



# *The Commonwealth of Massachusetts*

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June 2, 2006

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

PROJECT NAME : Wareham Crossing  
PROJECT MUNICIPALITY : I-95/Route 28 – Wareham  
PROJECT WATERSHED : Buzzards Bay  
EOEA NUMBER : 13274  
PROJECT PROPONENT : W/S Wareham Properties LLC  
DATE NOTICED IN MONITOR : April 26, 2006

As Secretary of Environmental Affairs, I hereby determine that the Supplemental Final Environmental Impact Report (SFEIR) submitted on the above project **adequately and properly** complies with the Massachusetts Environmental Policy Act (G. L., c. 30, ss. 61-62H) and with its implementing regulations (301 CMR 11.00).

As described in the SFEIR, the proposed project consists of the construction of a 693,500 square foot (sf) community style open-air shopping center, which has been reduced from the 710,000 sf as described in the FEIR, with a total of 2,764 surface parking spaces. The proponent is proposing 663,500 sf of retail space and 30,000 sf of restaurant space. The site contains 75 acres.

The project required a mandatory EIR. It will require Massachusetts Highway Department (MHD) Access and Traffic Signal Permits. The project will require a Sewer Connection/ Extension Permit and must file a Notification Prior to Demolition with the Department of Environmental Protection (DEP). It must comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site. The project will need a Special Permit for the recovery of human remains from the Massachusetts Historical Commission (MHC). It will require a Programmatic General Permit from the U.S. Army Corps of Engineers. On June 29, 2005, the proponent received an Order of Conditions from the Wareham Conservation Commission for work within buffer zones and

wetland resource areas.

The proponent will construct the main site driveway onto Route 28, and it will seek permission to signalize this intersection. Three secondary access driveways are proposed for Seth Tobey Road. Using the Institute of Traffic Engineers (ITE) Handbook Land-Use Code 820, the proponent estimated that the project will generate approximately 24,280 new average weekday vehicle trips and 31,765 trips on Saturday.

The proposed project will be connected to the existing Wareham Fire District for water and to the municipal sewer service. According to the FEIR, the project will consume approximately 95,150 gallons per day (gpd) of water, and generate approximately 86,500 gpd of wastewater.

### **Review of the SFEIR:**

The SFEIR provided a detailed project description with a summary/history of the project. It included existing and proposed site plans. The SFEIR identified the state permits required for the project.

According to the Executive Office of Transportation's (EOT) comment letter of May 21, 2006, the proponent has resolved the traffic issues and concerns raised on the FEIR. The proponent reconfigured the proposed geometry for the Route 28/site driveway to ensure that the two existing northbound through lanes on Route 28 remain and that the left-turn lanes are sufficient to accommodate adequate vehicle storage. No additional right-of-way will be required to provide this intersection configuration. The proponent proposed to signalize the I-195 westbound off-ramp to Route 28, and therefore will not undertake a weave analysis because signalization is expected to create gaps in the flow of traffic, which will improve the weaving movement along Route 28 northbound between the site drive and the I-195 westbound ramps.

The concept design plan (Attachment D) in the SFEIR was an 80-scale plan. It showed proposed lane widths and offsets, median and shoulder widths, bicycle lanes and sidewalks, layout lines and jurisdictions, and the land uses (including access drives) adjacent to areas where improvements are proposed. The roadway geometry and operations for each of the study area intersections was refined during the SFEIR design process.

The proponent reduced the number of parking spaces proposed from 2,840 to 2,764. It stated that 3.7 spaces per 1,000 sf of retail space is needed to provide sufficient parking, particularly during the peak shopping season.

The proponent has included additional TDM measures such as a guaranteed ride home for employees who rideshare and coordinating its TDM services with other nearby retailers and employers. The proponent will investigate initiating a Route 28 Transportation Management Agency (TMA) with other large employers in the area. It has agreed to make transit service a

reality by providing the Greater Attleboro-Taunton Regional Transit Authority (GATRA) with a \$12,500 annual operating subsidy to provide service to this shopping center. No sidewalks will be provided along the proponent's frontage with Seth Tobey Road.

**Summary of SFEIR Mitigation:**

The SFEIR included an updated section on mitigation measures and Proposed Section 61 Findings. Appendix D contained a Letter of Commitment to MHD.

