

Project Millie, Section 3: RE Info Request

REAL ESTATE

Complete this section for **each** of the following site/campus options identified by the company. For example, if four Sites are under consideration, complete this section four times. If your community feels that a compelling Site was not included in this request, please feel free to contact us to explain.

A. Site

1. Site Name/Site Designation

One Congress Tower a/k/a West Parcel Building Two (“One Congress” or “WP-B2”)
Project Component of the Bulfinch Crossing Project a/k/a Government Center Garage
Redevelopment Project (“Bulfinch Crossing” or “The Project”)

2. Street Address(es), including City, State/Commonwealth/Province and Zip/Postal Code, if available

One Congress Street, Boston, MA 02114

3. Location

The Bulfinch Crossing Project Site as a whole consists of two abutting parcels located within the Government Center area of the City of Boston. One Congress Street is located within the West Parcel of the Bulfinch Crossing Project Site and borders New Chardon and Congress Streets. The West Parcel is generally bounded by New Chardon, Congress, Sudbury and Bowker Streets. The East Parcel, which is located across Congress Street from the West Parcel, is generally bounded by Congress, New Chardon, Surface Road and Sudbury Streets.

- a. If Site is currently unincorporated, detail any plan(s) to annex Site to an incorporated municipality, as well as the benefits and burdens of any such annexation. Name the intended municipality/municipalities to which Site would be annexed.

Not applicable

- b. County (Name), if applicable:

Suffolk County

4. Description, Characterization

- a. Description – Briefly describe Site (shape, topo, etc.):

Through a unique combination of forward-thinking development strategies, Bulfinch Crossing is a dramatic and unprecedented 4.8-acre transformation in the center of downtown Boston. Bulfinch Crossing will create six new high-rise and mid-rise buildings, featuring the most breathtaking and unparalleled 360° views overlooking the Boston Harbor, North End, Financial District, Back Bay, and Charles River. Bulfinch Crossing reconnects iconic downtown Boston neighborhoods and propels this heavily transit-served site forward into a 21st century global center.

Bulfinch Crossing consists of the transformation of an underutilized urban renewal above-grade parking structure into approximately 2.3 million gross square feet (net new) of vibrant transit-oriented, mixed-use development with a new public plaza and pedestrian connector. Redevelopment of the Project Site includes phased demolition of approximately half of the existing garage structure and construction of approximately 812 new housing units (for-rent apartments and for-sale condominiums), 196 new hotel rooms, over one million gross square feet of office and 82,500 gross square feet of retail. The garage will continue to provide sufficient commercial parking (for transient users) as well as overnight resident parking.

The Bulfinch Crossing Project Site, which consists of 209,949 square feet, or 4.82 acres, exclusive of Congress Street, is composed of the existing garage site, adjacent roadway areas owned in fee by the Applicant, and a small 5,885-square foot area that is in the process of being acquired via land swap. The Project Site is generally bounded by New Chardon Street to the north, the John F. Fitzgerald Surface Road (the “Surface Road”)/Interstate-93 (I-93) Ramp Parcel to the east, Sudbury Street to the south, and Bowker Street to the west. The Project Site is immediately adjacent to the following two distinct urban neighborhoods:

- Bulfinch Triangle, which consists of sports/entertainment uses (e.g., Boston TD Garden complex), offices, retail and residential buildings.
- Government Center – the location of Boston City Hall, Suffolk County courthouses, and state and federal office buildings.

The Project Site is also nearby and/or connected to the following established, urban neighborhoods or distinct sections of the city:

- North End, which consists of residential and neighborhood retail, including restaurants;
- Market District and the Rose F. Kennedy Greenway (also referred to herein as the “Greenway”);
- Financial District, Boston’s biggest employment center and an emerging, dynamic mixed-use neighborhood;
- West End, which consists of residential uses and, further northwest, institutional uses (e.g., hospitals/ medical offices); and
- Beacon Hill residential neighborhood.

This very mixed context offers the opportunity for Bulfinch Crossing – a transformative redevelopment in the heart of historic Boston (further detailed in later sections) – to positively integrate and reconnect the Project Site to these surrounding areas. The Project has the potential to unlock the value of various uses in close proximity.

The existing garage structure at the site spans Congress Street and occupies the parcels on both the east and west sides of the street (see Fig. 1). Specifically, the current uses of the Project Site include:

- A 9-story, 2,300-space parking garage with an average daily demand of about 1,050 spaces;
- Approximately 256,000 square feet of office space on two floors built above the garage;
- Approximately 37,000 square feet of retail space at grade and on the second floor along Congress Street;
- MBTA Haymarket bus facility serving several local and regional bus routes; and
- MBTA Haymarket Transit Station with access to the Green and Orange subway lines.

Enterprise Rent-a-Car operates from a kiosk in the ground-floor garage lobby on the west side of Congress Street and Zipcar maintains eight cars (including two Zipvans) in the garage. Adjacent to the garage lobby entrance (and under the garage structure) is approximately 4,000 square feet of vacant retail storefront.

The Site is generally rectangular in shape and is primarily composed of building areas and sidewalks. The site elevations range from approximately +15 Boston City Base to +30 Boston City Base.

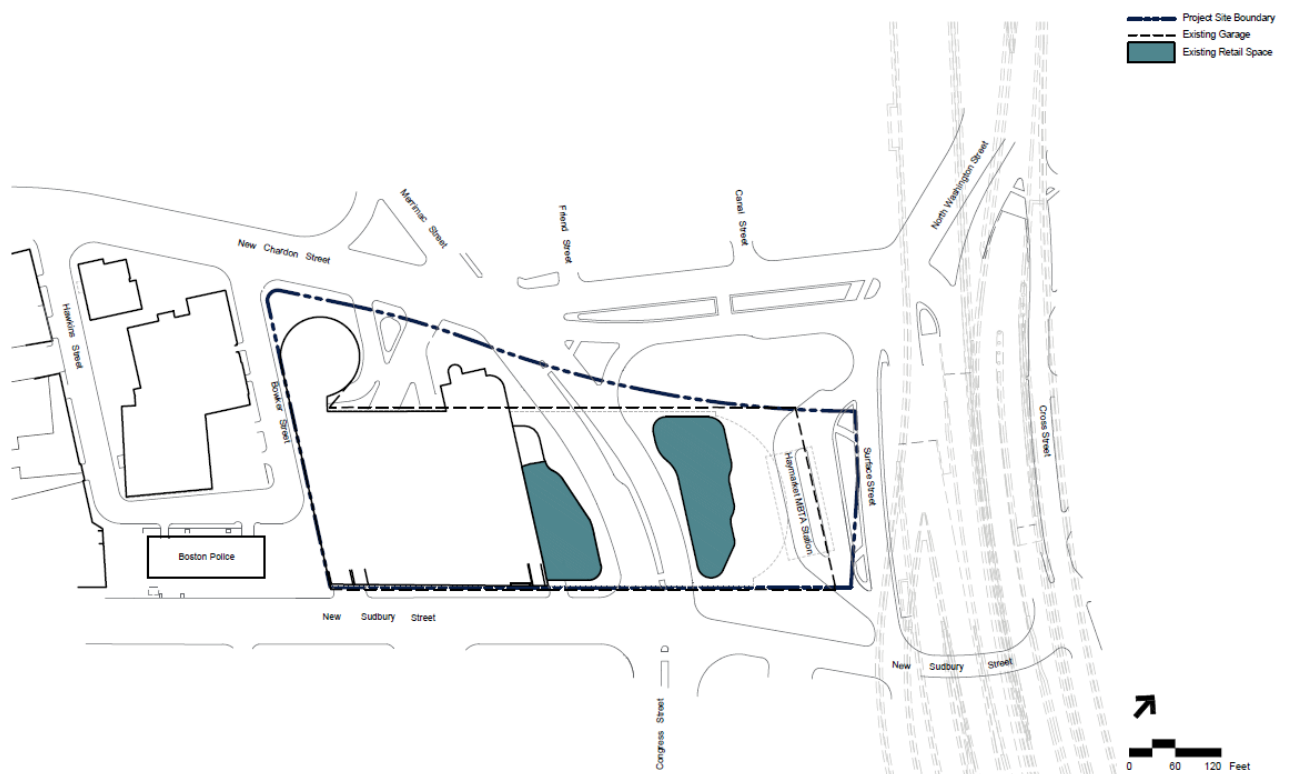


Figure 1 - Government Center Garage, Existing Conditions Site Plan

b. Characterization – Indicate all that may apply

☐ Brownfield

☒ Commercial, including Commercial Park

- ☐ Greenfield
- ☐ Industrial, including Industrial Park
- ☐ Suburban
- ☐ Technology, including Technology Park
- ☒ Urban

c. Description – Briefly describe any geographic features that may limit or enhance the growth of Site (e.g., water or mountains):

Bulfinch Crossing is located in a dense urban core, bounded by public streets. There are no geographic features like water or mountains, but the site is located within one block of the Rose Kennedy Greenway which sits directly above I-93.

5. Size

a. Immediate: Number of acres (either contiguous or within close enough proximity to foster a sense of place and pedestrian-friendliness) currently available for the Project's immediate operations:

The Bulfinch Crossing Project Site consists of almost 5 acres (4.82 acres) of land situated in Downtown Boston in the form of two development parcels: +2.98 acres west of Congress Street (the West Parcel); and +1.84 acres east of Congress Street (the East Parcel). The Project Site's location at the intersection of the North End, West End, Beacon Hill, Bulfinch Triangle and Government Center neighborhoods uniquely positions it in the walkable center of Boston.



Figure 2 - Existing Government Center Garage

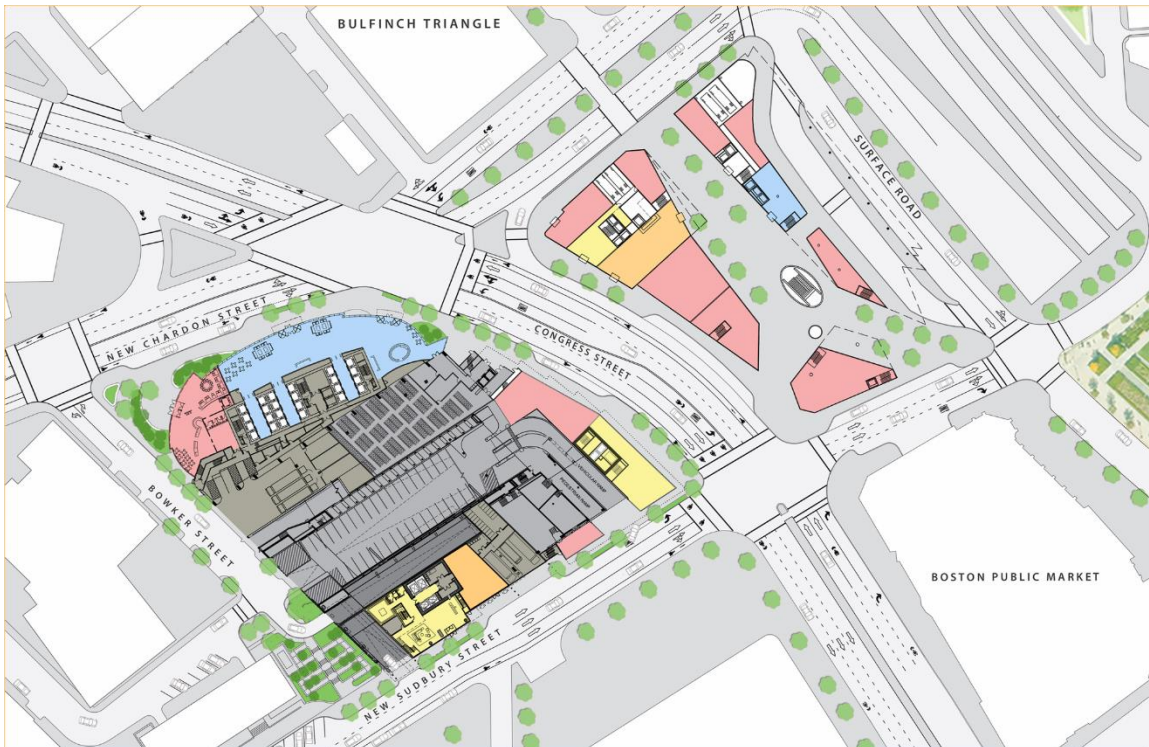


Figure 3 - Bulfinch Crossing, Site Plan

b. Expansion: Number of acres (either contiguous or within close enough proximity to foster a sense of place and pedestrian-friendliness) available for the Project's future or expansion operations:

The proposed design of One Congress at Bulfinch Crossing is an integral element in the city fabric and it will foster a pleasant pedestrian experience. One Congress is permitted for over 1,000,000 square feet of commercial office space that could be included as part of Amazon HQ2. At over 500 feet tall, the building will offer superior views and incredible corporate visibility. The proposed building will have lobby entrances on New Chardon Street and Merrimac/Congress Street creating a visible point within the greater network of adjacent streets. New Chardon Street is a two-way arterial street accessing I-93 south and connecting Washington Street to the east and Cambridge Street to the west. West of the office lobby at the corner of Bowker and New Chardon Streets, new ground level retail space(s) is proposed. This addition will create a vibrant public realm environment with active pedestrian uses.

