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February 14, 2013

Peter Meade, Director  
Boston Redevelopment Authority  
One City Hall Plaza  
Boston, MA 02108

Re: Notice of Project for 275 Albany Street

Dear Director Meade:

This Notice of Project Change (“NPC”) is being submitted on behalf of BH Normandy 275 Albany Street LLC (the “Applicant”) to inform you of certain changes with respect to the 275 Albany Street project (the “Project”). Pursuant to Section 80A-6 of the Boston Zoning Code (the “Code”), we are required to inform the Authority of any material changes to the Project. With this NPC, we respectfully request a determination that these changes will not significantly increase the impacts of the Project within the scope of the required review and that no further review is required under Article 80B of the Code.

### **Background**

The Project previously underwent Large Project Review under Article 80B of the Code. An Expanded Project Notification Form (“PNF”) for the Project was filed with the Boston Redevelopment Authority on January 15, 2010. On August 17, 2010, the Authority authorized the Director of the Authority to issue a Scoping Determination waiving further review under Article 80B of the Code based on a finding that the PNF adequately described the potential impacts of the Project and that the mitigation measures proposed were sufficient to minimize those impacts. On August 24, 2010, the previous Director of the Authority issued the Scoping Determination waiving further review of the Project under Article 80B of the Code (the “Director’s Determination”). On August 16, 2012, we filed a Notice of Project Change for the Project (the “Initial NPC”) reflecting the change of the Project from a project with two hotel components to a project with one hotel component and one residential component. A Planned Development Area (“PDA”) Development Plan for the Project as described in the Initial NPC was approved by the Authority on September 13, 2012 and the PDA was approved by the Boston Zoning Commission on October 10, 2012. On January 25, 2013, an application for approval of an Amended and Restated PDA Development Plan was filed with the Authority that reflects the changes in the Project described herein.

## **Project Changes**

Since the approval of the PDA Development Plan for the Project, the Project has further evolved as a result of shifting economic conditions. As previously approved, the Project consisted of two building elements, one of which would have been used as a hotel and one of which would have been used for residences. However, given current market conditions, the Applicant was unable to secure a hotel operator despite diligent efforts to do so. Accordingly, although the Project still consists of two building elements, both elements – the tower portion of the Project on the north end of the project site (the “Traveler Structure”) and the building element on the south end of the project site (the “East Berkeley Structure”) – will be used for residential purposes.

The approved Project proposed up to 325 hotel rooms and 220 residential units. The revised Project includes up to 220 residential units in the Traveler Structure and up to 180 residential units in the East Berkeley Structure, but the total number of residential units will not exceed 380. In addition, the maximum number of parking spaces has been increased from 165 to 180. Finally, the amount of publicly accessible open space on the Project site has been increased from no less than fifteen percent (15%) to no less than twenty percent (20%). The size of the Project, including the floor area and heights of the building elements, remains unchanged, as does the basic configuration of the Project. More details regarding the current proposal are set forth in the renderings, elevations and plans attached hereto as Exhibit A and in the Amended and Restated Development Plan previously submitted to you as part of the application for approval of an Amended and Restated Development Plan for the PDA.

## **Changes in Project Impacts since Completion of the Initial NPC**

The changes in the Project since approval of the Development Plan and submission of the Initial NPC will result in fewer impacts than the Project as currently approved and reviewed through the Article 80B Large Project review process. Howard/Stein Hudson Associates (HSH) has determined that total average daily adjusted vehicle trips would decrease from 2,282 to 916, as described below. Nitsch Engineering has concluded that wastewater flow would decrease from approximately 72,771 gallons per day (gpd) to approximately 56,541 gpd, and that water demand would decrease from approximately 80,048 gpd to approximately 62,195 gpd. In addition, given the change of use, the criteria for achieving ‘LEED Certifiable’ status under Article 37 of the Code is also affected. A revised Article 37 checklist demonstrating how the Project will incorporate sustainable design features to achieve ‘LEED Certifiable’ status is enclosed herewith as Exhibit B. Urban Design, building design and historic resources were fully vetted in the PNF, and have been and will be further considered during the design review process with the Authority.

