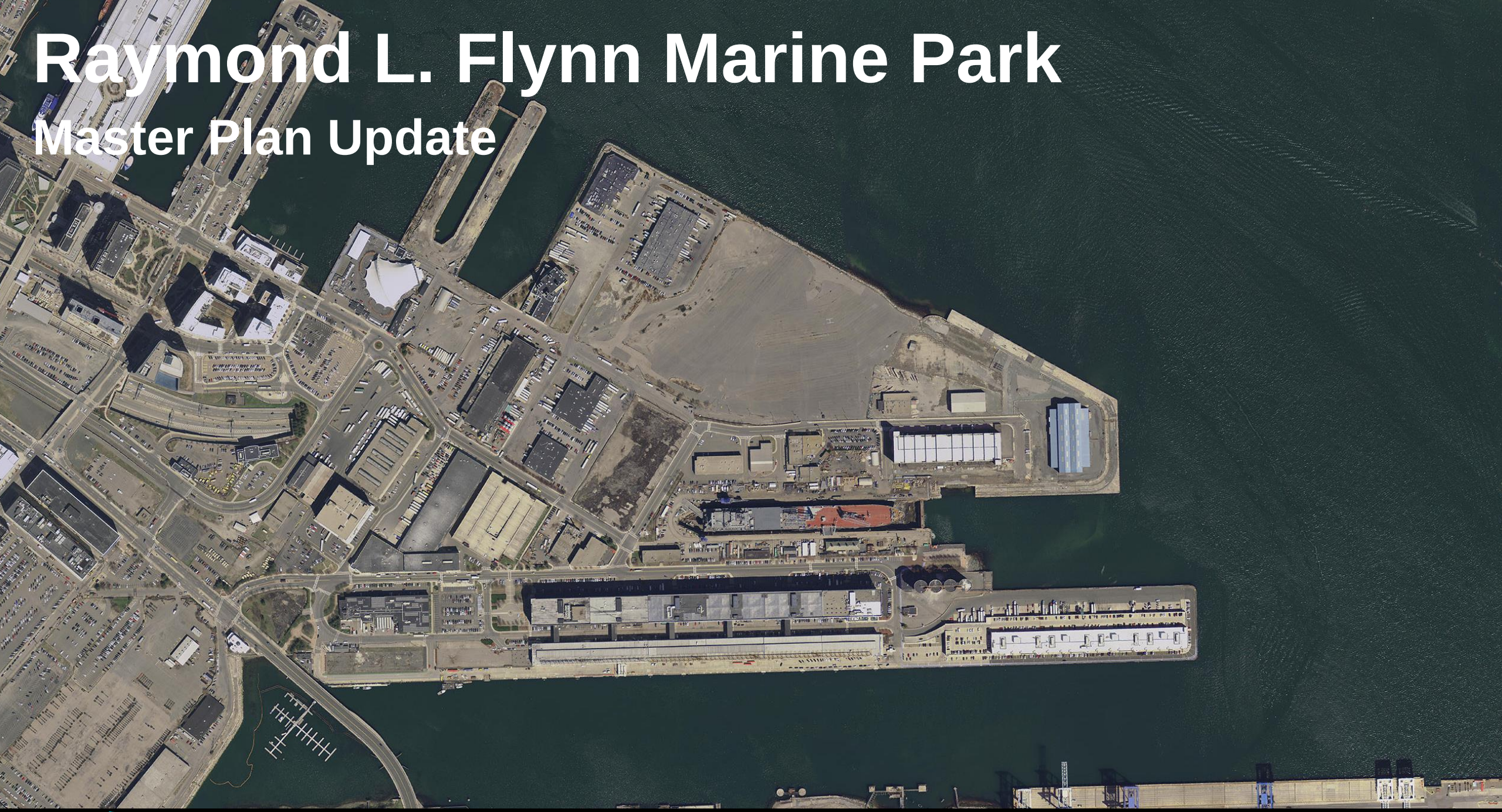
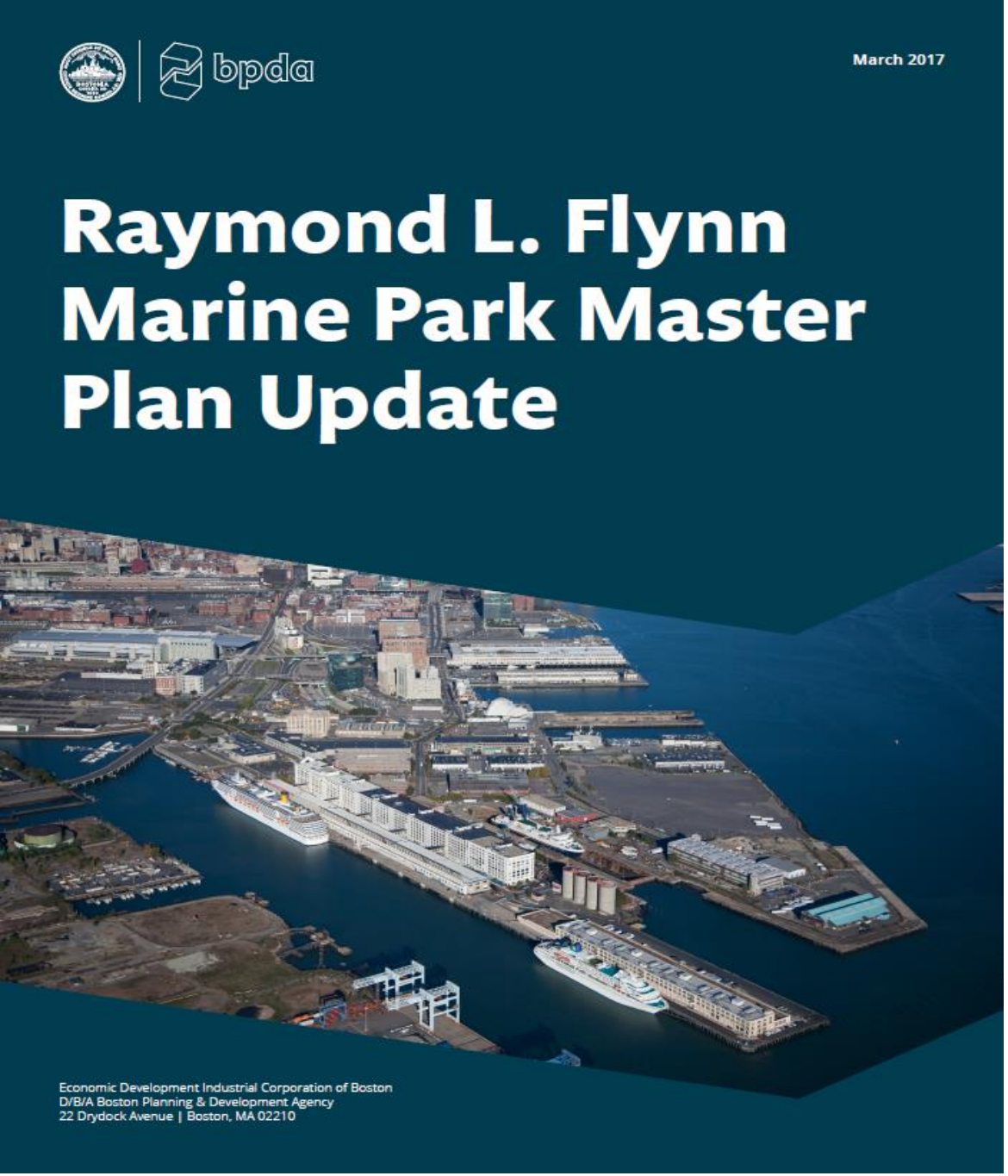
Raymond L. Flynn Marine Park

Master Plan Update





Draft Master Plan Update
www.bostonplans.org

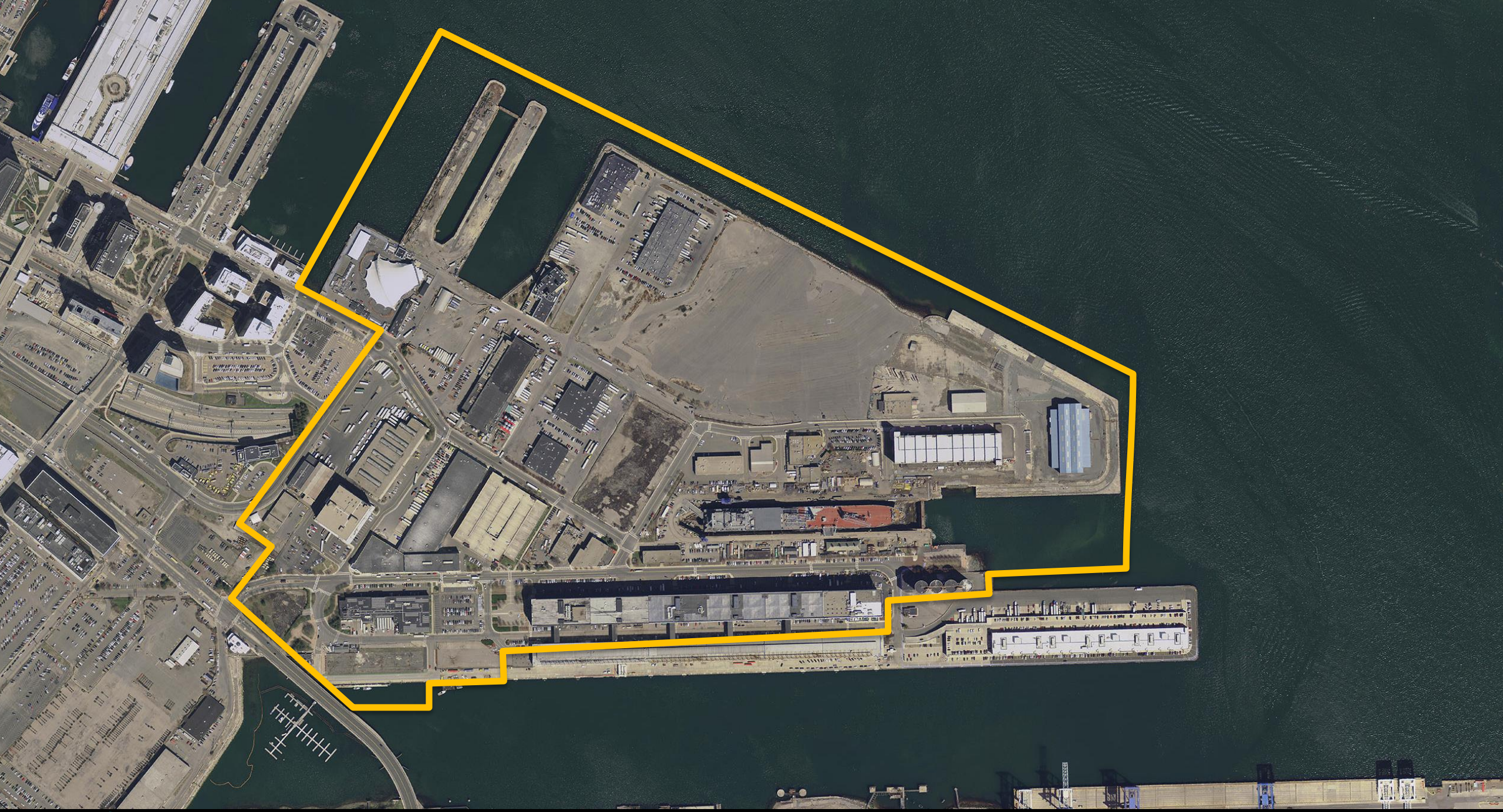
Comments Due:
May 5, 2017

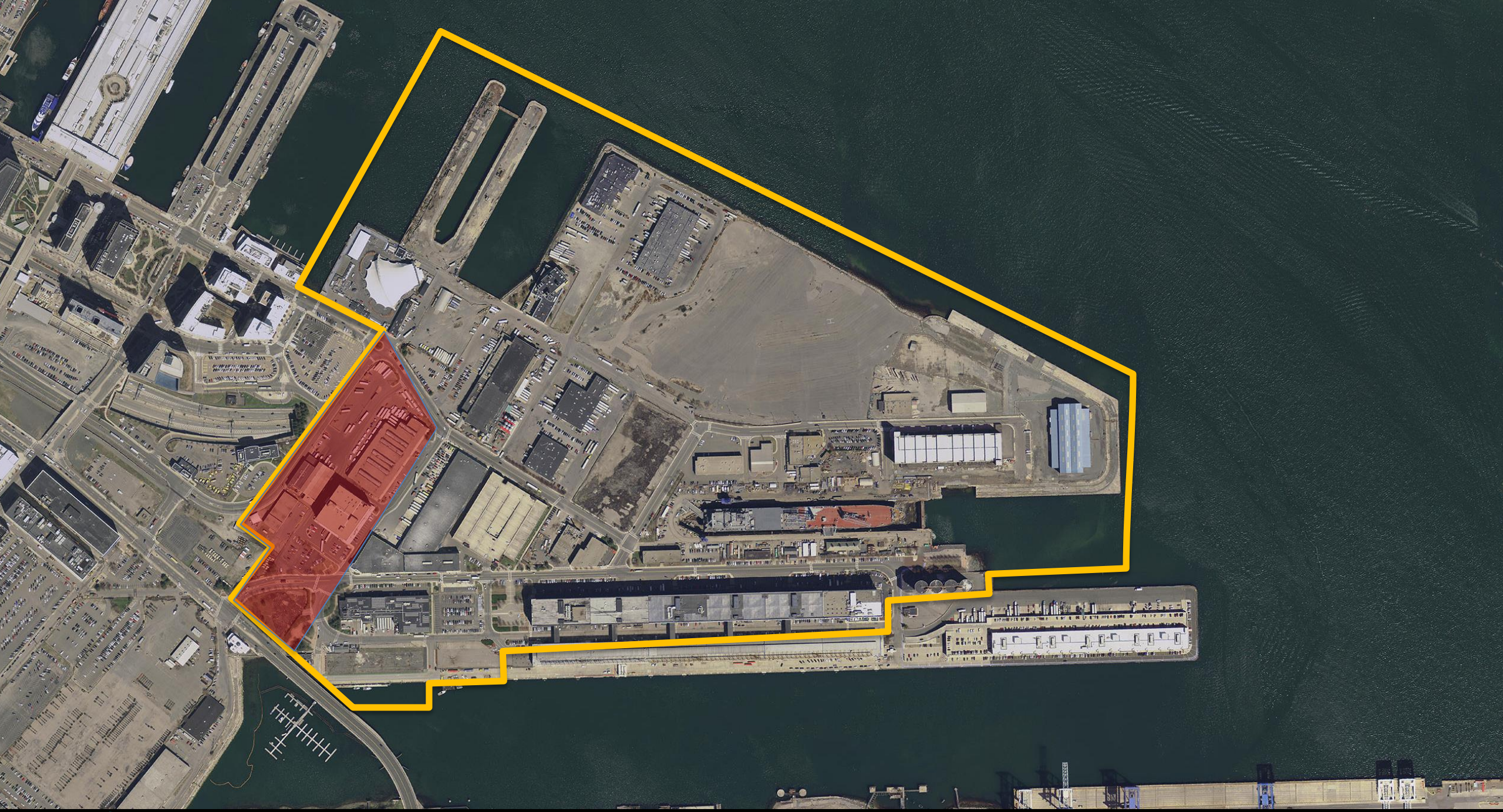
Richard E. McGuinness
Deputy Director for Climate Change and Environmental Planning

One City Hall Square
Boston, MA 022017
richard.mcguinness@boston.gov

May 11 EDIC Board Meeting

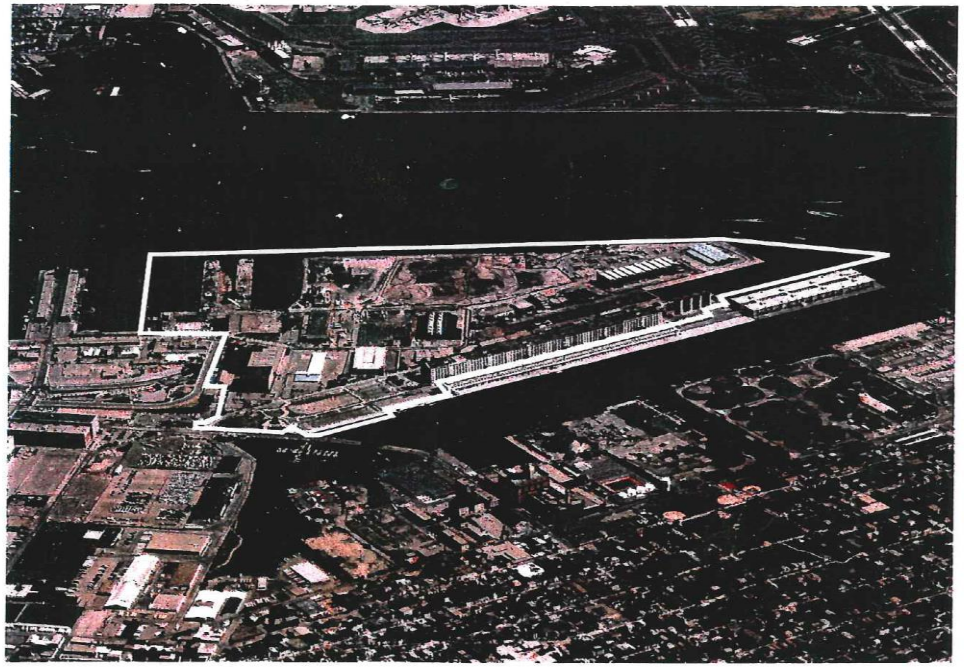
Filing with Executive office of Environmental Affairs





1999 Master Plan

FINAL MASTER PLAN
MARINE INDUSTRIAL PARK
EOEA #8161

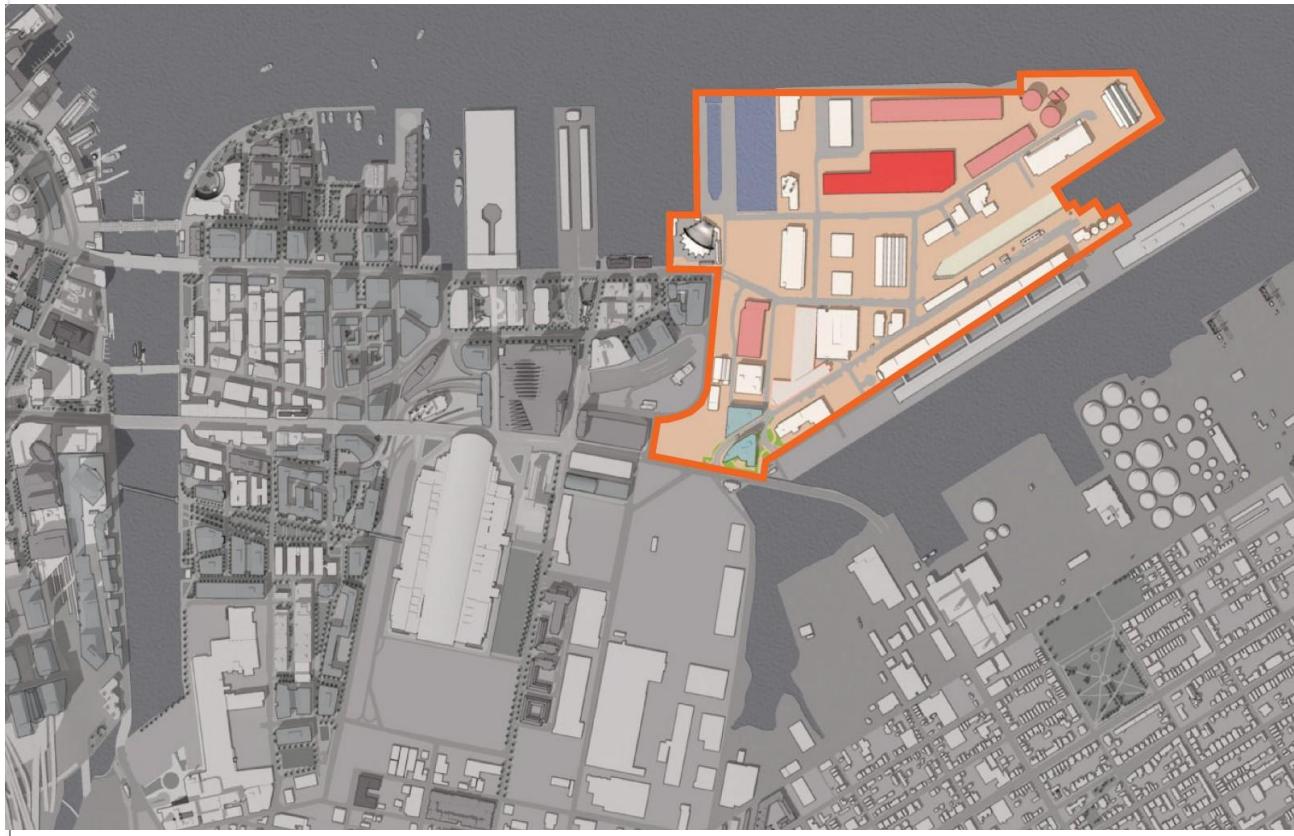


Submitted to:
Executive Office of Environmental Affairs

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.

This information is available in alternate format. Call Donald M. Gomes, ADA Coordinator at 617-556-1057. TDD Service - 1-800-298-2207.

