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April 14, 2006

CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT/NOTICE OF PROJECT CHANGE

PROJECT NAME	: Avalon at Hathorne Hill/Redevelopment of Danvers State Hospital
PROJECT MUNICIPALITY	: Danvers
PROJECT WATERSHED	: North Coastal/Ipswich
EOEA NUMBER	: 13262
PROJECT PROPONENT	: AvalonBay Communities, Inc.
DATE NOTICED IN MONITOR	: March 8, 2006

As Secretary of Environmental Affairs, I hereby determine that the Draft Environmental Impact Report/Notice of Project Change submitted on the above project **adequately and properly complies** with the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62H) and with its implementing regulations (301 CMR 11.00).

Project Description

The redevelopment of the former Danvers State Hospital (DSH) campus will involve construction of a mixed-use development containing residential housing units, and commercial space. The project will be constructed within a 75-acre portion of the 500-acre DSH campus, and will be developed over two phases:

- Phase 1 involves construction of 497 residential units on the 51-acre "Highlands" parcel.
- Phase 2 was revised from the construction of 100,000 square feet (sf) of commercial space to include the construction of a 100,000 sf ambulatory care center (ACC) along with the construction of up to 25,000 sf of additional office space on the 24-acre "Lowlands" parcel.

On August 9, 2004, Phase 1 received a waiver from the MEPA regulations, and it is under construction. Phase 1 has received its state permits.

The project is subject to a mandatory EIR. The project requires an Access Permit and Traffic Signal Permits from the Massachusetts Highway Department (MHD). It requires a Sewer Connection/Extension Permit from the Department of Environmental Protection (DEP). The project must comply with the proponent's Memorandum of Agreement (MOA) with the Massachusetts Historical Commission (MHC). It must comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site from the U.S. Environmental Protection Agency.

The project site is located off Route 62 (Maple Road), near the intersection of Route 1. Access to the site is via an existing driveway off Maple Street and a secondary route from the Maple Street/Route 1 intersection. At full-build, the project is now expected to generate approximately 6,580 new vehicle trips per day (2,900 for Phase 1 and 3,680 for Phase 2) based on ITE Trip Generation data. Parking is proposed to increase by 166 spaces from 1,368 to 1,534 spaces.

At full-build, the proposed project is expected to consume approximately 114,736 gpd of municipal water, and generate approximately 104,305 gpd of wastewater.

Review of the DEIR:

The DEIR included a description of the project, including any off-site utility improvements, and a description of the construction methods. It included a brief description of each state permit or agency action required for the project. The DEIR discussed the consistency of the project with the local and regional growth management and open space plans.

The DEIR analyzed the no-build alternative to establish baseline conditions. It evaluated alternative site designs for Phase 2. For each alternative for Phase 2, the DEIR quantified the amount and described the type of land altered and the amount of earthwork involved to achieve final grades.

The DEIR depicted the open space areas on a reasonably scaled site plan. The proponent demonstrated the project's consistency with local and regional open space planning.

The DSH site is listed in the State and National Registers of Historic Places. The proposed project will involve demolition of structures considered contributing to the significance of the property. The proponent has consulted with the MHC and executed a MOA specifying the measures which must be undertaken to minimize impacts to historic resources. The proponent has committed to rehabilitating the remaining portion of the Kirkbride Building, and to preparing photographic documentation of structures to be demolished. The proponent is preserving/restoring two framed gazebos and the covered stairway and Headhouse in the DEIR.

The DEIR included storm drainage calculations and a conceptual drainage plan. It

discussed the consistency of the drainage plan with the DEP Stormwater Management Policy. The DEIR identified the stormwater discharge points. The stormwater management system was designed to achieve the required pollutant removal rates to protect water quality. The proponent committed to regular maintenance of all stormwater management facilities.

The transportation analysis presented in the DEIR generally conformed to the EOEA/EOTC Guidelines for EIR/EIS Traffic Impact Assessments. The DEIR updated traffic volumes and Level of Service (LOS) analysis on access streets and at key intersections. It identified appropriate mitigation measures for areas where the project will have a significant impact on traffic operations. The DEIR included commitments to implement the mitigation for Phase 2. It included capacity analyses and a summary of average and 95th percentile vehicle queues for each intersection in the study area.

The project included sidewalk widths of 4 to 5 feet. The proponent will construct walking trails to promote and enhance pedestrian circulation.

The DEIR demonstrated that adequate capacity exists or will exist within the existing and proposed infrastructure to support the water supply demands and wastewater treatment requirements.

The DEIR reviewed the project's sustainable design measures in Chapter 2.

The DEIR addressed construction period impacts for Phase 2, including impacts to vegetation and potential impacts from erosion and sedimentation. Demolition debris for Phase 2 will be managed in accordance with DEP's guidelines regarding the recycling of asphalt, brick and concrete materials to the maximum extent feasible.

The FEIR should resolve all the remaining issues outlined below, as required by this Certificate. It should include a copy of this Certificate.

Project Description:

The FEIR should provide a detailed project description with a summary/history of the project. It should include existing and proposed site plans. The FEIR should investigate feasible methods of reducing impervious surfaces, including reduced parking ratios and/or more compact site layouts for Phase 2. The FEIR should discuss the legal mechanism by which open space will be protected in perpetuity at the 75-acre site.

Traffic:

The FEIR should describe all taxi, automobile, and bus drop-off areas within Phase 2. It should evaluate the potential for conflicts between project-related traffic (vehicular and

pedestrians) and general traffic in the project area. The FEIR address MHD's concerns, which were identified in its comment letter of April 6, 2006. It should evaluate the unsignalized intersections that will experience unfavorable levels-of-service as a result of Phase 2 and propose additional mitigation measures. The proponent should develop alternatives to improve site access along Old Maple Street. The FEIR should provide an updated queue analysis table that shows the actual queue storage length.

Transportation Demand Management (TDM) Measures:

The FEIR should update the proponent's efforts at providing a more comprehensive TDM package for Phase 2. The proponent should consider direct deposit of payrolls and a car-sharing service for Phase 1. The FEIR should identify in a map where sheltered bicycle parking racks are located on the site for both Phase 1 and 2. It should identify the number of bicycles that the proposed facilities will accommodate. The FEIR should show where sidewalks are proposed in a plan.

Drainage:

The FEIR should identify the number of parking spaces that are required by zoning for both phases of the project. If the proponent provides more parking than is required by zoning, the FEIR must justify the reasoning for additional impervious areas. The FEIR should consider reducing impervious areas by constructing pervious parking areas. It should describe the drainage impacts associated with the required offsite roadway improvements. The FEIR should include a copy of the Pollution Prevention Plan, which has been prepared by the proponent.

Water/Wastewater:

In the FROD, the proponent committed to replacing all existing water lines and the majority of the onsite sewer lines to the project. The FEIR must outline specifically which water/wastewater lines are to be replaced and provide any technical data regarding why certain lines are not proposed for replacement at this time. The FEIR should identify additional water conservation measures that will be included in the project design to mitigate the water supply impacts on the Ipswich River watershed, such as commitment to water efficient appliances. It should identify additional Infiltration/Inflow measures as requested in DEP's comment letter of April 7, 2006. The proponent should work closely with DEP to insure that all the issues that it raised in its comment letter are addressed prior to submitting the FEIR.

Construction:

A Draft Construction Management Plan (CMP) for Phase 2 should be included in the FEIR that analyzes the impacts of the project during the construction period. The proponent

should participate in DEP's Clean Construction Equipment Initiative to minimize construction-related exposures to hazardous air pollutants. The Initiative involves retrofitting diesel-powered equipment with emissions controls, including particulate filters and oxidation catalysts, and using low sulfur fuel.

Mitigation:

The FEIR should include a separate chapter on mitigation measures. This chapter on mitigation should include a Proposed Section 61 Findings for MHD and DEP, which have been updated for Phase 2. These Proposed Section 61 Findings should contain a clear commitment to mitigation, and estimate of the individual costs of the proposed mitigation and the identification of the parties responsible for implementing the mitigation. A schedule for the implementation of mitigation should be included.

The proponent committed to the following mitigation measures as part of its waiver request:

- Modify and signalize the Route 62/site driveway/State Police driveway.
- Signalize and make geometric modifications to the Route 62/I-95 northbound off-ramp.
- Implement a traffic signal interconnect between the proposed Route 62/I-95 northbound off-ramp signal and with the Route 62/Route 1 northbound ramp/Conifer Hill Drive intersection signal.
- Implement signage improvements at Hawthorne Circle intersection on Maple Street.
- Implement TDM measures.
- Replace all existing water lines for the project.
- Install low-flow plumbing fixtures and water-efficient appliances.
- Develop on-site wells for irrigation on the eastern portion of the site, which is outside of the Ipswich River watershed.
- Utilize native, drought tolerant plant species for landscaping where practicable to reduce watering needs.
- Replace the majority of onsite sewer lines and inspect and repair all other sewer lines that remain in place. These sewer repairs will remove between 50,000 to 90,000 gpd of Infiltration/Inflow from the sewer lines.
- Provide stormwater recharge systems consisting of drywells for each building and locating as many as possible within the Ipswich River watershed.
- Preserve a portion of the Kirkbride Building for residential use.
- Restore the Kirkbride Tower.
- Restore the covered stairway and Headhouse.
- Restore two existing framed gazebos on the project site.
- Commit \$500,000 to the Town of Danvers for historic preservation initiatives.
- Construct a memorial to honor the legacy of the DSH campus and residents.

- Provide \$3.15 million to the Massachusetts Department of Mental Health for the provision of affordable housing for its clients.
- Provide \$300,000 for off-site Danvers recreational facilities.
- Provide \$1 million to support Danvers public schools.
- Provide \$500,000 to promote additional affordable housing.

The FEIR should clarify any revisions/additions to the proponent's mitigation package for Phase 1 and Phase 2.

Response to Comments:

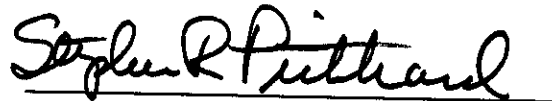
The FEIR should include copies of all comment letters. It should provide a response to all comments within the scope of this project.

Circulation:

The FEIR should be circulated in compliance with Section 11.16 of the MEPA regulations and copies should also be sent to the list of "comments received" below and to Danvers officials. A copy of the FEIR should be made available for public review at the Danvers Public Library.

April 14, 2006

DATE



Stephen R. Pritchard

Comments Received:

VHB, 3/27/06

EOT, 4/6/06

VHB, 4/7/06

DEP/NERO, 4/7/06

H.W. Moore Assoc., 4/13/06

VHB, 4/13/06

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SRP/WTG