

RESERVED CHANNEL DEVELOPMENT

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PAPPAS ENTERPRISES, INC.

CAC / Public Meeting EEA# 16802

DEIR Pre-Filing Meeting

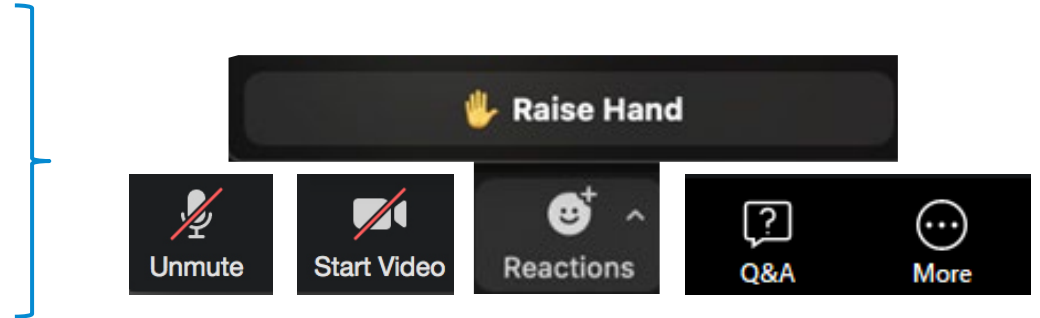
April 29, 2026

Zoom Meeting Info

We want to ensure that this conversation is a pleasant experience for all. The host will mute all participants during the presentation to avoid background noise

Technology Tips and Discussion Plan

1. This meeting will be recorded. If you do NOT wish to be recorded during the meeting, please turn off your camera.
2. Zoom controls are available at the bottom of the screen. Clicking on these symbols activates different features.
3. The agenda includes a time for questions and comments, during this portion we will ask that you use the 'Raise Hand function'. Until then, the Q&A function is available to submit questions. (the 'Chat' has been disabled)



Project Information and Follow Up

Information Sources and Contacts

1. The presentation material for this evening will be available to view on the project webpage following the meeting.
2. Project material is hosted on:
the BPDA Project Website | Bostonplans.org/projects/development-projects/reserved-channel
The Project Team's Website | RCDBoston.com
3. Outstanding questions can be directed to:

Regulatory:

MEPA | Tori Kim (Tori.Kim@mass.gov)

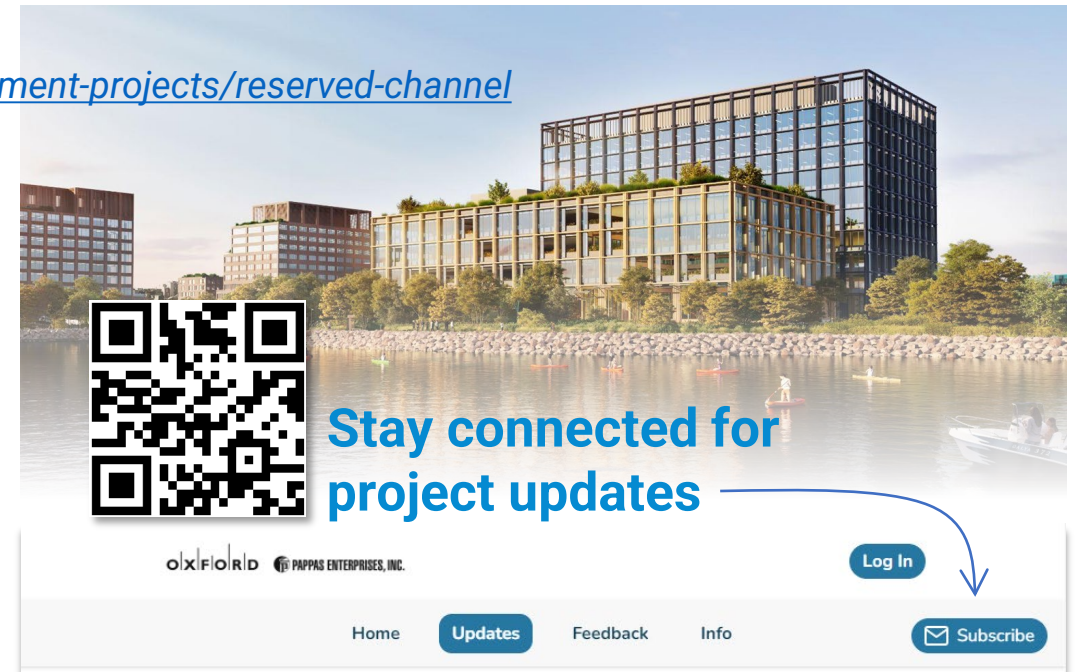
MEPA | Alexander Strysky (alexander.Strysky@mass.gov)

MEPA | Kate Harson (kate.harson@mass.gov)

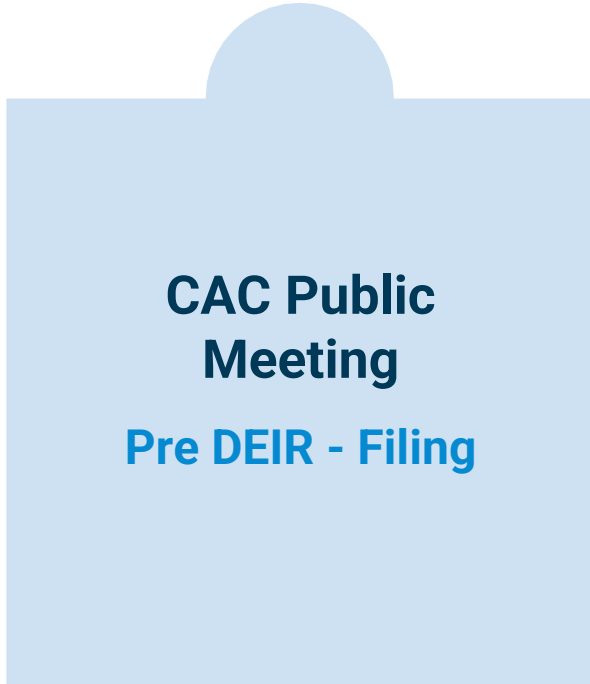
Boston Planning | Nick Carter (nick.carter@boston.gov)

Project Proponent:

'OxP' | Justin Kunz (jkunz@oxfordproperties.com)



Today's Agenda



10 MINUTES:

1 | Project Overview and Update

- A. Program and Initial Phase
- B. Happenings Since Last Meeting

30 MINUTES:

2 | DEIR Filing Preview

- A. Summary of What is Included
- B. Transportation
- C. Coastal Resilience
- D. Utility Infrastructure
- E. Environmental Justice & Air Quality
- F. Greenhouse Gas
- G. Tidelands (Chapter 91) / Wetlands
- H. Public Benefits and Mitigation

REMAINDER

3 | Feedback and Discussion

1 | Project Overview and Update

1. Project Overview

42-Acre Reserved Channel Site, South Boston



1. Project Overview

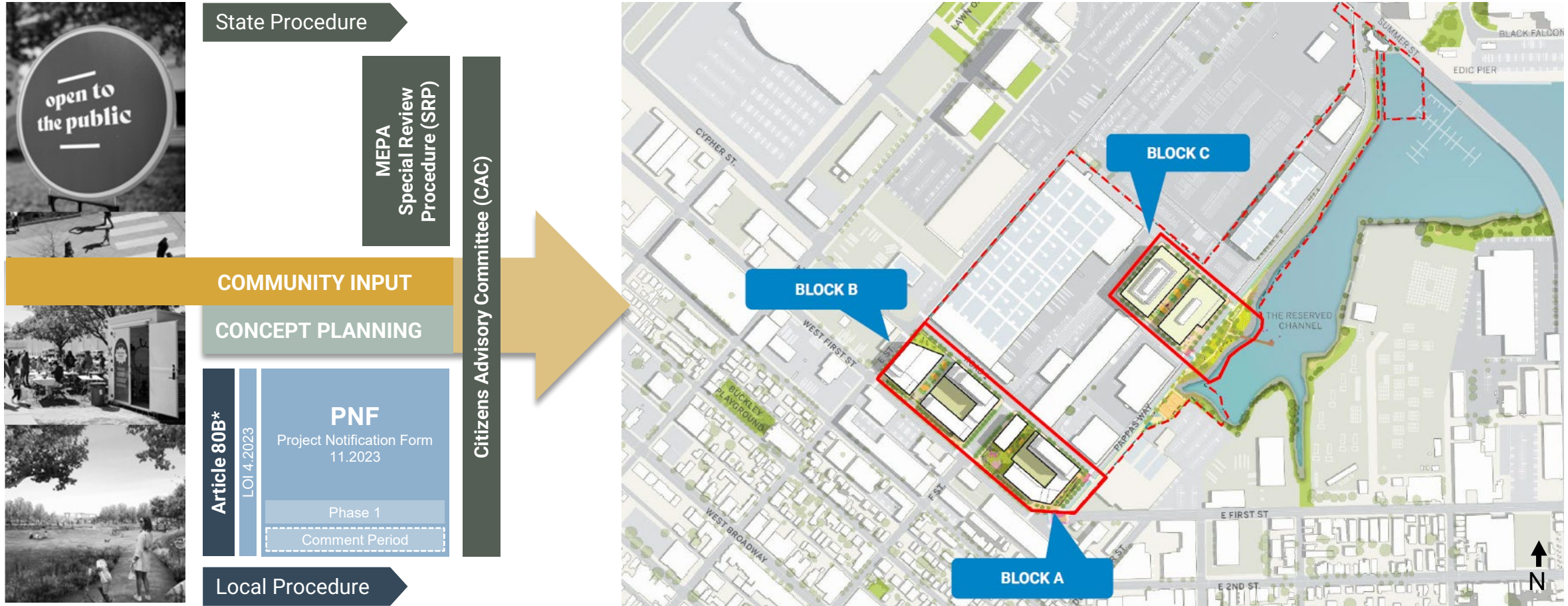
MEPA Special Review Procedure (SRP) Focuses on **Phase 1 Project and Master Plan**



* Article 80 Review "Light" (Voluntary) for projects on Massport Land

1. Project Overview

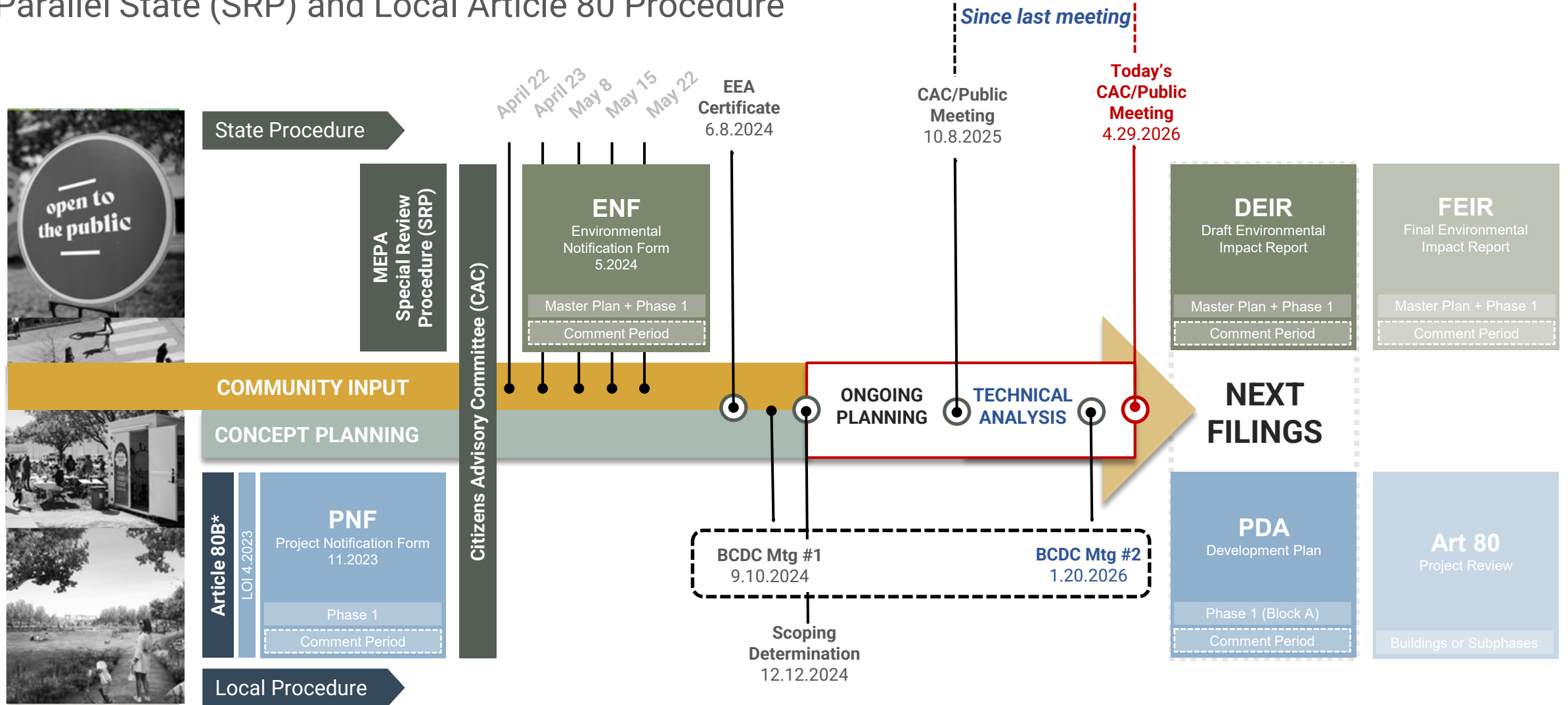
MEPA Special Review Procedure (SRP) Focuses on **Phase 1** Project in More Detail



* Article 80 Review "Light" (Voluntary) for projects on Massport Land

1. Project Overview

Parallel State (SRP) and Local Article 80 Procedure



* Article 80 Review "Light" (Voluntary) for projects on Massport Land

1. Project Overview

CAC Meeting F Recap - Plan Changes in Response to Comments

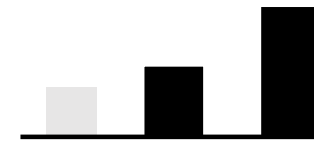
1 Program and Uses



From commercial buildings near West First St...

... to Residential only

2 Building Scale



Shift the density...

...away from the neighborhood and increase setbacks

3 Mobility Network



On West First Street...

... Add bike lanes

On Pappas Way...

... Limit car traffic

On F Street...

... Support a transit oriented future

4 Open Space Strategy



Turn Pappas Way / West First Intersection...

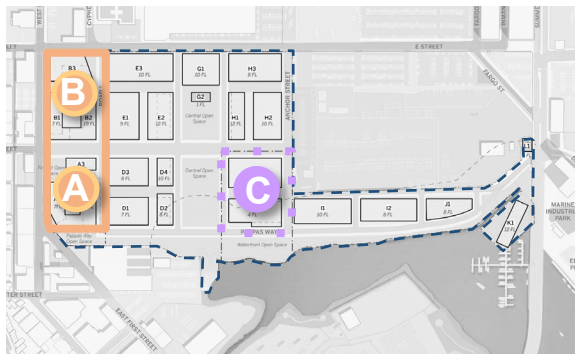
... Into long term Pappas Way Open Space

1. Project Overview

CAC Meeting F Recap - Plan Changes in Response to Comments

Responsive to:

- Pursue use mix with a greater mix of residential; less demand on roads – (BPA)
- Explore alternative Phase 1 program with majority residential uses – (MEPA)



Phase 1 Block Locations (A, B, & C)



Old Plan (PNF/ENF)
Final Buildout (A&B)



New Plan
Final Buildout (A&B)

AREA SUMMARY	SF	UNITS	%
PHASE 1 - ENF	1,739,000	205	100%
Commercial *	1,448,500		83%
Residential	200,500	205	12%
Retail / Civic	90,000		5%

AREA SUMMARY	SF	UNITS	%
PHASE 1 - Revised	1,559,500	935	100%
Commercial *	567,000		37%
Residential	908,500	935	58%
Retail / Civic	84,000		5%

* Block C remains a part of the Phase 1 Commercial program, unchanged from previous filing

Lab / Office
 Residential / Hotel

1. Project Overview

CAC Meeting F Recap - Comments

How to make streets safe and truck-free?

What's the traffic load?

What is the view from the neighbors here?

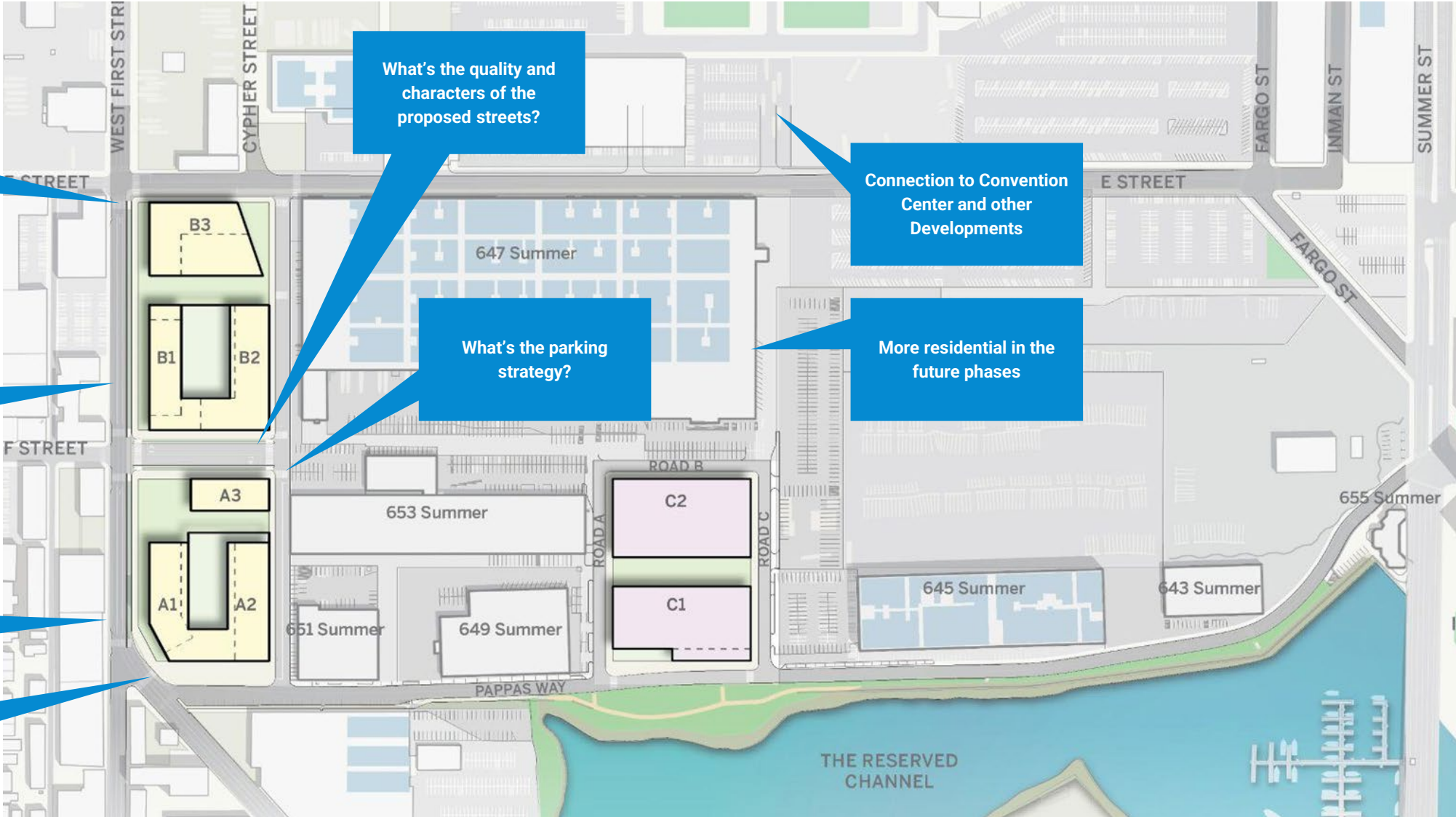
More details on transit and resiliency

What's the quality and characters of the proposed streets?

