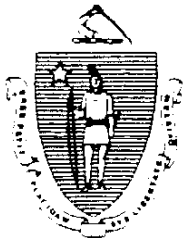


## **APPENDIX A**

### **Notice of Project Change Certificate**



*The Commonwealth of Massachusetts*  
*Executive Office of Environmental Affairs*  
*100 Cambridge Street, Boston, MA 02202*

ARGEO PAUL CELLUCCI  
GOVERNOR

January 7, 2000

JANE SWIFT  
LIEUTENANT GOVERNOR

BOB DURAND  
SECRETARY

Tel. (617) 727-9800

Fax (617) 727-2754

<http://www.magnet.state.ma.us/envir>

CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS  
ON THE  
NOTICE OF PROJECT CHANGE

PROJECT NAME : Abington Transfer Station  
PROJECT MUNICIPALITY : 1477 Bedford Street - Abington  
PROJECT WATERSHED : Taunton River  
EOEA NUMBER : 8694  
PROJECT PROPONENT : Abington Transfer Station  
DATE NOTICED IN MONITOR : December 8, 1999

Pursuant to the Massachusetts Environmental Policy Act (C. L. c. 30, ss. 61-62H) and Sections 11.10 of the MEPA regulations (301 CMR 11.00), I have reviewed the Notice of Project Change (NPC) submitted on this project and determine that it **requires** the preparation of an Environmental Impact Report (EIR).

The EIR that I require today is specific in scope, but it is necessary to address certain issues that remain unresolved after the submission of the Notice of Project Change (NPC) and a consultation session that was held on December 15, 1999. The concerns of Abington and Weymouth residents and the issues highlighted by the Department of Environmental Protection (DEP) in its comment letter dated December 28, 1999, should be handled thoroughly in the EIR. I urge the proponent to work closely with DEP to resolve these issues in the EIR.

According to the original ENF, the project consisted of the construction of 18,100 sf of additional space to an existing 7,750 sf solid waste operation and vehicle maintenance facility. The 25,850 sf building would have contained a 250 tons per day (tpd) solid waste management facility, comprised of a waste transfer station and a recycling facility. No EIR was required in the Certificate dated June 7, 1991. In 1992, the proponent submitted a NPC to increase the capacity of the solid waste transfer station to 280 tpd. On January 16, 1992, the former Secretary determined that no further MEPA review was required.



However, no significant construction occurred, nor did any transfer station begin operations.

On May 27, 1998, the Abington Transfer Station submitted a NPC. The proponent proposed to increase the site assigned and permitted capacity to 1,800 tpd. The 1,800 tpd would consist of 1,200 tpd of municipal solid waste (MSW) and 600 tpd of construction and demolition (C&D) material. The MSW would include about 100 tpd of mixed recyclable material (plastic and glass containers, metal cans, and paper products). The structural addition would be approximately 23,100 sf to create a transfer station totaling 30,850 sf. All of the waste handling operations would be conducted inside of the proposed building. All interior process wastewater would be contained within the building and stored in a holding tank. The facility's proposed processing hours would be from 6:00 AM to 6:00 PM (12 hours) for weekdays and Saturdays. The operations would include vehicle refueling, washing and some maintenance. About 26 parking space would be provided for employees and visitors, 10 spaces for tractor trailers and 6 spaces for roll-offs.

After the submission of this NPC, the proponent provided supplemental information, such as a traffic study. The proponent estimated that the project would generate about 600 daily vehicle trips (440 trips would be packer and roll-off type trucks, 110 trips would be tractor-trailer trucks, and 50 trips would be employees). Access was proposed from a single access driveway from Route 18. The proponent committed to the following mitigation measures: to retime the traffic signals at the intersection of Route 58/Route 123; to construct an acceleration/deceleration lane to the northbound lane of Route 18 at the site entrance; and to change the pavement markings and widen the site driveway. The Secretary requested that MHD investigate the addition of a southbound left turn lane into the site from Route 18 and the construction of a sidewalk along the site's frontage. If DEP permits the proposed transfer station, the Certificate stated that it be designed to accommodate the increase in tonnage and that it have the capability to process the increase in tonnage without an excess accumulation in the building. On September 9, 1998, the Certificate determined that an EIR was not required.

