Master Plan for Planned Development Area #87

Submitted Pursuant to Article 80 of the Boston Zoning Code

NEW BRIGHTON LANDING

Submitted to:

BOSTON REDEVELOPMENT AUTHORITY
One City Hall Square
Boston, MA 02201

Submitted by:

NEW BRIGHTON LANDING, LLC
180 Guest Street
Brighton, MA 02135

Prepared by:

Goodwin Procter LLP
Elkus Manfredi Architects
Howard/Stein-Hudson Associates

March 20, 2012

PDA Master Plan

FACT SHEET FOR

MASTER PLAN

FOR

PLANNED DEVELOPMENT AREA NO. 87

NEW BRIGHTON LANDING

GUEST STREET AND LIFE STREET

BRIGHTON LANDING AREA OF BOSTON

DATED: MARCH 20, 2012

I. Proponent: New Brighton Landing LLC., a Massachusetts limited liability company

II. Location of Proposed Projects The Planned Development Area (the "PDA Area") is comprised of approximately 13.98 acres (about 608,969 square feet) of land known as and numbered 38-180 Guest Street, 77 Guest Street and two (2) vacant lots (the "Vacant Lots"), all of which are located in the Brighton Section of Boston, Massachusetts. 38-180 Guest Street comprises about 9.718 acres and is located on the northerly side of Guest Street, and 77 Guest Street and the Vacant Lots comprise about 4.262 acres and are located on the southerly side of Guest Street and the easterly side of Life Street.

The PDA Area is legally described in Exhibit A attached hereto.

III. The Proposed Projects The Proponent proposes the development of four new building projects to enable New Balance Athletic Shoe, Inc. to create a new location for its world headquarters, while at the same time creating other uses complimentary and compatible not only to its headquarters, but also to the surrounding area, as well. The four proposed projects are described conceptually below.

(a) **New Balance World Headquarters Project**. The New Balance World Headquarters Project entails the construction of a new office building to house New Balance employees, managers and officers, and which may also contain uses such as Restaurant Use, Retail Use and Service Use, containing approximately 250,000 square feet, exclusive of areas dedicated for parking at or

above grade and loading, and areas devoted to Restaurant Use, Retail Use and Service Use. The New Balance World Headquarters Project will be occupied by New Balance for its world headquarters. Currently, this Proposed Project is contemplated to be located on the northerly side of Guest Street and on the most easterly portion of the site. The Building Height will not exceed 130 feet.

(b) **Hotel Project**. The Hotel Project entails the new construction of a building for hotel use, which may also contain other uses and amenities such as Restaurant Use, Retail Use and Service Use. This Project is expected to comprise about 175 hotel rooms and suites in an approximately 140,000 square foot building, exclusive of areas dedicated for parking at or above grade and loading, and areas devoted to Restaurant Use, Retail Use and Service Use. Currently, this Proposed Project is contemplated to be located southerly of and next to the New Balance World Headquarters Project. The Building Height will not exceed 205 feet.

(c) **Office Buildings Project**. The Office Buildings Project entails the construction of one or more buildings for office use containing, in the aggregate, approximately 650,000 square feet, exclusive of areas dedicated for parking at or above grade and loading, and areas devoted to Restaurant Use, Retail Use and Service Use. This Proposed Project may also include Retail Use, Restaurant Use and Service Use. Currently, this Project is contemplated to be located westerly of the New Balance World Headquarters Project and the Hotel Project. The Building Height will not exceed 165 feet.

(d) **Sports Facility Project**. The Sports Facility Project entails the construction of a new building on the southerly side of Guest Street to house a variety of sports activities. The Sports Facility may contain venues for basketball, tennis, ice hockey, general recreation, track and field, and a fitness/health and wellness facility. In addition, this Project may also contain Office Uses, Restaurant Use, Retail Use and Service Use. This Project is expected to comprise about 345,000 square feet, exclusive of areas dedicated for parking at or above grade and loading, and areas devoted to Restaurant Use, Retail Use and Service Use. The Building Height will not exceed 95 feet.

The Restaurant Use, Retail Use and Service Use referenced above, which will be disbursed among the Proposed Projects, will contain, in the aggregate, approximately 65,000 square feet.

III. The Future

Benefits

Public Benefits. The Proposed Projects are expected to provide the following benefits:

(a) Each of the Proposed Projects will have a design that responds favorably to each of the other Projects, as well as being sensitive and responsive to its surrounding context;

(b) Each of the Proposed Projects will minimize environmental impacts, and will create considerably more usable open space than currently exists;

(c) The Proposed Projects will provide considerably more real estate tax revenue for the City of Boston;

(d) The Proposed Projects will create better internal circulation in the immediate neighborhood and better access and egress from nearby streets;

(e) The Sports Facility Project will provide opportunities for its use by the residential population;

(f) The Proposed Projects include open space which will be available to the general public, and may include amenities such as an amphitheater and a recreational outdoor skating rink;

(g) The Proposed Projects will generate substantial housing linkage funds and jobs linkage funds for the City of Boston;

(h) The Proposed Projects will represent a more orderly and coordinated master development than could be accomplished by more than one developer of the site;

(i) The Proposed Projects establish an anchor for renewed activity along the Guest Street and Life Street corridors;

(j) The Proposed Projects will create new signature LEED-certifiable buildings along the spines of the Massachusetts Turnpike and Guest Street;

(k) The Proposed Projects will create approximately 400 full-time construction jobs, approximately 600 peak construction jobs and approximately 3,000 permanent new jobs;

(l) The Proposed Projects will expand the diversity of uses in the Brighton Landing area to insure long-term activity and vitality; and

(m) The Proposed Projects will expand the critical mass of Class A space in the Brighton Landing area.

Exhibit A

Exhibit A

Legal Description of New Brighton Landing

38-180 Guest Street

Parcel 1

That certain parcel of land situated in that part of Boston formerly Brighton in the County of Suffolk, Commonwealth of Massachusetts, bounded and described as follows:

SOUTHERLY	by Buffalo Street, five hundred thirty-three (533) feet and by Guest Street, one hundred eighty and 32/100 (180.32) feet;
WESTERLY	by land now or formerly of Hathaway Bakeries, Inc., two hundred ninety-six and 83/100 (296.83) feet; and
NORTHERLY	seven hundred thirteen and 34/100 (713.34) feet and
EASTERLY	three hundred eleven and 88/100 (311.88) feet by land now or formerly of the Boston & Albany Railroad Company.

All of said boundaries are determined by the Court to be located as shown on a plan drawn by William S. Crocker, Civil Engineer, dated January 18, 1952, as modified and approved by the Court, filed in the Land Registration Office, as Plan No. 23419-A, a copy of a portion of which is filed with Certificate of Title No. 56043.

Parcel 2

That certain parcel of land situated in that part of Boston formerly Brighton in the County of Suffolk, Commonwealth of Massachusetts, bounded and described as follows:

SOUTHWESTERLY	by Guest Street, twenty (20) feet;
NORTHWESTERLY	by land now of formerly of Elm Farm Foods Co., three hundred eleven and 88/100 (311.88) feet; and
NORTHEASTERLY	twenty (20) feet, and
SOUTHEASTERLY	three hundred eleven and 90/100 (311.90) feet by land now or formerly of the Boston and Albany Railroad Company.

All of said boundaries are determined by the Court to be located as shown on a plan drawn by William S. Crocker, Civil Engineer, dated March 15, 1956, as modified and approved by the Court, filed in the Land Registration Office as plan No. 26672-A, a copy of a portion of which is filed with Certificate of Title No. 62127.

Parcel 3

That certain parcel of land situated in that part of Boston formerly Brighton in the County of Suffolk, Commonwealth of Massachusetts, bounded and described as follows:

SOUTHWESTERLY	by Guest Street, one hundred (100) feet;
NORTHWESTERLY	by land now or formerly of the Trustees of Richwood Trust, three hundred eleven and 90/100 (311.90) feet; and
NORTHEASTERLY	one hundred (100) feet, and
SOUTHEASTERLY	three hundred twelve and 01/00 (312.01) feet by land now of formerly of the Boston and Albany Railroad Company.

Said land is shown as lot 1 on the plan hereinafter mentioned.

All of said boundaries are determined by the Court to be located as shown on a plan drawn by William S. Crocker, Inc., Civil Engineers, dated August 17, 1959, as modified and approved by the Court, filed in the Land Registration Office as Plan 29373A, a copy of a portion of which is filed with Certificate of Title No. 66494, and shown thereon as Lot 1.

Parcel 4

That certain parcel of land situated in that part of Boston formerly Brighton in the County of Suffolk, Commonwealth of Massachusetts, bounded and described as follows:

NORTHEASTERLY	by Guest Street, two hundred fifty-nine and 93/100 (259.93) feet;
SOUTHEASTERLY	by land now or formerly of Clorox Chemical Company, two hundred thirty-nine (239) feet;
SOUTHWESTERLY	by other land now or formerly of the Boston and Albany Railroad Company, two hundred eighty and 32/100 (280.32) feet; and
NORTHWESTERLY	by land now or formerly of Schlitz Distributing Company of America, one hundred forty-five (145) feet.

All of said boundaries are determined by the Court to be located as shown on a plan drawn by William S. Crocker Inc., Civil Engineers, dated August 17, 1959, as modified and approved by the Court, filed in the Land Registration Office as Plan No. 29373-A, a copy of a portion of which is filed with Certificate of Title No. 66494, and shown thereon as Lot Two (2).

Parcel 5

That certain parcel of land situated in that part of Boston formerly Brighton in the County of Suffolk, Commonwealth of Massachusetts, bounded and described as follows:

NORTHERLY	by land now or formerly of Honeywell Information Systems Inc., twenty-seven and seventy-nine hundredths (27.79) feet;
EASTERLY	by land now or formerly of the Trustees of the Richwood Trust, sixty-five and ninety-two hundredths (65.92) feet;
SOUTHERLY	by the Northerly line of Guest Street, twenty-seven and seventy-nine hundredths (27.79) feet; and
WESTERLY	by land now or formerly of Honeywell Information Systems Inc., sixty-five and ninety-two hundredths (65.92) feet;

Being shown as Lot 5 as shown on a plan entitled "PLAN OF LAND BOSTON (BRIGHTON) MASS. BEING A SUBDIVISION OF LAND SHOWN ON LAND COURT PLAN 21968A AS LOT 1, scale 1"= 40', May 31, 1984 and revised September 14, 1984, Harry R. Feldman, Inc., Land Surveyors, and recorded with Certificate of Title No. 97343 as Plan 21968B.

Parcel 6

That certain parcel of land situated in that part of Boston formerly Brighton in the County of Suffolk, Commonwealth of Massachusetts, bounded and described as follows:

NORTHERLY	by land now or formerly of Honeywell Information Systems Inc., eleven (11) feet;
EASTERLY	by land now or formerly of the Trustees of Richwood Trust, sixteen (16) feet;
SOUTHERLY	by land now or formerly of Honeywell Information Systems Inc., eleven (11) feet; and
WESTERLY	by land now or formerly of Honeywell Information Systems Inc., sixteen (16) feet;

Being shown as Lot 4 as shown on a plan entitled "PLAN OF LAND BOSTON (BRIGHTON) MASS. BEING A SUBDIVISION OF LAND SHOWN ON LAND COURT PLAN 21968A AS LOT 1, scale 1"= 40', May 31, 1984 and revised September 14, 1984, Harry R. Feldman, Inc., Land Surveyors, and recorded with Certificate of Title No. 97343 as Plan 21968B.

Parcel 7

A certain parcel of land in that part of the City of Boston, County of Suffolk and said Commonwealth, known as Brighton, being shown as Lot 1 on a plan dated August 19, 1974, recorded with said Deeds at Book 8840, Page 121, bounded and described as follows:

Beginning at a point on the northerly side of Guest Street, said point being a concrete monument 1343.39 feet easterly from the easterly sideline of Market Street;

thence N 9° 51' 50" E along the land of Gordon F. Bloom, et al, Trustees of Richwood Trust a distance of 312.01 feet;

thence S 80° 11' 59" E along the southerly property line of the Penn Central Railroad a distance of 261.87 feet;

thence S 9° 48' 01" W along the westerly property now or formerly of Gordon F. Bloom a distance of 312.30 feet**;** and

thence N 80° 08' 10" W along the northerly sideline of Guest Street a distance of 262.22 feet to the point of beginning.

Parcel 8

A certain parcel of land in that part of the City of Boston, County of Suffolk and said Commonwealth, known as Brighton, being shown as Parcel 2 on a plan recorded with said Deeds at Book 7614, Page 555, entitled "New York Central System… Land to be Conveyed by N.Y.C.R.R. Co. to Elm Farm Foods Co. at Brighton", dated 11-15-61, and being more particularly bounded and described as follows:

Northerly by Guest Street, one hundred eighty-seven and eighty-nine hundredths feet (187.89');

Southerly by land now or formerly of the Clorox Chemical Co., two hundred one and sixty-four hundredths feet (201.64'); and

Westerly by land now or formerly of said Clorox Chemical Co., sixty-five and fifteen hundredths feet (65.15').

See also plan entitled "Plan of Land Boston (Brighton), Mass." Scale : 1" = 20' dated May 17, 1984 by Harry R. Feldman, Inc., Land Surveyors, recorded with said Deeds at Book 11171, Page 184.

Parcel 9

A The land in that part of the City of Boston, County of Suffolk, Commonwealth of Massachusetts, and any buildings and other improvements located therein, bounded and described as follows:

Beginning at a point on the northerly side of Guest Street, said point being 1605.61 feet easterly from the easterly sideline of Market Street and 262.22 feet easterly from a concrete monument along the northerly sideline of Guest Street;

thence N 9° 48’ 01”E through the land now or formerly of Gordon F. Bloom, a distance of 312.20 feet;

thence S 8° 11’ 59” E along the southerly property line of Penn Central Railroad, a distance of 273.00 feet;

thence S 9° 48’ 01” W along land of Joseph T. Ryerson & Son, Inc., a distance of 268.00 feet to a point;

thence S 44° 00’ 12” W continuing along the property line of Joseph T. Ryerson & Son, Inc., a distance of 54.86 feet to a point on the northerly sideline of Guest Street; and

thence N 80° 08’ 10” W along the northerly sideline of Guest Street, a distance of 242.16 feet to the point of beginning. Containing an area of 84,600 square feet (1.942 acres), more or less, as shown on a plan by Harry R. Feldman, Inc., dated August 19, 1974, which plan is recorded in the Suffolk County Registry of Deeds (the “Registry”) in Book 8572, Page 685.

77 Guest Street

Parcel 10

A certain parcel of land situated in Brighton District of Boston, Suffolk County, Massachusetts, with the buildings thereon, now known and numbered as 77 Guest Street, bounded and described as follows:

NORTHERLY:	by Guest Street, 319.00 feet;
EASTERLY:	by registered land now or formerly of Richwood Trust, 145.00 feet;
NORTHEASTERLY:	by the same, 200.32 feet;
EASTERLY:	by land now or formerly of The Clorox Company, 27.46 feet;
SOUTHERLY:	78.53 feet by land now or formerly of The Clorox Company;
EASTERLY:	11.51 feet, by land now or formerly of The Clorox Company;
SOUTHERLY:	by land now or formerly of National Life Insurance Company, 500.81 feet; and
WESTERLY:	by Life Street, 325.44 feet.

MASTER PLAN

FOR

PLANNED DEVELOPMENT AREA NO. 87

NEW BRIGHTON LANDING

GUEST STREET AND LIFE STREET

BRIGHTON LANDING AREA OF BOSTON

DATED: MARCH 20, 2012

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FOR

PLANNED DEVELOPMENT AREA No. 87

NEW BRIGHTON LANDING

GUEST STREET AND LIFE STREET

BRIGHTON LANDING AREA OF BOSTON

DATED: MARCH 20, 2012

1. **The Master Plan**. Pursuant to Section 3-1A and Article 80C of the Zoning Code of the City of Boston, Massachusetts, as amended (as so amended, the "Zoning Code"), this plan constitutes a Master Plan (the "Plan") for Planned Development Area No. 87 for the development of approximately 13.98 acres (about 608,969 square feet) of land known as and numbered 38-180 Guest Street, 77 Guest Street, and two (2) vacant lots (the "Vacant Lots"), all located in the Brighton Section of Boston, Massachusetts (such land, the "New Brighton Landing"). 38-180 Guest Street comprises about 9.718 acres and is located on the northerly side of Guest Street, and 77 Guest Street and the Vacant Lots comprise about 4.262 acres and are located on the southerly side of Guest Street and the easterly side of Life Street. The entirety of New Brighton Landing is located within the Planned Development Area to be governed by this Plan. New Brighton Landing is legally described in Exhibit A attached hereto. This Plan contemplates that one or more Planned Development Area Development Plans (as defined in the Zoning Code); each such plan, a "PDA Development Plan" will be submitted to provide more specific information about various proposed projects (as defined in the Zoning Code) and components thereof.

New Brighton Landing is shown on the plan dated January 10, 2012 entitled "Existing Conditions Plan Guest Street Brighton, MA (Suffolk County)," prepared by Coler & Colantonio, Inc., a copy of which is attached hereto as Exhibit C (the "Survey"). An existing site plan of New Brighton Landing is shown on Exhibit B attached hereto.

This Plan consists of 7 pages of text, plus the attachments designated as Exhibit A through Exhibit E. All references herein to "this Plan" refer to such pages and exhibits. Capitalized terms used but not defined in this Plan shall be as defined in Article 2A of the Zoning Code as in effect on the date hereof, and not as amended hereafter.

This Plan describes four new projects (each, a "Proposed Project," and collectively, the "Proposed Projects") to be located on the site: (i) a new Office Use building with accessory parking to house New Balance employees, managers and officers, together with Retail Use, Restaurant Use and Service Use (the "New Balance World Headquarters Project"); (ii) a new Office Use building or buildings with accessory parking, Restaurant Use, Retail Use, and Service Use (the "Office Buildings Project"); (iii) a Hotel Use with accessory parking, Restaurant Use,

Retail Use, and Service Use (the "Hotel Project"); and (iv) a sports facility with accessory parking, Restaurant Use, Retail Use, and Service Use (the "Sports Facility Project"). Each of the Proposed Projects is discussed below. This Plan sets forth the proposed location and range of dimensions of the structures to be constructed, the proposed uses and range of densities of the Proposed Projects, and the anticipated public benefits of the Proposed Projects. This Plan also describes the planning objectives and character of the Proposed Projects.

A conceptual site plan of the Proposed Projects is shown on Exhibit D attached hereto.

2. **The Developer / Proponent**. New Brighton Landing LLC, (the "Proponent" or the "Developer"), submits this Plan under Article 80C of the Zoning Code. The Developer is currently headquartered at 180 Guest Street in Brighton, Massachusetts which is located on the northerly side of Guest Street.

The Proponent is a privately held Massachusetts entity, and will file a Statement of Beneficial Interests with the Boston Redevelopment Authority ("BRA"), the Zoning Commission and the Boston City Clerk, as required by Section 80B-8 of the Zoning Code.

3. **The Project Site/PDA Area.** New Brighton Landing consists of ten (10) parcels of land, comprising six (6) tax lots, and contains about 13.98 acres (about 608,969 square feet) of land area located on both the north and south sides of Guest Street. Only a small 8,049 square foot parcel on the southerly side of Guest Street is not contiguous to any of the other parcels. The portion of New Brighton Landing on the northerly side of Guest Street is bounded to the north by land of the MBTA, to the south by Guest Street, to the east by a Stop & Shop Supermarket and to the west by the office complex known as Brighton Landing. The contiguous portion of New Brighton Landing on the southerly side of Guest Street is bounded to the north by Guest Street, to the south by numerous other property owners, to the east by land of Edward C. Joyce, Trustee/B.L. Makepeace, Inc., and to the west by Life Street, (collectively, the "Project Site"), all as shown on Exhibit C attached hereto. Upon approval of this Plan, the entirety of New Brighton Landing will be located in the Planned Development Area governed by this Plan. The entirety of New Brighton Landing is owned by New Brighton Landing LLC, a Massachusetts limited liability company.

The existing buildings on New Brighton Landing will be razed prior to or at such time as is necessary to allow construction of a Proposed Project to proceed.

4. **The Proposed Projects**. The Proponent proposes the construction of four (4) new building projects to enable the Proponent to create a new location for its headquarters, while at the same time creating other uses complimentary and compatible to the neighborhood fabric in which it is located. The four (4) Proposed Projects are described conceptually below.

(a) **New Balance World Headquarters Project**. The New Balance World Headquarters Project entails the construction of a new office building, with accessory parking and loading, which may also contain uses such as Restaurant Use, Retail Use and Service Use, containing approximately 250,000 square feet, exclusive of areas dedicated for parking at or above grade and loading, and exclusive of areas devoted to Restaurant Use, Retail Use and Service Use. The New Balance World Headquarters Project will be occupied by New Balance

Athletic Shoe, Inc. "("New Balance") for its world headquarters. Currently, this Proposed Project is contemplated to be located on the northerly side of Guest Street and on the most easterly portion of New Brighton Landing.

(b) **Hotel Project**. The Hotel Project entails the construction of a building for hotel use, with accessory parking and loading, which may also contain other uses and amenities such as Restaurant Use, Retail Use and Service Use. This Project is expected to comprise about 175 hotel rooms and suites in an approximately 140,000 square foot building, exclusive of areas dedicated for parking at or above grade and loading, and exclusive of areas devoted to Restaurant Use, Retail Use and Service Use. Currently, this Proposed Project is contemplated to be located southerly of and next to the New Balance World Headquarters Project.

(c) **Office Buildings Project**. The Office Buildings Project entails the construction of one or more buildings for office use, with accessory parking and loading, containing, in the aggregate, approximately 650,000 square feet, exclusive of areas dedicated for parking at or above grade and loading and exclusive of areas devoted to Retail Use, Restaurant Use and Service Use. This Proposed Project is contemplated to be located westerly of the New Balance World Headquarters Project and the Hotel Project.

(d) **Sports Facility Project**. The Sports Facility Project entails the construction of a new building, with accessory parking and loading, on the southerly side of Guest Street to house a variety of sports activities. The Sports Facility may contain venues for basketball, tennis, ice hockey, general recreation, track and field, and a fitness/health and wellness facility. In addition, this Project may also contain Office Uses, Restaurant Use, Retail Use and Service Use. This Project is expected to comprise about 345,000 square feet, exclusive of areas dedicated for parking at or above grade and loading, and exclusive of areas devoted to Restaurant Use, Retail Use and Service Use.

5. **General Description of Proposed Projects and Use Allocation**. Each use which currently exists on New Brighton Landing will be discontinued prior to the commencement of construction of the Proposed Project that will replace each particular use. This Plan seeks approval, as discussed in Section 6 below, for the uses contemplated by the four (4) Proposed Projects, being Office Uses, Hotel Use, Sports Facility Use, Retail Use, Restaurant Use and Service Use, together with customary accessory uses (e.g., Auditorium Use, Museum Use, Outdoor Recreational Skating Use and Outdoor Café/ Dining Use), parking and loading.

6. **Zoning**. New Brighton Landing is located within the Guest Street Local Industrial Subdistrict, which is governed by Article 51 of the Zoning Code. There are no overlay districts applicable to the site. As shown on the Survey, Exhibit C , New Brighton Landing contains more than five (5) acres of land, and since it is not located in a residential zoning district, treating this submission as a Master Plan is authorized by Article 3-1A.a of the Zoning Code. This Plan sets forth the zoning for all Proposed Projects for the PDA Area. The Proponent acknowledges that all buildings, which are subject to Large Project Review under Article 80B of the Zoning Code, are subject to Article 37 of the Zoning Code regarding Green Buildings. To the extent that any of the Proposed Projects do not comply with the use, dimensional or other zoning regulations applicable thereto, this Plan seeks to supersede all such zoning requirements. The Proposed Projects will undergo review as required by Article 80 of the Zoning Code, as well

as design review subsequent to the submission of one or more PDA Development Plans for the Proposed Projects. Review of environmental impacts will be accomplished during the Article 80 process, utilizing any studies previously performed.

7. **Planning Objectives and Character of the Development**. The Proposed Projects comprise a mixed-use development encompassing 13.98 acres (about 608,969 square feet) of land, adjacent to the existing New Balance World Headquarters Building at 20 Guest Street, along the Massachusetts Turnpike in the City of Boston's Brighton neighborhood.

The Developer seeks to create a district, within a thriving Boston neighborhood, focused on job creation, health and wellness, significant sports and fitness opportunities, open space, and improvements to the public infrastructure. The 13.98 acre site, adjacent to the existing New Balance headquarters, is currently occupied by buildings and surface parking lots that, at various times, supported industrial manufacturing, industrial offices, storage, and vehicle maintenance.

For well over 100 years, the project site has been a job creator for area residents. From the cattle yards around the turn of the century into the industrial age, the area has been a place for agriculture, livestock and manufacturing, which served as the economic backbone for the neighborhood. The area's success was a result of its proximity to Boston's central business district, the city of Cambridge and rail service. In the 1960's however, the area was dramatically changed with the creation of the Massachusetts Turnpike and the elimination of train service to the neighborhood.

The Proponent seeks to provide thousands of employment opportunities, first-class sporting and fitness facilities, diverse retail, significant open space, and improvements to the existing infrastructure. The Proponent celebrates the historic significance of the Brighton Stockyards and now seeks to create a neighborhood district focused on health and wellness.

As shown on the Conceptual Site Plan of the Proposed Projects, attached as Exhibit D, the Proponent, with guidance from the Brighton/Guest Street Planning Study, has laid a new foundation for the vision of the Guest Street, Life Street and Arthur Street corridors, with a well-designed and well-coordinated mix of buildings, uses and facilities, and with a generous supply of landscaped open space.

8. **Range of Density and Dimensions of Proposed Improvements**. The New Balance World Headquarters Project will contain approximately 250,000 square feet of Floor Area, Gross, exclusive of areas dedicated for Retail Use, Restaurant Use and Service Use, and parking at or above grade and loading, and will not exceed a Building Height of 130 feet.

The Office Buildings Project will contain approximately 650,000 square feet of Floor Area, Gross, exclusive of areas dedicated to Retail Use, Restaurant Use and Service Use, and for parking at or above grade and loading, and will not exceed a Building Height of 165 feet.

The Hotel Project will contain approximately 140,000 square feet of Floor Area, Gross, exclusive of areas dedicated for Retail Use, Restaurant Use and Service Use, and parking at or above grade and loading, will contain a maximum of 175 hotel rooms and suites, and will not exceed a Building Height of 205 feet.

The Sports Facility Project will contain approximately 345,000 square feet of Floor Area, Gross, exclusive of areas dedicated for Retail Use, Restaurant Use and Service Use, and parking at or above grade and loading, and will not exceed a Building Height of 95 feet.

The Retail Use, Service Use and Restaurant Use referenced above, which will be disbursed among the Proposed Projects, will contain, in the aggregate, approximately 65,000 square feet of Floor Area, Gross, exclusive of areas designated for accessory parking at or above grade and loading.

Based upon a total estimated Floor Area, Gross of 1,450,000 square feet for the Proposed Projects and the Retail Use, Restaurant Use and Service Use, exclusive of at and above grade parking and loading, and approximately 13.98 acres (approximately 608,969 square feet) of land comprising New Brighton Landing, the approximate Floor Area Ratio for the Proposed Projects is 2.38, with a maximum Floor Area Ratio of 2.50 at New Brighton Landing.

9. **Range of Parking and Loading Facilities**. While it is anticipated that there will be approximately 1,750 parking spaces to serve all 4 Proposed Projects, and adequate loading facilities will be provided, the number and location of the parking and loading components will be determined as part of the Article 80B, Large Project Review process.