What's the parking strategy?

Connection to Convention Center and other Developments

More residential in the future phases



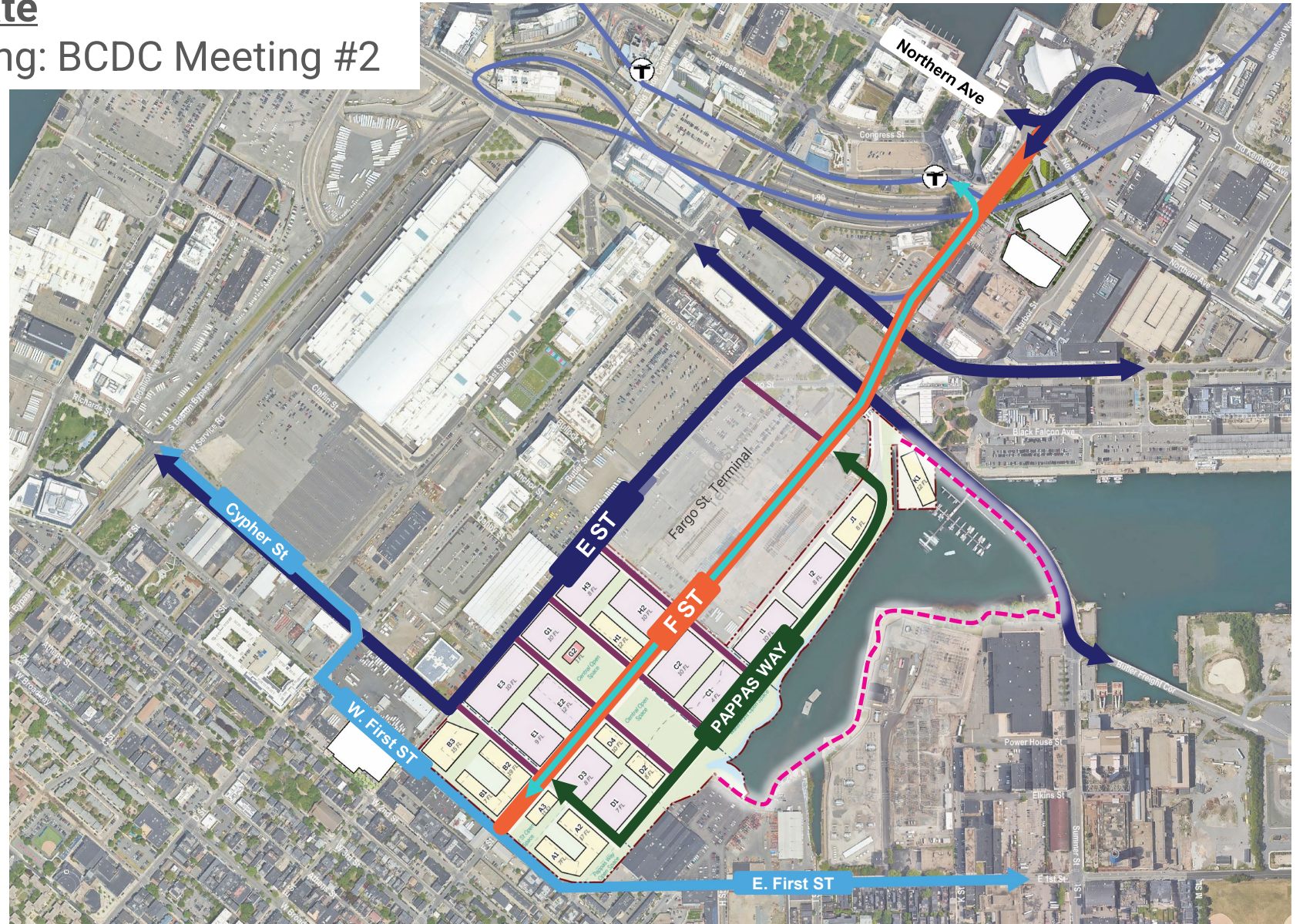
1. Project Overview and Update

Happenings Since Last Meeting: BCDC Meeting #2

- ✔ **F Street Planned for Realization**
 - ✔ means for central, Silver Line connectivity
 - ✔ Neighborhood Gateway
 - ✔ Innovation Common

- ✔ **Pappas Way; Safe & Resilient Future**
 Transition to secondary, pedestrian oriented street; recreational edge, rational safe intersections
 - ✔ **Waterfront Open Space**
 - ✔ **Central Open Space**
 - ✔ **The Basin Loop**
Multi-stakeholder project

- ✔ **West 1st Bicycle Infrastructure achieved along Project's Frontage**
- ✔ **Maritime Operational Needs Supported**



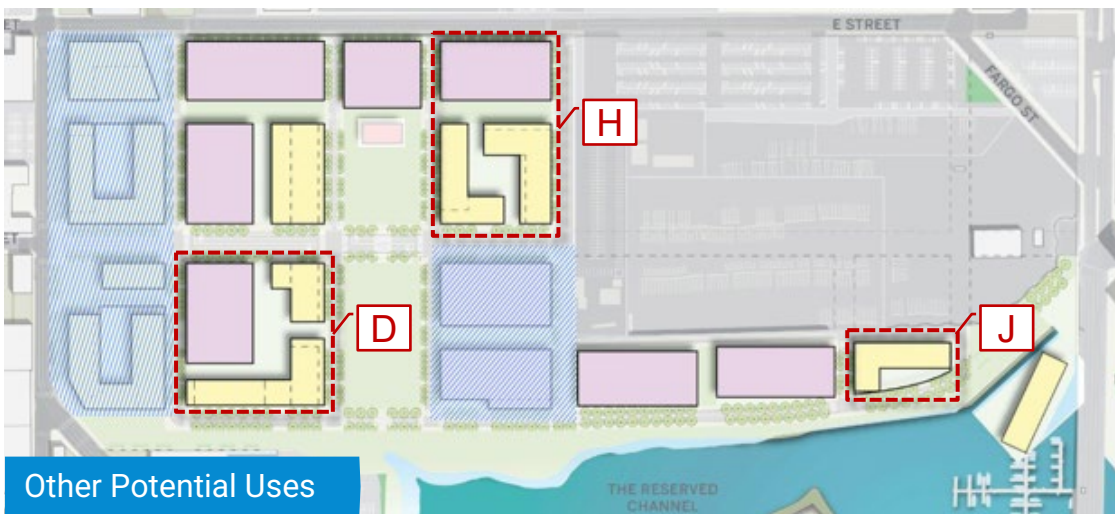
1. Project Overview and Update

Happenings Since Last Meeting: Framework Flexibility

Excerpt from future DEIR filing



DEIR Build Condition



Other Potential Uses

2.6.4 Block D (Building's D1, D2, D3, and D4)

Section	Description
Block Area	131,038 sf (3.01 acres)
FAR	5.8 (761,000 sf)
Site Availability	Medium Term. Existing improvements and operations on site.
Site Access Pedestrian Automobile Service Vehicles	D1: Pappas Way, D2: Road 2, D3: F Street, D4: Road 2 D1 and D3: Road 1, D2 and D4: Road 2 D1 and D3: Road 1, D2 and D4: Road 2
Maximum Height	D1: 132 feet, D2: 100 feet, D3: 148 feet, D4, 121 feet
DEIR Build Condition	D1: 254,000 sf Office / Life Science, 10,000 sf of general retail D2: 96 Units (88,000 sf) residential, 5,000 sf of general retail D3: 287,000 sf, Office / Life Science, 10,000 sf of general retail D4: 111 Units (102,000 sf) residential, 5,000 sf of general retail
Other Potential Uses	D1: 241 Units (220,000 sf) residential, 10,000 sf of general retail D2: 194 Units (177,000 sf) residential, 5,000 sf of general retail D3: 381,000 sf Office / Life Science, 10,000 sf of general retail D4: becomes 'D2'
FAR, Site Access and Maximum Height reflect the DEIR Build Condition.	

1. Project Overview and Update

Phase 1 Design Guidelines

1. Planning Orientation

- Intent of Design Guidelines
- Background
- Block Plan Parameters

1. Public Realm Design Guidelines

Overview

- Approach
- Character Zones and Programming
- Resiliency Strategy

Open Spaces

- Landscaped Corridors
- West First Gateway
- Pappas Way (Interim Improvements)
- Waterfront Improvements (Interim Improvements)

Streetscapes

- West First Street
- F Street
- Road 1 (Interim Improvements)
- Road A, B, C (Interim Improvements)

3. Building Design Guidelines

Overview

- Height Control
- Massing Expression and Articulation
- Building Height and Mechanical Enclosures
- Access and Pedestrian Prioritization
- Building Frontages
- Design Expression

Block A Guidelines

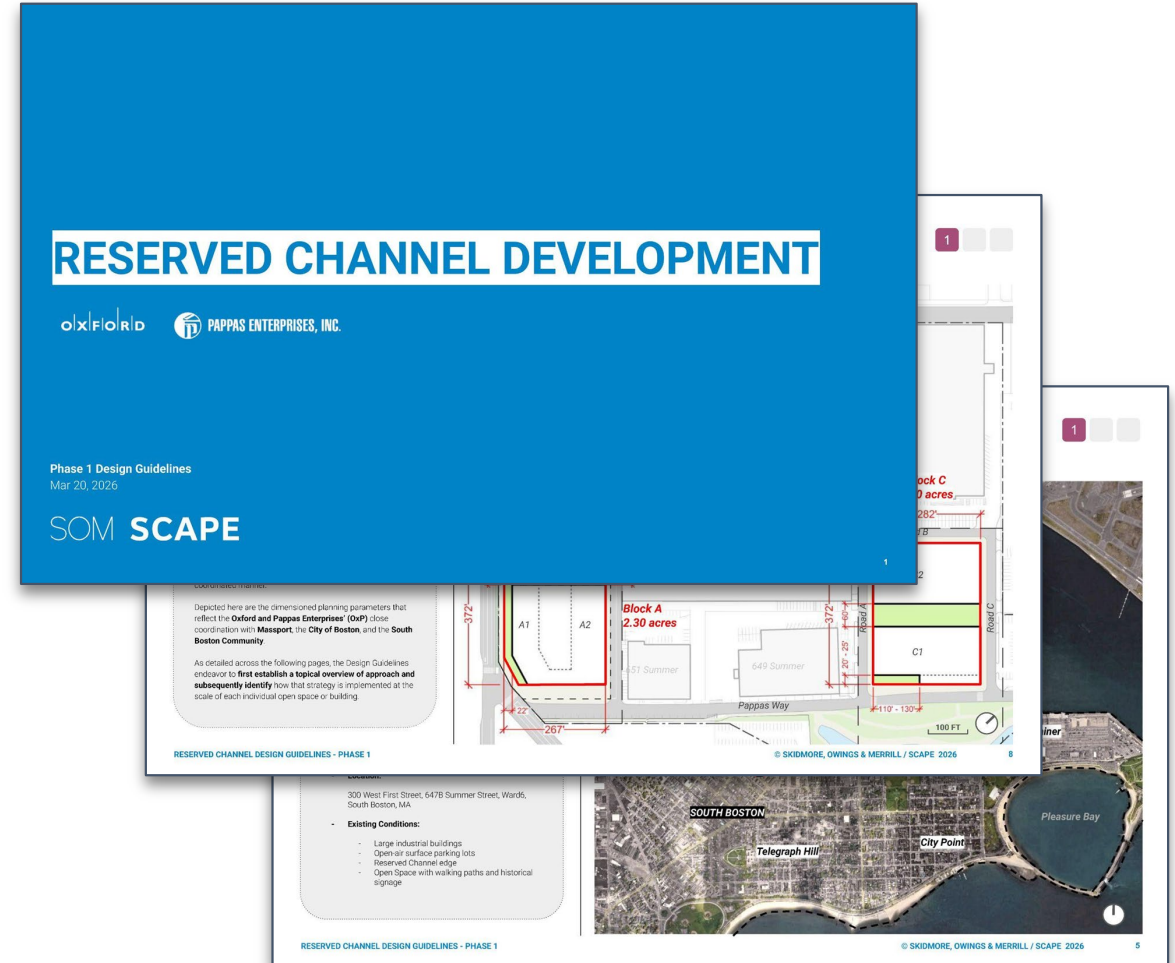
- Setback and Street Relationship
- Massing
- Ground Floor Activation
- Facade Look and Feel

Block B Guidelines

- Setback and Street Relationship
- Massing
- Ground Floor Activation
- Facade Look and Feel

Block C Guidelines

- Setback and Street Relationship
- Massing
- Ground Floor Activation
- Facade Look and Feel



1. Project Overview and Update

Phase 1 Design Guidelines - Open Space

2. Public Realm Design Guidelines
West First Gateway

Open Space

PROGRAMMED TERRACES

ENTRY PLAZA

NEIGHBORHOOD RECREATION

W 1ST ST

Overview

Overview

** Elevations are referenced to the BCB datum. To convert to NAVD88, subtract 6.46 ft.*

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Through the prioritization of native or regionally adapted species suited to Boston's climate, approximately 25% canopy coverage of the site can be achieved within the first five years of planting across streetscapes and open spaces. Executed in coordination with the project's Green Infrastructure strategy, the new urban tree canopy will be positioned to support stormwater management, ecological health, and urban habitat for the long term.

SCAPE CORRIDOR

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Interventions in the neighborhood gateway accommodate everyday recreation and gathering, while landscape corridors intervene to break down the scale of blocks and introduce opportunities for more informal social spaces and temporary programming such as pop-up vendors, food trucks, and small community events.

Along the project's eastern edge, two interim open space interventions begin to establish connections along the length of the site. At the waterfront, Channel Park introduces opportunities for recreational uses, while at Pappas Way, an expanded public realm promotes improved access and variable programming.

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2. Public Realm Design Guidelines
West First Gateway

Open Space

ENTRY PLAZA

WELLNESS PLAZA

NEIGHBORHOOD RECREATION

FOREST NOOKS

INTERIM STREETSCAPE ACTIVATION

Design Guidelines

1. An open entry plaza shall be located at the corner of West 1st Street and F Street, creating a clear and inviting gateway into the site.
2. The West First Gateway shall function as a welcoming neighborhood park and entry space for the South Boston community, serving existing and future residents, patrons and employees.
3. The park shall incorporate active, multigenerational neighborhood amenities that support a range of community uses and informal gathering.
4. These amenities may include spaces for wellness and quiet activity such as yoga, tai chi, or contemplation, as well as active neighborhood uses such as play environments or flexible recreation areas.
5. Planting and tree canopy shall be incorporated generously to support pedestrian comfort and microclimates while reinforcing the landscape character of the park.

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Clear pedestrian routes and traffic-calming streetscape treatments.

3. Temporary streetscape activations, including paving or crosswalk art, may be incorporated to enhance wayfinding and signal the transitional identity of the district to promote accessibility to the waterfront. Opportunities to collaborate with local artists or community groups in the design and implementation of these installations should be explored.
4. A shared-use path shall be incorporated along Pappas Way, extending the continuity of the existing network along the Reserved Channel.
5. Planting, seating, and interim planter boxes shall provide shade, comfort, and spatial definition while remaining flexible for the future raised street condition.

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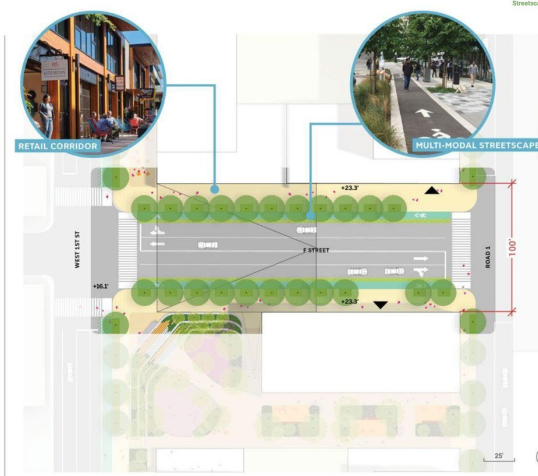
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1. Project Overview and Update

Phase 1 Design Guidelines - Streetscape

2. Public Realm Design Guidelines

F Street



Design Guidelines

- F Street will deliver the transportation 'backbone' of the greater project in the north-south direction. As a principal corridor serving both Phase 1 and future phase development, F Street shall feature separated bicycle lanes within a multimodal streetscape design that safely accommodates pedestrians, cyclists, transit users, and vehicles.
- Landscaping and furnishings along the street will be arranged to reinforce the streetscape rhythm while maintaining visibility to building storefronts and entrances.
- Sidewalks with a minimum width of 13 feet shall be maintained to provide adequate spill-out space for ground-floor retail and pedestrian activity.
- The street and public realm along this segment of F Street shall gradually ramp upward from the West 1st Street elevation to meet the target Design Flood Elevation (DFE), integrating resilience measures within the streetscape design and establishing the precedent for its continued north-bound trajectory.

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- Planted buffers between street level and upper level walkways shall provide seasonal interest, support pedestrian comfort and microclimate, and enhance ecological resilience along the streetscape.
- All planting areas shall be designed with a maximum slope of 3:1 to support healthy planting and long-term landscape performance.

RESERVED CHANNEL DESIGN GUIDELINES - PHASE 1

streets and public realm to meet the target DFE:

- Street trees shall be introduced using movable planter systems that provide shade, planting, and pedestrian comfort while allowing flexibility for future street reconstruction.
- Planter systems shall function as a temporary nursery for future street trees, allowing trees to establish and mature before being integrated into permanent planting zones when the streets are reconstructed.

