

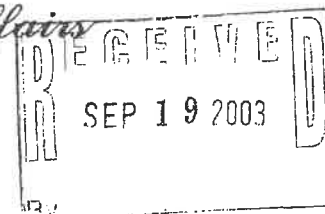


The Commonwealth of Massachusetts

Executive Office of Environmental Affairs

251 Causeway Street, Suite 900

Boston, MA 02114-2119



MITT ROMNEY
GOVERNOR

KERRY HEALEY
LIEUTENANT GOVERNOR

ELLEN ROY HERZFELDER
SECRETARY

September 15, 2003

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

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

PROJECT NAME	: Hopping Brook Park
PROJECT MUNICIPALITY	: Holliston
PROJECT WATERSHED	: Charles River
EOEA NUMBER	: 4411
PROJECT PROPONENT	: Jon Delli
DATE NOTICED IN MONITOR	: August 9, 2003

As Secretary of Environmental Affairs, I hereby determine that the Supplemental Environmental Impact Report (SEIR) submitted on the above project **adequately and properly complies** with the Massachusetts Environmental Policy Act (M.G.L. c. 30, ss. 61-62H) and with its implementing regulations (301 CMR 11.00). However, I have made this determination contingent upon the proponent's timely submittal of the requested additional traffic analysis, and mitigation commitment timeline, to the Massachusetts Highway Department (MHD), as described further in this Certificate and MHD comment letter.

The original Hopping Brook Park project involved the construction of approximately 3,000,000 square feet (sf) of office and research and development space on 281 acres. The project also included access roadways and 9,684 parking spaces. The buildings were to be served by the public water supply and on-site septic systems. The MEPA Office reviewed the project in 1982 and 1983. A certificate was issued on June 14, 1983 finding the Final EIR on the project to be adequate. To date, the Phase I portion of the project, consisting of 558,000 sf of office, manufacturing, and warehouse-space, has been constructed in 16 buildings. Phase I consists of 19 lots and occupies approximately 100 acres of the site.

The Notice of Project Change (NPC) identified several changes for the project. The proponent had acquired an adjacent 85-acre parcel making the total site 366 acres. The project had been redesigned to eliminate 45 acres of net land alteration and 43 acres of net impervious area. The redesign reduced wetland alteration from 1,393,920 sf in the original project to 2,810 sf in the current proposal. Additionally, the resign has provided protection for spotted turtle habitat. The proposal also includes the construction of a wastewater treatment facility with

groundwater disposal of treated effluent on the site. The NPC Certificate was issued May 24, 2002 outlining the transportation/air quality, wetlands/rare species, stormwater and wastewater issues to be addressed in the SEIR.

Traffic

Since the Certificate on the NPC was issued, the proponent has consulted with MHD and provided the required traffic analysis in the SEIR. The analysis was prepared in accordance with EOE/EOTC Guidelines and analyzes the impacts of the project along Route 16 between Route 126 and I-495. According to the analysis results, several intersections along Route 16 as well as Route 85 will remain Level of Service (LOS) F, and will experience increased delay during the morning and evening peak hours, as a result of project-related traffic volumes.

To mitigate the impacts of the full-build project, the proponent has agreed to design and fund geometric improvements and installation of traffic control signals at the Route 16/Central Street and Route 16/Route 126 intersections. According to the analysis presented in the SEIR, congestion and delay would be reduced as a result of signalization. However, the proponent must provide the justification for the signals through a warrant analysis to be filed with MHD. The proponent must also consult with MHD regarding the required traffic monitoring program for Phase II at the Route 16/Site Drive to confirm traffic analysis results, and to develop additional mitigation measures if indicated.

The proponent has committed to appointing a Transportation Coordinator to manage a Transportation Demand Management (TDM) program to reduce single occupancy vehicle (SOV) trips to and from the site. The proposed TDM plan includes ridesharing information and guaranteed ride home. According to the SEIR, the proponent is also considering the feasibility of including onsite services (ATM, food/retail services) to reduce midday SOV trips by employees.

