

CP Endeavor Holdings 18 LLC
388 East 8th Street
Boston, MA 02127

July 19, 2022

SOUTHFIELD REDEVELOPMENT AUTHORITY

VARIANCE APPLICATION

CP Endeavor Holdings 18 LLC is proposing a transformative 99-room hotel development at the entrance of Union Point on land owned by the Mosaic Lending Trust at the intersection of Shea Drive and Route 18 in Weymouth. This project will be one of the first larger-scale commercial developments at Union Point and will provide benefits to the Southfield Redevelopment Authority and the Towns in the form of approximately 30-40 permanent jobs, increased real estate taxes, hotel taxes, and spending in the area communities by hotel guests. This site has been approved by Marriott Hotels for its TownPlace Suites by Marriott brand. The project has construction financing lined up and is anticipated to break ground as soon as all the necessary permit, approvals, and easement modifications have been obtained. The Applicant is simultaneously applying for Development Plan Approval and Site Plan Approval for this project from the Southfield Redevelopment Authority. The project is more particularly described in the Joint Application for Development Plan and Site Plan approval, and the plans and documents submitted as part of those applications, which are incorporated herein.

Development Team

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Background

As noted in the Joint Application for Development Plan and Site Plan Approval, the Applicant is proposing a 99-key hotel branded TownPlace Suites by Marriott. The project site is approximately 97,341 sf (2.234 acres) in size consisting of (i) a parcel of land shown as "Maintenance Easement #1" on a plan entitled "Plan of Acceptance Shea Drive showing Right-of-Way and Easements, Naval Air Station, South Weymouth, recorded with the Norfolk County Registry of Deeds in Plan Book 601, Page 60 and (ii) Parcel FOST 6A SP-19 on sheet 2 of 6 of a plan entitled "Property Boundary Survey (F.O.S.T. Nos. 5B, 5C & 6), Naval Air Station, South Weymouth" dated November 4, 2011, recorded with the Norfolk County Registry of Deeds in Plan Book 611, Page 80.

The site is within the Central Redevelopment Area of Union Point. Most of the site sits within the Shea Village Commercial District (SVCD), with the eastern portion of the site along Shea Drive within the Open Space-Corporation District. See Sheet C-301 (Site Layout Plan) for a delineation of the zoning district lines. While the portion of the site within the SVCD is also within the Neighborhood Subdistrict of the Mixed Use Overlay District, the Applicant is electing to develop this project utilizing the underlying SVCD zoning, where a hotel use is a permitted use.

The proposed hotel development consists of an approximately 53,890 sf, five-story building that will include 99 hotel rooms, a community lounge meeting area, breakfast and lunch buffet station with

seating, Indoor heated pool, full fitness room, outside courtyard with firepits and cooking grille station, 2 elevators, employee breakroom and offices and guest laundry facility.

Because the development will proceed under the SVCD zoning, the hotel must be developed using the Office/Commercial Building Form. Pursuant to the Office/Commercial Building Form in the Zoning and Land Use By-Laws, the minimum parking required is 3 spaces per 1,000 sf of gross floor area. Utilizing that formula, a 53,890 sf hotel would require 162 parking spaces. Moreover, the Office/Commercial Building Form specifies that parking/service entrance/loading be located at the rear of the building and that the primary entrance to the building be oriented to the street.

Variance Request #1—Number of Parking Spaces

Because the proposed hotel development will only include 101 parking spaces instead of the required 162 parking spaces, the Applicant is seeking a variance from Section 6.5 and Exhibit F—Office/Commercial Building Form to allow for 101 parking spaces at the property. The Applicant notes that the required parking for a hotel use set forth in the Office/Commercial building form is well in excess of the parking required elsewhere at Union Point for a hotel, where the parking standard is 0.75 (min) to 1.0 (max) parking space per hotel room in the Mixed Use Overlay District (Town Center or Discovery Subdistricts), Rockland Development Overlay District, and Abington Development Overlay District. Here, the Applicant is proposing to provide 1 parking space per hotel room plus two additional parking spaces. Marriott, with hotels worldwide, in approving this proposed hotel at this location, determined that the proposed parking is sufficient for typical operations of the TownPlace Suites by Marriott brand.

