

# SHADRAWY & RABINOVITZ

A PROFESSIONAL ASSOCIATION  
OF INDEPENDENT  
ATTORNEYS AT LAW

BERNARD F. SHADRAWY, P.C. (1943-2005)  
BERNARD F. SHADRAWY, JR., P.C.  
EDWARD RABINOVITZ  
RUSSELL F. FANARA

31 STATE STREET  
BOSTON, MASSACHUSETTS 02109

TELEPHONE: (617) 523-3333  
TELECOPIER: (617) 523-5185

March 5, 2015 E-MAIL: SHADRAB@SHADRABLAW.COM

## *Via Messenger*

Brian Golden, Director  
Boston Redevelopment Authority  
One City Hall Square, 9<sup>th</sup> Floor  
Boston, MA 02201

### **Re: Parcel P-7A – Amendment to Notice of Project Change**

Dear Director Golden:

This letter constitutes notice, pursuant to Section 80A-6 of the Boston Zoning Code (the "Code") on behalf of Amherst Media Investors Boston, LLC and Tremont Stuart Development, LLC as the Redeveloper (the "Proponent") and its proposed hotel development partners, Highgate Capital Investments, LP, or its affiliate and Faros Properties, LLC, or its affiliates of a further change to the project proposed for a Boston Redevelopment Authority ("BRA") owned property at 240 Tremont Street identified as Parcel P-7A, which is located in Boston's Theater District, and governed by Article 38 of the Code, the Midtown Cultural District Article, Urban Renewal Area ("U") Overlay District and the South Cove Urban Renewal Area (the "Site").

The programmatic, dimensional, design, and team-related changes outlined in this letter and its exhibits amend the applicable sections of the Notice of Project Change submitted by the Proponent on April 6, 2012 (the "NPC").

### **BACKGROUND & PROJECT HISTORY**

On August 14, 2007, the BRA Board approved a project described in a Project Notification Form ("PNF") concerning the Site (the "Original Project"). On April 6, 2012, the Proponent submitted the NPC pursuant to Article 80A-6 of the Code, detailing certain changes to the Original Project. The NPC described plans for a

nineteen (19)-story hotel project containing approximately 240 guest rooms, associated lobby, back-of-house, and retail/restaurant spaces, and active rooftop venue. In addition, the NPC detailed plans for a three (3)-story state-of-the-art digital signage component. The project described in the NPC is referred to hereinafter as the "NPC Project."

The NPC Project was reviewed by BRA Urban Design staff and received approval from the Boston Civic Design Commission (BCDC) on June 5, 2012.

The NPC Project has not been considered by the BRA Board as of the date of this submission, and as such is still under review.

The BRA Board authorized a three (3)-month extension of the Tentative Designation of the Proponent at its Board meeting on December 18, 2014.

### **PROPOSED CHANGE**

This Amendment to Notice of Project Change is being submitted by the Proponent to seek the Authority's concurrence that certain additional proposed revisions to the Parcel P-7A project described in this request (the "Proposed Project") do not significantly increase the impacts reviewed during the Article 80B process for previous iterations of the Parcel P-7A project, including the NPC Project, and thus do not warrant resubmission of the PNF.

The goal of this Amendment to the NPC is to permit a revision in the type and size of the hotel's guest rooms to a "micro" format, to better accommodate visitor expectations and fill a void in the current Boston hospitality marketplace. This revision to the NPC Project will result in both an increase in the hotel's total room count and an increase in the building's overall height and FAR. These changes are needed to allow a promising but challenging development Site to become an economically feasible hotel.

The specific changes now being proposed for Parcel P-7A, which are intended to modify the previously submitted NPC, include the following:

1. An increase in the number of hotel rooms from 240 to 346.
2. The addition of four (4) additional floors of hotel rooms, bringing the Proposed Project's building height to twenty-three (23) stories and approximately 244 feet.
3. Changes to the layout of the ground floor to accommodate a revised lobby program and back-of-house requirements and an active rooftop bar/lounge for a micro hotel of this type in an urban setting.

**SHADRAWY & RABINOVITZ**

4. Increase in Gross Floor Area to approximately 125,000 square feet from the previous 101,000 square feet, for a total Floor Area Ratio of approximately 21.5, based on a Site area of approximately 5,810 square feet.
5. Adjustment in the floor plate dimension, which will require a discontinuance and/or conveyance of a narrow slab of air rights over the southerly sidewalk of Stuart Street and easterly sidewalk of Tremont Street in order to provide for a viable hotel floor plate.
6. Consolidation and simplification of the digital media signage element to be more focused at the most prominent corner of the Proposed Project, Tremont and Stuart Streets.
7. Update to the required permits and approvals section of the NPC as will be necessary to perfect entitlements for the Proposed Project.

Exhibits containing updated design information regarding the Proposed Project are attached hereto and these materials update and replace the design materials included in the NPC. Also attached as an exhibit is updated LEED information regarding the revised project.

In addition to the above-referenced physical adjustments to the NPC Project's development program, the Proposed Project's Team is proposed to consist of a joint venture among the Proponent, Faros Properties, LLC, or its affiliate, a New York and Boston-based real estate development firm controlled by Alexander and Jeremy Leventhal, and Highgate Capital Investment, LP, or its affiliate; a Highgate affiliate is a nationally prominent hotel development firm that is one of the largest owner/operators of both independent and flagship brands in the New York City market. While the addition of these leading real estate firms to the development team composition has no bearing on the review of the Proposed Project under Article 80, it would significantly strengthen the Proposed Project team and indicates the Proponent's commitment to advancing the Site's development potential with highly experienced and financially sound hotel development partners. Group One Partners will continue as the lead architect on the team and Shadrawy & Rabinovitz as the lead Project attorney for permitting and entitlements.

We believe that the revisions contained in the Proposed Project will not increase the impacts of the Original Project or the NPC Project, and will in fact reduce the most significant potential impacts at the Site, for the following reasons:

1. The micro hotel concept is one that attracts guests who are younger, mobile and rely to a greater degree on walking and public

## SHADRAWY & RABINOVITZ

transportation. Therefore, despite the increase in total guest rooms from 240 to 346, the impact on vehicular traffic and parking demand in the vicinity will be negligible. This is supported by the traffic impact report, which is attached hereto, which is an update prepared by Howard/Stein-Hudson Associates, the traffic consultant used in the Original Project and in the NPC Project.

2. The additional 43 feet (more or less) of building height under the Proposed Project will not create any material additional wind, shadow, noise or other environmental impact when compared to the NPC Project. The Proposed Project will not cast any shadow at any time on the Boston Common or the Boston Public Garden.
3. The Proposed Project will provide a much-needed moderately priced, select service, micro lodging option for visitors to the City of Boston.
4. The Proposed Project will consolidate and simplify the digital media component of the development, creating a more visually cohesive and vibrant display, consistent with applicable federal, state and local regulations.

The overall design of the Proposed Project's exterior will be substantially similar to that of the NPC Project, which was reviewed and approved by the BRA's Urban Design staff and the BCDC. No significant changes are being proposed to the materials or overall design intent of the NPC Project, and the addition of building height will create an even more visually iconic landmark for the City of Boston's skyline.

### **CONCLUSION**

We believe that no greater impacts would result from the construction of the Proposed Project on the Site than were originally considered and evaluated during the Article 80 and BCDC processes for the Original Project and the NPC Project. Indeed, the Proposed Project will in fact reduce the intensity of impacts from the development of the Site. Furthermore, except as described herein, the design of the Proposed Project will be entirely consistent with the design of the NPC Project, which was reviewed and approved by the BRA Urban Design staff and the BCDC.

There has been neither a material change to nor a significant lapse of time in the review and approval of the Original Project or NPC Project. Accordingly, consistent with Section 80A-6.2 of the Code, the Proposed Project does not

**SHADRAWY & RABINOVITZ**

significantly increase those impacts of the Original Project or NPC Project that are within the scope of the required review, and does not warrant resubmission of the PNF. We therefore seek the Authority's determination that no further review of the Proposed Project is required under Article 80B.

Thank you for your consideration of this request.

Very truly yours,

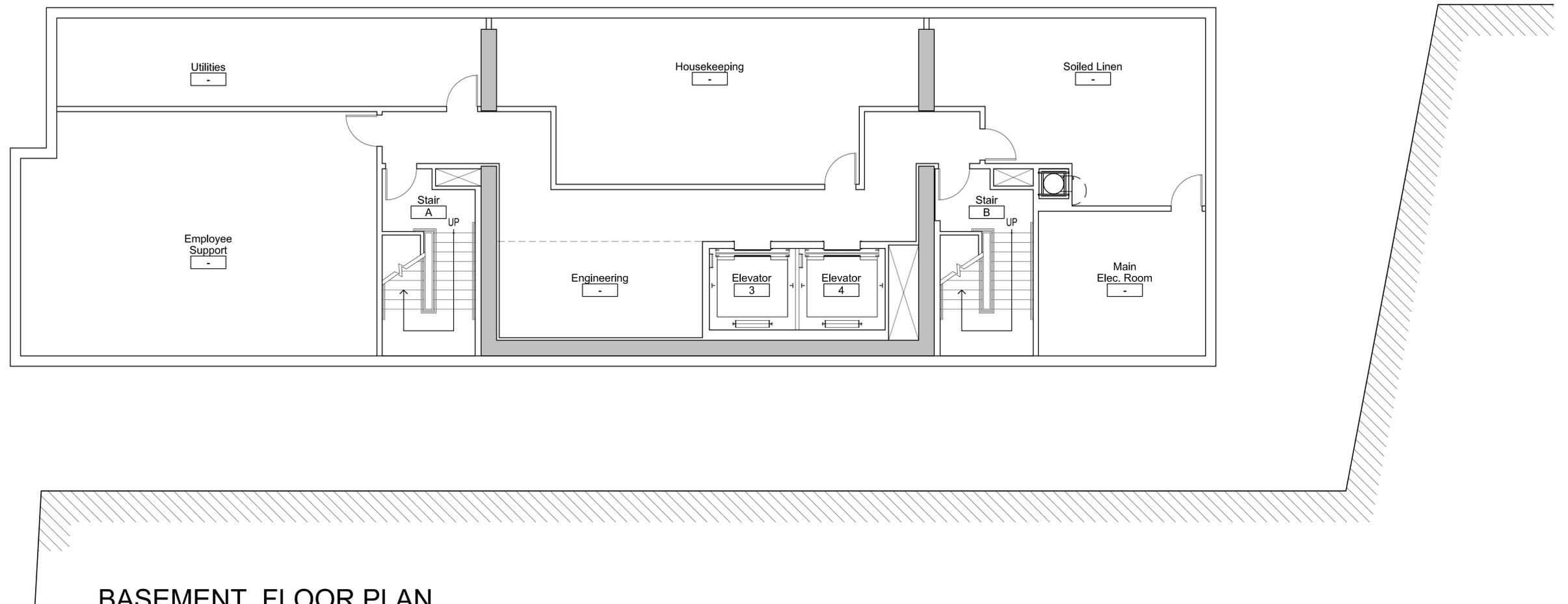


Bernard F. Shadrawy, Jr.

