

8.0 MITIGATION MEASURES/PROPOSED SECTION 61 FINDINGS

8.1 Description of Mitigation Measures

Table 8-1 provides a summary of the Project's mitigation measures.

Table 8-1 Summary of Project Impacts and Mitigation

Subject	Impact	Mitigation	Schedule
Transportation	<p>The Project will result in an increase in vehicle, pedestrian, and transit trip generation. However, the incremental impact is lessened substantially by the presence of the existing surface parking spaces.</p> <p>While some intersections operate poorly under Existing and Mid-term No-Build Conditions, Seaport Square itself contributes relatively less traffic to these intersections than other area developments. With mitigation improvements, composed primarily of signal timing phasing changes and travel lane use changes, only three of the 33 study intersections during the a.m. peak hour, two of the 33 study intersections during the p.m. peak hour, and one of the 33 study intersections during both the a.m. and p.m. peak hours will experience a relevant change in level of service between Mid-Term No-Build conditions and Seaport Square Build with Mitigation conditions.</p>	<p>Transportation mitigation items are detailed in Section 3.3.3, are included in the Seaport Square Build with Mitigation condition and include: An aggressive Transportation Demand Management Plan; provision of a new, freestanding headhouse for Courthouse Station on the Silver Line; enhancements to the pedestrian environment adjacent to its buildings; provision of a new waterfront way along the City-owned Old Sleeper Street to provide a pedestrian connection linking to the existing Harborwalk segments between the Children's Museum and the Federal Courthouse; provision of secure, sheltered bicycle racks and sidewalk-level public bicycle racks; continuation of the existing low-cost bicycle rental program; construction of a new street ("Harbor Street") to provide a direct pedestrian/bicycle connection from Summer Street down to the waterfront; intersection improvements along the Old Northern Avenue, Seaport Boulevard, Summer Street, and Congress Street corridors, including modifications to lane use, pavement markings, and signal phasings/timings.</p>	<p>During design or operation.</p>

Table 8-1 Summary of Project Impacts and Mitigation (Continued)

Subject	Impact	Mitigation	Schedule
Wind	<p>Generally, the wind conditions improved or stayed the same with the proposed Project in place. Of the 156 locations studied for annual wind conditions, 145 or approximately 93% of the locations had wind conditions which improved or remained the same from the Existing configuration to the Build with Mitigation configuration.</p>	<p>Based on the results of the wind tunnel tests, it is anticipated that the potential mitigation measures or other mitigation measures will be implemented in order to eliminate dangerous pedestrian comfort conditions that exist today as well as with the proposed Seaport Square Project.</p> <p>These measures consist of massing changes, canopies, wind screens and landscaping. The specific design or nature of these measures will be determined during the design review process, provided the effectiveness in wind reduction is similar to or better than the mitigation provided by the measures studied.</p>	During design
Shadow	<p>Since much of the Project Site is predominantly vacant (used as surface parking), redevelopment will increase the amount of shadow cast from the Project when compared with existing conditions.</p>	<p>The Project is expected to result in shadows typical of densely-built urban areas. However, existing open spaces will generally be unaffected by new shadow, and much of the new shadow falls onto adjacent streets and the Project Site itself. As the design of buildings moves forward, and the massing is refined, it is anticipated that new shadow impacts will be reduced.</p>	During design.
Daylight	None.	Daylight obstruction from the Project is within the range of surrounding buildings.	During design.
Air Quality	<p>The air quality analysis results show that CO, NO_x, PM-10, PM-2.5, and SO₂ concentrations at all receptors studied are well below the NAAQS.</p>	<p>The Proponent will implement a transportation demand management program to reduce vehicle trips and related emissions. These mitigation measures have been accounted for in the air quality analysis.</p> <p>The Project will also implement signal changes and lane configurations that will reduce delays at intersections and increase the speed of vehicles through the area, and therefore reduce emissions.</p>	During construction and operation.

Table 8-1 Summary of Project Impacts and Mitigation (Continued)

Subject	Impact	Mitigation	Schedule
Greenhouse Gas Emissions	The Project will generate greenhouse gas emissions from both stationary and transportation sources. The Proponent has committed to numerous Project design elements to substantially mitigate those emissions.	<p>At this time, the Proponent is anticipating the following design elements for the Project:</p> <ul style="list-style-type: none"> ◆ High performance building envelope as indicated in Table 4.6-1 ◆ High efficiency mechanical equipment, as indicated in Table 4.6-1. ◆ Green roof/podium areas in selected locations and high-albedo / reflective roofs in a majority of other non-MEP/skylight areas. ◆ Low resistance circuiting ◆ Radiant heat in ground-floor lobbies ◆ Heat recovery in block ventilation exhausts ◆ Natural ventilation in combination with forced ventilation wherever practical ◆ Variable kitchen exhaust fans in condominium, education facility, hotel and commercial cooking facilities. ◆ Room occupancy sensors in hotel spaces ◆ Energy management systems in each block ◆ Energy-Star appliances in hotels and apartments ◆ Residential and hotel Blocks will be Solar Thermal Hot Water -ready ◆ All Blocks will be constructed to be PV-ready ◆ Rainwater harvest, groundwater recharge ◆ Low-flow and water-efficient plumbing fixtures ◆ Drought-tolerant landscaping ◆ Recycling collection areas ◆ Construction waste recycling > 50% ◆ Recycled content materials for construction ◆ Locally-TDM measures as described in Chapter 3 ◆ Post-construction traffic signal reoptimization <p>The Proponent remains committed to a level of GHG emissions reduction and energy savings, but must retain an amount of design flexibility to allow for changes that will inevitably occur as individual Block design progresses.</p>	During design, construction and operation

