

**ENF**

**Environmental  
Notification Form**

*For Office Use Only*  
**Executive Office of Environmental Affairs**  
EOEA No.: 13041  
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: Eaglewood Shops Retail Development		
Street: Turnpike Street		
Municipality: North Andover	Watershed: Shawsheen	
Universal Transverse Mercator Coordinates: 19 325444E 4726737N	Latitude: 42.° 6752	Longitude: 71.° 1303
Estimated commencement date: 09/15/03	Estimated completion date: 09/15/04	
Approximate cost: \$15,000,000	Status of project design: 10%complete	
Proponent: Eaglewood Properties, LLC		
Street: PO Box 337		
Municipality: Topsfield	State: MA	Zip Code: 01983
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Patrick Dunford		
Firm/Agency: Vanasse Hangen Brustlin, Inc.	Street: 101 Walnut Street PO Box 9151	
Municipality: Watertown	State: MA	Zip Code: 02471
Phone: 617-924-1770	Fax: 617-924-2286	E-mail: pdunford@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?  
 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 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): 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: \_\_\_\_\_  
See Table 1-1 in the attached Summary of Additional Information.

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
<b>LAND</b>				<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 (including Legislative Approvals) – Specify:
Total site acreage	13.29			
New acres of land altered		10.5		
Acres of impervious area	0.2	6.2	6.4	
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		
<b>STRUCTURES</b>				
Gross square footage	0	79,000 s.f.	79,000 s.f.	
Number of housing units	2	0	0	
Maximum height (in feet)	32+/-	13+/-	45	
<b>TRANSPORTATION</b>				
Vehicle trips per day	0	5,900	5,900	
Parking spaces	0	440	440	
<b>WATER/WASTEWATER</b>				
Gallons/day (GPD) of water use	730	9400	10,120	
GPD water withdrawal	0	0	0	
GPD wastewater generation/treatment	660	8540	9,200	
Length of water/sewer mains (in miles)	0	0.35	0.35	

**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 See letter to Natural Heritage)  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.*)

The proposed project consists of the construction of a new retail center in North Andover, Massachusetts. The planned Eaglewood Shops development will feature two main components: an approximately 20,400 square foot freestanding retail building at the westerly end of the site, and approximately 59,525 square feet of retail space within the easterly side. The total site area consists of approximately 13.3 acres of land located south of and adjacent to Route 114 (Salem Turnpike) opposite the Eagle Tribune. The site encircles the existing Northmark Bank site, which has access onto Route 114 (via an entry-only and an exit-only driveway). While no changes are proposed to the bank as part of this project, the proponent is willing to provide an internal connection between the two sites, so that the bank will also have access to the signalized driveway on Route 114.

As shown in Figure 3-2 in Chapter 3 (Transportation), access to the site is proposed to be provided via the three driveways. To minimize turning movement conflicts on Route 114, two of the driveways will be restricted to entering right-turn movements only. The westerly driveway will provide access to the approximately 20,400 square foot freestanding retail building. An internal driveway located to the south of the Northmark Bank property will provide a connection between the two main portions of the site. This will allow for all exiting traffic from this portion of the site to exit onto Route 114 by way of the signalized driveway, which should be a considerably safer condition than providing a full access unsignalized driveway. The easterly driveway is primarily needed for the use by delivery vehicles, though customers will also be able to access the restaurant and other retail uses at the easterly end of the site by this driveway. By providing this truck access point, all trucks will not have to traverse the site parking lot to reach the rear loading areas. This is in keeping with the goals of providing a pedestrian-friendly site design.

The main site driveway is proposed to be signalized and located between the two secondary drives and opposite to the Eagle Tribune driveway. This driveway will provide full-access to the site, and could also be used by entering and exiting bank traffic if desired by the owners of that property. In addition to providing for improved access and egress to the bank, a connecting driveway would also help to minimize turning movements on Route 114, and promote shared traffic between the two sites.