



The Commonwealth of Massachusetts

Executive Office of Environmental Affairs

100 Cambridge Street, Suite 900

Boston, MA 02114

Deval L. Patrick
GOVERNOR

Timothy P. Murray
LIEUTENANT GOVERNOR

Ian A. Bowles
SECRETARY

March 1, 2007

Tel: (617) 626-1000
Fax: (617) 626-1181
<http://www.mass.gov/envir>

CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS
ON THE
EXPANDED ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : Mishawum Station Project
PROJECT MUNICIPALITY : Woburn
PROJECT WATERSHED : Boston Harbor
EOEA NUMBER : 13954
PROJECT PROPONENT : Mishawum Properties, LLC
DATE NOTICED IN MONITOR : January 23, 2007

Pursuant to the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62H) and Section 11.03 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **does not require** the preparation of an Environmental Impact Report (EIR).

As described in the Expanded Environmental Notification Form (EENF), the project involves the phased (Phase I, II) mixed-use redevelopment of the 7.48-acre former MBTA Mishawum Station parking lot located in Woburn. The project site abuts the south side of Mishawum Road to the north, the westbound lanes of Interstate Route 95/Route 128 to the south, and the Mishawum MBTA Commuter Rail Station to the east. The project site currently contains a 600 surface parking lot and an existing one-story (2,903 sf) former Logan Express Station building. As described in the EENF document, Phase I will involve the demolition of the former Logan Express Station building, the construction of approximately 50,000 sf of professional office and bank space, one site access drive, surface and underground parking and related infrastructure and utilities to serve the proposed office building. The majority of the proposed stormwater management infrastructure for the complete project will be constructed as part of the proponent's Phase I construction activities. In Phase II, the proponent proposes to construct 210 residential units (approximately 244,000 sf) located in four separate 5-story buildings (A, B, C, and D), approximately 596 parking spaces (173 surface spaces, 423 below grade spaces), a second access drive, and related utilities and stormwater management infrastructure. Approximately 10 percent of the residential units (21 units) will be affordable and available for

purchase by persons who meet the HUD Affordability Requirement. According to the EENF, the project is estimated to generate approximately 2,036 vehicle trips on the average weekday.

The project is undergoing review pursuant to sections 11.03 (6)(b)(13) and (6)(b)(15) of the MEPA regulations, because the project requires state permits and will result in the generation of 2,000 or more new vehicle trips per day (2,036 vtd total) and the construction of 300 or more new parking spaces at a single location (596 parking spaces total), respectively. The project requires an indirect access permit from the Massachusetts Highway Department (MHD). The project must comply with the National Pollution Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site of over one acre. Because the proponent is not seeking financial assistance from the Commonwealth for the project, MEPA jurisdiction extends to those aspects of the project that may have significant environmental impacts and that are within the subject matter of required or potentially required state permits. In this case, MEPA jurisdiction exists over traffic, land alteration and stormwater.

Stormwater

The proposed redevelopment project will result in approximately 5.2 acres (70%) of impervious surfaces area within the project site. According to the proponent, the project's stormwater management plan has been designed to collect, treat and discharge stormwater from the project site in compliance with MassDEP's Stormwater Management Policy, and incorporates best management practices (BMPs) including the construction of separate roof drains to collect, treat and provide total recharge of stormwater generated from the proposed project, to three infiltration systems located in the northeast, southeast and northwest sections of the project site.

I encourage the proponent to identify opportunities to incorporate LID in the project's site design and stormwater best management practices (BMPs) to reduce impacts to land and water resources by conserving natural systems and hydrologic functions. The primary tools of LID are the use of landscaping features and naturally vegetated areas in site design, which encourage the detention, infiltration and filtration of stormwater on-site, and the in-basin recharge of groundwater resources. 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/>.

