

Notice of Project Change

THE HUB ON CAUSEWAY

(FORMERLY THE BOSTON GARDEN)

OFFICE TOWER



Submitted to:

Boston Planning & Development Agency

One City Hall Square

Boston, MA 02201

Submitted by:

Boston Properties Limited Partnership

800 Boylston Street, 19th Floor

Boston, MA 02199

Prepared by:

Gensler

One Beacon Street, 3rd Floor

Boston, MA 02108

and

Boston Garden Development Corporation

TD Garden

100 Legends Way

Boston, MA 02114

February 2018

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The Hub on Causeway (formerly known as The Boston Garden)

Notice of Project Change for the Office Tower

February 27, 2018

1.0 INTRODUCTION

Boston Properties Limited Partnership and Boston Garden Development Corp (together, the “Proponent”) is submitting this Notice of Project Change for The Hub on Causeway (the “Project”, formerly known as The Boston Garden Project) related to the Office Tower Component as described in the Expanded Project Notification form (PNF) submitted to the Boston Planning and Development Agency (the “Agency”) on September 6, 2013 as modified in the “Supplemental Information” dated December 6, 2013, and approved by the Agency on December 19, 2013. We kindly request your confirmation that the changes set forth below will not increase the impact of the Project and that no further review is required under Article 80B of the Boston Zoning Code.

2.0 PROJECT BACKGROUND

The 2.8 acre Project site is located on Causeway Street adjacent to North Station. The Hub on Causeway Project was permitted in 2013 and the program includes parking, retail (including a grocery store), office space, residential units, a hotel, and an expansion of the adjacent TD Garden. The Project provides a myriad of public benefits including greater connectivity between North Station and the Green and Orange MBTA lines, a new gateway to the City of Boston from the North, numerous improved public spaces, and neighborhood services and amenities.

Currently, the first phase of The Hub on Causeway Project is under construction, and key elements will be completed in 2018 (mainly the opening of The Hub, the new central entrance to North Station). The retail, podium office, residential and hotel components will become operational in 2019.

The second phase of the Project, comprised of the Hotel Tower Component and the Residential Tower Component, will commence construction this year with completion expected in 2019 and 2020, respectively. The foundations of all three Tower components – the Hotel, Residential, and Office – are being completed, as part of Phase 1.

3.0 PROJECT UPDATE & PROPOSED CHANGES TO THE OFFICE TOWER COMPONENT

Previous Office Tower Height & Area

As originally conceived in 2013, the design of the Office Tower Component of the Project was a tiered massing set back from The Hub (formerly referred to as Champions Row) and stepped up toward the I-93 Corridor. A quantitative comparison of the Office Tower’s dimensions as approved in 2013, and as currently proposed is provided in the table below:

	121A Approval (2013)	Current Proposal
Gross Floor Area ("GFA")	668,000 SF	Up to 651,500 SF
Number of Stories (Occupiable Above Podium)	22 Floors (above the Podium)	24 Floors (includes occupiable Roof Deck/mechanical penthouse floor) *
Maximum Floor Plate Size	25,400 SF	Up to 35,500 SF (Tower – Mid-Rise, floors 8 through 14) Up to 27,500 SF (Tower – High-Rise, floors 15-31)
Tower Floor Plate Bonus under 121A	2,325 SF - 131 SF (Hotel Tower) 2,194 (Available) <u>27,594</u> Total Floor Plate Allowed	
Maximum Tower Height from Grade	420'	Up to 495' to top of highest occupiable floor (which now includes the mechanical penthouse which has an occupiable Roof Deck)

**Floor count assumes 8th Floor, which is partially constructed as part of the Podium Component, as a new Office Tower floor.*

Marketplace Evolution

As we are nearly five years removed from the original PNF submittal, the current proposed Office Tower has been reimagined to respond to a new generation of office companies and their workforces. The current design of the Office Tower also includes the flexibility to accommodate future changes in the building customers' needs.

Proposed Office Tower Interior Elements

In response to current workplace requirements, the proposed new Office Tower design offers the following infrastructure to its users:

- **Higher Floor to Floor Heights** (13'-6 floor to floor typical)
- **Floors with Increased Ceiling Heights** (20'-0" + floor to floor on 8, 15 and 16 for amenities, gathering and maker spaces)
- **Enclosed Two Story Balconies** which define the building form, and project from the building, on the northeast and southwest corners. Each two story space can be connected by a stairway, and/or enclosed from within to create a three-season space with operable windows. Alternatively, the areas can be filled in to create additional floor space and allow for tenant customization. For purposes of calculating the GFA of the Office Tower, we have assumed the two story spaces may someday be filled in by future tenants, and thus we present the largest possible Office Tower GFA.
- **Access to Fresh Air** (Outdoor terraces on levels 8 and 15, and a roof deck on 31, with options for access to operable windows at the seven two-story balconies).

Proposed Office Tower Building Expression

The evolution of the Office Tower program brings with it exciting opportunities to reimagine the tower and create an indelible mark on the city skyline. Recognizing the Office Tower as part of a diverse neighborhood of structures made up predominantly of masonry buildings at various scales, the design team has made an effort to move away from a conventional glass clad tower. The overall massing of the building has been reshaped to respond not only to internal tenant needs but also to better integrate the structure with the scale and texture of its immediate surroundings. The Office Tower has intentionally been broken down in scale with the introduction of an expanded mid-rise portion occupying floors 9-14. These floors have an expanded plate on all four sides allowing for larger floors and column-free perimeter views from inside. This mid-section relates well to the adjacent Hotel and Podium scale and functions visually as a transition from the Podium to the Office Tower form. The high rise portion of the tower has a massing that illustrates its variety of interior experiences. Most notable are the glass box balconies on both the northeast and southeast corners of the Office Tower. These elements hover outside the building's main envelope providing unparalleled views and define a unique Office Tower silhouette. The Office Tower may include operable windows and high volume spaces within. The predominate cladding for the Office Tower comprises a two-story expression with formed metal spandrels and pilasters surrounding high performance glazing. These exterior cladding materials tie into the Podium's industrial expression and help to root the Office Tower within the existing neighborhood context.

Proposed Office Tower Height & Area

From a quantitative standpoint, the Office Tower has at least 16,500 square feet *less* overall GFA than originally planned and approved. The decision to include within the Office Tower the design amenity of an occupiable roof deck has added about 30 feet of additional "height" to the structure and an additional "story." In the prior design, the top floor was limited to mechanical equipment and therefore excludable from the height and story calculation.

4.0 IMPACT ASSESSMENT

In addition to the benefits of the changes to the Urban Design fabric of the neighborhood and city skyline as described above, the changes described in Section 3.0 have been evaluated by the Project's Professional Design Consultant for Wind, Shadow, Transportation and Sustainability.

A. WIND

The proposed design has been reviewed by Rowan Williams Davies and Irwin Inc (RWDI) and compared to the test conducted previously as part of the PNF Scheme included in the December 6, 2013 PNF Supplemental Information for both the No Build and Full Build Condition. As noted in the enclosed RWDI memo, the conditions at the pedestrian level are similar in nature and have actually improved in some areas. See Figure 4.A.1 RWDI Wind Memo dated January 26, 2018 for the further analysis.

B. SHADOWS

The new proposed Office Tower height of up to 495 feet is measured to the top of the highest occupiable floor. With the inclusion of an occupiable roof deck in the improved Office Tower design, the top floor (which previously was limited to mechanical equipment and was therefore excludable from the height calculation) is now included in height. This design change added approximately 30 feet to the height calculation for the Office Tower, without actually increasing

the physical height of the building. Overall, with the higher floor to ceiling expanses and the addition of one floor, the physical height of the Office Tower would be increased by about 45 feet (note: height calculated pursuant to the Boston Zoning Code would increase by approximately 75 feet). The increase in actual height, along with the expanded maximum floor plates, would result in a small extension of shadow, particularly during early morning, early evening and wintertime, when sun angles are low. Much of the additional shadow falls on areas such as the train tracks or areas already in shadow from other buildings. The updated Shadows Studies from the previous PNF Supplemental Information submittal dated December 6, 2013 (See Figures 4.B.1 through 4.B.13) show the previous Office Tower shadows in orange, with the proposed building shadow outlined and infilled with yellow. Changes in shadow are due in part to the different height, massing, positioning and orientation of the Office Tower on the Podium, and as mentioned above, are most differentiated when sun angles are low.

C. TRANSPORTATION

The proposed design of the Office Tower would reduce GFA from 668,000 square feet to a maximum of up to 651,500 square feet, eliminating at least 16,500 square feet of previously planned office space. The anticipated traffic impact of this reduction in Project size was reviewed by Vanesse and Associates and compared to the Traffic Analysis conducted previously as part of the PNF Scheme included in the September 6, 2013 PNF submittal. For reference, we have included the figures from the PNF Supplemental Information submittal, which are Figures 4.C.2 through 4.C.3. As noted in the Vanesse memo, the traffic conditions, particularly those previously addressed in the PNF Supplemental Information have not been adversely affected. See Figure 4.C.1 Vanesse Traffic Memo dated January 27, 2018.

D. SUSTAINABILITY

The current goal for the Office Tower is to be designed and built to achieve a Platinum level of certification under the USGBC's LEED v3 for Core and Shell Development, which had been previously agreed to with the BPDA and is in excess of the original PNF filing on September 6, 2013. The anticipated roadmap to achieving LEED Platinum for the Office Tower is outlined in the Scorecard shown in Figure 4.D.1. The broader project context is described below:

Overall Boston Garden HUB Redevelopment Project: Boston Properties and the Delaware North Companies identified environmental sustainability as an important goal for the Project. This goal is one that is also shared by the members of the design team.

The overall Project will include a number of separate LEED certifications based on the different project components. Formal certification will be attempted for all Components. The scope of work of each Component determines what LEED Rating System must be pursued and results in the following LEED certification approach:

Podium:	LEED for Core & Shell v3
Office:	LEED for Core & Shell v3
Hotel:	LEED for New Construction v3
Residential:	LEED for New Construction v3

Because all Components of the Project will build off the Podium Component and associated site and infrastructure elements, the team will pursue a LEED Master Site. This will allow the Project to show compliance with various LEED elements from a "campus approach".

