

Commonwealth of Massachusetts
 Executive Office of Energy and Environmental Affairs
 Massachusetts Environmental Policy Act (MEPA) Office

Environmental Notification Form

For Office Use Only

EEA#: 15965

MEPA Analyst: Erin Flaherty

The information requested on this form must be completed in order to submit a document electronically for review under the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Wrentham Business Center		
Street Address: 589-591 Washington Street		
Municipality: Wrentham	Watershed: Taunton River	
Universal Transverse Mercator Coordinates: N 2,841,800 E 710,200	Latitude: N 42 degrees 2.72'	Longitude: W 71 degrees 18.03'
Estimated commencement date: Winter 2017	Estimated completion date: Fall 2018	
Project Type: Commercial	Status of project design: 50 %complete	
Proponent: Edgewood Development Company, LLC		
Street Address: 3 Belcher Street		
Municipality: Plainville	State: MA	Zip Code: 02762
Name of Contact Person: Timothy D. Higgins		
Firm/Agency: Edgewood Development	Street Address: 3 Belcher Street	
Municipality: Plainville	State: MA	Zip Code: 02762
Phone: 508-643-2920	Fax: 508-643-0080	E-mail:

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
 Yes No X.

If this is an Expanded Environmental Notification Form (ENF) (see 301 CMR 11.05(7)) or a Notice of Project Change (NPC), are you 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

(Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?
 Impervious coverage & Traffic.

Which State Agency Permits will the project require? Mass Highway Department

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: None

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Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	31.2		
New acres of land altered		0	
Acres of impervious area	3.4	11.1	14.5
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	0	252,000 SF	252,000 SF
Number of housing units	NA		
Maximum height (feet)	NA	40' (+-)	40' (+-)
TRANSPORTATION			
Vehicle trips per day	0	3,286	3,286
Parking spaces	0	551	551
WASTEWATER			
Water Use (Gallons per day)	0	11,106 gal's	
Water withdrawal (GPD)	NA		
Wastewater generation/treatment (GPD)	0	11,106 gal's	
Length of water mains (miles)	.19	-	.09
Length of sewer mains (miles)	NA		
<p>Has this project been filed with MEPA before? Yes (EEA # _____) <input checked="" type="checkbox"/> No</p>			
<p>Has any project on this site been filed with MEPA before? <input checked="" type="checkbox"/> Yes (EEA # 12259) <input type="checkbox"/> No</p>			

GENERAL PROJECT INFORMATION – all proponents must fill out this section

PROJECT DESCRIPTION:

Describe the existing conditions and land uses on the project site: The locus is a vacant lot and former gravel pit located on the east side of Route One in Wrentham, MA .5 miles from Interstate 495 (Exhibit A). The areas scheduled for future development have been cleared of all vegetation and are generally leveled (Exhibit B). This action occurred pursuant to approvals granted in 2001 for the commercial development of this site and abutting property on Thurston Street. As a result of this previous approval, a 1,075' (+-) long paved roadway was constructed along with all underground utilities, stormwater conveyance pipes and two (2) stormwater management basins. The drainage basins and pipes were designed and constructed to receive stormwater from the previously approved development and roadway. The two (2) stormwater management basins are fully constructed and vegetated. The road was designed and built to the Town of Wrentham subdivision control standards which remain in place in 2017. It is at a base course of asphalt. Some of the existing road (565' +/-) and infrastructure will be employed in the revised development plan (Exhibit C).

Describe the proposed project and its programmatic and physical elements:

Pursuant to a definitive subdivision plan application filed with the Town, there will be three (3) new building lots along a 565' (+-) long existing cul-de-sac off of Route One (Exhibit D). Approximately 510 feet of the existing road and infrastructure will be removed to make room for the new building. Lot #1 is expected to be the future location of a coffee/donut building (2,000 SF +/-) and the future location of a family style restaurant (5,000 SF +/-). Lot #2 the subject of this application and the Phase One Waiver request, is the proposed location for the 116,000 SF (+-) NasKart commercial use. Lot #3 includes warehouse/commercial uses. It should be noted that there are no direct abutters to the project site other than an active auto salvage yard.

