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February 22, 2008

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : 111 Boylston Street
PROJECT MUNICIPALITY : Brookline
PROJECT WATERSHED : Charles River
EEA NUMBER : 14165
PROJECT PROPONENT : 111 Boylston Street LLC
DATE NOTICED IN MONITOR : January 23, 2008

Pursuant to the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62H) and Section 11.03 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **does not require** the preparation of an Environmental Impact Report (EIR).

Project Description

As described in the Environmental Notification Form (ENF), the project consists of an approximately 70,628 square foot (sf) building consisting of mixed use retail, medical office, traditional office space, and parking garage/lot at 111 Boylston Street (Route 9). The three existing structures on the 0.81-acre project site will be demolished prior to construction of a new four-story building with associated garage and parking area. The existing curb cuts along Boylston Street will be reconstructed and reconfigured to accommodate two-way traffic and facilitate vehicle circulation and loading functions on-site. The project site is bound by Davis Path (a public way), the Massachusetts Bay Transportation Authority (MBTA) Green Line – D Branch tracks, residential and commercial uses and Boylston Street. The project site is

proximate to a public active recreation area, the Boylston Street Playground, owned and maintained by the Town of Brookline.

Project impacts, as outlined in the ENF, include the alteration of 0.81 acres (the entire project area), and a reduction in impervious area on-site by 0.08 acres. There are three existing structures on-site, two of which have been historically used by the Red Cab company, while the other is a triple-decker residential unit. These three structures total 36,575 sf in area; the new building will add approximately 34,053 additional sf of building area on-site, for a total of 70,628sf. Existing building heights will be increased from 16 feet to 60 feet. The project will result in 2,284 new vehicle trips per day and 220 new parking spaces, for a total of 256 total parking spaces on-site. The project site is proximate to the Brookline Village MBTA station, as well as numerous MBTA bus routes. The project will include grade modifications and streetscape and landscape improvements along Davis Path, as well as streetscape improvements along Boylston Street. The proponent is considering public use of some of the parking spaces for overnight parking or use in association with the adjacent playground.

Jurisdiction and Permitting

The project is undergoing MEPA review pursuant to Sections 11.03(6)(b)(13) because it requires a State permit and will result in the generation of 2,000 or more new average daily trips (adt) on roadways providing access to a single location. The project will require a Highway Access Permit from MassHighway. The project may also require a National Pollutant Discharge Elimination System Construction General Permit (NPDES CGP) from the United States Environmental Protection Agency (U.S. EPA). Finally, the project must obtain several special permits from the Town of Brookline in accordance with zoning or other applicable bylaws.

Because the proponent is not seeking financial assistance from the Commonwealth for the project, MEPA jurisdiction extends to those aspects of the project that may have significant environmental impacts and that are within the subject matter of required or potentially required state permits. In this case, MEPA jurisdiction applies to impacts to transportation.

Transportation

MEPA jurisdiction is limited to impacts to designated State Highways and intersections. The proposed project is estimated to generate an additional 2,284 new vehicle trips on an average weekday. A MassHighway permit is required for access and modification to curb cuts along Boylston Street. The project will consolidate the historic number of curb cuts (six) down to two, two-way entrance/exits on Boylston Street.

The Executive Office of Transportation and Public Works (EOTPW) noted in their comment letter that in their opinion, the project will have a minimal impact on the state highway and recommended no further environmental review be required based on traffic. New or modified curb cuts along Boylston will require approval by MassHighway, and design plans should conform to applicable design standards. However, the existing median in Route 9

restricts westbound movement into the project site and requires vehicles to reverse direction in the Brookline Village/Gateway East area of Route 9. This portion of Route 9 (the Washington Street/High Street/ Walnut Street intersection) is under local jurisdiction by the Town of Brookline. The proponent has indicated that they will be preparing a detailed traffic study in association with the Special Permit process with the Town of Brookline to ensure that traffic movements can be accommodated in these locally jurisdictional intersections.

The project proponent has outlined Transportation Demand Management (TDM) measures to reduce single occupancy vehicle trips. These measures include a rideshare-matching program for employees, employee shifts to reduce peak-hour impacts, and direct deposit to reduce off-peak hour trips. The proponent will also encourage the use of nearby public transportation by posting public transit schedules in a centralized location.

The project site will contain 256 total parking spaces and two designated loading areas. The existing slope and grade of the project site will allow for a combination of surface parking and parking below the decked building. Underground parking is limited by the location of the Village Brook Culvert along the northern property line. The proponent has proposed the use of valet services for longer term site parking, as the parking configuration will require the use of tandem parking. I encourage the proponent to investigate the use of shared parking to serve nearby residential or recreational needs in manner consistent with Brookline zoning.

Historic Resources

The Massachusetts Historical Commission (MHC) has indicated that the project site is located within the Boylston Street area (MHC #BKL.AG), which is included in the MHC's Inventory of Historic and Archaeological Assets of the Commonwealth. The proposed project is also located within close proximity of the White Place Historic District, which is listed in the State Register of Historic Places. The proponent should provide project plans, elevations, and any perspective views of the project, as requested by MHC, for further review. Additionally, a copy of the aforementioned information should also be sent to the Brookline Preservation Commission for their consideration.

Construction Period Impacts


The proponent has indicated in the ENF that they will be filing a NPDES Notice of Intent with the U.S. EPA. The proponent should prepare an erosion and sedimentation control plan in accordance with the NPDES CGP. The proponent should take measures to reduce potential demolition and construction period impacts (including but not limited to noise, vibration, dust, and traffic flow disruptions).

The proponent must comply with MassDEP's Solid Waste and Air Quality Control regulations during construction. I encourage the proponent to incorporate construction waste recycling activities as a sustainable measure for the project. The proponent should consult with MassDEP for appropriate standards and guidelines for managing construction waste.

I encourage the proponent to mitigate the construction period impacts of diesel emissions to the maximum extent feasible. This mitigation may be achieved through participation in the MassDEP Diesel Retrofit Program. The proponent should work with MassDEP staff to implement construction-period diesel emission mitigation, which could include the installation of after-engine emission controls such as oxidation catalysts or diesel particulate filters. The proponent is reminded that off-road equipment engines must use low sulfur diesel (LSD) fuel. The proponent may also use on-road low sulfur diesel (ULSD) fuel.

The proponent can resolve any remaining issues during the state permitting process. No further MEPA review is required.

February 22, 2008
Date



Ian A. Bowles

Comments received:

- 1/28/2008 Massachusetts Historical Commission
- 2/12/2008 Town of Brookline – Department of Planning and Community Development
- 2/12/2008 Executive Office of Transportation and Public Works

IAB/HSJ/hsj