



June 3, 2022

Bethany A. Card, 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 Card:

The Boston Redevelopment Authority/Economic Development and Industrial Corporation d/b/a the Boston Planning and Development Agency ("BPDA") is pleased to submit supplemental material to the Final Master Plan Update ("FMPU") for the Raymond L. Flynn Marine Park ("RLFMP") that was initially submitted on February 17, 2022.

The supplemental material submitted as an attachment to this letter includes:

- Updated Table 7
- Updated Transportation Mitigation Table
- Updated Transportation Project and Mitigation Narrative

Additionally, the BPDA intends to submit a modified Consolidated Chapter 91 License Application for the redevelopment of certain parcels proposed in the FMPU that are ineligible for licensing under the existing Master Chapter 91 License #10233. The modification will include Massport Marine Terminal ("MMT") Parcels 4 and 5B that may be proposed for mixed use (water dependent industrial use and non-water dependent industrial use) development in the future. The MMT parcels would follow the same permitting process as other RLFMP parcels in order to be approved.

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

Very truly yours,

A handwritten signature in black ink, appearing to read "Richard E. McGuinness".

Richard E. McGuinness, Deputy Director for Climate Change and Environmental Planning  
Boston Planning & Development Agency

CC: Lisa Berry Engler, Director Massachusetts Office of Coastal Zone Management  
Tori T. Kim, Assistant Secretary/MEPA Director Executive Office of Energy and  
Environmental Affairs  
Daniel Padien, Waterways Program Chief, Mass DEP

**2022 Table 7**  
Marine Industrial Park Master Plan: Future Buildout Land Use Matrix

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.	Bldg Footprint	Marine Industrial	General Industrial	Comm.
BPA	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	50,233	16,967	673
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	0	50,469	0	37,159	0	37,159	0	13,310	0	13,310	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
J	21-26 Drydock Ave.	229,374	122,530	0	22,537	146,493	56,344	122,530	12,232	79,638	30,630	102,854	10,285	66,855	25,714
K	36 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
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 (Parcel 1)	Massport Marine Term.	84,188	37,286	0	84,188	0	0	37,286	37,286	0	0	46,902	46,902	0	0
M-1 (Parcel 2)	Massport Marine Term.	151,325	55,890	0	151,325	0	0	55,890	55,890	0	0	95,435	95,435	0	0
M-1 (Parcel 3)	Massport Marine Term.	70,251	0	30,000	70,251	0	0	30,000	30,000	0	0	40,251	40,251	0	0
M-1 (Parcel 4)	Massport Marine Term.	129,000	0	50,000	83,600	45,400	0	50,000	12,500	37,500	0	79,000	71,100	7,900	0
M-1 (Parcel 5-A)	Massport Marine Term.	47,522	0	15,300	47,522	0	0	15,300	15,300	0	0	32,222	32,222	0	0
M-1 (Parcel 5-B)	Massport Marine Term.	167,833	0	70,000	106,198	61,635	0	70,000	18,148	51,852	0	97,833	88,050	9,783	0
M-1 (Parcel 5-C)	Massport Marine Term.	79,747	0	30,912	79,747	0	0	30,912	30,912	0	0	48,835	48,835	0	0
M-1 (Parcel 6-A)	Massport Marine Term.	80,912	35,152	0	80,912	0	0	35,152	35,152	0	0	45,760	45,760	0	0
M-1 (Parcel 6-B)	Massport Marine Term.	92,323	0	26,776	92,323	0	0	26,776	26,776	0	0	65,547	65,547	0	0
M-1 (Parcel 6-C)	Massport Marine Term.	112,786	0	50,000	112,786	0	0	50,000	50,000	0	0	62,786	62,786	0	0
M-1 (Parcel 7&8)	Massport Marine Term.	483,500	0	14,500	483,500	0	0	14,500	14,500	0	0	469,000	469,000	0	0
M-1 (Other)	Massport Marine Term.	223,753	0	0	223,753	0	0	0	0	0	0	223,753	223,753	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	141,425	0	0	85,239	85,239	0	0	56,186	56,186	0	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	174,793	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	9,955
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/V-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		4,977,725	1,083,419	636,652	3,346,842	1,488,110	142,774	1,720,071	707,708	932,314	80,049	3,257,654	2,693,133	555,796	62,725
%		92.7%	21.8%	12.8%	67.2%	29.9%	2.9%								
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	69,182	0	0	35,642	0	35,642	0	33,540	0	33,540	0
Q-1	4 Drydock Ave / Channel St	38,798	25,909	0	47,522	0	36,799	25,909	0	25,909	0	10,890	0	10,890	0
T/T-1	2 Harbor St/9 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	17,851	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
%		7.3%	40.7%	21.6%	0.0%	77.6%	22.4%								
Total		5,369,936	1,243,114	721,537	3,346,842	1,792,588	230,506	707,708	1,112,937	144,006		2,639,133	679,652	86,500	

