

# APPLICATION FOR ARTICLE 80 SMALL PROJECT REVIEW



## HOLIDAY INN EXPRESS & SUITES ADDITION 69 BOSTON STREET BOSTON, MA 02125

**Submitted to:**

Boston Redevelopment Authority  
City Hall Square, 9th Floor  
Boston, MA 02201

**Prepared by:**

Colliers International  
160 Federal Street, 11th Floor  
Boston, MA 02210

**In Association with:**

75 RB Hotel Management  
Group One Partners, Inc.

OCTOBER 13, 2015



## **Table of Contents**

- I. Project Summary
- II. Project Description
- III. Zoning Information
- IV. Urban Design
- V. Transportation
- VI. Environmental & Infrastructure Analysis
- VII. Sustainability
- VIII. Public Benefits & Community Outreach

# I - PROJECT SUMMARY

## 1.0 PROJECT SUMMARY

The proposed Holiday Inn and Suites South Bay Expansion project (the “Proposed Project”) is a five-story and sixty guestroom addition to the existing Holiday Inn Express building. The Proposed Project is located at a very visible location alongside the Southeast Expressway (Interstate 93) in the South Bay section of Dorchester and will provide additional economy lodging options in Boston, in stark contrast to most hotel projects proposed in Boston in recent years. The Proposed Project will also visually improve an important gateway location on the approach to and from the City of Boston along the Southeast Expressway. The Proponent, 75 RB Hotel Management, LLC (the “Proponent”), purchased the hotel in 1993 and rebranded the hotel from a Howard Johnson Motel to a Holiday Inn Express at that time.

### 1.1 Project Program

The Proposed Project program is summarized in the following table:

|                             |   |
|-----------------------------|---|
| <i>Project Use:</i>         | Hotel Guestrooms: 114 Rooms Existing (48,380 SF), 60 Rooms Expansion (29,740 SF), 174 Rooms Total (78,120 SF)<br>Meeting space: 1,525 SF Existing, 2,140 SF Expansion, 3,665 SF Total<br>Breakfast/Lounge Area: 700 SF Existing, 2,360 SF Expansion, 3,060 SF Total |
| Project Gross Floor Area:   | Existing Building: 52,750 SF<br>Expansion: 37,325 SF<br>Total: 90,075 SF  |
| <i>Above-Grade Stories:</i> | Existing Building 6 Stories, Expansion: 5 Stories   |
| <i>Below-Grade Stories:</i> | Existing Basement to Remain   |
| <i>Project Height:</i>      | Approximately 47' to the 5 <sup>th</sup> Floor Roof   |
| <i>Parking Spaces:</i>      | 162 Existing, 181 Proposed  |

## 1.2 Project Team

The Project team is summarized in the following table:

|                                   |  |
|-----------------------------------|--|
| <i>Project Name:</i>              | Holiday Inn Express and Suites South Bay Expansion   |
| <i>Location:</i>                  | 69 Boston Street, Boston, MA   |
| <i>Owner/Proponent:</i>           | 75 RB Hotel Management, LLC<br>495 Westgate Drive<br>Brockton, MA 02301<br>(508) 427-1667<br>Jiten Patel                   |
| <i>Owner's Project Manager:</i>   | Colliers International<br>160 Federal Street<br>Boston, MA 02110<br>(617) 330-8000<br>Yanni Tsipis<br>Amy Prange           |
| <i>Architects:</i>                | Group One Partners, Inc.<br>21 West Third Street<br>Boston, MA 02127<br>(617) 268-7000<br>Harry Wheeler<br>Rob Festa       |
| <i>Legal Counsel:</i>             | John J. Slater III<br>Sherin and Lodgen LLP<br>101 Federal Street<br>Boston, MA 02110<br>(617) 646-2143                    |
| <i>Civil Engineer:</i>            | Nitsch Engineering, Inc.<br>2 Centre Plaza<br>Boston, MA 02108<br>(617) 338-0063<br>Deborah Danik                          |
| <i>Transportation Consultant:</i> | Howard/Stein-Hudson Associates, Inc.<br>11 Beacon Street, Suite 1010<br>Boston, MA 02108<br>(617) 482-7080<br>Brian Beisel |

### *1.3 Public Benefits*

The Proposed Project will result in a number of significant public benefits, including the following:

- ◆ Visual improvement of an important visibility corridor at the southern gateway to Boston;
- ◆ Expansion of economy lodging options in Boston;
- ◆ Approximately 150 construction jobs over the course of the Project's construction;
- ◆ Approximately 15-20 new hotel jobs; and
- ◆ Real estate tax revenue enhancement vs. existing conditions;
- ◆ Consistency with ongoing planning activities regarding the South Bay street network and circulation patterns.

### *1.4 Legal Status*

The Proponent is not aware of any legal judgments in effect or legal actions pending that are adverse to the Proposed Project.

The Proponent does not have a history of tax arrears on any property owned within the City of Boston.

## II - PROJECT DESCRIPTION

## 2.0 PROJECT DESCRIPTION

The proposed Holiday Inn and Suites South Bay Expansion project (the “Proposed Project”) is a five-story and sixty guestroom addition to the existing Holiday Inn Express building. The Proposed Project is located at a very visible location alongside the Southeast Expressway (Interstate 93) in the South Bay section of Dorchester and will provide additional economy lodging options in Boston, in stark contrast to most hotel projects proposed in Boston in recent years. The Proposed Project will also visually improve an important gateway location on the approach to and from the City of Boston along the Southeast Expressway. The Proponent, 75 RB Hotel Management, LLC, purchased the hotel in 1993 and rebranded the hotel from a Howard Johnson Motel to a Holiday Inn Express at that time. The hotel staff currently consists of 45 full- and part-time employees.

### *2.1 Project Site*

The site of the Proposed Project (the “Project Site”) is located within the Dorchester South Bay neighborhood, parallel with and facing the Southeast Expressway, I-93. The neighboring buildings range from small multi-family buildings to large commercial and “big box” retail structures and self-storage facilities. Access to the Project Site will be provided via the existing curb cuts along the Boston Street One-Way Extension that service the existing hotel and other commercial uses in the area.

The proposed addition to the existing hotel will be located on the site of the now-demolished Bickford’s (formerly Howard Johnson’s) restaurant, immediately to the north of the existing Holiday Inn Express building. The Project Site is bounded by the Southeast Expressway Exit Ramp to the east, the South Bay Shopping Center to the north and west, the Courtyard Boston-South Hotel to the southwest, and Boston Street Rear to the southeast.

### *2.2 Proposed Development*

The Proposed Project consists of a five-story addition with 60 additional guest rooms and approximately 2,140 SF of meeting space and 2,360 SF of breakfast/lounge space. Site improvements include a reconstructed parking area that will add 19 spaces to the existing parking inventory serving the two existing hotels owned by the Proponent and will create a total count of 181 spaces.

### *2.3 Design Concept*

The footprint of the Proposed Project is approximately 7,585 gross square feet. The expansion is five stories, and the existing building is six stories. The Proposed Project will create new connections to the existing building on all levels and the floors of the new structure will be aligned with the floors of the existing structure to create a seamless expansion. The Proposed Project will also create a small outside terrace accessible from the meeting space along Boston Street and a new architectural canopy and vestibule at the Boston Street hotel entrance.

The Proposed Project will be of contemporary design and the façade of the addition will complement the existing façade. The base of the Proposed Project will be clad in an elegant dark masonry material that will help to visually anchor the building on its site, and this material will be carried over to the base of the existing hotel to tie the existing building and the proposed addition together visually. Other cosmetic improvements will also be made to the



existing hotel including upgraded general signage and wayfinding infrastructure to improve the overall visitor experience.

#### *2.4 Parking*

Parking for the expanded hotel will be provided on the Project Site. There are approximately 162 existing parking spaces for the 114 existing rooms. The Proposed Project will include modifications to the site layout that will increase the parking by 19 spaces to accommodate 181 spaces in total. This provides approximately one parking space per hotel guestroom, which operational experience has shown to be more than sufficient to accommodate guest and employee demand.

Refer to Figures 2-1 and 2-2 for the Locus Map and Site Plan.

#### *2.5 Consistency with South Bay Planning Initiative*

The Project Site is located in an area undergoing a significant evolution in the mix of land uses and the character of new development currently planned for the area. The Proposed Project is consistent with the ongoing transformation of this area and would not preclude the improvement of any of the surrounding roadway infrastructure to improve vehicular and pedestrian circulation in the area. While the planning process for these and other transportation improvements in the South Bay area are at an early stage, the Proposed Project will only complement these plans and the Proponent looks forward to working collaboratively with the BRA, City of Boston agencies, and other stakeholders as the planning process for these improvements continues.

