

Raymond L. Flynn Marine Park Final Master Plan Update
February 2020 MEPA Notice
Response to Comments

Boston Freight Terminal

The FMPU promotes ground floor marine industrial and general industrial uses in new developments to promote affordable and up to date facilities for those businesses. Where ground floor marine industrial and general industrial uses are not proposed, mixed use development will provide income to support off site investments in marine industrial infrastructure, including improvements to the roadway network and waterside structures.

The FMPU includes a comprehensive transportation analysis focusing on maintaining and improving truck/freight access while supporting safe bike and pedestrian networks.

Boston Harbor Now

Based on feedback and comments received during the review of the DMPU, the BPDA has opted to maintain the minimum 67% maine industrial use requirement in the RLFMP as determined by the “ground floor equivalency” calculation outlined in the Master Chapter 91 License. The BPDA also has no plans to lift the cap on commercial uses, currently no more than 5% of the DPA portion of the RLFMP.

Commercial uses allowed in the RLFMP are intended to support and serve the tenants in the park. Commercial uses can be accessory or supporting, including office space, retail, restaurant or other uses intended to support the tenants and their employees. While these uses may be open to the general public, the BPDA has created conditions/protocols to prevent destination scale uses and facilities that may overwhelm the transportation and parking infrastructure in the RLFMP.

The FMPU includes a comprehensive transportation analysis focusing on maintaining and improving truck/freight access while supporting safe bike and pedestrian networks. The FMPU identifies transportation mitigation projects to support efficient travel networks that will be financed in part by new development to the RLFMP. FID Kennedy Avenue is planned to be improved to support direct freight/truck access through the RLFMP and connected to the South Boston Haul Road. Northern Avenue has been designed to provide safer pedestrian and bike access into and through the RLFMP while maintaining adequate truck access.

Boston Sword and Tuna

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Legal Seafoods

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The transportation analysis also provides recommendations to support tenant parking needs while also investing in public transportation including improvements to the Silver Line, other bus access infrastructure and water transportation opportunities including at Pier 10.

Massport

In August 2021 the BPDA Board authorized the extension of Massport's lease for the MMT for 50 years.

Based on comments and feedback received during the review process for the DMPU, the BPDA revised plans for new growth, reducing the number of parcels that would be permitted for mixed industrial uses. There was a strong preference to maintain parcels located along the waterfront as primarily marine industrial including the MMT and to accommodate landlocked parcels with greater flexibility of use. The reduction of development parcels, now nine in total with seven located in the DPA portion of the RLFMP helps maintain the compliance of uses required in the Master Chapter 91 License (67% Marine Industrial). During the DMPU review process the state disclosed that the calculation of uses must include the ground floor equivalency standard maintained in the Master Chapter 91

License. Massport's agreement for the MMT; however, provides additional considerations for upper floor mixed uses in the future provided the BPDA maintains compliance with the Master Chapter 91 License use percentages throughout the RLFMP.

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The transportation analysis also includes critical infrastructure investment needed to support freight/truck access at the RLFMP. This list of investments is organized into short to long term opportunities based on availability right of way and funding for design and construction. There is significant consensus to invest in the intersection of Northern Avenue, Haul Road and FID Kennedy to improve truck access and also to increase safer pedestrian and bike access. The BPDA and Masport are working with MassDOT, BTD and MBTA on the development of a new intersection design. The BPDA has recently completed 100% design for an improved Northern Avenue and is seeking design services for design and laying out a new FID Kennedy Avenue.

Reuben, Junius and Rose

No response required

Cape Cod Shellfish and Seafood

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Globe Fish Company

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Marcus Partners

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Pilot Development Partners

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Puritan Fish Company

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