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WEST 1ST STREET SECTION A

WEST 1ST STREET SECTION B

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INTERIM STREETScape ACTIVATION

PAPPA'S WAY

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2. Public Realm Design Guidelines

West First Street



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- Planter-based tree systems shall provide shade and landscape buffering between pedestrians and the roadway.
- The interim streetscape shall be designed to allow straightforward transition to the future raised street and public realm elevation.
- Planters, paving, and site furnishings shall be configured to be removable or adaptable as the streets are reconstructed to meet the future DFE elevation.

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TEMPORARY ROAD A, B, C SECTION

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- A furnishing zone of at least 6 feet shall be provided between the sidewalk clear path and bike lane, accommodating street trees, lighting, and furnishings that support retail activation and pedestrian comfort and microclimate.
- The furnishing zone shall include regularly spaced street trees that reinforce the rhythm of the streetscape.
- Street tree species shall be selected and maintained to prioritize clear sightlines to ground-floor retail and storefront activity.

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1. Project Overview and Update

Phase 1 Design Guidelines - Building Design

3. Building Design Guidelines

Massing Expression and Articulation

Overview

- Block A / Block B**
Block A and B respond to the scale of the adjacent South Boston neighborhood, with heights generally stepping down toward West First Street and the surrounding residential context. Greater height and density are concentrated farther from the neighborhood edge, while open spaces support residential livability and the public realm.
- Block C**
Block C is shaped by its relationship to the Reserved Channel waterfront, with massing organized to preserve openness toward the water and strengthen connections between buildings, public open space, and the waterfront edge.

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Overview

2. To limit conflicts along primary streets, **vehicular access** should be consolidated along secondary streets where feasible to minimize conflicts with pedestrian activity.
3. **Loading and service entrances** should be located on secondary streets and screened from primary public frontages to maintain an active and pedestrian-oriented streetscape.
4. **F Street, West First Street, and Pappas Way** should function as primary pedestrian-facing frontages for entrances and active uses, while Road 1 should accommodate loading, service, and parking access.

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Overview

3. **Spill-out areas, outdoor seating, and covered frontage areas are encouraged** to support pedestrian activity and animate the public realm.
4. Primary and secondary entrances should be provided to support **walkability** and be located to achieve a fine-grained retail environment.
5. Signage and shading elements should be **integrated with the building facade**, scaled to the pedestrian environment, and designed to maintain a **clear, cohesive, and well-ordered streetscape**.

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3. Building Design Guidelines

Building Height and Mechanical Enclosures

Design Guidelines

- In order to comply with Logan airspace requirements, all portions of any building, including mechanical Overruns, rooftop apparatuses, antennas, guardrails, etc. **must be below the FAA envelope**.
- Rooftop mechanical enclosures shall not exceed 40' in height for buildings supporting major life sciences uses, nor 30' for commercial office buildings, nor 25' for residential buildings.
- Rooftop planning should prioritize intentional setbacks, compatible with the overall building architecture.
- Rooftop mechanical equipment should be aggregated within **enclosed volumes** where feasible, and be **screened with specific attention to views** of the same from the public way.
- Within the Chapter 91 zone, block C building heights should be **terraced and stepped back to ensure compliance with waterfront height regulations**.

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Block C Existing Condition

- A lower scale industrial waterfront context defines the harbor edge through **warehouses, light industrial buildings, and working infrastructure**.
- The surrounding fabric is **pragmatic and utilitarian**, with simple forms, durable materials, and an emerging transition toward commercial and research uses.

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Design and views contribute to an inviting and well-lit streetscape.

- Materials should express their integrity and **prioritize durability and long-term performance** appropriate for waterfront and urban conditions.
- Facade material articulation should contribute to a **human-scaled, pedestrian-friendly environment** and **enhance the public realm experience**.
- Material expression should prioritize **solid facade systems** with punched or recessed openings that contribute to depth, shadow, and durability.

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1. Project Overview and Update

Phase 1 Design Guidelines - Block Details

3. Building Design Guidelines

Facade Look and Feel



Design Guidelines

- Material selection should **reinforce the residential character of the block**, maintaining compatibility with the surrounding neighborhood context while transitioning to the future commercial uses anticipated to occupy adjacent blocks.
- Facade compositions should **balance solid wall surfaces with generous openings** to support a welcoming and pedestrian-oriented streetscape while ensuring well-insulated high-performance buildings.
- Subtle variation in color and surface treatment** is encouraged to provide visual interest while maintaining consistency across the block.
- Facade detailing should incorporate **clear lines, expressed frames, reveals, and aligned joints** to create layered articulation, adding **depth, shadow, and dimensional richness** along streets and open-space frontages.



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continuity and support an active public realm.

- Exterior storefront and interior space planning should take advantage of **opportunities to connect and relate to the exterior public realm**.

Building	Potential Retail Typology
A1	Full Service Restaurant/Fast Casual
A2	Neighborhood Services
A3	Neighborhood Services




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planning and grade changes required to **elevate the site for resilience**, buildings along West First Street should be setback a min. of 22'.

- In order to establish a connective landscaped corridor and ensure **mid-block permeability**, a **min 45' passage** should be maintained between Building A1/A2 and Building A3.
- Along **Road 1**, street wall continuity shall be maintained except for the required 45' wide landscaped corridor.
- Street wall** continuity of building A3 shall be prioritized along F Street.

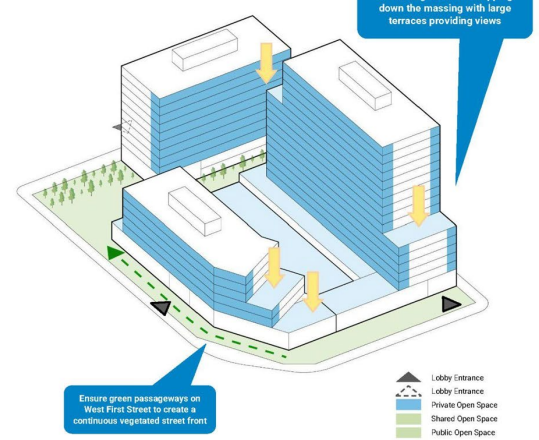


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3. Building Design Guidelines

Massing



Design Guidelines

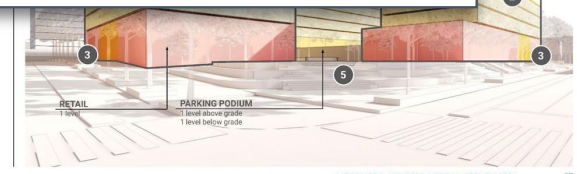
- Relative building heights across the block should reflect their proximity to the area abutters. **Building A2 should be the tallest** on the block; **Building A3 should be middle height**, and **Building A1 should be the lowest** on the block.
- Stepped terraces are strongly encouraged** to reduce the massing of the building, to provide shaded outdoor amenity spaces, and to provide elevated views toward the waterfront and open spaces.
- Private outdoor spaces are encouraged**, particularly on the sides of building; **facing public open space(s)**.
- Primary residential entrances** shall be planned along primary streets of F, West First, and Pappas Way.
- Service access** shall be provided **along Road 1**, including parking access and loading bay(s).

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street.

- Primary building entrance** for A1 should be provided along **West First Street**. A2 primary entrance should be along **Pappas Way**. A3 primary entrance should be along **F Street**.
- Width of residential bar buildings** should be between 65'-75'.
- Ground floor** should be **activated** with active retail, community space(s), and residential lobby entrance(s), and be planned in consideration of the surrounding public realm.



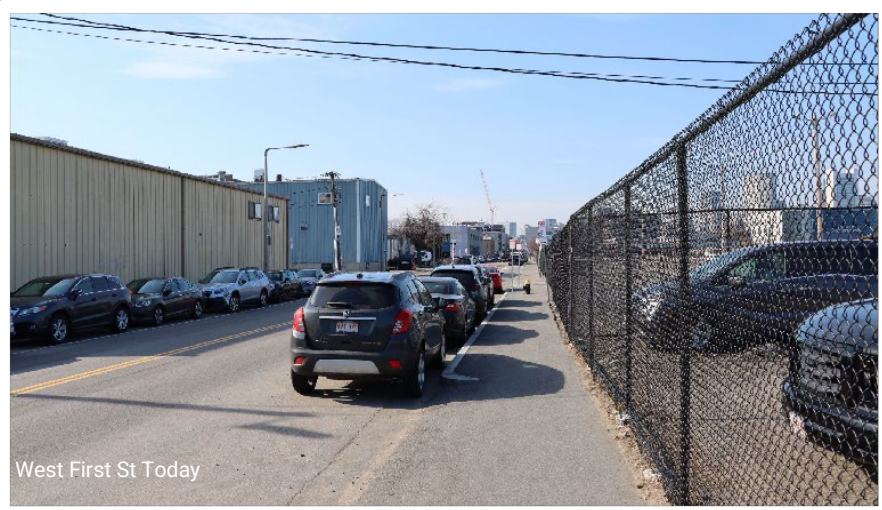
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West First St Today



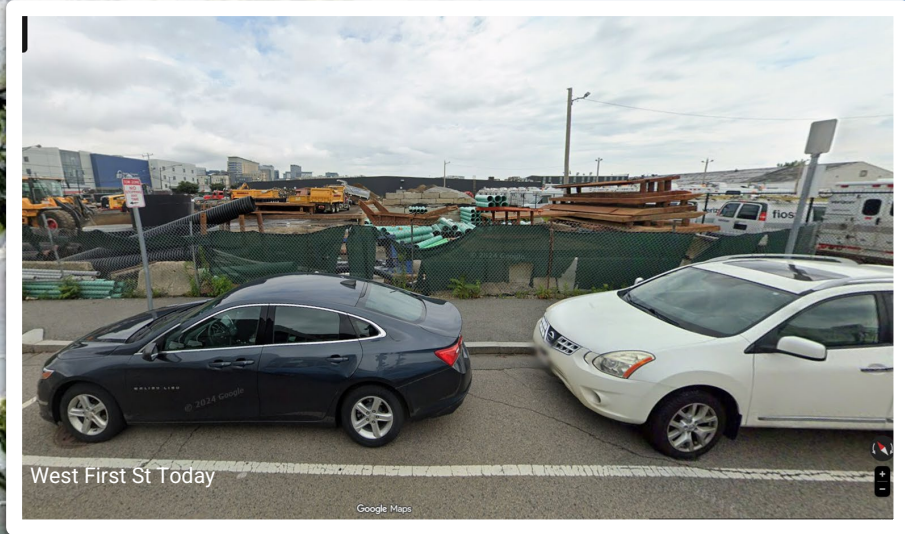
Proposed West First St Corridor



F Street Site Today



Proposed F Street Corridor



West First St Today

Google Maps



Proposed West First St and Landscape Corridor

2 | DEIR Filing Preview

2. DEIR Filing Preview

Summary of What is Included

Table of Contents

- 1.0 Project Description
- 2.0 Alternatives Analysis
- 3.0 Environmental Justice
- 4.0 Public Health
- 5.0 Chapter 91 / Tidelands
- 6.0 Wetlands and Stormwater Management
- 7.0 Transportation
- 8.0 Infrastructure
- 9.0 Hazardous Waste
- 10.0 Climate Change
- 11.0 Greenhouse Gas
- 12.0 Construction Impacts
- 13.0 Mitigation and Draft Section 61 Findings
- 14.0 Response to Comments

Narrative, facts
and figures

Appendices

- A Phase 1 Design Guidelines
- B Public Involvement Plan
- C Air Quality
- D Tidelands
- E Transportation
- F Coastal Engineering Analysis
- G Greenhouse Gas

More details
and/or technical
analysis and
reports

2. DEIR Filing Preview

Summary of What is Included

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Appendices

- A Phase 1 Design Guidelines
- B Public Involvement Plan
- C Air Quality
- D Tidelands
- E Transportation
- F Coastal Engineering Analysis
- G Greenhouse Gas

This Evening's Preview Focus

- Transportation
- Coastal Resilience
- Utility Infrastructure
- Environmental Justice & Air Quality
- Greenhouse Gas
- Tidelands (Chapter 91) / Wetlands
- Public Benefits and Mitigation

2. DEIR Filing Preview Transportation

Analyze local and broader impacts of Phase 1

Broader interaction of vehicle and multimodal travel on surrounding neighborhoods



Design Guidelines

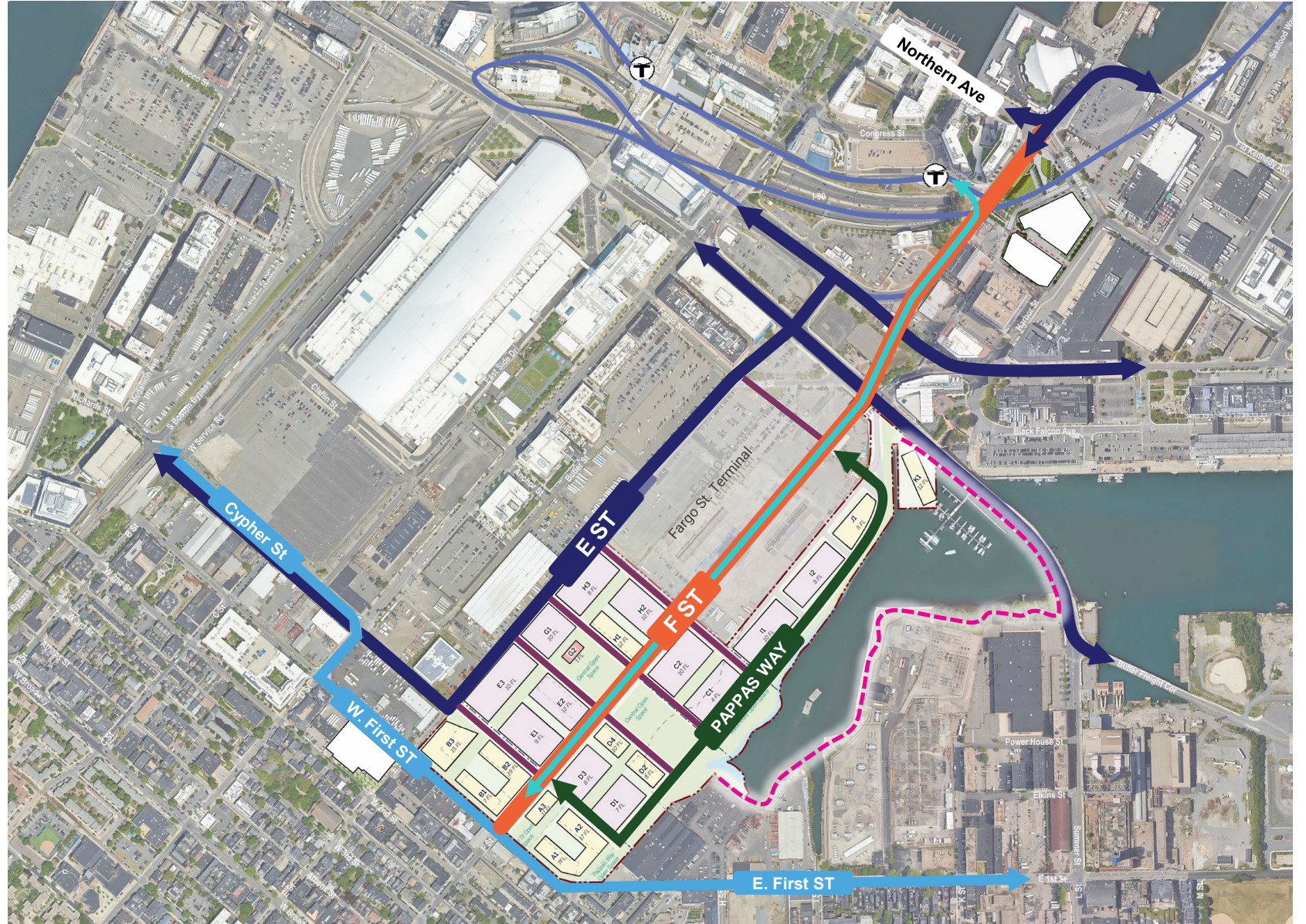
1. **Pedestrian access should be prioritized** along primary streets and key active corridors with primary **building entrances** located on **highly visible and walkable frontages**.
2. To limit curb cuts along primary streets, **vehicular access** should be **consolidated** along secondary streets where feasible to minimize conflicts with pedestrian activity.
3. **Loading and service entrances** should be located on **secondary streets** and screened from primary public frontages to maintain an active and pedestrian-oriented streetscape.
4. **F Street, West First Street, and Pappas Way** should function as **primary pedestrian-facing frontages** for entrances and active uses, while Road 1 should accommodate loading, service, and parking access.



