Parkland* which will extend from Back Bay to Forest Hills. To be operated as a state park by the Massachusetts Depart-

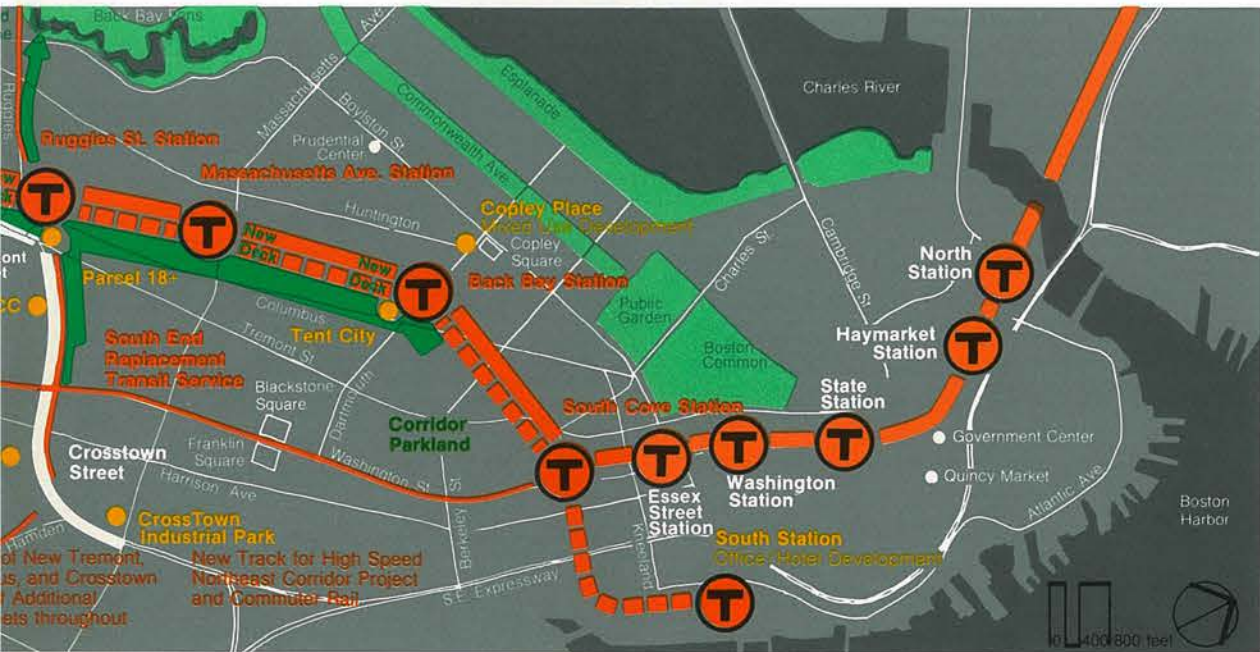
ment of Environmental Management, it will include tennis and basketball courts, and a bike path running the full length of the Corridor. Children's play areas, victory gardens, amphitheaters, and extensive landscaping also have been designed.

The *Corridor Parkland* will make connections to Franklin Park, the Arnold Arboretum, and the Fenway — all links in the "Emerald Necklace" park plan originally designed for Boston by Frederick Law Olmsted.

Crosstown Industrial Park is a new cluster of industrial facilities located along the new Crosstown Street near the Massachusetts Avenue ramps to the Southeast Expressway.

This year, Digital Equipment Corporation, one of the nation's foremost manufacturers of electronics, will complete a plant in the CrossTown Industrial Park, employing initially 300 people. Healthco, a medical and dental supply manufacturer, has signed a lease for a 166,000 square foot industrial structure in the same Park. Healthco will employ 330 people. Other leading companies have indicated an interest in locating in the Corridor.

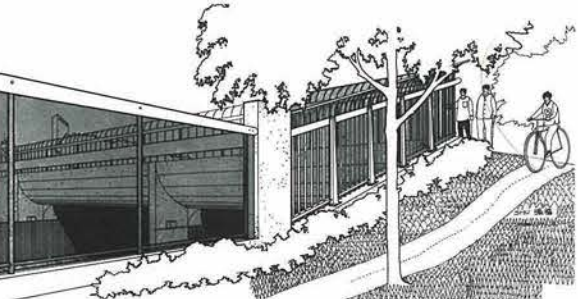
The new \$36 million *Roxbury Community College* has been approved by the Commonwealth's Board of Regional Community Colleges. It will have the facilities for 3,000 students and will bring to the area new educational and economic opportunities.



19. New Digital Plant will employ hundreds.



20. 119-unit housing for the elderly in Roslindale.



21. Corridor Parkland augments Olmsted's Emerald Necklace.



22. Roxbury Community College to serve 3,000 students.

Southwest Corridor Project Development and Transportation Summary

Development	Residential	Commercial	Industrial	Institutional	Open Space/ Recreational	Total Development	Transportation	Total Development and Transportation
Land Area (Acres)	30.5	20.0	20.0	73.0	82.5	226.0	64.8	290.8
Scale of Development								
Square Footage (000's)	1,016	3,208	400 ¹	2,000	—	6,624	—	6,624
Dwelling Units	1,016	—	—	—	—	1,016	—	1,016
Hotel Rooms	—	1,922	—	—	—	1,922	—	1,922
Investment (000's)	\$43,000 ²	\$320,600	\$23,000	\$132,500	\$12,800	\$531,900	\$761,000	\$1,292,900
Economic Impacts								
Construction Jobs ³	1,200	3,837	475	3,300	375	9,187	3,295	12,482
Permanent Jobs	24	7,621	1,400	1,880	15	10,940	100	11,940
Annual Wages (000's)	\$300	\$ 90,469	\$18,000	\$28,200	\$135	\$137,304	\$2,500	\$139,804
Retail Sales (000's)	—	\$147,942	—	—	—	\$147,942	—	\$147,942
City Tax Revenues								
(000's)	\$508	\$ 6,389	\$ 425	—	—	\$ 7,322	—	\$ 7,322

¹ Floor area committed to date. Represents construction on 50% of the site.

² All costs are given in 1979 dollars.

³ Person Years



23. Proposed housing on Parcels 32 and 33 in Jamaica Plain.

Overall Development

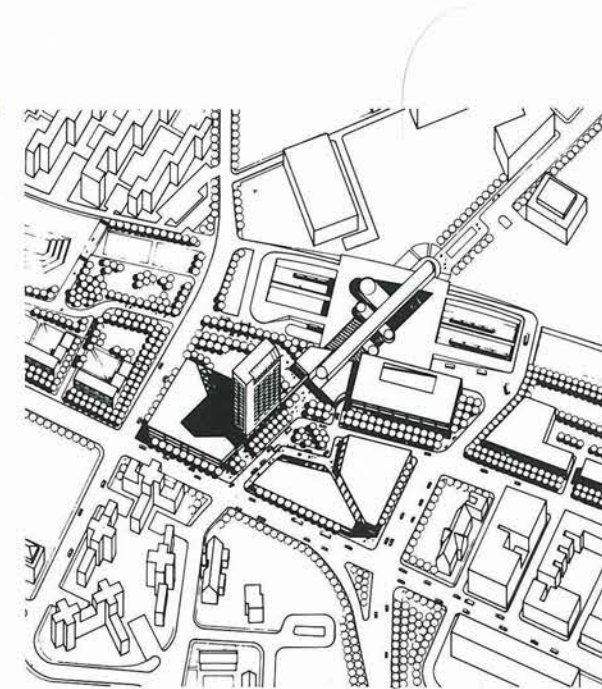
In Roxbury, there will be a substantial amount of new industrial, commercial and residential construction. Parcel 18 will embrace a major new mixed-use urban center. It will include extensive retail, residential and institutional space, as well as limited office development totalling 500,000 to 750,000 square feet. It also offers the first opportunity in years for a new hotel and entertainment center in Roxbury.

Neighborhood retail stores are planned on a smaller scale at Jackson Square and Roxbury Crossing. There is a site for a supermarket in the Dudley Station area on the new Crosstown Street.

Opportunities for all types of investment exist in Jamaica Plain, although on a more limited scale. Some parcels are appropriate for small-scale housing. Owner occupancy is one possibility. The intent is to reinforce the neighborhood's present residential character. Existing industry and land available for expansion will benefit from improved Corridor access.

