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.: 13158
MEPA Analyst: Anne Canaday
Phone: 617-626-1035

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: **Red Brook Estates**		
Street: **Fomer Road**		
Municipality: **Southampton, MA**	Watershed: **Middle Connecticut (Manhan River)**	
Universal Tranverse Mercator Coordinates: **USGS Map**	Latitude: **42°-13'-08" N** Longitude: **72°-44'-30" W**	
Estimated commencement date: **1/04**	Estimated completion date: **1/06**	
Approximate cost: **$1,200,000.00**	Status of project design: **100% complete**	
Proponent: **Jim Boyle Construction**		
Street: **P.O. Box 290**		
Municipality: **Easthampton**	State: **MA**	Zip Code: **01027**
Name of Contact Person From Whom Copies of this ENF May Be Obtained: **Mark P. Reed**		
Firm/Agency: **Heritage Surveys, Inc.**	Street: **P.O. Box 1 - College Highway & Clark Street**	
Municipality: **Southampton**	State: **MA**	Zip Code: **01073**
Phone: **(413) 527-3600**	Fax: **(413) 527-82-8280**	E-mail:**mark@heritagesurveys.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: **Approval under subdivision control law granted on 06/24/03 from Southampton Planning Board, Order of Conditions issued on 09/29/03 from the Southampton Conservation Commission & EPA General Stormwater NPDES Permit.**

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

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

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	78.198 ac		
New acres of land altered		*23.5 ac	
Acres of impervious area	0.09 ac	**5.59 ac	5.68 ac
Square feet of new bordering vegetated wetlands alteration		none	
Square feet of new other wetland alteration		***0.44 ac 19,060 sf	
Acres of new non-water dependent use of tidelands or waterways		N/A	
STRUCTURES			
Gross square footage	0.24 ac	2.05 ac	2.29 ac
Number of housing units	4 houses	40 houses	44 houses
Maximum height (in feet)	35 ft	35 ft	35 ft
TRANSPORTATION			
Vehicle trips per day	45	446	491
Parking spaces	8 (2 per/hse)	80(2per/hse)	88 spaces
WATER/WASTEWATER			
Gallons/day (GPD) of water use	1,760 gal	17,600 gal	19,360 gal ****
GPD water withdrawal	Town Water	Town Water	0
GPD wastewater generation/ treatment	1,760 gal	17,600 gal	19,360 gal ****
Length of water/sewer mains (in miles)	Onsite septic system	Onsite septic system	N/A

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:

*** Includes roadway construction, houses/driveway clearings & stormwater management system.**
**** Includes roadways, parking, and other paved areas**
*****Permanent alteration of currently undisturbed land within the 200' Riverfront**
******Calculation based on four bedroom houses using 440 gal per day.**

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

(Also see enclosed letter dated May 22, 2003 from NHESP, which states "It is our opinion that this project as currently proposed, will not adversely affect the actual habitat of a state-protected rare wildlife species.")

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.*)

(a) Site Description: (parcel numbers referenced below are from the Town of Southampton Assessors Map, see attached map). The proposed subdivision is located on the southerly side of Fomer Road and the easterly side of Gilbert Road in Southampton, Massachusetts. The size of the parcel is approximately (78) seventy-eight acres of land, combining Parcels 65, 71, 71A, 71B, 83, 84, 85, 86B, & 87. There are four lots with existing houses located within the parcel. Two of the houses are located on Gilbert Road Parcels 86B & 87 and are owned by Joseph F. & Joan C. Slattery. (The parcels on which these houses are situated will be reconfigured but shall maintain the same ownership.) The other two houses are located on Fomer Road, one located on Parcel 65 the other on Parcel 71B, which are currently owned by James A. & Patricia A. Boyle. The two existing houses on Fomer Road are both located within the 200' Riverfront Area and/or the 100' Buffer Zone of Bordering Vegetated Wetland and Bank. The nine assessors parcels referenced above make up the seventy-eight acre site. The majority of the site is vacant wooded land. Red Brook is located to the north of the property running west to east, parallel with Fomer Road through Parcels 65, 71B, & 71. The brook re-enters the property to the east through Parcel 83 and exits the property emptying into Mill Pond. The proposed site work and brook crossing within the Riverfront Area will be located on assessors parcel 71, 71B and 84 in an area that is partially disturbed.

(b) Project Design and Alternatives: The proposed project consists of 40 new single-family dwelling house lots, and four existing reconfigured lots containing houses. The proposed project will involve the construction of a cul-de-sac that will have access off of Gilbert Road (Katelyn Way), the construction of a roadway with access off of Fomer Road (Brittney Lane) and an additional smaller road connecting the two access roadways (Kevin Drive). The proposed roadway called Brittney Lane will cross a section of Red Brook by means of an arch span to allow for a second access to the subdivision. The total parcel has approximately 304' of frontage along Gilbert Road and 1,156' along Fomer Road. A minimum of two access roadways must be constructed to create house lots and to allow for required exit and entrance into the subdivision. According to Table 1, Geometric Design Standards, within Rules and Regulations Governing the Subdivision of Land for the Town of Southampton, MA, the maximum length of a dead end street is 500 feet. In order to access the site and create lots a roadway longer than 500 feet must be constructed. The limited frontage along Gilbert Road restricts the construction of more than one roadway onto Gilbert Road. The land with frontage along Gilbert Road was not originally part of the proposed project. These parcels were purchased to limit the number of crossings over Red Brook. The purchasing of addition frontage along Gilbert Road was investigated, but was not feasible due to lack of interest of existing landowners. A suggestion was made, by the chairman of the Conservation Commission, to the Planning Board, to have a split entrance or boulevard off of Gilbert Road to eliminate the second entrance and brook crossing off of Former Road. The Highway Superintendent and the Planning Board rejected this idea because it would set a precedent for single access to land locked parcels. Therefore a

