

ENF Environmental Notification Form

<i>For Office Use Only</i>	
<i>Executive Office of Environmental Affairs</i>	
EOEA No.:	<u>12977</u>
MEPA Analyst:	<u>Deirdre Buckley</u>
Phone: 617-626-	<u>1044</u>

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: TI Logistics		
Street: 20 Dana Road		
Municipality: Oxford	Watershed: Lowes Brook	
Universal Tranverse Mercator Coordinates:	Latitude: 042°07'46.14"N Longitude: 071°51'39.06"W	
Estimated commencement date: 8/14/2003	Estimated completion date: 8/14/2004	
Approximate cost: 11,000,000	Status of project design: 60	%complete
Proponent: Westchester Realty, L.L.C		
Street: 66 Atlas Street		
Municipality: Worcester	State: MA	Zip Code: 01604
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Daniel Campbell		
Firm/Agency: CDW Consultants, Inc.	Street: 40 Speen Street, Suite 301	
Municipality: Framingham	State: MA	Zip Code: 01701
Phone: 508.875.2657	Fax: 508.875.6617	E-mail: dcampbell@cdwconsultants.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): Tax Increment Financing Agreement

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

List Local or Federal Permits and Approvals: Town of Oxford - Notice of Intent, Site Plan Review and Application for disposal works construction permit, Commonwealth of Mass. – Mass. Highway Department Indirect Highway Access Permit, 401 Water Quality Certification, Federal Government – NPDES Construction Permit, USACOE 404 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 checked="" type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input type="checkbox"/> Water | <input type="checkbox"/> Wastewater | <input 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 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 type="checkbox"/> DEP or MWRA Sewer Connection/Extension Permit <input type="checkbox"/> Other Permits (including Legislative Approvals) – Specify: _____ _____ _____ _____ _____ _____ _____ _____ _____ _____
Total site acreage	36±			
New acres of land altered		17±		
Acres of impervious area	3±	11.4±	14.4±	
Square feet of new bordering vegetated wetlands alteration		3,762 Perm. 738 Temp.		
Square feet of new other wetland alteration		20,288 Perm. 9,262 Temp.		
Acres of new non-water dependent use of tidelands or waterways		N/A		
STRUCTURES				
Gross square footage	70,000 s.f.	337,500 s.f.	407,500 s.f.	
Number of housing units	N/A	N/A	N/A	
Maximum height (in feet)	35	6	41	
TRANSPORTATION				
Vehicle trips per day	84	152	236	
Parking spaces	10	47	57	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	1,500 Estimated	-1,080	420	
GPD water withdrawal				
GPD wastewater generation/treatment	2,250 Estimated	1,170 Title V Required 1,500 Design Treatment	1,170 Title V Required 1,500 Design Treatment	
Length of water/sewer mains (in miles)	0	N/A	N/A	

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.)

- A. The existing site consists of a 70,000± s.f. industrial building, within an industrial zone, with associated parking, loading areas, utilities, and a single-family house with associated driveway and utilities. The site is identified as 20 Dana Road in Oxford, Massachusetts. The property is currently 11% developed including the building, pavement and graded areas. The remainder of the parcel consists of second growth forested areas, ledge outcroppings, and wetlands under State and/or Federal jurisdiction. The subject parcel contains Bordering Vegetated Wetlands and non-State, Federal jurisdictional wetlands. The Oxford Conservation Commission has issued a Notice of Resource Area Delineation, as amended December, 2002 and the ACOE issued a Determination of Jurisdiction July, 2002.

The current stormwater management system is a compilation of products and methods utilized to fix problems as they occurred. There are few catch basins on-site which are piped directly to a discharge which leads under an adjacent building. The pavement currently has no curbing, which allows run-off to be directly discharged to the surrounding wetland areas. Presently the rooftop drains directly to the pavement. All runoff discharges with no water quality mitigation or detention of stormwater flow.

The preliminary construction activities will include the demolition and disposal of the existing buildings and associated pavement, and the abandonment of the existing rail spur, five existing potable water wells, two subsurface sewage disposal systems, and utilities in accordance with applicable regulations. The majority of demolition debris, i.e. concrete, bituminous pavement and metal, will be recycled on the project site or at an off-site facility. The demolition will result in debris such as insulation and office materials, which will be disposed of at a municipal landfill.

The proposed building height will increase by approximately 6 feet from the existing building. Tree removal will be conducted in areas to be developed, to the limits of grading as shown by the proposed haybale/siltfence line. Parking areas and material loading areas will be established as shown on the plans. The proposed building will not be out of character with the surrounding industrial area. There are two residential properties abutting the site; however, the building placement as well as the minimized tree removal along the property boundaries will mitigate the visual impact of the re-development to those properties.

