



The Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

Charles D. Baker
GOVERNOR

Karyn E. Polito
LIEUTENANT GOVERNOR

Matthew A. Beaton
SECRETARY

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

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CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : 526 & 528 Boston Post Road Redevelopment
PROJECT MUNICIPALITY : Sudbury
PROJECT WATERSHED : Concord (SuAsCo)
EEA NUMBER : 15479
PROJECT PROPONENT : Old Post Road Holdings, LLC
DATE NOTICED IN MONITOR : February 24, 2016

Pursuant to the Massachusetts Environmental Policy Act (M.G. L. c. 30, ss. 61-62I) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **does not require** an Environmental Impact Report (EIR).

Project Description

As described in the Environmental Notification Form (ENF), the project consists of redevelopment of a 50-acre site in Sudbury currently and formerly occupied by office and research and development (R&D) buildings for the Raytheon Corporation (Raytheon). The redevelopment project entails demolition of five existing buildings and construction of a mixed-use village-style development that will include commercial/retail space, mixed-income residential apartment homes, age-restricted condominiums, and a memory care assisted living community. The project will also include upgrades and expansion of the existing privately-owned on-site wastewater treatment facility (WWTF), on-site and off-site roadway improvements and pedestrian and bicycle accommodations, enhanced stormwater management

features, and expanded areas of open space and landscaping. Access to the site will be provided via connections to Boston Post Road (Route 20).

The proposed development program is summarized below:

- 250 residential apartment homes (2- to 3- story townhouse buildings (54 units) and 3-story walkup buildings (196 units)) with an ancillary 6,000 square foot (sf) leasing office and 1,500-sf maintenance shop;
- A 48-unit (54 bed) memory care assisted living community;
- A 60-unit active adult residential condominium community;
- Up to 80,000-sf of retail space
 - 45,000-sf grocery store (Whole Foods)
 - 35,000-sf of dry goods and restaurant space.

The apartment homes are proposed for development pursuant to M.G.L. Chapter 40B, Massachusetts' affordable housing statute.

Project Site

The 50-acre project site is located at 526 and 528 Boston Post Road and is bounded by a former railroad right-of-way to the north, commercial and agricultural properties to the east and west, and Boston Post Road to the south. The site currently contains approximately 563,000-sf of office and R&D space, portions of which have recently been vacated by Raytheon. The site contains two main office buildings fronting Boston Post Road, each of which are comprised of smaller, connected buildings: Buildings 2,3, and 4 to the west and Buildings 1 and 5 to the east. The northern portion of the site contains large paved parking lots for up to 2,040 vehicles, a central vegetated area and stormwater retention pond, the WWTF, and a helipad. A small, 7,000-sf structure referred to as the Beltran building is located on the westernmost property line and several small buildings and structures (e.g., radio tower) previously used for R& D are located in the northwest portion of the property.

The project site is within a designated Zone II area for public drinking water supplies. It is not identified as *Priority* or *Estimated Habitat* in the most recent Natural Heritage Atlas (13th edition) and there are no certified or potential vernal pools located on or adjacent to the site. It is not located in a 100-year or 500-year floodplain according to the most recent Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) (No. 25017C0506F, dated July 7, 2014). The project site does not contain any structures or locations that are listed in the *State Register of Historic Places* or the *Inventory of Historic and Archaeological Assets of the Commonwealth*. Finally, the project site is not located within a designated Area of Critical Environmental Concern (ACEC) nor does it contain an Outstanding Resource Water, as designated by MassDEP.

Jurisdiction and Permitting

The project is undergoing MEPA review and requires an ENF because it requires State Agency Actions and will generate more than 2,000 average daily trips (adt) on roadways

providing access to a single location (301 CMR 11.03(6)(b)(13), includes the construction of one or more new sewer mains that will result in an expansion of flow to a wastewater treatment and/or disposal facility by 10 percent of existing capacity (301 CMR 11.03(5)(b)(3)(a), and includes new discharge or expansion in discharge to groundwater of more than 10,000 gallons per day (gpd) of sewage within an area, zone or district established, delineated or identified as necessary or appropriate to protect a public drinking water supply...(301 CMR 11.03(5)(b)(4)(c)(i)).

The project requires a Vehicular Access Permit from the Massachusetts Department of Transportation (MassDOT) and a Modification to a Groundwater Discharge Permit from the Massachusetts Department of Environmental Protection (MassDEP).

A group of citizens appealed the Order of Conditions (OOC) for demolition of Buildings 2, 3, and 4 issued by the Sudbury Conservation Commission; therefore, MassDEP must issue a Superseding Order of Conditions (SOC). Other portions of the redevelopment project will likely require an OOC from the Sudbury Conservation Commission, or in the case of an appeal, a SOC from MassDEP.

The project also requires a National Pollutant Discharge Elimination System (NPDES) Construction General Permit from the U.S. Environmental Protection Agency (EPA).

The Proponent will receive Financial Assistance from the Commonwealth in the form of bond financing from the Massachusetts Housing Partnership. Therefore, MEPA jurisdiction for this project is broad and extends to all aspects of the project that are likely, directly or indirectly, to cause Damage to the Environment as defined in the MEPA regulations.

Environmental Impacts and Mitigation

The project will decrease impervious area on-site by approximately 2.5 acres from 28.8 acres to 26.3 acres. Cumulative floor area within buildings will increase by 37,000 sf from 563,000 sf to 600,000 sf. The project will likely result in temporary impacts to adjacent Bordering Vegetated Wetlands (BVWs) along the Boston Post Road corridor. These impacts will be less than 5,000 sf and contingent upon final design approval from MassDOT. Additional site development work will be limited to the 100-foot buffer zone to BVW with no direct alteration of other wetlands proposed. Water use is expected to increase by approximately 47,800 gpd for a total of 90,000 gpd. An additional 35,000 gpd may be withdrawn on-site if the Proponent pursues the installation of irrigation wells, subject to local approval. Wastewater generation will increase by approximately 40,000 gpd, for a total of 90,000 gpd, to be treated on-site at the upgraded WWTF. On-site, privately-owned water and sewer mains will be extended 0.5 miles each to serve the new buildings. The amount of on-site parking will be reduced by 740 spaces from 2,040 to 1,300. Finally, the project is anticipated to generate an additional 2,810 average daily trips (adt), increasing traffic from approximately 5,110 adt to 7,920 adt (prior to adjustment for internal trip capture and pass-by trips).

Measures to avoid, minimize and mitigate environmental impacts include: installation of a new traffic signal at the primary site driveway, addition of bicycle and pedestrian

accommodations, implementation of a transportation demand management (TDM) program to minimize single occupancy vehicle (SOV) trips, construction of a stormwater management system consistent with MassDEP regulations, and ongoing monitoring consistent with Massachusetts Contingency Plan (MCP) regulations, expansion and operation of a WWTF that meets MassDEP standards for treatment in a Zone II wellhead protection area, and implementation of construction period best management practices (BMPs).

Review of the ENF

The ENF described existing site conditions and the proposed project and its programmatic and physical elements. The ENF presented existing and proposed conditions plans and identified environmental resources and potential impacts.

Alternatives consistency with planning

The ENF identified several alternatives for the project site:

1. A No-Build Alternative that includes the as-of-right re-occupation of the existing 563,000-sf of office space by other office/R&D tenants. This alternative would not include upgrades to the stormwater management system or WWTF. Roadway improvements along Route Boston Post Road would also not be realized.
2. An As-of-Right Alternative that includes 80,000 sf of retail space, 260,000 sf of office space and 230,000 sf of R&D and warehouse space, consistent with the property's Limited Industrial zoning designation. This alternative would not require upgrades to the WWTF and would generate more traffic than the Preferred Alternative, particularly during peak hours. This alternative would reduce parking spaces from 2,040 to approximately 1,850 and would include upgrades to the stormwater management system to meet current MassDEP standards. This alternative is inconsistent with many of the Town's planning goals, described further below.
3. A Preferred Alternative.

The ENF described project consistency with local planning initiatives. Specifically, the project site was identified in the Sudbury Housing Production Plan (HPP) as a preferred location for development of affordable housing. The project site was also identified in the 2001 Sudbury Master Plan as a key location for potential redevelopment. The Town of Sudbury subsequently worked with Raytheon to identify goals and priorities for the project site, all of which will be achieved under the Preferred Alternative. The ENF also noted the project's consistency with a Route 20 Zoning Project (2012) undertaken on behalf of the Town by the Metropolitan Area Planning Council (MAPC) to assist in the development of land use controls for parcels along Route 20 and a 2015 Route 20 Corridor Study that evaluated potential zoning changes to commercial districts along Route 20. Finally, the ENF described how the project will meet many of the planning goals set forth at the regional and state-wide level (i.e., MAPC's Metro Future: Making a Greater Boston Region and Executive Order 385 – Planning for Growth.

Land Impacts

The project site has historically been altered in its entirety, as it features buildings, a large retention pond, parking areas, and a WWTF with open leaching pits. Limited areas of landscaping and trees are located along the property lines and along the site frontage on Boston Post Road. The project will reduce on-site impervious area and will not require extensive grading or earth removal to facilitate redevelopment. The project will provide enhanced open space areas around the retention pond to make it a central feature of the site with improved natural vegetated buffer and additional landscaping and tree plantings throughout.

Traffic and Transportation

The ENF included a transportation study in accordance with MassDOT/EEA *Transportation Impact Assessment (TIA) Guidelines* to evaluate project impacts on the State highway system. The TIA was prepared subsequent to peer review on behalf of the Town of Sudbury during the local review process and in consultation with MassDOT.¹ On October 25, 2015, MassDOT issued a response to a Transportation Scoping Letter (TSL) submitted by the Proponent. A TSL is often submitted prior to initiation of both the MEPA and MassDOT Access Permit review processes to assist a Proponent in the preparation of the TIA. In this TSL response memorandum from MassDOT, guidance was provided on a variety of issues, including but not limited to, the determination of trip generation rates, mode split assumptions, and identification of additional study area intersections. I note that the MassDOT memorandum indicated that this guidance is “preliminary and subject to change with the receipt of additional information during the MEPA review periods.” MassDOT’s comment letter on the ENF indicated that methodologies used in the TIA are generally acceptable to MassDOT and will be accurate in assessing the impact of the project during peak periods.

