

Commonwealth of Massachusetts

Executive Office of Environmental Affairs ■ MEPA Office

ENF

Environmental Notification Form

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|--|---------------------|
| <i>For Office Use Only</i> <i>Executive Office of Environmental Affairs</i> | |
| EOEA No.: | 14005 |
| MEPA Analyst: | AUUE CANADAY |
| Phone: 617-626- | X1035 |

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: Amesbury Heights Mixed Use Development | | |
| Street: 36 & 42 Haverhill Road | | |
| Municipality: Amesbury | Watershed: Merrimack | |
| Universal Transverse Mercator Coordinates: 19 341330E 474506N | Latitude: 42° 50'27" N | Longitude: 70° 56'29" W |
| Estimated commencement date: March 2008 | Estimated completion date: August 2009 | |
| Approximate cost: \$39,000,000 | Status of project design: | 60 %complete |
| Proponent: Boston North Properties, LLC | | |
| Street: 98 Elm Street | | |
| Municipality: Salisbury | State: MA | Zip Code: 01952 |
| Name of Contact Person From Whom Copies of this ENF May Be Obtained: Conor Nagle | | |
| Firm/Agency: Vanasse Hangen Brustlin, Inc. | Street: 101 Walnut Street | |
| Municipality: Watertown | State: MA | Zip Code: 02472 |
| Phone: (617) 924-1770 | Fax: (617) 924-2286 | E-mail: cnagle@vhb.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): The Project will apply for approximately \$31 million in bond financing from MassDevelopment.

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 Amesbury:** Order of Conditions (Conservation Commission), Comprehensive Permit (Zoning Board of Appeals). **Federal:** NPDES General Permit for Construction Activities (Environmental Protection Agency), Army Core 404 Water Quality Certificate.

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 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 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 <i>(including Legislative Approvals) – Specify:</i> |
| Total site acreage | 34.2 ac. | | | |
| New acres of land altered | | 8.4 ac. | | |
| Acres of impervious area | 2.1 ac. | 7.0 ac. | 9.1 ac. | |
| Square feet of new bordering vegetated wetlands alteration | | 1,527 sf | | |
| Square feet of new other wetland alteration | | 5,385 sf | | |
| Acres of new non-water dependent use of tidelands or waterways | | 0 ac. | | |
| STRUCTURES | | | | |
| Gross square footage | 14,900 +/- | 417,500 | 432,400 | |
| Number of housing units | 0 | 257 | 257 | |
| Maximum height (in feet) | 0 | 58 ft | 58 ft | |
| TRANSPORTATION | | | | |
| Vehicle trips per day | 104 | 2,341 | 2,445 | |
| Parking spaces | 42 | 472 | 514 | |
| WATER/WASTEWATER | | | | |
| Gallons/day (GPD) of water use | 725 | 28,250 | 28,975 | |
| GPD water withdrawal | 0 | 0 | 0 | |
| GPD wastewater generation/ treatment | 725 | 51958 | 52,683 | |
| Length of water/sewer mains (in miles) | 0 | 0.4 mi | 0.4 mi | |

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

Review of the Inventory of Historic and Archaeological Assets of the Commonwealth indicates that there are no recorded cultural resources within the Project Site, nor any properties listed in the State or Federal Registers of Historic Places.

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.*)

Boston North Properties, LLC (the "Proponent") is proposing to construct Amesbury Heights Mixed Use Development (the "Project"), located on a 34-acre site on Route 110 (Haverhill Road) approximately 1,000 feet west of the intersection with Route 150 in Amesbury, Massachusetts (the "Project Site"). See Figure 1 for the site location. The Project is expected to be developed in two distinct phases. Phase 1 will consist of a residential development with 240 units (48 affordable), a centrally located clubhouse, "village green" and associated amenities. The preliminary concept for Phase 2 includes a mixed use development consisting of 17 residential units and a 21,000sf commercial (office/ retail) component. The Project, inclusive of both phases, does not meet or exceed any Mandatory EIR thresholds according to 301CMR 11.03 of the Massachusetts Environmental Policy Act (MEPA) regulations.

The Project Site is bounded by Haverhill Road to the north, Interstate 495 to the south, wetlands to the east, and single family residential dwellings to the west. The majority of the Site is currently zoned Office Park with a small portion zoned residential. The large portion of the Project Site was formerly occupied by a gravel mining operation and currently is unused, disturbed and underutilized. The Project Site centers on a large hill the apex of which has been excavated during the former gravel mining operations. See Figure 2 Aerial Photograph. The primary site access sweeps down the east side of the hill toward Route 110. A portion of the Project Site is currently occupied by a 14,900-sf building and associated parking and impervious areas. The remainder of the Project Site is a varied mix of grass, brush, and woods including a significant amount of invasive species of shrubs. Figure 3 shows the existing conditions site plan.

