

Commonwealth of Massachusetts
 Executive Office of Energy and Environmental Affairs
 Massachusetts Environmental Policy Act (MEPA) Office

Environmental Notification Form

For Office Use Only

EEA#: 15864

MEPA Analyst: Alex Strysky

The information requested on this form must be completed in order to submit a document electronically for review under the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Del Webb Chauncy Lake		
Street Address: 0 Lyman Street		
Municipality: Westborough	Watershed: SuAsCo River Watershed	
Universal Transverse Mercator Coordinates:	Latitude: 42° 18' 05.37" N Longitude: 71° 36' 26.45" W	
Estimated commencement date: Fall2018	Estimated completion date: Fall 2026	
Project Type: Redevelopment	Status of project design: 80 %complete	
Proponent: Pulte Homes of New England, LLC		
Street Address: 115 Flanders Road – Suite 200		
Municipality: Westborough	State: MA	Zip Code: 01581
Name of Contact Person: John Kucich		
Firm/Agency: Bohler Engineering	Street Address: 352 Turnpike Road	
Municipality: Southborough	State: MA	Zip Code: 01772
Phone: 508-480-9900	Fax: 508-480-9080	E-mail: jkucich@bohlereng.com

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
 Yes No

If this is an Expanded Environmental Notification Form (ENF) (see 301 CMR 11.05(7)) or a Notice of Project Change (NPC), are you 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
 (Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?

310 CMR 11.03 (1)(b)(1) – Direct alteration of 25 or more acres of Land

310 CMR 11.03 (6)(b)(13) – Generation of 2,000 or more new ADT on roadways providing access to a single location

310 CMR 11.03 (6)(b)(14) - Generation of 1,000 or more new ADT on roadways providing access to a single location and construction of 150 or more New parking spaces at a single location

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Alex Steyer

310 CMR 11.03(6)(b)(15) - Construction of 300 or more New parking spaces at a single location

Which State Agency Permits will the project require?

No State Agency Permits are required.

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 be privately financed.

The project involves the transfer of the former Westborough State Hospital campus from the Town of Westborough to the proponent. The land had previously been transferred to the Town of Westborough from DCAMM which was considered a State Agency Action. A MEPA Agreement (refer to Appendix E) was completed and requires MEPA review of any work/activities proposed on the site that meets/exceeds MEPA review thresholds and that are proposed within five (5) years of the Land Transfer. The proposed project is located on land subject to the Land Transfer and is proposed within five (5) years of said transfer.

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	36.8		
New acres of land altered		36.1	
Acres of impervious area	17.4	-1.25	16.15
Square feet of new bordering vegetated wetlands alteration		0	
Square feet of new other wetland alteration		0	
Acres of new non-water dependent use of tidelands or waterways		0	
STRUCTURES			
Gross square footage	600,000	742,000	1,342,000 (includes garage floor)
Number of housing units	0	700	700
Maximum height (feet)	<50'	±10'	60
TRANSPORTATION			
Vehicle trips per day	0	2,108	2,108
Parking spaces	415	862	1,277
WASTEWATER			
Water Use (Gallons per day)	0	94,000	94,000
Water withdrawal (GPD)	0	94,000	94,000
Wastewater generation/treatment (GPD)	0	94,000	94,000
Length of water mains (miles)	0	0	0
Length of sewer mains (miles)	0	0	0
Has this project been filed with MEPA before? <input type="checkbox"/> Yes (EEA # _____) <input checked="" type="checkbox"/> No			
Has any project on this site been filed with MEPA before? <input type="checkbox"/> Yes (EEA # _____) <input checked="" type="checkbox"/> No			

GENERAL PROJECT INFORMATION – all proponents must fill out this section

PROJECT DESCRIPTION:

Describe the existing conditions and land uses on the project site:

The proposed project is the redevelopment of the former Westborough State Hospital located at 0 Lyman Street in Westborough, MA (hereinafter identified as “the Site”). The Site is further identified as Map #38, Block #1F, Lot #0 on the Town of Westborough Tax Assessor’s Map. The site, which contains approximately 36.8 acres of land is situated on the westerly side of Lyman Street and is located within the mixed Use District (MUD) as well as the Senior Living Overlay District(SLO). The existing site consists of 46 vacant and dilapidated structures, parking lots, pedestrian walkway, and associated utility infrastructure that were part of the former Westborough State Hospital campus.

