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December 22, 2006

CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS
ON THE
NOTICE OF PROJECT CHANGE

PROJECT NAME : Stoughton Technology Center
PROJECT MUNICIPALITY : Stoughton
PROJECT WATERSHED : Boston Harbor
EOEA NUMBER : 00047
PROJECT PROPONENT : Villas at MetroSouth, LLC (formerly Lewis Heafitz/ South
Shore Development Associates, LLC)
DATE NOTICED IN MONITOR : November 22, 2006

Pursuant to the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62H) and Section 11.10 of the MEPA regulations (301 CMR 11.00), I hereby determine that this Notice of Project Change (NPC) **does not require** the preparation of a Supplemental Environmental Impact Report.

The project previously reviewed by the MEPA Office involved development of a 1,749,500 square foot (sf) Reebok complex of which the following components have been built:

- 325,000 sf Reebok distribution facility
- 368,000 sf of office/warehouse space
- 90,000 Kohl's department store (under construction)
- 125,000 sf (152-room) hotel
- 120,000 sf BJ's Wholesale Club
- 34,000 sf Bob's Discount Furniture store
- 14,600 sf restaurant
- 54,900 sf retail

The project site is a 290-acre parcel located at the intersection of Route 24 and the Route 139 Interchange in the Town of Stoughton. Multiple NPCs have been filed since the original review. The most recent project change was found to adequately address the project-related environmental impacts and a related Certificate on the NPC was issued on April 23, 2004.

The project change involves replacing approved office/research and development uses with a 240-unit residential development on Lot 400. Lot 400 is the last developable lot in the complex. The project change will require an amended Access Permit and amended Section 61 Finding from the Massachusetts Highway Department (MHD) that must reflect mitigation commitments. The project requires a Sewer Connection Permit from the Department of Environmental Protection (DEP). Also, it requires an Order of Conditions from the Stoughton Conservation Commission for work within the buffer zone to wetlands.

The project change will reduce impervious surfaces, parking (from 875 spaces to 434 spaces) and average daily trips (adt) (from 2,338 adt to 1,592 adt based on ITE Trip Generation data) compared to a 150,000 sf R&D facility. It will increase water use and wastewater generation by 18,210 gpd. The local conservation commission will review the proponent's Stormwater Management Plan for consistency with MassDEP's Stormwater Management Policy.

According to comments provided by the Executive Office of Transportation (EOT), the traffic impact study included with the NPC conforms generally to the Executive Office of Environmental Affairs (EOEA)/EOT Guidelines for EIR/EIS Traffic Impact Assessments. EOT indicates that the increase in traffic volumes as a consequence of this project change will not trigger the requirement for Stage III of a three-phased traffic mitigation plan established in the November 2, 1990 MEPA Certificate. Stage I mitigation is required when traffic volumes exceed 1,215 vehicle trips per hour (vph) during the weekday PM peak hour; Stage II at 1,533 vph; and Stage III at 1,850 vph. The traffic study indicates that the overall project will generate approximately 1,575 vph during the PM peak. Mitigation measures for Phase I have been completed and mitigation measures for Phase II are underway as required by the approval of The Shoppes at Stoughton Commons project.

MassHighway should require, as a condition of its amended permit, that the proponent develop a Transportation Demand Management (TDM) Program and consult with the Brockton Area Transit Authority (BAT) and the Massachusetts Bay Area Transportation Authority (MBTA) to explore the provision of a shuttle service to the BAT/MBTA bus and MBTA Commuter Rail line. In addition, the proponent should consult with MassRides, an EOT service, for technical assistance in preparing its TDM program. These measures would further minimize the traffic impacts of the project. I note that the IKEA project and Shoppes at Page Point (EOEA #13182 and #13602 respectively) have been participating in a shuttle study with the Brockton Area Transit (BAT) to determine the feasibility of extending service to these sites. As residents and businesses in this area continue to grow, the viability of such a service is increased. In addition, the proponent should ensure that adequate pedestrian and bicycle access is provided to connect the residential portion of this development with the existing office and retail.

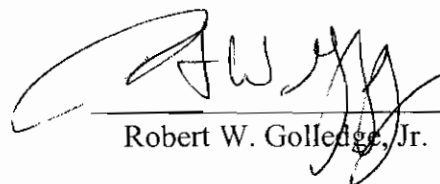
EOT comments note that the proponent is required to comply with the traffic monitoring program as outlined in the agreement between the landowners dated August 2005. If monitoring indicates an increase in traffic beyond the trigger for Stage III mitigation, such mitigation will be required.

The project has been the subject of an extended review process and several modifications. As required, the NPC included, in chart form, a description of each project change and associated jurisdictional impact. Any future MEPA filings should contain updated information to assist with cumulative analysis of the environmental impacts of the project.

Based on a review of the information provided in the NPC, and after consultation with the relevant public agencies, I find that the potential impacts of this project change do not warrant the preparation of an EIR. Commenters provide significant and thoughtful comments that I will forward to MassHighway for review during project permitting. A copy of the amended Section 61 Finding for this project should be forwarded to the MEPA Office. No further MEPA review is required at this time.

December 22, 2006

Date



Robert W. Gollidge, Jr.

Comments Received:

12/12/06	Department of Environmental Protection/Southeast Region (MassDEP/NERO)
12/18/06	Executive Office of Transportation
12/8/06	Old Colony Planning Council
12/9/06	John J. Stagnone

RWG/CDB/cdb