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June 9, 2021

PUBLIC BENEFIT DETERMINATION
OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS

PROJECT NAME	: L Street Station Redevelopment
PROJECT MUNICIPALITY	: Boston
PROJECT WATERSHED	: Boston Harbor
EEA NUMBER	: 15692
PROJECT PROPONENT	: HRP 776 Summer Street, LLC
DATE NOTICED IN MONITOR	: April 7, 2021

Consistent with the provisions of An Act Relative to Licensing Requirements for Certain Tidelands, I hereby determine that the above-referenced project will **have a public benefit.** A Certificate on the Final Environmental Impact Report (FEIR) was issued on April 30, 2021.

Project Description

As described in the FEIR, the project consists of the construction of approximately 1.68 million square feet (sf) of mixed-use development, including 61,000 sf of residential uses (636 units), 516,000 sf of office space, 344,000 sf of lab/research and development (R&D) space, 81,000 sf of retail uses, a 115,000-sf hotel with 240 rooms and 1,214 parking spaces in parking garages and surface parking lots. It includes the rehabilitation and reuse of four turbine halls associated with the site's historic use as a power plant. The project will provide 5.75 acres of publicly accessible outdoor space, including a 2.5-acre waterfront park along Reserved Channel. Vehicular access through the site will be provided by an east-west roadway from Summer Street opposite Elkins Street and a north-south roadway from East 1st Street opposite M Street.

The project includes six new buildings as described below:

- Building A: A 72-ft high building to be located at the southeastern corner of the site along East 1st Street with 157,000 sf of office space and two to three levels of below-grade parking;
- Building B: An 84-ft high building to be located in the central portion of the site along East 1st Street with 142,000 sf of residential space and 2,500 sf of retail uses, and one-level of below-grade parking;
- Building C: A 198-ft high building to be located at the corner of East 1st Street and Summer Street with 353,000 sf of residential space, 23,000 sf of retail space and two to three levels of below-grade parking;
- Building D: A 117-ft high building to be located along Summer Street north of Building C and adjacent to the waterfront open space with 256,000 sf of office space, 28,000 sf of retail space and two to three levels of below-grade parking;
- Building E: A 194-ft high building to be located in the center of the site and south of Block F with 115,000 sf of residential space, a 115,000 sf hotel, 1,000 sf of retail space and one level of below-grade parking; and
- Building F: A 154-ft high building to be located in the northeast corner of the site with 335,000 sf of lab/office space and two to three levels of below-grade parking.

The FEIR also described an All-Commercial Alternative that would replace the residential uses in Buildings B, C and E with lab/office space, but would otherwise have the same development program and overall gross floor area as the Preferred Alternative detailed above. According to the FEIR, the design of the project is still at a master plan level and there may be shifts of building area between uses and blocks; however, the total gross floor area will not exceed 1.68 million sf.

Four existing buildings will be reused. Turbine Halls 1, 2 and 3 are located at the center of the site and extend from the planned waterfront open space to East 1st Street. The buildings will be restored and programmed with 65,000 sf of office space, 24,000 sf of retail space and 14,000 sf of civic and cultural uses that may extend to outdoor patios. The 1898 Building is located between the Building E site and the northern end of the turbine buildings; it will be renovated with 47,000 sf of office use. The small Administration Building located along Summer Street will be reused to provide 2,500 sf of retail space. All other existing buildings will be demolished.

The project is anticipated to be constructed in multiple phases over a 10- to 15-year period. The demolition phase will commence in 2021 and last for approximately 12 to 18 months, after which construction will commence. Remediation of contaminated soil will occur during the development of each phase. The project includes the following phases:

1. Demolition.
2. Group West: Construction of Building D, renovation of Turbine Halls 1 and 2, construction of the westernmost portion of the waterfront park and construction of improvements along Summer Street, including construction of a portion of Elkins Street.
3. Group South: Renovation of Turbine Hall 3, construction of Buildings B and C, extensions of Elkins Street and M Street onto the site, and, if this phase precedes the Group South phase, roadway and streetscape improvements along East 1st Street.

4. Group East: Construction of Buildings A and F, open space along M Street extension and the easternmost portion of the waterfront park and a private service drive providing access to the DFC.
5. Group North: Renovation of the 1898 Building, construction of Building E and completion of waterfront open space improvements.

