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March 15, 2007

CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS
ON THE
DRAFT ENVIRONMENTAL IMPACT REPORT

PROJECT NAME : Dana-Farber Cancer Institute Center for Cancer Care
(formerly 450 Brookline Avenue Project)
PROJECT MUNICIPALITY : Boston
PROJECT WATERSHED : Charles River
EOEA NUMBER : 13776
PROJECT PROPONENT : Dana-Farber Cancer Institute
DATE NOTICED IN MONITOR : February 6, 2007

As Secretary of Environmental Affairs, I hereby determine that the Draft Environmental Impact Report (EIR) submitted on this project **adequately and properly complies** with the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62H) and with its implementing regulations (301 CMR 11.00). The proponent may prepare and submit for review a Final EIR.

As described in the Environmental Notification Form (ENF), the project consists of the construction of the Center for Cancer Care 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.¹ The project includes 212 net-new parking spaces with access/egress via the existing Jimmy Fund Way. The project includes modifications to the Smith Laboratories Building and the Dana Building. The Smith Building will be modified to improve loading and receiving facilities and to facilitate connections to the new building at

¹ The project includes an additional 215,000 sf for underground parking and mechanical support space

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.

The project is undergoing MEPA review pursuant to Section 11.03 (6)(a)(6) because it requires a state permit and will generate approximately more than 3,000 new average daily trips (adt).² The project requires a Sewer Connection Permit from the Department of Environmental Protection (MassDEP) 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). 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.

Review of the Draft EIR

The Draft EIR includes a thorough description of the project, project impacts and proposed mitigation. It describes how the project has evolved over time and been re-designed to reduce related impacts. The Draft EIR includes an analysis of existing conditions and analysis of the environmental impacts associated with the project including a traffic analysis, air quality analysis and a geotechnical/groundwater analysis. Also, the Draft EIR identifies cultural resources within the project area and provides updated on consultations with the Boston Landmarks Commission and the Massachusetts Historical Commission (MHC).

The Draft EIR describes a project that is being designed to avoid and minimize long-term impacts. 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. The building is being designed to meet the requirements for Leadership in Energy and Environmental Design (LEED) certification at the Silver Level. The design will include natural daylighting, and other energy and water-conserving building systems. Recycled infrastructure will be incorporated into the building. It will include a green roof and landscaping with native drought-resistant plantings. Also, the Draft EIR includes a commitment to minimize construction related impacts including participation in the DEP Diesel Construction Retrofit Program.

Because of the project's location in a dense, highly congested area, minimization of traffic generation and mitigation of traffic impacts is a major focus of the document. The Draft EIR indicates that the project will generate 1,476 vehicle trips per day based when adjusted for mode share and based on BTD Guidelines. The project will generate an additional 120 trips in the am peak and 104 trips in the pm peak. The traffic analysis illustrates the challenges posed by existing conditions while demonstrating that the proponent is investing sufficient resources in roadway redesign, improved signalization and pedestrian infrastructure to minimize its impact. In addition, the transportation study identifies roadway, traffic signal and transit improvements (

²Based on unadjusted Institute for Traffic Engineers (ITE) trip generation rates.

implemented by other project proponents, the City and/or the State) that will further improve traffic conditions and circulation within the Longwood Medical Area (LMA).

MassDEP comments note that the Draft EIR provides a balanced assessment of the project and its potential impacts. The Draft EIR provides responses to most of the MassDEP comments on the ENF although there is a need for more specificity regarding wastewater mitigation and stormwater management. Comments from the Boston Water and Sewer Commission (BWSC) indicate that any outstanding issues related to water and sewer can be addressed during site plan review. Comments from the Charles River Watershed Association (CRWA) support the goals of proposed mitigation but identify a need for more specificity, particularly in regards to stormwater analysis.

Based on a review of the Draft EIR, a review of comments submitted on the project and consultation with public agencies, I find that the Draft EIR has addressed the issues within MEPA jurisdiction to a sufficient extent that the project may advance to the stage of a Final EIR. The Draft EIR has provided a reasonably complete and stand-alone description and analysis of the project and has made adequate commitments to mitigation. Therefore, I will allow the proponent to submit the Final EIR as a Response to Comments.

Response to Comments

The Final EIR should contain a copy of this Certificate and a copy of each comment received. The proponent must address the substantive comments received and revise its draft Section 61 Findings as appropriate. The Final EIR should present any additional narrative or quantitative analysis necessary to respond adequately to the concerns identified in comment letters, including those noted below.

Wastewater

Wastewater will continue to flow through the Boston Water and Sewer Commission (BWSC) sewer system through a 15-inch sewer in Brookline Avenue and a 10-inch sewer in Jimmy Fund Way prior to entering the MWRA system for treatment and discharge at the Deer Island Wastewater Treatment Facility. The Draft EIR indicates that the project will generate an additional 53,300 gpd (for a total of 59,160 gpd) of wastewater. The Draft EIR, while highlighting the proponent's commitment to participate in the removal of extraneous clean water (e.g., infiltration/ inflow (I/I)) in the system to offset increased flows, does not identify specific I/I mitigation. MassDEP 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. The Final EIR should identify specific projects and/or the level of funding proposed to meet this commitment. Also, the Final EIR should describe the need for replacement of sewers and drainage lines under Jimmy Fund Way and indicate whether this commitment is necessary to provide additional capacity for this project.

Drainage

The Draft EIR includes a revised site design to provide limited storage and infiltration and improve water quality discharging to the Muddy River. The Draft EIR indicates that the proponent will incorporate low impact development measures with the goal of reducing the volume of stormwater runoff during the frequent 2-year storm event by about 25 percent. As proposed, the project will include an 18,000 sf green roof and/or cisterns to capture 17,000 gallons of stormwater for reuse. Also, the proponent also will install permanent plaques near catchbasins on-site to alert the public that dumping into the drain, which discharges to the Muddy and Charles Rivers is prohibited.

Comments from the Charles River Watershed Association (CRWA) note a lack of specificity regarding the stormwater management system in the document and requested additional details on stormwater volumes and quality, measures to reduce Total Suspended Solids (TSS) and section drawings of the green roof and cistern system. The Draft EIR describes how the project is designed to meet the DEP Stormwater Management Policy but does not provide the technical analysis to demonstrate its consistency. In addition, the Final EIR should specify how dewatering will be managed during construction.

Construction Period Impacts

The EIR includes a discussion of construction phasing, evaluate potential impacts associated with construction activities, and identifies measures to avoid or eliminate these impacts. The proponent has indicated that it will participate in the MassDEP Diesel Retrofit Program. This is an important commitment given the project's location within the LMA which is a dense urban area with many sensitive receptors. The Final EIR should indicate what type of vehicles will be included in the program. Also, the proponent should consider 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.

Mitigation

The EIR includes a chapter that outlines the proponent's efforts to avoid, minimize and mitigate project impacts. The proponent is committed to the following mitigation measures:

- design of a building that can achieve a Silver level Leadership in Energy and Environmental Design (LEED) rating including natural daylighting, energy and water-conserving building systems, native drought-resistant plantings
- decrease in impervious surfaces on the site and a 25% reduction in the 2-year storm event volume through construction of a green roof and cistern;
- commitment to offset increases in wastewater generation;
- extension of the DFCI recycling program including recycling of paper, cardboard, wood pallets, batteries, Styrofoam containers, and electronics.
- widen sidewalks and install street trees along Brookline Avenue and Jimmy Fund Way;
- improvements to Brookline Avenue/Jimmy Fund Way/Deaconess Road including modification of traffic signal operations to support a protected left-turn movement from

- Brookline Avenue to Jimmy Fund Way, widening of Jimmy Fund Way to provide two approach lanes to Brookline Avenue, modification of corner radii, installation of accessible ramps and inclusion of countdown pedestrian indicators in signal design;
- install a traffic-monitoring camera at the Brookline Avenue/Jimmy Fund Way/Deaconess Road intersection;
 - maintain and improve TDM Program including membership in MASCO and employee/tenant transit subsidy of 50%;
 - provide parking for a shared-car service and allocate preferential parking spaces for hybrid vehicles and other alternative fuel vehicles;
 - recycling of construction debris; and
 - participation in MassDEP's diesel construction retrofit program by installing oxidation catalysts (verified by the US Environmental Protection Agency) and use of cleaner fuels.

Circulation

The Final 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 Final EIR should be made available for review at the Boston Public Library.

March 15, 2007

Date



Ian A. Bowles

Comments received:

3/8/07	Department of Environmental Protection/Northeast Regional Office (DEP/NERO)
3/8/07	Boston Water and Sewer Commission (BWSC)
3/8/07	Charles River Watershed Association (CRWA)

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