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March 28, 2008

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

PROJECT NAME : Wayland Town Center
PROJECT MUNICIPALITY : Wayland
PROJECT WATERSHED : Sudbury Assabet Concord (SuAsCo)
EOEA NUMBER : 13844
PROJECT PROPONENT : Twenty Wayland, LLC
DATE NOTICED IN MONITOR : February 20, 2008

As Secretary of Energy and Environmental Affairs, I hereby determine that the Final Environmental Impact Report (FEIR) 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).

As described in the Final Environmental Impact Report (FEIR), the project entails the construction of a mixed use development project on a site formerly occupied by the Raytheon Company on Boston Post Road (Route 20) in Wayland. The zoning to enable the project has been approved at Wayland Town Meeting for a maximum of 167,500 square feet (sf) of residential use (100 units), 156,750 sf of retail space, and 8,250 sf of office space. Additionally, a portion of the redevelopment site will be deeded to the Town of Wayland for the construction of a 40,000 square foot municipal building. The configuration of the conceptual design has been modified since the DEIR in response to concerns raised by the Wayland Planning Board and the Massachusetts Division of Fisheries and Wildlife Natural Heritage and Endangered Species

Program (NHESP). The FEIR proposes changes to traffic mitigation measures in response to comments on the DEIR from the Executive Office of Transportation and Public Works (EOTPW).

The project site is approximately 56.5 acres in area and located north of Route 20 and west of Route 27, abutting the Sudbury River. Adjacent uses include commercial properties along Route 20, residential uses along Route 27, and open space associated with the Sudbury River and local conservation land. Route 20 adjacent to the project site is a State highway, whereas Route 27 is owned by the Town of Wayland. Wetland resource area impacts associated with the project are summarized in the FEIR as: 2,125 sf of Bordering Vegetated Wetlands (BVWs); approximately 580 cubic yards of Bordering Land Subject to Flooding; less than 300 sf of Bank, and in excess of 21,000 sf of Riverfront Area. The project will have average daily flows of 22,500 gallons per day (gpd)(45,000 gpd maximum flow) of wastewater that will be treated at the adjacent Wastewater Treatment Facility (WWTF), while approximately 4,950 gpd average flow (9,900 gpd maximum flow) will be treated at an on-site septic system. The project is expected to generate 11,682 vehicle trips on an average weekday.

This project is subject to a mandatory EIR pursuant to Sections 11.03(6)(a)(6) of the MEPA regulations because it will generate 3,000 or more new vehicle trips. The project will require a Massachusetts Highway Department (MassHighway) State Highway Access Permit for access to Route 20 and may require a Sewer Connection Permit from the Massachusetts Department of Environmental Protection (MassDEP) for wastewater discharges. The project must comply with the National Pollutant Discharge Elimination System (NPDES) General Permit from the U.S. Environmental Protection Agency (U.S. EPA) for stormwater discharges from a construction site of over one acre. The project will require an Order of Conditions from the Wayland Conservation Commission (or a Superseding Order of Conditions from MassDEP if the local Order is appealed) for work within wetland resource areas. A Master Special Permit, Site Plan Approval, Title V permits, Roadway Modification Permit, Utility Connection Permit and Building Permits will also be required from the Town of Wayland.

Because the proponent is not seeking financial assistance from the Commonwealth for the project, MEPA jurisdiction extends to those aspects of the project that may have significant environmental impacts and that are within the subject matter of required or potentially required state permits. In this case, MEPA jurisdiction exists over traffic/air quality, wetlands, wastewater, rare species and stormwater.

I remind commenters that MEPA is not a permitting process, and does not allow me to approve or deny a project. MEPA does not conduct a review that parallels the detailed nature of a local site plan approval or review by a local permitting authority. Rather, it is a process designed to ensure public participation in the state environmental permitting process, to ensure that *state* permitting agencies have adequate information on which to base their permit decisions and their Section 61 Findings, and to ensure that potential environmental impacts are described and avoided, minimized and mitigated to the maximum extent feasible. The description and evaluation of environmental impacts are limited to those areas of jurisdiction, as outlined above, and those areas subject to a state agency action. For this project, the proponent is not required to evaluate subject matters solely reserved to local permitting jurisdictions nor, in their response to

comments, enlarge the scope of the FEIR beyond what has been expressly identified in the initial scoping certificate. Finally, many aspects of the project are driven by the contractual obligations of the project's Development Agreement, a document approved by local authorities in connection with this project.

