Notice of Project Change

15-19 Congress Street
(Congress Square Project)

Submitted to:
Boston Planning & Development Agency
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Boston, MA 02201

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Epsilon
ASSOCIATES INC.

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General Information / Project Description

1.0 GENERAL INFORMATION / PROJECT DESCRIPTION

1.1 Introduction

Hemisphere Development Group, LLC (the "Proponent") is submits this Notice of Project Change ("NPC") to the Boston Redevelopment Authority, doing business as the Boston Planning and Development Agency ("BPDA") to provide information regarding changes to one of the three components of the Congress Square Project, known as "15 Congress Street," and involving the existing buildings at 15 and 19 Congress Street (the "NPC Project").

1.2 Project History

The NPC Project is part of the larger Congress Square Project that underwent Large Project Review by the BPDA in 2014 and 2015. A Letter of Intent for the Congress Square Project was submitted on October 31, 2014, followed by an Expanded Project Notification Form (PNF) on March 25, 2015. A project update letter was submitted on May 19, 2015, which included updated information on the other components of the Congress Square Project, but did not change the 15 Congress Street component.

The entire Congress Square Project completed Large Project Review more than three years ago. The Boston Civic Design Commission ("BCDC") voted to recommend approval of the Congress Square Project design on July 7, 2015, and the project was approved by the BPDA Board on July 16, 2015. The Boston Landmarks Commission ("BLC") issued its design review approval with provisos on January 26, 2016. The BPDA Director issued a Scoping Determination Waiving Further Review on May 24, 2016.

The previous filings anticipated that the components of the project would likely be held by separate ownership. In 2018, the Proponent purchased the property and development rights.

1.3 NPC Project Description

1.3.1 NPC Project Site

The NPC Project site is located in the Financial District of Boston and includes two vacant, connected buildings of varying height. The NPC Project site is bordered by Quaker Lane to the north, south and west, and Congress Street to the east (see Figure 1-1).

1.3.2 Previously Proposed Project

In the PNF, the 15 Congress Street component included the existing 15 Congress Street and 19 Congress Street buildings, as well as a five-story addition to 15 Congress Street (the "Previously Approved Project"). The component included approximately 35 residential condominiums within approximately 51,250 square feet (sf) of residential space, and approximately 5,750 sf of street-level retail/restaurant space.

1.3.3 NPC Project Changes

The NPC Project includes the change in use from residential to hotel. The NPC Project will continue to include ground floor retail (proposed to be restaurant space), with a hotel lobby on the north side of the NPC Project site. The five-story addition to 15 Congress Street continues to be proposed. In total, the NPC Project includes approximately 116 hotel guest rooms and approximately 3,100 sf of restaurant space.

Figures 1-2 to 1-10 include a rendering, site plan, floor plans, elevations and a building section.

1.4 Public Benefits

The NPC Project will provide numerous public benefits for the Financial District and for the City of Boston as a whole, both during construction, and on an ongoing basis once in operation.

Smart Growth/Transit-Oriented Development

The NPC Project is consistent with smart-growth and transit-oriented development principles. The NPC Project will replace vacant office space with approximately 116 hotel rooms, providing more patrons for downtown businesses outside of typical office working hours, while allowing visitors pedestrian access to the most historic parts of Boston. The site is also served by a number of public transportation services, including bus service, and subway service via the Massachusetts Bay Transit Authority's (MBTA's) Orange, Blue, Red and Green Lines.

Improved Urban Environment

The NPC Project will preserve the historic architecture at the site, while activating the streetscape with new, ground-level restaurant use. Upper-story hotel guests will populate area streets in the evenings. The NPC Project will also help to transform Quaker Lane from a forgotten service way into a pedestrian-friendly, European-style arcade, with cafes and outdoor seating.

Sustainable Design/Green Building

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

Increased Employment

The NPC Project will create approximately 60 full-time equivalent (FTE) construction jobs and approximately 70 FTE permanent jobs upon stabilization.

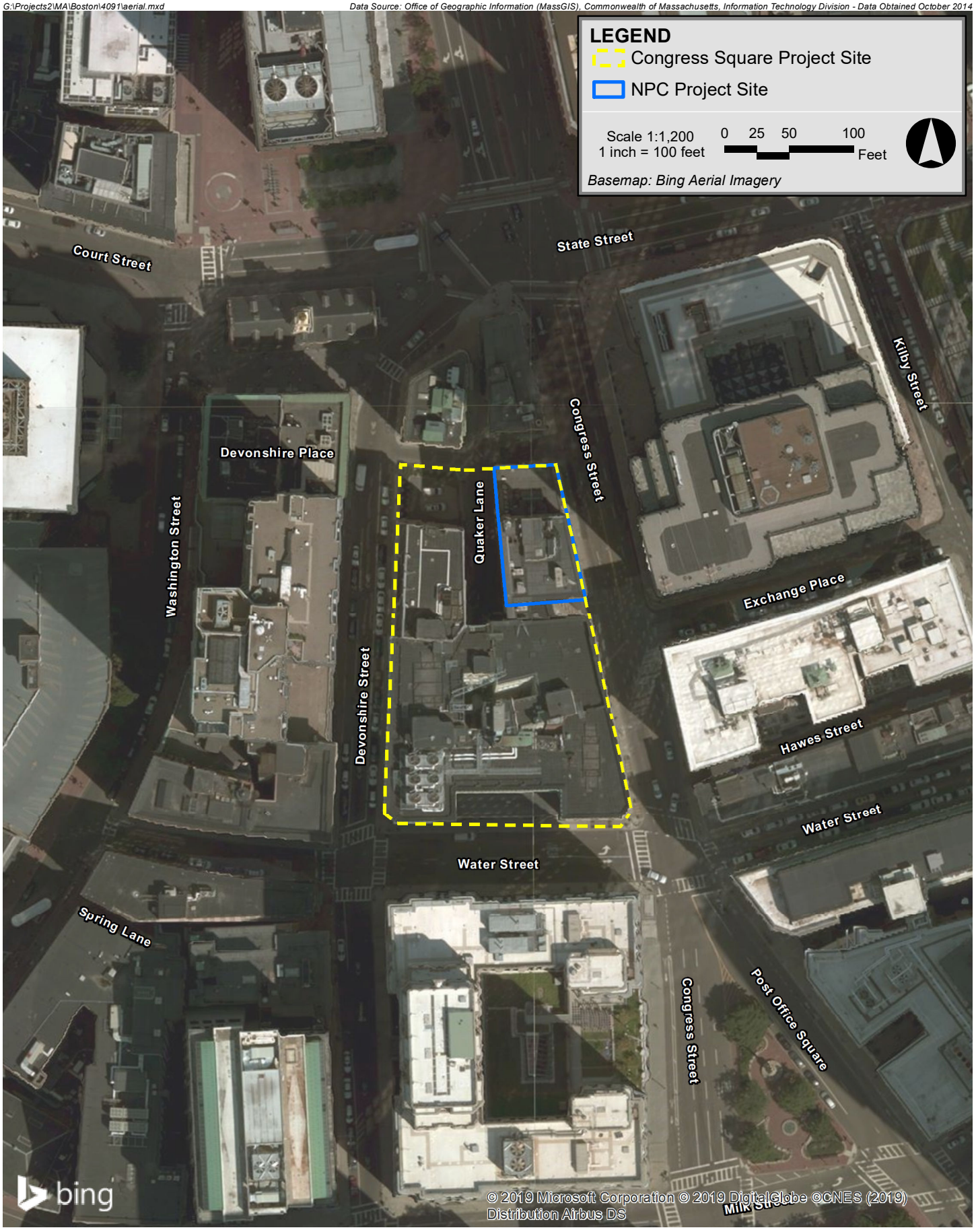
New Tax Revenue

The Proponent anticipates that following stabilization of hotel operations, the NPC Project will generate new, annual property tax revenues for the City of Boston that are approximately $520,000 higher than what the site generates currently. The NPC Project will also generate room occupancy excise taxes for both the City and the Commonwealth of Massachusetts, and the ground-level retail space is expected to generate significant sales tax revenue.

1.5 Schedule

Construction is anticipated to commence during the third quarter of 2019, with completion in the first quarter of 2021.

Data Source: Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, Information Technology Division - Data Obtained October 2014



15-19 Congress Street Boston, Massachusetts

Epsilon Associates Inc.

Figure 1-1
Locus Map

15-19 Congress Street Boston, Massachusetts

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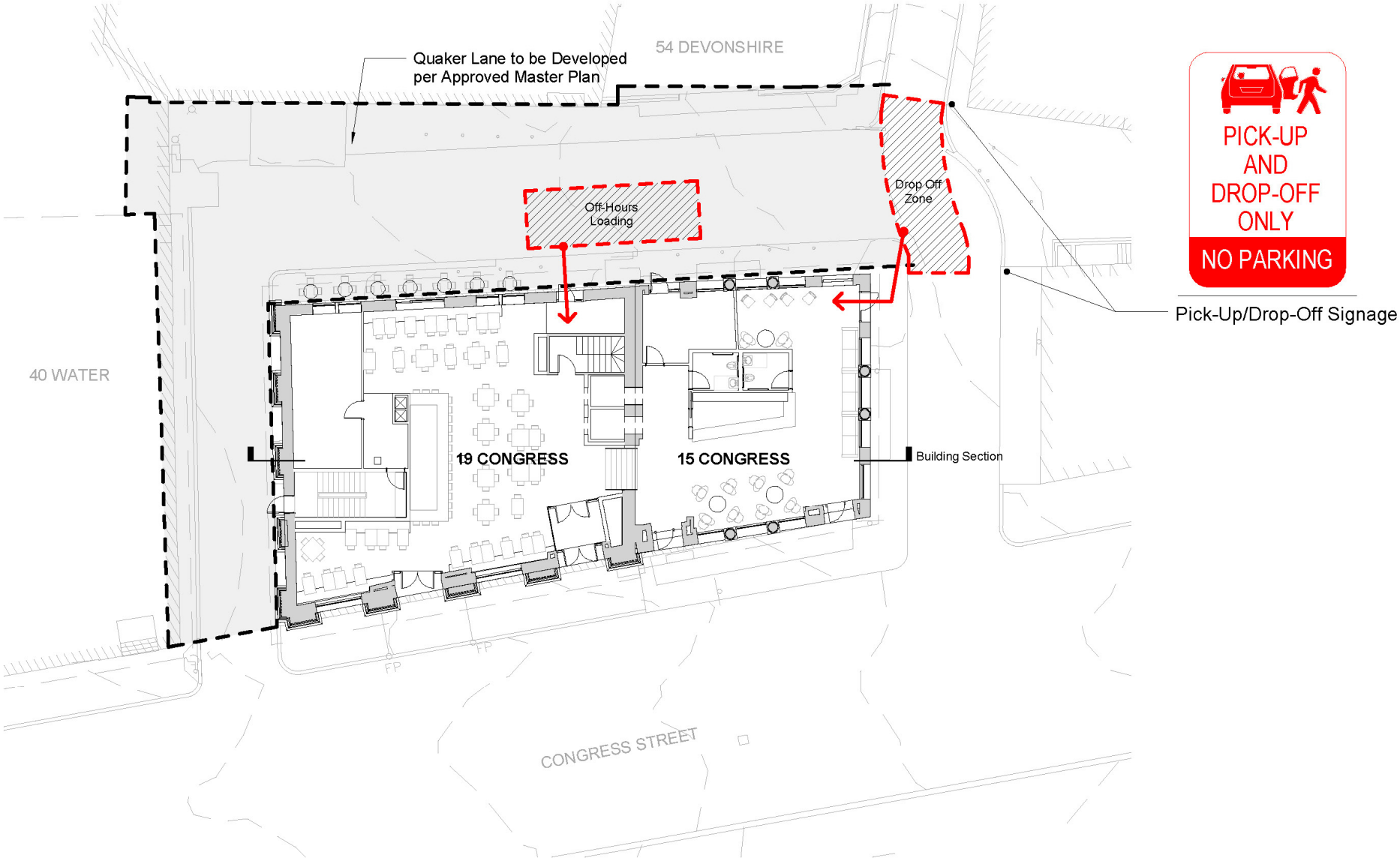
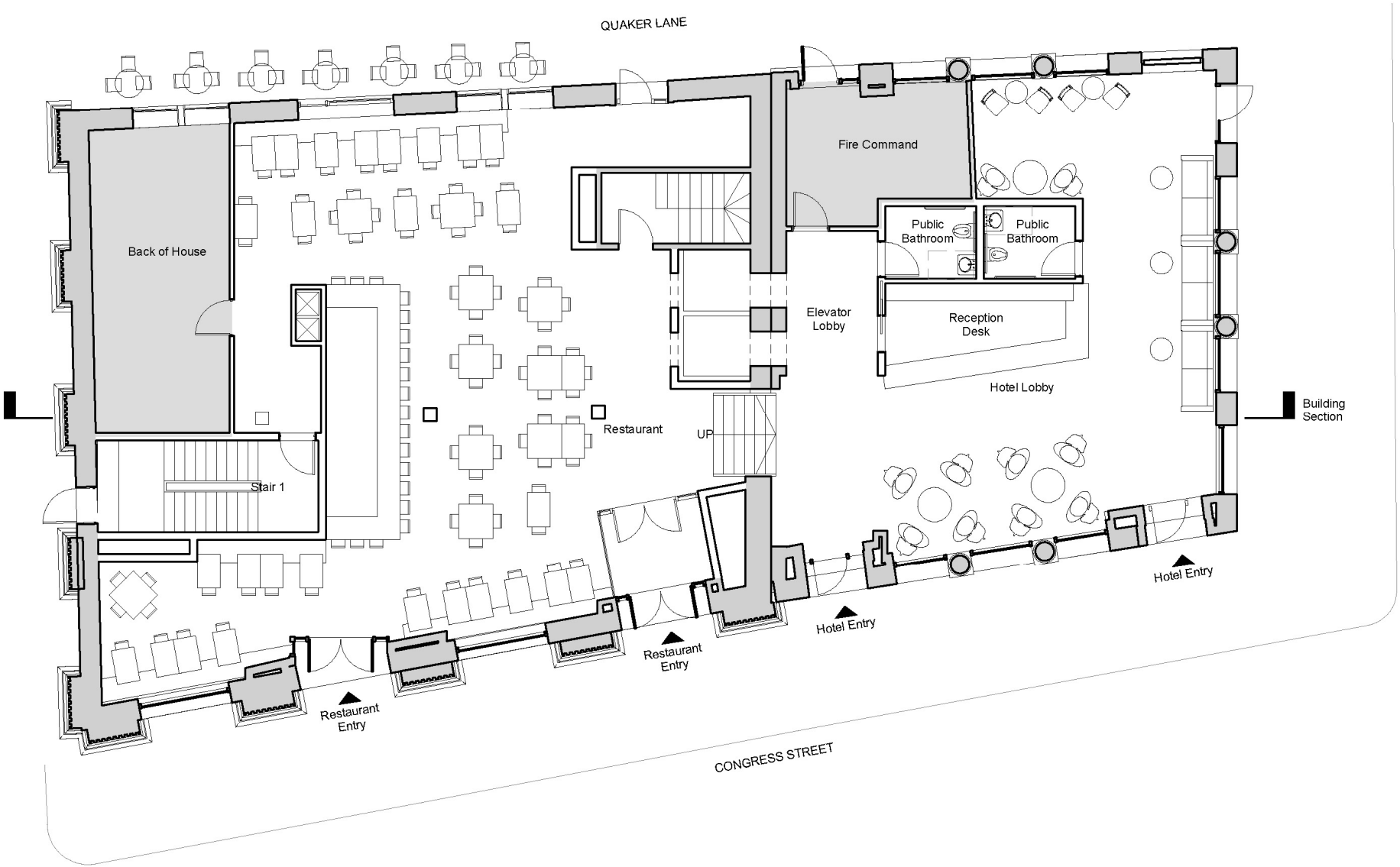
Figure 1-2
View Looking South on Congress Street



