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November 8, 2007

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

PROJECT NAME : Boston Medical Center Ambulatory Care Building  
PROJECT MUNICIPALITY : Boston  
PROJECT WATERSHED : Boston Harbor  
EOEA NUMBER : 14109  
PROJECT PROPONENT : Boston Medical Center  
DATE NOTICED IN MONITOR : October 9, 2007

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 **does not require** the preparation of an Environmental Impact Report (EIR).

As described in the Environmental Notification Form (ENF), the proposed project consists of demolition of a building at 91 East Concord Street and construction of a new Ambulatory Care Building (ACB), which is proposed as a nine-story, 245,000-square foot (sf) building to be located at 725 Albany Street. The project will involve relocation and consolidation of several outpatient services currently located in the Boston Medical Center's (BMC) Doctor's Office Building and the Dowling Building.

According to the ENF, the proposed project will result in 1,996 new vehicle trips per day (for a total of 9,757 trips per day). Vehicle trips currently associated with the Doctor's Office Building, Dowling Building, and Health Services Building will be transferred to the new ABC. Parking spaces at the site of the existing building will be reduced from 19 to 14. The existing BMC parking garage on Albany Street will be used to meet parking needs of the proposed project. Water use is expected to increase by 22,883 gallons per day (gpd) for a total of 23,793 gpd and wastewater generation is expected to increase by 20,721 gpd for a total flow of 21,621 gpd. The project will result in a small increase in impervious area of 0.11 acres (for a total of 1.03 acres). The gross square footage of building will increase from 58,300 to 245,000 sf.

### MEPA Jurisdiction and Permitting

The project is undergoing MEPA review because it will involve state agency funding and may exceed a transportation threshold. According to the ENF, it is anticipated that Health and Education Facilities Authority (HEFA) funding will be used for the proposed Ambulatory Care Building. The proposed project is undergoing environmental review pursuant to Section 11.03(6)(b)(13) because it may generate 2,000 or more new average daily trips (adt) on roadways providing access to a single location. The ENF estimates that the project will result in an increase of approximately 1,996 vehicle trips per day.

The proposed project is undergoing review by the Boston Redevelopment Authority (BRA) under Article 80 of the Boston Zoning Code and requires an Institutional Master Plan Amendment for the proposed Ambulatory Care Building. The project is undergoing review by the Boston Landmarks Commission and the Massachusetts Historical Commission. The project also requires a National Pollutant Discharge Elimination System (NPDES) Construction Activities Permit from the U.S. Environmental Protection Agency (EPA).

The project will receive financial assistance from HEFA. Therefore, MEPA jurisdiction is broad and extends to all aspects of the project with the potential to cause Damage to the Environment as defined in the MEPA regulations.

### Traffic

The ENF indicates that the proponent has committed to a Transportation Demand Management (TDM) program including shuttle services, carpool, hybrid car, emergency ride home, MBTA pass, and car sharing programs. The proponent should provide additional information on proposed TDM measures to the City of Boston Environment Department. I encourage the proponent to incorporate recommendations of the Department in its TDM program.

### Wastewater

Wastewater generated by the project will discharge into the Boston Water and Sewer Commission (BWSC) system, which flows into the Massachusetts Water Resources Authority (MWRA) system and ultimately to the Deer Island Wastewater Treatment Facility. As further detailed in the MassDEP comment letter, the project does not require a Sewer Extension/Connection Permit because the wastewater flow from the project is estimated to be less than 50,000 gallons per day (gpd). MassDEP, in cooperation with MWRA and its member communities are implementing a flow control program to remove extraneous clean water from the system. In its comment letter, MWRA notes that increased flows from the proposed project could contribute to greater system surcharges and overflows during wet weather and that new flows to the system should be offset with inflow/infiltration (I/I) removal or sewer separation. The proponent should consult with MassDEP and MWRA regarding opportunities to participate in the I/I removal effort and develop and implement measures to ensure that additional flows are offset as required. The proponent should consult with MWRA regarding any modifications that

may be needed for its existing MWRA Sewer Use Discharge Permits, and provide written notification as required, for any proposed changes in operations and/or discharges.

### Historical and Archaeological Resources

The proposed project is located within the South End Landmark Protection Area and the Boston City Hospital Area, which are included in the Massachusetts Historical Commission (MHC) Inventory of Historic and Archaeological Assets of the Commonwealth. The proposed project is located within proximity of the South End District and the South End Landmark District (a local district), which are listed in the State Register of Historic Places. The proponent should provide MHC with original photographs of the building proposed for demolition and its adjacent buildings, keyed to a sketch map. The proponent should also provide MHC with project plans, elevations, and perspective views as requested in its comment letter. The proponent should consult with MHC to develop measures as appropriate to avoid, minimize or mitigate any significant impacts to state-listed historical resources.

