



Wilmington, Massachusetts

INTER-DEPARTMENTAL COMMUNICATION

FROM THE TOWN MANAGER

December 30, 2022

TO: Judith L. O'Connell, Chairman
Gregory B. Bendel
Gary B. DePalma
Lilia Maselli

RE: Wilmington Woburn Industrial

On Wednesday, December 28th, Jamie Magaldi, Public Works Director; Joseph Lobao, Public Works Deputy Director, and I met with representatives from Wilmington Woburn Industrial (WWI) (formerly Wilmington Woburn Intermodel) to receive an update on their activities related to the Olin Chemical Superfund Site on 51 Eames Street. In attendance on behalf of WWI were Michael Cairra; Michael Newhouse, Esq.; William Buckley, Project Manager; Jackie Martin, Public Relations Representative; and Bob Byrd their environmental specialist.

Wilmington Woburn Industrial expects to take ownership of the property in 2023. They have a purchase and sales agreement with Olin and are awaiting the conclusion of discussions between Olin and the other responsible parties and the Environmental Protection Agency (EPA) over the consent agreement. The consent agreement will stipulate the financing of the remediation work that will need to occur to address the contaminants. Olin and the other responsible parties must agree to bear the associated costs for clean-up. Mr. Buckley believes the parties are close to finalizing a consent agreement which could occur within the next month. Wilmington Woburn Industrial is seeking recognition in the consent agreement as a "bona fide perspective purchaser." They have been in discussions with EPA about their plans to acquire the property and are committed to working through the local permitting process and will not redevelop the site in a way that will interfere with or hinder efforts to remediate the site.


Once the parties reach a consent agreement, EPA will publish the consent agreement and offer a public comment period which is believed to be a 30-day period. An additional period of time will be required for EPA to review public comments and decide whether, based upon the comments, to pursue modifications to any of the terms of the agreement with Olin and the other responsible parties. Upon the conclusion of this process, and once WWI has a full understanding of the consent agreement, they plan to close on the property.

December 30, 2022

Wilmington Woburn Industrial's plan for site redevelopment calls for a two phased approach. Phase one will be the construction of a 195,000 square foot warehouse close to the Eames Street side of the parcel. A second phase would be the construction of an additional 135,000 square feet of warehouse space. This second phase of construction would be located over the containment area. You may recall that the containment area was ordered to be constructed during the period that the Massachusetts Department of Environmental Protection (MDEP) had oversight of the site. A slurry wall was established below ground to bedrock as a means to seal off, or contain, the spread of certain contaminants. There has been much concern and speculation over the years as to the effectiveness of the containment area in isolating contaminants. Based upon discussions with EPA, WWI understands that this second phase of construction cannot occur until EPA is satisfied that necessary testing has been completed to determine the effectiveness of the slurry wall and extraction of contaminants can occur. It is recognized by the proponents that development of a second phase may not take place for several years.

The warehouse development is not predicated upon access to the rail, but it is WWI's belief that access to rail will assist with reducing the impact of truck traffic on local roads. The proponent is willing to explore restricting the types of commodities that are permitted to be shipped via rail. The message was conveyed to the developer that there have been longstanding concerns over the potential for hazardous materials to be unloaded or offloaded at the site along with the hours of operation. Additionally, in light of the fact that the Surface Transportation Board has significant authority over use of the rail system, there are questions about whether any local restrictions on rail use would prevail. In an effort to address truck traffic concerns, WWI has purchased the property at 779 Woburn Street which is a pie shaped parcel at the intersection of Woburn Street and Eames Street. Utilizing this property as part of an effort to reconfigure that intersection is expected to improve ease of access for trucks leaving Eames Street for Woburn Street and Presidential Way or vice versa.

Wilmington Woburn Industrial is eager to provide the Town with regular updates as circumstances involving the property change.


Jeffrey M. Hull
Town Manager

cc: Jamie Magaldi, Public Works Director
Joseph Lobao, Public Works Deputy Director
Shelly Newhouse, Health Director
Valerie Gingrich, Planning & Conservation Director
Daniel Deutsch, Esq., Special Counsel
Kevin Trainer, Verdantas
Robert Reynolds, Verdantas



Wilmington, Massachusetts

INTER-DEPARTMENTAL COMMUNICATION

FROM THE TOWN MANAGER

December 23, 2022

TO: Board of Selectmen

RE: Trahan School, Tewksbury

Glenn Brand and I both were emailed by Stacie Murphy suggesting that we investigate the use of the Trahan School in Tewksbury to host the Wildwood School students and staff. She apparently contacted Representative David Robertson about this option. On Thursday, December 22, I spoke with Richard Montuori, Town Manager, and his facilities manager about the Trahan Elementary School on Salem Road in south Tewksbury. He stated that the Town would be willing to assist the Town of Wilmington by making the school available subject to consideration and approval from the Tewksbury School Committee and the Tewksbury Select Board.

The school was constructed in the early 1950's and does have some pressing issues that would need to be addressed by a new occupant. Once classes conclude for the holiday break students will not return to the Trahan Elementary School as their new school on Pleasant Street will be ready for occupancy. The school is heated by two boilers one of which is completely disabled and the second boiler was described as limping along and will require replacement. The roof was replaced in 1991/1992 and has "pop up" leaks but has not had major leaks. A sewer line that runs under the gymnasium and two classrooms has apparently settled which causes frequent backups. This has required the sewer line to be cleared every two or three weeks. The fix would require excavation of the floors in these areas to access the sewer line. Any costs associated with repairs would need to be borne by the Town of Wilmington if the town occupies the building. It is my understanding that the current plans are to leave the building vacant until it is demolished.

I have spoken with George Hooper, Public Buildings Superintendent, and Glenn Brand, School Superintendent, about consideration of this option. Dr. Brand noted that several months ago he spoke with a school representative about the possibility of using this school on a temporary basis but the conversations did not lead to anything conclusive. I have suggested that arrangements be made for a walk through of the building to see firsthand the conditions and to provide George with the opportunity to discuss the conditions of the building systems with his counterpart.

Mr. Montuori's willingness to work with the Town is greatly appreciated but I believe this option is a longshot. If the school is in a condition that has prompted the community to move students into a new school, it prompts the question as to whether the school would be conducive to students and staff from the Wildwood School. Spending significant money on repairs to a building that is not owned by the Town of Wilmington is also a concern. This being said, we will evaluate the option.



Jeffrey M. Hull
Town Manager

cc: George Hooper, Public Buildings Superintendent
Glenn Brand, School Superintendent



Wilmington, Massachusetts

INTER-DEPARTMENTAL COMMUNICATION

FROM THE TOWN MANAGER


December 23, 2022

TO: Board of Selectmen

RE: Amendment to the Town Manager's Act

At the April 30, 2022 Annual Town Meeting residents approved a measure to amend the Town Manager's Act to change the reference from Board of Selectmen to Select Board. Due to the fact that the Town Manager's Act is being modified, the change requires the approval of the state legislature. Special legislation has been filed in the Senate. According to Tom Mahoney, Legislative Director with Senator Finegold's Office, the bill is currently in third reading in the Senate. This is the last stop in the Senate and once approved by the full chamber and engrossed it will move to the House where it will go through the same process. The legislation will then need to be approved by the House and be submitted to the Governor for her signature. As the legislature is currently meeting in informal session there will not be any roll call votes.

Senator Tarr's Office has been working with Senator Finegold's Office to move the bill along. Once it is in the House, they will work with Representative Robertson to push the legislation through the House. Since Senator Finegold and Representative Robertson will be attending the Board's January 23rd meeting, it is advisable to seek an update on the bill at that time.


Jeffrey M. Hull
Town Manager

Chapter 447
of the Acts of 2022

THE COMMONWEALTH OF MASSACHUSETTS

In the One Hundred and Ninety-Second General Court

AN ACT CHANGING THE NAME OF THE BOARD OF SELECTMEN IN THE TOWN OF WILMINGTON TO THE SELECT BOARD.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

SECTION 1. Section 2 of chapter 592 of the acts of 1950 is hereby amended by striking out the word "selectmen" and inserting in place thereof the following words:- select board.

SECTION 2. Section 2A of said chapter 592, as inserted by section 1 of chapter 599 of the acts of 1981, is hereby amended by striking out the words "board of selectmen", each time they appear, and inserting in place thereof the following words:- select board.

SECTION 3. The title of section 3 of said chapter 592 is hereby amended by striking out the word "Selectmen" and inserting in place thereof the following words:- Select Board Members.

SECTION 4. The first sentence of said section 3 of said chapter 592 is hereby amended by striking out the word "selectmen", each time it appears, and inserting in place thereof, in each instance, the following words:- select board members.

SECTION 5. Said first sentence of said section 3 of said chapter 592 is hereby further amended by striking out the word "selectman" and inserting in place thereof the following words:- select board member.

SECTION 6. The second sentence of said section 3 of said chapter 592 is hereby amended by striking out the word "selectmen", the first time it appears, and inserting in place thereof the following words:- select board members.

SECTION 7. Said second sentence of said section 3 of said chapter 592 is hereby further amended by striking out the words "board of selectmen" and inserting in place thereof the following words:- select board.

SECTION 8. The third sentence of said section 3 of said chapter 592 is hereby amended by striking out the word "selectmen" and inserting in place thereof the following words:- select board members.

SECTION 9. The last sentence of said section 3 of said chapter 592, as inserted by chapter 52 of the acts of 2004, is hereby further amended by striking out the word "selectmen", the first time it appears, and inserting in place thereof the following words:- select board members.

SECTION 10. Said last sentence of said section 3 of said chapter 592, as so inserted, is hereby further amended by striking out the words "board of selectmen" and inserting in place thereof the following words:- select board members.

SECTION 11. Said last sentence of said section 3 of said chapter 592, as so inserted, is hereby further amended by striking out the word "selectman" and inserting in place thereof the following words:- select board member.

SECTION 12. The title of section 4 of said chapter 592 is hereby amended by striking out the word "Selectmen" and inserting in place thereof the following words:- the Select Board.

SECTION 13. The first sentence of said section 4 of said chapter 592 is hereby amended by striking out the word "selectmen" and inserting in place thereof the following words:- select board.

SECTION 14. Section 5 of said chapter 592 is hereby amended by striking out the words "board of selectmen" and inserting in place thereof the following words:- select board.

SECTION 15. Section 6 of said chapter 592 is hereby amended by striking out the word "selectmen" and inserting in place thereof the following words:- select board.

SECTION 16. Section 7 of said chapter 592, as inserted by chapter 100 of the acts of 2011, is hereby amended by striking out the word "selectmen", each time it appears, and inserting in place thereof, in each instance, the following words:- select board.

SECTION 17. Section 8 of said chapter 592 is hereby amended by striking out the word "selectmen", each time it appears, and inserting in place thereof, in each instance, the following words:- select board..

SECTION 18. Section 9 of said chapter 592 is hereby amended by striking out the word "selectmen" and inserting in place thereof the following words:- select board.

SECTION 19. Section 10 of said chapter 592 is hereby amended by striking out the word "selectmen", the first, second, fourth and fifth times it appears, and inserting in place thereof, in each instance, the following words:- select board.

SECTION 20. Said section 10 of said chapter 592 is hereby further amended by striking out the words "board of selectmen" and inserting in place thereof the following words:- select board.

SECTION 21. Section 11 of said chapter 592 is hereby amended by striking out the word "selectmen" and inserting in place thereof the following words:- select board.

SECTION 22. Paragraph (a) of section 12 of said chapter 592, as inserted by chapter 87 of the acts of 1965, is hereby amended by striking out the words "selectmen" and inserting in place thereof the following words:- select board.

SECTION 23. Paragraph (c) of said section 12 of said chapter 592 is hereby amended by striking out the words "board of selectmen" and inserting in place thereof the following words:- select board.

SECTION 24. Paragraph (d) of said section 12 of said chapter 592 is hereby amended by striking out the word "selectmen" and inserting in place thereof the following words:- select board.

SECTION 25. Paragraph (e) of said section 12 of said chapter 592 is hereby amended by striking out the word "selectmen", each time it appears, and inserting in place thereof, in each instance, the following words:- select board.

SECTION 26. Paragraph (h) of said section 12 of said chapter 592 is hereby amended by striking out the word "selectmen" and inserting in place thereof the following words:- select board.

SECTION 27. Paragraph (i) of said section 12 of said chapter 592 is hereby amended by striking out the word "selectmen" and inserting in place thereof the following words:- select board.

SECTION 28. Paragraph (j) of said section 12 of said chapter 592 is hereby amended by striking out the word "selectmen" and inserting in place thereof the following words:- select board.

SECTION 29. Paragraph (l) of said section 12 of said chapter 592, as amended by chapter 100 of the acts of 1956, is hereby further amended by striking out the word "selectmen" and inserting in place thereof the following words:- select board.

SECTION 30. Section 13 of said chapter 592 is hereby amended by striking out the word "chairman" and inserting in place thereof the following word:- chair.

SECTION 31. Section 14 of said chapter 592 is hereby amended by striking out the word "selectmen", each time it appears, and inserting in place thereof, in each instance, the following words:- select board.

SECTION 32. Section 15 of said chapter 592 is hereby amended by striking out the word "selectmen", each time it appears, and inserting in place thereof, in each instance, the following words:- select board.

SECTION 33. Section 16 of said chapter 592 is hereby amended by striking out the word "selectman" and inserting in place thereof the following words:- select board.

SECTION 34. Said section 16 of said chapter 592 is hereby further amended by striking out the word "selectmen", each time it appears, and inserting in place thereof, in each instance, the following words:- select board.

SECTION 35. Section 17 of said chapter 592 is hereby amended by striking out the words "board of selectmen" and inserting in place thereof the following words:- select board.

SECTION 36. Said section 17 of said chapter 592 is hereby further amended by striking out the word "selectmen", the second time it appears, and inserting in place thereof the following words:- select board.

SECTION 37. Section 19 of said chapter 592 is hereby amended by striking out the word "selectmen" and inserting in place thereof the following words:- select board.

SECTION 38. Section 20 of said chapter 592 is hereby amended by striking out the word "selectmen" and inserting in place thereof the following words:- select board.

SECTION 39. Section 21 of said chapter 592 is hereby amended by striking out the word "selectmen", each time it appears, and inserting in place thereof, in each instance, the following words:- select board.

House of Representatives, January 3, 2023.

Passed to be enacted,

Paul J. Donato, Speaker.

In Senate, January 3, 2023.

Passed to be enacted,

Stall, President.

Tary, 2023.

Approved,

Charles D. Bass
Governor.



Wilmington, Massachusetts

INTER-DEPARTMENTAL COMMUNICATION

FROM THE TOWN MANAGER


December 23, 2022

TO: Board of Selectmen

RE: Questions Raised at December 12, 2022 Meeting

During the Board's December 12th meeting, a member of the public posed two questions that I was unable to answer that evening. Question 1 was whether the Town/School Administration building would be connected to the municipal sewer system or would a septic system be required. George Hooper, Public Buildings Superintendent confirmed that the building will be connected to municipal sewer.

Question 2 was whether the Town continues to sample monitoring wells in the area to the east of the Frank Kelly Track. Jamie Magaldi, Public Works Director, confirmed that, due to the effectiveness of the work the Town performed to comply with the DEP superseding order which addressed groundwater east of the football field and baseball field, the superseding order has been closed. The order originally required that groundwater be monitored quarterly to confirm that it meets drinking water quality standards. Since that sampling has consistently met drinking water quality standards, DEP has reduced the required sampling to once per year for the life of the turf field. The purpose of the sampling is to confirm that materials i.e., crumb rubber, are not having an adverse impact on water quality. An irrigation well near the baseball field scoreboard and outside of the field of play is used to draw water samples. There is no "monitoring well" as the member of the public suggested.


