



The Commonwealth of Massachusetts

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January 20, 2006

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

PROJECT NAME : Mo Vaughn Express Car Wash
PROJECT MUNICIPALITY : Attleborough
PROJECT WATERSHED : Ten Mile River
EOEA NUMBER : 13695
PROJECT PROPONENT : Terrance K. Elder
DATE NOTICED IN MONITOR : December 21, 2005

Pursuant to the Massachusetts Environmental Policy Act (M.G.L. c. 30, ss. 61-62H) and Sections 11.04 and 11.06 of the MEPA regulations (301 C.M.R. 11.00), I hereby determine that this project **does not require** the preparation of an Environmental Impact Report (EIR).

According to the Environmental Notification Form (ENF), the project involves the construction of a 3,750 s.f. convenience store with a coffee drive-thru facility, an 11,800 sf two bay automated car wash facility, a 6-bay auto detailing area, a 3-bay auto lubricating facility, and an automobile fueling station (12 fueling positions). The 3.2-acre project site, located on the east side of Route 1, was previously developed and currently contains a 1-story (3,200 sf) retail building, a single family house, and approximately 75 surface parking spaces. These existing buildings will be removed during project construction. The project will be serviced by the City of Attleborough's municipal water and sewer systems. Access to the project site will be provided by 3 separate curb cuts along the west side of Route 1 (Washington Street).

The project is undergoing review pursuant to section 11.03(6)(b)(13) of the MEPA regulations, because the project will generate more than 2,000 new vehicle trips per day. The project will require an Access Permit from the Massachusetts Highway Department (MHD). The project may also require a Groundwater Discharge Permit, a Water Management Act Permit and a Sewer Connection Permit from the Department of Environmental Protection (DEP).

Using the Institute of Traffic Engineers Trip Generation land use codes 814 (Specialty Retail), 946 (Gasoline/Service Station with Convenience Market and Car Wash), 948 (Automated Carwash), and 941 (Quick Lubrication Vehicle Shop), and empirical data collected from similar facilities, the project is estimated to generate more than 2,000 vehicle trips (approximately 2,610 vtd total) on the average weekday. This project will consume approximately 4,825 gallons per day (gpd) of water. The proponent proposes to discharge the wastewater to a municipal wastewater treatment facility. The proponent's proposed demolition of existing buildings and structures located within the project site will need to comply with DEP's Solid Waste regulations (M.G.L. Chapter 40, Section 54), and Air Quality Control regulations (310 CMR 7.15).

Because the proponent is not seeking financial assistance from the Commonwealth for the project, MEPA jurisdiction extends to those aspects of the project within the subject matter of required or potentially required state permits and that have potential to cause significant Damage to the Environment. The following issues will need to be addressed in the permitting process.

Stormwater/Drainage:

As described in the ENF, the stormwater management plan will be designed to meet DEP's Stormwater Management Policy guidelines, and will include the use of deep sump stormwater catch basins connected via a subsurface collection system to convey stormwater and roof runoff from the northern portion of the project site directly to a sediment forebay and stormwater detention basin located in the southeastern portion of the project site. Stormwater flows from the southern portion of the site will be conveyed to a groundwater recharge area located west of the proposed detention basin. The proposed stormwater management plan includes a maintenance schedule involving regularly scheduled parking lot sweeping and catch basin cleaning.

Wastewater:

In their comments, DEP has indicated that the project will generate non-sanitary wastewater flows that may contain industrial wastewater from the proposed car washing and lubrication facilities, and will require a sewer connection permit from DEP. The proponent will need to demonstrate to DEP that the proposed discharge of the project's non-sanitary wastewater flows to the Attleborough's municipal wastewater collection and treatment systems is feasible.

Transportation:

The proponent has committed to a traffic mitigation program involving on-site signage and clearly marked vehicle travel lanes, and off-site improvements to Route 1, including, the 14' widening of Route 1, along a 300 lf length of project site's Route 1 frontage, to provide a two-way left-turn lane in and out of the main site driveway located in the middle of the project site.

According to the comments received from MHD, the proposed Route 1 improvements will accommodate a two-way left-turn lane for southbound traffic to make left turns into the project site, and a short lane in the middle of Route 1 for left-turning traffic exiting the site. I ask that the proponent continue to work closely with EOT's District 5 Office to coordinate the proposed Route 1 improvements with MHD's construction plans.

Parking and Site Layout:

Parking at the site is proposed to include approximately 44 on-site surface parking spaces, including 17 spaces identified as employee parking, and 12 parking spaces identified as part of the proposed automobile fueling station area.

According to the proponent's comments made during the MEPA Scoping session for this project, the proponent has continued to work closely with the City of Attleborough and MHD to design a user-friendly vehicular and pedestrian internal circulation pattern for the project site. The proponent has committed to establishing clearly marked vehicle and pedestrian internal circulation patterns within the project site to facilitate safe pedestrian and vehicle movement to and within the project site.

Based on a review of the information provided by the proponent and after consultation with the relevant public agencies, I find that the potential impacts of this project do not warrant the preparation of an EIR. The proponent can resolve the remaining issues during the process of final design and during the permitting process.

EOEA #13695

ENF Certificate

01/20/06

January 20, 2006
DATE


Stephen R. Pritchard, Secretary

Comments received:

01/10/06 MA Department of Environmental Protection – SERO
01/10/06 Massachusetts Highway Department (MHD)

#13695 ENF
SRP/NCZ/ncz