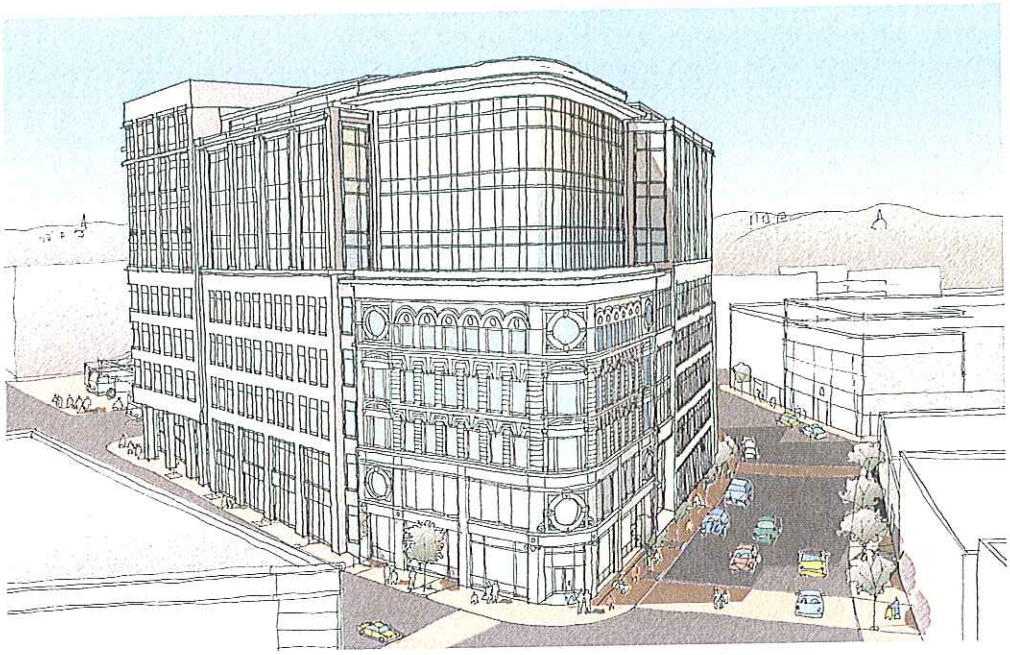
Environmental Notification Form

NEW DUDLEY OFFICE BUILDING



SUBMITTED BY:

THE CITY OF BOSTON
acting by and through the
BOSTON REDEVELOPMENT AUTHORITY
One City Hall Square
Boston, MA 02201

PREPARED IN CONSULTATION WITH:

NEW DUDLEY LLC
ADD INC
HALEY & ALDRICH, INC.
HOWARD / STEIN-HUDSON ASSOCIATES, INC.
JUDITH NITSCH ENGINEERING, INC.
PALMER & DODGE LLP

PREPARED BY:

EPSILON ASSOCIATES, INC.
3 CLOCK TOWER PLACE, SUITE 250
MAYNARD, MA 01754

DRAFT

MAY 2005

Epsilon
ASSOCIATES INC.

ENGINEERS ENVIRONMENTAL CONSULTANTS

Environmental Notification Form

Commonwealth of Massachusetts
Executive Office of Environmental Affairs ■ MEPA Office

ENF Environmental Notification Form

For Office Use Only
Executive Office of Environmental Affairs

EOEA No.: _____.
MEPA Analyst: _____.
Phone: 617-626-_____

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: New Dudley Office Building		
Street: 2262 Washington Street		
Municipality: Boston	Watershed: Charles River	
Universal Tranverse Mercator Coordinates: 328319 , 4688528 (Zone 19)	Latitude: 42.3301°N Longitude: 71.0838°W	
Estimated commencement date: 1st quarter 2006	Estimated completion date: 1st quarter 2008	
Approximate cost: $76 million	Status of project design: 15 % complete	
Proponent: City of Boston, acting by and through the Boston Redevelopment Authority		
Street: One City Hall Square		
Municipality: Boston	State: MA	Zip Code: 02201
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Katherine Fuller		
Firm/Agency: Epsilon Associates, Inc.	Street: 3 Clock Tower Place, Suite 250	
Municipality: Maynard	State: MA	Zip Code: 01754
Phone: 978-461-6264	Fax: 978-897-0099	E-mail: kfuller@epsilonassociates.com

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

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)) ☐ 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

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 is being undertaken by the Boston Redevelopment Authority, an "Agency" as defined in 301 CMR 11.02 as a municipal redevelopment agency acting in accordance with MGL C. 121B. The Project will involve financial assistance, potentially from the Boston Industrial Development Financing Authority. The agencies that will issue the bonds and the total amount of financial assistance have not been determined.

Are you requesting coordinated review with any other federal, state, regional, or local agency?
☐ Yes (Specify:) ☒ No

WASTEWATER				
Gallons/day (GPD) of water use	0	+17,495	+17,495	
GPD water withdrawal	0	0	0	
GPD wastewater generation/ treatment	0	+15,905	+15,905	
Length of water/sewer mains (in miles)	N/A	N/A	N/A	

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: Ferdinand's Blue Store, 2260 Washington St. and Addition Building, 17 Warren St.) ☐No

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

☒Yes (Specify: Partial demolition and façade preservation of Ferdinand's Blue Store, and demolition of the Addition Building.) ☐No

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

☐Yes (Specify_____) ☒No

Lot will be made available by the BRA for redevelopment in accordance with the City of Boston's *Roxbury Strategic Master Plan: Building a 21st Century Community* (Boston Redevelopment Authority, 2004 (the "Roxbury Plan")). This plan was developed in a multi-year planning effort with the Roxbury Community.

The streetscape improvements to be undertaken as part of the Project will conform to the recently-developed streetscape design guidelines for Dudley Square, which are also an outgrowth of the Roxbury Strategic Master Plan process. These improvements will include new sidewalks, street lighting and street trees, where appropriate.

(B) Project Alternatives

Rehabilitating the Ferdinand's Blue Store, Addition and connecting bridge building was considered, but due to existing floor to floor heights, ceiling heights and the deteriorated condition of the building, rehabilitation was not feasible from an engineering standpoint or economically feasible. The property has been vacant for about 20 years, is not sealed against the weather, and has deteriorated over the years. While new or renovated office space could be found elsewhere, the project goal of rehabilitating and redeveloping the vacant and deteriorated Ferdinand's Blue Store and the Addition as well as the blighted site which they occupy in the heart of Dudley Square, would not be accomplished.

(C) Mitigation

The intent of the Project is to transform the Project site into an attractive new commercial/civic building that retains the historic façade of the Ferdinand's Blue Store and that will achieve the goals of the Roxbury Plan. The Roxbury Plan establishes a framework of strategies that capitalize on the neighborhood's many resources and assets, with the goal of creating a more socially and economically healthy community.

The Proponent is committed to implementing Transportation Demand Management (TDM) measures to reduce dependence on autos. TDM will be facilitated by the nature of the Project and its proximity to residences, transit and shopping. 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. As part of its commitment to reduce dependence on autos, no parking will be provided on the site. City employees are required to live in the City; hence, transit use at the Project is expected to be heavy.

The Proponent is prepared to take advantage of the site's pedestrian and transit access. On-site management will provide transit information (schedules, maps, fare information) in the building lobbies for employees and visitors. On-site management will also work to increase awareness of public transportation alternatives.

Additional TDM measures may include, but are not limited to, including a Transportation Coordinator as part of the Management Team, bicycle storage and payroll deductions for Transit passes.

The Proponent also will assess the feasibility of incorporating sustainable design measures into the Project. These will include measures related to building energy management systems, lighting, recycling, conservation measures, local building materials, and clean construction vehicles. The Proponent will seek to make the Project LEED certifiable.

The Project will incorporate best stormwater management practices (BMPs) recommended by the DEP Stormwater Management Standards and Policy to the fullest extent possible. Due to the fact that the existing site comprises two existing vacant buildings and three unpaved vacant parcels, the proposed impervious area is expected to increase in the proposed condition compared to the existing condition. Therefore, the peak rate of stormwater runoff in the developed condition will exceed the existing peak rate of runoff for the 2-, 10-, 25-, and 100-year storm events. Particle separators will be provided on drains serving parking lots and paved areas on the Blair parking lot. Permanent signs stating "Don't Dump: Drains to Boston Harbor" will be provided on any new catch basin to be installed.

The stormwater management design will remove Total Suspended Solids (TSS) from the storm flows before connecting to the BWSC system – which ultimately discharges to the waters of Boston Harbor. Mitigation measures that will be incorporated in the Project design include catch basins with sediment sumps and oil/grease traps, water quality inlets, and the implementation by the Proponent of an Operations and Maintenance Plan.

I. Is the project site currently being regulated under M.G.L.c.21E or the Massachusetts Contingency Plan? Yes ___ No X ; if yes, what is the Release Tracking Number (RTN)?

The Proponent is in the process of conducting environmental due diligence, including subsurface investigation of soil and groundwater to the extent of currently available site access, a review of the history of site usage, and review of local, state and federal records. It is expected that given their age, the vacant buildings on the Project Site contain asbestos-containing materials as well as lead paint. In addition, prior environmental testing for the now-abandoned Department of Public Health project revealed that the Project Site contains fill typical of urban Boston locations.

