



Aisling Kerr
Senior Program Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201
(delivered via email)

May 3, 2021

Subject: Parcels O and P (Raymond L. Flynn Marine Park), South Boston

Dear Aisling,

The FPNA would like to provide input to the proposed 8-story, 219,000sf Life Science/R&D building (with relevant ancillary uses) and the adjacent repurposed approximately 9,000sf adaptive reuse building that will serve as an amenity space for the tenants of the new life science/R&D building. The Project site is comprised of two parcels designated as Parcel O and Parcel P in the Raymond L Flynn Marine Park (RLFMP) Master Plan.

These two buildings continue the current trend of Life Sciences development in the RLFMP. This trend has considerably changed the mix of the type of traffic we see in the Park from primarily truck, bus and vehicles to now including increased pedestrian and bicycle use. This is driven primarily by an overall increase in development density and a use mix that drives more employees than the RLFMP currently supports.

The development of Parcel O and P will bring in more than 900 employees a day to the site. This is far in excess of the current and past use. The 96 on-site parking spots are not sufficient to support the expected vehicular mode share target of 57%. The additional parking needs would be satisfied by the Marine Park Garage on Northern Ave., approximately .3 miles away. The majority of the targeted transit ridership would use the SL2 MBTA transit route. The primary loading point would be South Station. The SL2 capacity at South Station currently performs at an unsatisfactory level of service without this buildout. The proponent and the city are advocating a mode share target of 20% pedestrian, primary access would be along Drydock Ave or Northern Ave.

The FPNA is dedicated to enhancing and preserving the quality of life in our community, to broadening citizen awareness and participation within our growing neighborhood, and to building a socially interactive civic life.

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The FPNA continues to be concerned with the safety of pedestrians and bicyclists in the RFLMP. The City and State have not made corresponding pedestrian and cycling infrastructure investments Park wide, in parallel to the RFLMP development, that would support safe travel for these modes. For Parcel O and P, we would like to see mitigation funding provide pedestrian crossing improvements at the intersections of FID Kennedy Ave. and Tide St. and the intersection of Tide St. and Northern Ave. We also would advocate for the intersection of Tide St. and Northern Ave. to become signalized.

Cycling in the RLFMP is a safety hazard with minimal separation between bicyclists and the large number of trucks using the roadways. The FPNA continues to advocate for separated cycle lanes on key roads in the RLFMP. For the Parcel O and P proposal, we would like to see the proponent at minimum provide mitigation funding for bollard separated cycle lanes to the project site from the intersection of Northern Ave and Tide Street.

The vehicle gateways into the RFLMP continued to be stressed. We would like to see the City execute on it's own study recommendations of signaling the intersection of Haul Rd., Northern Ave. and Fid Kennedy Ave.. We also would like to see the RFLMP Master Plan Update recommendation of a new intersection to connect the Haul Rd to Drydock Ave. approved. The proponent of parcels O and P should provide mitigation funding to both of these projects.

The MBTA SL2 capacity and headways currently operate at an unsatisfactory level of service. The proponent should provide mitigation funding to enhance the SL2 transit stop on Northern Ave., closest to the project site. Improvements should include additional seating, an expanded weather protection area and an on-time arrival and departure board.

We are disappointed to see no water dependent use or marine blue technology use on-site in a Designated Working Port.

It is also disconcerting that no details are provided regarding the proponents contribution to the Climate Resiliency Infrastructure Fund. We recommend this contribution be identified prior to any approvals.

Sincerely,

Tom Ready

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