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June 9, 2021

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : Hanover Weymouth
PROJECT MUNICIPALITY : Weymouth
PROJECT WATERSHED : Boston Harbor, Weymouth and Weir
EEA NUMBER : 16372
PROJECT PROPONENT : Hanover R.S. Limited Partnership
DATE NOTICED IN MONITOR : May 10, 2021

Pursuant to the Massachusetts Environmental Policy Act (MEPA; M.G. L. c. 30, ss. 61-62I) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **does not require** an Environmental Impact Report (EIR).

Project Description

As described in the Environmental Notification Form (ENF), the project consists of mixed-use development off Route 53 in Weymouth. The project will demolish existing buildings and construct two, four-story buildings (total of 343,645 square feet (sf)) with 270 market-rate residential units (20 affordable units) and 4,200 sf of commercial space; 360 surface parking spaces and 34 detached garage spaces; 9,010 sf of amenity space; and associated utilities, driveways, walkways, stormwater management system, and landscaping. Access is proposed via Route 53. The site will be served by municipal water and sewer. The project will be constructed in a single phase.

Project Site

The 9.78-acre project site is located on the south side of Route 53 (Washington Street) in Weymouth, approximately 650 feet west of the Hingham town line. The majority of the site is undeveloped and wooded. Two single family homes are located on the west side of the site that are accessed from White Oak Lane, which is an unpaved drive. Portions of the site are comprised of wetlands. The site was historically used for quarrying operations. The section of Route 53 located along

the project site is under the jurisdiction of the Massachusetts Department of Transportation (MassDOT). The project site is bounded by Route 53 to the north; commercial property and wetlands to the east; forest and a large quarry to the south; and a transmission line right-of-way, commercial and residential development to the west. The site is located in the Town's Commercial Corridor Overlay District (CCOD) and the majority of the site is zoned as industrial.

Wetland resource areas include Bordering Vegetated Wetlands (BVW) and Isolated Vegetated Wetlands (IVW), some of which are associated with an intermittent stream located off-site to the southwest. The ENF indicates that the site includes one vernal pool subject to local jurisdiction only. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) (Map Number 25021C0233E, effective date of July 17, 2012), there are no Flood Hazard areas located on-site. However, FEMA has prepared a Preliminary Map (dated June 19, 2020), which identifies two distinct areas on-site denoted Special Flood Hazard Areas (Zone A) without base flood elevations (BFE). According to the ENF, this preliminary map has not been adopted by the Town and it is not referenced in the current zoning bylaw. Whitman's Pond and Old Swamp River/South Cove, which are Public Water Supply watersheds, and therefore, Outstanding Resource Waters (ORW), are located approximately 4,000 feet west of the project site.

Segmentation

The MEPA regulations include anti-segmentation provisions to ensure that a project is not phased or segmented to evade, defer or curtail MEPA review. In determining whether a project is subject to MEPA jurisdiction or meets or exceeds any review thresholds, and during MEPA review, the entirety of the project is considered, including any likely potential expansion. The following criteria are considered to determine whether the various work or activities constitute one project, including, but not limited to: whether the work or activities, taken together, comprise a common plan or independent undertakings, regardless of whether there is more than one Proponent; any time interval between the work or activities; and whether the environmental impacts caused by the work or activities are separable or cumulative.

Comments from the Town of Hingham identify concerns regarding potential project segmentation. These comments maintain that the owner of the project site (Bristol Brothers) and affiliates ("Owner Parties") own (or previously owned and sold) over 300 contiguous acres in Hingham and Weymouth and that development on this land is occurring in a segmented manner absent any Master Plan or identification of cumulative impacts and mitigation. Comments reference development of the Lexus of Hingham auto dealership and assisted living facility (which completed MEPA review in 2013, EEA#15126)¹ and other proposals, that were subsequently withdrawn, including redevelopment and expansion at 306 Whiting Street (The Range Bar & Grille in 2021 (EEA#16327)), and a second car dealership on land adjacent to the Lexus dealership. Comments also reference a potential plan to apply for subdivision approval to create a road that would extend from Derby Street in Hingham to Pleasant Street in Weymouth.

Supplemental information provided by the Proponent acknowledges completion of the Lexus of Hingham auto dealership (the assisted living facility component has not yet been constructed) and the

¹ The Lexus of Hingham project (EEA# 15126) included construction of an auto dealership and described a potential second phase consisting of a 40-unit assisted living facility. The ENF disclosed the impacts of both uses.

withdrawal of previous development plans and indicates that while the site owner does have additional property in the project vicinity, there are currently no definitive plans for further development, including a road, at this time. The timing of such prior projects also does not appear to be coordinated with this project. The Proponent asserts that MEPA review is neither being avoided nor curtailed since an ENF was submitted for the proposed project, and other prior projects also underwent MEPA review. Comments from the Weymouth Department of Planning and Community Development disagree that a Master Plan is needed before development of the project site because the only property owned by the Bristol Brothers along this corridor in Weymouth is the project site and an adjacent 10 acres on Washington Street in the commercial overlay district. While the 10 acres is part of a larger 20-acre parcel that includes the project site, the Proponent has indicated that no development plans are proposed on this adjacent 10-acre lot, the majority of which is comprised of wetlands and mostly unsuitable for development. The remaining parcels to the south of the 20-acre parcel owned by the Bristol Brothers and affiliates are in the industrial zone and primarily used as part of an active quarry operation (approximately 300 acres in Weymouth and Hingham); no plans to convert such operation to other uses has been identified. If development on the land held under common control is proposed in the next five years, the Proponent and/or developer should consult with the MEPA Office regarding the filing of a Notice of Project Change (NPC) and whether the cumulative impacts of the projects would require further review.

Environmental Impacts and Mitigation

Potential environmental impacts of the project include alteration of 7.5 acres of land; creation of 5.3 acres of impervious area (total of 5.38 acres); alteration of 4,437 sf of IVW; generation of 2,002 new unadjusted average daily trips (adt) (total of 2,030 adt); construction of 390 new parking spaces (total of 394 spaces); water use of 47,432 gallons per day (gpd) (total of 46,827 gpd); and wastewater generation of 43,120 gpd (total of 42,570 gpd). Measures to avoid, minimize, and mitigate environmental impacts include transportation improvements including traffic signal timing, sidewalks and implementation of transportation demand management (TD) program; construction of a stormwater management system; and implementation of construction period best management practices (BMPs).

Jurisdiction and Permitting

This project is undergoing MEPA review and requires an ENF pursuant to 301 CMR 11.03(1)(b)(2), 11.03(6)(b)(13), and 11.03(6)(b)(15) because it requires an Agency Action and will create five or more acres of impervious area, generate 2,000 or more new adt on roadways providing access to a single location, and construct 300 or more new parking spaces at a single location. The project requires a Vehicular Access Permit from MassDOT.

The project requires an Order of Conditions from the Weymouth Conservation Commission (and, on appeal only, a Superseding Order of Conditions from the Massachusetts Department of Environmental Protection (MassDEP)) and a National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) from the U.S. Environmental Protection Agency (EPA).

Because the Proponent is not seeking Financial Assistance from the Commonwealth for the project, MEPA jurisdiction for any future review would extend to those aspects of the project that are within the subject matter of required or potentially required Agency Actions and that may cause Damage to the Environment as defined in the MEPA regulations.

Review of the ENF

The ENF provides a description of existing and proposed conditions, preliminary project plans, and an analysis of alternatives. It identifies measures to avoid, minimize and mitigate project impacts. The ENF provides a Traffic Impact Study and a Stormwater Management Report. The project will be reviewed locally by the Weymouth Conservation Commission, which will include a third-party peer review. The Proponent submitted supplemental information on June 4, 2021 to provide a response to several comments. For purposes of clarity, all supplemental materials are referred to herein as the “ENF” unless otherwise referenced.

Alternatives Analysis

The ENF includes analysis of the following alternatives: No Build; Higher-Intensity; and the Preferred Alternative. The ENF includes a tabular comparison of impacts associated with each alternative and provides a conceptual plan for build alternatives. The No Build alternative would leave the site undeveloped and avoid associated impacts. This alternative was dismissed because it would not meet the project goal of providing housing and an increase in commercial tax base within the area.

According to the ENF, although the project site’s underlying zoning as industrial/highway transitional would allow for uses such as office, lab, or manufacturing, these types of uses were not considered because they are not consistent with the Proponent’s business plan or goals of developing multi-family residential properties. The Proponent considered one other zoning compliant, higher-density build-alternative, which is similar to the Preferred Alternative, but would increase the size of Building 2 to allow 104 more units and place additional parking spaces beneath a podium. The Higher-Intensity Alternative would result in the following increase in impacts compared to the Preferred Alternative: 636 adt; 143 parking spaces; 15,972 gpd of water use; and 14,520 gpd of wastewater generation. Land disturbance and impervious area would remain the same for both build alternatives.

