



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

DEVAL L. PATRICK
 GOVERNOR

TIMOTHY P. MURRAY
 LIEUTENANT GOVERNOR

IAN A. BOWLES
 SECRETARY

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

November 15, 2007

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

PROJECT NAME : Hillside @ 495 Center
 PROJECT MUNICIPALITY : Northborough
 PROJECT WATERSHED : Assabet
 EOE NUMBER : 12916
 PROJECT PROPONENT : Northborough Land Realty Trust /The Gutierrez
 Company
 DATE NOTICED IN MONITOR : October 9, 2007

As Secretary of Energy and Environmental Affairs, I determine that the Final Environmental Impact Report (FEIR) submitted on the above project **adequately and properly complies** with the Massachusetts Environmental Policy Act (MGL, c. 30, ss. 61-62H) and with its implementing regulations (301 CMR 11.00). The FEIR has presented sufficient information on the environmental impacts and mitigation associated with the Hillside @ 495 Center project, including two Phase 2 development alternatives, to allow a finding that the FEIR is generally responsive to the March 15, 2007 scope, and to the MEPA regulations in general.

Project Description

In November 2002, the proponent submitted an Environmental Notification Form (ENF) to MEPA proposing the two-phase development of a 260,000 square foot (sf) warehouse building (Phase 1), 6,700 parking spaces, and approximately 2,000,000 (sf) of office space in four buildings (Phase 2), and associated infrastructure on a 175 acre-site south of Bartlett Street and east of Lyman Street in Northborough. The Hillside @ 495 Center project will consume a total of approximately 172,040 gallons per day (gpd) of water and will generate approximately 156,400 gpd of wastewater flow.

The proponent proposes to discharge the wastewater generated from the Phase I portion of the project (6,400 gpd) to an on-site Title V septic system. The proponent proposes to discharge the wastewater generated from Phase II (150,000 gpd) to the Town of Northborough's municipal sewer collection system for treatment at the City of Marlborough's Westerly Wastewater Treatment Facility. Using the Institute of Traffic Engineers Trip Generation land use codes 750 for Office Park and 150 for Warehouse/Distribution, the project is estimated to generate a combined total of approximately 22,720 vehicle trips on the average weekday. An air quality mesoscale analysis for ozone will be needed for this project to assess the total volatile organic compounds (VOC) and nitrogen oxides (NOx) emissions associated with all project-related vehicle trips.

Phase 2 Development Alternative

As described in the FEIR, the proponent has identified an alternative Phase 2 development scenario for the Hillside @ 495 Center project involving the construction of approximately 1,000,000 sf of warehouse/distribution space (Warehouse Development alternative) in three separate buildings as a potential alternative to the proposed development of 1,525,000 sf of office space (Office Space Development alternative). The Warehouse Development alternative may result in significant reductions to impervious surface area (from 92 acres to 84 acres total), traffic (from 17,100 vtd to 5,000 vtd total), water use (128,400 gpd to 24,590 gpd), and wastewater generation (from 116,625 gpd to 22,250 gpd). I will require that the proponent contact the MEPA Office to determine if further MEPA review will be required should the proponent elect to pursue the Phase 2 Warehouse Alternative.

MEPA Jurisdiction

The project is undergoing review and requires preparation of an EIR pursuant to sections 11.03 (1)(a)(1) and (1)(a)(2) of the MEPA regulations because the project requires state permits and will involve the direct alteration of 50 or more (108 - 110 acres total) acres of land and the creation of more than 10 acres (84 - 92 acres total) of new impervious surfaces. The project as currently designed also requires a Groundwater Discharge Permit from the Department of Environmental Protection (MassDEP) and an Order of Conditions from the Northborough Conservation Commission (and hence a Superseding Order from DEP if the local Order were appealed). I note that although the proposed project will generate more than 3,000 new vehicle trips per day (vtd) (5,000 - 22,720 total), and provide more than 1,000 new surface parking spaces (1,173 - 5,900 total), it does not appear to require a Highway Access Permit from the Massachusetts Highway Department (MassHighway). The project also requires a Construction Dewatering Permit, a Fossil Fuel Emission Permit and a Groundwater Discharge Permit from MassDEP. The project must comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site of over five acres and for a Construction Site Dewatering Discharge Permit from the U.S. Environmental Protection Agency (EPA).