Table 8-1 Summary of Project Impacts and Mitigation (Continued)

Subject	Impact	Mitigation	Schedule
Noise	<p>Predicted noise levels from the Project’s mechanical equipment will be well below the most stringent City of Boston Zoning District Noise Standards for nighttime and daytime residential zones, and below existing measured baseline noise levels in the area.</p>	<p>Most of the mechanical equipment for the buildings will be housed within a mechanical penthouse on the roof. It is expected that any noise from equipment within the penthouses, such as boilers, will be attenuated considerably.</p>	<p>During design and operation.</p>
Chapter 91 / Tidelands	<p>All of Block A and small portions of Blocks B, G, H, and M1 are within Chapter 91 jurisdiction and require a Chapter 91 license. Construction on these Blocks is consistent with the South Boston Municipal Harbor Plan. No negative impacts are anticipated.</p>	<p>The Project will provide numerous benefits to the public including provision of a new waterfront way along the City-owned Old Sleeper Street to provide a pedestrian connection linking to the existing Harborwalk segments between the Children’s Museum and the Federal Courthouse.</p> <p>Seaport Square green, a 1.25 acre open space is planned adjacent to Fan Pier Park and will be activated to encourage public use and enjoyment. In addition open space enhancements for Parcel E at the Children’s Museum will be provided. A Cultural Corridor is planned connecting the ICA to the Boston Convention and Exhibition Center. A series of cultural venues, including outdoor sculpture gardens, public art and performance venues and exhibit spaces will activate the site and provide year-round use.</p> <p>The Project will activate ground level pedestrian activities by providing facilities of public accommodation on all of the ground floors on most all of the buildings within the Project (beyond Chapter 91 jurisdiction), surpassing the requirements of the Chapter 91 regulatory provisions for the activation of Commonwealth Tidelands. In addition, Facilities of public accommodation will also occupy second floors in many of the Blocks.</p>	<p>During Construction.</p>

Table 8-1 Summary of Project Impacts and Mitigation (Continued)

Subject	Impact	Mitigation	Schedule
Geotechnical / Groundwater	<p>The Project area is underlain by a thick layer of impervious marine clay. The presence of the clay soils are ideal conditions for constructing permanent groundwater cut-off walls around basement areas, and the impervious properties limit groundwater seepage rates. These conditions are also considered favorable for temporary construction dewatering. During excavation required for basement construction, dewatering will be undertaken within impervious earth support systems maintaining groundwater levels outside the excavation. Impacts to groundwater are anticipated to be negligible considering the site conditions and methods to be used as described.</p>	<p>The Project will utilize specific design criteria and construction methodology which protects groundwater. Many of the older existing buildings located south of Seaport Boulevard are supported on wood piles. The proximity and potential impacts to wood pile-supported buildings will be evaluated in developing specific criteria for each Block depending on planned basement depths. The design criteria established Project-wide will be implemented to ensure that groundwater will not be lowered. No permanent, active dewatering systems, or perimeter drains below groundwater levels, will be allowed. No permanent groundwater treatment or remedial systems due to contaminated groundwater are required so there is no need for groundwater pumping for remediation.</p>	During construction.
Hazardous Materials	<p>Chemical test results on soil samples indicate the presence of contaminants typical of urban fill materials.</p>	<p>Excavation at each Block will be conducted in accordance with a Soil Management Plan developed Project wide and included as part of the Construction Documents. The Soil Management Plan will describe procedures for identification management and off-site transport of any contaminated soils. Off-site disposition of excavated material will be in accordance with applicable regulations.</p> <p>Site history research and known environmental conditions indicate that no long-term remedial systems are expected for the Project.</p>	During construction.

Table 8-1 Summary of Project Impacts and Mitigation (Continued)

Subject	Impact	Mitigation	Schedule
Solid Waste	The Project will generate solid waste typical of residential and mixed-use projects.	<p>A loading area provided on the ground floor of the residential and hotel components. For the residential component of the Project, recycling and trash chutes will be provided on each floor. Trash will be collected in a dedicated area in a ground floor loading area until pick up by licensed contractor. Solid waste and recycling from the retail and restaurant components will be stored in dedicated areas of the ground floor loading area. A private trash collector will pick-up trash as needed.</p> <p>The Proponent will investigate the possibility of siting centralized collection bins for batteries and/or fluorescent light bulbs (including CFL's) as a part of the LEED-ND program.</p>	During operation.
Construction	The Project may result in temporary construction impacts to the pedestrian and vehicle environments as well as temporary noise and air quality impacts.	<p>Secure fencing and barricades will be used to isolate construction areas from pedestrian traffic adjacent to the site. In addition, sidewalk areas and walkways near construction activities will be well marked and lighted to protect pedestrians and ensure their safety. Public safety for pedestrians on abutting sidewalks will also include covered pedestrian walkways when appropriate and, if required, the suspension of the use of certain sidewalks during the most hazardous periods of overhead work activity during the construction of each superstructure. If required by BTM and the Boston Police Department, police details will be provided to facilitate traffic flow. All construction procedures will be designed to meet all Occupational Safety and Health Administration (OSHA) safety standards for specific site construction activities.</p>	During construction.

