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CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
 ON THE
 DRAFT ENVIRONMENTAL IMPACT REPORT/NOTICE OF PROJECT CHANGE

PROJECT NAME : Upland Woods Redevelopment
 PROJECT MUNICIPALITY : Upland Road – Norwood and Westwood
 PROJECT WATERSHED : Neponset River
 EOEА NUMBER : 13403
 PROJECT PROPONENT : CFRI/CQ Norwood Upland, LLC
 DATE NOTICED IN MONITOR : September 24, 2008

As Secretary of Energy and Environmental Affairs, I hereby determine that the Draft Environmental Impact Report (DEIR)/Notice of Project Change (NPC) submitted on the above project **adequately and properly complies** with the Massachusetts Environmental Policy Act (G. L., c. 30, ss. 61-62I) and with its implementing regulations (301 CMR 11.00). I find that no major issues remain that warrant the preparation of a separate Final Environmental Impact Report (FEIR). Therefore, in the next edition of the Environmental Monitor, I will publish notice that the DEIR is being reviewed as an FEIR, in accordance with 301 CMR 11.08(8)(b)(2).

Project Description

According to DEIR/NPC, the proposed project consists of the redevelopment of a 457,788 square foot (sf) former Polaroid manufacturing facility into a development of 713,363 sf in two phases. The site had been subdivided into five lots, but it has now been reconfigured into four lots. Phase I included the reuse of Building #200 (172,788 sf) to house a new Universal Technical Institute (UTI) for automotive technician training and the construction of 780 new parking spaces on Lot #1. Phase I for which a waiver was granted on January 28, 2005 has been completed. Phase II includes the construction of 300,000 sf of new office space and the demolition of 22,500 sf of existing space on the Aspect Medical Building on Lot #2. The site contains about 131.16 acres.

This project is subject to a mandatory EIR pursuant to Sections 11.03(i)(a)(2),

11.03(6)(a)(6), and 11.03(6)(a)(7) of the MEPA regulations because it creates ten or more acres of impervious area, generates 3,000 or more new vehicle trips, and includes the construction of 1,000 or more parking spaces. It will require Massachusetts Highway Department (MHD) Access and Traffic Signal Permits. The project must comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site. It has received separate Orders of Condition from the Norwood Conservation Commission to allow the construction of the subdivision road, the redevelopment of Lot #1 and the redevelopment of Lot #2. The unbuilt portions of the project will require Order(s) of Conditions from the Norwood Conservation Commission for work within the buffer zone and isolated wetlands. A 3,200 sf isolated wetland on Lot #4 is proposed to be replicated adjacent to a larger wetlands system on this lot. Because the proponent is not seeking financial assistance from the Commonwealth for the project, MEPA jurisdiction is limited to those aspects of the project within the subject matter of required state permits and that may cause Damage to the Environment, as defined in the MEPA regulations (in this case: wetlands and traffic).

Changes to the Project

A 22.7-acre portion of the site, which is located in Westwood, has been sold to an open space land trust and is now permanent open space. Lot #1 and #2 (now called Lot #1) has been sold to the Universal Technical Institute (UTI). The existing 222,163 sf building has been converted into a school for 2,000 students. The existing 235,625 sf building on Lot #3 (now Lot #2) has been remodeled, and is partially occupied by Aspect Medical. Aspect Medical is a light manufacturing facility. The proponent is proposing to demolish a 22,500 sf section of the Aspect Medical building. It is proposing to construct a 100,000 sf office building on Lot #4 (now Lot #3) and a 200,000 sf office building on Lot #5 (now Lot #4). The total square footage for the project would increase from 677,788 to 713,363 sf. The proponent estimates that about 8.6 acres of new impervious area would be created by this change to the project. It is proposing to alter approximately 3,200 sf of isolated wetlands. Traffic is projected to increase from 7,782 new vehicle trips (revised) in the ENF to 8,694 trips in the DEIR/NPC. The number of parking spaces would increase from 2,699 to 3,353 spaces. The proponent has estimated that water consumption will be 54,450 gallons per day (gpd). It has estimated that wastewater generation will be 49,500 gpd.

Review of the DEIR/NPC

The DEIR/NPC provided a detailed project description with a summary/history of the project. It included existing and proposed site plans. The DEIR/NPC described the project phasing. The DEIR/NPC included a conceptual-level landscaping plan and building elevations from all sides. The proponent proposed "cutoff" light fixtures on low poles and maintaining the vegetated buffer zones to reduce potential lighting impacts on adjacent residential structures.

The DEIR/NPC discussed both the Preferred Alternative and the No-Build Alternative. It

summarized the alternatives already developed for the project site by the proponent, such as light industrial uses.

The DEIR/NPC was prepared in conformance with the EOEA/EOTC Guidelines for EIR/EIS Traffic Impact Assessment. It identified appropriate mitigation measures for areas where the project will produce impacts on local and regional traffic operations. The trip generation rates were explained in the DEIR/NPC. The DEIR/NPC provided a Level-of-Service (LOS) analysis for the following intersections: Route 1A/Upland Woods Drive; Route 1A/Putnam Drive; Route 1A/Clapboardtree Street/Everett Street; Everett Street/Washington Street; and Route 1A/Prospect Street. The DEIR's LOS tables included the weekday morning and evening peak hours for each movement for these above intersections. The Volume/Capacity ratio was also provided for signalized intersections. The DEIR included a summary of the average and 95th percentile vehicle queues for each intersection within the study area.

