



**READVILLE YARD 5 INDUSTRIAL DEVELOPMENT  
NOTICE OF PROJECT CHANGE  
SUMMARY DESCRIPTION  
August 17, 2017**

**INTRODUCTION**

This NPC will be submitted in accordance with Article 80 of the Code by Highland Yard 5 Associates, LLC (the “Proponent”, fka First Highland Management and Development Corporation) for the proposed redevelopment of a 907,226 square foot (21 acre) parcel, commonly known as 8 Industrial Drive, in Hyde Park, (the “Project Site”) which was originally reviewed with the construction of six new buildings totaling approximately 375,000 SF (Buildings A, B, C, D, E, and F) (the “Project”). The Project Site is bounded by private warehouses/industrial properties along Industrial Drive to the south, the Dedham, MA municipal line to the west, private residences along West Milton Street to the north, and Sprague Street to the east (“Project Site”). For over 100 years, the Project Site was used for railroad maintenance, passage, and material storage. The Readville Yard 5 Industrial Development will further improve the environmental conditions of the Project Site and will create public pedestrian access to the Project Site, which has been closed off to the public for over a century.

On October 16, 2014, the Boston Redevelopment Authority (“BRA”) approved the Project subject to delivery and execution of the Cooperation Agreement, Boston Residents Construction Employment Plan, and all other agreements and documents that the Director deems appropriate and necessary. Since that approval, the Proponent has marketed the space and received interest from National Grid to lease a portion of the site as a service center for natural gas repairs for customers in the City of Boston. The Proponent now proposes to construct five (5) buildings totaling 249,845 SF and lease a 4-acre parcel within the Project Site to National Grid (the “Revised Project”). The Proponent has initiated outreach to City agencies including the BPDA and the Boston Transportation Department, Interagency Green Building Committee, neighborhood representatives and groups; elected officials; and other interested parties with respect to the Revised Project.

The NPC presents details about the Revised Project, and provides an analysis of the changes relative to the Project Program, Transportation, and other components for the planned use in order to inform City agencies and neighborhood residents of the Revised Project, any potential impacts, and possible mitigation. Based on this comprehensive approach to detailing potential impacts, it is the desire of the Proponent that the BPDA, after reviewing public and agency comments, will determine that further review under Article 80 is not required.

**DEVELOPMENT TEAM**

<u>Proponent:</u>	Highland Yard 5 Associates, LLC an affiliate of First Highland Management and Development Corporation (Peter Murphy, Matthew O'Connor)
<u>Legal:</u>	Sherin and Lodgen, LLP (Ronald W. Ruth)
<u>Public Affairs/ Community Engagement:</u>	McDermott Ventures (Pam McDermott)
<u>Planning &amp; Permitting:</u>	Fort Point Associates, Inc. (Judith Kohn)
<u>Architecture/Landscape/ Site Planning/MEP:</u>	PDA Associates (Dennis McCarthy)
<u>Landscape Architect:</u>	Offshoots, Inc. (Kate Kennen)
<u>Transportation:</u>	Howard/Stein-Hudson Associates, Inc. (Michael Santos)
<u>Geotechnical Engineering/ Civil Engineering:</u>	Kelly Engineering Group, Inc. (David N. Kelly)

**ARTICLE 80 REVIEW**

On April 28, 2014, the Proponent filed a Letter of Intent in accordance with the Authority's policy regarding Provision of Mitigation by Development Projects in Boston.

The Proponent filed an EPNF for the Proposed Project on July 23, 2014. Notice of the receipt by the Authority of the EPNF was published in the Boston Herald on July 23, 2014, which initiated a public comment period with a closing date of August 22, 2014. The notice and the EPNF were sent to the City's public agencies pursuant to Section 80A-2 of the Code.

Pursuant to Section 80B-5.3 of the Code, a Scoping Session was held on August 13, 2014 with the City's public agencies at which the Proposed Project was reviewed and discussed. The Proposed Project was presented to the Impact Advisory Group ("IAG") on August 6, 2014. A publicly advertised meeting was held by the Authority on August 6, 2014 at the Knights of Columbus located at 12 Wolcott Court in Hyde Park.