### **1. Transportation Impacts**

Traffic: Overall traffic demand estimated for the Revised NPC is expected to be substantially lower than the Initial NPC due to the replacement of hotel use with residential apartments. As shown in Table 1, the Revised NCP is expected to result in 1,366 fewer adjusted average daily vehicle trips as compared to the Initial NPC. The Revised NPC will also result in 78

fewer vehicle trips during the morning peak hour and 81 fewer vehicle trips in the evening peak hour.

**Table 1 Adjusted Vehicle Trip Generation Comparison**

<b>Time Period</b>	<b>Initial NPC*</b>	<b>Revised NPC</b>	<b>Change: Initial NPC compared to Revised NPC</b>
Daily			
in	1,141	458	-683
out	1,141	458	-683
total	2,282	916	-1,366
a.m. Peak Hour			
in	71	19	-52
out	61	35	-26
total	132	54	-78
p.m. Peak Hour			
in	73	35	-38
out	83	40	-43
total	156	75	-81

Note \* – Estimated vehicle trip generation for the Initial NPC have been adjusted since the August 2012 NPC filing to reflect newly published ITE trip generation rates and updated information pertaining to private auto vs. taxi mode split.

Vehicle trip generation estimates use standard traffic engineering practice and are derived from the Institute of Transportation Engineers' (ITE) Trip Generation (9th edition, 2010) trip rates. Travel mode split data for the South End supplied by the Boston Transportation Department (BTD) are also used in developing vehicle trip estimates.

Parking: Parking for the Revised NPC will be in an above grade garage similar to what was proposed in the original Project. The Revised NPC will provide garage parking up to 180 spaces. This is an increase from approximately 165 garage parking spaces in the Initial NPC. Parking for the residential apartments in the Revised NPC is proposed at just below 0.50 spaces per unit.

The Boston Transportation Department (BTD) Guidelines for maximum parking ratios in the South End for residential uses ranges from 0.5 to 1.0 spaces per unit. These rates do not distinguish between types of housing (i.e., for sale condominiums vs. rental apartments). Current trends indicate that parking demand for rental apartments is about half that of for-sale condominiums (0.50 vs. 1.0 spaces per unit) in Boston's downtown neighborhoods. The 0.50

parking ratio for residential uses at the Revised NPC is consistent with that proposed in the adjacent Ink Block development (the former Boston Herald site).

Site Access: The Revised NPC will retain the same site access previously developed for the Project. Pick-up/drop-off will be provided to the East Berkeley Structure and the Traveler Structure at curbside cutout along East Berkeley Street and Traveler Street, respectively. Garage access/egress will be provided from Traveler Street with the loading dock remaining along Albany Street. Loading demand associated with the Revised NPC will be less than that of the Initial NPC due to the lower demand residential component replacing higher demand hotel use. Trucks of up to 36 feet in length (SU-36) will be able to maneuver into and out of the loading dock without the need to back in from or out into Albany Street. The Proponent will continue to work with BTD on all site access concerns and adjoining curb use regulations.

Transportation Access Plan Agreement (TAPA): The Proponent will enter into a TAPA with the City through its agent, the Boston Transportation Department (“BTD”). The TAPA will memorialize the specific measures, mitigations, and agreements between the Proponent and BTD. The TAPA will codify both traffic mitigation commitments and a Travel Demand Management program for the Revised NPC. An engineered site plan will be submitted with the TAPA.

Mitigation: The Proponent will work with both BTD and MassDOT on appropriate mitigation for the revised Project to complement recent improvements by these agencies and those proposed by the Ink Block development. The recently adopted Harrison-Albany Corridor Planning Study provides guidelines for local area improvements that the Proponent is willing to discuss as mitigation for the revised Project.

