BCDC DESIGN PACKAGE

Fenway Hotel

Submitted to:
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Submitted by:
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Chapter 1.0

Project Information

1.0 PROJECT INFORMATION

1.1 Introduction

1241 Boylston, LLC (the Proponent) proposes the construction of a new, 184-room hotel with ground-floor restaurant space and a below-grade garage (the Project) at the northeast corner of the intersection of Boylston Street and Ipswich Street in the Fenway neighborhood. The Project will contribute significantly to the ongoing revitalization of this central Boston district. Today, the site is underutilized: it contains a gas station surrounded by impervious paving, featuring four curb cuts and no landscaping. This use and configuration result in constant vehicular activity, making this corner of Boylston Street pedestrian-unfriendly. The Project includes the demolition of the existing buildings and removal of underground storage tanks, and will improve the underutilized site with a striking, first-class new hospitality facility that incorporates active street-level uses and landscaped sidewalks to enhance the pedestrian experience along Boylston and Ipswich streets. The Project has been designed to comply with the use, dimensional, and parking requirements of Article 66 of the Boston Zoning Code (the Zoning Code).

The Project's location on the eastern end of Boylston Street has been the focus of significant new development over the past decade. These projects have markedly improved the public realm by replacing surface parking lots and inactive uses with new, mixed-use buildings that create a consistent street wall and include numerous ground-level retail spaces. The Project will continue this transformation along Boylston Street by adding a restaurant space where there are currently no active uses, thus creating a vibrant corner that anchors its end of Boylston Street. In addition to improving the public realm, the Project will generate public benefits that include meeting the growing need for additional hotel space in the Fenway neighborhood, creating construction and permanent jobs, and increasing City of Boston tax revenues.

This Expanded Project Notification Form (PNF) is being submitted to the Boston Redevelopment Authority (BRA), doing business as Boston Planning and Development Agency (herein, the BPDA), to initiate review of the Project under Article 80B of the Zoning Code, Large Project Review. The PNF offers a description of the Project, its minimal impacts and proposed mitigation strategies, and its substantial benefits to the City of Boston.

1.2 Project Description

1.2.1 Project Site

The approximately 21,050 sf Project site is bounded by Boylston Street to the south, Ipswich Street to the west, and Private Alley 938 to the north (see Figure 1-1). The Project site currently contains a Shell gas station, service center and convenience store. The site is relatively flat and contains four curb cuts along Ipswich and Boylston streets, as well as a continuous flush curb condition along the private alley. Figure 1-2 presents existing conditions at the site.

1.2.2 Area Context

The Project site is located in the Fenway neighborhood of Boston. To the southeast of the Project site is the Fenway Victory Gardens, which covers seven acres of the Back Bay Fens. Immediately adjacent to the northeastern edge of the site is a series of connected, five-story residential buildings fronting on Boylston Street, and to the north of the site is the Boston Arts Academy. As noted above, the section of Boylston Street to the west of the Project site has experienced significant new development in recent years, with multiple projects recently constructed or under construction. At 1282 Boylston Street is the Viridian, an approximately 348,000 sf mixed-use project that consists of residential and ground floor retail uses, as well as an underground parking garage. Also recently constructed is the Fenway Triangle, located at 1325 Boylston Street, which is an approximately 700,000 sf mixed use project consisting of residential, office and retail uses.

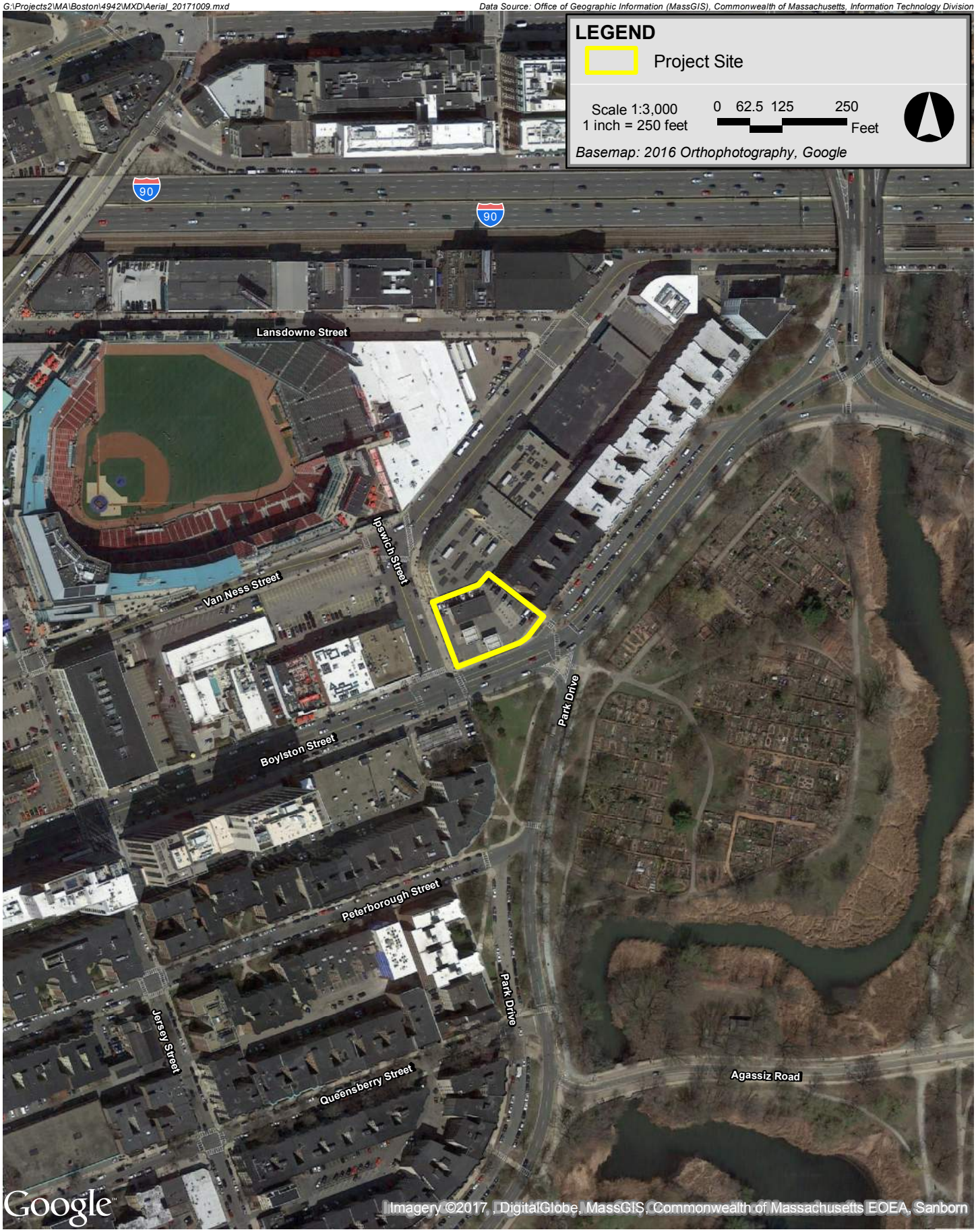
1.2.3 Proposed Project

The Project, as shown in Table 1-1, comprises approximately 105,000 sf consisting of approximately 184 hotel rooms and 4,600 sf of ground floor restaurant space. The retail space will be located at the corner of Boylston and Ipswich streets, with the main entrance on Ipswich Street. The hotel drop-off area and main entrance will be located on the relatively less trafficked Ipswich Street. The Project also includes one level of below-grade valet parking with approximately 82 parking spaces. Loading and deliveries have been designed to minimize impacts on the local road network, and will occur on Private Alley 938. The Project is designed to be an as-of-right development, and will be eight-stories in height.

Figures 1-3 and 1-4 present a site plan and landscape plan, and Figures 1-5 to 1-14 present floor plans, sections and elevations.

G:\Projects2\MA\Boston\4942\MXD\Aerial_20171009.mxd

Data Source: Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, Information Technology Division



Fenway Hotel Boston, Massachusetts

Epsilon Associates Inc.

Figure 1-1

Aerial Locus Map

View from Ipswich Street

View from Boylston Street Looking West

Fenway Hotel Boston, Massachusetts

Epsilon ASSOCIATES INC.

Figure 1-2
Existing Conditions

Table 1-1 Project Program

Project Element	Approximate Dimension
Hotel	184 rooms
Restaurant	4,600 sf
Total Gross Square Footage	**105,000 sf**
Parking	82 spaces
Height	90 feet

As described above, the Project site currently contains a gas station, which has constant vehicular activity in and out of the four curb cuts onto the public streets along the site, making this corner of Boylston Street unusually pedestrian-unfriendly. The Project will improve the underutilized site with new, active street level uses that will enhance the pedestrian experience along Boylston and Ipswich streets. The ground floor of the building will be pulled back along Ipswich Street to not only allow for wider sidewalks with street trees, but also for a retreat space for the hotel entrance at what is known to be a very crowded corner, especially on the many Red Sox home game days.

The Project is designed to establish a dynamic blend of uses, creating a more vibrant corner that anchors its end of the increasingly transformed Boylston Street.

1.2.4 Evolution of Design

With the Project site, the Proponent saw an opportunity to improve an underutilized site in the Fenway neighborhood and create a new edge to a signature piece of the Emerald Necklace at the Victory Gardens. In looking at early design and building schemes, it was quickly determined that the building has an opportunity to respond to the multiple adjacent conditions and uses. by referencing and blending the residential, parkland, and vibrant commercial adjacencies, the building can become a strong corner that grounds the area while keeping within the parameters of the Fenway neighborhood zoning. The Project, with its zoning compliant height, will serve as a transition between the smaller residential buildings to the east of the site and the recent, taller developments to the west.

1.3 Public Benefits

The Project will generate numerous and varied public benefits for the surrounding neighborhood and the City of Boston as a whole, both during construction and on an ongoing basis upon its completion.

Improved Street and Pedestrian Environment

The Project will activate an underutilized site with street-level restaurant space and an improved public realm. The sidewalk will be widened on Ipswich Street, improving pedestrian circulation at a busy corner, especially on game days. New street trees will

soften the currently harsh and entirely impervious conditions at the site, and will connect the property visually to the extensively-landscaped Emerald Necklace elements across Boylston Street.

Sustainable Design/Green Building

The Proponent is committed to building a LEED certifiable project with a target of the Silver level, incorporating sustainable design features into the Project to preserve and protect the environment.

Increased Employment

The Project will create approximately 350 construction jobs and approximately 50 permanent jobs upon stabilization.

New Property Tax

The Project will result in increased tax revenues compared to the existing condition.

1.4 Legal Information

1.4.1 Legal Judgements Adverse to the Proposed Project

The Proponent is not aware of any legal judgments in effect or legal actions pending that would prevent the Proponents from undertaking the Project.

1.4.2 History of Tax Arrears on Property

No property owned in the City of Boston by the Proponent is in tax arrears to the City of Boston.

1.4.3 Site Control

The Proponent has control of and redevelopment rights to the site through a long-term ground lease with the record owner of the property.

1.4.4 Public Easements

A site survey is included as Appendix A. The Survey indicates that a portion of the rear of the site (i.e., within the area most directly opposite Boylston Street) is subject to an access easement. The southern half of this passageway is located on the site. The Survey notes that the property is benefited by "the right to use the northerly half to said passageway in common with others entitled thereto."

1.5 Zoning

Land use within Boston's Fenway neighborhood is governed by Article 66 of the Zoning Code, the Fenway Neighborhood District Article. Map 1Q of the series of Boston Zoning Maps indicates that the site is located within the North Boylston NS-2 subdistrict, one of several "Neighborhood Shopping" commercial subdistricts created by Article 66. The site is additionally located within a Greenbelt Protection Overlay District, or GPOD, the Restricted Parking Overlay District, and the Groundwater Conservation Overlay District, or GCOD.

As a development project within the Fenway neighborhood for a new building in excess of 50,000 square feet of gross floor area, the Project is subject to Large Project Review. It is further subject to Article 37 of the Zoning Code, Green Buildings.

A hotel of up to and including 200 rooms is an allowed use at the Project site. Restaurant use is also allowed within the applicable zoning subdistrict. The Project has been designed to comply with all dimensional and parking requirements of Article 66, and hotel parking is not subject to the limitations imposed by the Restricted Parking District on other types of accessory parking. Pursuant to Article 66, the Project's required loading facilities will be determined through Large Project Review.

Because the proposed Project is located within a GPOD, it is subject to the provisions of Article 80 Large Project Review pertaining to Site Plan Review within a GPOD. The Project's location within a GPOD does not require zoning relief. The Project will require a conditional use permit due to its location within the GCOD.

1.6 Anticipated Permits and Approvals

Table 1-2 presents a preliminary list of permits and approvals from governmental agencies that are expected to be required for the Project, based on currently available information. It is possible that only some of these permits or actions will be required, or that additional permits or actions will be required.

Table 1-2 Anticipated Permits and Approvals

Agency	Approval
Local	
Boston Civic Design Commission	Design Review
Boston Committee on Licenses	Parking Garage Permit and Fuel Storage License
Boston Employment Commission	Construction Employment Plan
Boston Fire Department	Approval of Fire Safety Equipment; Fuel Oil Storage Permit (if required)
Boston Inspectional Services Department	Building Permit; Other construction-related permits; Certificates of Occupancy
Boston Landmarks Commission	Article 85 Demolition Delay Review; Design Review
Boston Parks and Recreation	Approval of Construction Within 100 feet of a Park
Boston Public Works Department	Curb Cut Permit(s); Sidewalk Occupancy Permit (as required)
Boston Planning and Development Agency	Article 80B Large Project Review; Cooperation Agreement
Boston Transportation Department	Transportation Access Plan Agreement; Construction Management Agreement
Boston Water and Sewer Commission	Site Plan Review; Water and Sewer connection permits
Office of Jobs and Community Services	Permanent Employment Agreement (as required)
Public Improvement Commission	Widening and Relocation of an Existing Private Way; Specific Repair Plan
State	
Department of Environmental Protection	Notification of Demolition and Construction

1.7 Public Participation

The Proponent and its Project team have had preliminary meetings with area stakeholders to discuss the Project. The Project team will continue to meet with elected officials, the City of Boston, abutters, neighborhood groups, and other interested parties. The Project team will continue to meet with the community and others as the Project moves forward in the Article 80B review process.

1.8 Schedule

Construction is anticipated to commence in the third quarter of 2018, and will last approximately 24 months.

Chapter 2.0

NOT USED

Chapter 3.0

Environmental Review Component

3.0 ENVIRONMENTAL REVIEW COMPONENT

3.1 Wind

Because the Project is proposed to be similar in height to the surrounding buildings, it is not anticipated to bring upper level winds to the street. In addition, the area to the north, west and southwest are developed with buildings of similar height or taller, and they are therefore expected to shield the Project site from upper level winds. Thus, due to the Project's height in relation to its surroundings, the Project is not anticipated to have a significant impact on pedestrian level winds.

