Commonwealth of Massachusetts
Executive Office of Environmental Affairs ■ MEPA Office

ENF Environmental Notification Form

For Office Use Only
Executive Office of Environmental Affairs
EOEA No.: 13854
MEPA Analyst: A. Eglington
Phone: 617-626- X 1024

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: Sutton Plaza Expansion		
Street: Route 146 and Boston Road		
Municipality: Sutton	Watershed: Blackstone River	
Universal Tranverse Mercator Coordinates: 46 70 854N, 2 73 703E	Latitude: 42° 09' 34"N Longitude: 71° 44' 20" W	
Estimated commencement date: 2007	Estimated completion date: 2008	
Approximate cost: $15,000,000	Status of project design: 80 %complete	
Proponent: Centerpoint, LLC c/o RK Associates		
Street: 456 Providence Highway, P O Box 111		
Municipality: Dedham	State: MA	Zip Code: 02027-0111
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Lauren Gallagher		
Firm/Agency: VHB, Inc.	Street: 101 Walnut Street	
Municipality: Watertown	State: MA	Zip Code: 02471
Phone: 617-924-1770 x1643	Fax: 617-924-2286	E-mail: lgallagher@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: **Local:** Order of Conditions (Conservation Commission); Site Plan Approval (Planning Board); Special Permit (Zoning Board of Appeals). **Federal:** NPDES General Permit for Stormwater Discharge from Construction Activities.

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

- ☐ Land
- ☐ Water
- ☐ Energy
- ☐ ACEC
- ☐ Rare Species
- ☐ Wastewater
- ☐ Air
- ☐ Regulations
- ☐ Wetlands, Waterways, & Tidelands
- ☒ Transportation
- ☐ Solid & Hazardous Waste
- ☐ Historical & Archaeological Resources

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	±25.0 ac.		
New acres of land altered		±1.0 ac.	
Acres of impervious area	±4.0 ac.	±8.7 ac.	±12.7 ac.
Square feet of new bordering vegetated wetlands alteration		- 0 -	
Square feet of new other wetland alteration		12,210 sf Riverfront	
Acres of new non-water dependent use of tidelands or waterways		- 0 -	
STRUCTURES			
Gross square footage	±46,000	±109,400	±155,400
Number of housing units	- 0 -	- 0 -	- 0 -
Maximum height (in feet)	±30 ft.	- 0 -	±30 ft.
TRANSPORTATION			
Vehicle trips per day	3,450	5,690[1]	9,140
Parking spaces	±200	±477	±677
WATER/WASTEWATER			
Gallons/day (GPD) of water use	±1,387 GPD	±7,550 GPD	±8,937 GPD
GPD water withdrawal	N/A	N/A	N/A
GPD wastewater generation/ treatment	±2,800 GPD	±15,100 GPD	±17,900 GPD
Length of water/sewer mains (in miles)	N/A	0.7 miles (water); 0.4 miles (sewer)	0.7 miles (water); 0.4 miles (sewer)

State Permits & Approvals

- ☒ Order of Conditions
- ☐ Superseding Order of Conditions
- ☐ Chapter 91 License
- ☐ 401 Water Quality Certification
- ☒ MHD or MDC Access Permit
- ☐ Water Management Act Permit
- ☐ New Source Approval
- ☒ DEP or MWRA Sewer Connection/ Extension Permit
- ☐ Other Permits (*including Legislative Approvals*) – Specify:

[1] Estimated gross new vehicle trips, including daily pass-by vehicle trips (estimated at 1,420).

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_____) ☒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.*)

Centerpoint, LLC c/o RK Associates (the "Proponent") is proposing to expand an existing retail center on an approximately 25-acre site (the "Project") located at the junction of Route 146 (Worcester/Providence Turnpike) and Boston Road in Sutton, Massachusetts (the "Project Site"). See Figure 1.1 for the Site location. Approximately 40 percent, or 10 acres, of the Project Site is currently disturbed and/or developed. There is approximately 46,000 gross square feet (GSF) of existing development on-site in the northern portion of the Site with frontage on Route 146. Existing development includes an approximately 41,800 GSF retail center and a 1,100 GSF bank with approximately 200 parking spaces total. The remainder of the Site consists of an inactive gravel pit with a couple small buildings (currently used by the Town's Public Works Department for sand/salt storage) in the eastern section, and three (3) single-family homes where two of the three are vacant and one (1) vacant small commercial building located in the northern and eastern sections of the Project Site (totaling 3,000 GSF). Figure 1.2 shows the existing site conditions. The underlying zoning for the majority of the Project Site is a Business Highway (B2) Zone and a Route 146 Overlay District—both aimed at encouraging commercial development. A portion of the southern area is zoned Rural Residential. Additionally, the Site lies within a Groundwater Protection District. The Wilkinson Water District has received approval to construct new public water supply wells west of Route 146 and south of Cold Spring Brook. The Project Site is located approximately 1,500 feet from the future wells and the Massachusetts Highway Department (MHD)-maintained Route 146 (a 4-lane state highway) lies between the Project and the future well area.

