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January 25, 2019

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : Wolcott Woods – Great Estates Planned Unit Development
PROJECT MUNICIPALITY : Milton
PROJECT WATERSHED : Boston Harbor
EEA NUMBER : 15962
PROJECT PROPONENT : Wolcott Residential, LLC
DATE NOTICED IN MONITOR : December 26, 2018

Pursuant to the Massachusetts Environmental Policy Act (MEPA) (M.G. L. c. 30, ss. 61-62I) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **does not require** the preparation of an Environmental Impact Report (EIR).

Project Description

As described in the Environmental Notification Form (ENF), the project consists of an age-restricted residential development in Milton. The project will include retention and conversion of three historic buildings and the construction of 50 additional townhouse units within 31 single or duplex structures (total of 54 units); 224 parking spaces; paved internal roadways; landscaping; a stormwater management system; and associated utilities. It will include demolition of other historic buildings and structures. The clustered design will preserve 28.6 acres of the project site (60 percent) as undisturbed open space which will be protected by a Conservation Restriction (CR). The project will preserve approximately 1,600 linear feet (lf) of frontage of a Scenic Road and associated view corridors, topography, lawns, meadows, wooded areas, and other natural features.

The Proponent will contribute six off-site non-age restricted units to the Town of Milton's (Town) Subsidized Housing Inventory. Primary site access is proposed from a new roadway (Wolcott

Woods Lane) off of Canton Avenue. The project will be permitted in accordance with the Great Estate Planned Unit Development (PUD) zoning bylaw. The project will provide internal walking trails and sidewalk connections from Canton Avenue to the Carberry Trail Head east of the project site. The project will be served by municipal water and sewer. It will be constructed in four phases.

Project Site

The 47.06-acre project site is located along the southwesterly end of Canton Avenue (1,600 feet of frontage) just north of its intersection with Blue Hill Avenue (Route 138) in Milton. It is comprised of five parcels under ownership or agreement to purchase by the Proponent. The site is bounded by the Carberry Lane residential subdivision to the northeast; the Blue Hill Reservation to the east and south; a single-family house to the south; and Canton Avenue to the west and northwest. The site sits at the base of the Blue Hill Reservation which is under the care, custody and control of the Massachusetts Department of Conservation and Recreation (DCR). The project site is located in a residential zoning district. Access is provided via three driveways.

The site contains two pre-1900 dwellings as well as several houses and cottages, former agricultural barns, sheds and outbuildings. Four structures are listed on the Massachusetts Historical Commission (MHC) Inventory of Historic and Archaeological Assets of the Commonwealth (Inventory). Topography rises in elevation from 150 feet at the site's northerly corner to 300 feet at its highest point abutting the Blue Hill Reservation in the southerly corner. The site includes a number of features such as the Manor House Lawn, the Devens Meadow, a wooded glacial esker, a grove of beech trees, wooded successional pine groves, a stone-lined channelized intermittent stream, and various stone walls. The stream runs into the northeasterly corner of the site from the Blue Hill Reservation and flows off-site into the Carberry Lane subdivision. The site contains two small Bordering Vegetated Wetlands (BVW) and Bank associated with the intermittent stream.

Environmental Impacts and Mitigation

Potential environmental impacts associated with the project include: New alteration of 19.87 acres of land; creation of 5.36 acres of impervious area for a total of 8.04 acres; alteration of 86 square feet (sf) of BVW, 16 lf of Bank and 103,222 sf of buffer zone to BVW; generation of 336 new average daily vehicle trips (adt) for a total of 386 adt; creation of 210 new parking spaces for a total of 224 spaces; 12,260 gallons per day (gpd) of water demand; generation of 13,860 gpd of wastewater; and construction of 0.72 miles and 0.79 miles of water main and sewer main, respectively. Measures to avoid, minimize, and mitigate impacts include installation of signage and pavement markings, implementation of construction period best management practices (BMPs) and installation and maintenance of a stormwater treatment system.

