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March 21, 2008

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS  
ON THE  
ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : Mansfield Commons Commercial Retail Development  
PROJECT MUNICIPALITY : Mansfield  
PROJECT WATERSHED : Taunton  
EOEA NUMBER : 14190  
PROJECT PROPONENT : Old School Street, LLC  
DATE NOTICED IN MONITOR : February 20, 2008

Pursuant to the Massachusetts Environmental Policy Act (MEPA)(G. L. c. 30, ss. 61-62H) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **does not require** the preparation of an Environmental Impact Report (EIR).

Project Description

As described in the Environmental Notification Form (ENF), the proponent proposes to construct a 29,250 square foot (sf) commercial retail development in three separate buildings on a 3.83-acre parcel located on School Street and opposite from the Mansfield Crossing retail development project site (EEA #13113). The project's development program includes a 4,500 sf commercial bank space with drive up window, and 3,750 sf of retail space in Building #1, 4,800 sf of retail space in Building #2, and 16,200 sf of retail space in Building #3, approximately 147 surface parking spaces, and related utilities and stormwater management infrastructure. The main site access will be located on School Street at the signalized intersection with Mansfield Crossing. An additional site drive will also be located on School Street approximately 360 feet south of the main site drive.

The project will also involve the demolition of three vacant houses and associated out-buildings. Using the Institute of Traffic Engineers Trip Generation land use code (LUC) 814 for Specialty Retail Center and LUC 912 for Drive-in bank the proposed project is estimated to generate approximately 2,206 vehicle trips on the average weekday. As described in the ENF, the project's potable water supply needs (1,733 gallons per day (gpd)) and wastewater flows (1,575 gpd) will be served by the Town of Mansfield.

### MEPA Jurisdiction

The project is is undergoing review pursuant to 11.03 (6)(b)(13) of the MEPA regulations because the project will generate 2000 or more on roadways providing access to a single location. The project will require an Indirect Access Permit from the Massachusetts Highway Department (MHD). The project must comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site of over one acre. The proposed will require an Order of Conditions from the Mansfield Conservation Commission (and hence Superseding Order(s) from MassDEP if any local Orders were appealed). MEPA jurisdiction is limited to the subject matter of the state permit required, including traffic and land alteration.

### Traffic

The proponent's transportation impact analysis included in the ENF generally conforms to the Guidelines for EIR/EIS Traffic Impact Assessment as required. The analysis indicates that the proposed project will generate 2,206 vehicle trips per day (tpd). According to the proponent, significant traffic mitigation improvements in the project area have been previously proposed and programmed for the Mansfield Crossing project (EEA #13113, July 2005) that will support the anticipated traffic impacts associated with a number of planned and/or anticipated development projects within the project area including the proposed Mansfield Commons project. Specifically, the mitigation commitments established for the Mansfield Crossing project included the construction a fully-signalized project site drive on School Street, and geometric improvements along School Street near the project site and at the Route 140/School Street intersection. In addition, the Mansfield Commons proponent has also implemented traffic signal phasing and modifications at the Route 140/Route 106 intersection. The proponent's traffic mitigation commitments also included conducting an annual traffic monitoring program for five years following initial occupancy.

To reduce project generated vehicle trips to and from the site, the proponent should evaluate and implement all feasible Transportation Demand Management (TDM) measures. The proponent should develop and implement a Transportation Demand Management (TDM) plan for project employees and patrons to encourage the use of transit, pedestrian and bicycle and minimize the total number of project-generated vehicle trips. The proponent's proposed TDM plan should incorporate measures for reducing project generated vehicle trips including:

- working closely with MassRides to develop, market and implement the proponent's TDM plan;
- appointment of an on-site TDM Coordinator;
- implementation of an employee ride-matching program (carpooling and vanpooling).
- the development of on-site amenities including an on-site eatery, automated teller machines (ATMs), and secured bicycle storage racks; and,
- participation with proponents of Mansfield Commons and Mansfield Market to identify and implement cost-sharing opportunities for expanding GATRA service to project area.

I ask that the project proponent commit to requiring all project tenants and businesses to participate in the proposed TDM plan. The TDM should include a commitment to conduct any monitoring necessary to ensure the success of the program. The proponent should consult with MassRides, GATRA, the Town of Mansfield and the Southern Regional Planning and Economic Development District (SRPEDD) when developing the final project design. The proponent's TDM plan can and should be incorporated as part of the proponent's transportation mitigation program.

### Stormwater

As described in the ENF and additional information provided by the proponent to the MEPA Office, the project has been designed to and will include deep-sump hooded catch basins, Stormtech chambers water quality units and infiltration beds. According to the proponent, the proposed project's stormwater management system has been designed to meet MassDEP's Stormwater Management Policy standards and practices and achieve, to the maximum extent possible, 80 percent removal of the project site's annual total suspended solids (TSS) load. The stormwater management system will incorporate the use of new hooded deep-sump catch basins, two subsurface infiltration systems and two subsurface detention systems that will allow for the on-site collection and discharge of stormwater flows from the retail plaza site. The ENF includes a description of the maintenance program for the project's stormwater management system which has been designed to ensure its effectiveness. The proponent should continue to investigate all feasible methods of avoiding, reducing, or minimizing the amount of impervious surfaces associated with the project.


Construction Period

The proponent should evaluate construction period impacts, including impacts from earth moving, impacts to vegetation, potential impacts from erosion and sedimentation, traffic impacts on adjacent roadways, and impacts to adjacent land uses, and analyze feasible measures that can be employed to avoid or eliminate these impacts. In their comments, MassDEP has indicated that the proposed demolition and removal of existing residential buildings must comply with both MassDEP's Solid Waste and Air Quality Control regulations. I encourage the proponent to consult with MassDEP and coordinate demolition and construction activities with town officials and abutting property owners. I also encourage the proponent to adapt the project design, infrastructure and contractual requirements as necessary to incorporate waste reduction, recycling and recycled products. I refer the proponent to the MassDEP comment letter for additional guidance on developing a successful waste management program and use of recycled materials. I encourage the proponent to integrate recycling at the planning and design stage to enable the project's management and occupants to establish and maintain an effective waste diversion program.

Based on the information provided by the proponent and consultation with relevant public agencies, I conclude that no further MEPA review is required. The review of the EENF has served adequately to disclose potential impacts and mitigation, and to demonstrate that project impacts do not warrant the preparation of an Environmental Impact Report. The proponent can resolve any remaining issues in the permitting process.

March 21, 2008

Date

  
Ian A. Bowles, Secretary

## Comments received:

03/11/08 Department of Environmental Protection (MassDEP) - SERO  
03/11/08 Massachusetts Highway Department (MassHighway)

ENF #14190  
IAB/ NCZ/ ncz