Project Site

The 15.2-acre project site is bounded by Summer Street to the west, Reserved Channel to the north, land owned by the Massachusetts Bay Transportation Authority (MBTA) to the east, and East 1st Street to the south. The project site was used as an electrical generating facility for over 100 years before being decommissioned in 2007. It consists of several buildings that housed generation equipment and associated infrastructure. The eastern portion of the site has been cleared of structures. The site is fenced and inaccessible to the public.

The site is located between the primarily residential South Boston neighborhood to the south and commercial and maritime uses in the South Boston Designated Port Area (DPA). The DPA includes the Massachusetts Port Authority's (Massport) Black Falcon passenger terminal and marine industrial uses in the City's Raymond L. Flynn Marine Park (RLFMP) to the north and Massport's Dedicated Freight Corridor (DFC) cargo haul road serving the 5.75 acres of publicly accessible outdoor space, including a 2.5-acre waterfront park along Reserved Channel. to the east. The City is nearing completion of a Final Master Plan Update (FMPU) for the RLFMP, which will include a plan for addressing infrastructure needs of marine industrial uses and provide a development for the marine industrial park.

A four-acre area of the site adjacent to Reserved Channel consists of filled tidelands subject to the Massachusetts Department of Environmental Protection's (MassDEP) jurisdiction under M.G.L. Chapter 91 (c. 91). When the Environmental Notification Form (ENF) was filed, the site was located within the DPA. At the Proponent's request, the Massachusetts Office of Coastal Zone Management (CZM) conducted a boundary review in accordance with the Designation of DPA Regulations at 301 CMR 25.00. The review process included a public hearing and comment period. On May 10, 2018, CZM issued a Designation Decision that removed the project site from the DPA and added an area along Day Boulevard zoned for water-dependent industrial use. The decision resulted in an increase of the DPA from 137 to 140 acres.

According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) number 25025C0083J (effective March 16, 2016), a portion of the site is located within the 100-year floodplain (Zone AE) with a Base Flood Elevation (BFE) of 12 ft NAVD 88 (18.45 ft Boston City Base (BCB)) on land and 13 ft NAVD 88 (19.45 ft BCB) over water. The site is sloped from east to west and from south to north, with a grade change of approximately 15 feet.

Environmental Impacts and Mitigation

The project will alter approximately 93,000 sf of Land Subject to Coastal Storm Flowage (LSCSF), 675 linear feet (lf) of Coastal Bank and 1,000 sf of Land Under the Ocean (LUO); and create four acres of new nonwater-dependent use of tidelands. The Preferred Alternative will

generate 18,445 average daily trips (adt) and the All-Commercial Alternative will generate 15,428 adt. The project will add 939 parking spaces to the site for a total of 1,214 spaces. Water demand is estimated at 245,230 gallons per day (gpd) for the Preferred Alternative and 200,960 gpd for the All-Commercial Alternative. The Preferred Alternative will generate 209,03 gpd of wastewater and the All-Commercial Alternative will generate 168,754 gpd of wastewater. The project will result in emissions of GHG and other air pollutants associated with the burning of fossil fuels for on-site energy use and automobile travel by residents and visitors to the site.

Measures to avoid, minimize, and mitigate impacts include a reduction of impervious area of 0.7 acres. The project will employ stormwater Best Management Practices (BMPs) to improve the water quality and flow rate of stormwater discharged from the site, including infiltrating stormwater to the ground. The site will be raised to establish a first-floor elevation that is designed to withstand the effects of sea level rise and the project will incorporate other climate change adaptation measures. The project includes publicly accessible waterfront open space and other public interior and exterior spaces. It will minimize and mitigate transportation-related impacts by providing signalization and roadway improvements and through the implementation of Transportation Demand Management (TDM) measures to encourage use of non-vehicular modes of travel. The project will employ measures to conserve water and contribute to Infiltration/Inflow (I/I) reduction to preserve sewer capacity. The project will mitigate GHG emissions by incorporating energy efficiency measures into the building design and is evaluating generation of on-site renewable energy.