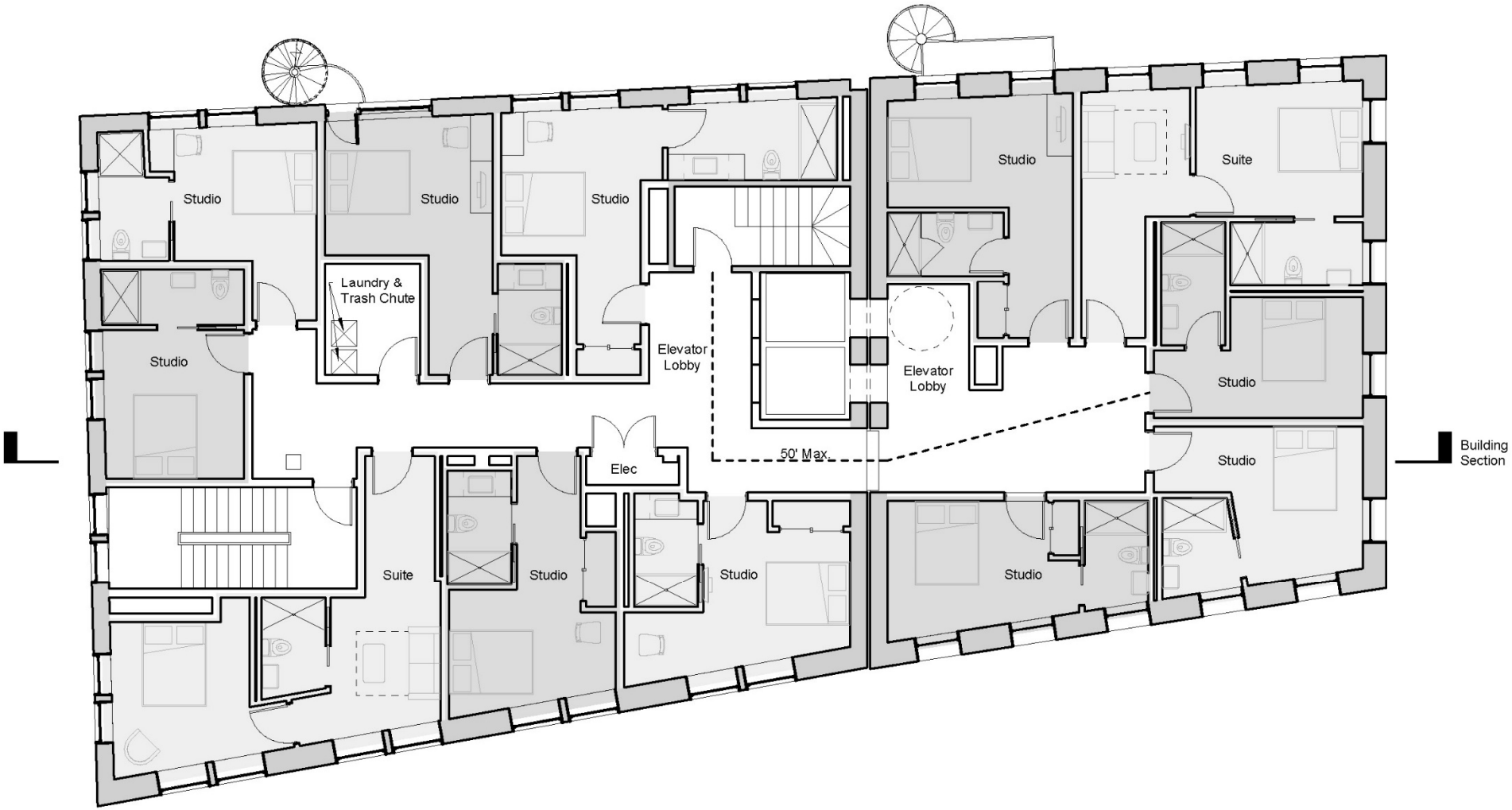
15-19 Congress Street Boston, Massachusetts

Figure 1-3
Site Plan



15-19 Congress Street Boston, Massachusetts

Figure 1-4
Ground Floor Plan



15-19 Congress Street Boston, Massachusetts

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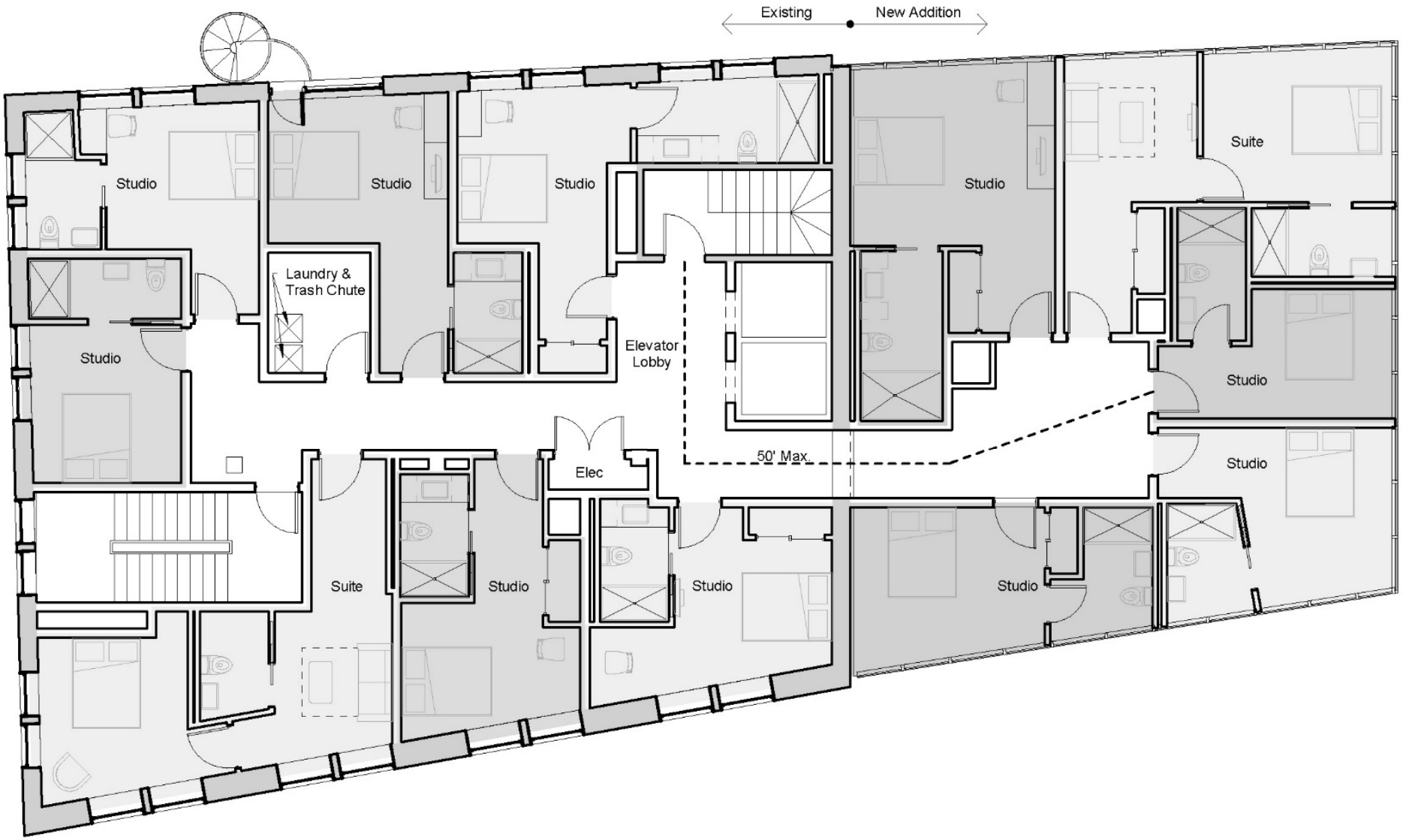
Figure 1-5
Typical Lower Floor Plan