roadway must be constructed off of Fomer Road, which parallels Red Brook, requiring the crossing of the brook to access the proposed subdivision parcels. Four alternative areas were considered for the proposed brook crossing.

Alternative "A" (proposed Brittney Lane located on Parcel 71): The proposed subdivision plans show Alternative "A" as the proposed roadway called Brittney Lane. This roadway was proposed to be located in an area that currently has disturbed areas within the riverfront. The intersection of the proposed roadway and Fomer Road for a distance of approximately 100' is located outside the 200' Riverfront area. A portion of the proposed roadway will cross an existing garden area and lawn to the north of Red Brook. South of Red Brook is an existing disturbed gravel woods road, which has been greatly disturbed by cattle traffic. This proposed roadway layout requires the least amount of grading site work The proposed brook crossing is approximately ninety degrees with a forty eight foot wide arch span and proposed retaining walls along the sides to minimize proposed grading in this area. The brook width at the proposed crossing is approximately twenty-one feet at the widest part. The arch will have a span of forty eight feet, which will allow for no disturbance of the bank. This roadway layout does not cross any existing wetland areas but is within the buffer zone to the bordering vegetated wetland and the bank of the brook.

Alternative "B" (located along easterly boundary of Parcel 71): This alternative roadway layout has the same entrance off of Fomer Road as Alternative "A" with approximately 100' located outside the 200' Riverfront Area. This roadway intersects the Red Brook at an angle requiring additional grading. The filling of an existing wetland and replication will be required with this proposed layout. South of the wetland area that will be filled is an extremely steep slope on the site that will require extensive regrading. With the close proximity of this layout to the property line proposed grading could not be contained on-site.

Alternative "C" (located at the center of Parcel 65): Approximately the first sixty four feet of proposed roadway within the Alternative "C" layout will be outside the 200' Riverfront Area. The existing slope of the land to the north of the brook, in the location of this alternative layout, is relatively flat compared to the other alternatives. This proposed layout is situated between two existing bordering vegetated wetlands and proposes to cross the brook at approximately a ninety-degree angle. This layout is not desirable to the Town of Southampton due to the historical significance of this area along the brook. The parcel is not in the State Register of Historic Places. According to a document written by Ruth Militello, within a book entitled "Southampton Newtown on the Manhan", published by the Southampton Bicentennial Committee, 1975, a one rod wide roadway to the west of the property (Parcel 65) lead to an old mill site. The mill was operating until early in the 1830's. Evidence of the canal and dam facilities referenced in this document is present in this area. An additional reason why this alternative is not recommended is the steep slope along the south side of Red Brook. The construction of a roadway in this area would require extensive regrading within the Riverfront.

Alternative "D" (located across from intersection on Parcel 65): The final alternative is the least desirable based on an engineering standpoint. The entrance of this proposed roadway onto Fomer Road would require a lot of design work based on the extremely steep grading along the north side of the brook. The proposed roadway would also create a dangerous misaligned intersection with the bend in Fomer Road. It would be costly to redesign this intersection. There is also an existing twenty-four inch drainage culvert, which would require relocating. Alternative "D" shows the least amount of area within the 200' Riverfront area, but would require a bridge crossing rather than a culvert crossing. Bridge construction would not be feasible in this area due to the limited area between the roadway and the brook. An access roadway in this area would also be within 150 feet of a probable Vernal Pool.

Four important factors were considered within this alternative analysis; cost, existing technology, proposed use and logistics, and concluded that Alternative "A" is the best road layout for the proposed project. This layout configuration will create the least disturbance within an area of environmental concern.

(c) Mitigation Measures: The proposed project has been designed to limit the amount of impact to the environment. The site contains existing Bordering Vegetated Wetland, however, no alteration is proposed to the wetlands. The project requires the crossing of Red Brook to access the site. The crossing has been designed to create no disturbance to the bank of the brook by creating a wide span located outside the banks. No work is proposed within the brook and sedimentation measures are proposed to ensure that no sediment or debris enters the brook during or after construction. The span is located within the flood plain. Therefore compensatory storage is provided. An area of 14.027 acres along the southerly side of Red Brook, shown on the plans as open space, will be deeded to the Town of Southampton for land conservation. 11,876 sf of additional acres of land within the Riverfront located on the proposed lot 34 will be permanently restricted from development. Stormwater from most of the site will be infiltrated to recharge the groundwater. Runoff from a small area of roadway will be discharged to the brook, through detention basins, in full compliance with DEP standards. 26,676 sf of existing lawn and gravel road will be converted to native vegetation as Wildlife Habitat Restoration in compensation for 19,060 sf of permanent alteration of undisturbed Riverfront Area.