

17-23 West Street, Downtown Boston- Hotel Development



SMALL PROJECT REVIEW APPLICATION MARCH 30, 2023

SUBMITTED BY:

Hub Parking LLC
74 Clarendon St, Boston, MA 02116

SUBMITTED TO:



Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

PREPARED BY:



Mitchell L. Fiscman ("MLF") Consulting LLC
41 Brush Hill Road
Newton, MA 02461

IN ASSOCIATION WITH:

Grassi Design Group
46 Waltham St, Boston MA, 02118



**Howard Stein Hudson (HSH)
Engineers & Planners**
Boston, Worcester, Chelmsford

William Fleming Associates Inc.
Landscape Architecture and Planning
375 Main St, Suite #3, Stoneham, MA 02180

Rubin and Rudman LLP
53 State St, Boston, MA 02109



**Mitchell L. Fischman Consulting LLC
41 Brush Hill Road
Newton. MA 02461**

March 30, 2023

Mr. James Arthur Jemison II
Boston Planning & Development Agency
Boston City Hall
One City Hall Square, 9th Floor
Boston, MA 02201
ATTN: Ms. Sarah Black, Senior Project Manager

**RE: Article 80E: Small Project Review Application (SPRA)
17-23 West Street, Downtown, 02111**

Dear Director Jemison:

On behalf of Hub Parking LLC, the owner and developer of the real property situated at 17-23 West Street, Downtown Boston, MLF Consulting LLC is pleased to submit this Small Project Review Application (“SPRA”) to the Boston Planning & Development Agency, in accordance with the requirements of Article 80E of the Boston Zoning Code.

The Project site (Parcel ID No. 0304816000) is at 17-23 West Street, a public way between Tremont Street and Washington Street, bounded to the west by 25-31 West Street, to the east by 13-15 West Street, and to the north by the rear lot line of 37-43 Temple Place, and to the south by West Street (the “Site”). As a Transit-Oriented Development (“TOD”), the Proposed Project will supply much-needed economy hotel space to the Downtown.

The development proposal is for an approximate 94-room new hotel redevelopment on a 2,789 square foot site which will include approximately 38,043 gross square feet of floor area in a new 15-story building (with a maximum building height of 152 feet-6-inches), with no parking, food or beverage services, and including 6-interior bike storage racks for employees and 6-exterior visitor bike spaces (“Proposed Project”).

The Proposed Project is additionally regulated by Article 38 of the Boston Zoning Code (the “Code”), which allows the proposed hotel as a permitted use, although it is expected that the Proposed Project will require relief dimensional relief from the Board of Appeal for height and floor area ratio.



We look forward to continuing the Small Project Review Application (SPRA) process and advancing the Proposed Project through public review with the cooperation and assistance of the BPDA, the Mayor's Office of Neighborhood Services, other city agencies, the Downtown Boston community and its elected officials.

Very truly yours,

**MLF CONSULTING LLC
ON BEHALF OF HUB PARKING LLC**

Mitchell L. Fischman

Mitchell L. Fischman, Principal

cc: Michael Christopher, BPDA Director of Development Review and Policy
Casey Hines, BPDA Assistant Deputy Director, Development Review
Chulan Huang, Mayor's Office of Neighborhood Services
City Council President Ed Flynn (District 2 City Councilor)
State Senator Collins
State Representative Biele

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1.0 EXECUTIVE SUMMARY

1.1 Introduction

Hub Parking LLC, and affiliate of Paul Roiff (the “Proponent”) is submitting this Small Project Review Application (“SPRA”) in accordance with the Article 80E requirements of the Boston Zoning Code (the “Code”) for a hotel development project at 17-23 West Street in Downtown Crossing, within Boston’s Midtown Cultural District neighborhood (the “Proposed Project”).

The development proposal is for an approximate 94-room new hotel redevelopment on a 2,789 square foot site which will include approximately 38,043 gross square feet of floor area in a new 15-story building (with a maximum building height of 152 feet-6-inches), with no parking, food or beverage services, and including 6-interior bike storage racks for employees and 6-exterior visitor bike spaces.

See Summary of Project Dimensions in **Table 1-1** below:

Table 1-1. Summary of Project Dimensions of Proposed Project: 17-23 West Street

Lot Area	2,789 sf
Gross Building Area	38,043 Gross Square Feet
Floor Area Ratio (F.A.R.)	8.0
No. of Floors	15-Floors
Maximum Height	152 feet - 6-inches
No. of Hotel Rooms	94-Keys
No. of Bicycle Spaces	6-Interior Bicycle Spaces; 6-Exterior Visitor Bike Spaces

1.2 Existing Conditions

The Project site (“Site”) (Parcel ID No. 0304816000) (as shown in **Figure 1-1. Project Locus**) is at 17-23 West Street, a public way between Tremont Street and Washington Street. The Site is bounded to the west by 25-31 West Street, to the east by 13-15 West Street, and to the north by the rear lot line of 37-43 Temple Place, and to the south by West Street (Please see also **Figure 3-4** for the Site Survey.)

As noted, the existing property encompasses approximately 2,789 square feet of land and is used for surface public fee parking. There is no record as to how long the existing site has been vacant, but there are past signs of a building being on the site during some prior period.



Figure 1-1 / Project Locus
17-23 West Street

The adjacent neighborhood includes a mix of office, retail, and residential uses as well as institutional uses for Suffolk University. Please also see **Figure 1-2. Existing Site Photos**, and **Figure 1-3. Existing Context Photos** in the project vicinity.

The site is within Article 38's Ladder Blocks and Washington Street Theatre Protection Area as referenced in the Midtown Cultural District zoning ordinance.

The Project is uniquely situated in the Midtown Cultural District neighborhood and within walking distance of numerous public transportation opportunities in the area including the Park Street Green Line and Red Line, and Orange Line MBTA Stations. In addition, there are several bus routes currently operating within the proximity of the Project Site that provide service throughout Downtown Boston as well as to Greater Boston neighborhoods

It is expected that due to the availability of public transportation and the walkability of the surrounding neighborhood, the hotel will rely more heavily on more non-vehicular modes of transportation to access the site.



Front Left Corner of 17-23 West St looking towards the adjacent buildings in the back



Close up of the adjacent building in the back of 17-23 West St



Front Right Corner of 17-23 West St looking towards the adjacent buildings in the back



Back Left Corner of 17-23 West St looking towards the street



Back Right Corner of 17-23 West St looking towards the street



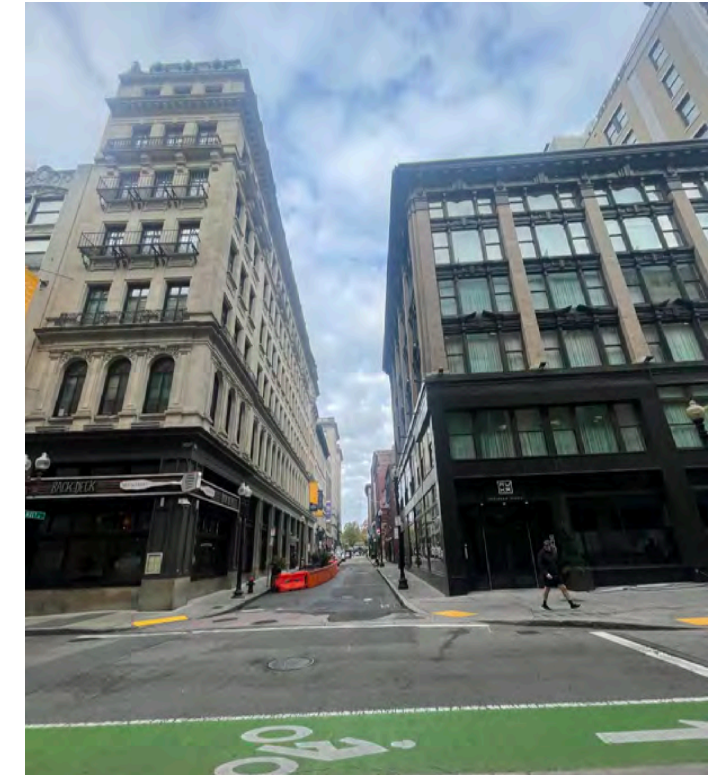
Sidewalk across the site looking towards the Boston Common



Sidewalk across the site looking towards Washington Street



Intersection of West St and Tremont St looking towards Washington St



Intersection of West St and Washington St looking towards the Boston Common



Adjacent building 25-31 West Street



Adjacent building 13-15 West Street

1.3 Summary of Project Impacts and Mitigation

1.3.1 *Urban Design / Landscape Design Principles and Materials*

Urban Design

The project's well designed building, located in the downtown area Ladder Blocks District, on a vacant parking lot site, fills the street façade gap, brings vitality to the block, brings people to this connector street between Washington and Tremont Streets, and improves security via its 24 hour a day hotel occupancy. Please see **Section 3.0** for a detailed description of the site, the design and its style, the materials proposed, and the drawings and renderings.

Landscape Design

While the proposed building covers most of the site, landscape and hardscape enhancements to the sidewalk, the street and the creation of entry setbacks will greatly improve the deteriorated streetscape. Please see **Section 3.0** for a detailed description of the proposed landscape design for the sidewalk and streetscape elements, and the drawings and renderings.

1.3.2 *Shadow Impact Analysis*

Because of the Project's distance, and due to the other large buildings in the area, there are no shadows expected to be imposed on the Boston Common, with minimal or no shadow impacts on the adjacent streets, as well as on the adjacent buildings. The narrow profile of the building, as well as the existing shadows cast by the neighboring buildings cause this project to have little to no impact. Please see **Section 4.1** for the detailed description of the shadows occurring on the equinoxes and solstices, and the computer-generated images for the various times and dates.

1.3.3 *Stormwater Management and Water Quality*

The Project is expected to substantially improve the stormwater quality runoff from the site and will meet the MassDEP and Boston Water and Sewer Commission (BWSC) Site Plan requirements. The existing drainage infrastructure surrounding the Project site appears to be of adequate capacity to service the needs of the Project. The Project will meet or reduce the existing peak rates of stormwater discharge and will promote stormwater recharge to the greatest extent possible. Please see **Section 6.4.2** for a discussion of Proposed Drainage Improvements.)

1.3.4 Solid Waste

Given the value type market placement of the hotel, the building has no food or beverage service, and this use produces little solid waste. Please see **Section 4.2.1** for a detailed description of the solid waste handling within the building and its pick-up.

The proposed hotel use with no retail or food and beverage services will produce relatively minimal waste. A trash chute within, to a trash room where recyclables will be sorted, then all taken out to the sidewalk in containers for private pick up in the early morning will cause minimal disruption to the street and be done in a sanitary way, given no exterior dumpsters.

1.3.5 Hazardous Waste

As the existing vacant lot has been subject to many years of exposure to tail pipe emissions, we expect the soils to contain lead contamination, typical of urban fill and a surface parking lot use. A full environmental site assessment will be completed prior to construction. The soils required to be removed from the construction will all be processed with full D.E.P. permitting and shipment to the appropriate landfills as required by law. Please see **Section 4.2.2** for more detailed discussion.

1.3.6 Construction Overview

The Project construction is anticipated to commence in the 2nd/3rd quarters of 2024, once all permits have been obtained. The construction duration is estimated to be 24-months, with hotel occupancy in the 3rd/4th quarters of 2026. All applicable Federal, State and local regulations regarding construction processes will be followed. The selected General Contractor will be responsible for developing plans for site access, transportation, sidewalk impacts, street excavations and all other work on the site, will obtain all permits necessary in coordination with all applicable agencies, will coordinate and be in contact with all neighbors, and will seek to minimize any impacts on neighboring buildings, the environment, and use of the streets.

Details of the overall construction schedule, working hours, number of construction workers, worker transportation and parking, number of construction vehicles, and routes will be shared with abutters.

Please see **Section 4.4** for more detailed descriptions of the construction process and mitigation of potential impacts.

1.3.7 Wetlands/Flood Hazard Zone

The existing project site is not part of a wetland resource area regulated by the Massachusetts Protection Act. Based on the FEMA Flood Insurance Rate Maps (FIRM) for Suffolk County, the site is located at an elevation above the 100-year flood zone and in an area of minimal flood hazard zone a hazard zone as determined by FEMA (Map 25025C0081J, effective 03/16/16).

1.3.8 Infrastructure Systems Overview

The proposed building will require a new sanitary sewer connection to the BWSC combined sewer system. Coordination with BWSC will include review and approval of the design, capacity, connections, and flow increase resulting from the proposed discharges to the sanitary sewer system. In total, as presented, the complete Project sewer generation is expected to increase wastewater flows by approximately 10,340 gpd. The proposed building sanitary services will tie into the 24-inch x 36-inch combined sanitary sewer and drainage main in West Street. To help conserve water and reduce the amount of sewage generated by Project, the Proponent will investigate the use of water-efficient toilets, aerated shower-heads, and low-flow lavatory faucets, in compliance with pertinent Code requirements to reduce water usage and sewage generation. Please see **Section 6.0** for more details on the complete infrastructure analysis.

1.3.9 Transportation and Access Assessment

Overall, the vehicle trip generation during the peak hours of the proposed Project site is not substantial due to the availability of public transportation and walkability of the area as reflected by the mode share percentages. Nearly three-quarters of new trips will occur by foot, by bike, or by transit. The Project site is expected to generate approximately one new vehicle trip approximately every two to three minutes during the a.m. and p.m. peak hours. Although a formal analysis has not been conducted, the low number of net new project generated vehicle trips is not expected to have a significant traffic impact on the nearby roadways and intersections.

Two pick-up/drop-off spots will be proposed across West Street, as well as a raised pedestrian crossing spanning the width of the building frontage. Pedestrian access to the hotel lobby will be off West Street. A primary access leading to the main hotel lobby is located on the west side of the building and a secondary doorway leading to the egress staircase and back of house hallway is located on the east side of the building. West Street is a one-way northwest-bound road, therefore all vehicle activity and building deliveries will enter from Washington Street and exit towards Tremont Street. Bicycle access to the Site will be the same as vehicle access, entering via Washington Street and exiting via Tremont Street.

No garage parking will be provided on-site. The Project will use existing public parking garages in the area as identified in the existing parking section. Two loading/pickup/drop-off spots are proposed on West Street directly opposite the site on the south side of the road. The proposed pick-up/drop-off spaces would allow for the hotel and local retail short term curb use (15-minute limit).

The Project will provide 15 bicycle parking spaces that are covered, and secured in a storage room in the basement level which can be accessed by elevators via the main lobby.

The Project is proposing to implement a tabled crossing that would be elevated along the building frontage, approximately 42-feet wide. The elevated section will be proposed with a stamped textured pavement to establish a continuous pedestrian space with the sidewalk level. Introducing

a raised element along the road is expected to improve safety for pedestrians and for any loading activity from the south side of the road by calming traffic.

The Project is also proposing to construct a raised pedestrian crossing on West Street at the intersection with Washington Street. These improvements consist of a 10-foot-wide crossing with detectable warning panels and curb extensions on Washington Street on either side of West Street. Raising this pedestrian facility will replace two pedestrian ramps in poor condition along the crossing and improve pedestrian safety by slowing turning vehicles by nature of the raised feature. Raised crossings at the start of a block also help provide a visual queue for vehicles that are entering a slow speed street and to expect pedestrian activity.

Please see **Section 7.0** for the more complete transportation and access assessment analysis.

1.3.10 Response to City of Boston Accessibility Guidelines

The proposed hotel will fully comply with the Commonwealth of Massachusetts Architectural Access board requirements for this use, as well as the Americans with Disabilities Act and its amendments. Please see **Appendix A** for the Proponent's response to the City of Boston's Accessibility Guidelines and the attached accessibility and egress diagrams.

2.0 GENERAL INFORMATION

2.1 Applicant Information

2.1.1 Project Proponent

HUB Parking principal, Paul Roiff, has been developing real estate, hotels and restaurants for over 40-years. He converted 755 Boylston St in the early 1990's to residential use as well as the Albert Pope building where he opened Restaurant Mistral. Mr. Roiff also developed the former Boston School Department building at 15 Beacon Street into a boutique hotel and Restaurant Moo, and 99 St Botolph into The Inn at St Botolph.

2.1.2 Project Team

Project Name	17-21 West Street, Downtown Crossing
Owner / Developer	<p>Hub Parking LLC Paul Roiff, Manager c/o Heath Properties 74A Clarendon Street Boston, MA 02116 Tel: 617-</p> <p>Paul Roiff paul@heathproperties.com</p>
Project Counsel	<p>Rubin and Rudman LLP 53 State Street Boston, MA 02109</p> <p>Andrew Kara akara@rubinrudman.com</p>

<p>Article 80 Permitting Consultant</p>	<p>Mitchell L. Fischman Consulting ("MLF Consulting") LLC 41 Brush Hill Road Newton, MA 02461 Tel: 781-760-1726</p> <p>Mitchell Fischman mitchfischman@gmail.com</p> <p>Meghna Lahiry mlahiry@gmail.com Tel: 713-303-8580</p>
<p>Architect and Landscape Architect</p>	<p>Grassi Design Group, Inc. 46 Waltham Street Boston, MA 02118 Tel: 617-956-9992</p> <p>Guy Grassi Guy.grassi@grassides.com</p> <p>Kelvin Rodriguez Kelvin.rodriguez@gassides.com</p>
<p>Transportation Planner / Civil Engineer</p>	<p>Howard Stein Hudson 11 Beacon Street, Suite 1010 Boston, MA 02108 Tel: 617-482-7080</p> <p>Ian McKinnon imckinnon@hshassoc.com</p> <p>Guy Busa gbusa@hshassoc.com</p> <p>James Downing jdowning@hashassoc.com</p>

2.1.3 Legal Information

Legal Judgments or Actions Pending Concerning the Proposed Project:

None.

History of Tax Arrears on Property Owned in Boston by the Applicant:

There is no current or past history of tax arrears on property owned by the Applicant.

Nature and Extent of Any and All Public Easements:

The Site is bounded by utility easements for sewer, electric, telephone and gas. Additionally, there are utilities that cross the Site.

2.1.4 Public Benefits

The Proposed Project will provide substantial public benefits to the City of Boston and the Midtown Ladder Blocks downtown district. The Proposed Project will:

- Replace an unsightly parking lot “missing tooth” parcel and infill the street wall with a building more characteristic to the neighborhood;
- Provide a high quality low-cost/budget hotel in Downtown Boston;
- Cover the blank walls of 15 and 25 West Street;
- Provide environmental benefits from a sustainable building and reflective roof;
- Create significant economic benefits by bringing hotel guests to West Street and to Downtown Crossing’s nearby businesses;
- Create energy and maintenance savings to 15 and 25 West Street by enclosing the adjacent exposed side walls from the weather;
- Create a more “eyes on the street” security benefit at night;
- Bring a bright classic/modern counterpoint to the historic architecture on a dark block with a vibrant design, respecting the existing classical revival and art deco architecture in the adjacent historic areas;
- Create increased property tax revenues from the new hotel; and
- Produce many construction jobs and permanent jobs.

2.2 Regulatory Controls and Permits

2.2.1 Zoning Overview

The Project Site (“Site”) is located within the Midtown Cultural District under Article 38 of the Boston Zoning Code (the “Code”) and further located within the Ladder Blocks and Washington Street Theatre Protection Area Zoning Subdistrict. The Site is also located within a Restricted Parking District under Article 3 of the Code and the Downtown Boston Parking Freeze Zone subject

to the jurisdiction of the Boston Air Pollution and Control Commission. It is anticipated that the Proposed Project will require zoning relief. As currently designed, the Proposed Project will require zoning relief for excessive height, floor area ratio and insufficient number of loading docks. In addition, the Proposed Project will require variances for (i) street wall height under Article 38, Section 38-19, 2. and (ii) sky place setbacks under Article 38, Section 38-19, 4. Finally, in accordance with Section 38-20, the Proposed Project is subject to design review. The anticipated zoning relief is subject to the receipt of a turndown letter from the City of Boston Inspectional Services Department (“ISD”).

2.2.2 Boston Zoning Code – Use Requirements

The Proposed Project will include a ninety-four (94) room hotel and accessory uses thereto. The proposed hotel use is an allowed use under Article 38, Section 38-18. The surrounding neighborhood is a mix of commercial/retail/office/institutional and residential uses.

2.2.3 Boston Zoning Code – Dimensional Requirements

The Proposed Project consists of a new ninety-four (94) room hotel on a 2,789 square foot lot which will include approximately 38,043 gross square feet of floor area in a 15-story building (having a maximum zoning building height of 152 feet-6-inches and resulting in a Floor Area Ratio (F.A.R.) of 13.6. **Table 2-1** that follows sets forth the applicable dimensional regulations under the existing zoning and the zoning relief, if any, expected to be required for the Proposed Project.

**Table 2-1. Ladder Blocks and Washington Street Theatre Protection Area,
Article 38 - Dimensional Requirements**

Dimensional Element	Existing Ladder Blocks/Theatre District Protection Area Subdistrict Requirements	Proposed Project (1)	Zoning Relief
Minimum Lot Size	None	—	No
Lot Area for Additional Units	None	—	No
Max. Floor Area Ratio	8.0	13.6	Yes
Max. Building Height	125 feet	15-stories (151-ft-6 in)	Yes
Useable Open Space	N/A	—	No
Minimum Lot Width	None	—	No
Minimum Lot Frontage	None	—	No
Minimum Front Yard	None	—	No
Minimum Side Yard	None	—	No
Minimum Rear Yard	None	—	No
Minimum Number of Parking Spaces	None	—	No
Minimum Number of Loading Spaces	1	0	Yes

(1) The dimensions described in this above table may change as the Proposed Project undergoes further BPDA design review.

2.3 Preliminary List of Permits or Other Approvals Which May be Sought

Agency Name	Permit or Action*
Federal or State Agencies	
FAA	FAA Airspace Obstruction Review
Local Agencies	
Boston Planning and Development Agency	Article 80E Review; Design Review
Boston Fire Department	Approval of Fire Safety Equipment
Boston Water and Sewer Commission	Approval for Sewer and Water and Connections; Construction Site Dewatering; and Storm Drainage
Boston Department of Inspectional Services	Building Permits; Certificates of Occupancy; Other Construction-Related Permits
Boston Public Improvement Commission	License Agreement for Specific Repairs
Boston Zoning Board of Appeal	Variances for Zoning Relief

*This is a preliminary list based on project information currently available. It is possible that not all of these permits or actions will be required, or that additional permits may be needed.

2.4 Public Review Process and Agency Coordination

In support of the required Article 80E-Small Project Review Application process, the Proponent has commenced its community outreach process with the Mayor’s Office of Neighborhood Services, Boston City Council President Flynn’s Office and abutters to the site including but not limited to Suffolk University and the Massachusetts Bar Association. The Proponent has also meet with the Boston Preservation Alliance to discuss the Proposed Project. In addition to meetings with the Boston Planning and Development Agency and other city departments during the public comment period, the Proponent will continue its community outreach process with all interested parties.

3.0 URBAN AND LANDSCAPE DESIGN

3.1 Site and Surroundings

The site is currently a public parking lot, located between Tremont and Washington Streets, on the north. The block is a mix of 3 to 11 story commercial buildings, with some partially vacant. The unbuilt site provides an opportunity to fill the gap left from the razing of the building once there, and bring tourists, business people, theater goers and others, adding activity and vitality to the street, and its retail, restaurants and bars.

The area contains several stone and decorative metal vertical bay designs, in the classical revival and art deco style, several of which are as tall or taller. Inspired by these wonderful structures, the new hotel with its modern interpretation will complement these well. (Please see **Figures 3-1** thru **3-23** at the end of this section for greater details on the design proposal and its relationship to this downtown neighborhood.)

3.2 Urban Design Concepts

By removing the eyesore of the remnants of the old building on the blank, now exposed party walls, and the surface public parking lot, and infilling a new building designed in a modernist style inspired by the classical designs in the area benefits the whole community.

Though the proposed 152'-6" building height exceeds the 125' height limit by two stories, the building causes few added shadows, and the added height causes little visible impacts, given the narrow street and its mid-block location. The design terraces in at the upper two stories, creating a dramatic effect, and further minimizes the visibility. Also, the small footprint (2,802 sf) requires no sky plane setback per the zoning code and provides for an elegant slender design. Additionally, the area is currently under review by the city for a zoning height increase. Minimal visibility of the proposed building from the common will occur, as demonstrated in the model view from the Boston Common (please see **Figure 3-23** in **Section 3.0**).

Adding a 24-hour staffed and occupied facility with a highly transparent street front will add security and energy to what is now a less vibrant street.

Surrounding the parcel in all directions are many notable Boston historical buildings and historic districts including the West Street (Local) Historic District and Washington Street (Local) Theatre District to the west and the Temple Street (Local) Historic District to the east.

3.3 Materials and Finishes

The design of this infill building draws on the materiality and design concepts of the large commercial buildings in this block and the Washington Street and Tremont Street area. The design of the street level portion of the façade was inspired by the typical limestone clad classical revival and art deco buildings in the area. These have a high storefront that is all metal work and glass, then a Piano Nobile Level that is clad in stone with punched openings – which comprise the base – then the shaft of the building rises from there.

We designed a 3rd floor level that is similar, and allows this base to align with the top of the modern metal two-story base of the adjacent building to the west.

Accenting the verticality with metal window wall systems, the projecting metal framed bays, and the limestone toned cast stone front and rear column and entablature trim is detailed with a minimal modernist aesthetic, but reminding the viewer of its inspiration. Porcelain panels with their variegated stone finishes at the side walls add visual interest, while maintaining the masonry theme. Terracing the upper floors, with glass and metal railing and screen systems create a sculptural silhouette, with modern materials. Simple and clean cast stone detailing nods to the art deco, but also with a modern vernacular.

3.4 Landscape Design

While the proposed building covers most of the site, landscape and hardscape enhancements to the sidewalk, the street and the creation of entry setbacks will greatly improve the deteriorated streetscape. The proposed raised stone pavers in the street in front of the building, the proposed stone pavers at the sidewalk and in the entry recesses, as well as the planters and plantings on the sidewalk will significantly upgrade the quality of the street, and help with traffic calming for this through connector street near the end of the drivable section of Washington street.

3.5 Urban Design and Streetscape Drawings and Renderings

Urban design and streetscape drawings and renderings of the Project are the following:

- Figure 3-1. Project Locus
- Figure 3-2. Site Survey
- Figure 3-3. Mobility and Proximity Diagram
- Figure 3-4. Existing Perspective from Across West Street
- Figure 3-5. Proposed Perspective from Across West Street
- Figure 3-6. Existing Perspective Towards Washington Street
- Figure 3-7. Proposed Perspective Towards Washington Street
- Figure 3-8. Streetscape Plan
- Figure 3-8.1. Landscape Materials
- Figure 3-9. Site Plan
- Figure 3-10. Basement and 1st Floor Plans
- Figure 3-11. Typical 2nd to 3rd and 4th Floor Plans
- Figure 3-12. Typical 9th to 13th and 14th Floor Plans
- Figure 3-13. 15th Floor and Roof Plans
- Figure 3-14. Building Section
- Figure 3-15. North and South Elevations
- Figure 3-16. East and West Elevations
- Figure 3-17. Enlarged Street Front Elevation and Section
- Figure 3-18. Inspiration Images
- Figure 3-19. Material Concept
- Figure 3-20. North and South Colored Elevations

- Figure 3-21. East and West Colored Elevations
- Figure 3-22. Model View
- Figure 3-23. Photo-Montage View from The Boston Common