The existing vegetated portions of the site are dominated by new growth pine, oak and maple foliage with minimal underlying brush. The site design will use existing topographical features to create two separate useable areas on the site; one for the proposed building location and one at an upper level for a semi-trailer parking area. These two areas will result in minimized overall land impacts by maintaining an approximate balance between cut and fill areas causing minimal total soil displacement, and using slope stabilization.

The stormwater management system consists of deep sump hooded catch basins connecting into a structured drainage system for stormwater transport. All runoff from impervious areas will be directed to the drainage systems which outlet into one of three proposed on-site detention basins, which mitigate the peak

rate of runoff and provide water quality improvements. One basin is designed for groundwater recharge in an area of the site where soil types are viable for recharge. The multiple basin design also allows for redundant protection. The stormwater management system is designed to detain runoff on the site and provide for no net increase in peak rate of runoff from the site. The system will allow for greater mitigation of the stormwater than the current system, utilizing curbing and down spouts to collect all the stormwater from the pavement and building areas. An Operation and Maintenance plan will be implemented, as detailed in the Notice of Intent, after the construction is complete to ensure the maintenance of the stormwater management system. The stormwater management system was designed in accordance with DEP Stormwater Policy to provide for protection of the site and surrounding sensitive areas.

The new rail spur will be constructed to provide service to the interior of the proposed building allowing for greater utilization of the rail for product movement. Currently the rail cars are unloaded outside of the building, requiring transport to the building interior. This operation creates noise pollution by taking place outside. With the rail cars in the building the noise created by the operations will be diminished to the surrounding properties. The placement of the building also provides a visual and auditory buffer to the abutting residential properties from the rail cars as they are servicing the building. Currently, freight trains are utilized once a day to provide rail cars to the facility. It is anticipated that the increased building size will result in no increase in daily rail trips to and from the site. Trailer truck traffic will increase as a result of the project, and the site design has incorporated appropriate turning radii and entrance and exit sight distances to minimize impacts to existing traffic on Dana Road.

A total of 3,762 s.f. of State and 20,288 s.f. Federal wetlands will be filled. Replication will be at a ratio of 1.5:1. Approximately 39,800 square feet of post-construction wetland replication will be conducted in accordance with a plan prepared by Oxbow Associates of Acton, MA and will be approved by DEP through the 401 Water Quality Certificate, Army Corps. of Engineers and the Oxford Conservation Commission. The replication is as shown on the attached plans and will include both the replication of the bordering vegetated wetlands and the Federal jurisdictional wetlands, to create a more contiguous bordering vegetated wetlands which connects one area which is currently under Federal jurisdiction only with the State jurisdictional wetlands area. This will allow for the creation of a more meaningful wetlands habitat and community than that which currently exists on-site.

- B.** The project location was chosen for its size, accessibility to an existing and active rail service adjacent to the site and the ability to layout the site with one building and associated parking, loading areas and utilities. The building was designed to accommodate the requirements of the business entity. The proposed project layout was designed to maximize useable land while minimizing impacts.

The construction of a smaller facility, multiple buildings, or the no-build option is not considered economically feasible. The no-build option was also not considered for an environmental quality standpoint. With the unchecked and unmitigated stormwater currently being discharged, it would be a benefit to the property and the watershed if the proposed construction took place. The re-use of the existing facility is also not considered economically feasible for the property owner. Other alternatives that were considered for building and parking layout could result in greater potential impact to the State and Federal wetland areas.

- C.** There are two Industrial buildings adjacent to the Site and three residential homes. One of the residential properties has been purchased by the project proponent to increase the overall land area, improve access and minimize the impact of the project on the wetland areas at the rear of the site.

Prior to construction, erosion control fencing and haybales will be installed to prevent the movement of sediment into the adjacent resource areas. Rip rap swales and erosion control fabric will be installed to direct stormwater and maintain slope integrity after construction. Stone-based construction vehicle entrances will be utilized to protect surrounding properties, roadways and resource areas.

The design includes mitigation for the wetland impacts at a greater than 1:1 replication which is specified by the State regulations. There will be approximately 1.5:1 replication of the wetlands adjacent to the on-site BVW. The wetland replication areas for both state and federal wetland replication were chosen to create a more contiguous area of viable wetlands for the site. The wetlands created are within the area of State jurisdiction and are subject to and will be governed by an Order of Conditions under the Massachusetts Wetlands Protection Act.