

For Office Use Only
Executive Office of Environmental Affairs
 EOE No. 14194
 MEPA Analyst Deirdre Buckley
 Phone: 617-626- 1044

ENF Environmental Notification Form

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Bulfinch Triangle Project		
Street: MTA Parcels 2A & 2C, MBTA Parcel 2B (Valenti Way/New Chardon Street/Beverly Street)		
Municipality: Boston	Watershed: Boston Harbor	
Universal Transverse Mercator Coordinates: UTM (Zone 19) 330447, 4692272	Latitude: 42° 21' 51.3" N	Longitude: 71° 3' 32.6" W
Estimated commencement date: Fall 2008	Estimated completion date: Fall 2010	
Approximate cost: \$200 million	Status of project design: 15 %complete	
Proponent: Hines Raymond LLC c/o Hines		
Street: 222 Berkeley Street, Suite 1420		
Municipality: Boston	State: MA	Zip Code: 02116
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Corinne Snowdon		
Firm/Agency: Epsilon Associates, Inc.	Street: 3 Clock Tower Place, Suite 250	
Municipality: Maynard	State: MA	Zip Code: 01754
Phone: (978) 897-7100	Fax: (978) 897-0099	E-mail: csnowdon@epsilonassociates.com

- Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
 Yes No
- Has this project been filed with MEPA before?
 Yes (EOEA No. _____) No
- Has any project on this site been filed with MEPA before?
 Yes (EOEA No. _____) No
- Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:
- a Single EIR? (see 301 CMR 11.06(8)) Yes No
 - a Special Review Procedure? (see 301 CMR 11.09) Yes No
 - a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes (See waiver request) No
 - a Phase I Waiver? (see 301 CMR 11.11) Yes No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres):
 Parcel 2A and Parcel 2C will be the subject of a 99-year ground lease from the Massachusetts Turnpike Authority (MTA). Parcel 2B will be leased under a 99-year lease of land and air rights from the Massachusetts Bay Transportation Authority (MBTA).

Are you requesting coordinated review with any other federal, state, regional, or local agency?
 Yes (Specify _____) No (The project is undergoing review by the Boston Redevelopment Authority (BRA) under Article 80 of the Boston Zoning Code.)

List Local or Federal Permits and Approvals: FEDERAL: US EPA – NPDES Permit; Federal Highway Administration – Section 106 review, Surplus approval, Approval of non-highway use of ROW; SHPO – Section 106 Review; FAA – Notice of Construction. LOCAL: Boston Redevelopment Authority – Article 80 Review; Boston Civic Design Commission – Design Approval, Boston Transportation Department – Transportation Access Plan Agreement and Construction Management Plan, Boston Zoning Board of Appeal – Zoning Relief; Boston Air Pollution Control Commission – APCC review; Boston Committee on Licenses – Permit to operate Parking Garage and Fuel Storage License (Auto and Emergency Generator), Boston Public Improvement Commission – Sidewalk and Street Related Permitting, Boston Water and Sewer Commission – Site Plan Approval and Utility Connection Permits, Boston Public Works Department – Curb Cut Permits (minor/driveways) and Street Occupancy Permits (construction), and Boston Inspectional Services Department – Building Permit.

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- | | | |
|---------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input type="checkbox"/> Water | <input type="checkbox"/> Wastewater | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air | <input type="checkbox"/> Solid & Hazardous Waste |
| <input type="checkbox"/> ACEC | <input type="checkbox"/> Regulations | <input type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
LAND				<input type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input type="checkbox"/> Chapter 91 License <input type="checkbox"/> 401 Water Quality Certification <input type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input checked="" type="checkbox"/> DEP or MWRA Sewer Connection/Extension Permit <input type="checkbox"/> Other Permits <i>(including Legislative Approvals) – Specify:</i> EOTC: Approvals Under MGL Ch40 Section 54a MHC: Chapter 254 review MWRA: Industrial Discharge Permit (for R&D use) MTA: Execution of Lease MBTA: Execution of Lease/Chapter 254 review
Total site acreage	1.46			
New acres of land altered		0		
Acres of impervious area	1.46	-0.14	1.32	
Square feet of new bordering vegetated wetlands alteration		0		
Square feet of new other wetland alteration		0		
Acres of new non-water dependent use of tidelands or waterways		0		
STRUCTURES				
Gross square footage	0*	488,000	488,000	
Number of housing units	0	0	0	
Maximum height (in feet)	58	88	146**	
TRANSPORTATION				
Vehicle trips per day Unadjusted:	0	9,342	9,342	
Adjusted:	0	2,942	2,942	
Parking spaces	0	200	200	

* Both existing and total GSF do not include the MBTA Transformer Vault and the MBTA Vent Buildings.

** Height as measured by the Boston Zoning Code.

WATER/WASTEWATER***			
Gallons/day (GPD) of water use	0	37,000	37,000
GPD water withdrawal	0	0	0
GPD wastewater generation/ treatment	0	33,000	33,000
Length of water/sewer mains (in feet)	370 (water main)	90 (water main)	460 (water main)

*** In the event the office component of the project is replaced by research and development space, the project will generate 88,000 gpd of water and generate 77,000 gpd of wastewater and require a sewer connection permit.

CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

Yes (Specify _____) No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

Yes (Specify _____) No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

Yes (Specify _____) No

HISTORICAL /ARCHAEOLOGICAL RESOURCES: Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes (Specify _____) No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes (Specify _____) No

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify _____) No

PROJECT DESCRIPTION: The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative (You may attach one additional page, if necessary.)

PROPOSED PROJECT

The Bulfinch Triangle Project (the "project") proposed by Hines Raymond LLC (the "proponent") involves the development of surface and air rights on Parcels 2A, 2B and 2C (see Project Locus in Attachment 1). The proposed project's location in the Bulfinch Triangle presents an opportunity for a design that will create an active edge and gateway to the Bulfinch Triangle district, yet respects the historic tradition of the architecture and massing of the existing buildings within the Bulfinch Triangle.

The Bulfinch Triangle Project is a vibrant, mixed-use development totaling approximately 488,000 gross square feet (gsf) with approximately 295,000 sf of commercial office or research and development (R&D) space¹, a much-

¹ At this time, the proponent is contemplating the development of 295,000 gsf of either commercial office or research and development space. The analyses in this ENF evaluate the maximum potential impact of either commercial office or research and development. The massing of the project is the same for either proposed use.

needed neighborhood supermarket, as well as retail uses on the ground floor. Two levels of above grade parking with approximately 200 parking spaces will be included in the project. The project also incorporates approximately 18,000 sf of loading areas, vehicle access and an area for emergency vehicles. To celebrate the site's location as the Boston terminus of the Middlesex Canal, an open space area is proposed on Parcel 2C.

The removal of the elevated Central Artery and Green Line structures has transformed the shadowed streets of the project area and allows for the creation of new pedestrian scale streets and buildings that complement the residential North End, the larger scale government and entertainment uses of the Federal Building and TD Bank North Garden, the historic mixed uses of the Bulfinch Triangle and the high rise residential uses of the West End. The redevelopment of the Bulfinch Triangle Project site will reinforce the ongoing revitalization of the area by infusing the area with street level retail uses and introducing new office workers to the district.

The project emphasizes smart growth by incorporating sustainable design principles into the siting, planning, construction and operation of the project. The project represents a Transit Oriented Development through the creation of a mixed-use development adjacent to a variety of transit choices. The project is located near North Station, with access to the Green Line and Orange Line rapid transit stations immediately across Valenti Way, and the MBTA Commuter Rail and Amtrak a block away. Further, MBTA bus service is located across New Chardon Street at Haymarket Station. This strategic location will ensure that many of the approximately 1,700 workers in the project will have the ability to get to work using at least one mode of public transportation. Consistent with the Massachusetts Office of Commonwealth Development, the project concentrates development, integrates uses and will foster a sense of place.

PROJECT SITE

The project site comprises the development of surface and air rights on Parcels 2A, 2B and 2C. These parcels are among the development sites in the Bulfinch Triangle created by construction of the Central Artery/Tunnel (CA/T) Project and submersion of the Massachusetts Bay Transportation Authority (MBTA) Green Line. Hines Raymond LLC has been designated by the MBTA for Parcel 2B and by the Massachusetts Turnpike Authority (MTA) for Parcels 2A and 2C. The project site is generally bounded by Canal Street, the existing Terra Cotta Building, Valenti Way, Beverly Street, North Washington Street and New Chardon Street. The project site incorporates Parcels 2A and 2C to be ground leased from the MTA, and Parcel 2B to be ground leased from the MBTA. These three parcels total approximately 1.46 acres. Portions of the project site were formerly obscured by the Central Artery and elevated Green Line. Although most of the site is vacant due to the CA/T Project and the undergrounding of the Green Line, the project site includes an MBTA Transformer Vault and MBTA Vent Building (See Attachment 1 – Existing Conditions Site Plan).

ALTERNATIVES

For over a decade, the Downtown North area, and the Bulfinch Triangle neighborhood in particular, have been the subjects of a number of significant studies. Driven by the opportunities resulting from the Central Artery/Tunnel (CA/T) project, these studies have resulted in a substantial amount of knowledge regarding the area, its history and its character. Additionally, these studies have resulted in an overall planning framework for informing and guiding the area's future urban design and development. Documents such as the North Area Planning Initiative and the Bulfinch Triangle Design and Development Guidelines have articulated a comprehensive vision to shape the area's future urban environment.

The project respects the urban design principles in the Bulfinch Triangle Design and Development Guidelines. These guidelines were created from hundreds of hours of work by the City and the community, and honor not only the history of the neighborhood but also its future.