Notes:  
 1. Information source is the BPD.A.  
 2. Common facilities not included (G-2 Bell Atlantic Switch Station, Y Parking Garage)  
 3. See Table 5 for Existing Land Use Matrix.  
 4. Leader Bank Pavilion is a temporary facility.  
 5. R/FMP parcels not within the DPA are not subject to this license.  
 6. Additional non-water-dependent development on the MNT could be accommodated based on a demonstration of need to support the maritime industry during the Chapter 91 permitting.



## Raymond L. Flynn Marine Industrial Park Final Master Plan Update - Transportation Mitigation

Roadway						
Project	Description	Jurisdiction	Timeframe	Planning Status	Funding Status	Projected Cost
Northern Avenue/Haul Road/Fid Kennedy Avenue Intersection Realignment and Signalization	Realignment of Fid Kennedy Avenue approach to improve traffic operations and improve truck access to Fid Kennedy Avenue Corridor as well as signalization of intersection to improve traffic operations	BPDA Massport BTD/PWD	Short-Term	25% Design	Partial Design Funding, Developer mitigation funds expected to contribute towards this project	\$ 2,500,000
Fid Kennedy Avenue Realignment and Improvement	Straightening of nearly 90 degree turn as well as other design improvements along Fid Kennedy Avenue to improve truck access along Fid Kennedy Avenue corridor	BPDA BTD/PWD	Short-Term	Concept Design	Partial Design Funding, Developer mitigation funds expected to contribute towards this project	\$ 2,000,000
New Drydock Avenue Connection to Haul Road	Extension of Haul Road and Drydock Avenue to create a new signalized intersection; construction of New Road to connect new intersection with realigned Summer Street/Pappas Way intersection	BPDA BTD/PWD Massport	Long-Term	Concept Design	Not Identified	\$ 3,000,000
New E Street Connection to Summer Street	Extension of E Street to meet Summer Street/Pumphouse Road intersection	MassDOT BTD/PWD BPDA	Long-Term	25% Design	Construction Funding Not Identified	\$ 2,500,000

Parking						
Project	Description	Jurisdiction	Timeframe	Planning Status	Funding Status	Projected Cost
Adherence to Maximum Parking Ratios	Adherence to maximum parking ratios in advanced stages of development by BTD	BPDA/BTD	Long-Term	Complete	N/A	N/A

Active Transportation						
Project	Description	Jurisdiction	Timeframe	Planning Status	Funding Status	Projected Cost
Northern Ave Reconstruction	Reconstruction of Northern Avenue to provide six-foot separated bicycle lanes in each direction and improve pedestrian accommodations	BPDA	Short-Term	100% Design	Identified	\$ 2,750,000
Summer Street Bicycle Lanes	Protected bicycle lanes along Summer Street corridor; lanes are currently in place between Melcher Street and West Service Road; This would be done in conjunction with the Summer St project below in "Transit"	BTD/PWD	Short-Term	100% Design	Partial Funding	Included Below in Transit Project
Drydock Avenue	Complete Streets upgrades along Drydock Avenue	BPDA	Mid-Term	100% Design	Identified	\$ 4,500,000
Complete Streets Upgrades	All BPDA and BTD roadway improvements will comply with Complete Streets guidelines put forth by BTD	BPDA BTD/PWD	Long-Term	Complete	Not Identified	\$ 6,000,000
Adherence to Bike Parking Guidelines	Adherence to City's Bike Parking Guidelines and contributions to bike share system	BPDA/BTD	Long-Term	Complete	N/A	N/A
Bicycle Parking Garage	Centralized, dedicated parking facility for bicyclists in RLFMP	BTD	Long-Term	Concept only	Not Identified	\$ 1,500,000

