

For Office Use Only
Executive Office of Environmental Affairs
 EOE No.: 13687
 MEPA Analyst: Briony Angus
 Phone: 617-626-1029

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: Waterside Crossing		
Street: Parcel D3 is bounded by the Massport Haul Road, D Street, Summer Street and by Pump Station Road.		
Municipality: Boston	Watershed: Boston Harbor	
Universal Tranverse Mercator Coordinates:	Latitude: 42° 20' 53.6" N	
(zone 19) 3331805, 4690461 (x, y)	Longitude: 71° 02' 31.3" W	
Estimated commencement date: 2 nd quarter 2007	Estimated completion date:	3 rd quarter 2009
Approximate cost: \$125 million	Status of project design:	5 % complete
Proponent: Core Development Group, LLC c/o The Drew Company		
Street: World Trade Center Boston, Suite 50		
Municipality: Boston	State: MA	Zip Code: 02210
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Will Donham		
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: wdonham@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?¹
 Yes (EOEA No. 11882) 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):

Massport will ground lease the parcel to the proponent.

¹ The baseline program for the development of CFDA was presented in Massport's MEPA filings under EOE #11882.

Are you requesting coordinated review with any other federal, state, regional, or local agency?

Yes (Specify: Boston Redevelopment Authority) No

List Local or Federal Permits and Approvals:

Although projects on Massport land are not subject to local regulation, the Proponent intends to work cooperatively with the City of Boston by voluntarily undergoing Article 80 Large Project Review and voluntarily seeking various permits and approvals.

The following approvals may be voluntary and/or subject to jurisdiction:

Boston Civic Design Commission: Design Review

Boston Inspectional Services Department: Electrical Permit

Boston Public Improvement Commission: Projection or Discontinuance allowances

Boston Redevelopment Authority: Project Notification Form, Project Impact Report, Design Review, and DIP Agreements

Boston Transportation Department: Transportation Access Plan Agreement; Construction Management Plan ; Curb Cut Permit

Boston Water and Sewer Commission: Sewer Connection Permit; Water Permit; Hydrant Permit

Environmental Protection Agency: National Pollutant Discharge Elimination System; Stormwater Notice of Intent

Federal Aviation Administration: Determination of No Hazard to Navigable Air Space

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"/> 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 <input checked="" type="checkbox"/> Other Permits (including Legislative Approvals) – Specify: EOT: Railroad Approvals (for overbuild, if required) DEP: Limited Air Plan Approval; Sewer Connection Permit; Notice of Construction and Demolition MHC: Determination of No Adverse Impact Massachusetts Port Authority: Ground Lease and Associated Development Approvals; Parking Freeze; Section 61 Finding MWRA: Sewer Discharge Permit, Temporary Construction Site Dewatering.
Total site acreage	2.8			
New acres of land altered		0*		
Acres of impervious area	2.0 ±	0.8 ±	2.8	
Square feet of new bordering vegetated wetlands alteration		NA		
Square feet of new other wetland alteration		NA		
Acres of new non-water dependent use of tidelands or waterways		NA		
STRUCTURES				
Gross square footage	0	722,272**	722,272	
Number of housing units	0	0	0	
Maximum height (in feet)	0	244	244	
TRANSPORTATION				
Vehicle trips per day	TBD***	18,800****	18,800****	
Parking spaces	170	320	490	
WATER/WASTEWATER				
Gallons/day (GPD) of water use*****	0	79,628	79,628	
GPD water withdrawal	NA	NA	NA	
GPD wastewater generation/ treatment*****	0	48,825	48,825	
Length of water/sewer mains (in miles)	0	0	0	

* The Project site has previously been altered.
 ** Includes parking garage
 *** Existing trip generation and parking spaces on the Project site are limited to construction activities associated with public infrastructure projects (CA/T and Silver Line), as well as 170 existing on-site parking spaces.
 **** Trip estimate based on un-adjusted ITE trip rates for free-standing developments generally in suburban locations. The urban context and local trip generation characteristics for the proposed Project are not reflected in this estimate. Thus, the projected adt is substantially over-stated compared with refined projections for the Project. Based on CFDA trip parameters, and analysis of other CFDA projects, it is expected that the net change in vehicle trips associated with the project will be in the order of 20% of the un-adjusted ITE estimate presented in the table. Refer to Appendix B.
 *****The existing ILA Hall uses minimal water and generates an insignificant amount of sewage.

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.)

(A) **Project Site & Summary:** Waterside Crossing is located on Massport-owned land known as Parcel D-3, which comprises an approximately 2.8-acre development site within Massport's Commonwealth Flats Development Area ("CFDA"). The Project site is bounded to the north by the Massport Haul Road, to the west by D Street, to the south by Summer Street, and to the east by Pump Station Road.

Massport will ground-lease the project site to a private project proponent, Core Development Group LLC, (the "Proponent"), who will construct and operate the project.

The development program for the Project proposes a mixed use development consisting of a 300-room hotel, an approximately 82,000 square foot grocery store (with an approximately 47,000 square foot sales floor), and an approximately 185,000 square foot department store (with approximately 150,000 square feet of sales floor). The Project will also include approximately 490 parking spaces. The parking garage / service will occupy the ground level, plus two structured levels.

The Project also provides important amenities to support the Boston Convention and Exhibition Center ("BCEC") to the southwest and the World Trade Center and waterfront to the north. Located among surrounding parcels that have been developed and that are slated for commercial and residential development, the Project site is ideally located for promoting a 24-hour neighborhood, providing amenities for existing and new residents, conventioners, and employees.

Waterside Crossing is being planned as a transit oriented development. The Project will include a variety of land uses that will complement and support other facilities in the South Boston community at a density that will create a nexus of activity. The hotel, department store, and supermarket included in the Project's program will help the Project achieve four goals. First, the amenities included as part of the building program will support growing residential uses in the area, as well as

support the nearby BCEC. Second, the Project's transit connections will help reduce the need to access the site by automobile and will help reduce the Project's traffic impacts on the surrounding roadway network. With the site's proximity to both Silver Line and other MBTA bus service, the Project will substantially reduce the parking demand normally required by commercial tenants of the programmed size. Third, the mixed-use nature of the Project will allow residents, employees, shoppers, and other visitors to walk between destinations thereby reducing vehicle trips in the area. Finally, this development will be well-served by the Silver Line, increasing the reliance on public transportation in the South Boston Waterfront.

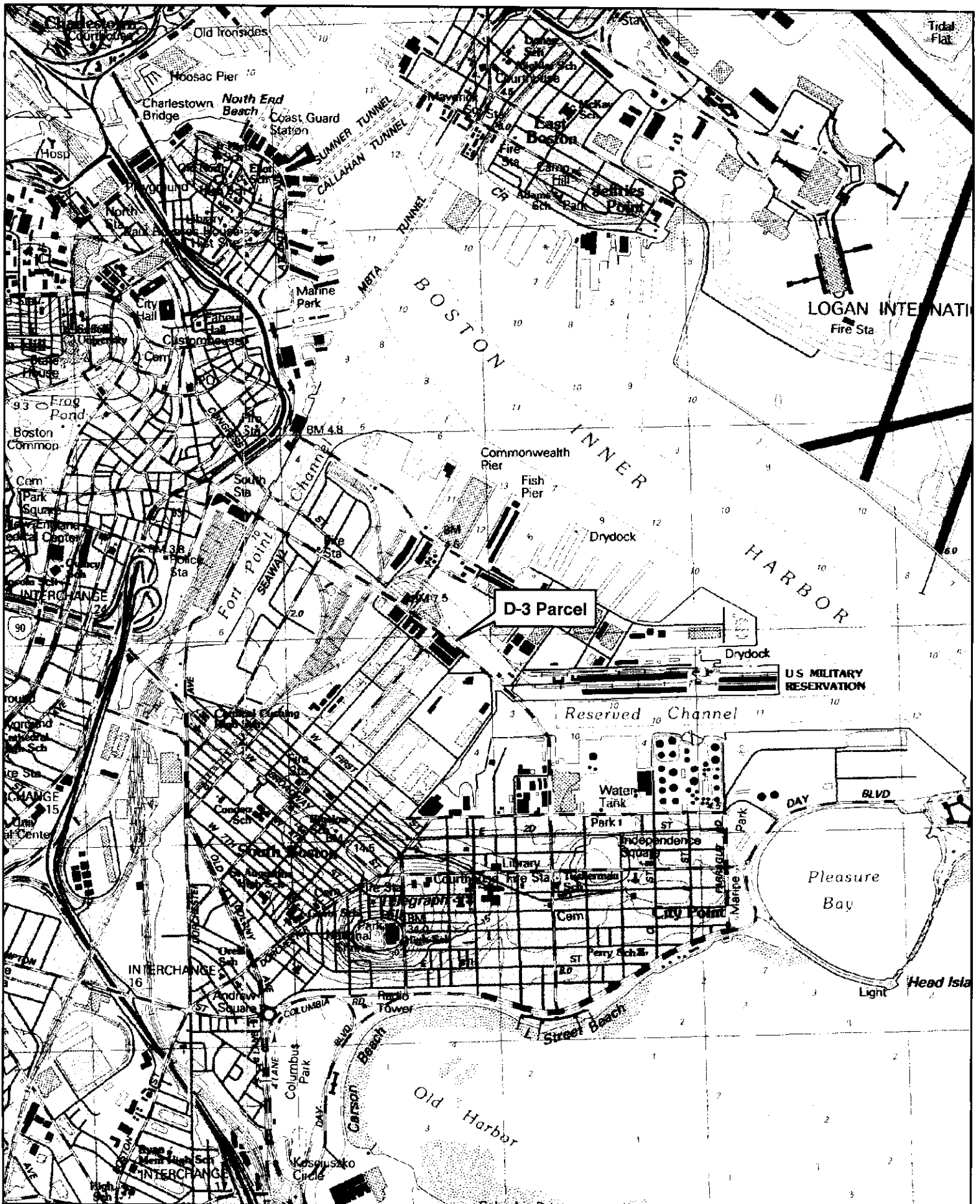
(B) On & Off-Site Alternatives: Massport, in conjunction with the City of Boston and other public and private parties, has made a major investment in the planning and construction of the public realm in the Commonwealth Flats and the South Boston Waterfront overall to establish a vital mixed-use district. Massport's plans, goals and alternatives for the area are outlined in various documents including the *Port of Boston Economic Development Plan* issued in 1996, the *South Boston Waterfront Public Realm Plan* issued by the Boston Redevelopment Authority ("BRA") in 1999, Massport's *Commonwealth Flats Strategic Plan* (2000), and its recent regulatory filings for the CFDA (June 30, 2000; October 16, 2000; and December 15, 2000). Although Parcel D-3 was designated in the CFDA filings for parking, the Project is in keeping with area planning goals established in CFDA. The Project will be a key component in the emerging South Boston Waterfront that is already defined by the completed Seaport Hotel, World Trade Center East Office Building and West Office Building, Eastport Park, Massport's South Boston Maritime Park, and Manulife Financial, both the Marriott Renaissance Hotel at Parcel F2 and Park Lane Seaport Apartments which are currently under construction, and the adjacent Waterside Place project (EOEA #13367).

