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November 26, 2007

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

PROJECT NAME	: Car Dealership
PROJECT MUNICIPALITY	: Milford
PROJECT WATERSHED	: Charles River
EOEA NUMBER	: 13783
PROJECT PROPONENT	: Milford, LLC
DATE NOTICED IN MONITOR	: October 27, 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** preparation of an Environmental Impact Report (EIR).

The original project consists of the relocation of an existing car dealership in Milford to a vacant lot on the northern side of Fortune Boulevard. The Secretary's Certificate on the ENF, issued on May 26, 2006, indicated that the development would include a 54,315 square foot (sf) car dealership with approximately 600 parking spaces (470 spaces for car storage and 130 spaces for customers and employees). Access to the site was proposed via two driveways on Fortune Boulevard.

Project Change

The Secretary's Certificate on the original project, issued on April 26, 2005, indicated that a Notice of Project Change (NPC) should be filed if the proponent (or any subsequent owner of the lot) developed this site to ensure that the cumulative impacts of the project would be considered. As required, the proponent has filed this NPC to describe the development of Lot 25-A. The project change consists of construction of a vehicle storage lot (559 spaces for storage and 2 employee spaces) and a 400 sf guard house on this 10-acre lot. Access will be provided to this site via an additional curb cut on Fortune Boulevard. Also, the NPC indicates that the actual development consist of a 53,976 sf car dealership and 473 parking spaces.

The site is bounded by Interstate 495 (I-495) to the northeast, the car dealership on Lot 35 to the northwest and a Target retail store to the west. The site is wooded and contains several wetlands area, consisting of state jurisdictional and local wetlands.

Potential cumulative impacts associated with the development include alteration of 11 acres of land, creation of 8.71 acres of new, impervious surfaces, generation of 1,890 average daily vehicle trips (adt), construction of 964 parking spaces, use of 1,900 gallons per day of water and generation of 1,900 gpd of wastewater. The project includes significant work within the buffer zone to wetlands; however it will not result in any direct alterations to state jurisdictional wetlands. It does include direct alteration of wetlands under local jurisdiction. Efforts to avoid, minimize and mitigate impacts to wetlands include: 2,700 sf of on-site wetlands replication; construction of a stormwater management system consisting of pavement sweeping, deep sump hooded catch basins, two Baysaver units for sediment removal and underground detention basins; and erosion and sedimentation controls during construction.

Permits and Jurisdiction

The original project was subject to MEPA review pursuant to Section 11.03 (6)(b)(14) because it requires a state permit and will generate more than 1,000 new average daily trips (adt) and create more than 150 parking spaces. The project required an Indirect Highway Access Permit from the Massachusetts Highway Department (MassHighway). Also, it required an Order of Conditions from the Milford Conservation Commission.

The NPC requires an Indirect Highway Access Permit from MassHighway and the filing of an Order of Conditions with the local conservation commission. The cumulative impacts of the project will not exceed any MEPA thresholds for a mandatory EIR.

The site underwent previous MEPA review, beginning in 1983, as part of Granite Industrial Park (EEA #5010). Granite Industrial Park was proposed as a 2 million sf industrial park consisting of office, industrial and warehouse uses. Associated mitigation, including the need for traffic improvements, transportation demand management measures, and stormwater management was developed for the industrial park as a whole. As planning advances for individual parcels, they are undergoing MEPA review if they meet or exceed thresholds and require state agency actions.

Comments from EOT indicate that the mitigation provided with construction of the original project should be sufficient to accommodate any increases associated with the proposed change. Comments provided by the Charles River Watershed Association (CRWA) express concern with the creation of additional impervious surfaces located in close proximity to wetlands and with the design of the stormwater management system. They indicate that incorporation of Low Impact Development (LID) techniques in stormwater design would improve the stormwater management system and reduce potential impacts to the Charles River. An Order of Conditions for the project change was issued by the Milford Conservation Commission on November 1, 2007. This process normally requires a review of the stormwater management system and its consistency with the MassDEP Stormwater Management Policy. I encourage the proponent to consider whether it can incorporate changes suggested by CRWA into its stormwater design.

The review of the NPC has served to adequately disclose the potential impacts and mitigation associated with this project. Based on the information in the NPC and after consultation with relevant public agencies, I find that outstanding issues can be addressed through state and local permitting. No further MEPA review is required.

November 26, 2007

Date



Ian A. Bowles

Comments received:

11/15/07	Executive Office of Transportation and Public Works (EOT)
11/15/07	Department of Environmental Protection (MassDEP)/Central Regional Office (CERO)
11/16/07	Charles River Watershed Association

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