Attachments: Group One Renderings  
Updated LEED Information  
Updated Traffic Impact Report

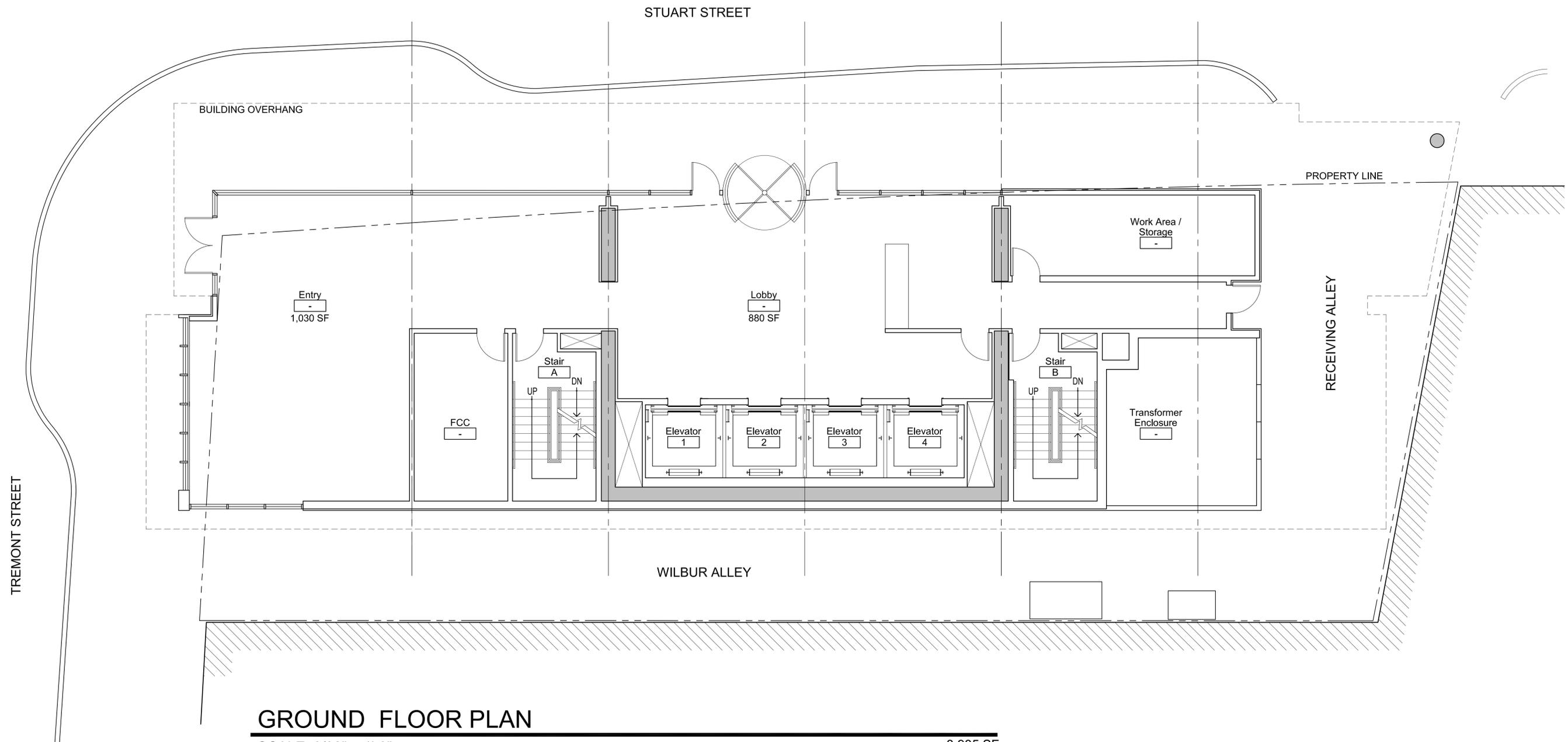
Enclosures: 10 complete sets of the above

cc: Heather Campisano, Deputy Director for Development Review  
Mark Van Fossan, Amherst Media Investors Boston  
Alexander & Jeremy Leventhal, Faros Properties  
John McMullen, Highgate Hotels  
Tyler Norod, Senior Project Manager



SCALE: 3/32" = 1'-0"

3,975 SF

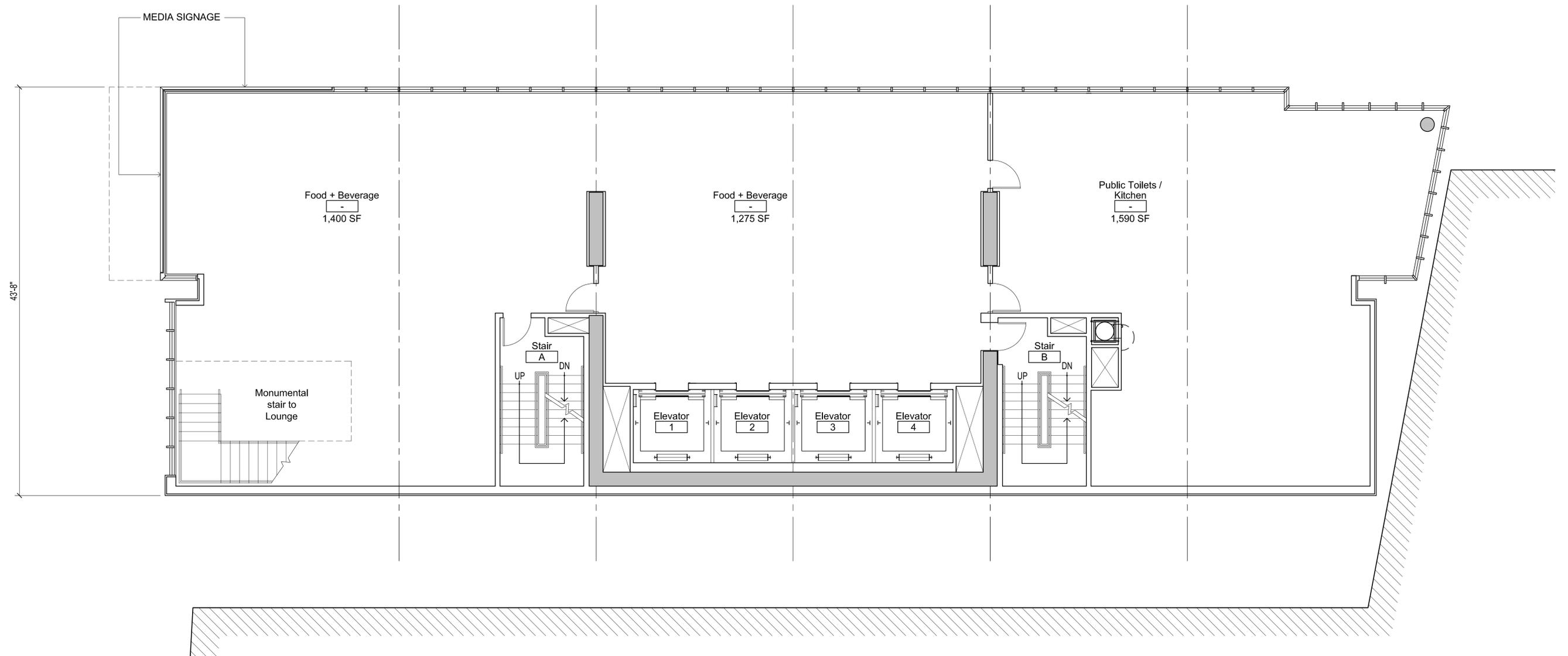


**GROUND FLOOR PLAN**

SCALE: 3/32" = 1'-0"

3,935 SF

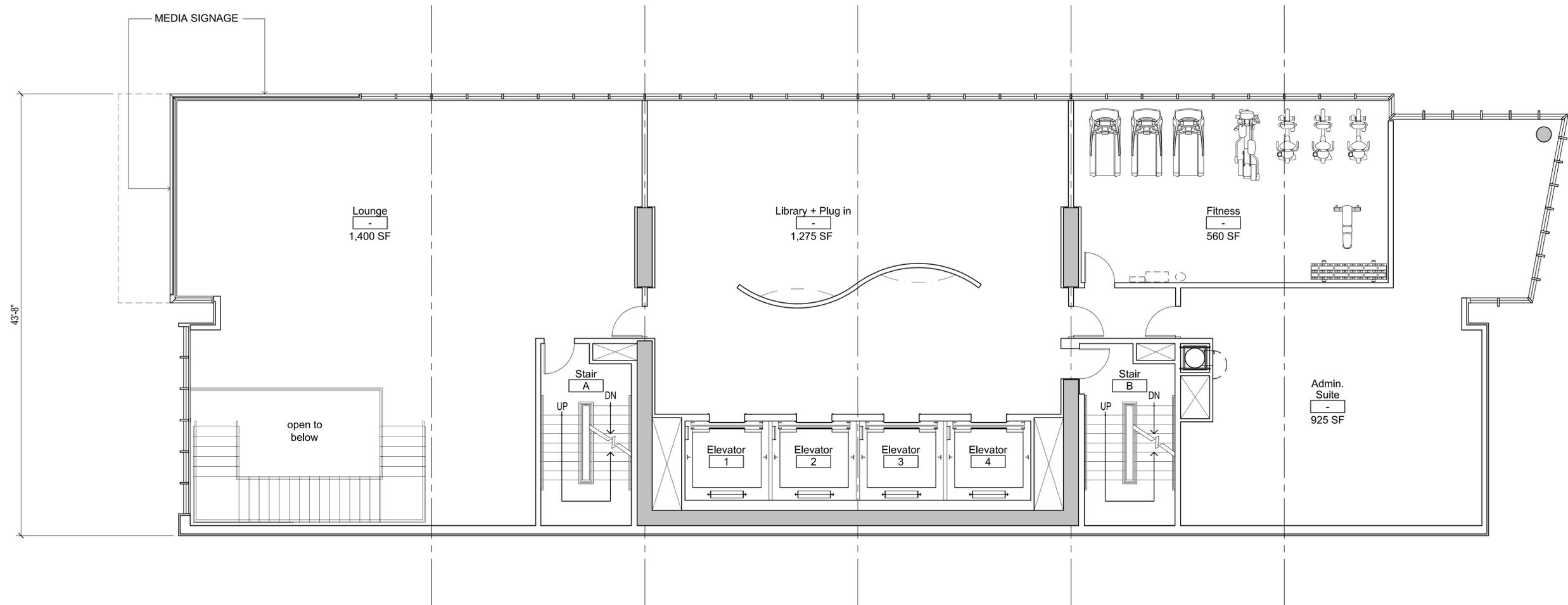




**SECOND FLOOR PLAN**

SCALE: 3/32" = 1'-0"

