Commonwealth of Massachusetts
Executive Office of Environmental Affairs ■ MEPA Office

ENF Environmental Notification Form

For Office Use Only
Executive Office of Environmental Affairs
EOEA No.: 13954
MEPA Analyst: Nick Zavolas
Phone: 617-626- 1030

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: Mishawum Station		
Street: Old Mishawum Road		
Municipality: Woburn	Watershed: Boston Harbor	
Universal Tranverse Mercator Coordinates: 753525 Easting, 3008401 Northing	Latitude: 42° 30' 9"N Longitude: 71° 8' 20" W	
Estimated commencement date: June 2007	Estimated completion date: June 2009	
Approximate cost: $34 million	Status of project design: 50% complete	
Proponent: Mishawum Properties, LLC		
Street: 215 Lexington Street		
Municipality: Woburn	State: MA	Zip Code: 01801
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Mitchell L. Fischman		
Firm/Agency: Daylor Consulting Group, Inc.	Street: Ten Forbes Road	
Municipality: Braintree	State: MA	Zip Code: 02184
Phone: 781-849-7070 x253	Fax: 781-849-0096	E-mail: mfischman@daylor.com

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
☐Yes ☒No

Has this project been filed with MEPA before?
☐Yes (EOEA No._____) ☒No

Has any project on this site been filed with MEPA before?
☐Yes (EOEA No._____) ☒No

Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:

a Single EIR? (see 301 CMR 11.06(8))	☒Yes	☐No
a Special Review Procedure? (see 301CMR 11.09)	☐Yes	☐No
a Waiver of mandatory EIR? (see 301 CMR 11.11)	☐Yes	☐No
a Phase I Waiver? (see 301 CMR 11.11)	☐Yes	☐No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres): N/A

Are you requesting coordinated review with any other federal, state, regional, or local agency?
☐Yes(Specify_____) ☒No

List Local or Federal Permits and Approvals:
Woburn City Council – Special Permit Application filed 10/19/06 approved 01/02/2007 (see Attachmen 2 for Vote); MA DEP Sewer Connection Permit – to be filed; MHD Indirect Access Permit – to be filed; EOT Ch40 §54A Permits for Construction on Abandoned Railroad ROW – to be filed.

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

☐ Land	☐ Rare Species	☐ Wetlands, Waterways, & Tidelands
☐ Water	☐ Wastewater	☒ Transportation
☐ Energy	☐ Air	☐ Solid & Hazardous Waste
☐ ACEC	☐ Regulations	☐ Historical & Archaeological Resources

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	7.48		
New acres of land altered		0.16	
Acres of impervious area	5.07	0.16	5.23
Square feet of new bordering vegetated wetlands alteration		N/A	
Square feet of new other wetland alteration		N/A	
Acres of new non-water dependent use of tidelands or waterways		N/A	
STRUCTURES			
Gross square footage	2,903	294,097	297,000
Number of housing units	0	210	210
Maximum height (in feet)	35	Res. 20 / Off. 34	Res. 55 / Off. 69
TRANSPORTATION			
Vehicle trips per day	0	2036	2036
Parking spaces*	0	596	596
WATER/WASTEWATER			
Gallons/day (GPD) of water use	0	48,983	48,983
GPD water withdrawal	0	0	0
GPD wastewater generation/ treatment	0	44,530	44,530
Length of water/sewer mains (in miles)	0	0	0

State Permits & Approvals

- ☐ Order of Conditions
- ☐ Superseding Order of Conditions
- ☐ Chapter 91 License
- ☐ 401 Water Quality Certification
- ☐ MHD or MDC Access Permit
- ☐ Water Management Act Permit
- ☐ New Source Approval
- ☒ DEP or MWRA Sewer Connection/ Extension Permit
- ☒ Other Permits (*including Legislative Approvals*) – Specify:

MHD Indirect Access Permit

EOT Ch40 §54A Permit for construction on Abandoned Railroad Rights-of-way

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

☐Yes (Specify_____) ☒No

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

☐Yes (Specify_____) ☒No

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

☐Yes (Specify_____) ☒No

HISTORICAL /ARCHAEOLOGICAL RESOURCES: Does the project site include any structure, site or district listed

in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?
☐Yes (Specify_____) ☒No

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

☐Yes (Specify_____) ☐No

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

☐Yes (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.*)

Project and Site

Mishawum Properties, LLC (the "Proponent") proposes the redevelopment of the former MBTA Mishawum Station parking lot into a mixed-use development with approximately 50,000 square feet (s.f.) of office space and 210 residential units and a total of 596 parking spaces of which 423 will be below-grade and 173 will be on grade (the "Project"). The Project will also involve the construetion of access drives, site utilities, drainage facilities, landscaping and associated site amenities. While the Project is expected to be continuously constructed, it will be developed in two phases: Phase I would be the construction of the office building and Phase II would be the residential component.

The Proponent submitted two Special Permit and Site Plan Review Applications (Office & Residential) to the City of Woburn on October 19, 2006. The City has reviewed the Project and both applications were approved on January 2, 2007.