3.2 Shadow

3.2.1 Introduction and Methodology

As is typically required by the BPDA, a shadow impact analysis was conducted to investigate shadow impacts from the Project during three time periods (9:00 a.m., 12:00 noon, and 3:00 p.m.) during the vernal equinox (March 21), summer solstice (June 21), autumnal equinox (September 21), and the winter solstice (December 21). In addition, shadow studies were conducted for the 6:00 p.m. period during the summer solstice and autumnal equinox.

The shadow analysis presents net new shadow from the building, as well as the existing shadow, and illustrates the incremental impact of the Project. The analysis focuses on public open spaces, major pedestrian areas, bus and subway stops, and the sidewalks adjacent to and in the vicinity of the Project site. Shadows have been determined using the applicable Altitude and Azimuth data for Boston. Figures showing the net new shadow from the Project are provided in Figures 3.2-1 to 3.2-14 at the end of this section.

The results of the analysis show that new shadow from the Project will generally be limited to nearby streets and sidewalks, as well as the Fenway Victory Gardens during the two 6:00 p.m. time periods studied. The Project will not cast new shadow on Fenway Park, or onto nearby bus stops during any of the time periods studied.

3.2.2 Vernal Equinox (March 21)

At 9:00 a.m. during the vernal equinox, new shadow from the Project will be cast to the northwest across Ipswich Street and its sidewalks, onto a portion of Van Ness Street's southern sidewalk, and onto Private Alley 938. No new shadow will be cast onto nearby bus stops or public open spaces.

At 12:00 p.m., new shadow from the Project will be cast to the north and limited to Private Alley 938. No new shadow will be cast onto nearby bus stops or open spaces.

At 3:00 p.m., new shadow from the Project will be cast to the northeast onto Private Alley 938 and onto a portion of Boylston Street's northern sidewalk. No new shadow will be cast onto nearby bus stops or open spaces.

3.2.3 Summer Solstice (June 21)

At 9:00 a.m. during the summer solstice, new shadow from the Project will be cast to the west across Ipswich Street and its sidewalks, and onto Private Alley 938. No new shadow will be cast onto nearby bus stops or open spaces.

At 12:00 p.m., new shadow from the Project will be cast to the north and will be limited to Private Alley 938. No new shadow will be cast onto nearby bus stops or open spaces.

At 3:00 p.m., new shadow from the Project will be cast to the east onto a portion of Boylston Street's northern sidewalk. No new shadow will be cast onto nearby bus stops or open spaces.

At 6:00 p.m., new shadow from the Project will be cast to the southeast across Boylston Street and its sidewalks, and onto a small portion of Park Drive and its sidewalks. New shadow will be cast onto a small portion of the Fenway Victory Gardens. No new shadow will be cast onto nearby bus stops or other open spaces.

3.2.4 Autumnal Equinox (September 21)

At 9:00 a.m., during the autumnal equinox, new shadow from the Project will be cast to the northwest across Ipswich Street and its sidewalks, and onto Private Alley 938. No new shadow will be cast onto nearby bus stops or public open spaces.

At 12:00 p.m., new shadow from the Project will be cast to the north onto Private Alley 938. No new shadow will be cast onto nearby bus stops or open spaces.

At 3:00 p.m., new shadow from the Project will be cast to the northeast onto Private Alley 938 and onto a portion of Boylston Street's northern sidewalk. No new shadow will be cast onto nearby bus stops or open spaces.

At 6:00 p.m., new shadow from the Project will be cast to the east onto a small portion of Boylston Street's southern sidewalk. New shadow will be cast across a portion of the Fenway Victory Gardens. No new shadow will be cast onto nearby bus stops or other open spaces.

3.2.5 Winter Solstice (December 21)

The winter solstice creates the least favorable conditions for sunlight in New England. The sun angle during the winter is lower than in any other season, causing the shadows in urban areas to elongate and be cast onto large portions of the surrounding area.

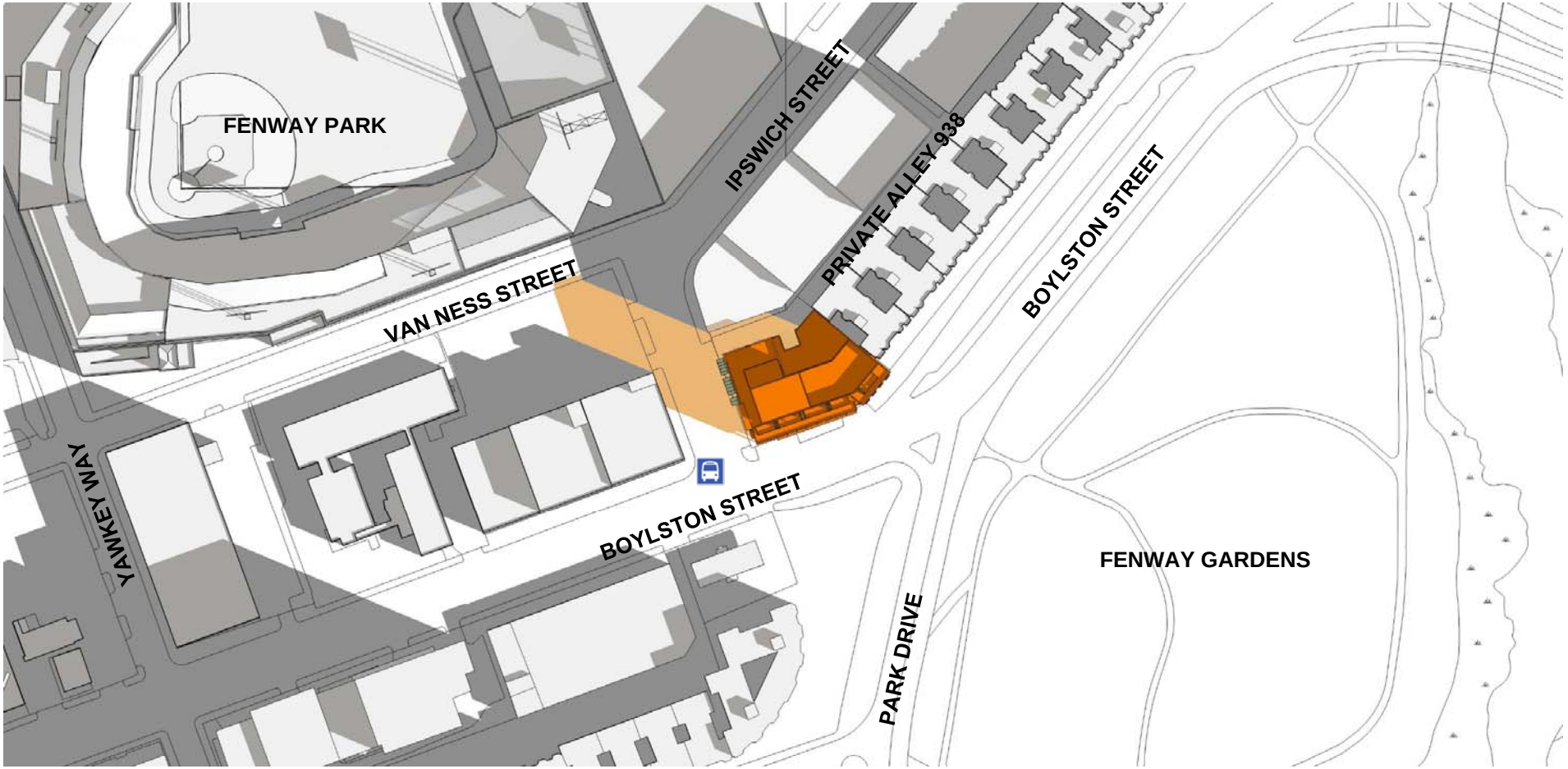
At 9:00 a.m., during the winter solstice, new shadow from the Project will be cast to the northwest across Ipswich Street and its sidewalks, across Van Ness Street and its sidewalks, and onto Private Alley 938. No new shadow will be cast onto nearby bus stops or open spaces.

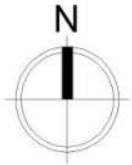
At 12:00 p.m., new shadow from the Project will be cast to the northeast onto Private Alley 938. No new shadow will be cast onto nearby bus stops or open spaces.

At 3:00 p.m., new shadow from the Project will be cast to the northeast onto Boylston Street and its northern sidewalk. No new shadow will be cast onto nearby bus stops and open spaces.

3.2.6 Conclusions

The shadow impact analysis looked at net new shadow created by the Project during fourteen time periods. During twelve of the time periods studied, the Project will not cast new shadow on public open spaces. New shadow will be cast onto the Fenway Victory Gardens during only two of the time periods studied (June 21 at 6:00 p.m., and September 21 at 6:00 p.m.). No new shadow will be cast onto other open spaces, including Fenway Park. No new shadow will be cast onto nearby bus stops.





Fenway Hotel **Boston, Masachusetts**

Group One PARTNERS

Figure 3.2-1

Shadow Study: March 21, 9:00 a.m.

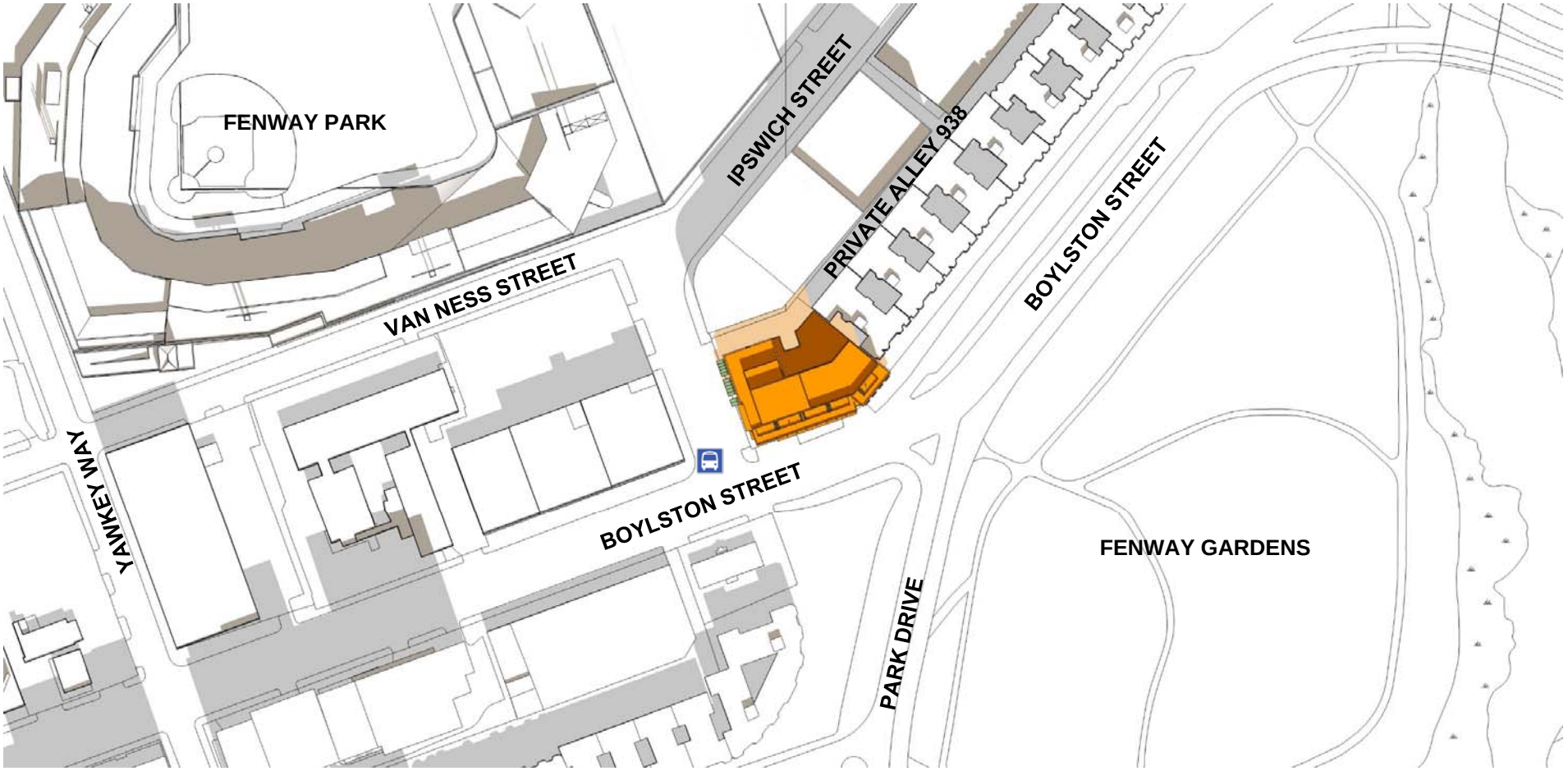


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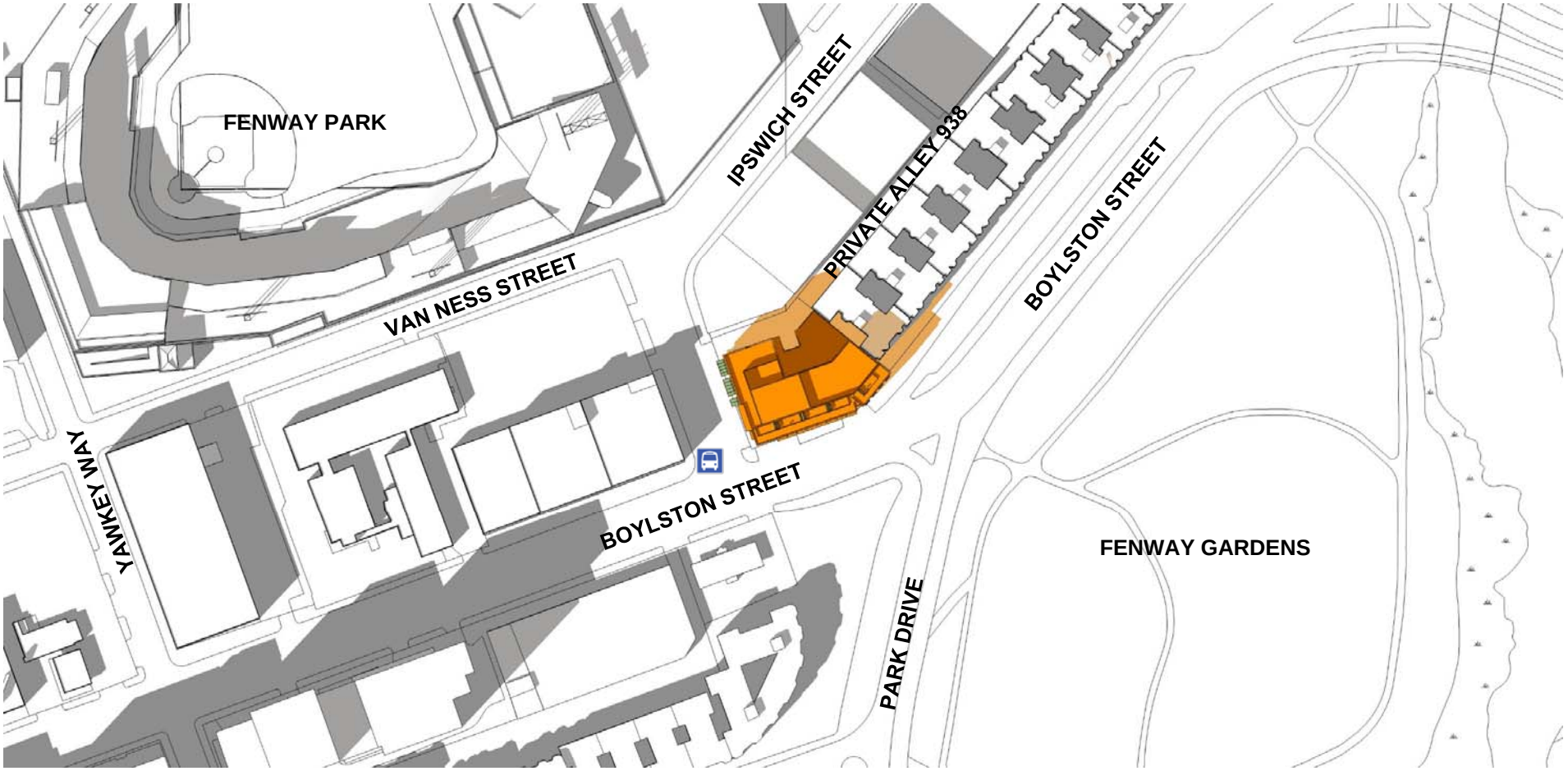
Figure 3.2-2

Shadow Study: March 21, 12:00 p.m.



