



Environmental Notification Form

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| <i>For Office Use Only</i> Executive Office of Environmental Affairs | |
| EOEA No.: | 13998 |
| MEPA Analyst: | Aisling Eglinton |
| Phone: | 617-626-1024 |

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 | | |
| Street: corner of Wall St. and South Main St. | | |
| Municipality: Attleboro | Watershed: Ten Mile River | |
| Universal Transverse Mercator Coordinates: N 854,628 E 217,823 | Latitude: 41 56' 28" | Longitude: - 71 17' 10" |
| Estimated commencement date: 8/07 | Estimated completion date: | |
| Approximate cost: \$14.7million, Phase I | Status of project design: Coceptual %complete | |
| Proponent: Attleboro Redevelopment Authority | | |
| Street: 8 North Main Street, Suite 204 | | |
| Municipality: Attleboro | State: MA | Zip Code: 02703 |
| Name of Contact Person From Whom Copies of this ENF May Be Obtained: Michael Milanoski, Executive Director | | |
| Firm/Agency: Attleboro Redevelopment Authority | Street: 8 North Main Street, Suite 204 | |
| Municipality: Attleboro | State: MA | Zip Code: 02703 |
| Phone: 508-222-4012 | Fax: N/A | E-mail: mmilanoski@verizon.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 (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)) | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| a Special Review Procedure? (see 301 CMR 11.09) | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| a Waiver of mandatory EIR? (see 301 CMR 11.11) | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| a Phase I Waiver? (see 301 CMR 11.11) | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> 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):

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

List Local or Federal Permits and Approvals:

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 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 | 10.1 ac. | | | |
| New acres of land altered | | 0 | | |
| Acres of impervious area | 10.1 ac. | 0 | 10.1 ac. | |
| Square feet of new bordering vegetated wetlands alteration | | 0 | | |
| Square feet of new other wetland alteration | | 0 | | |
| Acres of new non-water dependent use of tidelands or waterways | | 0 | | |
| TRANSPORTATION | | | | |
| Gross square footage | 0 | 240,000 sq ft | 240,000 sq ft | |
| Number of housing units | 0 | 0, Phase I * | 0, Phase I * | |
| Maximum height (in feet) | 0 | 52' ± | 52' ± | |
| WATER/WASTEWATER | | | | |
| Gallons/day (GPD) of water use | N/A | 11,250 gpd | 11,250 gpd | |
| GPD water withdrawal | N/A | N/A | N/A | |
| GPD wastewater generation/treatment | N/A | 11,250 gpd | 11,250 gpd | |
| Length of water/sewer mains (in miles) | N/A | N/A | N/A | |

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

* potential for up to 300 mixed use units as part of TOD in ensuing phases in Riverfront District (see URP, Attachment 4)

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 _____) xNo

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 _____) xNo

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 _____) xNo

PROJECT DESCRIPTION: The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative (*You may attach one additional page, if necessary.*) (a) The project consolidates the existing MBTA 665-space commuter rail surface parking lot into a parking structure with 900 spaces and an adjacent surface lot of 180 spaces. It also includes the relocation of 100 parking spaces from the existing parking lot along Union St. to the new Transportation center, with a net increase of 315 parking spaces for the MBTA station. The project also relocates the GATRA bus terminal directly adjacent to the new parking structure in order to create an Intermodal Transportation Center.

The parking structure would provide enhanced access to the elevated MBTA commuter rail platform by way of an elevator in the parking structure. The rail platform level will be at the second floor of the parking garage, with two floors above. No work will be done to the existing platform as part of this project. The garage will contain non-parking uses along some of the ground level frontage. Non-parking uses could include retail, public recreation and/or assembly, a waiting room, or offices.

The garage will accommodate about 240 spaces per level on the top three levels and 180 spaces on the first level. Parking structure length should stay under approximately 400 feet in order to avoid exceeding the scale of residential blocks. An area for passenger drop-offs will also be built into the garage.

The proposed GATRA bus terminal replaces the existing bus shelter on Union Street. The proposed facility will have ten (10) bus bays, two (2) small berths for mini-buses, a taxi waiting area, bicycle lockers, public restrooms, and 1,500 square feet of indoor waiting area and offices for GATRA use (including ticket sales, security, and transit information).

GATRA believes that the ten bus bays will allow for improved transfer opportunities in the existing service as well as future service expansion. Buses will operate on the same streets on which they currently operate. Buses would enter from Wall Street, circulate around a bus station square open only to authorized vehicles, drop off and pick up passengers, and exit back out onto Wall Street via a right hand turn.

Pedestrian traffic flow at the street level will include pedestrian ways around the GATRA bus terminal, connecting the bus terminal to the parking structure and to Wall Street, and along Wall Street to the northbound rail platform. Pedestrian ways will be eight (8) feet wide, allowing for improved accessibility for persons with disabilities. The location of the GATRA bus terminal in this project will improve pedestrian access to and from the rail platform, commuter parking, short-term parking, and the circulation on the downtown street network.

(b) and (c) attached

