



The Commonwealth of Massachusetts

Executive Office of Environmental Affairs

100 Cambridge Street, Suite 900

Boston, MA 02114-2524

MITT ROMNEY
GOVERNOR

KERRY HEALEY
LIEUTENANT GOVERNOR

STEPHEN R. PRITCHARD
SECRETARY

Tel. (617) 626-1000
Fax. (617) 626-1181
<http://www.mass.gov/envir>

June 9, 2006

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

PROJECT NAME : Dana-Farber Cancer Institute
450 Brookline Avenue Project
PROJECT MUNICIPALITY : Boston
PROJECT WATERSHED : Charles River
EOEA NUMBER : 13776
PROJECT PROPONENT : Dana-Farber Cancer Institute
DATE NOTICED IN MONITOR : April 26, 2006

Pursuant to the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62H) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **requires** the preparation of an Environmental Impact Report (EIR).

As described in the Environmental Notification Form (ENF), the project consists of the construction of a new building by the Dana Farber Cancer Institute (DFCI) on two adjacent parcels presently occupied by 454 Brookline Avenue, the Redstone Building and a 30-space surface parking lot. The proposed building is a 13-story, 275,000 square foot (sf) space for clinical research, patient services, administrative functions, a street-level lobby and new main entrance, retail space and below grade parking. The project includes 212 net-new parking spaces with access/egress via the existing Jimmy Fund Way. The project includes modifications to existing buildings. The Smith Building will be modified to improve loading and receiving facilities and to facilitate connections to the new building at most levels including the underground parking garage. Parking located within the Dana building will be moved to the new garage and these floors will be reconstructed for use by DFCI.¹

¹ This increase in square footage is included in the ENF estimates for gross square footage and traffic generation.

The project avoids many of the environmental impacts associated with development by reusing an existing site in a densely populated area with good access to neighborhoods and mass transit. To avoid, minimize and mitigate impacts associated with the project, the proponent has proposed to improve its existing Transportation Demand Management (TDM) program and incorporate street and sidewalk improvements into the project to improve pedestrian and vehicular access (including loading/unloading) on its campus.

The project is undergoing MEPA review pursuant to Section 11.03 (6)(a)(6) because it requires a state permit and will generate more than 3,000 new average daily trips (adt).² The project requires a Sewer Connection Permit from the Department of Environmental Protection (DEP) and review by the Massachusetts Historical Commission (MHC). In addition, the project is undergoing Article 80 Review by the Boston Redevelopment Authority (BRA) and will require multiple permits and approvals from the City of Boston including approval of a Construction Management Plan and a Transportation Access Plan Agreement (TAPA).³ Because the proponent may seek financial assistance from the Commonwealth through the Massachusetts Health and Educational Facilities Authority (HEFA), MEPA jurisdiction is broad in scope and extends to all aspects of the project that may cause significant Damage to the Environment.

Because the project is subject to Article 80 review, the planning for this project would be best served by a coordinated review and the submission of a single set of documents to satisfy the requirements of both MEPA (Section 11.09 (4)(c)) and the BRA (Section 80-6). The proponent should coordinate this joint review process with both agencies.

SCOPE

The EIR should follow Section 11.07 of the MEPA regulations for outline and content, as modified by the Article 80 requirements and this scope.

Project Description

The EIR should include a thorough description of the project and all project elements and construction phases. The EIR should include an existing conditions plan illustrating resources and abutting land uses for the entire project area and DFCI campus and a proposed conditions plan (or plans) illustrating proposed elevations, structures, access roads, stormwater management systems and sewage connections. The EIR should include a circulation plan illustrating how cars, trucks, pedestrians and cyclists will be accommodated within the campus.

² I note that the ENF form indicated the project would generate an additional 1,613 adt; however, this analysis did not use accurate rates for the hospital portion of the project (Land Use Code 610). A revised analysis provided by the proponent included accurate rates but altered the square footage of the project for various elements. The analysis may not accurately reflect trip generation associated with the project and the project is likely to generate trips in excess of the 3,000 adt threshold.