Jeffrey M. Hull
Town Manager



Wilmington, Massachusetts

INTER-DEPARTMENTAL COMMUNICATION

FROM THE TOWN MANAGER


December 23, 2022

TO: Board of Selectmen

RE: North Wilmington Train Station

Valerie Gingrich, Planning and Conservation Director, advised me that the MBTA has submitted a Notice of Intent with the Conservation Commission to seek construction of a platform along their Haverhill line. The drawings currently indicate that the platform will be north of the "L" shaped building on Jefferson Road. The current design of the platform envisions a walkway extending parallel to the railroad tracks from Middlesex Avenue to a ramp which leads to the platform. Plans call for a five (5) foot chain link fence between the walkway and the rail tracks and a separate chain link fence between the walkway and the parking lot and "L" shaped retail building. The Conservation Commission is scheduled to receive the application for consideration at the January 4th meeting. The application may be continued to their February meeting.

I have concerns about the "curb appeal" and convenience of having two chain link fences extending the full length of either side of the walkway. It would appear to create a tunnel effect not to mention that people parking in the lot will need to walk from the lot to Middlesex Avenue only to walk in the opposite direction back up to the platform. Mike Muller and Ryan Coholan from MBTA have been emailed requesting a more appealing fence be considered along the railroad tracks.


Jeffrey M. Hull
Town Manager

From: Valerie Gingrich <vgingrich@wilmingtonma.gov>
Sent: Wednesday, December 21, 2022 1:03 PM
To: Jeff Hull <jhull@wilmingtonma.gov>
Subject: RE: Notice of Intent for North Wilmington MBTA Platform

Jeff,

Here is an image of a black metal fence from Hamilton:





C1.0

ENGINEERING & DEVELOPMENT

14 Spring Street, 2nd Floor ♦ Waltham, Massachusetts 02451 ♦ 781-850-2731

December 19, 2022

TOWN OF WILMINGTON
121 Glen Road
Wilmington, MA 01887

re: Notice of Intent – 364 R Middlesex Avenue
MBTA North Wilmington Station
C1.0 #200030

Dear Abutter:

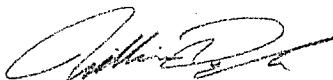
On behalf of the Applicant and Property Owner, Massachusetts Bay Transit Authority, (MBTA) and Keolis Commuter Rail Services, (Keolis), C1.0 Engineering, (C1.0) is filing the enclosed Notice of Intent (NOI) Application with the Wilmington Conservation Commission to remove existing train station platform infrastructure, structures, and impervious and gravel areas associated with the station, and construct a raised 200-foot train platform. The new raised platform will be accessed via an 8-foot-wide bituminous walkway flanked by fencing and serviced by benches, lighting, and drainage infrastructure. Portions of the proposed project are located within 200-foot Riverfront Area and within the 100-foot Buffer Zone to Bordering Vegetated Wetlands (BVW).

This NOI Application is being filed only under the Massachusetts Wetlands Protection Act (M.G.L. c. 131, s. 40) The NOI Application and site plan are available for review by the public by contacting the Wilmington Conservation Commission. Further information regarding this application and the date and time of the public hearing will be published at least five (5) days in advance in the Wilmington Town Crier. Notice of the Public Hearing will also be posted at the Wilmington Town Hall at least 48 hours in advance.

A Public Hearing is scheduled for January 4, 2023 at 7:00 p.m. in Room #9 of the Wilmington Town Hall in accordance with the provisions of the Massachusetts Wetlands Protection Act (M.G.L. Ch. 131, s. 40, as amended) and its implementing Regulations (310 CMR 10.00). Please check the Town's website and the Board/Committee's page for any updated information on the meeting.

Please do not hesitate to review the materials and/or attend the public hearing should you have questions or concerns about the proposed project.

Sincerely,



William Doyle, PE, LEED AP
President

C1.0

ENGINEERING & DEVELOPMENT

14 Spring Street, 2nd Floor ♦ Waltham, Massachusetts 02451 ♦ 781-850-2731

November 14, 2022

Wilmington Conservation Commission
121 Glen Road
Wilmington, MA 01887

re: Notice of Intent – 364 R Middlesex Avenue
MBTA North Wilmington Station
C1.0 #200030

Dear Members of the Wilmington Conservation Commission,

On behalf of the Applicant and Property Owner, Massachusetts Bay Transportation Authority, (MBTA) and Keolis Commuter Rail Services, (Keolis), C1.0 Engineering, (C1.0) is filing the enclosed Notice of Intent (NOI) Application with the Wilmington Conservation Commission to remove existing train station platform infrastructure, structures, and impervious and gravel areas associated with the station, and construct a raised 200-foot train platform. Portions of the proposed project are located within 200-foot Riverfront Area and within the 100-foot Buffer Zone to Bordering Vegetated Wetlands (BVW). The new station location will allow trains to stop and not block Middlesex Avenue. The platform at the new station will be ADA accessible. The walkway to the station and elevated platform will be 8-foot-wide and constructed of bituminous pavement, the walkway will be flanked by fencing and serviced by benches, lighting and drainage infrastructure. The improvements proposed are will provide accessible and safe access to the train as well as eliminate the current conflict of the train parking in the Middlesex Avenue at grade roadway crossing.

C1.0 Engineering & Development has prepared the enclosed design plans (Appendix B) detailing the proposed work and the Riverfront and Wetlands Areas associated with the site; and Post Construction Stormwater Management Report (attached, Stormwater Report) containing stormwater management calculations, the DEP Stormwater Checklist, a Project Site Owner's Manual, and other details, all dated December 14, 2022. All proposed work is expected to be within the existing 66-foot railroad right-of-way, materials and equipment will be brought to and from the site via the tracks where possible. The proposed project and associated work is for the improvements to the MBTA commuter rail system and is therefore exempt from the filing fee requirements. No filing fees are attached with this application.

MBTA / KEOLIS
NORTH WILMINGTON STATION
Wilmington, Massachusetts

December 14, 2022

NOTICE OF INTENT
364R Middlesex Avenue
Wilmington, Massachusetts

Prepared For:

Massachusetts Bay Transportation Authority
10 Park Plaza, Suite #6720
Boston, MA 02116

Prepared By:

C1.0

**ENGINEERING &
DEVELOPMENT**

14 Spring Street
2nd Floor
Waltham, MA 02451

C1.0 #200030

TABLE OF CONTENTS

PAGE NO.

1.0	Introduction	2
2.0	General Site Description	2
3.0	Wetland Resource Areas	2
4.0	Proposed Activities	3
5.0	Compliance with DEP Stormwater Management Standards	4
6.0	Regulatory Performance Standards	5
7.0	Summary	7

LIST OF FIGURES

Figure 1	Location Map
Figure 2	Natural Heritage Map
Figure 3	FEMA Firmette – Flood Map

LIST OF APPENDICES

Appendix A	WPA Form #3
Appendix B	Notification of Abutters
Appendix C	Plan Set

1. INTRODUCTION

On behalf of the Applicant and Property Owner, Massachusetts Bay Transportation Authority, (MBTA) and Keolis Commuter Rail Services, (Keolis), C1.0 Engineering, (C1.0) is filing the enclosed Notice of Intent (NOI) Application with the Wilmington Conservation Commission to remove existing train station platform infrastructure, structures, and impervious and gravel areas associated with the station, and construct a raised 200-foot train platform. The new raised platform will be accessed via an 8-foot-wide bituminous walkway flanked by fencing and serviced by benches, lighting and drainage infrastructure. Portions of the proposed project are located within 200-foot Riverfront Area and within the 100-foot Buffer Zone to Bordering Vegetated Wetlands (BVW).

C1.0 Engineering & Development has prepared the enclosed design plans (Appendix A) detailing the proposed work and the Riverfront and Wetlands Areas associated with the site; and Post Construction Stormwater Management Report (attached, Stormwater Report) containing stormwater management calculations, the DEP Stormwater Checklist, a Project Site Owner's Manual, and other details, all dated December 14, 2022.

2. GENERAL SITE DISCRIPTION

The approximately 82,200 square foot property is part of the existing Boston and Maine rail road, 66-foot wide right-of-way and contains the existing single line train tracks and the built-up rail bed associated with the current tracks and a historic second track that is no longer in place. The project area is the approximately 35-foot-wide area between along the north side of the tracks, between the track and the property line. Also, within the property are rail road signal infrastructure, an at grade access platform with associated walkway to Middlesex Avenue, and a culvert conveying a stream under the property. There are wetlands located on either side of the right-of-way, generally off property, with their respective jurisdictional buffer zones extending onto the property and the project site. The stream and culvert that extends through the property also has an associated 200-foot riverfront resource area that extends perpendicularly from the culvert openings, also associated with the stream is a Zone X FEMA Flood Zone on both sides of the tracks and within the property and project site. (see Appendix A, sheet C0.0 of the Plan Set).

The entirety of the property is degraded as the developed historic railroad ballast, access drive and tracks. Wooded uplands primarily occur beyond the right-of-way where the wetlands and stream do not exist. Opportunistic native and non-native vegetation exists along portions of the right-of-way edge. Within the right-of-way, in the ballast, there also exists some herbaceous and scattered woody vegetation.

2.1 Natural Heritage and Endangered Species Program Designation

According to the 15th Edition of the Massachusetts Natural Heritage Atlas (effective August 1, 2021) published by the Natural Heritage & Endangered Species Program

(NHESP), no areas of Estimated Habitats of Rare Wildlife or Priority Habitat of Rare Species, or Potential or Certified Vernal Pools exist on the site (Figure 2).

3. WETLAND RESOURCE AREAS

Wetland Resource Areas, including Bordering Vegetated Wetlands (BVW) and the Bank-Mean Annual High Water (MAHW) Line, were delineated by Patrick Seekamp, of Seekamp Environmental. These boundaries were established at the site by Precision Land Surveyors, and C1.0 conducted a site evaluation to review and confirm the BVW and Bank-MAHW boundaries, with no flag modifications. The extent of these Wetland Resource Areas was determined through observations of existing plant communities, hydrologic indicators, and Bank full indicators in accordance with the Act and the Act Regulations. The 100-foot Buffer Zone extends from the BVW and Bank boundaries, and the 200-foot Riverfront Area extends from the Bank-MAHW line to the stream. A portion of the site also is located within the Zone X FEMA Floodplain, and land within the Zone x boundary (upgradient of the BVW or Bank boundaries) is jurisdictional as BLSF.

3.1 Bordering Vegetated Wetlands

According to 310 CMR 10.55(2), BVW is defined as: freshwater wetlands which border on creeks, rivers, streams, ponds, and lakes...Bordering Vegetated Wetlands are areas where the soils are saturated and/or inundated such that they support a predominance of wetland indicator plants...The boundary of Bordering Vegetated Wetlands is the line within which 50% or more of the vegetational community consists of wetland indicator plants and saturated or inundated conditions exist.

Wooded wetlands flank the banks of stream within the site. The BVW boundary on both sides of the tracks was delineated, as it relates to the proposed site work. The BVW boundary is delineated with flagging stations A1 through A13, B1 through B7, C1 through C6, D1 through D3, DD1 through DD6 and E1 through E20 as depicted on Sheet C0.0 of the Plan Set.

3.2 Bank-Mean Annual High Water

According to 310 CMR 10.58 (2) (a) 2., Mean Annual High-water Line of a river is the line that is apparent from visible markings or changes in the character of soils or vegetation due to the prolonged presence of water and that distinguishes between predominantly aquatic and predominantly terrestrial land. Field indicators of bankfull conditions shall be used to determine the mean annual high-water line. Bankfull field indicators include but are not limited to: changes in slope, changes in vegetation, stain lines, top of pointbars, changes in bank materials, or bank undercuts. The Bank-MAHW Line associated with stream was determined through observation of multiple corroborating Bankfull Indicators, including scouring, Bank undercuts, wrack deposition, changes in vegetation, and a

relatively distinct separation between predominantly aquatic and terrestrial land. The Bank-MAHW boundary is depicted on Sheet C1.0 of the Plan Set.

3.3 Riverfront Area

According to 310 CMR 10.58 (2) (a), A Riverfront Area is the area of land between a river's mean annual high-water line and a parallel line measured horizontally. The riverfront area may include or overlap other resource areas or their buffer zones. Land perpendicular to culverts that convey a stream are not considered riverfront area. The riverfront area does not have a buffer zone. Riverfront Area includes land within 200 feet of the Bank-MAHW line associated with stream and encompasses wooded wetlands and uplands on both sides of the tracks. Specifically, the entire property contains 12,291± square feet of Riverfront Area. In order to determine the extent of 'Degraded' Riverfront Area on the site in accordance with 310 CMR 10.58 (5), C1.0 conducted a site evaluation to identify areas containing structures, impervious surface, gravel, and other land absent of topsoil. Of the 12,291± square feet of Riverfront Area on the site, it seems that all of the Riverfront area within the site qualifies as 'Degraded.'

3.4 Bordering Land Subject to Flooding

According to 310 CMR 10.57 (2) (a) 1, Bordering Land Subject to Flooding (BLSF) is an area with low, flat topography adjacent to and inundated by flood waters rising from creeks, rivers, streams, ponds or lakes. It extends from the banks of these waterways and water bodies; where a bordering vegetated wetland occurs, it extends from said wetland. According to the October 2020 Federal Emergency Management Agency Flood Insurance Rate Map for Middlesex County, Massachusetts (Map No: 25017C0283F), the majority of the site is located outside Zone X: – 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile.

4. PROPOSED ACTIVITIES

The Applicant proposes to demolish or remove existing structures, walkways, impervious and gravel areas associated with the existing at grade train platform, and construct a new raised platform that will be accessed via an 8-foot-wide bituminous walkway flanked by fencing and serviced by benches, lighting, and drainage infrastructure. Portions of the proposed project are located within 200-foot Riverfront Area and within the 100-foot Buffer Zone to Bordering Vegetated Wetlands (BVW).

4.1 Structure and Access

The proposed raised train platform measures 200-feet long by 9-feet wide or 1,800± square feet. The proposed walkway from Middlesex Avenue to the platform and

associated accessible ramp measures approximately 705 feet long and 8-feet wide or 5,869 square feet. Approximately 1,726 square feet of the permanent walkway and raised platform are proposed within the Riverfront Area. Utility connections will extend along the right-of-way to service the train signaling and controls while lighting and other utilities for the operation of the raised platform will extend from the public utilities in the Middlesex Avenue right-of-way.

4.2 Site Grading

Minimal site grading will be required to accommodate the proposed work. Excavating to set the platform foundations will occur in the location of the relatively small foundation footprint inside and away from resource areas. No significant cuts or fills are needed for the project, all major elevation changes will be made using the structural train platform. Any grading changes are not expected to exceed approximately one foot and will be for the specific purpose of developing the ADA compliant walkways need for the project. While a small portion of the project is proposed within BLSF, care has been taken to ensure that elevations within the BLSF footprint are maintained or lowered, to avoid floodwater displacement, and provide a nominal increase in flood storage capacity.

5. COMPLIANCE WITH DEP STORMWATER MANAGEMENT STANDARDS

The project will include erosion controls to protect adjacent Resource Areas and properties during construction, provide stormwater management, in accordance with DEP requirements, provide Riverfront enhancement through invasive species management, re-vegetation, and slope stabilization. These mitigating measures are intended to meet or exceed the regulatory requirements enumerated in the Act Regulations. A description of each of these mitigating measures is provided below.

5.1 Structure, and Access

The erosion control program will protect the stream and associated BVW, and adjacent properties from sedimentation during construction activities. The plan for the control of potential impacts to the adjacent Wetland Resource Areas is based on DEP guidelines and will be comprised of staked compost filter tubes along the Limit-of-Work lines. Erosion controls will be installed along the Limit-of-Work line associated with the site development, and along the Limit-of-Work line associated with the Riverfront Area enhancement effort. All erosion control measures will remain in place until disturbed areas are stabilized by vegetation. The location of the proposed erosion controls and details are shown on Sheet C2.0 of the Plan Set (attached).