15-19 Congress Street Boston, Massachusetts

Figure 1-6
Typical Upper Floor Plan

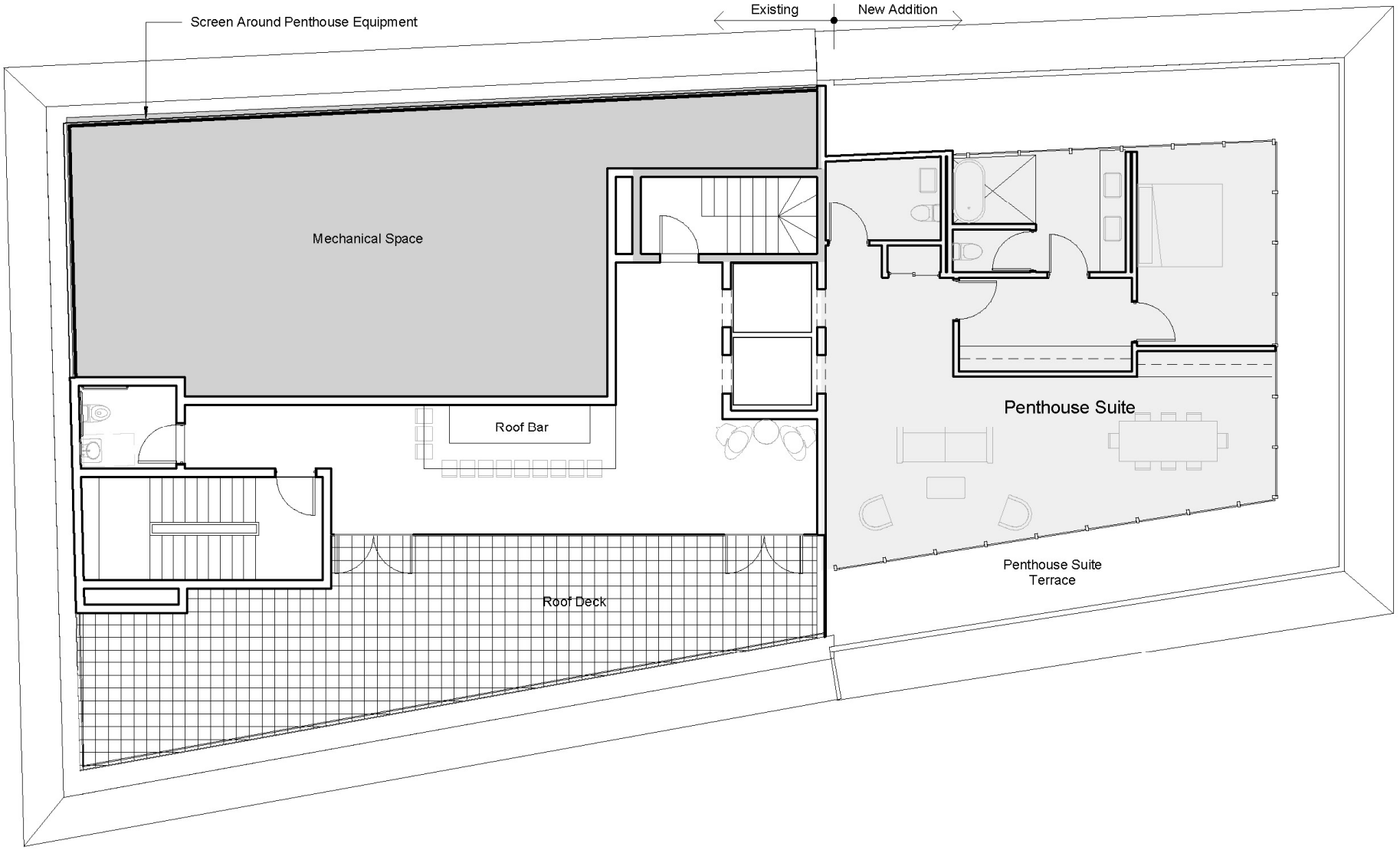


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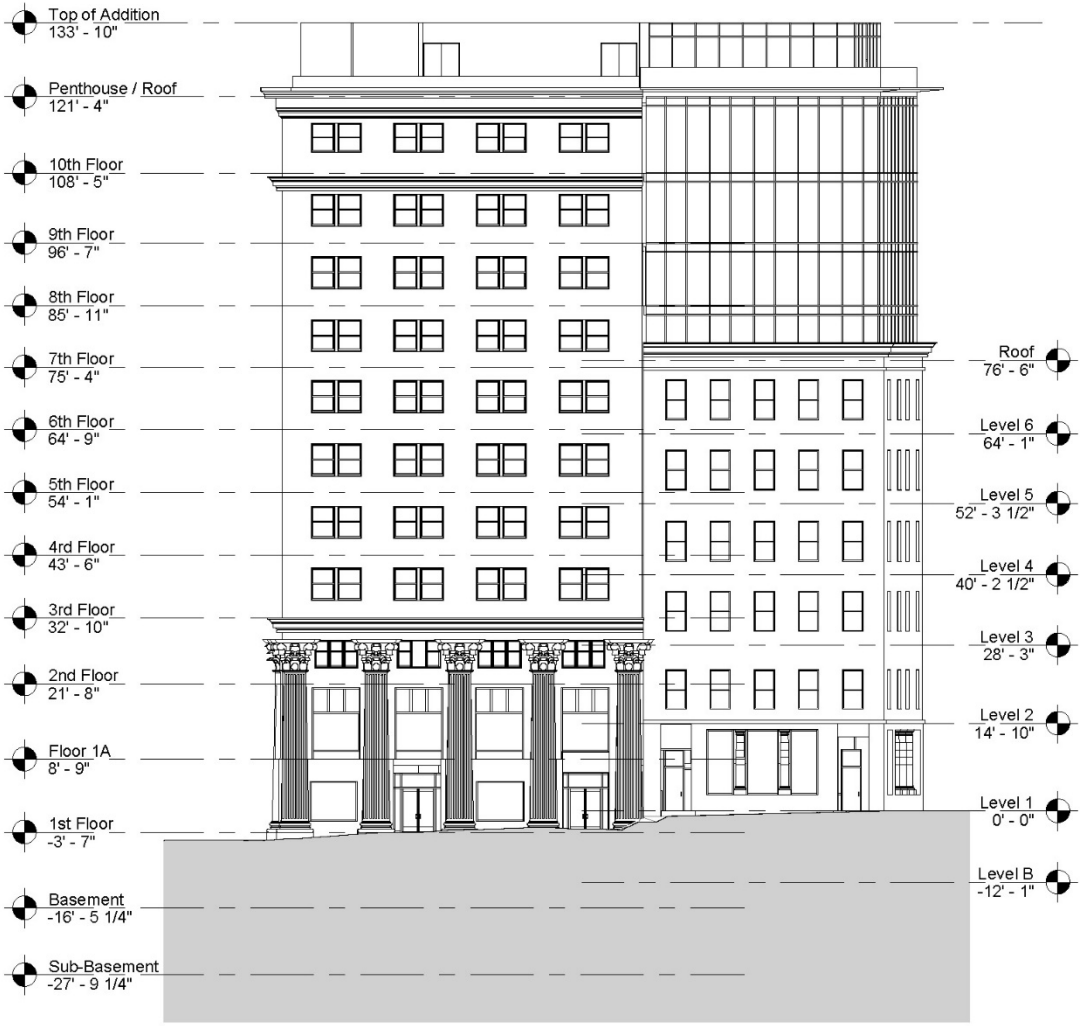
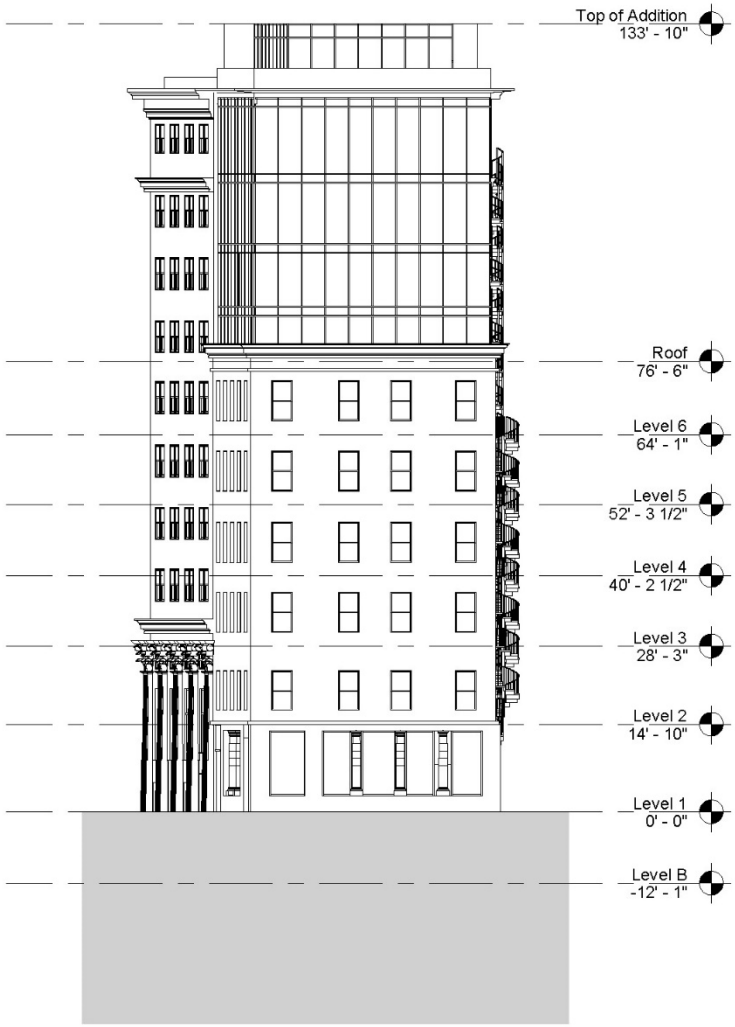
Figure 1-7
Penthouse Plan

