Commonwealth of Massachusetts
Executive Office of Environmental Affairs ■ MEPA Office

ENF Environmental Notification Form

For Office Use Only
Executive Office of Environmental Affairs
EOEA No.: 13743
MEPA Analyst: Aisling Eglington
Phone: 617-626-1064

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: "Parker Hill Acres"		
Street: Westminster Hill Road		
Municipality: Fitchburg	Watershed: Nashua	
Universal Tranverse Mercator Coordinates: N=4717495.0 E=733858.6	Latitude: 42° 34' 28" Longitude: 71° 50' 58"	
Estimated commencement date: June 2006	Estimated completion: June 2008	
Approximate cost: $1 Million	Status of project design: 100 %complete	
Proponent: Matson Homes Inc.		
Street: 129 Mason Road		
Municipality: New Ipswich	State: NH	Zip Code: 03071
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Kent Oldfield		
Firm/Agency: Whitman & Bingham Assoc.	Street: 510 Mechanic Street	
Municipality: Leominster	State: MA	Zip Code: 01453
Phone: 978.537.5296	Fax: 978.537.5296	E-mail: koldfield@whitmanbingham.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 301 CMR 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):_____

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

List Local or Federal Permits and Approvals: _____

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

☒ Land	☐ Rare Species	☐ Wetlands, Waterways, & Tidelands
☐ Water	☒ Wastewater	☐ Transportation
☐ Energy	☐ Air	☐ Solid & Hazardous Waste
☐ ACEC	☐ Regulations	☐ Historical & Archaeological Resources

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	26.9		
New acres of land altered		19±	
Acres of impervious area	0	5±	5±
Square feet of new bordering vegetated wetlands alteration		2,030 sf	
Square feet of new other wetland alteration		0	
Acres of new non-water dependent use of tidelands or waterways		0	
STRUCTURES			
Gross square footage	0	41 Dwellings 2,000 sf each = 82,000 sf	41 Dwellings 2,000 sf each = 82,000 sf
Number of housing units	0	41	41
Maximum height (in feet)	0	30	30
TRANSPORTATION			
Vehicle trips per day	0	461	461
Parking spaces	0	82	82
WASTEWATER			
Gallons/day (GPD) of water use	0	18,040	18,040
GPD water withdrawal	0	0	0
GPD wastewater generation/ treatment	0	18,040	18,040
Length of water/sewer mains (in miles)	0	0.54± Water/ 0.55± Sewer	0.54± Water/ 0.55± Sewer

State Permits & Approvals

- ☐ Order of Conditions
- ☐ Superseding Order of Conditions
- ☐ Chapter 91 License
- ☐ 401 Water Quality Certification
- ☐ MHD or MDC Access Permit
- ☐ Water Management Act Permit
- ☐ New Source Approval
- ☐ DEP or MWRA Sewer Connection/ Extension Permit
- ☐ Other Permits (*including Legislative Approvals*) – Specify:

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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 Project consists of the construction of a residential subdivision with 41 single family dwellings. The proposed subdivision will involve the construction of approximately 3,085 feet of roadway for access to the proposed dwellings.

The proposed development has been designed to minimize the impacts to the existing site, with majority of the proposed roadways and dwellings situated in areas which are not environmentally sensitive (i.e. wetland areas) The proposed roadway will require one minor area of wetland to be altered (2,030 sf). This wetland alteration will be replicated with 2,030 sf directly adjacent to the area to be altered; the remaining roadway has been designed to avoid further wetland crossings.

The alternatives for the proposed development are "No Build" which would maintain the site in its current condition, however would be a financial hardship to the proponent, as well as the reduction of residential units.

The original preliminary plans for the proposed project included 47 single family lots, which included an access on the Hartland Ave cul-de-sac, and another on Westminster Hill Road, and additional roadway construction. The residential dwellings have been reduced to 41 single family dwellings, and the access which was previously on Hartland Ave, has been shortened and is now located on Colony roadway. The reduction of the dwelling units has allowed for the creation of additional undisturbed areas.

The site has been designed to reduce the effects of the increases of runoff generated by the increases of impervious surfaces. A complete drainage analysis has been prepared to analyze the reduction the peak flows for the increases of runoff utilizing several detention basins.

The proposed stormwater management system will direct all site runoff to two proposed detention basins located at the east of the project. These basins have been designed to incorporate a fore bay located at the front of the basins which will allow the smaller silt partials to be detained prior to entering the main basins which have been design to attenuate the peak rates of runoff. The fore bays are designed to allow frequent removal of sediments which accumulate over time

The proposed detention basins will act to provide additional treatment of the runoff from the paved areas as well as to mitigate any increases in peak rate of runoff. Generally, detention basins are

designed to be of the dry type. Dry detention basins drain fully between storm rainfall events and have no permanent pool of water. These basins have been designed to reduce the peak flows for the 2, 25, and 100 year storm frequencies, and have been designed in accordance with the Massachusetts Department of Environmental Stormwater Management Policy.

Additionally, the traffic which will be generated by the project has been analyzed by MS Transportation Inc. who have prepared a traffic study which has been submitted and approved by the Fitchburg Planning Board. The study focused on the effects on the surrounding roadways, which showed that they were able to accommodate the 461 VTPD (peak day) which will be generated by the proposed project. Traffic improvements to the surrounding roadways proved to be minimal, which included the trimming of vegetation on surrounding intersections and roadways for better visibility on these roadways.