5.2 Stormwater Management

Under existing conditions, the site contains no stormwater management measures. The Applicant proposes a comprehensive stormwater management system in accordance with DEP standards and the Act Regulations. A linear stormwater infiltration basin with deep

sump catch basins is proposed within the site to capture and infiltrate runoff from the proposed impervious areas. Stormwater run-off from the proposed raised platform and access walk will be will discharge directly to the catch basins and subsequently the infiltration basin where it will then percolate into the groundwater. The design results in a decrease in the peak rates and volumes of stormwater run-off from the site resulting from the 2, 10, and 100-year statistical storm events. Further details of the proposed design, stormwater management calculations, the DEP Stormwater Checklist, a Project Site Owner's Manual, and other details are provided on Sheet C1.0 of the Plan Set (attached) and included in the Stormwater Report (attached).

5.3 Supervision, Monitoring and Stewardship

Any Riverfront Area restoration and enhancement efforts will be supervised by a qualified wetland scientist and will be monitored by the wetland scientist for two (2) growing seasons to document restoration/enhancement success, identify any re-growth of invasive/exotic plants to be managed, and/or identify any re-planting efforts required due to mortality. The wetland scientist will prepare annual monitoring reports describing the success of the restoration/enhancement effort and any required management efforts, and shall include representative site photographs. Annual reports shall be submitted to the Commission by November 30.

6. REGULATORY PERFORMANCE STANDARDS

The proposed project is largely a redevelopment of existing Degraded Riverfront Area, and proposes improvements to the Riverfront Area functions with the stabilization of the site and proposed stormwater management. The project will capture, treat, and infiltrate stormwater run-off that currently discharges directly to the stream.

The Act Regulations provide specific performance standards for work within Riverfront Area and BLSF. Citations of the pertinent performance standards are provided below, along with a description of how the project meets these standards.

6.1 Riverfront Area Performance Standards

The proposed project is largely considered a 'Redevelopment' within 'Previously Developed' and 'Degraded' Riverfront Area in accordance with 310 CMR 10.58 (5); therefore, compliance with both Riverfront Area Regulations at 310 CMR 10.58 (5) and 10.58 (4) are provided below.

310 CMR 10.58 (5)

Redevelopment Within Previously Developed Riverfront Areas: Restoration and Mitigation. Notwithstanding the provisions of 310 CMR 10.58 (4) (c) and (d), the issuing authority may allow work to redevelop a previously developed riverfront area, provided the proposed work

improves existing conditions. Redevelopment means replacement, rehabilitation, or expansion of existing structures...A previously developed riverfront area contains areas degraded prior to August 7, 1996 by impervious surfaces from existing structures or pavement, absence of topsoil...Work to redevelop previously developed riverfront area shall conform to the following criteria:

- a) At a minimum, proposed work shall result in an improvement over existing conditions of the capacity of the riverfront area to protect the interests identified in M.G.L. c. 131, s. 40. When a lot is previously developed but no portion of the riverfront area is degraded, the requirements of 310 CMR 10.58 (4) shall be met. Native restoration and enhancement plantings are proposed to restore Previously Developed and Degraded Riverfront Area. Specifically, native groundcover seed mixtures to restore and enhance the Previously Developed and Degraded Riverfront Area on the site.
- b) Stormwater management is provided according to standards established by the Department. Stormwater management in accordance with DEP requirements is proposed by collecting, treating, and retaining stormwater run-off from impervious areas using deep sump and hooded catch basins, and stormwater infiltration.
- c) Within 200-foot riverfront areas, proposed work shall not be located closer to the river than existing conditions or 100 feet, whichever is less.... The proposed project does not extend beyond the previously developed right-of-way of the train tracks.
- d) Proposed work, including expansion of structures, shall be located outside the riverfront area or toward the riverfront area boundary and away from the river, except in accordance with 310 CMR 10.58 (5) (f) or (g). As further detailed in the above Section 6, the proposed development is located significantly farther from Pine Brook compared to the existing development.
- e) The area of proposed work shall not exceed the amount of the degraded area, provided that the proposed work may alter up to 10% if the degraded area is less than 10% of the riverfront area, except in accordance with 310 CMR 10.58 (5) (f) or (g). The project site stays within the existing degraded areas.
- f) When an applicant proposes restoration on-site of degraded riverfront area, alteration may be allowed notwithstanding the criteria of 310 CMR 10.58 (5) (c), (d), and (e) at a ratio in square feet of at least 1:1 of restored area to area of alteration not conforming to the criteria. No restoration is proposed.
- g) When an applicant proposes mitigation either on-site or in the riverfront area within the same general area of the river basin, alteration may be allowed notwithstanding the criteria of 310 CMR 10.58(5)(c), (d), or (e) at a ratio in square feet of at least 2:1 of mitigation area to area of alteration not conforming to the criteria or an equivalent level of environmental protection where square footage is not a relevant measure. Alteration not

conforming to the criteria shall begin at the riverfront area boundary... No mitigation areas are required or proposed.

310 CMR 10.58 (4)

The performance standards outlined in 310 CMR 10.58 (4) include:

- a) Protection of Other Resource Areas: Work is proposed near BLSF, and within the 10-foot buffer to several wetlands. Erosion controls and limits of work are established for construction and permanent stormwater infrastructures are proposed to mitigate stormwater flows.
- b) Protection of Rare Species: The site is not within Rare Species Habitat;
- c) Practicable and Substantially Equivalent Economic Alternatives: An Alternatives Analysis is provided below; and
- d) No Significant Adverse Impact: A discussion of Significant Adverse Impacts is provided below.

6.1.1 Alternatives Analysis

The purpose of this project is to construct an accessible and safe station platform that allows for the train cars to clear the at-grade intersection of Middlesex Avenue in Wilmington. Alternative designs were considered and discussed during the approval process with the MBTA and the Federal Transit Authority, (FTA). In order to meet the requirements of the project, the station needed to remain active, the train would need to stop so that it does not block the at grade crossing at the vehicular intersection and the platform needed to accommodate a five-train car set so that all cars would be accessible from the platform. The five-car accessible goal turned out impossible at this location as it would not provide for clearing the intersection and would extend too far down the tracks into the more remote wetland area, therefore the project was reduced to a 200-foot platform. The Applicant has evaluated a no build alternative; other locations in town; and the preferred alternative, as further described below.

No Build Alternative

A No-Build Alternative does not contribute to the need for an accessible station in this area of Wilmington. The current station exists as part of the public transit system for North Wilmington and has an active ridership demand in the area. The current platform is at grade with no ADA accessible means of accessing the train cars. In addition, the current platform is located close to the Middlesex Avenue at grade vehicle crossing which blocks Middlesex Avenue when the train is stopping for passengers. Safe access to the at grade platform is also lacking at this stop.

Alternative Locations in Wilmington

The location of the station in North Wilmington is based on several factors that are unique to why the station is at its current location. The proximity to riders, the proximity to the next station in-bound and outbound, the room to install the platform, the length of track off the at grade vehicular crossing to name a few. To locate the station in another part of town or region would only be considered if the issues above were better addressed elsewhere in. To relocate the station to another section further up or down the tracks would be unnecessarily redundant, would leave riders without a convenient station to utilize, and would result in fewer riders.

Preferred Alternative

The preferred alternative balances the requirement for a safe station generally in the same location that does not block the at grade vehicle roadway. The preferred option and the one proposed in the current design is to shift the station further down the tracks to clear the at-grade vehicle crossing, move the station further outbound to a location that can capture two of the five train cars safely. Construct the raised platform with ADA accessible ramps, railings and lighting. Create the accessible walkway from the existing town sidewalks and parking areas to the station that is a reasonable distance and does not extend far back into the wetland areas where significant site work is required.

6.1.2 No Significant Adverse Impact

As described above, 1,726 square-feet of Riverfront Area is to be permanently altered to create the platform and walkway. The altered area is currently comprised of gravel ballast and railroad infrastructure, except for the new platform, ramps and walkway the land and railroad bed will remain generally the same as it is today. Much of this alteration footprint will be converted to impervious accessible walking areas with the appropriate stormwater mitigation measures to capture, treat and infiltrate stormwater. Some vegetation will be planted where disturbed areas require stabilization.

310 CMR 10.58 (4) (d) states:

The work, including proposed mitigating measures, must have no significant adverse impact on the riverfront area to protect the interests identified in M.G.L. c. 131, s. 40...

310 CMR 10.58 (4) (d) 1. states:

Within 200 foot Riverfront Areas, the issuing authority may allow the alteration of up to 5000 square feet or 10% of the riverfront area within the lot, whichever is greater, on a lot recorded on or before October 6, 1997 or lots recorded after October 6, 1997 subject to the

restrictions of 310 CMR 10.58 (4) (c) 2.b.vi., or up to 10% of the riverfront area within a lot recorded after October 6, 1997, provided that: According to the deed research conducted by Precision Land Surveying, the properties were established on or before 1959 contain 12,290± square feet of Riverfront Area, 10% of which is 1,229± square feet. While the Applicant proposes to alter approximately 2,828± square feet of Riverfront Area for the project, most of the alteration is within existing Degraded Riverfront Area. This number does not include the alteration footprints for stormwater management or restoration/enhancement, as the Act Regulations at 310 CMR

10.58 (4) (d) 1. d. state:

...The calculation of square footage of alteration shall exclude areas of replication or compensatory flood storage required to meet performance standards for other resource areas, or any area of restoration within the riverfront area. The calculation also shall exclude areas used for structural stormwater management measures, provided there is no practicable alternative to siting these structures within the riverfront area and provided a wildlife corridor is maintained (e.g. detention basins shall not be fenced).

The stormwater infiltration basin is proposed within the rail road right-of-way with a small portion of the system touching the 200-foot riverfront area east of the stream. Situating the stormwater basin and forebay elsewhere on the property would require more disturbance to convey the stormwater to the system.

- (a) At a minimum, a 100-foot-wide area of undisturbed vegetation is provided...If there is not a 100-foot-wide area of undisturbed vegetation within the riverfront area, existing vegetative cover shall be preserved or extended to the maximum extent feasible to approximate a 100-foot wide corridor of natural vegetation...

The riverfront area for the project is largely comprised of the railroad track bed and is mostly devoid of vegetation. Were applicable, native ground cover "pollinator mix" seeding will be placed to stabilize and provide habitat.

- (b) Stormwater is managed according to the standards established by the Department in its Stormwater Policy. Stormwater management in accordance with DEP requirements is proposed by collecting, treating, and infiltrating stormwater run-off from impervious areas using deep sump and leaching catch basins.
- (c) Proposed work does not impair the capacity of the riverfront area to provide important wildlife habitat functions... The proposed improvements to the existing Riverfront Area stabilize previously developed and degraded Riverfront Area through invasive species management and planting groundcovers to improve wildlife habitat function and value associated with the site. Further, the Applicant proposes to improve water quality and wildlife habitat by redirecting stormwater through the infiltration basins for treatment prior to discharge to the stream and wetlands.

- (d) Proposed work shall not impair groundwater or surface water quality by incorporating erosion and sedimentation controls and other measures to attenuate nonpoint source pollution. Erosion controls will be installed along the Limit-of-Work line, and stormwater management in accordance with DEP requirements is proposed to collect and retain stormwater runoff from impervious areas. The project provides groundwater and surface water quality by providing stormwater management where none exists today.

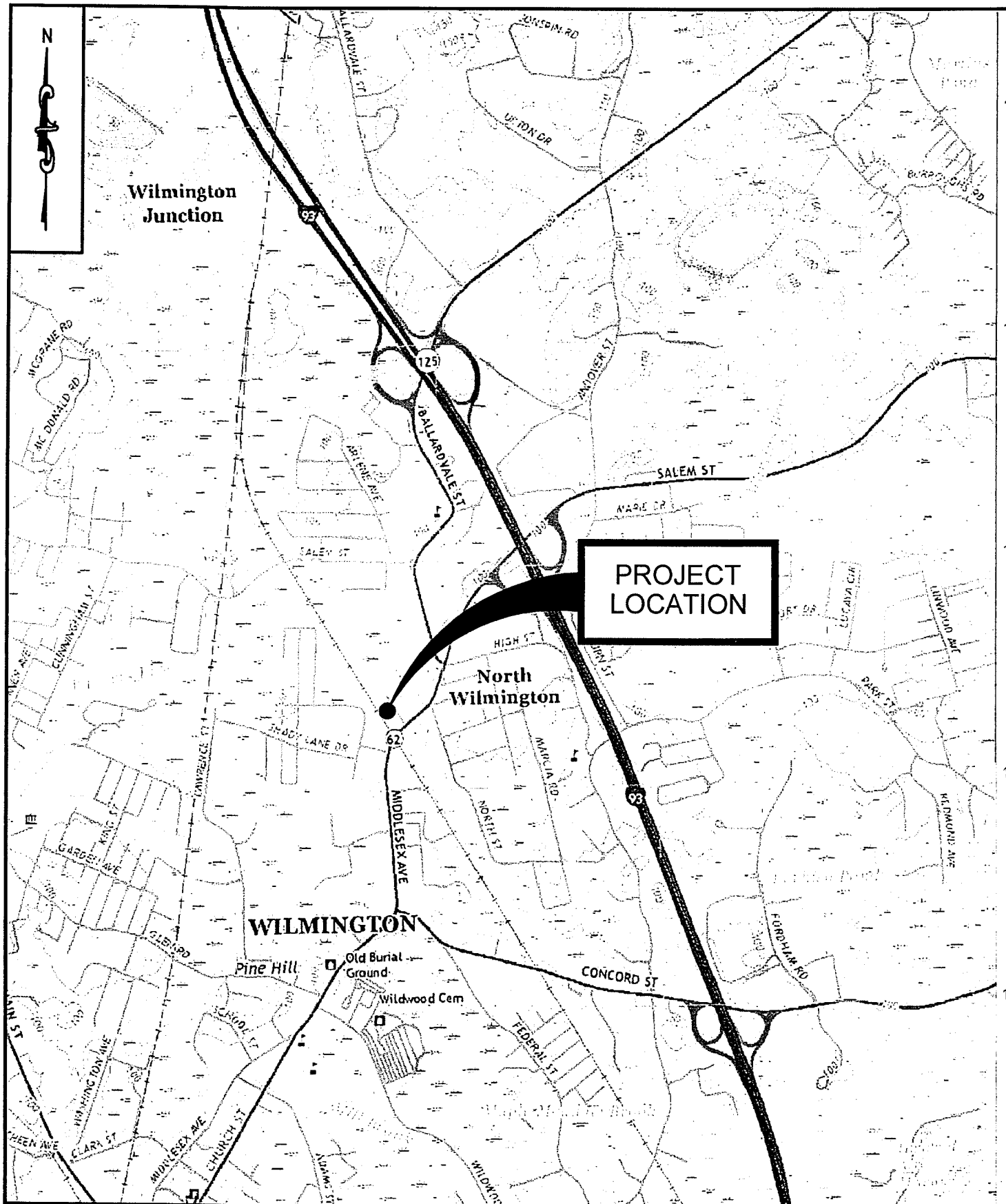
7. SUMMARY

On behalf of the Applicant and Property Owner, Massachusetts Bay Transportation Authority, (MBTA) and Keolis Commuter Rail Services, (Keolis), C1.0 Engineering, (C1.0) is filing the enclosed Notice of Intent (NOI) Application with the Wilmington Conservation Commission to remove existing train station platform infrastructure, structures, and impervious and gravel areas associated with the station, and construct a raised 200-foot train platform. The new raised platform will be accessed via an 8-foot-wide bituminous walkway flanked by fencing and serviced by benches, lighting and drainage infrastructure. Portions of the proposed project are located within 200-foot Riverfront Area and within the 100-foot Buffer Zone to Bordering Vegetated Wetlands (BVW).