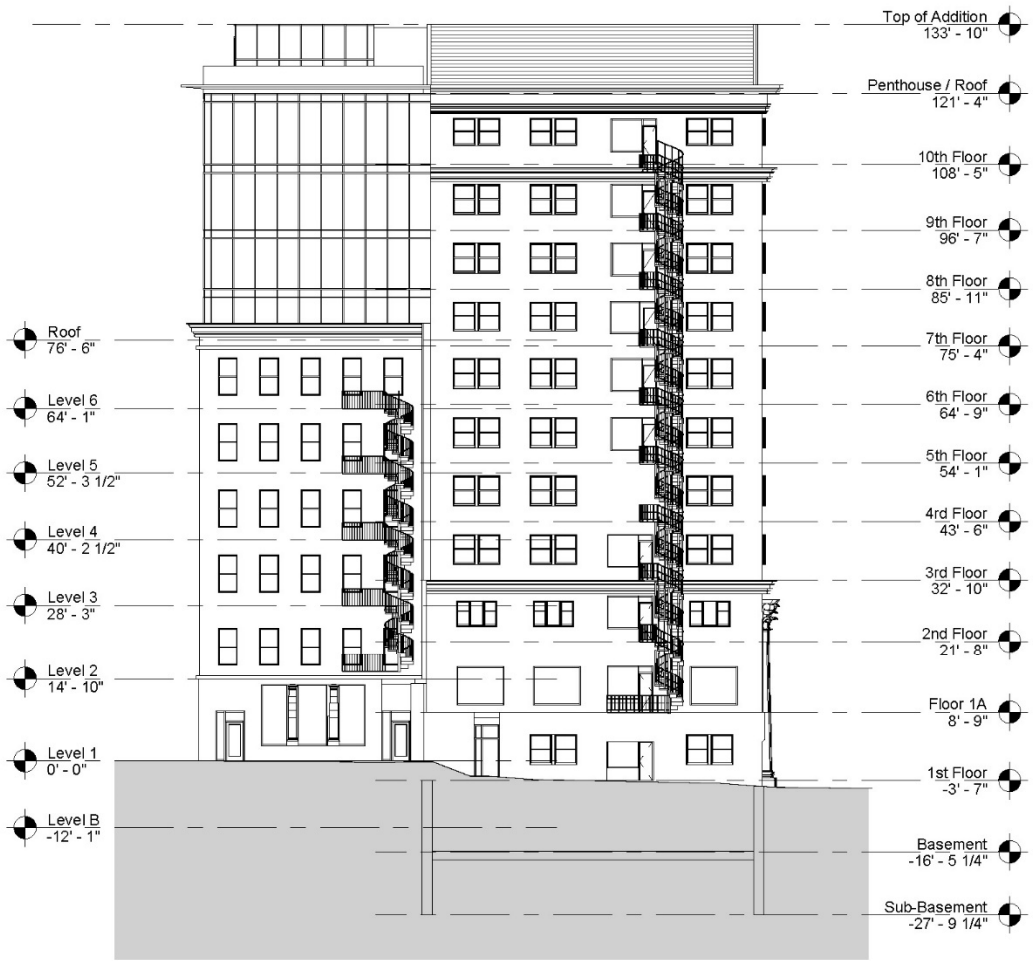


East Elevation - Congress Street

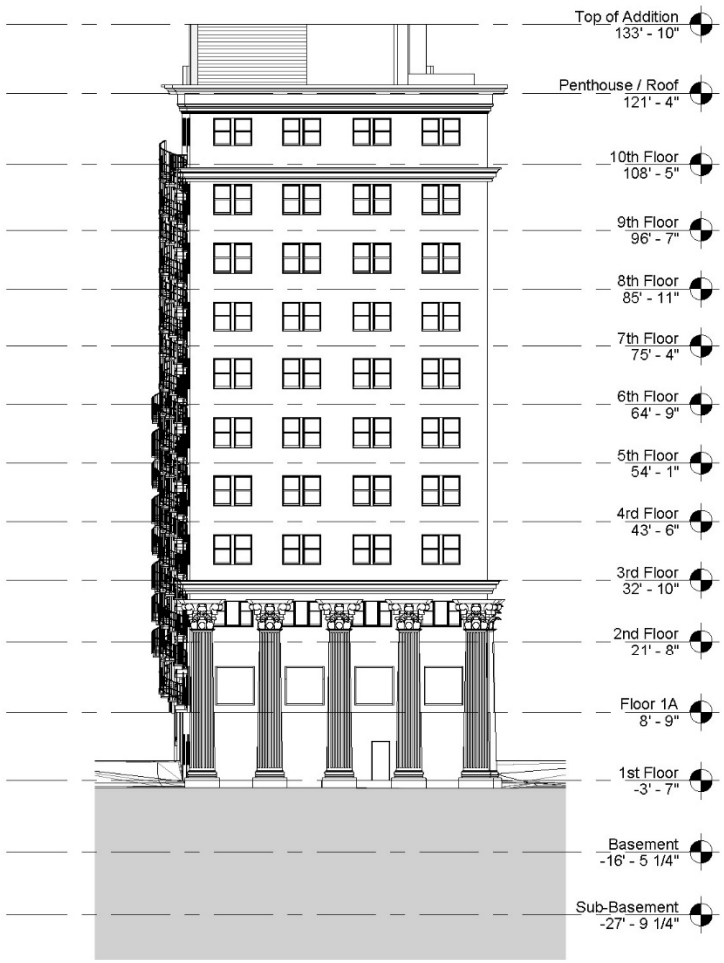


North Elevation

15-19 Congress Street Boston, Massachusetts



West Elevation - Quaker Lane



South Elevation

15-19 Congress Street Boston, Massachusetts

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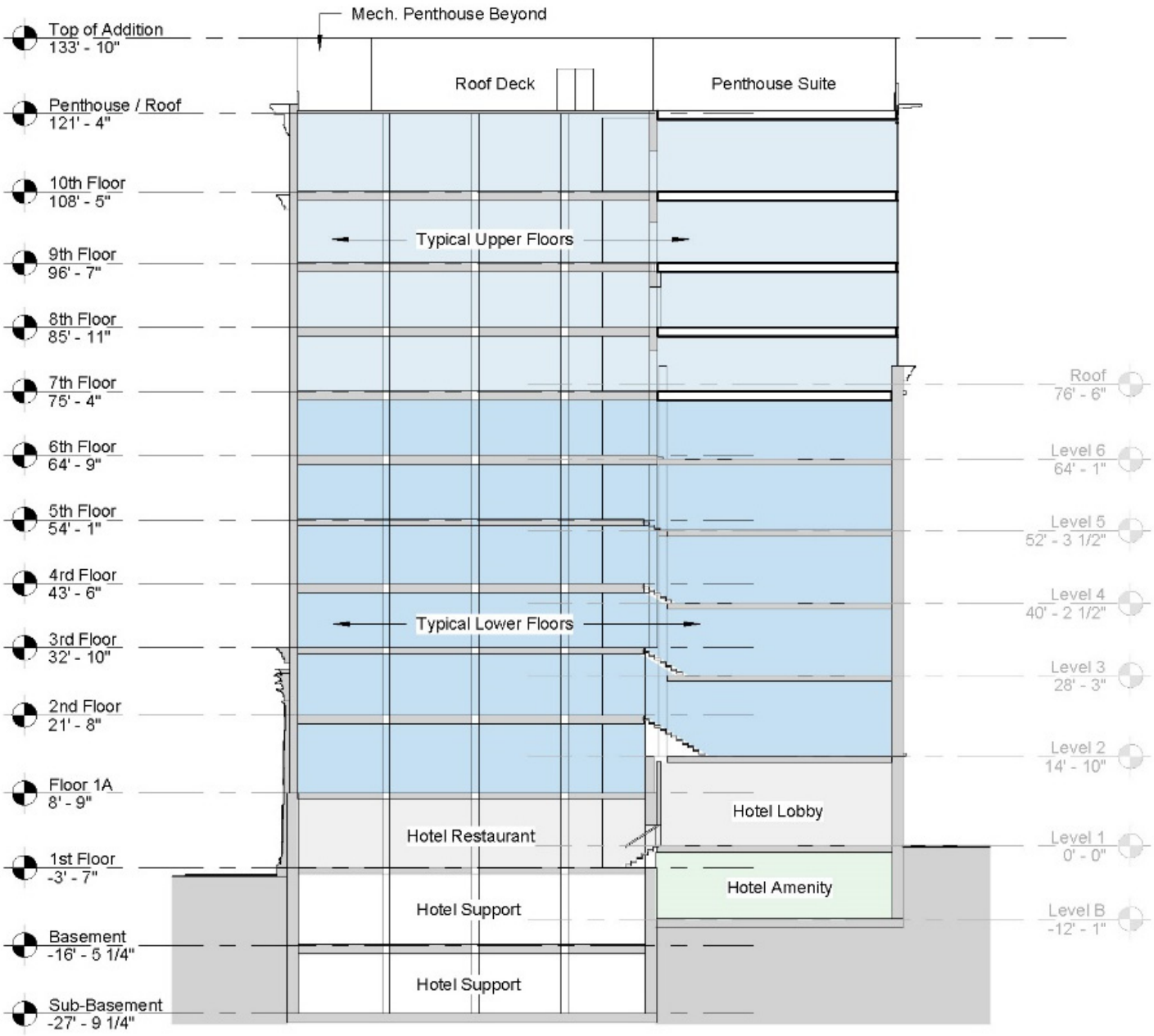
Figure 1-9
Elevations



15-19 Congress Street Boston, Massachusetts

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Figure 1-10
Building Section

Chapter 2

Development Review Component

2.0 DEVELOPMENT REVIEW COMPONENT

2.1 Transportation

The proposed change in use to a hotel is projected to result in only minor increases to vehicular, pedestrian and transit trips expected to be generated by the NPC Project, as compared to the Previously Approved Project. When dispersed along the various travel routes and public transportation options for employees and patrons of the NPC Project, the impact to the surrounding transportation system is expected to be negligible.

Consistent with the Previously Approved Project, loading activities associated with the NPC Project will occur during off-hours within the north-south section of Quaker Lane. Pick-up and drop-off activity associated with the hotel is proposed within the one-way east-west segment of Quaker Lane, and is projected to amount to only one entering vehicle trip every eight minutes during peak hours of roadway activity.

Additional details regarding transportation impacts are included in Appendix A.

2.2 Wind / Shadow / Daylight

The NPC Project site includes buildings that are similar in height or shorter than most of the buildings in the surrounding area. These conditions limit the impacts that the NPC Project will have on wind, shadow and daylight.

- Wind conditions are anticipated to be similar to the existing condition because the NPC Project will be similar to the existing condition, with a five-story, vertical addition that will be similar to the Previously Approved Project.

- Potential new shadow from the NPC Project will be similar to what was described in the PNF, since the massing of the NPC Project is similar to the Previously Approved Project (it should be noted that the area includes extensive existing shadow in its existing condition due to the dense nature of the surrounding area).

- Similar daylight obstruction impacts are expected compared to the Previously Approved Project because of the similar massing proposed.

2.3 Hazardous Waste

As discussed in the PNF, the presence of Asbestos Containing Materials (ACM) in the existing buildings at the site was identified in previous ASTM Phase I reports prepared by PES Associates for Fidelity RE Corp in December 2012 for 15 and 19 Congress Street. Lead paint and ACM will require abatement by a Massachusetts-licensed asbestos abatement contractor as part of the planned renovation and demolition. No below-grade excavation is proposed.

2.4 Solid Waste

The NPC Project is anticipated to generate approximately 84 tons per year, an increase over what would be expected from a residential building. To minimize the generation of solid waste, the NPC Project will include a recycling program, including recycling bins in each guest room, that would decrease the amount of waste going to landfills.

2.6 Geotechnical/Groundwater

The NPC Project is not anticipated to include excavation, and therefore impacts to soils and groundwater are not anticipated.

2.7 Air Quality

The PNF included a microscale analysis that concluded that predicted carbon monoxide (CO) concentrations will be well below the National Ambient Air Quality Standards (NAAQS). The NPC Project will result in minimal new vehicle trips, and therefore, it is anticipated that the CO concentrations at studied intersections will continue to be below the NAAQS.

New stationary sources (boilers, emergency generators, etc.) may be subject to the Massachusetts Department of Environmental Protection's (MassDEP) Environmental Results Program. The Proponent will confirm applicability as the design progresses.

2.8 Noise

The NPC Project site includes mechanical equipment that may be replaced, if necessary, as part of the NPC Project. The NPC Project will include appropriate measures to ensure compliance with the City of Boston Zoning District Noise Standards and the MassDEP Noise Policy.

2.9 Construction

A Construction Management Plan (CMP) will be submitted to the BTD for review and approval prior to issuance of a building permit. The CMP will define truck routes which will help in minimizing the impact of trucks on local streets.

Construction methodologies that ensure public safety and protect nearby businesses will be employed. Techniques such as barricades, walkways, painted lines, and signage will be used as necessary. Construction management and scheduling—including plans for construction worker commuting and parking, routing plans and scheduling for trucking and deliveries, protection of existing utilities, maintenance of fire access, and control of noise and dust—will minimize impacts on the surrounding environment.

2.10 Sustainable Design

The NPC Project site includes many advantages that the NPC Project team will use to leverage the NPC Project's sustainability approach. The NPC Project is largely a renovation of existing buildings in the dense urban core of Boston, allowing the NPC Project to meet many goals related to location. Additional effort will be made to incorporate sustainability measures into the development, including measures to reduce energy use, choose materials that minimize environmental impact, and create a pleasant indoor environment. The NPC Project team is using the Leadership in Energy and Environmental Design (LEED) BD+C for New Construction to track the NPC Project's approach to achieving compliance under Article 37 of the Boston Zoning Code. The section below provides the preliminary evaluation of the credits that the NPC Project anticipates may be achievable. Although not a commitment, the NPC Project will strive to achieve the highest LEED certifiable level possible.

The Project team is currently anticipating a goal of the Silver level under the LEED rating system, currently targeting at least 54 points.

Integrative Process

The NPC Project team will collaborate to evaluate the potential to implement high performance building design and water use reduction strategies early in the design process. Preliminary water use reduction calculations and a simple box energy model will be completed.

Location and Transportation

The Project is located in the heart of downtown Boston, within close proximity to public transportation and existing infrastructure, and is surrounded by a number of different basic services. The NPC Project largely includes a renovation of existing buildings, with a modest edition to one building. The site is adjacent to the MBTA's State Station on the Blue Line, and is a short walk to the Downtown Crossing Station on the Red and Orange Lines, Park Street Station on the Red Line, Government Center on the Green and Blue Lines, and South Station which serves the Red Line, Silver Line, Commuter Rail, Amtrak and regional and interstate bus service. As a result, the Project will not introduce new parking to the site. The overall Project's mix of uses complements and enhances the existing uses in the area, and its location near Post Office Square Park and about one-third mile from the Rose Kennedy Greenway offers employees and guests easy access to great community spaces.

Sensitive Land Protection: The site is currently developed.

Surrounding Density and Diverse Uses: The site is located in downtown Boston, a dense urban area with diverse uses.

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

Project Checklist

Project Name:

Date:

Y	?	N			
1			Credit	Integrative Process	1

12	1	3	**Location and Transportation**		16
			Credit	LEED for Neighborhood Development Location	16
1			Credit	Sensitive Land Protection	1
		2	Credit	High Priority Site	2
5			Credit	Surrounding Density and Diverse Uses	5
5			Credit	Access to Quality Transit	5
	1		Credit	Bicycle Facilities	1
1			Credit	Reduced Parking Footprint	1
		1	Credit	Green Vehicles	1

3	7	0	**Sustainable Sites**		10
Y			Prereq	Construction Activity Pollution Prevention	Required
1			Credit	Site Assessment	1
	2		Credit	Site Development - Protect or Restore Habitat	2
	1		Credit	Open Space	1
	3		Credit	Rainwater Management	3
2			Credit	Heat Island Reduction	2
	1		Credit	Light Pollution Reduction	1

3	8	0	**Water Efficiency**		11
Y			Prereq	Outdoor Water Use Reduction	Required
Y			Prereq	Indoor Water Use Reduction	Required
Y			Prereq	Building-Level Water Metering	Required
2			Credit	Outdoor Water Use Reduction	2
1	5		Credit	Indoor Water Use Reduction	6
	2		Credit	Cooling Tower Water Use	2
	1		Credit	Water Metering	1

11	14	8	**Energy and Atmosphere**		33
Y			Prereq	Fundamental Commissioning and Verification	Required
Y			Prereq	Minimum Energy Performance	Required
Y			Prereq	Building-Level Energy Metering	Required
Y			Prereq	Fundamental Refrigerant Management	Required
3	3		Credit	Enhanced Commissioning	6
6	4	8	Credit	Optimize Energy Performance	18
	1		Credit	Advanced Energy Metering	1
	2		Credit	Demand Response	2
	3		Credit	Renewable Energy Production	3
1			Credit	Enhanced Refrigerant Management	1
1	1		Credit	Green Power and Carbon Offsets	2

9	4	0	**Materials and Resources**		13
Y			Prereq	Storage and Collection of Recyclables	Required
Y			Prereq	Construction and Demolition Waste Management Planning	Required
4	1		Credit	Building Life-Cycle Impact Reduction	5
1	1		Credit	Building Product Disclosure and Optimization - Environmental Product Declarations	2
1	1		Credit	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
1	1		Credit	Building Product Disclosure and Optimization - Material Ingredients	2
2			Credit	Construction and Demolition Waste Management	2

11	5	0	**Indoor Environmental Quality**		16
Y			Prereq	Minimum Indoor Air Quality Performance	Required
Y			Prereq	Environmental Tobacco Smoke Control	Required
1	1		Credit	Enhanced Indoor Air Quality Strategies	2
3			Credit	Low-Emitting Materials	3
1			Credit	Construction Indoor Air Quality Management Plan	1
1	1		Credit	Indoor Air Quality Assessment	2
1			Credit	Thermal Comfort	1
2			Credit	Interior Lighting	2
	3		Credit	Daylight	3
1			Credit	Quality Views	1
1			Credit	Acoustic Performance	1

4	2	0	**Innovation**		6
3	2		Credit	Innovation	5
1			Credit	LEED Accredited Professional	1

0	4	0	**Regional Priority**		4
	1		Credit	Regional Priority: Specific Credit	1
	1		Credit	Regional Priority: Specific Credit	1
	1		Credit	Regional Priority: Specific Credit	1
	1		Credit	Regional Priority: Specific Credit	1

54	45	11	**TOTALS**	Possible Points:	110

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

Access to Quality Transit: The site is less than ¼-mile walking distance from multiple MBTA subway station and bus stops.

