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November 15, 2013

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
SINGLE ENVIRONMENTAL IMPACT REPORT

PROJECT NAME : Daly Field Restoration
PROJECT MUNICIPALITY : Boston (Brighton)/Newton
PROJECT WATERSHED : Charles
EEA NUMBER : 15039
PROJECT PROPONENT : Allston Brighton Friends of Daly Field, Inc.
DATE NOTICED IN MONITOR : October 9, 2013

As Secretary of Energy and Environmental Affairs, I have reviewed the Single Environmental Impact Report (Single EIR) submitted on this project and, consistent with 301 CMR 11.08(8)(d)(2), determined that substantive issues remain to be addressed. The Proponent should prepare and file a Final Environmental Impact Report (FEIR) in response to the scope outlined below.

Project Description

As described in the Single EIR, the project includes the renovation of athletic facilities located at Daly Field, a recreational area located in the Cities of Boston and Newton, owned by the Commonwealth of Massachusetts, and managed by the Department of Conservation and Recreation (DCR) as part of the Metropolitan Park System. The six-acre project area is located on Nonantum Road, adjacent to the Charles River and between the Community Rowing, Inc. (CRI) boathouse and Daly Memorial Rink. The project requires the issuance of a ground lease from the Department of Capital Asset Management and Maintenance (DCAMM) to the Friends of Daly Field, a partnership that includes Simmons College, Brighton High School, and the Allston Brighton Little League. Under provisions of Chapter 223 of the Acts of 2012 ("an Act

Authorizing the Lease of the Daly Field Complex located in the Brighton Section of the City of Boston”) (the Act), DCAMM may lease the complex to the Friends of Daly Field for a 20-year period, provided that at least \$5 million in capital improvements are provided by Simmons College. This lease may be extended for an additional ten years if Simmons College makes a significant investment in the complex in the final years of the lease. The environmental impacts disclosed in the Single EIR are for the capital improvements proposed by Simmons College. The Act authorizes DCR to allow prescribed uses of the field for Simmons College, Brighton High School, and the Allston Brighton Little League during certain specific time periods. DCR will retain responsibility for scheduling all activities at Daly Field, and will allocate field times for use by members of the public who are not part of the Friends of Daly Field through their system-wide field permit process. According to the Single EIR, the general public will have free and unconstrained use of Daly Field and amenities at all times during operational hours not scheduled by DCR or prescribed by the legislation.

Under existing conditions, Daly Field contains grass playing fields (soccer/football and softball), stadium lighting, and a 2,600-square foot (sf) service building. The service building is no longer in use and the bleachers have been removed. Currently, formal use of the fields by organized groups is subject to the aforementioned DCR system-wide field permit process. Parking for Daly Field is shared with CRI and DCR’s Daly Memorial Rink. Daly Memorial Rink is operated under a lease between the Commonwealth and Newton Country Day School, and CRI’s boathouse is located on DCR land that is leased by the Commonwealth to CRI. The project site is adjacent to a public boat ramp to the Charles River and contains a service road that separates the athletic field uses from the wooded banks of the River.

According to the Single EIR, the project is intended to provide renovated and expanded facilities for Simmons College, Brighton High School, the Allston Brighton Little League, current and future DCR permit holders, and the general public. The project includes the construction of two synthetic turf playing fields (football/soccer/lacrosse and field hockey/softball) with outdoor lighting, an approximately 200-seat bleacher system, and a press box with an hydraulic lift; six fenced tennis courts; a walking/jogging path that both circumscribes the entire project site connecting to adjacent river access paths and bisects the site to connect to Nonantum Road; scoreboards; and a 3,220-sf field house with toilet facilities, locker rooms and concession space. No additional parking spaces will be provided. The fields will be designed to meet Massachusetts Interscholastic Athletic Association (MIAA) standards for high school football and National Collegiate Athletic Association (NCAA) standards for Division III soccer and lacrosse games. The softball diamond will be NCAA-compliant with a clay infield and synthetic turf outfield. The outfield will serve a dual-use as an NCAA-compliant field hockey field. All renovations will comply with Americans with Disabilities Act (ADA) and the Massachusetts Architectural Access Board (AAB) standards.

Procedural History

The Proponent submitted an Expanded Environmental Notification Form (EENF), including additional studies and information beyond that typically required in an ENF that was noticed in the Environmental Monitor for review on April 24, 2013. The EENF did not include sufficient information to demonstrate that project-related environmental impacts have been

avoided, minimized or mitigated in accordance with the MEPA Regulations. Therefore, I directed the Proponent to prepare a Single EIR in lieu of the usual two-stage Draft and Final EIR process pursuant to Section 11.06(8) of the MEPA regulations.

Jurisdiction and Permitting

This project is subject to MEPA review because it requires State Agency Actions and will result in the conversion of land held for natural resources purposes in accordance with Article 97 of the Amendments to the Constitution of the Commonwealth to any purpose not in accordance with Article 97 (301 CMR 11.03(1)(b)(3)). In this case, the prescribed right to use Article 97 land by non-State entities constitutes the conversion of land. The project will require a Chapter 91 (c.91) License from the Massachusetts Department of Environmental Protection (MassDEP); a Construction and Access Permit from DCR; an 8(m) Permit from the Massachusetts Water Resources Authority (MWRA); and a Ground Lease from DCAMM. The project will also require separate Orders of Conditions from both the Newton and Boston Conservation Commissions. The project requires consultation with the Massachusetts Historical Commission (MHC). The project could require execution of an agreement between Simmons College and DCR to allow Simmons College to manage and oversee construction of the project. The project will require a National Pollutant Discharge Elimination System Construction General Permit (NPDES CGP) from the United States Environmental Protection Agency (EPA). The project is subject to the MEPA Greenhouse Gas (GHG) Emissions Policy and Protocol.

The project involves a potential Land Transfer in the form of a Ground Lease from DCAMM as allowed by Chapter 223 of the Acts of 2012. Therefore, MEPA jurisdiction for this project is broad and extends to all aspects of the project that are likely, directly or indirectly, to cause Damage to the Environment as defined in the MEPA regulations.

Changes Since the Filing of the EENF

The project has been modified in several substantive ways in response to comments on the EENF and additional public input during stakeholders meetings held subsequent to the filing of the EENF. These changes include:

- An overall adjustment to the locations and dimensions of the playing fields and tennis courts to improve flow through the site, including the realignment of the proposed pedestrian path between the tennis courts and multi-use field;
- Relocation of the field house to an area proximate to its existing location along Nonantum Road;
- Expanded pedestrian access along the Charles River and selective removal of invasive species and potential supplemental planting of native species along the River;
- Addition of benches and landscaped open space for use by all users;
- Completion of a draft Memorandum of Understanding (MOU) between DCR, CRI, Newton Country Day School, and the Proponent to address management of on-site shared parking;

- Refinements to the proposed on-site stormwater management system to ensure compliance with the MassDEP Regulations (310 CMR 10.00) Stormwater Management Standards;
- Striping of the parking area adjacent to Daly Rink;
- Addition of public seating and gathering areas along Nonantum Road within the project boundaries;
- Removal of perimeter fencing, with only fencing and netting provided as necessary for individual courts and fields; and
- Designation of a minimum of ten parking spaces located proximate to the Charles River as short-term (one-hour) only parking spaces to facilitate use by non-permit holders of the facility.