Table 8-1 Summary of Project Impacts and Mitigation (Continued)

Subject	Impact	Mitigation	Schedule
Sustainable Design	Individual Blocks will pursue LEED certification under the LEED-NC, LEED-CS, or LEED-Schools rating systems as published by the USGBC. The Seaport Square Project as a whole will attempt certification under the LEED-ND rating system when that new rating system is released to the general public.	The Project will be targeting, at a minimum, the Silver level certification which requires numerous mitigation measures. Proposed mitigation measures relate to water conservation, water efficient landscaping, energy efficiency, transportation demand management, reduction of the heat island effect, public transportation access, and construction and operational waste management.	During design.
Open Space	The Project will introduce a new resident and non-resident population to the city that will utilize the existing and future open spaces adjacent to and in the vicinity of the Project Site, as well as regional open space resources. The Project will include creation of new open space.	Approximately 34% of the Project Site will be devoted to open space including green space, sidewalks, pedestrian ways and streets. Excluding the streets, approximately 25% of the Project Site will be open space. The two largest open spaces are Seaport Square Green and Seaport Hill, at approximately 1.25 and 0.75 acres respectively, which will appropriate for active uses: Seaport Square Green and Seaport Hill. The Proponent is also improving open spaces in the vicinity of the Project Site, including Parcel E and Old Sleeper Street. The Proponent will also work with the South Boston community to identify an off-site athletic field that can be utilized for athletic events related to the educational facility. As part of this arrangement, the Proponent will fund capital upgrades to the field(s) and fund a portion of the ongoing maintenance.	During design and construction
Historic Resources	The Project will include the demolition of the 1952 Chapel of Our Lady of Good Voyage, 65 Northern Avenue, a property included in the MHC Inventory. While currently not listed in the State or National Registers, MHC staff has determined the building is eligible for inclusion in the National Register.	The Proponent has initiated consultations with MHC and BLC in an effort to identify appropriate means to mitigate the proposed demolition of the 1952 Chapel. Approximately 2,000 sf of public open space will be provided on a prominent corner on Block H.	During Article 80 and MEPA review

Table 8-1 Summary of Project Impacts and Mitigation (Continued)

Subject	Impact	Mitigation	Schedule
Wastewater	Based on wastewater generation rates, the Project will generate approximately 770,000 gallons of wastewater per day.	Although adequate capacity exists for the flows projected, all relocations and connections will be closely coordinated with BWSC throughout the design process to ensure flows are distributed in a manner consistent with the needs and available capacity of the system.	During design, construction and operation.
Water Supply	Based on wastewater generation rates, the Project will require approximately 847,000 gallons of domestic water per day.	The Project is committed to implementing all practical measures to reduce its demand on the public water supply. The building program will include the latest technology in low-flow fixtures and other water conservation measures. The Project is currently investigating ways of offsetting its irrigation water demands through the capture and reuse of roof runoff which has the added benefit of further reducing the burden on the drainage system.	During design, construction and operation.
Water Quality/ Stormwater	Potential impacts are expected to be minor and limited to active construction-period operations.	The Proponent will provide a detailed Stormwater Management Plan (SMP) to the Boston Water and Sewer Commission's Engineering Design Division. The SMP will detail erosion control measures to be implemented during construction to prevent the discharge of sediment and contaminated groundwater or stormwater runoff into the City's drainage system or harbor waters.	During construction.

8.2 Proposed Section 61 Findings

8.2.1 Introduction

The Secretary's Certificate on the ENF requires that Section 61 Findings be prepared for all required state permits. M.G.L. c. 30, s. 61 requires that "[a]ll authorities of the commonwealth ... review, evaluate, and determine the impact on the natural environment of all works, projects or activities conducted by them and ... use all practicable means and measures to minimize [their] damage to the environment. ... Any determination made by an agency of the commonwealth shall include a finding describing the environmental impact, if any, of the project and a finding that all feasible measures have been taken to avoid or minimize said impact." The finding required by Section 61 "shall be limited to those matters which are within the scope of the environmental impact report, if any, required ... [on a project]." M.G.L. c. 30, s. 62A.

MEPA Regulations provide (301 CMR 11.07(10)) that the Secretary may require that an EIR present a proposed Section 61 Finding. The Secretary has so required for this Project.

The following state permits are required for the proposed Project.

