

ENF Environmental Notification Form

For Office Use Only
 Executive Office of Environmental Affairs

EOEA No.: 13668
 MEPA Analyst: Deirdre Buckley
 Phone: 617-626-1044

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Retail Center – Fortune Boulevard		
Street: Fortune Boulevard – Lots 30 and 31B		
Municipality: Milford	Watershed: Charles	
Universal Transverse Mercator Coordinates: Zone 19, 46 70 630 N, 2 93 233 E	Latitude: 42° 09' 44" N Longitude: 71° 30' 09" W	
Estimated commencement date: Spring 2006	Estimated completion date: Spring 2007	
Approximate cost: \$20 million	Status of project design: 25% complete	
Proponent: National Development		
Street: 2310 Washington Street		
Municipality: Newton Lower Falls	State: MA	Zip Code: 02462
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Justin Fay		
Firm/Agency: Vanasse Hangen Brustlin, Inc.	Street: 101 Walnut Street	
Municipality: Watertown	State: MA	Zip Code: 02471
Phone: 617-924-1770	Fax: 617-924-2286	E-mail: jfay@vhb.com

- Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
 Yes No
- Has this project been filed with MEPA before?
 Yes (EOEA No. _____) No
- Has any project on this site been filed with MEPA before?
 NOTE: See Attachment B (MEPA Background) ⇒ Yes (EOEA No. 5010) No

- Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:
- a Single EIR? (see 301 CMR 11.06(8)) Yes No
 - a Special Review Procedure? (see 301CMR 11.09) Yes No
 - a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes No
 - a Phase I Waiver? (see 301 CMR 11.11) Yes No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres): _____
The Project involves no financial assistance or land transfer from any state agency.

Are you requesting coordinated review with any other federal, state, regional, or local agency?
 Yes (Specify _____) No

List Local or Federal Permits and Approvals: Town of Milford: Site Plan Approval (Planning Board);
Order of Conditions (Conservation Commission); Water & Sewer Connection Permits;
Federal: NPDES General Permit for Construction Activities (U.S. EPA).

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- | | | |
|--|---------------------------------------|--|
| <input checked="" type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input type="checkbox"/> Water | <input type="checkbox"/> Wastewater | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air | <input type="checkbox"/> Solid & Hazardous Waste |
| <input type="checkbox"/> ACEC | <input type="checkbox"/> Regulations | <input type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
LAND				<input checked="" type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input type="checkbox"/> Chapter 91 License <input type="checkbox"/> 401 Water Quality Certification <input checked="" type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input type="checkbox"/> Other Permits (including Legislative Approvals) – Specify
Total site acreage	±18.3 acres			
New acres of land altered		- 0 -		
Acres of impervious area	- 0 -	±8.8 acres	±8.8 acres	
Square feet of new bordering vegetated wetlands alteration		- 0 -		
Square feet of new other wetland alteration		- 0 -		
Acres of new non-water dependent use of tidelands or waterways		N/A		
STRUCTURES				
Gross square footage	- 0 -	±105,800 SF	±105,800 SF	
Number of housing units	- 0 -	- 0 -	- 0 -	
Maximum height (in feet)	- 0 -	±35 ft	±35 ft	
TRANSPORTATION				
Vehicle trips per day	- 0 -	±4,360 trips	±4,360 trips	
Parking spaces	- 0 -	±593	±593	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	- 0 -	±14,174 GPD	±14,174 GPD	
GPD water withdrawal	- 0 -	- 0 -	- 0 -	
GPD wastewater generation/ treatment	- 0 -	±12,885 GPD	±12,885 GPD	
Length of water/sewer mains (in miles)	- 0 -	Water ±0.38 Sewer ±0.38	Water ±0.38 Sewer ±0.38	

CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

Yes (Specify: _____) No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

Yes (Specify: _____) No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

Yes (Specify: _____) No

HISTORICAL /ARCHAEOLOGICAL RESOURCES: Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes (Specify: _____) No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes (Specify _____) No

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify: _____) No

PROJECT DESCRIPTION: The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative (*You may attach one additional page, if necessary.*)

National Development (the "Proponent") proposes to construct a Retail Center (the "Project") on Fortune Boulevard in Milford, Massachusetts. The approximately 18.3-acre project 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 home improvement store to the west. The project site has significant frontage on and access from Fortune Boulevard (a local roadway). Fortune Boulevard provides connection to Route 85, which has an interchange with Interstate-495. In this vicinity, Route 85 is a locally maintained roadway and not under Massachusetts Highway Department jurisdiction. Most of the site is previously disturbed land. Approximately 16 acres is vacant land associated with past rock quarrying activities. The Proponent will obtain the easternmost 2.3-acre portion of the site from the adjacent Target store property—land that Target had reserved for potential future expansion of its parking lot but now has determined is unnecessary. Figure 1 shows the site location and Figure 2 depicts existing site conditions.

