

ENF Environmental Notification Form

For Office Use Only
Executive Office of Environmental Affairs
 EOE No.: **13273**
 MEPA Analyst: **DEIRDRE BUCKLEY**
 Phone: 617-626-**1044**

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: 91, 95, 97 Lunenburg Road		
Street: Lunenburg Road		
Municipality: Townsend	Watershed: Nashua River	
Universal Transverse Mercator Coordinates: 47 26902 N, 274 891 E	Latitude: 42° 39' 48"N Longitude: 71° 44' 45"W	
Estimated commencement date: Summer 2004	Estimated completion date: Fall/Winter 2004	
Approximate cost: \$600,000.00	Status of project design: 100 %complete	
Proponent: Mr. James F. Craven		
Street: 22 West Meadow Road		
Municipality: West Townsend	State: MA	01474
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Jacquelyn C. Butler		
Firm/Agency: David E. Ross Associates, Inc	Street: 111 Fitchburg Road	
Municipality: Ayer	State: MA	01432
Phone: 978-772-6232	Fax: 978-772-6258	E-mail: jbutler@davidross.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): **N/A**

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

List Local or Federal Permits and Approvals: **Order of Conditions (local wetlands bylaw), driveway opening, ANR application.**

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

- | | | |
|--|---------------------------------------|--|
| <input type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input checked="" type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input type="checkbox"/> Water | <input type="checkbox"/> Wastewater | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air | <input type="checkbox"/> Solid & Hazardous Waste |
| <input checked="" 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 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	15.55			
New acres of land altered		±1		
Acres of impervious area	0	±1		
Square feet of new bordering vegetated wetlands alteration		440		
Square feet of new other wetland alteration		0		
Acres of new non-water dependent use of tidelands or waterways		N/A		
STRUCTURES				
Gross square footage	0	10,500	10,500	
Number of housing units	0	3	3	
Maximum height (in feet)	0	28	28	
TRANSPORTATION				
Vehicle trips per day	0	29	29	
Parking spaces	0	6	6	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	0	660	660	
GPD water withdrawal	0	0	0	
GPD wastewater generation/treatment	0	1,320	1,320	
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 (Squannassit) 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.*)

(a) PROJECT SITE

The proposed project site is located on Lunenburg Road in Townsend and has frontage on both Lunenburg and Wyman Roads. The 15.55 acre site is partially wooded with some wetlands, the majority of which are located closest to Wyman Road. The project involves the construction of two (2) 12-foot wide driveways across a small wet swale/intermittent stream and it's associated BVW to serve three (3) single-family homes. The proposed wetlands crossing will be substantially in the same location as an old logging road. Three lots are proposed (lot 2-A, 5.20 ac; lot 3A, 3.32 ac; lot 4-A, 6.24 ac) upon which three single-family residences will be constructed. The remaining land (.79 ac) will be deeded to abutters to provide visual screening of the proposed driveways.

Consistent with the town's requirements for separate driveways accessing the lots and a zoning provision requiring a 500-foot offset from an existing common driveway, two driveways are shown on the plan. The northernmost driveway has been designed as a common driveway and is proposed to be approximately 185 feet from the southernmost driveway, which has been designed as a single driveway. The common driveway will provide access to lots 2-A and 3-A; the southernmost driveway will serve lot 4-A. In order to minimize the footprint at the crossing (32' wide), the two driveways have been designed to run directly adjacent to one another as they cross the wetland system.

The common driveway is graded so that runoff will flow into a detention basin (basin #1) located near Lunenburg Road; Basin #1 is sized to accommodate the 100-year storm and exceeds the water quality volume required for 1 inch of rainfall over impervious areas. Stormwater will discharge through a 12-inch pipe into a grassed swale. Basin #2 is proposed for location in an area of a previously disturbed former gravel excavation operation and will have only a slight discharge during the 100-year storm. Like basin #1, basin #2 exceeds the water quality volume required for 1 inch of rainfall over impervious areas.

Concrete headwalls are proposed along both sides of the crossing to eliminate the need for additional grading and to further minimize the width of the crossing. A 12-inch culvert proposed to run beneath the crossing will adequately maintain the hydrology of the existing system.

A wetland replication area has been designed to mitigate effects of the proposed alteration and will be located just west of the proposed crossing, at the junction of the two driveways. The total area of proposed wetland alteration is 440 square feet; the proposed wetland replication area is 1,022 square feet.

As depicted on the plans, the proponent intends to deed small strips of land to abutters (roughly 3/4 of an acre) along the southernmost common driveway to ensure a wooded buffer between the proposed project and existing residences (Parcel A - 9,789 s.f.; Parcel B - 3,891 s.f.; Parcel C - 10,765 s.f.).

(b) ALTERNATIVES

1. *ALTERNATIVE DRIVEWAY DESIGN* - In August 2001 a Notice of Intent was filed for two (2) individual driveways serving two (2) separate lots. This proposed design required a 75-foot wetland crossing to accommodate the driveways accessing the interior upland area. This was denied by the Conservation Commission, who claimed that they "would only allow one wetland crossing to access contiguous building lots under one ownership."

2. *ALTERNATIVE DRIVEWAY DESIGN* – The initial driveway design was improved to minimize and mitigate wetland impacts associated with the project. To reduce the width of the wetland crossing and still satisfy the town's requirements for separate driveways, two separate driveways were designed to come off of Lunenburg Road and run parallel to one another at the wetland crossing, reducing the width of the crossing from 75-feet to 47-feet. This design required the filling of approximately 595 square feet of wetlands, more than 100 square feet than the proposed design.

3. *ACCESS FROM WYMAN ROAD* - Accessing the land from nearby Wyman Road was considered as an alternative, as the lots have adequate frontage here. However, while feasible, this alternative would require a considerably larger stream crossing, as the wetlands in this area are expansive in comparison to the proposed area off of Lunenburg Road. This option was discarded, as the anticipated wetlands impacts would be significantly greater than the proposed design.

4. *COMPREHENSIVE PERMIT* – The construction of a 31-unit multi-family housing development was considered as an alternative design for this site. A 24-foot wide paved roadway was designed to access 31 units with three (3) large associated onsite sewage disposal systems. Road construction of this design would result in a substantial wetland crossing; 4 (four) of the proposed units were shown on the plan to be within the 100-foot wetland buffer. This plan not only shows increased impacts to existing wetlands, water quality and the overall site, but town infrastructure would also be impacted (schools, traffic, public works and public safety, etc.)

During discussions with the Conservation Commission regarding this project, the project proponent agreed that should the three (3) proposed lots be accessed from Lunenburg Road, further effort to access a fourth lot from Wyman Road would not be pursued. As noted in Alternative # 3, extensive wetlands exist off of Wyman Road; thus, accessing the lots by way of Lunenburg Road prevents disturbance of this wetland area, ultimately benefiting this wetland system and the groundwater supply.