All Project Components have been registered with the USGBC. The Master Site design phase application was completed in November 2017. Based on Project schedules, the Podium Component, Hotel Component and Residential Component parcels have already completed their LEED design phase applications. Upon Office Tower design completion, a LEED Design Phase application will be submitted on behalf of the Office Tower Component to GBCI for review. The Office Tower construction application will be submitted after construction completion.

As part of the approval process, the City of Boston has required that the Project Components achieve a certain level of certification. The Podium Component is required to achieve silver certification and the other Project Components must achieve silver, gold and platinum certification. Following is the *current* LEED point status for each Component.

Project	LEED Req/goal (min pts)	Yes	Maybe	No
Podium	Silver (50)	60	7	43
Office	Platinum (80)	81	7	22
Hotel	Gold (60)	67	9	34
Residential	Gold (60)	61	3	46

5.0 CONCLUSION

As supported by the included data and Professional Statements of Opinion, the Proponents respectfully request a confirmation that the changes outlined in this notice do not significantly increase the impacts of the Project, or require any further review pursuant to Article 80B of the Boston Zoning Code. Thank you for your attention to this matter.

FIGURE 3-1 GROUND FLOOR PLAN

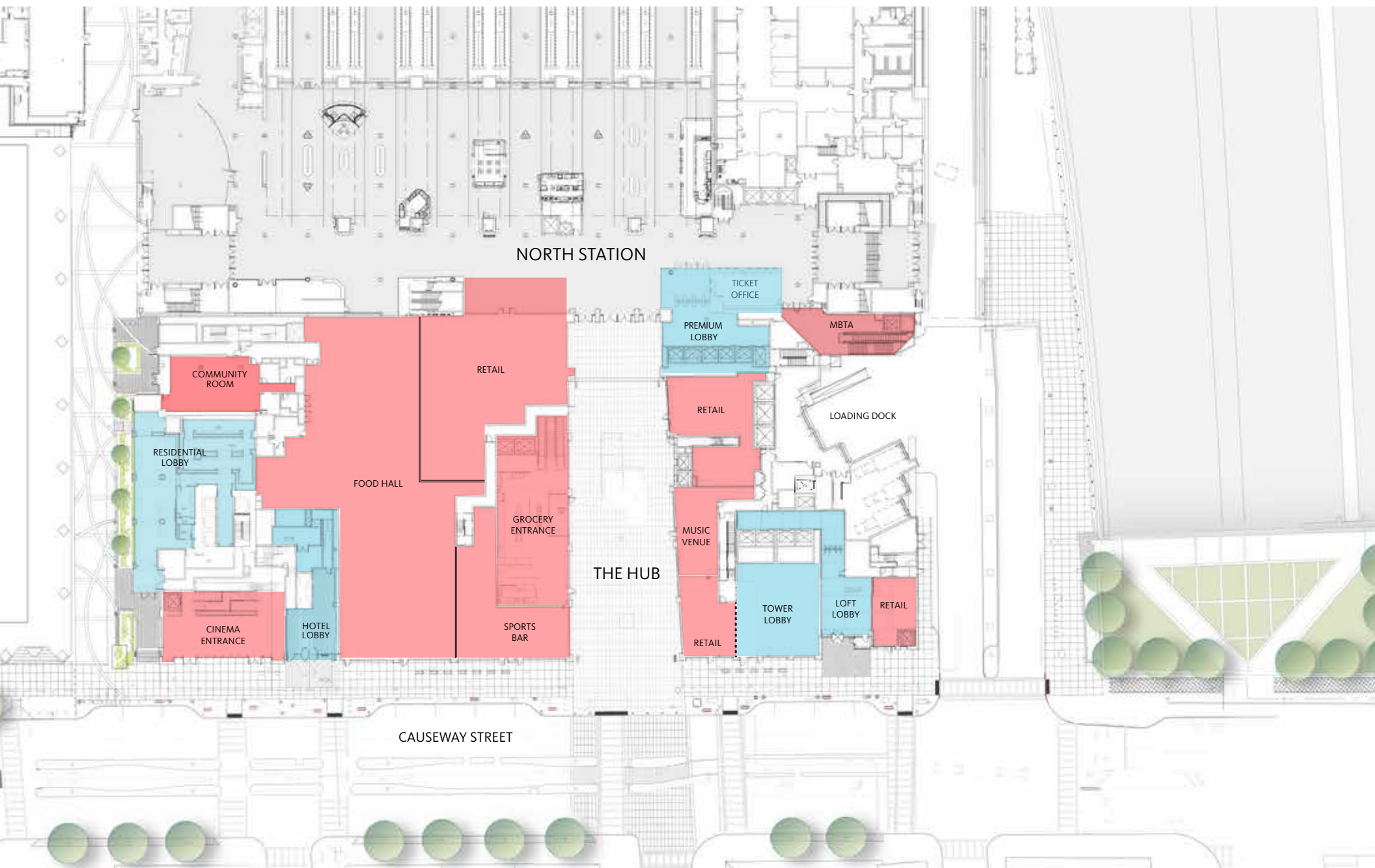


FIGURE 3-2 FULL PROJECT BUILDING SECTION

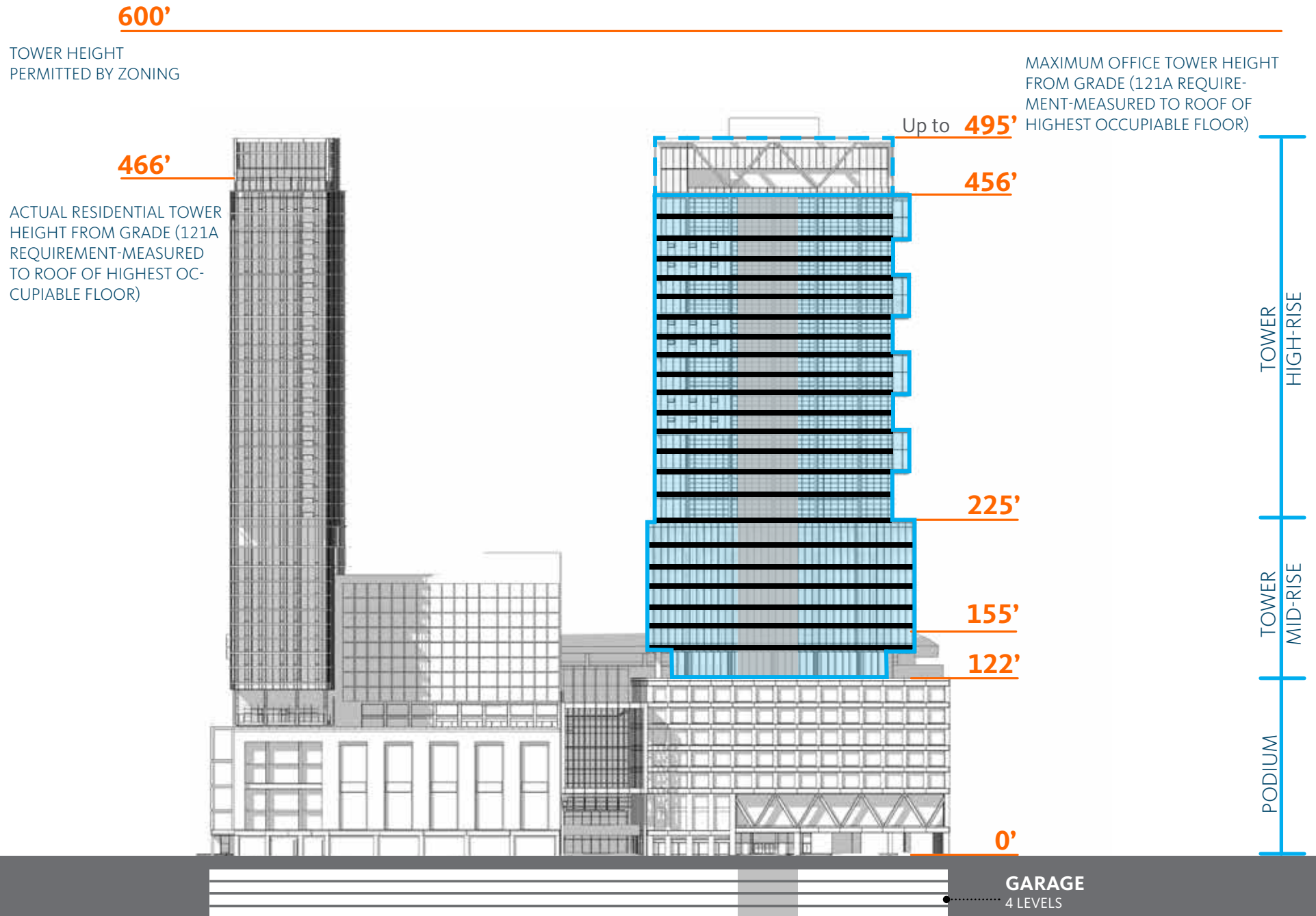


FIGURE 3-3 VIEW FROM NORTH



FIGURE 3-4 VIEW OF THE HUB



FIGURE 3-5 VIEW FROM SOUTH



FIGURE 4-A-1 RWDI WIND MEMO



600 Southgate Drive
Guelph ON Canada
N1G 4P6

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Fax: +1.519.823.1316

MEMORANDUM

DATE:	2018-01-26	RWDI Reference No:	1401862A
TO:	Jeff Pivorunas - Gensler	ADDRESS/EMAIL:	Jeff_Pivorunas@gensler.com
FROM:	Derek Kelly	ADDRESS/EMAIL:	derek.kelly@rwdi.com
RE:	The HUB Office Tower Pedestrian Wind Comfort Study Boston, MA		

Dear Jeff,

As part of our ongoing studies for The HUB, RWDI recently carried out a Pedestrian Wind Comfort Study for the Office Tower. While the focus of the current study was to assess the wind comfort conditions on the tower's podium and balconies, RWDI also placed velocity sensors at grade around the Development to evaluate the wind conditions in adjacent spaces. This exercise allowed for a direct comparison of wind conditions between the new tower design relative to the previous tower design.

In general, the wind comfort conditions at grade remain unchanged or improve with the new tower in place compared to previous conditions. This is likely due to the large balconies incorporated into the new design which helps disrupt or confuse the wind shedding off the tower. Provided below is Table 1 which shows the wind conditions at two key locations adjacent to The HUB. The wind conditions at these locations can be considered as representative of other locations at grade level adjacent to the Development.

