

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

Environmental Notification Form

For Office Use Only

EEA#: 15896

MEPA Analyst: Alex Steysky

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: United Material Management of Leominster, LLC		
Street Address: 200 Tanzio Road, Leominster, MA 01453		
Municipality: Leominster	Watershed: Nashua River Basin	
Universal Transverse Mercator Coordinates: 274625.96 E and 4709625.77 N (meters)	Latitude: 42.506178 N	Longitude: -71.743084 W
Estimated commencement date: 7-30-19	Estimated completion date: 5-31-20	
Project Type: Solid Waste Transfer Station Development	Status of project design: 25 % complete	
Proponent: United Material Management of Leominster, LLC		
Street Address: 200 Friberg Parkway (Suite 3008)		
Municipality: Westborough	State: MA	Zip Code: 01581
Name of Contact Person: Gregory C. Wirsen		
Firm/Agency: Green Seal Environmental Inc.	Street Address: 114 State Road	
Municipality: Sagamore Beach	State: MA	Zip Code: 02562
Phone: 508-888-6034	Fax: 508-888-1506	E-mail: greg@gseenv.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))	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
a Special Review Procedure? (see 301 CMR 11.09)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
a Waiver of mandatory EIR? (see 301 CMR 11.11)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
a Phase I Waiver? (see 301 CMR 11.11)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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)?
 (9) Solid or Hazardous Waste

Which State Agency Permits will the project require?
 MassDEP Site Suitability (BWP SW 01), MassDEP Authorization to Construct (BWP SW 05), MassDEP Authorization to Operate (BWP SW 06)

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: None

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage (Ac)	13.46		
New acres of land altered		6.67	
Acres of impervious area	0.0	3.69	3.69
Square feet of new bordering vegetated wetlands alteration		0.0	
Square feet of new other wetland alteration		0.0	
Acres of new non-water dependent use of tidelands or waterways		0.0	
STRUCTURES			
Gross square footage (sq. ft.)	0	32,500	32,500
Number of housing units	0	0	0
Maximum height (feet)	0	45	45
TRANSPORTATION			
Vehicle trips per day	0	274	274
Parking spaces	0	20	20
WASTEWATER			
Water Use (Gallons per day)	0	3600	3600
Water withdrawal (GPD)	0	0	0
Wastewater generation/treatment (GPD)	0	600	600
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:

United Material Management of Leominster, LLC (hereinafter referred to as UMML) is proposing to construct and operate a 1,000 tons/day MSW and C&D handling and transfer station (the "Facility") off Tanzio Road in Leominster, Massachusetts. The proposed Facility consists of the construction of an approximately 32,500-square-foot solid waste transfer/waste handling building, as well as a rail yard; scale house and scales; parking areas; site grading and paving; stormwater collection, treatment and infiltration structures; and associated appurtenances.

The proposed Facility will be located on 13.46 acres of land and is comprised of two parcels (9.621 acres and 3.841 acres in size). The 13.46-acre site is currently vacant, predominantly cleared and located within an industrially zoned/designated area. To the west of the site is an existing CSX railroad line, with commercial and residential properties beyond. To the north are industrial zoned vacant lots and an electrical easement with transmission towers. To the east of the Site is Tanzio Road with commercial and residential properties beyond, including an active sand and gravel pit immediately across the street. To the south are wooded areas surrounding an unnamed brook and associate wetland system with commercial properties beyond. Tanzio Road is served with above ground electrical, sewer, gas, and water and directly connects to Route 117 which leads to I-190 and Route 2.

Describe the proposed project and its programmatic and physical elements: _____

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.

UMML is proposing to construct a 32,500-square foot metal frame building and associated site improvements including access pavement, stormwater collection and treatment system, parking, scale, scale house, and landscaping. The Facility will have vehicular access via Tanzio Road and will be served by municipal sewer and water service and private electrical, telephone, and gas service available in/along Tanzio Road.

UMML intends to collect and handle 1,000 tons per day (tpd) of Municipal Solid Waste (MSW) and Construction and Demolition debris (C&D) with a maximum annualized capacity of 300,000 tons. As presently proposed, the Facility will operate 7 days per week, 24 hours per day, subject to limitations that may be administered by the City of Leominster (e.g. Planning Board, Board of Health). Inbound materials will be delivered to the Facility by covered trucks and containers where all vehicles will be weighed, inspected, and then off-loaded onto an enclosed interior tipping floor. In addition to the larger commercial deliveries, the Facility will service the local community by accepting deliveries from smaller haulers as well.

The appended traffic analysis demonstrates that the proposed development will not have an appreciable impact on the operations of the study area intersections or roadways. Overall delays and levels-of-service are a negligible increase as a result of this project. McMahon Associates, Inc. concluded that mitigation measures are not necessary on the surrounding roadway network to accommodate the proposed development.

Additionally, the report concluded that the development would not have any appreciable impact on the operations of the signalized study area intersections or roadways and that no mitigation measures are necessary to accommodate the proposed development.