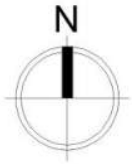


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Figure 3.2-3

Shadow Study: March 21, 3:00 p.m.

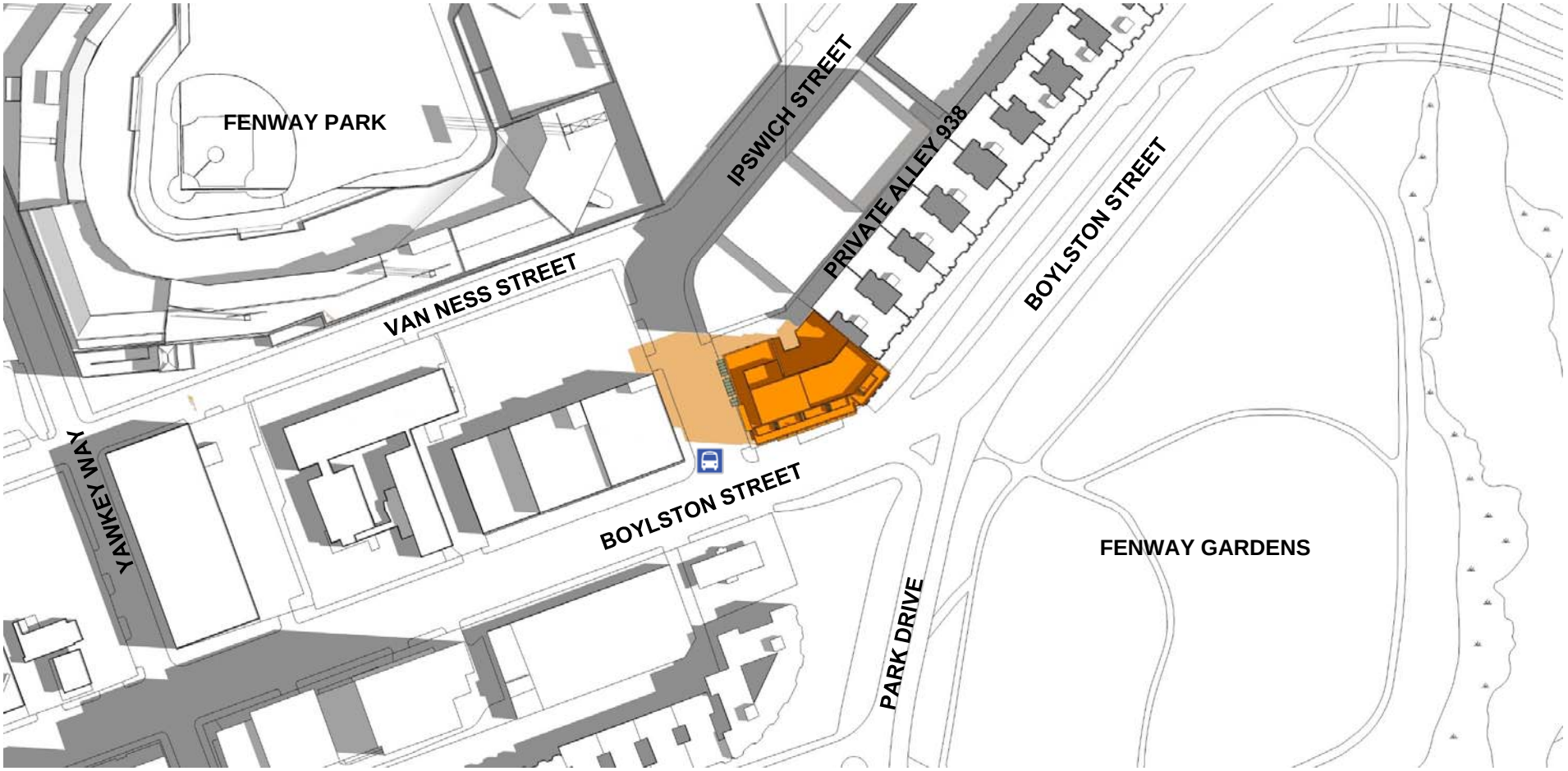

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Figure 3.2-4

Shadow Study: June 21, 9:00 a.m.

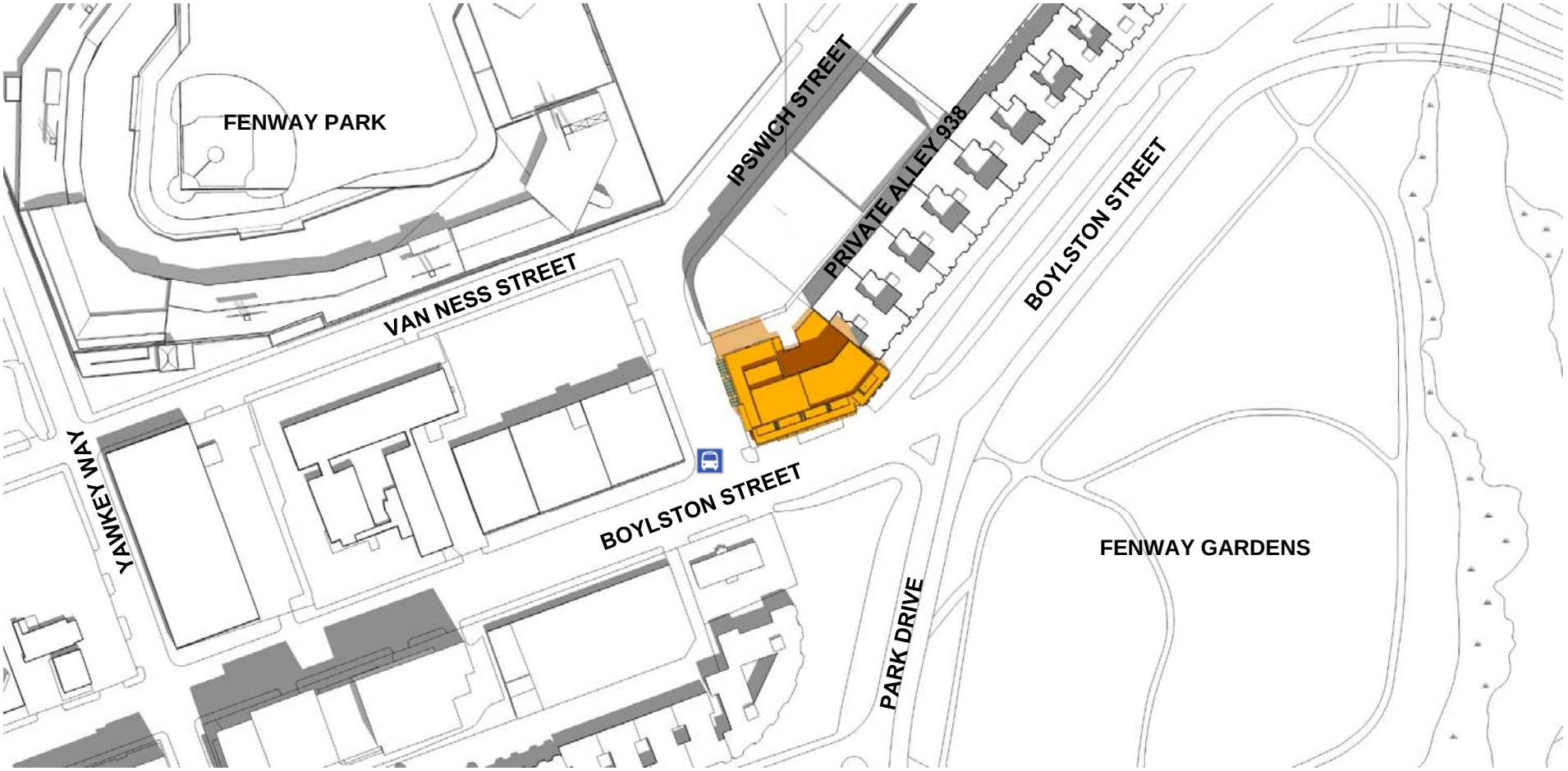

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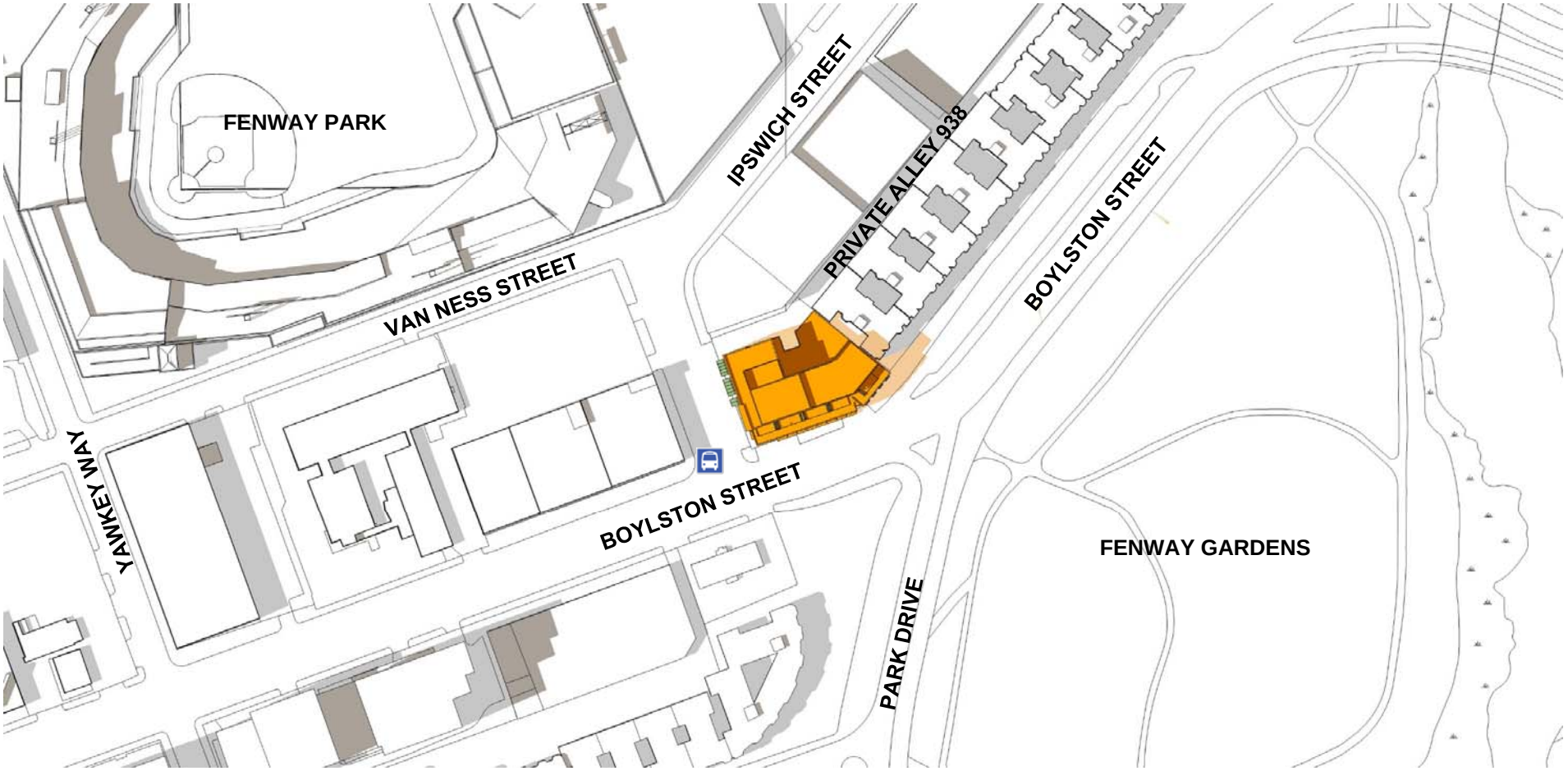
Figure 3.2-5

Shadow Study: June 21, 12:00 p.m.