Please let me know if you have any questions or comments.

With warm regards,

RWDI

Derek Kelly, M.Eng., P.Eng.
Principal / Project Manager

DRK/smd
Attach.



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rwdi.com

FIGURE 4-A-1 RWDI WIND MEMO

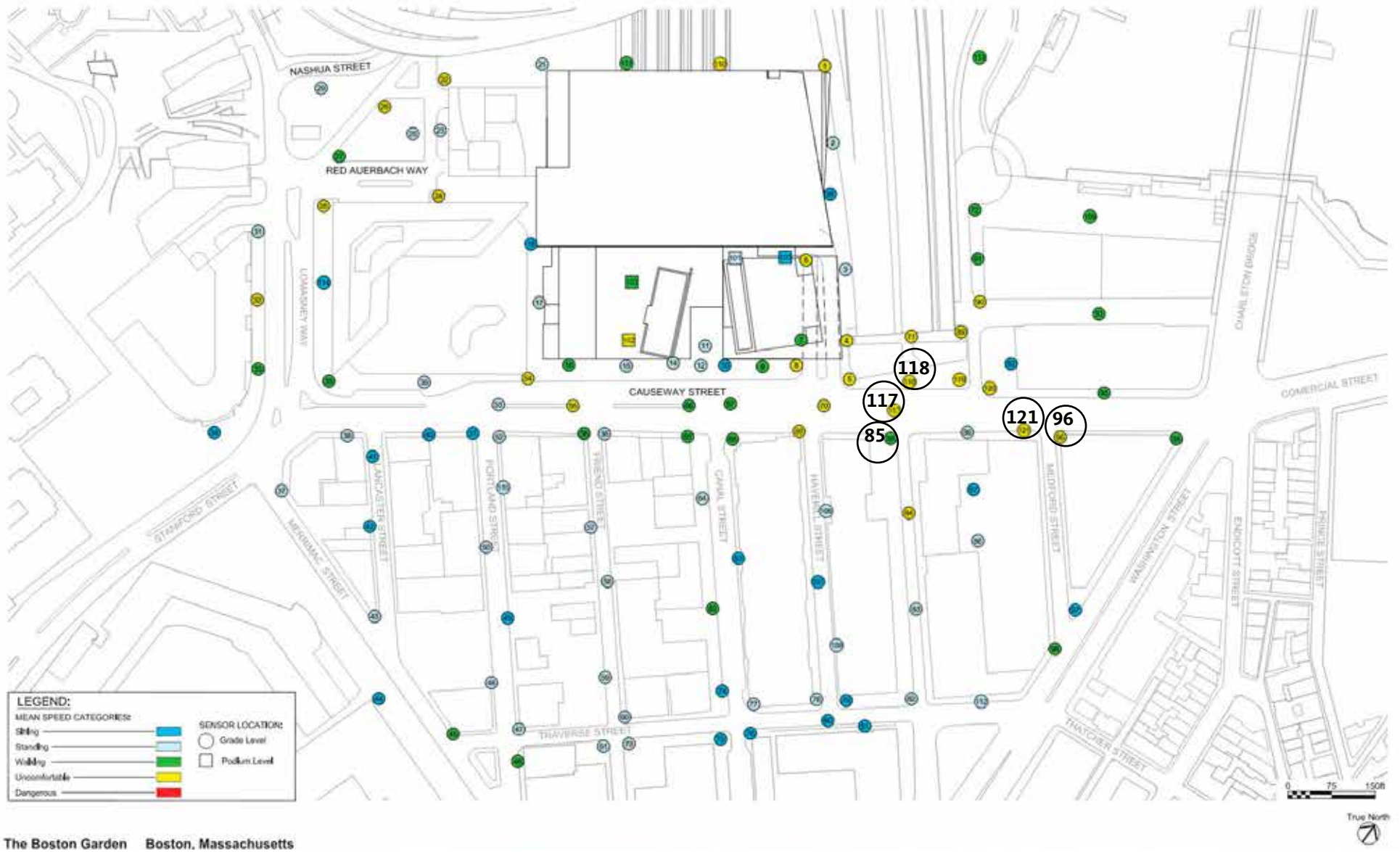


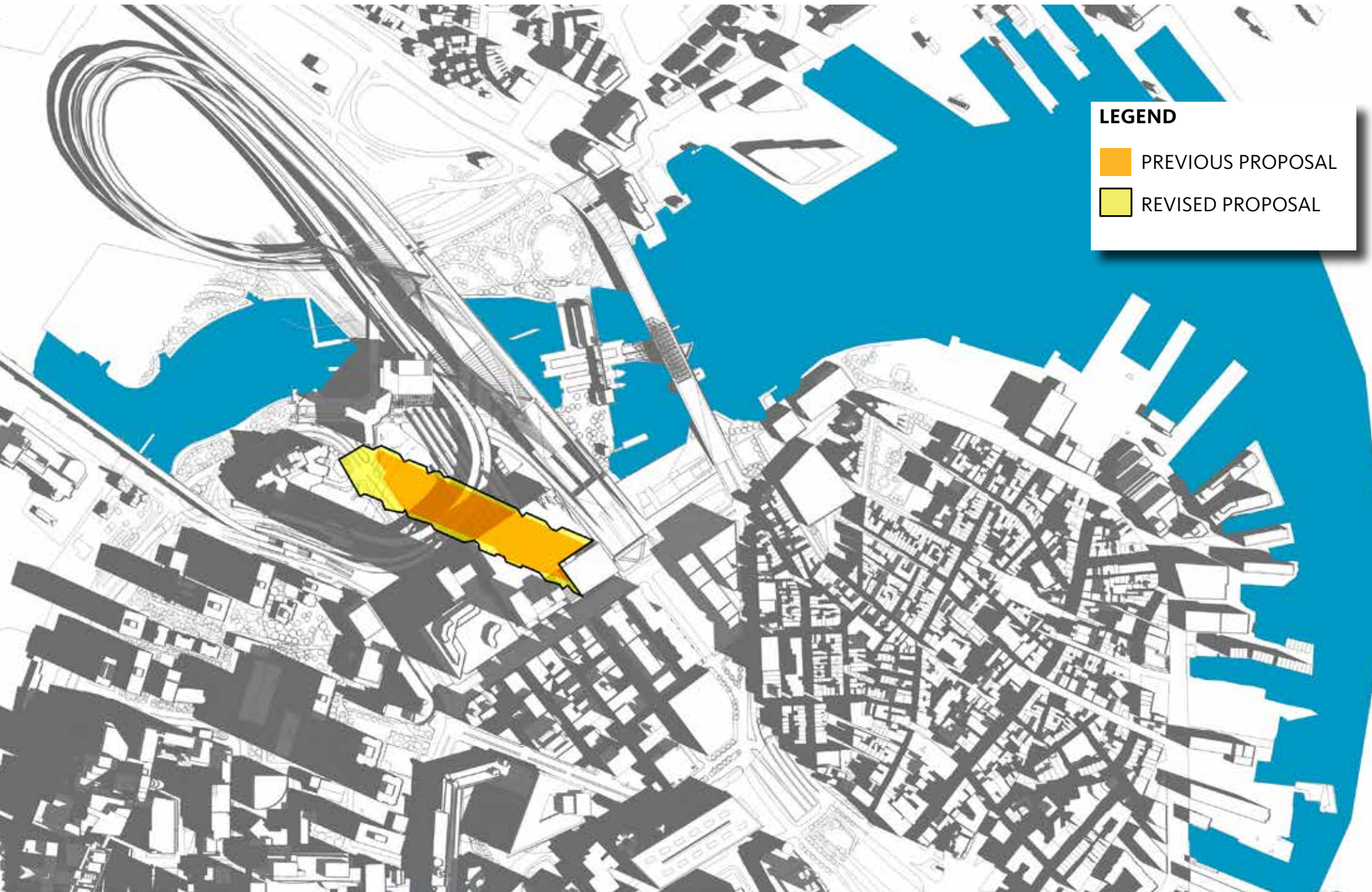
The HUB – Pedestrian Wind Comfort Study
 RWDI #1401862A
 January 26, 2018

Table 1: Grade Level Wind Comfort Conditions Adjacent to the HUB

Location	Test Configuration	Season	Comfort Category	Effective Gust Category
96	2013	Annual	Uncomfortable	Unacceptable
	2018	Annual	Uncomfortable	Acceptable
121	2013	Annual	Uncomfortable	Acceptable
	2018	Annual	Walking	Acceptable
118	2013	Annual	Uncomfortable	Unacceptable
	2018	Annual	Walking	Acceptable
117	2013	Annual	Uncomfortable	Acceptable
	2018	Annual	Walking	Acceptable
85	2013	Annual	Walking	Acceptable
	2018	Annual	Walking	Acceptable