REVIEW OF THE SINGLE EIR

General

The Single EIR was prepared in accordance with Section 11.07 of the MEPA regulations, as modified by the scope included in the Certificate on the EENF. The Single EIR included a detailed description of the proposed project. The Single EIR included updated site plans for existing and post-development conditions at a legible scale. The Single EIR provided a brief description and analysis of applicable statutory and regulatory standards and requirements, and a description of how the project will meet those standards. The Single EIR included a list of required State permits, Financial Assistance, and other State approvals and provided an update on the status of each of these pending actions. The Single EIR included responses to comments received on the EENF.

The project is not wholly consistent with the 2002 Charles River Master Plan in its current format. However, according to the Proponent, the Plan's recommendation to return Daly Field to a more pastoral/naturalized setting, has not been realized and has been compromised by the ongoing and expanded uses at Daly Rink and CRI. DCR will continue to use its permitting and approval oversight of the project to enhance the general principles of the Master Plan.

Alternatives Analysis

As noted above, the project has been modified since the filing of the EENF. As such, the Preferred Alternative achieves several of the goals recommended for evaluation as part of the Single EIR. Specifically, the Preferred Alternative relocated the field house outside of c.91 jurisdiction and improved project connectivity for casual park users and users of the adjacent multi-use path along Nonantum Road. The Single EIR also considered, and dismissed, a Reduced Build Alternative that focused on a project that met the most prominent facility needs of Simmons College and Brighton High School. According to the Single EIR, elimination of one or more program elements will impact the missions of these entities to the extent that the project would become financially infeasible. The Single EIR did not address the scope requirement to assess a project that meets c.91 Licensing standards for a non-water dependent use by the MassDEP Waterways Program.

Article 97

The Single EIR included a discussion of how the project meets the “Conditions for Disposition Exceptions” in the Executive Office of Energy and Environmental Affairs’ (EEA) (formerly the Executive Office of Environmental Affairs (EOEA)) Article 97 Land Disposition Policy (February 19, 1998). The Proponent intends to meet the “no net loss” provisions of the Article 97 Policy through the payment of funds to DCR. The Single EIR indicated that the Proponent will satisfy this requirement through the provision of capital improvements, other payments and long term maintenance to be memorialized in the long term lease agreement. This lease agreement will be subject to an independent appraisal of the fair market value of the property, including the value of the physical capital improvements made, the relative value associated with the use of improvements by the general public and private use of the fields by Simmons College, to establish the appropriate value of such payment of funds. According to the Single EIR, DCAMM, in consultation with DCR, may determine a credit based on the relative value associated with the public use of the improvements and the \$500,000 contribution required in the legislation for public access improvements in Watertown.

I received several comments regarding how the Proponent intends to meet the Article 97 Land Disposition Policy and the terms of the Legislation. I cannot direct DCAMM or DCR to take - or not take- action with regard to entering into a lease with the Friends of Daly Field as authorized by the General Court. However, for the purposes of MEPA, the potential scenario with the greatest environmental impacts (in this case, execution of the lease and implementation of the proposed project) will be reviewed to ensure adequate disclosure and consideration of impacts that may cause Damage to the Environment. The Act outlines options to achieve no net loss, (i.e., payment of funds or transfer of land or a conservation restriction). The Proponent intends to satisfy this requirement through the provision of capital improvements, other payments and long term maintenance to be memorialized in the long term lease agreement. The specifics of the valuation of these payments, credits for capital improvements or public benefits, and how these payments meet the terms of the proposed ground lease and the Article 97 no net loss policy will be determined during the leasing process with DCAMM and DCR.

The Single EIR identified the maximum possible field usage time allocated to Simmons College, Brighton High School Football and the Allston Brighton Little League in the Act. The Single EIR described the parameters of Scheduled Hours¹, Open Hours², Hours of Operation³, and Peak Times⁴. Outside of specific permitted times all fields, tennis courts, walking paths, and open space areas will be available for general public use. During permitted times, areas within the complex that are not being used by permit holders will be available for unscheduled public use.

The Single EIR presented a detailed projected use schedule to illustrate the allocation of uses designated in the Legislation in terms of total Hours of Operation, Scheduled Hours, Open Hours and Open Hours during Peak Time for each facility (i.e., tennis courts, field

¹ Scheduled Hours: hours identified in the Legislation for exclusive use by Friends of Daly Field.

² Open Hours: hours not scheduled for use by entities of Friends of Daly Field in the Legislation; available for DCR permit holders and general public use.

³ Hours of Operation: 6am – 11am, 7 days per week, September- November and March-August

⁴ Peak Time: Weekdays 4pm-10pm, Weekends 9am-5pm during September-half November and April-August.

hockey/softball field, and soccer/lacrosse/football field). These projected uses were further broken down by Spring, Summer and Fall use periods and use by entities of the Friends of Daly Field (i.e., Simmons College, Allston Brighton Little League, and Brighton High School). The Single EIR summarized the Open Hours available for public use and DCR permit holders as:

- Field Hockey and Softball Field = 86% of total Hours of Operation and 62% of Peak Time Hours of Operation;
- Soccer, Lacrosse and Football Field = 88% of total Hours of Operation and 68% of Peak Time Hours of Operation; and
- Tennis Courts = 95% of total Hours of Operation and 87% of Peak Time Hours of Operation.

Brighton High currently has no plans to use the facilities for athletic programs other than football, as specified in the legislation. Daly Field will be used for both football practices and games within the time allocated in the Legislation. If Brighton High wished to expand use of Daly Field beyond those hours designated in the Legislation, programs will be subject to the established DCR permit application process. Allston Brighton Little League will use the softball/field hockey field on weekdays during the months of May, June and July for practices only; the league will not hold games at Daly Field. According to the Single EIR, Simmons College does not anticipate significant permit requests for additional time for the use of Daly Field outside of legislated hours. While the Legislation provides for River access for crew programs at Daly Field, Simmons intends to continue to use Riverside Boat Club in Cambridge for its Crew team for the next several years. Scheduling conflicts among the entities that comprise the Friends of Daly Field will be resolved through the establishment of a conflict resolution structure.

The Act states that the, “20-year lease may provide for improvements to the fields and facilities, together with the land and appurtenances, and for a newly constructed or repaired synthetic turf field...and a path along the shore of the Charles River extending from west of Daly Memorial Rink to the public access path at Community Rowing, Inc., immediately east of the Daly Field complex...”. The proposed multi-use path will provide connections between the Charles River, the Dr. Paul Dudley White Bike Path, and Daly Memorial Rink. The modified project presented in the Single EIR also includes a path that bisects the property allowing for improved connections from the Charles River to amenities in the field house. The project will include benches and other pedestrian amenities to enhance use of these public spaces.