The transportation study area included the following intersections:

- Boston Post Road at Horse Pond Road;
- Boston Post Road at Dudley Road;
- Boston Post Road at Highland Avenue and Sudbury Plaza (west);
- Boston Post Road at Sudbury Plaza (east);
- Boston Post Road at Nobscot Road (signalized);
- Boston Post Road at Union Avenue (signalized);
- Boston Post Road at Raymond Road;
- Boston Post Road at Concord Road (signalized); and
- Boston Post Road at Landham Road (proposed for signalization by MassDOT)

The transportation study evaluated existing (2015), proposed No-Build (2022) and proposed Build (2022) conditions within the study area. The 2015 Existing Condition assumed re-occupancy of the 563,000-sf of office/R&D space. Traffic volume data collected within the

¹ The peer reviewer, Vanasse and Associates, Inc., (VAI) issued a letter to the Director of the Sudbury Planning and Community Development Department on February 26, 2016 indicated that they are, “satisfied that the Applicant’s engineer has addressed the comment that were raised in our review letter.” This aforementioned review letter was issued on January 21, 2016 by VAI. The Proponent incorporated VAI’s recommendations into the revised TIA submitted as part of the ENF.

study area was used to determine the weekday morning and evening and Saturday midday peak hours. Given the recent vacancies within the Raytheon facility (less than 25 percent), existing traffic generated by the project site was determined using Institute of Transportation Engineers (ITE) land use codes (LUC) for office space (LUC 710), R&D (LUC 760) and Manufacturing (LUC 140) in lieu of extrapolated existing trip generation data. This methodology was vetted and approved by MassDOT. The current adt for the site was estimated at 5,110 adt (2,555 entering, 2,555 exiting).

Currently, there are limited accommodations for bicyclists and pedestrians within the TIA study area. Sidewalks are provided along the north side of Boston Post Road, but only intermittently along the south side. On-street bicycle accommodations are limited to varying width shoulders. The TIA noted future plans for two bicycle trails near the site, one located directly north (the Mass Central Rail Trail) and the Bruce Freeman Rail Trail (to the east of the site). While Sudbury is a member community of the MetroWest Regional Transit Authority (MWRTA), there is no MWRTA service along Boston Post Road.

In analyzing the proposed No-Build and Build 2022 Conditions, the evaluation considered future background growth and known projects, as well as anticipated roadway improvement projects. Specifically, the Boston Post Road/Landham Road intersection is slated for major upgrades, including signalization, by MassDOT. The 2022 conditions assume these upgrades will be constructed at this intersection. An estimation of adt generated by the project in the 2022 Build Condition was made also using ITE data. As is typical practice approved by MassDOT during the MEPA process, daily trip estimates were estimated using LUC 820 (shopping center) for the collective retail square footage, LUC 220 for the apartments, LUC 252 for age-restricted housing, and LUC 254 for the assisted living units.² Using this approved methodology, daily trips generated by the project were estimated at 7,920 adt, an increase of 2,810 adt.

More importantly, the TIA assessed peak hour trips to be generated by the project as peak hour impacts allow for an evaluation of worst-case intersection operations within the study area over the course of a given day. MassDOT requested in the TSL response memorandum that the Proponent evaluate an alternative methodology to determine peak hour trip generation rates. MassDOT requested that the Proponent use LUC 850 (supermarket) for the 45,000 Whole Foods and LUC 820 (shopping center) for the remaining 35,000 sf of retail space and compare these estimates with empirical data obtained from at least three comparable shopping centers with grocery stores to determine the most accurate portrayal of the land uses proposed.³ Subsequent to the issuance of the TSL, but prior to preparation of the ENF TIA, the Proponent submitted these comparison data to MassDOT and received approval to use the empirical data to determine the 2022 Build Condition peak hour trip generation estimates.⁴ These are the data presented in the ENF. These data also indicate that the proposed project will generate less entering traffic during the weekday morning peak hour, less exiting traffic during the weekday evening peak

² According to ITE, LUC 820 is appropriate for an "integrated group of commercial establishments that is planned, developed, owned and managed as a unit" Furthermore, this LUC considers outparcels that may include uses such as retail stores and restaurants.

³ ITE considers the use of LUC 850 for free-standing stores only.

⁴ Email from Vinod Kalikiri, VHB Inc., to Derek Valentine and Lionel Lucien, MassDOT, dated October 21-22, 2015 and provided to MEPA on March 21, 2016.

hour, and more traffic during the Saturday midday peak hour than the re-occupancy No-Build 2022 Condition (as is expected with a shift from office/R&D use to mixed uses).

Mixed-use developments also benefit from increased efficiencies between uses on-site that further minimize vehicle trips through internal capture or shared trips. The TIA described projected trip generation assumptions including a 15 percent residential trip internal capture rate during the weekday morning and evening peak hours and a 30 percent rate during the Saturday midday peak hour. Pass-by trip adjustments were applied consistent with MassDOT guidelines for the retail trips, consisting of a 42 percent rate for the weekday evening peak hour and a 37 percent rate for the weekday morning peak hour and the Saturday midday peak hour. These assumptions were deemed acceptable by both MassDOT and the Town of Sudbury's peer reviewer.

The TIA included the results of a signal warrant analysis for the Boston Post Road/primary site driveway intersection in the future build condition. This intersection will meet all three traffic volume-based warrants for the installation of a traffic signal. This mitigation measure is discussed later in this Certificate.

Capacity analysis were conducted for the weekday morning peak hour, weekday evening peak hour, and Saturday midday peak hour conditions for the Existing 2015, and the 2022 No-Build and Build Conditions. The 2022 Build Condition assumed the installation of a new traffic signal at the intersection of a relocated primary site driveway and Boston Post Road. The primary site driveway will be relocated opposite the westerly Sudbury Plaza driveway and Highland Avenue (private way) to create a new five-legged intersection. The TIA also noted that under the 2015 Existing Condition, the Raytheon primary site driveway is under police detail control during the weekday evening peak period. This police detail will not be included in the 2022 Build Condition.

The TIA concluded that under the 2022 Build Condition, all signalized intersections within the study area will operate at acceptable levels of service (LOS) (i.e., LOS D or better) with the exception of the following:

- Boston Post Road at Primary Site Driveway/Sudbury Plaza/Highland Avenue during the weekday evening peak period (LOS E); and
- Boston Post Road at Union Avenue/Shopping Plaza during the Saturday midday peak period (LOS E).

The TIA indicated that the proposed Boston Post Road at Primary Site Driveway/Sudbury Plaza/Highland Avenue intersection will include an exclusive phase for Highland Avenue due to its very low traffic volume (less than five trips during the peak hours). The TIA compared intersection LOS when the Highland Avenue phase activation (LOS E, as noted above) and without Highland Avenue phase activation (LOS F). As recommended by MassDOT, the Proponent should initiate discussions with the Sudbury Plaza and Highland Avenue property owners to discuss the feasibility of rerouting Highland Avenue traffic through the Sudbury Plaza west driveway to allow for the elimination of the proposed signal phase for Highland Avenue.

The TIA acknowledges that relatively long vehicle queues are estimated on Boston Post Road at the signalized site driveway despite the reduction in peak hour trip generation, as compared to the 2022 No-Build Condition. These queues will be ameliorated to some degree by proposed signal timing coordination as part of the mitigation package that will improve LOS at the Boston Post Road/Nobscot Road and Boston Post Road/Union Avenue intersections during the weekday evening and Saturday midday peak hours.

Unsignalized intersections between Boston Post Road and Horse Pond Road and Raymond road currently operate at LOS F and will continue to do so in the 2022 Build Condition. Boston Post Road at Landham Road, Sudbury Plaza Driveway (west) and the existing site driveway (east) currently operate poorly and will be placed under signal control under the 2022 Build Condition. Other unsignalized intersections will experience similar poor operating conditions (with the exception of certain movements during certain peak periods) between the 2022 No-Build Condition and the 2022 Build Condition.

Parking

The project will provide approximately 1,300 parking spaces. MassDOT and MAPC comment letters indicate that opportunities likely exist to further reduce overall parking on-site. I encourage the Proponent to evaluate means to minimize overall parking by considering potential parking management programs, banking parking until demand is demonstrated, and/or incentives to discourage the need for parking (e.g., unbundling parking cost from rent, etc.).

Transportation Mitigation

As noted previously, the key transportation mitigation measure will be the installation of a traffic signal at the primary site driveway/Sudbury Plaza west driveway/Boston Post Road/Highland Avenue intersection. The TIA included a conceptual plan for this improvement and improvements to Boston Post Road along the site's frontage. The Proponent will continue to work with the owners of the Sudbury Plaza to coordinate modifications to its west driveway in conjunction with the new traffic signal. These intersection improvements will also include new actuated pedestrian crosswalk and bicycle accommodations and bicycle detection systems.

The sidewalk on the north side of Boston Post Road along the project site frontage will be widened and the limits of the sidewalk on the south side of Boston Post Road will be extended from the Sudbury Plaza east driveway to an area opposite the Sudbury Fire Station. The project may also include an addition of five-foot shoulder (which would become part of any future bike lanes) on either side of Boston Post Road within the limits of work. These shoulders will be subject to the availability of rights-of-way and local and State permit approvals.

The secondary site driveway will be maintained in its current location, but modified to accommodate truck turning maneuvers.

The Proponent also intends to install a pre-emption signal in front of the fire station located west of the project site. The proximity of this signal with that proposed at the primary

site driveway will require that they be integrated. The Proponent should address this issue with the Town and MassDOT during final roadway improvement design and approval.

To improve traffic flow along Boston Post Road through the study area the Proponent will implement a time-based coordinated signal system between the primary site driveway, Nobscot Road, and Union Avenue intersections likely using either GPS timers or radio technology.

Finally, the Proponent will implement a TDM program consisting of the following elements:

- Designation of a Transportation Coordinator to manage the TDM program, inform residents, employees and customers of commuting options and coordinate with the Metrowest Transportation Management Association (TMA), MassRides and the MWRTA;
- Membership in the Metrowest TMA;
- Encourage participation by residents and employees in ridesharing programs such as carpools or vanpools;
- Provide accommodations to facilitate bicycle and pedestrian modes of travel including but not limited to, convenient secure bicycle parking on-site, sidewalk improvements along Boston Post Road, future connections to proposed nearby rail trails, and construction of an on-site pedestrian path network.

MassDOT has recommended additional TDM measures that may be feasible for the project. The Proponent should evaluate these recommendations and specifically address whether they will be implemented as part of the project during the MassDOT permitting process. The Proponent should continue to work with the MWRTA, abutters and the Town of Sudbury to explore possible bus service expansion along the Boston Post Road corridor to serve both the project site and adjacent retail/commercial destinations. The project should be designed in a manner that will not preclude on-site transit service.

The Proponent will be required to undertake a traffic monitoring program for a minimum of five years consistent with MassDOT's TIA guidelines. According to the Proponent, a traffic monitoring program will be developed in conjunction with requirements established by the Town of Sudbury and its peer reviewer and the MassDOT permitting process. I encourage the Proponent to establish mode share goals as a means to evaluate the success of the TDM program. These mode share goals should be presented to MassDOT for consideration during its permit review process.

Hazardous Materials

The ENF identified three sites currently or formerly regulated under the MCP:

- Release Tracking Number (RTN) 3-27243 and RTN 3-3037 – 528 Boston Post Road: related to the presence of chlorinated volatile organic compounds (CVOCs), primarily trichloroethylene (TCE) in groundwater in the northeast portion of the property. The

presence of CVOCs was identified between 1990 and 1991 (RTN 3-3037) and achieved regulatory closure (Pending No Further Action status) with MassDEP in 1997. Raytheon continued groundwater monitoring on-site and while groundwater concentrations remained consistent with earlier data, Raytheon notified MassDEP in 2007 as a precautionary measure (RTN 3-27243). In 2008, Raytheon submitted a Class C Response Action Outcome (RAO), which concluded that a Temporary Solution has been achieved and active remediation was not required. Regulatory compliance is maintained through monitored natural attenuation and periodic groundwater monitoring. Raytheon has, and will continue, to be the responsible party for this periodic groundwater monitoring requirement (every five years). The Proponent continues to work with Raytheon to ensure ongoing access post-construction to those monitoring wells necessary to ensure compliance under the MCP.

