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November 26, 2008

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
SINGLE ENVIRONMENTAL IMPACT REPORT

PROJECT NAME : Swansea Commons
PROJECT MUNICIPALITY : Swansea
PROJECT WATERSHED : Narragansett Bay
EEA NUMBER : 14262
PROJECT PROPONENT : Swansea Investment Associates, LLC
DATE NOTICED IN MONITOR : October 22, 2008

As Secretary of Energy and Environmental Affairs, I hereby determine that the Single Environmental Impact Report (Single EIR) submitted on the above project **adequately and properly complies** with the Massachusetts Environmental Policy Act (G.L., c.30, ss. 61-62I) and with its implementing regulations (301 CMR 11.00).

Project Summary

The proposed project consists of the development of 304,000 square feet (sf) of commercial retail and restaurant space in three separate buildings on the site of a 33.20-acre former cement manufacturing facility and asphalt batching plant located on Route 6 in Swansea. The project includes the construction of a 158,500 sf Lowe's Home Improvement Store and Garden Center, a 138,500 sf Target retail building, a 7,000 sf (175-seat) restaurant, 1,215 surface parking spaces, a private on-site wastewater treatment facility with a design capacity to process 18,000 gallons per day (gpd) of wastewater flows, and associated stormwater management and utilities infrastructure. The project will generate approximately 11,910 new average daily vehicle trips (adt). Potable water use and wastewater generation is estimated at approximately 9,700 gpd respectively, and will be served by the Town of Swansea. The Proponent proposes to construct one five-lane site driveway on Route 6.

Permits and MEPA Jurisdiction

The project is undergoing MEPA review and is subject to a mandatory EIR pursuant to Section 11.03(6)(a)(6) because it requires a State permit and involves generation of 3,000 or more new adt on roadways providing access to a single location. The project is also undergoing MEPA review pursuant to Section 11.03(6)(b)(15) because the project will result in the construction of 300 or more new parking spaces at a single location. The project requires an Indirect Vehicular Access Permit from the Massachusetts Highway Department (MHD) for access to Route I-95 and Route 6, and a U.S. Environmental Protection Agency (EPA) National Pollutant Discharge Elimination System (NPDES) Permit for stormwater discharges from a construction site of over one acre. The project will require a Section 401 Water Quality Certificate, a Major Groundwater Discharge permit, and an Approval to Construct a Water Treatment Facility from the Department of Environmental Protection (MassDEP). An Order of Conditions from the Swansea Conservation Commission was issued on September 4, 2008 for work within wetlands resource areas. The project also requires an air quality mesoscale analysis for ozone to assess the total volatile organic compounds (VOC) and nitrogen oxides (NOx) emissions associated with all project-related vehicle trips. The Proponent is not seeking financial assistance from the Commonwealth. The Proponent included in the EENF submittal a request to fulfill its EIR obligations under MEPA with a Single EIR, rather than the usual process of a Draft and Final EIR. The Secretary's Certificate on the EENF (July 18, 2008) granted the Proponent's request to file a Single EIR in fulfillment of Section 11.03 of the MEPA regulations.

MEPA jurisdiction applies to those aspects of the project within the subject matter of required or potentially required state permits that may cause Damage to the Environment as defined in the MEPA regulations. In this case, MEPA jurisdiction extends to transportation, wastewater, wetlands and stormwater.

REVIEW OF THE SINGLE EIR

Wetlands

According to the information provided in the Single EIR submittal, the project will result in permanent impacts to approximately 2,620 sf of Isolated Land Subject to Flooding (ILSF) to accommodate the construction of the proposed surface parking lot. In its previous comments on the EENF, the Division of Marine Fisheries (DMF) indicated that the ILSF resource area containing a pond located along the western side of the property is connected to the tidal waters of the Cole River and serves as a passage/migration route for the American Eel (*Anguilla rostrata*). As illustrated in the project site plan included in the Single EIR, the project will also result in the alteration of approximately 3.0 acres of the 100-ft buffer area associated with ILSF resulting from site grading and roadway construction, buildings, and stormwater management infrastructure. The Proponent has proposed to construct approximately 6,450 sf of on-site wetlands replication at a ratio of approximately 2.5:1 to be located adjacent to an existing wetlands resource area along the project site's northeast property line.