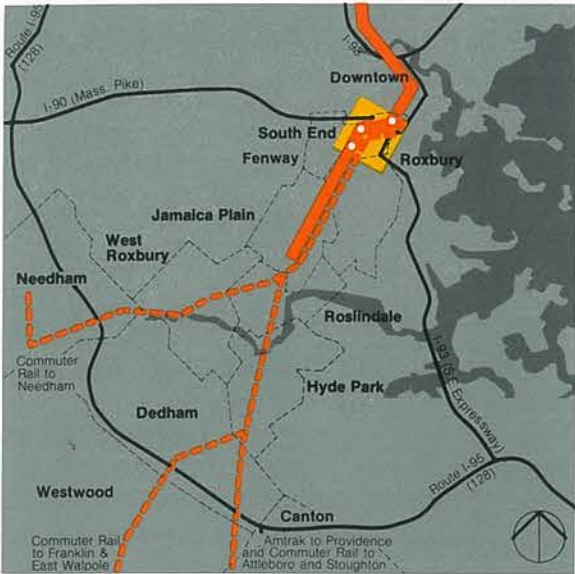
All of the new opportunities outlined in this Plan have been carefully coordinated with each other and with existing uses in the Corridor to insure that they complement and reinforce current resources, rather than compete with them. The new projects undertaken by City, State, and Federal agencies in the area are also being coordinated. For example, new school construction will be complemented by additional public recreation facilities, and the new transit stations will provide direct access to both.

Uses for most parcels in this Plan are specifically identified. For other parcels, the Plan is less specific in order to allow further neighborhood discussion and consensus. The following pages provide more information about each of the Southwest Corridor neighborhoods.



24. Parcel 18: Major mixed use center in Roxbury.

New Rapid Transit Stations at South Cove, Back Bay, and Massachusetts Avenue, and their Neighborhoods



25. Section I of Southwest Corridor Project.

South Cove will be the first station on the new Orange Line, after leaving the existing Essex Station proceeding southwest. Located on the west side of Washington Street, between Stuart and Oak Streets, opposite Tufts-New England Medical Center, it will serve the theater district, Bay Village, Chinatown, and South Cove.

Back Bay Station will provide access to the Orange Line, commuter rail, and Amtrak. It will be built on the same site as the present railroad station and will serve the South End, Back Bay, major insurance companies, leading hotels, and the Boston Public Library. It will be connected to a major new development project called **Copley Place** on land owned by the Massachusetts Turnpike Authority. Copley Place will be an investment of nearly \$300 million in hotel, office, commercial and residential space.

Massachusetts Avenue Station, between Columbus Avenue and St. Botolph Street, will bring rapid transit service to residents of the South End and the east Fenway. It will also be close to Symphony Hall, Symphony Towers, the Christian Science complex, and the Boston Arena.

Two parcels are available for new construction: **Parcel No. 2** and **FenPac Parcel No. 6**. Located on Massachusetts Ave., these B.R.A. parcels are appropriate for mixed-use, residential and retail development. Rehabilitation of nearby row houses, owned both privately and by local community development corporations, is under way. There will be space for retail stores in the rapid transit stations.

To minimize train noise and vibration, train operations between the Back Bay and Massachusetts Avenue will be contained in a tunnel. Over this tunnel will be the first section of new Corridor Parkland which will have recreation facilities for local residents.

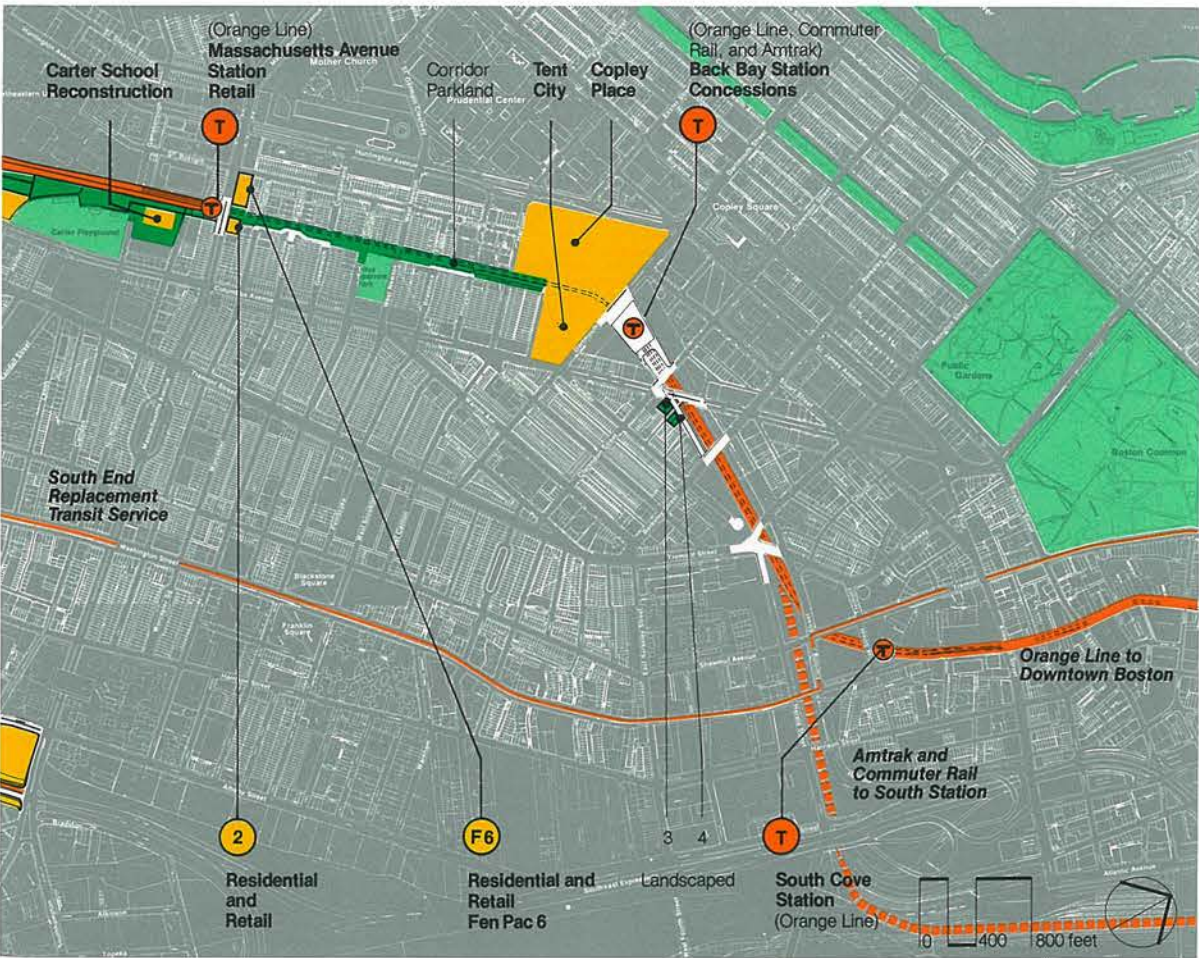
South Cove, Back Bay, and Massachusetts Avenue Station Area Development Potential

No.	Size	Development Potential
T ¹	— — —	Concession / 5,000 sf / \$305,000 ²
Copley Place/Mixed Use	— — —	Development / \$290,000,000
T ³	— — —	Retail / 1,000 sf / \$61,000
2	6,200 sf	Residential / 6 units Retail / 2,000 sf / \$372,000
F6 ⁴	24,000 sf	Residential / 37 units Retail / 12,200 sf / \$2,461,000
Carter School / Reconstruction	— — —	\$400,000

Related Development

Tent City / \$13,000,000
St. Botolph Terrace Apartments / \$2,200,000

¹Back Bay Station ³Massachusetts Avenue Station
²Total project cost in 1979 dollars ⁴Fen Pac 6



26. Development parcels in the South Cove, Back Bay, and Massachusetts Avenue Station Areas.



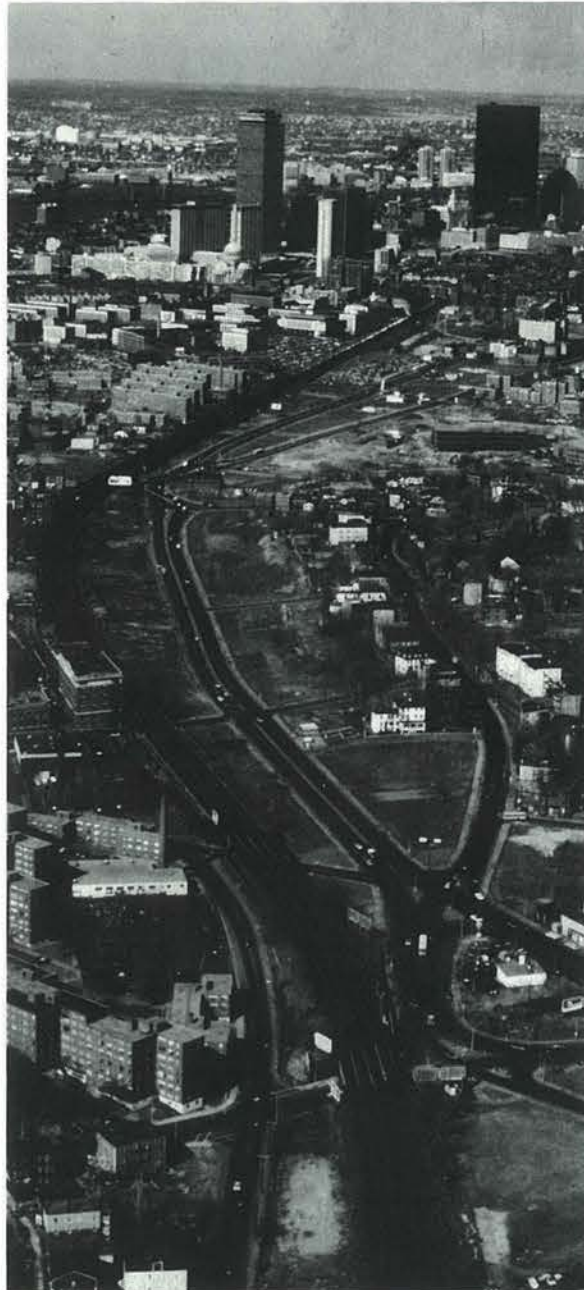
27. South Cove, first new station on Orange Line.