Any hazardous materials discovered on-site during the construction period will be reported to the Massachusetts Department of Environmental Protection as required by law and handled, transported and disposed of in accordance with all applicable laws and regulations.

J. If the project is site is within the Chicopee or Nashua watershed, is it within the Quabbin, Ware, or Wachusett subwatershed? ___ Yes X No; if yes, is the project site subject to regulation under the Watershed Protection Act? ___ Yes ___ No

K. Describe the project's other impacts on land:

The Project will be constructed on an approximately 29,611 square foot area of land which consists of five parcels, three of which are blighted vacant lots and two of which contain vacant, deteriorated, decadent and substandard structures. The Project will return these parcels to productive use, improving the landscape and generating economic activity within the Dudley Square neighborhood.

III.. Consistency

A. Identify the current municipal comprehensive land use plan and the open space plan and describe the consistency of the project and its impacts with that plan(s):

The City of Boston's *Roxbury Strategic Master Plan: Building a 21st Century Community (Boston Redevelopment Authority, 2004)* highlights a planning agenda to serve as a strategic framework to guide change and economic growth in Roxbury. The goals of the Master Plan include enhancing civic life, promoting a sustainable and diverse economy, providing a safe and convenient transportation network, and providing a wide range of housing option. Dudley Square is noted in the Master Plan as being a regional hub of commerce and culture and as

The Project is additionally consistent with MetroPlan 2000, the regional plan for the Boston metropolitan area in that it proposes growth within close proximity to two transit lines and it will promote Transportation Demand Management measures to reduce single-occupancy vehicle trips.

C. Will the project require any approvals under the local zoning by-law or ordinance (i.e. text or map amendment, special permit, or variance)? Yes X No ___ ; if yes, describe:

The Project Site is within the Roxbury neighborhood and thereby governed by Article 50 of the Code. The Project Site is located within the Dudley Square Economic Development Area (EDA) and the Boulevard Planning Overlay District of Washington and Warren Streets. The Proponent proposes to create a "U" district zoning designation for the Project Site, pursuant to which the use and dimensional controls for the Project Site will be set forth in the BRA Land Disposition Agreement for the Project.

D. Will the project require local site plan or project impact review? __ Yes X No; if yes, describe:

The Project will undergo voluntary Large Project Review pursuant to Article 80 of the Boston Zoning Code.

WETLANDS, WATERWAYS, AND TIDELANDS SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **wetlands, waterways, and tidelands** (see 301 CMR 11.03(3))? ___ Yes X No; if yes, specify, in quantitative terms:

B. Does the project require any state permits (or a local Order of Conditions) related to **wetlands, waterways, or tidelands**? ___ Yes X No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Water Supply Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Wetlands, Waterways, and Tidelands Section below.

II. Wetlands Impacts and Permits

A. Describe any wetland resource areas currently existing on the project site and indicate them on the site plan:

B. Estimate the extent and type of impact that the project will have on wetland resources, and indicate whether the impacts are temporary or permanent:

Coastal Wetlands	Area (in square feet) or Length (in linear feet)
Land Under the Ocean	
Designated Port Areas	
Coastal Beaches	
Coastal Dunes	
Barrier Beaches	
Coastal Banks	
Rocky Intertidal Shores	
Salt Marshes	
Land Under Salt Ponds	
Land Containing Shellfish	
Fish Runs	
Land Subject to Coastal Storm Flowage	
Inland Wetlands	
Bank	
Bordering Vegetated Wetlands	
Land under Water	
Isolated Land Subject to Flooding	
Bordering Land Subject to Flooding	
Riverfront Area	

C. Is any part of the project

1. a limited project? ___ Yes ___ No
2. the construction or alteration of a dam? ___ Yes ___ No; if yes, describe:
3. fill or structure in a velocity zone or regulatory floodway? ___ Yes ___ No
4. dredging or disposal of dredged material? ___ Yes ___ No; if yes, describe the volume of dredged material and the proposed disposal site:
5. a discharge to Outstanding Resource Waters? ___ Yes ___ No
6. subject to a wetlands restriction order? ___ Yes ___ No; if yes, identify the area (in square feet):

WATER SUPPLY SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **water supply** (see 301 CMR 11.03(4))? __ Yes X No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **water supply**? __ Yes X No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Wastewater Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Water Supply Section below.

II. Impacts and Permits

A. Describe, in gallons/day, the volume and source of water use for existing and proposed activities at the project site:

	Existing	Change	Total
Withdrawal from groundwater	_____	_____	_____
Withdrawal from surface water	_____	_____	_____
Interbasin transfer	_____	_____	_____
Municipal or regional water supply	_____	_____	_____

B. If the source is a municipal or regional supply, has the municipality or region indicated that there is adequate capacity in the system to accommodate the project? ___ Yes ___ No

C. If the project involves a new or expanded withdrawal from a groundwater or surface water source,

1. have you submitted a permit application? ___ Yes ___ No; if yes, attach the application
2. have you conducted a pump test? ___ Yes ___ No; if yes, attach the pump test report

D. What is the currently permitted withdrawal at the proposed water supply source (in gallons/day)? _____Will the project require an increase in that withdrawal?___ Yes ___ No

E. Does the project site currently contain a water supply well, a drinking water treatment facility, water main, or other water supply facility, or will the project involve construction of a new facility? ___ Yes ___ No. If yes, describe existing and proposed water supply facilities at the project site:

	Existing	Change	Total
Water supply well(s) (capacity, in gpd)	_____		
Drinking water treatment plant (capacity, in gpd)	_____		
Water mains (length, in miles)	_____		

F. If the project involves any interbasin transfer of water, which basins are involved, what is the direction of the transfer, and is the interbasin transfer existing or proposed?

G. Does the project involve

1. new water service by a state agency to a municipality or water district? ___ Yes ___ No
2. a Watershed Protection Act variance? ___ Yes ___ No; if yes, how many acres of alteration?
3. a non-bridged stream crossing 1,000 or less feet upstream of a public surface drinking water supply for purpose of forest harvesting activities? ___ Yes ___ No

H. Describe the project's other impacts (including indirect impacts) on water resources, quality, facilities and services:

WASTEWATER SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **wastewater** (see 301 CMR 11.03(5))? __ Yes X No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **wastewater**? X Yes __ No; if yes, specify which permit:

DEP Sewer Connection Permit

C. If you answered "No" to both questions A and B, proceed to the **Transportation -- Traffic Generation Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Wastewater Section below.

II. Impacts and Permits

A. Describe, in gallons/day, the volume and disposal of wastewater generation for existing and proposed activities at the project site (calculate according to 310 CMR 15.00):

	Existing	Change	Total
Discharge to groundwater (Title 5)	n/a	n/a	n/a
Discharge to groundwater (non-Title 5)	n/a	n/a	n/a
Discharge to outstanding resource water	n/a	n/a	n/a
Discharge to surface water	n/a	n/a	n/a
Municipal or regional wastewater facility	0.00	+15,905	15,905
TOTAL	0.00	+115,905	15,905

B. Is there sufficient capacity in the existing collection system to accommodate the project? X Yes __ No; if no, describe where capacity will be found:

The proposed sewer service connection for the Project will connect directly to the existing sanitary mains located beneath Washington Street. The location of this service connection will be coordinated with the Boston Water and Sewer Commission. Preliminary analysis of the existing BWSC infrastructure indicates that the existing system is adequate for the Project. Utilizing BWSC record data, an analysis was performed on sewer lines the Project may utilize. Pipe diameters and inverts were taken from the BWSC Water and Sewer System Map, 19I. The flow capacity for each segment of pipe between inverts was analyzed using Mannings equation.

Results indicate the minimum hydraulic capacity of the sewer system is found within a portion of the 12-inch sewer main located to the west of the proposed Project Site and running beneath Washington Street. This pipe has a capacity of 31.76 million gallons per day (mgd). Based on the Project's peak flow estimates, 0.125 cubic feet per second (cfs), (0.94 gps) no capacity problems are expected with this segment of the system.

C. Is there sufficient existing capacity at the proposed wastewater disposal facility? X Yes __ No; if no, describe how capacity will be increased:

Sewage generated by the Project will discharge to the BWSC system which, in turn, connects to the MWRA system for treatment at the Deer Island Treatment Plant.

TRANSPORTATION -- TRAFFIC GENERATION SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **traffic generation** (see 301 CMR 11.03(6))? _X_ Yes ___ No; if yes, specify, in quantitative terms:

The Project will generate 2,998 unadjusted vehicle trips per day which exceeds threshold 301 CMR 11.03 (6) (b) (13) – generation of 2,000 or more new ADT on roadways providing access to a single location. Note that the 2,998 trips are net new unadjusted trips as calculated by ITE trip generation rates. This is equivalent to 1,614 net new adjusted vehicle trips taking into account a 25 percent pass-by rate for the retail use and applying a modal split using standard methodology of the Boston Redevelopment Authority under Article 80 review guidelines. Detailed trip generation is included in Appendix B.