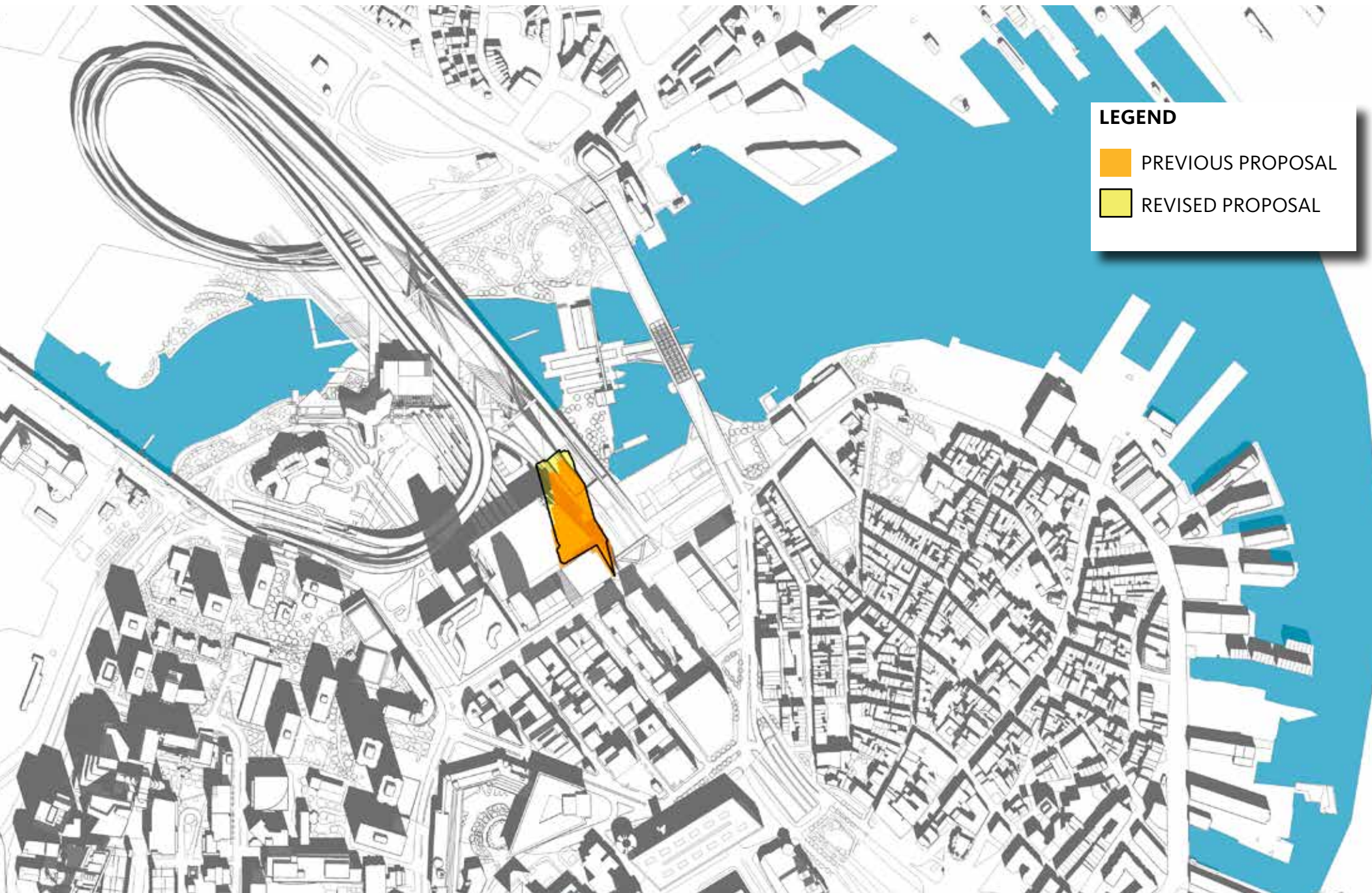
FIGURE 4-A-2 MEAN WIND SPEED - FULL BUILD, ANNUAL





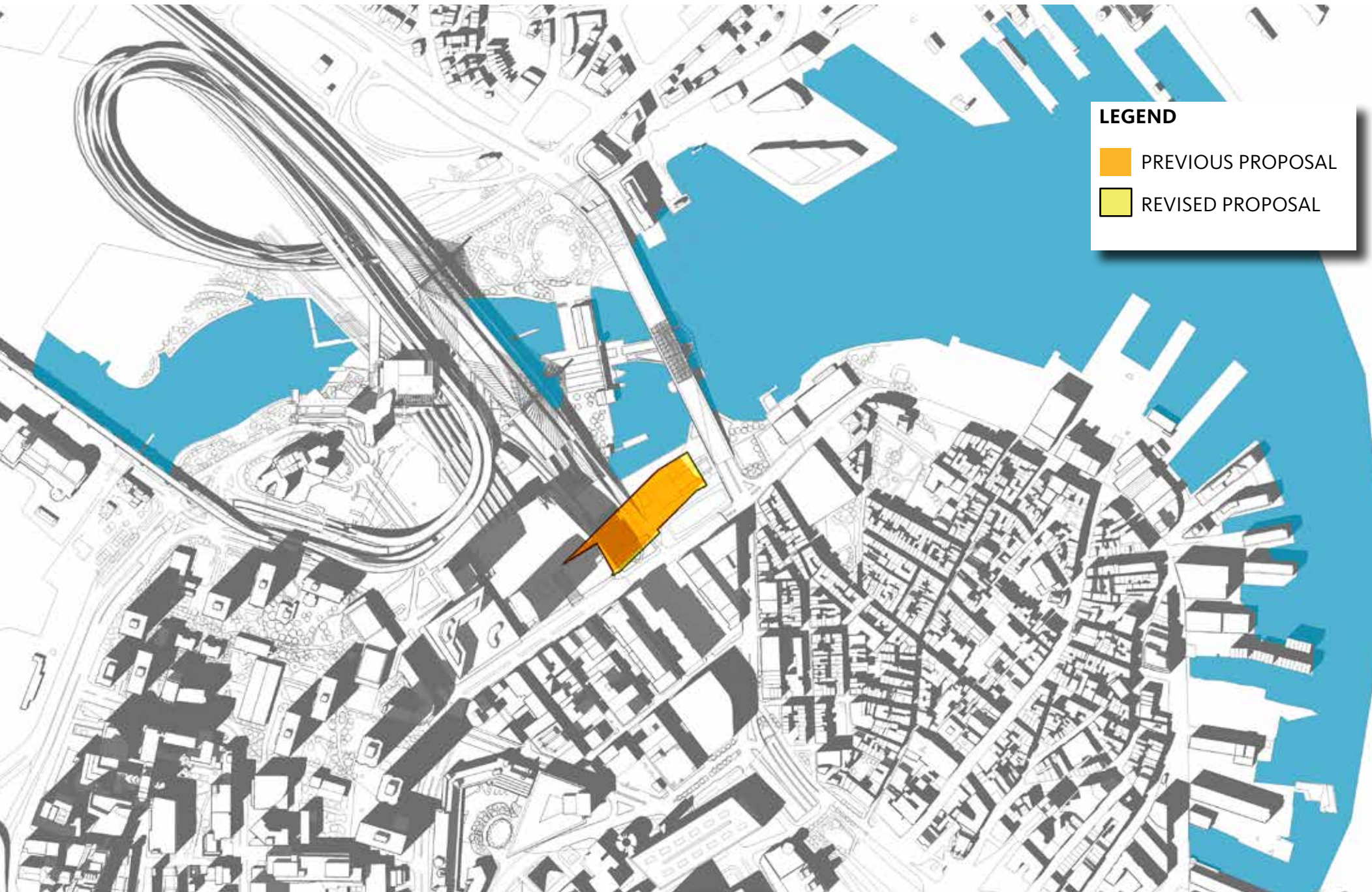
LEGEND

- PREVIOUS PROPOSAL
- REVISED PROPOSAL





LEGEND

- PREVIOUS PROPOSAL
- REVISED PROPOSAL



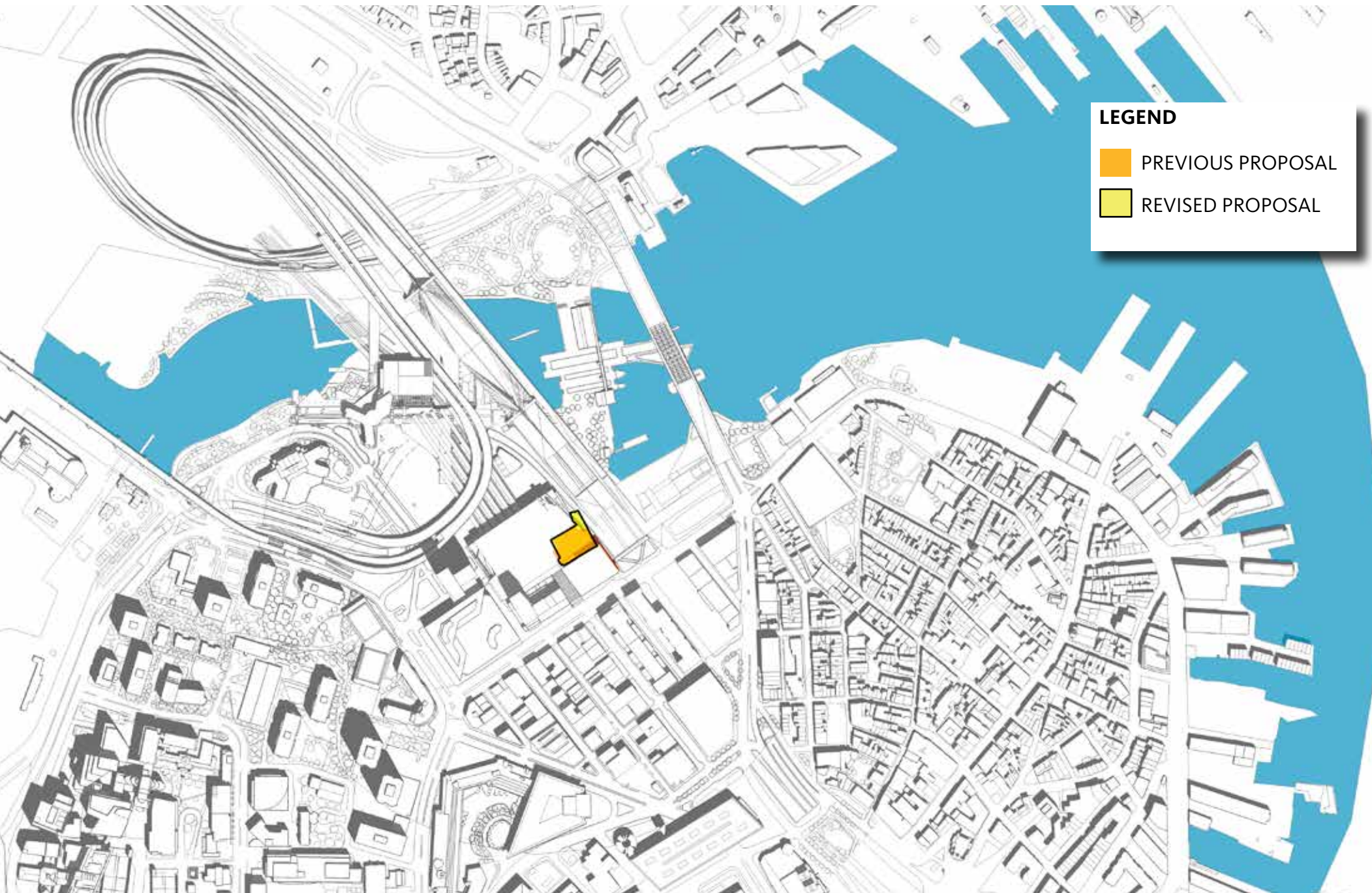
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-  PREVIOUS PROPOSAL
-  REVISED PROPOSAL



