

ENF Environmental Notification Form

<i>For Office Use Only</i> <i>Executive Office of Environmental Affairs</i>	
EOEA No.:	13359
MEPA Analyst:	NICK ZAVALAS
Phone:	617-626-1030

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: Long Cadillac/Hummer Dealership		
Street: 218-220 Turnpike Road		
Municipality: Southborough	Watershed: Sudbury	
Universal Transverse Mercator Coordinates: 19 291060E 4684913N (NAD27)	Latitude: 42°17'26"N Longitude: 71°31'58"W	
Estimated commencement date: April 2005	Estimated completion date: December 2005	
Approximate cost: \$5 million	Status of project design: 80 %complete	
Proponent: Long Automotive Group		
Street: 624 Waverly Street		
Municipality: Framingham	State: MA	Zip Code: 01702
Name of Contact Person From Whom Copies of this ENF May Be Obtained: John Bensley, P.E.		
Firm/Agency: Beals and Thomas, Inc.	Street: 144 Turnpike Road	
Municipality: Southborough	State: MA	Zip Code: 01772
Phone: 508-366-0560	Fax: 508-366-4391	E-mail: jbensley@btiweb.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?
 Yes (EOEA No. _____) 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 301 CMR 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 does not seek financial assistance and does not involve a land transfer.

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

List Local or Federal Permits and Approvals: Federal Permits: NPDES General Construction, NPDES Stormwater General Permit
Local Permits: Order of Conditions (Conservation Commission), Variance and Special Permit (ZBA), Subsurface Sewer Disposal System Permit (Board of Health)

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

- | | | |
|---------------------------------|---------------------------------------|--|
| <input 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"/> Superceding 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 <i>(including Legislative Approvals) -- Specify:</i>
Total site acreage	10.7			
New acres of land altered		0.2		
Acres of impervious area	3.28	-0.08	3.20	
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		0		
STRUCTURES				
Gross square footage	14,000	19,200	33,200	
Number of housing units	0	0	0	
Maximum height (in feet)	25	5	30	
TRANSPORTATION				
Vehicle trips per day ¹	400±	1,095±	1,495±	
Parking spaces	70±	230	300	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	<2,000	0	<2,000	
GPD water withdrawal	0	0	0	
GPD wastewater generation/ treatment	<2,000	0	<2,000	
Length of water/sewer mains (in miles)	0	0	0	

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

¹ The estimates of existing and future vehicle trips is likely to be high (see the "Impacts and Mitigation" section of the Project Description).

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.*)

Project Site

The subject property consists of a 10±-acre piece of land in Southborough, Massachusetts with frontage along Turnpike Road (Route 9), Middle Road, and Parkerville Road. The northern portion of the property adjacent to Route 9 is zoned for industrial use, while the southern portion is zoned as residential. Adjacent properties also include industrial and residential uses. Although Tri-State Freightliner, Inc. and the English Garden Florist have relocated off-site, the associated buildings remain. Red Barn Coffee Roasters is currently located on the property. Each business occupied/occupies its own building and all three buildings have associated parking. The project site contains three access points from Turnpike Road (Route 9); the English Garden Florist and Red Barn Coffee Roasters each have curb cuts off of Route 9 into parking areas, while access to Tri-State Freightliner is provided through a substandard curb cut with a slope of greater than 10%. The property also contains Bordering Vegetated Wetlands (BVW) in its western portion that are tributary to the Sudbury Reservoir, a Class A Outstanding Resource Water (ORW).

Project Proposal

Under the current project proposal a 33,000± gross square foot (gsf) Cadillac/Hummer automobile dealership will replace the Tri-State Freightliner building, Red Barn Coffee Roasters may remain in its current location, and the English Garden Florist will be removed from the site. Approximately 300 parking spaces, two stormwater management Best Management Practices (BMP) basins, a septic system and leaching area, and associated site landscaping and grading are proposed in conjunction with the automotive facility.

The proposed automobile sales dealership is appropriate for the site as the use is consistent with other retail, office, and industrial uses already present along Route 9 proximate to the project site. Access to the property will be provided at the location of the existing curb cut off Route 9 for the freightliner company. Under present conditions, this curb cut is substandard, and will therefore be reconfigured so as to comply with Massachusetts Highway Department (MHD) standards. The wide curb cut accessing the existing florist building will be closed, and the curb cut for Red Barn Coffee Roasters will be better channelized.

Automobile servicing will occur on-site and an Operation and Maintenance Plan will be instituted to address the handling of possible contaminants so as to comply with applicable local, state, and federal standards. Stormwater Best Management Practice (BMP) basins have been provided to mitigate stormwater runoff on-site. Building, landscaping, and other site amenities have been designed in accordance with local Site Plan Review regulations.