The Single EIR includes a wetlands replication plan identifying replication location(s), a list of wetlands plant species in areas to be altered, and the proposed wetland replication species, planned construction sequence, and a discussion of the required performance standards and monitoring.

Stormwater

As described in the Single EIR, the project's stormwater management plan has been designed to meet MassDEP's Stormwater Management Policy standards and practices and the Town of Swansea's Stormwater Program and will incorporate the use of a closed drainage system employing deep sump hooded catch basins to convey storm flow and roof runoff to a system of surface and subsurface detention/infiltration basins with water quality treatment measures including a rain garden and a stormwater wetland, prior to discharging to adjacent ILSF connected to the Cole River. The Proponent's stormwater management design will achieve a Total Suspended Solids (TSS) removal rate of at least 80 percent.

A long term Operation and Maintenance Plan (O&M Plan) will be implemented to ensure that best management practices (BMPs) are maintained to function as designed. The Proponent has proposed to implement a comprehensive source control program at the site which will include regular pavement sweeping, catch basin cleaning and enclosure. The O&M should incorporate MassDEP's Snow Disposal Guidelines (<http://mass.gov/dep/water/laws/policies.htm>) which require that no snow will be placed in or adjacent to wetland resource areas, and the Proponent should commit to using a minimal amount of deicing and abrasive agents. The Proponent has also committed to implementing a Stormwater Pollution Prevention Plan (SWPPP) that will exceed the minimum requirements established for SWPPPs in accordance with EPA's NPDES General Permit. The SWPPP must include a Sedimentation and Erosion Control Plan that outlines measures that will be implemented to minimize and mitigate construction period impacts.

I encourage the Proponent to continue to evaluate opportunities for incorporating sustainable design alternatives including Low Impact Development (LID) techniques in the project's site design and stormwater management plans. LID techniques incorporate stormwater BMPs and can reduce impacts to land and water resources by conserving natural systems and hydrologic functions. The primary tools of LID are landscaping features and naturally vegetated areas, which encourage detention, infiltration and filtration of stormwater on-site. Other tools include water conservation and use of pervious surfaces. LID can also protect natural resources by incorporating wetlands, stream buffers and mature forests as project design features. For more information on LID, visit <http://www.mass.gov/envir/lid/>. Other LID resources include the national LID manual (Low Impact Development Design Strategies: An Integrated Design Approach), which can be found on the EPA website at: <http://www.epa.gov/owow/nps/lid/>.

Flood Plain

The 33.2-acre project site is located outside of the 100-year floodplain (FEMA Zone C) based on information contained in the most recent (2006) Federal Emergency Management Act (FEMA) Flood Insurance Rate Map (FIRM). As currently designed, the project will result in raising on-site grades approximately four feet and filling approximately 1,612 cubic feet (cf) of flood storage volume. As described elsewhere in this Certificate, the Proponent has committed to provide approximately 6,094 cf of compensatory post-construction flood storage capacity as mitigation for the Proponent's filing of approximately 1,600 cf of ILSF.

Water Supply

The potable and fire protection water supply needs for the Swansea Commons project (estimated at approximately 9,700 gpd) will be served by the Town of Swansea's municipal water supply system. The Proponent has committed to incorporate water conservation in the project design to comply with the Massachusetts state plumbing code. As part of that commitment, the Proponent should commit to using efficient commercial water conservation technologies for each of the three buildings including water saving devices, low flow toilets, and low flow appliances (dishwashers, washing machines). In its comments, MassDEP has requested that the proponent secure written confirmation from the Swansea Water Department that the Swansea Water Department has an adequate supply of water to meet the demands of this project.

