

Raymond L. Flynn Marine Park -

Final Master Plan Update Transportation Advisory Committee



Planning Department

CITY of BOSTON

AGENDA



1 Introductions & TAC Overview

2 Article 80 Project Updates

3 RLFMP Resilience Planning

4 Transportation Improvement Projects

- Summer Street Bus/Truck Lane
- FID Kennedy Design
- Northern Ave/FID Kennedy/Haul Road Intersection Design
- Cypher/E Street Freight Corridor
- Tide Line Concept
- O+P Shuttle
- Pier 10 Ferry

5 Transportation Project Financing

1 - Introductions and TAC Overview



RLFMP Transportation Advisory Committee



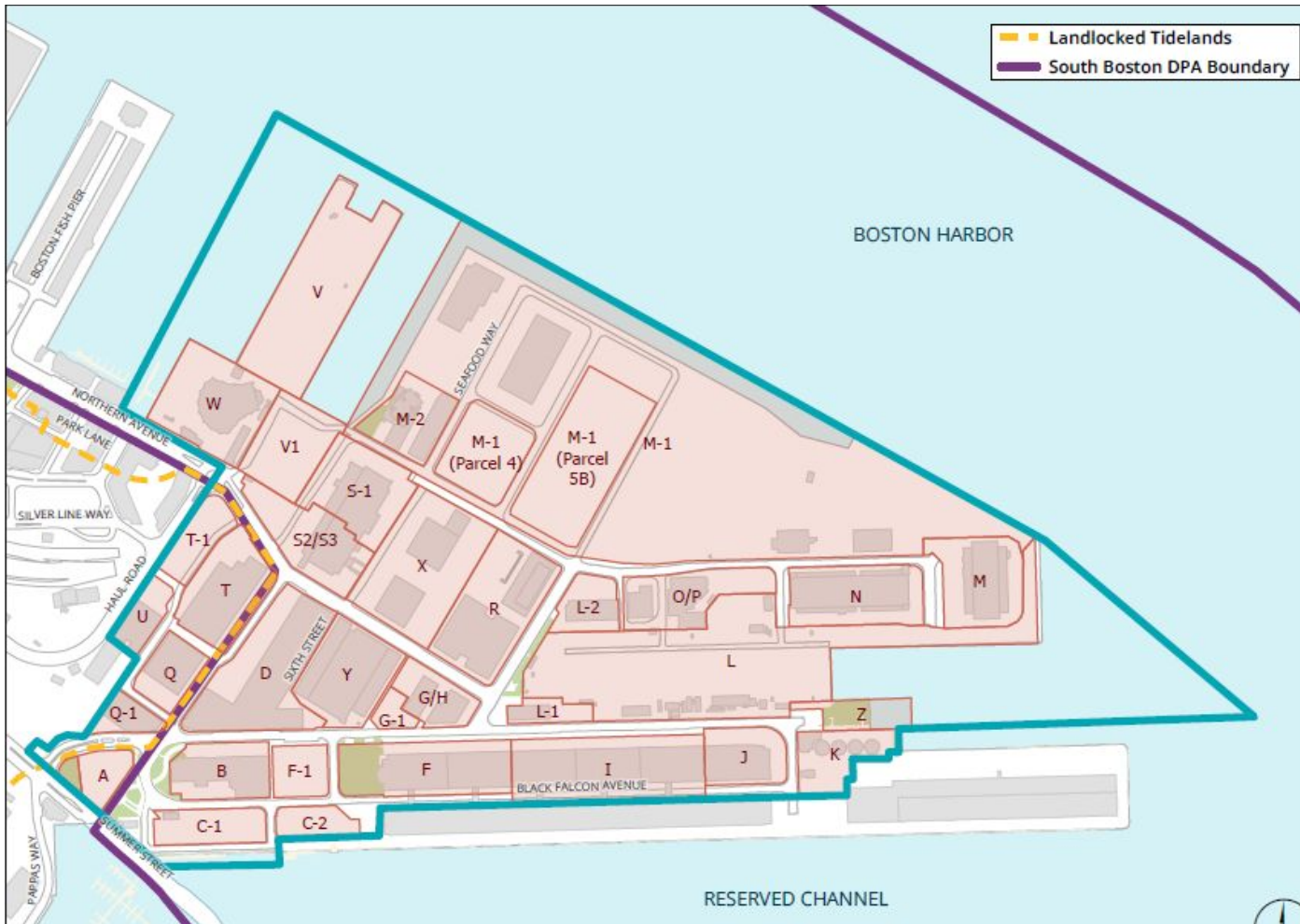
Comprised of appointees from:

- City of Boston Transportation Department;
- BPDA Real Estate and Planning Departments;
- Massport Authority;
- MassDOT;
- MBTA;
- RLFMP Business Association;
- Seaport Transportation Management Association

RLFMP Master Plan Timeline



- **1999** - Original Master Plan
- **2005** - Master Chapter 91 License
- **2015-2017** - Master Plan Update Study including Stakeholder Engagement
- **December 2017** – Master Plan Update Submittal
- **January 2018** - Certificate
- **May - July 2019** - RLFMP Park Technical Advisory Committee Process
- **February 2020** - Master Plan Update Feedback from State
- **2020-2021** - Additional BPDA analysis and regular meetings with the State
- **February 2022** – Final Master Plan Update Submittal
- **June 2022** - EEA MEPA Certificate Issued on Notice of Project Change
- **July 2022** – EEA MEPA Certificate Special Review Procedure
- **February 2024** – Chapter 91 Consolidated Written Determination DRAFT
- **March 26, 2024** - Chapter 91 Consolidated Written Determination FINAL



2 - Article 80 Project Updates



RLFMP Active Project Review (Article 80/MEPA/Ch.91)

- **22 Drydock Avenue** Chapter 91 Licensing complete, [Under construction](#)
- **24 Drydock Avenue** BPDA Approved October 2022 - Chapter 91 Licensing complete
- **310 Northern Avenue** BPDA Approved November 2022 - Chapter 91 Licensing complete
- **2 Harbor Drive Phase I** BPDA Approved December 2020, [Completing construction](#)
- **2 Harbor Drive Phase II** Under Review, Project Change Notification (PCN) to MEPA Pending
- **MMT Parcel 5C** Under Review
- **88 Black Falcon** BPDA Approved May 2023

RLFMP Active Project Review (Article 80/MEPA/Ch.91)

2 Harbor/Building 2 Notice of Project Change

<https://www.bostonplans.org/projects/development-projects/south-boston-innovation-campus>



3 - RLFMP Resilience Planning



FLOOD MITIGATION PLANNING & FEASIBILITY AT THE RAYMOND L. FLYNN MARINE PARK

Open House



Thursday, July 11 2024



Planning Department

CITY of BOSTON

HOW DID WE CONSIDER FLOOD RISK?

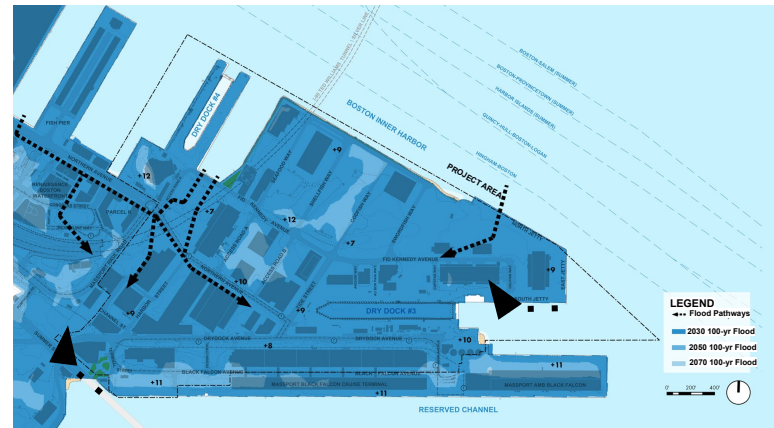
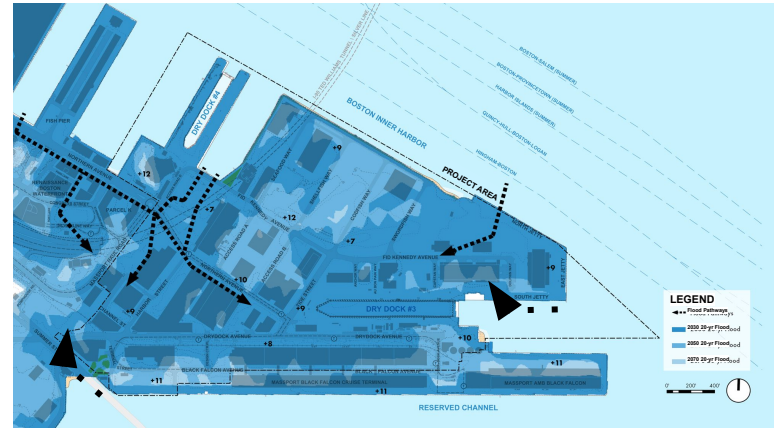
Four Time Horizons:

2023, 2030, 2050, and 2070

At these time horizons, **flood events with an annual exceedance probability of:**

- 5% (“20 Year Storm”)
- 2% (“50 Year Storm”)
- 1% (“100 Year Storm”)
- 0.5% (“200 Year Storm”)
- 0.2% (“500 Year Storm”)
- 0.1% (“1000 Year Storm”)

