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October 31, 2008

CERTIFICATE OF THE SECRETARY OF ENERGY & ENVIRONMENTAL AFFAIRS
ON THE
SINGLE ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME: Lowe's of Quincy
PROJECT MUNICIPALITY: Quincy
PROJECT WATERSHED: Boston Harbor
EEA NUMBER: 14222
PROJECT PROPONENT: Lowe's Home Centers, Inc.
DATE NOTICED IN MONITOR: September 24, 2008

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

Project Description

As described in the Expanded Environmental Notification Form (EENF), the project involves the redevelopment of a 16.3-acre parcel of commercial and industrial property bounded by the Thomas S. Burgin Parkway to the east, Columbia Street to the north and west, and Plain and Mitchell Streets to the south. The project will be comprised of an approximately 154,000 square foot (sf) Lowe's home improvement retail store with attached garden center. The project site is located across from the MBTA Quincy Adams Red Line station in Quincy.

The existing project site contains approximately eight separate commercial and industrial buildings and five vacant residential houses (approximately 159,000 sf total), approximately 377 surface parking spaces, a 1,050 linear foot section of Penn Street, and the Grasso Memorial Park. The redevelopment project will involve the demolition of the eight existing buildings and five houses and the construction of a new 124,216 sf Lowe's Home Improvement Store with a 29,926 sf garden center, 435 surface parking spaces, and new stormwater management infrastructure. As described elsewhere in this Certificate, the project site also contains a 2.3-acre future development parcel located in the southeasterly corner of the site.

Jurisdiction

The project is undergoing environmental review and requires the preparation of an Environmental Impact Report pursuant to Section 11.03(6)(a)(6) of the MEPA regulations because it requires state permits and because the project will generate more than 3,000 new average daily trips on roadways providing access to a single location. The project requires a National Pollutant Discharge Elimination System (NPDES) General Construction Permit from the U.S. Environmental Protection Agency (EPA), and an Indirect Highway Access Permit from the Massachusetts Highway Department (MassHighway). The Quincy Conservation Commission issued an Order of Conditions (OOC) for the project on February 27, 2008. The OOC has been appealed to the Department of Environmental Protection (MassDEP) for a Superseding Order of Conditions. Furthermore, the project may involve the conversion of land held for natural resource purposes in accordance with Article 97 of the Amendments to the Constitution of the Commonwealth. The project is subject to the EEA Greenhouse Gas (GHG) Emissions Policy and Protocol (the GHG Policy).

Because the Proponent is not seeking financial assistance from the Commonwealth for the project, MEPA jurisdiction is limited to those aspects of the project that may cause significant Damage to the Environment as defined in the MEPA regulations and that are within the subject matter of required or potentially required state permits. In this case, jurisdiction extends to transportation, wetlands and stormwater, and Article 97 lands.

REVIEW OF THE SINGLE EIR

Future Development

The project site includes a 2.3-acre future development parcel located in the southeastern corner of the project site. Access to the future development parcel will be shared with the main accessway proposed for the Lowe's redevelopment project on Burgin Parkway. According to the information provided in the Single EIR, the potential full build-out (allowable as-of-right under current local zoning) of this development parcel can accommodate approximately 22,500 sf of new retail space and approximately 57 additional surface parking spaces.

This full-build scenario would result in the creation of approximately 11.80 acres of total impervious surface area, approximately 173,500 sf of commercial retail space, 492 surface parking spaces, and approximately 7,180 vehicle trips. As described in the Single EIR, the Proponent's traffic study and stormwater management plan incorporates the additional vehicle trip and impervious surface area anticipated from the future build-out of this development parcel.

Conversion of Article 97 Lands

The proposed project involves the conversion of approximately 0.6 acres (26,012 sf) of Article 97 land (Paul V. Grasso Memorial Park) which currently contains a basketball court and children's outdoor recreational playground. The Proponent has entered into an agreement with the City of Quincy under which the City will transfer the approximately 0.6 acres (26,012 sf) of existing public parkland located within the project site along Columbia Street to the Proponent, and in exchange the Proponent will transfer a 1.05-acre portion of the Proponent's property to the City of Quincy that will extend south along the project site's Columbia Street border from the main project site drive/ Columbia Street/ Taber Street intersection, and east along the project site's Plain Street border towards Town Brook. This replacement parkland will include active and passive recreational amenities and will be dedicated as permanently protected open space.