LEGEND

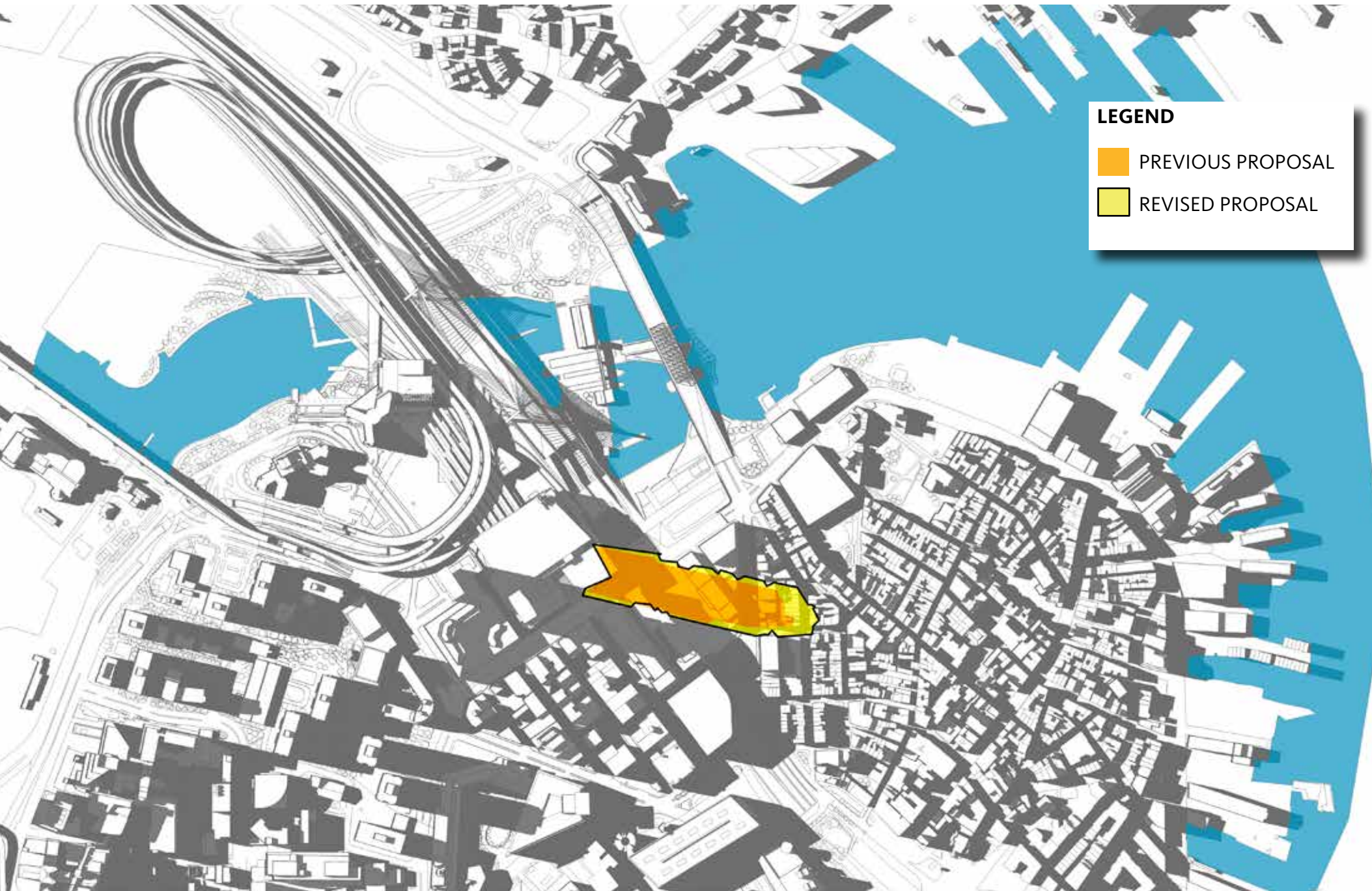
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- REVISED PROPOSAL



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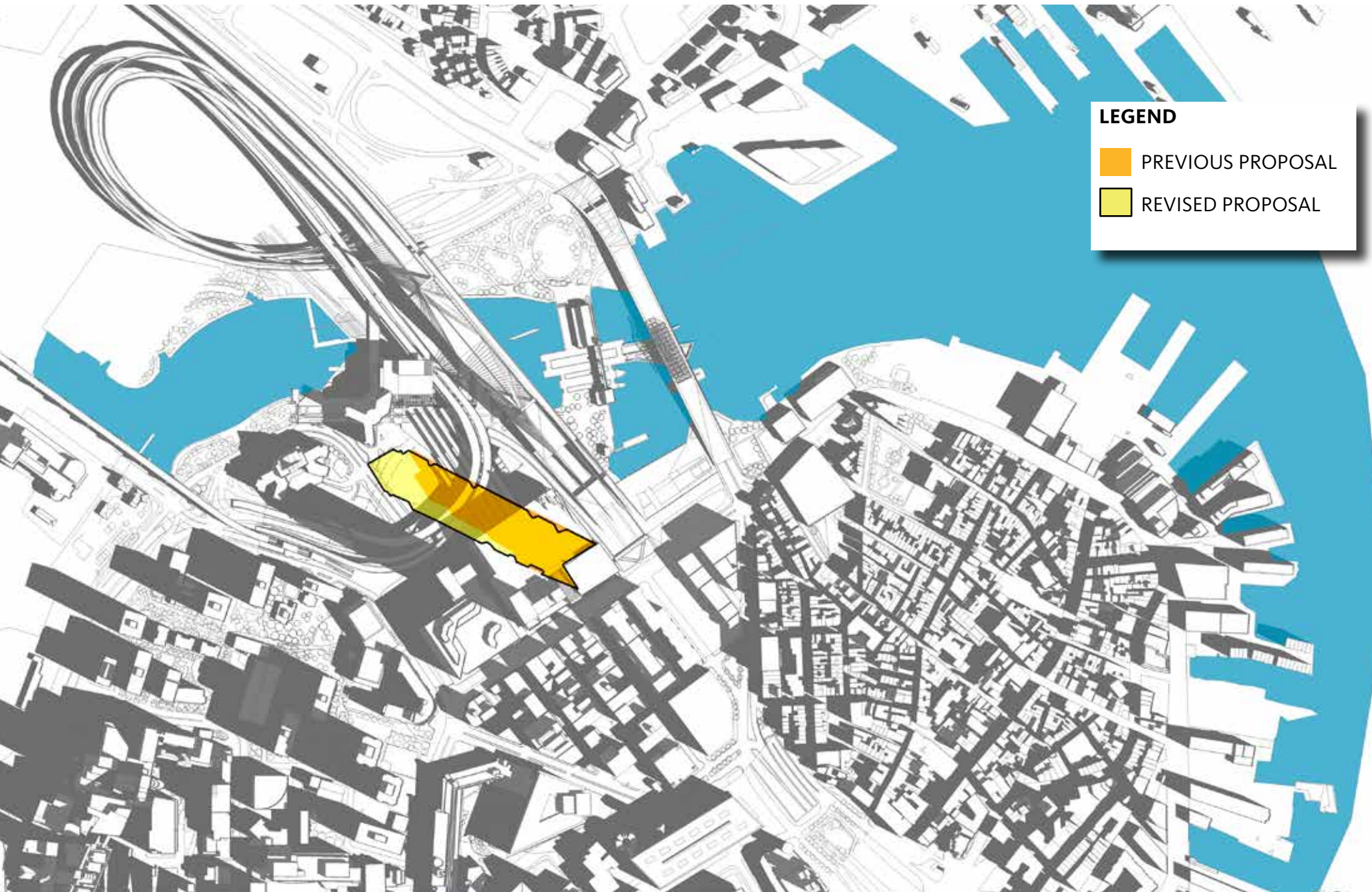
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- REVISED PROPOSAL





