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June 8, 2007

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

PROJECT NAME: 119 Washington Street
PROJECT MUNICIPALITY: Foxborough
PROJECT WATERSHED: Taunton River
EOEA NUMBER: 14022
PROJECT PROPONENT: **The Clair Limited Partnership**
DATE NOTICED IN MONITOR: May 9, 2007

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

Project Description

As outlined in the Environmental Notification Form (ENF), the project consists of the expansion of a gravel parking lot on an 8.9 acre parcel of land located at the southeast intersection of Route 1 and Route 140 in Foxborough, MA. A 75-space parking lot currently exists on the site and is used for Gillette Stadium event parking. The proponent intends to remove an existing single-family dwelling and garage on the site and expand the existing parking lot to a total of 406 spaces. The lot will continue to be used during Gillette Stadium events. The property is bordered on the west and north by single-family dwellings and on the south by a commercial building. The project site is a mixed forest with a bordering vegetated wetland in the southwesterly corner.

Jurisdiction

The project is undergoing review pursuant to Section 11.03(6)(b)(15) of the MEPA regulations because it will result in the creation of more than 300 new parking spaces at a single

location. The project will require a National Pollutant Discharge Elimination System (NPDES) Construction Activities Permit from the U.S. Environmental Protection Agency (EPA); a Highway Access Permit from the Massachusetts Highway Department (MHD); a possible Order of Conditions from the Foxborough Conservation Commission; and a Special Permit from the Foxborough Planning Board. The proponent is not seeking financial assistance from the Commonwealth. Therefore, MEPA jurisdiction applies to those aspects of the project within the subject matter of required or potentially required state permits with the potential to cause damage to the environment. In this case, MEPA jurisdiction extends to wetlands, stormwater and transportation.

Stormwater/Wetlands

The project will result in the alteration of approximately 5 acres of land. The parking spaces will be constructed of gravel and dense graded crushed stone. Approximately 0.6 acres of impervious surface will be created by the construction of the main driveways. The ENF indicates a watershed divide on the site; the majority of the site drains towards the Taunton River but the western end drains toward the Neponset River. The proponent should note comments from the Department of Environmental Protection (MassDEP) regarding grading and drainage at the western edge of the site.

No stormwater management facilities exist on the site currently. The proponent will install a stormwater management system that will be constructed in compliance with local regulations and MassDEP's Stormwater Management Policy (SMP). The ENF contained a discussion of the project's compliance with each of the applicable SMP standards. Runoff from paved and gravel areas will be discharged to deep sump catch basins equipped with oil traps and will be directed to an above-ground infiltration basin. Due to poor soils at the site, the basin has been conservatively designed to assume that there is no infiltration. The proponent will seek approval to tie into the MHD drainage system on Route 140 during the Access Permit review process. Concerns raised by MassDEP regarding groundwater recharge and drainage basin residence time should be addressed in the local wetlands permitting process.

According to the ENF, there is an area of bordering vegetated wetlands (BVW) on the westerly side of the property. The Foxborough Conservation Commission is currently reviewing an Abbreviated Notice of Resource Area Delineation (ANDRAD) to confirm jurisdictional resource areas on the project site. The project will result in minor buffer zone impacts. The proponent will install staked hay bales and silt fencing to avoid construction period impacts to wetland resource areas.

Transportation

Access to the site will be from Route 1 where the existing access will be upgraded to a 24 foot wide paved driveway. An additional access point is proposed off of Route 140 with a similar driveway. According to the ENF, the site will generate 812 trips during a stadium event. Project-related traffic rates reflect one trip in and one trip out of the parking lot for each space, as there is no corresponding trip generation rate for a special-event parking lot from the Institute of Traffic Engineers (ITE). The proponent states in the ENF that the project will be consistent with the Gillette

Stadium Major Event Traffic Management Plan. There will be no use of the facility other than during Gillette Stadium events.

In its comments on the ENF, the Executive Office of Transportation (EOT) states that the existing infrastructure in the vicinity of the project site can accommodate the proposed project and that no further MEPA review is required for traffic issues. The proponent should ensure safe pedestrian connections from the parking lot to Route 1 and pedestrian crossings in the vicinity of the site. EOT also states that the proponent should assume responsibility for sidewalk maintenance at the project site. Issues related to the project's impacts on the state highway system will be further reviewed during the Access Permit review.

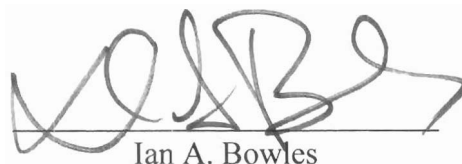
Construction Period Impacts

The proponent should note detailed comments provided by MassDEP regarding construction period impacts. Construction and demolition at the site must comply with MassDEP's Solid Waste and Air Quality Control regulations. The proponent should implement measures to alleviate dust, noise and odor nuisance conditions which may occur during the construction activities.

Conclusion

I have determined that the ENF has sufficiently defined the nature and general elements of the project and has proposed measures to avoid and mitigate environmental impacts. I am satisfied that any remaining issues can be adequately addressed during the state and local permitting and review process. The proposed project, as described in the ENF, requires no further review under MEPA.

June 8, 2007
Date



Ian A. Bowles

Comments Received:

5/24/2007 Executive Office of Transportation
5/29/2007 Department of Environmental Protection, Southeast Regional Office

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