



# *The Commonwealth of Massachusetts*

*Executive Office of Environmental Affairs*

*100 Cambridge Street, Suite 900*

*Boston, MA 02114-2524*

MITT ROMNEY  
GOVERNOR

KERRY HEALEY  
LIEUTENANT GOVERNOR

STEPHEN R. PRITCHARD  
SECRETARY

Tel. (617) 626-1000  
Fax. (617) 626-1181  
<http://www.mass.gov/envir>

July 28, 2006

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

PROJECT NAME : Douglas Street Business Park  
PROJECT MUNICIPALITY : Uxbridge  
PROJECT WATERSHED : Blackstone  
EOEA NUMBER : 13681  
PROJECT PROPONENT : S&B Land Development, Inc.  
DATE NOTICED IN MONITOR : June 21, 2006

As Secretary of Environmental Affairs, I hereby determine that the Single Environmental Impact Report (SEIR) 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).

The proposed project consists of a mixed-use business park comprising office and retail uses, a gas station, car wash, restaurant, and coffee shop (estimated at 40,000 square feet of buildings). The project includes construction of a 900-foot cul-de-sac roadway designed to serve six lots. The project is located on an approximately 11-acre site on the south side of Douglas Street at the intersection of Route 16 and Route 146 in Uxbridge.

The project is expected to generate 4,350 new vehicle trips on an average weekday (for a total of 5,652 trips) and 5,394 new vehicle trips on an average Saturday (for a total of 7,026 trips). Other project impacts include alteration of 4,790 square feet of bordering vegetated wetlands (BVW) and 45 linear feet of inland bank. The project will also result in creation of approximately 6 acres of impervious area, and includes construction of 165 parking spaces. The development will be served by town water and sewer and includes construction of 0.17 miles of water mains and 0.17 miles of sewer mains.

The project is undergoing MEPA review and is subject to a mandatory EIR pursuant to Section 11.03(6)(a)(6) because it involves generation of 3,000 or more new average daily trips (adt) on roadways providing access to a single location. The project is also undergoing MEPA review pursuant to Section 11:03(1)(b)(2) because it involves creation of five or more acres of new impervious area.

The proposed project requires an Access Permit from the MassHighway Department (MHD). The project also requires a Sewer Extension Permit and a Water Supply Distribution System Modification Permit from the Department of Environmental Protection (DEP). The project requires an Order of Conditions from the Uxbridge Conservation Commission (and, on appeal only, a Superseding Order from DEP) and may require a 401 Water Quality Certification from DEP.

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 state permits with the potential to cause damage to the environment. In this case, MEPA jurisdiction extends to land, traffic, water supply, wastewater and wetlands.

## REVIEW OF SINGLE EIR

As required by the Scope of the Certificate on the Environmental Notification Form (ENF), dated December 29, 2005, the SEIR included a project summary, which included a timeline and a summary of project alternatives, impacts and mitigation measures. The SEIR also included maps and site plans, an update on the state permit process, and additional information and mitigation commitments as further detailed below.

### Alternatives and Sustainable Design

As required by the Scope, the SEIR considers alternatives to reduce impervious area and incorporate Low Impact Development (LID) techniques, and other sustainable design measures. The proponent is considering shortening the roadway and combining lots 4, 5 and 6 to accommodate a single retail use, which could significantly reduce impervious area and the size of detention basins, as well as the amount of clearing and grading required. The proponent has committed to the following sustainable design measures:

- LID techniques including maintenance of natural watercourses, on-site groundwater recharge and a range of stormwater management best management practices (BMPs);
- Use of high-performance building materials;
- Water conservation and water recycling; and
- Ecological landscaping.

### Transportation

The SEIR includes a revised traffic study that generally conforms to the EOEAEOT Guidelines for EIR/EIS Traffic Impact Assessments. The analysis in the ENF employed individual land use codes for each of the six proposed uses. The SEIR includes a traffic impact study based on land use codes for a Shopping Center, using a 25% credit for pass-by trips, as requested by the Executive Office of Transportation (EOT). EOT has indicated that this analysis, (using the shopping center land use code), will more conservatively reflect proposed traffic conditions.

The SEIR included capacity analysis and queues for each of the study area intersections. The proponent should expand upon the traffic analysis to include level of service (LOS) and average and 95<sup>th</sup> percentile vehicle queue summaries for the “Build with Mitigation” conditions. This information should be provided to EOT and MHD as part of the permitting process.

The SEIR proposes a mitigation plan including geometric improvements at the Route 16 site access intersection and the Route 16/146 northbound and southbound ramps. MHD has concurred with the proposed mitigation measures and will work with the proponent to resolve any design issues during the permitting stage. The proponent has also committed to a traffic monitoring study which will include the site drive and the Route 16 intersection with Route 146. As noted by the EOT in its comment letter, if the monitoring study indicates a need for mitigation at the site drive, the proponent will be required to design and construct the improvements. Additional mitigation at the Route 16/146 northbound/southbound ramps will be the responsibility of MHD.

The SEIR includes a proposed Transportation Demand Management (TDM) program aimed at reducing single-occupant vehicle trips to the site. The TDM program includes a ridesharing service and partnership with MassRides, and accommodations for pedestrian, bicycle and transit access to the site.

### Water Supply and Wastewater

The project will be served by municipal water and sewer. The SEIR provides additional information on water supplies in the project area and water demand of the proposed project as required by the Scope. The estimated water demand for the project is 16,050 gallons per day. According to the SEIR, there are no private or public water supplies located within one half-mile of the project and no interim wellhead protection areas or delineated Zone II's within one mile of the project. The SEIR proposes a car wash facility, which will be designed to recycle water thus reducing potential fresh water use by approximately 80%. The proponent has submitted applications for sewer extension and water supply (distribution modification) permits to DEP for its review.

Wetlands

The SEIR included a wetlands resource evaluation, replication plans, and a draft Deed Restriction, which the proponent is proposing in lieu of a 401 Water Quality Certification. According to the SEIR, the draft Deed Restriction has been submitted to DEP for its review and, if approved, would limit the amount of fill on the project site to a total of 5,000 sf.

Mitigation and Section 61 Findings

The SEIR included a summary of mitigation commitments and draft Section 61 Findings for state permits. The proponent has committed to mitigation measures including:

Roadway geometric improvements, traffic monitoring, and a TDM program;  
A wetlands replication area of 7,145 square feet (approximately 150% of altered area), retaining walls at wetlands crossings, and installation of three-sided box culverts and pipe culverts;

- Erosion and sedimentation controls and a phased approach to construction to minimize erosion impacts;
- A stormwater management system designed to maintain existing drainage patterns and incorporate best management practices for treatment of run-off, and an Operations and Maintenance Plan;
- Use of recycled water at car-wash facility;
- Encouraging future property owners to incorporate water conservation and energy-efficiency in project design, and promote awareness among employees and customers of proposed facilities.

I am satisfied that the SEIR adequately assessed potential project impacts and committed to measures that will avoid, minimize and mitigate adverse impacts. I am satisfied that any outstanding issues can be addressed through the state and local permit and review process. State agencies should forward copies of the final Section 61 Findings to the MEPA Office for completion of the project file. The proposed project requires no further review under MEPA and may proceed to state permitting.

July 28, 2006

DATE

  
Stephen R. Pritchard, Secretary

**Comments Received:**

7/25/06 Executive Office of Transportation – Office of Transportation Planning

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