

ENF Environmental Notification Form

For Office Use Only
Executive Office of Environmental Affairs

EOEA No.: **14383**
 MEPA Analyst: **Holly Johnson**
 Phone: 617-626-**1023**

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Government Center Garage Redevelopment		
Street: One Congress Street		
Municipality: Boston	Watershed: Boston Harbor	
Universal Transverse Mercator Coordinates: (UTM Zone 19) 330433, 4692079	Latitude: 42° 21'45.5" N, Longitude: -71° 3'32.8" W	
Estimated commencement date: 2010	Estimated completion date: 2020	
Approximate cost: \$2.2 Billion	Status of project design: 10% complete	
Proponent: Bulfinch Congress Holdings LLC c/o Raymond Property Company LLC*		
Street: 306 Dartmouth Street		
Municipality: Boston	State: MA	Zip Code: 02116
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Corinne Snowdon		
Firm/Agency: Epsilon Associates, Inc.	Street: 3 Clock Tower Place	
Municipality: Maynard	State: MA	Zip Code: 01754
Phone: (978) 897-7100	Fax: (978) 897-0099	E-mail: csnowdon@epsilonassociates.com
*The contact person at Raymond Property Company is Rebecca Mattson (617) 266-4850 or rmattson@rpcboston.com		

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
 Yes > 3,000 New adt unadjusted
 No
 < 3,000 New adt when adjusted for mode share

Has this project been filed with MEPA before?
 Yes (EOEA No. _____) No

Has any project on this site been filed with MEPA before?
 Yes (EOEA No. _____) No

Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:

a Single EIR? (see 301 CMR 11.06(8))	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
a Special Review Procedure? (see 301CMR 11.09)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
a Waiver of mandatory EIR? (see 301 CMR 11.11)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
a Phase I Waiver? (see 301 CMR 11.11)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres): The Proponent anticipates reaching agreement with the City of Boston and/or the Boston Redevelopment Authority (BRA) to acquire approximately 1.58 acres of buildings and land representing a portion of the proposed project-site. This will constitute a land transfer and will trigger full scope jurisdiction.

Are you requesting coordinated review with any other federal, state, regional, or local agency?
 Yes (Specify _____) No The project is, however, also being reviewed by the BRA pursuant to Article 80 of the City's Zoning Code. The Proponent filed a Project Notification Form (PNF) with the BRA on March 2, 2009.

List Local or Federal Permits and Approvals: Federal - United States Environmental Protection Agency - NPDES General Permit for Discharge from Small Construction Activity; Federal Aviation Administration - FAA Height Restriction Notice, No Hazard to Air Navigation. Local - City of Boston Zoning Board of Appeal- Variance or Conditional Use Permit. Boston Air Pollution Control Commission - Approval for parking spaces, Parking Freeze Permit; Boston Civic Design Commission - Review and Approval; Boston Redevelopment Authority - 80B Large Project Review, 80C Planned Development Area Review; Urban Renewal Plan Approvals pursuant to Government Center Urban Renewal Plan; Article 37 Review; Boston Transportation Department - Transportation Access Plan Agreement, Construction Management Plan; Boston Water and Sewer Commission - Sewer Use Discharge Permit, Site Plan Approval, Construction Dewatering Permit; Boston Landmarks Commission - Article 85 Review; City of Boston Parks Department - Review; City of Boston Committee on Licenses - Parking Garage Permit; City of Boston Inspectional Services Department - Building and Occupancy Permits; Boston Fire Department - Fuel Storage License, Approval of Fire Safety Equipment; Public Improvement Commission - Street and Sidewalk Occupation Permits, Tieback/Earth Retention Permit, Specific Repair Plan, License for installation of groundwater monitoring wells; Boston Zoning Commission - Planned Development Area Approval, Zoning Code Amendment.