5,765 SF

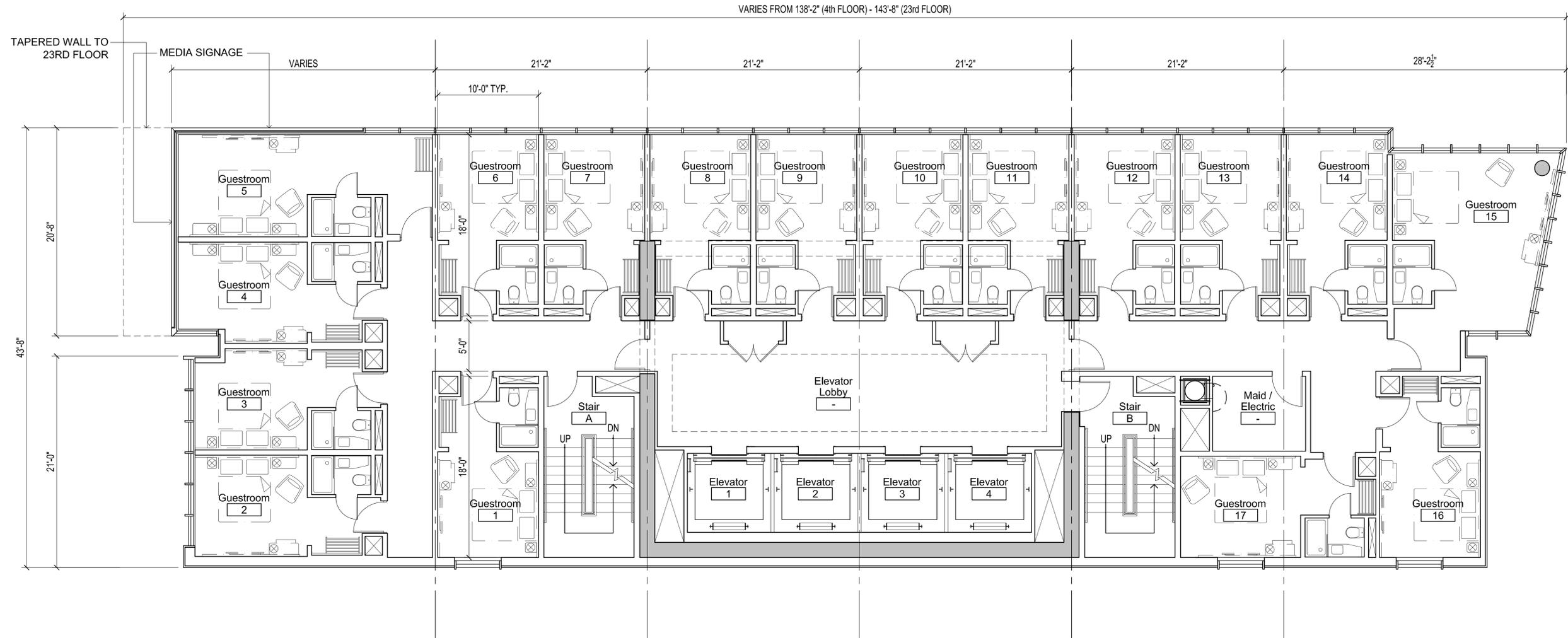


### THIRD FLOOR PLAN

SCALE: 3/32" = 1'-0"

5,773 SF





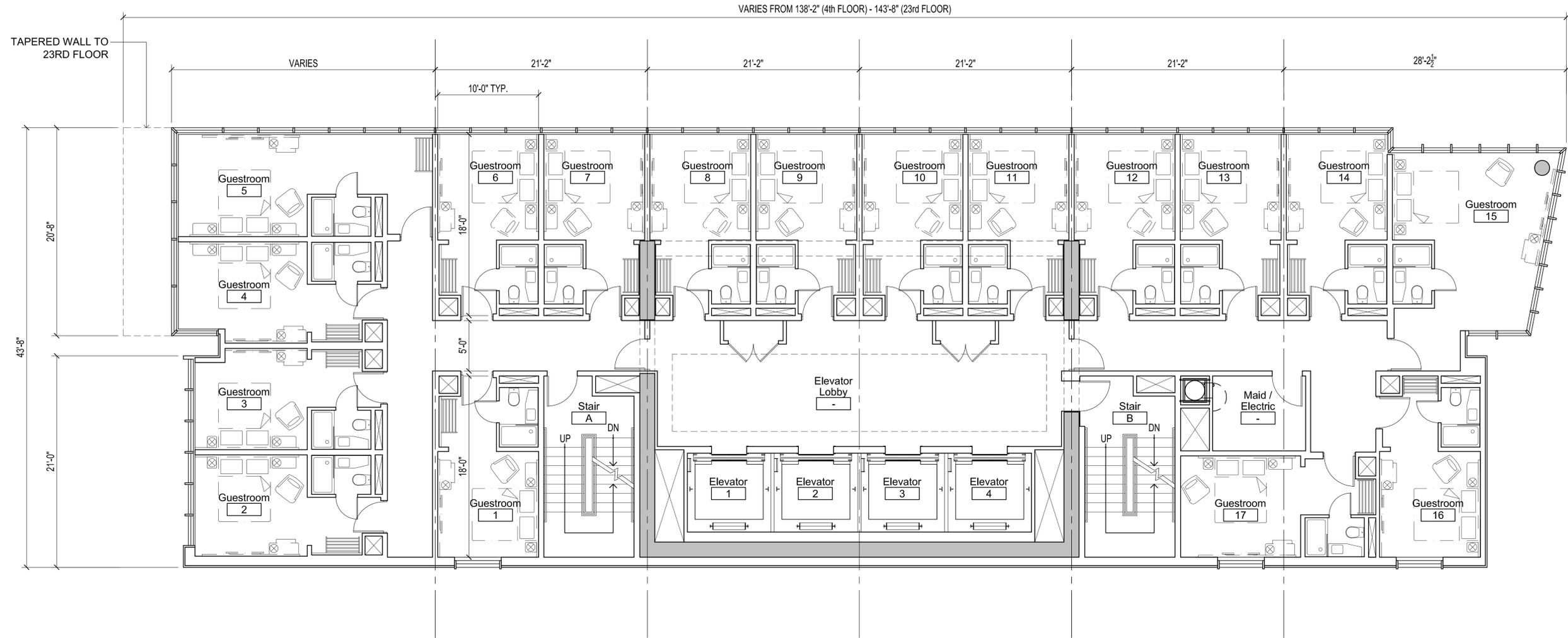
**FOURTH FLOOR PLAN**

SCALE: 3/32" = 1'-0"

17 KEYS

4th FLOOR - 5,781 SF



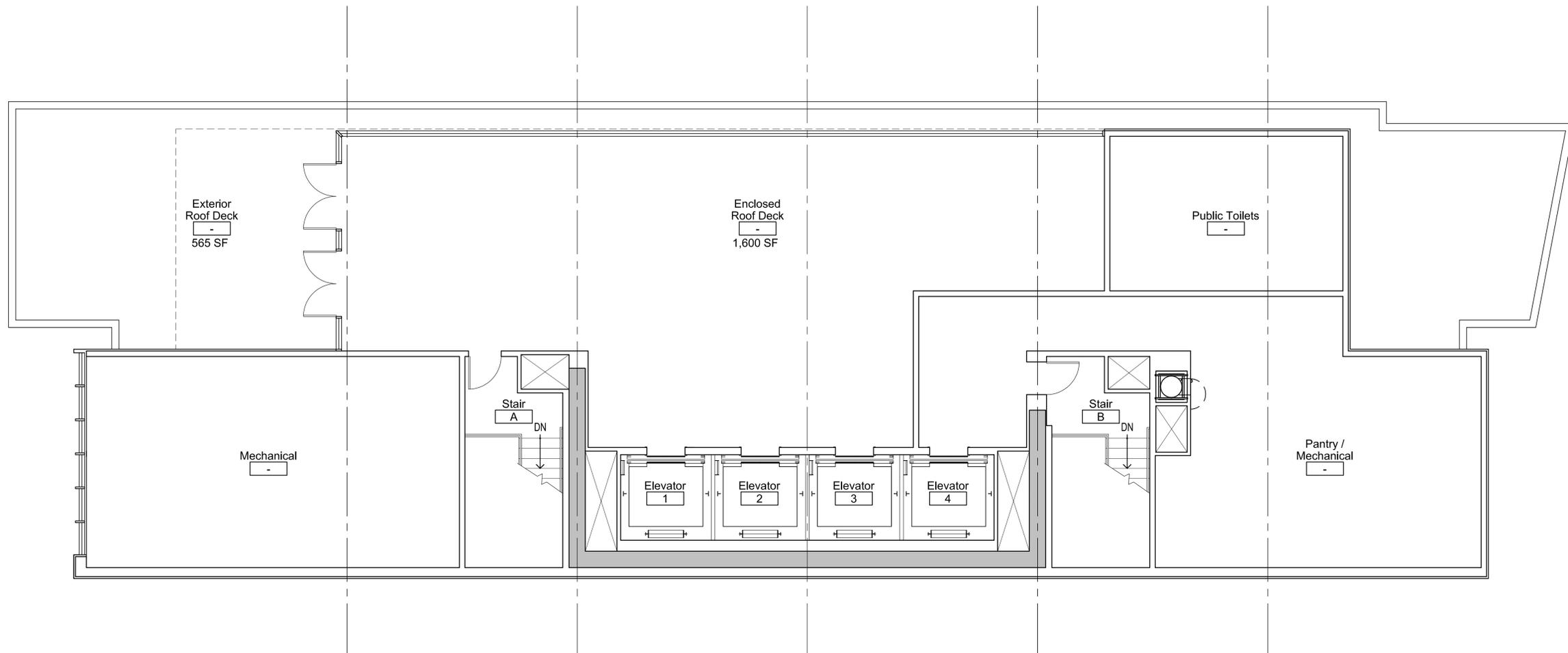


**TYPICAL FLOOR PLAN (5-23)**

17 KEYS x 19 = 323 KEYS

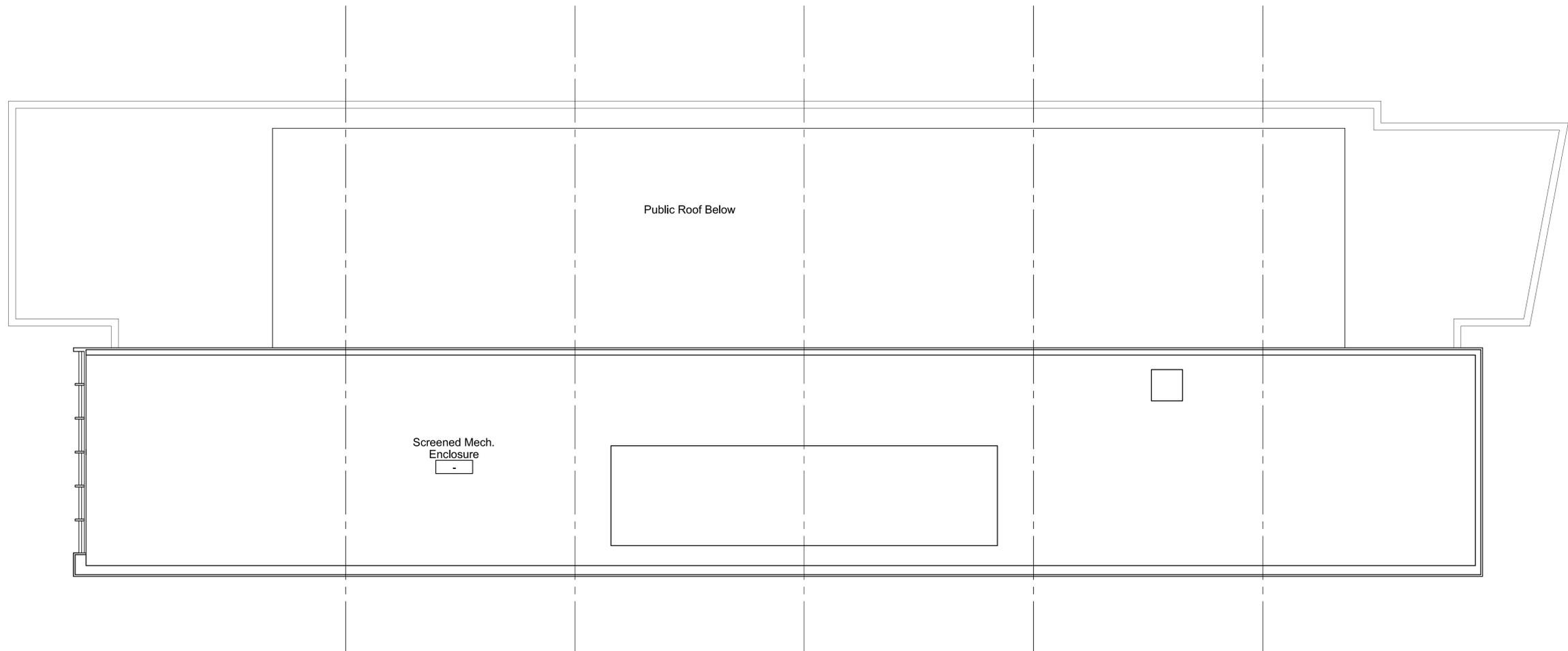
SCALE: 3/32" = 1'-0"





