



THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE OFFICE OF TRANSPORTATION
MASSACHUSETTS HIGHWAY DEPARTMENT

EOT

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SECRETARY

LUISA PAIEWONSKY
COMMISSIONER

January 23, 2009

Katherine Wellington
RetailScapes, LLC
855 Worcester Road, Suite 15
Framingham, MA 01701

Dear Ms. Wellington:

Please find attached the Massachusetts Highway Department's M.G.L. Chapter 30, Section 61 Finding for The Shoppes at Harrington Farms project (EOEEA #14158) in Shrewsbury. MassHighway has reviewed the project as part of the state environmental review process and concluded that the committed on-site and off-site improvements will satisfy its requirements for the issuance of a permit. Upon satisfactory design review of these improvements, MassHighway will issue a permit for the construction and/or modification of site highway access and associated off-site improvements. The finding will be incorporated into the Massachusetts Highway Department permit issued for this project. If you have any questions regarding this finding, please call J. Lionel Lucien, P.E., Manager of the Public/Private Development Unit, at (617) 973-7341.

Sincerely,

A handwritten signature in black ink, appearing to read 'Luisa Paiewonsky', written over a horizontal line.

Luisa Paiewonsky
Commissioner

LP/djm

cc: David Mohler, Deputy Secretary for Planning, EOT
Frank Tramontozzi, P.E., Chief Engineer
Alicia McDevitt, MEPA Director, EOEEA
Neil Boudreau, State Traffic Engineer
Kevin Walsh, Director, Environmental Services
Thomas Waruzila, District 3 Highway Director
Stanley Wood, P.E., Highway Design Engineer, Highway Design
Thomas Gray, Director, Right of Way Bureau
Marie Rose, P.E., Director, Project Management
Public/Private Development Unit files
Planning Board, Town of Shrewsbury
Central Massachusetts Regional Planning Commission
Kay Carson, Director, MassRides

MASSACHUSETTS HIGHWAY DEPARTMENT
FINDING PURSUANT TO
M.G.L. CHAPTER 30, SECTION 61

PROJECT NAME: The Shoppes at Harrington Farms
PROJECT LOCATION: Shrewsbury – Route 9 & South Street
PROJECT PROPONENT: RetailScapes, LLC
EOEEA NUMBER: 14158

I. Project Description

Full-build development of the proposed project involves the construction and occupancy of 113,000 square feet of retail/restaurant space including a 64,454 square foot supermarket, 42,084 square feet of retail space, and a 6,500 square foot restaurant in the Town of Shrewsbury, Massachusetts. The commercial development project will be located on a 24.9-acre parcel, in the northeast quadrant of the Route 9/South Street intersection. The commercial project will provide 457 parking spaces and is estimated to have a cost of approximately \$35 million.

The commercial project will be developed in two phases. Phase I entails the construction of the 64,454 square foot supermarket with 234 parking spaces. Phase II entails the construction of the additional 42,084 square feet of retail space and the 6,500 square foot restaurant with 223 additional parking spaces.

The project proponent will apply to the Massachusetts Highway Department (MassHighway) for a permit under M.G.L. c. 81, § 21 for access to Route 9 and will apply for a traffic signal permit to be issued to the Town of Shrewsbury under M.G.L. c. 85, § 2.

II. MEPA History

The proponent prepared and submitted, pursuant to M.G.L. c. 30, § 61 and 62A-H of the Massachusetts Environmental Policy Act (MEPA) and its implementing regulations (301 CMR 11.00), a Draft Environmental Impact Report (May 7, 2008)¹ and a Final Environmental Impact Report (August 6, 2008), both of which analyze the environmental impacts of the development of 113,000 square feet of commercial space. On September 12, 2008, the Secretary of Energy and Environmental Affairs issued a certificate stating that the FEIR adequately and properly complied with MEPA and its implementing regulations.

¹ Dates in parentheses refer to when notice of availability for public review was published in The Environmental Monitor for the respective environmental disclosure document.

MassHighway has reviewed and commented on the above MEPA submissions and has considered the comments of various parties on the EIRs, in connection with the permit applications to be submitted by the proponent. This Section 61 Finding is based upon information disclosed and discussed in the MEPA review process.