Reduced Parking Footprint: No new parking is being provided.

Sustainable Sites

The NPC Project will incorporate measures within this category to the extent feasible, including the use of a high albedo roof to minimize the heat island effect.

Construction Activity Pollution Prevention: The Construction Manager will submit and implement an Erosion and Sedimentation Control (ESC) Plan for construction activities related to the demolition of existing conditions and the construction of the new addition specific to this project. The ESC Plan will conform to the erosion and sedimentation requirements of the 2012 EPA Construction General Permit and specific municipal requirements for the City of Boston.

Site Assessment: The site has been surveyed and assessed to facilitate and inform site design and sustainable options.

Heat Island Reduction: The roof of the new addition will be a light colored, high albedo membrane roof product with a minimum SRI value of 82. Roof decks and terraces will be finished with materials that have a similar SRI value.

Water Efficiency

The Proponent will strive for a water efficient development by specifying plumbing fixtures to achieve a reduction in water-use through low-flow water-closets, low-flow showers, and low-flow sinks.

Outdoor Water Use Reduction: No permanent irrigation is required.

Indoor Water Use Reduction: Through the specification of low-flow and high efficiency plumbing fixtures, the building will implement water use reduction strategies that use, at a minimum, 20% less potable water than the water use baseline calculated for the building after meeting the Energy Policy Act of 1992 fixture performance requirements.

Building-Level Water Metering: Permanent water meters will be installed to measure total potable water use.

Outdoor Water Use Reduction: No permanent irrigation is required.

Energy and Atmosphere

The NPC Project team plans to optimize energy efficiency through an integrated approach to the building's envelope design and building systems. Attention will be focused on optimizing

the new addition's massing and materials in order to address, as much as possible, optimal solar orientation, daylighting and potential heat gain and loss.

Commissioning of the building's systems will be sought to ensure they are operating in accordance with the design goals. In addition, air conditioning refrigerant that uses no hydrochlorofluorocarbons will be selected and tested to ensure proper performance and minimize contributions to ozone depletion and global warming.

Fundamental Commissioning and Verification: A Commissioning Agent (CxA) will be engaged by the owner for purposes of providing basic and enhanced commissioning services for the building energy related systems, including heating, ventilation, air conditioning and refrigeration (HVAC & R), lighting, and domestic hot water systems. The CxA will verify the building systems are installed, calibrated and performing to the building owner's requirements and the NPC Project team's basis of design.

Minimum Energy Performance: The building's performance rating will demonstrate a minimum of a 5% improvement in energy cost, meeting this prerequisite, when compared to a baseline building performance as calculated using the rating method in Appendix G of ANSI/ASHREA/IESNA Standard 90.1-2010.

Building-Level Energy Metering: Energy meters will be installed to measure total building energy consumption.

Fundamental Refrigerant Management: The specifications for refrigerants used in the building's HVAC & R systems will not permit the use of chlorofluorocarbon (CFC)-based refrigerants. The proposed design of the HVAC systems will achieve the prerequisite and compliant selections of any walk-in freezers/coolers (installed by the restaurant tenant), will be required.

Enhanced Commissioning: A CxA will be engaged by the owner for purposes of providing enhanced commissioning services for the building energy related systems, including HVAC & R, lighting, and domestic hot water systems. The CxA will verify the building systems are installed, calibrated and performing to the building owner's requirements and the NPC Project team's basis of design.

Optimize Energy Performance: The building performance rating for the new addition and renovation is anticipated to demonstrate a minimum of a 16% and 14% improvement respectively in energy cost savings when compared to a baseline building performance as calculated using the rating method in Appendix G of ANSI/ASHREA/IESNA Standard 90.1-2010.

Enhanced Refrigerant Management: In addition to specifying non-CFC based refrigerants, the refrigerants selected will attempt to minimize or eliminate the emission of compounds that contribute to ozone depletion and global warming.

Green Power and Carbon Offsets: The owner is anticipated to enter into a contract specifying at least 50% of NPC Project's energy to be provided from green power, carbon offsets, or renewable energy certificates.

Materials and Resources

The development will reuse at least 75% of the existing construction. Sustainable materials that are recycled, salvaged, and locally sourced will be incorporated as much as reasonably possible within the building's design. Building component materials that use recycled content, have low emissions, and are locally produced will be specified.

Storage and Collection of Recyclables: Storage of collected recyclables will be accommodated within the design of the spaces. Hotel guests' recyclables will be collected by hotel staff and brought to a centrally located trash and recycling storage room. Recyclables will be collected by a contracted waste management company on a regular basis.

Construction and Demolition Waste Management Planning: The Construction Manager will develop and implement a construction and demolition waste management plan.

Building Life-Cycle Impact Reduction: The development will maintain 75% of the existing building's structure and envelope, and the new addition is less than six times the square footage of the existing building.

Building Product Disclosure and Optimization – Environmental Product Declarations: The development specification will require certain products to have conforming EPDs and demonstrate impact reduction below industry average. Products sourced within 100 miles of the NPC Project site will be specified wherever possible.

Building Product Disclosure and Optimization – Sourcing of Raw Materials: The development specification will require certain products to have verified CSRs.

Building Product Disclosure and Optimization – Material Ingredients: The development specification will require certain products to have demonstrated chemical inventory to at least 0.1% and that a minimum of 25% of all building products are sourced from product manufacturers with verified supply chains. Products sourced within 100 miles of the NPC Project site will be specified wherever possible.

Construction and Demolition Waste Management: The Construction Manager will develop and implement a construction and demolition waste management plan that identifies 75% of materials to be diverted from disposal with at least four material streams.

Indoor Environmental Quality

The NPC Project team is committed to designing an indoor environment that provides a healthy quality of life for tenants and guests. Materials chosen for the development, such as

adhesives, paints, and flooring, will be low-emitting. A construction Indoor Air Quality Management plan during construction and prior to occupancy will be developed. Green housekeeping practices will be deployed to support healthy indoor air quality after building occupancy. Each guest room will have access to quality daylight and views.

Minimum IAQ Performance: The building's mechanical systems will be designed to meet or exceed the requirements of ASHRAE Standard 62.1-2010 sections 4 through 7 and/or applicable building codes. Any naturally ventilated spaces within the building will also comply with the applicable portions of ASHRAE 62.1.

Environmental Tobacco Smoke Control: The public spaces and common areas within the building will be non-smoking. Additionally, smoking will be prohibited within 25 feet of all building openings and air intakes. Signage shall be posted within 10 feet of all building entrances indicating the no-smoking policy.

Enhanced Indoor Air Quality Strategies: The design will increase outdoor air ventilation rates to all occupied spaces by at least 30% above those required by ASHRAE Standard 62.1-2010.

Low-Emitting Materials: The specifications will include requirements for paints and coatings, adhesives and sealants, flooring, composite wood, acoustic insulation, and furniture to meet low-VOC criteria. The Construction Manager will be required to track all products used to ensure compliance.

Construction Indoor Air Quality Management Plan: Construction Manager to develop and implement an indoor air quality management plan for the construction and preoccupancy phases of the building.

Indoor Air Quality Assessment: A building flush-out will be performed before occupancy.

Thermal Comfort: Individual thermal comfort controls will be provided in each guest room. The NPC Project's HVAC systems and building envelope will be designed to meet the requirements of ASHRAE Standard 55-2010.

Interior Lighting: Lighting controls will be provided in each guest room. The NPC Project's lighting in all guest rooms and common spaces will be designed to meet lighting quality standards.

Quality Views: Each guest room will provide an unobstructed view to the outdoors, including the surrounding neighborhood, streets, and beyond. More than 75% of rooms will have views unobstructed at least 25 feet from the exterior of the glazing.

Acoustic Performance: Demising walls and floor assemblies surrounding guest rooms will be designed to achieve STC 55 with a reverberation time of less than 0.6.

Innovation

Innovation: The Project team is committed to achieving three of the five Innovation in Design Credits through: Green Housekeeping, exploring the options of additional envelope commissioning and the creation of a TDM plan.

LEED Accredited Professional: A LEED AP will provide administrative services to oversee the LEED process.

2.11 Urban Design

The design of the NPC Project is generally consistent with the description in the PNF. Quaker Lane will be developed as originally planned. The ground floor program includes the hotel lobby and hotel restaurant and bar. New windows and doors will be added along the west façade at street level to allow for the visual and physical connections to Quaker Lane that will help transform it from a service way into a lively and accessible pedestrian space. The hotel restaurant will open directly to outdoor seating in Quaker Lane.

All existing entry and exit openings will remain—a number of openings will continue to serve as main entrances to the hotel lobby and restaurant. Two additional door opening will be created, including an entry from Quaker Lane into the hotel lobby that will be fitted into an existing window that will be cut down to street level, and the opening for the new egress stair exit will be cut into the existing construction masonry unit (CMU) wall at the south façade.

The proposed addition above 15 Congress Street will match the roof level of 19 Congress Street. The addition will be set back, allowing the existing parapet to remain. It will be finished in a more contemporary style which will complement the addition at 40 Water Street, visible looking south on Congress Street and from the hotel at 68 Devonshire Street, and visible from Congress Street and Quaker Lane looking west. The addition will bring 15 Congress Street up to meet the scale of the surrounding neighborhood.

Appendices B and C include the Accessibility Checklist and Climate Change Questionnaire.

2.12 Historic Resources

The NPC Project will be similar to the Previously Approved Project, and therefore impacts to historic resources are anticipated to be similar. The NPC Project's buildings are not listed on the State or National Register of Historic Places.

2.13 Infrastructure

2.13.1 Sewer Infrastructure

Existing Boston Water and Sewer Commission (BWSC) combined sewer mains are located in Congress Street adjacent to the NPC Project site.

There is a 20-inch BWSC combined sewer and a 16-inch by 12-inch BWSC combined sewer which flow southerly. These combined sewer mains both increase to the 24-inch by 28-inch and 16-inch by 12-inch BWSC combined sewer mains, then both flow to a single 24-inch by 24-inch BWSC combined sewer, which increases to a 15-inch combined sewer, and then to a 16-inch by 24-inch combined sewer, which flows to the 30-inch by 32-inch combined sewer in Water Street.

The 30-inch by 32-inch combined sewer in Water Street continues flowing easterly, increasing to a 48-inch by 68-inch combined sewer main, and then separates to a 24-inch BWSC sanitary sewer and a 42-inch BWSC storm drain main. The sanitary sewer continues to flow in a southerly direction and into the New East Side Interceptor which ultimately flows to the Massachusetts Water Resources Authority (MWRA) Deer Island Waste Water Treatment Plant for treatment and disposal.

2.13.1.1 Wastewater Generation

The NPC Project's sewage generation rates were estimated using 314 CMR 07.00 and the proposed building program. 314 CMR 07.00 lists typical sewage generation values for the proposed building use, as shown in Table 2-1. Typical generation values are conservative values for estimating the sewage flows from new construction. 314 CMR 07.00 sewage generation values are used to evaluate new sewage flows or an increase in flows to existing connections. The existing site is comprised of existing buildings. Table 2-1 describes the increased sewage generation in gallons per day (gpd) due to the Project. Table 2-2 shows the sewer hydraulic capacity in the NPC Project area.

Table 2-1 Proposed Project Wastewater Generation

NPC Project Sewer Flows

Use	Approximate Dimension	314 CMR Value (gpd/unit)	Total Flow (gpd)
Restaurant	164 seats	35/seat	5,740
Hotel	116	110/hotel room	12,760
Total Proposed Sewer Flows			18,500

Previously Approved Project Sewer Flows

Use	Dimension	314 CMR Value (gpd/unit)	Total Flow (gpd)
Retail	5,750	50/1,000 sf	288
Residential	52 bedrooms	110/bedroom	5,720
Total Existing Sewer Flows			6,008

Increase in Sewer Flows (gpd)	12,492

Table 2-2 Sewer Hydraulic Capacity Analysis

Manhole (BWSC Number)	Distance (feet)	Invert Elevation (up)	Invert Elevation (down)	Slope (%)	Diameter (inches)	Manning's Number	Flow Capacity (cfs)	Flow Capacity (MGD)
Congress Street								
224 to 223	105	15.59	9.50	5.8%	20	0.013	33.50	21.65
223 to 225	20	9.50	9.15	1.8%	24 x 28	0.013	36.61	23.66
LOCUS 225 to 226	25	9.15	8.85	1.2%	24 x 28	0.013	30.32	19.59
226 to 222	95	8.85	7.23	1.7%	24 x 28	0.013	36.14	23.36
222 to 221	70	7.23	6.20	1.5%	24 x 24	0.013	25.96	16.78
221 to 220	75	6.20	5.82	0.5%	15	0.013	4.60	2.97
223 to 222	140	9.50	7.23	1.6%	16 x 12	0.013	1.33	0.86

Note: 1. Manhole numbers taken from BWSC Sewer system GIS Map received on Monday, October 27, 2014.

