

Commonwealth of Massachusetts

Executive Office of Environmental Affairs ■ MEPA Office

ENF

Environmental Notification Form

<i>For Office Use Only</i> <i>Executive Office of Environmental Affairs</i>	
EOEA No.:	14158
MEPA Analyst:	Nick ZAVOLAS
Phone: 617-626-	1630

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: The Shoppes at Harrington Farms		
Street: Boston Turnpike (a.k.a. Route 9) at South Street		
Municipality: Shrewsbury	Watershed: Sudbury Assabet Concord	
Universal Transverse Mercator Coordinates:	Latitude: 42° 16' 40" N Longitude: 71° 41' 48" W	
Estimated commencement date: 8/08	Estimated completion date: 9/09	
Approximate cost: \$35 Million	Status of project design: 10	%complete
Proponent: Retailscapes, LLC		
Street: 855 Worcester Road, Suite 15		
Municipality: Framingham	State: MA	Zip Code: 01701
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Joshua W. Reinke / Matthew D. Smith, P.E.		
Firm/Agency: Bohler Engineering, P.C.	Street: 352 Turnpike Road	
Municipality: Southborough	State: MA	Zip Code: 01772
Phone: (508) 480-9900	Fax: (508) 480-9080	E-mail: jreinke@bohlereng.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: Site Plan Approval from the Shrewsbury Planning Board; Notice of Intent from the Shrewsbury Conservation Commission; Federal: NPDES

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 checked="" 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 checked="" type="checkbox"/> Other Permits <i>(including Legislative Approvals) – Specify:</i> <u>401 Water Quality Certification may be required pending a jurisdictional determination by ACOE.</u>
Total site acreage	24.80			
New acres of land altered		9.5		
Acres of impervious area	0.15	+8.35	8.50	
Square feet of new bordering vegetated wetlands alteration		-4,438		
Square feet of new other wetland alteration		0		
Acres of new non-water dependent use of tidelands or waterways		0		
STRUCTURES				
Gross square footage	2,124	+99,260	101,384	
Number of housing units	1	-1	0	
Maximum height (in feet)	30+/-	+10	40	
TRANSPORTATION				
Vehicle trips per day	1,522	5,330	6,852	
Parking spaces	30±	427	457	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	745	+10,999	11,744	
GPD water withdrawal	0	0	0	
GPD wastewater generation/ treatment	745	+10,999	11,744	
Length of water/sewer mains (in miles)	0	0	0	

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 proposed development is located on the northeasterly corner of Route 9 & South Street intersection in Shrewsbury. A small coffee shop and single family house currently occupy the property to be utilized for the development. The proposed development, named The Shoppes at Harrington Farms, will consist of two phases realizing a total building area of approximately 102,000 square feet. Bordering vegetated wetlands separate the site into two phases. The western piece will be Phase I and will be developed with approximately 54,000 sf of single story buildings designated for retail use. The eastern piece, Phase II, is expected to be developed with restaurant and retail uses totaling approximately 48,000.

Alternatives featuring various forms of retail and restaurant uses have been considered by the Proponent. One alternative considered in the westerly development featured buildings located along the northerly property line with the building fronts facing Route 9. This received extensive interest from prospective tenants as it provided a customary retail layout with the buildings furthest away from the main arterial and the parking between the road and the building. However, initial meetings with both the Shrewsbury Planning Board and the neighboring condominium development to the north (Maplewood Condominiums) strongly encouraged the developer to move any buildings closer to Route 9 to provide improved street aesthetics and to isolate loading operations from the abutting residential receptors. Accordingly, the current conceptual plan moves the buildings closer to Route 9 and the loading operations further from the residences.

Other conceptual layouts featured the two phases of the development without a cross connection between them. While the connection requires minor wetland crossings and potential fillings, the connection is desirable from a traffic perspective as it allows trips between the compatible uses without impacting the offsite roadway network. Additionally, the connection between the two uses has been favorably viewed by prospective tenants and is thus desirable for the overall long-term viability of the center.