Travel Demand Management: The Proponent will work with the BTD to develop a comprehensive Travel Demand Management (“TDM”) program appropriate to the Revised NPC and consistent with its level of impact. The comments from both BTD and MassDOT on the Expanded PNF/ENF, and DEIR will form the framework for these TDM measures.

Construction Management Plan: The Proponent will develop a comprehensive Construction Management Plan (“CMP”) for review and approval by BTD. The CMP will detail the schedule, staging, parking, delivery, and other associated impacts of the construction of the Revised NPC.

## 2. Water and Sewer.

The Project’s sewage generation rates were estimated using Massachusetts State Environmental Code (Title 5) 310 CMR 15.203. A Department of Environmental Protection (DEP) Sewer Connection Permit is anticipated as the proposed effluent discharge rate triggers the permit threshold.

Use	Units	Sewage Generation Rate	Total g.p.d.
Residence	474 Bedrooms (BR) (94-2 BR Units, 286- 1 BR Units)	110 gal/day/bedroom	52,140
Retail	2,000 sf	50 gal/1000 sf	100
Cooling		Blowdown	4,301
<b>Total</b>			<b>56,541</b>

Based on the foregoing, we respectfully request that you determine that the changes to the Project since filing of the completion of Large Project Review and filing of the Initial NPC will not significantly increase the impacts of the Project within the scope of the required review and that no further review is required under Article 80B of the Code. Thank you for your consideration. Please feel free to contact me with any questions or concerns.

