



The Commonwealth of Massachusetts

Executive Office of Environmental Affairs

100 Cambridge Street, Suite 900

Boston, MA 02114-2524

MITT ROMNEY
GOVERNOR

KERRY HEALEY
LIEUTENANT GOVERNOR

STEPHEN R. PRITCHARD
SECRETARY

Tel. (617) 626-1000
Fax. (617) 626-1181
<http://www.mass.gov/envir>

May 17, 2006

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

PROJECT NAME : Taunton Street Marketplace
PROJECT MUNICIPALITY : Plainville
PROJECT WATERSHED : Taunton River
EOEA NUMBER : 13683
PROJECT PROPONENT : Taunton Street Marketplace LLC
DATE NOTICED IN MONITOR : April 10, 2006

Pursuant to the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62H) and Section 11.08 of the MEPA regulations (301 CMR 11.00), I have reviewed the Single Environmental Impact Report (EIR) submitted on this project and find that it **adequately and properly complies** with MEPA and its implementing regulations.

Project Description

As described in the Expanded Environmental Notification Form (ENF) and updated in the Single EIR, this project consists of construction of a 169,000 square foot (sf) Lowe's Home Center and a 10-lot residential subdivision on a 32.5 acre parcel in Plainville, MA. The project includes construction of associated access drives, parking and infrastructure (including a stormwater management system and a sewer pump station). The project will be serviced by municipal water and sewer. The Lowe's will be located on a 23-acre area of the site adjacent to Route 1 (Washington Street) and Taunton Street (Route 152) south of I-495. The subdivision will be located east of the Lowe's facility on approximately 9 acres of the site adjacent to Mirimichi Street.

Potential impacts are associated with the creation of approximately 13 acres of new impervious surfaces, generation of approximately 7,856 new average daily trips (adt) on a Saturday and work within the buffer zone to wetlands.

Jurisdiction

The project is subject to review and mandatory preparation of an EIR pursuant to Section 11.03 (1)(a)(2) and (6)(a)(6) because it requires a state permit and will create more than 10 acres of impervious area and generate more than 3,000 new adt. The project requires a Sewer Pump Station and Sewer Connection permit from the Department of Environmental Protection (DEP) and an Access Permit from the Massachusetts Highway Department (MHD). It also requires several Orders of Conditions from the local Conservation Commission (the Order for the construction of the store was issued on November 22, 2005). The proponent is not seeking financial assistance from the Commonwealth for the project, therefore 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, transportation, water quality and wastewater.

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, transportation and wastewater.

Review of the Single EIR

In accordance with Section 11.05 (7) of the MEPA regulations, the proponent submitted an Expanded ENF with a request that I allow the proponent to fulfill its EIR obligations under MEPA with a Single EIR, rather than the usual process of a Draft and Final EIR. In a Certificate issued on January 13, 2006, this request was granted.

The Single EIR includes a detailed project description, including project phasing and updates on the status of each state permit or agency action required and a discussion of the project's ability to meet applicable performance standards. It provides site plans and site circulation plans as required.

The Single EIR provides an update on traffic issues, including additional analysis (for existing conditions and warrant analysis for the Route 1/Madison Street intersection) and additional commitments to mitigation. Parking, and therefore creation of impervious surfaces, has been reduced since the filing of the Expanded ENF. The proponent has secured a waiver from local zoning enabling it to reduce the total number of surface parking spaces from 572 to 504 (48 of these will be banked and left as undeveloped open space that will only be built if required by demand). In addition, the proponent indicates that it will redesign the island on the Route 1 northbound approach to 152 eastbound to accommodate large vehicles. While another island will be included in the site drive to prevent left-turns into the site from Route 152, the installation of a median island within Route 152 will not be pursued because it is not supported by the owner of the property located in the southeast quadrant of the intersection.

The Single EIR does not include details of the proposed traffic signal coordination system as requested by the Executive Office of Transportation (EOT). EOT has indicated that this information must be provided and will be reviewed through the permitting process. In addition, EOT has indicated that the proponent may be responsible for reconstructing the signals to provide optimum signal head placement and operations including the possibility for the installation of new signal heads, strain poles, span wires, conduit, controller and any other necessary software or hardware.