The approximately 7.48-acre Project site is bounded by Mishawum Road to the north, the MBTA tracks to the east; Route 128/Route 95 to the south and Old Mishawum Road (see Figure 1 – Project Locus and Figure 2 – Project Aerial) (the "Site"). The Site is currently occupied by a 2,903 s.f one-story structure and a 600-vehicle parking lot for the former MBTA station. Mishawum station is still active and the MBTA has retained a pedestrian access easement through the Site for the station. Approximately 5.07 acres of impervious surface exists on the Site and 0.16 acres of new impervious surface will be created as a result of the Project.

Project Alternatives and Impacts

Under the Build Alternative, the Project would be completed as proposed above. Anticipated impacts include minimal impaets to vehieular traffic conditions and new generation of wastewater which will be mitigated as indicated below. The Site is not within a FEMA Flood Zone nor is it within a Natural Heritage and Endangered Species Program Priority or Estimated Habitat Areas of Areas of Critical Environmental Coneern. Furthermore, it does not contain any wetland resource areas. Therefore, no adverse impacts to natural resources or wildlife habitat are anticipated. In addition, the slight increase in impervious surface (0.16 acres) will be mitigated by the up-grade of the stormwater management system which will include stormwater infiltration systems that will increase the recharge from the site (see Attachment 3 – Stormwater Management Report).

Under the No-Build alternative, the Site would remain as currently with approximately 5.06 acres of impervious surface previously used for parking and a one-story structure and a drainage system that consists of catch basins tied into subsurface drywells or sheet flow off the development area via overland flow. The No-Build alternative would not offer any of the mitigation measures described below.

On-Site and Off-Site Mitigation Measures

Transportation – The project will generate minimal impacts to vehicular traffic conditions; however, based on analysis of intersection operations and field observations, and thorough discussion with the City of Woburn Engineering staff, a substantial mitigation package has been developed and approved by the City. As per the recommendations of the City Engineer in his letter dated December 28, 2006, such mitigation would not be less than three (3%) percent of the final audited total development cost.

Mitigation for this project will include signal/conduit installation and geometric improvements at the Mishawum Road/Industrial Parkway, restriping the centerline on Mishawum Road between Industrial Way and Ryan Road, and installation of new crosswalks, sidewalks and curbing at the Olympia Avenue/Mishawum Road and School Street/Merrimac Street intersections as part of Phase I – to be completed prior to the occupancy of the office building. The remainder of the transportation mitigation will be completed in two additional phases. Prior to the occupancy of the first half of the residential units, signal upgrades will be completed at the Industrial Parkway/Ryan Road and School Street/Mishawum Road/Ryan Road intersections. The final portion of the mitigation which is to be completed prior to occupancy of the second half of residential units includes the contribution of $407,000 to be used towards the design of the New Boston Street bridge, the design of the Mishawum Road water loop crossing over Route 128 (Route 95), the purchase of new computer hardware and racking within City Hall's IT facility, and traffic improvements and miscellaneous geometric improvements to address traffic issues in Wards 4, 5, and 6. A fully detailed description of the proposed mitigation is included in Attachment 2 – City Council Letter of Decision.

Water & Wastewater – Using the guidelines established in 314 CMR 15.203 for the various proposed uses on site, the Mishawum Station project will generate 0.0445 MGD (44,530 gallons/day) of wastewater and have a daily demand of 0.0489 MGD (48,983 gallons/day) of potable water.

The Proponent has supplied information as requested to the City of Woburn per Title 13 of the City of Woburn Municipal Code relative to the removal of extraneous infiltration/inflow. Based upon the residential rate of $1,000 per unit, the fee for removal of infiltration/inflow for the residential portion of the proposed redevelopment project will be $210,000. Based upon the commercial rate of $0.70 per gallon per day, the fee for removal of infiltration/inflow for the bank/office component of the redevelopment project will be $28,350. The Proponent has made commitments to pay a total of $238,350 to the City of Woburn for the required infiltration/inflow fee. The City of Woburn will apply these funds towards one of the ongoing infiltration/inflow projects to obtain the necessary 10 to 1 removal of extraneous infiltration/inflow as required by the MA DEP Administrative Consent Order (see Attachment 5 – City of Woburn Engineering Department Review Letters).

The generated sewage will be disposed of through the municipal sewage disposal system. The system will be designed in conformance with Title 5 of the State Environmental Code and all local regulations. A State DEP permit application BRP WP 18 consists of the approval of minor sewer connections with flows of sanitary sewage between 15,000 and 50,000 gallons per day (gpd) will need to be filed for the projected project flows.

Stormwater – The proposed stormwater management system will comply with DEP's Stormwater Management Standards to the extent practicable as well as any requirements set forth by the City of Woburn Site Plan Review.

Landscaping – The Project has incorporated a comprehensive landscape plan both for aesthetic value as well as providing screening and buffering from neighboring land uses thereby enhancing the scenic resources of adjacent areas (Please see Attachment 6 – Plans for the Landscape Plan). Landseaping of open space areas and roadway embankments, where improvements are proposed will be introduced throughout the Site. All approaches and entrances will be enhanced and highlighted through appropriate landscaping. Common areas and walkways will be landscaped with trees, shrubs and flowers to aid in making the areas more attractive. All on-site perimeter roads will be planted with shrubs, shade trees, evergreens and flowering trees to provide a buffer area that would visually screen the road and reduce traffic noise.