Permitting and Jurisdiction

The project is undergoing MEPA review and subject to preparation of a mandatory Environmental Impact Report (EIR) pursuant to Section 11.03(3)(a)(5), (6)(a)(6) and (6)(a)(7) because it requires Agency Actions and includes a new nonwater-dependent use of one or more acres of tidelands; will generate 3,000 or more new adt on roadways providing access to a single location; and will construct more than 1,000 parking spaces. The project exceeds the ENF thresholds at 301 CMR 11.06(b)(15) (construction of 300 or more new parking spaces at a single location) and 301 CMR 11.03(10)(b)(a) (demolition of any historic structure listed in or located in any historic district listed in the State Register of Historic Places or in the Inventory of Historic and Archaeological Assets of the Commonwealth). The project requires a c.91 License and it may require a Section 401 Water Quality Certificate (WQC) from MassDEP. It is also subject to the MEPA GHG Emissions Policy and Protocol and will require a Public Benefit Determination (PBD).

The project requires an Order of Conditions from the Boston Conservation Commission (or in the case of an appeal, a Superseding Order of Conditions (SOC) from MassDEP). It will require Article 80 Review by the BPDA including approval of a Planned Development Area (PDA) Development Plan. It will require a Transportation Access Plan Agreement (TAPA) and Construction Management Plan approval from the Boston Transportation Department (BTD). The project requires a determination of no hazard to air navigation from the Federal Aviation Administration (FAA). It will require a National Pollutant Discharge Elimination System (NPDES) Stormwater General Permit from the United States Environmental Protection Agency (EPA) and may require a Section 10/Section 404 permit from the Army Corps of Engineers (ACOE). The

project requires review by the Massachusetts Historical Commission (MHC) and development of a Memorandum of Understanding (MOU).

Because the Proponent is not seeking State Financial Assistance, MEPA jurisdiction extends to those aspects of the project that are within the subject matter of required or potentially required State Permits and that may cause Damage to the Environment, as defined in the MEPA regulations. Because the project requires a c. 91 License, MEPA jurisdiction is broad in scope and extends to all aspects of the project that may cause Damage to the Environment, as defined in the MEPA regulations. The project also requires a Land Transfer in the form of a release by Massport of a deed restriction on the parcel to allow for residential uses. Because the Land Transfer affects the entire project site, this also confers broad scope MEPA jurisdiction.

Tidelands

Filled tidelands associated with Boston Harbor cover approximately 4.1 acres of the site. The project is subject to the provisions of *An Act Relative to Licensing Requirements for Certain Tidelands* (2007 Mass. Acts ch. 168). Consistent with Section 8 of this legislation, I must conduct a Public Benefit Review for projects located on tidelands that entail new use or modification of an existing use and are required to file an EIR.

The legislation states the following regarding the Public Benefit Determination:

> *"In making said public benefit determination, the secretary shall consider the purpose and effect of the development; the impact on abutters and the surrounding community; enhancement to the property; benefits to the public trust rights in tidelands or other associated rights, including, but not limited to, benefits provided through previously obtained municipal permits; community activities on the development site; environmental protection and preservation; public health and safety; and the general welfare; provided further, that the secretary shall also consider the differences between tidelands, landlocked tidelands and great pond lands when assessing the public benefit and shall consider the practical impact of the public benefit on the development."*

Under 301 CMR 13.03(1), "the public shall have the opportunity during the MEPA public comment period(s) to comment on whether the project provides a public benefit, and the proponent shall have the opportunity to submit additional information during the MEPA process." The Environmental Notification Form (ENF), Draft Environmental Impact Report (DEIR) and FEIR provided analyses of the project's public benefits in accordance with the Public Benefit Determination regulations, but I did not receive comments specifically addressing those analyses.

The following addresses each of the considerations identified in the legislation.

1. *purpose and effect of the development*

The project has been designed to convert a dormant former industrial that has been site into a mixed-use development with office, lab, residential, hotel and retail uses. It will provide

community amenities such as civic and cultural space in the renovated historic Turbine Halls and waterfront open space.

2. impact on abutters and the surrounding community

The project will benefit abutters and the surrounding community by providing improvements to open space and community amenities. It will provide 5.75 acres of publicly accessible outdoor space, including a 2.5-acre waterfront park along Reserved Channel. The historic Turbine Halls will be retained and renovated to provide community civic, cultural space and retail space. The amount of proposed residential use was reduced from previous designs and relocated to parts of the site further away from the Conley Container Terminal to minimize potential conflicts with existing port activities.

3. enhancement to the property

The project will redevelop an unused former industrial site, remediate contaminated soil and groundwater, convert approximately one-third of the site to publicly accessible outdoor space, replace former industrial buildings with new office, lab, hotel and residential buildings, construct a new stormwater management system and regrade the site to increase its resiliency to sea level rise.