2. DEIR Filing Preview Transportation

Introduce Master
Plan program,
which builds upon
Phase 1 footprint

Allows for
incremental
growth of the
project site with
re-orientation of
the roadway
network



2. DEIR Filing Preview

Transportation – approach confirmed with MassDOT and City of Boston

Existing Conditions

Follows Commonwealth's
Transportation Impact Assessment
guidelines

Capacity analyses for existing vehicle
and transit networks

29% of long-
term trips

Phase 1 Condition

Phase 1 site plan design
characteristics, interaction with
broader transportation network, and
transportation demand management
(TDM) program

Capacity analyses for future vehicle
and transit (non-Bus Network
Redesign) networks

100% of long-
term trips

Master Plan Condition

Master Plan site plan design
characteristics, interaction with
broader transportation network

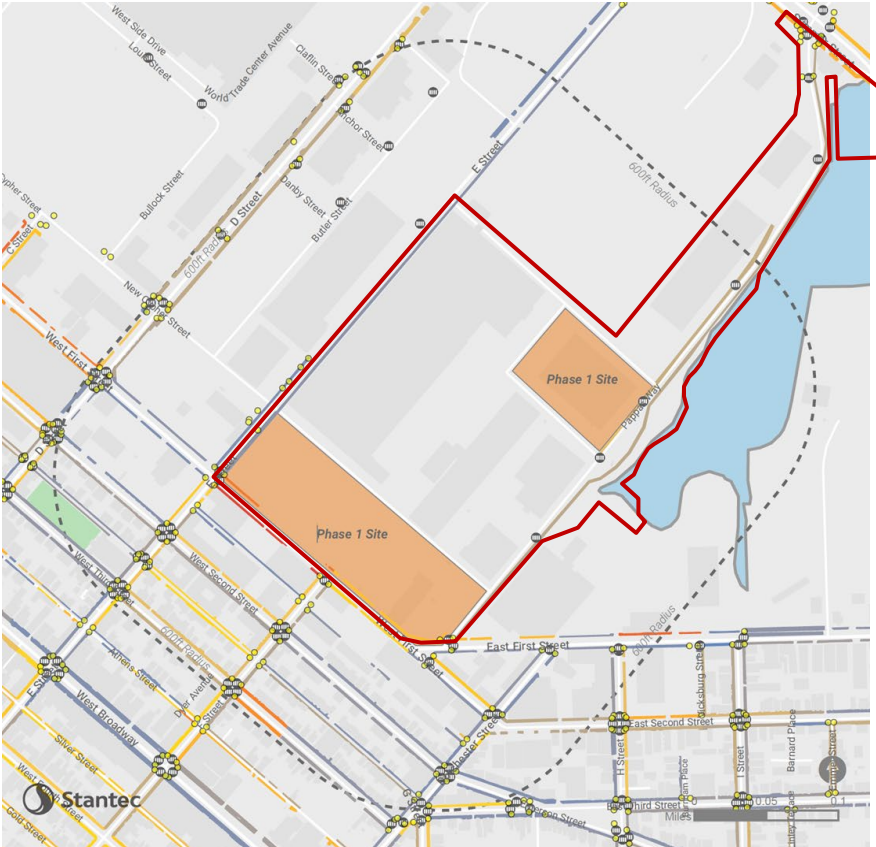
Capacity analyses for future
development to be completed as part
of future filings

2. DEIR Filing Preview Transportation

Existing Conditions

Follows Commonwealth's *Transportation Impact Assessment* guidelines

Capacity analyses for existing vehicle and transit networks



- Private Parking
 - Employee Parking
 - Leased Parking
 - Resident Parking
- Public Parking
 - 2hr Visitor Parking, Resident Permit Exempt
- No Parking/Loading
 - Loading Zone
 - Valet
 - No Parking
- Unregulated
- Metered Parking
- 30-Min Parking

- Crosswalks
- ADA-Compliant Curb Ramp
- Sidewalk Condition Index
 - Poor
 - Excellent

2. DEIR Filing Preview Existing Conditions

Transportation



Vehicle



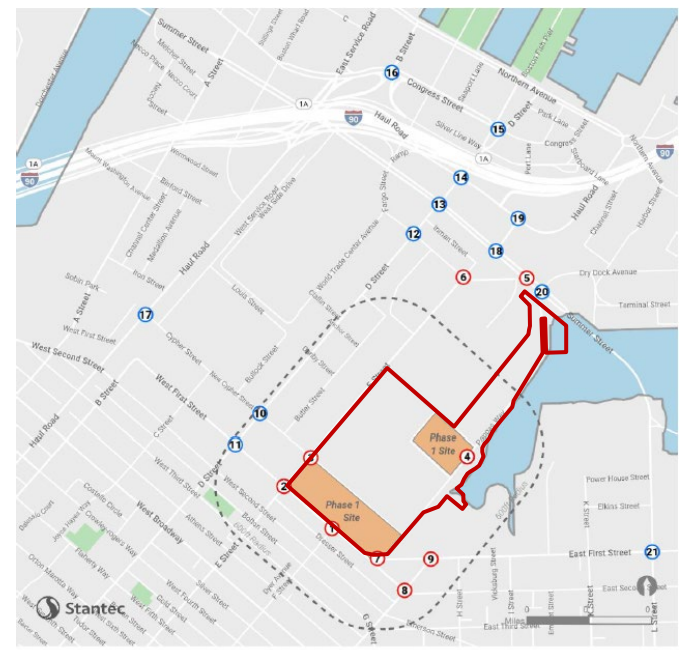
Bike/Ped



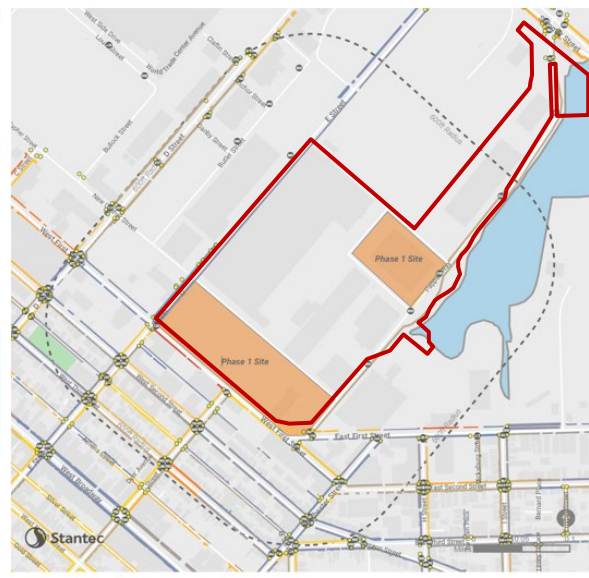
Transit



Freight



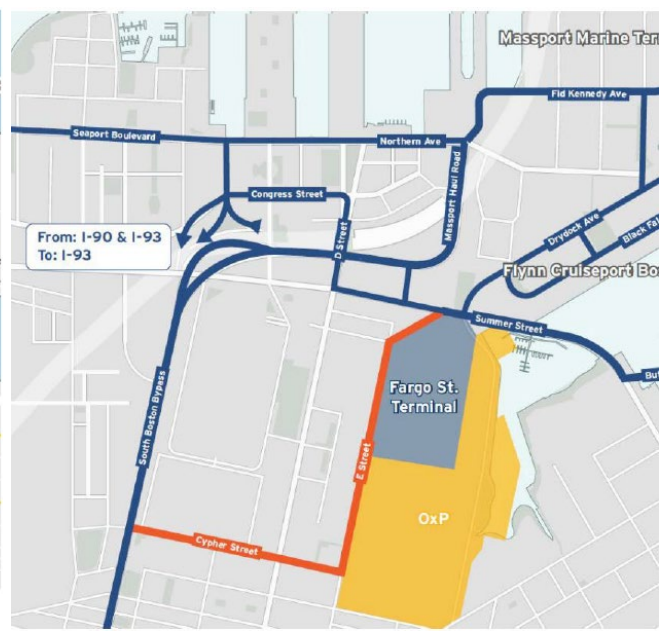
- Traffic modeling of study area intersections
- Crash analyses
- Nearby parking resources



- Complete streets compliance of local street network
- Local bicycle network



- Existing and future Bus Network Redesign transit networks



- Evaluation of local roadway network to meet on-site freight needs

2. DEIR Filing Preview Transportation

29% of long-term trips

Phase 1 Condition

Phase 1 site plan design characteristics, interaction with broader transportation network, and transportation demand management (TDM) program

Capacity analyses for future vehicle and transit (non-Bus Network Redesign) networks



Study Intersections

- Unsignalized
- Signalized

2. DEIR Filing Preview Transportation

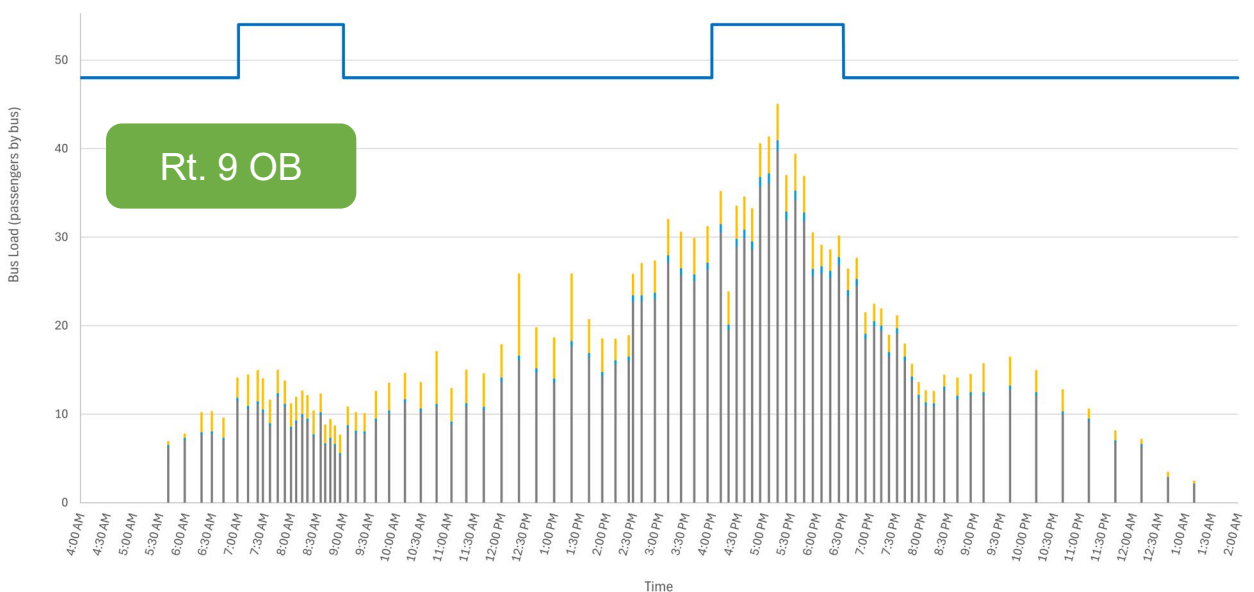
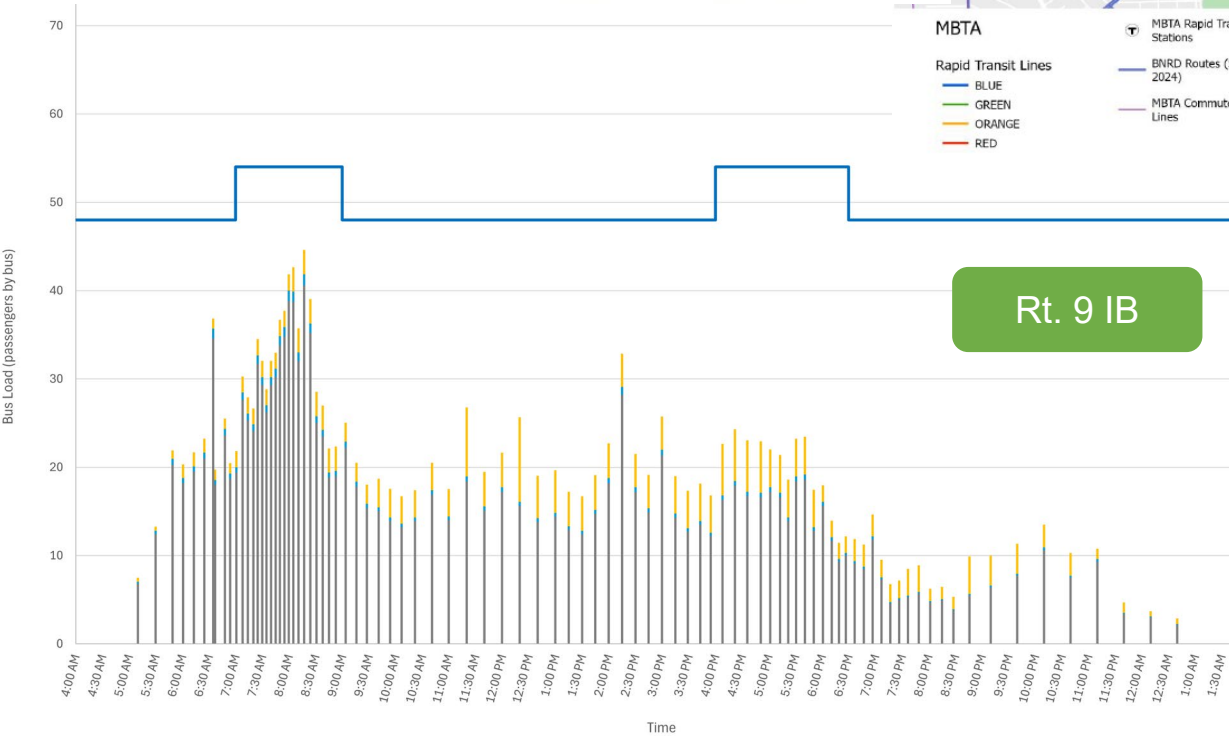


Phase 1 Condition

Phase 1 site plan design characteristics, interaction with broader transportation network, and transportation demand management (TDM) program

Capacity analyses for future vehicle and transit (non-Bus Network Redesign) networks

29% of long-term trips



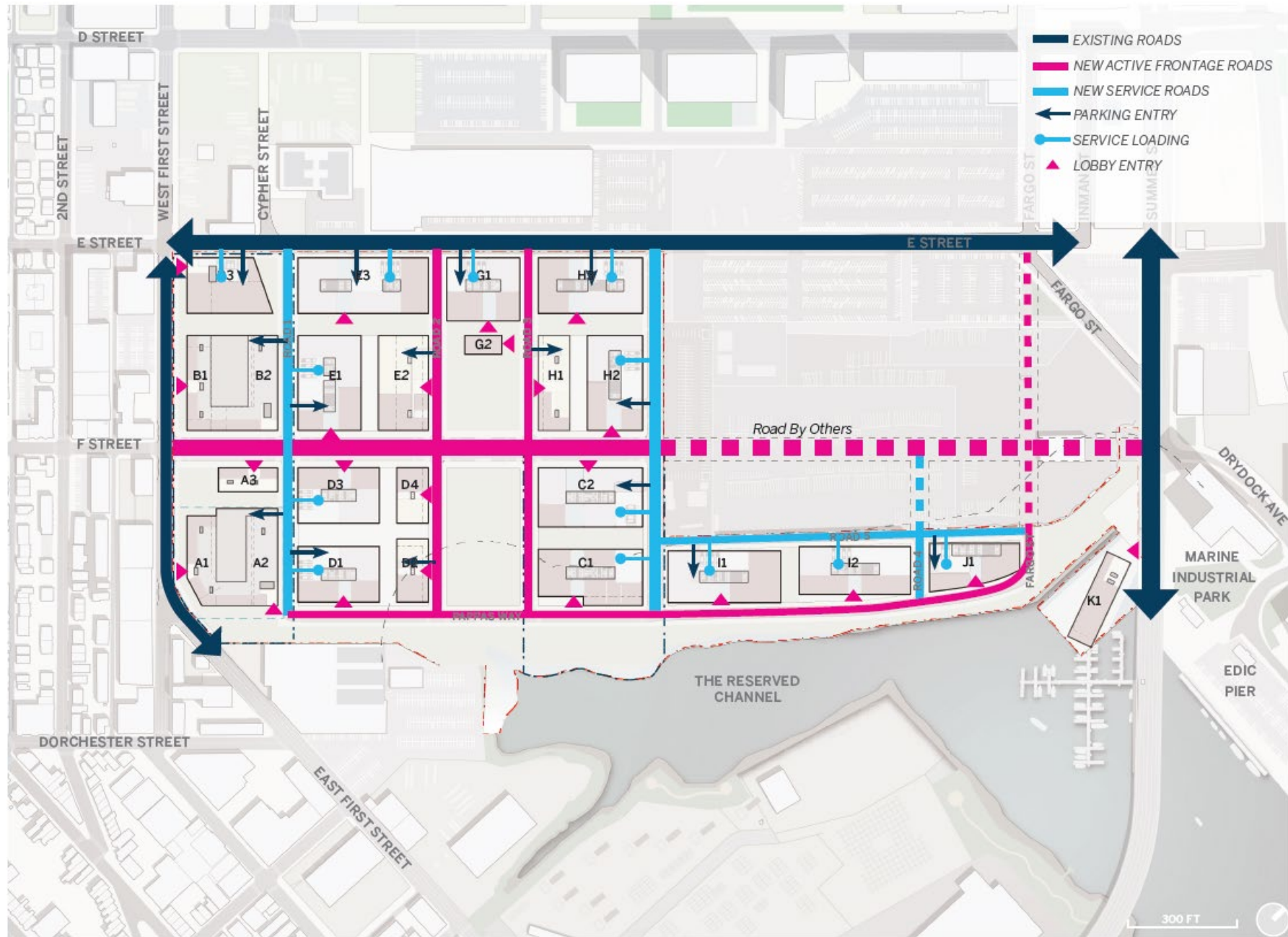
2. DEIR Filing Preview Transportation

100% of long-term trips

Master Plan Condition

Master Plan site plan design characteristics, interaction with broader transportation network

Capacity analyses for future development to be completed as part of future filings



2. DEIR Filing Preview

Coastal Resilience and Flood Redirection

Purpose

- Assess flood resilience performance of the proposed design phases
- Determine potential impacts of the proposed phases on the extent and depth of flooding during coastal storm events
- Determine potential impacts of the proposed phases on the flow patterns and flood velocities during coastal storm events
- Evaluate potential changes to damage/risk to neighboring parcels and assets