DEP on the World Wide Web: http://www.mass.gov/dep

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Parcel	Address	Parcel Area	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	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		51,040	0	29,000		29,000	0	22,040		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	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		5,014,730	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 Sl. (#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		**5,371,585**	**924,432**		**4,017,434**	**1,149,653**	**203,918**		**888,693**	**562,213**	**96,567**		**3,102,893**	**595,127**	**99,672**

Notes:

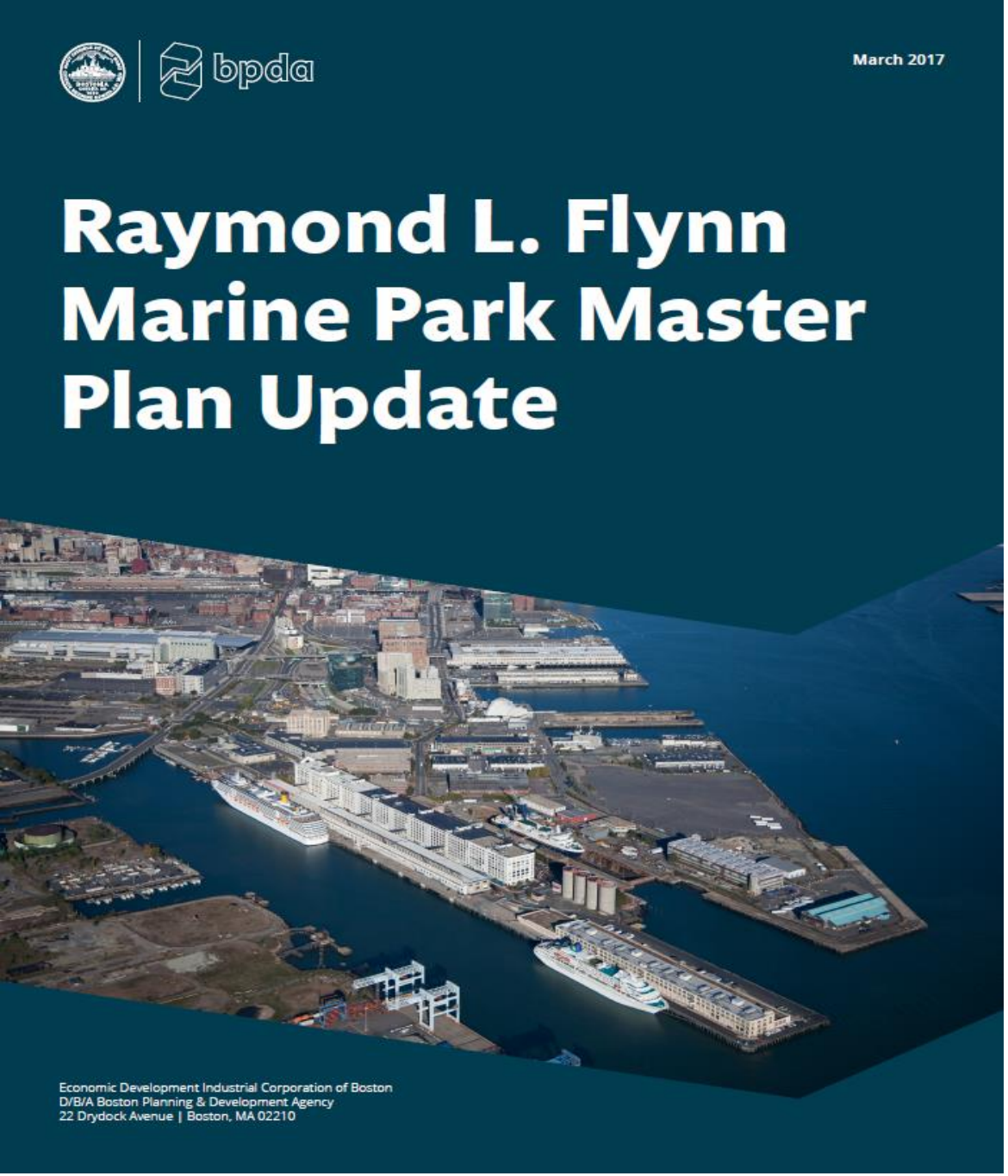
1. Information source is the BRA.
2. Common fi G-2 Bell Atlantic Switch Station Y Parking Garage

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.

Vacant Parcels and Stalled Designations

Outdated Facilities and Failing Infrastructure



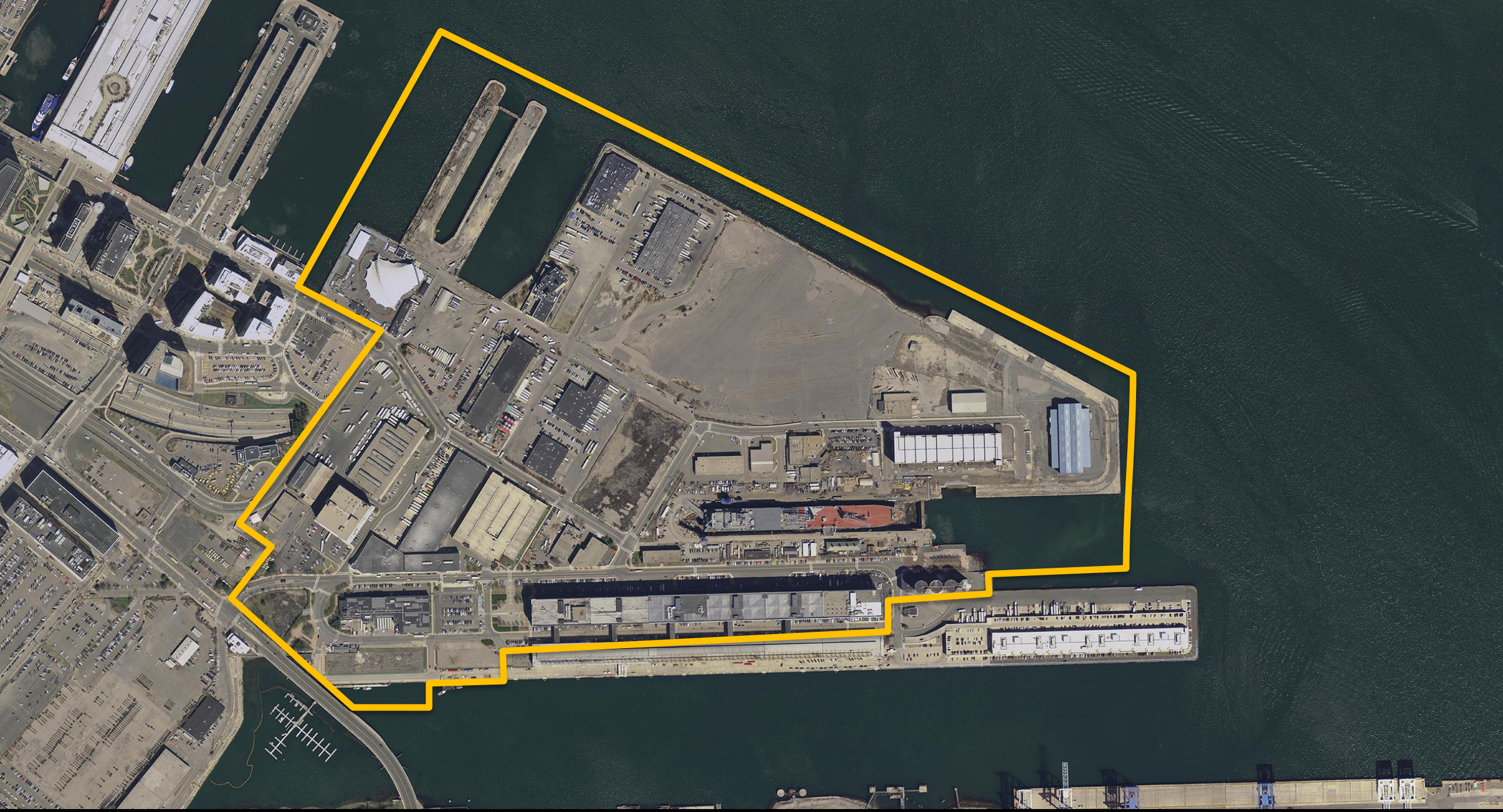
A ROADMAP TO REFORMING AND MODERNIZING THE AGENCY

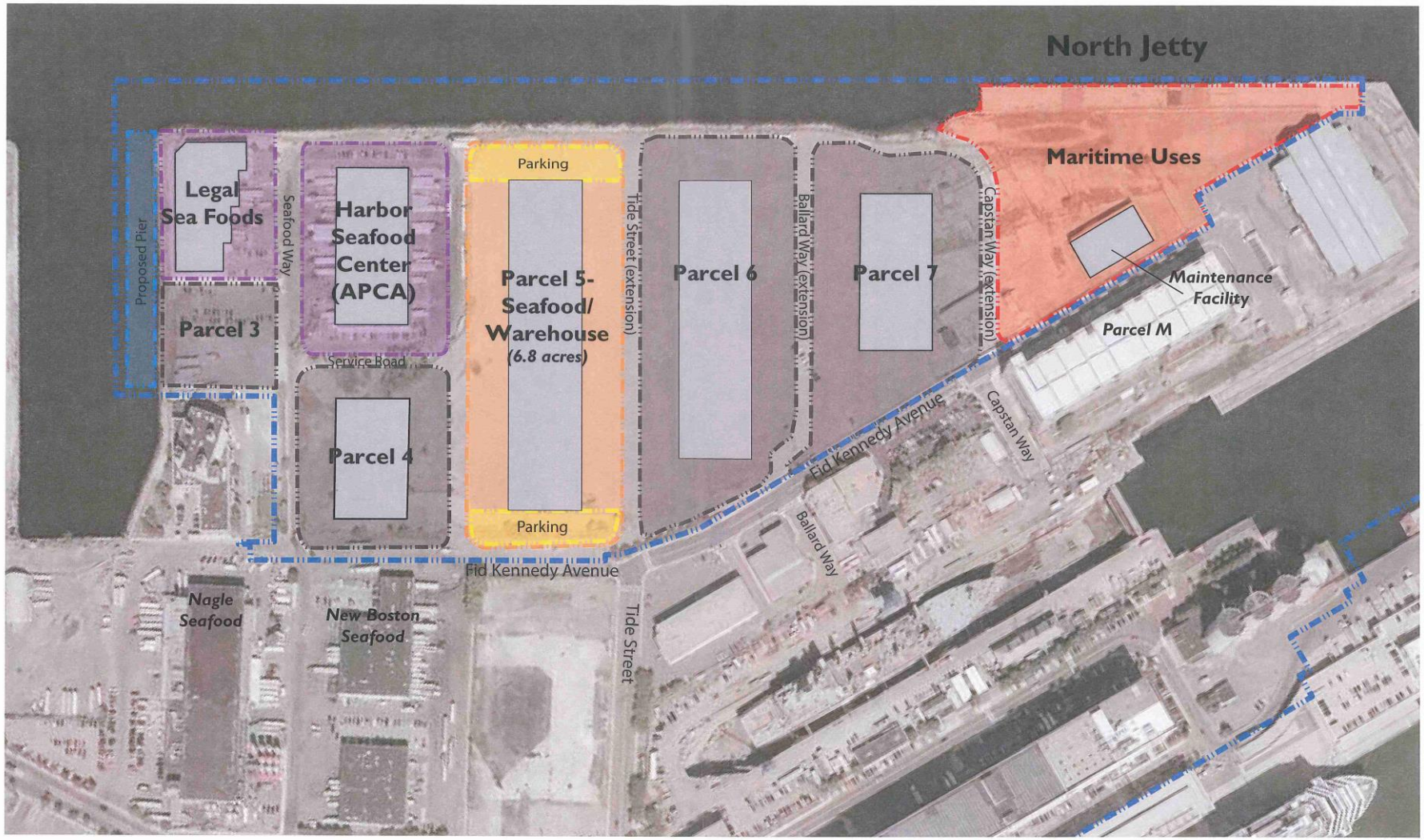
July 2014:

KPMG Performance Review

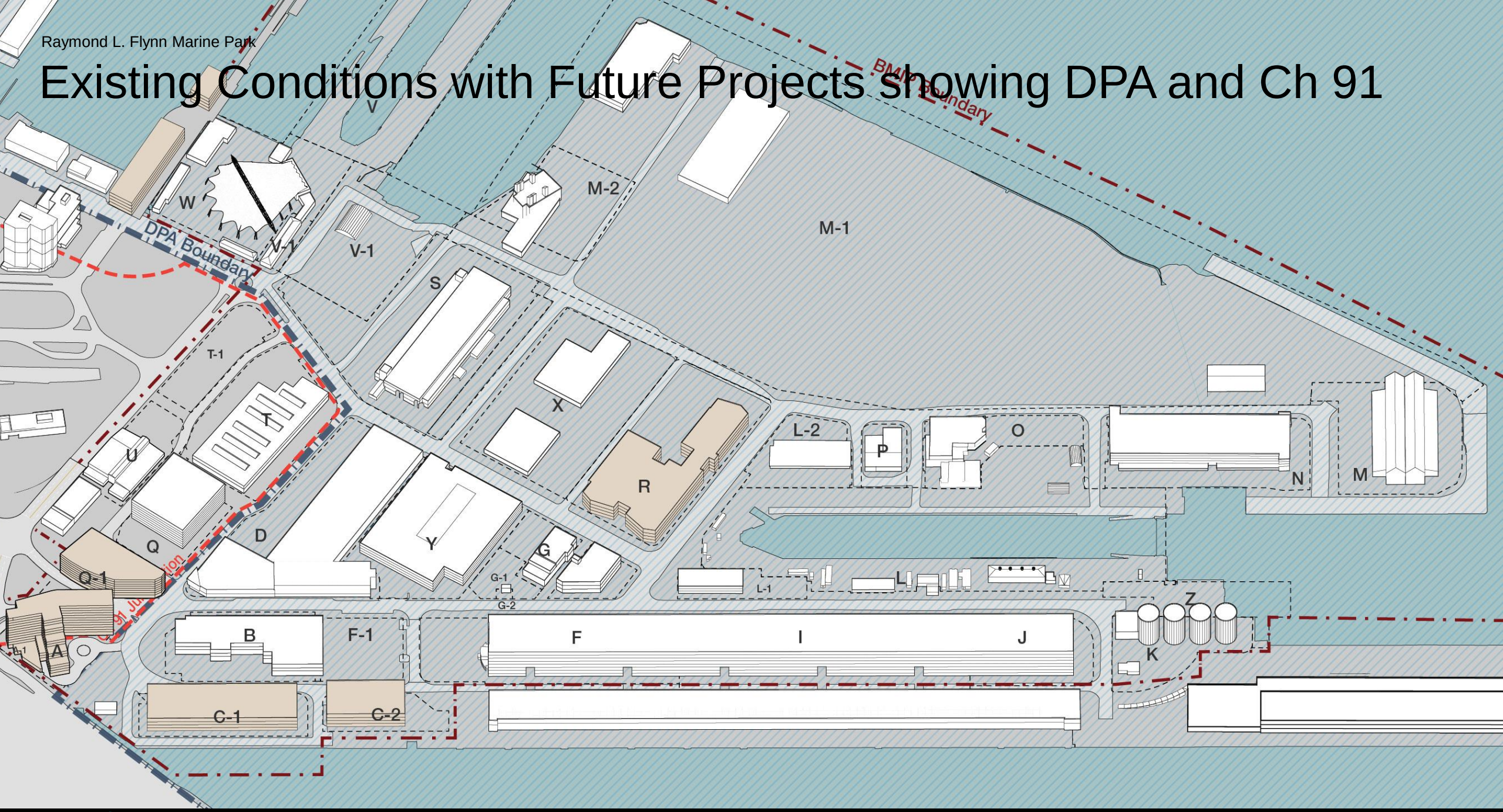
January 2015:

McKinsey & Company Report




North Jetty
Legal Sea Foods
Harbor Seafood Center (APCA)
Parcel 5- Seafood/ Warehouse (6.8 acres)
Parcel 6
Parcel 7
Maritime Uses
Maintenance Facility
Parcel M
Parcel 3
Parcel 4
Parking
Parking
Proposed Pier
Seafood Way
Service Road
Tide Street (extension)
Ballard Way (extension)
Capstan Way (extension)
Fid Kennedy Avenue
Capstan Way
Ballard Way
Tide Street
Nagle Seafood
New Boston Seafood
Massachusetts Port Authority
Real Estate & Asset Management
December 2015
Proposed Seafood/Warehouse site
Existing developments
Maritime Uses
Other proposed development parcels
* Seafood/Warehouse parcel 5 building dimensions: 162' x 740'
Parcel 5 Seafood/Warehouse
Massport Marine Terminal, South Boston

Existing Conditions with Future Projects showing DPA and Ch 91



Outline

- Port of Boston: Trends and Observations
- What We Heard from the RFMP Businesses
- The Demand for Marine Industrial Uses
- A Future Development Model for the RFMP
- What are the tactics for implementation?
- What are the operational impacts of the planning scenarios?

Outline

- **Port of Boston: Trends and Observations**
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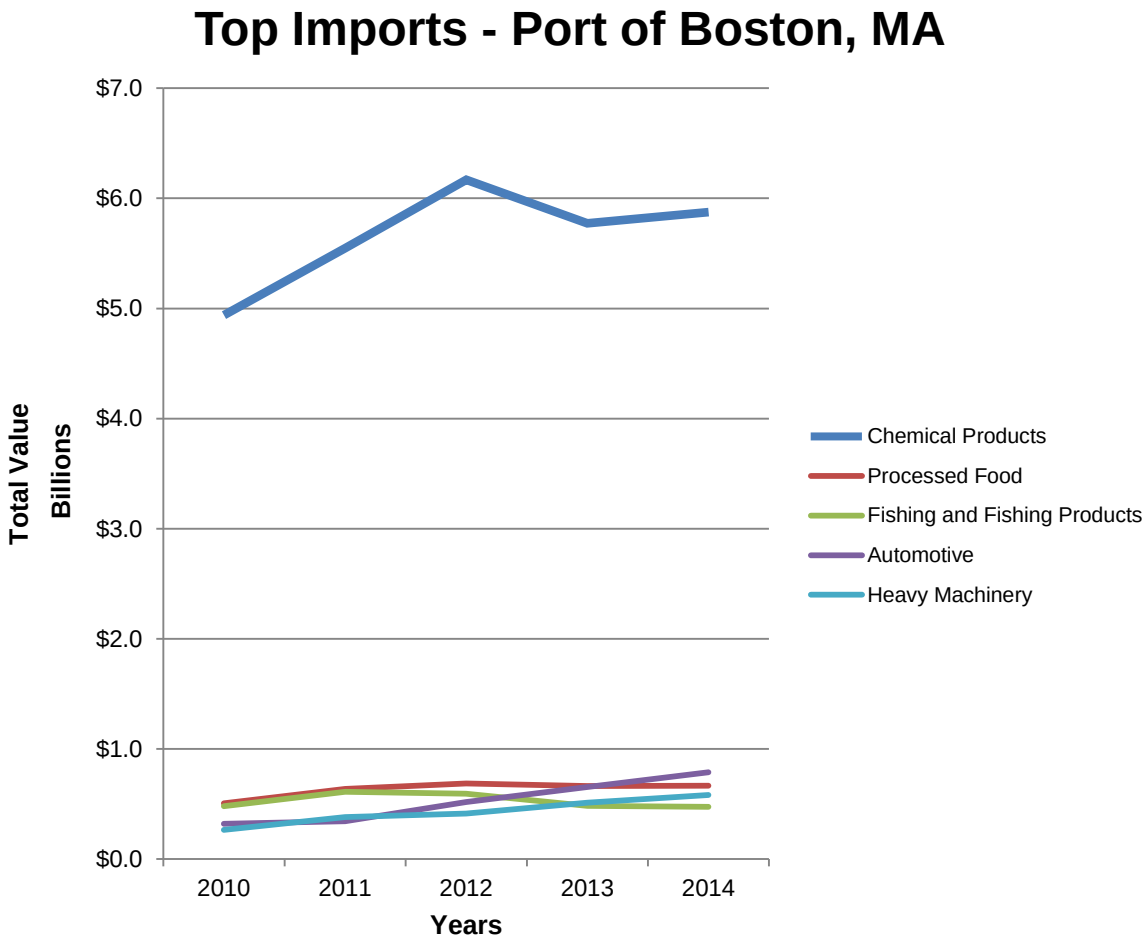
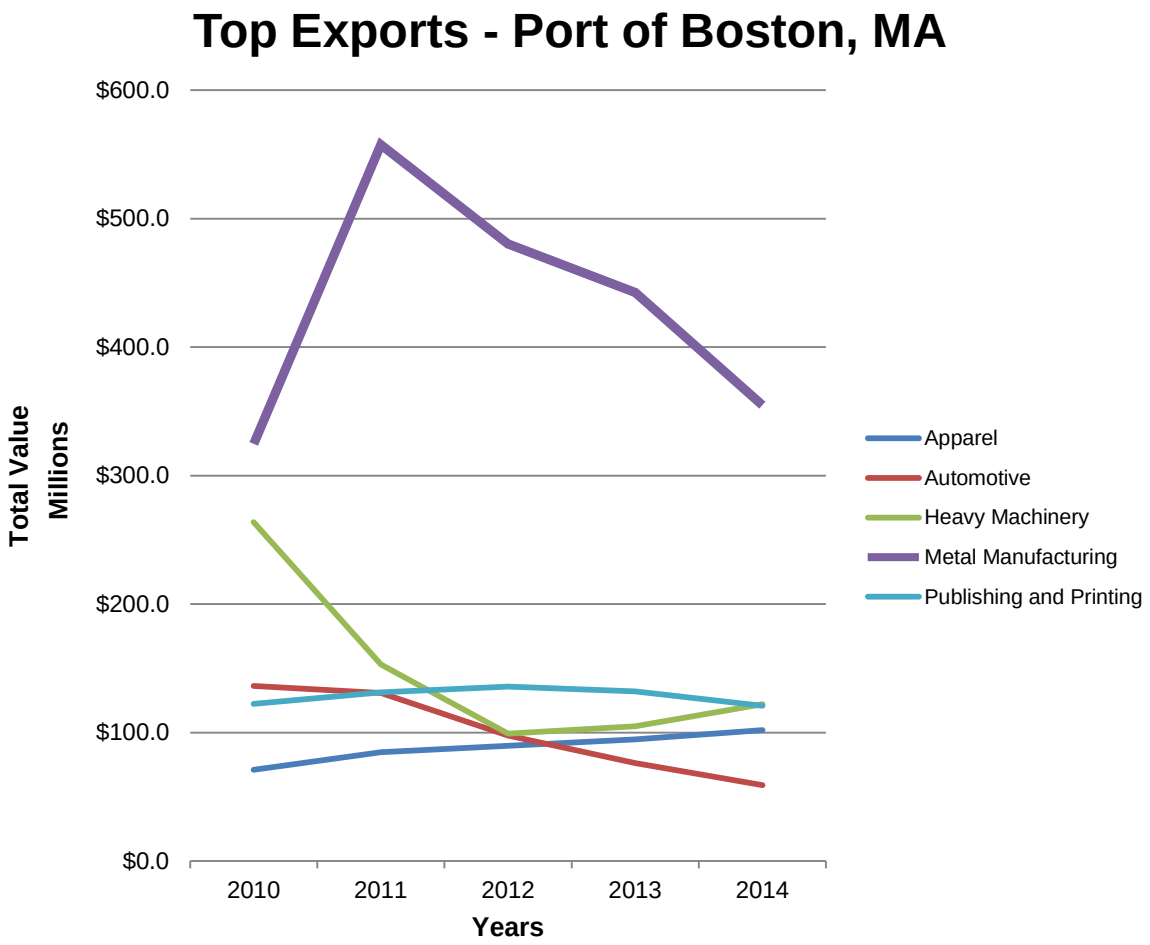
Port of Boston: Trends and Observations - Imports