28. New Massachusetts Avenue Orange Line Station.

Three New Roxbury Neighborhood Rapid Transit Stations

8



29. A view of Roxbury from Jackson Square.



30. Section II of Southwest Corridor Project.

Parts of four different neighborhoods surround the new Orange Line Stations in Roxbury — all historically, topographically and architecturally distinct, one from the other. They are Lower Roxbury, Highland Park, the Fenway and Mission Hill.

Lower Roxbury and Highland Park are prime residential and social centers for New England's black community. Mission Hill and the Fenway have a mix of residents with different ethnic, racial and occupational backgrounds. All four neighborhoods have experienced a resurgence in local pride and community activism in the last ten years. Renewal of these neighborhoods is on the increase.

The *Dudley Station area* is Roxbury's downtown, the principal shopping district, with large and small stores of all kinds. The

Dudley Station area also includes a new Roxbury Municipal complex, which has a police station, civic center, court house, regional library, and the Roxbury Boys' Club. The City of Boston has received a \$1.6 million Urban Development Action grant for the Dudley Station area. It will be spent on rebates to businesses that build, improve, or expand retail facilities and as seed money or loans for local development corporations.

Transformation of the Dudley Station area has already begun with the completion of the *Madison Park High School* for 2,500 students, the building of a new *Occupational Resource Center*, the creation of the *Crosstown Industrial Park*, and the construction of new housing, such as the Lower Roxbury Community Corporation's (L.R.C.C.) *Madison Park Townhouses*. All of the transportation improvements in this area are designed to provide access and incentives for development.



31. New Occupational Resource Center & Madison Park High School.

In Roxbury, private investment in Corridor projects will total \$50 million. Development along Crosstown Street and Tremont Street, from Massachusetts Avenue to Jackson Square, will add approximately 2,300 jobs, over 300 units of housing, retail stores and facilities for education, recreation and entertainment.

Ruggles Street Station



32. Ruggles Street Station serves lower Roxbury.

The fourth new Orange Line Station will be *Ruggles Street*. It will be located on the existing railroad right-of-way at the intersection of Ruggles and Columbus Avenue, on Parcel No. 18. Opening into the neighborhood and the campus of Northeastern University, it will serve residents of Lower Roxbury, the Fenway, Mission Hill Extension, visitors to the Whittier Street Health Center, the United Neighbors of Lower Roxbury Community Center, the Museum of Fine Arts, and the Greek Orthodox Cathedral, students at Wentworth Institute, and several of the other educational and cultural institutions in the area. Replacing functions of the present Dudley Street Station, the new station will be a transfer point for bus, Orange Line, and commuter rail patrons. It will be the second busiest station on the Corridor.

The three Parcels nearest the station, *No. 17x*, *No. 18* and *No. 22*, are designated for mixed use development, including a 250 room hotel/entertainment complex, small or medium sized department stores, several smaller shops, 100-150 units of mixed income housing, business and professional

offices and institutional uses related to Northeastern University. Proximity to downtown Boston, easy access and the large size of these parcels, make them appropriate for intensive, regional-scale development.

The Ruggles Street Station will be linked directly to **Parcel No. 18** with a weather-protected pedestrian concourse at street level. Representatives of four community development corporations, area resident groups and Northeastern University have joined together with the MBTA in the *Parcel No. 18+ Task Force*, to plan for these parcels.

Parcels of land adjacent to Crosstown Street represent strong additional opportunities for development. **Parcels No. 1** and **No. 3** are now occupied by the Digital Equipment Corporation; Parcel No. 6 is to be occupied by Healthco. **Parcel No. 10**, located at the intersection of Crosstown Street and Washington Street, is ideal for a supermarket or similar retail use. The Madison Park townhouses are being built on **Parcels No. 12** and **No. 14**. **Parcel No. 16** is available for a community facility, such as a church.



33. Crosstown Street includes housing and industry.

Four new parks will be created in Roxbury. The first, already under construction, is on Crosstown Street, between Shawmut Avenue and Tremont Street. Two will be built over subway sections of the Orange Line adjacent to the Mission Hill Extension and

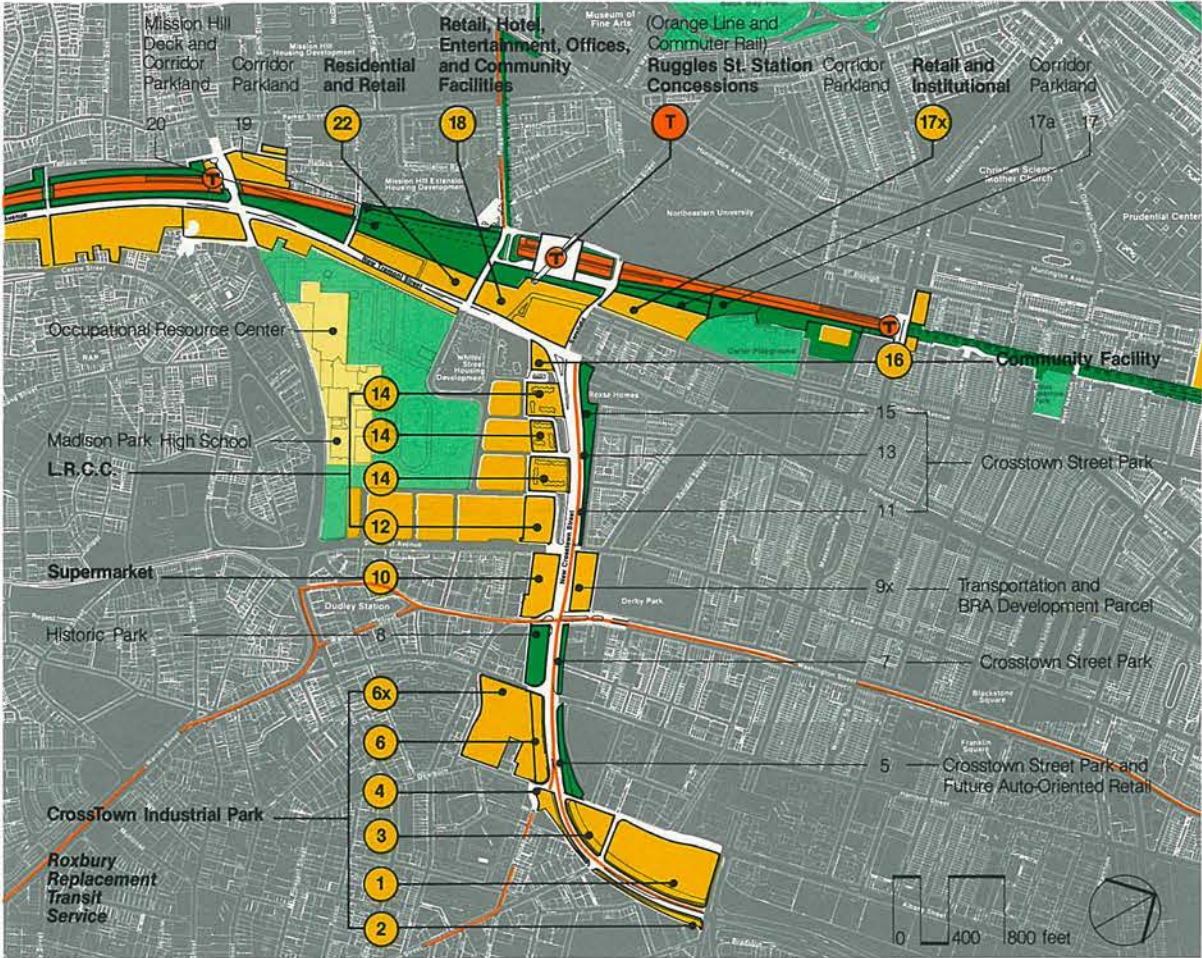
the Bromley-Heath housing development. The fourth will be located between Washington Street and Harrison Avenue (near Eustis St.) on Parcel No. 8. It will be an historic park embracing the John Eliot Burying Ground (1633), Josiah Cunningham House (1784), the Doggett Tavern (1788) and the Eustis Street Fire House (1859).

