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July 13, 2018

Brian P. Golden, Director
Boston Planning and Development Agency
Boston City Hall
One City Hall Square, 9th Floor
Boston, Massachusetts 02201

Re: Planned Development Area No. 87 – Boston Landing
Notice of Project Change – The Sports Facility Project, Block B, 67-91 Guest Street

Dear Director Golden:

This Notice of Project Change (“**NPC**”) is being submitted on behalf of Railyard Sports, LLC, (“**Proponent**”), owner of 67-91 Guest Street and an affiliate of Boston Landing LLC, under Article 80 of the Boston Zoning Code (the “**Code**”), to inform you of certain proposed modifications approved in the Fifth Amendment to the Master Plan for Planned Development Area No. 87 (the “**Fifth Amendment**”) and detailed in the First Amendment to the Amended and Restated Development Plan for the Sports Facility Project (the “**Proposed Project**”) for the Boston Landing project within Planned Development Area No. 87 (the “**Proposed Development**”). This notification is made in accordance with the provisions of Section 80A-6 of the Code which requires that an applicant notify the Boston Planning and Development Agency (the “**BPDA**,” formerly the Boston Redevelopment Authority or “**BRA**”) of any “material change” in a proposed project or project phase and/or any lapse of time. The purpose of this letter is to describe the proposed modifications to the Proposed Development, and to request a Determination Waiving Further Review that the modifications will not result in any significantly increased impacts from the Proposed Project located within Planned Development Area No. 87, and, accordingly, that no further review is required under Section 80A-6 due to the proposed modifications.

The Fifth Amendment, approved by the BPDA on May 17, 2018, and by the Boston Zoning Commission on June 13, 2018, modified the Proposed Development originally approved by the BPDA, under Article 80B and 80C of the Code, on September 13, 2012, and approved by the Boston Zoning Commission on October 10, 2012,¹ by adding two uses to the list of authorized uses within the Proposed Project – specifically, Cultural Uses and Day Care Uses. As set forth in Section 2A of the Code, Cultural Uses include: art gallery, art use; auditorium; cinema;

¹ The original Master Plan for the Proposed Development was previously amended by the First Amendment, approved by the BPDA on September 13, 2012, and by the Boston Zoning Commission (“BZC”) on December 10, 2012, the Second Amendment, approved by the BPDA on October 17, 2013, and by the BZC on November 20, 2013, the Third Amendment, approved by the BPDA on August 14, 2014, and by the BZC on September 3, 2014, and the Fourth Amendment, approved by the BPDA on August 13, 2015, and by the BZC on December 9, 2015.

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concert hall; museum; public art display space; studio, arts; studio, production; theatre; or ticket sales. Section 2A of the Code also defines Day Care Center as:

Any facility operated on a regular basis whether known as a day nursery, nursery school, child play school, progressive school, child development center, or preschool, or known under any other name, which receives children not of common parentage under seven years of age, or children under sixteen years of age if such children are children with special needs as defined in Massachusetts General Laws, Chapter 28A, Section 9, for nonresidential custody and care during part or all of the day separate from their parents. Day care center shall not include: any part of a public school system; any part of a private, organized educational system, unless the services of such system are primarily limited to nursery or related preschool services; a Sunday school conducted by a religious institution; a facility operated by a religious organization where children are cared for during short periods of time while persons responsible for such children are attending religious services; a family day care home; an informal cooperative arrangement among neighbors or relatives; or the occasional care of children with or without compensation therefor.

Other than the addition of Cultural Use and Day Care Use, the Proposed Project, including its location and building envelope, is unaffected by the Fifth Amendment.

As set forth in the Fifth Amendment, the Sports Facility Project proposes the construction of one building of up to 275,000 square feet of Floor Area, Gross, and up to 95 feet in Building Height, and may contain Office Use, Clinic Use (but not to establish a Hospital or Institutional Use), Research and Development Use, including a Biotechnical and Laboratory Use (provided that no laboratory classified BSL-3 or BSL-4 shall be permitted), Studio Production Use, Facility of Public Assembly Use, Entertainment Uses, Cultural Uses, Day Care Center Uses and sports uses such as locker rooms, concessions, fitness uses, yoga studio uses, track and field, hockey, basketball, skateboarding, rock-climbing, volley ball, lacrosse, soccer, baseball, tennis and all general sports and recreational uses, all of which would include any accessory, ancillary or incidental uses thereto, such square footage being exclusive of parking, loading, Retail Uses, Restaurant Uses and/or Service Uses. Up to 250 parking spaces at grade and above may be provided within the Proposed Project. The Proposed Project may also entail up to 27,500 square feet of Floor Area, Gross, devoted to Retail Uses, Restaurant Uses and/or Service Uses, including, without limitation, Local Retail Business Uses, Take-out Restaurant Uses, Banking and Postal Uses, Bank Uses, Automatic Teller Machine Uses, Bar Uses, and Barber Shop or Beauty Shop Uses, all of which would include any accessory, ancillary or incidental uses thereto.

