

ENF Environmental Notification Form

For Office Use Only
 Executive Office of Energy & Environmental Affairs

EEA No.:
 MEPA Analyst:
 Phone: 617-626-

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: Housatonic Street Shared-Use Pathway Project		
Street: Housatonic Street and East Street		
Municipality: Lenox	Watershed: Unnamed Intermittent Stream	
Universal Transverse Mercator Coordinates:	Latitude: 73° 15' 20" W Longitude: 42° 21' 20" N	
Estimated commencement date: Spring 2011	Estimated completion date: Fall 2012	
Approximate cost: \$2.1million	Status of project design: 25 %complete	
Proponent: Town of Lenox		
Street: 6 Walker Street		
Municipality: Lenox	State: MA	Zip Code: 01240
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Steven A. Mack, P.E., Project Manager		
Firm/Agency: Foresight Land Services	Street: 1496 West Housatonic Street	
Municipality: Pittsfield	State: MA	Zip Code: 01201
Phone: (413) 499-1560	Fax: (413) 499-3307	E-mail: smack@foresightland.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): **Project scheduled for funding under the Transportation Improvement Program**

Are you requesting coordinated review with any other federal, state, regional, or local agency?
 Yes (Specify _____) **No**

List Local or Federal Permits and Approvals: **Wetlands Notice of Intent, Wetlands Order of Conditions, Army Corps of Engineers Permit if required, 401 Water Quality Certification if required.**

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 checked="" 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 type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input type="checkbox"/> DEP or MWRA Sewer Connection/Extension Permit <input checked="" type="checkbox"/> Other Permits <i>(Including Legislative Approvals) – Specify:</i> US EPA Construction General Permit
Total site acreage	2.57 Acres			
New acres of land altered		2.57 Acres		
Acres of impervious area	0 Acres	1.28 Acres	1.28 Acres	
Square feet of new bordering vegetated wetlands alteration		4,800 SF		
Square feet of new other wetland alteration		0		
Acres of new non-water dependent use of tidelands or waterways		0		
STRUCTURES				
Gross square footage	N/A	N/A	N/A	
Number of housing units	N/A	N/A	N/A	
Maximum height (in feet)	N/A	N/A	N/A	
TRANSPORTATION				
Vehicle trips per day	0	0	0	
Parking spaces	0	0	0	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	0	0	0	
GPD water withdrawal	0	0	0	
GPD wastewater generation/treatment	0	0	0	
Length of water/sewer mains (in miles)	0	0	0	

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 (Upper Housatonic River) 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 Town of Lenox proposes to construct a 10-foot wide Shared-Use Path from the Lenox Memorial Middle and High School to the intersection of Crystal Street, Willow Creek Road, and Housatonic Street. The shared-use path is intended to eventually become part of the county-wide Berkshire Bikeway. The project begins at the north parking lot entrance to Lenox Memorial Middle and High School, crosses East Street, and parallels the east side of East Street northerly to the intersection of Housatonic Street and East Street for a distance of approximately 1100 feet. The path will then cross Housatonic Street and parallel the north side of Housatonic Street to the intersection of Willow Creek Road and Crystal Street intersection, a distance of approximately 4500 feet. The total length of the project is approximately 1.06 miles. Virtually all of the project is within the limits of the recently adopted Upper Housatonic River ACEC.

The scope of the work will consist of the following: Full depth 10-foot wide paved path parallel to the adjacent streets. Construction will include pavement markings and signage, installation of a crushed stone road shoulder and grassed path shoulder separating the roadway from the shared-use path. Raised boardwalks are proposed to avoid and minimize disturbance to wetlands and intermittent streams in two areas along Housatonic Street totaling approximately 550 linear feet. Low segmental retaining walls, a mechanically stabilized earth wall, and reinforced concrete walls are also proposed to minimize disturbances and grading impacts.