Permitting and Jurisdiction

The project is undergoing MEPA review and requires preparation of an ENF pursuant to 301 CMR 11.03(1)(b)(2), 301 CMR 11.03(5)(b)(3)(c), and 301 CMR 11.03(10)(b)(1) because it requires a Agency Action and will create five or more acres of impervious area, construct one-half or more miles in length of sewer mains that are not located in the right of way of existing roadways, and demolish all or any exterior part of any Historic Structure listed in or located in any Historic District listed in the

State Register of Historic Places or the Inventory. The project requires a Non-Vehicular Access Permit from the Massachusetts Department of Transportation (MassDOT) for a utility connection.

The project requires review by MHC in accordance with M.G.L. Chapter 9, Sections 26-27C. The project will also require an Order of Conditions from the Milton Conservation Commission (or, on appeal only, a Superseding Order of Conditions from the Massachusetts Department of Environmental Protection (MassDEP)) and a National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) from the U.S. Environmental Protection Agency (EPA).

Because the Proponent is not seeking Financial Assistance from the Commonwealth for the project, MEPA jurisdiction extends to those aspects of the project that are within the subject matter of required or potentially required State Agency Actions and that may cause Damage to the Environment as defined in the MEPA regulations. In this case, MEPA jurisdiction extends to land alteration, wetlands, water quality, traffic, and wastewater.

Review of the ENF

The ENF includes a description of the project, preliminary project plans, and a brief analysis of alternatives. It identifies measures to avoid, minimize and mitigate environmental impacts. The ENF provides a Traffic Impact Assessment (TIA) and Tree Preservation Plan. The Proponent submitted an additional analysis of alternatives on December 20, 2018.

The Proponent considered several alternatives to the Preferred Alternative including: No Build; Comprehensive Permit 40B Design (Alternative A); Conventional Subdivision Design (Alternative B); and Cluster Development Design (Alternative C). The supplemental information provides a tabular comparison, and conceptual plans, of potential impacts associated with each of the alternatives (land alteration, impervious area, open space, wetland impact, water/wastewater, parking spaces, vehicle trips, and historical impacts).

Alternative A consists of a much denser residential development proposed pursuant to M.G.L. Chapter 40B (c. 40B). It would include several hundred multi-family units, which is significantly more than allowed under the new Great Estate PUD bylaw. The Proponent also considered a higher end, lower density c. 40B residential development (3.2 units per acre) with 152 units. This alternative was dismissed based on lack of natural resource preservation, market considerations, and additional impacts on community schools, community services and infrastructure.

Alternative B consists of a conventional subdivision (22 single-family lots) permitted under current zoning bylaws. Similar to Alternative A, this alternative lacks the preservation of natural resources or open space. It would not provide diversity in housing types (ie. age-restricted) or provide an affordable design component and would increase demand on schools and services. Alternative C would include a cluster development with similar constraints as the conventional subdivision alternative (Alternative B); however, it would not include significant preservation of open space.

Through consultation with the Town and neighbors, the Proponent reduced residential units from 75 age-restricted units (including 8 affordable units) to 54 units on-site and with 6 affordable units off-site. The Preferred Alternative will conserve and protect 28.6 acres (60 percent) of open space and

natural resources through placement of a CR. The CR will be granted to the Milton Conservation Commission.

Transportation

The project will require a Non-Vehicular Access Permit from MassDOT to provide utility access within Blue Hill Avenue (Route 138). Comments from MassDOT do not recommend any further MEPA review based on transportation issues. The site contains three access driveways: northern, central and southern (shared access with 1776 Canton Avenue located off-site on an adjacent parcel). The central driveway will be abandoned and relocated approximately 248 feet to a new curb opening to the southwest to serve as the site's primary access. The roadway will loop around the eastern upper portions of the site. No access to the residential development will be allowed from the southern driveway which will be terminated above the driveway accessing 1776 Canton Avenue. The northerly driveway will be retained; however, its use will be restricted for emergency access only and will be gated.