Wetlands and Stormwater

The project will impact IVW and Buffer Zone to BVW in the southern portion of the site. The Weymouth Conservation Commission will review the project for its consistency with the Wetlands Protection Act (WPA), Wetlands Regulations (310 CMR 10.00) and associated performance standards including stormwater management standards (SMS). The Proponent submitted a Notice of Intent (NOI) to the Conservation Commission and MassDEP. Impacts to two separate IVWs total approximately 4,437 sf (1,545 sf and 2,892 sf). To mitigate impacts to IVW, the project proposes to create approximately 5,100 sf of new wetlands adjacent to a large forested BVW and will restore and enhance approximately 4,800 sf of upland buffer zone with native plantings and removal of fill associated with an existing gravel access road. The Proponent will design the mitigation area in accordance with MassDEP’s *Inland Wetlands Replication Guidance* to meet the requirements identified at 310 CMR 10.55(4)(b)(1)-(7) and ensure that wetland replication areas will function in a manner similar to the area that will be altered.

The project will result in the creation of 5.3 acres of new impervious surfaces and is subject to the SMS pursuant to 310 CMR 10.05(6)(k)-(q). A Stormwater Management Report has been submitted as part of the NOI and is included in the ENF. The proposed stormwater management system will be designed to collect, convey, treat, and control stormwater discharges associated with the project. The Proponent will use deep sump catch basins, water quality units and underground detention or infiltration

basin to comply with the requirements of the SMS. The system will comply with the recharge requirements (Standard 3) to the maximum extent practicable due to the prevalence of D soils, which are poorly draining, throughout the proposed project area. The project will be designed to meet Standard 6 (Critical Areas) because it is near an ORW. Land Uses with Higher Potential Pollutant Loads (Standard 5) should be considered by the Proponent because the project will generate more than 1,000 adt, and if applicable, factored into stormwater management design. Conveyances of stormwater through underground stormwater infiltration structures are subject to the jurisdiction of the MassDEP Underground Injection Control (UIC) program and these structures must be registered.

The Proponent should prioritize implementation of low impact development (LID) measures to improve stormwater management such as minimizing land clearing and impacts to resources areas, tree preservation, vegetated buffers/filter strips, reducing impervious area, rain gardens/bioretention cells, rain barrels, and soil bioengineering/vegetative stabilization. I strongly encourage the Proponent to reduce impervious area and avoid tree removal to the maximum extent practicable. LID designs should be carefully considered, and where not used, the NOI should be updated to provide a thoughtful explanation as to why they are infeasible for implementation on-site.

The ENF did not review potential conditions at the site under future climate change scenarios or how the project design will make this infrastructure resilient under those conditions. I encourage the Proponent to implement measures that incorporate future climate change projections as the design of the project is finalized and proceeds to permitting. In particular, I encourage the Proponent to incorporate climate change data into design elements such as stormwater system sizing and use ecosystem-based adaptation measures to mitigate stormwater runoff, such as integration of tree canopy cover, rain gardens, and LID stormwater management techniques.

Transportation

The project requires a Vehicular Access Permit from MassDOT because it abuts and would be accessed from Route 53, a state-controlled roadway. The ENF includes a transportation study prepared in general conformance with the current MassDOT/EOEEA *Transportation Impact Assessment (TIA) Guidelines*. MassDOT comments do not recommend further review based on transportation-related issues. The Proponent should continue consultation with the Town of Weymouth and appropriate MassDOT units, and consult with the Town of Hingham. Comments from the Town of Hingham request the Proponent coordinate between MassDOT Districts 5 and 6 (Route 53 is bifurcated by the jurisdiction of both districts) and neighboring communities to ensure safe transportation planning in this region.

The TIA provides an analysis of existing and future conditions of transportation conditions within the study area and includes a comprehensive mitigation program. The project will include 394 parking spaces. Access will be provided via an unsignalized full access driveway that will intersect the south side of Route 53, approximately 200 feet east of Argyle Court and parallel to the westerly property line of the project site. The study area includes three intersections, including the project site driveway, all of which are on Route 53 and under MassDOT jurisdiction. MassDOT comments indicate that it generally concurs with the study area intersections based on the trip distribution and trip assignment.

Trip Generation

Based on Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition) Land Use Codes 221, Multifamily Housing (Mid-Rise) and 820, Shopping Center, the project is

expected to generate 2,030 adt. Adjustments for internal trips and pass-by trips will reduce the trip generation to 1,816 adt including 123 and 109 vehicle trips during the weekday morning and evening peak hours, respectively. Comments from the Town of Hingham identify concerns with the project regarding the lack of mitigation proposed on Hingham roadways. Supplemental information indicates that approximately 25 percent of project-related trips are expected to/from Hingham (approximately 20 vehicle trips during peak hours) which is not expected to result in an increase in motorist delays or vehicle queuing over existing conditions. Trips destined to recreational/retail amenities in Hingham will mostly occur on weekends and during off-peak hours (except for employees of such establishments) and be dispersed over the course of the day, which is expected to minimize potential impacts. Proposed improvements are focused on intersections within the Town of Weymouth that are expected to accommodate the majority (75 percent) of the peak project-related traffic as described below.

Safety

The ENF summarizes crash data from 2013 through 2017 at all study area intersections and compares crash rates with MassDOT District 6 average. The Route 53/Pleasant Street intersection and the Route 53/Mutton Lane intersection were identified as potential Highway Safety Improvement Program (HSIP)-eligible clusters. MassDOT previously conducted Road Safety Audits (RSAs) at these locations and some of the resulting recommendations have been implemented, including replacement of traffic signals at both intersections, sign and pavement marking improvements and the addition of bicycle accommodations. MassDOT comments indicate that the Proponent should consult with the MassDOT Highway Division's Safety Section and District 6 Office to determine if additional safety improvements are required at these two locations.

Traffic Operations

The TIA provides an analysis of study area intersections for the 2021 Existing, 2028 No-Build, and 2028 Build conditions. Project-related impacts were analyzed at the following intersections with Route 53 in Weymouth: project site driveway; Pleasant Street; and Mutton Lane. According to the TIA, the project is expected to slightly increase delay and queuing at the Route 53/Pleasant Street and Route 53/Mutton Lane intersections. To mitigate these impacts, the Proponent commits to implementation of traffic signal timing and phasing improvements at both intersections prior to site occupancy. These improvements are also expected to address prior recommendations resulting from the RSAs previously conducted by MassDOT at these intersections.

Multimodal Access and Improvements

The proposed driveway will be designed in accordance with MassDOT design standards and provide accommodations for all users. The project will construct internal sidewalks and a sidewalk along the site frontage on Route 53 that will extend to the terminus of the existing sidewalk at Argyle Court. Secure bicycle parking will be provided within the site. According to supplemental information, there are no existing sidewalks to the east of the project site in the Town of Hingham to which the proposed sidewalk along the site frontage could connect or where a safe crossing of Route 53 could be developed. There is currently a sidewalk on the northern side of Whiting Street (Route 53) to the Hingham town line.

The Massachusetts Bay Transportation Authority (MBTA) currently provides transportation services along Pleasant Street and elsewhere within the Town of Weymouth. Bus Route 222 provides

service along Pleasant Street, within walking distance to the site, with continued service to Quincy Center Station where connections can be made to the Red Line subway system, the Commuter Rail (Greenbush Line with service to South Station in Boston) and other MBTA bus routes. MassDOT comments indicate that the Proponent should consider providing a transit subsidy to encourage residents to use bus transit.

Transportation Demand Management (TDM)

The ENF identifies TDM measures that will be implemented as part of the project to minimize single occupancy vehicle (SOV) trip generation including:

- A designated transportation coordinator to coordinate the elements of the TDM program
- Information regarding public transportation in a central location and/or otherwise made available to residents and employees of the project
- A “welcome packet” to residents and employees detailing available public transportation services, bicycle and walking alternatives, and commuter options available
- Work-at-home workspaces 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; direct deposit of paychecks; and other such measures
- Pedestrian accommodations on-site and along Route 53, which include ADA-compliant wheelchair ramps at all pedestrian crossings proposed to be constructed or modified
- A central mail drop
- Secure bicycle parking within the site

Water Supply

Comments from MassDEP include information regarding the Town’s Water Management Act (WMA) Permit and Registration. The Town exceeded its authorized withdrawal volumes for the first time in 2020, most likely due to the COVID-19 pandemic related to people working from home; however, the Town’s use appears to be trending upward independent of any COVID-19 related causes based on new development. The WMA Permit will be reviewed later in 2021 as part of the Town’s permit renewal process, which will consider the Town’s compliance with authorized volumes and ability to meet future demands. MassDEP comments emphasize that the Proponent should take all feasible measures to assist the Town by reducing proposed demands from the project (47,432 gpd) which will limit the mitigation the Town will be required to provide for increases in water withdrawals. Supplemental information indicates that the project will take all practical measures to reduce water demand, including installation of low-flow/water efficient fixtures and drought tolerant plantings. In addition, the Proponent indicates that a private well will be installed for irrigation purposes. While the project site is located in a different watershed than the Town’s municipal water system’s withdrawal, the watershed in question (SWMI Subbasin #21038) is highly impacted (category 5 for both Biological and Groundwater Withdrawal). MassDEP comments recommend the Proponent evaluate alternatives that would avoid irrigating the site. I encourage the Proponent to consider this alternative and refer the Proponent to comments from MassDEP regarding installation of a private irrigation well.