B. Does the project require any state permits related to **state-controlled roadways**? ___ Yes _X_ No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Roadways and Other Transportation Facilities Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Traffic Generation Section below.

II. Traffic Impacts and Permits

A. Describe existing and proposed vehicular traffic generated by activities at the project site:

	Existing	Change	Total
Number of parking spaces	0	0	0
Number of vehicle trips per day	0	2,998 (1614)	2,998 (1614)

*Note: These are net new unadjusted trips based on ITE Trip Generation Rate values; the numbers in parentheses indicate the adjusted vehicle trips, tailored for modal split into auto use, transit and walking.

ITE Land Use Code(s): LUC 710-Office (average rate);
LUC 820-Shopping Center (average rate)

B. What is the estimated average daily traffic on roadways serving the site?

Roadway	Existing	Change	Total
1. Washington Street	18,000	**630 (339)**	**18,630**
2. Dudley Street	26,000	690 (371)	18,690 (26,371)
3.			

* Number in parentheses is adjusted for local mode split.

C. Describe how the project will affect transit, pedestrian and bicycle transportation facilities and services:

The Proponent will work with the Boston Transportation Department to prepare a Transportation Access Plan Agreement ("TAPA"), which will aim to promote a pedestrian friendly environment at the Project. The project will provide on-site bicycle storage for employees and visitors. The location is immediately adjacent to the Silver Line Dudley Square Station and close to the Orange Line Roxbury Crossing Station; as a transit-oriented development the Project reduces potential automobile usage and directs job locations to where the transit system is highly convenient.

ROADWAYS AND OTHER TRANSPORTATION FACILITIES SECTION

I. Thresholds

A. Will the project meet or exceed any review thresholds related to **roadways or other transportation facilities** (see 301 CMR 11.03(6))? ___ Yes X No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **roadways or other transportation facilities**? ___ Yes _X_ No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Energy Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Roadways Section below.

II. Transportation Facility Impacts

A. Describe existing and proposed transportation facilities at the project site:

	Existing	Change	Total
Length (in linear feet) of new or widened roadway	_____	_____	_____
Width (in feet) of new or widened roadway	_____	_____	_____

Other transportation facilities:

B. Will the project involve any
1. Alteration of bank or terrain (in linear feet)? _____
2. Cutting of living public shade trees (number)? _____
3. Elimination of stone wall (in linear feet)? _____

III. Consistency -- Describe the project's consistency with other federal, state, regional, and local plans and policies related to traffic, transit, pedestrian and bicycle transportation facilities and services, including consistency with the applicable regional transportation plan and the Transportation Improvements Plan (TIP), the State Bicycle Plan, and the State Pedestrian Plan:

AIR QUALITY SECTION

I. Thresholds

A. Will the project meet or exceed any review thresholds related to **air quality** (see 301 CMR 11.03(8))? ___ Yes X No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **air quality**? ___ Yes X No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Solid and Hazardous Waste Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Air Quality Section below.

II. Impacts and Permits

A. Does the project involve construction or modification of a major stationary source (see 310 CMR 7.00, Appendix A)?___ Yes ___ No; if yes, describe existing and proposed emissions (in tons per day) of:

	Existing	Change	Total
Particulate matter			
Carbon monoxide			
Sulfur dioxide			
Volatile organic compounds			
Oxides of nitrogen			
Lead			
Any hazardous air pollutant			
Carbon dioxide			

B. Describe the project's other impacts on air resources and air quality, including noise impacts:

III. Consistency

A. Describe the project's consistency with the State Implementation Plan:

B. Describe measures that the proponent will take to comply with other federal, state, regional, and local plans and policies related to air resources and air quality:

HISTORICAL AND ARCHAEOLOGICAL RESOURCES SECTION

I. Thresholds / Impacts

A. Is any part of the project site a historic structure, or a structure within a historic district, in either case listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth? X Yes ___ No; if yes, does the project involve the demolition of all or any exterior part of such historic structure? X Yes ___ No; if yes, please describe:

The Project is located within the Dudley Station Historic District, which is listed in the State and National Registers of Historic Places. The Ferdinand's Blue Store, 2260-2272 Washington Street, and the Ferdinand's Blue Store Addition, 17 Warren Street, are both identified as contributing resources to the historic district. Both have been vacant for more than 20 years. The Project will preserve the façade of the Ferdinand's Blue Store building, while the Addition will be demolished. Appendix C includes the Historic Resources Chapter of the Project Notification Form submitted to the BRA on May 31, 2005.

Ferdinand's Blue Store and the Addition have suffered extensive deterioration as a result of excessive water infiltration, and there is likely to be mold throughout the buildings as a result of its exposure to the weather.

The Ferdinand's Blue Store is a structure of great symbolic importance in the Dudley Square neighborhood, and the City of Boston is committed to the restoration of its facade as an integral component in the New Dudley Office Building's design and construction. The Ferdinand's Blue Store has been long abandoned and neglected, and its preservation, even in part, presents a number of daunting challenges. The ultimate strategy as proposed by the Proponent in consultation with the Boston Landmarks Commission - to save and restore the primary street façade - has been carefully evaluated and was chosen only after several other options, including rehabilitation, were considered and found infeasible.

B. Is any part of the project site an archaeological site listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth? ___ Yes _X_ No; if yes, does the project involve the destruction of all or any part of such archaeological site? ___ Yes ___ No; if yes, please describe:

C. If you answered "No" to all parts of both questions A and B, proceed to the **Attachments and Certifications** Sections. If you answered "Yes" to any part of either question A or question B, fill out the remainder of the Historical and Archaeological Resources Section below.

D. Have you consulted with the Massachusetts Historical Commission? _X__ Yes ___ No; if yes, attach correspondence

The Proponent has initiated consultations with the MHC and will establish a coordinated design review process with the BLC. At the conclusion of the consultation process with the MHC and the BLC, it is anticipated that a Memorandum of Agreement (MOA) will be developed to address mitigation of any adverse impacts of the Project on historic resources.

E. Describe and assess the project's other impacts, direct and indirect, on listed or inventoried historical and archaeological resources:

There are several State and National Register listed properties as well as properties included in the MHC Inventory in the area, however, they will not be adversely affected by the Project.

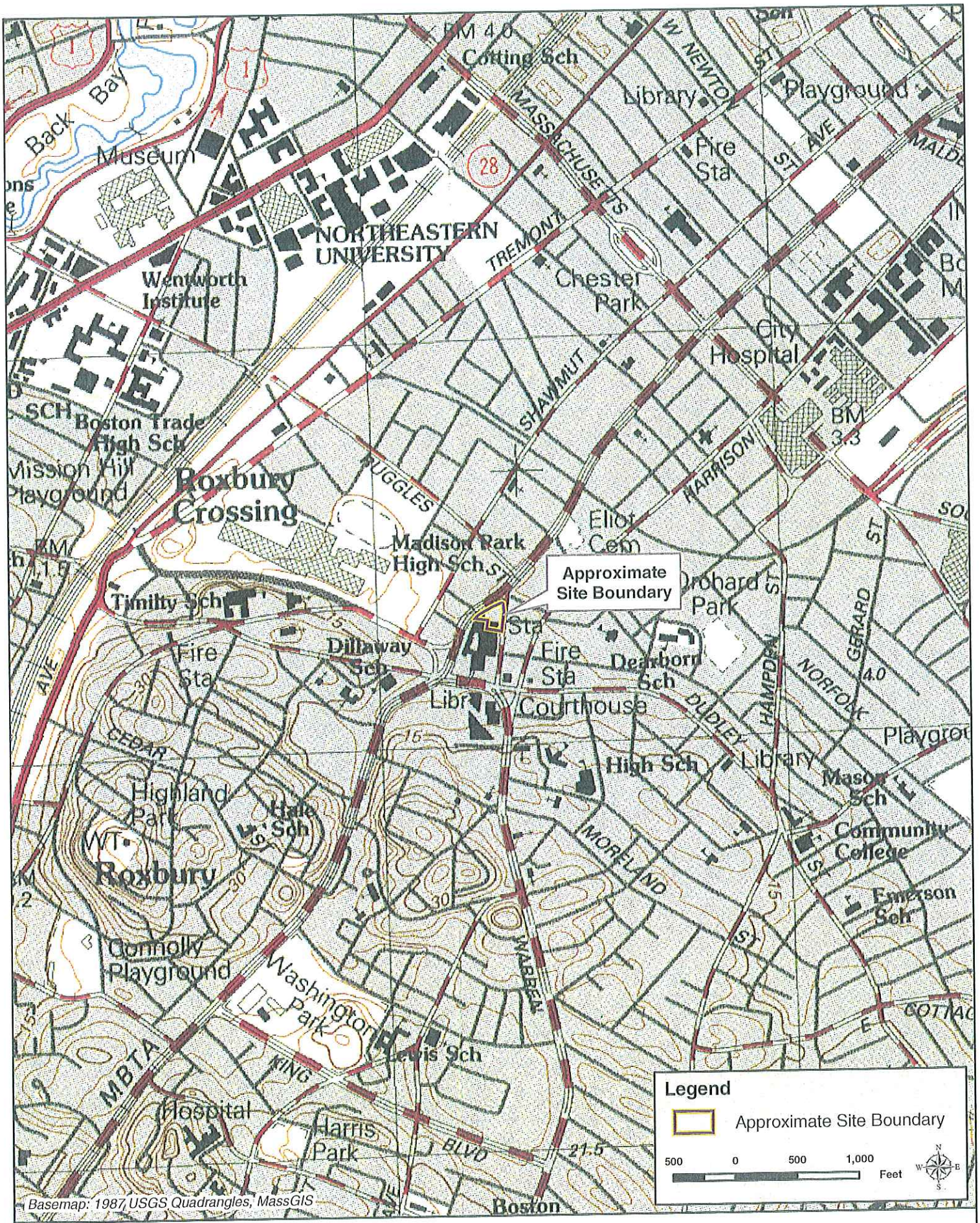
ATTACHMENTS:

1. Plan, at an appropriate scale, of existing conditions of the Project Site and its immediate context, showing all known structures, roadways and parking lots, rail rights-of-way, wetlands and water bodies, wooded areas, farmland, steep slopes, public open spaces, and major utilities. See Appendix A.
2. Plan of proposed conditions upon completion of Project (if construction of the Project is proposed to be phased, there should be a site plan showing conditions upon the completion of each phase). See Appendix A.
3. Original U.S.G.S. map or good quality color copy (8-½ x 11 inches or larger) indicating the Project location and boundaries. See Appendix A.
4. List of all agencies and persons to whom the proponent circulated the ENF, in accordance with 301 CMR 11.16(2). See Appendix D.
5. Other:

Appendix A	Figures
Appendix B	Trip Generation
Appendix C	Historic Resources
Appendix D	Circulation List

APPENDIX A FIGURES

USGS Locus Map
Aerial Locus
Existing Site Survey
Engineered Site Plan Showing Proposed Conditions
Illustrative Site Plan



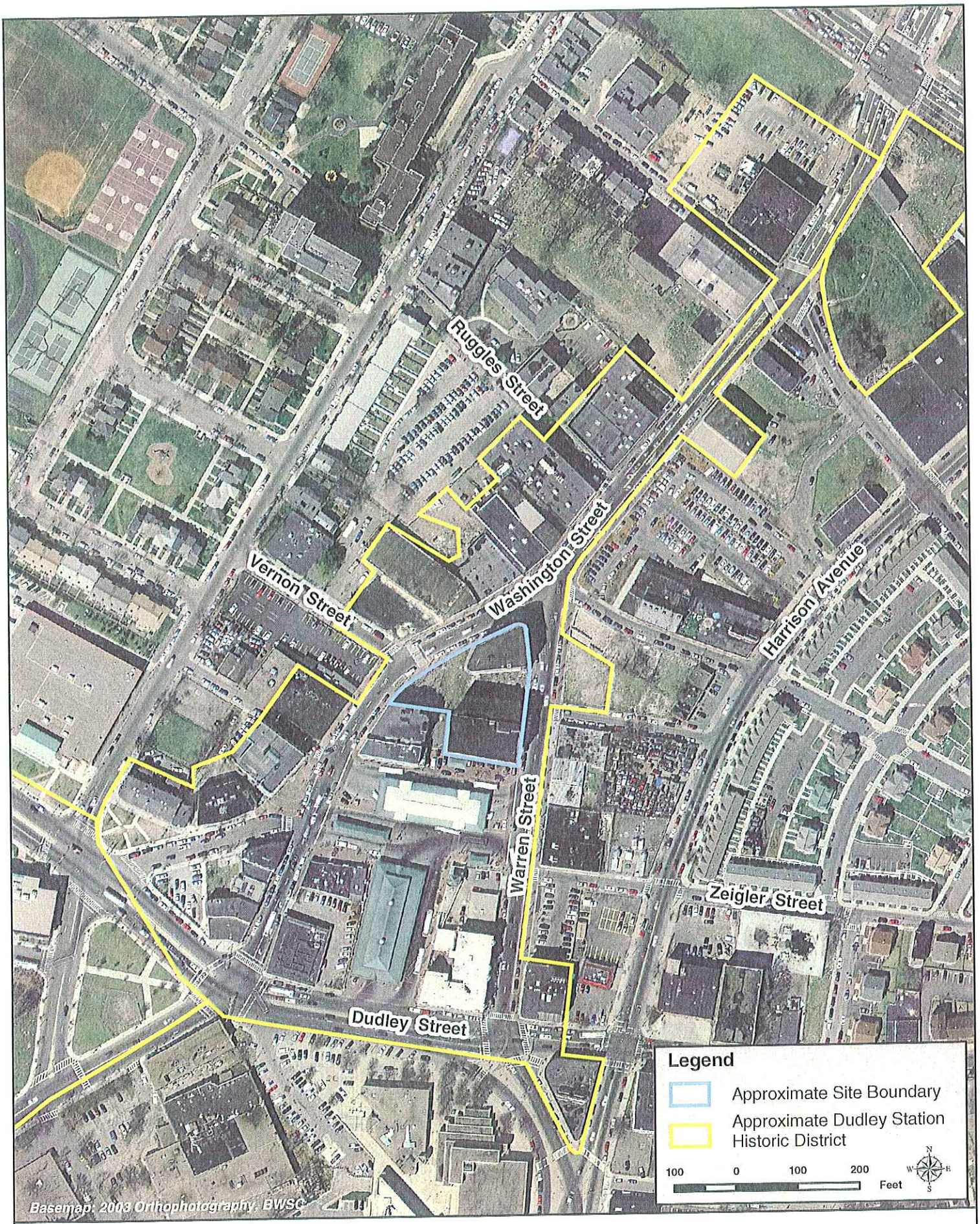
Epsilon

New Dudley Office Building

Roxbury, Massachusetts

ENF

Locus Map (USGS)



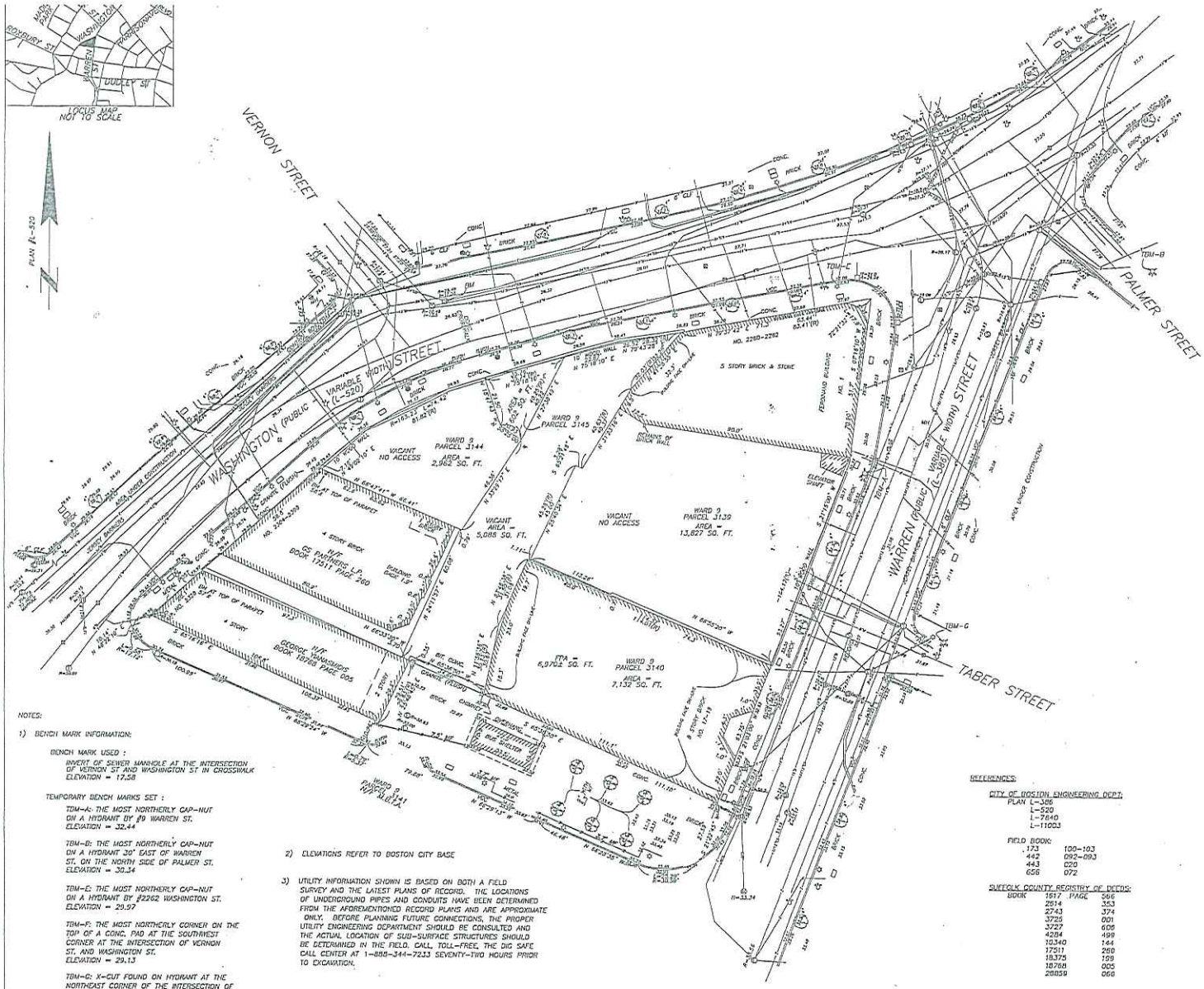
Epsilon

New Dudley Office Building

Roxbury, Massachusetts

ENF

Locus Map (Aerial)



