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May 2, 2025

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

| | |
|---|---|
| PROJECT NAME | : Proposed Mixed-Use Development |
| PROJECT MUNICIPALITY | : Bridgewater |
| PROJECT WATERSHED | : Taunton River |
| EEA NUMBER | : 16819 |
| PROJECT PROPONENT | : Edgewood Development Company, LLC |
| DATE NOTICED IN MONITOR | : March 26, 2025 |

Pursuant to the Massachusetts Environmental Policy Act (MEPA; M.G.L. c. 30, ss. 61-62L) and Section 11.08 of the MEPA regulations (301 CMR 11.00), I have reviewed the Final Environmental Impact Report (FEIR) and hereby determine that it **adequately and properly** complies with MEPA and its implementing regulations.

Project Description

As described in the FEIR, the project consists of demolition of existing buildings and redevelopment of the site into a mixed-use commercial/residential project located in Bridgewater, Massachusetts (the "Town"). The project proposes demolition of three existing industrial buildings, one existing office building (related to the industrial use), and three residential buildings located on adjacent parcels. The proposed development will consist of three mixed-use buildings including 150 residential units, approximately 20,500± square feet (sf) of commercial space including office, café, and restaurant space, 360± surface parking spaces, pedestrian areas, landscaping, associated utilities, and stormwater management features. The project proposes to modify the existing site access to include new curb cuts along Broad Street, which is a public roadway under the jurisdiction of the Massachusetts Department of Transportation (MassDOT). The project will connect to the existing water main in Broad Street.

Sewer flows generated by the project will connect to an existing sewer main traversing the site between Broad Street and the Massachusetts Bay Transportation Authority (MBTA) railway property to the west of the site.

According to the FEIR, the primary goal of the project is to develop the site with three mixed-use buildings, associated parking, driveways, stormwater management features, pedestrian walkways, amenity spaces, public walkways, public boat launch, bike storage, traffic and pedestrian improvements, and utility upgrades. The proposed mixed-use development is described in the FEIR as aligning closely with the economic and development goals of the Town as noted in the Comprehensive Master Plan.

According to the FEIR, modest changes were made to the project since the filing of the DEIR, including modifying the onsite drive-thru entrance to include additional striping and signage to deter onsite vehicles from utilizing the bypass lane.

Project Site

The 13.2-acre, triangular-shaped site includes four parcels and is located on the western side of Broad Street (Route 18). The site is bounded by Town River and associated wetlands to the north, Broad Street, and commercial properties to the east, and the MBTA railway to the west. The property is in the Central Business District / Mixed-Use Overlay District (CBD).

An iron castings company (The Henry Perkins Company) has occupied the 180 Broad Street property since the mid-1800's and consists of three industrial-style buildings, one office building, and multiple smaller shed-sized buildings. The remaining portion of the property contains paved parking areas and driveways, dirt/gravel roads, and undisturbed woodlands bordering Town River. Two large stockpiles of foundry sands, previously used in casting operations, are located along the northern boundary of the site. The site also includes residential properties located at 168, 232, and 240 Broad Street which consist of single-family homes with paved driveways, landscaping, and some wooded areas. Nearby properties include various commercial land uses including food establishments, healthcare services, personal care services, storage facilities, and a post office. The existing municipal sewer main traverses the site via an easement from Broad Street to the MBTA property in the northerly portion of the site.

According to the most recent Flood Insurance Rate Map (FIRM) Panel 23023C0301J, effective on 7/17/2012 and prepared by the Federal Emergency Management Agency (FEMA), a portion of the site to the north is in mapped flood zone AE with a Base Flood Elevation (BFE) of 32 NAVD88. Bordering Vegetated Wetlands (BVW) extend across the northerly portion of the site along the Town River. According to the Massachusetts Natural Heritage Atlas, 15th edition, the site is not located within priority or endangered species habitat as mapped by the Natural Heritage and Endangered Species Program (NHESP). As noted above, the project site is the location of the Henry Perkins Company, an iron castings company, which dates to the mid-1800's. The existing buildings associated with the Henry Perkins Company have been inventoried and are listed on the Massachusetts Historical Commission (MACRIS) Online Database.

The project site is located within one mile of two Environmental Justice (EJ) populations[1] characterized by Minority and Minority and Income. The site is located within five miles of twelve EJ populations designated as Minority, Minority and Income, Minority and English Isolation, and Minority Income and English Isolation.

Environmental Impacts and Mitigation

Potential environmental impacts associated with the project include 0.37 acres of land alteration (4.59± of which is associated with redevelopment of already altered areas) and the creation of 1.8 acres of impervious surface (6.38± acres total impervious area when including existing conditions). The project includes alteration of approximately 129,005 sf of Riverfront Area, 49 lf of Bank, and 220 sf of Bordering Land Subject to Flooding (BLSF). The project proposes an anticipated increase in water use of 32,500 gallons per day and an equivalent wastewater generation of 32,500 gpd.[2] The project is anticipated to generate a total of 2,724 average daily vehicular trips (adt) and increase of 2,584 adt from the existing 140 adt.

Measures to avoid, minimize, and mitigate environmental impacts include 1:1 Riverfront Area replication (14,627 sf total); the use of erosion and sedimentation controls during construction; the construction of a stormwater management system to collect and treat stormwater runoff through a combination of Best Management Practices (BMPs). Traffic improvement measures including traffic signage and pavement markings are proposed by the project, as well as improved safety measures for pedestrian and bicyclists. The proposed site plan depicts tree planting around proposed parking and adjacent to stormwater management features. Additionally, the development proposes to provide public access to trails, a canoe launch, pocket parks, and community gardens. The project will also include a Passive House design for all project components and all-electric heating and cooling systems for the residential components. Additional sustainability measures include efficient water fixtures, solar-ready roofs, EV-ready parking for 8 EVs, and high-performance building envelopes.

Jurisdiction and Permitting

This project is subject to MEPA review because it requires Agency Action and exceeds the ENF threshold pursuant to 301 CMR 11.03(6)(b)(13), generation of 2,000 or more new ADT on roadways providing access to a single location; 301 CMR 11.03(6)(b)(14), generation of 1,000 or more New ADT on roadways providing access to a single location and construction of 150 or more new parking spaces at a single location; 301 CMR 11.03(6)(b)(15), construction of 300 or more new parking spaces at a single location. The project requires the preparation of an EIR pursuant to 301 CMR 11.06(7)(b) because it is located within a DGA (1 mile) around one or more EJ populations. The project will require an Access Permit from MassDOT. The Massachusetts Department of Environmental Protection (MassDEP) previously issued permit approvals (BWP SW36 Post-Closure Use Permit, BWP SW 23 Comprehensive Site Assessment, and a BWP SW 24 Corrective Actions Alternative Analysis) on November 28, 2023 (Authorization No. 22-SW23-0000010) to facilitate the closure of the Spent Foundry Sand (SFS)

[1] "Environmental Justice Population" is defined in M.G.L. c. 30, § 62 under four categories: Minority, Income, English Isolation, and a combined category of Minority and Income.
[2] Based on 310 CMR 15.203, Title 5

Landfill and support this proposed mixed-use development as part of the Post-Closure Use of the SFS Landfill.

