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August 16, 2006

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

PROJECT NAME : Shoppes at Page Point
(formerly Stoughton Commons)
PROJECT MUNICIPALITY : Stoughton
PROJECT WATERSHED : South Coastal
EOEA NUMBER : 13602
PROJECT PROPONENT : Stoughton (E&A) LLC
DATE NOTICED IN MONITOR : July 10, 2006

As Secretary of Environmental Affairs, I hereby determine that the Final Environmental Impact Report (FEIR) 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). The project may proceed to permitting.

Project Descriptions

As described in the Expanded Environmental Notification Form (ENF) and subsequent filings, this project consists of the demolition of existing structures, construction of a 193,000 square foot (sf) retail center (anchored by a Target store) on a 24.6 acre site located on Route 139 in Stoughton. The project includes associated access drives, on-site parking and utility infrastructure. The site, which is zoned for industrial use, contains a 134,000 sf warehouse, a house, a gas station and 75 parking spaces as well as undeveloped wooded areas and wetlands. Since the filing of the DEIR, the proponent has acquired a 15,000 sf parcel for the purpose of roadway mitigation.¹ This parcel includes a 5,200 sf building and 15 parking spaces.

¹ If a change in use is proposed at this site a Notice of Project Change (NPC) should be filed with MEPA.

Primary access to the site is proposed via Hawes Way off of Route 139. The project will generate 10,480 new adt on an average Saturday. The project includes construction of 791 parking spaces based on a ratio of 4.2 spaces per 1,000 square feet of development. 500 spaces will be constructed for the Target store and 336 of these spaces will be located at grade underneath the Target building.

Potential impacts are associated with the alteration of 12 acres of land, the creation of 7.3 acres of new, impervious area and generation of 10,480 new average daily trips (adt) on a Saturday. Proposed mitigation includes siting of parking underneath the Target building to minimize creation of impervious surfaces, construction of a stormwater management system, and roadway improvements and Transportation Demand Management (TDM) measures to address traffic impacts.

This site was previously reviewed under MEPA as the Campanelli Commerce Park at Stoughton (EOEA #13044). Because the proposed project includes a significant change in land use, the addition of a parcel and a significant increase in potential impacts, the proponent filed a new ENF.

Jurisdiction

The project is subject to review and mandatory preparation of an EIR pursuant to Section 11.03 (6)(a)(6) of the MEPA regulations because it requires a state permit and will generate 3,000 or more new average daily trips (adt). The project requires a Sewer Connection Permit from the Department of Environmental Protection (DEP) and a State Highway Access Permit from the Massachusetts Highway Department (MHD). Also, it requires an Order of Conditions from the Stoughton Conservation Commission (and hence a Superseding Order of Conditions (SOC) from DEP in the event the Order is appealed).

Because the proponent is not seeking financial assistance from the Commonwealth for the project, MEPA jurisdiction extends to those aspects of the project that may cause significant Damage to the Environment and that are within the subject matter of required or potentially required state permits. These include traffic, air quality, wetlands, drainage and wastewater.

Review of the FEIR

Because previous filings sufficiently described and analyzed the project, its alternatives and proposed adequate mitigation, I scoped the FEIR as a response to comments on the DEIR. The proponent was required to address the substantive comments received and revise its Draft Section 61 Findings, if appropriate.

As required, the proponent has consulted with Brockton Area Transit (BAT) regarding the potential for providing shuttle service to the site. The proponent has indicated that it will provide start-up subsidies for such a service if it is determined by BAT and the Old Colony Planning Council (OCPC) to be feasible and advisable. The proponent will design the site to accommodate a shuttle bus turn-around and designate an area for passenger pick-up and drop-off to support such a service. In addition, the proponent has indicated that it will provide police details and

temporary signage during the holiday shopping season (Thanksgiving to Christmas) if post-construction monitoring demonstrates that it is warranted. The details of this mitigation will be developed with MHD and the Stoughton Police Department. The draft Section 61 Findings have been revised and incorporate these commitments.