Wastewater

The Proponent has proposed to construct a private on-site wastewater treatment facility (WWTF) with a design capacity of 18,000 gpd to treat and discharge the project's wastewater flows. Wastewater flows from the full-build project will be conveyed to a new 936 sf treatment mechanical building located on the southerly side of the project site and discharged to groundwater via two proposed subsurface leaching fields to be located beneath proposed surface parking areas in the central and northwestern portions of the project site. MassDEP has indicated that a Groundwater Discharge Permit for the project is currently under review by MassDEP.

Traffic

The Single EIR contains a Traffic Impact and Access Study (TIAS) that generally conforms to the EEA/EOT Guidelines for EIR/EIS Traffic Impact Assessments. Using the Institute of Transportation Engineers (ITE) Trip Generation Manual's land use code 862 (Home Improvement Superstore), and land use code 820 (Shopping Center), the Proponent estimates a total of 11,000 vehicle trips per day (vtd) associated with the proposed project. The main access to the site will be provided via a new five-lane site drive located on Route 6 (G.A.R. Highway) immediately east of the Route 6/Michaels Avenue intersection. The Single EIR describes how the proposed parking supply (1,215 spaces) was developed and demonstrates that the parking supply is the minimum necessary to accommodate project demand without encouraging additional single occupant vehicle trips.

The Proponent has committed to a transportation mitigation program in the Single EIR to address potential project-related traffic impacts and to help address existing operational and safety deficiencies in the Route 6 corridor. The Proponent has committed to the following traffic mitigation measures:

- construction of a new traffic signal with Opticom at the Route 6/Swansea Commons site driveway intersection that will be coordinated with the existing traffic signals located at the Route 6/Route 118 (Swansea Mall Drive) intersection and the Route 6/Gardners Neck Road intersection, and new traffic signals proposed by others to be located at the Route 6/I-195 Eastbound and Westbound Ramps and the Route 6/RK Swansea Place Main Site Driveway intersection;
- geometric modifications to widen the eastbound approach to the Route 6/Site Driveway intersection to provide an exclusive right-turn lane, a through lane, and a shared through/left-turn lane;
- geometric modifications to widen the westbound approach to the Route 6/Site Driveway intersection to provide an exclusive left-turn lane, a through lane, and a shared through/right-turn lane;
- construction of a new pedestrian sidewalk along the north side of Route 6 between Michaels Avenue and the RK Swansea Place main site driveway; implementation of a comprehensive Transportation Demand management (TDM) program.

The Proponent should coordinate the construction of its roadway improvement commitments with the Town of Swansea, and the proponents for other recently proposed commercial retail developments in the project area including the Swansea Mall Expansion Project (EEA # 14133) and the RK Swansea Place Redevelopment Project. As described in the Single EIR, in the event the Swansea Mall Expansion Project is delayed and cannot be completed prior to completion of the proposed Swansea Commons project (Interim Build Condition) the Proponent has committed to construct a number of additional traffic mitigation measures previously committed to by the proponent for the Swansea Mall Expansion Project including:

construction of a new traffic signal with Opticom at the Route 6/I-195 Westbound Ramps intersection; and,
upgrading the existing traffic signal with new signal controller and Opticom at the Route 6/Swansea Mall Drive intersection and retiming the existing traffic signal located at the Route 6/Gardners Neck Road intersection.

In its comments on the Single EIR, MHD has requested that the Proponent's draft Section 61 Findings include a clear commitment to design and construct the additional traffic mitigation measures for the Route 6/I-195 Westbound Ramp intersection, together with any necessary geometric modifications, for the Interim Build Condition.

As described in the Single EIR, the proponent has committed to a comprehensive Transportation Demand Management (TDM) program that incorporates a number of measures for reducing project generated vehicle trips including:

- the appointment of an Employee Transportation Coordinator (ETC);
- the development of on-site amenities including an on-site breakroom with refrigerators, direct deposit of employee paychecks, on-site ATMs/banking services, and secured bicycle storage racks;
- installation of bicycle detection loops on all approaches of the proposed signalized Route 6/Swansea Commons Driveway intersection;
- providing pedestrian crosswalks and walkways at the Route6/Swansea Commons driveway intersection;
- posting SRTA Route 14 bus schedules in employee break rooms;
- accommodating SRTA's Route 14 bus line with an on-site bus stop;
- the use of staggered employee work hours; and,
- promoting the use of Lowe's and Target internet shopping alternatives.