Anticipated State Permits

Agency Name	Permit
Department of Environmental Protection, Division of Wetlands and Waterways	Chapter 91 License
Department of Environmental Protection, Division of Water Pollution Control	Sewer Connection and Extension Permit
Department of Environmental Protection, Division of Air Quality Control	Air Plan Approval, if required
Massachusetts Water Resources Authority	Sewer Use Discharge Permit
Massachusetts Highway Department	Change of Access Designation, Access Permit
Massachusetts Bay Transportation Authority	Approvals related to Silver Line facility connections
Executive Office of Energy and Environmental Affairs	Landlocked Tidelands Public Benefit Determination

The MEPA Certificate requests that the Draft EIR identify the individual costs of the proposed mitigation, the parties responsible and a schedule for their implementation. The Proponent will be responsible for implementing all of the mitigation measures. Individual costs have not yet been determined.

The schedule for the implementation of mitigation measures will generally fall into either the design, construction, or operational phase of the Project, depending on the nature of the specific mitigation measure.

Proposed Section 61 findings for the use of the state agencies issuing permits for the Project are provided below to assist the agencies in meeting their obligations. The proposed Section 61 Findings incorporate the proposed mitigation measures described above in Section 8.1.

8.2.2 Department of Environmental Protection

Department of Environmental Protection Seaport Square (EEA #14255)

These findings for the Seaport Square Project (EEA #14255) have been prepared in accordance with the provisions of M.G.L. c. 30, Section 61 and 301 CMR 11.00. On *[insert date]* the Secretary of Energy and Environmental Affairs issued a Certificate stating that the Project's Final Environmental Impact Report (FEIR) dated *[insert date]* adequately and properly complied with the MEPA statute and regulations.

Gale International, Morgan Stanley and W/S Development Associates, LLC (collectively the Proponent) is proposing to construct Seaport Square (the Project), a mixed-use, transit-oriented development consisting of approximately 6.5 million square feet on 23 acres in South Boston. The specific uses proposed for the Project include approximately 2.8 million square feet of residential (approximately 2,500 units), approximately 1.3 million square feet of office and research, approximately 1.3 million square feet of retail, approximately 600,000 square feet of educational, and cultural uses and approximately 500,000 square feet of hotel (approximately 550 rooms). Approximately 6,500 parking spaces are planned in below-grade parking garages throughout the site. The Project will also include almost six acres of publicly accessible open space, included two new green spaces.

As this Project is currently described, it requires a Chapter 91 License, Sewer Connection Permit and Air Plan Approval from the MassDEP.

Proposed mitigation measures related to the MassDEP's permit programs are described below.

MassDEP Division of Wetlands and Waterways, Chapter 91 License

The Project is consistent with Chapter 91 regulations as amended by the South Boston Municipal Harbor Plan (SBMHP) as approved by the Secretary of Energy and Environmental Affairs dated December 6, 2000. The Project will replace existing parking lots and result in a highly activated, pedestrian oriented waterfront and new neighborhood. New facilities of public accommodation will be created. The Project does not result in negative impacts to the pedestrian realm and will benefit the public and greatly expand access to both the South Boston waterfront and Fort Point Channel.

The Project will include a substantial amount of open space, more than what is required under the SBMHP, that will help create a continuous public realm. More than one-third of the Project Site will be unbuilt area, including new streets, green spaces, sidewalks, and

pedestrian ways connecting the surrounding communities and area attractions. Approximately six acres or approximately 25% of the site will be publicly accessible open space other than streets, including green space, sidewalks, and pedestrian ways. The two main open spaces are Seaport Square Green and Seaport Hill, at 1.25 and 0.75 acres respectively, as well as the open space at Courthouse Square, while improvements to the Seaport Boulevard median and sidewalks will provide an aesthetically pleasing connection through the Project to the Financial District and to other areas of the South Boston waterfront and Fort Point Channel.

A new waterfront way will be created along the City-owned Old Sleeper Street to provide a pedestrian connection linking the existing Harborwalk segments at the Children's Museum and the Federal Courthouse. Restaurants and outdoor seating will enliven the area during day and evening hours.

The Project includes the commitment to work with community groups and institutions in providing year-round event and exhibit programming in the new and existing open spaces and facilities of public accommodation associated with the Project. The Project intends to coordinate open space activation efforts with the already existing artist community in the Fort Point Channel area and with the adjacent Children's Museum.

Created by a physical link from Summer Street to Seaport Boulevard via Harbor Street, a new Cultural Corridor will connect the Institute of Contemporary Art and the Boston Convention and Exhibition Center. With these two buildings, there will be a new cultural destination in the City that will include sculpture gardens on Seaport Hill, a performing arts and education complex on Blocks P and N, exhibit and gallery spaces at Blocks L1 and G, public art and performance venues on Seaport Square Green, and a branch library at Block D. The Cultural Corridor will build on the arts identity of the neighboring Fort Point Channel District, and create a strong cultural component that will activate and provide year-round use of Seaport Square.

The Project will activate ground level pedestrian activities by providing facilities of public accommodation on all of the ground floors on buildings within Chapter 91 jurisdiction, surpassing the requirements of the SBMHP. In addition, Facilities of Public Accommodation will also occupy second floors in many of the Blocks.

MassDEP Division of Water Pollution Control, Sewer Connection/Extension Permit

Using wastewater generation rates from Title V of the Massachusetts State Environmental Code (Title V), the Project is estimated to generate approximately 770,000 gallons per day (gpd) of wastewater. Title V generation rates typically provide for conservative estimates and can be as much as twice actual rates. Peak daily flows from the Project area were estimated by applying a peaking factor of three to the average daily flows calculated using

Title V generation rates. Given the size of the proposed Project and its mixed-use development program, the resulting peak daily flows should provide a realistic yet conservative estimate of downstream impacts.