Although the Project site is within the boundaries of the CFDA, it will not receive the benefit of the Special Review Procedure certified by the Massachusetts Environmental Policy Act ("MEPA") Office for the CFDA because the Project is not within the limits of comparability as outlined in CFDA.

(C) Mitigation Measures: The Project is essentially the redevelopment of an urban infill site. By utilizing existing and new (and already planned) infrastructure and transportation systems, the environmental impacts from the Project are minimized and are far less than would occur if the development were constructed on an undeveloped or "greenfield" site without these services and infrastructure in place. The Project builds on and takes advantage of the considerable public investment in the area, including the Central Artery/Tunnel Project, the MBTA's Silver Line, and the BCEC. In addition, its proximity to future commercial, entertainment, office and leisure amenities will reduce vehicular traffic by minimizing the need for visitors, residents, and employees to undertake daily vehicle trips outside of their neighborhood.

In addition, the Project is a transit oriented development with a complementary mix of uses designed to reduce traffic impacts. The Project site is near both the WTC and BCEC Silver Line Stations. The emphasis on establishing a critical mass of amenities in the emerging South Boston Waterfront will help reduce the number of vehicular trips to and from the area, since the Project will allow people to work and shop in the same neighborhood.

Final Project designs will incorporate sustainability measures related to transportation, alternative building energy management systems, lighting, recycling, water conservation, local building materials, and clean construction vehicles. The Proponent will actively seek LEED Certification for the Project and the Project will join the Seaport TMA. Tenants will be encouraged to actively participate in private and public recycling campaigns. The Proponent will comply with the mitigation measures outlined by Massport in its CFDA Notice of Project Change ("NPC") filings for Open Space (June 30, 2000) and the CFDA Final Environmental Impact Report ("FEIR") (December 15, 2000) to the extent that such measures relate to the Project.

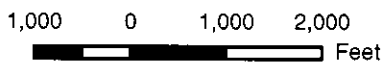


Scale 1:24,000
1 inch = 2,000 feet



USGS Locus

Basemap: 1997 USGS Topographic Quadrangle, MassGIS



**Waterside Crossing
Boston, Massachusetts**

Epsilon
ASSOCIATES, INC.