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July 18, 2008

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

PROJECT NAME : 175 Wyman Street Redevelopment  
PROJECT MUNICIPALITY : Waltham  
PROJECT WATERSHED : Stony Brook  
EOEA NUMBER : 14134  
PROJECT PROPONENT : 175 Wyman, LLC  
DATE NOTICED IN MONITOR : June 11, 2008

As Secretary of Energy and Environmental Affairs, I hereby determine that the Supplemental Environmental Impact Report (Supplemental EIR) submitted on the above 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).

Project Description

As originally described in the Expanded Environmental Notification Form (EENF) submitted to the MEPA Office in November 2007, the project involves the redevelopment of an existing commercial office complex located on a 26.3-acre site located on Wyman Street and directly east of the Interstate I-95/Route 128 in Waltham. The site is currently comprised of an existing 335,000 sf office building and 890 surface parking spaces, and is abutted by the Interstate I-95/Route 128 to the west, existing commercial office buildings to the north and south, and a residential subdivision neighborhood to the east.

The project includes the demolition of the existing two-story 335,000 sf office building and surface parking spaces and the construction of 335,000 sf of new commercial office space in three separate buildings (Building A – 175,000 sf, 260 structured parking spaces, Building C – 87,000 sf, 65 structured parking spaces, Building D – 87,000 sf, 65 structured parking spaces), a 4-story parking garage to accommodate 400 structured parking spaces, and 885 surface parking spaces (1,675 total structured and surface parking spaces) and utilities and stormwater management associated infrastructure.

As described in this Supplemental EIR, the Proponent has further modified the project design to include the construction of 335,000 sf of new commercial office space in two new separate buildings (Building A – 225,000 sf, 262 structured parking spaces, Building B – 110,000 sf, 110 structured parking spaces), and 837 surface parking spaces (1,675 total structured and surface parking spaces). The Proponent is proposing to temporarily eliminate the construction of the previously proposed 4-story parking garage and to construct only 1,209 surface parking spaces. As described in the Supplemental FEIR, the Proponent proposes to hold ‘in reserve’ the future construction of the 4-story parking garage (471 parking spaces) pending future tenant requirements.

The project will generate approximately 3,380 vehicle trips per day (vtd). Vehicle access to the site will be provided via three existing site driveways located along the project site’s Wyman Street frontage. This project will consume approximately 28,000 gallons per day (gpd) of water and will generate approximately 25,125 gpd of wastewater flow. Wastewater generated from the project will be discharged to the City of Waltham’s municipal sewer collection system for treatment by the Massachusetts Water Resources Authority’s (MWRA) Deer Island Wastewater Treatment Facility (WWTF).

### Permits and Jurisdiction

The project is subject to review and mandatory preparation of an EIR pursuant to Section 11.03 (6)(a)(6) of the MEPA regulations because it requires state permits and will generate 3,000 or more new average daily trips (adt) providing access to a single location. The project is also subject to review pursuant to Section 11.03 (6)(b)(15) of the MEPA regulations because it will result in the construction of 300 or more new parking spaces at a single location. The project requires an Order of Conditions from the Waltham Conservation Commission and a Vehicle Access Permit and Traffic Signal permit from the Massachusetts Highway Department (MassHighway). The project requires a National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) for stormwater discharges from a construction site of over one acre from the U.S. Environmental Protection Agency. The project will also require MassDEP’s review and approval of a Stormwater Pollution Prevention Plan for Construction or Industrial General Permits Discharging to Outstanding Resource Waters (ORWs) (BRP WM 09).

Using the Institute of Traffic Engineers Trip Generation land use code 710 for General Office Building, the project is estimated to generate a total of approximately 3,380 vehicle trips on the average weekday. An air quality mesoscale analysis for ozone has been completed for this project to assess the emissions of total volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>) emissions associated with all project-related vehicle trips. The Secretary's Certificate on the Single EIR (March 14, 2008) determined that the Single EIR did not provide adequate information on stormwater management and contained a limited scope for the Supplemental EIR primarily related to stormwater management issues.

## Review of the Supplemental EIR

### Stormwater

The Supplemental EIR includes a detailed description of the project's stormwater management plan which demonstrates that source controls, erosion and sediment controls, and the post-development drainage system will be designed in compliance with MassDEP's Stormwater Management Policy (SMP), and the City of Waltham's Storm Water Program, particularly as they may apply to the protection and control of pollutant discharges to surface waters designated as ORWs.

As described in this Supplemental EIR, the eastern portion of the project site (8.6 acres) drains to the West Chester Brook, the Chester Brook and then to the Charles River below the Stony Brook Reservoir. Stormwater flows from the new parking areas located in the eastern portion of the project site will be collected in deep sump catch basins with water quality treatment units and conveyed to on-site pre-cast concrete leaching galleys for infiltration and recharge to groundwater. Roof drainage from Building B and internal driveways will also drain to the infiltration basin. Stormwater overflow from this portion of the project site will be directed to the detention basin and to the wetlands resource area located adjacent to the southeastern most portion of the project site.

