



The Commonwealth of Massachusetts
Executive Office of Environmental Affairs
100 Cambridge Street
Boston, Massachusetts 02202

MICHAEL S. DUKAKIS
GOVERNOR

JAMES S. HOYTE
SECRETARY

July 28, 1988

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

PROJECT NAME : Eliot Square Office Building
PROJECT LOCATION : Cambridge
EOEA NUMBER : 7165
PROJECT PROPONENT : Carpenter / Eliot Sq. Associates
DATE NOTICED IN MONITOR : June 28, 1988

Pursuant to the Massachusetts Environmental Policy Act (G.L., c.30, s.61-62H) and Sections 11.04 and 11.06 of the MEPA regulations (301 CMR 11.00), I hereby determine that the above project requires the preparation of an Environmental Impact Report.

The proposed project involves the demolition of the Harvard Motor House and its replacement with approximately 117,500 square feet of office and retail space in a seven story building. Parking for about 111 vehicles also has been proposed. Since activities relating to the site require a lease of MBTA property and air rights, MEPA jurisdiction extends to all potential impacts of the project. Those impacts which must be addressed in the EIR are outlined in the scope which follows. The report should generally follow the outline in 301 CMR 11.07 and it should include a copy of the scope.

SCOPE

Alternatives

The EIR must discuss alternatives for building layout and massing on the site. The developer is planning to use an adjacent parcel owned by the MBTA as part of the project site, in addition to the property which currently houses the Harvard Motor House. With the addition of the MBTA parcel, the floor area

ratio (FAR) for the proposed project will be less than 4.0, the maximum ratio allowed for the site under City of Cambridge zoning requirements. Without the MBTA parcel, the FAR for the development exceeds 4.0. The EIR should present a discussion of possible development options minus the MBTA parcel; specifically, a development of 70,000 square feet or less. Analysis of impacts and appropriate mitigation for this scaled-down development should be evaluated and discussed in the EIR. Comparisons of impacts between no-build and the build alternatives should also be provided.

Parking

A parking demand analysis should clearly demonstrate the adequacy of the proposed parking program. The developer proposes to create 111 parking spaces for the development, but 41 of these will be replacement spaces for public parking spaces now located under the Motor House. The report should consider parking options such that zoning requirements will be met without an offset.

Traffic

The project area is noted for its traffic problems. The EIR should analyze the impacts on traffic which this project would create. The study area should include John F. Kennedy Blvd. (formerly Boylston St.) from the intersection of the Anderson bridge with Soldiers Field Road to the intersection with Massachusetts Ave., with special attention given to the intersection of JFK with Mt. Auburn St. The study area should also include Brattle St. from the Story St. intersection to the Mass. Ave. intersection, and Mt. Auburn St. from the intersection of Story St. to its intersection with JFK. The study area should further include Eliot St. from the intersection of JFK to the intersection of Brattle St., and all of Bennett St. The report should also evaluate project driveways and the one-way bus corridor.

The traffic analysis should quantify and explain the trip generation estimates for the project including mode splits. Compare the existing traffic flows to 1992 preferred build, no build, and alternative build conditions. Background and growth and specific project growth in the area should be incorporated into the future case traffic scenarios propose appropriate mitigation. The study should take care to include the cumulative effects on traffic of this project when considered in conjunction with other nearby projects which have either been proposed or are under construction, such as the CWT/Land Vest project, the 32,000 square foot development at Mifflin Place, and the proposed

expansion of the Kennedy School. Levels of Service analyses and V/C ratios should be employed in the study for purposes of comparison. The morning, afternoon, weekend, and seasonal peaks should be analyzed. Consideration should be given to conflicts, bottlenecks, and traffic bypass routes through neighborhood streets to avoid congestion. The traffic study should also propose appropriate mitigation for any identified problems.

Air Quality

A microscale air quality analysis will be required for any intersection found to be operating at LOS C or D, where the proposed project will add 10% or more to existing traffic volumes, or for any intersection operating at LOS E or worse. Specific guidance on the intersections for analysis and on the techniques and assumptions for that analysis should be sought from the DEQE.

Shadow

The EIR must also address the effects of shadows from the proposed development on nearby structures. The study should include analysis of the shadows cast at 9AM, 12PM, and 3PM. The study should also analyze shadows cast at different times of the year, including the summer solstice and winter solstice, the spring equinox and the fall equinox.

Construction Impacts

The proposed project lies within a densely developed area. The EIR should present measures to mitigate against noise during the demolition and construction phases. A general plan for mitigation of demolition construction related impacts should be proposed including an estimate of the volume of demolition debris and identification of the proposed disposal site. Staging areas and construction worker parking areas should be identified and shown on areal plans.

Historic

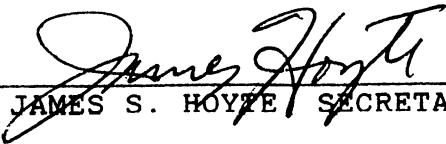
Adjacent to and included in the project site is the Boston Elevated Railway Division Seven Headquarters, better known as the "Conductors' Building", a contributing structure in the Harvard Square Historic District. The EIR should address the historical and architectural significance of this building, and identify and mitigate any adverse impacts on the building as a result of the proposed project.

General

The EIR should be distributed in accordance with MEPA regulations at 301 CMR 11.24, and should contain a copy of all correspondences with MEPA. Also, copies should be made available to commenters on the project, a list of which is attached to this scope.

July 28, 1988

DATE



JAMES S. HOYTE SECRETARY

Comments received:

7/14/88	MBTA
7/15/88	MDC
7/12/88	Alice K. Wolf, Vice Mayor, Cambridge
7/14/88	MAPC
6/21/88	Cambridge Historical Comm.
7/13/88	Bracken and Baram
7/15/88	MHC

JSH/NB/AP

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BOSTON, MASS. 02202



Cambridge City Council
795 Mass. Ave.
Cambridge, MA 02139



3.

S-530

Comm. from James S. Hoyte, Mass. Secretary of Environmental Affairs, transmitting the Certificate of the Secretary on the Environmental Notification Form for the Eliot Square Office Bldg., EOEa No. 7165 with the determination that said project requires the preparation of an Environmental Impact Report.

In City Council,

September 12, 1988

9-12-88

Placed on file.