

Community Conversation: “Little Mystic” Site

CharlesNewTown Housing Community Room

89 Medford Street

6:00 to 8:00 P.M.

1

Introductions & Goals



BPDA Goals for Little Mystic Site:

That it continue to play an important role in the international economic engine that is the port of Boston.

That leasing of Little Mystic is accomplished through a transparent process.

That the community has a say in ways that Little Mystic tenants can be good neighbors.

Goal for Discussion - BPDA Intends:

To provide vital economic information to the community about the Little Mystic site.

Explain the use restrictions that govern the site.

Obtain feedback regarding ways that the site can better interact with the community.

Agenda

1. **Introductions & Goals**
2. **Site History**
3. **Zoning & Land Use Restrictions**
4. **Overview of the Autoport**
5. **Community Engagement re: the Mystic River Waterfront**
6. **Mitigation Goals & Objectives**
7. **Community Feedback**
8. **Next Steps**

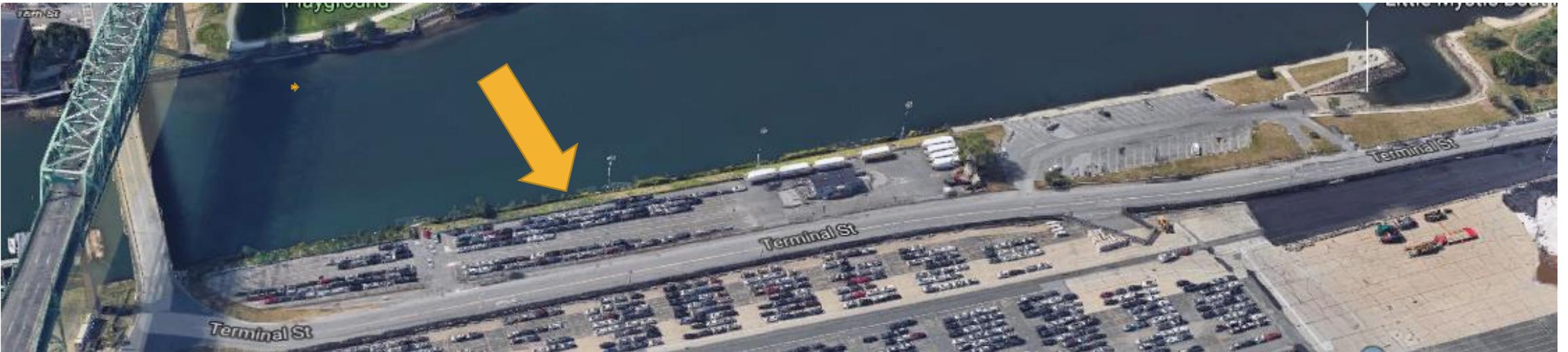
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Site History



“Little Mystic” Site

- Approximately 150,044 square feet, on riverfront inlet known as Little Mystic Channel.
- Charlestown Urban Renewal Area, Project No. Mass. R-55, Parcel P-8A2. Assessor’s Parcel No. 02-02738-000.
- 1979 BRA 40 Year Lease to MassPort, expires 5/31/19. BRA entered into lease in exchange for MassPort relinquishing most Charlestown Navy Yard rights, allowing BRA to engage in CNY development.



3

Zoning & Use Restrictions



Zoning

Zoning District:

Harborpark Charlestown Waterfront (Article 42B)

Zoning Subdistrict:

Little Mystic Waterfront Service

Subdistrict Type:

Waterfront Service

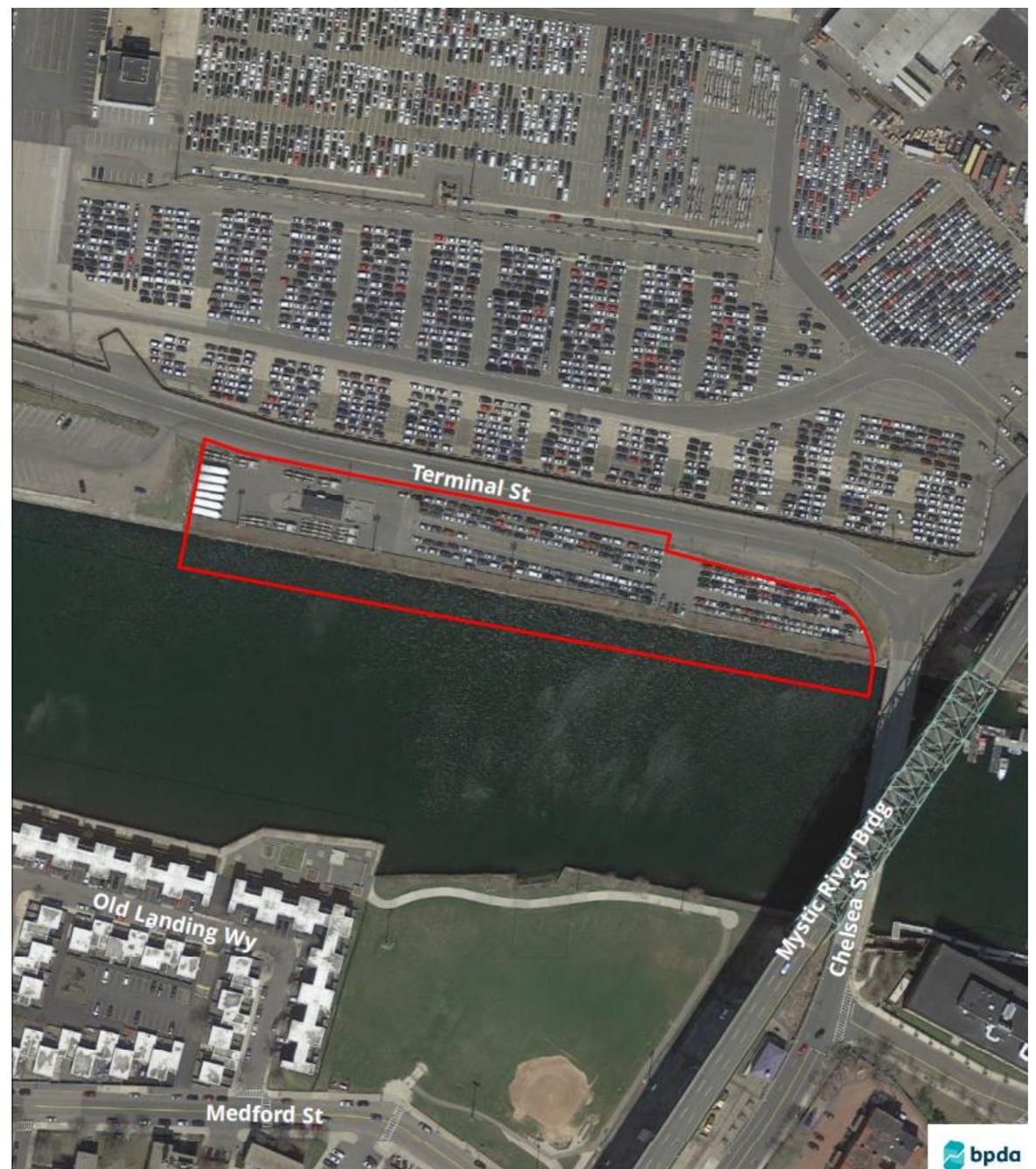
Map 2B/2C

Overlays:

None

Other Layers:

FEMA flood zone



State of Massachusetts Designated Port Area (DPA)

- DPAs protect coastal geographic areas that provide primary characteristics that are essential for Water-Dependent Industrial (WDI) uses:
 - Waterfront developed for commercial navigation or use of waterway;
 - Backland space that is conducive physically and in use character to industrial uses; AND
 - Appropriate roadway and utility services to support industrial uses

Designated Port Areas (DPA's)

- Established by the state and administered by the MA Office of Coastal Zone Management
- Restrict uses to Water Dependent Industrial and supporting uses, including:
 - Marine terminals and related facilities for ship to shore transfer and storage;
 - Facilities associated with commercial passenger vessels;
 - Manufacturing facilities dependent upon receipt of goods from waterborne transportation;
 - Facilities related to port operations and marine construction.
- Uses not allowed in DPA's include:
 - Residential, entertainment facilities, hotels, and recreational open space.