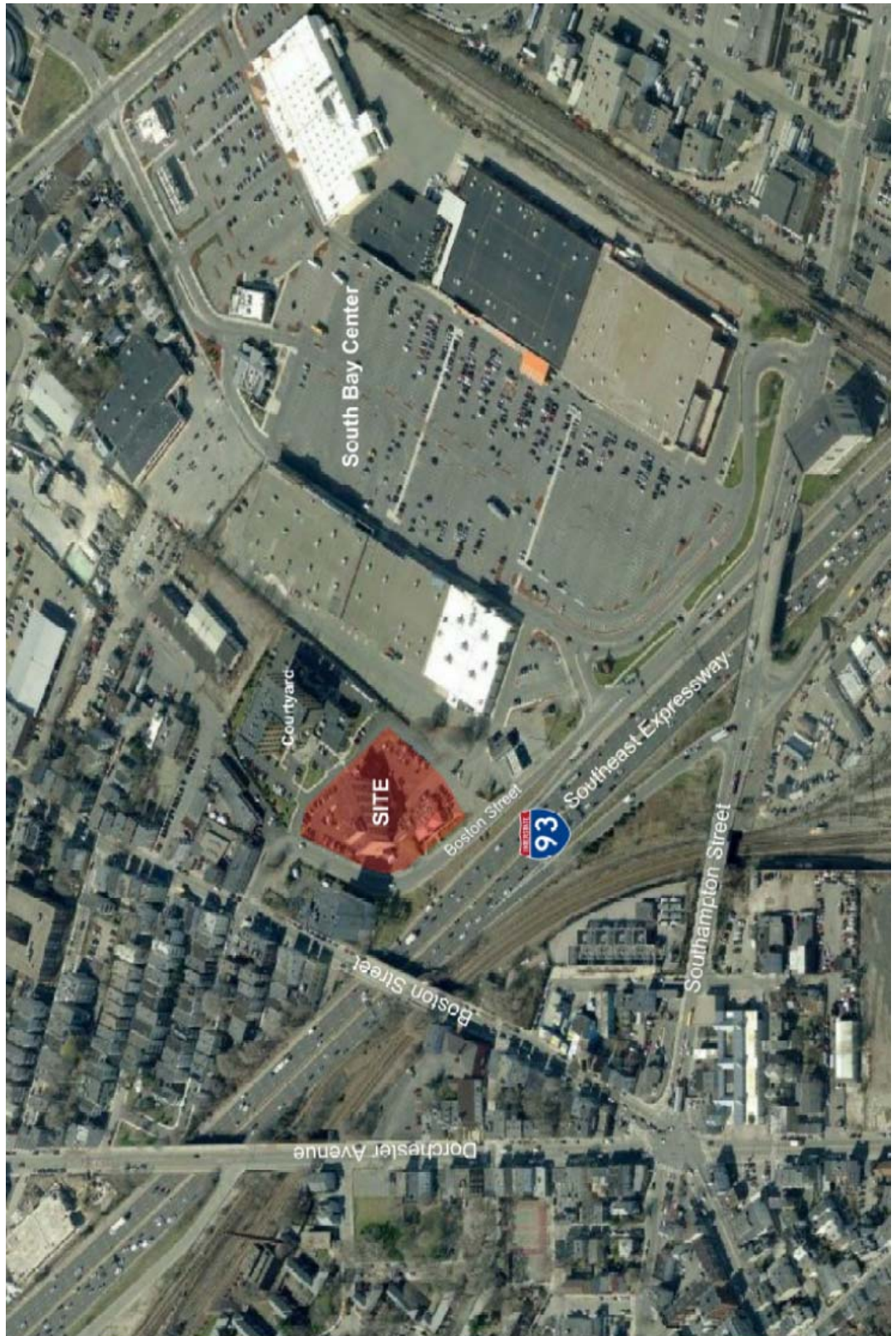


Figure 2-1: Project Locus Map

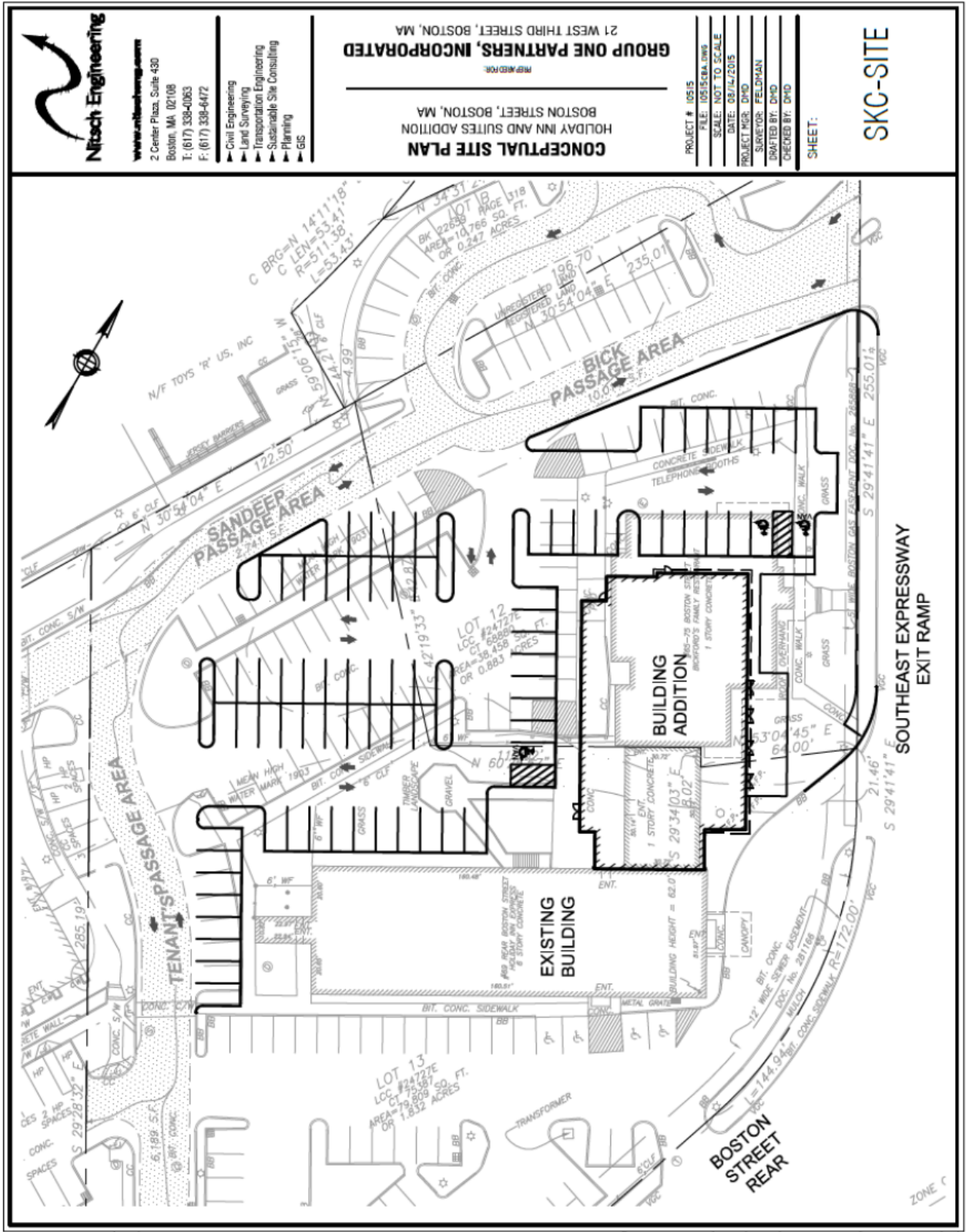


Figure 2-2: Site Plan

## III - ZONING INFORMATION



### 3.0 ZONING INFORMATION

#### 3.1 Underlying Zoning

The Site is located in the South Bay Community Commercial Subdistrict of the Dorchester Neighborhood District as shown on Maps 5A-5E entitled “Dorchester Neighborhood District” of the series of maps entitled “Zoning Districts City of Boston”. The Dorchester District Maps do not show that the Site is subject to any overlay districts. The Dorchester District is governed by Article 65 of the Zoning Code.

#### 3.2 Building Dimensions

The Proposed Project’s building height is 47 feet to align with the existing adjacent building’s structure, and zoning relief will be required as the maximum allowed height is 45 feet. The Project will have a FAR of approximately 0.82. There are no requirements for minimum lot size, minimum lot width, minimum lot frontage, minimum front or side yard setbacks.

**TABLE 3.1: DIMENSIONAL REQUIREMENTS**

| Dimensional Requirement  | Allowed | Proposed Project |
|--------------------------|---------|------------------|
| Maximum Building Height  | 45’     | 47’              |
| Maximum Floor Area Ratio | 2.0     | 0.82             |
| Minimum Rear Yard        | 20’     | 63’              |

#### 3.3 Conditional Use Permit

The Proponent will be seeking zoning relief to obtain a Conditional Use Permit for “Hotel” use.

#### 3.4 Off-Street Parking

The Proposed Project will provide a parking ratio of greater than one parking space per guestroom; only 0.7 spaces per Dwelling Unit (equal to 2 guest rooms) are required. No zoning relief for off-street parking is required.

## IV - URBAN DESIGN

## 4.0 URBAN DESIGN

The Proposed Project will be an expansion of the existing Holiday Inn Express to be constructed on approximately 38,458 square feet of land located at 69 Boston Street between the Southeast Expressway (I-93) and the South Bay Center. The site housed the former Bickford's restaurant and is currently a surface parking lot. The expansion program will include hotel guestrooms, meeting space and a breakfast/lounge (approximately 37,325 SF).

### *4.1 Neighborhood Context*

The Project Site is within the Dorchester South Bay neighborhood, parallel with and facing the Southeast Expressway. Nearby buildings range in height from one-story at the South Bay Center to six stories at the adjacent Courtyard Hotel. The neighboring buildings range from multi-family buildings to commercial and "big box" retail structures, as well as self-storage facilities. The architectural context of the immediate area varies between simple low-rise commercial structures to a neighboring hotel and storage facility.

### *4.2 Urban Design*

Given the location of the Project (directly adjacent to the Expressway) and its height (five stories), the Project will have a prominent presence along the Southeast Expressway. The predominant ways the proposed structure will be viewed are either from a distance or traveling along the Expressway at high speeds. With this in mind the design intent was to make large bold moves in lieu of adopting small intricate details.

The Proposed Project is planned to be a five-story structure. The floor heights are determined by the dimensions of the existing hotel: 11'-6" at the ground floor public spaces and 8'-8" at the typical hotel floors. Measured from the Boston Street elevation, the overall building height is approximately 47' to the top of the fifth floor roof. Screening will be provided to visually shield roof mounted equipment as necessary.

The footprint of the Proposed Project will be approximately 7,585 square feet. The basic massing of the building is determined by the program needs. The proposed structure is designed to be one story shorter in height than the existing hotel and within context height of the buildings in the immediate area. There is also a four-story connector element starting at the second level spanning over the new ground floor programmed structure and connecting the proposed expansion back to the existing Holiday Inn Express. The massing along the Boston Street elevation is articulated by cantilevering the upper levels creating a shadow line and opportunity for accent lighting. There is also a small outside terrace accessible from the meeting space along Boston Street. A new architectural canopy and vestibule will replace the existing canopy and vestibule at the Boston Street hotel entrance to enhance the overall streetscape presence of the buildings as an architectural composition. The Proposed Project's ground floor materials will wrap the existing hotel to its secondary entrance in order to create a unified architectural composition.

The upper guestroom floors are designed with a staggered pattern of colored cement fiber panels oriented vertically from the second floor to the roof and complementary in color to the existing hotel. There are large

punched window openings and custom mechanical louvers arranged in a regular pattern. Deep window and louver surrounds are shown alternating along the façade to create greater texture, shadow lines, and articulation within the façade system. The rhythm that is created by the windows and surrounds are intended to evoke a sense of movement and reflect the adjacent Expressway. The four story connector element is expressed in glass with a similar pattern to the fiber cement body of the building. This use of glass conveys to the passerby the activity within and this element will be lit up at night to establish a visual marker for the hotel when viewed from the Expressway. The base of the expansion and partial existing hotel is designed with dark masonry and large storefront windows and entrances connecting the public spaces of hotel to the public realm of Boston Street.

The intent of the Proposed Project's design is to create a building that is of its context but also deliberately contemporary in its architectural character; creating a dynamic tension between the traditional and the new. Refer to Figures 4-1 through 4-8 for floor plans, elevations and perspectives of the proposed design.



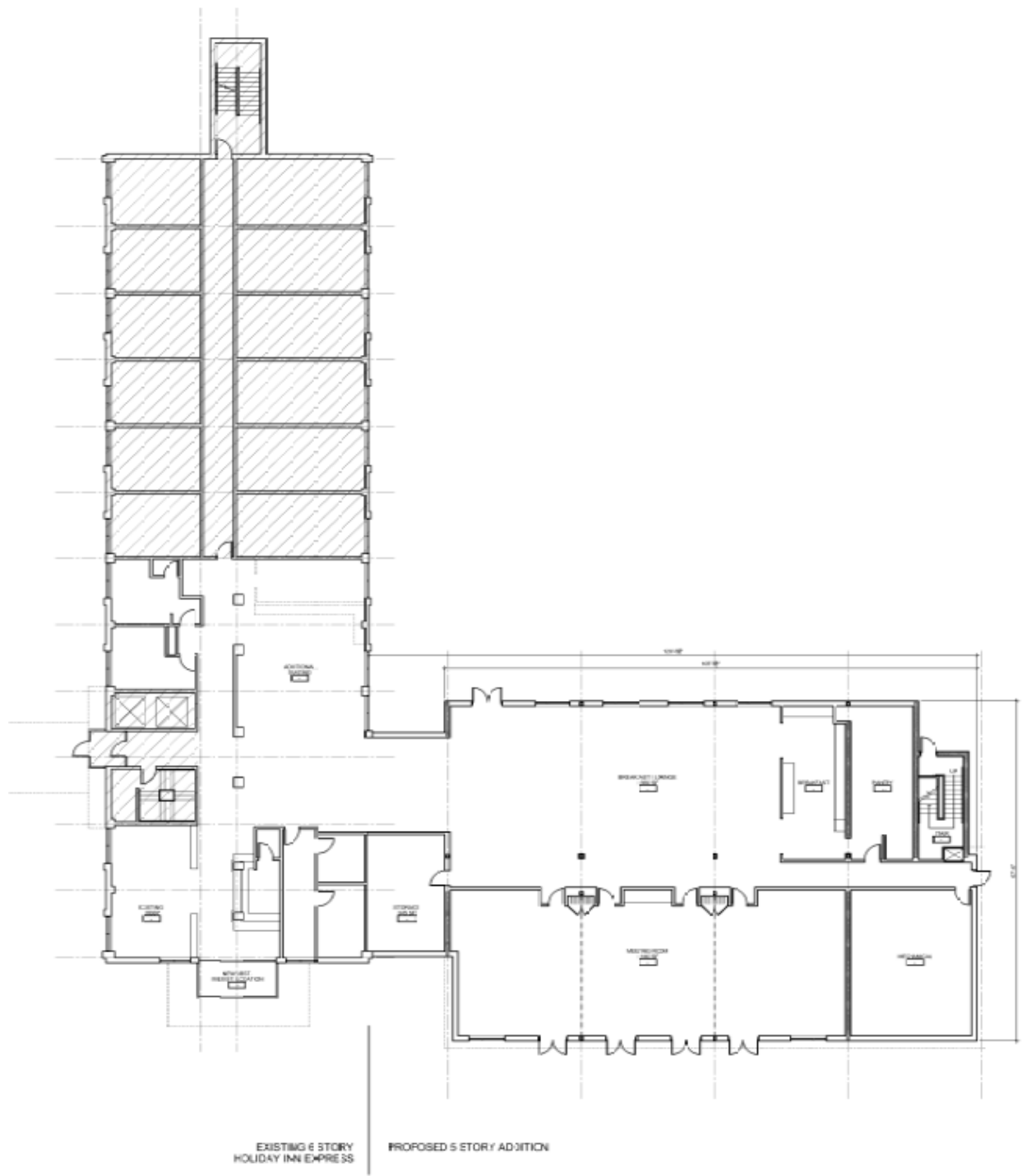


Figure 4-1: Ground Floor Plan

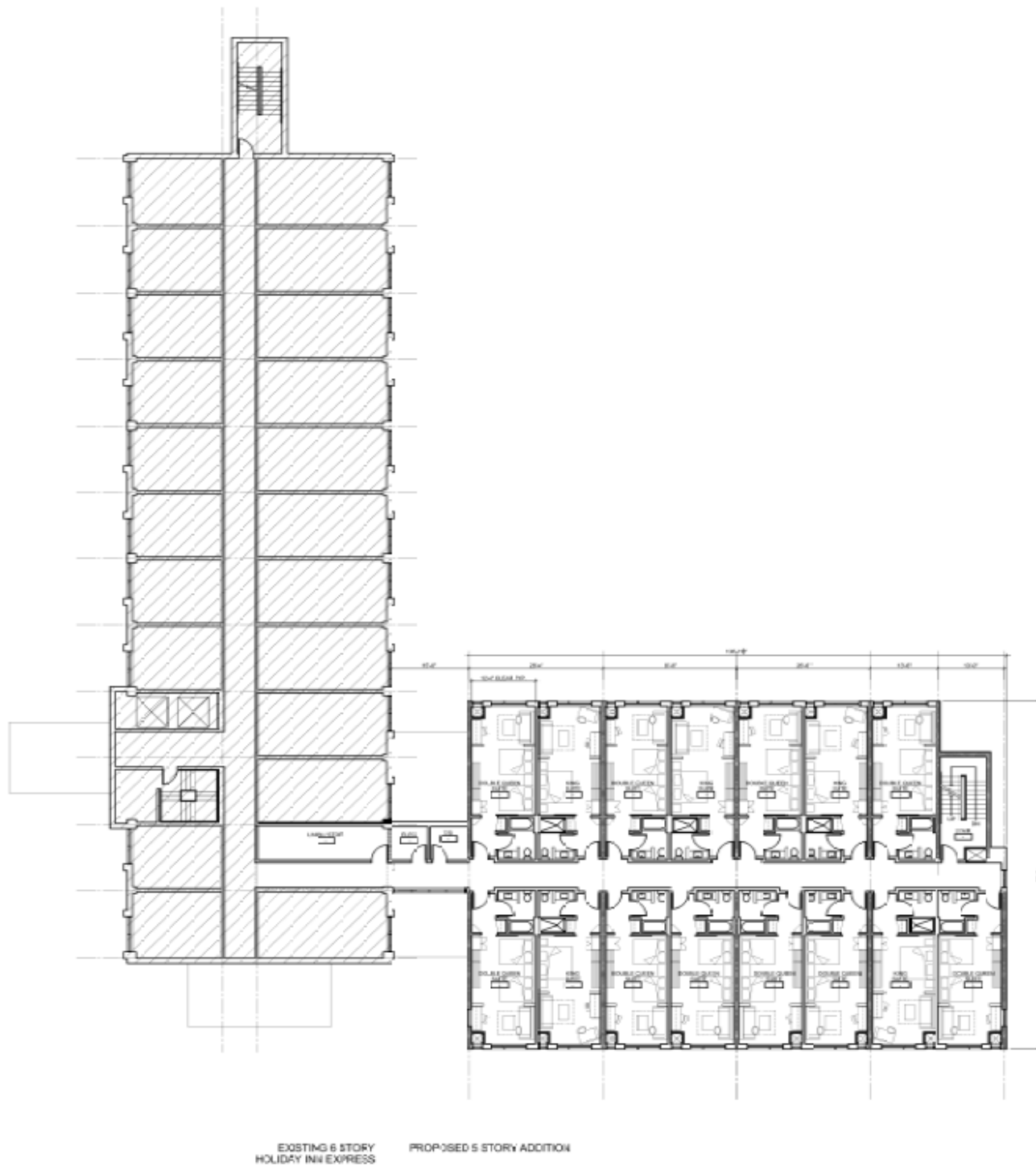


Figure 4-2: Typical Floor Plan (Levels 2-5)



