



December 8, 2017

Matthew A. Beaton, Secretary  
Massachusetts Executive Office of Energy  
& Environmental Affairs  
100 Cambridge Street, Suite 900  
Boston, MA 02114

RE: Raymond L. Flynn Marine Park Master Plan EOE #8161

Dear Secretary Beaton:

Pursuant to the Massachusetts Environmental Policy Act M.G.L. c. 30 §§ 61-62H and its implementing regulations (301 CMR 11.00), the Boston Redevelopment Authority/Economic Development and Industrial Corporation d/b/a the Boston Planning and Development Agency ("BPDA") is pleased to submit a Notice of Project Change and update to the Raymond L. Flynn Master Plan ("RLFMP").

On March 16, 2000, the Executive Office of Environmental Affairs issued a certificate for the RFLMP (formally named Boston Marine Industrial Park) Master Plan that was the culmination of years of planning along the South Boston Waterfront. On March 16, 2005 the Department of Environmental Protection issued a Master Chapter 91 License (#10233) as a streamlined regulatory framework for future development in the RLFMP.

On June 15, 2017 the BPDA Board of Directors authorized the submittal of the Raymond L. Flynn Marine Park Master Plan Update to the Executive Office of Energy and Environmental Affairs pursuant to M.G.L. c. 30, §§ 61 through 62H.

Since the completion of the first Master Plan there have been significant changes and investments made in and around the Park. Noteworthy public infrastructure improvements such as the Central Artery Tunnel Project, Boston Harbor Cleanup, the MBTA Silver Line Transitway and Convention Center have facilitated access, new development and a dynamic mix of uses in the South Boston Waterfront. Within the RLFMP there have been significant investments in seafood processing with new facilities for North Coast Seafood and Legal Seafood; development of motor freight facilities including Boston Freight Terminal; and a dramatic increase in new job growth sectors of life tech, green tech and other research and development tenants. The EDIC has made substantial improvements to infrastructure including expansion of the parking facility, reconstruction of Access Roads A and B, FID Kennedy, and demolition of 6 Tide Street.

While there are many successes in the RLFMP, there remain numerous vacant, undesignated or underutilized parcels and structures. There is also significant maritime infrastructure that has degraded to a point where it is very difficult to attract maritime industrial uses. Degraded facilities include the East and South jetties and the lack of rail access to deep water berthing. Also, with the burgeoning development in the broader South Boston Waterfront Innovation District, there are new pressures to continue commercial uses into the RLFMP.

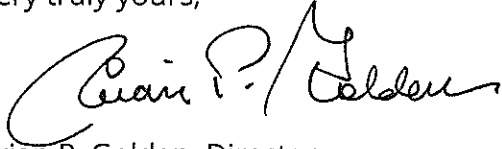
The RLFMP Master Plan Update analyzes the RLFMP's existing infrastructure and uses and how best to leverage the demands of new innovation economy uses in and around the RLFMP to further the Park's mission and establishes a sustainable land use road map for future years. The Update evaluates the role of the RLFMP in the Port of Boston and the City's industrial ecosystem and provides an economic and market-based analysis of the potential for existing and new economy uses in the Park. This analysis delves into the RLFMP's unique attributes of deep water berthing areas, an active dry dock, quick access to dedicated truck routes and Logan Airport, as well as industrial scale building assets. Outreach to existing tenants was conducted to better understand the opportunities and issues facing those conducting business in the Park. The limitations and challenges of RLFMP were also assessed, including parking restrictions, a transit system running at capacity and aging waterfront industrial infrastructure.

A review of existing conditions in the RLFMP indicates it continues to sustain robust industrial uses such as ship repair, seafood processing and design wholesale business clusters, along with small scale manufacturing and life science research and technology companies. Although over two-thirds of the land use in the RLFMP is dedicated for marine industrial use due to the state's Designated Port Area requirements, there is currently no over-the-dock commerce and much of the shore-side bulkheads, dock, and cargo logistics infrastructure would require millions of dollars of upgrades to provide for such uses.