The proposed Phase 1 residential development would consist of five (5) four-story buildings with 48 apartments each totaling 240 units, a centrally located clubhouse, a "village green" and associated amenities. The clubhouse and amenity center houses the management and maintenance offices, a show unit, fitness facility and outdoor swimming pool. In addition, a sidewalk will provide connectivity and pedestrian access to downtown Amesbury. In accordance with Chapter 40B, and the Decision of the Amesbury Zoning Board in relation to the Project, no less than 20% of the total number of units will be affordable units as defined by M.G.L. Chapter 40B, Section 20 (Regional Planning – Low and Moderate Income Housing). The apartments will include a mix of 1-, 2- and 3-bedroom units. The buildings are arrayed around the edges of parking lots, landscaped areas, and the clubhouse facility. The main access roadway follows the alignment of the former gravel haul road to

the intersection with Route 110 to the north. An emergency access to Route 110 would be provided approximately 750-feet west of the main access.

Phase 2 is still in the initial conceptual stages. The current concept includes demolition of the existing 14,900sf building and construction of a residential component including 17 condominium units and approximately 21,000sf commercial office and/or retail uses. The Town of Amesbury, on its own initiative, has sought to develop a M.G.L. Chapter 40R (Smart Growth Zoning and Housing Production) district that includes the Project Site. In accordance with the guidelines set forth in Chapter 40R, the Town's 40R application has established target densities for the individual areas represented within the project area. The current concept is consistent with the map. Figure 4 shows the proposed site conditions for both Phase 1 and Phase 2.

During the initial municipal review, the development plans were significantly revised. The initial alternative of nine (9) buildings and all parking at grade was set aside in favor of the current five (5) building concept to reduce the total area of site alteration and impervious area. This was further enhanced by providing parking garages beneath three (3) of the buildings. The remainder of the parking would be surface parking on the Project Site. In addition, building footprints were reduced by adding to the building heights, thereby allowing the preservation of a significant portion of the existing open space and vegetative buffers to adjacent neighbors. (Figure 3). For purposes of alternatives analysis a No-Build alternative was considered and was used to create a baseline for environmental impact analysis for this ENF. The No-Build Alternative was considered non-viable and, therefore was dismissed as an option for the underutilized and previously disturbed site. Although the No-Build Alternative would not result in any new impacts, it would also eliminate the Project's community benefits, particularly with respect to a more beneficial reuse for the Project Site than what currently exists, new affordable housing opportunities, implementation of water quality and traffic improvements, as well as increased tax revenue.

The Project provides mitigation measures that aim to eliminate or reduce potential environmental impacts related to stormwater, water supply, wastewater generation and traffic. In compliance with the Massachusetts Stormwater Management Policy, The Project was designed to minimize potential impacts related to the surrounding neighbors, natural resources and stormwater runoff by developing mostly within previously altered areas while preserving the natural wooded buffers along the perimeter. Consideration was also given to eliminating historic impacts associated with stormwater runoff tributary to the abutting properties. The existing intermittent stream channel (ditch) would be relocated, or replicated, around the development footprint within the Project Site. Other wetland impacts will be replicated on the Project Site using a proposed minimum of 2:1 area replication. The Stormwater Management Report and Notice of Intent for Phase 1 are included in Appendix B and C respectively.

The Project does not meet or exceed any MEPA thresholds with regard to water usage or wastewater generation. The Project will be served by municipal water and wastewater services. Mitigation for the sewer flow added to the municipal system will be made in accordance with the Town's and DEP requirements and Inflow/Infiltration policies.

While the Project will introduce additional traffic to the Project Site and surrounding roadways, though less than 3,000 adt, significant improvements and mitigation measures are proposed. The additional vehicle trips were distributed based on the year 2000 US Census journey-to-work data for the Town of Amesbury as well as existing travel patterns. Capacity analysis indicates that the site generated traffic would not have a significant impact at the study area intersections. While the existing roadways and intersections can accommodate the expected site-generated traffic, mitigation measures have been developed to allow Project-generated traffic to move to and from the Project Site more safely and efficiently while minimizing impact to the study area and improving some of the existing deficiencies. Proposed mitigation measures include:

- Provide a sidewalk from the main entrance to the Project Site to the intersection of Routes 110 and 150.
- Restripe the eastbound and westbound approaches to provide a left-turn lane in each direction at the Route 110 at Route 150 intersection. Restriping will also include crosswalks to connect existing and proposed pedestrian facilities. Modify the traffic signal timing and phasing to optimize flow at the Route 110 at Route 150 intersection. Upgrades to traffic signal equipment will be made as necessary to implement the proposed changes.
- Providing stop control pavement markings and signage at the intersection of Route 110 and Martin Road. Striping will also be added to more clearly delineate the travel way at this intersection.

These potential mitigation measures were discussed with the Massachusetts Highway Department in a meeting with project representatives in September 2006 as well as discussions with the Town of Amesbury during the local review process.