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May 25, 2018

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : Chain Forge Hotel
PROJECT MUNICIPALITY : Boston (Charlestown)
PROJECT WATERSHED : Boston Harbor
EEA NUMBER : 15848
PROJECT PROPONENT : CVPA Chain Forge, LLC
DATE NOTICED IN MONITOR : April 25, 2018

Pursuant to the Massachusetts Environmental Policy Act (MEPA) (M.G.L. c. 30, ss. 61-62I) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **does not require** the preparation of an Environmental Impact Report (EIR).

Project Description

As described in the Environmental Notification Form (ENF), the project consists of rehabilitation and reuse of the Chain Forge Building off of First Avenue in Boston (Charlestown). The project will include partial demolition of a 63,000 square foot (sf) building. An addition will be constructed and the building will be reused as an approximately 160,000 sf hotel. It will include 220 guest rooms, approximately 20,000 sf of meeting rooms and function space, and approximately 6,000 sf of restaurant and bar space. In addition, the project will include an interpretive exhibit, within the lobby atrium, of historic equipment used in the Chain Forge Building. One additional level of hotel rooms will extend beyond the current building envelope on the Second Avenue side and additional floors will be constructed within the building.

The project design has been reviewed by the Massachusetts Historical Commission (MHC) and awarded State Historic Tax Credits. The project will be designed and constructed to be eligible for

certification by the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) at the Silver Level.

Project Site and Prior MEPA Review

The 1.49-acre project site is located at 105 First Avenue in Charlestown within the Historical Monument Area of the Charlestown Navy Yard. It is generally bound by Thirteenth Street to the north, First Avenue to the east, Ninth Street to the south, and the Second Avenue pedestrian walkway to the west. The Charlestown Navy Yard, previously known as the Boston Naval Shipyard (BNS), is listed on the National and State Registers of Historic Places and BNS is designated a National Historic Landmark. Primary access to the Navy Yard is via two gates located at Fifth Street to the south and Thirteenth Street to the north.

The site contains a deteriorating building that was constructed for the U.S. Navy from 1900 to 1904 with a steel framework and roof trusses with brick exterior walls. The building is comprised of three sections: the Chain Forge Shed (Smithery), the Connector, and the Head House. Later Naval additions significantly changed the building's appearance, including a second level to the First Avenue elevation and a large high-bay area to the Second Avenue elevation to accommodate larger forging machinery in the early 1940s. The building has been vacant since the 1974 closure of the BNS. In 1978, it was conveyed to the Boston Redevelopment Authority (BRA) (doing business as the Boston Planning and Development Agency (BPDA)). The National Park Service (NPS) has retained ownership of the machinery within the building.

The site contains Land Subject to Coastal Storm Flowage (LSCSF) and is located within a Zone AE at elevation 10 feet North American Vertical Datum (NAVD) according to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) (25025C0018J, effective March 16, 2016). The site is regulated under the Massachusetts Contingency Plan (MCP) (M.G.L. c.21E).

The BRA's Charlestown Navy Yard Redevelopment Master Plan was the subject of MEPA review between 1976 and 1978 (EEA#2383). The Master Plan, which was subsequently modified by the BRA for various reasons, included the Historic Monument Area of the Charlestown Navy Yard. A comprehensive update of the Master Plan was the subject of MEPA review in 1991.

Environmental Impacts and Mitigation

Potential environmental impacts associated with the project include partial demolition of a historic structure; an increase in average daily trips (adt) of 1,840 (920 new adt if adjusted for mode share); an increase in water use of approximately 39,952 gallons per day (gpd); an increase in wastewater generation of approximately 36,320 gpd; and, alteration of 40,100 sf of LSCSF.

Measures to avoid, minimize and mitigate impacts include rehabilitation and reuse of an historic building; implementation of a transportation demand management (TDM) program to reduce vehicle trips and encourage alternative modes of transit; use of energy and water efficient features for building systems; upgrades to the stormwater management system; and implementation of construction best management practices (BMPs).

Jurisdiction and Permitting

The project is undergoing MEPA review and requires preparation of an ENF pursuant to 301 CMR 11.03(3)(b)(1)(f)¹ and 301 CMR 11.03(10)(b)(1) because it will alter one-half or more acres of other wetlands (LSCSF) and involves demolition of all or any exterior part of any Historic Structure listed in or located in any Historic District listed in the State Register of Historic Places. The project requires a disposition of the site through a ground lease from the BPDA in its capacity as a State redevelopment authority pursuant to M.G.L. c. 121B.

The project requires an Order of Conditions or Negative Determination of Applicability from the Boston Conservation Commission (or, in the case of an appeal, a Superseding Order(s) of Conditions from the Massachusetts Department of Environmental Protection (MassDEP)), a National Pollutant Discharge Elimination System (NPDES) Construction General Permit from the U.S. Environmental Protection Agency (EPA) for stormwater discharges from construction activities, Federal Consistency Review by the Massachusetts Office of Coastal Zone Management (CZM), and is subject to review by MHC in compliance with M.G.L. Chapter 9, Section 26-27C. The project will also require Article 80 Large Project Review by the BPDA and Site Plan Approval from the Boston Water and Sewer Commission (BWSC), among other City of Boston approvals.