**PUBLIC ROOF PLAN (FLOOR 24)**

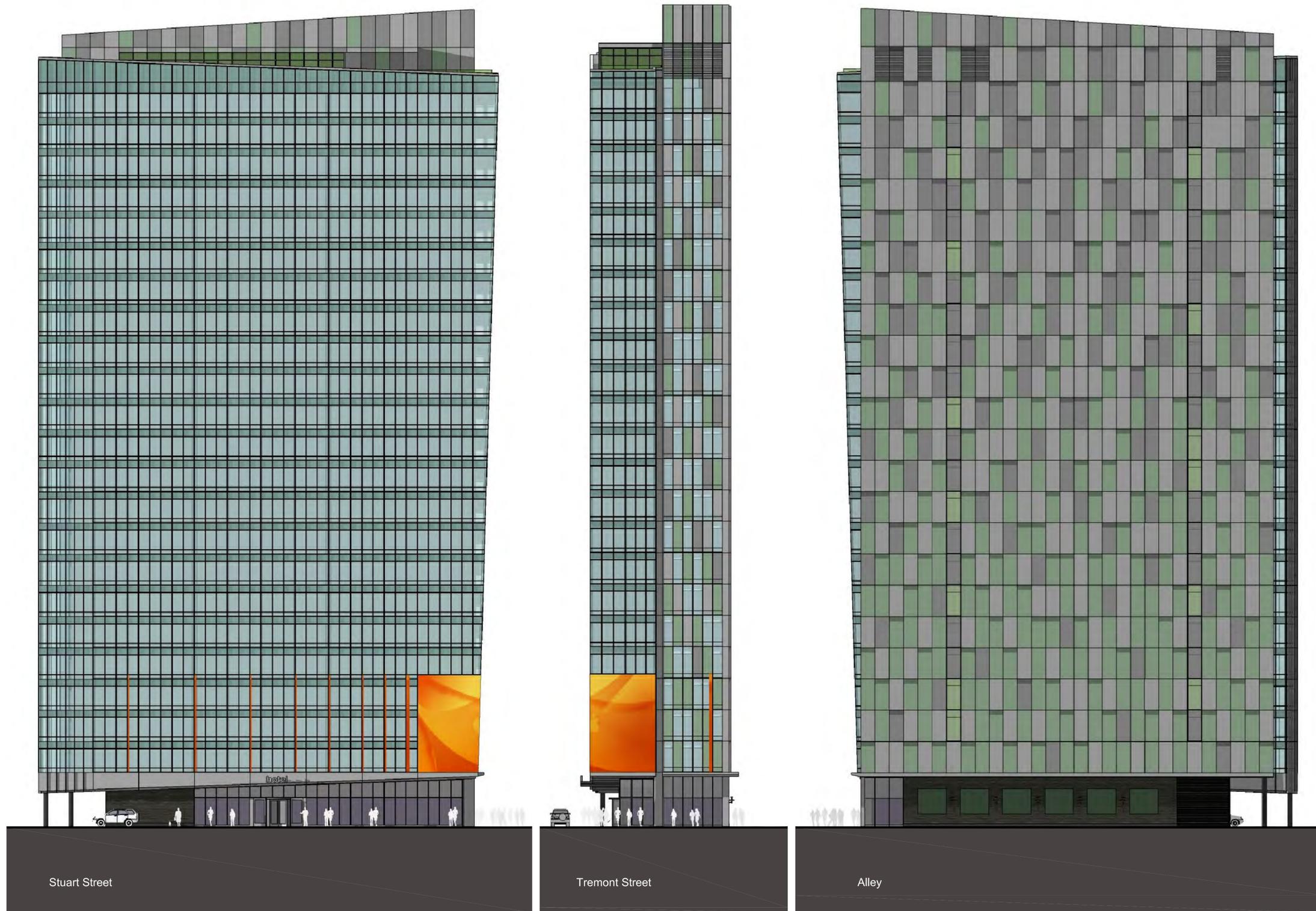
SCALE: 3/32" = 1'-0"

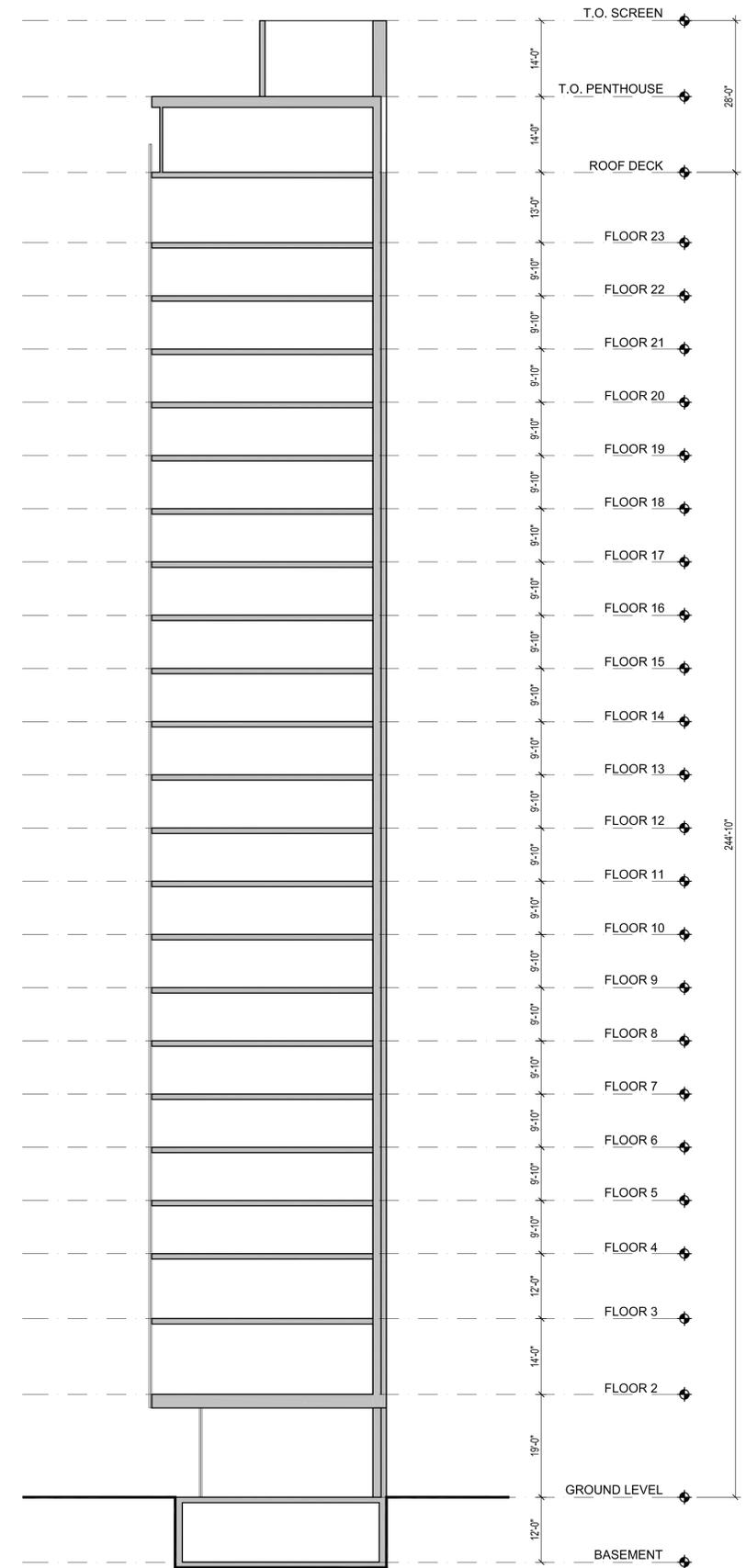
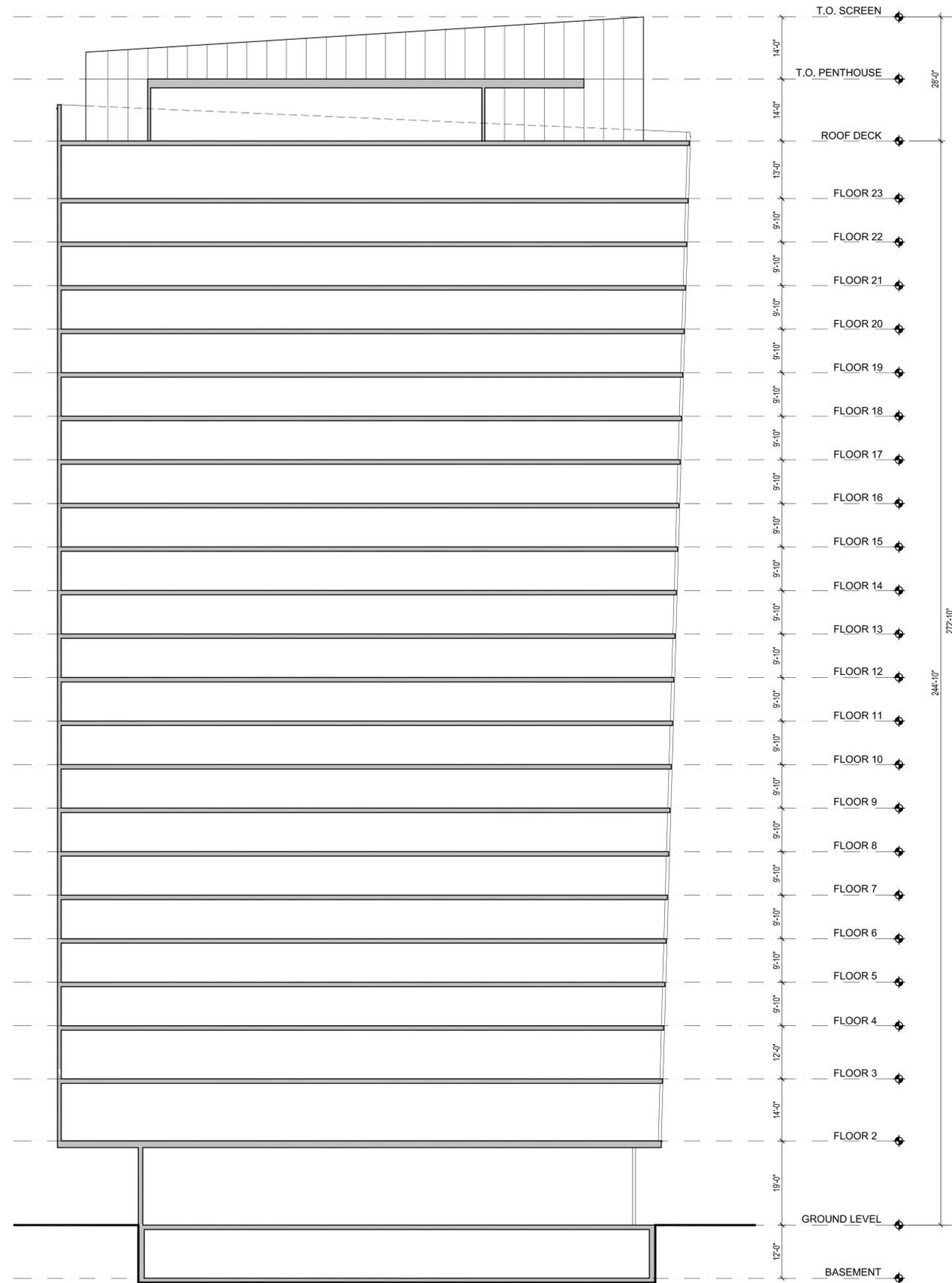