The Bridgewater Planning Board issued a Certificate of Approval for the Major Site Plan Review and Special Permit Application on February 14, 2024. The Bridgewater Conservation Commission issued an Order of Conditions on September 5, 2024 (DEP file No. 116-1543). The project requires an EPA National Pollutant Discharge Elimination System Permit (NPDES).

The project is not receiving Financial Assistance from an Agency. Therefore, MEPA jurisdiction is limited to those aspects of the project that are within the subject matter of any required or potentially required Agency Actions and that may cause Damage to the Environment, as defined in the MEPA regulations.

Review of the FEIR

The FEIR was responsive to the Scope issued on the DEIR. It includes an updated description of required permitting for the project, a response to comments received on the DEIR, and draft Section 61 Findings. It provides clarity regarding air quality impacts, impacts on EJ populations, traffic and transportation mitigation and the project's resiliency to climate change impacts. The Proponent provided supplemental information on April 18, 2025 providing additional information on EJ impacts. For purposes of clarity, all supplemental materials provided by the Proponent are included in references to the "FEIR."

*Environmental Justice / Public Health*

As required by the Scope, the FEIR described ongoing public involvement activities for the identified EJ populations. The Proponent distributed the Single EIR to an updated "EJ Reference List" obtained from the MEPA Office. Hard copies were made available at the Bridgewater Library. The FEIR states that the Proponent will also continue to provide updates to the public through the project's website.[3] The project will also continue to provide updates to the "Bridgewater 02323" and "Bridgewater Residents" Facebook group pages. In addition, the project will schedule a public meeting to address comments or questions related to the project if requested by the Town or members of the public or EJ populations. No requests for additional meetings were made by the time of the filing of the FEIR.

As required by Scope, the FEIR contains a baseline assessment of any existing unfair or inequitable Environmental Burden and related public health consequences impacting EJ populations in accordance with 301 CMR 11.07(6)(n)1. and the MEPA Interim Protocol for Analysis of EJ Impacts. According to the FEIR, the data surveyed show some indication of an existing "unfair or inequitable" burden impacting the identified EJ populations. The DPH EJ Tool identifies municipalities and census tracts that exhibit "vulnerable health EJ criteria"; this term is defined in the DPH EJ Tool to include any one of four environmentally related health indicators that are measured to be 110% above statewide rates based on a five-year rolling

[3] 180Broad.com

average.[4] Within the project's DGA, the Town of Bridgewater and West Bridgewater exceed the criteria for heart attack rate and low birth weight. According to the FEIR, no census tracts within the DGA exhibit "vulnerable health EJ criteria".

In addition, the FEIR indicates that the following sources of potential pollution exist within EJ block groups that are located in whole or in part within the one-mile DGA, based on the mapping layers available in the DPH EJ Tool:

- Major air and waste facilities: 2
- MassDEP Tier Classified 21E Site: 3
- MA Tier II Facilities: 2
- MassDEP sites with AULs: 4
- Wastewater Treatment Plants: 1
- Underground storage tanks: 7
- Road infrastructure: 3
- MBTA Bus and Rapid Transit: 1
- Regional transit agencies: 16
- Other Transportation Infrastructure: 2

As required by the Scope, the FEIR included a mesoscale analysis of emissions of nitrogen oxides (NOx), particulate matters (PM2.5 and PM10), Diesel PM (DPM) and Carbon Dioxide (CO2) for the 2024 Existing, 2031 No Build, 2031 Build, and 2031 Build with Mitigation scenarios. The FEIR indicates that the mesoscale analysis utilized the U.S. EPA MOVES4 Mobile Source Emission Factor Model and complied with the MassDEP Guidelines for Performing Mesoscale Analysis of Indirect Sources. As compared to Existing Conditions, emissions under the 2031 No Build Condition will decrease or remain the same for NOx, PM2.5, PM10, DPM and CO2. The general decrease in pollutants is largely due to improvements in engine technology that will result in cleaner fuels being used in truck operations overall in the regional economy; however, the project will increase emissions from future No Build to future Build conditions due to construction of the project. As compared to 2031 No Build, emissions under the 2031 Build Condition will be as follows: from 0.27 tpy to 0.28 tpy for NOx (an increase of 0.01 tpy); from 0.04 tpy to 0.04 tpy for PM2.5l from 0.17 tpy to 0.18 tpy for PM10 (an increase of 0.01 tpy); from 0.02 tpy to 0.02 tpy for DPM (no change); and from 1,064.0 tpy to 1,117.2 tpy for CO2 (an increase of 53.2 tpy). These increases appear modest and emissions under the 2031 Build condition are shown to stay below Existing conditions.

The Proponent is committed to the implementation of a TDM plan to minimize traffic impacts, including associated air emissions. The implementation of the TDM measures is estimated to decrease the 2031 Build with Mitigation emissions as compared to 2031 Build conditions by 2% for NOx, PM2.5, PM10, DPM and CO2. Total emissions under future Build with Mitigation conditions continue to show a decrease from Existing conditions.

[4] See https://matracking.ehs.state.ma.us/Environmental-Data/ej-vulnerable-health/environmental-justice.html. Four vulnerable health EJ criteria are tracked in the DPH EJ Viewer, which are tracked on a municipal level. Two indicators (childhood blood lead, and low birth weight) are also tracked on a census tract level.

In accordance with the Scope, the Proponent consulted the Resilient MA Climate Change Projections Dashboard to identify any "hot spots"[5] in proximity to the project site. Based on this evaluation, the project site is located within a "hot spot." In addition, the FEIR notes that the adjacent shopping plaza across Route 18 is within an EJ population and is also located within a "hot spot." Proposed mitigation includes retaining mature trees within the Town River's 25-foot no-activity zone, creating 14,627 sf of riverfront replication, landscaping, and retaining 48.6 acres of open space. Additionally, the project proposes planting 131 trees on the project site. The FEIR states that light-colored hardscape materials will be included to further increase resilience to extreme heat.

*Traffic and Transportation*

As required by the Scope, the FEIR confirmed that a rectangular rapid-flashing beacon (RRFB) is proposed at the existing crosswalk that spans Broad Street (Route 18) along the frontage of the project site. The RRFB would be installed during construction of the project. The FEIR notes that RRFBs increase driver awareness and can reduce pedestrian crashes up to 47% and increase motorist yielding rates up to 98% as outlined in the US Department of Transportation Federal Highway Administration (FHWA) proven safety countermeasures.[6]

In accordance with the Scope, the FEIR clarified that the south site driveway is intended for drive-through use only and would not be intended to be used by vehicles exiting from the other uses on site. The FEIR notes that based on conversation with MassDOT, additional signage and pavement markings have been added to the site plans to clarify the intended use of the south site driveway. Comments from MassDOT confirm that the additional signage and pavement markings address their concerns. Comments from MassDOT note that the project currently provides three driveways onto Route 18. MassDOT comments state that the Proponent should justify the necessity of the three driveways and explain why a single, full-access driveway or a wrap-around drive-through around building 2 is not feasible during the permitting process.