Removal of a portion of the garage over the East Parcel provides a significant public benefit—the creation of a vibrant pedestrian urban square. The East Parcel is at the nexus of some of the most important pedestrian desire lines connecting Canal Street and Bulfinch Triangle area, the Greenway, Washington Street, North End and the Market District. This proposed all-season, open-air, net-zero energy public square will be

activated by a hotel/condominium building, boutique office building, an iconic retail building, and ground floor retail throughout.

The boutique office building (163,800 square feet) and signature retail building (25,000 square feet) offer adjacent expansion options and an opportunity to feature an Amazon flagship retail location onsite.

Other nearby development projects will offer a complementary mix of office, residential, hotel, retail and entertainment for employee use and possible Amazon expansion.



Figure 4 - Bulfinch Crossing, Site Axon / Aerial



Figure 5 - Bulfinch Crossing, Aerial View

c. Schematic: Attach schematic drawing of Site.

See Figures 3, 4, and 5

d. If less than 100 acres, is Site expandable to 100 acres?

☐ Yes ☒ No

(i) Detail the plan and timetable for doing so?

6. Improvements

a. Are there any buildings or structures or other improvements on Site (or portion of Site)?

☒ Yes ☐ No

b. Description

If Yes, describe all buildings, structures and other improvements on Site (or portion of Site), including available square footages and sustainability efforts?

Key project buildings and other improvements include:

- An approximately 546,640 square-foot, 423-unit residential building with 368 rental apartments and 55 for-sale condos (WP-B1), currently under construction
- An approximately one million square-foot office building with 10,800 square feet of ground-floor retail (WP-B2)
- An approximately 342,500 square-foot, 291-unit residential building (WP-B3)
- An approximately 221,500 square-foot hotel (196 keys)/condominium (57 units)

building (EP-B1)

- An approximately 163,800-square foot office building (EP-B2)
- An approximately 25,000-square foot retail building (EP-B3)
- Reuse of 1,159 garage parking spaces
- Daylight Congress Street and provide new views/vistas through removal of a portion of the Garage and breaking the mega-block into two appropriately scaled urban blocks
- Create a vibrant urban environment through the introduction of new/different uses (e.g., residential, hotel, office and retail tenant mix)
- Enhance pedestrian connections through and around the Project Site
- Activate the public realm with new public open space and streetscape improvements
- Be a leader for sustainability – of the six buildings that comprise Bulfinch Crossing, four will be LEED Gold, one will be LEED Platinum, and one will be LEED Silver (further detailed in sustainability section)

One Congress (WP-B2 Office Building) Design & Site Improvements

Bulfinch Crossing provides the opportunity for a new iconic office building with ground-floor uses and enhanced pedestrian environment that aim to activate New Chardon Street and the northern portion of Merrimac/Congress Street. One Congress is designed by the internationally renowned firm Pelli Clarke Pelli Architects. Rising over 500 feet, the one million square-foot tower will offer unrivaled views and unparalleled visibility across the Boston skyline. As the iconic anchor of Bulfinch Crossing, One Congress integrates seamlessly into a dynamic ground-level experience, making it one of the most desired business addresses in the City.

The office building's curved plan and slender form allows for views, light, and air to flow freely between the different portions of the development as well as maintaining the open character of the overlapping neighborhoods. The curved façade and asymmetrical form is combined with two flowing curved edges or swoops that help lessen the building's height by elegantly placing it on the Project Site. The building will be especially striking when lit at night as the graceful curves of the inner shell softly glow on the horizon.

The ground-level enhancements associated with One Congress are focused in two key areas: office lobby entrance and ground floor retail. Pavement treatments within the various frontage, pedestrian and furnishing zones guide users through the public environment, maintaining accessible connections to adjacent interior spaces. Bollards and seating elements are placed strategically to help defend the building shell from stray vehicles. Beautiful trees and annual/perennial plantings define the street edge, as well as enhance pedestrian experience. The general landscape palette consists of native or adapted species.



Figure 6 - One Congress Tower Rendering

Proprietary & Confidential

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Figure 7 - One Congress, Street View

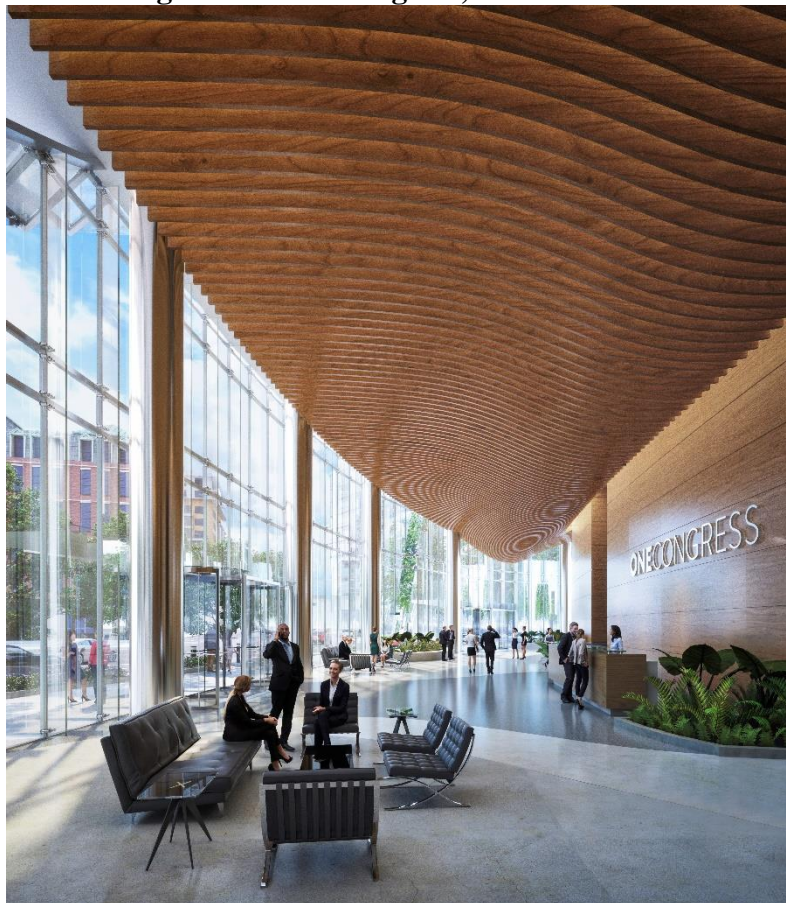


Figure 8 - One Congress, Lobby View



Figure 9 - Bulfinch Crossing, Map of Surrounding Neighborhoods

Sustainability for Master Plan

The Project team is committed to incorporating many key aspects of sustainability and high-performance building design. The following framework has been established to guide project design and future operations:

1. Positive contribution to the community and built environment
2. Model for transit-oriented development
3. Ability to cope with future climate change
4. Energy efficiency
5. Resource efficiency (i.e., water, waste, and materials)
6. Sustainable operations

This framework has served to further develop specific targets, goals and strategies for Bulfinch Crossing and continues to guide design of each future building. Bulfinch Crossing will meet and exceed the requirements of Article 37, Green Buildings, as committed to the City of Boston through its PDA Development Plan approval to have one building achieve LEED Platinum, four buildings to achieve LEED Gold and one building to achieve LEED Silver.

One innovative sustainable element to highlight is the incorporation of on-site rooftop solar panel systems on the East Parcel office building, which will offset the energy use associated with the East Parcel Plaza (i.e., pedestrian area lighting) making it a Zero Net Energy (ZNE)

exterior space.

Sustainability Goals for One Congress

- Take advantage of existing infrastructure developed to support the density of the downtown core.
- Begin to revitalize an underutilized urban renewal era above-ground structured parking garage and use land efficiently providing a dense commercial development.
- Incorporate sustainability throughout by thoughtfully planning for efficient use of energy and resources through all stages of design and during operations.
- Provide a unique and sustainable project through the redevelopment and reuse of the existing garage and by utilizing the Leadership in Energy and Environmental Design (LEED) Green Building Rating System, in compliance with Article 37 of the Code, targeting LEED for Core and Shell Gold rating.
- Improve water quality and reduce heat island effect through the process of redevelopment and updating to current stormwater management standards, including incorporation of green roofs/roof gardens, rainwater harvesting for on-site re-use, and phosphorous mitigation.
- Lease and operate the buildings in a sustainable manner (i.e., following construction of each component, develop Tenant Manual/Guidelines to ensure that the sustainability efforts are implemented throughout operation).
- Provide new Electric Vehicle (EV) charging stations in the garage and provide additional preferred parking area for low-emitting/fuel-efficient vehicles.

7. Easements, Licenses, Rights of Way: describe each of the easements, licenses and rights of way affecting Site, and identify the beneficiaries, holders or owners of the same. If easier to show on a map, please attach to submittal and label.

One Congress is located on the West Parcel within the Bulfinch Crossing Project Site.

The Bulfinch Crossing Project Site is bisected by Congress Street, a City of Boston public way, with One Congress Street located on the western side of Congress Street.

Bulfinch Crossing is subject to an easement benefitting the Massachusetts Bay Transportation Authority (“MBTA”), pursuant to which the MBTA constructed and continues to operate the Haymarket rapid transit station, headhouse, and related tunnels and appurtenances, all of which are located primarily on the eastern portion of the Bulfinch Crossing Project Site.

8. Ownership: describe the ownership of Site, including the ownership structure and any entitlements.

The Bulfinch Crossing Project Site is subject to a master commercial condominium currently comprised of two primary units (viz. Unit A and Unit WP-B1) and development

rights to construct project components. One Congress will be constructed within Unit A of the condominium owned by Bulfinch Unit A Owner LLC, a Delaware limited liability company and affiliate the National Electrical Benefit Fund. The development rights to construct One Congress and other project components are held by Bulfinch Unit A Owner LLC. In connection with construction of One Congress under the reserved development rights, it is anticipated that Unit A will be subdivided to create Unit WP-B2.

The WP-B1 Project Component, a residential tower a/k/a 100 Sudbury Street, is currently under construction within the WP-B1 Unit owned by Bulfinch WPB1 Owner LLC, a Delaware limited liability company and also an affiliate of the National Electrical Benefit Fund.

