

## 10.0 MITIGATION AND DRAFT SECTION 61 FINDINGS

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### 10.1 Introduction

This section describes proposed mitigation measures and provides proposed Section 61 findings in accordance with the requirements of Massachusetts General Laws Chapter 30, Section 61. Section 61 requires that state agencies to “review, evaluate and determine the impact on the natural environment of all works, projects or activities conducted by them and [to] use all practicable means and measures to minimize damage to the environment.” It further requires that “any determination made by an agency . . . include a finding describing the environmental impact, if any, of the project and a finding that all feasible measures have been taken to avoid or minimize said impact.” A summary of project-wide mitigation measures is also provided in Section 1.0 of this DEIR.

The state agency actions necessary for this project include:

<b>State Agency</b>	<b>Permit</b>
<b>Department of Environmental Protection</b>	Sewer Extension Permit
<b>Massachusetts Highway Department</b>	Highway Access Permit

Separate Section 61 findings for the use of the state agencies issuing permits for the Wayland Town Center project are provided below to assist the state agencies in meeting their obligations. In addition, a summary of anticipated environmental impacts and mitigation measures proposed by the project (i.e., those falling within state agency jurisdiction) are presented in Table 10-1, located at the end of this section.

## 10.2 MassHighway Proposed Section 61 Findings

The following letter has been prepared in accordance with MassHighway practices for the preparation of a draft Section 61 Finding.

November 13, 2006

Mr. J. Lionel Lucien  
Manager, Public/Private Development Unit  
Bureau of Transportation Planning and Development  
Massachusetts Highway Department  
10 Park Place, Room 4150, 4<sup>th</sup> Floor  
Boston, MA 02116

Re: Proposed Draft Section 61 Commitment Letter  
Wayland Town Center  
Wayland, Massachusetts (EOEA No. 13844)

Dear Mr. Lucien:

In order to assist you in the preparation of the Section 61 Finding for the proposed Wayland Town Center development (Executive Office of Environmental Affairs (EOEA) No. 13844), Vanasse & Associates, Inc. (VAI), on behalf of Twenty Wayland, LLC has prepared a summary of the proposed transportation mitigation commitments. The approximately 56.5 acre site is bordered by Route 20 and the MBTA right-of-way to the south, Route 27 and residential properties to the north and east, and wetlands to the north. Currently, the site contains the former Raytheon Company building.

The elements of the proposed transportation mitigation program are documented in the November 30, 2006 Draft Environmental Impact Report (DEIR) prepared for the project and are listed below.

The following measures will be implemented prior to site occupancy, with extensions allowable for permitting, or other excusable delays, except as noted below:

### **Route 20, Route 27 and Route 126**

Replace the existing five lane cross-section on Route 20 at Route 27 and Route 126 with a four-lane cross section. With the four-lane cross section, the lane uses on the Route 20 eastbound and westbound approaches should be designated as shared through/left-turn lane and a shared through/right-turn lane. Signal equipment modifications would also be necessary in order to accommodate the revised geometry.

### **Route 27 and Route 126**

Signalize the Route 27 at Route 126 intersection and provide for a coordinated traffic signal system with the signal at Route 20. Vehicle queue detectors should be installed on the Route 27 approaches to Route 126 such that vehicular queues do not extend back to and block Millbrook Road or the proposed Route 27 site driveway.

### **Route 27, Route 126, and Millbrook Road**

As a result of the signalization of Route 27 and Route 126 intersection, and the interconnection with the signal at Route 20, operations at this intersection are projected to improve. This is a result of gaps created by the two signals to allow vehicles to exit Millbrook Road. Do Not Block Intersection signs should be installed on the Routes 27/126 approaches.

### **Route 20 and Proposed Site Driveway**

The existing intersection geometry will need to be modified to safely and efficiently accommodate the projected site-generated traffic and cut-through traffic associated with the internal connector road. Specifically, the Route 20 eastbound approach should be widened to accommodate a single exclusive left-turn lane and a through travel lane. The Route 20 westbound approach should be widened to accommodate a through travel lane and an exclusive right-turn lane. The site driveway approach to Route 20 should provide separate left- and right-turn lanes.