4. benefits to the public trust rights in tidelands or other associated rights

The tidelands on the site will be used primarily for public uses. Approximately three acres (76 percent) of tidelands will be comprised of publicly-accessible open space including a waterfront park with a Harborwalk, piers, performance and event plazas, seating and landscaping. An additional 12 percent of the tideland area (20,650 sf) will consist of indoor retail uses open to the public. The project will include public pedestrian and bicycle facilities throughout the site with connections to adjacent public streets to facilitate public use of the site.

5. community activities on the development site

The project will provide new residential units, retail, civic and cultural uses within the Turbine Halls, and exterior pedestrian and bicycle facilities and open space. The design includes exterior plazas and interior space that will be programmed with community arts and performance events.

6. environmental protection and preservation

The project has been designed to avoid, minimize and mitigate potential environmental impacts including, nonwater-dependent use of tidelands, traffic, stormwater, water and sewer use, construction period impacts, and potential impacts associated with climate change, by remediating contaminated soil and groundwater and preserving the historic Turbine Halls. Measures to avoid, minimize and mitigate project impacts include:

Transportation

Roadway Improvements

- Creation of a new signalized intersection at Summer Street at Elkins Street Extension that will accommodate connectivity, TSP, efficient pedestrian walk time distribution, ADA ramps, crosswalks and bicycle striping;
- Creation of a new intersection at East 1st Street at M Street Extension with ADA accessible ramps, crosswalks, bicycle striping and a Rectangular Rapid Flashing Beacon (RRFB);
- Creation of a new controlled and gated access point from the site to the DFC for commercial/service truck access only;
- Construction of internal vehicular roadways with bicycle and pedestrian facilities;
- Upgrade of the traffic signal equipment at the intersections of Summer Street at East 1st Street and L Street at East 1st Street to accommodate adaptive signalization, connectivity, TSP and efficient pedestrian walk time distribution;
- Along the Summer Street/L Street corridor between Drydock Avenue and East Broadway, install adaptive signals capabilities, including TSP and signal connectivity to improve traffic flow for vehicles and buses.

Pedestrian and Bicycle Facilities

- Reconstruction of Summer Street between DFC and East 1st Street to accommodate vehicles, on-street parking, and active drop-off/pick-up curb space, separated bike lanes, a wide sidewalk with trees (east side of Summer Street), and upgraded bus stops (east side of Summer Street);
- Reconstruction of East 1st Street between Summer Street and City Point western driveway to accommodate vehicles, on-street parking, wider sidewalks and bike lanes, where possible;
- Widening of the sidewalk on the south side of East 1st Street from Summer Street/L Street to Acadia Street;
- Installation of three Bluebikes stations with an option to install a fourth Bluebikes station, if enough demand; and,
- Installation of 1,030 long-term secure and 193 short term bicycle parking spaces.

Transit Service

- Along the Summer Street/L Street corridor between Drydock Avenue and East Broadway, install adaptive signals capabilities, including TSP and signal connectivity to improve traffic flow for vehicles and buses;
- Upgrade two existing bus stops on Summer Street to include shelters, fare vending machines and MicroHubs with real-time transportation information screens;
- Repaving and striping of the City Point bus terminal bus yard to support the expanded service demand and bus layover;
- Additional Summer Street corridor improvements along the site frontage, including the

widening of L Street to allow for future bus lanes;
- Improvements at the outbound L St/Broadway bus stop;
- Construction of a right lane on Broadway westbound to allow Bus Route 9 to proceed straight (west) and Bus Route 7 and other vehicles to turn right onto L Street;
- Installation of TSP between Pumphouse Road and L Street/Broadway; and,
- Installation of customer experience amenities including an Automated Fare Collection system, shelters and countdown clocks; and,
- Provide a monetary contribution of $10,080,000 over a 15-year period to fund transit mitigation serving the project site and South Boston neighborhood, to be identified and implemented in coordination with the MBTA and the City.

