

ENF Environmental Notification Form

For Office Use Only
Executive Office of Environmental Affairs

EOEA No.: 13999
 MEPA Analyst: Nick ZAVOLAS
 Phone: 617-626-1030

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: 120 Kingston Street | | |
| Street: At the intersection of Kingston & Essex Streets | | |
| Municipality: Boston, MA | Watershed: Boston Harbor | |
| Universal Transverse Mercator Coordinates: 775365 Easting, 2953677 Northing | Latitude: 42° 21' 8.25" N Longitude: 71° 3' 32.75" W | |
| Estimated commencement date: 1 st Quarter 2008 | Estimated completion date: 1 st Quarter 2010 | |
| Approximate cost: \$85 million | Status of project design: Schematic Design | |
| Proponent: Hudson Group North America LLC | | |
| Street: 441 Atlantic Avenue | | |
| Municipality: Swampscott | State: MA | Zip Code: 01907 |
| Name of Contact Person From Whom Copies of this ENF May Be Obtained: Mitchell L. Fischman | | |
| Firm/Agency: Daylor Consulting Group, Inc. | Street: 10 Forbes Road | |
| Municipality: Braintree | State: MA | Zip Code: 02184 |
| Phone: 782-884-2553 | Fax: 617-849-0096 | E-mail: mfischman@daylor.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 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 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). **Not Applicable**

Are you requesting coordinated review with any other federal, state, regional, or local agency?
 Yes (Specify Boston Redevelopment Authority) No The project will be reviewed under the provisions of Article 80 (Large Project Review) of the Boston Zoning Code

List Local or Federal Permits and Approvals: **(1) BRA Article 80 Review; (2) Boston Zoning Board of Appeal, Zoning Relief/Conditional Use Permit under Article 32; (3) Boston Civic Design Comm., Schematic Design Review; (4) Boston Landmarks Commission Review; (5) Boston Parks Comm., Project Review; (6) Boston Air Pollution Control Commission, Confirmatory Approval of Exempt Parking Spaces; (7) Boston Transportation Department, Transportation Access Plan Agreement/Construction Management Plan; (8) Boston Dept. of Public Works, Public Improvement Comm., Approval of Specific Repair Plans, Curb Cut Permit; Street Opening Permit; and Street/Sidewalk Occupancy Permits; (9) Boston Water & Sewer Comm., Water and Sewer Connection Permit/Drainage Discharge Permit; (10) Boston Public Safety Comm., Permit for Storage of Fuel in Tanks, Parking Garage License; (11) Boston Fire Department, Flammable Storage**

Permit: (12) Boston Inspectional Services, Building Permits, Certificates of Occupancy/other construction related permits; (12) Federal Aviation Administration, Determination of No Hazard to Air Navigation.

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 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 checked="" 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"/> Superceding 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/ Compliance Certificate <input checked="" type="checkbox"/> Other Permits <i>(including Legislative Approvals) – Specify:</i> Massachusetts DEP, Division of Air Quality Control – Notice of Commencement of Demolition and Construction; Notice of Asbestos Removal MWRA – Temporary Construction Dewatering Permit Massachusetts Historical Commission, Review in accordance with 950 CMR 71.00 |
| Total site acreage | 0.33± acres | | | |
| New acres of land altered | | None | | |
| Acres of impervious area | 0.33± acres | None | 0.33± acres | |
| Square feet of new bordering vegetated wetlands alteration | | None | | |
| Square feet of new other wetland alteration | | None | | |
| Acres of new non-water dependent use of tidelands or waterways | | None | | |
| STRUCTURES | | | | |
| Gross square footage | 62,150± | +293,850± | 356,000± | |
| Number of housing units | None | + 180 | 180± | |
| Maximum height (in feet) | 84± | + 241 | 325* | |
| TRANSPORTATION | | | | |
| Vehicle trips per day (unadjusted)** | 0** | + 1,264 | 1,264 | |
| Parking spaces | 36± | + 124 | 160 | |
| WATER/WASTEWATER | | | | |
| Gallons/day (GPD) of water use | 0*** | 37,450± | 37,450± | |
| GPD water withdrawal | 0 | 0 | 0 | |
| GPD wastewater generation/ treatment | 0*** | 34,040± | 34,040± | |
| Length of water/sewer mains (in miles) | 0 | 0 | 0 | |