In order to minimize sewage generation, the project will meet all applicable code requirements including installation of low-flow toilets, flow-restricting shower heads and faucets, and BWSC-approved grease traps in restaurants.

New sewers will be constructed throughout the development to convey wastewater to available collection points in the existing BWSC system.

The Project will meet Massachusetts Department of Environmental Protection (DEP) policy of I/I reduction. The Project is committed to working with BWSC to identify areas of concern and develop appropriate courses of action. Given the size of the proposed development, specific I/I mitigation commitments will be determined cooperatively with BWSC on a Block-by-Block basis as part of the completion of individual General Services Agreements with BWSC.

MassDEP Division of Air Quality Control, Air Plan Approval

If a project results in the installation of a heating plant, emergency generator or other fossil-fuel-burning equipment exceeding source-specific thresholds, approval is required from the Division of Air Quality Control of MassDEP. MassDEP has implemented a streamlined permitting process for smaller units conforming to predetermined specifications. This program, named the Environmental Results Program (ERP), was designed to alleviate the burden of the permitting process on both the applicants and the regulatory agency.

Individual Boilers with heating capacities between 10 million and 40 million Btu per hour heat input are subject to the requirements of the ERP for boilers. Such boilers must be fired with natural gas and/or ultra-low sulfur diesel and meet the emission rates outlined in 310 CMR 7.26(33). Stacks must be designed as to not cause or contribute to a condition of air pollution. The required notification must be made to MassDEP prior to installation and appropriate records must be kept thereafter.

Emergency generators greater than 37 kilowatts are subject to the requirements of the ERP for emergency engines (310 CMR 7.26(42)). Engines must meet appropriate emissions standards applicable to its size and fuel, have a stack constructed as to not cause or contribute to a condition of air pollution, must not cause adverse noise impacts, and must only be operated due to a power outage and for no more than 300 hours per year. The required notification must be made to MassDEP within 60 days after installation and appropriate records must be kept thereafter.

The ERP registration does not provide relief from any other applicable State and Federal air quality regulations. Units of larger size than the ERP limits must obtain an air plan approval from MassDEP. If MassDEP approval is required, the Project will comply with the relevant design and engineering requirements.

The Department has reviewed and commented on the Final Environmental Impact Report (FEIR), EEA #14255, prepared for the Project. Pursuant to M.G.L. c. 30, Section 61, the Department finds that the environmental impacts of the Project are as set forth in the FEIR, and that, as documented in the FEIR, all feasible means and measures have been utilized to minimize impacts on the environment.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

BY

DATE

8.2.3 Massachusetts Water Resources Authority

Massachusetts Water Resources Authority Seaport Square (EEA #14255)

These findings for the Seaport Square Project (EEA #14255) have been prepared in accordance with the provisions of M.G.L. c. 30, Section 61 and 301 CMR 11.00. On *[insert date]* the Secretary of Energy and Environmental Affairs issued a Certificate stating that the Project's Final Environmental Impact Report (FEIR) dated *[insert date]* adequately and properly complied with the MEPA statute and regulations.

Gale International, Morgan Stanley and W/S Development Associates, LLC (collectively the Proponent) is proposing to construct Seaport Square (the Project), a mixed-use, transit-oriented development consisting of approximately 6.5 million square feet on 23 acres in South Boston. The specific uses proposed for the Project include approximately 2.8 million square feet of residential (approximately 2,500 units), approximately 1.3 million square feet of office and research, approximately 1.3 million square feet of retail, approximately 600,000 square feet of educational, and cultural uses and approximately 500,000 square feet of hotel (approximately 550 rooms). Approximately 6,500 parking spaces are planned in below-grade parking garages throughout the site. The Project will also include almost six acres of publicly accessible open space, included two new green spaces.

As this Project is currently described, potential occupants may conduct activities requiring a Sewer Use Discharge Permit from the MWRA.

Proposed mitigation measures related to the MWRA's permit programs are described below.

MWRA, Sewer Use Discharge Permit

In the event any Project facility is occupied by a tenant or owner whose activities trigger the need for a Sewer Use Discharge Permit, the tenant/owner will be required to obtain the applicable permit and comply with all related permit requirements. The Permit must be obtained on a discharge-by-discharge basis. As such, no other specific mitigation measures are identifiable at this time.

The Authority has reviewed and commented on the Final Environmental Impact Report (FEIR), EEA #14255, prepared for the Project. Pursuant to M.G.L. c. 30, Section 61, the Authority finds that the environmental impacts of the Project are as set forth in the FEIR, and that, as documented in the FEIR, all feasible means and measures have been utilized to minimize impacts on the environment.

MASSACHUSETTS WATER RESOURCES AUTHORITY

BY

DATE

8.2.4 Massachusetts Highway Department

Massachusetts Highway Department Seaport Square (EEA #14255)

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As this Project is currently described, it requires a change in designation of the "no access" area, as well as a Vehicular Access Permit, for a proposed Congress Street curb cut. As part of this request, the Proponent will submit a site plan, a curb cut plan, and a traffic study to MHD. The Project will work with MHD to meet the safety and traffic flow requirements necessary to receive such access permits. Proposed mitigation measures related to MassHighway's permit programs are described below.

