

Hudson Group North America LLC

August 30, 2010

Mr. John Palmieri, Director
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

RE: 120 Kingston Street Development, Notice of Project Change (NPC)

Dear Mr. Palmieri,

Hudson Group North America LLC ("Hudson Group") is submitting this Notice of Project Change ("NPC") to inform you of proposed changes to the 120 Kingston Street Development in Chinatown (the "Project"). I kindly request your confirmation that these changes will not increase the impacts of the Project and that no further review is required under Article 80B of the Boston Zoning Code as it relates to Large Project Review.

A summary of Public Benefits is attached herein (Attachment A), as well as updated plans and renderings.

Project Background

The subject property is located on 120 Kingston Street, in the Chinatown neighborhood of Boston, Massachusetts, bounded by Essex Street, Kingston Street, and Surface Road, along the Chinatown Park section of the Rose Fitzgerald Kennedy Greenway. The site is occupied by the remnant of a larger building which was 57% demolished in the 1950's as part of a land taking by the Commonwealth of Massachusetts to create the former Central Artery. Currently on site is a vacant, six-story building containing approximately 62,000 gross square feet and two surface parking lots with approximately 36 parking spaces.

Hudson Group filed a Project Notification Form in accordance with Article 80, Section 80B of the Code, on March 20, 2007. In response to a Scoping Determination issued by the BRA, Hudson redesigned the project and filed a Draft Project Impact Report ("DPIR") on October 19, 2007. The BRA Board voted on May 15, 2008 to approve the development and a Preliminary Adequacy Determination was issued by the Director on May 24, 2008. The Zoning Board of Appeal ("ZBA") voted to grant zoning relief to the Project on August 19, 2008. Since then, Hudson Group has been in close collaboration with the BRA design team on the Schematic Design and Design Development phases of the project. Important refinements were made, benefiting the City, the neighborhood, and the project, which necessitated the filing of this NPC. Throughout the process, Hudson Group has updated the community and the Greenway Conservancy as progress was made on different phases of the development. Hudson Group will continue to do so during construction of the building, projected to break ground in 2011.

Mr. John Palmieri, Director
Boston Redevelopment Authority
August 30, 2010

Proposed Changes

1. Building Height & Program

The top of the highest residential level is proposed at 270'-0", compared with 261'-0" as previously approved. The additional 9'-0" in residential height, combined with a reduction in height on other levels of the building, will allow for the incorporation of one additional residential level and an increase in the number of units. The proposed redesign allows Hudson Group the flexibility of incorporating a rental component within the Project, in order to make the program feasible. This response to current market conditions results in some smaller unit sizes and an increase in the number of units for a total of up to 200. The proposed program will increase Hudson Group's affordable housing contribution, as per the Mayor's Executive Order Relative to the Inclusionary Development Policy.

The mechanical level is proposed to be 20'-0" in height, compared with 10'-0" as previously approved. This modification is a result of mechanical system clarifications by the project engineers. The mechanical penthouse, located at the roof level of the building, occupies 7,700 square feet.

2. Ground Floor & Chinatown Park Interface

The design team has been working closely with the BRA and the Greenway Conservancy, with guidance from the Parks Department, to enhance the pedestrian experience at street level. The goal is to seamlessly integrate public and private land along Chinatown Park.

At the Southeast corner, approximately 1,000 square feet of green space will be added to the Park's edge (currently surface parking area screened by a separating wall). The design of the unique glass element that will serve as a backdrop to the park's water feature was studied further. The previously proposed "folded glass wall" was redesigned to mitigate the susceptibility to vandalism and maintenance issues. The new element consists of vertical, laser etched glass fins, set perpendicular to the face of the building, edge-lit by LED light strips.

Ground floor retail was expanded to approximately 5,300 square feet compared with 4,000 square feet previously, by the elimination of car elevators. Retail frontage on Kingston Street will double from 30 linear feet to 60.

Mr. John Palmieri, Director
Boston Redevelopment Authority
August 30, 2010

3. Parking

The podium has been redesigned to accommodate 70 vehicles within 4 levels as compared with 95 vehicles within 3 levels. The addition of one parking level was made possible by decreasing the height of 3 parking levels from 12'-6" to 10'-0", as well as the elimination of parking stackers, and decreasing the height of the ground level from 17'-6" to 16'-6". The reduction in number of parking spaces will reduce private vehicular dependency and minimize overall trip generation, thereby decreasing the overall traffic impacts. As part of an expanded amenity package, a shuttle service dedicated to residents of 120 Kingston Street and the adjacent Lafayette Lofts building will be available. The service, utilizing hybrid vehicles, will shuttle passengers to nearby destinations in shared car trips, eliminating the need for parking at their destinations. The proximity to a major transportation hub (South Station) eliminates the need for a high parking to unit ratio.