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input type="checkbox"/> Water | <input checked="" type="checkbox"/> Wastewater | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air | <input type="checkbox"/> Solid & Hazardous Waste |
| <input type="checkbox"/> ACEC | <input type="checkbox"/> Regulations | <input checked="" type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
LAND				<input type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input type="checkbox"/> Chapter 91 License <input type="checkbox"/> 401 Water Quality Certification <input type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input checked="" type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit
Total site acreage	5.8*			
New acres of land altered		0		
Acres of impervious area	5.8	-2.65	3.15**	
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		
STRUCTURES				
Gross square footage	1,385,000	2,390,000	3,775,000	
Number of housing units	0	237	237	
Maximum height (in feet)	143	567	710	

TRANSPORTATION			
Vehicle trips per day (Unadjusted)	9,136	17,208	26,344
Parking spaces	2,310	-310	2,000
WATER/WASTEWATER			
Gallons/day (GPD) of water use	33,760	276,490	310,250
GPD water withdrawal	0	0	0
GPD wastewater generation/treatment	30,690	251,355	282,045
Length of water/sewer mains (in miles)	0	0	0

Other Permits
(including Legislative Approvals) – Specify:

MWRA: Sewer Use Discharge Permit, Construction Dewatering Permit.
EOT: Approvals Under MGL Ch40 Section 54a (if required)
MHC: No Adverse Effect or MOA
MBTA: Development agreement regarding alternations to Haymarket Bus Station.

- * The 5.8-acre site area includes 10,199 square feet of air rights above the NSTAR Substation between Hawkins and Bowker Street.
- ** Although the project will be completely developed, 2.65 acres of the rooftops will be green roofs. If the green roofs are included as impervious space, the total impervious area is 5.8 acres.

CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

Yes (Specify _____) No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

Yes (Specify _____) No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

Yes (Specify _____) No

HISTORICAL /ARCHAEOLOGICAL RESOURCES: Does the project site include any structure, site or district listed in the State Register of Historic Place or the Inventory of Historic and Archaeological Assets of the Commonwealth?

Yes (Specify _____) No

The project site encompasses four buildings, including two properties included in the Inventory of Historic and Archaeological Assets of the Commonwealth (the Inventory), maintained by the Massachusetts Historical Commission (MHC): the City of Boston Overseers of the Public Welfare Building (MHC No. BOS.1783) at 43 Hawkins Street, 31 Bowker Street, 41 New Chardon Street; and the Boston Edison (now NStar) Substation (MHC No. BOS.948) at 29-33 Hawkins Street.

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes (Specify _____) No

The project involves the demolition of one inventoried property, the former Overseers of the Public Welfare Building (MHC No. BOS.1783).

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify _____) No

PROJECT DESCRIPTION: The project description should include **(a)** a description of the project site, **(b)** a description of both on-site and off-site alternatives and the impacts associated with each alternative, and **(c)** potential on-site and off-site mitigation measures for each alternative (*You may attach one additional page, if necessary.*)

(a) Project Site. The project site includes the 1.3 million square-foot Government Center Parking Garage property, at One Congress Street in Government Center (the “Garage”). The Garage spans over Congress Street and occupies parcels on both sides of the street. The approximately 176,549 square foot (4.053 acres) Garage site is surrounded by New Chardon Street to the north; the Surface Road and ramps to I-93 to the east; Sudbury Street to the south; and Bowker Street to the west. The large majority of the existing 143-foot high building is used for parking with 2,310 spaces, occupying approximately 1.0 million square feet. The building’s top two floors, totaling 289,000 square feet of office space, are currently leased by the U.S. Environmental Protection Agency (EPA) through January 2010. Additional uses on-site include a Foodbasket convenience store, a Dunkin’ Donuts, an Enterprise Rent-a-Car office, and a Kaplan Learning Center (totaling approximately 24,000 square feet). The site is also the location of the MBTA’s Haymarket Station, which fronts on Surface Road serves as a bus station for 13 MBTA bus routes and provides access to the Haymarket Orange and Green Line subway station underground.