The Proponent should consider providing pedestrian signage to direct pedestrians and bicyclists into the project site from Route 6 and other adjacent land uses located in the project area. The Proponent should also consider installing STOP signs at the project's site driveway to allow for safe pedestrian and bicycle crossing at this location. The Proponent should establish clearly marked vehicle and pedestrian internal circulation patterns within the project site from the planned pedestrian access points through the parking areas and to the on-site buildings to facilitate safe pedestrian and vehicle movement to and within the project site.

I strongly encourage the Proponent to consider expanding the proposed TDM Program to include subsidizing the expansion of SRTA's Route 14 bus line to the project site, providing reduced rate transit passes for employees, sidewalks and bicycle shoulders along the project site driveway, implementing an employee ride-matching program (carpooling and vanpooling) and a "Guaranteed Ride Home" program for employees as part of the Proponent's TDM Program. All project tenants and businesses should be required to participate in the proposed TDM program. The Proponent's TDM plan should be incorporated as part of the Proponent's transportation mitigation program.

Greenhouse Gas Emissions Policy and Protocol

The Single EIR includes a revised Greenhouse Gas (GHG) analysis to address issues raised on the EENF, including consistency of the EQUEST Model with state building code, and to provide analysis of additional mitigation measures consistent with the EEA Greenhouse Gas Emissions Policy and Protocol. The GHG emissions analysis evaluated the change in carbon dioxide (CO₂) emissions from project-related traffic and direct and indirect building sources. Direct and indirect CO₂ emissions from proposed building sources were calculated using the EQUEST Model. The Proponent calculated GHG emissions from project-related traffic using the U.S. Environmental protection Agency's (EPA) COMMUTER Version2 model.

The final project design (Full-Build with Improvements alternative) is estimated to generate 1,466.7 tons per year of CO₂ emissions from direct and indirect stationary sources and 149,475.9 tons per year of CO₂ emissions from mobile sources. When compared to the base case (Full-Build Code Compliant alternative) described in the Single EIR, this reflects a reduction from CO₂ emissions for direct and indirect stationary sources of approximately 206.9 tpy (12.4 percent) and 188 tpy (0.12 percent) for mobile sources.

I note that the GHG emissions reductions described in the EENF for stationary and indirect sources (86.9 tpy) modeled only the emissions reductions associated with the Lowe's building. As described in the Single EIR, the GHG emissions reductions for the stationary and indirect sources (206.9 tpy) includes emissions reductions for the Lowe's building, the Target building, and the Restaurant building. The Single EIR indicates that the Proponent has committed to implement the Build with Improvements alternative to further decrease the project's GHG emissions. The Proponent's Build with Improvements alternative includes a number of mitigation measures to reduce the Project's direct and indirect energy-related CO₂ emissions including:

- Use of a highly-reflective (high-albedo) Cool Roof Design;
- Energy Management Systems;
- High –efficiency HVAC system for Lowe's building (11.4 EER), Target (EER 10.0 and Restaurant (EER 10.0);
- Motion sensors in office spaces
- Use of interior day-lighting within Lowe's Garden Center;
- 2 % Purchase of available Renewable energy (Lowe's building);
- Use of an Operations Waste Management Program; and
- Use of water conserving fixtures.

I note that in the Certificate on the Single EIR for the recently reviewed Lowe's of Quincy project (EEA #14222, October 31, 2008), the proponent's commitments to decrease the project's GHG emissions included the adoption of additional mitigation measures to reduce the Project's direct and indirect energy-related CO₂ emissions including:

- HVAC Duct Sealing;
- **Third Party Building Commissioning for Building Energy Systems;**
- Use of Energy Efficient Windows;
- Use of Environmentally Friendly Building Materials; and,
- Use of a Construction Waste Management Program.