It is also notable that the limits of the wetland areas onsite are currently in question, which could further impact the ultimate site layout as further described below.

The no-build alternative is not considered viable as the site is currently commercially zoned at the signalized intersection of two well-traveled roads. Should the site not be developed, the project's service and fiscal benefits to the community would not be realized.

All considered onsite alternatives have similar potential environmental impacts associated with them including stormwater runoff, development within jurisdictional wetland areas and buffers, and impacts to traffic operations on the surrounding roadway network.

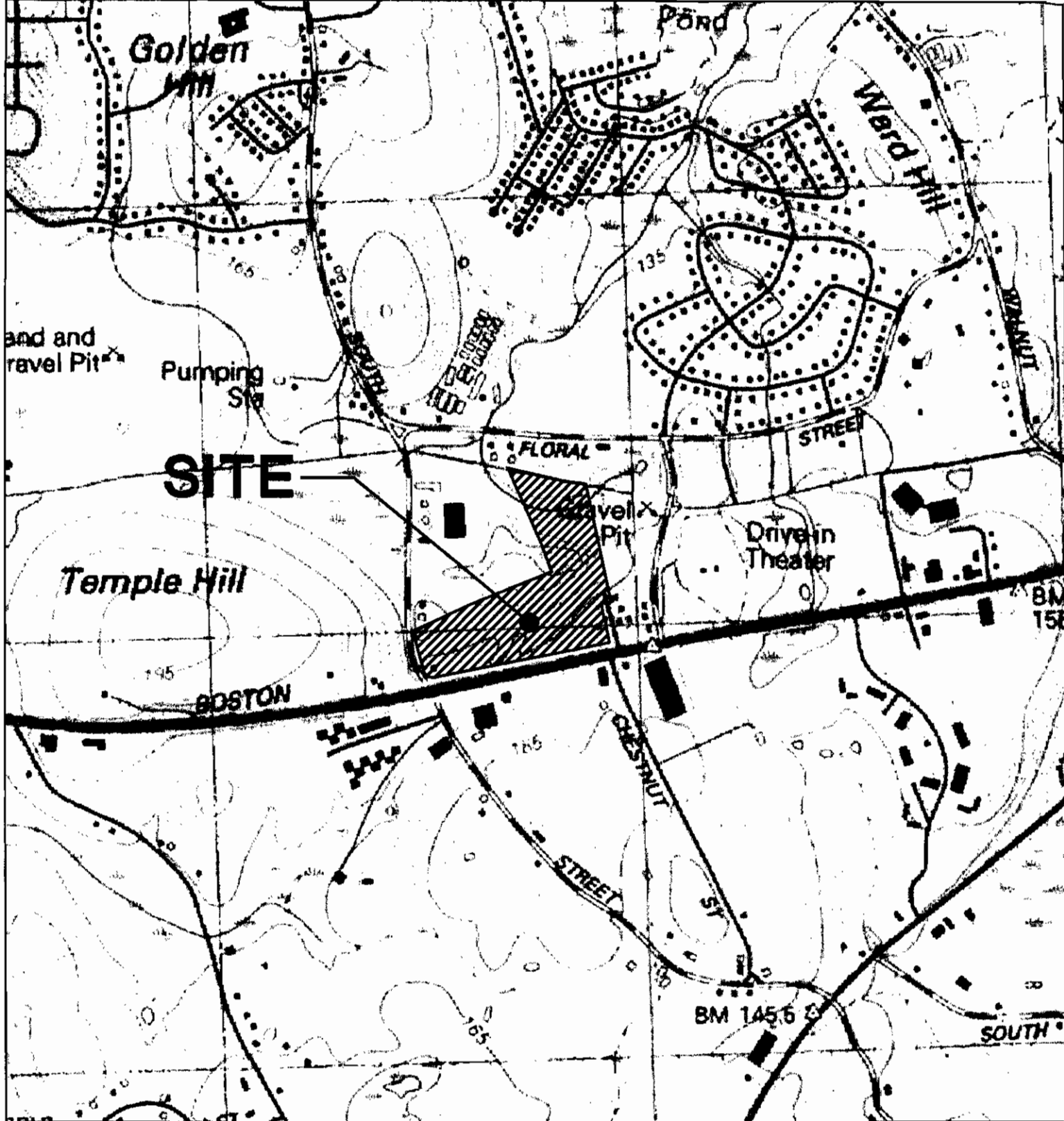
The proposed project will result in an increase in traffic. Project related increases are not expected to have a significant impact on area traffic operations. However, the proponent is committing to intersection and roadway improvements at Route 9 and South Street that are consistent with recommendations published by the Central Massachusetts Regional Planning Commission (CMRPC) in the Route 9 Corridor Profile study that will offset project impacts, improve intersection capacity and enhance travel safety. These improvements include widening South Street north of Route 9 to provide an additional travel lane and improved alignment with the southerly leg of South Street, widening Route 9 westbound to provide an exclusive right-turn lane, updating signal equipment and modifying signal timing/phasing. Access design for the site includes a full access unsignalized driveway on South Street approximately 300 feet north of Route 9, a right-in/right-out driveway on Route 9 central to the site and an enter-only driveway along Route 9 at the western end of the site.

