

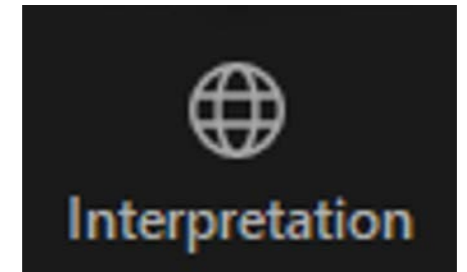
Raymond L. Flynn Marine Park -

Final Master Plan Update

BPDA Language Access and Interpretation

Interpretation is being provided for this meeting in Spanish, Mandarin, and Cantonese.

- Para la interpretación al español, por favor seleccione "**Spanish**"
 - ∅ 中文普通话语音频道请选择 "**Mandarin**"
 - ∅ 中文粵語语音頻道請選擇 "**Cantonese**"
-
- A project overview has been posted to the project webpage in English, Spanish, Mandarin, and Cantonese.



Meeting Recording

At the request of community members, the BPDA will be recording this meeting and posting it on the BPDA's project webpage for those who are unable to attend the Zoom meeting live. It is possible that participants may also be recording the meeting with their phone cameras or other devices. If you do not wish to be recorded during the meeting, please turn off your microphone and camera.

Virtual Meeting Etiquette

- We want to ensure that this conversation is a pleasant experience for all, and that all community members/stakeholders are comfortable sharing their comments, questions, and feedback.
- Please be respectful and mindful of each other's time when asking questions/providing comments, so that all attendees are able to participate in the meeting.
- Please wait until all attendees have had the opportunity to ask a question/provide a comment before providing additional questions/comments.
- Attendees can also always set up a follow-up conversation with Joe Christo at joe.christo@boston.gov to further discuss the project and/or process.



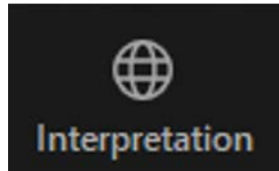
Meeting Format

- When the presentation is over, questions/comments from meeting attendees will be taken through the “raise hand” function. Should you have any technical difficulties with the “raise hand” function, project team members will read aloud questions/comments entered through the chat tab when all those with hands raised have been offered an opportunity to speak.



Zoom Tips

Zoom controls should be available at the bottom of your screen. Clicking on these symbols activates different features:



Interpretation (you may select the appropriate language channel from the list)