In developing the Master Plan Update the BPDA coordinated with state regulatory agencies, elected officials and RLFMP tenants, including Massport and the Marine Park Business Association to review the draft plan and the recommendations. The planning process kicked off with RLFMP tenant and business interviews, tours and surveys. The draft plan was presented to the Marine Park Business Association on December 14, 2016. There was a follow-up meeting with the port and maritime businesses on January 23, 2017. We presented the draft plan to Boston Harbor Now's Harbor Use Forum on January 25, 2017. The plan has also been shared and presented to MassDOT and the staff of the Governor's Seaport Economic Council. The BPDA conducted office hours in the Marine Park in April for comment from tenants and held a public meeting on April 26, 2017 to discuss the Master Plan Update. A public comment period was conducted from March through April 2017.

We look forward to working with you on the implementation of this vision. Please contact Richard McGuinness of my office if you require any additional information.

Very truly yours,

A handwritten signature in black ink that reads "Brian P. Golden". The signature is fluid and cursive, with the first name "Brian" being the most prominent.

Brian P. Golden, Director  
Boston Planning & Development Agency

*For Office Use Only*  
 Executive Office of Environmental Affairs

MEPA Analyst:

Phone: 617-626-

## Notice of Project Change

The information requested on this form must be completed to begin MEPA Review of a NPC in accordance with the provisions of the Massachusetts Environmental Policy Act and its implementing regulations (see 301 CMR 11.10(1)).

EEA #8161		
Project Name: Boston Marine Industrial Park Master Plan a.k.a. Raymond L. Flynn Marine Park		
Street Address: Raymond L. Flynn Marine Park South Boston		
Municipality: Boston	Watershed: Boston Harbor	
Universal Transverse Mercator Coordinates:	Latitude: 42.346574	
	Longitude: 71.032008	
Estimated commencement date: N/A Master Plan	Estimated completion date: N/A Master Plan	
Project Type: Marine Industrial Park Master Plan	Status of project design: N/A Master Plan %complete	
Proponent: Boston Redevelopment Authority, d/b/a BOSTON PLANNING & DEVELOPMENT AGENCY		
Street Address: One City Hall Square, 9th Floor		
Municipality: Boston	State: MA	Zip Code: 02201-1007
Name of Contact Person: Erikk Hokenson		
Firm/Agency: BPDA	Street Address: One City Hall Square	
Municipality: Boston	State: MA	Zip Code: 02201
Phone: 617-918-4267	Fax: 617-248-1937	E-mail: erikk.hokenson@boston.gov

With this Notice of Project Change, are you requesting:

a Single EIR? (see 301 CMR 11.06(8))       Yes     No

a Special Review Procedure? (see 301CMR 11.09)       Yes     No

a Waiver of mandatory EIR? (see 301 CMR 11.11)       Yes     No

a Phase I Waiver? (see 301 CMR 11.11)       Yes     No

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?

**Wetlands, Waterways and Tidelands**

Which State Agency Permits will the project require?

Chapter 91 Licensing; may also require other agency actions

Identify any financial assistance or land transfer from an Agency of the Commonwealth, including the Agency name and the amount of funding or land area in acres: N/A

**PROJECT INFORMATION**

In 25 words or less, what is the project change? The project change involves . . .  
**Update to a Marine Industrial Park Master Plan that evaluates its position within the context of the Port of Boston and proposes to allow supporting DPA Uses on pile-supported structures over flowed tidelands pursuant to 310 CMR 9.32 1(b) 4.**  
See full project change description beginning on page 3.

Date of publication of availability of the ENF in the Environmental Monitor: (Date: 3/9/1990)

Was an EIR required?  Yes  No; if yes,  
was a Draft EIR filed?  Yes (Date: 8//9/1996)  No  
was a Final EIR filed?  Yes (Date: 2/8/2000)  No  
was a Single EIR filed?  Yes (Date: )  No

Have other NPCs been filed?  Yes (Date(s): )  No

If this is a NPC solely for lapse of time (see 301 CMR 11.10(2)) proceed directly to **ATTACHMENTS & SIGNATURES**. No

**PERMITS / FINANCIAL ASSISTANCE / LAND TRANSFER**

List or describe all new or modified state permits, financial assistance, or land transfers not previously reviewed: **dd w/ list of State Agency Actions (e.g., Agency Project, Financial Assistance, Land Transfer, List of Permits)**