Transportation Demand Management

- Designating an on-site Transportation Coordinator to promote alternative means of transportation to the site;
- Providing at least three shared bike stations;
- Providing bicycle repair stations at key locations at the site;
- Providing real-time transit information in the lobby of buildings;
- Providing transit maps and schedules and other information to promote alternative modes of travel in the lobbies of buildings;
- Upgrade two existing bus stops within the site to include shelters, fare vending machines and MicroHubs with real-time transportation information screens;
- Providing preferential parking to carpool and vanpool participants;
- Joining the Seaport Transportation Management Association (TMA);
- Participating in transportation awareness events, including Car-Free Week, MassCommute Bicycle Challenge and Lunchtime Walking Series;
- Initiating on-site transportation fairs and commuter events;
- Implementing a car sharing program and dedicating parking spaces to the program;
- Constructing 25 percent of the parking spaces with EV charging station and 75 percent of the parking spaces as EV-ready;
- Providing 1,391 long-term covered and secured bicycle parking spaces to residents and showers and 110 long-term covered and secure bicycle spaces for employees;
- Encourage tenants to implement:
  - Alternative or staggered work hours;
  - A program allowing employees to use pre-tax dollars to purchase MBTA passes;
  - Subsidize monthly transit passes for employees;
  - Participate in the MBTA Corporate pass program;
  - Implement a Guaranteed Ride Home program;
  - Provide on-line registration for a ride-sharing program through the TMA; and,
  - Organize an internal ride-sharing program.

Transportation Monitoring

- Simultaneous automatic traffic recorder (ATR) counts at each garage entrance for a continuous 24-hour period on a typical weekday and Saturday;

- Travel survey of employees and patrons at the site;
- Weekday morning, evening, and Saturday peak hour turning movement counts (TMCs);
- Capacity analyses at mitigated intersections; and
- An update on TDM effectiveness and transit ridership.

Greenhouse Gas Emissions

Through implementation of the roadway mitigation measures and TDM program described above, the project will reduce mobile-source emissions by two percent, for a reduction of 45 tpy in the Preferred Alternative and 72 tpy for the All-Commercial Alternative. Stationary-source GHG emissions for the Preferred Alternative will be reduced from 12,172 tpy under the Base Case to 10,089 tpy (a reduction of 2,083 tpy or 17.1 percent) and for the All-Commercial Alternative from 14,879 tpy in the Base Case to 12,257 tpy (a reduction of 2,622 tpy or 17.6 percent). Stationary-source GHG mitigation measures include the following building design features:

- Electrification of all space and water heating in Building B (residential) under the Preferred Alternative;
- Electrification of space heating in Buildings B and E (mid-rise office) under the All-Commercial Alternative;
- Space heating in Building F (lab/office) with air to water heat pump (sized to 20% of peak heating load) as primary heat source with natural gas boilers as secondary heat source;
- Energy recovery systems in all buildings;
- Building designs with insulation values above Code requirements, windows with low U-values and the avoidance of curtain walls in any of the buildings;
- Reduced lighting power density;
- Reduced air infiltration;
- Installation of solar PV systems with a total capacity of 100 kW;
- Electric vehicle (EV) charging stations at 25 percent of all parking spaces and the other 75 percent will be EV-ready; and,
- The Proponent will continue to evaluate Passivehouse design for the residential and hotel buildings and electrification of all buildings during the City's building design review process.

Adaptation and Resiliency

- Construct buildings with first-floor elevation above 21.5 ft BCB, which corresponds to the SLR-DFE;
- Design of floodable open space areas adjacent to Reserved Channel;
- Increased pervious area and landscaping with native vegetation;
- A new stormwater management capacity that will accommodate the 25-year design storm;
- Use of high albedo roofing materials and light-colored pavement;

- Analysis of the performance of the buildings under extreme cold and heat events using Whole Building Energy Simulation to assess the thermal comfort of building occupants; and,
- Use of Green Infrastructure and LID measures such as porous pavement/pavers.

Air Quality

- The implementation of the roadway, transit and TDM mitigation measures listed above will reduce project-related emissions of VOC by 1.45 g/day under the Preferred Alternative and by 1.08 kg/day under the All-Commercial Alternative, and of NOx by 0.8 kg/day under the Preferred Alternative and 0.63 kg/day under the All-Commercial Alternative.