Wetlands

The Single EIR includes reasonably scaled plans that identify the wetland resource areas (including any banks, intermittent streams, perennial streams, land under the water, bordering land subject to flooding, and isolated land subject to flooding) and buffer zones present in the proposed project area. The Riverfront Area and floodplain area, located along the eastern edge of Town Brook, have been previously altered and degraded. The project will result in approximately 9,300 sf of alterations to Bordering Land Subject to Flooding (BLSF) and 3,600 sf of Riverfront Area (RA) associated with Town Brook. Town Brook is a perennial stream that flows in a south-north direction through the middle of the project site. Town Brook is culverted under the northern portion of the project site through a 72-inch concrete pipe and extends off-site under Columbia Street. Approximately 750 lf of Town Brook is day-lighted throughout the southern portion of the project site and is bordered by bordering vegetated wetlands (BVW), Riverfront Area, BLSF, and existing buildings and impervious parking area. According to MassDEP's comments on the EENF, Town Brook supports migration and spawning habitat for coldwater fisheries including Rainbow Smelt (*Osmerus mordax*) and American eel (*Anguilla rostrata*).

Flood Plain

Most of the 16.3-acre project site is located within the 100-year floodplain (Zone AE) as depicted in the 1988 FEMA National Flood Insurance Rate Map for the project area. The Single EIR contains a discussion of flood elevations within and adjacent to the project site and the project's impacts to the 100-year floodplain resource area.

The project as currently designed will impact approximately 9,288 cubic feet (cf) of the 100-year floodplain. The Proponent has committed to provide approximately 9,830 cf of compensatory flood plain storage area located adjacent to Town Brook in the center of the project site. In their comments on the Single EIR, MassDEP has reiterated their concern that the Proponent's compensatory flood plain storage plan is insufficient to ensure adequate compensation. According to MassDEP, the most current applicable flood profile data for this area is provided by the Federal Emergency Management Act (FEMA) Flood Insurance program and depicts the 100-year floodplain elevation for the project site at 33 feet (NAVD 1988). This section of the Single EIR includes an explanation of the Proponent's use of a 100-year floodplain elevation of 35.4 feet (City Datum). I anticipate that this issue will be resolved in permitting. The Proponent should consult with MassDEP during final project design. The Proponent should provide the MEPA Office with a copy of the final project site plan for the project file.

Stormwater

As described in the Single EIR, the project's stormwater management plan has been designed to meet MassDEP's Stormwater Management Policy standards and practices and the City of Quincy's Stormwater Program. The proposed stormwater management system includes deep-sump catch basins, water quality units and subsurface detention basins with Stormtech chambers to reduce total suspended solids (TSS) and provide for the on-site infiltration of nearly all of the project's on-site surface stormwater and roof runoff. A small amount of on-site surface stormwater will be collected in deep-sump catch basins with water quality units and conveyed directly to the culverted portion of Town Brook. The Proponent's stormwater management design will achieve a Total Suspended Solids (TSS) removal rate of approximately 91 percent. A long term Operation and Maintenance Plan (O&M Plan) will be implemented to ensure that best management practices (BMPs) are maintained to function as designed. The Proponent has proposed to implement a comprehensive source control program at the site which will include regular pavement sweeping, catch basin cleaning and enclosure. The O&M should incorporate MassDEP's Snow Disposal Guidelines (<http://mass.gov/dep/water/laws/policies.htm>) and require that no snow will be placed in or adjacent to wetland resource areas, and commit to using a minimal amount of deicing and abrasive agents. The Proponent has also committed to implementing a Stormwater Pollution Prevention Plan (SWPPP) that will exceed the minimum requirements established for SWPPPs in accordance with EPA's NPDES General Permit. The SWPPP will include a Sedimentation and Erosion Control Plan that outlines measures that will be implemented to minimize and mitigate construction period impacts.

