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# MEMORANDUM

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**TO:** Jared Eigerman, Chair  
Ad Hoc Committee on Waterfront West

**FROM:** Rick Taintor *RT.*

**DATE:** 4 December 2018

**RE:** Waterfront West Overlay District – Additional Studies and Developer Commitments

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Two items that may be discussed at the Ad Hoc Committee's final meeting on December 6 are (1) additional studies that are needed, and (2) developer commitments that should be included in a development agreement between the City and the developer. With respect to these topics, key issues that have not yet been adequately addressed include flooding and stormwater management and off-site traffic impacts.

## **Additional Studies – Sea Level Rise, Flooding, and Stormwater Management**

A comprehensive study should be carried out to determine the extent and frequency of flooding assuming 1.5 feet of sea level rise by the year 2050. The study should produce storm and flooding scenarios for 2030 and 2050 and should answer the following questions:

- (1) How frequently will storms result in flooding to the 8-foot, 9-foot and 10-foot elevations (NAVD88)?
- (2) What will be the expected duration of flooding in each of these events?
- (3) How will stormwater be managed during flood events?
- (4) How will flooding impact the on-site parking supply, and how will that impact be mitigated?
- (5) How will vehicular, bicycle, and pedestrian circulation through the site be maintained?
- (6) How will the continued viability of retail uses be ensured?
- (7) If the intention is for the project owners to be responsible for ongoing management of access, circulation and stormwater management facilities, what mechanism will ensure that the City will not eventually have to take over responsibility for these functions as flooding increases?

## **Additional Studies – Off-Site Traffic Impacts**

A comprehensive study is needed of traffic along Merrimac Street between Strong Street and Green Street at full build-out of the site. The study should include the following:

- (1) Model traffic circulation along Merrimac Street and at all intersections: Winter Street/Summer Street/Route 1 ramps, Market Street/Tournament Wharf, McKay's Wharf, Titcomb Street, Brown's Wharf, Green Street, and Waterfront Park access. This analysis

should measure and incorporate bicycle and pedestrian traffic in addition to motor vehicle movements.

- (2) Propose changes to street design and controls (e.g., signalization) to accommodate all users. Proposed improvements must reflect Complete Streets design principles in accordance with the City's Complete Streets Policy, and should provide for continuous bicycle and pedestrian accommodations between Strong Street and Green Street.
- (3) Project conditions for motor vehicle, bicycle and pedestrian circulation at full site build-out. Explicitly consider interactions between intersections: e.g., how will signals at Route 1 impact site access/egress at Tournament Wharf?
- (4) Identify a schedule of improvements that can be tied to project phases.

### **Developer Commitment – Roadway Improvements**

The development agreement should include a firm commitment by the developer and/or MassDOT to implement all identified off-site mitigation measures, including improvements to Route 1 intersections and all signalization, prior to any occupancy permit for the first building. Depending on MassDOT to approve, design, pay for or construct the improvements at some later date is not sufficient given the existing deficiencies in the system.