Turn video on/off



Raise hand to ask a question or provide a comment at the end of presentation

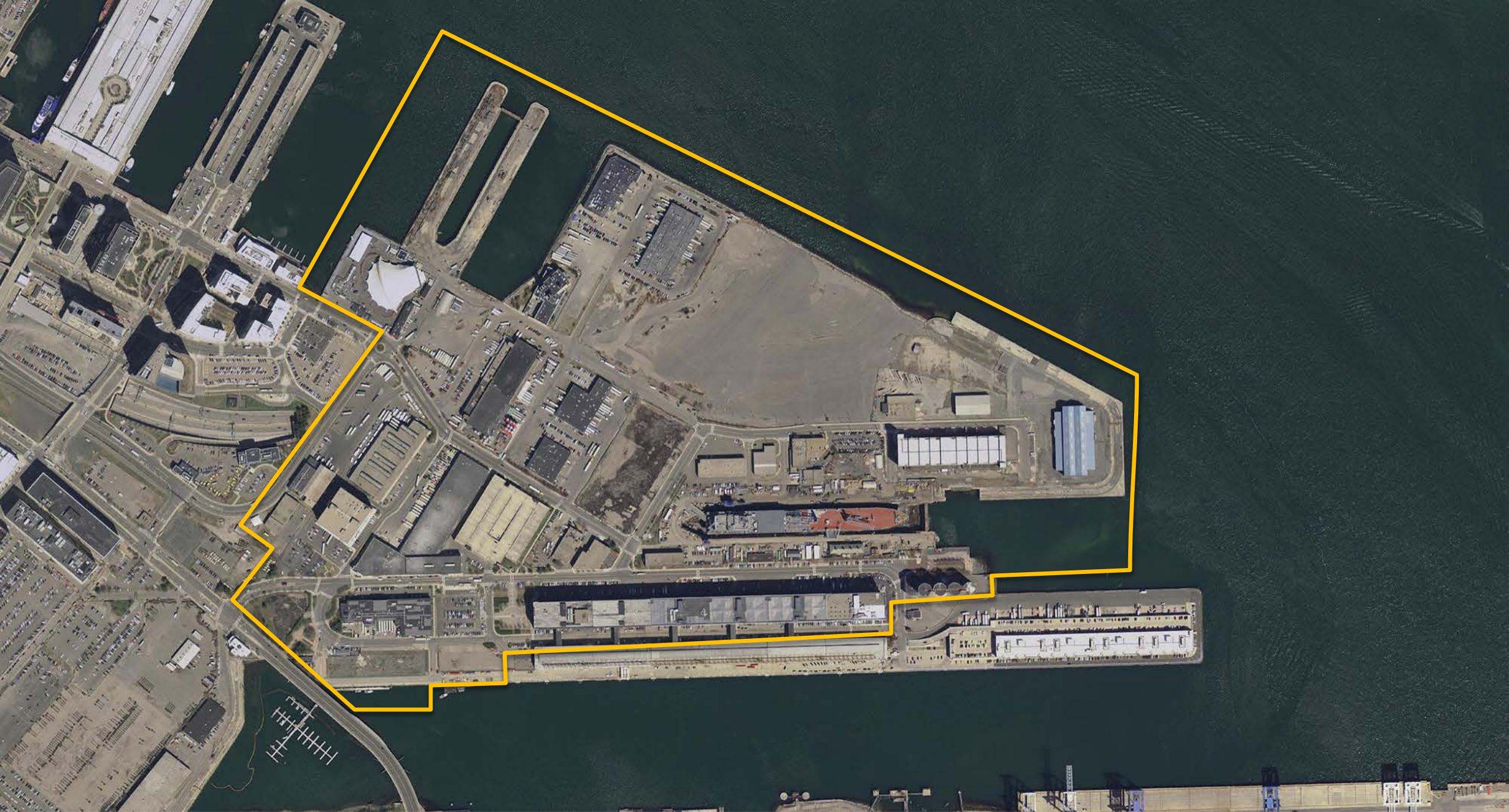


Mute/unmute

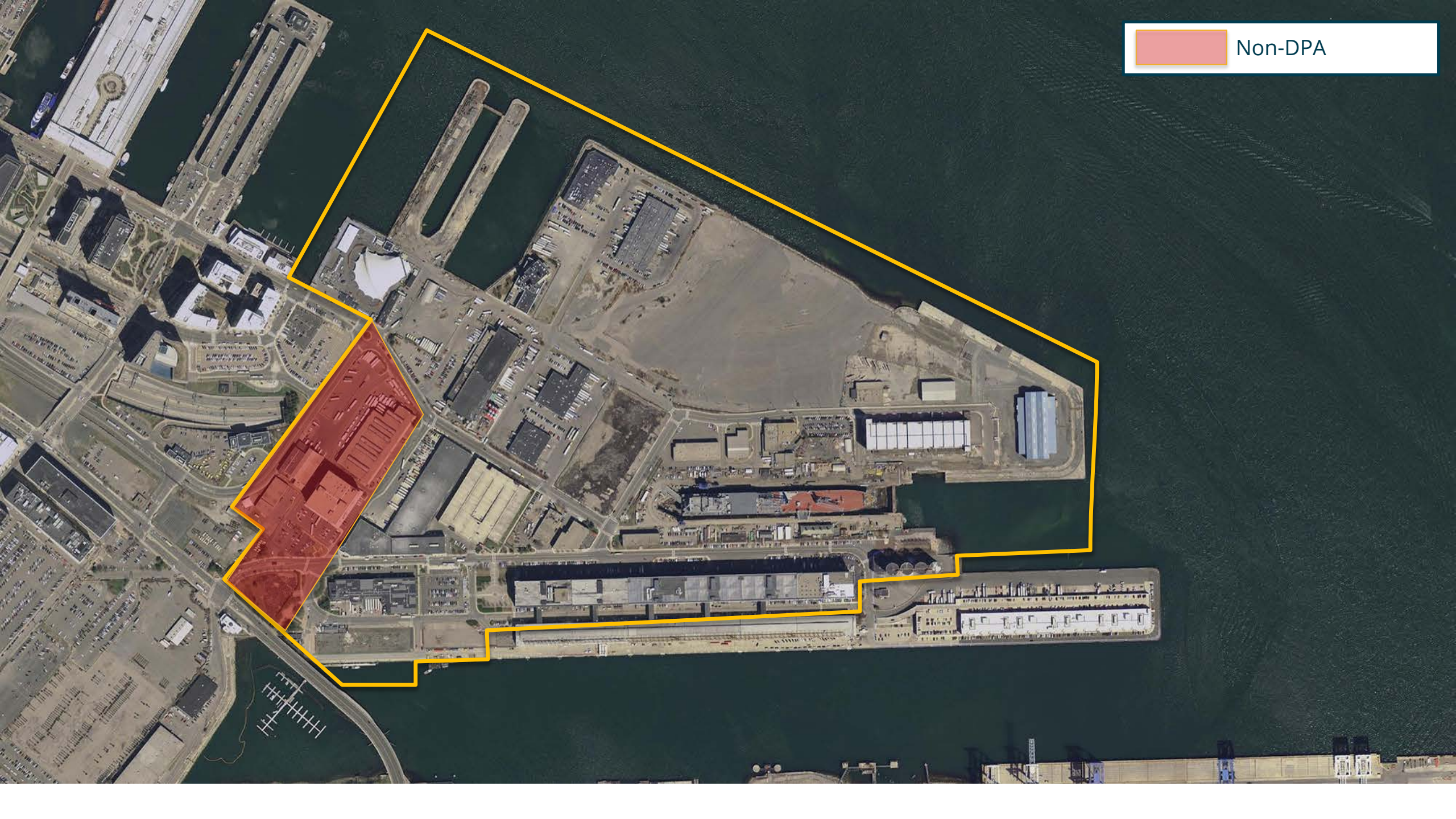
RLFMP Master Plan Timeline

- **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



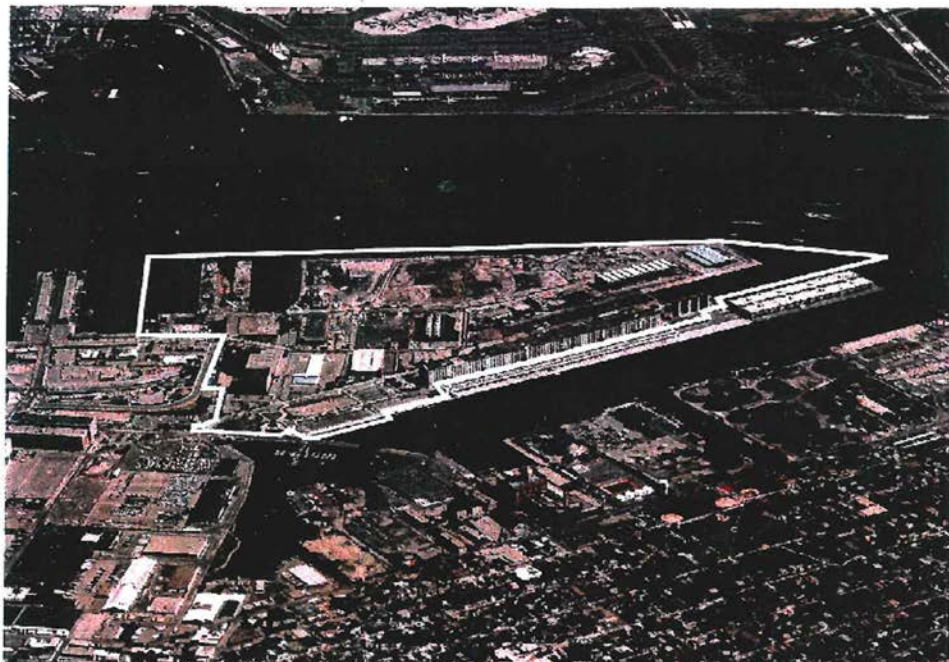


Non-DPA



1999 Master Plan

FINAL MASTER PLAN MARINE INDUSTRIAL PARK EOEA #8161



Submitted to:
Executive Office of Environmental Affairs

Proponent:
**Boston Redevelopment Authority /
Economic Development Industrial Corporation**

Prepared by:
Fort Point Associates, Inc.
286 Congress Street
Boston, MA 02210
(617) 357-7044

December 1999



Master Chapter 91 License

The Commonwealth of Massachusetts



No. 10233

Whereas, Boston Redevelopment Authority (BRA) and Economic Development Industrial Corporation (EDIC)

of --Boston-- in the County of --Suffolk-- has applied to the Department of Environmental Protection to -- authorize a continuation in use of approximately 129 acres of filled tidelands, for a mix of water-dependent industrial, nonwater-dependent industrial and commercial uses, and a variety of accessory uses thereto (including, but not limited to facilities for vehicular and pedestrian circulation) as a --Marine Industrial Park (MIP) as defined at 310 CMR 9.02--

and has submitted plans of the same; and whereas due notice of said application, and of the time and place fixed for a hearing thereon, has been given, as required by law, to the --Office of the Mayor and the City Council-- of the --City-- of --Boston--

NOW, said Department, having heard all parties desiring to be heard, and having fully considered said application, hereby, subject to the approval of the Governor, authorizes and licenses the said

BRA/EDIC-- subject to the provisions of the ninety-first chapter of the General Laws, and of all laws which are or may be in force applicable thereto, to --approve a License in order to authorize continuation in use of approximately 129 acres of filled tidelands, for a mix of water-dependent industrial, nonwater-dependent general industrial and commercial uses, and a variety of accessory uses thereto (including but not limited to facilities for vehicular and pedestrian access and circulation) as an MIP as defined at 310 CMR 9.02--

in filled Commonwealth tidelands of --Boston Harbor -- in the -- City-- of -- Boston-- and in accordance with the locations shown and details indicated on the accompanying DEP License Plan No. 10233 (4 sheets) and in Table 7 ("Future Build Out Land Use Matrix") submitted in the License application and attached hereto.

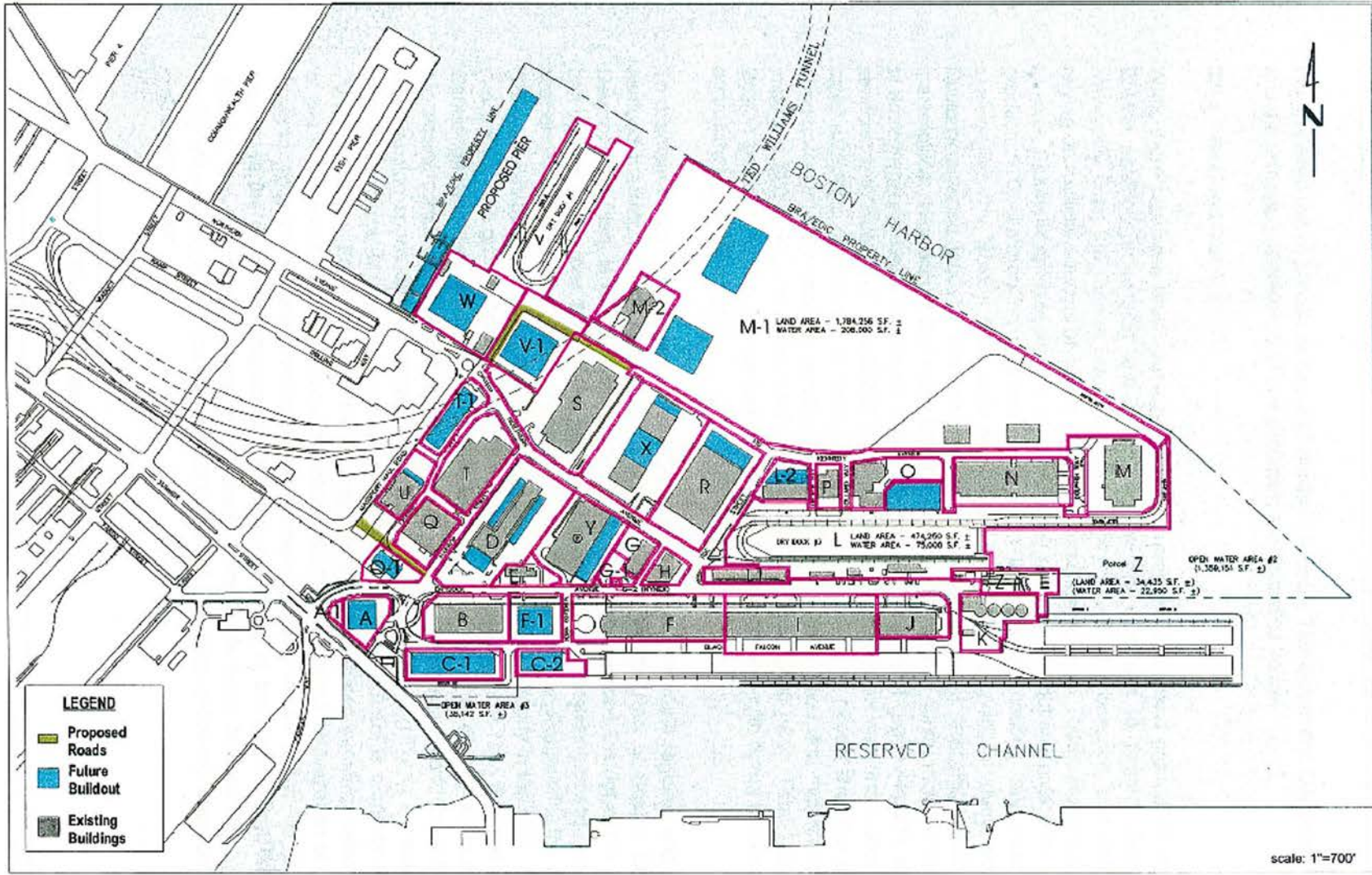
The activities authorized hereby shall be limited to the following: Water-dependent Industrial Use, Nonwater-dependent industrial and Commercial Uses, and a variety of Accessory Uses thereto.