Because the project requires a disposition, MEPA jurisdiction is broad in scope and extends to all aspects of the project that are likely, directly or indirectly, to cause Damage to the Environment, as defined in the MEPA regulations.

Review of the ENF

The ENF provides a description of the project, preliminary project plans, and an alternatives analysis. It identifies measures to avoid, minimize and mitigate project impacts. Comments identify issues that should be addressed during subsequent review and approval processes.

The ENF provides an analysis of three alternatives in a tabular format: No Build; No-Addition; and the Preferred Alternative (as-of-right alternative) as described herein. It also includes supplementary narratives comparing the No-Addition and Preferred Alternatives. The ENF does not provide a narrative analyzing the No-Build Alternative which would leave the site in its current condition. At the MEPA Site Visit on May 7, 2018, the Proponent indicated that the No-Build is not consistent with the project goals of redeveloping the building as a hotel.

The No-Addition Alternative consists of constructing the hotel without the one-level addition on the Second Avenue elevation. Compared to the Preferred Alternative, the No-Addition Alternative would include 193 rooms (reduction of 27 rooms) and result in fewer impacts associated with trip generation (by 226 unadjusted adt and 114 adjusted adt), water use (by 3,267 gpd), and wastewater generation (by 2,970 gpd). However, the ENF states that the No Addition Alternative is not financially feasible.

¹ The ENF did not identify that the project exceeded the ENF threshold pursuant to 301 CMR 11.03(3)(b)(1)(f).

Transportation

The project will generate an additional 920 new adt when adjusted for mode share, including a mix of private vehicles, taxis, and transportation network company (TNC) vehicles (e.g., Uber, Lyft). Parking demand at peak hotel occupancy is anticipated to be approximately 88 spaces. No parking is proposed on-site; any required parking will be provided by an existing, underutilized off-site parking facility with 200 spaces. The ENF indicates that project-related traffic will not impact the weekday morning and evening peak hour or the Saturday peak hour traffic operations in the study area.

The project site is proximate to the Massachusetts Bay Transportation Authority (MBTA) bus Routes 93 and 111 which provide access to Downtown Boston. To reduce vehicle trips and project-related traffic impacts, the Proponent will implement a TDM program which will be included in the Transportation Access Plan Agreement (TAPA) with the BTM.

Water and Wastewater

Water and wastewater from the project site will discharge to the existing infrastructure which is owned and maintained by the BWSC. The project site is served by separate water, sanitary sewers and storm drains located in adjacent roadways. The ENF indicates that adequate capacity is available to meet project demand.

MassDEP regulations at 314 CMR 12.04(2)(d) require sewer authorities with permitted combined sewer overflows, including BWSC, to require removal of four gallons of infiltration and inflow (I/I) for each gallon of new wastewater flow generated for any new connection to their system where greater than 15,000 gpd of new wastewater flows will be generated. The project will be designed to meet BWSC requirements. The BWSC Site Plan Review process will include review of improvements and connections to BWSC infrastructure and consistency with BWSC policies, including requirements to remove I/I. Comments from the Massachusetts Water Resources Authority (MWRA) indicate that a Sewer Use Discharge Permit will be required if the project includes laundry operations that would discharge wastewater into the MWRA sanitary sewer system. I refer the Proponent to the MWRA and BWSC comment letters for guidance on the respective permitting processes.

The project will incorporate water conservation measures to reduce water demand including efficient aeration fixtures and appliances, metering faucets, and low-flow toilets and faucets.

Wetlands and Stormwater

The project will temporarily impact the 100-year coastal floodplain (LSCSF). The Boston Conservation Commission will review the project to determine its consistency with the Wetlands Protection Act (WPA), the Wetlands Regulations (310 CMR 10.00), and associated performance standards, including the Stormwater Management Standards (SMS).

The project site is entirely impervious and includes the building with a very small amount of exterior cement and concrete surfaces. Stormwater runoff from the site is ultimately conveyed via BWSC infrastructure into Boston Harbor. The ENF states that the project is a redevelopment project and will meet the SMS to the greatest extent practicable. The project will improve water quality by

infiltrating rooftop runoff instead of directing it to the municipal drainage system. The project will be designed to meet the BWSC stormwater quality and stormwater recharge requirements. The Proponent will install plaques at storm drains to discourage dumping into Boston Harbor.

