

<i>For Office Use Only</i> <b>Executive Office of Environmental Affairs</b> MEPA Analyst: <i>Beiony Angus</i> Phone: 617-626-1029
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# NPC

## Notice of Project Change

The information requested on this form must be completed to begin MEPA Review of a NPC in accordance with the provisions of the Massachusetts Environmental Policy Act and its implementing regulations (see 301 CMR 11.10(1)).

Project Name: Proposed Home Depot Plaza Expansion		EOEA #: 11924
Street: Long Pond Road		
Municipality: Plymouth	Watershed: South coastal	
Universal Transverse Mercator Coordinates:	Latitude: 41°56'2.76"N Longitude: 70°39'29.41"W	
Status of project construction: The existing MPG building has been razed and the site prepared for redevelopment		
Proponent: Sunna, LLC (c/o Viking Development)		
Street: PO Box 316		
Municipality: Sharon	State: MA	Zip Code: 02067
Name of Contact Person From Whom Copies of this NPC May Be Obtained: Rebecca Brown		
Firm/Agency: Greenman-Pedersen, Inc.	Street: 61 Spit Brook Road, Suite 110	
Municipality: Nashua	State: NH	Zip Code: 03060
Phone: 603-891-2213	Fax: 603-891-6449	E-mail: rebeccabrown@gpinet.com

<p>In 25 words or less, what is the project change?  The project change involves expanding the Home Depot Plaza by razing the existing MPG building and constructing a 63,317 square foot medical center with approximately 15,000 square feet of pharmacy and 48,317 square feet of medical office uses. See full project change description beginning on page 3.</p>
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Date of ENF filing or publication in the Environmental Monitor: April 15, 1999

Was an EIR required?  Yes  No; if yes,  
was a Draft EIR filed?  Yes (Date: )  No  
was a Final EIR filed?  Yes (Date: )  No  
was a Single EIR filed?  Yes (Date: June 15, 1999 )  No

Have other NPCs been filed?  Yes (Date(s): November 30, 2000)  No  
Supplemental EIR filed January 31, 2001

If this is a NPC solely for lapse of time (see 301 CMR 11.10(2)) proceed directly to  
**"ATTACHMENTS & SIGNATURES"** on page 4.

**PERMITS / FINANCIAL ASSISTANCE / LAND TRANSFER**

List or describe all new or modified state permits, financial assistance, or land transfers not previously reviewed: Amended Indirect Access Permit from MassHighway

Are you requesting a finding that this project change is insignificant? (see 301 CMR 11.10(6))  
 Yes     No; if yes, attach justification.

Are you requesting that a Scope in a previously issued Certificate be rescinded?  
 Yes     No; if yes, attach the Certificate

Are you requesting a change to a Scope in a previously issued Certificate?  Yes     No; if yes, attach Certificate and describe the change you are requesting:

Summary of Project Size & Environmental Impacts	Previously reviewed	Net Change	Currently Proposed
<b>LAND</b>			
Total site acreage	47.0	2.9	49.9
Acres of land altered	30.6	2.6	33.2
Acres of impervious area	24.4	2.3	26.7
Square feet of bordering vegetated wetlands alteration	0	0	0
Square feet of other wetland alteration	0	0	0
Acres of non-water dependent use of tidelands or waterways	0	0	0
<b>STRUCTURES</b>			
Gross square footage	289,950*	63,317	353,267
Number of housing units	NA	NA	NA
Maximum height (in feet)	Not specified	39.5	39.5
<b>TRANSPORTATION</b>			
Vehicle trips per day			
Weekday	13,410	420	13,830
Saturday	15,760	(1,730)	14,030
Parking spaces	1,111	180**	1,291
<b>WATER/WASTEWATER</b>			
Gallons/day (GPD) of water use	43,100 ***	4,890	47,990
GPD water withdrawal	43,100 ***	4,890	47,990
GPD wastewater generation/ treatment	39,200 ***	4,250	43,450
Length of water/sewer mains (in miles)	NA	NA	NA

\*The last NPC reviewed a 133,200 sf Home Depot, 100,000 sf retail/restaurant space, plus gas station/convenience store with car wash. Approximately 20,000 sf of retail space were subsequently replaced with a 130 room hotel, for which no MEPA filing was required due to a net reduction in impacts.

\*\*The previous MPG building on the site contained 115 parking spaces. The increase in parking as a result of the redevelopment over that previously reviewed is therefore only 65 spaces.

\*\*\*Includes the water and sewer use of the existing hotel, for which MEPA review was not required.

Does the project change involve any new or modified:

1. conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97? Yes No

2. release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction? Yes No

3. impacts on Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities? Yes No

4. impact on any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes No; if yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources? Yes No

5. impact upon an Area of Critical Environmental Concern? Yes No

If you answered 'Yes' to any of these 5 questions, explain below:

**PROJECT CHANGE DESCRIPTION** (attach additional pages as necessary). The project change description should include:

- (a) a brief description of the project as most recently reviewed
- (b) a description of material changes to the project as previously reviewed,
- (c) the significance of the proposed changes, with specific reference to the factors listed 301 CMR 11.10(6), and
- (d) measures that the project is taking to avoid damage to the environment or to minimize and mitigate unavoidable environmental impacts. If the change will involve modification of any previously issued Section 61 Finding, include a proposed modification of the Section 61 Finding (or it will be required in a Supplemental EIR).