Parcel	Address	Parcel Area	Exis Bldg Footprint	Add Bldg Footprint	Marine Industrial	General Industrial	Comm.	Building Footprint	Marine Industrial	General Industrial	Comm.	Marine Bldg Footprint	Marine Industrial	General Industrial	Comm.
DPA															
B	5 Drydock Ave.	95,824	70,000	0	95,824	0	0	70,000	70,000	0	0	25,824	25,824	0	0
C-1	1 Terminal St.	69,249	0	40,000	69,249	0	0	40,000	40,000	0	0	29,249	29,249	0	0
C-2	5 Terminal St.	41,901	0	20,000	41,901	0	0	20,000	20,000	0	0	21,901	21,901	0	0
D	6 Drydock Ave. (#12)	216,650	35,000	86,000	184,544	30,008	1,200	119,208	88,000	30,008	1,200	96,544	96,544	0	0
E	10 Drydock Ave. (#15)	24,242	6,384	12,616	11,400	0	12,842	19,000	11,400	0	7,600	5,242	0	0	5,242
F	1 Design Center (#114)	164,010	70,454	0	0	123,008	41,003	70,455	0	52,841	17,614	93,556	0	70,167	23,389
F-1	Design Center Parking	50,468	0	28,000	0	37,851	12,617	28,000	0	21,000	7,000	22,468	0	16,851	5,617
G	339 Northern Ave. (#20)	31,120	12,774	0	31,020	0	0	12,774	12,774	0	0	18,246	18,246	0	0
H	22 Drydock Ave. (#49)	53,997	14,231	0	0	53,997	0	14,231	0	14,231	0	39,766	0	39,766	0
I	21-25 Drydock Ave. (#114)	225,370	103,194	0	22,537	146,491	56,342	103,194	10,319	67,077	25,798	122,180	12,218	79,417	30,545
J	27 Drydock Ave. (#114)	61,000	34,398	0	6,100	54,900	0	34,398	3,440	30,958	0	26,602	2,660	23,942	0
K	36 Drydock Ave.	84,643	7,454	0	84,643	0	0	7,454	7,454	0	0	77,189	77,189	0	0
L	Drydock #3 (#1, #22, #23)	474,290	13,072	36,000	474,290	0	0	49,072	49,072	0	0	425,218	425,218	0	0
L-1	24-26 Drydock Ave. (#21)	33,141	14,544	0	33,141	0	0	14,520	14,520	0	0	18,597	18,597	0	0
L-2	7 Tide St. (#54)	51,040	18,000	11,000	0	51,040	0	29,000	0	29,000	0	22,040	0	22,040	0
M	3 Dolphin Way (#31)	148,150	55,922	0	85,518	62,632	0	55,922	39,404	16,518	0	92,228	46,114	46,114	0
M-1	Massport Marine Term.	1,661,000	0	129,240	1,661,406	0	0	129,240	129,240	0	0	1,532,166	1,532,166	0	0
M-2	Fid Kennedy Ave.	75,310	24,466	0	75,310	0	0	24,466	24,466	0	0	50,844	50,844	0	0
N	25 Fid Kennedy Ave. (#16)	140,000	85,600	0	0	140,000	0	85,600	0	85,600	0	54,400	0	54,400	0
O	19 Fid Kennedy Ave. (#29)	61,000	34,000	0	0	61,000	0	34,000	0	34,000	0	27,000	0	27,000	0
P	3 Anchor Way (#14)	24,280	12,324	0	0	24,280	0	12,324	0	12,324	0	11,956	0	11,956	0
R	6 Tide St. (#18)	179,810	0	86,000	0	179,810	0	86,000	0	86,000	0	93,810	0	93,810	0
S	306 Northern Ave. (#53)	255,590	105,000	0	127,797	114,758	13,035	105,000	52,500	47,145	5,355	150,594	75,297	75,297	0
V	300 Northern Ave.	270,000	0	0	270,000	0	0	0	0	0	0	270,000	270,000	0	0
V-1	Drydock #4	105,000	0	47,000	105,000	0	0	47,000	47,000	0	0	58,000	58,000	0	0
W	290 Northern Ave.	172,000	5,960	47,000	172,000	0	0	52,960	52,960	0	0	119,040	119,040	0	0
X	310-314 Northern Ave.	211,210	64,000	30,000	211,214	0	0	84,000	84,000	0	0	117,214	117,214	0	0
Z	34 Drydock Ave. (Pier 10)	34,435	2,000	0	34,435	0	0	2,000	2,000	0	0	32,435	32,435	0	0
Subtotal		5,014,730	788,777		3,797,329	1,079,775	137,039		768,549	526,702	64,567		3,002,932	560,760	64,793
%		93.4%	15.7%		75.7%	21.5%	2.7%								
Non-DPA															
A	1 Drydock Ave.	40,879	0	20,000	0	0	40,879	20,000	0	0	20,000	20,879	0	0	20,879
Q	12 Channel St. (#32)	69,878	35,511	0	0	69,878	0	35,511	0	35,511	0	34,367	0	34,367	0
Q-1	4 Drydock Ave. / Channel St	26,000	2,000	10,000	0	0	26,000	12,000	0	12,000	0	14,000	0	14,000	0
T	6 Harbor St. (#19)	119,440	78,144	0	119,447	0	0	78,144	78,144	0	0	41,303	41,303	0	0
T-1	Northern Ave. / Channel St.	55,348	0	17,000	55,348	0	0	17,000	17,000	0	0	38,348	38,348	0	0
U	7 Channel St. (#17)	45,310	20,000	5,000	45,310	0	0	25,000	25,000	0	0	20,310	20,310	0	0
Subtotal		356,855	135,655		220,105	69,878	66,879		120,144	35,511	32,000		99,961	34,367	34,879
%		6.6%	38.0%		61.7%	19.6%	18.7%								
Total		5,371,585	924,432		4,017,434	1,149,653	203,918		888,693	562,213	96,567		3,102,893	595,127	99,672
Notes:															
1. Information source is the BRA.															
2. Common f G-2 Bell Atlantic Switch Station Y Parking Garage															
Note: Expansion of parking garage currently being designed on Parcel Y.															
3. See Table 5 for Existing Land Use Matrix.															
4. BankBoston Pavilion is a temporary facility and therefore															
5. BMIP parcels not within the DPA are not subject to this License															
6. General industrial and commercial uses may occur up to the respective amounts shown only if space equivalent to such amounts is reserved for marine industrial use on Parcel T.															

This information is available in alternate format. Call Donald M. Gomes, ADA Coordinator at 617-556-1057. TDD Service - 1-800-798-2207.

DEP on the World Wide Web: <http://www.mass.gov/dep>
 Printed on Recycled Paper

PRINTED ON RECYCLED PAPER



Prepared By: Fort Point Associates, Inc. **FUTURE BUILDOUT** Figure 3-5

Final Master Plan Update Outline

- **Port of Boston: Trends and Observations**
- **The Demand for Marine Industrial Uses**
- **RLFMP Infrastructure Evaluation**
- **What We Heard from the RLFMP Businesses**
- **A Future Development Model for the RLFMP**
- **What are the Operational Impacts of the Planning Scenarios?**
- **A Sustainable RLFMP**
- **What are the Tactics for Implementation?**

Demand for Marine Industrial Use and Future Development Models



The Demand for Marine Industrial Uses

What are the potential opportunity areas for Marine Industrial use in the RLFMP?

1. Cargo and General Purpose Marine Terminal
2. Cruise Operations
3. Ship Repair
4. Just-in-time Freight (proximity to Logan)
5. Seafood Processing



What is the future development model to support the mission?

Goal: Establish a development model that lures investment and maintains an industrial presence

Objective: Alter the requisite mix of uses and/or redefine other uses in the park to provide the revenue stream needed to operate the park and make infrastructure improvements.

- These investments can draw industrial users that would otherwise not take on the upfront costs for improvements to the infrastructure.
- The question remains; how do you preserve the industrial character and mission while accommodating commercial demand?



Success stories of multi-story industrial in the RLFMP

- **Harpoon Brewery**

- Single-tenant multi-story industrial building
- Manufacturing/distribution and commercial use
- 180 employees / 107,000 GSF

- **12 Channel Street**

- 10 story / 350,000 GSF multi-tenant industrial building
- Manufacturing and administrative uses
- 20+ tenants / Fully-leased

- **27 Drydock Ave**

- 282,000 SF / R&D/bio-tech tenants / fully occupied – 550 employees

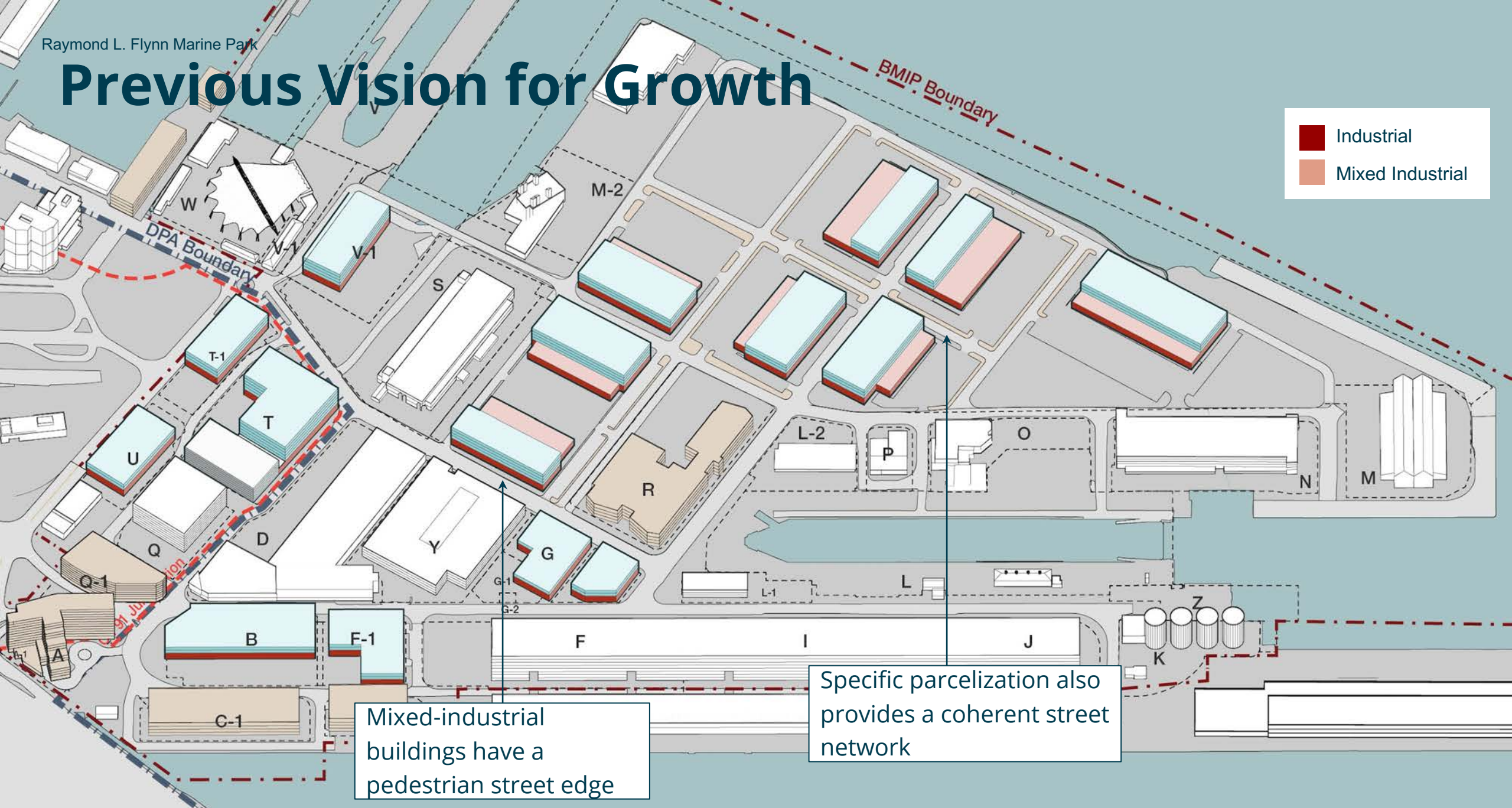
- **88 Black Falcon Ave (outside RFMP)**

- 375,000 SF / 3-stories
- Ground floor industrial/distribution space with upper-story commercial.