I encourage the Proponent to continue to evaluate opportunities for incorporating sustainable design alternatives including Low Impact Development (LID) techniques in the project's site design and stormwater management plans. LID techniques incorporate stormwater BMPs and can reduce impacts to land and water resources by conserving natural systems and hydrologic functions. The primary tools of LID are landscaping features and naturally vegetated areas, which encourage detention, infiltration and filtration of stormwater on-site. Other tools include water conservation and use of pervious surfaces. LID can also protect natural resources by incorporating wetlands, stream buffers and mature forests as project design features. For more information on LID, visit <http://www.mass.gov/envir/lid/>.

Other LID resources include the national LID manual (Low Impact Development Design Strategies: An Integrated Design Approach), which can be found on the EPA website at: <http://www.epa.gov/owow/nps/lid/>.

Traffic

The Single EIR contains a Traffic Impact and Access Study (TIAS) that generally conforms to the EEA/EOT Guidelines for EIR/EIS Traffic Impact Assessments. Using the Institute of Transportation Engineers (ITE) Trip Generation manual's land use code 862 (Home Improvement Superstore), the Proponent estimates a total of 4,600 vehicle trips per day (vtd) associated with the proposed project. The main access to the site will be provided via a new 4-lane site drive located at the existing Burgin Parkway/Penn Street signalized intersection. Two gated emergency accessways will be located on Columbia Street at the Columbia Street/Taber Street intersection, and further north near the existing Columbia Street/Penn Street intersection. The Proponent has also agreed to maintain limited vehicular access at the proposed terminus for Penn Street in the northern end of the project site to provide direct access to the existing Caniff Headstone and Lappens commercial buildings. The Single EIR includes a description of the Proponent's transportation mitigation commitments to address potential project-related traffic impacts and existing operational and safety deficiencies.

The Single EIR describes how the proposed parking supply (435 spaces) was developed and demonstrates that the parking supply is the minimum necessary to accommodate project demand without encouraging additional single occupant vehicle trips.

As described in the Single EIR, the proponent has committed to a comprehensive Transportation Demand Management (TDM) program that incorporates a number of measures for reducing project generated vehicle trips including:

- the appointment of an Employee Transportation Coordinator (ETC);
- the implementation of an employee ride-matching program (carpooling and vanpooling) to be coordinated with MassRides;
- the development of on-site amenities including an on-site cafeteria and cafe, and secured bicycle storage racks;
- posting MBTA Quincy Adams Commuter Rail schedules and bus schedules in employee break room;
- the use of staggered employee work hours; and,
- promoting the use of Lowe's internet shopping alternative.

I note that on October 22, 2008 the Proponent provided additional information to the MEPA Office describing the Proponent's plan to evaluate the appropriate method of making reduced rate transit passes available to store employees as part of the project's TDM program on a case by case basis in the future. As a condition of my finding that this Single EIR adequately and properly complies with the Massachusetts Environmental Policy Act and its implementing regulations, I am requiring the Proponent to make a firm commitment to implementing a transit pass subsidization program at this store and to include an update of its program to offer reduced

rate transit passes to store employees as part of the self-certification requirement of the MassHighway Section 61 Finding for this project described below.

The Single EIR describes the project's support for existing MBTA transit amenities in the project area. The Proponent has committed to posting MBTA Quincy Adams Commuter Rail schedules and bus schedules in employee break room, and to providing employees with materials that publicize the economic and environmental benefits of the available TDM practices. The Single EIR includes a discussion of on-site and off-site pedestrian amenities. Existing sidewalks on Columbia Street and Burgin Parkway together with an existing crosswalk on Burgin Parkway will enable pedestrian access to the project site from the surrounding neighborhood, the Quincy Adams MBTA Red Line Station and the Quincy Adams Busway station. I strongly encourage the Proponent to provide pedestrian signage to direct pedestrians and bicyclists into the project site from Burgin Parkway, Columbia Street and other adjacent land uses located in the project area. I also strongly encourage the Proponent to establish clearly marked vehicle and pedestrian internal circulation patterns within the project site from the planned pedestrian access points through the parking areas and to the on-site buildings to facilitate safe pedestrian and vehicle movement to and within the project site.