Ruggles Street Station Area Development Parcels		
No.	Size	Development Potential
17s	125,000 sf	Retail / 40,000 sf Institutional / \$3,000,000
18	310,000 sf	Hotel / 250 rooms Retail / 125,000 sf / \$22,169,500 Office / 35,000 sf
T	— — —	Retail / 6,200 sf / \$372,000
22	135,000 sf	Residential / 125 units Retail / 10,000 sf / \$6,524,000

Related Development
Occupational Resource Center / \$35,000,000¹
Madison Park High School / \$39,500,000¹
¹Occupied

Crosstown Street Development Parcels		
No.	Size	Development Potential
1, 2 3, 4 6, 6x	1,740,000 sf	CrossTown Industrial Park / 400,000 sf / \$23,000,000 ¹
10	80,000 sf	Supermarkets / 35,000 sf / \$2,150,000
12	436,000 sf	L.R.C.C. ² Townhouses / 156 units / \$7,000,000
16	25,000 sf	Community Facility / 25,000 sf \$2,000,000

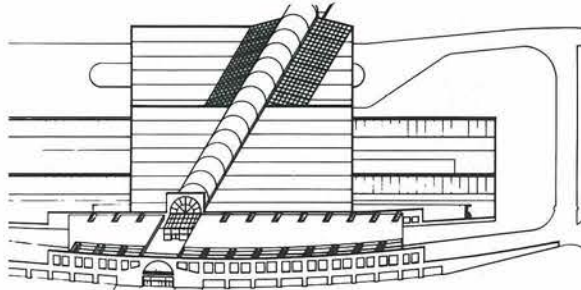
Related Development
Additional Madison Park Townhouses / 300 units /
approximately \$10,000,000³
¹Floor area committed to date. Represents construction on approximately 50% of the site. ²Lower Roxbury Community Corporation ³60,000 sf occupied



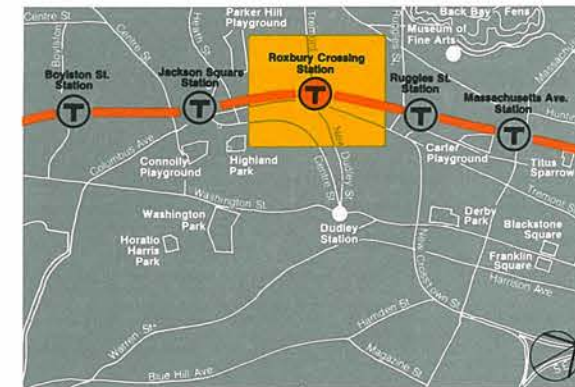
34. Location of commercial, residential, and parkland parcels in the Ruggles Street Station Area.



35. Madison Park Townhouses already occupied.



36. Orange Line & commuter rail station at Ruggles Street.



22A, is an ideal location for a small retail complex which requires good automobile access. Retail construction in this space, along with concession space in the station, will extend Mission Hill's Tremont Street shopping district.

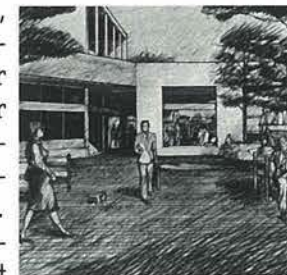
No.	Size	Development Potential
22a	10,000 sf	Retail / 8,000 sf / \$525,000
25	83,500 sf ¹	Residential / 150 units Retail / 20,000 sf / \$7,455,000
T + 27a north	15,000 sf	Retail / 8,000 sf / \$500,000
Roxbury Community College		\$36,000,000

¹ Does not include potential air rights deck.

Nine thousand square feet of retail space can be constructed as part of the Roxbury Crossing Station on *Parcel No. 27A, North Tremont Street Parcel No. 25* is well suited for retail development, small scale light industry, housing for the elderly or other residential development. Air rights adjacent to *Parcel No. 25* should be included in the development of this station area.



41. Plaza and shops to be part of new station.



An aerial photograph of a city intersection. A large bridge crosses a wide river, with multiple lanes of traffic visible. The surrounding urban area is dense with buildings, streets, and green spaces. A large, open area, possibly a park or undeveloped land, is visible on the right side of the bridge.

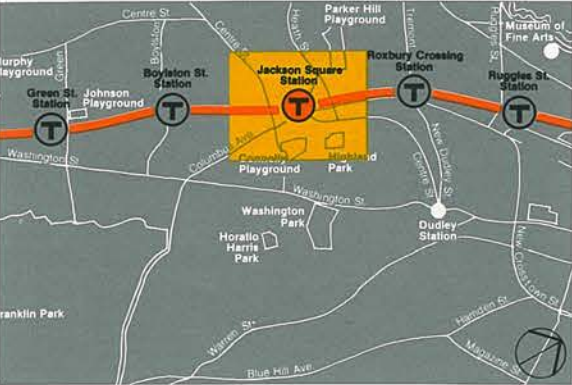
42. Aerial view of Roxbury Crossing.

This architectural section drawing illustrates a building with a prominent sloped roof and a large, multi-level staircase. The drawing is rendered in a detailed, shaded style, showing the internal structure and the flow of movement through the space. The building appears to be integrated with a hillside, with the roofline following the natural slope of the terrain. The staircase is a central feature, connecting different levels of the building and the surrounding landscape. The drawing also shows various rooms, corridors, and structural elements, providing a comprehensive view of the building's design.

39. Interior view of new Roxbury Crossing Station.

The corner of new Tremont Street across from the Community College, *Parcel No.*

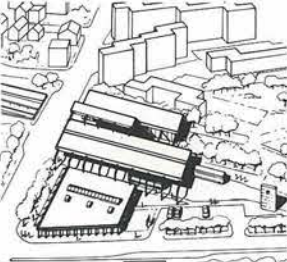
Jackson Square Station



43. Jackson Square Station Area.

Jackson Square, the third new Orange Line station in Roxbury, at Centre Street and new Columbus Avenue, lies in the heart of a complex that includes Bromley-Heath housing, Roxbury Community College’s athletic facilities and Academy Homes.

Residents of the Jackson Square area want to attract more community-oriented stores to their neighborhood. *Parcel No. 35*, located on new Columbus Avenue adjacent to the new station, is well suited for construction of a small retail center for ten to fifteen stores. This complex would link the Centre Street shopping district to the new station. *Parcel No. 35* has enough land for ample on-site parking. *Parcel No. 69* may be available for industrial development.