PROFESSIONAL LAND SURVEYORS

LEGEND:

MBTA MANHOLE	DECIDUOUS TREE
SEWER MANHOLE	N/F — NOW OR FORMERLY
DRAIN MANHOLE	TBM — TEMPORARY BENCH MARK
TELEPHONE MANHOLE	TT — TOP OF TRAP
ELECTRIC MANHOLE	N.V.P. — NO VISIBLE PIPES
WATER MANHOLE	BH — BUILDING HEIGHT
MH — MANHOLE	FPA — FOOTPRINT AREA
HANDICAP RAMP	T — TOP
	B — BOTTOM
GAS SHUT OFF	BIT. — BITUMINOUS
WATER SHUT OFF	CONC. — CONCRETE
BOSTON WATER VALVE	VGC — VERTICAL GRANITE CURB
CATCH BASIN	CLF — CHAIN LINK FENCE
LIGHT POLE	MF — METAL FENCE
HYDRANT	X — FENCE
SIGN	S — SEWER
TRAFFIC SIGNAL	D — DRAIN
ELECTRIC HANDHOLE	CS — COMBINED SEWER
GATE POST	W — WATER
FA — FIRE ALARM	G — GAS
INV — INVERT ELEVATION	E — ELECTRIC
R — RIM ELEVATION	M — MBTA
SHUT OFF	T — TELEPHONE

TOTAL PROPOSED PROJECT AREA=29,611 SQ. FT.

TO: FIDELITY NATIONAL TITLE INSURANCE COMPANY AND THE BOSTON REDEVELOPMENT AUTHORITY

THIS IS TO CERTIFY THAT THIS PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS", JOINTLY ESTABLISHED AND ADOPTED BY ALTA , ACSM AND NSPS IN 1999, AND INCLUDES ITEMS 1, 3, 4, 5, 6, 7(a), 7(b)(1), 8, 9, 10, 11(a), 13, 14, 15, AND 16 OF TABLE "A" THEREOF, PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA, NSPS, AND ACSM AND IN EFFECT ON THE DATE OF THIS CERTIFICATION. UNDERSIGNED FURTHER CERTIFIES THAT THE SURVEY MEASUREMENTS WERE MADE IN ACCORDANCE WITH THE MINIMUM ANGLE, DISTANCE AND CLOSURE REQUIREMENTS FOR SURVEY MEASUREMENTS WHICH CONTROL LAND BOUNDARIES FOR ALTA/ACSM LAND TITLE SURVEYS.

I CERTIFY THAT THERE ARE NO GAPS OR GORES BETWEEN THE PARCELS SHOWN HEREON.

I CERTIFY THAT THE PARCEL SHOWN HEREON LIES WITHIN A ZONE "C", AREA OF MINIMAL FLOODING, AS SHOWN ON THE FLOOD INSURANCE RATE MAP FOR THE CITY OF BOSTON - MASSACHUSETTS, COMMUNITY PANEL NO. 250286 0010 C EFFECTIVE DATE: APRIL 1, 1982

NOTES:

1) BENCH MARK INFORMATION:

BENCH MARK USED :
INVERT OF SEWER MANHOLE AT THE INTERSECTION OF VERNON ST AND WASHINGTON ST IN CROSSWALK
ELEVATION = 17.58

TEMPORARY BENCH MARKS SET :

TBM-A: THE MOST NORTHERLY CAP-NUT ON A HYDRANT BY #9 WARREN ST.
ELEVATION = 32.44

TBM-B: THE MOST NORTHERLY CAP-NUT ON A HYDRANT 20' EAST OF WARREN ST. ON THE NORTH SIDE OF PALMER ST.
ELEVATION = 30.34

TBM-C: THE MOST NORTHERLY CAP-NUT ON A HYDRANT BY #2262 WASHINGTON ST.
ELEVATION = 29.97

TBM-F: THE MOST NORTHERLY CORNER ON THE TOP OF A CONC. PAD AT THE SOUTHWEST CORNER AT THE INTERSECTION OF VERNON ST. AND WASHINGTON ST.
ELEVATION = 29.13

TBM-G: X-CUT FOUND ON HYDRANT AT THE NORTHEAST CORNER OF THE INTERSECTION OF TABER STREET AND WARREN STREET.
ELEVATION = 32.43

2) ELEVATIONS REFER TO BOSTON CITY BASE

3) UTILITY INFORMATION SHOWN IS BASED ON BOTH A FIELD SURVEY AND THE LATEST PLANS OF RECORD. THE LOCATIONS OF UNDERGROUND PIPES AND CONDUITS HAVE BEEN DETERMINED FROM THE AFOREMENTIONED RECORD PLANS AND ARE APPROXIMATE ONLY. BEFORE PLANNING FUTURE CONNECTIONS, THE PROPER UTILITY ENGINEERING DEPARTMENT SHOULD BE CONSULTED AND THE ACTUAL LOCATION OF SUB-SURFACE STRUCTURES SHOULD BE DETERMINED IN THE FIELD. CALL TOLL-FREE, THE DIG SAFE CALL CENTER AT 1-888-344-7233 SEVENTY-TWO HOURS PRIOR TO EXCAVATION.

REFERENCES:

CITY OF BOSTON ENGINEERING DEPT:
PLAN L-366
L-520
L-7640
L-11003

FIELD BOOK:
173 100-103
442 092-093
443 020
656 072

SUFFOLK COUNTY REGISTRY OF DEEDS:

BOOK	PAGE
1617	066
2614	353
2743	374
3725	001
3727	608
4284	499
10340	144
17511	260
18375	198
18768	005
28859	060

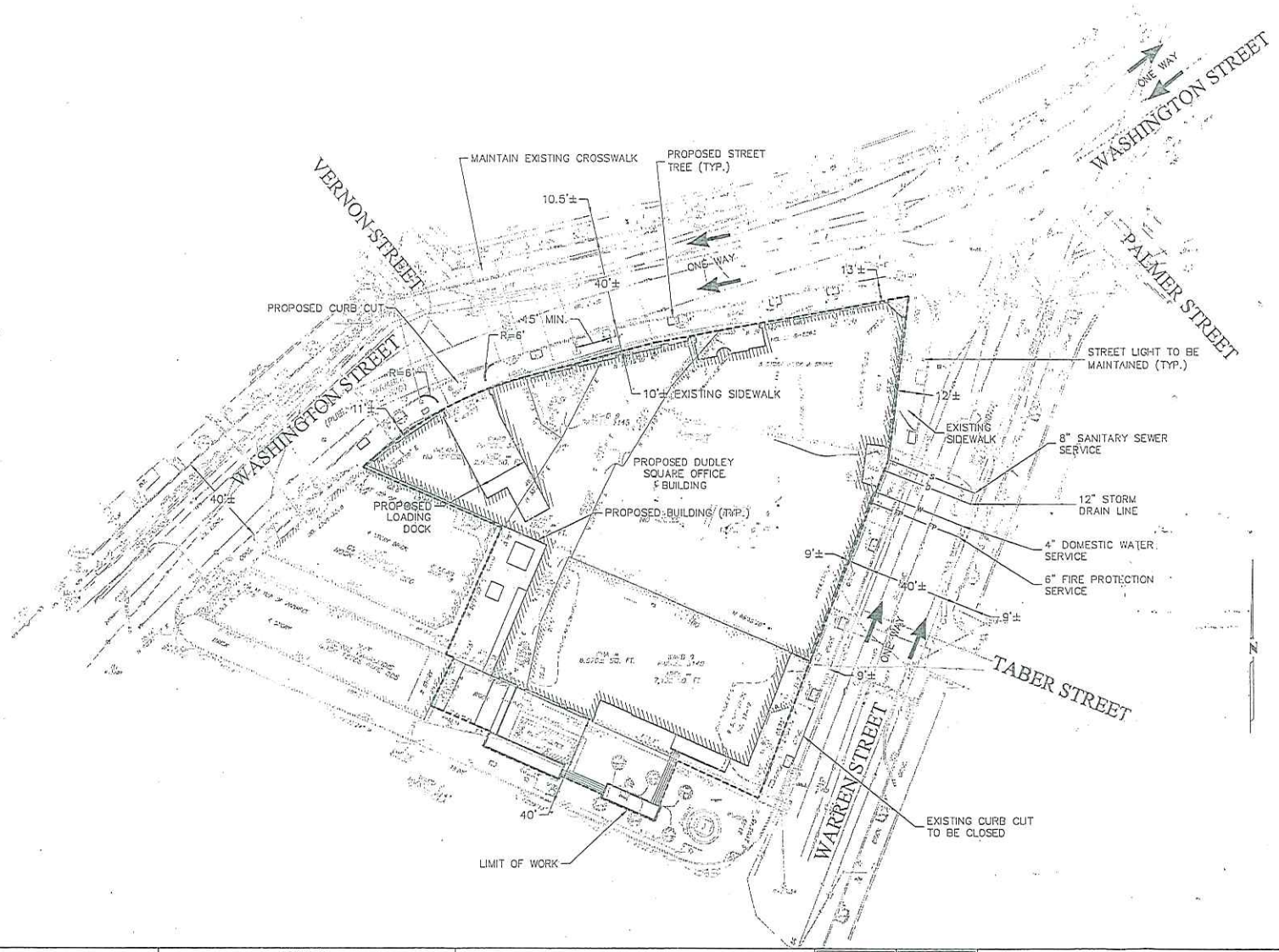
PROGRESS PRINT
ALTA/ACSM LAND TITLE SURVEY AND EXISTING CONDITIONS PLAN
DUDLEY SQUARE
BOSTON (ROXBURY DISTRICT), MASS

