

Commonwealth of Massachusetts

Executive Office of Environmental Affairs ■ MEPA Office

ENF

Environmental Notification Form

<i>For Office Use Only</i> <i>Executive Office of Environmental Affairs</i>
EOEA No.: <i>14126</i>
MEPA Analyst: <i>Deirdre Buckley</i>
Phone: 617-626- <i>1044</i>

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: 1021 Kingston's Place		
Street: Marion Drive		
Municipality: Kingston	Watershed: South Coastal	
Universal Transverse Mercator Coordinates: UTM 19 357411E 46447930N	Latitude: 41° 58' 21" N	Longitude: 70° 43' 20" W
Estimated commencement date: Fall '08	Estimated completion date: Fall '16	
Approximate cost: \$266 Million	Status of project design: 15% completed	
Proponent: Thorndike Development Corporation		
Street: 7 Barker Lane		
Municipality: Norton	State: MA	Zip Code: 02766
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Doug Vigneau		
Firm/Agency: Vanasse Hangen Brustlin, Inc.	Street: 101 Walnut Street	
Municipality: Watertown	State: MA	Zip Code: 02472
Phone: 617-924-1770 ext.1869	Fax: 617-924-2286	E-mail: dvigneau@vhb.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): The project is proposed in compliance with the Town of Kingston's Smart Growth zoning overlay district approved in compliance with M.G.L. Chapter 40R - Smart Growth Zoning and Housing Production By-law, which provides for Commonwealth funding managed and distributed by the Massachusetts' Department of Housing and Community Development. Under the provisions of Chapter 40R, the Town of Kingston has received \$600,000 and will receive an additional \$2,190,000 as 1021 Kingston's Place is built out.

Are you requesting coordinated review with any other federal, state, regional, or local agency?

Yes (Specify DEP, MassHighway, OCPC, Town of Kingston) No

Local or Federal Permits and Approvals: **Local:** *Kingston Planning Board:* Subdivision Plan Approval; Site Plan Approval; *Kingston Board of Health:* De-site Assignment; *Kingston Board of Selectmen:* Earth Removal Permit; Cranberry Road Extension License to Construct; *Kingston Conservation Commission:* Order of Conditions. **Federal:** *U.S. EPA:* NPDES General Permit for Stormwater Discharge from Construction Activities.

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

11.03 (1) (a) 2. Creation of ten or more acres of impervious area.

11.03 (2) (b) 2. Taking of an endangered or threatened species or species of special concern...

301 CMR 11.03(4)(b)(3) - The project will result in the construction of one or more water mains five or more miles in length.

11.03 (5) (b) 3. Construction of one or more New sewer mains a.) that will result in an Expansion in the flow to a wastewater treatment and/or disposal facility of 10% or more; c.) ½ or miles in length, provided the sewer mains are not located in the right-of-way existing roadways.

11.03 (6) (a) 2. New interchange on a completed limited access highway.

11.03 (6) (a) 6. Generation of 3,000 or more New adt on a limited access highway.

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Land | <input checked="" type="checkbox"/> Rare Species | <input type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input checked="" type="checkbox"/> Water | <input checked="" 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 checked="" 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 checked="" type="checkbox"/> MHD or MDC Construction 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 BRP-WP 71,74 <input checked="" type="checkbox"/> Other Permits *MESA Conservation Permit. <u>DEP BWP:</u> *SW 36 - Major Post Closure Use Permit *SW 21 - Major Mod. Permit - Transfer Station *SW 11 - Major Mod. Permit - Landfill DCR: C. 253 - Dam License
Total site acreage	Phase 1 - 13.2 Phase 2 - 109			
New acres of land altered		Phase 1 - 2.1 Phase 2 - 15.7		
Acres of impervious area	Phase 1 - 4.5 Phase 2 - 1.4	Phase 1 - 2.1 Phase 2 - 55.6	Phase 1 - 6.6 Phase 2 - 57.0	
Square feet of new bordering vegetated wetlands alteration		Phase 1 - 0 Phase 2 - 0		
Square feet of new other wetland alteration - Riverfront Only		Phase 1 - 21,177 Phase 2 - 21,490		
Acres of new non-water dependent use of tidelands or waterways		Phase 1 - 0 Phase 2 - 0		