As well as **tidal flooding**

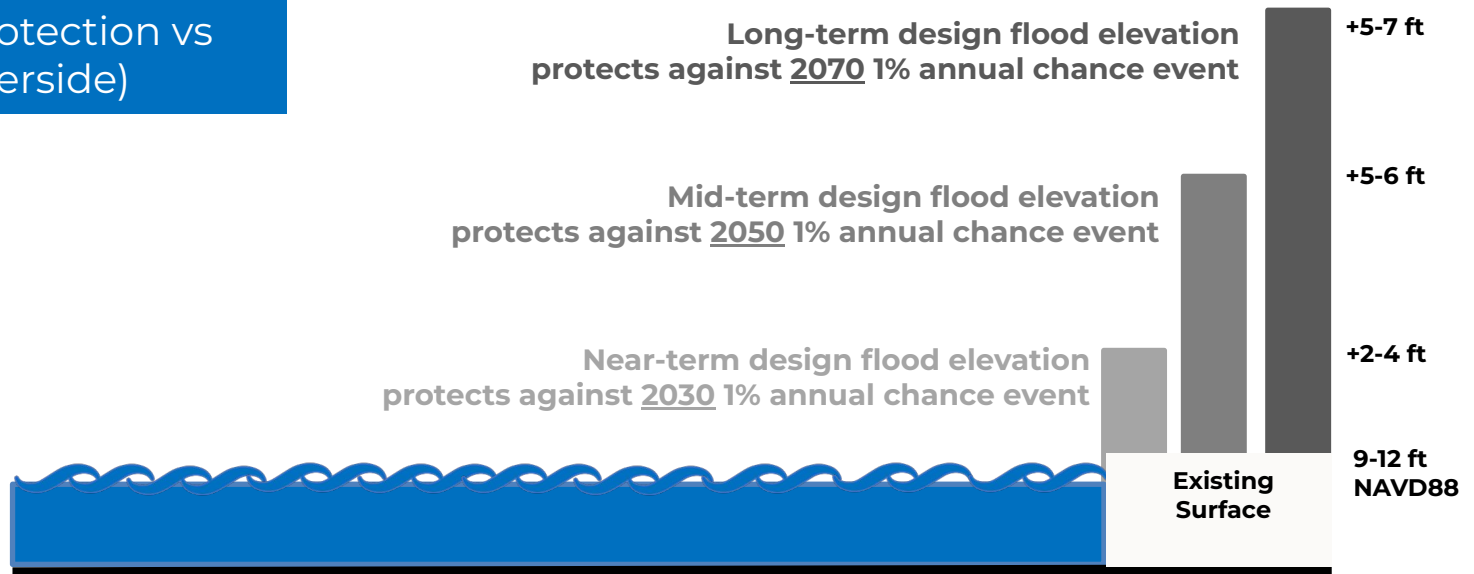


Flood Exposure (source: MC-FRM) 5% AEP (top) 1% AEP (bottom) 12

LEVELS OF PROTECTION

Key considerations:

- Timing of implementation
- Adaptability of protection over time
- Trade-offs (protection vs access to waterside)



Flood Risk with No Action

RLFMP, like the rest of the Seaport, has existing substantial flood risk, that will increase in the future



Coastal Flooding by 2070

2023-2070 Cumulative Present Value of Risk, 2070 1% AEP Exposure



**\$1.5
Billion**

In expected
losses



**113
Buildings**

Impacted out
of 113 total buildings

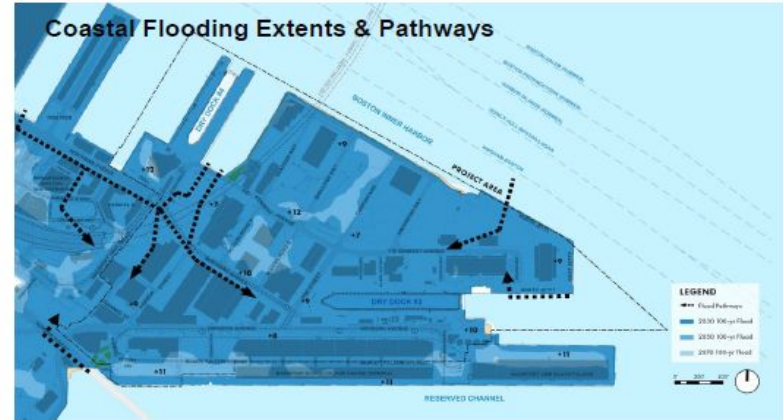


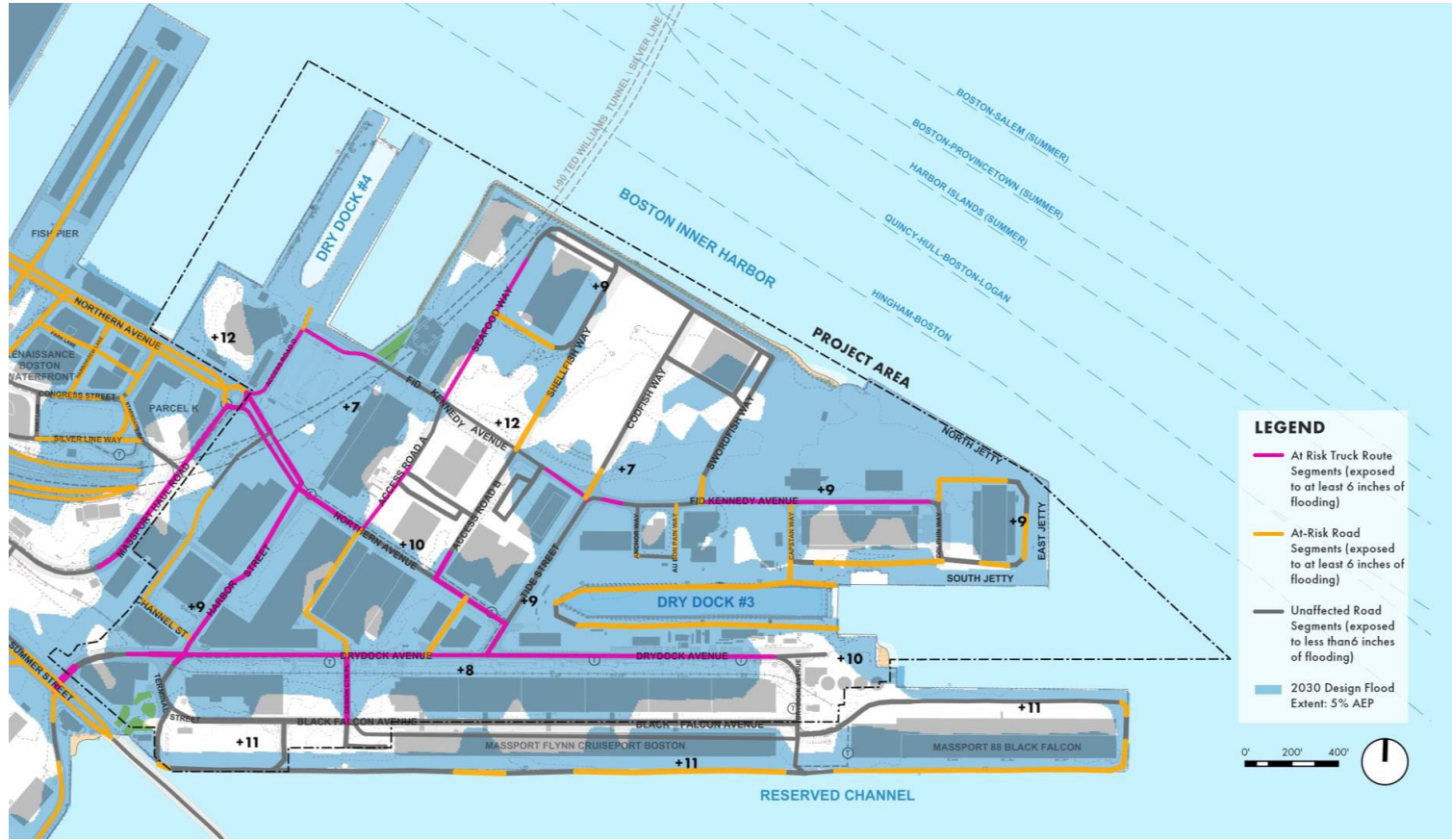
**0
Residents***

In impacted homes
out of 0 residents

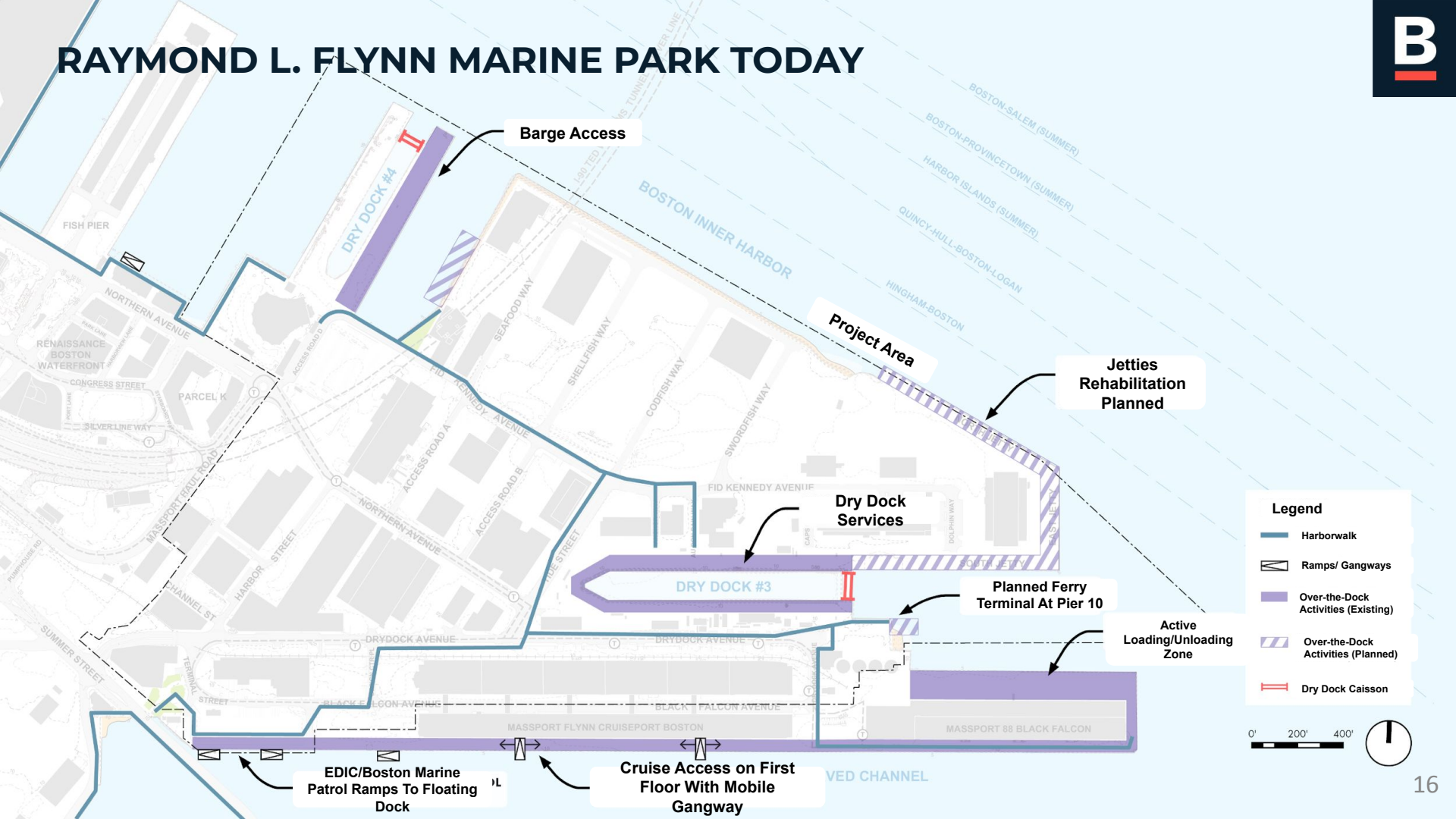
Results represent the cumulative present value of risk from 2020 through 2070 across only the RLFMP area, assuming a 3% discount rate