On November 30, 1999, the proponent submitted the current NPC. The NPC requested the following changes to the project: to increase the size of the building from 23,000 to 32,000 sf; to

reduce the pavement area accordingly; to increase the width of the access road from 24 to 40 feet; to move the location of the access roadway to 160 feet north of the original location; to increase (double) the size of the stormwater and sediment control system; to construct a 24 foot wide access road between the Abington Transfer Station (ATS) and the adjacent land owned by Brendon Realty Trust (BRT); to increase the size of the 191,474 sf ATS lot by 109,333 sf (BRT conveyed); and to construct an approximately 20,000 sf vehicle and container maintenance storage facility (MSF) for a solid waste hauling company on the approximately 24 acre BRT site with an access driveway onto Route 58.

The MSF would provide BRT with parking spaces for 30 employees, 53 roll-off containers or trucks, and 4 transfer trailers. According to the proponent, the MSF would generate approximately 144 new vehicle trips per day. The MSF would create about 2.25 acres of impervious area. For the MSF, the proponent received an Order of Conditions from the Abington Conservation Commission (ACC) for the alteration of 4,600 sf of bordering vegetated wetlands (BVW) for roadway construction and the replication of 7,500 sf of BVW in an upland area. The MSF will require an access permit from MHD for access onto Route 58. Construction has already begun on the MSF.

The proposed truck route to the ATS will traverse Route 10 from Route 3. Additional truck routes may be identified during the DEP permitting process. The proponent has stated that its hours of operation will be between 5:30 AM to 6:30 PM on weekdays and Saturday.

The ATS will require an Authorization to Construct, and an Authorization to Operate a transfer station from DEP. It will require an access permit from MHD. The MSF will require an access permit from MHD. An Order of Conditions was issued by the ACC for the MSF on August 18, 1999.

#### SCOPE

The EIR should follow Section 11.07 of the MEPA regulations for outline and content, as modified by this scope. It should address the comments listed at the end of this Certificate to the extent that they are within this scope and it should include a copy of this Certificate.

**DEP Permitting Process:**

The EIR should contain the documentation required by DEP to review the proponent's Site Authorization to Construct and Operate a Large Handling Facility. The proponent should work closely with DEP. The EIR should describe the truck routes proposed, identify the specific operations to occur (maintenance operations, vehicle refueling, vehicle washing, etc.), identify the maximum number and types of vehicles and containers to be stored, estimate the specific number of parking spaces and their allocation, estimate water consumption and wastewater generation, and identify any groundwater discharges for both the ATS and the MSF. It should include site plans that identify existing and proposed conditions. The site plans should identify buildings, roadways, parking and other paved storage areas, wetland resource areas on the site as well as the proposed wetland replication areas and the stormwater facilities. All existing and proposed sensitive receptors for noise within a half mile of the project should be identified and the impacts to those receptors evaluated.

The EIR should describe the proposed operation and its potential impacts. It should describe how the facility would handle hazardous materials. The EIR should discuss DEP's suggestion to evaluate operational practices and consider vestibules at the transfer building to minimize any vehicular and operations emissions. The proponent should identify all federal, state and local permits that are required and their current status for both the ATS and the MSF. The EIR should also identify if any proposed increase in tpd is proposed after the transfer station reaches 1,800 tpd.

This section should also address this project's compatibility with the future planning efforts for this area by the Towns of Abington, Rockland, and Weymouth and the Naval Air Station Planning Committee (EOEA #11085).

