

Tricia Detterman

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Cc: Marlene.McCollem@carverma.org; Bruce Haskell (bhaskell@langdonenv.com); plymptonboh@comcast.net; planning@town.plympton.ma.us; selectmen.assistant@town.plympton.ma.us; town.clerk.asst@town.plympton.ma.us; Selectmen2013Q1Web@middleborough.com; TownManagerWeb@middleborough.com; ConservationWeb@middleborough.com; rgffry@middleborough.com; HealthWeb@middleborough.com

Subject: Notice of MEPA Consultation Session- EEA 15639- North Carver Development and Urban Renewal Plan, Carver

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NOTICE OF MEPA CONSULTATION SESSION

EEA No. 15639 North Carver Development and Urban Renewal Plan, Carver

Project Description: An Expanded Environmental Notification Form (EENF) has been filed with the Executive Office of Energy and Environmental Affairs by the Carver Redevelopment Authority (CRA) that describes a Urban Renewal Plan (URP) covering a 301.4-acre area adjacent to Route 58 and Route 44 in Carver near its borders with Middleborough and Plympton. The EENF also describes a conceptual development plan for the site.

As stated in the EENF, the goals of the URP include maximizing the development potential of the site to take advantage of its highway access, provide roadway access and infrastructure to support the private development of the site, attract development that is consistent with the Town's Master Plan

and zoning, and incorporate green space and minimize impacts of the development. The URP proposes that CRA acquire over 242 acres of land from 15 private landowners, relocate 3 commercial and 3 residential occupants of the site, adopt design controls for the development, and construct infrastructure improvements. The URP envisions a development of approximately 1.85 million square feet of predominately warehouse and distribution centers, office space, and light manufacturing. The approval of the URP requires MEPA review pursuant to 301 CMR 11.03(1)(b)(7), approval in accordance with M.G.L. c. 121B of a new urban renewal plan or a major modification of an existing urban renewal plan. The URP requires the approval of the Department of Housing and Community Development (DHCD).

The EENF also presents a conceptual plan for the development of the site, provides a brief alternatives analysis, and identifies potential impacts and mitigation measures. The EENF includes a request for a Phase 1 Waiver to allow the following to occur before the MEPA review of the entire development project is completed:

- Approval of the URP by DHCD;
- Acquisition of 13 privately-owned parcels and portions of 2 other privately-owned parcels, totaling 242.1 acres;
- Relocate affected residents and businesses;
- Demolish 5 buildings; and
- Create a disposition parcel for conveyance to the selected developer.

As described in the EENF, actual development of the site exceeds the thresholds for a mandatory EIR pursuant to 301 CMR 11.03(1)(a)(2), creation of ten or more acres of impervious area; 301 CMR 11.03 (6)(a)(6), generation of 3,000 or more new trips on roadways providing access to a single location; and 301 CMR 11.03(6)(a)(7), construction of 1,000 or more new parking spaces at a single location. The project will require a Highway Access Permit from MassDOT and a Groundwater Discharge Permit and a Corrective Action Design Permit from MassDEP. It is subject to the MEPA Greenhouse Gas Emissions Policy.

A public consultation session will be held to receive advice and comments from agencies, officials, and citizens regarding which environmental issues, if any, are significant for this project. Opinions as to the extent and significance of possible environmental impact and the merits of the Phase I waiver request, will be welcome.

MEPA consultation session scheduled for: Wednesday, March 1, 2017 at 10:00 AM. We will meet at Carver Town Hall, 108 Main Street, Carver. A site visit will be conducted after the consultation session.

MEPA comments due on or before: March 10, 2017

Certificate due: March 17, 2017

Contact for project information: Marlene McCollem, (508)866-3450,

Marlene.McCollem@carverma.org

MEPA contact: Alex Strysky, (617) 626-1025, alexander.strycky@state.ma.us

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

RECEIVED
 9:00am
 FEB 16 2017

Environmental Notification Form

For Office Use Only
 EEA#: 15639
 MEPA Analyst: Alex Steysky

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: North Carver Development and Urban Renewal Plan		
Street Address: Off Route 58 and Montello Street		
Municipality: Carver	Watershed: Taunton	
Universal Transverse Mercator Coordinates: Zone 19T 4643328.8 Northing/ 349165.9 Easting	Latitude: 41° 55' 35" N Longitude: 70° 49' 13" W	
Estimated commencement date: Jan 2018	Estimated completion date: July 2022	
Project Type: Commercial	Status of project design: 5 %complete	
Proponent: Carver Redevelopment Authority		
Street Address: 108 Main Street		
Municipality: Carver	State: MA	Zip Code: 02330
Name of Contact Person: Marlene McCollem		
Firm/Agency: Town of Carver, Department of Community Planning & Development	Street Address: Town Hall, 108 Main Street	
Municipality: Carver	State: MA	Zip Code: 02330
Phone: 508 866-3450	Fax:	E-mail: Marlene.McCollem@carverma.org
Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> 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)) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No a Special Review Procedure? (see 301CMR 11.09) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No a Waiver of mandatory EIR? (see 301 CMR 11.11) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No a Phase I Waiver? (see 301 CMR 11.11) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> 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)? Site development is expected to meet or exceed the following: <u>Mandatory EIR Thresholds:</u> 301 CMR 11.03(1)(a)2 - Creation of ten or more acres of impervious area. 301 CMR 11.03(6)(a)6 - Generation of 3,000 or more new trips on roadways providing access to a single location. 301 CMR 11.03(6)(a)7 - Construction of 1,000 or more new parking spaces at a single location		

ENF Threshold:

301 CMR 11.03(1)(b)7 – Approval in accordance with MGL c. 121B of a New Urban Renewal Plan or major modification of an existing Urban Renewal Plan.

Which State Agency Permits will the project require?

Anticipated permits include:

- From MassDEP - Groundwater Discharge Permit (310 CMR 5.00), Corrective Action Design (CAD) Permit (310 CMR 19.000)
- From MassDOT – Highway Access Permit
- From Department of Housing and Community Development – Approval of Urban Renewal Plan

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 current agreement between the Carver Redevelopment Authority and the selected redeveloper requires that the redeveloper fund all the costs associated with implementing the North Carver Urban Renewal Plan (URP) including the proposed development described in this EENF. The Carver Redevelopment Authority will work with the selected redeveloper to implement the North Carver URP including applying for financial assistance from Agencies of the Commonwealth. Specific potential sources of State financial assistance have not been identified to date.

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	301.4		
New acres of land altered		0	
Acres of impervious area	5±	85±	90±
Square feet of new bordering vegetated wetlands alteration		≤5000 ft ²	
Square feet of new other wetland alteration		0	
Acres of new non-water dependent use of tidelands or waterways		0	
STRUCTURES			
Gross square footage	<30,000	+1.9M±	1.9M+
Number of housing units	5	-4	1
Maximum height (feet)	20±	+25±	45±
TRANSPORTATION			
Vehicle trips per day	235 – Montello St. 12,140 – Route 58	+3,000± – Montello Street	3,200± - Montello Street
Parking spaces	<10	+2,400±	2,400±
WASTEWATER			
Water Use (Gallons per day)	Unknown	+29,000 gpd	+29,000 gpd
Water withdrawal (GPD)	Unknown	Remove all private wells	0 gpd
Wastewater generation/treatment (GPD)	Unknown	+23,300 gpd (80% of water use)	+23,300 gpd
Length of water mains (miles)	0	+1.3 miles	1.3 miles
Length of sewer mains (miles)	0	+0.5 miles (on-Site)	0.5 miles
Has this project been filed with MEPA before? <input type="checkbox"/> Yes (EEA # _____) <input checked="" type="checkbox"/> No			
Has any project on this site been filed with MEPA before? <input checked="" type="checkbox"/> Yes (EEA # <u>12228</u>) <input type="checkbox"/> No			

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 (Site) is within the limits of the properties that comprise the North Carver Urban Renewal Plan (URP) developed by the Proponent and included as Attachment B. The Site is in the northwest corner of the Town of Carver within the approximate rectangular area formed by the municipal boundary with the Town of Middleborough to the west, the Town of Plympton to the north, Route 58 to the east and Route 44 to the south. The total Site area is approximately 301.4-acres (see Figure 1 – Site Locus in Attachment A).

Most of the Site is currently blighted, underutilized property including a large parcel (127 acres) that is a depleted sand and gravel operation (former Route 44 Sand & Gravel operation or the former Whitworth property). There are also residential homes located along Montello Street, existing cranberry bogs (including a water reservoir used to maintain water levels in the bogs), and two existing retail developments located within the limits of the Site. In addition to the cranberry bogs, there are wetland resource areas in the southeastern portion of the Site associated a perennial stream and along the southern portion of the former Route 44 Sand & Gravel operation (see Figure 2 for an aerial photograph of the Site and surrounding areas and Figure 3 for current land uses. Both figures are in Attachment A).

More detailed information on existing conditions and land uses of the Site is provided in Attachment C – Project Narrative.

Describe the proposed project and its programmatic and physical elements:

Over the past year, the Proponent has held numerous public meetings to prepare the North Carver URP document under MGL Chapter 121B (Attachment B). The URP outlines the Town's vision to "...capitalize on the strategic location of this particular area of North Carver for long-term economic development purposes. The Town envisions the private redevelopment of the area for modern, attractive and sustainable facilities for warehousing and distribution, light manufacturing and office uses, as well as future commercial and retail development." The URP was approved by the Carver Board of Selectmen after a public hearing held on January 5, 2017. The Proponent is requesting that the Secretary of Energy and Environment issue a Phase I Waiver pursuant to section 301 CMR 11.11 of the MEPA Regulations allowing Department of Housing and Community Development (DHCD) to approve the URP and certain initial steps be allowed to proceed before MEPA review for the future development scenario is completed. Due to the request for a Phase I Waiver, the Proponent has submitted an Expanded Environmental Notification Form (EENF). We understand that an EENF typically requires a greenhouse gas (GHG) emissions analysis, however because the Waiver request is for an Agency action and related activities and does not include activities with material GHG emissions, the GHG emission analysis will be presented in the Draft Environmental Impact Report (DEIR) when greater project specificity will be known and GHG emissions can be better quantified.

The proposed future uses include development of large warehouse, office and/or light manufacturing with appurtenant paved parking areas and access roads. The conceptual development presented to the public as part of the URP process showed up to 1.85 million ft² of new buildings and an estimated 50± additional acres of new parking and new roadways. The conceptual proposed uses described herein are consistent with the current Green Business Park

zoning. Initial estimates are that the new development will generate up to 3,000± additional vehicle round-trips and 2,400± new parking spaces. A conceptual plan for this development is shown as Map I in the URP (Attachment B).

More detailed information on the proposed project including its elements, direct and indirect impacts and infrastructure requirements is provided in Attachment C.

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.

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:

The proposed development project has been the focus of Town planning and actions for over 20-years. During this time, portions of the Site have been used for a wood processing facility and a septage disposal facility. The Proponent and the landowner of the former Route 44 Sand & Gravel property have discussed the following alternatives for the future development and use of the Site:

- **Alternative 1- No Build / Reclamation of Excavated Sand Pit:** This alternative involves (1) importing and placing appropriate soils in a manner consistent with MassDEP's COMM-15-001 Soils Policy on the portions of the Site that were the former Route 44 Sand & Gravel operation and (2) leaving the remainder of the Site in its current state. Under this alternative, the Site would be permitted to maximize the quantity of soils accepted at the former Route 44 Sand & Gravel properties and leave a grassed stabilized hill with limited future development potential. This alternative is allowed under current zoning and requires a Special Permit from the Town of Carver Planning Department. As identified in over 20-years of Town planning documents, this alternative is not the highest and best use of the Site, and although the reclamation process would improve its current condition, this alternative does not advance the interests of the Town. For this reason, this alternative is not being pursued at this time.
- **Alternative 2- Woodwaste Landfill or Other Solid Waste Use:** Most of the former Route 44 Sand & Gravel property was Site Assigned in 1986 pursuant to 310 CMR 16.00 for a "woodwaste landfill" and a portion of the Site was historically operated as a stump dump. The existence of the Site Assignment could be modified and other MassDEP permits obtained to allow for a large-scale woodwaste landfill or another solid waste-related use. Like Alternative 1, this alternative is not the highest and best use of the Site does not advance the Town's interests for a sustainable development of the Site. Therefore, this alternative is not being pursued at this time.
- **Alternative 3 - Commercial Development per Current Zoning:** Most of the Site is currently zoned "Green Business Park" by the Town of Carver. This zoning designation allows for a variety of commercial developments including office space, light manufacturing, large-scale wholesale warehouses or research and development facilities. These are potential alternatives for development of the Site and an example build-out alternative is shown on