The project results in improvements to function and safety of the station while also protecting the wetland resource areas. Even though the project does proposed permanent alteration within the riverfront area, these alterations are minimal, they occur within previously degraded riverfront areas, within the rail road right-of-way and the impacts are mitigated through standard engineering strategies. Accordingly, the Applicant requests that the Commission issue an Order of Conditions approving the project as proposed herein.

FIGURE 1

Locus Map



C1.0

No.	Description	Date
DWG ISSUE & REVISION HISTORY		

Stamp:

Drawing Title:

LOCUS MAP

364R MIDDLESEX
AVENUE, WILMINGTON,
MASSACHUSETTS

Project No. 200030

Scale: 1" = 1,000'

Drawn By: GMD

Checked By: GMD

Approved By: WAD

Date: DECEMBER 14, 2022

Drawing No.

FIG. 1

FIGURE 2

Natural Heritage Map

NHESP Priority Habitats of Rare Species

NHESP Estimated Habitats of Rare Wildlife

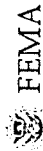
Property Tax Parcels



FIGURE 3

FEMA Map

National Flood Hazard Layer FIRMette



71°09'53"W 42°34'25"N



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS	Without Base Flood Elevation (BFE) Zone A, V, AE, AH, AE, AR Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD	0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Future Conditions 1% Annual Chance Flood Hazard Area with Reduced Flood Risk due to Levee, See Notes, Zone X Area with Flood Risk due to Levee, Zone D
OTHER AREAS	Area of Minimal Flood Hazard Effective LOMRs Area of Undetermined Flood Hazard
GENERAL STRUCTURES	Channel, Culvert, or Storm Sewer Levee, Dike, or Floodwall
OTHER FEATURES	Cross Sections with 1% Annual Chance Water Surface Elevation Coastal Transect Base Flood Elevation Line (BFE) Limit of Study Jurisdiction Boundary Coastal Transect Baseline Profile Baseline Hydrographic Feature
MAP PANELS	Digital Data Available No Digital Data Available Unmapped

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards.

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 12/12/2022 at 2:49 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

Provided by MassDEP:

WPA Form 3 – Notice of Intent

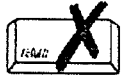
Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

MassDEP File Number

Document Transaction Number

City/Town

Important:
When filling out forms on the computer, use only the tab key to move your cursor - do not use the return key.



Note:
Before completing this form consult your local Conservation Commission regarding any municipal bylaw or ordinance.

A. General Information

1. Project Location (**Note:** electronic filers will click on button to locate project site):

364R Middlesex Avenue

Wilmington

01887

a. Street Address

b. City/Town

c. Zip Code

Latitude and Longitude:

89 / 7 / A

d. Latitude

e. Longitude

f. Assessors Map/Plat Number

g. Parcel /Lot Number

2. Applicant:

Tess

Paganelli

a. First Name

b. Last Name

Massachusetts Bay Transit Authority, (MBTA)

c. Organization

10 Park Plaza, Suite 6720

d. Street Address

Boston

Massachusetts

02116

e. City/Town

f. State

g. Zip Code

617-549-4357

tpaganelli@mbta.com

h. Phone Number

i. Fax Number

j. Email Address

3. Property owner (required if different from applicant): ☒ Check if more than one owner

Same

a. First Name

b. Last Name

c. Organization

d. Street Address

e. City/Town

f. State

g. Zip Code

h. Phone Number

i. Fax Number

j. Email address

4. Representative (if any):

William

Doyle

a. First Name

b. Last Name

C1.0 Engineering & Development

c. Company

14 Spring Street

d. Street Address

Waltham

Massachusetts

02453

e. City/Town

f. State

g. Zip Code

781-850-2731

wdoyle@doyleeng.com

h. Phone Number

i. Fax Number

j. Email address

5. Total WPA Fee Paid (from NOI Wetland Fee Transmittal Form):

Exempt

Exempt

Exempt

a. Total Fee Paid

b. State Fee Paid

c. City/Town Fee Paid



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

Provided by MassDEP:

WPA Form 3 – Notice of Intent

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

MassDEP File Number _____

Document Transaction Number _____

City/Town _____

A. General Information (continued)

6. General Project Description:

Installation of an elevated train platform, walkway, associated site work and utilities

7a. Project Type Checklist: (Limited Project Types see Section A. 7b.)

- | | |
|---|---|
| 1. <input type="checkbox"/> Single Family Home | 2. <input type="checkbox"/> Residential Subdivision |
| 3. <input type="checkbox"/> Commercial/Industrial | 4. <input type="checkbox"/> Dock/Pier |
| 5. <input type="checkbox"/> Utilities | 6. <input type="checkbox"/> Coastal engineering Structure |
| 7. <input type="checkbox"/> Agriculture (e.g., cranberries, forestry) | 8. <input checked="" type="checkbox"/> Transportation |
| 9. <input type="checkbox"/> Other | |

7b. Is any portion of the proposed activity eligible to be treated as a limited project (including Ecological Restoration Limited Project) subject to 310 CMR 10.24 (coastal) or 310 CMR 10.53 (inland)?

1. ☐ Yes ☐ No If yes, describe which limited project applies to this project. (See 310 CMR 10.24 and 10.53 for a complete list and description of limited project types)

2. Limited Project Type

If the proposed activity is eligible to be treated as an Ecological Restoration Limited Project (310 CMR 10.24(8), 310 CMR 10.53(4)), complete and attach Appendix A: Ecological Restoration Limited Project Checklist and Signed Certification.

8. Property recorded at the Registry of Deeds for:

a. County _____

b. Certificate # (if registered land) _____

c. Book _____

d. Page Number _____

B. Buffer Zone & Resource Area Impacts (temporary & permanent)

1. ☒ Buffer Zone Only – Check if the project is located only in the Buffer Zone of a Bordering Vegetated Wetland, Inland Bank, or Coastal Resource Area.
2. ☒ Inland Resource Areas (see 310 CMR 10.54-10.58; if not applicable, go to Section B.3, Coastal Resource Areas).

Check all that apply below. Attach narrative and any supporting documentation describing how the project will meet all performance standards for each of the resource areas altered, including standards requiring consideration of alternative project design or location.



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

WPA Form 3 – Notice of Intent

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

Provided by MassDEP:

MassDEP File Number

Document Transaction Number

City/Town

B. Buffer Zone & Resource Area Impacts (temporary & permanent) (cont'd)

For all projects affecting other Resource Areas, please attach a narrative explaining how the resource area was delineated.

Resource Area	Size of Proposed Alteration	Proposed Replacement (if any)
a. <input type="checkbox"/> Bank	1. linear feet	2. linear feet
b. <input type="checkbox"/> Bordering Vegetated Wetland	1. square feet	2. square feet
c. <input type="checkbox"/> Land Under Waterbodies and Waterways	1. square feet 3. cubic yards dredged	2. square feet
d. <input type="checkbox"/> Bordering Land Subject to Flooding	1. square feet 3. cubic feet of flood storage lost	2. square feet 4. cubic feet replaced
e. <input type="checkbox"/> Isolated Land Subject to Flooding	1. square feet 2. cubic feet of flood storage lost	3. cubic feet replaced
f. <input checked="" type="checkbox"/> Riverfront Area	Lubbers Brook - Inland 1. Name of Waterway (if available) - specify coastal or inland	

2. Width of Riverfront Area (check one):

☐ 25 ft. - Designated Densely Developed Areas only

☐ 100 ft. - New agricultural projects only

☒ 200 ft. - All other projects

3. Total area of Riverfront Area on the site of the proposed project:

12,291 sf
square feet

4. Proposed alteration of the Riverfront Area:

2,828 sf

972 sf

1,856 sf

a. total square feet

b. square feet within 100 ft.

c. square feet between 100 ft. and 200 ft.

5. Has an alternatives analysis been done and is it attached to this NOI?

☒ Yes ☐ No

6. Was the lot where the activity is proposed created prior to August 1, 1996?

☒ Yes ☐ No

3. ☐ Coastal Resource Areas: (See 310 CMR 10.25-10.35)

Note: for coastal riverfront areas, please complete Section B.2.f. above.



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

Provided by MassDEP:

WPA Form 3 – Notice of Intent

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

MassDEP File Number _____

Document Transaction Number _____

City/Town _____

B. Buffer Zone & Resource Area Impacts (temporary & permanent) (cont'd)

Check all that apply below. Attach narrative and supporting documentation describing how the project will meet all performance standards for each of the resource areas altered, including standards requiring consideration of alternative project design or location.

Online Users:
 Include your document transaction number (provided on your receipt page) with all supplementary information you submit to the Department.

<u>Resource Area</u>	<u>Size of Proposed Alteration</u>	<u>Proposed Replacement (if any)</u>
a. <input type="checkbox"/> Designated Port Areas	Indicate size under Land Under the Ocean, below	
b. <input type="checkbox"/> Land Under the Ocean	1. square feet _____	
	2. cubic yards dredged _____	
c. <input type="checkbox"/> Barrier Beach	Indicate size under Coastal Beaches and/or Coastal Dunes below	
d. <input type="checkbox"/> Coastal Beaches	1. square feet _____	2. cubic yards beach nourishment _____
e. <input type="checkbox"/> Coastal Dunes	1. square feet _____	2. cubic yards dune nourishment _____
	<u>Size of Proposed Alteration</u>	<u>Proposed Replacement (if any)</u>
f. <input type="checkbox"/> Coastal Banks	1. linear feet _____	
g. <input type="checkbox"/> Rocky Intertidal Shores	1. square feet _____	
h. <input type="checkbox"/> Salt Marshes	1. square feet _____	2. sq ft restoration, rehab., creation _____
i. <input type="checkbox"/> Land Under Salt Ponds	1. square feet _____	
	2. cubic yards dredged _____	
j. <input type="checkbox"/> Land Containing Shellfish	1. square feet _____	
k. <input type="checkbox"/> Fish Runs	Indicate size under Coastal Banks, inland Bank, Land Under the Ocean, and/or inland Land Under Waterbodies and Waterways, above	
	1. cubic yards dredged _____	
l. <input type="checkbox"/> Land Subject to Coastal Storm Flowage	1. square feet _____	

4. ☐ Restoration/Enhancement

If the project is for the purpose of restoring or enhancing a wetland resource area in addition to the square footage that has been entered in Section B.2.b or B.3.h above, please enter the additional amount here.

a. square feet of BVW _____

b. square feet of Salt Marsh _____

5. ☐ Project Involves Stream Crossings

a. number of new stream crossings _____

b. number of replacement stream crossings _____



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

Provided by MassDEP:

WPA Form 3 – Notice of Intent

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

MassDEP File Number _____

Document Transaction Number _____

City/Town _____

C. Other Applicable Standards and Requirements

- This is a proposal for an Ecological Restoration Limited Project. Skip Section C and complete Appendix A: Ecological Restoration Limited Project Checklists – Required Actions (310 CMR 10.11).

Streamlined Massachusetts Endangered Species Act/Wetlands Protection Act Review

1. Is any portion of the proposed project located in **Estimated Habitat of Rare Wildlife** as indicated on the most recent Estimated Habitat Map of State-Listed Rare Wetland Wildlife published by the Natural Heritage and Endangered Species Program (NHESP)? To view habitat maps, see the *Massachusetts Natural Heritage Atlas* or go to http://maps.massgis.state.ma.us/PRI_EST_HAB/viewer.htm.

a. — Yes ☒ No ☐ If yes, include proof of mailing or hand delivery of NOI to:

Natural Heritage and Endangered Species Program
Division of Fisheries and Wildlife
1 Rabbit Hill Road
Westborough, MA 01581

b. Date of map _____

If yes, the project is also subject to Massachusetts Endangered Species Act (MESA) review (321 CMR 10.18). To qualify for a streamlined, 30-day, MESA/Wetlands Protection Act review, please complete Section C.1.c, and include requested materials with this Notice of Intent (NOI); OR complete Section C.2.f, if applicable. *If MESA supplemental information is not included with the NOI, by completing Section 1 of this form, the NHESP will require a separate MESA filing which may take up to 90 days to review (unless noted exceptions in Section 2 apply, see below).*

- c. Submit Supplemental Information for Endangered Species Review.

1. — Percentage/acreage of property to be altered:

(a) within wetland Resource Area

percentage/acreage _____

(b) outside Resource Area

percentage/acreage _____

2. — Assessor's Map or right-of-way plan of site

2. ☒ Project plans for entire project site, including wetland resource areas and areas outside of wetlands jurisdiction, showing existing and proposed conditions, existing and proposed tree/vegetation clearing line, and clearly demarcated limits of work --

(a) — Project description (including description of impacts outside of wetland resource area & buffer zone)

(b) — Photographs representative of the site

• Some projects not in Estimated Habitat may be located in Priority Habitat, and require NHESP review (see <https://www.mass.gov/mass-endangered-species-act-mesa-regulatory-review>).

Priority Habitat includes habitat for state-listed plants and strictly upland species not protected by the Wetlands Protection Act.

• MESA projects may not be segmented (321 CMR 10.16). The applicant must disclose full development plans even if such plans are not required as part of the Notice of Intent process.



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

Provided by MassDEP: _____

WPA Form 3 – Notice of Intent

MassDEP File Number _____

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

Document Transaction Number _____

City/Town _____

C. Other Applicable Standards and Requirements (cont'd)

(c) ☐ MESA filing fee (fee information available at <https://www.mass.gov/how-to/how-to-file-for-a-mesa-project-review>).

Make check payable to "Commonwealth of Massachusetts - NHESP" and **mail to NHESP** at above address

Projects altering 10 or more acres of land, also submit:

(d) ☐ Vegetation cover type map of site

(e) ☐ Project plans showing Priority & Estimated Habitat boundaries

(f) ☐ OR Check One of the Following

1. ☐ Project is exempt from MESA review.

Attach applicant letter indicating which MESA exemption applies. (See 321 CMR 10.14, <https://www.mass.gov/service-details/exemptions-from-review-for-projectsactivities-in-priority-habitat>; the NOI must still be sent to NHESP if the project is within estimated habitat pursuant to 310 CMR 10.37 and 10.59.)

2. ☐ Separate MESA review ongoing.

a. NHESP Tracking # _____

b. Date submitted to NHESP _____

3. ☐ Separate MESA review completed.

Include copy of NHESP "no Take" determination or valid Conservation & Management Permit with approved plan.

3. For coastal projects only, is any portion of the proposed project located below the mean high water line or in a fish run?

a. ☐ Not applicable – project is in inland resource area only b. ☐ Yes ☐ No

If yes, include proof of mailing, hand delivery, or electronic delivery of NOI to either:

South Shore - Cohasset to Rhode Island border, and the Cape & Islands:

North Shore - Hull to New Hampshire border:

Division of Marine Fisheries -
 Southeast Marine Fisheries Station
 Attn: Environmental Reviewer
 836 South Rodney French Blvd.
 New Bedford, MA 02744
 Email: dmf.envreview-south@mass.gov

Division of Marine Fisheries -
 North Shore Office
 Attn: Environmental Reviewer
 30 Emerson Avenue
 Gloucester, MA 01930
 Email: dmf.envreview-north@mass.gov

Also if yes, the project may require a Chapter 91 license. For coastal towns in the Northeast Region, please contact MassDEP's Boston Office. For coastal towns in the Southeast Region, please contact MassDEP's Southeast Regional Office.

c. ☐ Is this an aquaculture project?

d. ☐ Yes ☐ No

If yes, include a copy of the Division of Marine Fisheries Certification Letter (M.G.L. c. 130, § 57).