The Proponent should consider installing STOP signs at the project's main Burgin Parkway site driveway to allow for safe pedestrian and bicycle crossing at this location. I strongly encourage the Proponent to consult with WalkBoston to explore additional opportunities to design and locate pedestrian facilities within the project site that will enhance the pedestrian experience and accommodate the proponent's projections for pedestrian and bicycle trip generation.

Greenhouse Gas Emissions

The Single EIR includes a revised Greenhouse Gas (GHG) analysis to address issues raised on the EENF including consistency of the Tech Environmental Energy Model with the state building code and providing an analysis of additional mitigation measures consistent with the EEA Greenhouse Gas Emissions Policy and Protocol (GHG Policy). It provides a quantitative analysis of total project emissions and potential mitigation that will allow the proponent and reviewers to assess the overall impact of the project as proposed, and the reduction in emissions if various measures are implemented. Supplemental materials submitted on October 22, 2008 provide additional analysis of the feasibility of installing a solar photovoltaic (PV) system and providing transit subsidies to employees (described above). As required, the Single EIR includes analysis of a Mitigation Alternative that includes greater GHG emissions-related mitigation than the Preferred Alternative. The Single EIR indicates that the Proponent has committed to implement the Mitigation Alternative to further decrease the project's GHG emission.

As presented in the Single EIR, total CO₂ emissions (stationary and mobile sources) in the 2012 Base Case is estimated to be approximately 1587.4 tons per year (tpy). The Preferred Alternative would lower total CO₂ emissions by 162.6 tpy (1424.8 tpy total). The Mitigation Alternative would lower total CO₂ emissions by 209.9 tpy (1377.5 tpy total), a 13.2 percent reduction. The percentage reduction is based on the total reductions from project improvements

(i.e. 2012 Build – 2012 Build with Mitigation) divided by the increase in project emissions (2012 Build-2012 No Build).

The Proponent's Mitigation Alternative includes a number of mitigation measures to reduce the Project's direct and indirect energy-related CO₂ emissions including:

- HVAC Duct Sealing;
- Use of a highly-reflective (high-albedo) Cool Roof Design;
- Energy Management Systems;
- High –Efficiency (EER 11.5) HVAC Systems;
- Motion sensors in office spaces
- Use of Interior Day-Lighting within 9,358 sf of the Garden Center;
- Third Party Building Commissioning for Building Energy Systems;
- 2 % Purchase of available Renewable energy;
- Use of Energy Efficient Windows;
- Use of Environmentally Friendly Building Materials;
- Use of a Construction Waste Management Program;
- Use of an Operations Waste Management Program;
- Use of Water Conserving fixtures.

I commend the proponent for the addition of third party building commissioning to its mitigation commitments. Commissioning is a quality assurance process integrating design and construction to ensure that the building is constructed consistent with its design intent. Building commissioning that includes its energy systems can significantly improve overall building performance and ensure that it delivers the anticipated reductions in energy use and associated cost savings.

The Proponent has also committed to use a number of mitigation measures to reduce the Project's GHG emissions from mobile sources including:

- modify existing roadway and intersection configurations and signal phasing and timing to increase roadway capacity and reduce delays at project-area intersections;
- implement a TDM program as described above to reduce project-generated vehicle trips
 - the appointment of an Employee Transportation Coordinator (ETC);
 - the implementation of an employee ride-matching program (carpooling and vanpooling) to be coordinated with MassRides;
 - the development of on-site amenities including an on-site cafeteria and cafe, and secured bicycle storage racks;
 - posting MBTA Quincy Adams Commuter Rail schedules and bus schedules in employee break room;
 - the use of staggered employee work hours;
 - promoting the use of Lowe's internet shopping alternative; and
 - making available reduced rate transit passes for employees.