Previous Vision for Growth

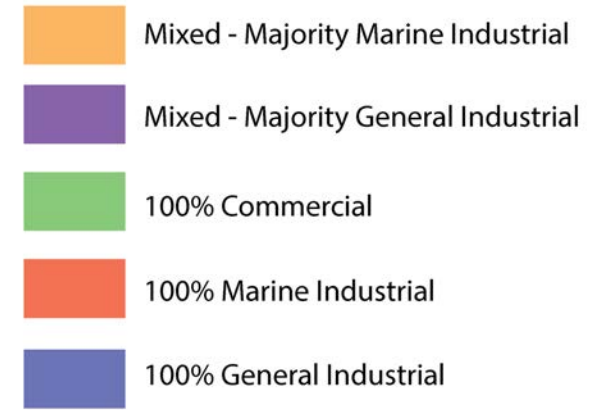
Industrial
Mixed Industrial



Mixed-industrial buildings have a pedestrian street edge

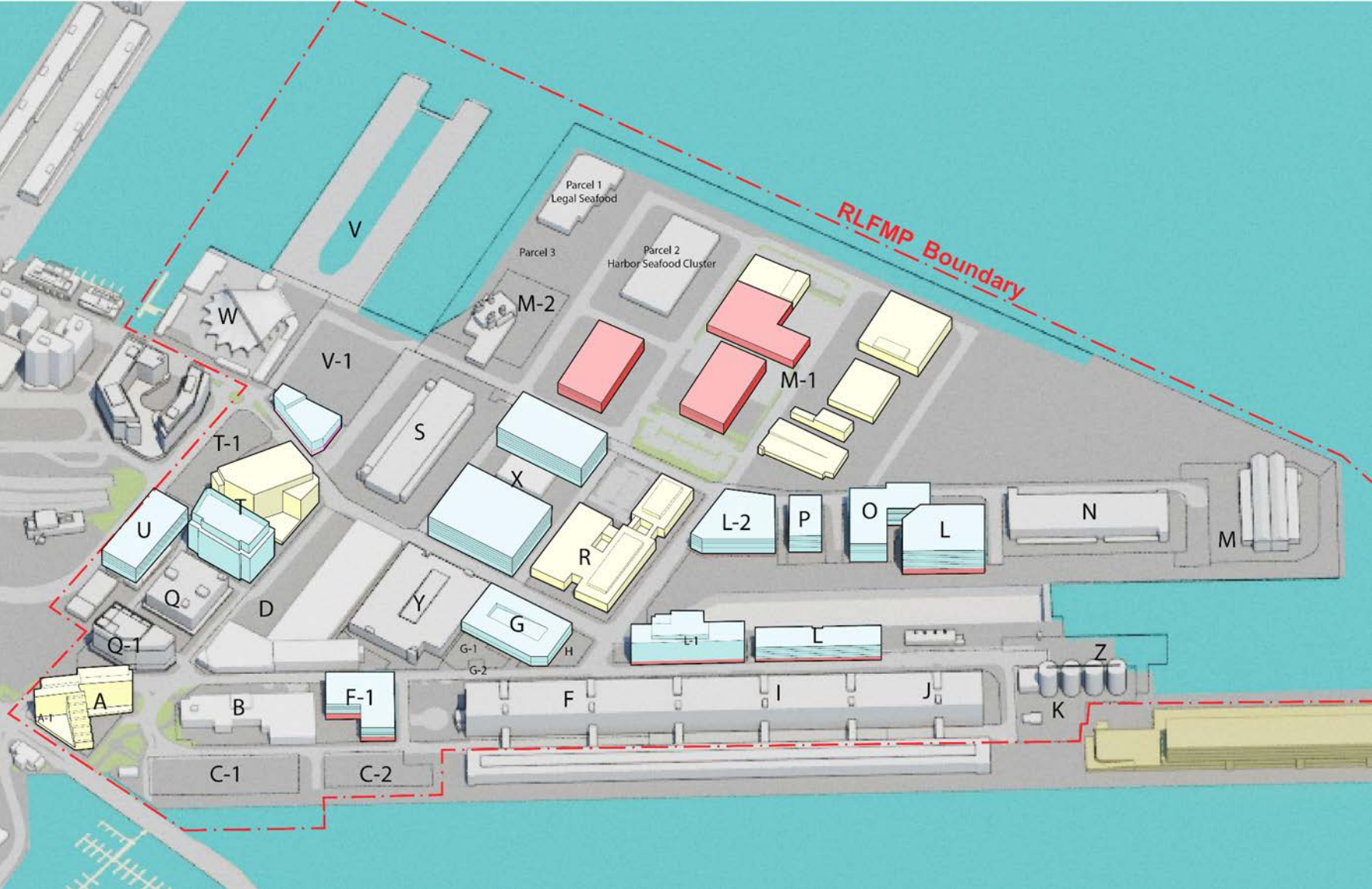
Specific parcelization also provides a coherent street network


Existing Parcel Usage



Parcel	Marine	Gen.	Comm.
B	86%		14%
D	74%	25%	1%
F		75%	25%
F-1		75%	25%
I	10%	65%	25%
J	10%	90%	
S	50%	45%	5%

Proposed FAR 4.0 Buildout



-  Existing Building to Remain
-  Approved Building Under Development
-  Proposed Marine Industrial
-  Proposed General Industrial

February 2020 EEA Notice

Notice and advisory committee process guidance:

How will the FMPU support existing and future water-dependent uses through three specific areas:

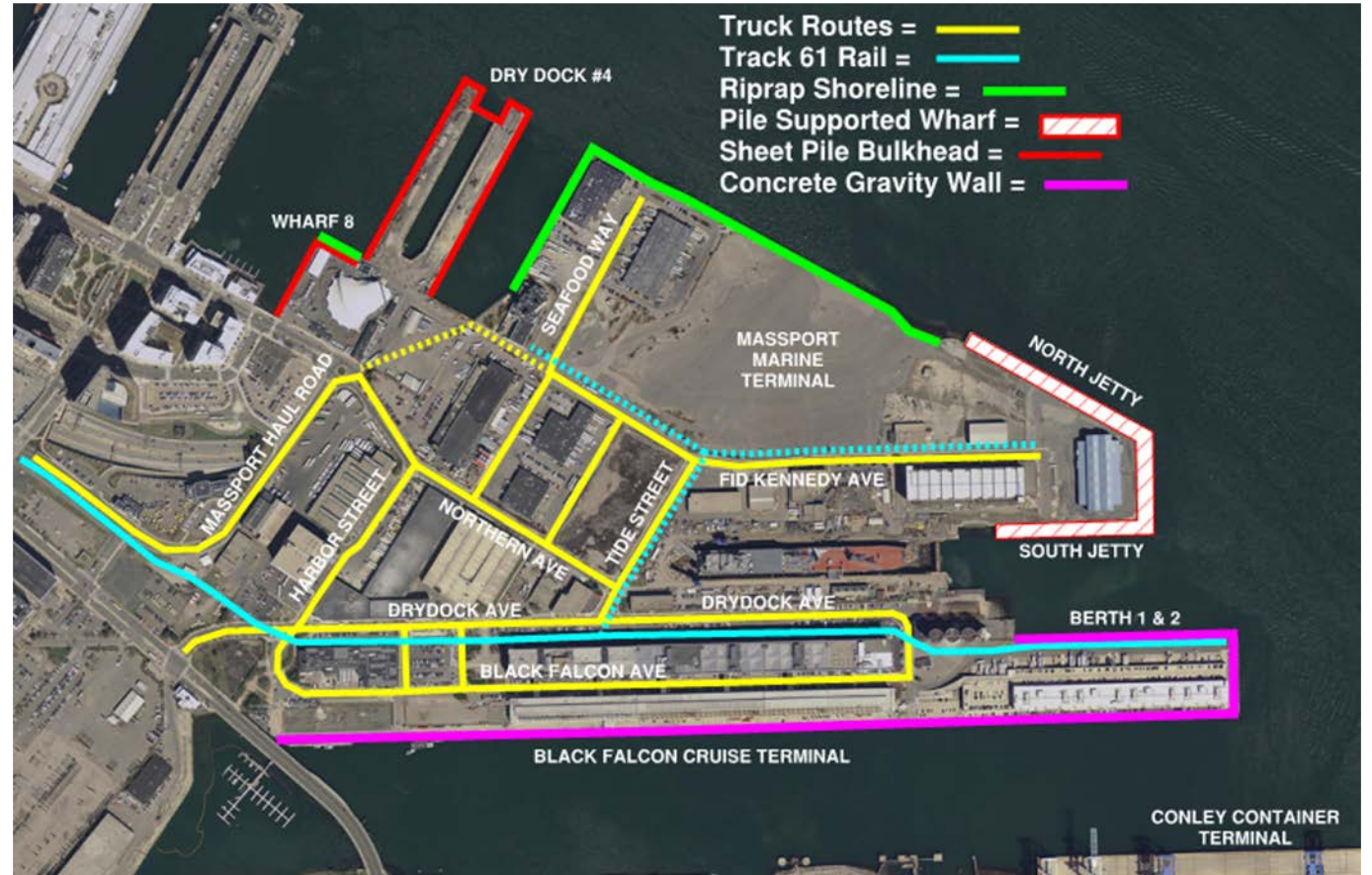
- capital investments in marine infrastructure;
- transportation planning;
- and climate resilience.