2. Flow Calculations based on Manning Equation

The small increase in the daily discharge, 12,492 gpd (0.019 cfs) will not negatively impact the BWSC sanitary sewer system.

2.13.2 Water Supply

Water for the NPC Project site will be provided by the BWSC. There are five water systems within the City, and these provide service to portions of the City based on ground surface elevation. The five systems are southern low (commonly known as low service), southern high (commonly known as high service), southern extra high, northern low, and northern high. There are existing BWSC water mains in Devonshire Street, Water Street, Congress Street, and Quaker Lane.

There is a 12-inch southern high main and a 12-inch southern low main in Devonshire Street. There is a 12-inch southern high main, a 12-inch southern low main, a 24-inch southern low main, and a 24-inch high pressure fire service in Water Street. There is a 12-inch southern high main, a 12-inch high pressure fire service, and a 10-inch southern low main in Congress Street. Additionally, there is a 12-inch southern low main in Quaker Lane. The existing water system is illustrated in Figure 7-2.

2.13.2.1 Water Consumption

The NPC Project's water demand estimate for domestic services is based on the NPC 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 314 CMR 07.00 values to account for consumption, system losses and other usages to estimate an average daily water

demand. The NPC Project's estimated domestic water demand increase is 13,741 gpd. The water for the NPC Project will be supplied by the BWSC systems in Congress Street.

The small increase in the daily water demand will not negatively impact the BWSC water distribution system.

2.13.4 Stormwater

The NPC Project is committed to meeting the capture, treatment, and recharge goals as described in the PNF.

Appendix A

Transportation Memorandum

Vanasse & Associates, Inc.
Transportation Engineers & Planners

35 New England Business Center Drive
Suite 140
Andover, MA 01810-1071
Office 978-474-8800
Fax 978-688-6508

Ref: 8071

January 30, 2019

Mr. Patrick Hoey
Project Manager
Boston Transportation Department
Boston City Hall
200 Frontage Road
Boston, MA 02118

Re: Notice of Project Change
15-19 Congress Street
Boston, Massachusetts

Dear Mr. Hoey:

Vanasse & Associates, Inc., (VAI) has prepared this letter in support of a Notice of Project Change (NPC) filing for the 15-19 Congress Street component of the Congress Square redevelopment project. The project, which underwent City of Boston Article 80 review, entails the renovation and expansion to six existing buildings located in the city block bounded by buildings at 46 Devonshire Street and 31 State Street to the north, Congress Street to the east, Water Street to the south and Devonshire Street to the west. The proposed project change involves the replacement of the previously studied 35 residential units and 5,750 square feet of ground-level retail/restaurant space at 15-19 Congress Street with an approximately 115-room hotel and approximately 3,100 square feet or retail/restaurant space.[1]

As documented in this letter, the proposed changes in use at 15-19 Congress Street are projected to result in only minor increases to vehicular, pedestrian and transit trips expected to be generated by the project, as compared to the previously approved residential use of the site. When dispersed along the various travel routes and public transportation options for employees and patrons of the project, the impact to the surrounding transportation system is expected to be negligible.

Consistent with the prior approved program, loading activities associated with the 15-19 Congress Street property would occur during off-hours within the north-south section of Quaker Lane. Pick-up and drop-off activity associated with the hotel is proposed within the one-way east-west segment of Quaker Lane, and is projected to amount to only one entering vehicle trip every eight minutes during peak hours of roadway activity.

The following summarizes the projected impacts of the project and the proposed loading and pick-up/drop-off operations.

[1] Conservatively, we have not adjusted trips associated with the retail/restaurant space, although it is now smaller.

Approved Development Project

The approved development program for Congress Square includes the expansion and repurposing of an existing office building at 68 Devonshire Street in order to accommodate a 190-room hotel, a seven-story expansion to an existing office building located at 40 Water Street to provide a total of approximately 388,000 sf of office space with ground level retail/restaurant space and the repurposing and expansion of existing office space at 15-19 Congress Street to provide ground level retail/restaurant space and 35 units residential units.

Consistent with the prior use of the site, on-site parking is not provided within the Congress Square development, with patrons and employees of the project instead utilizing existing commercial parking facilities proximate to the project site.

As stipulated in the Transportation Access Plan Agreement (TAPA) for the Congress Square redevelopment, loading activities for the Project, including the 15-19 Congress Street property, will occur during off-hours (8:00 PM to 8:00 AM) within the north-south segment of Quaker Lane, with deliveries limited to single unit (SU-30) vehicles.

Proposed Development Project

The proposed change to the development program entails the replacement of the approved 35 residential units originally proposed at 15-19 Congress Street with an approximately 115-room boutique hotel. Restaurant space is still proposed on the ground floor. No changes to the remainder of the Congress Square redevelopment project, including the 40 Water Street or 68 Devonshire Street properties are proposed.

Loading activities associated with the proposed hotel would continue to occur during off-hours within the north-south segment of Quaker Lane. Pick-up and drop-off activity for the hotel is proposed within the east-west segment of Quaker Lane, with an Americans with Disabilities (ADA) compliant walkway provided between the proposed pick-up/drop-off area and the entrances to the hotel off both Quaker Lane and Congress Street.

Project-Related Impacts

Consistent with the methodology utilized in the transportation component of the Expanded Project Notification Form[2] prepared for the Project, trip generation calculations were performed for the proposed hotel use utilizing trip generation data published by the Institute of Transportation Engineers (ITE) and adjusted to reflect the modal split characteristics of the downtown Boston neighborhood. The trip generation projections for the proposed approximately 115-room hotel are summarized in Table 1.

[2] *Expanded Project Notification Form – Congress Square*, Vanasse & Associates, Inc., March 25, 2015.

Table 1
TRIP-GENERATION SUMMARY – PROPOSED HOTEL

	ITE Trips[a]	Total Person Trips[b]	Automobile Trips[c]	Transit Trips[d]	Pedestrian/ Bicycle Trips[e]	**Vehicle Trips[f]**
Weekday Morning Peak Hour:						
Entering	37	67	14	13	40	**8**
Exiting	25	45	9	9	27	**5**
Total	62	112	23	22	67	**13**
Weekday Evening Peak Hour:						
Entering	36	65	14	13	38	**8**
Exiting	34	61	13	12	36	**7**
Total	70	126	27	25	74	**15**
Weekday Daily	666	1,198	252	240	706	**140**

[a]Based on ITE LUC 310 rates for 116 hotel rooms.
[a]Based on ITE trips x vehicle occupancy rate (VOR) of 1.8 persons/vehicle.
[c]Based on 21 percent automotive mode split
[d]Based on 20 percent transit mode split
[e]Based on 59 percent pedestrian/bicycle mode split
[e]Based on total automobile person trips/1.8 persons/vehicle

As summarized in Table 1, the proposed approximately 115-room hotel is projected to result in 140 new automobile trips (70 vehicles entering and 70 exiting) on an average weekday, with 240 transit trips (120 entering and 120 exiting) and 706 pedestrian and bicycle trips (353 entering and 353 exiting). During the weekday morning peak hour, the Project is projected to generate 13 new automobile trips (8 entering and 5 exiting), with 22 transit trips (13 entering and 9 exiting) and 67 pedestrian/bicycle trips (40 entering and 27 exiting). During the weekday evening peak hour, the Project is projected to generate 15 new automobile trips (8 vehicles entering and 7 exiting), with 25 transit trips (13 entering and 12 exiting) and 74 pedestrian/bicycle trips (38 entering and 36 exiting).

The majority of vehicular trips expected to be generated by the proposed hotel use are expected to be pick-up/drop-off trips associated with hotel patrons. As discussed in subsequent sections of this letter, this activity is proposed to occur within the east-west segment of Quaker Lane, north of the 15-19 Congress Street property. During peak hours of roadway traffic, this level of vehicular activity amounts to approximately one entering vehicle every 8 minutes along the Quaker Lane corridor.

Trip Generation Comparison

In order to provide a comparison between the vehicular traffic expected to be generated by the proposed hotel use and the prior approved use of the site as 35 residential units, the vehicular trip generation for both uses were compared as summarized in Table 2.

Table 2
TRIP-GENERATION COMPARISON

	Residential Vehicle Trips[a]	Hotel Vehicle Trips[c]	**Delta**
Weekday Morning Peak Hour:			
Entering	1	8	**7**
Exiting	3	5	**2**
Total	4	13	**9**
Weekday Evening Peak Hour:			
Entering	3	8	**5**
Exiting	2	7	**5**
Total	5	15	**10**
Weekday Daily	56	140	**84**

[a]Source: Expanded Project Notification Form – Congress Square, Vanasse & Associates, Inc., March 25, 2015.

As summarized in Table 2, in comparison to the approved residential use of the site, the proposed hotel is expected to generate only nine (9) to ten (10) new vehicle trips during peak hours of roadway traffic. On a daily basis the expected increase in vehicular traffic amounts to only 84 total trips. This level of increase, when distributed across multiple travel routes providing access to the site will result in a negligible impact to area traffic operations as compared to the approved residential use of the site.

Pick-up/Drop-off Operations

As previously noted, it is expected that the majority of vehicular traffic expected to be generated by the project will consist of pick-up-/drop-off activity for guests of the hotel, resulting in approximately one new vehicle trip to the site every eight (8) minutes. In order to accommodate this activity it is proposed that drop-off activity occur within the east-west segment of Quaker Lane, approximately 60 feet west of Congress Street. As noted in the initial PNF filing for the Congress Square Project, peak hour traffic flows along Quaker Lane are relatively low, amounting to fewer than one vehicle traveling the corridor every two minutes. Locating the proposed pick-up/drop-off area internal to Quaker Lane will provide queue storage for approximately three (3) vehicles, which is expected to be adequate to accommodate the existing traffic on Quaker Lane and the minor increase associated with the Project.

Loading Activities

Consistent with the approved development plan, all loading activities associated with the proposed hotel would occur during off-hours (8:00 PM to 8:00 AM) within the north-south segment of Quaker Lane. Loading activities would be restricted to single unit (SU-30) vehicles only in designated areas as stipulated in the approved TAPA for the Project.

Conclusion

As documented in this letter, in comparison to the approved residential use of the site, the redevelopment of the 15-19 Congress Street property to accommodate an approximately 115-room hotel is projected to result in only minimal increases to vehicular traffic on the surrounding roadway network. Consistent with the approved development program, all loading activates associated with the project will occur during off-peak hours within Quaker Lane, as stipulated in the TAPA for the approved Congress Square project. Vehicular traffic volumes expected to be generated by the Project, resulting in approximately one new vehicle arriving the site every 8 minutes, are proposed to be accommodated within Quaker Lane, with adequate queue storage provided to accommodate this activity.

We trust that this information will assist you in the review of the Notice of Project Change for this project. If you have any questions regarding this material, please feel free to contact me directly.

Sincerely,

VANASSE & ASSOCIATES, INC.

Shaun P. Kelly
Associate

cc: File

Appendix B

Accessibility Checklist

Article 80 – Accessibility Checklist

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

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

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

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

Accessibility Analysis Information Sources:

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

Glossary of Terms:

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

1. Project Information:

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

Project Name:	15-19 Congress Street
Primary Project Address:	15-19 Congress Street
Total Number of Phases/Buildings:	One
Primary Contact (Name / Title / Company / Email / Phone):	Ellen K. Anselone, AIA Finegold Alexander Architects eanselone@faainc.com 617 227 9272
Owner / Developer:	Hemisphere Development Group, LLC.
Architect:	Finegold Alexander Architects
Civil Engineer:	H.W. Moore Associates, Inc.
Landscape Architect:	None
Permitting:	Epsilon Associates, Inc.
Construction Management:	Unknown

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

	PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:

Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? ***If yes,*** identify and explain.	No

2. Building Classification and Description:

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

What are the dimensions of the project?