10. **Development Schedule and Phasing**. It is anticipated that the Proposed Projects will be phased, subject to market considerations. It is the Proponent's desire to commence construction of one or more of the Proposed Projects not later than the spring of 2013.

11. **Open Space and Landscaping**. Currently, the Guest Street and Life Street corridors are a sea of asphalt with outdated warehouse buildings. As is shown on Exhibit D, the Proposed Projects will be enhanced and beautified by a considerable amount of well-designed landscaped open space. New landscaped open space will transform these parcels from a sea of asphalt and warehouses into areas where the community can gather and enjoy the available amenities.

12. **Traffic Study and Analysis**. Attached hereto as Exhibit E is a transportation study of the Proposed Projects prepared by Howard/Stein-Hudson Associates, Inc.

13. **Public Benefits**. The Proposed Projects are expected to provide the following benefits, at a minimum:

(a) Each of the Proposed Projects will have a design that responds favorably to each of the other Proposed Projects, as well as being sensitive and responsive to its surrounding context;

(b) Each of the Proposed Projects will minimize environmental impacts, and will create considerably more usable open space than currently exists at New Brighton Landing;

(c) The Proposed Projects will provide considerably more real estate tax revenue for the City of Boston;

(d) The Proposed Projects will create better internal circulation in the immediate neighborhood and better access and egress from nearby streets;

(e) The Sports Facility Project will provide opportunities for its use by the residential population;

(f) The Proposed Projects include open space which will be available to the general public, and may include amenities such as an amphitheater and a recreational outdoor skating rink;

(g) The Proposed Projects will generate substantial housing linkage funds and jobs linkage funds for the City of Boston;

(h) The Proposed Projects will represent a more orderly and coordinated master development than could be accomplished by more than one developer of New Brighton Landing;

(i) The Proposed Projects establish an anchor for renewed activity along the Guest Street and Life Street corridors;

(j) The Proposed Projects will create new signature LEED-certifiable buildings along the spines of the Massachusetts Turnpike and Guest Street;

(k) The Proposed Projects will create approximately 400 full-time construction jobs, approximately 600 peak construction jobs and approximately 3,000 permanent new jobs;

(l) The Proposed Projects will expand the diversity of uses in the Brighton Landing area to insure long-term activity and vitality; and

(m) The Proposed Projects will expand the critical mass of Class A space in the Brighton Landing area.

14. **Other Approvals**. The design of the Proposed Projects will be subject review by the Boston Civic Design Commission, and to further review by the BRA of the schematic design, design development and construction drawings, pursuant to the BRA's Development Review Guidelines and Article 80B of the Zoning Code. Aspects of the Proposed Projects may also require approvals of other governmental agencies, such as the City of Boston's Public Improvement Commission, Landmarks Commission, and Boston Zoning Commission. No permits for any Proposed Projects included in this Plan, as the same may be amended, shall be required from the Zoning Board of Appeals.

15. **Effect of PDA Master Plan**. This Plan sets forth the zoning for all of the Proposed Projects for New Brighton Landing. Upon approval by the BRA and the Boston Zoning Commission, any PDA Development Plan for a Proposed Project within New Brighton Landing that is consistent with this Plan will be presumed to be consistent with the underlying zoning requirements and all other requirements of the Zoning Code, to the extent that such requirements are made applicable and have been addressed by this Plan or a PDA Development

Plan. New Brighton Landing consists of various legal lots, and in order to implement the Proposed Projects, new legal lots may be created and one or more may be leased or conveyed to third parties. Notwithstanding that legal lots may be in separate legal ownership and/or separated by streets, the dimensional requirements set forth in this Plan shall apply to New Brighton Landing as a whole and not to each individual lot, and a Certification of Consistency shall be issued for each separate building. Noncompliance of any building shall not affect compliance of any other building for which a Certificate of Consistency has been issued, or the right to construct any other building contemplated by this Plan.

Exhibit A

Legal Description of New Brighton Landing

38-180 Guest Street

Parcel 1

That certain parcel of land situated in that part of Boston formerly Brighton in the County of Suffolk, Commonwealth of Massachusetts, bounded and described as follows:

SOUTHERLY	by Buffalo Street, five hundred thirty-three (533) feet and by Guest Street, one hundred eighty and 32/100 (180.32) feet;
WESTERLY	by land now or formerly of Hathaway Bakeries, Inc., two hundred ninety-six and 83/100 (296.83) feet; and
NORTHERLY	seven hundred thirteen and 34/100 (713.34) feet and
EASTERLY	three hundred eleven and 88/100 (311.88) feet by land now or formerly of the Boston & Albany Railroad Company.

All of said boundaries are determined by the Court to be located as shown on a plan drawn by William S. Crocker, Civil Engineer, dated January 18, 1952, as modified and approved by the Court, filed in the Land Registration Office, as Plan No. 23419-A, a copy of a portion of which is filed with Certificate of Title No. 56043.

Parcel 2

That certain parcel of land situated in that part of Boston formerly Brighton in the County of Suffolk, Commonwealth of Massachusetts, bounded and described as follows:

SOUTHWESTERLY	by Guest Street, twenty (20) feet;
NORTHWESTERLY	by land now of formerly of Elm Farm Foods Co., three hundred eleven and 88/100 (311.88) feet; and
NORTHEASTERLY	twenty (20) feet, and
SOUTHEASTERLY	three hundred eleven and 90/100 (311.90) feet by land now or formerly of the Boston and Albany Railroad Company.

All of said boundaries are determined by the Court to be located as shown on a plan drawn by William S. Crocker, Civil Engineer, dated March 15, 1956, as modified and approved by the Court, filed in the Land Registration Office as plan No. 26672-A, a copy of a portion of which is filed with Certificate of Title No. 62127.

Parcel 3

That certain parcel of land situated in that part of Boston formerly Brighton in the County of Suffolk, Commonwealth of Massachusetts, bounded and described as follows:

SOUTHWESTERLY	by Guest Street, one hundred (100) feet;
NORTHWESTERLY	by land now or formerly of the Trustees of Richwood Trust, three hundred eleven and 90/100 (311.90) feet; and
NORTHEASTERLY	one hundred (100) feet, and
SOUTHEASTERLY	three hundred twelve and 01/00 (312.01) feet by land now of formerly of the Boston and Albany Railroad Company.

Said land is shown as lot 1 on the plan hereinafter mentioned.

All of said boundaries are determined by the Court to be located as shown on a plan drawn by William S. Crocker, Inc., Civil Engineers, dated August 17, 1959, as modified and approved by the Court, filed in the Land Registration Office as Plan 29373A, a copy of a portion of which is filed with Certificate of Title No. 66494, and shown thereon as Lot 1.

Parcel 4

That certain parcel of land situated in that part of Boston formerly Brighton in the County of Suffolk, Commonwealth of Massachusetts, bounded and described as follows:

NORTHERLY	by land now or formerly of Honeywell Information Systems Inc., twenty-seven and seventy-nine hundredths (27.79) feet;
EASTERLY	by land now or formerly of the Trustees of the Richwood Trust, sixty-five and ninety-two hundredths (65.92) feet;
SOUTHERLY	by the Northerly line of Guest Street, twenty-seven and seventy-nine hundredths (27.79) feet; and
WESTERLY	by land now or formerly of Honeywell Information Systems Inc., sixty-five and ninety-two hundredths (65.92) feet;

Being shown as Lot 5 as shown on a plan entitled “PLAN OF LAND BOSTON (BRIGHTON) MASS. BEING A SUBDIVISION OF LAND SHOWN ON LAND COURT PLAN 21968A AS LOT 1, scale 1”= 40’, May 31, 1984 and revised September 14, 1984, Harry R. Feldman, Inc., Land Surveyors, and recorded with Certificate of Title No. 97343 as Plan 21968B.

Parcel 5

That certain parcel of land situated in that part of Boston formerly Brighton in the County of Suffolk, Commonwealth of Massachusetts, bounded and described as follows:

NORTHERLY	by land now or formerly of Honeywell Information Systems Inc., eleven (11) feet;
EASTERLY	by land now or formerly of the Trustees of Richwood Trust, sixteen (16) feet;
SOUTHERLY	by land now or formerly of Honeywell Information Systems Inc., eleven (11) feet; and
WESTERLY	by land now or formerly of Honeywell Information Systems Inc., sixteen (16) feet;

Being shown as Lot 4 as shown on a plan entitled "PLAN OF LAND BOSTON (BRIGHTON) MASS. BEING A SUBDIVISION OF LAND SHOWN ON LAND COURT PLAN 21968A AS LOT 1, scale 1"= 40', May 31, 1984 and revised September 14, 1984, Harry R. Feldman, Inc., Land Surveyors, and recorded with Certificate of Title No. 97343 as Plan 21968B.

Parcel 6

A certain parcel of land in that part of the City of Boston, County of Suffolk and said Commonwealth, known as Brighton, being shown as Lot 1 on a plan dated August 19, 1974, recorded with said Deeds at Book 8840, Page 121, bounded and described as follows:

Beginning at a point on the northerly side of Guest Street, said point being a concrete monument 1343.39 feet easterly from the easterly sideline of Market Street;

thence N 9° 51' 50" E along the land of Gordon F. Bloom, et al, Trustees of Richwood Trust a distance of 312.01 feet;

thence S 80° 11' 59" E along the southerly property line of the Penn Central Railroad a distance of 261.87 feet;

thence S 9° 48' 01" W along the westerly property now or formerly of Gordon F. Bloom a distance of 312.30 feet**;** and

thence N 80° 08' 10" W along the northerly sideline of Guest Street a distance of 262.22 feet to the point of beginning.

Parcel 7

The land in that part of the City of Boston, County of Suffolk, Commonwealth of Massachusetts, and any buildings and other improvements located therein, bounded and described as follows:

Beginning at a point on the northerly side of Guest Street, said point being 1605.61 feet easterly from the easterly sideline of Market Street and 262.22 feet easterly from a concrete monument along the northerly sideline of Guest Street;

thence N 9° 48' 01"E through the land now or formerly of Gordon F. Bloom, a distance of 312.20 feet;

thence S 8° 11' 59" E along the southerly property line of Penn Central Railroad, a distance of 273.00 feet;

thence S 9° 48' 01" W along land of Joseph T. Ryerson & Son, Inc., a distance of 268.00 feet to a point;

thence S 44° 00' 12" W continuing along the property line of Joseph T. Ryerson & Son, Inc., a distance of 54.86 feet to a point on the northerly sideline of Guest Street; and

thence N 80° 08' 10" W along the northerly sideline of Guest Street, a distance of 242.16 feet to the point of beginning. Containing an area of 84,600 square feet (1.942 acres), more or less, as shown on a plan by Harry R. Feldman, Inc., dated August 19, 1974, which plan is recorded in the Suffolk County Registry of Deeds (the "Registry") in Book 8572, Page 685.

77 Guest Street

Parcel 8

A certain parcel of land situated in Brighton District of Boston, Suffolk County, Massachusetts, with the buildings thereon, now known and numbered as 77 Guest Street, bounded and described as follows:

NORTHERLY:	by Guest Street, 319.00 feet;
EASTERLY:	by registered land now or formerly of Richwood Trust, 145.00 feet;
NORTHEASTERLY:	by the same, 200.32 feet;
EASTERLY:	by land now or formerly of The Clorox Company, 27.46 feet;
SOUTHERLY:	78.53 feet by land now or formerly of The Clorox Company;
EASTERLY:	11.51 feet, by land now or formerly of The Clorox Company;
SOUTHERLY:	by land now or formerly of National Life Insurance Company, 500.81 feet; and
WESTERLY:	by Life Street, 325.44 feet.

VACANT LOTS

Parcel 9

That certain parcel of land situated in that part of Boston formerly Brighton in the County of Suffolk, Commonwealth of Massachusetts, bounded and described as follows:

NORTHEASTERLY	by Guest Street, two hundred fifty-nine and 93/100 (259.93) feet;
SOUTHEASTERLY	by land now or formerly of Clorox Chemical Company, two hundred thirty-nine (239) feet;
SOUTHWESTERLY	by other land now or formerly of the Boston and Albany Railroad Company, two hundred eighty and 32/100 (280.32) feet; and
NORTHWESTERLY	by land now or formerly of Schlitz Distributing Company of America, one hundred forty-five (145) feet.

All of said boundaries are determined by the Court to be located as shown on a plan drawn by William S. Crocker Inc., Civil Engineers, dated August 17, 1959, as modified and approved by the Court, filed in the Land Registration Office as Plan No. 29373-A, a copy of a portion of which is filed with Certificate of Title No. 66494, and shown thereon as Lot Two (2).

Parcel 10

A certain parcel of land in that part of the City of Boston, County of Suffolk and said Commonwealth, known as Brighton, being shown as Parcel 2 on a plan recorded with said Deeds at Book 7614, Page 555, entitled "New York Central System… Land to be Conveyed by N.Y.C.R.R. Co. to Elm Farm Foods Co. at Brighton", dated 11-15-61, and being more particularly bounded and described as follows:

Northerly by Guest Street, one hundred eighty-seven and eighty-nine hundredths feet (187.89');

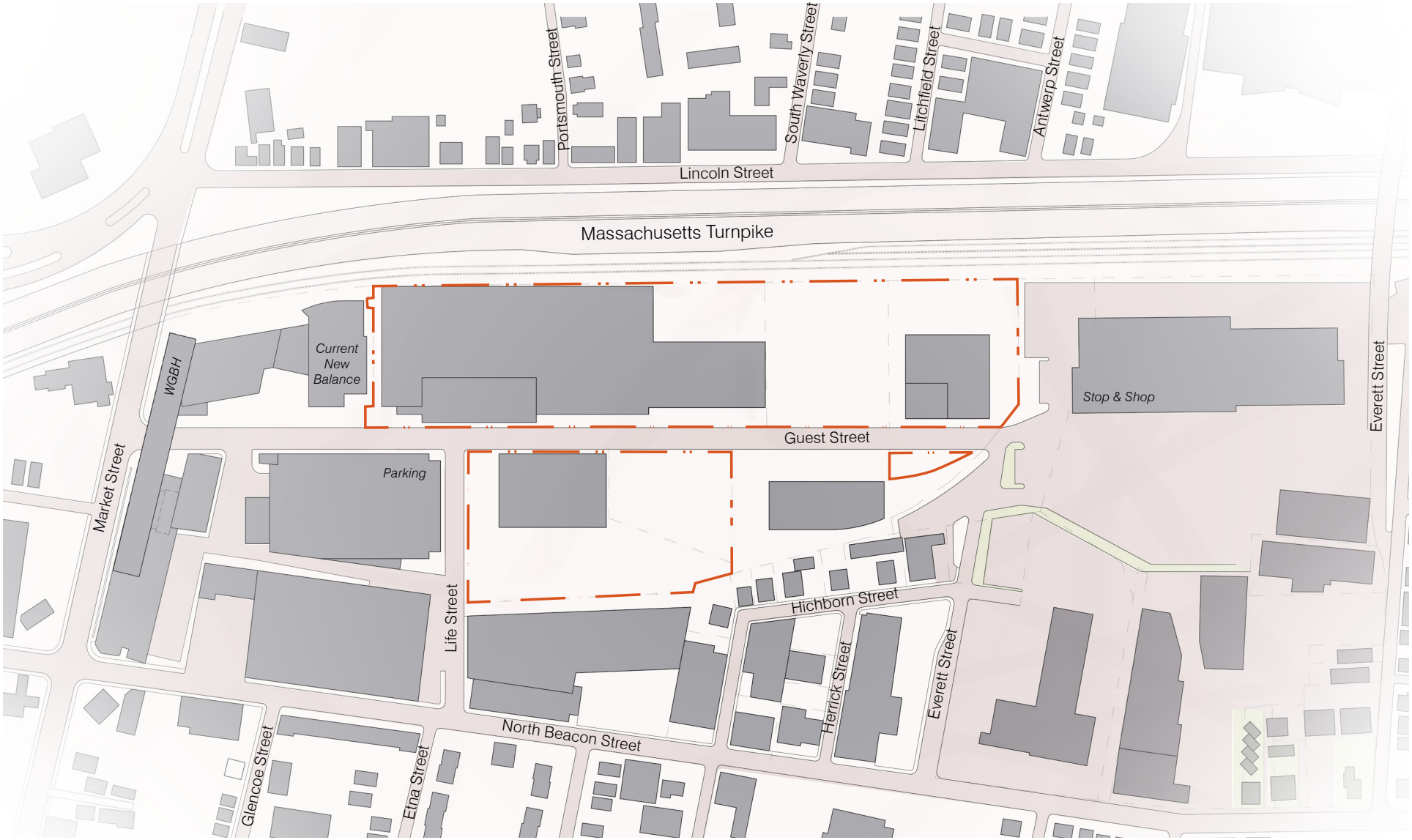
Southerly by land now or formerly of the Clorox Chemical Co., two hundred one and sixty-four hundredths feet (201.64'); and

Westerly by land now or formerly of said Clorox Chemical Co., sixty-five and fifteen hundredths feet (65.15').

See also plan entitled "Plan of Land Boston (Brighton), Mass." Scale : 1" = 20' dated May 17, 1984 by Harry R. Feldman, Inc., Land Surveyors, recorded with said Deeds at Book 11171, Page 184.

Exhibit B

Existing Site Plan



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New Brighton Landing
Boston, Massachusetts

ELKUS | MANFREDI ARCHITECTS

NEW BRIGHTON LANDING, LLC

Exhibit B - Existing Site Plan
Masterplan for PDA No. 87

Exhibit C

Existing Conditions Survey

GENERAL NOTES:

1. INFORMATION SHOWN HEREON IS THE RESULT OF AN ON-THE-GROUND SURVEY PERFORMED BY COLER & COLANTONIO, INC. IN MAY & JUNE 2006, APRIL 2008 (MASS ELECTRIC CONSTRUCTION CO. PARCEL) FEBRUARY 2010 (WJG REALTY TRUST PARCEL) FEBRUARY 2011 AND AUGUST 2011.

2. PLAN AND DEED REFERENCES, UNLESS OTHERWISE NOTE, ARE TO THE SUFFOLK COUNTY REGISTRY OF DEEDS.

3. PRIMARY GEODETIC SURVEY CONTROL WAS ESTABLISHED FROM AN ON THE GROUND SURVEY USING THE GLOBAL POSITIONING SYSTEM (GPS) ON MAY 22, 2006. THE HORIZONTAL REFERENCED DATUM IS THE NAD 83 BASED ON THE GRS 80 REFERENCE ELLIPSOID. THE GRID COORDINATES ARE BASED ON THE MASSACHUSETTS STATE PLANE COORDINATE SYSTEM OF 1983 (MAINLAND 2001).

4. CONTOURS AND ELEVATIONS SHOWN HEREON ARE REFERENCED TO THE BOSTON CITY BASE VERTICAL DATUM.

IN THE EVENT THAT BENCHMARKS (TBM'S), ESTABLISHED FOR THIS PROJECT AND PUBLISHED ON THIS SURVEY, ARE DESTROYED, NOT RECOVERABLE OR A DISCREPANCY IS FOUND, THE USER SHOULD NOTIFY THIS FIRM IN WRITING PRIOR TO COMMENCING OR CONTINUING ANY WORK.

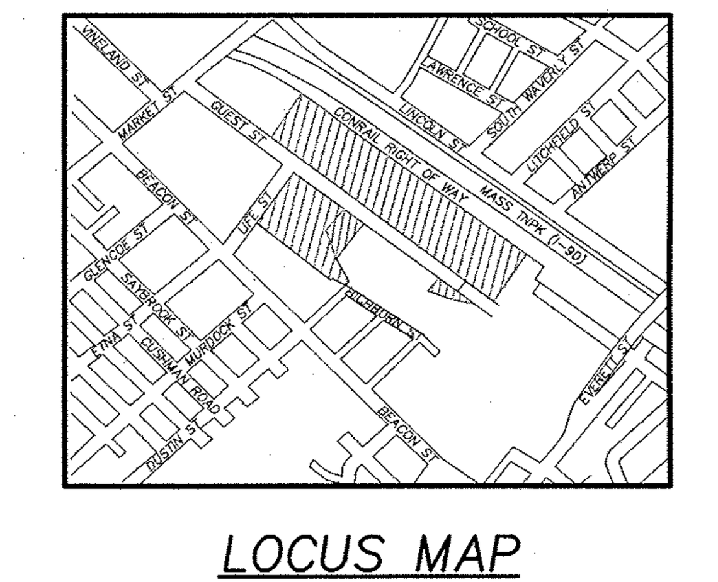
5. THE LOCUS LIES WITHIN FLOOD PLAIN ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS SHOWN ON F.I.R.M. NUMBER 25025C0057G, DATED SEPTEMBER 25, 2009.

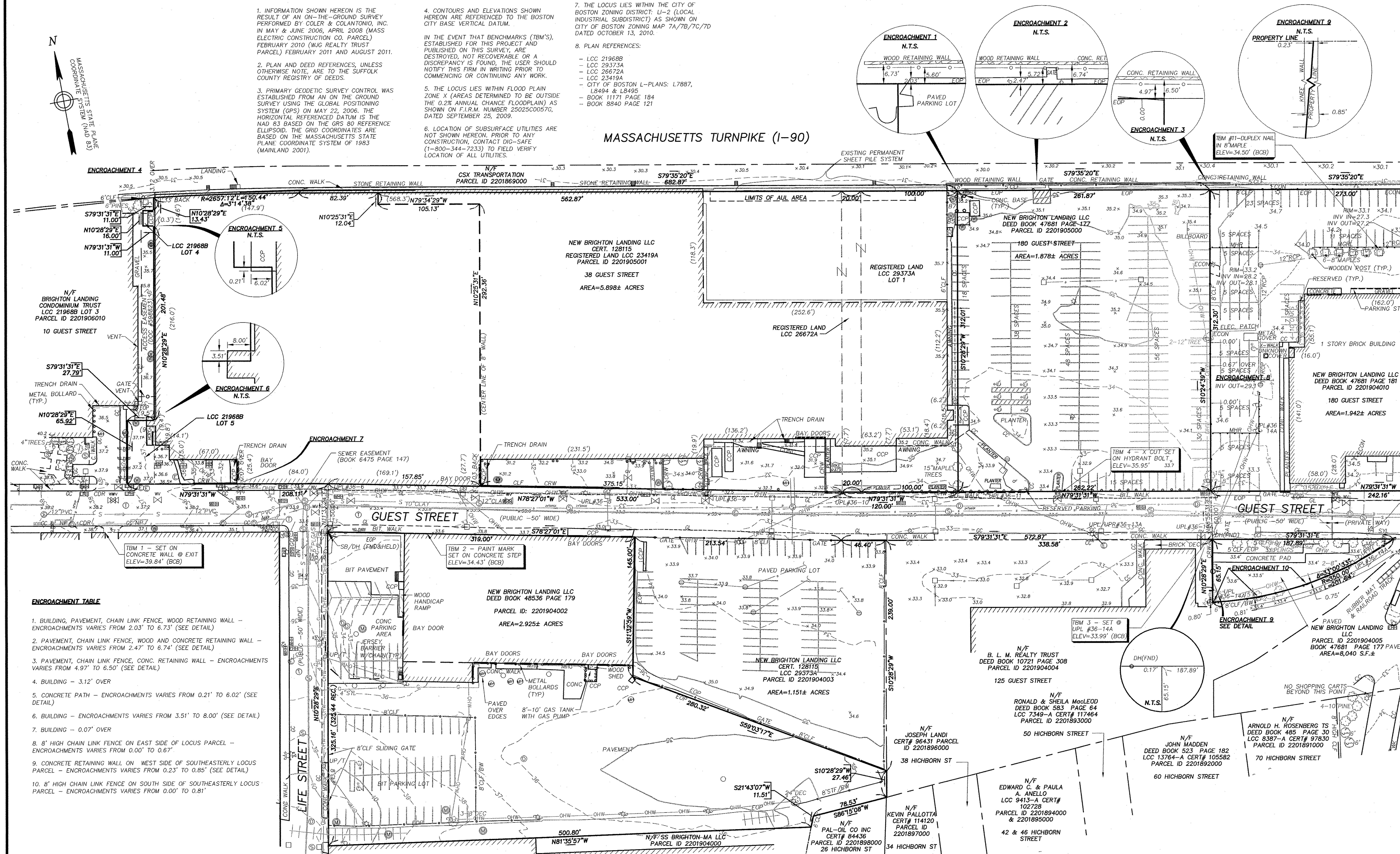
6. LOCATION OF SUBSURFACE UTILITIES ARE NOT SHOWN HEREON. PRIOR TO ANY CONSTRUCTION, CONTACT DIG-SAFE (1-800-344-7233) TO FIELD VERIFY LOCATION OF ALL UTILITIES.

7. THE LOCUS LIES WITHIN THE CITY OF BOSTON ZONING DISTRICT: LI-2 (LOCAL INDUSTRIAL SUBDISTRICT) AS SHOWN ON CITY OF BOSTON ZONING MAP 7A/7B/7C/7D DATED OCTOBER 13, 2010.