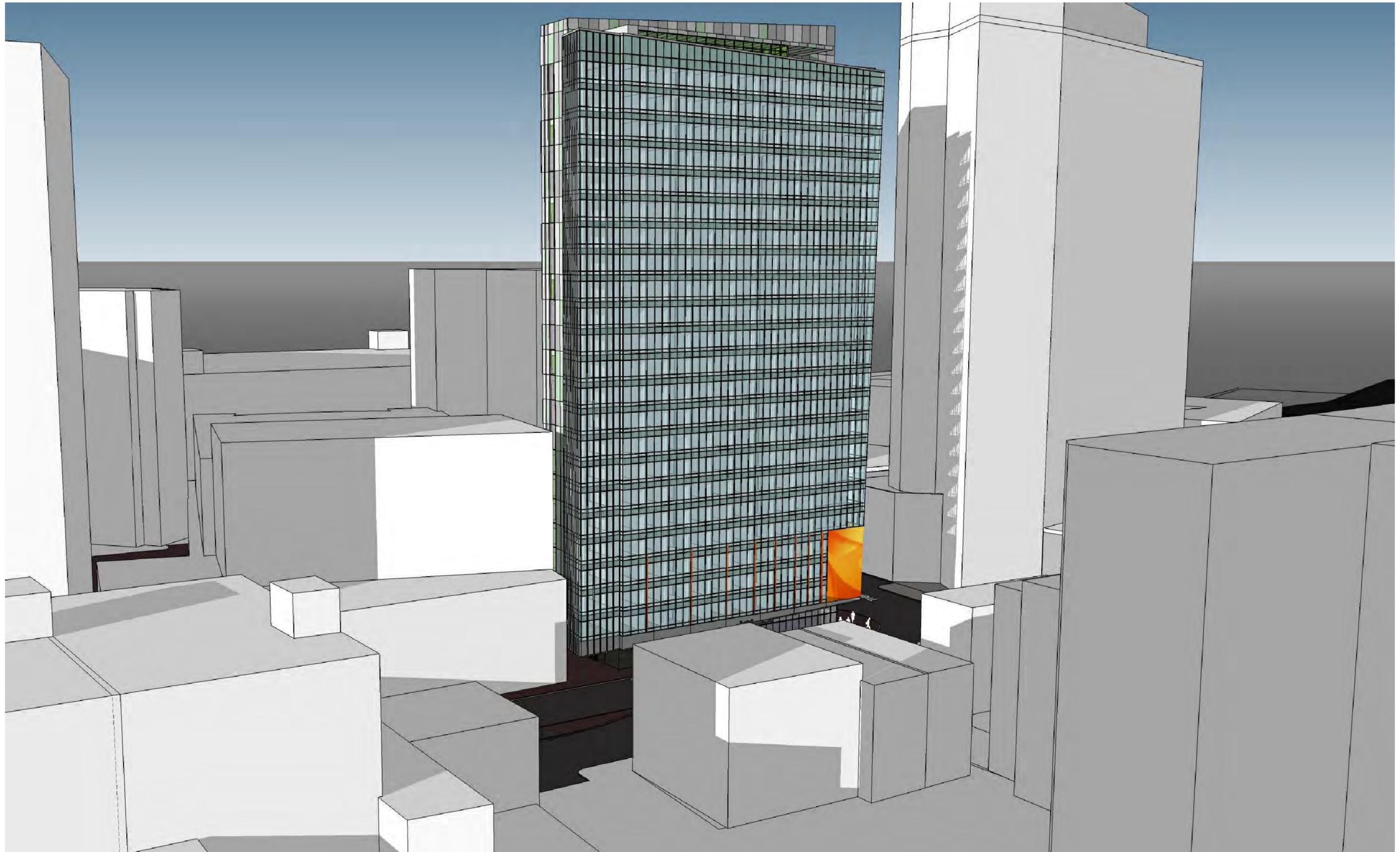
## ROOF PLAN

SCALE: 3/32" = 1'-0"









Project No.1063 November 5, 2014

**PROPOSED HOTEL**  
240 Tremont Street Parcel P-7A  
Boston, MA

PERSPECTIVE VIEW

Group One Partners, Incorporated  
21 West Third Street  
Boston, MA 02127  
617.268.7000 ph  
617.268.0209 f  
www.grouponeinc.com





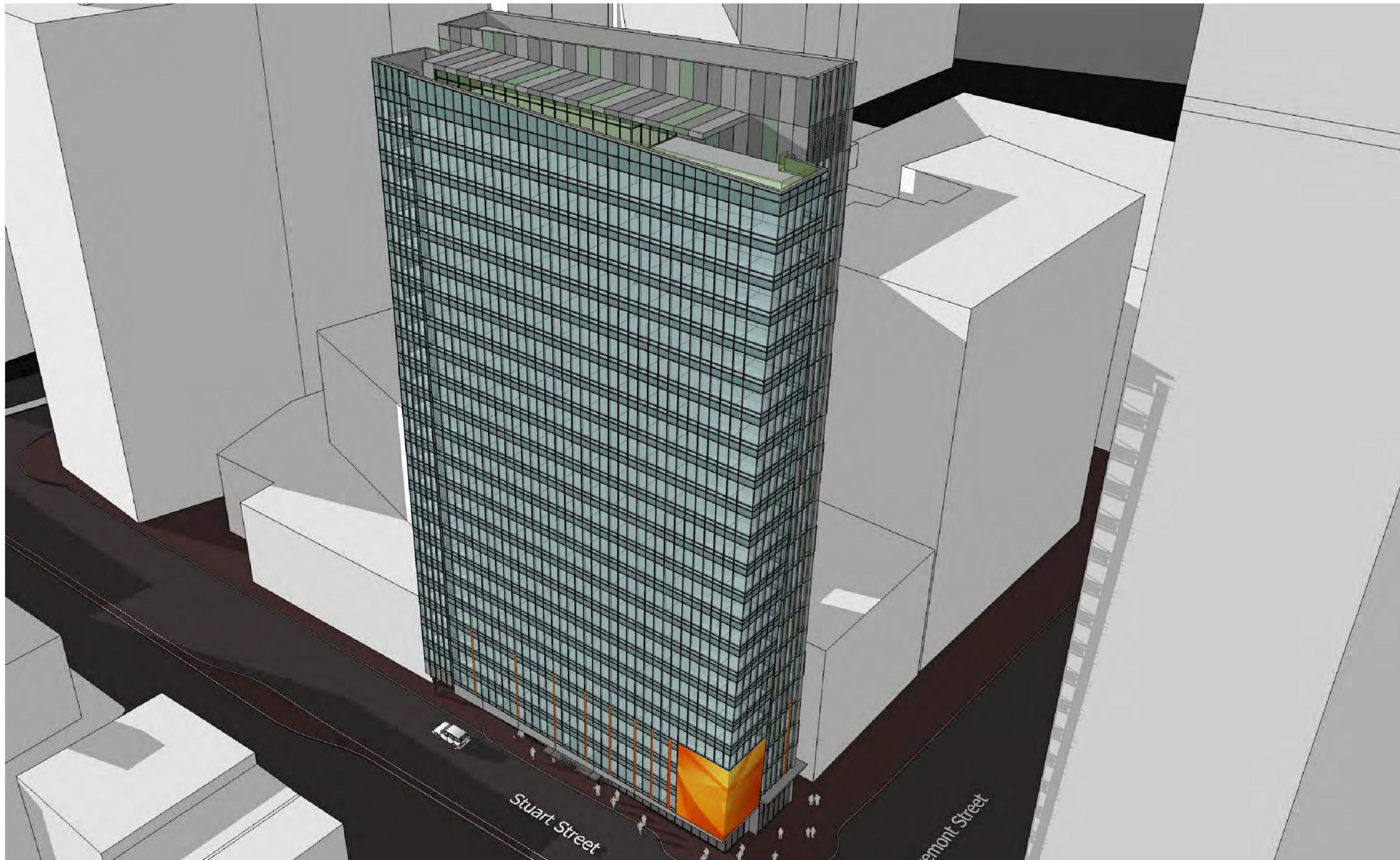
Project No.1063 November 5, 2014

**PROPOSED HOTEL**  
240 Tremont Street Parcel P-7A  
Boston, MA

PERSPECTIVE VIEW  
FROM STUART STREET

Group One Partners, Incorporated  
21 West Third Street  
Boston, MA 02127  
617.268.7000 ph  
617.268.0209 f  
www.grouponeinc.com





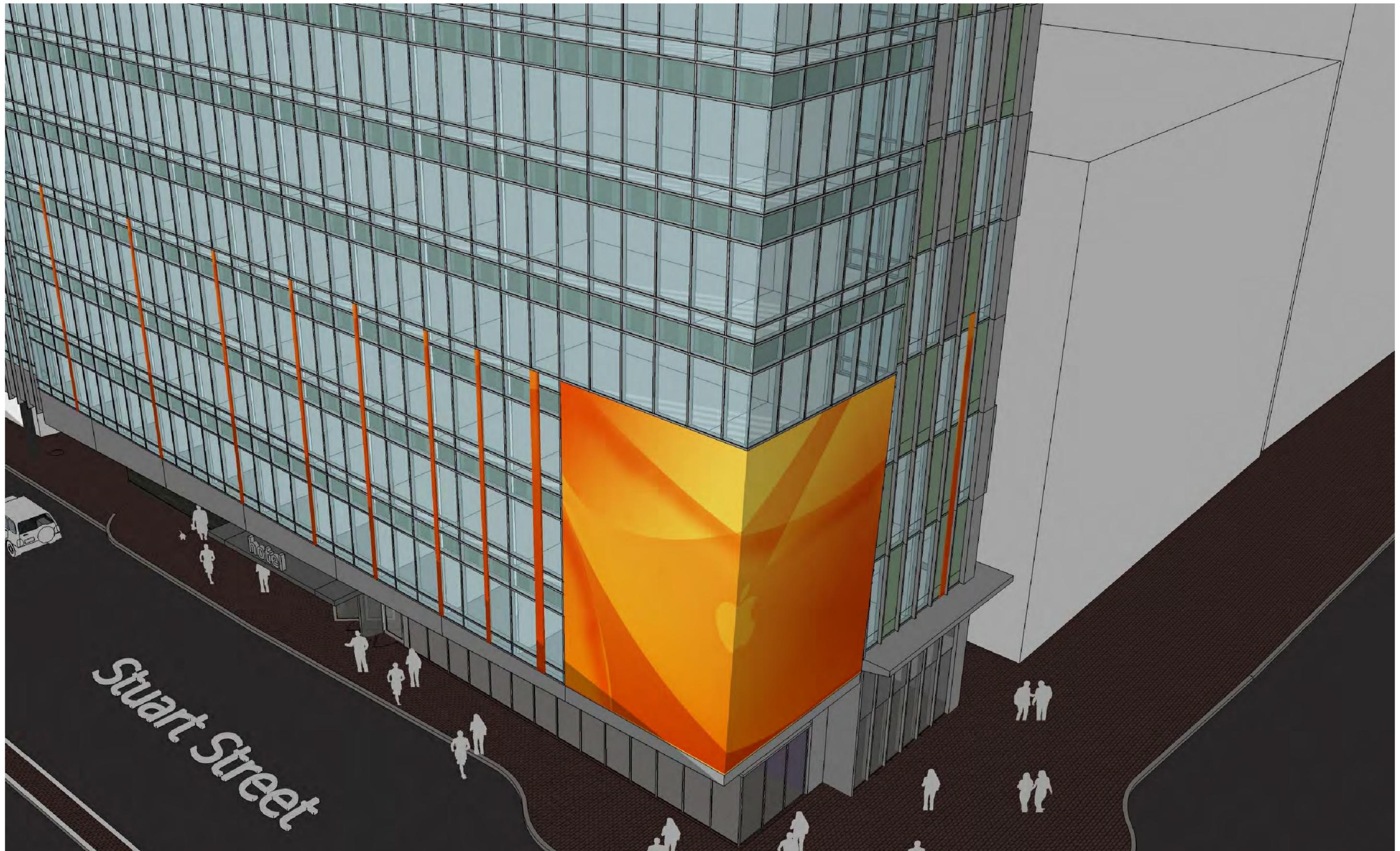
Project No.1063 November 5, 2014

**PROPOSED HOTEL**  
240 Tremont Street Parcel P-7A  
Boston, MA

PERSPECTIVE VIEW

Group One Partners, Incorporated  
21 West Third Street  
Boston, MA 02127  
617.268.7000 ph  
617.268.0209 f  
www.grouponeinc.com





