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November 16, 2006

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

PROJECT NAME	: Proposed Redevelopment Project (formerly Wilmington Mixed-Use Retail Project)
PROJECT MUNICIPALITY	: Wilmington
PROJECT WATERSHED	: Ipswich
EOEA NUMBER	: 13731
PROJECT PROPONENT	: Wilmington Main Realty Limited Partnership
DATE NOTICED IN MONITOR	: October 10, 2006

As Secretary of Environmental Affairs, I hereby determine that the Final Environmental Impact Report (FEIR) 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). No further MEPA review is required.

As described in the Expanded Environmental Notification Form (EENF) and updated in the DEIR and FEIR, the project involves the redevelopment of the former Wilmington Ford auto dealership property, and includes the development of a mixed-use retail shopping center on a 11.5-acre site located on the west side of Route 38 (Main Street) in Wilmington. The proponent proposes to subdivide the project site to create two separate lots. The redevelopment will be located on Lot A, a 7.54 acre parcel. No additional development is proposed for Lot B, a 4 acre parcel containing an existing Subaru dealership, although access to the site will be modified by the redevelopment project. The redevelopment consists of construction of 78,200 sf of retail space within five buildings (a 55,679 sf 'Main Retail Building', a 4,600 sf restaurant, a general 7,500 sf retail building, a 3,200 sf bank with a drive-thru window, an 1,800 sf coffee shop with drive-thru window, and a 1,300 sf luncheonette restaurant). It will include 312 surface parking spaces and improvements to existing roadway, sewer, water and stormwater infrastructure. The project is estimated to generate approximately 5,802 average daily trips (adt) on a weekday and 7,912 adt on a Saturday.

The project is subject to review and mandatory preparation of an EIR pursuant to Section 11.03 (6)(a)(6) of the MEPA regulations, because the project requires a state permit and it will generate 3,000 or more new adt. The project requires an Access Permit from the Massachusetts Highway Department (MHD). Also, it requires an Order of Conditions from the Wilmington Conservation Commission, which was issued on August 17, 2006. The project must comply with the National Pollution Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site of over one acre.

Because the proponent is not seeking financial assistance from the Commonwealth, MEPA jurisdiction extends only to those aspects of the project that may have significant environmental impacts and that are within the subject matter of required or potentially required state permits. In this case, MEPA jurisdiction extends to land alteration, stormwater and traffic.

Review of the FEIR

Because the DEIR provided a reasonably complete and stand-alone description and analysis of the project and its alternatives and addressed mitigation adequately, I allowed the proponent to submit the FEIR as a Response to Comments. The proponent was required to address the substantive comments received and to revise its draft Section 61 Findings as appropriate.

As required, the FEIR responds to comments made by EOT and MassDEP on the DEIR. The FEIR clarifies the proponent's commitment to updating and interconnecting the signals along Route 38 into one functioning traffic control system. EOT comments indicate that the Section 61 Findings will need to be revised during permitting to specifically state that the proponent will update and install all equipment needed to create a coordinated system and coordinate with the Town and other abutters to facilitate its implementation. The FEIR provides documentation from the owners of the Wilmington Plaza indicating support of proposals to relocate driveways and traffic signals along its frontage. Comments from MassDEP and EOT indicate that no additional review is required.

Mitigation/Section 61

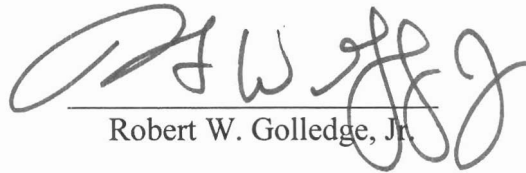
The FEIR includes updated mitigation commitments and Section 61 Findings. It indicates that the proponent is committed to the following measures to avoid, minimize and mitigate project impacts:

- Development of a stormwater management system consistent with MassDEP's Stormwater Management Policy. It will include deep sump hooded catch basins, a Vortech Model 9000 treatment unit, 6 sub-surface recharge facilities to infiltrate clean rooftop runoff (up to a 5 year storm) and, in the northwestern corner of the site, a grassed swale and biofiltration basin.
Use of low-flow plumbing fixtures for all tenants, use of a low-flow dishwasher and a dish pre-rinser with a water conservation aerator tip by the restaurant, use of a high-pressure steam sanitizer by the coffee shop and a commitment not to use automatic dishwashers or sanitizers in the sandwich shop.

- Use of drought tolerant plants in the landscape design and a commitment not to use potable water for landscape irrigation.
- Retention of a Licensed Site Professional (LSP) to provide oversight during design and construction and to review development of a Soils Management Plan (SMP).
- Construction of upgrades and improvements to existing and proposed access drives at the project site including: re-location of a traffic signal from Lot B to the main site drive at Lot A and its intersection with Route 38; two entry and two exit lanes at the Route 38 intersection separated by a landscaped center island; construction of a new right turn only exit drive onto Route 38 in the southeastern corner of Lot A; and construction of a driveway connection from Lot A to Lot B.
- Coordination of signal timing along Route 38 including its intersections with the following: main site drive, Richmond Street, Wilmington Plaza South Drive, Clark Street, commuter rail parking lot, Church Street/Burlington Avenue.
- Implementation of a transportation demand management (TDM) program including an employee ride-matching program (carpooling and vanpooling); a "Guaranteed Ride Home" program; use of staggered employee work hours; construction of pedestrian sidewalks and crosswalks throughout the development; and development of on-site amenities including employee direct deposit banking and secured bicycle storage racks.

November 16, 2006

Date



Robert W. Golledge, Jr.

Comments received:

11/9/06 Massachusetts Department of Environmental Protection (MassDEP)
11/10/06 Executive Office of Transportation (EOT)

RWG/CDb/cdb