As required by the Scope, the FEIR evaluated the feasibility of adding a sidewalk along the east side of Route 18, in front of Dunkin' Donuts and the Post Office. The filing states that due to the parking lot layout, adding a sidewalk in front of the Post Office site is not feasible. Comments from MassDOT agree with this evaluation. The FEIR indicated that the Proponent is willing to construct a sidewalk in front of Dunkin' Donuts if approved by MassDOT and the Dunkin' Donuts property owner. The FEIR notes that additional measures to enhance pedestrian and vehicular access to the site will include:

- Building an internal sidewalk network that connects to the existing sidewalk along Route 18, leading to the MBTA Bridgewater station, Bridgewater State University, and nearby commercial areas.
- The existing crosswalk on Route 18 will be upgraded to meet MassDOT standards, including installing a RRFB (as noted above).
- Pedestrian warning signage will be installed at the existing crosswalk.

[5] See https://resilientma-mapcenter-mass-eoeea.hub.arcgis.com/. As explained in the dashboard, a statewide Land Surface Temperature (LST) Index was created by combining estimates of surface temperature from days in 2018, 2019, and 2020 where the high air temperature exceeded 70 degrees Fahrenheit. Hot spots are areas with the 5% highest LST Index values within each RPA region.

[6] Proven Safety Countermeasures | FHWA

- The pedestrian ramps to the crosswalk were recently reconstructed; however, they will be evaluated to confirm compliance with the Americans with Disabilities Act (ADA) requirements.

Comments from MassDOT support these proposed improvements and recommend that the Proponent assess the need for a "No Turn on Red" sign at the Spring Street westbound approach to Route 18 during the permitting process.

The FEIR evaluated measures to enhance bicycle accommodations along Broad Street to support multimodal connectivity. The filing states that due to the existing configuration of Broad Street, it would not be feasible to provide connected bicycle accommodations within the study area. The filing notes that should future roadway improvement projects provide bicycle accommodations in the vicinity of the site, improvements to provide a connected network between the site and the surrounding bike network would be reconsidered at that time. Comments from MassDOT agree with this evaluation.

The FEIR provided an update on coordination with the Brockton Area Transit Authority (BAT) to improve transit services to the project site. The filings notes that the traffic monitoring program (described further below) that will be completed as part of the project will include a survey for residents and employees at the site to identify mode choice and commuting patterns. The filing states that this survey will aid in establishing a demand for extended bus service.

According to the FEIR, the project will undertake a comprehensive traffic monitoring program (TMP) for five years, beginning six months after the initial occupancy of the site. The TMP will be utilized to evaluate the effectiveness of the traffic mitigation proposed by the project. The TMP would include the following:

- Collection of MTMCs at the three proposed Site driveway intersections during the weekday morning (7:00 AM to 9:00 AM) and weekday afternoon (4:00 PM to 6:00 PM) peak periods to understand the Project impacts.
- Collect 48-hour weekday ATR data at the Site driveways to understand the total number of vehicles entering/exiting the site daily.
- Complete an operations analysis at the three proposed Site driveway intersections during the peak weekday morning and afternoon hours.
- Conduct a survey for patrons, residents, and employees at the Site to identify mode choice and commuting patterns.

The FEIR notes that the Proponent met with the Massachusetts Bay Transportation Authority (MBTA) on February 20, 2025 to review the proposed project, and it was determined that the project falls within the Zone of Influence. The FEIR states that the project will continue to coordinate with the MBTA during the Zone of Influence Review. Comments from the MBTA state that given the proposed project's proximity and use, the MBTA will be seeking mitigation funding or in-kind assistance to support infrastructure improvements that will be necessary to meet increased demand and safety needs as Bridgewater Station and the surrounding area develops. Comments from the MBTA request that the MBTA be included in any future transportation mitigation related discussions between the proponent and other state agencies. Comments request a follow-up meeting to discuss the items outlined in MBTA's comment letter

including the project's adherence to the MBTA Design Standards and Guidelines[7] and the American Railway Engineering and Maintenance-of-Way Association (AREMA) Standards.

*Climate Change*

*Adaptation and Resiliency*

In accordance with the Scope, the FEIR evaluated whether the project will be resilient to the 2070 25-year and 50-year storm conditions. The filing states that the projected 24-hour precipitation depth associated with the 2070 25- and 50-year storm events are 7.32" and the 8.27," respectively. Therefore, it appears that the stormwater management system, which is designed to convey and attenuate peak runoff rates up to the current 100-year storm event (8.77 inches) would be resilient to the future (2070) 25- and 50-year storm events. As noted above, a portion of the site to the north is in mapped flood zone AE with a BFE of 32 NAVD88. The FEIR states that the lowest floor elevation will be 44 NAVD88, which is 11 feet above the BFE; therefore, the FEIR states that the building will be resilient to future flood elevations.

As noted above, the project site is located within a "hot spot." The FEIR outlined measures to enhance site resilience to extreme heat. Proposed mitigation includes retaining mature trees within the Town River's 25-foot no-activity zone, creating 14,627 sf of riverfront replication, permeable surfaces will be revitalized with landscaping, and open space is allocated for recreation, including walking paths and community gardening. Additionally, the project proposes to plant 131 trees on the project site. The FEIR states that light-colored hardscape materials will be included to further increase resilience to extreme heat.

*Greenhouse Gas Emissions (GHG)*

*Stationary Sources*

The FEIR states that the Proponent has agreed to take the Massachusetts Department of Energy Resources (DOER) recommendations and comply with Passive House design and construction standards for all buildings and to avoid gas utility in residential spaces. However, the filing states that the project will retain the option to use gas in commercial spaces for cooking only, particularly for restaurants, depending on the specific tenants' needs. DOER comments note that the filing is responsive to prior comments, but indicate that the use of gas in the commercial portion of the building will disqualify the whole building from MassSave incentives, including the Passivehouse incentive. DOER recommends that the project continues to evaluate making the commercial portion all-electric in order to qualify for MassSave incentives.

*Mobile Sources*

As noted above, the FEIR included a mesoscale analysis of air emissions, including Carbon Dioxide (CO2) that serves as a proxy for mobile source GHG emissions, for the 2024 Existing, 2031 No Build, 2031 Build, and 2031 Build with Mitigation scenarios. As compared to Existing Conditions, emissions under the 2031 No Build Condition will decrease from 1,184.9

[7] Design Standards and Guidelines | Engineering | MBTA

tpy to 1,064.0 toy for CO2. The general decrease in pollutants is largely due to improvements in engine technology that will result in cleaner fuels being used in truck operations overall in the regional economy; however, the project will increase emissions from future No Build to future Build conditions. As compared to 2031 No Build, emissions under the 2031 Build Condition will increase from 1,064.0 tpy to 1,117.2 tpy for CO2 (an increase of 53.2 tpy).

As noted, the Proponent is committed to the implementation of a TDM plan to minimize traffic impacts, including associated air emissions. The implementation of the TDM measures is estimated to decrease the 2031 Build with Mitigation emissions as compared to 2031 Build conditions by 2%. Total emissions under future Build with Mitigation conditions continue to show a decrease from Existing conditions.