Given that the site is not served by public transit, the proponent should include onsite conveniences for employees, and require the same of tenant employers. In addition, the proponent must contact the MBTA and the local Transportation Management Association (TMA) regarding the potential for an onsite bus stop to provide Local Inter-Framingham Transportation service between the site and the MBTA Framingham commuter rail station. In the interim, the proponent should evaluate the feasibility of initiating shuttle service to the station, as well as to other transit nodes. Every effective measure must be evaluated and implemented to mitigate the traffic and air quality impacts of the project.

Wetlands/Rare Species

According to the SEIR, the wetlands impacts and impacts to rare species habitat (Spotted turtle and Four-toed salamander) have been minimized by revising the proposed roadway crossing. The proponent has consulted with the Holliston Conservation Commission and

received an Order of Conditions addressing the stormwater management plan and the replication plan (greater than 1:1 replication ratio) to mitigate impacts to wetlands resources. The proponent should also commit to re-vegetating the replicated areas if expected growth rates are not achieved.

The proponent has consulted with the Natural Heritage and Endangered Species Program (NHESP) and filed a request for a Conservation Permit to address the mitigation measures which will employed to provide a net benefit to rare species population. The proposed measures include creation of nesting habitat and a program to monitor wildlife migration through the site. The NHESP has also recommended that the proponent modify the proposed box culvert to provide a wider passage route for wildlife migration.

The proponent will preserve 14 acres of the site as open space, which should further minimize impacts to wetland resource areas and wildlife habitat. The proponent should consult with the EOE Land Conservation Services office and obtain a conservation restriction on the acres of site that will be preserved as open space, and include the commitment in the Final Section 61 Finding.

Stormwater

According to the SEIR, the stormwater control plan has been designed in accordance with the best management practices of DEP's Stormwater Management Policy. The proponent will install additional detention basins as compared to the original plan, as well as deep sump catch basins, and water quality swales. The proponent also plans to install groundwater recharge systems beneath nesting habitat areas to minimize impacts to rare species populations.

Mitigation and Section 61

The proponent must prepare a revised Section 61 Finding that includes mitigation measures for all impacts identified throughout the extended MEPA review process. Particularly, the Section 61 Finding must address the measures that will be undertaken to mitigate the traffic, wetlands, open space, rare species and stormwater impacts of the project. The Final Section 61 Finding will be included with all state permits issued for this project and will be considered binding upon the proponent as mitigation commitments.

To the extent that the project will be implemented in phases, specific mitigation commitments must be linked to specific phases or increments of development. A copy of the Section 61 Findings must be forwarded to the MEPA Office.

The Final EIR has addressed the outstanding issues outlined in the Draft EIR Certificate, and the project may advance through DEP, MHD and NHESP program permitting. Therefore, no further MEPA review is required.

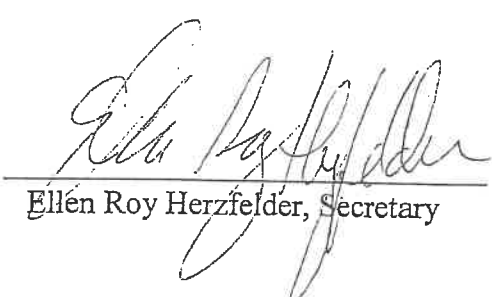
EOEA #4411

S EIR Certificate

September 15, 2003

September 15, 2003

DATE


Ellen Roy Herzfelder, Secretary

Comments received:

9/3/03	Department of Environmental Protection – SERO
9/9/03	Charles River Water shed Association
9/11/03	Massachusetts Highway Department

September 11, 2003

Ellen Roy Herzfelder, Secretary
Executive Office of Environmental Affairs
251 Causeway Street, 9th Floor
Boston, MA 02114-2150

RE: Holliston- Hopping Brook Park- Supplemental EIR
(EOEA #4411)

ATTN: MEPA Unit
LeAndrea Dames

Dear Secretary Roy Herzfelder:

The Massachusetts Highway Department (MassHighway) has reviewed the Supplemental Environmental Impact Report (SEIR) for the Hopping Brook Park project. Full build of this project entails the construction of a 3,000,000 square feet industrial park consisting of office, research and development, warehousing, and manufacturing space. The project will be located on a 281-acre site on the south side of Route 16, east of the I-495/Route 85 interchange in Milford. The project will provide 9,684 parking spaces and will be developed in two phases. Phase I entailed the development of 580,000 square feet of the business park, previously constructed and occupied. Phase II entails the development of 2,400,000 square feet of the business park. Based on the ITE Land-Use Codes 140 (Manufacturing), 150 (Warehousing), 710 (General Office Building), and 760 (Research and Development Center), full build of the project is expected to generate an additional 8,480 new vehicle trips on an average weekday. A revised MassHighway permit is required for access to Route 16.