**Traffic:**

The EIR should be prepared in conformance with the EOEA/EOTC Guidelines for EIR/EIS Traffic Impact Assessment. It should identify appropriate mitigation measures for areas where the project will impact local and regional traffic operations. The EIR should analyze traffic impacts by determining the level-of-service (LOS) at the following affected intersections:

Route 3 Interchange with Route 18;  
Route 18/West Street/Middle Street;  
Route 18/Park Avenue;  
Route 18/Columbian Street;  
Route 18/Pleasant Street/Pond Street;  
Route 18/Derby Street;  
Route 18/Trotter Road (Naval Air Station Entrance/Commuter  
Rail Station;  
Route 18/Route 58(Pond Street);  
Route 18(Bedford Street)/Route 139;  
Route 58/Route 139;  
Route 58/Route 123;  
Route 18/Route 123;  
Route 18/ATS driveway; and  
Route 58/MSF driveway.

The LOS analysis in the EIR should include both AM and PM peak weekday hours, the Saturday peak hour, volume to capacity ratios, a traffic distribution map, and background growth from other proposed developments in the area, such as the Naval Air Station Reuse Plan and South Shore Hospital. The EIR should examine all merges, diverges and weaves within the Route 3/Route 18 interchange affected by the project's traffic. It should provide a breakdown of trip generation by types of vehicles and the sources utilized to develop these estimated trips. These trip generation numbers should be based on the proponent's ability to process 1,800 tpd at the ATS and to operate the MSF. The EIR should evaluate the affects of increased traffic along alternative routes of travel such as Pond, Thicket, and Oak Streets by other vehicles, who are avoiding the proposed truck routes, as requested by DEP. The DEP has also requested traffic generation counts on an hourly basis. Traffic counts within the EIR should be adjusted for seasonal variations. I ask DEP to consider restricting the use of the driveway between the ATS and the MSF in the facility's Operations Plan to any vehicles transporting waste to the ATS.

The EIR should provide driveway access plans for both site driveways. The proponent should review these plans with MHD and Abington officials.

The EIR should discuss any roadway widening required to accommodate the turning radius for tractor trailer and roll-off container trucks. It should discuss right-of-way (ROW)

implications of possible widening and describe how such ROW's would be acquired. Any plans by MHD, the Towns of Abington and Weymouth or the Naval Air Station Planning Committee to reconstruct roadways in the nearby area should be discussed in the EIR. The Old Colony Planning Council has suggested that the EIR consider a truck to rail transfer facility on available land across Route 58 that abuts the MBTA's Old Colony Line that is served by the Bay Colony Railroad. The EIR should address the feasibility of this recommendation.

The EIR should include a plan to mitigate traffic impacts from this project on state and local roadways and a timetable for resolving these impacts. Measures to minimize traffic impacts in proximity to residential areas should be developed in the EIR.

**Drainage:**

The EIR should include a detailed description of the existing site drainage system design and any improvements planned, including a discussion of the alternatives considered along with their impacts. The EIR should identify the quantity and quality of flows. The rates of stormwater runoff should be analyzed for the 2, 10, and 100-year storm events.

If the proponent ties into the Route 18 or Route 58 drainage system or continues to discharge into adjacent wetlands, the EIR should clarify the permits required and if there will be a recharge deficit on-site. The EIR should indicate where the Route 18 and Route 58 drainage system discharges in this area.

The EIR should address the performance standards of DEP's Stormwater Management Policy. It should demonstrate that the design of the drainage system is consistent with this policy, or in the alternative, why the proponent is proposing a drainage system design not recommended by DEP. The proponent should use the DEP Stormwater Management Handbook when addressing this issue. Any proposed groundwater or surface discharges of stormwater to wetlands should be evaluated regarding their potential to impact a potential productive aquifer underlying the French's Stream watershed.

In addition, a maintenance program for the drainage system will be needed to ensure its effectiveness. This maintenance program should outline the actual maintenance operations, responsible parties, and back-up systems.

**Hazardous Wastes:**

The EIR should present a summary of the results of any hazardous waste studies and remediation efforts undertaken at the site by the proponent.

**Noise:**

The EIR should present existing noise levels at the site border and at nearby sensitive receptors (the nearest residences on Route 18). It should estimate the proposed noise levels for the full build-out at these same receptors. The proponent should estimate noise levels for daytime operations. The EIR should discuss whether these noise levels comply with DEP and any local noise regulations. It should identify any noise reduction measures.