In addition to the reserved development rights to construct additional project components, the Units of the condominium are subject to customary reciprocal easements, rights and obligations with respect to common elements.

9. Acquisition Cost (if any)

Please describe if all or a portion of Site will be made available at no or a reduced cost to the Project.

The site is owned by the National Electrical Benefit Fund. If Amazon selects One Congress as one of its downtown Boston locations, Ownership intends to build and lease it to Amazon. Ownership will also build and lease the other commercial and retail spaces at Bulfinch Crossing.

a. Public

N/A

(i) Will a government agency make Site available to the Project at no cost?

Public ☐ Yes ☐ No

(ii) If No, specify the per acre (and total) cost of Site to the Project?

b. Nonprofit

N/A

(i) Will a nonprofit entity make Site available to the Project at no cost?

☐ Yes ☐ No

(iii) If No, specify the per acre (and total) cost of Site to the Project.

c. Private

(i) Will individuals or corporations or other entities make Site available to the Project at no cost?

☐ Yes ☒ No

(ii) If No, specify the per acre (and total) cost of Site to the Project.

The site is owned by the National Electrical Benefit Fund. If Amazon selects One Congress as one of its downtown Boston locations, Ownership intends to build and lease it to

Amazon. Ownership will also build and lease the other commercial and retail spaces at Bulfinch Crossing.

10. Parking: identify all current and future parking options for Site

The Government Center Garage currently encompasses the majority of Bulfinch Crossing and will remain open 24/7 for public parking through the redevelopment's phased construction. Prior to the start of construction, the garage capacity included approximately 2,300 parking stalls. In its final condition, the garage will accommodate approximately 1,159 vehicles at peak capacity and continue to operate as a garage for public parking – both for onsite users and transient parkers.

11. Existing and Planned Retail Development near Site

i. Restaurants

Uniquely situated in the middle of many diverse and vibrant neighborhoods and districts, Bulfinch Crossing's location is within walking-distance to a wide array of restaurants, sports and entertainment venues, retail shops, and open spaces in the historic heart of Boston. The North End has the densest concentration of restaurants and cafes in the city. Bulfinch Triangle offers modern sports bars and trendy restaurants and cocktail spots. City Winery – a huge New York, Chicago, DC, Atlanta and Nashville success – opened its doors in Boston a few months ago across Washington Street from Bulfinch Crossing.

With co-working companies, creative firms and tech industries filling downtown office spaces, retail and residential are responding accordingly. New restaurants and retail shops are opening in the area while others are undergoing interior renovations to stay competitive.

ii. Cinemas

Immediately adjacent to Bulfinch Crossing, the Bulfinch Triangle area of Boston includes TD Garden, home of the Boston Celtics and Boston Bruins, and continues to be an emerging sports and entertainment district. New developments in the neighborhood (currently under construction) will offer a variety of entertainment options, including a new movie theater and grocery store.

iii. Shopping

Bulfinch Crossing is located a few blocks from shopping destinations with mainstream stores such as Macy's, H&M, DSW, Primark, and Uniqlo. The site is also a few blocks from Faneuil Hall Marketplace (also known as Quincy Market), which is home to the largest market and retail district in New England with bustling restaurants and bars, clusters of specialty shops, and a diversity of food vendors lining the corridors of these restored market buildings. Beacon Hill's famous Charles Street is a short walk away, where shoppers can find a wide array of boutique shops offering everything from hand-crafted chocolates to one-of-a-kind jewelry.

iv. Other Public Gathering Spaces (such as coffee shops and local breweries)

In addition to the shopping areas listed previously, the Boston Public Market is an indoor marketplace that sits across the street from Bulfinch Crossing. The Market features locally sourced organic foods, groceries, and specialty products. The indoor market hosts approximately 40 permanent vendors, dozens of rotating, short-term “pop-up” vendors, and a demonstration kitchen with hands-on cooking demos, lectures and family activities.

Neighborhoods in all directions surrounding Bulfinch Crossing offer unique and dynamic experiences and places to gather. Bulfinch Crossing is also uniquely located among some of Boston’s finest open space networks (further detailed in later Greenspace section)

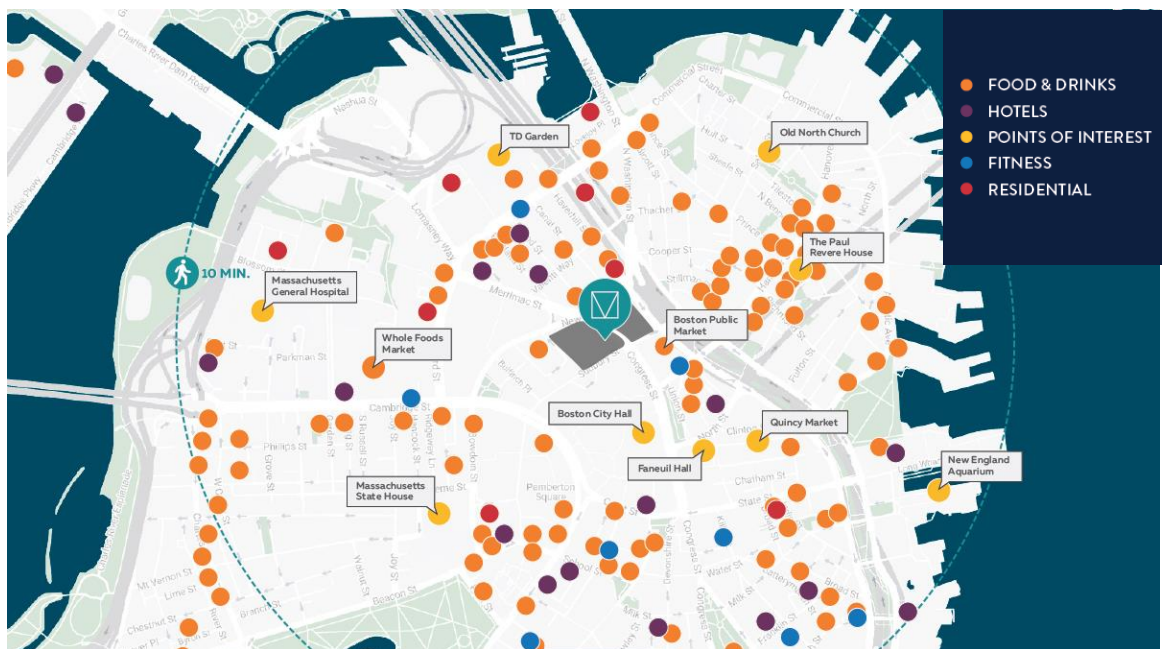


Figure 10 - Bulfinch Crossing, Map of Adjacent Attractions

11. Affordable Housing: identify available affordable housing options within close proximity to Site

Master plan approvals permit 812 housing units on-site, 106 of which will be designated affordable under the City’s Inclusionary Housing Policy. No affordable housing is associated with One Congress. An abundance of housing is within walking distance of Bulfinch Crossing within the adjacent neighborhoods, including the North End, West End, and Beacon Hill. Additionally, hundreds of new housing units have either been constructed, are under construction, or are planned/permitted within the Bulfinch Triangle/North Station neighborhood just a short distance from the site. A number of these housing projects include workforce housing, including One Canal with over 300 new housing units and The Beverly which is 100% affordable housing (239 units).

12. Greenspace Features: are there greenspace features that enhance Site (e.g., parks, jogging trails, etc.)

Immediately adjacent to Bulfinch Crossing, the Rose F. Kennedy Greenway is an unprecedented 1.5-mile contemporary linear park system in the heart of Boston. The Greenway was completed in 2008 after the 1950s-elevated highway in Boston was replaced by the below-grade Central Artery, one of the largest highway and tunnel infrastructure projects in U.S. history (“The Big Dig”). It features a series of uniquely designed parks that relate to the adjacent neighborhoods and districts. The Project sits at the northern end of the Greenway, where two garden parks encompass two city blocks and connect Bulfinch Crossing to the North End. The Greenway continues south, connecting to the Wharf District Parks, the Boston Harbor, and other parks along the Financial District. The two North End garden parks offer an expansive lawn area right across from Bulfinch Crossing. The Greenway is characterized by carefully designed, well-maintained, densely populated public parkland. Activities include strolling, sitting, conversation, informal games, formal entertainments and festivals, tourist information, and food trucks.

Bulfinch Crossing is in close walking distance to two major bodies of water – the Charles River and the Boston Harbor. The City of Boston has made a strong commitment to making each accessible and enjoyable to the public by offering large park spaces that run along their edges. The Charles River Esplanade is a five-minute walk from the Project Site and offers residents a beautiful setting to jog, bike, picnic, or watch a summertime Boston Pops concert. The Charles River park system extends for over 17 miles and is heavily used for biking, running, and walking.

Boston’s Harborwalk is also a five-minute walk from the Project Site and offers residents a perfect setting for a morning jog or afternoon stroll. Spanning 38 miles, it runs uninterrupted from the mouth of the Charles River to Boston’s emerging Seaport District. The Project is within a 10-minute walk of the Boston Common and Public Garden, two of Boston’s most important historical open spaces that continue to offer extensive outdoor space for urban residents.

13. Plat(s): attach plat(s) of Site and label according to section.

See Fig. 1 and Fig. 3.

B. Planning/Zoning

1. Designation(s): identify Site’s current planning/zoning designations(s)

The Bulfinch Crossing Project Site, which includes One Congress (WP-B2 office tower project component), is zoned as Planned Development Area No. 96 and is governed by a Development Plan for Planned Development Area No. 96, Redevelopment of the Government Center Garage. The Development Plan establishes the zoning requirements and sets forth the specific parameters of One Congress and the other components of the Bulfinch

Crossing Project, including the proposed uses of the project components, as well as the maximum heights and other dimensional features of the project components. One Congress has also completed the Article 80B Large Project Review process.

2. Floor Area Ratio (FAR): identify Site's current FAR

Under the Development Plan, the FAR for the Bulfinch Crossing Project Site as a whole is 11.0 excluding parking and 13.8 with parking. Although FAR is not stated for the individual project components, One Congress has been approved for 1,012,000 SF, of which 1,001,200 is office use and 10,800 SF is retail use. The maximum build-out of the Bulfinch Crossing Project Site as a whole is 2,310,100 SF excluding parking and 2,900,000 SF with parking.

3. Permitted Use(s): briefly describe Site's current permitted use(s)

Under the Development Plan, all uses proposed for One Congress are permitted including office, retail and parking. All uses proposed for the Bulfinch Crossing Project in general are permitted including residential, office, retail, parking, and hotel and other uses as are allowed under the Development Plan, with more specific uses specified for each Project Component.

4. Rezoning: must Site be rezoned for the Project's expected use?

☐ Yes ☒ No

- a. If Yes, outline rezoning process, including all government approvals, public hearings, and schedule. Please describe any opportunity to fast track.

n/a

- b. If Yes, will governments commit to rezoning prior to Site selection?

n/a

5. Neighboring Properties

- a. **Designation(s): identify current planning/zoning designation(s) for Neighboring Properties.**

Neighboring properties include areas outside of the One Congress component but within the remainder of the Bulfinch Crossing Project Site, viz. the remainder of the West and East Parcels, all of which are governed by the Development Plan. Neighboring properties outside of Bulfinch Crossing Project Site are located within the Government Center/Markets, Bulfinch Triangle, and Central Artery Special Districts.

- b. **Permitted Use(s): briefly describe Neighboring Properties' permitted use(s).**

For the neighboring properties within the remainder of the Bulfinch Crossing Project Site, viz. the remainder of the West and East Parcels, uses are governed by the Development Plan. Allowed uses under the Development Plan generally include residential, office, retail, hotel, parking, and other uses as are allowed under the Development Plan, with more specific uses specified for each Project Component.