*There are no residential properties within the RLFMP Project Area, therefore no Census data is distributed to buildings in RLFMP. This does not account for the potential for workers or visitors to RLFMP to be exposed or impacted.





RAYMOND L. FLYNN MARINE PARK TODAY



Barge Access

Jetties Rehabilitation Planned

Project Area

Dry Dock Services

Planned Ferry Terminal At Pier 10

Active Loading/Unloading Zone

EDIC/Boston Marine Patrol Ramps To Floating Dock

Cruise Access on First Floor With Mobile Gangway

Legend

- Harborwalk
- Ramps/ Gangways
- Over-the-Dock Activities (Existing)
- Over-the-Dock Activities (Planned)
- Dry Dock Caisson



COASTAL RESILIENCE SOLUTIONS FOR SOUTH BOSTON

FINAL REPORT

October 2018



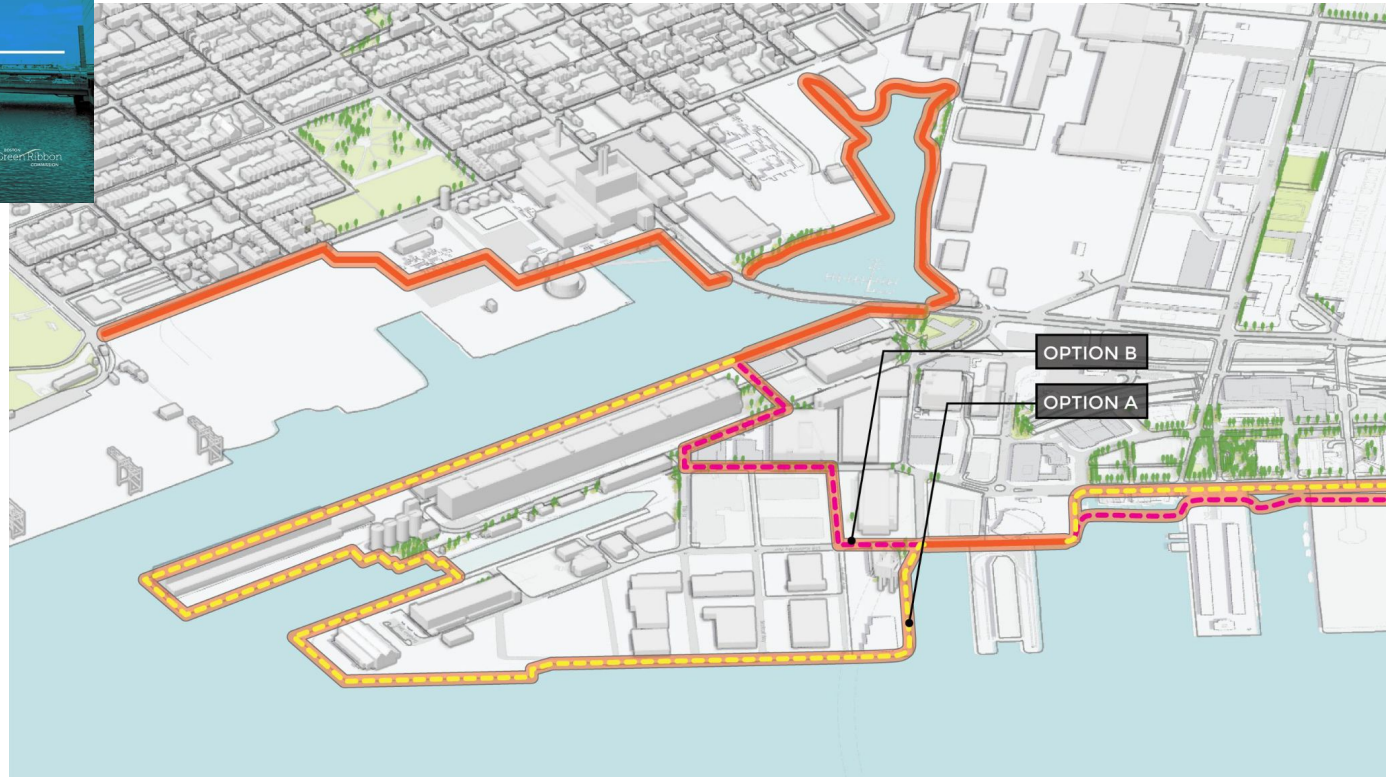
Mayor Martin J. Walsh



CITY OF BOSTON

Barr Foundation

Green Ribbon Commission



ENGAGEMENT WAS CRITICAL TO THE DEVELOPMENT AND SELECTION OF A PREFERRED FLOOD PROTECTION DESIGN

Flood Mitigation Planning & Feasibility at the Raymond L. Flynn Marine Park (RLFMP)
Project Introduction

Design Planning & Development Agency
May 21, 2021



WEBINAR

Introduce the project goals and process to stakeholders

SITE VISITS

Understand existing conditions and needs

OPEN HOUSE

Understand detailed and site-specific preferences to refine concepts

FOCUSED DISCUSSIONS

Thank you for your engagement throughout this process!

COASTAL FLOOD RESILIENCE DESIGN GUIDELINES



Long-term Strategy

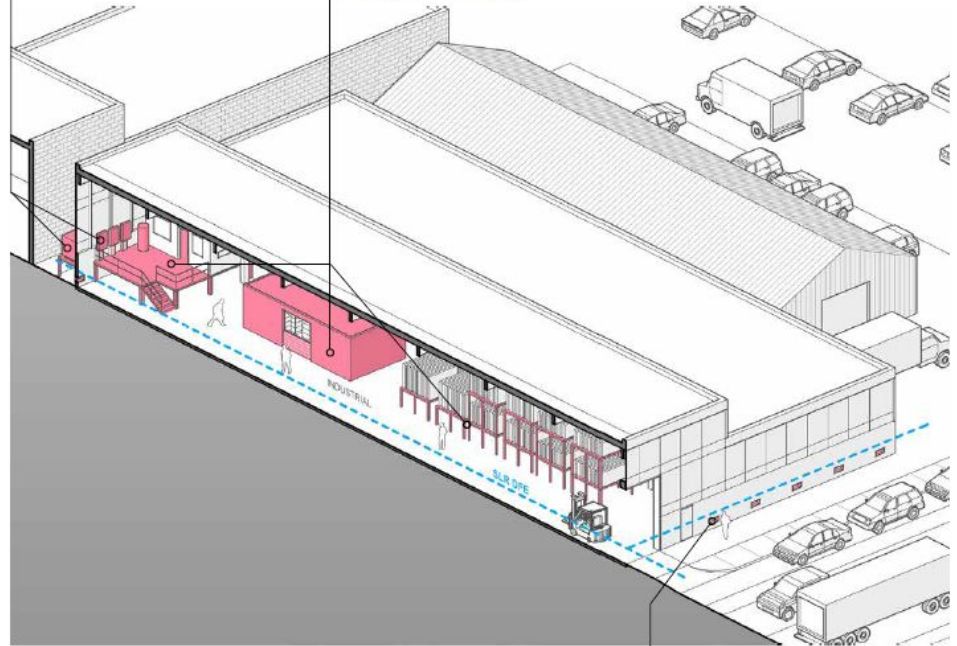
Building Systems

Protect Critical Systems

Locate critical systems above the SLR-DFE. This includes elevating exterior generators or sub-stations onto concrete pads or platforms, elevating electrical panels, and raising mechanical systems. Where space is limited, considering elevating systems onto roofs.

Protect sensitive content inside potentially environment-controlled dry floodproof room with floodgates. Protect general content with elevated storage racks and shelving.

Elevate work stations onto raised platforms or mezzanines to reduce flood damage and help restore operations more quickly.



Building Envelope and Access

Wet Floodproofing

Install flood vents at basement walls in order for water to enter and balance hydrostatic forces.

Use water-damage-resistant materials below the SLR-DFE.