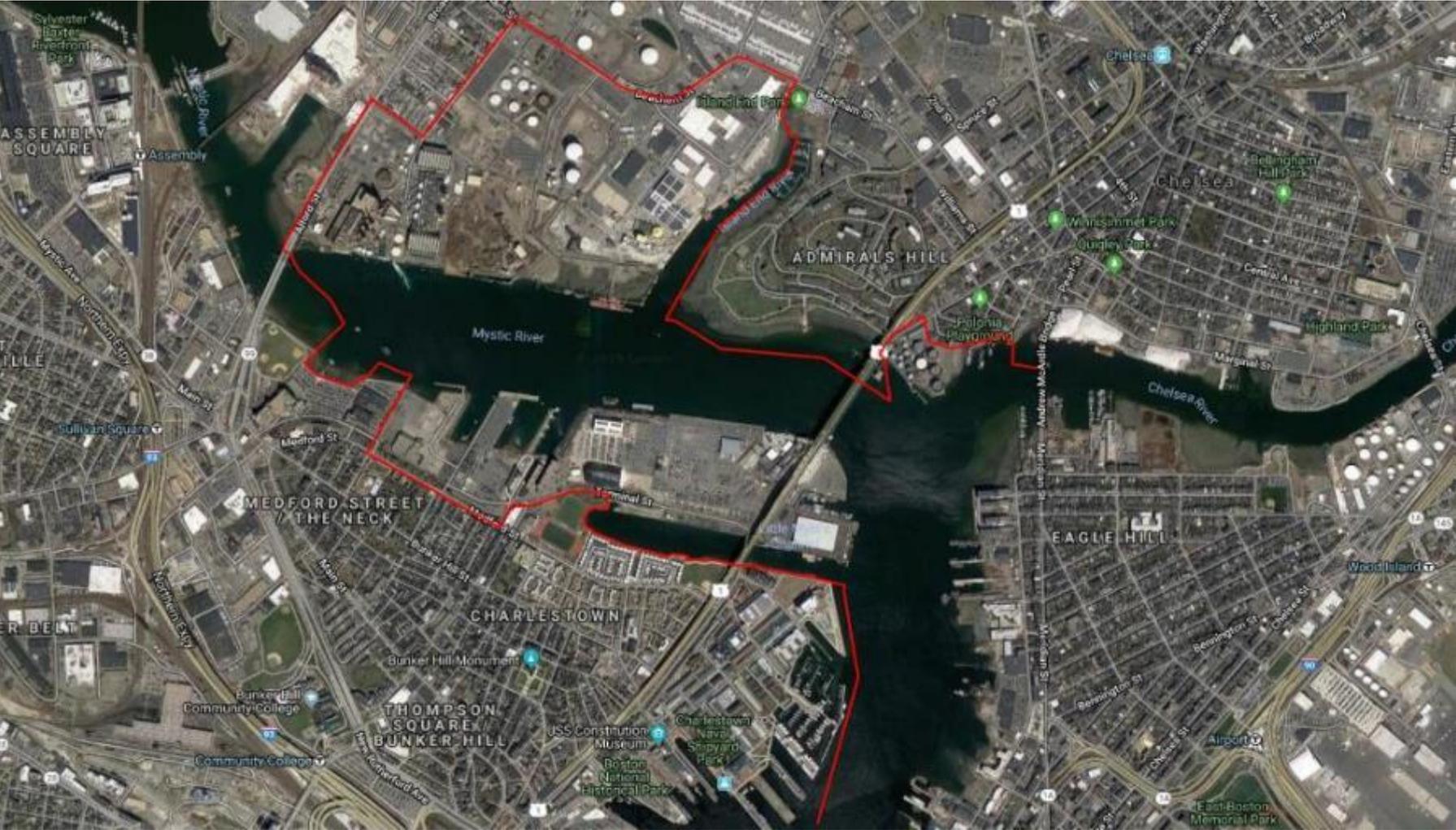


Chapter 91, The Massachusetts Public Waterfront Act

- Administered by MassDEP, the Public Waterfront Act (MGL Chapter 91) is the public trust statute and protects the public's rights in waterways and filled tidelands
- Chapter 91 regulations promote the preservation of tidelands for water-dependent uses and provide for public use and enjoyment when privately developed
- Projects seeking license must ensure that they:
 - do not unreasonably interfere with navigation,
 - provide a proper public purpose,
 - do not interfere with public rights or rights of adjacent property owners,
 - will not adversely affect natural resources, and
 - preserve DPAs for maritime industrial use