The Site is bordered by unimproved/wooded land to the west and north, a youth detention facility known as Allen Hall to the south and Lyman Street to the east. The Site is also bordered by state run facilities to the east and open space abutting Chauncy Lake to the south which is owned by the Town of Westborough.

Describe the proposed project and its programmatic and physical elements:

Pulte Homes of New England (the Proponent) is developing Del Webb Chauncy Lake, a proposed Independent Senior Housing Development in the second half of 2018. The residential project will provide 700 new age restricted senior housing units with associated infrastructure. The Site is accessible via Route 9 and Interstate 495 and is approximately three (3) miles from downtown Westborough. Direct access will be provided from Lyman Street as well as Dr. Solomon Carter Fuller Way (f.k.a Hospital Road, hereinafter identified as “Fuller Way”).

The Site has been vacant since the closure of the hospital in 2010 and was part of land purchase by the Town of Westborough from The Commonwealth of Massachusetts through DCAMM in July 2014. A Request for Proposal (RFP) was issued by the Town in July 2016 for the sale of a 36.8-acre portion (the Site) of the land purchased from the State. The remaining land is to be retained by the Town of Westborough and is currently contemplated for development as a public park including a recreation center, athletic fields and waterfront amenities. A preliminary conceptual plan of the park is included in Appendix J. Developers submitted bids based upon the RFP and the Proponent’s bid to redevelop the site was chosen by the Town in late 2016.

The proposed project will include razing of the existing buildings, parking and utility infrastructure for the development of 700 new Independent Senior housing units. The development will include the construction of fourteen (14) buildings with fifty (50) units per building over a single level of parking. Each building will include five (5) affordable housing units for a total of 70 affordable units or 10% of the total units. The project will provide site amenities including 700 garage parking spaces (50 per building), 577 surface parking spaces, utilities, stormwater management components, landscaping, and lighting. The project will also provide several on site amenities for use of the residents including a clubhouse, three gazebos, pickle ball courts, tennis courts and an extensive network of trails for walking and biking which connect to the Town’s extensive network of trails.

The project will also include the relocating access for the existing Allen Hall as well as some of the utilities that service the building. Currently the Allen hall parking area is accessed through the existing site and utilities are fed from the former State Hospital campus. A new access drive will be constructed south of the property on the adjacent Town land and new utilities will be constructed parallel to the access drive. Water and telecommunications have already been rerouted to Allen Hall by DCAMM and the project will only be rerouting gas and electric services. Sewer service is not affected by the project and will remain in its current configuration.

The proposed project is anticipated to generate 2,108 new ADT on a typical weekday. Trips generated from the former Hospital have not been accounted for as the site has been dormant for many years. As noted in the Traffic Impact and Access Study prepared by MDM Transportation Consultants, Inc., the trip generation for the development is projected to only moderately increase traffic activity on area roadways relative to existing/baseline conditions with no material impact to operating conditions at primary study intersections. This assessment indicates that there is ample capacity at these study locations to accommodate these project-related traffic increases without the need for major infrastructure enhancements. Refer to Appendix H for a copy of the study.

The proposed project will decrease the amount of impervious cover on site by approximately 1.2 acres. The decrease in impervious area will help to reduce stormwater runoff, improve water quality and promote infiltration. The project will also include the construction of a new stormwater management system that will include deep sump catch basins, proprietary treatment units, three (3) surface infiltration basins and three (3) subsurface infiltration systems. The basins will serve to attenuate post-development rates to less than pre-development rates while providing infiltration of stormwater runoff. The stormwater management system has been designed to meet or exceed the Massachusetts Stormwater Standards. It is notable that the existing site collects and conveys stormwater offsite with little to no treatment. The proposed system will provide a substantial improvement to on site stormwater quality.

The project will provide new on-site sewer system that will connect into the municipal sewer system located in Fuller Way and an existing cross country sewer main located to the west of the Site. The project will also provide new on-site water systems that will connect into the municipal water system in Fuller Way that is currently under construction. The project is estimated to generate 94,000 GPD of sewer demand and 94,000 GPD of water demand. Based upon preliminary discussion with the Town of Westborough there is sufficient water and sewer capacity in the area to service the development.

NOTE: The project description should summarize both the project's direct and indirect impacts (including construction period impacts) in terms of their magnitude, geographic extent, duration and frequency, and reversibility, as applicable. It should also discuss the infrastructure requirements of the project and the capacity of the municipal and/or regional infrastructure to sustain these requirements into the future.

