



# The Commonwealth of Massachusetts

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January 6, 2006

## CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS ON THE NOTICE OF PROJECT CHANGE

PROJECT NAME : Langwood Commons/Stoneham Executive Center

PROJECT MUNICIPALITY : Woodland Road - Stoneham

PROJECT WATERSHED : Boston Harbor - Mystic River

EOEA NUMBER : 12372

PROJECT PROPONENT : Fellsway Development LLC & Simpson Housing Limited Partnership

DATE NOTICED IN MONITOR : December 7, 2005

Pursuant to the Massachusetts Environmental Policy Act (M.G.L. c. 30, ss. 61-62H) and Section 11.10 of the MEPA regulations (301 CMR 11.00), I have reviewed the Notice of Project Change (NPC) submitted on the above project and determine that it **requires** the preparation of a Supplemental Final Environmental Impact Report (FEIR) as required by an earlier Certificate, dated December 15, 2003. The original scope has been revised to reflect the changes with the proposed project.

### Previous MEPA Review

The project site is a 40.7-acre inholding parcel located in the midst of the Middlesex Fells Reservation, 2,575 acres of protected parkland under the care custody and control of the Commonwealth's Department of Conservation and Recreation (DCR). The proposed project consists of the redevelopment of the Boston Regional Medical Center site into approximately 914,000 square feet of medical and office space. The existing medical office building (110,000 sf) would remain operational, the existing hospital building (250,000 sf) would be reused for office space, and an accessory building (14,000 sf) would continue in use. In addition, the proponent proposed to construct three new office buildings totaling 540,000 sf with a 360,000 sf parking garage with 1,101 spaces. The access driveways would connect to Woodland

Road. As proposed, the redevelopment of the site would have approximately 3,000 parking spaces. The proponent estimated that the project would generate approximately 8,920 average daily vehicle trips. The project required a mandatory EIR. The proponent has prepared a DEIR, a Supplemental DEIR, and an FEIR. On December 15, 2003, the Secretary determined that the FEIR did not adequately and properly comply with the MEPA regulations and that the project required the preparation of a Supplemental FEIR.

#### NPC Project Change Description

This NPC was submitted for MEPA review on November 30, 2005. The change would eliminate the construction of the three new office buildings with 540,000 sf of space and the 360,000 sf parking garage. The proponent would construct 450 residential housing units (approximately 580,000 sf). The existing onsite medical office building (110,000 sf) would remain operational and the 250,000 sf former hospital building would be converted into office space. The 450 residential units would consist of 54 condominium townhouse units (14 would be affordable), 106 condominium flats (26 would be affordable), and 290 rental apartments (73 would be affordable). About 25 percent of the units proposed would be affordable.

Access from the project site would continue to be via two driveways onto Woodland Road. The proponent has estimated that the project will generate approximately 8,010 vehicle trips per weekday, which is reduced from the 8,920 trips from the earlier proposal. It is proposing to provide 2,200 parking spaces on-site. About 75 percent of residential parking would be below ground. The proponent now estimates that the proposed project would consume approximately 139,400 gallons per day (gpd) of potable water. It estimates wastewater generation at approximately 117,300 gpd. Water and wastewater connections would be made to the local municipal systems.

The project requires a mandatory EIR. An Access Permit for Woodland Road, permission to enter the Woodland Road drainage system, the reconfiguration of various intersections, and the provision of new and/or the modification of traffic signals are required from DCR. The project requires permission from the Massachusetts Highway Department (MHD) to provide new traffic signals at the Main Street/South Street/North Border Road intersection. It requires a Sewer Connection Permit from the Department of Environmental Protection (DEP). The Massachusetts Historical Commission (MHC) has determined that the project as proposed "will still result in adverse effects for the Middlesex Fells Reservation Parkways Historic District through the removal of character-defining historic roadway features (such as traffic islands), and the introduction of new islands, intersection

realignments, rotaries, and traffic signs and signals (950 CMR 71.05(a) and (b))." The project has received a Comprehensive Permit for the 450-unit residential component of the project from the Stoneham Zoning Board of Appeals pursuant to the provisions of Chapter 40B of the Massachusetts General Laws. The proponent must comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site. The project may require Orders of Conditions from the Stoneham Conservation Commission for roadway work within wetland buffer zones. The Town of Stoneham must obtain design approval review from the Massachusetts Water Resources Authority (MWRA) to connect the project to an MWRA water main. MEPA jurisdiction extends to those aspects of the project that are within the subject matter of required or potentially required state permits and that have the potential to produce significant damage to the environment (land alteration, parkland impacts, historic issues, traffic, air quality, wetlands, stormwater, wastewater, and water).