The retail center expansion will include approximately 113,600 GSF of additional/new retail space, including a supermarket, two (2) retail stores ('Retail A' and 'Retail B'), and a restaurant as well as related infrastructure (access drives, parking lots, utilities, landscaping). The existing approximately 41,800 GSF retail strip center and associated parking will to remain and may be re-tenanted as part of the Project. A total of approximately 677 parking spaces will serve the Project (consisting of approximately 477 new spaces and 200 existing spaces), which complies with Town zoning regulations. The remaining structures will be demolished as part of the Project. The Project will provide improved/new internal vehicular and pedestrian access and circulation. Vehicular access to the Project Site is proposed at five (5) locations. On Boston Road, access will be provided at two (2) locations: a right-in only driveway approximately 200 feet west of the Boston Road at Route 146 intersection; and a full-access driveway at the westerly limits of the Site. One (1) right-in only access driveway is proposed along Route 146 southbound and two (2) existing curb cuts on Route 146 will be closed. Two (2) driveways are proposed off of Pleasant Valley Road located to the south of the Project Site: a full access driveway for customers and a truck and loading access driveway at the westerly limits of the Site. Figure 1.3 shows the proposed site conditions.

The Project was designed to minimize potential impacts related to the surrounding natural resources and stormwater runoff by developing within mostly previously developed and/or altered areas. As discussed in Chapter 2, *Alternatives Analysis*, the No-Build Alternative was considered non-viable and, therefore was dismissed as an option for the Site. Although the No-Build Alternative would not result in any new impacts, it would also eliminate the Project's environmental and community benefits, particularly with respect to a more lucrative use for the Project Site than what currently exists, implementation of water quality and traffic improvements, as well as increased tax revenue and newly created jobs. The Proponent also considered alternative building layouts and configurations for site access. Generally, the Preliminary Site Plan Alternative included demolishing all existing structures and rebuilding a new retail center slightly larger than the Preferred Alternative. This Alternative was not consistent with local and state planning objectives, including the reuse of existing infrastructure and, therefore, was dismissed as a development option. Additionally, while the Site Access Alternative may have met the needs of the individual Project and Proponent's objectives, this alternative was not considered ideal for the planned MHD improvements off-site and, therefore, site access was reconfigured to better accommodate these improvements. In conclusion, the Preferred Alternative aims to reuse the existing retail center and infrastructure, better accommodate MHD off-site traffic improvements while mitigating for Project-related impacts to transportation, and improve stormwater runoff from impervious surfaces; therefore, minimizing impacts to near-by water resource areas.

The majority of the development will occur in the area of the inactive gravel pit; therefore, limiting the amount of newly altered land and impact to environmentally sensitive areas. Some minor/temporary work is proposed in the 200-foot Riverfront Area (associated with Cold Spring Brook), which will occur in an area that has previously been altered through sand and gravel mining activities. Erosion and sedimentation controls will be utilized to avoid any indirect impacts to wetland resource areas. Additionally, runoff from the parking lots and access roads will be collected, treated, and infiltrated back into the ground by a stormwater management system that fully meets and exceeds Massachusetts Department of Environmental Protection (DEP) and the Town's stormwater management requirements. See Chapter 3, *Stormwater Management and Water Quality* for further detail and Appendix B for the Stormwater Management Report. Additionally, as discussed in Chapter 4, *Water and Wastewater*, the Project will include a new pump station in order to connect to municipal services and will generate approximately 18,000 gallons per day in wastewater (requiring a DEP Sewer Connection/Extension permit).

While the Project will introduce additional traffic to the Project Site, significant transportation improvements and mitigation measures are proposed, which aim at ensuring that Project-generated traffic will move to and from the Site safely and efficiently while minimizing impact to the study area and improving some of the existing deficiencies. Proposed mitigation measures include:

- Provide alternate interim improvement measures are proposed at the intersection of Boston Road/Route 146 (including modification of the signal timings and phasing at the intersection) in order to off-set Project impacts until the future MassHighway improvements are constructed;
- Widen the Boston Road at Route 146 to accommodate exclusive left-turn lanes into the Site;
- Extend and improve the deceleration lane on Route 146 southbound at the relocated entrance-only site driveway;
- Replace two curb cuts on Route 146 with a single curb cut and locate the curb cut farther away from the Boston Road/Route 146 signal, along with an adequate deceleration lane, in order to improve vehicular safety and over all traffic operations in the southbound direction on Route 146; and
- Implement a Transportation Demand Management program as part of the Project that will provide a means to reduce Project-related vehicle-trips and better manage employee related traffic during the peak periods.

These upgrades aim to build on and enhance roadway improvements proposed by MassHighway under the Route 146 Study, which will improve existing capacity deficiencies as well as off-set the impacts of the traffic volumes projected to be generated by the Project. See Chapter 5, *Transportation* for further detail and Appendix C for the full Traffic Impact and Access Study.