*Construction Period*

The FEIR confirmed that all construction and demolition for this project shall comply with MassDEP regulations at 310 CMR 7.09. The FEIR states that the project will encourage contractors to comply with MassDEP's "Diesel Engine Retrofits in the Construction Industry: A How to Guide" and the use of ultra-low sulfur diesel in off-road engines. Construction vehicles will be required to comply with all applicable laws and regulations regarding engine idling and shall minimize any unnecessary idling. Signs will be posted at site entrances and construction firms will be instructed to limit idling per 310 CMR 7.11. The FEIR states that the construction contractor will be encouraged to use Tier 3 or 4 equipment engines, equipment fitted with diesel oxidation catalysts (DOC), or diesel particulate filters (DPF) to reduce emissions. A list of the engines, their emission tiers, and their best available control technology (BACT) will be maintained onsite.

As required by the Scope, the FEIR provided further detail on the management of traffic impacts, particularly construction vehicle trips through residential areas. The FEIR states that the project is located off Route 18, and is easily accessed from multiple state roads (Routes 28, 104, 106, and Interstate 495). The FEIR states that construction vehicles will be required to utilize these routes over residential cut throughs to limit the potential for community disruptions.

<u>Mitigation & Section 61 Findings</u>

The FEIR includes a separate chapter summarizing proposed mitigation measures and includes draft Section 61 Findings. It contains commitments to implement these mitigation measures, identifies the parties responsible for implementation, and includes a schedule for implementation. As described in the FEIR, the Proponent has committed to implement the following measures to avoid, minimize and mitigate Damage to the Environment:

*Environmental Justice*

- TDM to minimize traffic and associated air pollutants from the project. The TDM is designed to include the following measures:
    - Establishing an on-site Transportation coordinator
    - Incentivizing the use of transportation modes other than a single-occupancy vehicle
    - Posting carpool brochures on-site and online

  - Posting MBTA and BAT transit schedules on site
  - Coordinating with BAT to potentially include a bus stop on site and
  - Providing bicycle racks on site.
- The project will follow construction period BMPs.
- The project proposes crosswalk improvements connecting the EJ community to the project site.
- The project's stormwater system will achieve peak attenuation consistent with the 24-hour rainfall volumes (8.77 inches) for both the 2070 25-year and 50-year storm events.
- The project proposes to provide public access to trails, a canoe launch, pocket parks, and community gardens.

*Land Alteration, Stormwater and Wetlands*

- The project includes installation of a new stormwater management system that will fully comply with MassDEP's SMS for a new development, including standard requirements for groundwater recharge, 44% pre-treatment Total Suspended Solids (TSS) removal prior to infiltration, removal of at least 80% of the TSS from runoff and maintenance and reduction of pre-construction peak runoff rates under post-construction conditions for the present-day 2-, 10-, 25- and 100-year storms.
- Stormwater runoff generated as a result of the project is designed to be collected and treated through surface basins, subsurface basins, deep sump catch basins, and proprietary water quality units.
- The proposed stormwater management system will also reduce phosphorous loading onsite exceeding the 50% total phosphorus removal requirement per the Town of Bridgewater Stormwater Regulations for redevelopments.
- The project will utilize erosion and sedimentation controls, including inlet protection, straw wattles, crushed stone, and silt fences.
- The project is retaining 48.6 acres of open space.
- The project will restore 14,627 sf of riverfront area.
- The project is committing to plant 131 trees.

*Transportation*

- Implement a Transportation Demand Management (TDM) program, including:
  - Establishing an on-site Transportation coordinator
  - Incentivizing the use of transportation modes other than a single-occupancy vehicle
  - Posting carpool brochures on-site and online
  - Posting MBTA and BAT transit schedules on site
  - Coordinating with BAT to potentially include a bus stop on site; and
  - Providing bicycle racks on site.
- Implement a Transportation Monitoring Program (TMP) for five years, beginning six months after the initial occupancy of the site.
- Construction of an internal sidewalk network that connects to the existing sidewalk along Route 18, leading to the MBTA Bridgewater station, Bridgewater State University, and nearby commercial areas.

    - The Proponent is willing to construct a sidewalk in front of Dunkin' Donuts if approved by MassDOT and the Dunkin' Donuts property owner.
- The existing crosswalk on Route 18 will be upgraded to meet MassDOT standards, including installing a Rectangular Rapid-Flashing Beacon (RRFB).
- Pedestrian warning signage will be installed at the existing crosswalk.

*Adaptation and Resiliency*

- The stormwater management system has been designed to attenuate peak runoff from storm events using NOAA Atlas 14 rainfall data, which estimates a rainfall depth of 8.77 inches for a 100-year (1% annual chance), 24-hour storm event; this exceeds the projected precipitation depth of 8.3 inches for a 2070 25-year storm event generated by the MA Resilience Design Tool.
- The proposed lowest finished floor elevation will be 44 feet, which is approximately 11 feet above the base flood elevation of 33 feet.
- The project is planting 131 trees.
- The project is retaining mature trees within the Town River's 25-foot no-activity zone and creating 14,627 sf of riverfront replication.
- The project is installing light-colored hardscape materials to reduce heat-absorbing surfaces.
- The project will install low-flow plumbing fixtures, water-efficient irrigation systems, and drought-resistant landscaping. Additionally, the Proponent proposes to install watertight sewer mains to reduce infiltration into the sewer system.
- The project is retaining 48.6 acres of open space.

*GHG Emissions*

- Residential
    - Passivehouse (PHI or PHIUS)
    - Electric air source heat pump space heating
    - Electric water heating
    - Electric cooking
    - No gas
- Commercial
    - Lower air infiltration (Option 8, C406)
    - Electric air source heat pump space heating
    - Electric air source heat pump water heating
    - Gas limited to cooking[8]

*Construction Period*

- Provide wet suppression to minimize the generation of dust from demolition activities, excavation operations and on-site vehicle traffic.
- Cover loads on construction vehicles hauling materials to and from the site.

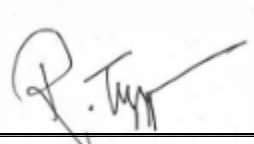
[8] Note DOER's comments above.

- Cover tops of stockpiles and /or temporarily stabilize in accordance with the Stormwater Pollution Prevention Plan (SWPPP).
- Monitor construction means and methods to ensure disturbed areas are minimized and disturbed areas are stabilized as soon as earthwork activities are completed.
- Install crushed stone tracking pads at site construction entrances.
- Sweep streets to remove sediment should construction related sediment be tracked onto public ways.
- Utilization of mulch, stone or spray-on soil treatments for temporary stabilization as needed.
- All exhaust mufflers on construction equipment will be in good working order.
- Contracts will include language requiring contractors to properly maintain their equipment.
- Back up alarms on vehicles and equipment will be adjusted as low as possible to reduce noise, without compromising safety.
- When feasible, equipment that is not being used will be turned off.
- Noise creating equipment on site will be located as far as possible from sensitive receptors.
- Engine housing panels on all equipment will be kept closed.
- No construction vehicle and/or equipment shall commence warming up prior to the permitted hours of construction.
- Proper operation and maintenance, and prohibition of excessive idling of construction equipment engines, will be implemented as required by MassDEP regulation 310 CMR 7.11.
- Development of a spills contingency plan.
- A licensed contractor will remove asbestos containing material and other hazardous building materials in accordance with state regulations.