ARTICLE 37 – GREEN BUILDING AND CLIMATE RESILIENCY GUIDELINES

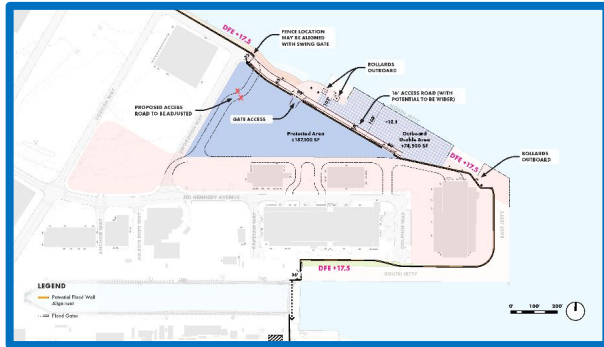
- All new construction within RLFMP is subject to Article 37 guidelines
- This means all major new building projects are planned, designed, constructed and managed to:
 - Minimize adverse environmental impacts
 - Conserve natural resources
 - Be resilient to climate change
 - Promote a more sustainable city, and
 - Enhance quality of life in Boston



South Boston Innovation Campus located at 2 Harbor Street

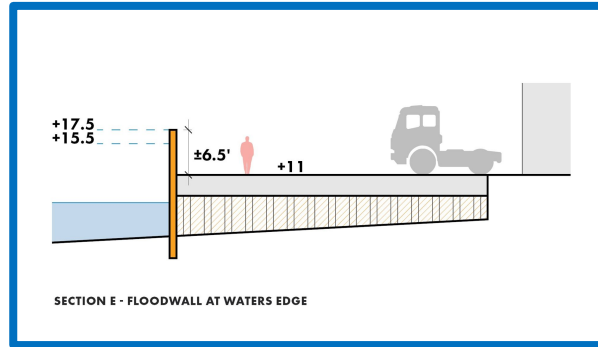
(source: Parcel T Project Development Notification)

ALIGNMENT Where is it?



Considered in this Assessment

APPROACH What is it?

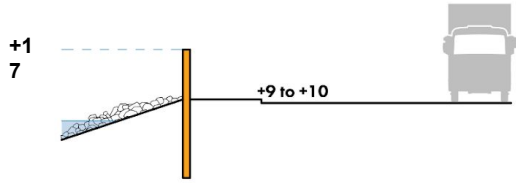


DESIGN What does it look like?

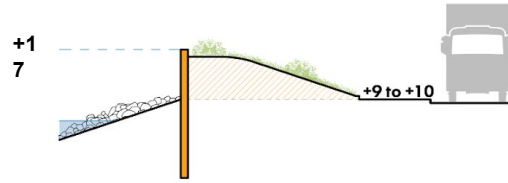


Considered in Future Project Phases

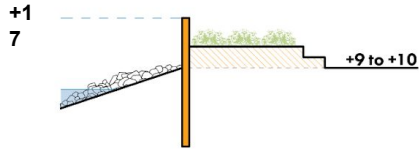
COASTAL FLOOD PROTECTION APPROACHES



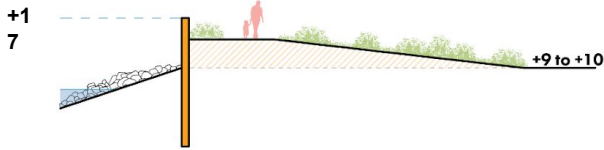
Flood Wall at Shoreline with Truck Access



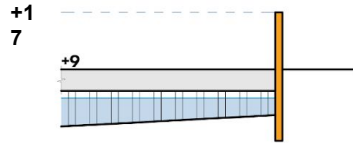
Flood Wall and Berm with Truck Access



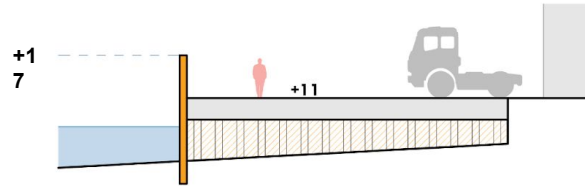
Flood Wall with Raised Planter



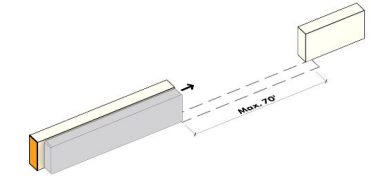
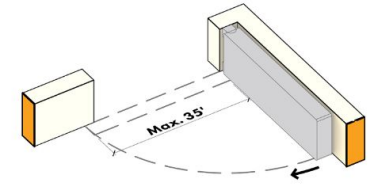
Flood Wall with Raised Park or Landscape



Flood Wall on Bulkhead at Back of Jetty



Floodwall at Water's Edge



Flood Wall Gates Types: Swing (top) and Roller (bottom)

EVALUATION CRITERIA

EFFECTIVENESS

The alternative reduces long-term flood risk to businesses and infrastructure within RLFMP.

FEASIBILITY

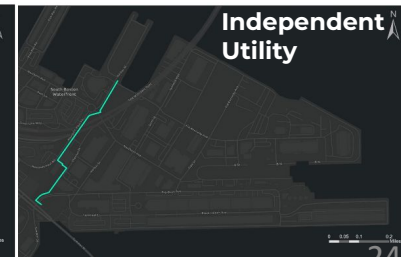
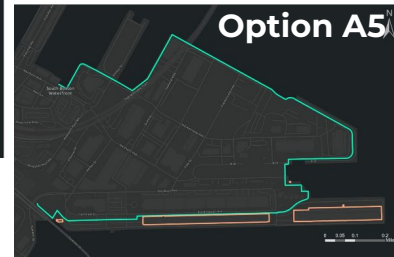
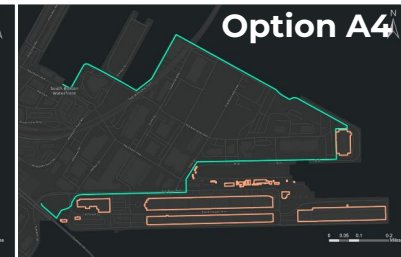
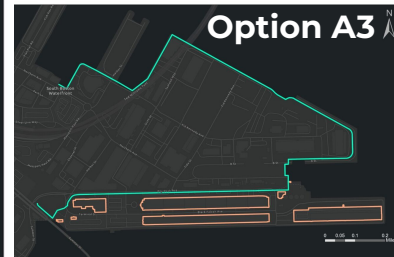
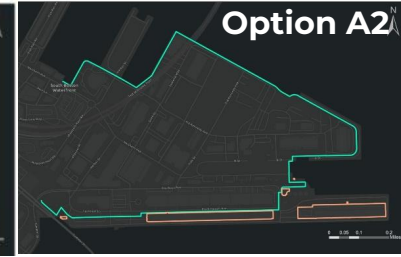
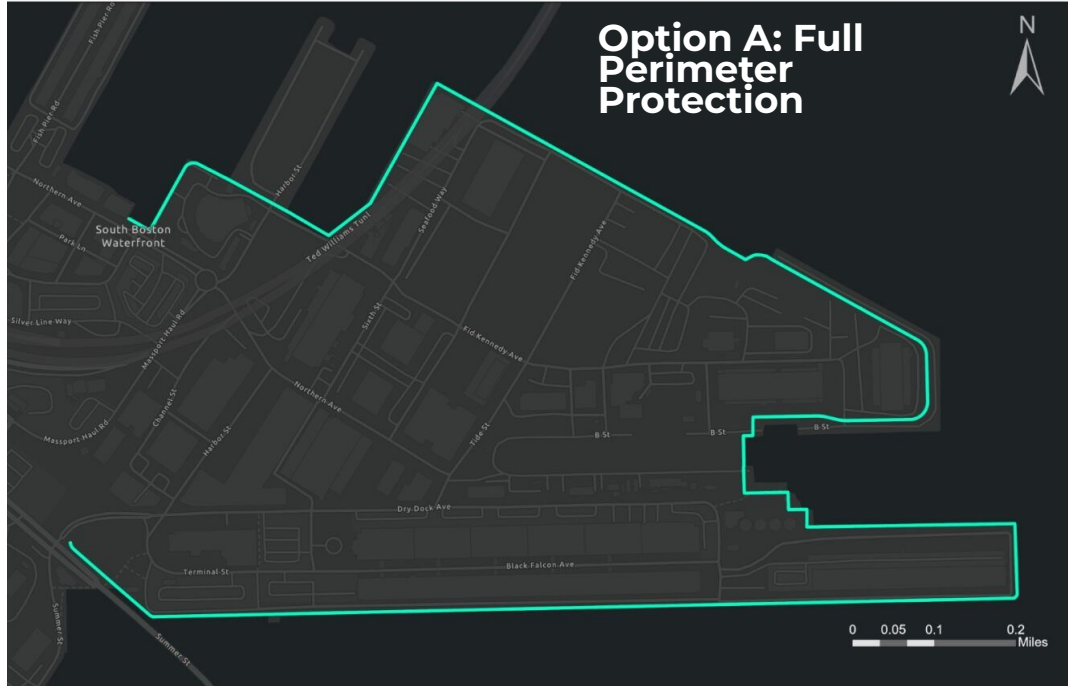
The alternative integrates with industrial business operations, minimizes disruption to shorefront activities, is consistent with laws and regulations, and is technically achievable.

DESIGN LIFE AND ADAPTABILITY

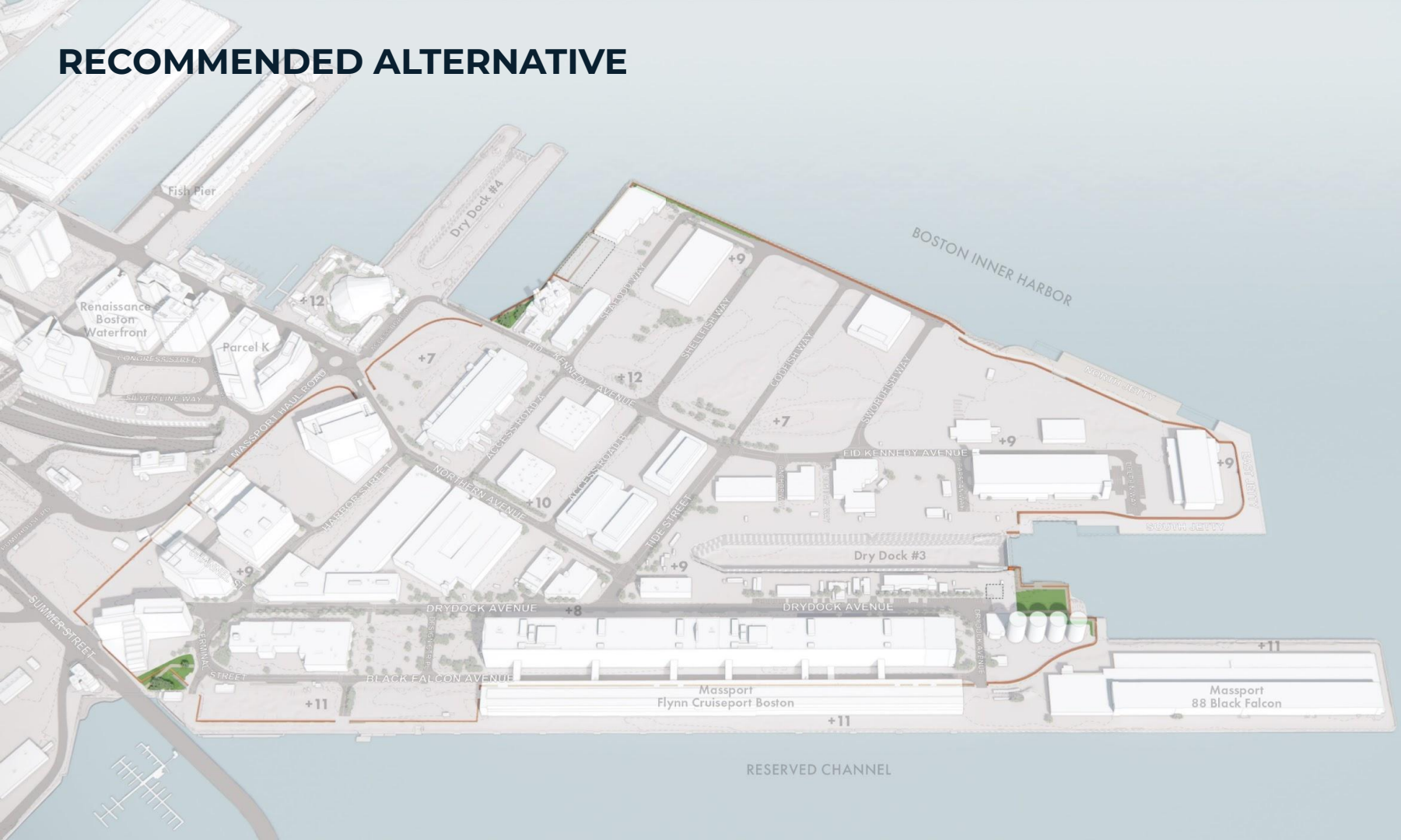
The alternative provides protection through at least 2050 and can be adapted to higher levels of flood protection in the future.



ALIGNMENT ALTERNATIVES CONSIDERED

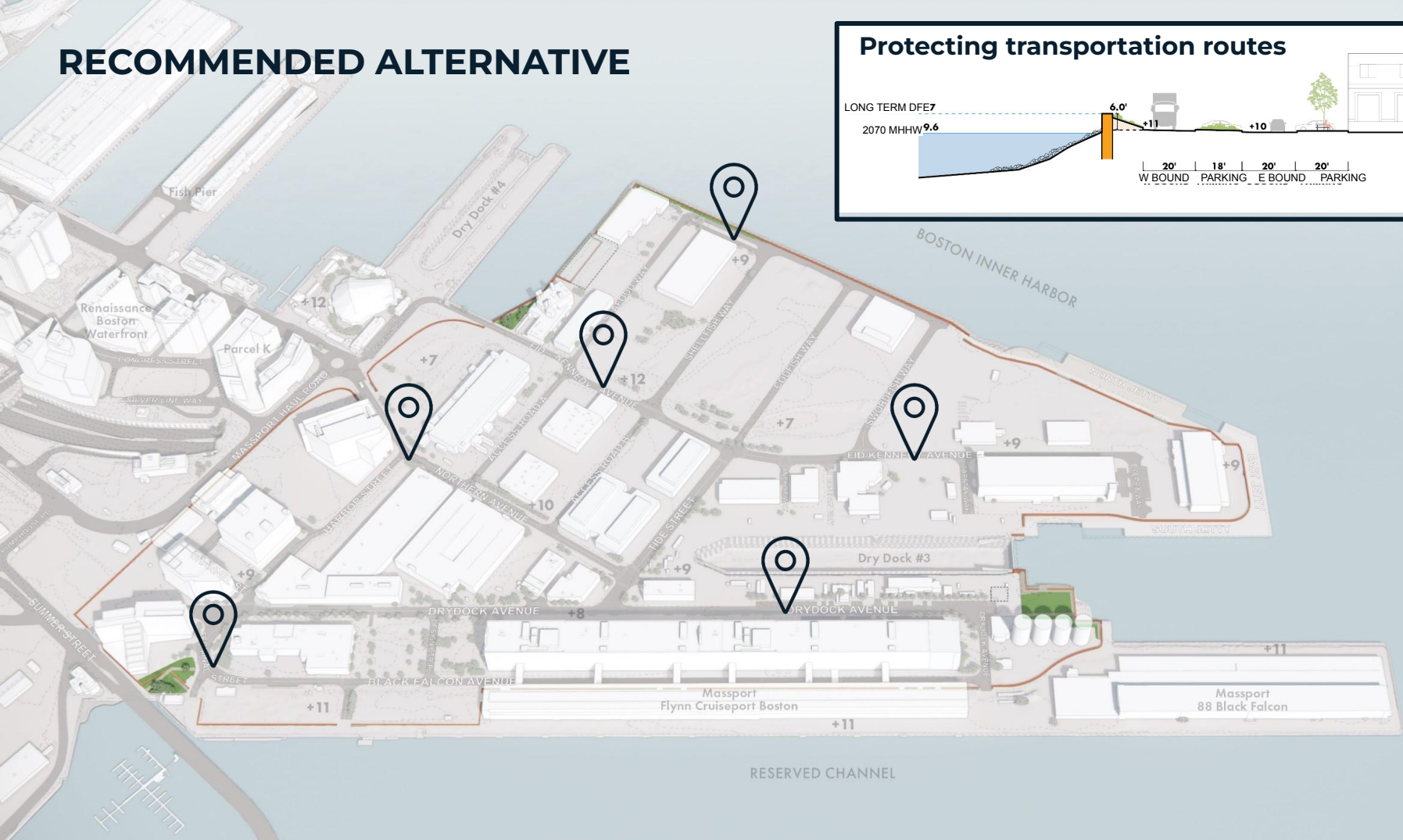
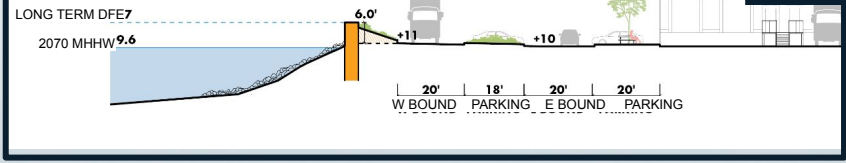


RECOMMENDED ALTERNATIVE



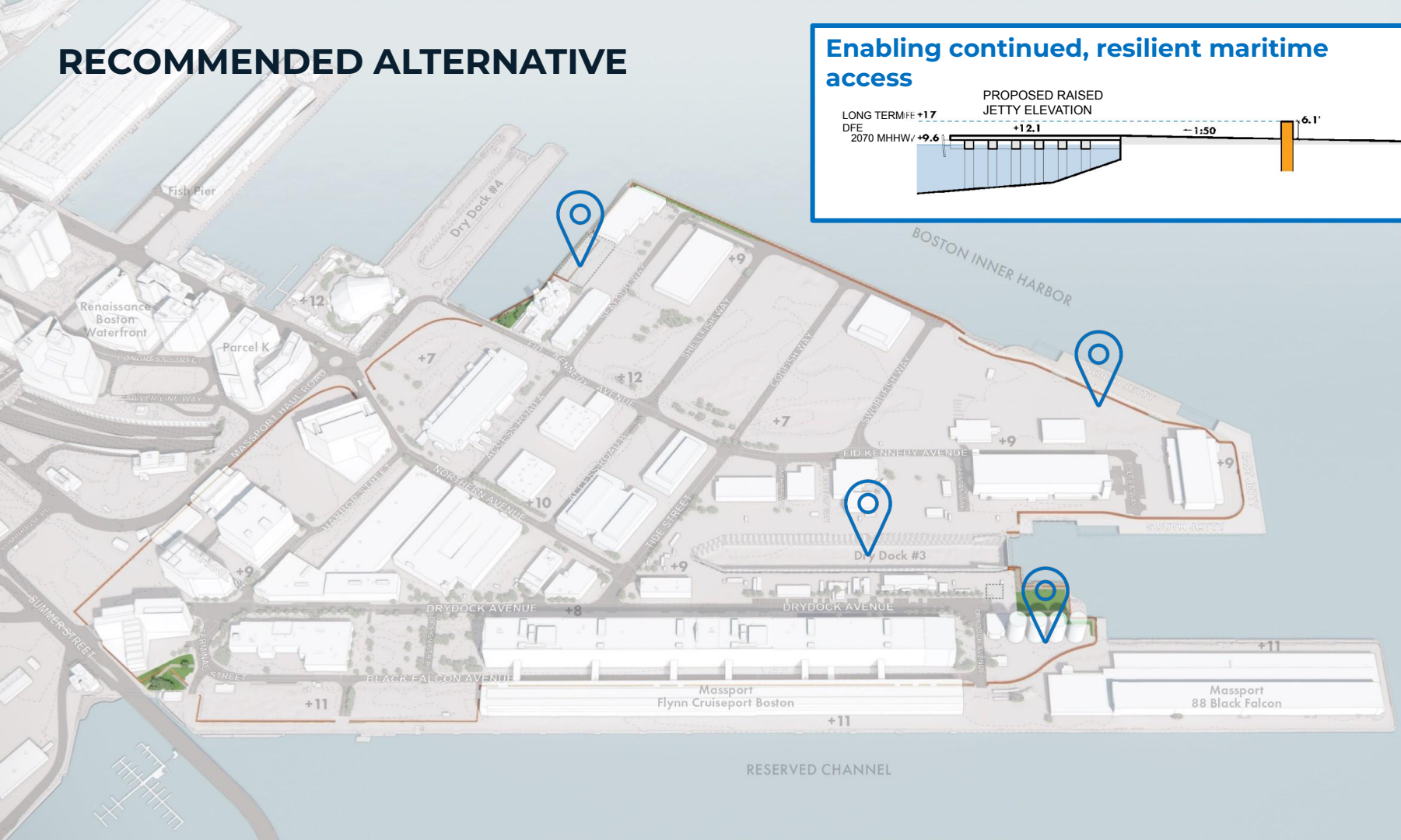
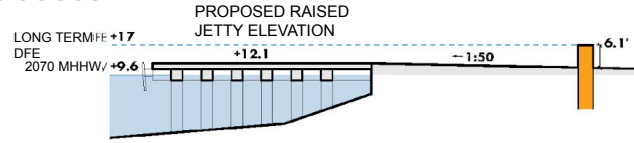
RECOMMENDED ALTERNATIVE