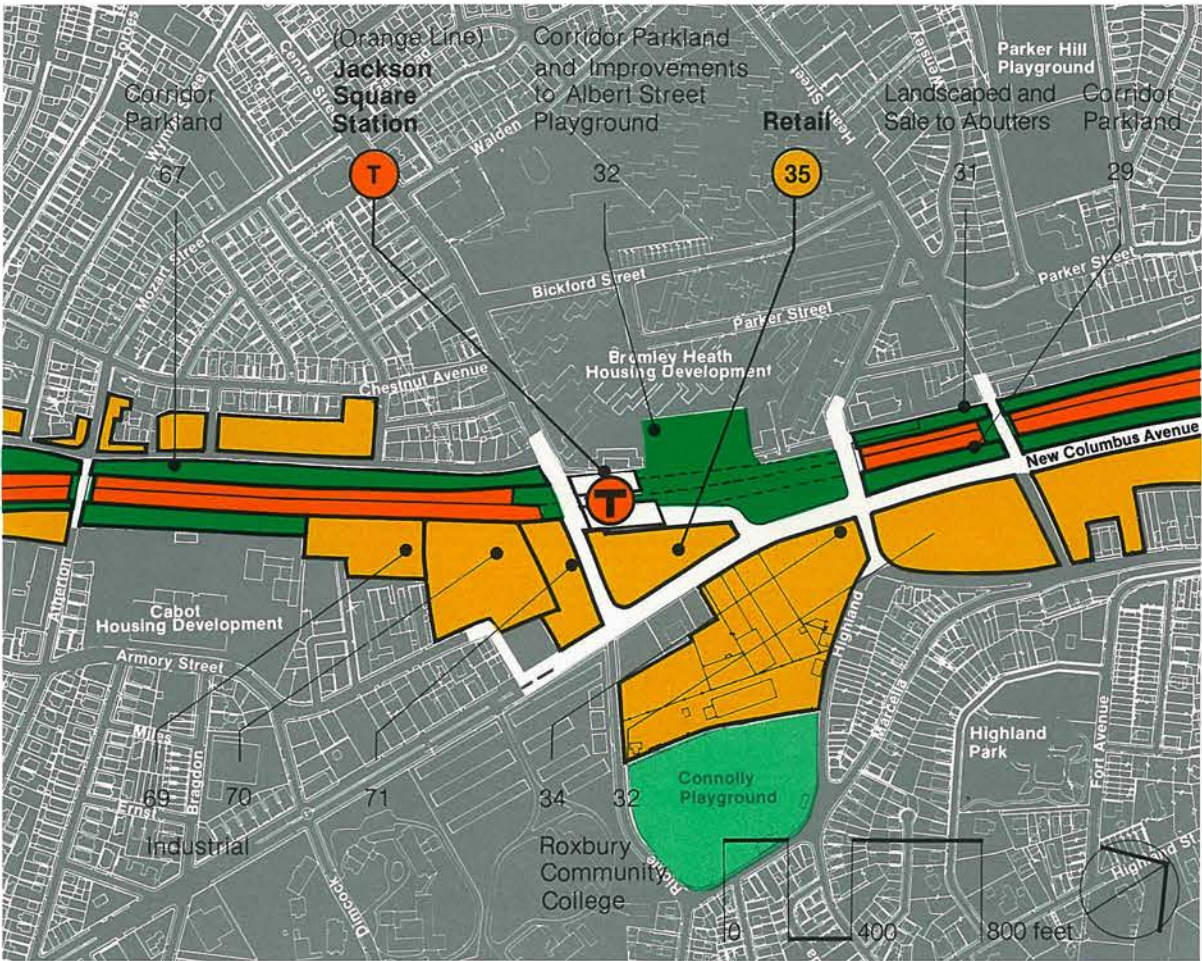


44. Shops proposed for Parcel 35, next to Jackson Square Station.

Jackson Square Station Area Development Parcels		
No.	Size	Development Potential
35	56,000 sf	Retail / 16,000 sf / \$1,048,000



45. Aerial view of Jackson Square.



46. Location of commercial, industrial, and parkland sites in the Jackson Square Station Area.

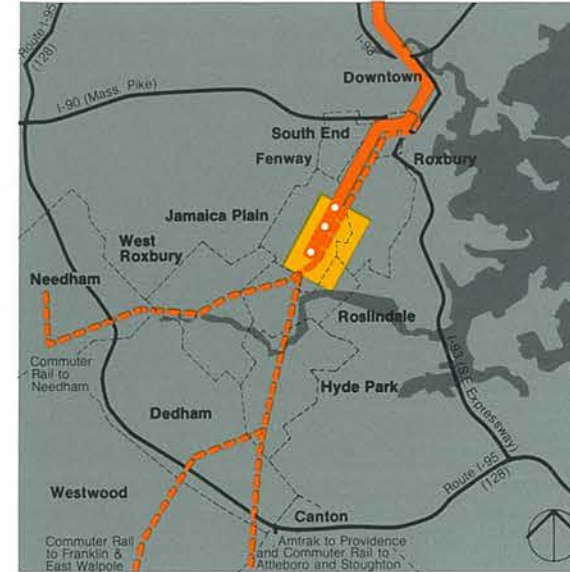


47. New Jackson Square Orange Line Station.



48. Looking north from Washington Street at Forest Hills to Jamaica Plain.

New Rapid Transit Stations in Jamaica Plain



49. Section III of Southwest Corridor Project.

Jamaica Plain is one of Boston's largest residential areas. It is located between Roxbury and the Town of Brookline and is bounded by Jamaica Pond, the Arnold Arboretum and the 523-acre Franklin Park.

Over the years, Jamaica Plain has been part of Roxbury, then part of West Roxbury, before becoming a part of Boston in 1874. "Despite shifting boundaries and annexations," as one writer has pointed out, "despite its changing fortunes as a political center, Jamaica Plain has remained intact, a community with a character all its own."



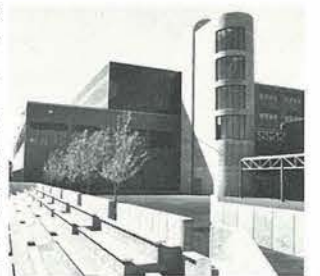
50. Landmark Boylston Congregational Church founded in 1869.

Jamaica Plain has an interesting blend of homeowners and tenants; professional, business and working class families living in some of the City's finest houses (many of them Victorian), and in stable residential neighborhoods of smaller houses and three-deckers. It also has a substantial number of young homeowners drawn by inexpensive housing with a potential for renovation, and a growing Hispanic population.



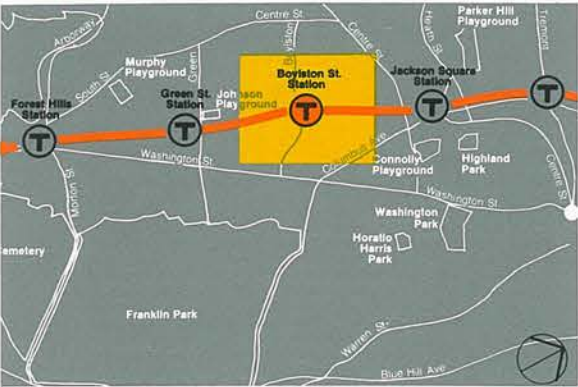
51. Sound housing stock characterizes neighborhood.

The commercial artery of Jamaica Plain is Centre Street, where stores are almost 100 percent occupied. Many of them have been rehabilitated in recent years with the financial assistance of the City of Boston. The City is also helping to improve Centre Street with new street and sidewalk construction, new lighting and offstreet parking. With revival of interest in city living, with good housing stock being constantly upgraded and improved, Jamaica Plain is attracting a lot of attention. Rejuvenation of the Jamaica Plain section of the Southwest Corridor by better transportation, new parkland, a new high school and major street improvements, will strengthen this section of Boston and give it new vitality.



52. SW II High School, a major Corridor capital improvement.

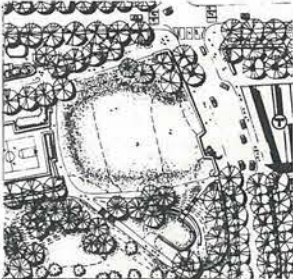
Boylston Street Station



53. Station Area at Boylston Street, Jamaica Plain.

After Jackson Square, proceeding southwest, the next new rapid transit stop on the Orange Line is the **Boylston Street Station** in the northern end of Jamaica Plain. It is located at Boylston and Lamartine Streets, almost next door to the Boylston Congregational Church, a landmark in that neighborhood since it was founded in 1869.

The residents of the Boylston Street station area have a strong commitment to keep and strengthen their family neighborhood. To this end, the staff of the Southwest Corridor has worked closely with these residents to insure that parkland and new development provide adequate facilities for both children and adults.



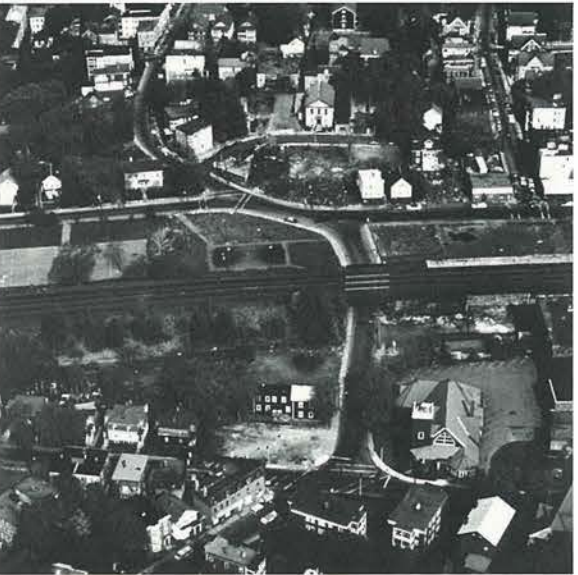
54. Design of new park spanning tracks opposite station.

