

## EXECUTIVE SUMMARY

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This Draft Project Impact Report/Environmental Impact Report (Draft PIR/EIR) has been prepared in response to comment letters responding to the Project Notification Form/Environmental Notification Form (PNF/ENF) submitted on June 2, 2008; discussions with the Boston Redevelopment Authority (BRA), the Massachusetts Environmental Policy Act Office (MEPA), and other local and state agencies; a BRA Scoping Determination for the Draft PIR is provided in Appendix A; and the Certificate issued on the ENF by the Secretary of the Executive Office of Energy and Environmental Affairs provided in Appendix A.

### ES.1 Introduction

Seaport Square, in South Boston's Seaport District (the Project), will be Boston's first 21st century neighborhood. Working closely with the Boston Redevelopment Authority (BRA) and other city officials, Gale International, Morgan Stanley and W/S Development Associates (collectively the Proponent) developed and designed a comprehensive master plan spanning 23 acres currently in use as surface parking lots. Located in the center of the Seaport District, Seaport Square will link numerous development projects already underway or recently completed in this rapidly transforming area, creating a seamless, vibrant location (see Figures ES-1 and ES2).

Seaport Square represents a unique placemaking opportunity of mixed uses including residences, shops, office space, cultural institutions and public spaces that will shape the way people live, work and play in the city for the next century and beyond. As such, Seaport Square aims to provide a fitting accompaniment to the city's built heritage, while fostering environmentally responsible growth.

The Project establishes a high standard for a continuous public realm of new streetscapes, open space, and culture. The Proponent has carefully considered the vision of the BRA's Seaport Public Realm Plan and has designed the Project to recognize the goals of the Plan. Civic and cultural functions such as a library, exhibition space, a performing arts education center, and a relocated chapel, as well as storefront retail throughout the development, will activate the streets and sidewalks and create 24-hour activity.

As a transit-oriented development, Seaport Square will utilize recent public infrastructure improvements including the MBTA Silver Line. The Project will be a world-class example of a sustainable, mixed use urban infill development, as evidenced by its commitment to pursuing a LEED-Silver rating on all major buildings as well as a rating of LEED-ND (Neighborhood Development) Silver or higher for the entire Project Site. Seaport Square is poised to create many positive economic impacts including thousands of new jobs, approximately \$35,000,000 of linkage funds, significant annual real estate taxes for the City of Boston and annual sales taxes for the Commonwealth, in addition to state hotel occupancy taxes, local occupancy taxes, and convention center financing fees.





Seaport Square will attract residents, businesses, shoppers and visitors from across the city and across the globe and is sure to become one of Boston’s most desirable neighborhoods.

## ES.2 Project Program

The Seaport Square Project includes 23 buildings of varying sizes on 20 Blocks with a total of approximately 6.5 million square feet (sf) of development. The Project will include approximately 2.8 million sf of residential, 1.3 million sf of office, 1.3 million sf of retail and entertainment, 600,000 sf of cultural and educational and 500,000 sf of hotel uses. Approximately 6,500 parking spaces will be provided in underground parking garages beneath the Project Site. With the exception of the Chapel, a portion of the Block L buildings and the educational facilities, every building will include retail uses at ground level to provide an inviting and animated pedestrian experience. A breakdown of uses by Block is provided in Table ES-1 below.

**Table ES-1 Seaport Square Program**

Block	Total (gsf)	Retail / Entertainment (gsf)	Residential (gsf)	Office / Research (gsf)	Hotel (gsf)	Educational/ Cultural (gsf)
Block A	86,800	23,600	61,200	0	0	2,000
Block B	562,200	119,900	0	442,300	0	0
Block C	591,000	210,000	381,000	0	0	0
Block D	464,000	69,000	390,000			5,000
Park Pavilion	9,000*	9,000	0	0	0	0
Block G	498,000	128,000	165,000	0	200,000	5,000
Block H	24,300	0	0	0	0	24,300
Block J	86,000	22,000	64,000	0	0	0
Block K	281,300	91,000	90,300	0	100,000	0
Block L1	493,700	78,000	0	415,700	0	0
Block L2	415,200	77,000	0	338,200	0	0
Block L3	202,000	32,000	170,000	0	0	0
Block L4	292,000	32,000	260,000	0	0	0
Block L5	360,000	25,000	335,000	0	0	0
Block L6	249,000	18,000	231,000	0	0	0
Block M1	526,700	226,700	300,000	0	0	0
Block M2	440,500	88,000	352,500	0	0	0
Block N	363,700	0	0	0	0	363,700
Block P	400,000	0	0	0	200,000	200,000
Block Q	154,600	50,800	0	103,800	0	0
<b>Total</b>	<b>6,500,000</b>	<b>1,300,000</b>	<b>2,800,000</b>	<b>1,300,000</b>	<b>500,000</b>	<b>600,000</b>

\* Includes new MBTA Silver Line entrance.