The Preferred Alternative no longer includes perimeter site fencing, limiting fencing to immediately around playing fields (with a 10 foot wide safety run) to allow for unrestricted access along the multi-use path and between the tennis courts and football/soccer/lacrosse field. The Single EIR indicated that site lighting will be provided by a state-of-the-art athletic and tennis court lighting system. Photometric plans showing the potential extent of pathway and athletic lighting illumination were included in the Single EIR based upon the current lighting design plan. Athletic field lighting will be multi-phase operational and designed to allow the use of timers for operation only within permitted hours of use. These fixtures will contain reflectors and be shielded to meet lighting requirements while minimizing glare and spillover lighting to

off-site areas, including the Charles River. Portions of the multi-use circuit track and pedestrian areas will be illuminated with full cut-off light emitting diode (LED) fixtures.

The Single EIR included a discussion of neighboring community field agreements including Dilboy Complex in Somerville, Teddy Ebersol's Red Sox Fields at Lederman Park in Boston, and Magazine Beach in Cambridge. The Single EIR described and compared the content of the DCR community field agreements with each of these facilities to those proposed for Daly Field. A summary matrix compared project size and location; facilities; real estate interest; agreement term; capital investment and mitigation commitments; parking; management; hours of operation; non-exclusivity clauses; scheduled uses; fees; revenues; staffing and utilities. While each agreement is uniquely tailored for each facility, the concept of capital improvement, operations and maintenance of Daly Field by the Proponent is not exclusive to this project.

Traffic and Transportation

The Single EIR included an updated Traffic Impact Assessment (TIA) performed in accordance with the EEA/Massachusetts Department of Transportation (MassDOT) Guidelines for Environmental Impact Report/Environmental Impact Statement Traffic Impact Assessments. The TIA included the following major elements:

- Updated vehicle, pedestrian, and bicycle counts along Nonantum Road and at site driveways;
- Parking demand observations at the two parking lots serving Daly Field facilities and the Charles River waterfront area;
- Revised No-Build Condition traffic volume projections that reflect current and historic field use;
- Updated traffic and parking projections for the project considering all potential users of the facility; and
- An updated and expanded parking and event management plan.

A five-year time horizon was selected for analysis consisted with MassDOT guidelines. The study area is limited to Nonantum Road and the two site driveways. The weekday evening peak-hour was selected as the base design condition from which to assess the traffic and parking demands resulting from the project. Data collection included vehicle, pedestrian and bicycle counts, vehicle travel speed measurements, public transportation services, motor vehicle crash history, and parking demand. The project is located on Nonantum Road, a road listed on the National Register of Historic Places as part of the Charles River Reservation Parkways.

To model project-related traffic impacts, the TIA created a preliminary field use schedule in consultation with the Proponent and historic field use information provided by DCR. Typical field use was defined as a condition in which three Simmons College teams would be using Daly Field facilities for practices on a weekday during the school year. The peak design condition was defined as a Friday evening with a Brighton High School football game and two Simmons College teams practicing. Typical and peak design conditions will occur in the fall during the weekday evening peak hour. The TIA described traffic generation assumptions associated with shuttle/bus and private automobile transport of student athletes and coaches, families and

spectators, and visiting teams during both game and practice scenarios. Project-related traffic generation during the peak design condition was estimated at 74 additional trips, with 33 trips added to the weekday evening peak hour. Under the 2018 Build Condition, the project site driveway locations will continue to operate at Level of Service (LOS) F during the peak periods under both typical and peak use day conditions, with no noted change from the 2013 Existing Condition or the 2018 No-Build Condition. Nonantum road will operate at LOS B during all evaluated conditions. No discernible safety deficiencies were noted with respect to the design and operation of the project site driveways or their respective intersections with Nonantum Road.

A gap study was conducted at the request of DCR at the CRI and Daly Rink driveways in conjunction with the turning movement counts to determine the number of gaps between successive vehicles traveling along Nonantum Road that would be deemed “acceptable” by a motorist to exit the driveways and complete either a left or right-turn. The results of this study were consistent with the findings of the traffic operations analysis that indicated that vehicles exiting both driveways experience delays resulting in LOS F independent of the project.

The Single EIR proposed several enhancements to the project driveways to mitigate potential conflict with the Dr. Paul Dudley White Bike Path (shared-use path). These include:

- Signs and landscaping along the project frontage will be designed and maintained to avoid impacts to lines of sight to and from Nonantum Road and the shared-use path;
- If centerline pavement markings are provided, they will consist of a double-yellow line in accordance with centerline pavement marking standards of the *Manual on Uniform Traffic Control Devices* (MUTCD);
- All signs and other pavement markings will be installed in conformance with the applicable standards of the MUTCD;
- Pedestrian/bicycle crossing warning signs will be installed on both driveways at the shared-use path crossing facing motorists entering and existing driveways in order to inform motorists of the pathway and the potential for pedestrians and bicycles to be crossing the driveways;
- “Intersection Ahead” warning signs will be installed on the shared-use path approximately 100 feet in advance of the driveways and will face bicyclists travelling in both directions; and
- Consideration of the use of textured or colored pavements to delineate the shared-use path crossing of both driveways.

Parking and Transportation Management

Parking demand observations were conducted in the parking lots adjacent to CRI and Daly Memorial Rink in August 2013 on both weekdays and the weekend. The CRI parking lot provides approximately 130 parking spaces, consisting of 105 automobile spaces and 25 spaces to accommodate cars/trucks towing boat trailers or buses. The Daly Memorial Rink lot provides approximately 66 vehicle spaces (although the parking spaces are not currently marked). In total, both lots accommodate parking for approximately 171 automobiles and 25 buses/tandem vehicles. Parking is under the care and control of DCR and shared between all uses in the DCR parkland, including the proposed project site. Parking demand for both lots vary by season and

time of day. Parking demand is estimated to exceed supply (196 spaces) in the early morning and after school periods between March and November, with greater than 200 spaces required. The Single EIR also noted that on weekend and during special events (up to 15 times per year) the parking demand may exceed 200 vehicles. Field use on weekends is expected to be primarily confined to DCR permit holders and can be managed to avoid conflicts with special events. Existing leaseholders (CRI, Newton Country Day School) do not have rights to a dedicated number of parking spaces and are required to share spaces.

As directed in the Certificate on the EENF, a draft parking and management plan has been developed in consultation with DCR, Simmons College, the Friends of Daly Field, Brighton High School, CRI, Newton Country Day School and other users of the Daly Field facilities.

According to the Single EIR, the proposed management plan includes measures to:

1. Coordinate the scheduling of activities at Daly Field to manage traffic and parking demand;
2. Improve parking efficiency by striping the Daly Rink parking area;
3. Identify off-site parking facilities and accommodations for employees/staff and event conditions; and
4. Formalize a Daly Field stewardship group as part of a Memorandum of Understanding (MOU) to coordinate the elements of the parking and event management plan.

The Single EIR included a copy of the draft MOU that outlines specific actions and measures to be undertaken by the Daly Field Stewardship Group to manage events and parking at Daly Field and its associated facilities. In addition to the striping of the Daly Rink parking lot and the designation of at least ten short-term parking spaces for occasional users of the field complex the following measures have been proposed:

- Field use scheduling will be coordinated between parties to minimize simultaneous scheduling of games;
- Field use scheduling will be coordinated to avoid overlaps with major events at either facility;
- The start times for sequential games will be scheduled to minimize coincidental arrival and departure of players and spectators;
- During peak parking demand periods, buses and shuttles vans will be staged at either Simmons College or Brighton High School once passengers have been discharged;
- During peak parking demand periods, off-site parking facilities at Simmons College and Brighton High School will be used as staging areas for spectators to park and be shuttled to the project site. Players and spectators will be notified of the use of off-site parking in advance of the game day through the schools and on website based schedules, and will be informed that parking will not be permitted at Daly Field;
- Formalize use of the parking area at Artesani Playground located at 1255 Soldiers Field Road during events and peak parking demand periods. A shuttle van or carpool would be used to transport employees/staff and spectators to and from the Artesani Playground and Daly Field;

- Use available parking along North Beacon Street during events and peak parking demand periods, and provide a shuttle service from a designated (by a temporary sign) location for transportation to and from the Daly Field facilities;
- Advocate for extension of MBTA bus service to the Daly Field complex; and
- Install additional bicycle racks.

According to the Single EIR, the Daly Field Stewardship Group will meet on a regular basis to coordinate activities, field use, and event scheduling, and to review the effectiveness of the event and parking management plan.

Wetlands and Waterways

The project site contains several wetland resource areas regulated in accordance with the Massachusetts Wetlands Protection Act (WPA) and its implementing regulations (310 CMR 10.00). Wetland resource areas include Bordering Vegetated Wetlands (BVW), Riverfront Area, Bank, Bordering Land Subject to Flooding (BLSF), and Land Under Water (LUW). No work is proposed in BVW, BLSF, Bank, or LUW. The project includes work within the 25-foot (Boston) and 200-foot (Newton) Riverfront Areas. The project also includes work within the 100-foot buffer zone to wetland resource areas associated with clearing of invasive species vegetation, opening up view sheds along the Charles River, removal of the existing bituminous concrete service drive, construction of a new multi-use circuit path, and construction of portions of the athletic fields and tennis courts.

The project site contains wetland resource areas regulated under the WPA and Commonwealth Tidelands (as regulated by 310 CMR 9.00). According to the Single EIR, the c.91 jurisdiction line was revised to accurately reflect the historic high water mark (HHWM) of record. The Preferred Alternative relocated the field house outside of c.91 jurisdiction. However, the project continues to include renovation of portions of the softball field, field hockey field and tennis courts, and replacement of the emergency access drive with a pedestrian pathway, plantings and seating areas within c.91 jurisdictional areas. The Single EIR indicated that the public will have unobstructed access to the multi-use circuit track by limiting fencing to the areas directly around the perimeter of the courts and fields. The Single EIR included a pedestrian lighting plan.

The Single EIR asserted that the project will not require a c.91 License from MassDEP Waterways Program and that the project is a water-dependent use under c.91 (310 CMR 9.12(2)(a)(4)) as it includes a “park, esplanade, boardwalk and other pedestrian facilities that promote use and enjoyment of the water by the general public and are located at or near the water’s edge, including but not limited to, a park adjacent to a waterway and created by a public agency.” Comments from MassDEP indicate that the project changes since the EENF do not eliminate the requirement to prepare a c.91 License Amendment and that the Proponent must identify the project’s consistency with c.91 regulatory standards.

Stormwater

The Single EIR included an updated and revised stormwater management analysis describing how the project will be designed to meet MassDEP wetlands regulations Stormwater Standards. The Single EIR described existing and proposed stormwater management conditions including drainage areas, infrastructure, and soils. The Single EIR included stormwater calculations (sources, volumes, and quality), stormwater system design plans at a readable scale, best management practices (BMP) designs, and additional supporting data to demonstrate conformance with the Stormwater Standards.

Proposed stormwater management BMPs include vegetated buffers and swales, porous pavement, subsurface detention/infiltration basins, trench drains, deep sump hooded catch basins, and water quality inlets. Porous pavement is specified for the pedestrian pathways and plaza areas in front of the field house and the paved area between the tennis courts and multi-purpose field. The stormwater management system is designed to meet or decrease the peak rate of runoff compared to existing conditions for the two-, ten-, and 100-year storms.

According to the Single EIR, the Proponent consulted with MassDEP regarding appropriate modeling of stormwater infiltration from the synthetic turf fields. The synthetic turf is not being used as a stormwater BMP, but will allow for infiltration and runoff into the ground. Subsurface detention/infiltration basins consist of crushed stone with stormwater chambers and an outlet control structure. The turf field will include silt-film turf fibers that tend to fold over and protect the rubber crumb infill, reducing migration of rubber pellets from the playing surface. The Single EIR also noted that while synthetic turf can reach surface temperatures in excess of natural grass surfaces, these systems do not retain heat to the same degree as asphalt pavement. Stormwater that falls on the turf will be infiltrated through a stone sub-base and either infiltrate into the soil or be detained in subsurface structures before discharging to the Charles River. It is anticipated that this infiltration system will mitigate potential impacts of higher stormwater discharge temperatures.

Improvements to the existing stormwater collection and treatment structures within parking lots at CRI and Daly Rink are not proposed as part of the project. Improvements to the Daly Rink parking area are limited to re-striping the parking area and adding a landscape island. These improvements will not require regrading of this parking area. Runoff from this parking area will continue to sheet flow into the Charles River. A level spreader or crushed stone will be placed at the bottom of the trailer parking to reduce erosion and sediment runoff.

The project site includes one 12-inch outfall pipe that discharges directly to the Charles River. The project will continue to use this outfall pipe and will not create any new point source discharges. The Charles River has established total maximum daily loads (TMDLs) for phosphorus and pathogens to restore water quality. According to the Single EIR, the project will exceed the 54 percent total phosphorus (TP) removal requirement through the use of subsurface detention/infiltration systems. The project will address pathogen pollution through improvements to runoff water quality prior to discharging to the Charles River in accordance with MassDEP Stormwater Standards.

The Friends of Daly Field, or its contractor, will prepare a NPDES CGP. The Stormwater Pollution Prevention Plan (SWPPP) included with the NPDES CGP will include all necessary content required by both U.S. EPA and the Boston Water and Sewer Commission (BWSC). All necessary dewatering will be conducted in accordance with applicable regulatory discharge permits. If discharge of any dewatering drainage to the BWSC drainage system is proposed, whether it is temporary or permanent, the Friends of Daly Field will obtain a Drainage Discharge Permit from the BWSC in addition to meeting the requirements of the NPDES CGP.

Water and Wastewater

The Single EIR described and calculated estimated potable and irrigation water demand. The proposed support building will have a maximum occupancy of 110 people. Based on MassDEP Title V requirements (310 CMR 15.00), it is anticipated that the new field house will use approximately 550 gallons per day (gpd) of potable water. I note that this estimate is less than the 1,550 total gpd of water use listed in the EENF. A drinking water fountain will also be provided on-site. Water demand associated with this fixture is expected to have minimal impact on overall project-related water use. Water use for irrigation purposes is expected to be less than that of a similar-sized facility with natural grass turf. The Single EIR estimated annual irrigation demand at 1,000,000 gallons per athletic field if natural grass were implemented instead of the proposed synthetic turf. Low flow low-pressure heads and drip irrigation will be used to irrigate landscaped areas on-site. Estimated irrigation demand for these landscaped areas ranged from 340,000 to 425,250 gallons per year. The project will include drought tolerant and native landscaping, water efficient and sensor-operated faucets, and high-efficiency fixtures and toilets to reduce water consumption.

A 72-inch MWRA sewer main and easement is located along the south edge of the site in the general vicinity of the Bike Path and proposed interior walkway. The project will require an 8(m) Permit from the MWRA. Projected wastewater determined based on MassDEP Title V requirements. Project-related wastewater generation is projected to be 550 gpd.

Greenhouse Gas Emissions

The Single EIR included a GHG analysis in compliance with the MEPA Greenhouse Gas Policy and Protocol ("the Policy"). The Policy requires projects to quantify carbon dioxide (CO₂) emissions and identify measures to avoid, minimize or mitigate such emissions. The analysis quantifies the direct and indirect CO₂ emissions associated with the project's energy use (stationary sources) and transportation-related emissions (mobile sources). The GHG analysis evaluated CO₂ emissions for two alternatives as required by the Policy including 1) a Base Case corresponding to the 8th Edition of the Massachusetts Building Code (780 CMR, 8th Edition (2010)) and 2) a Mitigation Alternative (Preferred Alternative) that includes energy saving measures. The analysis used eQUEST modeling software to perform the GHG analysis. Mobile GHG emissions were estimated using the vehicle miles traveled (VMT) data from the traffic study area roadway network and MOBILE6.2 CO₂ emission factors. Potential project-related mobile GHG were compared between 2018 No-Build, 2018 Build without Mitigation, and 2018 Build with Mitigation scenarios.

The Commonwealth of Massachusetts' Stretch Energy Code (Stretch Code) requires that the project achieve a minimum 20 percent overall reduction in annual energy use. While the City of Boston has adopted the Stretch Code, the proposed building is less than 5,000 sf and is therefore not subject to compliance with the Stretch Code. The building will be open for use nine months of the year and closed in the winter. The building will be heated in the spring and fall months, but will not be equipped with air conditioning.

Direct stationary source CO₂ emissions included those emissions from natural gas combustion for space heating and hot water. Indirect stationary source CO₂ emissions were derived from the consumption of electricity generated off-site for on-site lighting, building ventilation, and operation of other equipment. Mobile CO₂ emissions included those emissions associated with vehicle use by project-related traffic. The Single EIR outlined and committed to mitigation measures to reduce GHG emissions.

The GHG analysis made certain assumptions with regard to the building and lighting uses and design. As noted in the Certificate on the EENF, a key energy consumer associated with the project is the proposed sports and pathway lighting systems. The Single EIR proposed the use of Musco Sports Lighting's Light Structure Green (LSG) high efficiency metal halide system. This system is capable of providing compliant illumination levels at the fields and courts while eliminating light spill off-site. According to the Single EIR, this system is the most advanced sports lighting technology on the market and is used at several new DCR and City of Boston parks. The LSG system will be designed with multiple modes to allow for modifications to illumination levels and will include remote operation and computerized scheduling controls. Pedestrian-scale lighting and scoreboards will use higher efficiency LED fixtures. Scoreboards are anticipated to be powered with integrated board-mounted solar photovoltaic (PV) panels. These PV panels are expected to provide 80 watts of power and reduce CO₂ emissions by 0.5 tons per year (tpy).

The Single EIR discussed the potential implementation of on-site renewable energy sources beyond the use of solar panels to power the scoreboards. The use of solar for hot water demand at the support building was dismissed due to the location of the building adjacent to shade trees along Nonantum Road and its small roof area. The project site does not have sufficient additional space to include ground-mounted PV panels. Wind power was determined to be infeasible due to insufficient wind volumes.

The Single EIR included a summary of modeling inputs (e.g., R-values, U-values, efficiencies, lighting power density, etc.) for energy efficiency measures modeled in eQUEST such as equipment, walls, ceilings, windows, lighting, for both the Base Case and Preferred Alternative. In addition to analyzing the impacts of those mitigation measures that could be effectively modeled using the eQUEST software, the GHG analysis also included a qualitative discussion of mitigation measures that cannot be modeled and will be implemented to further reduce GHG emissions from the project. Key mitigation measures proposed include, but are not limited to:

- Use of LED lights of pedestrian walkways;

- Use of the Musco Sports Lighting LSG system that reduced electrical load by 38 percent over conventional metal halide sports field lighting;
- Installation of energy efficient windows and building envelope (R-10 slab insulation, double-pane low-e glass (U=0.45));
- Installation of a cool roof;
- Installation of a small natural gas-fired heating system that is ten percent more efficient than Code;
- Use of a programmable thermostat;
- Installation of interior lighting with a lighting power density (LPD) at least ten percent below code;
- Installation of water conserving fixtures; and
- Provision of recycling areas and use of recycled content building materials (where practical).

Total estimated stationary source GHG emissions for the Preferred Alternative are estimated at 125.3 tpy, a 67.6 tpy reduction from the Base Case total of 192.9 tpy (a 35 percent overall project reduction).

Mobile source emissions were analyzed using the U.S. EPA MOBILE 6.2 Mobile Source Emission Factor Model. The project's mitigation program includes a program of TDM measures including minimizing parking demand; on-site food service; connections to the multi-use path; shared parking; and provision of bicycle parking. The Proponent assigned a reduction of five percent of CO₂ emissions between the 2018 Build Condition (20.1 tpy) and the 2018 Build with Mitigation Condition (19.1 tpy), for a net decrease of one tpy.

Total estimated GHG emissions for the proposed Preferred Alternative, indirect and direct emissions attributable to stationary sources and indirect emissions attributable to mobile sources, are estimated at 144.4 tpy, a 68.6 tpy reduction from the Base Case total of 213.0 tpy (a 32.2 percent overall project reduction).