Historic Resources

The project includes demolition of the Classical Revival industrial building which is listed in the National and State Registers of Historic Places. The ENF indicates that the project has been approved for state and federal tax credits demonstrating that MHC and NPS have determined that the project is consistent with the Secretary of the Interior's Standards for the Rehabilitation of Historic Places. The ENF includes letters from MHC² awarding the project up to \$1.2 million of state rehabilitation tax credit funds. A section of the building that was added in 1948 will be demolished and reconstructed with an additional level for hotel rooms. The public exhibit space is proposed to mitigate impacts to historic resources. The equipment will remain under the ownership of the NPS and loaned to the BPDA.

Greenhouse Gas Emissions

I strongly encourage the Proponent to incorporate energy efficiency measures into the building rehabilitation to reduce energy use and offset GHG emissions. Measures that may be appropriate for this project include a high-performance building envelope for new construction, a high efficiency HVAC system, high efficiency lighting and certification under the EnergyStar rating system. I strongly encourage the Proponent to contact site utility providers as early as possible in the design process to discuss potential incentives available for the purchase and installation of energy efficient building materials and systems. I also encourage the Proponent to evaluate the feasibility of third-party photovoltaic (PV) systems to offset project-related GHG emissions. The project will use energy and water efficient features for mechanical, electrical, architectural, and structural systems, assemblies, and materials, where feasible.

Climate Change Adaptation

The project may be vulnerable to the effects of climate change including increased storm frequency with extreme rainfall and excessive heat events. I encourage the Proponent to evaluate final design elements to maximize adaptability of the site and structures over time such as placing equipment at higher elevations, operable windows, shade trees and shrubs and high reflective roof materials.

Hazardous Waste

The site is regulated under the MCP (Release Tracking Numbers (RTNs) 3-10627 and 3-34572) for the release of oil and hazardous materials (OHM) associated with the former industrial use of the site by the U.S. Navy. There is no Activity and Use Limitation (AUL) on any portion of the project site. I refer the Proponent to the comments from MassDEP regarding excavating, removing and/or disposing of contaminated soil, pumping of contaminated groundwater, or working in contaminated media, the requirements for an AUL, and consistency with the MCP.

² Letters from MHC to the Proponent dated April 10, August 7, and November 20, 2017.

Soils and groundwater encountered during construction or installation of the stormwater management system and utilities will be managed in accordance with M.G.L. c. 21E. The Proponent should develop a Spills Contingency Plan and retain the services of a Licensed Site Professional (LSP). The Proponent is advised that if OHM are identified during the implementation of this project, notification pursuant to the MCP (310 CMR 40.0000) must be made to MassDEP.

Construction

The project will be constructed in a single phase which is anticipated to take place over a two to three year period. The project must comply with the Solid Waste and Air Pollution Control regulations, pursuant to M.G.L. c.40, s.54 during construction and demolition (C&D). All C&D activities should be undertaken in compliance with the conditions of all State and local permits.

The Proponent should continue to evaluate construction impacts, strive to minimize impacts and mitigate these impacts. The Proponent will prepare a Construction Management Plan (CMP) in accordance with City of Boston requirements that identifies construction mitigation measures and methodologies to minimize impacts. The Proponent will implement and maintain erosion and sedimentation control measures. The Proponent may be required to comply with asbestos management, mitigation and permitting requirements per MassDEP regulations. The Proponent indicated its commitment to mitigating impacts from dust, noise, and vibration during construction. The disposal contract will include specific requirements to ensure material segregation, reprocessing, reuse, and recycling. I encourage the Proponent to recycle at least 75 percent of construction waste.

The Proponent will evaluate participation in MassDEP's Clean Air Construction Initiative (CACI). Off-road vehicles will use ultra-low sulfur diesel fuel (ULSD). The Proponent should establish protocols to limit excessive idling during the construction period. The ENF indicates that no idling signage will be posted at loading, delivery, pick-up, and drop-off areas.

Conclusion

The ENF has sufficiently defined the nature and general elements of the project for the purposes of MEPA review and demonstrated that the project's environmental impacts will be avoided, minimized and/or mitigated to the extent practicable. Based on the information in the ENF and after consultation with State Agencies, I find that no further MEPA review is required.

May 25, 2018

Date



Matthew A. Beaton

Comments Received:

05/15/2018 Massachusetts Water Resources Authority (MWRA)

05/15/2018 Boston Water and Sewer Commission (BWSC)

EEA# 15848

ENF Certificate

May 25, 2018

05/16/2018 Massachusetts Department of Environmental Protection (MassDEP) –
Northeast Regional Office (NERO)

MAB/PPP/ppp



MASSACHUSETTS WATER RESOURCES AUTHORITY

Charlestown Navy Yard
100 First Avenue, Building 39
Boston, MA 02129

Frederick A. Laskey
Executive Director

Telephone: (617) 242-6000
Fax: (617) 788-4899
TTY: (617) 788-4971

May 15, 2018

Matthew A. Beaton, Secretary
Executive Office of Energy and Environmental Affairs
100 Cambridge St, Suite 900
Attn: MEPA Office, Purvi Patel
Boston, MA 02114