I have fully examined the record before me, including but not limited to the Scope issued on January 12, 2007; the FEIR filed in response; and the comments entered into the record. Based on this record, I find that the FEIR is sufficiently responsive to the requirements of the MEPA regulations and the Scope to meet the regulatory standard for adequacy. Additional information will be required in accordance with the state permit application processes as the project proceeds to permitting. The project will also be required to obtain permits from local permitting authorities prior to commencement of construction. These local review processes will continue to provide opportunity for public comment on the potential environmental impact of the proposed project.

Review of the FEIR

Traffic and Transportation

The FEIR contained a Traffic Impact and Access Study that was prepared in accordance with the EOEEA/EOTPW Guidelines for Traffic Impact Assessments. The Executive Office of Transportation and Public Works (EOTPW) has noted in its comment letter on the FEIR that this traffic study has generally addressed the comments raised in its DEIR comments and has recommended that no further review be required based on traffic. The proponent indicated in the FEIR that they have met several times since the submission of the DEIR with representatives from the Massachusetts Highway Department (MassHighway) to discuss proposed mitigation measures and improvements to State-controlled roadways.

The FEIR included updated traffic information, including a trip generation comparison of a potential library use with a recreational community center; additional peak period traffic counts at the intersection of Route 20 and Routes 27/126; modified capacity analyses to account for short approach lanes and short receiving lanes; and in accordance with guidance during the local Master Plan Special Permit process; revised local traffic flow networks analyses associated with two project site entrances. The FEIR presented eight design alternatives for the proposed improvements at the Route 20 at Routes 27/126 intersections and design plans for Route 27 and Route 20 at each site driveway. Design plans for the Route 20 and Routes 27/126 intersections included reduced lane widths and modified alignments to keep improvements within the existing right-of-way and to limit impact to green space and to avoid any land takings. The EOTPW comment letter states that they believe that the conceptual plan for the Route 20 and Routes 27/126 intersections would provide adequate traffic operations to minimize the impacts of the project. The FEIR outlined potential pedestrian and bicycle connections to the project site and Transportation Demand Management (TDM) measures to encourage the use of alternative modes of transportation to reach the site.

As part of the DEIR, EOTPW indicated support in favor of the two driveway access alternative as it will create a by-pass route that will divert traffic volume from the intersection of Route 20/Route 27/Route 126. The FEIR presented this scenario as a preferred alternative, and provided additional traffic analyses of the use of the internal project connector road as a by-pass route. These analyses and traffic networking assumptions appear to be contingent upon the public use of the roadway. The Wayland Board of Road Commissioners (BORC) has noted that to date, they have made no decision with regard to the public versus private status of the internal project connector road. The proponent should provide EOTPW with confirmation from the Town of Wayland of the intention to design and construct the internal connector roadway as a public road prior to the issuance of the Section 61 Finding. The proponent is reminded that if the assumptions put forth in the FEIR with regard to public status and functionality of the internal project connector road as an attractive by-pass route be discounted, additional traffic studies or further review under MEPA through a Notice of Project Change (NPC) may be required.

Local Roadways

Throughout the MEPA process, the proponent has provided information on local roadway impacts, as the MEPA process has been moving forward concurrently with local Master Plan Special permit processes by the Town of Wayland. The FEIR included proposed mitigation measures associated with impacts to State-controlled intersections. Additional mitigation measures were proposed in both the DEIR and FEIR for local roadways, including possible changes to turning movements, traffic calming measures, and the creation of one-way or dead-end roadways. The proponent has included this information on local roadway conditions and potential mitigation measures to provide an overall picture of the larger breadth of potential impacts associated with the project. As these improvements and mitigation measures associated with local roadways are not subject to approval by a State agency, the influence of the MEPA process is limited.

