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The Commonwealth of Massachusetts
Executive Office of Environmental Affairs
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CAMBRIDGE MA.

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March 18, 1994

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

PROJECT NAME : Proposed Super Stop and Shop
PROJECT LOCATION : Cambridge
EOEA NUMBER : 9056
PROJECT PROPONENT : Memorial Realty Trust
Stop & Shop Co.
DATE NOTICED IN MONITOR : February 8, 1994

The Secretary of Environmental Affairs herein issues a statement that the Final Environmental Impact Report submitted on the above project adequately and properly complies with the Massachusetts Environmental Policy Act (G. L., c. 30, s. 61-62H) and with its implementing regulations (301 CMR 11.00).

The project is the construction of a 78,071 square foot Super Stop and Shop supermarket, pharmacy and liquor store to replace an existing Stop and Shop and three other retail establishments. The existing development contains 64,849 square feet of retail space.

The potential impacts from the proposed expansion of current operations at the site are significant. In the course of the project review and negotiations with the City the proponent has committed to improve the overall project through a reduction in access driveways, better landscaping and screening, enhanced pedestrian and bicycle access, improved drainage control, and a reduction in water use, wastewater discharge and noise impacts.

The preferred alternative provides 255 parking spaces, limits trucks using City streets to those accessing the site and requires trucks exiting from the project and the adjacent hotel sites to use Memorial Drive which is a Metropolitan District Commission (MDC) parkway on which truck traffic is prohibited. The MDC has clearly indicated that it will not change existing policy and will not permit truck access.

The FEIR suggests four alternative site layouts which assume trucks will use non-MDC City streets to access and exit the project site. Each is dismissed as not feasible or less advantageous in terms of impacts to the neighborhood, Morse School and site safety. Since the proponent plans to use larger trucks to serve the reconstructed store, the FEIR predicts multiple problems with truck traffic over City streets and through intersections as currently configured. Furthermore, in exchange for the sale by the City of an unused street to be incorporated into the project site, the proponent has promised the City that trucks presently using City streets would use the MDC parkway instead. Given MDC's decision not to permit this scenario, however, the alternatives need to be reconsidered.

It appears that only one of the alternative site layouts is viable. The Alternate Northern Orientation Concept is the only alternative which comes close to meeting onsite parking requirements. It would provide 247 of the 255 parking spaces needed for the project. The other alternatives provide only 180 to 228 parking spaces, less than the project can function with. The 247 space plan, however, may compromise on-street parking in the area, and it may require that employees have off-site parking and transportation provided.

Given the difficulties now facing the project, I find it not necessary or appropriate to impose an absolute requirement for supplemental analysis. The proponent may pursue the alternative with 247 parking spaces under this Certificate provided that the mitigation areas identified on Figure E-3 are properly addressed and the mitigation suggested for the intersections is implemented. Further consultation with the City is recommended.

Should the proponent choose to pursue any alternative other than the preferred one or the one providing 247 parking spaces, a Supplemental Final EIR will be necessary to evaluate project changes and/or additional mitigation so as to avoid unacceptable impacts, for example by scaling down the project. At a minimum, the proponent must demonstrate that adequate parking will be available for the proposed facility. The SFEIR must also address the issues raised in the comment letters.

The proponent has supplied the MEPA office with revised plans to retain the required 20 foot setback from the MDC parkway. The plans are dated February 8, 1993, with a last revision date of 2/28/1994.

March 18, 1994
DATE


Trudy Cox

Comments received : MDC - 3/10/94
R Sage - 3/10/94
R La Tremouille - 3/8/94
D Dailey - 3/10/94
C Mieth - 3/10/94
S Perry - 3/10/94
D Wright - 3/8/94
S Horowitz - 3/8/94
W Brady - 3/9/94
City Clerk - 2/14/94
G Malenfant - 3/4/94
S Berg - 3/5/94
City Manager - 3/9/94
R Brown - 2/23/94
M Snyder - 3/1/94
M Buscher - received 3/9/94
A Benfield - 2/11/94
CCLN - 3/10/94
S Kaiser - 3/10/94
H Salemme - 3/10/94
D Abeel - 3/10/94

TC/DES/ds

Consent Communication #5

S-123

A comm. was received from the Comm
of Mass. Executice Office of Environmental
Affairs re: the impact of the proposed
Super Stop and Shop on Memorial Drive/

In City Council March 28, 1994

Referred to City
Manager.