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Fenway Hotel **Boston, Masachusetts**

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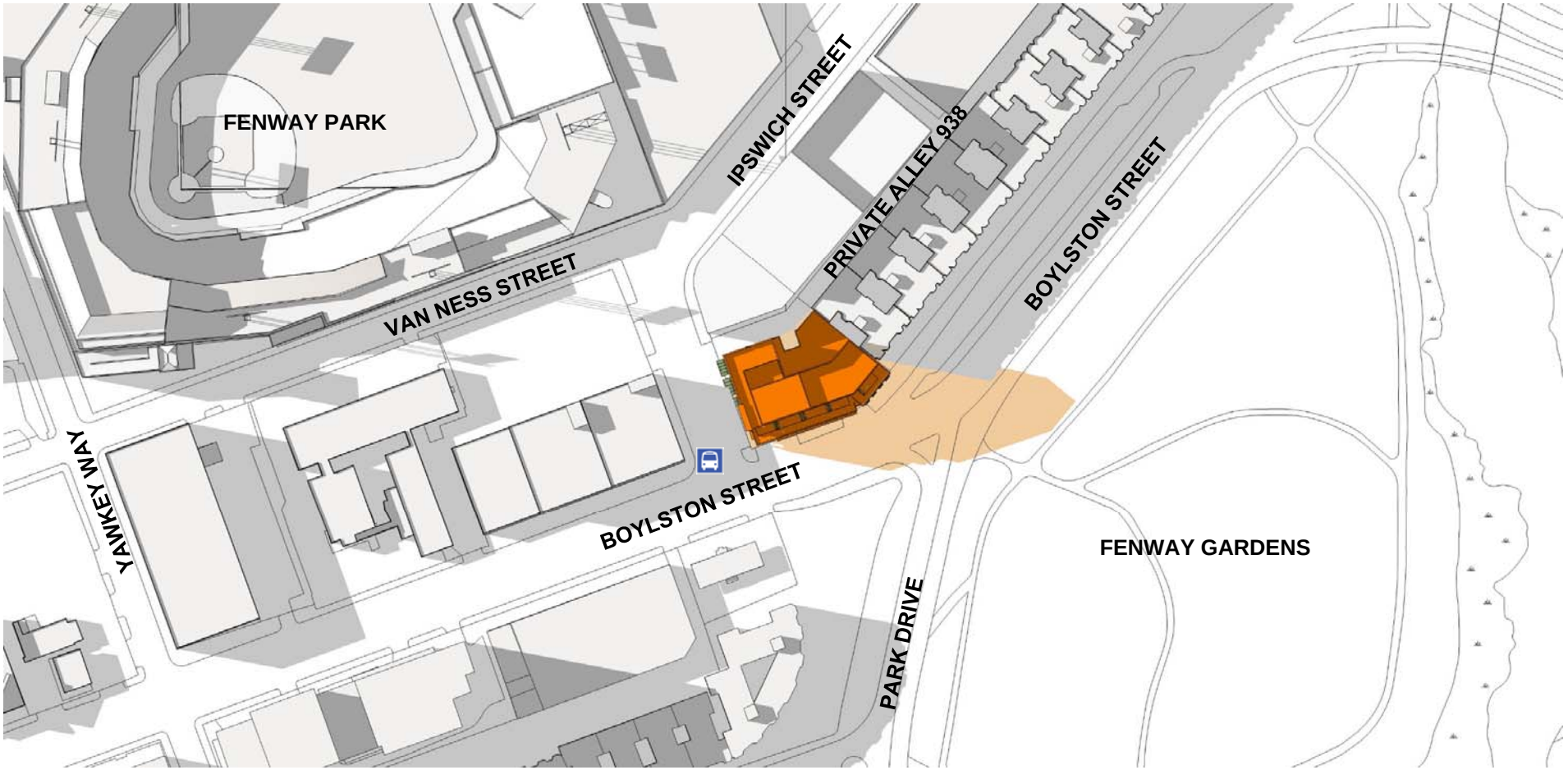
Figure 3.2-6

Shadow Study: June 21, 3:00 p.m.



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Fenway Hotel **Boston, Masachusetts**

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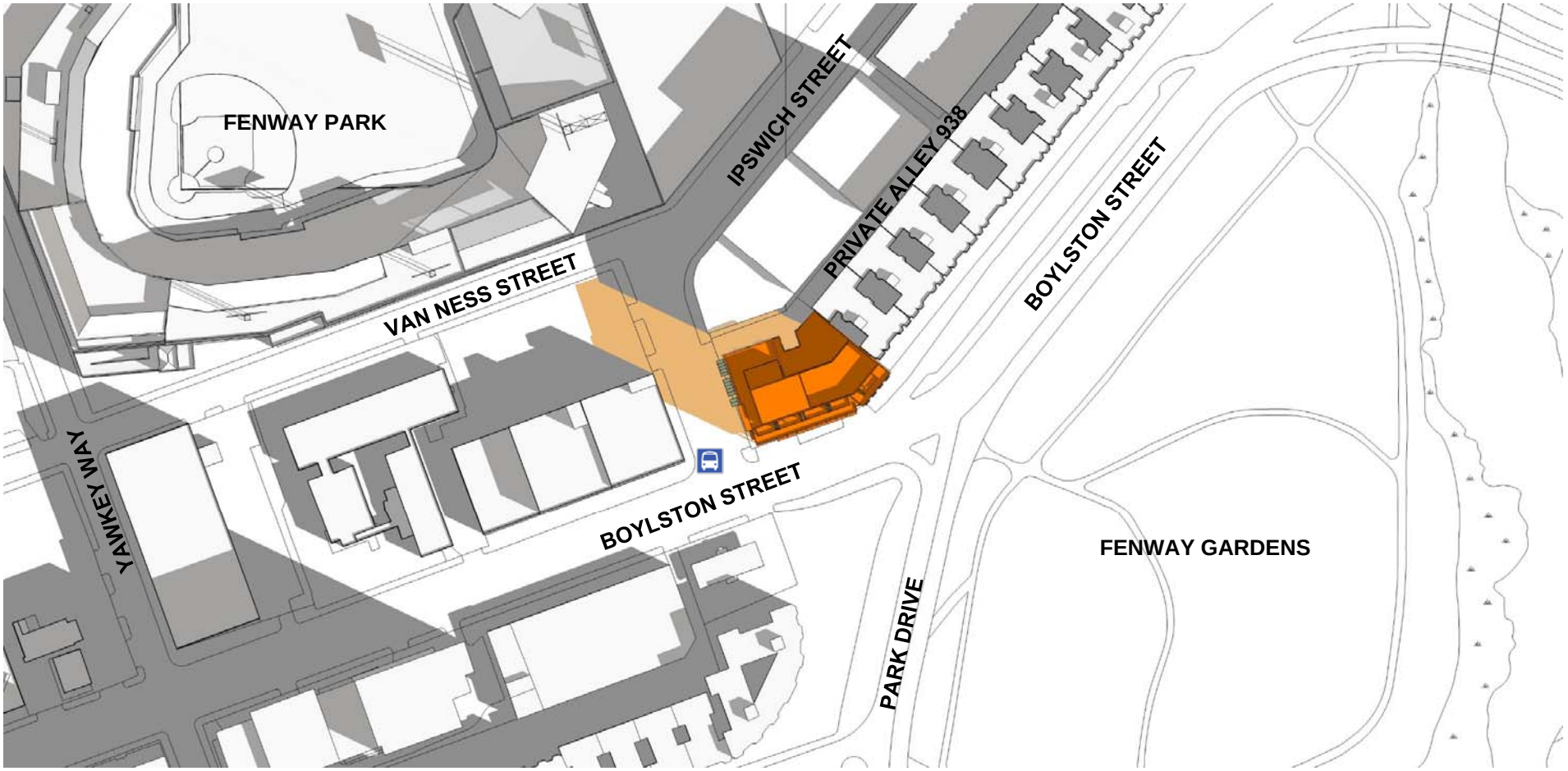
Figure 3.2-7

Shadow Study: June 21, 6:00 p.m.



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Fenway Hotel **Boston, Masachusetts**

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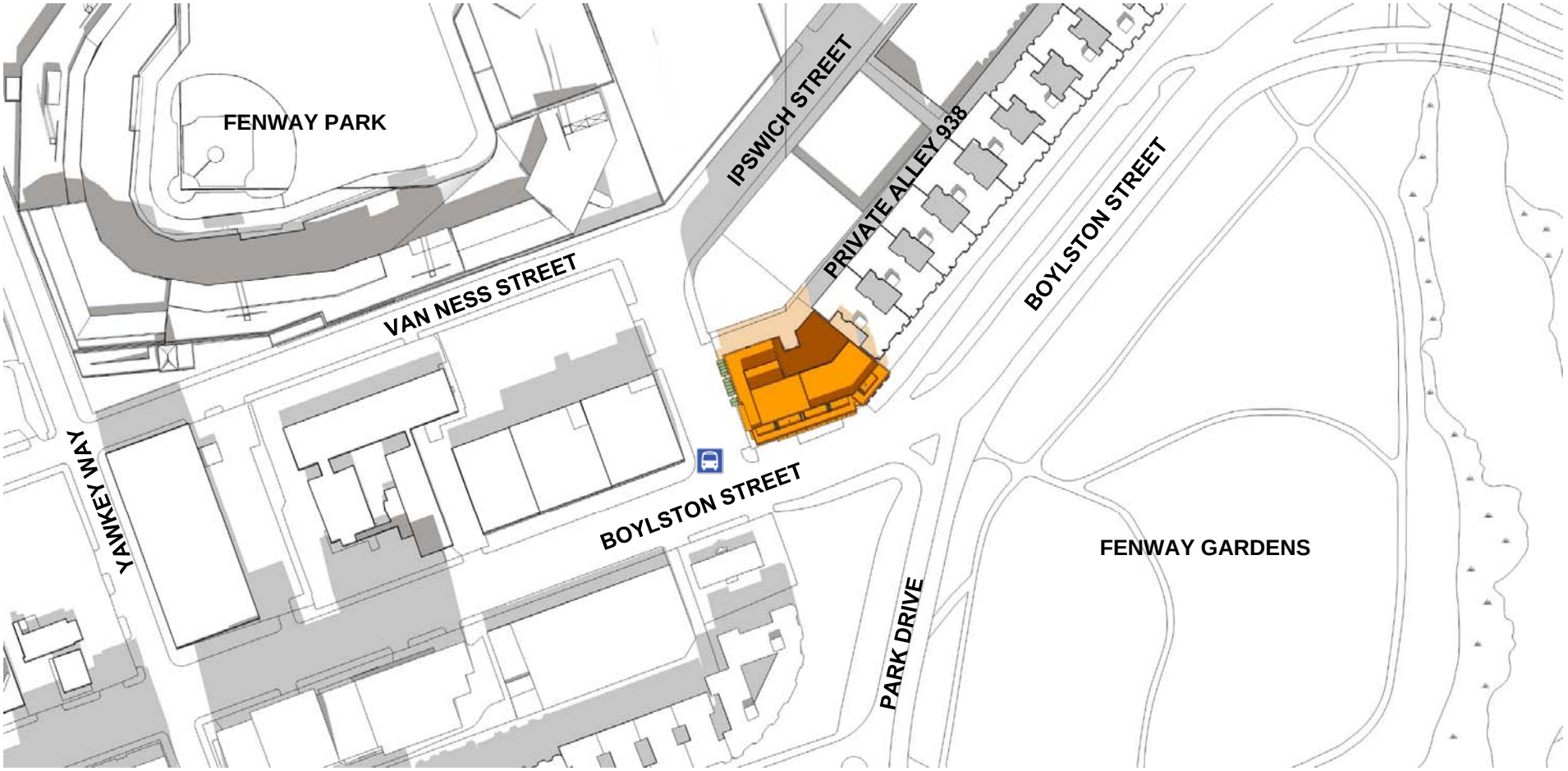
Figure 3.2-8

Shadow Study: September 21, 9:00 a.m.



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Fenway Hotel **Boston, Masachusetts**

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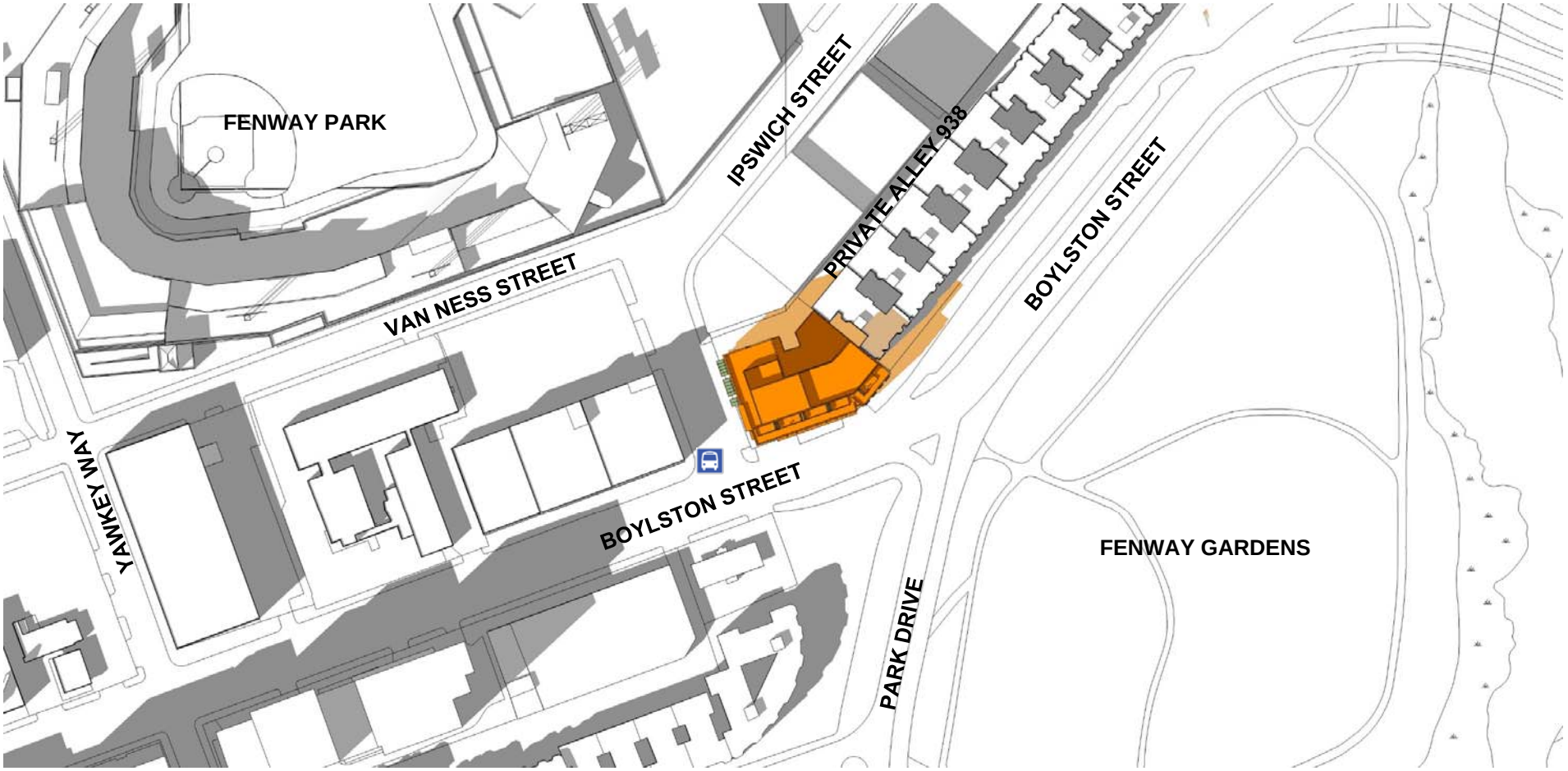
Figure 3.2-9

Shadow Study: September 21, 12:00 p.m.