STRUCTURES			
Gross square footage Phase 2 Only 1021 Kingston's Place	0	Retail-50 K Office-250 K Resid.-1.5M Total-1.8 M	Retail-50 K Office-250 K Resid.-1.5 M Total-1.8 M
Number of housing units	0	730	730
Maximum height (in feet)	0	35-50	35-50
TRANSPORTATION			
Vehicle trips per day 1021 Kingston's Place Trips	0	Phase 1 - 0 Phase 2 -- 12,410	Phase 1 - 0 Phase 2 - 12,410
Parking spaces	0	1,500	1,500
WATER/WASTEWATER			
Gallons/day (GPD) of water use Phase 2 Only	0	235,000	235,000
GPD water withdrawal (on-site irrigation well) - Phase 2 Only	0	28,700	28,700
GPD wastewater generation/ treatment - Phase 2 Only	0	235,000	235,000
Length of water/sewer mains (in miles) - To serve Phase 2	Water - 0 Sewer - 0	Water - 5.0 Sewer - 4.4	Water - 5.0 Sewer - 4.4

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

The Phase 2 project site includes Estimated Habitat of Rare Species and Priority Sites of Rare Species.

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

The 1021 Kingston's Place project is presented herein as having two distinct phases. Phase 1 project components for which a Phase 1 Waiver is requested are related to the desire to advance the design of regional improvements to the existing Route 3, Exit 8 (Smiths Lane) interchange in Kingston. In addition to a new southbound slip ramp onto Route 3, area improvements include geometric and signalization improvements along Smiths Lane at the Route 3 northbound and southbound ramps as well as the extension of and modifications to existing Cranberry Road. The request for a Phase 1 Waiver is made in hopes that its issuance signals the Commonwealth's intention to allow these regional roadway improvements and to progress the design process in concert with the completion of the MEPA review process and Section 61 finding by the Massachusetts Highway Department. Please refer to the cover letter accompanying this Expanded ENF for more detailed information relative to the Phase 1 Waiver request as well as the detailed information presented in this document in support of the Phase 1 Waiver.

Phase 2 of the project is the 1021 Kingston's Place project itself, which consists of a mixed use development proposed on 109+ acres of land located directly adjacent to the existing Kingston Commuter rail facility. The 1021 Kingston's Place transit oriented development consists of 730 residential units, 50,000 square feet (SF) of upscale retail space and 250,000 SF of Class A office space. The project site off Marion Drive in Kingston is located adjacent to the Massachusetts Bay Transportation Authority (MBTA) Kingston Commuter Rail Station and within the Kingston Smart Growth District, an overlay district adopted pursuant to M.G.L. c. 40R Smart Growth Zoning. Both Project phases' components, impacts, and mitigation will be fully disclosed through the Environmental Impact Report (EIR) review process. Please refer to Figure 1.1 in Chapter 1 of the EENF for the Site Locus depicted on the U.S. Geodetic Survey topographic map. Figure 1.2 graphically depicts the Existing Site Conditions and Figure 1.3 is an existing conditions aerial of the project site.

Phase 1 of the project includes the construction of a new Route 3 southbound on-ramp and the extension of Cranberry Road to connect with Marion Drive. The Route 3 southbound ramp work basically consists of a circumferential loop around the existing Town of Kingston Wastewater Treatment Facility (WWTF) and solid waste transfer station. The new ramp and roadway extension will not permanently adversely impact either facility but does require a land swap between the Massachusetts Highway Department and Town of Kingston to facilitate these regional highway improvements. Authorization for the Kingston Board of Selectmen to proceed with the land swap was granted at the October 22, 2007 Special Town Meeting. Minor infringement on the landfill layouts and transfer station area will occur and be fully mitigated. The Department of Environmental Protection (DEP) has been apprised of these impacts and all necessary testing, approvals and permits will be sought. The land uses surrounding these municipal facilities consist of the Route 3 right-of-way, MBTA commuter rail tracks, and capped landfill areas. The upland area to be impacted for the new ramp configuration consist of mixed deciduous and scrub pine vegetation over sandy soils. No direct impact to bordering vegetated wetland resource areas or any regulated natural resources are proposed. There will be minor infringements upon buffer zone associated with the new Route 3 ramp and riverfront area and buffer zone associated with the widening of Cranberry Road at Smelt Brook. Please refer to Chapter 1, Figure 1.4 which depicts the existing conditions with the landfill areas, transfer station and other land uses labeled and Figure 1.5 which depicts the proposed land uses by Cubellis, Inc.