Conclusion

Based on a review of the FEIR and consultation with Agencies, I find that the FEIR adequately and properly complies with MEPA and its implementing regulations. The project may proceed to permitting. Participating Agencies should forward copies of the final Section 61 Findings to the MEPA Office for publication in accordance with 301 CMR 11.12.

May 2, 2025
Date



Rebecca L. Tepper

Comments received:

04/24/2025 Massachusetts Department of Environmental Protection (MassDEP)
04/24/2025 Massachusetts Department of Transportation (MassDOT)
04/24/2025 Massachusetts Bay Area Transit Authority (MBTA)
05/02/2025 Massachusetts Department of Energy Resources (DOER)

RLT/NSP/nsp

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COMMONWEALTH OF MASSACHUSETTS
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**Rebecca Tepper**
Secretary

**Elizabeth Mahony**
Commissioner

2 May 2025

Rebecca Tepper, Secretary
Executive Office of Energy & Environmental Affairs
100 Cambridge Street
Boston, Massachusetts 02114
Attn: MEPA Unit

RE: Proposed Mixed-Use Development, Bridgewater, MA, ENF #16819

cc: Jo Ann Bodemer, Director of Energy Efficiency, Department of Energy Resources
Elizabeth Mahony, Commissioner, Department of Energy Resources

Dear Secretary Tepper:

We've reviewed the Final Environmental Impact Report (FEIR) for the proposed project. The project was very responsive to DOER's recommendations. **Note, however, use of gas in the commercial portion of the building will disqualify the whole building from MassSave incentives, including the Passivehouse incentive.** We recommend that the project reverse proposed use of gas in the commercial portion, as currently contemplated.

**Scope of project**

The proposed development consists of three mixed-use buildings:

- Building 1 is four stories, +/- 41,795 SF, with 116 residential units and 2,750 SF of commercial space;
- Building 2 is three stories, +/- 25,350 SF, with 16 residential units and 8,450 SF of commercial space;
- Building 3 is three stories, +/- 28,275 SF, with 18 residential units and 9,425 SF of commercial space.

This totals +/- 95,420 SF in building area and 150 residential units. The commercial portions of the buildings will be a mix of café, restaurant and office space. There will be +/- 360 parking spaces across the site.

**Current Building Decarbonization Commitments**

Residential

- Passivehouse (PHI or PHIUS)
- Electric air source heat pump space heating
- Electric water heating
- Electric cooking
- No gas

Commercial

- Lower air infiltration (Option 8, C406)
- Electric air source heat pump space heating
- Electric air source heat pump water heating

Note, a new gas connection is currently being contemplated for the commercial portion.

**Recommendations**

We recommend making the commercial portion all-electric in order to qualify for MassSave incentives.

Sincerely,
Massachusetts Department of Energy Resources

Becca Edson
Decarbonization Architect

Paul F. Ormond, P.E.
Energy Efficiency Engineer

Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Monica Tibbits-Nutt, Secretary & CEO

massDOT
Massachusetts Department of Transportation

April 25, 2025

Rebecca Tepper, Secretary
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114-2150

RE: Bridgewater – Proposed Mixed-Use Development – FEIR
(EEA #16819)

ATTN: MEPA Unit
Nicholas Perry

Dear Secretary Tepper:

On behalf of the Massachusetts Department of Transportation, I am submitting comments regarding the Final Environmental Impact Report (FEIR) filed for the Proposed Mixed-Use Development in Bridgewater as prepared by the Office of Transportation Planning. If you have any questions regarding these comments, please contact J. Lionel Lucien, P.E., Manager of the Public/Private Development Unit, at (857) 368-8862.

Sincerely,

David J. Mohler
Executive Director
Office of Transportation Planning

DJM/jll

Ten Park Plaza, Suite 4160, Boston, MA 02116
Tel: 857-368-4636, TTY: 857-368-0655
www.mass.gov/massdot

cc: Jonathan Gulliver, Administrator, Highway Division
Carrie Lavallee, P.E., Chief Engineer, Highway Division
Mary Joe Perry, District 5 Highway Director
James Danila, P.E., State Traffic Engineer
Old Colony Planning Council (OCPC)
Planning Board, Town of Bridgewater

Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Monica Tibbits-Nutt, Secretary & CEO

massDOT
Massachusetts Department of Transportation

**MEMORANDUM**

TO: David J. Mohler, Executive Director
Office of Transportation Planning

FROM: J. Lionel Lucien, P.E., Manager
Public/Private Development Unit

DATE: April 25, 2025

RE: Bridgewater – Proposed Mixed-Use Development – FEIR
(EEA #16819)

The Public/Private Development Unit (PPDU) has reviewed the Final Environmental Impact Report (FEIR) for the Proposed Mixed-Use Development in Bridgewater (the "Project") submitted by Bohler Engineering MA, LLC on behalf of Edgewood Development Company, LLC (the "Proponent"). The Project site consists of three industrial-style buildings, one office building, and multiple smaller shed-sized buildings on approximately 13.2 acres of land. The Site is bounded by Town River and associated wetlands to the north, Broad Street and commercial properties to the east, and the MBTA railway to the west.

The proposed project entails the construction of three mixed-use buildings, including 150 residential units, approximately 20,500 square feet of commercial space consisting of office space, café, and restaurant, 360 surface parking spaces, pedestrian areas, landscaping, associated utilities, and stormwater management features. Access to the site will be provided by existing and new curb cuts along Broad Street (Route 18).

The Project previously submitted an Environmental Notification Form (ENF) on April 1, 2024, for which the Secretary of Energy and Environmental Affairs issued a Certificate on May 24, 2024, requiring the Proponent to prepare a Draft EIR (DEIR). On December 2, 2024, the Proponent submitted a DEIR for the Project and received a Certificate from the Secretary of EEA on January 17, 2025, requiring the preparation of a FEIR.

The FEIR generally addresses the comments MassDOT has submitted regarding the DEIR. Although the Project is not expected to impact traffic operations in the surrounding area significantly, the Proponent will implement several mitigation measures to enhance pedestrian and vehicular access to the site. These include building an internal sidewalk network that connects to the existing sidewalk along Route 18, leading to the MBTA Bridgewater station, Bridgewater State University, and nearby commercial areas. The existing crosswalk on Route 18 will be upgraded to meet MassDOT standards, including installing a Rectangular Rapid-Flashing Beacon (RRFB). Additionally, pedestrian warning signage will be installed at the existing crosswalk location as part of the Project. The pedestrian ramps to

the crosswalk were recently reconstructed; however, they will be evaluated to confirm compliance with the Americans with Disabilities Act (ADA) requirements. MassDOT recommends that the Proponent assess the need for a "No Turn on Red" sign at the Spring Street westbound approach to Route 18.