In addition, the Proponent is committed to the following programs corporate-wide:

- Lowe's Energy Management Program – Lowe's implements energy management systems at each of their stores to reduce energy usage. The Proponent estimates that participation in the Energy Management Program could result in a maximum annual reduction of 37.7 tpy of carbon dioxide (CO₂);
- Green Power Purchasing Partnership – Lowe's has committed to purchase green power generated/renewable resources and allocates two percent of green power purchasing credit to each store. The Proponent estimates that GHG reductions due to the green power purchasing credit could result in a maximum of 22.6 tpy of CO₂;
- SmartWay Transport Partnership Program – This program involves a partnership between the U.S. EPA and the freight industry to increase energy efficiency while reducing GHG emissions. (NOTE: SmartWay is referenced in the Single EIR but it is not included in the analysis so no emissions reduction is associated with this program);
- Lowe's Energy Awareness Delivers Savings (LEADS) – The LEADS program is an energy awareness program for Lowe's employees designed to promote measures to reduce GHG emissions and water consumption; and,
- Sale of Energy Star-qualified products – Lowe's participates in the U.S. EPA's Retail Partnership Program, and offers a variety of Energy Star products at its stores, including fans, dishwashers, lighting units, programmable thermostats, and sealing and insulation products.

The Proponent has provided the MEPA Office with an expanded discussion and analysis of the 50-kilowatt (kW) solar PV system on the proposed Lowe's building pursuant to the requirement of the GHG Policy to consider alternative mitigation measures. The Proponent's analysis indicates that the payback period for a 50 kW solar system at the proposed project would be approximately fourteen years. According to the Proponent, the PV system is not feasible based on the following:

- the technology is not cost effective for the proposed building type and location;
- the roof structure design for the Quincy Lowe's building is not adequate to support a PV system;
- the alternative is cost-prohibitive for a project of this scale, due to the projected rate of return; and
- the unpredictability associated with government incentives (in particular the Federal Investment Tax Credit).

According to the comments received from MassDEP and the Department of Energy Resources (DOER) on the Single EIR, the Proponent has responded adequately to its comments on the EENF in general, but that additional comments on the analysis presented in the Single EIR are warranted for certain aspects of the analysis. With respect to solar PV, MassDEP and DOER indicate that a power purchase agreement with a third party provider could have a significant impact on the payback period of the solar PV system; however, this option was not analyzed as part of the Single EIR. MassDEP and DOER urge the proponent to consider a third party arrangement for installation of a solar PV system. In the event that the proponent does not reconsider addition of a solar PV system, they recommend that the building be designed and constructed so as not to preclude future installation of a solar PV system. This would include locating and consolidating the HVAC and other roof-based systems on the north facing side of the roof and providing adequate structural support to accommodate the additional load associated with a PV system. The Single EIR indicates that the proposed building design could support a potential grid of thin cell PVs if such a project were determined to be financially feasible in the future.

In addition to the mitigation measures the Proponent has committed to noted above, I urge the proponent to reconsider installation of a solar PV system in the future in light of the likely continued rise in electricity prices, the continued reduction in the cost of PV, opportunities for third party PV arrays with power purchase agreements, options for utility ownership of solar PV arrays, the recent extension of federal tax credits for solar PV systems and other opportunities available under the recently passed Green Communities Act, Chapter 169 of the Acts of 2008. A revised analysis could result in an improved projected payback period. I note that the recently passed Climate Protection and Green Economy Act, M.G.L. c. 21N, mandates economy-wide reduction targets for GHG emissions in Massachusetts of between 10 and 25 percent by 2020. These mandates will be in place by 2011. I encourage the Proponent to consider the potential advantages of early GHG reduction under the new law. I also encourage the Proponent to consider constructing the facility with consideration for the added weight of PV systems to that a future installation of solar PV is not precluded.

Upon completion of construction, the Proponent should provide a certification to the MEPA Office signed by an appropriate consultant (e.g., engineer, architect, general contractor) indicating that all of the mitigation measures referenced herein, or equivalent measures to reduce total CO₂ emissions by 13.2 percent, have been incorporated into the project. The certification should be supported by as-built plans. For those measures that are operational in nature (i.e. subsidies for transit, TDM, recycling) the Proponent should provide an updated plan identifying the measures, the schedule for implementation and how progress towards achieving measures will be obtained. I request that MassHighway incorporate this self-certification requirement into its Section 61 Findings for this project.

