



The Commonwealth of Massachusetts

Executive Office of Environmental Affairs

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January 6, 2006

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

PROJECT NAME : Retail Development
 PROJECT MUNICIPALITY : Norwood
 PROJECT WATERSHED : Neponset River
 EOEA NUMBER : 12494
 PROJECT PROPONENT : Developers Diversified Realty, Inc.
 DATE NOTICED IN MONITOR : December 7, 2005

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 hereby determine that it **does not require** the preparation of a Supplemental Environmental Impact Report (EIR).

The project completed the EIR process in July, 2001 at which time it consisted of the construction of a 147,000 square foot (sf) home improvement retail store on the former Norwood PCBs Superfund site. The project included construction of 599 parking spaces and generation of 5,560 average daily trips (adt) on a weekday and 7,110 adt on a Saturday. An NPC was reviewed in 2003 that would have increased the size of the project by 18,000 sf, the number of parking spaces by 18 and the amount of traffic by 230 adt on an average weekday and 430 adt on an average Saturday.

The current NPC describes the construction of several retail stores with a reduced footprint of 97,500 sf. The change reduces impervious surfaces by .9 acres and parking spaces by 57 spaces. It increases traffic generation by 720 tpd on an average weekday and 1,330 tpd on an average Saturday and increases wastewater generation by 13,450 gallons per day (gpd). The project change requires a Sewer Connection Permit from the Department of

Environmental Protection (DEP). The NPC includes updated information on project related impacts, including an updated traffic analysis, and commitments to mitigation in the form of draft Section 61 Findings for all state agency permits.

The project change reduces impervious surfaces by approximately 1 acre and alters the site plan resulting in less potential impacts to the impermeable cap constructed as part of the clean-up efforts. The previous project located the building on top of the cap and would have required excavation for the building foundation and stormwater management system. The project change has shifted the parking lot to the area over the cap and shifted the building sites outside of the cap area altogether. This change enables the proponent to use existing drainage infrastructure and avoid excavation of the cap.

As the proponent noted in the NPC, the project will be subject to additional review by DEP and the Environmental Protection Agency (EPA) to ensure activities and mitigation are consistent with clean-up requirements. The agencies will consider the presence of contamination at the site, the modification of the cap for redevelopment activities and the need for additional groundwater treatment.

As noted previously, the project change will generate additional traffic impacts. The Executive Office of Transportation (EOT) has indicated that, based on the updated traffic analysis and mitigation commitments, the additional traffic can be accommodated by the state highway. The proponent will be required to consult with MHD during permitting and address technical details of the mitigation, particularly regarding the coordinated closed loop signal system. The Metropolitan Area Planning Council (MAPC) and the Town of Norwood have expressed concern about existing traffic congestion in the project area and the impact of this project on it. I expect that MHD will consider these comments during project permitting, and to the extent possible, ensure that state highway traffic mitigation does not adversely impact local roadways. I strongly encourage the project proponent to consider mitigation proposed by the Town, including the incorporation of sidewalks into the design and improvements to the Dean Street and Pleasant Street intersection to further reduce the traffic impacts.

The NPC indicated that an inflow/infiltration (I/I) reduction program has not been included in the project because the Town of Norwood does not have an I/I program. DEP has noted that, while it is preferable to remove I/I from the service area

of the project, the proponent can provide I/I reduction in other areas. DEP has indicated that the proponent should consult with DEP and the Town of Norwood regarding the development of an I/I program to mitigate wastewater impacts. DEP typically requires I/I removal on a minimum of a 4:1 ratio of removal to new wastewater flow. In addition, the Section 61 Findings should be revised to incorporate this commitment.

As noted previously, the NPC contains updated draft Section 61 Findings for all state permits. The proponent has committed to:

- signalization of the Route 1 northbound ramp/Dean Street intersection and the Route 1 southbound ramp/Dean Street intersection;
- geometric improvements, including roadway widening, of the Route 1/Dean Street intersection, the Route 1/southbound ramp/Dean Street intersection, the Route 1 northbound ramp/Dean Street intersection;
- signal coordination and timing adjustments along Dean Street, including the intersection with Route 1, with the Route 1 southbound ramp and the Route 1 northbound ramp;
- geometric improvements at Kerry Place (subject to approval of design plans by the Town of Norwood) and re-striping of the Kerry Street approach to provide turning lanes;
- implementation of a transportation demand management (TDM) program to reduce site trip generation; and
- sewer service extension to Kerry Place and provision of a connection point for future access by the Kerry Place property.

The NPC contains sufficient information to evaluate the environmental impacts of the proposed change and to demonstrate that outstanding issues, including the need for additional mitigation, can be adequately addressed during permitting. No further MEPA review is required.

January 6, 2006

DATE



Stephen R. Pritchard

EOEA# 12494

NPC Certificate

1/6/06

Comments received:

12/27/05 Executive Office of Transportation (EOT)
12/27/05 amended EOT letter
12/27/05 Department of Environmental Protection (DEP) NERO
12/27/05 Metropolitan Area Planning Council (MAPC)
12/22/05 Town of Norwood/Engineering Department
12/27/05 Town of Norwood/Planning Department

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