

ENF

**Environmental
Notification Form**

For Office Use Only
Executive Office of Environmental Affairs
EOEA No.: 13486
MEPA Analyst: Beiony Angus
Phone: 617-626-1029

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: Norfolk Landing		
Street: River Road		
Municipality: Norfolk	Watershed: Charles	
Universal Transverse Mercator Coordinates: N 4666950 E 303820		Latitude: N42 - 07' - 52.5" Longitude: W71 - 22' -24.4"
Estimated commencement date: 07/05		Estimated completion date: 09/07
Approximate cost:		Status of project design: 80%complete
Proponent: Norfolk Airport LLC		
Street: P.O. Box 3096		
Municipality: Fayville	State: MA	Zip Code: 01745
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Meaghan Mayo		
Firm/Agency: Connorstone Engineering	Street: 276 West Main Street	
Municipality: Northborough	State: MA	Zip Code: 01532
Phone: (508)393-9727	Fax: (508)393-5242	E-mail:

- Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
 Yes X No
- Has this project been filed with MEPA before?
 Yes (EOEA No. _____) X No
- Has any project on this site been filed with MEPA before?
 Yes (EOEA No. _____) X No
- Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:
- a Single EIR? (see 301 CMR 11.06(8)) Yes X No
 - a Special Review Procedure? (see 301 CMR 11.09) Yes X No
 - a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes X No
 - a Phase I Waiver? (see 301 CMR 11.11) Yes X 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):

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

List Local or Federal Permits and Approvals: Comprehensive Permit – Norfolk ZBA.

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	State Permits & Approvals
LAND				<input checked="" type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input type="checkbox"/> Chapter 91 License <input type="checkbox"/> 401 Water Quality Certification <input 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	14.8 AC			
New acres of land altered		12.8 AC		
Acres of impervious area	5.54	-2.33	3.21	
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	11122	44878	56000	
Number of housing units	1	31	32	
Maximum height (in feet)	35		35	
TRANSPORTATION				
Vehicle trips per day	20	287	307	
Parking spaces	2	62	64	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	220	10340	10560	
GPD water withdrawal	0	0	0	
GPD wastewater generation/ treatment	220	10340	10560	
Length of water/sewer mains (in miles)	0	0.42	0.42	

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.)

Norfolk landing is comprised of five separate parcels of land situated off River Road in Norfolk. This land is currently used partially as an airfield support area and partially as undeveloped forest land. In total there are 14.8 acres of land owned by the developers.

Two un-constructed roadways exist in the locus area: 1) Priscilla Road and 2) Donald Road: Priscilla Road transects the site in a north south direction, has extremely varied topography and connects Lake Shore Drive to River Street.

Donald Road parallels River Road and is located about 200 feet south of River Road off of Priscilla to the west.

An unofficial cut through, runs from Lake Shore Drive to River Road using the old airport access driveway originally from River Road.

Land of the airport operations area is mostly paved as driveways for vehicular access and the airplane tie-down apron. Small repair hangers and an operations tower are permanent structures on site, and a temporary trailer also exists.

Undeveloped land is generally all the land to the west of the airport area. It includes mature mixed canopy forest predominated by Maple, Oak, and Pine.

Topography on site also forms two distinct patterns; that of the flat developed airport area and that of the forested area. Within the forested area the topography is very varied and has some steeply sloping hills. Several deep depressional areas can be found throughout the area but only one exhibits any ponding or pooling of water.

Soils under the site are clean, well drained sands and gravels. In undisturbed areas there is a normal top soil and sub soil layer. In the airport area the top and sub soil has been removed and top soil only replaced in green areas. Ground water exists well below the surface.

PROPOSED CONDITIONS

Development of the land is proposed to be much like a conventional subdivision with 32 single family house lots on typical subdivision roadways. Each lot will be between 10,000 and 22,000 square feet with widths of about 100 feet. These will mimic many of the existing lots developed in the area in the past 50 years. Approximately 2400 feet of new roadway will be constructed. A main road cul-de-sac will be constructed off River Road. This will then connect to a new road running from near the end of the cul-de-sac out to Lake Shore Drive. These two roads will form the major travel patterns in the subdivision and provide a direct connection (much similar to the informal one which currently exists) between River Road and Lake Shore Drive. Two smaller road/drives will complete the project, both are of a very minor hierarchy.

Municipal water will be installed throughout the project with fire hydrants spaced at 500 foot intervals.

On-site septic systems are to be provided. Soils are well drained, fast percolating sands and gravels with a generally deep water table, based upon an on-site testing program completed in January of 2005 for each lot and in the spring of 2003.

Drainage for the site generally flows to the northeast. Except for a few low areas on site all storm water will be directed to the proposed stormwater basin proposed in the northeast corner. Design of this basin will accommodate both the increased run-off and the pollutant removal (by total suspended solids (TSS) removal) as prescribed by the DEP.

In two areas where the site discharges directly toward River Road, infiltration basins are proposed to attenuate the peak flow.

Roadway construction will include a standard cross section 40 foot layout. Traveled way width is 24 feet with a modified cape cod berm, and with grass strips on each side, plus a single sidewalk of 5 feet.

Recreation areas for this parcel, as a single family individual lot project, provides intrinsic open space on each lot. However the connectivity of the various open space parcels, and especially in conjunction with the remaining open space from the un-constructed roads on site will provide for ideal additional passive recreation throughout the site.