The Proponent also proposes to include as part of the project site adjacent underutilized open areas and adjacent low-density, older-generation buildings owned by the City of Boston, the BRA, and NSTAR within the proposed development. These parcels include adjacent underutilized and overly-wide sidewalks created by the Big Dig when surface streets were realigned to meet new Central Artery on-ramps. This “left-over” land, which will soon be turned over to the City from the Massachusetts Turnpike Authority, totals about 18,500 sf (0.43 acres), and is proposed to be integrated into the project design east of Congress Street. This will allow for a more comprehensive design of the entire block that will make better sense of the new street alignments, and for open space to be aligned to create better pedestrian passageways and more appealing street-level environments.

These parcels also include approximately 49,977 square feet (1.15 acres) of City-owned buildings and BRA-owned land and 10,199 square feet (0.23 acres) of air rights above an NSTAR substation in the area immediately to the west of the Garage. This area is surrounded by New Chardon Street to the north, Bowker Street to the east, Sudbury Street to the south, and Hawkins Street to the west. The area is currently occupied by several office buildings owned by the City of Boston, land owned by the BRA, the District A-1 Police Station, and an NSTAR substation. The office buildings, which abut one another, total approximately 72,000 square feet, and represent the following addresses: 41 New Chardon Street, 31 Bowker Street, 43 Hawkins Street, and 40 (New) Sudbury Street. They house a number of City offices and social service organizations. The City-owned buildings and the existing District A-1 Police Station are proposed to be demolished to accommodate the proposed project. The proposed project is based upon the assumption that the Proponent and the BRA will reach mutually agreed upon terms for the acquisition of such City-owned land, and that the Proponent and NStar will reach mutually agreed upon terms for the acquisition of the air rights above the NStar substation. The inclusion of these parcels would allow the Proponent to maintain substantial public parking through all stages of construction, to spread out the density of the project, to locate the primary density farther away from the Rose Fitzgerald Kennedy Greenway, to create a new District A-1 police station on site, to spur redevelopment of the wider Government Center area and to set a new standard for green development in Boston, as just a few of the benefits to the City of Boston.

If through BRA Article 80 and community review processes it is determined that the inclusion of the City- and BRA-owned land is sensible, the Proponent will undertake a future broader process with the City and the BRA to reach agreement on the use and inclusion of these parcels, as well as a separate process with NStar to reach agreement on the use and inclusion of their land and/or air rights. In order to help evaluate whether the inclusion of these parcels is sensible, the Proponent has also explored the project if it were to be completed solely on the Garage site. See Alternatives, below.

(b) Project Description. The proposed project will replace the Garage and the City-owned buildings west of Bowker Street with approximately 3.8 million square feet of mixed use development divided among five major buildings, ranging in height from approximately 60 to 710 feet. It will include space for office, residential, hotel, and retail use, as well as space for the surface MBTA Haymarket Station, and the District A-1 Police Station. The size and types of uses reported in this ENF are preliminary and may change as the design for the project progresses. For example, market conditions may warrant a shift from hotel to residential use or from office to other uses.

The project program will also include approximately 2,000 parking spaces. This represents 310 fewer parking spaces than the existing Garage. These spaces would be permitted under Boston’s Air Pollution Control

Commission Parking Freeze Bank. Approximately 1,150 spaces will be aboveground and the remainder will be in underground garages. The current number of parking spaces proposed is preliminary and based upon standard Boston Transportation Department (BTD) requirements. The amount proposed is adequate to meet the needs of the proposed development itself, with an additional approximately 500 spaces for public parking. The final determination as to the amount of parking included in the proposed project will be determined in close consultation with the City, the BRA, the BTD, and the community.

The project site has been divided into three parcels for planning purposes as shown in Attachment 5. The project is likely to be developed in phases, the order of which will be determined in the future as design and permitting efforts progress.