Infrastructure Investment



Infrastructure Challenges for Marine Industrial Uses

- **Significant investment is needed to maintain and upgrade the existing waterfront infrastructure, which is generally in poor condition.**
- North, South, and East Jetties are of immediate concern
- They are located closest to the Main Ship Channel and provide the most opportunity for developing a fully utilized MMT parcel as a general cargo, bulk, break-bulk or transload facility
- Repairing these structures will be the key to developing Parcels M, M-1, and N as marine terminal facilities
- Dry Dock #4 also provides relatively deep water access for small to medium sized vessels, but the structures at the facility are in **very poor condition, and require significant investments**



Outdated Facilities and Failing Infrastructure



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.
- **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





Transportation Analysis



Transportation Analysis

- Transportation consultants completed their analysis of the RLFMP in July 2021
- Reviewing:
 - Roadway
 - Parking
 - Freight
 - Bicycle / Pedestrian
 - Transit
 - Water Transit
 - Transportation Demand Management (TDM)

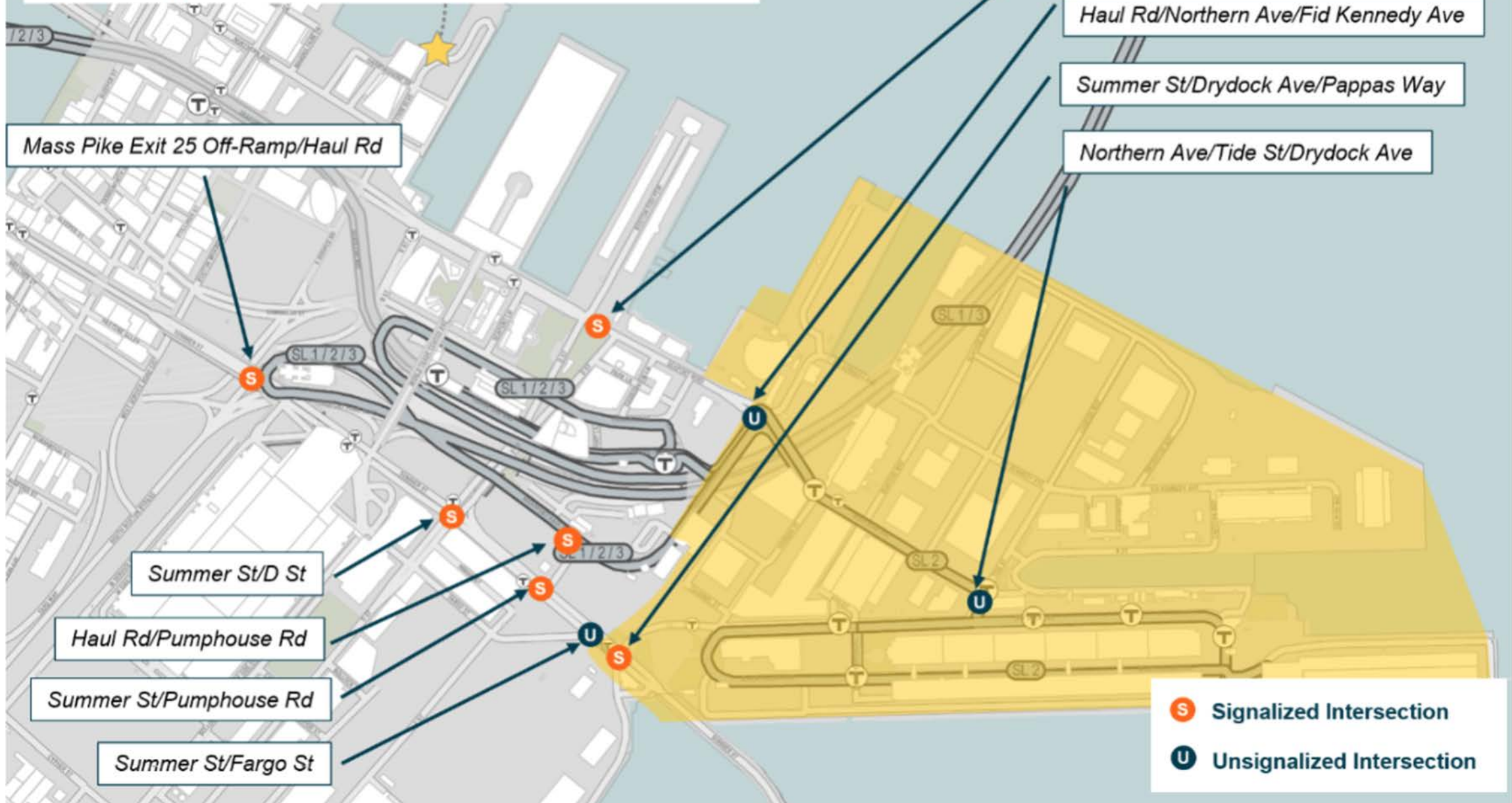
Protecting Freight Network & Highway Connections

For RFMP's industrial uses to continue thriving recommendations to the roadway network include:

- **Highway access and arterial improvements should be prioritized** to discourage freight traffic using neighborhood and commercial streets.
- Haul Road's function to connect from I-93 North should be preserved or improved.
- Haul Road's function to connect to I-90 should be preserved or improved.
- Connection to Logan Airport should be improved to avoid additional congestion on I-90.
- Bridge operation over the Fort Point Channel should be improved to increase overall mobility and connectivity in South Boston.



Study Area Intersections



Roadway Network Improvements

- Focus on Gateway Intersections, New Connections and Safety

Northern Ave/ Haul Rd/Fid Kennedy Ave
(assume Haul Rd/Fid Kennedy Ave aligned)

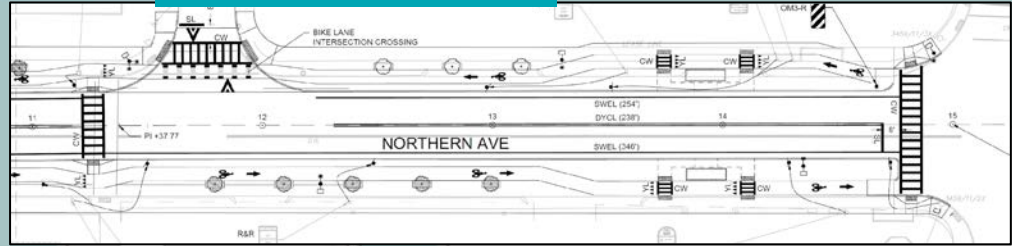
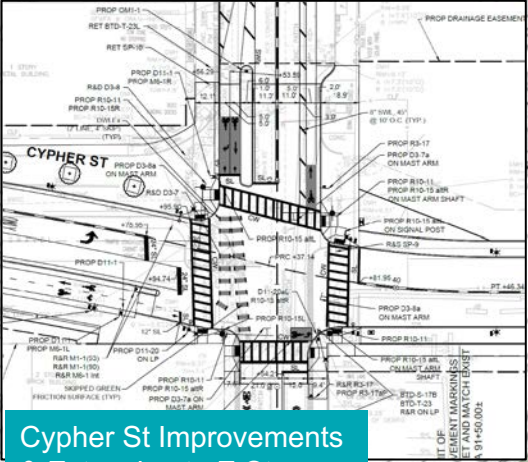
Fid Kennedy Improvements

E St Improvements
(& Extension to Summer St/
Pumphouse Rd)

Drydock Ave/Summer St/Haul Road

Northern Ave Improvements

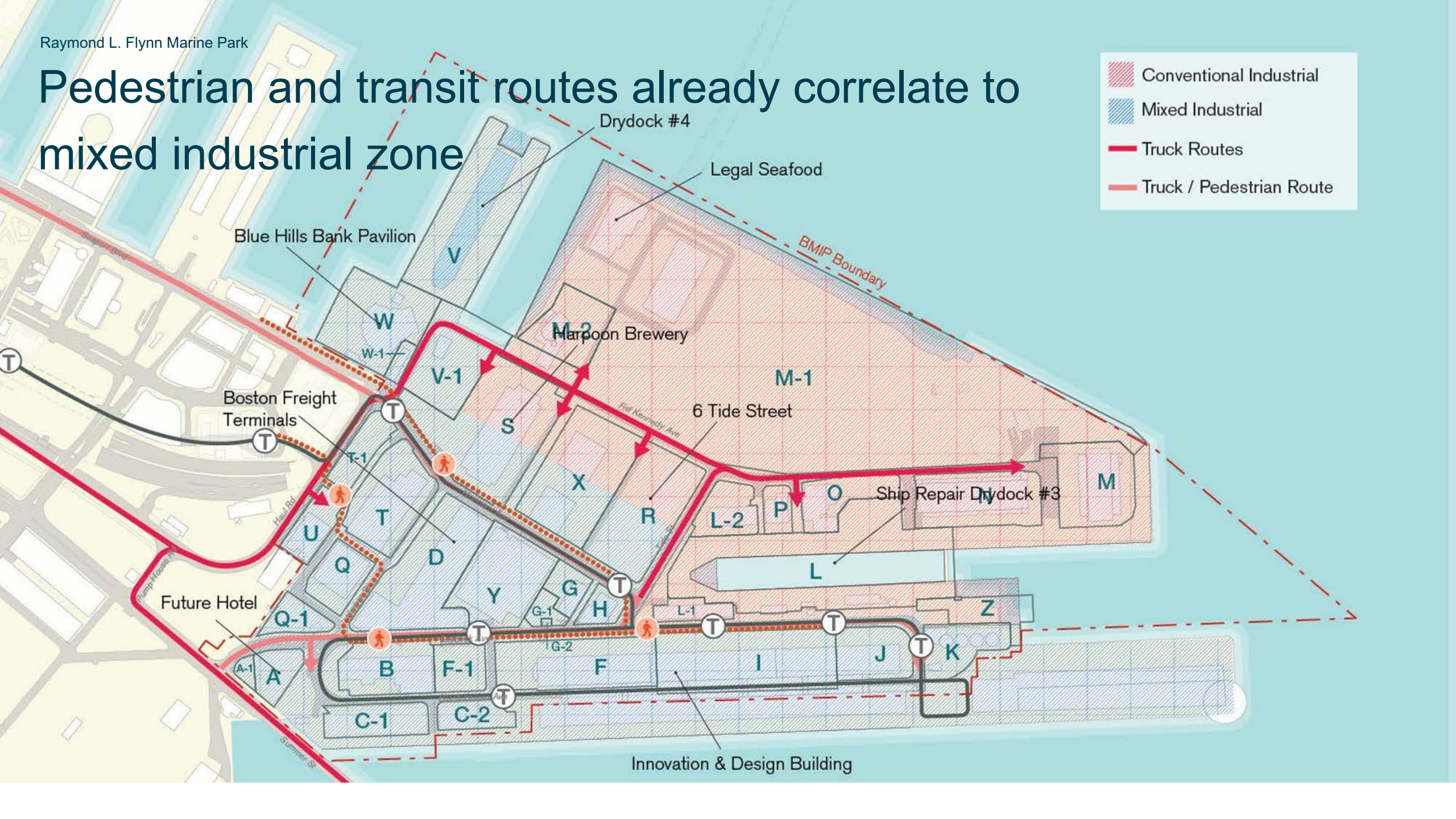
Cypher St Improvements
& Extension to E St