4. Environmental Impacts

The DPIR, as filed by Hudson Group in October of 2007, demonstrated that the Project's shadow and wind impacts are limited, as outlined below. 120 Kingston Street is located on the northern edge of the Greenway which has minimal shadow impacts on the park. The proposed building does not introduce significant new shadows on the park as compared with the No Build scenario. All vegetation in the park will receive adequate amounts of light year round.

With the proposed development in place, reduced annual wind speeds are projected along Chinatown Park, east of the building. The building's location, northwest of Chinatown Park, actually protects the surrounding area from the prevailing Northwesterly winds.

The DPIR study was conducted for a taller building with a height of 320'-0" to top of mechanical. The modest addition in height proposed in this NPC, is well below this level, and will not increase any negative impacts.

The changes outlined herein represent a minor modification to the BRA approved project and will not negatively affect the surrounding area. In fact, the impacts are less significant than those studied under the DPIR with a taller building. The following table summarizes the proposed changes.

Mr. John Palmieri, Director
 Boston Redevelopment Authority
 August 30, 2010

120 KINGSTON STREET – PROPOSED CHANGES

Design Component	BRA Approval May, 2008	Proposed Program August, 2010	Change
HEIGHT			
Top of Highest Residential Level	261'-0"	270'-0"	+9'-0"
Top of Mechanical Level *	271'-0"	290'-0"	+19'-0"
GROSS FLOOR AREA (sq. ft.)			
	209,255	228,865	+19,610
FAR **			
	14.5	15.8	+1.3
RESIDENCES			
Number of Units ***	147	200	+53
Number of Floors	20	21	+1
RETAIL			
Ground Floor Area (sq. ft.)	4,000	5,300	+1,300
PARKING			
Number of Spaces	95	70	-25
Number of Floors ****	3	4	+1

* Mechanical penthouse occupies approximately 7,700 square feet.

** Calculations exclude parking area. Without parking exclusions, FAR is 19.07.

*** Occupancy count comparable to the DPIR study with 180 units.

**** Proposed parking levels are 10'-0" each, all within the podium. Earlier scheme was 3 parking levels at 12'-6" each, with stackers. Proposed ground level height is 16'-6" vs. 17'-6".

Hudson Group respectfully requests a confirmation that the changes outlined in this notice do not significantly increase the impacts of the Project, or require any further review pursuant to Article 80B of the Boston Zoning Code related to Large Project Review. We appreciate your continued guidance and support and look forward to working together to move this project forward.