In its NPC, the proponent has requested that I find the project change to be insignificant, determine that the change represents a reduced-build alternative as was required to be analyzed in the project's Supplemental FEIR, and/or make adjustments to the Scope for the Supplemental FEIR. After careful review of the NPC and public and agency comments, I have determined that the project change does not warrant a finding of insignificance. I have also determined, as discussed below, that the project cannot as currently proposed be considered by the MEPA Office to be a "reduced build alternative [that] can be built without adversely affecting the character of the parkways" as was required by the FEIR Certificate. The following scope for a Supplemental FEIR supersedes the scope as outlined in the December 15, 2003 Certificate.

The Supplemental FEIR should address the issues outlined below. It should follow Section 11.07 of the MEPA regulations for outline and content, as modified by this scope. The Supplemental FEIR should address the comments received on the FEIR and NPC to the extent that they are within this scope. It should include a copy of this Certificate and the FEIR Certificate.

**Project Description:**

The Supplemental FEIR should summarize the history of the project. It should identify and describe project phasing. In the NPC, the proponent stated that Phase I includes the construction of the 450 residential units, and Phase II includes the reoccupation of the 250,000 sf hospital building as office space. The Supplemental FEIR should describe in a tabular format what is to be constructed in each project phase and the permits that are

required. It should provide existing and proposed site plans.

**Alternatives Analysis:**

In previous Certificates, the MEPA Office has requested that the proponent evaluate a reduced-build alternative "if impacts from the full build alternative cannot be adequately mitigated." Figures provide in the NPC indicate the following. The 580,000 sf of housing is physically greater than the former office development of 540,000 sf. I note that MEPA review considers the gross square footage of leasable space and does not consider parking garage space as part of this total. The proponent's preferred alternative is 580,000 sf of new residential space, and includes the conversion of the existing 250,000 sf hospital building to general office use and the continued use of the 110,000 sf medical office building. Water consumption and wastewater generation increase by 30,400 gpd and 25,300 gpd respectively with this change. The new preferred alternative would reduce the acres of land altered (0.7 acres), acres of impervious area (8.0 acres), vehicle trips per day (910), and parking spaces (800) from those of the former preferred alternative.

I acknowledge that the proponent has presented a new development design that reduces some project impacts. However, an appropriately scaled reduced build alternative amounts to more than a numerical reduction of the impacts from the previously proposed project. In this case, as MEPA has previously stated, the appropriate scale is contextual, and will be determined by the relationship between the size of the project, the scope of measures necessary to mitigate for unavoidable impacts, and the capacity of the Middlesex Fells Reservation to accommodate that mitigation. As DCR and MHC have commented on this NPC, this is particularly important where, as here, impacts - including those from proposed mitigation - will be borne by a public area of special historical and natural significance. The Certificate on the FEIR clearly stated that a "reduced build alternative [would be one that] can be built without adversely affecting the character of the parkways." The proponent has not provided sufficient baseline information or adequate analysis of impacts and appropriate mitigation to demonstrate that the project can be built without adversely affecting the character of the parkways (see MHC and DCR comment letters) and that it includes a mitigation package of traffic improvements that address DCR's concerns (see the DCR comment letter), as required in the FEIR Certificate.