SCALE 1" = 20'
APRIL 13, 2005

HARRY R. FELDMAN, INC.
LAND SURVEYORS
112 SHAWMUT AVENUE
BOSTON, MASS 02118
PHONE: (617)357-9740

GRAPHIC SCALE
20 0 10 20 40 60

RESEARCH SJC	FIELD CHIEF DS	CALC EJM	CADD APR	X&S CHECKED	CHECKED	CRD FILE 11237
					APPROVED	FILE NAME 11237
						JOB NO. 112378



GRAPHIC SCALE

20 10' 0 20 40 60

SCALE: 1"=20

REVISIONS

REV.			

JUDITH NITSCH ENGINEERING, INC.
CIVIL ENGINEERING • LAND SURVEYING
TRAFFIC ENGINEERING • PLANNING • GIS SERVICES
185 Lincoln Street • Suite 205 • Boston, MA 02111-2403
T: (617) 338-0063 • F: (617) 338-6472 • www.jnel.com

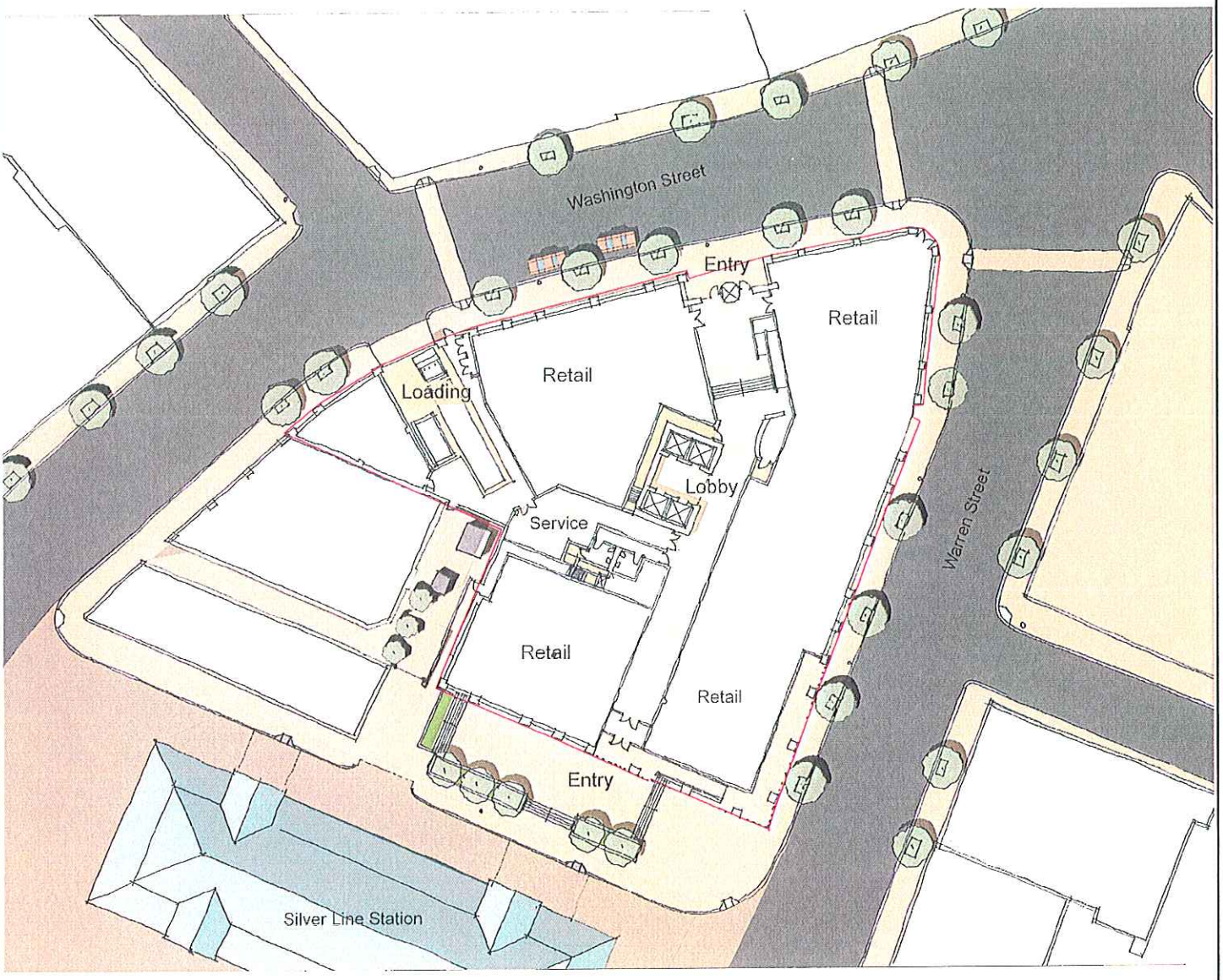
FIELD CHIEF:	DES/COMP.: KEM	DRAFTED BY: KEM	CHECKED BY: JMS
DATE: APRIL 22, 2005	SCALE: 1"=20'	JNE JOB # 5375	FILE 5375cle.dwg

PROPOSED SITE CONFIGURATION PLAN

NEW DUDLEY OFFICE BUILDING
ROXBURY, MA

PREPARED FOR:
ADD, Inc.
CAMBRIDGE, MA

SHEET
C1.0
OF
REV.



ADD Inc
Architecture Interiors Planning

New Dudley Office Building

Roxbury, Massachusetts

Illustrative Site Plan

APPENDIX B TRIP GENERATION

Dudley Office ENF/Expanded PNF

Detailed Trip Generation Estimate

Howard/Stein-Hudson Associates

May 12, 2005

Daily Trip Generation

Component	Size	Category	Trip Rates (Trips/ksf or unit)	Unadjusted Vehicle Trips	Capture Rate	Less capture trips	Assumed national vehicle occupancy rate[1]	Converted to Person trips	Transit Share[2]	Transit Trips	Walk/Bike/ Other Share[2]	Walk/ Bike/ Other Trips	Vehicle Share[2]	Vehicle Person Trips	Assumed local vehicle occupancy rate[3]	Total Adjusted Vehicle Trips
Office[5]																
	199.6	Total	11.01	2198		2198	1.2	2,638	24%	633	17%	448	59%	1,556	1.2	1,297
	KSF	In	5.51	1099		1099	1.2	1,319	24%	317	17%	224	59%	778	1.2	648
		Out	5.51	1099		1099	1.2	1,319	24%	317	17%	224	59%	778	1.2	648
Retail[6]																
	18.6	Total	42.94	800	25%	600	1.8	1,080	12%	130	35%	378	53%	572	1.8	318
	KSF	In	21.47	400	25%	300	1.8	540	12%	65	35%	189	53%	286	1.8	159
		Out	21.47	400	25%	300	1.8	540	12%	65	35%	189	53%	286	1.8	159
Total		Total		2,998		2,798		3,718		763		826		2,129		1,615
		In		1,499		1,399		1,859		381		413		1,064		807
		Out		1,499		1,399		1,859		381		413		1,064		807

AM Peak Hour Trip Generation

Component	Size	Category	Trip Rates (Trips/ksf or unit)	Unadjusted Vehicle Trips	Capture Rate	Less capture trips	Assumed national vehicle occupancy rate[1]	Converted to Person trips	Transit Share[2]	Transit Trips	Walk/Bike/ Other Share[2]	Walk/ Bike/ Other Trips	Vehicle Share[2]	Vehicle Person Trips	Assumed local vehicle occupancy rate[3]	Total Adjusted Vehicle Trips
Office[5]																
	199.6	Total	1.55	309		309	1.2	371	27%	100	18%	67	55%	204	1.2	170
	KSF	In	1.36	272		272	1.2	327	27%	88	18%	59	55%	180	1.2	150
		Out	0.19	37		37	1.2	45	27%	12	18%	8	55%	25	1.2	20
Retail[6]																
	18.6	Total	1.03	19	25%	14	1.8	26	19%	5	36%	9	45%	12	1.8	6
	KSF	In	0.63	12	25%	9	1.8	16	19%	3	36%	6	45%	7	1.8	4
		Out	0.40	7	25%	6	1.8	10	19%	2	36%	4	45%	5	1.8	3
Total		Total		329		324		397		105		76		216		177
		In		284		281		343		91		65		187		154
		Out		45		43		55		14		12		29		23