The western portion of the project site (18.5 acres) drains west into Hobbs Brook towards the Cambridge Reservoir and to Stony Brook and the Stony Brook Reservoir. As described in the Supplemental EIR, overflow from the Stony Brook Reservoir drains to the Charles River. Stormwater flows from impervious surface areas in the western half of the project site will be collected in new deep sump catch basins with water quality treatment units and conveyed to a new on-site stormwater wet detention basin designed to hold five feet of water and located adjacent to the Wyman Street/site driveway intersection. Stormwater overflows from the wet basin will discharge to an existing 24 inch culvert and MassHighway's existing water quality basin located west of the project site on the west side of Wyman Street and in the I-95/Winter Street ramp right-of-way. Roof drainage from Building A will be directed to a 200,000-gallon underground tank that will be used for landscape irrigation.

Stormwater overflow from this underground tank will be discharged to the new wet basin. No recharge to groundwater is proposed for the western portion of the project site.

According to the comments received from MassDEP on the Supplemental FEIR, the Proponent must provide additional information regarding the Operations and Maintenance Plan (O&M) and its compliance with MassDEP's Stormwater Management Policy (SMP), particularly as it relates to pollution prevention. Specifically, the Stormwater Pollution Prevention Plan (SWPPP) and post-construction O&M Plan must incorporate designs for emergency shutdown and containment of pollutant discharges for those parts of the stormwater management system that discharge to ORWs. The SWPPP must include a nutrient management plan for fertilizer use within the project site. The SWPPP must also demonstrate that snow removal will be conducted in accordance with MassDEP's Snow Disposal Guidelines.

I continue to strongly encourage the Proponent to explore further opportunities for incorporating additional sustainable design alternatives including Low Impact Development (LID) techniques into the project's 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/>.

### Construction Period

The Proponent should consult and coordinate project demolition and construction activities with MassDEP and the City of Waltham officials and abutting property owners. The Proponent should adapt the project design, infrastructure and contractual requirements as necessary to incorporate waste reduction, recycling and recycled products. I refer the Proponent to MassDEP's previous comment letters regarding the need for developing a successful waste management program. I encourage the Proponent to integrate recycling at the planning and design stage to enable the project's management and occupants to establish and maintain an effective waste diversion program. The Proponent should continue discussions with MassDEP to ensure compliance with MassDEP's Stormwater Management Policy during project construction and to identify additional opportunities to reduce the project's mobile and stationary sources of CO<sub>2</sub> emissions.

Summary of Mitigation

The Supplemental EIR included mitigation measures and draft Section 61 Findings. The draft Section 61 Findings contained a clear commitment to implement mitigation measures and estimated the costs of specific mitigation measures, and identified the parties responsible and schedule for implementing the mitigation.

The Proponent has committed to the following mitigation measures in the Supplemental EIR:

Construct geometric and traffic signal modifications at the Wyman Street/south site drive/Route 128 Northbound on-and-off ramps intersection;

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- Construct a new sheltered bus stop on Wyman Street at the northern-most site driveway;
- Construct a crosswalk across Wyman Street at the northern-most site drive to connect the project's internal pedestrian walkways to the site of the sheltered bus stop;


Construct a sidewalk along the project site's Wyman Street frontage and along the north side of the project site to connect the proposed buildings to Wyman Street;

- Contribute to the 128 Business Council's shuttle bus service including the Waltham 128 Council Connection and the Alewife Shuttle so that the 175 Wyman Street project site will be served by these existing shuttle routes;
- Contribute to the City of Waltham's Inflow and Infiltration (I/I) program to remove approximately 100,500 gpd of I/I flow; and,
- Provide a Transportation Demand Management (TDM) Program that includes an on-site Transportation Coordinator, participation in the MassRides (ridesharing) Program, preferential parking space for ridesharing, bicycle racks, sidewalks, transit incentives, and a requirement for tenant participation in the Proponent's proposed TDM program.

The Proponent should continue discussions with MassHighway and MassDEP to determine adequate mitigation to address the impacts from the project at this location. MassDEP and MassHighway should forward copies of the Section 61 Findings, once issued, to the MEPA Office for completion of the project files.

Based on the information provided by the proponent and consultation with relevant public agencies, I conclude that no further MEPA review is required. The review of the Supplemental FEIR has served adequately to disclose potential impacts and mitigation, and to demonstrate that project impacts do not warrant the preparation of an Environmental Impact Report. The proponent can resolve any remaining issues pertaining to stormwater management and traffic mitigation in the permitting process.

July 18, 2008  
Date



Ian A. Bowles, Secretary

Comments received:

- 07/08/08 Ingeborg Uhler
- 07/10/08 Massachusetts Highway Department (MHD)
- 07/14/08 Massachusetts Department of Environmental Protection (MassDEP) – NERO
- 07/14/08 Mayor Jeannette A. McCarthy, City of Waltham
- 07/15/08 Charles River Watershed Association (CRWA)
- 07/15/08 Metropolitan Area Planning Council (MAPC)

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