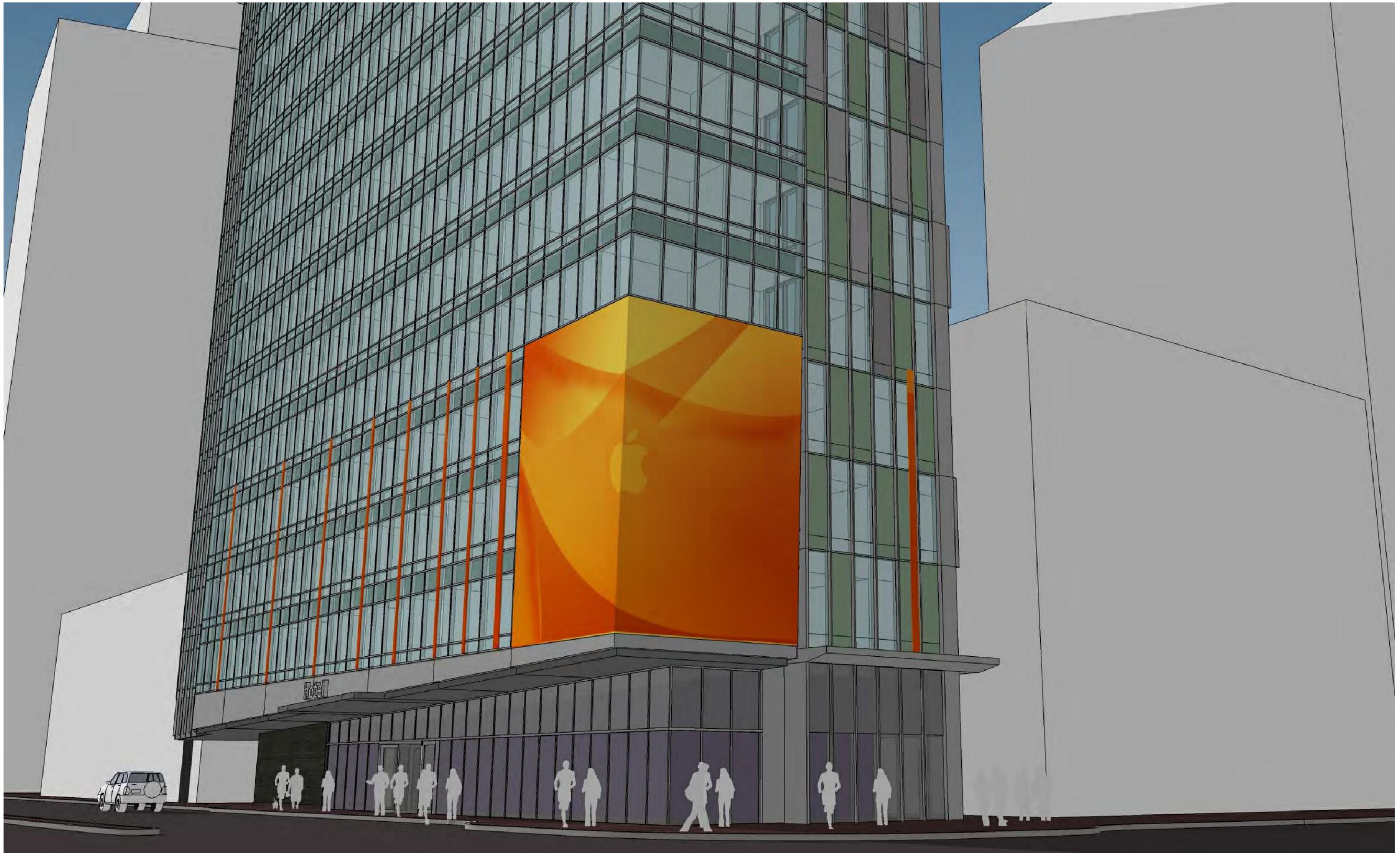
Project No.1063 November 5, 2014

**PROPOSED HOTEL**  
240 Tremont Street Parcel P-7A  
Boston, MA

PERSPECTIVE VIEW

Group One Partners, Incorporated  
21 West Third Street  
Boston, MA 02127  
617.268.7000 ph  
617.268.0209 f  
www.grouponeinc.com





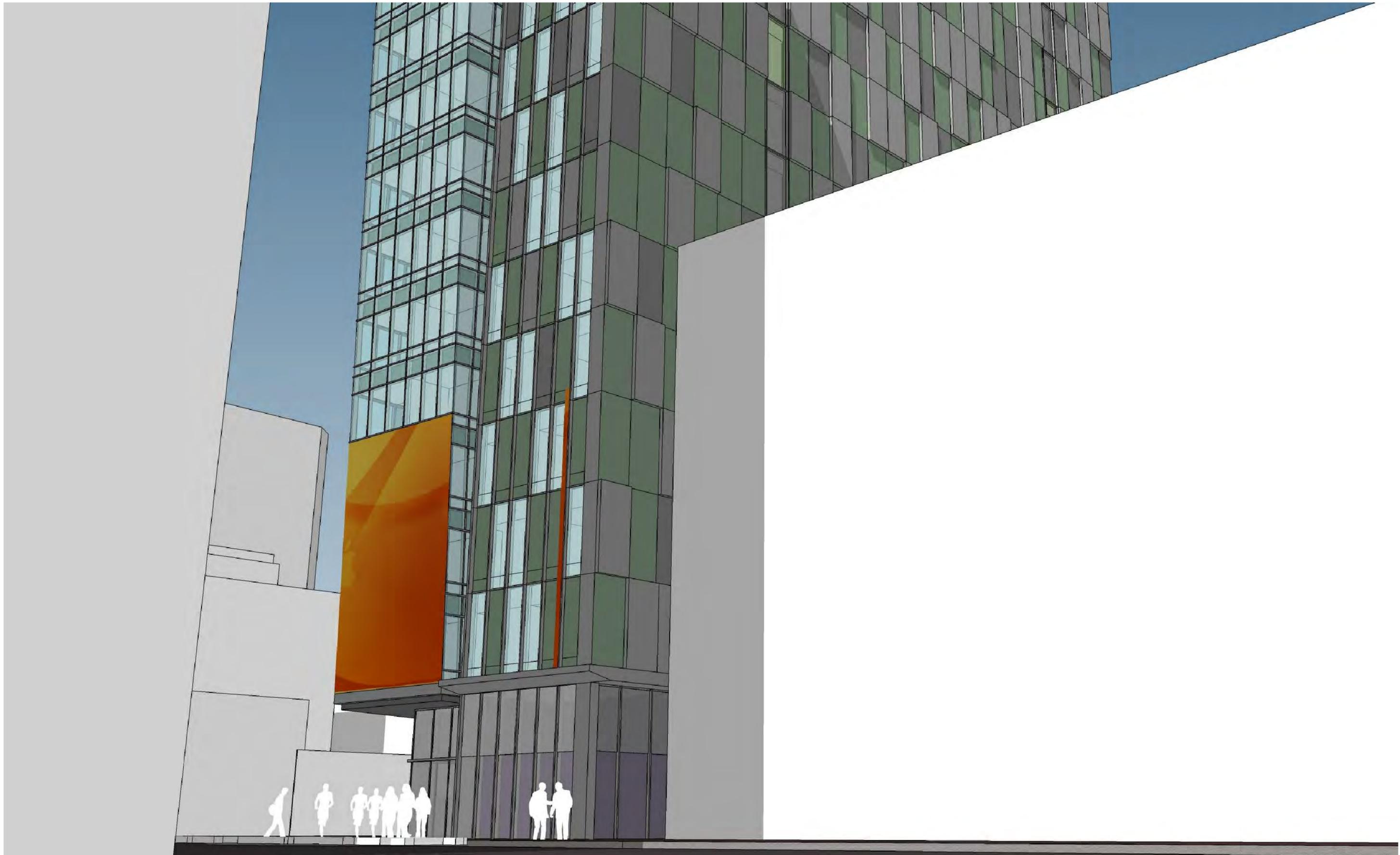
Project No.1063 November 5, 2014

**PROPOSED HOTEL**  
240 Tremont Street Parcel P-7A  
Boston, MA

PERSPECTIVE VIEW  
FROM STUART & TREMONT

Group One Partners, Incorporated  
21 West Third Street  
Boston, MA 02127  
617.268.7000 ph  
617.268.0209 f  
www.grouponeinc.com





Project No.1063 November 5, 2014

**PROPOSED HOTEL**  
240 Tremont Street Parcel P-7A  
Boston, MA

PERSPECTIVE VIEW  
FROM TREMONT STREET

Group One Partners, Incorporated  
21 West Third Street  
Boston, MA 02127  
617.268.7000 ph  
617.268.0209 f  
www.grouponeinc.com





Project No.1063 November 5, 2014

**PROPOSED HOTEL**  
240 Tremont Street Parcel P-7A  
Boston, MA

PERSPECTIVE VIEW

Group One Partners, Incorporated  
21 West Third Street  
Boston, MA 02127  
617.268.7000 ph  
617.268.0209 f  
www.grouponeinc.com