### **Previously Reviewed Project**

On April 15, 1999, the proponent submitted an Expanded Environmental Notification Form (ENF) to the Executive Office of Environmental Affairs (EOEA) for the development of a parcel of land located in the northwest corner of Route 3 and Long Pond Road in Plymouth, Massachusetts. Development of the site was proposed in two phases, with Phase I consisting of a 133,220 square foot (sf) Home Depot store (allowed use by special permit). Since Phase II of the development was unclear at the time, the Expanded ENF evaluated a mix of by-right uses including office, motel, and restaurant space.

The project was subject to MEPA review because it required a Highway Access Permit from the Massachusetts Highway Department (MassHighway), generated more than 3,000 new daily vehicle trips, and created more than 10 acres of impervious surface. MEPA jurisdiction was therefore limited to transportation and land issues.

On June 1, 1999, a Certificate was issued allowing the preparation of a Single Environmental Impact Report (EIR), which was subsequently filed with the EOEA on June 15, 1999. On July 30, 1999, an EOEA Certificate was issued stating that the Single EIR adequately and properly complied with MEPA and its implementing regulations. The Home Depot store has since been constructed and opened for business on November 15, 2000. All required improvements and off-site traffic mitigation measures were completed prior to opening.

In March 2000, the Town voted to rezone the site to Highway Commercial, allowing retail and commercial uses to be constructed on the Phase II land. On November 30, 2000, the proponent

submitted a Notice of Project Change (NPC) for the construction of approximately 100,000 square feet of retail and restaurant space and an outparcel to contain a gas station/convenience store (3,800 sf) with drive-through window and a 900 square foot car wash. On January 8, 2001, an EOECA Certificate was issued requiring the preparation of a Supplemental EIR, which was subsequently filed with the EOECA on January 31, 2001. On March 16, 2001, an EOECA Certificate was issued stating that the Supplemental EIR adequately and properly complied with MEPA and its implementing regulations. A total of 211,350 square feet of retail space (including the Home Depot), a 130-room hotel, and the gas station/convenience store have since been constructed on the site.

### **Proposed Expansion Project**

There is an adjacent lot (Lot 32A, Map 89) at the northwest corner of the site that contains 2.9 acres. The Memorial Press Group (MPG) newspaper building was previously located on this adjacent lot and was razed in February 2008. The MPG building was 35,080 square feet in size, provided 115 parking spaces, as was vacated in September 2006. The proponent has purchased the adjacent lot, increasing the total lot size to 49.9 acres. The proponent proposes to expand the existing development by constructing a 63,317 square foot medical center to contain a 15,000 square foot pharmacy and 48,317 square feet of medical office space and expanding the existing Home Depot Plaza parking field by 206 spaces to provide shared parking between the existing and proposed uses. Redevelopment of the site results in an increase in square footage over that which existed for the MPG building of 28,237 square feet and an increase in parking of 91 spaces.

Access to the site is currently provided via a full-access/egress signalized driveway onto Long Pond Road shared with existing development (via Home Depot Drive), and an entrance only driveway on Long Pond Road shared between the gas station/convenience store and the MPG building. As proposed, the existing access locations will be maintained. However, the existing entrance only driveway will be modified to allow right-turn-in only access. All other traffic would be required to use the signalized driveway shared with the existing development.

### **Traffic**

The proposed medical center is expected to generate approximately 2,540 vehicle trips per day (vpd) on a weekday and approximately 1,460 vpd on a Saturday. As documented in the attached traffic study (Attachment F), the increase in traffic over the previous MPG use is approximately 1,940 and 1,380 vpd on a weekday and Saturday, respectively. As a result of the construction of the proposed medical center, the entire Home Depot Plaza site is anticipated to generate a total of 13,830 vpd on a weekday and 14,030 vpd on a Saturday. The project was originally approved by MEPA to generate 13,410 vpd on a weekday and 15,760 vpd on a Saturday. Therefore, the proposed project is expected to generate a small increase in daily vehicle trips of 420 vpd on a weekday over that previously approved by MEPA and is expected to result in a decrease in daily vehicle trips of 1,730 vpd on a Saturday over that previously approved by MEPA.

As demonstrated in the attached traffic study, the additional traffic generated by the proposed medical center is anticipated to have a small impact on traffic operations at intersections in the vicinity of the site. In order to accommodate the additional traffic exiting the signalized site driveway, the two lane site driveway approach is proposed to be modified to provide a double left-turn lane and the side street approaches will be split phased to improve safety.