Chapter 91 Tidelands and Open Space

- Provide over five acres of public open space, including a 2.5-acre waterfront park and other open space on filled tidelands;
- Program open space areas with activities to attract the public to the waterfront;
- Construct a 12-ft wide Harborwalk along the project shoreline and provide pathway connections to surrounding streets;
- Minimize interference and potential conflicts with water-dependent industrial uses by maintaining truck access signal priority green time at the intersection of Summer Street at DFC, using the DFC for commercial traffic only, screening the DFC from public areas, arranging the buildings to minimize impacts on occupants from industrial uses, and constructing residential buildings to a maximum average day-night noise standard of 45 dBA; and,
- Comply with all c. 91 regulatory standards for nonwater-dependent use projects, including building height, setbacks and uses;

Wetlands and Stormwater

- Construction of a stormwater management system that complies with MassDEP's Stormwater Management Standards, including on-site infiltration BMPs;
- Reduction in impervious area of 0.7 acres; and,
- Comply with the performance standards of the Wetlands Regulations (310 CMR 10.00) and WQC Regulations (314 CMR 9.00), if necessary, by complying with the Order of Conditions issued by the Boston Conservation Commission and WQC issued by MassDEP.

Water and Wastewater

- Contribute $2.41 per gallon of wastewater generated by the project to the City for removal of infiltration and inflow (I/I) at a minimum ratio of 4 gallons of I/I for each gallon of wastewater generated;
- Minimize the need for irrigation by using native plantings in landscaping; and,
- Use of water-conserving plumbing and advanced water metering.

Construction

- Compliance with MassDEP's Air Pollution Control regulations pursuant to M.G.L. c.40, §54 and the Massachusetts Air Pollution Control regulations at 310 CMR 7.00, including anti-idling provisions and handling and disposal of asbestos; and use of vehicles meeting EPA's Tier 4 Emissions Standards;
- Implementation of measures to minimize dust and odors, including application of water, covering trucks transporting material off-site, washing truck tires, minimizing storage of materials on-site, street sweeping and use of stone in construction roads and staging areas;
- Designate truck routes for construction vehicles;
- Maintain transportation operations adjacent to the project site, including minimization of road closures and detours and protection for pedestrians and bicyclists using roadways adjacent to the site;
- Compliance with MassDEP's noise regulations and the City's noise control ordinance, use noise mufflers and noise controls on construction equipment, use quieter construction methods when possible, schedule operations at times when ambient noise is loudest, implement traffic management to minimize impacts on local streets;
- Compliance with MassDEP's Solid Waste regulations and implementation of measures to reuse and recycle construction and demolition (C&D) debris;
- Conduct all earthwork and construction in accordance with the Massachusetts Contingency Plan (MCP) and provide regular updates to the community, including through the project's Licensed Site Professional (LSP); and,
- Use of sedimentation and erosion controls in compliance with the requirements of the SMS and the NPDES General Permit for Construction Activities, including development and implementation of a Stormwater Pollution Prevention Plan (SWPP), and refuel equipment outside of wetland buffer zones.

7. *public health and safety, and the general welfare*

The measures identified above related to economic growth, community benefits, enhancement to the property and open space, public trust rights, and environmental protection also demonstrate measures to promote public health and safety, and the general welfare.

Conclusion

Based on the foregoing, I hereby determine that the project will have a positive public benefit to public trust rights in tidelands. To meet the publication requirements of the legislation, this Determination will be published in the Environmental Monitor on June 23, 2021. In accordance with M.G.L. c. 30, § 62I, the Proponent shall file a copy of the Certificate on the FEIR and this Public Benefit Determination with MassDEP within 30 days of today's date to notify the Department that work will be conducted within tidelands.

I recognize that the public benefit commitments may be subject to certain revisions as the project proceeds. If the public benefits to be provided should change, the Proponent is instructed to

submit a Request for Advisory Opinion to the MEPA Office for a determination as to whether the change is sufficiently material to require the submission of an NPC pursuant to 301 CMR 11.10. If it is clear that the change(s) are material and would increase environmental impacts, the Proponent may submit an NPC without requesting an Advisory Opinion.

K. Theoharides

June 9, 2021

Kathleen A. Theoharides

Comments received on the FEIR:

05/06/2021	Massachusetts Department of Environmental Protection (MassDEP)/Waterways Regulation Program (WRP)
05/07/2021	Massachusetts Office of Coastal Zone Management (CZM)
05/07/2021	Massachusetts Department of Transportation (MassDOT)
05/07/2021	Massachusetts Department of Environmental Protection (MassDEP)/Northeast Regional Office (NERO)
05/07/2021	Massachusetts Port Authority (Massport)
05/10/2021	Massachusetts Water Resources Authority (MWRA)
05/12/2021	Department of Energy Resources (DOER)
05/13/2021	Senator Nick Collins Representative David Biele City Councilor Ed Flynn City Councilor Michael F. Flaherty

KAT/AJS/ajs