Site Area:	*5,010 SF*	Building Area:	*63,820 GSF*
Building Height:	*133'-10" FT.*	Number of Stories:	*11 Flrs.*

First Floor Elevation:	19' BCB	Is there below grade space:		*Yes*
What is the Construction Type? (Select most appropriate type)				
	Wood Frame	Masonry	☑Steel Frame	Concrete
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)				
	Residential – One - Three Unit	Residential - Multi-unit, Four +	Institutional	Educational
	Business	Mercantile	Factory	☑Hospitality
	Laboratory / Medical	Storage, Utility and Other		
List street-level uses of the building:	*Lobby, Restaurant, Loading*			

3. Assessment of Existing Infrastructure for Accessibility:

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

Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	The Project site is located in the government center area of the Downtown Financial District. The Project maintains a zero lot line on all sides and is directly abutted by City sidewalks on three sides.
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	The Project site is in close proximity to the MBTA Blue Line and Orange line at the State Street station, and the Green Line at Government Center, as well as Bus Routes 4, 15, 39, 57, 92, 93, 352, 354
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:	Suffolk University
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:	Boston City Hall, John W. McCormack Post Office and Courthouse

4. Surrounding Site Conditions – Existing:

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

Is the development site within a historic district? ***If yes,*** identify which district:	No

Are there sidewalks and pedestrian ramps existing at the development site? ***If yes***, list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:	Congress Street: 9' average and concrete and bluestone. Quaker Lane: Related Beal is scheduled to reconstruct Quaker Lane in 2019 per the Public Improvement Commission approved Specific Repair Plan. The bluestone sidewalk abutting the building is to remain and a new poured concrete sidewalk and concrete pavers will be installed in the remaining area that abuts the NPC Project.
Are the sidewalks and pedestrian ramps existing-to-remain? ***If yes,*** have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? ***If yes,*** provide description and photos:	The existing Congress Street sidewalk shall remain except for the accessible ramps that will be constructed by Related Beal in 2019 at both Quaker Lane/Congress Street intersections per the Public Improvement Commission approved Specific Repair Plan.
5. Surrounding Site Conditions – Proposed *This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.*	
Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? ***If yes***, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.	Yes, the sidewalk improvements are scheduled for reconstruction by Related Beal 2019 per the Public Improvement Commission approved Specific Repair Plan.
What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:	Please see the attached PIC approved Specific Repair Plan indicating these improvements.
List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?	Please see the attached PIC approved Specific Repair Plan indicating these improvements
Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? ***If yes,*** what are the proposed dimensions of the sidewalk café or furnishings and	The Proponent anticipates sidewalk cafes within the pedestrian zone of Quaker Lane. Nothing is proposed within Congress Street.

what will the remaining right-of-way clearance be?	
If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?	Not applicable
Will any portion of the Project be going through the PIC? ***If yes,*** identify PIC actions and provide details.	Related Beal received PIC approval for the Quaker Lane improvements in 2019. No additional PIC permitting is anticipated.
6. Accessible Parking: *See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations*.	
What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?	The Project does not include parking.
What is the total number of accessible spaces provided at the development site? How many of these are "Van Accessible" spaces with an 8 foot access aisle?	The Project does not include parking.
Will any on-street accessible parking spaces be required? ***If yes,*** has the proponent contacted the Commission for Persons with Disabilities regarding this need?	No.
Where is the accessible visitor parking located?	The Project does not include parking.
Has a drop-off area been identified? ***If yes,*** will it be accessible?	Yes, with a continuous ADA compliant sidewalk provided between the pick-up/drop-off area and the hotel entrance off Congress Street
7. Circulation and Accessible Routes: *The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability with neighbors*.	

Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:	All entries are flush condition
Are the accessible entrances and standard entrance integrated? ***If yes,*** *describe.* ***If no,*** what is the reason?	Yes
If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.	
8. Accessible Units (Group 2) and Guestrooms: (If applicable) *In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.*	
What is the total number of proposed housing units or hotel rooms for the development?	116 hotel rooms.
If a residential development, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?	
If a residential development, how many accessible Group 2 units are being proposed?	
If a residential development, how many accessible Group 2 units will also be IDP units? ***If none***, describe reason.	
If a hospitality development, how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? ***If yes,*** provide amount and location of equipment.	5%, or 6 accessible units are proposed as defined by MAAB

Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. ***If yes,*** provide reason.	No
Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? ***If yes,*** describe:	Yes, two elevators provide access to separate floors. At existing floor levels, the elevators open on both sides to mediate the floor height difference.
9. Community Impact: *Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community*.	
Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?	Any funding or improvements will be determined in coordination with the BPDA.
What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?	All common spaces will be fully accessible
Are any restrooms planned in common public spaces? ***If yes,*** will any be single-stall, ADA compliant and designated as "Family"/ "Companion" restrooms? ***If no***, explain why not.	Yes, all restrooms planned in common spaces will be single-stall and ADA compliant.
Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? ***If yes,*** did	No

they approve? ***If no,*** what were their comments?	
Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? ***If no,*** what recommendations did the Advisory Board give to make this project more accessible?	No.

10. Attachments

Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.

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

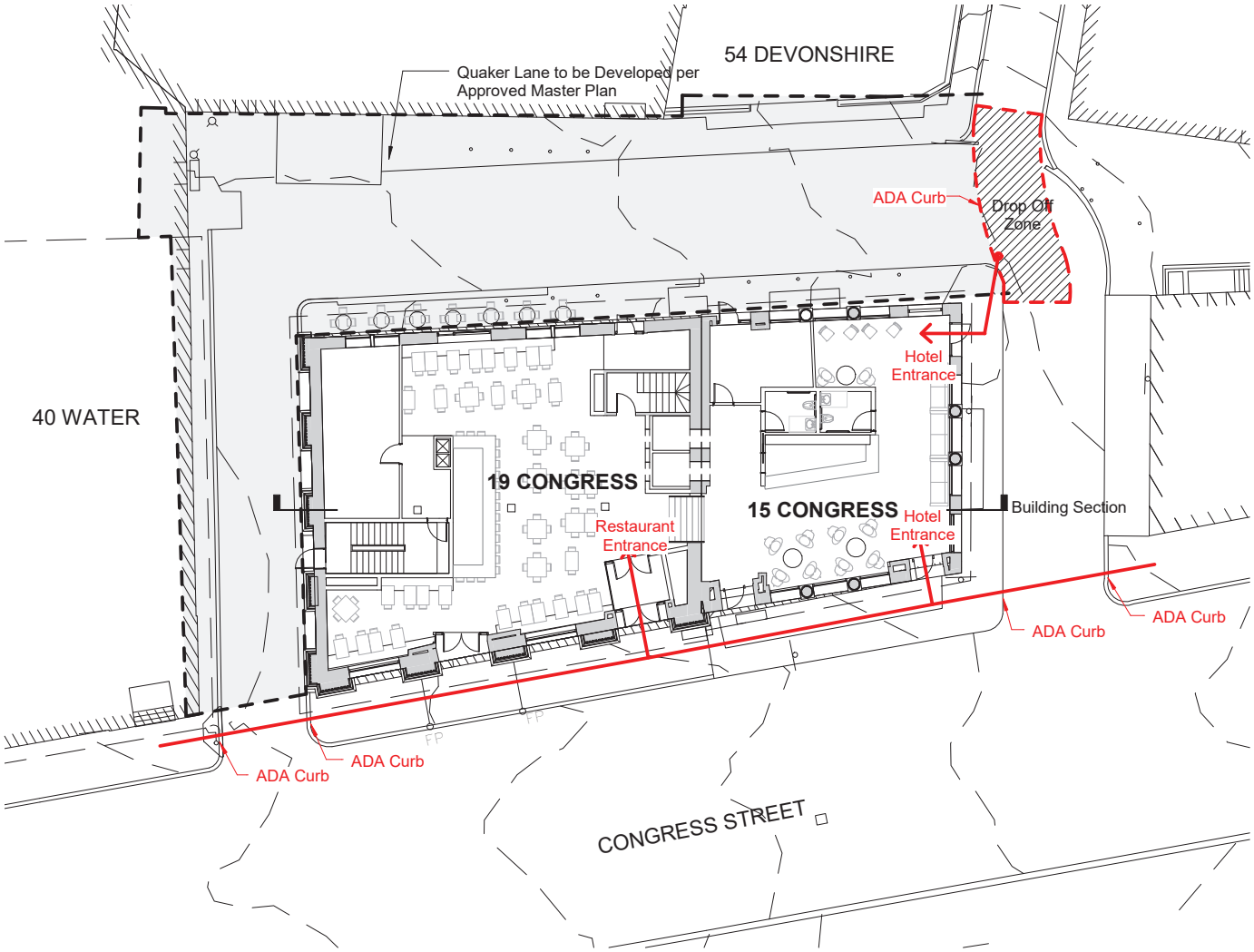
This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open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

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

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

Architectural Access staff can be reached at:

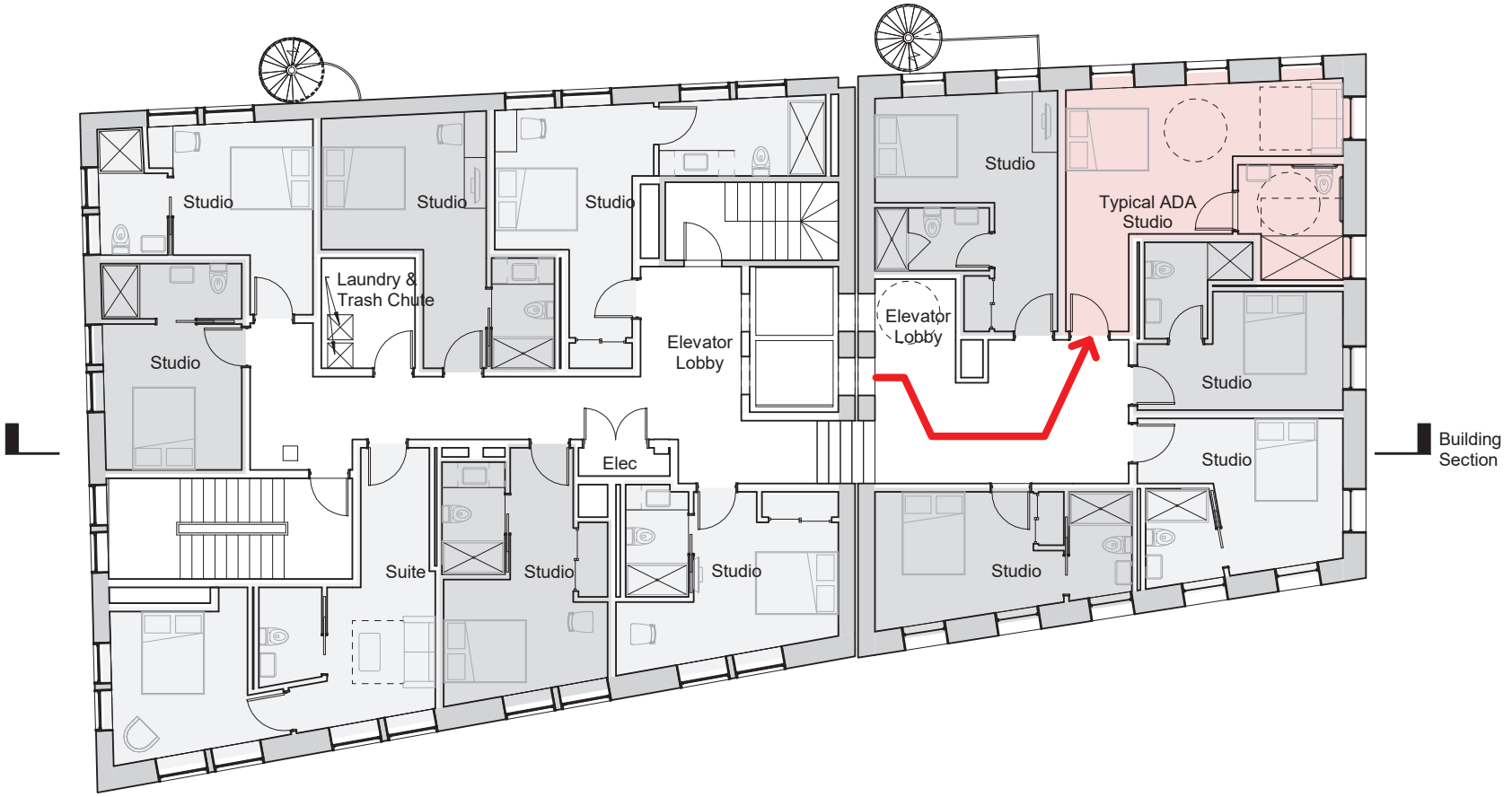
accessibility@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov | 617-635-3682