PM Peak Hour Trip Generation

Component	Size	Category	Trip Rates (Trips/ksf or unit)	Unadjusted Vehicle Trips	Capture Rate	Less capture trips	Assumed national vehicle occupancy rate[1]	Converted to Person trips	Transit Share[2]	Transit Trips	Walk/Bike/ Other Share[2]	Walk/ Bike/ Other Trips	Vehicle Share[2]	Vehicle Person Trips	Assumed local vehicle occupancy rate[3]	Total Adjusted Vehicle Trips
Office[5]																
	199.6	Total	1.49	297		297	1.2	357	27%	96	18%	64	55%	196	1.2	164
	KSF	In	0.25	51		51	1.2	61	27%	16	18%	11	55%	33	1.2	28
		Out	1.24	247		247	1.2	296	27%	80	18%	53	55%	163	1.2	136
Retail[6]																
	18.6	Total	3.75	70	25%	52	1.8	94	19%	18	36%	34	45%	42	1.8	24
	KSF	In	1.80	34	25%	25	1.8	45	19%	9	36%	16	45%	20	1.8	11
		Out	1.95	36	25%	27	1.8	49	19%	9	36%	18	45%	22	1.8	12
Total		Total		367		350		451		114		98		239		187
		In		84		76		106		25		27		54		39
		Out		283		274		345		89		71		185		148

Notes:

1. 2001 National vehicle occupancy rates - 1.2: Home to work; 1.8: Retail
2. 2001 National vehicle occupancy rates - 1.2: Home to work; 1.8: Retail
3. Mode shares based on BTD Data for Area 15
4. Local vehicle occupancy rates based on 2001 National VOR.
5. ITE Trip Generation Rate, 7th Edition, LUC 710 (General Office)
6. ITE Trip Generation Rate, 7th Edition, LUC 820 (Shopping Center)

APPENDIX C HISTORIC RESOURCES

6.0 HISTORIC RESOURCES

6.1 Introduction

This section of the Expanded PNF identifies and describes significant historic resources within and adjacent to the Project Site, and assesses the potential impacts of demolition, design, shadows, and construction on these resources. This section also provides a discussion of alternatives considered by the Proponent to avoid, minimize, and mitigate impacts to historic resources.

6.2 Historic Resources within the Project Site

The triangular shaped Project Site is bounded by Washington Street on the north, Warren Street on the east, and by the MBTA Dudley Square Station to the south. The Project Site includes the following two buildings, the former Ferdinand's Blue Store (2262 Washington Street), and the Ferdinand's Blue Store Addition (17 Warren Street). The Project Site, including the two buildings, are part of the Dudley Station Historic District, which is listed in the State and National Registers of Historic Places.

A more detailed description of the historical and architectural significance of the Dudley Station Historic District, including the two buildings located on the Project Site, is provided below.

Dudley Station Historic District

The Dudley Station Historic District was listed in the National Register of Historic Places in 1985 and contains 40 structures and 44 parcels which front Washington, Warren, and Dudley Streets. The District is distinctly commercial in nature with its predominately masonry commercial structures lining the curved streets without setbacks or landscaping elements. The boundaries of the historic district were drawn to include the most intact concentration of commercial buildings in the Square; excluded were vacant lots and noncontributing buildings, the latter of which are largely defined as truncated single-story structures or later 20th century storefronts.

The evolution of the Dudley Square area as Roxbury's principal business district and most densely settled residential area is a result of its topography, public transportation, and multiple political and economic developments. As early as the mid-17th century, the area evolved as a commercial and residential area along Washington Street. Prior to the 1786 construction of the Charles River Bridge, the area situated on the lowlands between Dudley Street and a narrow strip of land known as the Old Neck, served as an entrance gate to Boston for Dorchester, Braintree, Dedham, and all points south. Until the mid 19th century, agriculture dominated the economy with tanning and the production of leather goods, clock and cabinet making, banking, and carriage manufacturing being secondary. By 1827 coaches began running between John Eliot Square and Boston, the first such service in New

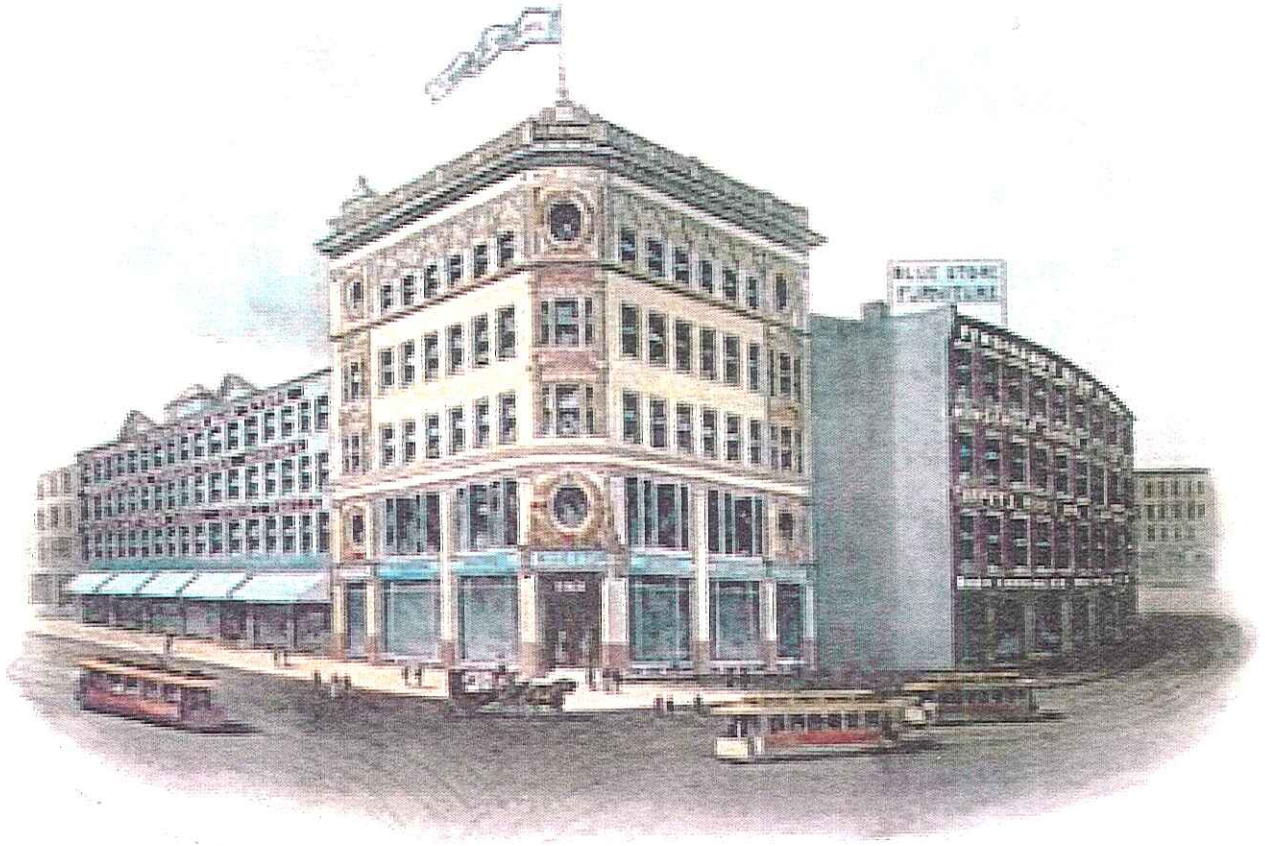
Epsilon Associates Inc.

New Dudley Office Building

Roxbury, Massachusetts

Historic Resources Within 1/4-Mile

Figure 6-1



Epsilon Associates Inc.

New Dudley Office Building
Roxbury, Massachusetts

Rendering of Ferdinand's Blue Store 1895
Figure 6-2

Ferdinand's Blue Store Addition, 17 Warren Street

Also located on the Project Site is the Ferdinand's Blue Store Addition at 17 Warren Street. The success of the Blue Store led Ferdinand to add an eight story addition (the "Addition"), the tallest building in the Dudley Station Historic District. Designed in 1922 by Harold Field Kellogg, the Addition features a cast stone, two level base with upper floors in yellow brick. Massive Doric pilasters unite the first and second stories and flank the building's large display windows. A recessed center entrance with flanking display windows welcomed shoppers. Similar to Ferdinand's Blue Store, the Addition has suffered extensive deterioration as a result of excessive water infiltration, and there is likely to be mold throughout the building as a result of its exposure to the weather.

