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July 10, 2009

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

PROJECT NAME : Proposed Retail Pharmacy  
PROJECT MUNICIPALITY : Wayland  
PROJECT WATERSHED : Concord  
EEA NUMBER : 14430  
PROJECT PROPONENT : G.B. New England 2, LLC  
DATE NOTICED IN MONITOR : June 10, 2009

Pursuant to the Massachusetts Environmental Policy Act (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** the preparation of an Environmental Impact Report (EIR).

As described in the Environmental Notification Form (ENF), the project consists of the construction of a 15,913 square foot (sf) pharmacy with a drive-through window and 66 parking spaces on a 3.4 acre site in Wayland. As described in the ENF, the project will alter 3,471 sf of bordering vegetated wetlands (BVW) and 95,830 sf of bordering land subject to flooding. The project is expected to generate 1,405 vehicle trips on an average weekday. Two existing curb cuts along Route 20 will provide access to the site.

Jurisdiction

The project is undergoing MEPA review pursuant to Sections 11.03(3)(b)(1)(f) of the MEPA regulations because it requires a State Agency Action and will result in alteration of half

or more acres of any other wetlands. The project received a Superseding Order of Conditions (SOC) from the Massachusetts Department of Environmental Protection (MassDEP) in February, 2009 and a Vehicular Access Permit from the Massachusetts Highway Department (MassHighway) in October, 2007.

Because the proponent is not seeking financial assistance from the Commonwealth for the project, MEPA jurisdiction extends to those aspects of the project that are within the subject matter of required or potentially required state permits and that may cause Damage to the Environment as defined in the MEPA regulations. In this case, MEPA jurisdiction exists over wetlands and traffic.

### Review of the ENF

#### *Wetlands*

The MEPA review is proceeding after issuance of MassDEP's SOC. However, due to the extensive floodplain alteration MassDEP has stated in its comments that it has reviewed the modified plans again. MassDEP stated that the entire project area is located within a critical area (Zone II) of a public drinking water supply well and constitutes Land Use with Higher Potential Pollutant Loads (LUHPPL). MassDEP's Stormwater Management Policy states that "runoff from other areas of the project site that does not come in contact with these specific land uses or activities, and does not mix with runoff from these areas, is not considered contaminated." The project as originally proposed did not conform to MassDEP's wetland and stormwater management performance standards. The project was modified to address deficiencies identified by MassDEP in the compensatory storage and stormwater plans and the SOC was issued based on the inclusion of these modifications.

In its comment letter on the ENF MassDEP has suggested further measures to control the potential for flooding on or near the site. MassDEP recommends that a green roof be added to the project to lessen the volume of rooftop runoff. MassDEP states that the additional storage and uptake of stormwater provided by the green roof may help to ensure an adequate separation distance between the estimated seasonal high groundwater levels and the bottom of the infiltration basin. I note the recommendation regarding pollution prevention and source control plans as specified in MassDEP's comment letter and encourage the Proponent to consider implementing this mitigation measure.

#### *Traffic*

The project is expected to generate 1,405 vehicle-trips on an average weekday. In March, 2007, the Proponent submitted a transportation study to MassHighway which MassHighway stated generally conformed to EEA/EOTPW's Guidelines for EIR/EIS Traffic Impact Assessment. In October, 2007, MassHighway issued a Vehicular Access Permit to the Proponent for the reconstruction and relocation of two site drives and other related roadway modifications.

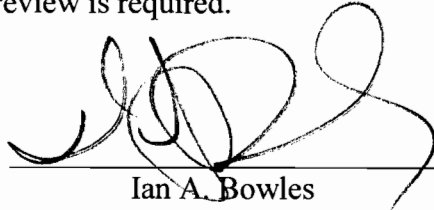
MassHighway has stated that the proposed project will not significantly impact traffic operations on Route 20. MassHighway has requested that the Proponent consider implementing improved bicycle and pedestrian access to the site and attempt to reduce single-occupancy vehicle trips as outlined in MassHighway's comment letter. I strongly encourage the Proponent to implement MassHighway's suggestions.

Conclusion

Based on the information presented in the ENF, and after consultation with the relevant state agencies, I find that no further MEPA review is required.

July 10, 2009

Date



Ian A. Bowles

Comments received:

- 06/30/2009 Linda Segal
- 06/30/2009 Massachusetts Department of Environmental Protection – NERO
- 07/06/2009 Executive Office of Transportation

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