

For Office Use Only
Executive Office of Environmental Affairs
 BOEA No.: **14093**
 MEPA Analyst: **Anne Canaday**
 Phone: 617-626-**1035**

ENF Environmental Notification Form

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: Route 20 and Cherry Street		
Street: Intersection of Route 20 and Cherry Street		
Municipality: Shrewsbury	Watershed: Assabet River	
Universal Transverse Mercator Coordinates:	Latitude: 42-15-51 Longitude: 71-41-46	
Estimated commencement date: 8/07	Estimated completion date: 8/09	
Approximate cost: \$9.5 million	Status of project design: 90 %complete	
Proponent: Polito Development Corporation		
Street: 587C Hartford Pike		
Municipality: Shrewsbury	State: MA	Zip Code: 01545
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Jeffrey Senterman, Senior Environmental Planner		
Firm/Agency: Waterman Design Assoc., Inc.	Street: 31 East Main Street	
Municipality: Westborough	State: MA	Zip Code: 01581
Phone: 508-366-6552	Fax: 508-366-6506	E-mail: jps@wdassoc.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): None

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 – Site Plan Review, Notice of Intent/Order of Conditions, Building Permit, and Sewer and Water Connections

State- MHD Indirect Highway Access Permit

Federal – EPA NPDES Construction General Permit

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
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 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	25.99			
New acres of land altered		19		
Acres of impervious area	2.2	13.9	16.1	
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	7,400	180,800	188,200	
Number of housing units				
Maximum height (in feet)	<50'	<50'	<50'	
TRANSPORTATION				
Vehicle trips per day	436	1,258	1,694	
Parking spaces	20	222	242	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	970	5,413	6,383	
GPD water withdrawal				
GPD wastewater generation/ treatment	970	5,413	6,383	
Length of water/sewer mains (in miles)				

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 project entails the construction of eight (8) new buildings for commercial office and warehouse use and expansion of the existing commercial building on site. A new access driveway will be constructed off of Cherry Street to serve the project. Each building will be provided with individual parking, loading areas and utilities (sewer, water, gas, etc). In addition, as part of the project, Cherry Street is proposed to be improved from the site entrance to Route 20 in order to better serve traffic and improve the intersection of Route 20 with Cherry Street.

The overall development will create approximately 180,200 square feet of additional building space and 222 additional parking spaces, resulting in 13.9 acres of impervious area on the project site. The project also includes a small amount of limited development and alteration within the wetland buffer zone area and results in the alteration of approximately 1.35 acres of wetland buffer zone area. No wetland or resource area alteration is proposed as part of this project.

The project is proposed to be constructed in two Phases. The first phase of this project consists of the construction of Drive A, a portion of Drive B, Buildings A, B, G and H, two stormwater detention basins and associated stormwater infrastructure, a sewer pump station, a cross-country sewer line and improvements to Cherry Street. The second phase will include the construction of the remainder of Drive B and the remaining buildings and improvements on the site.

The project has been reviewed at the local level. The project required Site Plan Review and approval, which was granted by the Shrewsbury Planning Board for the project as proposed on May 3, 2007. The proposed wetland buffer zone alteration also required review by the Shrewsbury Conservation Commission, which issued an Order of Conditions for the work, as proposed on June 5, 2007.

As part of the design and planning process, several potential scenarios were examined that had the potential to reduce the overall total impervious surface area on the project site. The alternatives to reduce total impervious surface area generally fell into three distinct categories: 1) reducing the total paved parking area; 2) using pervious paving materials; and 3) using green roof technologies. While each of the alternatives offered the opportunity to reduce the overall proposed impervious surface area, the alternatives also have their own impacts to the feasibility of the project.

As a result of the analysis of potential alternatives to reduce impervious surface area and wetland buffer zone area disturbances, there is some potential to reduce the overall impact of the project. However, these reductions would almost all come at a significant cost and require a significant redesign of the project to implement.

While the majority of the alternatives would result in serious negative impacts to the overall feasibility of the project, there is some potential to incorporate portions of the alternatives into the final design of the Preferred Alternative to reduce the overall impervious surface area of the proposed project. That commitment is reflected in the Site Plan Review approval, where the Proponent has committed to the Town that a reduction in impervious surface area within the loading zones will be evaluated as tenants are retained.