8. PLAN REFERENCES:

- LCC 21968B
- LCC 29373A
- LCC 26672A
- LCC 23419A
- CITY OF BOSTON L-PLANS: L7887, L8494 & L8495
- BOOK 11171 PAGE 184
- BOOK 8840 PAGE 121





ENCROACHMENT TABLE

1. BUILDING, PAVEMENT, CHAIN LINK FENCE, WOOD RETAINING WALL – ENCROACHMENTS VARIES FROM 2.03' TO 6.73' (SEE DETAIL)
2. PAVEMENT, CHAIN LINK FENCE, WOOD AND CONCRETE RETAINING WALL – ENCROACHMENTS VARIES FROM 2.47' TO 6.74' (SEE DETAIL)
3. PAVEMENT, CHAIN LINK FENCE, CONC. RETAINING WALL – ENCROACHMENTS VARIES FROM 4.97' TO 6.50' (SEE DETAIL)
4. BUILDING – 3.12' OVER
5. CONCRETE PATH – ENCROACHMENTS VARIES FROM 0.21' TO 6.02' (SEE DETAIL)
6. BUILDING – ENCROACHMENTS VARIES FROM 3.51' TO 8.00' (SEE DETAIL)
7. BUILDING – 0.07' OVER
8. 8' HIGH CHAIN LINK FENCE ON EAST SIDE OF LOCUS PARCEL – ENCROACHMENTS VARIES FROM 0.00' TO 0.67'
9. CONCRETE RETAINING WALL ON WEST SIDE OF SOUTHEASTERLY LOCUS PARCEL – ENCROACHMENTS VARIES FROM 0.23' TO 0.85' (SEE DETAIL)
10. 8' HIGH CHAIN LINK FENCE ON SOUTH SIDE OF SOUTHEASTERLY LOCUS PARCEL – ENCROACHMENTS VARIES FROM 0.00' TO 0.81'

LEGEND

- LOCUS PROPERTY LINE
- ABUTTERS PROPERTY LINE
- RIGHT OF WAY LINE
- OHW – OVER HEAD WIRES
- DRAIN MANHOLE
- CATCH BASIN
- ROUND CATCH BASIN
- SEWER MANHOLE
- TELEPHONE MANHOLE
- ELECTRIC MANHOLE
- UNKNOWN MANHOLE
- HYDRANT
- WALL HYDRANT
- WATER VALVE
- WATER SHUTOFF
- GAS VALVE
- GAS SHUTOFF
- GAS METER
- ELECTRIC HANDHOLE
- ELECTRIC METER
- WATER HANDHOLE
- HAND HOLE
- TELEPHONE MANHOLE
- UNKNOWN HANDHOLE
- LIGHT POLE
- UTILITY POLE
- GUY POLE
- GUY WIRE
- MAILBOX
- SIGN
- ONE WAY SIGN
- NO PARKING SIGN
- IRRIGATION CONTROL VALVE
- MONITORING WELL
- FLAGPOLE
- DOWNPIPE
- 6"MAPLE – TREE TYPE & SIZE
- BUSH

GC	GRANITE CURB
GCI/CCI	GRANITE/CONCRETE CURB INLET
CC	CONCRETE CURB
GL	GUTTER LINE
EOP	EDGE OF PAVEMENT
CWK	CONCRETE WALK
CDR	CONCRETE DRIVE
CCP	CONCRETE PAD
CRW	CONCRETE RETAINING WALL
SL	STOP LINE
SYL	SINGLE YELLOW LINE
DYL	DOUBLE YELLOW LINE
DSWL	DASHED SINGLE WHITE LINE
NP	NO PARKING
ECON	ELECTRIC CONDUIT
CLF/BW	CHAIN LINK FENCE WITH BARB WIRE
MGRL	METAL GUARDRAIL
MHR	METAL HAND RAIL
SB/DH	STONE BOUND WITH DRILL HOLE
DH	DRILL HOLE
(67.0')	OUTSIDE BUILDING DIMENSION

COLER & COLANTONIO INC
ENGINEERS AND SCIENTISTS
781-982-5400
Fax: 781-982-5490
101 Accord Park Drive
Norwell, MA 02061-1685

COMMONWEALTH OF MASSACHUSETTS ERIC J. POREDA No. 41612 REGISTERED PROFESSIONAL LAND SURVEYOR
1-10-2012

TITLE:

EXISTING CONDITIONS PLAN

GUEST STREET
BRIGHTON, MA
(SUFFOLK COUNTY)

PREPARED FOR:

NEW BRIGHTON LANDING, LLC
20 GUEST STREET
BRIGHTON, MA 02135

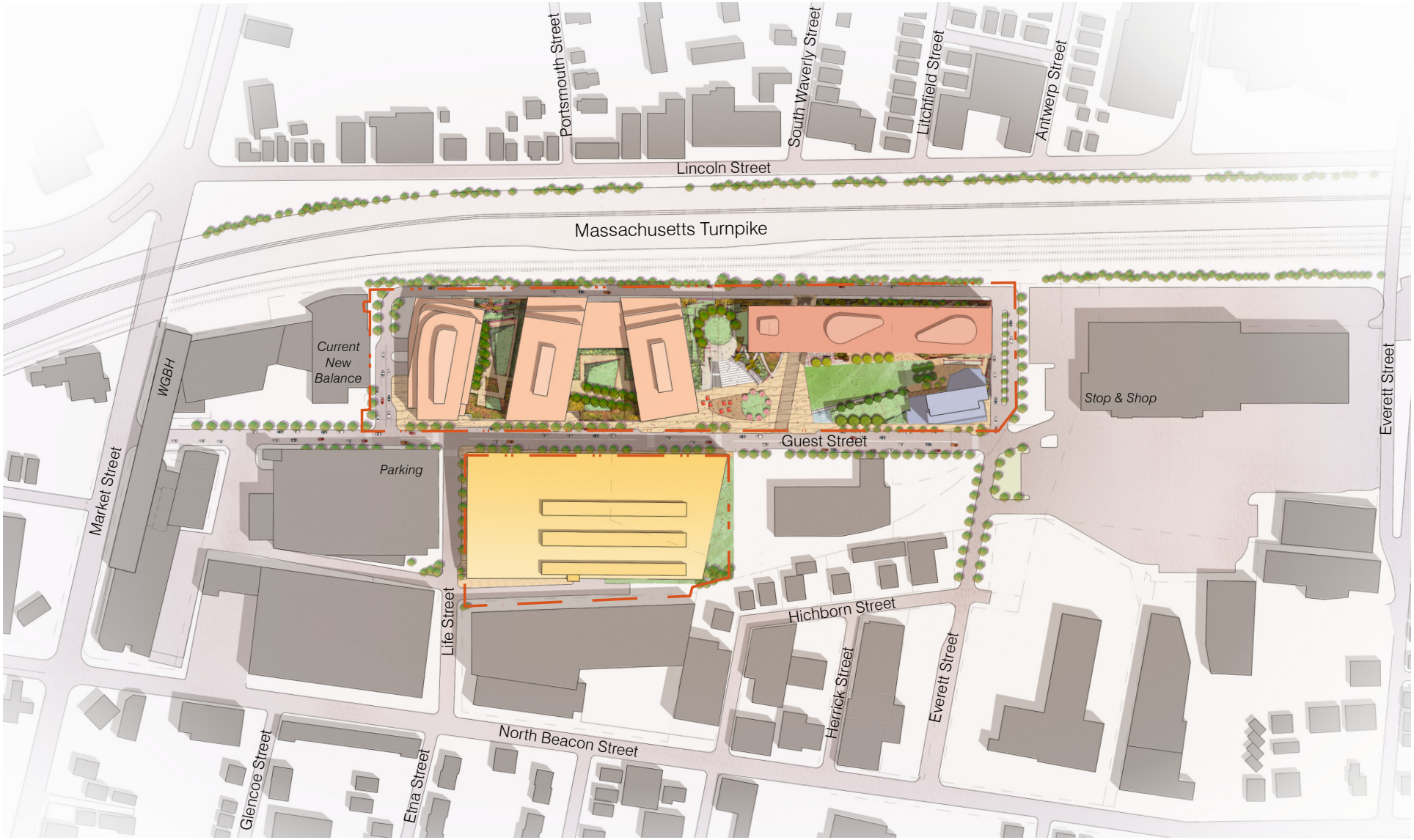
DATE: JANUARY 10, 2012	
COMP./DESIGN: AMC/WJD	
CHECK: WJD	
DRAWN: AMC	
SCALE: 1"=50'	
JOB NO.: F:\PROJECT\MA\BRIGHTON\GUEST ST\DWG-LDD	
DWG NO.: 2-60950EC	SHEET 1 OF 1

50' 25' 0 50' 100'

Z: Survey\Project\MA\Brighton\Guest Street\DWG-LDD\2-60950EC.dwg, 1/10/2012 3:26:30 PM, 1:1

Exhibit D

Conceptual Site Plan of the Proposed Projects



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New Brighton Landing
Boston, Massachusetts

ELKUS | MANFREDI ARCHITECTS

NEW BRIGHTON LANDING, LLC

Exhibit D - Conceptual Site Plan
Masterplan for PDA No. 87

Exhibit E

Transportation Study of Proposed Projects

Exhibit E – Transportation Study

New Brighton Landing

Master Plan for Planned Development Area #87

Submitted Pursuant to Article 80 of the Boston Zoning Code

Prepared for
New Brighton Landing, LLC

Prepared by
Howard/Stein-Hudson Associates, Inc.

March 20, 2012

Howard/Stein-Hudson Associates, Inc.
CREATIVE SOLUTIONS • EFFECTIVE PARTNERING ®

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Appendix A (bound separately)

1.0 INTRODUCTION

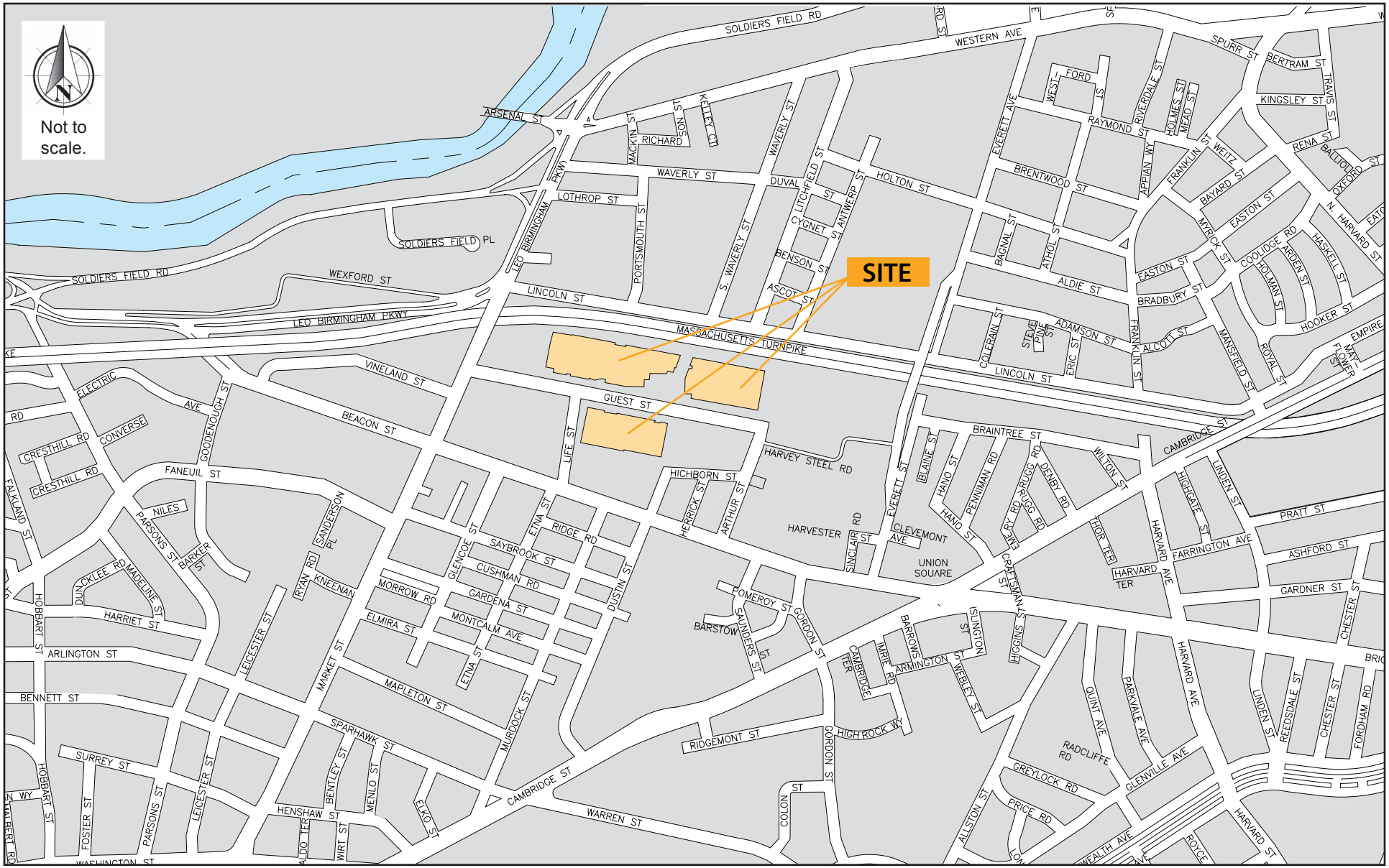
This study presents existing and future transportation conditions associated with the proposed New Brighton Landing (the Project), to be located on Guest Street in the Brighton neighborhood of Boston, Massachusetts. New Brighton Landing, LLC, (the Proponent) hopes to create a health and wellness district with a new mixed-use development anchored by the New Balance World Headquarters, a sports complex housing a hockey rink, track and field facilities, and a state of the art fitness club. In total, the Project will have approximately 1.4 million square feet, with much of the land use devoted to office, sports, and health-related businesses and activities.

An in-depth transportation study such as presented here, typically does not accompany the submission of a Planned Development Area (PDA) Master Plan, but is usually completed later in the permitting process. The Boston Redevelopment Authority (BRA), however, requested that the Proponent provide a detailed evaluation of the Project's transportation impacts with submission of this PDA, prior to the Project Notification Form (PNF).

1.1 Project Description and Planning Area

As shown in **Figure 1**, the 13.98–acre Project site is adjacent to New Balance headquarters at 20 Guest Street, straddles Guest Street, and includes parcels currently known as 77 Guest Street (south side) and 38-180 Guest Street (north side). Collectively, the parcels currently contain low-rise office space and various, low density industrial and warehouse buildings, some of which are vacant.

The Project's development program, as shown in **Table 1** will include a new world headquarters office building for New Balance, one or more separate general office buildings, and a hotel. The sports complex will include a hockey rink, track and field facilities, a fitness club and a medical office. Many supporting retail and restaurant establishments will be located throughout the Project, primarily at street level on Guest Street. Phased construction of the Project is expected to begin in 2013. As part of this Project, New Balance will vacate their existing office space at 20 Guest Street, although the space will eventually be leased by new tenants.



New Brighton Landing

Howard/Stein-Hudson Associates, Inc.
CREATIVE SOLUTIONS • EFFECTIVE PARTNERING

Figure 1.
Locus Map

Figure 1 Locus Map

Table 1 New Brighton Landing – Development Program

Land Use	Year 2017 Full-Build
Office	
New Balance World Headquarters	250,000 sf
Other Office	650,000 sf
Sports Complex	
Hockey Facility	125,000 sf
Track and Field Facility	85,000 sf
Fitness Club	83,000 sf
Medical Office	30,000 sf
Hotel	175 rooms
Retail/Restaurant	65,000 sf
Parking Spaces[1)]	up to 1,750 spaces

1) The Project's parking supply will be located in two garages. One garage, with about 1,550 spaces, will be located on the north side of Guest Street, contiguously under several Project buildings. The second garage, with about 200 spaces, will be located under the sports complex on the south side of Guest Street.

The Project site is at the heart of a larger 100-acre district recently examined in the City's Brighton/Guest Street Area Planning Study[1]. The study establishes urban design guidelines that will help shape future development in this area of Brighton, focusing on creating a unique identity for the area through a blend of pedestrian scaled streets, public parks and plazas, and neighborhood amenities. Many of the recommended short-term and long-term transportation improvements in the study are supported by the Proponent and have been incorporated into the Project's proposed mitigation measures, as presented in **Section 5.0**.

1.2 Methodology

In accordance with the City of Boston's *Transportation Access Plan Guidelines* (2001) and the *BRA Development Review Guidelines* (2006), this report describes roadway, pedestrian, and bicycle conditions; transportation issues; parking and loading; and transportation goals for the proposed Project. Although the Boston Transportation Department (BTD) has not yet issued a formal Transportation Access Plan Scope, this report adheres to the general format requested by BTD.

Section 2.0 includes an inventory of existing (Year 2012) transportation conditions, with roadway capacities, parking, transit, and bicycle and pedestrian conditions.

[1]"Brighton/Guest Street Area Planning Study, Final Report", prepared for the Boston Redevelopment Authority by Sasaki Associates and GLC Development Resources. February 2012.

The Proponent is committed to improving existing traffic conditions in the area independent of any new development. Anticipating that these improvements can be implemented in the short-term, the study team assessed Year 2014 conditions with the integration of "Baseline Improvements", as summarized in **Section 3.0**. The Proponent, who has already held preliminary meetings with the BTD staff, will continue to work collaboratively with the City to support implementation of these improvements.

Long-term impacts are evaluated for Year 2017, based on a five-year horizon from the existing year (2012). Expected roadway, parking, transit, bicycle and pedestrian conditions are identified. No-Build conditions, which include general background growth and additional vehicular traffic associated with specific planned developments near the Project site, are presented in **Section 4.1**. Full-Build conditions, which include specific travel demand forecasts for the Project, are presented in **Section 4.2.**

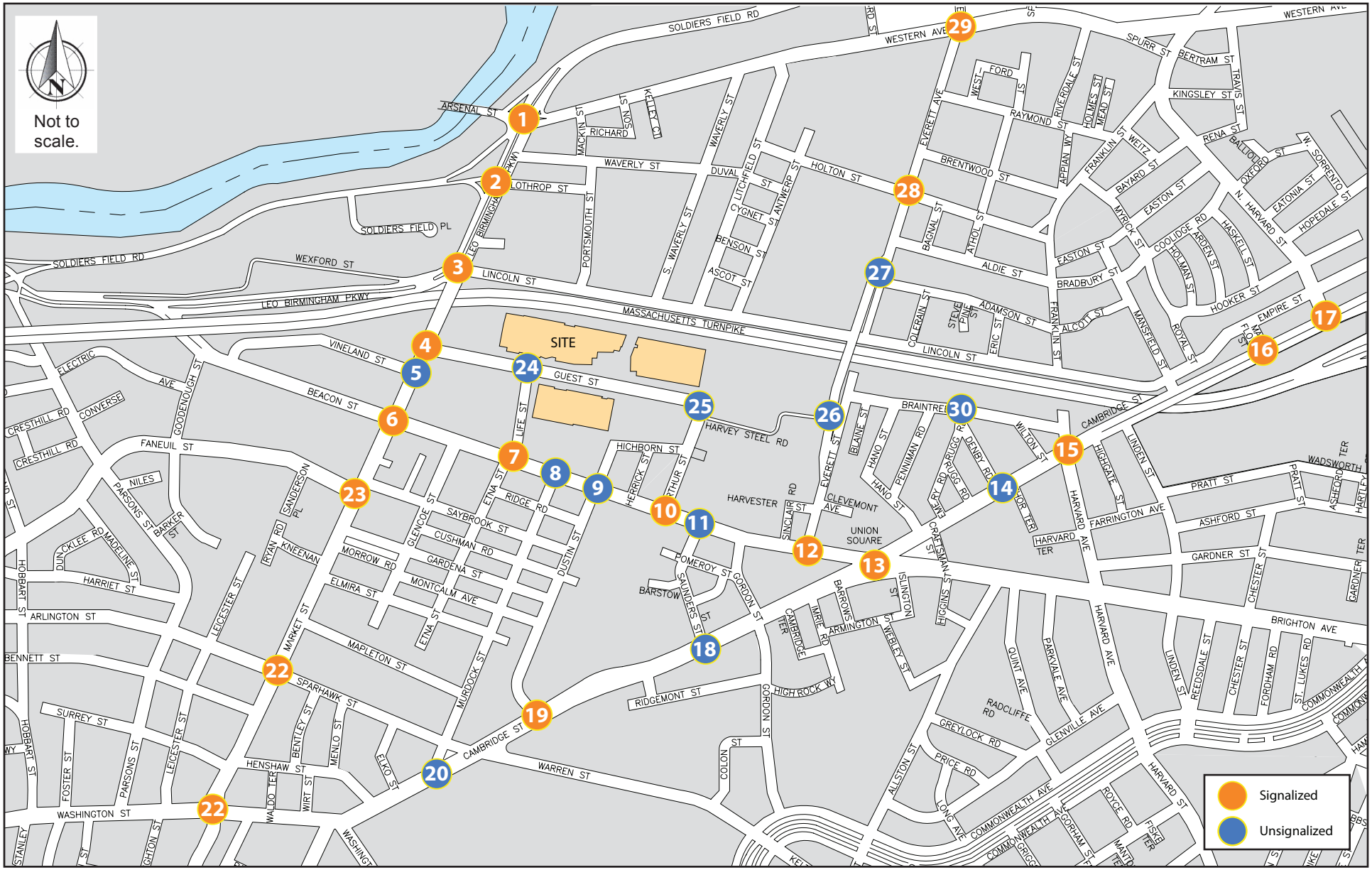
Transportation mitigation measures are presented in **Section 5.0**.

1.3 Study Area

The study area, coordinated with the BTD, comprises the following 30 intersections. The corresponding numbers are shown in **Figure 2**. The study area for the Saturday assessment, denoted by locations with an "*", is a subset of 19 intersections more proximate to the Project site. New site driveways and new intersections created by the Project development or mitigation proposals are also analyzed and listed in the appropriate analysis section.

1. Western Avenue/Birmingham Parkway/Soldiers Field Road Ramps;*
2. Birmingham Parkway/the Soldiers Field Road Off-Ramp and Lathrop Street*
3. Birmingham Parkway/Market Street and Lincoln Street*
4. Market Street/Guest Street/Stockyard Restaurant Driveway*
5. Market Street/Vineland Street
6. Market Street/North Beacon Street*
7. North Beacon Street/Life Street/Etna Street*
8. North Beacon Street/Murdock Street/EZ Storage Driveway*
9. North Beacon Street/Dustin Street/Hichborn Street*
10. North Beacon Street/Arthur Street/Wingate Driveway*
11. North Beacon Street/Saunders Street*
12. North Beacon Street/Everett Street*
13. North Beacon Street//Brighton Avenue/Cambridge Street (Union Square)*
14. Cambridge Street/Denby Road
15. Cambridge Street/Harvard Avenue/Franklin Street*
16. Cambridge Street/Lincoln Street
17. Cambridge Street/North Harvard Street
18. Cambridge Street/Saunders Street*
19. Cambridge Street/Dustin Street

20. Cambridge Street/Murdock Street
21. Washington Street/Market Street/Chestnut Hill Avenue
22. Market Street/Arlington Street/Sparhawk Street
23. Market Street/Faneuil Street*
24. Guest Street/Life Street*
25. Guest Street/Arthur Street/Stop & Shop Supermarket Driveway*
26. Everett Street/Stop & Shop Supermarket Driveway*
27. Everett Street Bridge/Everett Street local (north)
28. Everett Street/Holton Street
29. Western Avenue/Everett Street*
30. Braintree Street/Denby Road



New Brighton Landing

Howard/Stein-Hudson Associates, Inc.
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Figure 2.
Study Area Intersections

Figure 2 Study Area Intersections

2.0 EXISTING TRANSPORTATION CONDITIONS

2.1 Existing Roadway Conditions

The study area includes the following roadways, which are categorized according to the Massachusetts Department of Transportation Office of Transportation Planning functional classifications:

Market Street - Market Street is a two to four lane collector roadway that traverses the study area in a general northeast-southwest direction between Cambridge Street and Birmingham Parkway. Market Street provides two 11- to 13-foot wide travel lanes per direction between North Beacon Street and Birmingham Parkway. South of North Beacon Street, Market Street provides one 11- to 24-foot wide travel lane per direction, with additional turning lanes provided at major intersections.

Sidewalks are provided continuously along both sides of Market Street, with crosswalks provided at signalized intersections. Land use along Market Street consists of a mix of commercial and residential properties.

North Beacon Street - North Beacon Street is a two-lane collector roadway that traverses the study area in a general east-west direction between Goodenough Street and Cambridge Street. North Beacon Street provides two 11 to 29.5-foot wide travel lanes separated by a double-yellow centerline (one lane per direction), with additional turning lanes provided at major intersections. Sidewalks are provided continuously along both sides of North Beacon Street, with marked crosswalks provided at signalized intersections. Land use along North Beacon Street consists of a mix of commercial, industrial and residential properties.

Cambridge Street - Cambridge Street is a four to six lane collector roadway that traverses the study area in a general northeast-southwest direction between Washington Street and Soldiers Field Road. Cambridge Street provides access to Interstate 90 (I-90) by way of the Allston-Brighton interchange. Cambridge Street generally provides two 11- to 13-foot wide travel lanes per direction between Washington Street and Harvard Avenue/Franklin Street, and three 10.5- to 16.5-foot wide travel lanes between Harvard Avenue/Franklin Street and Soldiers Field Road. Additional turning lanes are provided at major intersections. Sidewalks are provided continuously along both sides of Cambridge Street, with crosswalks provided at signalized intersections. Land use along Cambridge Street consists of a mix of commercial and residential properties.

Western Avenue - Western Avenue is a two-lane collector roadway that traverses the study area in a general east-west direction between Soldiers Field Road and Arsenal Street/Birmingham Parkway. Within the study area, Western Avenue provides two 11- to 24.5 foot wide travel lanes separated by a double-yellow centerline (one lane per

direction), with additional turning lanes provided at major intersections. Sidewalks are provided continuously along both sides of Western Avenue, with marked crosswalks provided at signalized intersections. Land use along Western Avenue consists primarily of commercial properties.

Everett Street - Everett Street is a two-lane local roadway that traverses the study area in a general north-south direction between Beacon Street and Western Avenue. Everett Street provides two 13- to 14-foot wide travel lanes generally separated by a double-yellow centerline (one lane per direction). Sidewalks are generally provided along both sides of Everett Street, although sections between North Beacon Street and overpass have only narrow asphalt walkways with no curbs. Crosswalks provided at Western Avenue and North Beacon Street. Land use along Everett Street consists primarily of residential properties, with commercial properties located proximate to Western Avenue and the Stop & Shop Supermarket situated adjacent to I-90.

Arthur Street – Arthur Street is a two-lane local roadway that traverses the study area in a general north-south direction between North Beacon Street and Guest Street. Arthur Street varies in width from approximately 26 feet at its northern end to approximately 40 feet at the southern end. Where Arthur Street meets North Beacon Street, it includes three lanes, a northbound lane, a southbound right turn lane and a southbound left turn lane. Sidewalks are provided along both sides of Arthur Street with a crosswalk provided at the intersection with North Beacon Street. Land use along Arthur Street consists of commercial and retail properties including Wolfers' Lighting, Hollywood Video, and Boston Volvo Village.

Guest Street - Guest Street is a two-lane local roadway that traverses the study area in a general east-west direction between Market Street and Arthur Street/Stop & Shop Supermarket driveway. Guest Street is approximately 34 to 36 feet in width (paved area) and accommodates two-way travel. The eastern end of Guest Street and the Guest Street/Arthur Street intersection is a private-way that provides access to the Stop & Shop Supermarket, although there are no physical restrictions on access between Guest Street and Arthur Street. Substandard sidewalks are provided generally along both sides of Guest Street, with crosswalks provided at Market Street and proximate to WGBH/New Balance and the Stop & Shop Supermarket. Land use along Guest Street consists of commercial and industrial properties including WGBH, New Balance, Stop & Shop Supermarket, a parking garage, B. L. Makepeace, Mass Electric Construction Company, Crystal Transport and the project site.

Life Street – Life Street is a two-lane local roadway that traverses the study area in a general north-south direction between North Beacon Street and Guest Street. Life Street is approximately 35 feet wide. Sidewalks are generally provided on one side of Life Street with the side varying depending on location. Crosswalks are not provided at any point on Life Street. Land use along life Street consists of office, retail and fitness properties including a small office building, Bally Total Fitness and the New Balance Shoe Outlet store.

2.2 Existing Intersection Conditions

As a part of this assessment, the study area included all major intersections located within an approximate one-mile radius of the project, specifically 30 intersections located along Guest Street, Birmingham Parkway, Market Street, North Beacon Street, Cambridge Street, Western Avenue and Everett Street. This expansive study area allows for a full evaluation of the transportation system serving the Allston/Brighton neighborhoods, both at present and with planned future development in the area. Further, the extent of the study area allows for the development of a neighborhood-focused transportation improvement program that is designed to incorporate a balanced approach to improving traffic flow, public transportation access, and accessibility for pedestrians and bicyclists.

2.2.1 Signalized Intersections

Western Avenue/ Birmingham Parkway/Soldiers Field Road Ramps is a group of three interconnected, adjacent, signalized intersections. Western Avenue is intersected from the north by the Soldiers Field Road eastbound on-ramp and from the south by Birmingham Parkway to form the eastern intersection. The Western Avenue eastbound approach to this intersection consists of one 10.5-foot wide left-turn lane and two 10- to 10.5-foot wide general-purpose travel lanes. The Western Avenue westbound approach consists of one 11-foot wide left-turn lane and two 11-foot wide general-purpose travel lanes. The Birmingham Parkway northbound approach consists of a 10-foot wide left-turn lane, an 11.5-foot wide shared left-turn/through lane, a 12-foot wide through lane, and a 20-foot wide right-turn lane. The Soldiers Field Road eastbound on-ramp consists of a 21-foot wide roadway accommodating northbound vehicles only (vehicles exiting the intersection). The middle intersection consists of Arsenal Street, Western Avenue and the Soldiers Field Road westbound off-ramp. The Arsenal Street eastbound approach to this intersection consists of two 8.5- to 17-foot wide general-purpose travel lanes. The Western Avenue westbound approach consists of three 10- to 11-foot wide through lanes. The Soldiers Field Road westbound off-ramp southbound approach consists of an 11-foot wide through lane and a 10-foot wide shared through/right-turn lane. The western intersection consists of Arsenal Street and the Soldiers Field Road westbound ramps. The Arsenal Street eastbound approach consists of one 11-foot wide through lane and one 10.5-foot wide shared through/right-turn lane. Right turns enter the Soldiers Field Road westbound on-ramp by way of a 17-foot wide, channelized, right-turn slip ramp. The Arsenal Street westbound approach consists of a 10-foot wide left-turn lane and two 11-foot wide through lanes. The Soldiers Field Road westbound off-ramp southbound approach consists of an 11.5-foot wide shared through/right-turn lane and an 11.5-foot wide right-turn lane. The Soldiers Field Road on-ramp consists of a 24-foot wide roadway that accommodates southbound vehicles only. Trucks and buses are prohibited from accessing Soldiers Field Road. Sidewalks are provided along both sides of Western Avenue and Arsenal Street; along the

east side of Birmingham Parkway and the Soldiers Field Road eastbound on-ramp; and along the west side of the Soldiers Field Road westbound on and off-ramps. A marked crosswalk is provided across the western leg of Arsenal Street.

