



# The Commonwealth of Massachusetts

Executive Office of Environmental Affairs

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SECRETARY

October 26, 2006

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<http://www.mass.gov/envir>

## CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS ON THE ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : Eagle Point  
PROJECT MUNICIPALITY : Clark's Road - Amesbury  
PROJECT WATERSHED : Merrimack River  
EOEA NUMBER : 13879  
PROJECT PROPONENT : Roger LeBlanc  
DATE NOTICED IN MONITOR : September 26, 2006

Pursuant to the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62H) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I determine that this project **does not require** the preparation of an Environmental Impact Report (EIR).

According to the Environmental Notification Form (ENF), the proposed project consists of the construction of a 56-unit (42,800 square feet (sf)) apartment townhouse development with associated access roadways on a 10.03-acre site. Fourteen of the units will be affordable. The project will have its access driveway from Clark's Road. The site contains one residential structure and garage, which will be demolished for the project.

The project is subject to review pursuant to Section 11.03(3)(b)(1)(d) of the MEPA regulations because the project alters 5,000 or more sf of bordering vegetated wetlands (BVW). It will require a Comprehensive Permit from the Housing Appeals Committee (HAC) under Chapter 40B. The project will need a Sewer Connection/Extension Permit and a Water Quality Certificate from the Department of Environmental Protection (MassDEP). Because the project abuts Interstate-95, an Indirect Access Permit will be required from the Massachusetts Highway Department (MassHighway). The project must comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site. It will require a Section 404 Programmatic General Permit (PGP) from the U.S. Army Corps of Engineers. The project will need to obtain an Order of Conditions from the Amesbury Conservation Commission. Because the proponent is seeking a permit from the HAC, MEPA jurisdiction extends to all aspects of the project that may have significant environmental impacts.

Based on the Institute of Traffic Engineers Land Use Code 230, the proposed project is estimated to generate approximately 392 new vehicle trips per weekday. About 145 parking spaces will be constructed. The parking spaces include 44 garage spaces and at least 44 tandem spaces in front of each garage.

Each residential unit will be supplied by both public water and wastewater service. The project will consume approximately 18,513 gallons per day (gpd) of water. It will generate approximately 16,830 gpd of wastewater (based on 153 bedrooms). The proponent is proposing to construct approximately 1,350 linear feet of sewer mains.

The quality of stormwater runoff generated by the project will be improved by the implementation of Best Management Practices. Existing site runoff is sheet flow. The project will create approximately 3.35 acres of new impervious area. Runoff from the proposed roadways, driveways, and parking areas will flow to catch basins equipped with deep sumps and hoods. Stormwater flows to Stormceptor water quality units to underground infiltration vaults. Roof runoff will be infiltrated into beds utilizing Stormtech chambers. The rate of water discharging from the site will remain less than existing peak runoff rates. The proponent has committed to perform an annual inspection and maintenance program for the stormwater collection system and a seasonal sweeping program of the proposed driveways and parking areas.

According to the proponent, the project will alter 6,500 sf of BVW in order to provide access to uplands portions of the site. The proponent is proposing this alteration as a "limited" project under the wetlands regulations. It is utilizing retaining walls and boxed culverts to reduce wetland impacts. The proponent is proposing a 7,200 sf replication area.

The proponent has included 4-foot wide sidewalks on one side of its proposed roadway.

Based on a review of the information provided by the proponent, a review of the comment letters, and after consultation with MassDEP, I find that the potential impacts of this project do not warrant the preparation of an EIR.

October 26, 2006  
Date

  
Robert W. Gollidge, Jr.

cc: Nancy Baker, MassDEP/NERO

Comments received:

MHC, 10/6/06

Seekamp Environmental, 10/10/06

EOT, 10/11/06

Seekamp Environmental, 10/12/06

MassDEP/NERO, 10/16/06

MHC, 10/16/06

Roger LeBlanc, 10/16/06

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