Numerous comment letters have expressed concerns about the impact of cut-through traffic, increased traffic volumes, and the suitability of local roadways to accommodate traffic from the project. The proponent has outlined potential mitigation measures that may be used to offset project impacts. Based upon the terms of the Development Agreement approved by the Town of Wayland, responsibilities for off-site (i.e. local roadway) improvements fall on the Town of Wayland and the appropriate local permitting authorities. The proponent has provided funding in the amount of \$75,000, as outlined in the Development Agreement, that may be put toward the evaluation, design and implementation of local roadway improvements. The Town of Wayland may also use additional funds from the \$3,030,000 gift to be made to the Town per the Development Agreement to supplement the cost of local roadway improvements. The proponent has recommended monitoring studies of local roadways to evaluate the possible impacts of cut-through traffic at 50 percent and 90 percent of the occupation of non-residential floor area. While the proponent has provided a list of possible local roadway traffic mitigation measures, these are subject to approval by the local permitting authorities and to date, no requests for permits have been received by the Wayland Board of Road Commissioners (Wayland BORC).

Stormwater

The FEIR included a stormwater management study outlining the proposed stormwater management system to be utilized on-site. Stormwater will be managed with a combination of low impact design (LID) techniques such as rain gardens and bioretention basins, as well as traditional stormwater infrastructure such as catch basins. The FEIR has demonstrated that post-development peak runoff rates are lower than pre-development peaks, in compliance with the MassDEP Stormwater Management Policy (SMP).

In response to MassDEP's comment on the FEIR, the proponent should clarify Total Suspended Solids (TSS) removal rates and confirm treatment of one-inch of stormwater runoff as part of the Notice of Intent (NOI) process. The proponent should also clarify where stormwater infiltration is proposed in comparison to potentially contaminated areas within the project site and which Best Management Practices (BMPs) will be lined or unlined in compliance with the SMP.

The DEIR and FEIR have described LID measures incorporated into the stormwater management system, using rain gardens and bioretention basins to promote groundwater recharge and improve water quality. I strongly encourage the proponent to continue to pursue these measures and to reconsider the use of porous pavement in low traffic or distant parking areas, as well as the possibility of depressing islands within parking lots to provide additional stormwater runoff treatment. All LID measures should be designed with consideration for limitations of groundwater recharge, ongoing site remediation activities, and Activity and Use Limitations (AUL) requirements.

Wetlands

The project is expected to directly impact approximately 2,125sf of BWVs, 580 cubic yards of Bordering Land Subject to Flooding (BLSF), and less than 300sf of Bank. Riverfront Area impacts to vegetated, previously disturbed areas will be approximately 21,670sf, and the project will be sited on about 67,250sf of disturbed Riverfront Area. The FEIR identified potential areas of direct wetland resource area impact, conceptually quantified those impacts, and outlined the significance of affected wetland resource areas in the context of the Massachusetts Wetlands Protection Act (WPA). The FEIR included a summary of those wetlands that have been approved under an Order of Resource Area Delineation (ORAD) by the Wayland Conservation Commission. The project will require additional action by the Wayland Conservation Commission in the form of additional ORADs (if necessary) and Order(s) of Condition.

The FEIR discussed wetland impact mitigation measures, primarily consisting of avoidance of wetland resource areas, or concentration in previously disturbed areas on the project site itself, and the provision of wetland replication areas in areas that will be disturbed as a result of roadway improvements. The FEIR focused on the three major traffic improvement areas: the Route 20/Route 27 intersection; the Route 20 entranceway; and the Route 27

entranceway. The proponent has committed to replicating wetlands in a manner consistent with the WPA performance standards (310 CMR 9.55(4)) and applicable Town of Wayland wetland bylaws. The FEIR confirmed that potential suitable replication sites are available adjacent to each roadway improvement area and that these areas could be constructed in compliance with the *Massachusetts Inland Wetland Replication Guidelines*. The final design, location and review for consistency with the Wetlands Protection Act regulations and performance standards should be conducted as part of the Notice of Intent (NOI) process with the Wayland Conservation Commission.