M.G.L. c. 21E/Hazardous Wastes

The Single EIR includes a summary of the remediation efforts undertaken at the site to date and a description of how the project Proponent proposes to continue to comply with the remediation requirements under the MCP.

The project site contains areas where releases of petroleum hydrocarbons (TPH), polycyclic aromatic hydrocarbons (PAH), extractable petroleum hydrocarbons (EPH), and metals to soil were reported (RTN 3-22158, 3-23583-111, and 3-3035-106) in 1987, 2002 and 2004. Remedial actions involving the excavation of contaminated spoils were completed for the TPH release in 1995.

Remedial actions to address the PAH and EPH contamination are currently underway as part of an Immediate Response Action (IRA) pursuant to the Massachusetts Contingency Plan, 310 CMR 40.0000. The Proponent should ensure that the project contractors and sub-contractors maintain an emergency response plan for performing appropriate response actions in the event contamination is encountered during project construction.

Construction Period Impacts

The proposed project includes demolition of existing commercial and industrial buildings. The Single EIR includes a discussion of construction period impacts, including erosion and sedimentation, air quality and solid waste disposal and commit to measures to minimize construction impacts. MassDEP has noted that demolition and construction activities must comply with both Solid Waste and Air Quality control regulations. The Proponent should carefully review MassDEP's comments and demonstrate the project's consistency with the applicable Solid Waste and Air Quality control regulations. I ask that the Proponent participate in MassDEP's Clean Air Construction Initiative (CACI) and the MassDEP Diesel Retrofit Program to mitigate the construction-period impacts of diesel emissions to the maximum extent feasible. The CACI program helps Proponents identify appropriate mitigation for minimizing air pollution from construction vehicles such as retrofit of construction equipment with particulate filters and oxidation catalysts and/or use of on-road low sulfur diesel (LSD) fuel. The Proponent should consult with MassDEP to develop appropriate construction-period diesel emission mitigation, which could include the installation of after-engine emission controls such as diesel oxidation catalysts (DOCs) or diesel particulate filters (DPFs). For more information on these technologies, see: <http://www.epa.gov/otaq/retrofit/verif-list.htm>. The project includes demolition and reconstruction, which will generate a significant amount of construction and demolition (C&D) waste. MassDEP encourages the project proponent to incorporate C&D recycling activities as a sustainable measure for the project. The project proponent is advised that demolition activities must comply with both Solid Waste and Air Pollution Control regulations, pursuant to M.G.L. Chapter 40, Section 5.

SUMMARY OF SINGLE EIR MITIGATION COMMITMENTS

The Single EIR included mitigation measures and draft Section 61 Findings in Section 18. The draft Section 61 Findings contain a clear commitment to implement mitigation measures. The Proponent has committed to the following mitigation measures in the Single EIR:

Reconstruction of the Penn Street/Burgin Parkway intersection

Construction of a new left-turn lane and right-turn lane for the Penn Street eastbound approach; Construction of a second left-turn lane for the northbound approach, a short right-turn lane for the southbound approach; and, Re-timing of the existing signalized intersection traffic signal.

Center Street/Liberty Street intersection & Area Neighborhood Streets

Implement traffic calming measures including; speed humps, raised crosswalks and intersections, chicanes, or road narrowings, to reduce cut-through traffic; and, Implement a traffic monitoring study for the Center Street/Liberty Street intersection and area neighborhood streets to identify the need, if any, for additional future mitigation.

Quincy Street/Liberty Street intersection, approximately

Installation of an all-way STOP sign control.

Liberty Street/Penn Street intersection, approximately

Reconstruction and realignment of Penn Street to create a standard T-type intersection.