The Project also comes under the jurisdiction of the Boston Civic Design Commission ("BCDC") pursuant to Article 28 of the Code. The BCDC recommended approval for the Project on September 2, 2014. On October 16, 2014, the BRA Board voted to authorize the Director to: "(1) issue a Scoping Determination waiving the requirement of further review pursuant to Article 80, Large Project Review of the Boston Zoning Code ("Code"); (2) issue a Certification of Compliance under Section 80B-6 upon successful completion of the Article 80 review process; and (3) execute and deliver a Cooperation Agreement, a Boston Residents Construction Employment Plan, and any and all other agreements and documents that the Director deems appropriate and necessary."

## **REVISED PROJECT DESCRIPTION**

The currently proposed Readville Yard 5 Industrial Development entails the construction of five new buildings (B, C, D, E, and F). The proposed buildings will vary in size from one end of the Project Site to the other to adapt to the Project Site's triangular shape and maximize the potential of the Project Site. Buildings B through E are one-story structures, generally rectangular in shape, which will front onto Industrial Drive and will accommodate light-industrial and manufacturing uses. These buildings will increase in size and length from east to west as the Project Site widens. Each of these buildings will be separated by a small parking area, driveway, and loading docks. Buildings B through E will contain up to 41 light-industrial/manufacturing units that will be approximately 4,000 to 7,000 square feet in size. Building F will contain approximately 36,000 square feet and will consist of a three-story office building, which will be located on the eastern portion of the Project Site adjacent to Sprague Street. Building F will front Industrial Drive and will serve as a gateway that welcomes visitors to the Project Site.

A new 14-foot one-way roadway will be constructed to the north of the buildings and will provide a secondary means of egress to Industrial Drive. In addition to the existing dense tree cover along the northern edge of the Project Site, landscaped areas will be installed along the northern edge of the parking and loading corridors to provide outdoor gathering places for workers and visitors, including natural screening that will minimize the view of vehicular parking and service/delivery vehicles associated with the Proposed Project from homes to the north of the Project Site along West Milton Street.

The Revised Project will provide approximately 230 parking spaces on the Project Site in addition to dedicated interior and exterior bicycle parking. Each light-industrial/manufacturing unit will be provided with approximately six parking spaces for typical passenger vehicles and two to three loading spaces for trailers and delivery vehicles. Approximately 75 parking spaces will be provided for office uses on-site. The Revised Project will provide 71 bicycle parking spaces for employees and visitors to the Project Site.

## **BUILDING PROGRAM AND COMPARISON TO THE PNF PROJECT**

The revised design program reduces the EPNF Project's total gross floor area of 333,925 square feet (SF) by 84,090 square feet to a new total gross floor area of 249,845 square feet. The decrease is a result of the 4-site parcel eliminating the construction of Buildings A1 & A2 which previously totaled 60,890 SF and reducing Building B from previously approved size of 101,780 SF to 67,790 SF. The 4-acre site parcel will rest of the westerly boundary of the Project Site. See Figure 1-2, Site Plan.

**PROJECT COMPARISON**

<b>BUILDING</b>	<b>2014 EPNF</b>	<b>Revised Project</b>
<b>A1 &amp; A2</b>	60,890 sf	-
<b>B</b>	101,780 sf	67,790 sf
<b>C</b>	72,535 sf	78,745 sf
<b>D</b>	43,280 sf	47,880 sf
<b>E</b>	19,050 sf	19,050 sf
<b>F</b>	36,400 sf	36,400 sf
<b>TOTAL</b>	333,925 sf	249,845 sf
<b>FLOOR AREA RATIO:</b>	.41	.274

**ZONING**

The EPNF originally stated that the Project Site is comprised of two tax parcels, Parcel ID# 1812972000 and Parcel ID# 1812971500. However, the Boston Tax Assessor, through communications in August 2017, confirmed that Parcel ID# 1812971500 was consolidated into Parcel ID# 1812972000 in 2016. Accordingly, and pursuant to the current City of Boston Assessor's map, the Project Site is comprised of a single tax parcel, Parcel ID#1812972000. The EPNF also stated that a portion of the Project Site is zoned residential. Communications with the BPDA in August 2017 confirmed that the Project Site is located entirely within the LI-2, or Local Industrial sub-district.

The Revised Project is in compliance with the Code, and will be constructed as-of-right. The Revised Project's principal industrial, storage (in the case of National Grid) and office uses are located entirely within the LI-2 sub-district and are consistent with the dimensional requirements as described in the Code. The Revised Project will enhance the existing manufacturing and light-industrial economy, create new job opportunities, and spur innovation while being sensitive to the surrounding neighborhood and environment. The Revised Project has placed the new one-way access road and multi-use path at the northern edge of the Project Site.

**TRANSPORTATION**

Howard/Stein-Hudson Associates, Inc. (HSH) conducted a transportation study to determine impacts of the proposed development containing light-industrial and ancillary office uses located off Industrial Drive in Readville, part of Boston's Hyde Park neighborhood, and included the impact results in the EPNF. Additionally, the report was submitted to the Boston Transportation Department and on November 21, 2016, a Transportation Access Plan Agreement was executed with the Proponent and the City of Boston Transportation Department.

In July 2017, HSH conducted a revised Trip Generation Evaluation incorporating the National Grid use into the Project Site. The proposal to eliminate Buildings A1 & A2, add the a National Grid service facility, and reduce the footprint of Building B from 101,000 SF to 67,000 SF on the Project Site reduces the parking requirement by 20 spaces from 250 to 230 and serves to reduce the impact during Peak Hours approved in the Transportation Access Plan Agreement. See Attachment A.

In the Transportation Access Plan Agreement, the Proponent agreed to provide up to \$100,000 towards the engineering costs for signalization and traffic changes designed by the Boston Transportation Department. The Proponent has provided this funding, and the design work in being completed currently.

### **PROJECT BENEFITS**

Due to its industrial nature, the Project's location does not encourage pedestrian activity along Industrial Drive or in the vicinity of the Project Site. In recognition of the MBTA's and the City's development goals for this property, the Revised Project will enhance physical connections to Readville MBTA commuter rail station and will foster a more active urban environment. In addition to streetscape improvements such as a new multi-use path, new plantings, accessible ramps, and improvements to street lighting, two multi-use paths will be constructed along the northerly and southerly side of the Project Site that will connect the Revised Project with Readville MBTA commuter rail station.

The Revised Project will continue to provide substantial economic and community benefits to the City of Boston and its residents including the following:

- Redevelopment of an abandoned rail-yard into a series of human-scaled buildings along Industrial Drive;
- Provision of new industrial and office uses that support the city and the state's development plans to foster sustained economic opportunity and jobs for local residents;
- Improvement of the pedestrian experience by enhancing the aesthetics of the built environment, including the addition of a new multi-use path and plantings along Industrial Drive, new street lighting, and an additional multi-use path along the northern edge of the Project Site that connects to the MBTA Readville commuter rail station;
- Encouragement of Transit Oriented Development ("TOD") by increasing density in proximity to the MBTA Readville commuter rail station;
- Improvement of environmental conditions and restoration of public pedestrian access to a site that has been contaminated and closed off to the public for over a century; and
- Creation of approximately 100 temporary construction jobs and 300 permanent jobs as a result of the Revised Project.

## **SIGNIFICANCE OF PROJECT CHANGES**

In summary, this Project Change does not result in significant impacts as compared to the previously proposed Project described in the EPNF for the reasons outlined below:

### **INCREASE IN PROJECT SIZE OR INTENSITY OF USE/EXPANSION OF PROJECT**

The revised Project will result in a decrease in total building square feet and parking.

### **GENERATION OF ADDITIONAL OR GREATER IMPACTS**

The Project Change will not generate additional or greater impacts in terms of wind, shadow, public realm, stormwater, or urban design.

### **INCREASE IN TRAFFIC IMPACTS OR THE NUMBER OF VEHICLE PARKING SPACES**

The number of vehicle parking spaces will decrease from 250 to 230. As a result, there will be no significant increase in traffic impacts. This Project is located approximately 0.2 miles from the MBTA's Readville commuter rail station, and it is anticipated many employees will use transit.