For the neighboring properties within the Government Center/Markets and Bulfinch Triangle, permitted uses are set forth in Articles 45 and 54 of the Boston Zoning Code, respectively, and generally include customary retail and office uses. For neighboring properties within the Central Artery Special District, permitted uses are set forth in Article 49 of the Boston Zoning Code and are limited to open space and recreation, except that office, local retail and parking are allowed within portions of this area.

C. Environment

1. Site and Improvements (if any)

a. Prior Use(s): detail prior use(s) of Site (or portion of Site) in reverse chronological order.

For decades the Site has been used as a commercial parking facility and commercial office building. The Site was established in its current use as part of a sweeping urban renewal project establishing Boston's Government Center.

b. Environmental Event(s)

(i) Detail each environmental event occurring on Site (or portion of Site) in reverse chronological order. (Environmental events include – but are not limited to – any contamination, dumping, explosion, fire, landfill or spill of any kind or description)

- 1989: During construction of the first floor commercial spaces of the office building, a 250 gallon underground storage tank (UST) and a limited amount of impacted soil were excavated and removed from the Site.
- Unknown timing: Localized PCB released into soil, which was remediated in 2017
- Unknown timing: Limited demolition debris from prior buildings, which was identified and removed in 2016
- Late 1700s or early 1800s: The Site was covered by the former Mill Pond and was filled in the late 1700s or early 1800s.

(ii) Describe any environmental cleanup or remediation occurring on Site (or portion of Site) as a result of an environmental event or otherwise in reverse chronological order. Please also include any environmental studies as supplemental information.

- May 2016: Excavation and disposal of approximately 70 tons of building materials. Materials and soil were transported off site under the approval of a Massachusetts Department of Environmental Protection (MassDEP) Work Plan.
- 2016: Limited Removal Action for 18 cubic yards of PCB-impacted soil identified during site redevelopment activities. Confirmatory samples confirmed that the PCB impacted soil was excavated. Under the Massachusetts Contingency Plan, impacted soil of less than 20 cubic yards may be managed under a Limited Removal Action without reporting the impacts to the MassDEP.
- 2015 to current: Fill material has been characterized and is exempt from reporting to the MassDEP. It is being managed appropriately on-site and disposed of properly when removed from the Site.
- 1989: During construction of the first floor commercial spaces of the office building, a

250 gallon underground storage tank (UST) and a limited amount of impacted soil were excavated and removed from the Site. It was reported to MassDEP but it was not assigned a Release Tracking Number and no further investigation was required.

c. Environmental Study

(i) Detail each environmental study undertaken on Site (or portion of Site) in reverse chronological order.

- Summary of Soil Analytical Results, prepared by The VERTEX Companies, dated October 20, 2017. This summary details the analytical results of soils classified as urban fill (with no identified release) for disposal at a designated disposal facility.
- NPDES RGP Application, prepared by The VERTEX Companies, dated September 9, 2017. This application requests approval for the discharge of groundwater to a stormwater drain and includes the analysis of groundwater samples (with no identified release) collected at the Site. (The RGP was approved on November 13, 2017).
- Phase I Environmental Site Assessment for One Congress Street WBP1 Parcel, Boston, MA, prepared by The VERTEX Companies, dated October 16, 2017. This Phase I, for a portion of the Site, did not identify any Recognized Environmental Conditions.
- Summary of Soil Analytical Results, prepared by The VERTEX Companies, dated January 18, 2017. This summary details the analytical results of soils classified as urban fill (with no identified release) for disposal at a designated disposal facility.
- NPDES Dewatering General Permit Application, prepared by Haley & Aldrich, dated August 4, 2016. This application requests approval for the discharge of groundwater to a stormwater drain and includes the analysis of groundwater samples (with no identified release) collected at the Site. (The permit was issued on November 16, 2016).
- Limited Removal Action for Polychlorinated Biphenyl (PCB)-Impacted Soil, prepared by The VERTEX Companies, dated April 2016. This report documents the excavation, confirmation sampling and disposal of 18 cubic yards of PCB-impacted soil.
- Phase I Environmental Site Assessment for One Congress Street, Boston, MA, prepared by The VERTEX Companies, dated December 16, 2016. This Phase I did not identify any Recognized Environmental Conditions but did identify the 18 cubic yards of PCB-impacted soil, which was removed from the Site in April 2016 under a Limited Removal Action, and a former 250 gallon UST with no identified impacts as Historical Recognized Environmental Conditions. The Phase I identifies that urban fill and building materials need to be properly managed.
- Soil Disposal Pre-Characterization Sampling: Government Center Garage, prepared by The VERTEX Companies, dated January 15, 2016. This Summary details the analytical results of soils classified as urban fill (with no identified release) for disposal at a designated disposal facility.
- Soil Disposal Pre-Characterization Sampling: Government Center Garage, prepared by The VERTEX Companies, dated October 20, 2016. This Summary details the analytical

results of soils classified as urban fill (with no identified release) for disposal at a designated disposal facility.

- UST Removal Permits and Analytical Report for a 970-gallon UST, prepared by Supreme Energy, dated November 11, 2009. These permits and report document the removal activity and the results of two confirmation samples collected during removal activities, which did not reveal concentrations of total petroleum hydrocarbons above laboratory reporting limits.
- Phase I Environmental Site Assessment: One Congress Street Garage, prepared by Vanasse Hangen Brustlin, Inc., dated January 2007. This Report identified the following Recognized Environmental Conditions: the 970-gallon diesel UST (since removed with no identified impacts) and an off-site fuel oil release, which has since received regulatory closure. VHB also identified the historical uses of the Site and the urban fill as Historical Recognized Environmental Conditions (HRECs). However, they are not HRECs under the current ASTM definition of HREC.

(ii) Provide copies of environmental studies performed on the site within the prior three years.

2. Neighboring Properties

a. Prior Use(s): detail prior use(s) of Neighboring Properties in reverse chronological order. Please include any environmental events. Please also include any environmental studies as supplemental information

- The Site is in a densely developed area in the heart of Boston, Massachusetts.
- Current abutting uses include residential and commercial buildings to the north, state buildings to the west, federal buildings to the south, and an MBTA subway station to the east. Tunnel entrances to access the now subsurface Interstate 93 are east of the site in the area formerly occupied by the raised highway. Many of these uses have existed for the last 50 years (for example, the JFK Federal Building was developed south of the Site in approximately 1969, government buildings northwest of the Site were developed at about the same time).
- March 5, 2007: A release of 10 to 50 gallons of diesel fuel from a vehicle fuel tank was reported at the western abutting property (40 New Sudbury Street). This release was closed on April 19, 2007 and is not considered a concern for the Site.
- 1989: A fuel oil release from a UST at 43 Hawkins Street (100 feet south of the Site) was identified within a manhole in 1989. The release did not extend to the Site boundary, and the UST release achieved regulatory closure in 2011.
- 1955: A raised highway (Interstate 93) appears to the east of the site.
- 1952: A filling station appears in aerial photography north of the Site. By 1969, the filling station was gone and New Chardon Street was developed along the northern edge of the Site.
- 1920s: The carriage factory to the west was replaced by an electric company and

automobile repair facility.

- 1867: Abutting properties included multi-use buildings, factories, residential spaces and Haymarket Square. A carriage factory was to the west.

3. Topography

- a. Elevation: identify Site's minimum and maximum topographic elevation. Please provide a topographic survey of Site, if available.

The Site's elevations range from approximately +15-ft Boston City Base to +30-ft Boston City Base.

- b. Terrain: describe Site's terrain and Neighboring Properties' terrain:

Boston's Central Artery (part of I-93) and the Greenway surface roads and parks comprise the eastern boundary of the Site. To the north, the Site is bound by public streets, commercial buildings and a courthouse. The topography is generally flat along the eastern and northern boundaries.

To the south the Site is bound by public street and a federal office building and city market/parking facility. The topography on the south side of the Site slopes from +30-ft Boston City Base to +20-ft Boston City Base.

To the west, the Site is bound by a public street and a public pedestrian connection stairway. Beyond the street and stairway are a police station and commercial buildings providing human services.

- c. Wetlands: describe bodies of water, creeks, ditches, lakes, ponds, rivers and wetlands, and identify governing body or regulatory agency for each for Site and Neighboring Properties.

No wetlands are located on-site or on directly abutting properties.

4. Soils types for Site and Neighboring Properties

The Site is located in an urban area consisting generally of urban fill, common fill over naturally deposited soils. As an urban area surface cover consists of varying types of pavement (asphalt paved, concrete paved, brick paved etc.) which may overlay older historic features (cobble stones etc.) Bedrock is typically encountered at depths greater than 80 feet below ground surface (as measured from the Site topography).

- a. Testing: describe any geotechnical or other testing that has been or will be completed on Site (or portion of Site)

Geotechnical testing has been conducted throughout the Bulfinch Crossing site. Testing has been focused on design site investigations, laboratory testing, in-situ field testing, and real-time observations during foundation-related construction. Through onsite

construction, a variety of information on the subsurface stratigraphy – including the challenging nature of the historic urban fill, the nature of the foundation-bearing bedrock across the site, and groundwater – has been acquired. Additionally, test borings to support preliminary design of the One Congress office tower have recently commenced. Specifically, the overall project has compiled bedrock data that includes the modeling of bedrock contours, the classification of the variable bedrock types encountered, and the determination of each of their character and strength properties utilizing rock cores, laboratory testing, and full-scale pile foundation load testing. This information has been incorporated into the foundation designs of the various phases of the overall development.

Findings from these investigations, testing, and construction observations have been documented in various project memoranda and reports provided by Haley & Aldrich, Inc.

5. Studies Permit(s)

a. Specify all required environmental impact assessments and other environmental studies, and name relevant regulatory agency or agencies.

- Commonwealth of Massachusetts – Massachusetts Environmental Policy Act (MEPA) review
- City of Boston – Boston Planning and Development Agency – Article 80 Review

b. Specify all required environmental permits, and name each government issuer of same. Can the environmental and building permits be integrated? Include a timetable for approvals.

- Commonwealth of Massachusetts – Massachusetts Environmental Policy Act (MEPA) Review – Executive Office of Energy and Environmental Affairs Secretary issued a Scoping Certificate on Final Environmental Impact Report and Public Benefits Determination for Use of Landlocked Tidelands on October 31, 2014.
- City of Boston – Boston Planning and Development Agency (BPDA) – Article 80 Review – BPDA d/b/a BRA issued a Preliminary Adequacy Determination Waiving Further Review on November 22, 2013.
- Discharge of Water from Construction Dewatering: If necessary, a permit may be obtained from the U.S. EPA if dewatering effluent will be discharged to surface water in construction. Dewatering permits are typically approved within four weeks of submission and are effective though the duration of construction where dewatering is required.
- Asbestos: A permit may be obtained from the MassDEP and Massachusetts Department of Labor Standards for asbestos abatement of existing structures prior to demolition, if necessary. Timeline depends on development.

6. Process: briefly describe the environmental study and permit processes, from preliminary discussions to final action, including any appeal periods. Also include the total costs for a building permit.