- Jumped by about 17% from 2010 to 2011 and fluctuated between $9.4-10.4 billion since initial jump
- Total value of commodities *imported* in 2014 was approximately $10.42 billion
  - 31% increase from 2010, 5% increase from 2013
  - Commodity clusters tend to represent roughly the same % of total value over the last 5 years
- Chemical Products is top import – average annual value around $5 billion from 2010-2014
- Automotive, Processed Food, Heavy Machinery, and Fishing/Fishing Products are the other most imported commodity clusters
  - Seafood products/processing represent a continued growth opportunity for the RFMP

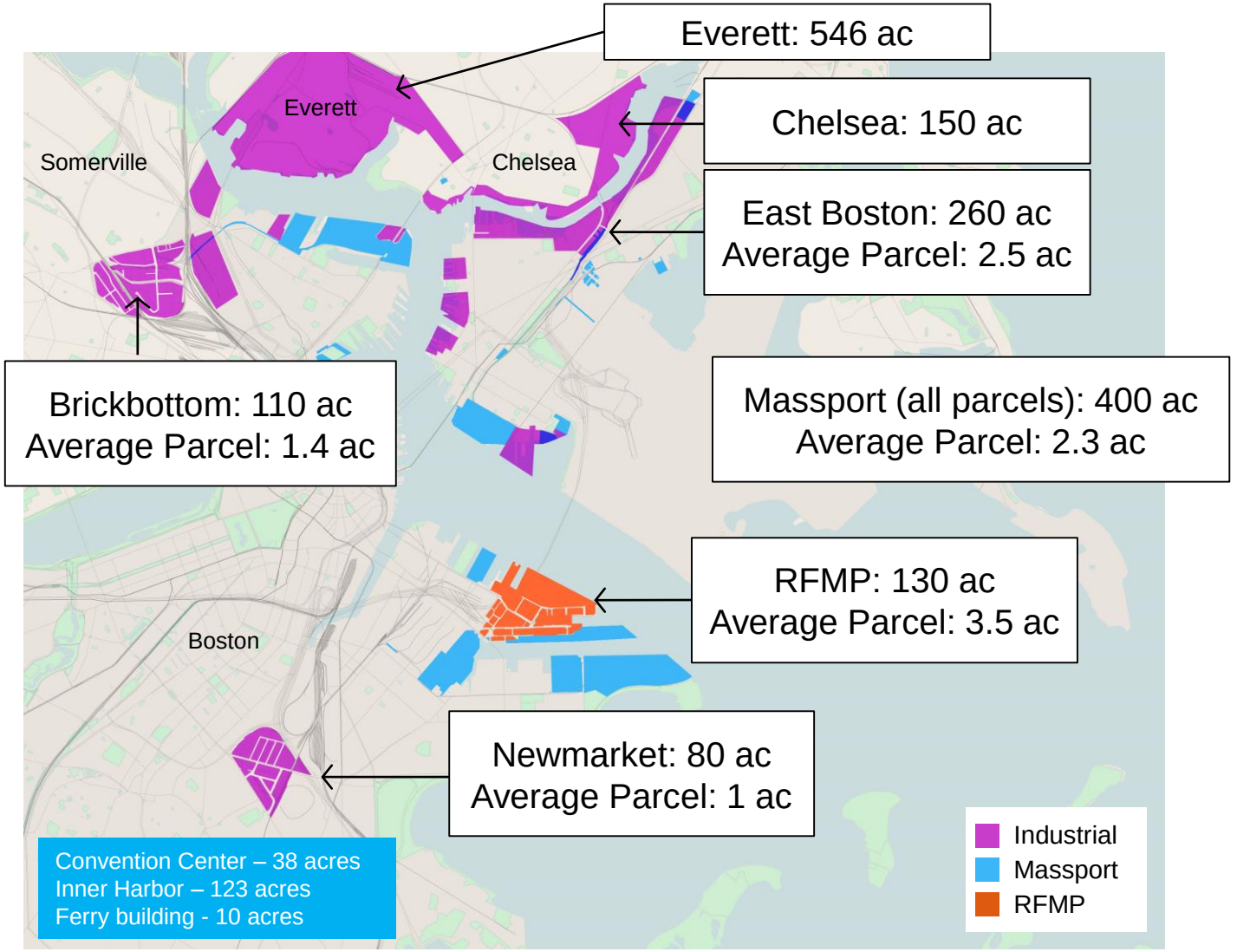
Port of Boston: Trends and Observations - Exports



- Exports peaked at around $1.8 billion in 2011
- Steadily but not drastically decreased since then
- Total value of commodities *exported* totaled approximately $1.21 billion
  - Represents a decrease of 17% from 2010, 2% from 2013
- Metal Manufacturing is by far the top exported cluster (approximately 29% of total value of commodities exported)
  - However, this group has dropped significantly, from $557.63 million in 2011 to $354.72 million in 2014
- Automotive, Apparel, Heavy Manufacturing, and Publishing/Printing make up the rest of the dominant export clusters

Port of Boston: The Position of the Port

- Massport remains focused on various cargo development opportunities
- Boston lacks a general purpose marine terminal to handle a wide range of cargoes
- Factors such as Boston's port and labor costs make it marginally less competitive than other ports to do this
- Major infrastructure upgrades to the north and south jetty needed
- The most significant limitations for the EDIC/Massport marine-oriented facilities in the RFMP is continued gentrification of the area and the quality of marine infrastructure



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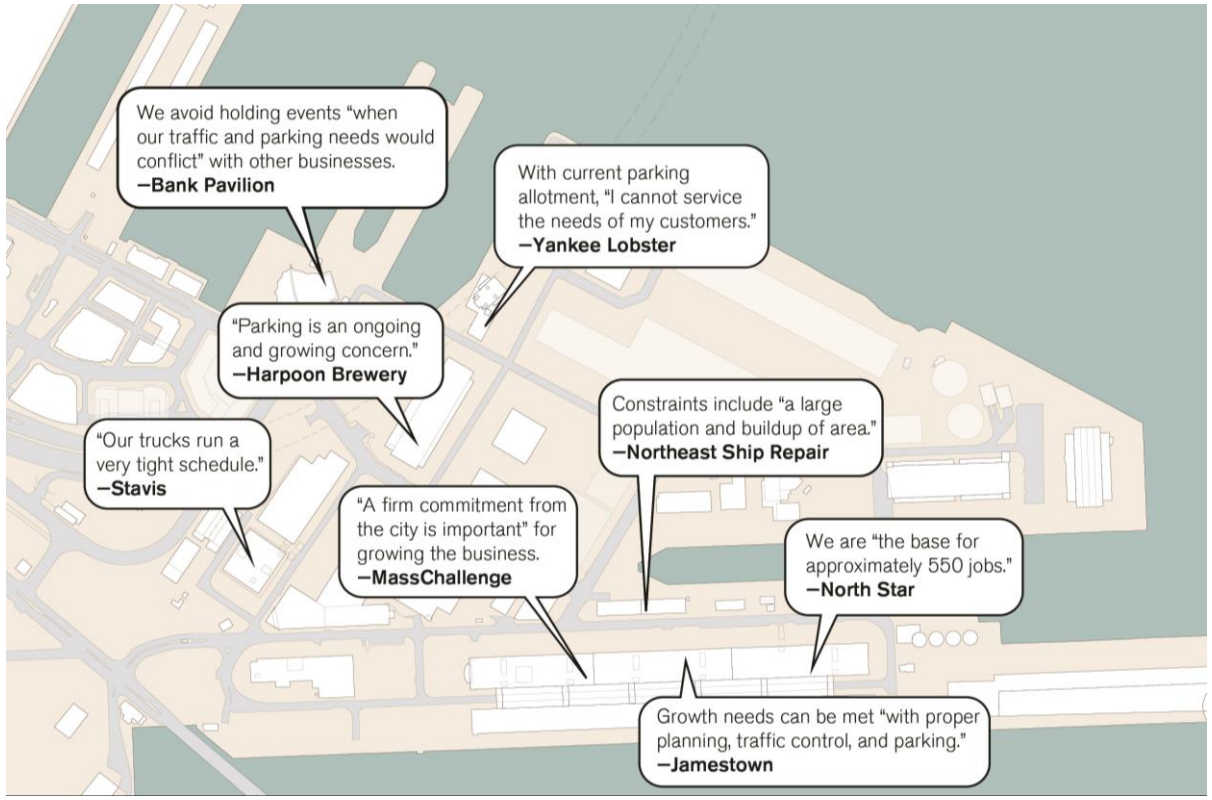
What we heard from RFMP businesses

- The original driver for location in the park was the **combination of cost, availability of land or space, and location**
  - Relatively low cost is important, but it is also in a trendy part of the city which increases desirability
- **The clustering impact is real** due to the method of the buying process for some of the seafood and design/furnishing businesses and the niche product nature of many of the suppliers
  - **However, it is also a risk factor.** The loss of one or two key players could lead to the exodus of related businesses, as they try to maintain the clustering advantages that reduce transaction costs



Speaking with Au Bon Pain about their production facility.

What we heard from RFMP businesses

- **The Just-in-Time nature of distribution-intensive businesses makes proximity to Boston, the region and Logan Airport very attractive**
  - However, this also makes traffic delays or closures a problem in terms of potential lost sales or the need to increase trucks and drivers to meet delivery schedules
- **Industrial use classification allows for a range of post-industrial R&D tenants**
  - However, the flexible definition of R&D is resulting in employee density that is similar to traditional office and thus impacting parking, traffic and higher rents.
- **Parking is a primary concern for most businesses.**
  - Lack of parking affects current tenants, businesses that may have interest in the park and the park's ability to increase development.

Speaking with Au Bon Pain about their production facility.

Outline

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The Demand for Marine Industrial Uses

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

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

Cargo and General Purpose Marine Terminal

Massport is focused on cargo development opportunities

- Handled nearly 1.8 million short tons of cargo in 2014
  - Average growth of roughly 8.5%, primarily due to expanded carrier service at South Boston facility
- Containerized cargo is primary business sector
  - Businesses utilizing the shipyard property also handle petroleum, LNG, scrap metal, and bulk salt
- Carrier volumes are projected to continue to increase over next 10 years

All container operations are centered in South Boston

- Massport and EDIC share a portion of the South Boston waterfront between the North and South Jetty
- These properties are located in Designated Port Areas, and thus are limited to marine-related activities

Conley Terminal

General Purpose Marine Facility at the RFMP

General Purpose Marine Facility

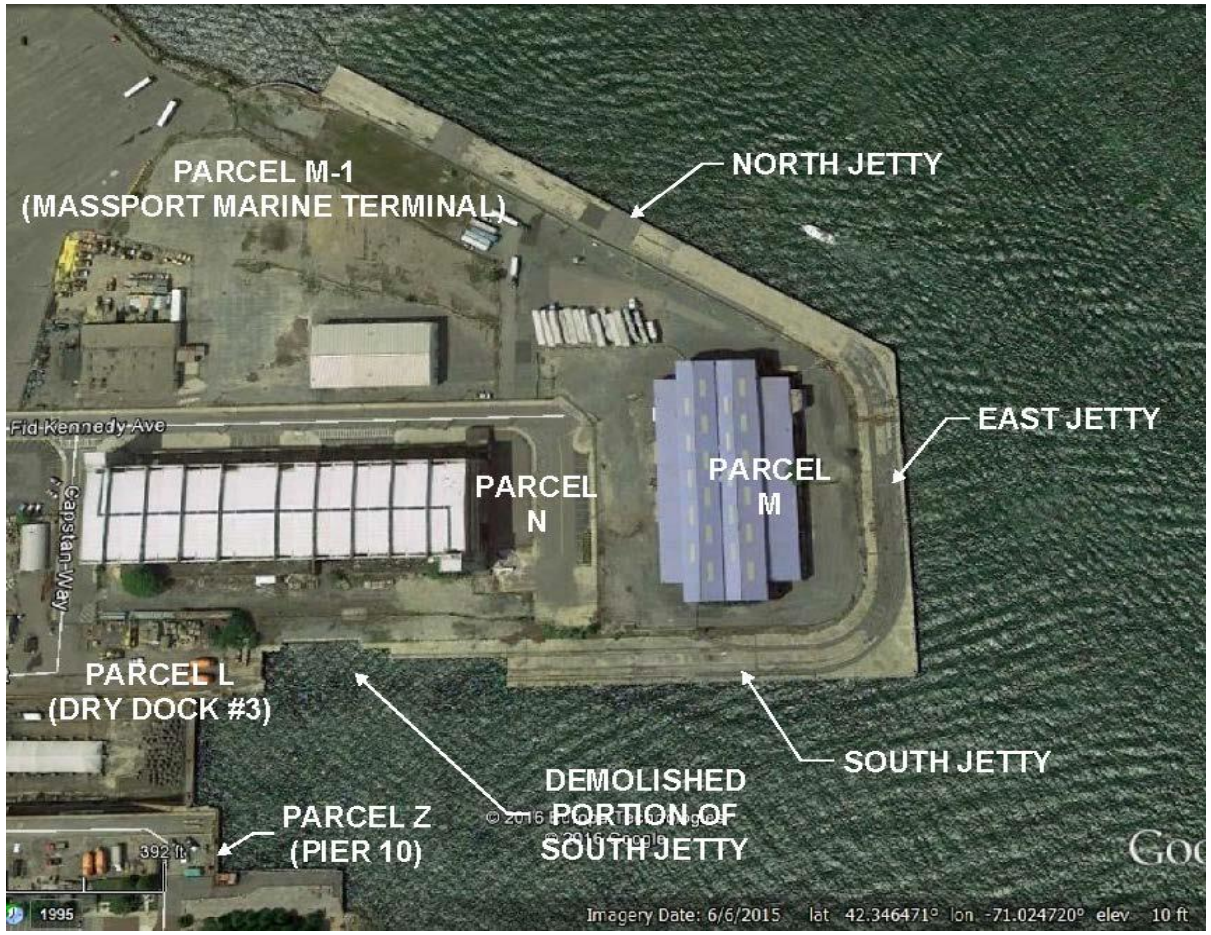
- A gap in Boston's capability to serve as a full-service port
- Could handle a wide range of cargoes including perishable cargo, break bulk cargo, neo-bulk and bulk
- These facilities provide value added cargo services
  - Warehousing
  - Reefer storage
  - Government order warehousing (for inspection and bonded control)
  - Trans-loading and other related cargo services

Opportunity

- Massport and EDIC share the RFMP North, East and South Jetty areas.
- This represents the only area in the RFMP where a general cargo facility could be developed
- The public sector may be in the best position to undertake this development if it is desired.
- Once infrastructure and other improvements are completed by Massport and EDIC, the terminal can be leased out for use or operations managed by Massport.

General Purpose Marine Facility at the RFMP

- **A number of improvements needed**
  - North, South, East Jetties of immediate concern
    - Located closest to Main Ship Channel
    - Greatest opportunity for developing MMT parcel as a general cargo, bulk, break-bulk or transload facility
    - Key to developing Parcels M, M-1, and N as marine terminal facilities
  - Repair of pier and apron structures to allow handling of ships and cargo
  - Re-establishing a freight rail line into the RFMP
  - Redevelopment of existing structures on site, new reefer storage areas and utilities, warehouse buildings
  - Security and access control enhancements
  - Provision of cargo handling equipment
  - Master development and investment plan



Waterside Infrasructure. Major repair to the N, E and S jetties would be required for “over the dock” uses, such as additional ship repair and cargo.

General Purpose Marine Facility at the RFMP

- **Other potential marine uses for this area that do not necessarily require deep water access, but do support maritime industrial uses.**
  1. Reefer container storage
  2. Container chassis storage
  3. Frozen and chilled perishable cargo processing and storage for agricultural products
  4. Reefer container trans-loading for perishable cargo.
  5. Storage and trans-loading of grain, legumes, pelletized hay and similar agricultural products.
  6. Trans-loading of heavy weight rail cars carrying wood and paper products; if a rail line was extended into the property.
  7. Neo-bulk cargoes such as timber, processed lumber products, and aggregates.
  8. Project cargoes (e.g. construction equipment and materials, wind turbine components, power generation components, military equipment and materiel).
  9. Government Order Warehousing for cargo that has not cleared US Customs including containerized cargo, cargo requiring additional inspections, or bonded cargo.
  10. Empty container and chassis storage.

Cruise Activity at the RFMP

Status of Cruise Industry

- Port's key strength as a cruise facility is its homeport trade, accounting for 60% of the trade
- Boston's key advantages include its proximity to Logan International Airport and the wide range of air services available.
- The number of cruise passengers between 2013 and 2014 decreased by 17 percent with the Port handling nearly 317,000 passengers last year.

Future Growth

- Over a larger period of time, the number of ship calls and passengers has steadily and significantly increased since the 1990s, and is expected to remain strong
- Cruise Industry – further development is limited by poor availability of long-term parking

Ship Repair at the RFMP

Ship Repair Status

- Boston has a unique regional asset in its large vessel shipyard facility – the only major drydock facility in New England capable of handling large vessels
  - Managed by Boston Ship Repair
  - Includes an 1,150 foot long drydock, with base width of 125 feet, and a top breadth of 149 feet
  - Utilizes Massport Cruise Terminal wet berth when available
- Ship repair accounts for 500 direct and indirect jobs, 100 of which are directly in the shipyard
- Utilizes Massport Cruise Terminal wet berth when available
- Interest in expanding to handle repair of smaller vessels if space allows

Ship repair facility at Drydock #3 is the only major ship repair in the Port of Boston

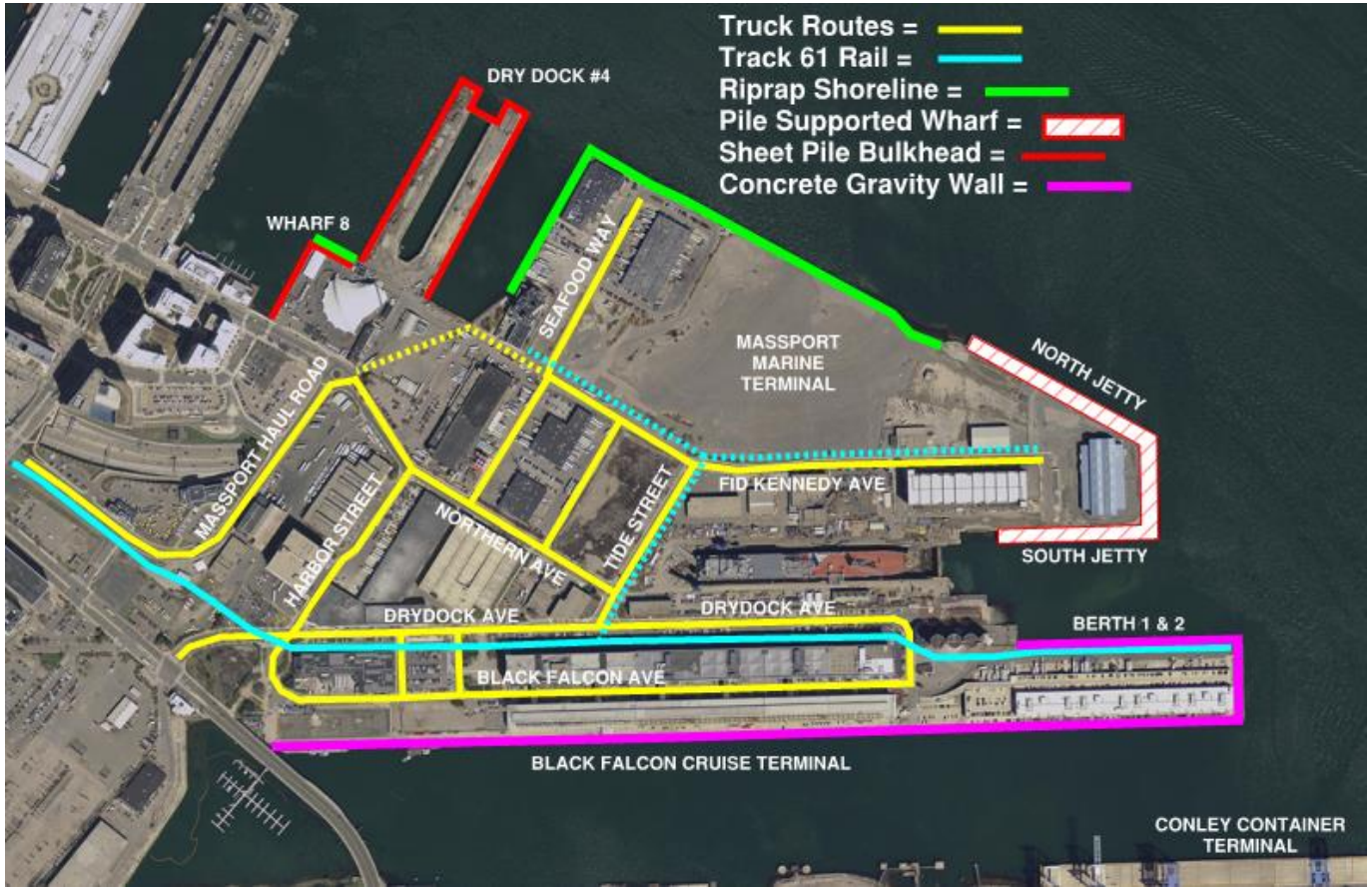
Ship Repair at the RFMP

Ship Repair Potential

- Shipyard would benefit from addition of its own wet berth with vessel support hookups
  - Could potentially be accommodated at the jetty berths on the Massport Marine Terminal and EDIC properties
- Power system upgrade
  - Currently offers up to 2,400 Amps
  - Most large modern vessels require 4-8,000 Amp service
- Small floating drydock could help grow small vessel repair business
- Other Shipyard needs:
  - Additional laydown area
  - Shop space
  - Wet berth unencumbered by other vessels not being repaired – this would significantly increase opportunities for ship repair business growth