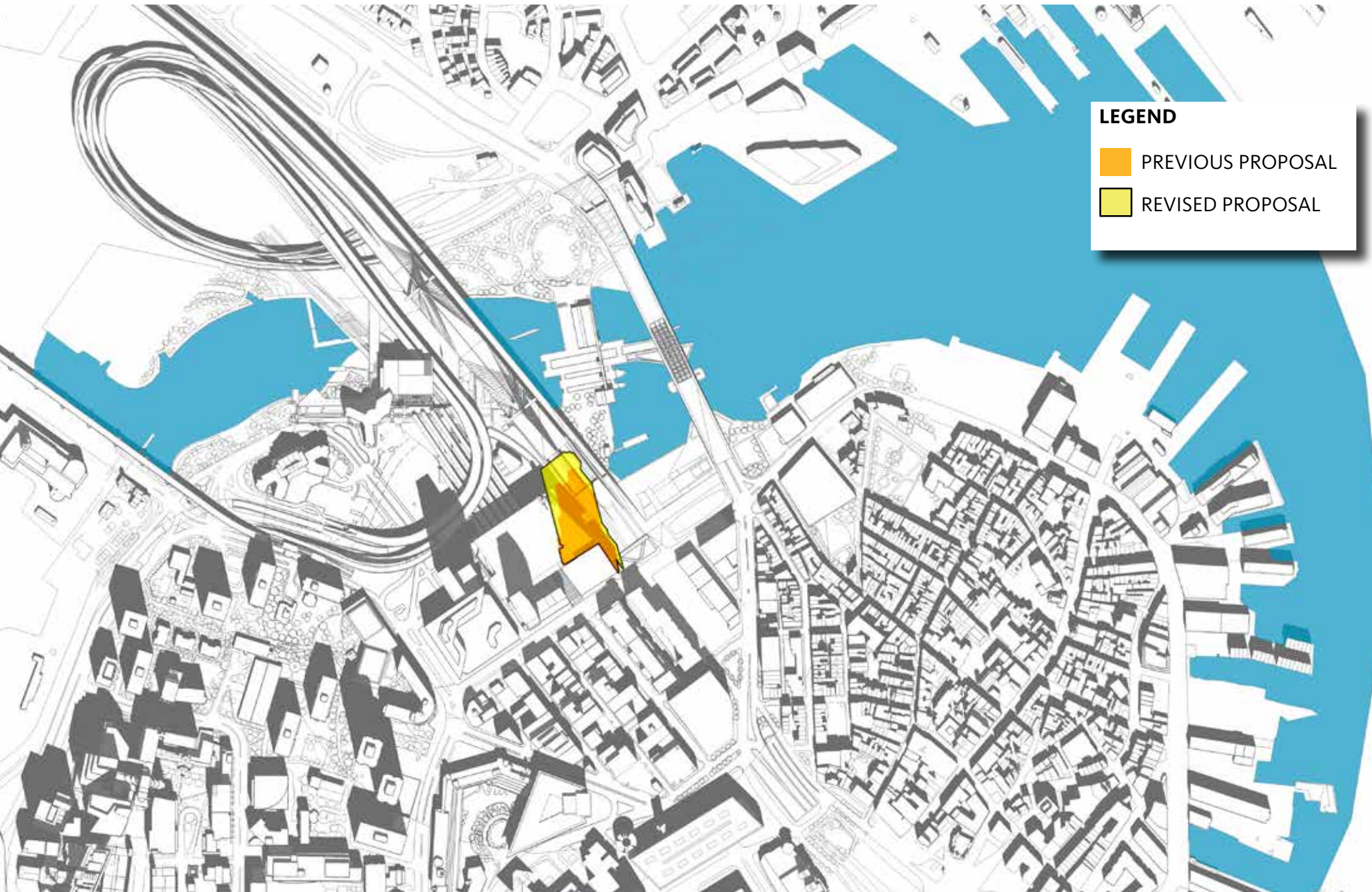
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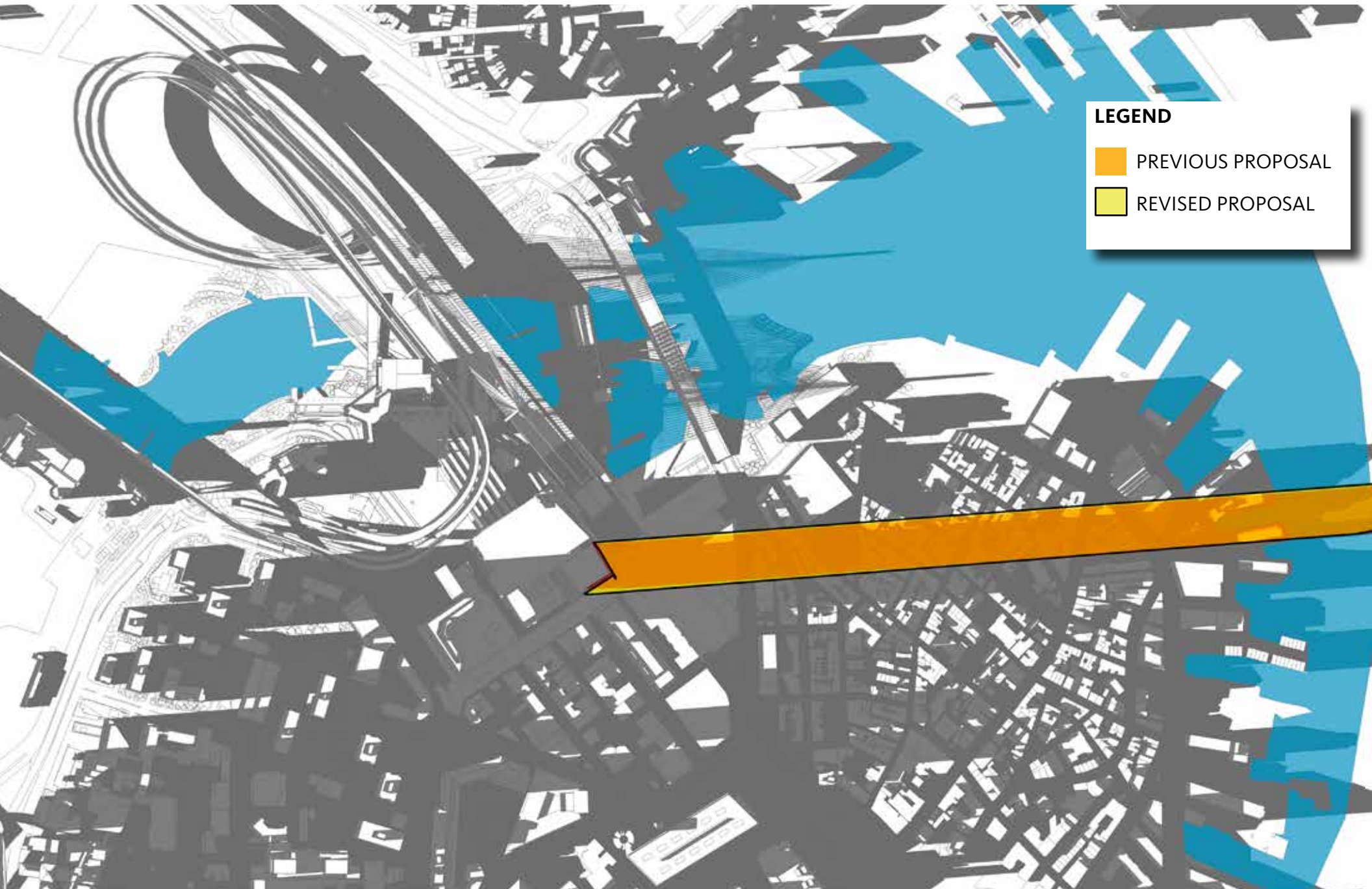
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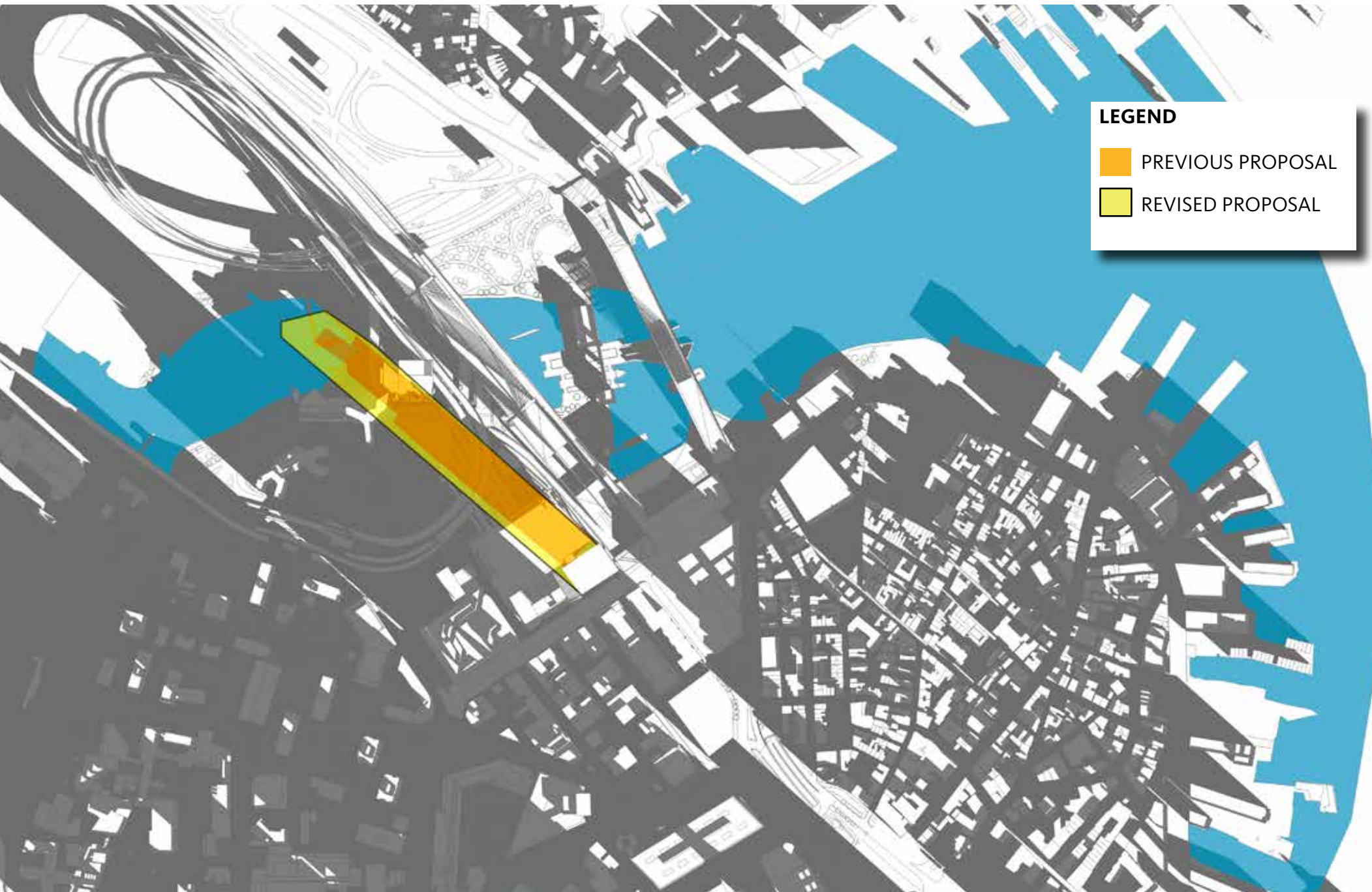
- PREVIOUS PROPOSAL
- REVISED PROPOSAL





LEGEND

- PREVIOUS PROPOSAL
- REVISED PROPOSAL



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- PREVIOUS PROPOSAL
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LEGEND

- PREVIOUS PROPOSAL
- REVISED PROPOSAL



LEGEND

- PREVIOUS PROPOSAL
- REVISED PROPOSAL

FIGURE 4-C-1 VANASSE TRAFFIC MEMO



35 New England Business Center Drive
 Suite 140
 Andover, MA 01810-1066
 Office: 978-474-8800
 Fax: 978-688-6508
 Web: www.rdva.com

Ref: 6440

March 1, 2018

Ms. Giuliana DiMambro
 Project Manager
 800 Boylston Street, Suite 1900
 Boston, MA 02199-8103

Re: The Boston Garden (a.k.a. The Hub on Causeway)
 50-150 Causeway Street
 Boston, Massachusetts

Dear Giuliana:

Vanasse & Associates, Inc. (VAI) has completed a review of the proposed changes to the development program for the mixed-use, transit oriented development known as The Boston Garden (a.k.a. The Hub on Causeway) located at 50-150 Causeway Street in Boston, Massachusetts (hereafter referred to as the “Project”). Table 1 summarizes the development program that was approved for the Project and that was the subject of the Transportation Impact Assessments (TIAs) that were prepared by VAI in support of the City of Boston Article 80 process and the filings pursuant to the Massachusetts Environmental Policy Act (MEPA).