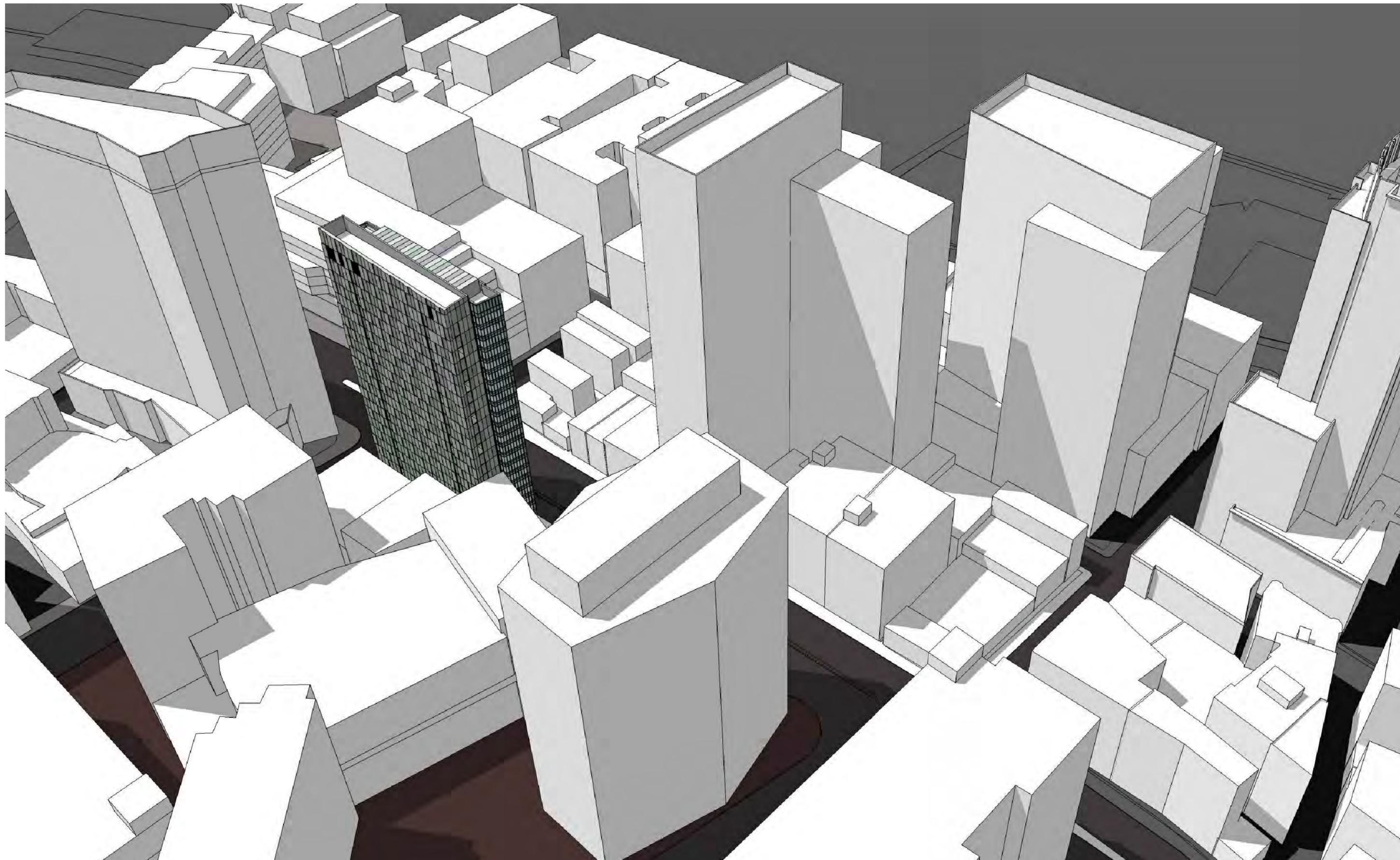
Project No.1063 November 5, 2014

**PROPOSED HOTEL**  
240 Tremont Street Parcel P-7A  
Boston, MA

PERSPECTIVE VIEW

Group One Partners, Incorporated  
21 West Third Street  
Boston, MA 02127  
617.268.7000 ph  
617.268.0209 f  
www.grouponeinc.com





Project No.1063 November 5, 2014

**PROPOSED HOTEL**  
240 Tremont Street Parcel P-7A  
Boston, MA

PERSPECTIVE VIEW

Group One Partners, Incorporated  
21 West Third Street  
Boston, MA 02127  
617.268.7000 ph  
617.268.0209 f  
www.grouponeinc.com



<b>P-7A PROGRAM</b>	<b>GSF</b>	<b>FAR / NSF</b>	<b>FAR COMMENT</b>	<b>HT</b>
Basement - BOH Program	3,975	0	Below grade NIC	below grade
Ground Level - Lobby Program	3,935		includes elevator floors	19'-0"
Level 2 - Lounge/F+B Program	5,765	5,367	elev / stair / mech shafts excluded	14'-0"
Level 3 - Library Plug-in Program	5,773	5,375	as above	12'-0"
Level 4 - Guestroom Program	5,781	5,383	as above	9'-10"
Level 5 - Guestroom Program	5,789	5,391	as above	9'-10"
Level 6 - Guestroom Program	5,797	5,399	as above	9'-10"
Level 7 - Guestroom Program	5,805	5,407	as above	9'-10"
Level 8 - Guestroom Program	5,813	5,415	as above	9'-10"
Level 9 - Guestroom Program	5,821	5,423	as above	9'-10"
Level 10 - Guestroom Program	5,829	5,431	as above	9'-10"
Level 11 - Guestroom Program	5,837	5,439	as above	9'-10"
Level 12 - Guestroom Program	5,845	5,447	as above	9'-10"
Level 13 - Guestroom Program	5,853	5,455	as above	9'-10"
Level 14 - Guestroom Program	5,861	5,463	as above	9'-10"
Level 15 - Guestroom Program	5,869	5,471	as above	9'-10"
Level 16 - Guestroom Program	5,877	5,479	as above	9'-10"
Level 17 - Guestroom Program	5,885	5,487	as above	9'-10"
Level 18 - Guestroom Program	5,893	5,495	as above	9'-10"
Level 19 - Guestroom Program	5,901	5,503	as above	9'-10"
Level 20 - Guestroom Program	5,909	5,511	as above	9'-10"
Level 21 - Guestroom Program	5,917	5,519	as above	9'-10"
Level 22 - Guestroom Program	5,925	5,527	as above	9'-10"
Level 23 - Guestroom Program	5,933	5,535	as above	13'-0"
Level 24 - Public Roof Program	5,933	3,660	as above plus non accessible roof area	14'-0"
Top of Roof Screen				14'-0"
<b>Total GSF</b>	<b>142,521</b>	<b>123,582</b>	<b>(I would use approx. 125,000 SF)</b>	<b>272'-10"</b>

**Actual Building Height to main roof = 244'-10"**

**Public Penthouse Roof = 258'-10"**



# LEED 2009 for New Construction and Major Renovations

## Project Checklist

Proposed Hotel - Wilbur Place at Stuart Street

2/27/2015

### 17 3 6 Sustainable Sites Possible Points: 26

Y	N	?			
Y			Prereq 1	Construction Activity Pollution Prevention	
1			Credit 1	Site Selection	1
5			Credit 2	Development Density and Community Connectivity	5
		1	Credit 3	Brownfield Redevelopment	1
6			Credit 4.1	Alternative Transportation—Public Transportation Access	6
1			Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms	1
		3	Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	3
2			Credit 4.4	Alternative Transportation—Parking Capacity	2
	1		Credit 5.1	Site Development—Protect or Restore Habitat	1
	1		Credit 5.2	Site Development—Maximize Open Space	1
1			Credit 6.1	Stormwater Design—Quantity Control	1
		1	Credit 6.2	Stormwater Design—Quality Control	1
		1	Credit 7.1	Heat Island Effect—Non-roof	1
1			Credit 7.2	Heat Island Effect—Roof	1
	1		Credit 8	Light Pollution Reduction	1

### 2 4 4 Water Efficiency Possible Points: 10

Y	N	?			
			Prereq 1	Water Use Reduction—20% Reduction	
2		2	Credit 1	Water Efficient Landscaping	2 to 4
	2		Credit 2	Innovative Wastewater Technologies	2
	2	2	Credit 3	Water Use Reduction	2 to 4

### 7 28 Energy and Atmosphere Possible Points: 35

Y	N	?			
Y			Prereq 1	Fundamental Commissioning of Building Energy Systems	
Y			Prereq 2	Minimum Energy Performance	
Y			Prereq 3	Fundamental Refrigerant Management	
3		16	Credit 1	Optimize Energy Performance	1 to 19
		7	Credit 2	On-Site Renewable Energy	1 to 7
2			Credit 3	Enhanced Commissioning	2
2			Credit 4	Enhanced Refrigerant Management	2
		3	Credit 5	Measurement and Verification	3
		2	Credit 6	Green Power	2

### 4 5 5 Materials and Resources Possible Points: 14

Y	N	?			
			Prereq 1	Storage and Collection of Recyclables	
	3		Credit 1.1	Building Reuse—Maintain Existing Walls, Floors, and Roof	1 to 3
	1		Credit 1.2	Building Reuse—Maintain 50% of Interior Non-Structural Elements	1
2			Credit 2	Construction Waste Management	1 to 2
		2	Credit 3	Materials Reuse	1 to 2

### Materials and Resources, Continued

Y	N	?			
1		1	Credit 4	Recycled Content	1 to 2
1		1	Credit 5	Regional Materials	1 to 2
		1	Credit 6	Rapidly Renewable Materials	1
	1		Credit 7	Certified Wood	1

### 9 6 Indoor Environmental Quality Possible Points: 15

Y	N	?			
Y			Prereq 1	Minimum Indoor Air Quality Performance	
Y			Prereq 2	Environmental Tobacco Smoke (ETS) Control	
		1	Credit 1	Outdoor Air Delivery Monitoring	1
		1	Credit 2	Increased Ventilation	1
1			Credit 3.1	Construction IAQ Management Plan—During Construction	1
		1	Credit 3.2	Construction IAQ Management Plan—Before Occupancy	1
1			Credit 4.1	Low-Emitting Materials—Adhesives and Sealants	1
1			Credit 4.2	Low-Emitting Materials—Paints and Coatings	1
1			Credit 4.3	Low-Emitting Materials—Flooring Systems	1
1			Credit 4.4	Low-Emitting Materials—Composite Wood and Agrifiber Products	1
		1	Credit 5	Indoor Chemical and Pollutant Source Control	1
1			Credit 6.1	Controllability of Systems—Lighting	1
1			Credit 6.2	Controllability of Systems—Thermal Comfort	1
		1	Credit 7.1	Thermal Comfort—Design	1
		1	Credit 7.2	Thermal Comfort—Verification	1
1			Credit 8.1	Daylight and Views—Daylight	1
1			Credit 8.2	Daylight and Views—Views	1

### 3 3 Innovation and Design Process Possible Points: 6

Y	N	?			
1			Credit 1.1	Innovation in Design: Specific Title	1
1			Credit 1.2	Innovation in Design: Specific Title	1
		1	Credit 1.3	Innovation in Design: Specific Title	1
		1	Credit 1.4	Innovation in Design: Specific Title	1
		1	Credit 1.5	Innovation in Design: Specific Title	1
1			Credit 2	LEED Accredited Professional	1

### 2 2 Regional Priority Credits Possible Points: 4

Y	N	?			
		1	Credit 1.1	Regional Priority: Specific Credit	1
		1	Credit 1.2	Regional Priority: Specific Credit	1
	1		Credit 1.3	Regional Priority: Specific Credit	1
	1		Credit 1.4	Regional Priority: Specific Credit	1

### 42 14 54 Total Possible Points: 110

Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110

## Sustainable Sites

### Construction Activity (Pre-requisite)

*A management plan will enforce measures to protect adjacent areas from pollution.*

### Site Selection (Credit 1)

*The Project Site has previously been completely developed and is located within an urban area. This development does not violate any of the established criteria.*

### Development Density (Credit 2)

*The density of the Project is compatible with the surrounding sites.*

### Alternative Transportation (Credits 4.1, 4.2)

*Public transportation access and bicycle storage are included the Boston Green Building credits within the required distances.*

### Alternative Transportation (Credits 4.4)

*The project will not exceed the required parking capacity set forth by zoning and will house all parking spaces within an existing parking structure.*

### Stormwater Design (Credits 6.1)

*The Project Site is currently 100% impervious. The Project proposes to implement a groundwater recharge system which will reduce the rate and volume of storm-water.*

### Heat Island Effects - Roof (Credits 7.2)

*The site will be of concrete pavers and decorative elements that will all have a high SRI index. The roof area shall utilize a TPO material with high Solar Reflectance Index (SRI) values.*

## Water Efficiency

### Water Use Reduction (Pre-requisite)

*The project will specify plumbing fixtures that meet the minimum of a 20% reduction in water usage as compared to the baseline for the building.*

### Water Efficient Landscaping (Credit 1)

*Landscaping design and plantings will be selected to reduce irrigation demand by at least 50%.*

## Energy and Atmosphere

### Fundamental Commissioning (Pre-requisite 1)

*Building systems will be commissioned in accordance with USGBC requirements.*

Minimum Energy Performance (Pre-requisite 2)

*American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRE) Standard 90.1-2004 will set the minimum standard for the building's energy use.*

Fundamental Refrigerant Management (Pre-requisite 3)