The Proponent has voluntarily elected to commission a traffic study to analyze this NPC using a mixed-use scenario, specifically (i) Track and Field/Multi-Sport, (ii) Cultural/Day Care,



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(iii) Sports Research Lab, and (iv) Retail. Howard Stein Hudson (“HSH”) prepared the attached Technical Memorandum entitled “Sports Complex – Trip Generation” (the “HSH Report”) to evaluate any potential impacts over what already has been approved in previously filings. As indicated in the HSH Report, total overall trips generated by the Proposed Development remains significantly less than the trips generated by the variety of uses previously evaluated for the Proposed Development. The changes to the Proposed Project will not cause any significant transportation impacts to the surrounding roadway network beyond those previously addressed and mitigated. The Proponent’s continued commitment to mixed-use development, effective travel demand management policies, parking management plans, strong streetscape elements, increasing commuter rail ridership, and efficient curbside operations will support the construction of the Sports Facility within the Proposed Development.

Based on the foregoing, the Proponent respectfully requests that you determine that the proposed modifications to the Proposed Development described above will not significantly increase the impacts of the Proposed Development, within the scope of required review, that no further review is required under Article 80B of the Code, and that a Determination Waiving Further Review be issued.

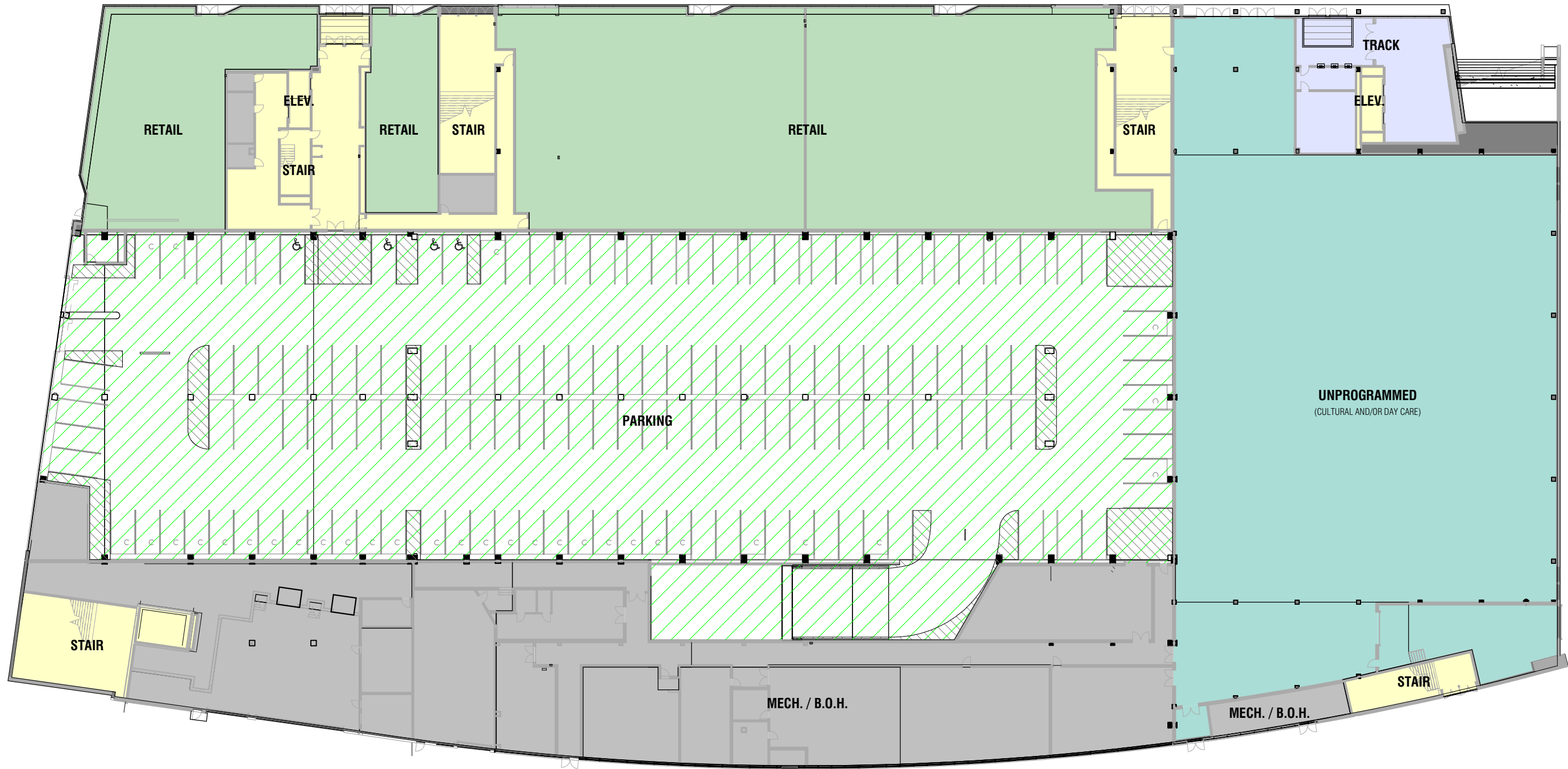
Thank you very much for your consideration. Please feel free to contact me about this request.