Figure 4-3: West Elevation



Figure 4-4: East Elevation, Boston Street

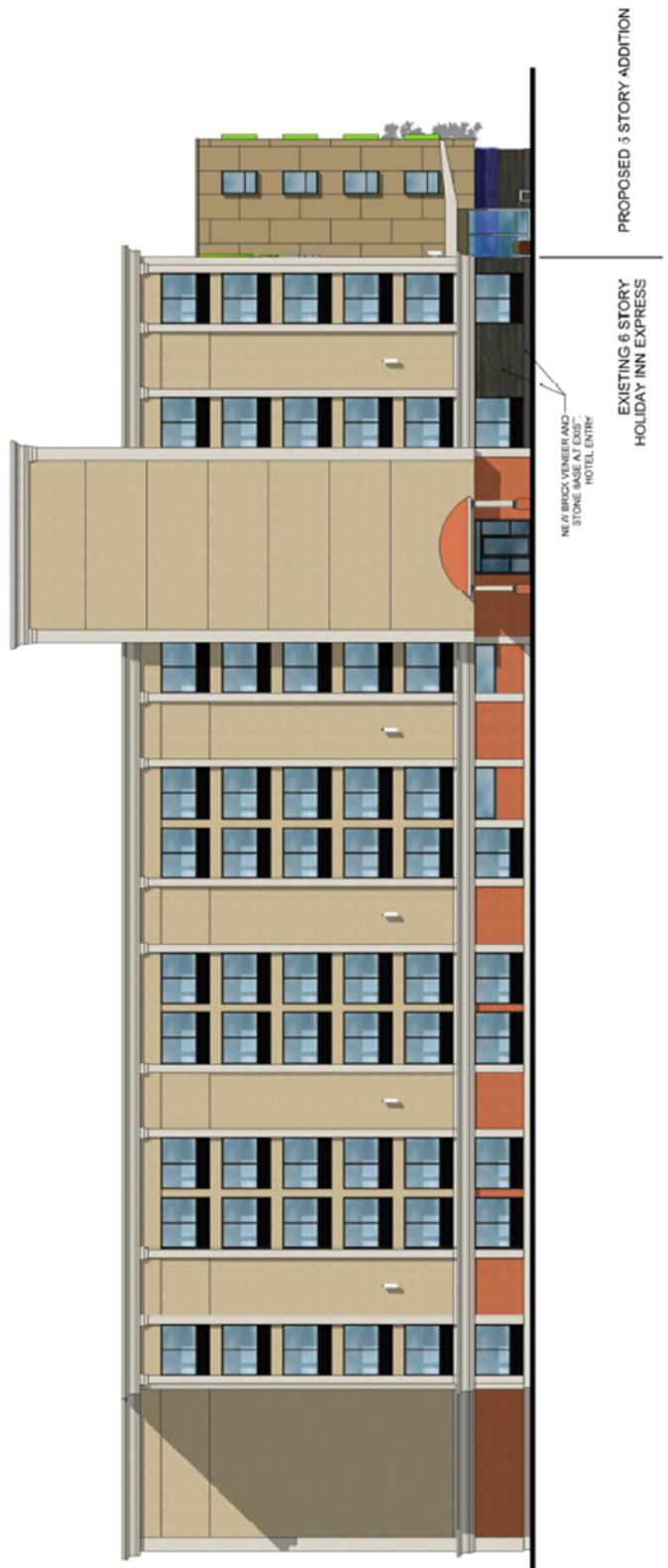


Figure 4-5: South Elevation

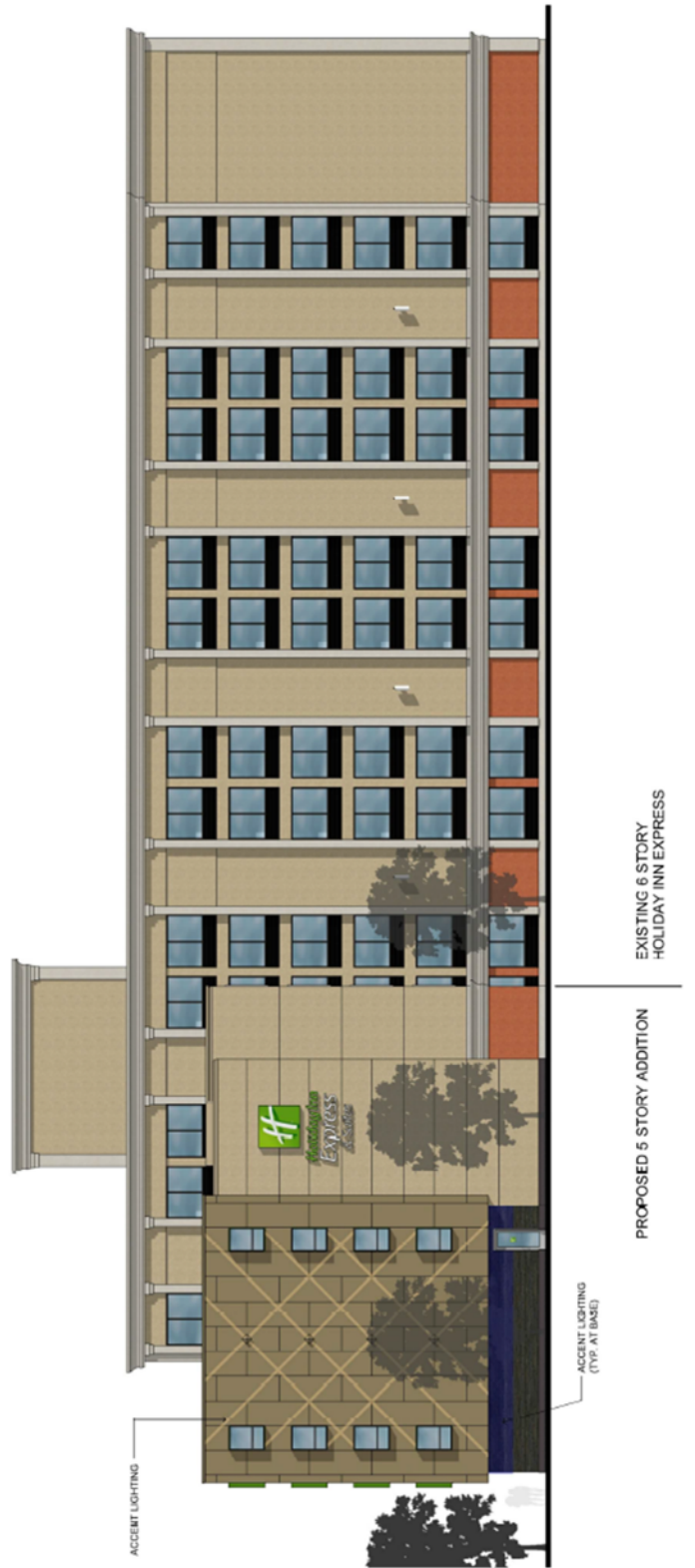
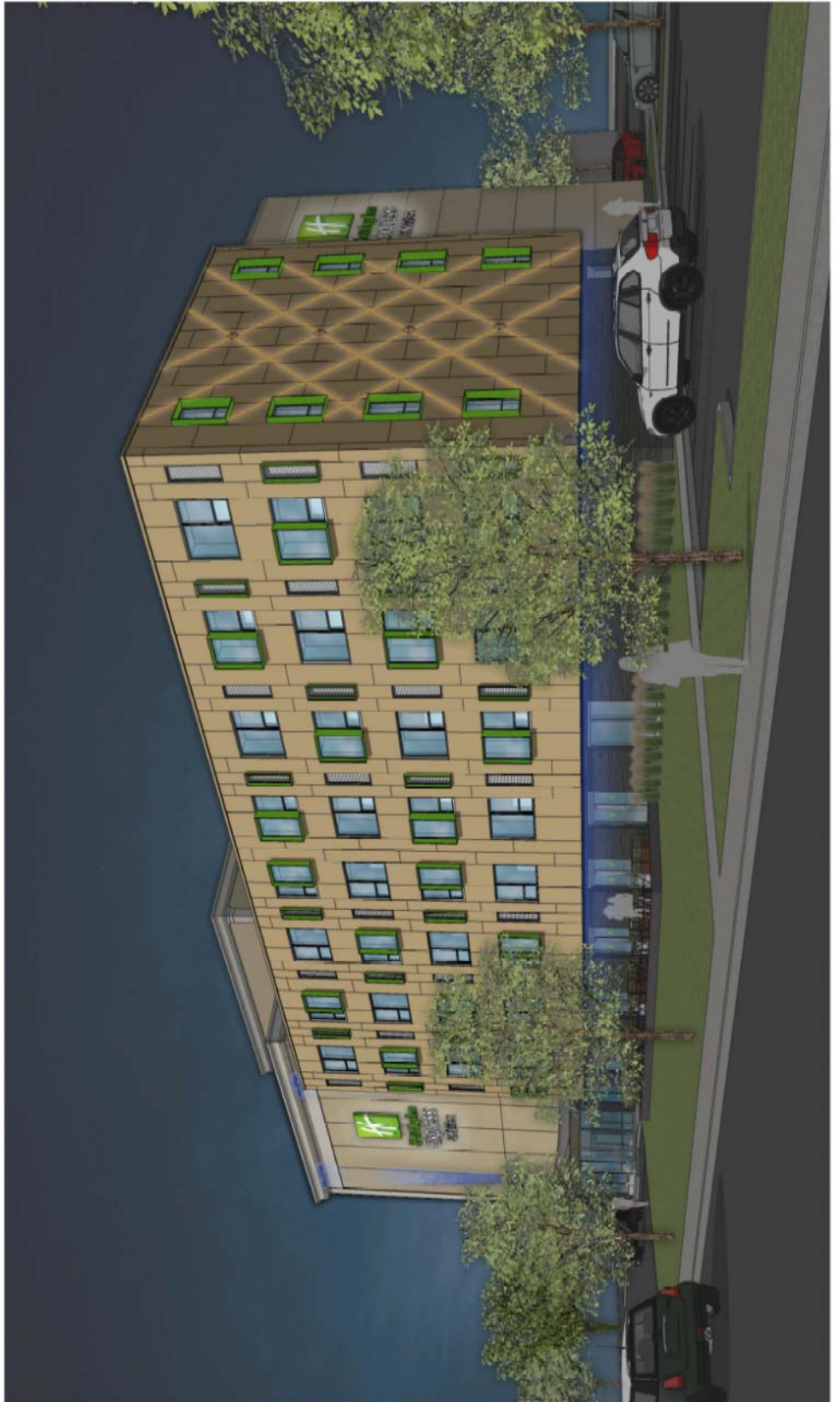


Figure 4-6: North Elevation





*Figure 4-7: Day Perspective from Boston Street, East Elevation*



*Figure 4-8: Night Perspective from Boston Street, East Elevation*



# V - TRANSPORTATION

## 5.0 TRANSPORTATION

Howard Stein Hudson, the Proposed Project's transportation engineer, conducted an evaluation of the transportation impacts of the proposed redevelopment of 69 Boston Street (former Bickford's restaurant) in Dorchester (in this section referred to as the "Project" and/or the "Site"). The Site is located at the southern end of the existing South Bay Center.

The Proposed Project is subject to the City of Boston's Article 80 Small Project Review process through the Boston Redevelopment Authority (BRA). The Proposed Project is not expected to have a significant transportation impact and does not warrant nor require a full traffic impact analysis as part of Small Project Review.

### *5.1 Project Description*

The Proposed Project consists of expanding the existing Holiday Inn Express hotel to include an additional 60 rooms. Access to the site will be provided via the existing curb cuts along the Boston Street One-Way Extension that service the existing hotel and other commercial uses in the area.

### *5.2 Parking*

Parking for the expanded hotel will be provided within the Project Site. There are approximately 162 existing parking spaces for the 114 existing rooms. The Proposed Project will include modifications to the site layout that will increase the parking by 19 spaces to accommodate 181 spaces in total. Based on operational experience, this parking ratio is more than sufficient to meet the needs of hotel guests and employees.

### *5.3 Public Transportation*

The Project Site is located approximately a half-mile walk from the Andrew MBTA station. Andrew Station is located on the MBTA Red Line, a rapid transit line which provides service to Cambridge, Downtown Boston, Dorchester, and the southeast suburbs. Andrew Station also provides connections to seven MBTA bus routes, some of which have stops closer to the Project site than Andrew Station.

