

Ref: 8830

June 1, 2021

Ms. Tori Kim
Director
Massachusetts Environmental Policy Act Office
100 Cambridge Street, 9th Floor
Boston, MA 02114

Re: Expanded Environmental Notification Form
Proposed Gas Station/Convenience Store and Warehouse
500 Thurston Street
Watertown, Massachusetts

Dear Ms. Kim:

On behalf of our client, 500 Thurston Street LLC, Vanasse and Associates, Inc. (VAI), in conjunction with Bohler Engineering, DiPrete Engineering, and Epsilon Associates, submits this Expanded Environmental Notification Form (EENF) for a proposed gas station/convenience store and high-speed diesel fueling facility to be located at 500 Thurston Street in Wrentham, Massachusetts. This EENF also provides a high level overview of the anticipated environmental impacts associated with a potential warehouse use that is still in the initial design stage, that would occupy two lots immediately east and south of the gas station/convenience store site.

As reviewed with Page Czepiga at your office during our March 16, 2021 pre-filing meeting, the project is categorically required to file an Environmental Notification Form and Environmental Impact Report as the project will generate in excess of 3,000 daily vehicle trips and required a permit to access state highway from the Massachusetts Department of Transportation (MassDOT). No other Environmental Impact Report thresholds are triggered by the development program. As reviewed during the pre-filing meeting, this EENF filing includes a comprehensive transportation impact assessment, alternatives analysis, mobile source greenhouse gas analysis as well as specific transportation mitigation commitments to enhance traffic operations and safety in the vicinity of the project.

This EENF filing supersedes a prior March 31, 2021 EENF filing for the project that was withdrawn without prejudice. Subsequent to that initial filing, a second developer, Bluewater Property Group, has met with representatives from the Town of Wrentham relative to the development of a warehouse use on the two parcels of land located immediately south and east of the proposed gas station/convenience store site. The southern parcel was recently subdivided from the lot that would accommodate the gas station/convenience store. Based on consultation with Erin Flaherty, the MEPA analyst for the initial filing, it was recommended that the initial EENF be withdrawn to avoid project segmentation, and to ensure that the cumulative impacts of both projects, with specific attention on traffic, be reviewed.

As the gas station/convenience store project is further along in its design, we are respectfully requesting a Special Review Procedure (SRP) to allow for a phased review of the project, with the gas station/convenience store representing Phase I and the future warehouse use representing Phase II. This

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request for a SRP acknowledges that further MEPA review will be required for Phase II, including but not limited to analyses of site alternatives, GHG emissions, stormwater, and transportation impacts, as the project advances. This EENF filing provides a high level overview of the Phase II impacts based on the current conceptual site design, as well as a detailed transportation impact assessment and greenhouse gas analysis that review the cumulative impact of both projects. It is noted that separate MassDOT access permits will be required for each Phase of the development.

As the only MEPA threshold requiring an EIR filing is transportation due to trip generation, and this EENF filing provides an expanded transportation impact assessment, we also respectfully request a determination that a Single Environmental Impact Report be allowed for the Project.

If you should have any questions regarding the enclosed materials, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



Shaun P. Kelly
Associate

Enclosures

cc: File



Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
Massachusetts Environmental Policy Act (MEPA) Office

Environmental Notification Form

For Office Use Only

EEA#: _____

MEPA Analyst: _____

The information requested on this form must be completed in order to submit a document electronically for review under the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Proposed Convenience Store and Gas Station – Phase 1 (Ph-1) /
Proposed Warehouse – Phase 2 (Ph-2)

Street Address: 500 Thurston Street

Municipality: Wrentham

Watershed: Taunton

Universal Transverse Mercator Coordinates:

Latitude: 42° 03' 09.59" N

Longitude: 71° 17' 54.50" W

Estimated commencement date: Spring 2022

Estimated completion date: Fall 2022

Project Type: Commercial

Status of project design: 25 %complete

Proponent: 500 Thurston Street, LLC

Street Address: 500 Thurston Street

Municipality: Wrentham

State: MA

Zip Code: 02093

Name of Contact Person: John Kayrouz

Firm/Agency: 500 Thurston Street, LLC

Street Address: 16 East Main Street

Municipality: Westborough

State: MA

Zip Code: 01581

Phone:

(508) 366-1529

Fax:

(888) 503-6563

E-mail:

johnny@kayouzrealty.com

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?

☒ Yes ☐ No

If this is an Expanded Environmental Notification Form (ENF) (see 301 CMR 11.05(7)) or a Notice of Project Change (NPC), are you 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

(Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?

The project exceeds 301 CMR 11.03 (6)(a) 6.: Generation of 3,000 or more New ADT on roadways providing access to a single location.

Which State Agency Permits will the project require? MassDOT Category III Access Permit

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: Not applicable.