Wastewater

The ENF indicates that the project will increase wastewater flow by 42,570 gpd, from an existing wastewater flow of 550 gpd to 43,120 gpd. The project site is served by a sanitary sewer owned and operated by the Town, which ultimately conveys flows to the Massachusetts Water Resources Authority's (MWRA) Deer Island Wastewater Treatment Plant. To ensure that the project's wastewater flow does not increase surcharging or overflows in large storms due to high volumes of infiltration and inflow (I/I) in MWRA's facilities, the Proponent should fully offset the project's wastewater flow increase with I/I removal in compliance with MassDEP regulation and Town's I/I policy. At least four gallons of I/I should be removed for every gallon of new wastewater flow. Supplemental information indicates that the project will comply fully with the Town's requirements for I/I through implementation of specific projects or by making a monetary contribution. MWRA comments note that the discharge of groundwater or stormwater to the sanitary sewer system associated with this project is prohibited pursuant to 360 CMR 10.023(1).

Greenhouse Gas (GHG) Emissions and Sustainable Design

While the project does not exceed the thresholds for application of MEPA's Greenhouse Gas (GHG) Policy and Protocol, it involves the development of new residential homes that will add to GHG emissions from the building sector. The project is subject to the Massachusetts Stretch Code which requires a 10 percent energy performance improvement over ASHRAE 90.1-2013-Appendix G plus Massachusetts amendments. I refer the Proponent to the detailed comment letter from the Massachusetts Department of Energy Resources (DOER) which provides guidance on key mitigation strategies, energy efficiency pathways, and available incentives to reduce GHG emissions and improve resiliency. DOER indicates that similar projects have achieved 50 to 80 percent reductions in GHG emissions through incorporation of the following effective strategies:

- Passivehouse building standards
- Efficient electrification of space and water heating
- Maintaining envelope integrity with framed, insulated walls with continuous insulation
- Reducing air leakage
- Avoiding glass curtain wall assemblies and excessive windows
- Mitigation of solar heat gains
- Energy recovery
- Rooftop solar PV
- EV-ready parking

Significant incentives may be available including MassSave® incentives, Alternative Energy Credits (AECs), and Solar Massachusetts Renewable Target (SMART) incentives. DOER comments encourage the Proponent to investigate Passivehouse as an alternative to constructing to minimum code standards as Passivehouse could be more cost-effective once incentives are considered, such as the MassSave® Passivehouse incentive - which is valued at approximately \$3,000 per dwelling unit or \$810,000 when applied across the 270-units. Furthermore, Passivehouse results in significant reduction in utility costs, which increases affordability for residents, and improves the resiliency of the buildings, as Passivehouse buildings can stay warm (or cool, in the summer) for extended periods of time even with loss of power.

Construction Period

All construction and demolition (C&D) activities should be managed in accordance with applicable MassDEP’s regulations regarding Air Pollution Control (310 CMR 7.01, 7.09-7.10), and Solid Waste Facilities (310 CMR 16.00 and 310 CMR 19.00, including the waste ban provision at 310 CMR 19.017 and handling/disposal of clean wood associated with tree removal and land clearing). I refer the Proponent to detailed comments from MassDEP regarding construction-period measures. The Proponent will install BMPs on the project site to control erosion and sedimentation during the construction period. The project will require the preparation of a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the NPDES CGP. The project should include measures to reduce construction period impacts (e.g., noise, dust, odor, solid waste management) and emissions of air pollutants from equipment, including anti-idling measures in accordance with the Air Quality regulations (310 CMR 7.11).

I encourage the Proponent to require that its contractors use construction equipment with engines manufactured to Tier 4 federal emission standards, or select project contractors that have installed retrofit emissions control devices or vehicles that use alternative fuels to reduce emissions of volatile organic compounds (VOCs), carbon monoxide (CO) and particulate matter (PM) from diesel-powered equipment. Off-road vehicles are required to use ultra-low sulfur diesel fuel (ULSD). If oil and/or hazardous materials are found during construction, the Proponent should notify MassDEP in accordance with the Massachusetts Contingency Plan (310 CMR 40.0000). The Proponent should develop a spills contingency plan. All construction activities should be undertaken in compliance with the conditions of all State and local permits. I encourage the Proponent to reuse or recycle C&D debris to the maximum extent.

Conclusion

The ENF has adequately described and analyzed the project and its alternatives, and assessed its potential environmental impacts and mitigation measures. Based on review of the ENF and comments received on it, and in consultation with State Agencies, I have determined that an EIR is not required.

K. Theoharides

June 9, 2021
Date

Kathleen A. Theoharides

Comments received:

- 06/01/2021 Massachusetts Department of Environmental Protection (MassDEP) – Southeast Regional Office (SERO)
- 06/01/2021 Massachusetts Water Resources Authority (MWRA)
- 06/01/2021 Town of Hingham
- 06/02/2021 Robert J. Luongo, Director, Weymouth Planning & Community Development
- 06/04/2021 Massachusetts Department of Transportation (MassDOT)
- 06/08/2021 Massachusetts Department of Energy Resources (DOER)

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June 1, 2021

Kathleen A. Theoharides
Secretary of Environment and Energy
Executive Office of Energy and
Environmental Affairs
100 Cambridge Street, Suite 900
ATTN: MEPA Office
Boston, MA 02114

RE: ENF Review. EOEEA 16372
WEYMOUTH. Hanover Weymouth at 1325
Washington Street

Dear Secretary Theoharides,

The Southeast Regional Office of the Department of Environmental Protection (MassDEP) has reviewed the Environmental Notification Form (ENF) for the Hanover Weymouth at 1325 Washington Street, Weymouth, Massachusetts (EOEEA #16372). The Project Proponent provides the following information for the Project:

Hanover plans to construct two, four-story wood framed residential buildings, consisting of 270 market-rate units (392 bedrooms) and 4,200 square feet of commercial space. The Project will total approximately 343,645 gross square feet (GSF) and will include 360 surface parking spaces and 34 detached garage spaces. The Project will also include 9,010 square feet (sf) of amenity space, inclusive of the leasing office, and a mail building. All associated utilities, driveways, walkways, stormwater management system, and landscaping are included as part of the Project site plan. The site will be served by municipal water and sewer. The Project will be constructed in a single phase. A complete set of Site Development Plans are included as Attachment 4. The Overall Layout Plan (Sheet C-1) presents the site development plan.

Hanover specializes in the acquisition, development, and management of high-quality multi-family residential properties; therefore, although Hanover specializes in the acquisition, development, and management of high-quality multi-family residential properties; therefore, although the Project site's underlying zoning as industrial /highway transitional would allow for other uses such as office, lab, or manufacturing, these types of uses were not considered because they are not consistent with Hanover's business plan or goals.

Bureau of Water Resources Comments

Wetlands. MassDEP's SERO Wetlands Program has reviewed the Environmental Notification Form and offers the following comments: the Proponent has filed a Notice of Intent with the Weymouth Conservation Commission and this office under Wetlands File No. SE 81-1271. A final

This information is available in alternate format. Contact Michelle Waters-Ekanem, Director of Diversity/Civil Rights at 617-292-5751.

TTY# MassRelay Service 1-800-439-2370

MassDEP Website: www.mass.gov/dep

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Order of Conditions must be obtained before any work within Areas Subject to Jurisdiction commences.

The Project proposes work within the buffer zone to Bordering Vegetated Wetlands and filling two Isolated Vegetated Wetlands in the southern portion of the site. One is approximately 1,545 s.f. and a second is approximately 2,892 s.f. totaling approximately 4,437 square feet of IVW impact. To mitigate the impacts to these two IVWs, the Project proposes to create approximately 5,100 s.f. of new wetlands adjacent to a large forested BVW and restore and enhance approximately 4,800 s.f. of upland buffer zone with native plantings and removal of fill associated with an existing gravel access road.

310 CMR 10.55(4)(b)1-7 provides performance standards to ensure that wetland replication areas will function in a manner similar to the area that will be lost. DEP recommends that the Proponent and the Conservation Commission review the Department's Inland Wetlands Replication Guidance <http://www.mass.gov/eea/docs/dep/water/laws/i-thru-z/replicat.pdf>

The ENF includes Appendix 6 – Stormwater Report. MassDEP requires that stormwater be managed according to 310 CMR 10.05(6)(k)-(q).

Waterways. As proposed, the Project does not include any c. 91 jurisdictional areas and/or structures.

Water Management Act. The Weymouth Water Department is registered to provide 4.51 MGD on an annual average daily basis from their 4 registered wells and their surface water sources. That value appears to be based on the finished water volumes from their treatment plants. The city also has a Water Management Act permit that allows them to increase their pumping by an additional 0.49 mgd from the Winter Street Well #1 only. The remainder of their sources are constrained to 4.51 mgd limit. In 2020, Weymouth reported a total finished water volume of 4.57 mgd, with only 1.36 million gallons (3,700 gallons per day) being withdrawn from Winter St. Well #1. Therefore, Weymouth exceeded their authorized withdrawal volumes for the first time in 2020. The pandemic likely contributed to the increase in demand with many homeowners likely working from home, but Weymouth's use appears to be trending upward with new development regardless.