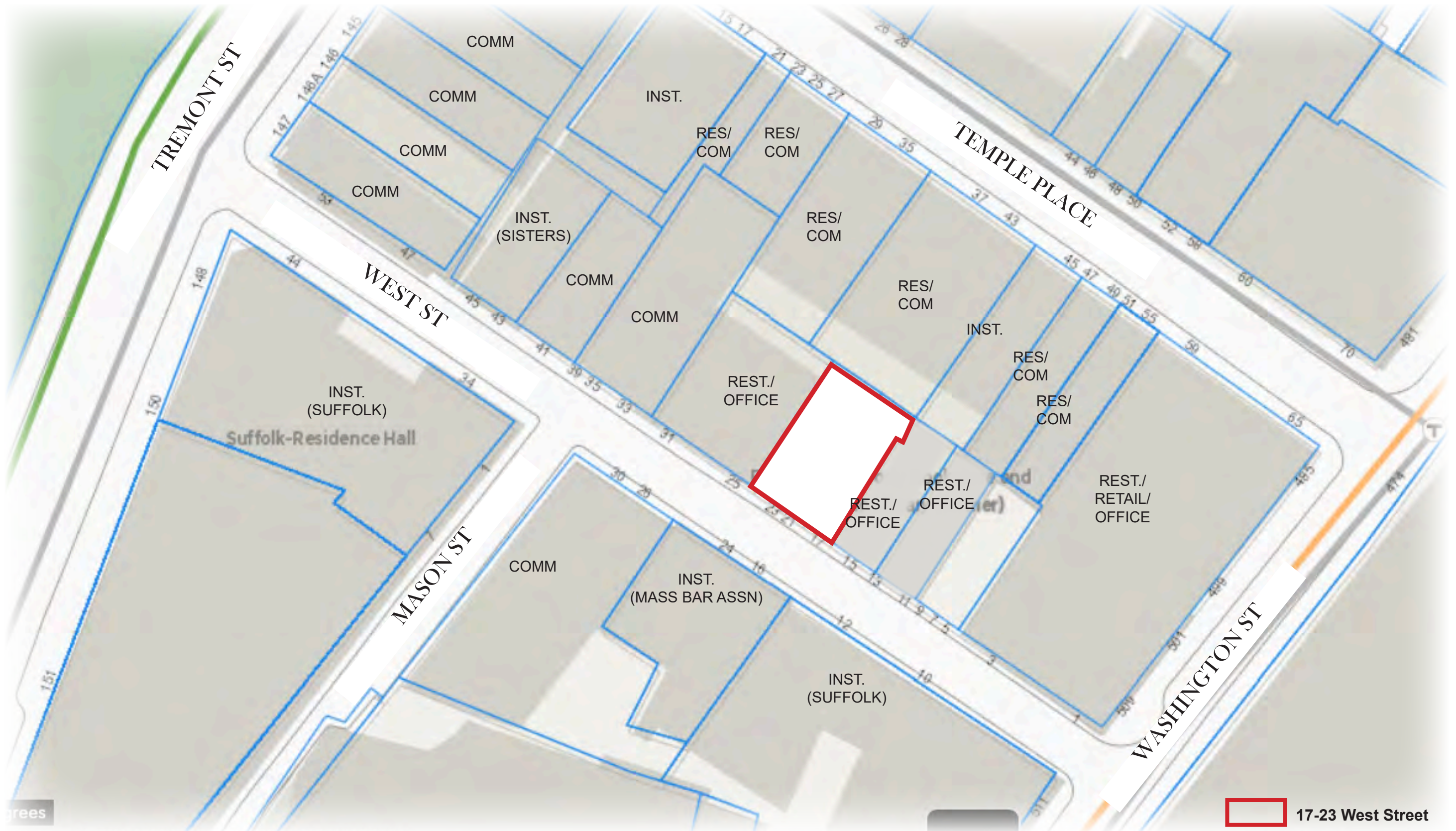
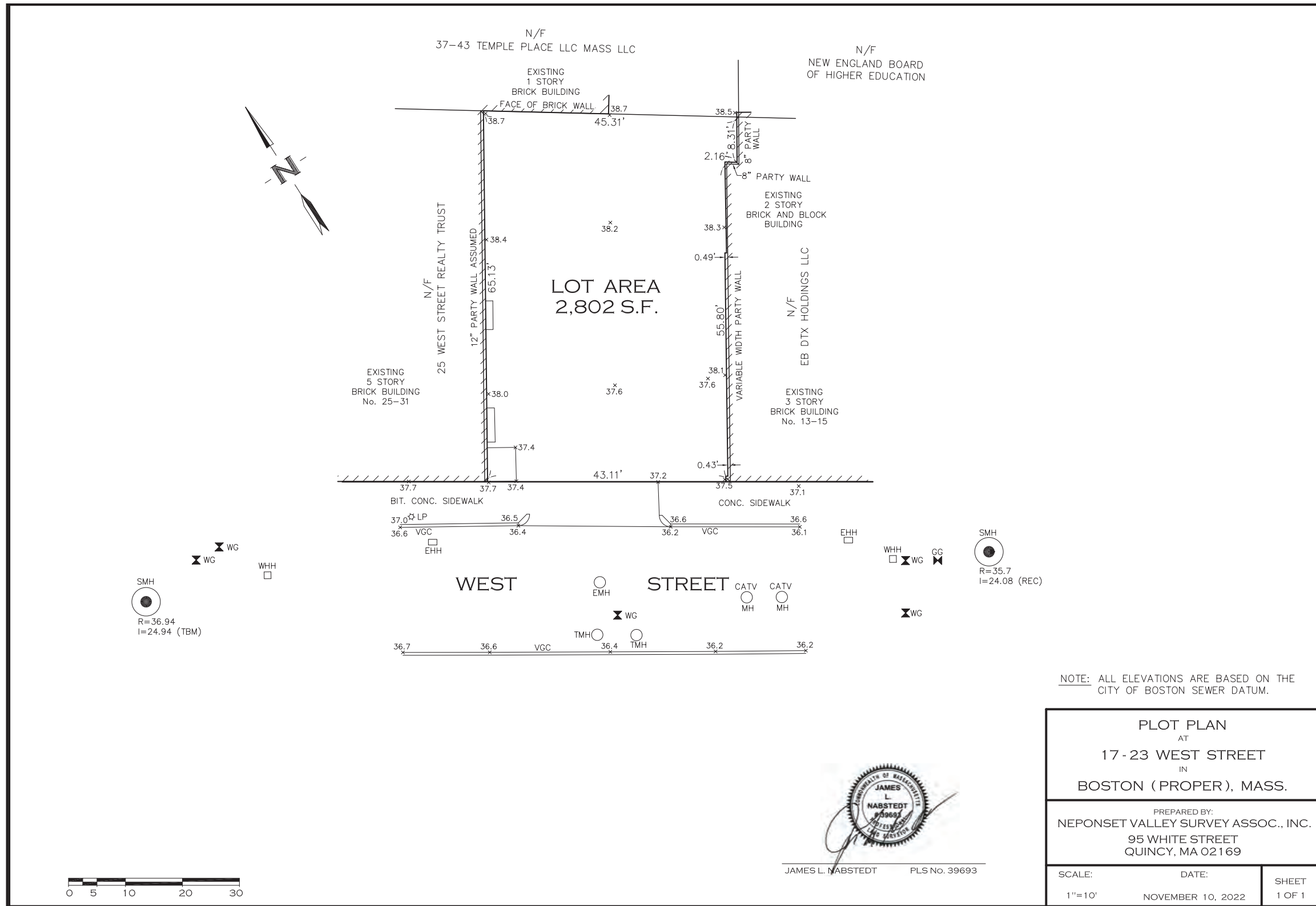
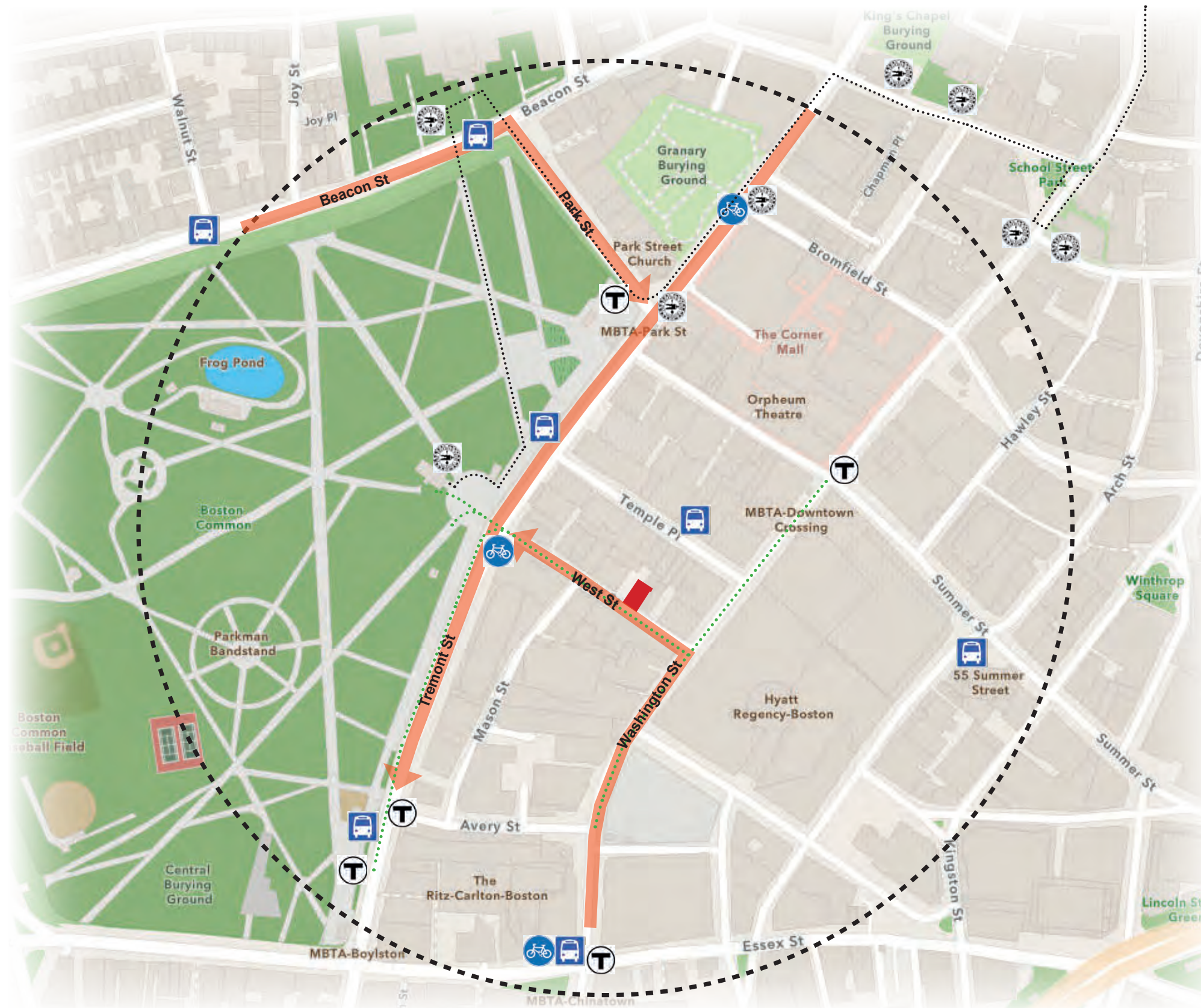


Figure 3-1 / Project Locus
17-23 West Street











-  PRIMARY CAR CIRCULATION
-  BLUE BIKE
-  T STOP
-  BUS STOP
-  FREEDOM TRAIL
-  PEDESTRIAN CIRCULATION

Figure 3-3 / Mobility and Proximity Diagram



Figure 3-4 / Existing Perspective
From Across West Street



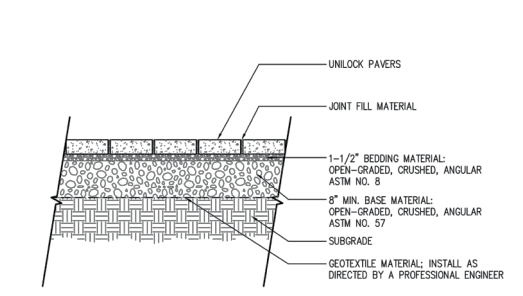
Figure 3-5 / Proposed Perspective
From Across West Street



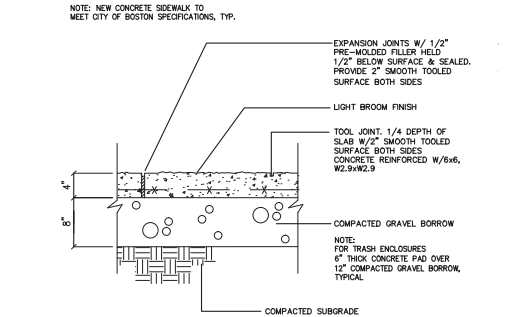
Figure 3-6 / Existing Perspective Towards Washington Street



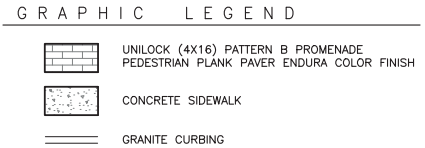
Figure 3-7 / Proposed Perspective Towards Washington Street



1 UNILOCK PLANK PROMENADE PAVER
SCALE: N.T.S.



2 CONCRETE SIDEWALK
SCALE: N.T.S.



- LANDSCAPE NOTES:**
LOAM DEPTHS SHALL BE AS FOLLOWS:
A. FOR PLANTER: PROVIDE & INSTALL
• BARK MULCH
• SANDY LOAM MIX
• 6" DEEP TRANSITION LAYER (50% SAND / 50% SANDY LOAM)
• 3" DEEP SAND
• 3" 3/4" GRAVEL
• FILTER FABRIC AT WEEP HOLE

- GENERAL NOTES:**
- CONTRACTOR SHALL MAKE A SITE VISIT PRIOR TO BIDDING TO EXAMINE EXISTING CONDITIONS FOR THEMSELVES. CONTRACTOR TO FAMILIARIZE THEMSELVES W/ DESIGN DOCUMENTS NOTES & DETAILS AND THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, CURRENT EDITION.
 - CONTRACTOR SHALL NOTIFY / COORDINATE WITH THE CITY OF BOSTON PRIOR TO PLANT MATERIAL INSTALLATION.
 - CONTRACTOR SHALL COORDINATE WITH THE CITY OF BOSTON.
 - PRIOR TO THE PRE-CONSTRUCTION MEETING THE CONTRACTOR SHALL CONTACT DIG SAFE @ 1-888-344-7233 TO HAVE THE EXISTING UTILITIES MARKED.
 - All contractors shall inspect site prior to bidding to verify existing conditions for themselves.
 - The Contractor shall supply all plant material in quantities sufficient to complete the planting shown on the drawings. See specification.
 - All plant material shall conform to the guidelines established by "The American Standard for Nursery Stock", published by the American Association of Nurserymen, Inc. ANSI Z60.1-Current Edition.
 - All plants to be balled in burlap or container grown. No plastic burlap.
 - All plants to be approved by the Landscape Architect.
 - The landscape contractor shall guarantee all plant materials for one (1) full year from date of acceptance.
 - Landscape Contractor shall submit a watering schedule program for the (60) day maintenance period for review by the Landscape Architect & to Owner for all proposed plant material.

- SITE PREPARATION NOTES**
- CONTRACTOR SHALL REMOVE CLEAR AND GRUB ALL EXISTING CONCRETE RUBBLE ETC. IN CONFLICT WITH NEW CONSTRUCTION. DISPOSE MATERIAL OFF-SITE.
 - THE LANDSCAPE ARCHITECT SHALL BE CONSULTED AND WILL REVIEW THE WORK ON SITE WITH THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF WORK.
 - THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS IN THE FIELD AND REPORT ANY DISCREPANCIES BETWEEN PLANS AND ACTUAL CONDITIONS TO THE LANDSCAPE ARCHITECT PRIOR TO THE COMMENCEMENT OF WORK.
 - THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO EXISTING CONDITIONS TO REMAIN THAT ARE DUE TO CONTRACTOR OPERATIONS AND WHICH ARE INSIDE OR OUTSIDE THE LIMIT OF DEMOLITION / CLEAN UP AREA.
 - ALL ITEMS THAT ARE TO BE REMOVED ON THE PROJECT OR DELIVERED TO THE OWNER SHALL BE LEGALLY DISPOSED OF OFF-SITE BY THE CONTRACTOR & AT CONTRACTORS EXPENSE.
 - PROTECT EXISTING UTILITIES: ELECTRIC, ETC.
 - DIG SAFE SHALL BE NOTIFIED TO MAKE A SITE VISIT PRIOR TO ANY CONSTRUCTION AND MARK ALL EXISTING UTILITIES.
 - THE CONTRACTOR SHALL SECURE THE SITE WORK WITH BARRIER, LIGHTS, ETC. AT THE END OF EACH WORK DAY, TYP.
 - CLEAN-UP WILL BE MANAGED ON A DAILY BASIS, TYP.

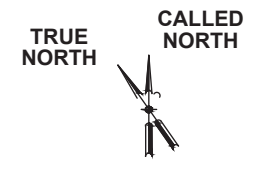
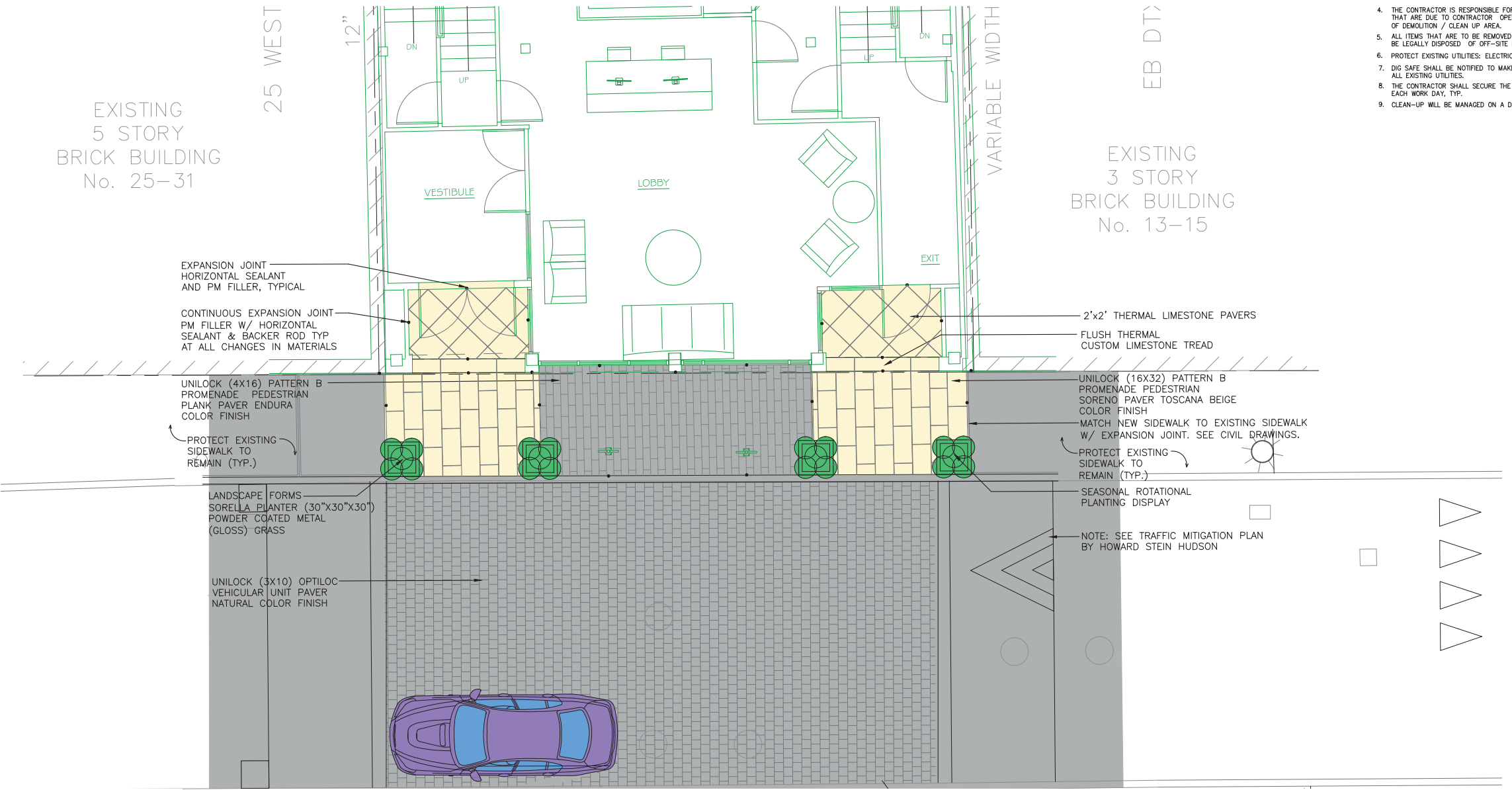


Figure 3-8 / Streetscape Plan

PLANTER



Landscape Forms Sorella Planter (30"x30"x30") Color Grass (not pictured)

PLANTER PLANTING OPTION A



Unilock (4x16) Promenade Pedestrian Plank Paver Endura Color Finish

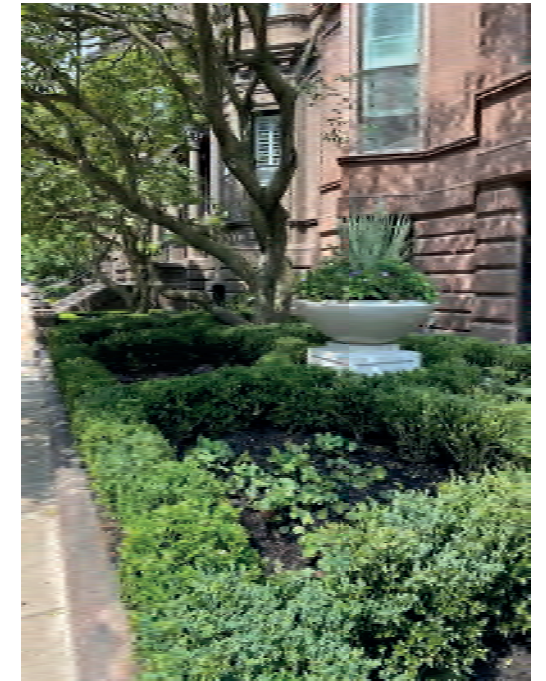


Unilock (3x10) Optiloc Vehicular Unit Paver Natural Color Finish



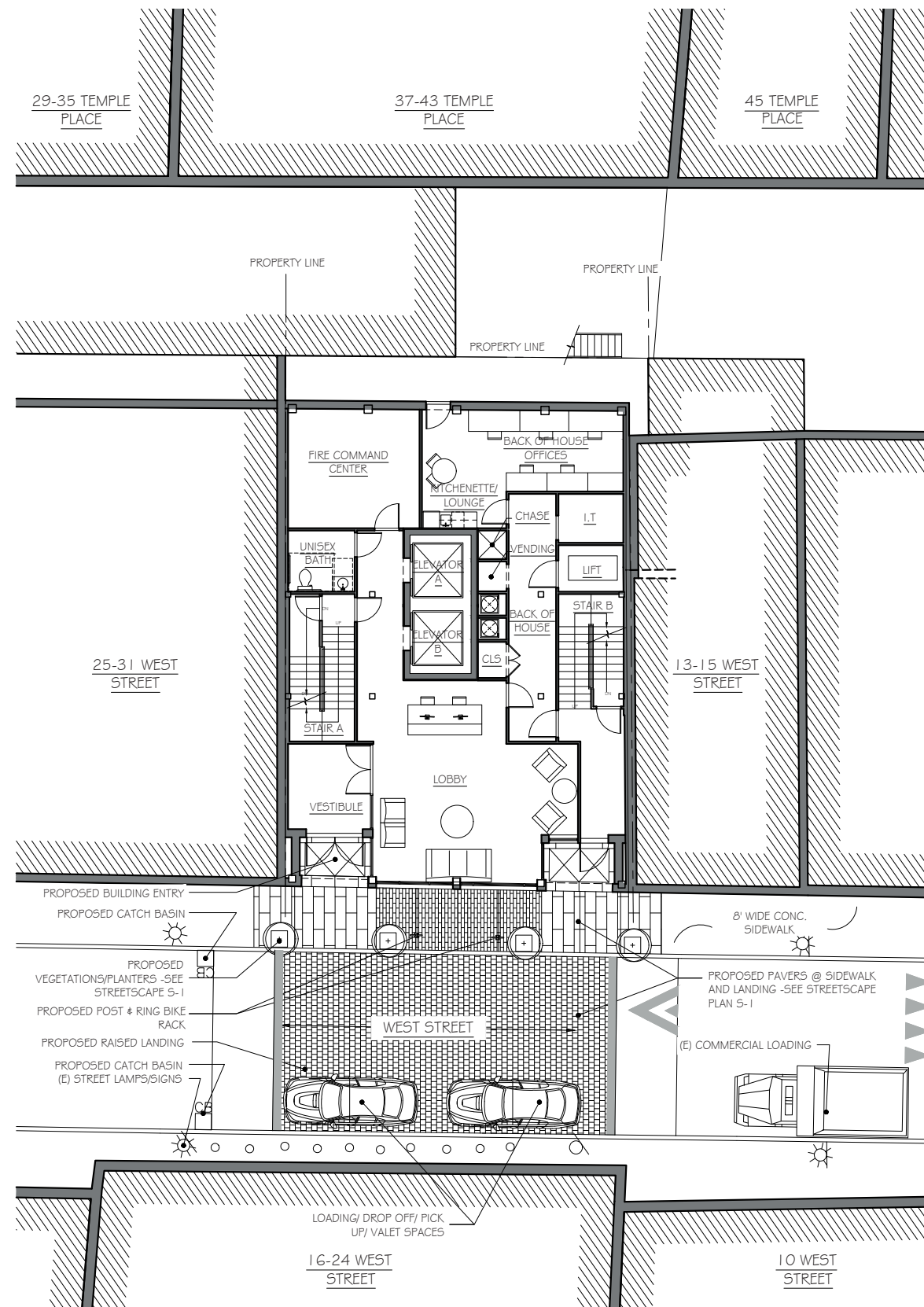
2'x2' Limestone Paver

PLANTER PLANTING OPTION B



PAVERS





ZONING NOTES

GROSS FLOOR AREA = 38,043 SQ.FT.
 LOT AREA = 2,802 SQ.FT.

ALLOWED F.A.R. = 8.00

PROPOSED F.A.R: $38,043 / 2,802 = 13.6$
 BUILDING HEIGHT = 152'-6 FT

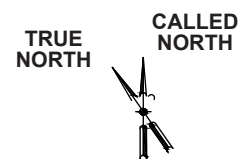


Figure 3-9 / Site Plan

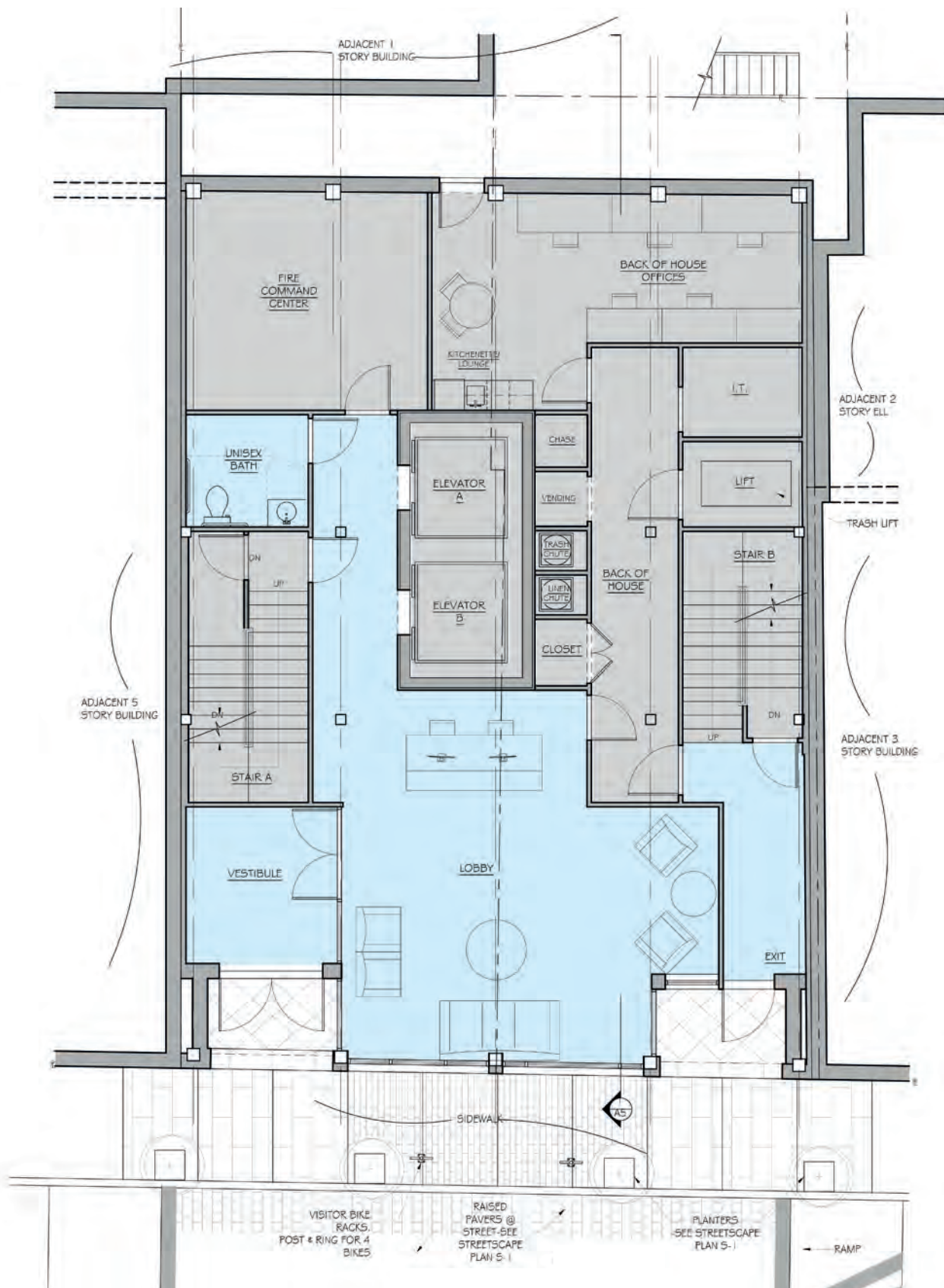
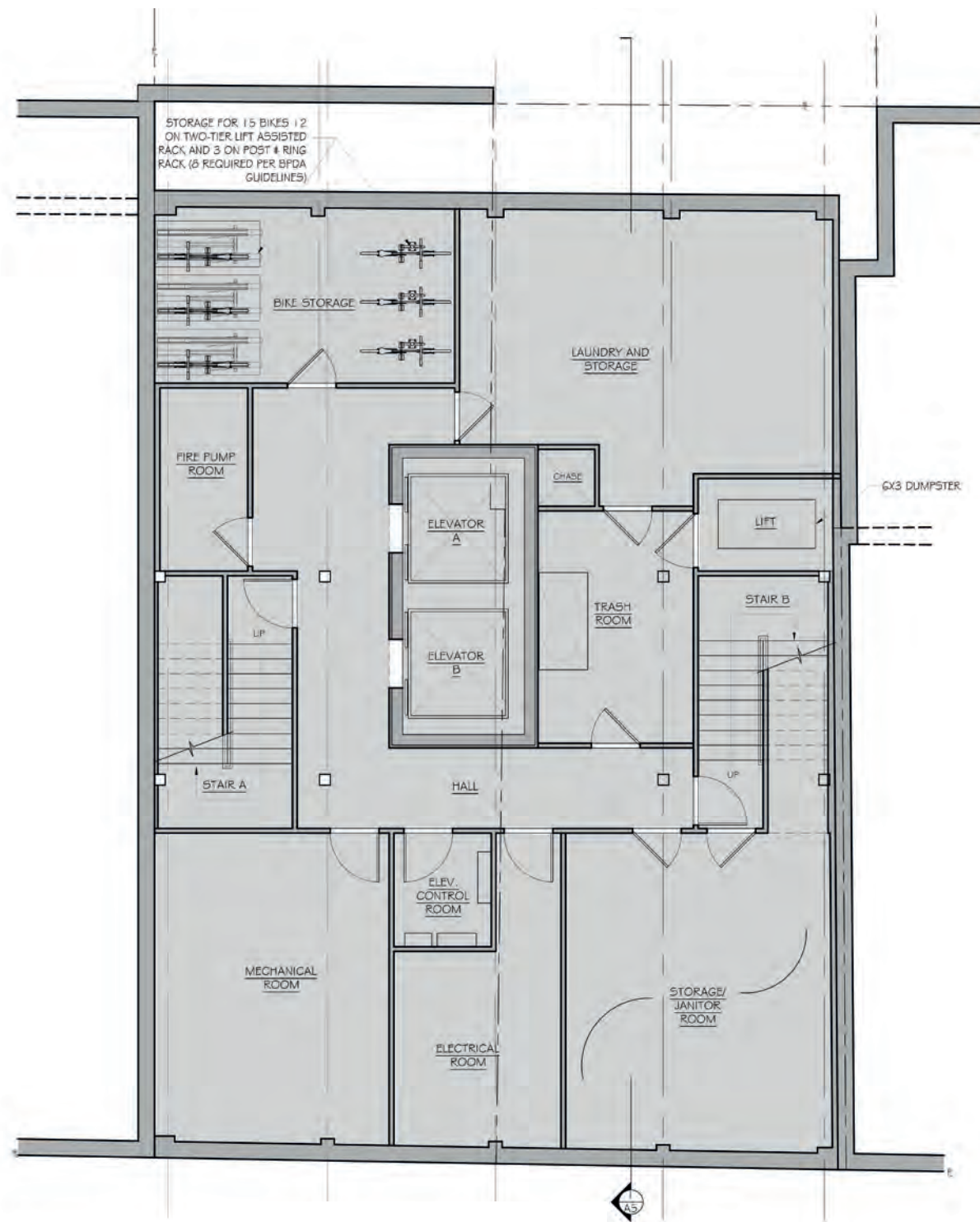
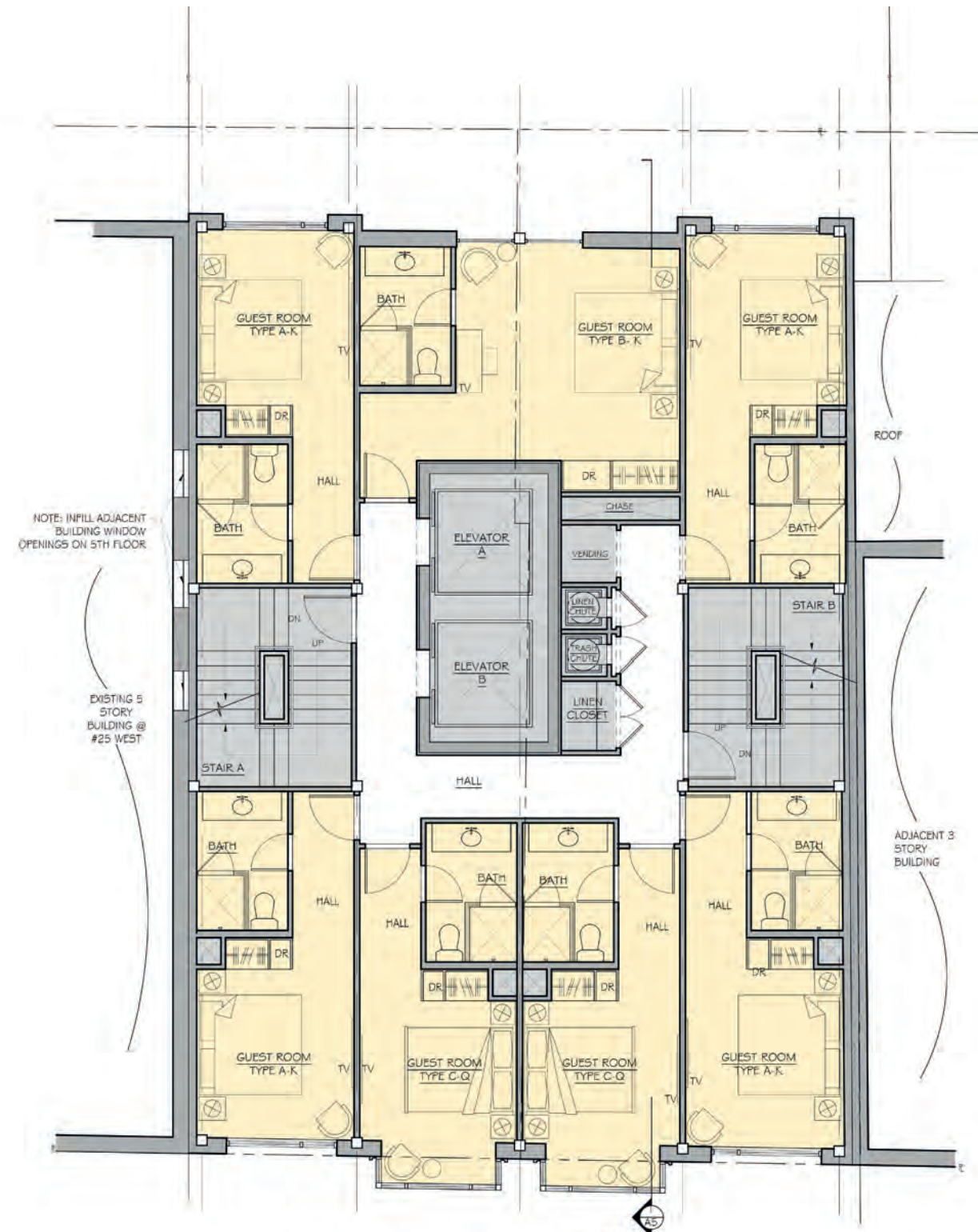
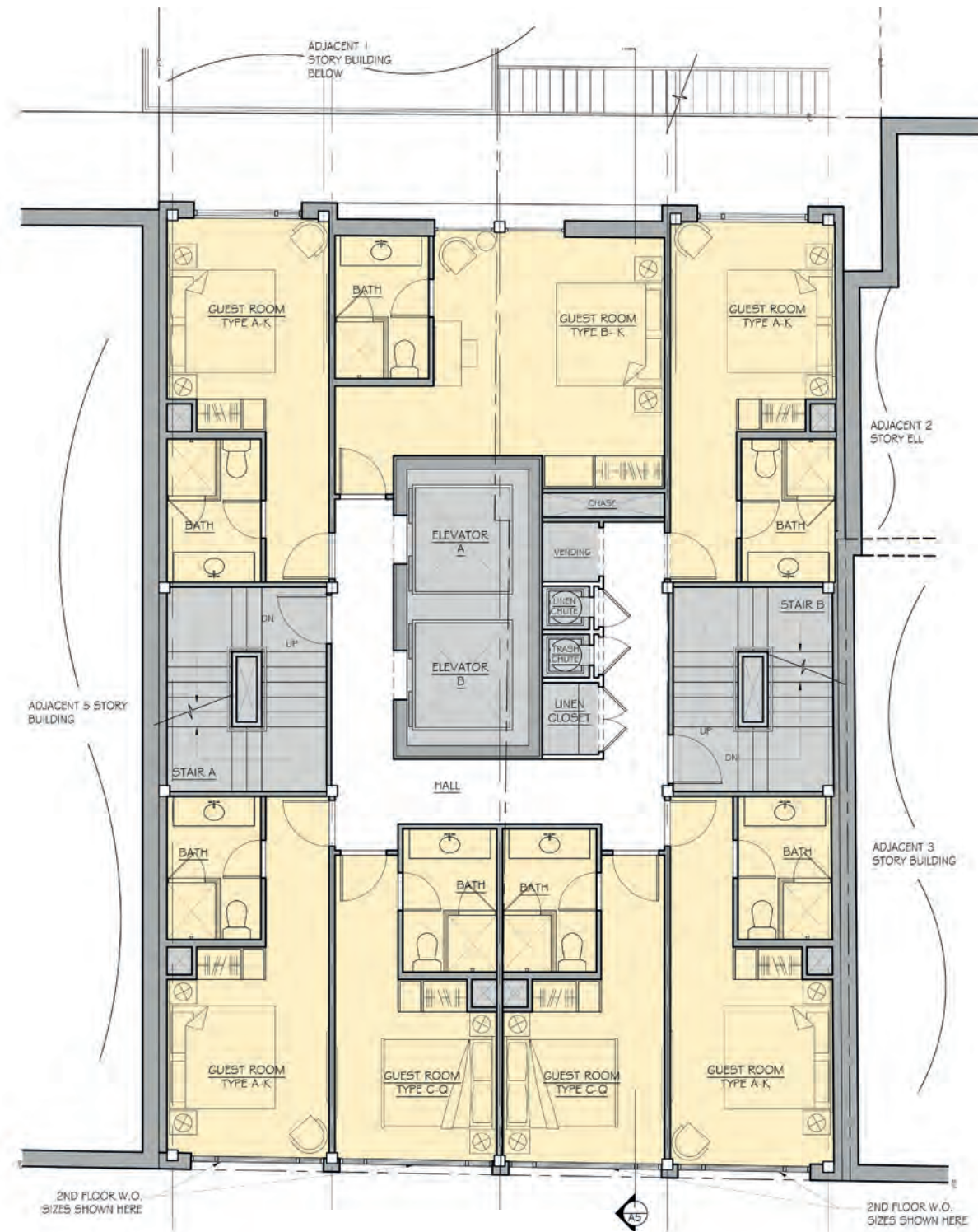