Project History

1st Phase I Waiver Request

As part of the November 2002 ENF submittal, the proponent requested a Phase I Waiver to allow the construction of the proposed 260,000 sf warehouse facility with 326 surface parking spaces and 26 loading docks on a 25-acre portion of the project site abutting Lyman Street (Phase I - Lyman Street Warehouse), in advance of the preparation of an EIR for the full build-out of the site. The majority of the Phase I project site was disturbed by past sand and gravel extraction activities. According to the ENF, the Lyman Street warehouse portion of the 175 acre-site project site is located within a designated Area 1 Wellhead Protection Area for the Town of Northborough's Groundwater Protection Overlay District (GPOD), and within a DEP designated Interim Wellhead Protection Area (IWPA). These designations were established to protect the recharge areas surrounding an existing municipal water supply well site located a short distance to the west of the Phase I site. Work performed in Phase I included construction of a single-story 260,000 sf warehouse and distribution facility, 326 surface parking spaces, 26 loading docks, an on-site septic system, a stormwater management system, and a comprehensive erosion and sedimentation control program.

The Phase 1 - Lyman Street warehouse project resulted in the creation of more than 10.0 acres of impervious surface area, and the generation of approximately 1,300 new vehicle trips per day. Phase 1 work involved construction activities within the 100-foot buffer zone for Bordering Vegetative Wetlands (BVW), but did not impact any wetland resource areas located within the project site. Phase 1 required a Groundwater Discharge Permit from MassDEP, and an Order of Conditions from the Northborough Conservation Commission (and hence a Superseding Order from MassDEP if the local Order were appealed). The proponent's Phase 1 Waiver request was granted in a separate MEPA Certificate issued in March 2003. The Certificate on the ENF required the proponent to include in the EIR an Area Traffic Planning Study, prepared in conformance with the EOEAE/OTC Guidelines, for the full-build scenario, along with the Area Traffic Planning Study for the Hillside-at-495 project that, according to the ENF, the proponent had voluntarily agreed to complete. The Phase I development was completed in early 2005.

Notice of Project Change and 2nd Phase I Waiver Request

In June 2006, the proponent submitted a Notice of Project Change (NPC) to the MEPA Office proposing a number of modifications to the Phase 2 development program for the Hillside @ 495 Center project. Specifically, the proponent proposed to reduce the amount of proposed new office space from 2,000,000 sf to 1,525,000 sf, and to incorporate approximately 116,600 sf of new A. Duie Pyle Company warehouse/distribution center ('Duie Pyle warehouse'). Phase 2 involves the construction of a total of 1,525,000 sf of new building space consisting of office, research & development space to be located in three separate buildings, and a separately located warehouse/distribution center building with approximately 5,846 total parking space (315 spaces – warehouse distribution center, 5,531 spaces – office), related utilities and stormwater management infrastructure, and traffic mitigation roadway improvements.

The project change resulted in an increase to land alteration (approximately 12,600 sf), and minor decreases to impervious surface area, potable water demand, wastewater flows, parking, and traffic generation. The NPC submittal also included a second Phase I Waiver request to construct 91,500 sf (78 percent) of the 116,600 sf Duie Pyle warehouse facility currently proposed as part of the Phase 2 development program, thereby allowing its construction to proceed in advance of the preparation of an Environmental Impact Report (EIR) for the Hillside @ 495 Center project and the Full-Build scenario. The Certificate on the NPC/2nd Phase I Waiver (August 2006) denied the proponent's Phase I Waiver.

Wetlands

The Hillside @ 495 Center project has been designed to avoid impacts to bordering vegetated wetland (BVW) resource areas. The project will result in the direct alteration of approximately 370,000 sf of the 100-foot wetland buffer area. As depicted in the site plan, significant portions of internal roadways, surface parking areas, stormwater best management practices (BMPs), and landscaped open spaces are located within the 100-foot wetlands resource buffer area.

Stormwater/Drainage

As currently designed, the Hillside @ 495 Center project, including the Office Development Alternative, will create approximately 92 acres of new impervious surface area. The proposed stormwater management plan has been designed in accordance with MassDEP's Stormwater Management Guidelines. According to the proponent, the project's stormwater management plan exceeds the Stormwater standards for redevelopment projects and provides a Total Suspended Solids (TSS) removal rate in excess of the 80 percent standard for new construction. Stormwater and roof runoff from the Phase 2 project site will be collected through a series of natural and structural best management practices (BMPs) including deep sump catch basins equipped with Stormceptor or equivalent units located throughout the entire project site and piped to five surface and four subsurface stormwater detention basins to collect, treat and provide total recharge of stormwater generated from the proposed Phase 2 portion of the project.

