



*The Commonwealth of Massachusetts*  
*Executive Office of Energy and Environmental Affairs*  
 100 Cambridge Street, Suite 900  
 Boston, MA 02114

DEVAL L. PATRICK  
 GOVERNOR  
 TIMOTHY P. MURRAY  
 LIEUTENANT GOVERNOR  
 IAN A. BOWLES  
 SECRETARY

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

June 1, 2007

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS  
 ON THE  
 FINAL 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  
 EOE A NUMBER : 13776  
 PROJECT PROPONENT : **Dana-Farber** Cancer Institute  
 DATE NOTICED IN MONITOR : April 25, 2007

As Secretary of Energy and Environmental Affairs, I hereby determine that the Final 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). No further MEPA review is required.

As described in the Environmental Notification Form (ENF) and the Draft and Final EIRs, 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.<sup>1</sup> 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

<sup>1</sup> The project includes an additional 215,000 sf for underground parking and mechanical support space.

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.

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 proponent is committed to participating in the DEP Diesel Construction Retrofit Program.

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).<sup>2</sup> The project requires a Sewer Connection Permit from the Department of Environmental Protection (MassDEP) and a Sewer Use Discharge Permit from the Massachusetts Water Resources Authority (MWRA). It requires 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 (CMP) 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 Final EIR

The Draft EIR provided a reasonably complete and stand-alone description and analysis of the project and made adequate commitments to mitigation. As a result, the proponent was only required to respond to the Draft EIR comments in the Final EIR. These comments primarily addressed wastewater and stormwater issues.

The Final EIR indicates that the stormwater management system will reduce stormwater volume from .177 acre feet (af) to .079 af and that stormwater flow will be reduced from 2.4 cubic feet per second (cfs) to 1.19 cfs for the 2-year storm event. This reduction is achieved by eliminating the existing surface parking lot and incorporating an 18,000 sf green roof into the design. In addition, landscaping around the building will include the installation of 24 trees along Brookline Avenue and Jimmy Fund Way. The Final EIR indicates that the previously proposed cistern may not be incorporated into the final design. Although the Final EIR does not provide the level of specificity requested by the Charles River Watershed Association (CRWA) on the stormwater design, it demonstrates that the proposed system is a significant improvement over existing conditions and will be consistent with the MassDEP Stormwater Management Policy. A

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<sup>2</sup> Based on unadjusted Institute for Traffic Engineers (ITE) trip generation rates.

more detailed review of the stormwater management program will be conducted by the Boston Water and Sewer Commission (BWSC).

The Final EIR indicates that the project will generate an additional 53,300 gpd of wastewater, for a total of 59,160 gpd. The Draft EIR included a commitment to participate in the removal of extraneous clean water (e.g., infiltration/ inflow (I/I)) in the system to offset increased flows, but it did not identify specific projects. The proponent has indicated that the replacement of the sanitary sewer and storm drain in Jimmy Fund Way will provide the majority of I/I offsets required to meet the MassDEP and BWSC ratio of 4:1 for I/I removal to new wastewater flow added. Additional I/I offsets will be met through a financial contribution to the BWSC I/I removal fund. The Draft EIR indicates that the replacement of the sewer and storm drain in Jimmy Fund Way are proposed in response to BWSC concerns with conditions of the existing system and are not being replaced to provide additional capacity for this project.

Comments from the Medical Area Total Energy Plant (MATEP) identify an issue that was not raised during the review of the ENF or the Draft EIR. It indicates that the project will have significant impacts on the capacity of its cooling towers through the re-entrainment of cooling tower exhaust caused by the height and proximity of the building. The letter indicates that the proponent has been analyzing the potential impacts and provided a preliminary report to MATEP in February, 2007 indicating that capacity of the cooling towers could be reduced significantly. In addition, the proponent has been engaged in discussions with MATEP regarding appropriate mitigation for these impacts. MATEP comments indicate concern that its ability to provide critical services to existing institutions it serves may be compromised and may result in increased electricity generation throughout the year which would result in increased emissions from the MATEP facility.

I am concerned about the potential impacts to the MATEP facility and its ability to provide services to hospitals and other medical institutions within the LMA so that they may continue to provide high quality, critical services; however, MEPA is not the most appropriate or effective venue for addressing the project's impacts on the operation of this facility. If the issue had been identified earlier in the process, it could have been effectively incorporated into the review for the project. I understand that the proponent is conducting additional analysis to better understand the impacts of its building on this facility. As a clinic that will be dependent upon MATEP for chilled water, electricity and steam, I am confident that the project proponent will act in good faith to address this issue and develop appropriate mitigation.

Based on a review of the Final EIR, a review of comments submitted on the project and consultation with public agencies, I find that the Final EIR has addressed the issues within MEPA jurisdiction to a sufficient extent that the project may advance to permitting. No additional MEPA review is required.

### Mitigation

The Final 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 Leadership in Energy and Environmental Design (LEED) Silver rating including natural daylighting, energy and water-conserving building systems, native drought-resistant plantings;
- decrease in impervious surfaces on the site and a greater than 25% reduction in the 2-year storm event volume through construction of a green roof and incorporation of landscaping;
- commitment to offset increases in wastewater generation at a 4:1 basis through the replacement of sanitary sewer and storm drains in Jimmy Fund Way and through a financial contribution to the BWSC I/I removal fund;
- extension of the DFCI recycling program including recycling of paper, cardboard, wood pallets, batteries, Styrofoam containers, and electronics;
- widen sidewalks and plant 24 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 the Transportation Demand Management (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 through use of cleaner fuels and installation of oxidation catalysts (verified by the US Environmental Protection Agency) on all diesel vehicles with engine horsepower ratings of 60 HP (and those of subcontractors) that will be on the site for more than 30 days.

June 1, 2007

Date

  
Ian A. Bowles

Comments received:

5/15/07      Medical Total Area Energy Plant, Inc.

IAB/CDB/cdb