Parcels No. 65 and No. 66, can accommodate up to seven and twenty-four residences respectively, together with the existing victory gardens or can be entirely devoted to

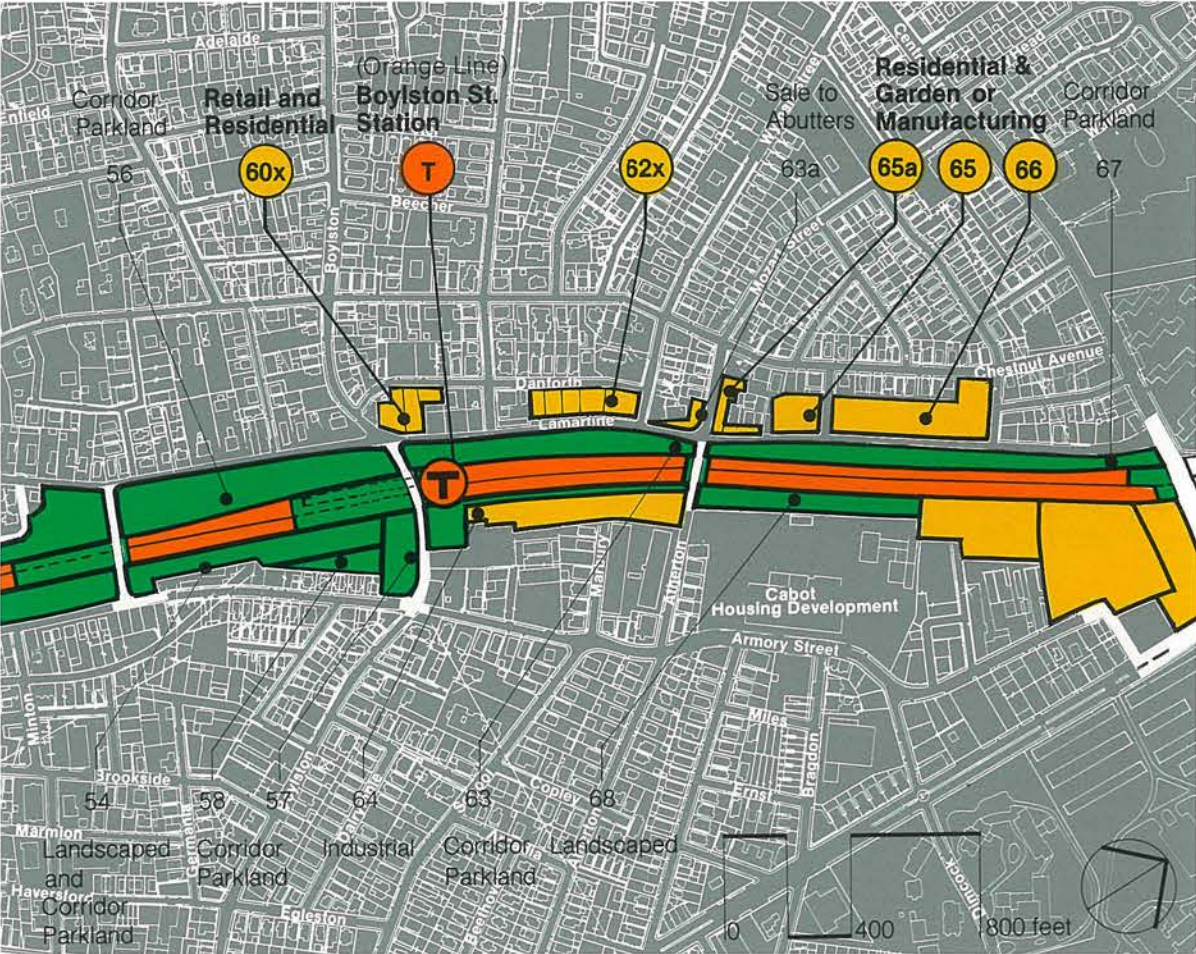
new local manufacturing. In addition, private parcels are being examined by the City of Boston as possible sites for public facilities.

Boylston Street Station Area Development Parcels		
No.	Size	Development Potential
60x	22,697 sf	Retail / 5,000 sf / Residential / 5 units / \$515,000
65	14,202 sf	Residential / 7 units / \$291,000
65a	7,983 sf	Residential / 2 units / \$82,000
66	48,117 sf	Residential / 28 units / \$1,163,000

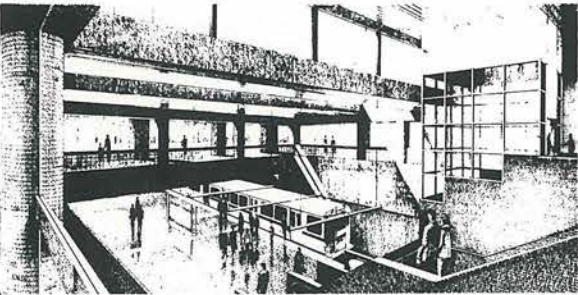
¹Combination with adjacent city owned land will increase the number of units on Parcel 65 from 7 units to 26 units with a total construction cost of \$1,080,000.



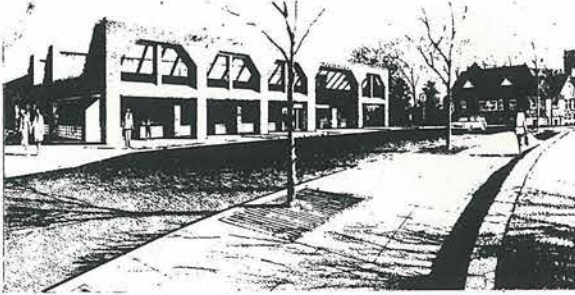
55. Aerial view of new station site at Boylston Street.



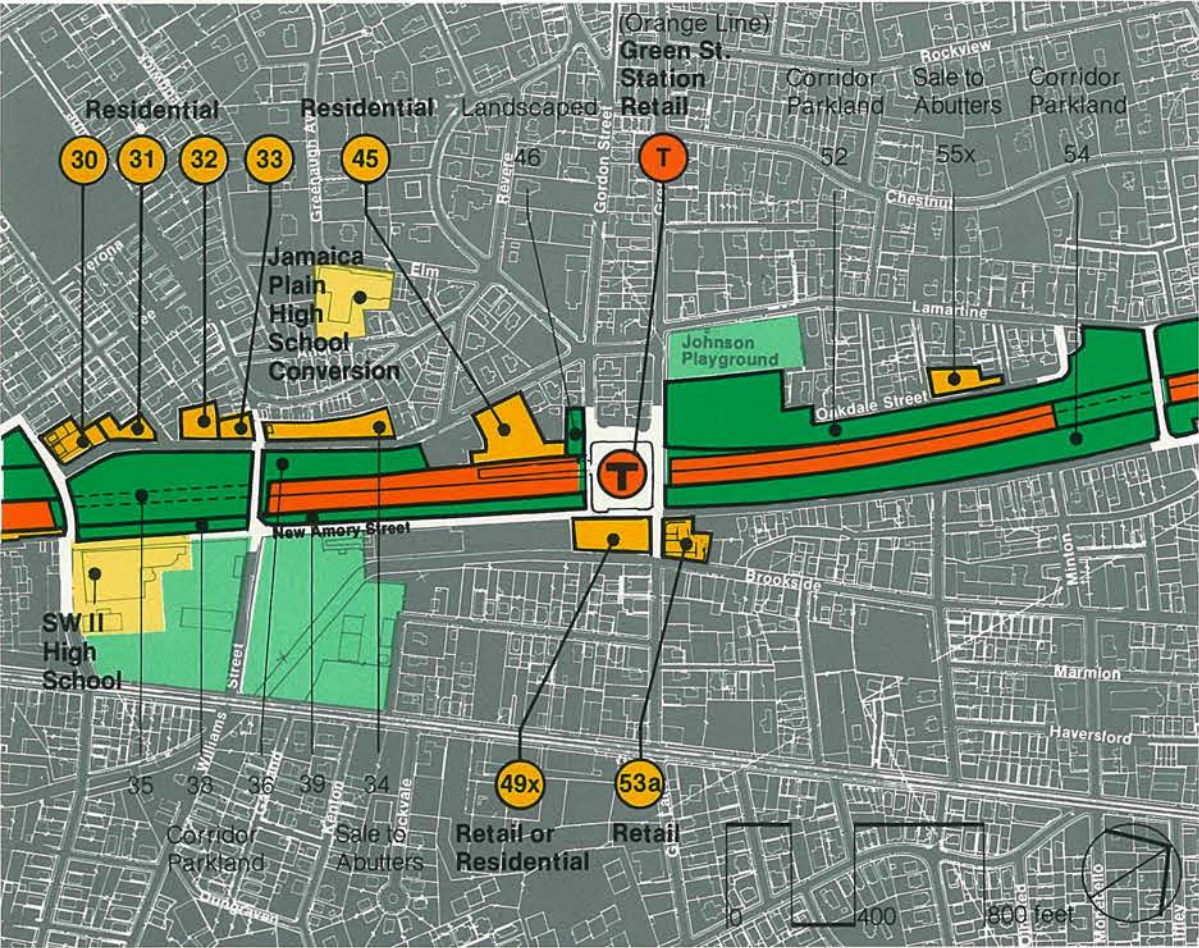
56. Location of development parcels in the Boylston Street area.