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**



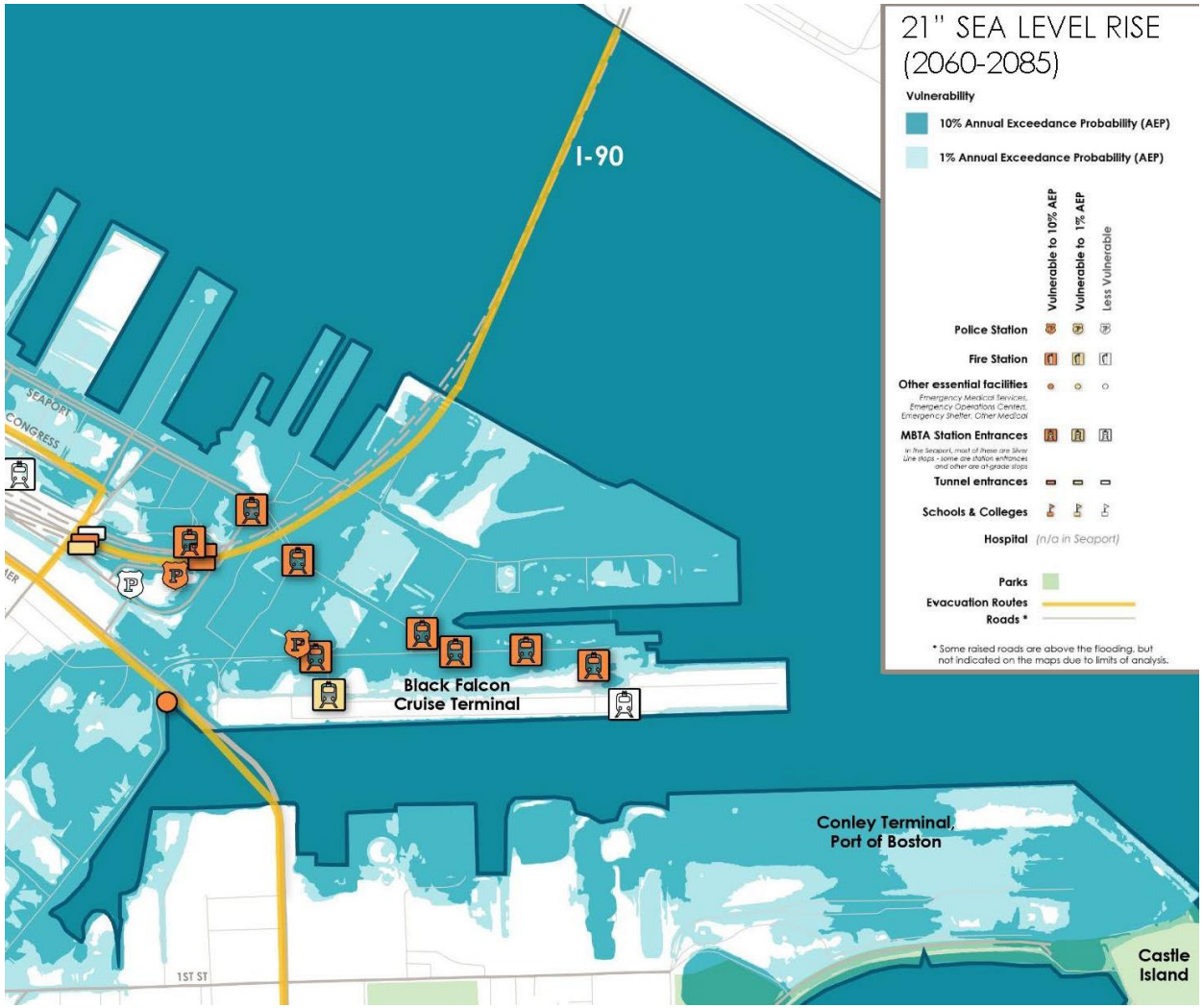
Resilient Development in the RFMP

- The RFMP will be subject to future flooding, due to both sea level rise and, more immediately, storm surge.
- The city is developing climate projections and vulnerability analysis through the Climate Ready Boston initiative, which will be utilized for any new development within the planning area.

CLIMATE READY BOSTON

Climate Projections Consensus
ADAPTED FROM THE BOSTON RESEARCH ADVISORY GROUP REPORT
MAY 2016

- Project proponents should reference the CRB guidance for future sea level elevations and in developing a Design Flood Elevation above FEMA Base Flood Elevations to function as a datum for determining the project's base floor elevation



Outline

- Port of Boston: Trends and Observations
- What We Heard from the RFMP Businesses
- **The Demand for Marine Industrial Uses**
- A Future Development Model for the RFMP
- What are the tactics for implementation?
- What are the operational impacts of the planning scenarios?

Is there potential for “over-the-dock" Marine Industrial Uses?

- **Not “pad ready”**
  - Demand for industrial use is mobile – You need infrastructure in place first
  - Significant cost to capitalize on potential harbor dredging
- Ship repair for different boats is not possible beyond current facility. New water access infrastructure would be required (e.g ramps, syncro lift for boats)
- Factors (available infrastructure) outside the RFMP affect potential for uses in the RFMP
- Significant cost upgrades to North Jetty waterside infrastructure would be needed for a true “water dependent” user.

Challenges for reactivating Track 61 and repairing waterside infrastructure make cargo opportunities difficult.

Perspective on “Marine Industrial” Use

Water Dependent

Ship building & repair

Cargo loading / unloading

Offshore Energy

Fishing

DPA “Marine Industrial”

Seafood Processing

Ship components (sails, cables, nets, etc)

Offshore Energy

Passenger Vessel loading / unloading

The building typologies are virtually indistinguishable from regular industrial

“Industrial”

Transforming, packaging and/or shipping a physical product

Perspective on “Marine Industrial” Use

- **Many of the activities in the DPA categorical marine industrial classification (such as seafood processing and distribution) take place in buildings that are indistinguishable from contemporary non-marine industrial and logistical facilities.**

New Boston Seafood Center

NYSERDA BLDG 1 Clean Energy Park

Perspective on “Marine Industrial” Use

- One important consideration when evaluating demand for marine industrial uses is the flexibility of building and infrastructure typologies.
- Can the building/infrastructure be used for something else if anticipated demand for marine industrial does not materialize?
- **Remember, general industrial preservation is not at the cost of marine industrial in the future.**

New Boston Seafood Center

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What is the future development model to support the mission?

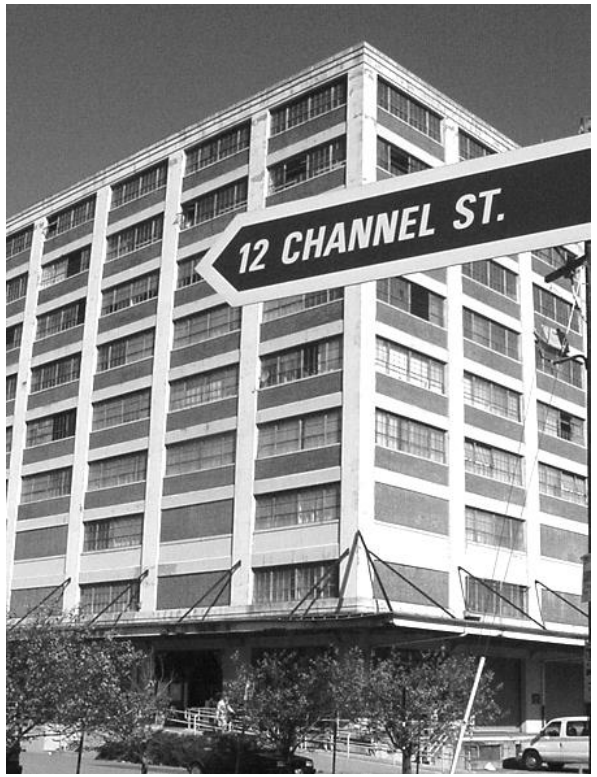
Goal: Establish a development model that lures investment and maintains an industrial presence

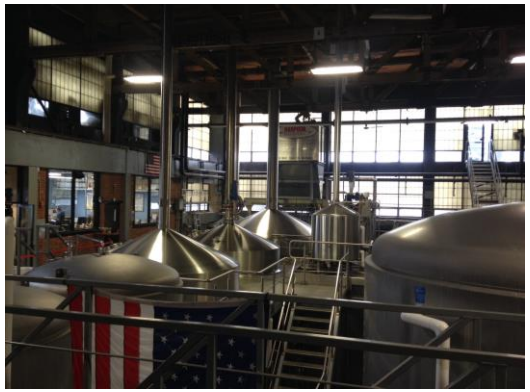
Objective: Alter the requisite mix of uses and/or redefine other uses in the park to provide the revenue stream needed to operate the park and make infrastructure improvements.

- 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 RFMP

- 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
- Boston Freight Terminals
  - Mix of multi-story commercial/office and distribution uses
  - 212,000 GSF / 2-story building
- 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.





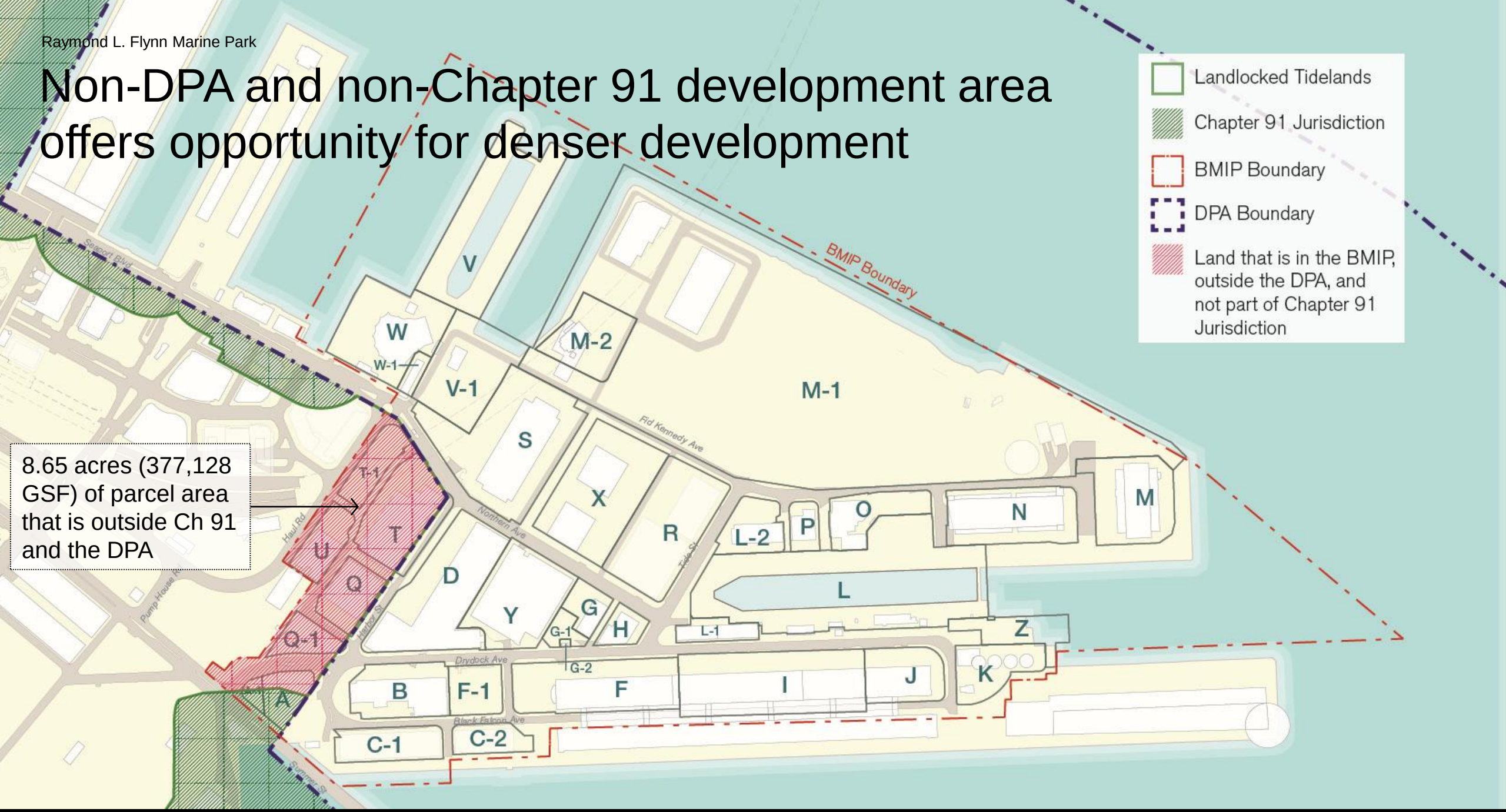
Precedents of new mixed-industrial buildings

- The New York – Portland, OR
  - Spec multi-story industrial building on Portland, OR waterfront.
  - 100,000 SF / 5-stories / $10 million project
  - Part of a city initiative for mixed-use urban industrial districts
- Brooklyn Navy Yard: Building 25 – New York, NY
  - 90,000 square foot ground up construction
  - 3 stories
  - Multi-tenant building, part of the Brooklyn Navy Yard industrial district
- Genzyme Manufacturing Facility – Boston, MA
  - 300,000 GSF / 500 employees
  - Vertical manufacturing of pharmaceuticals and R&D

The New York: Portland, OR

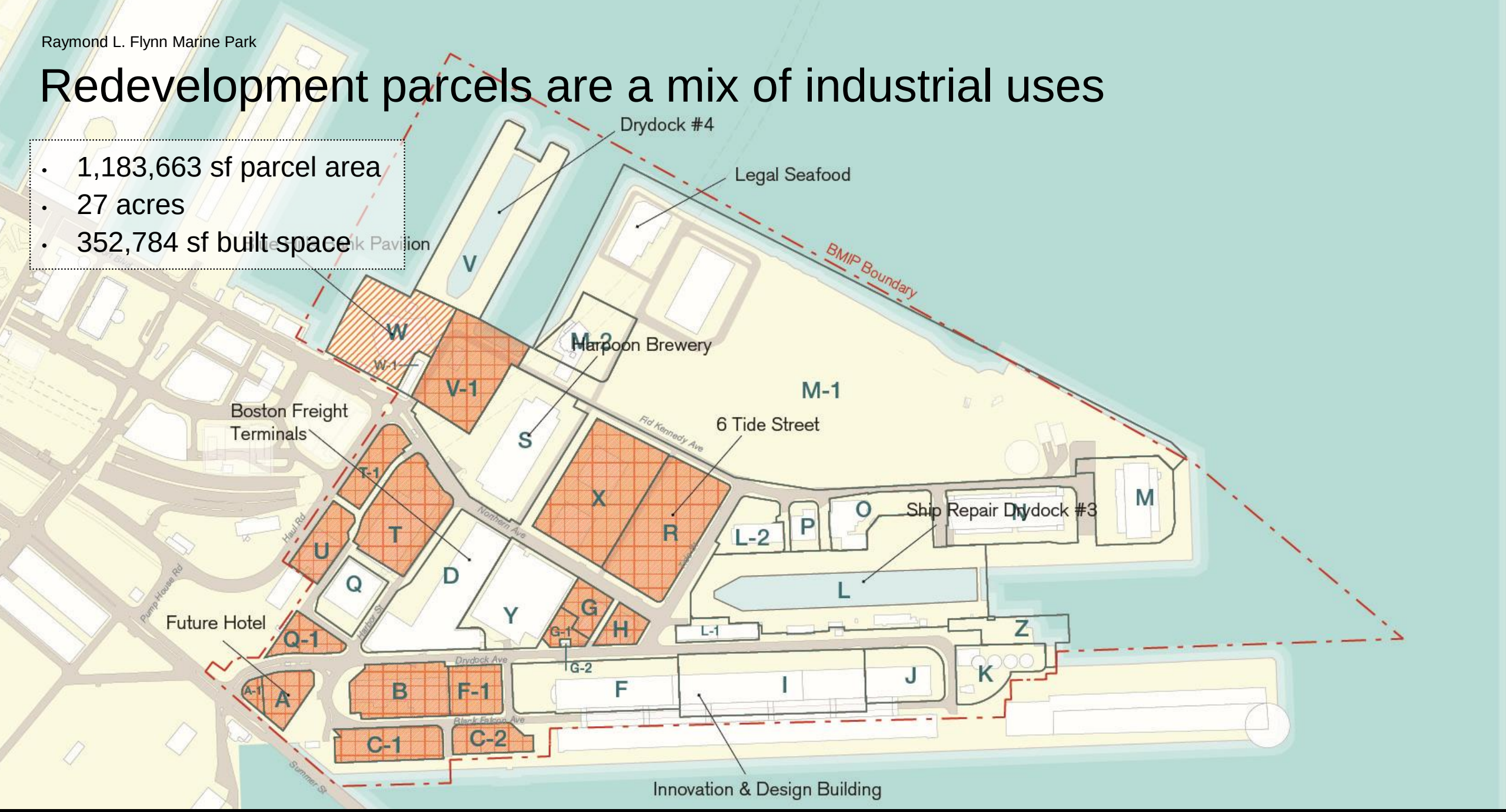
Building 25: Brooklyn Navy Yard

Non-DPA and non-Chapter 91 development area offers opportunity for denser development

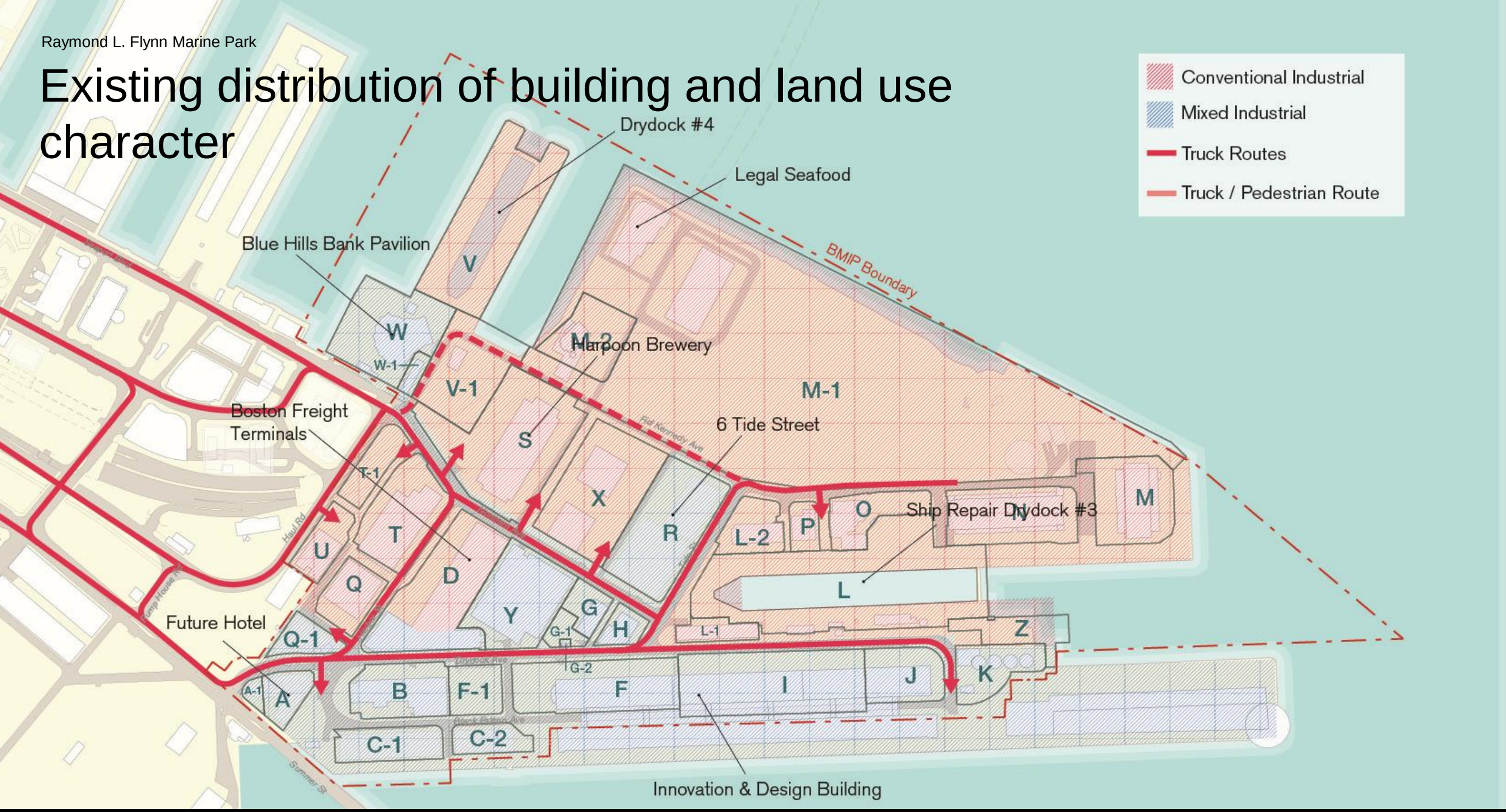


Redevelopment parcels are a mix of industrial uses

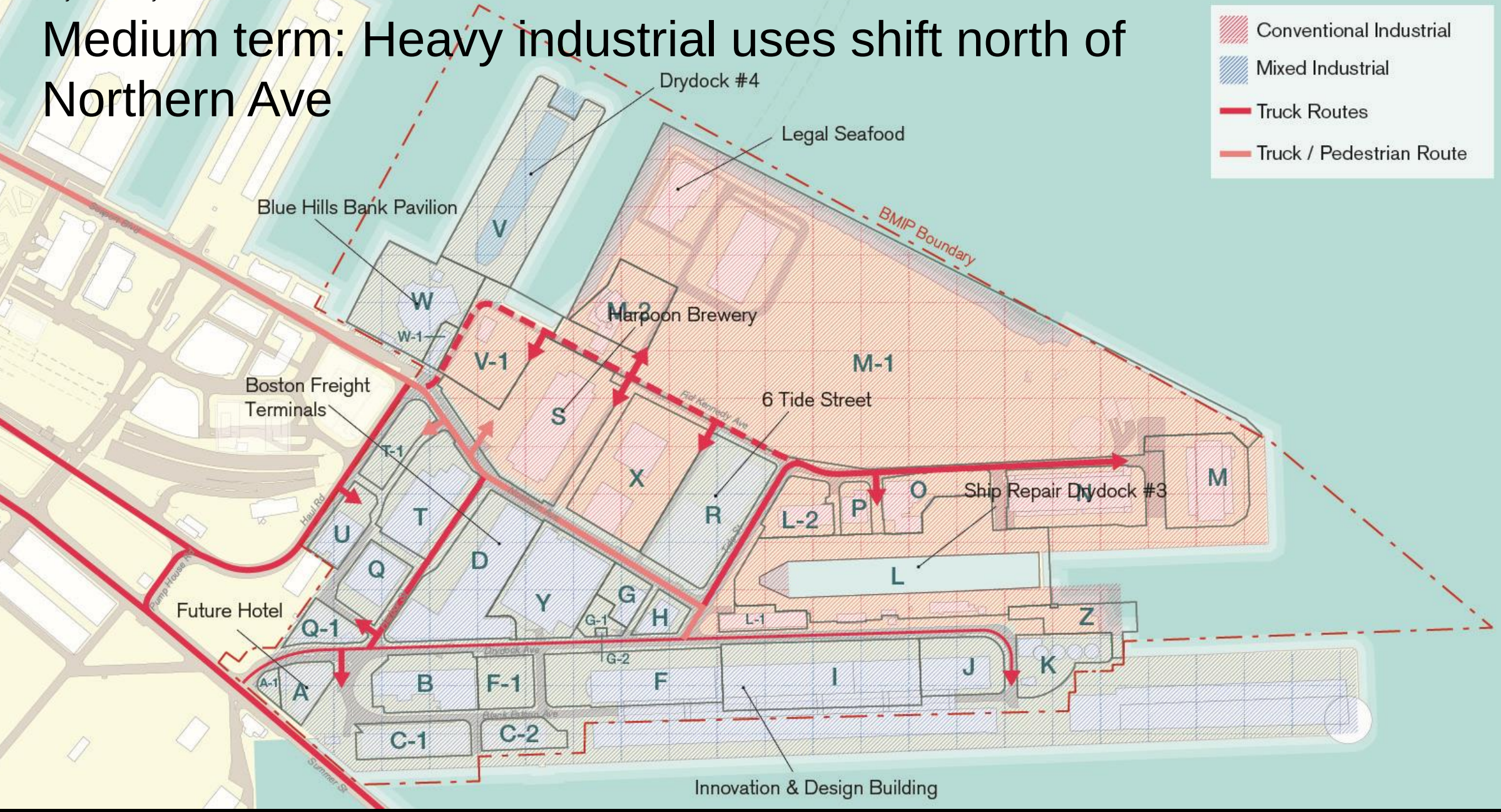
- 1,183,663 sf parcel area
- 27 acres
- 352,784 sf built space