The primary impact of concern for this project is traffic. Therefore, an appropriate reduced build alternative will be one whose associated traffic impacts can be reasonably mitigated

without adversely affecting the character of the parkways. Necessary and responsive mitigation, in turn, cannot be developed until the project's traffic impacts have been quantified, which itself requires accurate contemporary baseline information. By this Certificate, I am therefore directing the proponent to address DCR's concerns regarding the validity of historical traffic numbers, develop new traffic numbers, identify with DCR and MHC the envelope of acceptable mitigation, and to use that information responsively as the basis for site design plans and a specific mitigation package.

The Supplemental FEIR must develop a reduced-build alternative. Whatever reduced-build alternative is chosen by the proponent must be able to be accommodated by the parkways with minimum adverse impacts. The reduced-build alternative must include an improved mitigation package that addresses DCR'S and MHC'S concerns and maintains the historic character of the parkways. The reduced-build alternative should identify impacts for all areas of jurisdiction (traffic, parking, open space and historic resource impacts, pedestrian and bicycle issues, transportation demand management, water, wastewater, and stormwater). The reduced-build alternative should be compared with the proponent's preferred alternative. The Supplemental FEIR should not include its so-called by-right reoccupation of the hospital as hospital space, nor its former Stoneham Executive Park (office complex) for comparative analysis of the Langwood Commons project.

#### **Open Space and Historic Resource Impacts:**

In order to accommodate the large volume of traffic that will travel on DCR's parkways to and from the project site each day, the proponent has developed a package of traffic mitigation measures to alleviate congestion: including adding traffic signals at North Border Road/South Street/Main Street, South Site Drive/Woodland Road, and Fellsway East/Pond Street/West Wyoming Avenue; adding turning lanes at Pond Street/South Street, Pond Street/Woodland Road, North Border Road/South Street/Main Street, North Site Drive/Woodland Road, South Site Drive/Woodland Road; and reconfiguring existing intersections at South Street/Pond Street, North Site Drive/Woodland Road, Molineau Circle, and Route 28/Elm Street. The proponent has also proposed three alternative conceptual roadway improvement plans for the intersection of Pond Street/Woodland Road for DCR's review.

While these above traffic improvement projects will assist in moving additional vehicles on the parkways, I remain concerned about the adverse impact that these projects will have on the character of the historic parkways and the Middlesex Fells Reservation. The parkways within the Reservation were designed as

an interconnected system of internal park roads and border roads to serve the recreational purposes of the parkland.

Many comment letters expressed concern over the proposed physical traffic mitigation measures that would affect DCR parkland and the landscape character of existing parkways. The proponent has decreased the amount of paved surface for traffic improvements to approximately 2,900 sf less than existing conditions at these intersections. The proponent has committed to provide a conservation easement for approximately 47,700 sf of land along the project's frontage with Woodland Road. I suggest that the proponent consider a buffer or transition zone between the proponent's site and parkland. The Supplemental FEIR should present graphics and text describing this transition area between parkland and private development. The NPC has also estimated that approximately two trees will need to be removed along the DCR's parkways to accommodate these traffic improvements instead of the 54 trees required in the FEIR.

The Supplemental FEIR must address the issues raised by DCR and other commenters with regard to impacts to the Middlesex Fells Reservation. It should identify all project impacts to parkland and propose additional mitigation measures. The proponent must consult with DCR to determine what mitigation measures will be supported by DCR to resolve the remaining issues. The Supplemental FEIR should identify whether DCR supports the proponent's Reduced-Build Alternative as presented in the Supplemental FEIR. I expect the proponent and DCR to initiate a series of meetings to negotiate a new Memorandum of Understanding (MOU) that thoroughly addresses appropriate traffic improvements and mitigation that ensures that impacts to the historic character of the Middlesex Fells are avoided and minimized. The proponent must develop the required data and analysis and present to DCR potential minimization/mitigation proposals before asking DCR for feedback as the basis for discussion of the MOU.

The MOU should examine the applicability of Article 97 of the Amendments to the Massachusetts Constitution, particularly with respect to the site access drive and utility crossings. The MOU should demonstrate compliance with EOEA's Article 97 policy, where applicable. If consensus can be reached between the proponent and DCR, a draft MOU should be included in the Supplemental FEIR for public review and comment. Given the significance of the potential impact to DCR property, I anticipate that DCR may choose to publish for public review and comment a draft of the MOA prior to its incorporation into the Supplemental FEIR.