III. Overall Project Traffic Impacts

Full-build occupancy of the project is expected to generate an additional 9,707 vehicle-trips² to and from the site during an average weekday, including 1,092 vehicle-trips during the weekday midday peak hour and 947 vehicle-trips during the weekday PM peak hour. Full-build occupancy of the project is expected to generate an additional 15,659 vehicle-trips to and from the site during an average Saturday. MassHighway has assessed the impacts of this anticipated traffic load on the surrounding regional roadway network based upon information set forth in the DEIR and FEIR.

In the absence of mitigating highway improvements, The Shoppes at Harrington Farms-related traffic would be expected to have generally detrimental operational and safety impacts in a number of primary areas. These include:

- the Route 9/South Street intersection,
- the Main Street/South Street intersection,
- the Route 140/Main Street intersection,
- the Route 9/east site driveway intersection,
- the Route 9/west site driveway intersection, and
- the South Street/site driveway intersection.

The specific traffic impacts at each of these locations and the mitigation measures required to address them are detailed in Part IV and Part V of this Section 61 Finding.

IV. Specific Project Impacts and Mitigation Measures

MassHighway has analyzed the operational and safety impacts in the affected state highway area due to the proposed commercial project and has determined that the mitigation measures outlined below are required to minimize the traffic impacts of this project. Based on discussions with MassHighway, the project proponent has committed to undertake the following mitigation measures in cooperation with the identified parties.

² Technical terms used in this Finding are as defined in the Transportation Research Board Highway Capacity Manual (2000).

Route 9/South Street intersection

For the 2012 No-Build scenario, weekday PM/Saturday peak hour Level of Service (LOS) for this signalized intersection will be at Levels F/F (Average Delay = >120/109.1 seconds). The 2012 Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels F/F (Average Delay = >120/>120 seconds) during the weekday PM/Saturday peak hours. (The technical analysis submitted by the proponent indicates the increase in average delay. However, calculated delay values greater than 120 seconds do not accurately reflect the actual delay that a driver will experience.) With mitigation in place, the 2012 Build scenario indicates that the intersection will operate at LOS F/F (Average Delay = >120/99.0 seconds) during the weekday PM/Saturday peak hours.

Prior to any site occupancy, the proponent will reconstruct the geometry of this intersection in accordance with the conceptual plan entitled, "Figure 2-13: Roadway & Intersection Improvements, Boston Worcester Turnpike (Route 9)/South Street Conceptual Design Plan" dated August 2008, prepared and submitted to MassHighway on behalf of the proponent by MDM Transportation Consultants, Inc. This plan will be refined as the design progresses to the 100 percent level.

There are no additional feasible means to avoid or minimize the project's traffic impacts at this location that the proponent could be required to implement.

Main Street/South Street intersection

For the 2012 No-Build scenario, weekday PM/Saturday peak hour LOS for this signalized intersection will be at Levels C/C (Average Delay = 22.7/25.9 seconds). The 2012 Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels D/D (Average Delay = 36.6/43.6 seconds) during the weekday PM/Saturday peak hours. With mitigation in place, the 2012 Build scenario indicates that the intersection will operate at LOS C/B (Average Delay = 23.5/19.0 seconds) during the weekday PM/Saturday peak hours.

Prior to any site occupancy, the proponent will reconstruct the geometry of this intersection in accordance with the conceptual plan entitled, "Figure 2-14: Intersection Improvements Plan, Main Street at South Street" dated July 2008, prepared and submitted to MassHighway on behalf of the proponent by MDM Transportation Consultants, Inc. This plan will be refined as the design progresses to the 100 percent level.

There are no additional feasible means to avoid or minimize the project's traffic impacts at this location that the proponent could be required to implement.

Route 140/Main Street intersection

For the 2012 No-Build scenario, weekday PM/Saturday peak hour LOS for this signalized intersection will be at Levels F/E (Average Delay = 84.3/56.7 seconds). The 2012

Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels F/E (Average Delay = 98.0/65.2 seconds) during the weekday PM/Saturday peak hours.