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Fenway Hotel **Boston, Masachusetts**

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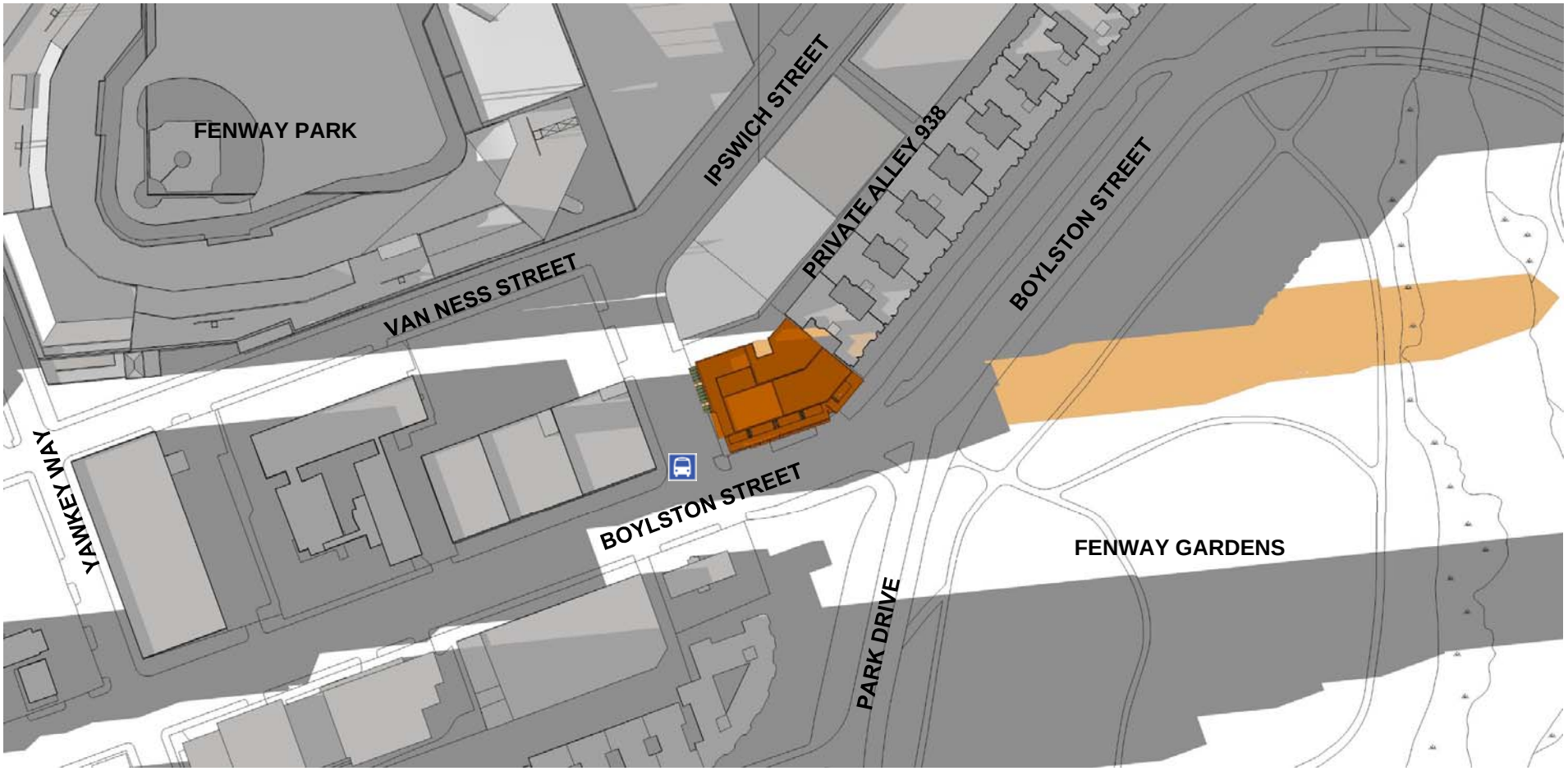
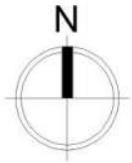
Figure 3.2-10

Shadow Study: September 21, 3:00 p.m.





Fenway Hotel **Boston, Masachusetts**

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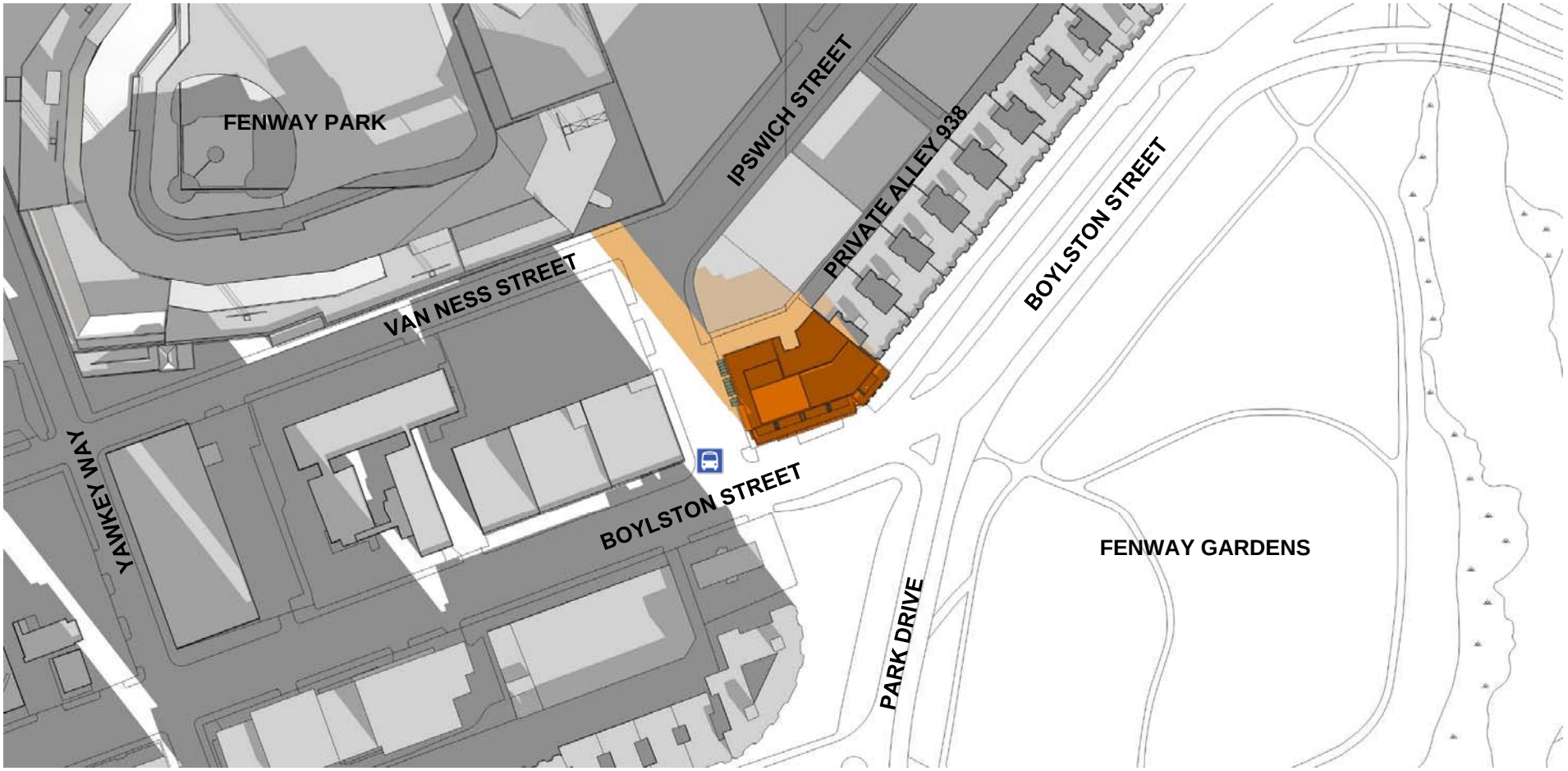
Figure 3.2-11

Shadow Study: September 21, 6:00 p.m.



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Fenway Hotel Boston, Masachusetts

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Figure 3.2-12

Shadow Study: December 21, 9:00 a.m.

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Fenway Hotel **Boston, Masachusetts**

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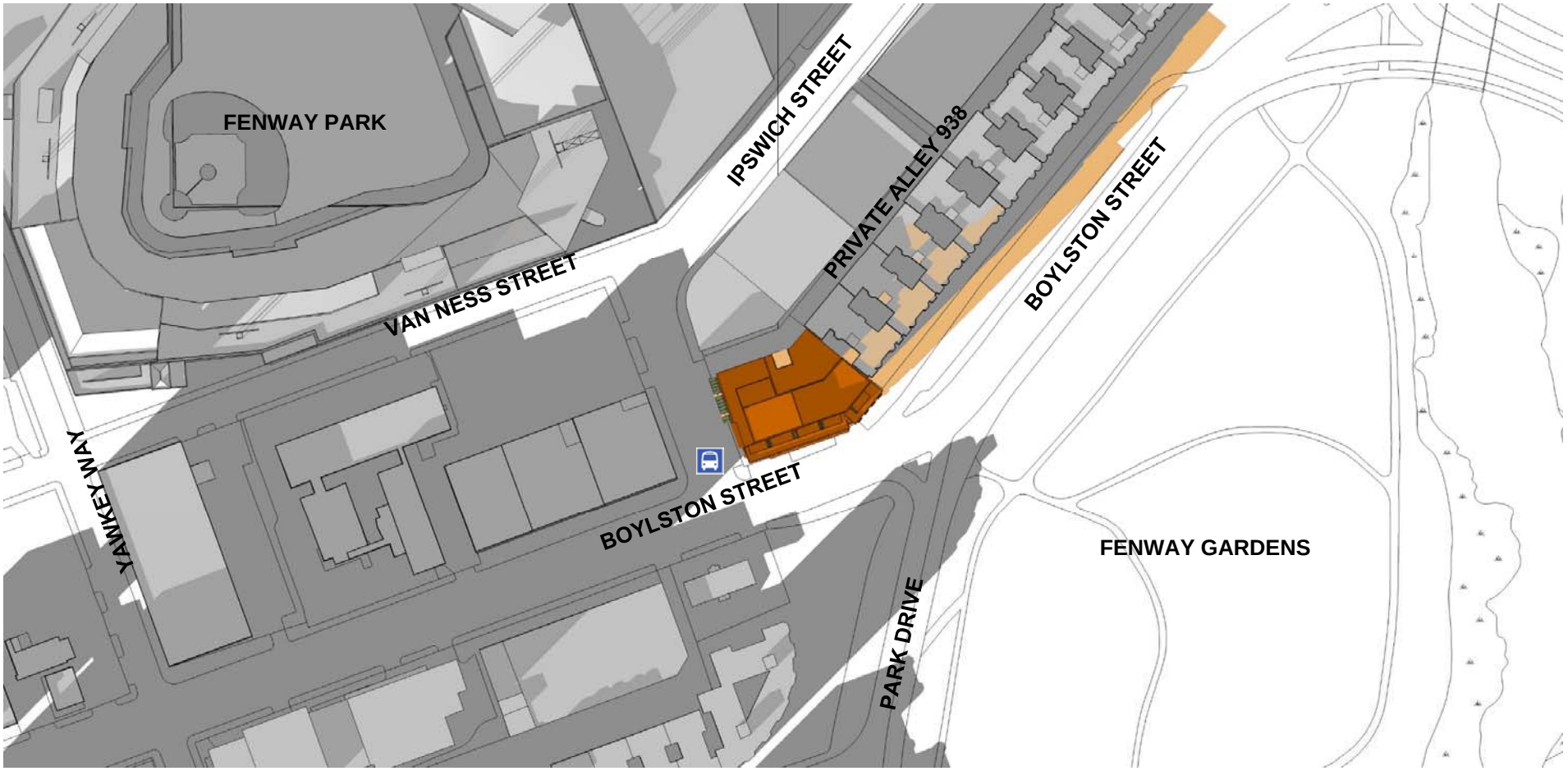
Figure 3.2-13

Shadow Study: December 21, 12:00 p.m.



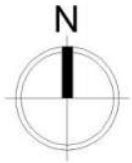


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Figure 3.2-14

Shadow Study: December 21, 3:00 p.m.

Chapter 4.0

Sustainable Design, Climate Change Resiliency and Accessibility

LEED v4 for BD+C: New Construction and Major Renovation

Project Checklist

Project Name: Fenway Hotel
Date: 18-Dec-17

Y	?	N			
1			Credit	Integrative Process	1

13	0	3	Location and Transportation		16
			Credit	LEED for Neighborhood Development Location	16
1			Credit	Sensitive Land Protection	1
1		1	Credit	High Priority Site	2
5			Credit	Surrounding Density and Diverse Uses	5
5			Credit	Access to Quality Transit	5
1			Credit	Bicycle Facilities	1
		1	Credit	Reduced Parking Footprint	1
		1	Credit	Green Vehicles	1

6	1	3	Sustainable Sites		10
Y			Prereq	Construction Activity Pollution Prevention	Required
1			Credit	Site Assessment	1
		2	Credit	Site Development - Protect or Restore Habitat	2
		1	Credit	Open Space	1
3			Credit	Rainwater Management	3
2			Credit	Heat Island Reduction	2
	1		Credit	Light Pollution Reduction	1

3	2	6	Water Efficiency		11
Y			Prereq	Outdoor Water Use Reduction	Required
Y			Prereq	Indoor Water Use Reduction	Required
Y			Prereq	Building-Level Water Metering	Required
		2	Credit	Outdoor Water Use Reduction	2
3		3	Credit	Indoor Water Use Reduction	6
	1	1	Credit	Cooling Tower Water Use	2
	1		Credit	Water Metering	1

4	7	22	Energy and Atmosphere		33
Y			Prereq	Fundamental Commissioning and Verification	Required
Y			Prereq	Minimum Energy Performance	Required
Y			Prereq	Building-Level Energy Metering	Required
Y			Prereq	Fundamental Refrigerant Management	Required
3		3	Credit	Enhanced Commissioning	6
1	4	13	Credit	Optimize Energy Performance	18
		1	Credit	Advanced Energy Metering	1
		2	Credit	Demand Response	2
		3	Credit	Renewable Energy Production	3
	1		Credit	Enhanced Refrigerant Management	1
	2		Credit	Green Power and Carbon Offsets	2

5	0	8	Materials and Resources		13
Y			Prereq	Storage and Collection of Recyclables	Required
Y			Prereq	Construction and Demolition Waste Management Planning	Required
		5	Credit	Building Life-Cycle Impact Reduction	5
1		1	Credit	Building Product Disclosure and Optimization - Environmental Product Declarations	2
1		1	Credit	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
1		1	Credit	Building Product Disclosure and Optimization - Material Ingredients	2
2			Credit	Construction and Demolition Waste Management	2

11	1	4	Indoor Environmental Quality		16
Y			Prereq	Minimum Indoor Air Quality Performance	Required
Y			Prereq	Environmental Tobacco Smoke Control	Required
2			Credit	Enhanced Indoor Air Quality Strategies	2
2		1	Credit	Low-Emitting Materials	3
1			Credit	Construction Indoor Air Quality Management Plan	1
		2	Credit	Indoor Air Quality Assessment	2
1			Credit	Thermal Comfort	1
2			Credit	Interior Lighting	2
2		1	Credit	Daylight	3
1			Credit	Quality Views	1
	1		Credit	Acoustic Performance	1

6	0	0	Innovation		6
5			Credit	Innovation	5
1			Credit	LEED Accredited Professional	1

1	0	3	Regional Priority		4
		1	Credit	EA Optimize Energy Performance; Threshold = 8 pts	1
1			Credit	SS Rainwater Management; Threshold = 2 pts	1
		1	Credit	WE Indoor Water Use Reduction; Threshold = 4 pts	1
		1	Credit	LT High Priority Site; Threshold = 2 points	1