Based on a review of the Single EIR, I believe that the Swansea Commons Proponent could do more to further reduce the project's GHG emissions, and therefore, I urge the Proponent to consider adopting additional GHG mitigation measures listed above.

Mobile Sources

As mitigation for GHG emissions from mobile sources, the Proponent has committed to a number of mitigation measures to reduce the Project's GHG emissions from mobile sources including:

modify existing roadway and intersection configurations and signal phasing and timing to increase roadway capacity and reduce delays at project-area intersections; and,

- implement a TDM program as described above to reduce project-generated vehicle trips.

In addition, the Lowe's and Target project tenants are committed to the following programs corporate-wide:

Lowe's Energy Management Program – Lowe's implements energy management systems at each of their stores to reduce energy usage. Participation in the Energy Management Program could result in a maximum annual reduction of 2.8 tpy of carbon dioxide (CO₂).

- Green Power Purchasing Partnership – Lowe's has committed to purchase green power generated/renewable resources and allocates two percent of green power purchasing credit to each store. GHG reductions due to the green power purchasing credit could result in a maximum of 11.7 tpy of CO₂.

SmartWay Transport Partnership Program – This program involves a partnership between the U.S. EPA and the freight industry to increase energy efficiency while reducing GHG emissions. GHG reductions due to the SmartWay Transport Partnership Program could result in a maximum of 11.2 tpy of CO₂.

- Lowe's Energy Awareness Delivers Savings (LEADS) – The LEADs program is an energy awareness program for Lowe's employees designed to promote measures to reduce GHG emissions and water consumption.
- Lowe's Energy Star Partnership - Sale of Energy Star-qualified products – Lowe's participates in the U.S. EPA's Retail Partnership Program, and offers a variety of Energy Star products at its stores, including fans, dishwashers, lighting units, programmable thermostats, and sealing and insulation products.
- Target Energy Reduction Program - Target designed and implemented an energy reduction program for several stores located in Minnesota involving the design and implementation of energy efficiency programs that resulted in significant energy reductions.
- Target Waste Reduction Program – Centrally managed from its Minneapolis headquarters, Target monitors solid waste reduction, reuse and recycling for all its stores and distribution centers and has achieved approximately 70 percent recycling of solid waste.

Target Carbon Disclosure Program – In partnership with U.S. EPA’s Climate Leader Program, Target completed a corporate-wide inventory and review of its greenhouse gas producing operations. Target continues to report its annual greenhouse gas emissions to the Carbon Disclosure Project.

Target Building Systems Commissioning - In 1997 Target commissioned a working group to develop, implement and manage a commissioning program for energy systems at all its new and existing Target stores.

According to the comments received from MassDEP and the Department of Energy Resources (DOER) on the Single EIR, the Proponent has responded adequately to its comments on the EENF in general, but that additional comments listed below are warranted for certain aspects of the analysis presented in the Single EIR.

High-Efficiency HVAC Systems

For the proposed Restaurant building and Target retail building the Proponent has committed to installing an Energy Star compliant HVAC system of EER= 10 and a heating furnace with an 80 percent efficiency rating. For the proposed Lowe’s building, the Proponent has committed to install an Energy Star compliant HVAC system of EER= 11.4 and an 80 percent efficiency heating furnace. MassDEP has requested that the Proponent also commit to install HVAC systems of EER= 11.4 and an 80 percent efficiency heating furnaces for the Target and Restaurant buildings. The Proponent should contact the New Construction division of its utility provider during the design phase to identify potential available rebates to install more efficient systems for each of the three proposed buildings.

Roof and Wall Insulation

As noted in the Single EIR, additional insulation (R-value of 36) will be installed in the Restaurant building’s roof to minimize thermal loss. The Proponent should commit to install the highest R-value insulation possible in the Target and Lowe’s buildings.

Duct Insulation

According to the information provided in the Single EIR, installing duct insulation to exceed the required insulation under the Massachusetts Building Code was not considered suitable as a mitigation measure for this project. Because duct leakage can be a major factor in energy losses, it is important that ducts be initially sealed with mastic, tested and then insulated. The Proponent should commit to sealing all project duct work before insulating.

On-site renewable energy sources

The Proponent has provided the MEPA Office with a brief analysis of a 50-kilowatt (kW) solar photovoltaic (PV) system for the Swansea Commons project pursuant to the requirement of the GHG Policy to consider alternative mitigation measures. The Proponent’s analysis indicates that the payback period for a 50 kW solar PV system would be approximately seven to twelve years. According to the Proponent, the PV system is not feasible based on the following:

- the technology is not cost effective for the proposed building type and location; and,

- the alternative is cost-prohibitive for a project of this scale, due to the projected rate of return.

I urge the Proponent to reconsider installation of a solar PV system in the future in light of the likely continued rise in electricity prices; the continued reduction in the cost of PV; opportunities for third party PV arrays with power purchase agreements; options for utility ownership of solar PV arrays; the recent extension of federal tax credits for solar PV systems and other opportunities available under the recently passed Green Communities Act, Chapter 169 of the Acts of 2008. A revised analysis could result in an improved projected payback period as suggested in the MassDEP and DOER comment letter. I note that the recently passed Climate Protection and Green Economy Act, M.G.L. c. 21N, mandates economy-wide reduction targets for GHG emissions in Massachusetts of between 10 and 25 percent by 2020. The Proponent should also consider the potential advantages of early GHG reduction under the new law. According to the comments received from MassDEP and DOER, a power purchase agreement with a third-party provider could also have a significant impact on the payback period of the solar PV system; however, this option was not analyzed in the Single EIR. MassDEP and DOER urge the proponent to consider a third party arrangement for installation of a solar PV system. At a minimum, the Proponent should design and construct the roof structures for the proposed buildings to support the added weight of a solar PV system for potential installation during project construction or at a future date. This would include locating and consolidating the HVAC and other roof-based systems on the north facing side of the roof and providing adequate structural support to accommodate the additional load associated with a PV system.

Upon completion of construction, the Proponent should provide a certification to the MEPA Office signed by an appropriate consultant (e.g., engineer, architect, general contractor) indicating that the Proponent's GHG mitigation commitments have been incorporated into the project, or equivalent measures to reduce stationary and indirect CO₂ emissions by 12.4 percent and transportation CO₂ emissions by .11 percent. The certification should be supported by as-built plans. For those measures that are operational in nature (i.e. subsidies for transit, TDM, recycling) the Proponent should provide an updated plan identifying the measures, the schedule for implementation and how progress towards achieving measures will be obtained. I request that MassHighway incorporate this self-certification requirement into its Section 61 Findings for this project.

Hazardous Wastes

The Single EIR includes a summary of the remediation efforts undertaken at the site to date. The project site contains areas where releases of petroleum products to soil were reported (RTNs 4-6030, 4-16469) in 1994, 2001. Remedial actions involving the excavation of contaminated soils have been completed for these release sites pursuant to the Massachusetts Contingency Plan, 310 CMR 40.0000. The Proponent should consult with MassDEP's Bureau of Waste Site Cleanup (BWSC) in the final design of this project to explore what impacts, if any, the proposed project might have on these hazardous waste sites, and to evaluate the Proponent's need for retaining a Licensed Site Professional (LSP) to assist in the project's construction.

The Proponent should ensure that the project contractors and sub-contractors maintain an emergency response plan for performing appropriate response actions if contamination is encountered during project construction.

Construction Period Impacts

The proposed project includes demolition of existing industrial buildings. The Single EIR includes a discussion of construction period impacts, including erosion and sedimentation, air quality and solid waste disposal and a commitment to measures that minimize construction impacts. MassDEP has noted that demolition and construction activities must comply with both Solid Waste and Air Quality control regulations. The Proponent must demonstrate to MassDEP the project's consistency with the applicable Solid Waste and Air Quality control regulations. I ask that the Proponent participate in MassDEP's Clean Air Construction Initiative (CACI) and the MassDEP Diesel Retrofit Program to mitigate the construction-period impacts of diesel emissions to the maximum extent feasible. The CACI program helps project proponents identify appropriate mitigation for minimizing air pollution from construction vehicles such as retrofit of construction equipment with particulate filters and oxidation catalysts and/or use of on-road low sulfur diesel (LSD) fuel. The Proponent should consult with MassDEP to develop appropriate construction-period diesel emission mitigation, which could include the installation of after-engine emission controls such as diesel oxidation catalysts (DOCs) or diesel particulate filters (DPFs). For more information on these technologies, see: <http://www.epa.gov/otaq/retrofit/verif-list.htm>. The project includes demolition and reconstruction, which will generate a significant amount of construction and demolition (C&D) waste. MassDEP encourages the project proponent to incorporate C&D recycling activities as a sustainable measure for the project. The project proponent is advised that demolition activities must comply with both Solid Waste and Air Pollution Control regulations, pursuant to M.G.L. Chapter 40, Section 5.

SUMMARY OF SINGLE EIR MITIGATION COMMITMENTS

The Single EIR included mitigation measures and draft Section 61 Findings in Section 18. The draft Section 61 Findings contain a clear commitment to implement mitigation measures. The Proponent has committed to the following mitigation measures in the Single EIR:

- construction of a new traffic signal with Opticom at the Route 6/Swansea Commons site driveway intersection that will be coordinated with the existing traffic signals located at the Route 6/Route 118 (Swansea Mall Drive) intersection and the Route 6/Gardners Neck Road intersection, and new traffic signals proposed by others to be located at the Route 6/I-195 Eastbound and Westbound Ramps and the Route 6/RK Swansea Place Main Site Driveway intersection;
- geometric modifications to widen the eastbound approach to the Route 6/Site Driveway intersection to provide an exclusive right-turn lane, a through lane, and a shared through/left-turn lane;

geometric modifications to widen the westbound approach to the Route 6/Site Driveway intersection to provide an exclusive left-turn lane, a through lane, and a shared through/right-turn lane;

construction of a new pedestrian sidewalk along the north side of Route 6 between Michaels Avenue and the RK Swansea Place main site driveway;

- elimination of one of two existing site driveways to the Citgo Gas station located immediately to the north side of the proposed Route 6/Site Driveway intersection; and, implementation of a comprehensive Transportation Demand Management (TDM) program that incorporates a number of measures for reducing project generated vehicle trips including:
 - the appointment of an Employee Transportation Coordinator (ETC);
 - the development of on-site amenities including an on-site breakroom with refrigerators, direct deposit of employee paychecks, on-site ATMs/banking services, and secured bicycle storage racks;
 - installation of bicycle detection loops on all approaches of the proposed signalized Route 6/Swansea Commons Driveway intersection;
 - providing pedestrian crosswalks and walkways at the Route6/Swansea Commons driveway intersection;
 - posting SRTA Route 14 bus schedules in employee break rooms;
 - accommodating SRTA's Route 14 bus line with an on-site bus stop;
 - the use of staggered employee work hours; and,
 - promoting the use of Lowe's and Target internet shopping alternatives.

Based on the review of the Single EIR, additional information provided by the Proponent to the MEPA Office, and the comments received, I am satisfied that the Single EIR meets the standard for adequacy contained in Section 11.06 of the MEPA regulations. The project may proceed to state permitting.

November 26, 2008
DATE



Ian A. Bowles, Secretary

Comments Received

11/07/08	New England Regional Council of Carpenters – Local 1305
11/07/08	Raymond Lafleur
11/19/08	Division of Marine Fisheries
11/18/08	Department of Environmental Protection (MassDEP) – SERO
11/20/08	Executive Office of Transportation and Public Works (MassHighway)
11/24/08	Vanasse Hangen Brustlin, Inc.

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