Source: State of Massachusetts Office of Coastal Zone Management (CZM)

Mystic River DPA



Coastal Resilience (2070 Projections from Climate Ready Boston)



4

Overview of Autoport

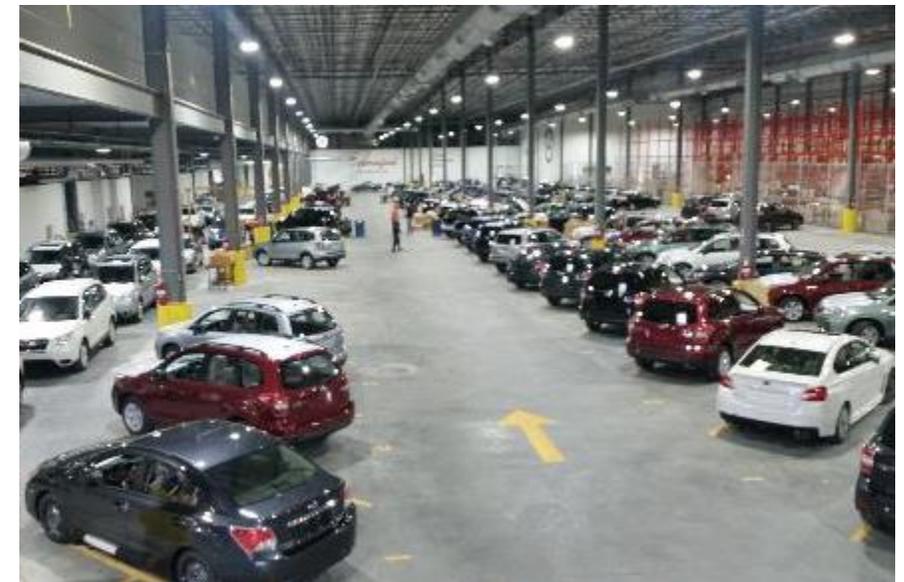
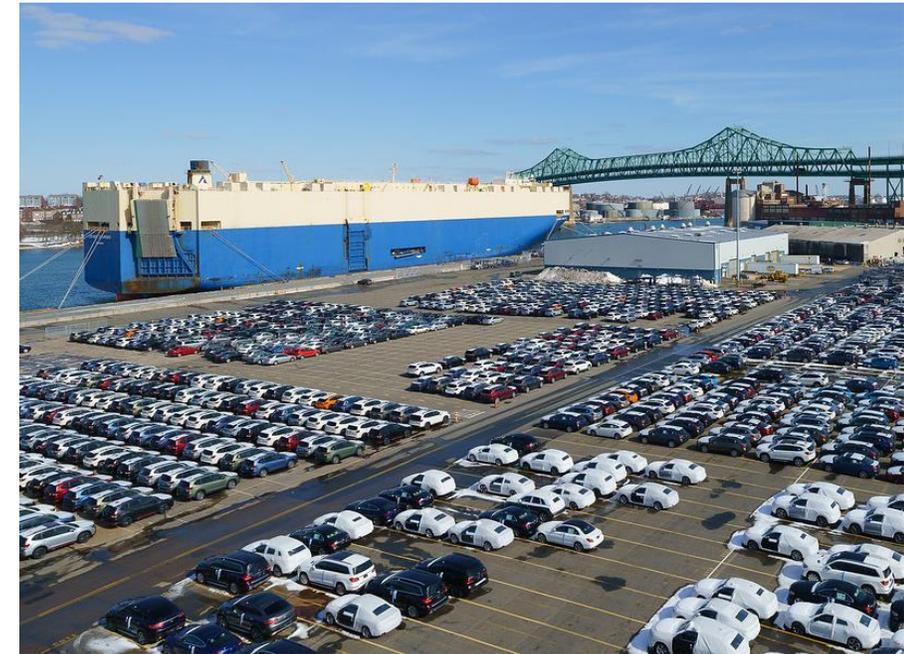