**May require amendment to Master Chapter 91 License #10233 or new license**

Are you requesting a finding that this project change is insignificant? A change in a Project is ordinarily insignificant if it results solely in an increase in square footage, linear footage, height, depth or other relevant measures of the physical dimensions of the Project of less than 10% over estimates previously reviewed, provided the increase does not meet or exceed any review thresholds. A change in a Project is also ordinarily insignificant if it results solely in an increase in impacts of less than 25% of the level specified in any review threshold, provided that cumulative impacts of the Project do not meet or exceed any review thresholds that were not previously met or exceeded. (see 301 CMR 11.10(6))  Yes  No; if yes, provide an explanation of this request in the Project Change Description below.

**FOR PROJECTS SUBJECT TO AN EIR**

If the project requires the submission of an EIR, are you requesting that a Scope in a previously issued Certificate be rescinded?  
 Yes  No; if yes, provide an explanation of this request\_\_\_\_\_.

If the project requires the submission of an EIR, are you requesting a change to a Scope in a previously issued Certificate?  
 Yes  No; if yes, provide an explanation of this request\_\_\_\_\_.

**SUMMARY OF PROJECT CHANGE PARAMETERS AND IMPACTS**

Summary of Project Size & Environmental Impacts	Previously reviewed	Net Change	Currently Proposed
<b>LAND</b>			
Total site acreage	191	0	191
Acres of land altered	191	0	191
Acres of impervious area	191	0	191
Square feet of bordering vegetated wetlands alteration	0	0	0
Square feet of other wetland alteration	0	649	649
Acres of non-water dependent use of tidelands or waterways	46.18	0	46.18
<b>STRUCTURES</b>			
Gross square footage	3085193	4658948	7744141
Number of housing units	0	0	0
Maximum height (in feet)	200	0	200
<b>TRANSPORTATION</b>			
Vehicle trips per day			
Parking spaces	4066		4400
<b>WATER/WASTEWATER</b>			
Gallons/day (GPD) of water use	5300		
GPD water withdrawal	0	0	0
GPD wastewater generation/ treatment	5300		
Length of water/sewer mains (in miles)	7/9.2	0	7/9.2

Does the project change involve any new or modified:

1. conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97? Yes No

2. release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction? Yes No

3. impacts on Rare Species? Yes No

4. demolition of all or part of any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth? Yes No

5. impact upon an Area of Critical Environmental Concern? Yes No

If you answered 'Yes' to any of these 5 questions, explain below:

**PROJECT CHANGE DESCRIPTION** (attach additional pages as necessary). The project change description should include:

- (a) a brief description of the project as most recently reviewed
- (b) a description of material changes to the project as previously reviewed,
- (c) if applicable, the significance of the proposed changes, with specific reference to the factors listed 301 CMR 11.10(6), and
- (d) measures that the project is taking to avoid damage to the environment or to minimize and mitigate unavoidable environmental impacts. If the change will involve modification of any previously issued Section 61 Finding, include a draft of the modified Section 61 Finding (or it will be required in a Supplemental EIR). **SEE ATTACHED**



## **RAYMOND L. FLYNN MARINE PARK MASTER PLAN UPDATE PROJECT CHANGE DESCRIPTION**

The attached Master Plan Update serves as a Notice of Project Change under the Massachusetts Environmental Policy Act to the Final Marine Industrial Park Master Plan EOE #8161 (“Master Plan”). The link to this document is below:

<http://www.bostonplans.org/getattachment/820e6922-af1f-4470-bbbe-99dfa82df97c>

Also, pursuant to 310 CMR 9.32 1(b) 4 the Master Plan proposes Supporting Designated Port Area Uses on pile-supported structures over flowed tidelands within the Raymond L. Flynn Marine Park including Wharf 8 and Pier 7.

The Secretary of Environmental Affairs issued a certificate for the Master Plan on March 16, 2000. Pursuant to the Certificate, projects proposed outside of footprints shown on figure 3-5 of the Master Plan that individually meet one or more MEPA filing thresholds, must file a Notice of Project Change under MEPA. Also, pursuant to the Marine Industrial Park Master Chapter 91 license issued March 16, 2005, Special Condition Number 1 (d) any proposed structural alteration or change of use that is not authorized pursuant to the license shall require the filing of a Notice of Project Change to MEPA.