The SEIR included a traffic study performed in accordance with EOEA/EOTC guidelines for traffic assessments. The following comments must be addressed prior to the issuance of a Section 61 Finding for the project.

The proponent has used empirical data based on actual counts from Phase I of the project to derive the trip generation rates for the entire project. We do not object to the use of empirical data; however, we will require the proponent to commit to a monitoring program for Phase II at the Route 16/Hopping Brook Park site drive to verify the trip generation rates, and the implementation of alternative mitigation measures if the monitoring reveals a significant increase in traffic at this location.

The proponent has proposed to signalize the Route 16/Hopping Brook Road intersection and construct geometric improvements to accommodate the proposed signal. The SEIR did not include a signal warrant analysis to verify the feasibility of installing a traffic signal at this location. A new traffic signal at this location must be warranted and approved by MassHighway. In addition, the SEIR did not include conceptual plans to gauge the feasibility of the proposed geometric improvements. A new traffic signal at this location may require land takings, and the project's proponent should identify the party responsible for such takings.

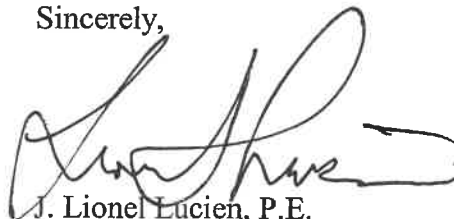
MassHighway is planning to reconstruct and signalize the Route 16/Route 126 intersection. The proponent has agreed to work with MassHighway and the Town of Holliston to develop the design of these improvements. The proponent should meet with MassHighway prior to the issuance of the Section 61 Finding to work out the details of the appropriate level of participation in implementing these improvements.

The proponent has indicated in the SEIR that this project is not conducive to the implementation of some Transportation Demand Management (TDM) measures because of its location with respect to the transportation system and the type of land use. Nonetheless, the proponent has committed to providing an ATM machine and concessions on site, and to working with the various tenants in the Industrial Park to encourage ridesharing between employees. We believe, however, that the proponent should contact the MBTA and the Town of Framingham regarding the Local Inter-Framingham Transportation (LIFT) services. LIFT buses provide communities surrounding Framingham a connection to the Framingham MBTA commuter rail station. The proponent should contact the above parties about establishing LIFT service if feasible, and work with the local Transportation Management Area (TMA), and the Metropolitan Area Planning Council (MAPC) to identify and participate in future TDM strategies and long-term transportation plan for the region.

The proponent should submit a letter of commitment to MassHighway to implement the traffic mitigation measures. This letter should describe the timing and the cost of the mitigation implementation based on the phases of the project, if any. MassHighway will base its Section 61 Finding on this letter of commitment, and upon the satisfactory resolution of the above issues.

If you have any questions regarding these comments, please contact me at (617) 973-7341, or Kristina Johnson of the Public/Private Development Unit at (617) 973-7342.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Lucien', with a stylized flourish at the end.

J. Lionel Lucien, P.E.

Manager, Public/Private Development Unit
Bureau of Transportation
Planning and Development

cc: Astrid Glynn, Deputy Secretary
Luisa Paiewonsky, Deputy Commissioner
Thomas Broderick, P.E., Chief Engineer
Kelly O'Neill, Deputy Chief, Highway Operations
Kenneth S. Miller, P.E., Director of Planning
Thomas Waruzila, District 3 Director
PPDU files
MPO Activities files
Planning Board, Town of Holliston
Metropolitan Area Planning Council
Central Transportation Planning Staff