The ENF includes a TIA. The project is anticipated to generate 386 adt and include 224 parking spaces. According to the ENF, the Proponent will conduct a sign and signal study for Canton Avenue and install traffic calming measures including speed radar signs, pavement markings (i.e. sharrows), and signage along Canton Avenue to reduce overall speeds and improve safety. The Proponent should work with MassDOT during the permitting process to ensure there is adequate pedestrian and bicycle access to the site. The Proponent will construct a public pedestrian trail on the site along its frontage with Canton Avenue from the southern driveway to the northern driveway. Comments from MassDOT note that four parking spaces per housing unit is excessive and encourage the Proponent to reduce the parking supply in order to minimize the amount of impervious area within the project site.

Land Alteration, Wetlands and Stormwater

The Milton Conservation Commission will review the project to determine its consistency with the Wetlands Protection Act (WPA), the Wetlands Regulations (310 CMR 10.00), and associated performance standards, including stormwater management standards (SMS). The project will require two wetland crossings to access the northeast portion of the site. The first crossing is located at an existing driveway crossing over the channelized intermittent stream; this crossing is proposed to be widened to support the proposed roadway. Replacement of riprap to slow water flow within the adjacent intermittent stream will alter 86 sf of BVW. Widening the culvert will alter 16 lf of Bank. Use of a three-sided box culvert at the second wetland crossing will completely span wetland resource areas; no impacts are anticipated. The box culvert will be designed to meet the Massachusetts River and Stream Crossing Standards.

The project will create 5.36 acres of impervious area. The project is designed to comply with the SMS. The stormwater management system will include infiltration structures, pretreatment units and Low Impact Development (LID) measures such as bio-retention basins and rain gardens throughout the site. I encourage the Proponent to consider land banking of parking areas until warranted by demand.

Wastewater

The project will generate 13,860 gpd of wastewater. The Town is a member of the Massachusetts Water Resources Authority (MWRA) Regional Sewer System and is required to assist in the ongoing efforts of MassDEP and MWRA to reduce infiltration and inflow (I/I) into the sewer system. High volumes of I/I can contribute to surcharging of the sanitary sewer system and combined sewer overflows (CSO) in large storms. The Proponent must offset its wastewater flows by removing I/I in accordance with the Town's I/I removal policy. I/I should be removed at a ratio of 4:1 for every gallon of wastewater generated by the project (i.e. providing a monetary contribution or infrastructure improvements).

Historical and Archaeological Resources

The project site includes four structures listed in MHC's Inventory: the Governor Wolcott House (MLT.297), the Cornelia Wolcott Drury House (MLT.296), the Floyd House (aka the Manor House) (MLT.379), and the Caretaker's House (MLT.474). The project will retain and convert three of the four historic buildings into residences; the Caretaker's House will be demolished. The Proponent should consult with MHC and the Milton Historical Commission to avoid, minimize, and mitigate adverse impacts to historic and archaeological resources and to complete their respective review processes.

Greenhouse Gas Emissions (GHG)

I encourage the Proponent to incorporate energy conservation measures into the project design to minimize GHG emissions. Multi-family residential buildings are particularly well-suited to Passivehouse design methods, which include high-efficiency building envelopes and require significantly smaller heating, ventilation and air conditioning (HVAC) systems. Buildings designed to Passive House standards are potentially eligible for financial incentives from a number of sources. Heat pumps may be eligible for Alternative Energy Credits (<https://www.mass.gov/service-details/statutes-regulations-and-guidelines>) and Massachusetts Clean Energy Center incentives (<http://www.masscec.com/residential/clean-heating-and-cooling>). I encourage the Proponent to consult with the appropriate utility company regarding available programs.

