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September 28, 2007

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

PROJECT NAME : Stoneham Crossing Retail and Office Development
PROJECT MUNICIPALITY : Stoneham
PROJECT WATERSHED : Boston Harbor (Mystic)
EEA NUMBER : 13836
PROJECT PROPONENT : 225 Fallon Road Realty LLC (c/o The Richmond
Company, Inc.)
DATE NOTICED IN MONITOR : August 22, 2007

As Secretary of Energy and Environmental Affairs, I hereby determine that the Draft Environmental Impact Report (DEIR) 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). The proponent may prepare and submit for review a Final Environmental Impact Report (FEIR).

Project Description

As described in the DEIR, the project consists of the demolition of the former corporate headquarters of the A.W. Chesterson Company (comprised of a 70,000± square foot (sf) commercial office complex) and the construction of a 135,000± sf retail home improvement store, including a 28,000 sf garden center), expected to be occupied by The Home Depot, and a 12,000 sf, multi-tenant, Class A office building. The project site includes approximately 16 acres of land area and is located on the north side of Fallon Road at Interstate 93 (I-93) Exit 35.

As presented in the DEIR, the project will require the alteration of approximately 2,389 sf of Bordering Vegetation Wetlands (BVW), and the introduction of 3.85 new acres of impervious area. The project will create approximately 10,630 sf of new BVW as mitigation for wetland alteration associated with the construction of the new structures, as well as to offset previous undocumented wetland filling performed by a previous owner. The project will include the construction of a landscaped berm to separate the project site from adjacent residential uses, as well as water main and sewer main improvements to facilitate water and wastewater flows.

The project is estimated to generate an additional 3,260 new traffic trips on the average weekday. The project will require extensive traffic mitigation measures in order to safely accommodate the proposed increases to traffic in conjunction with site redevelopment. Some of these measures have been presented in response to additional studies required as part of the DEIR. These mitigation measures include, but are not limited to:

- Geometric improvements and turning movement restrictions at the Fallon Road at Park Street, North Border Road, and I-93 Northbound On-Ramp intersection. This would include the creation of a cul-de-sac on Park Street and the construction of a slip ramp from Park Street southbound to the I-93 northbound on-ramp;
- Creation of an exclusive left turn lane, traffic signal upgrades, and signal timing modifications at the Main Street (Route 28) at North Border Road and South Street intersection;
- Restriping, re-phasing traffic signal timing, upgraded pedestrian signals and crosswalks, and improved signage at the Main Street (Route 28) at Marble Street and Summer Street intersection;
- Traffic and pedestrian signal upgrades and modifications at the Park Street and Marble Street intersection; and
- Construction of a roundabout at the Fallon Road and I-93 Southbound Off-Ramp.

Project Changes Since the Filing of the EENF

Since the filing of the EENF, the project has been modified to further minimize potential damage to the environment. These changes presented in the DEIR include:

- A reduction of proposed new site disturbance from 4.9 acres to 4.4 acres (10% reduction);
- A reduction of the proposed new impervious surface from 4.90 acres to 3.85 acres (21% reduction);
- Reduction of proposed BVW fill from 4,910 sf to 2,389 sf;
- Increase of proposed wetland mitigation from 9,340sf to 10,630 sf;
- A reduction in encroachment into the locally regulated 25-buffer area surrounding the wetland areas adjacent to the Project;
- A reduction in the square footage of the office building from 15,000sf to 12,000sf;
- A reduction in the proposed number of new parking spaces from 312 to 263; and
- Revisions to the proposed traffic mitigation plan through the creation of a partial cul-de-sac, redesign of the Fallon Road/Park Street/North Border Road/I-93 Northbound

On-Ramp intersection, and modifications to several other nearby intersections to facilitate vehicle, pedestrian and bicycle uses.

Jurisdiction

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. An indirect State Highway Access Permit from the Massachusetts Highway Department (MassHighway) will be required because the project abuts Interstate 93. The project will also require a highway access permit from the Department of Conservation and Recreation (DCR) for improvements and use of DCR jurisdictional roadways. The project may require an 8(m) permit from the Massachusetts Water Resources Authority (MWRA). It must comply with the National Pollutant Discharge Elimination System (NPDES) General Permit from the U.S. Environmental Protection Agency for stormwater discharges from a construction site of over one acre. The project has received an Order of Conditions from the Stoneham Conservation Commission for work within wetland resource areas. The project also required a Special Permit/Site Plan Review from the Stoneham Planning Board. Based upon proposed highway-related traffic improvements, the project may also require approvals from the Federal Highway Administration (FHWA).