The Boston Marine Industrial Park is now known as the Raymond L. Flynn Marine Park (“RLFMP”).

On March 16, 2000, Executive Office of Energy and Environmental Affairs issued a certificate for the Master Plan (formerly named Boston Marine Industrial Park) that was the culmination of years of planning along the South Boston Waterfront. On March 16, 2005 the Department of Environmental Protection issued a Master Chapter 91 License (#10233) as a streamlined regulatory framework for future development in the RLFMP.

The Master Plan was a guide for future development that ensured a strong manufacturing and water-dependent industrial base. The project area consists of 191 acres of filled and flowed tidelands in South Boston. One of the central commitments of the Master Plan was to maintain a minimum of 67% of the RLFMP as devoted to water-dependent industrial uses.



In March of 2017, the Commonwealth of Massachusetts revised the M.G.L Chapter 91 regulations to allow Supporting DPA Uses on pile-supported structures over flowed tidelands through a DPA Master Plan or a Marine Industrial Park Master Plan.

On June 15, 2017 the Boston Redevelopment Authority board authorized the submittal of the Raymond L. Flynn Marine Park Master Plan Update to the Massachusetts Executive Office of Energy and Environmental Affairs pursuant to M.G.L. chapter. 30, §§ 61 through 62H.

The RLFMP Master Plan Update applies to the same 191 acres reviewed in 2000. It provides a framework to support growing industrial and water-dependent industrial uses and needed port infrastructure while also expanding the success of the RLFMP's mixed industrial uses including research and development and advanced manufacturing. The framework includes proposed modifications to the percentage of maritime uses and also opportunities for additional building volume. Full build out of the RLFMP may exceed other thresholds including alteration of land and increase in average daily trips and thus increase environmental consequences pursuant to 301 CMR 11.10(6).

The RLFMP Master Plan Update will also require a certificate from the Secretary that allows Supporting DPA Uses on pile-supported structures over flowed tidelands on Wharf 8 and Pier 7. The BPDA also requests that the Secretary's Certificate allow a project on Wharf 8 and Pier 7 to proceed through MEPA and state agency review as a stand-alone project. Wharf 8 and Pier 7 may be reconstructed in a manner that is consistent with the Final Industrial Park Master Plan (EOEA# 8161) and the Master Chapter 91 License (No. 10233) and its implementing procedures.

The RLFMP Master Plan Update analyzes the RLFMP's existing infrastructure and uses and how best to leverage the demands of new innovation economy uses in and around the RLFMP to further the Park's mission, and establish a sustainable land use road map for future years. The Update evaluates the role of the RLFMP in the Port of Boston and the City's industrial ecosystem and provides an economic and market-based analysis of the potential for existing and new economy uses in the Park. This analysis delves into the RLFMP's unique attributes of deep water berthing areas, an active dry dock, quick access to dedicated truck routes and Logan Airport, as well as industrial scale building assets.

A review of existing conditions in the RLFMP indicates it continues to sustain robust industrial uses such as ship repair, seafood processing, cruise passenger facilities and design wholesale business clusters, along with small scale manufacturing and life science research and technology companies. Although over two-thirds of the land use in the RLFMP is dedicated for marine industrial use due to the state's Designated Port Area requirements there is currently no over the dock commerce and much of the shore-side bulkheads, dock and cargo logistics infrastructure would require millions of dollars of upgrades to provide for such uses.

In identifying gaps in the port economy and attributes of the RLFMP, opportunities do exist for a general purpose marine terminal and additional growth for ship repair. The RLFMP is also well suited for contemporary flex-industrial space, which are generally buildings that can accommodate many uses over their lifespan. Near term use demand for this new building prototype include biotech, life science lab space, e-commerce, as well as local food businesses and advanced manufacturing.

As the economic analysis of the RLFMP has determined that water dependent industrial uses are in decline in the Park, with no existing or near-term market opportunities for over the dock activity, the Master Plan Update frames planning and land use scenarios that build on the Park's strengths, and envision a mixed industrial-commercial use district that is compatible with, and preserves the capacity for water dependent industrial businesses.