Describe the on-site project alternatives (and alternative off-site locations, if applicable), considered by the proponent, including at least one feasible alternative that is allowed under current zoning, and the reasons(s) that they were not selected as the preferred alternative:

“Prior Development – Westborough State Hospital”

The site is currently underutilized in its existing state and has been vacant since its closing in 2010. Since the closure of the property DCAMM has transferred the land to the Town of Westborough. Subsequent to the land transfer in 2014, the Town of Westborough issued a Request for Proposal for purchase and redeveloping the Site. The project as proposed was selected by the Town through a thorough and comprehensive RFP process and is detailed further below.

“Preferred Alternative”

As noted previously, the project site has been the subject of extensive redevelopment and master planning efforts by the Town of Westborough since 2010 including the formation of the State Hospital Reuse Committee by the Board of Selectmen to study the property's resources and to develop recommendations for its future use. The Committee was composed of representatives of Town Boards and Commissions, the Town Manager, Town Planner and local residents. The Committee developed a list of uses that both preserved and enhanced the land value to the public. Portions of the property were recommended for continued recreational and conservation purposes. Other portions were identified as potential for economic development including a variety of residential and commercial uses.

After the evaluation by the State Hospital Reuse Committee and additional planning efforts by the Town the Senior Living Overlay Zone was extended to include the land purchased from the State. A Request for Proposal (RFP) was issued by the Town in July 2016 for the sale of a 36.8-acre portion (the Site) of the land purchased from the State. The remaining land is to be retained by the Town of Westborough and is currently contemplated for development as a public park including a recreation center, athletic fields and waterfront amenities. A preliminary conceptual plan of the park is included in Appendix J. Developers submitted bids based upon the RFP and the Proponent's bid to redevelop the site was chosen by the Town. The plans as submitted are consistent with those included in the RFP and include redevelopment of the Site for 700 Independent Senior Housing Units.

NOTE: *The purpose of the alternatives analysis is to consider what effect changing the parameters and/or siting of a project, or components thereof, will have on the environment, keeping in mind that the objective of the MEPA review process is to avoid or minimize damage to the environment to the greatest extent feasible. Examples of alternative projects include alternative site locations, alternative site uses, and alternative site configurations.*

Summarize the mitigation measures proposed to offset the impacts of the preferred alternative:

Traffic Mitigation

The proposed project is anticipated to generate 2,108 new ADT on a typical weekday. Trips generated from the former Hospital have not been accounted for as the site has been dormant for many years. As noted in the Traffic Impact and Access Study prepared by MDM Transportation Consultants, Inc., the trip generation for the development is projected to only moderately increase traffic activity on area roadways relative to existing/baseline conditions with no material impact to operating conditions at primary study intersections. This assessment indicates that there is ample capacity at these study locations to accommodate these project-related traffic increases without the need for major infrastructure enhancements. Refer to Appendix H for a copy of the study.

It is notable that Mass DOT is currently constructing transportation improvements (Project 604864) to Route 9 that will include intersection and traffic signal improvements at Route 9/Lyman Street. The project limits will include Route 9 from a point 3,000 feet west of Lyman Street to a point 1,500 feet east of Lyman Street. The project is currently in construction through the District 3 office. The project will include but is not limited to roadway widening on all the approaches to the signalized intersection, traffic signal upgrades, traffic markings, an updated phasing sequence and optimized traffic signal timing plans. The project will also include bicycle and pedestrian improvements including but not limited to sidewalks, an exclusive pedestrian phase, bike lanes, and bicycle detection.

In addition, the site access-related improvements noted below will be provided to enhance traffic operations and/or travel safety

- Sidewalks connecting the parking areas and buildings to the open spaces areas, clubhouse and Town trail network are provided. The development will also connect to the existing sidewalk system along Fuller Way which provides a connection to the recreational areas and the sidewalk system along Lyman Street.
- The access from Lyman street include appropriate widths and radii to accommodate emergency response vehicles and includes a level landing area prior to Lyman Street to accommodate sight lines and enhance driveway operations.
- Appropriate traffic signage is proposed throughout the site.
- With the proposed work the available sight lines looking north and south from the Site driveway onto Lyman Street will exceed the recommended minimum and ideal sight line requirements from AASHTO. Any new plantings (shrubs, bushes) and structures (walls, fences, etc.) will be maintained at a height of 2 feet or less above the adjacent roadway grade within the sight lines in vicinity of the Lyman Street in order to continue to provide unobstructed sight lines.