Since the publication and circulation of the Expanded Environmental Notification Form (EENF) for the project, the proponent has applied for a new type of state grant funding (the MORE Jobs Capital Program). The DEIR indicates that the project proponent has applied for up to \$3 million in funding under this grant program and is also working with state officials to identify and pursue any other infrastructure funding programs or sources for which the project might be eligible. While MEPA jurisdiction was limited to impacts to traffic/transportation, wetlands, and stormwater management within the EENF review process, the Certificate on the EENF did request information related to Historical/Cultural Resources, Land Alteration, Water Quality, Water/Wastewater, Demolition/Construction Period impacts, and Sustainable Design measures in response to comment letters from State agencies and interested parties. The DEIR has provided a response to these scope items, and while MEPA jurisdiction would now be considered Broad due to the new potential for State funding, it is my conclusion that the possibility of a State funding source would not significantly increase environmental consequences from that reviewed in the EENF.

I have received many comment letters in opposition to the project with requests that I deny the project because of its potential impacts to the Town of Stoneham, surrounding communities, and the Middlesex Fells. Many commenters stated that in their opinion there already are a sufficient number of large home improvements stores within the Stoneham region. MEPA is not a zoning process, nor is it a permitting process and MEPA does not evaluate a project based on purpose or need. 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 fully and avoided, minimized and mitigated to the maximum extent feasible. Commenters have written thoughtful and detailed recommendations regarding additional information and analysis needed, and I appreciate all the comments received, which were helpful in refining a scope for the FEIR.

Review of the DEIR

The DEIR included an alternatives analysis that compared the various degrees of on-site impact associated with three alternatives; a No-Build Alternative, the Preferred Alternative presented in the EENF, and a Reduced Impact Alternative. The Reduced Impact Alternative included in the DEIR has been presented as the new Preferred Alternative, resulting in fewer impacts to land and wetland resource areas on-site. The DEIR provided a discussion of wetland resource areas, the project's consistency with the performance standards of the Wetlands Protection Act, and water quality issues. The DEIR included stormwater management calculations along with erosion and sedimentation control measures to be applied on-site.

The DEIR provided additional detail in accordance with the Secretary's scope outlined in the Certificate on the EENF with regard to water and wastewater upgrades, potential impacts and mitigation measures associated with the demolition and construction period, and a narrative describing sustainable design measures that may be utilized on-site, both in construction and operation of the facility. A discussion of historical and cultural resources in the project vicinity was provided.

The DEIR included a traffic study that generally conforms to the EOEEA/EOTPW Guidelines for EIR/EIS Traffic Impact Assessments. The DEIR presented supplemental traffic analyses, including information on existing and proposed traffic volumes, peak period impacts, queue length, and traffic signalization were presented. These analyses included information comparing traffic impacts associated with the project with and without mitigation measures for comparative purposes. The DEIR clarified roadway jurisdictional areas, and presented conceptual plans associated with intersection geometric improvements and other traffic intersection modifications as mitigation for increased traffic volumes and revised traffic patterns. The DEIR presented information detailing anticipated impacts to bicycle and pedestrian usage in the area and potential mitigation measures.

The DEIR included draft Section 61 findings for use by DCR and MassHighway in future permitting processes, and provided response to comment letters received during the EENF review period.

The purpose of MEPA review is to ensure that a project proponent studies feasible alternatives to a proposed project; fully discloses environmental impacts of a proposed project; and incorporates all feasible means to avoid, minimize, or mitigate Damage to the Environment as defined by the MEPA statute. I have fully examined the record before me, including but not limited to the Scope issued on August 16, 2006, the DEIR filed in response; and the comments entered into the record. I find that the DEIR is sufficiently responsive to the requirements of the MEPA regulations and the Scope to meet the regulatory standard for adequacy.

While the DEIR is adequate, there is considerably more that could be done to further reduce the environmental impacts of the project, to demonstrate that the project is consistent with regulatory standards and to ensure that adequate steps are taken to avoid, minimize and mitigate project impacts. The FEIR should include further analysis of measures to minimize impact to the

local and regional traffic infrastructure and historical and cultural resources within the project vicinity. The FEIR should respond to the issues outlined in this Certificate and respond in detail to comments submitted on the DEIR.

SCOPE

General

The FEIR should follow the general guidance for outline and content contained in section 11.07 of the MEPA regulations, as modified by this Certificate.