Figure 3-10 / Basement and 1st Floor Plans



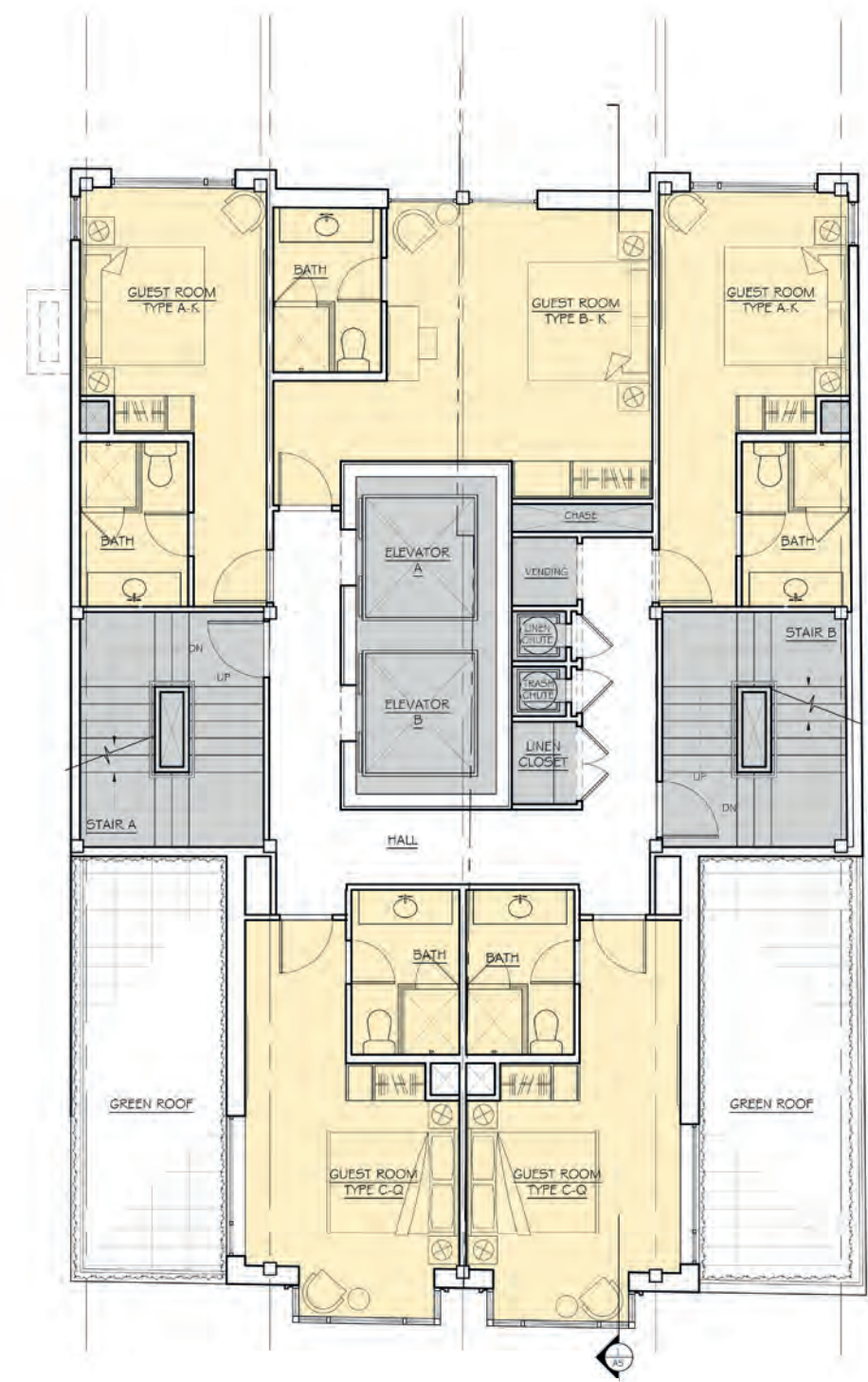
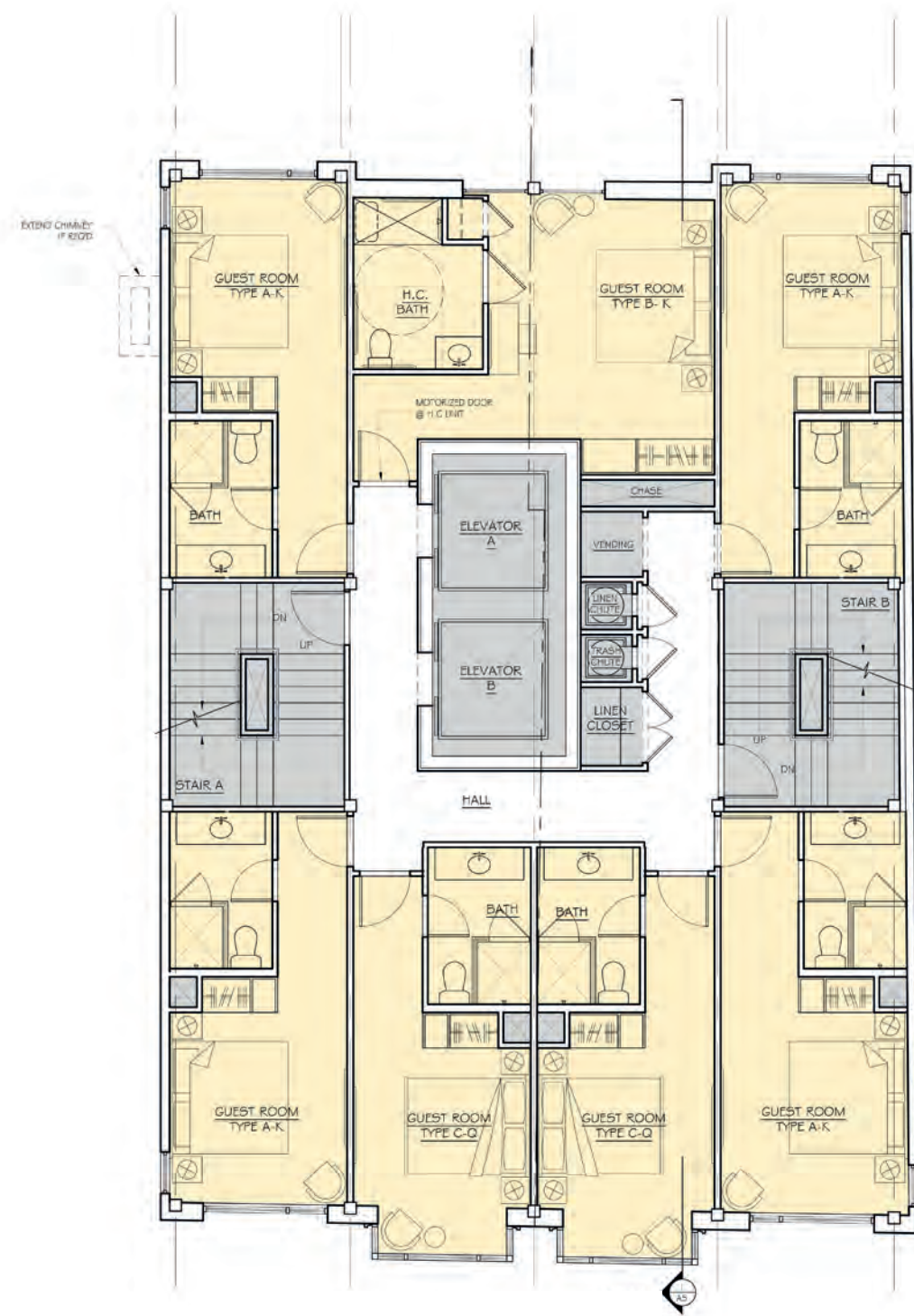
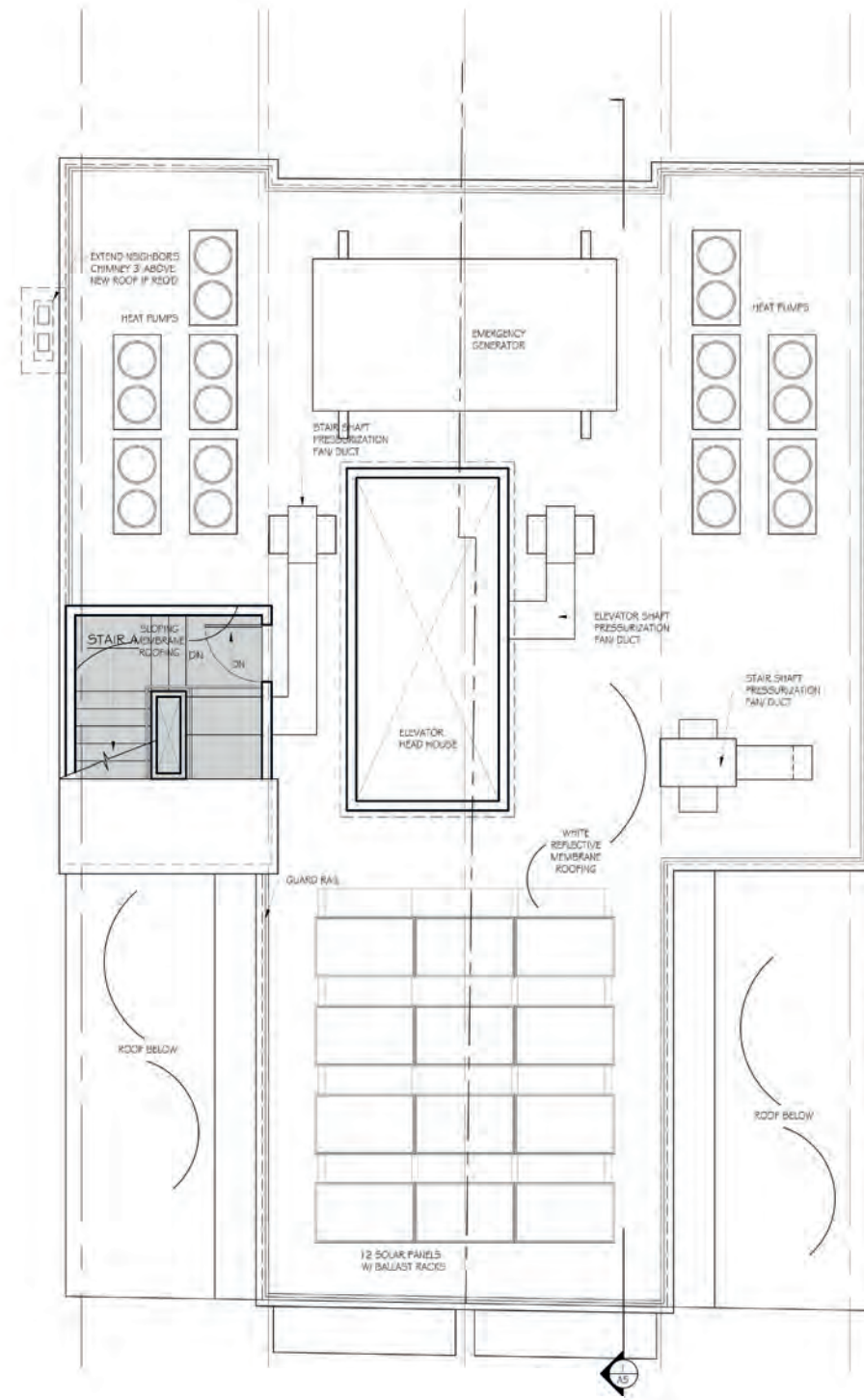
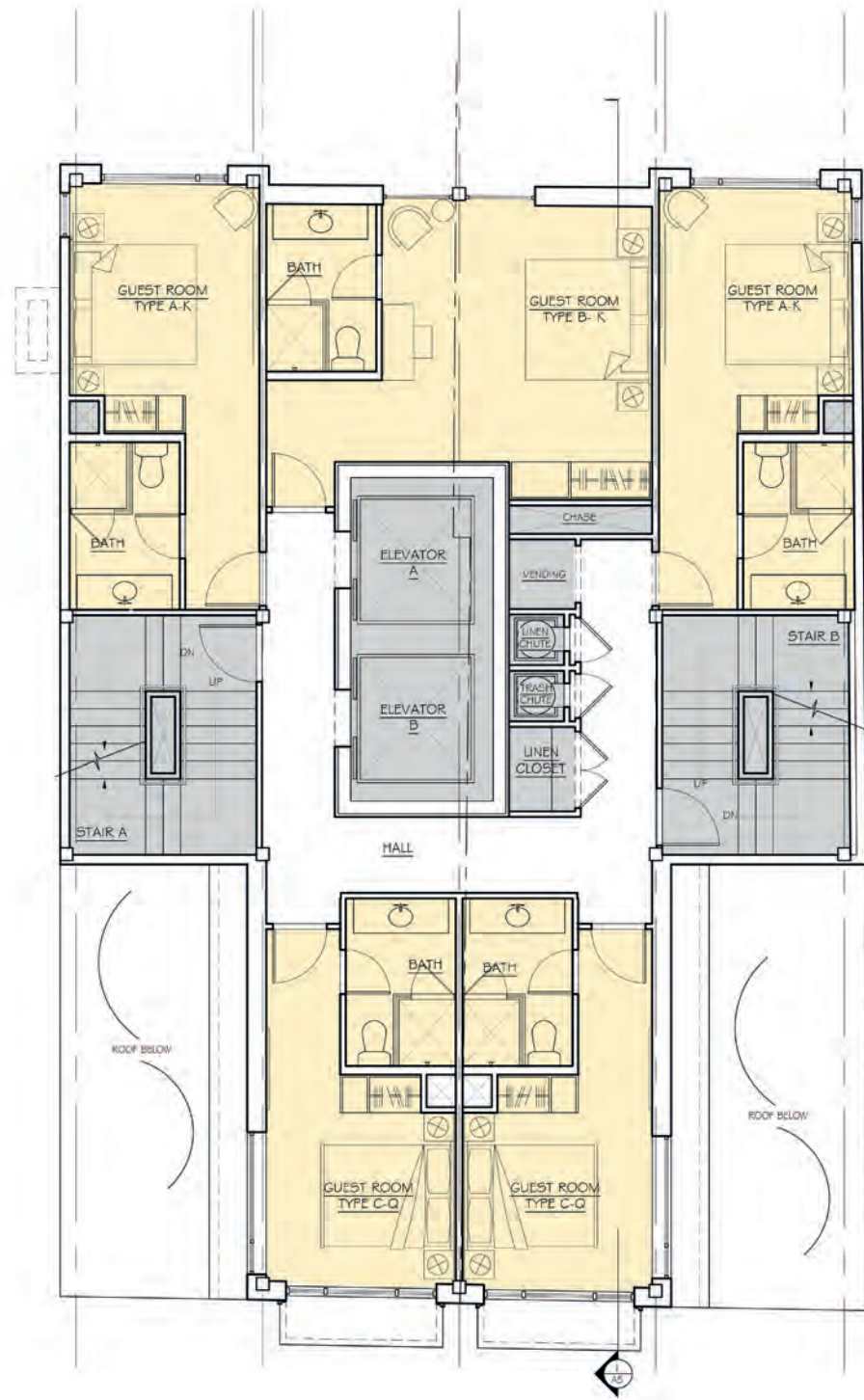


Figure 3-12 / Typical 9th To 13th and 14th Floor Plans



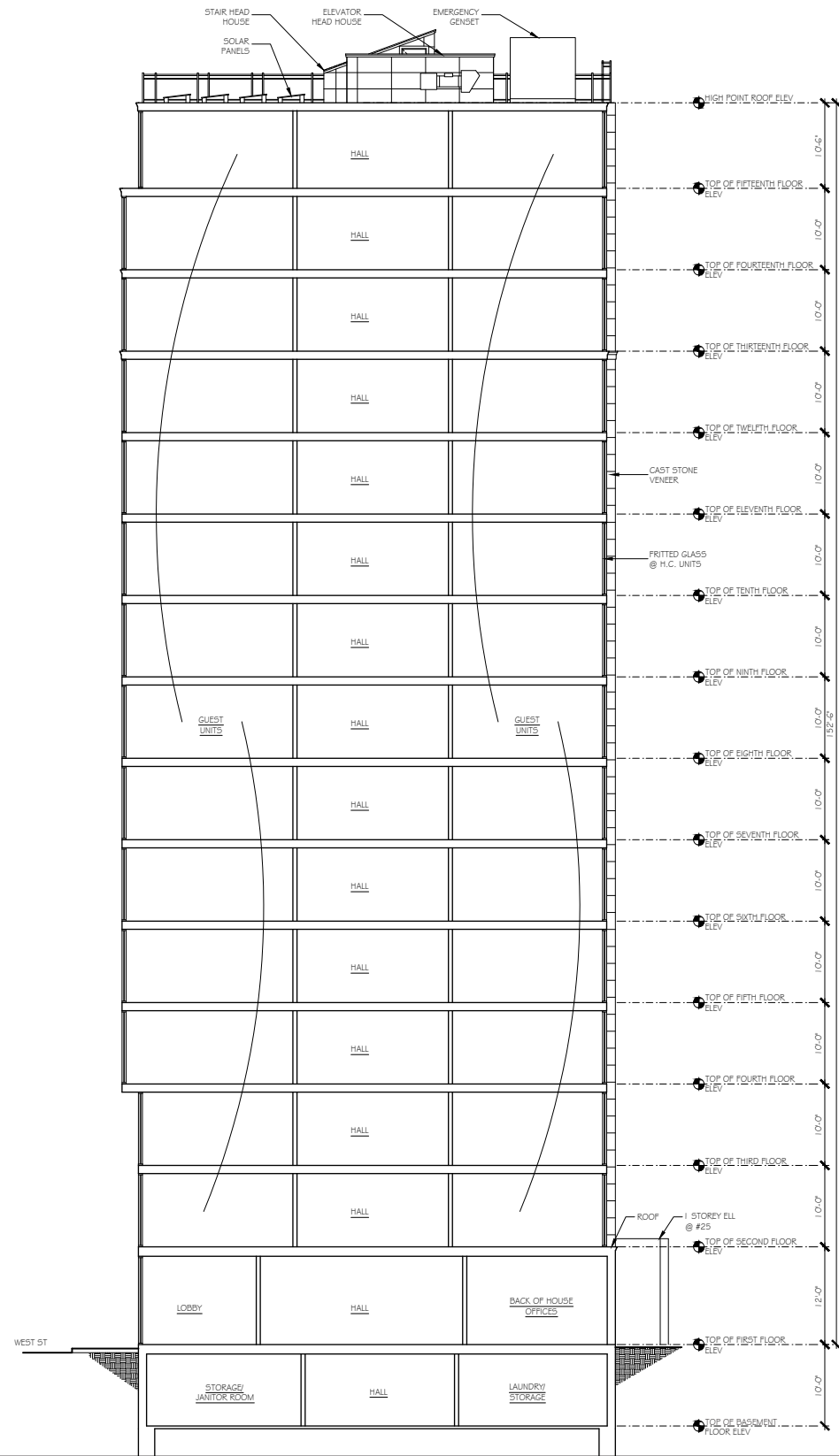


Figure 3-14 / Building Section

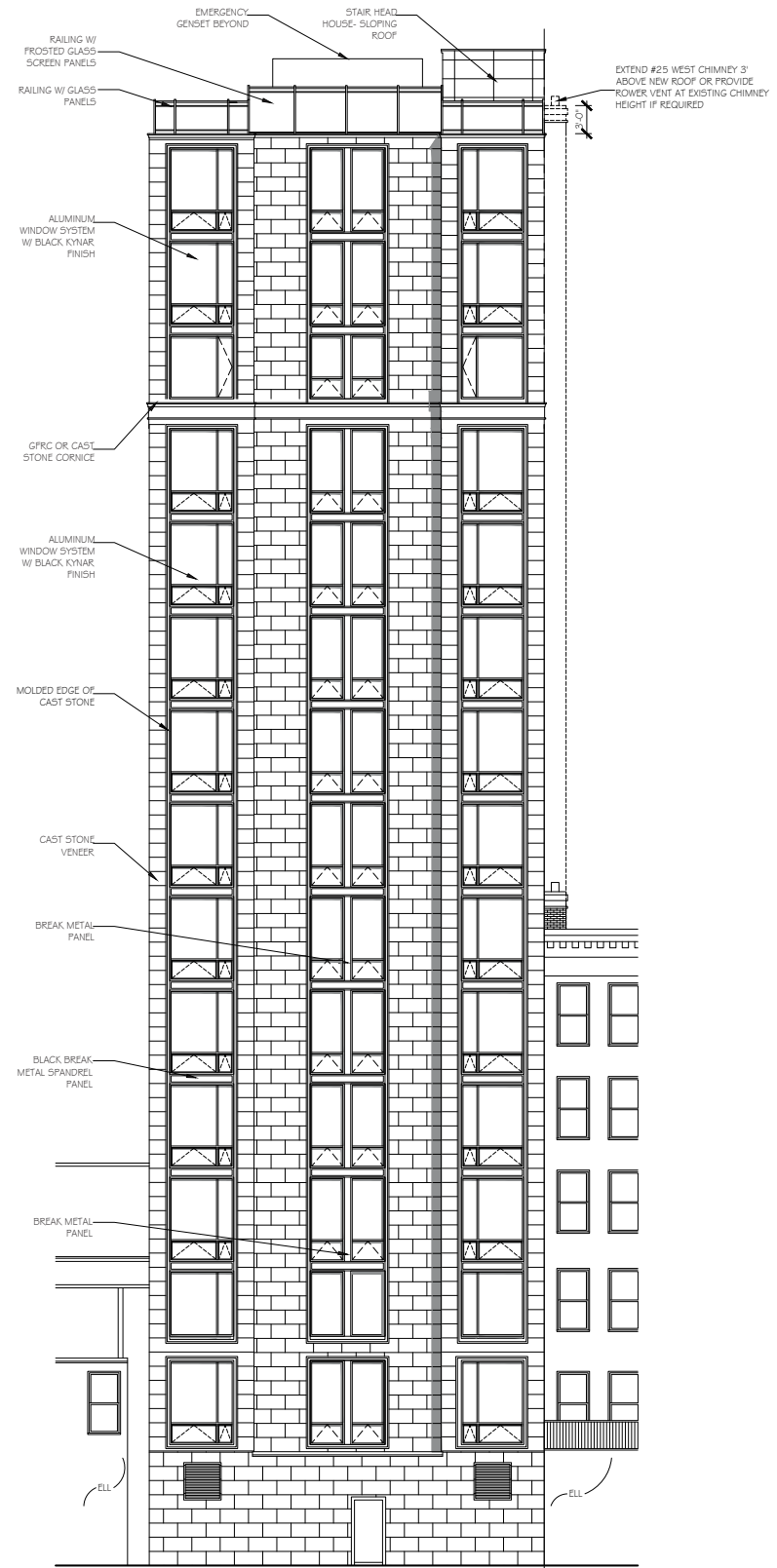
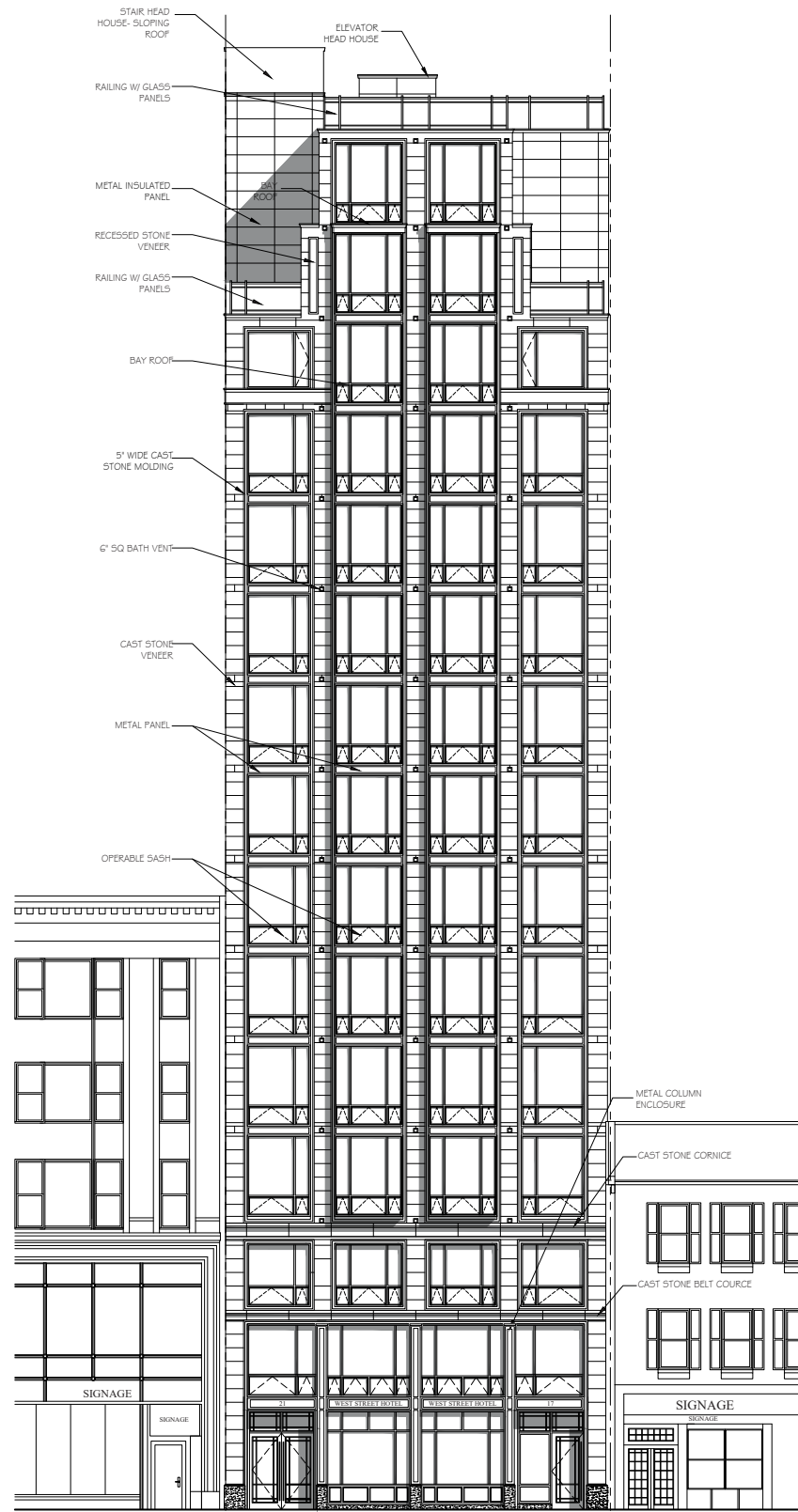