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	Ph-1: 4.402 Ph-2: 13.720		
New acres of land altered		Ph-1: 4.869 Ph-2: 12.40	
Acres of impervious area	Ph-1: 0 Ph-2: 0.163	Ph-1: 2.421 Ph-2: 7.34	Ph-1: 2.421 Ph-2: 7.50
Square feet of new bordering vegetated wetlands alteration		0 SF	
Square feet of new other wetland alteration		0 SF	
Acres of new non-water dependent use of tidelands or waterways		0 SF	
STRUCTURES			
Gross square footage	Ph-1: 0 Ph-2: 7,115	Ph-1: 7,468 Ph-2: 127,885	Ph-1: 7,468 Ph-2: 135,000
Number of housing units	Ph-1: 0 Ph-2: 1	Ph-1: 0 Ph-2: -1	Ph-1: 0 Ph-2: 0
Maximum height (feet)	0	Ph-1: 26.75 Ph-2: 45'+/-	Ph-1: 26.75 Ph-2: 45'+/-
TRANSPORTATION			
Vehicle trips per day	0	Ph-1: 3,834 Ph-2: 244	Ph-1: 3,834 Ph-2: 244
Parking spaces	0	Ph-1: 58 Ph-2: 163	Ph-1: 58 Ph-2: 163
WASTEWATER			
Water Use (Gallons per day)	0	Ph-1: 1,483 Ph-2: 3,000	Ph-1: 1,483 Ph-2: 3,000
Water withdrawal (GPD)	0	Ph-1: 1,483 Ph-2: 3,000	Ph-1: 1,483 Ph-2: 3,000
Wastewater generation/treatment (GPD)	0	0 (onsite septic)	0 (onsite septic)
Length of water mains (miles)	0	0	0
Length of sewer mains (miles)	0	0	0
Has this project been filed with MEPA before? ☐ Yes (EEA #_____) ☒ No			
Has any project on this site been filed with MEPA before? ☐ Yes (EEA #_____) ☒ No			

GENERAL PROJECT INFORMATION – all proponents must fill out this section

PROJECT DESCRIPTION:

Describe the existing conditions and land uses on the project site: Refer to supplemental narrative.

Describe the proposed project and its programmatic and physical elements: Refer to supplemental narrative.

NOTE: The project description should summarize both the project's direct and indirect impacts (including construction period impacts) in terms of their magnitude, geographic extent, duration and frequency, and reversibility, as applicable. It should also discuss the infrastructure requirements of the project and the capacity of the municipal and/or regional infrastructure to sustain these requirements into the future.

Describe the on-site project alternatives (and alternative off-site locations, if applicable), considered by the proponent, including at least one feasible alternative that is allowed under current zoning, and the reasons(s) that they were not selected as the preferred alternative: Refer to supplemental narrative.

NOTE: *The purpose of the alternatives analysis is to consider what effect changing the parameters and/or siting of a project, or components thereof, will have on the environment, keeping in mind that the objective of the MEPA review process is to avoid or minimize damage to the environment to the greatest extent feasible. Examples of alternative projects include alternative site locations, alternative site uses, and alternative site configurations.*

Summarize the mitigation measures proposed to offset the impacts of the preferred alternative:

In order to mitigate the transportation impacts associated with the project, roadway geometric and traffic signal modifications are proposed at the intersection of Washington Street (Route 1) with Thurston Street. Please also refer to supplemental narrative and the transportation chapter of this EENF

If the project is proposed to be constructed in phases, please describe each phase:

Phase 1 of this project consists of the proposed gas station with convenience store development. Phase 2 is currently in a conceptual stage and includes the proposed warehouse use. Both phases are depicted on the attached Overall Phased Development Plan.

AREAS OF CRITICAL ENVIRONMENTAL CONCERN:

Is the project within or adjacent to an Area of Critical Environmental Concern?

☐ Yes (Specify _____)
☒ No

If yes, does the ACEC have an approved Resource Management Plan? ____ Yes ____ No;
If yes, describe how the project complies with this plan.

Will there be stormwater runoff or discharge to the designated ACEC? ____ Yes ____ No;

If yes, describe and assess the potential impacts of such stormwater runoff/discharge to the designated ACEC.

5.0 PROJECT DESCRIPTION

The development project reviewed as part of this Expanded Environmental Notification Form (EENF) entails the construction of a new one-story freestanding convenience store and self-service gasoline station that also provides a high-speed diesel fueling area (hereinafter referred to as the Project). The Project site is located in the southeast quadrant of the intersection of Washington Street (Route 1) and Thurston Street in the Town of Wrentham, Massachusetts. The 4.4±-acre Project site was created through the subdivision of an approximate 11.0± acres described as Map 0-7, Block 4 Lot 1. The ANR plan approved by the Town of Wrentham is provided in this EENF.

As described in subsequent sections of this EENF, a potential warehouse development project is currently contemplated on a combined parcel of land that would include both the 6.6±-acre site that was subdivided to create the gas station/convenience store site, and an approximate 7.1±-acre site abutting it to the east. While the warehouse development is still in the initial development stages, this EENF provides a summary of the anticipated impacts associated with this project, including an assessment of the cumulative traffic impacts of both the gas station/convenience store and warehouse use.