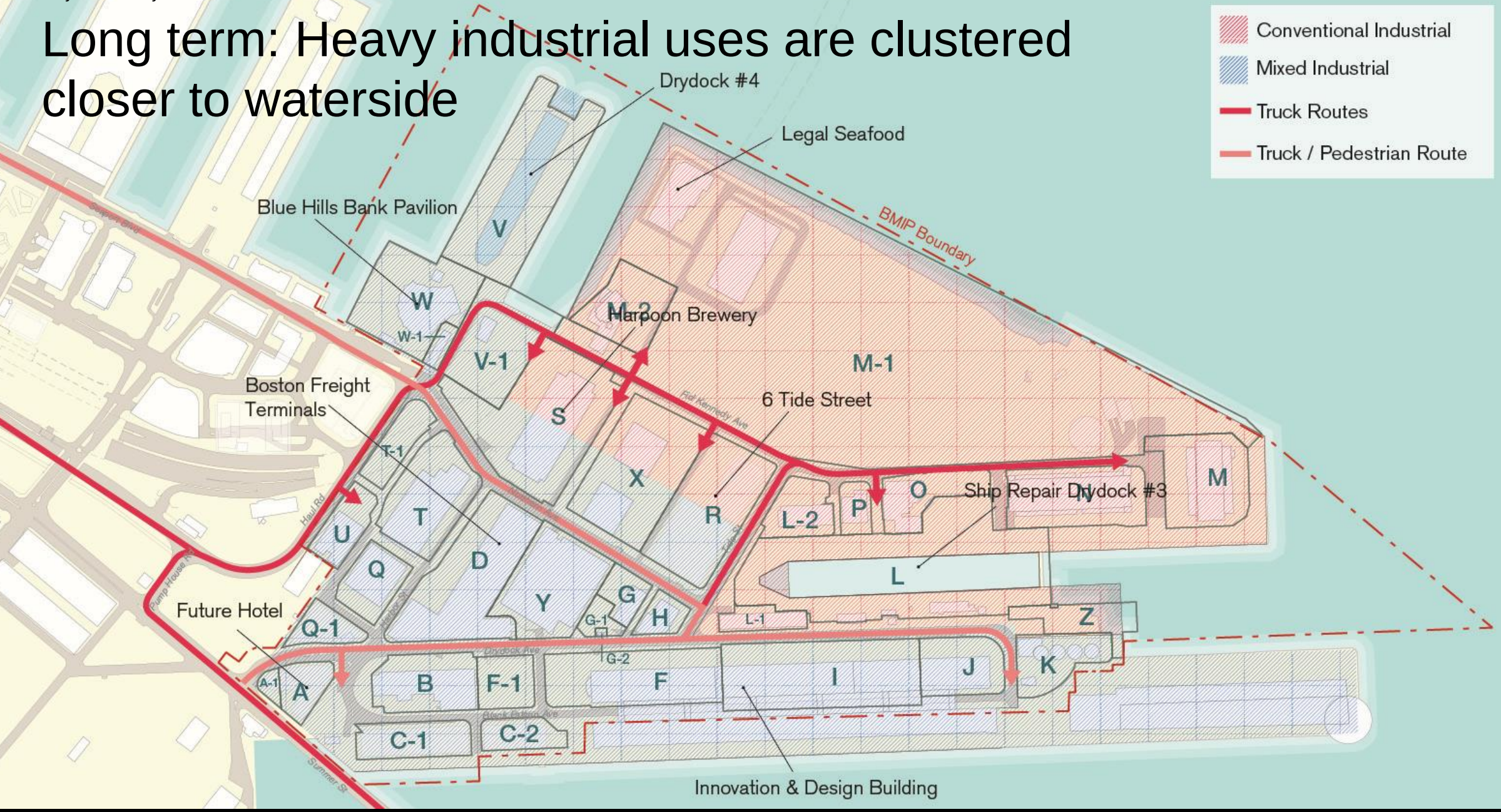
Existing distribution of building and land use character



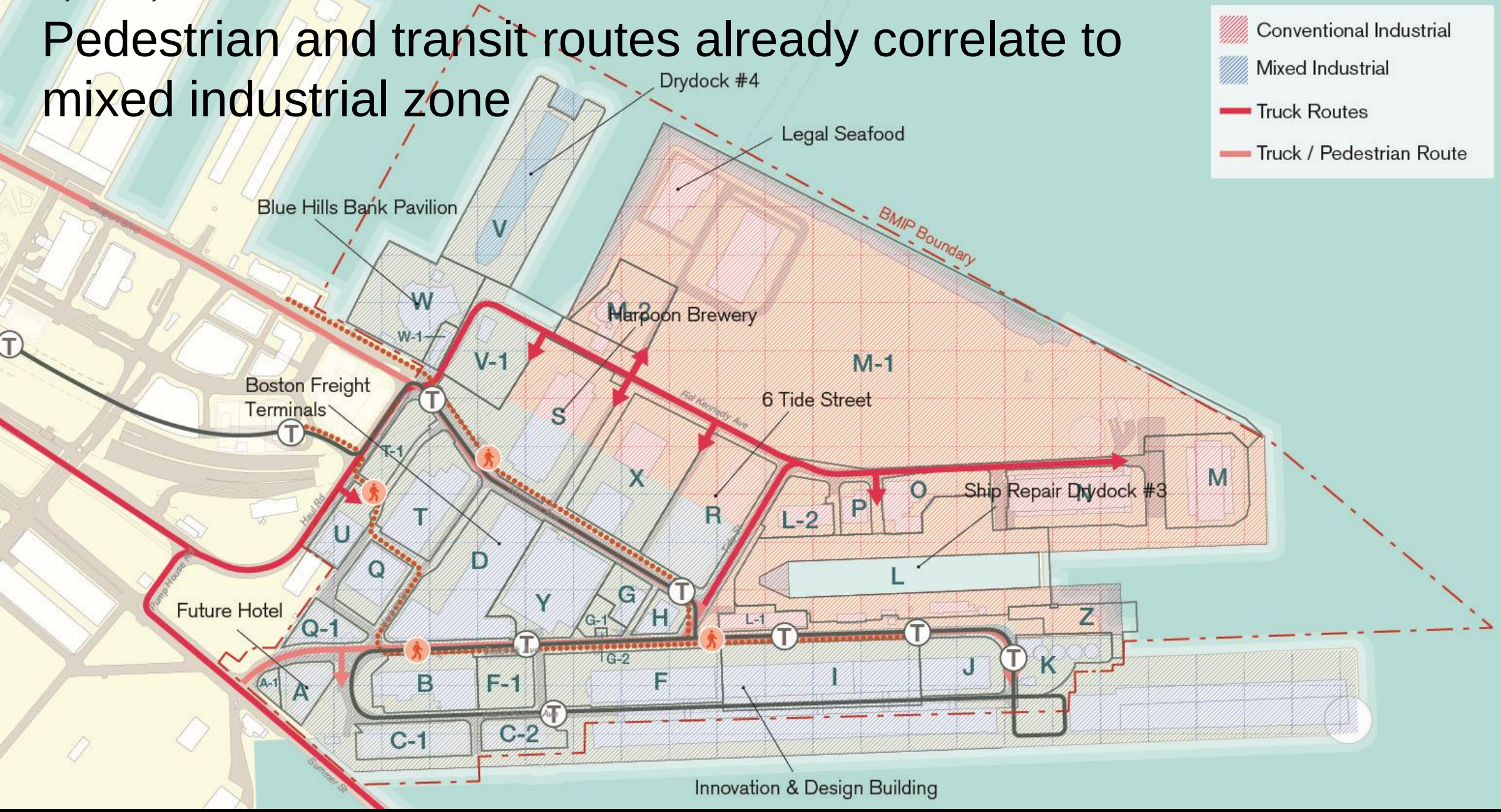
Medium term: Heavy industrial uses shift north of Northern Ave