Cases

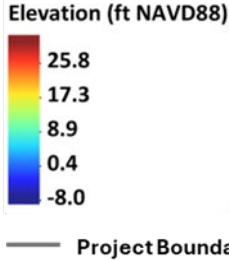
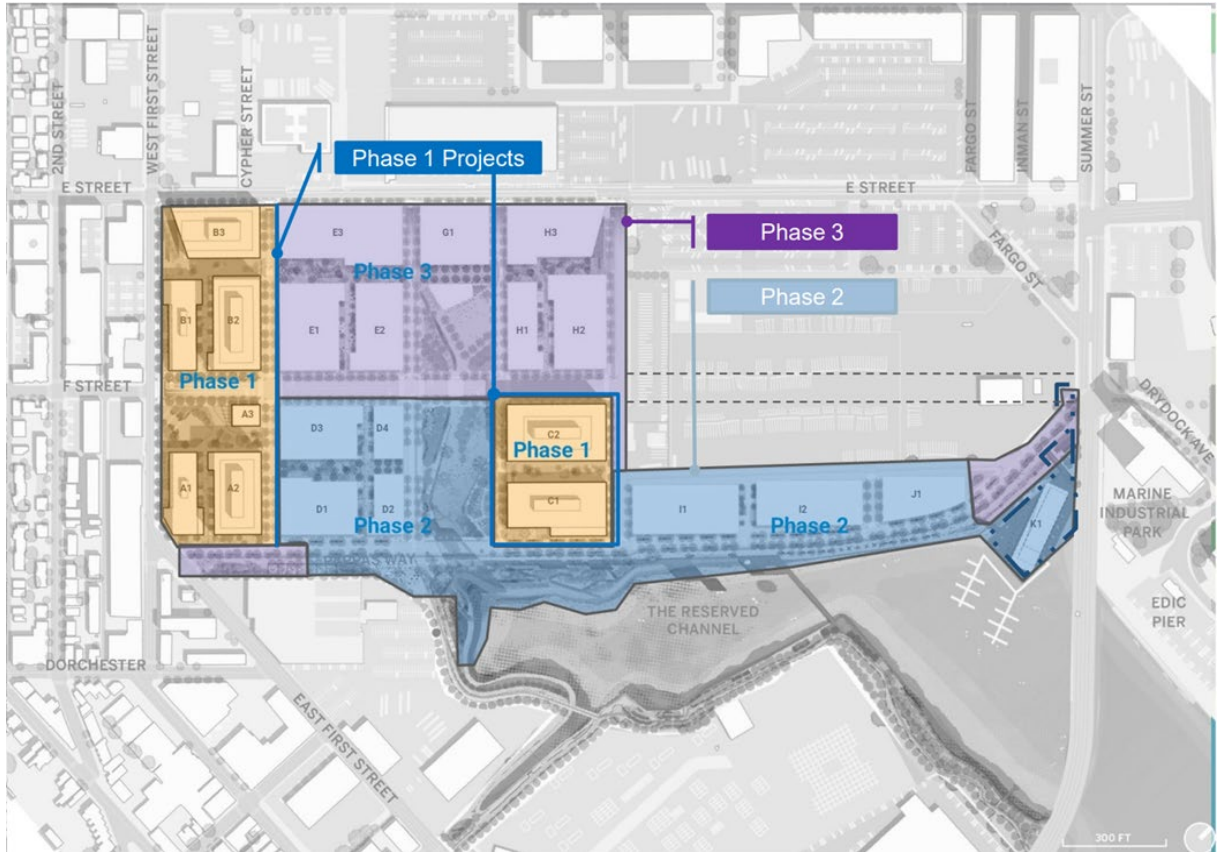
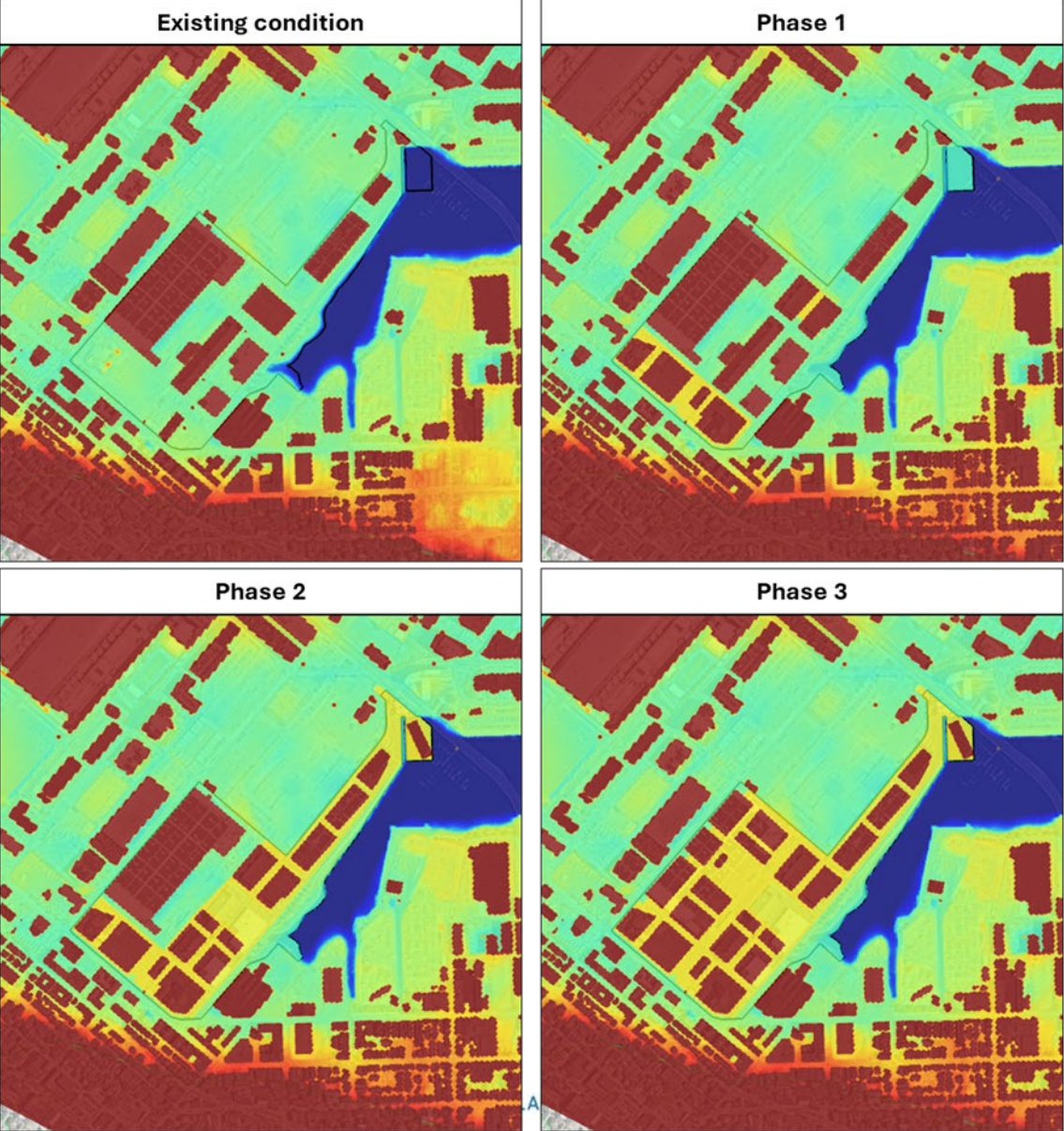
- Existing conditions, Phase 1 only, Phase 1 & 2 only, All Phases

Scenarios

Scenario (Return Period)	Year	Peak Stillwater Level (ft, NAVD88)
FEMA 1% AEP (100-year)	Present Day	10.2
2050 0.2% AEP (500-year)	2050	13.2
2070 0.2% AEP (500-year)	2070	15.1

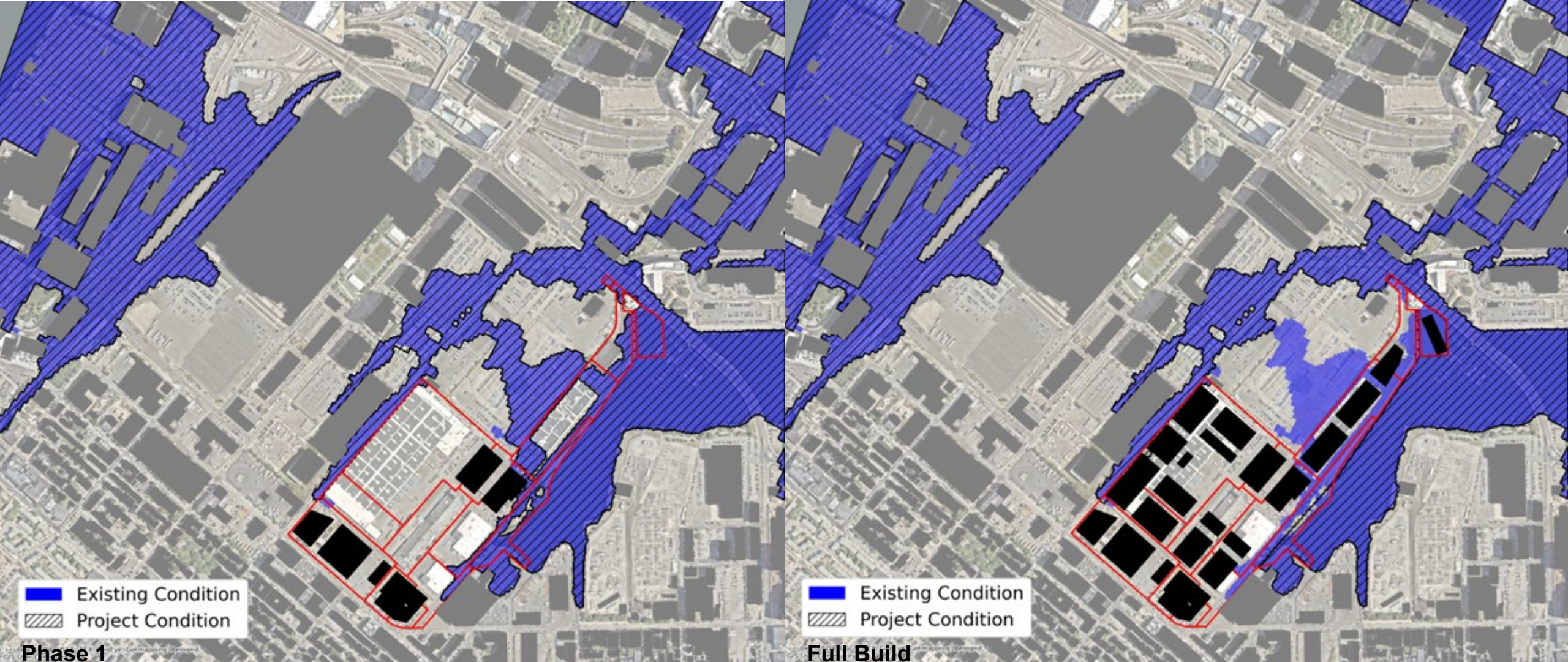
2. DEIR Filing Preview

Coastal Resilience and Flood Redirection



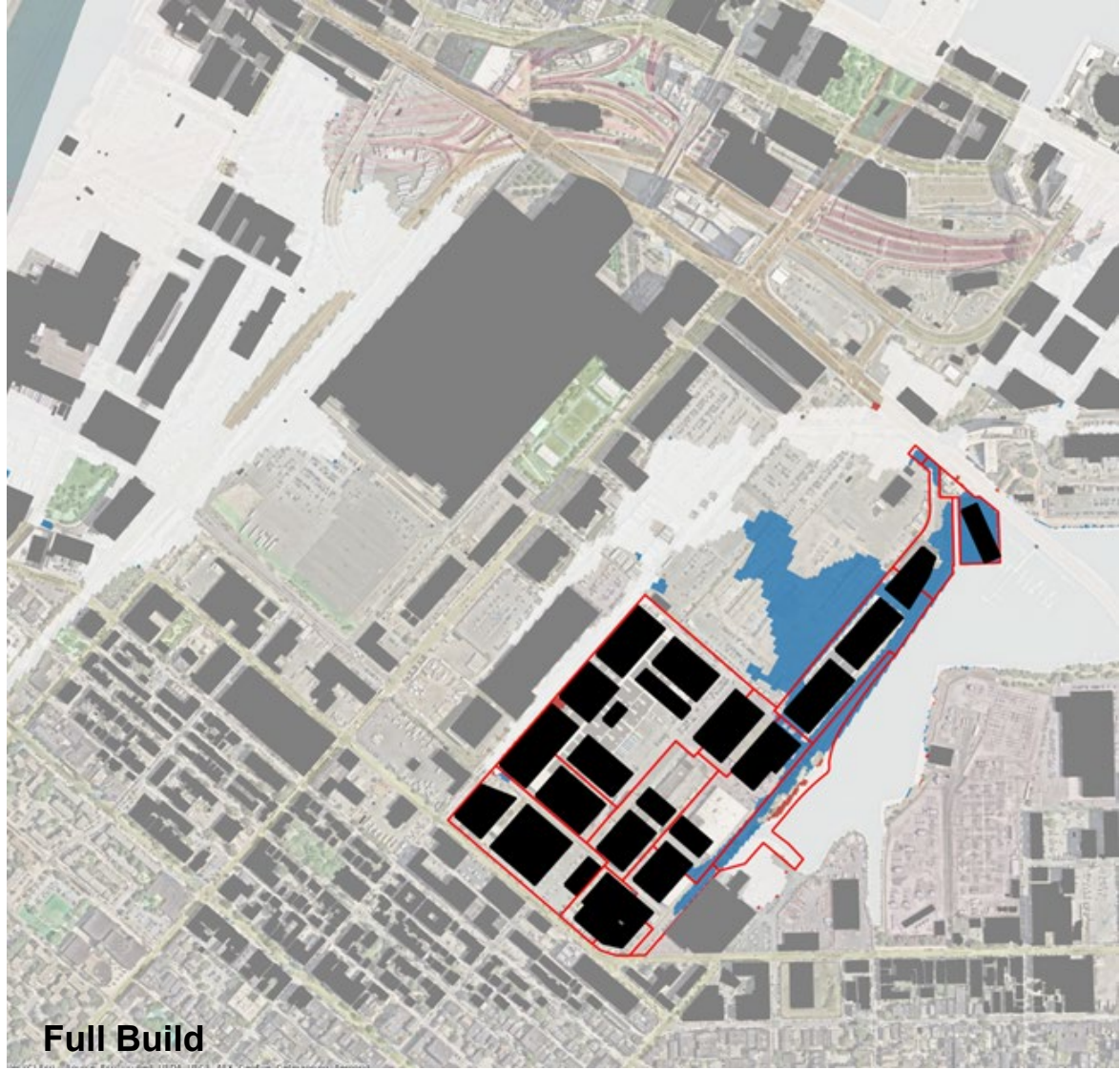
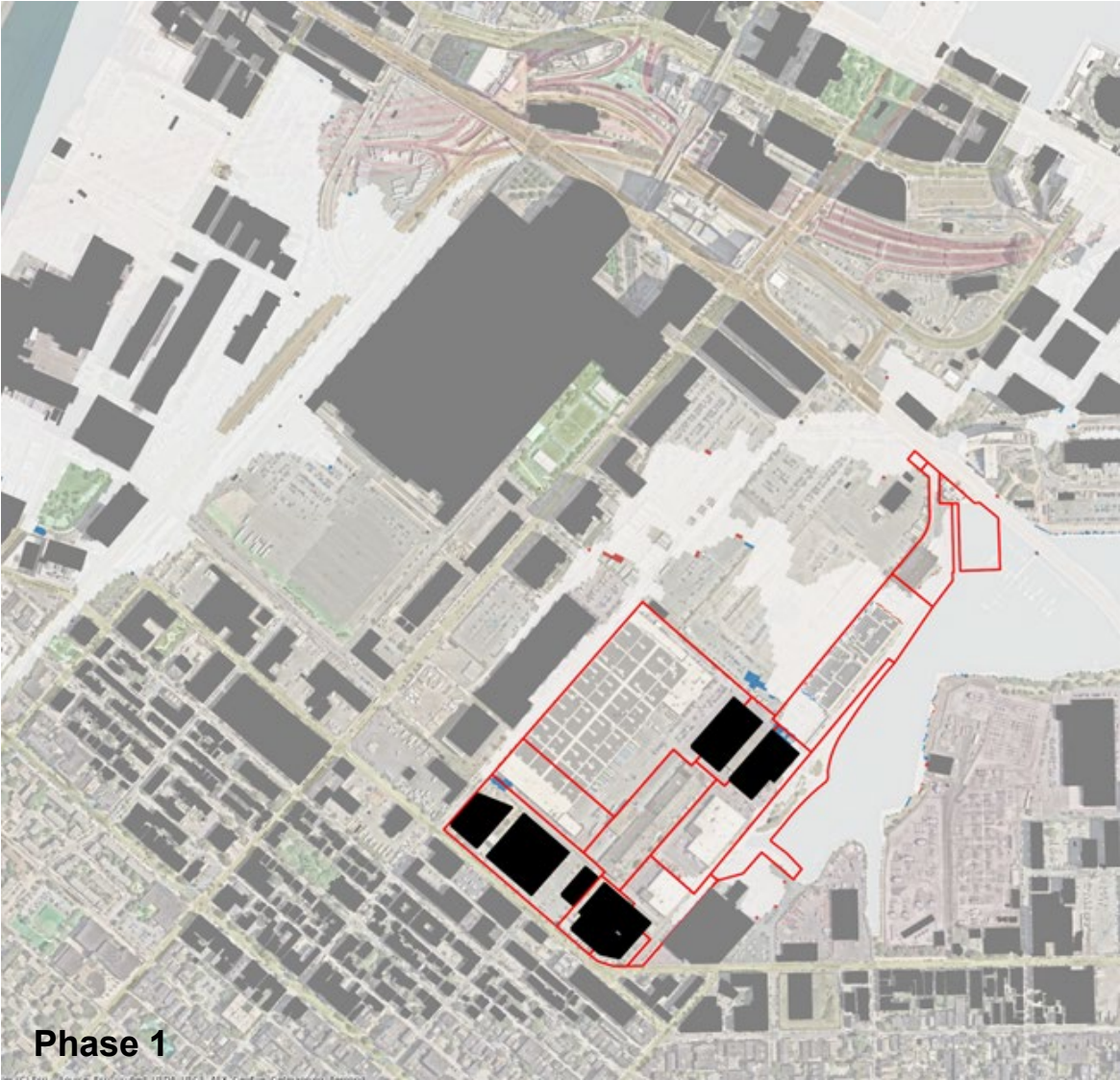
2. DEIR Filing Preview