**Odor/Vermin/Litter Issues:**

The EIR should outline the proponents' measures to limit odor, vermin and litter impacts to surrounding neighbors. It should ensure that litter impacts on surrounding streets are responded to by the proponent.

**Mitigation:**

The EIR should include a separate chapter on mitigation measures. This chapter on mitigation should include Draft Section 61 Findings for all state permits. The Draft Section 61 Findings should contain a clear commitment to mitigation, an estimate of the individual costs of the proposed mitigation and the identification of the parties responsible for implementing the mitigation. A schedule for the implementation of mitigation should also be included.

I urge the proponent to participate in any discussions and studies, which evaluate the feasibility of traffic improvements within this area.

**Comments:**

The EIR should respond to the comments received to the extent that the comments are within the subject matter of this scope. Each comment letter should be reprinted in the EIR. I



January 7, 2000

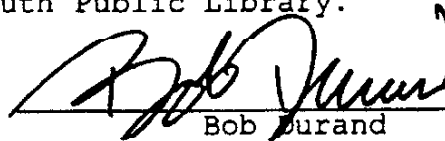
defer to the proponent as it develops the format for this section, but the Response to Comments section should provide clear answers to questions raised.

**Circulation:**

The full EIR should be circulated in compliance with Section 11.16 of the MEPA regulations. Because of the large number of commenters, the proponent may submit copies of an Executive Summary to the list of "comments received" below and to Abington, Rockland, and Weymouth officials. The Executive Summary should contain the name of a contact person in order to receive a full-copy of the EIR. Copies of the full EIR should be made available for public review at the Abington Public Library, the Rockland Public Library, and the Weymouth Public Library.

January 7, 2000

Date

  
Bob Durand

cc: David Murphy, DEP/Boston  
Robert P. Fagan, DEP/SERO  
Daniel Connick, DEP/SERO  
Senator Robert L. Hedlund  
Senator Michael W. Morrissey  
Senator Robert S. Creedon  
Representative Kathleen M. Teahan  
Representative Paul R. Haley  
Representative Ron Mariano  
Congressman William D. Delahunt  
Abington Board of Selectmen  
Weymouth Board of Selectmen  
Rockland Board of Selectmen  
South Shore Tri-Town Development Corporation

Comments received are listed as a separate attachment

PCC86941  
BD/WTG/wg

Abington Transfer Station, LLC / Paul S. Barry  
Representative William D. Delahunt 12/30/99  
Representative Kathleen Teahan 12/15/99  
Senator Robert S. Creedon 12/28/99  
Senator Robert L. Hedlund 12/15/99  
Senator Michael W. Morrissey 12/16/99  
Town of Abington Board of Health Matthew D. Herman 12/16/99  
Town of Abington Board of Health David Hall - 10 Citizen Group 12/28/99  
Town of Abington Board of Health David Hall - 17 Citizen Group 12/29/99  
Town of Abington Board of Health Janice McCarthy 12/13/99  
Town of Abington Board of Selectmen Paul G. Donlan, Chairman 12/28/99  
Town of Abington Board of Selectmen Gregory J. Doyon 11/30/99  
Town of Rockland Board of Selectmen Kevin Donovan 1/4/00  
Town of Rockland Board of Selectmen Kevin Donovan 1/5/99  
Town of Weymouth Councilor- Elect William B. Barry 12/27/99  
Town of Weymouth Councilor-Elect William B. Barry 12/28/99  
Town of Weymouth Councilor-Elect Joseph A. Connolly 12/28/99  
Town of Weymouth Councilor- Elect Paul J. Leary 12/27/99  
Town of Weymouth Planning Board James Clarke 11/26/99  
Town of Weymouth Board of Selectmen Gregory P. Hargadon 12/29/99  
Town of Weymouth Board of Health Richard T. Marino 12/29/99  
Abington Fire - Rescue Malcolm B. Whiting 12/22/99  
Weymouth Police Department Rodney B. Rumble 12/29/99  
Clean Water Action/John McNabb 12/28/99  
Department of Environmental Protection - SERO- Robert Fagan 12/30/99  
Department of Environmental Protection - SERO- Daniel Connick 12/21/99  
Massachusetts Highway Department - Richard Bourre 1/4/00  
Metropolitan Area Planning Council - David Soule 12/27/99  
Old Colony Planning Council - Daniel M. Crane 12/21/99  
SITEC Environmental - Raymond Quinn 12/28/99  
South Shore Chamber of Commerce - Terry N. Fancher 1/3/00  
South Shore Tri-Town Development Corporation - James Wilson 12/29/99  
Solid Waste Systems Russell D. Field 12/28/99  
South Weymouth Neighborhood Association - Philip N. Healy 12/29/99  
Form Letters 568 12/23/99  
Attorney - Robert Schwandt 11/30/99  
Earle Higgins & Son - Fred Higgins 12/27/99  
Joseph Cazeault & Sons 12/29/99  
RT. 58 Auto Sales - Lynne Conover 12/15/99

