Commonwealth of Massachusetts

Executive Office of Energy and Environmental Affairs
Massachusetts Environmental Policy Act (MEPA) Office

Environmental Notification Form

For Office Use Only

EEA#: _____

MEPA Analyst: _____

The information requested on this form must be completed in order to submit a document electronically for review under the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: **Proposed Mixed-Use Development, 655 Washington Street**		
Street Address: **655 Washington Street (APN 29-329-9-0)**		
Municipality: **Weymouth**	Watershed: **South Coastal**	
Universal Transverse Mercator Coordinates: **19T 338916 m E, 4674186 m N**	Latitude: **N42° 12' 11"** Longitude: **W70° 57' 05"**	
Estimated commencement date: **Summer 2021**	Estimated completion date: **2022**	
Project Type: **Residential/Retail**	Status of project design: **75%** complete	
Proponent: Trinity Green Development, LLC		
Street Address: **180 Canton Avenue**		
Municipality: **Milton**	State: **MA**	Zip Code: **02186**
Name of Contact Person: **Bradley C. McKenzie, P.E.**		
Firm/Agency: **McKenzie Engineering Group, Inc.**	Street Address: **150 Longwater Drive, Suite 101**	
Municipality: **Norwell**	State: **MA**	Zip Code: **02061**
Phone: **781-792-3900**	Fax: **781-792-0333**	E-mail: **BMcKenzie@mckeng.com**

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

If this is an Expanded Environmental Notification Form (ENF) (see 301 CMR 11.05(7)) or a Notice of Project Change (NPC), are you 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
(Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?
(6)(b) 14. Generation of 1,000 or more new adt on roadways providing access to a single location and construction of 150 or more new parking spaces at a single location.

Which State Agency Permits will the project require?
State Highway Access Permit from MassDOT for access to Washington Street (Route

53) & Utility Connection Permit

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:

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	3.73 AC		
New acres of land altered		0.74 AC	
Acres of impervious area	2.73 AC	0.15 AC	2.88 AC
Square feet of new bordering vegetated wetlands alteration		0 SF	
Square feet of new other wetland alteration		0 SF	
Acres of new non-water dependent use of tidelands or waterways		0 SF	
STRUCTURES			
Gross square footage	21,265 SF	218,735 SF	240,000 SF
Number of housing units	0	160	160
Maximum height (feet)	(2 stories)	+ 2 stories	48 (4 stories)
TRANSPORTATION			
Vehicle trips per day	292[a]	+1,288	1,580[b]
Parking spaces	93	166	259
WASTEWATER			
Water Use (Gallons per day)	9,570	17,460	22,630
Water withdrawal (GPD)	0	0	0
Wastewater generation/treatment (GPD)	9,570	17,460 Note: Please see Project Summary – Water Supply and Wastewater under Project Description on Page 3 for calculation of wastewater flow.	22,630
Length of water mains (miles)	0	0	0
Length of sewer mains (miles)	0	0	0

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

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

[a]Trips attributable to the two former 87-room Boston Motel that occupied the project site and estimated using Institute of Transportation Engineers (ITE) Land Use Code (LUC) 320, *Motel*.

[b]Based on ITE LUC 221, *Multifamily Housing (Mid-Rise)*, with 160 dwelling units, and LUC 820, *Shopping Center*, 6,000 sf.

GENERAL PROJECT INFORMATION – all proponents must fill out this section

PROJECT DESCRIPTION:

Describe the existing conditions and land uses on the project site:

The project site has frontage on Washington Street in Weymouth, Massachusetts and consists of approximately 3.73 acres. It is shown on the Town of Weymouth Assessors' Maps as Assessor's Parcel Number (APN) 29-329-9-0. The site is bordered by Washington Street to the north, residential development at the eastern property line, and commercial uses to the west. Existing site conditions are shown on the Existing Conditions Plan Sheet EX-1.