*Height to top of highest occupied floor as defined by the Boston Zoning Code (not including mechanical level)
 **The Project will generate 348 adjusted vehicle trips using the Boston Transportation Department mode split data (31% auto for residential and 36% auto for retail) and vehicle occupancy adjustments. In addition, no credit was taken for the vehicle trips generated by the existing warehouse/distribution center and commercial surface parking spaces.
 ***No credit taken for water usage or sewage generation from existing building

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: The existing building (referred to as the Auchmuty Building) is a contributing building in the Textile District, which is listed in the State and National Register of Historic Places) No

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

Yes (Specify: Portions of the building are proposed for demolition to make room for new construction on a cramped and oddly-shaped site. The Project preserves the full six-story height and much of the building depth of the Auchmuty Building at the prominent Kingston/Essex Street corner. Here, the first two three-window bays on Essex Street and the first three three-window bays on Kingston Street will remain, along with the distinctive curved corner with its ornate brownstone column at street level.) 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.*)

Project Site

The Project Site is an irregular, triangular-shaped parcel of approximately 14,447 square feet in the Chinatown neighborhood of Boston, bounded by Chinatown Park (which is part of the Rose Kennedy Greenway), Surface Road, Kingston Street, and Essex Street (see Figure 1-1, Project Locus and Figure 1-2, Project Aerial in Appendix A). The parcel presently is occupied by a six-story building containing approximately 62,150 gross square feet (presently used for warehousing and storage), two surface parking lots with 36 commercial parking spaces, and attendant booths. The original parcel was bisected by a 1950's land taking by the Commonwealth of Massachusetts that necessitated demolition of three bays of the building on Kingston Street and total demolition of all other buildings on the block to create the Central Artery (Interstate 93). The current condition of the south and east existing rough brick walls, lacking trim and windows, resulted from this land taking.

Project Description

The Project will redevelop the existing parcel to create a new mixed-use development with up to 180 residential units on floors 4 through 29, ground floor lobby and retail space, and up to 160 enclosed parking spaces (both above and below grade) within the building (the "Project"). The total (Boston zoning) gross floor area of the Project is approximately 270,230 gross square feet.

The existing Auchmuty Building is a contributing building in the Textile District Historic District which is listed on the State and National Register of Historic Places.

In recognition of the most prominent character-defining features of the existing building, the Project will preserve the full six-story height of the first two three-window bays on Essex Street and three bays on Kingston Street, along with the distinctive curved corner and corner column at street level that punctuates the main retail entrance and establishes the building's presence at this street intersection.

The design proposes a sleek new structure to be constructed on the remainder of the Project Site, set back diagonally to a depth of 40 feet behind the remaining corner bays that will be restored to their original condition. The building massing responds to the site's transitional character in terms of height and interface between the urban fabric and the Greenway. On the Greenway side of the new structure, the building's existing rough brick façades will be replaced with animated and active retail and residential spaces facing Chinatown Park. A terrace at the base of the Greenway façade will allow the Chinatown Park's open space to extend beyond the concrete boundary wall and engage the new building, and enhance the overall pedestrian experience along the Park.

Along with this new building façade facing the Greenway, the building's base will be set back at its northeast corner at the street level adjacent to where the Chinatown Park meets Essex Street. This design feature will serve to accentuate the open space that will be created as part of the Chinatown Park. This setback will also broaden the view corridor between Essex Street and the Greenway, thereby strengthening a visual connection between the two.

The building's residential parking garage entrance is proposed to be located on Essex Street at the east end of the building. The entrance will be a single-lane, cars-only access to a basement level valet drop-off area. Garage egress and service vehicle access are planned at the south end of the Kingston Street side of the building.