Long term: Heavy industrial uses are clustered closer to waterside

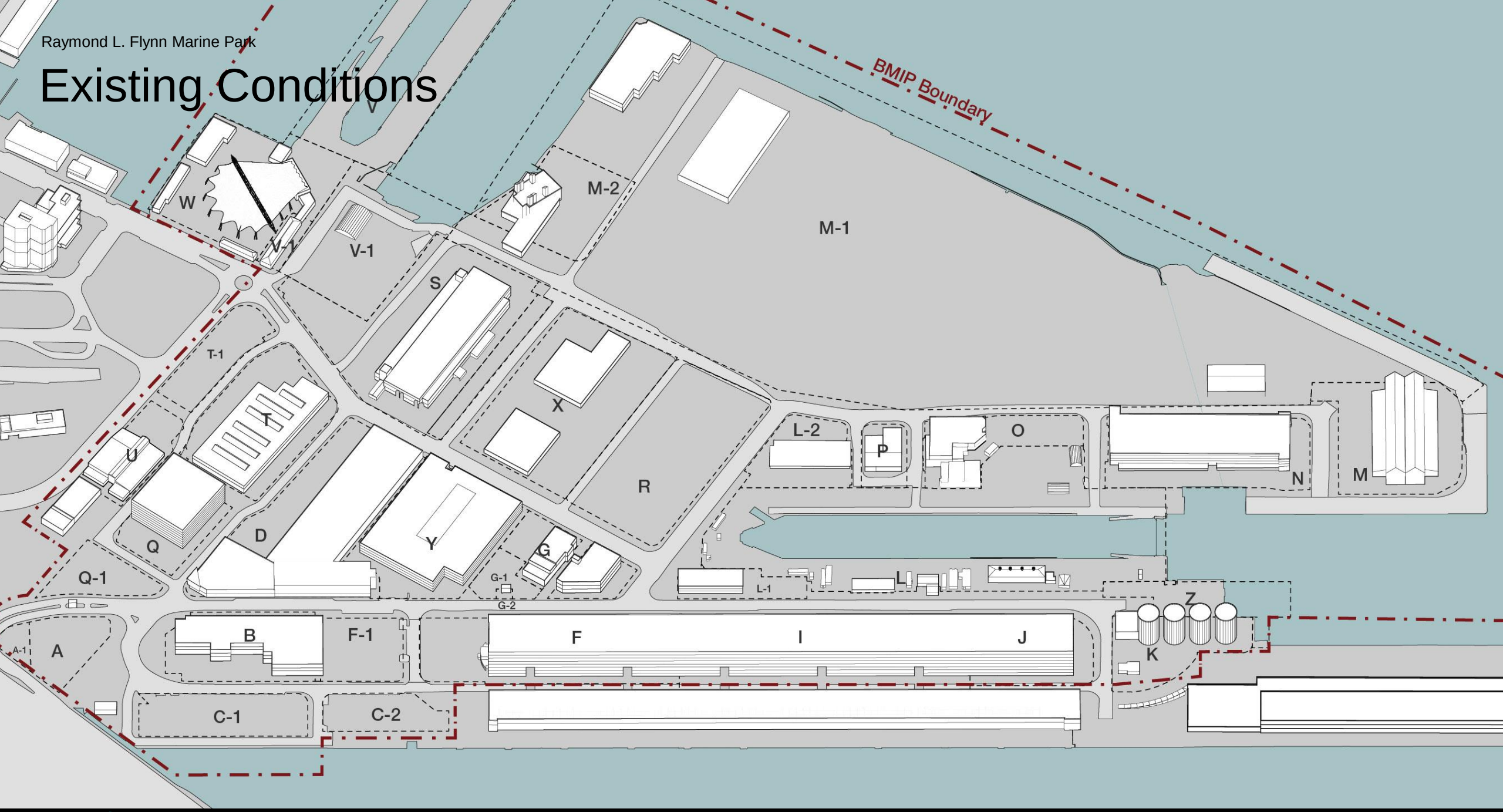


Pedestrian and transit routes already correlate to mixed industrial zone

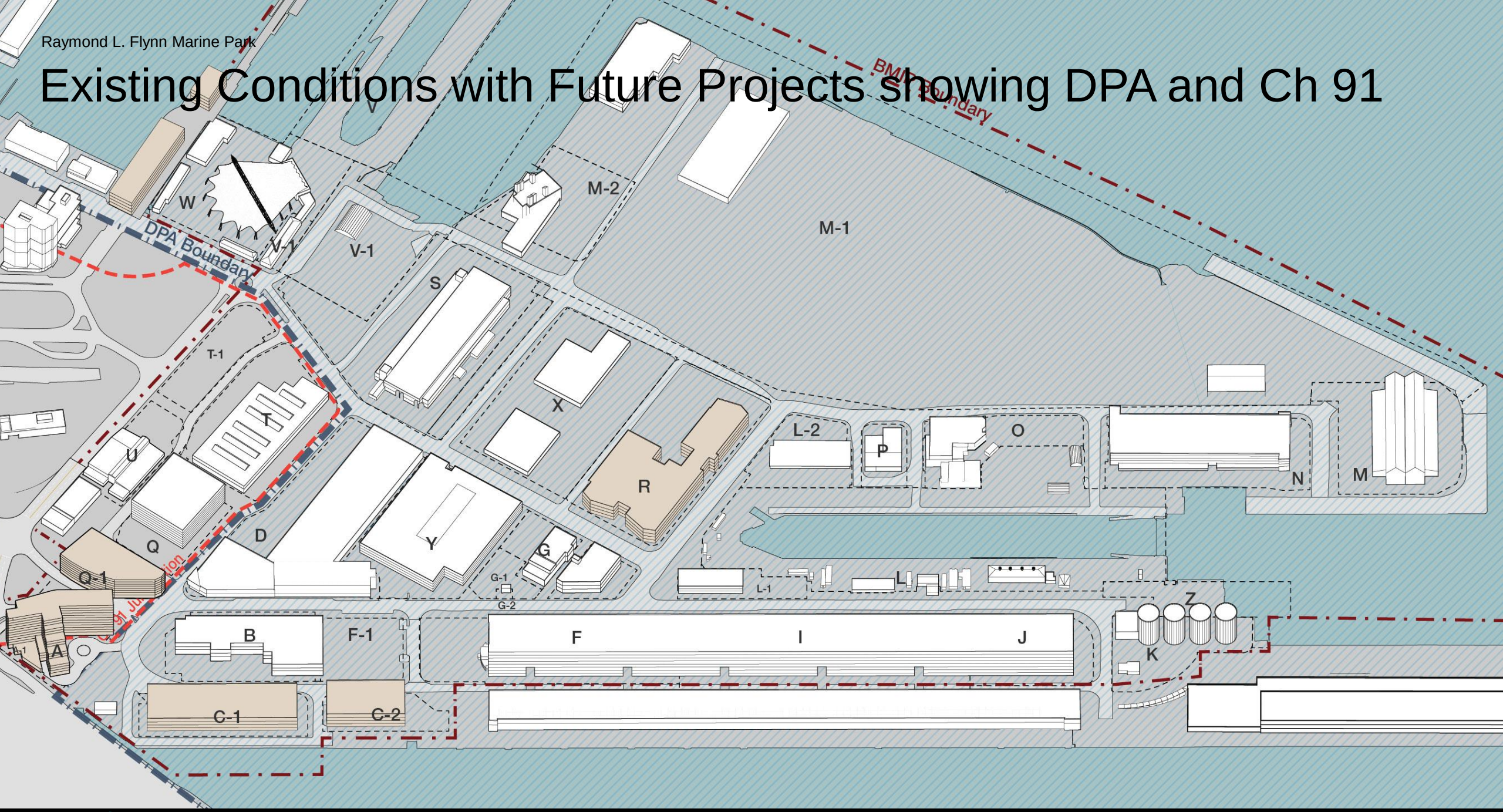


Raymond L. Flynn Marine Park

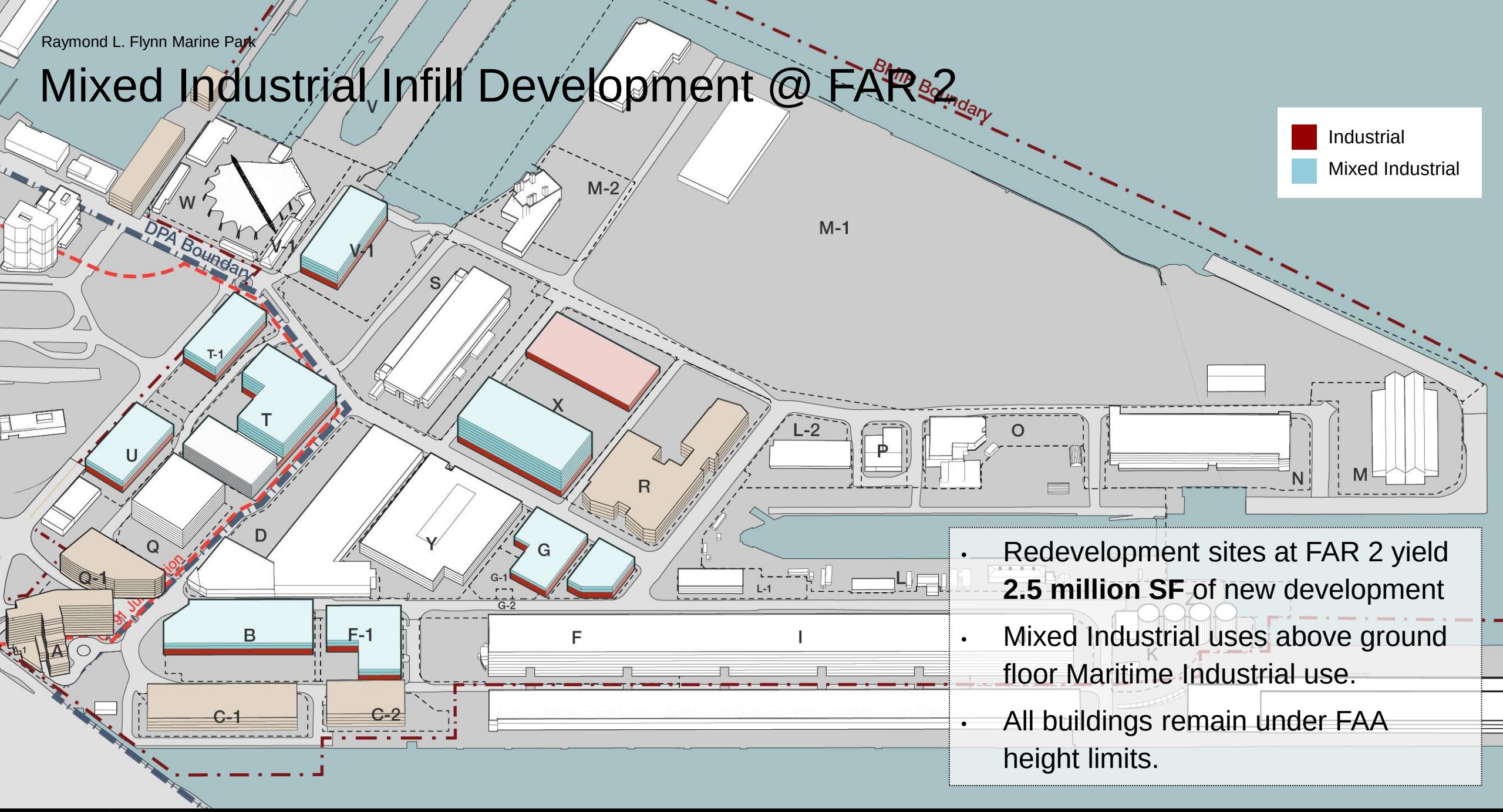
Existing Conditions



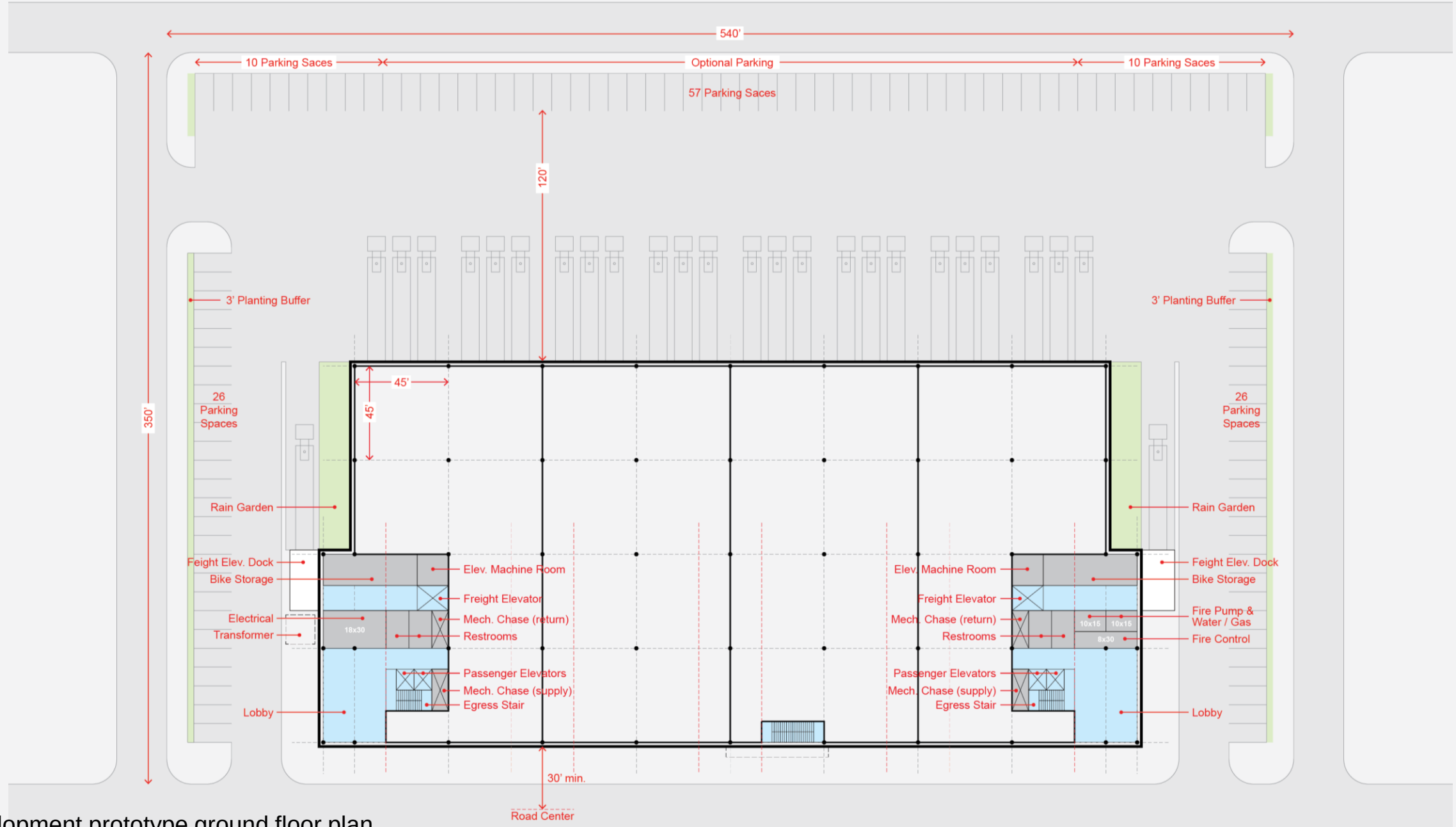
Existing Conditions with Future Projects showing DPA and Ch 91



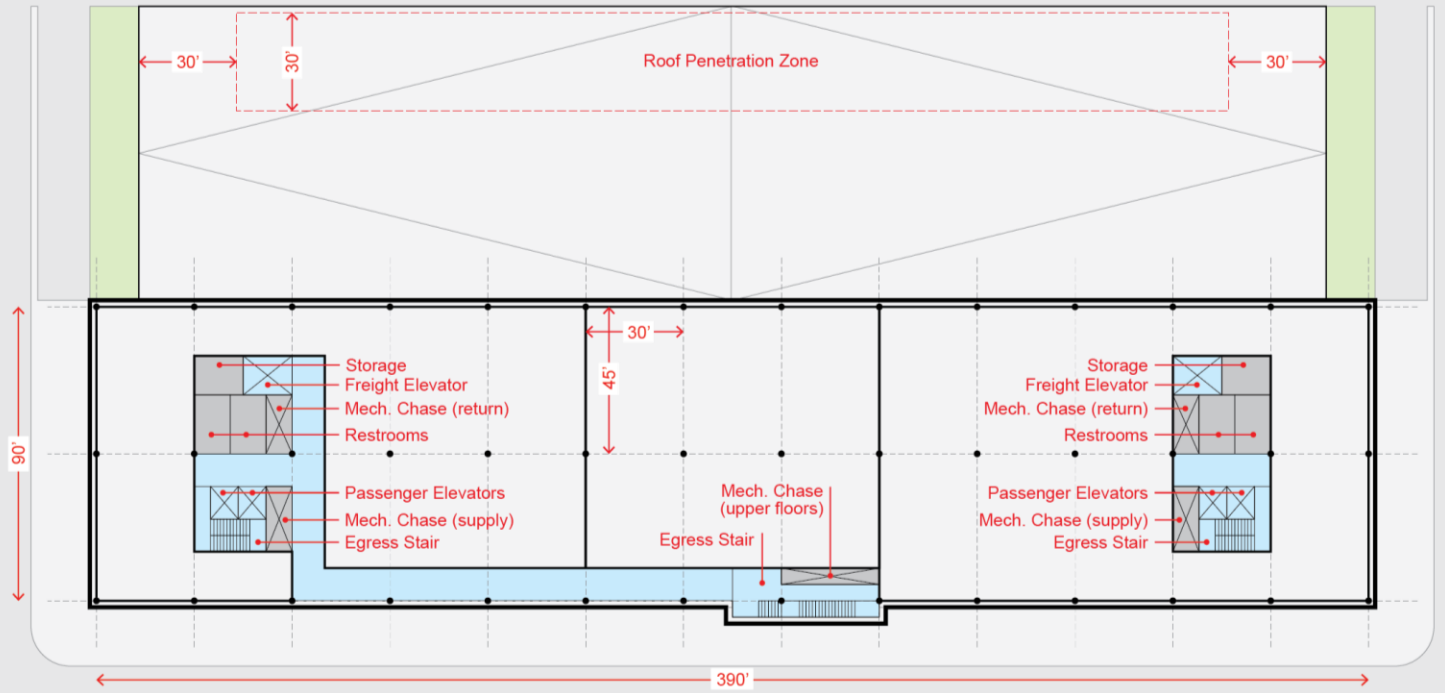
Mixed Industrial Infill Development @ FAR 2



- Redevelopment sites at FAR 2 yield **2.5 million SF** of new development
- Mixed Industrial uses above ground floor Maritime Industrial use.
- All buildings remain under FAA height limits.

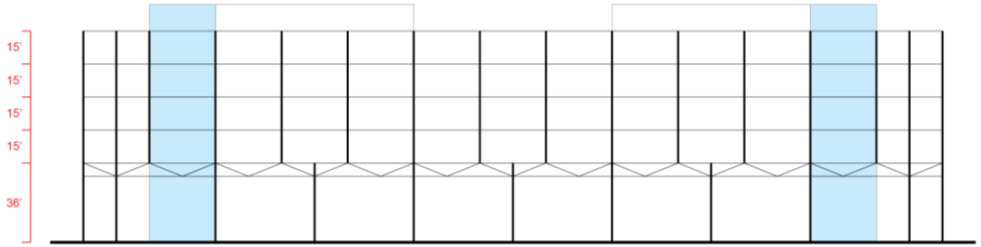


Development prototype ground floor plan

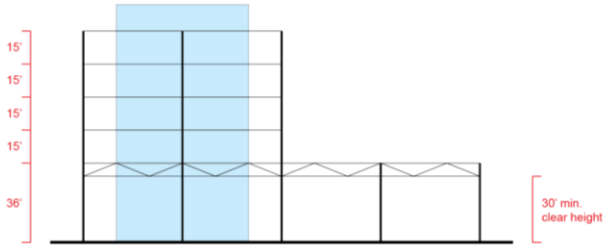


Development prototype upper floor plan

Development Prototype: Accommodates multiple users

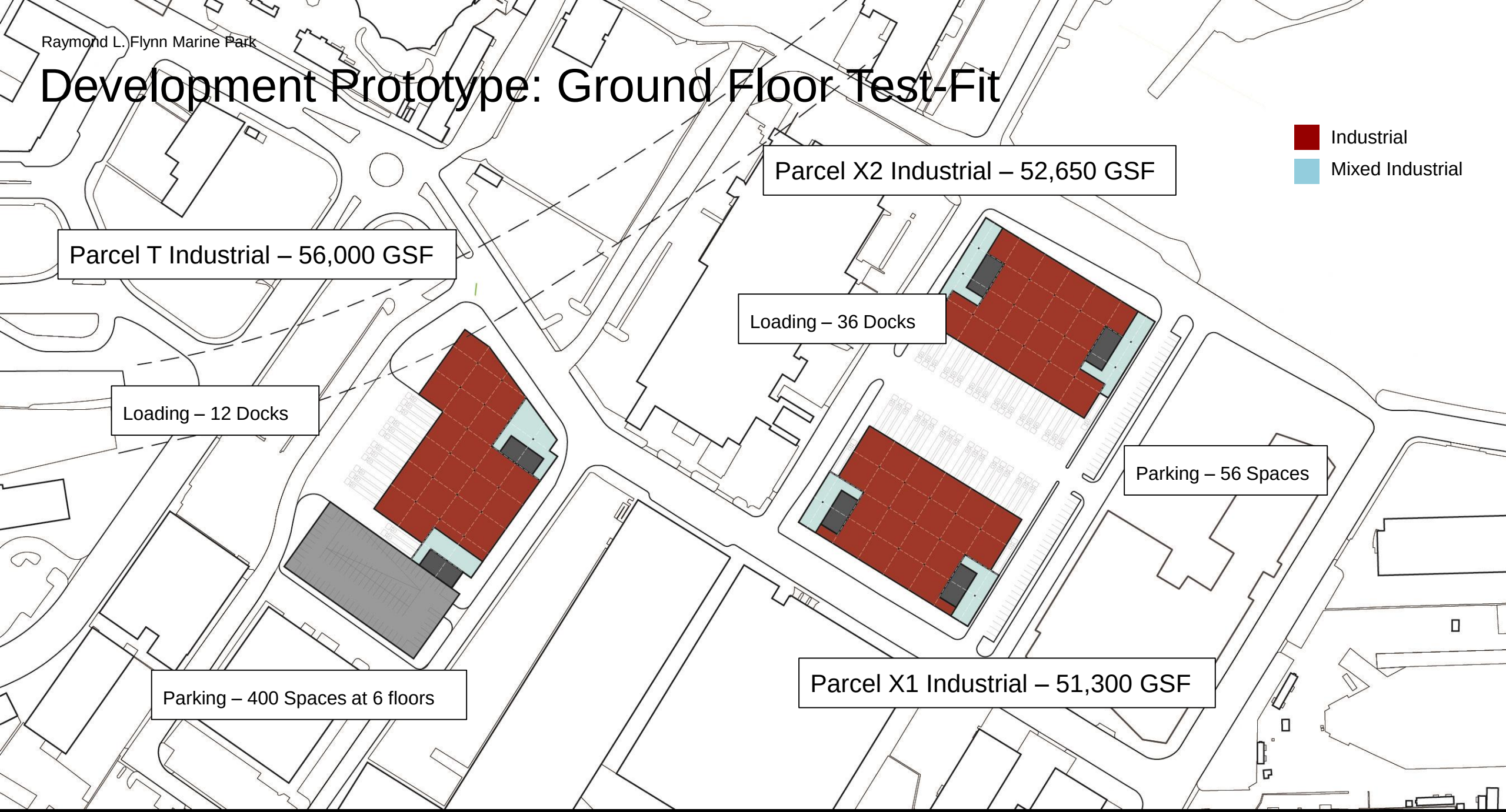


Section A-A

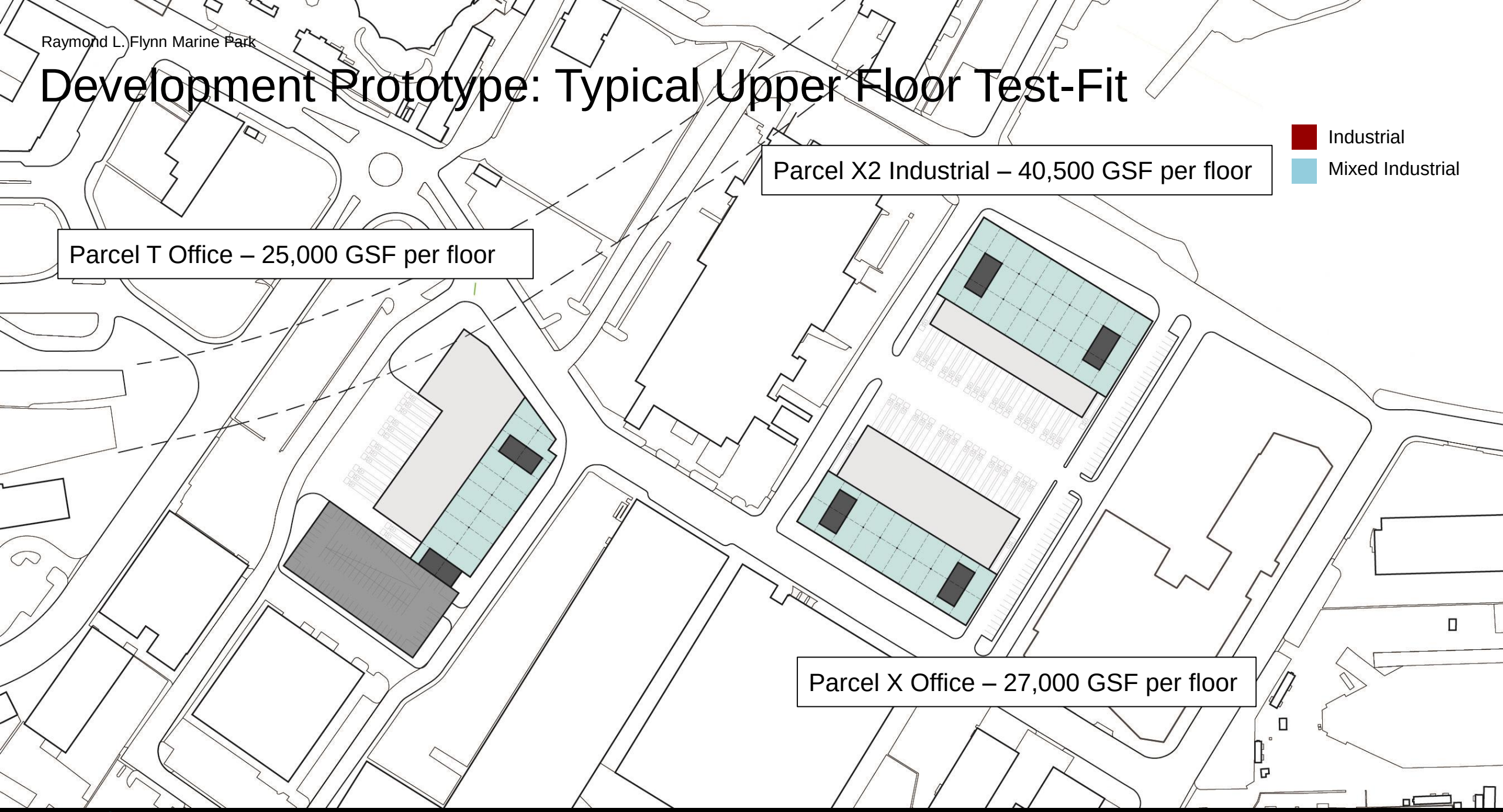


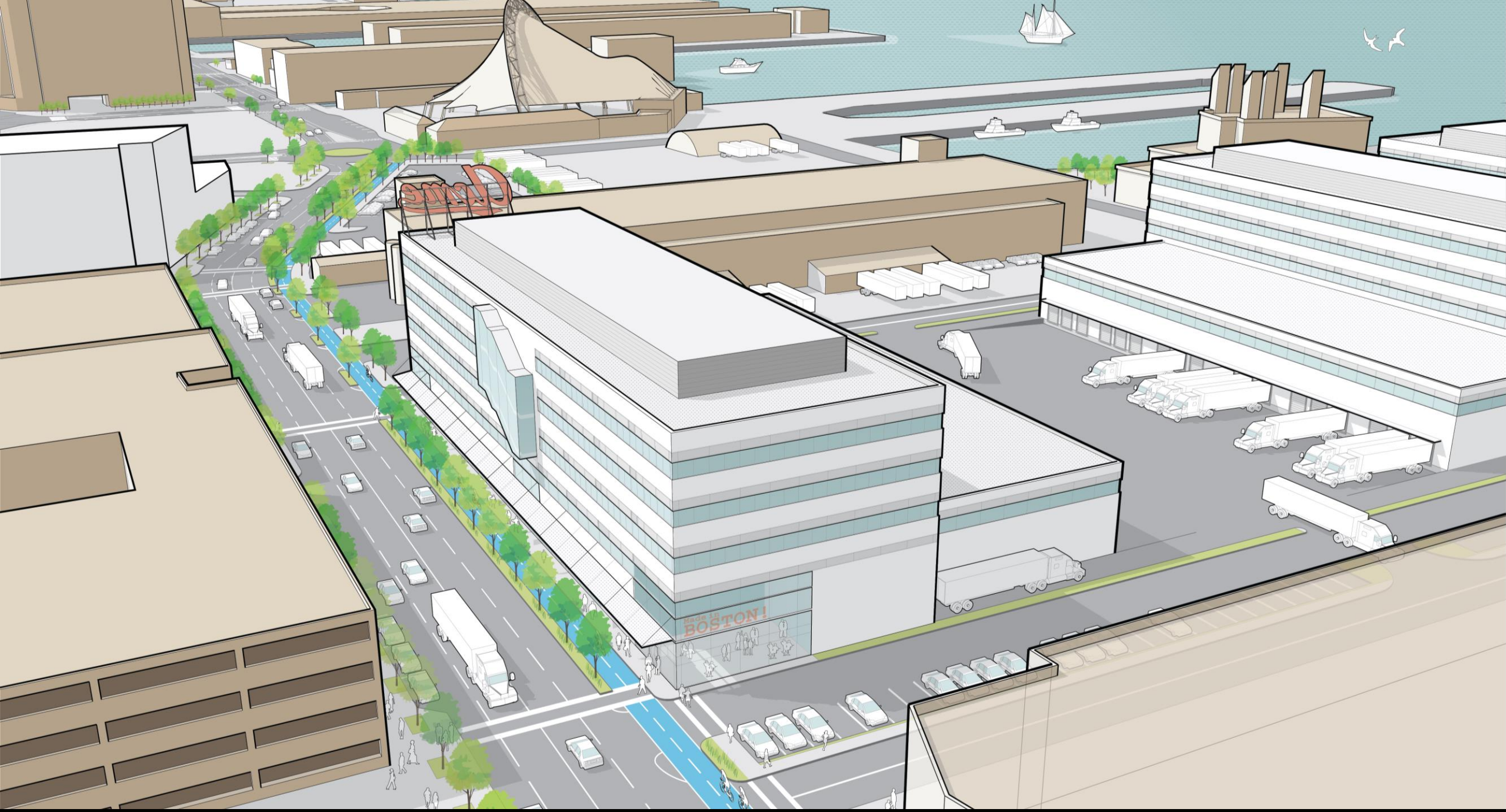
Section B-B

Development Prototype: Ground Floor Test-Fit



Development Prototype: Typical Upper Floor Test-Fit

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- **What are the tactics for implementation?**
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What are the strategies for implementation?

- **Approach issues by asking**
  - What is the objective?
  - What action needs to take place to achieve the objective?
  - How does this action impact the RFMP?

- **Focus is on changes to state regulations & interpretations for MIPs, and the RFMP master license/plan**
  - Multi-pronged approach provides overlapping strategies for implementation (e.g., raising allowable supporting uses in the RFMP has some of the same impacts as allowing increased transshipments from Logan
  - Avoids DPA changes that could impact other ports

What are the strategies for implementation?

Increase supporting uses to finance infrastructure improvements for industrial uses.

OBJECTIVE	ACTION ITEM	RFMP IMPACT
Increase allowable Supporting Uses throughout the RFMP to 49%	Change C.91 regs and RFMP master license/plan to increase Supporting Uses from 33% to 49% (change minimum marine industrial from 67% to 51%)	Increases allowable Supporting Uses from 33% to 49%
Clarify that only ground floor Supporting Uses count toward the allowed maximum	Change DEP interpretation or C.91 regs so that only ground floor uses count toward the Supporting Use total	Provides expanded flexibility within the RFMP for Supporting Uses
Increase allowable Commercial Uses from 5%	Amend RFMP master license/plan to increase cap on commercial uses from 5%	Lifts the cap on commercial uses space in the RFMP

What are the tactics for implementation?