Construction Period

The Single EIR described the anticipated construction sequence and staging. The project will be constructed in one continuous phase. The project will comply with MassDEP's Solid Waste and Air Pollution Control regulations, pursuant to M.G.L. c.40, s.54. As part of the construction contract, the contractor will be required to submit a recycling plan identifying the material to be recycled and recycling methods. Existing bituminous concrete drives and associated base materials will be pulverized and re-used as base material for proposed non-pervious pavements. I strongly encourage the Proponent to set a recycling goal as part of the construction contract.

Mitigation

The Single EIR included a draft Section 61 Finding for the Land Disposition Agreement with DCR and DCAMM and a summary of proposed mitigation measures associated with the project. While not directly stated, it is assumed that the Proponent will be responsible for

implementation of all proposed mitigation measures, subject to approval by appropriate permitting or licensing authorities.

Conclusion

The revised project includes several improvements that will reduce impacts to environmental resources and improve public access and enjoyment of the park and associated facilities. Specifically, the relocation of the field house, the connectivity improvements to existing and proposed multi-use paths, and the incorporation of highly-efficient exterior lighting to minimize GHG emissions all represent beneficial project enhancements. While I acknowledge the evolution of the project design and Proponent's efforts to address issues identified in the Certificate on the EENF, the review of the Single EIR and Agency comments identify several outstanding issues that warrant additional analysis in an FEIR. The primary issue is that the alternatives analysis and associated c.91/waterways analysis did not adequately respond to the scope I issued and was partially predicated on an inaccurate interpretation of the c.91 jurisdiction and licensing. The analysis of the project's consistency with regulatory standards and development of related Section 61 Findings is not an issue that can be deferred to permitting. In addition, the impacts associated with operation of the facility (including hours of use, traffic and parking management) and mitigation of GHG emissions warrant additional analysis and consideration of effective measures avoid, minimize and mitigate impacts to the maximum extent practicable. The intent of the scope included below is to address these outstanding issues and provide analysis and information that will ensure a more efficient and effective permitting process upon the completion of MEPA review.

SCOPE

General

The FEIR should follow Section 11.07 of the MEPA regulations for outline and content, as modified by this scope.

Project Description and Permitting

The FEIR should include a detailed description of the proposed project and describe any changes to the project since the filing of the Single EIR. The FEIR should include updated site plans for existing and post-development conditions at a legible scale. The FEIR should provide a brief description and analysis of applicable statutory and regulatory standards and requirements, and a description of how the project will meet those standards. The FEIR should include a list of required State permits, Financial Assistance, or other State approvals and provide an update on the status of each of these pending actions. The FEIR should confirm the overall area of the project site, as the EENF identified the project area as seven acres in area, while the Single EIR indicated that the project site is six acres in area with no discernible changes to the project.

Alternatives Analysis

The FEIR should include an alternatives analysis responsive to the original scope item identified in the Certificate on the EENF with regard to a Reduced Build Option and a c.91 Non-Water-Dependent Use Option (discussed later in this Certificate). While the Single EIR indicated that a Reduced Build Option that included restoration of the existing types of facilities or other configuration to meet the most prominent facility needs of Simmons College and Brighton High School was infeasible, it did not adequately summarize the potential reductions in environmental impacts for such an alternative, nor did it clearly explain the reasons for determining it infeasible. The Non-Water-Dependent Use Option was not addressed in the Single EIR at all.

An alternatives analysis should include supporting information to allow for a comparison of potential environmental impacts between various potential development options. While a Proponent may dismiss an alternative as infeasible for a variety of reasons, the goal of the analysis is to identify associated environmental impacts for each alternative (i.e., stormwater, traffic, water use and wastewater generation, wetland impacts, etc.). The FEIR should include conceptual site layout plans, a summary of potential environmental impacts associated with each of these alternatives, preferably in tabular format, and a supporting narrative.

Additional recommendations provided in this Certificate may result in a modified design that enhances the project's ability to avoid, minimize, or mitigate Damage to the Environment. The FEIR should discuss steps the Friends of Daly Field will be taking to further reduce the impacts of the project since the filing of the Single EIR, or, if certain measures are infeasible, the FEIR should discuss why these measures will not be adopted.

The FEIR should provide additional information on the project's relationship to the Watertown Greenway Plan, including a graphic depicting the overall geographic extent of the plan elements and specifically, a discussion of how the Phase One components will interact or be enhanced by the Daly Field project. The FEIR should provide a more substantive explanation of why a path connection to the River at Daly Memorial Rink was found infeasible. The Single EIR indicates that this is due to inaccessible areas located directly behind the Rink and boat launch, but it is unclear exactly what these inaccessible areas are and why they restrict such a path connection.

Scheduled Field Usage

The FEIR should include revised and expanded information on the scheduled field usage by the Proponent to determine the potential availability of public access. The Single EIR omitted referenced figures and tables summarizing facility usage, included hours beyond DCR permitted times as available to permit holders in the calculation of Open Hours, and failed to adequately present the information in a format that clearly identifies the availability of the facilities for entities other than the Friends of Daly Field.

The FEIR should include a narrative and supporting tables or charts identifying the maximum possible field usage time allocated to Simmons College, Brighton High School

Football and the Allston Brighton Little League in the Act. The FEIR should identify usage based upon weekday, Saturday or Sunday use, time of year, and practice or games for the aforementioned groups on an hourly basis (or in blocks of two hours, the average time for a match or practice). The FEIR should discuss the frequency and duration of weekend usage by Simmons College, which includes hours that go beyond the specific hours identified in the Legislation and must be permitted in accordance with DCR policy. The field use schedule should be modified to accurately reflect DCR reservation rules for their facilities. The FEIR should clarify if Brighton High School will also use Daly Field for soccer activities, as it is unclear if this is permitted use in accordance with the Legislation or whether such use will require separate permitting from DCR.

The Single EIR indicated that the Proponent will consider providing restrooms scheduled on automatic timers that are open to the public (pg. 2-19). The provision of public restrooms for use by all Daly Field visitors, and those who use the Dr. Paul Dudley White Bike Path, are a critical project component that should be available to all permit and non-permit holding users of Daly Field. The FEIR should clarify the Proponent's commitment to provide public restrooms for the facility.

Wetlands, Waterways and Stormwater

The FEIR should include a graphic that clearly identifies the location of each regulated wetland resource area on the project site and the proposed limit of invasive species clearing and vista pruning to confirm that no direct impacts to wetland resource areas will occur as part of the project. If direct alteration will occur, the FEIR should quantify the amount of temporary and/or permanent impact and discuss how these activities can be undertaken in compliance with the WPA performance standards for each resource area.

As directed by MassDEP, the FEIR should include an updated site plan with an accurate delineation of the HHWM on the project site (performed by a professional engineer or surveyor). MassDEP has determined, that based upon the site plan provided in the Single EIR, that a c.91 License amendment application is required pursuant to 310 CMR 9.05(1) and 9.24. The FEIR should describe how the project will meet each applicable performance standard in the Waterways regulations (310 CMR 9.00). The FEIR should include supporting graphics, at a legible scale, that clearly identify the proposed amenities within c.91 jurisdiction that support compliance with applicable performance standards. The Single EIR indicated that Simmons College will continue to use their existing boathouse facility for the near future rather than relocated crew access to the Charles River at Daly Field, although this is a use permitted in the Legislation. I remind the Proponent that construction of future access for crew purposes on Daly Field may require additional review and approval in accordance with the c.91 regulations.