**Table 1
 THE BOSTON GARDEN
 DEVELOPMENT PROGRAM SUMMARY**

Land Use	Approved Development Program	Proposed/Modified Development Program	Change
Residential	497 units	440 units	-57 units
Hotel	306 keys	272 keys	-34 keys
Office Tower	668,000 sf	651,500 sf	-16,500 sf
Podium Office	142,000 sf	161,556 sf	+19,556 sf
Podium Retail	235,000 sf	234,089 sf	-911 sf
Podium Total	377,000 sf	395,645 sf	+18,645 sf
TD Garden/Champions Row	65,000 sf	62,100 sf	-2,900 sf
Parking	800 spaces	546 spaces	-254 spaces

As can be seen in Table 1, the proposed/modified development program represents an overall reduction in the development program that was evaluated and approved for the Project by the City of Boston and State permitting agencies, including the Massachusetts Department of Transportation (MassDOT). With the reduction in the development program, the associated trip projections and impacts to the transportation infrastructure will also be reduced from the conditions that were previously assessed in support of the Project. Any potential increase in traffic that may be attributed to the minor increase in the office

FIGURE 4-C-1 VANASSE TRAFFIC MEMO

Ms. Giuliana DiMambro

March 1, 2018

Page 2 of 2

component of the podium (19,556 sf) will be more than off-set by the decrease in traffic attributable to the reduction in the other elements of the Project. As such, the comprehensive transportation improvement program that was developed for the Project and approved by the City and MassDOT will continue to afford sufficient capacity to accommodate the reduced impacts that are associated with the modified development program.

If you should have any questions regarding our assessment of the changes to the Project, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE
Principal

Professional Engineer in CT, MA, ME, NH, RI and VA

JSD/jsd

cc: File

FIGURE 4-C-2 EXISTING VEHICLE ACCESS PLAN

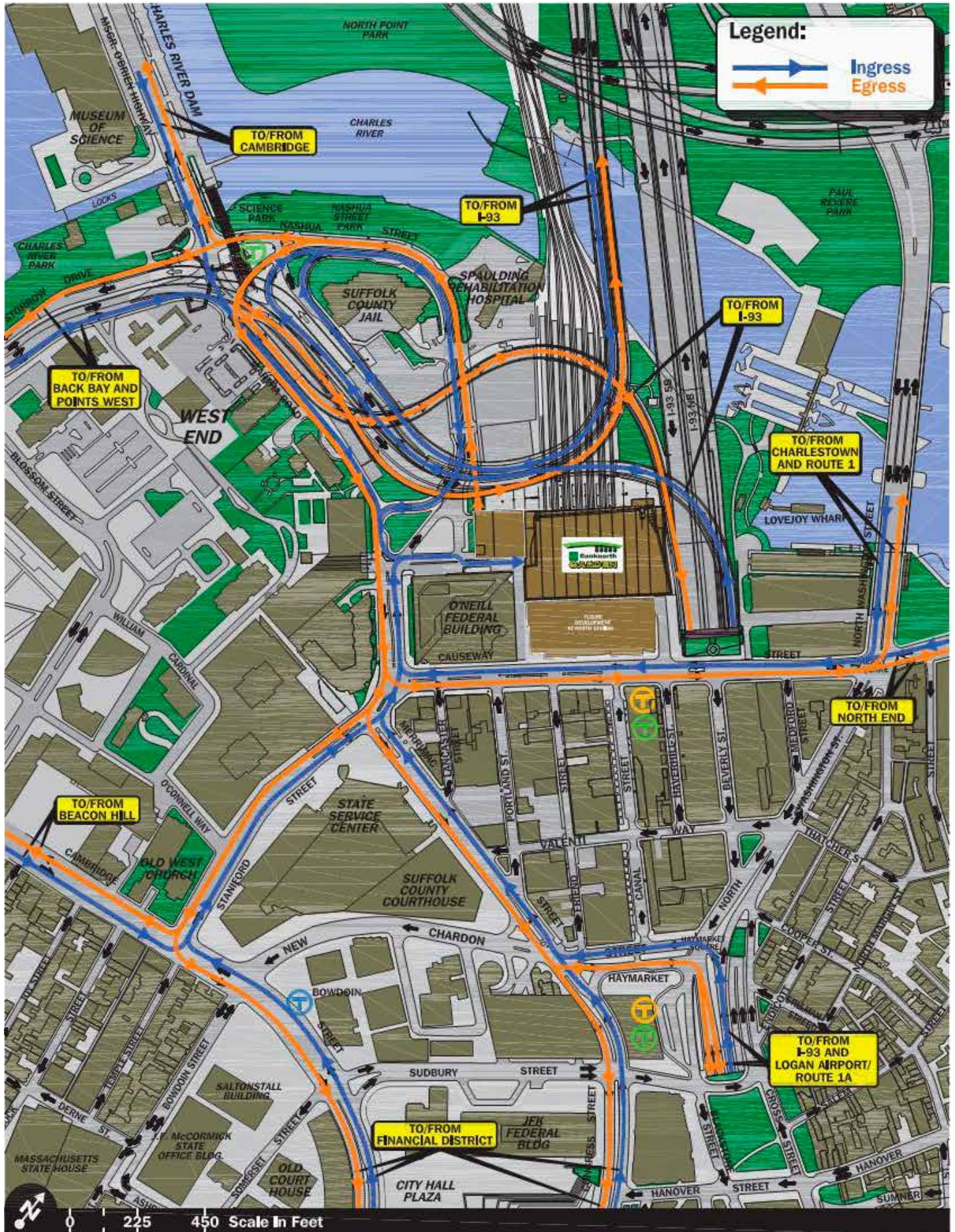


FIGURE 4-C-3 VEHICLE ACCESS PLAN WITH CAUSEWAY STREET ACCESS

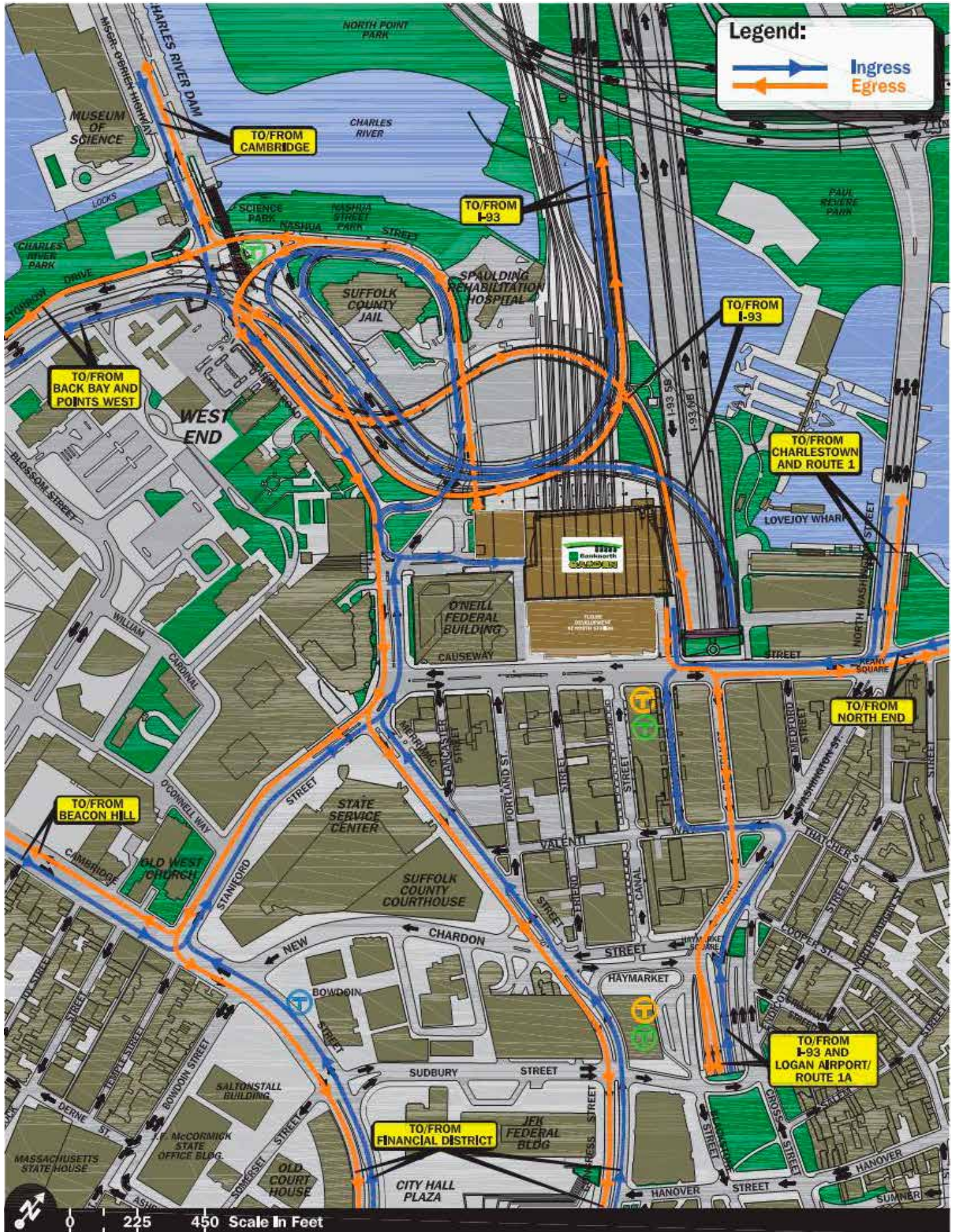


FIGURE 4-D-1 LEED SCORECARD



LEED v3 for Core and Shell Development 2009 Project Scorecard

General Notes

Project: TD Garden OFFICE
Address: Boston, MA
Date: January 2018

POINT TOTAL

Yes Maybe No

81 **7** **22**

Certified: 40-49 points Silver: 50-59 points Gold: 60-79 points Platinum: 80+ points

