

ENF Environmental Notification Form

For Office Use Only
Executive Office of Environmental Affairs

EOEA No.: 13171
MEPA Analyst: Bill GAGE
Phone: 617-626-1025

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Attleboro Intermodal Transportation Center/ Union Park Plaza Urban Renewal Plan Amendment #2		
Street: Union Street		
Municipality: Attleboro	Watershed: Ten Mile	
Universal Transverse Mercator Coordinates: North: 4,646,004 East: 310,796	Latitude: 41° 56' 36" Longitude: -71° 16' 57"	
Estimated commencement date: 2005	Estimated completion date: 2008	
Approximate cost: \$55,000,000	Status of project design: Conceptual	
Proponent: Greater Attleboro Taunton Regional Transit Authority (GATRA)/ Attleboro Redevelopment Authority		
Street: 7 Mill Street		
Municipality: Attleboro	State: MA	Zip Code: 02703
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Carol Gill		
Firm/Agency: Greater Attleboro-Taunton Regional Transit Authority (GATRA)	Street: 7 Mill Street	
Municipality: Attleboro	State: MA	Zip Code: 02703
Phone: 508/226-1102	Fax: 508/226-4937	E-mail: cgill@naisp.net

- Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
 Yes No
- Has this project been filed with MEPA before?
 Yes (The Union Park Urban Renewal Project was filed in 1978 under EOE No. 3141) No
- Has any project on this site been filed with MEPA before?
 Yes (EOEA No. _____) No
- Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:
 a Single EIR? (see 301 CMR 11.06(8)) Yes No
 a Special Review Procedure? (see 301 CMR 11.09) Yes No
 a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes No
 a Phase I Waiver? (see 301 CMR 11.11) Yes No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres): Funding for the project is anticipated to come from both Federal and State funds. State and local funding options include the State Transportation Bond Bill, District Infrastructure Finance ("DIF"), and a Garage Revenue Bond.

Are you requesting coordinated review with any other federal, state, regional, or local agency?
 Yes (Specify – Federal Transit Administration for NEPA review) No

List Local or Federal Permits and Approvals: **Local Approvals:** Attleboro Planning Board; Attleboro Redevelopment Authority; Attleboro City Council; Attleboro Board of Appeals Special Permit **Federal Approvals:** Federal

Transit Administration/National Environmental Protection Act (NEPA) approval; Section 4(f) of the United States Department of Transportation Act and Section 106 of the National Historic Preservation Act

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- | | | |
|--|---------------------------------------|---|
| <input checked="" type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input type="checkbox"/> Water | <input type="checkbox"/> Wastewater | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air | <input type="checkbox"/> Solid & Hazardous Waste |
| <input type="checkbox"/> ACEC | <input type="checkbox"/> Regulations | <input checked="" type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
LAND				<input type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input type="checkbox"/> Chapter 91 License <input type="checkbox"/> 401 Water Quality Certification <input type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input checked="" type="checkbox"/> DEP or MWRA Sewer Connection/Extension Permit <input type="checkbox"/> Other Permits <i>(including Legislative Approvals) – Specify:</i>
Total site acreage	6.0 acres			
New acres of land altered		0 acres		
Acres of impervious area	6.0 acres	0 acres	6.0 acres	
Square feet of new bordering vegetated wetlands alteration		0 SF		
Square feet of new other wetland alteration		0 SF		
Acres of new non-water dependent use of tidelands or waterways		0 SF		
STRUCTURES				
Gross square footage	87,540 SF	39,658 SF	127,198 SF	
Number of housing units	0	100	100	
Maximum height (in feet)	50 feet	35 feet	85 feet	
TRANSPORTATION				
Vehicle trips per day	N/A ¹	5,883	5,883	
Parking spaces	N/A ¹	761	761	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	N/A ¹	50,721 gpd ²	50,721 gpd ²	
GPD water withdrawal	N/A	N/A	N/A	
GPD wastewater generation/treatment	N/A ¹	41,770 gpd ²	41,770 gpd ²	
Length of water/sewer mains (in miles)	N/A	N/A	N/A	

1 The site consists of vacant and underutilized buildings with some existing industrial and retail uses. There are approximately 100 parking spaces on the site. Existing activity on this site is minimal and will be replaced by the proposed AITC project; the analysis assumes that all the activity is generated by the AITC project.

2 These quantities have been estimated using Title V provisions.

CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

Yes (Specify _____) No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

Yes (Specify _____) No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

Yes (Specify _____) No

HISTORICAL /ARCHAEOLOGICAL RESOURCES: Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes No

The following properties within the AITC project site are listed in the Inventory of Historic and Archaeological Assets of the Commonwealth:

- Ashley Building, 55-59 1/2 Park Street, MHC Number ATT.27
- Former A&P Grocery Store (Siddall's Store), 9 Union Street, MHC Number. ATT.39
- Robinson Building, 37-41 Union Street, MHC Number ATT.40
- Downtown Attleboro Historic District (MHC Area A)

The Ingraham Building (ATT.43), 52 Union Street is east of the project site, but within the area to be added to the Union Park Plaza Urban Renewal Plan boundary by Amendment #2. No changes are proposed for this building.

