

Commonwealth of Massachusetts
 Executive Office of Energy and Environmental Affairs
 Massachusetts Environmental Policy Act (MEPA) Office

Environmental Notification Form

For Office Use Only

EEA#: 16063
 MEPA Analyst: Kein Flaherty

The information requested on this form must be completed in order to submit a document electronically for review under the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: 401 Congress Street		
Street Address: 401 Congress Street		
Municipality: Boston	Watershed: Charles	
Universal Transverse Mercator Coordinates: E331716.66, N4690522.05	Latitude: 42.348765	Longitude: -71.043129
Estimated commencement date: Fall 2020	Estimated completion date: End of 2022	
Project Type: Office	Status of project design: 10 %complete	
Proponent: 401 Congress Street, LLC		
Street Address: 55 Seaport Boulevard, 4 th Floor		
Municipality: Boston	State: MA	Zip Code: 02210
Name of Contact Person: Seth Lattrell		
Firm/Agency: VHB	Street Address: 99 High Street, 10th Fl.	
Municipality: Boston	State: MA	Zip Code: 02110
Phone: 617-607-2973	Fax:	E-mail: SLattrell@vhb.com

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
 Yes No

If this is an Expanded Environmental Notification Form (ENF) (see 301 CMR 11.05(7)) or a Notice of Project Change (NPC), are you requesting:

a Single EIR? (see 301 CMR 11.06(8)) Yes No
 a Special Review Procedure? (see 301 CMR 11.09) Yes No
 a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes No
 a Phase I Waiver? (see 301 CMR 11.11) Yes No
 (Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?
 301 CMR 11.03(6)(a)(6) – Generation of 3,000 or more new average daily trips on roadways providing access to a single location;

Which State Agency Permits will the project require?
 Massachusetts Department of Transportation ("MassDOT") Highway Access permit

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:

The Project will require a long-term ground lease with the Massachusetts Port Authority ("Massport")

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	Approx. 1.6 AC		
New acres of land altered		- 0 -	
Acres of impervious <u>area</u>	Approx. 1.1 AC	Approx. 0.4 AC	Approx. 1.5 AC
Square feet of new bordering vegetated wetlands alteration		- 0 -	
Square feet of new other wetland alteration		- 0 -	
Acres of new non-water dependent use of tidelands or waterways		-0- (Landlocked)	
STRUCTURES			
Gross square footage	- 0 -	Approx. 675,000 GSF	Approx. 675,000 GSF
Number of housing units	- 0 -	- 0 -	- 0 -
Maximum height (feet)	- 0 -	Approx. 250 FT	Approx. 250 FT
TRANSPORTATION			
Unadjusted vehicle trips per day ¹	418	7,728	8,146
Adjusted vehicle trips per day	418	2,984	3,402
Parking spaces	85	-85	0
WASTEWATER			
Water Use (Gallons per day)	Approx. 0 GPD	Approx. 53,500 GPD	Approx. 53,500 GPD
Water withdrawal (GPD)	- 0 -	- 0 -	- 0 -
Wastewater generation/treatment (GPD)	Approx. 0 GPD	Approx. 48,500 GPD	Approx. 48,500 GPD
Length of water mains (miles)	- 0 -	- 0 -	- 0 -
Length of sewer mains (miles)	- 0 -	- 0 -	- 0 -
Has this project been filed with MEPA before? <input type="checkbox"/> Yes (EEA # _____) <input checked="" type="checkbox"/> No			
Has any project on this site been filed with MEPA before? <input type="checkbox"/> Yes (EEA # _____) <input checked="" type="checkbox"/> No			

¹ Unadjusted vehicle trips per day is calculated before applying adjustment for alternate transportation modes including walk, bike and public transit. There are no parking spaces onsite, and the site is directly adjacent to the MBTA Silver Line World Trade Center station.

GENERAL PROJECT INFORMATION – all proponents must fill out this section

PROJECT DESCRIPTION:

Describe the existing conditions and land uses on the project site:

The proposed development site contains approximately 1.6 acres of land located at and around 401 Congress Street in the South Boston Waterfront of Boston, Massachusetts. The site is comprised of the following development parcels:

"Parcel A2" – A 1.1-acre surface parking lot bounded to the north by Congress Street, to the south and west by the Exit 25, I-90 off-ramp (Ramp F), and to the east by the MBTA World Trade Center ("WTC") Station, above which runs along a portion of World Trade Center Avenue, a 0.25 mile long viaduct elevated approximately 25 feet above grade that connects the Boston Convention and Exhibition Center ("BCEC") to the WTC; and

"Triangle Parcel" – A 0.48-acre of isolated, undeveloped land spanning a portion of the Exit 25, I-90 off-ramp and the I-93 on-ramp. The Triangle Parcel is periodically used for construction staging/field offices.