50	11	49	TOTALS	Possible Points:	110

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

Boston Planning & Development Agency
Climate Resiliency Report Summary

Submitted: 12/20/2017 11:16:49

A.1 - Project Information

Project Name:	Fenway Hotel			
Project Address:	1241 Boylston Street			
Filing Type:	Initial (PNF, EPNF, NPC or other substantial filing)			
Filing Contact:	Talya Moked	Epsilon Associates	tmoked@epsilonassociates.com	978 461-6223
Is MEPA approval required?	No	MEPA date:		

A.2 - Project Team

Owner / Developer:	1241 Boylston, LLC
Architect:	Group One Partners
Engineer:	Vanderweil Engineers
Sustainability / LEED:	Epsilon Associates, Inc.
Permitting:	Epsilon Associates, Inc.
Construction Management:	TBD

A.3 - Project Description and Design Conditions

List the principal Building Uses:	Hotel
List the First Floor Uses:	Hotel lobby, restaurant
List any Critical Site Infrastructure and or Building Uses:	

Site and Building:

Site Area (SF):	21,050	Building Area (SF):	106,000
Building Height (Ft):	90	Building Height (Stories):	8
Existing Site Elevation – Low (Ft BCB):	16.71	Existing Site Elevation – High (Ft BCB):	17.89
Proposed Site Elevation – Low (Ft BCB):	16.71	Proposed Site Elevation – High (Ft BCB):	17.68
Proposed First Floor Elevation (Ft BCB):	17	Below grade spaces/levels (#):	1

Article 37 Green Building:

LEED Version - Rating System:	LEED v4 BD+C : New Construction	LEED Certification:	No

Proposed LEED rating:	Silver	Proposed LEED point score (Pts.):	50

Energy Loads and Performance

For this filing – describe how energy loads & performance were determined	Energy Model		
Annual Electric (kWh):	1244862	Peak Electric (kW):	878
Annual Heating (MMbtu/hr):	291	Peak Heating (MMbtu):	6,800
Annual Cooling (Tons/hr):	81.025	Peak Cooling (Tons):	342
Energy Use - Below ASHRAE 90.1 - 2013 (%):	24.8	Have the local utilities reviewed the building energy performance?:	No
Energy Use - Below Mass. Code (%):		Energy Use Intensity (kBtu/SF):	52

Back-up / Emergency Power System

Electrical Generation Output (kW):	350	Number of Power Units:	
System Type (kW):	Combustion Engine	Fuel Source:	Diesel

Emergency and Critical System Loads (in the event of a service interruption)

Electric (kW):	328	Heating (MMbtu/hr):	2,000
		Cooling (Tons/hr):	125

B – Greenhouse Gas Reduction and Net Zero / Net Positive Carbon Building Performance

Reducing greenhouse gas emissions is critical to avoiding more extreme climate change conditions. To achieve the City's goal of carbon-neutrality by 2050 the performance of new buildings will need to progressively improve to carbon net zero and net positive.

B.1 – GHG Emissions - Design Conditions

For this filing - Annual Building GHG Emissions (Tons):

For this filing - describe how building energy performance has been integrated into project planning, design, and engineering and any supporting analysis or modeling:

A preliminary energy model has been conducted to evaluate energy performance for the building.

Describe building specific passive energy efficiency measures including orientation, massing, building envelop, and systems:

The Project includes a high-performance building envelope.

Describe building specific active energy efficiency measures including high performance equipment, controls, fixtures, and systems:

The Project includes high-performance HVAC equipment, lighting and controls. The Project also includes energy recovery ventilation and EnergyStar equipment.

Describe building specific load reduction strategies including on-site renewable energy, clean energy, and storage systems:

Describe any area or district scale emission reduction strategies including renewable energy, central energy plants, distributed energy systems, and smart grid infrastructure:

Describe any energy efficiency assistance or support provided or to be provided to the project:

The Project team will meet with the utilities to discuss energy efficiency incentives as the design progresses.

B.2 - GHG Reduction - Adaptation Strategies

Describe how the building and its systems will evolve to further reduce GHG emissions and achieve annual carbon net zero and net positive performance (e.g. added efficiency measures, renewable energy, energy storage, etc.) and the timeline for meeting that goal (by 2050):

Based on the Project's latest energy model, the current design is anticipated to achieve an approximately 33% reduction in GHG emissions, which exceeds the 2020 goal by approximately 8%. In order to evolve in the future, the building will be PV ready.

C - Extreme Heat Events

Annual average temperature in Boston increased by about 2˚F in the past hundred years and will continue to rise due to climate change. By the end of the century, the average annual temperature could be 56° (compared to 46° now) and the number of days above 90° (currently about 10 a year) could rise to 90.

C.1 – Extreme Heat - Design Conditions

Temperature Range - Low (Deg.):	8	Temperature Range - High (Deg.):	91
Annual Heating Degree Days:		Annual Cooling Degree Days	

What Extreme Heat Event characteristics will be / have been used for project planning

Days - Above 90° (#):	60	Days - Above 100° (#):	30
Number of Heatwaves / Year (#):	6	Average Duration of Heatwave (Days):	5

Describe all building and site measures to reduce heat-island effect at the site and in the surrounding area:

The Project will use high reflective paving materials and a high-albedo roof.

C.2 - Extreme Heat – Adaptation Strategies

Describe how the building and its systems will be adapted to efficiently manage future higher average temperatures, higher extreme temperatures, additional annual heatwaves, and longer heatwaves:

The building will include high performance HVAC equipment, energy recovery ventilation systems, and new landscaping to reduce the heat island effect.

Describe all mechanical and non-mechanical strategies that will support building functionality and use during extended interruptions of utility services and infrastructure including proposed and future adaptations:

The building will include a generator for life safety systems.

D - Extreme Precipitation Events

From 1958 to 2010, there was a 70 percent increase in the amount of precipitation that fell on the days with the heaviest precipitation. Currently, the 10-Year, 24-Hour Design Storm precipitation level is 5.25”. There is a significant probability that this will increase to at least 6” by the end of the century. Additionally, fewer, larger storms are likely to be accompanied by more frequent droughts.

D.1 – Extreme Precipitation - Design Conditions

What is the project design precipitation level? (In. / 24 Hours): 6

Describe all building and site measures for reducing storm water run-off:

The building will include an infiltration system for the first one inch of run-off.

D.2 - Extreme Precipitation - Adaptation Strategies

Describe how site and building systems will be adapted to efficiently accommodate future more significant rain events (e.g. rainwater harvesting, on-site storm water retention, bio swales, green roofs):

E – Sea Level Rise and Storms

Under any plausible greenhouse gas emissions scenario, the sea level in Boston will continue to rise throughout the century. This will increase the number of buildings in Boston susceptible to coastal flooding and the likely frequency of flooding for those already in the floodplain.

Is any portion of the site in a FEMA Special Flood Hazard Area?	No	What Zone:	
What is the current FEMA SFHA Zone Base Flood Elevation for the site (Ft BCB)?			

Is any portion of the site in the BPDA Sea Level Rise Flood Hazard Area (see SLR-FHA online map)?	No

If you answered YES to either of the above questions, please complete the following questions.
Otherwise you have completed the questionnaire; thank you!

E.1 – Sea Level Rise and Storms – Design Conditions

Proposed projects should identify immediate and future adaptation strategies for managing the flooding scenario represented by the Sea Level Rise Flood Hazard Area (SLR-FHA), which includes 3.2' of sea level rise above 2013 tide levels, an additional 2.5" to account for subsidence, and the 1% Annual Chance Flood. After using the SLR-FHA to identify a project's Sea Level Rise Base Flood Elevation, proponents should calculate the Sea Level Rise Design Flood Elevation by adding 12" of freeboard for buildings, and 24" of freeboard for critical facilities and infrastructure and any ground floor residential units.

What is the Sea Level Rise - Base Flood Elevation for the site (Ft BCB)?			
What is the Sea Level Rise - Design Flood Elevation for the site (Ft BCB)?		First Floor Elevation (Ft BCB):	
What are the Site Elevations at Building (Ft BCB)?		What is the Accessible Route Elevation (Ft BCB)?	

Describe site design strategies for adapting to sea level rise including building access during flood events, elevated site areas, hard and soft barriers, wave / velocity breaks, storm water systems, utility services, etc.:

Describe how the proposed Building Design Flood Elevation will be achieved including dry / wet flood proofing, critical systems protection, utility service protection, temporary flood barriers, waste and drain water back flow prevention, etc.:

Describe how occupants might shelter in place during a flooding event including any emergency power, water, and waste water provisions and the expected availability of any such measures:

Describe any strategies that would support rapid recovery after a weather event:

E.2 – Sea Level Rise and Storms – Adaptation Strategies

Describe future site design and or infrastructure adaptation strategies for responding to sea level rise including future elevating of site areas and access routes, barriers, wave / velocity breaks, storm water systems, utility services, etc.:

Describe future building adaptation strategies for raising the Sea Level Rise Design Flood Elevation and further protecting critical systems, including permanent and temporary measures:

Thank you for completing the Boston Climate Change Checklist!

For questions or comments about this checklist or Climate Change best practices, please contact:
John.Dalzell@boston.gov

Article 80 – Accessibility Checklist

A requirement of the Boston Planning & Development Agency (BPDA)
Article 80 Development Review Process

The Mayor's Commission for Persons with Disabilities strives to reduce architectural, procedural, attitudinal, and communication barriers that affect persons with disabilities in the City of Boston. In 2009, a Disability Advisory Board was appointed by the Mayor to work alongside the Commission in creating universal access throughout the city's built environment. The Disability Advisory Board is made up of 13 volunteer Boston residents with disabilities who have been tasked with representing the accessibility needs of their neighborhoods and increasing inclusion of people with disabilities.

In conformance with this directive, the BDPA has instituted this Accessibility Checklist as a tool to encourage developers to begin thinking about access and inclusion at the beginning of development projects, and strive to go beyond meeting only minimum MAAB / ADAAG compliance requirements. Instead, our goal is for developers to create ideal design for accessibility which will ensure that the built environment provides equitable experiences for all people, regardless of their abilities. As such, any project subject to Boston Zoning Article 80 Small or Large Project Review, including Institutional Master Plan modifications and updates, must complete this Accessibility Checklist thoroughly to provide specific detail about accessibility and inclusion, including descriptions, diagrams, and data.

For more information on compliance requirements, advancing best practices, and learning about progressive approaches to expand accessibility throughout Boston's built environment. Proponents are highly encouraged to meet with Commission staff, prior to filing.

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
   http://www.ada.gov/2010ADAstandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
   http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html
3. Massachusetts State Building Code 780 CMR
   http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html
4. Massachusetts Office of Disability – Disabled Parking Regulations
   http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf
5. MBTA Fixed Route Accessible Transit Stations
   http://www.mbta.com/riding_the_t/accessible_services/
6. City of Boston – Complete Street Guidelines
   http://bostoncompletestreets.org/
7. City of Boston – Mayor's Commission for Persons with Disabilities Advisory Board
   www.boston.gov/disability
8. City of Boston – Public Works Sidewalk Reconstruction Policy
   http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
9. City of Boston – Public Improvement Commission Sidewalk Café Policy
   http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf

Glossary of Terms:

1. ***Accessible Route*** – A continuous and unobstructed path of travel that meets or exceeds the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 20
2. ***Accessible Group 2 Units*** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
3. ***Accessible Guestrooms*** – Guestrooms with additional floor space, that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 8.4
4. ***Inclusionary Development Policy (IDP)*** – Program run by the BPDA that preserves access to affordable housing opportunities, in the City. For more information visit: http://www.bostonplans.org/housing/overview
5. ***Public Improvement Commission (PIC)*** – The regulatory body in charge of managing the public right of way. For more information visit: https://www.boston.gov/pic
6. ***Visitability*** – A place's ability to be accessed and visited by persons with disabilities that cause functional limitations; where architectural barriers do not inhibit access to entrances/doors and bathrooms.

1. Project Information:

If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.

Project Name:	Fenway Hotel
Primary Project Address:	1241 Boylston Street
Total Number of Phases/Buildings:	One
Primary Contact (Name / Title / Company / Email / Phone):	Taylor Callaham / Senior Regional Director of Real Estate / OTO Development / tcallaham@otodevelopment.com
Owner / Developer:	1241 Boylston, LLC
Architect:	Group One Partners, Inc.
Civil Engineer:	Nitsch Engineering
Landscape Architect:	Halvorson Design Partnership
Permitting:	Epsilon Associates, Inc.
Construction Management:	

At what stage is the project at time of this questionnaire? Select below:

	☑PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:
Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? ***If yes,*** identify and explain.			

2. Building Classification and Description:

This section identifies preliminary construction information about the project including size and uses.

What are the dimensions of the project?

Site Area:	*21,050 SF*	Building Area:	*106,000 GSF*
Building Height:	*90 FT.*	Number of Stories:	*8 Flrs.*
First Floor Elevation:	17' BCB	Is there below grade space:	*Yes*

What is the Construction Type? (Select most appropriate type)

	Wood Frame	Masonry	☑Steel Frame	Concrete

What are the principal building uses? (IBC definitions are below – select all appropriate that apply)

	Residential – One - Three Unit	Residential - Multi-unit, Four +	Institutional	Educational
	☑Business	Mercantile	Factory	☑Hospitality

	Laboratory / Medical	Storage, Utility and Other	
List street-level uses of the building:			

3. Assessment of Existing Infrastructure for Accessibility:

This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly & disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.

Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	The Project site is located in the Fenway neighborhood of Boston. The area surrounding the site is comprised of a mix of low, mid, and high-rise buildings with residential and commercial uses. The area is generally flat with an incline on the bridges over the Massachusetts Turnpike.
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	Bus stop for Route 55 is across the street, 164 feet away on the northwest corner intersection of Ipswich and Boylston Street. Bus Stop for Route 8, 9 ,19, 57, 57A, 60, and 65 is a 0.5 miles away. Kenmore Subway stop is 0 .5 miles away and Fenway Subway stop is a 0.6 miles away. Yawkey Commuter Rail is a 0.4 miles away.
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:	Boston Art's Academy is 476 feet away, Berkeley School of Music is 0.3 miles away, Boston Children Hospital is 0.4 miles away, Federal Family Housing is available 1.4 miles away, Federal Elderly Disabled Housing is available 1.1 miles away, Boston University East Campus is 0.8 miles away, and Boston Conservatory is 0.2 miles away.
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:	City of Boston School Department is .03 miles away, Fenway Community Center is 0.2 miles away, Fenway Garden Society is across the street, Back Bay Fens (park) is 0.2 miles away.

4. Surrounding Site Conditions – Existing:

This section identifies current condition of the sidewalks and pedestrian ramps at the development site.

Is the development site within a historic district? ***If yes,*** identify which district:	No.
Are there sidewalks and pedestrian ramps existing at the development site? ***If yes***, list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:	Yes. Existing sidewalks along Ipswich and Boylston streets are concrete and generally in good condition.