The Single EIR provides updated traffic counts of illegal left turns from Route 1 to Route 152 that demonstrate that this movement is occurring primarily on Saturdays. EOT has indicated that the proponent should work with the Town to enforce the left-turn prohibition following the opening of the development. In addition, the proponent should work with MHD to review the placement of signs along Route 1 to discourage illegal left-turns and inform motorists that left-turns are also prohibited into the site from Route 152 eastbound. In addition, EOT should consider reviewing with the proponent the appropriateness of the right on red movement from Route 152 eastbound to Route 1 northbound.

As required, the Single EIR provides additional information on wetlands impacts and stormwater design associated with the subdivision. The Single EIR indicates that additional Notices of Intent (NOI) will be filed for work within the buffer zone to wetlands associated with the subdivision, installation of the water line and transportation improvements. The Plainville Conservation Commission will review these for consistency with the Wetlands Protection Act (WPA) standards.

The Single EIR includes revised figures for wastewater generation (developed consistent with DEP guidelines) indicating that the project will generate approximately 12,376 gallons per day (gpd) of wastewater. Both water and wastewater needs will be met through the existing municipal systems. The Single EIR indicates that one sewer connection permit will be filed for both aspects of the project. To mitigate water and wastewater impacts, the proponent has agreed to construct a new water main in Shepard Street. This project will help address constrictions in the northern area of the town. In addition, the proponent will provide \$7,500 to the Town of Plainville for the sewer inflow and infiltration (I/I) program.

Mitigation

The Single EIR includes a separate chapter on mitigation and Draft Section 61 Findings (in the form of an updated letter of commitment for the MHD access permit) as required. It indicates that the proponent is committed to the following mitigation measures:

- Geometric improvements to the Route 1/Route 152 intersection including: widening of Route 1 southbound to accommodate three through lanes; widening of Route 1 northbound to accommodate an exclusive left turn lane, two through lanes, and an exclusive right turn lane; widening of Route 152 westbound to accommodate one left turn lane, two through lanes and two exclusive right turn lanes; widening of Taunton Street eastbound to accommodate two through lanes, two exclusive left turn lanes and an exclusive right-turn lane; and reconstruction of the island on the Route 1 northbound

approach to better accommodate large vehicles.

- Geometric improvements to the intersection of Route 152 and Mirimichi Street to provide an eastbound left-turn lane and a bypass lane.
- Coordination of traffic signals at the Route 1/Route 152/Taunton Street intersection and the Taunton Street/Route 1 southbound jug handle intersection.
- Contribution of \$15,000 to the Town of Plainville to fund a traffic study or sidewalk improvements along Mirimichi Street.
- Implementation of a Transportation Demand Management (TDM) program including: the designation of an on-site employee transportation coordinator, implementation of a ride-matching program and guaranteed ride-home program, scheduling of employee shifts during non-peak hours, provision of bicycle racks and providing promotions to increase participation in all TDM practices.
- Banking of 48 parking spaces to minimize creation of impervious surfaces.
- Construction of .77 miles of new sewer main in Shepard Street.
- Implementation of water conservation measures.
- Development of a Stormwater Pollution Prevention Plan (SWPPP) including use of sediment and erosion control measures during construction to control runoff, protect slopes from eroding and prevent siltation during construction;
- Establishment of a 35 foot No Disturb Zone as required by the local wetland bylaw; and
- Payment of \$7,500 to the Town of Plainville for the sewer inflow and infiltration (I/I) program.

Based on the review of the Single EIR, comments received and consultation with public agencies, I am satisfied that the Single EIR adequately and properly complies with MEPA and its implementing regulations. Outstanding issues can be addressed through the local and state permit and review processes. The project may proceed to state permitting.

May 17, 2006
Date


Stephen R. Pritchard

Comments received:

5/10/06 Department of Environmental Protection Southeast Regional Office (DEP SERO)
5/8/06 Executive Office of Transportation (EOT)

SRP/CDB/cdb