Sincerely,



Ori Ron, Managing Partner

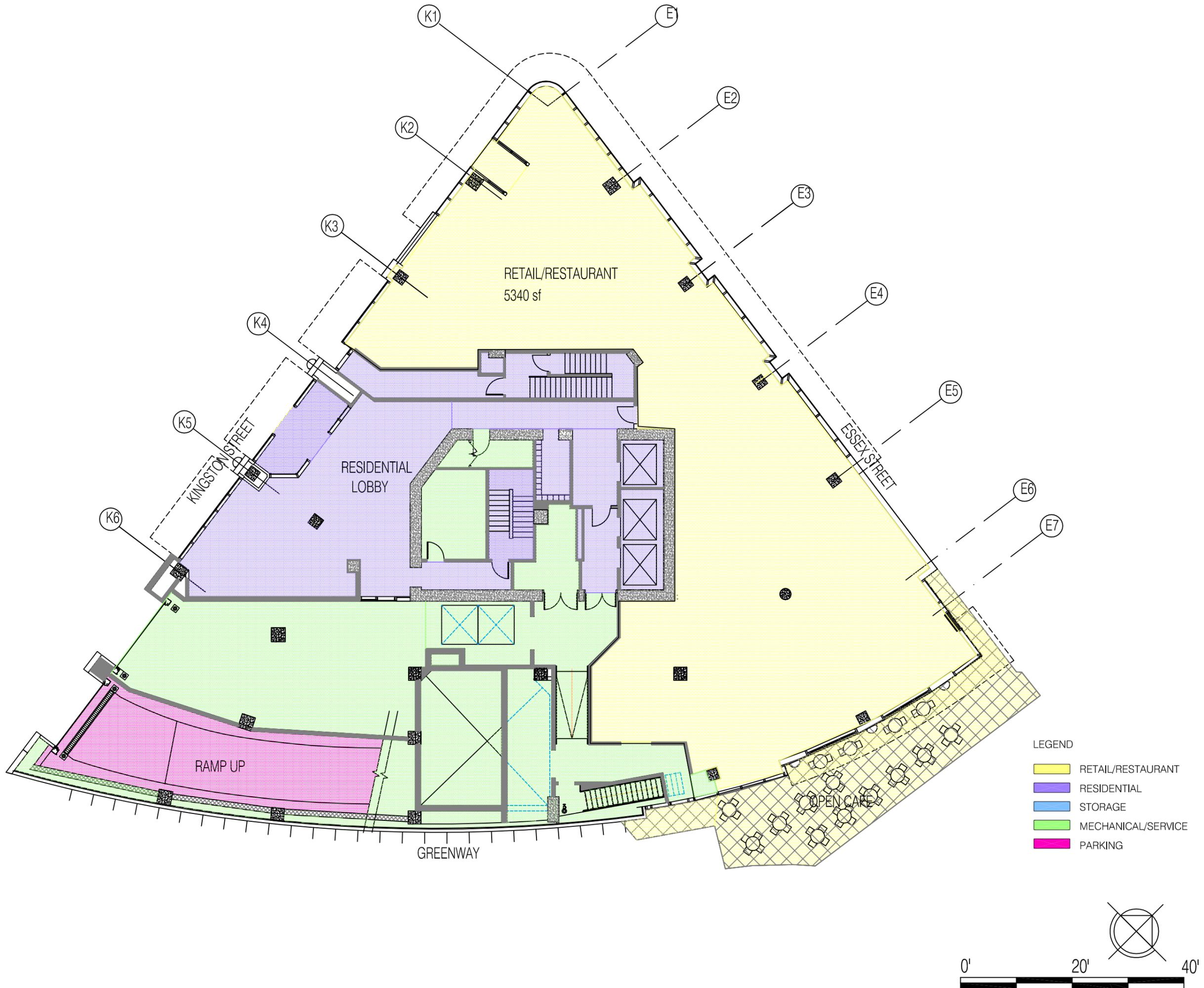
Enclosures: Public Benefits (Attachment A), Plans, and Renderings
 cc: Kristin Kara, BRA, Senior Project Manager

Mr. John Palmieri, Director
Boston Redevelopment Authority
August 30, 2010

Attachment A – Public Benefits

The following is a list of the public benefits provided by Hudson Group North America LLC through the 120 Kingston Street development:

- Complying with the Mayor’s Executive Order Relative to the Inclusionary Development Policy by deeding 4 parcels of land to the Chinese Economic Development Council and making a cash contribution for the development of 38 units of affordable housing on Oxford and Ping On Streets in Chinatown;
- Creating a lively, mixed-use development that includes residential and retail uses, close to centers of employment and public transportation with improvements to the public realm such as new sidewalks and street lights;
- Replacing the existing blighted, unattractive south and east façades of the Auchmuty Building that currently overlook the Greenway and have been an eyesore for 50+ years, with a contemporary residential building;
- Adding approximately 2,000 square feet of open, landscaped space adjacent to Chinatown Park resulting from modifications to the Chinatown Park separating wall, the extension of landscaping elements to the edge of the 120 Kingston Street building, and the addition of street level open café;
- Helping to return this portion of Chinatown to “24/7” use with new residential housing;
- “Adopting” the island at the intersection of Kingston Street, Essex Street, and Avenue de Lafayette, and contributing to the provision of upgraded landscaping, paving and lighting in this area;
- Enhancing the City of Boston’s real estate tax base, based upon the post-completion value of the property; and
- Creating approximately 225 construction-period jobs, as well as permanent jobs at the Project Site, for both the retail component and the completed building.