**Traffic:**

The Supplemental FEIR should be prepared in conformance with the EOEA/EOTC Guidelines for EIR/EIS Traffic Impact Assessment. It should identify appropriate mitigation measures for areas where the project will produce impacts on local and regional traffic operations especially where delay increases at intersections. Since more than two years have elapsed from the generation of the traffic count numbers, the proponent must redo all traffic counts to identify current and future conditions. Trip generation tables should identify the source of trip generation numbers and show specifically how the numbers were generated. The Supplemental FEIR should clearly identify the years representing both current and future conditions in the tables and in the text. It must clearly identify what the current and future conditions represent. Existing or current conditions should not include any by-right reoccupation of the site as representing either existing or future conditions. The Supplemental FEIR should not include the "by-right" reoccupation of the former hospital in its future No-Build condition.

The Supplemental FEIR should include a Level-of-Service (LOS) analysis for the following intersections during the morning and evening peak hours:

Northern Access Drive/Woodland Road;  
Southern Access Drive/Woodland Road;  
Woodland Road/Ravine Road;  
Ravine Road/Fellsway East/Phillips Road;  
Pond Street/Woodland Road;  
Pond Street/Fellsway East/Wyoming Avenue;  
Elm Street/Woodland Road/Highland Avenue/Fulton Street;  
Highland Avenue/Fellsway East;  
Elm Street/Aquavia Road - Wrights Pond Entrance;  
North Border Road/Route 28 (Main Street)/South Street;  
Interstate 93 Exit Ramp/Fallon Road/North Border Road/Park Street;  
South Street/Pond Street; and  
Fellsway West/Elm Street.

The Supplemental FEIR's LOS tables should include each movement for these above intersections. The Volume/Capacity ratio should also be provided for signalized intersections. The Supplemental FEIR should identify LOS conditions for each phase of the project, taking into account background growth, as requested by DCR, such as existing, Phase I, Phase II, and Phase II plus 5 years conditions. DCR has also requested that the full-build conditions add 5 years, adjusted for background growth. The Supplemental FEIR should include a summary of the average and 95th percentile vehicle queues for each intersection within the

study area. It should include traffic projections from other future development proposals in the vicinity of the project. The proponent should consult with Stoneham, Malden, Medford, and Melrose officials and the DCR regarding other development proposals in the area when developing future build area traffic scenarios. The Supplemental FEIR must include a map of the traffic study area. When completing the Supplemental FEIR's traffic signal warrant analysis, the proponent should use DCR's recommended speed levels.

Traffic accident history for the three most recent years for which data are available should be reviewed and presented for the study area. In the Supplemental FEIR, traffic accident problem areas should be identified, and solutions should be proposed.

The Supplemental FEIR should discuss the proponent's coordination efforts with DCR and the local municipalities as they address regional and local traffic concerns within this area. It should provide the most current information on the proposed construction dates for any roadway improvements in the area.

The Supplemental FEIR should discuss the suitability of the proposed signalization changes and any roadway geometry improvements. It should discuss right-of-way (ROW) implications of possible widening and describe how such ROW's would be acquired. The Supplemental FEIR should identify these improvements and their schedule for implementation.

The Supplemental FEIR should present a map showing the present and future LOS analysis where LOS is identified as F within the study area. The Supplemental FEIR should respond to comments regarding the PICADY model for traffic intersection analysis compared to the proponents LOS analysis. The proponent should determine if this method is more accurate for study area intersections, and if so, recalculate the traffic analysis.

The Supplemental FEIR should consider the potential for the signalization of Route 28/Elm Street as requested by the City of Medford.

The FEIR discussed why more trips are not projected for Ravine and Phillips Roads as a cut through to Wyoming Avenue. The Supplemental FEIR should examine DCR's suggestion to close Ravine Road between Woodland Road and the Fellsway East. It should determine the impact from the redistribution of traffic from this closure. The Supplemental FEIR should provide the LOS analyses for the intersections of Woodland Road/Pond Street and Pond Street/Fellsway East/Wyoming Avenue for the Reduced-Build and Preferred Alternatives with the closure of Ravine Road.



