



The Commonwealth of Massachusetts

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COMMISSIONER

RECEIVED

MAY 25 2006

MEPA

May 24, 2006

Stephen Pritchard, Secretary
Executive Office of Environmental Affairs
100 Cambridge Street, Suite 900
Boston MA 02114

Re: EOEa No. 10681, Boston State Hospital

Dear Secretary Pritchard:

Pursuant to 301 CMR 11.12(5)(e), the Division of Capital Asset Management hereby submits a copy of its Section 61 Finding with respect to the above-referenced project. We request that notice of the availability of the Section 61 Finding be published in the next Environmental Monitor in accordance with 301 CMR 11.15(2).

If you have any questions or desire any further information, please do not hesitate to contact the undersigned.

Sincerely,

Carol C. Meeker
Deputy General Counsel

Cc (w/enc): H. Peter Norstrand, Deputy Commissioner, DCAM
Freya Bernstein, Deputy General Counsel, DCAM
John O'Donnell, Deputy Director, DCAM
Lisa Davis, Olmsted Green/Lena New Boston



SECTION 61 FINDING

Project Name:	Boston State Hospital
Project Location:	Boston
Project Proponent:	DCAM
EOEA Number:	10681
Date Noticed in Monitor	January 11, 2006

The potential environmental impacts of the redevelopment of the former Boston State Hospital site have been characterized and quantified in the Environmental Notification Form ("ENF"), three Notice of Project Change ("NPCs"), and the Single Environmental Impact Report ("EIR") which are incorporated by reference into this Section 61 Finding. Throughout the planning and environmental review process, the proponent has been working to develop measures to mitigate significant impacts of the projects. With the mitigation proposed and carried out in cooperation with state agencies, the Division of Capital Asset Management ("DCAM") finds that there are no significant unmitigated impacts.

DCAM recognizes that the identification of effective mitigation, and implementation of that mitigation throughout the life of the projects, is central to its responsibilities under the Massachusetts Environmental Policy Act ("MEPA"). Accordingly, DCAM has prepared the annexed Table of Mitigation that specifies, for each potential impact category, the mitigation that DCAM, or the parcels' developers, will provide.

Now, therefore, DCAM, having reviewed the MEPA filings for the Boston State Hospital Project, the mitigation measures already implemented, and those further mitigation measures set forth on the annexed Table of Mitigation Measures, finds pursuant to M.G.L. C. 30, S. 61 that with the implementation of the aforesaid measures, all practicable and feasible means and measures will have been taken to avoid or minimize potential damage from the projects to the environment.

Division of Capital Asset Management


By H. PETER NORSTRAND, DEPUTY COMMISSIONER

5/23/06

Date

Table 1: Mitigation

Mitigation	Responsibility	Timing	Cost
Extensive demolition of deteriorated buildings, site remediation, debris removal, wetlands re-creation, and asbestos removal	DCAM	Largely complete	\$34 million
Overall site development plan has made provisions for preserving the natural amenities of the site, especially those areas of wetlands, heavy vegetation, and mature growth. The site plan has been designed to work with the existing topography whenever possible.	All development entities	During design of each phase of development	Part of overall project costs
Roadway mitigation measures, including adding a signal at the intersection of American Legion Highway at Canterbury Street and East Main Street, and relocating the existing traffic signal at the intersection of Morton Street at West Main Street	Olmsted Green	During construction	Part of overall project costs
Pedestrian mitigation measures, including installing new sidewalks adjacent to the property along the west side of Morton Street, new sidewalks and walking trails will be constructed on the Olmsted West site to improve local connectivity to the Massachusetts Audubon Boston Nature Center, accessible ramps and new crosswalk pavement marking will also be provided in the area, and reconstructing the Harvard Street sidewalks adjacent to the Olmsted West site	Olmsted Green	During construction	Part of overall project costs

Table 1: Mitigation (Continued)

Prepare a Transportation Access Plan Agreement and a Construction Management Plan for the Boston Transportation Department	All development entities	Prior to construction	Part of overall project costs
Implement a Transportation Demand Management program	All development entities	During operation	Part of overall project costs
Provide new utilities to connect to the Boston Water and Sewer Commission ("BWSC") water, wastewater, and stormwater facilities	All development entities	During construction	Part of overall project costs
Investigate measures to conserve water, such as low-flow fixtures and low maintenance landscape treatment (i.e., limited use of grass)	All development entities	During design and engineering	Part of overall project costs
Design a storm drain system consisting of standard storm drain catch basin and pipe systems that will be located within the roadways. It will also consist of a variety of infiltration, detention, retention and water re-use systems to manage the infiltration and/or discharge of runoff that will be generated from rooftops and paved areas	All development entities	During design and engineering	Part of overall project costs
Implement noise mitigation measures, as needed, including specification of low-noise mechanical equipment, and including acoustical shielding and silencers for emergency generators	All development entities	During design and engineering	Part of overall project costs

Table 1: Mitigation (Continued)

<p>Include significant "green building" and sustainable design measures in project</p>	<p>All development entities, particularly Audubon and Olmsted Green</p>	<p>During design</p>	<p>Part of project cost</p>
<p>Work with DEP to address infiltration/inflow reduction</p>	<p>All development entities, as requested by DEP</p>	<p>During construction</p>	<p>To be determined</p>
<p>Investigate participating in DEP's Diesel Retrofit Program and requiring contractors to use low-sulfur diesel fuel in off-road construction equipment</p>	<p>All development entities</p>	<p>During construction</p>	<p>Part of project cost</p>
<p>Provide recycling measures and areas for recycling in the building</p>	<p>All development entities</p>	<p>During construction</p>	<p>Part of project cost</p>
<p>Recycle construction demolition material</p>	<p>All development entities</p>	<p>During construction</p>	<p>Part of project cost</p>