Prior to filing the FEIR, MassDOT requested that the Proponent evaluate the feasibility of adding a sidewalk along the east side of Route 18, in front of Dunkin' Donuts and the Post Office. Due to the current layout of the Post Office site, we concur that building a sidewalk there is not feasible. The Proponent is willing to construct a sidewalk in front of Dunkin' Donuts if approved by MassDOT and the Dunkin' Donuts property owner.

MassDOT recommended that the Proponent update the entrance to the on-site drive-through with new striping and signage to discourage vehicles from using the bypass lane. MassDOT acknowledges that the Proponent updated the site plan, which is reflected in the FEIR. Also, the Project Site currently provides three driveways onto Route 18. To improve safety and mobility, MassDOT encourages driveway consolidation where feasible. The Proponent should justify the necessity of the three driveways in total and explain why a single, full-access driveway or a wrap-around drive-through around building 2 is not feasible during the permitting process.

The Proponent is also committed to implementing a Transportation Demand Management (TDM) program designed to include the following measures:

- Establishing an on-site Transportation coordinator;
- Incentivizing the use of transportation modes other than a single-occupancy vehicle;
- Posting carpool brochures on-site and online;
- Posting MBTA and BAT transit schedules on site;
- Coordinating with BAT to potentially include a bus stop on site; and
- Providing bicycle racks on site.

The Bridgewater State University (BSU) Transit Department was contacted to determine the feasibility of extending the BSU Blue Line to Route 18 to provide service to the Project Site. The Proponent should continue discussions with BSU to make this happen following the Project's occupancy.

The Proponent will additionally undertake a comprehensive traffic monitoring program (TMP) for five years, beginning six months after the initial occupancy of the site. The TMP would include the following:

- Collection of MTMCs at the three proposed Site driveway intersections during the weekday morning (7:00 AM to 9:00 AM) and weekday afternoon (4:00 PM to 6:00 PM) peak periods to understand the Project impacts.

- Collect 48-hour weekday ATR data at the Site driveways to understand the total number of vehicles entering/exiting the site daily.
- Complete an operations analysis at the three proposed Site driveway intersections during the peak weekday morning and afternoon hours.
- Conduct a survey for patrons, residents, and employees at the Site to identify mode choice and commuting patterns.

The FEIR includes a Draft Section 61 Finding outlining the Project Proponent's commitments to mitigate its impacts. Based on the minimal impact of the Project and the proposed measures to enhance safety and multi-modal access, MassDOT recommends that no additional environmental review be required for transportation-related issues. The Proponent should consult with PPDU and the District 5 office to finalize the issuance of the Section 61 Finding. For any questions regarding these comments, please contact William Simon at *william.m.simon@dot.state.ma.us*.

Commonwealth of Massachusetts
Executive Office of Energy & Environmental Affairs

# Department of Environmental Protection

Southeast Regional Office • 20 Riverside Drive, Lakeville MA 02347 • 508-946-2700

Maura T. Healey
Governor

Kimberley Driscoll
Lieutenant Governor

Rebecca L. Tepper
Secretary

Bonnie Heiple
Commissioner

April 25, 2025

Rebecca L. Tepper
Secretary of Energy and Environment
Executive Office of Energy &
Environmental Affairs
100 Cambridge Street, Suite 900,
ATTN: MEPA Office,
Boston, MA 02114

RE: FEIR Review EOEEA #16819
BRIDGEWATER. Proposed Mixed-Use Development at 168, 180, 232, 240 Broad Street

Dear Secretary Tepper,

The Southeast Regional Office of the Department of Environmental Protection (MassDEP) has reviewed the Final Environmental Impact Report (FEIR) for the Proposed Mixed-Use Development at 168, 180, 232, 240 Broad Street, Bridgewater, Massachusetts (EOEEA # 16819). The Project Proponent provides the following information for the Project:

**The Preferred Master Plan provided in Appendix B is unchanged since the DEIR filing. As noted above in Section 1.3, the only Project site plan changes since the DEIR filing consist of the modifications at the onsite drive-thru entrance.**

**As discussed in the DEIR filing, the Preferred Master Plan (hereinafter referred to as the "Master Plan" or "the Project") proposes to demolish the three (3) industrial buildings and one (1) office building related to the current industrial use. Three (3) residential buildings located on adjacent parcels will also be demolished. The Master Plan proposes to re-develop the Site for mixed-use consisting of:**

- **Three (3) mixed-use buildings, including retail, commercial, residential, and restaurant;**
- **Approximately 361± standard parking spaces;**
- **Associated driveways for access and circulation;**
- **Residential amenity spaces;**
- **Public amenity spaces including pedestrian pathways, public boat launch with associated parking, and green space;**
- **Community gardens;**
- **Pedestrian sidewalks;**
- **Bike storage;**
- **Associated stormwater management features; and**
- **Associated utilities.**

**Primary access to the Site is proposed via Broad Street (Route 18), a public roadway partially under the jurisdiction of MassDOT. The Project proposes modifications to existing curb cuts and the construction of new curb cuts. Access onto Broad Street is designed to provide safe right of entry and encourage travel to and from the Site. The Master Plan expects to generate 3,188 new vehicle trips per day for a total of 3,328 trips per day.**

**As part of the Project, a boat launch into the Town River is proposed for public use along with a six (6) space parking lot. Although much of the Site is proposed to be redeveloped, the Project has carefully considered maintaining undeveloped land surrounding Town River. Areas of passive recreation are proposed, such as community gardens, pedestrian walkways, patios, and open landscaping.**

**The Project will increase the amount of impervious coverage on Site by approximately 1.8± acres. The proposed stormwater management controls will be designed in accordance with both the Town of Bridgewater requirements and those described in the Massachusetts Department of Environmental Protection (MassDEP) Stormwater Handbook. In general, stormwater runoff generated from the Project is designed to be collected and treated through a combination of Best Management Practices (BMPs) consisting of deep-sump hooded catch basins, proprietary treatment units, underground infiltration basin, and surface infiltration and detention basins.**

**Riverfront replication is proposed at a minimum 1:1 ratio (approximately 14,627 square feet) as mitigation for impact within non-degraded riverfront areas. The mitigation plan has been fully designed as part of the Notice of Intent (NOI), which has been filed with and approved by the Conservation Commission. Refer to Sheet C-707 of the "Proposed Site Plan Documents", included in Appendix C**

### *Breau of Water Resources (BWR) Comments*

**Wetlands:** No further comments from the Program as all earlier comments have been addressed by the Project Proponent.

**Waterways:** Pursuant to the Department's internal review, no work appears within a geographic area subject to jurisdiction pursuant to Chapter 91 and its regulations at 310 CMR 9.00, therefore, no Chapter 91 Authorization is required.

### *Bureau of Waste Site Cleanup (BWSC) Comments*

Based upon the information provided, the Bureau of Waste Site Cleanup (BWSC) searched its databases for disposal sites and release notifications that have occurred at or might impact the proposed project area. A disposal site is a location where there has been a release to the environment of oil and/or hazardous material that is regulated under M.G.L. c. 21E, and the Massachusetts Contingency Plan [MCP – 310 CMR 40.0000].