Birmingham Parkway/ Soldiers Field Road Off-Ramp/Lothrop Street is a signalized intersection with four approaches. The Birmingham Parkway northbound approach consists of four 10- to 12-foot wide through lanes. The Birmingham Parkway southbound approach consists of two 11-foot wide through lanes. The Soldiers Field Road off-ramp eastbound approach consists of two 13-foot wide left-turn lanes. Right turns exit the Soldiers Field Road off-ramp prior to the intersection by way of a 23-foot wide, channelized, right-turn slip-ramp. The Soldiers Field Road off-ramp accommodates eastbound vehicles only (vehicles entering the intersection). The Lothrop Street westbound approach consists of one 17-foot wide general purpose travel lane. Lothrop Street is a one-way roadway accommodating westbound vehicles only (vehicles entering the intersection). Sidewalks are provided along the east side of Birmingham Parkway; along the west side of Birmingham Parkway south of the Soldiers Field Road off-ramp; along both sides of Lothrop Street; and along the south side of the Soldiers Field Road off-ramp. Crosswalks are not provided at the intersection. An MBTA bus stop is located along the east side of Birmingham Parkway, south of Lothrop Street.

Birmingham Parkway/Market Street/Lincoln Street is a signalized intersection with four approaches. The Market Street northbound approach consists of two 12-foot wide general purpose travel lanes. The Birmingham Parkway southbound approach consists of two 11-feet wide through travel lanes and one 9-foot wide right-turn lane. The Birmingham Parkway eastbound approach consists of two 13-foot wide general-purpose travel lanes. The Lincoln Street westbound approach consists of one 15-foot wide left-turn lane and one 15-foot wide general-purpose travel lane. Lincoln Street is a one-way roadway accommodating westbound traffic only (vehicles entering the intersection). Sidewalks are provided along the east side of Market Street, along the west side of Market Street south of Birmingham Parkway; and along both sides of Lincoln Street. A marked crosswalk is provided across the south leg of Market Street and along the Lincoln Street leg of the intersection.

Market Street/ Guest Street/Stockyard Restaurant Driveway is a signalized intersection with four approaches. The Market Street north and southbound approaches consist of two 11- to 12.5-foot wide general purpose travel lanes. The Stockyard Restaurant driveway eastbound approach consists of a 12.5-foot wide general-purpose lane. The Guest Street westbound approach consists of an 11-foot wide shared left-turn/through lane and an 11-foot wide right-turn lane. Sidewalks are provided along both sides of Market Street and Guest Street. A marked crosswalk is provided across the south leg of Market Street and the Guest Street leg of the intersection. An MBTA bus stop and bus shelter is located on the east side of Market Street, south of Guest Street. A drop-off area* with a 5-minute time limit is provided on the south side of Guest Street for the WGBH studios. "No Stopping

Any Time" signs are posted along both sides of Market Street and along the north side of Guest Street.

Market Street/North Beacon Street is a signalized intersection with four approaches. The Market Street north and southbound approaches consist of two 11- to 14-foot wide general purpose travel lanes. The North Beacon Street east and westbound approaches consist of two 10-foot wide general purpose travel lanes. Sidewalks are provided along both sides of the intersecting roadways, with marked crosswalks provided across all legs of the intersection. "No Stopping Any Time" signs are posted along both sides of Market Street and North Beacon Street. MBTA bus stops are located on the northwest and southeast corners of Market Street and on the northeast corner of North Beacon Street, with a bus shelter provided at the North Beacon Street stop.

North Beacon Street/Life Street/Etna Street is a signalized intersection with offset approaches on Life Street and Etna Street. The North Beacon Street east and westbound approaches consist of a 20-foot wide general purpose travel lane. The Life Street southbound approach consists of an 18-foot wide general purpose travel lane. The Etna Street south leg of the intersection is off-set slightly to the west of Life Street and consists of a 25.5-foot wide paved roadway that accommodates one-way southbound travel. On street parking is permitted along the south side of North Beacon Street. Sidewalks are provided along both sides of the intersecting roadways, with a marked crosswalk provided across North Beacon Street, between Etna Street and Life Street. An MBTA bus stop is located on the south side of North Beacon Street, west of Etna Street, with a bus shelter provided.

North Beacon Street/ Arthur Street/Wingate Driveway is a signalized intersection with offset approaches on Arthur Street and the Wingate driveway. The North Beacon Street east and westbound approaches consist of a 20-foot wide general purpose travel lane. The Arthur Street southbound approach consists of 12-foot wide left and right-turn lanes. "No Stopping Any Time" signs are posted along both sides of North Beacon Street and Arthur Street. The Wingate at Brighton driveway is off-set slightly to the east of Arthur Street and accommodates two-way travel. Sidewalks are provided along both sides of North Beacon Street and Arthur Street. A marked crosswalk is provided across the west leg of North Beacon Street and across Arthur Street.

North Beacon Street/Everett Street is a signalized intersection with three approaches, although a commercial driveway curb cut is located along the southern curb for entering vehicles only. The North Beacon Street east and westbound approaches consist of a 20-foot wide general purpose travel lane. Everett Street consists of a 27.5-foot wide paved roadway that accommodates two-way travel. Right-Turns-On-Red are prohibited from Everett Street. Parking is permitted along the north side of North Beacon Street except on weekdays between 4:00 and 6:00 PM. A "No Parking, Tow Zone" sign is posted on the east side of Everett Street. The KFC driveway accommodates vehicles entering the KFC parking lot (away from North Beacon Street). Sidewalks are provided along both sides of

North Beacon Street and Everett Street. A marked crosswalk is provided across the west leg of North Beacon Street.

North Beacon Street/Brighton Avenue/Cambridge Street (Union Sq.) is a signalized intersection with four approaches. The Brighton Avenue eastbound approach consists of two 11-foot wide left-turn lanes and one 11-foot wide general purpose travel lane. Right-turns exit the Brighton Avenue approach prior to the intersection by way of an 11-foot wide, channelized, right-turn slip-ramp. The North Beacon Street westbound approach consists of two 11-foot wide general purpose travel lanes. "No Stopping Any Time" signs are posted along the south side of North Beacon Street and Brighton Avenue. A "No Parking 4:00 to 6:00 PM except Saturday and Sunday" sign is posted on the north side of North Beacon Street. The Cambridge Street northbound approach consists of two 11-feet wide through travel lanes and one 10-foot wide right-turn lane. Left turns are prohibited from the Cambridge Street northbound approach. The Cambridge Street southbound approach consists of two 11- to 12-foot wide general purpose travel lanes, with a 9-foot wide on-street parking lane provided parallel to the curb. South of North Beacon Street, on-street parking with a 30 minute limit is permitted along the west side of Cambridge Street. Sidewalks are provided along both sides of North Beacon Street, Brighton Avenue, and Cambridge Street, north of North Beacon Street; and along the west side of Cambridge Street, south of North Beacon Street. Marked crosswalks are provided across all legs of the intersection.

Cambridge Street/ Harvard Avenue/Franklin Street is a signalized intersection with four approaches. The Cambridge Street eastbound approach consists of two 11- to 13-foot wide general purpose travel lanes. The Cambridge Street westbound approach consists of two 10.5-foot wide general purpose travel lanes and a 14-foot wide right-turn lane. The Harvard Avenue northbound approach consists of one 22-foot wide general purpose travel lane that functions as a two-lane approach providing a general purpose travel lane and a right-turn lane. On-street parking is permitted along the west side of Harvard Avenue, with a two-hour parking limit on weekdays between 8:00 AM and 6:00 PM. Franklin Street consists of a 29.5-foot wide paved roadway accommodating two-way travel. On-street parking is permitted along Franklin Street, with a two-hour parking limit on weekdays between 8:00 AM and 6:00 PM. Sidewalks are provided along both sides of Cambridge Street, Harvard Avenue, and Franklin Street. Marked crosswalks are provided across all legs of the intersection. "No-Turn-On-Red" signs are posted on all approaches to the intersection. An MBTA bus stop is located on the north side of Cambridge Street, east of Franklin Street.

Cambridge Street/Lincoln Street is a signalized intersection with four approaches. The Cambridge Street east and westbound approaches consist of a 9.5- to 10-foot wide left-turn lane and three 10.5- to 12-foot wide general purpose travel lanes. The commercial driveway consists of a 34-foot wide paved driveway accommodating both entering and exiting vehicles. The Lincoln Street southbound approach consists of one 24-foot wide

general-purpose travel lane. Sidewalks are provided along both sides of Cambridge Street and Lincoln Street. A marked crosswalk is provided across Lincoln Street and the east leg of Cambridge Street.

Cambridge Street/North Harvard Street is a signalized intersection with four approaches. The Cambridge Street eastbound approach consists of an 11-foot wide left-turn lane and three 10.5- to 11-foot wide general purpose travel lanes. The Cambridge Street westbound approach consists of one 10.5-foot wide left-turn lane, two 11-feet wide through travel lanes, and one 11.5-foot wide right-turn lane. The North Harvard Street southbound approach consists of one 23-foot wide general purpose travel lane. A "No Stopping Any Time" sign is posted along the west side of North Harvard Street. On-street, 15-minute parking is permitted along the north side of Cambridge Street, west of North Harvard Street. Sidewalks are provided along both sides of Cambridge Street and North Harvard Street. A marked crosswalk is provided across North Harvard Street, the Harvard University driveway, and the west leg of Cambridge Street. An MBTA bus stop is located on the south side of Cambridge Street, west of the Harvard University driveway.

Cambridge Street/Dustin Street is a pedestrian actuated intersection with three approaches. The Cambridge Street eastbound approach consists of one 10.5-foot wide left-turn lane and one 20-foot wide general-purpose travel lane. The Cambridge Street westbound approaches consist of one 25-foot wide general-purpose travel lane. Dustin Street consists of a 25.5-foot wide paved roadway that accommodates one-way northbound travel (away from Cambridge Street). Sidewalks are provided along both sides of Cambridge Street and Dustin Street. A marked crosswalk is provided across Dustin Street and the east leg of Cambridge Street. MBTA bus stops are located on the north side of Cambridge Street, east of Dustin Street, and on the south side of Cambridge Street, west of Dustin Street. A bus shelter is provided on the south side of Cambridge Street, west of Dustin Street. On-street parking is permitted along Cambridge Street.

Washington Street/ Market Street/Chestnut Hill Avenue is a signalized intersection with four approaches. The Washington Street east and westbound approaches consist of a 25-foot wide general purpose travel lane, with on-street parking permitted. The Chestnut Hill Avenue northbound approach consists of a 21-foot wide general purpose travel lane. The Market Street southbound approach consists of an 11.5-foot wide left-turn lane, an 11-foot wide through travel lane, and a 17.5-foot wide channelized right-turn lane. On-street parking is permitted along both sides of Washington Street and Market Street, with a two-hour parking limit on weekdays between 8:00 AM and 6:00 PM. The on-street parking along the south side of the east leg of Washington Street is restricted to commercial vehicles only between the hours of 8:00 AM and 12:00 noon, Monday through Saturday. "No-Turn-On-Red" signs are posted on all approaches of the intersection. Sidewalks are provided along both sides of the intersecting roadways, with marked crosswalks provided across all legs of the intersection. MBTA bus stops (two) are located on the northeast corner of Washington Street and Market Street. .

Market Street/ Arlington Street/Sparhawk Street is a signalized intersection with four approaches. The Market Street north and southbound approaches consist of a 21- to 23-foot wide general purpose travel lane. The Arlington Street eastbound approach consists of a 17-foot wide general purpose travel lane. The Sparhawk Street east leg of the intersection consists of a 26-foot wide paved roadway that accommodates two-way travel. "No-Turn-On-Red" signs are posted on the Market Street northbound approach and the Arlington Street westbound approach to the intersection. Trucks over 2 ½ tons are prohibited from Arlington Street. Sidewalks are provided along both sides of the intersecting roadways, with marked crosswalks provided across all legs of the intersection. MBTA bus stops are located on the east and west side of Market Street, south of Arlington Street and Sparhawk Street.

Market Street/Faneuil Street is a signalized intersection with three approaches. The Market Street northbound approach consists of a 23-foot wide general purpose travel lane. The Market Street southbound approach consists of an 11-foot wide general-purpose travel lane and an 11-foot wide right-turn lane. The Faneuil Street eastbound approach consists of an 18-foot wide general purpose travel lane. Sidewalks are provided along both sides of the intersecting roadways, with marked crosswalks provided across all legs of the intersection.

Western Avenue/Everett Street is a signalized intersection with four approaches. The Western Avenue eastbound approach consists of two 11- to 14-foot wide general-purpose travel lanes. The Western Avenue westbound approach consists of one 21.5-foot wide general-purpose travel lane. The Everett Street northbound approach consists of one 19.5-foot wide general-purpose travel lane. The Everett Street southbound approach consists of one 13-foot wide general-purpose travel lane. Sidewalks are provided along both sides of Western Avenue and Everett Street. Marked crosswalks are provided across all legs of the intersection. An MBTA bus stop and bus shelter are located on the north side of Western Avenue, west of Everett Street. "No Stopping Any Time" signs are posted on the north and south sides of Western Avenue, west of Everett Street, and on the east side of Everett Street, south of Western Avenue. Right-Turns-On-Red are prohibited from the Everett Street north and southbound approaches, and from the Western Avenue eastbound approach.

2.2.2 Unsignalized Intersections

Market Street/Vineland Street is an unsignalized intersection with three approaches. The Market Street north and southbound approaches consist of two 11- to 12-foot wide through travel lanes. Vineland Street consists of a 26-foot wide paved roadway that accommodates one-way eastbound travel, with vehicles approaching Market Street under STOP-sign control. "No Stopping Any Time" signs are posted along both sides of Market Street. Two-hour parking is permitted along the south side of Vineland Street. Sidewalks are provided along both sides of Market Street and along the south side of Vineland Street. Marked crosswalks are not provided at the intersection.

North Beacon Street/ Murdock Street/EZ Storage Driveway is an unsignalized intersection with four approaches. The North Beacon Street east and westbound approaches consist of one 20-foot wide general-purpose travel lane. Murdock Street consists of a 25.5-foot wide paved roadway that accommodates two-way travel. The EZ Storage driveway is 31.5 feet wide and accommodates two-way travel, with vehicles approaching North Beacon Street under STOP control, although a STOP-sign is not currently provided. Parking is permitted along both sides of North Beacon Street, except on weekdays between 4:00 and 6:00 PM along the north side, west of the EZ Storage driveway, and along the west side of Murdock Street. Trucks over 2 ½ tons are prohibited from Murdock Street. Sidewalks are provided along both sides of North Beacon Street and Murdock Street. Marked crosswalks are not provided at the intersection.

North Beacon Street/ Dustin Street/Hichborn Street is an unsignalized intersection with four approaches. The North Beacon Street east and westbound approaches consist of one 20-foot wide general-purpose travel lane. Dustin Street consists of a 25.5-foot wide paved roadway that accommodates one-way northbound travel (toward North Beacon Street), with vehicles approaching North Beacon Street under STOP control, although a STOP-sign is not currently provided. Hichborn Street consists of a 22.5-foot wide paved roadway that accommodates two-way travel and vehicles approaching North Beacon Street under STOP control, although a STOP sign is not currently provided. Parking is prohibited along both sides of Hichborn Street. West of Hichborn Street, parking is permitted along both sides of North Beacon Street, except on weekdays between 4:00 and 6:00 PM along the north side. East of Hichborn Street, a 15-minute parking limit is posted along the south side of North Beacon Street for drop-off and pick-up activities. Sidewalks are provided along both sides of the intersecting roadways, with marked crosswalks provided across all legs of the intersection.

North Beacon Street/Saunders Street is an unsignalized intersection with three approaches. The North Beacon Street east and westbound approaches consist of one 20-foot wide general-purpose travel lane. A "No Stopping Any Time" sign is posted along the south side of North Beacon Street, west of Saunders Street, and a "No Parking 7:00 AM to 9:30 AM except Saturday and Sunday" sign is posted east of Saunders Street. Saunders Street consists of a 25.5-foot wide paved roadway that accommodates one-way northbound travel (toward North Beacon Street), with vehicles approaching North Beacon Street under STOP control, although a STOP-sign is not currently provided. MBTA bus stops are located on both sides of North Beacon Street, east of Saunders Street. Sidewalks are provided along both sides of the intersecting roadways, with marked crosswalks provided across Saunders Street and the east leg of North Beacon Street.

Cambridge Street/ Saunders Street is an unsignalized intersection with three approaches. The Cambridge Street east and westbound approaches consist of one 24-foot wide general-purpose travel lane. Saunders Street consists of a 26-foot wide paved roadway that accommodates one-way northbound travel (away from Cambridge Street). Sidewalks are

provided along both sides of Cambridge Street and Saunders Street. Marked crosswalks are not provided at the intersection. "No Parking During Snow Emergency" signs are posted along Cambridge Street. Advance school zone pedestrian Lowe's Allston-Brighton Page 3-22 General Information crossing warning signs are provided along the north side of Cambridge Street.

Cambridge Street/ Murdock Street is an unsignalized intersection with three approaches. The Cambridge Street east and westbound approaches consist of one 23- to 23.5-foot wide general purpose travel lane. Murdock Street consists of a 25.5-foot wide paved roadway that accommodates one-way southbound travel (toward Cambridge Street), with vehicles approaching Cambridge Street under STOP-sign control. Sidewalks are provided along both sides of Cambridge Street and Murdock Street. A marked crosswalk is provided across Murdock Street. On-street parking is permitted along Cambridge Street and is limited to two hours on weekdays between 8:00 AM and 6:00 PM.

Guest Street/Life Street is an unsignalized intersection with three approaches. The Guest Street eastbound approach consists of one 22-foot wide general-purpose travel lane, with two-hour, on-street parking permitted. The Guest Street westbound approach consists of one 15-foot wide general-purpose travel lane. The Life Street northbound approach consists of one 14-foot wide general-purpose travel lane, with vehicles approaching Guest Street under STOP-sign control. "No Stopping Any Time" signs are posted along the north side of Guest Street, and along the south side of Guest Street east of Life Street. Two-hour on-street parking is permitted along the south side of Guest Street, west of Life Street. Sidewalks are provided along both sides of Guest Street and along the west side of Life Street. Marked crosswalks are not provided at the intersection. .

Guest Street/Arthur Street/Stop & Shop Supermarket Driveway is an unsignalized intersection with three approaches. The Guest Street eastbound approach consists of one 18.5-foot wide general purpose travel lane. The east leg of Guest Street (driveway to the Stop & Shop Supermarket) consists of a 31-foot wide paved roadway that accommodates two-way travel. Vehicles traveling eastbound on Guest Street are under STOP-sign control. Arthur Street consists of a 40-foot wide paved roadway that accommodates two-way travel. Vehicles approaching Guest Street are under STOP-sign control. Sidewalks are provided along both sides of Guest Street, east of Arthur Street; along the south side of Guest Street, west of Arthur Street; and along both sides of Arthur Street. A marked crosswalk is provided across the west leg of Guest Street. MBTA bus stops and associated shelters are located on both sides of Arthur Street.

Everett Street/Stop & Shop Supermarket Driveway is an unsignalized intersection with three approaches. The Everett Street northbound approach consists of one 13.5-foot wide through travel lane. Left turns into the Stop & Shop Supermarket driveway are prohibited from the Everett Street northbound approach, however, these were observed to occur. The Everett Street southbound approach consists of one 13-foot wide general-purpose travel lane and one 11-foot wide right-turn lane. The Stop & Shop Supermarket driveway consists

of a 21-foot wide paved driveway that accommodates vehicles entering the Stop & Shop parking lot. While exiting maneuvers are prohibited from this driveway, they were also observed. Sidewalks are provided along both sides of Everett Street. Parking is prohibited along both sides of Everett Street. Marked crosswalks are not provided at the intersection.

2.3 Existing Traffic Volumes

In 2010, Lowe's Home Centers had proposed building a new store on a portion of the current Project site and, as part of the environmental permitting process, conducted significant transportation evaluation of existing and forecasted future conditions in the study area.[2] Based on discussion with the BTD, the study team developed Year 2012 traffic volumes for the New Brighton Landing transportation analysis by adopting the Year 2007 traffic data from the Lowe's work and increasing the volumes by an annual growth factor.

A series of 48-hour automatic traffic recorder (ATR) counts, taken the week of January 9, 2012 and adjusted by seasonal factors, revealed that traffic volumes generally increased in the study area by 0.5% annually between 2007 and 2012.

This annual factor was applied to the Year 2007 counts to produce existing condition volumes for weekday a.m. peak hour (8:00 – 9:00 a.m.), weekday p.m. peak hour (5:00 – 6:00 p.m.) and Saturday Midday Peak hour (12:45 – 1:45 p.m.). Intersection volumes are shown in the following figures contained in the Appendix:

Figure A1: Year 2012 Existing Conditions Turning Movement Counts, a.m. Peak Hour
Figure A2: Year 2012 Existing Conditions Turning Movement Counts, p.m. Peak Hour
Figure A3: Year 2012 Existing Conditions Turning Movement Counts, Saturday Midday Peak Hour

2.4 Crash Data

Motor vehicle crash data from the MassHighway Crash Records System were compiled from the available data for the most recent three-year period (2007-2009). Crash rates for the study area intersections were calculated and compared to the district averages for signalized and unsignalized intersections.

In Mass Highway District 6, where the Project site is located, the average number of crashes at a signalized intersection is 0.77 crashes per million entering vehicles (MEV). For unsignalized intersections, the average is 0.57 crashes per MEV. During the three year period, two fatalities were reported - one at the North Beacon Street/Cambridge Street/Brighton Avenue (Union Sq.) and one at Cambridge Street/Harvard Street/Franklin

[2] "Lowe's Allston-Brighton, Guest Street, Boston, Massachusetts, Draft Project Impact Report" submitted to the Boston Redevelopment Authority by Lowe's Home Centers, Inc. Prepared by Tetra Tech Rizzo with transportation work by Vanasse & Associates, Inc. March 10, 2010.

Street. It is understood that a recent fatality occurred at Washington Street/Market Street/Chestnut Hill Avenue. Of the 30 intersections studied, however, none has an average crash rate greater than the District average. A summary of crash data for all locations is included in Appendix A.

2.5 Existing Traffic Operations

The criterion for evaluating traffic operations is level of service (LOS), which is determined by assessing average delay incurred by vehicles at intersections and along intersection approaches. The study team calculated average delay and associated LOS at study area intersections using Trafficware's Synchro 6 software, which also evaluates the impact on traffic operations from closely spaced intersections. This software is based on the traffic operational analysis methodology of the Transportation Research Board's 2010 Highway Capacity Manual (HCM).

Level of service and delay (in seconds) are based on intersection geometry and available traffic data for each intersection. BTD provided the intersection signal timing and phasing used in this analysis.

Table 2 summarizes the delay and LOS thresholds for signalized and unsignalized intersections, as defined in the HCM. LOS A defines the most favorable condition, with minimum traffic delay. LOS F represents the worst condition (unacceptable), with

Table 2 Level of Service Criteria (HCM Excerpt)

Level of Service	Average Stopped Delay (sec./veh.)	
	Signalized Intersection	Unsignalized Intersection
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

significant traffic delay. The threshold at LOS E/LOS F indicates that the intersection, or intersection approach, is theoretically at capacity. LOS D is generally considered acceptable in an urban environment, such as the New Brighton Landing study area, and below theoretical operating capacity.

Table 3 shows the Existing Conditions level of service summary for study area intersections during the weekday a.m., weekday p.m. and Saturday Midday Peak hour. Due to their

length, the detailed level of service tables[3] are provided in Appendix A. The detailed Synchro reports are also provided in Appendix A.

In the ***a.m. peak hour***, no ***signalized*** intersections have an overall operation below LOS D.

For ***unsignalized*** locations, the list below shows the intersection and the associated individual approach that operate at LOS E or LOS F:

- North Beacon/Dustin Street/Hichborn Street, where the northbound moves from Dustin Street operate at LOS E.

In the ***p.m. peak hour***, the following ***signalized*** intersections operate at overall LOS E:

- North Beacon Street/Cambridge Street/Brighton Avenue and
- Market Street/Faneuil Street.

[3] The detailed tables show level of service, average delay, volume to capacity ratio, and 95th percentile queue length for the overall intersection and each approach.

Table 3 Existing Conditions (2012) Peak Hour Level of Service Summary

Intersection	Weekday a.m. Peak	Weekday p.m. Peak	Saturday Midday Peak[1)]
Signalized			
Western Avenue/Birmingham Parkway/ Soldiers Field Road	C	C	C
Birmingham Parkway/Soldiers Field Road Off-Ramp/Lothrop Street	A	B	A
Birmingham Parkway/ Market Street/ Lincoln Street	C	D	B
Market Street/Guest Street/ Stockyard Restaurant Driveway	A	B	A
Market Street/North Beacon Street	C	D	D
North Beacon Street/Life Street/ Etna Street	A	B	B
North Beacon Street/Arthur Street/ Wingate Driveway	B	D	C
North Beacon Street/Everett Street	B	B	B
North Beacon Street/Cambridge Street/ Brighton Avenue (Union Square)	D	E	E
Cambridge Street/Harvard Avenue/ Franklin Street	C	C	C
Cambridge Street/Lincoln Street	A	B	–
Cambridge Street/North Harvard Street	C	C	–
Cambridge Street/Dustin Street	A	A	–
Washington Street/Market Street/ Chestnut Hill Avenue	C	C	–
Market Street/Arlington Street/ Sparhawk Street	C	D	–
Market Street/Faneuil Street	C	E	C
Everett Street/Holton Street	B	B	–
Western Avenue/Everett Street	D	E	C

1) A subset of intersections was evaluated for Saturday conditions.

Table 3 Existing Conditions (2012) Peak Hour Level of Service Summary (cont'd)

Intersection	Weekday a.m. Peak	Weekday p.m. Peak	Saturday Midday Peak[1)]
Unsignalized			
Market Street/Vineland Street			
Vineland EB left/right	C	C	–
Market NB thru | thru	A	A	–
Market SB thru | thru	A	A	–
North Beacon Street/Murdock Street/EZ Storage Driveway			
N Beacon EB left/thru/right	A	A	A
N Beacon WB left/thru/right	A	A	A
EZ Storage SB left/thru/right	B	E	C
North Beacon Street/Dustin Street/Hichborn Street			
N Beacon EB left/thru	A	A	A
N Beacon WB thru/right	A	A	A
Dustin NB left/thru/right	E	F	E
Hichborn SB left/right	D	F	D
North Beacon Street/Saunders Street			
N Beacon EB thru	A	A	A
N Beacon WB thru	A	A	A
Saunders NB left/right	C	E	D
Cambridge Street/Denby Street			
Cambridge WB thru/right	A	A	–
Denby SB left/right	C	C	–
Cambridge EB left/thru	A	A	–
Cambridge Street/Saunders Street			
Cambridge EB left/thru	A	A	A
Cambridge WB thru/right	A	A	A
Cambridge Street/Murdock Street			
Cambridge EB thru	A	A	–
Cambridge WB thru	A	A	–
Murdock SB left/right	B	C	–
Guest Street/Life Street			
Guest EB thru/right	A	A	A
Guest WB left/thru	A	A	A
Life NB left/right	B	B	B

1) A subset of intersections was evaluated for Saturday conditions.

