

Sewer Commission
MEPA Scoping Session
1021 Kingston's Place
December 6, 2007

Deidre Buckley of the Executive Office of Energy and Environmental Affairs began the session by stating that she was a representative for the Secretary, Ian Bowles. She asked that everyone in attendance sign in, introduce themselves and state what department they represented. After introductions Ms. Buckley said this was a Mass. Environmental Policy Act Scoping Session. The project information will be reviewed to determine if they have enough information for the permitting agencies to make informed decisions.

Permits are required from Natural Heritage for the areas surrounding the proposed ramp.

A Phase 1 waiver would allow the project to work on the roadway work while they are working on the EIR. The Expanded ENF is required and has been done. They must demonstrate that the environmental impacts are insignificant. All comments should be directed to the Secretary of Environmental Affairs and submitted in writing. Oral comments are not recorded. Comments should reference project #14126 and include any issues you may have with the ENF and whether you feel the Waiver should be granted or not. The Draft EIR will also allow for another comment period. The comment period on this ENF has been extended until January 9, 2007.

Phase 1 is seeking a waiver to continue the design of Smith's Lane roadways and the highway ramp. Phase 2 will be the actual construction project for the development which will consist of 730 residential units and 300,000 SF of commercial space. Mr. Geisinger stated that it is important to the Town that the highway ramp is built before any permits are granted for occupancy. This is a major factor in the Phase 1 Waiver. Construction of the ramp cannot start until the EIR process is done.

Randy Hart of VHB discussed the preferred ramp plan. A Modified Interchange Justification was filed. Section 2 and 3 present the alternatives for roadway options. Over 60% of the traffic flow goes southbound or west and is expected to use the new ramp and should be off of the local roadways.

Natural Heritage discussed that there are rare species habitats in the surrounding area near the 1021 Kingston's Place project area. New mapping located about half of the western part of the project as eastern box turtle habitat. The project would probably require a permit. The endangered species habitat area would also involve the potential leaching field area on the Davis site. Elaine Fiore asked if the Davis property would be denied as a leaching field area. She was told that with the proper mitigation it would probably meet the approval requirements, but it could be denied if the proper mitigation

could not be agreed to. Mr. Geisinger commented that they would do whatever needed to be done.

The discussion referred to figure 3.2 wetlands. The areas have been delineated and they have made a filing with the Kingston Conservation Commission. Wetlands 1 is Smelt Brook and the adjacent bordering vegetated wetlands. The brook overtops the banks in a 100 year storm event but is below the 200 foot restricted area to either side of the bordering wetlands. Wetland 2 is what appears to be an old cranberry bog evolving into a wetland swamp. The Town of Kingston requires land within 100 feet to be a regulated buffer zone. Wetland 2 is vernal pool area where wood frogs have bred. Water levels dropped during the breeding season and the eggs were stranded and did not hatch. Wetland 3 is a large marsh that was built to mitigate the construction of the commuter rail. Wood frogs have bred in this marsh successfully. Other species are found there as well and are successful.

About 20,000 SF of the capped landfill will be impacted by the new layout of Cranberry Road. The area will be reviewed during the site walk today.

Ms. Fiore stated that part of the reason for the extension of the deadline for comments was to determine the location of the expansion of the Wastewater Treatment Facility, the Transfer Station and the Wind Turbine, within the circle of land available.

A Thorndike representative reviewed a plan for the wastewater from the development to flow down to a low point on their site where a pump station would pump the flow to a second pump station. The second pump station would pump the wastewater to the treatment facility where it would be treated and then discharged up to the Davis site. Mr. Geisinger stated that the expansion of the plant would allow additional capacity for the Town as well. Ms. Fiore clarified that the plant would treat wastewater only. The plant would not treat storm water. The project representative added that the 1-86 well is to be permitted and would come online as well.

It was discussed that the Phase 1 Waiver has 4 criteria.

- The first is that the Potential Impacts taken alone are insignificant. The Improvements to the Wastewater Treatment Facility will lessen the impact to them.
- The second is that the Infrastructure is Sufficient enough to support the project.
- The third is that Phase 1 of the project ends at the start of Phase 2. The projects are severable.
- The fourth was not made clear.

The State will determine if the Waiver has merit and meets all standards.

There is the possibility that a dam permit might be required for the water park feature being proposed. There will be 2 ponds, one of which is at a higher elevation than the other.

MEPA looks at all projects being considered for development in the surrounding areas when they are looking at the traffic studies and impacts.

It was mentioned that the wind turbine was not addressed in the ENF. Mr. Geisinger said the matter will be addressed during the 30 day extensions, as will the comments from the Sewer Commission.

Dan Sapir asked if there would be impacts on both landfill sites, or only one of them. The representative present from Weston and Sampson stated that there is really only 1 landfill but it is broken into 3 sections. About 6 acres had hazardous material from

W.R Grace disposed of there. In the 1990's about 6 acres by Smelt Brook was capped. The remaining area was capped last with PVC. All 3 caps are incorporated into each other. DEP still needs to determine what testing and mitigation would be needed in order to construct the new Cranberry Road over part of the landfill. Thorndike is committed to developing a reuse of the landfill if it is determined that DEP would permit it.

The Transfer Station would need an interim solution while the reconstruction of the current station occurs. It might be possible to site it in a cleared area where the extension of Cranberry Road will be built, until the reconstruction is done and the road extension begins.

David of VHB addressed the storm water management for Cranberry Road. They intend to install at least 5 new catch basins along the existing length of Cranberry Road during reconstruction. Maureen Thomas asked what the plan would be for storm water management during the reconstruction of the road. VHB was not able to give an explanation of what was planned for the drainage during construction. Ms. Thomas was concerned that runoff would enter Smelt Brook at the bottom of the hill near the Toyota garage.

Mark Beaton stated that the State would be presenting an award to Kingston tomorrow for this project. He hoped that everyone would support the Phase 1 Waiver.

In 1998 the Town adopted a focused growth plan. Being close to the train station and wastewater treatment facility it seems appropriate to locate this type of growth in this area. The feeling is that this project addresses the Master Plan problems.

Everyone was invited to take part in the on site review of the areas involved with the construction of the highway ramp and the construction of 1021 Kingston's Place. All interested parties were instructed to meet along Cranberry Road in the area of Smelt Brook.

A brief review of the Smelt Brook area revealed that there is a culvert running under Cranberry road and that there is a slope from each side of the road down toward the brook. Retaining walls will be constructed as will a sidewalk. Drainage was mentioned again but no positive controls for construction were mentioned.

The Transfer Station site was reviewed briefly. Mr. Basler indicated that they would not be expanding outside of the current area used for their current operation. He described how the recycling bins would be arranged for easier access.

The Wastewater Treatment Facility site was reviewed. A tour of the area outside of the fence was taken which revealed an extremely steep slope, dropping off toward the area proposed for the new ramp and the existing highway, all the way around the buildings and connecting back to the current sharp curve in Cranberry Road. It appeared that extensive excavation would be needed to provide more area for the wastewater facility to expand into that area and to construct the new ramp. The only remaining level land is between the current SBR's and the fence along the existing Cranberry Road.

The site review by the Wastewater Superintendent and Administrative Assistant concluded at this point.

Suzanne Richards
Administrative Assistant