To harness the development pressure around the park and the its inherent real estate value, a redevelopment approach is advanced for a multi-story mixed use building typology that has actually existed in park for some time. This building framework is one that establishes and requires high-bay industrial use space on the ground floor and a range of upper floor uses, such as research and development, light industrial and accessory/industrial office, that are compatible with water dependent industrial uses. The upper floor uses will provide increased rents that can subsidize the ground floor industrial uses and facilitate reinvestment in Park infrastructure. The intent is for this building arrangement to preserve the capacity for water dependent industrial uses, should they return, and sustain existing industrial jobs in the RLFMP.

The RLFMP Master Plan Update includes recommendations on how state Waterways Regulations can better function to facilitate this flexible mix of uses, as well as an analysis of the parking and transportation limitations and management

strategies needed to advance the model including strategies to protect existing truck routes and promote transit and multimodal transportation options for those working in the marine park.

Measures that the project is taking to avoid damage to the environment and to minimize and mitigate unavoidable environmental impacts are detailed in the RLFMP Master Plan Update. The RLFMP will be challenged by future sea level rise and storm surge due to the area's proximity to the harbor and its elevation, which will require innovative and resilient solutions with new development design and infrastructure improvements. The energy intensive industrial use in the RLFMP also provide an opportunity for district scale energy production and distribution which have the potential to improve resiliency and efficiencies for businesses in the Park.

In the March 2000 Certificate, the Secretary noted concerns about pedestrian access to and within the RLFMP. The RFLMP Master Plan Update provides greater context and guidance related to improved pedestrian access and open space.

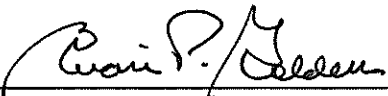
As the RLFPM continues to develop there is a need for more open space and improved pedestrian networks to accommodate new businesses and employees. There may be opportunities to expand open space and perhaps integrate RLFPM public access areas into the broader open space system of the South Boston Waterfront, particularly through the Harborwalk network. By reviewing the various planning layers and the parcel and planning analysis of the RFLMP Master Plan Update, we begin to see opportunities for expanded open space and public facilities in the Drydock No. 4 and Parcels W and V1 area.

**ATTACHMENTS & SIGNATURES**

Attachments:

1. Secretary's most recent Certificate on this project
2. Plan showing most recent previously-reviewed proposed build condition
3. Plan showing currently proposed build condition
4. Original U.S.G.S. map or good quality color copy (8-1/2 x 11 inches or larger) indicating the project location and boundaries
5. List of all agencies and persons to whom the proponent circulated the NPC, in accordance with 301 CMR 11.10(7)

Signatures:

		12 DEC 2017	
Date	Signature of Responsible Officer or Proponent	Date	Signature of person preparing NPC (if different from above)

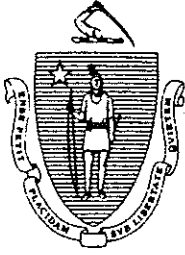
Brian P. Golden	
Name (print or type)	Name (print or type)

Boston Planning & Development Agency	
Firm/Agency	Firm/Agency

One City Hall Square, Suite 900	
Street	Street

Boston, MA 02201	
Municipality/State/Zip	Municipality/State/Zip

617-722-4300	
Phone	Phone



*The Commonwealth of Massachusetts*

*Executive Office of Environmental Affairs*

*100 Cambridge Street, Boston, MA 02202*

ARGEO PAUL CELLUCCI  
GOVERNOR

JANE SWIFT  
LIEUTENANT GOVERNOR

BOB DURAND  
SECRETARY

March 16, 2000

Tel. (617) 727-9800

Fax (617) 727-2754

<http://www.magnet.state.ma.us/envir>

CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS  
ON THE  
FINAL MASTER PLAN

PROJECT NAME : Boston Marine Industrial Park (BMIP)  
Master Plan  
PROJECT MUNICIPALITY : Boston (South Boston)  
PROJECT WATERSHED : Boston Harbor  
EOEA NUMBER : 8161 (and 11816)  
PROJECT PROPONENT : Boston Redevelopment Authority (BRA)/  
Boston Economic Development and  
Industrial Corporation (EDIC)  
DATE NOTICED IN MONITOR : February 8, 2000

As Secretary of Environmental Affairs, I hereby determine that the Final Master Plan submitted on the above project **adequately and properly complies** with the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62H) and with its implementing regulations (301 CMR 11.00).