**Parking:**

Reducing parking spaces is one of the most effective Transportation Demand Management (TDM) methods for office projects to reduce single occupancy vehicles. In the Supplemental FEIR, the proponent should identify the number of proposed general office, medical office, and residential parking spaces and commit to reducing the surface parking spaces, and "land banking" the spaces to be utilized only if the development program needs them. The Supplemental FEIR should discuss the Metropolitan Area Planning Council's concern over excess parking: the proposed FEIR build out for office parking proposed 3.6 spaces per 1,000 sf of space while the Institute of Traffic Engineers Handbook suggests 2.5 spaces per 1,000 sf. Residential parking should be limited to not more than two spaces per unit with some additional spaces for visitors. The proponent should again examine if parking can be further reduced to the zoning minimum and "land banked." The land banked spaces should only be used if absolutely required. The proponent should also consider providing several parking spaces for use by a "shared" car service; e.g. Zip-Car. The Supplemental FEIR must provide a methodology for reviewing and certifying a parking deficiency for approval of the potential construction of "land banked" parking spaces.

**Pedestrian and Bicycle Issues:**

The Supplemental FEIR should identify the proposed pedestrian and bicycle facility improvements included with this project. It should depict where secure bicycle parking facilities will be located on the site and it should provide approximately one space per three residential units and a bicycle rack near the public entrance to the general office building and the existing medical office building with a commitment to provide additional bicycle parking spaces as needed.

The increased traffic from the project may impact recreational opportunities for walking and bicycling. The Supplemental FEIR should identify these potential impacts, the areas in question, and potential mitigation measures such as traffic calming measures. It should examine the need for additional bicycle parking spaces and pedestrian facilities recommended by DCR.

**Transportation Demand Management (TDM):**

The FEIR examined various TDM measures and a program that includes: subsidizing the MBTA monthly pass program for employees by 25 percent; providing a shuttle bus service during peak hours

to the Wyoming Hill commuter rail station in Melrose; providing preferential parking for ridesharing; and including automated banking services, food services, health club facilities, and secure bicycle storage and shower facilities.

The Supplemental FEIR should commit to require tenants to provide the TDM measures as part of their lease arrangements. It must address the proponent's commitment to providing TDM measures by either the proponent or through lease agreements with future tenants. It should identify additional feasible TDM measures to reduce traffic and parking, such as a "shared" car service.

**Water:**

The Supplemental FEIR should identify the design review required by the Massachusetts Water Resources Authority (MWRA) for water connections to its system by the Town of Stoneham on behalf of the proposed project.

**Wastewater:**

The FEIR addressed the wastewater issues raised by the commenters concerning wastewater system constraints, particularly in Melrose. It stated that wastewater flows from the project would not overtax the capacity of existing constrained areas. The Supplemental FEIR should describe whether the wastewater system has sufficient capacity to handle the increased flows generated by the NPC project.

The proponent will be required to remove 469,200 gpd of Infiltration/Inflow (I/I) (4:1 ratio) for the 117,300 gpd of wastewater flow that is estimated for the NPC Preferred Alternative. The Supplemental FEIR must address the I/I issues and describe the proponent's proposed I/I measures. DEP has requested that the I/I removal projects be as specific as possible in the Supplemental FEIR.

**Stormwater:**

The FEIR identified that the existing DCR drainage system in Woodland Road in the vicinity of the project site discharges to the Quarter Mile Pond. The proponent's proposed drainage system in Sub area E-6 and Design Points 1 and 2 would discharge to the Woodland Road drainage system. The FEIR included plans for the construction of the replacement of the DCR drainage pipe under Ravine Road by the proponent.

The Supplemental FEIR should summarize and update the proponent's plans for treatment of stormwater on the project site. DEP has requested that the proponent provide a complete

stormwater evaluation, including calculations, stormwater system design plans, and BMP designs to insure that the stormwater management system design provides adequate protection to wetland resources. The Supplemental FEIR must include the additional drainage information requested by DEP and DCR. It must ensure that the stormwater system conforms to DEP's Stormwater Guidelines and DCR's and Stoneham's NPDES permit requirements.