Further, a second option has been reviewed. It is recommended that the proposed site driveway intersection be aligned opposite a new driveway to Russell's Garden Center which would be brought under traffic signal control. By constructing a new driveway to serve Russell's Garden Center, the existing wide and uncontrolled curb cut along the south side of Route 20 (for Russell's Garden Center) can be closed, significantly reducing vehicular conflicts along this section of Route 20. This driveway would be constructed with assistance and approval from Russell's Garden Center.

### **Route 27 and Proposed Site Driveway**

The Route 27 northbound approach should be widened to accommodate an exclusive left-turn lane and a through travel lane. The Route 27 southbound approach should be widened to accommodate a through travel lane permitting right-turns. The site driveway approach to Route 27 should provide separate left- and right-turn lanes. Further, it is recommended that signal conduit and foundations be installed at this intersection such that when warranted, the intersection would be brought under traffic signal control.

## Traffic Calming Measures

In an effort to reduce the use of Glezen Lane, Bow Road and other local streets by residents of the Wayland Town Center project, and to slow travel speeds through these residential areas, appropriate traffic calming measures should be implemented. Suggested measures include:

- ◆ Reducing the width of the Glezen Lane between Route 27 and Training Field Road to 18 to 20 feet over a distance of approximately 100 feet in order to slow vehicle travel speeds.
- ◆ Modify flow through the Glezen Lane and Training Field Road intersection into a triangular shaped round-a-bout.
- ◆ Reducing the width of the Glezen Lane between Route 126 and Moore Road to 18 to 20 feet over a distance of approximately 100 feet in order to slow vehicle travel speeds.
- ◆ Making a portion of Glezen Lane at Route 126 one-way, as well as a section of Moore Road one-way to reduce cut-through potential.
- ◆ Reducing the width of the Bow Road between Route 27 and Route 126 to 16 to 18 feet over a distance of approximately 100 feet in order to slow vehicle travel speeds.
- ◆ Potential consideration of round-a-bouts, depending on availability of right-of-way.
- ◆ Speed tables to slow down vehicles.
- ◆ Peak hour turn restrictions.
- ◆ Selective speed enforcement on troublesome road sections.
- ◆ Decorative side friction devices to reduce speeds (fences, stone walls, etc.).

These restrictions should be designed in a location where appropriate lines of sight are available to allow motorists approaching the restriction to have clear lines of sight. Appropriate warning signs (ROAD NARROWS, YIELD TO ONCOMING TRAFFIC, DO NOT BLOCK INTERSECTION, etc.) and pavement markings should be installed in advance of the restriction.

Additional suggested measures include:

- ◆ Terminating one end of Bow Road such that Bow Road becomes a dead-end roadway.
- ◆ Make Bow Road a one-way roadway.

These suggested traffic calming measures can be combined or selected individually to produce the desired effect of reducing travel speeds on Glezen Lane and diverting traffic from the usage of local residential streets to the main collector roadways. All traffic calming measures should be reviewed by the Town of Wayland Fire Department to ensure that timely and efficient emergency vehicle response is maintained to the residents of Glezen Lane and Bow Road and those within the planned community.

In addition, several minor street intersection approaches to either Routes 27 or 126 do not have STOP signs. This includes River Road and Winthrop Road. STOP signs should be installed on these roadways.

### **Traffic Demand Management**

Transportation Demand Management (TDM) measures serve to reduce single occupant vehicles (SOV) traveling to and from the site. A TDM program also encourages the use of alternative modes of transportation to reach the site. The Proponent will implement a TDM program as an integral part of the proposed project. The TDM program for the project primarily includes ridesharing, and bicycling, as discussed below.