³ A Scoping Determination for the project and an Institutional Master Plan (IMP) was issued by the BRA on May 30, 2006.

Project Permitting and Consistency

The EIR should briefly describe each state permit required for the project and should demonstrate that the project meets applicable performance standards. In accordance with section 11.01 (3)(a) of the MEPA regulations, the EIR should discuss the consistency of the project with any applicable local or regional land use plans.

Alternatives Analysis

In addition to the No-Build Alternative and the Preferred Alternative, the EIR should discuss alternative building configurations on the site that might result in fewer impacts, particularly on traffic, including an alternative that is consistent with existing zoning and does not require zoning relief. The EIR should include a comparative analysis that clearly shows the difference between the environmental impacts associated with each alternative.

I encourage the proponent to evaluate sustainable design alternatives such as Low Impact Development (LID) techniques in site design, building design and stormwater management plans. LID techniques incorporate stormwater best management practices (BMPs) and can reduce impacts to land and water resources. LID tools appropriate for this project include landscaping to provide stormwater retention, water conservation and use of pervious surfaces. For more information on LID, visit <http://www.mass.gov/envir/lid/>. Other LID resources include the national LID manual (Low Impact Development Design Strategies: An Integrated Design Approach), which can be found on the EPA website at: <http://www.epa.gov/owow/nps/lid/>.

Transportation

Without adequate mitigation, the project has the potential to generate significant traffic impacts. The EIR must include a traffic study that accurately assesses project impacts and identifies effective mitigation. I am incorporating by reference the traffic study scope required by the BRA and the Boston Transportation Department (BTD) which is detailed within the City's Scoping Determination (Appendix 1). The Scope requires an extensive evaluation of existing and future conditions, requires assessment of conditions for traffic, pedestrians and cyclists and requires the development of appropriate mitigation including long-term project impact monitoring, roadway/intersection improvements, reduction in parking spaces, intelligent transportation technology and transportation demand management (TDM). The study area includes the following intersections:

- Brookline Avenue/Longwood Avenue
- Brookline Avenue/Joslin Road Deaconess Road
- Brookline Avenue/Francis Street
- Brookline Avenue Fenwood Road
- Brookline Avenue/Riverway
- Binney Street/Longwood Avenue
- Binney Street/Deaconess Road
- Binney Street/Francis Street

- Binney Street/Fenwood Road
- Longwood Avenue/Blackfan Street
- Longwood Avenue/Avenue Louis Pasteur
- Longwood Avenue/Huntington Avenue
- Longwood Avenue Pilgrim Road
- Longwood Avenue/Riverway
- Pilgrim Road/Joslin Road
- Pilgrim Road/Deaconess Road
- Francis Street/Huntington Avenue
- Brookline Avenue/Fenway
- Brookline Avenue/Park Drive
- Park Drive/Riverway/Fenway
- Audubon Circle

The EIR should provide an overview of the proponent's existing TDM program and identify measures to increase its effectiveness including consideration of an increase in transit subsidies. The proponent should coordinate with the Boston and Brookline officials and the Medical Area Service Corporation (MASCO) regarding ongoing efforts to coordinate traffic, transit and parking in the LMA. The EIR should discuss how the project can contribute to these efforts. It should identify and assess existing and future transit capacity in the area (including the Urban Ring EOEAs #12565) and identify measures the proponent will consider to support transit. Also, it should identify improvements to support pedestrian and bicycle access and safety.

The project includes construction of 212 parking spaces. The EIR should assess parking supply and demand including parking utilization and turnover rates. It should identify the parking ratio, discuss its consistency with zoning requirements and justify the amount of parking proposed. The EIR should evaluate measures to further minimize parking at the site.