In its comments, the Executive Office of Transportation (EOT) reiterates that the traffic study generally conforms to the Executive Office of Environmental Affairs (EOEA)/EOT Guidelines for EIR/EIS Traffic Impact Assessments. In addition, EOT has indicated that it will issue a Section 61 Finding for the project based on the draft Section 61 Findings in the FEIR which commit the proponent to geometric and traffic signal improvements to address highway capacity and safety along the Route 139 corridor and to TDM measures to reduce auto dependency and site trip generation. DEP has indicated that any outstanding issues can be addressed during local project permitting.

I note that some of the commentors continue to express concerns about traffic congestion and safety. In particular, two of the comment letters suggest that phasing of the retail aspects of the project based on post-construction traffic monitoring would be appropriate given existing traffic conditions and the trip generation associated with the project. MHD has indicated that proposed mitigation is adequate to address concerns related to state roadways; however, such an approach may be warranted based on local traffic concerns and could be considered by the Town of Stoughton during permitting.

The proponent should continue working with MHD, the Town and abutters to address and resolve any outstanding issues. I expect that MHD will carefully consider the comments submitted on the FEIR during the permitting phase of this project.

Mitigation

The FEIR includes a separate chapter on mitigation measures and a Draft Section 61 Finding in the form of an updated letter of commitment for the MHD Access Permit. Specific mitigation measures related to state agency actions include the following:

- signalization and geometric improvements to Turnpike Street (Route 139) at Hawes Way, including realignment of Turnpike Street (local) and the Exxon driveway and widening of approaches to construct exclusive turn lanes;
- geometric improvements at the Turnpike Street/Page Street intersection, including the acquisition of land to support provision of an exclusive right turn lane from Page Street northbound;
- coordination of signal operations for the Turnpike Street/Hawes Way, Turnpike Street/Page Street and Turnpike Street/Stoughton Crossing signals;
- geometric improvements to the Route 24 southbound off-ramp to Hawes Way to improve safety and weaving operations ;
- implementation of holiday traffic management measures if determined to be necessary by EOT and the Town of Stoughton;
- development of a TDM program to reduce single occupancy vehicle trips to the site, including identification of an on-site transportation coordinator, promotion and

implementation of ridesharing, a guaranteed ride home program, bicycle and pedestrian accommodations and on-site services;

- provision of a transit subsidy to the BAT if a shuttle service is identified as feasible and desirable by BAT and the OCPC;
- construction of an internal sidewalk and crosswalk network;
- sidewalk improvements along Route 139, including reconstruction of existing sidewalks along the project frontage, pedestrian activated crosswalks at the site driveway and re-striping of crosswalks at the Turnpike Street/Page Street intersection;
- post-construction traffic monitoring to evaluate project impacts;
- submission of a Release Abatement Measure (RAM) plan to DEP prior to any on-site grading and dewatering; and
- monitoring of construction activities by a Licensed Site Professional (LSP).

Other mitigation measures include:

- development of a stormwater management system consistent with DEP Stormwater Management Guidelines including deep sump hooded catch basins, two subsurface infiltration/detention basins and one water quality unit;
- relocation of the existing 16-inch water main to Hawes Way and Turnpike Street;
- relocation of the 10-inch sewage force main to Hawes Way and Turnpike Street; and
- development of a Construction Management Program (CMP), including a Stormwater Pollution Prevention Plan (SWPPP), to address construction period impacts.

Based on a review of the FEIR, a review of comments submitted on the project and consultation with public agencies, the project may proceed to permitting.

August 16, 2006
Date


Robert W. Golledge, Jr.

Comments received:

- 8/9/06 Department of Environmental Protection/Southeast Regional Office (DEP SERO)
- 8/9/06 Executive Office of Transportation (EOT)
- 8/9/06 J. Gavin Cockfield for Conroy Development, Inc.
- 8/9/06 MS Transportation Systems for Randolph Savings Bank

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