Sincerely,

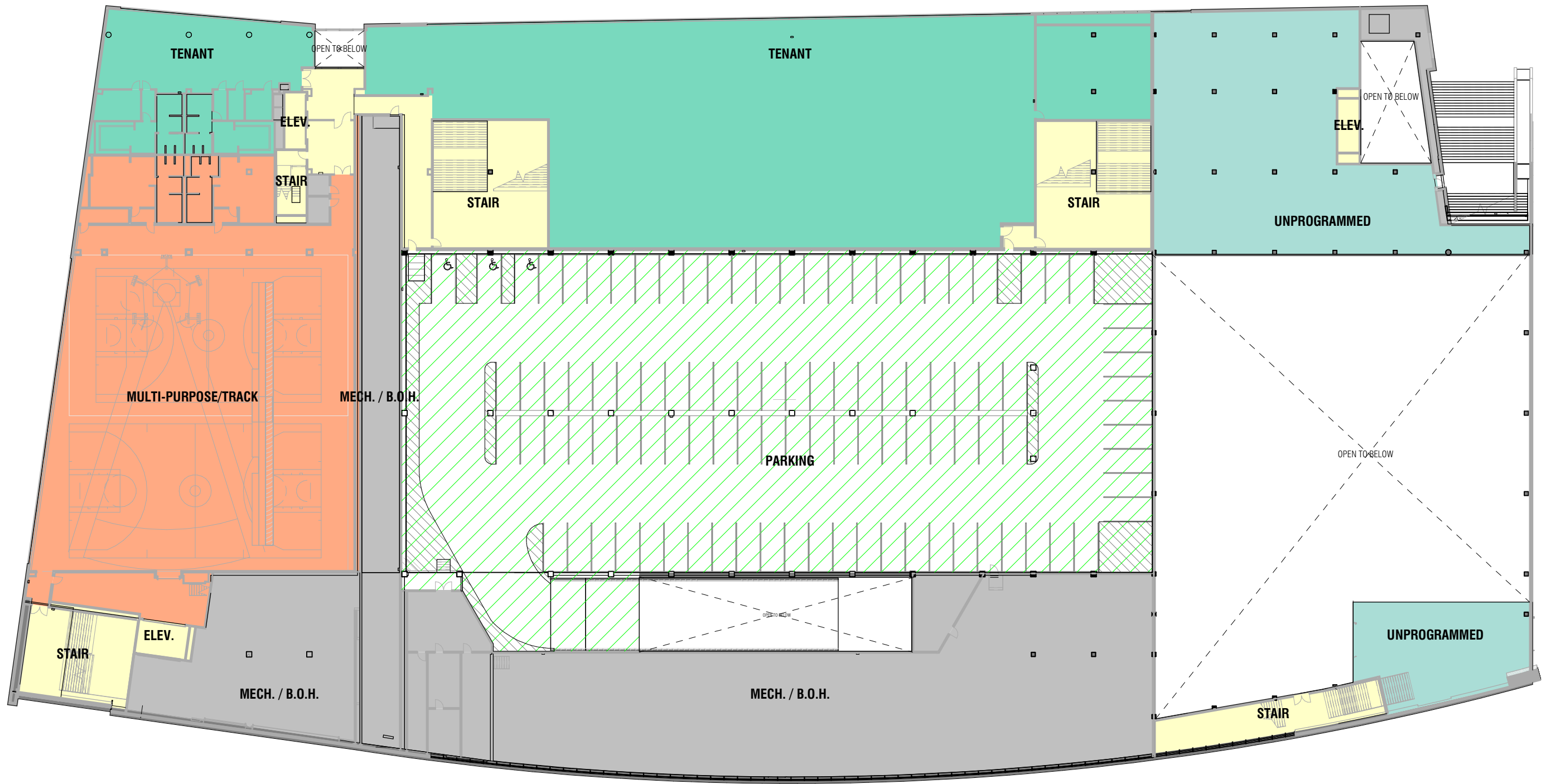
Lawrence E. Kaplan

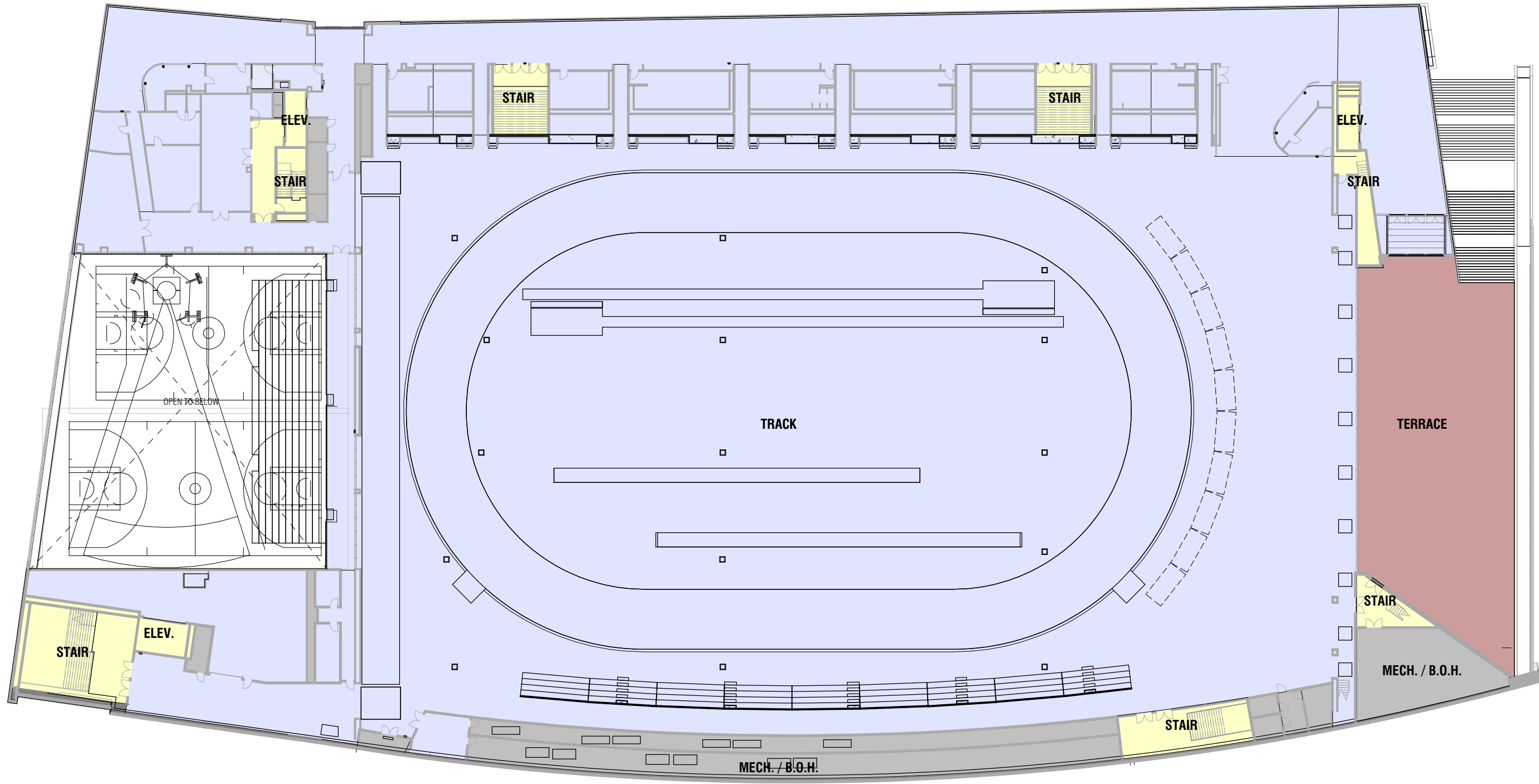
Enclosures: Floor Plans for Sports Facility Project
Transportation Technical Memorandum

cc: James M. Halliday, NBDG
Keith Craig, NBDG
Jay Rourke, NBDG
Robert Fitzgerald, Goodwin Procter LLP
Casey Hines, BPDA

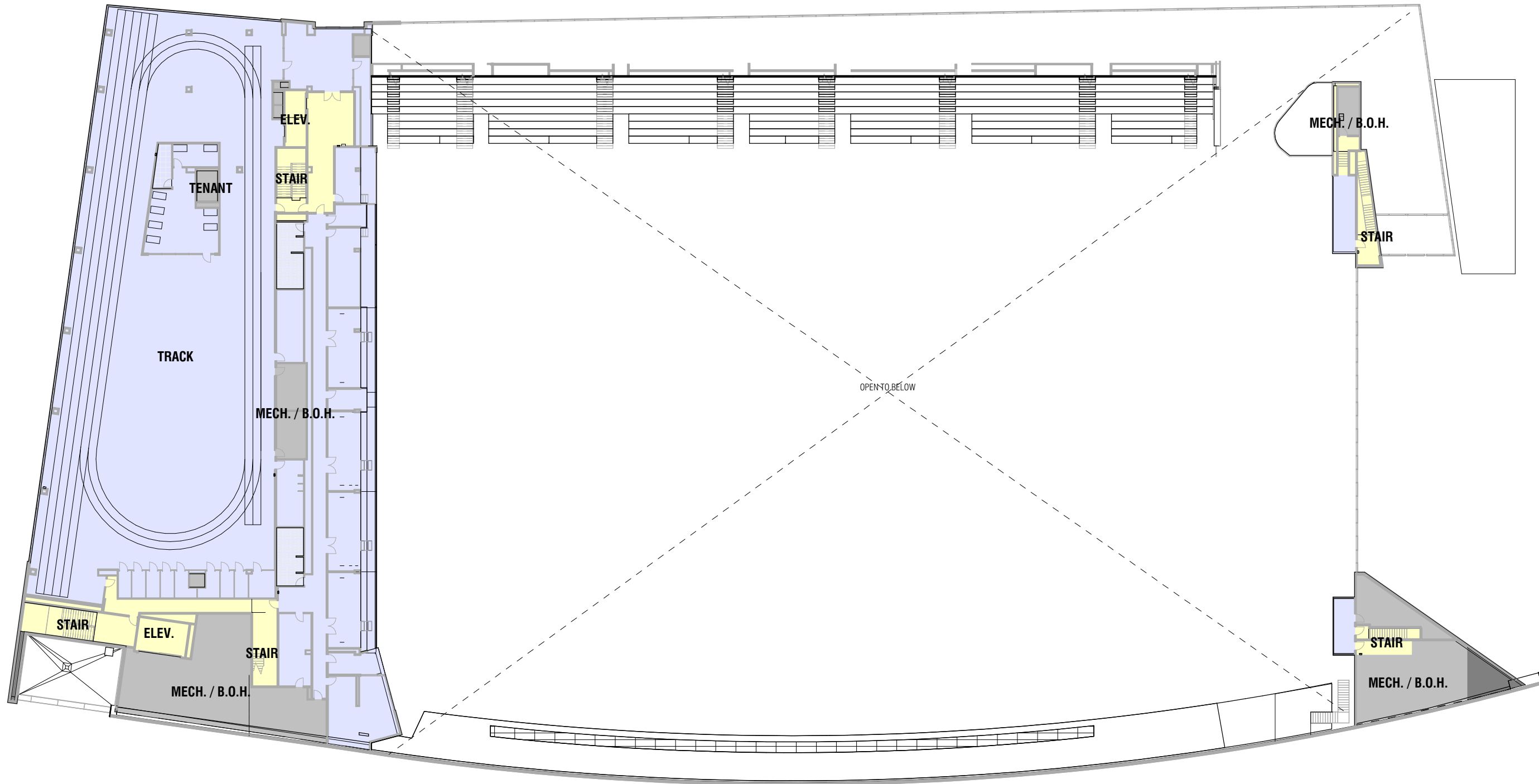


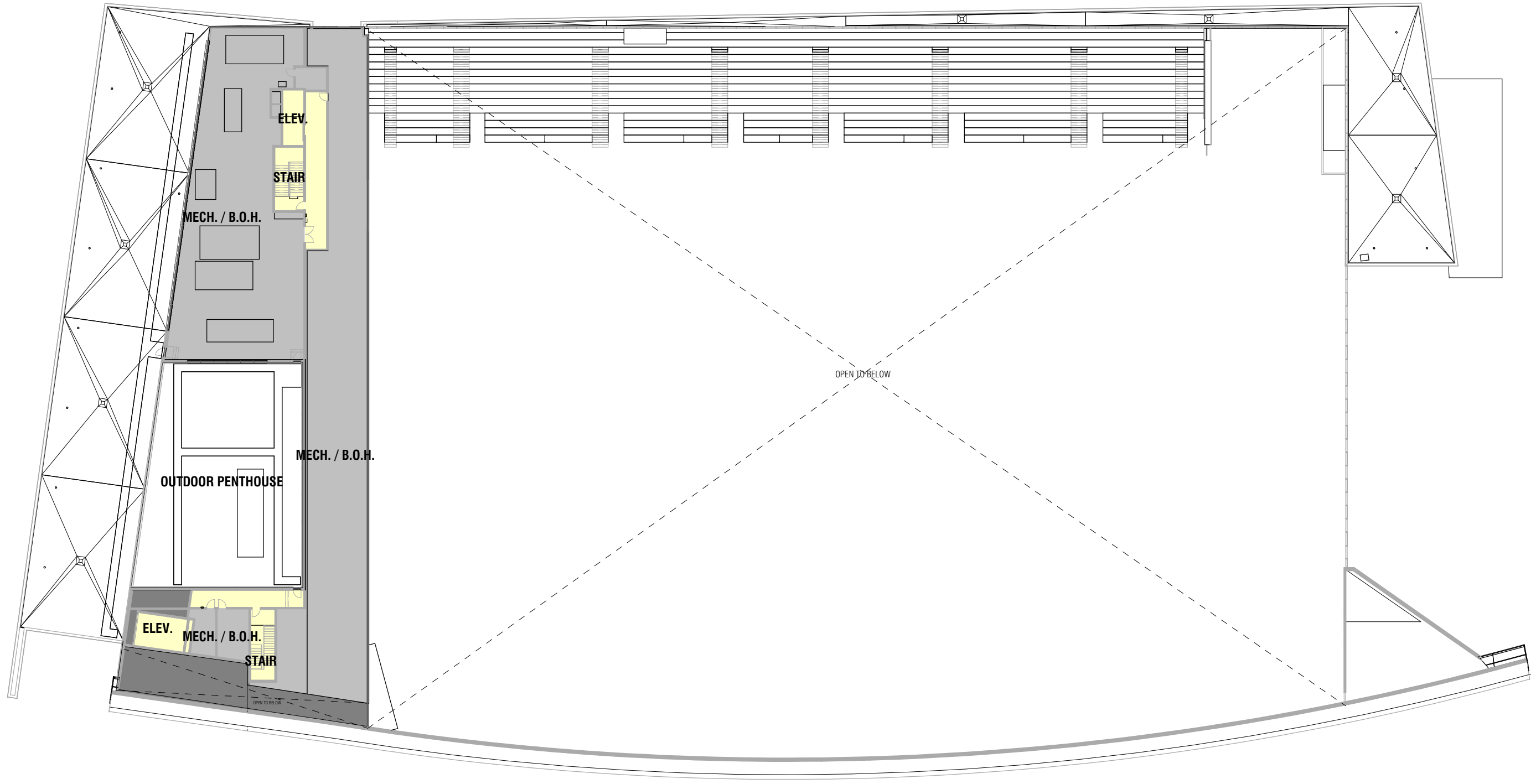
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TO: Keith Craig, NB Development
Jay Rourke, NB Development

DATE: July 11, 2018

FROM: Elizabeth Peart
Melissa Restrepo

HSH PROJECT NO.: 2011198.28

SUBJECT: Sports Complex – Trip Generation

Overview

In the initial filings for Boston Landing, the plan for the Sports Complex included a track and field house, a hockey rink, a fitness club, retail, and parking. Since that time, as the Boston Landing development has evolved, several key changes have influenced the continued planning of the Sports Complex, including the elimination of fitness club totaling 83,000 sf, the opening of the Warrior Ice Arena in a separate building north of Guest Street, and the construction of the new Celtics practice facility at the Auerbach Center, also on the north side of Guest Street, which has reduced the amount of proposed office floor area on the north side.

