



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

MICHAEL S. DUKAKIS
GOVERNOR

JAMES S. HOYTE
SECRETARY

January 4, 1988

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

PROJECT NAME : Brattle Square Development
PROJECT LOCATION : Cambridge
EOEA NUMBER : 6666
PROJECT PROPONENT : CWT/Brattle Square Associates
DATE NOTICED IN MONITOR : November 27, 1987

The Secretary of Environmental Affairs herein issues a statement that the Draft Environmental Impact Report submitted on the above project adequately and properly complies with the Massachusetts Environmental Policy Act (G.L., c.30, s.61-62H) and with its implementing regulations (301 CMR 11.00).

The EIR has generally responded quite well to the issues raised in the scope. Mitigation measures have been identified which should effectively improve the project by minimizing environmental impacts. As indicated in the MBTA comment, conflicts between buses and loading dock operations have been resolved. The MBTA has also provided assurances that they will assist with coordination of the transit pass subsidy program, and they will ensure that construction is carried out using standards that will minimize negative impacts. Therefore, I am recommending that the Draft EIR be turned around as a Final EIR.

Given that this project review has generated comments critical of the report, particularly with respect to the traffic analysis, it should be pointed out that scope was specifically narrowly defined. At the time of the ENF review, there were few outstanding issues that had not been addressed through the various and thorough local review processes. The consensus of the City of Cambridge Community Development Office, the Harvard Square Advisory Committee, and the Cambridge Historical Commission comments indicated that access from Brattle Street was not desirable. Furthermore, an opportunity to coordinate this project review with an adjacent parcel at 12-14 Mifflin Place,

presented itself, and it provided an alternative access option from Mifflin Place.

While the preliminary ENF review indicated that the alternative access had merit, the potential changes in traffic and parking impacts, shadow impacts, and noise impacts had yet to be analyzed and mitigated to acceptable levels. The EIR process offered an opportunity to respond to these selected issues more fully. When reviewed in this context, the EIR is satisfactory.

The improvements recommended in the report must be incorporated into the project. Specifically, the following issues should be committed to prior to the MBTA release of the air rights:

- i. A limit should be made on the nighttime construction activities. As indicated in the EIR, construction can be reduced to about 10 nights.
- ii. Any contract for window replacement at Waverly Hall should provide for a completion schedule that precedes any demolition work.
- iii. The demolition debris disposal plan should be approved by the DEQE, Bureau of Solid Waste and the Cambridge Board of Health, prior to any site work.
- iv. As part of the State Register historic review, plans should be more fully conceived, to satisfy the Massachusetts Historical Commission and others, for any desired restoration of the Brattle Theatre to which this proponent would be committed.

With respect to parking demand, the EIR states,

"Typically in Cambridge, a parking ratio of two spaces per 100 square feet is enough to handle office parking demand, given some public transportation and walk-in trips. In Harvard Square, however, with excellent MBTS access and the potential for a significant amount of walk-in trips, this figure could be reduced at least to a value of 1.25 - 1.50 spaces per 1,000 square feet."

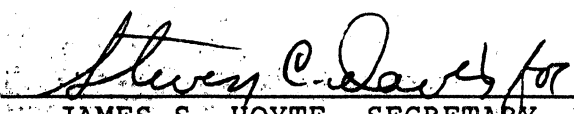
Given that no reduction in the number of spaces needed has been demonstrated based on expected mass transit ridership, the reduced rate of 1.25 to 1.50 spaces per 1,000 is speculative. Even so, there would be a parking shortfall of 30 to 47 spaces, for office tenants using these rates. In addition, there would be a shortfall of parking for the 34,000 square feet of retail space. Application of the Cambridge zoning requirement at one space per 1000 square feet, appears to indicate that 34 spaces would be needed. With these assumptions, the parking shortfall exceeds 80 spaces. Several commenters have suggested the use of alternate assumptions that also show that the parking shortfall estimates in the EIR are low.

The proponent has indicated that there will be an opportunity to acquire spaces in the MBTA tunnel to meet the parking shortfall. It should be clearly established that a sufficient number of spaces, i.e. enough spaces to meet the parking demand, will be available from the MBTA, prior to release of the air rights. Alternatively, the proponent should agree that waiver conditions of the Harvard Square Overlay District, 11.544b(1) will be satisfied.

Finally, the MBTA should submit a Section 61 finding to the Secretary, pursuant to 301 CMR 11.10, which confirms that the aforementioned conditions have been met, in order to minimize or avoid environmental harm.

January 4, 1987

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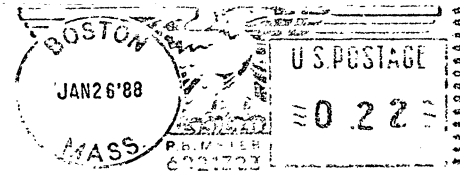
Comments received:

11/16/87	MBTA
12/22/87	Alice Wolf, Cambridge City Council
12/22/87	MAPC
12/28/87	Stephen Kaiser
12/28/87	Bracken and Baram
12/28/87	Harvard Square Advisory Committee
	Minority Report

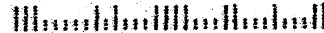
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BOSTON, MASS. 02202



Cambridge City Council
City Hall
Cambridge, Mass. 02139





The Commonwealth of Massachusetts

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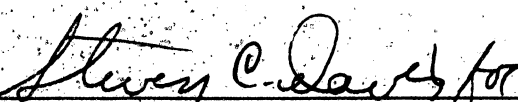
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JSH/NB/nb

4.

S-68

Comm. from James S. Hoyte, Sec., Mass. Exec. Office of Environmental Affairs stating that the Draft EIR of CWT/Brattle Sq. Associates on the proposed Brattle Sq. development, EOEa No. 6666, is in compliance with the Mass. Environmental Policy Act & its implementing regulations.

copy sent to the City Manager
2/3/88 mlr

In City Council,

February 1, 1988

C. Wall

Referred to City
Manager for Action.