DRAFT
Future
Conditions

Pedestrian and transit routes already correlate to mixed industrial zone

- Conventional Industrial
- Mixed Industrial
- Truck Routes
- Truck / Pedestrian Route



SB Seaport Strategic Transit Plan

Recommendations:

Local Connections

Transit Recommendations (1-8)

- 1 Broadway Station Upgrades
- 2 Summer Street Multimodal Corridor
- 3 Bus Access on Northern Avenue Bridge
- 4 Seaport Circulator (alternate route shown in transparency)
- 5 Bidirectional Service Improvements on A Street
- 6 Bus Rapid Transit Service to South Boston Neighborhood
- 7 SL Fleet Expansion/Platooning
- 8 T Under D

Additional Recommendations (not mapped):

- ⌚ Expand Off-Peak Service
- 🧭 Wayfinding
- 🔄 Improve Multimodal Transit Connections
- 🚧 Transportation Demand Management
- 🚏 Continued Consolidation of Private Shuttles

Existing Services

- Commuter Rail
- Rapid Transit Lines
- Ⓣ Commuter Rail Station
- Silver Line Branches
- Ⓣ Rapid Transit Station
- Existing Bus Routes
- Green Line Branches
- Existing Ferry Route

▨▨▨▨▨ *Projects shown on accompanying maps



SB Seaport Strategic Transit Plan

Recommendations:

Crosstown Connections

Transit Recommendations (9-14)

- 9 Nubian Square Link via Broadway Station and D Street circuit breaker
- 10 North Station-South Station Bus Priority
- 11 North Station-South Station Bus Rapid Transit Link
- 12 Nubian Square-RLFMP Link via Andrew Square
- 13 Red-Blue Connector
- 14 Columbia Point to South Boston Seaport Neighborhood Bus

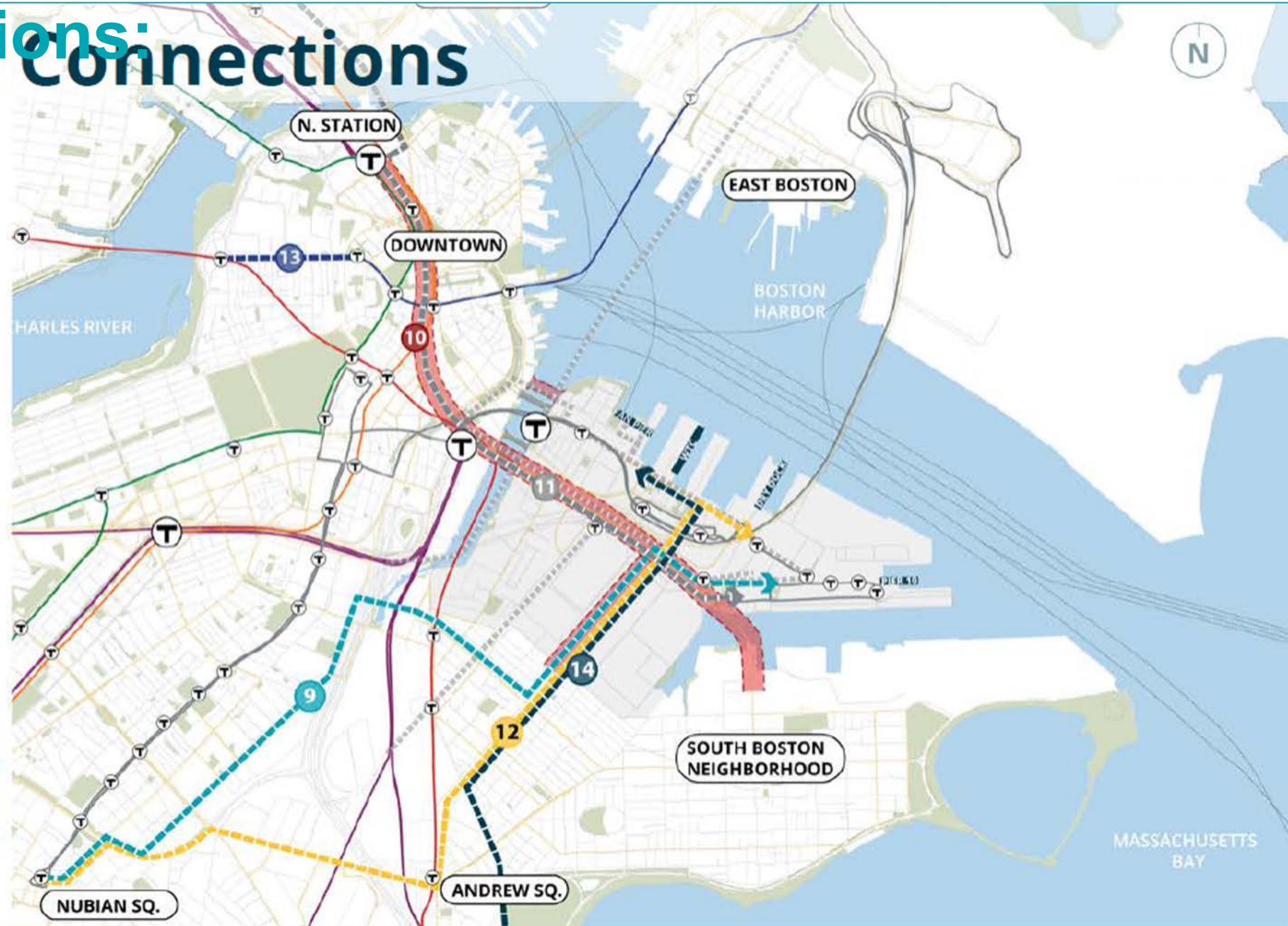
Additional Recommendations (not mapped):

- ⌚ Expand Off-Peak Service
- 🧭 Wayfinding
- 🔄 Improve Multimodal Transit Connections
- 🚧 Transportation Demand Management
- 🚏 Continued Consolidation of Private Shuttles

Existing Services

- Commuter Rail
- ⊕ Commuter Rail Station
- ⊖ Rapid Transit Station
- Green Line Branches
- ▬ Rapid Transit Lines
- Silver Line Branches
- Existing Bus Routes
- Existing Ferry Route

▬▬▬▬▬ *Projects shown on accompanying maps



Transportation Mitigation

Roadway			Transit			Active Transportation		
Project	Jurisdiction	Timeframe	Project	Jurisdiction	Timeframe	Project	Jurisdiction	Timeframe
Northern Avenue/Haul Road/Fid Kennedy Avenue Intersection Realignment and Signalization	BPDA Massport BTD/PWD	Short-Term	Summer Street Bus/Truck Lanes	BTD/PWD	Short-Term	Northern Ave Reconstruction	BPDA	Short-Term
Fid Kennedy Avenue Realignment and Improvement	BPDA BTD/PWD	Long-Term	North Station/South Station/South Boston Waterfront Bus Service	BTD MBTA	Long-Term	Summer Street Bicycle Lanes	BTD/PWD	Short-Term
New Drydock Avenue Connection to Haul Road	BPDA BTD/PWD Massport	Long-Term	Seaport Circulator	Developers, Seaport TMA, BTD	Short-Term	Drydock Avenue	BPDA	Short-Term
New E Street Connection to Summer Street	MassDOT BTD/PWD BPDA	Long-Term	Nubian Square / RLFMP Shuttle	Developers, BTD	Short-Term	Complete Streets Upgrades	BPDA BTD/PWD	Long-Term
			Pier 10 Ferry Terminal Revitalization and Service	Undetermined	Long-Term	Adherence to Bike Parking Guidelines	BPDA/BTD	Long-Term
			Fleet Expansions / Bus Platoning for SL1 / 2	MBTA	Mid-Term	Bicycle Parking Garage	BTD	Long-Term
			Continued Consolidation of Private Shuttles	BTD MCCA Seaport TMA	Long-Term	Transportation Demand Management		
			Expansion of Local and Regional Ferry Services	Undetermined	Long-Term	Project		
						Jurisdiction		
						Timeframe		
						GoBoston 2030 Mode Share Targets	BPDA/BTD	Long-Term
						Adherence to TDM Guidelines	BPDA/BTD	Long-Term

Transportation mitigation contributions assessed based on total improvement costs and pro rata share of development

Parking

- Preferred Solution : Shared Parking
- Adherence to BTD Maximum Parking Ratios
- Seeking 0.425 Parking Ratio for New Development



Climate Resilience



Climate Resilience

- Further progression from options laid out in Climate Ready: South Boston
- Vulnerability assessment (\$580,000-\$1,070,000)
 - Guiding Principles and Core Evaluation Criteria
 - Existing Conditions
 - Assessment On-Site
 - Mitigation Strategies
- Desktop Analysis
 - Assessment and documentation of shoreline conditions
 - Documentation of existing Transportation and Maritime Infrastructure
 - Documentation of existing telecommunications, electric, steam, and gas infrastructure
 - Cost consequences of flooding