- RTN 3-3037 – 528 Boston Post Road: related to a 1987 spill of approximately 35 gallons of number 2 heating oil within the former Bore-site Building in the west-central portion of the site. Clean-up documentation was provided as part of RTN 3-3037 and included removal of the underground storage tank (UST) and impacted soils. The UST closure report indicated that there is not a significant risk to human health and environment related to this spill.
- RTN 3-17106 – 528 Boston Post Road: related to a 1998 spill of 15 to 20 gallons of hydraulic oil, resulting from an overturned crane. The spill was remediated with absorbent materials and removal of approximately 1.5 cubic yards of impacted soil. A Class A-2 RAO was filed with MassDEP demonstrating that a Permanent Solution (i.e., regulatory closure) had been achieved.

Each of these RTN's has achieved either Temporary or Permanent Solutions as defined by the MCP. No Activity and Use Limitation (AUL) has been established on any portion of the project site. According to the ENF, sampling has occurred on the project site for the past 20 years under the MCP. Forty groundwater monitoring wells were advanced by Raytheon on-site along with the collection of 43 soil samples. Data collected have not identified soil contamination that would pose a health risk to future users/residents. The most recent groundwater sampling was conducted in March 2015. These data indicated that currently three of the 40 groundwater monitoring wells contain concentrations of constituents above applicable MCP standards. No evidence of groundwater significantly impacting off-site receptors or the Town public water supply wells has been detected over the 20-year monitoring efforts on the property. Prior correspondence from MassDEP noted that "at this time there is no information that would suggest that redevelopment of the site should be restricted."⁵

Concentrations of TCE in excess of MCP standards were detected in two monitoring wells (GZ-10D and GZ-202) on the eastern portion of the site. As noted in the ENF, these wells are located below ground surface in deep groundwater (59-91 feet) and TCE was not detected above reporting limits in shallower groundwater at the site. Correspondence in the ENF from

⁵ MassDEP correspondence from John Miano, Bureau of Waste Site Cleanup dated March 14, 2016, attached to comment submitted by Bob Haarde, dated March 15, 2016.

MassDEP noted that potential for exposures due to solvent vapor migration into buildings is generally not a concern for the proposed location of the residential buildings due to the depth of groundwater contamination.

Testing also detected the presence of Freon 7 at levels in excess of the applicable MCP standards (Method 2 GW-2 standards) in one groundwater well (GZ-106) located along the eastern property line. The ENF stated that Freon 7 levels at GZ-106 are lower than levels detected in 2013 and none of the surrounding wells contain levels that exceed Method 2 GW-2 standards. There are no buildings proposed in the vicinity of GZ-106, limiting the potential for vapor intrusion into occupied spaces. If the site layout is modified to include building near this monitoring well, the Proponent will be required to evaluate for the possibility of Freon vapor intrusion to indoor air.

Data indicate that contaminant concentrations in groundwater have been decreasing over time, with groundwater containing concentrations above the MCP standards representing approximately five percent of the total site area. Water supply will be provided via the public drinking water supply, with no potable water wells to be installed on-site. The Proponent indicated that the potential installation of an irrigation well is still under investigation. If an irrigation well is proposed, it will be located outside and up-gradient of the RTN and will likely be drilled 300 to 500 feet underground to ensure sufficient water pressure. The Proponent will study the location, design and pumping rates of the irrigation well to ensure that it will not draw in groundwater from the contaminated zone.⁶

Wastewater

The project site presently contains a private wastewater collection, treatment, and disposal system because the Town of Sudbury does not provide municipal wastewater service to the area. On-site wastewater is collected via gravity and force sewer mains prior to being treated at the WWTF. The WWTF's main components include a sequencing batch reactor (SBR), ultraviolet (UV) disinfection, and three open sand beds that filter the treated effluent. This facility has been upgraded in the past (1990 and 2009) and is currently permitted to discharge up to 50,000 gpd by MassDEP in accordance with its existing Groundwater Discharge Permit (GWDP).

The proposed development will be connected to the existing WWTF via a series of new gravity and force mains. The WWTF will be upgraded to process the additional flows anticipated from the expanded uses on-site. These upgrades will provide redundancy, improve system reliability, and increase recharge to the underlying aquifer. While the Proponent intends to modify the GWDP to allow for the treatment of up to 90,000 gpd, the proposed development program is projected to generate approximately 82,000 gpd, based on MassDEP Title V flow estimates. The Proponent also expects to reduce project-related wastewater flows on the order of 20 percent through the implementation of water conservation measures.

The ENF indicated that a hydrogeological evaluation is underway to determine: the capacity of the existing sand beds to accommodate the additional flow, if supplemental measures

⁶ Email correspondence with Seth Lattrell, VHB, Inc., and Tricia Pinto, Sanborn Head & Associates, Inc., March 21 and March 22, 2016.

will be necessary to increase wastewater treatment capacity to 90,000 gpd, and which WWTF design upgrades may be needed dependent upon the projected capacity capabilities of the sand beds. These design upgrades will be required to maintain all suitable wastewater discharge standards to a Zone II wellhead protection area. The permit application to MassDEP should demonstrate that these standards will be met and address the potential relationship between increased groundwater discharge and possible impacts to areas subject to review and monitoring under the MCP. As requested by the Town of Sudbury, I encourage the Proponent to consider the feasibility of subsurface leaching beds in lieu of the open sand beds during the final design evaluation process as this may facilitate the creation of additional usable open space on-site.

The proposed development plan presented in the ENF includes a reserve area adjacent to the existing sand beds demonstrating that additional land is available if the final WWTF upgrade design indicates that an additional leaching bed is necessary. Finally, the ENF noted that, based on data collected, the proposed changes to the WWTF and disposal system will not affect the residual contamination due to its depth below ground surface and/or the size of the site.

Water

The project will continue to rely upon water from the Sudbury Water District via the existing 12-inch water main located in Boston Post Road. The project will also include the construction of redundant 8-inch water mains and fire hydrants throughout the site to meet domestic water flows up to 90,000 gpd. To minimize overall water usage, the Proponent will implement the following water conservation measures:

- Installation of low-flow plumbing fixtures and high-efficiency appliances;
- Metering and sub-metering of water usage (e.g., residents will be responsible for their own water usage);
- Installation of efficient water heating systems in multi-family units;
- Use of drought-tolerant plants and an irrigation system with efficiency measures such as rain sensors; and
- Limitation of the use of potable water for irrigation.

The Proponent will strive to reduce overall water demand by 20 percent via these conservation measures. I encourage the Proponent to continue to evaluate measures to reduce irrigation demand through reuse measures such as capture of roof runoff and cisterns or rain barrels.

Wetlands

The project site contains several types of wetland resource areas regulated by the Wetlands Protection Act (WPA), including BVW, inland Bank, and Isolated Land Subject to Flooding (ILSF). The ENF characterized these wetland resource areas, noting that several wetland areas drain to a large stormwater basin in the center of the site via underground pipes. Adjacent properties also contain wetland resource areas with 100-foot buffer zones that extend onto the project site. Upland areas in the 100-foot buffer zones are generally previously developed and consist of paved parking lots and driveways and the WWTF leaching beds. As

noted previously, the project site layout limits direct wetland impacts to BVW (less than 5,000 sf) along the Route 20 and 100-foot buffer zone areas on-site (not a State-regulated resource area).

To limit potential impacts to wetland resource areas along Boston Post Road resulting from the widening of the roadway to meet MassDOT Complete Streets guidelines, the Proponent will use retaining walls to avoid placing fill in the wetlands. Unavoidable temporary impacts will be restored to preconstruction conditions upon completion of work. As noted in the ENF, if upon final roadway design approval from MassDOT direct wetland resource impacts cannot be avoided, the Proponent will be required to replicate these wetlands areas in accordance with the WPA regulations, subject to review and approval by the Sudbury Conservation Commission, or in the case of an appeal, MassDEP.

Stormwater

The project site is presently dominated by impervious surfaces (i.e., buildings, parking areas, driveways). The site contains a stormwater management system that predates the current MassDEP stormwater management standards (SMS). Currently, stormwater flows on-site to a centrally located retention pond or to an area that drains via closed pipe system to the municipal stormwater system. Stormwater swales and wetlands located in the southwestern part of the site collect and convey water to the retention pond. Outflows from the retention pond combine with the closed drainage system located in the southern portion of the site and ultimately discharge to a wetland on the south side of Boston Post Road.

The project will remove approximately 2.5 acres of impervious area, maintain the existing retention pond, and install additional stormwater management BMPs to collect, convey and treat stormwater in a manner consistent with the SMS. Specific BMPs will include grassed swales, deep-sump hooded catch basins, water quality units, subsurface infiltration equipped with isolator rows, and bioretention ponds. The stormwater management system will achieve a minimum removal of 80 percent of total suspended solids (TSS). Furthermore, consistent with requirements for BMPs in a Zone II wellhead protection area, BMPs will be sized for the first inch of water quality runoff volume and 44 percent pretreatment prior to infiltration. The proposed system will improve the attenuation of the post-development peak discharge rates compared to existing conditions, thereby resulting in a net reduction in stormwater discharge rates to the retention pond while the BMPs will improve the overall water quality of the runoff.

The ENF noted that while the project will meet the standards to be considered a redevelopment project under the SMS, it will be designed to be substantially compliant with the SMS for new development. Depths to groundwater in some locations on-site may impede compliance with the new development SMS standards in their entirety, in which case the Proponent will comply with the applicable redevelopment SMS standard. The Proponent should prepare a comprehensive drainage report and submit it to the Sudbury Conservation Commission as part of the NOI review for the project demonstrating consistency with all applicable SMS and wetland regulations at 310 CMR 10.00

Sustainable Design

The Town of Sudbury is a designated Green Community. As such, the project must be designed to meet the current Stretch Energy Code which requires projects to achieve additional energy reduction measures compared to the State's Energy Code. The ENF indicated that the Proponent is committed to achieving or exceeding Stretch Energy Code requirements applicable at the time of construction. I strongly encourage the Proponent to strive to achieve the maximum energy reductions feasible for all elements of the project, focusing not only on fixed measures (e.g., windows, insulation, HVAC systems), but also tenant-driven operational measures. Construction of energy efficient homes, particularly for affordable housing, can not only reduce a project's greenhouse gas emissions (GHG), but also reduce operating costs for owners or tenants. The Proponent should consider the feasibility of solar photovoltaic (PV) or solar hot water (SHW) in light of the available State and federal incentives that make these systems financially viable for projects of this scale.