- Commonwealth of Massachusetts – Massachusetts Environmental Policy Act (MEPA) Review – Executive Office of Energy and Environmental Affairs Secretary issued a Scoping Certificate on Final Environmental Impact Report and Public Benefits Determination for Use of Landlocked Tidelands on October 31, 2014.
- City of Boston – Boston Planning and Development Agency (BPDA) – Article 80 Review – BPDA d/b/a BRA issued a Preliminary Adequacy Determination Waiving Further Review on November 22, 2013.
- City of Boston – Boston Planning and Development Agency (BPDA) – Article 80B Large Project Review – BPDA issued a Scoping Determination Waiving Further Review on February 11, 2016, regarding the Project Notification Form, dated November 16, 2015 for Phase 2 (One Congress office tower)
- Boston Water and Sewer Commission (BWSC) – Site Plan Approval will be presented and reviewed by BWSC at the time of the building permit submission for One Congress.
- City of Boston Public Improvement Commission – Review for modifications within the Public Right of Way at the time of the building permit submission for One Congress.
- Boston Inspectional Services Department – Building Permit Review for One Congress.
- Excavation of fill material as necessary. Because Massachusetts allows privately-engaged Licensed Site Professionals (if required) to oversee regulatory response actions, no prior approvals are required before this work can begin.
- Building Permit Fees for new construction in Boston include a \$50.00 primary fee plus \$10.00 per \$1,000.00 of the estimated hard construction costs. The building permit fee for One Congress is anticipated to be approximately of \$5,100,000.

7. Code(s), Regulations

a. Include with your response a copy of the relevant state and local environmental code(s) and regulations. (Federal statutes and regulations need not be included with your response.)

- MCP <https://www.mass.gov/regulations/310-CMR-4000-massachusetts-contingency-plan>
- Dewatering Operator License <https://www.mass.gov/files/documents/2016/08/uw/257cmr02.pdf>
- Asbestos <https://www.mass.gov/files/documents/2016/08/tz/asbestosreg14.pdf>

b. Are amendments to the relevant environmental code(s) and regulations pending or proposed?

☐ Yes ☒ No

If Yes, please provide detail:

8. Noise Restrictions: detail all noise restrictions or limitations affecting Site and any exceptions to or exemptions from same. Attach the appropriate statutory and other authorities.

One Congress is subject to generally applicable noise regulations promulgated by the Commonwealth of Massachusetts Department of Environmental Protection and set forth in 310 CMR 7.10, as supplemented by its policy statement dated February 1, 1990. One Congress is also subject to the noise restrictions of Sec. 16-26 of the Boston Municipal Code and regulations promulgated by the Boston Air Pollution Control Commission.

D. Building

1. Permits: specify all required building permits, and name government issuer of same.

One Congress has completed the Article 80B Large Project Review Process. One Congress will also require a building permit from the City of Boston Inspectional Services Department.

2. Process

- a. Briefly describe the building permit process, from pre-application discussions to final action, including any appeal periods.

The building permit application package will include detailed plans and specifications as well as evidence of compliance with zoning, evidence of design review approval by the Boston Planning & Development Agency (“BPDA”), evidence of other approvals and agreements required from governmental agencies such as the Boston Transportation Department, the Public Improvement Commission, Boston Water and Sewer Commission Site Plan approval and Federal Aviation Administration Determination of No-Hazard, as well as standard construction-related and bonding matters. In the case of One Congress Street, evidence of zoning compliance will be in the form of a Certification of Consistency and Compliance issued by the BPDA. A building permit is subject to a 45-day appeal period, but such an appeal is generally not exercised in practice in Boston.

Although not required, HYM typically holds a pre-filing meeting with the Boston Inspectional Services Department (ISD) prior to submitting a building permit application with a set of plans. After that pre-filing meeting, HYM would submit the building permit application, building permit fee and the building set of plans for ISD’s review and approval. Peer review reports for structural and code (if applicable) would be submitted at the same time. The review process typically takes 30 days prior to issuance of a building permit but can take up to 60 days if the proposed building is complicated and/or very large. ISD has also issued partial building permits (for foundations) in advance of a full building permit.

- b. Briefly describe the estimated cost to obtain a building permit for the project. Please attach a copy of the building permit ordinance.

Building Permit Fees for new construction in Boston include a \$50.00 primary fee plus \$10.00 per \$1,000.00 of the estimated hard construction costs. The building permit fee for One Congress is anticipated to be approximately of \$5,100,000.

3. **Timetable:** outline the timetable for a building permit process for a project such as that proposed by the Project and include whether the community can commit to a timetable for approval.

Please see Section D.2.a. Boston's building permit process, which is largely an administrative process, typically is completed within a 30-day to 60-day timeframe.

4. **Restrictions:** outline any height restrictions relevant to Site.

Approved building heights per the Development Plan for Planned Development Area No. 96 – Redevelopment of the Government Center Garage dated November 14, 2013:

<u>Master Plan Component</u>	<u>Building Type</u>	<u>Height of Highest Occupiable Floor</u>
West Parcel Building 1	High-rise Residential	480'
West Parcel Building 2	High-rise Office	528'
West Parcel Building 3	High-rise Residential	299'
East Parcel Building 1	Mid-rise Hotel/Residential	157'
East Parcel Building 2	Mid-rise Office	152'
East Parcel Building 3	Low-rise Retail	60'

E. Utilities

For each of the following utilities/services, list the name of the utility/service provider, the person assigned to work with the Project and the relevant contact information for that person.

☐ **Water**

Boston Water and Sewer Commission; John Sullivan, Chief Engineer; (617) 989-6000

☐ **Wastewater**

Boston Water and Sewer Commission; John Sullivan, Chief Engineer; (617) 989-6000

☐ **Electricity**

Eversource; James Sayers, Senior Account Executive; (508) 732-4210;
james.sayers@eversource.com

☐ **Natural Gas**

National Grid; Robert Lombardi, Lead Complex Connections Representative; (978) 500-3613; robert.lombardi@nationalgrid.com

☐ **Solid Waste**

Private Handlers

☐ **Drainage/Storm Water**

Boston Water and Sewer Commission; John Sullivan, Chief Engineer; (617) 989-6000

☐ **Telecommunications**

Verizon, Comcast, Lighttower, AT&T

☐ **Broadband**

Verizon, Sprint, AT&T

1. **Water:** Please provide name of service provider, distance to Site, line size, capacity of line and system, and any capital improvements planned.

Domestic and fire protection water at the Project Site is provided by Boston Water and Sewer Commission (BWSC) in the following streets and sizes:

- A 16-inch fire service main in New Sudbury Street;
- A 12-inch Southern High (SH) main in New Sudbury Street;
- A 12-inch Southern Low (SL) main in New Sudbury Street;
- A 16-inch fire service main in Merrimac Street;
- A 12-inch SH main in Merrimac Street/Congress Street;
- A 12-inch SL main in Merrimac Street/Congress Street;
- A 16-inch fire service in New Chardon Street (westerly of Merrimac Street);
- A 12-inch fire service in New Chardon Street (easterly of Merrimac Street);
- A 30-inch SL main in New Chardon Street (westerly of Merrimac Street);
- A 12-inch SL main in New Chardon Street (easterly of Merrimac Street);
- A 16-inch SH main in New Chardon Street (westerly of Merrimac Street);
- A 12-inch SH main in New Chardon Street (easterly of Merrimac Street);
- 12-inch SH mains in Bowker Street; and
- 12-inch and 8-inch SL mains in Bowker Street.

Domestic water and fire protection connections will be provided via the numerous 12-inch and 16-inch mains. The larger mains provide local area supply and capacity for the system as a whole.

a. **Costs -** For water service to project on Site, estimate the cost of each of the following:

(i) **Impact Fee**

No impact fees

(ii) **Extension of water line(s)**

No extensions are currently required, only service connections.

(iii) **Installation of water line(s)**

Estimated cost of approximately \$20,000 per service connection.

(iv) **Tap Fee(s)**

No tap fee

(v) **Other relevant fees and assessments**

BWSC requires construction inspection fees of approximately \$250 per connection.

2. **Wastewater:** Please provide name of service provider, distance to Site, line size, capacity of line and system, and any capital improvements planned.

Local sanitary sewer service is provided by Boston Water and Sewer Commission (BWSC) in the adjacent streets via the following systems:

- An 18-inch sanitary sewer located in New Sudbury Street and Merrimac Street (also known as Congress Street for this portion of the roadway), which flows to the Merrimac Street/New Chardon Street intersection, ultimately connecting to the West Side Interceptor.
- 12-inch sanitary sewer in Bowker Street that connect to a 15-inch sanitary sewer in New Chardon Street that ultimately connects to the West Side Interceptor.
- Both sanitary sewer systems eventually discharge to the Deer Island Treatment Plant for treatment and disposal.

a. Costs - For wastewater service to project on Site, estimate the cost of each of the following:

(i) Impact Fee

BWSC requires a one-time Infiltration/Inflow Mitigation payment of approximately \$9.64 per gallon per day. For the WP-B2 Office Component, which assumes approximately 85,000 gallons per day used, this payment is estimated to be approximately \$820,000.

(ii) Extension of sewage line(s)

No extensions are currently required.

(iii) Installation of wastewater line(s)

Service connections will be required. Estimated cost is approximately \$25,000 per connection.

(iv) Tap Fee(s)

No tap fee

(v) Other relevant fees and assessments

BWSC requires construction inspection fees of approximately \$250 per connection.

3. Electricity: Please provide name of service provider, distance to Site, if dual feed available, capacity of line and system (including peak usage), and any capital improvements planned.

Eversource operates the underground electric systems in Merrimac Street/Congress Street, New Chardon Street, Sudbury Street, Bowker Street and Hawkins Street. These systems include primary power serving an existing electrical substation on Hawkins Street.

Network service is readily available with redundant transformers provided in the building's utility vault.

a. What is the expected proportion of renewable energy in the utility's generation mix over the next 20 years?

Due to space constraints (roof) and constructability issue (curtain wall) the use of PV and BIPV has been determined inappropriate for the project. The current plan for overall site is to have a net-zero plaza in the East Parcel portion of the project.

Generation is provided by independent producers (with Eversource delivering to the site) including both renewable and non-renewable sources. A specific percentage is not provided by the utility.

- b. What options are or will be available for the project to use up to 100% renewable energy to serve their load?

As the utility is deregulated in MA, customers may negotiate with individual power producers for the power for a building to be provided by renewable systems.

- c. What options are currently available to purchase power at Site on the open market?

As the utility is deregulated in MA, customers may negotiate with individual power producers for production of power for a building.

- d. What is the cost per kWh?

Major commercial rates vary with power suppliers. Eversource is \$0.15/kWH.

4. Natural Gas: Please provide name of service provider, distance to Site, line size, capacity of line and system, and any capital improvements planned. Include any costs to the Project.

Gas service is provided by National Grid. National Grid has three existing gas mains that could potentially service the Project: a 6-inch main in Bowker Street, a 6-inch main in New Chardon Street and a 16-inch main in Sudbury Street. Gas service is readily available.

5. Telecommunication & Broadband

- a. Provider(s) - Name and describe providers of telecommunications (including cellular coverage) services to Site, and all high speed data links available to Site.

Each of the service providers below can provide a variety of speeds and will accommodate users' network requirements.

Telecommunication & Broadband

- Comcast (telephone, cable, data)
- Verizon (telephone, cable, data)
- RCN (telephone, cable, data)
- AT&T (data)
- Crown Castle/Lighttower (data)
- Zayo (data)

Cellular Coverage

- Verizon
- Sprint
- AT&T
- T-Mobile

- b. Fiber maps/routes

Comcast, Verizon, Crown Castle/Lightower, Zayo, and AT&T are the primary fiber providers in the area and have extensive fiber networks throughout Metro Boston. The provided image a sample of the fiber network surrounding Bulfinch Crossing. This is based on the carrier, Crown Castle/Lightower.