The Final Master Plan represents the culmination of a planning process that began in the 1970's. The issuance of this Certificate marks a major step in the planning for the Seaport District, and paves the way for the issuance of a Master Chapter 91 License for BMIP and a streamlined regulatory framework for future development in the park. I am confident that the Final Master Plan will guide the future development of BMIP in a manner that ensures a strong manufacturing and water-dependent industrial base in the City of Boston. The Final Master Plan establishes a framework for future development within BMIP that is consistent with Chapter 91 regulations, Designated Port Area regulations, and local zoning. The Final Master Plan implements



recommendations of the Port of Boston Economic Development Plan, and helps ensure that present and future water-dependent industrial development will take place in an environmentally sensitive manner.

### Project Description

The Boston Marine Industrial Park (BMIP) consists of 191 acres of filled and flowed tidelands in South Boston and comprises a major portion of the South Boston Designated Port Area (DPA). The BMIP is located approximately 3/4 mile from downtown Boston, and sits directly across the harbor from Logan Airport, to which it is connected via the Ted Williams Tunnel. Summer Street and Northern Avenue provide direct vehicle access to the site. Boston Harbor borders the BMIP on three sides.

The Boston Redevelopment Authority (BRA)/ Boston Economic Development and Industrial Corporation (EDIC), which currently owns the site, has the charge of promoting industry in the City of Boston through retention and creation of manufacturing jobs. The BMIP currently houses approximately 200 businesses employing about 3,500 people.

### Jurisdiction

The proponent has prepared the Master Plan pursuant to the 1989 Certificate on the Parcel E parking structure. In addition, the project will require a Master Chapter 91 License for BMIP as a whole. Therefore, MEPA jurisdiction extends over areas where the project may have significant environmental impacts, and these impacts fall within the broad subject matter of the Chapter 91 License.

### Procedural History

EDIC purchased the BMIP (then known as the former South Boston Naval Annex) in 1977, and described an extensive renovation plan in an Environmental Impact Report (EIR) which the Secretary of Environmental Affairs certified as adequate in 1978 (EOEA #2474). This document represented a "Master Plan" for the renovation and conversion of the Naval Annex into the BMIP. At the same time, the City approved an Economic Development Plan (EDP) to guide the development of BMIP into a diversified industrial area.

In 1983, the Secretary certified the adequacy of a Final EIR (EOEA #4427) for renovations and redevelopment of a 1.6 million square foot structure known as Building 114. This building was a part of the former Army base adjacent to the BMIP. EDIC added building 114 to the BMIP, and the City approved an amended EDP for the BMIP that reflected the redevelopment plan for Building



114. Building 114 now houses a variety of light manufacturing firms, companies related to the home furnishing and interior design industries, and light industrial and warehouse space.

In 1989, EDIC filed a Notice of Project Change to the original Master Plan that proposed to construct a parking garage on Parcel E, to consolidate several surface parking lots in the BMIP. The Secretary did not require further review of the Project Change for the garage, but as part of the decision required that EDIC prepare a new Environmental Notification Form (EOEA #8161, the current file) to initiate the process of updating the Master Plan in light of various regulatory changes.

EDIC submitted a Draft Master Plan late in 1990, although this document was withdrawn from the MEPA process prior to the issuance of any Certificate. The Secretary revised the scope for the Master Plan in April 1994 to respond to further changes in existing port and waterfront regulations. BRA/EDIC submitted the Draft Master Plan in 1996. In response to numerous concerns with that document, the Secretary required the preparation of a Master Plan Update to resolve several outstanding planning and regulatory issues. BRA/EDIC submitted the Master Plan Update in 1998. The Certificate on the Master Plan Update laid out the additional analysis required for the Final Master Plan now completing MEPA review.