57. Interior view of the new Orange Line station.



58. New station viewed from Boylston Street.



59. Location of development parcels in the Green Street Station Area.

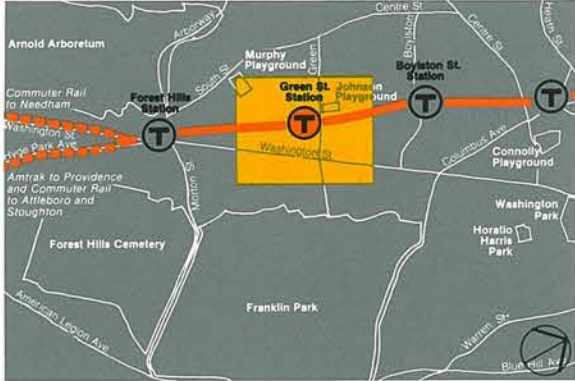


60. New Green Street Orange Line Station.



61. Interior view of Green Street Station.

Green Street Station



62. Green Street Area.

The next Jamaica Plain stop on the Orange Line is **Green Street Station**, to be built at Green, Amory and Gordon Streets. This general area contains some of the most solid housing in the Corridor. Residents have expressed a desire to see new housing, in the form of moderately priced homes. They also favor building new stores along Green Street, once a thriving shopping thoroughfare. Green Street Station, itself, will have retail space.



63. Jamaica Plain has fine housing and stable residential areas.

In addition to bringing fast, modern transportation to residents of the Green Street area, the new station will also serve students at Jamaica Plain's new high school.

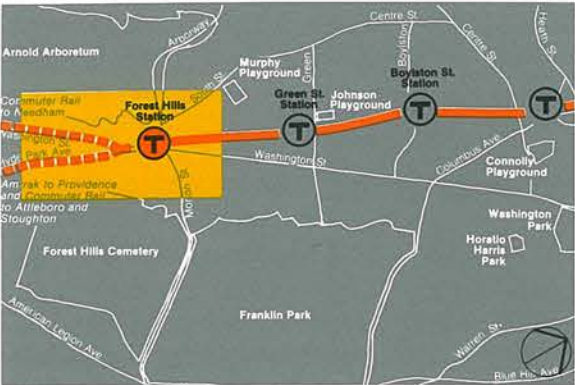
Parcels No. 30, No. 31, No. 32, and No. 33, are well suited for construction of up to twelve townhouses. Parcel No. 34 will be sold to abutters for use in extending their rear yards. Parcel No. 45 could accommo-

date from three to twelve units of similar housing. The closing of part of Oakdale Street will enable Johnson Playground to be connected to the Corridor's Parkland. Renovation of large, privately-owned industrial and commercial buildings will complete the renewal of the Green Street Station area.

The new \$22 million *Southwest II High School*, on ten acres at Washington and Williams Streets, was dedicated in September, 1979. The new school is housed in a building that was for years the garage and operations center of the Boston Gas Company. It is a handsome five-story structure, conversion of which took five years. A 400-seat auditorium was added, and glass placed above the former garage to extend classroom space on the upper levels. The new school is an example of the capital improvement program for the Southwest Corridor carried out by the City of Boston Public Facilities Department.

Green Street Station Area Development Parcels		
No.	Size	Development Potential
30, 31	13,737 sf	Residential / 3 units / \$125,000
32	8,100 sf	Residential / 3 units / \$125,000
33	5,478 sf	Residential / 2 units / \$83,000
45	30,800 sf	Residential / 10 units / \$415,000
49x	27,800 sf	Residential / 60 units Retail / 1,500 sf / \$2,611,500 ¹
T	— — —	Concession / 1,600 sf / \$100,000
53a	10,000 sf	Retail / 4,000 sf / \$253,000
Related Development		
<i>Jamaica Plain High School Conversion / \$4,000,000</i>		
<i>Southwest High II School / \$22,000,000</i>		
¹ As proposed by local developer		

Forest Hills Station



64. Forest Hills Area.

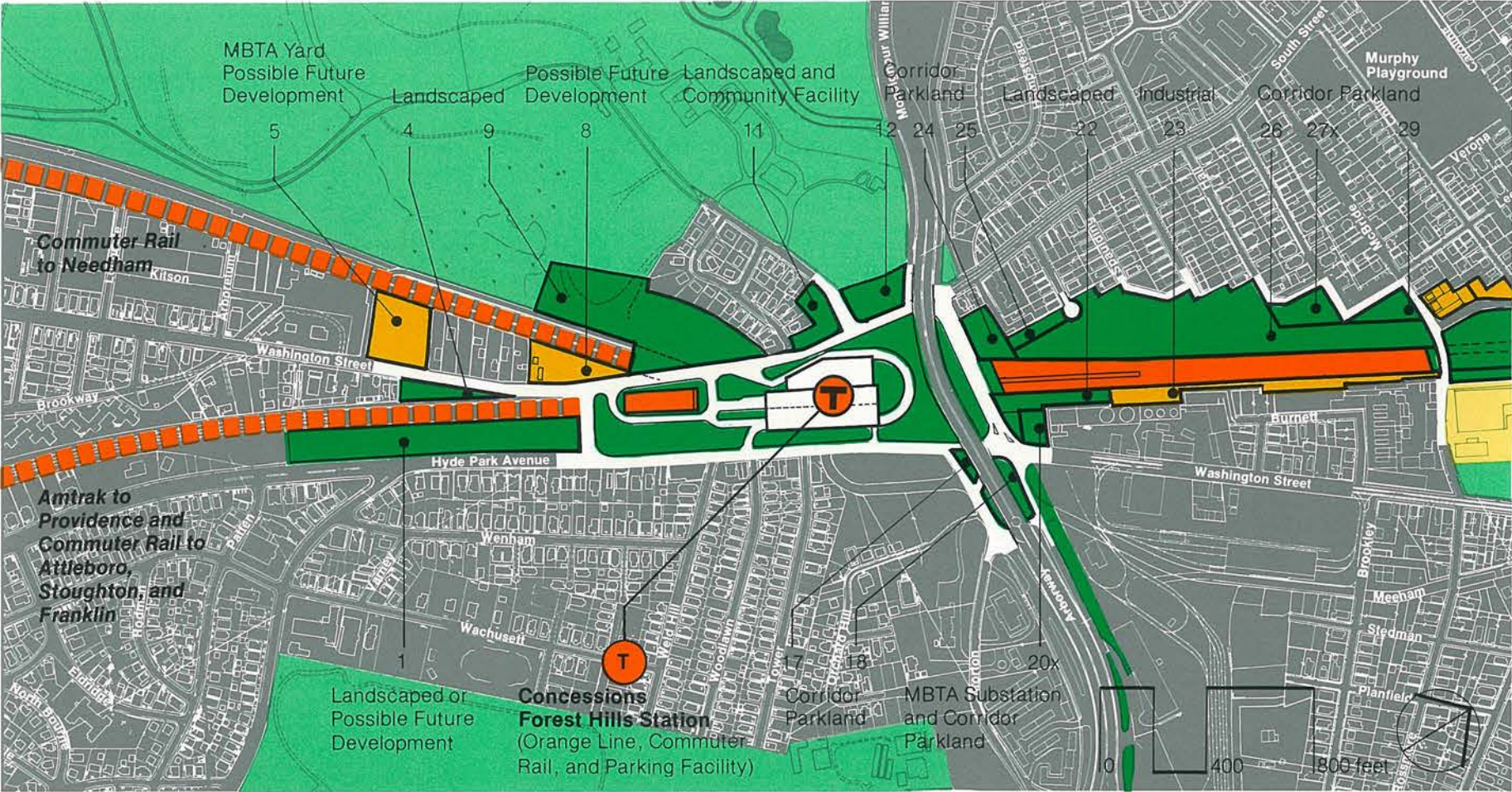
The **Forest Hills Station**, busiest station in the Corridor, will be the major transfer point for patrons of Orange Line, Arborway-Green Line, bus and commuter rail service.

The existing station, tracks, car barn, and railroad embankment will be removed. Dangerous rotaries and traffic congestion will be eliminated. Bus, train and automobile loading will take place under one roof on the site of the new station — a major transit improvement.

Forest Hills Station is located in a neighborhood commercial center, almost completely ringed by residences. The Arnold Arboretum, Franklin Park, and Forest Hills Cemetery, with their landscaped open space, flank the center and will be reunited with the Olmsted park system. The new station will include retail space and parking for local shoppers, as well as a 450-car garage for transit patrons.