Autoport: 80-Acre Maritime Industrial Mixed-Use



Autoport Overview

- The 80-acre maritime industrial terminal is divided into the former Moran Terminal and Medford Street Terminal sites
- Massport leases the site to Boston Autoport in 2011
- The terminal features one of the few deep-water hardened-edge berth facilities in Boston Harbor
- 1,050 foot berth and backlands provides Boston and Massachusetts connection to global markets and specialty shipments such as autos, salt, and wind blades
- The facility had nearly 80 ship calls in FY18
- Autoport is a major U.S. Subaru processor and distributor serving the Northeast, which handled approximately 80,000 vehicles last year
- The facility imported 220,000 tons of salt last year, supplied to municipalities throughout the Commonwealth



Boston Autoport is an Industrial Job Center

- Home to a dozen maritime/industrial businesses
 - Hundreds of workers on site, and indirectly employs many more
 - Almost 24,000 ILA hours worked at Autoport in 2018
- Other Boston Autoport contributions:
 - Pays \$1M+ in taxes to City of Boston
 - Has made \$21M+ in capital improvements
 - Has donated hundreds of thousands of dollars to local organizations



Boston Autoport Subtenants



University
Stationary



The Moran Annex / Little Mystic Parcel

- Leased by Massport from the City of Boston in 1979 in exchange for Massport releasing land interests in Charlestown Navy Yard (as part of the Navy Yard redevelopment)
- Massport leases the parcel to the Autoport
- It is ideally located adjacent to the main storage yard and near the vehicle processing facility at 300 Terminal Street
- Autoport uses the parcel as part of its auto import/export operation to provide capacity and increase efficiency
- Given existing high import volumes, the parcel is needed to sustain current operations



