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July 18, 2008

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS  
ON THE  
ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : Raymour and Flanigan Development  
PROJECT MUNICIPALITY : West Springfield  
PROJECT WATERSHED : Connecticut River  
EOEA NUMBER : 14263  
PROJECT PROPONENT : Raymour and Flanigan, West Springfield, LLC  
DATE NOTICED IN MONITOR : June 11, 2008

Pursuant to the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62H) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **does not require** the preparation of an Environmental Impact Report (EIR).

Project Description

The project consists of the construction of two freestanding pad restaurants on a 5.7-acre lot on the easterly side of Riverdale Street (Massachusetts State Highway 5) in West Springfield. The lot currently contains a 71,550 square foot (sf) Raymour & Flanigan furniture store, a parking lot and associated infrastructure. The project will add approximately 13,791 sf of restaurant space and associated infrastructure including landscaping, lighting, stormwater management and utilities. The proponent will provide a total of 278 parking spaces. The ENF addresses the cumulative impacts of the entire project site as directed by the MEPA office in an Advisory Opinion issued on February 22, 2006.

### Permits and Jurisdiction

The project is undergoing MEPA review pursuant to Section 11.03 (6)(b)(13) because it requires a state permit and will generate 2,000 or more new average daily traffic (adt) on roadways providing access to a single location. The project requires a Vehicular Access Permit from the Massachusetts Highway Department (MassHighway).

Because the proponent is not seeking financial assistance from the Commonwealth for the project, MEPA jurisdiction extends to those aspects of the project that are within the subject matter of required or potentially required state agency permits, and that may cause significant Damage to the Environment. In this case, jurisdiction is limited to traffic and transportation.

### Environmental Impacts

Potential environmental impacts associated with the project include alteration of 5.57 acres of land, creation of 4.53 acres of new impervious surfaces, generation of 2,116 average daily vehicle trips (adt), use of 19,363 gallons per day (gpd) of water and generation of 19,363 gpd of wastewater. Efforts to avoid, minimize and mitigate impacts include construction of secondary access points, traffic signal timing improvements and construction and operation of a stormwater management system consistent with MassDEP Stormwater Management Standards.

### Review of the ENF

The ENF includes a project description, project plans and a discussion of alternatives considered for the site. It includes a traffic study that generally conforms to the Executive Office of Energy and Environmental Affairs (EEA)/Executive Office of Transportation and Public Works (EOTPW) Guidelines for EIR/Environmental Impact Statement Traffic Impact Assessments. The traffic study identifies significant levels of congestion and delays at study area intersections including Riverdale Street /Morgan Road, Riverdale Street/Daggett Drive, Morgan Road/Craig Drive, Morgan Road Extension/Riverdale Shops driveways and Morgan Road/Daggett Drive.

The construction of access between Monterey Drive and the project site is intended to divert traffic from the Morgan Road/Riverdale Street intersection. To further mitigate traffic impacts, the proponent has committed to adjust the signal timing at the Riverdale Street/Daggett Drive intersection, the Riverdale Street/Morgan Road intersection and the Morgan Road/Craig Drive intersection. These adjustments are intended to accommodate the Saturday peak-hour traffic on Riverdale Street and the weekday traffic on Morgan Road. In addition, the proponent is proposing that the police detail at the Riverdale Shops north driveway be extended to the south driveway. The ENF does not identify pedestrian or bicycle connections from the site to the existing shopping area.

Comments from EOTPW indicate that the proponent should develop Transportation Demand Management (TDM) measures such as posting bus schedules and transit information on-site and include provision of pedestrian and bicycle connections to the existing traffic network.

These comments also indicate that any outstanding traffic-related issues can be addressed during project permitting. Comments from the West Springfield Planning Board, the Pioneer Valley Planning Commission (PVPC) and Jon Avery identify significant concerns with existing traffic congestion and safety issues. They suggest revisions to the traffic study to provide an accurate assessment of existing and future traffic conditions.

PVPC comments indicate that the crash data included in the ENF is not an accurate representation of accidents in the study area. According to the PVPC, crash information from the Springfield Police Department shows higher crash rates for the intersection of Route 5 (Riverdale Street)/Morgan Road, Route 5/Elm Street and the Morgan Road/Craig Drive intersection. These comments indicate that the Route 5/Morgan Road intersection is ranked #7 out of 100 on its Top 100 High Crash Intersections List for the region. PVPC comments recommend that the proponent assess the factors contributing to high crash rates as it further develops mitigation plans and that the proponent develop a detailed monitoring plan to document the impact of the project on traffic in the study area.

Comments from the West Springfield Planning Department urge the proponent to consolidate the north and south access drives to reduce access points to the main drive and to facilitate the effectiveness of the police detail. In addition, the Planning Department recommends the placement of signage to encourage use of the Monterey Drive access road and divert traffic from the Morgan Road/Riverdale Shops intersection.

Comments from the Massachusetts Department of Environmental Protection (MassDEP) identify registrations and certifications that the proponent will be required to complete. In addition, MassDEP recommends that the proponent mitigate the construction-period impacts of diesel emissions through participation in the MassDEP Diesel Retrofit Program. Participation could include installation of after-engine emission controls such as oxidation catalysts or diesel particulate filters and/or use of on-road low sulfur diesel (LSD) fuel in their off-road construction equipment. Additional information is available on the MassDEP website at <http://www.state.ma.us/dep/brp/mf/files/diesel.pdf>.

The review of the ENF has served to adequately disclose the potential impacts associated with this project. Based on the information in the ENF and after consultation with relevant public agencies, I find that no further MEPA review is required. Outstanding issues regarding traffic and transportation can be addressed during project permitting. I expect that MassHighway will consider the comments submitted on this project during the permitting process.

July 18, 2008

Date



Ian A. Bowles

Comments Received:

7/1/08 Department of Environmental Protection /Western Regional Office (MassDEP/  
WERO)  
7/9/08 Executive Office of Transportation and Public Works (EOTPW)  
6/30/08 Pioneer Valley Planning Commission (PVPC)  
7/1/08 Town of West Springfield/Planning Department  
7/16/08 Jon Avery, New England Regional Council of Carpenters

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