Subject: EOEEA # 15848 – Environmental Notification Form
Chain Forge Hotel
105 First Avenue, Charlestown, Boston, MA

Dear Secretary Beaton,

The Massachusetts Water Resources Authority (MWRA) appreciates the opportunity to comment on the Environmental Notification Form (ENF) submitted by CVPA Chain Forge, LLC (the "Proponent") for Chain Forge Hotel (the "Project") in Boston, Massachusetts. The Project site is located within the Historical Monument Area of Charlestown Navy Yard in the Charlestown neighborhood of Boston. The site is bounded by Ninth Street to the south, Thirteenth Street to the north, the Second Avenue pedestrian walkway to the west and First Avenue to the east. The historic Chain Forge Building is proposed to be rehabilitated and reused as an approximately 160,000 square-foot hotel with 220 guest rooms, approximately 20,000 square feet of meeting rooms and function space, and an approximately 6,000 square feet of restaurant and bar area.

MWRA's comments relate to Wastewater issues emphasizing the need for Infiltration/Inflow (I/I) Removal and Discharge Permitting from the Toxic Reduction and Control (TRAC) Department.

Wastewater

The ENF reports that the Project will generate approximately 36,320 gallons per day of new wastewater flow. The Project site is served by BWSC sanitary sewers that convey flows to MWRA's Charlestown Branch Sewer in Chelsea Street. The Charlestown Branch Sewer conveys flows to MWRA's DeLauri Pump Station at Alford Street (Route 99), Charlestown, which in turn pumps flows into MWRA's North Metropolitan Sewer for transport to the Deer Island Treatment Plant. The Charlestown Branch Sewer also collects flows from large areas of Charlestown that are served by BWSC combined sewer systems. In large storms, the combined sanitary sewage and stormwater flow can exceed the Charlestown Branch Sewer's hydraulic

capacity and contribute to combined sewer overflow (CSO) discharges to the Little Mystic Channel, Boston Inner Harbor and the Mystic River.

To ensure that the Project's new wastewater flow does not increase sewer system surcharging and CSO discharges in large storms, the Proponent should fully offset the Project's wastewater flow with infiltration and inflow (I/I) removal or sewer separation in compliance with Massachusetts Department of Environmental Protection regulation, which requires the removal of at least 4 gallons of I/I or stormwater from the sewer system for every gallon of new wastewater flow, and in accordance with BWSC policy. Without compliant offset from sewers tributary to Charlestown Branch Sewer, the Project's increase in wastewater flow could compromise the environmental benefits of MWRA's \$910 million region-wide CSO Control Plan, including the associated water quality benefits for Little Mystic Channel, Boston Inner Harbor and the Mystic River.

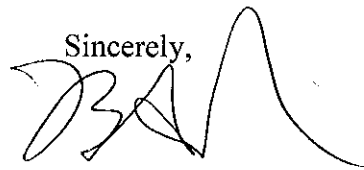
TRAC Discharge Permitting

The MWRA prohibits the discharge of groundwater to the sanitary sewer system, pursuant to 360 C.M.R. 10.023(1) except in a combined sewer area when permitted by MWRA and BWSC. The Project site is not located in a combine sewer area and is served by BWSC separate storm drains. Therefore, the discharge of groundwater associated with this Project to the MWRA sanitary sewer system is prohibited.

An MWRA Sewer Use Discharge Permit is required prior to discharging wastewater from any laundry operations into the MWRA sanitary sewer system. For assistance in obtaining this permit, the Proponent should contact Walter Schultz, MWRA Inspections Project Manager, in the TRAC Department at (617) 305-5665.

On behalf of the MWRA, thank you for the opportunity to provide comments on this Project. Please do not hesitate to contact me at (617) 788-4958 with any questions or concerns.

Sincerely,



Bethany Card
Director
Environmental and Regulatory Affairs

cc: Holly Johnson, MassDEP
John Viola, MassDEP
David Kubiak, MWRA - E&C
Solomon Wondimu, MWRA - E&C
Kattia Thomas, MWRA - TRAC
Adam Horst, BWSC

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MAY 15 2018

MEPA



**Boston Water and
Sewer Commission**

980 Harrison Avenue
Boston, MA 02119-2540
617-989-7000

May 11, 2018

Secretary Matthew A. Beaton
Executive Office of Energy and Environmental Affairs
Attn: MEPA Office
Purvi Patel, EEA No. 15848
100 Cambridge Street, Suite 900
Boston, MA 02114

Re: Chain Forge Hotel Environmental Notification Form

Dear Secretary Beaton:

The Boston Water and Sewer Commission (Commission) has reviewed the Environmental Notification Form (ENF) for the proposed Chain Forge Hotel Project (Project). The Project site is located within the Historical Monument Area of the Charlestown Navy Yard in the Charlestown neighborhood of Boston. The Project site is bounded by Ninth Street to the south, Thirteenth Street to the north, the Second Avenue pedestrian walkway to the west and First Avenue to the east.