Table 3 Existing Conditions (2012) Peak Hour Level of Service Summary (cont'd)

Intersection	Weekday a.m. Peak	Weekday p.m. Peak	Saturday Midday Peak[1)]
Unsignalized			
Guest Street/Arthur Street/Stop & Shop Driveway			
Guest EB thru/right	A	A	A
Stop and Shop WB left/thru	A	B	A
Arthur left/right	A	A	A
Everett Street/Stop & Shop Driveway			
Stop and Shop EB left/right (illegal maneuver)	B	B	B
Everett NB left/thru (observed lefts are illegal)	A	A	A
Everett SB thru	A	A	A
Everett SB right	A	A	A
Everett Street/Everett Street (north)			
Everett NB left/thru	A	A	–
Everett SB thru/right	A	A	–
Everett NWB left/right	B	C	–
Braintree Street/Denby Road			
Braintree EB thru/right	A	A	–
Braintree WB left/thru	A	A	–
Denby NB left/right	B	B	–

1) A subset of intersections was evaluated for Saturday conditions.

For ***unsignalized*** locations, the list below shows the intersection and the associated individual approach that operate at LOS E or LOS F:

- North Beacon/Murdock Street/EZ Storage Driveway, where the exiting traffic from the driveway operates at LOS E.
- North Beacon/Dustin Street/Hichborn Street, where the northbound moves from Dustin Street operate at LOS F and the southbound left turn from Hichborn Street operates at LOS F.
- North Beacon/Saunders Street, where the northbound left/right turns from Saunders Street operate at LOS E and the southbound left turn from Hichborn Street operates at LOS F.

In the ***Saturday Midday peak hour***, the following ***signalized*** intersection operates at LOS E:

- North Beacon Street/Cambridge Street/Brighton Avenue

For ***unsignalized*** locations, the list below shows the intersection and the associated individual approach that operate at LOS E or LOS F:

- North Beacon/Dustin Street/Hichborn Street, where the northbound moves from Dustin Street operate at LOS E and the southbound left turn from Hichborn Street operates at LOS F.

2.6 Parking

As shown in **Table 4**, the existing parcels on the Project site contain 585 parking spaces. All but five garage spaces at 180 Guest Street are in surface lots. Because much of the building space on these parcels is unoccupied, the Proponent estimates that about half of the parking spaces are unused on a daily basis.

Table 4 Existing Parking Spaces

Parcel Address/Tenants	Total Spaces
77 Guest Street Crystal Transport and other tenants	179
38-40 Guest Street Vacant	205
180 Guest Street Mass Electric & New Brighton Landing, LLC	201
Total	585

Nearby, at the corner of Guest Street and Life Street, is a 1,200 space parking garage for employees/visitors of New Balance (at 20 Guest Street), WGBH offices, Newbury Comics offices, Bally's and the New Balance Factory Outlet Store.

It should be noted that the parking demand generated by the new Project will be served entirely on the new site and will not need to use this existing parking garage. See **Section 4.2.7** for a discussion of future parking.

On-street parking regulations near the Project site were inventoried and are presented in **Figure 3**. In general, no parking is permitted along Guest Street, along the south curb between Market Street and Life Street has a pick-up/drop-off zone, a handicapped parking zone, and limited two-hour parking. No parking is permitted along Market Street, Arthur Street, and Everett Street, south of Adamson Street. On North Beacon Street, there is mix of unrestricted parking, p.m. peak period restrictions, and no parking.

2.7 Public Transportation

This section highlights the routes, schedules, and capacity of public transportation in the study area.

2.7.1 MBTA Bus Service

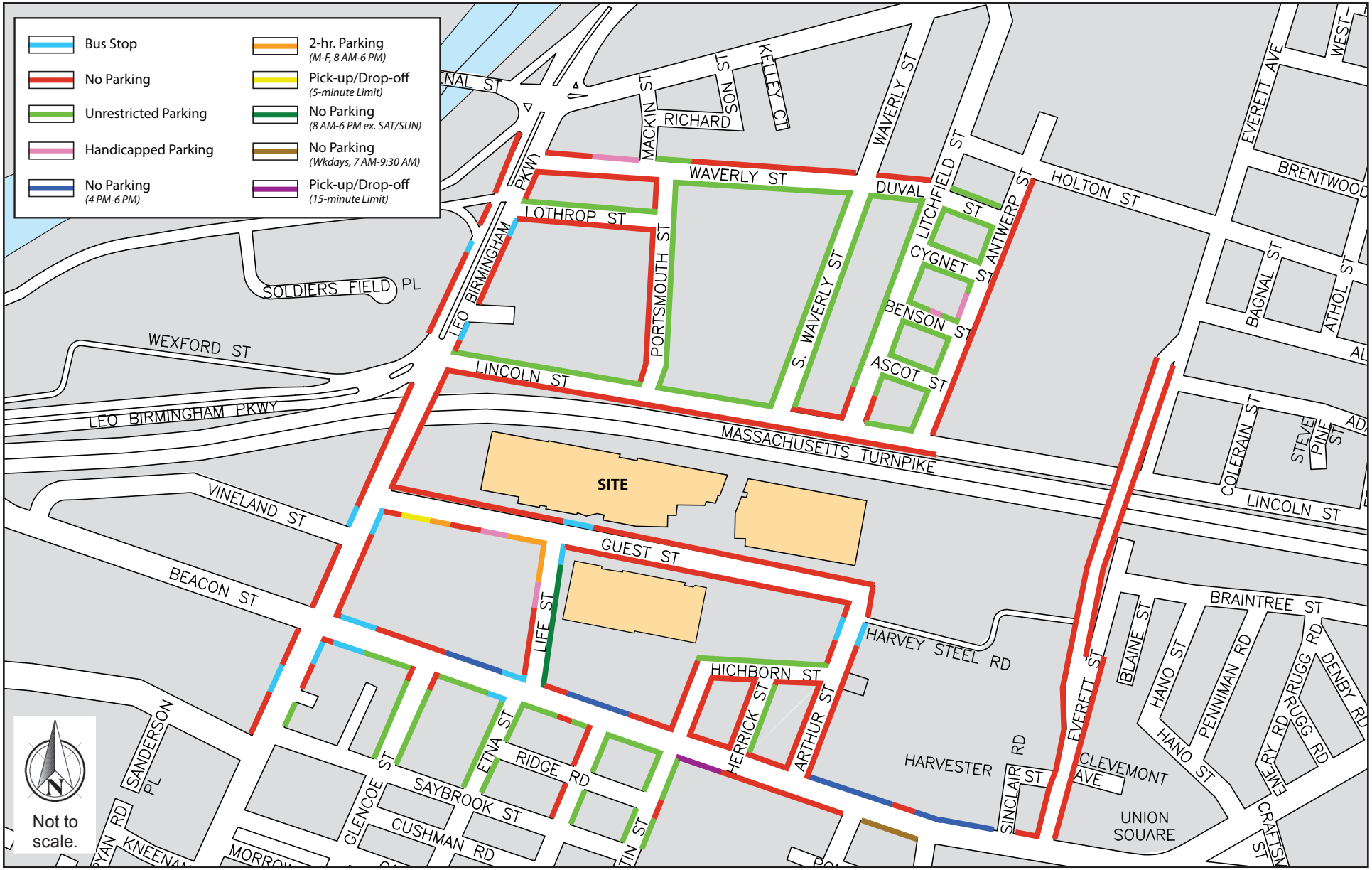
Within a half mile of the Project site, the MBTA operates around the project site is served by the following five public, MBTA bus routes: Direct access to the site by transit is provided by bus routes 86 and 64 with stops located on Market Street and Guest Street respectively. Route 64 operates immediately adjacent to the project site with stops on Arthur Street and Life Street. Public transportation with the study area is presented in **Figure 4** and summarized in **Table 5.**

Table 5 Public Transportation in the Study Area

Route	Route Description	Rush-hour Headway (minutes)
Route 57	Watertown Square/Kenmore Square *via Newton Corner and Brighton Center*	5/6
Route 64	Oak Square/Central Square – via North Beacon Street and Cambridge Street.	18/28
Route 66	Harvard Square/Dudley Station – via Allston and Brookline Village	10
Route 70/70A*	Cedarwood or North Waltham/Central Square – via Arsenal Street and Western Avenue	13/10
Route 86	Sullivan Square/Cleveland Circle – via Harvard Square and Market Street	13/18

**In the project area, Route 70/70A operates on Soldiers' Field Road which is separated from the project site by the Massachusetts Turnpike. The walk between this route and the project site, via Soldiers' Field Road, Market Street and over the Turnpike, would deter some pedestrians. Route 64 provides a connection via Market Street.*

Several additional MBTA services are available beyond the half-mile radius, at approximately 2/3 of a mile; however, this distance is generally considered further than what most people are willing to walk to access transit. These services include MBTA bus Routes 57 (Watertown Yard - Kenmore Station via Newton Corner & Brighton Center) and 65 (Brighton Center - Kenmore Station via Washington St., Brookline Village). Still further away at slightly over a mile is the B Branch of the MBTA Green Line at Harvard Avenue.



New Brighton Landing

Howard/Stein-Hudson Associates, Inc.
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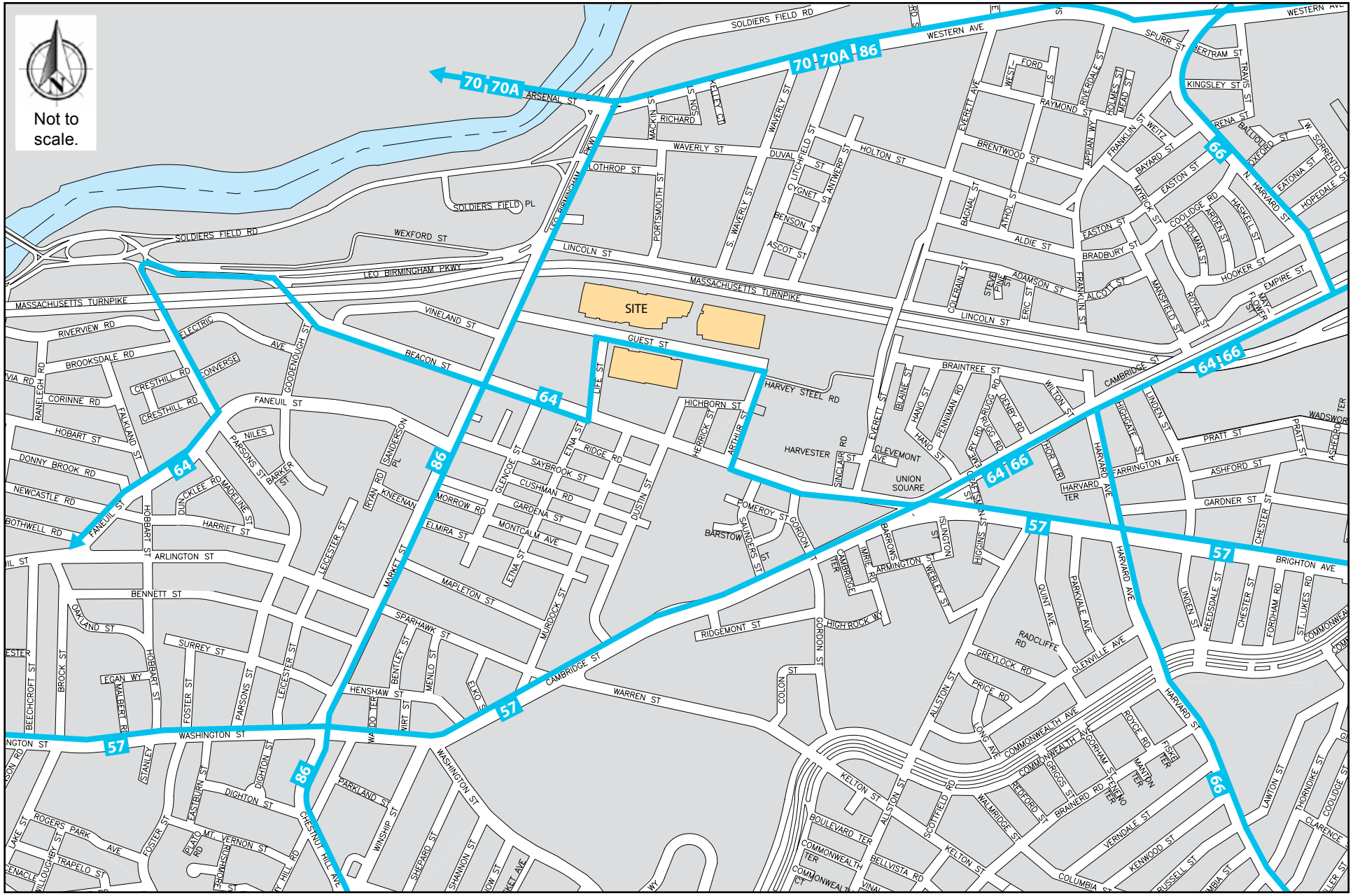
Figure 3.
Curbside Regulations



New Brighton Landing

Howard/Stein-Hudson Associates, Inc.
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Figure 4.
Public Transportation in the Study Area

Figure 3 Curbside Regulations

Figure 4 Public Transportation in the Study Area

2.7.2 Private Shuttles

New Balance currently operates shuttle service between their offices at 20 Guest Street and nearby MBTA subway stations. Employees from New Balance and the adjacent WGBH office/studio (One Guest Street) are permitted to use the shuttles. Service is provided by 14 passenger vans.

The shuttle service provides a connection to the MBTA Red Line at Harvard Square and Green Line at Kenmore Square. A shuttle runs from Harvard Square at 7:50, 8:35 and 9:15 a.m. and from Kenmore Square at 7:55, 8:40 and 9:15 a.m. In the afternoon, shuttles depart from the site for both MBTA stations at 4:35, 5:10 and 5:45 p.m. According to information obtained from New Balance in January 2012, these shuttles are between ½ and 2/3 full on most weekdays.

Harvard University, Boston College, and the Arsenal on the Charles all run their own private shuttle services, however all three operate on routes ½ mile or further from the project site.

2.7.3 Commuter Rail

The Project site is directly adjacent to the MBTA Framingham/Worcester commuter rail line. Under current conditions, the nearest stations are to the west at Newtonville and to the east at Yawkey with no commuter rail service to Brighton. During peak commuting periods, trains on the Framingham/Worcester line are dispatched approximately every 30 minutes.

Prior to the construction of the Massachusetts Turnpike Extension, Allston/Brighton had regular commuter rail service and beginning in 1998, the idea of reviving the service has been studied in the context of the Urban Ring, the Harvard Allston Initiative and the Commonwealth's intent to purchase the Framingham/Worcester line from CSX. There are significant challenges to implementing commuter service to Allston/Brighton that range from the issue of adding another stop to the already lengthy Worcester to South Station trip, a lack of capacity to serve additional trains at South Station, the unsuitability of the MBTA's current commuter fleet to making multiple, rapid transit style starts and stops, and the transit agency's current financial difficulties. According to a 2009 presentation by the Executive Office of Transportation, the nearest new potential commuter rail station would be at Everett Street, roughly adjacent to the Project site.

According the MBTA Planning Department, restoration of commuter rail service to Allston/Brighton is still in the planning stage. In September 2012, one of the "triggers" associated with the restoration will be achieved when CSX relinquishes full control of the Framingham/Worcester line to the MBTA. Beyond that, the future of the restoration is unclear as funding for implementation is not currently in place though of interest to local state legislators.

2.7.4 Local Impacts of MBTA Budget Issues

The MBTA is currently considering an array of fare and service changes as a fiscal conservation measure. As part of the on-going discussions and public meetings, the MBTA has identified two potential scenarios, as summarized in **Table 6.** Route 64 is a key transit option for future travelers to study area: Route 70A less so, because of the walking distance to stops. Discontinuation of either route, as proposed under Scenario 2, would remove a future transportation option for employees and visitors to the Project area while fare increase would maintain service.

Table 6 MBTA Proposed Budget Scenarios

Type of Impact	Scenario 1	Scenario 2
Fare Impact		
Bus Fares	$1.25 to $1.75	$1.25 to $1.50
Subway Fares	$1.70 to $2.40	$1.70 to $2.25
Service Impact *in NBL Study Area*	None	Elimination of Route 64 Shortening of Route 70A

From MBTA pamphlet entitled "MBTA Fare & Service Changes – Join the Discussion"
Costs assume use of the CharlieCard.

The Proponent strongly supports continuation of all current MBTA service to the area not only to serve its current employees, visitors and local area residents, but to also service the future vision for the area as described in the City's recent Brighton/Guest Street study[4].

2.8 Pedestrian and Bicycle Facilities

Pedestrian counts were taken as part of the intersection turning movement counts in 2007. An inventory of sidewalks and crosswalks is provided in the intersection descriptions in **Section 2.2**. Sidewalks are generally provided along both sides of the study area roadways, with marked crosswalks provided at the signalized intersections.

Bicycle accommodations vary within the study area. Multi-use paths (pedestrians and bicyclists) are present along both sides of the Charles River, with designated bicycle routes (shared traveled way) provided along the following streets: Cambridge Street, Washington Street, Faneuil Street, Arlington Street, Market Street, North Beacon Street, Birmingham Parkway, Lincoln Street, Western Avenue, and Everett Street.

[4] Brighton/Guest Street Area Planning Study, Final Report", prepared for the Boston Redevelopment Authority by Sasaki Associates and GLC Development Resources. February 2012.

2.9 Loading and Service

The Project site includes parcels at 77 Guest Street and 38-180 Guest Street. Collectively, the existing parcels contain low-rise office space and various, low density industrial and warehouse buildings, some of which are vacant. Loading and service activities all occur off-street. At 77 Guest Street, several loading docks are located along the building, with one along Guest Street, one on Life Street, and several along the back alley, south of the building. At 38 Guest Street, which is currently vacant, a multi-bay loading dock is located along Guest Street. At 180 Guest Street, two loading bays are located on Guest Street.

3.0 YEAR 2014 WITH BASELINE IMPROVEMENTS

For transportation impact studies, it is standard practice to evaluate No-Build conditions (without project) and Full-Build conditions (with project) and determine to what extent the traffic operations will be affected. The Proponent, in cooperation with permitting agencies, then develops and implements mitigation improvements to reduce the associated impacts. For the New Brighton Landing Project, however, New Balance is committed to making immediate improvements to the existing roadway network *prior* to obtaining permitting approvals and/or during construction.

The study team identified poor levels of service from the Year 2012 Existing Conditions operations analysis (as presented in **Section 2.5**) and developed improvement measures to address the deficiencies. Anticipating that these improvements can be implemented in the short-term, the study team developed Year 2014 conditions (two years in the future) with the integration of "Baseline Improvements". The Proponent, who has already held preliminary meetings with BTD staff, will continue to work collaboratively with the City to support implementation of these improvements.

3.1 Year 2014 No-Build Volumes

Prior to evaluating the Baseline Improvements, Year 2014 No-Build volumes were developed based on existing volumes plus new traffic resulting from background growth and other development projects, but without any new development on the Project site.

The general background growth rate accounts for changes in demographics, auto usage and auto ownership. Based on a review of historical and recent traffic counts, a 0.5% growth rate was applied to the existing intersection volumes to account for background growth. The study team also incorporated future traffic increase anticipated from the following projects:

533 Cambridge Street Condominiums - This project involved the demolition of a 3-story building and construction of a new a 4 1/2-story condominium building having 44 ownership units with on-site parking included. *While this project is now complete, it was not included in the Year 2007 traffic counts adopted for this study. Therefore, trips were added to the background growth volumes.*

Charlesview Residences -This project, located on Western Avenue, within Brighton Mills and between Litchfield Street and Telford Street, includes 240 apartment units. This project has been approved by the BRA, is currently under construction, and should be completed by 2014.

Genzyme Phase II Expansion - This project is an expansion of the Genzyme facility located at 500 Soldiers Field Road. The construction will add 90,000 square feet of office and

manufacturing support space, 56 at-grade parking spaces and a 25,000 square foot underground cogeneration plant. *While this project is now complete, it was not included in the Year 2007 traffic counts adopted for this study. Therefore, trips were added to the background growth volumes.*

Harvard's Allston Science Center Complex - As planned, this project will include a four-building complex containing 589,000 gross square feet of academic, research, and retail space. The Science Complex is located on the south side of Western Avenue east of North Harvard Street, between Travis Street and Hague Street. Changing economic conditions caused the University to reconsider the construction and occupancy timeline for this project. Although the re-evaluation is still ongoing, vehicle trips generated by this project were distributed to study area intersections using the data contained in the Harvard University Allston Science Complex Draft Project Impact Report (June 25, 2007).

Boston College Institutional Master Plan - This project will include a new recreation center; a 285,000 sf University Center; 790 new dormitory beds; a Brighton Athletics Center; a Fine Art District within the Brighton Campus; the addition of 400 parking spaces; and the construction of four academic buildings encompassing 385,000 sf of space.

The Year 2014 No-Build traffic volumes are shown in the following figures contained in the Appendix:

Figure A4: Year 2014 No-Build Turning Movement Counts, a.m. Peak Hour
Figure A5: Year 2014 No-Build Turning Movement Counts, p.m. Peak Hour
Figure A6: Year 2014 No-Build Turning Movement Counts, Saturday Midday Peak Hour

3.2 Baseline Improvements

As presented in **Table 7,** the study team developed four specific measures, including signal timing adjustments, lane use changes, and changes to curbside regulations that can be implemented relatively quickly without significant design or construction.

The Proponent is committed to providing financial support for implementation, independent of any new development. The Proponent will provide conceptual plans for each proposed improvement for BTD review and comment. The City will review these improvements with neighborhood representatives prior to implementation.

Table 7 Baseline Improvements

1. North Beacon/Cambridge Street/Brighton Avenue (Union Square) intersection
On Brighton Avenue westbound, there are currently four travel lanes - two are designated as exclusive left turn lanes, one is an exclusive through lane, and one is a channelized right turn lane. The proposed improvement is to convert the right-most left turn lane to a shared use left-turn/through lane. This lane change would require additional parking restrictions along the north curb of North Beacon in front of 5 North Beacon Street. While parking is currently prohibited on this curb between 4:00 – 6:00 p.m., the additional through lane on the Brighton Avenue approach would require "no stopping anytime". Approximately four parking spaces would be displaced.
2. North Beacon/Arthur Street intersection
The proposed improvement is to restripe eastbound approach on North Beacon Street to accommodate one left lane and one through lane. Signal timings would need to be adjusted to accommodate this change.
3. North Beacon Street Corridor
The proposed improvement is to modify the overall signal cycle length on the North Beacon Street corridor and optimize signal timings at: • North Beacon Street /Arthur Street • North Beacon Street /Everett Street • North Beacon Street Cambridge Street/Brighton Avenue
4. Market Street Corridor
The proposed improvement is to modify overall signal cycle length on the Market Street corridor and optimize signal timings at • Birmingham Parkway/Market Street/Lincoln Street • Market Street/Guest Street/Stockyard Driveway • Market Street/North Beacon Street • Market Street/Faneuil Street • Market Street/Arlington Street/Sparhawk Street

3.3 Year 2014 No-Build Conditions with Baseline Improvements

The Year 2014 analysis uses the methodology described in the Existing Conditions analysis.

Table 8 shows the Year 2014 No-Build Conditions with Baseline Improvements level of service summary for the weekday a.m., weekday p.m., and Saturday Midday Peak hour. Due to their length, the detailed level of service tables[5] are provided in Appendix A. Synchro reports are also provided in Appendix A.

In the table below, note that black cells indicate an improvement in level of service as compared to Existing Conditions and grey cell indicate a worsening in level of service.

As a result of the Baseline Improvements, the following upgrades in level of service would occur:

- Market Street/Guest Street/Stockyard Restaurant Driveway
- Market Street/North Beacon Street
- North Beacon Street/Arthur Street/Wingate Driveway
- North Beacon Street/Everett Street
- North Beacon Street/Cambridge Street/Brighton Avenue
- Market Street/Faneuil Street

At the Western Avenue/Everett Street intersection, planned traffic signal sequence and timing changes[6] have been incorporated into the 2014 conditions and result in LOS F during each peak period. These improvements are part of a corridor wide bicycle accommodation effort along Western Avenue coordinated with the City of Boston and implemented as part of a mitigation package by Harvard for the Brighton Mills Redevelopment. As in the case here, bicycle accommodation often degrades overall intersection operations for vehicles but will improve overall safety at an intersection.

During the a.m. peak hour, the North Beacon Street/Dustin Street/Hichborn Street intersection deteriorates from LOS D to LOS E due to increases in background traffic volumes.

[5] The detailed tables show level of service, average delay, volume to capacity ratio, and 95th percentile queue length for the overall intersection and each approach.
[6] Plan Set: Brighton Mills Redevelopment, Offsite Improvement Project, Western Avenue- 2 Locations (100% Submission – Not Approved for Construction, prepared by Vanasse Hangen Brustlin, Inc. for Boston Transportation Department, October 4, 2011.

Table 8 Year 2014 No-Build with Baseline Improvement Conditions Peak Hour Level of Service Summary

Intersection	Weekday a.m. Peak	Weekday p.m. Peak	Saturday Midday Peak[1)]
Signalized			
Western Avenue/Birmingham Parkway/ Soldiers Field Road	C	C	C
Birmingham Parkway/Soldiers Field Road Off-Ramp/Lothrop Street	A	B	A
Birmingham Parkway/ Market Street/ Lincoln Street	C	D	B
Market Street/Guest Street/ Stockyard Restaurant Driveway	A	B	**B**
Market Street/North Beacon Street	C	D	**C**
North Beacon Street/Life Street/ Etna Street	A	B	B
North Beacon Street/Arthur Street/ Wingate Driveway	**A**	**C**	**C**
North Beacon Street/Everett Street	**A**	B	B
North Beacon Street/Cambridge Street/ Brighton Avenue (Union Square)	**C**	**D**	**D**
Cambridge Street/Harvard Avenue/ Franklin Street	C	C	C
Cambridge Street/Lincoln Street	A	B	–
Cambridge Street/North Harvard Street	C	C	–
Cambridge Street/Dustin Street	A	A	–
Washington Street/Market Street/ Chestnut Hill Avenue	D	C	–
Market Street/Arlington Street/ Sparhawk Street	C	D	–
Market Street/Faneuil Street	C	**D**	C
Everett Street/Holton Street	B	B	–
Western Avenue/Everett Street[2)]	F	F	F

1) A subset of intersections was evaluated for Saturday conditions.
Light grey cell shading indicates a worsening in LOS from Existing Conditions that bring operations to LOS E or LOS F.
Black shading indicates an improvement from Existing Conditions.
2) Improvements by others degrade intersection operations at this location.