Figure 3-15 / North And South Elevations

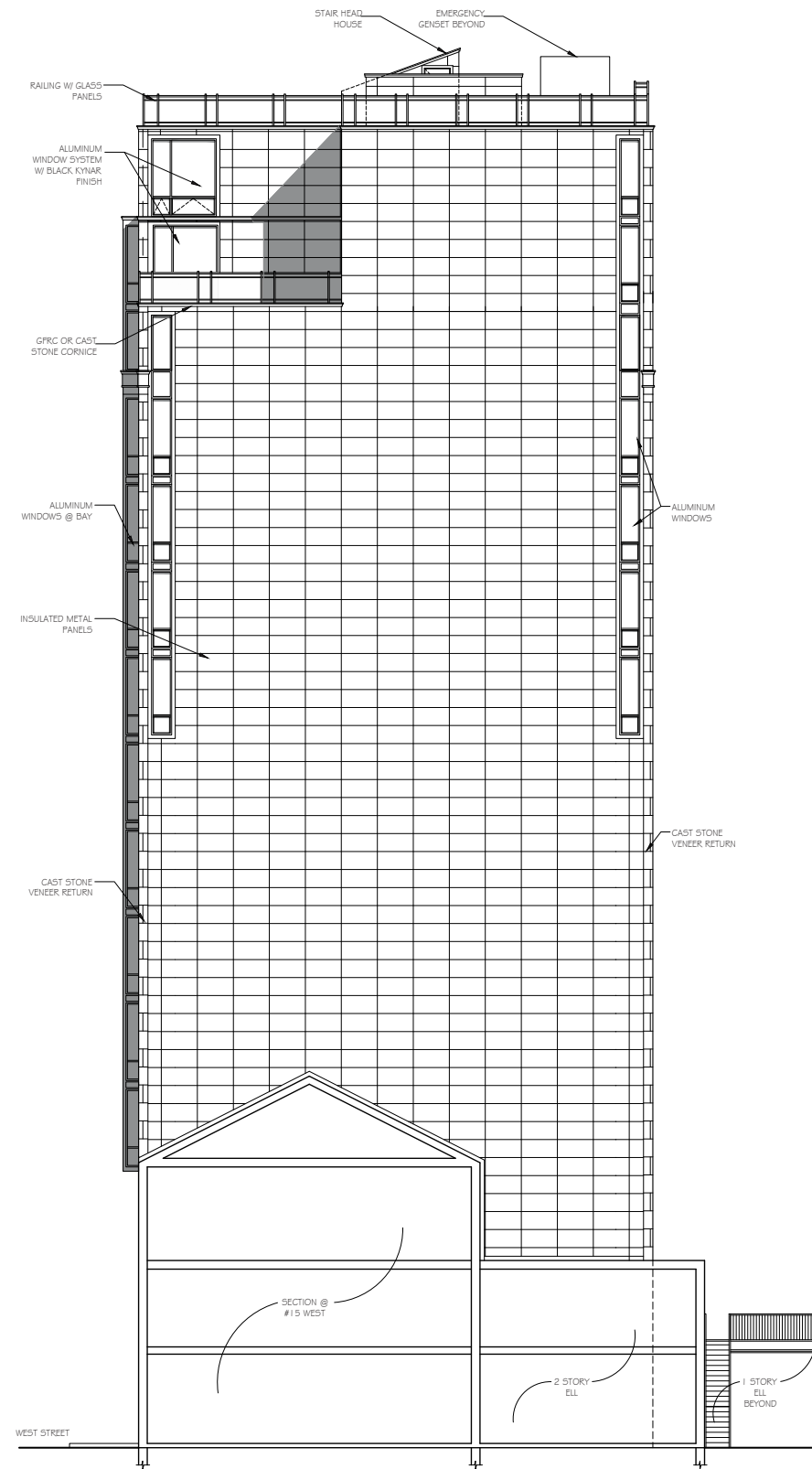
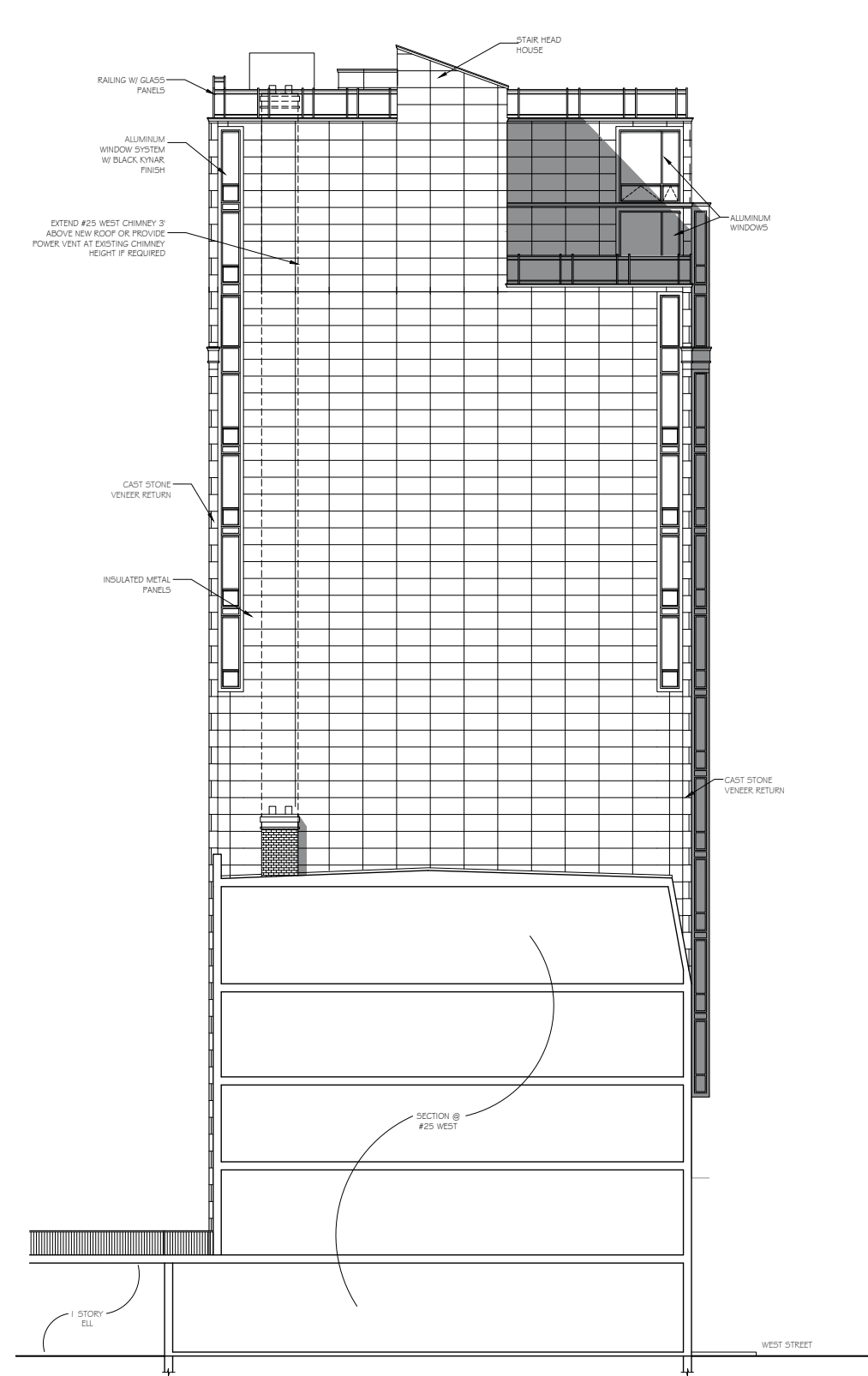


Figure 3-16 / East And West Elevations



Figure 3-17 / Enlarged Street Front Elevation and Section

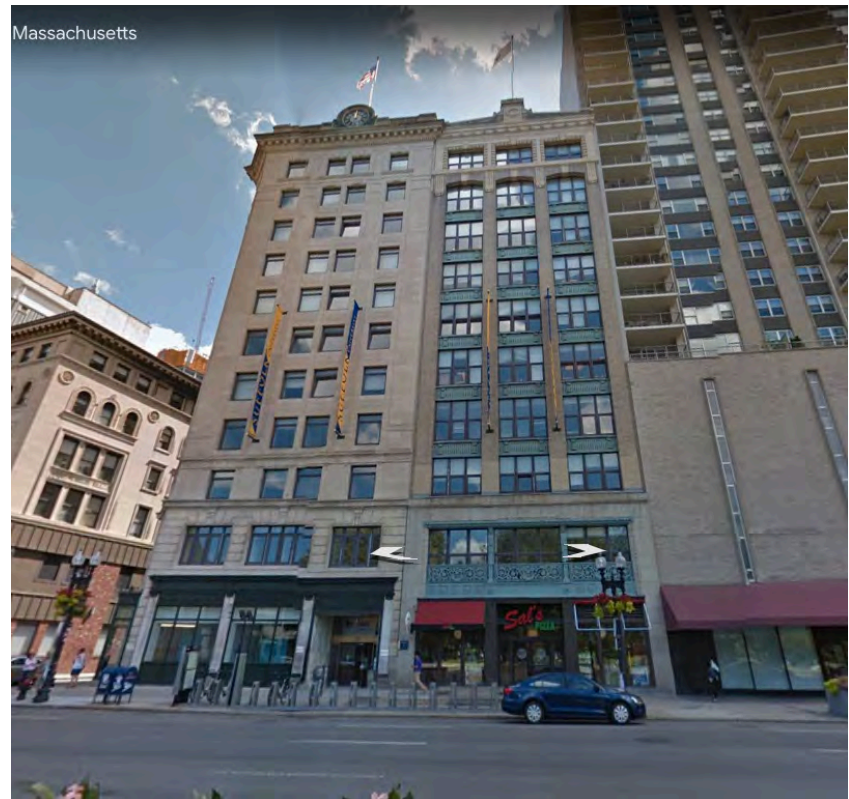
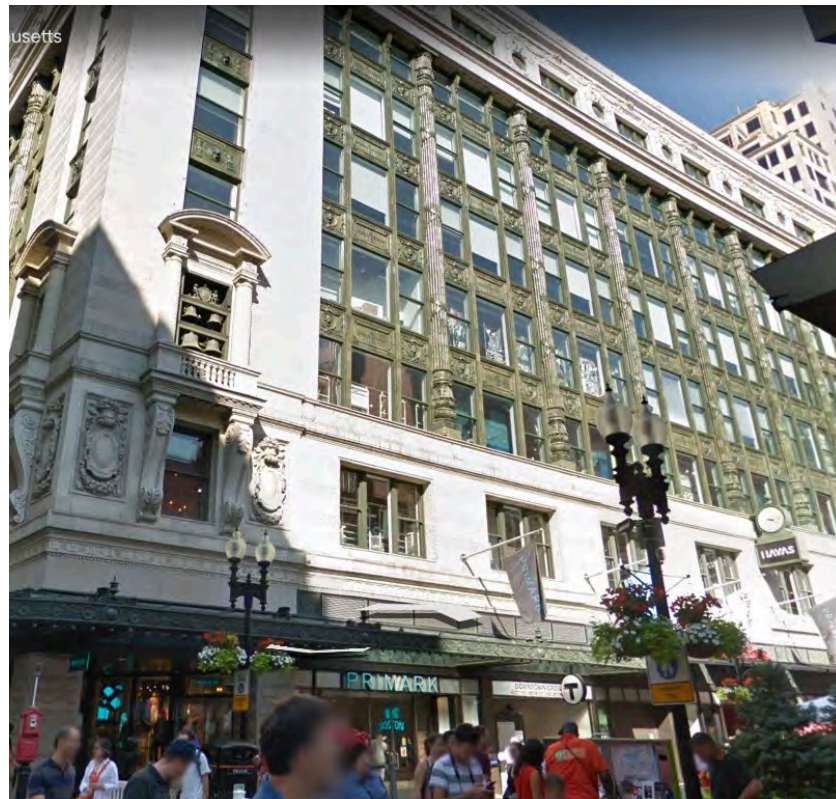
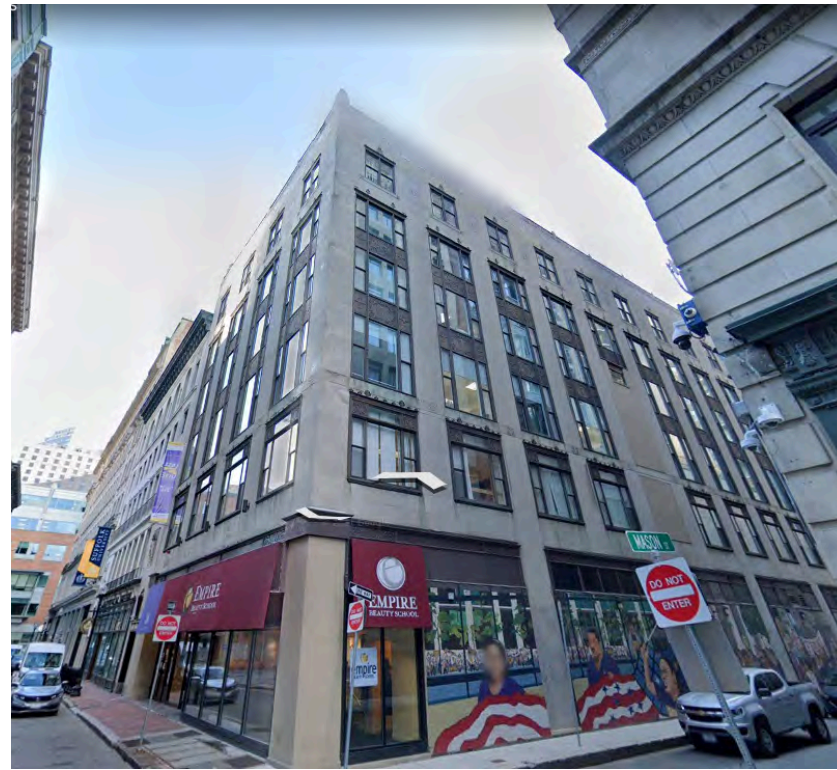
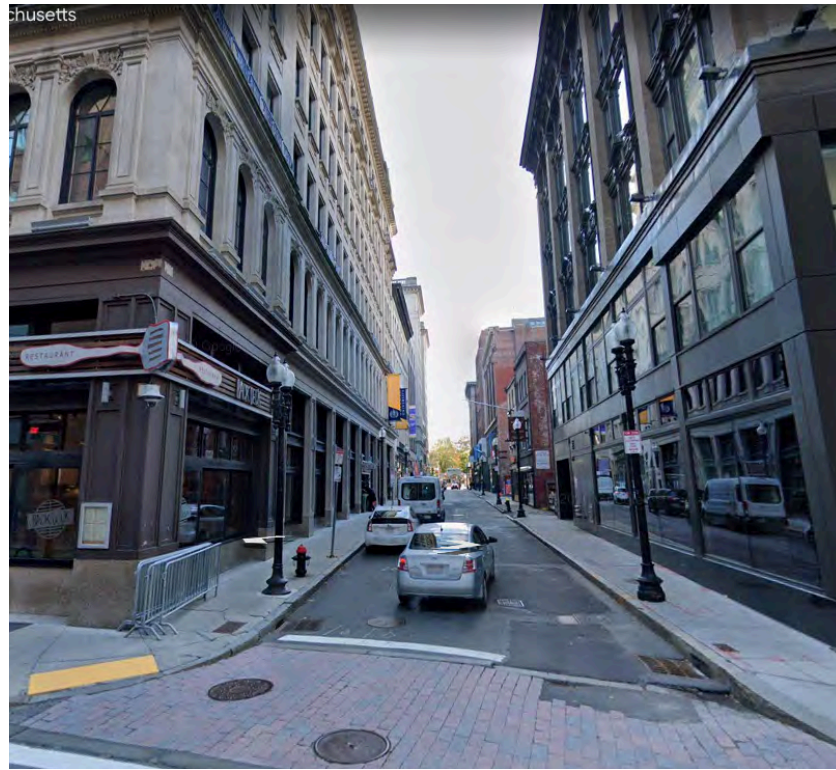
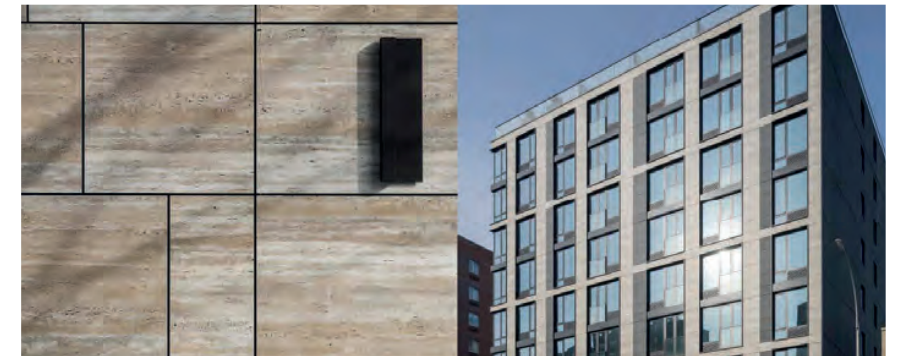


Figure 3-18 / Inspiration Images

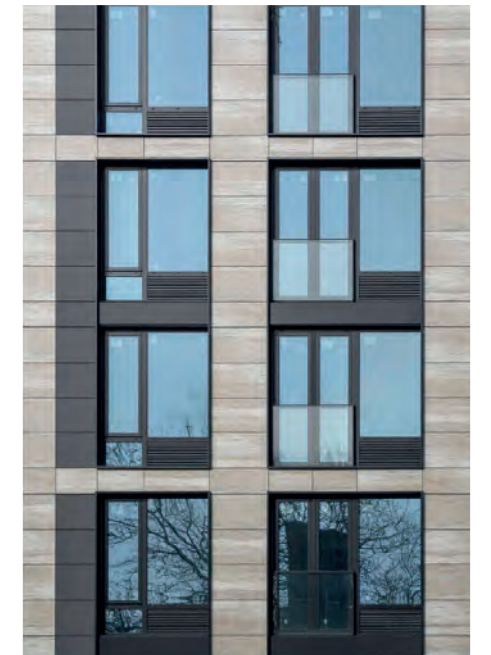
**FRONT AND REAR
CAST STONE**



**SIDE PANELS
MFC: PORCELANOSA
MATERIAL: PORCELAIN PANEL**



COLORS: FERROKER LATON, FERROKER TITANIO AND FERROKER PLATINO



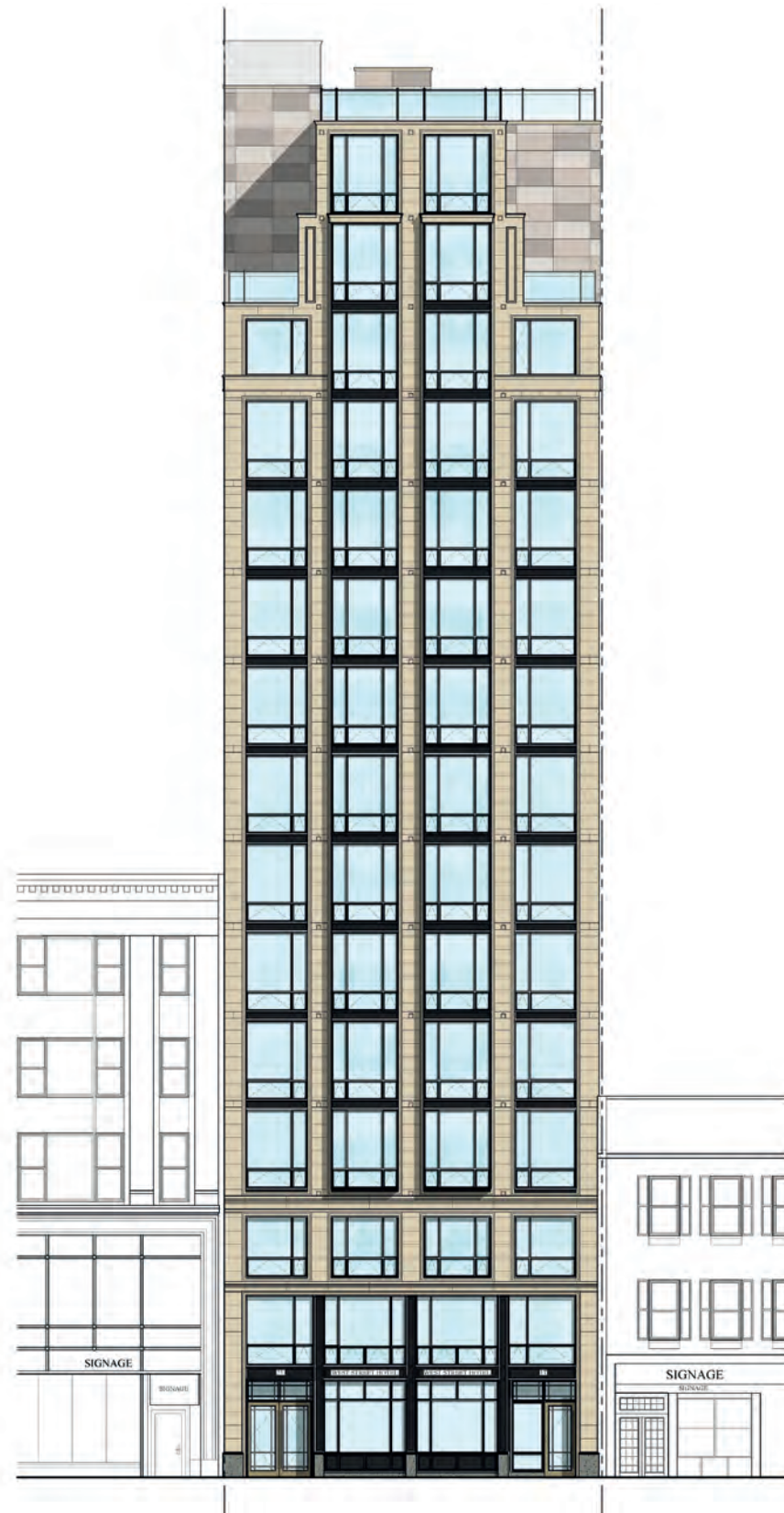


Figure 3-20 / North and South
Colored Elevations

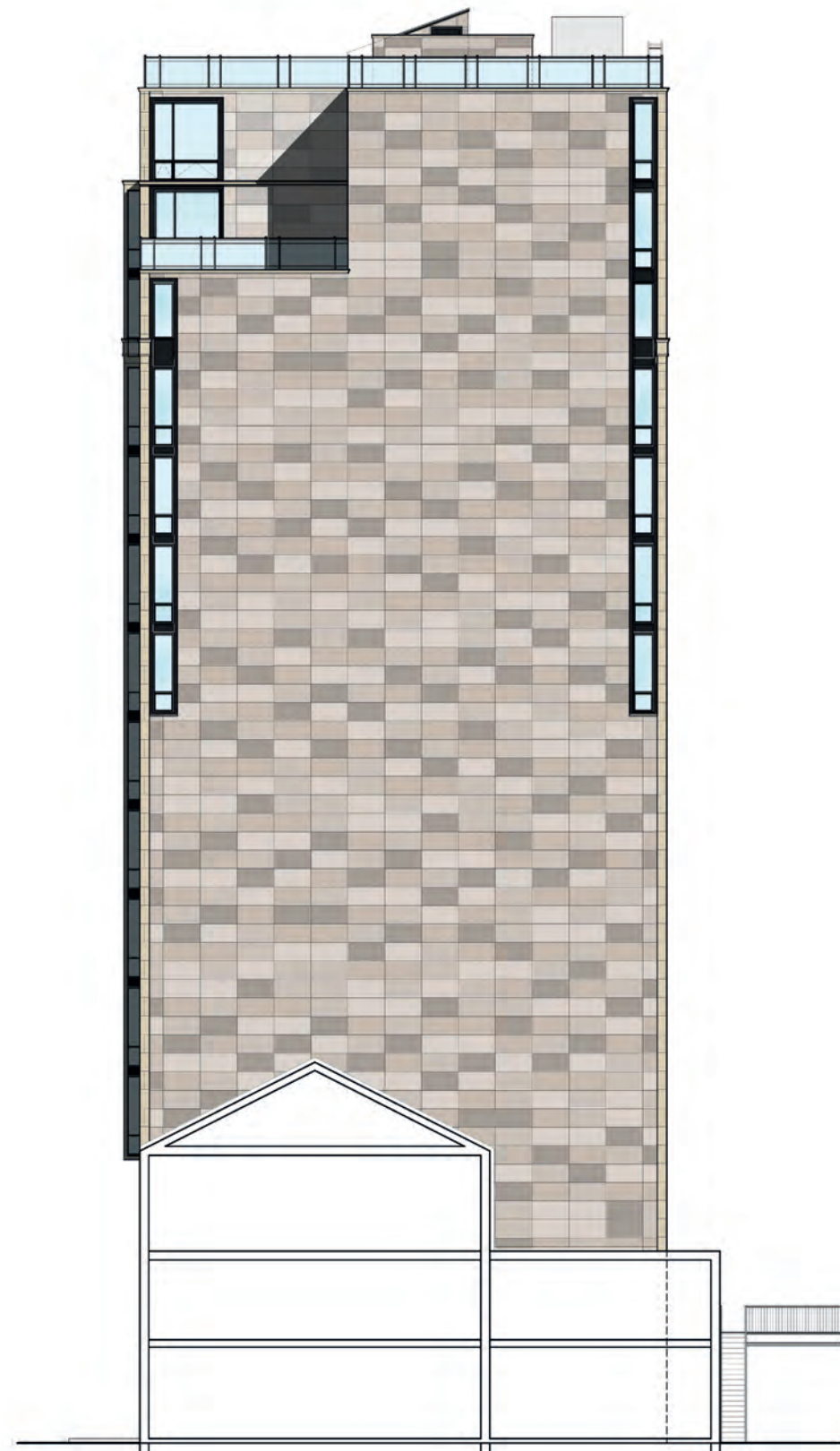
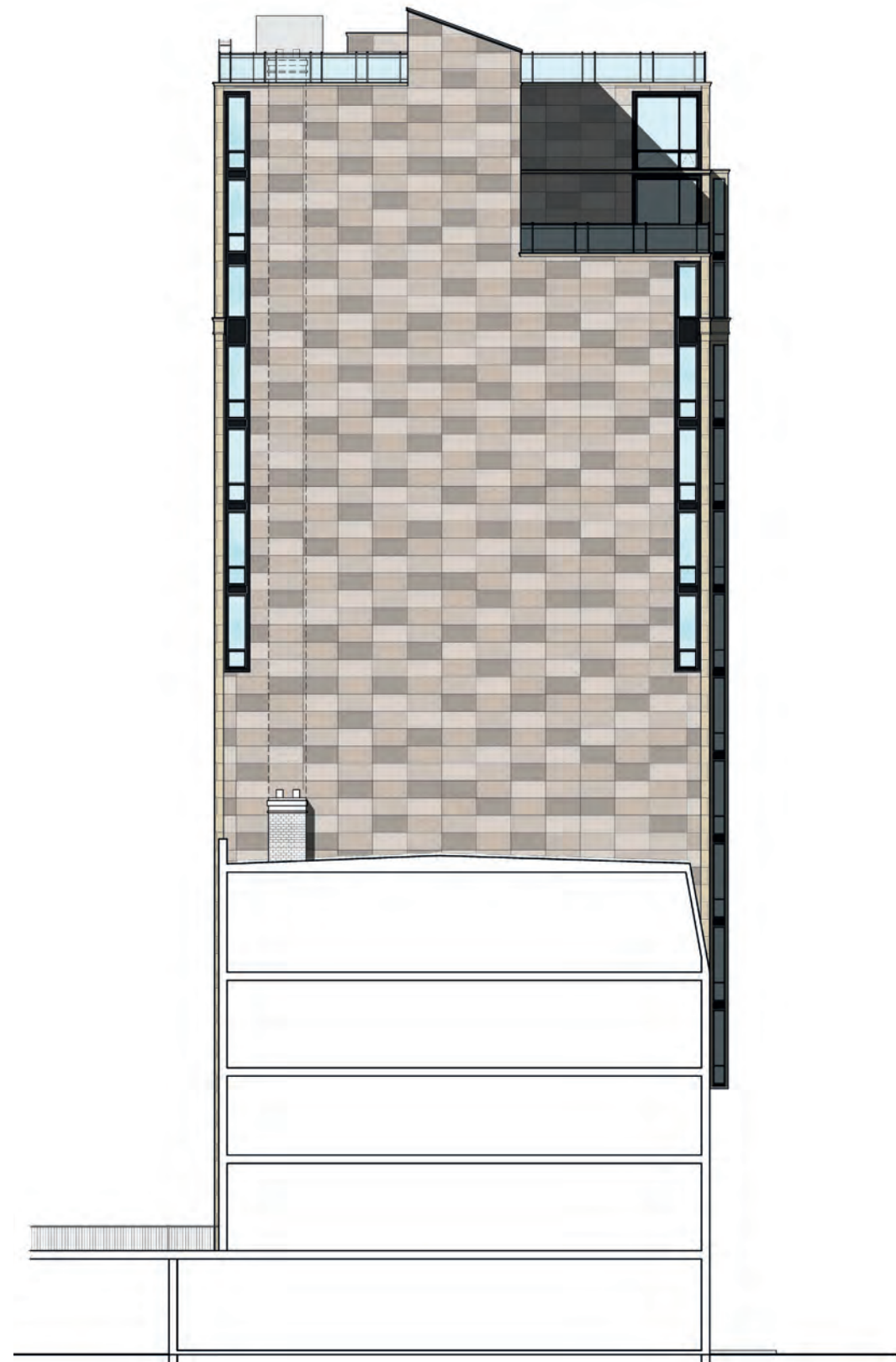


Figure 3-21 / East and West
Colored Elevations



Model View Looking Northeast



Model View Looking North



Model View Looking West



Model View Looking South



Figure 3-23 / Photo-Montage View From The Boston Common

4.0 ENVIRONMENTAL PROTECTION

4.1 Shadow Impacts Analysis

4.1.1 Introduction

The shadow study provided here illustrates the minimal shadow impacts from the proposed building beyond those already cast by the surrounding structures. The study illustrates the shadows cast at 9 AM, 12 PM, 3 PM, and 6 PM on the vernal and autumnal equinoxes, and the winter and summer solstices.