Climate Resilience

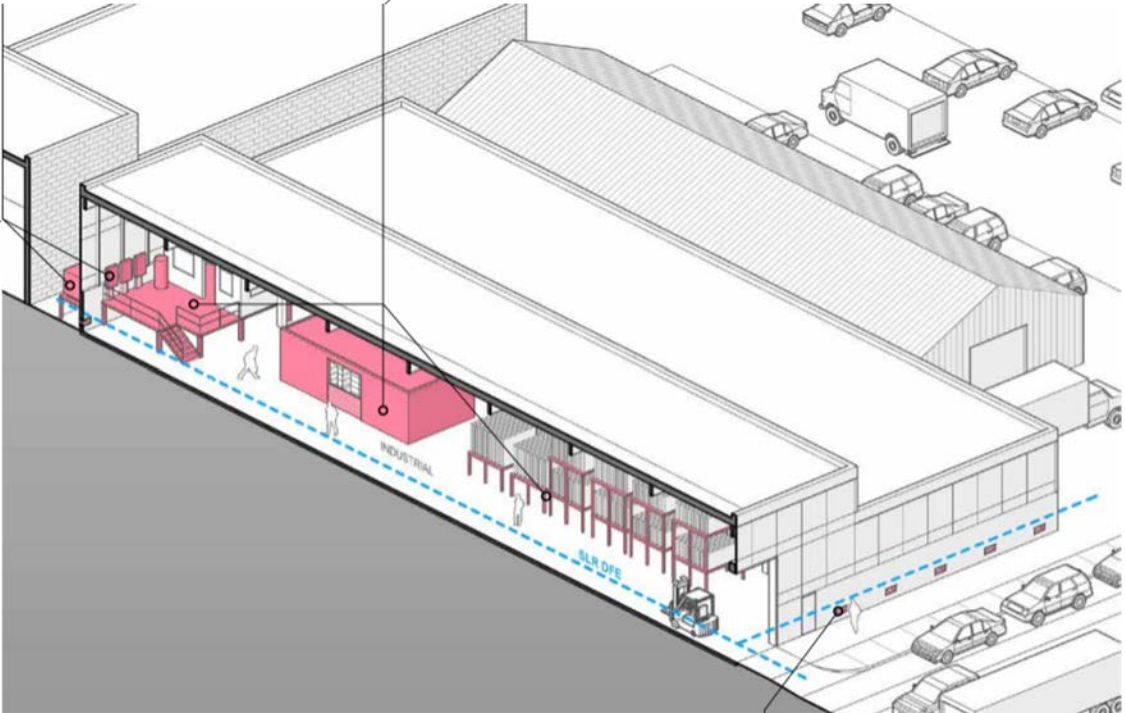
- Coastal Flood Resilience Design Guidelines

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.

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.



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.



Tenant contributions to resiliency investments
boston planning & development agency

ZNC Building Zoning

POLICY FRAMEWORK

- **Low Carbon Building**
Establish attainable reach emission targets
- **On-site Renewable Energy**
Optimize Generation within limitations
- **Renewable Energy Procurement**
Establish weighted affordable and meaningful options and standards

PRACTICE & REPORTING

- **Utilize Industry Best Practices**
Work with existing & emerging standards
- **Update Review / Reporting Procedures**
Align ZNC and BERDO standards and coordinate metro area policies

PRINCIPLES & VALUES

- **Leadership** - recognize & reward excellence
- **Feasibility** - we can do good and do well!
- **Balance** - varying success across strategies
- **Innovation** - encourage new practices
- **Transformation** - accelerate pace and breadth of change throughout the industry



On-Site Renewable Energy

Most common urban renewable energy sources:

- Solar Photovoltaic Systems - generates electricity
- Ground Source (Geothermal) Heat Pump Systems - generates thermal energy
- Air Source Heat Pump Systems - generate thermal energy

On-site Renewable Energy Sources are located on building roof(s), facades (building integrated), on the ground, and in the ground.

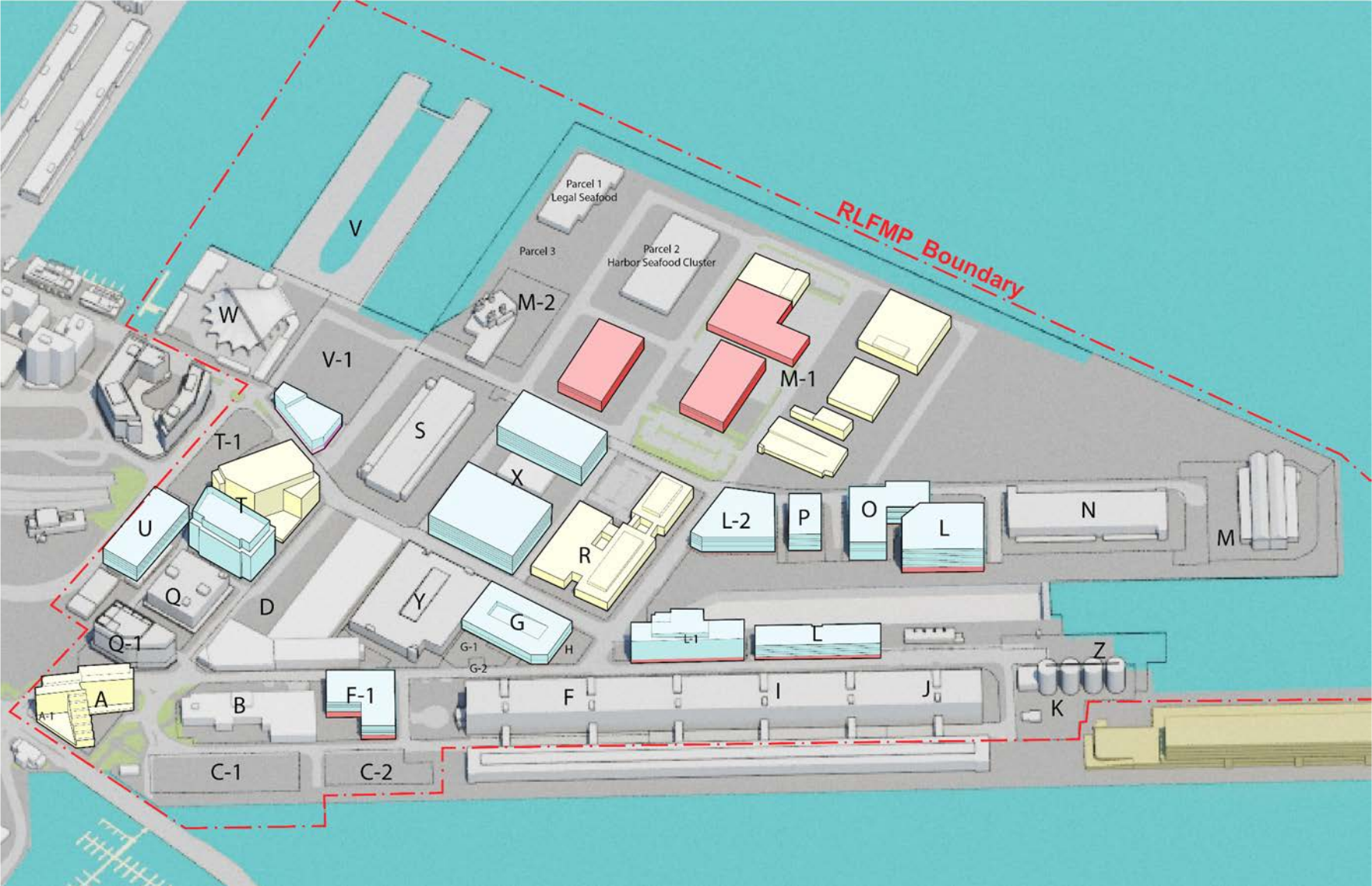




Additional Considerations



Proposed FAR 4.0 Buildout



- Existing Building to Remain
- Approved Building Under Development
- Proposed Marine Industrial
- Proposed General Industrial

Table 7 Compliance of Use Existing

Parcel	Address	Parcel Area	Exis Bldg			Add Bldg			Marine			General			Area Outside		Marine		General	
			Footprint	Footprint	Industrial	Industrial	Comm.	Footprint	Industrial	Industrial	Comm.	Bldg Footprint	Industrial	Industrial	Comm.	Industrial	Comm.	Industrial	Comm.	
DPA																				
B	5 Drydock Ave.	95,824	70,000	0	86,024	0	13,415	70,000	60,200	0	9,800	25,824	22,209	0	3,615					
C-1	1 Terminal St.	69,249	0	40,000	69,249	0	0	40,000	40,000	0	0	29,249	29,249	0	0					
C-2	5 Terminal St.	41,901	0	20,000	41,901	0	0	20,000	20,000	0	0	21,901	21,901	0	0					
D	6 Drydock Ave. (#12)	216,650	35,000	86,000	184,544	30,008	1,200	119,208	88,000	30,008	1,200	96,544	96,544	0	0					
E	10 Drydock Ave. (#15)	24,242	6,384	12,616	11,400	0	12,842	19,000	11,400	0	7,600	5,242	0	0	5,242					
F	1 Design Center (#114)	164,010	70,454	0	0	123,008	41,003	70,455	0	52,841	17,614	93,556	0	70,167	23,389					
F-1	Design Center Parking	50,468	0	28,000	0	37,851	12,617	28,000	0	21,000	7,000	22,468	0	16,851	5,617					
G	339 Northern Ave. (#20)	31,120	12,774	0	31,020	0	0	12,774	12,774	0	0	18,246	18,246	0	0					
H	22 Drydock Ave. (#49)	53,997	14,231	0	0	53,997	0	14,231	0	14,231	0	39,766	0	39,766	0					
I	21-25 Drydock Ave. (#114)	225,370	103,194	0	22,537	146,491	56,342	103,194	10,319	67,077	25,798	122,180	12,218	79,417	30,545					
J	27 Drydock Ave. (#114)	61,000	34,398	0	6,100	54,900	0	34,398	3,440	30,958	0	26,602	2,660	23,942	0					
K	36 Drydock Ave.	84,643	7,454	0	84,643	0	0	7,454	7,454	0	0	77,189	77,189	0	0					
L	Drydock #3 (#1.#22.#23)	474,290	13,072	36,000	474,290	0	0	49,072	49,072	0	0	425,218	425,218	0	0					
L-1	24-26 Drydock Ave. (#21)	33,141	14,544	0	33,141	0	0	14,520	14,520	0	0	18,597	18,597	0	0					
L-2	7 Tide St. (#54)	51,040	18,000	11,000	0	51,040	0	29,000	0	29,000	0	22,040	0	22,040	0					
M	3 Dolphin Way (#31)	148,150	55,922	0	85,518	62,632	0	55,922	39,404	16,518	0	92,228	46,114	46,114	0					
M-1	Massport Marine Term.	1,661,000	0	129,240	1,661,406	0	0	129,240	129,240	0	0	1,532,166	1,532,166	0	0					
M-2	Fid Kennedv Ave.	75,310	24,466	0	75,310	0	0	24,466	24,466	0	0	50,844	50,844	0	0					
N	25 Fid Kennedy Ave. (#16)	140,000	85,600	0	0	140,000	0	85,600	0	85,600	0	54,400	0	54,400	0					
O/P	19 Fid K/3 Anchor W (#29)(#14)	115,023	42,873	3,451	0	115,023	0	46,324	0	46,324	0	68,699	0	68,699	0					
R	6 Tide St. (#18)	179,810	0	86,000	0	176,573	3,237	86,000	0	84,452	1,548	93,810	0	92,121	1,689					
S	306 Northern Ave. (#53)	255,590	105,000	0	127,797	114,758	13,035	105,000	52,500	47,145	5,355	150,594	75,297	75,297	0					
V	300 Northern Ave.	270,000	0	0	270,000	0	0	0	0	0	0	270,000	270,000	0	0					
V-1	Drydock #4	105,000	0	47,000	105,000	0	0	47,000	47,000	0	0	58,000	58,000	0	0					
W	290 Northern Ave.	172,000	5,960	47,000	172,000	0	0	52,960	52,960	0	0	119,040	119,040	0	0					
X	310-314 Northern Ave.	211,210	64,000	30,000	211,214	0	0	94,000	94,000	0	0	117,214	117,214	0	0					
Z	34 Drydock Ave. (Pier 10)	34,435	2,000	0	34,435	0	0	2,000	2,000	0	0	32,435	32,435	0	0					
Subtotal		5,044,473	785,326		3,787,529	1,106,281	140,276		758,749	525,154	66,115		3,002,932	588,814	66,482					
%		93.4%	15.6%		75.1%	21.9%	2.8%													
Non-DPA																				
A	1 Drydock Ave.	40,879	0	20,000	0	0	40,879	20,000	0	0	20,000	20,879	0	0	20,879					
Q	12 Channel St. (#32)	69,878	35,511	0	0	69,878	0	35,511	0	35,511	0	34,367	0	34,367	0					
Q-1	4 Drydock Ave. / Channel St	26,000	2,000	10,000	0	0	26,000	12,000	0	0	12,000	14,000	0	0	14,000					
T	6 Harbor St. (#19)	119,440	78,144	0	119,447	0	0	78,144	78,144	0	0	41,303	41,303	0	0					
T-1	Northern Ave. / Channel St.	55,348	0	17,000	55,348	0	0	17,000	17,000	0	0	38,348	38,348	0	0					
U	7 Channel St. (#17)	45,310	20,000	5,000	45,310	0	0	25,000	25,000	0	0	20,310	20,310	0	0					
Subtotal		356,855	135,655		220,105	69,878	66,879		120,144	35,511	32,000		99,961	34,367	34,879					
%		6.6%	38.0%		61.7%	19.6%	18.7%													
Total		5,401,328	920,981		4,007,634	1,176,159	207,155		878,893	560,665	98,115		3,102,893	623,181	101,361					