Project Goal: LEED Platinum
 Master Site Design items reviewed and approved in Nov 2017
 9.17.15: Registered Master Site & project with USGBC
Items impacted by Appendix 4 shown in red italics
Items that can be submitted as part of the Master Site:

Phase	Yes	Maybe	No	Category	Points	Requirement	Notes & Status
26 0 2				SUSTAINABLE SITES		28 Master	Notes & Status
C	Y			SSp1	Construction Activity Pollution Prevention	Required	A compliant ESC/SWPPP is in place
	1			SSc1	Site Selection	1	:APPROVED within Master Site
	5			SSc2	Development Density and Community Connectivity	5	:APPROVED within Master Site. Exemplary performance documented (IDc1.1)
	1			SSc3	<u>Brownfield Redevelopment</u>	1	:Site is brownfield due to the presence of oil & hazardous materials in soil.
	6			SSc4.1	Alternative Transportation - Public Transportation Access	6	:APPROVED within Master Site. Exemplary performance documented (IDc1.2)
	2			SSc4.2	<i>Alternative Transportation - Bicycle Storage and Changing Rooms</i>	2	:Overall parcel will include enough bike storage to meet the needs of the office users & others. 26 showers will be included in EB0-10&11
	3			SSc4.3	Alternative Transportation - Low-Emitting and Fuel-Efficient Vehicles	3	:8 EV stations & 14 LEFE spaces provided specifically signed for new buildings users ONLY. (Or 77 new+existing)
	2			SSc4.4	Alternative Transportation - Parking Capacity	2	Parking count (546) does not exceed agreed zoning minimum (541 exempt, 150 resi, 109 paid parking).
C			1	SSc5.1	Site Development - Protect or Restore Habitat	1	
	1			SSc5.2	Site Development - Maximize Open Space	1	:APPROVED within Master Site
	1			SSc6.1	Stormwater Design - Quantity Control	1	:APPROVED within Master Site
	1			SSc6.2	Stormwater Design - Quality Control	1	:APPROVED within Master Site
C	1			SSc7.1	<u>Heat Island Effect - Nonroof</u>	1	:100% of parking will be located under building. Project eligible for EP ID point (IDc1.3)
	1			SSc7.2	<u>Heat Island Effect - Roof</u>	1	Compliant membrane (SRI >78) will be specified and installed
			1	SSc8	Light Pollution Reduction	1	
	1			SSc9	Tenant Design and Construction Guidelines	1	BP/DNC have developed D&C Guidelines for tenants
6 0 4				WATER EFFICIENCY		10 Master	Notes & Status
	Y			WEp1	Water Use Reduction - 20% minimum	Required	REQUIRED: Project target is 40% water use reduction.
	2		2	WEc1	Water Efficient Landscaping - Reduce by 50%, No Potable H2O	2 to 4	:APPROVED within Master Site
			2	WEc2	Innovative Wastewater Technologies	2	
	4			WEc3	Water Use Reduction - 30% (2), 35% (3), 40% (4)	2 to 4	See WEp1
22 7 8				ENERGY & ATMOSPHERE		37 Master	Notes & Status
C	Y			EAp1	Fundamental Commissioning of Building Energy Systems	Required	REQUIRED: Sebesta has been brought on to satisfy EAp1/c3 for all components.
	Y			EAp2	<i>Minimum Energy Performance</i>	Required	REQUIRED: Project requirement to exceed ASHRAE 90.1-2007 by >20%
	Y			EAp3	<i>Fundamental Refrigerant Management</i>	Required	REQUIRED: Compliant refrigerants will be selected and used
	10	3	8	EAc1	<i>Optimize Energy Performance</i>	3 to 21	Working energy model shows >30% energy use & >26% energy cost reduction. 26-27.99%=10 points.
		4		EAc2	<u>On-Site Renewable Energy</u>	4	Team actively investigating use of roof mount PV or building integrated PV. Goal is to include array required to meet credit points
C	2			EAc3	Enhanced Commissioning	2	See EAp1
	2			EAc4	<i>Enhanced Refrigerant Management</i>	2	Team will select equipment and refrigerants that meet credit. Will develop binding lease reqs to satisfy App4
	3			EAc5.1	Measurement and Verification: Base Building	3	Compliant M&V plan will be developed for project. Proper metering will be provided to isolate end-uses.
	3			EAc5.2	Measurement and Verification: Tenant Submetering	3	All areas will have capacity for tenant submetering.
C	2			EAc6	Green Power	2	Team commits to purchase required RECs.

FIGURE 4-D-1 LEED SCORECARD

Phase	Yes	Maybe	No	Score	Requirement	Points	Notes & Status				
<table border="1"> <tr> <td>7</td> <td>0</td> <td>6</td> </tr> </table>				7	0	6	MATERIALS & RESOURCES		13	Master	Notes & Status
7	0	6									
Y				MRp1	Storage and Collection of Recyclables	1	Required: REQUIRED: Project includes proper recycling storage areas in podium and will have infrastructure in place within office tower				
C			5	MRc1	Building Reuse	1 to 5					
C	2			MRc2	Construction Waste Management - Divert 50% (1), 75% (2)	1 to 2	Project targeting >75% diversion of construction waste. Specs include proper language.				
C			1	MRc3	Materials Reuse	1					
C	2			MRc4	Recycled Content - 10% 1 point, 20% 2 points	1 to 2	Team believes steel structure will get to 20% threshold based on historic performance for similar projects				
C	2			MRc5	Regional Materials - 10% 1 point, 20% 2 points	1 to 2	Team believes steel structure will get to 20% threshold based on historic performance for similar projects				
C	1			MRc6	Certified Wood	1	FSC wood will be specified to meet credit requirements				
<table border="1"> <tr> <td>10</td> <td>0</td> <td>2</td> </tr> </table>				10	0	2	INDOOR ENVIRONMENTAL QUALITY		12	Master	Notes & Status
10	0	2									
Y				EQp1	Minimum Indoor Air Quality Performance	Required	REQUIRED: Design will comply with ASHRAE 62-2007 requirements. BP will develop binding lease reqs to satisfy App 4 Case C				
Y				EQp2	Environmental Tobacco Smoke (ETS) Control	Required	REQUIRED: Signage detail & plan showing propose has been developed.				
C	1			EQc1	Outdoor Air Delivery Monitoring	1	Design will include CO2 sensors & OA flow monitoring. BP will develop binding lease reqs to satisfy App 4 Case C				
C	1			EQc2	Increased Ventilation	1	Systems are design to provide enough OA to meet credit requirements				
C	1			EQc3	Construction IAQ Management Plan - During Construction	1	Compliant IAQ plan will be required in specification & implemented by CM.				
C	1			EQc4.1	Low-Emitting Materials - Adhesives & Sealants	1	Compliant products will be specified and used/tracked during CA.				
C	1			EQc4.2	Low-Emitting Materials -Paints & Coatings	1	Compliant products will be specified and used/tracked during CA.				
C	1			EQc4.3	Low-Emitting Materials - Floor Systems	1	Compliant products will be specified and used/tracked during CA.				
C	1			EQc4.4	Low-Emitting Materials - Composite Wood	1	Compliant products will be specified and used/tracked during CA.				
C	1			EQc5	Indoor Chemical and Pollutant Source Control	1	Design includes proper ventilation, filtration, entryway systems & chem use isolation. BP will develop binding lease reqs to satisfy App 4 Case C				
C			1	EQc6	Controllability of Systems - Thermal Comfort	1					
C	1			EQc7	Thermal Comfort - Design	1	HVAC design will meet ASHRAE 55 comfort criteria				
C			1	EQc8.1	Daylight and Views - Daylight - 75%	1					
C	1			EQc8.2	Daylight and Views - Views 90%	1	Layout will allow proper access to views.				
<table border="1"> <tr> <td>6</td> <td>0</td> <td>0</td> </tr> </table>				6	0	0	INNOVATION IN DESIGN		6	Master	Notes & Status
6	0	0									
D	1			IDc1.1	Innovation in Design: Exemplary Performance SSc2	1	APPROVED within Master Site. Exemplary performance documented				
D	1			IDc1.2	Innovation in Design: Exemplary Performance SSc4.1	1	APPROVED within Master Site. Exemplary performance documented				
D	1			IDc1.3	Innovation in Design: Exemplary Performance SSc7.1	1	Project eligible for Exemplary Performance in SSc7.1				
C	1			IDc1.4	Innovation in Design: Pending Strategy	1	Options include: Low-Mercury lighting; using a BP green operational policy; Pilot credit participation; EP in other credit; etc				
C	1			IDc1.1	Innovation in Design: Pending Strategy	1	See IDc1.3				
C	1			IDc2	LEED® Accredited Professional		Project team will include multiple LEED Accredited Professionals				
<table border="1"> <tr> <td>4</td> <td>0</td> <td>0</td> </tr> </table>				4	0	0	REGIONAL PRIORITY - 02114		4	Master	Notes & Status
4	0	0									
C	1			RPc1	Regional Priority for 02114: SSc3, SSc6.1, SSc7.1, SSc7.2, EAc2 (1%), MRc1.1	1	Project tracking SSc3 as 'Yes'				
C	1			RPc2	Regional Priority for 02114: SSc3, SSc6.1, SSc7.1, SSc7.2, EAc2 (1%), MRc1.1	1	Project tracking SSc6.1 as 'Yes'				
C	1			RPc3	Regional Priority for 02114: SSc3, SSc6.1, SSc7.1, SSc7.2, EAc2 (1%), MRc1.1	1	Project tracking SSc7.1 as 'Yes'				
C	1			RPc4	Regional Priority for 02114: SSc3, SSc6.1, SSc7.1, SSc7.2, EAc2 (1%), MRc1.1	1	Project tracking SSc7.2 as 'Yes'				
<table border="1"> <tr> <td>81</td> <td>7</td> <td>22</td> </tr> </table>				81	7	22	PROJECT TOTALS (Certification Estimates)		110		
81	7	22									
Certified: 40-49 points Silver: 50-59 points Gold: 60-79 points Platinum: 80+ points											

Notice of Project Change

THE HUB ON CAUSEWAY

(FORMERLY THE BOSTON GARDEN)

OFFICE TOWER



February 2018