

BOSTON REDEVELOPMENT AUTHORITY
URBAN RENEWAL PLAN
CHARLESTOWN URBAN RENEWAL AREA

Project No. Mass. R-55

February 25, 1965

APPLICATION FOR LOAN AND GRANT
PART I: FINAL PROJECT REPORT
PROJECT NO. MASS. R-55

BINDER NO.

Charlestown Urban Renewal Area
Boston Redevelopment Authority
Boston, Massachusetts

EXHIBIT A: PERIMETER BOUNDARIES OF PROJECT AREA

That certain tract of land, referred to as the Charlestown Urban Renewal Area, situated in the City of Boston, County of Suffolk, and Commonwealth of Massachusetts, and bounded generally as follows:

Beginning at a point which is described by the intersection of the southwesterly property line of W. F. Schraffts & Sons at 529 Main Street, and the Service Road at Sullivan Square;

Thence proceeding in a southeasterly direction paralleling the southwest face of W. F. Schraffts & Sons Factory to intersect with the southerly sideline of the B & M Railroad right-of way;

Thence turning and running in a generally easterly direction by various courses and distances along the southerly sideline of the Boston & Maine Railroad right-of-way to the easterly sideline of "A" Street;

Thence turning and running in a southwesterly direction along the easterly sideline of "A" Street to Medford Street;

Thence turning and running in an easterly direction along the northerly side of Medford Street to Terminal Street;

Thence turning and running in a generally northeasterly direction along the westerly side of Terminal Street to the B & M Railroad right-of-way;

Thence turning and running in a generally northeasterly direction along the southeasterly sideline of the B & M Railroad right-of-way;

Thence across the B & M Railroad right-of-way to the easterly property line of Wiggin Terminals, Inc., 50 Terminal Street;

Thence turning and running in a generally northeasterly direction along the easterly property line of said Wiggin Terminals, Inc., to the Mystic River U. S. Pierhead Line;

Thence turning and running in an easterly direction along the Mystic River U. S. Pierhead Line to a point intersecting with the extended westerly sideline of property of the U. S. Gypsum Company, 600 Chelsea Street;

Thence turning and running in a southwesterly direction along the westerly sideline of the said U. S. Gypsum Company property to the southerly sideline of said property;

Thence turning and running in a generally easterly direction along the southerly sideline of said U. S. Gypsum property to the easterly sideline of Chelsea Street;

Thence turning and running in a generally southwesterly direction along the easterly sideline of Chelsea Street to the northerly sideline of U. S. Navy Yard Gate No. 4;

Thence turning and running in a generally southeasterly direction along the extension of the northerly sideline of said Gate No. 4 to the intersection of 2nd Avenue;

Thence turning and running in a generally southwesterly direction along the westerly sideline of 2nd Avenue to a point intersecting with the extended southerly sideline of 3rd Street;

Thence turning and running in a generally southeasterly direction along the southerly sideline of 3rd Street to the westerly sideline of 1st Avenue;

Thence turning and running in a generally southwesterly direction along the westerly sideline of 1st Avenue to U. S. Navy Yard Gate No. 1;

Thence turning and running across Water Street to the easterly sideline of Gate No. 1;

Thence turning and running in a generally southwesterly direction along the easterly sideline of Water Street to the northerly property line of Massachusetts Port Authority Hoosac Pier No. 1;

Thence turning and running in a generally southeasterly direction along the northerly property line of Massachusetts Port Authority Hoosac Pier No. 1 to a point intersecting the easterly property line of said MPA Hoosac Pier No. 1;

Thence turning and running in a generally southwesterly direction by various courses and distances along the easterly property line of said MPA Hoosac Pier No. 1 and the U. S. Pierhead Line and the Massachusetts Harbor Line extended to the Boston-Cambridge city boundary line;

Thence turning and running in a generally northwesterly and westerly direction by various courses and distances along the Boston-Cambridge city boundary line to the intersection with the Boston-Somerville city boundary line;

Thence turning and running in a generally northerly direction along the Boston-Somerville city boundary line to a point which is the intersection of the Boston-Somerville city boundary line and the northwesterly sideline of property now or formerly owned by Food Centre Wholesale Grocery, Inc.;

Thence turning and running in a northeasterly direction along the northwesterly sideline of said property now or formerly owned by Food Centre Wholesale Grocery, Inc., and across the B & M Railroad right-of-way to a point on the northeasterly sideline of said right-of-way;

Thence turning and running in a southeasterly direction along the northeasterly sideline of said B & M Railroad right-of-way to a point which intersects the extended northwesterly sideline of Street "A";

Thence turning and running in a generally northeasterly direction along the extended northwesterly sideline of Street "A" to a point which is the intersection of the northwesterly sideline of Street "A" and the southwesterly sideline of Rutherford Avenue;

Thence turning and running in a generally northwesterly direction along the southwesterly sideline of Rutherford Avenue to Cambridge Street;

Thence turning and running in a generally northeasterly direction across Rutherford Avenue and the Service Road at Sullivan Square to a point which is the intersection of the northerly property line of W. F. Schraffts & Sons property at 529 Main Street, and the Service Road at Sullivan Square, which is the point and place of beginning.