Construction

All construction should be managed in accordance with applicable MassDEP Solid Waste and Air Pollution Control regulations pursuant to M.G.L. c.40, §54. The Proponent will implement a demolition and construction period waste management plan. Existing pavement will either be processed on-site for reuse as structural fill or shipped off-site to an asphalt recycling facility. Excess soil generated during construction will be subject to analytical testing prior to off-site disposal to ensure consistency with the applicable disposal regulations. Asbestos and hazardous materials abatement will be performed prior to demolition of the existing buildings consistent with local, State and federal regulations, as applicable. The Proponent should review the MassDEP comments on applicable recycling and construction period air pollution requirements to ensure compliance. The Proponent will prepare a Stormwater Pollution Prevention Plan (SWPPP) to meet EPA NPDES Construction General Permit requirements. I encourage the Proponent and its contractors to comply with MassDEP's Diesel Retrofit Program (DRP) and restrict on and off-road idling to the maximum extent practicable. All construction activities should be undertaken in compliance with the conditions of all State and local permits.

A Licensed Site Professional (LSP) will provide monitoring during the construction period to ensure that all work is performed in accordance with MCP requirements. In preparation for the construction process, the LSP will prepare a Release Abatement Measure (RAM) Plan that identifies the policies and procedures should additional contamination be encountered. The RAM Plan will include requirements for soil management, construction dewatering, duct control, and air monitoring. The Proponent should review recommendations in the MassDEP comment letter regarding potential indoor air impact during the demolition and construction process, installation of new utilities, and general consistency requirements with the MCP. Furthermore, as a conservative approach, the Proponent should consider evaluation of the soil beneath the buildings proposed for demolition if the redevelopment of the site creates the potential for exposure to untested soils.

Conclusion

The ENF has sufficiently defined the nature and general elements of the project for the purposes of MEPA review and demonstrated that the project's environmental impacts will be avoided, minimized and/or mitigated to the extent practicable. Based on review of the ENF and comments received, and in consultation with State Agencies, I have determined that no further MEPA review is required. Outstanding issues should be addressed during the local, State and federal permitting processes.



March 25, 2016

Date

Matthew A. Beaton

Comments Received:

3/11/2016	Joanne Lynch
3/14/2016	Town of Sudbury Planning and Community Development Department
3/15/2016	Massachusetts Department of Environmental Protection – Northeast Regional Office (MassDEP – NERO)
3/15/2016	Bob Haarde
3/15/2016	Bill Schineller
3/15/2016	Robert Abrams on behalf of 28 residents of the Town of Sudbury
3/15/2016	Massachusetts Department of Transportation
3/16/2016	Metropolitan Area Planning Council

MAB/HSJ/hsj

Johnson, Holly (EEA)

From: Joanne Lynch [jjmlynch@gmail.com]
Sent: Friday, March 11, 2016 11:56 AM
To: jjmlynch@gmail.com; Robert Abrams; Tamm, Peter; Dineen, Deborah; Steve Senna; Freed, Rachel (DEP); Johnson, Holly (EEA); Dan DePompei
Subject: Public Comment on Raytheon Sudbury Facility

Ms. Johnson,

I have several comments relating to the environmental conditions at the Raytheon Site Boston Post Road in Sudbury. I have been submitting my concerns to MA DEP since last year - starting with a PIP petition which was essentially denied with DEP stating that the Site was closed - albeit with a Temporary RAO. I have noted four issues below that I don't feel were adequately addressed in the Site characterization reports that I reviewed on the DEP website.

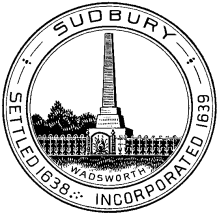
This item keeps popping up on the Agenda at the Town Board of Selectmen meetings and news items regarding proposed housing and the Whole Foods, but I am still concerned about the Site conditions as Raytheon is leaving them.

Specifically, I am concerned about Raytheon's:

- Impact to the Town of Sudbury Zone II Wellhead Protection Area for our main drinking water supply by GW-1 exceedances migrating off the Raytheon Site;
- Impact to the health and safety of town residents and construction workers during any demolition of the current facility by adverse impacts to air from building materials potentially containing asbestos. I have not seen any reports that document the building materials being tested for potential asbestos-containing materials;
- Impact to the health and safety of town residents, construction workers, and future Site users from any potential PCB-containing materials not properly disposed from the current facility. I have not seen any reports that document testing for PCBs at on-Site transformers or in building materials; and
- Impact to future Site residents and future workers in these proposed structures (commercial and residential buildings) from VOC impacts that remain on-Site and are not well-defined. (Please note my comments in emails to MADEP dated 2/3/16, 2/5/16, 2/9/16, and 3/8/16 that include pointing out an LSP statement that a "well-defined on-Site source of the CVOCs in groundwater has not been identified" and my observation that PID hits of VOCs, some in part per million range, were noted in the boring logs at six locations in Appendix E of the Phase II report.)

Thanks in advance for your response and attention to these matters.

Best Regards,
Joanne Lynch
201 Pratt's Mill Road, Sudbury, MA



Town of Sudbury

Planning and Community Development Department

Jody A. Kablack, Director

Flynn Building
278 Old Sudbury Rd
Sudbury, MA 01776
978-639-3387
Fax: 978-443-0756

<http://www.sudbury.ma.us/services/planning>
kablackj@sudbury.ma.us

March 14, 2016

Secretary Matthew A. Beaton
Executive Office of Energy and Environmental Affairs
Attn: MEPA Office
100 Cambridge Street, Suite 900
Boston MA 02114

RE: 526 & 528 Boston Post Road Redevelopment, Sudbury, MA
Project #13125.00

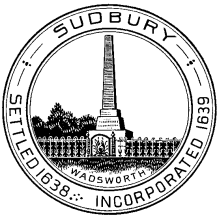
Dear Secretary Beaton:

This office provides technical review for all development applications presented to the Town of Sudbury through all the land use permitting boards, including the Zoning Board of Appeals, Planning Board and Board of Selectmen. I have been involved with the redevelopment efforts at the former Raytheon property for the last 19 months, and am very familiar with the proposal and the information submitted to date, including the Environmental Notification Form (ENF). Please accept these comments as you review the above application pursuant to the Massachusetts Environmental Policy Act.

The former Raytheon property has been a subject in many land use planning reports dating back to 2001 when Sudbury's most recent Master Plan was prepared. In that report, it was advised to create a plan for the future use of the Raytheon site if, or when, it was vacated. The 2001 Master Plan also stressed the need increase Sudbury's commercial tax base in a sustainable manner by balancing growth in all sectors, improving infrastructure, creating new bylaws to promote desirable development that does not adversely impact the character of the Town, and to find the right balance of development which provides goods and services the local population needs and wants. This redevelopment project embodies all of these strategies, and presents Sudbury with a unique opportunity to shape the future of its commercial business district.

Efforts over the last fourteen years have set the stage for this project. The Route 20 commercial corridor has been studied multiple times to determine what desirable development looks like, where it will be located, and how it will protect the groundwater which sits directly beneath the business district. New zoning bylaws have been adopted, and existing bylaws modified, to steer commercial development in a positive direction to meet goals identified in local and regional planning studies. In 2012 the former Raytheon property specifically was identified in the 495 MetroWest Development Compact Plan in 2012 as a local Priority development Area.

Fast forward to July of 2014 when Raytheon publicly announced its plans to close the Sudbury facility. Knowing the importance of being actively involved in the redevelopment scheme, the Board of Selectmen and Planning Board immediately mobilized to discuss the range of development options, ultimately unanimously voting to support a mixed use development that met several Town goals – redevelopment which acts as a catalyst for other economic development initiatives along the Route 20 corridor, the construction of rental housing to allow the Town to reach its 10% 40B goal, and the construction of age-restricted housing that minimize impacts on the school system and provides additional housing diversity for a growing senior population. This letter, dated February 25, 2015, was submitted in Appendix B of the ENF.



Town of Sudbury

Planning and Community Development Department

Jody A. Kablack, Director

Flynn Building
278 Old Sudbury Rd
Sudbury, MA 01776
978-639-3387
Fax: 978-443-0756

<http://www.sudbury.ma.us/services/planning>
kablackj@sudbury.ma.us

Since purchasing the property in December 2015, the project team of National Development and Avalon Bay have been working closely with the Town of Sudbury on the redevelopment plan. It is a large and complicated plan, and the Town, with the assistance, cooperation and financial support of the development team, has been carefully studying the potential impacts of the development. We have conducted a peer review of the proposed traffic signal on Route 20, and are satisfied with the draft design, particularly the reduced width of the cross section to be context sensitive along this narrow stretch of Route 20 and its proximity to groundwater supplies, farms and residences. We will be reviewing the developer's stormwater plan for compliance with DEP and local standards, and are confident that the proposed conditions will provide for significant environmental benefits over the existing use. We are writing a new mixed use overlay district zoning bylaw to allow certain aspects of the development that are currently not contemplated in the Zoning Bylaw. Public use of the property will be significantly improved and will include public parks areas, walking paths, and access to the proposed MassCentral Rail Trail. Negotiations are on-going regarding a development agreement between the parties which will mitigate identified impacts beyond the improvements planned for the property and adjacent areas.

The Town of Sudbury experiences severe wastewater disposal limitations in this sector of town which limit commercial growth, and other divisions of DEP are acutely aware of our long-standing efforts to sewer the commercial districts along Route 20. This property is unique with its own treatment plant. The opportunities to create a vibrant commercial center on this site should not be limited by the existing treatment plant capacity, but should be expanded to a safe level based on the treatment processes available and the physical limitations of the ground. My only request to your department in this regard is to investigate the installation of subsurface leaching beds (instead of open sand beds) for effluent disposal, which would provide for a much needed unstructured recreational use area within the large development.

In conclusion, the redevelopment plan is consistent with local and regional planning efforts, contemplates the redevelopment of an existing disturbed site, and proposes significant environmental benefits by bringing the new development into conformance with current environmental regulations.

Thank you for your consideration of these comments.

Sincerely,

Jody A. Kablack
Director of Planning and Community Development

cc: Steve Senna, National Development
Conservation Commission
Board of Selectmen
Planning Board



Commonwealth of Massachusetts
Executive Office of Energy & Environmental Affairs

Department of Environmental Protection

Northeast Regional Office • 205B Lowell Street, Wilmington MA 01887 • 978-694-3200

Charles D. Baker
Governor

Karyn E. Polito
Lieutenant Governor

Matthew A. Beaton
Secretary

Martin Suuberg
Commissioner

March 15, 2016

Matthew A. Beaton, Secretary
Executive Office of
Energy & Environmental Affairs
100 Cambridge Street
Boston MA, 02114

RE: Sudbury
526 & 528 Boston Post Road
Redevelopment
EEA # 15479

Attn: MEPA Unit

Dear Secretary Beaton:

The Massachusetts Department of Environmental Protection Northeast Regional Office (MassDEP-NERO) has reviewed the Environmental Notification Form (ENF) submitted by BPR Sudbury Development LLC to demolish the existing, 563,300 sf of buildings and paved parking areas in order to construct about a 600,000 square foot (sf) mixed-use project consisting of 80,000 sf of commercial/retail space including a 45,000 sf grocery, 250 residential apartments and up to 60 condominiums, and a memory care assisted living facility a 50 acre site in Sudbury (EEA #15479). MassDEP provides the following comments.