Additionally, the Project Site is located approximately a half-mile walk from the Newmarket MBTA station. This station is located on the MBTA Fairmount Line, a commuter rail line which provides service to the South Station transit hub, Dorchester, and Hyde Park. Table 5.1 lists the details of the transit lines and bus routes located in close proximity of the Project Site, including origin and destinations, peak hour headway and service duration.

In addition to available Public Transportation options, the hotel management currently operates and will continue to operate a private 24 hour shuttle bus service to the Andrew MBTA Station, Boston Medical Center, Logan Airport, the Boston Convention & Exhibition Center (during events) and Black Falcon Cruise Terminal (seasonally).

**TABLE 5.1: PUBLIC TRANSPORTATION**

| Route               | Description   | Peak Hour Headway (mins) | Weekday Service Duration | Saturday Service Duration | Sunday Service Duration |
|---------------------|---|--------------------------|--------------------------|---------------------------|-------------------------|
| Commuter Rail       |   |                          |                          |                           |                         |
| Fairmount Line      | Readville – South Station   | 35-45                    | 5:50 a.m. – 10:45 p.m.   | 6:50 a.m. – 11:55 p.m.    | 6:50 a.m. – 11:55 p.m.  |
| Local Rapid Transit |   |                          |                          |                           |                         |
| Red Line            | Alewife – Ashmont or Braintree                                    | 5                        | 5:15 a.m. – 12:30 a.m.   | 5:15 a.m. – 2:15 a.m.     | 6:00 a.m. – 12:30 a.m.  |
| Local Bus Routes    |   |                          |                          |                           |                         |
| CT3                 | Beth Israel Deaconess or BU Medical Center – Andrew Station       | 10-20                    | 6:05 a.m. – 8:30 p.m.    | No Service                | No Service              |
| 5                   | City Point – McCormack Housing via Andrew Station                 | N/A                      | 9:00 a.m. – 3:00 p.m.    | 9:30 a.m. – 3:00 p.m.     | No Service              |
| 8                   | Harbor Point/UMass – Kenmore Station                              | 15-30                    | 5:15 a.m. – 12:55 a.m.   | 6:30 a.m. – 1:00 a.m.     | 6:30 a.m. – 1:00 a.m.   |
| 10                  | City Point – Copley Square via Andrew Station & BU Medical Center | 20-25                    | 4:55 a.m. – 1:30 a.m.    | 6:15 a.m. – 1:15 a.m.     | 6:00 a.m. – 1:10 a.m.   |
| 16                  | Forest Hills Station – Andrew Station or UMass                    | 15-20                    | 5:00 a.m. – 1:45 a.m.    | 5:05 a.m. – 1:40 a.m.     | 6:40 a.m. – 1:30 a.m.   |
| 17                  | Fields Corner – Andrew Station                                    | 15                       | 4:55 a.m. – 10:15 p.m.   | 5:05 a.m. – 10:05 p.m.    | 8:50 a.m. – 7:25 p.m.   |
| 18                  | Ashmont Station – Andrew Station via Fields Corner Station        | 30-40                    | 6:05 a.m. – 6:50 p.m.    | 9:00 a.m. – 6:45 p.m.     | No Service              |
| Other Bus Routes    |   |                          |                          |                           |                         |
| 171                 | Dudley Station – Airport Station via Andrew Station               | N/A                      | 3:50 a.m. – 4:20 a.m.    | 3:50 a.m. – 4:20 a.m.     | 3:50 a.m. – 4:20 a.m.   |

*5.4 Project Impact*

Determining the future trip generation of the Proposed Project is a complex, multi-step process that produces an estimate of vehicle trips, transit trips, walk trips, and bicycle trips associated with a proposed development and a

specific land use program. A project’s location and proximity to different travel modes determines how people will travel to and from a project site.

To estimate the number of trips expected to be generated by the Proposed Project, data published by the Institute of Transportation Engineers (ITE) in the Trip Generation Manual<sup>1</sup> were used. ITE provides data to estimate the total number of unadjusted vehicular trips associated with the Proposed Project. In an urban setting well-served by transit, adjustments are necessary to account for other travel mode shares such as walking, bicycling, and transit.

To estimate the unadjusted number of vehicular trips for the Proposed Project, the following ITE land use code (LUC) was used:

Land Use Code 310 – Hotel. The hotel land use is defined as a place of lodging that provides sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting/banquet/convention rooms, limited recreational facilities, and/or other retail and service shops. Hotel trip generation estimates are based on average vehicle rates per number of hotel rooms.

#### 5.4.1 Mode Share

BTD provides vehicle, transit, and walking mode split rates for different areas of Boston. The Proposed Project is located in the central portion of designated Area 8, which also includes areas of South Boston and Dorchester along the MBTA Red Line and Dorchester Avenue. The unadjusted vehicular trips were converted to person trips by using vehicle occupancy rates published by the Federal Highway Administration (FHWA). The person trips were then distributed to different modes according to the mode shares shown in Table 2.2.

**TABLE 5.2: MODE SHARE**

| Land Use | Vehicle Occupancy Rate <sup>a</sup> | Walk/Bike Share <sup>b</sup> | Transit Share <sup>b</sup> | Vehicle Share <sup>b</sup> |
|----------|-------------------------------------|------------------------------|----------------------------|----------------------------|
| Hotel    | 1.67                                | 11%                          | 29%                        | 60%                        |

a Based on Table 16 from “Summary of Travel Trends: 2009 National Household Travel Survey” (FHWA,2011).

b Based on rates published by the Boston Transportation Department for Area 8.

#### 5.4.2 Project Trip Generation

The mode share percentages shown in Table 5.2 were applied to the number of person trips to develop walk/bicycle, transit, and vehicle trip generation estimates. The trip generation for the Proposed Project by mode is shown in Table 5.3.

<sup>1</sup> Trip Generation Manual, 9th Edition; Institute of Transportation Engineers; Washington, D.C.; 2012.  
 Holiday Inn Express and Suites South Bay Expansion

**TABLE 5.3: TRIP GENERATION SUMMARY**

| Direction      | Walk/Bike Trips | Transit Trips | Vehicle Trips |
|----------------|-----------------|---------------|---------------|
| Daily          |                 |               |               |
| In             | 119             | 45            | 147           |
| <u>Out</u>     | <u>119</u>      | <u>45</u>     | <u>147</u>    |
| Total          | 238             | 90            | 294           |
| a.m. Peak Hour |                 |               |               |
| In             | 9               | 4             | 11            |
| <u>Out</u>     | <u>6</u>        | <u>2</u>      | <u>8</u>      |
| Total          | 15              | 6             | 19            |
| p.m. Peak Hour |                 |               |               |
| In             | 9               | 3             | 11            |
| <u>Out</u>     | <u>9</u>        | <u>3</u>      | <u>11</u>     |
| Total          | 18              | 6             | 22            |

As shown in Table 5.3 the Proposed Project is expected to generate 19 vehicle trips during the weekday a.m. Peak Hour. During the weekday p.m. Peak Hour, the Proposed Project is expected to generate 22 vehicle trips. As shown, the Proposed Project is not expected to have a significant transportation impact on the area with low vehicle trips during the peak hours and minimal passenger increases on the public transportation in the area.

*5.5 Transportation Demand Management*

Determining the future trip generation of the Proposed Project is a complex, multi-step process that produces an estimate of vehicle trips, transit trips, walk trips, and bicycle trips associated with a proposed development and a specific land use program. A project’s location and proximity to different travel modes determines how people will travel to and from a project site.

The Proponent is prepared to take advantage of good transit access in marketing the site to future hotel guests and customers by implement the following TDM measures to encourage the use of non-vehicular modes of travel.

The TDM measures for the Project may include but are not limited to the following:

- ◆ **Project Web Site:** The web site will include transportation-related information for visitors and employees and currently makes available information about the hotel’s free shuttle bus service to and from Logan Airport and other key demand generators.
- ◆ **Transit Pass Programs:** The Proponent will require the hotel operator to encourage employees to use transit and will continue to buy MBTA Monthly transit passes for employees.

- ◆ **Information and Promotion of Travel Alternatives:** The Proponent will encourage the hotel manager to provide employees and visitors with public transit system maps, schedules, and other information on transit services in the area; provide an annual (or more frequent) newsletter or bulletin summarizing transit, ridesharing, bicycling, alternative work schedules, and other travel options; provide information on travel alternatives for employees and visitors via the Internet and in the building lobby; and provide information on travel alternatives to new employees.
- ◆ In addition to available Public Transportation options, the hotel management currently operates and will continue to operate a private 24 hour shuttle bus service to the Andrew MBTA Station, Boston Medical Center, Logan Airport, the Boston Convention & Exhibition Center (during events) and Black Falcon Cruise Terminal (seasonally). This shuttle service is provided free of charge to hotel guests and is intended to reduce guest reliance on personal vehicles when traveling to and from these major demand generators.

### *5.6 Consistency with South Bay Planning Initiative*

The Project Site is located in an area undergoing a significant evolution in the mix of land uses and the character of new development currently planned for the area. The Proposed Project is consistent with the ongoing transformation of this area and would not preclude the improvement of any of the surrounding roadway infrastructure to improve vehicular and pedestrian circulation in the area. While the planning process for these and other transportation improvements in the South Bay area are at an early stage, the Proposed Project will only complement these plans and the Proponent looks forward to working collaboratively with the BRA, City of Boston agencies, and other stakeholders as the planning process for these improvements continues.

The transportation studies included in this Small Project Review Application are based on existing roadway configurations and circulation patterns. While it is anticipated that the Proposed Project's construction will begin in the first half of 2016, in the event that the planning initiative advances sufficiently for the Proponent to perform additional transportation analyses for the Proposed Project based on reconfigured roadway alignments and circulation patterns, the Proponent is prepared to do so.

# VI - ENVIRONMENTAL & INFRASTRUCTURE ANALYSIS

## 6.0 ENVIRONMENTAL & INFRASTRUCTURE ANALYSIS

### *6.1 Shadow/Daylight*

The Proposed Project is a low-rise structure that will not cast any net new shadows on public open spaces, public amenities such as transit stations or bus stops, or other sensitive receptors. Most of the net new shadow cast by the Proposed Project will fall on parking areas and roadways.