Coastal Resilience and Flood Redirection – 1% AEP – Present Day



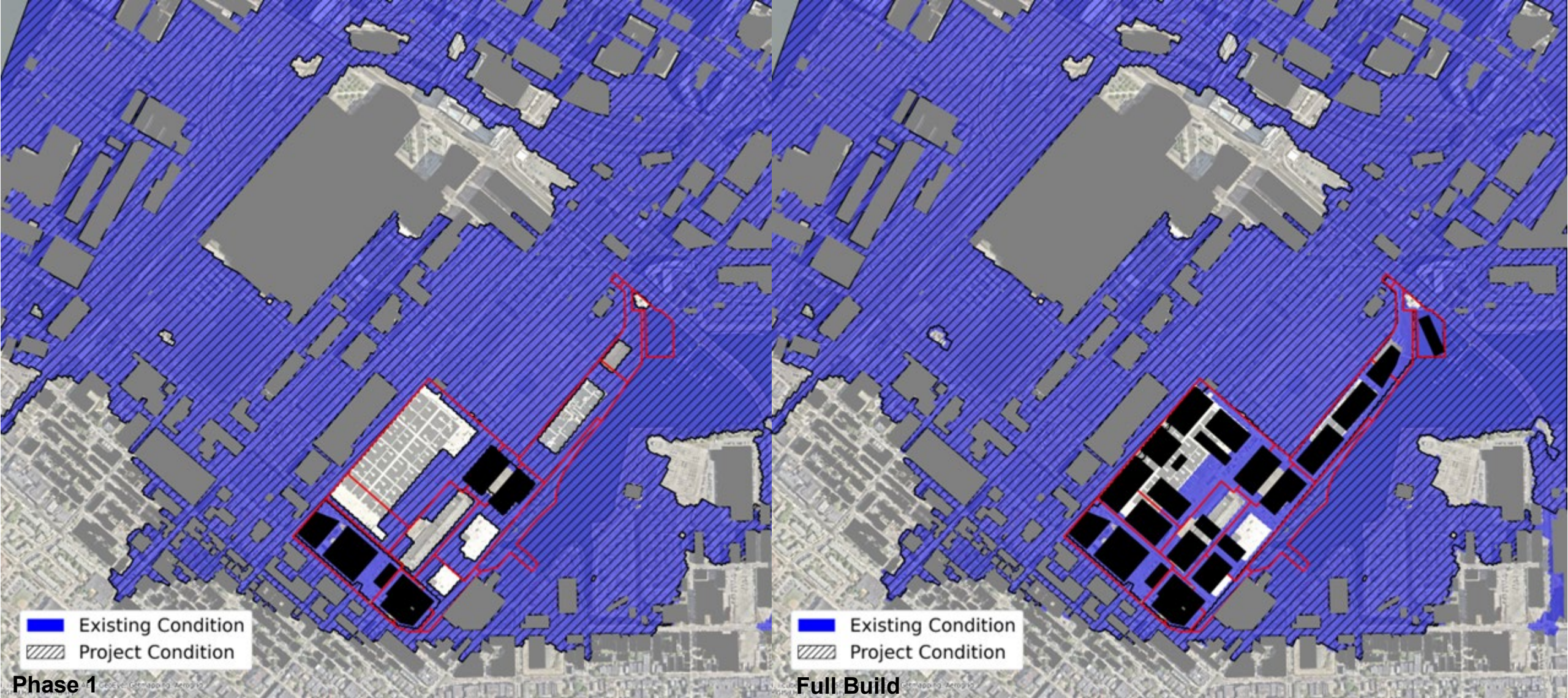
2. DEIR Filing Preview

Coastal Resilience and Flood Redirection – 1% AEP – Present Day



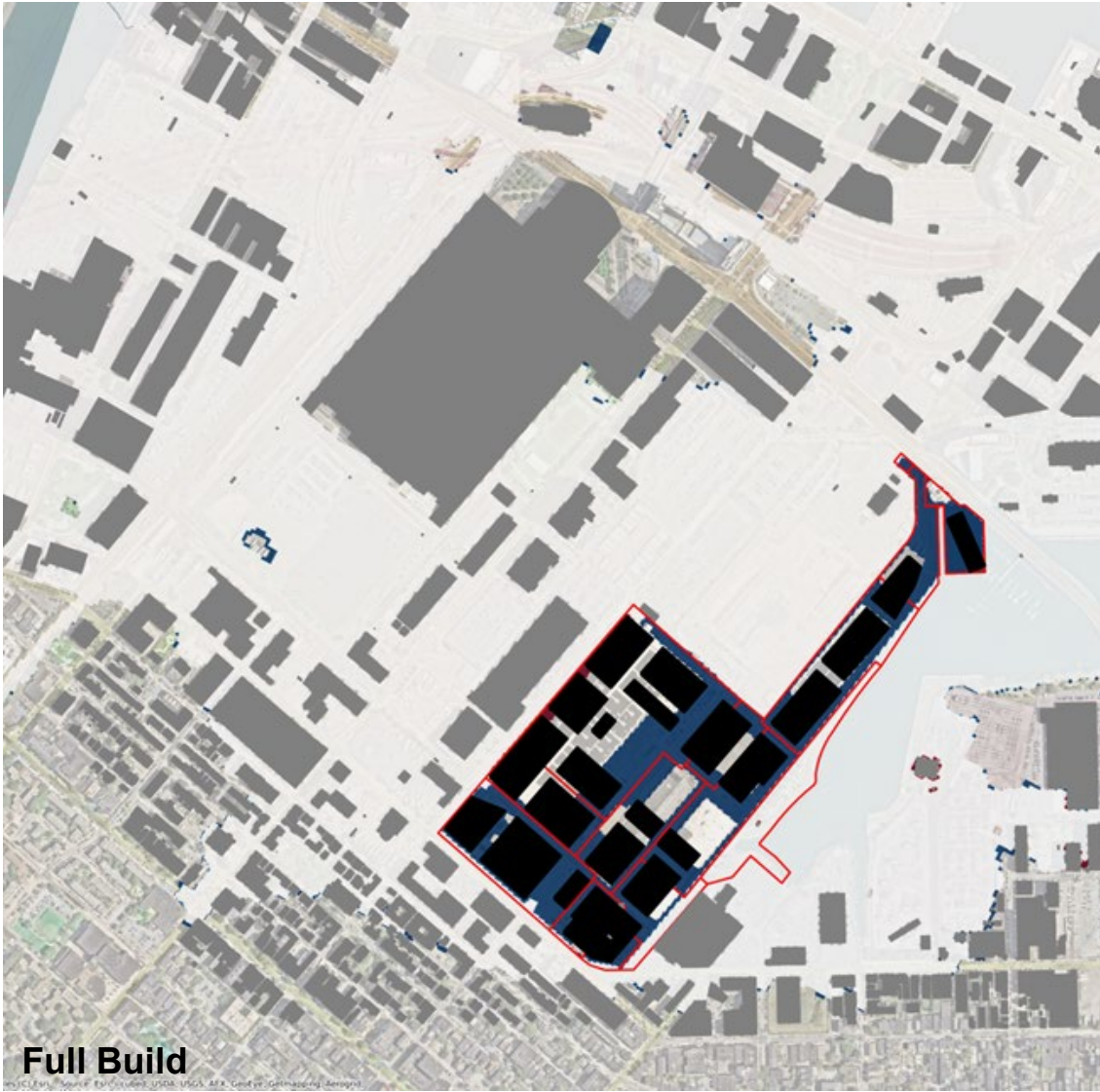
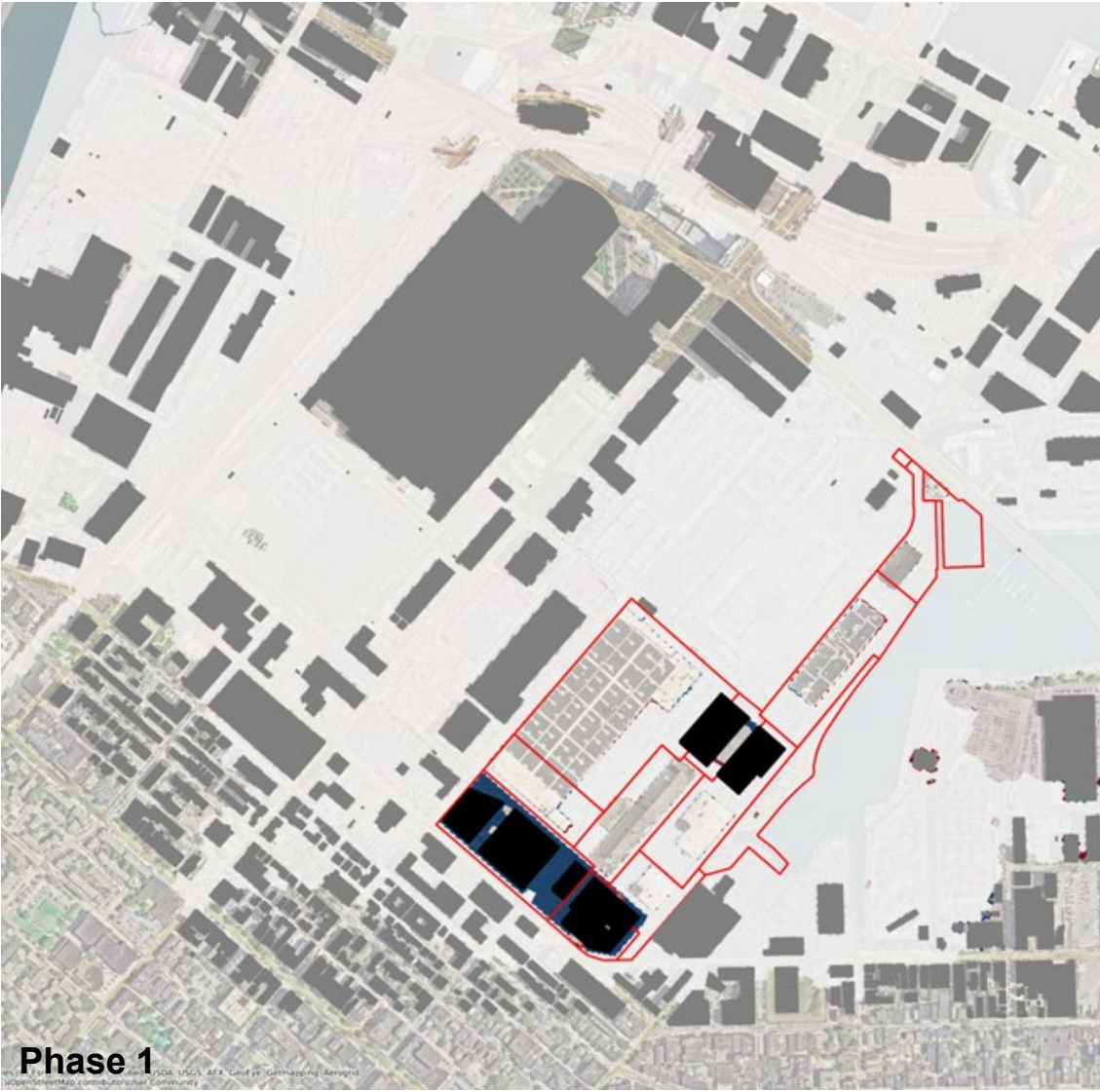
2. DEIR Filing Preview

Coastal Resilience and Flood Redirection – 0.2% AEP – 2070



2. DEIR Filing Preview

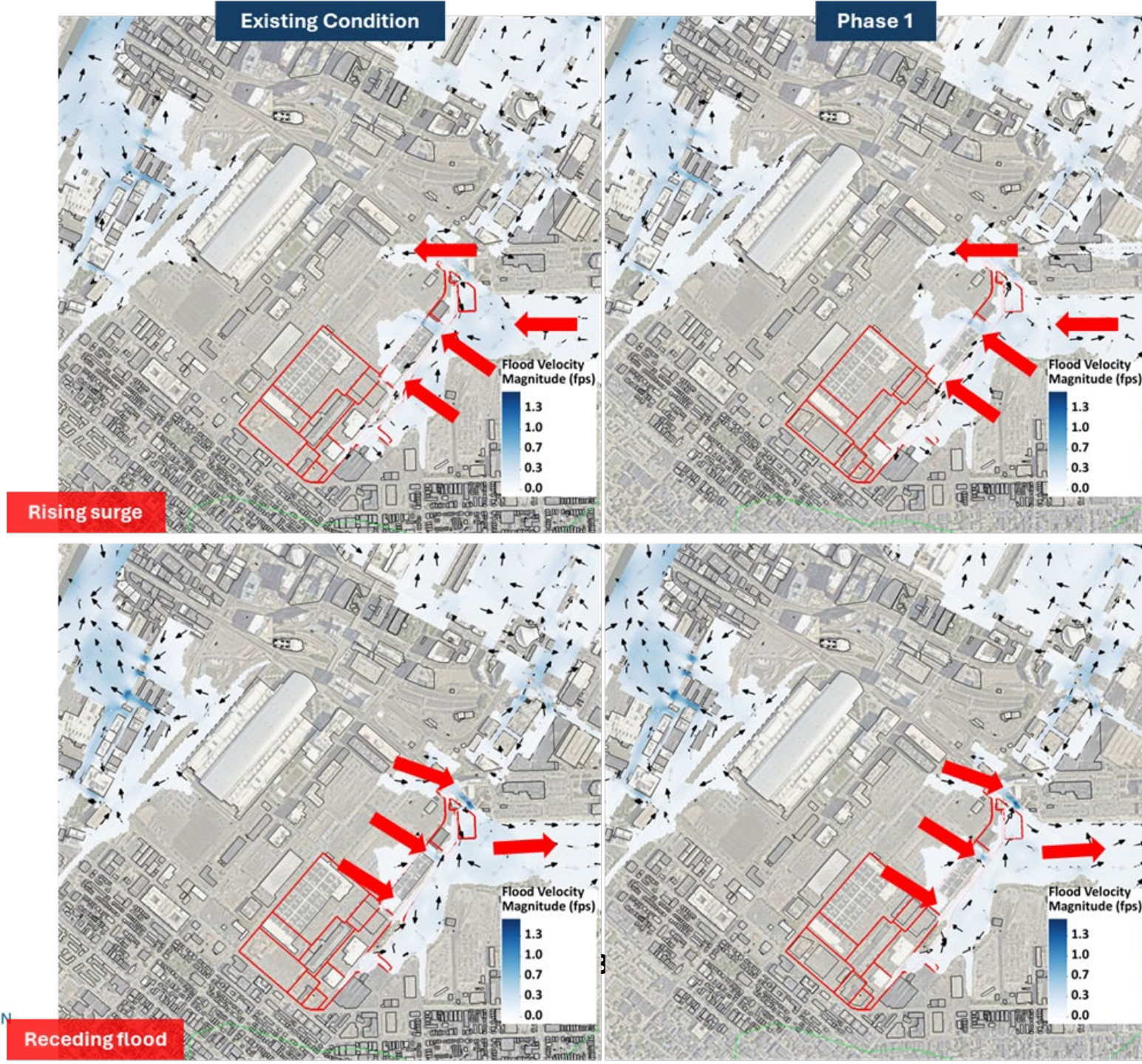
Coastal Resilience and Flood Redirection – 0.2% AEP – 2070