Wastewater

At this time, BPR Development Sudbury LLC holds a MassDEP Groundwater Discharge Permit 23-4M, which was transferred to them on December 28, 2015. This permit authorizes the discharge of up to 50,000 gallons per day of treated wastewater to the ground, subject to the effluent limits and terms and conditions of the permit. MassDEP also notes that BPR Development Sudbury LLC is now proceeding with field investigations related to hydrogeological work, pursuant to a MassDEP-approved scope of work. Successful completion of the field investigations, a hydrogeological report, and a subsequent Application for Modification of the MassDEP Groundwater Discharge Permit will be required in order to support a future wastewater design flow of 90,000 gallons per day included in the ENF. The proponent should continue to work with MassDEP to ensure all regulatory requirements are met for modification of the existing groundwater discharge permit.

Wetlands

The ENF includes a plan depicting the wetlands resource areas on and near the site, Figure 7, and it is reported the project will alter less than 5,000 sf of bordering vegetated wetlands (BVW) temporarily and about 330,000 sf of buffer zone to BVW. These impacts are expected for the proposed access that includes reconfiguration of a section of Boston Post Road to the south of the project site and work on existing stormwater inlets or outlets. There are reported to be BVW, bank, and isolated land subject to flooding wetland resource areas on site.

The Notice of Intent relating to the demolition of existing buildings was appealed to MassDEP, and a Superseding Order of Conditions (SOC) is being requested, DEP File # 301-1169. After completion of the MEPA review, MassDEP will issue a decision on the request for an SOC. In addition, a Notice of Intent will be needed for the redevelopment project and proposed roadway improvements.

Stormwater

The ENF indicates that the project will reduce imperviousness from 28.8 acres to 25.3 acres. Since the project is reported to reduce imperviousness, the stormwater management system is proposed under the redevelopment standards in the wetlands regulations, 310 CMR 10.05 (6)(k). The proposed stormwater management system includes catchbasins to capture runoff, water quality units, and subsurface infiltration with isolator rows. Grass swales and bioretention ponds also are identified. However, there is insufficient information to evaluate the stormwater management system for compliance with the applicable stormwater management standards.

The ENF acknowledges that the stormwater management system capturing runoff from parking areas will be designed for compliance with the standards for land uses of higher potential pollutant load. The project site also is within the Zone II for public drinking water supplies, which is a critical area under the Stormwater Management Standard 6. The ENF indicates that the stormwater system will be designed to capture and treat the one inch of runoff water quality volume and provide 44 percent pretreatment prior to infiltration. In addition, for compliance with the critical area standard, stormwater management systems must include shutoff/containment capabilities to avoid release of contaminants into the wetlands and groundwater.

MassDEP also notes that the ENF did not identify Hop Brook as an impaired waterbody. According to the *Massachusetts Year 2014 Integrated List of Waters*, Hop Brook is a Category 5 impaired waterbody, which requires a total maximum daily load for dissolved oxygen saturation, excess algal growth, dissolved oxygen, and total phosphorus.

Recycling

The project includes demolition and construction, which will generate a significant amount of construction and demolition (C&D) waste. MassDEP highly recommends that the proponent make a significant commitment to recycle C&D waste as a sustainable measure for the project, comparable to other similar projects. In addition, the proponent is advised that demolition activities must comply with both Solid Waste and Air Pollution Control regulations, pursuant to M.G.L. Chapter 40, Section 54, which provides:

“Every city or town shall require, as a condition of issuing a building permit or license for the demolition, renovation, rehabilitation or other alteration of a building or structure, that the debris resulting from such demolition, renovation, rehabilitation or alteration be disposed of in a properly licensed solid waste disposal facility, as defined by Section one hundred and fifty A of Chapter one hundred and eleven. Any such permit or license shall indicate the location of the facility at which the debris is to be disposed. If for any reason, the debris will not be disposed as indicated, the permittee or licensee shall notify the issuing authority as to the location where the debris will be disposed. The issuing authority shall amend the permit or license to so indicate.”

For the purposes of implementing the requirements of M.G.L. Chapter 40, Section 54, MassDEP considers an asphalt, brick, and concrete (ABC) rubble processing or recycling facility, (pursuant to the provisions of Section (3) under 310 CMR 16.05, the Site Assignment regulations for solid waste management facilities), to be conditionally exempt from the site assignment requirements, if the ABC rubble at such facilities is separated from other solid waste materials at the point of generation. In accordance with 310 CMR 16.05(3), ABC can be crushed on-site with a 30-day notification to MassDEP. However, the asphalt is limited to weathered bituminous concrete, (no roofing asphalt), and the brick and concrete must be uncoated or not impregnated with materials such as roofing epoxy. If the brick and concrete are not clean, the material is defined as construction and demolition (C&D) waste and requires either a Beneficial Use Determination (BUD) or a Site Assignment and permit before it can be crushed.

Pursuant to the requirements of 310 CMR 7.02 of the Air Pollution Control regulations, if the ABC crushing activities are projected to result in the emission of one ton or more of particulate matter to the ambient air per year, and/or if the crushing equipment employs a diesel oil fired engine with an energy input capacity of three million or more British thermal units per hour for either mechanical or electrical power which will remain on-site for twelve or more months, then a plan application must be submitted to MassDEP for written approval prior to installation and operation of the crushing equipment.

Asbestos removal notification on permit form BWP AQ04 (ANF 001) and building demolition notification on permit form BWP AQ06 must be submitted to MassDEP at least 10 working days prior to initiating work. If any asbestos-containing materials will need to be abated through non-traditional abatement methods, the proponent must apply for and obtain approval from MassDEP, through Application BWP AQ36 - Application for Non-Traditional Asbestos Abatement Work Practice Approval. Except for vinyl asbestos tile (VAT) and asphaltic-asbestos felt and shingles, the disposal of asbestos containing materials within the Commonwealth must be at a facility specifically approved by MassDEP, (310 CMR 19.061). No asbestos containing material including VAT, and/or asphaltic-asbestos felts or shingles may be disposed at a facility operating as a recycling facility, (310 CMR 16.05). In addition, the demolition project contain asbestos, the project proponent is advised that asbestos and asbestos-containing waste material are a special waste as defined in the Solid Waste Management regulations, (310 CMR 19.061). The disposal of the asbestos containing materials outside the jurisdictional boundaries of the Commonwealth must comply with all the applicable laws and regulations of the state receiving the material.

The demolition activity also must conform to current Massachusetts Air Pollution Control regulations governing nuisance conditions at 310 CMR 7.01, 7.09 and 7.10. As such, the proponent should propose measures to prevent and minimize dust, noise, and odor nuisance conditions, which may occur during the demolition. Again, MassDEP must be notified in writing, at least 10 days in advance of removing any asbestos, and at least 10 days prior to any demolition work. The removal of asbestos from the buildings must adhere to the special safeguards defined in the Air Pollution Control regulations, (310 CMR 7.15 (2)).

Waste Ban Regulation – 310 CMR 19.017

Section 310 CMR 19.017 Waste Bans of the Massachusetts Solid Waste regulations prohibit the disposal of certain wastes in Massachusetts. These wastes include, but are not limited to, recyclable paper (including cardboard). On October 1, 2014, the Massachusetts Organics Waste Ban on the disposal of commercial organic wastes by businesses and institutions takes effect. It prohibits the disposal of organic wastes from businesses and institutions that generate a ton or more of organic materials per week, which necessitates the composting, conversion (such as anaerobic digestion), recycling or reuse of organic the waste.

As the lead state agencies responsible for helping the Commonwealth achieve its waste diversion goals, MassDEP and EEA have strongly supported voluntary initiatives by the private sector to institutionalize source reduction and recycling into their operations. Adapting the design, infrastructure, and contractual requirements necessary to incorporate reduction, recycling and recycled products into existing large-scale developments has presented significant challenges to recycling proponents. Integrating those components into developments such as the Tyngsboro Crossing and Merrimac Commons project at the planning and design stage enables the project's management and occupants to establish and maintain effective waste diversion programs. For example, facilities with minimal obstructions to trash receptacles and easy access to main recycling areas and trash chutes allow for implementation of recycling programs and have been proven to reduce cleaning costs by 20 percent to 50 percent. Other designs that provide sufficient space and electrical services will support consolidating and compacting recyclable material and truck access for recycling material collection.

By incorporating recycling and source reduction into the design, the proponent has the opportunity to join a national movement toward sustainable design. Sustainable design was endorsed in 1993 by the American Institute of Architects with the signing of its *Declaration of Interdependence for a Sustainable Future*. The project proponent may be aware of organizations that provide additional information and technical assistance, including Reuse Marketplace (<http://www.reusemarketplace.org/>), USEPA's WasteWise Program (www.epa.gov/wastewise/), and MassRecycle (<http://www.massrecycle.org/>). The listed organizations and programs are notable for offering valuable and effective waste reduction and recycling assistance, web-based resources, case studies, and tools for C&D projects.

Massachusetts Contingency Plan (MCP)/M.G.L. c.21E

Contaminated Soil and Groundwater: The ENF indicates that the project has been regulated by MassDEP's Waste Site Cleanup Program under the MCP/MGL c21E, Release Tracking Numbers (RTNs) 3-3037, RTN 3-17106, and RTN 3-27243 have been assigned for three

separate conditions. The proponent plans to implement a Release Abatement Measure (RAM) Plan during demolition and construction that will include a soil and groundwater management plan. MassDEP recently completed a review of the Waste Site Cleanup files for the project site. A summary of that review is provided in a memorandum from MassDEP, dated January 22, 2016, which is included in Attachment E with the ENF.

The project proponent is advised that excavating, removing and/or disposing of any contaminated soil, pumping of contaminated groundwater, or working in contaminated media must be done under the provisions of MGL c.21E (and, potentially, c.21C) and OSHA. If permits and approvals under these provisions are not obtained beforehand, considerable delays in the project may occur. The project proponent cannot manage contaminated media without prior submittal of appropriate plans to MassDEP, which describe the proposed contaminated soil and groundwater handling and disposal approach, and health and safety precautions. If contamination at the site is known or suspected, the appropriate tests should be conducted well in advance of the start of construction and professional environmental consulting services should be readily available to provide technical guidance to facilitate any necessary permits. If dewatering activities are to occur at a site with contaminated groundwater, or in proximity to contaminated groundwater where dewatering can draw in the contamination, a plan must be in place to properly manage the groundwater and ensure site conditions are not exacerbated by these activities. Dust and/or vapor monitoring and controls are often necessary for large-scale projects in contaminated areas. The need to conduct real-time air monitoring for contaminated dust and to implement dust suppression must be determined prior to excavation of soils. An evaluation of contaminant concentrations in soil should be completed to determine the concentration of contaminated dust that could pose a risk to health of on-site workers and nearby people. If this dust concentration, or action level, is reached during excavation, dust suppression should be implemented as needed, or earthwork should be halted.