### *6.2 Groundwater*

The Proposed Project is not located in the Groundwater Conservation Overlay District (GCOD), established by Article 32 of the Boston Zoning Code. The Proposed Project does not include any below grade site construction and will not affect adjacent groundwater levels.

### *6.3 Historic Resources*

The proposed exterior building modifications will not create any adverse impact on any City of Boston Landmarks or Landmark Districts, Massachusetts Historic Register Districts, National Historic Register Districts, or resources listed on the National Register of Historic Places.

### *6.4 Construction Impacts*

The following sections provide a narrative description of the Proposed Project's construction sequence and the measures that will be taken in order to mitigate the associated construction impacts:

#### *6.4.1 Construction Program*

The first steps in construction at the Project Site will be the installation of the site security fence. The limits of site fencing will be coordinated between the Construction Manager and MassDOT and Boston Transportation Department (BTD).

#### *6.4.2 Construction Schedule*

Complete construction of the Proposed Project will take approximately 1 year and is anticipated to start in the first quarter of 2016. Construction is expected to occur between the hours of 7:00 am and 6:00 pm weekdays, pursuant to City of Boston regulations regarding permissible working hours. Furthermore, a construction impacts hotline will be arranged to ensure that residents can immediately report any violations of this policy for the comfort and security of the Proposed Project's neighbors.

#### *6.4.3 Signage*

Appropriate signage will be placed along the perimeter of the site to direct pedestrians and to direct truck traffic and deliveries. Project signage will be required of the Construction Manager for each specific site and shall contain the following:

- ◆ Official address of the site;
- ◆ The Owner and the intended use of the Project;



- ◆ The Construction Manager's corporate name;
- ◆ The telephone number of the Construction Manager's on-site office;
- ◆ A statement that "Comments on Construction Impacts Welcome";
- ◆ BTD Construction Office telephone number.

Project signage will be installed at the start of construction at locations chosen by the BTD Construction staff, and will be maintained throughout the entire construction period. Project signage will not be removed until the Certificate of Occupancy is received and all site work is complete.

#### *6.4.4 Construction Waste*

The Construction Manager and its subcontractors will take an active role with regard to the reprocessing and recycling of construction waste in keeping with the Proposed Project's overall commitment to environmental sustainability.

Most construction debris is generated from packaging and when raw materials are cut or sized. The Proponent will encourage the construction contractor to take steps such as saving large scraps for use in other projects, returning durable packaging to suppliers, and source separating and recycling smaller scraps and non-durable packaging.

For those materials which cannot be recycled, solid waste will be transported in covered trucks to an approved solid waste facility, per the Department of Environmental Protection (DEP) Regulation for Solid Waste Facilities, 310 CMR 16.00. This requirement will be specified in the Contract Documents.

#### *6.4.5 Construction Traffic Impacts*

The numbers of on-site workers required during the construction period will vary on a typical day compared to the peak of construction. Because the construction workers will arrive and depart during off-peak traffic periods (typically 7:00AM – 3:00PM), they are not expected to significantly affect traffic conditions in the Proposed Project area.

Personnel will arrive at the job site either by public transportation or by personal vehicles. Workers will be encouraged to carpool whenever possible. Subcontractors will also be instructed to encourage their employees to use public transportation. Tradespeople will be permitted to store tools in locked job boxes on site, as another means to encourage public transit use.

#### *6.4.6 Truck Routes and Volumes*

Truck traffic will vary throughout the construction period, depending on the specific construction activity that is occurring. Construction truck access to and from the Project Site for delivery of supplies, materials, and removal of waste required for the Project will be limited to the truck routes established in cooperation with the construction trades and the Boston Transportation Department in advance of the start of construction.

No truck idling or queuing will be permitted on the jobsite or on any community street prior to 7:00 am.

#### *6.4.7 Off-site Staging*

The following measures will be taken regarding off-site staging to minimize impacts to the surrounding neighborhood:

- ◆ At no time will City streets be used for lift placement, staging of trucks, and/or off-loading of trucks without permit application and issuance.
- ◆ Any delivery truck unable to immediately access the jobsite upon arrival will be directed to off-site areas not on a public way.
- ◆ All concrete trucks will be radio dispatched and controlled to avoid standing.
- ◆ Local vendors will supply material with their own staging plan controlled by scheduled deliveries. Deliveries will be stopped for any subcontractor that does not comply with time dispatch by the site Superintendent.

#### *6.4.8 Construction Air Quality*

Impacts to air quality can come from construction equipment emissions and from fugitive dust. To reduce dust levels and minimize impacts on the local environment, the Construction Manager will adhere to a number of strictly enforced mitigation measures, including the following:

- ◆ All construction debris will be placed in onsite dumpsters for recycling and prompt removal; these dumpsters will be covered prior to removal.
- ◆ Construction practices will be monitored to ensure that unnecessary transfers and mechanical disturbances of loose materials and any emissions of dust are minimized.
- ◆ Because there is no significant excavation occurring on the Project Site, relatively little material will need to be trucked away.

#### *6.4.9 Odor Control*

The Construction Manager will maintain the construction site so as to minimize trash, garbage, and debris to reduce the potential for any nuisance odors associated with the Proposed Project's construction.

The Construction Manager will employ the following measures to reduce the potential for any nuisance odors associated with diesel emissions:

- ◆ Turning off diesel combustion engines on construction equipment not in active use and on trucks that are idling while waiting to load or unload material for five minutes or more.
- ◆ Locating combustion engines away from sensitive receptors such as fresh air intakes, air conditioners, and windows.

#### *6.4.10 Construction Noise*

Every reasonable effort will be made to minimize the noise impact of construction activities. The Construction Manager will employ the following measures to reduce construction noise:

- ◆ Ensuring that construction work hours begin no earlier than 7:00 am, including equipment warm-up;
- ◆ Using appropriate mufflers on all equipment and on-going maintenance of intake and exhaust mufflers;
- ◆ Muffling enclosures on continuously running equipment, such as air compressors and welding generators;
- ◆ Scheduling equipment operations to keep average noise levels low, synchronize noisiest operations with times of highest ambient noise levels, and to maintain relatively uniform noise levels;
- ◆ Turning off idling equipment.

#### *6.4.11 Vibrations*

All means and methods for performing work at the Project Site will be evaluated to minimize potential vibration impacts on the adjacent properties and other nearby buildings.

#### *6.4.12 Rodent Control*

The Construction Manager will implement measures designed to minimize any rodent-related issues associated with the construction of the Project. Rodent inspection monitoring and treatment will be carried out before, during and at the completion of all construction work for the Project, in compliance with the City's requirements. Rodent extermination prior to work start-up will consist of treatment of areas throughout the Project Site. During the construction process, regular service visits will be made. The rodent control program will be coordinated with abutters.

#### *6.4.13 Snow Removal*

The Construction Manager and its subcontractors will remove snow from all public areas affected by their work.

#### *6.4.14 Cleaning*

Streets and sidewalks in front of the Project Site will be cleaned by hand and/or by street sweeping machines as needed through the course of the Project's construction.

### *6.5 Infrastructure*

The Infrastructure Systems Component outlines the existing utilities surrounding the Project Site, the connections required to provide service to the Project, and any impacts on the existing utility systems that may result from the construction of the Project. The following utility systems are discussed herein:

- ◆ Sewer
- ◆ Domestic water
- ◆ Fire protection
- ◆ Drainage
- ◆ Natural gas

- ◆ Electricity
- ◆ Telecommunications

The Proposed Project includes the construction of a hotel addition and reconfiguration of the existing parking lot at the Holiday Inn at the South Bay Center in Boston, Massachusetts. The Project Site is bounded by the Southwest Expressway Exit Ramp to the east, the Southeast Expressway Exit Ramp (also referred to as Boston Street Rear) to the south and Passage Areas through the property to the west and north.

### 6.5.1 Wastewater

Existing Boston Water and Sewer Commission (BWSC) sanitary sewer mains are located in Boston Street Rear and a private main in the Southeast Expressway Exit Ramp. There is an existing two-inch (2") private sewer main running along the east and south of the project that connects to a 10-inch BWSC sanitary sewer main in the front of the existing building. The 10-inch BWSC sanitary sewer in Boston Street Rear which flows in a westerly then in a southerly direction into a 20-inch x 26-inch BWSC combined sewer in Boston Street Rear which ultimately flows to the Massachusetts Water Resource Authority (MWRA) Deer Island Waste Water Treatment Plant for treatment and disposal. The existing sewer system is illustrated in Figure 6-2.

#### 6.5.1.2 Wastewater Generation

The Proposed Project's sewage generation rates were estimated using values from the Massachusetts Department of Environmental Protection's State Environmental Code, 310 CMR 15.00, and the proposed building program. 310 CMR 15.00 lists typical sewage generation values in gallons per day (gpd) for the proposed building use, as shown in Table 6.5-1. Typical generation values are conservative values for estimating the sewage flows from new construction. 310 CMR 15.00 sewage generation values are used to evaluate new sewage flows or an increase in flows to existing connections. Table 6.5-1 describes the increased sewage generation in gallons per day (gpd) due to the proposed building addition. No credit is assumed for the Bickford's restaurant that previously occupied the Project Site as that structure has been removed.

**TABLE 6.5-1: PROPOSED PROJECT WASTEWATER GENERATION**

| Room Use                                    | Size        | 310 CMR Value (gpd/unit) | Total Flow (gpd) |
|---|-------------|--------------------------|------------------|
| Breakfast/Lounge (comparable to Restaurant) | 155 Seats   | 35 / seat                | 5,425            |
| Meeting Room (comparable to Function Hall)  | 140 seats   | 15 / seat                | 2,100            |
| Hotel                                       | 60 bedrooms | 110 / bedroom            | 6,600            |
|   |             | Total Increase in Flow:  | 14,125           |

#### 6.5.1.3 Proposed Conditions

The Proposed Project is expected to connect internally to the existing building sewer service. The Proponent will coordinate with the BWSC on the design and capacity of the proposed modifications to the existing sewer system. The Proposed Project is expected to generate an increase in wastewater flows of approximately 14,125 gpd.

Approval for the increase of less than 15,000 gpd in sanitary flow will come from BWSC. There are no capacity concerns anticipated with the Proposed Project's development. The Proposed Project's impacts to the existing sewer system will be reviewed as part of the BWSC's Site Plan Review process.