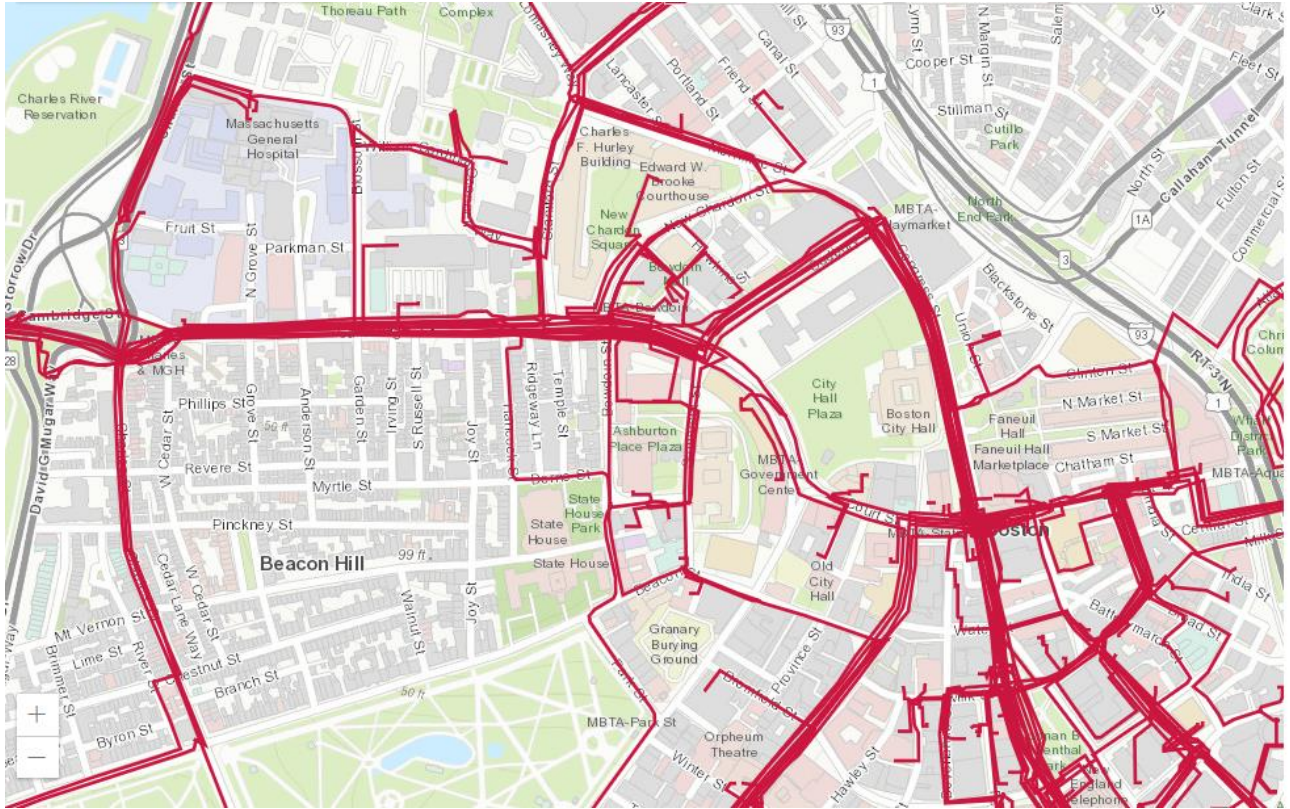


Figure 11 - Sample Fiber Network (Source: Crown Castle/Lightower (individual carrier), <http://fiber.crowncastle.com/our-network>)

c. Estimated cost of dark fiber lease/ownership

Each company provides a sales representative/service consultant during the new customer connect process.

d. Is any telecommunication license required for dark fiber install or use?

There is no telecommunication license requirement of dark fiber for private network use.

e. Process to install new fiber lines to reach Site

Owner must place a requisition to each service provider for the specific desired services. The carriers will then evaluate their own current infrastructure and make modifications to their network based on owner's requirements.

F. Transportation

1. Air

a. Nearest Airport: name, distance to Site, number of passenger carrier service providers.

Also include any planned, funded and approved capital improvements to the airport.

Boston Logan International Airport (BOS)

Boston Logan International Airport (BOS) in East Boston is just two driving miles from Suffolk Downs and four miles from Seaport Square. Logan is served by 56 carriers including 30 foreign flag carriers and 11 low-cost carriers¹

Logan International Airport has daily non-stop flights to popular destinations:²

Upcoming Capital Improvements at Logan

In 2018, Massport will begin phase 1 of the Terminal E Modernization project, which includes the addition of seven gates in two phases.³ The modernization includes an indoor connection between Terminal E and the MBTA Blue Line aimed at encouraging more travelers to take the T. In 2017, Massport began a \$200 million project to consolidate gates at Terminal B. Another potential upcoming project is the creation of up to 5,000 parking spaces. Massport's net investment in Logan's facilities for ongoing and proposed projects, according to its fiscal year 2017-2021 Capital Program, is projected to be \$2.1 billion in airport projects.⁴ In addition to capital improvement projects at Logan Airport, Massport employs a Trip Reduction Strategy to encourage High Occupancy Travel (HOV) travel to and from the airport. Since 1990, Massport has increased HOV seats to the airport by over 250% and has achieved at Logan the highest HOV mode share of any airport in the country.

b. Detail daily scheduled service, including flights to Seattle, New York City, San Francisco/Bay Area, and Washington, D.C.

San-Francisco

13+ daily nonstop flights to San Francisco International Airport

In summer 2017, there were there 126 weekly nonstop flights from Boston to San Francisco supported by four airlines; the number is projected to increase to 134 by summer 2018.

Washington DC

50+ daily nonstop flights to Washington, DC

In summer 2017, there were 325 weekly nonstop flights from Boston to Washington, DC supported by five airlines.

Seattle

5+ daily nonstop flights to Seattle

In summer 2017, there were 54 weekly nonstop flights from Boston to Seattle supported by three airlines; the number is projected to increase to 56 by summer 2018

New York City

75+ daily nonstop flights to New York City

¹ Massport, "Airline Route Development at Boston Logan" July 13, 2017, p. 3

² Massport, OAG Schedules & Airlines

³ Massport 2017 Comprehensive Annual Financial Report <http://www.massport.com/media/2641/mpa-fy17-cafr-final.pdf>

⁴ <http://www.massport.com/conley-terminal/about-the-port/port-statistics/autoport/>

In summer 2017, there were 403 weekly nonstop flights from Boston to New York City supported by four airlines; the number is projected to increase to 432 by summer 2018. These flights serve JFK, La Guardia, and Newark airports.

c. Next nearest Airport:

Manchester-Boston Regional Airport (MHT)

Manchester-Boston Regional airport is 49 driving miles from Seaport Square and 52 miles from Suffolk Downs. Four airlines, including American, Delta, Southwest and United Airlines, serve the needs of the airport. Currently, there are no direct flights available to Seattle and San Francisco. There are four non-stop daily flights to Washington D.C and six to New York City.

2. Roads: describe road access to Site and any planned improvements. Include details of how employees may commute into Site via personal auto or rideshare. Use specific highway names, road names, bridges, etc.

The Bulfinch Crossing site is provided with almost direct connections to the regional highway system being situated just one block south of the I-93/Sumner-Callahan Tunnel on- and off-ramps. I-93 is the primary north-south regional highway servicing downtown Boston and connects to I-90 providing direct east and west regional connections approximately 1.5 miles south of Bulfinch Crossing. The Sumner/Callahan tunnels (Route 1A) provides direct connections to Logan International Airport and points northwest. Other regional highways proximate to Bulfinch Crossing site (within one mile) include Storrow Drive westbound and Route 1 northbound.

3. Tram or Light Rail: name of provider, details of system (maps) of areas served, and planned improvements. Also include data on the reliability of the service and delays.

You can find data on MBTA ridership and reliability on the MBTA Performance Dashboard: <http://www.mbtabackontrack.com/performance/index.html#/home>

MBTA Green Line (light rail) and Orange Line (heavy rail) services are accessible onsite at Haymarket Station. The Green Line provides service to Boston's inner west neighborhoods and Back Bay in particular, as well as connections to Cambridge, and future connections to Somerville and Medford (currently under construction). The Green Line also connects to the MBTA's Commuter Rail at North Station, to the Blue Line at Government Center, and to the Red Line at Park Street.

The Orange Line provides service along a southwest corridor of Boston's neighborhoods, extending north to Medford. It also connects to the MBTA's Commuter Rail at North Station and Back Bay Station, to the Blue Line at State Street, and to the Red Line at Downtown Crossing. The Red Line provides connections to South Station and its Commuter Rail, Amtrak, and regional bus links.

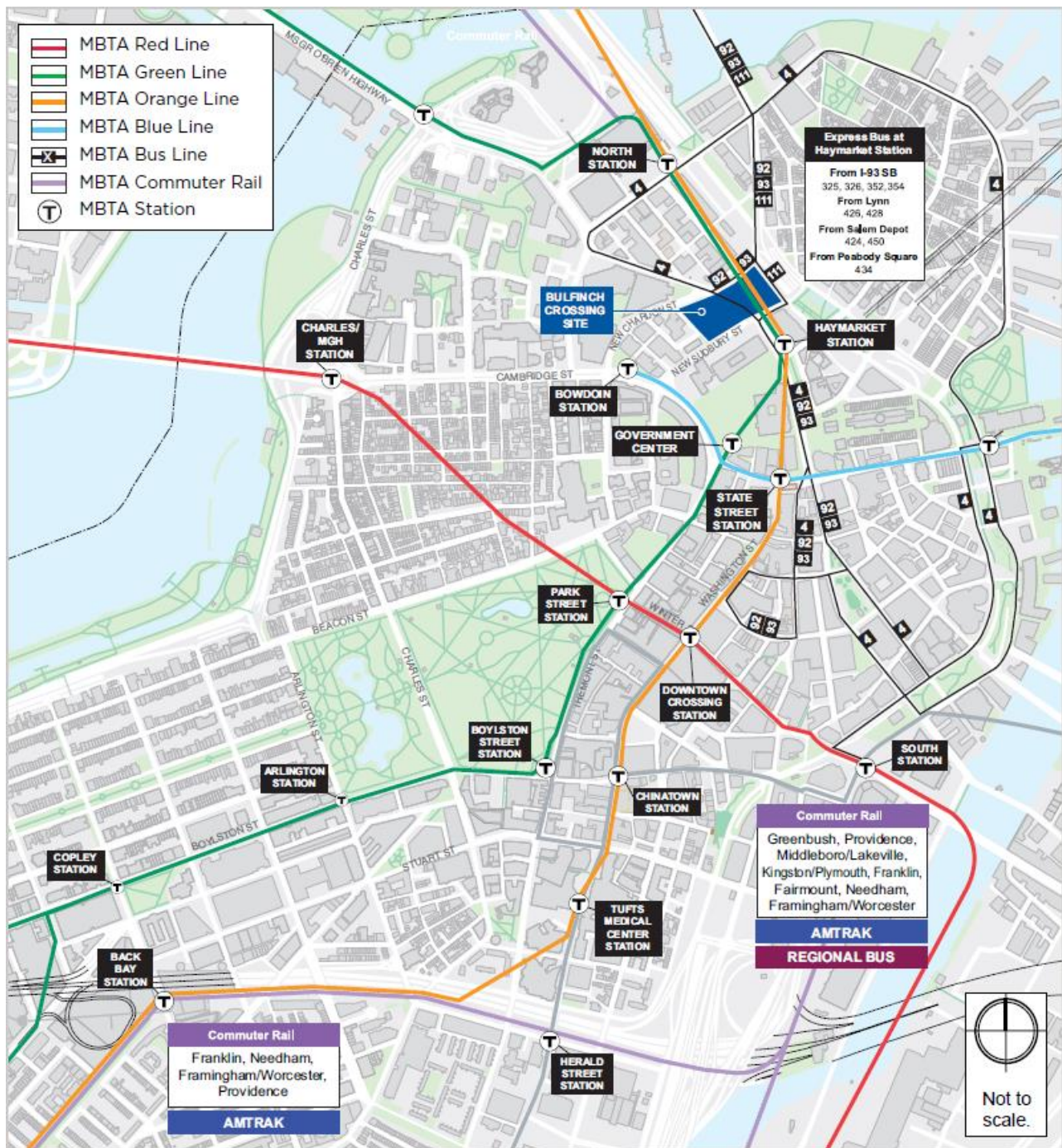


Figure 12 - Bulfinch Crossing, MBTA Service Lines (source: Howard Stein Hudson)

a. Extension or new tram/light rail service

(i) Will State/Commonwealth/Province or local government(s) commit to acquire right-of-way to assure tram or light rail service to Site?

☐ Yes ☒ No

Site already directly served by MBTA Blue Line Subway service as shown in Figure 13.

(ii) If Yes, provide letter of commitment and identify funding source(s).

4. Metro or Subway: name of provider, details of system (maps) of areas served, and planned improvements. Also include data on the reliability of the service and delays.

The MBTA Orange Line (heavy rail subway) is accessible onsite at Haymarket Station. The Orange Line provides service to the southwest ending at Forest Hills (Boston) and to the northwest terminating at Oak Grove (Medford). It also connects to the MBTA's Commuter Rail at North Station and Back Bay Station, to the Blue Line at State Street, and to the Red Line at Downtown Crossing. The Red Line provides connections to South Station and its Commuter Rail, AMTRAK, and regional bus links. The Blue Line Bowdoin Station is also two blocks from Bulfinch Crossing and connects to Suffolk Downs.

The MBTA has purchased new subway cars for both its Orange Line and Red Line fleets and has committed to capital improvements of track and signal infrastructure that will enable increased service to both of these subway lines.

Haymarket Station also provides MBTA Green Line (light rail) service.

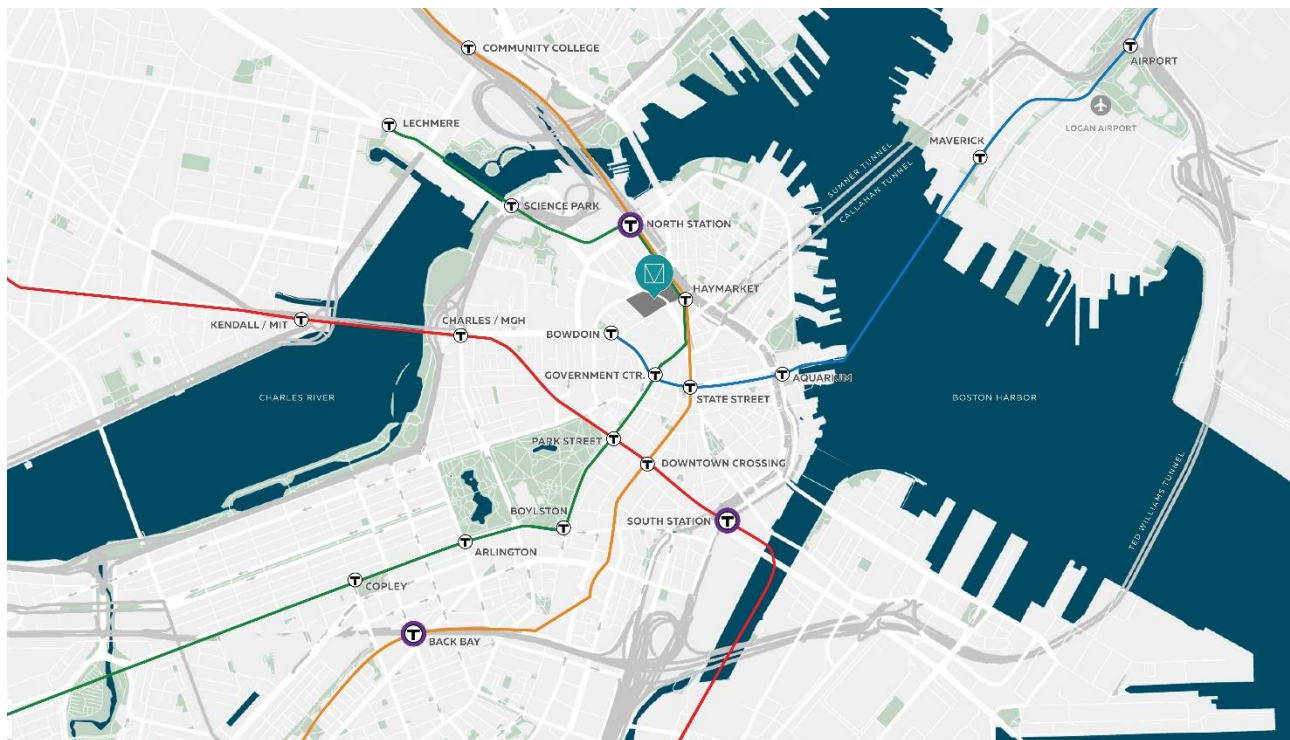


Figure 13 - Bulfinch Crossing, Adjacent Transit Services



Figure 14 - MBTA Rapid Transit System (source: <https://www.mbta.com/maps/maps>)

a. Extension or new service commitment

(i) Will State/Commonwealth/Province or local government(s) commit to acquire right-of-way to assure metro service to Site?

☐ Yes ☒ No

(ii) If Yes, provide letter of commitment and identify funding source(s).

5. Commuter Train Service: name of provider, details of system (maps) of areas served, and planned improvements. Also include data on the reliability of the service and delays.

Commuter Rail service is provided by the MBTA at North Station, South Station, and Back Bay Station. North Station is a five-minute walk from Bulfinch Crossing and provides commuter rail service to the northern suburbs extending into southern New Hampshire and Portland Maine. South Station is under a mile south of the Bulfinch Crossing site and is about a 17-minute walk or a 15-minute subway ride via the Orange Line at Haymarket

The MBTA is planning on extending Commuter Rail service to the South Coast serving Fall River and New Bedford.



- a. Extension or new service commitment
- (i) Will State/Commonwealth/Province or local government(s) commit to acquire right-of-way to assure rail service to Site?
- ☐ Yes ☒ No
- (ii) If Yes, provide letter of commitment and identify funding source(s).
6. Ferry Service for employee commuting: name of provider, details of system (maps) of areas served, and planned improvements. Also include data on the reliability of the service and delays.
- Ferry service run by the MBTA to the southern suburbs is located at Long Wharf and Rowes Wharf. Airport ferry service is available from Rowes Wharf.
- Private carrier seasonal ferry service to the north shore and Cape Cod is available at Long Wharf. Seasonal Cape Cod ferry service is also provided in the Seaport.
- Ferry service and water taxi service is available at Lovejoy Wharf, a 7-minute walk to the Bulfinch Crossing site.
- On-call private carrier water taxi service is provided year-round at 28 locations throughout Boston Harbor, including Logan Airport.
- The MBTA is actively planning and implementing significant expansion of ferry service, both between locations in Boston Harbor and serving north shore and south shore destinations.

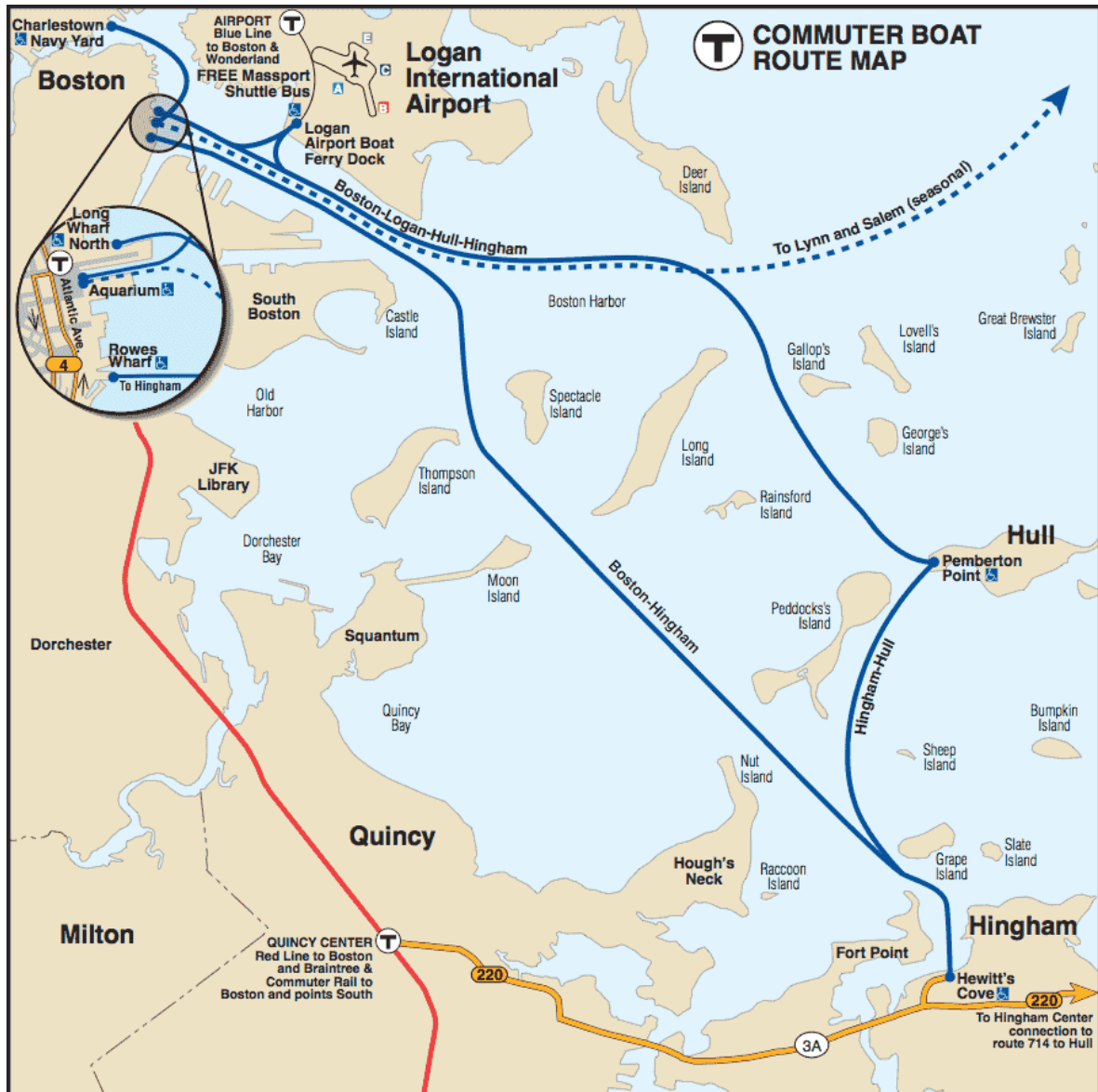


Figure 16 - MBTA Commuter Boat Network (source: <https://www.mbta.com/maps/maps>)

a. Extension or new service commitment

(i) Will State/Commonwealth/Province or local government(s) commit to acquire right-of-way to assure ferry service to Site?

☐ Yes ☒ No

(ii) If Yes, provide letter of commitment and identify funding source(s).

7. Bus Service: name of provider, details of system (maps) of areas served, and planned improvements. Also include data on the reliability of the service and delays.

Both MBTA local and express bus connections are provided onsite at Haymarket Station or directly adjacent to Bulfinch Crossing. Local buses serve Charlestown and Chelsea/Everett

with the express buses serving the northeast suburbs of Lynn, Swampscott, Marblehead, Salem, and Peabody. Additional express bus routes providing service to northwest suburbs of Woburn and Burlington are also provided at street stops adjacent to the Bulfinch Crossing site.