Potential Indoor Air Impacts: Parties constructing and/or renovating buildings in contaminated areas should consider whether chemical or petroleum vapors in subsurface soils and/or groundwater could impact the indoor air quality of the buildings. All relevant site data, such as contaminant concentrations in soil and groundwater, depth to groundwater, and soil gas concentrations should be evaluated to determine the potential for indoor air impacts to existing or proposed building structures. Particular attention should be paid to the vapor intrusion pathway for sites with elevated levels of chlorinated volatile organic compounds such as tetrachloroethylene (PCE) and trichloroethylene (TCE). MassDEP has additional information about the vapor intrusion pathway on its website at <http://www.mass.gov/dep/cleanup/laws/vifs.htm>.

New Structures and Utilities: Construction activities conducted at a disposal site shall not prevent or impede the implementation of likely assessment or remedial response actions at the site. Construction of structures at a contaminated site may be conducted as a Release Abatement Measure if assessment and remedial activities prescribed at 310 CMR 40.0442(3) are completed within and adjacent to the footprint of the proposed structure prior to or concurrent with the construction activities. Excavation of contaminated soils to construct clean utility corridors should be conducted for all new utility installations.

Air Quality

Pre-installation approval from MassDEP, pursuant to regulation 310 CMR 7.02, is required if the project will include any boiler regulated under 310 CMR 7.26(30)-(37), inclusive. Natural gas or distillate fuel oil-fired boilers with an energy input capacity less than 10,000,000 British thermal units per hour (Btu/hr) are exempt from the above listed regulations. In addition, if the project will be equipped with emergency generators equal to or greater than 37 kW, then each of those emission units must comply with the regulatory requirements in 310 CMR 7.26(42).

The MassDEP Northeast Regional Office appreciates the opportunity to comment on this proposed project. Please contact at (978) 694- for further information on the issues. If you have any general questions regarding these comments, please contact Nancy.Baker@state.ma.us , MEPA Review Coordinator at (978) 694-3338.

Sincerely,

This final document copy is being provided to you electronically by the Department of Environmental Protection. A signed copy of this document is on file at the DEP office listed on the letterhead.

John D. Viola
Deputy Regional Director

cc: Brona Simon, Massachusetts Historical Commission
Eric Worrall, Rachel Freed, Kevin Brander, John Macauley, Jack Miano, Andrew Friedmann, MassDEP-NERO

Johnson, Holly (EEA)

From: Bob Haarde [rhaarde@comcast.net]
Sent: Tuesday, March 15, 2016 10:57 AM
To: Johnson, Holly (EEA)
Subject: FW: Sudbury, 528 Boston Post Rd, Raytheon, Letter & Memo, 3-3037, 3-17106, 3-27243

Ms. Johnson

Holly,

I am passing along my comments and comments from Sudbury citizens on the MEPA decision for the development of the Raytheon property in Sudbury. I believe today is the deadline. If you could please confirm that you received this email I would appreciate it?

Thank you.

I am a member of the board of selectmen but I am not speaking for the board. A letter was sent from Chuck Woodard, Chairman of the Board of Selectmen, to Raytheon last year when they were considering selling the property outlining some concerns including the statement: "With any project, we expect that all impacts will be fully mitigated, including but not limited to increases in the number of school-age children, potential environmental contamination, traffic and support service needs."

There was a group of citizens who petitioned for a PIP designation for this site but were unsuccessful and then asked if there was something I could do to help them.

These citizens asked that I pass along their concerns. I am not an expert in this area but I have reviewed these concerns and they did seem valid to me and worthy of consideration which are below. Below is also an email from the DEP which outlines some concerns as well.

- The developer plans to install deep irrigation wells which could cause human interaction with contaminants.
- Impacts to the Town of Sudbury Zone II Wellhead Protection Area for our main drinking water supply by GW-1 exceedances leaving the Raytheon Site.
- There were only six water and soil samples taken in 2015 and two samples of TCE and one sample of FREON were discovered and all were above the legal limit.
- The only analysis to date have been conducted by GZA, the LSP for Raytheon, and the LSPs for the developers, but not by an independent LSP representing the general public. During the 2/10 Sanborn Head planning board presentation, TCE was described as a "great industrial solvent." The harmful carcinogenic risks of TCE were not mentioned. An independent LSP who looks at TCE as a potential health risk and not a "great industrial solvent" should be hired.
- Most of the analysis on this site appears to have take place in the 1990s, with the exception of the six recent samples.
- According to the February 10th Planning Board Meeting presentation only 43 soil samples in over 20 years have been analyzed.
- The February 20th Planning Board presentation by National Development and Sanborn Head did not adequately cover the presence nor the plan to deal with PCBs, Asbestos and other harmful contaminants which could be released during demolition/construction and which are likely to be in buildings of this vintage. It appears, based on the 2/10 presentation, that the developers will rely on construction workers to report that something "looks funny or smells funny" in order to then engage a RAM process. There are concerns about this process as it may be too late to prevent contamination to construction workers and nearby residents. This area is very youth-centric with athletic facilities and day care centers directly adjacent to the east of this property.

- Impacts to the health and safety of town residents and construction workers during any demolition of the current facility by adverse impacts to air from building materials potentially containing asbestos. We have not seen any reports that document the building materials being tested for potential asbestos-containing materials;
- Impacts to the health and safety of town residents, construction workers, and future Site users from any potential PCB-containing materials not properly disposed from the current facility. We have not seen any reports that document testing for PCBs at on-Site transformers or in building materials; and
- Impacts to future Site residents and future workers in these proposed structures (commercial and residential buildings) from VOC impacts that remain on-Site and are not well-defined. A previous LSP statement that a "well-defined on-Site source of the CVOCs in groundwater has not been identified" and my observation that PID hits of VOCs, some in part per million range, were noted in the boring logs at six locations in Appendix E of the Phase II report.)

Thank you,

Bob Haarde

37 Belcher Drive

Sudbury, MA 01776

617-909-7477

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From: Miano, John (DEP) [mailto:John.Miano@MassMail.State.MA.US]

Sent: Monday, March 14, 2016 9:31 AM

To: Bob Haarde

Cc: 'Joanne Lynch'; Johnson, Stephen (DEP); Worrall, Eric (DEP); Friedmann, Andrew (DEP); health@sudbury.ma.us; customerservice@sudburywater.com

Subject: Sudbury, 528 Boston Post Rd, Raytheon, Letter & Memo, 3-3037, 3-17106, 3-27243

Hi Bob,

Thank you for your email related to the former Raytheon site located at 528 Boston Post Road in Sudbury. Given that the Town of Sudbury will be making some decisions about the project in the near future, you are seeking guidance from MassDEP.

As you are aware, MassDEP has recently reviewed information in our 21E files to determine whether any risk would be posed by the proposed future redevelopment of the site. Based on our review, and the testing done to date, it is important to note that at this time there is no information that would suggest that redevelopment of the site should be restricted. This review included an evaluation of the Sanborn report you reference in your email.

The Sanborn "Phase I Environmental Site Assessment with Subsurface Investigation Report", prepared for ND Acquisitions LLC, dated August 2015, included a historical review of contamination at the site and documented their 2015 subsurface investigation program, which evaluated soil and groundwater at the Site. Groundwater and soil samples were tested from 6 locations in June 2015, for VOCs, petroleum, metals, polychlorinated biphenyls (PCBs) and cyanide. All soil and

groundwater levels were below MassDEP's Reportable Concentrations. The Town of Sudbury website contains a Sanborn Head Letter dated February 4, 2016, to Avalon Bay Communities, Inc., and a Summary of Environmental Conditions Presentation to the Sudbury Planning Board, for 528 Boston Post Road, by Patricia M. Pinto, P.E., LSP. The conclusions presented in the Sanborn Phase 1 Report, the letter to Avalon Bay, and the Presentation to the Planning Board were each consistent with MassDEP's findings and recommendations, as presented in our January 22, 2016 letter.

A quick summary of MassDEP's findings and recommendations follows.

- Based on the presence of solvent contamination remaining in deep groundwater, at levels exceeding the MassDEP Drinking Water Standards, MassDEP recommends that if the project should propose to install drinking water wells in the contaminated areas, a Licensed Site Professional evaluate the possible need for treatment. This recommendation is based on the possibility of a change in MCP groundwater category, depending on whether future drinking water wells are installed.
- Buildings constructed near former groundwater monitoring well GZ-106, where Freon levels were present, should be evaluated for the possibility of Freon vapor intrusion to indoor air. This recommendation is based on the possibility of a newly created indoor air exposure pathway if a building is built in this area.
- Given the past uses of the facility and associated use of hazardous materials, further assessment is recommended to evaluate the soil beneath the buildings if redevelopment of the site creates the potential for exposure to untested soils. Although there is no information to indicate that elevated levels beneath the buildings are present, this recommendation is based on a conservative approach to land use change (to residential), and uncertainty about contaminant levels due to the prior presence of buildings.

In terms of next steps, the project is currently before MEPA and the public comment period closes on March 15, 2016. MEPA will issue its decision on the Environmental Notification Form by March 25, 2016. Once that process is complete, MassDEP will be able to finalize its' decision on the pending wetlands appeal through a Superseding Order of Conditions.

I hope this information is helpful. If you have any other questions, please let me know.

Thanks,

Jack

John F. Miano
Chief, Site Management Section
Bureau of Waste Site Clean-up
205B Lowell St., Wilmington MA 01887
Telephone 978-694-3357
Email john.miano@state.ma.us
MassDEP e-newsletter: mass.gov/dep/public/publications/enews.htm
MassDEP web site: mass.gov/dep

Johnson, Holly (EEA)

From: Bill Schineller [bschineller@yahoo.com]
Sent: Tuesday, March 15, 2016 8:10 AM
To: Johnson, Holly (EEA)
Cc: scac@sudbury.ma.us; KablackJ@sudbury.ma.us; BoardofSelectmen@sudbury.ma.us; rte20sewer@sudbury.ma.us; townmanager@sudbury.ma.us
Subject: Comment on Raytheon Redevelopment project in Sudbury w.r.t. Sewer and Overhead Wires

Hello Ms. Holly Johnson,

Regarding the Raytheon Redevelopment project in Sudbury, I understand that a filing under the Massachusetts Environmental Policy Act (MEPA) has been submitted to the Executive office of Energy and Environmental Affairs for the project and that Comments are due to EOEEA on this application by March 15, 2016.

I wish to comment that a project of this magnitude which will dramatically alter the Rt 20 business district in Sudbury, and place additional stresses on the known drinking water, wetland resources, flood zones, and environmental issues in that area. As such this project MUST provide for the installation of sewers for treatment elsewhere.

Furthermore, all utility lines along Rt. 20 should be buried so that there are no overhead wires.

The Raytheon Redevelopment project should be coordinated with other utility projects (such as the proposed Eversource Sudbury - Hudson power line project) to result in a more beautiful, vibrant, village-friendly downtown business district.

I think there is both a requirement and a tremendous opportunity here. Reference <https://sudbury.ma.us/scac/route-20-zoning-recommendations-mapc/>

Thank you for including my comments in the public record, and acting upon them.