New Harbor Street to Link Summer Street and Congress Street

The *South Boston Transportation Study* conducted in 2000 for BTD recommended a "New Ramp Street to connect Summer Street and New Northern Avenue [Seaport Boulevard] in the vicinity of East Service Road". Seaport Square proposes to build this new "Harbor Street" connection as part of Phases 5–7. The intention is to provide a direct connection from Summer Street to the Seaport Square Green on Seaport Boulevard for pedestrians and cyclists. For vehicles, Harbor Street will end short of Seaport Boulevard at a new parallel street, "Autumn Lane," that will allow vehicles to turn to East Service Road or Boston Wharf Road. This will allow Harbor Street to provide local access to the L Blocks while discouraging through-traffic.

Traffic Volume Monitoring

Given the longer-term time frame over which all projects in the 1,000 Acres area will be developed, continued monitoring of traffic conditions along the Seaport Boulevard, Congress Street, and Summer Street corridors will be important. The Proponent will work with the City to develop an appropriate traffic monitoring program for the Seaport Project, perhaps under the aegis of the Seaport TMA.

Seaport Boulevard/East Service Road/Old Northern Avenue

A marked improvement in operations at this location can be achieved with the following measures:

- ◆ Eliminate the Seaport Boulevard eastbound lead phase, which is no longer required.
- ◆ Install signage to prohibit right turns on red (RTOR) at Seaport Boulevard westbound.
- ◆ Incorporate a protected and overlap phase for Seaport Boulevard westbound via the creation of a new 75-foot, designated right-turn lane. This would allow the existing two lanes to be dedicated to through-traffic only.

The Proponent will work with the City and Massport to further investigate implementing these changes.

Seaport Boulevard/B Street

Re-stripe the eastbound Seaport Boulevard exclusive right-turn lane as a shared through/right-turn lane. The Proponent will work with the City and Massport to further investigate implementing this change.

Seaport Boulevard/Northern Avenue/D Street (southbound)/Fish Pier Street and Northern Avenue/D Street (northbound)

Add one westbound through lane on the Northern Avenue approach. The Proponent will work with the City and Massport to further investigate designating two travel lanes on Northern Avenue east of D Street.

Congress Street/A Street/Thomson Place

Eliminate the exclusive pedestrian phase and implement concurrent pedestrian phasing. The Proponent will work with the City on implementing these proposed signal phasing changes.

Congress Street/West Service Road/Boston Wharf Road

Restrict peak-hour curbside use on the eastbound Congress Street approach allowing for two through travel lanes and one exclusive right lane and provide a westbound lead for Congress Street traffic. The Proponent will work with the City on implementing these lane use and signal phasing changes.

Congress Street/D Street

Re-stripe the D Street northbound approach to allow an exclusive left-turn lane, one shared left-turn/through lane, and one through/right-turn lane.

Transit Measures

Seaport Square will provide a new Silver Line entrance to the existing Courthouse Station. This new headhouse kiosk will be located in Seaport Square Green along Seaport Boulevard and will be easily accessible with a direct connection to Logan International Airport and to the South Station commuter rail and Red Line services. The new station kiosk will also provide a convenient location for both leisurely waterfront pleasure seekers and daily office and business workers.

Pedestrian Measures

As the various blocks within the site area are developed, Seaport Square will enhance the pedestrian environment adjacent to its buildings along the major east–west corridors of Old Northern Avenue, Seaport Boulevard, and Congress Street, as well as along the north–south streets of Sleeper Street, Fan Pier Boulevard, Pier Street, Boston Wharf Road, new Harbor Street/Autumn Lane, East Service Road, and B Street.

The Project will also provide a pedestrian connection between existing segments of the Harborwalk between the Children’s Museum and the Federal Courthouse via a new waterfront way that will be created along the City-owned Old Sleeper Street.

Bicycle Measures

Bicycle enhancements include the Harborwalk connection between the Children’s Museum and the Federal Courthouse, as described above; provision of secure, sheltered bicycle racks and sidewalk-level public bicycle racks; continuation of the existing low-cost bicycle rental program; and investigation into the feasibility of launching a shared-bike program similar to SmartBike at an appropriate location within the Project area.

Transportation Demand Management (“TDM”) Measures

The Proponent is committed to implementing a TDM program that supports the City’s efforts to reduce dependency on the automobile by encouraging travelers to use alternatives to driving alone, especially during peak periods. TDM will be facilitated by the mixed-use nature of the Project as well as its location adjacent to the Downtown, the Financial District, and to other offices, transit, and shopping in South Boston. The Proponent will commit to implementing this TDM program for Phase 1 of the Project as well as for the full build-out of the Project.

