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May 22, 2009

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

PROJECT NAME : Balise Honda Auto Dealership
PROJECT MUNICIPALITY : 400 Riverdale Street (Route 5) – West Springfield
PROJECT WATERSHED : Connecticut River
EOEA NUMBER : 14410
PROJECT PROPONENT : YGP, LLC
DATE NOTICED IN MONITOR : April 22, 2009

Pursuant to the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62I) 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).

Project Description

According to the Environmental Notification Form (ENF), the proposed project consists of the construction of an approximately 21,786 square foot (sf) addition to an existing 19,351 sf retail building for a 39,206 sf new auto dealership/showroom with sales, service, and vehicle storage on 8.99 acres. The remainder of the site will be utilized for parking, access and vehicle storage. The site also currently contains approximately 46,775 sf of mixed-use space. These mixed uses consist of fifteen rental homes, 5,130 sf of equipment storage space, and 19,351 sf of recently vacated retail space. As part of the proposed project, the proponent will demolish the rental homes, the equipment storage space, and a portion of the existing retail building.

Jurisdiction

The project is subject to review pursuant to Sections 11.03(6)(b)(14) and 11.03(6)(b)(15) of the MEPA regulations because the project requires state permits and is expected to generate

1,000 or more new average daily trips on roadways permitting access to a single location and the construction of 300 or more new parking spaces. The project will require an Access Permit from the Massachusetts Highway Department (MassHighway). It may also need to obtain an Underground Injection Control General Permit for the registration of discharge to wells for subsurface infiltration of stormwater from the Department of Environmental Protection (MassDEP). The project must comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site. It will require an Order of Conditions from the West Springfield Conservation Commission for impacts to wetland resource areas and, on appeal only, a Superseding Order of Conditions from MassDEP.

Because the proponent is not seeking financial assistance for the proposed project, MEPA jurisdiction is limited to those aspects of the project that are within the subject matter of any required or potentially required state permits and that may cause Damage to the Environment, as defined in the MEPA regulations (in this case: wetlands, stormwater, and traffic).

Review of the ENF

The project will have one entrance driveway (right-turn only) and two exiting (right-turn only) driveways onto Riverdale Street (Route 5). Route 5 is a four-lane divided highway with right-turn access in this area. Other driveways are located onto Schaeffer Way (gated for emergency access only) and Eldredge Avenue. Based on the Institute of Traffic Engineers Land Use Code (LUC) 841, the proposed project is estimated to generate approximately 1,400 new vehicle trips per weekday. Using LUCs 150, 210, and 870, the existing uses on the site were estimated to generate approximately 243 trips. It is anticipated that 634 parking spaces will be constructed. Comments from MassHighway indicate that the traffic associated with the project can be accommodated by the roadway infrastructure already in place.

According to the ENF, the Town of West Springfield will supply the project with public water and wastewater service. The project will consume approximately 6,584 gallons per day (gpd) of water. It will generate approximately 5,925 gpd of wastewater.

The proponent has estimated that the redevelopment project will impact approximately 20,876 sf of Riverfront Area for Darby Brook. There will be a 2,676 sf net decrease in impervious area by reducing the building area within the Riverfront Area.

The project will create approximately 2.95 additional acres of impervious area. 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 to the local municipal and the MassHighway drainage systems. Under the stormwater management system proposed for the project, runoff from the proposed driveways and parking areas will flow to catch basins equipped with deep sumps and hoods. Stormwater would then flow to a hydrodynamic separator and then

to an infiltration basin with underground injection. Roof runoff will be infiltrated. The overall rate of water discharging from the site is expected to be less than existing peak runoff rates. No drainage will discharge to the MassHighway drainage system. The proponent has committed to perform an annual inspection and maintenance program for the stormwater collection system and a twice a year sweeping program of the proposed driveways and parking areas. It has developed a spill prevention plan that includes a gate valve prior to discharge into the stormwater basin as a precaution.

The proponent should use ultra low sulfur diesel fuel for off-road engines in construction vehicles to reduce fine particulate matter as recommended by MassDEP. It has contacted the local non-profit ReStore to explore the option of having the homes de-constructed as recommended by the Pioneer Valley Planning Commission (PVPC) to address the housing loss. Although the building is not Leadership in Energy and Environmental Design (LEED) certified, it will include steel framing with a high percentage of recycled material, low volatile organic compound paints and glues, reflective roofing, low volume toilets, energy efficient lighting with occupancy sensors, energy efficient heating, ventilation and air conditioning with economizers, thermal pane commercial window and storefront glass and carpeting and acoustical ceiling with a high percentage of recycled materials.

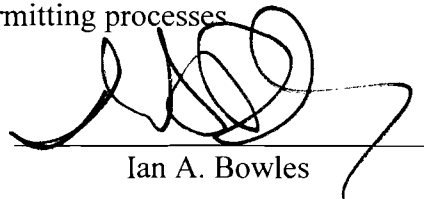
The proponent will construct new five-foot wide sidewalks along the perimeter of the property along Riverdale Road, Larone Avenue, and Elm Street, which will replace existing deteriorated sidewalks. It should address MassHighways' concerns regarding pedestrian access from Eldridge Avenue to Route 5 and the provision of a Transportation Demand Management (TDM) program with transit promotion for employees prior to the issuance of an Access Permit. I urge the proponent to work closely with MassHighway, the PVRC, the Pioneer Valley Transit Authority and the Town of West Springfield to develop a traffic mitigation plan that will facilitate the safe and effective use of public transportation and pedestrian access to the project site.

Conclusion

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. Any remaining issues can be addressed during the state permitting processes.

May 22, 2009

Date



Ian A. Bowles

Comments received:

Associated Builders, 4/21/09

Associated Builders, 4/24/09

Associated Builders, 4/24/09

Massachusetts Department of Environmental Protection/Western Regional Office, 5/11/09

Pioneer Valley Planning Commission, 5/12/09

Associated Builders, 5/18/09

Associated Builders, 5/19/09

Massachusetts Executive Office of Transportation, 5/19/09

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