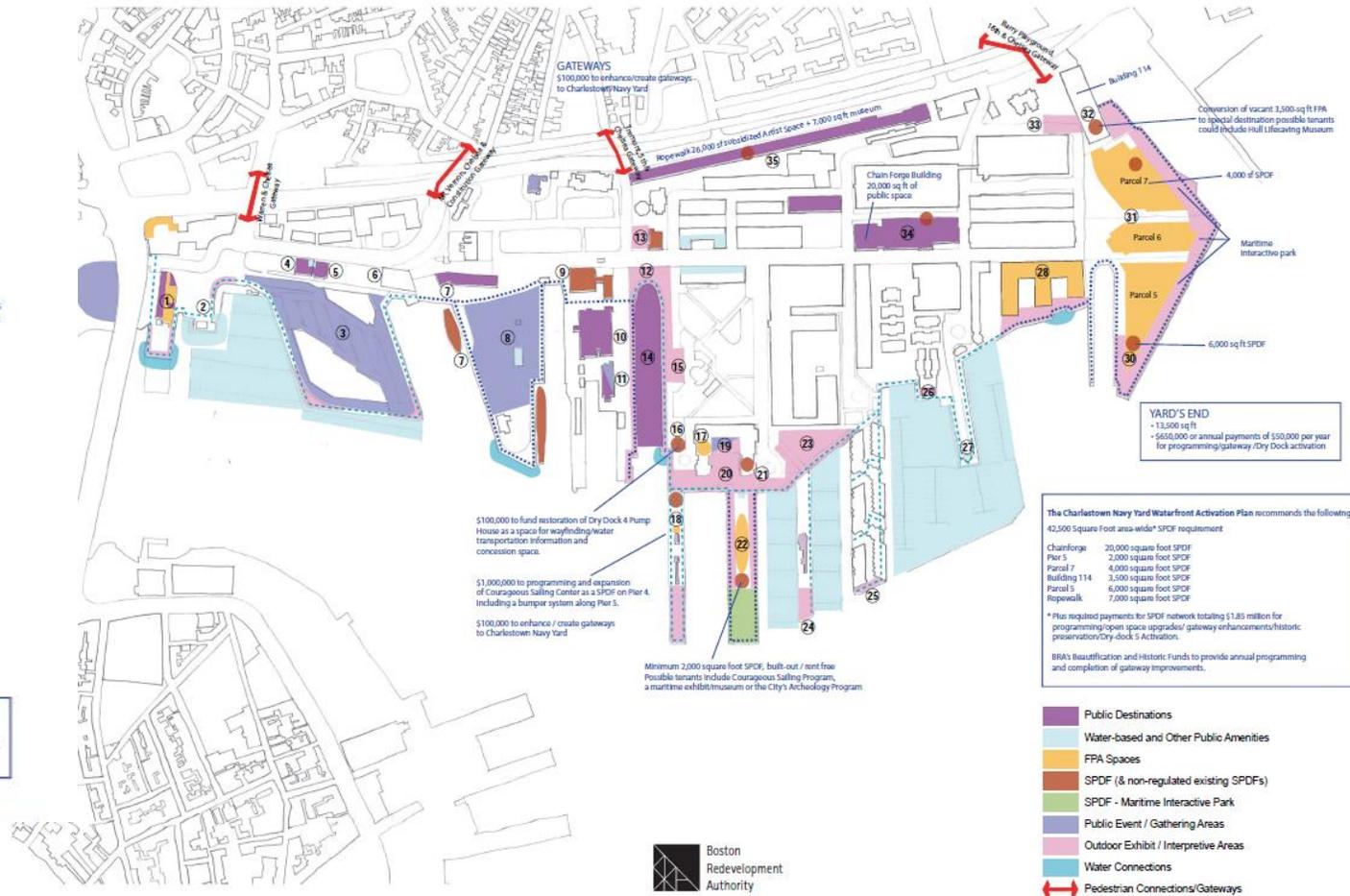
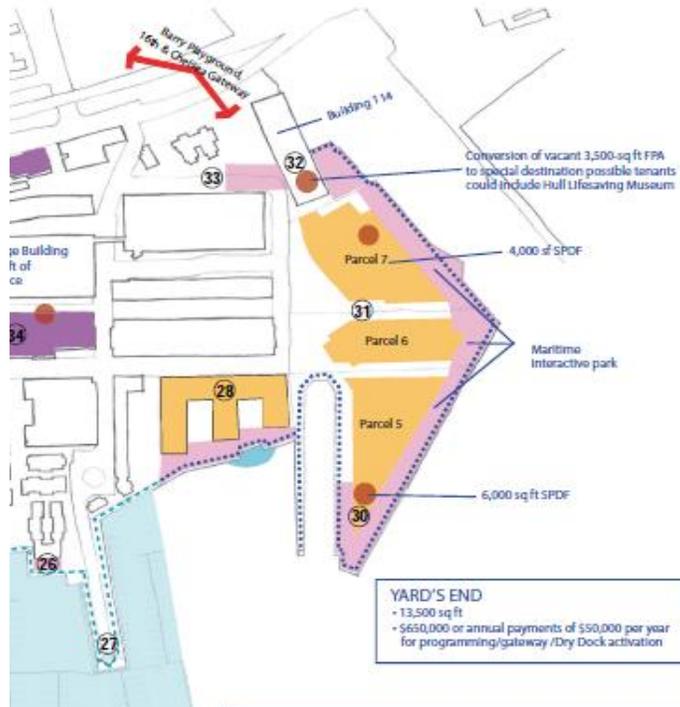
5

Community Engagement re: Mystic River Waterfront



Community Engagement Waterfront Activation Plan for the CNY

Chapter 4: The Waterfront Activation Network Plan



Community Engagement Waterfront Activation Plan for the CNY

Barry Playground/16th Street and Chelsea Street Gateway

- Connect Little Mystic River Harborwalk to Charlestown Navy Yard

- MRWA Outreach began in Summer 2018
- Two MRWA public forums in June 2018 and January 2019



Questions MRWA Asked

1. What do you think if the Charlestown Lower Mystic Waterfront
2. If you could see improvement, what would that look like?
3. How can we connect people to existing community assets
4. How can we connect the Harborwalk?

MRWA Listening to Community Feedback

People enjoy the Existing Harborwalk and Thomas Menino Park!

They would love to see walking and biking trails, and a living shoreline!

EXISTING FEATURES

280 RESPONSES



NEW SPACES

280 RESPONSES



5

Mitigation Goals & Objectives



Mitigation Goals and Objectives

- Reflect on planning recommendations from Mystic River Watershed Association (MRWA).
- Discuss possible additional mitigation?

6

Community Feedback



7

Next Steps



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