The full depth paved path will include 8 inches gravel borrow, 4 inches dense crushed stone, 2 ½ inch hot mix asphalt base, and 1 ½ inch top course. The path will be separated from the roadway by at least five feet, consisting of a 3-foot wide roadway shoulder with 6-inch depth of dense graded crushed stone, and a 2-foot wide path shoulder with 4 inches loam and seed.

Provisions are made along steeper sections of the pathway for pullouts and benches for riders, walkers and wheelchair users.

Drainage improvements are proposed in association with the project, including replacing several culverts with open bottom arches conforming to stream crossing standards. Several of the existing roadside ditches are in poor condition and subject to erosion and sedimentation. The swale and intermittent stream will be protected with scour aprons at culvert outlets; several of pathway retaining walls will also help to stabilize eroding banks.

B. ALTERNATIVES ANALYSIS:

Several alternative routes and configurations have been evaluated for the proposed project. Alternatives include:

- 1) One alternative plan was to create a pathway through the woods from Pine Knoll Road to a location near the intersection of East Street and Walker Street. In the creation of the pathway, a greater amount of vegetation would have to be removed, several wooded wetlands would have to be crossed, easements would have to be obtained through many properties which the pathway crossed, and the elevation change along the pathway route would require switchbacks to create feasible slopes to the terminus. This alternative is not deemed suitable due to the amount of disturbance to the environment and to private property ownership.*
- 2) In 2004, the Town had preliminary plans for a similar route to the current proposal, but the width would only have been 6' to 8', insufficient for safe two-way bike and pedestrian travel. A wetlands order of conditions was obtained for the alteration of the wetlands and intermittent stream, but that OOC has now expired, and the current plans are substantially different. This alternative is not viable since it would not meet current standards for shared-use paths.*
- 3) The preferred alternative is to build the shared-use path along the road shoulder. This alternative route would reduce the amount of clearing and wetlands disturbances, and will provide easy access for pedestrians and bikers. The preferred route will require only minimal easements since it is designed to be mostly within the existing road right of way. The path will have suitable slopes paralleling the roadside, with pullouts and benches along slopes greater than 5%.*

C. POTENTIAL MITIGATION MEASURES

The following mitigation measures would be required for any of the alternatives described above, but Alternative 1 would require additional wetlands mitigation and storm management due to the construction through wooded areas:

Erosion Controls:

For the Preferred Alternative, Erosion and Sedimentation Controls will be installed as shown on attached plans. Temporary spoil stockpiles shall be avoided to the extent practicable nearby wetland resource areas in order to prevent sedimentation. Work within resource areas shall be done during the driest period possible. All construction shall adhere to "Construction-phase Measures for Control of Sediment and Erosion and Protection of Wetlands" (Exhibit D-1) and to the Stormwater Pollution Prevention Plan required for the project under the EPA's Construction General Permit. The Contractor shall be responsible for implementing additional erosion controls as deemed necessary to prevent construction impact on surrounding Resource Areas.

Storm Water Management:

The stormwater management system is designed to conform to DEP's Stormwater Management Standards to the extent practicable. Footpaths, bike paths and shared-use paths for non-motorized vehicles similar to this are required to conform to the standards to the maximum extent practicable. The maintenance and improvement of the existing roadway drainage must also meet the stormwater performance standards to the maximum extent practicable, but must improve existing conditions. The proposed work will improve existing conditions by replacing an existing culvert with an open-bottom arch culvert, improving the roadside drainage ditches, and reducing erosion potential by improving the road shoulder.

CONCLUSION:

The proposed Shared-use Path will create a useful, attractive, convenient and safe means of alternative travel for bikers, pedestrians, wheelchair users and other non-motorized means of travel. The route runs from the Lenox schools campus to Willow Creek Road near the existing pedestrian bridge over Housatonic River, and will form a link in the eventual county-wide Berkshire Bikeway. The preferred alternative minimizes disturbance to the environment by paralleling existing roads. Wetland alteration will be minimized and mitigated. The proposed Shared-use Path is consistent with local, regional and state plans and compatible with the purposes of the Upper Housatonic River Area of Critical Environmental Concern.