Project Description and Permitting

Based upon information in the DEIR it appears that the project continues to evolve with regard to potential traffic mitigation measures, and coordination efforts with State Agencies such as MassHighway and DCR. The FEIR should include a detailed description of any changes to the proposed project and a revised assessment of environmental impacts (if necessary) as part of the FEIR. The FEIR should demonstrate the consistency of the project with applicable local or regional land use plans.

Land Alteration

The DEIR provided a clear summary of the existing and proposed changes with regard to impervious areas, altered areas, and undeveloped areas. The FEIR should clarify if these numbers apply to on-site land impacts only, and should provide supplemental land impact information related to the proposed traffic mitigation measures off-site. The FEIR should clarify the criteria associated with the use of retaining walls in relation to final grades. The DEIR has presented a modified Preferred Alternative that has reduced land alteration and the introduction of new impervious areas from that reviewed within the EENF. The Preferred Alternative presented in the DEIR has also reduced the total amount of earth cut and fill, resulting in an anticipated rough balance of cut/fill material on the site, limiting the need to export materials off-site.

Traffic and Transportation

The proposed project is anticipated to generate 3,260 new vehicle trips on an average weekday and will require an Indirect State Highway Access Permit from MassHighway. Permits related to traffic mitigation on parkways will be required from DCR. Project area roadways are controlled by multiple jurisdictions, including MHD, DCR, and the Town of Stoneham. The FEIR should strive to address these concerns as summarized below as a means to identify and confirm that measures have been taken to avoid, minimize and mitigate damage to the environment. The FEIR should discuss, and provide supporting documentation, each traffic-

related comment within the Response to Comments section of the FEIR. The FEIR must include a map of the traffic study area, clearly identifying each intersection studied. Additional information provided in the FEIR should conform to the EOEEA/EOTPW Guidelines for EIR/EIS Traffic Impact Assessment.

In accordance with the request by EOT, the FEIR should include roadway improvement alternatives that were evaluated prior to the proponent's presentation of the Preferred Alternative roadway improvements in the DEIR. The FEIR should include conceptual designs, discussion of traffic flow/volumes, peak period impacts, volume to capacity ratios, queue lengths, and overall safety compliance for each alternative. In order to effectively compare each of the alternatives, a table of the summary data (as requested above) for each alternative should be provided for consideration by review agencies and commenters. The FEIR should include a discussion as to why certain alternatives were discarded in favor of the Preferred Alternative.

The FEIR should address the concerns raised by EOT related to the configuration and operations of the Fallon Road/North Border Road/Park Street/I-93 Northbound On-Ramp intersection as outlined in its comment letter. Specifically, the FEIR should respond to EOT's comments on the potential for illegal turning movements, the requirement to reclassify portions of the roadway, bicycle and pedestrian safety, and traffic calming measures.

Most importantly, the EOT has raised concerns about the potential impact of the traffic mitigation measures to negatively affect travel patterns in the area beyond those studied in the DEIR. Therefore, the FEIR should include an analysis (in conformance with the EOEEA/EOTPW Guidelines for EIR/EIS Traffic Impact Assessment) of other intersections outside the original study area affected by the diverted trips. This analysis should include trips along Montvale Avenue in Woburn and the I-93/Route 28 interchange (exit 34). Based upon comments received, the analysis may also include Roosevelt Circle in Medford. The proponent should consult with the EOT's Public/Private Development Unit, MassHighway district offices, the Town of Stoneham (and the Towns/Cities of Winchester, Woburn, and/or Medford as necessary based upon trip diversions), and DCR to properly identify additional intersections to study prior to the submission of the FEIR.

If roadway improvements will be modified from conditions described in the DEIR, the FEIR should include conceptual plans for the proposed roadway improvements that should be sufficient in detail to verify feasibility of constructing such improvements. The conceptual plans should clearly show proposed lanes widths and offsets, layout lines and jurisdictions, and the land uses (including access drives) adjacent to areas where improvements are proposed. Environmental impacts associated with each improvement location should be identified and quantified within the FEIR (i.e. stormwater, wetlands, etc.). These impacts to drainage patterns and potential wetland areas (if any) were not directly addressed in the DEIR as requested and must be done in the FEIR to ensure that impacts have been avoided, minimized or mitigated. Furthermore, I request that the proponent specifically identify how each area of roadway improvement is consistent with applicable design and performance standards based upon roadway jurisdiction. The proponent should work with all interested parties to build consensus on a Preferred Alternative prior to submission of the FEIR.