#### Final Master Plan

In general, the Final Master Plan has adequately responded to the issues identified in the Certificate on the Master Plan Update. The comments received have reflected a high overall degree of satisfaction with the analysis in the Final Master Plan. The comments highlight several issues that will be resolved during the Chapter 91 Licensing review by the Department of Environmental Protection.

One of the central commitments in the Final Master Plan involves the designation of BMIP as a Marine Industrial Park pursuant to Chapter 91 regulations. This designation ensures that a minimum of 67% of the BMIP will be devoted to water-dependent industrial uses and supporting DPA uses. General industrial uses and a small amount of commercial use is allowed for the remainder of BMIP. The current use of BMIP consists of 74% maritime industrial, 22% general industrial, and 4% commercial. As the Boston Harbor Association has pointed out, it is thus possible for some displacement of marine industrial uses to occur over time as leases for maritime industrial tenants expire. I ask that the proponent and the Department of Environmental Protection consider methods of encouraging a maritime industrial percentage

higher than the bare minimum required by the Marine Industrial Park designation.

The Final Master Plan contains only a general discussion of stormwater management and recycling at BMIP. The proponent should develop an appropriate level of detail on these issues during the Chapter 91 Licensing process.

One issue of concern to many commenters relates to the nature and extent of pedestrian access (particularly to the waterfront) within the working port. The proponent will need to balance the goal of accommodating pedestrian access to the waterfront with the legitimate safety and logistical concerns presented by the industrial activity taking place within BMIP. In general, I believe that a thoughtful system of "point access" outlined in the Final Master Plan balances the two sometimes competing goals. The Master Chapter 91 License can address this issue in more detail.

The Final Master Plan establishes that projects proposed outside footprints shown in figure 3-5 of the Final Master Plan must file a Notice of Project Change under MEPA. As noted by Massport, this procedural requirement would only apply to projects that individually meet one or more MEPA filing thresholds.

The Certificate on the BankBoston Harborlights Pavilion project (EOEA #11816) amended the scope for the Final Master Plan to include a siting study for a long-term location for the Pavilion, temporarily located on Wharf 8 in BMIP. The Final Master Plan includes this siting study, which evaluated a potential universe of sites for a permanent facility and focused the search on a handful of sites that met suitability criteria. The analysis contained in the Final Master Plan has generally responded adequately to the requirements of the Certificate. While a final decision on a permanent location for the Pavilion will take substantial additional analysis, I am pleased that the current location was eliminated from further study as a permanent location because of its location within a Designated Port Area. This decision helps to underscore the importance of reserving Wharf 8 over the long term for maritime industrial use.

I ask that the Department of Environmental Protection consider the comments received during MEPA review when finalizing the Chapter 91 License.

March 16, 2000

Date

  
Bob Durand

## Comments received:

3/9/00 Massachusetts Convention Center Authority  
3/9/00 Coastal Zone Management  
3/9/00 Sheffield van Buren  
3/9/00 South Boston Design Advisory Committee  
3/9/00 Lower End Political Action Committee  
3/9/00 Commercial Lobster Co. (by Gerard Doherty)  
3/10/00 Massport  
3/13/00 Conservation Law Foundation  
3/13/00 The Boston Harbor Association  
3/14/00 Boston Environment Department  
3/16/00 Boston Transportation Department

BAD/ASP/asp



## Raymond L. Flynn Marine Park Master Plan Update

### Notice of Project Change Circulation List

#### Federal

Representative Stephen Lynch  
One Harbor Street, Suite 304  
Boston, MA 02210

#### Commonwealth of Massachusetts

Secretary Matthew A. Beaton  
Executive Office of Energy  
and Environmental Affairs  
Attention: MEPA Office  
Deidre Buckley, EEA No. 8161  
100 Cambridge Street, 9<sup>th</sup> Floor  
Boston, MA 02114

Massachusetts Water Resource Authority  
Attention: MEPA Coordinator  
Charlestown Navy Yard  
100 First Avenue, Building 39  
Boston, MA 02129  
*Via email*

Department of Environmental Protection  
Attention: MEPA Coordinator  
1 Winter Street  
Boston, MA 02108

Massachusetts Port Authority  
Attention: Gordon Carr  
One Harborside Drive, Suit 200S  
East Boston, MA 02128  
*Via email*