Variance Request #2—Location of Parking Spaces

The Office/Commercial Building Form at Exhibit F indicates that parking is to be located to the rear of the building. As shown on Sheet C-301 (Site Layout Plan), some parking is located between the building and the Main Street/Route 18 property line and the Shea Drive property line. To avoid locating parking between the building and Route 18 and Shea Drive, the building would have needed to be located along the property line. However, as discussed below, given the shape of the lot, the presence of the Open Space-Corporation district line and most importantly, limitations imposed by the presence of MassDOT infrastructure and flood zones along Route 18, it is not possible to locate the building in such an alternative location. Permitting parking within these areas also improves the customer experience as customers will be able to enter and exit the building from one of the entrances closest to their vehicle.

Variance Request #3—Orientation of Front Door

The Office/Commercial Building Form at Exhibit F indicates that the primary entrance is to be oriented to the street. The site has frontage on both Main Street/Route 18 and Shea Drive. While the hotel has entrances on all four sides of the building, including a prominent entrance along the Main Street/Route 18 façade, the primary entrance to the hotel and the proposed hotel has an entrance along the Main Street/Route 18 building face the primary site entrance is located on the eastern side of the building which contains a Porte-Cochere overhang and drop off area. This entrance/drop off area provides efficiencies for hotel guests as they approach the hotel from the access driveway from Shea Drive.

Variance Standards

In further support of this request, the Applicant believes it meets the standards for a variance under Massachusetts General Laws as follows:

- i. That owing to circumstances relating to the soil conditions, shape or topography of such land or structures and especially affecting such parcel or such building but not affecting generally the zoning district in which it is located, a literal enforcement of the By-Laws or Regulations would involve substantial hardship, financial or otherwise.

As noted on Sheet C-301 (Site Layout Plan) and the survey plan, the shape and topography of the parcel is unique in that the L-shaped parcel is located partially within the SVCD and partially within the Open Space-Corporation district, limiting the area in which development can occur. In addition, the site is impacted by wetland resource areas and buffer zones and easements held by the Massachusetts Department of Transportation that further limit the developable area. Given that the building and all parking must be located within the portion of the site within the SVCD, the shape and size of the lot presents problems for locating the required 162 parking spaces on site and locating parking only within the rear of the building, absent a structured parking facility, which would create a substantial financial hardship for the applicant and reduce the aesthetic and landscaping at this gateway location. Moreover, the primary entrance to the facility needs to include a functional pick up/drop off area which cannot be provided along the front of the building along Route 18/Main Street.

While granting this variance would directly affect the Applicant's parcel, it would not "affect generally the zoning district" given the isolated location of this parcel with respect to the remainder of the Shea Village Commercial District.

- ii. That desirable relief may be granted without substantial detriment to the public good and without nullifying or substantially derogating from the intent and purpose of these By-Laws.

The requested relief, allowing a reduction in the number of required parking spaces to 101 spaces, allowing parking to be located as shown on the plans, and allowing the primary entrance to be on the eastern side of the building (with a prominent entrance along Route 18 as well) would not result in a substantial detriment to the public good or substantially nullify or derogate the intent of the By-Laws. The reduced parking furthers the goals of Union Point to reduce traffic and the number of vehicles on-site, and the proposed parking spaces on site mirror the parking required for a hotel elsewhere in Union Point within the Mixed Use Overlay District (Town Center or Discovery Subdistricts), Rockland Development Overlay District, and Abington Development Overlay District. The proposed primary entrance of the hotel from the Porte-Cochere allows for the safe and efficient drop off of hotel guests and the hotel check-in and check-out process without derogating from the intent of Zoning Bylaws to create an

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active streetscape, as the hotel includes a prominent entrance along its Route 18 frontage.

For the reasons set forth above, the Applicant respectfully requests that the Southfield Redevelopment Authority grant these variance requests on the basis that the variances will not result in substantial detriment to the public good and will still honor the intent of the Zoning and Land Use By-Laws and Redevelopment Plan.

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