The FEIR provided an analysis of flood control and mitigation areas within the project site and in association with mitigation areas for proposed roadway improvements. As part of the NOI process, the proponent must demonstrate that flood storage can be provided in accordance with the applicable MassDEP guidelines and performance standards.

The proponent provided graphic representation of the proposed project from the Sudbury River viewshed and outlined the consistency of the project with the Wild and Scenic River designation. The FEIR discussed how the implementation of LID techniques and water quality improvements beyond existing conditions will be a net benefit to the river. Several comments noted that the project's layout remains somewhat flexible in nature, with the creation of building envelopes and requests at the local level for building height increases beyond the 35 feet indicated in the MEPA documents. I strongly encourage the proponent to continue to focus on minimizing the visual impact of the project from the Sudbury River as the building design is finalized.

Wastewater

The project will have average daily flows of 22,500 gpd (45,000 gpd maximum flow) of wastewater that will be treated at the adjacent Wayland Wastewater Treatment Plant (WWTP), while approximately 4,950 gpd average flow (9,900 gpd maximum flow) will be treated at an on-site septic system. The FEIR identified average and peak wastewater flows from the proposed development, with separate identification of the types of flows to be treated at the WWTP and those to be treated by the on-site septic system. The on-site septic system must be designed to comply with Title 5 nitrogen loading limitations. In the DEIR the proponent indicated that it will use a MassDEP approved alternative treatment technology, such as a Fixed Activated Sludge Treatment (FAST) system or equivalent. The proponent has confirmed its ability to meet acreage requirements under Title 5, 310 CMR 15.214, for disposal of wastewater in a Zone II. A conceptual location of the on-site septic system was identified and is contingent upon final soil testing and approval during the local site plan permitting process and will be based on the ongoing assessments by Raytheon, Raytheon's environmental consultants, the project engineers, and the permitting agencies, including the Wayland Board of Health.

The FEIR states that the proponent has a long-standing contractual commitment from the Town of Wayland to allocate to the project a capacity of 45,000 gpd maximum flow to the WWTP. The Town of Wayland Wastewater Management District Commission (WWMDC) is currently working with MassDEP and the U.S. EPA to finalize a draft NPDES discharge permit

for the WWTP, as the current permit is presently expired. The WWTP Assessment Study included in the FEIR concluded that the “existing WWTP appears to be at the end of its useful life,” with little salvage value. The study recommends that a new treatment facility be constructed and be operative as quickly as possible. MassDEP has noted that it agrees with the findings of the study, especially since the WWMDC draft NPDES permit includes more stringent limits, which could not be met by the existing facility. Replacement alternatives include a new subsurface discharge component, discharge to the wetlands in a manner similar to that used by the current facility, or a discharge directly to the Sudbury River.

The FEIR states that the proponent anticipates that a full replacement of the WWTP will be necessary, and that it intends for the new WWTP to be approximately the same size in average and maximum daily flow capacity as the existing WWTP. This has yet to be determined and the ultimate location, size, and design (including discharge type and location) will ultimately be determined by the WWMDC and the permitting agencies. Furthermore, the proponent has opined in the FEIR that it appears likely that at least some discharges from the project will begin before a replacement facility is permitted, built and operational. This is a complex component of the project, with numerous interested parties and legal obligations. MassDEP has expressed support for cooperation between the project proponent and WWMDC so that new facilities can be put in place quickly. The proponent, MassDEP and the WWMDC should continue to meet to discuss the proposed new WWTP, discharge limits, the phased construction program, the sewer connection permit, and the draft NPDES permit requirements. All parties should note that changes to the WWTP may require a separate MEPA review in accordance with 301 CMR 11.03(5).