Weymouth's Water Management Act permit is scheduled to be reviewed later this year as part of their application to renew their permit. Weymouth's compliance with their authorized volumes and their ability to meet their future demands will be part of the permit renewal process.

In view of this information, the Project Proponent should take all feasible measures to assist Weymouth by reducing their proposed demands which will limit the mitigation requirements Weymouth will need to provide for increases in water withdrawals.

The Proponent identifies an increase in water demand on the Weymouth system of approximately 47,000 gpd with the development of this Project. This demand appears to be spread over 270 units with 392 proposed bedrooms. The Proponent should take every opportunity to minimize this demand by requiring the installation of low flow/water efficient devices and appliances in all of its units - now and in the future.

In addition, the Proponent indicates that a private well will be installed for irrigation purposes. While the property is located in a different watershed than Weymouth's municipal water system's withdrawal, the watershed in question (SWMI Subbasin #21038) is highly impacted with

both the Biological Category and Groundwater Withdrawal Category being identified as a category 5, the most impacted category. The Water Management Program would suggest the Proponent evaluate alternative development options that would avoid irrigating the property.

Underground Injection Control. The Proponent details the uses of a comprehensive stormwater management system to collect, convey, treat, and control stormwater discharges associated with the Project. The Proponent should be aware that the conveyances of stormwater through underground stormwater infiltration structures are subject to the jurisdiction of the MassDEP *Underground Injection Control (UIC)* program. These structures must be registered with MassDEP UIC program through the submittal of a BRP WS-06 UIC Registration application through MassDEP's electronic filing system, eDEP. The statewide UIC program contact is Joe Cerutti, who can be reached at (617) 292-5859 or at joseph.cerutti@state.ma.us. All information regarding on-line (eDEP) UIC registration applications may be obtained at the following web page under the category "Applications & Forms": <https://www.mass.gov/underground-injection-control-uic>.

Stormwater Management/National Pollutants Discharge Elimination System (NPDES) Permit. The Project construction activities are scheduled to disturb more than an acre of land and therefore may require a NPDES Stormwater Permit for Construction Activities. The Proponent can access information regarding the NPDES Stormwater requirements and an application for the Construction General Permit at the EPA website: https://www.epa.gov/sites/production/files/2017-07/documents/cgp_flow_chart_do_i_need_a_permit2.pdf

The Proponent is advised to consult with David Gray at gray.david@epa.gov, 617-918-1577 for any of its questions regarding EPA's NPDES stormwater permitting requirements.

Massachusetts Well Driller Requirements. The Proponent plans to install a private irrigation well. Please be advised, pursuant to 310 CMR 46.03 and 310 CMR 46.03, wells installed within the Commonwealth are required to be drilled by a Massachusetts Certified well driller who shall provide immediate field supervision as specified by the municipal Board of Health (BOH) and submit a well completion report to MassDEP and the BOH within 30 days of well completion. Boards of Health may have additional requirements.

The report shall be on a form furnished by the Department, and shall contain information on, at minimum, well location; well owner name and address; municipal board of health permit; well use; well completion date; casing type, size, length, and depth into bedrock; protective well seal; well depth; depth to bedrock and water bearing zones; well screen and setting; static water level; well yield from productive wells, including drawdown, recovery, and testing method used; drilling log describing materials penetrated; hydrofracturing; well abandonment; and well driller business. The certified well driller who provided immediate field supervision shall sign the report, thereby attesting to information accuracy and completeness.

Bureau of Waste Site Cleanup Comments

Based upon the information provided, the Bureau of Waste Site Cleanup (BWSC) searched its databases for disposal sites and release notifications that have occurred at or might impact the proposed Project area. A disposal site is a location where there has been a release to the environment of oil and/or hazardous material that is regulated under M.G.L. c. 21E, and the Massachusetts Contingency Plan [MCP – 310 CMR 40.0000].

There are no listed MCP disposal sites located at or in the vicinity of the site that would appear to impact the proposed Project area. Interested parties may view a map showing the location of

BWSC disposal sites using the MassGIS data viewer (Oliver) at: http://maps.massgis.state.ma.us/map_ol/oliver.php Under “Available Data Layers” select “Regulated Areas”, and then “DEP Tier Classified 21E Sites”. MCP reports and the compliance status of specific disposal sites may be viewed using the BWSC Waste Sites/Reportable Release Lookup at: <https://eeaonline.eea.state.ma.us/portal#!/search/wastesite>

The Project Proponent is advised that if oil and/or hazardous material are identified during the implementation of this Project, notification pursuant to the Massachusetts Contingency Plan (310 CMR 40.0000) must be made to MassDEP, if necessary. A Licensed Site Professional (LSP) should be retained to determine if notification is required and, if need be, to render appropriate opinions. The LSP may evaluate whether risk reduction measures are necessary if contamination is present. The BWSC may be contacted for guidance if questions arise regarding cleanup.

Bureau of Air and Waste (BAW) Comments

Air Quality. Construction and operation activities shall not cause or contribute to a condition of air pollution due to dust, odor or noise. To determine the appropriate requirements please refer to:

- 310 CMR 7.09 Dust, Odor, Construction, and Demolition
- 310 CMR 7.10 Noise

Construction-Related Measures

MassDEP requests that all non-road diesel equipment rated 50 horsepower or greater meet EPA’s Tier 4 emission limits, which are the most stringent emission standards currently available for off-road engines. If a piece of equipment is not available in the Tier 4 configuration, then the Proponent should use construction equipment that has been retrofitted with appropriate emissions reduction equipment. Emission reduction equipment includes EPA-verified, CARB-verified, or MassDEP-approved diesel oxidation catalysts (DOCs) or Diesel Particulate Filters (DPFs). The Proponent should maintain a list of the engines, their emission tiers, and, if applicable, the best available control technology installed on each piece of equipment on file for Departmental review.

Backup Generators

Many industrial, commercial, and institutional development activities have facility heating and supplemental or emergency power generation associated with them that require air quality permitting from MassDEP before construction and/or operation.

The determination of when a permit is required is based on the size of the proposed combustion unit. Smaller units and specifically, engines (emergency and non-emergency), combined heat and power (CHP) units and some boilers may not require a specific Plan Approval but are subject to performance standards and certification, the requirements for which are found at 310 CMR 7.26. Specifically:

- 310 CMR 7.26(30) thru (37) – Boilers.
- 310 CMR 7.26(40) thru (44) Engines & Turbines (including 310 CMR 7.26(42) specific to Emergency Engines and Turbines); and
- 310 CMR 7.26(45) Combined Heat and Power

Any unit that exceeds the size limit or does not meet the applicability requirements of the above listed regulations will require a permit under 310 CMR 7.02.

It should be noted that should facilities operate one or more on-site back-up power generators when there is a threat of power loss as an operational practice rather than waiting for an actual power loss, operation of these generators under these conditions may exceed the emergency generator performance standard requirement of 300 hours during a 12-month rolling average. It is the

obligation of the facility operator to determine which of the performance standards best fits the planned operational needs and comply with those standards. The Business Compliance Unit of MassDEP's Boston Office is willing to provide assistance regarding the applicability of these generators to the regulations.

Massachusetts Idling Regulation

The Proponent's acknowledges the idling requirements by providing contract language that: "requires contractors to use several measures to reduce potential emissions and minimize impacts from construction vehicles including:

- Encouraging contractors to use construction equipment EPA Tier 4 equipment or equipment retrofitted with diesel emission control devices to the greatest extent practicable. • Using Ultra-Low Sulphur Diesel for all trucks and construction machinery.
- Maintaining an "idle free" work zone by providing supplemental electrical equipment along with "just-in-time" delivery methods. On-site idling will be limited to five minutes in accordance with the Massachusetts Anti Idling Law. "No Idling" signs will be posted at all appropriate locations. • Minimizing exposed storage of debris on-site, using wetting agents, and cleaning streets and sidewalks regularly on a scheduled basis to minimize dust.
- Monitoring construction practices to reduce unnecessary transfers and mechanical disturbances of loose materials

MassDEP reminds the Proponent that unnecessary idling (*i.e.*, in excess of five minutes), with limited exception, is not permitted during the construction and operations phase of the Project (Section 7.11 of [310 CMR 7.00](#)). With regard to construction period activity, typical methods of reducing idling include driver training, periodic inspections by site supervisors, and posting signage. In addition, to ensure compliance with this regulation once the Project is underway, MassDEP recommends that the Proponent install signs limiting idling to five minutes or less on-site.

Spills Prevention. A spills contingency plan addressing prevention and management of potential releases of oil and/or hazardous materials from pre- and post-construction activities should be presented to workers at the site and enforced. The plan should include but not be limited to, refueling of machinery, storage of fuels, and potential on-site activity releases.

Solid Waste Management.

1. *Waste Materials that are determined to be Solid Waste:* (e.g., construction and demolition waste) and/or recyclable material (e.g., metal, asphalt, brick, and concrete) shall be disposed, recycled, and/or otherwise handled in accordance with the Solid Waste Regulations including 310 CMR 19.017: *Waste Bans*.