Refer to Figure 1.1 for the site locus map and Figure 1.2 for site context. Refer to Figure 1.3 for existing site conditions, and Figure 1.4 for the existing site photographs.

Describe the proposed project and its programmatic and physical elements:

The proposed project will include the construction of a new Class A office building with significant public and cultural uses. It consists of a total of approximately 675,000 square feet¹: approximately 645,000 square feet on Parcel A2 and about 30,000 square feet on the Triangle Parcel (collectively, the "Project").

The 18-story building on Parcel A2 will contain approximately 585,000 square feet of office space, starting on level three. It will have two entrances: one from Congress Street and one from the World Trade Center Avenue Viaduct. Both entrances will be connected by an enhanced public space with a 24/7 public elevator and grand sweeping stairs, acting as a nexus between the two levels. A new and elevated pedestrian bridge spanning the I-90 ramp will connect the Office Building to the Triangle Parcel.

The two-story building on the Triangle Parcel will consist of approximately 30,000 square feet which serves as programmable publicly accessible space. Additionally, the Project contemplates approximately 30,000 square feet of surface improvements along the World Trade Center Avenue Viaduct and beyond the Project's property lines. It will also feature a landscaped, accessible rooftop that covers the Triangle Building itself as well as the new pedestrian bridge, providing an indoor and outdoor connection to Parcel A2 and the World Trade Center Avenue Viaduct.

Refer to Chapter 1, *Project Description*, for additional information.

Describe the on-site project alternatives (and alternative off-site locations, if applicable), considered by the proponent, including at least one feasible alternative that is allowed under current zoning, and the reasons(s) that they were not selected as the preferred alternative:

Alternatives

In accordance with MEPA requirements for an ENF, this section describes the on-site project alternatives, considered by the Proponent and the reason(s) that they were not selected as the preferred alternative. No alternative off-site locations were considered for this Project. The alternatives considered by the Proponent were guided by goals and objectives of both Massport and the Proponent.

¹ All areas are provided as gross floor area (GFA), as defined by Article 2A of the Boston Zoning Code, which excludes basement, mechanical space/penthouses, storage, etc.

Massport's development goals for the site were outlined in the March 2018 Request for Proposals ("RFP") and were based on Massport's underlying real estate objectives which include:

- Generate new and sustainable revenue sources to support Massport's maritime operations,
- Economic development through jobs, taxes and other contributions, and
- Thoughtful and collaborative city building that supports the City of Boston and its communities.

The subsequent submission and selection process concluded with the Proponent's designation as developer of the Project Site. In addition to the Proponent's significant financial commitments and robust diversity and inclusion plan, a key driver for award of the Project was the Project's ability to maximize the value of the Project Site and provide the highest economic return to support Massport's maritime operations. As such, financial performance was an important consideration throughout the assessment of potential site alternatives.

The following alternatives were considered by the Proponent:

- **No-Build Alternative** – The No-Build Alternative retains the existing conditions at the Project Site. It leaves the existing surface parking lot at Parcel A2 and the isolated Triangle Parcel as described in Section 1.1 of Chapter 1, *Project Description*. The No-Build Alternative does not include any of the significant publicly accessible indoor and outdoor spaces and economic benefits associated with the Project. Refer to Figure 1.3 for existing conditions site plan.
- **Preferred Alternative** – The Preferred Alternative would consist of the Project, as described in Chapter 1, *Project Description*, which includes approximately 675,000 square feet of new development with approximately 66,000 square feet of publicly accessible outdoor space and approximately 65,000 square feet of publicly accessible indoor space, including a two-story Great Hall on the Congress Street Level as shown on Figure 1.5.
- **Ground Floor Retail Alternative** – The Proponent also evaluated a ground floor retail alternative which would replace the 65,000 square feet of publicly accessible indoor space provided by the Project with more traditional retail and restaurant uses. This alternative would also provide significant publicly accessible outdoor space and economic benefits which support Massport's maritime operations, however the transition from publicly accessible flexible space to traditional retail and restaurant uses would not meet the underlying goals and objectives of the Project as detailed in Chapter 1, *Project Description*. Additionally, retail and restaurant use would be anticipated to generate more traffic and generate more wastewater than the proposed mix of public uses.