MassDEP has not rendered a decision on the water-dependency of the proposed project. If the project is deemed water-dependent, there are no setbacks or limitations that apply to the project. However, if the project is determined to be a nonwater-dependent use, then only public open space or buildings for water-dependent use can be licensed on filled tidelands within 100 feet of the project shoreline. Such a determination would render the proposed project alternative inconsistent with c.91 permitting requirements. Given the continued uncertainty regarding the

water or non-water dependent status of the project, the FEIR should include an analysis of a project alternative that is designated as non-water-dependent under the Waterways regulations. The FEIR should include a conceptual site layout plan, a summary of potential environmental impacts associated with this alternative, preferably in tabular format, and identify required State Agency Actions.

The FEIR should demonstrate that the proposed stormwater management system can be designed to meet the two feet of ground separation requirements between the subsurface infiltration system and the seasonal high groundwater elevation. The subsurface infiltration system is the key BMP for the project and it is unclear if the project can meet required stormwater management treatment requirements if subsurface infiltration is infeasible. The FEIR should also revise the stormwater management calculations to ensure compliance with Stormwater Management Standards 3 and 4 per the guidance provided in the MassDEP comment letter and TMDL calculations to demonstrate consistency with required nutrient removal. I encourage the Proponent to fully address MassDEP and CRWA comments on stormwater to facilitate permitting of the stormwater management system by the local conservation commissions.

DCR will request that the Proponent use an alternative to recycled tire and/or crumb rubber fill on the playing fields to eliminate the potential leaching impacts to the Charles River. I encourage the Proponent to consider the suggestions made in the Charles River Watershed Association (CRWA) comment letter regarding suitable alternatives. The Proponent should discuss whether these alternative fill materials may impact the rate of stormwater infiltration on the synthetic turf fields and adjust calculations as necessary.

The FEIR should reassess the feasibility of implementing LID or traditional stormwater management BMPs in the Daly Memorial Rink parking lot. While outside of the lease area designated in the Legislation, the use of this parking area is integral to the project and I strongly encourage the Proponent to integrate stormwater management upgrades into the project's scope. Mitigation of existing sheet flow runoff from this parking area would provide a meaningful benefit to the Charles River and allow for effective stormwater management and compliance with the River's TMDL.

The FEIR should also clarify the proposed extent of invasive species removal and vista pruning. It is unclear from the Single EIR where these activities will take place, the extent of pruning activities and where supplemental landscape plantings may occur in relation to wetland resource areas, public access points and the Charles River watershed.

Traffic and Transportation

Comments indicated ongoing concerns about the potential bicycle/pedestrian and vehicle conflicts at the site driveways. While the Single EIR proposed a series of mitigation measures to improve safety at these intersections, DCR noted that additional analysis is warranted to ensure cyclist and pedestrian safety. I encourage the Proponent to meet with DCR prior to the preparation of the FEIR to identify additional safety measures consistent with DCR's Construction and Access Permit requirements.

The Single EIR indicated that the Proponent will work with DCR, the City of Boston and the City of Newton to develop acceptable routes for construction vehicles. Given that truck traffic is generally prohibited from DCR Parkways, thereby limiting available truck routes to and from the project site, the FEIR should include a conceptual construction route plan to confirm the feasibility of sufficient construction truck access to the site.

Parking Management

The Single EIR indicated that parking demand observations were undertaken in August 2013. Given the seasonal variation in use of each lot, it is unclear how parking demand was estimated on a seasonal basis from the one-time observation period. The FEIR should clarify if actual (versus anecdotal) data were used to create these seasonal demands or if another suitable methodology was used (such as guidance from ITE, or other resource). The FEIR should also identify the hour range associated with the parking demand subcategories (e.g., early morning, after-school) and discuss the assumption that after-school period parking is non-coincidental with peak field use. Furthermore, it is unclear how the parking demand analysis took into consideration the designation of 25 spaces for tandem vehicle/trailer use when determining available parking during athletic events. With the exception of buses (which are stated to be required to park off-site), these 25 spaces are not available for use by automobiles. The FEIR should revise the parking study to address this effective reduction in available parking, given that parking demand from the proposed project will strictly be by automobiles.

The draft Parking and Event Management Plan notes that during peak periods buses and shuttle vans will be staged at either Simmons College or Brighton High School and these areas will be used for spectator parking etc. The FEIR should clarify if shuttle bus service from Simmons College and Brighton High School will be used during non-peak periods if games or practices are scheduled. Furthermore, the draft Parking and Event Management Plan states that upon passenger discharge at Daly Field, buses and shuttle vans will be staged at Simmons College or Brighton High School. This remote staging area, for Simmons College buses and shuttles in particular, while beneficial to avoid bus parking at Daly Field, appears to generate unnecessary VMT that could be avoided. I encourage the Proponent to consider allowing Simmons College to stage buses during the interim game or practice period at Brighton High School, which is located closer to Daly Field. The FEIR should address the feasibility of this arrangement. The draft Parking and Management Plan also notes that available parking along North Beacon Street will be used during events and peak parking demand periods. The FEIR should include a graphic identifying the location of this parking in relationship to the project site, the number of available parking spaces, and any restrictions on use (i.e., duration, no parking during events, etc.). Finally, the FEIR should discuss how restrictions on public or private bus usage on DCR roadways may or may not impact efforts to shuttle users to Daly Field from off-site locations. The FEIR should indicate if bus restrictions typically applicable to most DCR roadways apply to Nonantum Road and the immediately surrounding DCR roadways that may be used to connect Artesani Park and/or Brighton High School and Simmons College to Daly Field.

The FEIR should provide more detail on the frequency with which the Daly Field Stewardship Group will meet, whether these meetings will be open to the public to address

parking and event management concerns, and identify potential parameters by which the effectiveness of the plan can be measured. As noted by DCR, the draft MOU should be modified so that, in the event unsafe or untenable traffic situations result from the project, DCR has the authority to require mitigating actions by the Proponent. DCR also noted that the Proponent will be required to assume full responsibility for the development and implementation of a parking and event management plan. The FEIR should discuss how contingencies for handling situations with unplanned excessive parking demand will be implemented and include these elements in the draft Parking and Event Management Plan.