Water

I note that the project does not require a State agency permit associated with water usage, nor does it exceed a threshold under the MEPA regulations. The FEIR discussed proposed irrigation water use and conservation measures. The FEIR states that the project will comply with applicable provisions of the Town of Wayland Zoning Bylaw for irrigation systems, with irrigation demand varying between 0 and 5,000 gpd during the landscaping grow-in period. The average irrigation water demand of 4,200 gpd is a seasonal high based on a water budget model. The FEIR has also indicated that the project will utilize drought tolerant and native plant species as a means to reduce irrigation water demand. The proponent is investigating the use of a cistern to harvest rain water for irrigation purposes, and will utilize drip irrigation for planter areas, and sprinkler irrigation in other areas.

The project is anticipated to utilize a maximum domestic water demand of 54,900 gpd. The Administrative Consent Order (ACO-NE-02-F001) issued by MassDEP has been resolved by the Town of Wayland between the years 2003 and 2004. The FEIR states that available water pressure and flows appear to be suitable to meet the needs of the project. The proponent should verify these numbers in association with local approvals associated with the project.

Historic Resources

The FEIR included traffic mitigation measures that may adversely impact the Wayland Center Historic District, a local historic district and a National Register district, listed in the State Register of Historic Places. Comments were received on the FEIR from the Massachusetts Historical Commission (MHC), the Wayland Historic District Commission (WHDC) and the Wayland Historical Society. The proposed traffic improvements are proximate to and may impact specific historic features, including: the Mellen Law Office Green, the Wayland Depot, fencing, stonewalls, hitching posts, and markers. The project will require a Certificate of Appropriateness from the WHDC, as well as a MassHighway permit for construction within the State highway layout.

Roadway improvements will occur wholly within the existing rights-of-way, but in some cases, like the Mellen Law Office Green, there will be a loss of existing green space. The proponent has indicated that efforts have been taken, through the use of narrower lane widths and modified alignments, to minimize the loss of existing green space. The preferred alternative for roadway improvements has further minimized the relocation or removal of historic stonewalls or hitching posts in comparison to previous alternatives. The proponent should continue to work with the WHDC and the Wayland BORC to further refine the Route 126/Route 27 intersection improvements to reduce the number of light poles and posts and improve pedestrian crossings in the historic district. I note that several commenters have suggested the placement of a traffic signal at the project entrance to Route 27 in lieu of a signal at the Route 126/Route 27 intersection as a potential means to further reduce impacts within the historic district. The site driveway onto Route 27 is under the jurisdiction of the Wayland BORC and the inclusion of a signal at this intersection would be subject to its review and approval.

The proponent should consult with the Cultural Resources Section at MassHighway to assist with the MassHighway permit approval process and the MHC and WHDC should remain informed of any revisions to traffic mitigation measures as they may affect historic and archaeological resources. Further discussion of traffic mitigation measures that could avoid, minimize, or mitigate project effect to the historic district can be completed during the review and approval required from the WHDC, the Wayland BORC, and during the State permitting process.

Rare Species

The FEIR provided a summary of rare or endangered species identified on-site by the NHESP and outlined potential habitat characteristics. The FEIR contends that based on the habitat characteristics for the four avian species identified within the project area, none are anticipated to be either nesting or feeding within the limits of the project, or immediately proximate to an active roadway system and commercial setting such as that exists at the Route 20/Routes 27/126 intersections. The FEIR included a summary of consultations with NHESP and presented a modified project layout that appears to minimize impacts to rare and endangered

species habitat. This reconfiguration limits development-related encroachment into sensitive areas and strives to maximize the reuse of previously developed areas.

As part of the FEIR, the proponent has proposed mitigation for encroachment of the relocated Municipal Building into vegetated uplands in the southwest portion of the property. This mitigation includes additional habitat enhancement measures, including the establishment and maintenance of a 2-acre Meadow Management Area (MMA) on the northern side of the project site. The FEIR included a draft Meadow Management Plan outlining management protocols for the future. In addition, the FEIR provided a summary outlining potential reserved rights, prohibited uses, and opportunities for public access associated with the 10-acre Conservation Restriction (CR) proposed for the westernmost section of the property.