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

Provided by MassDEP:

MassDEP File Number

Document Transaction Number

City/Town

WPA Form 3 – Notice of Intent

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

C. Other Applicable Standards and Requirements (cont'd)

Online Users:
Include your document transaction number (provided on your receipt page) with all supplementary information you submit to the Department.

4. Is any portion of the proposed project within an Area of Critical Environmental Concern (ACEC)?
 - a. ☐ Yes ☒ No If yes, provide name of ACEC (see instructions to WPA Form 3 or MassDEP Website for ACEC locations). **Note:** electronic filers click on Website.
 - b. ACEC
5. Is any portion of the proposed project within an area designated as an Outstanding Resource Water (ORW) as designated in the Massachusetts Surface Water Quality Standards, 314 CMR 4.00?
 - a. ☐ Yes ☒ No
6. Is any portion of the site subject to a Wetlands Restriction Order under the Inland Wetlands Restriction Act (M.G.L. c. 131, § 40A) or the Coastal Wetlands Restriction Act (M.G.L. c. 130, § 105)?
 - a. ☐ Yes ☒ No
7. Is this project subject to provisions of the MassDEP Stormwater Management Standards?
 - a. ☒ Yes. Attach a copy of the Stormwater Report as required by the Stormwater Management Standards per 310 CMR 10.05(6)(k)-(q) and check if:
 1. ☐ Applying for Low Impact Development (LID) site design credits (as described in Stormwater Management Handbook Vol. 2, Chapter 3)
 2. ☒ A portion of the site constitutes redevelopment
 3. ☐ Proprietary BMPs are included in the Stormwater Management System.
 - b. ☐ No. Check why the project is exempt:
 1. ☐ Single-family house
 2. ☐ Emergency road repair
 3. ☐ Small Residential Subdivision (less than or equal to 4 single-family houses or less than or equal to 4 units in multi-family housing project) with no discharge to Critical Areas.

D. Additional Information

- ☐ This is a proposal for an Ecological Restoration Limited Project. Skip Section D and complete Appendix A: Ecological Restoration Notice of Intent – Minimum Required Documents (310 CMR 10.12).

Applicants must include the following with this Notice of Intent (NOI). See instructions for details.

Online Users: Attach the document transaction number (provided on your receipt page) for any of the following information you submit to the Department.

1. ☐ USGS or other map of the area (along with a narrative description, if necessary) containing sufficient information for the Conservation Commission and the Department to locate the site. (Electronic filers may omit this item.)
2. ☐ Plans identifying the location of proposed activities (including activities proposed to serve as a Bordering Vegetated Wetland [BVW] replication area or other mitigating measure) relative to the boundaries of each affected resource area.



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

Provided by MassDEP:

WPA Form 3 – Notice of Intent

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

MassDEP File Number

Document Transaction Number

City/Town

D. Additional Information (cont'd)

3. ☒ Identify the method for BVW and other resource area boundary delineations (MassDEP BVW Field Data Form(s), Determination of Applicability, Order of Resource Area Delineation, etc.), and attach documentation of the methodology.

4. ☒ List the titles and dates for all plans and other materials submitted with this NOI.

North Wilmington Station Platform Improvements

a. Plan Title

C1.0 Engineering & Development

William Doyle, PE 41810

b. Prepared By

December 14, 2022

c. Signed and Stamped by

1" = 20'

d. Final Revision Date

e. Scale

December 14, 2022

f. Additional Plan or Document Title

g. Date

5. ☐ If there is more than one property owner, please attach a list of these property owners not listed on this form.
6. ☐ Attach proof of mailing for Natural Heritage and Endangered Species Program, if needed.
7. ☐ Attach proof of mailing for Massachusetts Division of Marine Fisheries, if needed.
8. ☐ Attach NOI Wetland Fee Transmittal Form
9. ☒ Attach Stormwater Report, if needed.

E. Fees

1. ☐ Fee Exempt: No filing fee shall be assessed for projects of any city, town, county, or district of the Commonwealth, federally recognized Indian tribe housing authority, municipal housing authority, or the Massachusetts Bay Transportation Authority.

Applicants must submit the following information (in addition to pages 1 and 2 of the NOI Wetland Fee Transmittal Form) to confirm fee payment:

Exempt

2. Municipal Check Number

3. Check date

4. State Check Number

5. Check date

6. Payor name on check: First Name

7. Payor name on check: Last Name



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

Provided by MassDEP:

WPA Form 3 – Notice of Intent

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

MassDEP File Number

Document Transaction Number

City/Town

F. Signatures and Submittal Requirements

I hereby certify under the penalties of perjury that the foregoing Notice of Intent and accompanying plans, documents, and supporting data are true and complete to the best of my knowledge. I understand that the Conservation Commission will place notification of this Notice in a local newspaper at the expense of the applicant in accordance with the wetlands regulations, 310 CMR 10.05(5)(a).

I further certify under penalties of perjury that all abutters were notified of this application, pursuant to the requirements of M.G.L. c. 131, § 40. Notice must be made by Certificate of Mailing or in writing by hand delivery or certified mail (return receipt requested) to all abutters within 100 feet of the property line of the project location.


1. Signature of Applicant

12/13/2022

2. Date

3. Signature of Property Owner (if different)


5. Signature of Representative (if any)

4. Date

December 9, 2022

6. Date

For Conservation Commission:

Two copies of the completed Notice of Intent (Form 3), including supporting plans and documents, two copies of the NOI Wetland Fee Transmittal Form, and the city/town fee payment, to the Conservation Commission by certified mail or hand delivery.

For MassDEP:

One copy of the completed Notice of Intent (Form 3), including supporting plans and documents, one copy of the NOI Wetland Fee Transmittal Form, and a **copy** of the state fee payment to the MassDEP Regional Office (see Instructions) by certified mail or hand delivery.

Other:

If the applicant has checked the "yes" box in any part of Section C, Item 3, above, refer to that section and the Instructions for additional submittal requirements.

The original and copies must be sent simultaneously. Failure by the applicant to send copies in a timely manner may result in dismissal of the Notice of Intent.

APPENDIX B

Notification of Abutters

C1.0

ENGINEERING & DEVELOPMENT

14 Spring Street, 2nd Floor ♦ Waltham, Massachusetts 02451 ♦ 781-850-2731

December 14, 2022

«Name»

«Address»

«City» «State» «Zip»

re: Notice of Intent – 364 R Middlesex Avenue
MBTA North Wilmington Station
C1.0 #200030

Dear Abutter:


On behalf of the Applicant and Property Owner, Massachusetts Bay Transit Authority, (MBTA) and Keolis Commuter Rail Services, (Keolis), C1.0 Engineering, (C1.0) is filing the enclosed Notice of Intent (NOI) Application with the Wilmington Conservation Commission to remove existing train station platform infrastructure, structures, and impervious and gravel areas associated with the station, and construct a raised 200-foot train platform. The new raised platform will be accessed via an 8-foot-wide bituminous walkway flanked by fencing and serviced by benches, lighting, and drainage infrastructure. Portions of the proposed project are located within 200-foot Riverfront Area and within the 100-foot Buffer Zone to Bordering Vegetated Wetlands (BVW).

This NOI Application is being filed only under the Massachusetts Wetlands Protection Act (M.G.L. c. 131, s. 40) The NOI Application and site plan are available for review by the public by contacting the Wilmington Conservation Commission. Further information regarding this application and the date and time of the public hearing will be published at least five (5) days in advance in the Wilmington Town Crier. Notice of the Public Hearing will also be posted at the Wilmington Town Hall at least 48 hours in advance.

A Public Hearing is scheduled for January 4, 2023 at 7:00 p.m., in accordance with the provisions of the Massachusetts Wetlands Protection Act (M.G.L. Ch. 131, s. 40, as amended) and its implementing Regulations (310 CMR 10.00). Please check the Town's website and the Board/Committee's page for any updated information on the meeting.

Please do not hesitate to review the materials and/or attend the public hearing should you have questions or concerns about the proposed project.

Sincerely,



William Doyle, PE, LEED AP
President

TOWN OF WILMINGTON ABUTTERS LIST

Address: 364R Middlesex Avenue Map & Parcel: 89 / 7A Certified List For: 100' Conservation Notice of Intent

MAP & PARCEL	OWNER 1	OWNER 2	MAILING ADDRESS	CITY/TOWN	STATE	ZIP	PROPERTY LOCATION
79//29//	ROBBINS ENTERPRISES LLC		20 MICHAEL DR	BURLINGTON	MA	01803	363 MIDDLESEX AVE
79//46//	BOSTON & MAINE RR	C/O GUILFORD TRANS IND INC	1700 IRON HORSE PARK	NO BILLERICA	MA	01862-1681	R W PORTLAND DIV
81//58//	LORD REBECCA		86 BUTTERS ROW	WILMINGTON	MA	01887	20 PINEWOOD RD
81//78//	BOSTON & MAINE RR	C/O GUILFORD TRANS IND INC	1700 IRON HORSE PARK	NO BILLERICA	MA	01862-1681	RAILROAD-R W
88//13//	ELIA MICHAEL, JR & MELISSA, CO-TRSTS	MJM ELIA REALTY TRUST	4 PALMER WAY	WILMINGTON	MA	01887	381 MIDDLESEX AVE
89//1//	WALSH MICHAEL F	CHERYL L SLATER	15 PINEWOOD RD	WILMINGTON	MA	01887	15 PINEWOOD RD
89//2//	TOWN OF WILMINGTON		121 GLEN RD	WILMINGTON	MA	01887	PINEWOOD RD
89//3//	ROBERT LOUIS & LISIA C, TRS		11 PINEWOOD RD	WILMINGTON	MA	01887	11 PINEWOOD RD
89//4//	BYRNES JOSEPH	MARY JANE BYRNES	9 PINEWOOD RD	WILMINGTON	MA	01887	9 PINEWOOD RD
89//6A//	BETTERING LLC		355 MIDDLESEX AVE, STE 7	WILMINGTON	MA	01887	362 MIDDLESEX AVE
89//7//	ELIA MARGUERITE, TRUSTEE	JOHN SON'S REALTY TRUST	P O BOX 921	WILMINGTON	MA	01887	364 MIDDLESEX AVE
89//8//	ELIA MARGUERITE, TRUSTEE	JOHN SON'S REALTY TRUST	P O BOX 921	WILMINGTON	MA	01887	200 JEFFERSON RD

This is to certify that the names and addresses of the parties listed are certified as the most current owner(s) of record available in the Assessor's Office for the Town of Wilmington as of the date signed.


 Karen Rassias, MAA
 Principal Assessor

12/12/2023
 Date

ABUTTERS LIST REQUESTS WILL BE COMPLETED IN 10 BUSINESS DAYS
PER MASS GENERAL LAW CHAPTER 66 SECTION 10



TOWN OF WILMINGTON

BOARD OF ASSESSORS

121 Glen Road

Wilmington, MA 01887

TEL: 978-658-3675 FAX: 978-657-6437

REQUEST FOR CERTIFIED LIST OF ABUTTERS

364R Middlesex Avenue - North Wilmington Train Station

PROJECT NAME OR STREET ADDRESS

DATE: December 9, 2022

MAP & PARCEL: 89 / 7A

Please check the following information needed to complete a certified list of abutters for the above referenced project:

- ☐ BOARD OF APPEALS - 300' FROM ALL CORNERS OF SUBJECT PROPERTY
- ☐ PLANNING BOARD SPECIAL PERMIT (CONSERVATION SUBDIVISION, MEDICAL MARIJUANA, MULTI FAMILY HOUSING, CHAPTER 139 (LOTS UNDER 10,000 SF), OVER 55 HOUSING, PARKING RELIEF, PET CARE FACILITY, PLANNED RES. DEVELOPMENT, AND SIGNS) - 300' FROM ALL CORNERS OF SUBJECT PROPERTY
- ☐ SITE PLAN REVIEW - 300' FROM ALL CORNERS OF SUBJECT PROPERTY
- ☐ DEFINITIVE SUBDIVISION & PRELIMINARY SUBDIVISION (FORM E) - ABUTTERS TO THE ABUTTERS, INCLUDING PARCELS SEPARATED BY STREET
- ☐ 81G ROADWAY IMPROVEMENTS - DIRECT ABUTTERS TO SUBJECT PARCEL
- ☒ CONSERVATION NOTICE OF INTENT - 100' FROM ALL CORNERS OF SUBJECT PROPERTY
- ☐ OTHER - PLEASE SPECIFY. _____

Signature of Applicant

C1.0 Engineering

Company Name

14 Spring Street, Waltham, MA 02453

Street Address & City/Town

781-507-5455

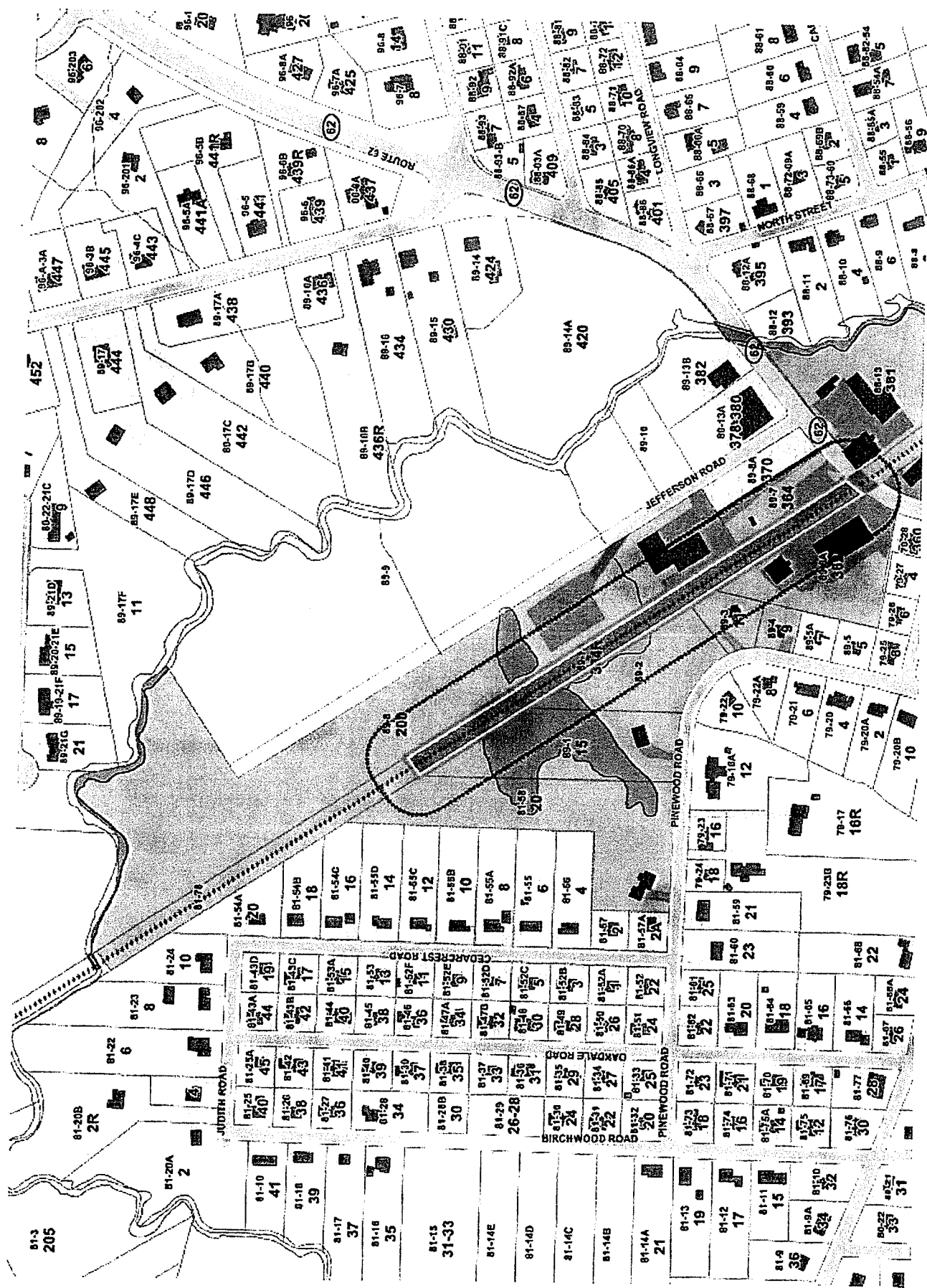
Telephone Number

This is to certify that at the time of the last assessment for taxation made by the Town of Wilmington, the names and addresses of the parties listed are certified as the owner(s) of record for that period of time.