I note that the City has adopted the Stretch Energy Code, which requires projects to minimize energy use in comparison to baseline Building Code. Buildings constructed to a Passivehouse design standard are likely to exceed Stretch Code requirements. In the event the Proponent does not proceed with Passive House design, the Proponent should consider incorporating the following GHG mitigation measures into the design of the buildings:

- Roof and wall insulation with high R-values, increased continuous insulation, and energy efficient windows;
- Increased furnace efficiency or, use of high-efficiency condensing boilers;
- Efficient water heater (heat pump, combination with condensing boiler, and on-demand);
- Duct sealing;
- Use of energy efficient appliances (i.e., Energy Star);
- Installation of low-flow plumbing fixtures;
- Use of LED lighting;

- Combined heat and power;
- Solar thermal;
- Air-source or ground-source heat pumps for heating and cooling; and
- Rooftop solar photovoltaic (PV) systems.

I encourage the Proponent to consider taking advantage of a new feature of the Commonwealth's solar PV SMART plan that allows building owners to receive financial incentives by providing solar production directly to the utility, without requiring the participation of residents as offtakers. For more information, please consult the Massachusetts Department of Energy Resources' (DOER) web site at <https://www.mass.gov/service-details/development-of-the-solar-massachusetts-renewable-target-smart-program>. I also encourage the Proponent to pursue the following:

- Massachusetts Clean Energy Center rebates for air source heat pumps, ground source heat pumps, variable refrigerant flow systems, and solar thermal. See <http://www.masscec.com/get-clean-energy/business>.
- MassSave utilities for rebates and incentives on energy efficiency equipment and for performance-based incentives. See <https://www.masssave.com/>.
- Credits associated with the Alternative Energy Portfolio Standards for ground source heat pumps, air source heat pump, solar thermal systems, and combined heat and power. See <https://www.mass.gov/alternative-energy-portfolio-standard>.

Construction

The project must comply with MassDEP Solid Waste and Air Pollution Control regulations, pursuant to M.G.L. c.40, s.54 during construction and demolition (C&D). All C&D activities should be undertaken in compliance with the conditions of all State and local permits. The Proponent will install BMPs on the project site to control erosion and sedimentation during the construction period. The project will require the preparation of a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the NPDES CGP. The Proponent should evaluate measures to avoid, minimize and mitigate construction period impacts (including but not limited to, land disturbance, noise, dust, odor, nuisance, vehicle emissions, construction and demolition debris, and construction-related traffic). I encourage the Proponent to set a goal of recycling at least 75 percent of construction waste.

I encourage the Proponent to use construction equipment with engines manufactured to Tier 4 federal emission standards, or select project contractors that have installed retrofit emissions control devices or vehicles that use alternative fuels to reduce emissions of volatile organic compounds (VOCs), carbon monoxide (CO) and particulate matter (PM) from diesel-powered equipment. Off-road vehicles are required to use ultra-low sulfur diesel fuel (ULSD). The Proponent should ensure compliance with the Massachusetts Idling Regulations including signage limiting idling to less than five minutes. The Proponent is advised that if oil and/or hazardous material are identified during the implementation of this project, notification pursuant to the Massachusetts Contingency Plan (MCP, 310 CMR 40.0000) must be made to MassDEP.

Conclusion

The ENF has sufficiently defined the nature and general elements of the project for the purposes of MEPA review and demonstrated that the project's environmental impacts will be avoided, minimized and/or mitigated to the extent practicable. Based on the information in the ENF and after consultation with State Agencies, I find that no further MEPA review is required at this time. Remaining issues can be addressed through the local, State and federal permitting and review processes.

January 25, 2019

Date

Matthew A. Beaton

Comments received:

01/15/2019 Massachusetts Department of Transportation (MassDOT)

01/15/2019 Massachusetts Water Resources Authority (MWRA)

MAB/PPP/ppp



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO

massDOT
Massachusetts Department of Transportation

January 15, 2019

Matthew Beaton, Secretary
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114-2150

RE: Milton: Wolcott Woods – Great Estate Planned Unit Development – ENF
(EEA #15962)

ATTN: MEPA Unit
Purvi Patel

Dear Secretary Beaton:

On behalf of the Massachusetts Department of Transportation, I am submitting comments regarding the proposed Wolcott Woods – Great Estate Planned Unit Development project in Milton, as prepared by the Office of Transportation Planning. If you have any questions regarding these comments, please contact J. Lionel Lucien, P.E., Manager of the Public/Private Development Unit, at (857) 368-8862.