### ES.3 Summary of Public Benefits

- ◆ **New Jobs.** The Project will create approximately 10,000 construction jobs and approximately 20,000 permanent jobs. The permanent jobs will be created through the retail space, office and research uses, the new branch library, the new educational facilities and services related to the residential and hotel uses.
- ◆ **Increased Housing.** The Project includes the development of approximately 2,500 homes, including both for sale and rental units, priced to attract a broad spectrum of income levels.
- ◆ **Affordable Housing.** The Project will create approximately 325 affordable housing units representing 15% of the number of market rate units.
- ◆ **Workforce Housing.** The Project will include an additional approximately 325 units designed and priced to be affordable for people whose income is too high to qualify for formally restricted affordable housing units, but who are often still priced out of the housing market.
- ◆ **Open Space.** Approximately 34% of the Project Site will be devoted to open space including green space, sidewalks, pedestrian ways and streets. Excluding the streets, approximately 25% of the Project Site will be open space. The two largest open spaces are Seaport Square Green and Seaport Hill, at approximately 1.25 and 0.75 acres respectively; Courthouse Square will also provide an outdoor seating area.

The Proponent will also create open spaces in areas outside of, but adjacent to, its property. Additionally, the Proponent will construct new sidewalks and pedestrian ways, and improve Seaport Boulevard, an existing public way, with trees, extensive landscaping, public art and outdoor seating.

- ◆ **Sustainable Design/Green Building.** The Project will target LEED-ND certification at least at the Silver Level. In addition, the LEED 2009 rating system for “New Construction” and “Core + Shell” projects will be pursued as applicable for the different use types at Seaport Square. The Proponent believes Seaport Square will be one of the largest sustainably-designed neighborhoods in the United States.
- ◆ **Smart Growth/Transit-Oriented Development.** The Project is a mixed-use development designed to be compact and walkable between home and work as well as walkable to area shops, cultural institutions and other leisure activities. The Project is close in proximity to the MBTA’s Red and Silver Lines and embodies the major tenets of transit-oriented development (TOD), and includes the construction of a new MBTA headhouse next to Seaport Square Green. A bike share program operated by the Proponent for the past three years will continue and a large car share program available to neighborhood residents and visitors will also operate from the Project’s underground parking garage.

- ◆ **New Tax Revenue.** The Proponent estimates that the Project will generate approximately \$32,000,000 in annual local property taxes, \$31,000,000 in annual state sales taxes, \$2,600,000 in state hotel occupancy tax, \$2,600,000 in local occupancy tax, and \$1,200,000 toward the convention center financing fee.
- ◆ **Linkage Funds.** The Project will generate approximately \$35,000,000 in housing and jobs linkage funds to the City of Boston. Notably, this linkage payment will be the largest linkage payment ever made to the City of Boston.

### *ES.3.1 Extraordinary Public Improvements*

- ◆ **New Streets and Sidewalks:** Approximately \$25 million will be spent for new public streets and sidewalks. Improvements to existing public streets will be made and new streets will be constructed including Harbor Street and Autumn Lane, Pier Street and a pedestrian extension of Farnsworth.
- ◆ **New Pedestrian Connection:** As the Fort Point Channel Watersheet Activation Plan envisions, and in addition to the numerous pedestrian connections as previously described, a new waterfront pedestrian way will be created along the City-owned Old Sleeper Street to link existing sections of the Harborwalk from the Children’s Museum to the Federal Courthouse. Restaurants and outdoor seating will enliven the area during day and evening hours.
- ◆ **Northern Avenue:** The Project proposes to provide up to \$5 million to be used to upgrade and improve the area along Old Northern Avenue, including sidewalks, lighting, traffic and landscaping in the area between the Northern Avenue Bridge and East Service Road. This proposed upgrade along Northern Avenue represents a shift of previously proposed funding from the Northern Avenue Bridge, which is currently being funded with federal money.
- ◆ **Bridging Grade to Summer Street:** An estimated \$10 million will be spent to construct Harbor Street, which will link the elevated Summer Street to the ground level and establish a loop connecting downtown Boston and the Seaport District. Harbor Street will slope gently towards the water, crossing through the new residential neighborhood and splitting vehicular traffic east and west onto newly constructed Autumn Lane, and will then continue as a wide pedestrian path to reach Seaport Boulevard and Seaport Square Green.
- ◆ **Open Space and Landscape Improvements:** The Project includes approximately \$25 million in open space and landscaping improvements, including two new major open spaces, Seaport Square Green and Seaport Hill. Courthouse Square will provide pedestrians a welcoming place to relax and Harbor Way will provide a wide pedestrian passage at the edge of Harbor Street between Autumn Lane and Seaport Boulevard. Courthouse Square through Seaport Square Green and the connections between Seaport Boulevard and Northern Avenue will provide Seaport District pedestrians a high degree of flexibility and ease of travel by foot.

- ◆ **New MBTA Silver Line Station Entrance:** The Project will add a new MBTA headhouse / station entrance at Seaport Square Green. This headhouse/ station will provide a landmark destination and convenient location along the waterfront that does not currently exist for easy public transit access to the Silver Line.

### *ES.3.2 Cultural, Educational and Community Contributions*

- ◆ **Cultural Corridor:** Created by a physical link from Summer Street to Seaport Boulevard via Harbor Street, the Cultural Corridor will connect the Institute of Contemporary Art on the waterfront and the Boston Convention and Exhibition Center on Summer Street. Between these two buildings, new attractions will include a performing arts and education complex, sculpture gardens on Seaport Hill, exhibit and gallery spaces, public art and performance venues on Seaport Square Green, and a branch library. The Cultural Corridor will build on the arts identity of the neighboring Fort Point Channel District, and create a strong cultural component that will activate and provide year-round use of Seaport Square.
- ◆ **Performing Arts Center:** An approximately 1,800 seat facility designed for the performing arts could be located on Summer Street for use by such institutions as the Boston Ballet or the Berklee College of Music. The performing arts center will be enjoyed by locals and tourists, filling hotels, restaurants and shops. The space will also serve as arts and assembly space for the educational facilities (see below), as well as provide facilities for residents and civic groups in the local community. The feasibility of this use will depend on local demand and funding.
- ◆ **Exhibition Space:** Exhibition space is proposed adjacent to the largest open space associated with the Project, Seaport Square Green (Block G). The Proponent envisions a space where neighborhood artists can show their work, a place for arts classes and community gathering, perhaps in coordination with the ICA. This arts space will increase community interest and connection to the area.
- ◆ **Educational Facilities:** To attract families to the Project Site, a privately funded Pre-K -1 public pilot educational facility for 200 children will be located within the Project. A second educational facility, a new K-12 educational facility will provide substantial annual scholarships for city residents. After school hours, this space may be used for adult education programs or other continuing education needs of city residents.
- ◆ **Public Library:** Seaport Square will include a new neighborhood branch of the Boston Public Library to serve area residents and complement the South Boston Branch Library.

- ◆ **Chapel:** A new facility will be constructed to relocate the existing Chapel of Our Lady of Good Voyage to a site at the foot of the Moakley Bridge that is more conveniently located within the community. The new site will provide better access and visibility for the Chapel, allowing it to expand to better serve the needs of the growing neighborhood.
- ◆ **Visitor's Center:** A new Visitor Center will be located in the Block A building. The Center will provide the city an opportunity to market and promote the entire Seaport District as a new and vibrant area for living, working and shopping.
- ◆ **Off-Site Open Space Improvements:** The Proponent will work with the South Boston community to identify an off-site athletic field that can be utilized for athletic events related to the educational facility. As part of this arrangement, the Proponent will fund capital upgrades to the field(s) and fund a portion of the ongoing maintenance. Additional off-site improvements are planned for Northern Avenue, Farnsworth Street, Old Sleeper Street and Parcel E, located near the Children's Museum. The Proponent will also upgrade sidewalks adjacent to the Project Site, as well as improve the median of Seaport Boulevard.

## ES.4 Summary of Impacts

### *ES.4.1 Transportation*

Transportation conditions in the Seaport Square area were analyzed under the following scenarios:

- ◆ Existing Conditions;
- ◆ Mid-term No-Build Conditions;
- ◆ Seaport Square Build Conditions;
- ◆ Seaport Square Build with Mitigation; and
- ◆ South Boston Waterfront Long-term Conditions.

Today, the Seaport Square site is used for commuter parking lots and already generates a significant volume of peak hour vehicle trips. As these lots are replaced with Project buildings with underground parking to support on-site uses, the net increase in traffic activity associated with the Project will be disproportionately lower than if the Project was built on vacant land. Since the MBTA's Silver Line runs through a portion of the Project with the commuter rail and Red Line subway at South Station also within walking distance, and since the Project itself includes a mix of uses that will allow for a walkable neighborhood, the need for automobile use will be naturally minimized.

The transportation study found that Seaport Square contributes relatively less traffic to intersections that operate poorly under Existing and Mid-term No-Build Conditions than other area developments. With mitigation improvements, composed primarily of signal

timing phasing changes and travel lane use changes, only three of the 33 study intersections during the a.m. peak hour, two of the 33 study intersections during the p.m. peak hour, and one of the 33 study intersections during both the a.m. and p.m. peak hours will experience a relevant change in level of service between Mid-Term No-Build conditions and Seaport Square Build with Mitigation conditions.

Capacity on the Silver Line is anticipated to be adequate for the Project. Seaport Square and other area projects will not require as much capacity as initially envisioned, since the trip generation rates are lower because of the land use types and mixed uses. To some extent, development must occur along the Silver Line corridor so that Silver Line patronage will increase and follow the development patterns.

The Proponent is committed to implementing a transportation demand management (TDM) program that supports the City's efforts to reduce dependency on the automobile by encouraging travelers to use alternatives to driving alone, especially during peak periods. TDM will be facilitated by the mixed-use nature of the Project as well as its location adjacent to the Downtown, the Financial District, and to other offices, transit, and shopping in South Boston. The Proponent will commit to implementing this TDM program for Phase 1 of the Project as well as for the full build-out of the Project.

#### ***ES.4.2 Environmental Impacts***

##### ***Wind***

Generally, the wind conditions improved or stayed the same with the proposed Project in place. Of the 156 locations studied for annual wind conditions, 145 or approximately 93% of the locations had wind conditions which improved or remained the same from the Existing configuration to the Build with Mitigation configuration. For all test configurations, wind conditions are generally improved in the summer and fall seasons when wind conditions are more favorable and open space areas are generally more active.

Based on the results of the wind tunnel tests described, it is anticipated that the potential mitigation measures described in Section 4.1.5.3 or other mitigation measures will be implemented in order to eliminate dangerous pedestrian comfort conditions that exist today as well as with the proposed Seaport Square Project.

With mitigation, 138 of 156 locations are suitable for walking or better, only 18 of 156 locations have uncomfortable conditions, and no locations have dangerous conditions. The specific design or nature of any mitigation measures implemented is somewhat flexible, provided the aerodynamic effect is similar to or better than the mitigation measures described in Section 4.1.5.3. It has been noted that there are still a few areas where uncomfortable wind conditions remain. For these areas and others that may exceed the

appropriate pedestrian wind comfort criterion, it is anticipated that further wind tunnel studies will be performed for each individual Block in order to establish more precise mitigation during the design review process.

With respect to the as-of-right alternative, the primary difference from the proposed Project is the reduction in height of many of the buildings, while the majority if not all of the lower 60 foot to 65 foot podiums have remained unchanged. It is expected that the changes to the building height will have little influence on the pedestrian wind conditions which will be similar to those described for the Proposed Project. The fact that some of the taller portions of the larger buildings have been slightly reduced in the as-of-right condition ensures that the down-washing of wind from the upper towers to grade will be similar to the conditions described for the proposed Project. In addition, any other slight modifications to the buildings will be captured during the detailed wind tunnel testing set to occur for each separate block.

### *Shadow*

The Project will create new shadows in the area since the existing Project Site generally consists of parking lots. The shadows resulting from the proposed Project and the as-of-right alternative are very similar. In many cases there are no net new shadows from the proposed Project beyond those created as a result of the as-of-right alternative, and in other cases, the proposed Project creates minor new shadows beyond those created by the as-of-right alternative. The Project is expected to result in shadows typical of densely-built urban areas. However, existing open spaces will generally be unaffected by new shadow, and much of the new shadow falls onto adjacent streets and the Project Site itself. As the design of buildings moves forward, and the massing is refined, it is anticipated that new shadow impacts will be reduced. In general, the area will include areas of sun and shade for residents and visitors to enjoy.

### *Daylight*

The daylight analysis conducted for the Project describes existing, as-of-right, and proposed daylight obstruction conditions at the Project Site and in the surrounding area. Since the Project Site generally consists of surface parking lots, the results of the BRADA analysis indicate that the development of the Project will result in increased daylight obstruction at the Project Site over existing conditions. Overall, the daylight obstruction values for the proposed Project will be within the range or lower than daylight obstruction values of the surrounding area. The resulting conditions will be similar to the as-of-right conditions in most cases. The daylight obstruction values are typical of densely built urban areas. In addition, this analysis used the massing on each Block, and as the Project buildings are designed, it is anticipated that the addition of architectural features, such as setbacks and curved facades, will result in a decrease in the daylight obstruction values as presented above.

### *Solar Glare*

Reflective glass is not proposed for any of the buildings at this time and therefore, no solar glare impacts are anticipated.

### *Air Quality*

Using conservative estimates, the carbon monoxide (CO) concentrations at the nearest receptors for impacts from the intersection, the heating boilers, and emergency generator units, plus monitored background values, are well under the CO National Ambient Air Quality Standards (NAAQS). In addition, maximum cumulative impacts from the heating boilers, garage vents, cooling towers, and emergency generators plus monitored background values are also well below the NAAQS for sulfur dioxide (SO<sub>2</sub>), nitrogen oxides (NO<sub>x</sub>) and fine particulate matter (PM-10 and PM-2.5).

### *Greenhouse Gas*

Overall, the Project is expected to achieve a reduction in greenhouse gas emissions from the baseline case to the proposed Project of almost 15%. The reduction in emissions is generally attributed to a reduction in stationary source emissions through use of high efficiency Block designs and high efficiency equipment to reduce energy usage.

### *Noise*

Noise levels due to the Project at studied receptor locations are below the most stringent City of Boston Noise Zoning requirements for a nighttime residential zone for street-level receptors, and they are below existing measured nighttime baseline noise levels. The increase in sound level is three dBA or less, which is generally imperceptible. Therefore, the results of the analysis indicate that the proposed Project can operate without significant impact on the existing acoustical environment.

### *Chapter 91*

The Project complies with the South Boston Municipal Harbor Plan and will activate the South Boston waterfront with approximately 2,500 new residential units and ground-level uses that include restaurants, retail shops and commercial uses. The new neighborhood will provide activation and expanded public use of the South Boston waterfront and Fort Point Channel during weekend and evening hours. Ground-level restaurant uses will include outdoor seating and pedestrian connections to new open space areas and the waterfront. The community will enjoy the arts shows and exhibits, and gathering with neighbors and friends along this site, moving from open space areas to more intimate spaces. A new Cultural Corridor along with other community contributions will further enliven the area.

### ***Geotechnical / Groundwater***

A variety of foundation systems will be required based on the proposed building structural requirements, parking needs and site constraints. Groundwater level measurements obtained at monitoring wells throughout the area will be carefully reviewed and data will be incorporated into final plans for all below-grade construction.

The Proponent will coordinate all underground activities with the Boston Groundwater Trust. With the vast majority of the Project (with the exception of Blocks H, J, K and Q) located outside of the Fort Point Waterfront Subdistrict, impacts to existing groundwater conditions are anticipated to be negligible.

### ***Hazardous Materials***

Site history research and known environmental conditions indicate that no long-term remedial systems are expected for the Project.

Chemical testing of the fill materials at each Block will be undertaken as part of the planned subsurface exploration programs during Project design, prior to construction. This testing will identify any contaminants that may be present, characterize the material to be excavated as required by landfills, develop appropriate soil management protocols and identify regulatory requirements. The work will be coordinated with the proposed construction.

### ***Solid Waste and Recycling***

The Project will generate solid waste typical of other residential/mixed-use projects. Solid waste generated by the Project will be approximately 13,200 tons per year.

Recycling by residents and tenants of the Project will be encouraged and coordinated. To encourage recycling, the Proponent will implement a recycling program throughout the Project that focuses on the specific needs of each use type.

### ***Construction***

In accordance with the City of Boston's Construction Management Program, a Construction Management Plan (CMP), which will address public safety, construction schedule, staging areas, signage, perimeter protection, material handling, truck routes, air quality, noise, vibration, groundwater, protection of utilities, protection of adjacent structures and rodent control, will be prepared and submitted for BTB approval. Periodic meetings will also be held with neighborhood representatives to describe the ongoing work and to discuss measures that will be taken to minimize construction impacts on the community.

### *Sustainable Design*

The Project will become a world-class example of a sustainably designed, mixed use urban infill development, as evidenced by its commitment to pursuing LEED-Silver certification on all major buildings as well as LEED-ND Silver or higher for the entire Project Site. Energy-efficient buildings, pedestrian-oriented activation of the streetscape and utilization of alternative transportation modes to facilitate a lifestyle that is less dependent on automobile-based transportation are fundamental to the design of the Project. Guidance will be provided both to design and construction teams as well as future office tenants and residents to minimize energy consumption, reduce waste generation, and optimize sustainable property management practices.

### **Open Space**

The open space impact assessment found that overall, the open space ratio for the impact assessment Study Area, after completion of the Project, will be close to the City's planning goal of 2.5 acres of open space per 1,000 residents, with a total of 2.41 acres per 1,000 residents. The active open space ratio for residents and non-residents is currently below the City's planning goal, and will continue to be below the City's planning goals after completion of the Project. The passive open space ratio for residents and non-residents will be above the City's planning goals. This ratio, however, is above the open space ratios for similarly dense neighborhoods, such as Central Boston and the South End. In addition, if the Study Area excluded resident and non-resident populations that are unlikely to use the open spaces within the Study Area because they are beyond one-half mile and one-quarter mile (considered reasonable walking distances that users would travel to reach local open space and recreation areas) from the open spaces, the ratio would be above the City's planning goal.

### ***ES.4.3 Historic Resources***

The Project will include the demolition of the Chapel of Our Lady of Good Voyage at 65 Northern Avenue, a property included in the MHC Inventory. The Proponent has initiated consultations with MHC and BLC in an effort to identify appropriate means to mitigate the proposed demolition of the Chapel. The Proponent will also work with BLC staff regarding properties within the Protection Area of the Fort Point Channel Historic District. The sensitive design of the Project will complement the adjacent historic district, and design and visual impacts are anticipated to be limited. In addition, shadow impacts to historic resources from the Project are anticipated to be limited.

#### ***ES.4.4 Infrastructure***

Due to the site's urban location and recent major infrastructure improvements in the area as part of the Central Artery/Tunnel and Silver Line Transitway, the area is generally well served by public and private utility infrastructure. Continued coordination with the City of Boston, Boston Water and Sewer Commission, private utility companies and other Project stakeholders is required and anticipated.

#### ***Stormwater***

Due to the inclusion of large open spaces, green roofs and site landscape improvements, the Project will result in an approximately 20% reduction in the amount of impervious coverage on the site, significantly reducing the peak runoff rates from the site. Since the Project is reducing runoff generated from the Project, the Proponent does not anticipate significant stormwater infrastructure capacity issues.

#### ***Water***

The Proponent has met with BWSC representatives and found that there are no known capacity issues with either the local water distribution system or the transmission main. As such, the distribution system should have sufficient capacity to supply all phases of the Project. In addition, the Proponent is committed to implementing practical measures to reduce its demand on the public water supply.

#### ***Wastewater***

The wastewater infrastructure is anticipated to have adequate capacity for the Project. The Proponent intends to perform studies requested by the BWSC, and perform the detailed capacity analysis as part of the BWSC Site Plan Review Process and application for a General Services Agreement.

### **ES-5 Conclusion**

Seaport Square, a new urban neighborhood that is a model of sustainable design and development, offers a broad range of public benefits, public improvements and cultural and community contributions to the City of Boston and its residents. The Project is designed to enhance recent public infrastructure improvements including public transportation, access to major roadways and access to Boston's Logan International Airport. Located on 20 city blocks in the center of South Boston's Seaport District, Seaport Square is uniquely positioned to significantly advance the goals of the BRA's Seaport Public Realm Plan to create a vital, new location, further enhancing the city's global competitiveness and stature as a world-class city.