



# The Commonwealth of Massachusetts

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June 30, 2006

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

PROJECT NAME	: Residences at Flint Pond and Associated Shopping Center
PROJECT MUNICIPALITY	: Shrewsbury
PROJECT WATERSHED	: Assabet River
EOEA NUMBER	: 12341
PROJECT PROPONENT	: Flint Pond Development
DATE NOTICED IN MONITOR	: May 24, 2006

Pursuant to the Massachusetts Environmental Policy Act (G.L. c.30, ss. 61-62H) and Section 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 a Single Environmental Impact Report (SEIR).

In 2001, the original project consisted of the development of a 153,840 square foot (sf) cross dock facility/trucking terminal for Home Depot stores. This cross dock facility would have included a future expansion of 27,729 sf. Phase II consisted of the construction of four buildings totaling approximately 168,270 sf of research/development/warehouse space. On April 30, 2001, the Single EIR was determined to be adequate. In 2005, the proponent proposed a different development in two phases. Phase I involved the construction of a 158-unit age restricted residential community of 287,450 sf with 310 parking spaces to be constructed on 56.6 acres. Phase II included the construction of 86,000 sf of retail space and a 6,000 sf, 250-seat restaurant with a total of 436 parking spaces on 11.7 acres. The project site has been reduced from approximately 76 to 68.3 acres. On July 8, 2005, the Secretary approved the NPC as adequate and allowed the construction of Phase I of the project. However, a second NPC submittal for Phase II was required in the Certificate. The Notice of Project Change included proposed Section 61 Findings for the Massachusetts Highway Department (MHD) for a Highway Access Permit and the Department of Environmental Protection (DEP) for a Sewer Extension/Connection Permit.

This NPC was submitted for MEPA review on May 15, 2006. The subject of the NPC is for Phase II of the project. Phase II will consist of the construction of a 91,000 sf shopping center

with 85,000 sf of retail space (bank, pharmacy, etc.) and a 6,000 sf restaurant with a total of 436 parking spaces on 11.7 acres. The Phase II portion of the project is estimated to generate 3,908 unadjusted new vehicle trips using the ITE land use code 820. Both Phases I and II of the project will have its primary access driveway at the signalized Lake Street/Route 20 intersection and a secondary right turn-in and -out driveway that is east of the Lake Street intersection. Phase II will consume approximately 13,000 gallons per day (gpd) of potable water and generate a similar amount of wastewater. The proponent is proposing to connect to the existing municipal water and wastewater systems that have been constructed by the proponent for Phase I. The Phase II project will create approximately 10.5 acres of impervious area. The project does not impact wetland resource areas. The NPC included a traffic study that was prepared according to the EOEA/EOTC Traffic Guidelines.

### SCOPE

As modified by this scope, the Single EIR should conform to Section 11.07 of the MEPA regulations for outline and content. The EIR should resolve the remaining issues outlined below. 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 and all comment letters.

#### **Project Description:**

The EIR should provide a detailed project description with a summary/history of the project. It should include existing and proposed site plans. The EIR should discuss the two phases. It should describe the permits required for the project.

#### **Traffic:**

The EIR should present a summary of the Traffic Impact Study. It should address the traffic issues raised in the Executive Office of Transportation (EOT) comment letter. I encourage the proponent to consider additional traffic mitigation measures which would provide improved regional and local traffic operations.

#### **Parking:**

The EIR should identify the number of parking space required by local zoning. If the proponent is providing additional parking spaces, the EIR should explain why such spaces are required for the retail uses in Phase II.

**Pedestrian and Bicycle Issues:**

The EIR should identify where sidewalks exist currently and where the proponent is proposing sidewalks as part of the project on site plans. The proponent should identify on a plan where and how many secure bicycle parking spaces are provided on the project site. The EIR should identify if there are any linkage opportunities to nearby bicycle paths/facilities.

**Transportation Demand Management (TDM) Measures:**

The EIR should provide details about its proposed TDM program for the project site. I am seeking a commitment by the proponent to provide a subsidy to the Worcester Regional Transit Authority to extend Bus Route 18 to its proposed shopping center in order to encourage transit usage. I encourage the proponent to meet with the transit provider to discuss the location of a bus shelter and bus turn around facilities if it is determined that such facilities are needed.

**Air Quality:**

The EIR should address whether the project will comply with DEP's Clean Air Construction Initiative.

**Drainage:**

The EIR should include a copy of the draft Pollution Prevention Plan for the project site.

**Wastewater:**

The EIR should address the concerns of DEP, which are outlined in its comment letter. Because Shrewsbury is located within the Assabet River Consortium, I encourage the proponent to work closely to resolve any outstanding issues with DEP. The Town of Shrewsbury should confirm that the downstream pump station has sufficient capacity to handle the flow from the proposed pump station serving the project site and existing residences.

**Sustainable Design:**

The EIR should identify the proponent's attempts to successfully incorporate cost-effective sustainable design elements and construction practices into the project.

**Mitigation:**

The EIR should include a separate chapter on mitigation measures. This chapter on mitigation should include updated Section 61 Findings for MHD and DEP. The proposed 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. The proponent should present this information in a tabular format with a schedule for its implementation.

In the NPC, the proponent has proposed the following mitigation measures for both Phases I and II of this project:

- Design and construct a new wastewater pump station, approximately \$300,000.
- Replace/connect water main within Route 20 that connects two dead ended sections, approximately \$40,000.
- Provide minor signal timing changes at Route 20/Lake Street/western site drive and relocate signal equipment for Phase I.
- Replace/reinstall existing pavement markings on Route 20, which are substandard for lane additions if the MHD widening project has not begun.
- Construct a 150-foot left turn lane on Route 20 WB at the Route 20/Lake Street intersection for Phase II.
- Construct a 300-foot left turn lane and two through lanes on Route 20 EB at the Route 20/Lake Street intersection for Phase II.
- Alter the signal phasing to provide only a protected phase for the Route 20 left turns for Phase II.
- Implement a Transportation Demand Management (TDM) program that includes; posting transit schedules and routes, encourage internet shopping, limiting parking supply in Phase II, post directional signs, and provide an ATM machine.
- Investigate if the Worcester Regional Transit Authority (WRTA) can modify the Route 18 bus route to include a stop at the proposed development.
- Provide interior sidewalks and crosswalks.
- Provide best management practices for stormwater management that meets DEP'S Stormwater Management Guidelines.
- Use a non-sodium deicing compound in parking area, driveways and pedestrian walkways.

**Response to Comments:**

The EIR should include copies of all comment letters. It should provide a response to all

comments within the scope of this project.

**Circulation:**

The EIR should be circulated in compliance with Section 11.16 of the MEPA regulations and copies should also be sent to the list of "comments received" below and to Shrewsbury and Grafton officials. A copy of the EIR should be made available for public review at the Shrewsbury and Grafton Public Libraries.

June 30, 2006  
DATE

  
Stephen R. Pritchard

cc: Paul Anderson, DEP/CERO

Comments received:

DEP/CERO, 6/1/06  
MHC, 6/8/06  
DEP/CERO, 6/16/06  
EOT, 6/23/06

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SRP/WTG/wg