Parcel 1, the area east of Congress Street, will include two new buildings, totaling 400,000 square feet. The buildings will be approximately 125 feet and 175 feet tall. While primarily residential, these buildings will also house the Haymarket MBTA bus station and subway entrances, ground floor retail, and offices on lower floors. The upper floors will be residential. One 20,000 square-foot level of underground parking for approximately 50 vehicles is proposed for Parcel 1.

Three new interconnected buildings are proposed to be built on Parcel 2, the area west of Congress Street and east of Bowker Street. At the base of Parcel 2 will be a five-story podium structure housing an aboveground parking garage. The garage will be wrapped with a mix of retail, hotel, and office uses that will mask the parking garage from view from all major streets. An approximately 555-foot Class A office tower and a 240-foot hotel will be built on top of the podium structure. At this preliminary stage, the hotel is estimated to have approximately 460 rooms. The aboveground parking garage at the center of the podium building will accommodate approximately 181,000 square feet of aboveground parking (approximately 450 spaces).

An approximately 710-foot, Class A office tower is proposed for Parcel 3, the westernmost portion of the proposed project, in order to concentrate density as far away from the Rose Fitzgerald Kennedy Greenway as possible (see Attachment 2h). Parcel 3 will provide approximately 269,000 square feet of aboveground parking on six levels, for approximately 700 spaces. The tower will have retail on the ground floor and also house the District A-1 Police Station which will occupy space on one or more of the lower floors. The remainder of the tower will be office space.

A 300,000 square-foot underground parking garage on Parcels 2 and 3 will provide approximately 800 additional parking spaces on two levels.

Attachment 2a shows a proposed site plan; 2b a plan of the podium level; and 2c a plan of a typical tower level. Attachments 2d, 2e, 2f, and 2g depict computer renderings of the proposed project, including views that compare existing with proposed conditions. Please note that the depiction of the buildings represents just the master planning to date only. It should be used only as a means of studying the proposed preliminary massing and concepts for the development and not be interpreted as depicting the details of the proposed buildings' architectural design.

Alternatives. In addition to the proposal presented in this ENF, the Proponent has examined a number of alternatives for the proposed project. They include the No-Build Alternative, and an alternative that limits the project site solely to the existing Garage site and does not include the additional property owned by the City, the BRA, or the NSTAR air rights. In addition, the Proponent sponsored an architectural design competition among five firms to select one to design a world class, sustainable "green" project.

No-Build Alternative. Under the No-Build Alternative, the Proponent would continue to operate the Garage and would re-lease the office space above it to a new tenant, likely for a period of at least ten years. Under this Alternative, the many benefits of the project would be lost, such as opening of the view corridor along Congress Street, the reconnection of Boston neighborhoods, the creation of new public open space and new pedestrian connections between Government Center and the Rose Kennedy Fitzgerald Greenway.

Garage Site Only Alternative. The proposed inclusion of the City-owned and BRA-owned land offers an opportunity to realize significant public benefits for the City of Boston: in addition to generating a continuous stream of new tax revenue for the City, an expanded site allows the ability to maintain substantial public parking through all stages of construction, to spread out the density of the project, to locate the primary density farther from the Rose Fitzgerald Kennedy Greenway, to create a new District A-1 Police Station on site, to spur redevelopment of the wider Government Center area, and to set a new standard for green development in Boston. If necessary, however, redevelopment of the Garage could be located solely on its own property. The Proponent has investigated an Alternative that excludes the additional areas owned by the City, BRA, and NSTAR and plans the redevelopment solely within the existing Garage site as shown in Attachments 6a and 6b.

The Garage Site Only Alternative would replace the existing Garage with approximately 3.6 million square feet of mixed-use development divided among four major buildings, ranging in height from approximately 130 to 702 feet. It would include two towers of primarily office use, complemented by hotel, residential and retail uses in the podium base of Parcel 2 and on the front Parcels 1a and 1b.