Table 8 Year 2014 No-Build with Baseline Improvement Conditions Peak Hour Level of Service Summary (cont'd)

Intersection	Weekday a.m. Peak	Weekday p.m. Peak	Saturday Midday Peak[1)]
Unsignalized			
Market Street/Vineland Street			
Vineland EB left/right	C	C	–
Market NB thru | thru	A	A	–
Market SB thru | thru	A	A	–
North Beacon Street/Murdock Street/EZ Storage Driveway			
N Beacon EB left/thru/right	A	A	A
N Beacon WB left/thru/right	A	A	A
EZ Storage SB left/thru/right	B	E	D
North Beacon Street/Dustin Street/ Hichborn Street			
N Beacon EB left/thru	A	A	A
N Beacon WB thru/right	A	A	A
Dustin NB left/thru/right	E	F	E
Hichborn SB left/right	B	F	D
North Beacon Street/Saunders Street			
N Beacon EB thru	A	A	A
N Beacon WB thru	A	A	A
Saunders NB left/right	C	E	D
Cambridge Street/Denby Street			
Cambridge WB thru/right	A	A	–
Denby SB left/right	C	C	–
Cambridge EB left/thru	A	A	–
Cambridge Street/Saunders Street			
Cambridge EB left/thru	A	A	A
Cambridge WB thru/right	A	A	A
Cambridge Street/Murdock Street			
Cambridge EB thru	A	A	–
Cambridge WB thru	A	A	–
Murdock SB left/right	B	C	–
Guest Street/Life Street			
Guest EB thru/right	A	A	A
Guest WB left/thru	A	A	A
Life NB left/right	B	B	B

1) A subset of intersections was evaluated for Saturday conditions.
Light grey cell shading indicates a worsening in LOS from Existing Conditions that bring operations to LOS E or LOS F.
Black shading indicates an improvement from Existing Conditions.

Table 8 Year 2014 No-Build with Baseline Improvement Conditions Peak Hour Level of Service Summary (cont'd)

Intersection	Weekday a.m. Peak	Weekday p.m. Peak	Saturday Midday Peak[1)]
Unsignalized			
Guest Street/Arthur Street/Stop & Shop Driveway			
Guest EB thru/right	A	A	A
Stop and Shop WB left/thru	A	B	A
Arthur left/right	A	A	A
Everett Street/Stop & Shop Driveway			
Stop and Shop EB left/right	B	B	B
Everett NB left/thru	A	A	A
Everett SB thru	A	A	A
Everett SB right	A	A	A
Everett Street/Everett Street (north)			
Everett NB left/thru	A	A	–
Everett SB thru/right	A	A	–
Everett NWB left/right	B	B	–
Braintree Street/Denby Road			
Braintree EB thru/right	A	A	–
Braintree WB left/thru	A	A	–
Denby NB left/right	B	B	–

1) A subset of intersections was evaluated for Saturday conditions.
Light grey cell shading indicates a worsening in LOS from Existing Conditions that bring operations to LOS E or LOS F.
Black shading indicates an improvement from Existing Conditions.

4.0 YEAR 2017 CONDITIONS

As stated earlier, it is standard practice to evaluate No-Build conditions (without project) and Full-Build conditions (with project) and determine to what extent the traffic operations will be affected. Because these conditions are typically projected to a future date five years from the Existing Conditions year, Year 2017 has been designated as the future design year.

4.1 Year 2017 No-Build Conditions

An annual background growth rate of 0.5% were added to existing volumes to create Year 2017 No-Build volumes. There are no additional background projects than those identified in **Section 3.1**.

The Year 2017 No-Build traffic volumes are shown in the following figures contained in the Appendix:

Figure A7: Year 2017 No-Build Turning Movement Counts, a.m. Peak Hour
Figure A8: Year 2017 No-Build Turning Movement Counts, p.m. Peak Hour
Figure A9: Year 2017 No-Build Turning Movement Counts, Saturday Midday Peak Hour

4.1.2 Year 2017 No-Build Traffic Operations

Because the Baseline Improvements, as presented in **Section 3.2**, are independent of the Project and would be implemented by 2014, they have been incorporated into the Year 2017 No-Build analysis.

Table 9 shows the Year 2017 No-Build Conditions with Baseline Improvements level of service summary for the weekday a.m., weekday p.m. and the Saturday Midday Peak hour. Due to their length, the detailed level of service tables[7] are provided in Appendix A. Synchro reports are also provided in Appendix A.

The resulting levels of service are very similar to the Year 2014 No-Build Conditions with Baseline Improvements, with no overall change at signalized intersections. At the unsignalized intersection of North Beacon Street/Dustin Street/Hichborn Street, the northbound Dustin Street approach worsens from LOS E to LOS F during the a.m. peak hour, due to background traffic growth.

[7] The detailed tables show level of service, average delay, volume to capacity ratio, and 95th percentile queue length for the overall intersection and each approach.

Table 9 Year 2017 No-Build with (2014) Baseline Improvement Conditions Peak Hour Level of Service Summary

Intersection	Weekday a.m. Peak	Weekday p.m. Peak	Saturday Midday Peak[1)]
Signalized			
Western Avenue/Birmingham Parkway/ Soldiers Field Road	D	C	C
Birmingham Parkway/Soldiers Field Road Off-Ramp/Lothrop Street	A	B	A
Birmingham Parkway/ Market Street/ Lincoln Street	C	D	B
Market Street/Guest Street/ Stockyard Restaurant Driveway	A	B	B
Market Street/North Beacon Street	C	D	C
North Beacon Street/Life Street/ Etna Street	A	B	B
North Beacon Street/Arthur Street/ Wingate Driveway	B	C	C
North Beacon Street/Everett Street	A	B	B
North Beacon Street/Cambridge Street/ Brighton Avenue (Union Square)	C	D	D
Cambridge Street/Harvard Avenue/ Franklin Street	D	D	A
Cambridge Street/Lincoln Street	A	B	–
Cambridge Street/North Harvard Street	C	C	–
Cambridge Street/Dustin Street	A	A	–
Washington Street/Market Street/ Chestnut Hill Avenue	D	C	–
Market Street/Arlington Street/ Sparhawk Street	C	D	–
Market Street/Faneuil Street	C	D	C
Everett Street/Holton Street	B	B	–
Western Avenue/Everett Street[2)]	F	F	F

1) A subset of intersections was evaluated for Saturday conditions.
Light grey cell shading indicates a worsening in LOS from Year 2014 No-Build Conditions that bring operations to LOS E or LOS F.
Black shading indicates an improvement from Year 2014 No-Build Conditions.
2) Improvements by others degrade intersection operations at this location.

Table 9 Year 2017 No-Build with (2014) Baseline Improvement Conditions Peak Hour Level of Service Summary (cont'd)

Intersection	Weekday a.m. Peak	Weekday p.m. Peak	Saturday Midday Peak[1)]
Unsignalized			
Market Street/Vineland Street			
Vineland EB left/right	C	C	–
Market NB thru | thru	A	A	–
Market SB thru | thru	A	A	–
North Beacon Street/Murdock Street/EZ Storage Driveway			
N Beacon EB left/thru/right	A	A	A
N Beacon WB left/thru/right	A	A	A
EZ Storage SB left/thru/right	B	E	D
North Beacon Street/Dustin Street/ Hichborn Street			
N Beacon EB left/thru	A	A	A
N Beacon WB thru/right	A	A	A
Dustin NB left/thru/right	F	F	E
Hichborn SB left/right	B	F	D
North Beacon Street/Saunders Street			
N Beacon EB thru	A	A	A
N Beacon WB thru	A	A	A
Saunders NB left/right	C	E	D
Cambridge Street/Denby Street			
Cambridge WB thru/right	A	A	–
Denby SB left/right	C	C	–
Cambridge EB left/thru	A	A	–
Cambridge Street/Saunders Street			
Cambridge EB left/thru	A	A	A
Cambridge WB thru/right	A	A	A
Cambridge Street/Murdock Street			
Cambridge EB thru	A	A	–
Cambridge WB thru	A	A	–
Murdock SB left/right	B	C	–
Guest Street/Life Street			
Guest EB thru/right	A	A	A
Guest WB left/thru	A	A	A
Life NB left/right	B	B	B

1) A subset of intersections was evaluated for Saturday conditions.
Light grey cell shading indicates a worsening in LOS from Year 2014 No-Build Conditions that bring operations to LOS E or LOS F.
Black shading indicates an improvement from Year 2014 No-Build Conditions.

Table 9 Year 2017 No-Build with (2014) Baseline Improvement Conditions Peak Hour Level of Service Summary (cont'd)

Intersection	Weekday a.m. Peak	Weekday p.m. Peak	Saturday Midday Peak[1)]
Unsignalized			
Guest Street/Arthur Street/Stop & Shop Driveway			
Guest EB thru/right	A	A	A
Stop and Shop WB left/thru	A	B	A
Arthur left/right	A	A	A
Everett Street/Stop & Shop Driveway			
Stop and Shop EB left/right	B	B	B
Everett NB left/thru	A	A	A
Everett SB thru	A	A	A
Everett SB right	A	A	A
Everett Street/Everett Street (north)			
Everett NB left/thru	A	A	–
Everett SB thru/right	A	A	–
Everett NEB left/right	B	C	–
Braintree Street/Denby Road			
Braintree EB thru/right	A	A	–
Braintree WB left/thru	A	A	–
Denby NB left/right	B	B	–

1) A subset of intersections was evaluated for Saturday conditions.
Light grey cell shading indicates a worsening in LOS from Year 2014 No-Build Conditions that bring operations to LOS E or LOS F. Black shading indicates an improvement from Year 2014 No-Build Conditions.

4.1.3 Year 2017 No-Build Public Transportation

As presented in **Section 2.7**, the MBTA is considering service cuts to address budget issues. The Proponent strongly opposes any transit service cuts in this area and will work with the local neighborhood and the City to ensure current levels of access to public transit are maintained.

4.1.4 Year 2017 No-Build Pedestrian and Bicycle Conditions

Without the Project, sidewalk conditions along Guest Street will remain as under existing conditions. Pedestrian volumes throughout the study area will remain generally unchanged from Existing Conditions.

The City is designing bike lanes along Market Street, between Washington Street and Western Avenue, that will likely completed by the end of 2012.

4.2 Year 2017 Full-Build Conditions

The Site Plan in **Figure 5** shows that the Project is separated into three distinct blocks, generally including:

- Block A - New Balance World Headquarters and hotel.
- Block B - Sports Complex, and
- Block C – Office Buildings

Retail and restaurant establishments will be distributed among the blocks. Medical office is located in Block B.

4.2.1 Site Access and Circulation

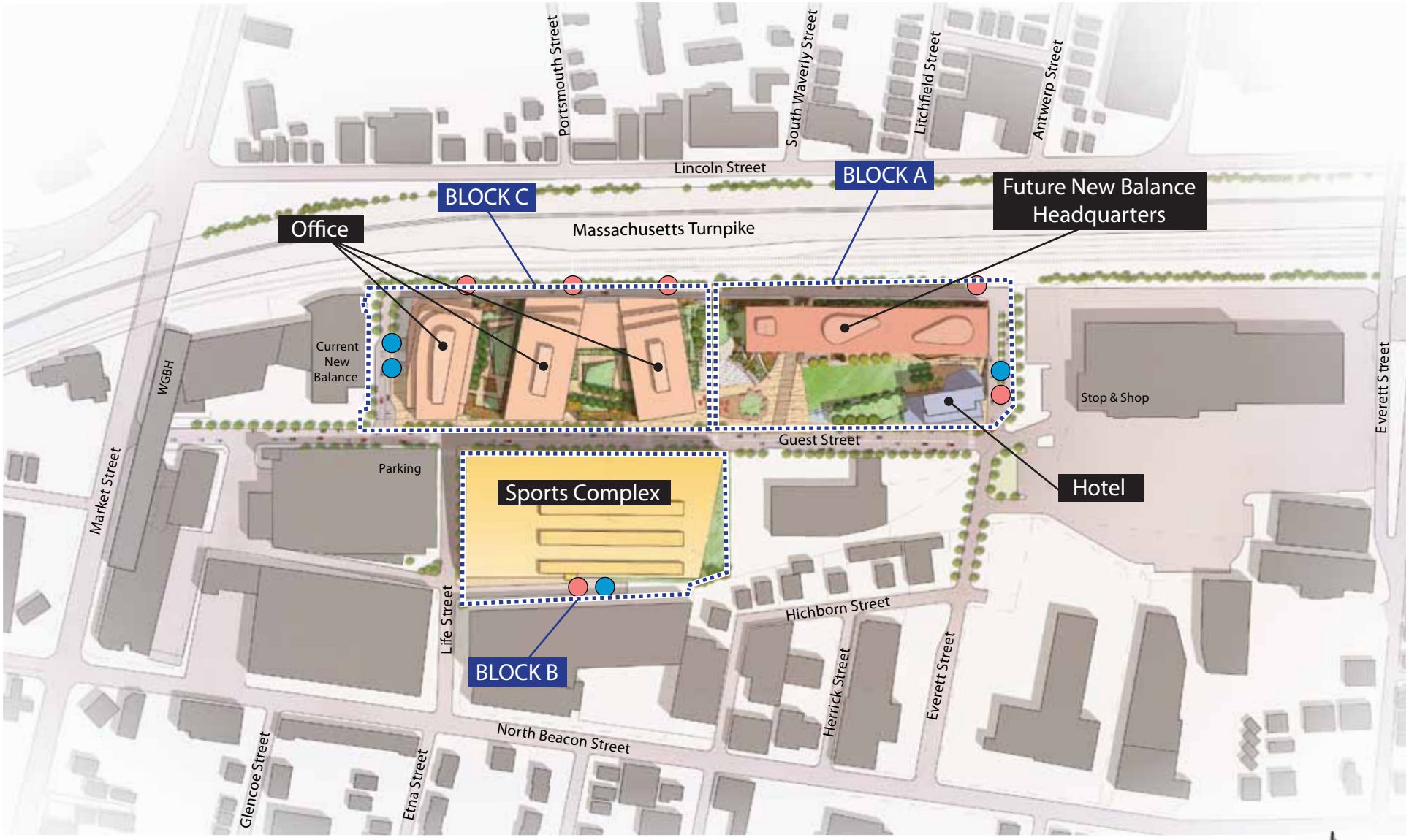
The Guest Street spine will have four intersections that will provide access/egress to the Projects' two parking garages. On Block A and Block C, three service roads will cross through the parcels, providing access/egress to the underground garage driveways. These access roads will extend north from Guest Street and connect to a new east-west service road, running the length of Block A and Block C, adjacent to the MBTA tracks. Together, these roads provide convenient access to the four loading docks on the north side of Block A and Block C.

At Block B, the Project will create a new service road along the south side of the sports complex that will provide access to the Block B parking garage and the loading dock.

The Guest Street corridor will be designed with a complete streets concept, providing on-street parking, adequate travel lanes, bicycle accommodations, and sidewalks that can provide for outdoor seating, sidewalk entertainment, comfortable walking, street trees, and street furniture.

4.2.2 Trip Distribution

Vehicular trip distribution was developed using origin-destination data form BTD for Area 17 and knowledge of the local area roadway network for each of the primary land uses in the Projects**.** **Figure 6**, **Figure 7**, and **Figure 8**, graphically show the regional trip distributions for office, hotel, and sports complex/retail trips, respectively. Hotel trips are assigned to fewer roadways, reflecting the limited knowledge of the roadway network hotel guests to the local roadway network. The sports complex/retail trips have a higher proportion of locally generated trips.



Not to scale.

New Brighton Landing

Howard/Stein-Hudson Associates, Inc.
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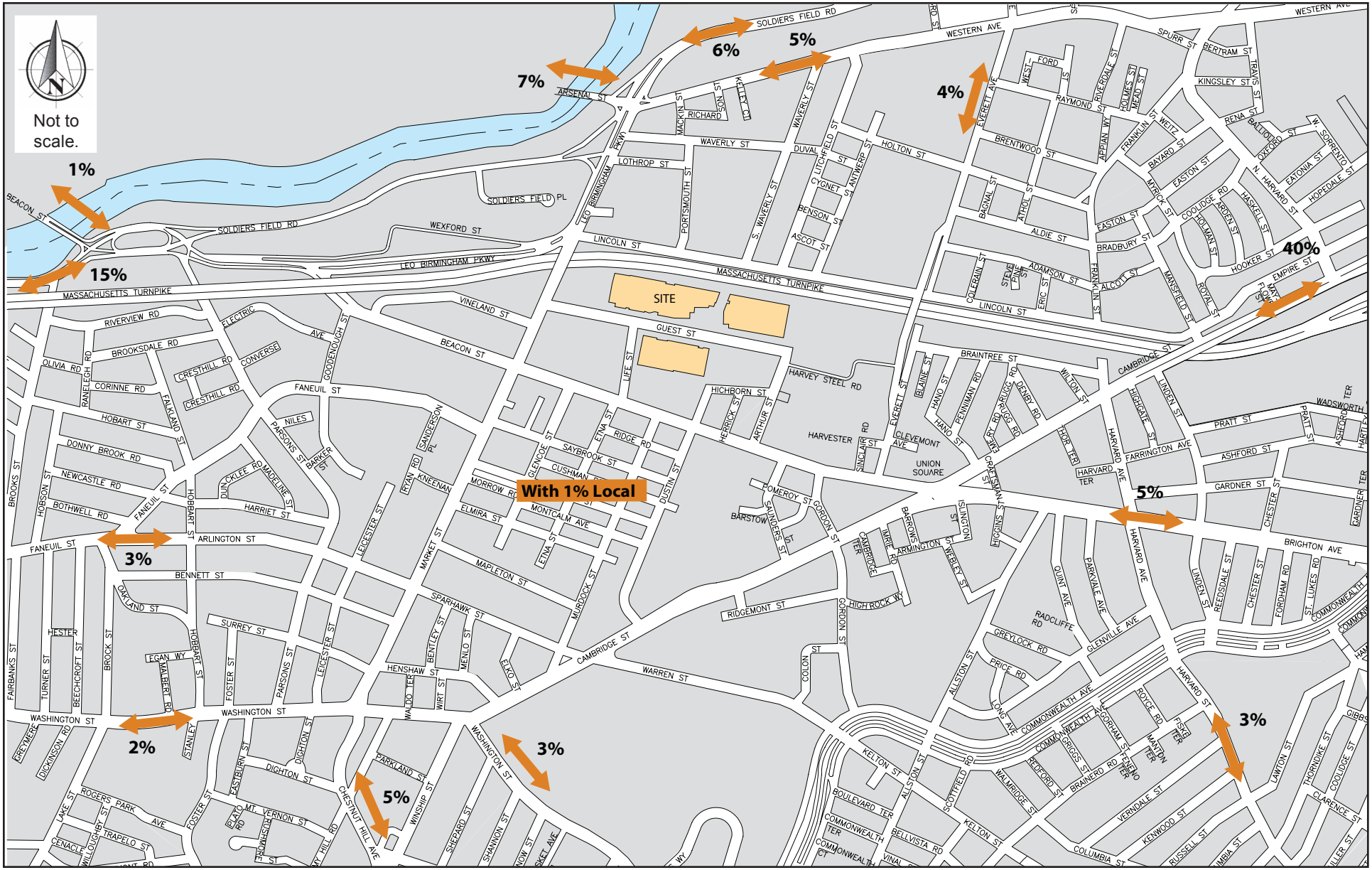
Figure 5.
Site Plan



New Brighton Landing

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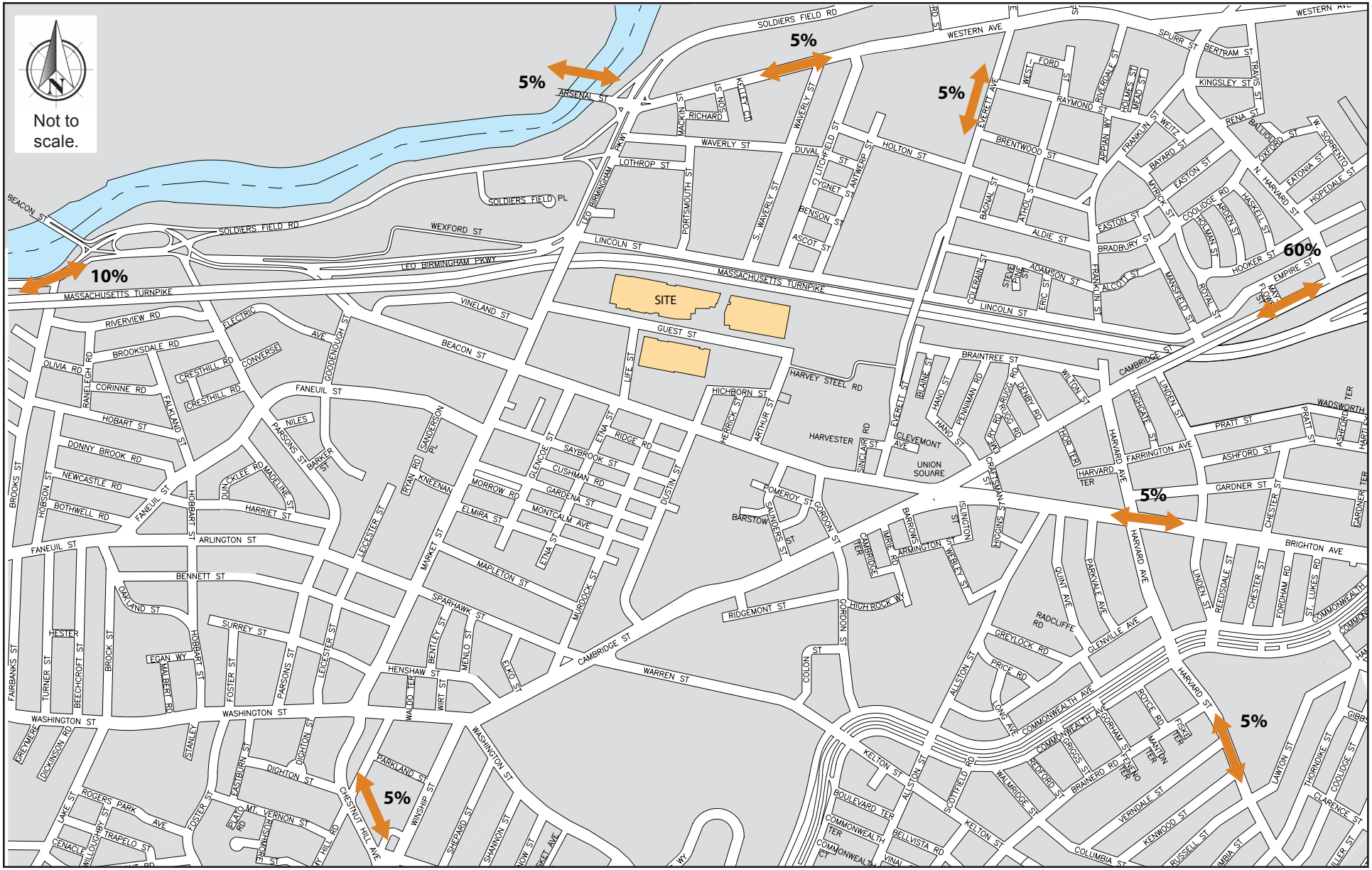
Figure 6.
Regional Trip Distribution: Office Trips



New Brighton Landing

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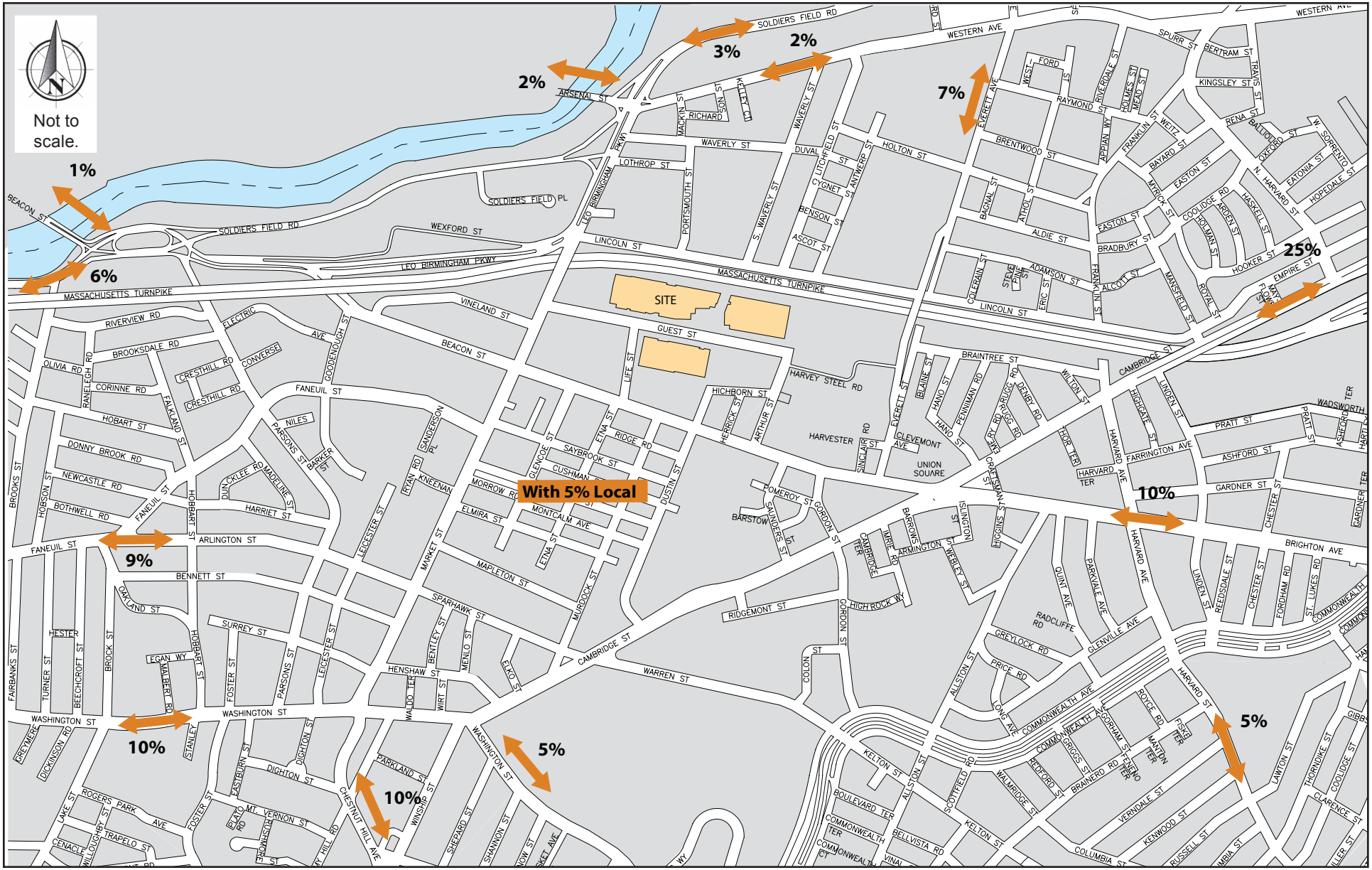
Figure 7.
Regional Trip Distribution: Hotel Trips



New Brighton Landing

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Figure 8.
Regional Trip Distribution: Sports Complex/Retail Trips

4.2.3 Trip Generation

4.2.3.1 New Land Uses

Trip generation rates for the new Project land uses was derived from the Institute of Transportation Engineers' (ITE) publication *Trip Generation* (8th edition, 2008), using the following Land Use Codes (LUC):

LUC 710 - General Office. A general office building houses multiple tenants. An office building typically contains a mixture of professional services. Calculations of the number of trips use ITE's average rate per 1,000 sf.

LUC 310 - Hotel. The hotel land use code is defined as a place of lodging that provides sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention centers, limited recreational facilities (e.g., pool, fitness room), and/or other retail services or shops. Calculation of the number of vehicle trips uses ITE's average rate per room.

LUC 720 - Medical Office. A medical/dental office building is a facility that provides diagnoses and outpatient care on a routine basis. One or more private physicians or dentists generally operate this type of facility. Calculations of the number of trips use ITE's fitted curve equation.