Are the sidewalks and pedestrian ramps existing-to-remain? ***If yes,*** have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? ***If yes,*** provide description and photos:	No.
5. Surrounding Site Conditions – Proposed *This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.*	
Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? ***If yes***, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.	The proposed sidewalks will be consistent with the Boston Complete Streets guidelines to the maximum extent practicable for Downtown Commercial. A full site plan has not yet been established for the Project at this time, and the proposed improvements consistency with Boston Complete Street will be evaluated by the appropriate governing agencies during the design process (e.g. the Public Improvement Commission, Boston Transportation Department, etc.)
What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:	Ipswich Street (Downtown Commercial) : 13.5' total Frontage- 0' (min.) - varies Pedestrian Zone – 8' (min.) - varies Greenscape/Furnishing Zone: 1.5' (min.) - varies Curb Zone – 0.5' Boylston Street (Downtown Commercial): 14.5' total Frontage- 0' Pedestrian Zone – 8' (min.) – 12' (max) Greenscape/Furnishing Zone: 1.5' (min.) - varies Curb Zone – 0.5'
List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?	This has not yet been determined
Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? ***If yes,*** what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?	

If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?	
Will any portion of the Project be going through the PIC? ***If yes,*** identify PIC actions and provide details.	Yes, for specific repair and vertical discontinuance for awnings and canopies.
6. Accessible Parking: *See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations*.	
What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?	All parking spaces will be valet parking.
What is the total number of accessible spaces provided at the development site? How many of these are "Van Accessible" spaces with an 8 foot access aisle?	All parking spaces will be valet parking.
Will any on-street accessible parking spaces be required? ***If yes,*** has the proponent contacted the Commission for Persons with Disabilities regarding this need?	No.
Where is the accessible visitor parking located?	All parking spaces will be valet parking.
Has a drop-off area been identified? ***If yes,*** will it be accessible?	Yes, the drop-off area will be accessible.
7. Circulation and Accessible Routes: *The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability with neighbors*.	
Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:	The main entry of the hotel will be flush.
Are the accessible entrances and standard entrance integrated? ***If yes,*** *describe.* ***If no,*** what is the reason?	All entrances will be accessible and flush with grade.

If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.	This will be developed as design progresses.
8. Accessible Units (Group 2) and Guestrooms: (If applicable) *In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.*	
What is the total number of proposed housing units or hotel rooms for the development?	184 hotel rooms.
If a residential development, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?	
If a residential development, how many accessible Group 2 units are being proposed?	
If a residential development, how many accessible Group 2 units will also be IDP units? ***If none***, describe reason.	
If a hospitality development, how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? ***If yes,*** provide amount and location of equipment.	5% of the rooms will be accessible (10) 8 tubs and 2 with roll in showers
Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. ***If yes,*** provide reason.	No
Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? ***If yes,*** describe:	No

9. Community Impact: *Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.*	
Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?	This will be determined through the Article 80 process.
What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?	All public spaces within the hotel will be fully accessible.
Are any restrooms planned in common public spaces? ***If yes,*** will any be single-stall, ADA compliant and designated as "Family"/ "Companion" restrooms? ***If no***, explain why not.	Yes, accessible Men's and Women's rooms will be provided. No family restrooms will be provided as the occupants can utilize the guest rooms.
Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? ***If yes,*** did they approve? ***If no,*** what were their comments?	No.
Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? ***If no,*** what recommendations did the Advisory Board give to make this project more accessible?	No.
10. Attachments *Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.*	

Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances.
Provide a diagram of the accessible route connections through the site, including distances.
Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable)
Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.
Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project. • • • •

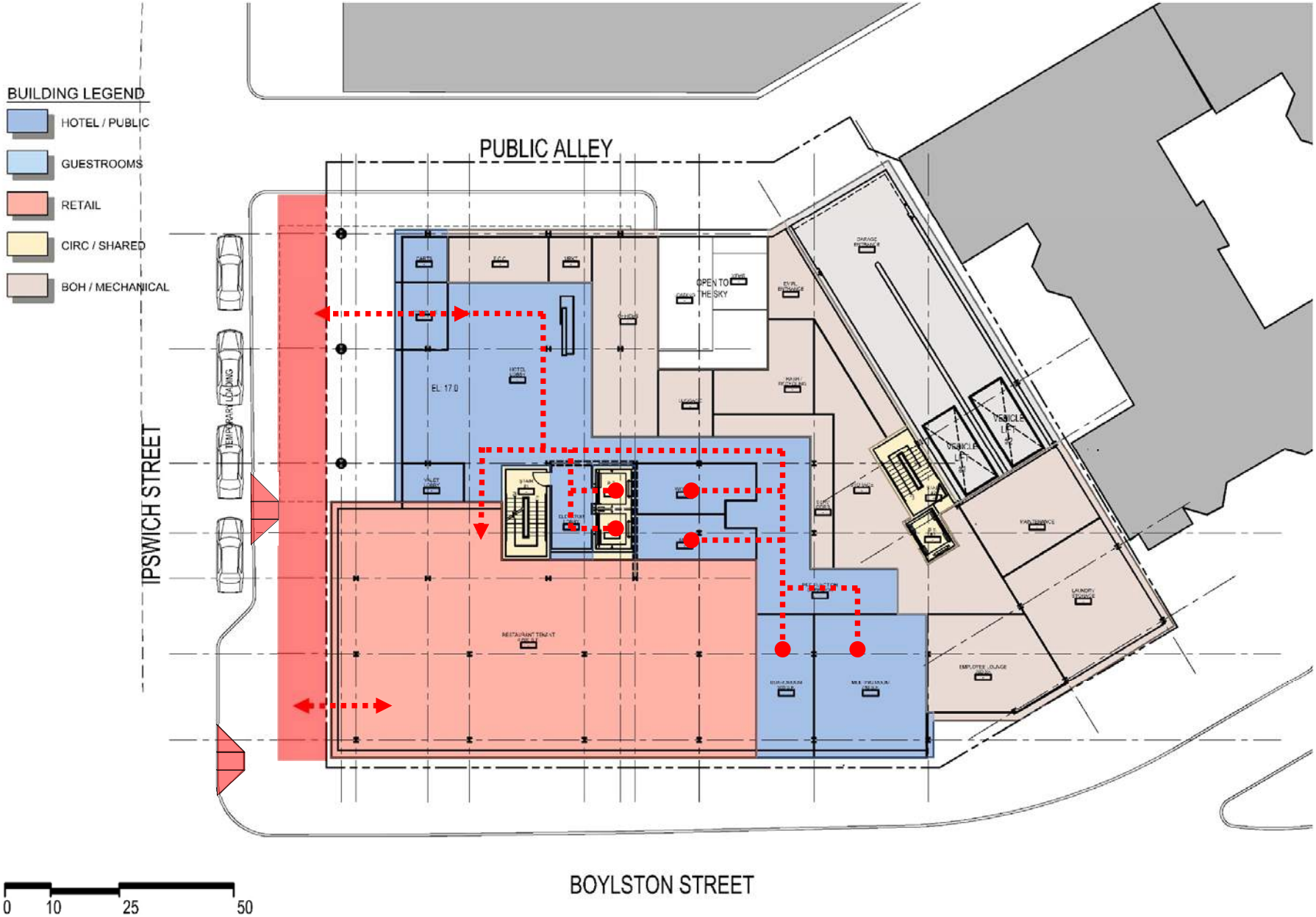
This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

For questions or comments about this checklist, or for more information on best practices for improving accessibility and inclusion, visit www.boston.gov/disability, or our office:

The Mayor's Commission for Persons with Disabilities
1 City Hall Square, Room 967,
Boston MA 02201.

Architectural Access staff can be reached at:

accessibility@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov | 617-635-3682



Fenway Hotel **Boston, Massachusetts**

Group One PARTNERS

Accessibility - Ground Level

Fenway Hotel Boston, Massachusetts

Group One PARTNERS

Accessibility - Level Seven

Chapter 5.0

Urban Design

5.0 URBAN DESIGN

5.1 Urban Context

The urban context of the Project is a determining factor in the overall design approach to the building. The existing street language is varied with classical residential brownstones to the west, and an industrial context to the north. The Emerald Necklace is across the street to the south, and there are a variety of new dense high rise contemporary structures to the east. Within this context, the Project has an opportunity to blend these elements and improve a currently underutilized site.

The architecture plays within these parameters and is deliberately contemporary in nature, creating a certain dynamic tension between the traditional and the new by setting the language with its roots in the existing context and translating it into the new modern language for the neighborhood. The combination of glazing, spandrel panels, window accents and colors is designed to create distinctive shadow patterns and texture that will help animate the facades. The Project will send a message that something new and different is happening at this corner, contributing to the ongoing renaissance of the neighborhood.

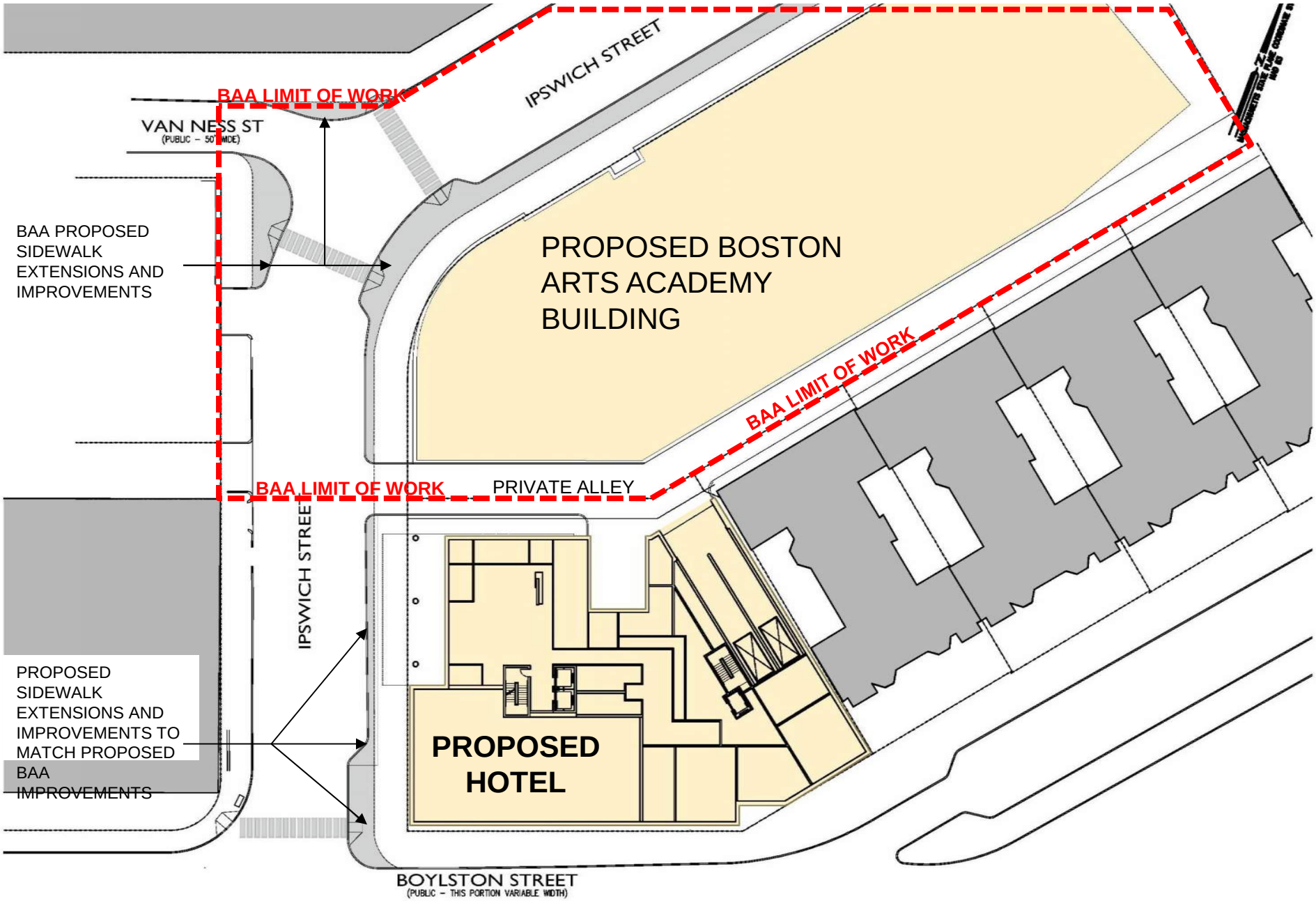
5.2 Design and Massing

The Project has been designed to reflect both its context and its intended use. The building's facades are organized in a rhythm pattern derived from the neighboring buildings but expressed in a contemporary manner. Within this rhythm, the design evokes a more contemporary look, one that speaks to the use of the building. By both "fitting in and standing out" at the same time, the Project will contribute to the transformation of the neighborhood.

Due to the Project site's proximity to Fenway Park, improving sidewalk pedestrian circulation is important. The ground floor of the building will be pulled in along Ipswich Street to not only allow for wider sidewalks but also for a retreat space for the hotel entrance at what is known to be a busy corner, especially on a game day. In addition to pulling the building in to enhance the entrance experience, there will be a canopy that overhangs the sidewalk which will introduce light and bring the hotel experience out into the public realm (see Figure 5-1).

The elevations and massing are organized by a strong base element to ground the building and identify the Project from its pedestrian and vehicular approaches. As the massing moves around the site from the west to the eastern corner, the language of the façade adjusts from an organized grouping of bays relating to the brownstones to a more contemporary treatment of stacked floor to ceiling glazing that varies in location to provide dramatic views to the gardens and also add interest and a strong backdrop to the street. As

the Project turns the corner on Ipswich street there is a slight change in the rhythm to a larger scale, more industrial pattern, while keeping the materials in the same masonry character. The corner also provides an opportunity to have a unique moment at the upper floors that holds the corner, defines the upper floor setback, and adds a directionality to the building as it looks down Boylston Street. Figured 5-2 to 5-4 present street vignettes of the building.