4.1.2 Vernal Equinox (March 21)

Figure 4.1-1 depicts shadows on March 21.

At 9:00 AM shadows are cast towards the west onto the roof of the adjacent 25-31 West Street non-residential building and slightly extends across the sidewalk in West Street.

At 12:00 Noon shadows are cast towards the north and have minimal impacts onto the roof of adjacent 25-31 West Street non-residential building and the buildings behind the site 29-35 Temple Place.

At 3:00 PM shadows are cast to the northeast and have minimal impacts on the south facade of the mix-use buildings behind the site 37-43 Temple Place.

At 6:00 PM shadows have no impact to the adjacent buildings as the sun's angle is low.

4.1.3 Summer Solstice (June 21)

Figure 4.1-2 depicts shadows on June 21.

At 9:00 AM shadows are cast towards the east into the roof of the adjacent 25-31 West Street non-residential building and extends across West Street minimally impacting the north facade of Suffolk University Law School

At 12:00 Noon shadows are cast towards the north on a small portion onto the roof of the adjacent non-residential building 25-31 West Street and minimally impact the south facade of the mix-use buildings behind the site 37-43 Temple Place.

At 3:00 PM shadows are cast towards the north east onto the roof of the adjacent non-residential building 13-15 West Street and partially onto the roof the building behind the site 49-51 Temple Place.

At 6:00 PM shadows are cast towards the east onto the roofs of the non-residential buildings at the end of the street 501-507 Washington St and without impacting the adjacent buildings.

4.1.4 Autumnal Equinox (September 21)

Figure 4.1-3 depicts shadows on September 21.

At 9:00 AM shadows are cast towards the west onto the roof of the adjacent 25-31 West Street and extends across the roof of 33-35 West Street non-residential buildings

At 12:00 Noon shadows are cast towards the north partially onto the roof of the adjacent 25-31 West Street and on the south façade and roof of the mix-use buildings behind the site 37-43 Temple Place.

At 3:00 PM shadows are cast towards the northeast onto the roofs of the adjacent 13-15 West Street non-residential building and the mix-use building behind the site 49-51 Temple Place.

At 6:00 PM there is no impact as the sun's angle is low.

4.1.5 Winter Solstice (December 21)

Figure 4.1-4 depicts shadows on December 21.

At 9:00 AM shadows are cast towards the northwest onto the roof of the adjacent 25-31 West Street and extends across the roof of 33-35 West Street non-residential buildings

At 12:00 Noon shadows are cast towards the north partially onto the roof of the adjacent 25-31 West Street and on the south façade and roof of the mix-use buildings behind the site 37-43 Temple Place.

At 3:00 shadows are cast towards the northeast onto the roofs of the adjacent 13-15 West Street non-residential building and extending across Temple Place, partially impacting the south facade of the mix-use building behind the site 49-51 Temple Place and 48-50 Temple Place non-residential building.

At 6:00 PM there is no impact as the sun's angle is low

4.1.6 Summary

New shadows created by the Project are limited in their impacts to surrounding buildings. The rooftops of the adjacent buildings 13-15 West Street and 25-31 West Street will receive shadow for short periods in the morning and afternoon. Suffolk University's Law School building on West Street's opposite side will receive some morning shadow for a limited period. Because of the Project's distance, new shadow is not expected to impact areas within the Boston Common.

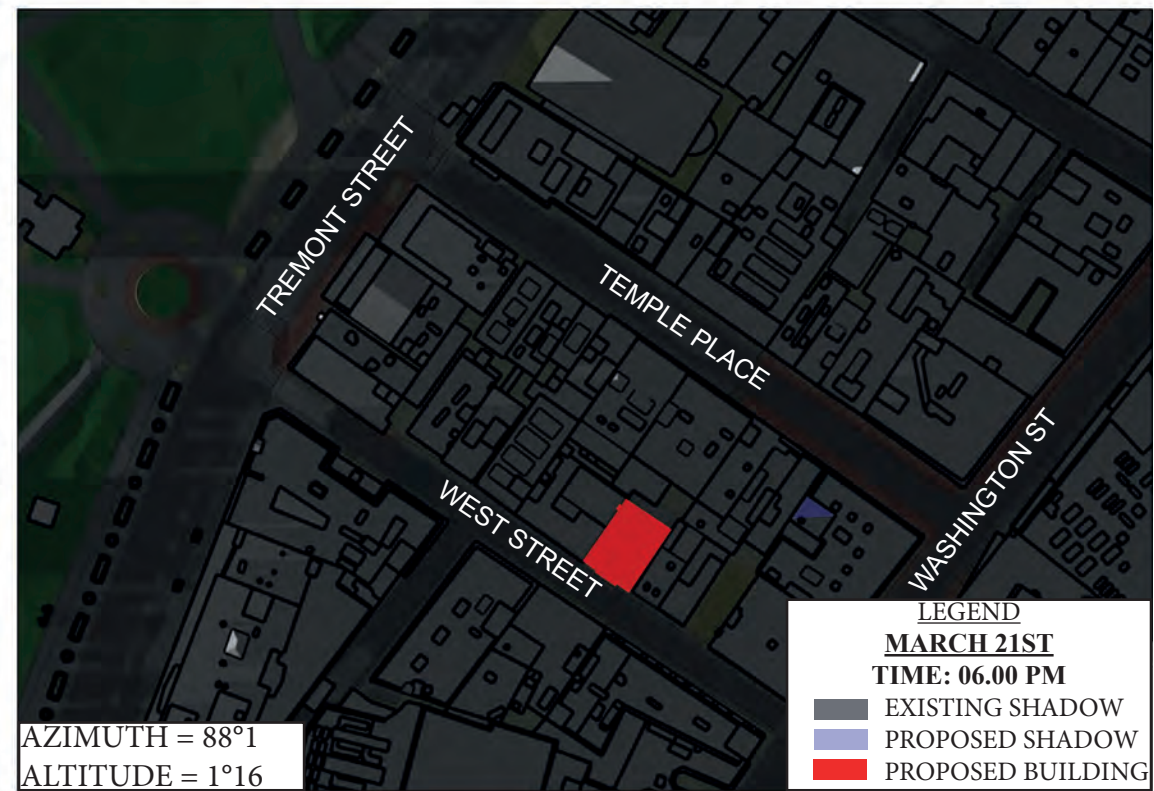
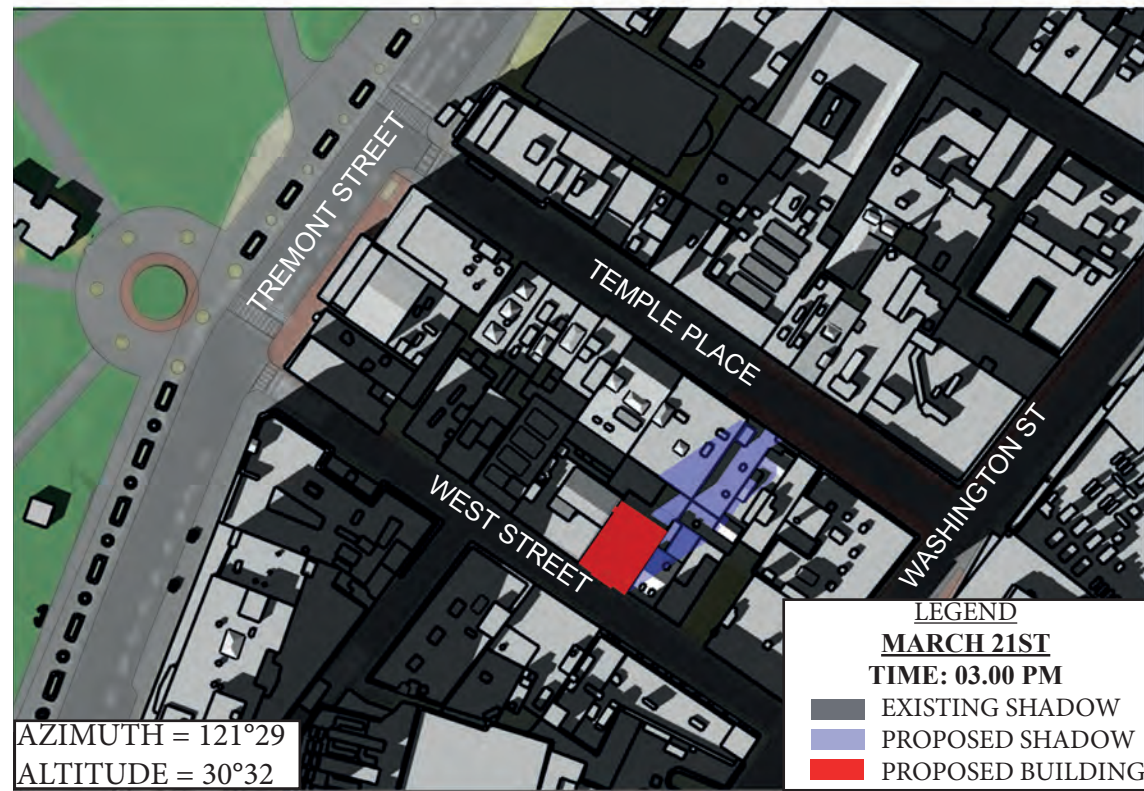
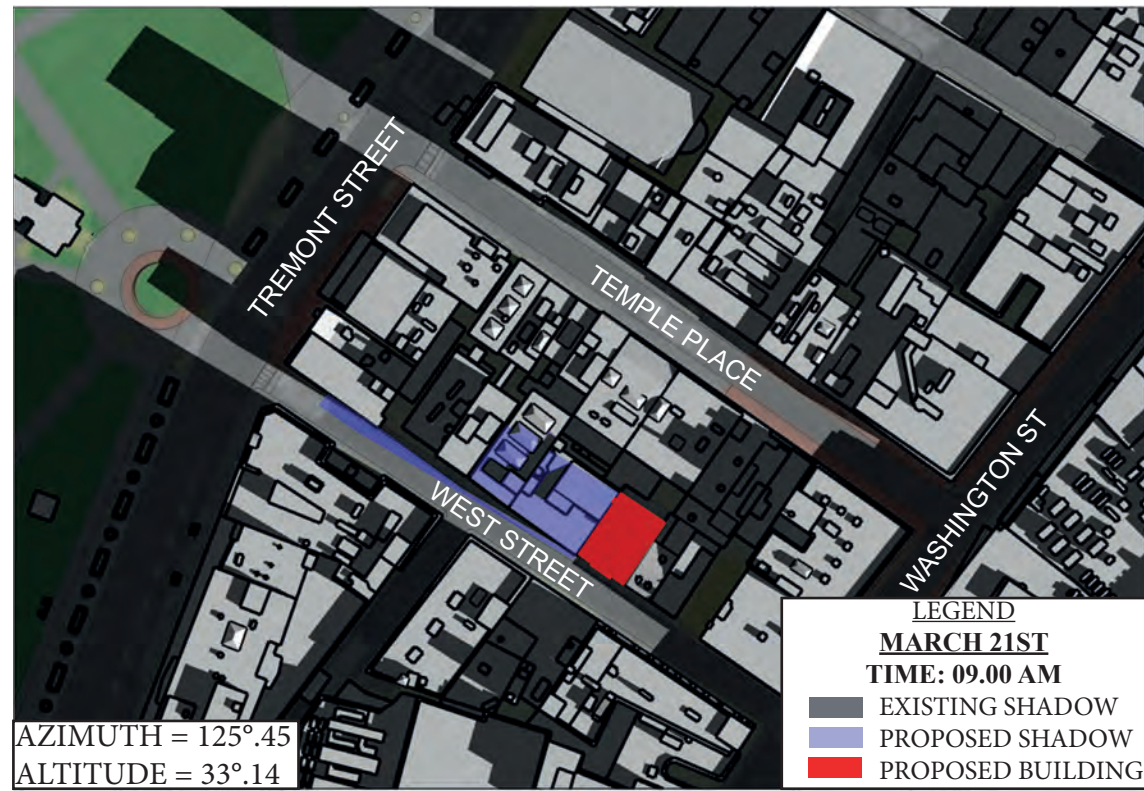


Figure 4.1-1 / Shadow Study - Vernal Equinox (March 21)

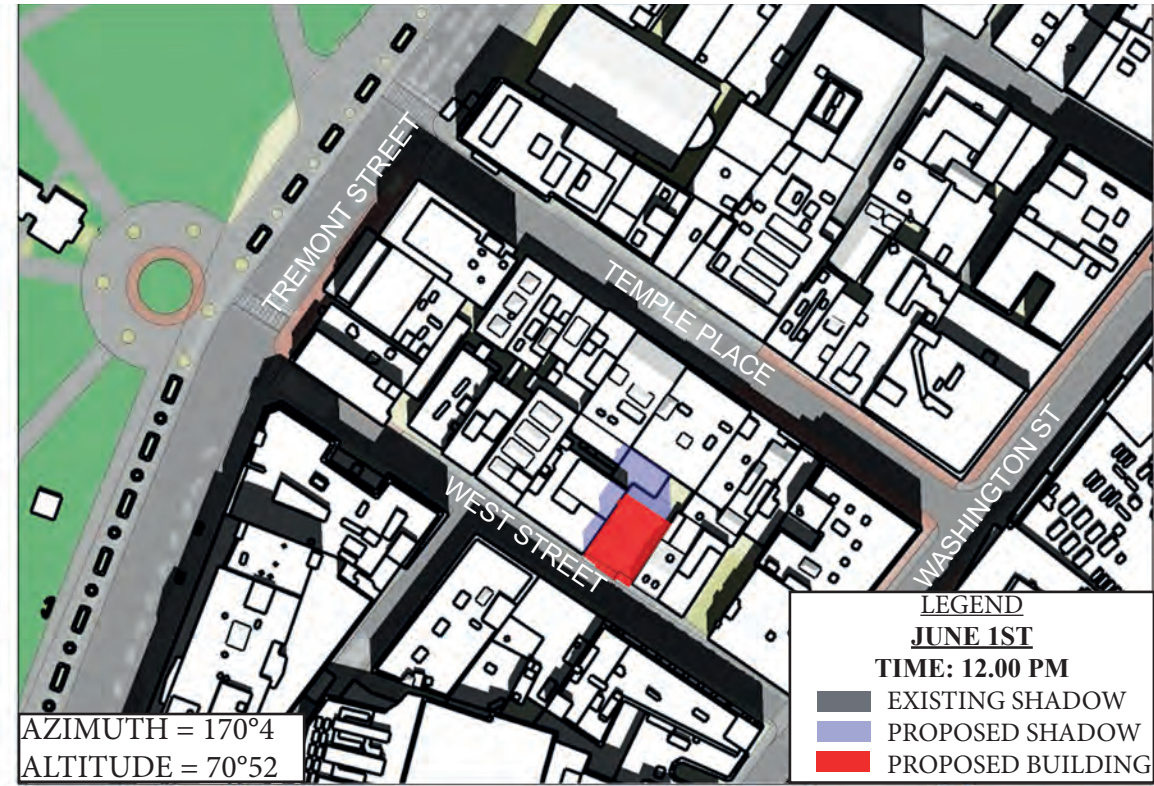
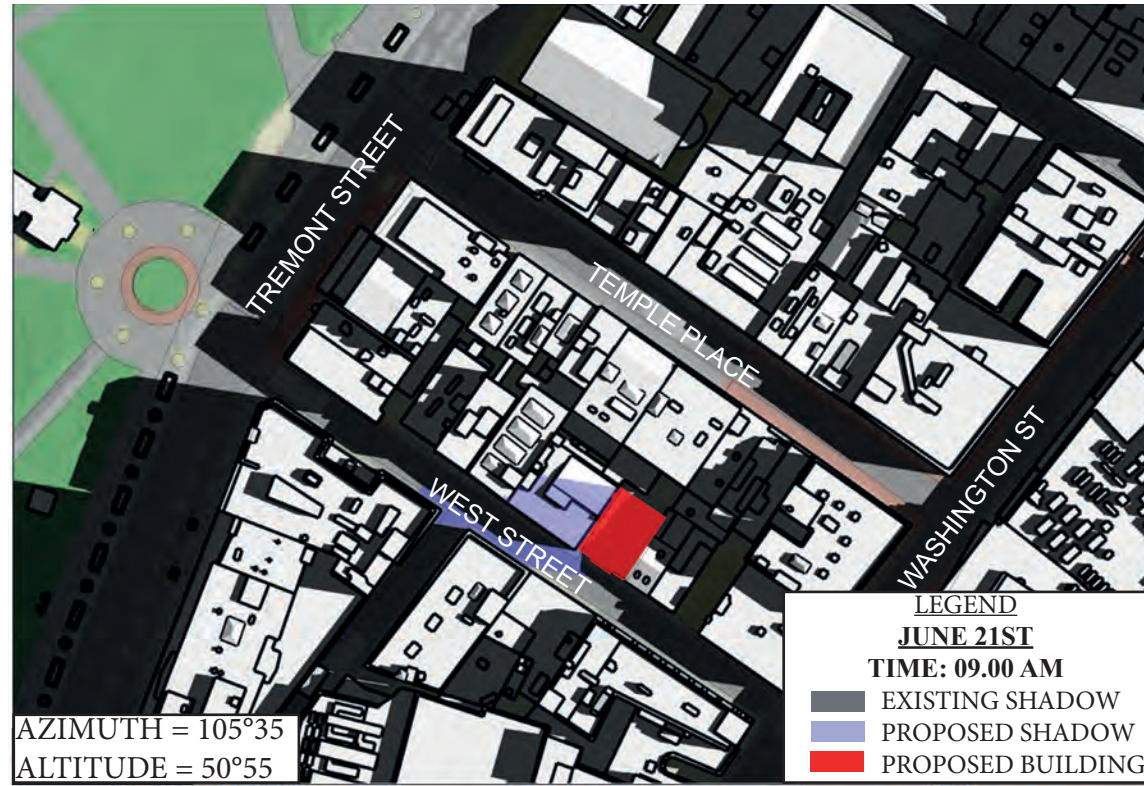
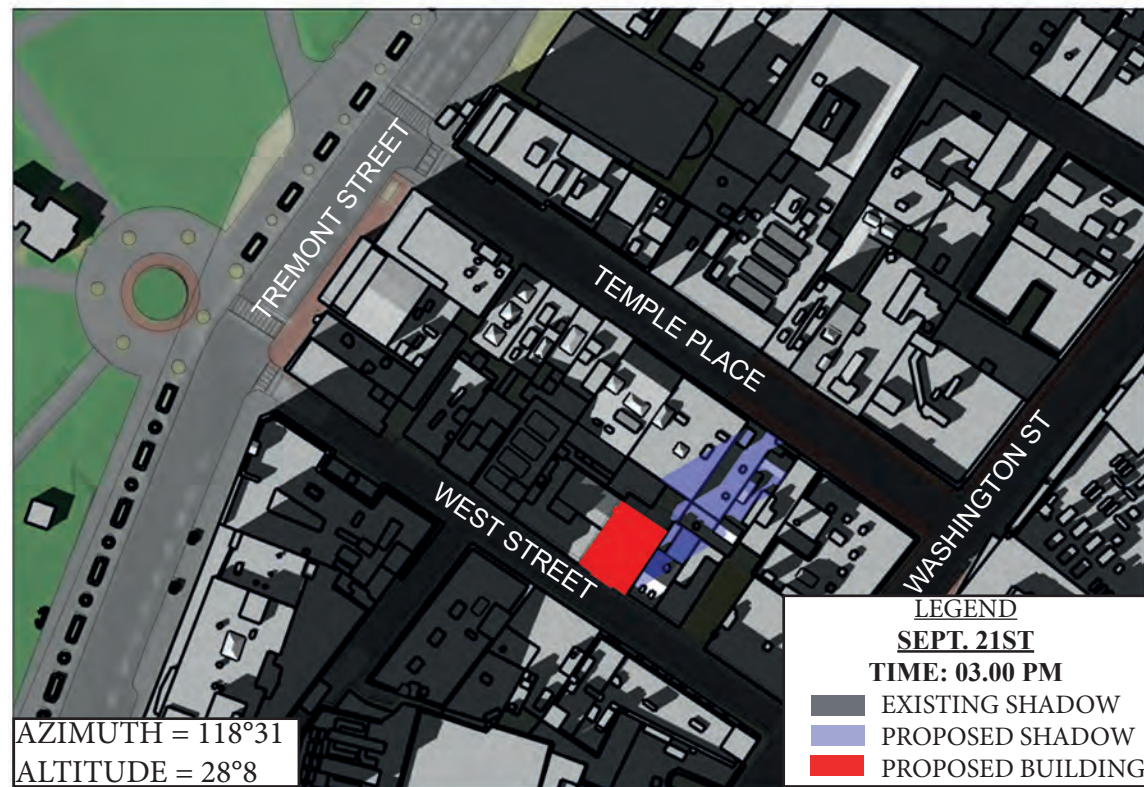
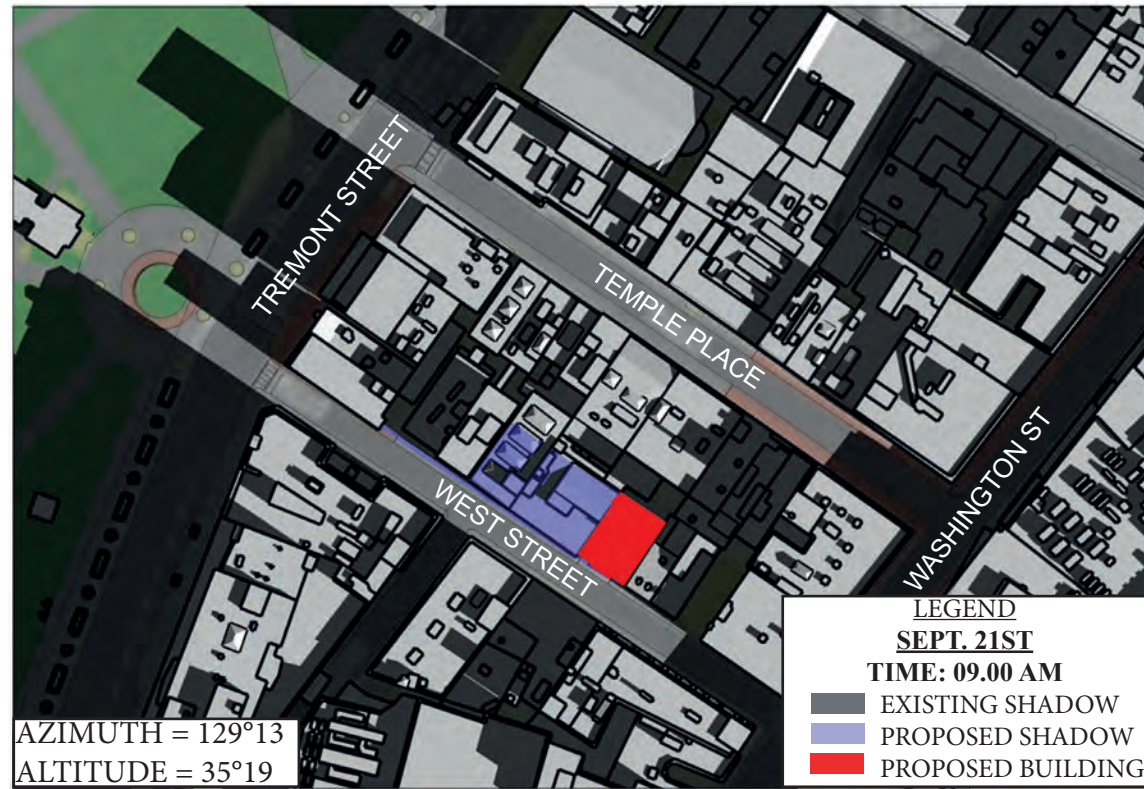
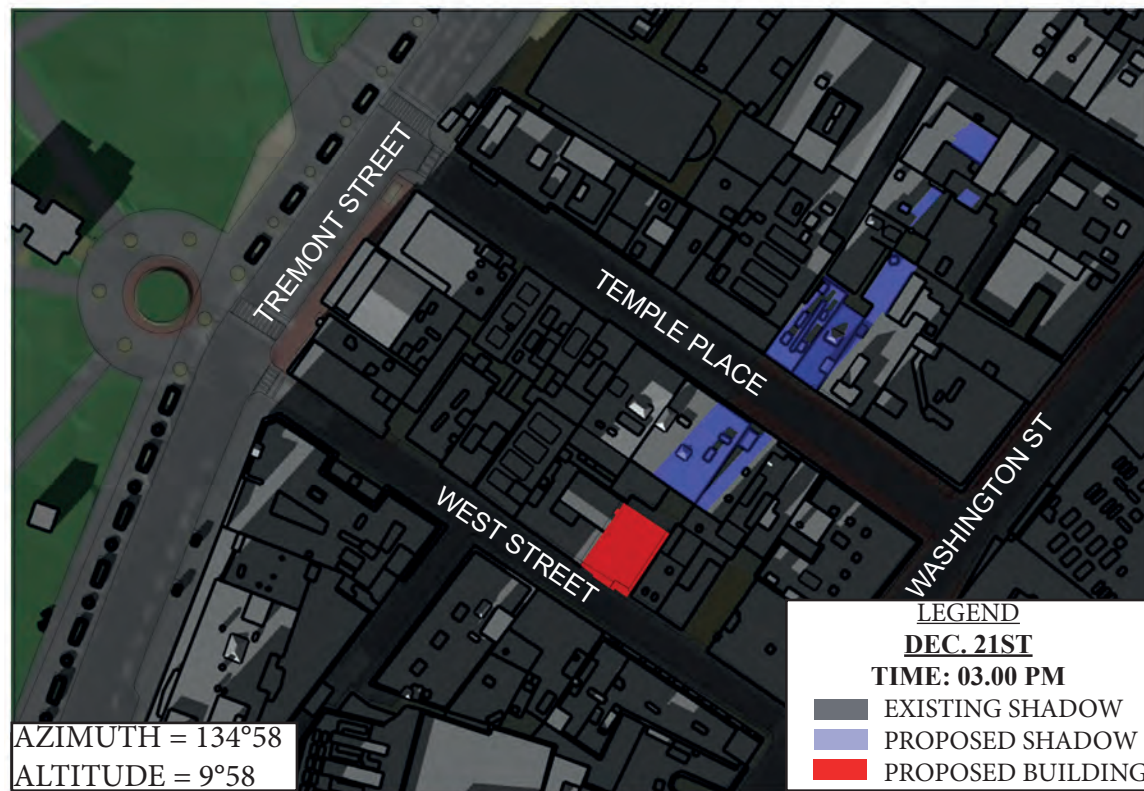
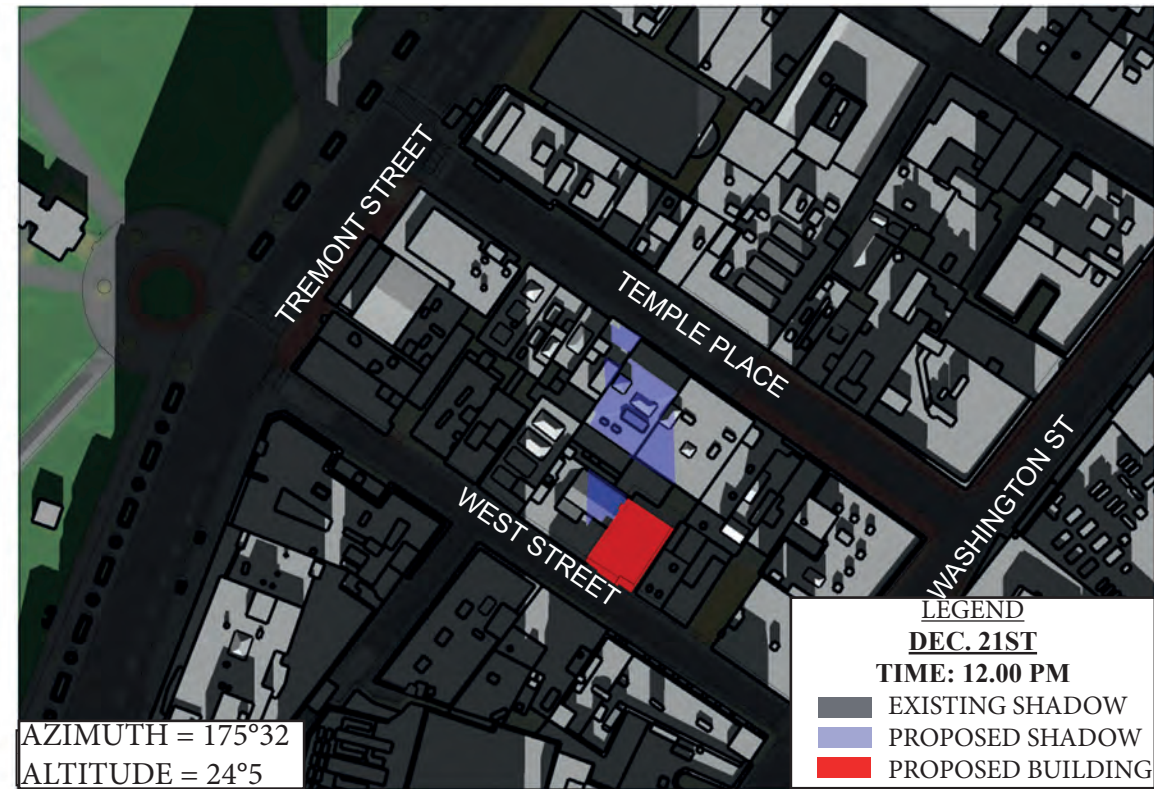
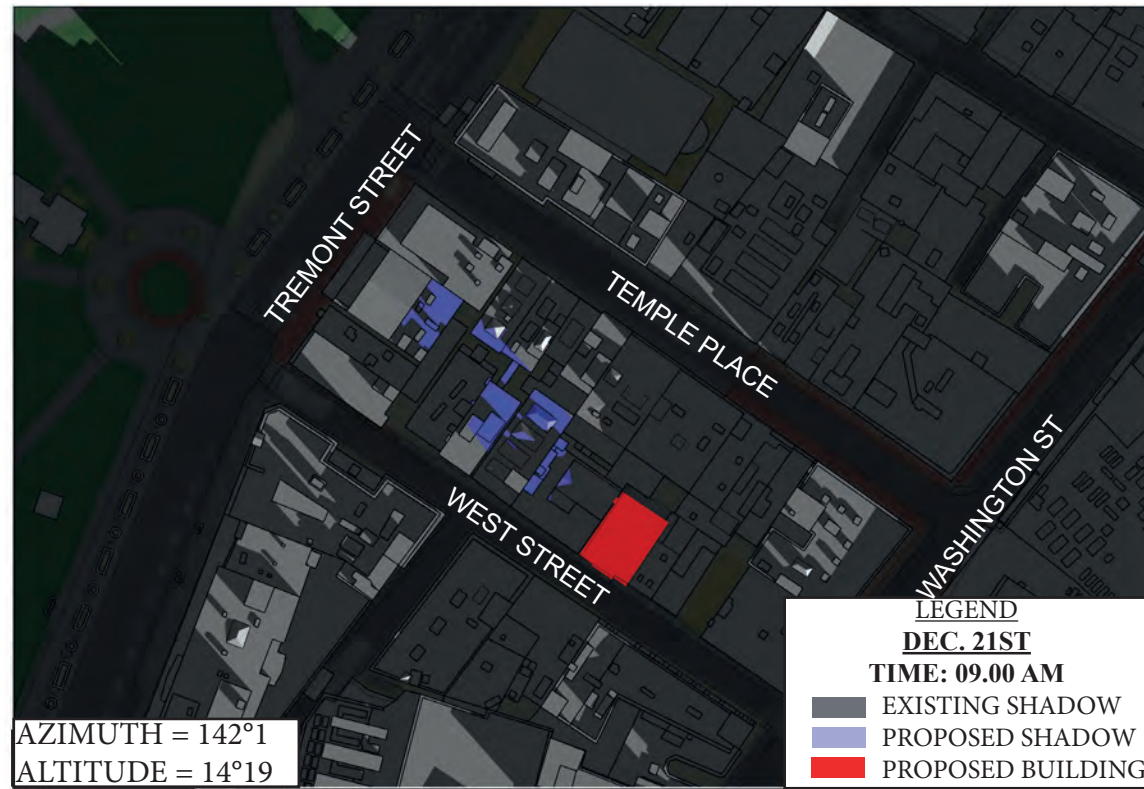


Figure 4.1-2 / Shadow Study - Summer Solstice (June 21st)



NOTE: SUN IS SET AT 6:00PM

Figure 4.1-3 / Shadow Study - Autumnal Equinox (September 21st)



NOTE: SUN IS SET AT 6:00PM

Figure 4.1-4 Shadow Study - Winter Solstice (December 21st)

4.2 Solid and Hazardous Waste

4.2.1 Solid Waste

The proposed hotel use with no retail or food and beverage services will produce relatively minimal waste. A trash chute within to a trash room where recyclables will be sorted, then all taken out to the sidewalk in containers for private pick-up in the early morning will cause minimal disruption to the street and be done in a sanitary manner, given no exterior dumpsters.