Off-site improvement alternatives considered include (a) utilizing existing infrastructure to support the proposed development (the "do nothing" alternative) and (h) roadway and signal improvements at Route 9 and South Street that address pre-existing capacity and safety constraints, consistent with recommended actions documented by the Central Massachusetts Regional Planning Commission (CMRPC) in the Route 9 Corridor Profile study. While incremental project traffic increases are not expected to materially change operations at the existing Route 9 at South Street intersection, the Proponent endeavors to implement significant off-site roadway and signal improvements that are required independent of the project to support area growth. Specifically, these improvements include roadway widening along South Street and along Route 9 plus associated traffic signal upgrades. Proposed improvements will both offset project traffic impacts and enhance travel safety and capacity through the intersection.

Filling of wetlands may occur as a result of this project. Primarily, this filling would take place to accommodate a connection between Phase I and II. The impacts from any filling will be mitigated and thoroughly reviewed through a Notice of Intent process. The majority of the development is expected to maintain a 30-foot buffer between the wetlands and proposed impervious areas. Further, the proponent is committed to providing stormwater improvements to reduce sediment deposits into the wetlands that are occurring from drainage coming onto the site from the Route 9 right-of-way.

On 11/30/07, the Shrewsbury Conservation Commission issued an Order of Resource Area Delineation deeming the filed Abbreviated Notice of Resource Area Delineation as inaccurate. A Request for Departmental Action was filed with DEP on 12/14/07 disputing the determination and resolution is anticipated in the coming months, which could impact the overall proposed site layout. However, the ultimate potential environmental impacts associated with the development are not anticipated to substantially change upon DEP's decision.

The development will be constructed to include a stormwater management system in accordance with Town and State requirements. The existing drainage patterns flow generally to existing on-site wetlands. The proposed stormwater management system will seek to simulate the existing drainage patterns to avoid any negative impacts. DEP stormwater policy guidelines will be followed to treat and attenuate runoff prior to discharge to the wetlands. This site will likely utilize underground detention structures to mitigate peak runoff flows.



REV	DATE	COMMENT	BY

M.D. SMITH

PROFESSIONAL ENGINEER
 MASSACHUSETTS LICENSE No. 45496
 RHODE ISLAND LICENSE No. 8145
 CONNECTICUT LICENSE No. 24567
 MAINE LICENSE No. 11C23



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PROJECT: **PROPOSED DEVELOPMENT**
 MAP #35, PARCELS 7, 7-1, 7-2
 SOUTH STREET & ROUTE 9
 TOWN OF SHREWSBURY, WORCESTER COUNTY, MASSACHUSETTS

TITLE:
USGS MAP

PROJECT # W061099	CAD ID # W061099_usgs	DRAWN BY: SJL	CHECK BY: MDS	SCALE 1" = 1000'	DATE: 4/26/07	SHEET NO. 1
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