In the SFEIR, the proponent committed to implement the following mitigation measures:

- Provide wetland replication areas for impacts to wetland resources; approximately \$75,000.
- Provide Best Management Practices such as infiltration galleries; deep sump, hooded, catch basins; stormwater treatment units; and extended detention basins with sediment forebays to provide groundwater recharge in excess of those required by DEP; approximately \$3.5 million.
- Install traffic signals at the Main Site Driveway onto Route 28 and provide a double left turn lane on Route 28 northbound at the driveway and a left turn storage lane from Route 28 southbound to service Kendrick Road and a right turn lane for the shopping center; approximately \$750,000.
- Install traffic signals and make geometric improvements at the intersection of Seth Tobey Road and Route 28; approximately \$450,000.
- Install traffic signals at the I-195 westbound and eastbound Ramps with Route 28 along with related geometric improvements; approximately \$700,000.
- Provide traffic signal coordination for all the proposed four traffic signals along Route 28; approximately \$200,000.
- Complete a review of existing signing and pavement markings along the Route 28 corridor from Five Corners to Seth Tobey Road for MHD; approximately \$5,000.
- Restripe the Charlotte Furnace Road approach to Route 28 and the Route 28 southbound approach to provide a left turn lane; approximately \$2,000.
- Install an emergency flashing warning beacon at the intersection of Route 28/Charlotte Furnace Road; approximately \$15,000.
- Perform a signal warrants study for the intersection of Route 28/Charlotte Furnace Road; approximately \$5,000.
- Restripe Route 28 at Carver Road (Five Corners); approximately \$2,000.
- Provide a left turn storage lane to Seth Tobey Road southbound approach at the intersection of Main Street and evaluate an all-way stop condition; approximately \$15,000.
- Prepare a feasibility study of potential alternatives to the existing railroad overpass at Main Street/ Railroad Underpass to improve site distance including the elimination of the grade separation and replacement with an at-grade crossing; approximately \$10,000.
- Provide a new geometric design for the intersection of Main Street/Tremont Street to

- “square off” the intersection and form new turn lanes; approximately \$85,000.
- Prepare a traffic signal warrant study for the intersection of Main Street at Gibbs Street; approximately \$5,000.
  - Remove vegetation that restricts site distance at Fearing Hill Road and Main Street and perform an all way warrants study; approximately \$5,000.
  - Provide an on-site TDM program with an employee transportation coordinator. Encourage flextime, direct deposit of pay checks, and an automatic teller machine. Implement a ridesharing program. Provide preferential parking for ridesharing. Construct three bus stops on site. Install six bicycle racks on-site. Post signs directing motorists leaving the site to the various routes; and coordinate with Greater Attleboro-Taunton Regional Transit Authority (GATRA) to provide transit service to site. The TDM Program will cost approximately \$50,000.
  - Commit \$12,500 to GATRA for a three-year period until such time as accurate costs and new revenues for the site service can be determined by actual operations and service to the site, approximately \$37,500.
  - Increase on-site parking and improving the existing school bus circulation patterns on the grounds of the Decas School that is located on Main Street; approximately \$150,000.
  - Provide a sidewalk along the project’s frontage with Route 28 and with connecting pedestrian paths through the shopping center; approximately \$68,000.
  - Install a groundwater recharge system, drought tolerant landscaping design, and low-flow fixtures and toilets; approximately \$250,000.
  - Upgrade the Springborn Pump Station by installing two new submersible pumps. Replace the generator and repair and/or replace lighting fixtures and wire as needed; approximately \$125,000.
  - Implement construction related mitigation measures; approximately \$200,000.
  - Incorporate sustainable design measures into the project.
  - Complete the archaeological relocation to the Centre Cemetery; approximately \$12,000.

According to the proponent, these above mitigation measures will cost approximately \$6,716,500.

June 2, 2006  
DATE

  
Stephen R. Pritchard

Cc: Sharon Stone, DEP/SERO

Comments received:

MHC, 4/14/06  
David Belluche, 5/1/06

EOEA #13274

SFEIR Certificate

June 2, 2006

EOT, 5/21/06  
SRPEDD, 5/25/06  
DEP/SERO, 5/26/06

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SRP/WTG/wtg