Protecting transportation routes

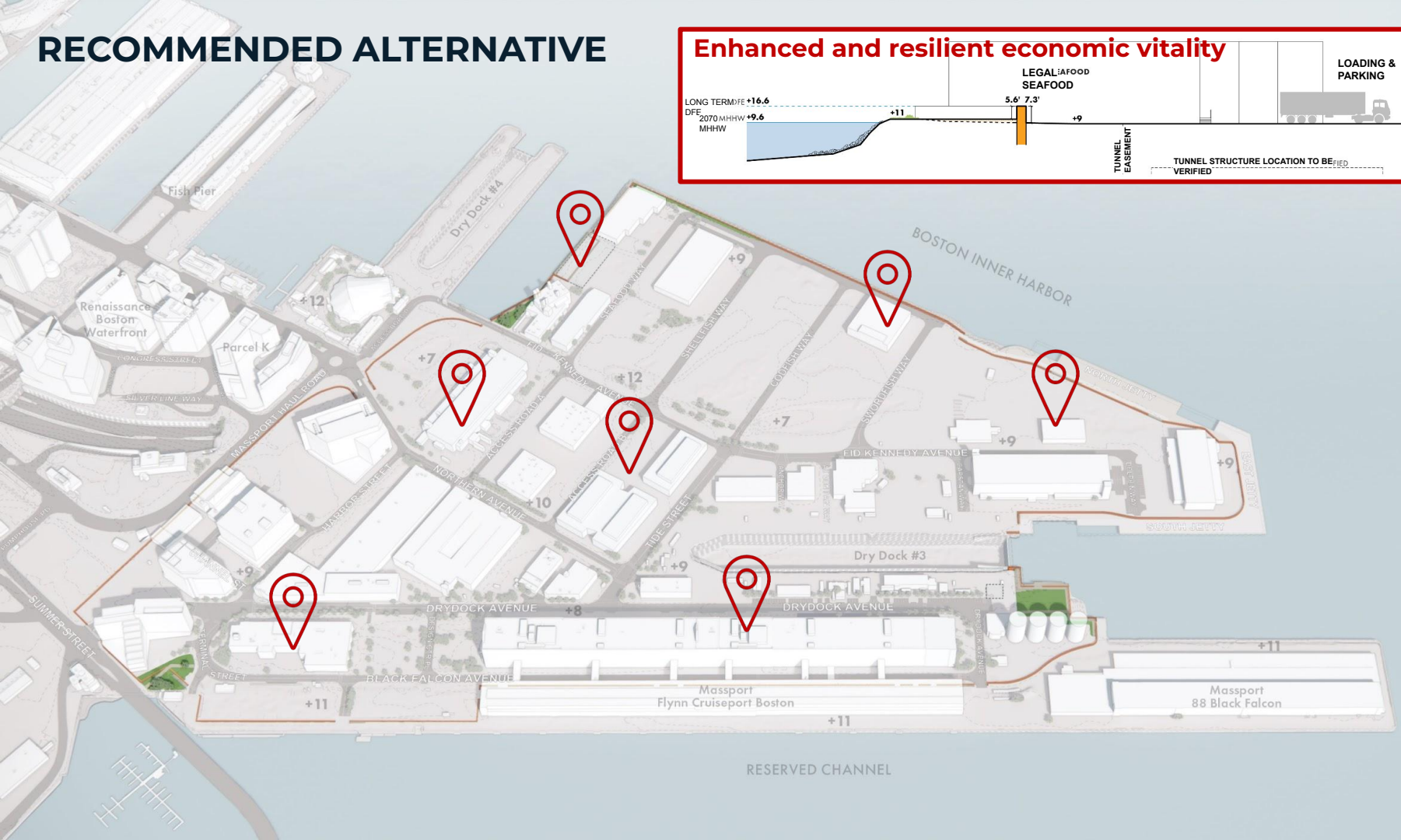
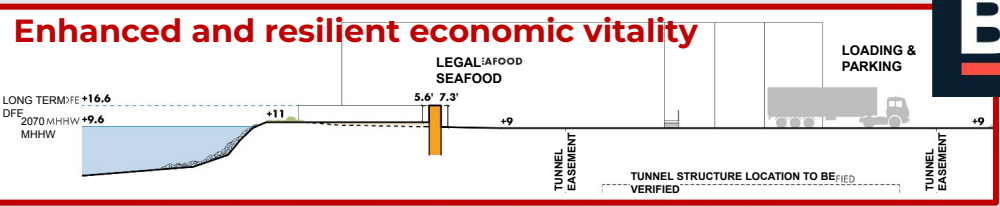


RECOMMENDED ALTERNATIVE

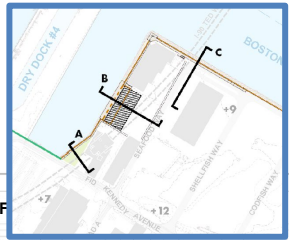
Enabling continued, resilient maritime access



