

Commonwealth of Massachusetts

Executive Office of Environmental
Affairs ■ MEPA Office

ENF

**Environmental
Notification Form**

For Office Use Only Executive Office of Environmental Affairs
EOEA No.: 14240 MEPA Analyst: Aisling Eglinton Phone: 617-626-1024

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: Hamilton Canal District		
Street: Hamilton Canal District		
Municipality: Lowell	Watershed: Merrimack	
Universal Transverse Mercator Coordinates: Easting: 310410 Northing: 4723596	Latitude: 42.64.15 Longitude: 71.31.26	
Estimated commencement date: 2009	Estimated completion date: 2021	
Approximate cost: \$ 500- 800 million	Status of project design:	10 %complete
Proponent: Trinity Hamilton Canal Limited Partnership		
Street: 40 Court Street, 8 th Floor		
Municipality: Boston	State: MA	Zip Code: 02108
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Meena Jacob		
Firm/Agency: Fort Point Associates, Inc.	Street: 33 Union Street, 3 rd Floor	
Municipality: Boston	State: MA	Zip Code: 02108
Phone: 617-357-7044 x 207	Fax: 617-357-9135	E-mail: mjacob@fpa-inc.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 301CMR 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): __ Department of Conservation and Recreation- approximately 10,000 s.f.; State Historic Tax Credits, Transportation Funding

Are you requesting coordinated review with any other federal, state, regional, or local agency?
 Yes (Specify _____) No

List Local or Federal Permits and Approvals: *Please refer to Section 1.5 for a list of required permits and approvals.*

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

- | | | |
|--|---------------------------------------|---|
| <input checked="" 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 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"/> 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 type="checkbox"/> DEP or MWRA Sewer Connection/Extension Permit <input type="checkbox"/> Other Permits <i>(including Legislative Approvals) – Specify:</i> Historic Tax Credits, Vehicular Access Permit
Total site acreage	13 acres			
New acres of land altered		0		
Acres of impervious area	13	0	13	
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	+/- 284,750 sf	1,615,250	1,900,000	
Number of housing units	0	623-733	623-733	
Maximum height (in feet)	+/- 80 ft	101 ft	181 ft	
TRANSPORTATION				
Vehicle trips per day	2,566	10,440	13,006	
Parking spaces	166	1,798	1,964	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	0*	107,050 +/-	107,050 +/-	
GPD water withdrawal	N/A	N/A	N/A	
GPD wastewater generation/treatment	0	97,300 +/-	97,300 +/-	
Length of water/sewer mains (in miles)	0*	0.85 +/-	0.85 +/-	

* No Functional Water or Sewer on Site but previous industrial uses had significant demands.

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

The project will involve the use of small portions of land for public pedestrian, vehicular, and transit access across the canals, which is currently under care and control of the Department of Conservation and Recreation. Please see Section 3.3 for more detail.

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

The Hamilton Canal project site is located within the boundaries of the Lowell National Historical Park District & Preservation District (a National Register district), the Downtown Lowell Historic District (a local historic district), and the Locks & Canals Historic District (a National Register district and a National Historic Landmark) Please see Section 7.1.2 and 7.1.3 for more detail.

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

Yes (Specify: Areas of Appleton Mills Complex) 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.)

In June 2006, the City of Lowell issued a solicitation for a master developer to design, entitle, market, and develop the Hamilton Canal District. After a two-phase qualification process, the Trinity Hamilton Canal Limited Partnership team was selected by the City to become the master developer of the site.

Through a master planning process, including significant public participation, the proponent developed a transit-oriented, mixed-used, design scheme that will solidify the tax base, strengthen and diversity its downtown market, and bring more employment opportunities to downtown. It will also create over 600 units of market rate and affordable housing units which will help the City of Lowell meet the overall regional housing demand for urban neighborhood living.

Key aspects of the project use thoughtful landscaping to enhance the canals as the central focus of the project; mix new contemporary construction with the adaptive reuse of old mill buildings; expand the existing trolley system; provide a safe, pedestrian link from Gallagher Terminal through the district by providing well-designed sidewalks, street trees, and lighting as well as augment the pedestrian experience by providing pedestrian friendly first-floor uses and improved canal crossings. The project also proposes to include an art gallery, and

artist housing as part of the redevelopment of the Appleton Mills complex as well as a 450-seat theater.

PROJECT ALTERNATIVES

The proponent evaluated three project alternatives; No Build Alternative, Total Demolition/New Construction Alternative; and the Master Plan Alternative.

NO BUILD ALTERNATIVE

This alternative would leave the project site exactly as is. The existing buildings and parking lots would remain vacant and underutilized. There would be no redevelopment, no housing creation, and no revitalization of the downtown. This standard alternative is included in analysis throughout this document for purposes of comparison.

TOTAL DEMOLITION/ NEW CONSTRUCTION ALTERNATIVE

The proponent evaluated the alternative of razing all existing structures and redeveloping the site entirely with new construction. This alternative would provide more efficient space for the proposed project program, but would not take advantage of the rich cultural history embedded in the site, as well as the existing infrastructure. It would also not be consistent with the goals of the city, regional, and state plans for the area.

MASTER PLAN ALTERNATIVE

The proponent has designed an adaptive reuse plan which is the preferred alternative for the site. The proponent has designed a market-supportable plan that includes a mix of housing, commercial, office, and retail space. The proposed design follows the objectives set forth in the City of Lowell's *Comprehensive Plan*, the Northern Middlesex Council of Government's *Regional Plan*, and the Commonwealth's commitment to Smart Growth development principles. The project design takes advantage of the existing infrastructure and enhances the rich cultural history of the area through the adaptive reuse of the historical structures remaining on the site.

The site design and concept has evolved over time due to the proponent's commitment to actively engaging the public through its master planning process. This has occurred through the public charrettes as described above in Section 2.4. A notable addition to the project is the inclusion of a cultural component which was not previously envisioned for the site. This component exists in the form of a potential location for a proposed theater, as well as a gallery, and artist housing.

As it is currently designed, the proponent has proposed a potential location for a 450-seat theater for Parcel 5. The proponent has devised an alternative program for the

parcel, should the proposed theater program prove infeasible. This alternative would provide for an additional 60 units of housing. The proponent has also developed an alternate plan for Parcel 10. Should the building not be marketable as office space, the alternate program is for 50 units of housing.

The transit-oriented design scheme will help the City Lowell to solidify its tax base, strengthen and diversify its downtown market, and bring more employment and housing opportunities to Lowell and the region.

PROJECT BENEFITS

The project will have significant benefits to the City of Lowell and the Northern Middlesex region as summarized below.

CANAL REVITALIZATION AND PUBLIC ACCESS

- The project will revitalize approximately 13 acres of underutilized land located in the Hamilton Canal District in the City of Lowell into a mixed-used development featuring restaurant, retail, housing, and other commercial uses, such as a gallery.
- The project will enliven the canals as the central component of the project and will provide new public access along the water, enhancing the public realm.

TRANSPORTATION

- The project's proximity to the Gallagher Transportation Terminal creates a valuable linkage and will support and enhance public use of transportation within and throughout the City and region.
- The proposed expansion of the trolley car system will attract and augment transportation within the district.
- The construction of new canal crossings will support pedestrian and vehicular crossing.
- Safe and attractive pedestrian walkways will be created.

HOUSING

- The project will increase state and local tax revenues through additional commercial and residential uses.
- The project will generate over 600 units of market rate and affordable housing units, thereby expanding a constrained housing market and contributing to the City's housing goals.

REVENUES

- The project will increase state and local tax revenues through additional commercial and residential uses.
- Property values in the neighborhood will be improved.