The Project consists of the rehabilitation and reuse of the existing Chain Forge Building. The existing building is currently vacant. The Project will include an approximately 160,000 square foot (sf) hotel with approximately 220 guest rooms, approximately 20,000 sf for meeting rooms and function space, and a restaurant/bar area of approximately 6,000 sf, together with associated site improvements, and an interpretive exhibit of historic equipment. Parking will not be provided on site, although there will be a pick-up/drop-off area for guests and visitors.

Water, sewer, and storm drain service for the Project site is provided by the Boston Water and Sewer Commission. For water service the Project site is served on First Avenue by a 12-inch low ductile iron cement lined water main which was installed in 1980; on Thirteenth Street by an existing 12-inch low ductile iron cement lined main installed in 1980; on Second Avenue by an existing 12-inch low ductile iron cement lined water main which was installed in 1980; and on Ninth Street by a 12-inch low ductile iron cement lined water main which was installed in 1985. Estimated water demand for the Project is estimated at 39,952 gallons per day (gpd) according to the ENF.

For sewer service the Project site is served on First Avenue by a 12-inch sewer which was rehabilitated in 2000; and on Second Avenue by a 10-inch sewer which was rehabilitated in 2000. Total sewage generation for the Project together is estimated at 36,320 gpd according to the ENF.

For drainage the Project site is served on First Avenue by a 48-inch storm drain; and on Second Avenue by a 36-inch storm drain. These drains ultimately discharge to Boston Harbor. The Project site is currently 100 percent impervious.

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The Commission has the following comments regarding the proposed Project:

General

1. Prior to the initial phase of the site plan development the Proponent should meet with the Commission's Design and Engineering Customer Services to review water main, sewer and storm drainage system availability and potential upgrades that could impact the Project's development.
2. The Proponent must submit a site plan and General Service Application to the Commission for the proposed Project. The site plan must show the location of the water mains, sewers and drains serving the Project site, as well as the locations of existing and proposed service connections.
3. Any new or relocated water mains, sewers and storm drains must be designed and constructed at the Proponent's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans.
4. With the site plan the Proponent must provide detailed estimates for water demand (including water required for landscape irrigation), wastewater generation, and stormwater runoff for the Project. The Proponent should provide separate estimates of peak and continuous maximum water demand for hotel, restaurant/bar, irrigation and air-conditioning make-up water for the Project.
5. It is the Proponent's responsibility to evaluate the capacity of the water and sewer system serving the Project sites to determine if the systems are adequate to meet future Project demands. With the site plan, the Proponent must include a detailed capacity analysis for the water and sewer systems serving the Project site, as well as an analysis of the impact the Project will have on the Commission's systems and the Massachusetts Water Resources Authority's (MWRA) systems overall. The analysis should identify specific measures that will be implemented to offset the impacts of the anticipated flows on the Commission and MWRA sewer systems.
6. Developers of projects involving disturbances of land of one acre or more are required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency (EPA). The Proponent is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required for the proposed Project, a copy of the Notice of Intent and any pollution prevention plan submitted to EPA pursuant to the permit must be provided to the Commission's Engineering Services Department prior to the commencement of construction.
7. The design of the project must comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>
8. If any existing water, sewer or drain connection to the structure will be abandoned it must be cut and capped in accordance with Commission standards.
9. If any existing sanitary sewer and/or storm drain service connection will be re-used for the Project the Commission will require that it be televised and dye tested to confirm that its condition is serviceable and that it connects to the proper pipe in the public way.

The following information was obtained from the records of the Department of the Interior, Bureau of Land Management, regarding the land owned by the United States in the State of California.

The total area of land owned by the United States in California is approximately 100,000,000 acres. This land is divided into several categories, including National Forests, National Monuments, and National Antiquities.

The National Forests in California cover an area of approximately 30,000,000 acres. These forests are managed by the United States Forest Service and are used for a variety of purposes, including timber production, recreation, and wildlife conservation.

The National Monuments in California cover an area of approximately 10,000,000 acres. These monuments are established to protect areas of scientific, historical, or natural interest. Examples of National Monuments in California include the Anza-Borwick Desert National Monument and the Joshua Tree National Monument.

The National Antiquities in California cover an area of approximately 5,000,000 acres. These antiquities are established to protect areas of historical or scientific interest. Examples of National Antiquities in California include the Pecos National Antiquities and the San Juan National Antiquities.

The remaining land owned by the United States in California is approximately 55,000,000 acres. This land is divided into several categories, including National Wildlife Refuges, National Parks, and National Historic Sites.

The National Wildlife Refuges in California cover an area of approximately 10,000,000 acres. These refuges are established to protect and manage the natural resources and wildlife of California. Examples of National Wildlife Refuges in California include the San Jacinto National Wildlife Refuge and the San Geronimo National Wildlife Refuge.