Traffic accident history for the three most recent years was reviewed and presented for the study area. The DEIR provided the most current information on the proposed construction dates for any roadway improvements in the area. It discussed the suitability of the proposed signalization changes and roadway widenings. Improvements were only proposed within existing right-of-ways (ROW). The DEIR/NPC included plans showing the configuration of each roadway intersection proposed for modification. The proponent will coordinate the proposed traffic signal at the main driveway with the other existing/proposed MassHighway signals along this area of the Route 1A corridor.

The proponent has determined the number of parking spaces based on its projected user needs. It will consider banking 50 parking spaces on Lot #3 and 100 parking space on Lot #4. Local zoning required 2,822 parking spaces. The supplemental material identified the amount of parking spaces recommended in the ITE Parking Manual as approximately 1,925 spaces using the 85th percentile parking need.

The DEIR/NPC outlined the proponent's Transportation Demand Management (TDM) Program. It identified bus routes, bus stops, and commuter rail stations in the area. The DEIR/NPC showed where sidewalks currently exist in a map of the project site and where the proponent proposed sidewalks. It identified how these sidewalks would connect to other sidewalks and proposed crosswalks. The supplemental information submitted on October 6th identified the proposed bicycle facility improvements included with this project. The proponent identified 12 bicycle spaces on Lot 3, 25 spaces on Lot 4, and 6 spaces on Lot 2.

The DEIR/NPC stated that no municipal water system improvements will be required by the project to connect to the municipal water system. It outlined the proponent's efforts to reduce water consumption and thereby reduce wastewater generation. No capacity deficiencies within the municipal wastewater system were identified by the proponent. The proponent will comply with the Town of Norwood sewer connection process for infiltration /inflow (I/I) measures.

The DEIR/NPC presented a summary of the results of the hazardous waste studies and remediation efforts undertaken at the site by the proponent. It presented a discussion on potential construction period impacts and analyzed feasible measures that can avoid or eliminate these impacts. The supplemental material of October 6th provided a copy of the Draft Stormwater Pollution Prevention Plan.

The proponent has incorporated cost-effective sustainable design elements and construction practices into Phase II, and the buildings will be LEED certified.

Summary of the DEIR/NPC Mitigation

The DEIR/NPC included a separate chapter on mitigation measures. This chapter on mitigation included a draft Section 61 Finding for MassHighway. The proposed Section 61 Finding contained a clear commitment to mitigation, an estimate of the individual costs of the proposed mitigation and the identification of the parties responsible for implementing the mitigation. A schedule for the implementation of mitigation was also included in the DEIR/NPC.

The DEIR/NPC included the following mitigation measures in Section 6 of the DEIR/NPC:

- Construct geometric improvements at Route 1A/Clapboardtree Street intersection, approximately \$300,000.
- Sale of a 22.7-acre portion of the site, which is located in Westwood, to an open space land trust for a below market price, approximately \$1.5 million.
- A monetary contribution of \$50,000 to the Town of Norwood for advancing potential geometric and/or signal improvements at the Route 1A/Prospect Street intersection.
- Monitor traffic volumes and operations on- and off-site to determine whether applicable signal warrants are met and/or implementation of geometric improvements are necessary to offset project impacts, approximately \$40,000.
- Implement signal timing improvements at Route 1A/Clapboardtree Street, Everett Street/Washington Street, and Route 1A/Investors Way intersections, approximately \$15,000.
- Construct a stormwater management system to incorporate LID techniques using bioretention swales, surface and subsurface recharge areas and rainwater cisterns for irrigation, approximately \$2.2 million.
- Employ police officer details at the Route 1A/Site Drive during weekday morning and evening peak periods to manage traffic associated with Phase I until the intersection is signalized, approximately \$45,000 (annually).
- Provide geometric improvements and install a fully actuated traffic signal at the Route 1A/Site Drive and coordinate this signal with the other signals at Investors Way and Clapboardtree Street, approximately \$600,000.
- Install sustainable landscape material and improve screening from neighboring properties, approximately \$400,000.


- Construct internal sidewalks and improve subdivision roadways, approximately \$500,000.
- Install a fence along the subdivision roadway to provide screening from vehicle lighting, approximately \$30,000.
- Implement LEED measures, approximately \$750,000.
- Obtained transit service to the site by the MBTA.
- Commit to the following TDM measures: provide a guaranteed ride home for employees who rideshare; preferential parking; promote Massrides; provide an on-site transportation coordinator (\$10,000); encourage tenants to offer a transit pass subsidy program; offer flextime to employees and direct deposit; provide an ATM; and coordinate its TDM services with other nearby employers. The proponent has committed \$20,000 to join the Neponset Valley Transportation Management Organization.
- Provide bicycle racks, approximately \$3,500.

In its October 6, 2008 supplemental material, the proponent also committed to increase its proposed BVW replication area from 3,200 to 4,800 sf, or a ratio of 1 to 1.5.

On October 22, 2008, the proponent submitted a revised letter of commitment for MassHighway. The DEIR/NPC and the supplemental material have addressed the substantive issues remaining for this project. The proponent must file a response to comments on the DEIR/NPC. In the Environmental Monitor (dated November 10, 2008), the DEIR/NPC will be noticed as an FEIR. The proponent should commit to participating in MassDEP's Diesel Retrofit program and construction-period diesel emission mitigation. It should also require its contractors to use on-road ultra low sulfur diesel fuel in its off-road construction equipment.

October 31, 2008

Date



Ian A. Bowles

Comments received:

Kelly Engineering Group, 10/6/08
MDM Transportation Consultants, 10/22/08
MassDEP/SERO, 10/24/08
EOT, 10/24/08

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