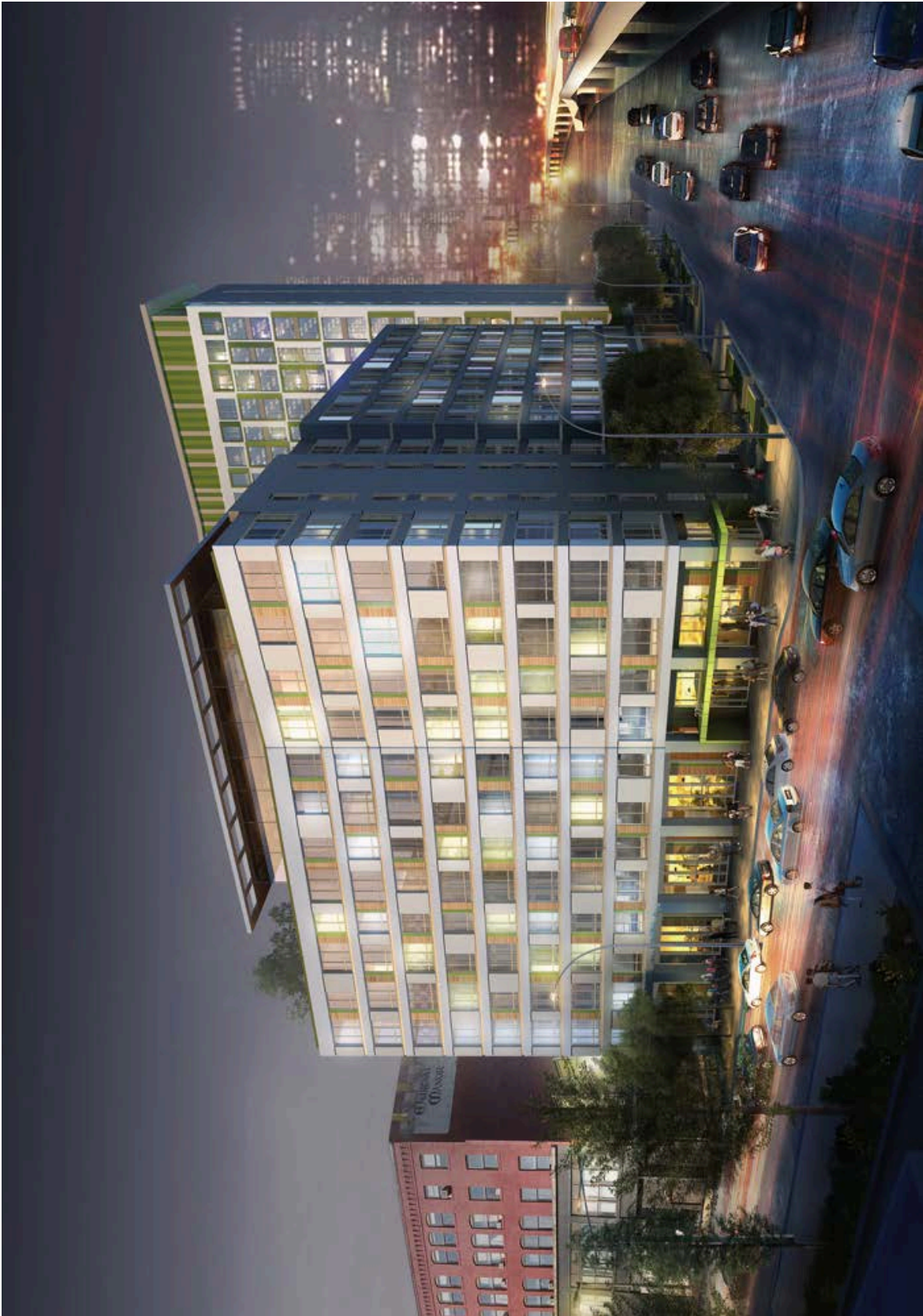
Sincerely yours,

Melvin R. Shuman  
Enclosures

cc: Justin D. Krebs  
Kelly Saito  
Kevin Daly  
Guy D. Busa, Jr.  
James J. Gray  
Tamara M. Roy  
David Hewett  
John Schmid  
Richard Rudman, Esq.  
Lawrence J. Rowe, Esq.