Fenway Hotel **Boston, Masachusetts**

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Figure 1-3
Site Plan

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Figure 1-4
Landscape Plan

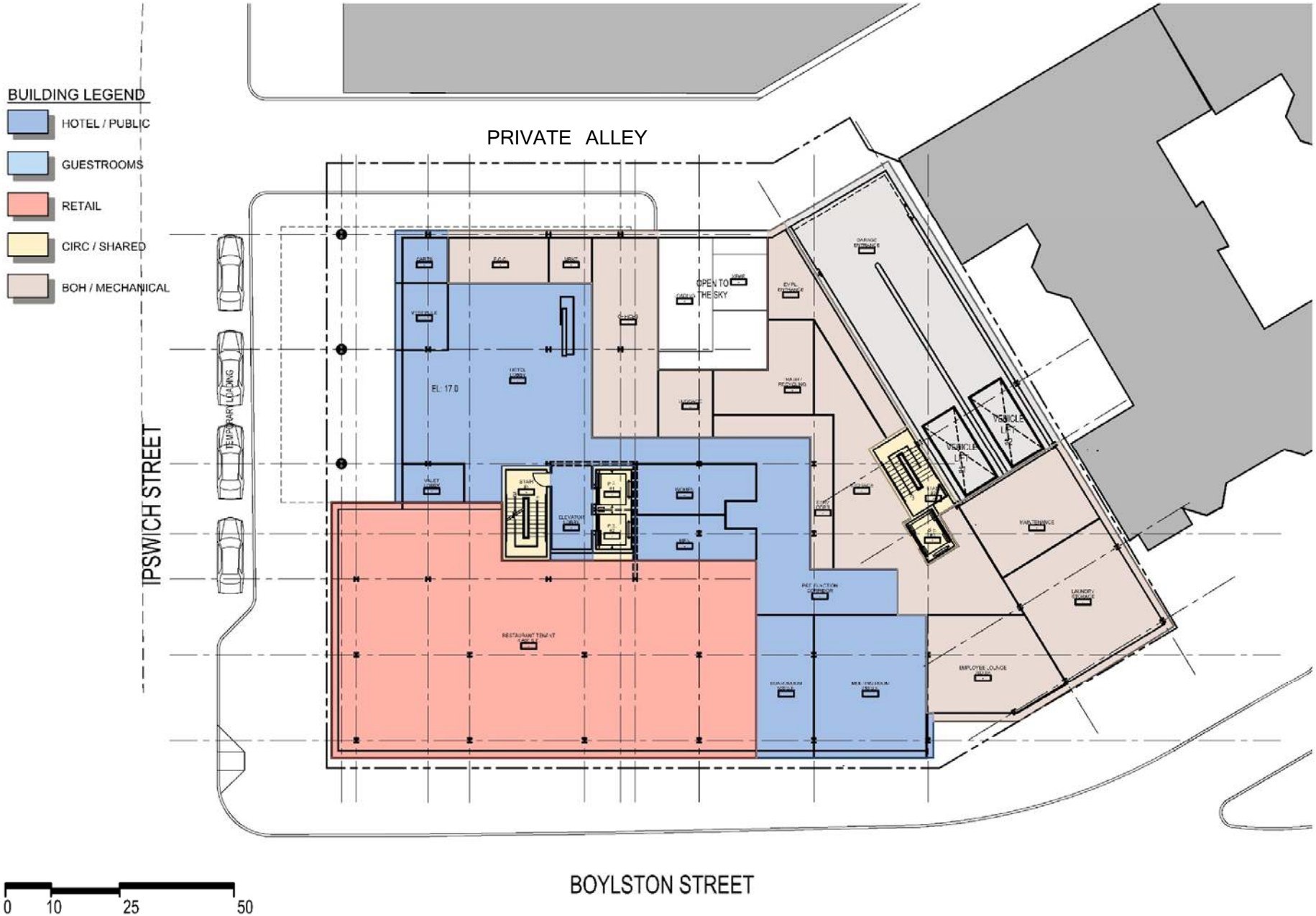

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Figure 1-5
Ground Floor Plan

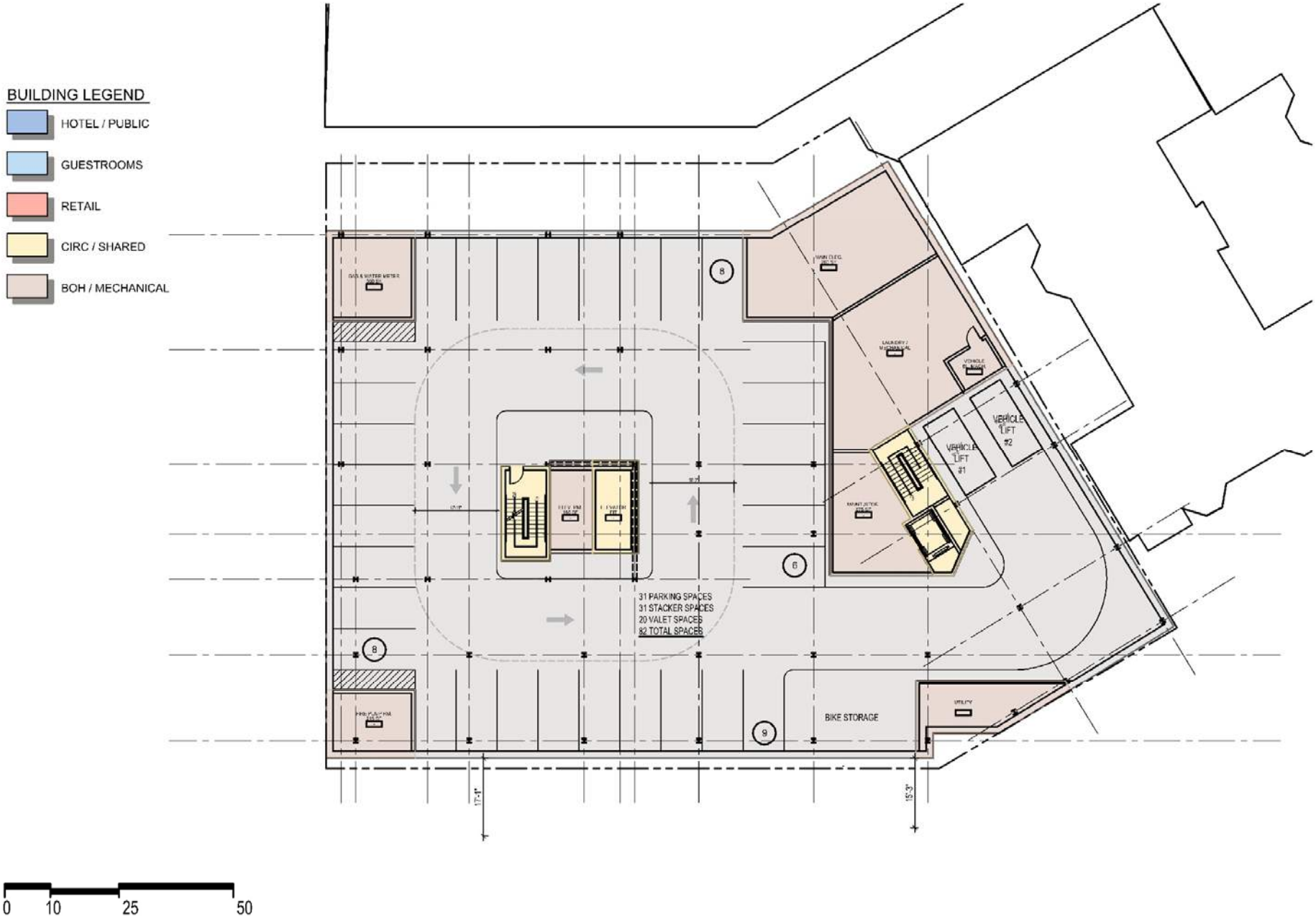

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Figure 1-6
Lower Level Floor Plan

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Figure 1-7

Second through Sixth Floor Plan

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Figure 1-8
Seventh Floor Plan

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Figure 1-9
Eighth Floor Plan

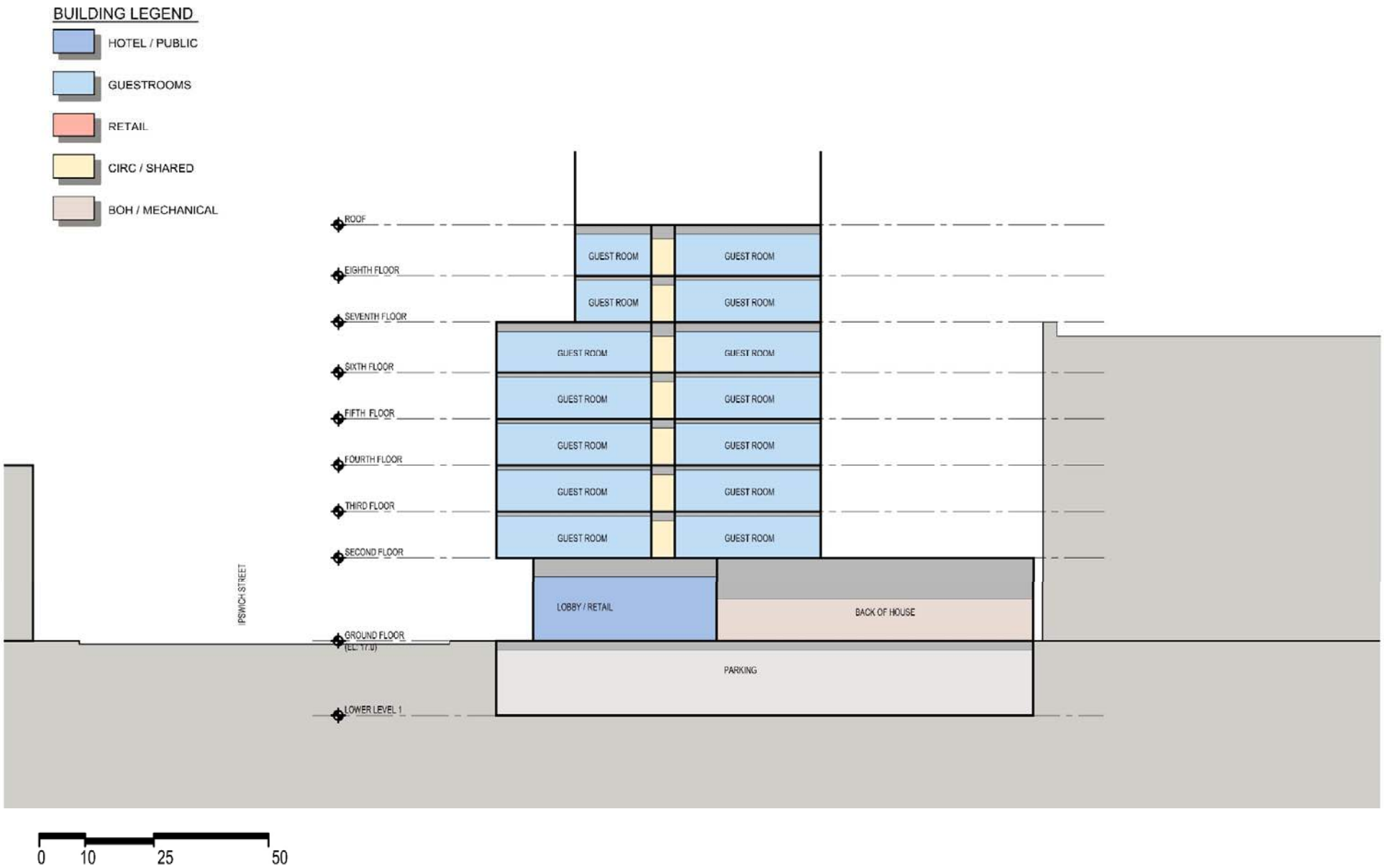

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Figure 1-10
Building Section

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Figure 1-11

South Elevation - Boylston Street

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Figure 1-12

West Elevation - Ipswich Street

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Figure 1-13

North Elevation - Public Alley

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Figure 1-14
East Elevation

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Figure 5-2

Street Vignette – West Boylston Street

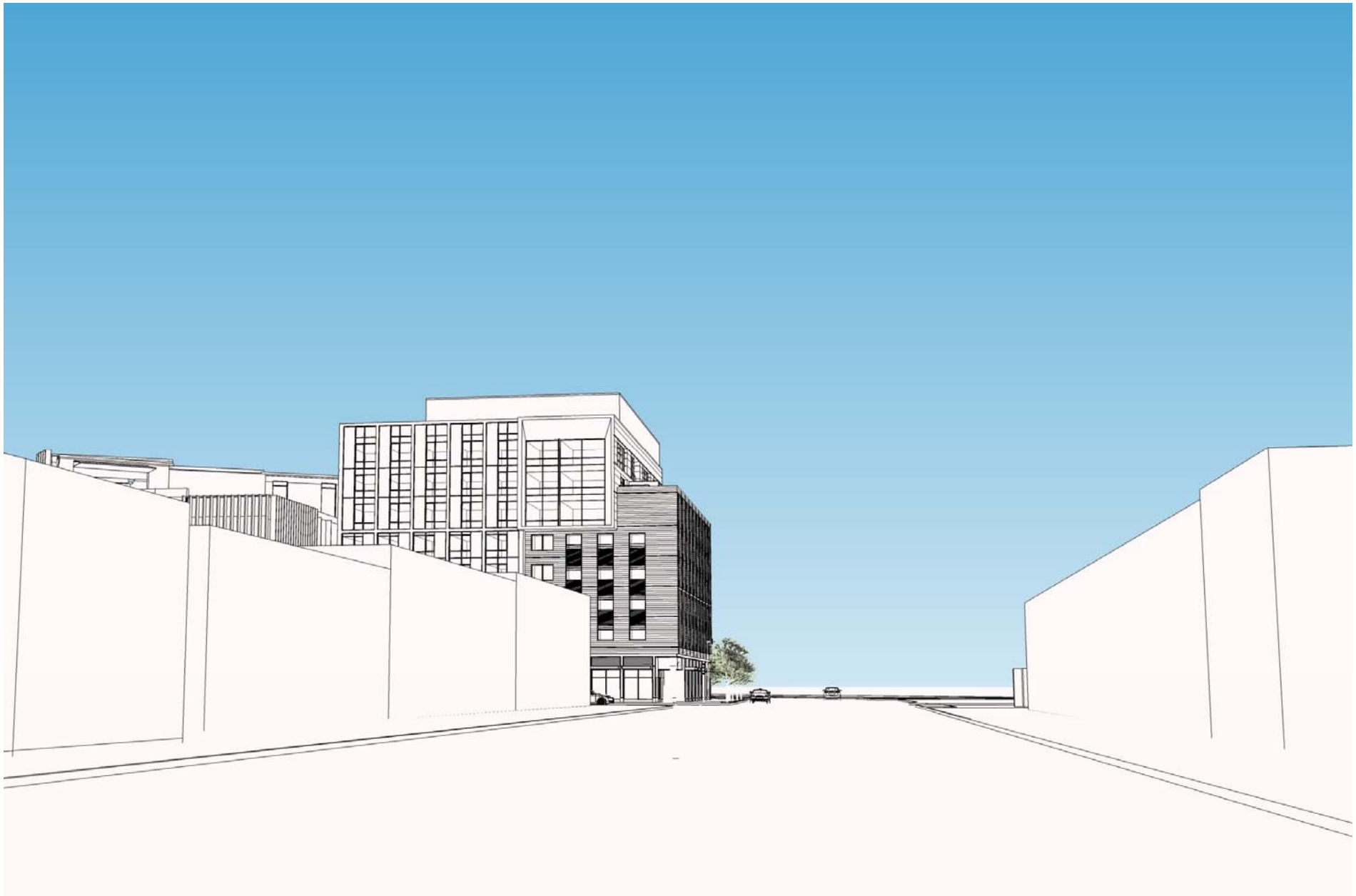

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Figure 5-3

Street Vignette – East Boylston Street

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Figure 5-4

Street Vignette – South Ipswich Street

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Figure 5-1
Boylston and Ipswich Street Rendering