Site Plan Diagram

15-19 Congress Street
15-19 Congress Street
Boston, MA 02109

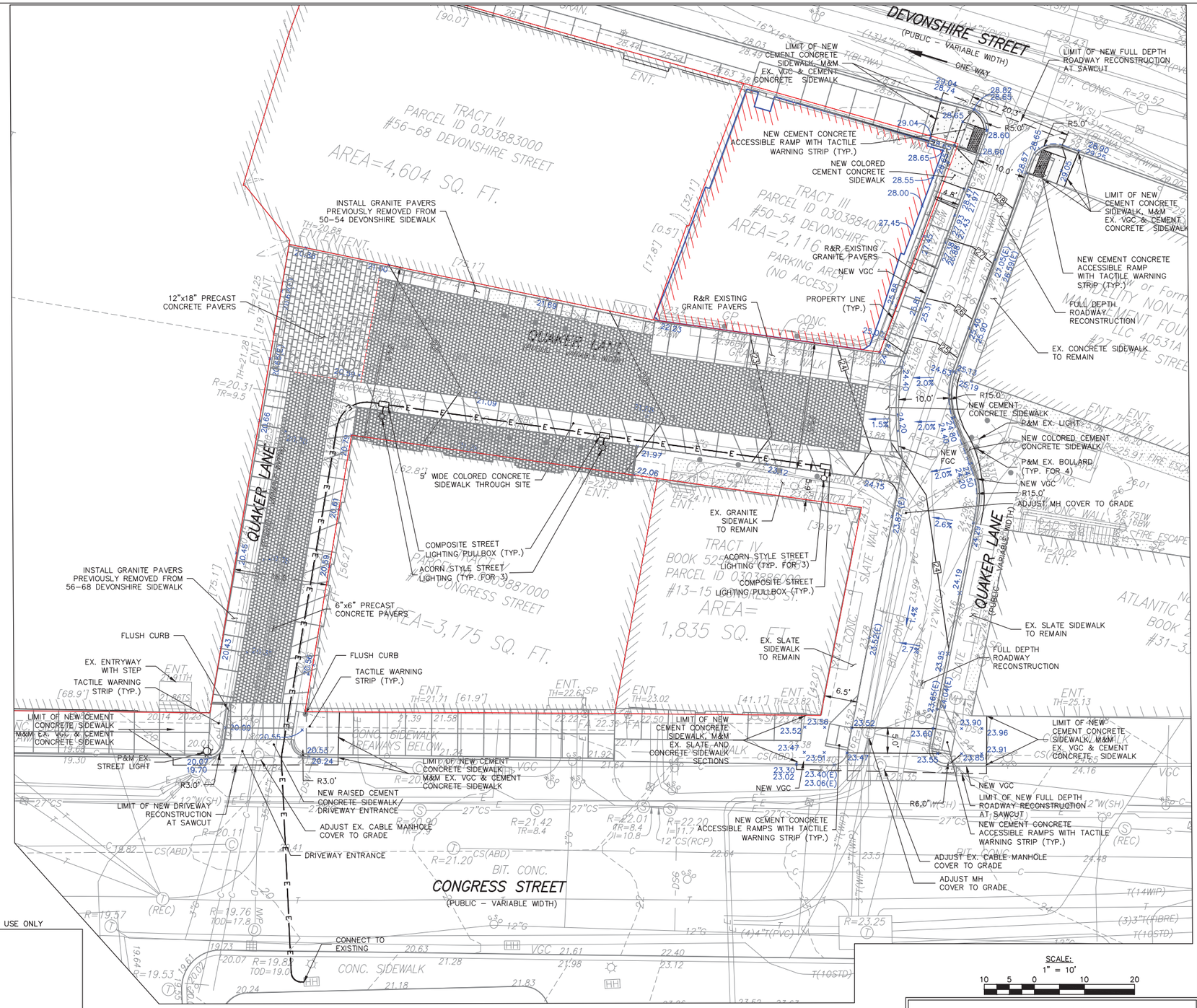
Finegold Alexander Architects Inc
01/30/19



Typical ADA Room

15-19 Congress Street
15-19 Congress Street
Boston, MA 02109

Finegold Alexander Architects Inc
01/24/19



PLAN
SCALE: 1" = 10'

LEGEND

VGC	VERTICAL GRANITE CURB
FGC	FLUSH GRANITE CURB
R	RADIUS
EX.	EXISTING
X 16.00	PROPOSED SPOT GRADE
TYP.	TYPICAL
M&M	MEET AND MATCH
DMH	DRAIN MANHOLE
P&M	PROTECT AND MAINTAIN
R&R	REMOVE AND RESET
	EXISTING STREET LIGHT TO BE REMOVED AND RESET
	EXISTING STREET LIGHT POLE
	NEW CURB LINE
	PROPERTY LINE
OHW	SITE LIGHTING

MATERIALS LEGEND

- NEW CEMENT CONCRETE SIDEWALK
- NEW 12"X18" PRECAST CONCRETE PAVERS
- NEW 6"X6" PRECAST CONCRETE PAVERS
- REMOVE AND RESET EXISTING GRANITE PAVERS

SCALE:
1" = 10'
10 5 0 10 20

SHEET 1 OF 2 SHEETS

PLAN SHOWING THE LAYOUT OF APPROXIMATELY 325 FEET QUAKER LANE INCLUDING NEW CEMENT CONCRETE SIDEWALKS, GRANITE CURBING, NEW PEDESTRIAN RAMPS, SPECIALTY PAVERS, AND SITE LIGHTING.

FOR REGISTRY USE ONLY

JOHN M. SCHMID, P.E. DATE
MASSACHUSETTS REG. NO. 39155
REGISTERED PROFESSIONAL ENGINEER

APPROVED
COMMISSIONER OF PUBLIC WORKS

PUBLIC IMPROVEMENT COMMISSION
CHIEF ENGINEER

CHECKED FOR GENERAL DESIGN AND CONFORMITY TO CITY STANDARDS
PUBLIC WORKS DEPARTMENT

PREPARED BY:
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2 Center Plaza, Suite 430
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► Land Surveying
► Transportation Engineering
► Sustainable Site Consulting
► Planning
► GIS

DESIGNED BY: ZM
DRAWN BY: ZM
CHECKED BY: JMS
NITSCH FILE: 10522.1 Specific Repair
NITSCH PROJECT: 10522.1

CITY OF BOSTON PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
SPECIFIC REPAIRS PLAN

QUAKER LANE
PUBLIC WAY

BOSTON PROPER

SCALE: AS NOTED

DIVISION (CITY) ENGINEER

MAY, 2018

Appendix C

Climate Change Questionnaire

Boston Planning & Development Agency
Climate Resiliency Report Summary

Submitted: 01/30/2019 12:44:15

A.1 - Project Information

Project Name:	15-19 Congress Street			
Project Address:	15-19 Congress Street			
Filing Type:	Initial (PNF, EPNF, NPC or other substantial filing)			
Filing Contact:	Geoff Starsiak	Epsilon Associates, Inc.	gstarsiak@epsilonassociates.com	978-897-7100
Is MEPA approval required?	No	MEPA date:		

A.2 - Project Team

Owner / Developer:	Hemisphere Development Group, LLC
Architect:	Finegold Alexander Architects
Engineer:	
Sustainability / LEED:	Finegold Alexander Architects
Permitting:	Epsilon Associates
Construction Management:	

A.3 - Project Description and Design Conditions

List the principal Building Uses:	Hotel, Restaurant
List the First Floor Uses:	Hotel Lobby, Restaurant
List any Critical Site Infrastructure and or Building Uses:	None

Site and Building:

Site Area (SF):	5010	Building Area (SF):	63820
Building Height (Ft):	133	Building Height (Stories):	11
Existing Site Elevation – Low (Ft BCB):	19	Existing Site Elevation – High (Ft BCB):	19
Proposed Site Elevation – Low (Ft BCB):	19	Proposed Site Elevation – High (Ft BCB):	19
Proposed First Floor Elevation (Ft BCB):	19	Below grade spaces/levels (#):	2

Article 37 Green Building:

LEED Version - Rating System:	LEED v4 BD+C	LEED Certification:	No
Proposed LEED rating:	Silver	Proposed LEED point score (Pts.):	54

Boston Planning & Development Agency
Climate Resiliency Report Summary

boston planning & development agency

Building Envelope:

When reporting R values, differentiate between R discontinuous and R continuous. For example, use "R13" to show R13 discontinuous and use R10c.i. to show R10 continuous. When reporting U value, report total assembly U value including supports and structural elements.

Roof:	46	Exposed Floor :	N/A
Foundation Wall:	N/A	Slab Edge (at or below grade):	0.52

Vertical Above-grade Assemblies (%'s are of total vertical area and together should total 100%):

Area of Opaque Curtain Wall & Spandrel Assembly:	2.46	Wall & Spandrel Assembly Value:	.13
Area of Framed & Insulated / Standard Wall:	51.46	Wall Value:	25.38
Area of Vision Window:	45.68	Window Glazing Assembly Value:	.29
		Window Glazing SHGC:	0.37
Area of Doors:	.4	Door Assembly Value :	.14

Energy Loads and Performance

For this filing – describe how energy loads & performance were determined	eQuest energy model		
Annual Electric (kWh):		Peak Electric (kW):	660
Annual Heating (MMbtu/hr):		Peak Heating (MMbtu):	5.8
Annual Cooling (Tons/hr):		Peak Cooling (Tons):	187.7
Energy Use - Below ASHRAE 90.1 - 2013 (%):	24.5	Have the local utilities reviewed the building energy performance?:	No
Energy Use - Below Mass. Code (%):	24.5	Energy Use Intensity (kBtu/SF):	5.6

Back-up / Emergency Power System

Electrical Generation Output (kW):	250	Number of Power Units:	1
System Type (kW):	Diesel Generator	Fuel Source:	Diesel

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

Electric (kW):	161	Heating (MMbtu/hr):	0
		Cooling (Tons/hr):	3

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

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

B.1 – GHG Emissions - Design Conditions

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

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

Energy modeling, high performance HVAC equipment, High performance Building Envelope, High performance Lighting and controls, Building day lighting, EnergyStar Equipment and Appliances, Energy Recoverry Ventillation, Operable windows, Smart Grid Ready

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

The Project's existing envelope will be renovated to be more efficient than it is currently. New windows will be included to further improve the envelope.

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

New systems will be more efficient than current systems, which will improve the energy efficiency throughout the building.

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

The project is an existing building with a limited footprint and limited roof area. In addition, the building is shorter than most of the surrounding buildings and is in shade through much of the day. Therefore, on-site renewable energy is not currently feasible. The Proponent will analyze the use of energy storage systems for feasibility.

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

The Proponent will analyze potential opportunities for more efficient energy. However, the building is an existing building with no feasible space for energy production on-site.

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

The Project team plans to meet with the utilities to discuss the project.

B.2 - GHG Reduction - Adaptation Strategies

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

The project is largely a renovation with new mechanical equipment. It is anticipated that this equipment could be replaced with more efficient equipment in the future.

C - Extreme Heat Events

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

C.1 – Extreme Heat - Design Conditions

Temperature Range - Low (Deg.):	8	Temperature Range - High (Deg.):	91
Annual Heating Degree Days:	5641	Annual Cooling Degree Days	2897

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

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

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

The Project will include a high albedo roof.

C.2 - Extreme Heat – Adaptation Strategies

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

The building is under shadow during much of the year, which naturally provides cooling.

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

Systems located above 1st floor, water-tight utility conduits, waste water backflow prevention, stormwater backflow prevention.

D - Extreme Precipitation Events

From 1958 to 2010, there was a 70 percent increase in the amount of precipitation that fell on the days with the heaviest precipitation. Currently, the 10-Year, 24-Hour Design Storm precipitation level is 5.25”. There is a significant probability that

this will increase to at least 6" by the end of the century. Additionally, fewer, larger storms are likely to be accompanied by more frequent droughts.

D.1 – Extreme Precipitation - Design Conditions

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

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

The project will incorporate stormwater management systems to the extent feasible. Since the Project is renovated an existing building and only adding a vertical addition, changes to stormwater runoff are not anticipated.

D.2 - Extreme Precipitation - Adaptation Strategies

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

The Project will not impact existing stormwater flows. Stormwater is being collected through a shared system with on Congress Square buildings.

E – Sea Level Rise and Storms

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

Is any portion of the site in a FEMA Special Flood Hazard Area?	No	What Zone:	
What is the current FEMA SFHA Zone Base Flood Elevation for the site (Ft BCB)?			
Is any portion of the site in the BPDA Sea Level Rise Flood Hazard Area (see SLR-FHA online map)?	No		

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

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

Proposed projects should identify immediate and future adaptation strategies for managing the flooding scenario represented by the Sea Level Rise Flood Hazard Area (SLR-FHA), which includes 3.2' of sea level rise above 2013 tide levels, an additional 2.5" to account for subsidence, and the 1% Annual Chance Flood. After using the SLR-FHA to identify a

project's Sea Level Rise Base Flood Elevation, proponents should calculate the Sea Level Rise Design Flood Elevation by adding 12" of freeboard for buildings, and 24" of freeboard for critical facilities and infrastructure and any ground floor residential units.

What is the Sea Level Rise - Base Flood Elevation for the site (Ft BCB)?

What is the Sea Level Rise - Design Flood Elevation for the site (Ft BCB)?

First Floor Elevation (Ft BCB):

What are the Site Elevations at Building (Ft BCB)?

What is the Accessible Route Elevation (Ft BCB)?

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

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

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

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

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

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

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

Thank you for completing the Boston Climate Change Checklist!

Boston Planning & Development Agency

Climate Resiliency Report Summary

boston planning & development agency

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