The FEIR should discuss the right-of-way (ROW) implications of widening and describe how such ROWs would be acquired, if applicable. The FEIR should address comments related to Article 97 lands along roadways and their relation to proposed intersection improvements and traffic mitigation measures. If Article 97 lands will be impacted, the FEIR must include a discussion of the project's consistency with EOEEA's Article 97 policy.

I encourage the proponent to address concerns related to the appropriateness of various traffic computer modeling methods based upon the types of intersections and volumes of traffic analyzed, including concerns related to volume to capacity (V/C) ratios at various project intersections. This discussion should confirm that the proposed mitigation is sufficient to alleviate anticipated traffic impacts.

DCR has indicated in its comment letter that several conditions will be required prior to issuance of a DCR permit for proposed traffic and roadway modifications. These conditions should be discussed in the FEIR. First, the FEIR should include verification from appropriate Winchester emergency services and public safety officials that discontinuance of the North Border Road/Park Street to Marble Street alternate route to Winchester Hospital will not adversely affect public safety. Second, the FEIR should address the DCR requirement for a joint agreement between DCR and the Town of Stoneham to assume the cost of capital improvements and maintenance responsibilities for the section of North Border Road/Park Street from Marble Street to Main Street (Route 28). The FEIR should discuss the ability of the Town of Stoneham to meet these requirements on a continuing basis, or the role of the proponent in assisting in this permit condition/mitigation requirement.

The FEIR should identify appropriate mitigation measures for areas where the project will produce impacts on local and regional traffic operations. The proponent should provide a clear commitment to implement mitigation measures and should describe the timing of their implementation based on the phases of the project, if any. The FEIR should outline commitments or the status of negotiations with town and State officials regarding a definition of fair share or the cost of roadway improvements proposed at the following intersections: the Route 28/North Border Road/South Street, the Route 28/Marble Street/Summer Street intersection, and the Park Street/Forest Street/Marble Street intersection. A general discussion of funding sources for the roadway improvements may be helpful for additional understanding of project phasing and when anticipated improvements would be constructed.

Truck Traffic

The DEIR indicates that the project is predicted to generate a total of between 10 to 14 trucks per day for delivery and trash removal. The FEIR should indicate if additional truck traffic trips may be generated on site through potential rental vehicle operations that Home Depot may provide. The DEIR states that "truck traffic associated with the home improvement store deliveries will be required to use I-93 northbound due to the truck restrictions on the local roadways (Park Street and North Border Road) adjacent to the site." Evidence presented by the proponent and expressed in comment letters indicate that these restrictions are not actively enforced and truck traffic continues to travel on these restricted roadways. The FEIR must outline additional mitigation measures beyond those presently in place to avoid, minimize, or

mitigate the impacts of truck traffic associated with the project on adjacent historic parkways. Such measures should be outlined in the draft Section 61 Findings.

Pedestrian and Bicycle Movement

The project will introduce additional traffic flows onto area roadways. The DEIR outlined mitigation measures (pedestrian signals, crosswalks) to facilitate pedestrian movement in the project area. The Conceptual Improvement Plan for Park Street at Fallon Road within the DEIR notes that a pedestrian crossing may be installed, if warranted, to facilitate pedestrian traffic from the east side of North Border Road to the west side of North Border Road. The FEIR should explain the thresholds that would warrant the installation of such a pedestrian signal. Given the nearby access to the Middlesex Fells (Bear Hill) on Fallon Road, and the anticipated traffic flows in this intersection, this pedestrian signal appears to be a worthy project mitigation measure and should be reconsidered as a required mitigation measure within the FEIR. Additionally, as requested by DCR, the proponent should evaluate and consider as a mitigation measure, the installation of a signalized pedestrian crosswalk on North Border Road directly across from the Hall Pool.

Transportation Demand Management

The FEIR should include supplemental information regarding Transportation Demand Management (TDM) measures to be used in association with the office use portion of the project. The proponent should provide a clear commitment to implement and continuously fund any evaluated TDM measures deemed feasible to sustain and increase mode usage for both the office or retail uses. Such commitments should be outlined in the draft Section 61 findings.

Historic and Cultural Resources

While the proponent has presented a number of traffic mitigation measures associated with the project and while the project site itself is not located within the confines of the Middlesex Fells or directly adjacent to an historic parkway, I remain concerned about the potential adverse impact that this project may have on the character of the historic parkways and the Middlesex Fells Reservation due to increased regional traffic. The parkways within the Reservation area were designed as an interconnected system of internal park roads and border roads to serve the recreational purposes of the parkland. A modest percentage of vehicle trips associated with the project site will utilize the roads within the Middlesex Fells to access the project site. Furthermore, the proposed geometric improvements at the Fallon Road/North Border Road/Park Street/I-93 Northbound intersection will result in the redistribution of existing and future traffic within the regional roadway network. The FEIR must clarify the anticipated changes in traffic trips along these historic parkways and potential negative impacts to the recreational and pedestrian aspects of the nearby parkland.