Water Supply

According to the information provided in the EENF document, the City of Woburn's municipal water supply has the capacity to serve the mixed-use project's potable water demand

(48,983 gpd). The proponent will need to demonstrate to MassDEP that the final project design meets the Commonwealth's water conservation standards. I encourage the proponent to incorporate water conservation and water use efficiency in the project design to comply with the March 1989 state plumbing code, including water saving devices, low flow toilets, and low flow appliances (dishwashers, washing machines). The proponent should also consider implementing an Irrigation Management Plan (IMP) to further reduce the project's irrigation water demand. An IMP could involve the use of amended soils and compost, the planting of native and drought-tolerant species of trees, shrubs, and turf grasses, an automated water efficient irrigation system, and a water management protocol for drought conditions. I ask that the proponent consult with MassDEP, and refer to the Massachusetts Water Resources Commission's *Lawn and Landscape Water Conservation, An Addendum to the Water Conservation Standards for the Commonwealth of Massachusetts, October 2002*, during the final design of the proponent's IMP.

Wastewater

The estimated wastewater flows (approximately 44,500 gpd) from the proposed mixed use redevelopment project will be conveyed to the City of Woburn's municipal sewer conveyance system and to the Massachusetts Water Resources Authority's sewer collection system, via the MWRA's Wilmington Trunk Sewer line located adjacent to the eastern boundary of the project site, to the MWRA Deer Island Wastewater Treatment Facility (Deer Island WWTF) for treatment and disposal.

The City of Woburn is under an Administrative Consent Order (ACO) with MassDEP that requires the City to assist in the ongoing coordinated efforts of MassDEP and MWRA in reducing infiltration and inflow (I/I) to ensure that the additional wastewater flows proposed by the proponent will be offset by the removal of I/I flows. As described in the EENF, the proponent has committed to provide a financial contribution to the City's ongoing I/I removal project to mitigate the project's impacts on the City of Woburn's and MWRA's sewer systems. Using the prescribed residential rate of \$1,000. per residential unit, and the commercial space rate of \$0.70 per gallon, the proponent has proposed to pay the City of Woburn a total of \$238,350 for the required I/I fee for the proposed mixed-use project. The City will apply these funds to achieve the 10:1 I/I removal rate required pursuant to the MassDEP ACO.

In their comments, MWRA has indicated that the existing 10-inch sewers located within the project area and abutting the project site may not have adequate capacity to accommodate the additional flows from the proposed project.

The project will require a direct connection permit and an 8M Permit from MWRA for any new or improved connection to the Wilmington Trunk Sewer interceptor. I anticipate that MWRA's permitting process will require the proponent to demonstrate that the proposed discharge of the project's wastewater to the City of Woburn's municipal sewer system is feasible. Specifically, the proponent will need to demonstrate that the City's municipal sewer system has sufficient design capacity to accommodate the project's additional (44,500 gpd) wastewater

flows.

Traffic

According to the comments received from the Massachusetts Highway Department (MHD) the EENF included a traffic study that appears to conform to the EOEA/EOTC Guidelines for EIR/EIS Traffic Impact Assessment. Using the Institute of Transportation Engineers (ITE) *Trip Generation* manual's land use codes 230 (Residential Condominium/Townhouses) and 710 (General Office), the proponent estimates a total of 2,026 additional vehicle trips per day (tpd) associated with the proposed mixed-use project. According to the proponent, the increase in vehicle trips anticipated from the project will not have a significant impact on traffic within the study area.

The proponent has identified and committed to a number of traffic improvements, listed below, to mitigate the project's impacts to traffic.

Construct roadway geometric and traffic signal improvements at the Mishawum Road/Industrial Parkway intersection;
Construct new traffic signalization at the Main Street/Elm Street intersection;
Construct traffic signal improvements at the Ryan Road/ Industrial Way intersections;
Construct traffic signal improvements at the School Street/Ryan Road/Mishawum Road intersection;
Construct traffic signal improvements at the Main Street/School Street intersection;
Construct roadway geometric improvements to the northbound approach of Mishawum;
and,

- Road to facilitate turning movements at the Mishawum Road/Industrial Parkway intersection.

Parking and Site Layout

Parking at the site is proposed to include approximately 596 parking spaces (Office - 170 spaces, Residential - 423 spaces). As currently proposed, a total of 173 surface parking spaces will be located adjacent to the north and west sides of the proposed building structures. Approximately 423 parking spaces will be located below grade under the proposed office and residential buildings.

Transportation Demand Management (TDM) Plan

The proponent has proposed a comprehensive Transportation Demand Management (TDM) plan for office employees and residents that incorporates a number of measures for reducing project generated vehicle trip generation including:

- the appointment of a Transportation Coordinator (TC);

- the implementation of an employee ride-matching program (carpooling and vanpooling);
- provide designated preferential parking for carpoolers; and,
- the development of on-site amenities including employee direct deposit banking, and secured bicycle storage racks.