### **CHANGE IN EXPECTED COMMENCEMENT OR COMPLETION DATE**

The Revised Project will be constructed as one project in two stages. The first stage will commence on September 2017 and conclude on July 2018 and will include the construction of the Site infrastructure, two-lane access road, multi-path, and Building A. The second stage will commence on November 2018 and conclude in July 2019 and include Buildings B-E. Additional details on the construction impacts and mitigation are included in the Construction Management Plan. The revised Commencement Date is due to the design and engineering changes related to accommodate the National Grid use. The Proponent met with the BPDA in December 2016 and in that meeting it was requested that this use be relocated to the westerly border of the Project Site. The revised design incorporates these changes.

### **CHANGE IN PROJECT SITE**

The location of the Project Site has not changed.

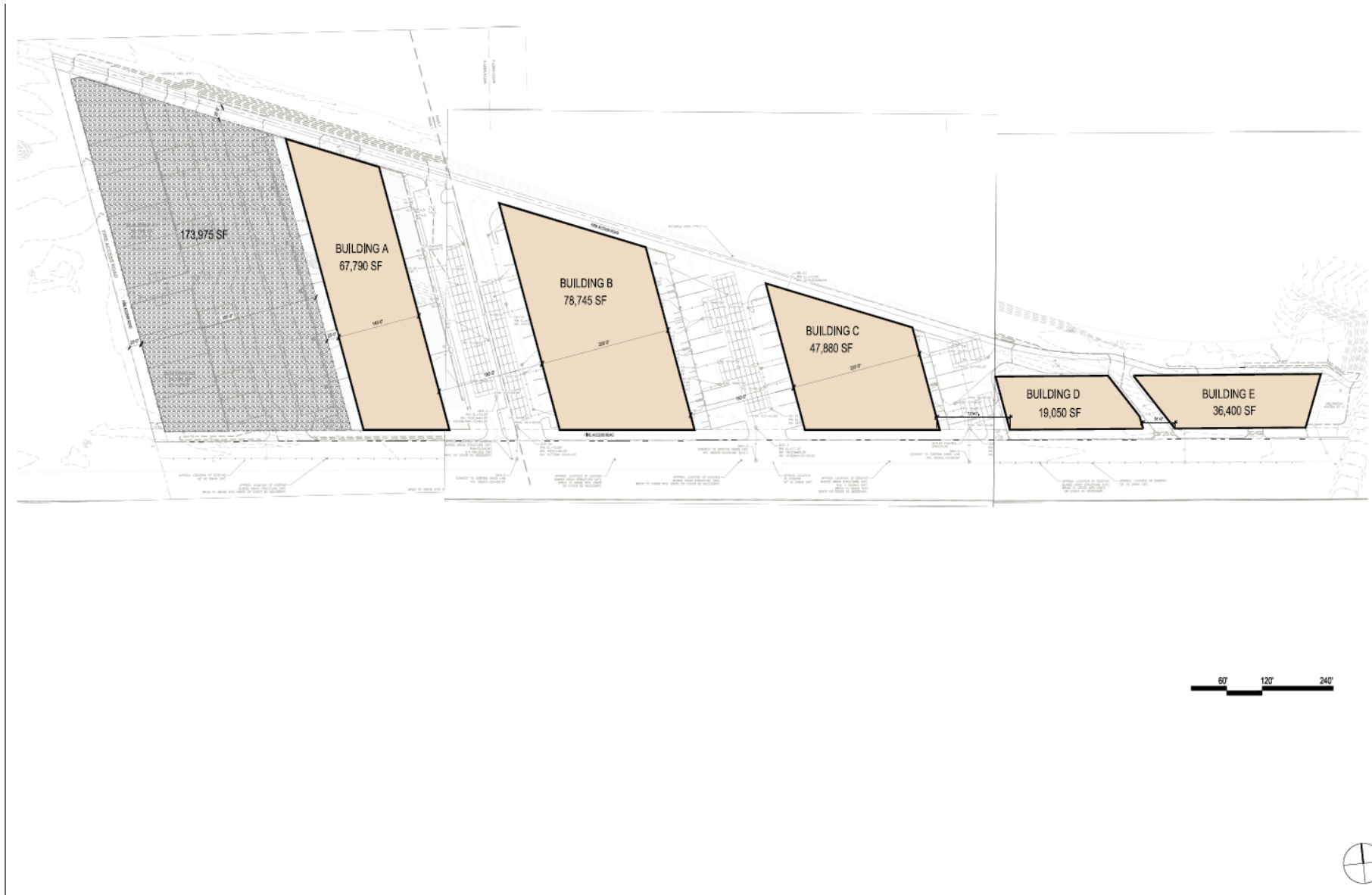
### **NEED FOR ADDITIONAL ZONING RELIEF/NEW PERMIT OR REQUEST FOR FINANCIAL ASSISTANCE OR LAND TRANSFER**

The Revised Project does not require any new zoning relief.