Transportation Demand Management (TDM) program

The Proponent has committed to implementing a Transportation Demand Management (TDM) program that incorporates a number of measures for reducing project generated vehicle trips including:

- the appointment of an Employee Transportation Coordinator (ETC);
- the implementation of an employee ride-matching program (carpooling and vanpooling) to be coordinated with MassRides;
- the development of on-site amenities including an on-site cafeteria and cafe, and secured bicycle storage racks;
- posting MBTA Quincy Adams Commuter Rail schedules and bus schedules in employee break room;
- the use of staggered employee work hours;
- promoting the use of Lowe's internet shopping alternative;
- making available reduced rate transit passes for employees.

Article 97 Mitigation

The Proponent has committed to replace and relocate the conversion of the City's 0.6-acre Grasso Memorial Park with 1.05 acres of replacement parkland to be transferred to the City of Quincy. The replacement parkland will be located within the project site immediately south of the existing Grasso Park.

Restoration of riparian corridor sections of Town Brook

The Proponent has committed to restore approximately 22,400 sf of degraded riverfront area located on both sides of a section of Town Brook. The proposed restoration activities include removal of asphalt surface cover and dumped debris, soil enhancements and seeding, and landscape plantings.

Flood Plain Storage Restoration of Riverfront

The Proponent has committed to provide approximately 9,830 cf of compensatory flood plain storage area located adjacent to Town Brook in the center of the project site.

In addition, the Proponent should consult with MassDEP and EEA's Smart Growth Coordinator to identify opportunities for incorporating additional BMPs and innovative (LID) design measures into the project design to improve the management of stormwater runoff from the project site. The Proponent should also consult with Massachusetts Bay Transit Authority (MBTA), the City of Quincy, and MassHighway to identify additional opportunities to encourage alternative transportation modes including increased ridership of the MBTA Quincy Adams Commuter Rail Station for store employees and patrons.

The City of Quincy should ensure that all the land areas included in the Proponent's Article 97 mitigation plan are permanently protected as public open space/parklands. I ask that the City of Quincy undertake the permanent protection afforded through an act of the Quincy City Council to place the Proponent's proposed new parklands under the control and stewardship of the City's Parks Department pursuant to Chapter 45 of the Massachusetts General Laws. I note that the use of any/all proceeds received by the City of Quincy for the sale and/or conversion the Grasso Memorial Park Article 97 lands are governed by M.G.L. Chapter 44, Section 63, and may only be used for the acquisition of land for park purposes or for capitol improvements to park lands in the City of Quincy.

Conclusion

With this Certificate, I have found that the project has adequately met the requirements of the MEPA statute and the GHG Policy. However, as a national retailer with a stated commitment to environmental sustainability, energy efficiency and conservation at all of its locations, Lowe's is uniquely situated to go beyond the minimum requirements of today to demonstrate leadership in the emerging areas of renewable energy generation and greenhouse gas emissions reductions. As noted above, once fully implemented, the Climate Protection and Green Economy Act will require measures to reduce greenhouse gas reductions across the economy. In the interim period, Lowe's has an opportunity to take voluntary measures to curb its greenhouse gas emissions, reduce its own energy and operating costs, and lead the way toward the cleaner energy of the future. I encourage the proponent to seriously consider the opportunities available to make significant progress towards its own stated goals of energy use and emissions reduction through the use of new technology. The Executive Office of Energy and Environmental Affairs and the Massachusetts Department of Energy Resources are available to assist the proponent in evaluation and development of alternatives for future Lowe's stores in the Commonwealth.

Based on the review of the Single EIR, additional information provided by the Proponent to the MEPA Office, and the comments received, I am satisfied that the Single EIR meets the standard for adequacy contained in Section 11.06 of the MEPA regulations. The project may proceed to state permitting.

October 31, 2008

Date



Ian A. Bowles, Secretary

Comments received:

10/22/2008	Tetra Tech Rizzo
10/24/2008	William G. Aylward
10/28/2008	City of Quincy, Planning and Community Development
10/28/2008	Department of Environmental Protection (MassDEP) - NERO
10/28/2008	Tetra Tech Rizzo
10/30/2008	Executive Office of Transportation and Public Works, Massachusetts Highway Department (MassHighway)
10/30/2008	Tetra Tech Rizzo

IAB/NCZ/ncz

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