BWSC finds the project proponent's responses to BWSC's comments accurate and acceptable. No additional releases have been reported in the vicinity of the project area that would appear to impact the proposed project area. BWSC has no further comments or questions.

Interested parties may view a map showing the location of BWSC disposal sites using the MassGIS data viewer at MassMapper. Under the Available Data Layers listed on the right sidebar, select "Regulated Areas", and then "DEP Tier Classified 21E Sites". MCP reports and the compliance status of specific disposal sites may be viewed using the BWSC Waste Sites/Reportable Release Lookup at: https://eeaonline.eea.state.ma.us/portal/dep/wastesite/

*The Project Proponent is advised that if oil and/or hazardous material are identified during the implementation of this project, notification pursuant to the Massachusetts Contingency Plan (310 CMR 40.0000) must be made to MassDEP, if necessary. A Licensed Site Professional (LSP) should be retained to determine if notification is required and, if need be, to render appropriate opinions. The LSP may evaluate whether risk reduction measures are necessary if contamination is present. The BWSC may be contacted for guidance if questions arise regarding cleanup.*

***Bureau of Air and Waste (BAW) Comments***

**Air Quality:** The Project Proponent has adequately addressed the Department's ENF comments

**Solid Waste Management:** The Project Proponent has responded that they acknowledge the Solid Waste Management Section's comments on the Draft Environmental Impact Report (DEIR) and indicated that they intend to comply with the submittal requirements provided in parts a) through d) of Condition #2 of MassDEP's approval of the combined Corrective Action Design (CAD) and Post Closure Use (Major) permit (Authorization No. SW-25-0000017). The Project Proponent appears to indicate that part of Condition #2 will not be necessary for submittal and review. The Project Proponent is reminded that post closure environmental monitoring is for a groundwater sampling program, as described on page 7 and is required in Condition #2 of the CAD permit authorization. The Project Proponent shall coordinate with MassDEP directly for further discussion on the subject matter.

If you have any questions regarding the Solid Waste Management Section comments, please contact Elza Bystrom at Elza.Bystrom@mass.gov or Mark Dakers at Mark.Dakers@mass.gov.

**Asbestos:** The Project Proponent is reminded of MassDEP's Asbestos Requirements Prior to Demolition Activities:

1. *Asbestos Survey Requirements*

Prior to conducting any demolition or renovation activities, MassDEP's Asbestos Regulations at 310 CMR 7.15(4) require any owner or operator of a building or facility to hire a Department of Labor Standards (MassDLS) licensed asbestos inspector to thoroughly inspect the facility using US EPA approved procedures and methods to identify the presence, location and quantity of any asbestos containing material (ACM) or suspect ACM and to prepare a written asbestos survey report. The survey shall identify and assess suspect ACM located in all areas that will be breached or otherwise affected by the demolition activities, including, but not limited to wall cavities, pipe chases, subsurface conduits, areas above ceilings and under/between multiple layers of flooring. Adequate and representative samples must be collected of all suspect asbestos containing building materials and sent to a MassDLS certified laboratory for analysis, using US EPA approved analytical methods.

The written asbestos survey report shall contain an inventory of the exact locations of the ACM or suspect ACM from which samples were collected, analytical results of all samples taken, the date(s) such samples were collected, the name(s) of the persons who provided asbestos analytical services, and a blueprint, site map, diagram or written description of the facility and locations(s) thereof subject to demolition or renovation. This documentation shall clearly identify each location subject to demolition and/or renovation and the corresponding footage (square and/or linear) of any ACM or suspect ACM in each location.

2. *Asbestos Abatement Requirements*

The owner or operator must hire a MassDLS licensed asbestos abatement contractor to remove and dispose of any asbestos containing material(s) from the facility or facility component, prior to conducting any demolition or renovation activities. The removal and handling of asbestos from the facility or facility components must adhere to the Specific Asbestos Abatement Work Practice Standards required at 310 CMR 7.15(7).

If any proposed alterations or exemptions to Specific Asbestos Abatement Work Practice Standards required at 310 CMR 7.15(7) are proposed, the owner or operator must submit a Non-Traditional Asbestos Abatement Work Practice Plan (NTWP) to MassDEP for approval in accordance with 310 CMR 7.15 (14). As part of an NTWP submittal package, MassDEP will require pre- and post-abatement inspections to ensure alternate work practices specified in the approved NTWP are adhered to. The AQ-36 Non-Traditional Asbestos Abatement Work Practice Approval application form (AQ-36) and instructions for submitting the NTWP and AQ-36, can be found at the following links:

Application: https://www.mass.gov/how-to/aq-36-non-traditional-asbestos-abatement-work-practice-approval
Instructions: https://www.mass.gov/doc/instructions-aq-36/download

3. *Asbestos Notification Requirements*

In accordance with 310 CMR 7.15 (6), the asbestos contractor is required to submit a BWP ANF-001 Asbestos Notification Form to MassDEP at least ten (10) working days prior to beginning any abatement or removal of asbestos containing materials from the facility. The AQ-04 (ANF-001) notification form, and instructions for completing an ANF-001, can be found at the following links:

Notification Form: https://www.mass.gov/how-to/file-an-aq-04-anf-001-asbestos-removal-notification
Instructions: https://www.mass.gov/doc/bwp-aq-04-anf-001-asbestos-removal-notification-instructions-july-2015- 0/download

4. *Construction and Demolition Notification Requirements*

In accordance with 310 CMR 7.09, the demolition contractor is required to submit a BWP AQ-06 Notification Prior to Construction or Demolition (AQ-06) at least ten (10) working days prior to initiation of demolition or construction activities at the property. This notification requirement is designed to protect public health and the environment by ensuring that the release of dust or other potentially hazardous air pollutants to the ambient air will be prevented. The AQ-06 application form, and instructions for completing an AQ-06, can be found at the following links:

Notification Form: https://www.mass.gov/how-to/file-an-aq-06-constructiondemolition-notification
Instructions: https://www.mass.gov/doc/instructions-aq-06-constructiondemolition-notification/download

5. *Solid Waste Requirements*

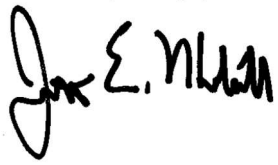
Asphalt, brick, and concrete (ABC) rubble, such as the rubble generated by the demolition of buildings or other structures must be handled in accordance with the Solid Waste regulations. These regulations allow, and MassDEP encourages, the recycling/reuse of ABC rubble. The Proponent should refer to MassDEP's Information Sheet, entitled " Using or Processing Asphalt Pavement, Brick and Concrete Rubble, Updated February 27, 2017 ", that answers commonly asked questions about ABC rubble and identifies the provisions of the solid waste regulations that pertain to recycling/reusing ABC rubble. This policy can be found online at the following link: https://www.mass.gov/files/documents/2018/03/19/abc-rubble.pdf.