GROUND FLOOR
NPC

PROJECT NUMBER: 06110

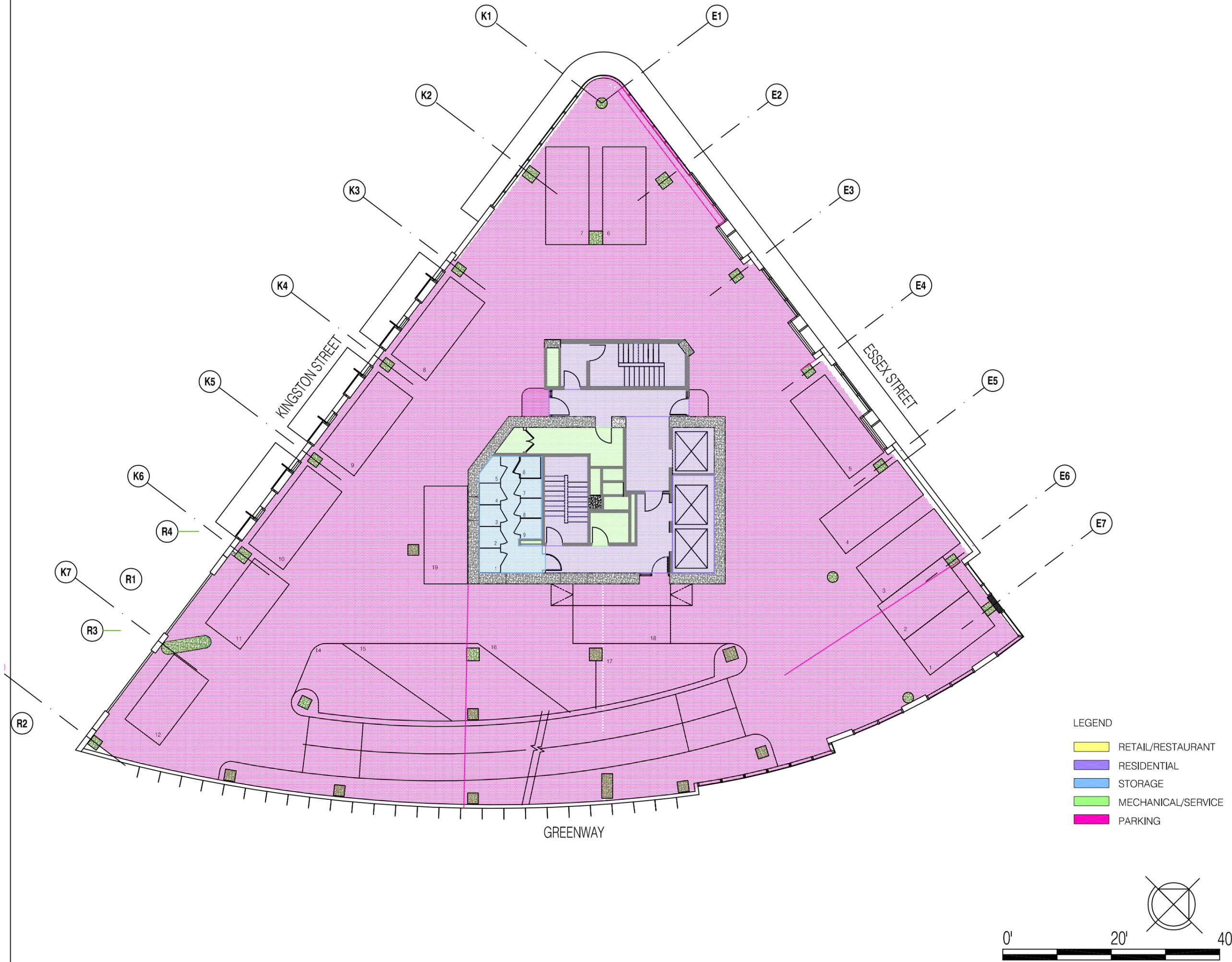
DATE:
08/09/10

REVISIONS:

SCALE:

DRAWING NAME:

DRAWING NUMBER:



- LEGEND
- RETAIL/RESTAURANT
 - RESIDENTIAL
 - STORAGE
 - MECHANICAL/SERVICE
 - PARKING



TYPICAL PARKING
FLOOR
NPC

PROJECT NUMBER: 06110

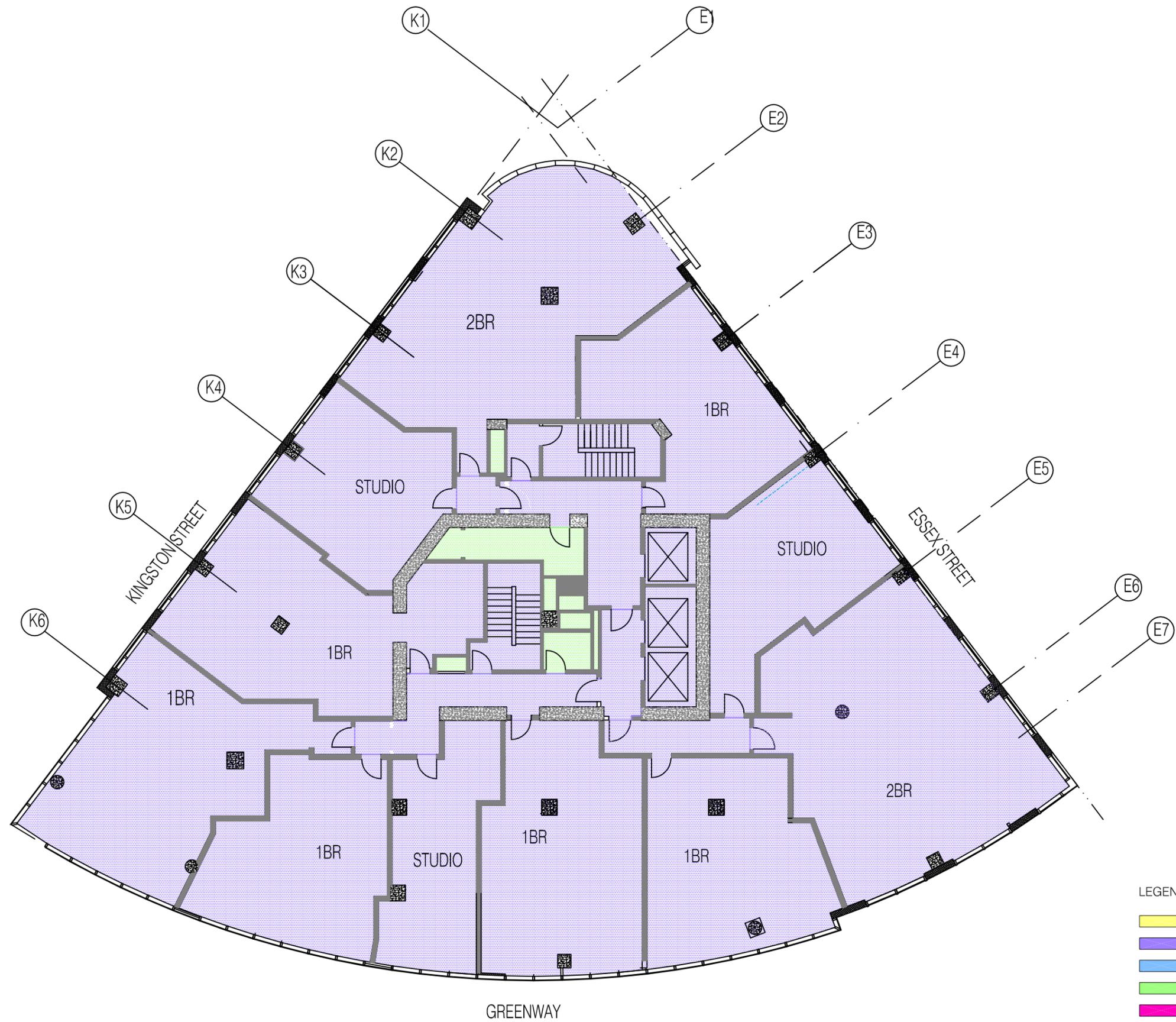
DATE: 08/09/10

REVISIONS:

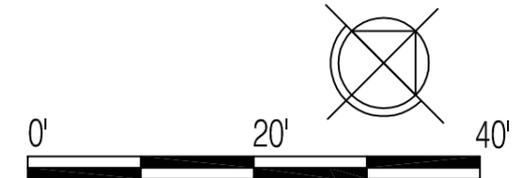
SCALE:

DRAWING NAME:

DRAWING NUMBER:



- LEGEND
- RETAIL/RESTAURANT
 - RESIDENTIAL
 - STORAGE
 - MECHANICAL/SERVICE
 - PARKING



TYPICAL RESIDENTIAL
FLOOR
NPC

PROJECT NUMBER: 06110

DATE: 08/09/10

REVISIONS:

SCALE:

DRAWING NAME:

DRAWING NUMBER:



120 KINGSTON STREET
Boston, MA

View Looking South from Surface Artery
JULY 2010

Hudson Group North America LLC

ELKUS | MANFREDI
ARCHITECTS



120 KINGSTON STREET
Boston, MA

View Looking North from Surface Artery
JULY 2010

Hudson Group North America LLC

ELKUS | MANFREDI
ARCHITECTS



120 KINGSTON STREET
Boston, MA

View from Avenue de Lafayette
JULY 2010

Hudson Group North America LLC

ELKUS | MANFREDI
ARCHITECTS



Close-Up From Avenue de Lafayette



Close-Up From Surface Artery