Other buildings on the Dudley Square island that were once associated with Ferdinand's Blue Store which no longer exist include a four story Queen Anne building at 15 Warren Street that connected the 1895 building to the Addition, and the 1889, four story, Queen Anne style Graham Block at 2286 Washington Street. The brick, four story Warren Street building featured cast iron storefront enframements; the Graham Block, designed by Cummings and Sears, which curved along Washington Street, also featured cast iron storefronts. The Warren Street building and the Graham Block were demolished following the 1985 National Register listing of the Dudley Station Historic District. As a result, the northern tip of the island, with its vacant lots separating the two abandoned buildings, stands in contrast to the vibrant commercial activity that once dominated the Project Site.

6.3 Historic Resources in Vicinity of the Project

Table 6-1 lists the historic resources located within a quarter mile radius of the Project Site. The list is broken down by properties listed in the State and/or National Register of Historic Places or included in the Inventory of Historic and Archaeological Assets of the Commonwealth. Historic properties in the Project vicinity are depicted in Figure 6-1.

Table 6-1 Historic Resources

National and/or State Register Properties	Address
Dudley Station and Elevated North of Dudley	Dudley and Washington Streets
Eliot Burying Ground	Eustis and Washington Streets
Eustis Street Architectural Conservation District	Eustis Street
Dillaway School	16-20 Kenilworth Street
Berger Factory	37 Williams Street
Hibernian Hall	182-186 Dudley Street
John Eliot Square Historic District	John Eliot Square
Roxbury Highlands Historic District	Roughly bounded by Centre, Marcella, Washington and New Dudley Streets

Berger Factory, 37 Williams Street

Approximately 700 feet north of the Project Site, the Berger Factory was designed by George Moffette in 1902. The building was occupied between 1902 and 1976 by C.L. Berger and Sons which was one of the first American companies to manufacture precision surveying and engineering instruments. The Berger Factory was individually listed in the National Register in 1980.

Hibernian Hall, 182-186 Dudley Street

Located a block and a half east of the Project Site, Hibernian Hall was listed in the National Register in 2004. Built in 1913 for the Hibernian Building Association of Boston Highlands to serve fourteen divisions of the Ancient Order of Hibernians and four divisions of the Ladies Auxillary, Hibernian Hall was the first Hibernian building in the Roxbury section of Boston. Designed by Boston architect Edward Thomas Patrick Graham, the four story, Panel Brick style building is accented with stone and cast iron ornament. The building has recently been renovated by the Madison Park Community Development Corporation as the Roxbury Center for the Arts, Culture and Trade.

John Eliot Square Historic District

Southwest of the Project Site by approximately 700 feet, the John Eliot Square Historic District includes nineteen institutional and residential properties. At the heart of the district is the 1803 First Church of Roxbury, considered an outstanding example of a Federal Meetinghouse. Named after John Eliot, minister of the church and founder of the Roxbury Latin School, the historic district was listed in the National Register in 1977. A larger district, the Roxbury Highlands Historic District, which encompasses the area of the John Eliot Square Historic District was later listed in the National Register in 1989 (see below).

Roxbury Highlands Historic District

The Roxbury Highlands Historic District is located southwest of the Project Site and includes over 600 primarily residential properties. Listed in the National Register in 1989, the historic district includes the above mentioned John Eliot Square Historic District and is characterized by steep hills with curving streets containing a mix of single and multi-family housing stock dating from the early 19th century through the early 20th century.

Dudley Street MHC Inventoried Properties

Three inventoried properties located on Dudley Street, the Eliot Five Cents Savings Bank, 165 Dudley Street; Engine House No. 12, at the corner of Dudley and Winslow Streets; and the Intercolonial Club, 214-218 Dudley Street; range from approximately 200 feet to several hundred feet east of the Project Site. The three buildings which date from the late 19th century to the early 20th century are all of red brick construction and display a variety of Queen Anne, Beaux Arts and Classical Revival detailing.

2286 Washington Street, the Project Site was more densely developed compared to the stark vacant lots which dominate the Project Site today.

6.4.4 *Analysis of Alternatives to Demolition*

The current Project design reflects a good faith effort by the Proponent to consider alternatives to the partial demolition of Ferdinand's Blue Store and its Addition. Previous redevelopment proposals for the Project Site also included the retention of the façade of the Ferdinand's Blue Store and Addition as well as new construction.

The Ferdinand's Blue Store is a structure of great importance in the Dudley Square neighborhood, and the City of Boston is committed to the restoration of its facade as an integral component in the New Dudley Office Building's design and construction. The Ferdinand's Blue Store has been long abandoned and neglected, and its preservation, even in part, presents a number of daunting challenges. The ultimate strategy as proposed by the Proponent in consultation with the Boston Landmarks Commission - to save and restore the primary street façade - has been carefully evaluated and was chosen only after several other options were considered and found unworkable. There are three major factors behind this decision:

6.4.4.1 Lack of Structural Integrity

- The building's structure consists of steel columns, a composite terracotta/concrete floor system, and exterior bearing walls. It does not meet current seismic codes and to make it meet current seismic codes is not economically feasible.
- The existing column structure—particularly the building foundations—will not allow construction of additional floors above.
- The existing floor construction is unlikely to meet modern office live load standards, and the roof will not support the drifting snow loads of an adjacent taller structure.
- The building's long vacancy and the open-to-weather condition of its walls suggest a degree of structural deterioration that would severely compromise continued use in any practical way.

6.4.4.2 Incompatibility

- The building's floor-to-floor heights vary significantly, and it would be very difficult to integrate them into the regular 13'-6"± floor heights of the new adjoining office structure.
- The existing column bays are very narrow and irregular by contemporary office standards and would limit efficient use of the space for many basic office functions.

of 31 mph more often than once in 100 hours for existing or build conditions. In fact, PLWs overall improve with the construction of the Project. All of the PLWs are expected to be in Category 3 or better (comfortable for walking). The only location where a PLW Category worsens is at location 7 located near the main entrance to the Project on Washington Street. At this location, PLWs are increased from Category 2, comfortable for short periods of standing or sitting, to Category 3 comfortable for walking, for storm winds, but are unchanged for other wind directions. The winds at this location near the Ferdinand's Blue Store restored façade however are comfortable for walking and meet the BRA's criteria for pedestrian level winds.

6.4.7 Shadow Impacts

Results of the analysis of the Project's shadow impacts indicate that there will not be adverse impacts to historic resources. This is largely due to the fact that the Project does not represent a large increase in height from the existing buildings on the Project Site. In general, the impacts are limited to a band of net new shadow to the north of the Project Site that will move from west to east throughout the day. Limited shadows are cast on rooftops of some surrounding properties which contribute to the Dudley Station Historic District. These impacts include shadows on the rooftops of two buildings, the 1888 Curtis Block at 2304-2308 Washington Street and the 1890 Waterman Block at 2328 Washington Street, during the 9:00 a.m. study period in June; shadow on the rooftop of the 1902 Eagle Bowling Alley building at 2239-2241 Washington Street during the noon study period in December; and shadows on the facades and rooftops of two buildings at 2164-2168 Washington Street and 2172 Washington Street during the 3:00 p.m. study period in December. These impacts are minimal and will not adversely affect the overall integrity of the historic district or the character-defining features of the properties as they currently experience partial shadow during these periods.

The results for 3:00 p.m. December study period also indicated that limited shadows will be cast on the Eustis Street Architectural Conservation District's "Protection Area." Impacts, however, will be contained to the Protection Area and will not impact the landmark district.

Based on the setback of the new construction no new shadow impacts are anticipated on the Ferdinand's Blue Store façade. In addition, at no time period studied will the John Eliot Burial Ground be impacted by new shadow.

Results of the shadow impact study are discussed in more detail in Section 4.3 of Chapter 4, Environmental Protection.

6.4.8 Construction Impacts

The Proponent will undertake measures to ensure that the historic Ferdinand's Blue Store street façades, as well as surrounding properties within the Dudley Station Historic District are not impacted during the course of demolition and construction activities.

Review of the Project by the Massachusetts Historical Commission (MHC) is required under 950 CMR 71.00. The Proponent has initiated consultations with the MHC and anticipates submitting an MHC PNF to establish a coordinated design review process with the BLC and the MHC.

6.6 Potential Mitigation Measures

At the conclusion of the consultation process with the BLC and the MHC, a Memorandum of Agreement (MOA) will be developed to mitigate any adverse impacts of the Project on historic resources. These mitigation measures could ultimately include:

- The preservation of the Ferdinand's Blue Store street façade in accordance with agreed-upon standards;
- Photographic documentation of the Ferdinand's Blue Store and Addition prior to demolition to be submitted to the MHC and the BLC;
- The opportunity for BLC and MHC review and comment on the proposed Project design;
- Installation of display panels in the lobby highlighting the history of the Project Site and its contributions in the development of the Dudley Square commercial district; and
- Installation of a plaque on the building identifying date of construction and brief statement of the history of the site.

APPENDIX D CIRCULATION LIST