The project is within the vicinity of the Middlesex Fells Historic District and the Middlesex Fells Reservation Parkways are listed in the Nation Register of Historic Places. The Massachusetts Historical Commission (MHC) has stated in its comment letter that it does not

concur with the DEIR's synopsis and assessment about the integrity of the North Border Road segment near the project site. The FEIR should include supplemental information, as suggested in the MHC comment letter, to facilitate additional examination of the effects of the proposed roadway improvements on the intact portions of N. Border Road. In accordance with DCR's request, the proponent should consult with MHC to determine the eligibility of North Border Road/Park Street for inclusion in the Middlesex Fells Parkways Historic District or a potential Middlesex Fells Reservation Historic District. I strongly encourage the proponent to coordinate and collaborate with both MHC and DCR prior to the filing of the FEIR to ensure that sufficient information will be gathered to allow for a clear understanding of the project's potential impact on cultural and historic resources.

The FEIR should include suitable information of a size and scale to allow MHC to evaluate the potential impact of new signalization boxes or signal poles proposed for the intersection of South Street and Main Street (Route 28), as this intersection marks a beginning of a portion of the National Register-listed Middlesex Fells Parkways. Additionally, the MHC has requested a more robust viewshed analysis sufficient in detail to demonstrate the potential effects of the new construction on the character and setting of the adjacent and proximate historic properties referenced by the MHC comment letter.

Parking

The project will include a total of 485 parking spaces for both the Home Depot and office building. The number of parking spaces presented in the DEIR is less than that presented in the EENF (a reduction from 312 *new* parking spaces to 263 *new* parking spaces). The proponent has put forth a parking plan that exceeds the minimum requirement for parking under the Stoneham Zoning Bylaw (1 space per every 350 square feet of gross floor area), but is less than the typical Home Depot store (5 spaces per every 1000 square feet of building coverage). A reduced parking field appears to result in a site layout that further reduces direct impacts to wetland resource areas and provides for larger buffer zones to wetlands.

The proponent has made available non-exclusive use of ten (10) parking spaces for use by visitors to the Middlesex Fells entrance near the project site. Under existing conditions the DEIR states that there is an informal entrance to the Middlesex Fells on the opposite side of Fallon Road that does not contain any formal parking, and is used primarily by DCR maintenance personnel. The FEIR should address the suggestion made in the DCR comment letter regarding the location of parking spaces for access to Bear Hill on the south side of Fallon Road, on DCR land in consultation with DCR staff. The FEIR should include an update on discussions with other Fallon Road property owners on efforts to restrict/eliminate on-street parking on Fallon Road.

Wetlands

The DEIR provided a discussion of wetland resource area characteristics, consistency with Wetlands Protection Act regulations performance standards and wetland restoration guidelines, and site design modifications to reduce wetlands impacts in accordance with the scope issued as part of Certificate on the ENF. MassDEP's comment letter has indicated that the 10,630sf of wetland creation as mitigation for project alteration to BVW (2,389sf) is also sufficient to compensate for the previous wetland alterations identified by the MassGIS datalayer that have not been corroborated with Orders of Conditions. The FEIR should confirm that none of the proposed off-site traffic mitigation measures will directly or indirectly impact wetland resource areas.

Water Quality

The DEIR provided sufficient documentation to confirm that the project was not located within an Outstanding Resource Water (ORW) and is not hydrologically connected to the North Reservoir, a public drinking water supply. Based upon this information, the project will not require an individual 401 Water Quality Certificate (WQC) from MassDEP.

Stormwater

The FEIR should address the concerns raised in the MassDEP comment letter including, but not limited to, test pit data, comparisons of pre and post-development peak rates of runoff, Vortech particle separator units' sizing requirements, and snow disposal. The FEIR should include a drainage plan of sufficient size and scale to readily discern the location of discharge points and infrastructure. Drainage areas in pre and post-development conditions should be graphically depicted within the FEIR. The FEIR should identify the potential impacts of stormwater runoff and demonstrate compliance with the Massachusetts Stormwater Management Policy or MassHighway guidelines of off-site roadway improvements and associated stormwater management measures.