The proposed TDM measures will include:

- ◆ ***Continued TMA Participation:*** Currently a member of the Seaport Transportation Management Association (TMA), the Proponent will continue to support the TMA. Management will work with the other members of the TMA to disseminate ride share/ car pool information. The TMA members also provide “guaranteed ride home” service, publish a newsletter, and coordinate a “Transportation Day.”
- ◆ ***Car-Sharing Service:*** The Proponent will provide spaces in one or more of its garages for car-sharing services. The Proponent is exploring providing 100 or more spaces in at least one garage, a hub for a car-sharing vehicle service.
- ◆ ***Car Pool/Van Pool Parking:*** The Proponent will provide preferential parking spaces in its non-residential garages for employee/tenant car pools and van pools.
- ◆ ***Transit Passes:*** The Proponent will participate in a transit pass program for tenants’ employees and residents through the TMA. The Proponent will encourage commercial tenants to subsidize transit passes for their employees.
- ◆ ***Commuter Tax Benefit Program:*** The Proponent will encourage tenants to treat employee payments for transit passes as a pre-tax deduction from paychecks.
- ◆ ***Orientation Packets:*** The Proponent will provide orientation packets to new residents containing information on available transportation choices, including transit routes and schedules. On-site management will work with new residents and commercial tenants as they move in to help facilitate transportation for new arrivals.
- ◆ ***Transportation Coordinator:*** The Proponent will designate a Transportation Coordinator to oversee loading and service activities, and provide alternative transportation materials to residents. Individual loading dock managers will be stationed at commercial building loading docks to oversee deliveries on-site.

- ◆ ***Bicycle Amenities:*** The Proponent will provide bicycle racks in secure, sheltered areas for residents and tenants' employees. Additional bicycle parking will be provided on the sidewalks within Seaport Square proximate to main building entrances. The Proponent currently operates a low-cost bicycle rental program from the site. This program will continue upon completion of Seaport Square.
- ◆ ***Shared Bike Program:*** The Proponent will investigate launching a shared-bike program similar to SmartBike at an appropriate location within the Project area. This will involve providing a docking station for retrieving and returning bicycles, making prospective tenants and residents aware of the program in selling or leasing space, assisting tenants and residents in registering for the program, and cooperating with the Seaport TMA and its members in promoting shared bike use to residents, tenants, and tourists.
- ◆ ***Web Site:*** The Proponent will design and implement a Project Web site that will include public transportation information for residents and visitors.
- ◆ ***Parking Management and Pricing:*** The Proponent will charge market-rate public parking rates in the garages as a disincentive to single-occupancy vehicle use and will manage the use of parking spaces to achieve the greatest benefit from shared parking among user groups.

The Proponent will finalize the TDM commitments with the City.

Conclusion

The Department has reviewed and commented on the Final Environmental Impact Report (FEIR), EEA #14255, prepared for the Project. Pursuant to M.G.L. c. 30, Section 61, the Department finds that the environmental impacts of the Project are as set forth in the FEIR, and that, as documented in the FEIR, all feasible means and measures have been utilized to minimize impacts on the environment.

MASSACHUSETTS HIGHWAY DEPARTMENT

BY

DATE

8.2.5 Massachusetts Bay Transportation Authority

Massachusetts Bay Transportation Authority Seaport Square (EEA #14255)

These findings for the Seaport Square Project (EEA #14255) have been prepared in accordance with the provisions of M.G.L. c. 30, Section 61 and 301 CMR 11.00. On *[insert date]* the Secretary of Energy and Environmental Affairs issued a Certificate stating that the Project's Final Environmental Impact Report (FEIR) dated *[insert date]* adequately and properly complied with the MEPA statute and regulations.

Gale International, Morgan Stanley and W/S Development Associates, LLC (collectively the Proponent) is proposing to construct Seaport Square (the Project), a mixed-use, transit-oriented development consisting of approximately 6.5 million square feet on 23 acres in South Boston. The specific uses proposed for the Project include approximately 2.8 million square feet of residential (approximately 2,500 units), approximately 1.3 million square feet of office and research, approximately 1.3 million square feet of retail, approximately 600,000 square feet of educational, and cultural uses and approximately 500,000 square feet of hotel (approximately 550 rooms). Approximately 6,500 parking spaces are planned in below-grade parking garages throughout the site. The Project will also include almost six acres of publicly accessible open space, included two new green spaces.

As this Project is currently described, it requires design review and a license of entry from the MBTA for a new Silver Line entrance. The Project will work with the MBTA to develop a plan to mitigate construction period impacts.

Proposed mitigation measures related to the MBTA's permit programs are described below.

New Silver Line Entrance

Seaport Square is envisioned as a transit-oriented development that will provide significant improvements to the public realm, including a new Silver Line entrance to the existing Courthouse Station. This new freestanding headhouse kiosk will be located in Seaport Square Green along Seaport Boulevard and will be easily accessible with a direct connection to Logan International Airport and to the South Station commuter rail and Red Line services. The new station kiosk will also provide a convenient location for both leisurely waterfront pleasure seekers and daily office and business workers.