The Supplemental FEIR should address the concerns of the Stoneham Conservation Commission's (SCC) comment letter received on December 28, 2005. The SCC is concerned whether the proponent's replacement of a 12-inch culvert under Ravine Road with a 36-inch drain pipe is to accommodate more flow from the project site or the 12-inch pipe is undersized to handle existing flows. The proponent is also proposing to discharge storm flow into a 96-inch DCR storm relief culvert that runs alongside the Fellsway East at the foot of Virginia Wood. According to the SCC, there is a lack of maintenance of this culvert as well as the 12-inch pipe under Ravine Road. The proponent should develop a maintenance plan with DCR concerning these two drainage areas. In addition, the 96-inch DCR storm relief culvert should be thoroughly inspected to determine its viability to receive additional stormwater from the project site.

The Supplemental FEIR should evaluate Low Impact Development (LID), such as bioretention areas, as an alternative to the piping of stormwater to one large detention basin. It should address snow removal and storage, and how this will impact stormwater flow and quality. The proponent should commit to using a non-sodium based deicer on this site because of its proximity to the reservoir and other significant habitats such as Virginia Woods.

**Noise:**

The Supplemental FEIR should provide an analysis of existing and proposed noise levels on Woodland Road at the northern and southern site boundaries of the property for the Preferred and Reduced-Build Alternative as compared against existing conditions and requested by DCR. It should also estimate worst-case noise levels during construction and identify any blasting activities. Any mitigation measures proposed to reduce noise impacts on the noise sensitive parkland receptors should be described in the Supplemental FEIR.

**Sustainable Design:**

This project presents a good opportunity to successfully incorporate cost-effective sustainable design elements and construction practices into the project. These elements can

minimize environmental impacts and reduce operating costs. I strongly encourage the proponent to consider incorporating elements, such as those noted below, into its project design, construction and management:

- water conservation and reuse of wastewater and stormwater;
- renewable energy technologies to meet energy needs;
- optimization of natural day lighting, passive solar gain, and natural cooling;
- energy efficient HVAC and lighting systems, appliances and other equipment, and solar preheating of air;
- building supplies and materials that are non-toxic, made from recycled materials, and made with low embodied energy;
- easily accessible and user-friendly recycling system infrastructure into building design;
- development of a solid waste reduction plan; and
- development of an annual audit program for energy consumption, waste streams, and use of renewable resources.

**Mitigation:**

The Supplemental FEIR should include an updated chapter on mitigation measures. This chapter on mitigation should include the Proposed Section 61 Findings for the DCR (traffic, parkland, stormwater, and historic resource impacts), DEP (stormwater, wetlands, and wastewater), MWRA (water), and MHD (traffic signals). It should contain a clear commitment to mitigation, an estimate of the individual costs of each item of proposed mitigation, and the identification of the parties responsible for implementing the mitigation. A schedule for the implementation of mitigation should also be included in the Supplemental FEIR.

In the NPC, the proponent has proposed the following mitigation measures. As discussed above (see **Alternatives Analysis**), these proposed mitigation elements should be revisited after the development of additional baseline information and thoroughly discussed with DCR and other appropriate agencies.

- Provide an exclusive left turn lane on the northbound Main Street approach and a full signal upgrade at Main Street/North Border Road/South Street intersection.
- Widen the Pond Street southbound approach to provide a separate right and left-turn lanes and an exclusive right-turn lane at the westbound approach at South Street/Pond Street intersection. The proponent has agreed to monitor traffic at this location and to install a traffic signal if warranted and approved by DCR.
- Install a fully-actuated traffic signal and modifications to

the intersection of Pond Street/Woodland Road. The proponent has presented several alternatives for DCR's review.