The proponent should substantiate the specific Low Impact Development (LID) techniques that are proposed on site in accordance with MassDEP's request. Additional consideration should be given to the opportunity to utilize compact parking spaces within the parking field to further reduce impervious surface and overall land impacts associated with the project.

Water / Wastewater

The DEIR noted that the project will include the construction of approximately 810 linear feet of new, 12-inch water main in Fallon Road in order to alleviate low pressure within the existing Fallon Road infrastructure. No new sewer mains will be constructed as part of the project. The project will require on-site sewer and water service connections to the water and

sewer mains located in Fallon Road adjacent to the project site. The DEIR has indicated that the proponent has agreed, as part of the local Planning Board approval process, to perform cleaning of the existing gravity sewer system, including the mainline piping and manholes, from the intersection of Park Street and Fallon Road, to the intersection of Katherine Road and Marble Street.

The proponent should address in the FEIR the Massachusetts Water Resource Authority (MWRA) concerns related to the potential impact of roadway improvements on various MWRA water mains in the project area. The FEIR should demonstrate that traffic mitigation measures can be achieved without detrimentally impacting MWRA water mains. The proponent should also share the results of their investigation regarding the project layout and its proximity to an MWRA easement associated with a 48-inch reinforced concrete water main adjacent to Interstate 93 with the MWRA.

The FEIR should outline water use reduction measures to be implemented within the building and exterior garden center in association with sustainable design principles. I encourage the proponent to consider xeriscaping opportunities associated with on-site landscaping to reduce water consumption.

Demolition / Construction Period

The DEIR included a discussion of potential construction period impacts and outlined anticipated recycling, demolition and blasting activities. The proponent has indicated that the project will comply with both Solid Waste and Air Pollution Control regulations, pursuant to M.G. L. Chapter 40, Section 54, and will re-use suitable materials on-site for construction of the sub-grade/base of the parking areas and driveways and the landscape berm. Best Management Practices (BMPs) will be utilized to limit dust, noise, vibration and traffic impacts. The FEIR should reconsider the opportunities and feasibility of participating in MassDEP's diesel retrofit program and outline any commitments within the draft Section 61 findings. The FEIR should also directly address potential construction related traffic impacts and mitigation associated with intersection upgrades and realignment, including traffic pattern management plans or road closures or detours that may be necessary to facilitate construction of traffic mitigation measures.

Sustainable Design

The DEIR included a discussion of Home Depot's corporate policies with respect to sustainability. The FEIR should clarify what components of the overall Home Depot policies may be utilized on-site, as it is unclear if these policies are applied to every Home Depot, or selected stores only. Furthermore, while I acknowledge Home Depot's corporate policies related to the types of products it provides for its customers, the FEIR should provide additional information about the facility itself, including the possibility of LEED Certification, in-store water reduction measures, etc.

Mitigation

The FEIR should include a separate chapter summarizing and updating proposed mitigation measures. This chapter should also include draft Section 61 Findings for each state agency that will issue permits for the project. While draft Section 61 findings for MassHighway and DCR should focus on those areas of State jurisdictional roadways, local roadway mitigation measures may be included to assist in the overall assessment of regional traffic improvements. The draft Section 61 Findings should contain clear commitments to implement mitigation measures, estimate the individual costs of each proposed measure (including funding sources, if any), identify the parties responsible for implementation, and a schedule for implementation.

Response to Comments

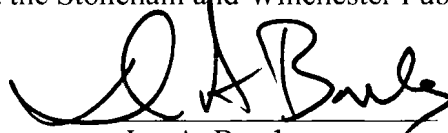
The DEIR did not include a response to comments from the Town of Winchester's comment letter on the ENF. The FEIR should address the comments from this ENF comment letter. The FEIR should contain a copy of this Certificate and a copy of each comment received. Numerous comments were received by interested parties and agencies. The FEIR must present additional narrative and/or quantitative analysis necessary to respond to the comments received. To the extent that the text of the FEIR specifically and thoroughly responds to certain comments, the proponent may reference sections of the FEIR. However, the proponent should make a strong effort to completely answer the questions raised in comments through tailored narrative and supporting additional documentation as necessary.

Circulation

The FEIR should be circulated in compliance with Section 11.16 of the MEPA regulations and copies should be sent to any state agencies from which the proponent will seek permits or approvals and to those who submitted comments on the EENF or DEIR. A copy of the FEIR should be made available for review at the Stoneham and Winchester Public Libraries.