Sincerely,
Bill Schineller
37 Jarman Road
Sudbury, MA 01776



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO

massDOT
Massachusetts Department of Transportation

March 15, 2016

Matthew Beaton, Secretary
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114-2150

RE: Sudbury – 526 & 528 Boston Post Road: ENF
(EEA #15479)

ATTN: MEPA Unit
Holly Johnson

Dear Secretary Beaton:

On behalf of the Massachusetts Department of Transportation, I am submitting comments regarding the proposed 526 & 528 Boston Post Road project in Sudbury, as prepared by the Office of Transportation Planning. If you have any questions regarding these comments, please contact J. Lionel Lucien, P.E., Manager of the Public/Private Development Unit, at (857) 368-8862.

Sincerely,

David J. Mohler
Executive Director
Office of Transportation Planning

DJM/jll

cc: Thomas J. Tinlin, Administrator, Highway Division
Patricia Leavenworth, P.E., Chief Engineer, Highway Division
Jonathan Gulliver, District 3 Highway Director
Neil Boudreau, State Traffic Engineer
Sudbury Planning Board
PPDU Files



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO

massDOT
Massachusetts Department of Transportation

TO: David J. Mohler, Executive Director

FROM: J. Lionel Lucien, P.E, Manager, Public/Private Development Unit
Office of Transportation Planning

DATE: March 15, 2016

RE: Sudbury – 526 & 528 Boston Post Road: ENF
(EEA #15479)

The Public/Private Development Unit (PPDU) has reviewed the Environmental Notification Form (ENF) for the proposed 526 & 528 Boston Post Road project in the Town of Sudbury. The site is currently a multi-building, 563,300 square-foot research/development and office campus for the defense contractor Raytheon. The site totals 50 acres bordered by Boston Post Road (Route 20) to the south, commercial properties to the east, agricultural/open space to the west, and a former railroad right-of-way to the north.

The proposal is to redevelop the site as a mixed-use development with 250 residential apartment housing units, a 54-bed memory care assisted living facility, 60 active adult condominium units, and up to 80,000 square feet of retail space including restaurants and a grocery store. The site would include 1,300 parking spaces spread across the various land uses.

The site abuts and would be accessed via a state-controlled roadway, Boston Post Road (Route 20), and will therefore require a Vehicular Access Permit from MassDOT. The project also exceeds the Massachusetts Environmental Policy Act (MEPA) threshold for trip generation (1,000 or more new trips) and parking (300 or more new parking spaces). The ENF includes a "Traffic Impact Study" that generally conforms to the current (March 2014) MassDOT/EOEEA *Transportation Impact Assessment (TIA) Guidelines*.

Study Area

The study area for the ENF includes the following intersections and connecting roadway segments:

- Route 20 at Horse Pond Road;
- Route 20 at Dudley Road;
- Route 20 at Highland Avenue/Sudbury Plaza (West);
- Route 20 at Sudbury Plaza (East);
- Route 20 at Nobscot Road;
- Route 20 at Union Avenue;
- Route 20 at Raymond Road;
- Route 20 at Concord Road; and
- Route 20 at Landham Road.

The study area is generally acceptable and is adequate in capturing the impact of the project on area roadways.

Trip Generation

As presented in the ENF, ITE trip rates for Land Use Code (LUC) 820-Shopping Center, LUC 220-Apartments, LUC 252-Age-Restricted Housing, and LUC 254- Assisted Living were used to determine average weekday AM, weekday PM, and Saturday midday peak hour trip generation for the proposed uses. The Proponent has supplemented ITE data with empirical data at four other area retail plazas with supermarket anchors.

To estimate and take credits for the existing uses on site, the trip generation was calculated using LUC 710-Office Space, LUC 760- Research & Development, and LUC 140-Manufacturing. While we generally prefer the use of empirical data for existing uses, the site is currently less than 25% occupied and extrapolation would not provide the most accurate representation of site trip generation potential at 100% occupancy. The methodology used in the ENF is generally acceptable to MassDOT and will be accurate in assessing the impact of the project during peak periods.

When fully occupied, the project is expected to generate 2,810 net new trips on an average day; including a net decrease of 425 trips during the weekday AM peak hour, a net decrease of 35 trips during the weekday PM peak hour, but a net increase of 645 trips during the Saturday midday peak hour.

Safety

The transportation study includes a summary of crash rates derived from MassDOT and available local data for the continuous five-year period of 2009 through 2013 (most recent). The summary indicates that two study area intersections have crash rates that exceed the MassDOT District 3 average. The Route 20/Highland Avenue/Sudbury Plaza (West) intersection has a crash rate of 0.8 and the Route 20/Landham Road intersection has a rate of 0.94. The Landham Road intersection is currently being redesigned to address the safety and capacity issues.

The Proponent will be required to conduct a Roadway Safety Audit (RSA) at all locations exceeding the District crash average with specific mitigation aimed at improving safety, where necessary. An update must be provided based on the RSAs conducted prior to the issuance of a Highway Access Permit.

Traffic Operations

Capacity analyses were conducted for the weekday morning, weekday evening, and Saturday midday peak hours for existing, future No-Build, and future Build conditions. The analysis shows that all study area intersections would operate at a generally comparable level of service under both 2022 No-Build and 2022 Build conditions, suggesting that the area roadways have adequate capacity to support the project with the following improvements in place:

Site Access Improvements

The existing Raytheon driveway is currently unsignalized and is managed by providing police control during peak periods. The Proponent is proposing signalization at this location. A new site driveway would be constructed opposite Sudbury Plaza western driveway/Highland Avenue (private way). A designated left-turn lane would be added from Boston Post Road eastbound along with pedestrian crosswalks and bicycle accommodations. New sidewalks would be added within the limits of disturbance.

The Highland Avenue leg of the proposed intersection is expected to contribute low traffic volumes (on the order of fewer than five vehicle trips during peak hours). This prompted the Proponent to analyze operations at this location under two scenarios. Scenario 1 would be the typical condition without activation of the Highland Avenue phase and Scenario 2 represents activation of that phase when needed.

Under Scenario 2, this location is expected to operate at LOS “F” which is generally seen as unacceptable. The Proponent should continue to work with the MassDOT Traffic Operations Section and the Highway Division District 3 Office during the access permitting process to develop additional traffic signal timing and phasing schemes along Route 20 that could improve this condition. The Proponent should initiate a discussion with Sudbury Plaza and Highland Avenue property owners to reroute Highland Avenue through the Sudbury Plaza West Driveway to create a more typical intersection configuration. This would allow for the elimination of the proposed signal phase for Highland Avenue.

Fire Station Preemption Signal

The Sudbury Fire Department has expressed interest in having traffic signal preemption on Boston Post Road in front of the fire station located along the Proponent’s site frontage. The Proponent would implement preemption, in consultation with MassDOT during the access permitting process.

Traffic Signal Coordination

The Proponent would implement a traffic signal coordination system comprised of the intersections of Route 20 with the site driveway, Nobscot Road, and Union Street. The coordinated system would be tailored with specific timing plans implemented during the peak periods. This improvement is expected to help to improve flow along Route 20 at these intersections and numerous other unsignalized intersections along this segment.

Conceptual Plans

The Proponent should provide sufficiently detailed conceptual plans (at least 80-scale) for proposed roadway improvements in order to verify the feasibility of constructing such improvement. These plans should clearly show proposed lane widths and offsets, layout lines

and jurisdictions, and land uses (including driveways) adjacent to areas where improvements are proposed.

Any proposed mitigation within the state highway layout and all internal site circulation must be consistent with a Complete Streets design approach that provides adequate and safe accommodation for all roadway users, including pedestrians, bicyclists, and public transit riders. Guidance on Complete Streets design is included in the *MassDOT Project Development and Design Guide*. Where these criteria cannot be met, the Proponent should provide justification, and should work with the MassDOT Highway Division to obtain a design waiver.

Parking

According to the ENF, the project is expected to include approximately 1,300 parking spaces to serve the on-site uses. While the Proponent did not provide details on the parking calculations, the supply is high and does exceed ITE recommendations for the proposed land uses. While we acknowledge that the proposed is actually a reduction from the existing site parking supply, it is important to recognize that providing parking at a rate that is disproportionate to what is required by the specific land uses has the undesired effect of encouraging excessive single-occupant vehicle travel. Therefore, a comprehensive transportation demand management plan will be essential.

Multimodal Access and Facilities

The Town of Sudbury is served by MetroWest Regional Transit Authority (MWRTA) with the nearest service approximately three miles from the site. The MWRTA recently undertook a service assessment, which identified priority service expansion within the region. One location that was identified as having growth potential is the Route 20 corridor in the vicinity of the site. The Proponent should continue discussions with the MWRTA regarding this possible service and should explore how the project can be designed so not to preclude on-site transit service.

The Proponent has committed to the following pedestrian/bicycle improvements:

- Widening and reconstructing the sidewalks within the limits of work along both sides of Route 20;
- Provision of five-foot wide shoulders on both sides of Route 20 within the limits of construction to become part of future bicycle lanes;
- Construction of a fully actuated pedestrian crosswalk at the site driveway;
- Installation of bicycle detection at the site driveway intersection;
- A network of sidewalks throughout the site; and
- Future connections to the planned Mass Central Rail Trail.

Transportation Demand Management (TDM) Program

The Proponent has committed to providing a TDM plan including, but not limited to, the following measures:

- Designation of an on-site Transportation Coordinator;
- Membership in the MetroWest/495 Transportation Management Association;
- Ridesharing programs for employees; and
- Secure bicycle parking throughout the site.

In addition, the TDM plan should be expanded to include the following measures that have been successful at reducing single-occupant vehicle trips to similar mixed-use developments:

- Information on transportation options provided via a website that is accessible to all residents and visitors;
- Subsidized transit passes for residents, as appropriate;
- Supporting ride-matching/carpooling through the active promotion of NuRide, the Commonwealth's web-based trip planning and ride-matching system that allows users to earn rewards for taking greener trips;
- Providing a guaranteed ride home program for employees;
- Developing a relationship with a car-sharing program and providing an appropriate number of spaces for these car(s) on-site; and
- Providing preferential parking for carpool and vanpool users.

The Proponent should begin identifying the details of these measures as well as developing additional programs. The Proponent should also consult with MassRIDES, the Commonwealth's Travel Options provider, to help implement the TDM program.

The Proponent should continue consultation with appropriate MassDOT units, including PPDU and the District 3 Office, in advance of the issuance of a Vehicular Access Permit. If you have any questions regarding these comments, please contact me at (857) 368-8862 or Derek Valentine at (857) 368-8885.



SMART GROWTH AND REGIONAL COLLABORATION

March 22, 2016

Matthew A. Beaton, Secretary
Executive Office of Energy & Environmental Affairs
Attention: MEPA Office – Holly Johnson, MEPA #15479
100 Cambridge Street, Suite 900
Boston, MA 02114

RE: 526 & 528 Boston Post Road Redevelopment, MEPA #15479

Dear Secretary Beaton:

The Metropolitan Area Planning Council (MAPC) regularly reviews proposals deemed to have regional impacts. The Council reviews proposed projects for consistency with *MetroFuture*, the regional policy plan for the Boston metropolitan area, the Commonwealth's Sustainable Development Principles, the GreenDOT initiative, consistency with Complete Streets policies and design approaches, as well as other impacts on the environment.

