

# ENF Environmental Notification Form

<i>For Office Use Only</i> Executive Office of Environmental Affairs	
EOEA No.:	<u>13487</u>
MEPA Analyst:	<u>Briony Angus</u>
Phone:	<u>617-626-1029</u>

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: <b>Norfolk Subdivision</b>		
Street: <b>282 Dedham Street</b>		
Municipality: <b>Norfolk</b>	Watershed: <b>Charles</b>	
Universal Transverse Mercator Coordinates:	Latitude: <b>42° 05' 21" N</b>	
	Longitude: <b>71° 18' 17" W</b>	
Estimated commencement date: <b>Fall '05</b>	Estimated completion date: <b>Spring '06</b>	
Approximate cost: <b>\$982,000*</b>	Status of project design: <b>25 %complete</b>	
Proponent: <b>Franklin Warehouse &amp; Distribution Company, Inc</b>		
Street: <b>65 Benjamin Day Drive</b>		
Municipality: <b>Wrentham</b>	State: <b>MA</b>	Zip Code: <b>02093</b>
Name of Contact Person From Whom Copies of this ENF May Be Obtained: <b>Andy Truman, PE</b>		
Firm/Agency: <b>Geller DeVellis Inc.</b>	Street: <b>29 Washington St</b>	
Municipality: <b>Wellesley</b>	State: <b>MA</b>	Zip Code: <b>02481</b>
Phone: <b>781-237-4111</b>	Fax: <b>781-237-4144</b>	E-mail: <b>atruman@gellerdevellis.com</b>

\* This cost estimate is for the roadway construction only

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): N/A

Are you requesting coordinated review with any other federal, state, regional, or local agency?

Yes (Specify \_\_\_\_\_)  No

List Local or Federal Permits and Approvals:

**Order of Conditions by Norfolk Conservation Commission**  
**Definitive Subdivision Approval by Planning Board**  
**Soil Absorption System Approval for Septic System Design by Board of Health**  
**NPDES Permit by US EPA**



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.)

**Project Description:**

The project proponent proposes to subdivide a 35.2 acre site into twenty seven lots and to allow development of a commercial/industrial subdivision on Dedham Street (Route 1A) in Wrentham (see Figure 1, Locus Map). The proposed development will consist of industrial and commercial uses. Approximately 2 acres of land will remain undisturbed open space. Unimproved lots will be sold, and they will be developed by their buyers; information about the project included in this ENF assumes that each lot will be developed to the maximum extent allowed under zoning.

Access to the site will be via a two-way loop road off of Dedham Street, which will also connect to Sharon Avenue. As shown on Figure 2, Proposed Conditions Plan, Road "A" will be the primary site drive and has access to Dedham Street. Road "B" connects Road "A" to Sharon Avenue, an existing public way. Property on both sides of Sharon Avenue is zoned for industrial use.

New connections to utilities will be required, specifically new connections to the municipal water supply system. Sanitary sewage will be treated with an onsite subsurface soil absorption system.

**Existing Conditions:**

The majority of the site is wooded and undeveloped with the exception of a paved road that is approximately 600' located at the southeastern portion of the site. The topography of the site ranges from 194 feet at Dedham Street to 283 feet at the northwestern portion of the site. Vegetated wetlands are located along a portion of the southern property line, however there will be no filling of wetlands for this project. Figure 3 shows existing site conditions.

**Alternatives:**

Two alternatives to the preferred development plan were considered. These alternatives are a

no-build alternative and a retail center alternative.

The “no build” alternative assumes that there would be no further development at the site. In that case, the site would remain in its current state. The site is zoned Commercial/Industrial to encourage commercial development along Route 1A. As identified in the Town's Master Plan in Parts A & B, the Town of Norfolk is working to promote commercial growth within the project area, the no-build alternative would not meet its goal.

Under the retail center alternative, the site would be developed and encompass several retail tenants. This retail alternative would generate significant traffic volumes and require significant traffic mitigation.

The preferred development plan, a commercial/industrial subdivision, is in keeping with the commercial growth for which the area is zoned, and would generate less traffic than a single development such as a mall.

**Mitigation:**

The proponent has consulted with the Wrentham Conservation Commission and has agreed to maintain an undisturbed 100-foot buffer area around most of the wetland located on Lot 28 south of Road “A,” except that some roadway grading may impact the buffer area. Mitigation for the project's potential traffic impacts will be developed as part of the project's traffic study, which is just underway.