Refer to the table below for a comparison of impacts associated with the Project:

	No-Build	Preferred Alternative	Ground Floor Retail Alternative
Total Square Footage (GFA)	-0-	675,000	675,000
Primary Ground Floor ¹ Use	N/A	Publicly Accessible Space /Lobby	Retail/Restaurant/Lobby
Primary Upper Floor Use	N/A	Office	Office
Parking Spaces	85	-0-	-0-
Impervious Area (Acres)	1.1	1.5	1.5
Vehicles Trips Per Day	418	2,984	4,254
Wastewater Generation (GPD)	-0-	48,500	67,000

¹ Including both World Trade Center Avenue and Congress Street

In summary, the Preferred Alternative would provide a modern and sustainable development and minimize environmental impacts to the extent feasible while satisfying the underlying project goals and objectives of the Proponent and Massport. Analysis of the Project alternatives, considering existing site characteristics, cost of site improvements, and mitigation requirements did not identify a practical and cost-effective alternative that would significantly reduce environmental and community impacts over the Preferred Alternative, while still maintaining a substantial public benefit. The Preferred Alternative offers substantial benefits to the public that are not provided by the No-Build or Ground Floor Retail Alternatives. Consequently, the Preferred Alternative is carried forward for further analysis in this document.

Mitigation Measures

The Project will incorporate design, construction, and operational measures and associated environmental benefits to offset impacts to the maximum extent. The Project will target LEED Gold certifiability to make this not only a sought-after location for tenants, but also sustainable and resilient. Appropriate mitigation for Project-related impacts to the natural and built environment will be further determined at the completion of the impact analyses, as required as part of the subsequent DEIR/DPIR.

If the project is proposed to be constructed in phases, please describe each phase:

The Project is anticipated to be constructed in a single phase.

AREAS OF CRITICAL ENVIRONMENTAL CONCERN:

Is the project within or adjacent to an Area of Critical Environmental Concern?

- Yes (Specify _____)
 No

RARE SPECIES:

Does the project site include Estimated and/or Priority Habitat of State-Listed Rare Species? (see http://www.mass.gov/dfwele/dfw/nhosp/regulatory_review/priority_habitat/priority_habitat_home.htm)

- 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

WATER RESOURCES:

Is there an Outstanding Resource Water (ORW) on or within a half-mile radius of the project site? ___ Yes X No;

Are there any impaired water bodies on or within a half-mile radius of the project site? ___ Yes X No;

Is the project within a medium or high stress basin, as established by the Massachusetts Water Resources Commission? ___ Yes X No

STORMWATER MANAGEMENT:

Generally describe the project's stormwater impacts and measures that the project will take to comply with the standards found in MassDEP's Stormwater Management Regulations:

The Project intends to address MassDEP's Stormwater Management Standards and stormwater guidelines. The proposed development is expected to provide on-site stormwater management and treatment systems which collectively improve water quality, reduce runoff volume, and control peak rates of runoff in comparison to existing conditions. Currently, the Project is considering the implementation of structural Best Management Practices (BMPs) which include, but are not limited to, subsurface infiltration basins and/or systems, proprietary treatment devices, green infrastructure, and deep-sump hooded catch basins, to reduce the Total Suspended Solids (TSS) concentrations by at least 80 percent. Subsurface infiltration systems, if constructed, are intended to address phosphorus removal and promote groundwater recharge in accordance with Groundwater Conservation Overlay District (GCOD) requirements, as defined in Article 32 of the Zoning Code. Refer to Chapter 7, *Infrastructure*, for additional information regarding stormwater management systems, as well as a summary of the Project's compliance with the DEP Stormwater Management Standards.

MASSACHUSETTS CONTINGENCY PLAN: Has the project site been, or is it currently being, regulated under M.G.L.c.21E or the Massachusetts Contingency Plan? Yes ___ No X; if yes, please describe the current status of the site (including Release Tracking Number (RTN), cleanup phase, and Response Action Outcome classification): _____

Is there an Activity and Use Limitation (AUL) on any portion of the project site? Yes ___ No X; if yes, describe which portion of the site and how the project will be consistent with the AUL: _____

Are you aware of any Reportable Conditions at the property that have not yet been assigned an RTN? Yes ___ No X; if yes, please describe: _____