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June 30, 2006

CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS ON THE FINAL ENVIRONMENTAL IMPACT REPORT

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 : May 24, 2006

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

Project Description

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

- Phase 1 involves the construction of 497 residential units on the 51-acre "Highlands" parcel.
- Phase 2 involves the construction of a 100,000 square foot (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 under 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 proponent is receiving funding for the ACC from the Massachusetts Health and Educational Facilities Authority (HEFA).

The project site is located off Route 62 (Maple Street), near the intersection of Route 1. Access to the site is via an existing driveway off Maple Street and 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. The project will provide approximately 1,592 parking 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 FEIR:

The FEIR provided a detailed project description with a summary/history of the project. It included existing and proposed site plans. The FEIR investigated several feasible methods of reducing impervious surfaces, including reduced parking ratios. The proponent reduced proposed parking at the ACC by 31 spaces for a total of 433 parking spaces. It has reduced the amount of impervious area by 9,000 sf. The proponent has utilized the maximum allowable square footage under the local Floor Area Ratio at the 75-acre site.

The FEIR described all taxi, automobile, and bus drop-off areas within Phase 2. It evaluated the potential for conflicts between project-related traffic (vehicular and pedestrians) and general traffic in the project area. The proponent has proposed a sidewalk and crosswalk system within the project site. The FEIR provided an updated queue analysis table showing queue storage lengths.

The FEIR updated the proponent's efforts at providing a more comprehensive Transportation Demand Management (TDM) package for Phase 2. The proponent will encourage the direct deposit of payrolls at the project site. The proponent investigated a car-sharing service for Phase 1, but the proponent was informed that the local car sharing service's service area does not operate within Danvers. If such a car-sharing service becomes available, the proponent will consider it as part of its TDM program. The FEIR identified in Figure 2.1 where bicycle parking racks will be located on the site for both Phase 1 and 2. The proponent identified that it would provide parking for 32 bicycles at four locations on the project site. Figure 2.1 also showed were

sidewalks are proposed.

The FEIR discussed reducing impervious areas by constructing pervious parking areas, but from an operations and maintenance viewpoint it does not consider this feasible. It included a copy of the proponent's Pollution Prevention Plan.

The FEIR outlined specifically which water/wastewater lines are to be replaced, and it provided assurances that technical data would be supplied to DEP regarding any water or wastewater lines that are not replaced. The FEIR identified the proponent's water conservation measures in the project design to mitigate the water supply impacts on the Ipswich River watershed. The proponent has committed to use drought tolerant plants in its landscaping plan, to locate irrigation wells out of the Ipswich River basin, to utilize low volume plumbing fixtures, and to provide separate water meters on each residential unit.

A Draft Construction Management Plan (CMP) for Phase 2 was included in the FEIR. The proponent has committed to participate in DEP's Clean Construction Equipment Initiative.

Summary of FEIR Mitigation:

The FEIR included a separate chapter on mitigation measures. The Proposed Section 61 Findings for MHD and DEP were included in Attachment D and were updated for Phase 2. The mitigation section contained a summary table of mitigation measures with estimates of the individual costs of the proposed mitigation, the identification of the parties responsible for implementing the mitigation, and a schedule for the implementation of mitigation.

The proponent committed to the following mitigation measures:

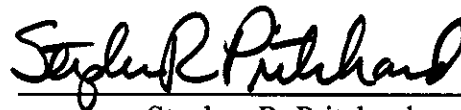
- Modify and signalize the Route 62/site driveway/State Police driveway, signalize and make geometric modifications to the Route 62/I-95 northbound off-ramp, and implement a traffic signal interconnect between the proposed Route 62/I-95 northbound off-ramp signal and with the Route 62/Route 1 northbound ramp/Conifer Hill Drive intersection signal; approximately \$1,090,000.
- Implement signage improvements at the Hawthorne Circle intersection on Maple Street; approximately \$25,000.
- Implement TDM measures; approximately \$2,000 per year.
- Replace all existing water lines for the project; approximately \$625,000.
- Install low-flow plumbing fixtures and water-efficient appliances; approximately \$320,000.
- Develop on-site wells for irrigation on the eastern portion of the site, which is outside of the Ipswich River watershed; approximately \$195,000.
- Utilize native, drought tolerant plant species for landscaping where practicable to reduce

- watering needs; approximately \$225,000.
- Replace the majority of onsite sewer lines and inspect and repair all other sewer lines that remain in place; approximately \$265,000. 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; approximately \$1,272,000.
 - Preserve a portion of the Kirkbride Building for residential use; approximately \$3,418,707.
 - Restore the Kirkbride Tower; approximately \$100,000.
 - Restore the covered stairway and Headhouse; approximately \$20,000.
 - Restore two existing framed gazebos on the project site; approximately \$45,000.
 - 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; approximately \$50,000.
 - 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.
 - Use of low-sulfur fuel for construction vehicles (cost premium above conventional fuel) – Phase 2 only; approximately \$9,000.
 - Retrofit construction vehicles as described in the DEP Diesel Retrofit program – Phase 2 only; approximately \$5,000.

No further MEPA review is required for completion of the above project. The proponent must finalize its permitting requirements with the state agencies as indicated above.

June 30, 2006

DATE



Stephen R. Pritchard

Comments Received:

EOT, 6/13/06

DEP/NERO, 6/23/06

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SRP/WTG