Located on approximately 50 acres, 526 & 528 Boston Post Road (the Project) is bordered by Boston Post Road (Route 20) to the south, to the east by commercial properties, to the west by agricultural use and open space, and to the north by a former railroad right-of-way in Sudbury. BPR Sudbury Development, LLC (the Proponent) proposes a mixed-use development that will comprise approximately 80,000 square feet of mixed retail use¹ and a range of residential developments. Specifically, the proponent proposes 250 apartment units², 60 age-restricted (55 or older) condominium units, and a 54-bed assisted living/memory care facility. The Proponent proposes to demolish the existing buildings on the site, formerly owned by Raytheon, in phases.

The Project will modestly help to meet Sudbury's and the region's housing needs. We are somewhat disappointed that the Project continues a trend we see in much of the region, with most units directed to senior citizens and only a few to households with children. Since 114 of the units are directly or effectively age restricted, and since fully half of the 250 rental apartments are one-bedroom units, a significant majority of residents are likely to be senior citizens. We recognize that Sudbury has a need for increased senior-housing, and that many of these units may help seniors who are selling their homes in Sudbury to remain in their community. The Project is consistent with Sudbury's 2012 Housing Production Plan, which specifically identifies the site as one of the top six preferred sites for development of affordable housing.

Nevertheless, the region – and certainly communities in this part of the region – have a serious deficit of affordable rental units for families, and developments of this kind represent a critical opportunity to address this deficit. Although the project has many positive aspects, we believe the Proponent will largely miss this important opportunity to diversify the housing stock of Sudbury, to advance Fair Housing goals and to help meet the housing needs of families.

¹ The 80,000 square feet of retail use will comprise a 45,000 square foot grocery store and 35,000 square feet of restaurant/commercial use.

² The 250 apartment units will consist of approximately 125 1-bedroom, 100 2-bedroom, and 25 3-bedroom units. 25% percent of the apartment homes permitted under M.G.L. Ch. 40B will be restricted to households earning no more than 80 percent of the Area Median Income.

Moving beyond the housing question, we note that this site has been identified as a Priority Development Area (PDA) locally as part of the 495/MetroWest Development Compact planning process, but it was not chosen as a regional priority by MAPC or as a state priority by the Executive Office of Housing & Economic Development. Sudbury's 2001 Master Plan also identified the site as a key location for redevelopment and expansion once vacated by Raytheon.

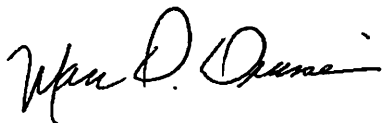
526 & 528 Boston Post Road proposes a total of 1,300 parking spaces. This Project is forecast to generate an estimated 7,920 daily vehicle trips, an increase of 2,810 trips compared to the office and research & development uses at the former Raytheon site. The weekday morning and evening peak hour traffic generation is estimated at 264 and 447 vehicle trips respectively. Due to the dispersed impacts of the mixed-use development, it is anticipated that vehicle trips will be distributed throughout the day and generate less traffic during the weekday morning and weekday evening peak hours as compared to the previous land use.

MAPC has a long-term interest in alleviating regional traffic and environmental impacts, consistent with the goals of *MetroFuture*. The Commonwealth also has established a mode shift goal of tripling the share of travel in Massachusetts by bicycling, transit, and walking by 2030. Additionally, the Commonwealth has a statutory obligation to reduce greenhouse gas emissions (GHG) by 25% from 1990 levels by 2020 and by 80% from 1990 levels by 2050. Despite the positive aspect of housing production, this largely auto-dependent development will make it more difficult to attain these goals. Therefore MAPC recommends robust traffic mitigation measures in order to realize the benefits of this mixed use development while minimizing any negative impacts.

MAPC has reviewed the Environmental Notification Form (ENF) and our recommendations primarily address providing bus access as part of the mitigation commitments, reducing the number of parking spaces, and developing mode share goals. Our intent is to encourage a greater shift of auto trips to transit, bicycling, and walking, which will reduce the adverse impacts of this project. MAPC respectfully requests that the Secretary incorporate these recommendations into the Certificate on the ENF.

Thank you for the opportunity to comment on this project.

Sincerely,



Marc D. Draisen
Executive Director

cc: Jody Kablack, Director of Planning and Community Development, Town of Sudbury
David Mohler, MassDOT

**Metropolitan Area Planning Council (MAPC) Comments on
526 & 528 Boston Post Road - MEPA #15479**

Public Transportation

Currently, there is no MetroWest Regional Transit Authority (MWRTA) service on Boston Post Road in Sudbury near the Project. The MWRTA bus routes closest to the Project are located at Hager Street in Marlborough to the west (Route 7C) and at the Nobscot Shopping Center in Framingham to the south (Routes 2 and 3). The closest stops to the Project along these routes are located at a distance of approximately three miles to the west and south, respectively.

A recently completed Comprehensive Service Assessment by the MWRTA¹ identifies service gaps and proposes recommendations for their resolution. The Service Assessment explicitly recommends extending the current weekday service along Route 7C in Marlborough to include Sudbury and Wayland along Boston Post Road. The route, when extended, would provide hourly weekday service along Boston Post Road between 6:00 AM and 8:00 PM. The estimated cost for this service extension is \$220,000 annually. This extension has been identified in the Service Assessment as a Phase 1 project that “increases service levels on the agency’s routes with the highest ridership and fills unserved gaps in the system.” The Service Assessment states that “MWRTA fully believes that additional resources targeted on these services will strengthen the system as a whole.” (p.10)

While the Proponent has committed to a mitigation program for roadway improvements, mitigation for public transportation is not addressed. The Proponent should outline how they will coordinate with the MWRTA, specifically identifying how connections to and from the Project site can be enhanced for bus use. The Proponent should partner with the MWRTA by contributing to the operating costs of area bus lines in an amount that is reasonably related to the Project’s additional demand. The Proponent should also collaborate with the owners of other sites along Boston Post Road who could also contribute to the operating costs of extending MWRTA bus lines. Additionally, the Proponent’s site design should be able to accommodate MWRTA vehicles.

Overall Parking Supply

MAPC strongly encourages the Proponent to investigate measures to reduce the overall number of parking spaces to deter Single Occupancy Vehicle (SOV) trips. As there is a critical relationship between parking supply and transportation behavior, reducing the amount of parking can contribute towards an overall decrease in automotive traffic and trips related to this project. Although the ENF states there will be a total of 1,300 parking spaces, how the spaces are allocated among the various land uses is not indicated. The EIR should describe the allocation of parking spaces the various land uses. It should be noted that MassDOT’s Transportation Scoping Letter (TSL) dated October 20, 2015, states that the Transportation Impact Assessment (TIA) “should explain the derivation of the proposed parking supply for the project. The number of proposed spaces should be compared to the amount required based on information contained in the most recent edition of ITE’s Parking Generation as well as the requirements of local zoning codes.”

Parking reserves and unbundling are innovative parking strategies that can facilitate the reduction of overall parking supply at this site:

Parking Reserves

Consider banking some of the parking spaces until and unless they are determined to be necessary based on monitoring. A parking reserve would require reducing the number of parking spaces initially built, but land would be held in reserve to provide additional parking spaces if – and only if – they are needed in the future. As long as the additional parking is not needed, the land can be landscaped or used for other amenities such as playgrounds, parks, or stormwater mitigation. MassDOT’s TSL also recommended that the Proponent investigate this parking strategy. It should be noted that the Proponent can take advantage of the provision in the Town’s Zoning Bylaw which allows for reserve parking spaces².

¹ MWRTA, Comprehensive Service Assessment, December 2015.

² Town of Sudbury Bylaw, Article IX, 2014, Section 3113. Reserve Parking Spaces.

**Metropolitan Area Planning Council (MAPC) Comments on
526 & 528 Boston Post Road - MEPA #15479**

Unbundling

Unbundle parking from space rent or sales price. Unbundling parking allows renters or owners to purchase only as much parking as they need. It would give residents the opportunity to save money by using fewer parking spaces, and this reduced demand would also enable the developer to save money on parking construction. By changing parking from a required purchase to an optional amenity, vehicle ownership and parking demand can be reduced.

In addition to applying these two parking strategies, the Proponent should be required to implement the following Transportation Demand Management (TDM) measures intended to further reduce trip demand, which, in turn, is a rationale for reducing parking.

- Provide ride-matching/carpooling for residents; and
- Provide car-share vehicles and electric vehicle (EV) charging stations for use by residents, as demand warrants.

Pedestrian and Bicycle Accommodations

MAPC is pleased that the Proponent has identified roadway improvements that include pedestrian and bicycle accommodations as well as proposed pedestrian connections. To further enhance pedestrian and bicycle accommodations, the Proponent should implement the following:

- Ensure connectivity to the two bicycle trails planned within close proximity to Project's site, i.e., the Mass Central Trail along the northern edge of the property and the Bruce Freeman Rail Trail to the east of the site.
- While the ENF mentions that there will be secure bicycle parking at convenient locations on the site, the number and location of parking spaces is not provided. The EIR should specify the number and location of bicycle racks and covered parking throughout the Project site.

Mode Share Goals and Monitoring

MAPC is concerned that the ENF does not address mode share goals or a comprehensive monitoring program. The Proponent needs to clearly define mode share goals (vehicular, transit, bicycling and walking) and commit to conducting regular monitoring and reporting of transportation mode shares. Adoption of modes share goals along with a comprehensive monitoring program would allow the Proponent to adjust the project's TDM program as necessary.

Mode Share Goals

Developing and monitoring mode share goals is a central component of a Traffic Impact Assessment (TIA). The *EOEEA/MassDOT Guidelines for TIAs* states: "The TIA should include an assessment of the mode split assumptions, as well as the Proponent's plan to maximize travel choice, promote non-SOV modes, and achieve the assumed mode shares." (p. 17)

Consistent with these Guidelines, the TDM program should include specific, defined mode share goals that target the highest attainable rates of transit, bicycle, and pedestrian use. Data and analysis of existing modes (including public transportation, walking, and bicycling) should be employed to identify proposed physical improvements and supporting programs to increase these modes. MAPC also notes MassDOT's TSL states, "The Proponent will be expected to set specific mode shift goals, particularly for residents of the residential portion and employees of the retail portion of the project."

Monitoring Program

A monitoring program can help to determine if the defined mode share goals are being achieved. A monitoring program should evaluate achievement of the assumptions originally made in the transportation analysis and determine the effectiveness of the TDM program. With a monitoring program, the actual impacts of a project can be determined and additional mitigation measures identified, if necessary.

We ask the Secretary to require that the Proponent work closely with the Town of Sudbury and MassDOT to define clearly the project's intended mode split, to deploy specific practices intended to achieve that goal, and to develop a comprehensive monitoring program for all modes. The project site should be monitored for a minimum period of five years, as outlined in *MassDOT's TIA Guidelines*. (p. 44).