Forest Hills Station Area Development Parcels

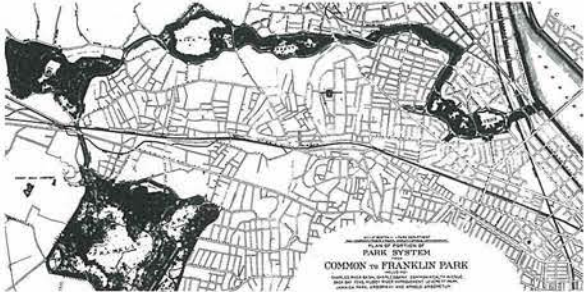
No.	Size	Development Potential
T ¹	— — —	Concessions / 3,000 sf / \$180,000



65. Location of parcels in Forest Hills Station Area.



66. Aerial View of existing Forest Hills Station and area.



67. Original "Emerald Necklace" as proposed by Olmsted.



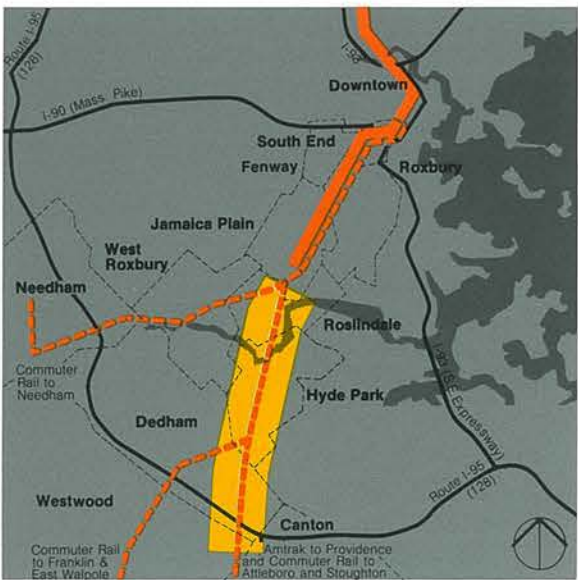
68. New Orange and Green Line, commuter rail Station.

Transportation and Development South to Route 128

16



69. Looking South from Forest Hills to Route 128.



70. Corridor South of Forest Hills to Route 128.

South of Forest Hills to Route 128, transportation improvements and development are also taking place. Eighty-five homes and business establishments, taken for the expressway, have been returned to private ownership. New housing has been constructed on Cliffmont Street in Roslindale, and on Summer Street in Hyde Park. The historic Weld School is saved from demolition.

Commuter rail improvements on the Needham Branch will serve Roslindale, West Roxbury and Needham. Plans call for a second commuter rail track; upgraded stations at Roslindale Square,



71. Historic Weld School converted into housing.

West Roxbury Center, La Grange St., VFW Parkway, Birds Hill, Needham Junction, Needham Center, and Needham Heights; and better and faster service.

All of the Shore Line of the old New York, New Haven & Hartford Railroad is being reconstructed and will be used for MBTA commuter and Amtrak high-speed rail equipment. A new commuter rail station at Cummins Highway will replace the Mount Hope station in Roslindale. In Hyde Park, the MBTA will work with the City of Boston in planning a transportation center at Cleary Square to improve connections between local buses and commuter rail. In addition, a new station at Route 128 in Westwood/Dedham, will serve commuters as well as Amtrak passengers. The Massachusetts Department of Public Works will reconstruct or replace existing street bridges which cross over the railroad.



72. 104 units for the elderly under construction in Hyde Park.



73. A new home in Roslyn Apartments.

South to Route 128 Development	
Roslyn Apartments, Roslindale	\$3,987,000 ¹
Historic Weld School Restoration, Roslindale	\$545,000 ¹
Summer Street Housing, Hyde Park	\$3,600,000 ²
Arborfield Road Houses, Hyde Park	\$440,000

¹Occupied
²Under Construction

Conclusion

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

This **Southwest Corridor Development Plan** resulted from the hard work and cooperation of both business people and neighborhood residents. It has been made possible by public investment, federal, state and city. The revitalization of an area originally razed for a highway has never been done before. Continued careful coordination will make the Southwest Corridor a landmark in public and private redevelopment. It will also serve as a model for other cities and their neighborhoods throughout the country.

*For Additional Information,
please write or call:*

**Southwest Corridor Development,
MBTA,
50 High Street,
Boston, Massachusetts 02110.**

Telephone: (617) 722-5834.

Credits

Community Organizations, Agencies, and Groups

We owe sincere thanks to many individuals and the following groups for their many years of effort. We encourage them to remain active participants as the Southwest Corridor Project is constructed.

The Governor of the Commonwealth of Massachusetts
The Lt. Governor of the Commonwealth of Massachusetts
Executive Office of Transportation and Construction, Commonwealth of Massachusetts
The Massachusetts Department of Public Works
The Metropolitan District Commission
The Massachusetts Department of Commerce
The Massachusetts Department of Community Affairs
The Metropolitan Area Planning Council

The Mayor of the City of Boston and his Agencies
The Little City Hall Managers
The Boston Economic Development and Industrial Commission
The Boston Housing Authority
The Boston Redevelopment Authority
The Boston Water and Sewer Commission

Association for Public Transportation
Bay Village Neighborhood Association
Brookside Association
Bromley Heath Tenant Management Council
Canton Transportation Committee
Church of All Nations
Citizens for Rail Transportation
Club Hispano
Community Development Corp. of Boston
Cooper Community Center
Cosmopolitan Neighborhood Association
Dartmouth Place Neighborhood Association
Ecumenical Social Action Committee
Ellis Neighborhood Association
Fenway Group
Fenway Project Area Committee
Forest Hills Improvement Association
Greater Roxbury Community Development Corp.
Inquilinos Boricuas en Accion
Hyde Park Board of Trade
Hyde Park CPPAX
Hyde Park I-95 Committee
Jamaica Plain American Legion Post #76
Jamaica Plain A.P.A.C.
Jamaica Plain Civic Association
Jamaica Plain Community Council

Jamaica Plain Neighborhood Development Corp.
Jamaica Plain Kiwanis Club
Jamaica South Association
Lamartine Street Association
League of Women Voters: Boston, Needham and Hyde Park
Lower Roxbury Community Corp.
Mission Hill A.P.A.C.
Mission Hill Housing Task Force
Mission Hill Planning Commission
Neighborhood Coalition of Jamaica Plain
Oficina Hispana
Roslindale Community Development Corp.
Roslindale First
Roslindale Improvement Association
Roxbury Action Program
Greater Roxbury Chamber of Commerce
Roxbury Multi-Service Center
Roxse Homes, Inc.
Rutland Street Neighborhood Center
Sierra Club
Southwest Corridor Land Development Coalition
South End Committee on Transportation
South End Historical Society
South End Neighborhood Action Program
South End Project Area Committee
South Street/Asticou Road Taxpayers Association
Suburban Southwest Transportation Committee
Sumner Hill Association
St. Botolph Street Neighborhood Association
Tenants' Development Corp.
Tent City Task Force
United Neighbors of Lower Roxbury
United South End Settlements
Whittier Street Service Center/Roxbury A.P.A.C.
Whittier Street Housing Task Force
Woodbourne Association

Southwest Corridor Project Consultants

Kaiser Engineers, Inc./Fay Spofford and Thorndike, Inc. (*Coordinating and Section I Engineers*); PRC Harris, Inc. (*Section II Engineers*); Howard, Needles, Tammen, & Bergendoff (*Section III Engineers*); Charles G. Hilgenhurst and Assoc. (*Development*); Roy Mann Assoc., Inc. (*Landscape Architecture*); Stull Assoc., Inc. (*Urban Design*); Wallace, Floyd, Ellenzweig, Moore, Inc. (*Community Participation*), assisted by 30 other consultants, in architecture, landscape architecture, geotechnical and acoustical engineering, surveying, local history, and environmental assessment.

Massachusetts Bay Transportation Authority

Robert L. Foster, *Chairman and Chief Executive Officer*
Richard Dempsy, *Director of Construction*

Anthony Pangaro, *Manager of Southwest Corridor Development*
Kenneth Kruckemeyer, *Assistant Project Manager*
Peter Calcaterra, *Assistant Project Manager*

Sarah Campbell, Josephina Cuevas, Pat Fitzgerald, Ellen Gordon, Valarie Thornhill-Hudson, Dorothy Lightfoot, Mike McInnis, Daniel Ocasio, Jose Salazar, George Alieu, John Stanchfield, Walter Siemiatkaska, Pat Walczak

Alfred Pacelli, *Assistant Director of Construction, SW*
Russell Murphy, *Construction Manager Section I*
Jack Dougherty, *Construction Manager Section II*
John Powers, *Construction Manager Section III*

SWCP Awards & Citations

American Institute of Architects Special Urban Design Citation, 1979
American Society of Landscape Architecture, Merit Award, 1979
Boston Society of Architects Housing Award for Design Excellence and Massachusetts Association of Paraplegics Award, Roslyn Apartments, John G. Parrillo Inc., Architect, 1977.
Progressive Architecture, Urban Design and Planning, Merit Award, 1979

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