The National Parks in California cover an area of approximately 5,000,000 acres. These parks are established to protect and preserve the natural and cultural resources of California. Examples of National Parks in California include the Sequoia National Park and the Kings Canyon National Park.

The National Historic Sites in California cover an area of approximately 5,000,000 acres. These sites are established to protect and preserve the historical and cultural resources of California. Examples of National Historic Sites in California include the Ancestral Puebloan National Monument and the San Juan National Monument.

Sewage/Drainage

10. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority (MWRA) and its member communities are implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/ inflow (“I/I”)) in the system. Pursuant to the policy new developments with design flow exceeding 15,000 gpd of wastewater are subject to the Department of Environmental Protection’s regulation 314 CMR 12.00, section 12.04(2)(d). This regulation requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow added. The Commission will require the Proponent to develop an inflow reduction plan consistent with the regulation. The 4:1 reduction should be addressed at least 90 days prior to activation of water service, and will be based on the estimated sewage generation provided with the Project site plan.
11. A grease trap(s) will be required in the new restaurant in the new development in accordance with the Commission’s Sewer Use Regulations. The proponent is advised to consult with the Commission before preparing plans for food service facilities.
12. The site plan must show in detail how drainage from the building roof and from other impervious areas will be managed. Roof runoff and other stormwater runoff must be conveyed separately from sanitary waste at all times. Under no circumstances will stormwater from the Project be allowed to discharge to a sanitary sewer. If not already existing, the Commission will require the proponent to establish and maintain separate building sewers and building storm drains in accordance with Article III, Section I of the Boston Water and Sewer Commission’s Regulations Governing the Use of Sanitary and Combined Sewers and Storm Drains.
13. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission and the MWRA. The discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products for example, the Proponent will be required to obtain a Remediation General Permit from the EPA for the discharge.
14. The proponent must fully investigate methods for infiltration stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission’s drainage system. A feasibility assessment for infiltrating stormwater on-site must be submitted with the site plan for the Project.
15. The Massachusetts Department of Environmental Protection (MassDEP) has established Performance Standards for Stormwater Management. The Standards address stormwater quality, quantity and recharge. In addition to Commission standards, the proposed Project will be required to meet MassDEP’s Stormwater Management Standards.
16. In conjunction with the site plan and General Service Application the Proponent will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
 - Specifically identify how the Project will comply with the Department of Environmental Protection’s Performance Standards for Stormwater Management both during construction and after construction is complete.

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Miss Nelson, Boston, Mass. and ...

- Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.
17. The Commission requests that the Proponent install a permanent casting stating: "Don't Dump: Drains to Boston Harbor" next to any new catch basin installed as part of the Project. The Proponent may contact the Commission's Operations Division for information regarding the purchase of the castings.
18. The Commission encourages the Proponent to explore additional opportunities for protecting stormwater quality by minimizing sanding and the use of deicing chemicals, pesticides and fertilizers.

Water

19. The Proponent is required to obtain a Hydrant Permit for use of any hydrant during construction of the Project. The water used from the hydrant must be metered. The Proponent should contact the Commission's Operations Department for information on obtaining a Hydrant Permit.
20. The Commission utilizes a Fixed Radio Meter Reading System to obtain water meter readings. Where a new water meter is needed, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, the Proponent should contact the Commission's Meter Installation Department.
21. The Proponent should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular the Proponent should consider indoor and outdoor landscaping which requires minimal use of water to maintain. If the Proponent plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should also be considered.

Thank you for the opportunity to comment on this Project.

Yours truly,


John P. Sullivan, P.E.
Chief Engineer and Operations Officer

JPS/as

cc: Richard Galvin, CVPA Chain Forge, LLC
Talya Moked, Epsilon Associates, Inc.
Katherine Ronan, Mass. Water Resources Authority
Maura Zlody, Boston Environment Department
Mike Nelson, Boston Water and Sewer Commission
Phil Larocque, Boston Water and Sewer Commission



Commonwealth of Massachusetts
Executive Office of Energy & Environmental Affairs

Department of Environmental Protection

Northeast Regional Office • 205B Lowell Street, Wilmington MA 01887 • 978-694-3200

Charles D. Baker
Governor

Karyn E. Polito
Lieutenant Governor

Matthew A. Beaton
Secretary

Martin Suuberg
Commissioner

May 15, 2018

Matthew A. Beaton, Secretary
Executive Office of
Energy & Environmental Affairs
100 Cambridge Street
Boston MA, 02114

RE: Boston
Chain Forge Hotel
105 First Avenue
EEA # 15848

Attn: MEPA Unit

Dear Secretary Beaton:

The Massachusetts Department of Environmental Protection Northeast Regional Office (MassDEP-NERO) has reviewed the Environmental Notification Form (ENF) prepared by Epsilon Associates, Incorporated, on behalf of the project proponent, CVPA Chain Forge, LLC. The proposed project consists of the rehabilitation of the existing 63,000 square foot building located on a 1.49-acre parcel within the Charlestown Navy Yard. The Department (MassDEP) provides the following comments.