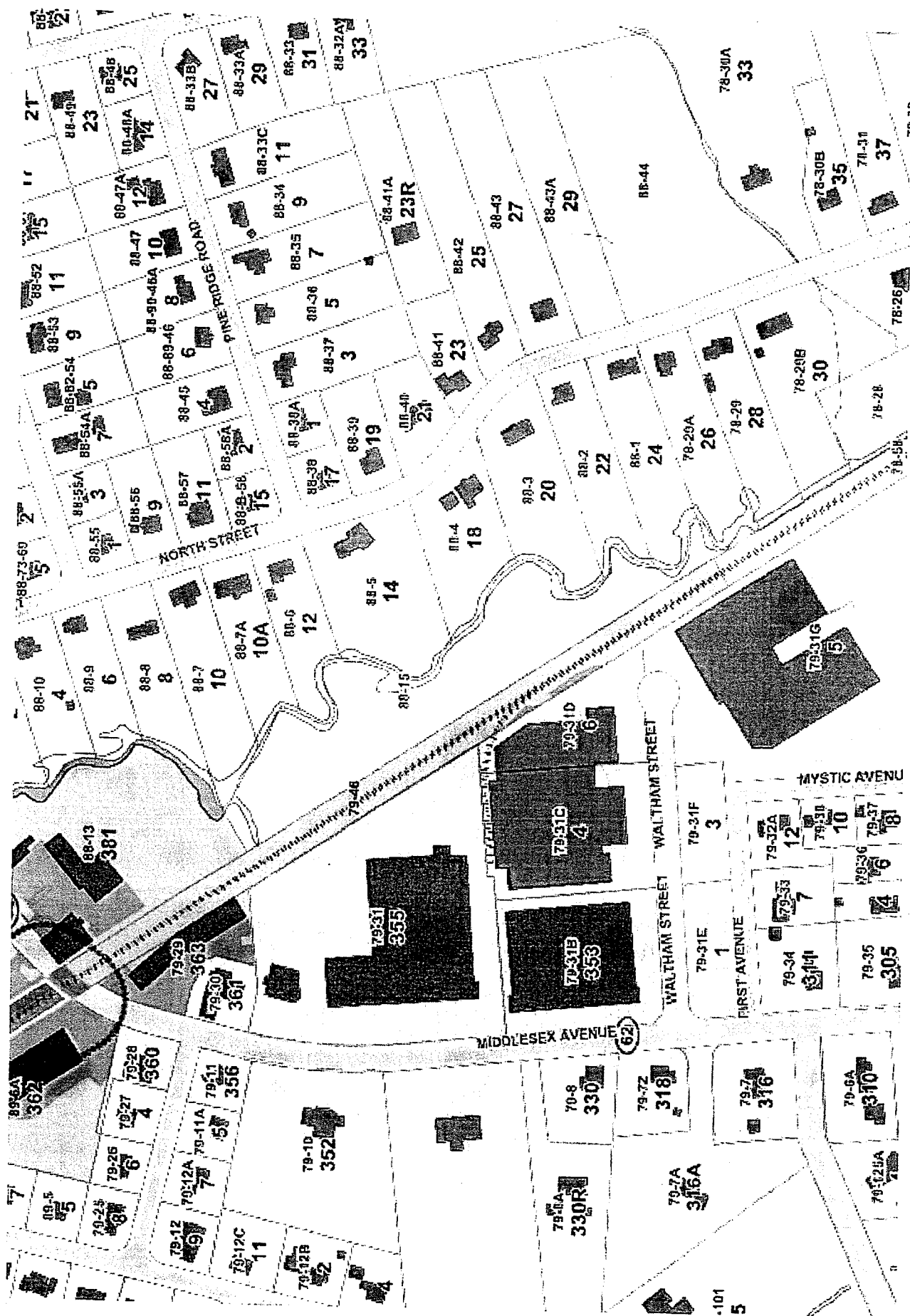
Principal Assessor

Alan Cassias 12/12/2022

Cas



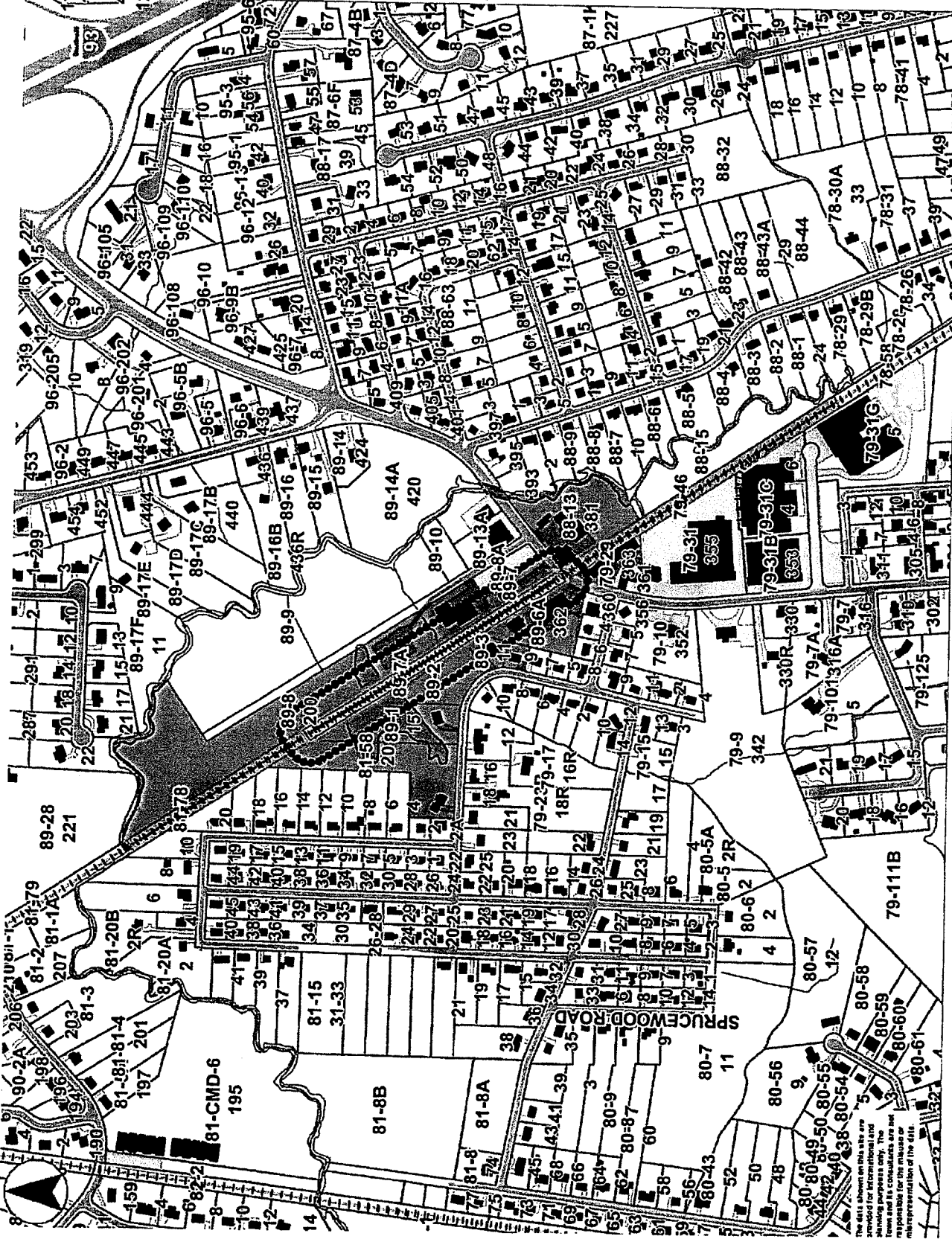
100' ABUTTERS - 364R MIDDLESEX AVENUE



100' ABUTTERS - 364R MIDDLESEX AVENUE



- Public Places
- School
- Church
- Hospital
- Police Station
- Fire Station
- Post Office
- Public Library
- Ice Plant
- Buildings 2015
- Parcels
- Base Map
- Mass. Transport
- Topography
- Edge Of Forest
- Unpaved Roadway
- Sidewalk
- Driveway
- Bridge
- Water Let
- Walking Path
- Railroad Tracks
- Cemetery Roads
- Town Line
- MA Highways
- US Highway
- Interstate
- State Routes
- Centers
- Street
- Open Water
- Streams
- Abutting Towns





Wilmington, Massachusetts

INTER-DEPARTMENTAL COMMUNICATION

FROM THE TOWN MANAGER


January 6, 2023

TO: Select Board .

RE: Town Hall/School Administration Building Update

The Town Hall/School Administration Building Committee met on January 4th with Dan Pallotta, Owners Project Manager, and Phil O'Brien from Johnson Roberts to receive an update on the design. Mr. O'Brien provided the enclosed presentation detailing the interior spaces. He noted that the project is transitioning from schematic design to final design. Once engineers are brought in, the office layout will take final form. He will be meeting with staff from the Town Hall and School Administration to review office space to receive any final comments.

The committee will meet again on January 17 at 6:00 pm.


Jeffrey M. Hull
Town Manager

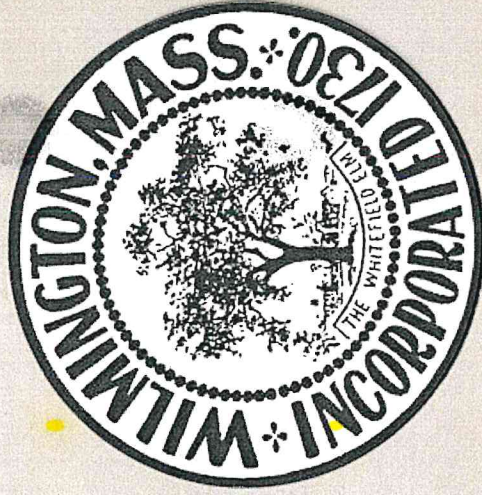
**JOHNSON
ROBERTS
ASSOCIATES INC.**

ARCHITECTS

**Town Hall •
School Administration Building
Wilmington, Massachusetts**

January 4, 2023

- Floor Plan Updates

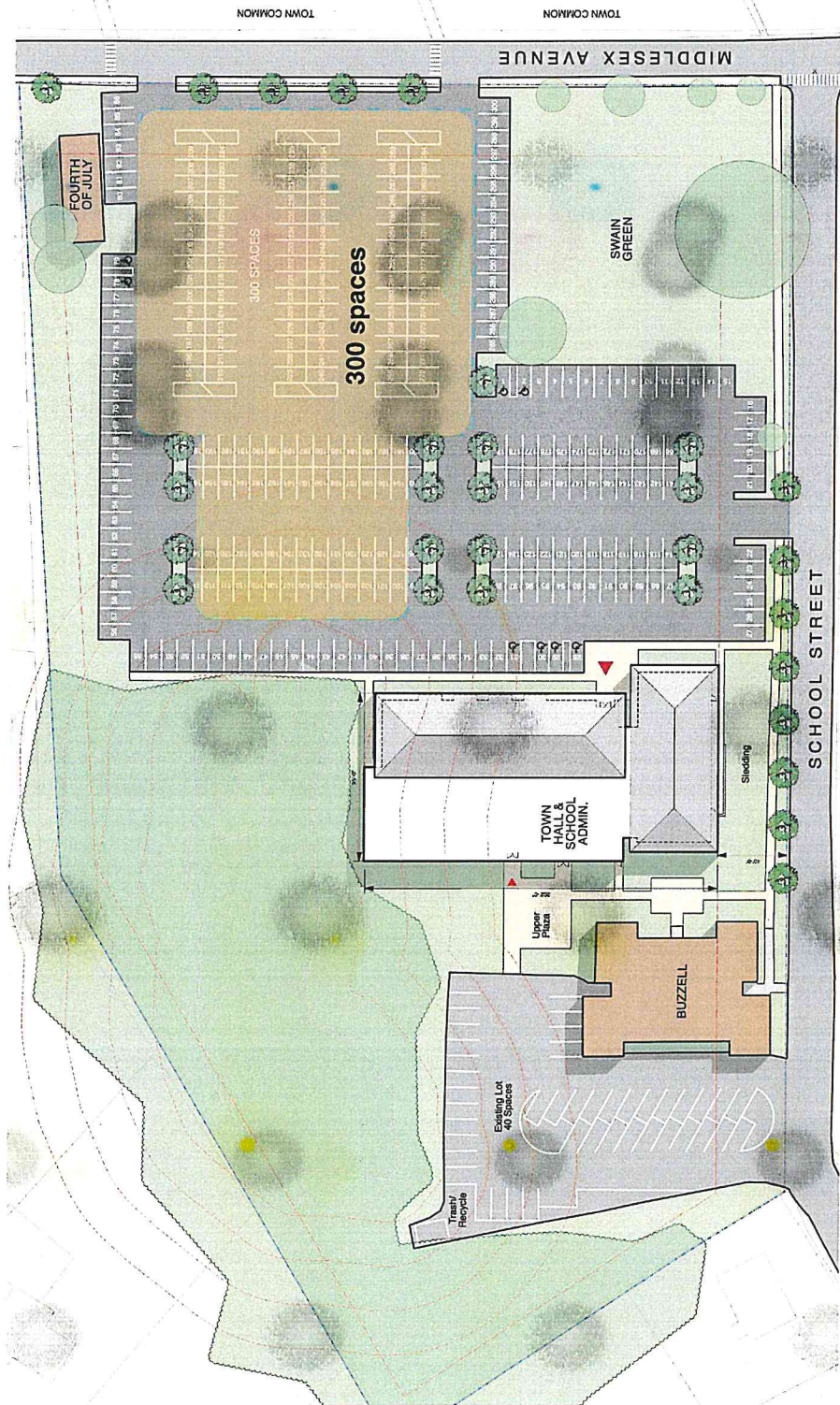


JOHNSON
ROBERTS
ASSOCIATES INC.