Asphalt, brick and concrete (ABC) rubble, such as the rubble generated by the demolition of buildings or other structures must be handled in accordance with the Solid Waste regulations. These regulations allow, and MassDEP encourages, the recycling/reuse of ABC rubble. The Proponent should refer to MassDEP's Information Sheet, entitled "*Using or Processing Asphalt Pavement, Brick and Concrete Rubble, Updated February 27, 2017*", that answers commonly asked questions about ABC rubble and identifies the provisions of the solid waste regulations that pertain to recycling/reusing ABC rubble. This policy can be found on-line at the MassDEP website: <https://www.mass.gov/files/documents/2018/03/19/abc-rubble.pdf>

2. *Demolition and Asbestos Containing Waste Material:* The proposed Project includes the demolition of structures which may contain asbestos. The Project Proponent is advised that demolition activity must comply with both Solid Waste and Air

Quality Control regulations. Please note that MassDEP promulgated revised Asbestos Regulations (310 CMR 7.15) that became effective on June 20, 2014. The new regulations contain requirements to conduct a pre-demolition/renovation asbestos survey by a licensed asbestos inspector and post abatement visual inspections by a licensed asbestos Project monitor. The Massachusetts Department of Labor and Work Force Development, Division of Labor Standards (DLS) is the agency responsible for licensing and regulating all asbestos abatement contractors, designers, Project monitors, inspectors and analytical laboratories in the state of Massachusetts.

In accordance with the revised Asbestos Regulations at 310 CMR 7.15(4), any owner or operator of a facility or facility component that contains suspect asbestos containing material (ACM) shall, prior to conducting any demolition or renovation, employ a DLS licensed asbestos inspector to thoroughly inspect the facility or facility component, to identify the presence, location and quantity of any ACM or suspect ACM and to prepare a written asbestos survey report. As part of the asbestos survey, samples must be taken of all suspect asbestos containing building materials and sent to a DLS certified laboratory for analysis, using USEPA approved analytical methods.

If ACM is identified in the asbestos survey, the Proponent must hire a DLS licensed asbestos abatement contractor to remove and dispose of any asbestos containing material(s) from the facility or facility component in accordance with 310 CMR 7.15, prior to conducting any demolition or renovation activities. The removal and handling of asbestos from the facility or facility components must adhere to the Specific Asbestos Abatement Work Practice Standards required at 310 CMR 7.15(7). The Proponent and asbestos contractor will be responsible for submitting an *Asbestos Notification Form ANF-001* to MassDEP at least ten (10) working days prior to beginning any removal of the asbestos containing materials as specified at 310 CMR 7.15(6).

The Proponent shall ensure that all asbestos containing waste material from any asbestos abatement activity is properly stored and disposed of at a landfill approved to accept such material in accordance with 310 CMR 7.15 (17). The Solid Waste Regulations at 310 CMR 19.061(3) list the requirements for any solid waste facility handling or disposing of asbestos waste. Pursuant to 310 CMR 19.061(3) (b) 1, no asbestos containing material; including VAT, asphaltic-asbestos felts or shingles; may be disposed at a solid waste combustion facility.

3. *Clean Wood:*

The Project will require the handling of clean wood associated with tree removal. As defined in 310 CMR 16.02, clean wood means “discarded material consisting of trees, stumps and brush, including but limited to sawdust, chips, shavings, bark, and new or used lumber” ...etc. Clean wood does not include wood from commingled construction and demolition waste, engineered wood products, and wood containing or likely to contain asbestos, chemical preservatives, or paints, stains or other coatings, or adhesives. The Proponent should be aware that wood is not allowed to be buried or disposed of at the Site pursuant to 310 CMR 16.00 & 310 CMR 19.000 unless otherwise approved by MassDEP. Clean wood may be handled in accordance with 310 CMR 16.03(2)(c)7 which allows for the on-site processing (i.e., chipping) of wood for use at the Site (i.e., use as landscaping material) and/or the wood to be transported to a permitted facility (i.e., wood waste reclamation facility) or other facility that is permitted to accept and process wood.

If you have any questions regarding the Solid Waste Management Program comments above, please contact Mark Dakers at (508) 946-2847 or Cynthia Baran at (508) 946-2887.

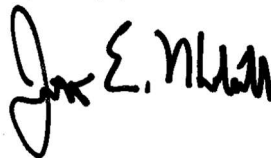
Proposed s.61 Findings

The “Certificate of the Secretary of Energy and Environmental Affairs on the Environmental Notification Form” may indicate that this Project requires further MEPA review and the preparation of an Environmental Impact Report. Pursuant to MEPA Regulations 301 CMR 11.12(5)(d), the Proponent will prepare Proposed Section 61 Findings to be included in the EIR in a separate chapter updating and summarizing proposed mitigation measures. In accordance with 301 CMR 11.07(6)(k), this chapter should also include separate updated draft Section 61 Findings for each State agency that will issue permits for the Project. The draft Section 61 Findings should contain clear commitments to implement mitigation measures, estimate the individual costs of each proposed measure, identify the parties responsible for implementation, and contain a schedule for implementation.

Other Comments/Guidance

The MassDEP Southeast Regional Office appreciates the opportunity to comment on this ENF. If you have any questions regarding these comments, please contact George Zoto at (508) 946-2820.

Very truly yours,



Jonathan E. Hobill,
Regional Engineer,
Bureau of Water Resources

JH/GZ

Cc: DEP/SERO

ATTN: Millie Garcia-Serrano, Regional Director
David Johnston, Deputy Regional Director, BWR
Gerard Martin, Deputy Regional Director, BWSC
Seth Pickering, Deputy Regional Director, BAW
Jennifer Viveiros, Deputy Regional Director, ADMIN
Daniel Gilmore, Chief, Wetlands and Waterways, BWR
David Hill, Wetlands and Waterways, BWR
Daniel DiSalvio, Chief, Compliance and Enforcement, BAW
Mark Dakers, Chief, Solid Waste, BAW
Elza Bystrom, Solid Waste Management, BAW
Allen Hemberger, Site Management, BWSC



MASSACHUSETTS WATER RESOURCES AUTHORITY

Charlestown Navy Yard
100 First Avenue, Building 39
Boston, MA 02129

Frederick A. Laskey
Executive Director

Telephone: (617) 242-6000
Fax: (617) 788-4899
TTY: (617) 788-4971

June 1, 2021

Kathleen A. Theoharides, Secretary
Executive Office of Energy and Environmental Affairs
100 Cambridge St, Suite 900
Attn: MEPA Office, Purvi Patel
Boston, MA 02114

Subject: EOEPA #16372 – Environmental Notification Form
Hanover Weymouth, Weymouth, MA

Dear Secretary Theoharides,

The Massachusetts Water Resources Authority (MWRA) appreciates the opportunity to comment on the Environmental Notification Form (ENF) submitted by Hanover R.S. Limited Partnership (the “Proponent”) for Hanover Weymouth (the “Project”) in Weymouth, Massachusetts. The 9.78 acre Project site is located on the south side of Route 53 in Weymouth, west of Hingham municipal boundary, and is generally undeveloped and wooded. The Project involves construction of two, four-story wood framed buildings containing 270 residential units and 4,200 square feet of commercial space. The Project will also include 360 surface parking spaces, 34 detached garage spaces and amenity space.

The ENF reports that the Project will increase wastewater flow from the city by 42,570 gallons per day (gpd), from an existing wastewater flow of approximately 550 gpd to 43,120 gpd. The Project site is served by a sanitary sewer owned and operated by the Town of Weymouth, which conveys flows to MWRA’s Braintree-Weymouth Interceptor and Pumping Station. Flows are then directed to the Nut Island Headworks and ultimately to Deer Island Wastewater Treatment Plant. MWRA’s Braintree-Weymouth facilities are subject to surcharging in large storms due to high volumes of infiltration and inflow (“I/I”) entering the pipes of tributary community systems. To ensure that the Project’s new wastewater flow does not increase surcharging or overflows in large storms, the Proponent should fully offset the Project’s wastewater flow increase with I/I removal in compliance with MassDEP regulation and Town of Weymouth I/I policy. At least four gallons of I/I should be removed for every gallon of new wastewater flow.

MWRA prohibits the discharge of groundwater and stormwater into the sanitary sewer system, pursuant to 360 C.M.R. 10.023(1) except in a combined sewer area when permitted by the Authority and the local community. The Project site has access to a storm drain and is not

located in a combined sewer area. Therefore, the discharge of groundwater or stormwater to the sanitary sewer system associated with this Project is prohibited.

On behalf of the MWRA, thank you for the opportunity to provide comments on this Project. Please do not hesitate to contact Katie Ronan of my staff at (857) 289-1742 with any questions or concerns.

Sincerely,

A handwritten signature in black ink that reads "Carolyn M. Fiore". The signature is written in a cursive, flowing style.