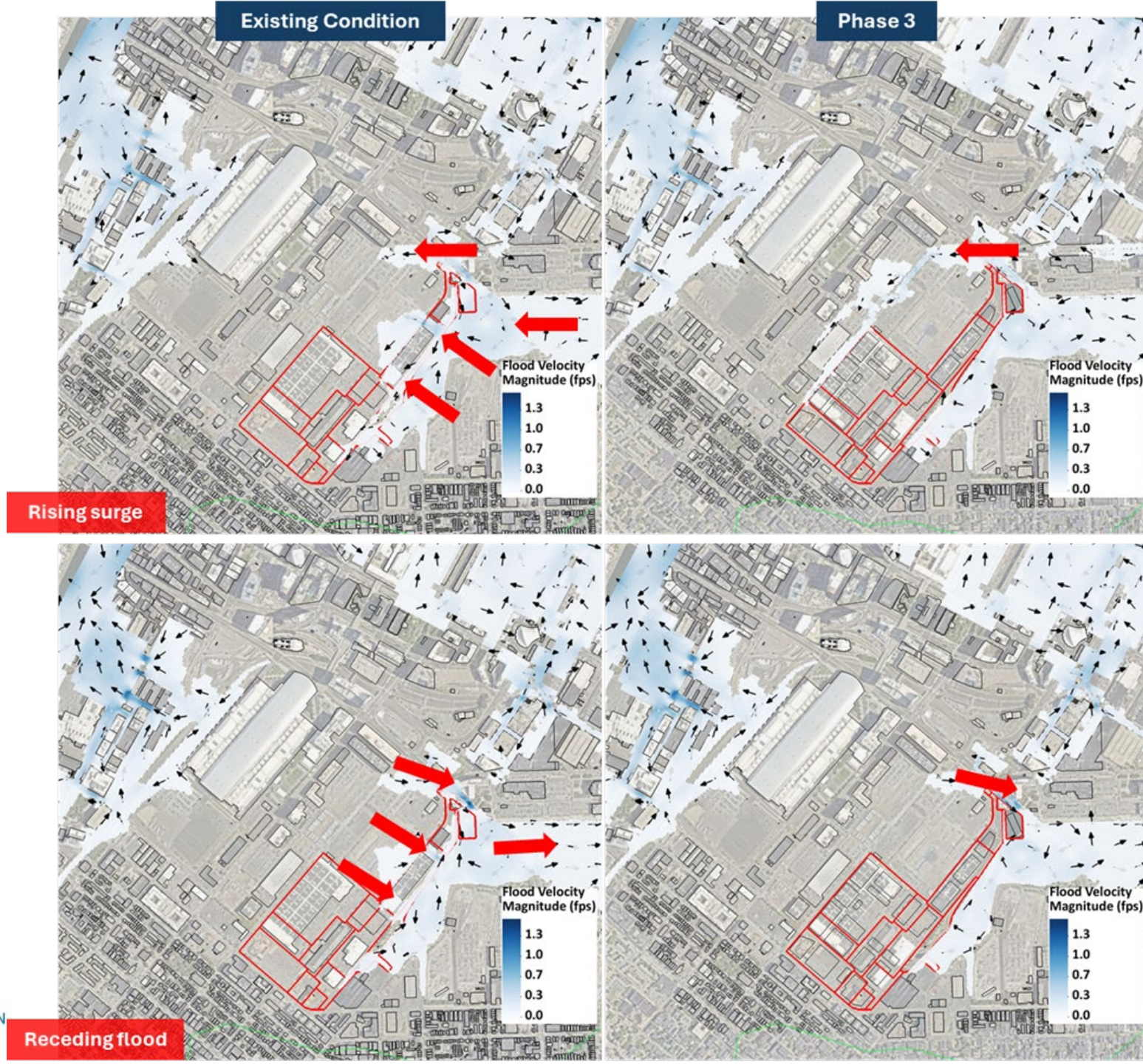
Phase 1

Full Build

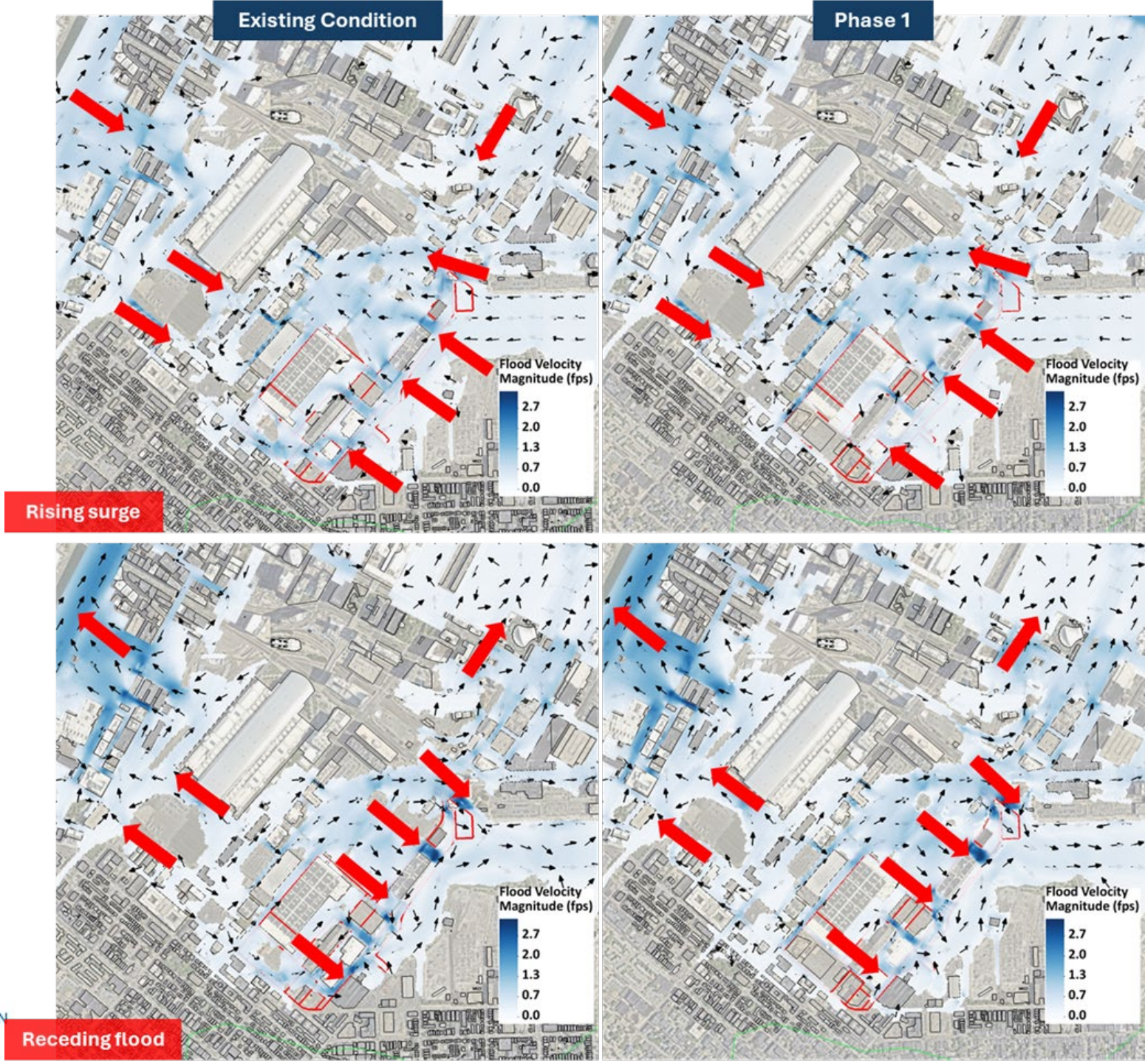
1% AEP – Present Day – Phase 1



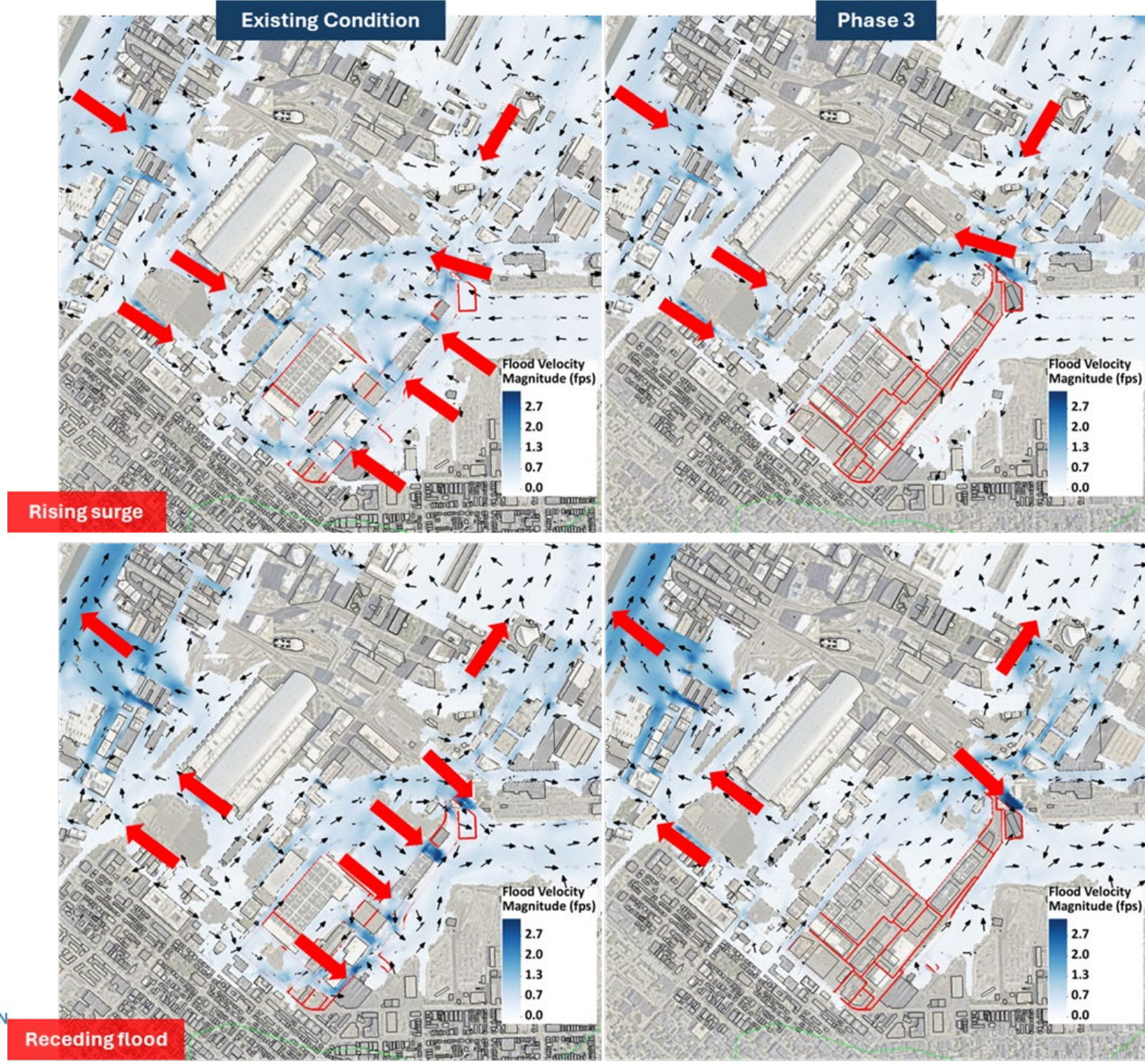
1% AEP – Present Day – Full Build

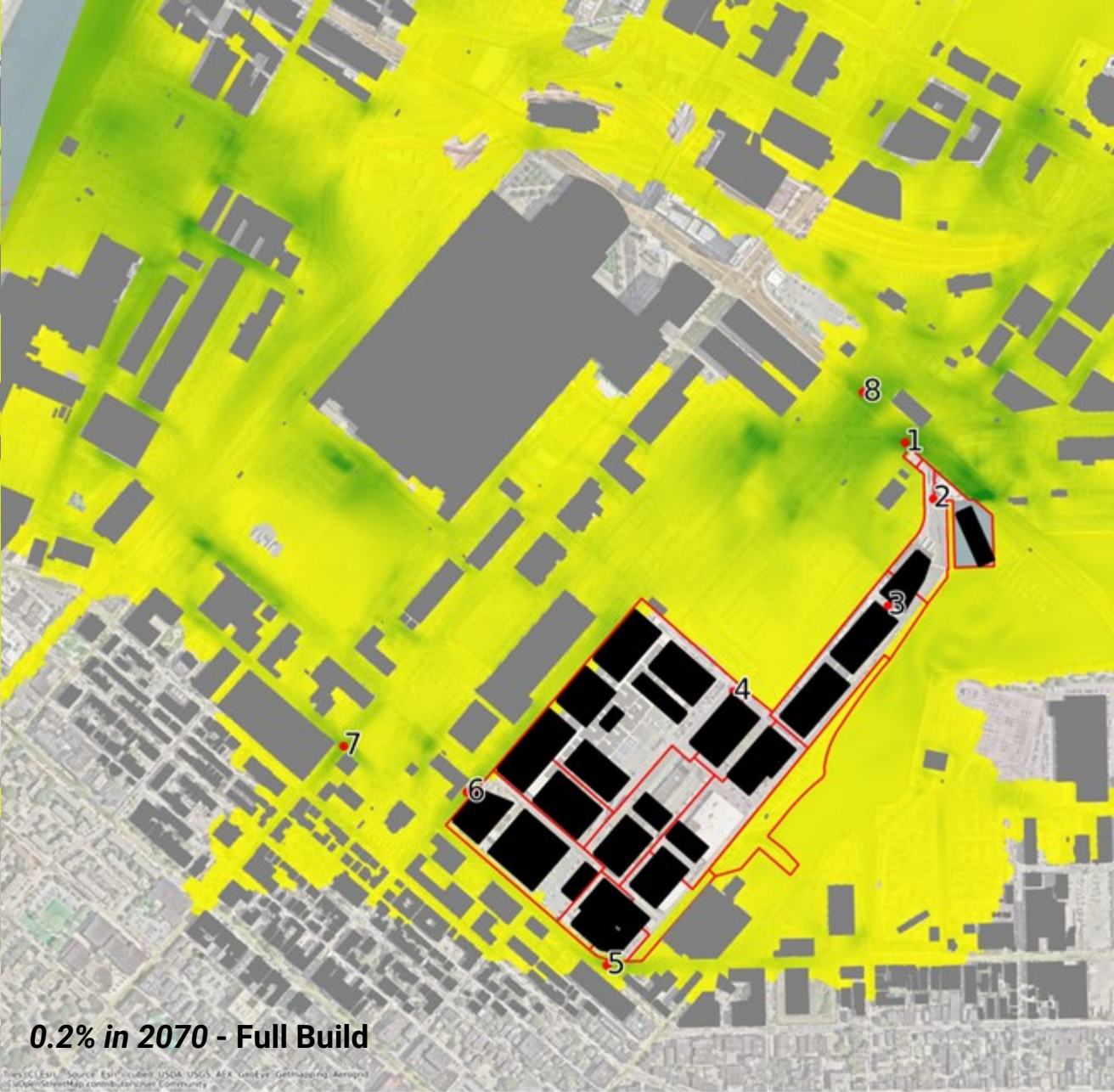
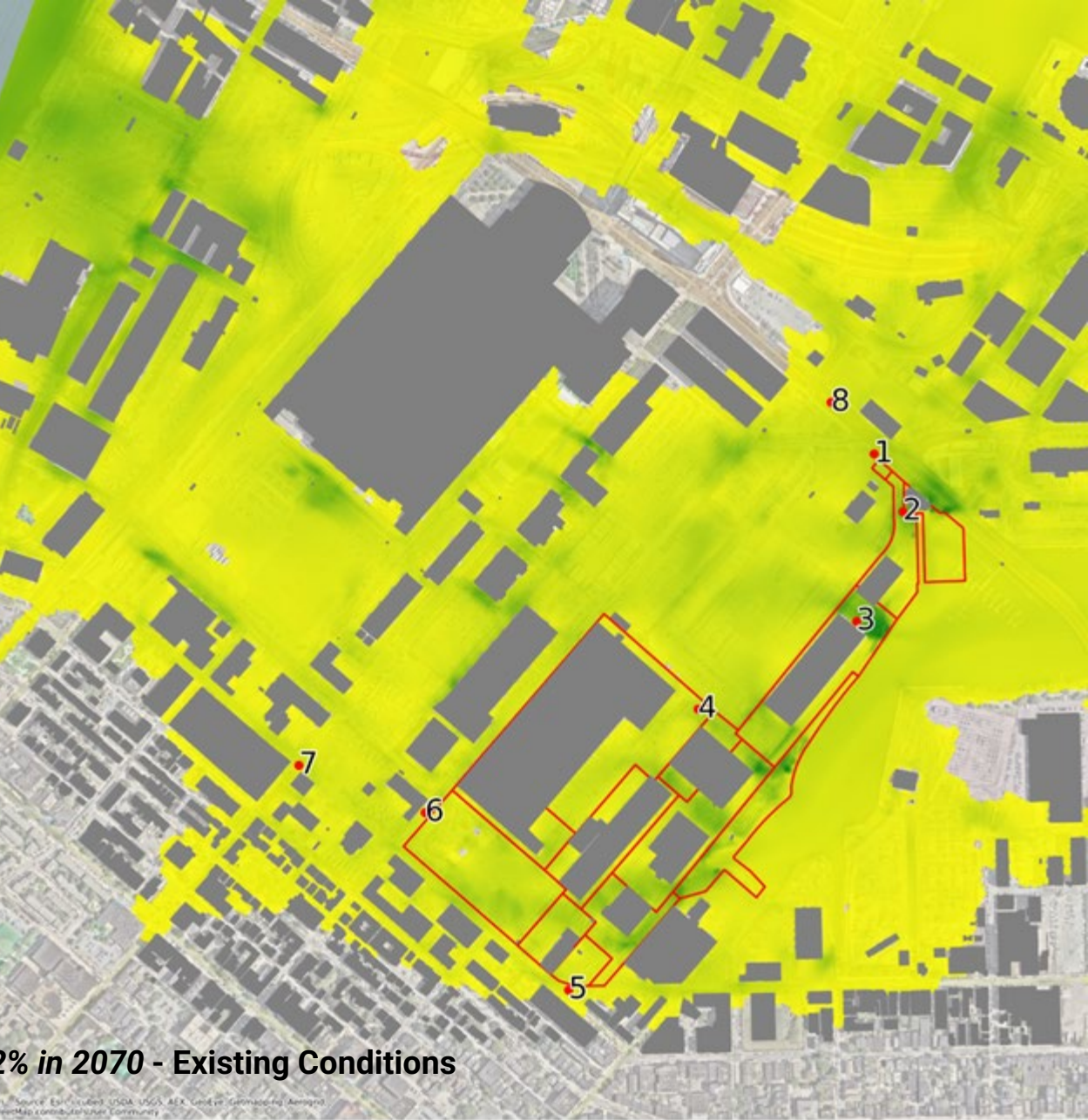


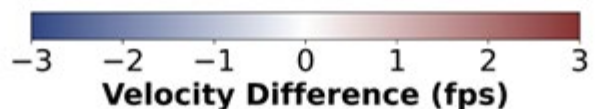
0.2% AEP – 2070 –
Phase 1



0.2% AEP – 2070 –
Full Build







2. DEIR Filing Preview

Coastal Resilience and Flood Redirection – 1% AEP – Present Day

Phase 1

Location	Velocity (fps)				WSE (ft)		Water Depth (ft)
	Existing	Project	Difference	Change	Existing	Project	
1	0.23	0.23	0	No Change	10.2	10.2	1.5
2	0	0	0	No Change	0	0	0
3	0.42	0.42	0	No Change	10.2	10.2	1.0
4	0	0	0	No Change	0	0	0
5	0	0	0	No Change	0	0	0
6	0	0	0	No Change	0	0	0
7	0	0	0	No Change	0	0	0
8	0	0	0	No Change	0	0	0

Full Build

Location	Velocity (fps)				WSE (ft)		Water Depth (ft)
	Existing	Project	Difference	Change	Existing	Project	
1	0.23	0.34	0.11	Increase	10.2	10.2	1.5
2	0	0	0	No Change	0	0	0
3	0.42	0	-0.42	Decrease	10.2	0	0
4	0	0	0	No Change	0	0	0
5	0	0	0	No Change	0	0	0
6	0	0	0	No Change	0	0	0
7	0	0	0	No Change	0	0	0
8	0	0	0	No Change	0	0	0

2. DEIR Filing Preview

Coastal Resilience and Flood Redirection – 0.2% AEP – 2070

Phase 1

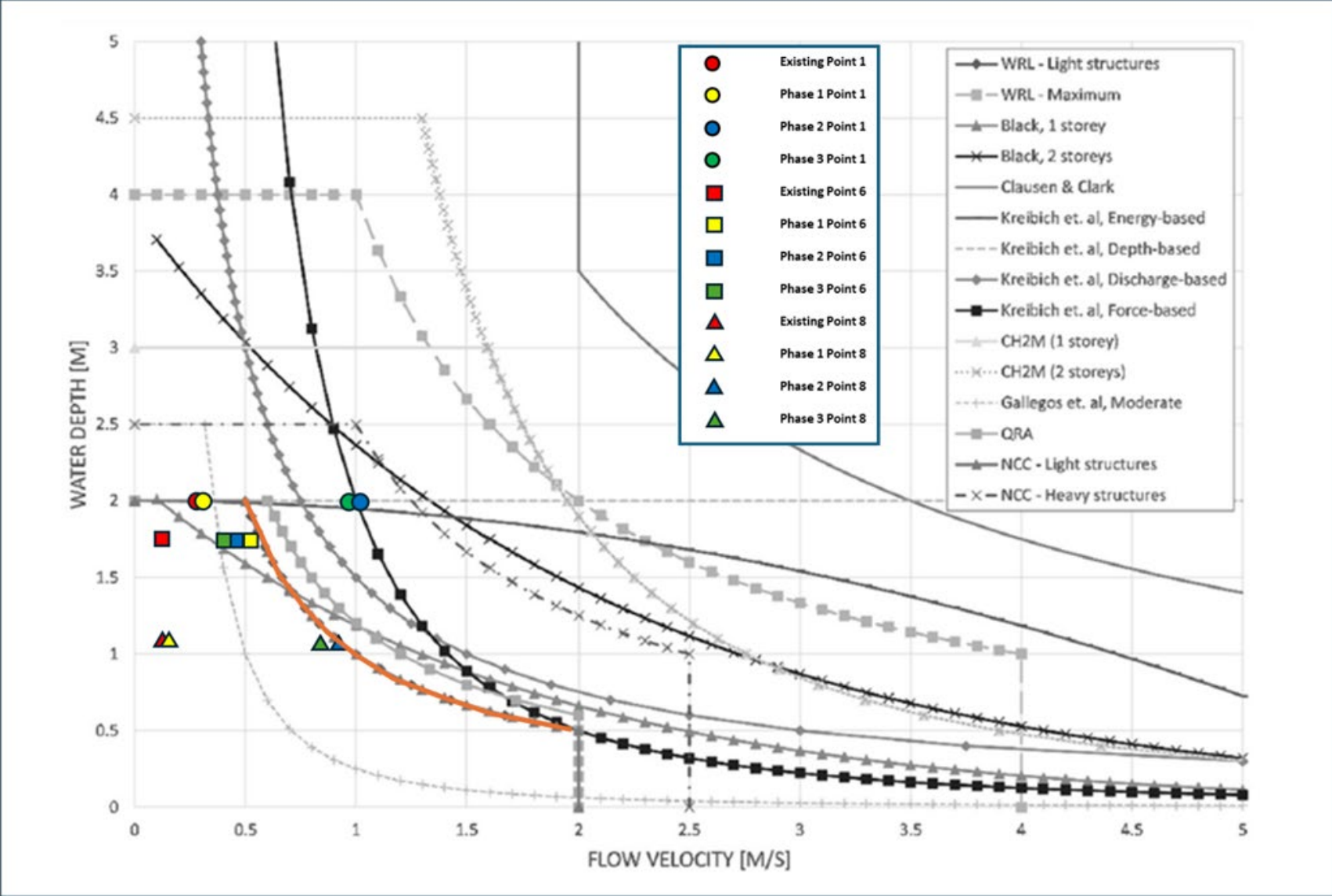
Location	Velocity (fps)				WSE (ft)		Water Depth (ft)
	Existing	Project	Difference	Change	Existing	Project	
1	1.08	1.17	0.1	Increase	15.2	15.2	6.4
2	2.88	3.07	0.18	Increase	15.2	15.2	5.2
3	1.94	2.16	0.22	Increase	15.2	15.2	5.9
4	1.03	0.79	-0.24	Decrease	15.2	15.2	4.4
5	0.61	1.36	0.75	Increase	15.2	15.2	2.7
6	0.57	1.89	1.32	Increase	15.2	15.2	5.8
7	0.76	1.47	0.71	Increase	15.2	15.2	4.2
8	0.54	0.59	0.06	Increase	15.2	15.2	3.5

Full Build

Location	Velocity (fps)				WSE (ft)		Water Depth (ft)
	Existing	Project	Difference	Change	Existing	Project	
1	1.08	3.29	2.21	Increase	15.2	15.2	6.4
2	2.88	0	-2.88	Decrease	15.2	0	0
3	1.94	0	-1.94	Decrease	15.2	0	0
4	1.03	0	-1.03	Decrease	15.2	0	0
5	0.61	2.24	1.63	Increase	15.2	15.2	2.7
6	0.57	1.59	1.02	Increase	15.2	15.2	5.8
7	0.76	1.93	1.17	Increase	15.2	15.2	4.2
8	0.54	2.8	2.26	Increase	15.2	15.2	3.5

2. DEIR Filing Preview

Coastal Resilience and Flood Redirection – 0.2% AEP – 2070



Point	Street	Increased Damage Percentage
1	Fargo Street	12%
5	E. First Street	5%
6	E Street	4%
7	W. First Street	9%
8	Summer Street	9%

van Ginkel et al. (2021)

2. DEIR Filing Preview

Coastal Resilience and Flood Redirection – Key Findings

- There is no increase in flood extent or flood depth under any scenarios or phases
- There is significant on-site reduction in flooding for Phases 2 and 3 (both extent and depth of flooding)
- There is no regional increase in flood hazards
- There are some edge locations of increased velocities, but these only occur under an extreme storm condition (0.2% AEP) well in the future (2070) and does not result in increased structural damage risk
- Velocity changes under an extreme storm condition (0.2% AEP) in 2070 does slightly increase the road damage probability in select locations, but this does not mean the road would be damaged.