Aalto Stephen 12/28/99  
Allen Meredith 12/28/99  
Barrett Mary 12/23/99  
Barrett Mary 12/23/99  
Billings James and Dorinda 12/28/99  
Blake Ray and Ann 12/27/99  
Bohn Walter and Theresa 12/28/99  
Burke John 12/27/99  
Campbell Wayne and Doreen 12/20/99  
Carlson Leonard 12/20/99  
Carroll Deanna 12/22/99  
Carroll Deanna 12/22/99  
Carroll James 12/23/99  
Carroll James 12/23/99  
Cellini Joseph 12/22/99  
Cellini Joseph 12/22/99  
Cooley Richard 12/22/99  
Creighton Kathleen 1/4/00  
Creighton Kathleen 1/4/99  
Creighton Kathleen 1/5/00  
Creighton Kathleen 12/15/99  
Creighton Kathleen 12/28/99  
Creighton William 1/4/00  
Creighton William 1/5/00  
Creighton William 12/15/99  
Creighton William 12/16/99  
Creighton William 12/21/99  
Creighton William 12/28/99  
Davis Roberta 12/17/99  
Dawe Edgar 12/8/99  
Dempsey Thomas 12/28/99  
DiFazio Kenneth 12/21/99  
Dodd Paul 12/27/99  
Donovan Marie 12/20/99  
Fantucchio Cathy 12/7/99  
Farrar Wanda 12/27/99  
Gioncardi Joseph 12/27/99  
Haas Gerald (2) 12/27/99  
Hall Jack and Barbara 12/28/99  
Hansen Santana 12/27/99  
Henrikson Teresa 12/23/99

Hollisian June 12/23/99  
Hurley John 12/22/99  
Johnke Jean and Gunther 12/20/99  
Lynch Dennis 12/27/99  
Lyons Denise 12/17/99  
Mahoney William 12/22/99  
Mannke Margaret 12/29/99  
McCorkle Otis 12/28/99  
Mello David 12/26/99  
Mello David 12/28/99  
Mollica Paul 12/27/99  
Mollica Paul 12/28/99  
Mollica Paul 12/28/99  
Morganelli Ronald 12/28/99  
Morrison Doris 12/23/99  
Muldoon John 12/10/99  
Murphy Kim 12/8/99  
Murphy Richard 12/28/99  
O'Donovan Aime 12/28/99  
O'Donovan Kathleen 12/22/99  
O'Donovan Timothy 12/21/99  
Partridge-Lydch Sandra 12/27/99  
Prall John and Joan 12/29/99  
Rockwood Racine 12/10/99  
Romans Richard and Karen 12/30/99  
Ruzzano Mr. And Mrs. Peter 12/27/99  
Stanley Claire 12/10/99  
Stone Clayton 12/22/99  
Teehan Kathy 12/24/99  
Turcotte Roland and Meredith 12/28/99  
Ulwick Douglas 12/29/99  
Welsh Henry 12/22/99  
Whittington Winifred 12/15/99  
Whittington Patrica 12/15/99  
Wicklund Carl 12/28/99  
Wicklund Carl 12/28/99  
Williams John 12/20/99