LUC 820 - Retail/Shopping. A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. Note that Land Use Code 814 for Specialty Retail was also reviewed for this analysis. Because Land Use Code 820 yields a higher number of trips, it was chosen to be most conservative (highest impact). Calculations of the number of trips use ITE's average rate per 1,000 sf.

LUC 831 - Quality Restaurant. This land use consists of eating establishments of high quality, with average turnover rates of at least one hour or longer. Generally, quality restaurants do not serve breakfast, some do not serve lunch, and all serve dinner. Calculations of the number of trips use ITE's average rate per 1,000 sf.

Sports Complex – No ITE trip generation data are available for the hockey rink and track and field facility uses. As such, trips for these uses were estimated based on the specific facility capacity and operating plan as developed by New Brighton Landing, LLC.

> *Ice Rink* – Generally, on weekdays, the rink will be used throughout the day by institutional, school teams, and youth hockey teams for practice. Games for most of these teams will occur in the evenings and on weekends. In general, attendance at most games will be limited to family and friends (youth hockey games and tournaments), but will be greater for higher profile competitions such as high school

or club playoff games. Learn-to-skate programs and public skating times will also be scheduled on weekend days. While open all year, the rink will have limited activity over the summer, including hockey camps and free skate programs. Planned seating capacity = 1,000.

Track and Field – Generally, on weekdays, the track and field will be used by institutional and school teams, with training sessions for private users, such as a running club or New Balance sponsored athlete. Track events will typically occur on weekends, with varying levels of attendance. Peak attendance will likely occur for championships occurring in mid-winter. As with the rink, the track and field facility will be open all year, but activity in the summer will be limited to training and no spectator events. Planned seating capacity = up to 3,000.

4.2.3.2 Existing Land Uses

The current, occupied land uses on the Project site along Guest Street include about 19,000 sf of light industrial space, about 36,000 of office space and about 11,000 sf for the Abundant Grace Church, which leases commercial space in a one-story warehouse-type building. Additional unoccupied warehouse space exists along the northern side of Guest Street.

It is standard practice to subtract the existing trips from the new Project trips to produce "net new Project trips". In additional to the office land use code (LUC 710) described above, the following ITE Land Use Codes were used to estimate existing trips.

LUC 560 — Church. A church is a building in which public worship services take place. Ancillary uses include meeting spaces or small classrooms. Calculations of the number of trips use ITE's average rate per 1,000 square feet.

LUC 110 — General Light Industrial. Light industrial facilities emphasize activities other than manufacturing and typically have minimal office space. Calculations of the number of trips use ITE's average rate per 1,000 square feet.

It should be noted that trips associated with the existing New Balance offices at 20 Guest Street have not been subtracted from the new Project trips. Regardless of whether 20 Guest Street continues to be occupied by New Balance or ultimately occupied by new tenants, the building at 20 Guest Street, given good economic conditions, will continue to generate trips commensurate with a fully occupied office building.

4.2.4 Pass -by and Internal Trips

A portion of trips to the Project, under each build phase, will be pass-by trips and internal trips. Pass-by trips are trips that are already in the transportation network and not specifically destined to the proposed uses. ITE defines pass-by trips as trips "made as intermediate stops on the way from an origin to a primary destination without a route

diversion." This accounts for trips generated by people already in the area, as in common shopping districts or denser development blocks.

Internal trips are trips that occur between uses within a mixed-use redevelopment, such as an office worker who walks to a nearby restaurant for lunch. Based on ITE methodologies, the study team estimated the number of internal trips for the Project's mix of office, hotel and retail/restaurant uses. Based on the marketing and management of the fitness club, New Brighton Landing estimates that 50% of weekday users will be employees from nearby buildings. On weekends, only a minimal number of fitness trips will be generated internal to the Project site since the office will be minimally populated on weekends.

For all time periods, a pass-by rate of 25% was applied to the retail/restaurant uses, based on ITE data and the nature of the area around the Project site.

Synergy between the retail/restaurant establishments and office workers and hotel guests will help to create a vibrant area throughout the day and also reduce vehicle trips.

The detailed trip generation sheets in Appendix A show the estimated pass-by trips and internal trips for each land use.

4.2.5 Travel Mode Shares

The BTD publishes vehicle, transit, and travel mode shares specific to each area of Boston. The Project site is located within BTD Area 17. As is standard practice, these specific neighborhood mode shares have been adopted and used to estimate the number of new vehicle-person trips, transit trips, and walk/bike trips generated by the project.

This methodology was used for all land uses except the sports complex. Based on the specific trip generation for typical weekday and typical Saturday conditions at the sports complex (hockey facility and track/field), it has been assumed that all trips will occur via private automobile or private team bus. For the occasional major, weekend event at the sports complex, some portion of attendees will arrive via transit or will walk from the neighborhood. To be conservative (highest impact), however, all ice rink and track and field facility trips have been assumed to arrive/depart by vehicle.

Local vehicle occupancy rates (VOR) are adopted from the 2009 *National Household Travel Survey* and the 2000 U.S. Census and were used to convert vehicle-person trips to vehicle trips. In the case of the sports complex, the VOR was based on the distribution of persons (athletes, coaches, attendees) to private automobiles and team buses.

The Project mode shares (by time of day and land use) and vehicle occupancy rates are shown in **Table 10**.

Table 10 Travel Mode Shares

Land Use	Direction	Vehicle Share	Transit Share	Walk/Bike Share	Vehicle Occupancy Rate
Daily					
Office	In Out	69% 69%	12% 12%	19% 19%	1.1
Sports Complex	In Out	100% 100%	0% 0%	0% 0%	2.1
Hotel	In Out	52% 52%	8% 8%	40% 40%	1.8
Fitness Club	In Out	69% 69%	12% 12%	19% 19%	1.1
Retail/Restaurant	In Out	52% 52%	8% 8%	40% 40%	1.8
a.m. Peak hour					
Office	In Out	59% 65%	18% 12%	23% 23%	1.1
Sports Complex	In Out	100% 100%	0% 0%	0% 0%	2.2
Hotel	In Out	43% 47%	11% 7%	46% 46%	1.8
Fitness Club	In Out	59% 65%	18% 12%	23% 23%	1.1
Retail/Restaurant	In Out	43% 47%	11% 7%	46% 46%	1.8
p.m. Peak hour					
Office	In Out	65% 59%	12% 18%	23% 23%	1.1
Sports Complex	In Out	100% 100%	0% 0%	0% 0%	1.7
Hotel	In Out	46% 47%	7% 7%	47% 46%	1.8
Fitness Club	In Out	65% 59%	12% 18%	23% 23%	1.1
Retail/Restaurant	In Out	46% 47%	7% 7%	47% 46%	1.8
Saturday Midday Peak hour					
Office	In Out	76% 69%	8% 12%	16% 19%	1.1
Sports Complex	In Out	100% 100%	0% 0%	0% 0%	3.0
Hotel	In Out	53% 52%	7% 8%	40% 40%	1.8
Fitness Club	In Out	76% 69%	8% 12%	16% 19%	1.1
Retail/Restaurant	In Out	53% 52%	7% 8%	40% 40%	1.8

Based on the land use trip rates, mode split assumptions, and local vehicle occupancy rates, the resulting transit, walk/bike, and vehicle trips were identified. The Project-generated trips are summarized in **Table 11**, with detailed trip generation information provided in the Appendix.

Table 11 Project Vehicle Trips by Land Use – Full-Build

Period	Office[1)]	Sports Complex	Hotel	Fitness Club	Retail[2)]	Total[3)]
Daily						
Entering	3,578	320	234	471	1,306	5,910
Exiting	3,578	320	234	471	1,306	5,910
a.m. Peak						
Entering	761	53	22	15	15	866
Exiting	115	14	19	20	9	177
p.m. Peak						
Entering	160	40	28	77	151	457
Exiting	711	38	21	59	147	976
Saturday Midday						
Entering	145	75	25	154	187	587
Exiting	105	95	18	171	126	516

1) Includes general office and medical office
2) Includes retail and restaurants
3) *Numbers may not add due to rounding.*

Accounting for the vehicle activity generated by the existing land uses, the net new vehicle trips for Full-Build conditions were estimated and are shown in **Table 12.**

Table 12 Net New Peak Hour Vehicle Trip Generation – Full-Build

Period	Displaced Vehicle Trips (Existing Land Uses)	Project Generated Vehicle Trips	Net New Vehicle Trips[1)]
a.m. Peak			
Entering	56	866	810
Exiting	10	177	167
p.m. Peak			
Entering	18	456	440
Exiting	71	976	904
Saturday Midday			
Entering	21	586	566
Exiting	11	515	504

1) Numbers may not add due to rounding.

The Year 2017 Full-Build traffic volumes are shown in the following figures contained in the Appendix:

Figure A10: Year 2017 Full-Build Turning Movement Counts, a.m. Peak Hour (inner)
Figure A11: Year 2017 Full-Build Turning Movement Counts, a.m. Peak Hour (outer)
Figure A12: Year 2017 Full-Build Turning Movement Counts, p.m. Peak Hour (inner)
Figure A13: Year 2017 Full-Build Turning Movement Counts, p.m. Peak Hour (outer)
Figure A14: Year 2017 Full-Build Turning Movement Counts, Saturday Midday Peak Hour (inner))
Figure A15: Year 2017 Full-Build Turning Movement Counts, Saturday Midday Peak Hour (outer)

4.2.6 Year 2017 Full-Build Conditions Traffic Operations

Table 13 shows the Year 2017 Full- Build Conditions with Baseline Improvements level of service summary for the weekday a.m., weekday p.m. and Saturday Midday Peak hour. Due to their length, the detailed level of service tables[8] are provided in Appendix A. Synchro reports are also provided in Appendix A.

In addition to the initial set of 30 intersections, 10 additional intersections at the new service roads, parking driveways, and street extensions were added to the evaluation.

Over all time periods, with the addition of the Project trips, eight of the signalized intersections will be reduced to LOS E or LOS F and four of the unsignalized intersections will have movements at LOS E or LOS F.

In the ***a.m. peak hour***, the following ***signalized*** intersections will operate at LOS E or LOS F.

- North Beacon Street/Arthur Street/Wingate Driveway;
- North Beacon Street/Cambridge Street/Brighton Avenue (Union Sq.);
- Cambridge Street/Harvard Avenue/Franklin Street; and
- Washington Street/Market Street/Chestnut Hill Avenue.

[8] The detailed tables show level of service, average delay, volume to capacity ratio, and 95th percentile queue length for the overall intersection and each approach.

Table 13 Year 2017 Full-Build with (2014) Baseline Improvement Conditions Peak Hour Level of Service Summary

Intersection	Weekday a.m. Peak	Weekday p.m. Peak	Saturday Midday Peak[1)]
Signalized			
Western Avenue/Birmingham Parkway/ Soldiers Field Road	D	D	C
Birmingham Parkway/Soldiers Field Road Off-Ramp/Lothrop Street	A	B	B
Birmingham Parkway/ Market Street/ Lincoln Street	D	F	C
Market Street/Guest Street/ Stockyard Restaurant Driveway	B	D	B
Market Street/North Beacon Street	D	F	E
North Beacon Street/Life Street/ Etna Street	B	C	C
North Beacon Street/Arthur Street/ Wingate Driveway	F	F	F
North Beacon Street/Everett Street	B	C	D
North Beacon Street/Cambridge Street/ Brighton Avenue (Union Square)	E	F	F
Cambridge Street/Harvard Avenue/ Franklin Street	E	E	E
Cambridge Street/Lincoln Street	A	B	–
Cambridge Street/North Harvard Street	C	D	–
Cambridge Street/Dustin Street	A	A	–
Washington Street/Market Street/ Chestnut Hill Avenue	E	D	–
Market Street/Arlington Street/ Sparhawk Street	D	F	–
Market Street/Faneuil Street	D	F	F
Everett Street/Holton Street	B	B	–
Western Avenue/Everett Street[2)]	F	F	F

1) A subset of intersections was evaluated for Saturday conditions.
Light grey cell shading indicates a worsening in LOS from Year 2017 No-Build Conditions that bring operations to LOS E or LOS F.
Black shading indicates an improvement from Year 2017 No-Build Conditions.
2) Improvements by others degrade intersection operations at this location.

Table 13 Year 2017 Full-Build with (2014) Baseline Improvement Conditions Peak Hour Level of Service Summary (cont'd)

Intersection	Weekday a.m. Peak	Weekday p.m. Peak	Saturday Midday Peak[1)]
Unsignalized			
Market Street/Vineland Street			
Vineland EB left/right	C	C	–
Market NB thru | thru	A	A	–
Market SB thru | thru	A	A	–
North Beacon Street/Murdock Street/EZ Storage Driveway			
N Beacon EB left/thru/right	A	A	A
N Beacon WB left/thru/right	A	A	A
EZ Storage SB left/thru/right	B	E	D
North Beacon Street/Dustin Street/ Hichborn Street			
N Beacon EB left/thru	A	A	A
N Beacon WB thru/right	A	A	A
Dustin NB left/thru/right	F	F	F
Hichborn SB left/right	F	F	F
North Beacon Street/Saunders Street			
N Beacon EB thru	A	A	A
N Beacon WB thru	A	A	A
Saunders NB left/right	D	F	F
Cambridge Street/Denby Street			
Cambridge WB thru/right	A	A	–
Denby SB left/right	D	E	–
Cambridge EB left/thru	A	A	–
Cambridge Street/Saunders Street			
Cambridge EB left/thru	A	A	A
Cambridge WB thru/right	A	A	A
Cambridge Street/Murdock Street			
Cambridge EB thru	A	A	–
Cambridge WB thru	A	A	–
Murdock SB left/right	B	D	–
Guest Street/Life Street			
Guest EB thru/right	A	A	A
Guest WB left/thru	A	A	A
Life NB left/right	C	F	C

1) A subset of intersections was evaluated for Saturday conditions.
Light grey cell shading indicates a worsening in LOS from Year 2017 No-Build Conditions that bring operations to LOS E or LOS F.
Black shading indicates an improvement from Year 2017 No-Build Conditions.

Table 13 Year 2017 Full-Build with (2014) Baseline Improvement Conditions Peak Hour Level of Service Summary (cont'd)

Intersection	Weekday a.m. Peak	Weekday p.m. Peak	Saturday Midday Peak[1)]
Unsignalized			
Guest Street/Arthur Street Ext./Stop & Shop Driveway			
Guest EB left/thru/right	B	F	B
Stop and Shop WB left/thru/right	B	E	B
Arthur NB left/thru/right	C	F	C
Arthur SB left/thru/right	A	D	B
Everett Street/Stop & Shop Driveway			
Everett NB thru			
Everett SB thru	A	A	A
Everett SB right	A	A	A
Everett Street/Everett Street (north)			
Everett NB left/thru	A	A	–
Everett SB thru/right	A	A	–
Everett NEB left/right	B	B	–
Braintree Street/Denby Road			
Braintree EB thru/right	A	A	–
Braintree WB left/thru	A	A	–
Denby NB left/right	B	B	–
Life Street/Block B Access Road			
Block B WB left/right	B	B	B
Life NB thru/right	A	A	A
Life SB left/thru	A	A	A
Block B Access Road/Block B			
Access EB left/thru	A	A	A
Access WB thru/right	A	A	A
Block B parking SB left/right	A	A	A
Arthur Street/Hichborn Street			
Hichborn EB left/right	A	B	A
Arthur NB left/thru	A	A	A
Arthur SB thru/right	A	A	A

1) A subset of intersections was evaluated for Saturday conditions.
Light grey cell shading indicates a worsening in LOS from Year 2017 No-Build Conditions that bring operations to LOS E or LOS F. Black shading indicates an improvement from Year 2017 No-Build Conditions.

Table 13 Year 2017 Full-Build with (2014) Baseline Improvement Conditions Peak Hour Level of Service Summary (cont'd)

Intersection	Weekday a.m. Peak	Weekday p.m. Peak	Saturday Midday Peak[1)]
Unsignalized			
Guest Street/ Block A Access Road			
Guest EB left/thru/right	A	A	A
Guest WB left/thru/right	A	A	A
Access SB left/thru thru|right	B	D	C
Guest Street/Block C Access Road			
Guest EB left/thru	A	A	A
Guest WB thru/right	A	A	A
Block C left	E	F	E
Block C right	B	B	B
Block C Access Road/Block C Parking Garage			
Block C Parking WB left/right	B	B	B
Access NB thru/right	A	A	A
Access SB left/thru	A	A	A
Block A Access Road/Block A Parking Garage Exit			
Block A Parking Exit WB left	A	B	A
Access NB thru	A	A	A
Access SB thru	A	A	A
Block A Access Road/Parking Garage			
Block A Parking EB left/right	A	A	A
Access left/thru	A	A	A
Access thru/right	A	A	A
Everett Street/ Everett Street (south)			
Everett NB thru/right	A	A	A
Everett SB left/thru	A	A	A
Everett SWB left/right	B	B	B

1) A subset of intersections was evaluated for Saturday conditions.
Light grey cell shading indicates a worsening in LOS from Year 2017 No-Build Conditions that bring operations to LOS E or LOS F.
Black shading indicates an improvement from Year 2017 No-Build Conditions.

For ***unsignalized*** locations, the list below shows the intersection and the associated individual approach that reduces to LOS E or LOS F:

- North Beacon/Dustin Street/Hichborn Street, where the southbound moves from Hichborn Street reduces to LOS E to LOS F.

In the ***p.m. peak hour***, the following ***signalized*** intersections deteriorate into overall LOS E or LOS F:

- Birmingham Parkway/Market Street/Lincoln Street;
- Market Street/North Beacon Street;
- North Beacon Street/Arthur Street/Wingate Driveway;
- North Beacon Street/Cambridge Street/Brighton Avenue (Union Sq.);
- Cambridge Street/Harvard Avenue/Franklin Street;
- Market Street/Arlington Street/Sparhawk Street; and
- Market Street/Faneuil Street.

For ***unsignalized*** locations, the list below shows the intersection and the associated individual approach that deteriorate into LOS E or LOS F:

- North Beacon/Saunders Street, where the northbound moves from Saunders Street deteriorate from LOS E to LOS F. While the level of service on Saunders Street is poor, the approach volumes are minor (less than 30 vehicles per hour) and the associated queues are short.
- Cambridge Street/Denby Street, where the eastbound through moves on Cambridge Street deteriorate from LOS C to LOS E.
- Guest Street/Life Street, where the northbound approach deteriorates from LOS B to LOS F.
- Guest Street/Arthur Street/Stop & Shop Driveway, where the eastbound Guest Street approach, the Stop & Shop approach, and the Arthur Street approach each deteriorates to LOS E or LOS F.

In the ***Saturday Midday peak hour***, the following ***signalized*** intersection operates at LOS E:

- Market Street/North Beacon Street;
- North Beacon Street/Arthur Street/Wingate Driveway;

- North Beacon Street/Cambridge Street/Brighton Avenue (Union Sq.);
- Cambridge Street/Harvard Avenue/Franklin Street; and
- Market Street/Faneuil Street.

For ***unsignalized*** locations, the list below shows the intersection and the associated individual approach that deteriorate into LOS E or LOS F:

- North Beacon/Saunders Street, where the northbound moves from Saunders Street deteriorate from LOS D to LOS F. While the level of service on Saunders Street is poor, the approach volumes are minor (less than 30 vehicles per hour) and the associated queues are short.

Given the number of locations that are affected by the increased traffic volumes, a comprehensive package of traffic mitigation was developed to address each significantly affected location. These mitigation measures and the associated level of service results are presented in **Section 5.2.**

4.2.7 Full-Build Conditions Parking

On-site parking of up to 1,750 spaces will be provided in two underground parking garages, as described below:

- One contiguous garage at Block A and Block C, on the north side of Guest Street, will have up to 1,550 parking spaces for employees and visitors of the office, hotel, medical office, and retail/restaurant uses.
- The garage under the sports complex, Block B, will have up to 200 parking spaces for use by the hockey facility, track and field facility, and fitness club. These spaces will be reserved for employees associated with the sports complex and fitness club members.

Together, the parking supply in these two garages will meet the general weekday parking demands generated by the Project and the peak parking demand generated by a major weekend event at the sports complex.

Garage entrance and exit driveways are shown on the site plan in **Figure 5**.

4.2.7.1 Block A and Block C/Block C Garage

BTD has set parking space goals and guidelines throughout the City to establish the amount of parking supply provided with new developments. BTD's maximum parking ratio guidelines for non-residential uses in Allston/Brighton is 1.5 spaces per 1,000 sf.

The BTD ratio of 1.5 spaces per 1,000 sf is applicable to standard land uses such as office, hotel, medical, retail, and restaurant space and, as shown in **Table 14**, results in a recommended parking requirement of 1,703 spaces. The Project parking plan is to provide 1,550 spaces for these uses, resulting in a parking ratio of 1.4 spaces per 1,000 sf.

Table 14 Block A and Block C Parking Garage – Office, Hotel and Retail/Restaurant Uses

Land Use	BTD Parking Ratio	Parking Supply based on BTD Ratio	Project Parking Supply and ratio[1)]
Office [2)] 930,000 sf	1.5 spaces/1,000 sf	1,703 spaces	1,550 spaces at 1.4 spaces/1,000 sf
Hotel 140,000 sf	1.5 spaces/1,000 sf		
Retail/Restaurant 65,000 sf	1.5 spaces/1,000 sf		

1) For office, hotel and retail/restaurant uses: ratio of 1.4 spaces/1,000 sf based on 1,550 spaces and 1,135,000 sf development

2) Includes general office and medical office.

The resulting ratio is slightly below the BTD guidelines, but given the shared parking potential of the hotel and office space, this parking supply will be adequate. Shared parking is when two land uses compatibly share the same parking supply because the parking demand for each use peaks at different times, such as office and hotel, which have peak demand times of midday and overnight, respectively.

Three driveways, north of Guest Street, will be provided at this garage with 1) an entrance/exit on Arthur Street Extension, 2) an exit driveway on Guest Street between Arthur Street and Life Street and 3) an entrance/exit driveway located west of Life Street.

4.2.7.2 Block B Garage

The Block B garage under the sports complex will have up to 200 parking spaces for use by the hockey facility, track and field facility, and fitness club. These spaces will be reserved for employees within the sports complex and members of the fitness club and will not be used by employees or visitors to the office, hotel, medical office, or retail/restaurant uses.

On a typical weekday, the primary parking demand at the sports complex will be related to the 83,000 sf fitness club. The recommended BTD ratio of 1.5 spaces per 1,000 sf when applied to the fitness club portion of the sports complex, results in a recommended supply of about 125 spaces. The remaining spaces (about 75) will be designated to the employees/visitors of the hockey and track and field facilities.

One garage driveway will be located on the Block B Access Road, a new two-way street that will run east-west to Life Street.

4.2.7.3 Weekend Parking

As on weekdays, the 200 garage spaces under the sports complex (Block B) will be reserved on weekends for sports complex employees and members of the fitness club. No public spectator parking will be permitted in the Block B garage.

On a typical weekend, the other uses of the Project (office, hotel and retail/restaurant) will generate a demand for about 400 spaces in the Block A and Block C garage north of Guest Street, leaving about 1,150 spaces available for other users, such as spectators attending events at the sports complex.

The parking demand for a weekend sporting event will be from participants, coaches, support staff, and spectators. Depending on the event, participants and coaches will typically arrive via private bus, while the highest parking demand will be generated from spectators, who typically arrive at such events with about 3.0 persons per vehicle. (An average vehicle occupancy (AVO) rate of 3.0.)

The planned spectator capacity is 1,000 at the hockey facility and 3,000 at the track and field facility. Several Saturday/weekend event scenarios and associated parking demand are presented in **Table 15.**

The results show that parking for most combinations of events, except simultaneous major hockey event with a major track and field event, will be adequate. The Proponent will ensure that simultaneous (hockey *and* track and field) peak events are not scheduled. Simultaneous events with a combined attendance of less than about 3,500, however, could be accommodated with the proposed parking supply.

Table 15 Saturday Parking Demand for Sports Complex Events

	Typical Saturday (spaces)	Two Minor Events	One Major Event at Rink	One Major Event at Track	Two Major Events
Sports Complex Events					
Hockey (Rink)	Youth Games	Minor Event	Major Event	Youth Games	Major Event
Track and Field	Training	Minor Event	Training	Major Event	Major Event
Peak Parking Demand					
Office	140	140	140	140	140
Hotel	210	210	210	210	210
Retail/Restaurant	100	100	100	100	100
Subtotal Demand	450	450	450	450	450
Hockey (Rink)	80	200	333	80	333
Track and Field	80	500	80	500	1,000
Total Demand (vehicles)	610	1,150	866	1,030	1,783
Parking Supply (spaces)	1,550	1,550	1,550	1,550	1,550
Is Saturday parking supply adequate?	yes	yes	yes	yes	No. Cannot schedule two simultaneous major events.

Assumptions for number of spectators:
Minor Hockey Event = 600
Major Hockey Event = 1,000
Minor Track and Field Event = 1,500
Major Track and Field Event = 3,000

4.2.8 Full-Build Conditions Public Transportation

Based on the transit mode shares presented above, the future transit trips associated with the Project were estimated, as shown in **Table 16.** Accounting for the existing transit trips at the site, the net new trips are shown in **Table 17**.

The Project will generate about 298 new transit trips during the a.m. peak hour, 364 trips during the p.m. peak hour and about 170 trips during the Saturday midday peak. While the existing Route 64 and Route 86 can absorb additional peak hour riders in the peak direction, it is estimated that not all new Project transit trips can be accommodated on the existing bus routes. Accommodation of these additional transit riders is addressed in **Section 5.3** on transit mitigation.

Table 16 Project Transit Trips by Land Use – Full-Build

Period	Office[1]	Sports Complex	Hotel	Fitness Club	Retail[2]	Total[3]
Daily						
Entering	703	0	66	90	358	1,217
Exiting	703	0	66	90	358	1,217
a.m. Peak						
Entering	262	0	10	5	6	284
Exiting	23	0	5	4	3	36
p.m. Peak						
Entering	34	0	8	13	40	95
Exiting	246	0	6	10	38	299
Saturday Midday						
Entering	17	0	6	18	42	85
Exiting	21	0	5	33	35	93

1) Includes general office and medical office
2) Includes retail and restaurants
3) Numbers may not add due to rounding.

Table 17 Net New Peak Hour Transit Vehicle Trip Generation – Full-Build

Period	Displaced Transit Trips (Existing Land Uses)	Project Generated Transit Trips	Net New Transit Trips[1]
a.m. Peak			
Entering	20	283	265
Exiting	2	35	33
p.m. Peak			
Entering	4	95	91
Exiting	25	300	273
Saturday Midday			
Entering	5	83	80
Exiting	3	94	90

1) Numbers may not add due to rounding.

4.2.9 Full-Build Conditions Pedestrian and Bicycle Conditions

Based on the walk mode shares presented in Section 4.2.5, the future walk/bike trips were estimated and summarized in **Table 18**. Accounting for the existing walk/bike trips at the site, the net new trips are shown in **Table 19**.