The Phase 2 portion of the proposed project is located adjacent to the Little Crane Swamp, which is a tributary to the Wachusett Aqueduct Open Channel and is classified as an Outstanding Resource Water (ORW). A portion of the Phase 2 project area is located within a MassDEP approved Interim Wellhead Protection Area (IWPA) and Town of Northborough Groundwater Overlay Protection District (GOPD) for the Lyman Street well which serves as a potable public drinking water supply for the Town of Northborough. The proponent should consult with MassDEP to ensure that the project's stormwater management plan and best management practices (BMPs) will be designed to meet MassDEP's Stormwater Management Policy guidelines and standards, especially as they may apply to Critical Areas.

I continue to encourage the proponent to evaluate sustainable design alternatives such as Low Impact Development (LID) techniques in site design and stormwater management plans. LID techniques incorporate stormwater best management practices (BMPs) and can reduce impacts to land and water resources by conserving natural systems and hydrologic functions. The primary tools of LID are landscaping features and naturally vegetated areas, which encourage detention, infiltration and filtration of stormwater on-site. Other tools include water conservation and use of pervious surfaces. Clustering of buildings is an example of how LID can preserve open space and minimize land disturbance. LID can also protect natural resources by incorporating wetlands, stream buffers and mature forests as project design features. For more information on LID, visit <http://www.mass.gov/envir/lid/>. Other LID resources include the national LID manual (Low Impact Development Design Strategies: An Integrated Design Approach), which can be found on the EPA website at: <http://www.epa.gov/owow/nps/lid/>.

Water Supply

The potable water demand for Phase 2 (Office Development Alternative) of the Hillside @ 495 Center project (approximately 128,400 gpd) will be served by the Town of Northborough via a connection to an existing 16 inch water main located within the Bartlett Street right-of-way. As described in the FEIR, the Town of Northborough entered into a contractual agreement with the Massachusetts Water Resources Authority (MWRA) to purchase up to 2.1 millions gallons per day (MGD) of water from MWRA. Northborough currently purchases nearly all of its water (approximately one million gallons per day) from MWRA. I ask that the proponent commit to employing efficient water conservation technologies for this and other projects in the Full-Build scenario including: water saving devices; low flow toilets; and low flow appliances (dishwashers, washing machines). The proponent should consult with MassDEP to ensure that the final project design meets the Commonwealth's water conservation standards, including those standards pertaining to lawn and landscape conservation. I encourage the proponent to also consider developing an Irrigation Management Plan (IMP) to further reduce the project's irrigation water demand. The proponent's IMP should include the use of: xeriscaping, amended soils and compost; the planting of native and drought-tolerant species of trees, shrubs, and turf grasses; an automated water efficient irrigation system; and a water management protocol for drought conditions. The proponent should also consult with MassDEP in the final design of the project's landscape plan.

Wastewater

As described in the FEIR, the Phase 1 - Duie Pyle warehouse project, and the proposed Phase 2 Office Development project will generate approximately 116, 625 gpd of total wastewater flow. The proponent proposes to discharge the wastewater flows from the Duie Pyle warehouse facility (2,950 gpd) to the City of Marlborough's Westerly Wastewater Treatment Facility (Westerly WWTF) to the City's existing sewer located along Crane Meadow Road.

I note that the wastewater flows (approximately 6,500 gpd) from Phase 1 of the Hillside @ 495 Center project (Lyman Street warehouse/distribution center) are being treated by a proposed on-site treatment and subsurface disposal system. According to the information provided in the FEIR document, the proponent has a wastewater flow allocation set aside (approximately 10,000 gpd) that was originally approved by the Town of Northborough's Water and Sewer Board for the proponent's Bartlett @ 495 Center warehouse project (4,500 gpd), and Cedar Hill office development project (4,350 gpd). The wastewater flows (2,950 gpd) from the Duie Pyle warehouse portion of the Phase 2 development program will be served by Westerly WWTF using the remaining 1,150 gpd portion of the approved allocation set aside established for the proponent's Cedar Hill office development project. In their comments, MassDEP has indicated that the Westerly WWTF may be operating at or near capacity, and does not have sufficient capacity to accept any additional wastewater flows.

