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May 17, 2006

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

PROJECT NAME : Granite Hills Marketplace (formerly Fortune Boulevard)  
PROJECT MUNICIPALITY : Milford  
PROJECT WATERSHED : Charles River  
EOEA NUMBER : 13668  
PROJECT PROPONENT : National Development  
DATE NOTICED IN MONITOR : April 10, 2006

As Secretary of Environmental Affairs, I hereby determine that the Final Environmental Impact Report (DEIR) submitted on this project **adequately and properly complies** with the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62H) and with its implementing regulations (301 CMR 11.00).

### Project Description

As described in the ENF and updated in the DEIR and the FEIR, this project consists of the construction of a retail center on a 18.3 acre site within Granite Industrial Park (previously reviewed as EOE #5010) in Milford, MA. The project includes construction of 100,000 square feet (sf) of retail space (within four stores) and a 5,800 sf restaurant, access drives, parking lots, a stormwater management system and associated utilities. The site is bounded by Interstate-495 to the north, a Target retail store to the east, Fortune Boulevard to the south and a Holiday Inn Express and Lowe's to the west. Approximately 16 acres of the site was previously altered from quarrying operations. An area of the site owned by Target (which was being held in reserve in the event additional parking was necessary) will be purchased by the proponent for its parking lot.

Project impacts are associated with the generation of more than 3,480 vehicle trips on an average weekday and 4,650 vehicle trips on an average Saturday, creation of 8.8 acres of new impervious area, creation of 560 parking spaces, use of 14,174 gallons per day (gpd) of water and generation of 12,885 gpd of wastewater. The proponent has proposed roadway improvements, traffic control measures and transportation demand management (TDM) strategies to increase capacity, improve traffic flow and minimize traffic generation. In addition, the project includes construction of a stormwater management system and measures to minimize construction period impacts.

The environmental impacts of Granite Industrial Park, a 2 million sf industrial park consisting of office, industrial and warehouse uses, were reviewed by MEPA (EOEA #5010) beginning in 1983. Associated mitigation, including the need for traffic improvements and transportation demand management measures, was developed for the industrial park as a whole. As planning has advanced for individual parcels, they are undergoing MEPA review if they meet or exceed thresholds.

### Jurisdiction

The project is undergoing MEPA review and is subject to preparation of a mandatory EIR pursuant to Section 11.03 (6)(a)(6) because it requires a state permit and will generate more than 3,000 new average daily trips (adt). The project requires an Access Permit from the Massachusetts Highway Department (MHD). Also, it requires an Order of Conditions from the Milford Conservation Commission (and hence a Superseding Order of Conditions in the event the local Order is appealed).

Because the proponent is not seeking financial assistance from the Commonwealth for the project, MEPA jurisdiction extends to those aspects of the project that may cause significant Damage to the Environment and that are within the subject matter of required or potentially required state permits. These include traffic, air quality, wetlands, drainage and water quality.

### Review of the FEIR

Because the DEIR provided a reasonably complete and stand-alone description and analysis of the project and its alternatives, the March 17, 2006 Certificate on the DEIR indicated that I would allow the proponent to submit the FEIR as a response to comments document. The FEIR addressed the substantive comments received, provided an update on traffic mitigation and provided revised Section 61 Findings as required.

The FEIR provides a description of the proponent's consultation with the Framingham LIFT bus system regarding extending service to Fortune Boulevard. It indicates that the LIFT operator is not interested in extending service because it would increase travel times for existing users commuting to and from Framingham. In lieu of supporting such a service, the proponent has indicated that it will collect travel demand data (employment levels, travel demand data, trip origination/destination data) for the project and other commercial and business uses in close proximity to the project on Fortune Boulevard. These businesses include Target, Quarry Place/Lowe's, Holiday Inn Express Hotel, Caterpillar and the Fafard properties located on the south side of Fortune Boulevard. This information will be used to develop a service and ridership impact statement. Also, the proponent has indicated that it will coordinate with

MassRIDES to develop and distribute a flyer or other type of communication to advertise the MassRIDES services available to tenants and to other businesses in the area.

The FEIR indicates that the proponent will construct a second westbound through lane at the Fortune Boulevard/Target driveway intersection as suggested in comments on the DEIR by the Town of Milford and the Metropolitan Area Planning Council (MAPC). The proponent re-analyzed the intersection to incorporate this change and the analysis demonstrates that the change will improve the effectiveness of mitigation at this intersection. As required, the proponent also provided a queue length summary including the average and 95<sup>th</sup> percentile queue lengths in tabular format along with the available storage lengths for the study area intersections.

### Mitigation

The FEIR includes revised Draft Section 61 Findings (in the form of an updated letter of commitment for the MHD access permit). The FEIR indicates that the proponent is committed to the following mitigation measures:

- Geometric improvements to the Quarry Drive/Fortune Boulevard intersection to add capacity to the Target driveway and Quarry Drive approaches, including two westbound through lanes.
- Replacement of the sidewalk along the entire frontage of the project site.
- Review of the traffic signal operations on Fortune Boulevard (Route 85, Lowe's Driveway, and Quarry Drive) to determine if coordination is appropriate. If warranted, the proponent will develop and implement a coordination plan using existing signal hardware and provide it to MHD for review prior to its implementation.
- Development of a TDM plan to minimize single occupancy vehicle (sov) trips including a partnership with MassRIDES, the designation of an on-site transportation coordinator, implementation of a ridematching service and provision of secure bicycle racks.
- Collection of travel demand data (employment levels, travel demand data, trip origination/destination data) for the Project and other commercial and business uses in close proximity to the project on Fortune Boulevard.
- Reconstruction of the existing sidewalk along the project site frontage on Fortune Boulevard.
- Use of erosion and sedimentation controls during construction.
- Use of retaining walls and rock slopes to minimize disturbance to wetland resource areas.
- Development of stormwater management infrastructure and maintenance consistent with DEP Stormwater Policy.

Based on a review of the FEIR and consultation with public agencies, I find that the FEIR has addressed the issues within MEPA jurisdiction as required. I am satisfied that any outstanding issues can be addressed through the state and local permit and review process. The proposed project requires no further review under MEPA and may proceed to state permitting.

May 17, 2006  
Date

  
Stephen R. Pritchard

Comments received:

5/10/06      Executive Office of Transportation (EOT)

SRP/CDB/cdb