

# ENF Environmental Notification Form

*For Office Use Only*  
 Executive Office of Environmental Affairs

EOEA No.: 12998  
 MEPA Analyst: Bill GAGE  
 Phone: 617-626-1025

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: Attleboro Industrial Park, Frank Mossberg Drive Extension		
Street: Frank Mossberg Drive Extension		
Municipality: City of Attleboro	Watershed: Ten Mile River	
Universal Tranverse Mercator Coordinates: 19 307258 E 4643726 N	Latitude: 41°55'26" N	Longitude: 71°19'28" W
Estimated commencement date: Fall 2003	Estimated completion date: Spring 2004	
Approximate cost: \$1,000,000.00	Status of project design:	100 %complete
Proponent: City of Attleboro Redevelopment Authority		
Street: 77 Park Street – City Hall		
Municipality: Attleboro	State: MA	Zip Code: 02703
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Michael Milanoski, Economic Development Director		
Firm/Agency: City of Attleboro	Street: 77 Park Street	
Municipality: Attleboro	State: MA	Zip Code: 02703
Phone: 508-223-2227	Fax:	E-mail: econdevdir@ci.attleboro.ma.us

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): \_\_\_\_\_

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

Yes (Specify: Mass Highway Limited Access Permit,  No

DEP Sewer Extension Permit,  
Attleboro Definitive Subdivision Approval)

List Local or Federal Permits and Approvals: City of Attleboro-Notice of Intent, Definitive Subdivision Approval (pending), DEP Sewer Extension Permit (pending).

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
<b>LAND</b>				<input checked="" type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input type="checkbox"/> Chapter 91 License <input checked="" 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 checked="" type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input type="checkbox"/> Other Permits (including Legislative Approvals) – Specify: _____ _____ _____ _____ _____ _____ _____
Total site acreage	25.66			
New acres of land altered		13.09		
Acres of impervious area	0	8.95	8.95	
Square feet of new bordering vegetated wetlands alteration		2210		
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	117,000	117,000	
Number of housing units	0	0	0	
Maximum height (in feet)	35	35	35	
<b>TRANSPORTATION</b>				
Vehicle trips per day	0	+1,322 <sup>a</sup>	1,322	
Parking spaces				
<b>WASTEWATER</b>				
Gallons/day (GPD) of water use	0			
GPD water withdrawal	0	0	0	
GPD wastewater generation/ treatment	0	5490	5490	
Length of water/sewer mains (in miles)	0	0.13	0.13	

<sup>a</sup>based on ITE Land Use Code 130, Industrial Park; 190,000 sf.

**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.*)

The Attleboro Redevelopment Authority (ARA) proposes to construct a 5-6 lot industrial subdivision that will be an extension of the existing Attleboro Industrial Park. The subdivision infrastructure, including roadway, utilities, sewer collection and pumping and a comprehensive stormwater management system will be constructed by the ARA, with individual lots being developed by private developers.

The proposed industrial development is bounded by residential properties and Tiffany Street to the north, Handy and Harmon Refining Group to the east, industrial properties to the south, and Interstate 95 to the west. The property consists of approximately 26 acres of undeveloped, wooded land. The site includes a large central wetland that bisects the parcel from south to north as well as an isolated wetland in the northern corner of the parcel. The industrial development and associated access and drainage facilities will occupy approximately 13 undeveloped acres of property. The site is predominantly wooded with the exception of the New England Power Company Easement. The easement is occasionally cleared by the Power Company to allow vehicular access. Currently, dense vegetation between two and eight feet in height dominates the easement.

The soils on the site are predominantly Class "C" – Charlton rock outcrops/Paxton complex with slopes between 8 and 15%. Class "A" soils (Hinckley sandy loam) do exist in the location of the proposed detention basin, but the area is very limited. Overall, there is very little infiltration of stormwater runoff occurring, as is evidenced by the existence of a large central wetland.

A geotechnical study was performed by GZA GeoEnvironmental, Inc., and a copy of their report is attached.

The majority of runoff from the site ultimately flows to the central wetland which discharges through an 18" culvert under Tiffany Street. The northern corner of the property discharges into an isolated wetland, which in turn discharges through a 48" culvert under Interstate Route 95.

The proposed development at maximum build-out will consist of 183,000 square feet of light industrial/manufacturing buildings on five lots. Lot 5 is not a buildable lot and has been sold to Cahill Realty Associates, the abutter of that property and is not part of this subdivision.

The northeastern half of the property cannot be accessed from Frank Mossberg Drive without crossing the central wetland area as it completely bisects the parcel. As a result, the ARA looked at numerous alternatives to access the property without impacting the wetland resource area. First, the abutting properties were researched to determine if there were any publicly owned parcels of land that could be used for access from Tiffany Street. It was originally thought that Attleboro did own a parcel of property,

however, that was not the case. Access from the west along Route 95 is not feasible as it is not allowed by Mass Highway. Access from Tiffany Street is not feasible as the land is occupied by existing residential properties. Access from the south (from behind the Stern Metals Property) is not feasible as it is private property and the steep terrain (3 to 1 slopes) would not support a subdivision roadway. Thus, the only access point is from the existing Frank Mossberg Drive, where a utility easement exists currently between Stern Metals and Rika Denshi Corp. The City has the ability to upgrade the utility easement to a roadway and slope easement.

Once it was determined that the only way to access the property was by crossing the central wetland, additional alternatives for crossing were explored to further minimize impacts. First, three subdivision roadway concepts were created, each crossing the wetland in a different location. One crossed along the southern part, one in the middle and one along the northern end of the wetland. These three alternatives were presented to the Attleboro Conservation Commission in order to get their input on which alternative they would most like to see. The Commission chose the central approach, which ultimately is the scheme that was designed.

All three schemes assumed that the subdivision road would cross the wetland with the cul-de-sac on the northwest side of the wetland. This approach would result in approximately 4000 square feet of permanent disturbance once the 31 foot roadway width, shoulders, sidewalks, guide rails and retaining walls were installed. The City decided to further reduce the wetlands impacts by keeping the entire subdivision roadway on the eastern side of the wetland and use a shared driveway for lots 1 and 2 to cross the wetland. The crossing of the wetland with a driveway (instead of a subdivision roadway) decreased the wetlands impacts by narrowing the pavement width to 24 feet (from 31 feet) and eliminated the need for sidewalks (an additional 5 feet). This cut the permanent wetlands disturbance from 4000 square feet to 2210 square feet.

Since there is a permanent impact to the central wetland of 2210 square feet, the ARA proposes to replicate double that amount (nearly 4400 square feet) although the local by-laws only require a replication of 1 to 1, or 2210 square feet. Refer to Attachment 8 – Wetland Replacement Plan.

In addition, the Attleboro Conservation Commission requested that the ARA perform a wildlife habitat analysis of the site that qualifies the types of species that the area supports. Refer to Attachment 7 – Resource Area Values/Wetlands Crossing Impacts for additional information.