Traffic

The proposed Hillside @ 495 Center project does not appear to require an access permit from the Massachusetts Highway Department (MassHighway). However, according to MassHighway, the proposed Hillside at 495 Center project, together with the development parcels identified in the Full-Build scenario, has the potential to generate more than 40,000 vtd, and severely impact state highway locations and local roadways in Northborough, Marlborough, and neighboring cities and towns. I note that the Certificate on the NPC (August 2006) required the proponent to include in the DEIR an Area Traffic Planning Study, prepared in conformance with the EOEA/EOTC Guidelines, for the Hillside-at-495 project and for the full-build scenario then described as four development parcels; Hayes Parcels, Bartlett @ 495 Center, Cedar Hill Parcel, and Devonshire @ 495 Center. The DEIR contained a Traffic Planning Study that assesses the anticipated transportation growth and impacts associated with region-wide growth over the next 20 years rather than the potential traffic impacts resulting from the proponent's development projects.

Historic Resources

In their comments on the ENF, the Massachusetts Historical Commission (MHC) indicated that portions of the Phase 2 project site were likely to contain archaeological sites associated with the Native American occupation of Northborough. The proponent completed an intensive locational archaeological survey for the entire Hillside @ 495 Center project site in July 2006, and did not identify cultural/archaeological resources, including Native American cultural materials, within the project site.

Full-Build Development

Project Description	Hillside @ 495 Center	Bartlett @ 495 Center	Devonshire @ 495 Center	Beacon @ 495 Center	Cedar Hill	Hayes	Copley	Commonwealth	Totals
Project Area (Acres)	175	32	47	80	7	67	82	10.6	500
Office, Warehouse OFC, WH (sf)	1.5 mil - OFC 377,000 WH	220,000 WH	600,000 OFC	600,000 OFC 87,000 Retail	95,000 OFC	177,500 WH	200,000 WH 20 Res Lots	23 Res Lots	2.78 mil OFC 974,000 WH 87,000 Retail 43 Res Lots
Parking Spaces	5,900	213	2,120	3,270	340	200	300	0	12,340
Disturbed Area (Acres)	111	16	31	40	5.0	15.0	16.0	4.4	238
Impervious Area (Acres)	92	10	18	31	4.0	9.0	9.5	2.4	176
Undisturbed Area (Acres)	64	16	16	40	1.0	52.0	66.0	6.2	201
Wetland Buffer Disturbed (1000 sf)	370	122	233	250	0	TBD	0	0	975
Wetland Alteration (sf)	0	0	500	2,300	None	TBD	0	0	2,800
Riverfront Area	YES	None	None	YES	None	None	0	0	0
Endangered Species	None	YES	None	None	None	YES	0	0	0
Water Use (gpd) Muni=Municipal, Private Well	128,400 Muni	4,900 Muni	62,000 Muni	57,200 Muni	7,260 Muni	3,905 Muni	4,400	8,350	276,415
Wastewater (gpd) Muni=Municipal, Private	116,625 Muni	4,500 Muni	56,400 Muni	52,000 Muni	4,350 Muni	3,550 Muni	4,000	7,590 Muni	249,000
Length of Sewer Mains (lf)	5,288	1,400	1,800	Tie -in	Tie -in	Tie -in	Tie-in	1,450	9,938
Length of Water Mains (lf)	8,500	450	4,000	Tie -in	Tie -in	Tie -in	Tie -in	1,625	14,575
Vehicle Trips Per Day (vtd)	22,700	1,160	5,300	11,400	1,300	2,990	1,090	270	46,210
Historic/ Archaeological Resources	None	None	None	None	None	None	None	None	

Full Build Development

The proposed Hillside @ 495 Center project site, along with seven additional development parcels located in the project area and identified as Bartlett @ 495 Center, Devonshire @ 495 Center, Beacon @ 495 Center, Cedar Hill, Hayes and the Commonwealth development projects are owned and controlled by the same ownership interests (the “Full-Build” development scenario). According to the information provided in the FEIR submittal and summarized in the Table above, the cumulative impacts associated with the proponent’s Full-Build development scenario are significant and exceed many of the MEPA review thresholds for requiring the mandatory preparation of an Environmental Impact Report (EIR).

Water Supply

As noted elsewhere in this Certificate, the Town of Northborough entered into a contractual agreement with the Massachusetts Water Resources Authority (MWRA) to purchase up to 2.1 millions gallons per day (MGD) of water from MWRA. Northborough currently purchases nearly all of its water (approximately one million gallons per day) from MWRA. According to the comments received from the Town of Northborough, the Northborough Water Department's (NWD) water supply system has sufficient potable water supply capacity to serve the water supply needs for the proposed Hillside @ 495 Center project. The proponent has indicated that the Town of Northborough has sufficient capacity to also serve the water supply needs associated with proponent's other Northborough development parcels including; the Bartlett @ 495 Center project, and the Cedar Hill and Copley development parcels. The total water supply needs for the proponent's development parcels located in Marlborough (Devonshire @ 495, Beacon @ 495 Center, Commonwealth, and the Hayes development parcel will be served by the City of Marlborough's water supply and distribution system.

Wastewater

The Full-Build development scenario will generate a total of approximately 245,000 gpd of wastewater flow. According to the information provided in the FEIR and the comments received from MassDEP, Marlborough's Westerly WWTF has a permitted treatment capacity of 2.89 million gallons per day (MGD) which is allocated between the City of Marlborough (2.1 MGD) and the Town of Northborough (0.8 MGD) through an inter-municipal agreement (IMA). The City of Marlborough has reached its allocated wastewater treatment capacity and has enforced a moratorium on new sewer connections. The Town of Northborough has approximately 250,000 gpd of available wastewater treatment capacity remaining in its IMA allocation. MassDEP has expressed concern with the proponent's ability to sewer the development projects located in Marlborough and Northborough within their respective municipal allocations, and the permitted treatment capacity of the Westerly WWTF.

The FEIR included a discussion and analysis of a number of viable options for the treatment and disposal of future wastewater flows from the proponent's Full-Build development projects including: construction of individual on-site and/or off-site wastewater treatment and disposal systems; remediation of I/I within the City of Marlborough's sewer system; redirection of wastewater flows from Marlborough's Westerly WWTF to its Easterly WWTF; and grey water recycling. The proponent identified the redirection of wastewater flows from the City of Marlboro's Westerly WWTF to it's Easterly WWTF as the most viable option for the treatment and disposal of future Full-Build development wastewater flows. According to the information provided in the FEIR, the Easterly WWTF has a permitted treatment capacity of 5.4 million gallons per day (MGD) and is currently receives approximately 2.7 mgd of wastewater flows for treatment and disposal to Hop Brook, a tributary to the Sudbury River. The proponent has consulted with the City and has determined that by reactivating an existing pump station located on Locke Drive near I-495, approximately 200,000 gpd – 400,000 gpd of wastewater flows could be redirected from the City's Westerly WWTF to the Easterly WWTF.

Redirecting wastewater flows to the easterly WWTF could result in the creation of additional capacity at the Westerly WWTF to serve most or all of the estimated wastewater flows from of the proponent's Full-Build development scenario. In addition to the proponent's ongoing evaluation of redirecting wastewater flows to the Easterly WWTF, I strongly encourage the proponent to continue to also explore opportunities for the use of appropriate wastewater recycling system technology such as that employed for a previously reviewed office development project in Hopkinton (EOEA #11582, EMC Corporation Flagship Project, October 1998).

According to the comments received from MassDEP, the proponent did not provide a satisfactory response to MassDEP's request for additional information regarding the allocations of the proponent's Full-Build wastewater flows between the Town of Northborough and the City of Marlboro, and the proponent's evaluation of wastewater reuse in the proposed project's toilets and cooling towers. As described in the FEIR, the proponent is evaluating the use of grey water in the project's Phase 2 development (Warehouse Development alternative, Office Space Development alternative) to reduce the project's total wastewater flows discharged into the municipal sewer system. I anticipate that the proponent will provide MassDEP with the requested information regarding the allocations of the proponent's Full-Build wastewater flows between the Town of Northborough and the City of Marlboro during MassDEP's permitting process. I ask that the proponent forward a copy of this information to the MEPA Office for the project files.

Traffic

The proposed Hillside @ 495 Center project is anticipated to generate approximately 5,000 - 18,400 vehicle trips per day (vtd), and does not require an access permit from the Massachusetts Highway Department (MassHighway). However, according to comments received from MassHighway on the DEIR, the cumulative traffic impacts associated with the Hillside @ 495 Center project (approximately 22,700 vtd) and the cumulative traffic impacts associated with the Full-Build scenario (approximately 41,650 vtd) could severely impact the traffic operations at a number of state highway locations including: the Route 20/Bartlett Street intersection, the Route 20/Boundary Street/Hayes Memorial Drive intersection and the I-495 interchange ramps at Simarano Drive.