In order to meet the requirements for the Boston Environmental Department and the LEED™ rating system, the Project will include space dedicated to the storage and collection of recyclables. The recycling program will meet or exceed the City's guidelines, and provide areas for waste paper and newspaper, metal, glass, and plastics (21 through 27, co-mingled).

4.2.2 Hazardous Waste

Prior to the commencement of construction, a full environmental site assessment will be performed. We anticipate lead contamination in the soils and some minor hydrocarbons consistent with urban fill and a parking use. The soils required to be removed from the construction will all be processed with full D.E.P. permitting and shipment to the appropriate landfills as required by law.

4.3 Construction Impact

The following section describes impacts likely to result from the Project construction and the steps that will be taken to avoid or minimize environmental and transportation-related impacts. The Proponent will employ a General Contractor that will be responsible for developing a construction phasing and staging plan and for coordinating construction activities with all appropriate regulatory agencies. The Project's geotechnical consultant will provide consulting services associated with foundation design recommendations, prepare geotechnical specifications, and review the construction contractor's proposed procedures.

4.3.1 Construction Management

Proper pre-construction planning with the neighborhood will be essential to the successful construction of this project. Construction methodologies that will ensure safety will be employed, and signage will include construction manager contact information with emergency contact numbers. The Proponent will also coordinate construction with other ongoing projects in the neighborhood and other adjacent building owners.

4.3.2 Proposed Construction Program

Construction Activity Schedule

The construction period for the proposed project is expected to last approximately 24-months, beginning in the 2nd/3rd Quarters 2024, and reaching completion by the end of the 2nd/3rd Quarters of 2026. The City of Boston Noise and Work Ordinances will dictate the normal work hours, which will be from 7:00 AM to 6:00 PM, Monday through Friday unless special approval is obtained from the Boston Inspectional Services Department for Saturday work.

Perimeter Protection/Public Safety

The Proponent will describe any necessary sidewalk closures, pedestrian re-routings, and barrier placements and/or fencing deemed necessary to ensure safety around the Site perimeter. If possible, the sidewalk will remain open to pedestrian traffic during the construction period. Barricades and secure fencing will be used to isolate construction areas from pedestrian traffic. In addition, sidewalk areas and walkways near construction activities will be well marked and lighted to ensure pedestrian safety. The plan will be submitted to Boston Transportation Department, and any requested alterations included in the plan.

Proper signage will be placed at every corner of the Project as well as those areas that may be confusing to pedestrians and automobile traffic.

The Proponent will continue to coordinate with all pertinent regulatory agencies and representatives of the surrounding neighborhoods to ensure they are informed of any changes in construction activities.

Construction Traffic Impacts

Construction Vehicle Routes

Specific truck routes will be established with BTM. Construction contracts will include clauses restricting truck travel to BTM requirements. Maps showing approved truck routes will be provided to all suppliers, contractors, and subcontractors.

Construction Worker Parking

The number of workers required for construction of the Project will vary during the construction period. However, it is anticipated that all construction workers will arrive and depart prior to peak traffic periods.

Parking will be discouraged in the immediate neighborhood. Further, public transit use will be encouraged with the Proponent and construction manager working to ensure the construction workers are informed of the public transportation options serving the area. Terms and conditions

related to worker parking will be written into each subcontractor's contract. The contractor will provide a weekly orientation with all new personnel to ensure enforcement of this policy.

Pedestrian Traffic

The Site abuts a sidewalk on West Street. Pedestrian traffic may be temporarily impacted in these areas. The Construction Manager will minimize the impact the construction of the proposed building will have on the adjacent sidewalk. The contractor will implement a plan that will clearly denote all traffic patterns. Safety measures such as jersey barriers, fencing, and signage will be used to direct pedestrian traffic around the construction site and to secure the work area.

Construction Environmental Impacts and Mitigation

Construction Air Quality

Construction activities may generate fugitive dust, which will result in a localized increase of airborne particle levels. Fugitive dust emission from construction activities will depend on such factors as the properties of the emitting surface (e.g., moisture content), meteorological variables, and construction practices employed.

To reduce the emission of fugitive dust and minimize impacts on the local environment the construction contractor will adhere to a number of strictly enforceable mitigation measures. These measures may include:

- Using wetting agents to control and suppress dust from construction debris;
- Ensuring that all trucks traveling to and from the Project Site will be fully covered;
- Removing construction debris regularly;
- Monitoring construction practices closely to ensure any emissions of dust are negligible;
- Cleaning streets and sidewalks to minimize dust and dirt accumulation;
- Monitoring construction activities by the job site superintendent and safety officer; and
- Wheel-washing trucks before they leave the Project Site during the excavation phase.

Construction Noise Impacts

To reduce the noise impacts of construction on the surrounding neighborhood, a number of noise mitigation measures will be employed. Some of the measures that may be taken to ensure a low level of noise emissions include:

- Initiating a proactive program for compliance to the City of Boston's noise limitation impact;
- Scheduling of work during regular working hours as much as possible;
- Using mufflers on all equipment and ongoing maintenance of intake and exhaust mufflers;
- Muffling enclosures on continuously operating equipment, such as air compressors and welding generators;

- Scheduling construction activities so as to avoid the simultaneous operation of the noisiest construction activities;
- Turning off all idling equipment;
- Reminding truck drivers that trucks cannot idle more than five (5) minutes unless the engine is required to operate lifts of refrigeration units;
- Locating noisy equipment at locations that protect sensitive locations and neighborhoods through shielding or distance;
- Installing a site barricade at certain locations;
- Identifying and maintaining truck routes to minimize traffic and noise throughout the project;
- Replacing specific construction techniques by less noisy ones where feasible-e.g., using drilled or vibration pile driving instead of impact driving if practical and mixing concrete off-site instead of on-site; and
- Maintaining all equipment to have proper sound attenuation devices.

4.3.3 Rodent Control

The City of Boston enforces the requirements established under Massachusetts State Sanitary Code, Chapter 11, 105 CMR 410.550. This policy establishes that the elimination of rodents is required for issuance of any building permits. During construction, rodent control service visits will be made by a certified rodent control firm to monitor the situation.

5.0 HISTORIC RESOURCES

5.1 Existing Site History

This 17-23 West Street site is currently being operated as a surface parking open to public parking. The parking use has existed for many years and prior to that was occupied with a building similar to historic buildings on either side of the surface parking lot at 13-15 West Street (BOS.2153) and 25-31 West Street (BOS.2154)

5.2 Historic Resources Within the Vicinity of the Project Site

Being a vacant site, while there are no historic resources remaining onsite, existing historic resources and districts in the project vicinity include the West Street Historic District (BOS.BK), Washington Street Theatre District (BOS.BJ), and the Temple Place Historic District (BOS.AW). These locations have also National Register District designations, and are considered significant for their architecture, commerce, and community planning

5.3 Archaeological Resources

No known archaeological resources were located within the Project site during the review of Massachusetts Historic Commission files (MACRIS); therefore, no impacts to archaeological resources are anticipated.

5.4 Evaluation of Potential Impacts to Historic Resources

A summary of potential visual and shadow impacts to historic resources is contained in the following sections.

5.4.1 Visual Impacts to Nearby Historic Resources

Though the proposed 152'-6" building height exceeds the 125' height limit by two stories, the building causes few added shadows, and the added height causes little visible impacts, given the narrow street and its mid-block location. The design terraces in at the upper two stories, creating a dramatic effect, and further minimizes the visibility. Also, the small footprint (2,802 sf) requires no sky plane setback per the zoning code and provides for an elegant slender design. Additionally, the area is currently under review by the city for a zoning height increase. Minimal visibility of the proposed building from the Boston Common will occur, as demonstrated in the model view from the Boston Common (please see **Figure 3-23** in **Section 3.0**).

5.4.2 Shadow Impacts

Because of the Project's distance, and due to the other large buildings in the area, there are no shadows expected to be imposed on the Boston Common, with minimal or no shadow impacts on the adjacent streets, as well as on the adjacent buildings. The narrow profile of the building, as well as the existing shadows cast by the neighboring buildings cause this project to have little to no impact. Please see **Section 4.1** for the detailed description of the shadows occurring on the equinoxes and solstices, and the computer-generated images for the various times and dates.

6.0 INFRASTRUCTURE

The Project consists of the redevelopment of a current surface parking lot located at 17-23 West Street. The existing site is comprised entirely of a paved parking area with access from West Street with an attendant's booth near the entrance. The Proposed Project will be comprised of an approximately 38,043 square foot (sf) 15-story, 94-room hotel with no on-site parking.

Based on an analysis completed by Howard Stein Hudson, the Project's civil engineer, the existing infrastructure surrounding the Project Site appears sufficient to service the needs of the Proposed Project. The following sections describe the existing sanitary sewer, water, storm drainage, electrical, steam, gas, telecom, and cable systems surrounding the sites and explain how these systems will service the development. The analysis also discusses any anticipated Project-related impacts to the utilities and identifies mitigation measures to address these potential impacts.

A detailed infrastructure analysis will be performed by the civil engineer when the Project proceeds to the Design Development Phase. The Project's team will coordinate with the appropriate utilities to address the capacity of the area utilities to provide services for the new building. A Boston Water and Sewer Commission (BWSC) Site Plan Approval and General Service Application are required for the new water, sanitary sewer, and storm drain connections.

A Drainage Discharge Permit Application is required from BWSC for any construction dewatering. The appropriate approvals from the Massachusetts Water Resource Authority (MWRA), Massachusetts Department of Environmental Protection (MassDEP), and the U.S. Environmental Protection Agency (EPA) will also be sought by the Contractor if required for construction dewatering.

6.1 Sanitary Sewer System

6.1.1 Existing Sewer System

There is an existing 24-inch x 36-inch BWSC combined sanitary sewer and drainage main in West Street. The Proponent will work with BWSC to determine where any existing drainage connections are located so they can be cut and capped at the main.

The existing sewer system is illustrated in **Figure 6-1**.

6.1.2 Project-Generated Sewage Flow

The Project's sanitary flows were estimated using 310 CMR 15.203 for residential uses 310 CMR 15.203 lists typical sewage generation values by the site use and are conservative values for estimating the sewage flows from the sites. The 310 CMR 15.203 values are used to evaluate new sewage flows, or to estimate existing sewer flows to determine the approximate increase or decrease in sewer flows due to the Project.

Because the existing site is a surface parking lot, there is no existing wastewater generation to be counted towards the net sewer generation of the proposed development. The Proposed Project will generate an estimated 10,340 gallons per day (gpd) based on design sewer flows provided in 310 CMR 15.203-The State Environmental Code, Title 5 and the proposed building program. **Table 6-1** describes the projected sewage generation in gallons per day (gpd) due to the Project.

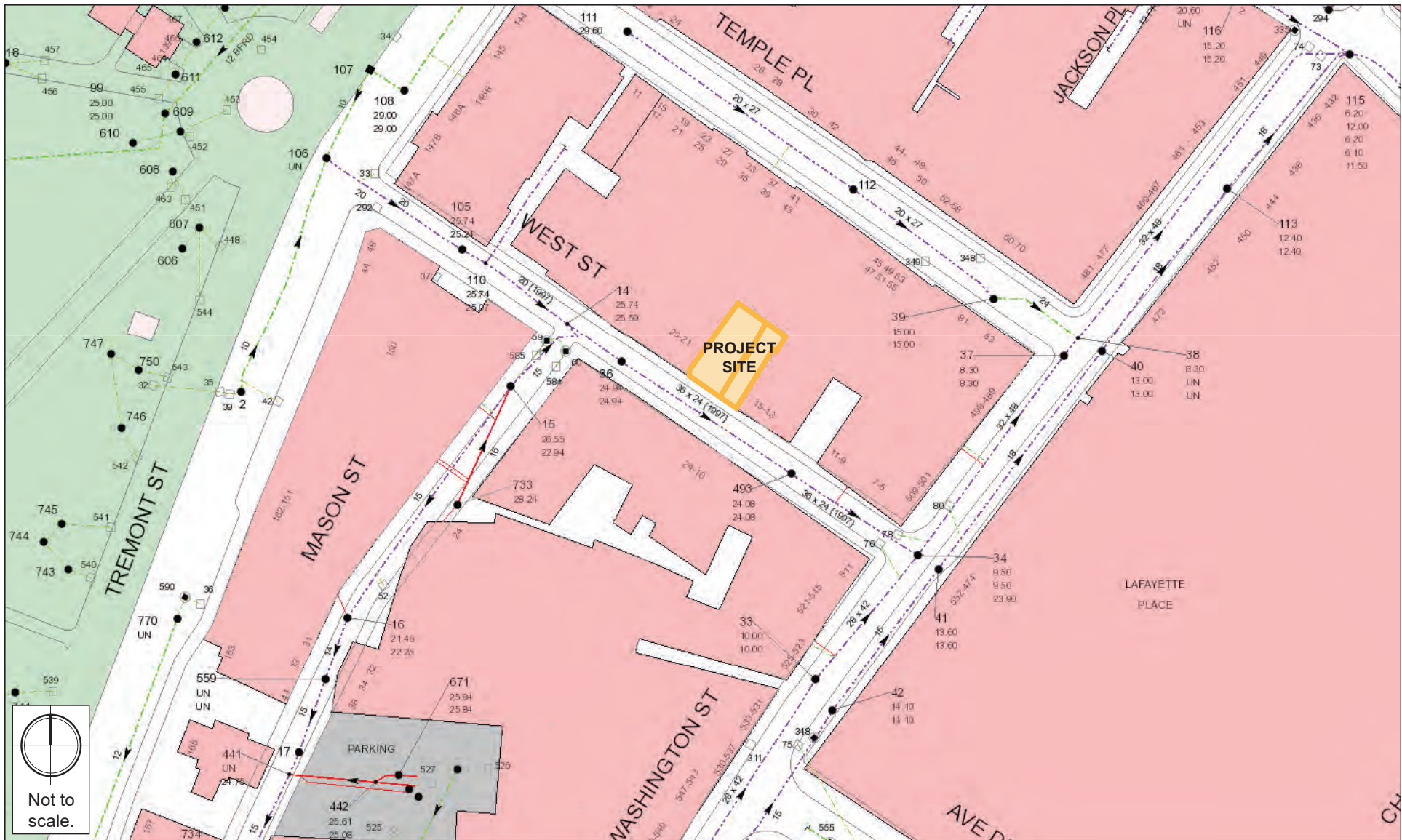


Figure 6-1.
BWSC Sanitary Sewer and Storm Drain Map

Table 6-1. Projected Sanitary Sewer Flows

Use	Size/Unit	310 CMR Value (gpd/unit)	Total Flow (gpd)
Motel, Hotel, Boarding House	94 bedrooms	110 gpd/bedroom	10,340
Total Proposed Sewer Flow (gpd)			10,340 gpd

6.1.3 Sanitary Sewage Connection

The proposed building will require a new sanitary sewer connection to the BWSC combined sewer system. Connections to BWSC infrastructure will be reviewed as part of the BWSC's Site Plan Review process for the Project. This process will include a comprehensive design review of the proposed service connections, an assessment of Project demands and system capacity, and the establishment of service accounts. Coordination with BWSC will include review and approval of the design, capacity, connections, and flow increase resulting from the proposed discharges to the sanitary sewer system. In total, as presented, the complete Project sewer generation is expected to increase wastewater flows by approximately 10,340 gpd.

It is anticipated that the proposed building sanitary services will tie into the 24-inch x 36-inch combined sanitary sewer and drainage main in West Street. Any required parking garage floor drains would typically be routed through an oil and sand trap in accordance with the BWSC's Requirements for Site Plans and plumbing code requirements, prior to discharge to the BWSC sanitary sewer system. However, the current building plan specifies no on-site parking.

The Proponent will submit a Site Plan to the BWSC for review and approval.

6.1.4 Sewer System Mitigation

To help conserve water and reduce the amount of sewage generated by the proposed Project, the Proponent will investigate the use of water-efficient toilets, aerated shower-heads, and low-flow lavatory faucets, in compliance with pertinent Code requirements to reduce water usage and sewage generation.

6.2 Water System

6.2.1 Existing Water Service

Water for the Project 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. Water mains are labeled by

their pipe size, year installed, pipe material, and year cement lined (CL), if applicable. There is an existing southern high BWSC water main and a high pressure fire system in West Street.

The water mains in the vicinity of the Project are owned and maintained by BWSC. BWSC record drawings indicate there is a 16-inch cement-lined ductile iron distribution line in West Street installed in 1980 and a 12-inch high pressure fire system in West Street installed in 1914. The water distribution system in the vicinity of the Project Site is part of BWSC's southern high service network.

The locations of the existing water services will be confirmed as the Project moves to the Design Development phase. There are no existing services to be reused or cut and capped.

The existing BWSC water system is shown in **Figure 6-2**.

There are four (4) hydrants in the vicinity of the Project site. There is a hydrant (H32) on the northeast side of West Street towards the intersection of Tremont Street, a second hydrant (H792) on the southeast side of West Street adjacent to the Massachusetts Bar Association Building, a third hydrant (H90) on the northeast side of West Street adjacent to the Brattle Book Shop, and a fourth hydrant (H790) near the southwest corner of West Street and Washington Street. The Proponent will confirm that the hydrants are sufficient for the development with BWSC and the Boston Fire Department (BFD) during the detailed design phase.

6.2.2 Anticipated Water Consumption

The Project's water demand estimate for domestic services is based on the Project's estimated sewage generation, described above. A conservative factor of 1.1 (10%) is applied to the estimated average daily wastewater flows calculated with 310 CMR 15.203 values to account for consumption, system losses and other usages to estimate an average daily water demand. The Project's estimated total domestic water demand is 11,374 gpd. Water for the Project will be supplied by the BWSC water system in West Street.

6.2.3 Proposed Water Service

Domestic water and fire protection services for the Project will be directly tapped from the 16-inch water main in West Street. The water supply systems servicing the building will be gated to minimize public hazard or inconvenience in the event of a water main break. The building will require domestic water and fire protection services. Final locations and sizes of the services will be determined during the detailed design phase and submitted to BWSC for review and approval through the Site Plan Approval process.

Water service to the building will be metered in accordance with BWSC's requirements. The property owner will provide a suitable location for a Meter Transmission Unit (MTU) as part of BWSC's Automatic Meter Reading System. A backflow preventer will be installed on the fire protection service and will be coordinated with BWSC's Cross Connection Control Department.

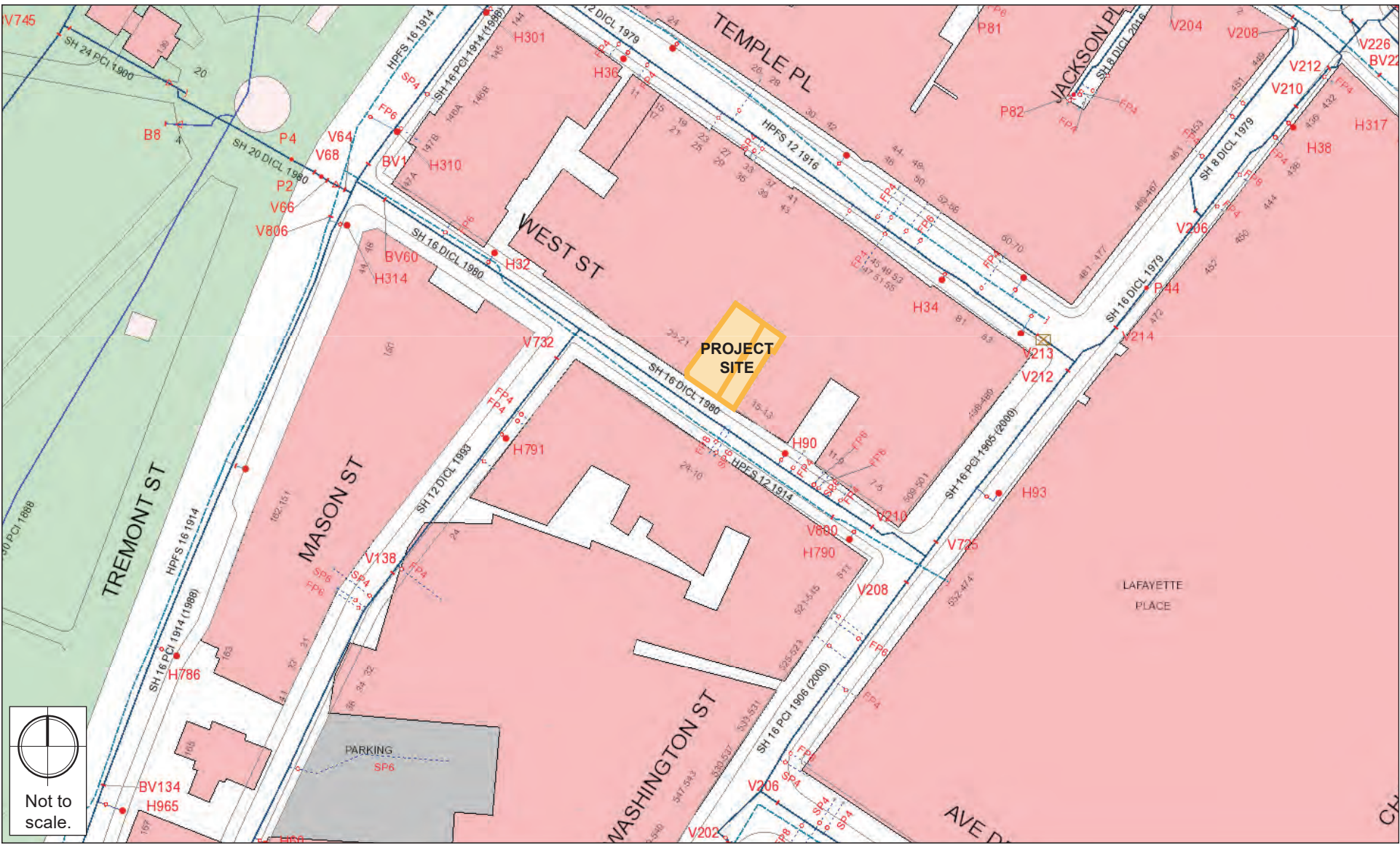


Figure 6-2.
BWSC Water Supply Map

This review will include sizing of domestic water and fire protection services, calculation of meter sizing, backflow prevention design, and location of hydrants and siamese connections that conform to BWSC and Boston Fire Department requirements.

6.3 Water Supply System Mitigation

As discussed in the Sewer System Mitigation Section, water conservation measures such as the use of water-efficient toilets, low-flow lavatory faucets, and aerated showerheads in compliance with pertinent Code requirements are being considered to reduce potable water usage. If applicable, water usage for landscape irrigation will be reduced by the selection of native and adaptive plantings and using soil moisture sensors as part of the irrigation system.

6.4 Storm Drainage System

6.4.1 Existing Drainage Conditions

There is an existing 24-inch x 36-inch BWSC combined sanitary sewer and drain line in West Street.

The existing Project Site is covered entirely by impervious surfaces. It appears that all runoff generated in the paved parking area sheet flows into West Street before being captured by BWSC-owned catch basins.

The existing BWSC storm drain system is shown in **Figure 6-1**.

6.4.2 Proposed Drainage Systems

The Project is expected to substantially improve the stormwater quality runoff from the site and will meet the MassDEP and Boston Water and Sewer Commission (BWSC) Site Plan requirements. The existing drainage infrastructure surrounding the Project site appears to be of adequate capacity to service the needs of the Project. The Project will meet or reduce the existing peak rates of stormwater discharge and will promote stormwater recharge to the greatest extent possible.

Per BWSC requirements, the Project will mitigate the equivalent of 1-inch of rainfall over the sites' impervious areas to the greatest extent possible. Different approaches to stormwater recharge management will be assessed during the design process. It is anticipated that the stormwater recharge systems will work passively to infiltrate runoff into the ground with a gravity recharge system. Recharge wells will also be investigated as an option. A stormwater operation and maintenance plan will be developed to support the long-term functionality of the proposed stormwater management system.

6.5 Stormwater Quality

The Project will not affect the water quality of nearby water bodies. Erosion and sediment controls will be used during construction to protect adjacent properties and the municipal combined sanitary sewer and storm drain system. These controls will be inspected and maintained throughout the construction phase until the areas of disturbance have been stabilized through the placement of pavement, structure, or vegetative cover.

Necessary dewatering will be conducted in accordance with applicable Federal, State, and BWSC discharge permits. Once construction is complete, the Proposed Project will be in compliance with BWSC Site Plan requirements.

6.5.1 MassDEP Stormwater Management Policy Standards

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

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

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

Compliance: The Project will comply with this Standard. The proposed design will incorporate the appropriate stormwater treatment, and no new untreated stormwater will be directly discharged to, nor will erosion be caused to wetlands or waters of the Commonwealth as a result of stormwater discharges related to the Project.

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

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

Standard 3: Loss of annual recharge to groundwater shall be eliminated or minimized through the use of infiltration measures including environmental sensitive site design, low impact development techniques, stormwater best management practices, and good operation and maintenance. At a

minimum, the annual recharge from the post-development site shall approximate the annual recharge from pre-development conditions based on soil type. This Standard is met when the stormwater management system is designed to infiltrate the required recharge volume as determined in accordance with the Massachusetts Stormwater Handbook.

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

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

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

Compliance: Within the Project's limit of work, there will be mostly building roof and paved sidewalk areas so we do not anticipate any unwanted sediments or pollutants entering the existing storm drain system. If applicable however, the Project will comply with this Standard to the maximum extent practicable.

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

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

Standard 6: Stormwater discharges within the Zone II or Interim Wellhead Protection Area of a public water supply, and stormwater discharges near or to any other critical area, require the use of the specific source control and pollution prevention measures and the specific structural stormwater best management practices determined by the Department to be suitable for managing

discharges to such areas, as provided in the Massachusetts Stormwater Handbook. A discharge is near a critical area if there is a strong likelihood of a significant impact occurring to said area, taking into account site-specific factors. Stormwater discharges to Outstanding Resource Waters and Special Resource Waters shall be removed and set back from the receiving water or wetland and receive the highest and best practical method of treatment. A “storm water discharge” as defined in 314 CMR 3.04(2)(a)1 or (b) to an Outstanding Resource Water or Special Resource Water shall comply with 314 CMR 3.00 and 314 CMR 4.00. Stormwater discharges to a Zone I or Zone A are prohibited unless essential to the operation of a public water supply.

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

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

Compliance: The Project will meet this Standard. The Project is a redevelopment.

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

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

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

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

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

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

6.6 Electric Systems

Eversource owns and maintains the electrical transmission system in the vicinity of the Proposed Project. There is existing underground service in West Street. Electric power supply design and any upgrades that may be required, will be further coordinated with Eversource as the design for each phase progresses. The Proponent will investigate energy conservation measures, including high-efficiency lighting.

6.7 Telephone and Cable Systems

Verizon, Comcast, and RCN provide telecommunication service in the Project area. It is anticipated that telephone service can be provided by any of the providers. Any upgrades will be coordinated with the providers. Telephone and telecommunication systems will be reviewed with the providers as the design progresses.

6.8 Steam and Gas Systems

Vicinity Energy owns and maintains an 8-inch steam line in West Street, though the Proposed Project will not require steam service.

National Grid provides natural gas in the Project area. National Grid owns and maintains a 10-inch gas main in West Street. It is expected that there is an adequate supply of natural gas in the area for the proposed building use. The actual size and location of the building services will be coordinated with National Grid.

6.9 Utility Protection During Construction

The Contractor will notify utility companies and call “Dig Safe” prior to excavation. During construction, infrastructure will be protected using sheeting and shoring, temporary relocations, and construction staging as required. The Construction Contractor will be required to coordinate all protection measures, temporary supports, and temporary shutdowns of all utilities with the appropriate utility owners and/or agencies. The Construction Contractor will also be required to provide adequate notification to the utility owner prior to any work commencing on their utility. Also, in the event a utility cannot be maintained in service during the switch over to a temporary or permanent system, the Construction Contractor will be required to coordinate the shutdown with the utility owners and Project abutters to minimize impacts and inconveniences.

7.0 TRANSPORTATION AND ACCESS ASSESSMENT

7.1 Introduction

As part of the Small Project Review Application (SPRA), Howard Stein Hudson (HSH) has conducted an evaluation of the transportation impacts of the Project. This section presents a summary of the Project's site access, parking, public transportation, bicycle facilities, trip generation, loading and service. The project is not expected to have a significant impact on the existing neighborhood or surrounding transportation facilities.

7.2 Project Description

The proposed Project consists of a new, 15-story hotel located at 17-23 West Street (the "Project" and/or "Site") in the Downtown Crossing area of Boston, MA. The Project proposes the construction of an approximately 38,043 square foot (sf) 15-story, 94-room hotel with no on-site parking. The existing lot is approximately 2,789 sf and operates as a public parking lot. The Site location is show in **Figure 7-1**. The key transportation elements proposed as part of the Project include:

- A curb-cut reduction of approximately 22 feet;
- No vehicle parking proposed on-site;
- An internal bicycle room for long-term parking and external racks for short-term parking;
- A Bluebikes commitment; and
- Proposed off-site improvements including a tabled intersection at the Hotel's frontage and pedestrian improvements at the West Street/Washington Street intersection.

7.3 Existing Conditions

7.3.1 Public Transportation

The Site is well situated to public transportation options with its location approximately equal distance from four major MBTA stations. The MBTA Green line (with Red line connection) can be reached via the Park Street Station and the MBTA Red line (with Orange line connection) can be reached via the Downtown Crossing Station. Both are approximately a three-minute walk to the north of the Site. The MBTA Green line can also be accessed via the Boylston station and MBTA Orange line at the Chinatown station. Both are approximately a three-minute walk south of the Site. The study area is also served by the MBTA SL5 bus service accessible at the Temple Place stop, which is approximately a three-minute walk north of the Site. The bus stop at Tremont Street opposite Temple Place services bus route 43 and is located approximately a two-minute walk from the Site. Existing public transportation services are shown in **Figure 7-1**.