Hazardous Waste/ Massachusetts Contingency Plan/M.G.L. c.21E

The land is a disposal site, as defined in the Massachusetts Contingency Plan (MCP), 310 CMR 40.0000, and has been assigned Release Tracking Numbers 3-10627 & 3-34572. Soil and groundwater contamination was first identified at the site in 1993 by the United States Army Corp of Engineers (USACOE). Contamination is likely due to 70+ years of industrial use by the United States Navy for the production of anchor chain and other small metal parts within the on-site building. Contaminants of concern in soil at the site include polychlorinated biphenyls (PCBs), petroleum, volatile and semi-volatile organic compounds, metals and polychlorinated dibenzo-p-dioxins (PCDDs) and polychlorinated dibenzofurans (PCDFs). Elevated levels of PCBs have also been detected within the concrete floor of the building. On October 27, 2017, greater than ½ inch of non-aqueous phase liquid (NAPL) petroleum was detected on groundwater, resulting in a notification to MassDEP and the initiation of an Immediate Response Action (IRA). MassDEP assigned Release Tracking Number 3-34572 to this release condition. The proposed redevelopment

project would consist of the construction of an approximately 160,000 square foot hotel with 220 guest rooms, 20,000 square feet of meeting and function room space, and a 6,000 square foot restaurant/bar area.

GENERAL REQUIREMENTS

Contaminated Soil and Groundwater:

The project proponent is advised that excavating, removing and/or disposing of contaminated soil, pumping of contaminated groundwater, or working in contaminated media must be done under the provisions of MGL c.21E (and, potentially, c.21C) and all other applicable federal, state, and local laws, regulations, and bylaws. If permits and approvals under these provisions are not obtained beforehand, considerable delays in the project can occur. The project proponent cannot manage contaminated media without prior submittal of appropriate plans to MassDEP, which describe the proposed contaminated soil and groundwater handling and disposal approach, and health and safety precautions. If contamination at the site is known or suspected, the appropriate tests should be conducted well in advance of the start of construction and professional environmental consulting services should be readily available to provide technical guidance to facilitate any necessary permits. If dewatering activities are to occur at a site with contaminated groundwater, or in proximity to contaminated groundwater where dewatering can draw in the contamination, a plan must be in place to properly manage the groundwater and ensure site conditions are not exacerbated by these activities. Dust and/or vapor monitoring and controls are often necessary for large-scale projects in contaminated areas. The need to conduct real-time air monitoring for contaminated dust and to implement dust suppression must be determined prior to excavation of soils, especially those contaminated with compounds such as metals and PCBs. An evaluation of contaminant concentrations in soil should be completed to determine the concentration of contaminated dust that could pose a risk to health of on-site workers and nearby human receptors. If this dust concentration, or action level, is reached during excavation, dust suppression should be implemented as needed, or earthwork should be halted. A Licensed Site Professional (LSP) must be employed or engaged to manage, supervise or actually perform the necessary response actions at the site.

Capping of Contaminated Soil:

If capping of contaminated soil is needed to achieve a level of No Significant Risk, MassDEP recommends the following capping design criteria. In unpaved areas, a minimum of three feet of clean soil should be placed over the contaminated soil. This protective layer of clean soil should be separated from the underlying contaminated soil by a geotextile or combination of materials, which will provide both a brightly colored visual marker and a permeable fabric to separate the clean soil from the contaminated soil. In paved areas, a minimum one-foot cap consisting of clean soil, road base and the pavement layer should be placed over the contaminated soil. Similar to unpaved areas, the contaminated soil should be separated from the clean soil or road base using a visual marker and geotextile. In such cases, an Activity and Use Limitation (AUL), prepared in accordance with 310 CMR 40.1012 would be necessary to identify the maintenance requirements of the cap. It should also be noted that a cap constructed as a Release Abatement

Measure will not be considered a Permanent Solution until a Phase III completed in accordance with 310 CMR 40.0850 demonstrates the lack of a feasible alternative, as required by 310 CMR 40.0442(4).

Potential Indoor Air Impacts:

Parties constructing and/or renovating buildings in contaminated areas should consider whether chemical or petroleum vapors in subsurface soils and/or groundwater could impact the indoor air quality of the buildings. All relevant site data, such as contaminant concentrations in soil and groundwater, depth to groundwater, and soil gas concentrations should be evaluated to determine the potential for indoor air impacts to existing or proposed building structures. Particular attention should be paid to the vapor intrusion pathway for sites with elevated levels of chlorinated volatile organic compounds such as tetrachloroethylene (PCE) and trichloroethylene (TCE). MassDEP has additional information about the vapor intrusion pathway on its website at <http://www.mass.gov/eea/agencies/massdep/cleanup/regulations/vapor-intrusion-and-indoor-air-contamination-waste-sites.html>.

