



The Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

Deval L. Patrick
GOVERNOR

Timothy P. Murray
LIEUTENANT GOVERNOR

Ian A. Bowles
SECRETARY

Tel: (617) 626-1000
Fax: (617) 626-1181
<http://www.mass.gov/envir>

June 22, 2007

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : Hughes-Ortiz Notice of Intent for Reconstruction of
Garage, Driveway/Parking Expansion and Associated
Stormwater Recharge System
PROJECT MUNICIPALITY : Groton
PROJECT WATERSHED : Nashua
EOEEA NUMBER : 14032
PROJECT PROPONENT : Pat Hughes-Ortiz
DATE NOTICED IN MONITOR : May 23, 2007

Pursuant to the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62H) and Section 11.03 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **does not require** the preparation of an Environmental Impact Report (EIR).

As described in the Environmental Notification Form (ENF), the project consists of the demolition of an existing garage, construction of a new 24-foot by 24-foot, two-story garage, the expansion of an existing driveway and parking area, and the installation of stormwater management infrastructure. The project site is approximately 0.60 acres in area and is located at 60 Boston Road (Route 119) in Groton. The project site presently contains a single family home and appurtenant garage used as an office for a local roofing company. Limited amounts of roofing materials and equipment are stored on site and traffic to and from the site is generally limited to employees arriving twice daily before and after their assignment to a job site. The rear of the project site is characterized by a historically maintained grassy area that transitions to Bordering Vegetated Wetland. The existing driveway is narrow and steeply sloped from Route

119, leading to existing conditions of stormwater sheet flow runoff from the roadway and driveway toward the wetland resource areas, causing minor erosion to the driveway itself.

In addition to on-site stormwater improvements and construction of a new garage to appropriately store on-site equipment and materials, the project will also improve on-site parking and site access. The existing driveway curb cut will be widened to facilitate two-way traffic and expanded parking will reduce the likelihood of employees parking along the embankment of Route 119. Furthermore, the project will decommission the existing on-site wastewater treatment system and provide a connection to a sewer main located in Route 119 along the site frontage.

The project site is located adjacent to Route 119 in a locally zoned business district. The project site is situated within the Petapawag Area of Critical Environmental Concern and a portion of the site has been identified by the Natural Heritage and Endangered Species Program (NHESP) as Estimated and Priority Habitat for Rare Species. The NHESP has determined that the project will have no adverse impact to Estimated or Priority Habitat and the project is exempt from the permitting requirements associated with the Massachusetts Endangered Species Act (MESA).

The project is undergoing review pursuant to Section 11.03 (11)(b) because the project requires a State Agency action and is located within an Area of Critical Environmental Concern (ACEC). The project will require a modified curb cut permit from MassHighway and an Order of Conditions from the Groton Conservation Commission, and in the case of an appeal, a Superseding Order of Conditions from the Massachusetts Department of Environmental Protection (MassDEP).

Because the proponent is not seeking financial assistance from the Commonwealth for the project, MEPA jurisdiction extends to those aspects of the project that may have significant environmental impacts and that are within the subject matter of required or potentially required state permits. In this case, MEPA jurisdiction exists over ACECs, traffic, wetlands and stormwater.

Traffic

The project will require a permit for a modified curb cut access to Route 119. The proponent should work with MassHighway to ensure that the proposed design is consistent with MassHighway standards. Based upon site topography, it appears that stormwater runoff from the expanded driveway and parking areas will be maintained and infiltrated on-site and will not contribute to the MassHighway drainage system associated with Route 119. Additionally, I encourage the proponent and MassHighway to investigate ways to reduce erosion impacts caused by stormwater runoff from Route 119 onto the project site.

Wetlands and Stormwater

The rear portion of the project site contains areas of Bordering Vegetated Wetlands (BVWs). No direct alteration of the BVWs are proposed; however work will occur within the 100-foot buffer zone. To accommodate the expanded parking area, garage, and stormwater infrastructure, fill material will be imported and placed in the 100-foot buffer zone. A small retaining wall will be constructed and act as a boundary preventing encroachment into the BVW.

Stormwater Best Management Practices (BMPs), including a trench drain, water quality inlet, and underground recharge bed will be installed on site to convey and treat stormwater runoff in compliance with MassDEP's Stormwater Management Policy. Groundwater recharge will be provided in excess of that required by MassDEP guidelines and removal of Total Suspended Solids (TSS) will exceed the minimum 80% standard. During the construction period the proponent should establish protocols to control erosion and sedimentation and I encourage the proponent to establish operation and maintenance procedures for the structured BMPs upon completion of construction.

Based on the information in the ENF and after consultation with relevant public agencies, I find that no further MEPA review is required at this time. The project may proceed with obtaining required State permits.

June 22, 2007

Date



Ian A. Bowles

Comments received:

06/05/2007	Montachusett Regional Planning Commission
06/07/2007	Groton Board of Health
06/08/2007	Executive Office of Transportation
06/12/2007	Department of Conservation and Recreation – ACEC Program
06/12/2007	Department of Environmental Protection - CERO

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