During the development of project design, the massing, proposed uses and design have evolved. Initial designs did not incorporate a supermarket into the project. In response to input from the community and the Boston Redevelopment Authority (BRA), the project was subsequently redesigned to include this significant component. The initial program for the project included residential condominium units. The downturn in the condominium market has made that program infeasible. Given the stronger fundamentals of the commercial sector, the proponent has opted to move forward with an office/R&D use in the upper floors of the project. During initial design explorations, the proponent evaluated options to incorporate the Terra Cotta Building located on an adjacent parcel into the project. The three-story Terra Cotta Building fronts on Canal Street and is currently occupied by

approximately 25,500 sf of retail, restaurant and office uses. Given the use change of the project, the Canal Street entry is no longer imperative and as such the Terra Cotta Building is no longer part of the project. The building massing has been modulated to relate to and reinforce the characteristics of both the existing Canal Street buildings near the project site and the proposed massing of the other Bulfinch Triangle parcels slated for development.

MITIGATION

The project will continue the ongoing redevelopment of the Bulfinch Triangle. The project site will be transformed from an underutilized parcel into a modern mixed-use development with active ground floor uses. The proposed project provides numerous public benefits including the following:

- ◆ Help establish a vibrant mixed-use community by providing a range of uses that will contribute to a vital urban realm throughout the course of the day;
- ◆ Provide a much-needed supermarket for residents of the West End, North End and other surrounding neighborhoods;
- ◆ Respect the historic integrity of the Bulfinch Triangle through a project design that will integrate the historic character of the area with the 21st Century development of the Central Artery parcels;
- ◆ Educate the public through the creation of an interpretive display at Parcel 2C commemorating the rich history of the Middlesex Canal which formerly ran near the location of Canal Street and extended to the Merrimack River;
- ◆ Establish a continuous street wall along Valenti Way, North Washington, New Chardon and Beverly Streets;
- ◆ Provide linkage payments to the City of Boston through both a housing contribution grant and a jobs contribution grant to the Neighborhood Housing Trust and the Neighborhood Jobs Trust;
- ◆ Incorporate a number of sustainable/green design features into the project to preserve and protect the local environment (Please see Attachment 4 for a detailed discussion of the project's smart growth and sustainable design initiatives);
- ◆ Contribute to a comprehensive traffic study of the Bulfinch Triangle neighborhood that will serve to improve the traffic in the area and mitigate future traffic difficulties;
- ◆ Assist in the implementation of the Boston Crossroads Initiative, a planning effort to redesign and revitalize the roads that cross the Rose Fitzgerald Kennedy Greenway and connect people to neighborhoods and destinations on either side;
- ◆ Generate approximately 200 permanent jobs in the supermarket/ retail component of the project, provide space for approximately 1,500 permanent jobs to be provided by companies to occupy the office component, and approximately 450 daily construction jobs over the 24 month construction period;
- ◆ Promote local employment through good-faith efforts to hire Boston residents for construction jobs; and
- ◆ Provide \$2.5 million in annual property tax revenues, at full build-out and occupancy, to the City of Boston.

Applicability of MEPA's Greenhouse Gas Emissions Policy

MEPA's Greenhouse Gas Emissions Policy applies to projects being undertaken by the Commonwealth or a state agency or for which the Commonwealth or a state agency is providing financial assistance, and to projects that are privately funded and require either an Air Quality Permit from the Department of Environmental Protection or a Vehicular Access Permit from the Massachusetts Highway Department. The Proponent of the Bulfinch Triangle Project is not the Commonwealth or state agency. The Project does not include financial assistance from the Commonwealth or state agency, does not require an Air Quality Permit from DEP and does not require a Vehicular Access Permit from MHD. As such, the Project is not subject to MEPA's Greenhouse Gas Emissions Policy.

Parcel 2A and Parcel 2C will be the subject of a 99-year ground lease from the Massachusetts Turnpike Authority (MTA). Parcel 2B will be leased under a 99-year lease of land and air rights from the Massachusetts Bay Transportation Authority (MBTA). The Proponent understands that the MEPA Office is planning to revise the Policy so that it would apply to a project that is within the area of a land transfer, but that revision has not yet been made.

Although the GHG Policy does not apply to the Project, the Proponent requests that, should the proposed revisions to the Policy become effective during the MEPA review of the Project, the preparation of a quantification analysis of greenhouse gas emissions not be required pursuant to the "Opt Out Provision" of the GHG policy. The Proponent is committed to exceptional measures that will reduce GHG emissions. Some of the Project's sustainable design elements include provision of a vegetated roof, the use of low emitting materials, including adhesives and sealants, paints, and carpet systems, and potentially the purchase of electrical power from a "GREEN" provider who produces energy through renewable energy sources. Additional sustainable design elements are described in Attachment 4. The proponent is committed to the U.S. Green Building Council's LEED program and is exploring the potential for the project to be LEED certified at the Gold Level. The most relevant LEED rating system would be the LEED Green Building Rating System for Core and Shell Development (LEED-CS). The core and shell system is suitable for projects where the owner does not have control over interior design and fit-out. The current checklist for LEED-CS is Version 2.0 and is included in Attachment 4. The checklist indicates that the project includes at least 28 credits and is investigating the most prudent methodology for achieving at least 6 additional credits to achieve a Gold rating. At this juncture, there are 19 credits still being reviewed. Please see Attachment 4 for more details on sustainable design.