



THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE OFFICE OF TRANSPORTATION
MASSACHUSETTS HIGHWAY DEPARTMENT

BG

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April 23, 2007

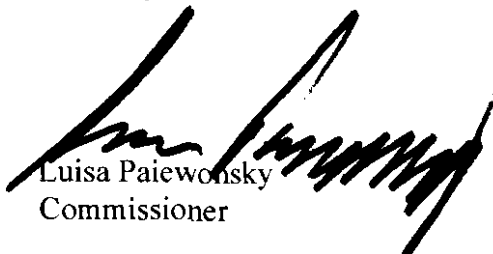
Robert Barsamian,
Flint Pond Development, LLC
54 Jaconnet Street
Newton, MA 02461

RECEIVED
MAY 29 2007
MEPA

Dear Mr. Barsamian:

Please find attached the Massachusetts Highway Department's amended M.G.L. Chapter 30, Section 61 Finding for the Residences at Flint Pond and Associated Shopping Center project (EOEA 12341) in Shrewsbury. The amended finding will be incorporated into the Massachusetts Highway Department permits issued for this project. If you have any questions regarding this amended finding, please call J. Lionel Lucien, P.E., Manager of the Public/Private Development Unit, at (617) 973-7341.

Sincerely,


Luisa Paiewonsky
Commissioner

LP/djm

Cc David J. Mohler, Acting Deputy Secretary Director for Planning
David Anderson, P.E., Acting Chief Engineer
Deerin Babb-Brott, MEPA Director, EOEEAv
Neil Boudreau, State Traffic Engineer
Gregory Prendergast, Director, Environmental Services
Thomas Waruzila, MassHighway District 3 Director
Stanley Wood, P.E., Highway Design Engineer, Highway Design
Thomas Gray, Director, Right of Way Bureau
Marie Rose, P.E., Acting Director, Project Management
Public/Private Development Unit files (*2 COPIES*)
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

This finding supersedes the Section 61 Finding issued for this project by MassHighway on October 9, 2002.

PROJECT NAME: Residences at Flint Pond and Associated Shopping Center
(former Home Depot Cross Dock Facility project)

PROJECT LOCATION: Hartford Turnpike, Shrewsbury MA

PROJECT PROPONENT: Flint Pond Development, LLC

EOEA NUMBER: 12341

I. Project Description

Full-build development of the proposed project involves the construction and occupancy of 287,450 square feet of residential space and 73,500 square feet of commercial space (for a total of 360,950 square feet) in the Town of Shrewsbury, Massachusetts. The residential/commercial project will be located within the southwest quadrant of the Hartford Turnpike (Route 20)/Memorial Drive (Route 140) interchange, on a 76.9-acre parcel. The residential/commercial project will provide 682 parking spaces and is estimated to have a cost of approximately \$10 million.

The residential/commercial project will be developed in two phases. Phase I entails the construction of a 158-unit age-restricted residential development. Phase II entails the construction of a 73,500 square foot retail development, which includes a 57,500 square foot supermarket, a 6,000 square foot convenience store and 10,000 square feet of mixed retail.

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 20 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

Home Depot Cross Dock Facility (Original Project)

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), an Expanded Environmental Notification Form for the Home Depot Cross Dock Facility

project, (October 25, 2000)¹ and a Single Environmental Impact Report (March 24, 2001), both of which analyze the environmental impacts of the development of 342,240 square feet of mixed-use space. On April 30, 2001, the Secretary of Environmental Affairs issued a certificate stating that the SEIR adequately and properly complied with MEPA and its implementing regulations. On October 9, 2002, MassHighway issued a Section 61 Finding for the original project.

Residences at Flint Pond

On June 8, 2005, the proponent filed a Notice of Project Change (NPC) describing Phases I and II of the Residences at Flint Pond project. On May 24, 2006, the Secretary of Environmental Affairs issued a certificate stating that no further MEPA review is necessary for the Phase I portion of the project change and that further MEPA review will be necessary for Phase II. In accordance with the certificate of the Secretary of Environmental Affairs on the NPC, the proponent prepared and submitted a separate NPC, dated May 24, 2006, and a Single Environmental Impact Report (February 6, 2007) for Phase II. On March 15, 2007, the Secretary of Environmental Affairs issued a certificate stating that the project change will not significantly increase the environmental consequences of the project and that no further MEPA review is necessary.

MassHighway has reviewed and commented on the above MEPA submissions and has considered the comments of various parties on the EIR and NPCs, in connection with the permit application to be submitted by the proponent. This amended 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 residential/commercial project is expected to generate an additional 12,320 vehicle-trips² to and from the site during an average weekday, including 434 vehicle-trips during the weekday AM peak hour and 908 vehicle-trips during the weekday PM peak hour. Full-build occupancy of the residential/commercial project is expected to generate an additional 20,058 vehicle-trips to and from the site during an average Saturday, including 939 vehicle-trips during the Saturday peak hour. MassHighway has assessed the impacts of this anticipated traffic load on the surrounding regional roadway network based upon information set forth in the EENF, SEIRs, and NPCs.

In the absence of mitigating highway improvements, project-related traffic would be expected to have generally detrimental operational and safety impacts in a number of primary areas. These include: the Route 20/secondary (Eastern) site drive intersection; the Route 20/Lake Street/main (Western) site drive intersection, the Route 20/Edgemere Boulevard/boat ramp access road intersection and, the Route 20/Grafton Street intersection. The specific traffic

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.

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

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 residential/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.