Alternatives that included reduced build, narrowing the internal driveways, the use of pervious paving materials, and the installation of a green roof on the buildings were generally discarded from consideration for a number of reasons including high cost to benefit ratios, difficulties with internal truck traffic routes and considerable maintenance issues.

A reduced build scenario was considered that would reduce impervious area and reduce or eliminate work within the

buffer zone. This alternative comes at the cost of a reduction in leasable building square footage from 188,200 square feet to 167,200 square feet which equates to a significant loss in revenue and would result in a project that is not economically feasible.

The use of pervious paving materials was generally not considered primarily due to the significant maintenance issues within the proposed vehicular parking and loading areas. In addition, the use of pervious paving materials in parking areas has the potential to negatively impact groundwater resources by allowing vehicle spills, including oil and gas, to be infiltrated directly into the soil and the groundwater without any pre-treatment and without the potential for spill containment. However there may be potential to use pervious paving materials in pedestrian areas and other open areas where vehicles will not be using the impervious surface area and where there will be no impact to the area's accessibility. The project team will continue to investigate and evaluate the potential for pervious paving materials in this area and should it be feasible, would integrate the pervious paving materials into the final project design.

The use of green roof technologies were not considered feasible primarily due to the increased costs related to the installation of a green roof, which would run from \$2.6 to \$3.7 million. The additional cost of this alternative would make the project financially infeasible.

As part of the project design, a portion of the impervious rooftop areas will be directly infiltrated as clean runoff. Any runoff from three of the buildings (approximately 1.65 acres of rooftop area) on the project site will be directly infiltrated and will not enter the proposed stormwater management system, thereby reducing the total amount of stormwater that must be treated on site. In addition, this direct recharge of the rooftop runoff will help to prevent the loss of annual recharge to the groundwater due to impervious surface areas.

Where feasible, the proponent has committed to incorporating low impact design (LID) principles into the stormwater management system. While the majority of the project site will be developed with a conventional stormwater management system, the incorporation of LID measures into the system will help to reduce the overall total impact of the proposed impervious surface area.

Therefore, the specific impervious surface area reduction strategies that have been or will be incorporated into the design include:

- Evaluating impervious surface area reduction as tenants are retained;
- The potential use of pervious paving materials in pedestrian areas;
- Direct infiltration of clean rooftop runoff; and
- Use of Low Impact Development strategies where feasible to reduce the overall impacts of impervious surfaces.

As part of this filing, the Proponent is requesting that the Secretary, in accordance with 301 CMR 11.06(8) allow a Single Environmental Impact Report (EIR) in place of both a Draft and Final EIR. In order to meet the requirements for this request, this Expanded Environmental Notification Form (EENF) has been prepared in such a way that all aspects of the project, including a detailed traffic study prepared in consultation with the Town of Shrewsbury and the Massachusetts Highway Department have been included in the document. The EENF analyzes a number of different alternatives for the proposed project, including alternatives that would reduce the overall impervious surface area of the project and alternatives that would reduce the overall size of the project. The Existing Conditions chapter of the EENF provides a detailed study of the existing conditions on the project site to provide a baseline in conditions to which potential environmental impacts and mitigation for the project can be assessed. Throughout the EENF, we have demonstrated that the planning and design of the project over time has used all feasible means to avoid potential environmental impacts on the project site and the surrounding area and that the project adequately mitigates any unavoidable impacts. Based on the provided within EENF document, the Proponent respectfully requests that the Secretary, under provisions of 301 CMR 11.06(8), allow the completion of a Single EIR in place of both a Draft and Final EIR.

Under provisions of Section 301 CMR 11.11(1) and (4), the Secretary may allow the Proponent to proceed with Phase 1 of a project prior to preparing an EIR. As part of this EENF filing, the Proponent is seeking a Phase 1 Waiver from the Secretary for the first phase of the project. Phase 1 of the project consists of the construction of Drive A and Drive B, Buildings A, B, G and H, two stormwater detention basins and associated stormwater infrastructure, a sewer pump station, a cross-country sewer line and improvements to Cherry Street.

Please refer to the attached Expanded Environmental Notification Form Document for more details on the overall project description and the alternatives analysis.