The NHESP comment letter on the FEIR is consistent with that reported in the FEIR by the proponent. The comment letter states that the applicant has explored alternatives and revised the project layout to avoid impacts within the undeveloped portions of the site. The NHESP comment letter stated that, "provided that the project proponent implements the endangered species impact minimization and mitigation commitments described in the FEIR and outlined in [this] letter, NHESP expects to be able to issue a determination that this project will not result in a prohibited 'take' of state-listed species." The proponent is reminded that a final determination under Massachusetts Endangered Species Act (MESA) will not be made until a complete MESA filing is submitted for the project.

Hazardous Waste

The FEIR included a summary of ongoing site remediation, as well as an update on efforts to amend the existing 1997 Activity and Use Limitation (AUL). The proponent should commit to the preparation of a detailed soil management plan and health and safety specifications to be followed by contractors involved in the construction. Coordination with Raytheon, the Licensed Site Professional (LSP) of record, the property owner/developer's LSP, the Town of Wayland, and MassDEP are critical to ensuring that appropriate remediation efforts are undertaken in accordance with the Massachusetts Contingency Plan (MCP). This coordination should ensure that ongoing monitoring requirements are in no way compromised as a result of construction activities or the completion of the proposed development. Furthermore, such coordination should also seek to confirm the consistency of the proposed development layout, stormwater BMPs, and construction protocols with the AUL. I expect the proponent to prioritize communication efforts between interested parties during the site preparation phase and beyond to ensure compliance with applicable hazardous waste clean up regulations.

Construction Period

The FEIR included a summary of construction period erosion and sedimentation controls. The project proponent will be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the NPDES Construction General Permit, issued by the U.S. EPA. The FEIR outlined a conceptual demolition and recycling protocol to minimize environmental

impact during the demolition process and maximize the recycling of on-site materials. I encourage the proponent to pursue a robust recycling program for tenants upon completion of construction for use in daily operations.

The FEIR has noted that the proponent will proactively seek bids from companies that have prioritized participation in the Clean Construction Equipment Initiative/Diesel Retrofit Program. I strongly encourage the proponent to make participation in this program a high priority. The proponent is reminded that off-road equipment engines must use low sulfur diesel (LSD) fuel as of July 2007. The proponent may also use on-road ultra low sulfur diesel (ULSD) fuel.

Sustainable Design

The FEIR provided a summary of the project's sustainable design philosophy which primarily consists of promotion of environmental awareness and sustainable business operations. The FEIR outlines a series of possible sustainable design measures but does not specifically achieve a Leadership in Energy and Environmental Design (LEED) rating for one or more buildings in the development. The proponent has indicated a willingness to design the project to minimize environmental impacts. I strongly encourage the proponent to investigate design and operational measures that can be utilized to reduce the environmental footprint of this project.

Mitigation and Draft Section 61 Findings

As required, the FEIR included updated draft Section 61 Findings associated with anticipated State Agency actions. Additional mitigation measures associated with local improvements or funds have been or will be outlined in the Development Agreement, the Master Plan Special Permit, or other appropriate local approvals. The proponent has committed to mitigation measures associated with State Agency permits, with summaries of the major improvements listed below. Additional mitigation measures have been outlined in the FEIR and will be submitted to State Agencies as part of the permitting processes.

MassHighway

- Replacement of the existing lane configuration on Route 20 at Route 27 and Route 126 with a five-lane cross section on Route 20, with an exclusive left-turn lane, a through lane and a shared through/right lane on the Route 20 eastbound approach. The Route 20 westbound approach will be designated as an exclusive left-turn lane, a through lane and a shared through/right-turn lane. The Route 27/126 northbound approach will be lengthened to provide additional queuing and designated as a left-turn lane and a shared through lane/right turn lane. Signal equipment modifications will also be made to accommodate the revised intersection geometry. Opticom signal equipment will be installed to facilitate movement of public safety vehicles from the adjacent Public Safety Building.