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes No

See Section 4 for an in-depth discussion of historic resources within the AITC project site.

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify _____) No

PROJECT DESCRIPTION: The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative (*You may attach one additional page, if necessary.*)

The preferred alternative for the Attleboro Intermodal Transportation Center (AITC) was chosen because of its ability to improve and expand current transit services, address parking issues at the Attleboro commuter rail station, and stimulate economic development and investment within downtown Attleboro. The AITC project includes the redevelopment of the Union Street Block in downtown Attleboro with the program identified through a Master Planning process. (See Figure 1 for the site locus.) Section 2 of this expanded ENF describes the project's background, and the relationship of the AITC project to the urban renewal plan amendment. Section 3 summarizes the alternatives that were considered and analyzed through a Master Plan process to determine the preferred alternative.

The AITC site is the deteriorated and underutilized 4.5-acre Union Street Block, which is bounded by the railroad embankment on the west, Mill Street on the south, Union Street on the east, and Park Street on the north. This block is occupied on the southern half by older industrial mill buildings. The northern half of the block contains several commercial buildings of mixed architectural character. Most of the buildings in the block are in various stages of disrepair, and are under-performing due to high vacancies or under-utilization, with over half of the storefronts on Park Street vacant. The AITC project will require the acquisition of eleven parcels, the relocation of nine commercial occupants, the clearance of eight existing buildings and the preparation of the development

Project Description Continued

site on the Union Street block (See Figure 2 for existing conditions). The bus terminal and parking garage of the AITC will occupy a portion of the resulting assembled and cleared site, leaving land along Union and Park Streets for joint development that will include street-level retail and three levels of residential development. The bus terminal will be located along Mill Street in close proximity to the commuter rail station and the parking garage will be located along the railroad embankment to buffer the commercial and residential space from existing train noise and vibration. There would be two entrances to the parking garage: one entry on Union Street and the other on Park Street (See Figure 3 for the conceptual site layout).

The proposed transit, parking, housing, retail, recreation, restaurant, child care, and office space within the Union Street Block have been selected, sized and oriented to maximize site efficiency, satisfy project objectives, and position downtown Attleboro to both maximize public investment and provide a favorable position in the private marketplace. This concept design presents a reasonable basis for the evaluation of impacts. As currently proposed, the site layout would contain the following elements. Since the project is a joint development project, however, the residential, commercial and recreation elements of the building program will be refined by private developers.

Element	Area/Units
Bus Terminal	5,000 sf
Service	5,000 sf
Residential	100 Units
Child care facilities	6,500 sf
Restaurant	20,000 sf
Retail	22,000 sf
Ice Rink	48,200 sf
Parking Garage	761 spaces
Classroom and Meeting Space	15,600 sf

In addition to redevelopment of the Union Street block, the project also includes circulation and landscaping improvements. Mill Street will be realigned, and the Mill/Union/Dunham street intersection will be reconstructed and signalized to improve traffic circulation for buses and other vehicles. Landscape improvements are proposed along the Union Street and Park Street project corridors.

Because of the project's connection between land use and transportation and its focus on redevelopment, it is consistent with local, state and federal planning policies. Smart Growth is a national planning movement that suggests ways to manage growth. The project is aligned with one of Smart Growth's key concepts - transit-oriented development (TOD). TOD emphasizes dense, mixed-use activity centers that are proximate to transit. The proposed AITC program embodies both of these characteristics - the proposed land uses are supportive of TOD and within walking distance to transit. Additionally, because the project is located within downtown Attleboro, it is consistent with planning policies that encourage redevelopment in areas served by existing infrastructure.

In addition to the site's beneficial location within downtown Attleboro and proximity to transit, it is adjacent to the existing Union Park Plaza Urban Renewal Plan (UPPURP) boundary. In order to facilitate this project, an Amendment (Amendment #2) to the Union Park Plaza Urban Renewal Plan (UPPURP) is proposed to expand these urban renewal boundaries to include the Union Street Block (4.5 acres) and an additional 1.5 acres along Dunham Street for a total of 6 acres, including the acquisition, relocation and clearance of the entire 4.5-acre Union Street Block to support the development of the ITC (See Figure 4 and Section 2 for additional discussion of the UPPURP).

Key impact areas for the project include traffic and historic resources. Potential traffic impacts and mitigation are discussed in detail in Section 4. A detailed discussion of historic resources within the project area is presented in Section 5. The project proponents will consult with the Massachusetts Historical Commission to discuss potential effects and mitigation measures for historic resources. Since the project anticipates the use of federal funds, it will also comply with Section 106 of the National Historic Preservation Act of 1966 and Section 4(f) of the US Department of Transportation Act of 1966 and its implementing regulations.