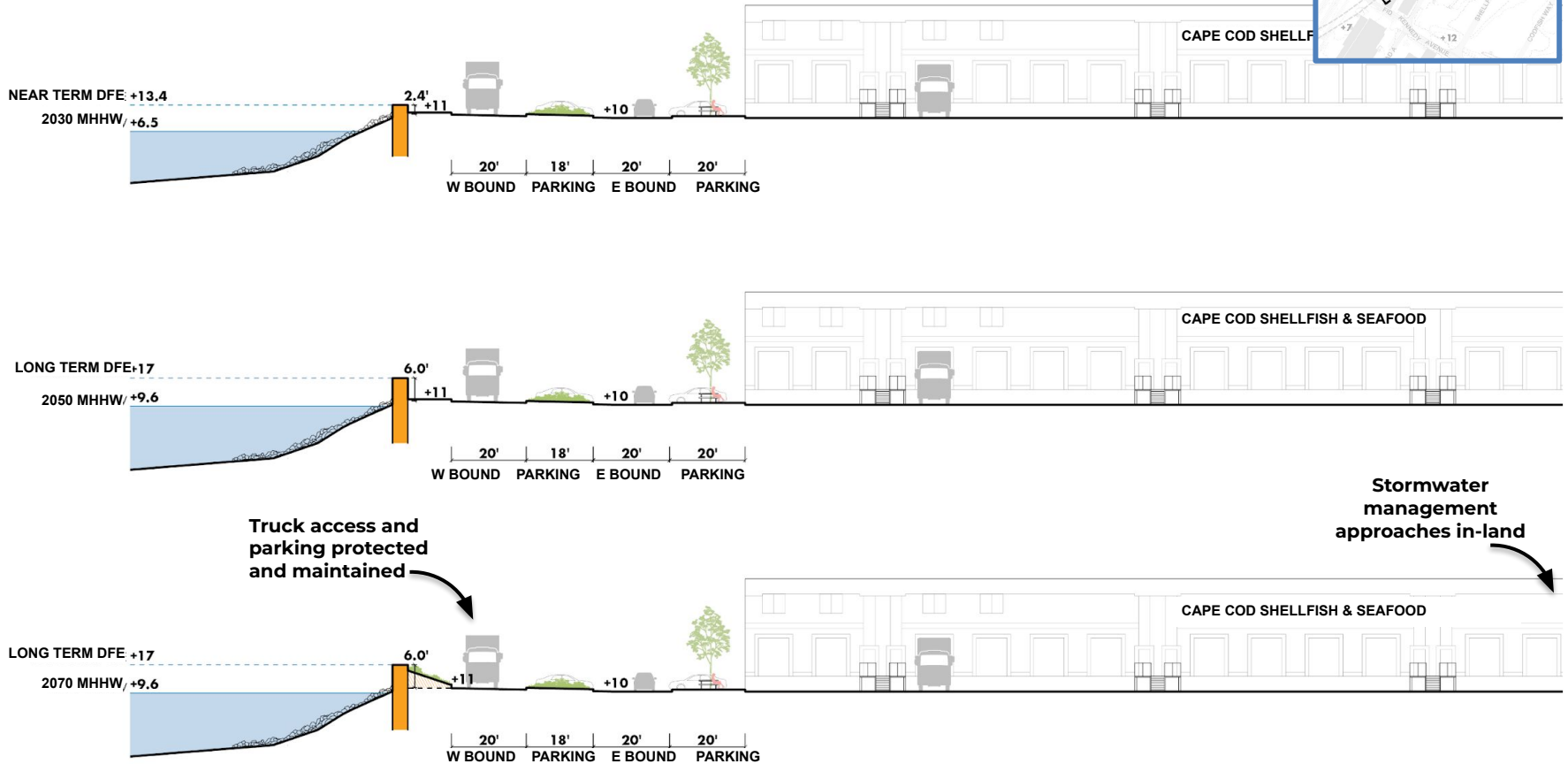
RECOMMENDED ALTERNATIVE



PROTECTING KEY TRANSPORTATION ROUTES



Section C - Massport Marine Terminal



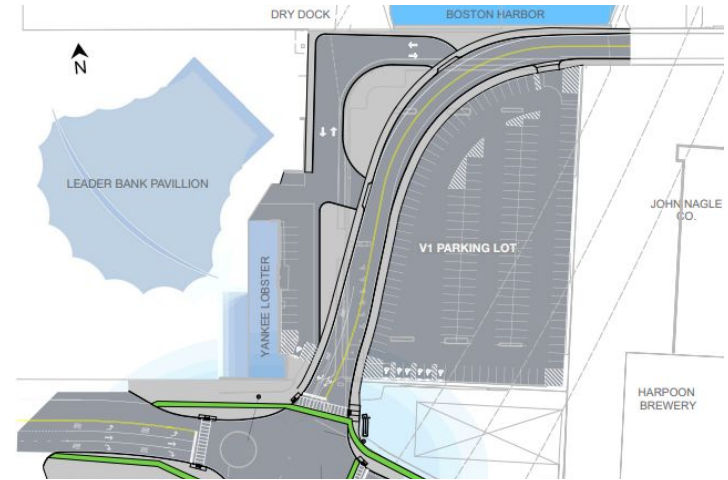
4 - Transportation Improvement Projects



FID Kennedy Design Concept



- BPDA originally presented 3 concepts for consideration for the FID Kennedy Realignment
- Based on MPBA feedback, a new 4th concept (Compromise Option) was proposed
- BPDA received a letter of support from the MPBA for the Compromise Option
- At the February 2024 Board meeting, BPDA received authorization to release an RFP for the full design of the concept which will include continued tenant engagement
- Project is fully funded and BPDA expect improvements to be completed by Summer/Fall 2026



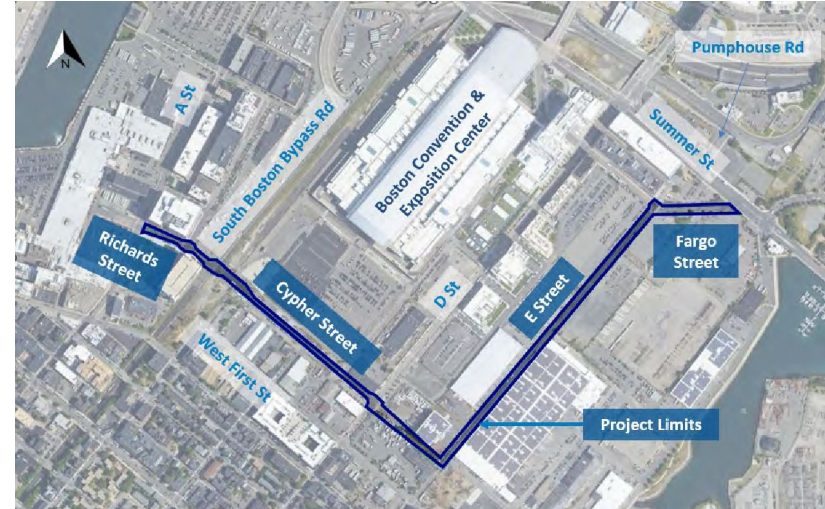
Massport Haul Road/Fid Kennedy Ave Realignment Project



- Massport, BTD, and BPDA consultant team working on revising alternative to incorporate feedback and to advance to a finalized concept level design

Cypher / E Street Improvements – Project Scope

- Richards Street - New bicycle /pedestrian facilities
- Cypher Street - Roadway reconstruction including new sidewalks, roadway, bicycle facilities (to D Street) & utilities
- Cypher Street (D Street to E Street) – New roadway construction, sidewalks & utilities
- E Street – Milling/ Repaving (Asphalt Surface Restoration)
- Fargo Street – Roadway reconstruction including new sidewalks, roadway surface & utilities



Summer Street Bus / Truck Lane Pilot

- Based on community feedback and a comprehensive review of pilot data, we are discontinuing the bus/truck lane.
- Protected Bike facilities and some signal changes, including bicycle phases and longer pedestrian crossing phases, implemented as part of the pilot will remain in place.



SUMMER STREET PILOT PROGRAM

In December 2023, we launched a six-month pilot bus/truck lane program on Summer Street from South Station to East First Street in South Boston.

The project includes:

- a bus/truck lane
- better bike lanes
- improved pedestrian infrastructure

We will use traffic, ridership, speed, and congestion data, as well as community feedback, to evaluate the success of the pilot and potential roadway design adjustments.

Help us improve your travel experience.



Scan the QR code to take our survey and share your feedback.

For more info, visit:
boston.gov/summerstreetpilot
or email transit@boston.gov

City of Boston
Transportation

Summer Street Bus / Truck Lane Pilot

- The Summer Street Pilot successfully encouraged more people to bike, providing a better bike connection between South Boston and Downtown.
- Signal changes brought Summer Street into compliance with federal guidelines, allowing people of all ages and abilities to safely cross Summer Street.
- Bicycle and pedestrian safety is key to creating a Summer Street that sustainably and efficiently accommodates economic growth.



**SUMMER STREET
PILOT PROGRAM**

In December 2023, we launched a six-month pilot bus/truck lane program on Summer Street from South Station to East First Street in South Boston.

SOUTH STATION (DORCHESTER AVENUE)

SUMMER STREET

EAST FIRST STREET

WORLD TRADE CENTER

SEAPORT

The project includes:

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 City of Boston
Transportation

Summer Street Bus / Truck Lane Pilot

- Through the Bus Network Redesign, we anticipate a much higher volume of bus traffic on Summer Street in the future, and we are now prepared to move quickly when bus frequencies and ridership increase to a level that supports a dedicated bus lane.
- Bus lanes are one tool in our toolkit to connect our neighborhoods, and the City will continue to prioritize bus lanes on streets with high bus ridership and where an extensive evaluation has determined the need for these treatments.

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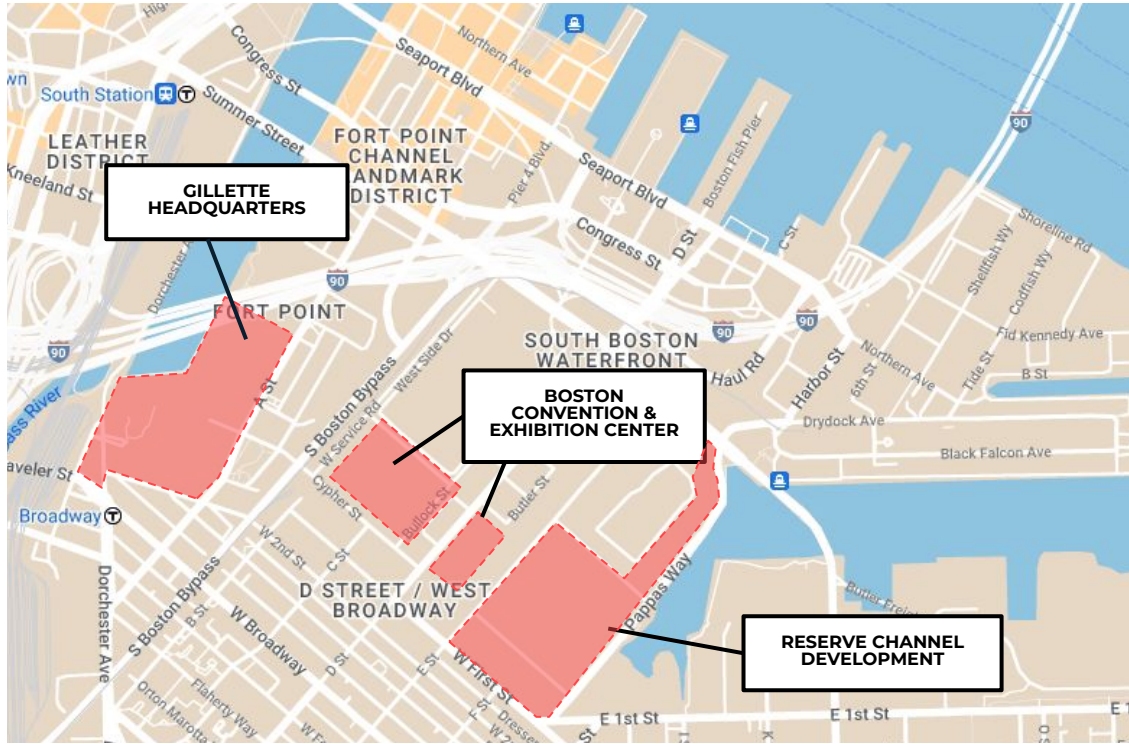
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City of Boston
Transportation

Tide Line Transit Service Concept



The Seaport is Boston's fastest growing neighborhood.

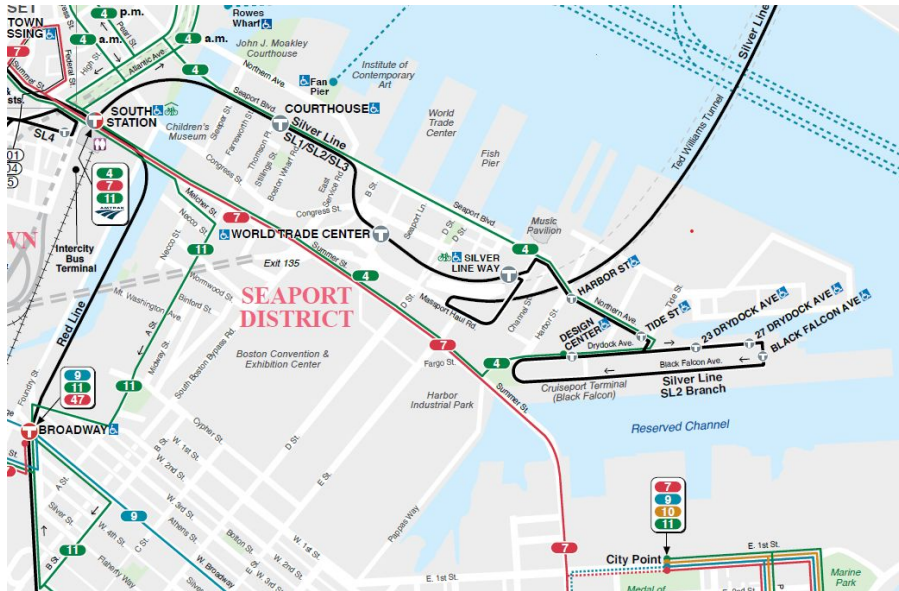
Robust development is now being contemplated between the following projects, most of which was not anticipated in Seaport Transit Plan or SBW Sustainable Transportation Plan

- Gillette Headquarters
- BCEC
- Reserve Channel Development

Tide Line Transit Service Concept



The South of Summer geography currently lacks adequate transit connections to accommodate the exponential growth of trips. Residents and commuters face inconvenient distances between routes - even with the introduction of the new T12 Service on D Street.

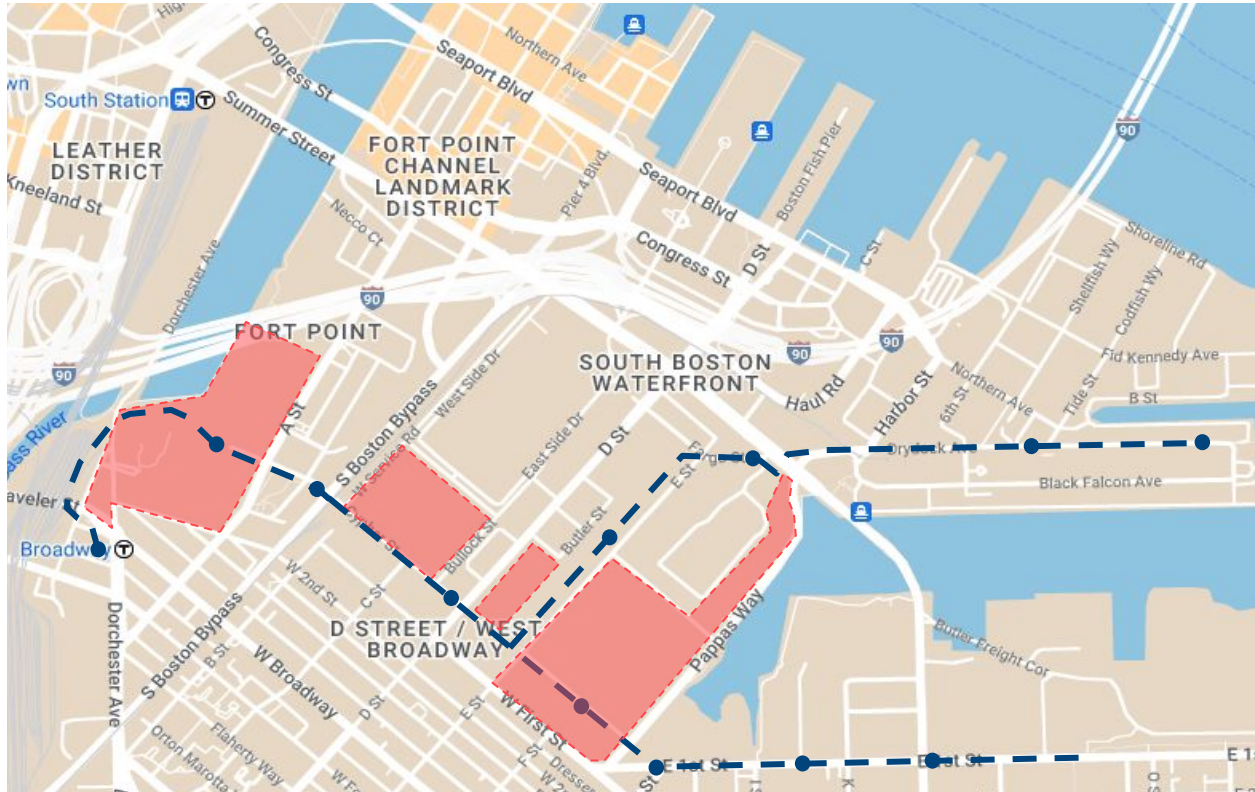


(MBTA System Map, 2023)



(MBTA Bus Network Redesign Remix Map, 2024)

Tide Line Transit Service Concept



Boston has the opportunity to leverage developer mitigation to create a robust transit response through a transit priority corridor.

This corridor would efficiently move people through the Seaport, and connect them to the nearby Broadway Red Line Station.

Link Bus Shuttle Service (Parcel O+P)

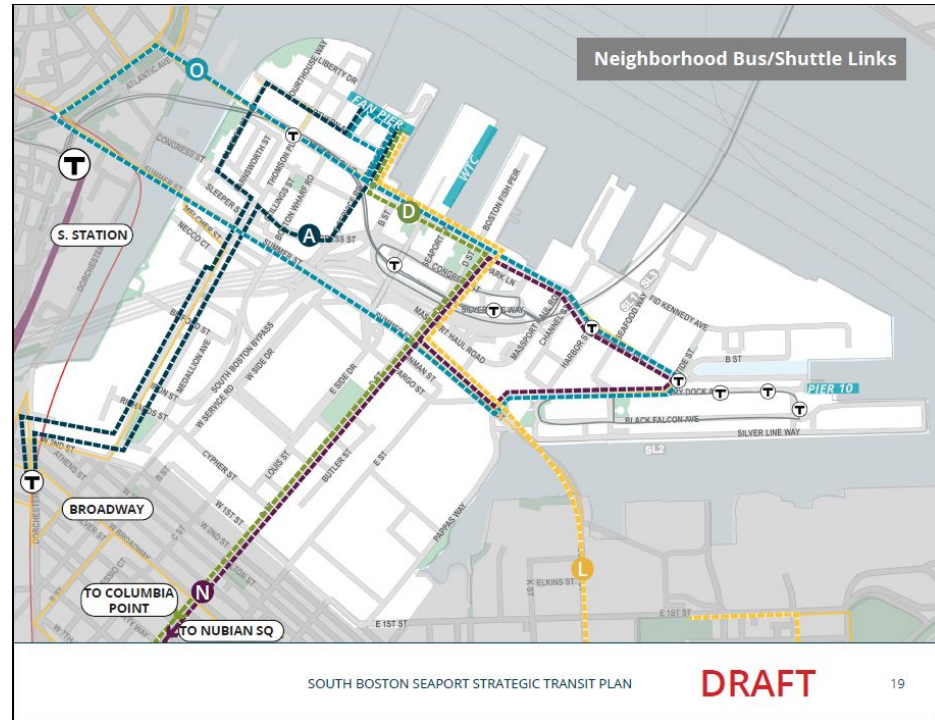


- As part of the redevelopment of Parcel O/P, Marcus Partners committed in their TAPA to deliver a shuttle service
- Shuttle expected start TBD

- Precursor to the Boston Link Seaport Circulator service

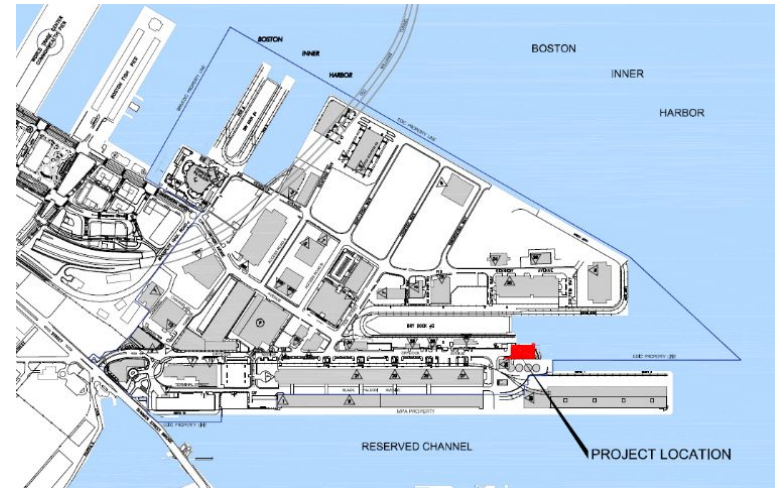


Initial Shuttle Route by O+P



Pier 10 Ferry Terminal

- Design for Pier 10 floats completed in partnership with Seaport TMA and BPDA
-
- BPDA released IFB for construction of Pier 10 floats and received bids in mid-February.
- Construction awarded at March BPDA Board
-
- Productive conversation with Seaport TMA and MCCA about ferry operations
-
- Project funded by Maritime Capital Reserve Fund
-
- Potential to commence operations in Spring 2025



5 - Transportation Project Financing



Transportation Mitigation Funds from Development

Projects

Receipts

Parcel O&P	\$269,774
Parcel X (310 Northern Ave)	\$450,000
Total Received	\$719,774

Disbursements

Massport	(\$100,000)
Northern Ave Improvements	(\$269,774)
Total Disbursed	(\$369,774)
Balance	\$350,000

Additional Infrastructure Funding Sources



- **Maritime Capital Reserve Fund**

- Utilizing the revenue generated through its real estate portfolio, specifically from general industrial redevelopment in the RLFMP, the BPDA is committed to leveraging independently-generated funds to accelerate investment in maritime infrastructure.
- Funds will be set aside from the BPDA General Fund to exclusively invest in maritime infrastructure improvement projects.
- *Note: This includes all maritime infrastructure and not just transportation improvements*

- **RLFMP Climate Resiliency Infrastructure Funding Mechanism**

- Public-private cost sharing mechanism where each participating RLFMP tenant's share of the BPDA and/or City of Boston resiliency investments will be determined by their percentage of the RLFMP's total built square footage

- **Supplemental Funding Sources**

- Local, state and federal funds including TIGER, Massworks, Seaport Economic Council and City of Boston Capital Funds

THANK YOU

Raymond L. Flynn Marine Park -

Final Master Plan Update Transportation Advisory Committee



Planning Department

CITY of **BOSTON**