Carolyn M. Fiore
Deputy Chief Operating Officer

cc: George Zoto, DEP



Town of Hingham Land Use and Development

June 1, 2021

Purvi Patel, EIT
Massachusetts Environmental Policy Act (MEPA) Office
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

Re: Hanover Weymouth, 1325 Washington Street, Weymouth

Dear Ms. Patel:

Thank you for the soliciting comments on the Environmental Notification Form (ENF) for the above referenced project, which proposes a 270-unit residential project with 4,200 SF of ground floor retail space at 1325 Washington Street in Weymouth, MA. The Town of Hingham (“Hingham”) appreciates the opportunity to coordinate with other local and state agencies in order to better understand the project impacts. As discussed below, Hingham has a number of questions and concerns regarding the potential impacts of the project on adjacent roadways.

Project Description

The project site directly abuts the Town of Hingham and a significant amount of land in both Weymouth and Hingham that is owned in common with the property owner. As noted above, the project proposes a mixed use development consisting of 270 residential units with 4,200 SF GFA of retail space. In connection with the project, 394 parking spaces will be provided (approximate 1.5 space/unit parking ratio). Access to the project will be provided via a driveway on the south side of Washington Street (Route 53), which is a state-owned highway bifurcated by the jurisdictions of MassDOT Districts 6 and 5. As proposed, the project also connects directly to the state drainage system in Route 53.

Land Ownership

The applicant is Hanover Weymouth, the owner of the property is Bristol Brothers and its affiliates (“Property Owner”). The Property Owner, its affiliates and related parties own (or

previously owned and sold) over 300 contiguous acres in Hingham and Weymouth (the “Owner Parties”).

MEPA Review

Based on the considerations specified in the MEPA Regulations under 310 CMR 11, the project should be considered for broader area impacts than those assumed in the application, particularly 310 CMR 11.01(2)(c), related to project segmentation. Hingham requests that significant scrutiny be given to this project with respect to its impacts, and particularly in relation to the prior and future planned projects of the property owner and related entities. Hingham also requests that MEPA officials in District 6 coordinate with officials in District 5 regarding this proposed project.

First, based on the property owner’s own representations, Hingham believes that the traffic impacts on Hingham roads from this project will be greater than set forth in the Traffic Impact Study, prepared by Vanasse & Associates, Inc.

1. The applicant’s presentation during the May 18, 2021 MEPA public hearing depicted all area amenities, including and limited to The Quarry, Boston Golf, and Derby Street Shops, in the Town of Hingham. Despite this representation, all project mitigation is proposed to take place in Weymouth.
2. The Town and its residents have routinely requested additional pedestrian amenities along Whiting Street (Route 53) in Hingham. A major employer and residential property, Linden Ponds (1,104 unit existing; 1,750 approved), is located approximately diagonal from the project site. There is no pedestrian connection proposed to major area employers or amenities that happen to be just over the municipal boundary in Hingham.
3. Based on anecdotal evidence from interested parties during the initial hearing before the Weymouth Zoning Board of Appeals, there are significant existing concerns about parking on the state highway related to the existing businesses in the area. Previte’s Marketplace routinely generates overflow parking in the vicinity of the project and on the state highway. This causes concern in general, but particularly given the low parking ration proposed for the project.

Second, Hingham raises the concern that segmentation may be occurring based on large amount of land owned by the Owner Parties and the piecemeal way that projects are being presented to MEPA. Hingham’s concerns are based on the following:

1. The owner of the subject property successfully petitioned the Town of Hingham in 2012 to rezone approximately 200 acres of land adjacent to the project site from Residential to Office Park. At the time, the Town contemplated significant non-residential development. The Town also requested a master plan to better understand the overall buildout of the owner’s land. No plan has been presented to the Town at this time.

2. Since then, the Property Owners ve developed a Lexus car dealership at 141 Derby Street (2013) and applied for, but withdrawn, an application to redevelop and expand 306 Whiting Street, commonly known as The Range. B
3. The Property Owners have proposed both an assisted living facility and a second car dealership on additional land is owns adjacent to Lexus dealership. Although those project applications were withdrawn, it is further evidence that the Property Owners are actively marketing the property in a piecemeal fashion.
4. Based on the limited information that the Property Owners have shared with Hingham, a potential plan to apply for subdivision approval to create a road that would extend from Derby Street in Hingham to [Pleasant Street] in Weymouth is contemplated.

Summary

The present project raises concerns on its owns and, more significantly, appears to conflict with 310 CMR 11.01(2)(c). The present application is presented in a piecemeal fashion, as opposed to the holistic manner intended by MEPA. Hingham respectfully requests that the Property Owner be required to provide more information and greater context as to how this project fits in with its plans for adjacent lands. Hingham also requests coordination between the respective Districts and the affected communities to ensure safe transportation planning in this region.

Thank you for your consideration of the above comments.

Sincerely,

Emily Wentworth
Senior Planner

Cc: Tom Mayo, Town Administrator
Christine Stickney, Interim Town Planner
Susan Murphy, Special Town Counsel

Department of Planning and
Community Development

Robert J. Luongo
Director of Planning and
Community Development
email: rluongo@weymouth.ma.us
(781) 340-5015

*Town of Weymouth
Massachusetts*



Robert L. Hedlund
Mayor

75 Middle Street
Weymouth, MA 02189

www.weymouth.ma.us

June 2, 2021

Purvi Patel, EIT
Massachusetts Environmental Policy Act (MEPA) Office
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

Re: Hanover Weymouth, 1325 Washington Street, Weymouth

Dear Ms. Patel,

First, my apologies for sending my comments after the June 1, 2021 deadline.

My comments regarding the above referenced project center around two important land use issues: appropriate location and the need to create more housing as directed by Governor Baker over the last several years.

Weymouth in 2017 passed new zoning (Commercial Corridor Overlay District) in an effort to encourage new investment in our decaying commercial areas located mostly on the three state roadways traversing Weymouth-Routes 53 (Washington Street), 18 (Main Street), and 3A (Bridge Street).

The purpose was to create a mix of residential and commercial uses that would not negatively impact or be inconsistent with surrounding land uses and encourage developers to invest in these properties by creating appropriate height limits, reasonable FAR requirements and sensible parking requirements.

Weymouth has had great success by way of developers finally starting to invest in properties that have been deteriorating and underutilized for years as well as investing in vacant land that has remained fallow over the years

The above referenced property is the poster child of what we hoped to accomplish under this new zoning. This property is situated in very close proximity to large residential developments in both Weymouth and Hingham as well as smaller residential developments in Weymouth. In Weymouth, Queen Anne's Gate, a large affordable housing development, is located diagonally across from the referenced development. Just up the road in Hingham is Linden Ponds, a

substantial senior housing/assisted living facility. In addition, on the section of Route 53 from the intersection with Pleasant Street south to the Hingham line are a number of smaller residential and commercial developments consisting of condominiums, single family residential and commercial/ retail uses. This same pattern of land uses continues into Hingham.

The subject property has an underlying zone of industrial which if development according to zoning could have substantial impacts on the surrounding residential and commercial uses, potentially create substantial truck traffic and be a general disruption to the area.

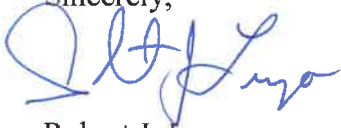
It has been suggested that a master plan is needed before a development happens on the subject property. We strongly disagree with this since the only parcels that Mr. Bristol controls along this corridor in Weymouth is the subject parcel plus an adjacent 10 acres on Washington Street. Both parcels are in the commercial corridor overlay district. The remaining back parcels owned by Mr. Bristol are in the industrial zone and are being utilized as part of Mr. Bristol's active quarry operation.

Again, I mention the fact that the Governor has put out the call to increase housing supply especially in the metro Boston area. Weymouth, a housing choice community, is answering this call with thoughtful, creative, smart growth, mixed use development in an appropriate location in Weymouth.

I sincerely hope this project is allowed to move forward without undo delay.

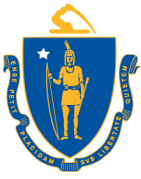
Thank you for your consideration.

Sincerely,



Robert J. Luongo

Planning & Community Development Director



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Jamey Tesler, Acting Secretary & CEO



June 3, 2021

Kathleen Theoharides, Secretary
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114-2150

RE: Weymouth: Hanover Weymouth – ENF
(EEA #16372)

ATTN: MEPA Unit
Purvi Patel

Dear Secretary Theoharides:

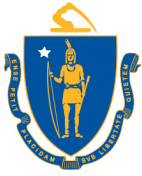
On behalf of the Massachusetts Department of Transportation, I am submitting comments regarding the Environmental Notification Form for the Hanover Weymouth project in Weymouth as prepared by the Office of Transportation Planning. If you have any questions regarding these comments, please contact J. Lionel Lucien, P.E., Manager of the Public/Private Development Unit, at (857) 368-8862.