Under the current plan, the Sports Complex will still be located at 67-91 Guest Street and will continue to include track and field facilities, retail, and parking but will now include 1) an unprogrammed space such as a cultural use or day care; and 2) a New Balance specialized sports research lab, which will be used for athlete equipment and shoe research. This current plan for the Sports Complex is summarized in **Table 1**.

This memo presents the trip generation characteristics of the currently proposed Sports Complex and an assessment of associated traffic impacts.

Sports Complex Trip Generation

Trip generation for the Sports Complex was developed for each of the primary uses shown in **Table 1**. (The support uses will not generate trips.) Because activity at the Sports Complex will be minimal during the weekday a.m. peak hours, the primary focus of this evaluation is the p.m. peak hour. The estimate of vehicle trips incorporates 1) BTM Area 17 travel mode shares adjusted to reflect the availability of the new Boston Landing Commuter Rail station and 2) appropriate vehicle occupancy rates.



Table 1. Sports Complex, 67-91 Guest Street – Proposed Land Uses and Quantities

Land Use Component	Quantity (gross square feet)
Primary Use	
Track/Field	173,655 gsf
Unprogrammed Space i.e. Cultural Use and/or Day Care	41,045 gsf
Sports Lab	18,516 gsf
Retail	22,725 gsf
Support Use	
Mechanical Space	41,799 gsf
Service/Support	13,364 gsf
Parking	91,432 gsf (200-250 spaces)
Total	Approx. 402,536 gsf

TRACK/FIELD

Similar to the methodology used in the 2012 filings, HSH based the peak hour person trips on time-of-day activity assumptions as developed with the NB Development Group. Similar to Warrior Ice Arena use patterns, weekday hours of operation are expected to be 6:00 a.m. – midnight and activity will include training/practice for local teams. On some weekends, minor or major track/field and multi-sport events will be held at the facility.

As previously and conservatively assumed, all weekday trips will occur via private automobile or private bus. For the weekend events, some portion of patrons will arrive via transit or will walk from the neighborhood.

Weekday p.m. peak hour (5:00-6:00 p.m.) vehicle trips are shown in **Table 2**, along with the projected weekend peak hour trips.

Table 2. Track/Field Facility Only – Peak Hour Vehicle Trip Generation Summary

Direction	Typical Weekday p.m. peak hour	Minor Weekend Event Midday peak hour	Major Weekend Event Midday peak hour
In	5	40	100
Out	4	70	200
Total	9	110	300



UNPROGRAMMED SPACE

Trip generation associated with the unprogrammed space has been evaluated for a Cultural Use and a Day Care use.

Cultural Use

A Cultural Use within the approximately 41,000 sf of space (the Unprogrammed Space) could host moderately-sized events, such as art installations, concerts, performances, corporate functions, and lectures, etc. The configuration of the Unprogrammed Space, seating layout, and associated capacity will be flexible depending on the event. For this current assessment, activity associated with a weekday event has been evaluated. Using 13 sf/person as a representative measure of person space requirements, the Unprogrammed Space could accommodate approximately 3,150 persons.

As is typical with such events, patrons are expected to arrive in the area over a two - three hour period, with some having dinner locally before the event. Most patrons are expected to arrive by the start time of the event, although some will arrive after the start time. Using a full capacity of 3,150 patrons, 87% attendance rate, 40% auto mode share, and 2.2 persons/auto, the estimated number of vehicles arriving for the event would be about 500 vehicles.

For an evening event with a 7:30 p.m. start time, the hourly vehicle trip activity expected between 5:00 p.m. and 8:00 p.m. is shown in **Table 3**.

Table 3. Cultural Use - Vehicle Trip Generation Summary

Hour	Weekday Event 7:30 p.m. start time		
	In	Out	Total
5:00-6:00 p.m.	130	40	170
6:00-7:00 p.m.	180	50	230
<u>7:00-8:00 p.m.</u>	<u>190</u>	<u>60</u>	<u>250</u>
Total	500	150	650

About 170 vehicle trips (130 entering/40 exiting) are expected to occur during the p.m. peak commuter hour of 5:00-6:00 p.m. and are not expected to impact traffic operations in the area. Note that the exiting vehicle trips are primarily the reverse trip of a drop-off trip (i.e. taxi/uber trip).