Table 7 Compliance of Use FAR 4.0

Parcel	Address	Parcel Area	Building Area		Total Land Use			Building Footprint Use				Area Outside Bldg Footprint			
			Exis Bldg Footprint	Add Bldg Footprint	Marine Industrial	General Industrial	Comm.	Building Footprint	Marine Industrial	General Industrial	Comm	Area Outside Bldg Footprint	Marine Industrial	General Industrial	Comm.
DPA															
B	5 Drydock Ave.	95,824	70,000	0	82,409	0	13,415	70,000	60,200	0	9,800	25,824	22,209	0	3,615
C-1	1 Terminal St.	69,249	0	0	69,249	0	0	0	0	0	0	69,249	69,249	0	0
C-2	5 Terminal St.	41,901	0	0	41,901	0	0	0	0	0	0	41,901	41,901	0	0
D	1 Harbor St.	205,519	137,650	0	152,084	51,380	2,055	137,650	101,861	34,413	1,377	67,869	50,223	16,967	679
F	1 Design Center	164,007	83,422	0	0	123,005	41,002	83,422	0	62,567	20,856	80,585	0	60,439	20,146
F-1	Design Center Parking	50,469	0	37,159	9,290	41,179	0	37,159	6,840	30,319	0	13,310	2,450	10,860	0
G / H	339 Northern Ave/22 Drydock	79,818	27,005	27,277	0	79,818	0	54,282	0	54,282	0	25,536	0	25,536	0
I	21-25 Drydock Ave.	225,374	122,520	0	22,537	146,493	56,344	122,520	12,252	79,638	30,630	102,854	10,285	66,855	25,714
J	27 Drydock Ave.	81,043	40,585	0	8,104	72,939	0	40,585	4,059	36,527	0	40,458	4,046	36,412	0
K	36 Drydock Ave.	76,820	7,454	0	76,820	0	0	7,454	7,454	0	0	69,366	69,366	0	0
L	Drydock #3	468,373	8,654	67,346	401,287	67,086	0	76,000	8,914	67,086	0	392,373	392,373	0	0
L-1	24-26 Drydock Ave.	32,324	14,544	15,456	3,879	28,445	0	30,000	3,600	26,400	0	2,324	279	2,045	0
L-2	7 Tide St.	58,400	18,000	22,757	0	58,400	0	40,757	0	40,757	0	17,643	0	17,643	0
M	3 Dolphin Way	134,595	57,221	0	134,595	0	0	57,221	57,221	0	0	77,374	77,374	0	0
M-1	Massport Marine Term.	1,456,089	92,487	247,512	1,456,089	0	0	339,999	339,999	0	0	1,116,090	1,116,090	0	0
M-2	Fid Kennedy Ave.	91,957	25,935	0	91,957	0	0	25,935	25,935	0	0	66,022	66,022	0	0
N	25 Fid Kennedy Ave.	141,425	85,239	0	0	141,425	0	85,239	0	85,239	0	56,186	0	56,186	0
O / P	19 Fid Kennedy/3 Anchor Way	115,023	46,324	10,350	0	115,023	0	56,674	0	56,674	0	58,349	0	58,349	0
R	6 Tide St.	179,791	0	86,000	0	174,783	5,008	86,000	0	83,604	2,396	93,791	0	91,178	2,613
S-1	306 Northern Ave. (Nagle)	145,973	46,789	0	145,973	0	0	46,789	46,789	0	0	99,184	99,184	0	0
S-2 / S-3	306 Northern Ave. (Harpoon)	113,653	46,789	21,500	0	88,703	24,950	68,289	0	53,298	14,991	45,364	0	35,405	9,959
V	Drydock #4	252,004	0	0	252,004	0	0	0	0	0	0	252,004	252,004	0	0
V-1	302 Northern Ave.	86,716	0	0	86,716	0	0	0	0	0	0	86,716	86,716	0	0
W / W-1	290 Northern Ave.	132,422	52,960	0	132,422	0	0	52,960	52,960	0	0	79,462	79,462	0	0
X	310-314 Northern Ave.	183,105	64,000	61,319	0	183,105	0	125,319	0	125,319	0	57,786	0	57,786	0
Z	34 Drydock Ave. (Pier 10)	28,800	0	0	28,800	0	0	0	0	0	0	28,800	28,800	0	0
Subtotal		4,710,674	1,047,578	596,676	3,196,116	1,371,785	142,774	1,644,254	728,083	836,122	80,049	3,066,420	2,468,033	535,662	62,725
%		92.3%	22.2%	12.7%	67.8%	29.1%	3.0%								
Non-DPA															
A / A1	1 Drydock Ave.	50,933	0	38,048	0	0	50,933	38,048	0	0	38,048	12,885	0	0	12,885
Q	12 Channel St.	69,182	35,642	0	0	69,182	0	35,642	0	35,642	0	33,540	0	33,540	0
Q-1	4 Drydock Ave. / Channel St	36,799	25,909	0	0	0	36,799	25,909	0	0	25,909	10,890	0	0	10,890
T / T-1	2 Harbor St/6 Harbor St	189,987	78,144	28,976	0	189,987	0	107,120	0	107,120	0	82,867	0	82,867	0
U	7 Channel St.	45,310	20,000	17,861	0	45,310	0	37,861	0	37,861	0	7,449	0	7,449	0
Subtotal		392,211	159,695	84,885	0	304,479	87,732	244,580	0	180,623	63,957	147,631	0	123,856	23,775
%		7.7%	40.7%	21.6%	0.0%	77.6%	22.4%								
Total		5,102,885	1,207,273	681,561	3,196,116	1,676,264	230,506		728,083	1,016,745	144,006		2,468,033	659,518	86,500

MEPA Special Review Procedure Criteria

Transportation

The proponent will have to produce a detailed transportation analysis pursuant to Article 80 and identify consistencies with the RFLMP Master Plan Transportation analysis, the South Boston Seaport Strategic Transit Plan and the South Boston Waterfront Sustainable Transportation Plan.

Projects will be reviewed by a proposed **Transportation Advisory Committee** comprised of BPDA Transportation Planners, Boston Transportation Department, MassDOT, MBTA, Massport, a representative of the RLFMP Business Park Association and the Seaport Transportation Management Association

Wetlands

The proponent will have to be compliant with the City of Boston Wetlands Ordinance and Regulations and the Coastal Flood Resilience Overlay District (ARTICLE 25A).

Greenhouse Gas Emissions

Projects will comply with Article 37 of the Boston Zoning Code including the submission of a Carbon Neutral Building Assessment

Chapter 91 Consolidated Written Determination

Individual license requests shall include plans prepared in accordance with 310 CMR 9.11 (3). License plans must remain in conformance with the CWD provided that:

- Proposed projects are consistent with the approved RLFMP Master Plan Update
- Meet all of the applicable CWD conditions
- Conform to Table 7 in buildout volume and use
- Conforms to the building and site layout shown on project site plan submitted with CWD
- Proposes no new uses other than those identified in Table 7
- Consistent with current DEP Waterways Program Sea-level rise policies
- Does not trigger further MEPA review other than SRP process (such as a Notice of Project Change)
- Provide supplemental environmental analysis with SRP Commencement Notifications
- Conforms to Logan Air Space mapping that promotes critical airspace around Boston Logan International Airport to protect the flight corridors in and out of the airport.
- A third party assessment to determine the shipyard can continue to function independently for non-water dependent uses and structures proposed on Parcels L & L-1.

Next Steps

- Notice in Environmental Monitor
- 60-day Comment Period
- Virtual Site Visit April 5th 1PM