Sincerely,

David J. Mohler
Executive Director
Office of Transportation Planning

DJM/jll

cc: Jonathan Gulliver, Administrator, Highway Division
Patricia Leavenworth, P.E., Chief Engineer, Highway Division
John McInerney, P.E., District 6 Highway Director
Neil Boudreau, Assistant Administrator of Traffic and Highway Safety
Boston Metropolitan Planning Organization
Planning Department, City of Weymouth



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Jamey Tesler, Acting Secretary & CEO



MEMORANDUM

TO: David Mohler, Executive Director
Office of Transportation Planning

FROM: J. Lionel Lucien, P.E, Manager
Public/Private Development Unit

DATE: June 3, 2021

RE: Weymouth - Hanover Weymouth – ENF
(EEA #16372)

The Public/Private Development Unit (PPDU) has reviewed the Environmental Notification Form (ENF) for the proposed Hanover Weymouth project in Weymouth submitted by Hanover R.S. Limited Partnership (“Proponent”). The project site consists of approximately 9.78 acres located on the south side of Route 53, approximately 650 feet west of the Hingham town line. The site is generally undeveloped and wooded with two single family houses on the west side of the site that are accessed from White Oak Lane, an unpaved road.

The proposed project consists of razing the two houses to construct two, four-story wood framed residential buildings, consisting of 270 market-rate units (392 bedrooms) and 4,200 square feet (sf) of commercial space. The project will total approximately 343,645 sf and include 360 surface parking spaces and 34 detached garage spaces. Access is proposed via an unsignalized full access driveway that will intersect the south side of Route 53, approximately 200 feet east of Argyle Court and parallel to the westerly property line of the project site.

The project is expected to generate 2,030 vehicle trips per day and will include provisions for 394 parking spaces. The project exceeds the MEPA ENF transportation thresholds for trip generation and parking spaces. The project requires a Vehicular Access Permit from MassDOT because it abuts and would be accessed from Route 53, a state highway.

The ENF includes a transportation study prepared in general conformance with the current MassDOT/EOEEA *Transportation Impact Assessment (TIA) Guidelines*. The TIA provides an analysis of existing and future conditions of transportation conditions within the study area and includes a comprehensive mitigation program. We provide the following comments.

Trip Generation

The TIA includes trip generation estimates calculated using the Institute of Transportation Engineers (ITE)'s *Trip Generation Manual* (10th Edition). The trip generation was based on ITE Land Use Codes (LUC) 221, Multifamily Housing (Mid-Rise) and LUC 820, Shopping Center. Accordingly, the site is expected to generate 2,030 daily weekday vehicle trips, and when credits are taken for internal trips and pass-by trips, the net trip generation would total 1,816 vehicle trips, with 123 vehicle trips during the weekday morning peak hour and 109 vehicle trips during the weekday evening peak hour.

Safety

The ENF summarizes crash data for the continuous five-year period of 2013 through 2017 at all study area intersections and compares crash rates with MassDOT District 6 average. The Route 53/Pleasant Street intersection and the Route 53/Mutton Lane intersection were identified as potential Highway Safety Improvement Program (HSIP)-eligible clusters. MassDOT previously conducted Road Safety Audits at these locations and some of the resulting recommendations have been implemented. The Proponent should consult with the MassDOT Highway Division's Safety Section and District 6 Office to determine if additional safety improvements are necessary at these two locations.

Traffic Operations

In the TIA, the Proponent provides a comprehensive analysis of the study area intersections for the 2021 existing, 2028 No Build, and 2028 Build conditions. The study area includes three intersections, including the project site driveway, all of which are on Route 53 and under MassDOT jurisdiction. We generally concur with the study area intersections based on the trip distribution and trip assignment.

Capacity analyses are provided for the project site driveway and the Route 53 intersections with Pleasant Street and Mutton Lane. According to the TIA, the project is expected to slightly increase delay and queuing at these intersections. To address these impacts, the Proponent has committed to implement traffic signal timing and phasing improvements at both intersections prior to site occupancy. These improvements are also expected to address prior recommendations resulting from the Road Safety Audits previously conducted by MassDOT at these intersections.

Multimodal Access and Facilities

Access to the project site will be provided by way of a new driveway that will intersect the south side of Route 53. The driveway will be designed in accordance with MassDOT design standards and provide accommodations for all users. A sidewalk will be constructed along the site frontage on Route 53 that will extend to the terminus of the existing sidewalk at Argyle Court. In addition, sidewalks will be provided to link the proposed

buildings to the proposed sidewalk along Route 53. Secure bicycle parking will be provided within the site.

The Massachusetts Bay Transportation Authority (MBTA) currently provides transportation services along Pleasant Street and elsewhere within the City. MBTA bus Route 222, East Weymouth - Quincy Center Station, provides service along Pleasant Street, within walking distance to the site, with continued service to Quincy Center Station where connections can be made to the Red Line subway system, the Commuter Rail (Greenbush Line with service to South Station in Boston) and other MBTA bus routes. The Proponent should consider providing a transit subsidy to encourage residents to use of bus transit. In addition, the Proponent should post in key locations in the development a map and schedule of MBTA services or other services within the area.

Transportation Demand Management (TDM) Program

In the ENF, the Proponent provided a detailed TDM program with the goal of reducing vehicle trips by residents and employees of the project. The program includes:

- 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.

MassDOT recommends that no further environmental review be required based on transportation-related issues. The Proponent should continue consultation with City of Weymouth and appropriate MassDOT units, including PPDU and the District 6 Office, to finalize the permitting process for the project. If you have any questions regarding these comments, please contact me at *Lionel.Lucien@dot.state.ma.us*.



COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE OFFICE OF
ENERGY AND ENVIRONMENTAL AFFAIRS
DEPARTMENT OF ENERGY RESOURCES
100 CAMBRIDGE ST., SUITE 1020
BOSTON, MA 02114
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Charles D. Baker
Governor

Karyn E. Polito
Lt. Governor

Kathleen A. Theoharides
Secretary

Patrick Woodcock
Commissioner

8 June 2021

Kathleen Theoharides, Secretary
Executive Office of Energy & Environmental Affairs
100 Cambridge Street
Boston, Massachusetts 02114
Attn: MEPA Unit

RE: Hanover Weymouth, Weymouth, Massachusetts, EEA #16372

Cc: Maggie McCarey, Director of Energy Efficiency, Department of Energy Resource
Patrick Woodcock, Commissioner, Department of Energy Resources

Dear Secretary Theoharides:

We've reviewed the Environmental Notification Form (ENF) for the proposed project. The project includes construction of two (2) residential buildings totaling 343,645-sf with 270 units (4 story each). The objective of this letter is to share strategies for the project to reduce greenhouse gas emissions (GHG), improve resiliency, and affordability.

Key Strategies

Deployed together, the following have been found to be effective strategies in advancing emission reduction, resilience, and affordability:

- Passivehouse building standard;
- Efficient Electrification of space and water heating;
- Maintaining envelope integrity with framed, insulated walls with continuous insulation;
- Reducing air leakage;

- Avoiding glass curtain wall assemblies and excessive windows;
- Mitigation of solar heat gains;
- Energy recovery;
- Rooftop solar PV;
- EV Ready Parking.

Experience has shown that the above deliver 50 to 80% less emissions than projects built to Code while improving affordability and resilience. In addition, significant incentives may be available, as well, including MassSave[®] incentives, Alternative Energy Credits (AECs), and Solar Massachusetts Renewable Target (SMART) credits.

Key Mitigation Strategies Explained

Passivehouse

Passivehouse is an energy efficiency building standard that results in an ultra-low energy building requiring little energy use for space heating and cooling. This is achieved by focusing on envelope performance, airtightness, and energy recovery. Passivehouse projects also typically have much smaller HVAC systems. Published studies show that in low-rise and mid-rise construction, Passivehouse doesn't necessarily cost more to build because improvements to envelope are offset by reductions in HVAC. For example, four (4) Massachusetts housing developments being built to Passivehouse standards have confirmed incremental building cost increases between 1.4-2.8%¹. This building cost increase can be offset whole or in part with incentives such as the MassSave[®] Passivehouse incentive² (applicable for 5-unit buildings or larger). The value of this incentive is approximately **\$3,000 per dwelling unit, or \$810,000 when applied across the 270-units.**

Passivehouse is an energy code standard which is unlike other energy efficient building approaches in that its truly performance based by requiring mandatory, rigorous in-field tests to confirm that strict standards are being met. Passivehouse methods are recognized by both Massachusetts building Code, MassSave[®], and incentives under Massachusetts' Alternative Portfolio Standard (APS).

Passivehouse also delivers:

- *Significant reduction in utility costs:* this is much more affordable to residents;
- *Improved resiliency:* Passivehouse buildings can stay warm (or cool, in the summer) for extended periods of time even with loss of power.

¹ <https://www.masscec.com/emerging-initiatives/passive-house>

² <https://www.masssave.com/saving/residential-rebates/passive-house-incentives>

Hanover Weymouth, EEA #16372
Weymouth, Massachusetts

At this time there are over 5,000 passivehouse units being designed or under construction in eastern Massachusetts.

Passivehouse projects typically use efficient electric space heating (air source heat pumps/VRF). Efficient electrification is more readily achieved with Passivehouse because HVAC loads are much smaller in Passivehouse applications. (More discussion of efficient electrification is provided below.)