September 28, 2007

Date



Ian A. Bowles

Comments received:

08/23/2007 Ed Curley
08/23/2007 Dawna Ellston Wierzbowski
08/23/2007 Frank P. Pigone, Jr.
08/23/2007 Lauren Murphy
08/27/2007 Stephen H. Kaiser
08/27/2007 Francis and Linda Carey
08/27/2007 Ken Pruitt
08/28/2007 Stephen Hussar
08/31/2007 Nancy Palazzolo
09/05/2007 Carol Buonopane
09/05/2007 Marge Powers
09/05/2007 Bob Powers
09/05/2007 Carl Mockler
09/05/2007 Albert Coons
09/05/2007 Frank Pignone
09/05/2007 Anita Nackel
09/05/2007 Jennifer Malmquist
09/06/2007 Barbara Crystal
09/06/2007 Oliver Bouchier
09/06/2007 Marji Berkman
09/06/2007 Kim Rylander
09/06/2007 Jennifer Chen
09/06/2007 Scott K. Burt
09/06/2007 Jeff Parks
09/06/2007 Bill Swanson
09/06/2007 Ronald R. Reppucci
09/06/2007 Bob Crepinsek
09/06/2007 Ted Siegan
09/06/2007 Robert M. Ghika
09/06/2007 Candy Brower
09/06/2007 Lisa Casaletto
09/06/2007 Edith Mooers and David Hartley
09/06/2007 Ron Farnsworth
09/06/2007 Marie E. Sinclair
09/06/2007 J. R. Hose
09/06/2007 Lisa Reese
09/06/2007 Clare L. Hurley
09/06/2007 Sharon Casper
09/06/2007 Ron Pugh
09/06/2007 Jonathan Millman
09/06/2007 Theodore S. Bond
09/06/2007 Elizabeth Durrell

09/06/2007 Leonard and Rosemary Peterson
09/06/2007 Cathy Tarani
09/06/2007 Sarah Mockler
09/06/2007 Laura Street
09/06/2007 Karen Held
09/06/2007 Janet and Bob Polcaro
09/06/2007 Debra Farmelant
09/06/2007 Shannon Gotto
09/06/2007 Denise Heintze
09/06/2007 Michael Marciello
09/06/2007 Marlen Heroux
09/06/2007 Judith Viglione
09/06/2007 Ellen Donaldson
09/06/2007 Patrick Brennan
09/06/2007 Jennifer Crain
09/06/2007 Jordana Riley
09/06/2007 Michael and Gloria Moran
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09/07/2007 Prudence Chapman
09/07/2007 Rebecca Dempster and Matthew Beck
09/07/2007 Henry and Mary Smith
09/07/2007 John Thompson
09/07/2007 Lois Grossman
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09/07/2007 Peter Logue
09/07/2007 Gwen Miner
09/07/2007 Michael Pietkiewicz
09/07/2007 Heather Bruce and Family
09/07/2007 Mike and Cyndy Cotter
09/08/2007 Jennifer Gonzalez
09/08/2007 Margaret H. Bell
09/08/2007 Mary Marhafer
09/08/2007 Allen Young
09/08/2007 Tammy Buzzell and Zhaohui Wang
09/09/2007 Cristine Cardello
09/09/2007 Fran Metcalf
09/09/2007 Mary Saudade
09/09/2007 Sheila Burke
09/09/2007 Timur Shtatland
09/09/2007 Erin Sands
09/09/2007 Bruce McWhirk
09/09/2007 Ellen Wendruff
09/10/2007 Chris Pierce
09/10/2007 Pauline Burt
09/10/2007 Sharon L. Wright

09/10/2007 Camille Chevalier Karfis
09/10/2007 Karen W. Stevens
09/10/2007 Kenneth D. Pruitt
09/11/2007 Suzanne Interrante
09/11/2007 Amy Davies
09/11/2007 Thomas W. Lincoln
09/12/2007 Frank Wright, Ward 3 Alderman, City of Melrose
09/12/2007 MaryAnna Foskett
09/12/2007 Anne Donati
09/12/2007 Beth Harrington
09/13/2007 Judith Vezinat
09/13/2007 Paul Johnson
09/13/2007 Paul Swindlehurst
09/13/2007 Avi Nagar
09/13/2007 Ilene Tranchina
09/13/2007 Maribeth Darwin
09/13/2007 Martha and William Howard
09/14/2007 Dr. Tapan K. and Mrs. Arundhati Gupta
09/14/2007 Jo and Don Gould
09/14/2007 Shannon Heaton
09/14/2007 Stephen Vanni
09/14/2007 Paul McQuillan
09/15/2007 Denise Coppola
09/15/2007 Mr. and Mrs. John Nee
09/15/2007 Lisa M. Internicola
09/16/2007 Marie L. Hayden
09/16/2007 Joanne Grieco
09/16/2007 Lisa Tiemann
09/17/2007 Maura and Sebastian Musto
09/17/2007 Ed Schmitt
09/17/2007 Samuela Eckstut
09/17/2007 David Mussina
09/17/2007 Charles J. Dell
09/17/2007 Jim and Connie Ring
09/17/2007 Carol McGreevy
09/17/2007 Cameron Bain
09/17/2007 John Roberts
09/17/2007 Kathryn Roberts
09/17/2007 Michael A. Granese
09/17/2007 David Roberts
09/17/2007 Bernice Doherty
09/17/2007 Greg Wilcox
09/18/2007 Rick Schettino
09/18/2007 Charlene and Ron Weekley
09/18/2007 Kevin C. Grieco
09/18/2007 Sally Kennedy