Impacts and Mitigation

The redevelopment of the site to house the proposed Cadillac/Hummer dealership will result in a decrease in impervious surfaces and an increase in traffic trips to and from the site. This ENF is being filed subsequent to the triggering of Transportation thresholds and the required filing of a Highway Access Permit due to the site's location abutting the State Highway Layout (SHLO) of Route 9. While traffic generation will increase, the truck traffic formerly associated with Tri-

State Freightliners, Inc., will no longer be accessing the site via Route 9 due to the relocation of the company. Furthermore, improvements to two existing curb cuts will be made, while a third curb cut will be closed and adequate sight distance (1600± feet) will be maintained for both the access/egress point for Red Barn Coffee Roasters as well as for the proposed dealership.

According to the New Car Sales category (Land Use Code 841) in the 1997 Institute of Transportation Engineers (ITE) Trip Generation Manual, 6th edition, volume 2, the proposed project is estimated to create 1,245± average daily trips (adt) to a single location each weekday, calculated based upon adt per 1,000 square feet. The same manual estimates 50± and 250± adt for a Specialty Retail Center (Land Use Code 814 and calculated based upon adt per 1,000 square feet) and Fast Food Restaurant without Drive-Through Window (Land Use Code 833 and calculated based upon adt per number of seats), respectively. These categories are the most similar to the existing florist and coffee shops on-site. Note, however, that the estimated number of adt to the florist shop is likely higher than the actual number of adt to the shop, as the adt estimates for a Specialty Retail Center were based upon a small strip shopping center carrying quality apparel, hard goods, real estate offices, dance studios, florists, and small restaurants, whereas the current use on-site in this category only includes the florist. There is no ITE generator similar to Tri-State Freightliner, Inc., and the facility has recently closed due to a purchase agreement by Long Automotive Group such that traffic counts cannot be completed; therefore, up to 100 adt are estimated to have been generated by the freightliner.

Considering that the proposed use is estimated to generate 1,245± adt, but that adt associated with the florist and freightliner will no longer be generated (150± adt cumulatively), the automobile dealership will result in a net increase of 1,095± adt to the site.

A similar facility in Framingham owned by the project proponent generates less than 400 adt. This calculation is based upon 50 employees (5 of whom leave and return once during the work day), 70 service customers, 35 service vehicle test drives, 20 prospective car buyers, and 11 deliveries. As a conservative estimate, 400 adt was used as the number of adt generated by this Framingham facility. Considering that the traffic volume counts on Route 9 performed by the Massachusetts Highway Department (MHD) proximate to the site (Woodland Ave) in 2001 report 44,000 adt, an additional 400 to 1,095± adt will not drastically alter traffic.

Vegetation will be selectively cleared to allow for construction of the automobile dealership and associated parking, however the majority of the work site is presently un-vegetated due to the existing development. Additional landscaping will be utilized to enhance the overall site aesthetics and to provide additional buffering if necessary. The site will be graded to allow for efficient drainage of the parking areas and stormwater detention basins will be constructed to effectively mitigate potential stormwater runoff impacts to on-site and adjacent jurisdictional wetland areas. During construction activities, stormwater will be managed in accordance with State and Federal regulations and Best Management Practices (BMP), which include appropriate erosion control measures (i.e. hay bales, silt fencing, etc.). Under current conditions the site does not contain any stormwater detention basins, however the proposed project will create 2 stormwater detention basins to prevent untreated stormwater runoff from entering the BVW. As required, a Notice of Intent has been filed with the Town of Southborough Conservation Commission regarding work in the buffer zone. All exposed soils will be re-vegetated to reduce potential erosion. These provisions will mitigate, to the maximum extent practicable, impacts from the construction of the automobile dealership.

Other Alternatives

No-Build: Under a No-Build scenario the property would remain developed but largely unoccupied, as both the freightliner and the florist have relocated their operations. This alternative is not practical, as the Long Automotive Group has agreements to purchase this property and the proposed location of the car dealership building is currently zoned for industrial development.

Reduced Build: This alternative would involve a building program of less than 33,000± gsf. However, a reduction in size is not practical as it would not allow the Applicant to build a facility that meets either its marketing needs or the needs of its customers.

Off-Site Build: This alternative is not feasible as it would involve purchasing another property within the industrial development district to house the proposed development. Furthermore, the Long Automotive Group intends to purchase the locus property due to its proximity to the Applicant's other operations in Framingham.