All project tenants and businesses should be required to participate in the proposed TDM plan. The TDM plan should describe any monitoring necessary to ensure the success of the program. The proponent's TDM Plan should include TDM program monitoring and funding components.

Transit

As described in the EENF document, the Mishawum MBTA Station serves as a Limited Service commuter Rail facility receiving a small number of "outbound only" commuter stops during PM commuter hours. I note that the project site is subject to permanent use easements related to the continued operation and maintenance of the Mishawum MBTA Commuter Rail Station (Mishawum MBTA Station), Lowell Commuter Line Right-of-Way (Lowell MBTA ROW), and the surrounding land area, for the general public's non-exclusive use while the Mishawum MBTA Station remains operational.

According to additional information provided by the proponent to the MEPA Office, an MBTA Easement Area (approximately 26,000 sf) has been located in the northeastern corner of the project site abutting Mishawum Road to the north and the Lowell MBTA ROW to the east, to serve commuter rail activities including; pedestrian and vehicular access and egress, and shuttle service to and from Mishawum Road and the Mishawum MBTA Commuter Rail Station; and commuter drop-off and pick-up at the Mishawum MBTA Station. An MBTA Parking Easement Area (approximately 2,600 sf) has also been located in the northeastern corner of the project site to reserve six surface parking spaces for the commuting public. According to the comments received from The Massachusetts Bay Transportation Authority (MBTA), the MBTA does not plan to provide an expanded service at this facility. The proponent's traffic impact analysis and traffic mitigation must be based on the existing service levels of the Mishawum MBTA Station.

Sustainable Design

A new development of the size of the proposed project presents a host of opportunities for incorporating sustainable design elements and sustainable construction into project design, consistent with the goals of Executive Order 385. Sustainable design elements, over the course of the project design life, can both prevent Damage to the Environment and reduce operating costs to the proponent. I encourage the proponent to incorporate sustainable design elements into the project design.

The basic elements of a sustainable design program may include, but not be limited to, the following measures:

- Optimization of natural day lighting, passive solar gain, and natural cooling;
- Use of energy efficient HVAC and lighting systems, appliances and other equipment, and use of solar preheating of makeup air;
- Favoring building supplies and materials that are non-toxic, made from recycled materials, and made with low embodied energy;
- Provision of easily accessible and user-friendly recycling system infrastructure into building design;
- Development of a solid waste reduction plan;
- Development of an annual audit program for energy consumption, waste streams, and use of renewable resources;
- LEED certification; and,
- Water conservation and reuse of wastewater and stormwater.

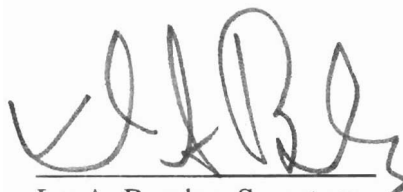
M.G.L. c. 21E/Hazardous Wastes

As described by the proponent, the eastern portion of the project site contains a site (RTN 3-0025760 area where a release of hazardous waste material to soil or groundwater has been detected and reported by the proponent to MassDEP. This releases site must be remediated pursuant to MassDEP's regulations under the Massachusetts Contingency Plan (MCP). The proponent must work closely with MassDEP's Bureau of Waste Site Cleanup (BWSC) in the final design of this project to explore what impacts, if any, the proposed project might have on these hazardous waste release sites and locations, and to evaluate the proponent's need for retaining a Licensed Site Professional (LSP) to assist in the project's construction. The proponent has also committed to ensure that the project contractors and sub-contractors maintain an emergency response plan for performing appropriate response actions in the event contamination is encountered during project construction.

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 EENF 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. I ask that the proponent work closely with MassDEP and others in the permitting process to resolve any remaining issues pertaining to traffic, wastewater, and stormwater management.

March 1, 2007

Date



Ian A. Bowles, Secretary

Comments received:

02/12/07 Massachusetts Highway Department (MHD)
02/12/07 Massachusetts Water Resources Authority
02/22/07 Massachusetts Bay Transportation Authority (MBTA)

EOEA #13954 EENF
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