ARCHITECTS

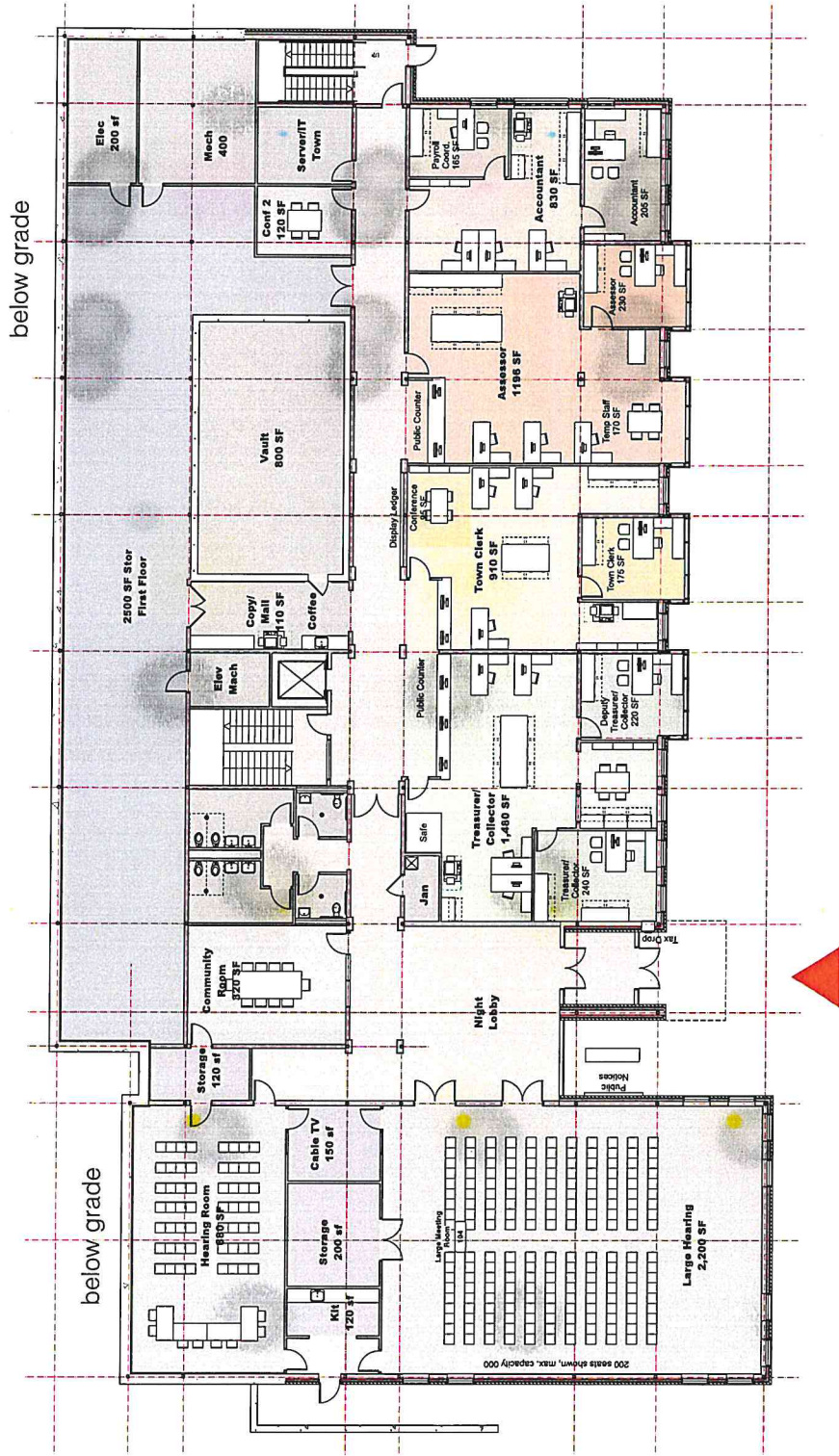
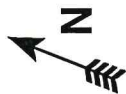
Wilmington Town Hall • School Administration Building

Site Plan

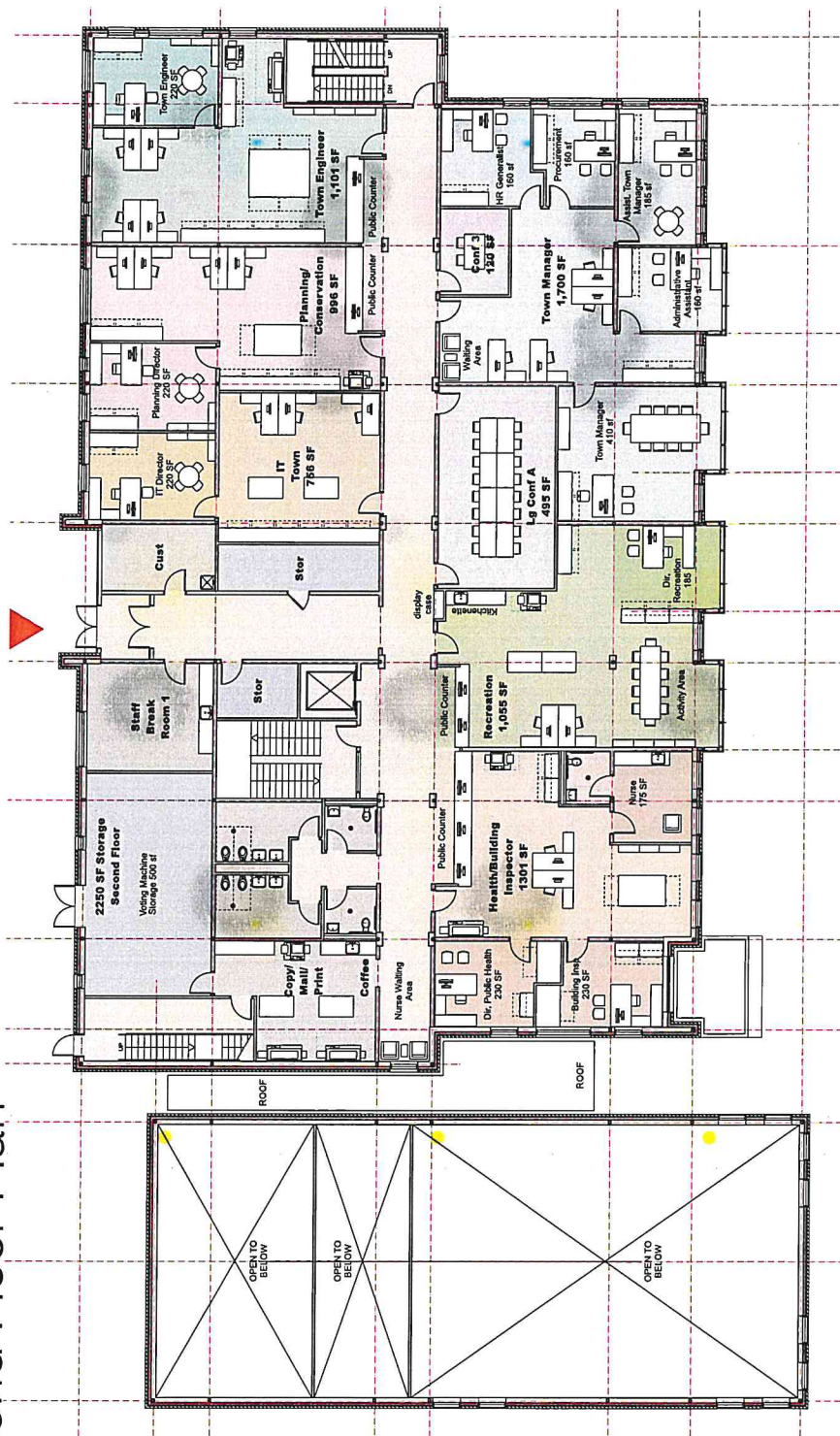


Wilmington Town Hall • School Administration Building

First Floor Plan



Second Floor Plan



JOHNSON
ROBERTS
ASSOCIATES INC.

ARCHITECTS

Wilmington Town Hall • School Administration Building

Rendering

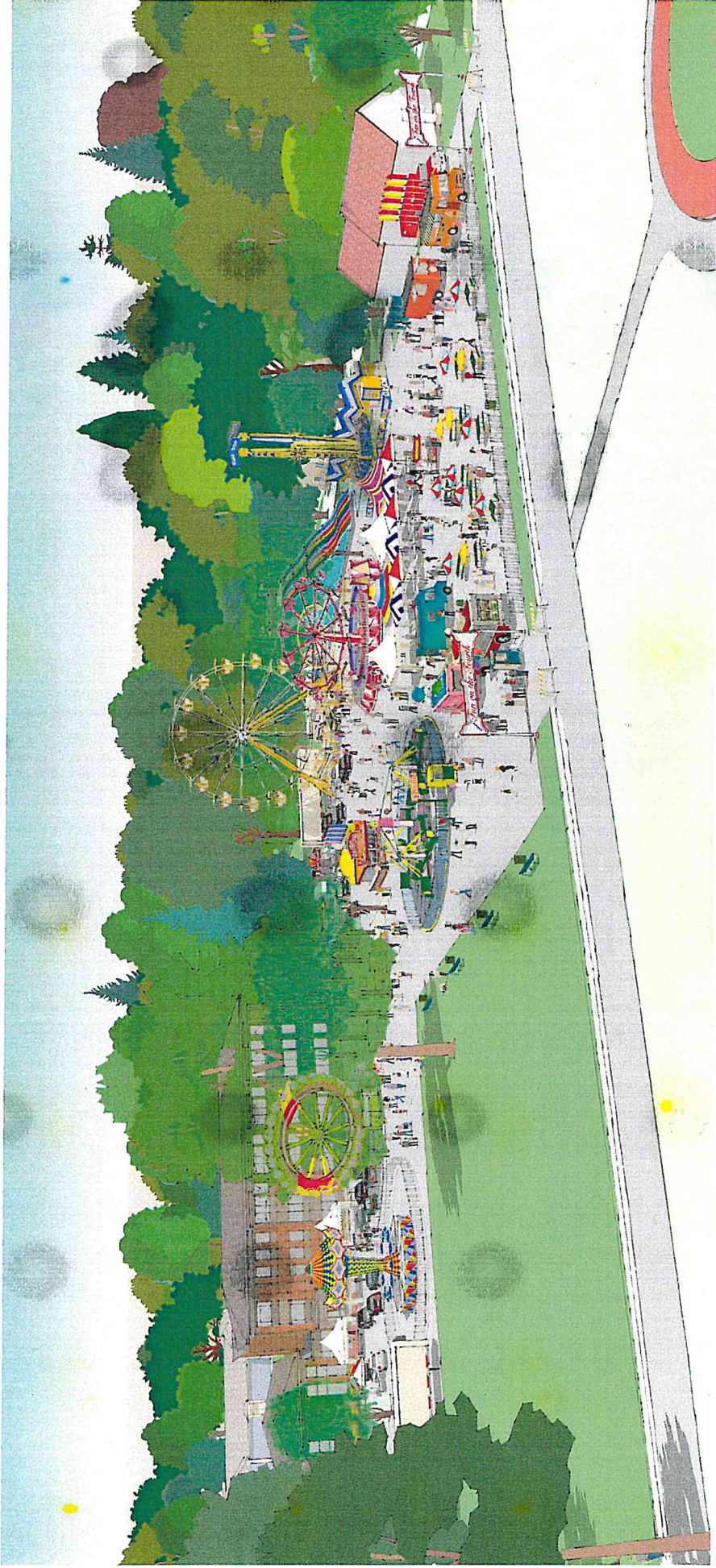


JOHNSON
ROBERTS
ASSOCIATES INC.

ARCHITECTS

Wilmington Town Hall • School Administration Building

Rendering



JOHNSON
ROBERTS
ASSOCIATES INC.

ARCHITECTS

Wilmington Town Hall • School Administration Building

Rendering

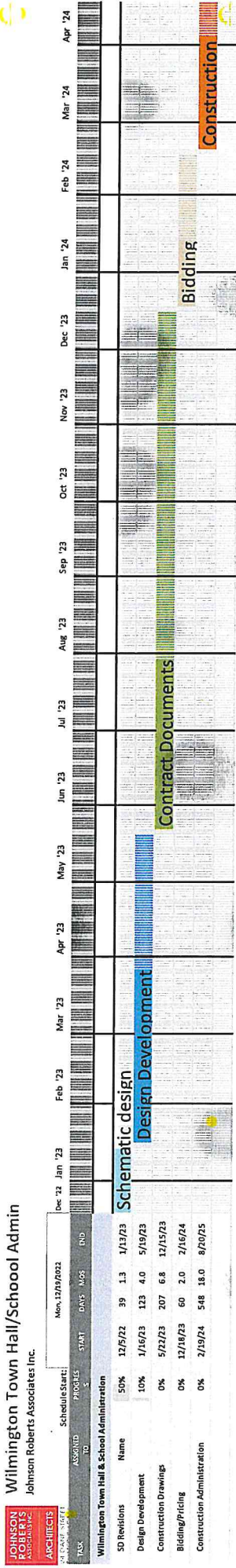


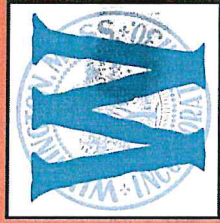
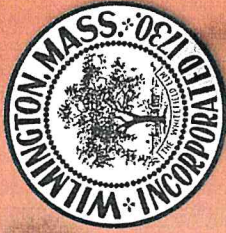


Wilmington Town Hall • School Administration Building

Draft Schedule Outline

Wilmington Town Hall/School Admin
Johnson Roberts Associates Inc.





Town Hall

◆

School Administration

Wilmington Town Hall • School Administration Building

Site - Existing Conditions





Wilmington, Massachusetts

INTER-DEPARTMENTAL COMMUNICATION

FROM THE TOWN MANAGER


January 6, 2023

TO: Board of Selectmen

RE: Donation from Lowell Five Bank

Once again, the Lowell Five Bank has contacted the Town offering to make a donation of \$5,000 to address expenses associated with public safety. After consulting with Chief Desmond and Chief Cavanaugh, the determination has been made to utilize the funds to support an active shooter drill. The site and date are yet to be determined. The expectation is to involve representatives from multiple departments to participate in this simulation event. There will be an advance briefing of participants concerning their roles and responsibilities. The expectation is to follow-up the exercise with a "debriefing" session to assess strengths and weaknesses in the response. By identifying weaknesses, steps will be taken to improve the response for a future drill or, worst case, an actual incident.

The Town greatly appreciates Lowell Five's ongoing commitment to supporting public safety services. This generous gift demonstrates their commitment as a corporate citizen to the Town of Wilmington.


Jeffrey M. Hull
Town Manager

cc: Susan Inman, Assistant Town Manager/Human Resources Director
Pennilyn Dudley, Treasurer/Collector
Joseph Desmond, Police Chief
William Cavanaugh, Fire Chief



Wilmington, Massachusetts

INTER-DEPARTMENTAL COMMUNICATION

FROM THE ASSISTANT TOWN MANAGER/HUMAN RESOURCES DIRECTOR

January 6, 2023

TO: Board of Selectmen

RE: Wilmington Community Television (WCTV) Request for HD Channel

As the Issuing Authority for the Town of Wilmington, Massachusetts, the Board of Selectmen granted a cable television license to Verizon New England, Inc. at a Board of Selectmen meeting on December 12, 2022. The executed license has been filed with the Massachusetts Department of Telecommunications and Cable.

On December 21, 2022, our office received a request from WCTV asking the Board of Selectmen, as the issuing authority, to request Verizon provide WCTV with an HD Channel as allowed under Section 5.1.2 of the license. Once the request is made, Verizon has 270 days to provide the channel. There are two options for the channel: simulcast of existing SD PEG Access Channel programming or distinct programming (a 4th separate channel). WCTV is requesting the channel for distinct programming. This means WCTV could run new content or pull content from the three other channels and run that content in HD.

There will be no cost to the Town for this additional channel and WCTV's capital plan addresses any cost of equipment needed to broadcast HD content. WCTV already has expanded capability for HD, therefore, any cost to them is minimal. This additional channel would only be accessible to Verizon subscribers. Any additional Comcast channel would have to be negotiated at the expiration of the current contract which is not due to expire until 2028. WCTV has had a long-standing relationship with the Town of Wilmington providing local origination television services over the past thirty-five (35) years. The Town Manager and I recommend the Board approve the letter in your packet requesting this new HD Channel.

Susan L. Inman
Assistant Town Manager/HR Director



Town of Wilmington
Office of the Select Board
121 Glen Road
Wilmington, MA 01887-3597

PHONE: (978) 658-3311

FAX: (978) 658-3334

TTY: (978) 694-1417

WWW.WILMINGTONMA.GOV

January 10, 2023

Niall Connors, Franchise Service Manager
Verizon New England, Inc.
10th Floor
6 Bowdoin Square
Boston, MA 02114

RE: Issuing Authority Request for HD PEG Access Channel

Dear Mr. Connors:

This is to advise you that the Board of Selectmen, acting as the Issuing Authority for the Town of Wilmington, Massachusetts, granted a cable television license to Verizon New England, Inc. at a Board of Selectmen meeting conducted on December 12, 2022. Our office has filed this license with the Massachusetts Department of Telecommunications and Cable.

