

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.: 13411
 MEPA Analyst: Rick Bourke
 Phone: 617-626-1130

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: ArborPoint at Woodland Station		
Street: Washington Street		
Municipality: Newton	Watershed: Charles River	
Universal Transverse Mercator Coordinates: E 315481 Meters N 4689584 Meters Zone 19	Latitude: N 42d 20' 11.9" Longitude: W 71d 14' 23.3"	
Estimated commencement date: March 2005	Estimated completion date: August 2006	
Approximate cost: \$35 million	Status of project design: 50 %complete	
Proponent: Woodland Station LLC with Massachusetts Bay Transportation Authority, c/o National Development		
Street: 2310 Washington Street		
Municipality: Newton Lower Falls	State: MA	Zip Code: 02462
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Theo Kindermans		
Firm/Agency: Geller DeVellis Inc.	Street: 29 Washington Street	
Municipality: Wellesley	State: MA	Zip Code: 02481
Phone: 781.237.4111	Fax: 781.237.4144	E-mail: tkindermans@gellerdevellis.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): Financial Assistance from MassHousing (amount to be determined); Ground Lease from MBTA (Land Area = 3.86 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: Chapter 40B Comprehensive Permit from Newton Zoning Board of Appeals, BRP WP 14 Minor Sewer Extension/Sewer Connection with Pump Station, Conservation

Commission Request for Determination

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

- | | | |
|---------------------------------|---------------------------------------|--|
| <input 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 (including Legislative Approvals) – Specify:
Total site acreage	4.67			
New acres of land altered		0		
Acres of impervious area	3.50	+0.87	4.37	
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	0	+318,296	318,296	
Number of housing units	0	+180	180	
Maximum height (in feet)	0	+53.2	53.2	
TRANSPORTATION				
Vehicle trips per day	2,050	+1,240	3,290	
Parking spaces	448	+420	868	
WASTEWATER				
Gallons/day (GPD) of water use	0	+32,340	32,340	
GPD water withdrawal	0	0	0	
GPD wastewater generation/treatment	0	+32,340	32,340	
Length of water/sewer mains (in miles)	0	+0.78	0.78	

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.)

The Project is comprised of the construction of a 180 unit multi-family residential development to be known as "ArborPoint at Woodland Station" on approximately 168,272 square feet of land located between number 1958 Washington Street and number 1930-1932 Washington Street, Newton, Ward 4. The Property is located within Section 43, Block 35, Lot 29; Section 43, Block 45, Lot 31; and in Section 45, Block 43, Lot 30. The Property is currently a parking lot for the Massachusetts Bay Transportation Authority (MBTA) Woodland Station on the Riverside (D) Line. The parcel is relatively flat and open, with a steep, upward slope on the north side. The parcel has frontage along Washington Street on the western portion of the site. The Property is bordered by the Golda Meir House, a seven-story multi-family building on the north and east side, the 193-acre Brae Burn Country Club on the south and southeast side, and the MBTA rail line on the west and southwest side. There are single family homes on the west and southwest side of the railroad tracks. The Property is also bordered by Washington Street and the 133-acre Woodland Country Club on the west side.

Currently, the Woodland MBTA property consists of a large open paved area with minimal landscaping, no drainage system, high-intensity 30' light poles, and open parking for commuter vehicles. The proposed site plan contemplates the creation of a streetscape with two-level townhomes with direct access through landscaped garden areas along the street edge. The larger portions of the building will be set back from the street edge, behind the townhomes. There will be substantial landscaping, a well engineered drainage system, residentially-scaled lighting, and resident parking that is completely contained within the proposed structure. The proposed residential use of the Property provides an effective transition between the Golda Meir property and the adjacent MBTA Green Line tracks, the Longfellow Road neighborhood, and the Newton-Wellesley Hospital campus.

The Project site is long and narrow with a steep slope on one side and the MBTA railroad tracks on the other. The building has been set back toward the slope, thereby providing maximum distance from the single family residential neighborhood. There are two level townhomes along the roadway closest to the Longfellow Road neighbors. The larger portions of the building have been set back from the roadway to reduce the overall mass of the facade. In addition, the design allows for a major view corridor between the taller portions of the buildings. The landscaped patio and pool area and the view corridor are aligned with the Golda Meir House courtyard to enhance views for the residents of Golda Meir House. Views from surrounding properties will be improved by replacing the MBTA's 448 space surface parking lot with a brick-faced 548 space parking structure that will be two levels above grade, and by placing all of the residential parking inside of the proposed building.

The Project consists of a residential program that supplements the MBTA parking requirements while being consistent with the existing neighborhood use. The Project is also consistent with the City of Newton's and the Commonwealth's Affordable Housing Initiatives. The creation of diverse housing stock (including

multi-family rental housing) and the creation of affordable housing are priorities for the City. In addition, the City has identified Smart Growth development principles and Transit Oriented Development as goals for new development in the City. The Project exemplifies Smart Growth in that it is located at a transit station, has immediate access to a major transportation corridor, has immediate proximity to a large population base and will be highly accessible to pedestrians through walking paths and sidewalks. The Project is consistent with the MetroPlan planning process initiated by the Metropolitan Area Planning Council and is designed to be a model for public transportation-based rental housing.

Alternative programs would be inconsistent with the existing residential use of the abutting properties and architectural and site plan options explored further impacted abutting neighborhood views and noise levels. A "no-build" alternative would not provide the housing benefits to the City or Commonwealth that are created with this program, and would hinder the MBTA's Transit Oriented Housing initiative. A "no-build" alternative would also not create the 100 additional commuter parking spaces that are important to the City and State's long-term transportation policy.