Route 20/secondary (Eastern) site drive intersection

The 2010 Full-Build with traffic mitigation scenario indicates that Levels of Service (LOS) for the northbound Eastern site drive movement at this new unsignalized intersection will be at Levels B/B/B (Average Delay = 11.2/11.2/10.7 seconds) during the weekday AM/PM/Saturday peak hours.

Prior to any site occupancy, the proponent will construct this intersection in accordance with the conceptual plan entitled, “Residences at Flint Pond, Hartford Pike (Route 2) - Commercial Conceptual Site Plan,” dated November 22, 2006, prepared and submitted to MassHighway on behalf of the proponent by the BSC Group. This plan will be refined as the design progresses to the 100 percent level. Any work that would require breaking the pavement surface, such as installing conduit, must be completed during the construction of the site access drive.

In order to maintain safe traffic operations in 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.

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 20/Lake Street/main (Western) site drive intersection

For the 2010 No-Build scenario, weekday AM/PM/Saturday peak hour LOS for this signalized intersection will be at Levels C/B/B (Average Delay = 20.6/19.5/15.0 seconds). The 2010 Build Phase I traffic mitigation scenario indicates that LOS for this signalized intersection will be at Levels C/B/B (Average Delay = 21.5/18.1/14.9 seconds) during the weekday AM/PM/Saturday peak hours. With mitigation in place, the 2010 Build Phase II scenario indicates that the intersection will operate at LOS C/C/C (Average Delay = 20.3/33.1/27.4 seconds) during the weekday AM/PM/Saturday peak hours.

Prior to Phase I occupancy, the proponent will reconfigure the existing traffic signal equipment and geometry of this intersection in accordance with the conceptual plan entitled, “Proposed Interim Roadway Access Plan, The Residences at Flint Pond and Associated Shopping Center - Figure 10,” prepared and submitted to MassHighway on behalf of the

proponent by the BSC Group. This plan will be refined as the design progresses to the 100 percent level.

Prior to Phase II occupancy, the proponent will construct this intersection in accordance with the conceptual plans entitled, “Residences at Flint Pond, Hartford Pike (Route 2) - Commercial Conceptual Site Plan,” dated November 22, 2006, and “Proposed Full Project Mitigation, Residence at Flint Pond and Associated Shopping Center - Figure 9,” prepared and submitted to MassHighway on behalf of the proponent by the BSC Group. 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 20/Edgemere Boulevard/boat ramp access road intersection

For the 2010 No-Build scenario, weekday AM/PM/Saturday peak hour LOS for this signalized intersection will be at Levels B/B/B (Average Delay = 16.2/12.2/12.3 seconds). The 2010 Build Phase I traffic mitigation scenario indicates that LOS for this intersection will be at Levels B/B/B (Average Delay = 16.4/12.3/12.2 seconds) during the weekday AM/PM/Saturday peak hours. With mitigation in place, the 2010 Build Phase II scenario indicates that the intersection will operate at LOS B/B/B (Average Delay = 19.3/13.5/12.7 seconds) during the weekday AM/PM/Saturday peak hours.

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 20/Grafton Street intersection

For the 2010 No-Build scenario, weekday AM/PM/Saturday peak hour LOS for this signalized intersection will be at Levels B/B/B (Average Delay = 14.2/12.0/11.7 seconds). The 2010 Build Phase I traffic mitigation scenario indicates that LOS for this intersection will be at Levels B/B/B (Average Delay = 14.4/12.0/11.7 seconds) during the weekday AM/PM/Saturday peak hours. With mitigation in place, the 2010 Build Phase II scenario indicates that the intersection will operate at LOS B/B/B (Average Delay = 15.0/12.7/12.6 seconds) during the weekday AM/PM/Saturday peak hours.

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.

V. Other Mitigation Measures

Trip Generation Reduction Measures

The proponent will conduct Transportation Demand Management (TDM) measures aimed at reducing site trip generation. These TDM measures shall include, but are not limited to: designating an onsite transportation coordinator, promoting the use of flex-time work scheduling by employees at the site, and providing a portion of the project parking supply as

preferred parking spaces for employees participating in carpools and vanpools. In addition the proponent will publicize the economic and environmental benefits of the TDM program, encourage tenants to shop by phone, limit the commercial parking supply, facilitate pedestrian travel to nearby commercial activity, provide an automated teller machine onsite, install secured bike racks onsite, and construct a bus drop-off at the site (when warranted) to facilitate the use of the Worcester Regional Transit Authority bus.

The proponent should work with MassRides, a service of the Executive Office of Transportation, 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

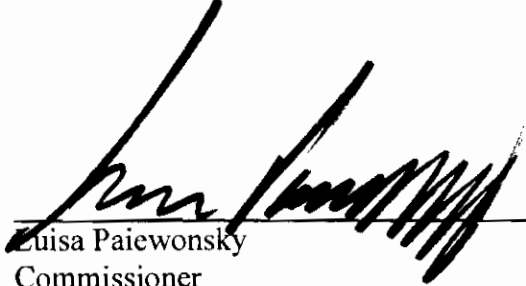
Prior to any site occupancy, the proponent will submit to the MassHighway Boston and District 3 Offices any layout alteration plans, land damage agreements, and any other agreements necessary for or resulting from the implementation of the mitigation measures detailed in this amended finding.

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 Residences at Flint Pond and Associated Shopping Center project. Appropriate conditions consistent with this amended Section 61 Finding will be included in the access and traffic signal permits to be issued by MassHighway in order to describe more fully and ensure implementation of these measures.

April 23, 2007

DATE


Luisa Paiewonsky
Commissioner