Sincerely,

David J. Mohler
Executive Director
Office of Transportation Planning

DJM/jil



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO

massDOT
Massachusetts Department of Transportation

MEMORANDUM

TO: David Mohler, Executive Director
Office of Transportation Planning

FROM: J. Lionel Lucien, P.E, Manager
Public/Private Development Unit

DATE: January 15, 2019

RE: Milton: Wolcott Woods – Great Estate Planned Unit Development – ENF
(EEA #15962)

The Public/Private Development Unit (PPDU) has reviewed the Environmental Notification Form (ENF) for the Wolcott Woods – Great Estate Planned Unit Development project in Milton. The 47.06 acre site is proposed for the construction of 50 townhouse units in 31 free standing or duplex-style structures, in addition to the retention of three existing dwellings on the property. The project is proposed to be accessed via a full-access driveway off of Canton Street. The project is anticipated to generate 386 vehicle trips per day and include 224 parking spaces. Utility access for the project will require a Non-Vehicular Access Permit from MassDOT. The project does not exceed any Massachusetts Environmental Policy Act (MEPA) thresholds based on transportation.

Although the project does not require a Vehicular Access Permit, we note that the project will provide over four parking spaces per housing unit, a ratio which is well above most residential projects. We encourage the Proponent to reduce the parking supply in order to lessen the amount of impervious surface within the project site.

MassDOT recommends that no further environmental review be required based on transportation issues. The details of the above and any other access-related issues can be addressed during the permitting process for the project. If you have any questions regarding these comments, please contact me at (857) 368-8862 or Michael Clark at (857) 368-8867.

cc: Jonathan Gulliver, Administrator, Highway Division
Patricia Leavenworth, P.E., Chief Engineer, Highway Division
John McInerney, District 6 Highway Director
Neil Boudreau, Assistant Administrator of Traffic and Safety Engineering
Planning & Community Development Department, Town of Milton
Massachusetts Bay Transportation Authority
Metropolitan Area Planning Council
PPDU Files



MASSACHUSETTS WATER RESOURCES AUTHORITY

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January 15, 2019

Matthew A. Beaton, Secretary
Executive Office of Energy and Environmental Affairs
100 Cambridge St, Suite 900
Attn: MEPA Office, Alex Strycky
Boston, MA 02114

Subject: EOEEA #15962 – Environmental Notification Form
Wolcott Woods – Great Estates Planned Unit Development
Milton, MA

Dear Secretary Beaton,

The Massachusetts Water Resources Authority (MWRA) appreciates the opportunity to comment on the Environmental Notification Form (ENF) submitted by Wolcott Woods Residential (the “Proponent”) for Wolcott Woods – Great Estates Planned Unit Development (the “Project”) in Milton, Massachusetts. The Project consists of an age-restricted residential development to be located on a new roadway. The Project includes the retention and conversion of three existing dwellings on the property and the construction of fifty additional townhouse units in thirty-one free standing or duplex style structures.

MWRA’s comments relate to wastewater issues emphasizing the need for Infiltration/Inflow (I/I) Removal and Discharge Permitting from the Toxic Reduction and Control (TRAC) Department.

Wastewater

The ENF reports that the Project will generate approximately 13,860 gallons per day (gpd) of new wastewater flow. The Project Site is served by a sanitary sewer system owned and operated by the Town of Milton that conveys flows to MWRA’s New Neponset Valley Sewer, which delivers the flows to MWRA’s High Level Sewer, Nut Island Headworks in Quincy and, ultimately, Deer Island wastewater treatment plant. To ensure that the Project’s new wastewater flow does not increase surcharging and overflows of the Town or MWRA sewers in large storms, the Proponent should offset the Project’s wastewater flow with infiltration and inflow (“I/I”) removal, following Town of Milton’s policies and regulations.