

For Office Use Only
 Executive Office of Environmental Affairs
 EOEA No.: 13213
 MEPA Analyst: *Deirdre Buckley*
 Phone: 617-626-1044

ENF Environmental Notification Form

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: <i>Civic Village</i>		
Street: <i>Broadway Road and Loon Hill Road</i>		
Municipality: <i>Dracut</i>	Watershed: <i>Merrimack River</i>	
Universal Transverse Mercator Coordinates: <i>311890 E -- 472613 N</i>	Latitude: <i>42° 40' 17"N</i>	Longitude: <i>71° 17' 43"N</i>
Estimated commencement date: <i>06/04</i>	Estimated completion date: <i>06/06</i>	
Approximate cost: <i>\$16,200,000</i>	Status of project design: <i>100% complete</i>	
Proponent: <i>Gorman Management Trust</i>		
Street: <i>1105 Lakeview Avenue</i>		
Municipality: <i>Dracut</i>	State: <i>Ma</i>	Zip Code: <i>01826</i>
Name of Contact Person From Whom Copies of this ENF May Be Obtained: <i>Mark A. Sleger, P.E.</i>		
Firm/Agency: <i>Landtech Consultants, Inc.</i>	Street: <i>484 Groton Road</i>	
Municipality: <i>Westford</i>	State: <i>MA</i>	Zip Code: <i>01886</i>
Phone: <i>(978) - 692 - 6100</i>	Fax: <i>(978) - 692 - 6668</i>	E-mail: <i>Msleger@Landtechinc.com</i>

- 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):

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 from Conservation Commission pursuant to the State Wetland Protection Act, Zoning Board of Appeals Comprehensive Zoning Decision, State Highway Access Permit, DEP BRP WP-14 Sewer Connection Permit

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 type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input type="checkbox"/> Water | <input type="checkbox"/> Wastewater | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air | <input type="checkbox"/> Solid & Hazardous Waste |
| <input 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 type="checkbox"/> 401 Water Quality Certification <input checked="" type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input checked="" type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input type="checkbox"/> Other Permits <i>(including Legislative Approvals) – Specify:</i> Chapter 40B – Comprehensive Permit
Total site acreage	6.01 Ac.			
New acres of land altered		4.29 Ac.		
Acres of impervious area	0.23 Ac.	3.53	3.77 Ac.	
Square feet of new bordering vegetated wetlands alteration		None		
Square feet of new other wetland alteration		None		
Acres of new non-water dependent use of tidelands or waterways		None		
STRUCTURES				
Gross square footage	10,379	162,816	173,195	
Number of housing units	None	144	144	
Maximum height (in feet)	20 Feet	18 Feet	38 Feet	
TRANSPORTATION				
Vehicle trips per day	0	1,016	1,016	
Parking spaces	35+	188	223	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	3,500	22,900	26,400	
GPD water withdrawal	None	None	None	
GPD wastewater generation/ treatment	3,500	22,900	26,400	
Length of water/sewer mains (in miles)	0.02	0.08	0.10	

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.)

(a) Project Description:

The proposed development site is located at the northeast corner of Broadway Road (Route 113) and Loon Hill Road in Dracut, less than one-quarter mile from the town center. The total parcel contains approximately 6.0 acres of land, of which 0.24 acres are defined as wetland resource areas and the remaining 5.76 acres are dry useable upland.

The site was originally used for a "Midget Car Speedway", in operation from 1946 to 1955. In 1955 when the race track was closed, the land was used to host carnivals, rodeos and semi-pro football. In 1959 a softball field was constructed on the parcel and was used by the "Dracut Softball League" until 1961. An attempt was made to reconstruct the race track, but this was opposed and denied by the town selectmen in 1961. Since then, the site has been sold and used as the "Civic Family Grounds" ever since. A majority of the site has been disturbed throughout the years as shown on the existing conditions plan.

The proposed development, "Civic Village", is a Senior Residential Multifamily Development, providing much needed diversity to the area. The site would contain 144 units ranging in size from 1 to 2 bedrooms, totaling 240 proposed bedrooms. The development would be serviced by town water and town sewer. The roadways and parking areas within the development would be privately owned and maintained.

(b) Project Alternatives:

Development alternatives allowed under the Dracut Zoning By-laws for a parcel zoned B-3 include: (1) some type of business development including but not limited to retail and food service or (2) a no-build alternative.

Given the parcel's location in the center of a rural town, additional retail buildings in an area already thriving with similar uses would not provide diversity to the area. If the site would be developed in this manner the environmental impacts would be nearly identical, however, the higher traffic counts could have an impact to the surrounding roads.

The nearby shopping plazas contain several small eateries and restaurants. The addition of more food service establishments would be unnecessary. A larger chain style restaurant might not seek this site for there establishment since the parcel is located far from a major interstate highway.

A no build alternative would result in the least amount of impact to the environment. However, significant financial investment has been made in the property in both its acquisition and subsequent engineering studies and permitting activities. The project has been designed to provide a reasonable economic return for the owners while at the same time minimizing impacts on the environment and providing much needed affordable senior housing to the Town of Dracut.

The rate of development in Dracut (and surrounding towns) is at an all time high. Land in the area is in great demand and consequently there is very little available for development. There are currently no parcels of land in this area of Dracut that would support the project as proposed and still provide the convenience of being located within walking distance to the nearby amenities. The only off site alternative would be for a smaller project then that of the proposed development without the same conveniences that this site's development would provide to it's residents.

(c) Mitigating Measures:

As proposed, the project has been designed to minimize environmental impacts, taking into consideration the site's past uses. The majority of the site has been developed for a variety of uses for nearly 60 years. The proposed site has been laid out to retain a large area of open space and undisturbed areas and buffers to existing residential abutters and nearby resource areas.

The proposed development will meet the Department of Environmental Protection's Storm Water Management Guidelines. In addition, the project will meet all federal and state wetland laws and regulations without exceptions, waivers or variances.

As stated above, a majority of the site has been disturbed by previous activities such as the speedway, rodeos, football field and the softball field. These activities created a large open area which is presently barren, and will be used for the site's development. Areas in proximity to the resource areas will be re-planted to restore it to a more natural state thereby enhancing the habitat value of the buffer zone. Throughout the construction of the project erosion and sediment controls will be maintained to further protect the on site wetland resource area.

To mitigate the proposed traffic, the proponent has agreed to reconstruct the intersection of Broadway Road (Route 113) and Loon Hill Road to accommodate a traffic signal. As part of the roadway improvements, a sidewalk will be constructed along Loon Hill Road and Route 113 which will link the proposed site to Veterans Memorial Park, a public passive recreational facility owned and maintained by the Town of Dracut. Sidewalks and a crosswalk on Loon Hill Road will provide safe pedestrian access to nearby amenities where public transportation (bus service) is provided by the Lowell Regional Transit Authority (LRTA). The proposed roadway and traffic signal improvements shall be coordinated with Mass Highway District 4 Office.