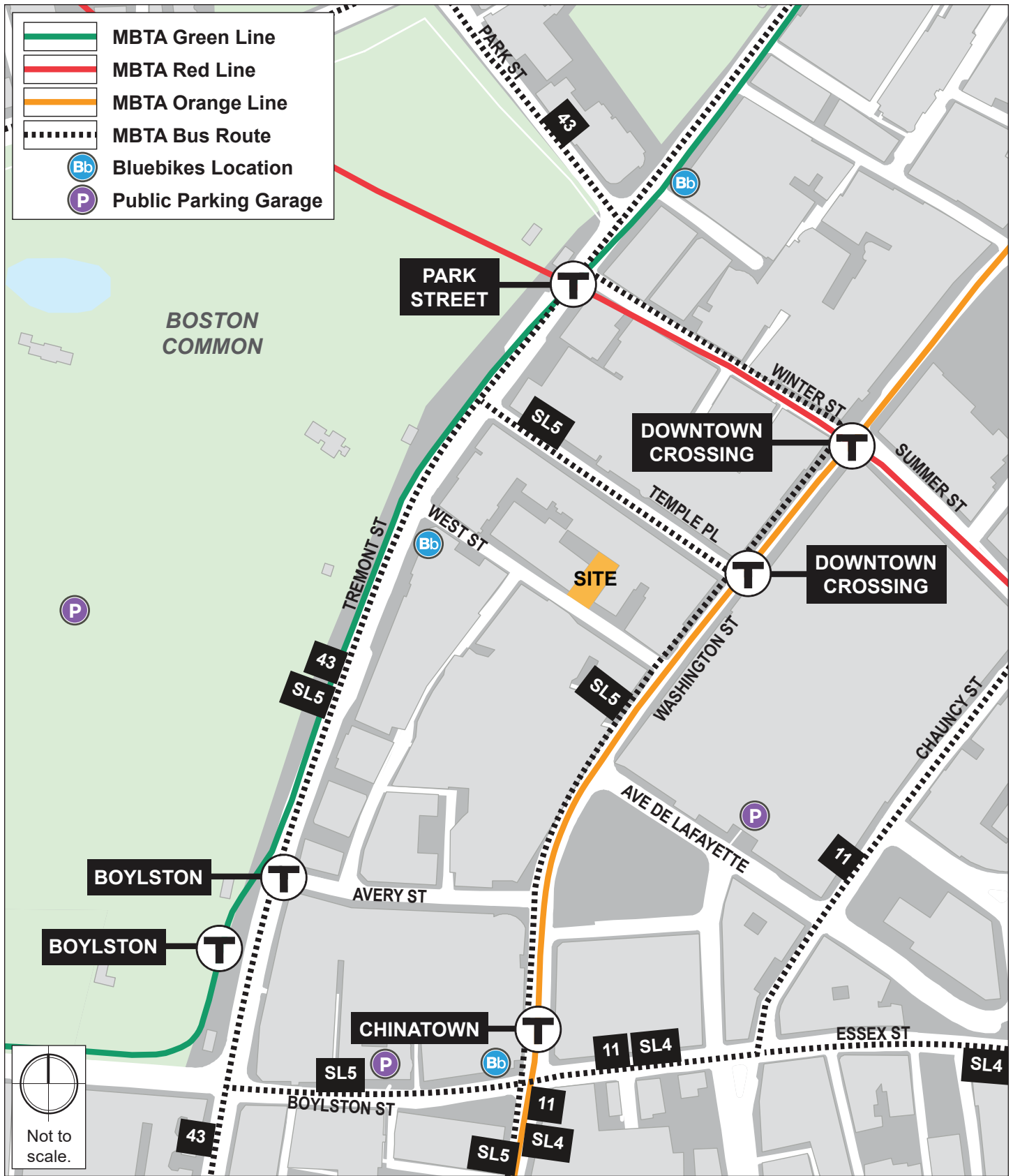


Figure 7-1.
Existing Transportation Facilities

7.3.2 Existing Parking

In the immediate vicinity of the Project, the existing on-street parking consists of commercial loading, valet service, and handicap spaces. The north side of West Street is signed as no-parking while the south side of West Street is signed and used for commercial loading between 7am to 7pm with a 30-minute limit. A handicap space is provided at the west end of the West Street block. Along Washington Street, the east side of the street is signed as no-parking and while the west side has activity between Temple Place to the north and an Alley to the south. Approximately four spaces are provided for commercial loading on Washington Street south of West Street, and approximately six spaces for valet parking are provide between West Street and Temple Place.

Three public parking garages are available for use by the Site within a quarter mile. These include the Lafayette Garage with access located off Ave de Lafayette, the Boston Common Theater District Garage with access located off Boylston Street, and the Boston Common Garage with vehicle access off Charles Street. Nearby public garages are shown in **Figure 7-1**.

7.3.3 Existing Pedestrian Conditions

The pedestrian facilities near the Site consist of sidewalks between six to eight feet side on both sides of West Street with an effective width of approximately four to five feet at locations with street furniture elements. At the intersection of Washington Street at West Street, crosswalks are provided across West Street and the north side of the intersection across Washington Street. At the intersection of Tremont Street at West Street, crosswalks are provided across West Street and the north side of the intersection across Tremont Street. The sidewalk is in good condition on the south side of West Street and at the far east and west ends of the north side of the road. The majority of the sidewalk on the north side of the road is in poor to fair condition.

7.3.4 Existing Bicycle Conditions

The Project Site is located near several bicycle facilities. A one-way southbound buffered bicycle lane is provided on Tremont Street on the west side of the road. A one-way northbound buffered bicycle lane is provided along Washington Street on the west side of the road. After Ave de Lafayette the bicycle lane switches to the east side of the road up to Temple Place where the roadway then transitions into a pedestrian zone that is shared with bicyclists and select commercial/taxi activity.

The Site is located close to bicycle sharing stations provided by BLUEbikes. BLUEbikes is the Boston area's largest bicycle sharing service, which was launched in 2011 and currently consists of more than 4,000 shared bicycles at more than 400 stations throughout the Boston Metro area. The Project Site is within a quarter mile (five-minute walk) from three stations; one at the end of West Street on Tremont Street, one at Tremont Street at Hamilton Place, and one at the Chinatown MBTA Station. Nearby bikeshare stations are shown in **Figure 7-1**.

7.4 Build Conditions

7.4.1 Site Access

The proposed site plan is provided in **Figure 7-2**. Two pick-up/drop-off spots will be proposed across the street, as well as a raised pedestrian crossing spanning the width of the building frontage. Pedestrian access to the hotel lobby will be off West Street. A primary access leading to the main hotel lobby is located on the west side of the building and a secondary doorway leading to the egress staircase and back of house hallway is located on the east side of the building. West Street is a one-way northwest-bound road, therefore all vehicle activity and building deliveries will enter from Washington Street and exit towards Tremont Street. Bicycle access to the Site will be the same as vehicle access, entering via Washington Street and exiting via Tremont Street.

7.4.2 Parking and Loading

No garage parking will be provided on-site. The Project will use existing public parking garages in the area as identified in the existing parking section. Two loading/pickup/drop-off spots are proposed on West Street directly opposite the site on the south side of the road. The proposed pick-up/drop-off spaces would allow for the hotel and local retail short term curb use (15-minute limit).

7.4.3 Service and Deliveries

As the Project proposes a compact hotel without food or beverage components, services and deliveries are expected to be infrequent and minor. The trash room is located in the basement level next to a trash lift. Trash is expected to be brought up to ground level, along a back of house hallway, and rolled out to the curb via the secondary egress door on the east side of the building to be picked similar to neighboring buildings. Mail parcel deliveries will utilize the proposed pick-up/drop-off spaces across from the main lobby. Services that require long-term stay such as vehicles for maintenance or cleaning staff will use appropriate garage parking in the area.

7.4.4 Bicycle Parking

The Project will provide 15 bicycle parking spaces that are covered, and secured in a storage room in the basement level which can be accessed by elevators via the main lobby. Bike parking is proposed at a rate of 0.4 per 1,000 SF which exceeds the minimum rate of 0.2 per 1,000 SF for lodging type land uses per the latest BTD Bicycle Parking Guidelines. The Project will also propose two bicycle racks (four bicycle parking spaces) for visitors outside the main entrance along the sidewalk.

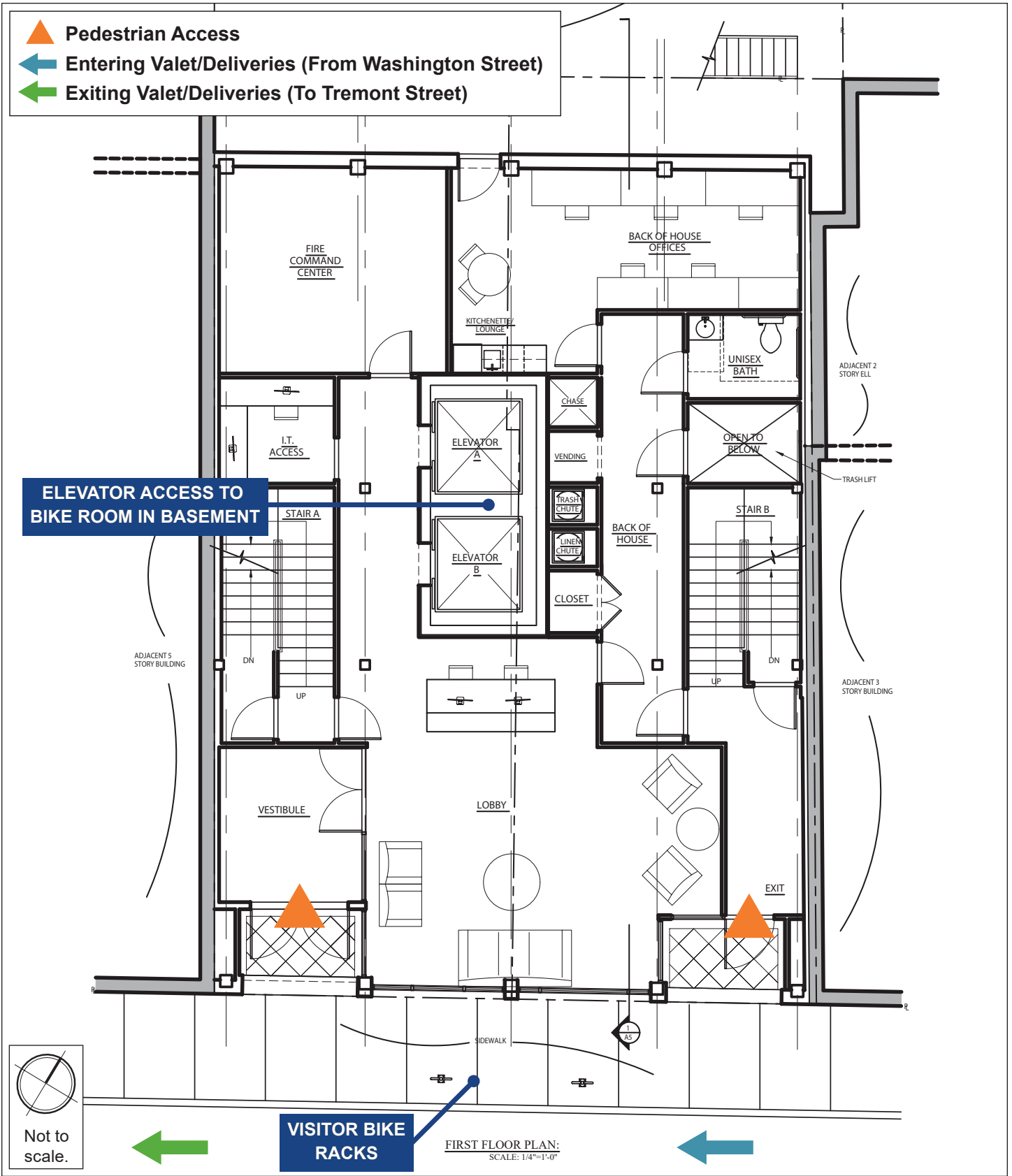


Figure 7-2.
Proposed Site Plan

7.4.5 Travel Mode Share

A travel mode share is the percentage of travelers using a particular type of transportation. Boston Transportation Department (BTD) publishes vehicle, transit, and walking/bicycling mode split rates for different areas of Boston. The Site is located within BTD’s designated Area 2. As is standard practice, specific neighborhood mode shares are used to estimate the number of new vehicle trips, transit trips, and walk/bicycle trips generated by the Project. The travel mode shares for Area 2 are 41% Walk/Bike share, 35% Transit share, and 24% Vehicle share.

7.4.6 Trip Generation

The following estimates of trip generation are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. The trips generated by the 94 hotel units were estimated using Land Use Code (LUC) 310 – Hotel. The mode share percentages were applied to the number of person trips to develop walk/bicycle, transit, and vehicle trip generation estimates. The trip generation for the Project by mode is summarized in **Table 7-2**.

The Project is expected to generate 21 vehicle trips (11 entering, 10 exiting) during the a.m. Peak Hour. During the weekday p.m. Peak Hour, the project is expected to generate 26 vehicle trips (14 entering, 12 exiting). Since the project will not have on-site parking, it is assumed that not all these vehicle trips would make it to the Site. The taxi/TNC trips forecasted are expected to all go directly to the Site to pick-up/drop-off guests, a portion of the personal car trips may also go to the Site if they use services such as valet, and a portion of the personal cars trip are expected to go to nearby garages.

Table 7-2. Project-Generated Trips

Land Use		Walk/Bicycle Trips	Transit Trips	Vehicle Trips	
				Taxi/TNC	Personal Car
Daily	In	280	239	54	64
	Out	280	239	54	64
	Total	560	478	108	128
a.m. Peak Hour	In	2	27	5	6
	Out	16	5	5	5
	Total	18	32	10	11
p.m. Peak Hour	In	23	8	6	8
	Out	3	30	6	6
	Total	26	38	12	14

7.4.7 Transportation Mitigation

The Project is proposing to implement a tabled crossing that would be elevated along the building frontage, approximately 42-feet wide. The elevated section will be proposed with a stamped textured pavement to establish a continuous pedestrian space with the sidewalk level. Introducing a raised element along the road is expected to improve safety for pedestrians and for any loading activity from the south side of the road by calming traffic.

The Project is also proposing to construct a raised pedestrian crossing on West Street at the intersection with Washington Street. These improvements consist of a 10-foot-wide crossing with detectable warning panels and curb extensions on Washington Street on either side of West Street. Raising this pedestrian facility will replace two pedestrian ramps in poor condition along the crossing and improve pedestrian safety by slowing turning vehicles by nature of the raised feature. Raised crossings at the start of a block also help provide a visual queue for vehicles that are entering a slow speed street and to expect pedestrian activity.

The Project will make a Bluebikes commitment proportional to the size of the development. This commitment may include a proposed 15-dock station at a location to be determined in coordination with BTDC or a monetary contribution towards Bluebikes.

7.5 Summary

Overall, the vehicle trip generation during the peak hours of the proposed Project site is not substantial due to the availability of public transportation and walkability of the area as reflected by the mode share percentages. Nearly three-quarters of new trips will occur by foot, by bike, or by transit. The Project site is expected to generate approximately one new vehicle trip approximately every two to three minutes during the a.m. and p.m. peak hours. Although a formal analysis has not been conducted, the low number of net new project generated vehicle trips is not expected to have a significant traffic impact on the nearby roadways and intersections.

8.0 COORDINATION WITH GOVERNMENTAL AGENCIES

8.1 Architectural Access Board Requirements

This Project will comply with the requirements of the Architectural Access Board. The Project will also be designed to comply with the Standards of the Americans with Disabilities Act.

8.2 Massachusetts Environmental Policy Act

Based on information currently available, development of the Proposed Project will not result in a state permit/state agency action and meet a review threshold that would require MEPA review by the MEPA Office of the Executive Office of Energy and Environmental Affairs.

9.0 PROJECT CERTIFICATION

This form has been circulated to the Boston Planning and Development Agency as required by Article 80E of the Boston Zoning Code.

HUB PARKING LLC

Paul Roiff

03/30/23

Signature of Proponent

Date

**MITCHELL L. FISCHMAN (“MLF”)
CONSULTING LLC**

Mitchell L. Fischman

03/30/23

Signature of Preparer
Mitchell L. Fischman, Principal

Date

APPENDIX A. RESPONSE TO COB ACCESSIBILITY GUIDELINES

APPENDIX A

17-23 West Street, Downtown Crossing SPRA

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 works to reduce architectural barriers that impact accessibility in Boston’s built environment. This Checklist is intended to ensure that accessibility is planned at the beginning of projects, rather than after a design is completed. It aims to ensure that projects not only meet minimum MAAB/ADA requirements, but that they create a built environment which provides equitable experiences for all people, regardless of age or ability.

All BPDA Small or Large Project Review, including Institutional Master Plan modifications, must complete this Checklist to provide specific detail and data on accessibility. An updated Checklist is required if any project plans change significantly.

For more information on compliance requirements, best practices, and creating ideal designs for accessibility throughout Boston's built environment, proponents are strongly encouraged to meet with Disability Commission staff prior to filing.

Accessibility Analysis Information Sources:

1. Age-Friendly Design Guidelines - Design features that allow residents to Age in Place <https://www.enterprisecommunity.org/download?fid=6623&nid=3496>
2. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design http://www.ada.gov/2010ADASTandards_index.htm
3. 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>
4. Massachusetts State Building Code 780 CMR <http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html>
5. Massachusetts Office of Disability – Disabled Parking Regulations <http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
6. MBTA Fixed Route Accessible Transit Stations http://www.mbtta.com/riding_the_t/accessible_services/
7. City of Boston – Complete Street Guidelines <http://bostoncompletestreets.org/>
8. City of Boston – Mayor’s Commission for Persons with Disabilities <http://www.boston.gov/disability>
9. City of Boston – Public Works Sidewalk Reconstruction Policy http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
10. City of Boston – Public Improvement Commission Sidewalk Café Policy http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf
11. International Symbol of Accessibility (ISA) <https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/guide-to-the-ada-standards/guidance-on-the-isa>
12. LEED – Pilot Credits for Social Equity and Inclusion <https://www.usgbc.org/articles/social-equity-pilot-credits-added-leed-nd-and-leed-om>

Glossary of Terms:

1. **Accessible Route** – A continuous and unobstructed path of travel that meets or exceeds the dimensional requirements set forth by MAAB 521 CMR: Section 20
2. **Accessible Guestrooms** – Guestrooms with additional floor space, that meet or exceed the dimensional requirements set forth by MAAB 521 CMR: Section 8.4
3. **Age-Friendly** – Implementing structures, settings and policies that allow people to age with dignity and respect in their homes and communities
4. **Housing – Group 1 Units** – Residential Units that contain features which can be modified without structural change to meet the specific functional needs of an occupant with a disability, per MAAB 521 CMR: Section 9.3
5. **Housing – 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
6. **Ideal Design for Accessibility** – Design which meets, as well as exceeds, compliance with AAB/ADA building code requirements
7. **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>
8. **Public Improvement Commission (PIC)** – The regulatory body in charge of managing the public right of way in Boston. For more information visit: <https://www.boston.gov/pic>

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- 9. **Social Equity LEED Credit** – Pilot LEED credit for projects that engage neighborhood residents and provide community benefits, particularly for persons with disabilities
- 10. **Visibility** – A structure that is designed intentionally with no architectural barriers in its common spaces (entrances, doors openings, hallways, bathrooms), thereby allowing persons with disabilities who have functional limitations to visit

Today's Date: 03/30 /23		Guy Grassi President – Grassi Design Group	
1. Project Information: <i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i>			
Project Name:	17-23 West Street, Downtown Crossing		
Project Address(es):	17-23 West Street, Boston		
Total Number of Phases/Buildings:	One Phase/Building		
Primary Contact: (Name / Title / Company / Email / Phone):	Paul Roiff Hub Parking LLC c/o Heath Properties 74A Clarendon Street Boston, MA 02116		
Owner / Developer:	Hub Parking LLC		
Architect:	Grassi Design Group, Inc.		
Civil Engineer:	Howard Stein Hudson		
Permitting Consultant:	Mitchell L. Fischman (MLF) Consulting LLC		
Code Consultant:	None		
Accessibility Consultant (If you have one):	None		
What stage is the project on the date this checklist is being filled out?	SPRA / PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved or other: _____
2. Building Classification and Description: <i>This section identifies preliminary construction information about the project including size and uses.</i>			
What are the dimensions of the project? See below:			
Site Area:	2,802 SF	Building Area:	38,043 GSF

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First Floor Elevation:	EL. 37.5'	Any below-grade space		Yes / No
What is the construction classification?	New Construction	Renovation	Addition	Change of Use
Do you anticipate filing any variances with the MAAB (Massachusetts Architectural Access Board) due to noncompliance with 521 CMR?		YES NO		
If yes , is the reason for your MAAB variance: (1) technical infeasibility, OR (2) excessive and unreasonable cost without substantial benefit for persons with disabilities? Have you met with an accessibility consultant or Disability Commission to try to achieve compliance rather than applying for a variance? Explain:		(1) OR (2)		

What are principal building uses? (using IBC definitions, 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	Other:	
List street-level uses of the building:	<i>Hotel Lobby, hotel back of house</i>				

3. Accessibility of Existing Infrastructure:
This section explores the proximity to accessible transit lines and institutions. Identify how the area surrounding the development is accessible for people with mobility impairments, and analyze the existing condition of the accessible routes to these sites through sidewalk and pedestrian ramp reports.

Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	Located adjacent to Boston Commons within the Ladder Blocks and Washington Street Theatre District Protection Area of Article 38 of the Boston Zoning Code, 17-23 West Street offers unique urban design opportunities and a chance to revitalize an area of the city home to substantial commercial and pedestrian activity. The site is currently a vacant parcel operated as a surface for pay parking lot for 19 vehicles.
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<p>List the surrounding accessible MBTA transit lines and their proximity to development site, including commuter rail, subway stations, and bus stops:</p>	<p>MBTA Subway: Park Street (0.1 mile) Downtown Crossing (0.1 mile) Government Center (0.5 miles) State Street (0.5 miles) Tremont Street (400 ft)</p> <p>MBTA Bus lines: 15, 39, 43, 57, SL5</p>
<p>List surrounding institutions and their proximity: hospitals, public housing, elderly and disabled housing, educational facilities, others:</p>	<p>Schools: Suffolk University Law School, Sawyer Business School, School the World, Emerson College</p> <p>Hospitals: Mass General Hospital (1- mile), Harvard Vanguard Post Office Sq (0.5 miles), Tufts Medical Center (0.6 miles)</p> <p>Transit: Parks St MBTA and Downtown Crossing MBTA both within 1/8 mile walk</p>
<p>List surrounding government buildings and their proximity: libraries, community centers, recreational facilities, and related facilities:</p>	<p>Public Library: MA Statehouse, Boston Athenaeum, Congregational Library and Archives, Mildred F Sawyer Library, Chinatown Branch BPL</p> <p>Police: Boston Police District A-1 (0.6 miles)</p> <p>Fire: Boston Fire Department Engine 10, Tower 3, Rescue 1, Division 1 (1 mile)</p> <p>Open Space: Boston Common, Public Garden</p>
<p>4. Surrounding Site Conditions – Existing: <i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i></p>	
<p>Is the development site within a formally recognized historic district? <i>If yes</i>, which one?</p>	<p style="text-align: center;">YES NO</p> <p>Ladder Blocks and Washington Street Theatre District Protection Area</p>
<p>Are there existing sidewalks and pedestrian ramps at the development site? <i>If yes</i>, list the existing sidewalk and pedestrian ramp slopes, dimensions, materials, and physical</p>	<p style="text-align: center;">YES NO</p>
<p>condition:</p>	<p>The existing sidewalk adjacent to the site is asphalt in poor condition</p>
<p>Are the sidewalks and pedestrian ramps existing-to-remain? <i>If yes</i>, have they been verified as ADA/MAAB compliant (with yellow composite detectable warnings, cast in concrete)? <i>If yes</i>, provide description and photos. <i>If no</i>, explain plans for compliance:</p>	<p style="text-align: center;">YES NO</p> <p>All sidewalk areas fronting property will have necessary accessibility modifications and accessories to comply with ADA/MAAB guidelines. New sidewalk pavers, granite curbs and raised street pavers/traffic calming will be constructed</p>

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<p>5. Surrounding Site Conditions – Proposed</p> <p><i>This section identifies the proposed condition of the sidewalks and pedestrian ramps around the development site. Ideal sidewalk width contributes to lively pedestrian activity, allowing people to walk side by side and pass each other comfortably walking alone, in pairs, or using a wheelchair or walker.</i></p>	
<p>Are the proposed sidewalks consistent with Boston Complete Streets? <i>If yes</i>, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard. Explain:</p>	<p style="text-align: center;">YES NO</p> <p>West Street (public way) can best be categorized as a Downtown commercial street.</p>
<p>What are the total dimensions and slopes of the proposed sidewalks? List the widths of each proposed zone: Frontage, Pedestrian and Furnishing Zone:</p>	<p>Frontage: 43.11'</p> <p>Pedestrian: 8' wide – slopes 2" across sidewalk length</p> <p>Furnishing: N/A</p>
<p>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?</p>	<p>Frontage: 43.11"</p> <p>Pedestrian: New Stone Pavers</p> <p>Furnishing: N/A</p>
<p>Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? <i>If yes</i>, what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?</p>	<p style="text-align: center;">YES NO</p>
<p>If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?</p>	<p style="text-align: center;">YES NO</p>
<p>Will any portion of this project be going through the Public Improvement Commission (PIC)? <i>If yes</i>, identify PIC actions and provide details:</p>	<p style="text-align: center;">YES NO</p> <p>Possible street modification to create a raised pedestrian/loading area on West Street</p>

<p>6. Building Entrances, Vertical Connections, Accessible Routes, and Common Areas:</p> <p><i>The primary objective in ideal accessible design is to build smooth, level, continuous routes and vertical connections that are integrated with standard routes, not relocated to alternate areas. This creates universal access to all entrances and spaces, and creates equity for persons of all ages and abilities by allowing for “aging in place” and “visitability” (visiting neighbors).</i></p>	
<p>Are all of the building entrances accessible? Describe the accessibility of each building entrance: flush condition, stairs, ramp, lift, elevator, or other. If all of the building entrances are not accessible, explain:</p>	<p style="text-align: center;">YES NO</p> <p>Both main entry and service entry will have a flush fully accessible entryway</p>
<p>Are all building entrances well-marked with signage, lighting, and protection from weather?</p>	<p style="text-align: center;">YES NO</p>
<p>Are all vertical connections located within the site (interior and exterior) integrated and accessible? Describe each vertical connection (interior and exterior): stairs, ramp, lift, elevator, or other. If all the vertical connections are not integrated and accessible, explain:</p>	<p style="text-align: center;">YES NO</p> <p>Building is serviced by 2 egress stairs, 2 passenger elevators, and 1 service lift.</p>
<p>Are all common spaces in the development located on an accessible route? Describe:</p>	<p style="text-align: center;">YES NO</p> <p>All spaces including entry lobby and guest room corridors will be accessible.</p>
<p>Are all of the common spaces accessible for persons with mobility impairments? (Examples: community rooms, laundry areas, outdoor spaces, garages, decks/roof decks):</p>	<p style="text-align: center;">YES NO</p>
<p>What built-in features are provided in common public spaces? (Examples: built-in furnishings such as tables, seating; countertop heights, outdoor grills and benches). Are these accessible? Do benches and seats have armrests? Describe:</p>	<p>Common spaces such as ground floor lobby and bathroom will be equipped with accessible furnishings and countertop areas as required.</p>

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<p>If this project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package:</p>	<p>n/a</p>
<p>7. Accessible Housing Units (If applicable) – Residential Group 1, Group 2, and Hospitality Guestrooms In order to create accessible housing and hospitality rooms, this section addresses the number of accessible units that are proposed for barrier-free housing and hotel rooms in this development.</p>	
<p>What is the total number of proposed housing units or hotel rooms for this development?</p>	<p>94 Hotel Rooms (Keys)</p>
<p>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?</p>	<p>n/a</p>
<p>If a residential development, will all units be constructed as MAAB Group 1* units, which have blocking and other built-in infrastructure that makes them adaptable for access modifications in the future? (*this is required in all new construction):</p>	<p>YES NO</p>
<p>If a residential development, how many fully built-out ADA (MAAB Group 2) units will there be? (requirement is 5%):</p>	<p>n/a</p>
<p>If a residential development, how many units will be built-out as ADA/MAAB sensory units? (requirement is 2%):</p>	<p>n/a</p>
<p>If a residential development, how many of the fully built-out ADA (MAAB Group 2) units will also be IDP units? If none, explain:</p>	<p>n/a</p>

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<p><i>If a hospitality development</i>, how many of the accessible units will feature a wheel-in shower? Will accessibility features and equipment be built in or provided (built-in bench, tub seat, etc.)? <i>If yes</i>, provide details and location of equipment:</p>	<p>5 total accessible guest rooms to be provided on floors 9th to 13th inclusive</p>
<p>Do the proposed housing and hotel units that are standard, non-ADA units (MAAB Group 1) have any architectural barriers that</p>	

<p>would prevent entry or use of the space by persons with mobility impairments? (Example: stairs or thresholds within units, step up to balcony, etc.). <i>If yes</i>, explain:</p>	<p>No</p>
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8. Accessible Parking:
See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirements and the Massachusetts Office of Disability Disabled Parking Regulations.