09/18/2007 Nancy M. Hansen
09/18/2007 Joyce Coppage
09/18/2007 Mary L. O'Brien
09/18/2007 Lisa B. Tiemann
09/18/2007 Nathan Rome
09/18/2007 Robert Van Tichelt
09/19/2007 Marie B (illegible)
09/19/2007 Edward Papalegis
09/19/2007 Mary Kelley
09/19/2007 Dana M. Jewell
09/19/2007 Marie J. Moore
09/19/2007 Helene Kelley
09/19/2007 Joseph and Patricia Dovah
09/19/2007 Susan G. Baron
09/19/2007 Helen Fontana
09/19/2007 Kathleen McGourthy
09/19/2007 Norbert Kremer
09/19/2007 Christine Poliks
09/19/2007 Joshua Smith
09/19/2007 Steve Beinar
09/19/2007 Patrick Coppola
09/19/2007 Elaine Mazgelis
09/19/2007 Marguerite Small
09/19/2007 Forrest G. Tiedeman
09/19/2007 Margaret D. Russell and John R. Russell
09/19/2007 Andrew Celentano
09/19/2007 Dorothy Bergold
09/19/2007 Janet Reinhold
09/20/2007 Kathy Shackelford
09/20/2007 Ellen McBride
09/20/2007 Barbara Wyse
09/20/2007 Stephen H. Kaiser
09/20/2007 Anthony Doyle
09/20/2007 Mr. & Mrs. James Geysen
09/20/2007 Preston S. Johnson and Dorothy A. Pearl
09/20/2007 Kathleen (illegible)
09/20/2007 Alice M. Conley
09/20/2007 Rene (illegible)
09/20/2007 John Devine
09/20/2007 Heidi Kelf
09/20/2007 David P. Rand
09/20/2007 Anne Nonis
09/20/2007 Tyler King
09/20/2007 Nancy Free
09/20/2007 Adam King
09/20/2007 Malaika King

09/20/2007 Jeri Solomon and James Brown
09/20/2007 Robert DiPietro
09/20/2007 Gary Floyd
09/20/2007 Kathy Floyd
09/21/2007 David Rondeau
09/21/2007 Donna Sachetti
09/21/2007 Mary Wolf
09/21/2007 Paul Mattatall
09/21/2007 Elizabeth Samit
09/21/2007 Linda Johnson
09/21/2007 Joan Leonard
09/21/2007 Michael Paiewonsky
09/21/2007 Sally Saunders-Brennan
09/21/2007 Linda Corapi and Family
09/21/2007 M. Joan Potter
09/21/2007 sandrajoyce10@aol.com
09/21/2007 Neal Dike
09/21/2007 Julie Ross
09/21/2007 Karen Johnson
09/21/2007 Richard Wronski
09/21/2007 Michael Robert
09/21/2007 David Hoff
09/21/2007 Amanda Neff
09/21/2007 Charles Stuart Andelman
09/21/2007 Glenn Curtis
09/21/2007 Stephanie Catalini
09/21/2007 Catherine Moore
09/21/2007 Michael P. De Simone
09/21/2007 Friends of the Middlesex Fells
09/21/2007 Executive Office of Transportation
09/21/2007 Massachusetts Historical Commission
09/21/2007 Massachusetts Department of Environmental Protection – NERO
09/21/2007 Massachusetts Water Resources Authority
09/21/2007 Department of Conservation and Recreation
09/22/2007 Gary J. Bagarella (late comment)
09/24/2007 Alora Frederick (late comment)
09/26/2007 James K. Day (late comment)

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