Project Description (continued)

Expanded Environmental Notification Form - 1021 Kingston's Place – Kingston, Massachusetts

Much of the 109-acre Phase 2 project site is already impacted as a result of a long-term sand and gravel removal operation by others. The northerly property line abuts the MBTA Kingston commuter rail station property and the 32 acre Davis Property. The Proponent will be gifting approximately 14 acres of the Davis property to the Town of Kingston of which a portion will be utilized for new leaching field associated with the Kingston WWTF and the other remaining portion for conservation purposes. All 14 acres will be placed under a conservation restriction. The southerly property line abuts another sand and gravel operation (just north of Royson Drive) and mostly undeveloped residential land abutting Smelt Brook. No direct impacts to wetland resource areas are proposed under the Phase 2 build with the exception of a small area of riverfront (<10% of the site riverfront) at Smelt Brook for minor grading for residential homes and potential stormwater recharge.

Following numerous meetings and supportive direction by MassHighway, the Town of Kingston, and state officials, an Alternatives Improvement Evaluation report was submitted in December 2006. That report analyzed 12 distinct alternatives to improve traffic operations in and around the vicinity of the Kingston commuter rail station. Chapter 2 of this report provides a synopsis of the Alternative Improvement Evaluation conducted for the Route 3 Exit 8 interchange. In January 2007 MassHighway issued its findings letter that identified three of the 12 Alternatives as suitable for further review and analysis (please refer to MassHighway's findings letter in Appendix C of this document). The three alternatives determined to be suitable for further review are Alternative 2 – Southbound Ramp to Route 3 Long Version; Alternative 9 - Mall Access Modifications; and, Alternative 11 – Southbound Off and Southbound On-Ramp from Cranberry Road. These alternatives are further analyzed in Chapter 3 of this EENF and twenty-five percent (25%) design plans have been advanced for the final preferred alternative, Alternative 2 – Southbound Ramp to Route 3 Long Version, to demonstrate project feasibility and minimization of impacts to the environment. Finally, in support of Alternative 2 and the overall traffic improvements plan, a detailed Traffic Impact and Access Study is included in Chapter 4.

The Phase 2 aspects of this project are equally as advantageous to the environment and public greater good as those roadway improvements proposed under Phase 1. The 1021 Kingston's Place project is consistent with statewide 40R initiative to locate substantial development projects next to existing transit locations and promote affordable housing and smart growth. Transit-oriented smart growth development seeks to take advantage of the transit option, minimize area traffic and provide crucial affordable housing alternatives. The project includes 146 residential units that will be affordable to families whose earnings are less than 80% of the area median income. In addition to the privately-funded roadway improvements, the project will also result in substantial private investment in the town's infrastructure, including improvements to the Town's wastewater treatment and water supply systems, and provisions for the creation of new ball fields. Please refer to the final section of Chapter 1, *Project Benefits* for a more detailed and encompassing list of mitigation that will be realized with the advancement of Phases 1 and 2 of the 1021 Kingston's Place project.

LAND SECTION – all proponents must fill out this section

I. Thresholds / Permits

A. Does the project meet or exceed any review thresholds related to **land** (see 301 CMR 11.03(1))
 Yes No; if yes, specify each threshold: See 301 CMR 11.03(1)(a)(2) creation of ten or more acres of impervious area.

II. Impacts and Permits

A. Describe, in acres, the current and proposed character of the project site, as follows: