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September 5, 2008

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

PROJECT NAME : Newbury Place
PROJECT MUNICIPALITY : 128-130 Newbury Street (Route - Peabody)
PROJECT WATERSHED : North Coastal
EOEA NUMBER : 14297
PROJECT PROPONENT : Southpike, LLC
DATE NOTICED IN MONITOR : August 6, 2008

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

According to the Environmental Notification Form (ENF), the proposed project consists of the construction of either an approximately 140,508-square foot (sf) or a 95,491-sf mixed use project. The proponent is proposing two alternatives because a portion of Lot C contains groundwater contamination. There is currently a groundwater remediation system operating on Lot C. The proponent's Preferred Alternative is Alternative 1, but the City of Peabody has concerns regarding the ongoing groundwater remediation and the potential buildable area on Lot C. Alternative 1 at 140,508 sf includes a 55,508-sf 100-room hotel, a 4,000-sf office building, a 49,580-sf bowling alley, 16,990 sf of specialty retail space, 9,600 sf of warehouse space, and a 4,830-sf automatic car wash. Alternative 2 at 95,491 sf includes a 4,000-sf office building, a 49,580-sf bowling alley, 27,481 sf of specialty retail uses, a 9,600 sf of warehouse space, and a 4,830-sf automatic car wash. Lot C will either include the 100-room hotel or specialty retail space. The site contains an existing building that contained a billiards facility (9,600 sf) and warehouse space (9,600 sf). This 19,200 sf building will be redeveloped as specialty retail and warehouse space. The existing 32-room motel on the site will be demolished. The project site contains approximately 11.5 acres.

The project is subject to review pursuant to Sections 11.03(6)(b)(13) and 11.03(6)(b)(15) of the MEPA regulations because it will generate 2,000 or more new vehicle trips and will create



the construction of 300 or more parking spaces. The project will require a Vehicular Access Permit from the Massachusetts Highway Department (MassHighway). It must comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site. MEPA jurisdiction is limited to those aspects of the project within the subject matter of state permits and that may cause Damage to the Environment, as defined in the MEPA regulations, in this case traffic.

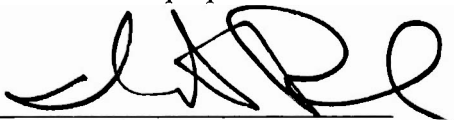
The project will have one access driveway onto Newbury Street (Route 1 Southbound), which will be a right-in and right-out driveway. Route 1 is a divided highway in this area. Based on the Institute of Traffic Engineers handbook, Alternative 1 is estimated to generate approximately 2,989 new vehicle trips, and Alternative 2 will generate about 2,952 new vehicle trips per weekday (based on a credit of 574 trips for existing uses on the site). Alternative 1 will provide about 490 parking spaces, and Alternative 2 will provide about 438 parking spaces.

The City of Peabody will supply the project with public water service. Alternative 1 will consume approximately 18,714 gallons per day (gpd) of water, and Alternative 2 will consume about 7,192 gpd. Alternative 1 will generate approximately 17,013 gpd of wastewater to the municipal wastewater system, and Alternative 2 will generate about 6,538 gpd.

The quality of stormwater runoff generated by the project will be improved by the implementation of Best Management Practices. Existing site runoff is sheet flow. The project will create approximately 4.8 acres of new impervious area, from which runoff will flow to catch basins equipped with deep sumps and hoods. Stormwater flows to drainage swales and to detention/infiltration basins designed for the 24-hour, 100-year storm event. Roof runoff will be infiltrated as much as possible. The rate of water discharging from the site will remain less than existing peak runoff rates. The proponent has committed to perform an annual inspection and maintenance program for the stormwater collection system and a biannual sweeping program of the proposed driveways and parking areas. It will continue to operate an accelerated remediation program for contaminated groundwater on a portion of the site.

Based on a review of the information provided by the proponent, a review of the comment letters, and after consultation with the relevant public agencies, I find that the potential impacts of this project do not warrant the preparation of an EIR. No further MEPA review is required.

September 5, 2008
Date



Ian A. Bowles

Comments received:

Lynnfield Engineering, 8/11/08

TEC, 8/20/08
TEC, 8/20/08
TEC, 8/20/08
TEC, 8/22/08
MassDEP/NERO, 8/22/08
TEC, 8/25/08
EOT, 8/26/08
MassDEP/NERO, 8/27/08
Lynnfield Engineering, 8/27/08
Lynnfield Engineering, 9/4/08

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