Expand allowable uses that are compatible with Marine Industrial

OBJECTIVE	ACTION ITEM	RFMP IMPACT
Expand use of the RFMP for Logan Airport trans-shipments	Use existing C.91 regs under 310 CMR 9.12(2)(b)(11) or amend C.91 regs to use all RFMP areas for trans-shipments from Logan (also amend RFMP master plan/license)	• Enhances productivity of RFMP • Generates investment in new facilities • Addresses critical Logan Airport/regional economy need
Develop W8P7 and other underperforming pier structures	Implement current proposed Chapter 91/DPA regulatory changes to allow supporting uses on pile-supported piers	Allows for redevelopment of former pier site(s) for mixed-use development
Avoid incompatible uses, eg general office, residential, destination restaurants, & hotels	Tighten R&D definition in RFMP master plan/license	Maintains industrial capabilities & infrastructure

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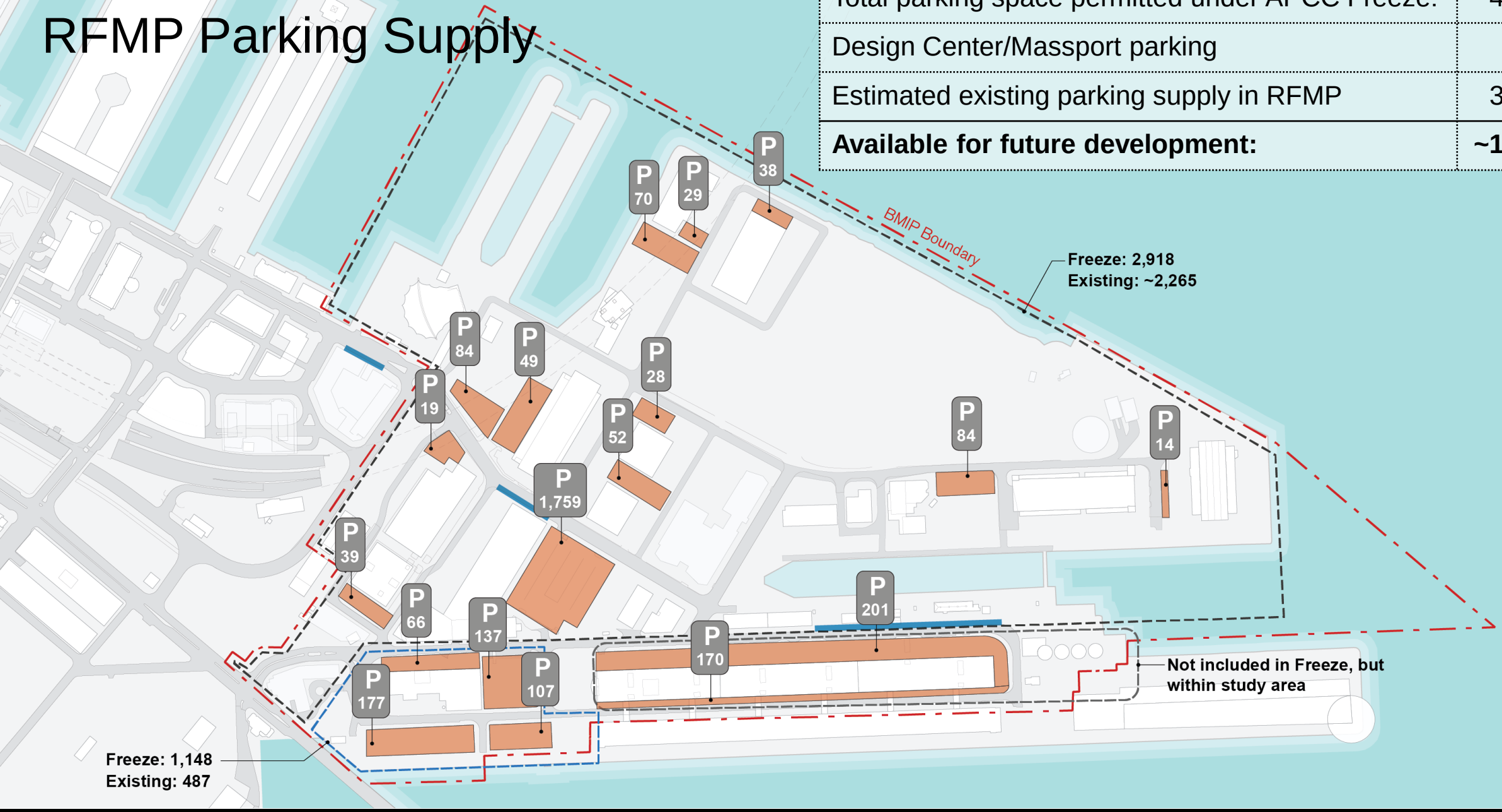
Raymond L. Flynn Marine Park

RFMP Parking Supply

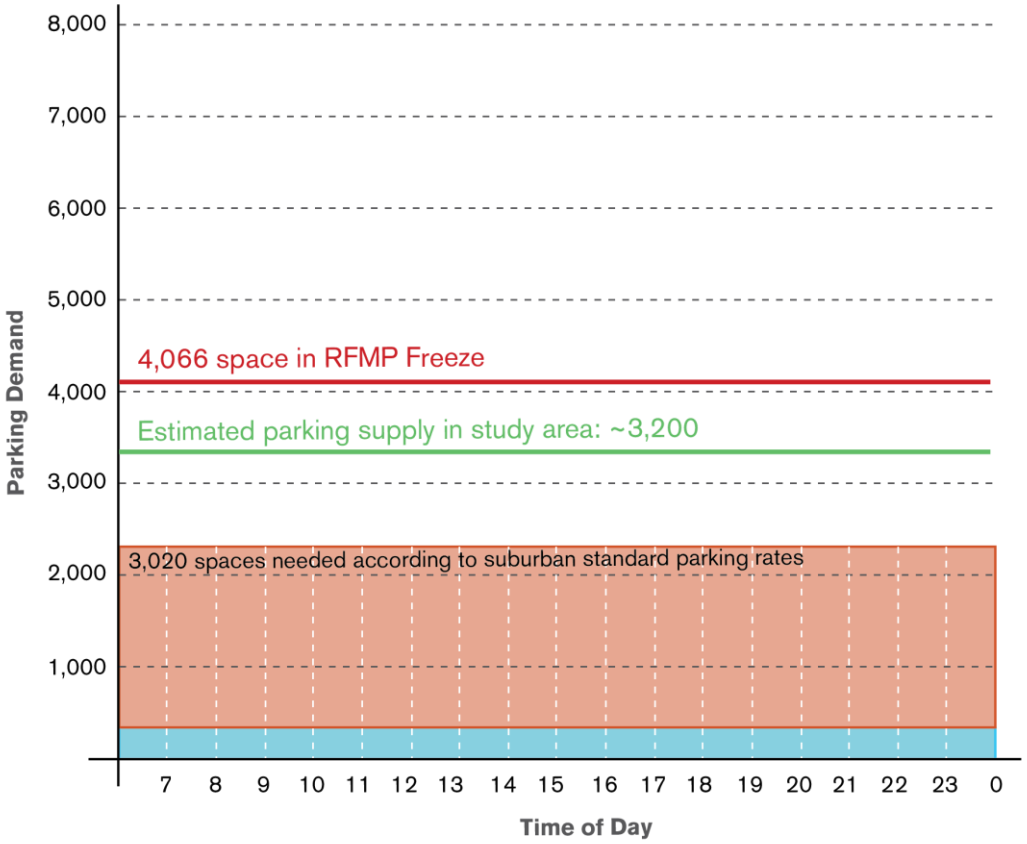
Total parking space permitted under APCC Freeze:	4,066
Design Center/Massport parking	370
Estimated existing parking supply in RFMP	3,200
Available for future development:	**~1,240**



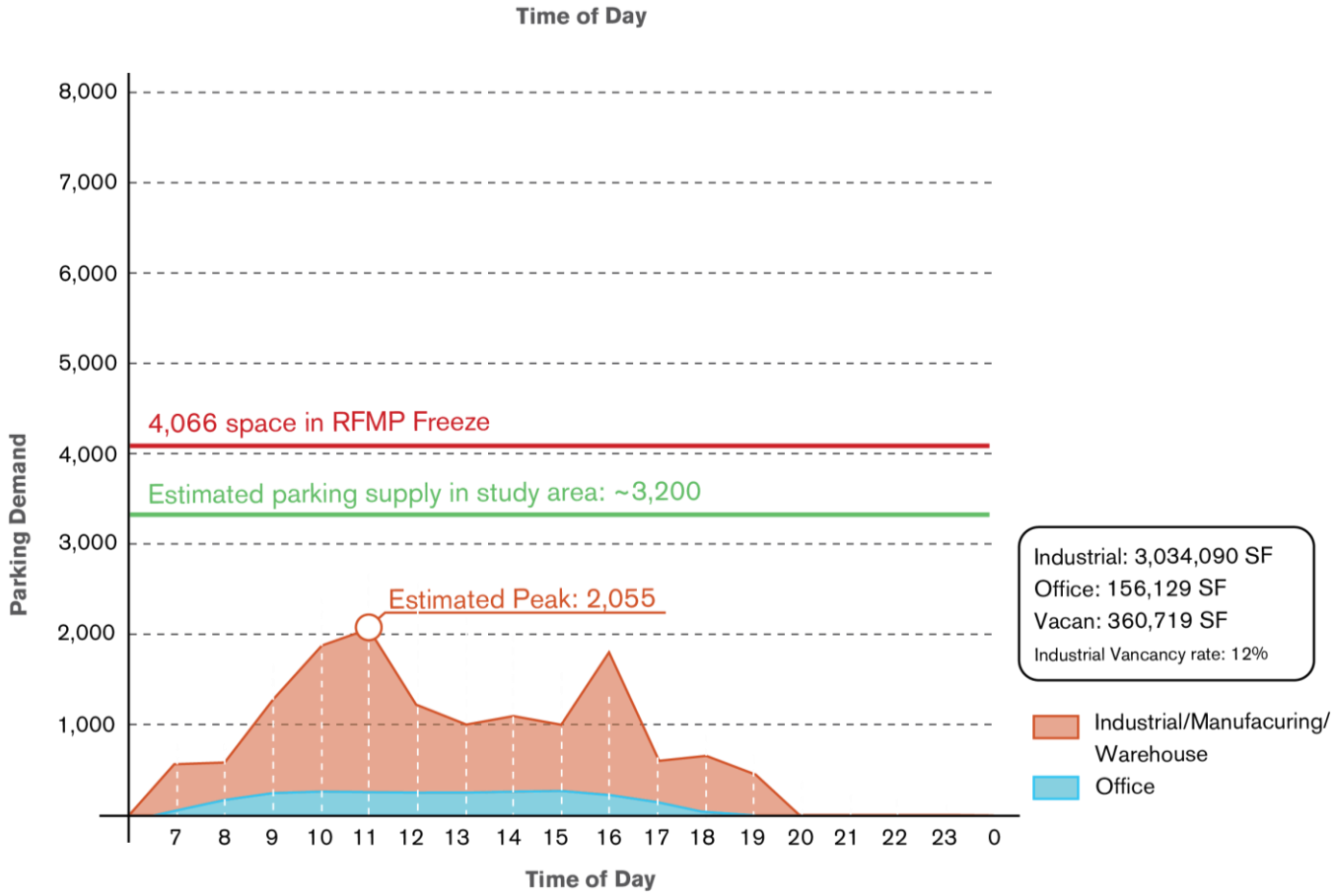
Shared Parking Demand – Existing

(vacancy counted in)

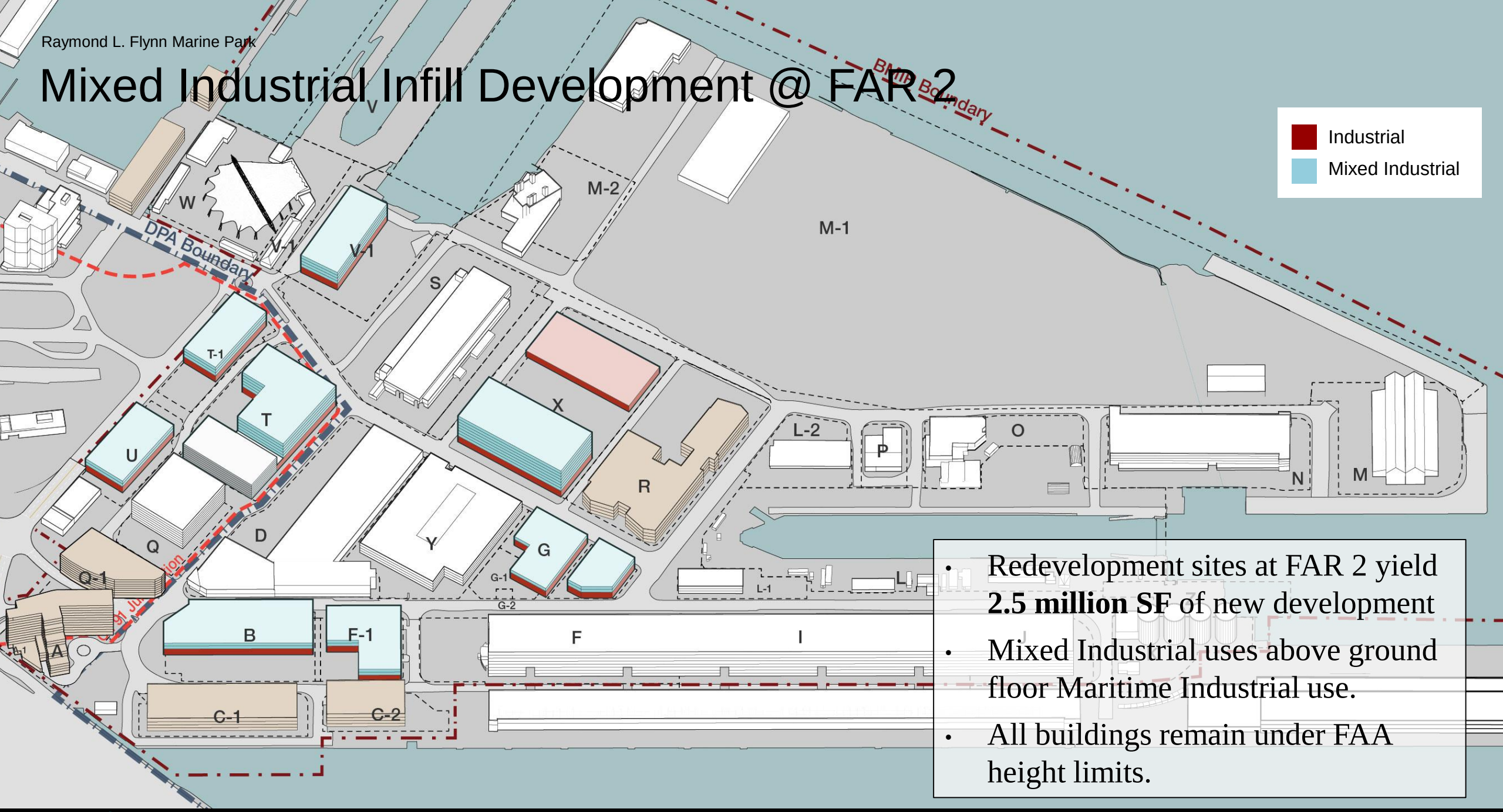
ITE National Standard Estimate



Parking Demand Estimate: Time of Day



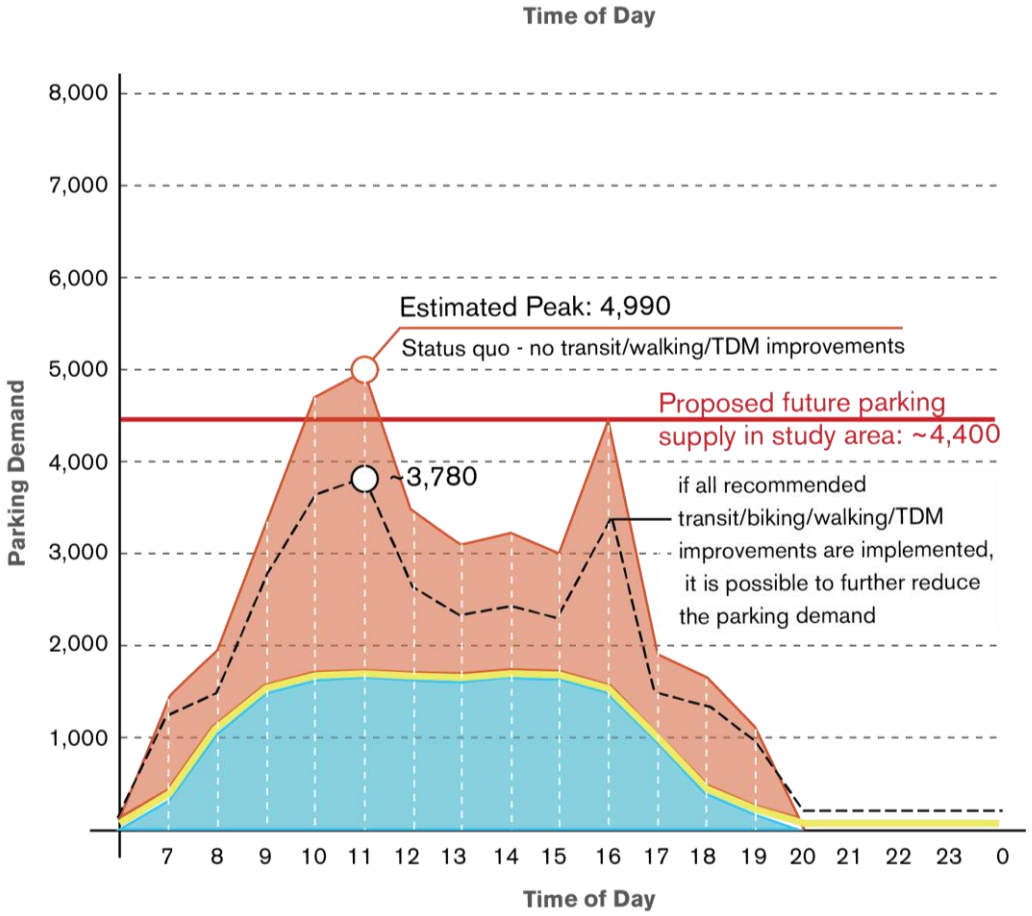
Mixed Industrial Infill Development @ FAR 2



- Redevelopment sites at FAR 2 yield **2.5 million SF** of new development
- Mixed Industrial uses above ground floor Maritime Industrial use.
- All buildings remain under FAA height limits.

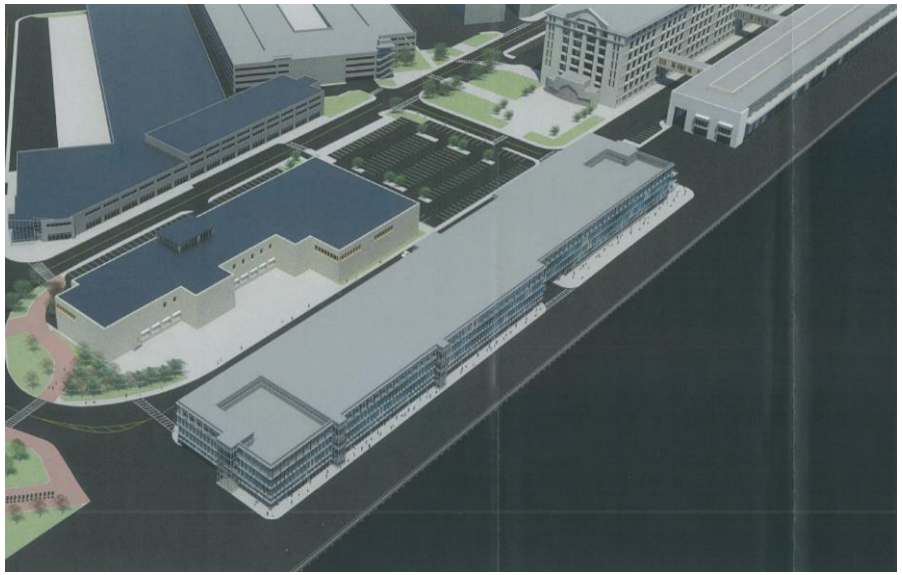
Shared Parking Demand – Future Buildout (FAR=2) C1,C2 Garage

- Estimated peak parking demand under build-out scenario of FAR 2 is slightly over proposed parking supply.
- The RFMP has ~4,000 total parking spaces permitted under APCC Freeze with ~1,000 spaces remaining in the parking bank.
- The C1-C2 garage (~950 spaces) will require 400 spaces from EDIC and the rest from Massport or City parking bank.
- The remaining spaces in the EDIC bank could go into a parking structure on Parcel T (574 spaces) to satisfy future demand.