The Authority has reviewed and commented on the Final Environmental Impact Report (FEIR), EEA #14255, prepared for the Project. Pursuant to M.G.L. c. 30, Section 61, the Authority finds that the environmental impacts of the Project are as set forth in the FEIR, and that, as documented in the FEIR, all feasible means and measures have been utilized to minimize impacts on the environment.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

BY

DATE

8.2.6 Executive Office of Energy and Environmental Affairs

Executive Office of Energy and Environmental Affairs Seaport Square (EEA #14255)

These findings for the Seaport Square Project (EEA #14255) have been prepared in accordance with the provisions of M.G.L. c. 30, Section 61 and 301 CMR 11.00. On *[insert date]* the Secretary of Energy and Environmental Affairs issued a Certificate stating that the Project's Final Environmental Impact Report (FEIR) dated *[insert date]* adequately and properly complied with the MEPA statute and regulations.

Gale International, Morgan Stanley and W/S Development Associates, LLC (collectively the Proponent) is proposing to construct Seaport Square (the Project), a mixed-use, transit-oriented development consisting of approximately 6.5 million square feet on 23 acres in South Boston. The specific uses proposed for the Project include approximately 2.8 million square feet of residential (approximately 2,500 units), approximately 1.3 million square feet of office and research, approximately 1.3 million square feet of retail, approximately 600,000 square feet of educational, and cultural uses and approximately 500,000 square feet of hotel (approximately 550 rooms). Approximately 6,500 parking spaces are planned in below-grade parking garages throughout the site. The Project will also include almost six acres of publicly accessible open space, included two new green spaces.

As this Project is located on filled former tidelands, it requires a Public Benefit Determination from EEA.

Proposed mitigation measures related to the Public Benefit Determination are described below.

EEA Public Benefit Determination

Seaport Square will create a new neighborhood and provide year-round activation of filled former Commonwealth tidelands by creating a locus of activity along with public amenities. The streetscape improvements and open space activation will draw many residents and visitors to the site and provide a safe and enjoyable route to the waterfront. Ground floors will be activated to promote use and enjoyment of the site.

The Project will provide civic and public uses and create a sense of place along the South Boston waterfront. Where asphalt streets and parking lots currently exist, the Project will provide 23 well-designed and sustainable buildings, creating a new neighborhood with wide sidewalks, and landscaped areas, and generous and welcoming open space for pedestrians and families, office workers and visitors alike.

The development of additional residential units in this area is a priority of the surrounding Fort Point and South Boston community as evidenced at Seaport Square community meetings. The Project directly supports this goal by providing 2,500 units of housing.

Fifteen percent of this housing will be affordable housing, along with another 15% set aside for workforce housing. In addition, proposed buildings are in scale with adjacent development.

The Proponent will ensure that construction activities or development activities will affect water-dependent uses to the minimum extent possible. Existing functions for these businesses will be maintained or improved through the proposed Project elements. The Proponent will ensure that existing service functions for the adjacent Barking Crab Restaurant and Neptune Marine Services are maintained or improved during both the construction period and post-construction.

The Project will include a substantial amount of open space that will help create a continuous public realm. More than one-third of the Project Site will be unbuilt area, including new streets, green spaces, sidewalks, and pedestrian ways connecting the surrounding communities and area attractions. Approximately six acres or approximately 25% of the site will be publicly accessible open space other than streets, including green space, sidewalks, and pedestrian ways. The two main open spaces are Seaport Square Green and Seaport Hill, at 1.25 and 0.75 acres respectively, as well as the open space at Courthouse Square, while improvements to the Seaport Boulevard median and sidewalks will provide an aesthetically pleasing connection through the Project to the Financial District and to other areas of the South Boston waterfront and Fort Point Channel.

A new waterfront way will be created along the City-owned Old Sleeper Street to provide a pedestrian connection linking the existing Harborwalk segments at the Children's Museum and the Federal Courthouse. Restaurants and outdoor seating will enliven the area during day and evening hours.

The Project includes the commitment to work with community groups and institutions in providing year-round event and exhibit programming in the new and existing open spaces and facilities of public accommodation associated with the Project. The Project intends to coordinate open space activation efforts with the already existing artist community in the Fort Point Channel area and with the adjacent Children's Museum.

Created by a physical link from Summer Street to Seaport Boulevard via Harbor Street, a new Cultural Corridor will connect the Institute of Contemporary Art and the Boston Convention and Exhibition Center. With these two buildings, there will be a new cultural destination in the City that will include sculpture gardens on Seaport Hill, a performing arts and education complex on Blocks P and N, exhibit and gallery spaces at Blocks L1 and G, public art and performance venues on Seaport Square Green, and a branch library at Block D. The Cultural Corridor will build on the arts identity of the neighboring Fort Point Channel District, and create a strong cultural component that will activate and provide year-round use of Seaport Square.

The Project will activate ground level pedestrian activities by providing facilities of public accommodation on all of the ground floors on most all of the buildings within the Project (jurisdiction), surpassing the requirements of the SBMHP for the activation of Commonwealth Tidelands. In addition, Facilities of public accommodation will also occupy second floors in many of the Blocks.

EEA has reviewed and commented on the Final Environmental Impact Report (FEIR), EEA #14255, prepared for the Project. Pursuant to M.G.L. c. 30, Section 61, the Authority finds that the environmental impacts of the Project are as set forth in the FEIR, and that, as documented in the FEIR, all feasible means and measures have been utilized to minimize impacts on the environment.

EXECUTIVE OFFICE OF ENERGY AND ENVIRONMENTAL AFFAIRS

BY

DATE