Although the proposed medical center is not anticipated to have a noticeable impact on the operations of the intersection of Long Pond Road and the Route 3 southbound ramps, there are existing deficiencies at this intersection that cause long delays and queues exiting the Route 3 southbound off-ramp. Although the intersection is under traffic signal control, right turns from the ramp are under YIELD control and the heavy right-turn movement (nearly 1,000 vehicles per hour peak) under existing conditions causes conflicts with Long Pond Road traffic. Nearly half of the collisions that occur at this intersection are the result of rear-end collisions on the ramp or angle collisions between vehicles exiting the ramp and vehicles on Long Pond Road. In order to improve the safety of the Route 3 southbound off-ramp, it is proposed that this right-turn movement also be signalized. Although long delays and queues will still exist for this movement, accident incidence should be greatly reduced. These improvements are shown on the conceptual improvement plan included in the traffic study.

It is also recommended that signal timing changes be implemented at the Long Pond Road intersections with the Route 3 northbound and southbound ramps and at the Home Depot Plaza intersection to optimize operations and improve coordinated traffic flow. The project proponent is committed to implementing the above measures.

It is important to note that the traffic improvements that were implemented as part of the original project (in excess of \$1.7 Million) were designed to accommodate Saturday peak hour volumes, since that time period incurs the greatest volume of traffic. The currently proposed expansion project combined with the full build-out of the approved project still generates less traffic during this time period than previously approved by MEPA, MassHighway, and the Town of Plymouth. The capacity constraints observed at the Route 3 southbound ramps are the result of other development that has taken place over the years.

### **Water Usage**

The MPG building used an estimated 825 gallons of water per day withdrawn from the municipal water system in Long Pond Road. The proposed facility will require approximately 4,890 gallons of water per day drawn from the same source. This change results in the net increase of 4,065 gallons of water per day. The municipality has not indicated any capacity issues with accommodating this change. The Project does not meet or exceed any MEPA review thresholds related to water supply.

### **Wastewater**

The MPG building discharged an estimated 750 gallons of wastewater per day to the municipal collection system in Long Pond Road. The proposed facility will discharge approximately 4,250 gallons of wastewater per day to the same system. This change results in the net increase of 3,500 gallons of wastewater per day. The municipality has not indicated any capacity issues with accommodating this change. The Project does not meet or exceed any MEPA review thresholds related to wastewater

### **Drainage and Stormwater Management**

Stormwater runoff from the MPG parcel is collected in an isolated drainage network and discharged off site to a gully along the south side of the Route 3 Southbound off-ramp. Upon alteration of the MPG parcel the majority of storm water runoff will be collected in an isolated drainage system and recharged into the ground through an underground infiltration field designed

to accommodate the 100-year storm event. In the event of back to back storms the infiltration field has been designed with an overflow that will release any surcharge to the existing release point at the south side of the Route 3 off-ramp. Any stormwater runoff not being routed to the underground infiltration field will be routed to the existing drainage network on site. The existing drainage network on site discharges to a kettle hole on the southeast corner of the site. The kettle hole recharges all of the runoff from the site back into the ground and has sufficient capacity to accept the additional flow from the subject parcel.

### **Local Process**

The proposed development will require a special permit from the Plymouth Zoning Board of Appeals (ZBA) under Section 205-17-1 of the Plymouth zoning bylaw to waive height limits and a special permit per section 205-23 A-3 to waive parking requirements. An application was made to the ZBA for that relief. The application and supporting documentation have also been circulated to applicable Boards and Commissions in the Town, plus the Department of Public Works and the Engineering Department. Prior to the public hearing at the Zoning Board of Appeals, the applicant will appear before the Design Review Board and Planning Board for architectural, site and landscape review. These boards will then submit a report and recommendation to the ZBA. The ZBA then holds an advertised public hearing and renders a decision.

**ATTACHMENTS & SIGNATURES**

Attachments:

1. Secretary's most recent Certificate on this project (Attachment A)
2. Plan showing most recent previously-reviewed proposed build condition (Attachment B)
3. Plan showing currently proposed build condition (Attachment C)
4. Original U.S.G.S. map or good quality color copy (8-1/2 x 11 inches or larger) indicating the project location and boundaries (Attachment D)
5. List of all agencies and persons to whom the proponent circulated the NPC, in accordance with 301 CMR 11.10(7) (Attachment E)
6. Traffic Impact and Access Study (Attachment F)
7. Land Impacts (Attachment G)
8. Draft MassHighway Section 61 Finding (Attachment H)

Signatures:

Date	Signature of Responsible Officer or Proponent	Date	Signature of person preparing NPC (if different from above)
	<u>David Gilvar</u>		<u>Rebecca Brown</u>
	Name (print or type)		Name (print or type)
	<u>Sunna, LLC</u>		<u>Greenman-Pedersen, Inc.</u>
	Firm/Agency		Firm/Agency
	<u>PO Box 316</u>		<u>61 Spit Brook Road, Suite 110</u>
	Street		Street
	<u>Sharon, MA 02067</u>		<u>Nashua, NH 03060</u>
	Municipality/State/Zip		Municipality/State/Zip
	<u>781-806-5700</u>		<u>603-891-2213</u>
	Phone		Phone