New Structures and Utilities:

Construction activities conducted at a disposal site shall not prevent or impede the implementation of likely assessment or remedial response actions at the site. Construction of structures at a contaminated site may be conducted as a Release Abatement Measure if assessment and remedial activities prescribed at 310 CMR 40.0442(3) are completed within and adjacent to the footprint of the proposed structure prior to or concurrent with the construction activities. Excavation of contaminated soils to construct clean utility corridors should be conducted for all new utility installations.

Activity and Use Limitations:

An Activity and Use Limitation (AUL) is a legal document that is recorded or registered at the appropriate Registry of Deeds and identifies site conditions that are the basis for maintaining a condition of No Significant Risk at a property where contamination remains after a cleanup. The AUL identifies permitted and allowable site uses and activities that may occur at a property while maintaining No Significant Risk. The AUL also identifies restricted uses and activities, which could result in the exposure of people at or near the disposal site to remaining contamination if such activities were to occur. The project proponent is advised that in cases where proposed activities would not be consistent with a level of No Significant Risk and/or an existing AUL, additional cleanup and the amendment or termination of the initial AUL and implementation of a revised AUL would be necessary before the proposed activities could occur.

PROJECT-SPECIFIC RECOMMENDATIONS AND REQUIREMENTS

MassDEP Compliance Status and Requirements for Persons Conducting Comprehensive Response Actions:

As indicated above, the land where the proposed project is to occur is a disposal site, subject to M.G.L. c.21E and the MCP, 310 CMR 40.0000. The ownership of the site was conveyed by the United States Navy to the Boston Redevelopment Authority (currently Boston Planning and Development Agency) in 1978. However, the USACOE conducted assessment and remedial activities at the site from 1993 to 2002. MassDEP assigned RTN 3-10627 to the site on October 1, 1993. The site was originally classified as a Tier II disposal site on May 26, 1995. The Tier II Classification expired on May 24, 2004. Prior to conducting Comprehensive Response Actions at the site, the project proponent must file either a Tier Classification Extension and Transfer Submittal pursuant to 310 CMR 40.0560(7) and (8), respectively, or a Revised Tier Classification Submittal pursuant to 310 CMR 40.0570. If the project proponent is an Eligible Tenant, filing a Revised Tier Classification Submittal pursuant to 310 CMR 40.0570 is required to re-establish response action deadlines at the site, and must be provided within 120 days of acquiring occupancy, possession or control of the site, unless MassDEP agrees to a later date. An Eligible Tenant is exempt from operator liability provided it meets certain statutory requirements set forth in M.G.L. c.21E § 2(e)(1). To be eligible for the exemption, tenancy must have begun after the release was reported to MassDEP and the tenants did not cause or contribute to the contamination.

The Boston Planning and Development Agency is currently conducting Immediate Response Actions at the site under RTN 3-34572. Unless a Permanent Solution Statement, Temporary Solution Statement, or Remedy Operation Status is filed for RTN 3-34572 earlier, a Tier Classification Submittal must be filed for this RTN by October 27, 2018 (1 year from date of initial notification). Alternatively, this RTN may be linked to the project proponent's Tier Classification Submittal referenced above for RTN 3-10627, if completed by October 27, 2018.

Comprehensive Response Actions were conducted at the site by the USACOE in the mid-1990s, with the filing of Phase II, Phase III, and Phase IV Reports in 1997. As additional assessment activities have been completed since 1997, as well as the notification of LNAPL under RTN 3-34572, the project proponent must determine if additional Comprehensive Response Actions are necessary to update the existing Phase Reports for the site.

Please note that provisions of the federal Toxic Substances Control Act (TSCA) also apply to the proposed redevelopment activities, due to the nature of the contaminants, namely PCBs, identified within the proposed redevelopment area. Pursuant to 310 CMR 40.0170(4)(c), the project proponent must identify all permits, licenses or other approvals required by any local, state or federal agency to conduct necessary response actions, and must obtain such permits, licenses or approvals sufficiently far in advance of deadlines imposed by M.G.L. c.21E and 310 CMR 40.0000.

The MassDEP Northeast Regional Office appreciates the opportunity to comment on this proposed project. Please contact Stephen.Johnson@state.ma.us or at (978) 694 3350 for further information on Hazardous Waste/ Massachusetts Contingency Plan/M.G.L. c.21E issues. If you have any general questions regarding these comments, please contact me at John.D.Viola@state.ma.us or at (978) 694-3304.

Sincerely,

This final document copy is being provided to you electronically by the Department of Environmental Protection. A signed copy of this document is on file at the DEP office listed on the letterhead.

John D. Viola
Deputy Regional Director

cc: Brona Simon, Massachusetts Historical Commission
Eric Worrall, Steve Johnson, MassDEP-NERO