



# The Commonwealth of Massachusetts

Executive Office of Environmental Affairs

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March 15, 2007

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SECRETARY

<http://www.mass.gov/envir>

## CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS ON THE SINGLE ENVIRONMENTAL IMPACT REPORT

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 : February 6, 2007

The Secretary of Environmental Affairs hereby determines that the Single Environmental Impact Report (SEIR) submitted on this 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).

In 2005, the proponent proposed a revised development in two phases after receiving an earlier approval for a 153,840 square foot (sf) cross dock facility/trucking terminal for Home Depot stores. 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 was 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.

According to the SEIR, Phase II of the project would consist of the construction of a 73,500 sf retail center with a 57,500 sf supermarket, 10,000 sf of additional retail space, and a 6,000 sf convenience store on 11.7 acres. The Phase II portion of the project is estimated to generate 11,382 weekday and 19,401 Saturday unadjusted new vehicle trips using the ITE land use codes 820, 850, and 851. After the proponent adjusted for pass-by trips, Phase II of the project is estimated to generate approximately 8,536 weekday and 14,550 Saturday new vehicle trips. The proponent will provide the supermarket, additional retail space, and the convenience

store with a total of 353 parking spaces. Both Phases I and II of the project will have their 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 6.9 acres of impervious area. Phase II of the project does not impact wetland resource areas.

The project will require an Access Permit and Permits for traffic signal modifications from the Massachusetts Highway Department (MassHighway). It will need to obtain a Major Sewer Connection/Extension Permit from the Department of Environmental Protection (MassDEP). The project must comply with the U.S. Environmental Protection Agency's National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges. On May 8, 2006, the proponent received an Order of Conditions from the Shrewsbury Conservation Commission for Phase I.

#### **Review of the SEIR:**

The SEIR provided a detailed project description with a summary/history of the project. It included existing and proposed site plans. The SEIR discussed the two phases. It described the permits required for the project in Section 4.

The SEIR presented an updated Traffic Impact Study in Section 6. It addressed the traffic issues raised in the Executive Office of Transportation (EOT) comment letter on the NPC. The updated study included new traffic volumes for the 2010 build year conditions, new trip generation estimates and distribution, a new level-of-service analysis, and updated traffic mitigation measures.

The SEIR identified that the Town of Shrewsbury requires 4 parking spaces for each 1,000 sf of retail space (230 spaces for the supermarket). The proponent is proposing to provide 5 spaces per 1,000 sf of space for the supermarket (289 spaces).

The SEIR identified that no sidewalks exist currently and the proponent is proposing internal project sidewalks and sidewalk for approximately 1,240 feet along the south side of Route 20 from the site driveway to the nearby donut shop to the west of the project site. The proponent provided approximately 20 bicycle parking spaces on the project site.

The SEIR provided details about its proposed TDM program for the project site. The proponent will consider a potential subsidy in the future to the Worcester Regional Transit Authority to extend Bus Route 5E to its proposed shopping center if it makes economic sense for the proponent and other potential projects along the Route 20 corridor. The proponent has

included plans for a potential future bus stop location on the project site.

The proponent will request that contractors use ultra-low sulfur diesel fuel in all construction equipment to comply with DEP's Clean Air Construction Initiative.

The SEIR included a copy of the draft Pollution Prevention Plan for the project site. It addressed the concerns of MassDEP's comment letter. On January 11, 2007, the Town of Shrewsbury confirmed in writing that the downstream pump station has sufficient capacity to handle the flow from the proposed pump station serving the project site and existing residences.

### **Summary of SEIR Mitigation:**

The EIR included a separate chapter (Section 14.0) on mitigation measures. This section on mitigation included updated Section 61 Findings for MassHighway and MassDEP. The proposed Section 61 Findings 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.

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

- Design and construct a new Edgemere wastewater pump station for the Town of Shrewsbury, approximately \$325,000.
- Replace/connect water main within Route 20 that connects two dead ended sections, approximately \$50,000.
- 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 175-foot left turn lane and two through lanes on Route 20 WB at the Route 20/Lake Street intersection for Phase II.
- Construct a 325-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.
- Implement a Transportation Demand Management (TDM) program that includes; posting transit schedules and routes, encouraging internet shopping, and providing directional signs and an ATM machine.
- Construct a bus drop-off area for the Worcester Regional Transit Authority (WRTA) within the shopping center.
- Provide interior sidewalks and crosswalks.
- Install two bicycle racks with parking for about 20 bicycles total.

- Provide best management practices for stormwater management that meets MassDEP's Stormwater Management Guidelines.
- Use a non-sodium deicing compound in parking area, driveways and pedestrian walkways.

According to the proponent, the roadway and traffic mitigation improvements will cost approximately \$950,000. All mitigation will be in place prior to the occupancy of the property.

A second NPC under the Assabet River Consortium will be submitted by the proponent for the connection of the project to the Shrewsbury municipal sewer system.

March 15, 2007  
DATE

  
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Ian A. Bowles

cc: Paul Anderson, DEP/CERO

Comments received:

BSC, 2/14/07  
BSC, 2/15/07  
MassDEP/CERO, 2/15/07  
BSC, 2/20/07  
MHC, 2/21/07  
BSC, 2/23/07  
BSC, 3/7/07  
EOT, 3/9/07

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