Based upon review and interpretation of the Traffic Impact Study, it is McMahon's and GSE's opinion that the siting of the Facility will not constitute a danger to the public health, safety, or the environment based on traffic congestion, pedestrian and vehicle safety, road configurations, or alternate routes in conformance with the requirements of 310 CMR 16.40(4)(b). See the appended Traffic Impact Study for further detail (Exhibit 2 – Attachment 3).

The proposed building has been intentionally located in the center of the property which provides for safe and effective travel lanes and traffic flow on site. Besides benefiting traffic flow, the building provides an additional buffer to the residential properties located over 500-feet east of the proposed Facility.

The southerly and easterly sides of the property will be used for stormwater management. The controls will meet or exceed the MassDEP Stormwater Standards. On site paving limits will extend around the subject building as a means of access including emergency vehicles. This additional paving has been sized to allow trucks to circulate around the building, when deemed necessary, for access to the loading/unloading doors on the easterly side of the facility and for on-site vehicular queueing. Deliveries of inbound materials will not have access to the westerly side of the building. All unloading activities will occur through the easterly access point. The northern and southern doors will not be used for unloading access and will be for rail and/or tractor trailer ingress/egress for outbound commodities. These doors will be closed when not in use. Employee parking is proposed along the easterly edge of the proposed paving limits as shown on the attached set plan.

The southern and eastern side of the property will be used for access to the site, the weighing of inbound and outbound trucks and limited stormwater control measures.

When fully developed, UMML plans to handle up to 1,000 tons per day of MSW and C&D. In order to provide this needed service to the region, the Facility will employ approximately 12+/- personnel per shift and will operate 24 hours per day, 7 days per week, subject to limitations that may be administered by the City of Leominster.

The incoming materials delivered to the site will be inspected and any observed recyclable commodities or waste ban materials will be separated and ultimately be shipped to various outlets in covered containers. UMML will be required to comply with existing Waste Ban requirements set forth in 310 CMR 19.017 as part of their operational requirements. The Facility will maintain and report all of their inbound and outbound statistics to the MassDEP on a quarterly and annual basis, as required.

UMML's Facility is fully aligned with existing regulations and policy as well as with the initiatives of the Massachusetts Solid Waste Master Plan. In addition, as discussed in the appended Traffic Impact Study, the Facility will have a negligible impact to the surrounding roadway infrastructure and can be accessed through major roadways (Route 2, Interstate I-190, Route 117, and Route 12) without traveling through highly congested areas.

The Facility will not require significant support from municipal infrastructure besides electricity and limited water and sewer needs. In addition, this Facility is being developed to support local infrastructure with respect to handling and disposal of MSW and recycling and handling of C&D.

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:

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.

As the regional need for waste handling increases due to the impending closures of two nearby landfills and a near-future closure of a third landfill, alternative transfer station locations were considered and evaluated. Alternative on-site configurations were also considered but the chosen alternative provides optimal use of the site and existing adjacent rail service while minimizing environmental impacts. Alternatives for on-site reconfiguration do not reduce impacts or enhance on-site logistics.

Alternative off-site locations for waste transfer operations have been evaluated but would require waivers to regulatory setback criteria and would not have access to rail which minimizes overall impacts. Additionally, Green Seal Environmental, Inc. (GSE) assessed other off-site waste disposal alternatives for the possibility of providing more capacity. The overriding factors that make this Site the best alternative are rail access and site layout. Although, construction impacts may be greater at this Site as compared to expansion at another Facility, those temporary impacts are less than the long-term benefits of constructing a Facility with rail service.

Please see Exhibit 3 – Alternatives Analysis for further details.

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

1. Constructing on a previously disturbed site located within an Industrial zoned area.
2. Addition of translucent panels to reduce the need the artificial light.
3. Construction performed by local/regional contractors.
4. Lighting (interior and exterior) will use lowered power consuming products including, when feasible, LED.
5. Use of native species and low water tolerant plants to reduce the need for watering and fertilization.
6. Outbound vehicles will use rail cars and as necessary, large capacity containers/trailers to reduce truck trips (e.g. 100 cu/yd walking floor trailers) and resulting emissions.
7. Encourage the use of public transportation by employees when available.
8. Full compliance with the Massachusetts Stormwater Policy.
9. Compliance with the Solid Waste Management Regulations (310 CMR 16.00 and 19.00) including Waste Ban.
10. Reduction in Greenhouse Gas Emissions based on the proposed use of rail for outbound materials.

If the project is proposed to be constructed in phases, please describe each phase

The project will be constructed in just one phase.

AREAS OF CRITICAL ENVIRONMENTAL CONCERN:

Is the project within or adjacent to an Area of Critical Environmental Concern?

- Yes (Specify _____)
 No

if yes, does the ACEC have an approved Resource Management Plan? ___ Yes ___ No;

If yes, describe how the project complies with this plan.

Will there be stormwater runoff or discharge to the designated ACEC? ___ Yes ___ No;

If yes, describe and assess the potential impacts of such stormwater runoff/discharge to the designated ACEC.

RARE SPECIES:

Does the project site include Estimated and/or Priority Habitat of State-Listed Rare Species? (see http://www.mass.gov/dfwele/dfw/nhESP/regulatory_review/priority_habitat/priority_habitat_home.htm)

- Yes (Specify _____) No