Under this Alternative, the program would include approximately 1,640 parking spaces. This represents approximately 1,200 spaces for use by the project, and approximately 440 for public parking use. Approximately 1,170 of these spaces would be located aboveground on Parcel 2, with the remainder in underground garage levels.

Parcel 1a and 1b, located east of Congress Street, would continue to be developed in two buildings, with a pedestrian passage between them linking Canal and Congress Streets. The total square footage of Parcel 1a and 1b buildings would increase to 516,200 square feet, and the heights of the buildings would increase to 150' and 250' respectively. The uses would remain residential and hospitality in nature, with a hotel likely on Parcel 1b and residential use likely on Parcel 1a. Similar to the proposed project described in this ENF, the ground floors of Parcel 1a and 1b will include retail uses as well as the new MBTA bus station and subway entrances. One or two levels of underground parking for approximately 50 vehicles are proposed for Parcel 1 overall.

Parcel 2 is the area west of Congress Street and east of Bowker Street. Under the Garage Site Only Alternative, the base of Parcel 2 would be a ten-story podium structure housing an aboveground parking garage. The garage would be wrapped on all major street frontages (with the exception of a partial length of Sudbury Street frontage further away from Congress Street) with a mix of retail, hotel and office uses to mask the parking garage from view. The center of the podium would accommodate approximately 590,000 square feet of aboveground parking (approximately 1,170 spaces). Two levels of parking would be placed below ground for 190,000 square feet of parking (approximately 470 spaces).

Two office towers would be built above the podium structure. An approximately 611-foot tall Class A ("front") office tower would be built at the corner of Congress and Sudbury Streets. A second Class A ("back") tower of approximately 702 feet would be built on New Chardon Street. These towers would likely be phased so that the podium and a single tower would be built and leased first, with the second tower following later.

Architectural Alternatives. The Proponent has sponsored an architectural design competition to select architect(s) for the proposed project. Attachment 7 depicts the initial submissions from each of the five firms that participated in the competition. The various designs represent a spectrum of interpretations for the site. All were designed to be on the cutting edge of sustainable green design. Based on the strength of the design proposals and the teams, and with input from the BRA and the public, the Proponent has selected the firm of Cook + Fox Architects to be the architect.

(c) Mitigation. The Proponent is committed to making the proposed project an outstanding example of the type of smart-growth and transit-oriented development that the Commonwealth supports and promotes. By concentrating new commercial, residential, retail development in near subway, commuter rail, and bus lines that provide easy access to the project site from throughout greater Boston, the project will greatly reduce visitors' reliance on private automobiles. By creating new residences within Government Center, the project will contribute to the creation of a denser, more mixed-use urban core, helping to relieve regional development pressures in outlying areas.

The Proponent is committed to building a cutting-edge "green" development that will be a model for future sustainable growth in Boston and the Commonwealth. The project will be designed, constructed, and managed to minimize adverse environmental impacts, conserve natural resources, and enhance the quality of life for residents, workers, and visitors to the project. The project is targeting LEED® Platinum-level certification. It should be noted that the architect selected for the project, Cook + Fox Architects, recently completed One Bryant Park, the first LEED Platinum tower in New York City, which opened in 2008.

The proposed project will include a myriad of mitigation measures to reduce its environmental and social impacts. While the mitigation program has not yet been developed, the program will be comprehensive and will address both temporary construction period impacts and permanent, post-construction impacts. Among the elements expected to be included are the following: measures to improve the public realm at and around the project site by creating open space and improving streetscapes for pedestrians, a robust Transportation Demand Management (TDM) program to reduce the number of vehicle trips to the project thereby reducing air pollution, measures to reduce air quality and noise impacts from building related equipment, measures to reduce stormwater runoff, measures to reduce water demand and sewage generation, and measures to reduce inflow and infiltration into the sewer system.

Further economic measures will include: contribution of approximately \$22.4 million Housing Exaction to the Neighborhood Housing Trust and a \$4.5 million Jobs Contribution Exaction to the Neighborhood Jobs Trust.