### Stormwater

According to the ENF, the project qualifies as a redevelopment project and will meet the performance standards of the MassDEP Stormwater Management Policy to the maximum extent practicable. Stormwater runoff from all new parking and driveway areas will be treated by a Stormceptor treatment unit prior to discharge from the site. On-site recharge will be provided and potential increases in peak runoff will be mitigated by infiltration of rooftop runoff and subsurface detention. Erosion and sedimentation controls and barriers will be in place during construction.

As noted in the comment letter from the MWRA, the proposed project has access to a storm drain and is not located in a combined sewer area. Therefore, discharge of groundwater to the sanitary sewer system associated with the project is prohibited. An EPA/NPDES General Permit for Stormwater Discharges from construction activities will be required.

### Construction Impacts

I strongly encourage the proponent to participate in the MassDEP Diesel Retrofit Program to mitigate construction-period diesel emissions to the maximum extent feasible. The proponent should consult with MassDEP regarding mitigation measures including installation of after-engine emission controls. Off-road equipment engines must use low sulfur diesel (LSD) as required by EPA regulations. I refer the proponent to the MassDEP comment letter for additional guidance on emission controls and other construction-related impacts including solid waste management and asphalt, brick and concrete recycling. The proponent should ensure that a Construction Management Plan is in place that includes measures to avoid and minimize, or mitigate construction-related impacts.

As noted in the ENF and in MassDEP's comment letter, the project site is regulated under the Massachusetts Contingency Plan (Release Tracking Numbers (RTN) 3-26855, 3-23308, 3-24902 and 3-19044). Site remediation is pending only on RTN # 3-26855. Removal of

contaminated soil, pumping contaminated groundwater, or working in contaminated media must be done under the provisions of the M.G.L. c21E/21C and the Occupational Safety and Health Administration (OSHA), and any necessary permits should be obtained beforehand to avoid considerable project delay and administrative penalties.

### Air Quality

As further detailed in the MassDEP comment letter, additional review and pre-installation approval by MassDEP may be required for installation of any Fuel Utilization Facility that emits air contaminants. The proponent should consult with MassDEP to clarify permitting requirements for furnaces, boilers, emergency generators and other equipment.

### Sustainable Design

The project has been registered as a pilot program under the Green Guide for Health Care (GGHC). The proponent should consult with the City of Boston Environment Department and respond to its questions and comments relating to innovation, transportation and integrated operations credits.

The project will generate a significant amount of construction and demolition (C&D) waste. I concur with MassDEP's recommendation that the proponent should recycle as much of the construction debris as feasible and encourage the proponent to consult with MassDEP on this issue. I refer the proponent to MassDEP's comment letter for further information on permitting and other regulatory requirements relating to air pollution control, asbestos removal and disposal, and processing and recycling of asphalt, brick and concrete.

As further detailed in the MassDEP comment letter, the Commonwealth's waste diversion strategy is part of an integrated Solid Waste Master Plan that places a priority on source reduction and recycling. I encourage the proponent to establish and maintain effective waste diversion as part of its sustainable design program and as recommended by MassDEP in its comment letter.

### Mitigation

The proponent has committed to implement measures to avoid, minimize and mitigate environmental impacts, including:

- Energy efficiency and water conservation features;
  - Registration as a pilot project for the Green Guide for HealthCare (GGHC) design guidelines;
  - Building design that is sensitive to the standards for the South End Protection Area;
  - Stormwater management and erosion and sedimentation controls; and
- A Transportation Demand Management (TDM) program.

Institutional Master Plan

The project as proposed in the ENF requires an amendment to an existing Institutional Master Plan. However, the proponent has indicated that a new Institutional Master Plan (IMP) will be developed in the future. I remind the proponent that a Notice of Project (NPC) will be required for the new IMP. Future filings should distinguish clearly between the Boston Medical Center (BMC) and Boston University Medical Center (BUMC) with regard to transportation and other project-related impacts and mitigation plans.

I am satisfied that any remaining issues associated with the proposed project can be adequately addressed during the state and local permit and review processes. The project as proposed in the ENF requires no further review under MEPA.

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November 8, 2007



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Ian A. Bowles, Secretary

Comments Received

- 10/29/07 Massachusetts Water Resources Authority
- 10/29/07 Massachusetts Historical Commission
- 11/01/07 Massachusetts Department of Environmental Protection,  
Northeast Regional Office
- 11/01/07 City of Boston, Environment Department

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