- Install a fully-actuated traffic signal that will accommodate pedestrians and bicycles at the South Site Drive/Woodland Road intersection.
- Provide a fully-actuated traffic signal with a lead eastbound left-turn lane at the Fellsway East/Wyoming Avenue/Pond Street intersection.
- Provide an exclusive northbound right-turn lane and an island and channelization of traffic at the Fellsway West (Route 28)/Elm Street intersection.
- Reconstruct the raised islands at Elm Street and Fulton Street within Molineau Circle to better define traffic heading to and from these streets.
- These above traffic improvements will provide 2,950 sf of net new open space and the proponent will provide 4 new street trees to replace the two trees proposed for removal.
- Provide a traffic monitoring program six months after the completion of the project. The proponent would collect 24-hour bi-directional automatic traffic recorder counts (ATRs) collected on Tuesday, Wednesday, or Thursday during a typical non-holiday week at ten locations. It would collect peak period turning movement and vehicle classification counts (TMCs) at six intersections.
- Implement a Transportation Demand Management (TDM) Program that includes: a shuttle bus to a selected MBTA location for employees and residents; two bus shelters on-site; provide food service, health club services and automated banking services; preferential carpool and vanpool parking spaces; bicycle racks holding 25 bicycles at the office building; shower and locker facilities; an on-site transportation coordinator; a guaranteed ride home for office workers; sponsoring vanpools and subsidizing expenses; flexible /staggered hours; telecommuting opportunities; posting local bus and train schedules; and transit subsidies for the purchase of employee monthly passes.

The proponent will implement the above traffic mitigation measures prior to the occupancy of the 450 residential units (Phase I). However, the South Street/Pond Street proposed traffic signal and the improvements to the North Site Drive/Woodland Road would not be completed until occupancy of the 450 units and the 250,000 sf of office space (Phase II).

**Comments and Circulation:**

The Supplemental FEIR should include a copy of each comment

received on the FEIR and the NPC. It should respond to the substantive comments received on the FEIR and NPC. The proponent should circulate a hard copy of the Supplemental FEIR to each state agency from which the proponent will seek permits or approvals.

In an effort to conserve resources, particularly in light of the extremely large number of comments received (over 3,000) on the FEIR and on the NPC (about 700), I will allow the proponent to circulate the Supplemental FEIR in CD-ROM format to individual commenters, although the proponent should make available a reasonable number of print copies on a first come, first served basis, to accommodate those without convenient access to a computer. Furthermore, prior to circulation, the proponent may query commenters as to whether they wish to receive the full Supplemental FEIR document, the document without appendices, or an executive summary of the document (in each case a CD-Rom version would be allowable), or no document at all, and it may distribute an executive summary to all those not responding to the query.

January 6, 2006

DATE

  
Stephen R. Pritchard

cc: Senator Patricia Jehlen  
Senator Richard R. Tisei  
Representative Paul C. Casey  
Representative Paul J. Donato  
Representative J. James Marzilli  
Representative Michael E. Festa  
Representative William G. Greene  
Representative Charles A. Murphy  
Representative Patrick M. Natale  
Stoneham Board of Selectmen  
Mayor Robert J. Dolan, Melrose  
Mayor Richard Howard, Malden  
Mayor Michael J. McGlynn, Medford  
Somerville Board of Alderman  
Department of Conservation and Recreation  
Department of Environmental Protection  
Massachusetts Water Resources Authority  
Massachusetts Historical Commission

Metropolitan Area Planning Council  
Friends of the Middlesex Fells  
Communities for Fells Preservation  
Massachusetts Audubon  
Mystic River Watershed Association  
Charles River Watershed Association  
Environmental League of Massachusetts  
Stoneham Conservation Commission  
Medford City Council  
New England Memorial Hospital Medical Condominium (c/o Peter  
C. Paicos, Jr.)  
Paul A. Brodeur, Melrose Alderman-at-Large  
Arborway Coalition  
Stephen H. Kaiser  
Melrose Planning Board

Please Note: Though not required under 301 CMR 11.00, MEPA traditionally lists all comment letters received. Due to the large volume of comment letters received, commenters are not listed at the end of this Certificate. All comment letters, however, are available for review at the MEPA Office in the project files.

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