Prior to any site occupancy, the proponent, in consultation with MassHighway, will reconfigure the signal timings at this intersection for optimal operations. Within the first year of occupancy, the proponent will re-evaluate the signal timings at this intersection based on updated traffic counts and modeling. If necessary, the proponent will further reconfigure the signal timings.

There are no additional feasible means to avoid or minimize the project's traffic impacts at this location that the proponent could be required to implement.

Route 9/east site driveway

The 2012 Build scenario indicates that the LOS for the southbound site driveway right-turn movement at this new unsignalized intersection will be at Levels F/F (Average Delay = >120/89.0 seconds) during the weekday PM/Saturday peak hours.

In order to maintain safe traffic operations at this location, the proponent has agreed to design this driveway to function as a right-in/right-out only access to the site. This driveway will be designed according to MassHighway standards and will incorporate acceleration/deceleration lanes to and from Route 9.

There are no additional feasible means to avoid or minimize the project's traffic impacts at this location that the proponent could be required to implement.

Route 9/west site driveway

The 2012 Build scenario indicates that the LOS for the eastbound Route 9 right-turn movement at this new unsignalized intersection will be at Levels A/A (Average Delay = <5/<5 seconds) during the weekday PM/Saturday peak hours.

In order to maintain safe traffic operations at this location, the proponent has agreed to design this driveway to function as a right-in only access to the site. This driveway will be designed according to MassHighway standards and will incorporate a deceleration lane from Route 9.

There are no additional feasible means to avoid or minimize the project's traffic impacts at this location that the proponent could be required to implement.

South Street/site driveway

The 2012 Build scenario indicates that the LOS for the westbound site driveway left-turn movement at this new unsignalized intersection will be at Levels F/F (Average Delay = >120/>120 seconds) during the weekday PM/Saturday peak hours.

This intersection is not under MassHighway jurisdiction. The determination of appropriate design and construction details of this intersection should be made between the proponent and the Town of Shrewsbury.

V. Other Mitigation Measures

Trip Generation Reduction Measures

The proponent will implement Transportation Demand Management (TDM) measures aimed at reducing site trip generation. These TDM measures shall include, but are not limited to:

- the designation of an on-site transportation coordinator,
- the promotion of alternative transportation modes,
- the implementation of bicycle and pedestrian amenities,
- the provision of commuter information,
- the installation of sidewalks with connections to South Street, and
- the provision of a bus shelter/taxi stand for patrons.

The proponent should work with MassRides, a service of the Executive Office of Transportation and Public Works, in order to develop and market the TDM program. Effective marketing by the proponent should include regular dissemination of appropriate commuter information and other techniques such as running yearly events to promote transit and shared ride commuting modes.

Agreements and Layout Alterations

Prior to any site occupancy, the proponent will submit to the MassHighway Boston and District 3 Offices any layout alteration plans, land damage agreements, and any other agreements necessary for or resulting from the implementation of the mitigation measures detailed in this finding.

Traffic Monitoring Program

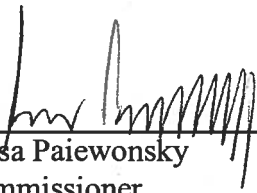
The proponent will monitor the traffic entering and exiting all of the site drives once per year following initial occupancy of the site. Monitoring of traffic entering and exiting the site will continue for five years following full occupancy of the site. The monitoring program will include 24-hour Automatic Traffic Recorder (ATR) counts over a seven-day, week-long period, and weekday PM/Saturday peak hour turning movement counts. The proponent will submit the results of these monitoring studies to the MassHighway District 3 Office.

FINDINGS

For the reasons stated above, MassHighway hereby finds that, with implementation of the mitigation measures described above, all practicable means and measures will be taken to avoid or minimize adverse traffic and related impacts to the environment resulting from the Shoppes at Harrington Farms project. Appropriate conditions consistent with this Section 61 Finding will be included in the access permits to be issued by MassHighway in order to describe more fully and ensure implementation of these measures.

January 23, 2009

DATE



Luisa Paiewonsky
Commissioner