Drainage

The EIR should include a section on stormwater that demonstrates that source controls, pollution prevention measures, erosion and sedimentation controls and the drainage system will comply with the DEP Stormwater Management Policy and standards for water quality and quantity both during construction and post-development. The EIR should include an operations and management plan to ensure the long-term effectiveness of the stormwater system.

This project provides an important opportunity to minimize impacts from the existing facilities. Commentors have highlighted the importance of drainage improvements to reduce impacts to the Muddy River. Restoration of the Muddy River (EOEA #11065) and improvements to water quality are a shared goal of the Commonwealth and the City of Boston. While stormwater volume will not increase (because this site is already completely impervious) the site could be re-designed to provide limited storage and infiltration and improve water quality discharging to the Muddy River. Incorporation of landscaping into the sidewalk design and a green roof into the building design could support these goals. In addition, the proponent should consider incorporation of water conservation measures (beyond requirements of the state building code) into the building design.

Wastewater

Wastewater will continue to be discharged into the Boston Water and Sewer Commission (BWSC) sewer system, which flows into the Massachusetts Water Resources Authority (MWRA) system and ultimately to the Deer Island Wastewater Treatment Facility. The EIR should wastewater flows and identify the proponent's commitment to the removal of extraneous clean water (e.g., infiltration/ inflow (I/I)) in the system to ensure that additional flows are offset by the removal of I/I. DEP is using a minimum 4:1 ratio for I/I removal to new wastewater flow added and BWSC has indicated that the proponent will be required to develop an inflow reduction plan consistent with this policy.

Cultural Resources

The project site is located near the Olmsted Park System National Register Historic District (the Emerald Necklace) and several other historic structures. As noted previously, the project is subject to review by MHC. The EIR should include plans that clearly identify the Historic District and other historic structures in the area and describe project impacts on these sites. It should provide perspective views of the project from key vantage points. In addition, the EIR should identify potential impacts to open space from new shadow and changes in groundwater flows.

Construction Period Impacts

The EIR should include a discussion of construction phasing, evaluate potential impacts associated with construction activities, and propose feasible measures to avoid or eliminate these impacts. The proponent should implement measures to alleviate dust, noise and odor associated with construction activities. Because this project is located within Longwood Medical Area (LMA), a dense urban area with many sensitive receptors, I strongly urge the proponent to participate in the DEP Diesel Retrofit Program to minimize diesel emissions from construction equipment. Measures to address these impacts include the installation of after-engine emission controls such as oxidation catalysts or diesel particulate filters and/or requirements for use of on-road low-sulfur diesel (LSD) fuel in off-road construction equipment. I encourage the proponent to consult with DEP for assistance in implementing this program. In addition, DEP has noted that demolition activities must comply with both Solid Waste and Air Pollution Control regulations (M.G.L. Chapter 40, Section 54).

Mitigation

The EIR should include a separate chapter on mitigation measures. It should include a Draft Section 61 Finding for all state permits that includes a clear commitment to mitigation, an estimate of the individual costs of the proposed mitigation, and the identification of the parties responsible for implementing the mitigation. A schedule for the implementation of mitigation, based on the construction phases of the project, should also be included.

Response to Comments

The EIR should contain a copy of this Certificate and a copy of each comment received. The EIR should respond to the comments received, to the extent that the comments are within MEPA jurisdiction. The EIR should present additional narrative and/or technical analysis as necessary to respond to the concerns raised.

Circulation

The EIR should be circulated in compliance with Section 11.16 of the MEPA regulations and copies should be sent to any state agencies from which the proponent will seek permits or approvals, to the list of "comments received" below, and to City of Boston officials. A copy of the EIR should be made available for review at the Boston Public Library.

June 9, 2006

Date


Stephen R. Pritchard

Comments received:

5/16/06	Department of Environmental Protection NERO
5/17/06	Boston Water and Sewer Commission
5/15/06	Boston Public Health Commission
5/17/06	Charles River Watershed Association (CRWA)
5/15/06	Alison Pultinas

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