Table 18 Project Walk/Bike Trips by Land Use – Full-Build

Period	Office[1]	Sports Complex	Hotel	Fitness Club	Retail[2]	Total[3]
Daily						
Entering	1,114	0	331	143	1,788	3,376
Exiting	1,114	0	331	143	1,788	3,376
a.m. Peak						
Entering	335	0	42	7	23	413
Exiting	45	0	35	8	15	104
p.m. Peak						
Entering	64	0	54	86	275	479
Exiting	313	0	38	64	254	669
Saturday Midday						
Entering	35	0	35	36	253	358
Exiting	32	0	26	52	173	284

1) *Includes general office and medical office*
2) *Includes retail and restaurants*
3) *Numbers may not add due to rounding.*

Table 19 Net New Peak Hour Walk/Bike Trip Generation – Full-Build

Period	Displaced Walk/Bike Trips (Existing Land Uses)	Project Generated Walk/Bike Trips	Net New Walk/Bike Trips[1]
a.m. Peak			
Entering	29	412	384
Exiting	7	103	96
p.m. Peak			
Entering	12	479	467
Exiting	35	669	634
Saturday Midday			
Entering	25	359	333
Exiting	11	283	273

1) *Numbers may not add due to rounding.*

With the Project, there will be about 480 new walk/bike trips into and out of the site during the a.m. peak hour, 1,101 during the p.m. peak hour, and about 606 during the Saturday peak hour. These trips include commuters walking/biking to/from work and also taking midday walks for lunch or errands. Also included in this group are hotel guests walking to/from retail and restaurant establishments within the immediate area, shoppers walking among different stores/restaurants and nearby residents walking/biking to various uses within the Project.

4.2.10 Full-Build Conditions Loading and Service Accommodations

As shown in the site plan in **Figure 5**, above, the Project has six service areas with eleven loading docks. All service and loading will take place off street. The service driveway locations are listed below:

- Block A and Block C – Four loading docks will serve the parcel north of Guest Street. These four docks will be located along a new service road, which will run east-west behind the entire length of the Block A and Block C. A fifth dock will be located on Arthur Street, on the east side of Block A.

- Block B - One loading dock will be located on the new Block B service road, which runs along the south side of the sports complex.

Because pedestrian activity will be limited near all loading dock curb cuts, conflicts between delivery vehicles and pedestrians should be minimal.

The study team estimated the number of delivery trips associated with the Project. The primary source of delivery trip generation rates was taken from research data summarized from national studies and Boston specific studies. A description of the anticipated loading/ service activity by land use is presented below.

Office Use. Deliveries for office use are related primarily to office supplies and couriers, depending on the nature of the office tenants. Delivery trip estimates were based on NCHRP data for Boston.

Sports Complex. Deliveries include athletic equipment and supplies. Delivery trip estimates were based on Central Artery/Tunnel Project rates for recreation uses.

Hotel Use. Hotel deliveries include primarily linens and food. Delivery trip estimates were based on National Cooperative Highway Research Program (NCHRP) data for Boston.

Retail Use. Retail deliveries will have different sources for their particular merchandise. Delivery trip estimates were based on NCHRP data for Boston.

Restaurant. Delivery trip estimates were based on NCHRP data for Boston.

A summary of anticipated loading/service activity by land use is presented in **Table 20**.

Table 20 Summary of Anticipated Delivery Activity by Land Use

Land Use	Daily (Weekday) Deliveries
Office	11
Sports Complex	7
Hotel	3
Retail	10
Restaurant	7
Total	38

Overall, the Project will generate approximately 38 deliveries per day. It is anticipated that 90% of these deliveries will occur between 7:00 a.m. and 5:00 p.m. However, whenever possible, loading and service activities will be requested to occur during off-peak hours. Based on observations of deliveries at other Boston mixed-use developments, the average duration of a delivery is about 15 minutes. Based on this duration of 15 minutes per delivery, each dock could accommodate up to four deliveries per hour. Given the number of available delivery bays and the projected number of delivery deliveries, sufficient loading capacity is provided in the Project. While some deliveries will be via truck, most occur via cars/vans.

Note that trash trips are not included in the number of daily deliveries. Trash trips generally occur between 5:00 a.m. and 7:00 a.m. and do not coincide with the regular delivery activity at the loading docks.

5.0 TRANSPORTATION MITIGATION MEASURES

The Proponent is committed to continuing to work with the City to foster sustainable development that balances the needs of the various transportation modes and to implement infrastructure and management improvements that will mitigate the impact of development on the surrounding transportation system.

5.1 Intersection and Roadway Improvements

5.1.1. Project Mitigation

The following traffic improvement measures were incorporated into a revised analysis, presented below, of the Year 2017 Full-Build conditions to improve traffic problems. These mitigation measures are in addition to the Baseline Improvements outlined in **Section 3.0**, as already incorporated into the Year 2014 and Year 2017 analysis.

Guest Street Extension

The concept of extending Guest Street, from its intersection with Arthur Street through to Everett Street thus providing a connection to Braintree Street and on to Cambridge Street, was endorsed during the City's Brighton/Guest Street Area Planning Study. At the eastern end of this new corridor link, Denby Street would connect Braintree Street to Cambridge Street and Franklin Street would be converted to one-way from Cambridge Street to Braintree Street providing the inbound connection to the Brighton/Guest Street study area.

The intent of this improvement is to provide additional connectivity from the Brighton/Guest Street study area to the regional roadway network (I-90's Allston/Brighton interchange and Storrow Drive specifically) via Cambridge Street. This transportation corridor would parallel and complement North Beacon Street and divert traffic away from busy and congested intersections along that corridor, and in particular away from Union Square (Cambridge Street/Brighton Street/North Beacon Street). The new corridor could also provide a less busy travel route for bicycles in the area. The concept of the Guest Street Extension and its associated connection to Braintree Street and Cambridge Street has been included as an important mitigation element for the Project. The number of vehicle trips assigned to the Guest Street Extension/Braintree Street corridor was based on recommendations from the City's Planning Study. The City's planning study recommendations generally included about 16% of vehicle trips generated by all development along Guest Street, including the Project, WGBH, and office tenants at 20 Guest Street. Some diversion of traffic from North Beacon Street, that would have otherwise traversed Union Square, was also added to the new corridor.

Through the course of the transportation study, an optional connection of Braintree Street to Cambridge Street was identified at Wilton Street and is designated as Mitigation

Alternative 1. Under Mitigation Alternative 1, Wilton Street would be reversed from one-way northbound to one-way southbound. The traffic study indicates that both the Denby Street alternative and the Wilton Street alternative would function with acceptable traffic operations. The Wilton Street connection, however, would require less on-street parking loss. In addition, Wilton Street appears to be less residential in nature than Denby Street. Level of service results for these alternatives are presented in the next section.

Additional mitigation measures at other locations:

Western Avenue/Birmingham Parkway/Soldiers Field Road

- Create new lane. The northbound Birmingham Parkway currently has 4 travel lanes (left, left/thru, thru and right) with a cross-section of 53.5 feet. With narrowing of the existing lanes, an additional left turn lane can be created, resulting in 5 travel lanes (left, left, thru, thru, right).

- Prohibit left turns for the eastbound Inner Arsenal approach. This allows a signal phase to be removed. The affected drivers can use the channelized right turn on the eastbound inner Arsenal approach and merge onto Soldiers Field Road, or, if they are destined to a business on the on-ramp, they can travel eastbound on Inner Arsenal eastbound and access the businesses on Western Avenue.

- Add pavement markings to widen median on the eastbound Inner Arsenal approach.

- Connect the signal to BTD system. This will require DCR approval.

- Coordinate signal with the adjacent signals to the south at Birmingham Parkway/Soldiers Field Road Off-Ramp/Lothrop Street and Birmingham Parkway/Market Street/Lincoln Street.

Birmingham Parkway/Soldiers Field Road Off-Ramp/Lothrop Street

- Coordinate signal with adjacent intersections to the north and south at Western Avenue/Birmingham Parkway/Soldiers Field Road and Birmingham Parkway/Market Street/Lincoln Street.

Birmingham Parkway/ Market Street/Lincoln Street

- Change lane use. On westbound Lincoln Street, the approach has an exclusive left lane and a thru/right lane. Change to two general purpose lane – a left/thru and a thru/right lane.

- Coordinate signal with adjacent intersections to the north at Birmingham Parkway/Soldiers Field Road Off-Ramp/Lothrop Street. DCR approval will be required.

Market Street/North Beacon Street

- Prohibit southbound left turns from Market Street onto North Beacon Street during the p.m. peak period only. (Most affected drivers will instead turn left upstream at the Market Street/Guest Street intersection onto Guest Street westbound. From Guest Street, drivers will likely use Life Street, Arthur Street or Guest Street extension to reach Everett Street, North Beacon Street or continue onto Braintree Street.) These vehicles were reassigned in the mitigation analysis.

- Adjust signal phasing to include a leading green phase for westbound North Beacon Street traffic. The existing leading green phase for southbound Market Street Traffic was removed.

North Beacon/Life Street/Etna Street

- Upgrade traffic signal. This signal, currently not tied to the BTD traffic control center, should be added to the BTD system.

- Adjust cycle length. The cycle length should be adjusted to coordinate with adjacent intersections at North Beacon Street /Dustin Street/Hichborn Street, North Beacon Street/Arthur Street, North Beacon Street/Everett Street, and North Beacon Street/Cambridge Street/Brighton Avenue (Union Sq.). This totals five coordinated signals along North Beacon Street.

North Beacon/Dustin Street/Hichborn Street

- Signalize. Given the existing and projected future peak hour volumes at this intersection, it is likely that a traffic signal is warranted. A new signal would be coordinated with other traffic signals on the North Beacon Street corridor. The signal will also include concurrent pedestrian phases, providing a safer crossing for pedestrians travelling between the Dustin Street area and the Project site. A full traffic signal warrant analysis, however, is necessary.

North Beacon Street/Arthur Street/Wingate Driveway

- Add a westbound right turn lane on North Beacon Street onto Arthur Street. Some land taking along the northern curb line will be necessary to provide this additional lane.

North Beacon Street/Cambridge Street/Brighton Avenue (Union Sq.)

- Add right turn lane on southbound Cambridge Street. Four or five parking spaces will need to be eliminated to provide adequate width for this additional lane.

- Adjust signal phasing.

Cambridge Street/Denby Road and Cambridge Street/Wilton Street

- See Guest Street Extension discussion, above.

Cambridge Street/Harvard Avenue/Franklin Street

- See Guest Street Extension discussion, above.

Cambridge Street/North Harvard Street

- Adjust signal timing.

Market Street/Arlington Street/Sparhawk Street

- Remove parking. Parking along both sides of Market Street, north of Arlington Street, would be restricted except during main mass times at the church (most likely Saturday afternoons and Sundays mornings)

- Add storage lanes. On the northbound and southbound Market Street approaches, add 150 foot storage lane for left turning vehicles.

- Relocate bus stop. The Route 86 bus stop on southbound Market Street located south of Arlington Street would be moved to just north of Bennett Street. The Route 86 bus stop on northbound Market Street located south of Arlington Street would be moved to just south of Mapleton Street. Seven to eight parking spaces will need to be eliminated at new bus stop locations.

Market Street/Faneuil Street

- Change pedestrian phase. The existing exclusive pedestrian phase can safely be replaced with concurrent phasing, with the following intersection modifications:

    - Remove one crosswalk. Eliminate the crosswalk across Market Street, north of the intersection. All pedestrians crossing Market Street would use the remaining crosswalk, south of the intersection.

    - Allow southbound right turn from Market Street onto Faneuil Street to proceed only with eastbound Faneuil Street movements. No Right Turn on Red would be allowed for southbound turns.

- Upgrade signal equipment to accommodate changes.

- Install additional signage to reinforce changes.

Guest Street/Life Street and Guest Street/Block C Access Road

- Signalize. These two intersections would be signalized, with clustered, coordinated signals. An exclusive pedestrian phase would ensure pedestrian safety.

- Add storage lanes. To accommodate turning vehicles, storage lanes on eastbound Guest Street would be provided at Block C Access Drive (left) and at Life Street (right). Storage lanes on westbound Guest Street would be provided at Life Street (left) and Block C Access Drive (right). A full traffic warrant analysis, however, would be necessary.

Guest Street/Arthur Street Extension/Stop & Shop Driveway

- Signalize. Given the projected future volumes at this intersection, and the high number of turning vehicles (as opposed to through movements) it will likely require signalization.) A full traffic warrant analysis, however, would be necessary. An exclusive pedestrian phase has been added to ensure pedestrian safety. The signal will also be coordinated with the new Guest Street intersections at Life Street and at Block C Access Road.

Everett Street (foot of bridge)/Everett Street

- See Guest Street Extension discussion, above.

Guest Street/Everett Street

- See Guest Street Extension discussion, above.

The Year 2017 Full-Build with Mitigation traffic volumes are shown in the following figures contained in the Appendix:

Figure A16: Year 2017 Full-Build Turning Movement Counts, a.m. Peak Hour (inner)
Figure A17: Year 2017 Full-Build Turning Movement Counts, a.m. Peak Hour (outer)
Figure A18: Year 2017 Full-Build Turning Movement Counts, p.m. Peak Hour (inner)
Figure A19: Year 2017 Full-Build Turning Movement Counts, p.m. Peak Hour (outer)
Figure A20: Year 2017 Full-Build Turning Movement Counts, Saturday Midday Peak Hour (inner))
Figure A21: Year 2017 Full-Build Turning Movement Counts, Saturday Midday Peak Hour (outer)

The mitigation measures described above have been incorporated into the Year 2017 Full-Build with Mitigation. The results are presented in **Table 21** for the weekday a.m., weekday p.m., and Saturday Midday Peak hour. **Table 22** shows the results associated with the two alternatives of connecting Braintree Street to Cambridge Street under the Guest Street Extension.

Due to their length, the detailed level of service tables[9] are provided in Appendix A. Synchro reports are also provided in Appendix A.

With incorporation of all the above mitigation measures, level of service would improve markedly at most locations for the Year 2017 Full-Build Conditions. Study area roadways, with these identified improvements, can accommodate the new Project trips. These mitigation measures fit into the City's vision for the Guest Street area as discussed in the next section.

[9] The detailed tables show level of service, average delay, volume to capacity ratio, and 95th percentile queue length for the overall intersection and each approach.

Table 21 Year 2017 Full-Build with Mitigation Conditions Peak Hour Level of Service Summary

Intersection	Weekday a.m. Peak	Weekday p.m. Peak	Saturday Midday Peak[1)]
Signalized			
Western Avenue/Birmingham Parkway/ Soldiers Field Road	**C**	**C**	C
Birmingham Parkway/Soldiers Field Road Off-Ramp/Lothrop Street	A	**A**	**A**
Birmingham Parkway/ Market Street/ Lincoln Street	**C**	**D**	C
Market Street/Guest Street/ Stockyard Restaurant Driveway	**A**	D	B
Market Street/North Beacon Street	D	**D**	**D**
North Beacon Street/Life Street/ Etna Street	**A**	C	**B**
North Beacon Street/Arthur Street/ Wingate Driveway	**B**	**D**	**C**
North Beacon Street/Everett Street	B	**B**	**B**
North Beacon Street/Cambridge Street/ Brighton Avenue (Union Sq.)	**D**	**E**	**D**
Cambridge Street/Harvard Avenue/ Franklin Street	**D**	**C**	**D**
Cambridge Street/Lincoln Street	A	B	–
Cambridge Street/North Harvard Street	C	D	–
Cambridge Street/Dustin Street	A	A	–
Washington Street/Market Street/ Chestnut Hill Avenue	E	D	–
Market Street/Arlington Street/ Sparhawk Street	C	**D**	–
Market Street/Faneuil Street	**B**	**E**	**C**
Everett Street/Holton Street	B	B	–
Western Avenue/Everett Street[2)]	F	F	F

1) A subset of intersections was evaluated for Saturday conditions.
Light grey cell shading indicates a worsening in LOS from Year 2017 Full-Build Conditions, without Mitigation.
Black shading indicates an improvement from Year 2017 Full-Build Conditions, without Mitigation.
2) Improvements by others degrade intersection operations at this location.

Table 21 Year 2017 Full-Build with Mitigation Conditions Peak Hour Level of Service Summary (cont'd)

Intersection	Weekday a.m. Peak	Weekday p.m. Peak	Saturday Midday Peak[1)]
Proposed New Signal Locations under Mitigation			
North Beacon Street/Dustin Street/Hichborn Street	B	B	B
Cambridge Street/Denby Street	B	C	B
Guest Street/Life Street	B	C	C
Guest Street/Arthur Street/Block A Access Road	D	D	D
Guest Street/Block C Access Road	B	D	B
Everett Street/Everett Street (south)	C	C	C
Everett Street/Guest Street	A	C	B
Unsignalized			
Market Street/Vineland Street			
Vineland EB left/right	C	C	–
Market NB thru | thru	A	A	–
Market SB thru | thru	A	A	–
North Beacon Street/Murdock Street/EZ Storage Driveway			
N Beacon EB left/thru/right	A	A	A
N Beacon WB left/thru/right	A	A	A
EZ Storage SB left/thru/right	B	E	D
North Beacon Street/Saunders Street			
N Beacon EB thru	A	A	A
N Beacon WB thru	A	A	A
Saunders NB left/right	**C**	F	F
Cambridge Street/Saunders Street			
Cambridge EB left/thru	A	A	A
Cambridge WB thru/right	A	A	A
Cambridge Street/Murdock Street			
Cambridge EB thru	A	A	–
Cambridge WB thru	A	A	–
Murdock SB left/right	B	D	–

1) A subset of intersections was evaluated for Saturday conditions.
Light grey cell shading indicates a worsening in LOS from Year 2017 Full-Build Conditions, without Mitigation.
Black shading indicates an improvement from Year 2017 Full-Build Conditions, without Mitigation.

Table 21 Year 2017 Full-Build with Mitigation Conditions
Peak Hour Level of Service Summary (cont'd)

Intersection	Weekday a.m. Peak	Weekday p.m. Peak	Saturday Midday Peak[1)]
Unsignalized			
Everett Street/Stop & Shop Driveway			
Everett NB thru	A	A	A
Everett SB thru	A	A	A
Everett SB right	A	A	A
Everett Street/Everett Street (north)			
Everett NB left/thru	A	A	–
Everett SB thru/right	A	A	–
Everett NEB left/right	B	D	–
Braintree Street/Denby Road			
Braintree EB right	A	A	A
Braintree WB left/thru	A	A	A
Life Street/Block B Access Road			
Block B WB left/right	A	B	B
Life NB thru/right	A	A	A
Life SB left/thru	A	A	A
Block B Access Road/Block B Parking Garage			
Access EB left/thru	A	A	A
Access WB thru/right	A	A	A
Block B Parking SB left/right	A	A	A
Arthur Street/Hichborn Street			
Hichborn EB left/right	B	B	B
Arthur NB left/thru	A	A	A
Arthur SB thru/right	A	A	A
Guest Street/Block A Access Road			
Guest EB left/thru/right	A	A	A
Guest WB left/thru/right	A	A	A
Access SB left/thru | thru/right	B	F	C

1) A subset of intersections was evaluated for Saturday conditions.
Light grey cell shading indicates a worsening in LOS from Year 2017 Full-Build Conditions, without Mitigation.
Black shading indicates an improvement from Year 2017 Full-Build Conditions, without Mitigation.

Table 21 Year 2017 Full-Build with Mitigation Conditions Peak Hour Level of Service Summary (cont'd)

Intersection	Weekday a.m. Peak	Weekday p.m. Peak	Saturday Midday Peak[1)]
Unsignalized			
Block C Access Road/Block C Parking Garage			
Block C Parking WB left/right	A	B	B
Access NB thru/right	A	A	A
Access SB left/thru	A	A	A
Block A Access Road/Block A Parking Garage Exit			
Block A Parking Exit WB left	A	B	A
Access NB thru	A	A	A
Access SB thru	A	A	A
Block A Access Road/Parking Garage			
Block A Parking EB left/right	A	A	A
Access left/thru	A	A	A
Access thru/right	A	A	A

1) A subset of intersections was evaluated for Saturday conditions.
Light grey cell shading indicates a worsening in LOS from Year 2017 Full-Build Conditions, without Mitigation.
Black shading indicates an improvement from Year 2017 Full-Build Conditions, without Mitigation.

Table 22 Year 2017 Full-Build with Denby Street/Wilton Street Alternatives Peak Hour Level of Service Summary

Intersection	Weekday a.m. Peak	Weekday p.m. Peak	Saturday Midday Peak
With Guest Street Extension via Braintree Street and Denby Street			
Cambridge Street/Denby Street	D	C	B
Cambridge Street/Harvard Avenue/Franklin Street	D	C	D
With Guest Street Extension via Braintree Street and Wilton Street			
Cambridge Street/Wilton Street	B	C	D
Cambridge Street/Harvard Avenue/Franklin Street	D	C	D

5.1.2 Recommendations from City's Guest Street Study

In addition to setting urban design guidelines for the area, the City's recent Brighton/Guest Street study[10] presented a list of recommended transportation measures, paraphrased below, to help improve access and circulation within the area. These measures are listed below, along with the Proponent's supporting actions, most of which are included in proposed mitigation measures discussed in **Section 5.1.1**.

Connect the study area streets to local grid

Description: Guest and Braintree streets are currently underutilized and could, if connected, improve east-west flow, reduce volumes on North Beacon Street and at Union Square

*Proponent's action***:** The Proponent supports the extension of Guest Street through to Braintree Street and incorporated it into the mitigation analysis. Further re-establishment of local street grid is reflected in the chosen location of Proponent's site driveways north of Guest Street and continuing further north to the Block A garage and service road. Arthur Street will be extended north of Guest Street to serve the Block A garage and service road.

Connect and upgrade Arthur Street

Description: Arthur Street officially ends at Hichborn Street and continues north on private property. Because the Guest Street/Arthur Street intersection will become a gateway location, its design should reflect its status as one of the area's gateways.

*Proponent's action***:** The Proponent will construct an extension of Arthur Street, north of Guest Street to serve Block A access to the underground parking garage. It will extend further north to the service road that runs along the north side of Block A and Block C. The intersection of Guest Street/Arthur Street, which will be reconstructed with the proposed Guest Street Extension, will be signalized with an exclusive pedestrian phase to ensure safe pedestrian crossing.

Create a one-way pair out of Denby Road and Franklin Street

Description: If the Cambridge Street/Harvard Street/Franklin Street intersection were simplified by removing Franklin Street volumes, the level of service would improve. Franklin Street and the eastern end of Braintree Street would then be one-way away from Cambridge Street. Denby Street could be made one-way toward Cambridge Street, with signalization of the Cambridge Street/Denby Street intersection.

*Proponent's action***:** This improvement is an element in the successful implementation of the Guest Street Extension, as included in the Proponent's mitigation measures. The

[10] Brighton/Guest Street Area Planning Study, Final Report", prepared for the Boston Redevelopment Authority by Sasaki Associates and GLC Development Resources. February 2012.

Proponent has also studied the concept of using Wilton Street, instead of Denby Road, as part of the one-way pair. Details are presented in the Proponent's mitigation measures presented above.

Invest in Everett Street

Description: Between North Beacon Street and the foot of the bridge, Everett Street has mostly undefined asphalt sidewalks, with some less than four feet wide. Adequate right-of-way exists to construct new, wider sidewalks and street trees.

*Proponent's action***:** The Proponent supports the concept of upgrading Everett Street.

Improve traffic operations in Market Street/Birmingham Parkway corridor, north of Guest Street

Description: Solutions should be sought for the sluggish flow in the northern segment from Guest Street to the river. While some signals are under control of the Department of Conservation and Recreation, the capacity could be increased if signals were fully coordinated.

*Proponent's action***:** The Proponent has developed mitigation measures, as presented above, for the three signalized intersections along Birmingham Parkway. These measures, particularly the signal coordination, should improve traffic operations in this corridor.

Open an arterial connection from Guest Street to Braintree Street

Description: Both streets are well-suited for carrying general traffic. Linked together they would provide a direct connection from WGBH at Market Street to I-90 at the Allston/Brighton interchange. Short-term: Build a new street to travel between Arthur Street and Everett Street. Long-term: Utilize the existing underpass under the Everett Street Bridge to connect Braintree Street directly to development sites on the west side of Everett Street.

*Proponent's action***:** The Proponent is committed to building the Guest Street Extension from its existing terminus at Arthur Street eastward to Everett Street, with continuation via Braintree Street. This connection has been included in the Proponent's mitigation measures presented above. The Proponent supports the concept of the a long term connection via the Everett Street underpass if Stop & Shop redevelops its property in the future.

Improve transit services

Description: Short-term: Preserve and expand bus service. MBTA bus service should be improved to provide access to Back Bay, Longwood/Fenway and Cambridge. Long-term: Restore commuter rail service. The MBTA's plan for a commuter rail (Framingham Line) stop should be pursued and incorporated into development adjacent to the tracks. Long-term: Build a pedestrian bridge across I-90 to connect to the Allston neighborhood.

Proponent's action: The Proponent supports the concept of maintaining and expanding local MBTA bus service in the study area. The Proponent recognizes the potential benefit to local residents of a new commuter rail stop at Everett Street. Should the MBTA decide to construct a new station, the Proponent will support the concept and assist in funding the station design, permitting and construction.

5.2 Transit Mitigation

New Balance currently operates shuttle service between their offices at 20 Guest Street and nearby MBTA subway stations at the Red Line (Harvard Station) and Green Line (Kenmore Square). Service is provided by 14 passenger vans, which operate 6 round trips during each peak hour. While Route 64 and Route 86 can absorb some additional of the additional riders from the Project, the shuttle service will also need to absorb some of the new transit trips. It is estimate that about 50 new transit riders in the a.m. peak hour and about 130 new transit trips in the p.m. peak hour will use the New Balance shuttle buses to reach the Red Line and Green Line. With this higher demand for shuttle service, it is estimated that shuttle service should be expanded to run about every 15 minutes in the a.m. peak period and every seven minutes in the p.m. peak period. Midday shuttle service would run on a less frequent schedule of every 30 – 60 minutes.

5.3 Pedestrian and Bicycle Mitigation

As the various Blocks within the site area are developed, New Brighton Landing will enhance the pedestrian environment adjacent to its buildings along the major east–west corridor of Guest Street as well as along the north–south streets of Life Street, Hichborn Extension, and Arthur Street. Restaurants and outdoor seating will enliven the area during day and evening hours.

The Proponent's continuing support of Hubway is discussed under travel demand measures in the next section.

5.4 Travel Demand Management Measures

The Proponent is committed to implementing a travel demand management (TDM) program that supports the City's efforts to reduce dependency on the automobile by encouraging travelers to use alternatives to driving alone, especially during peak periods. TDM will be facilitated by the mixed-use nature of the Project.

The Transportation Access Plan Agreement (TAPA) will confirm the commitments to TDM that will be outlined in the Article 80 review of the Project.

These TDM measures will include:

- Car-Sharing Service: The Proponent will promote the use of the nearby Zipcar station at 140 North Beacon Street. If merited, the Proponent will explore establishing a new Zipcar location at the Project.

- Car Pool/Van Pool Parking: The Proponent will provide preferential parking spaces in the Block A and Block C garage for employee car pools and van pools.

- Transit Passes: The Proponent will encourage commercial tenants to subsidize transit passes for their employees.

- Commuter Tax Benefit Program: The Proponent will encourage tenants to treat employee payments for transit passes as a pre-tax deduction from paychecks.

- Orientation Packets: The Proponent will provide orientation packets to new tenants containing information on available transportation choices, including transit routes and schedules. On-site management will work with commercial tenants as they move in to help facilitate transportation for new arrivals.

- Transportation Coordinator: The Proponent will designate a Transportation Coordinator to oversee loading and service activities, and provide alternative transportation materials to tenants. Individual loading dock managers will be stationed at commercial building loading docks to oversee deliveries on-site.

- Bicycle Amenities: The Proponent will provide bicycle racks in secure, sheltered areas for tenants' employees. Additional bicycle parking will be provided on the sidewalks within New Brighton Landing near main building entrances.

- Shared Bike Program: The Proponent will continue to sponsor the New Balance Hubway bike sharing throughout the City. The existing Hubway station at 20 Guest Street provides a docking station for retrieving and returning. The Proponent will make prospective tenants aware of the program in selling or leasing space, and assist tenants in registering for the program.

- Web Site: The Proponent will design and implement a Project web site that will include public transportation information for visitors.