## *6.5.2 Water Supply*

### *6.5.2.1 Water Infrastructure*

Water for the Proposed Project will be provided by the BWSC. There is an 8-inch BWSC Southern Low Main beneath the Southeast Expressway Exit Ramp to the east of the Proposed Project, which connects to a 12-inch Southern Low Main beneath the Southeast Expressway. There is a 4-inch fire protection service that connects the existing hotel to the 8-inch BWSC Southern Low Main to the east of the Project Site. The existing water system is illustrated in Figure 6-1.

### *6.5.3.2 Water Consumption*

The Proposed Project's increased water demand estimate for domestic services is based on the Proposed Project's estimated sewage generation, described above. A conservative factor of 1.1 (10%) is applied to the estimated average daily wastewater flows calculated with 310 CMR 15.00 values to account for consumption, system losses and other usages to estimate an average daily water demand. The Proposed Project's estimated increased domestic water demand is 15,538 gpd. The water for the Proposed Project will be supplied by the BWSC system in the Southeast Expressway Exit Ramp. The proposed addition will connect internally to the existing domestic water service. No credit is assumed for the Bickford's restaurant that previously occupied the Project Site as this structure has already been removed.

Efforts to reduce water consumption will be made. Aeration fixtures and low-flow appliances will be chosen for water conservation qualities. In public areas, sensor operated faucets and toilets will be installed.

New water connections will be installed in accordance with the latest local, state, and federal codes and standards. Additional backflow preventers will be installed at both domestic and fire protection service connections as required. The existing meter with a Meter Transmitter Units (MTU) installed as part of the BWSC's Automatic Meter Reading (AMR) system will be reused. Compliance with the Standards for the domestic water system and fire protection system will be reviewed as part of the BWSC's Site Plan Review Process. Water Capacity issues are not anticipated within this system as a result of the project's construction.

### *6.5.3.3 Existing Water Capacity & Impacts*

BWSC record flow test data containing actual flow and pressure for hydrants within the vicinity of the Project Site was requested by the Proponent. Hydrant flow data was available for the hydrant near the Project Site. The existing hydrant flow data is shown in Table 6.5-2. As the design progresses, the Proponent will request hydrant flows be conducted by BWSC to obtain more current data.

**TABLE 6.5-2: EXISTING HYDRANT FLOW DATA**

| Hydrant Number          | Date of Test | Static Pressure (psi) | Residual Pressure (psi) | Total Flow (gpm) | Flow (gpm) at 20 psi | Flow (gpm) at 10 psi |
|-------------------------|--------------|-----------------------|-------------------------|------------------|----------------------|----------------------|
| H50<br>69 Boston Street | 6/10/2003    | 66                    | 54                      | 3,612            | 7,462                | 8,299                |

Note: 1. Data provided by BWSC, August 12, 2015

### 6.5.3 Stormwater

There are existing BWSC storm drains in the Southeast Expressway Exit Ramp and Boston Street Rear. There is an existing private closed storm drain system in the South Bay Center parking lot which collects runoff from the parking lot. The private drain main connects to a 10-inch BWSC storm drain main within the Southeast Expressway Exit Ramp that flows in a southerly then in a easterly direction through Boston Street Rear to connect to a 20-inch x 26-inch BWSC combined sewer in Boston Street. The combined sewer ultimately flows to the MWRA Deer Island Waste Water Treatment Plant for treatment and disposal. The existing BWSC storm drain system is illustrated in Figure 6-2.

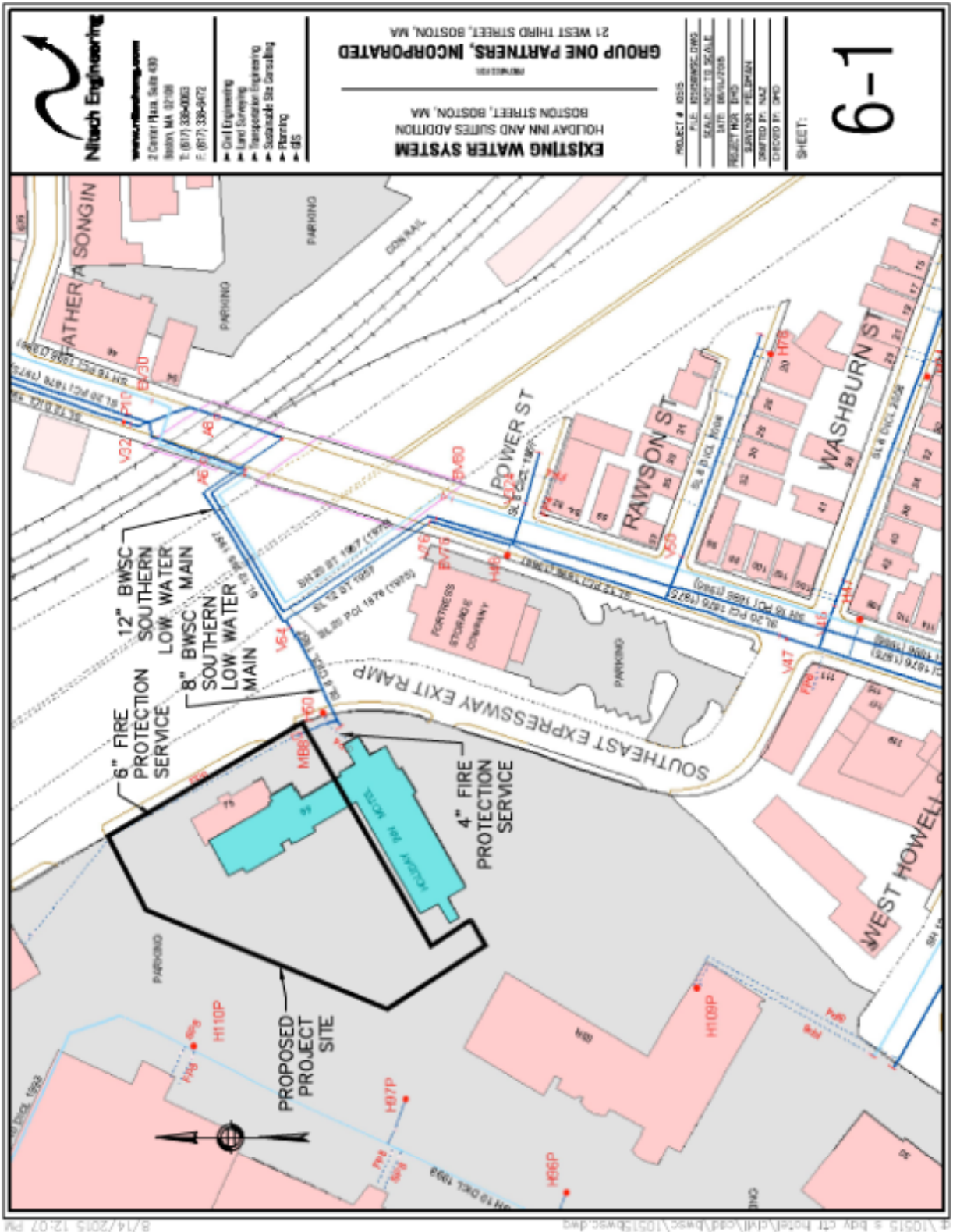


Figure 6-1: Existing Water System



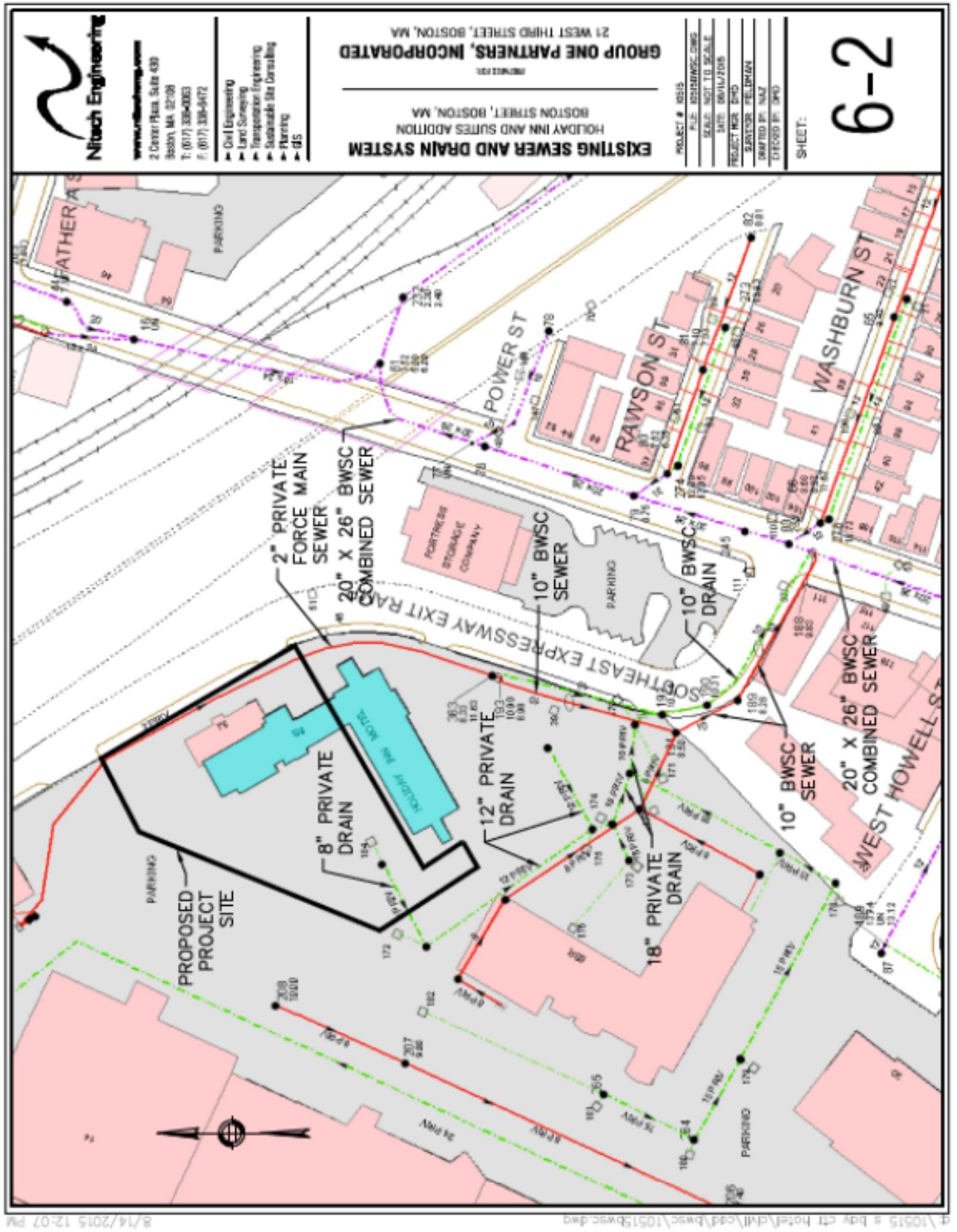


Figure 6-2: Existing Sewer and Drain System



### *6.5.3.2 Proposed Project*

The existing site is approximately 100-percent (100%) impervious cover. The amount of impervious area at the site will remain the same or decrease compared to the existing condition due to the Proposed Project's development. The Proposed Project will reduce the existing peak rates of stormwater discharge and volumes of stormwater runoff from the site and promote runoff recharge to the greatest extent practicable based on the applicable landscape design.