The FEIR included a capacity analysis for the three intersection identified by MassHighway to assess the potential traffic impacts at the three state highway locations identified above resulting from the proponent's development projects under the Full-Build scenario. The proponent has identified a number of roadway improvements listed below that may be required to offset the traffic impacts for the proposed Hillside @ 405 Center project, the Full-Build development scenario, and the anticipated traffic volumes associated with all future growth in the area over a 20-year planning horizon.

Route 20/Bartlett Street intersection

- construction of a northbound left-turn lane;
- geometric improvements; and,
- optimization of existing traffic signal phasing.

Route 20/Boundary Street/Hayes Memorial Drive intersection

- construction of a southbound left-turn lane along Boundary Street;
- optimization of existing traffic signal phasing;
- geometric improvements; and,
- site distance improvements.

I-495 interchange ramps at Simarano Drive

- construction of a southbound left-turn lane on Simarano Drive;
- construction of two right-turn lanes north of the intersection to provide access to Fidelity development parcel;
- geometric improvements; and,
- optimization of existing traffic signal phasing.

I ask that the proponent participate with the Town of Northborough, the City of Marlborough, MassHighway, and others in any discussions and studies to evaluate the feasibility of traffic, transit, pedestrian, and bicycle improvements within the Full-Build development area

Construction Period Impacts

The proponent should require its contractors to use On-Road Low Sulfur Diesel (LSD) fuel in their off-road construction equipment that can increase the removal of particulate matter (PM) by approximately 25 percent beyond that which can be removed by retrofitting diesel-powered equipment. Exhaust from motor vehicles is a key component of ground-level ozone or smog, a contributor to global climate change and can cause serious health effects. In addition, very fine particles emitted from diesel and gas engines are lung irritants and can trigger asthma attacks and more serious health conditions. The proponent should ensure that vehicles at the facility comply with the Massachusetts Anti-Idling Law (M.G.L. c. 90, ss. 16A) and with MassDEP Air Pollution Control Regulations (310 CMR 7.11(1)(b)) which limit vehicle idling to no more than five minutes in most cases. All construction-related refueling and equipment maintenance activities should be conducted under cover on impervious surface areas with containment, and outside of any wetlands resource areas, endangered species habitat areas, residential areas and wellhead protection areas. The proponent should also commit to specific Transportation Demand Management (TDM) measures that can be implemented during construction.

Mitigation/Section 61

I anticipate that the permitting process will provide an opportunity to incorporate any needed additional detail and clarification to the proponent's mitigation commitments. I will require the proponent to submit a detailed final Section 61 Findings to the MEPA Office for the project file at the conclusion of the project permitting process. The Section 61 Findings must contain a detailed description of any/all proposed mitigation/ improvements to wastewater management and traffic, and must include estimates of the individual costs of the proposed mitigation/improvements, identification of the parties responsible for implementing the mitigation, and a schedule for their implementation based on the proposed phased construction for the Hillside @ 495 project.

Based on a review of the information provided by the proponent and after consultation with the relevant public agencies, I find that the FEIR provides sufficient information to understand the environmental impacts of the Hillside @ 495 Center alternative project scenarios, that the project has avoided and mitigated environmental impacts to the greatest feasible extent, and that the state permitting agencies have adequate information on which to execute their Section 61 obligations. I find however, that the proponent's Full-build development scenario continues to raise a number of issues and concerns pertaining to wastewater treatment and traffic in the project area. I ask that the proponent continue to work closely with the Town of Northborough, the City of Marlborough and MassDEP to identify opportunities for creating additional wastewater capacity for the treatment and disposal of future wastewater flows in the Full-Build project area. The proponent should also continue to coordinate with the City of Marlboro, the Town of Northborough and MassHighway to address traffic concerns within the Full-Build project area. I ask that the proponent participate in any local and/or regional initiatives designed to evaluate the feasibility of traffic, transit, pedestrian, and bicycle improvements within the Full-build development area.

November 15, 2007

Date



Ian A. Bowles, Secretary

Comments received:

10/29/07 Water Supply Citizens Advisory Committee (WSCAC) - MWRA
10/29/07 Department of Environmental Protection (MassDEP) – CERO
11/08/07 Town of Northborough

FEIR #12916
LAB/NCZ/ncz