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.: 13153
MEPA Analyst: Deirdre Buckley
Phone: 617-626- 1044

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: **Marion Village Estates**		
Street: **Off Front Street**		
Municipality: **Marion**	Watershed: **Buzzards Bay**	
Universal Tranverse Mercator Coordinates:	Latitude: 41-43-00N Longitude: 70-46-31W	
Estimated commencement date: **Nov. 2004**	Estimated completion date: **18 mo. after**	
Approximate cost: **$22,000,000**	Status of project design: **20** %complete	
Proponent: **Baywatch Realty Trust**		
Street: **422 Mariano Bishop Boulevard**		
Municipality: **Fall River**	State: **MA**	Zip Code: **02721**
Name of Contact Person From Whom Copies of this ENF May Be Obtained: **Daniel C. Mulloy, PE**		
Firm/Agency: **Cullinan Engineering Co., Inc.**	Street: **10 Riverside Drive , Suite 104**	
Municipality: **Lakeville**	State: **MA**	Zip Code: **02347**
Phone: **(508) 946 - 9911**	Fax: **(508) 946 - 9955**	E-mail: **dmulloy@cullinaneng.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:
Local: Comprehensive Permit, Order of Conditions, Sewer Extension Permit
State: Sewer Extension Permit, Groundwater Discharge Permit
Federal: NPDES Construction Stormwater Discharge Permit

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

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

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	33.44		
New acres of land altered		26.5±	
Acres of impervious area	0	7.4	7.4
Square feet of new bordering vegetated wetlands alteration		4,600	
Square feet of new other wetland alteration		0	
Acres of new non-water dependent use of tidelands or waterways		0	
STRUCTURES			
Gross square footage	0	206,444	206,444
Number of housing units	0	192	192
Maximum height (in feet)	0	35	35
TRANSPORTATION			
Vehicle trips per day	0	1,265	1,265
Parking spaces	0	425	425
WATER/WASTEWATER			
Gallons/day (GPD) of water use	0	37,735	37,735
GPD water withdrawal	0	0	0
GPD wastewater generation/ treatment	0	37,735	37,735
Length of water/sewer mains (in miles)	0	WATER: 0.89 SEWER: 0.97	WATER: 0.89 SEWER: 0.97

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:

Groundwater Discharge Permit
NPDES Permit

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.*)

(a) Project Site: The proposed project known as Marion Village Estates consists of 192 apartment units ranging in size from 800 sf to 1,000 sf of one bedroom and two bedroom units respectively. The project qualifies as assisted " low or moderate income housing" within the meaning of M.G.L. Ch.40B, Sec.20; in which, 25 percent of the units will meet the low and moderate income definition. The project is situated on a 33.44-acre parcel. The site access entrance is through the east at Front Street (Route 105), which generally runs in a north-south direction. North of the Front St. site entrance is Route I-195 interchange, and south is the wye (Y) intersection of Front St. and Spring St., which leads to Wareham Street (Route 6). The site is bordered by an overgrown abandoned railroad bed to the south and a cranberry bog to the north. To the west of the site is an undeveloped wooded area. The existing site consists predominantly of woods and underbrush with sections of wetlands. The site is zoned "General Business", and it is not located within an aquifer protection district as shown on the Town zoning district map. The site is also not located within any flood zones as indicated on the community FIRM map. A plan titled Existing Condition Pan (Fig. 3) included in the form package will further illustrate the existing character and condition of the project site.

(b) Alternatives: The addition of 192 apartment units, in which 48 units will be affordable, will supplement the deficient number of low-and moderate-income housing for the town. According to the Department of Housing and Community Development (DHCD) data, the town is well short of the 10% municipality goal of affordable housing. Data trend shows the town population has increased near 14% in the last decade, while home values have appreciated 21%. Two project types were considered for this site, conventional subdivision with fee ownership lots and a rental housing complex, both through M.G.L. Ch.40B. The conventional subdivision would increase the amount of impervious area, provide less open space, and also alter a larger area of the surrounding natural character. The proposed apartment complex will create less impervious area, provide additional open space, and minimize disturbance to its existing surrounding features. The project's development approach is to attempt to maintain community character, such as preserve contiguous open space and forest trails. This type of development also encourages environmental protection such as wetland preservation. Furthermore, due to the existing landscape feature and the location of the major component of the complex, the project will have a natural buffer or vegetative screen from the existing streets and direct abutters.

The proposed design and layout of the rental housing complex has been reviewed through numerous public meetings with the Town and Abutters to the project. A conventional 40B subdivision could create at least 110 lots, which is not preferred since it cannot supplement to the town's need for

affordable housing in the long term, does not provide as many affordable units, and creates larger site disturbance. The proposed apartment complex would provide 48 of the 192 units as affordable providing much needed housing and helping the Town with future affordable housing inventory demands. To continue, residents of the proposed housing are coincidentally supported by existing commercial establishments, such as stores and restaurants nearby, which are located on Front St., Spring St. and Wareham St. The accessibility of nearby stores and shops adds to the convenience of residents who cannot drive nor have access to vehicles. Two plans entitled Preliminary Layout Plan (Fig. 4) and Conceptual Subdivision Layout Plan (Fig. 6) are included in the package for references.

(c) Mitigations: Since all parking facilities of the proposed housing complex are within the site, there should be no anticipated increase in roadway congestion on the existing service street (Front St.) due to on street parking. Based on the traffic study conducted, the additional vehicle trips per day from the proposed project will have a minor impact to the existing traffic operations in the area. Sidewalks, as part of the project's internal roadway system, will be provided on one side of the street throughout the development to promote safe and convenient pedestrian movement out to Front Street. The 24-foot paved internal roadway network will include turnarounds to provide vehicles with smooth transition to and from parking areas. The character of the proposed roadway will also encourage slower vehicular speed. Consequently, traffic signage will be implemented in the network to advocate pedestrian and vehicular safety. Furthermore, there are existing commercial establishments nearby, such as stores, shops, and restaurants which are easily reached by pedestrians, thus potentially further reducing site generated trips. Presently the town is not affiliated with a regional transit authority, nor is there a freight or passenger rail service in the vicinity of the site. Intermodal facilities are easily accessible since the site is near main town roads and state highways. The project's traffic and transportation management plan, including construction related activities, will be consistent with state, and federal plans and policies.

Two possible options were considered for the best means of handling the sewage generated from the site. The preferred method is to connect to the existing municipal wastewater collection system. From the connection, the sewer network will convey the effluent to the receiving municipal wastewater treatment facility for treatment. Presently, the town is in the process of improving and extending its sewer collection system and upgrading its wastewater treatment facility. The second option of managing the site's wastewater is to construct a common on-site wastewater treatment facility. The site's internal wastewater collection network would convey all the generated sewage from the units to the constructed on-site wastewater treatment facility for treatment prior to groundwater discharge. The proposed project sewage collection and disposal system, on-site and/or through the municipal system, will be designed according to state, and federal sanitary codes. Meeting these requirements will negate any possible adverse impacts to ground and surface water resources.

Efforts were made to minimize the potential impervious area that will be created at the completion of the project. Mitigations such as preserving existing landscape features and reducing building footprints will help control excessive stormwater runoff that leaves the site. Nevertheless, the project will result in increased stormwater runoff due to the conversion of undeveloped land to developed land. The stormwater management system for the project will be designed to comply with the DEP's Stormwater Management Policy and the Wetlands Protection Act. The drainage system will consist of Best Management Practices (BMP's) such as, deep sump and hooded catch basins, sediment forebays, and extended detention basins. Post-development runoff rates will be held below pre-development levels.