Transit						
Project	Description	Jurisdiction	Timeframe	Planning	Funding Status	Projected Cost
Summer Street Bus/Truck Lanes	Dedicated, combined bus and truck lanes along Summer Street; lanes may operate as center or side-running. Also includes protected bike accommodations throughout	BTD/PWD	Short-Term	Concept Design	Partial Funding, Developer mitigation funds expected to contribute towards this project	\$20,000,000 (\$800,000 pilot)
North Station/South Station/South Boston Waterfront Bus Service	Bus service between North Station and the South Boston Waterfront via South Station	BTD MBTA	Long-Term	Concept Design	Not Identified	TBD
Seaport Circulator	Privately operated, publicly accessible circulating bus within South Boston Seaport, operating between 7 AM and 7 PM with 10-15 minute headways	Developers, Seaport TMA, BTD	Short-Term	Concept Design	Not Identified	\$900,000/year operating cost
Nubian Square / RLFMP Shuttle	Shuttle service (privately-operated, open to the public) between Nubian Square and RLFMP, operating with 10-15 minute peak headways and 25-35 minute off-peak headways	Developers, BTD	Short-Term	Concept Design	Identified	TBD
Pier 10 Ferry Terminal Revitalization and Service	Revitalization of Pier 10 ferry terminal with new service from Fan Pier or extension of existing services between Fan Pier and Lovejoy Wharf	Undetermined	Long-Term	Concept Design	Partial	\$2 million for revitalization
Fleet Expansions / Bus Platooning for SL1 / 2	Fleet expansion or bus platooning for Silver Line services to increase passenger capacity	MBTA	Mid-Term	Concept Design	Not Identified	TBD
Continued Consolidation of Private Shuttles	Consolidation of private shuttles offering service from between downtown locations (including South Station) and South Boston Waterfront for higher frequencies and congestion relief	BTD MCCA Seaport TMA	Long-Term	Concept only	Not Identified	N/A
Expansion of Local and Regional Ferry Services	Introduction of ferry services to Fan Pier and Pier 10 from Downtown, Charlestown, and East Boston and service enhancement of regional ferry services from Salem, Lynn, Hingham to Fan Pier	Undetermined	Long-Term	Concept only	Not Identified	Included above

Transportation Demand Management						
Project	Description	Jurisdiction	Timeframe	Planning	Funding Status	Projected Cost
GoBoston 2030 Mode Share Targets	Adherence to Go Boston 2030 mode share targets for future non-marine industrial buildout in RLFMP	BPDA/BTD	Long-Term	Complete	N/A	N/A
Adherence to TDM Guidelines	Adherence to City's TDM Guidelines and point system requirements	BPDA/BTD	Long-Term	Complete	N/A	N/A

## Raymond L. Flynn Marine Park Final Master Plan Update Supplemental Transportation Narrative

Investments in transportation infrastructure is critical in realizing the full development potential of the Raymond L. Flynn Marine Park (“RLFMP”), as represented in the Final Master Plan Update (“FMPU”) submitted in February 2022.

The transportation improvement projects identified in Table 1 below are short term projects expected to be completed or initiated over the next five year period. These roadway and transit investments are intended to relieve the existing and future traffic burden on the RLFMP transportation network.