<p>What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage? Will they be mechanically stacked? Explain:</p>	<p>No parking is provided.</p>
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<p>How many of these parking spaces will be designated as Accessible Parking Spaces? How many will be “Van Accessible” spaces with an 8 foot access aisle? Describe:</p>	<p>n/a</p>
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<p>Will visitor parking be provided? <i>If yes</i>, where will the accessible visitor parking be located?</p>	<p>YES NO</p>
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<p>Has a drop-off area been identified? <i>If yes</i>, where is it located, and is it wheelchair accessible?</p>	<p>YES NO</p> <p>Drop off will occur on West Street</p>
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<p>9. Community Impact: <i>Accessibility and inclusion extend past required compliance with building codes to providing an overall development that allows full and equal participation of persons with disabilities and older adults.</i></p>	
<p>Has the proponent looked into either of the two new LEED Credit Pilots for (1) Inclusion, or (2) Social Equity – with a proposal that could increase inclusion of persons with disabilities? If yes, describe:</p>	<p>YES NO</p>
<p>These new LEED Pilot Credits may be awarded for filling out this checklist and evaluating ways to add features to your design that will increase equity for persons with disabilities. Have you looked at this list to assess the feasibility of adding any of these features?</p>	<p>YES NO</p>
<p>Is this project providing funding or improvements to the surrounding neighborhood or to adjacent MBTA Station infrastructure? (Examples: adding street trees, building or refurbishing parks, adding an additional MBTA elevator or funding other accessibility improvements or other community initiatives)? If yes, describe:</p>	<p>YES NO</p>
<p>Will any public transportation infrastructure be affected by this development, during and/or post-construction (Examples: are any bus stops being removed or relocated)? If yes, has the proponent coordinated with the MBTA for mitigation? Explain:</p>	<p>YES NO</p>
<p>During construction, will any on-street accessible parking spaces be impacted (during and/or post-construction)? If yes, what is the plan for relocating the spaces?</p>	<p>YES NO</p>

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<p>Has the proponent reviewed these plans with the City of Boston Disability Commission Architectural Access staff? <i>If no</i>, will you be setting up a meeting before filing?</p>	<p>YES NO</p> <p>No- During SPRA review period</p>
<p>10. Attachments <i>Include a list of all documents you are submitting with this Checklist – drawings, diagrams, photos, or any other materials that describe the accessible and inclusive elements of this project.</i></p>	
<p>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. See Attached Diagrams Figures A-1 thru A-4</p>	
<p>Provide a diagram of the accessible route connections through the site, including distances. See Attached Diagrams</p>	
<p>Provide a diagram the accessible route to any roof decks or outdoor space (if applicable). N/A</p>	
<p>Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.</p>	
<p>Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project.</p>	

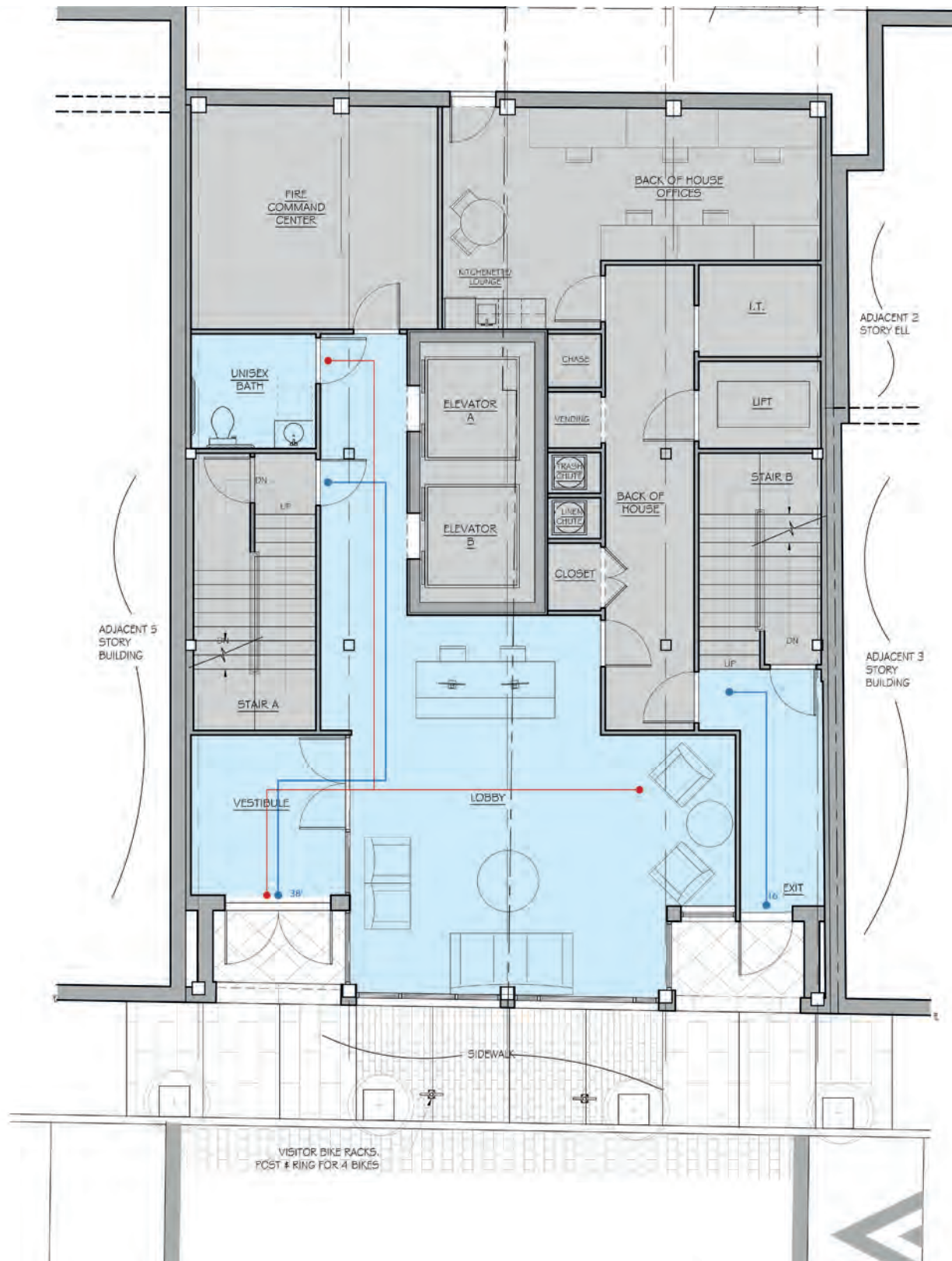
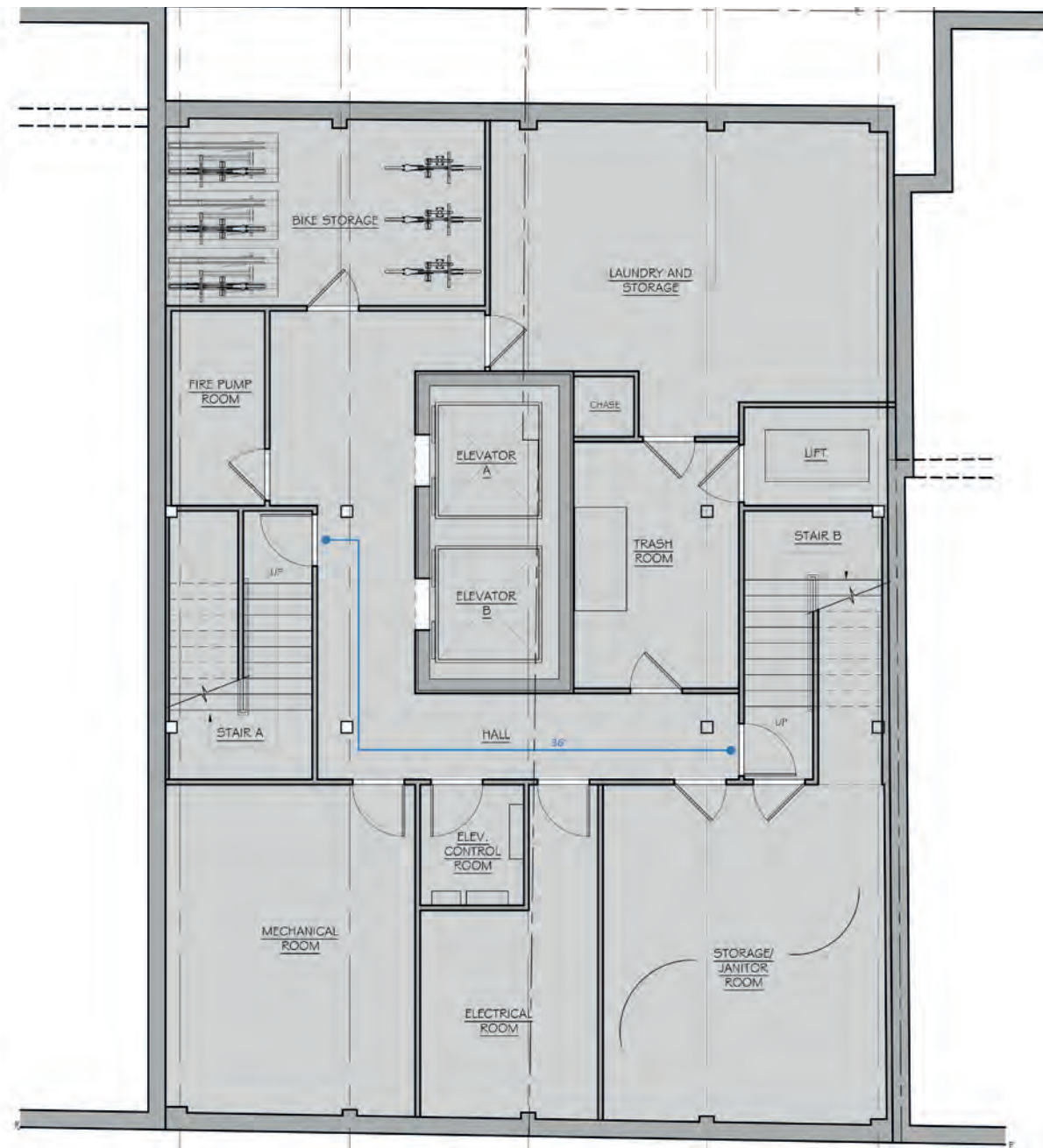
This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to ensure that all buildings, sidewalks, parks, and open spaces are welcoming and usable to Boston's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

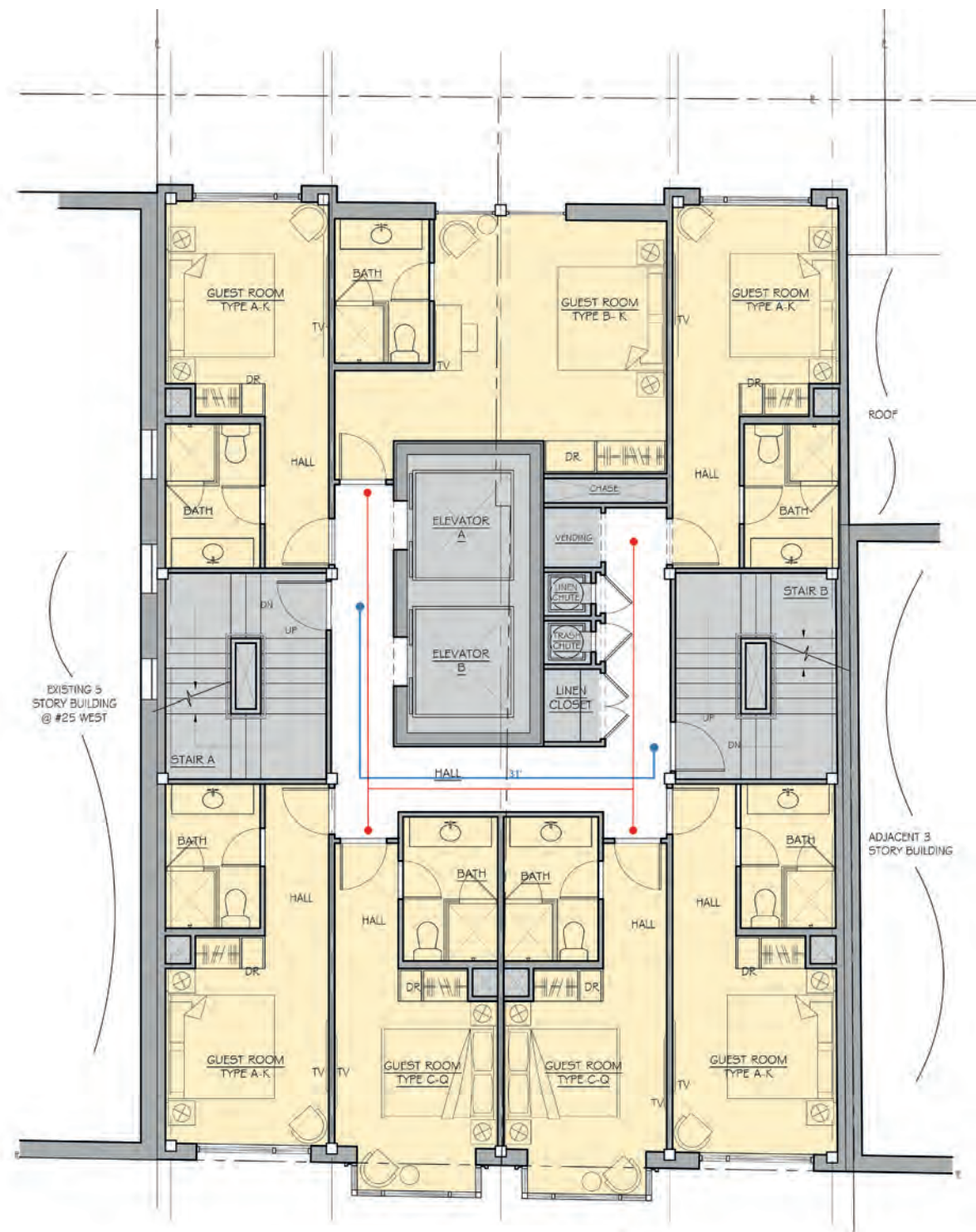
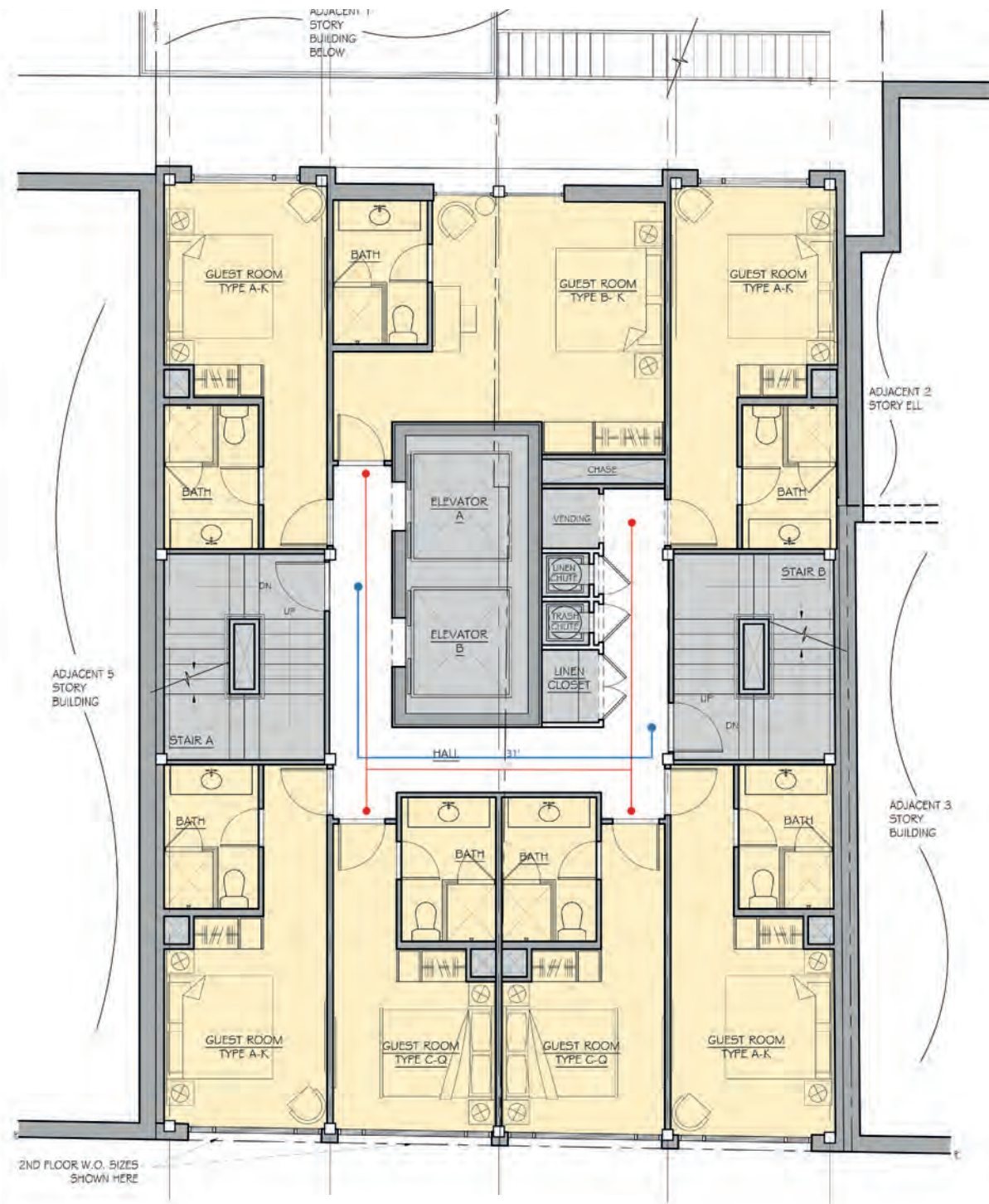
For questions about this checklist, or for more information on best practices for improving accessibility and inclusion, visit www.boston.gov/disability, or contact our Architectural Access staff at:

ADA@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov | 617-635-3682 (phone) ☎ 617-635-2726 (fax) ☎ 617-635-2541 (tty)

The Mayor’s Commission for Persons with Disabilities
 Boston City Hall, One City Hall Square, Room 967, Boston MA 02201

Updated: October, 2019





**Figure A-2 / Accessibility And Egress
 (Typical 2nd to 3rd and
 4th To 8th Floor Plans)**

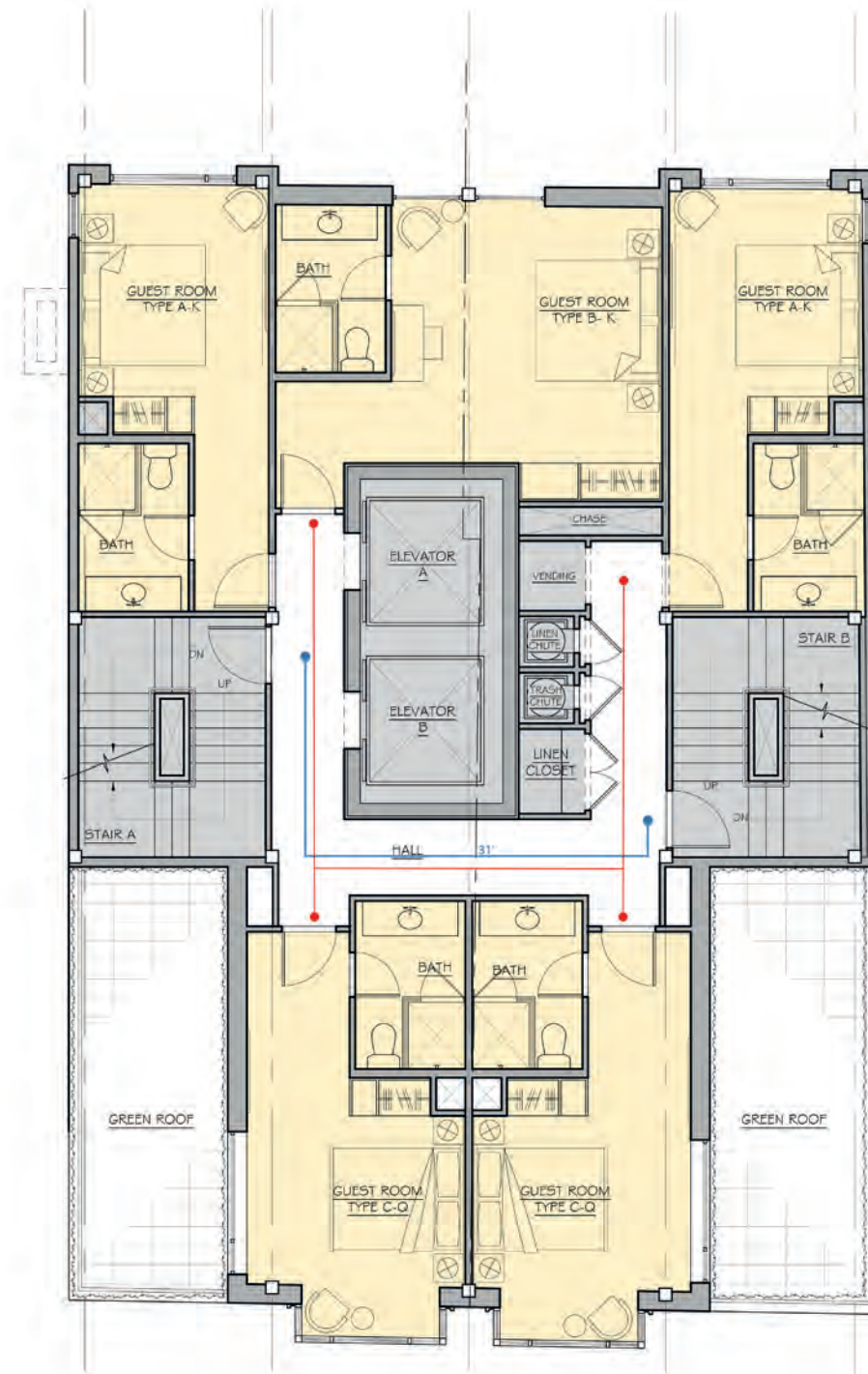
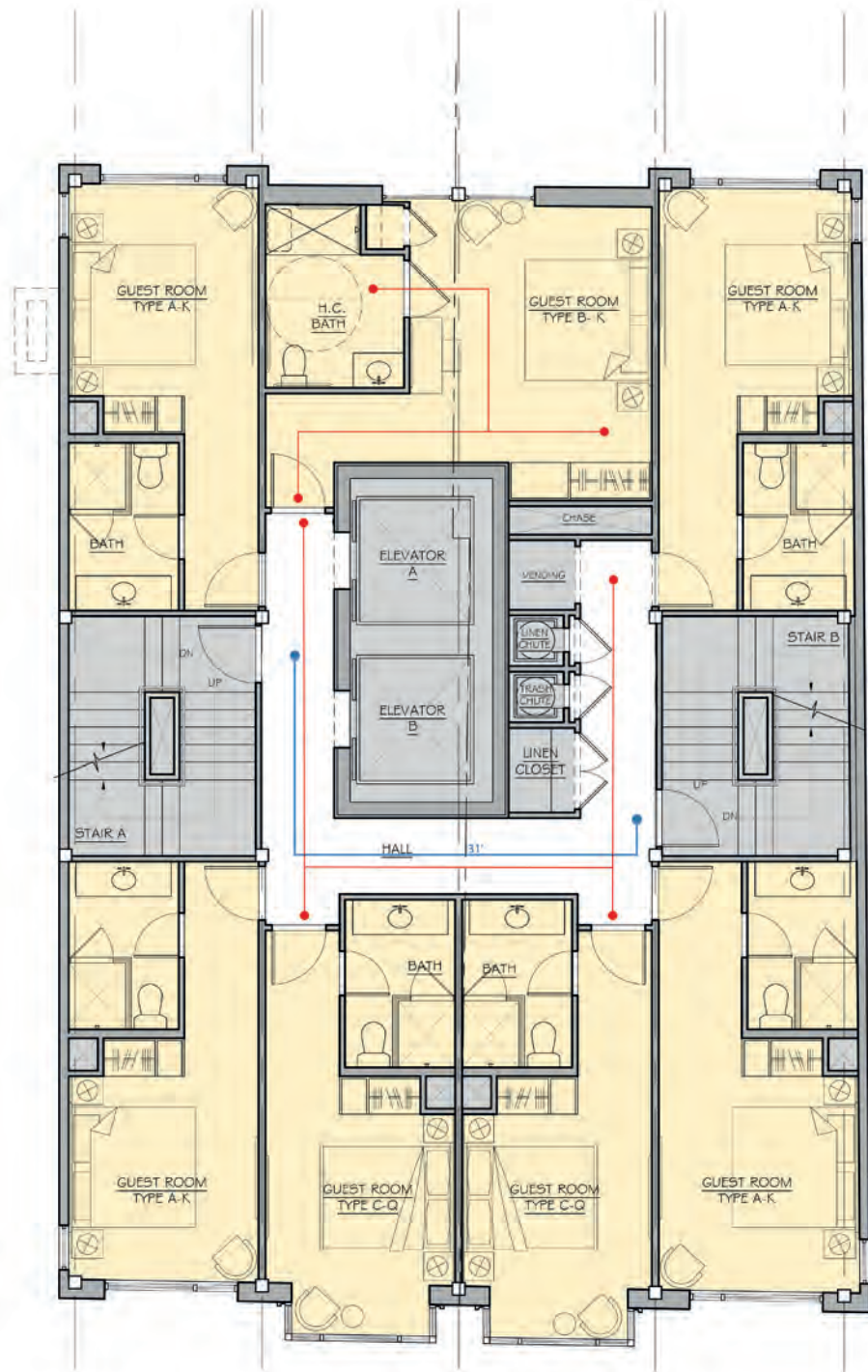


Figure A-3 / Accessibility And Egress (Typical 9th To 13th and 14th Floor Plans)

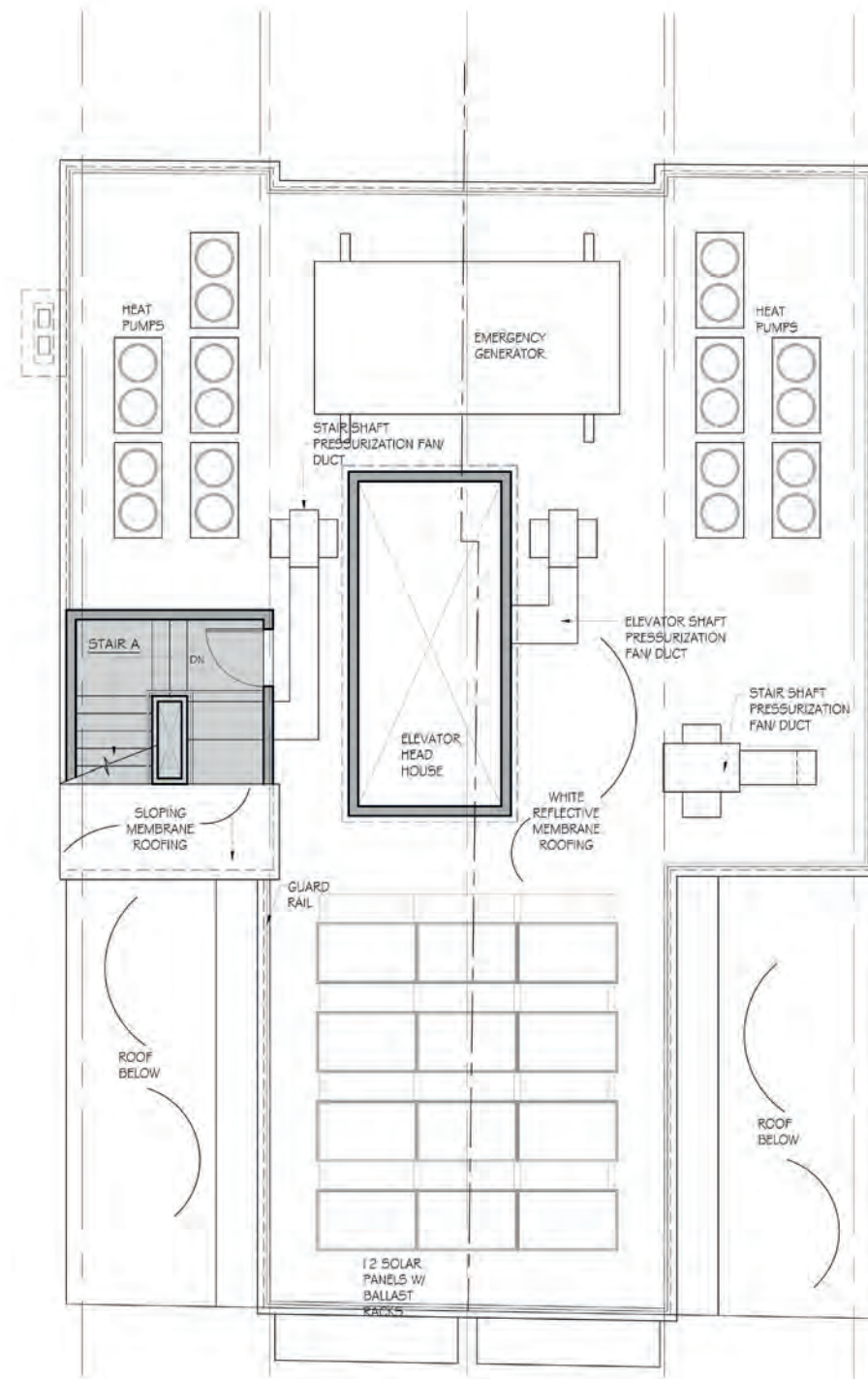
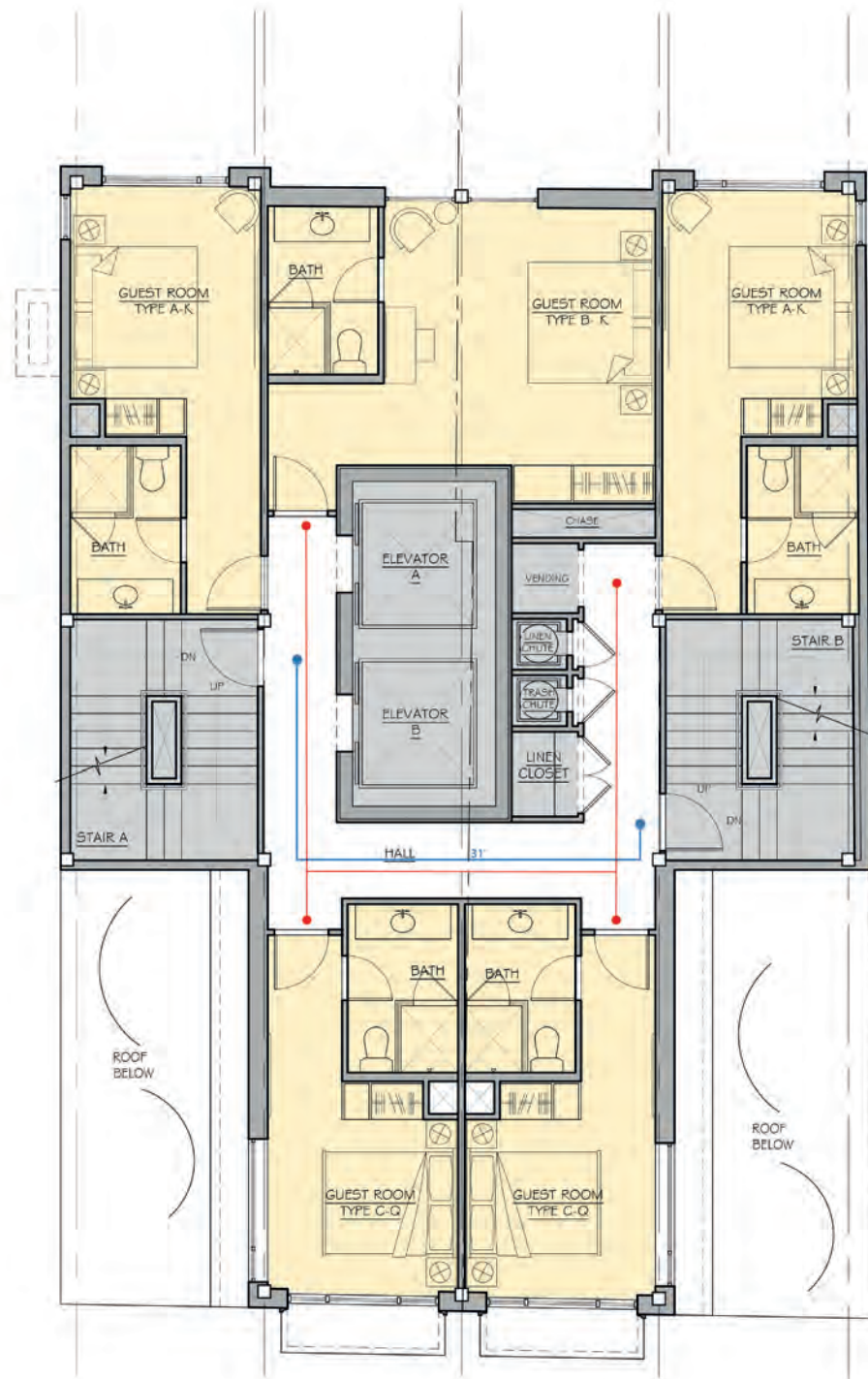


Figure A-4 / Accessibility and Egress (15th Floor And Roof Plan)



17-23 West Street, Downtown Boston

MLF
CONSULTING LLC

GD GRASSI DESIGN GROUP
TDG