The project is located entirely within the Limited Business Zoning District (B-1) and the Commercial Corridor Overlay District (CCOD). A majority of the site consists of impervious surface coverage, with the southern portion of the site being partially wooded with bordering vegetated wetlands to the west. The site is located within Zone X, Area of Minimal Flooding as shown on FEMA Flood Insurance Rate Map Panel No. 25021C0229E with an effective date of July 17, 2012. The topography ranges from approximate elevation 103 ft. (NAVD88) at the southern portion of the site, to approximate elevation 89 ft. (NAVD88) along Washington Street at the northern portion of the site. The site generally slopes in a northeasterly direction towards Washington Street at the northern property line. The soil types as identified by Soil Survey, Norfolk County, MA prepared by the NRCS Soil Conservation Service (SCS) are classified as 602-Urban Land, 0 to 15 percent slopes with hydrologic soil group (HSG) A; and 653-Udorthents, sandy with hydrologic soil group (HSG) A. Soil testing conducted by McKenzie Engineering Group, Inc. (MEG) on December 23, 2020 identified the soils to be loamy sand (HSG B).

A Bordering Vegetated Wetlands (BVW) system is located at the western boundary of the site and was flagged by Environmental Consulting & Restoration, LLC (ECR) on October 6, 2020, and field located by McKenzie Engineering Group Inc. in October of 2020. A Notice of Intent (NOI) was filed with the Weymouth Conservation Commission (DEP File No. SE 081-1268) and the Commission voted at their April 27, 2021 meeting to issue an Order of Conditions. The site is not located within a National Heritage Endangered Species Program (NHESP) Estimated and Priority Habitat of Rare Species.

An Environmental Constraints Plan has been prepared by McKenzie Engineering Group, Inc. dated June 2, 2021. This plan shows the relation of the project site to environmentally sensitive areas. Whitman's Pond in Weymouth is listed as an Outstanding Resource Water, Class A and is located within a FEMA Zone A. Located to the southeast of the project location is a DEP Zone II which is also located within the Town of Weymouth Watershed Protection District.

The project site is located on Washington Street approximately 0.15 miles northwest of the intersection of Middle Street and Washington Street. Washington Street (Route 53) is a state highway that runs from its southern terminus at Route 3A in Kingston to its northern terminus at Route 3A in Quincy. The roadway pavement is approximately 38 ft. wide in the vicinity of the project with two travel lanes, vertical granite curbing, and sidewalks on either side.

See Appendix D for the Environmental Constraint Plan which shows these ACEC's.

Describe the proposed project and its programmatic and physical elements:

NOTE: The project description should summarize both the project's direct and indirect impacts (including construction period impacts) in terms of their magnitude, geographic extent, duration and frequency, and reversibility, as applicable. It should also discuss the infrastructure requirements of the project and the capacity of the municipal and/or regional infrastructure to sustain these

requirements into the future.

Project Summary

The project consists of a four-story mixed-use building which includes first level parking, 160 residential dwelling units, and 6,000 square feet of retail space as shown on the Development Plan Sheet P-1. The project will involve the development of bituminous parking and access roadway, utilities, stormwater management system and related infrastructure. The project will access utility infrastructure located on Washington Street including sanitary sewer, water, electric, telephone and cable television. The project will be permitted in accordance with all applicable local, state and federal regulations.

Water Supply and Wastewater

Wastewater generated from the proposed building will be directed to an existing 8-inch sewer main which flows in a southeasterly direction along Washington Street. It is anticipated that the 160 residential units will generate 22,330 gallons per day (GDP) and the 6,000 square feet of retail space will generate 300 GPD for a total wastewater generation of 23,630 GPD.

The Weymouth Department of Public Works – Water & Sewer Division (DPW) does require Infiltration/Inflow mitigation in form of a one-time fee per design gallon of sewerage contributed to the system. As mentioned, the wastewater generated is anticipated to be 23,360 GPD which will require a substantial I/I fee contribution. Weymouth DPW implemented the I/I program for new developments in 1985.

The municipal water system on Washington Street is comprised of a 12-inch main which will provide water supply for domestic use and fire protection. Recent flow testing witnessed by the Weymouth Water Department has confirmed that sufficient flows and pressures are available in the system to accommodate the proposed development. I/I contributions associated with wastewater also serve as mitigation for water impacts to the town's water systems.