**Table 1: Short Term Transportation Improvement Projects**

Project	Jurisdiction	Approximate Cost	Funding Status	Timeframe
Northern Ave Reconstruction	BPDA, BTD/PWD	\$2,750,000	Identified	Construction underway
Interim Haul Road Pedestrian Crossing	Massport	\$200,000	Identified	Partial Design Completed concurrent with 2 Harbor (18-24 months)
Fid Kennedy Avenue Realignment and Improvement	BPDA, BTD/PWD	\$2,000,000	Partial Design Funding (Developer mitigation funds expected to contribute towards this project, may also be funded by the Maritime Capital Reserve Fund)	Concept design due end of 2022
Northern Avenue/Haul Road/Fid Kennedy Avenue Intersection Realignment and	BPDA, Massport, BTD/PWD	\$2,500,000	Partial Design Funding (Developer mitigation funds expected to contribute towards	Concept design due middle of 2022



Signalization			this project)	
Pier 10 Ferry Terminal Revitalization and Service	BPDA, MCCA	\$2,000,000 (Plus operation costs of expanding existing ferry line)	Identified (City Funding, BPDA Maritime Reserve Fund)	Construction work proposed for FY23
Nubian Shuttle	Developers, BTD	\$700,000 (Includes ongoing operation costs)	Identified (Development Contributions)	Timeline coordinated with development projects
Summer Street Bus Lanes Pilot	BTD/BWD	\$800,000	Partial Funding (Developer mitigation funds expected to contribute towards this project)	Possible fall 2022 Pilot Project
<b>Total</b>	<b>N/A</b>	<b>\$10,950,000</b>	<b>N/A</b>	

The FMPU identifies a number of potential sites in the RLFMP that may be developed in the future. The timelines of these projects vary; however, the development projects identified in Table 2 below are short term projects expected to be completed or initiated in the next five year period.

**Table 2: Short Term Development Projects**

Parcel	Existing Use	Proposed Use
Parcel G (Tentatively Designated)	Municipal offices & vacant building	Approximately 320,000 sf life science and lab training (proposed tenant - Vertex)
Parcel L-1	Vacant building	235,500 sf life science and Boston

(Under Article 80 Review)		Ship Repair facility
Parcel O/P (Under Construction)	Former Au Bon Pain manufacturing & Former Mc Donald Steel	228,000 sf life science facility (Gingko Bioworks)
Parcel T (Phase 1 - Under Construction) (Phase 2 - Not yet started)	Vacant building (now demolished)	Phase 1 - 380,800 sf life science facility Phase 3 - Proposed ~380,000 sf life science facility
Parcel U (RFP to be released)	Vacant building	To be determined FAR 4.0 = 181,240 sf
Parcel X (Under Article 80 Review)	New Boston Seafood	742,000 life science facility, seafood tenants to be relocated within RLFMP

### ***Proposed Transportation Mitigation Approach***

As shown in Table 1 and identified through the Master Plan Update, there are a number of transportation projects that are required to unlock Marine Park development potential. All of these projects are critical for the future operations of the RLFMP; however, the realignment of Fid Kennedy is imperative to maintain truck efficiency for the maritime tenants. The realignment of Fid Kennedy will be completed by the later of December 2024 or the completion of the Massport-managed traffic circle conversion.

While we can anticipate a portion of the expense may be borne by federal, state, and local funding sources, we believe that future RLFMP developments undergoing permitting should contribute to the cost of investments that will benefit their tenants and that are required to reduce impacts to maritime stakeholders.

Reviewing the mitigation projects noted above, there is approximately \$4.85 million of improvement work that does not currently have an identified funding source. With that understanding, we believe that new development projects in the RLFMP should contribute approximately \$4.29 per square foot of building area, which is a value that has already been established as a fair transportation mitigation payment in the RLFMP. Given the development projects noted above that are not yet approved or under construction, that

would yield approximately \$7.9 million to be used for the mitigation projects identified and other transit improvements.

### ***Transportation Advisory Committee***

The Boston Planning & Development Agency and the City of Boston are committed to working with all relevant stakeholders to determining appropriate transportation mitigation measures and identifying appropriate internal or external funds to implement those projects.

Each project will be required to provide 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. The filing will also be consistent with MassDOT Transportation Assessment Guidelines.

As discussed in the RLFMP FMPU submittal, development 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. The Committee will provide feedback on a project's transportation analysis and impacts and monitor the implementation of transit and roadway infrastructure investments identified in the RLFMP Transportation Analysis that includes, roadways, parking, active transportation, transit, and transportation demand management.