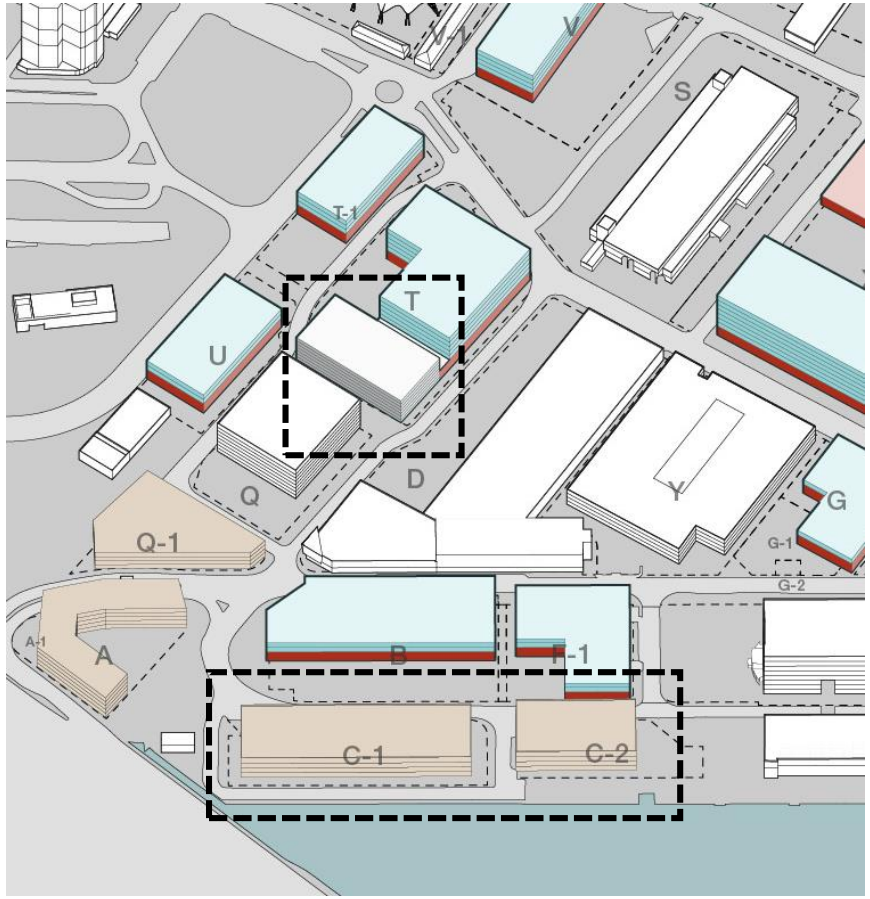
RFMP Parking Challenges

- **Almost 3/4 of RFMP employees drive to work.** Although, many newer tenants suggested a high use of transit for their employees
- With future development and seasonal peak demand of cruise ship passengers, parking will continue to be a challenge to RFMP.
- Current leaseholders stand that a lack of parking makes it difficult to attract subtenants.
- The South Boston parking freeze, instituted by the DEP, limits additional parking in the RFMP. The RFMP has ~1,000 spaces remaining in the parking bank.
- Pending development on parcels A and Q, and approved development elsewhere in the RFMP, will add significant pressure to the current parking problem.



RFMP Parking Recommendations

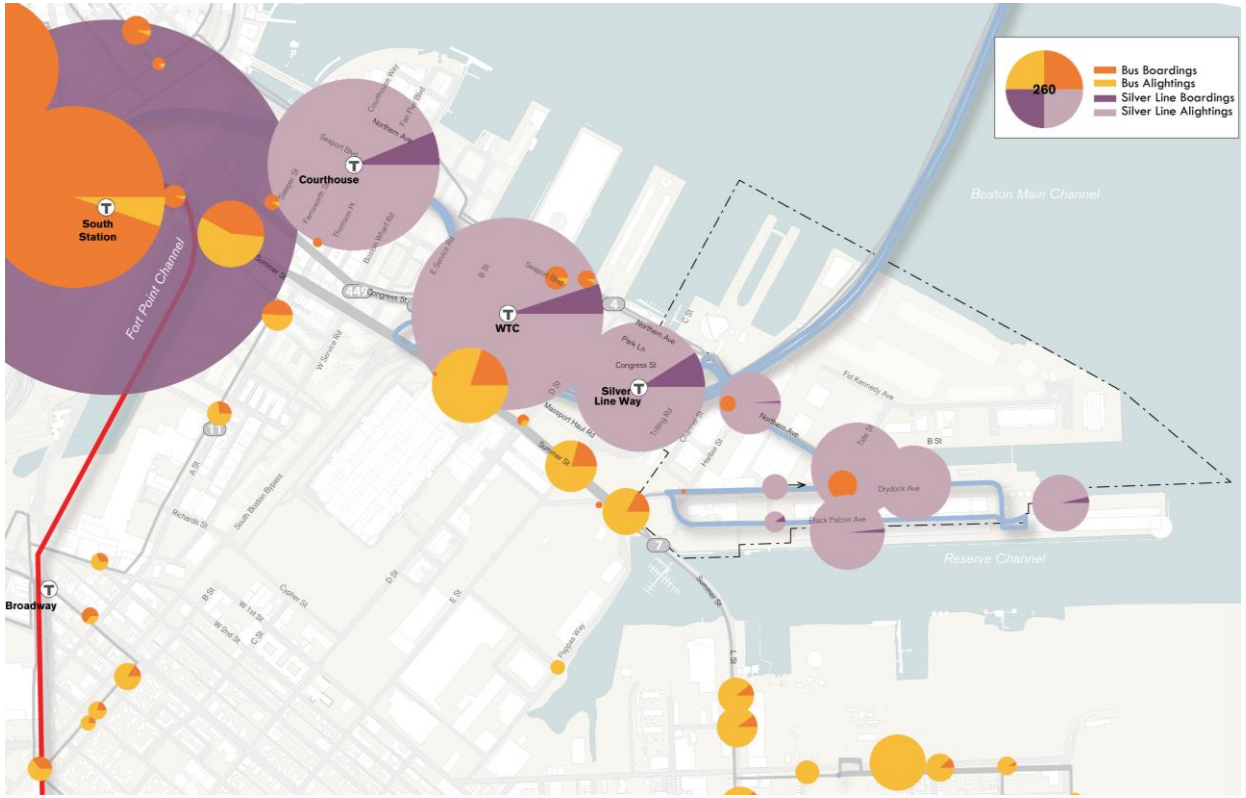
- More progressive Transportation Demand Management actions can be taken to further reduce the growing parking demand. Recommendations include:
  - **Increase parking supply to accommodate future development, by building new garage structures on parcels G or C1-C2 and Parcel T, with a total of 1,590 spaces.**
  - Continue the policy of separately-provided parking, while encouraging shared parking between compatible land uses
  - **Expand the Seaport TMA's membership to RFMP tenants to help coordinate commuter services**
  - Encourage shared parking between RFMP and the rest of South Boston waterfront area, combined with internal transit circulator services
  - Ensure the compliance with South Boston Freeze and monitor parking demand periodically to flex pricing



New Parking Structures

RFMP Transit Challenges

- Compared to the Seaport District, RFMP has a much lower transit mode share, with only **20% of employees taking transit** to commute.
- However, at **27 Drydock Avenue transit mode share is about 75%.** This survey data indicates an opportunity to increase the overall transit mode.
- The MBTA Silver Line (SL2), operates at 123% of its maximum capacity during the morning commute.
- In the South Boston area, private shuttles provide as much total peak-hour capacity as MBTA bus service.



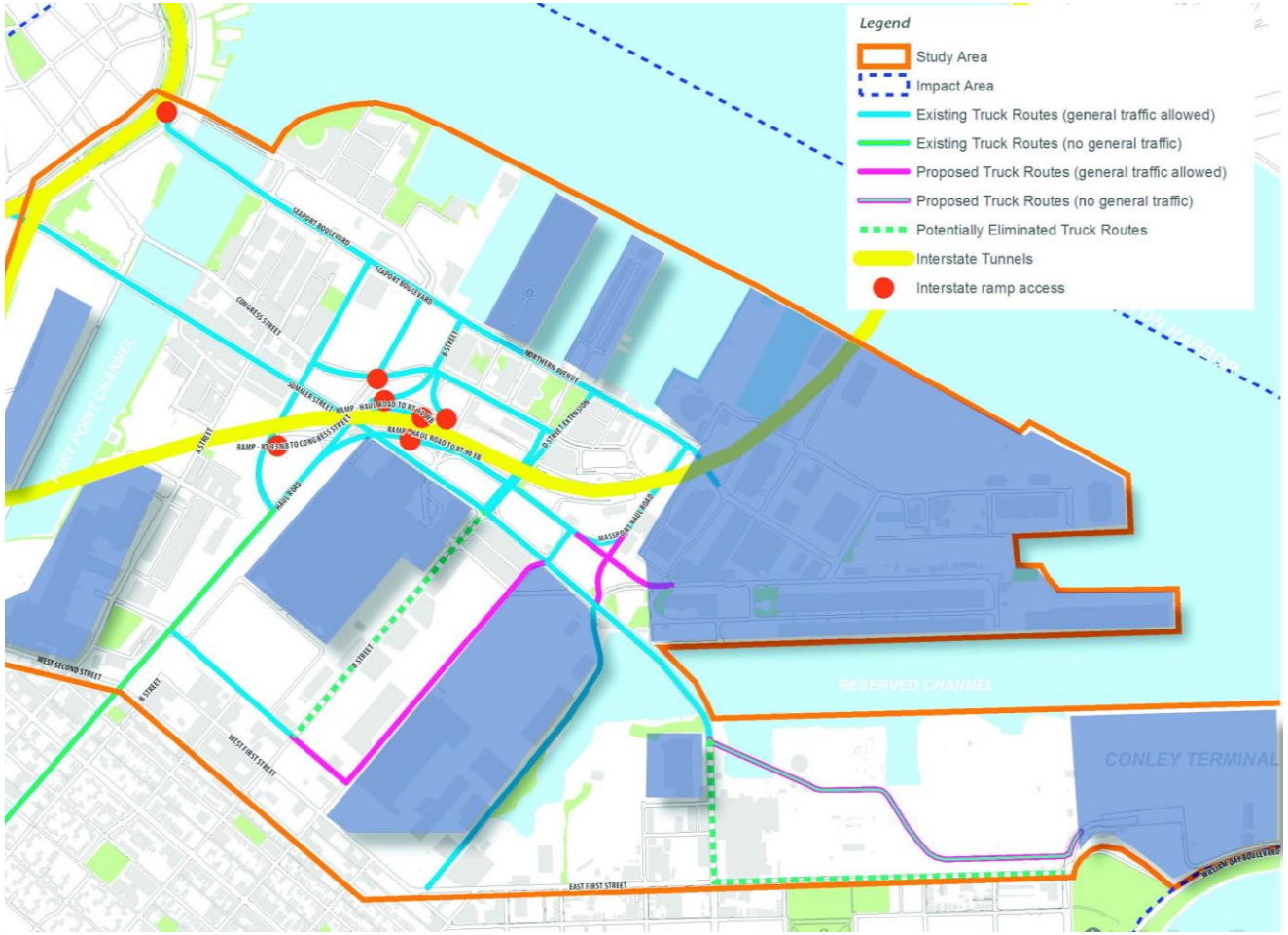
Total daily boardings and alightings of the Silver Line (Inbound)

RFMP Transit Recommendations

- Eliminate the loop routing of Silver Line on Black Falcon Avenue, instead rerouting onto Harbor Street, cutting back at least one-mile in distance, and use the saved time to add frequency onto the overall route.
- Reallocate the bus stops closer to major destinations, such as the Innovation and Design Building, Cruise Terminal, and future major development.
- **Working with private partners, consolidate redundant private shuttle services along Seaport Boulevard and Summer Street**
- Promote uses of Route 7 as a substitute for the Silver Line, given that outbound trips from South Station on Route 7 have adequate capacity

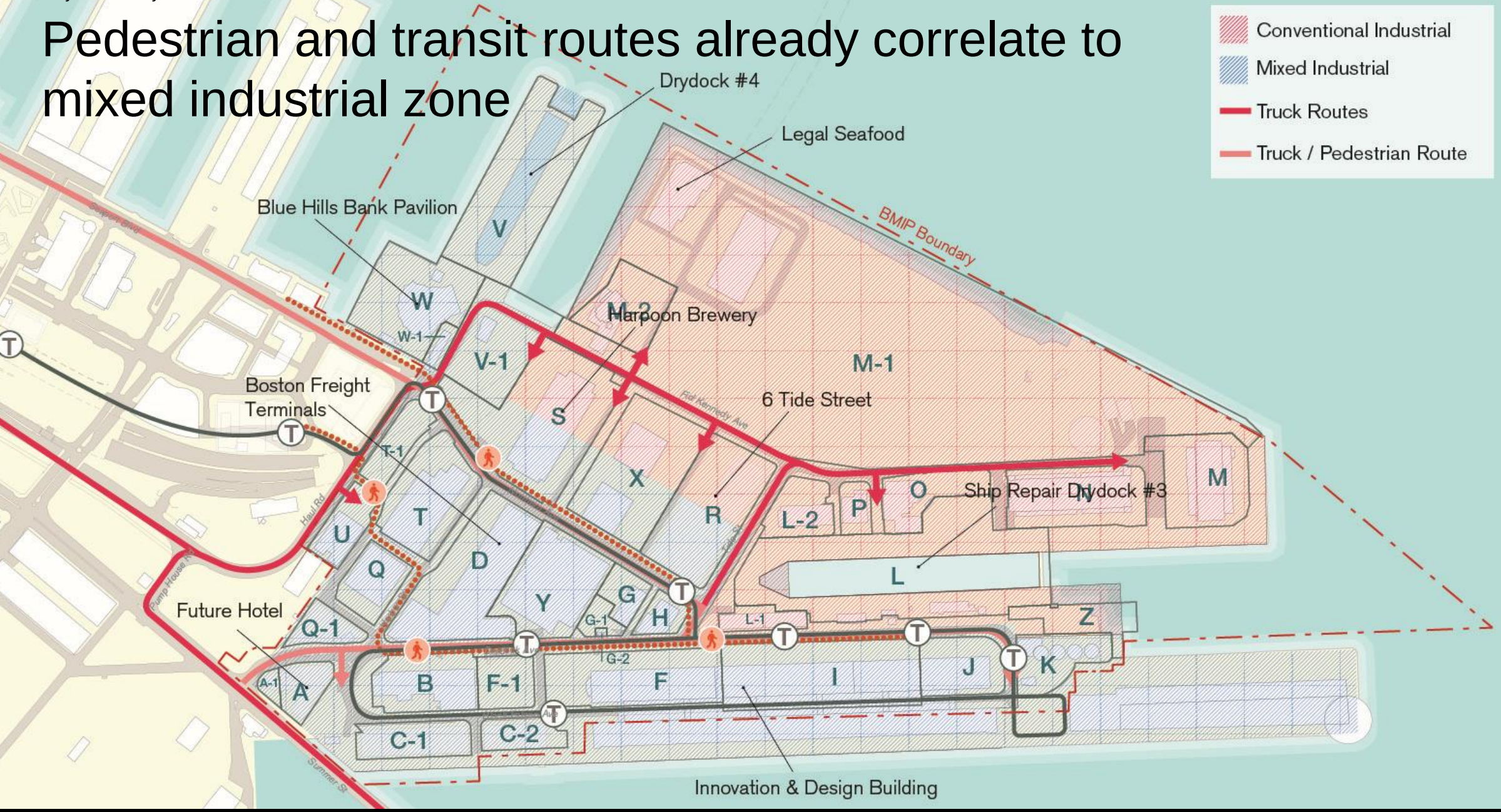
South Boston Transportation Plan – Existing and Future Truck Routes

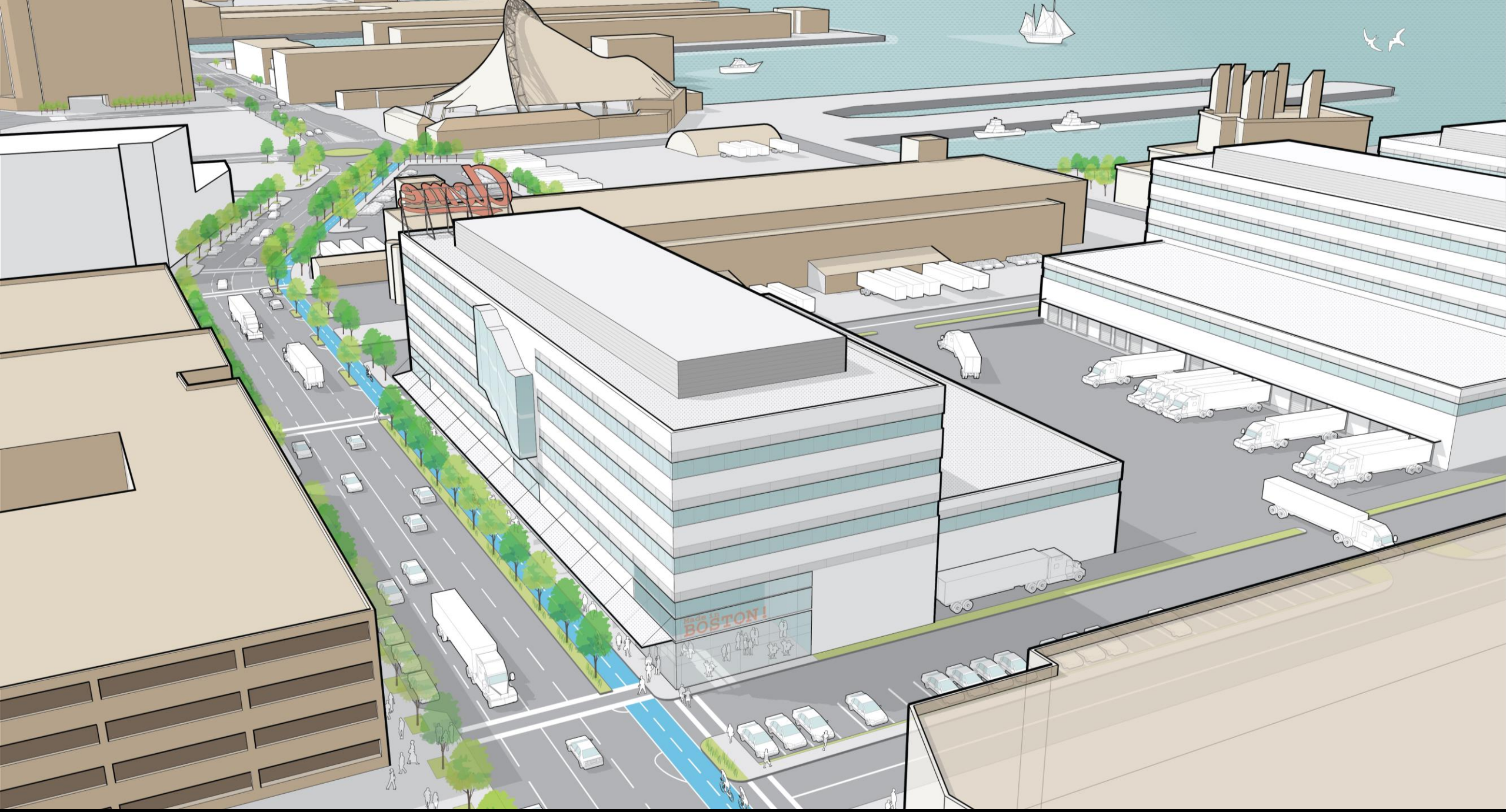
- For RFMP's industrial uses to continue thriving recommendations to the roadway network include:
  - **Highway access and arterial improvements should be prioritized** to discourage freight traffic using neighborhood and commercial streets.
  - Haul Road's function to connect from I-93 North should 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.



Existing Truck Routes in South Boston

Pedestrian and transit routes already correlate to mixed industrial zone

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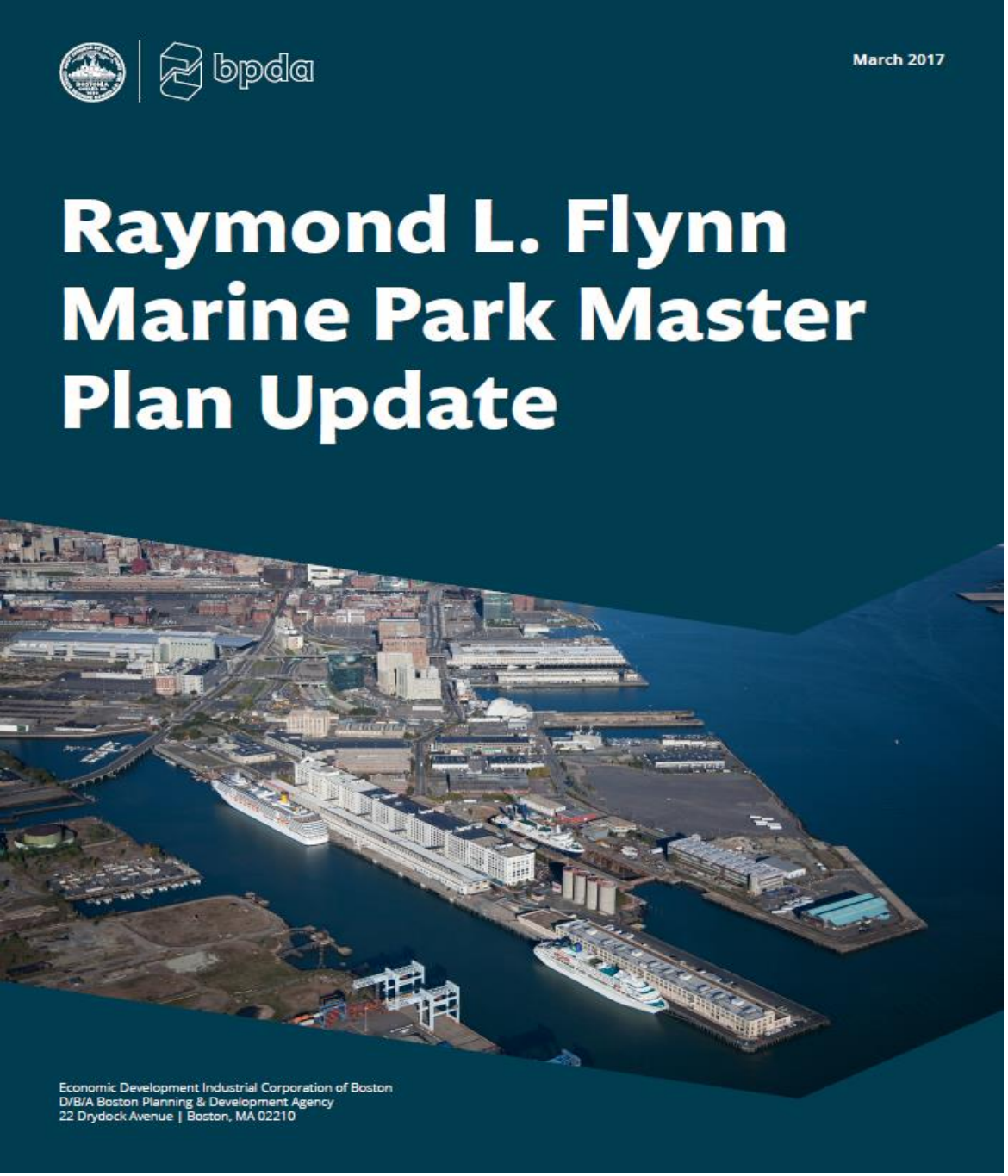

Draft Master Plan Update
www.bostonplans.org

Comments Due:
May 5, 2017

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May 11 EDIC Board Meeting

Filing with Executive office of Environmental Affairs