The general surrounding area has a long history of previous MEPA review. The project site is a portion of a 300+ acre area originally known as Granite Industrial Park (EOEA #5010), which underwent a full MEPA review in the early 1980s. Granite Industrial Park was originally envisioned as a mixture of primarily office, research and development (R&D), and light industrial land uses. Given the large land area involved and changing market conditions over time, the Granite Industrial Park area has subsequently been developed with a wider variety of uses including retail, hotel, and other business uses but with correspondingly less office and R&D uses. Approximately 80 percent of the land area of the original Granite Industrial Park is now built-out. As development proceeded within the original Granite Industrial Park area, some projects generally conformed to the originally reviewed master plan and were constructed without the need for further MEPA review. However, in the nearly 25 years since the original MEPA review, a dozen or more individual development projects within the original Granite Industrial Park area have proceeded only after additional, individual MEPA filings were made for these individual projects. There has not been a consistent approach to MEPA review of these individual projects. In some cases, a Notice of Project Change (NPC) was filed for individual projects as a modification to the original MEPA review of the Granite Industrial Park. In other cases, individual projects underwent an entirely new MEPA review through the filing of a new Environmental Notification Form (ENF) followed by an Environmental Impact Report (EIR) if necessary. The Proponent has consulted with the MEPA Staff to confirm the appropriate approach to MEPA review for the proposed new Retail Center. The MEPA Staff has advised the Proponent that it is appropriate to file a new ENF to initiate a new and specific MEPA review of this Project. Although the MEPA history associated with the original Granite Industrial Park land area has not been well documented, Attachment B (*MEPA Background*) to this ENF presents a summary of the MEPA background for the area based on a review of the MEPA database and other available files.

(continued on next page)

Project Description (continued)

Environmental Notification Form

Retail Center – Fortune Boulevard

Milford, Massachusetts

The proposed Retail Center involves construction of approximately 105,800 square feet (SF) of building space for multiple retail tenants and a restaurant. As currently planned, the Project will likely have five to seven retail stores (approximately 100,000 SF total) and a single restaurant (approximately 5,800 SF). Figure 3 illustrates the proposed conditions site plan. The retail uses will be sited in three areas of the property. Several retail uses (shown as Retail A-C) occupying approximately 50,000 SF of building space will be clustered at the south-central part of the site. At the back (northwestern section) of the property, there will be approximately 45,000 SF of building space for one or two retailers (shown as Retail D). A single, small retail use (Retail E) containing approximately 5,000 SF of building area will be constructed in the southwestern corner of the site. The approximately 5,800 SF sit-down restaurant will be constructed standalone in the southeastern portion of the project site. To minimize curb cuts and impact on Fortune Boulevard, the site vehicular access for all uses except Retail E will be provided via a new driveway through the center of the site that will connect to the existing access roadway that serves the adjacent Target store. There is existing traffic signal control for this Target store access drive at its intersection with Fortune Boulevard. The proposed individual Retail E use will need to have its own access drive from Fortune Boulevard due to the significant change in topography between this southwest corner of the site and the center of the site (a 25 – 30 foot elevation change over a 200-foot distance) where the main driveway is to be located. The site development will include construction of approximately 593 total parking spaces in surface lots, associated access ways, utility connections, a drainage system, and provision of site landscaping. The Project also will involve some minor reconfiguration of parking spaces on the immediately adjacent Target property to accommodate the new site access drive interconnection.

Under the original Granite Industrial Park master plan, the project site was proposed for office and R&D uses. Office and R&D development would have significant peak hour traffic impacts and, due to changing market conditions and the recent pattern of development in the area, these alternative uses are now considered infeasible. In addition to the No-Build Alternative, several site access, site layout and building program alternatives were considered throughout the preliminary design process. The existing onsite wetlands (previous quarry pits where wetland vegetation grew and thrived) are the most significant factor influencing the site layout. The wetlands essentially bisect the site on a southwest-northeast axis and divide the site into two large developable areas. Site layout options involve variations on the exact size and shape of building pads and parking areas within these developable areas. The program alternatives considered included development of two “big box” type retail stores instead of the greater mix of stores proposed under the Preferred Alternative, and development of a large supermarket with one or two smaller retail or restaurant uses. The site access options included construction of a full access driveway directly on Fortune Boulevard from the southwest corner of the site that would tie into the main site driveway that connects from the Target access road. This site access alternative would require extensive site grading work and also would introduce potential traffic safety/sight distance concerns given the curvature in the horizontal alignment of Fortune Boulevard. The development program alternatives would require more significant site work for the larger building pads, potentially more traffic generation, and introduce potential traffic issues and safety concerns due to an additional major curb cut on Fortune Boulevard. The Preferred Alternative provides a greater variety of retail/restaurant uses and reduces the Project’s overall impacts by utilizing the existing signalized Target access roadway for primary site access and reducing the amount of required earthwork. The Draft EIR will present and assess these alternatives in more detail.

From a community wide perspective, the Project reduces environmental impacts by locating development on a site that has been previously highly disturbed. The Project incorporates mitigation elements and/or proposed improvements to avoid or minimize areas of environmental impact including Project-generated traffic, stormwater runoff, and temporary construction period impacts. Transportation mitigation will include physical roadway improvements with modifications to the existing signalized Target site access drive intersection at Fortune Boulevard; off-site roadway improvements and traffic control measures to increase roadway/intersection capacity and improve level-of-service on local roadways; and implementation of Travel Demand Management strategies to reduce reliance on single-occupant automobiles. The environmental topic sections of this ENF provide a discussion of proposed measures that will mitigate potential impacts related to each applicable area of environmental review.