Department of Environmental Protection  
Northeast Regional Office – Wilmington  
205B Lowell Street  
Wilmington, MA 01887

Division of Marine Fisheries  
Attention: Environmental Reviewer  
251 Causeway Street, Suite 400  
Boston, MA 02114

Mr. Ben Lynch, Program Chief  
Department of Environmental Protection  
Waterways Program  
1 Winter Street  
Boston, MA 02108

Massachusetts Office of Coastal Zone  
Management  
Attention: Project Review Coordinator  
251 Causeway Street, Suite 800  
Boston, MA 02114

Massachusetts Department of  
Transportation  
Public/Private Development Unit

Massachusetts Department of  
Transportation – District 6  
Attention: MEPA Coordinator



10 Park Plaza  
Boston, MA 02116

Massachusetts Historical Commission  
220 Morrissey Boulevard  
Boston, MA 02125

Massachusetts Bay Transportation  
Authority  
Attention: MEPA Coordinator  
10 Park Plaza, 6<sup>th</sup> Fl.  
Boston, MA 02116

Senator Linda Dorcea-Forry  
24 Beacon Street  
Room 410  
Boston, MA 02133

185 Kneeland Street  
Boston, MA 02111

Metropolitan Area Planning Council  
60 Temple Place, 6<sup>th</sup> Floor  
Boston, MA 02111  
*Via email*

Massachusetts Convention Center  
Authority  
415 Summer Street  
Boston, MA 02210  
*Via email*

Representative Nick Collins  
24 Beacon Street  
Room 39  
Boston, MA 02133

### **City of Boston**

Boston Conservation Commission  
One City Hall Square  
Boston, MA 02201  
*Via email*

Office of Environment, Energy, and Open  
Space  
Attention: Austin Blackmon, Chief  
One City Hall Square  
Boston, MA 02201  
*Via email*

Boston Water and Sewer Commission  
Attention: MEPA Reviewer  
980 Harrison Avenue  
Boston, MA 02119  
*Via email*

Boston City Council  
One City Hall Square, 5<sup>th</sup> Floor  
Boston, MA 02201

Office of Economic Development  
Attention: John Barros, Chief  
One City Hall Square  
Boston, MA 02201  
*Via email*

Boston Public Health Commission  
Attention: Monica Valdes Lupi  
1010 Massachusetts Avenue  
Boston, MA 02118  
*Via email*



Boston Transportation Department  
One City Hall Square  
Boston, MA 02201  
*Via email*

Boston Department of Public Works  
One City Hall Square  
Boston, MA 02201  
*Via email*

Boston Public Library  
646 East Broadway  
Boston, MA 02127

Councilor Michael Flaherty  
One City Hall Square, 5<sup>th</sup> Floor  
Boston, MA 02201

Councilor Bill Linehan  
One City Hall Square, 5<sup>th</sup> Floor  
Boston, MA 02201

Councilor-elect Ed Flynn  
666 East Broadway  
Boston, MA 02127

Sgt. Joseph Cheevers, Harbormaster  
Boston Police Harbor Unit  
9 Terminal Street  
Boston, MA 02210  
*Via email*

### **Other Interested Parties/Previous Commenters**

Artco Offset c/o J.S. McCarthy  
Au Bon Pain  
BMIP Business Association  
Boston Freight  
Boston Harbor Cruises  
Boston Harbor Now  
Boston Harbor Pilot Association  
Boston Ship Repair  
Boston Shipping Association  
Coastal Cement Corp.  
Commercial Lobster Co. c/o Yankee Lobster Co.  
Conservation Law Foundation  
Design Communications Ltd.  
Gerard Doherty  
Greater Boston Convention and Visitors Bureau  
Harpoon Brewery  
Hornick Rivlin Studio  
Jamestown  
John Nagle Co.





John Stella  
Legal Sea Foods, LLC  
Mary Cooney  
MassBay Lines  
Matt J. McDonald Co.  
North Coast Seafoods  
Peabody and Lane Corporation  
Pilot Development  
SAND c/o Steve Hollinger  
Save the Harbor/Save the Bay  
Seaport TMA  
Stavis Seafoods  
Stewart Roach  
Thompson Island Outward Bound Education Center