

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

**Environmental Notification Form**

*For Office Use Only*

EEA#:

MEPA Analyst:

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: **Fenway Project**

Street Address: **70 Van Ness Street, 85 Van Ness Street, 19-23 Jersey Street, 25-27 Jersey Street, 31-37 Jersey Street, 73-89 Brookline Avenue, 78-88 Brookline Avenue, 92 Brookline Avenue, 100-102 Brookline Avenue, 104-106 Brookline Avenue, 110-114 Brookline Avenue, 45-47 Lansdowne Street, 49-67 Lansdowne Street**

Municipality: **Boston**

Watershed: **Charles River**

Universal Transverse Mercator Coordinates:

**Easting: 327239.72**

**Northing: 4690379.41**

**Zone: 19T**

Latitude: **42.346500**

Longitude: **-71.097406**

Estimated commencement date: **Spring 2022**

Estimated completion date: **Spring 2029**

Project Type: **Mixed Use**

Status of project design: **0 %complete (pre-design phase)**

Proponent: **WS-Fenway-Twins Realty Venture LLC**

Street Address: **33 Boylston Street, Suite 3000**

Municipality: **Chestnut Hill**

State: **MA**

Zip Code: **02467**

Name of Contact Person: **Lauren DeVoe**

Firm/Agency: **VHB**

Street Address: **99 High Street, 10th Floor**

Municipality: **Boston**

State: **MA**

Zip Code: **02110**

Phone: **617-607-0091**

Fax: **N/A**

E-mail: **ldevoe@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 301CMR 11.09)

☐ Yes ☒ No

a Waiver of mandatory EIR? (see 301 CMR 11.11)

☐ Yes ☒ No

a Phase I Waiver? (see 301 CMR 11.11)

☐ Yes ☒ No

(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(5)(b)(4) – New discharge or Expansion in discharge to a sewer system of 100,000 or more gpd of sewage, industrial waste water or untreated stormwater.**
- **301 CMR 11.03(6)(a)(6) – Generation of 3,000 or more New adt on roadways providing access to a single location.\***
- **301 CMR 11.03 (6)(a)(7) – Construction of 1,000 or more New parking spaces at a single location.\***

**\*NOTE: While the Project traffic generation and new parking spaces are projected to meet/exceed MEPA Review Thresholds related to vehicular traffic, because no transportation-related state agency action is required, there is no jurisdictional match so that no Mandatory EIR is required.**

Which State Agency Permits will the project require?

**Temporary Construction Dewatering Permit from the Massachusetts Water Resource Authority (to the extent required by any development component(s)) and Sewer Use Discharge Permit (to the extent required by particular building tenants)**

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 Proposed Project is not expected to involve any conveyance of land from a state agency or authority, nor any state financing.**

## Summary of Project Size & Environmental Impacts

	Existing	Change	Total
<b>LAND</b>			
Total site acreage	<b>8.75 acres<sup>1</sup></b>		
New acres of land altered		<b>-0-</b>	
Acres of impervious area	<b>8.5 acres</b>	<b>+0.11</b>	<b>8.61 acres</b>
Square feet of new bordering vegetated wetlands alteration		<b>-0-</b>	
Square feet of new other wetland alteration		<b>-0-</b>	
Acres of new non-water dependent use of tidelands or waterways		<b>-0-</b>	
<b>STRUCTURES</b>			
Gross square footage	<b>167,000 GSF</b>	<b>+1,923,330 GSF</b>	<b>2,091,031 GSF</b>
Number of housing units	<b>-0-</b>	<b>+216 units</b>	<b>216 units</b>
Maximum height (feet)	<b>52 feet</b>	<b>+260 feet</b>	<b>312 feet</b>
<b>TRANSPORTATION</b>			
Vehicle trips per day <sup>2</sup>	<b>313</b>	<b>+8,644<sup>3</sup></b>	<b>8,957<sup>3</sup></b>
Parking spaces	<b>775</b>	<b>1063</b>	<b>1838</b>
<b>WASTEWATER</b>			
Water Use (Gallons per day)	<b>10,060 GPD</b>	<b>+309,893 GPD</b>	<b>319,953 GPD</b>
Water withdrawal (GPD)	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>
Wastewater generation/treatment (GPD)	<b>9,145 GPD</b>	<b>+281,721 GPD</b>	<b>290,866 GPD</b>
Length of water mains (miles)	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>
Length of sewer mains (miles)	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>
<p><b>1</b> Consists of the acreage of the four development parcels, which total approximately 5.32 acres and an additional approximately 3.43 acres off-site to be improved as part of the Project consisting of roadways, public realm area, and bicycle and pedestrian facilities.</p> <p><b>2</b> Represents Adjusted; the projected <u>new</u> Unadjusted trips is approximately 27,807 daily trips when not accounting for other modes of transportation.</p> <p><b>3</b> No transportation-related state agency action is required for the Project and, therefore, there is no jurisdictional match so that no Mandatory EIR is required.</p>			
<p>Has this project been filed with MEPA before?</p> <p><input type="checkbox"/> Yes (EEA # <a href="#">Click or tap here to enter text.</a>) <input checked="" type="checkbox"/> <b>No</b></p>			
<p>Has any project on this site been filed with MEPA before?</p> <p><input type="checkbox"/> Yes (EEA # <a href="#">Click or tap here to enter text.</a>) <input checked="" type="checkbox"/> <b>No</b></p>			

## **GENERAL PROJECT INFORMATION – all proponents must fill out this section**

### **PROJECT DESCRIPTION**

#### **Existing Conditions**

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

The Project Site is currently underutilized when viewed through the lens of its diverse urban context. The four development blocks that together comprise the Project Site are shown on Figure 1.3 and are located as follows:

- › 85 Van Ness Street, 19-23 Jersey Street, 25-27 Jersey Street, 31-37 Jersey Street, 78-88 Brookline Avenue, 92 Brookline Avenue, 100-102 Brookline Avenue, 104-106 Brookline Avenue, 110-114 Brookline Avenue (“Jersey Block”) – the collection of 9 parcels at Jersey Street are bounded by Jersey Street to the east, Van Ness Street to the south, other private property to the west, and Arthur’s Way to the north. In total the Jersey Block is approximately 2.52 acres of land area.
- › 73-89 Brookline Avenue (“Brookline Block”) – currently a surface parking lot of approximately one acre of land as well as the air rights above a portion of David Ortiz Drive.
- › 70 Van Ness Street (“Van Ness Block”) – an approximately 0.80-acre surface parking lot bounded by Jersey Street to the east, a private passageway to the south, Ross Way to the west, and Van Ness Street to the north. This Block also includes the air rights above a portion of Richard B. Ross Way.
- › 45-47 Lansdowne Street and 49-67 Lansdowne Street (“Lansdowne Block”) – an approximately one-acre assemblage of two parcels bounded by private property to the east and west, the Massachusetts Turnpike right-of-way to the north, and Lansdowne Street to the south.

In total, these parcels comprise approximately 5.32 acres of land area, inclusive of air and/or subterranean rights in adjacent public ways.

#### **Project Description**

*Describe the proposed project and its programmatic and physical elements:*

The Project involves a series of discrete development components to be constructed on approximately 5.32 acres of privately-owned land across multiple parcels within the Fenway neighborhood. The Project also involves the proposed reconstruction and improvement of approximately 4 acres of publicly owned roadways and sidewalks, which will knit together the development parcels in a unified fashion and create a cohesive and welcoming public realm across the Project Site and beyond.

The Project will consist of approximately 2.1 million square feet (SF) of Gross Floor Area (GFA) of building area. The development parcels included as part of the Project are as follows:

- › Jersey Street Block Parcels to be redeveloped with residential, commercial, retail/restaurant, and other uses in the form of up to 5 buildings totaling approximately 865,000 SF of GFA (the “Jersey Block”);
- › 73-89 Brookline Avenue parcels to be redeveloped with commercial and retail/restaurant uses totaling approximately 697,000 SF (the “Brookline Block”);
- › 70 Van Ness Street parcel to be redeveloped as commercial and retail/restaurant uses totaling approximately 327,300 SF (the “Van Ness Block”); and
- › 45-67 Lansdowne Street parcels to be redeveloped with commercial and retail/restaurant uses totaling approximately 202,300 SF (the “Lansdowne Block”).

The Project involves the reconstruction of Jersey Street between Van Ness Street and Brookline Avenue to transform this currently vehicular right-of-way into a permanent pedestrian-only open space area, subject to public approvals. This reinvented Jersey Street will comprise

approximately 30,239 SF of publicly owned space. The Project will also involve the reconstruction and improvement of approximately 144,212 SF of other public roadways, sidewalks, and other areas of public ownership as part of the Project's overall commitment to making extraordinary public realm improvements in the Fenway neighborhood. These publicly-owned pedestrian-oriented areas that will be created or improved by the Project are hereinafter referred to as the "Offsite Public Realm Improvements."

The Project will also include the allocation of a significant area of privately-owned land to the extension of Richard B. Ross Way ("Ross Way") from Van Ness Street to Brookline Avenue, achieving one of the City of Boston's long-planned transportation goals for the neighborhood. This critical multi-modal connection which cuts through the center of the Project Site will provide a key vehicular and protected bicycle connection for the Fenway neighborhood. This section of Ross Way will also be programmed with several bike amenities including a Blue Bike station and a public Bike Hub, providing an area of respite and service for local cyclists and those passing through on their commute.

*NOTE: The project description should summarize both the project's direct and indirect impacts (including construction period impacts) in terms of their magnitude, geographic extent, duration and frequency, and reversibility, as applicable. It should also discuss the infrastructure requirements of the project and the capacity of the municipal and/or regional infrastructure to sustain these requirements into the future.*

### **Alternatives**

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:

**The following Project alternatives have been considered: No-Build Alternative, As-of-Right Alternative, and the Preferred Alternative. Refer to Chapter 2, *Alternatives Analysis*, for details.**

*NOTE: The purpose of the alternatives analysis is to consider what effect changing the parameters and/or siting of a project, or components thereof, will have on the environment, keeping in mind that the objective of the MEPA review process is to avoid or minimize damage to the environment to the greatest extent feasible. Examples of alternative projects include alternative site locations, alternative site uses, and alternative site configurations.*

#### **No-Build Alternative**

**The No-Build Alternative would maintain existing conditions at the Project Site, as previously described in the Existing Conditions section above and shown on Figures 1.3 through 1.5.**

#### **As-of-Right Alternative**

**The As-of-Right Alternative represents an approximately 1.65 million SF all-commercial redevelopment (office/lab buildings with one level of ground floor retail) program reflective of the building height and FAR (density) currently allowed under existing zoning regulations (Article 66 of the Boston Zoning Code) applicable to the Project Site.**

#### **Preferred Alternative**

**The Preferred Alternative consists of approximately 2.1 million SF of mixed-use redevelopment, as previously described in the Project Description section above and illustrated in Figures 1.8a through 1.8d.**

### **Mitigation**

Summarize the mitigation measures proposed to offset the impacts of the preferred alternative: