



# *The Commonwealth of Massachusetts*

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March 29, 2007

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

PROJECT NAME : Brookmeadow Village  
PROJECT MUNICIPALITY : Grafton  
PROJECT WATERSHED : Blackstone  
EOEA NUMBER : 13608  
PROJECT PROPONENT : Brookmeadow Village, LLC  
DATE NOTICED IN MONITOR : February 20, 2007

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

The proposed project involves development of 90 single-family residential units, recreational fields, and a commercial building (11,650 square feet) on an approximately 136-acre site. The site is mostly wooded and includes approximately 23 acres of wetlands. According to the FEIR, the project will result in approximately 47.6 acres of land alteration including approximately 11.16 acres of impervious area. Wetlands impacts associated with the proposed project include alteration of 270 linear feet of Bank and 7,295 square feet (sf) of Bordering Vegetated Wetlands (BVW). Traffic impacts are estimated at an average of 2,002 new vehicle trips per day. Water use is estimated at 23,675 gallons per day and the project will generate up to 40,915 gpd of wastewater (accounting for maximum daily peak flows, based on Title 5 values). The project includes approximately 1.66 miles of new water mains and 1.38 miles of new sewer mains.

The project is undergoing MEPA review and is subject to a mandatory EIR pursuant to Section 11.03 (1)(a)(1) of the MEPA regulations because it involved alteration of 50 or more acres of land (as proposed in the Environmental Notification Form (ENF)) and pursuant to Section 11.03(1)(a)(2) because it will result in creation of 10 acres or more of impervious area. The project is also undergoing MEPA review pursuant to: Section 11.03(3)(b)(1)(d) because it involves alteration of 5,000 or more sf of BVW; Section 11.03(5)(b)(3)(c) because it involves construction of one-half mile or more of new sewer mains; Section 11.03(6)(b)(1)(a) because it involves construction of a new roadway one-quarter or more miles in length; Section 11.03(6)(b)(13) because it will result in generation of 2,000 or more new average daily trips (adt) on roadways providing access to a single location; and Section 11.03(10)(b)(2) because it may involve destruction of an archaeological site listed in the Inventory of Historic and Archaeological Assets of the Commonwealth.

The project requires a 401 Water Quality Certification, a Distribution System Modification Permit, and a Sewer Extension Permit from the Department of Environmental Protection (MassDEP). The project also requires an Order of Conditions from the Grafton Conservation Commission (and on appeal only, a Superseding Order from MassDEP), and a Massachusetts Highway Department (MHD) Access Permit for access to Route 122. The project requires a permit from the State Archaeologist for an intensive (locational) survey. The project will also require a National Pollutant Discharge Elimination System (NPDES) Construction Activities Permit from the US Environmental Protection Agency (EPA).

The proponent is not seeking financial assistance from the Commonwealth. Therefore, MEPA jurisdiction applies to those aspects of the project within the subject matter of required state permits with the potential to cause Damage to the Environment as defined in the MEPA regulations. In this case, MEPA jurisdiction extends to land, stormwater and drainage, traffic, historic and archaeological resources, wastewater, water supply, water quality, wetlands and wildlife habitat.

## FEIR REVIEW

The FEIR included a project summary, response to comments, draft Section 61 findings and other information and analysis as required by the Scope in the Certificate on the Supplemental Draft EIR (SDEIR).

### Water Supply

The Certificate on the SDEIR required that the FEIR provide certification by the South Grafton Water District (SGWD) that the proposed project can be supplied with water under the Water Management Act requirements presently in place for the water district. The SGWD is permitted for a withdrawal of 200,000 gpd and its average daily demand is 220,000 gallons per day (gpd). According to the FEIR, the SGWD (in a letter dated February 12, 2007) has been in discussion with MassDEP and has confirmed that it is operating within the 100,000 gpd set overage amount allotted. The SWGD indicates that it will be able to serve the proposed project demand of 23,675 gpd and still remain under the 100,000 gpd overage threshold, and that its water withdrawal permit will be reviewed by MassDEP in 2008.

### Historical and Archaeological Resources

The proponent has conducted investigations as requested by the Massachusetts Historical Commission (MHC), and identified significant sites in the project area. The proponent has committed to implementing a Preservation Restriction that will ensure long-term protection of significant archaeological and cultural resources. The FEIR includes a technical proposal for work required to complete the site protection and preservation plan. The proponent should submit a final Preservation Restriction to the MHC, as requested in its comment letter.

### Traffic

The FEIR included additional information and analysis on traffic-related impacts and mitigation as required by the Scope. The Executive Office of Transportation (EOT) is satisfied that its comments on the SDEIR and Notice of Project Change (NPC) have been adequately addressed. Proposed mitigation for the project includes geometric improvements to the Route 122/Main Street (122A) intersection and exclusive left-turn and right-turn lanes at the site drive/Providence Road intersection. The FEIR confirms that the Stop sign will be relocated to the Route 122A eastbound approach as recommended by EOT in its comment letter on the SDEIR. The proponent has committed to working with MassHighway during the permit process to satisfy any concerns related to design and construction of Route 122A improvements.

According to the FEIR, the project will generate 2,002 trips per day based on a revised analysis of trip generation (the SDEIR estimated traffic at 2,534 trips per day). The proponent has committed to providing a kiosk/bulletin board at the proposed commercial building with information on Massachusetts Bay Transit Authority (MBTA) Grafton commuter rail station, Worcester Regional Transit Authority (WRTA) bus service in Shrewsbury, and the Massachusetts Turnpike Authority (MassPike) park-and-ride lot on Worcester Street (Route 122). The proponent has also committed to providing bicycle storage racks near the commercial building and recreational fields.

### Mitigation Summary

The proponent has committed to a range of mitigation measures as further detailed in the SDEIR and FEIR including:

- Sustainable Design: the proponent has committed to a Leadership in Energy and Environmental Design (LEED) awareness program for contractors and homeowners; recycling of surplus building materials; use of recycled products for siding and decks; energy-efficient windows and doors; house designs and orientation to encourage solar gain; energy star hot water heaters and appliances; water-efficient fixtures; ecological landscaping; stormwater recharge; and selective clearing to minimize land alteration and vegetation impacts. I commend the proponent for its efforts to promote LEED and other sustainable design features as part of the project.
- Historical and Archaeological Resources: implementation of a Preservation Restriction and a protection plan that will include fencing, signage, provisions in contract and

construction documents, and other efforts to increase awareness of cultural resource protection requirements among construction personnel and contractors.

- Traffic: improvements to the intersection of Route 122/122A; exclusive right-turn and left-turn lanes at site driveway; a kiosk/bulletin board with information on public transportation including the WRTA bus line, MBTA commuter rail and MassPike park-and-ride lot in the project area.
- Wetlands and Stormwater measures include: an Erosion Control Monitor to provide inspection and reporting services; coordination of construction phasing with local officials; sedimentation and erosion control plan; a stormwater system Operations and Maintenance plan; natural drainage swales and permeable pavers; replication of 7,295 sf of BVW (1:1 ratio); wetland crossing design to encourage wildlife movement, and time-of-year restrictions to protect vernal pool species during migration periods.
- Water Supply: a booster pump station to achieve fire flow requirements; emergency connections to the Grafton Water District and Whitinsville Water District; a Groundwater Monitoring program to address concerns regarding potential contamination from the adjacent landfill; monitoring for perchlorates and nitrate; a management plan to restrict fertilizers and pesticides; and prohibition on use of road salt and de-icing chemicals.

I am satisfied that the Final EIR adequately assessed potential project impacts and committed to measures that will avoid, minimize and mitigate adverse impacts. I am satisfied that any outstanding issues can be addressed through the state and local permit and review process. State agencies should forward copies of the final Section 61 Findings to the MEPA Office for completion of the project file. The proposed project requires no further review under MEPA and may proceed to state permitting.

March 29, 2007

DATE



Ian A. Bowles, Secretary

Comments Received:

3/07/07      Massachusetts Historical Commission  
 3/20/07      Executive Office of Transportation  
 3/22/07      Department of Environmental Protection, Central Regional Office

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