Short term construction impacts will be limited to site preparation and work on the proposed commercial building. Construction is expected to commence in the late winter of 2017 and be completed within nine (9) months. Mobilization and construction related vehicles will be present during this time period along the Route One corridor. Route One is a four-lane highway with breakdown lanes and this additional traffic will not be noticeable. The access road from Route One ("Commerce Way") has been constructed to a base course of asphalt with all utilities installed and will be employed to access Lot #2 as well Lots #1 and #3. The road length will be reduced by 510 feet (+-) to make room for the new building. The existing stormwater management basin will remain to accept stormwater from the road, the NasKart commercial site and the future uses.

The southerly side of Lot #2 will be re-graded for the new building and associated site improvements. Where necessary, existing piles of previously excavated materials will be removed and re-used on-site. Erosion control barriers will be installed between the construction site and the wooded areas abutting the Rabbit Hill Stream and two (2) off-site wetlands to the south (Exhibit E). Abutters to the site include an auto salvage business to the south, a truck parking lot to the north and Mike Truck stop service plaza and Luciano's restaurant (owned by the applicant) on the west side of Route One. Therefore, impacts from the site preparation and building construction will be negligible. Indirect short-term impacts will be an increase in construction related vehicles entering and leaving the locus.

If the requested Phase One Waiver is granted, there will be no need for additional infrastructure beyond minor improvements to the road intersection with Route One. Final improvements to the access road (i.e. sidewalks, street trees, etc.) will be determined during the definitive subdivision plan public hearing

process with the Wrentham Planning Board. There is no sewer in this area and the buildings will be serviced by on-site septic disposal systems. Each will be reviewed and approved by the Wrentham Board of Health. Soil evaluations reveal excellent soils for on-site systems. A dry municipal water line is in the ground under the access road. The Town has previously planned to improve and upgrade the existing water distribution line along Route One in an aggressive effort to promote additional non-residential growth along this corridor. It is the applicant's understanding that this will involve the installation of a new twelve-inch (12") line with work scheduled to begin in the spring of 2018.

NOTE: The project description should summarize both the project's direct and indirect impacts (including construction period impacts) in terms of their magnitude, geographic extent, duration and frequency, and reversibility, as applicable. It should also discuss the infrastructure requirements of the project and the capacity of the municipal and/or regional infrastructure to sustain these requirements into the future.

Describe the on-site project alternatives (and alternative off-site locations, if applicable), considered by the proponent, including at least one feasible alternative that is allowed under current zoning, and the reasons(s) that they were not selected as the preferred alternative:

As noted earlier, the Locus was first permitted in 2001/2002 for office/warehouse/distribution buildings due to its proximity to Route 495 and frontage along Route One. The site was cleared and prepared for new buildings and the first phase of the road infrastructure was installed. However, due to significant changes in the local and regional economy, the proposed buildings and the bridge over the Rabbit Hill stream to the Thurston Street property were not constructed and are no longer planned. The site has remained vacant since that time despite being actively marketed.

Project Alternative: The mixed-use/business park uses approved in 2001/2002 are still allowed by the Wrentham Zoning By-Laws. However, discussions with local Real Estate professionals specializing in non-residential properties indicate the site is not a desirable location for these types of uses. Reasons cited were the over-abundance of such uses further north at Patriot Place, the lack of a market for offices, no municipal sewer and the existing commercial uses on the south side of the Route 495/Route interchange. This opinion is supported by the lack of interest in the property for these types of uses despite it being available for sale or lease since 2002. Thus, while allowed by the current zoning, mixed-use/business uses are not the preferred nor even an economically viable alternative.

The proposed NasKart commercial use is considered a 'specialty use' which is expected to become a destination for patrons/visitors. There will be no traffic impacts during the morning peak hour and limited traffic during the evening peak hour. A Traffic Impact Analysis accompanies this application as Exhibit #9. The majority of users are projected to arrive after the dinner hour during the week and on Saturdays and on Sundays when background traffic is less (other than when the Patriots Stadium is active.) If conventional commercial uses were built on the locus, the physical impacts would be very similar to the proposed Phase One waiver for the proposed use. However, traffic volumes and impacts would be significantly greater. No new environmental impacts are expected from the preferred option as the locus has been previously cleared and the majority of the infrastructure has been installed.

NOTE: The purpose of the alternatives analysis is to consider what effect changing the parameters and/or siting of a project, or components thereof, will have on the environment, keeping in mind that the objective of the MEPA review process is to avoid or minimize damage to the environment to the greatest extent feasible. Examples of alternative projects include alternative site locations, alternative site uses, and alternative site configurations.