***Ridesharing Programs*** – Ridesharing refers to encouraging commuters to ride in vehicles with other commuters rather than drive alone to work. The most common forms of ridesharing are carpool and vanpools. The benefits of such programs include less congestion, reduced fuel consumption, and better air quality. The program will include:

- ◆ Newsletters about the program;
- ◆ Coordination with MassRides which leases commuter vans and provides administrative and organizational assistance; and
- ◆ In addition, the Proponent will evaluate the demand for a shared car service, such as ZipCar, to lessen the need for residents to own cars.
- ◆ Participation with MassRides, the region’s commute management program, in ridesharing program, promotion of transit, and other “commuter choice” programs.
- ◆ Join the Metro West/495 Transportation Management Agency (TMA)

The Proponent is committed to providing TDM measures. To this end, the Proponent will assign the Transportation Demand Management responsibilities to the campus transportation manager, who will oversee the various TDM programs.

### **Bicycle Facilities**

To encourage bicycle commuting to and from the site, the Proponent will install bicycle racks as a part of the project. Connections to the rail trail will also be explored.

## **Pedestrian Measures**

The project Proponent is also committed to provide pedestrian access to the site. The project Proponent will donate \$250,000 to the Town of Wayland for the purpose of constructing a walkway/bikeway along the existing MBTA ROW south of the site. The project Proponent is also committed to provide access to the site from this walkway/bikeway, as well as to work with property owners south of the MBTA ROW to provide pedestrian access to Route 20.

We trust that this information is helpful. The Section 61 Finding should be issued to Frank Dougherty at Twenty Wayland, LLC, c/o KGI Properties, 45 Broad Street, 4<sup>th</sup> Floor, Boston, MA 02109. If you have any questions regarding the transportation mitigation commitments associated with the project, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.

Kenneth P. Cram, P.E.  
Associate

KPC/rla

cc: RDV, SMB, File

### 10.3 Department of Environmental Protection Proposed Section 61 Findings

DEPARTMENT OF ENVIRONMENTAL PROTECTION  
WAYLAND TOWN CENTER  
(EOEA #13844)  
(FOR A SEWER CONNECTION PERMIT)  
UNDER M.G.L. C.30, S.61

These Findings for the Wayland Town Center project (EOEA #12683) have been prepared in accordance with the provisions of M.G.L. c. 30, Section 61 and 301 CMR 11.00. On *[insert date]* the Secretary of Environmental Affairs issued a Certificate stating that the project's Final Environmental Impact Report (FEIR), dated *[insert date]* complied with the MEPA statute and regulations.

The Wayland Town Center project (the project) includes a mix of commercial, residential, town green open space, municipal amenities, and the designation of a site for a future municipal building. The project has been approved by Town Meeting for a maximum of 167,500 square feet of residential use (100 units), 155,000 square feet of retail space and 10,000 square feet of office space. Additionally, the Town of Wayland will be deeded a parcel within the development for construction of a 40,000 square-foot municipal building. Wastewater disposal service will be provided for the project through connection to the existing Town of Wayland municipal wastewater treatment plant and construction of an on-site subsurface disposal system. It is anticipated that the project, including the town's parcel, will generate up to 54,900 gallons per day (gpd) of wastewater based on Massachusetts Department of Environmental Protection (DEP) Title V wastewater generation rates. The Proponent has the contractual right to discharge 45,000 gpd into the Wayland municipal wastewater treatment plant. This right has been confirmed in the project's Development Agreement with the Town of Wayland. In addition, the Proponent anticipates using sections of the project site to construct an on-site septic system to discharge 9,900 gpd of wastewater.

As this project is currently described, it will require a Sewer Connection Permit from Department for wastewater disposal into the municipal sewerage system. Through the MEPA review process, the following measures have been determined to be adequate to mitigate the project's potential impacts:

- ◆ Water conservation measures, including, low-flow fixtures, will be installed in residential, retail, office, and other facilities;
- ◆ A resident and employee awareness program will be implemented to minimize wastewater generation and ensure ongoing water conservation.