The proposed commercial use of the Project site is consistent with the Town's rezoning of the subject property to promote commercial activity in the Route 1 South Zoning District. The Project is located in close proximity to the Interstate 495 (I-495) interchange to Washington Street, and is expected to draw a significant percentage of customer activity from existing traffic flows already traveling northbound on Washington Street. Under existing conditions, the nearest fueling facility on the northbound side of Route 1 is located over 5 miles north of I-495, in the Town of Foxborough, north of Gillette Stadium.

The existing northern portion of the site previously consisted of two residential homes with associated sheds and asphalt driveways to Thurston Street and have since been demolished. The existing southern portion of the site is a former gravel pit consisting of small patches of wooded areas with expanses of grass, dirt, and gravel. Minimal solid waste will be generated during demolition of the site. Excess materials will be reused or recycled when possible or will otherwise be properly disposed of to a licensed facility per the Department of Environmental Protection (DEP) regulations for solid waste facilities.

The proposed project would provide an approximate 7,468± square foot (sf) freestanding convenience store that would also provide a drive-through lane for a coffee/donut shop located internal to the store. The proposed convenience store building design incorporates a number of measures

intended to minimize the environmental impacts of the building, including an energy code compliant building envelope and mechanical systems, high efficiency LED lighting throughout the building, US EPA “Water Sense” plumbing fixtures to minimize water usage and exterior sunshades over storefronts to reduce air conditioning load. A marked drive-through lane, including a bypass lane is proposed on-site to accommodate drive-through customer activity. The proposed self-service fueling facility will provide 8 fuel dispensers that will accommodate 16 vehicle fueling positions. Additionally, a 4 vehicle fueling position high-speed diesel fueling area would also be provided. The project would provide a total of 58 parking spaces internal to the Project including 3 accessible parking spaces proximate to the convenience store.

The proposed site access plan includes two driveways onto Thurston Street, with the western driveway serving as a full-access and egress driveway and the eastern driveway operating as a one-way exit drive, accommodating exiting truck movements from the high speed diesel fueling area. Additionally, a limited access right-in/right-out driveway is proposed onto Washington Street that would serve traffic arriving from the south or destined to the north on Washington Street. As Washington Street is under Massachusetts Department of Transportation (MassDOT) jurisdiction, a highway access permit will be required from MassDOT’s District 5 Office.

As part of this EENF, a conceptual access plan for the potential warehouse use on the combined parcels to the south and east is also provided, which would include a limited access right-in/right-out driveway onto Washington Street to serve employee traffic, a right-turn-in only driveway to serve truck traffic accessing the loading dock area and a full-access driveway onto Thurston Street that would allow truck traffic to access and depart the site via Washington Street southbound.

Under current conditions there are no stormwater runoff mitigation or treatment measures associated with the existing site before stormwater flows to either the Washington Street or Thurston Street right-of-way. The proposed drainage system will be designed to meet or exceed MassDEP stormwater standards by attenuating runoff rates to less than the pre-development condition, providing 44 percent pre-treatment total suspended solids (TSS) removal prior to infiltration, providing a minimum 80 percent total TSS removal prior to discharge, sizing systems to meet the 1-inch water quality volume, and promoting groundwater recharge. Stormwater runoff will be treated for TSS removal using the combination of deep-sump hooded catch basins, forebays, proprietary stormwater quality units, and infiltration basins prior to discharge. The proposed drainage design will be consistent with maintaining natural drainage flow patterns to the extent practicable, and will utilize Best Management Practices (BMPs), including proprietary treatment units and subsurface infiltration systems, to promote groundwater recharge, water quality treatment, and attenuate peak rates of runoff.

The proposed Project will have an onsite septic system which will not affect the Town’s sewer infrastructure. Due to the nature of the proposed use, water usage will have a minimal impact on the Town’s infrastructure.

The Project will provide erosion and sedimentation controls during the demolition and construction periods, as well as long term stabilization of the site. The Proponent will take a number of reasonable efforts to minimize impacts associated with construction efforts. Specifically, as part of the site construction: erosion control best management practices will be implemented and maintained on the site at all times during construction; equipment will not needlessly idle onsite during construction; construction vehicles will not be allowed to warm up prior to designated construction hours; equipment used throughout construction will be maintained properly with particular attention put to proper operation of equipment mufflers; and enclosures or barriers will be provided on small equipment that operates continuously.

The Project's off-site mitigation plan includes roadway geometric and traffic signal improvements to the intersection of Washington Street with Thurston Street, including both measures to provide additional capacity at this intersection to accommodate the peak-traffic demands of the Project, as well as a number of safety enhancements that were identified as part of a Road Safety Audit (RSA) conducted for this location. The mitigation plan has been developed to accommodate both the proposed gas station/convenience store and potential warehouse development.