Exhibit A

**Renderings, Elevations and Plans**















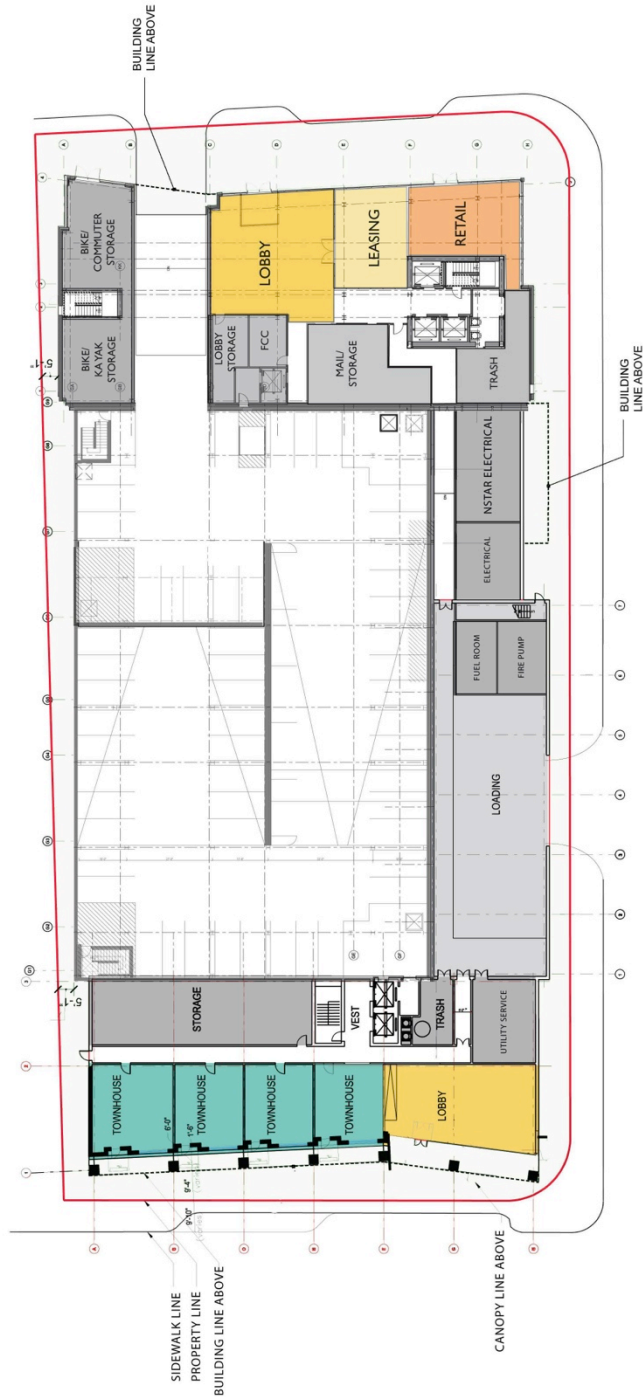




**GROUND FLOOR**

SITE AREA: 55,485 GSF  
 BUILDING FOOTPRINT: 44,388 GSF  
 OPEN SPACE 11,097 GSF (20%)

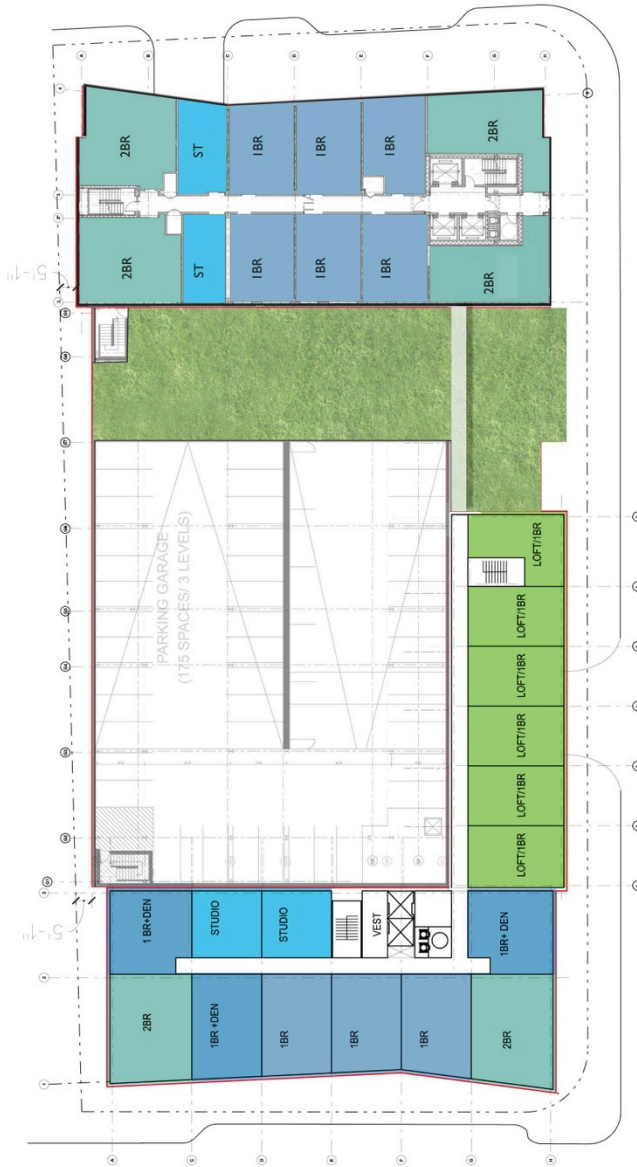




GROUND FLOOR PLAN

SITE AREA: 55,485 GSF  
 BUILDING FOOTPRINT: 44,388 GSF  
 OPEN SPACE 11,097 GSF (20%)





### TYPICAL FLOOR PLAN

PROJECT # 07041.00



275 ALBANY STREET  
01.22.2013

