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September 22, 2006

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

PROJECT NAME : Sam's Club Expansion
PROJECT MUNICIPALITY : Seekonk
PROJECT WATERSHED : Narragansett Bay & Mt. Hope Bay Shore
EOEA NUMBER : 8550
PROJECT PROPONENT : Advantage Development II, LLC
DATE NOTICED IN MONITOR : August 23, 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 hereby determine that it **does not require** the preparation of a Third Supplemental Environmental Impact Report (EIR).

The project completed the EIR process in April 1992, at which time the project consisted of the development of 108,000 square feet (s.f.) of a wholesale warehouse club project with 664 associated parking spaces. The project change entails: the demolition of 485 s.f. of existing space; the net expansion of the existing building by +/-28,935 s.f.; construction of a 6-pump gas station in the southeast corner of the parking lot; and expansion of the parking lot. Access to the site is proposed via a signalized intersection at Route 6, and a signalized intersection off Route 114A. Based on the information included in the NPC, the existing project currently generates 4,580 vehicle trips on an average weekday. However, with the project change the project is expected to generate 8,306 vehicle trips on an average day. The changes will require a permit for direct access to Route 6 and Route 114A from the Massachusetts Highway Department (MHD).

In the Certificate issued on the Second Supplemental Final EIR on April 3, 1992, the Secretary instructed the proponent to work with MHD to resolve several outstanding highway and traffic issues before a Section 61 finding could be issued. The proponent worked with MHD

and MHD subsequently issued a Section 61 finding for the project in November, 1992. Since the construction of the project, MHD and several other private entities have implemented several highway improvements that have improved overall capacity and traffic conditions along both Route 6 and Route 114A corridors.

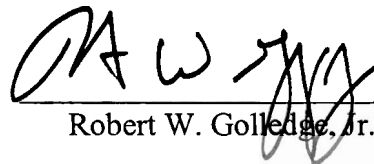
The NPC included a limited Traffic Impact Study that conforms generally to the EOEAEOT Guidelines for Traffic Impact Assessments. Based on the information provided in the NPC, MHD has stated in its comment letter that the additional traffic associated with the project will not significantly impact the state highway system and that no further review is required. The traffic study has indicated that traffic will worsen at the Route 6/Mink Street intersection. The project proponent has committed to provide geometric and signal timing modifications at the intersections. The proponent, however, should work closely with MHD during the permitting process to optimize the proposed measures and identify additional ones.

The NPC states that there will be an increase of 1,882 gallons per day of sewage. However, the NPC does not address the existing wastewater treatment facility's ability to treat the increase in flow, how the additional flow will affect the facilities Groundwater Discharge Permit and the means by which the additional sewage will be generated and conveyed to the plant. I strongly encourage the proponent to meet with MassDEP's Water Pollution Control Program staff to discuss the proposed expansion and the effects on the existing wastewater treatment facility.

The NPC contains sufficient information to evaluate the environmental impacts of the proposed changes, and to demonstrate that no further MEPA review is warranted. When the Section 61 Findings for the project are updated, an updated copy should be filed with the MEPA Office. The updated findings should incorporate all new and previously identified mitigation commitments.

September 22, 2006

Date


Robert W. Gollidge, Jr.

Comments received:

09/11/06 Massachusetts Highway Department
09/12/06 Department of Environmental Protection ,SERO

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