If you have any questions regarding the Asbestos Program, please contact Rick Bowen at Richard.K.Bowen@mass.gov or Colleen Ferguson at Colleen.Ferguson@mass.gov for these asbestos comments

***Other Comments/Guidance***

The MassDEP Southeast Regional Office appreciates the opportunity to comment on this FEIR. If you have any questions regarding these comments, please contact George Zoto at George.Zoto@mass.gov or Jonathon Hobill at Jonathan.Hobill@mass.gov.

Very truly yours,



Jonathan E. Hobill,
Regional Engineer,
Bureau of Water Resources

JH/GZ

Cc: DEP/SERO

ATTN: Gerard Martin, Regional Director
John Handrahan, Deputy Regional Director, BWSC
Brian Harrigton, Deputy Regional Director, BWR
Jennifer Viveiros, Deputy Regional Director, ADMIN
Maissoun Reda, Chief, Wetlands, BWR
Whitney McClees, Wetlands BWR
Brendan Mullaney, Chief, Waterways, BAW
Joe Cerutti, Underground Injection Control, BWR/Boston
Duane LeVangie, Chief, Water Management, BWR/Boston
Shi Chen, Water Management, BWR/Boston
Mark Dakers, Chief, Solid Waste, BAW
Jeffifer Wharff, Solid Waste, BAW
Jeffrey Hunter, Solid Waste, BAW
Colleen Ferguson, Chief, Asbestos/Strike Force, BAW
Richard Bowen, Asbestos, BAW

Angela Gallagher, Chief, Site Management, BWSC
Amanda Cantara, Site Management, BWSC

April 25, 2025

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs (EEA)
100 Cambridge Street, Suite 900
Boston, MA 02114

Attention: Rebecca Tepper, Secretary

**RE: Proposed Mixed-Use Development at 180 Broad St, Bridegwater**
**EEA No. 16819**

Secretary Tepper,

The MBTA offers the following response to the Proposed Mixed-Use Development at 180 Broad St, Bridgewater Final Environmental Impact Report (FEIR) dated March 26, 2025. The DEIR envisions the redevelopment of a parcel along the MBTA Right of Way (ROW) into residential and commercial uses.

The MBTA has reviewed the 180 Broad St. project and offers the following comments made by the MBTA's Real Estate and Transit-Oriented Development teams. The MBTA appreciates the opportunity to provide comments on this project and looks forward to collaborating with the developer to mitigate construction impacts and increase ridership in supporting the successful implementation of this transit-oriented development.

## MBTA Comments

### MBTA Operations and Safety

Due to the project's proximity to the commuter rail infrastructure, it is recommended that the project consider MBTA Engineering Design Standards and Plans, specifically:

- MBTA Design Standards and Guidelines
- American Railway Engineering and Maintenance-of-Way Association (AREMA) Standards

Due to the industrial usage of the site prior to this development, the MBTA has concerns about polluting substances within the site's soil. As such, the MBTA requests to review work plans with the project team to ensure any dust produced by construction, and water running off from the site, does not impact passengers utilizing the Fall River/New Bedford commuter rail and MBTA infrastructure.

Due to the project's usage changing to residential, the MBTA has concerns related to the fencing between the ROW and the site, as well as safety at the Broad St railroad crossing. Given that many more people will be living and working on the site, there are concerns about them fouling the ROW by bypassing the current fencing along the ROW. As such, the MBTA requests the project team to construct new and upgraded fencing that is compliant with MBTA Design Standards and Guidelines along the shared property line. These additional residents, patrons, and workers at the project site will also be utilizing the Broad St rail crossing. To ensure safety and accessibility, the MBTA requests the project

team replace the sidewalk and install tactile warning stripes along the southbound lane between the project site and the crossing. In addition, replace the rail crossing signage along the southbound lane to better inform oncoming vehicles.

The MBTA would like to meet with proponent to discuss these issues further.

### Licensing Requirement

Due to the proximity of the Commuter Rail ROW, the Authority's Zone of Influence policy may apply and require review of activities and project areas during construction of the project. This may include reviewing design and construction plans, canvassing internal departments on potential impacts, coordination of project activities and working with the project team(s), and flagging support during construction when deemed necessary to maintain a safe work site and operations. All staffing costs will be borne by the project through the execution of a force account agreement. License applications and further information on the MBTA's policy may be obtained at mbtarealty.com/licenses.

Due to the proximity of the project and scope of work, the project may need to also coordinate with Keolis Commuter Services.

### Crane, Hoists & Aerial Lift Use

The project may require the support of a crane, hoists and/or aerial lifts, and placement of the equipment to prevent the fouling of the station and Railroad Right of Way (ROW) will be a requirement. The project will need to plan around these safety concerns accordingly, and so the MBTA will need to review and accept work plans for cranes, hoists, and aerial lifts that have the potential to foul before construction starts.

### Proposed Transportation Mitigation

The MBTA looks forward to working collaboratively with the town and project team in identifying improvements that will enhance transit safety around the Broad St rail crossing and MBTA ROW. Given the proposed project's proximity and use, the MBTA will be seeking mitigation funding or in-kind assistance to support the planning and improvements outlined in the table below that will be necessary to meet increased demand and safety needs as Bridgewater Station and the surrounding area develops. The MBTA looks forward to discussions with the town and project team on how the project can contribute to supporting costs of the necessary infrastructure improvements that will benefit prospective residents, patrons, and employees of the project site.

Items that the project could assist in supporting are outlined on the table below.

**Table 1. Project Area Transit Improvements**

| Item |
| --- |
| **Install New ADA-Compliant Sidewalk along the Broad St Southbound Lane between the Project Site and the Rail Crossing** |

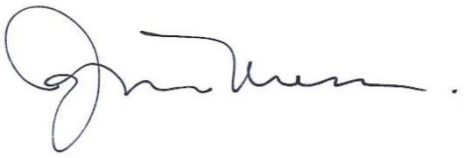
| |
|---|
| **Install Tractile Warning Stripes on Sidewalks at the Broad St Rail Crossing** |
| **Replace Rail Crossing Signage along the Broad St Southbound Lane** |
| **Install New Fencing Between the ROW and Project Site adhering to MBTA Design Standards and Guidelines** |

## Moving Forward

The MBTA requests that it be included in any future transportation mitigation related discussions between the proponent and other state agencies, related to this transit-oriented development. The MBTA kindly requests that the project team schedule a follow up meeting to discuss the items outlined here in more detail should it obtain the needed entitlements and prior to construction commencement for each future phase of the project.

Continued partnership with MBTA communities is a key component in identifying opportunities to support an improved transit system that can serve Bridgewater as it continues to develop. If you have any questions regarding these issues, please feel free to contact Joe Blankenship, Director of TOD Planning at 857-378-6648 or by email at jblankenship@mbta.com.

Sincerely,



Jennifer Mecca
Deputy Chief, Transit-Oriented Development

cc: S. Bosworth, Chief of Transit-Oriented Development/Innovative Delivery
R. Mann, Senior Director of Real Estate
R. Duverge, Deputy Director of Permitting and Planning
A. DeDominicis, Senior Director of Commuter Rail Programs
J. Blankenship, Director of Transit-Oriented Development Planning
M. Folts, Senior Manager of Transit-Oriented Development Planning