*No Chlorofluorocarbon based (CFC) refrigerants will be used in the building.*

Optimize Energy Performance (Credit 1)

*The project will be designed with the goal of exceeding the baseline building standard by 16% over ASHRAE 90.1-2007. This will be demonstrated with a whole building energy model. The project will have efficient cooling towers, high efficiency boilers, roof top units and motors.*

Enhanced Commissioning (Credit 3)

*An independent commissioning authority will be engaged to perform design reviews and commission the building systems in accordance with USGBC requirements.*

Enhanced Refrigerant Management (Credit 4)

*Refrigerant and equipment selections will be evaluated to optimize the balance between ozone-depletion and global warming effects. In addition fire suppression systems will not contain CFC's, HCFC's or Halons.*

Materials and Resources

Storage and Collection of Recyclables (Pre-requisite)

*Bins will be provided in the loading area for recyclable materials.*

Construction Waste Management (Credit 2)

*A waste management plan will be implemented that seeks to divert 50% of waste material removed from the Project Site from landfills through recycling and salvaging.*

Recycled Content (Credit 4)

*Project Specifications will include and encourage provision of materials with recycled content where possible.*

Regional Materials (Credits 5)

*Project Specifications will include and encourage provision of materials manufactured within 500 miles of the Project Site where possible. The selected contractor will also be encouraged to provide regional materials which are extracted, harvested or recovered within 500 miles of the Project Site.*

Indoor Environmental Quality

Minimum Indoor Air Quality (IAQ) Performance (Pre-requisite)

*ASHRAE Standard 62.1-2004 will set the standard for minimum indoor air quality.*

Environmental Tobacco Smoke Control (Pre-requisite)

*The building will be a non-smoking facility.*

Construction IAQ Management Plan- During Construction and before Occupancy (Credits 3.1)

*Management plans will be implemented pursuant to the requirements for this credit.*

Low-Emitting Materials (Credits 4.1, 4.2, 4.3, 4.4)

*Materials including adhesives, sealants, paint and carpet will be specified with low volatile organic compounds (VOC) content limits as prescribed by the respective applicable standards.*

Controllability of Systems - Lighting (Credit 6.1)

*The project will provide individual lighting controls for 90% of the building occupants as well as lighting controls for public and shared occupant spaces.*

Controllability of Systems 0 Thermal Comfort (Credit 6.2)

*The project will provide individual thermal control systems for more than 50% of the building occupants as well as thermal controls for public and shared occupant spaces.*

Daylight and Views- Daylight (Credit 8.1)

*Daylight exposure and exterior views will be maximized within the limits established by the energy performance model with the goal to achieve daylight illuminance in at least 75% of the regularly occupied spaces.*

Daylight and Views- Views (Credit 8.2)

*The project goal will be to have at least 90% of all building occupants have a direct line of sight to the outdoors.*

### Innovation and Design Process

Green Housekeeping (Credit 1.1)

*The Proponent will establish a cleaning contract that requires to the extent possible Green Seal GS-37 cleaning products to be used in all public spaces and provides janitorial staff with knowledge and training in environmentally friendly housekeeping practices and products.*

Occupant Education and Guidelines (Credit 1.2)

*The Proponent intends to develop a Guest Occupant guideline as informative and educational programs and resources for the guests within the building.*

LEED Accredited Professional (Credit 2)

*The Proponent's architect, Group One Partners Inc, retains LEED accredited professionals on staff that will be dedicated to this project.*



## TECHNICAL MEMORANDUM

---

To: John McMullen, Highgate Hotels  
Mark Van Fossan, Amherst Media

Date: March 4, 2015

From: Guy Busa  
Brian J. Beisel

HSH Project No.: 2004158.04

Subject: Parcel P-7A – Notice of Project Change

---

An Expanded Project Notification Form (EPNF) for Parcel P-7A (the Project) was filed with the BRA in October 2006 with a Notice of Project Change (NPC) filed in April 2012. The EPNF's proposed residential project was modified in the 2012 NPC to consist of a hotel with 240 micro-units and ancillary restaurant space. The current 2014 NPC consists of a modified 2012 development program to include approximately 346 micro-hotel units and about the same amount of ancillary restaurant space.

Howard/Stein-Hudson Associates, Inc. (HSH), the Project's transportation consultant, has reviewed the transportation impacts of the changes to the proposed micro-hotel on the southeast corner of the intersection of Tremont Street at Stuart Street ("the Site"), in Boston, Massachusetts. The purpose of this technical memorandum is to assess the transportation related impacts associated with the Project and its comparison with the previously-assessed redevelopment of the Site.

### Trip Generation Comparison

Trip generation estimates for the current building program was developed based on rates derived from the Institute of Transportation Engineer's (ITE) Trip Generation (9th Edition, 2012) rates for land use code (LUC) 310 – Hotel. Trip generation estimates from the 2012 NPC were developed using ITE's Trip Generation (8th edition, 2009). ITE trip generation rates do not include micro-hotels. In HSH's professional opinion, trip generation rates for micro-hotel rooms are similar to that exhibited by a typical hotel room, although the travel mode may be different due to the typical demographics of micro-hotel patrons (i.e., younger, more cost conscious).

The ITE trip generation rates produce vehicle trip estimates, which are then converted to person trips using vehicle occupancy rates (VOR) based on the 2009 National Household Travel Survey data and other local data. Using travel mode split information for this area of Boston, the total person trips are then allocated to vehicle, transit, and walk/bicycle trips. It should be noted that the Boston mode share data does not include micro-hotels as a land use and therefore, the mode share percentages are not specific to micro-hotels. The micro-hotel concept is one that attracts a demographic which is typically younger and more cost conscious who are generally more mobile and rely to a greater degree on alternative travel modes (i.e., public transportation and walking/biking). It is highly likely and expected that the vehicle mode share percentage will be lower than the Boston data that has been utilized.

The vehicle mode share for this area of Boston is 31% of the total trips during the course of the day with peak hour vehicle mode shares between 20% and 34%. The resulting vehicle trip generation comparison for the 2012 NPC and the currently proposed 2014 NPC Project are compared in **Table 1**.

**Table 1. Vehicle Trip Generation Comparison**

Time Period	Direction	2012 NPC	Current 2014 NPC	Net Impact
Daily	In	304	570	+266
	<u>Out</u>	<u>304</u>	<u>570</u>	<u>+266</u>
	Total	<b>608</b>	<b>1,140</b>	<b>+532</b>
a.m. Peak Hour	In	23	59	+36
	<u>Out</u>	<u>11</u>	<u>24</u>	<u>+13</u>
	Total	<b>34</b>	<b>83</b>	<b>+49</b>
p.m. Peak Hour	In	17	34	+17
	<u>Out</u>	<u>21</u>	<u>56</u>	<u>+35</u>
	Total	<b>38</b>	<b>90</b>	<b>+52</b>

As shown in **Table 1**, when compared to the 2012 NPC Project, the current 2014 NPC Project would result in 49 more vehicle trips (36 entering and 13 exiting) during the weekday morning peak hour and 52 more vehicle trips (17 additional entering and 35 exiting) during the weekday evening peak hour. The 2014 NPC Project will result in approximately 1 additional car every minute during both peak hours and is therefore not considered much different than that associated with the approved 2102 NPC building program.

The transit mode share for this area is estimated to be 30% of the total trips during the course of the day with peak hour mode shares between 11% and 39%. **Table 2** shows a similar comparison of transit trip generation for the 2012 NPC Project and the current NPC Project.

**Table 2. Transit Trip Generation Comparison**

Time Period	Direction	2012 NPC	Current 2014 NPC	Net Impact
Daily	In	529	933	+404
	<u>Out</u>	<u>529</u>	<u>933</u>	<u>+404</u>
	Total	<b>1,058</b>	<b>1,866</b>	<b>+808</b>
a.m. Peak Hour	In	49	93	+44
	<u>Out</u>	<u>11</u>	<u>18</u>	<u>+7</u>
	Total	<b>60</b>	<b>111</b>	<b>+51</b>
p.m. Peak Hour	In	17	26	+9
	<u>Out</u>	<u>44</u>	<u>87</u>	<u>+43</u>
	Total	<b>61</b>	<b>113</b>	<b>+52</b>

As shown in **Table 2**, the current NPC Project will generate 51 new transit trips (44 entering and 7 exiting) during the weekday morning peak hour. During the weekday evening peak hour the current NPC Project will generate 52 new transit trips (9 entering and 43 exiting).

**Parcel P-7A**  
**Notice of Project Change**  
**March 4, 2015**

The walk/bike mode share for this area is estimated to be 39% of the total trips during the course of the day with peak hour mode shares between 27% and 69%. **Table 3** similarly shows the walk/bicycle trip generation for the two building programs.

**Table 3. Walk/Bike Trip Generation Comparison**

Time Period	Direction	2012 NPC	Current 2014 NPC	Net Impact
Daily	In	688	1,212	+524
	Out	<u>688</u>	<u>1,212</u>	<u>+524</u>
	Total	<b>1,376</b>	<b>2,424</b>	<b>+1,048</b>
a.m. Peak Hour	In	33	64	+31
	Out	<u>70</u>	<u>114</u>	<u>+44</u>
	Total	<b>103</b>	<b>178</b>	<b>+75</b>
p.m. Peak Hour	In	105	160	+55
	Out	<u>30</u>	<u>61</u>	<u>+31</u>
	Total	<b>135</b>	<b>221</b>	<b>+86</b>

As shown in **Table 3**, walk trips are expected to increase by 75 pedestrians (31 entering and 44 exiting) during the weekday morning peak hour and 86 pedestrian trips (55 entering and 31 exiting) during the evening peak hour.

**Parking Demand Comparison**

The Boston Transportation Department (BTD) has established maximum parking space guidelines throughout the City. The recommended BTD parking ratio for hotels is 0.40 parking spaces per hotel room (again this is not micro-hotel specific). Many downtown Boston hotels only provide off-site parking. Current trends in Boston indicate that actual parking demand for hotels in the downtown urban core is approximately 0.25 spaces/room, lower than the 0.40 BTD maximum ratio. Given the inherent demographic nature of the proposed micro-hotel, it is expected that a lower percentage of guests compared to a typical hotel will rely on private passenger vehicles, lowering the parking demand even further. The site is conveniently located within walking distance (quarter-mile or 5-minute walk) to downtown Boston, and the Theatre District. Several non-auto alternatives include MBTA public transportation, Zipcar (17 cars within a quarter mile); and Hubway bicycle share (2 stations within a quarter mile).

As with both the original 2006 BRA Approved Project and the 2012 NPC Project, no parking will be provided on-site with all parking to occur off-site. For the currently proposed 2014 NPC micro-hotel, it is anticipated that guest parking would generally occur at the following commercial public parking facilities in the immediate vicinity of the Project: Tufts Medical Center garage (937 public spaces); the City Place Garage (333 public spaces); the MotorMart Garage (900 public spaces); and the Radisson Boston Hotel (900 public spaces), which are among the largest and closest facilities. Hotel guests can also choose to self-park at one of the several other parking lots and garages in the area; there are over 8,000 public spaces within convenient walking distance (quarter-mile or 5-minute walk) to the site.

### **Summary Conclusions**

It is HSH's professional opinion that the current 2014 NPC building program of 346 micro-hotel units with ancillary guest service space, is not materially different in terms of transportation impacts than the previously approved 2102 NPC building program of 220 micro-hotel rooms and a similar amount of ancillary guest space. Although there is no empirical data to confirm these assumptions, it is believed that the demographics associated with micro-hotels would tend to reduce demand by automobile travel and the transportation impacts in terms of traffic and parking demands may be therefore slightly overstated since the impacts of both the 2012 and 2014 NPC's are based on typical hotel trip generation rates and travel mode share data.