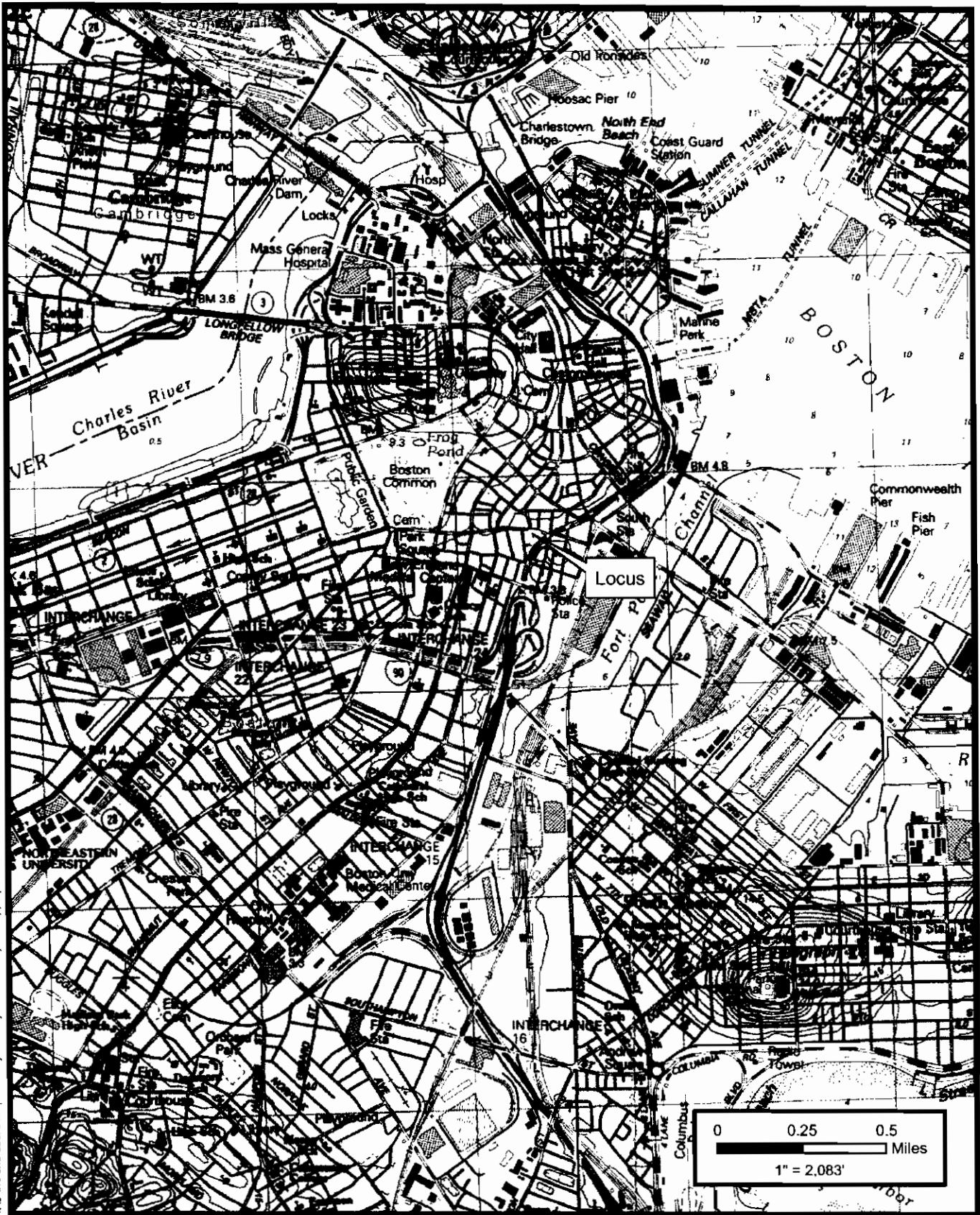
Project Alternatives

Under the No Build alternative, the Project Site remains an underutilized building adjacent to the future Rose Kennedy Greenway. In addition to cost issues, the alternative to maintain the balance of the Essex and Kingston façades would not be feasible as this would require temporary external bracing encroaching on the sidewalks and streets, and would create significant construction logistics and traffic issues. It is also not practical to propose a vertical expansion to accommodate the Project above the existing structure as the building's timber frame and load-bearing masonry walls are not capable of supporting added floors and the associated loads.

BRA Article 80 Review

The Proponent has initiated meetings with the Boston Redevelopment Authority, City agencies, and neighborhood and local organizations, to present and discuss the Project. The Proponent filed a Project Notification Form with the Boston Redevelopment Authority ("BRA") on March 20, 2007 in accordance with Article 80 of the Boston Zoning Code. A copy of the PNF is included as Appendix C of this ENF. The Project will be reviewed under the Large Project Review provisions of Article 80, and a Draft Project Impact Report will be prepared to address impacts and potential mitigation measures, if required, related to transportation, parking, environmental impacts (including wind and shadow), infrastructure, and historic resources. The Proponent is committed to implementing Transportation Demand Management ("TDM") measures and intends to incorporate sustainable design and energy conservation measures to meet the City's Green Buildings policies and zoning/Article 80 procedures.

It is the end user's responsibility to verify the accuracy and appropriateness of the data contained herein. Use of this map constitutes agreement with the terms of Daylor GIS Disclaimer.



Daylor
Consulting
Group
Inc.



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Project Locus
120 Kingston Street
Boston, Massachusetts

11/14/06



Figure
1-1

Source: MassGIS, USGS