Under this agreement the Board of Selectmen is requesting a HD PEG Access Channel. The programming on the HD PEG Access Channel will be distinct programming. We understand Verizon has two hundred and seventy (270) days from receipt of this notice to make this Channel available to the PEG Access designee - WCTV at 10 Waltham Street in Wilmington. Please contact Sam Perkins at WCTV at sam@wctv.org or 978-657-4066 to arrange for installation.

We thank you in advance for your prompt response.

Sincerely,

Judith L. O'Connell
Chair

cc: Tonya Rutherford, VP and Deputy General Counsel
Verizon
Suite 500 East
1400 I Street NW
Washington, DC 20005



TOWN OF WILMINGTON

DEPARTMENT OF PUBLIC WORKS

Highway
Tree

Water & Sewer
Parks & Grounds

Engineering
Cemetery

Interoffice Memorandum

TO: Jeffrey M. Hull, Town Manager

FROM: Jamie M. Magaldi, PE, MCA, Public Works Director
Paul Alunni, PE, Town Engineer
Valerie Gingrich, Director of Planning and Conservation
Shelly Newhouse, Director of Public Health
Bryan Perry, Director of Finance / Town Accountant

SUBJECT: ARPA Funding Status Update

DATE: Updated January 3, 2023

The Town Manager's Office provided the Board of Selectmen with a proposal on the planned use of American Rescue Plan Act (ARPA) Funds in correspondence dated November 5, 2021. As stated in the memo, ARPA funding awarded to the Town of Wilmington in the amount of \$7,007,864 must be obligated by or before December 31, 2024 and expended by December 31, 2026. The following chart serves as a reminder to the current planned allocation of funding, followed by updates for each project.

Project Total	Allocation Estimate
Replacement of Woburn Street water main from Lowell Street to the Woburn Street School	\$5,500,000
Stormwater improvements to existing catch basins	\$ 206,000 (reduced from \$506,000)
Acquisition of drainage, utility, and infrastructure Easements for Woburn Street / Lowell Street Intersection	\$ 300,000 (added December 12, 2022)
Lubbers Brook Culvert Replacement – MassWorks Grant Supplement	\$ 450,000 (added February 14, 2022)
Water Supply Screening and Life Cycle Cost Analysis	\$ 44,000
Support of personnel to conduct contact tracing	\$ 50,000
Provide grant for façade and streetscape improvements	\$ 300,000
Branding and Marketing	\$ 50,000
Grant Administration	\$ 100,000
Total	\$7,000,000

Water Supply System Improvements (Woburn Street Water Main)

This project consists of replacing approximately 11,000 of existing 10" water main on Woburn Street from just north of the intersection of Lowell Street to the area near the Woburn Street School.

May 2022 Status Update: The towns water resources consultant, Kleinfelder, has run an analysis and has determined the proposed water main replacement can likely be sized as a new 12" main, rather than a 16" main and still provide similar flow benefits in the event of a future full time upgrade to MWRA.

September 2022 Status Update: The Department of Public Works completed proposal evaluations and recommended the award of the design phase of this large project to Green International Affiliates (GIA) in August 2022. To date, no money has yet been expended on this project.

January 2023 Status Update: Green International Affiliates is currently engaged in design services on this project. To date, we have spent \$28,808.39 for design services on this project.

Drainage System Improvements (Catch Basin Retrofits)

This project involves the retrofit of existing stormwater catch basins to include the implementation of best management practice (BMPs) to improve water quality at outfall discharge locations in sensitive locations (Ipswich River, Martins Brook, and Aberjona River watersheds).

May 2022 Status Update: One million dollars (\$1,000,000) to perform improvements at approximately 200 existing catch basins was originally allocated for this project. At the February 14, 2022 Board of Selectmen meeting, a memo was presented requesting funding for this project be reduced to \$550,000 to help accommodate an allocation of funds to supplement Mass Works grant funding to fund the Lubbers Brook Culvert Replacement Project (see update below).

September 2022 Update: Funding on this project has been reduced from \$550,000 to \$506,000 to fund a Water Supply Screening and Life Cycle Cost Analysis (see update below).

January 2023 Update: Funding on this project has been reduced from \$506,000 to \$206,000 to help supplement funding to advance the Woburn Street and Lowell Street Intersection project which includes improvements to drainage and utility infrastructure.

The Department of Public Works is in the process of preparing bid documents for this work in order to secure a contractor. No funds have been expended to date. It is anticipated that ARPA funds will be expended toward this endeavor in the 2023 and 2024 construction seasons.

Acquisition of drainage, utility, and infrastructure Easements for Woburn Street / Lowell Street Intersection

In December 2022, the Engineering Division received support from the Board of Selectmen to use ARPA funding to help offset acquiring easements for the Woburn Street / Lowell Street Intersection Project, currently on the TIP plan to start construction in May 2023. The cost of the easements was generated by a Certified Appraiser and a Certified Review Appraiser. The total cost of acquiring the easements is approximately \$371,060. Approximately \$71,000 of this will be funded by Planning Board Mitigation funding, while the remaining \$300,000 will be taken from ARPA funding. Acquisition of these easements will facilitate the major upgrades to stormwater quality and related infrastructure that are part of the Woburn Street and Lowell Street Intersection Project.

Lubbers Brook Culvert / Jefferson Road Force Main and Pump Station Installation

In November of 2020, the Town of Wilmington was awarded Mass Works grant funding for public infrastructure improvements related to the Princeton Wilmington Smart Growth Housing Project. This project includes a sewer extension with pump station, a culvert replacement, and Jefferson Road Corridor Improvements. As previously reported to the Board of Selectmen, after opening bids for the project it was apparent that the project was underfunded by a considerable amount.

May 2022 Status Update: The Town of Wilmington has since been awarded additional Mass Works Grant funding for this project from the Executive Office of Housing and Economic Development (EOHED) with the understanding that there is partial match funding provided by both Princeton Properties and the Town of Wilmington. To provide local match for Wilmington, \$450,000 was reallocated from the catch basin retrofit project to the Lubbers Brook Culvert Replacement Project. The Town of Wilmington is preparing preconstruction logistics for this project and it is anticipated the Lubbers Brook Culvert replacement portion of this project will begin in July 2022.

September 2022 Status Update: The installation of the Lubbers Brook Culvert began on July 18, 2022 and the roadway was reopened to two-way traffic on August 30, 2022. The culvert project continues and is expected to be on track to be completed in October 2022. As the MassWorks Grant funding expires prior to ARPA funding, MassWorks Grant Funds have been used to pay project invoices thus far. To date, no ARPA funding has been expended on this project. It is anticipated that ARPA funding earmarked to supplement the MassWorks Grant will be used in spring of 2023 for the sewer extension and pump station infrastructure improvements associated with the MassWorks Grant.

January 2023 Status Update: The Culvert Replacement Project is substantially complete with only minor spring-season (2023) work remaining related to sidewalks, curbing, drainage infrastructure, and paving. The Sewer Project commenced in November 2022 with force main installation along Middlesex Avenue. Remaining work includes completion of force main installation along Middlesex Avenue, Jefferson Road, and installation of the pumping station. The Town has currently expended \$2.3M of the MassWorks grant, leaving approximately \$1.5M in grant funding. The Town anticipates to supplement the grant funding using the ARPA allocation in May/June 2023.

Water Supply Screening and Life Cycle Cost Analysis

The DPW received a proposal from Kleinfelder, one of the Department's water distribution consultants, to perform a Water Supply Screening and Life Cycle Cost Analysis. This study will provide a long-term cost-benefit analysis of the Town's water supply infrastructure, including projected costs associated with challenges related to long term regulatory compliance and water supply demand, to determine what long term capital investments are necessary to continue with local supply compared to utilizing the Town's connection to the Mass Water Resources Authority (MWRA) more regularly. As the town's water treatment plants are approaching an age where large scale investments will be required to continue with generating reliable long-term local supply, this study is critical to the planning of the Department's Water Division. In August of 2022, the DPW recommended executing a contract with Kleinfelder to move forward with this proposal.

January 2023 Status Update: Kleinfelder has been working on this Life Cycle Cost Analysis and has submitted a draft for review to DPW staff. To date, \$13,034 has been expended on this project.

Support of Personnel to Conduct Contact Tracing

Funds were set aside for the potential for contact tracing associated with uncertainty surrounding COVID-19 patterns. As cases are still continuing as we head into the summer of 2022, there still exists potential for funding related to this need.

May 2022 Status Update: No funds have been expended to date.

September 2022 Status Update: No funds have been expended to date.

January 2023 Status Update: No funds have been expended to date.

Provide Grants for Façade and Streetscape Improvements.

The town's consultant funded through the Local Rapid Recovery Program (LRRP) has advised that providing grant funding to local businesses to improve signage, storefronts, and streetscapes will help stimulate additional business.

May 2022 Status Update: No funds have been expended to date. The Façade Improvement Grant Program will be initiated following completion of the Branding and Marketing project. The project is expected in 2023.

September 2022 Status Update: No funds have been expended to date. See May 2022 update.

January 2023 Status Update: No funds have been expended to date. See May 2022 update

Branding and Marketing

LRRP consultant BerryDunn has also recommended the town engage in branding and marketing efforts to help spark economic development.

May 2022 Status Update: The Town has issued a Request for Proposals (RFP) for these services. The deadline to submit RFPs is May 25, 2022. More information is available on the Town's purchasing page on the Town's website. <https://www.wilmingtonma.gov/purchasing-department>

September 2022 Status Update: Stirling Brandworks, Inc. out of Winchester, MA was selected as the Town's consultant for the Branding and Marketing project with a contract in the amount of \$48,320.00. Tom Stirling is leading the branding and marketing effort, which to date has consisted of a half-day workshop, numerous interviews, and meetings with the Wilmington Economic Development Committee. Branding messaging for the Town is currently under development and will be used for the marketing portion of the project. As of August 31, 2022, \$14,496.00 has been expended on this project.

January 2023 Status Update: Stirling Brandworks Inc. is wrapping up the project, which includes a logo, style guide, video, webpage, social media templates, signage templates, sticker templates, and training resources for local businesses to use the templates to participate in the shared marketing campaign. Stirling has also provided the Town with a go-to-market plan outlining recommendations for launching the campaign. As of January 4, 2023, a total of \$46,320 has been paid to Stirling Brandworks Inc.

Grant Administration

As stated in the November 5, 2021 memo to the Selectmen, funding has been set aside to help administer the ARPA grant to help satisfy Treasury guidelines.

May 2022 Status Update: To date, the town has spent \$1,300.43 in consulting fees payable to CliftonLarsenAllen, LLC (CLA) for grant administration. This was related to the Federal Compliance Report for the U.S. Treasury. This was completed, with the assistance of CLA ahead of the April 30, 2022 due date. CLA has also provided consultation to the town with respect to the planning of allowable projects and to better understand the compliance regulations associated with ARPA.

September 2022 Status Update: No additional funds have been expended.

January 2023 Status Update: No additional funds have been expended.



TOWN OF WILMINGTON

121 GLEN ROAD
WILMINGTON, MA 01887

THE OFFICE
OF TOWN CLERK

VOICE (978) 658-2030

FAX (978) 657-7564

December 16, 2022

Bradford L. Jackson, ED.D.

Dear Mr. Jackson:

I am pleased to advise you that the Appointing Committee of the Finance Committee has appointed you to fill the vacant seat on the Finance Committee. Your term will expire in 2023.

Please call the Office of Town Clerk to arrange to be sworn in, which is necessary before you assume your duties on the Committee.

Sincerely,

Elizabeth Lawrenson
Town Clerk

cc: Jeffrey M. Hull, Town Manager
Appointing Committee, Finance Committee

Then personally appeared the above-named Barford L. Jackson Ed.D. and made oath that he would faithfully discharge all the duties of the office to which he was appointed.

Town Clerk

Date

Northeastern Development Corp.

Commercial & Residential Developers

December 14, 2022

Valerie Gingrich,
Director of Planning & Conservation
Town of Wilmington
121 Glen Road
Wilmington, MA 01887

Dear Ms. Gingrich:

As Developer of Green Meadow Drive in Wilmington, I respectfully request the Wilmington Planning Board initiate the procedure of street acceptance by the Board of Selectmen in the Town of Wilmington for the next scheduled Town Meeting.

As Built Plans have been submitted to the Engineering Division and the Acceptance Plans have been drawn and will be provided upon request.

Thank you for your time and consideration in this matter.

Sincerely,



Joseph A. Langone,
President

cc: Jefferey Hull, Town Manager
✓ The Wilmington Board of Selectmen
Elizabeth Lawrenson, Town Clerk
Paul Alunni, Town Engineer

From: Connors, Niall S <niall.s.connors@verizon.com>

Sent: Thursday, January 5, 2023 9:10 AM

Subject: [EXTERNAL] LFA Notice -- Yahoo! Finance

Dear Municipal Official:

This is to notify you of an upcoming change to Fios® TV programming.

On or after January 31, 2023, Yahoo, Inc. will discontinue its Yahoo! Finance HD programming on Fios TV channel 604. This is a provider-driven change.

Verizon is notifying subscribers through the Fios TV Message Center. A sample customer notice is attached.

We realize that our customers have other alternatives for entertainment and our goal is to offer the best choice and value in the industry. Verizon appreciates the opportunity to conduct business in your community. Should you or your staff have any questions, please contact me.

Sincerely,

verizon✓
Niall Connors

Franchise Service Manager
Fios Video Franchising
Verizon Consumer Group

O 857 415 5123
M 781 715 7058
6 Bowdoin Sq.
Floor 10
Boston, MA 02114



Fios® TV Programming Change

On or after January 31, 2023, Yahoo, Inc. will discontinue its Yahoo! Finance HD programming on Fios TV channel 604. This is a provider-driven change.

Beverly Dalton

From: BOA Daniel Veerman
Sent: Thursday, January 5, 2023 10:38 AM
To: Beverly Dalton; Brianna Harrison; Kelly Malatesta
Subject: 4th of July permit application

Jeffrey Hull
Town Manager
Town of Wilmington
121 Glen Road
Wilmington, MA 01887

Dear Mr. Hull:

As you are aware, I am a member of the Wilmington Board of Appeals. It has just recently been brought to my attention that the 4th of July Committee will be applying for a special permit to locate the 4th of July Carnival to the property known as the former Swain School site on Middlesex Avenue for this year's upcoming Independence Day celebration. This area is directly across the street from my residence at 131 Middlesex Avenue. Although I am not sure if I am technically a direct abutter, I certainly may be, and clearly live within 300 feet of the area.

When this issue first arose years ago, I contacted Town Counsel who informed me that due to the proximity of my residence to the area in question, the safe course of conduct would be to recuse myself from hearing the Committee's special permit application, since a direct abutter would be presumed to have a financial interest in the matter. Although I do not believe the Carnival would necessarily benefit or disadvantage me financially due to the location of my house to the area, I was advised that the presumption of a financial interest is a matter of law, if not fact. He advised me to communicate my conflict to my appointing authority, namely the Board of Selectmen, and they have on all previous occasions decided to waive my conflict after proper deliberation and decision.

Toward that end, please forward this communication to the Board of Selectmen, should they decide to entertain this issue at their next meeting, deliberate and take such action.

Please feel free to contact me if needed.

Thank you

Daniel Veerman, Esq

?

BD

This message is for the designated recipient(s) only. If you have received this message in error, please notify the sender immediately and delete the original. Please be advised that email is subject to the provisions of Massachusetts Public Records Law. MA G.L. c. 66.