

Chapter 9

SUMMARY OF MITIGATION MEASURES

9.0 SUMMARY OF MITIGATION MEASURES

9.1 INTRODUCTION

The Hamilton Canal District design has significantly evolved largely based on input received from local, state and federal agencies and from members of the community participating in the master planning process. The result is a project that has been designed and programmed to respond to community needs and to minimize environmental impacts to the greatest extent possible.

As part of the environmental review under the Massachusetts Environmental Policy Act (MEPA), any project that requires a state agency approval or permit must demonstrate that the project's environmental impacts have been avoided, minimized and mitigated. This chapter identifies the specific mitigation measures that are being proposed as part of this project. The proponent has already engaged several key agencies in order to design and develop appropriate mitigation strategies for the site and the surrounding area.

9.2 PROJECT MITIGATION

Some of the project's planning and design components are presented below:

- Sustainable Design- From the inception, the project has been designed to be a sustainable development project. The project is designed using the LEED ND pilot criteria and is designed to be LEED certifiable. It is anticipated that the project should score in the "Silver" category for LEED ND.
- Transportation- The proponent recognizes that the full development of the Hamilton Canal District Project will have a significant impact on area traffic. However, the proponent has taken the opportunity to design the project as a transit-oriented development in order to minimize traffic impacts and has proposed measures that should alleviate much of the existing traffic congestion in the area and offset the additional project-related traffic. The proposed traffic mitigation includes: Pedestrian access improvements, including Canal Walks, at-grade pedestrian crossing at Thorndike and Dutton Streets, canal bridge sidewalks, and a new sidewalk along Jackson Street; Transportation Demand Management measures; reservation of a transit Right of Way through the project to allow the extension of the existing trolley system to the Gallagher Transportation Terminal; construction of two new streets, Revere Street Extension (between Middlesex Street and Appleton Street) and Jackson Street Extension (between Revere Street and Thorndike Street); redesign of two intersections, the Lord Overpass and Thorndike/Dutton/Fletcher/Jackson Streets; installation of three new traffic control signals at Church Street and Lawrence Street;

South Street and Appleton Street, and Revere Street and Appleton Street; and restriping, lane widening and signal timing improvements on a number of existing area intersections.

- Brownfields - Due to the historical uses on the project site, there is likely to be some site contamination. Environmental site assessments were performed on most of the parcels to assess the potential for contamination. Currently, the proponent is in the process of completing an ASTM Phase I Environmental Site Assessment for portions of the site. To the extent that contaminants are detected, they will be addressed in accordance with all applicable environmental laws.
- Historic Resources – The project is sited in existing federal, state and locally designated historic districts. While many of the previously existing mill structures have been demolished, the project will rehabilitate and preserve the Appleton Mills complex and the Freudenberg Building. The historic canal system will also be preserved and enhanced through a new public access system. The new buildings in the project will be architecturally appropriate to the area and fill in the voids created through the demolition of dilapidated mill buildings.
- Stormwater- The project will increase the amount of pervious surfaces, recharge stormwater into the groundwater table and provide stormwater management controls to improve stormwater quality. The project will comply with the DEP Stormwater Management Guidelines.
- Wetlands - There is no anticipated direct alteration of the land under water or bank resource areas. However, much of the project area is within the buffer zone of the three canals bordering the site. Stormwater management and erosion control measures will be utilized to prevent any potential adverse effects on resource areas from activities within the buffer zone. Special care will be taken during the construction or rehabilitation of bridge crossings to avoid any adverse impacts to resource areas.
- Groundwater- Groundwater testing will be conducted prior to any site construction. The below ground parking structures will be designed to avoid lowering of groundwater levels.
- Geotechnical- The project will include appropriate management practices and monitoring to minimize geotechnical impacts on adjacent structures from project construction.
- Construction- A *Construction Management Plan (CMP)* will be prepared that will include detailed information on demolition, earth removal, construction activities, and specific construction mitigation measures. Construction materials, access, and staging plans will be developed to minimize impacts to the local community. The CMP will include such plans as construction worker commuting and parking, routing plans for trucking and deliveries, and control of noise and dust.