



The Commonwealth of Massachusetts

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January 22, 2007

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

PROJECT NAME : Scituate Hill Subdivision
PROJECT MUNICIPALITY : Chief Justice Cushing Highway (Route 3A) - Cohasset
PROJECT WATERSHED : South Coastal
EOEA NUMBER : 13928
PROJECT PROPONENT : Crocker II Realty
DATE NOTICED IN MONITOR : December 23, 2006

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 determine that this project **does not require** the preparation of an Environmental Impact Report (EIR).

According to the Environmental Notification Form (ENF), the proposed project consists of the construction of a four lot commercial subdivision of 65,000 square feet (sf), which includes an approximately 20,000 sf warehouse/office building, 30,000 sf of office space, and 15,000 sf of retail space. The existing 11.8 acre site is vacant of structures. The proponent proposes to construct an access driveway onto the Chief Justice Cushing Highway across from the intersection of King Street.

The project is subject to review pursuant to Sections 11.03(1)(b)(2) and 11.03(6)(b)(14) of the MEPA regulations because the project creates five or more acres of impervious area and it generates 1,000 or more new trips and includes the construction of 150 or more new parking spaces. It will require an Access Permit from the Massachusetts Highway Department (MassHighway). The project may need to obtain a Shared Septic System Permit from the Department of Environmental Protection (MassDEP). It may need to comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site. MEPA jurisdiction is limited to those aspects of the project within the subject matter of state permits and that may have significant environmental impacts (traffic).

The project will be supplied with public water by the local municipal system. The project

is estimated to consume approximately 3,800 gallons per day (gpd) of water. It is estimated to generate approximately 3,450 gpd of wastewater, which will flow to a Shared Title 5 Septic System. The project site is located within the Zone III Area of Contribution to the Elms Meadow Well Field and the Cohasset Water Resource Protection District.

Based on the Institute of Traffic Engineers Land Use Codes 150, 710, and 814, the proposed project is estimated to generate approximately 1,100 new daily trips. The proponent is proposing to construct 250 parking spaces for the project.

The quality of stormwater runoff generated by the project will be improved by the implementation of Best Management Practices. Existing site runoff is sheet flow. The proponent will create approximately 5.33 acres of impervious area. Runoff from the proposed parking areas will flow to catch basins equipped with deep sumps and hoods that flow to a water quality unit and an existing detention pond. The proponent is proposing a forebay within the detention pond. Roof runoff will flow to this same system, but infiltration will be investigated during final design. The peak rate of water discharging from the site will remain less than existing runoff levels. The proponent has committed to perform an annual inspection and maintenance program for the stormwater collection system. Maintenance will include seasonal driveway and parking lot sweeping.

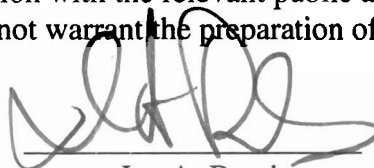
The project will include a 4-foot wide sidewalk along the Chief Justice Cushing Highway site frontage where feasible. The site driveway should include a sidewalk along at least one side.

The proponent has met with MassHighway and proposed to signalize the Route 3A/Site Drive/King Street intersection. It should coordinate this improvement with the Massachusetts Bay Transportation Authority (MBTA), which is proposing improvements to this intersection as part of its mitigation for the Greenbush line commuter rail extension. MassHighway has recommended that the proponent commit to a comprehensive Transportation Demand Management (TDM) Program such as pedestrian linkages to Route 3A, bicycle amenities, and posting future MBTA commuter rail schedules/information. These issues can be addressed during the MassHighway permitting process.

Based on a review of the information provided by the proponent, a review of the comment letters, 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.

January 22, 2007

Date



Ian A. Bowles

cc: Sharon Stone, MassDEP/SERO

Comments received:

Cavanaro Consulting, 1/3/07
MA Div. of Marine Fisheries, 1/5/07
EOT, 1/10/07
Norfolk Ram Group, 1/12/07
DEP/SERO, 1/12/07

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