The number of vehicle trips generated by the cultural use during the latter two hours is higher per hour than that expected from 5:00-6:00 p.m., but the general traffic volumes on the surrounding street network will be lower after 6:00 p.m.

It is in the best interest of Boston Landing to not coincide/overlap events at the Sports Complex.



Day Care

Also studied within the Unprogrammed Space was the possibility of introducing a Day Care use. A Day Care facility at this location will likely primarily serve employees within the Boston Landing development. The Day Care facility is not expected to generate additional vehicle trips to the area because those vehicle trips have already been accounted for in the traffic analysis conducted for previous Boston Landing filings with the City.

NB SPORTS RESEARCH LAB

Trip generation for the Sports Lab space was based on Institute of Transportation Engineer’s (ITE) *Trip Generation* 10th Edition, Land Use Code (LUC) 760 for a Research & Development Center, the category that most closely matches with the proposed facility.

Using travel mode shares and auto occupancy rates per previous Boston Landing filings, this space will generate about 6 vehicle trips (2 in/4 out) during the weekday p.m. peak hour.

The sports lab will generate negligible trips during the a.m. peak hour or on weekends.

RETAIL

Trip generation for the retail space is based on the standard ITE category for this use, which is LUC 820 (Shopping Center).

Using travel mode shares and auto occupancy rates per previous Boston Landing filings, this space will generate about 28 vehicle trips (14 in/14 out) during the p.m. peak hour.

TRIP GENERATION SUMMARY

Table 4 shows a summary of the Sports Complex vehicle trip generation during the p.m. peak hour both without and with a cultural use event.

Table 4. Sports Complex – P.M. Peak Hour Vehicle Trip Generation

Land Use	Typical Weekday No event			Typical Weekday With event		
	In	Out	Total	In	Out	Total
Track/Field	5	4	9	5	4	9
Unprogrammed Space ¹						
Cultural Use	0	0	0	130	39	169
Sports Lab	2	4	6	2	4	6
<u>Retail</u>	<u>19</u>	<u>20</u>	<u>39</u>	<u>19</u>	<u>20</u>	<u>39</u>
Total	26	28	54	156	67	223

1 If the Unprogrammed Space was designated as a Day Care facility, it will likely primarily serve employees within the Boston Landing development and not generate any additional vehicle trips.



During the p.m. peak hour on a day without a cultural use event, the Sports Complex will generate about 54 vehicle trips, a relatively minor number of trips. With a cultural use event, the number of vehicle trips will increase to about 223 vehicle trips during the p.m. peak hour. While some of the cultural use vehicle trips will park in the dedicated Boston Landing parking facilities, some will be taxi/uber/lyft trips that will not park. (Note that parking will be available on the Boston Landing campus during weekday evenings because most daytime employees on the campus will have left work by the time cultural use patrons are arriving, allowing a shared use of the same parking spaces.) Providing a designated curbside area for these trips in front of the facility will expedite drop-off and pick-up activity.

Full-Build Project Vehicle Trips

Since the original filings, changes to development plans have affected the estimated number of new Project vehicle trips expected under full-build conditions. The estimate of full build-out daily and peak hour vehicle trips for the whole of the Boston Landing campus has decreased through 1) inclusion of the Boston Landing commuter rail station, which provides a higher transit mode share for the Project and 2) the elimination of the proposed 83,000 sf fitness center. These changes, along with the addition of the 125 Guest Street residences, were reflected in the 2014 filings. The most recent estimate of Boston Landing trips under the full-build out condition also reflects the latest ITE Trip Generation Manual (10th edition), the elimination of previously proposed medical office space, and less proposed office space overall.

With the change in the Sports Complex components as described in this memo, the overall campus vehicle trip generation is still substantially less than estimated in the initial permitting documents. As such, the changes to the Sports Complex program will not cause any undue transportation impacts to the surrounding roadway network beyond those previously addressed. The continued commitment to mixed-use development, effective travel demand management policies, parking management policies, strong streetscape elements and pedestrian amenities, increasing commuter rail ridership, and efficient curbside operations will support the integration of the Sports Complex plan into the larger Boston Landing campus.