The Proposed Project will strive to infiltrate stormwater runoff from impervious areas into the ground to the greatest extent practicable. The proposed stormwater management system will be designed so that there will be no increase in the peak rate of stormwater discharge from the Project Site in the redeveloped condition compared to the existing condition.

Improvements and connections to BWSC infrastructure will be reviewed as part of the BWSC's Site Plan Review process. The process will include a comprehensive design review of the proposed service connections, and assessment of project demands and system capacity.

### *6.5.3.3 Water Quality Impact*

The Proposed Project will not affect the water quality of nearby water bodies. Erosion and sediment control measures will be implemented during construction to minimize the transport of site soils to off-site areas and BWSC storm drain systems. During construction, existing catch basins will be protected with filter fabric, straw bales and/or crushed stone, to provide for sediment removal from runoff. These controls will be inspected and maintained throughout the construction phase until the areas of disturbance have been stabilized through the placement of pavement, structure, or vegetative cover.

No construction dewatering is anticipated in connection with the Proposed Project's construction due to the lack of below-grade space proposed.

### *6.5.3.4 DEP Stormwater Management Policy Standards*

In March 1997, MassDEP adopted a new Stormwater Management Policy to address non-point source pollution. In 1997, MassDEP published the Massachusetts Stormwater Handbook as guidance on the Stormwater Policy, which was revised in February 2008. The policy prescribes specific stormwater management standards for development projects, including urban pollutant removal criteria for projects that may impact environmental resource areas. Compliance is achieved through the implementation of Best Management Practices (BMPs) in the stormwater management design. The Policy is administered locally pursuant to MGL Ch. 131, s. 40.

A brief explanation of each Policy Standard and the system compliance is provided below:

*Standard #1: No new stormwater conveyances (e.g., outfalls) may discharge untreated stormwater directly to or cause erosion in wetlands or waters of the Commonwealth.*

Compliance: The Proposed Project will comply with this Standard. No new untreated stormwater will be directly discharged to, nor will erosion be caused to wetlands or waters of the Commonwealth as a result of stormwater discharges related to the Proposed Project.

*Standard #2: Stormwater management systems shall be designed so that post-development peak discharge rates do not exceed pre-development peak discharge rates. This Standard may be waived for discharges to land subject to coastal storm flowage as defined in 310 CMR.*

Compliance: The Proposed Project will comply with this Standard to the maximum extent practicable. The existing stormwater discharge rate will be met or decreased as a result of the improvements associated with the Proposed Project.

*Standard #3: Loss of annual recharge to groundwater shall be eliminated or minimized through the use of infiltration measures including environmental sensitive site design, low impact development techniques, stormwater best management practices, and good operation and maintenance. At a minimum, the annual recharge from the post-development site shall approximate the annual recharge from pre-development conditions based on soil type. This Standard is met when the stormwater management system is designed to infiltrate the required recharge volume as determined in accordance with the Massachusetts Stormwater Handbook.*

Compliance: The Proposed Project will comply with this standard to the maximum extent practicable.

*Standard #4: Stormwater management systems shall be designed to remove 80% of the average annual post-construction load of Total Suspended Solids (TSS). This Standard is met when:*

- a. Suitable practices for source control and pollution prevention are identified in a long-term pollution prevention plan, and thereafter are implemented and maintained;*
- b. Structural stormwater best management practices are sized to capture the required water quality volume determined in accordance with the Massachusetts Stormwater Handbook; and*
- c. Pretreatment is provided in accordance with the Massachusetts Stormwater Handbook.*

Compliance: The Proposed Project will comply with this standard. Runoff from paved areas that would contribute unwanted sediments or pollutants to the existing storm drain system will be collected by deep sump, hooded catch basins and conveyed through water quality units before discharging into the BWSC system.

*Standard #5: For land uses with higher potential pollutant loads, source control and pollution prevention shall be implemented in accordance with the Massachusetts Stormwater Handbook to eliminate or reduce the discharge of stormwater runoff from such land uses to the maximum extent practicable. If through source control and/or pollution prevention all land uses with higher potential pollutant loads cannot be completely protected from exposure to rain, snow, snow melt, and stormwater runoff, the proponent shall use the specific structural stormwater BMPs determined by the Department to be suitable for such uses as provided in the Massachusetts Stormwater Handbook. Stormwater discharges from land uses with higher potential pollutant loads shall also comply with the requirements of the Massachusetts Clean Waters Act, M.G.L. c. 21, §§ 26-53 and the regulations promulgated thereunder at 314 CMR 3.00, 314 CMR 4.00 and 314 CMR 5.00.*

Compliance: The Proposed Project will comply with this standard. The Project is not associated with Higher Potential Pollutant Loads (per the Policy, Volume I, page 1-6).

*Standard #6: Stormwater discharges within the Zone II or Interim Wellhead Protection Area of a public water supply, and stormwater discharges near or to any other critical area, require the use of the specific source control and pollution prevention measures and the specific structural stormwater best management practices determined by the Department to be suitable for managing discharges to such areas, as provided in the Massachusetts Stormwater Handbook. A discharge is near a critical area if there is a strong likelihood of a significant impact occurring to said area, taking into account site-specific factors. Stormwater discharges to Outstanding Resource Waters and Special Resource Waters shall be removed and set back from the receiving water or wetland and receive the highest and best practical method of treatment. A "storm water discharge" as defined in 314 CMR 3.04(2)(a)1 or (b) to an Outstanding Resource Water or Special Resource Water shall comply with 314 CMR 3.00 and 314 CMR 4.00. Stormwater discharges to a Zone I or Zone A are prohibited unless essential to the operation of a public water supply.*

Compliance: The Proposed Project will comply with this Standard. The Proposed Project will not discharge untreated stormwater to a sensitive area or any other area.

*Standard #7: A redevelopment project is required to meet the following Stormwater Management Standards only to the maximum extent practicable: Standard 2, Standard 3, and the pretreatment and structural stormwater best management practice requirements of Standards 4, 5, and 6. Existing stormwater discharges shall comply with Standard 1 only to the maximum extent practicable. A redevelopment project shall also comply with all other requirements of the Stormwater Management Standards and improve existing conditions.*

Compliance: The Proposed Project will comply with this Standard. The Proposed Project complies with the Stormwater Management Standards as applicable to the redevelopment.

*Standard #8: A plan to control construction-related impacts including erosion, sedimentation and other pollutant sources during construction and land disturbance activities (construction period erosion, sedimentation, and pollution prevention plan) shall be developed and implemented.*

Compliance: The Proposed Project will comply with this standard. Sedimentation and erosion controls will be incorporated as part of the design of these projects and employed during construction.

*Standard 9: A Long-Term Operation and Maintenance (O&M) Plan shall be developed and implemented to ensure that stormwater management systems function as designed.*

Compliance: The Proposed Project will comply with this standard. An O&M Plan including long-term BMP operation requirements will be prepared for the Proposed Project and will assure proper maintenance and functioning of the stormwater management system.

*Standard 10: All illicit discharges to the stormwater management system are prohibited.*

Compliance: The Proposed Project will comply with this standard. There will be no illicit discharges associated with the Proposed Project.

#### *6.5.3.5 Protection Proposed During Construction*

Existing public and private infrastructure located within nearby public rights-of-way will be protected during Project construction. The installation of proposed utility connections within public ways will be undertaken in accordance with BWSC, Boston Public Works Department, the Dig-Safe Program, and applicable utility company requirements. Specific methods for constructing proposed utilities where they are near to, or connect with, existing water, sewer, and drain facilities will be reviewed by the BWSC as part of its Site Plan Review process. Necessary permits will be obtained before the commencement of work.

The Proponent will continue to work and coordinate with the BWSC and the utility companies to ensure safe and coordinated utility operations in connection with the Project.

#### *6.5.3.6 Conservation of Resources*

The State Building Code requires the use of water-conserving fixtures. Water conservation measures such as low-flow toilets and restricted flow faucets will help reduce the domestic water demand on the existing distribution system. The installation of sensor-operated sinks with water conserving aerators and sensor-operated toilets in all non-residential restrooms will be incorporated into the design plans for the Proposed Project.

# VII - PUBLIC BENEFITS & COMMUNITY OUTREACH

## 7.0 PUBLIC BENEFITS AND COMMUNITY OUTREACH

The Proposed Project will deliver a range of public benefits to the surrounding community and the City of Boston as a whole that are commensurate with the Proposed Project's modest scale and lack of environmental impacts. These benefits include the following:

- ◆ Visual improvement of an important visibility corridor;
- ◆ Expansion of economy lodging options in Boston;
- ◆ Approximately 150 construction jobs over the course of the Project's construction;
- ◆ Approximately 15-20 new permanent hotel jobs; and
- ◆ Real estate tax revenue enhancement.
- ◆ Consistency with ongoing planning activities regarding the South Bay street network and circulation patterns.

The Proponent recognizes that the submission of this Small Project Review Application will initiate the regulatory and public review process and looks forward to participating in the upcoming development review process.



#### CONTACT DETAILS

TEL +1 617 330 8000

FAX +1 617 330 8127

Colliers International  
160 Federal Street  
Boston, MA, 02110

[www.colliers.com](http://www.colliers.com)