Greenhouse Gas Emissions

The FEIR should identify how a mobile source emissions reduction of five percent was credited in the GHG analysis. Given the lack of transportation intersection improvements and no direct service from public transportation, the FEIR should clarify how the TDM program can be expected to achieve the estimated reductions. The FEIR should confirm that the VMT used as the basis for the mobile GHG analysis includes the use of these shuttle buses to transport students and spectators to ensure that these benefits were accurately captured in the analysis. These shuttle buses are considered “fleet vehicles” for the purposes of the Policy and should be included as “direct” mobile source emissions. A separate calculation of their potential contribution to the project’s overall GHG emissions in both the Base Case and Preferred Alternative should be included. The FEIR should identify GHG mitigation measures associated with these fleet vehicles, including, but not limited to, the use of alternatively fueled vehicles. I encourage the Proponent to consult with staff from the MEPA office prior to performing the revised mobile source GHG analysis to confirm modeling assumptions and methodology.

Construction Period

The FEIR should clarify if the Friends of Daly Field intends to incorporate air and noise mitigation measures during the construction period, including anti-idling provisions, and location of combustion engines away from sensitive receptors as part of the construction contract. The Friends of Daly Field should consider a commitment to require, or at a minimum encourage, the use off-road diesel equipment that has been retrofitted with an EPA-approved retrofit device, or similar emissions control technology, to reduce particulate emissions as part of the contract with the selected construction firm. The FEIR should clarify how construction-related parking will be managed.

Mitigation

The FEIR should include draft Section 61 Findings for each anticipated State Agency Action (MWRA, DCR, DCAMM, MassDEP) and a summary of all proposed mitigation measures. The FEIR should contain clear commitments to implement mitigation measures, estimate the individual costs of each proposed measure and clarify the parties responsible for implementation. As the project includes a number of public amenities, the FEIR should contain a schedule for construction of each mitigation measure to ensure implementation prior to substantial use of the facility.

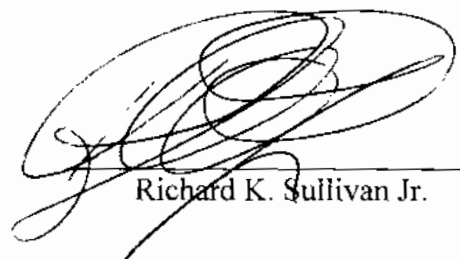
In order to ensure that all GHG emissions reduction measures adopted by the Friends of Daly Field as the preferred alternative are actually constructed or performed by the Friends of Daly Field, the Secretary requires proponents to provide a self-certification to the MEPA Office indicating that all of the required mitigation measures, or their equivalent, have been completed. Specifically, the Secretary will require, as a condition of a Certificate approving a FEIR, that following completion of construction for the project, the Friends of Daly Field provide a certification to the MEPA Office signed by an appropriate professional (e.g., engineer, architect, transportation planner, general contractor) indicating that all of the mitigation measures adopted by the Friends of Daly Field as the preferred alternative have been incorporated into the project. Alternatively, the Friends of Daly Field may certify that equivalent emissions reduction measures that collectively are designed to reduce GHG emissions by the same percentage as the measures outlined in the FEIR, based on the same modeling assumptions, have been adopted. The certification should be supported by plans that clearly illustrate where GHG mitigation measures have been incorporated. For those measures that are operational in nature (i.e. TDM, recycling) the Friends of Daly Field should provide an updated plan identifying the measures, the schedule for implementation and how progress towards achieving the measures will be obtained. The commitment to provide this self-certification in the manner outlined above should be incorporated into the draft Section 61 Findings included in the FEIR.

Responses to Comments/Circulation

The FEIR should contain a copy of this Certificate and a copy of each comment letter received. In order to ensure that the issues raised by commenters are addressed, the FEIR should include direct responses to comments to the extent that they are within MEPA jurisdiction. This directive is not intended to, and shall not be construed to, enlarge the scope of the FEIR beyond what has been expressly identified in this certificate.

In accordance with Section 11.16 of the MEPA Regulations and as modified by this Certificate, the Proponent should circulate a hard copy of the FEIR to each State and City/Town agency from which the Proponent will seek permits. The Proponent must circulate a copy of the FEIR to all other parties that submitted individual written comments. Per 301 CMR 11.16(5), the Proponent may circulate copies of the FEIR to these other parties in CD-ROM format or by directing commenters to a project website address. However, the Proponent should make available a reasonable number of hard copies, to accommodate those without convenient access to a computer and distribute these upon request on a first come, first served basis. The Proponent should send correspondence accompanying the CD-ROM or website address indicating that hard copies are available upon request, noting relevant comment deadlines, and appropriate addresses for submission of comments. A CD-ROM copy of the filing should also be provided to the MEPA Office. A copy of the Single EIR should be made available for review at the Brighton and Allston branches of the Boston Public Library and at the Newton Free Library.

November 15, 2013
Date



Richard K. Sullivan Jr.

Comments received:

10/26/2013 Beverly K. Philip, MD
10/28/2013 Brighton Marine Health Center
10/29/2013 State Representative Michael J. Moran, State Representative Kevin G. Honan,
State Senator William Brownsberger, State Senator Anthony Petruccelli, State
Representative John H. Lawn, and State Representative Gloria L. Fox
11/01/2013 John Henry Roofing, Inc.
11/04/2013 St. Elizabeth's Medical Center
11/04/2013 Tom Nunan, Jr.
11/05/2013 George Lewis
11/05/2013 David Harder
11/05/2013 Anna H. Mayor
11/05/2013 Sarah Freeman
11/05/2013 Charles River Watershed Association and Environmental League of
Massachusetts
11/05/2013 Meghan F. Pronovost
11/05/2013 Blake Suddath
11/05/2013 Sami O'Reilly
11/06/2013 Brighton Board of Trade
11/06/2013 Misty Pisani
11/06/2013 Brough Turner
11/06/2013 Kathy Dempsey Zimmerman
11/06/2013 Harry Mattison
11/06/2013 Linda Holland
11/06/2013 Charles River Conservancy
11/06/2013 Suzanne Walker
11/06/2013 Carole Grossman
11/06/2013 Juniper Russell
11/06/2013 Patrick Tutwiler
11/06/2013 Daniel M. Cuddy
11/07/2013 Letters of Support Form Letter (14 letters)
11/07/2013 Sue Bass
11/07/2013 Teresa Alleyne
11/08/2013 Paul Creighton
11/08/2013 Patrick J. Beatty
11/08/2013 Kathy P. Behan
11/08/2013 Melissa M. Agenoir
11/08/2013 Massachusetts Water Resources Authority
11/08/2013 Mass Audubon
11/08/2013 Calder Akin, Oak Square YMCA
11/08/2013 Maria Lane
11/08/2013 Andy Baer and Jane O'Donnell
11/08/2013 Department of Conservation and Recreation

11/08/2013 Maureen H. Febiger
11/08/2013 Amy Mah Sangiolo, City of Newton Alderman-at-Large, Ward 4
11/08/2013 Massachusetts Department of Environmental Protection - NERO
11/09/2013 Ellen Parker
11/10/2013 Berthe K. Ladd
11/12/2013 Allston Board of Trade
11/12/2013 Massachusetts Water Resources Authority

RKS/HSJ/hsj