2. DEIR Filing Preview

Utility Infrastructure

Water

- Existing lines in E Street, Summer Street, West First Street, Pappas Way
- Connect to existing systems in nearby streets, comply with BWSC requirements
- Incorporate water conservation during design

Wastewater

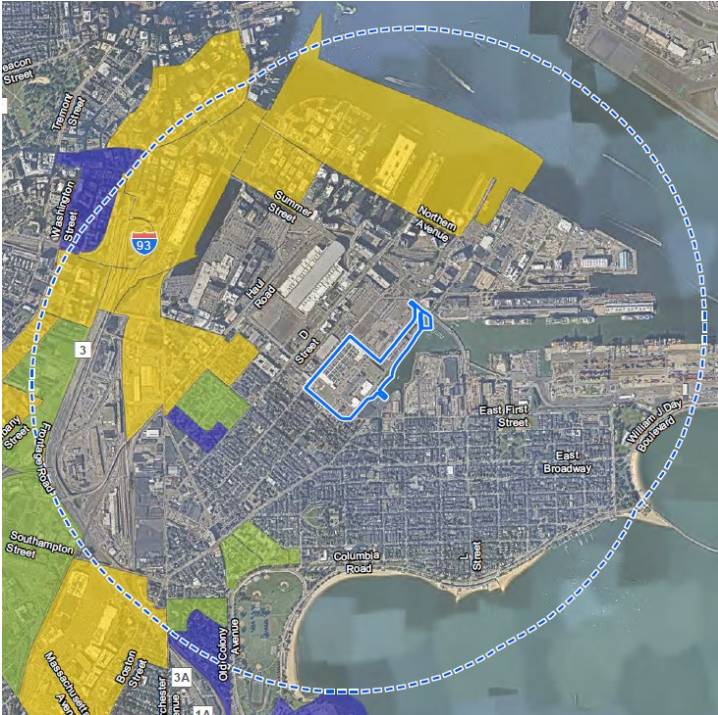
- Existing lines in E Street, Summer Street, West First Street, Pappas Way
- Connect to existing systems in nearby streets, comply with BWSC requirements
- Work with BWSC to define infiltration/inflow (I/I) mitigation

Stormwater

- Developed on a site-by-site basis
- BWSC requires infiltration of 1.25 inches of runoff from impervious area
- Infiltration chambers, LID or green infrastructure techniques
- 49-inch CSO that flows from F Street/W. First Street will be relocated and replaced within future F Street
- Infiltration will be determined based on soil and site conditions

2. DEIR Filing Preview

Environmental Justice & Air Quality



Environmental Justice Block Groups – 1 mile radius

EJ Analysis Protocol

- Baseline Health Assessment
 - Vulnerable Health Criteria (Heart Attack Hospitalizations, Childhood Blood Lead Levels, Low Birth Weight, Childhood Asthma)
 - Low Birth Weight is most common in surrounding census tracts
- Potential sources of pollution
 - 15 layers from DPH EJ Tool evaluated
- Evaluation of the project's impacts, with consideration of its potential to disproportionately burden the EJ population
- Through the analysis was able to determine there will not be a disproportionate adverse impact on nearby EJ Populations

Air Quality

- Air quality has improved over the last several decades
- Evaluated based on transportation analysis of Phase 1
- Evaluated VOC, NOx, PM10, PM2.5
- Small increase in emissions (less than 0.3 tons per year), not expected to have air quality impacts that would result in exceedance of health-protective NAAQS

2. DEIR Filing Preview

Greenhouse Gas Analysis

DOER Requests

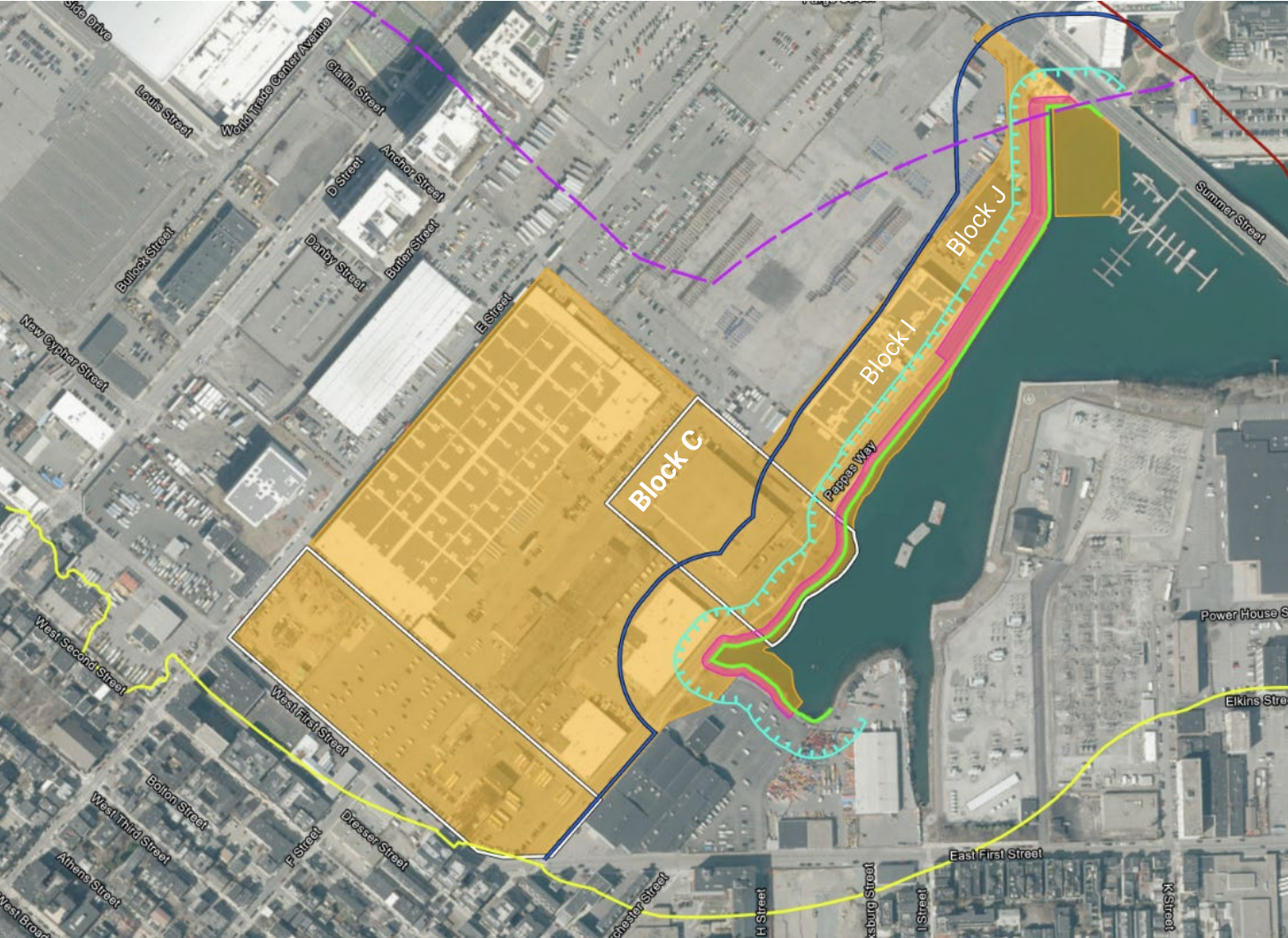
- Requests outlined by building type
- Focus on:
 - Glazing (window to wall ratio)
 - Space heating and cooling
 - Domestic Hot Water
 - Focus on all-electric systems
- Meeting almost everything that DOER requested
- Evaluation of centralized electric hot water for residential vs. individual electric hot water for each unit

Mobile Source GHG Emissions

- Phase 1 transportation emissions
- Small increase due to increased vehicle trips (~1%)

2. DEIR Filing Preview

Tidelands (Chapter 91) / Wetlands



Phase 1 (Block C only)

- Comply with baseline Chapter 91 requirements

Future Phases

- May develop a Waterfront Development Plan (WDP) for Massport parcels
 - Anticipated for Blocks I and J only
- Facilities of Public Accommodation will be determined when design of each building commences

Tidelands Jurisdiction

LEGEND

- 100-rod Line
- Historic High Water
- Historic Low Water
- Landlocked Tidelands From Survey
- Mean High Water From Survey El. 4.32 (NADV88)
- 100-ft Setback
- Water Dependent Use Zone
- Phase 1 Site
- Master Plan Site

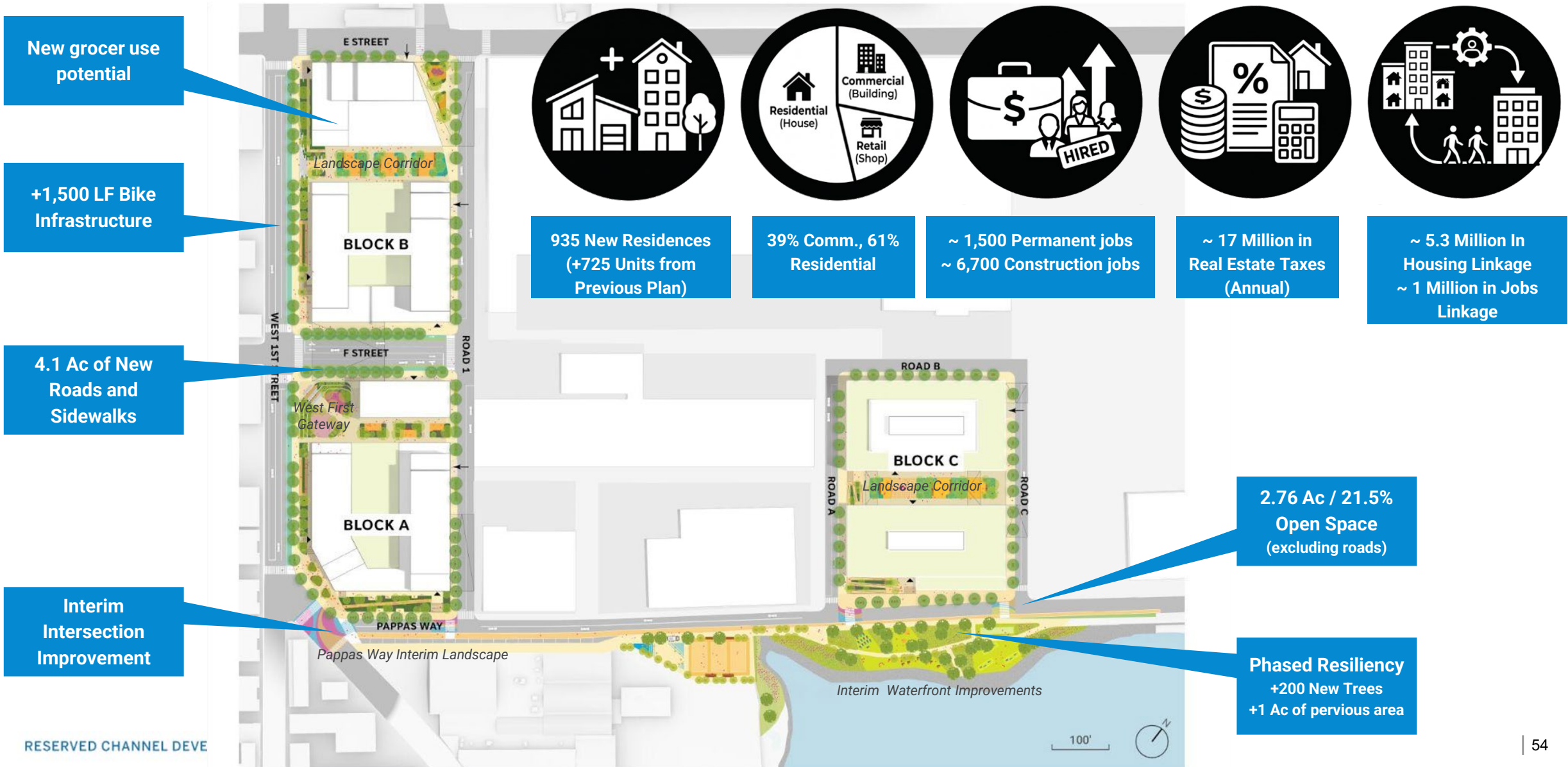
Scale: 1:3,600
1 inch = 300 feet

0 150 300 Feet

Basemap: MassGIS Aerial, Spring 2023

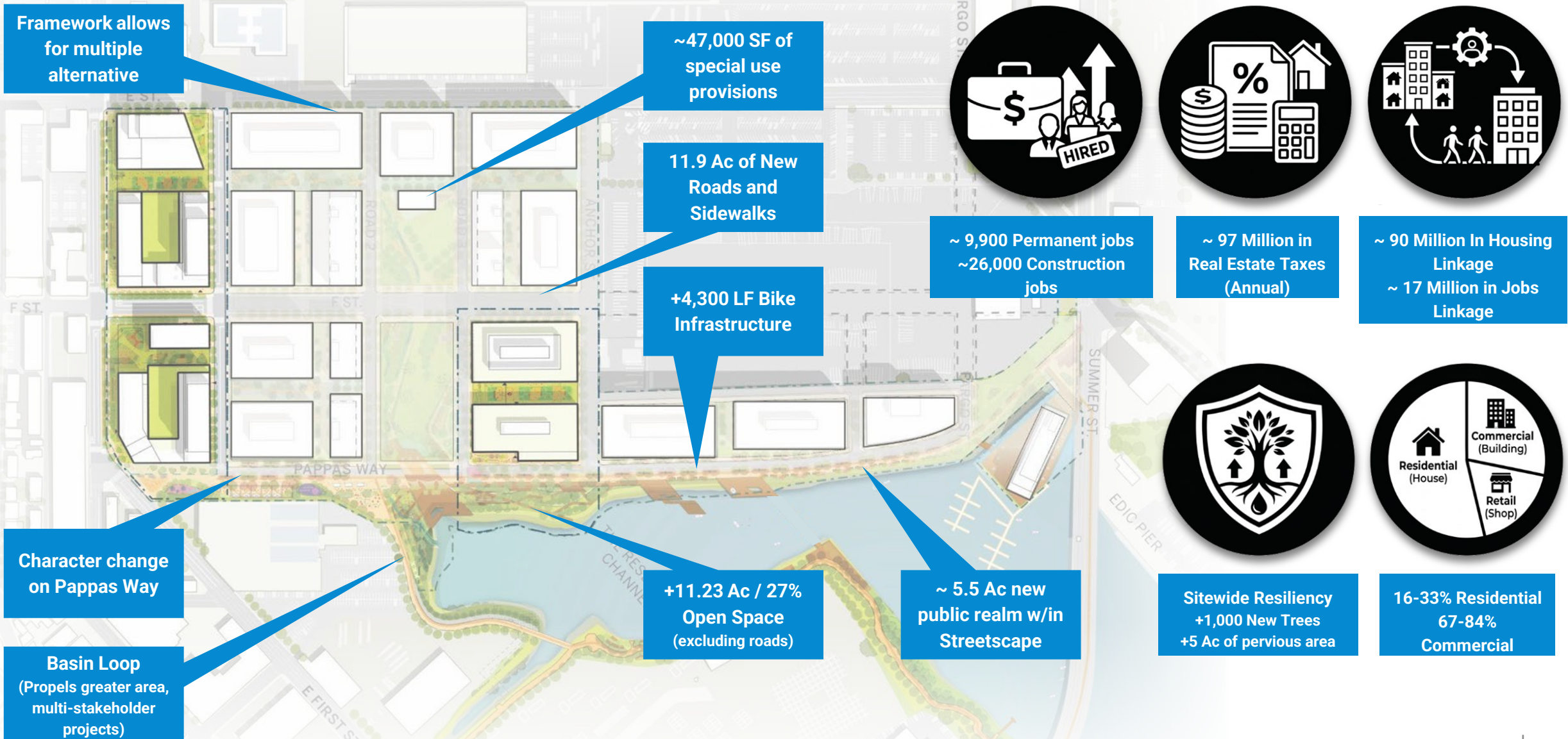
2. DEIR Filing Preview

Public Benefits and Mitigation – Phase 1



2. DEIR Filing Preview

Public Benefits and Mitigation – Full Build Out



3 | Feedback and Discussion

Technology Tips and Discussion Plan

- Zoom controls are available at the bottom of the screen. Click on these symbols activates different features.
- During this portion of the meeting, please use the 'Raise Hand function', we will let you know when you can unmute yourself to ask your question or provide comment.
- Please be respectful of each others time
- We ask that participants limit their questions so that all may participate in the discussion