Wetlands

A Bordering Vegetated Wetlands (BVW) system is located at the western boundary of the site and was flagged by Environmental Consulting & Restoration, LLC (ECR) on October 6, 2020, and field located by McKenzie Engineering Group Inc. in October of 2020. This vegetated wetland was delineated following the methodology established by the Massachusetts Department of Environmental Protection (DEP) regulations found at 310 CMR 10.55 pertaining to the delineation of Bordering Vegetated Wetlands. The delineation was performed by analyzing vegetation, hydrology within 12 inches of the surface, and soil conditions within 20 inches of the surface. A Notice of Intent (NOI) was filed with the Weymouth Conservation Commission (DEP File No. SE 081-1268) and the Commission voted at their April 27, 2021 meeting to issue an Order of Conditions. The project has been designed to avoid alteration of wetlands resources and to maximize the buffer between the limit of work and the wetland resource areas. An erosion control barrier consisting of silt socks is proposed to be installed between work areas and wetland resources in order to prevent the migration of sediments and erosion within cleared work areas.

Mitigation plans approved in connection with the Order of Conditions issued by the Weymouth Conservation Commission include installation of erosion control along the edge of BVW, clearing of invasives within the buffer zone, removal of debris, recycling of fallen trees and natural vegetation on site, revegetation, and a comprehensive monitoring plan that extends into the future to monitor the invasives removal. The Weymouth Conservation will monitor the project throughout to ensure compliance with the Order of Conditions.
Refer to Appendix E for the plan approved by the Commission entitled, "Proposed Buffer Zone Plan, 655 Washington Street, dated April 9, 2021 and revised April 22, 2021" prepared by Environmental Consulting &

Restoration.

Stormwater Management

The proposed stormwater management features will be designed to fully comply with all local regulations and Standards of the Department of Environmental Protection Stormwater Management Regulations (SMR). Stormwater runoff from new impervious surfaces will be managed to be in full compliance with all standards of the SMR. There will be no increase in peak rates of runoff at downgradient wetlands and properties as a result of the project development. In addition, a minimum of 80% of total suspended solids will be removed from stormwater runoff prior to discharge into wetland resources as required under the SMR. Refer to Appendix G for the Executive Summary of the Stormwater Management Report for more detailed information. A Construction Phase Best Management Practices (BMP) Operation and Maintenance Plan has been approved by the Weymouth Planning and Zoning Boards and Conservation Commission and is included in Appendix H. A Post-Development Best Management Practices (BMP) Operation and Maintenance Plan has been approved by the Weymouth Planning and Zoning Boards and Conservation Commission and is included in Appendix I.

Rare Species

The site is not located within a National Heritage Endangered Species Program (NHESP) Estimated and Priority Habitat of Rare Species.

Transportation

The traffic volume anticipated as a result of the site development will not result in a significant impact (increase) on existing traffic operations on Washington Street and the surrounding roadway network. Lines of sight at the project site driveway intersection with Washington Street were found to exceed the recommended minimum distance for safe and efficient operation.

In order to develop the traffic characteristics of the proposed project, trip-generation statistics published by the Institute of Transportation Engineers (ITE) for similar land uses as the proposed use was employed. ITE Land Use Code (LUC) 320, Motel (87 rooms), was employed to develop the existing site traffic characteristics and determine approximately 292 ADT generated by the former motel. ITE Land Use Code (LUC) 221, Multi-Family Housing (Mid-rise), 160 dwelling units, and Land Use Code 820 Shopping Center (6,000 s.f.) was used to develop the anticipated traffic characteristics of the project. It was determined that the project will generate approximately 1,580 vehicle trips per day (ADT), inclusive of pass-by trips.

As mitigation and included as part of the Zoning Board Decision issued on April 22, 2021, the project proponent has agreed to contribute $75,000 with 60 days of exceeding 80% occupancy of the building toward traffic improvement projects within this vicinity of Weymouth to mitigate potential problems associated with the development.

Refer Appendix G for Executive Summary of the Traffic Impact Assessment for more detailed information.

Describe the on-site project alternatives (and alternative off-site locations, if applicable), considered by the proponent, including at least one feasible alternative that is allowed under current zoning, and the reasons(s) that they were not selected as the preferred alternative:

NOTE*: The purpose of the alternatives analysis is to consider what effect changing the parameters and/or siting of a project, or components thereof, will have on the environment, keeping in mind that the objective of the MEPA review process is to avoid or minimize damage to the environment to the greatest extent feasible. Examples of alternative projects include alternative site locations, alternative site uses, and alternative site configurations.*

Several different uses are allowed in the Limited Business Zoning District (B-1) under the Weymouth Zoning Ordinance including hotel, motel, restaurant, trade or professional school, private club or lodge, place of amusement or assembly, clinic or office, printing shop, photographer's studio, taxidermist, caterer, and retail business. Several different commercial uses are permitted by Special Permit with the Weymouth Board of Zoning Appeals including service station, repair garage, car wash, commercial parking lot or parking garage, detached one-family dwelling, wholesale business, jobbing or dispatching establishment, storage in roofed structure, enclosed or open-lot storage, and lodging house. Several different commercial uses are permitted by Special Permit with the Weymouth Planning Board including grouping any permitted uses to form a shopping center for which special conditions must be met, and any permitted use having drive-through service or windows. The dimensional requirements in the B-1 Zoning District are a minimum lot area of 10,000 s.f. with 100 ft. of frontage and a maximum building coverage of 50%. The proposed project has been designed in accordance with all municipal regulations outlined in the Weymouth Zoning Ordinance.

The project site also falls within the Commercial Corridor Overlay District (CCOD) which allows for the development and redevelopment of parcels within the B-1 Zoning District to incorporate a residential component.

One alternative that was considered was a development comprised of multi-family units permitted in accordance with Massachusetts General Law MGL Ch. 40B § 20-23. This alternative would involve a much higher density than the preferred alternative and involve much greater impacts to municipal infrastructure. The project would have greater impacts on the surrounding roadway infrastructure as well as higher water consumption, wastewater generation, stormwater runoff and general demands on the public infrastructure. This alternative was not pursued due to the substantial environmental and other impacts to the surrounding area.

Some of the other permitted uses such as restaurants, trade or professional schools, private club or lodges, clinic or offices, and retail businesses were not considered as they would not be economically viable in this location and the project proponent's development goal was to create a project that fulfilled the purpose of the Commercial Corridor Overlay District which is to incorporate a residential component as part of mixed-use developments.

The No-Build alternative was not considered as an option.

We believe that the preferred alternative is the most desirable use of land as it will serve a mixed use of housing and retail while minimizing impacts to the environment. The project will be designed to meet all of the requirements of the Weymouth Zoning Ordinance and all other applicable local, state and federal regulations. Weymouth's Commercial Corridor Overlay District (CCOD) has a maximum building coverage requirement of 60% and the project proposes 47% building coverage. The project site falls within the portion of Route 53 known as The Washington Street Corridor. The proposed development satisfies the density requirement of this corridor with a floor area ratio (FAR) of less than 1.00. The proposed site development will also provide open space which exceeds the 15% open space requirement.

The project has been reviewed by various Town Departments and has been well-received. The project proponent will continue to work with the municipality to ensure that the best interests of the town are reflected in the design of the project.

Summarize the mitigation measures proposed to offset the impacts of the preferred alternative:

Project Impacts and Mitigation Measures

The project has been designed to minimize impacts to sensitive resources. The project will comply with all regulations outlined in the Town of Weymouth Zoning Ordinance including setbacks to the property line, open space, and all applicable dimensional requirements. The proposed stormwater management features will be designed to fully comply with the Department of Environmental Protection Stormwater Management Regulations (SMR). Stormwater runoff from new impervious surfaces will be managed to be in full compliance with all standards of the SMR. There will be no increase in peak rates of runoff at downgradient wetlands and properties as a result of project development. In addition, a minimum of 80% of total suspended solids will be removed from stormwater runoff prior to discharge into wetland resources as required under the SMP. A Post-Development Best Management Practices (BMP) Operation and Maintenance Plan has been approved by the Weymouth Planning and Zoning Boards and Conservation Commission and is included in Appendix I.

The project has been designed to avoid alteration of wetlands resources and to maximize the buffer between the limit of work and the wetland resource areas. There are no impervious surfaces proposed within the 25 ft. no-disturb buffer from the bordering vegetated wetland located in the western portion of the site in accordance with the Weymouth Wetlands Protection Regulations. An erosion control barrier consisting of silt socks is proposed to be installed between work areas and wetland resources in order to prevent the migration of sediments and erosion within cleared work areas. Refer to Appendix E for the plan approved by the Commission entitled, "Proposed Buffer Zone Plan, 655 Washington Street, dated April 9, 2021 and revised April 22, 2021" prepared by Environmental Consulting & Restoration.

Wastewater generated from the proposed building will be directed to an existing 8-inch sewer main which flows in a southeasterly direction along Washington Street. It is anticipated that the 160 residential units will generate 22,330 gallons per day (GDP) and the 6,000 square feet of retail space will generate 300 GPD for a total wastewater generation of 23,630 GPD. The Weymouth Department of Public Works – Water & Sewer Division (DPW) does require Infiltration/Inflow mitigation in form of a one-time fee per design gallon of sewerage contributed to the system. As mentioned, the wastewater generated is anticipated to be 23,360 GPD which will require a substantial I/I fee contribution. I/I contributions associated with wastewater also serve as mitigation for water impacts to the town's water systems.

The traffic volume anticipated as a result of the site development will not result in a significant impact (increase) on existing traffic operations on Washington Street and the surrounding roadway network. In an effort to encourage the use of alternative modes of transportation to single-occupant vehicles, the following Transportation Demand Management (TDM) measures will be implemented as a part of the Project:

- *A transportation coordinator will be designated for the Project to coordinate the elements of the TDM program;*
- *Information regarding public transportation services, maps, schedules and fare information will be posted in a central location and/or otherwise made available to residents and employees of the Project;*
- *A "welcome packet" will be provided to residents and employees detailing available public transportation services, bicycle and walking alternatives, and commuter options available;*
- *Work-at-home workspaces will be provided to support telecommuting by residents of the Project;*
- *Commercial tenants will be encouraged to offer specific amenities to discourage off-site trips, including providing a breakroom equipped with a microwave and refrigerator; offering direct deposit of paychecks; and other such measures to reduce overall traffic volumes and travel during peak-traffic-volume periods;*
- *Pedestrian accommodations will be incorporated into the Project and along Route 53, and will include ADA-compliant wheelchair ramps at all pedestrian crossings that are to be constructed or modified as a part of the Project;*

- *A central mail drop will be provided; and*
- *Secure bicycle parking will be provided within the Project site.*

Refer Appendix G for Executive Summary of the Traffic Impact Assessment for more detailed information. As mitigation and included as part of the Zoning Board Decision issued on April 22, 2021, the project proponent has agreed to contribute $75,000 with 60 days of exceeding 80% occupancy of the building toward traffic improvement projects within this vicinity of Weymouth to mitigate potential problems associated with the development.

Temporary Construction Impacts and Mitigation Measures

The project will result in minor temporary construction phase impacts. A Construction Phase Best Management Practices (BMP) Operation and Maintenance Plan has been approved by the Weymouth Planning and Zoning Boards and Conservation Commission and is included in Appendix H. Air quality impacts during the construction phase will be short term and limited primarily to fugitive dust from excavation and grading activities. Preventative measures include use of wetting agents, tarpaulin covered trucks transporting any soil, and street sweeping upon installation of pavement. Trucks and other construction equipment used on site will meet federal and state emission standards. Construction activities will be limited to normal working hours to reduce noise impacts to adjacent properties. All construction and demolition debris will be hauled off-site by licensed haulers and disposed of legally in accordance will all local and state regulations.

If the project is proposed to be constructed in phases, please describe each phase:

N/A

AREAS OF CRITICAL ENVIRONMENTAL CONCERN:
Is the project within or adjacent to an Area of Critical Environmental Concern?
☐Yes (Specify_____)
☒No
if yes, does the ACEC have an approved Resource Management Plan? ___ Yes ___ No;
If yes, describe how the project complies with this plan.
_____
Will there be stormwater runoff or discharge to the designated ACEC? ___ Yes ___ No;
If yes, describe and assess the potential impacts of such stormwater runoff/discharge to the designated ACEC.
_____

RARE SPECIES:
Does the project site include Estimated and/or Priority Habitat of State-Listed Rare Species? (see http://www.mass.gov/dfwele/dfw/nhesp/regulatory_review/priority_habitat/priority_habitat_home.htm)
☐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

WATER RESOURCES:
Is there an Outstanding Resource Water (ORW) on or within a half-mile radius of the project site? **X** Yes __No;
if yes, identify the ORW and its location. Whitman's Pond, Class A public water supply

(NOTE: Outstanding Resource Waters include Class A public water supplies, their tributaries, and bordering wetlands; active and inactive reservoirs approved by MassDEP; certain waters within Areas of Critical