Passivehouse Examples



*206 Main Street
Gloucester, MA*



*Finch Cambridge
Cambridge, MA*



*Old Colony
Boston, MA*



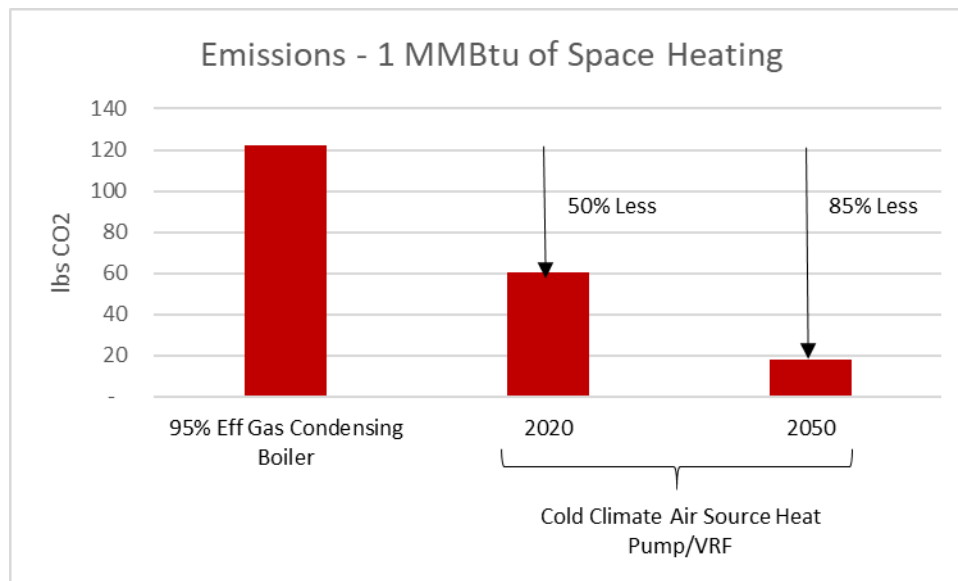
*Newton Riverside
Newton, MA*

Efficient Electrification

Efficient electrification and renewable thermal space and water heating entails the swapping of fossil fuels (natural gas, oil, and propane) or electric resistance systems with one or more of the following:

- Cold-climate air source heat pumps and variable refrigerant flow (VRF) for space heating;
- Air source heat pumps for water heating;
- Ground source heat pumps;
- Solar thermal.

Electrification of space and water heating is a key mitigation strategy with significant short- and long-term implications on GHG emissions. Massachusetts grid emissions rates continue to decline with the implementation of clean energy policies that increase renewable electricity sources. The implication is that efficient electric space and water heating with cold climate air source heat pump and VRF equipment have lower emissions than other fossil-fuel based heating options, including best-in-class (95% efficient) condensing natural gas equipment. Currently, efficient electric heating has approximately **50% lower emissions** in Massachusetts than condensing natural gas heating. By 2050, efficient electric heating is expected to have approximately **85% lower emissions** in Massachusetts than condensing natural gas heating. See illustration below.



Heat Pump Water Heating

Water heating can be accomplished in many ways, common technologies include fossil fuel boilers and electric resistance systems. There are approaches that utilize air-source heat pumps, as well. These applications include centrally located systems that distribute hot water to the units, or unit-based heat pump water heaters.

Integrity of Building Envelope

High-performing envelope is essential to successful GHG mitigation, affordability, and resilience. Key strategies for maintaining integrity of envelope are:

- Continuous insulation;
- Reducing air infiltration;
- Eliminating thermal bridges;
- Limiting or eliminating use of glass “curtain wall” and spandrel assemblies;
- Maximizing framed, insulated walls sections;
- Avoiding excessive window areas.

The thermal performance of windows, curtain walls, and spandrels is typically about **70 to 80% less** than the thermal performance of the framed, insulated wall assemblies. Accordingly, buildings which use extensive curtain wall, spandrel, and windows have compromised envelope performance which impacts energy consumption, emissions, resiliency, and affordability.

Mitigation of Solar Heat Gains

To limit solar heat gains, we encourage examination of building self-shading, external shading, and varying glass solar heat gain coefficient (SHGC) as a function of exposure. (For example, targeting lower SHGC-rated glass for building sides and areas more exposed to sun and/or less shaded.)

Rooftop Solar PV

Rooftop PV can provide significant GHG benefits as well as significant financial benefits. Experience has shown that, with planning, up to 80% of roof space can be set aside for PV on roofs of low-rise, mid-rise, and high-rise buildings.

Even if PV is not installed during building construction, it is important to plan the project to ensure that roof space is set aside for PV and that roof space doesn't become unnecessarily encroached with HVAC appurtenances, diminishing the opportunities for future PV. Electrification of heating and Passivehouse both contribute to enabling more PV as these approaches can greatly reduce rooftop equipment associated with conventional code HVAC.

Electric Vehicle (EV) Parking Spaces

EV charging stations are critical for the continual transition towards electric mobility. Even if EV charging stations are not installed during construction, it is critical to maximize EV ready parking spaces as it is significantly cheaper and easier to size electrical service and install wiring or wiring conduit during construction rather than retrofitting a project later.

Incentives

Buildings which incorporate the above strategies can qualify for significant incentives:

- MassSave[®] performance-based incentives³ offer incentives for every kWh or therm saved compared to a program-provided energy model. The above energy efficiency strategies offer opportunities for large kWh and therm savings.
- MassSave[®] Passivehouse incentives are available to multifamily buildings (5+ units) which meet either PHI or PHIUS Passivehouse certification. In addition to a \$3,000/unit incentive, MassSave[®] also incentivizes feasibility and modeling. The incentive structure is as follows:

³ <https://www.masssave.com/en/saving/business-rebates/new-buildings-and-major-renovations>

Passive House Incentive Structure for Multi-Family Mid- and High-Rise Buildings			
Incentive Timing	Activity	Incentive Amount	Max. Incentive
Pre-Construction	Feasibility Study	100% Feasibility costs	\$5,000
	Energy Modeling	75% of Energy Modeling costs	\$500/Unit, max. \$20,000
	Pre-Certification	\$500/unit	N/A
Post-Construction	Certification	\$2,500/unit	
	Net Performance Bonus	\$0.75/kWh	
			\$7.50/therm

- Alternative Energy Credits (AECs)⁴ offer incentives to electrify building space heating using heat pumps and/or VRF. This program also includes multipliers which increase value if the building meets Passivehouse standards or buildings built to HERs 50 or less. These credits may be distributed on a quarterly basis over time; or, may be distributed in a lump sum to the developer if certain conditions are met.
- Massachusetts SMART program⁵ provides significant incentives for solar development on top of federal and state tax incentives. SMART includes pathways which allow solar production to be sold without off-takers. This may be of potential interest to building developers as this allows them to develop rooftop solar without necessarily engaging with building tenants. For this reason, setting aside rooftop solar PV areas helps ensure that building owners’ ability to monetize the roof is not impacted.

Recommendations

The strategies described above provide pathways to GHG mitigation, increased affordability, and improve resiliency. The following are questions that should be considered throughout the planning process:

- Was Passivehouse considered? Early analysis improves the feasibility of Passivehouse. Were the following answered:
 - Did the buildings use the MassSave® Passivehouse pre-construction feasibility and energy modeling incentives?
 - Does the analysis include all benefits (GHG mitigation, affordability, and resiliency)?
 - Were the MassSave® performance and \$3,000/unit Passivehouse incentives incorporated?

⁴ <https://www.mass.gov/guides/aps-renewable-thermal-statement-of-qualification-application>

⁵ <https://www.mass.gov/info-details/solar-massachusetts-renewable-target-smart-program>

- What is the cost difference between the minimum code compliant buildings versus Passivehouse once \$810k MassSave® incentive is considered?
- Was efficient electrification considered? Air source systems are feasible for the proposed buildings and should be considered for all buildings. Were the following answered:
 - Does the analysis include all benefits (GHG emissions, affordability, reduced dedicated mechanical space, reduced floor to floor height or more flexible HVAC arrangements)?
 - Did the analysis of water heating consider all available technologies, including heat pumps (centrally located, split, and combined systems), solar thermal, and ground source?
 - Were all MassSave® and AEC incentives accounted for in the analysis?
- Is the project managing solar gains with exterior shading and improved solar heat gain coefficient?
- Is the project using continuous insulation, reduced air infiltration (with in-field confirmation), and limiting or eliminating use of glass “curtain wall” and spandrel assemblies?
- Did the project set-aside as much space as possible for rooftop PV? It is important to set-aside roof space for PV early to ensure that mechanical equipment spacing is designed to maximize rooftop space. A target of 80% roof set-aside is generally achievable.
- Furthermore, integration of these recommended measures has compounding and interrelated benefits. For example: the adoption of an above code building envelope and air-sealing measures greatly improve the feasibility and economics of an all-electric space heating system; electrification reduces rooftop equipment; inclusion of solar PV in a project improves the economics of efficient electrification of space and water heating. Accordingly, these solutions should be considered as a package rather than in isolation.

Sincerely,



Paul F. Ormond, P.E.
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Massachusetts Department of Energy
Resources



Brendan Place
Clean Energy Engineer
Massachusetts Department of Energy
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Village Meadows, EEA #16154
Groton, Massachusetts