- Signalization of the Route 27 at Route 126 intersection and provision for a coordinated traffic signal system with the signal at Route 20. The Route 27 southbound approach will be widened to include an exclusive left-turn lane and the Route 27 northbound approach will be widened to include an exclusive right-turn lane. Vehicle queue detectors and Opticom signal equipment will be installed.
- Widening of the Route 20 eastbound approach to the proposed site driveway to accommodate a single exclusive left-turn lane and a through travel lane. Widening of the Route 20 westbound approach to accommodate a through travel lane and a shared through/right-turn lane.
- Separate left-turn and right-turn lanes for the site driveway approach to Route 20. This driveway is proposed to be aligned opposite a new driveway for Russell's Garden Center.
- Provision of a right-turn in and out only driveway approximately 400 feet east of the main site driveway on Route 20.
- Widening of the Route 27 northbound approach to accommodate an exclusive left-turn lane and a through travel lane. The Route 27 southbound approach will consist of a through travel lane. The site driveway approach to Route 27 will provide separate left-turn and right-turn lanes. Signal conduit and foundations will be installed at this intersection to facilitate signal installation, if warranted in the future.
- Potential traffic calming and mitigation measures for local roadways, for consideration by the Wayland BORC and/or Wayland Board of Selectmen.
- Traffic Demand Management (TDM) measures, including provisions for bicycle facilities and pedestrian measures.
- Pursuant to the Development Agreement, the proponent has agreed to pay for planning, permitting and design, and to install and construct at its sole expense such off-site traffic improvements and mitigation as may be required by MassHighway with respect to Route 20 and by the Wayland BORC with respect to Route 27, Route 126, and the intersection of Routes 20, 27 and 126 (to the extent under Wayland BORC's jurisdiction rather than MassHighway's).
- The estimated total cost of the Route 20, 27, and 126 improvements is approximately \$4,000,000.

Division of Fisheries and Wildlife

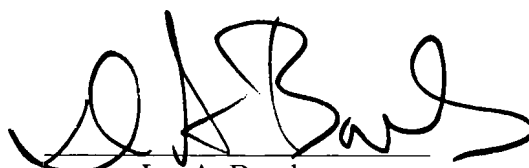
- Establishment of a two-acre Meadow Management Area on the northwest portion of the project site, with provisions for signage, maintenance, and habitat enhancement.
- Creation of a 10-acre Conservation Restriction and Easement to be placed on lands immediately west of the Meadow Management Area.
- Establishment of soil erosion and sedimentation controls and other construction BMPs to reduce habitat impacts.

Based on a review of the Final EIR, consultation with public agencies, and a review of the comment letters received on the project, I hereby find that the Final EIR adequately and properly complies with MEPA and its implementing regulations. I am satisfied that outstanding issues can be addressed through the state and local permit and review processes. The proposed project requires no further review under MEPA and may proceed to state permitting. I remind

State Agencies to forward copies of their final Section 61 Findings to the MEPA Office for the project file.

March 28, 2008

Date



Ian A. Bowles

Comments received:

03/18/2008	Wayland Historic District Commission
03/18/2008	Stan Robinson
03/19/2008	Sherre Greenbaum
03/19/2008	Christopher Hagger
03/19/2008	Barbara Howell
03/20/2008	Massachusetts Department of Environmental Protection – NERO
03/20/2008	Kim Eric Hazarvartian, TEPP LLC
03/20/2008	Dave Bernstein
03/20/2008	Wayland Historical Society
03/20/2008	Deirdre Maxted
03/20/2008	Massachusetts Historical Commission
03/20/2008	Diane Goodermote
03/20/2008	Richard Payne
03/20/2008	Molly Upton
03/21/2008	Linda Segal
03/21/2008	Kevin R. Dandrade, TEC
03/21/2008	Sudbury, Assabet and Concord Wild and Scenic River Stewardship Council
03/21/2008	Wayland Planning Board
03/21/2008	Alice Boelter
03/21/2008	Dawn Davies
03/21/2008	Wayland Conservation Commission
03/21/2008	Massachusetts Division of Fisheries and Wildlife – Natural Heritage and Endangered Species Program
03/21/2008	Tom Sciacca
03/21/2008	Wayland Board of Road Commissioners
03/21/2008	Jeffrey L. Roelofs, P.C.
03/24/2008	R. Blair Davies (as citizen)
03/24/2008	Executive Office of Transportation and Public Works

IAB/HSJ/hsj