**CHANGES IN SURROUNDING AREA/AMBIENT ENVIRONMENT**

There have been no significant changes to the surrounding area since the EPNF was submitted in July 2014.

Based on the above analysis, the Proponent will request a determination that no further review is required pursuant to Article 80, Section 80A-6 (2) of the Code.











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TO:	Matthew O'Connor First Highland	DATE:	July 28, 2017
FROM:	Michael A. Santos, P.E., PTOE	HSH PROJECT NO.:	2014026.00
SUBJECT:	Readville Yard 5 Trip Generation Evaluation – National Grid Uses		

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HSH has conducted a trip generation estimate for the proposed National Grid uses on the Readville Yard 5 project site in Hyde Park, Massachusetts. The proposal is to replace the currently proposed 60,888 square foot (sf) light industrial Buildings A1 and A2 on the site with a National Grid service facility. The change will also reduce Building B from 101,781 sf to approximately 67,790 sf. The new development program includes the National Grid facility, approximately 215,000 sf of light industrial space, and 36,000 sf of office space. The previously permitted development program, as described in the July 23, 2014 Project Notification Form (PNF) consisted of approximately 319,000 sf of light industrial space and 36,000 sf of office space, with no National Grid facility.

The trip generation estimates were based on information provided by National Grid and are compared to estimates presented in the July 23, 2014 PNF submitted for the Project. The trip generation estimates presented in the PNF are based on data from the Institute of Transportation Engineers (ITE) [Trip Generation Manual](#).

The National Grid trip generation estimates are based on the following assumptions:

- A total of 30 employees will work on the site, with 10 arriving and remaining on site for the entire day, with the balance of employees taking service calls throughout the day.
- The service employees will arrive in a personal vehicle and take a service truck or van for the day without returning until their shift is complete.
- Approximately 60 percent of the service employees will arrive between 6:00 – 11:00 a.m. and will be evenly distributed throughout this time period. Based on this, approximately 12 percent of the service employee arrivals will occur during the a.m. peak hour.
- The p.m. peak hour departures will be consistent with the a.m. peak hour arrival patterns. Approximately 12 percent of the service employee departures will occur during the p.m. peak hour.
- All 10 on-site employees will arrive and depart during the morning and evening peak hours.
- All trips to/from the site are assumed to be by single-occupancy vehicle.



The following table presents the trip generation estimates for the current development program and the program that was presented in the July 23, 2014 PNF.

Time Period/ Direction	Updated Development Program December 2016			Readville Yard 5 Full Build From PNF <sup>3</sup>	Difference
	National Grid Use <sup>1</sup>	Light Industrial and Office Uses <sup>2</sup>	Total Trip Generation - Updated Program		
AM Peak Hour					
Enter	12	169	181	231	-50
<u>Exit</u>	<u>2</u>	<u>30</u>	<u>32</u>	<u>41</u>	<u>-9</u>
<b>Total</b>	<b>14</b>	<b>199</b>	<b>213</b>	<b>272</b>	<b>-59</b>
PM Peak Hour					
Enter	2	37	39	51	-12
<u>Exit</u>	<u>12</u>	<u>167</u>	<u>179</u>	<u>228</u>	<u>-49</u>
<b>Total</b>	<b>14</b>	<b>204</b>	<b>218</b>	<b>279</b>	<b>-61</b>

1. Based on operational information provided by National Grid.
2. Based on trip generation estimates calculated from data published in the ITE *Trip Generation Manual*.
3. As documented in the July 23, 2014 PNF filed for the Project.

Based on the assumptions above and as shown in the table, the current development program that incorporates the National Grid facility use is expected to generate fewer vehicular trips during both the weekday a.m. and p.m. peak hours when compared to the originally proposed project as described in the July 23, 2014 PNF.