Based upon its review of the MEPA documents, the permit applications submitted to date and the Department's regulations, the Department finds that the terms and conditions to be incorporated into the permits required for this project will constitute all feasible measures to avoid damage to the environment and will minimize and mitigate such damage to the maximum extent practicable for those impacts subject to the Department's authority. Implementation of the mitigation measures will occur in accordance with the terms and conditions set forth in the permits.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

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BY

DATE

**Table 10-1 Summary of Impacts and Mitigation Measures**

Subject Matter	Impact	Mitigation	Schedule
<b>Traffic</b>	Generation of 9,404 new vehicle trips per day	Traffic mitigation commitments are detailed in Section 3.5.6 and include: Replacing the existing five lane cross-section on Route 20 at Route 27 and Route 126 with a four-lane cross section; signaling the Route 27 at Route 126 intersection and provide for a coordinated traffic signal system with the signal at Route 20; modifying the existing intersection geometry at the site driveway; and widening the Route 27 northbound approach to accommodate an exclusive left-turn lane and a through travel lane. In addition, a Traffic Demand Management program will be put in place, a shuttle service will be promoted, bike racks will be installed and pedestrian access will be enhanced.	During construction
<b>Air Quality</b>	Slight decrease in daily VOC and NOx emissions in AM peak period of the build condition versus the no-build condition. Increases in emissions in PM peak period and weekend peak periods.	Traffic mitigation commitments are detailed in Section 3.5.6 and include: Replacing the existing five lane cross-section on Route 20 at Route 27 and Route 126 with a four-lane cross section; signaling the Route 27 at Route 126 intersection and provide for a coordinated traffic signal system with the signal at Route 20; modifying the existing intersection geometry at the site driveway; and widening the Route 27 northbound approach to accommodate an exclusive left-turn lane and a through travel lane. In addition, a Traffic Demand Management program will be put in place, a shuttle service will be promoted, bike racks will be installed and pedestrian access will be enhanced.	During construction
<b>Wetlands</b>	Impacts to bordering vegetated wetlands (off-site roadway improvements only). Work in Riverfront Area (off-site and on-site).	Replication of bordering vegetated wetlands at a 1.5:1 ratio, as required by the Town of Wayland Wetlands and Water Resources Bylaw. Riverfront Area development confined to upland and previously disturbed areas.	Prior to occupancy
<b>Stormwater</b>	0.4 net new acres of impervious area	The proposed stormwater management system will significantly improve the quality of the stormwater runoff and will include new catch basins with deep sumps and hoods, and low impact development (LID) techniques such as water quality swales, rain gardens, and bioretention basins.	During construction and occupancy

**Table 10-1 Summary of Impacts and Mitigation Measures (continued)**

<b>Wastewater</b>	Generation of 54,900 gallons per day of wastewater	Water conservation fixtures will be installed in the residences and businesses.	During construction and occupancy
<b>Water Supply</b>	Consumption of 80,000 gallons per day of water	Water conservation fixtures will be installed in the residences and businesses. Landscape design will use native and drought-resistant species to minimize irrigation requirements.	During construction and occupancy
<b>Hazardous Waste Cleanup</b>	None	None required. Section 6.0 discusses the Raytheon Company's ongoing cleanup activities at the site.	
<b>Rare Species</b>	None identified	The project is in the process of consulting with the NHESP to determine whether the project as designed would include a taking as defined by MESA. The results of this consultation and any further assessment will be presented in the FEIR.	Prior to construction
<b>Sustainable Design</b>	The full range of potential impacts associated with development and occupancy of the site.	Sustainable design building elements, energy efficient building systems, and recycling efforts are just some of the measures that will be evaluated for inclusion as the project proceeds. During the final design of the project, the Proponent will evaluate sustainable construction and operation measures, including sustainable design measures identified by the Leadership in Energy and Environmental Design (LEED) Green Building Rating System.	During construction and occupancy
<b>Construction</b>	Temporary impacts on traffic, air quality, erosion control, noise and vibration, dust and wildlife and rare species.	Careful planning of construction. Planning to minimize water quality impacts. Maintenance of a comprehensive SWPPP. Requiring contractor compliance with air quality, noise, vibration, dust and construction traffic requirements.	During construction

## 11.0 Response to Comments