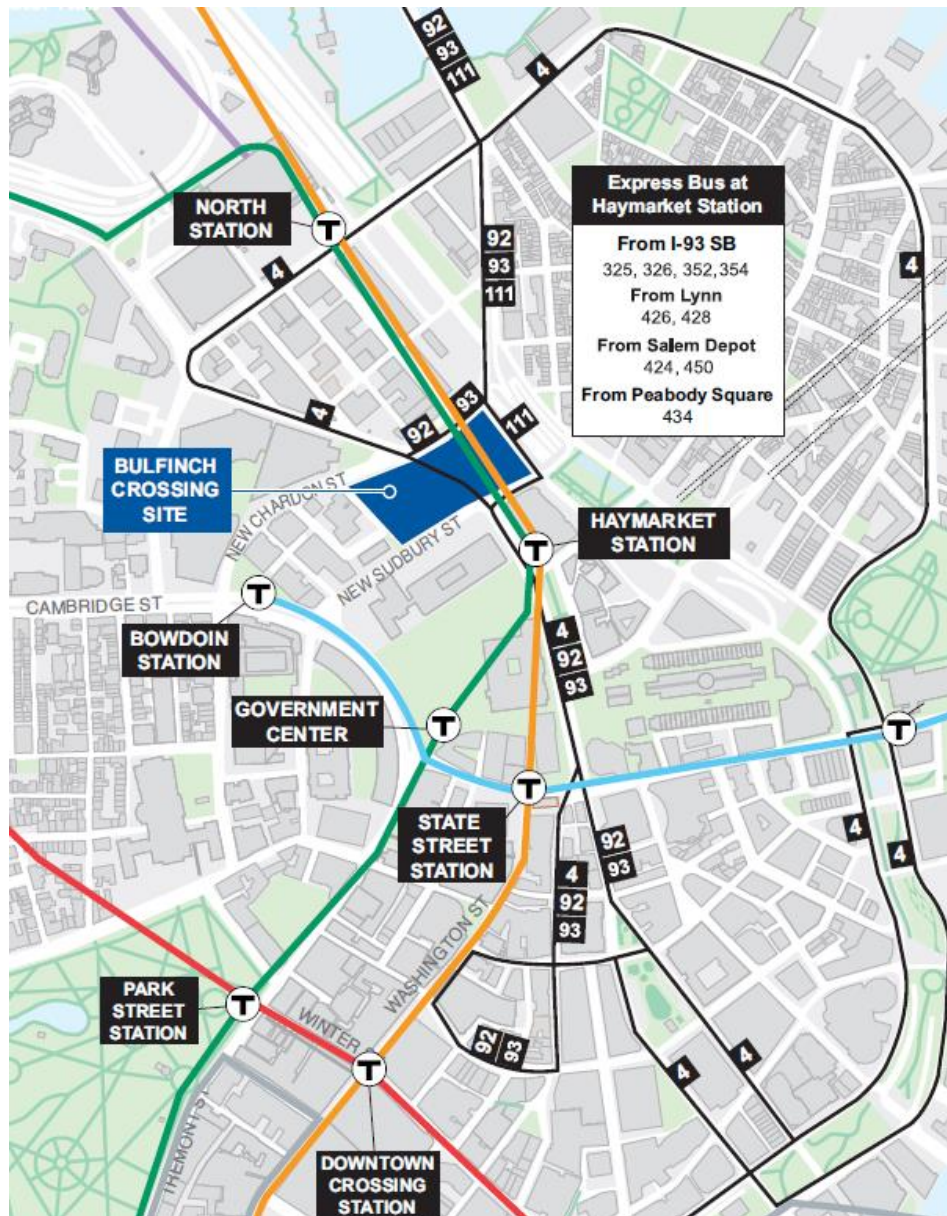


Figure 17 - MBTA Bus Services (source: Howard Stein Hudson)

- a. New service or extension commitment
 - (i) Will State/Commonwealth/Province or local government(s) commit to acquire right-of-way to assure bus service to Site, if necessary?

☐ Yes
☒ No
 - (ii) If Yes, provide letter of commitment and identify funding source(s).

8. Master Transit Plan: please provide a copy of the Master Transit Plan encompassing Site, if any.

9. Bicycle Plan:

BostonBikes/Boston Transportation Department has been aggressively installing bicycle infrastructure throughout the City, particularly within and connections to the downtown core. As part of the overall Bulfinch Crossing, the development is constructing an 850-space bicycle parking facility that will include changing rooms/showers and a bicycle repair shop, among other amenities for bicycle commuters. The Bulfinch Crossing project is also sponsoring a Hubway station, Boston's bicycle sharing vendor, on-site.

G. Local Taxes

1. Real Property Tax Rate

a. Calculate Annual Real Property Taxes for Site

The City of Boston's fiscal year starts on July 1 and ends on June 30. Property taxes are billed based on an assessed value and on a quarterly basis. The first and second quarter tax bills are estimates based on the prior year's property value and tax rate. The current year tax rate appears on the third quarter tax bill.

The 2018 tax rate (per thousand dollars of assessed value) is \$10.48 for residential and \$25.20 for commercial, industrial, and personal property.

2. Personal Property Tax Rate

Please see number above. The 2018 tax rate (per thousand dollars of assessed value) is \$25.20 for personal property.

a. Detail any personal property exclusions

Per the City of Boston tax website: "Professional tools used by plumbers, carpenters, mechanics, and workers in other trades are exempt. In legal terms, these are called "tools of the trade." Tools used by other professionals, like dentists and doctors, are not exempt."

Source: <https://www.boston.gov/departments/assessing/personal-property-tax>

3. Detail any additional local taxes (i.e., overlay, infrastructure)

There are two noteworthy tax initiatives that are currently in effect in Boston:

1. Proposition 2½: Massachusetts voters passed the ballot initiative in 1980. The law limits the amount of property taxes a city or town can raise in two ways (Source: <https://www.boston.gov/departments/assessing/how-we-tax-your-property>):

- The amount raised in property taxes can never be more than 2½ percent of the full cash value of all taxable property in a city or town. This is called the 2½ levy ceiling.

- The amount raised in property taxes cannot jump more than 2½ percent from year to year. There are exceptions for new growth, or if voters OK overrides and exclusions. This is called the 2½ levy limit.
- 2. Community Preservation Act (CPA): In November 2016, Boston voters approved the CPA to create a community preservation fund. The City of Boston “finances this fund in part by a 1% property tax-based surcharge on residential and business property tax bills, beginning in July 2017. The City will use this revenue to fund the following types of initiatives consistent with CPA guidelines: affordable housing, historic preservation, open space, and public recreation.
 - The CPA surcharge is expected to show up on quarterly tax bills beginning in Fiscal Year 2018 as a separate line item from the typical tax levy. The CPA surcharge by first deducting \$100,000 from the property value. Next, we recalculate the tax and any residential exemption or any personal exemptions that exist.

Source: <https://www.boston.gov/community-preservation-act>

H. Government

1. Describe the government in your community, focusing on:

a. Municipal government organization and responsibilities

The following City of Boston departments have jurisdiction over the Project:

- Mayor of the City of Boston
- Boston Air Pollution Control Commission
- Boston Civic Design Commission
- Boston Committee on Licenses
- Boston Fire Department
- Boston Inspectional Services Department
- Boston Parks and Recreation Commission
- Boston Public Improvement Commission/
- Department of Public Works
- Boston Redevelopment Authority
- Boston Transportation Department
- Boston Water and Sewer Commission
- Boston Zoning Commission
- Boston Zoning Board of Appeal
- Boston Employment Commission

b. County government organization and responsibilities

N/A

c. State government organization and responsibilities, especially as government action may affect the Company and the headquarters.

The following state agencies have jurisdiction over the Project:

- Department of Transportation (MassDOT)
- Department of Environmental Protection (DEP), Division of Water Pollution Control
- Department of Environmental Protection (DEP), Environmental Results Program
- DEP Division of Air Quality Control
- Executive Office of Energy and Environmental Affairs (MEPA Office)
- Massachusetts Bay Transportation Authority
- Massachusetts Historical Commission
- Massachusetts Water Resources Authority

2. Elected Officials

Name the following elected officials that represent your community and their term limit:

a. County Executive(s)

N/A

b. County Legislative Officers, Representatives

State Senator: Joseph Boncore (First Suffolk and Middlesex), 2-year term with no limit

State Representative: Aaron Michlewitz (3rd Suffolk), 2-year term with no limit

c. Mayor or Chief Executive Officer

Mayor Martin J. Walsh, Boston, re-elected in 2017 (4-year term with no limit)

d. Municipal Legislative Officers, Representatives

Boston District City Councilor: Edward Flynn (District 2), 2-year term with no limit

Boston At-Large City Councilor: Anissa Essaibi-George (At-Large), 2-year term with no limit

Boston At-Large City Councilor: Michael Flaherty (At-Large), 2-year term with no limit

Boston At-Large City Councilor: Ayanna Pressley (At-Large), 2-year term with no limit

Boston At-Large City Councilor: Michelle Wu (At-Large), 2-year term with no limit

I. Labor/Talent

1. Describe any unique talent in the immediate area or opportunities that may not be covered in the Talent section.

Greater Boston's economy is based on a cluster of core industries that are both diverse and complementary, providing a layer of insulation against fluctuations in the global economy. From high-technology and life sciences to financial services and manufacturing, Boston's economy is driven by a wide array of businesses. Further, the education and healthcare industries, along with the government sector, provide a stable economic base, even in down markets.

Located in the heart of downtown Boston near top employers in the Financial District, Back Bay, MIT/Kendall Square, and Seaport, One Congress is a direct beneficiary of this

target demographic, with the ability to draw top talent from around the globe who are looking for a world-class city with top-notch educational and medical institutions, cultural sophistication and amenities.

Just a few subway stops away, some of the world's top academic/research institutions, including Harvard University and the Massachusetts Institute of Technology ("MIT"), operate as an incubator for growth and innovation in Boston's other leading knowledge-based industries and attract significant federal research funding.

Located a few blocks from One Congress in Boston's West End neighborhood, Massachusetts General Hospital has been cited in numerous surveys as the world's finest general-purpose hospital and attracts many of the best and most specialized medical practitioners and researchers. Boston is an international center of medical care with 130 hospitals in the metropolitan area, 35 of them in the city alone. Boston is also a center of medical research and education, with such institutions as Harvard Medical School and its affiliated hospitals, Massachusetts General Hospital, Brigham and Women's Hospital, Beth Israel Deaconess Medical Center, Dana-Farber Cancer Institute, and Children's Hospital, as well as New England Medical Center and Boston Medical Center.

In the adjacent neighborhood to One Congress, Bulfinch Triangle, Converse opened its world headquarters in 2015 and Rapid7 will be moving in down the street.

Three blocks away from One Congress, the Financial District is one of the top-performing office markets in the nation and has Boston's highest concentration of jobs. Consisting of 34.8 million square feet of space, the Financial District has been the catalyst for Boston's strong real estate market for decades and continues to be the employment capital of New England. Many of the world's largest financial and legal firms such as Bank of America, Citizens Bank, Putnam Investments, WilmerHale, State Street, Mintz Levin, and Wellington Management have major offices in the Financial District. Furthermore, while legal and financial services have traditionally been the dominant employers in this area, TAMI (tech, advertising, media, information) tenants like Sonos, Digitas, Hill Holiday, and The Boston Globe are also located in this dynamic and bustling urban center. Much of the strength of Boston's economy stems from its position as a world-class intellectual center with acclaimed medical research, academic presence, and financial foundation which attracts new companies and retains top-notch talent. Please refer to the full RFI for more detailed information on "Talent".