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September 26, 2008

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

PROJECT NAME : CVS Southwick  
PROJECT MUNICIPALITY : Southwick  
PROJECT WATERSHED : Westfield  
EOEA NUMBER : 14308  
PROJECT PROPONENT : Gershman Brown Crowley, Inc.  
DATE NOTICED IN MONITOR : August 27, 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 hereby determine that this project **does not require** the preparation of an Environmental Impact Report.

As described in the Environmental Notification Form (ENF), the project involves the demolition of eight existing buildings, and the phased construction of a new one-story 13,225 square feet (sf) CVS Pharmacy, with a drive-thru window (Phase I), and a separate 21,000 sf retail building (Phase II) on a 5.85-acre parcel of property located at the intersection of Route 10 & 202 (College Highway), Vining Hill Road and Route 168 (Congamond Road) in Southwick. The project includes the construction of 177 surface parking spaces and supporting stormwater management infrastructure. Site access will be provided from three separate site driveways including one site driveway on College Highway and two separate site driveways located on Vining Hill Road. The CVS Pharmacy will be located in the southeastern quadrant of the project site and the retail building will be located on the northwestern quadrant. The project's estimated potable water supply needs, and wastewater flows (1,720 gpd) respectively, will be served by the Town of Southwick.

The project is subject to environmental review pursuant to 301 CMR 11.03 (6)(b)(14), (3)(b)(1)(b) and (10)(b)(1) and of the MEPA regulations because the project will involve the construction of 150 or more new parking spaces (177 spaces total) and generate 1,000 or more new vehicle trips (2,140 total daily trips) on roadways providing access to a single location, the alteration of 500 linear feet (lf) of inland bank, and will involve the demolition of an historic structure listed in or located in, an historic district listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth. The project will require a 401 Water Quality Certification from the Massachusetts Department of Environmental Protection (MassDEP) and a final Order of Conditions to be issued from the Southwick Conservation Commission (and, on appeal only, a Superseding Order of Conditions from MassDEP) prior to the commencement of project construction. The project will also require a vehicular access permit from the Executive Office of Transportation and Public Works (MassHighway). The project must comply with the National Pollution Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site of over one acre from the U.S. Environmental Protection Agency. The proponent should also consult with MassDEP regarding the recycling of demolition debris (such as asphalt, brick, and concrete), and the proper management of asbestos, which may be encountered during the proponent's demolition activities.

The proponent is not seeking state funding or financial assistance for the proposed project. MEPA jurisdiction therefore is limited to those aspects of the project within the subject matter of any required or potentially required state permits that are likely to cause Damage to the Environment as defined in the MEPA regulations (in this case traffic, wetlands, water quality and historic/archaeological resources).

### Wetlands

The project site contains an intermittent stream, bordering vegetated wetlands (BVW) and wetland buffer area. The intermittent stream flows in an open channel approximately 300 lf from Vining Hill Road and then through 310 lf of 21-inch reinforced concrete pipe that outlets to BVW located in the northeastern section of the project site. The intermittent stream bi-sects the project site to create a northwestern development parcel (Phase II - retail building) and a southeastern development parcel (Phase I - CVS Pharmacy building). The Proponent proposes to daylight the entire piped portion of the intermittent stream and to relocate a 250-lf stream section approximately 150 feet northward to accommodate the construction of the proposed surface parking areas for the CVS Pharmacy and the retail building. The project will result in the alteration of approximately 63,000 sf of wetland buffer area associated with the proposed CVS building construction, parking area and internal driveway and relocated intermittent stream channel.

In their comments MassDEP has indicated that the project, as currently proposed, will result in the alteration of approximately 545 lf of inland bank and will exceed the general performance standards for work on an inland bank under the Wetlands Protection Act (310 CMR 10.54). The Proponent should work closely with MassDEP during final project design as it relates to the proposed relocation of the intermittent stream and construction of project's the stormwater management plan to ensure that performance standards relating to wetland resource areas and stormwater management are met.

### Stormwater Management

According to the Proponent, the stormwater management plan for the full-build project will be designed to meet MassDEP's Stormwater Management Regulations, standards and practices. Storm water runoff generated from the paved parking area and roof top runoff associated with the CVS pharmacy (Phase I) will be collected in deep sump hooded catch basins and routed through two water quality units prior to entering an underground storm water detention/infiltration basin that will be located east of the CVS building under the proposed parking area. An overflow pipe from the underground stormwater infiltration basin will convey and discharge stormwater overflows to the on-site BVW resource area. The stormwater flows from the proposed College Highway access driveway will drain to a temporary storm water detention basin to be located north of the CVS pharmacy building. This temporary detention basin has been designed to address the stormwater flows from the access driveway until the Phase II portion of the project is constructed. According to the Proponent, the stormwater flows from this area will be collected and incorporated into the storm water management plan to be developed for the Phase II portion of the project. Although not described in the ENF, the Proponent has indicated that the Phase II stormwater flows from surface parking area and building roof top runoff will also be collected in deep sump hooded catch basins and routed through quality units prior to entering a underground storm water detention/infiltration basin to be located under the Phase II surface parking area. An overflow pipe from this underground stormwater infiltration basin will also convey and discharge stormwater overflows to the on-site BVW resource area.

In their comments, MassDEP has noted that the use of an underground storm water detention/infiltration basin as part of the Proponent's stormwater management plan is subject to review under MassDEP's Underground Injection Control (UIC) program. According to MassDEP, the project will require a Ground water Discharge Permit from MassDEP for stormwater discharges into the ground from surface parking areas with high intensity use. The Proponent must implement a long term Operation and Maintenance Plan (O&M Plan) to ensure that Best Management Practices (BMPs) are maintained to function as designed. 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 should also commit 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. The Proponent should ensure that hay bales are not used for erosion control as they may contain seeds from invasive species.

The project will create approximately 3.59 acres of impervious surface area. 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 best management practices (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. Clustering of buildings is an example of how LID can preserve open space and minimize land disturbance. 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 Proponent has prepared a Traffic Impact and Access Study (TIAS) in accordance with Executive Office of Energy & Environmental Affairs (EEA)/Executive Office of Transportation and Construction (EOTC) guidelines. Using the Institute of Traffic Engineers Trip Generation land use code 881 for Pharmacy/Drugstore with Drive-Through Window, and empirical data from two other CVS Pharmacy stores with Drive-Through Windows and MinuteClinic operations, and 814 for Specialty Retail Center and 820 for Shopping Center, the project is estimated to generate a total of approximately 2,140 vehicle trips on the average weekday. A MassHighway vehicular access permit is required for access to College Highway. In their comments MassHighway has requested that, in order to address safety concerns at the intersection of Route 10&202 (College Highway) and Route 168 (Congamond Road)/Vining Hill Road, the proponent consider providing left-turn lanes for all proposed site drives, modifying the signal timing at the Route 10&202/Route 168/Vining Hill Road intersection, and limiting the College Highway site drive to right-in/right-out vehicular movements. In consultation with MassHighway, the Proponent should evaluate the feasibility of constructing these traffic mitigation measures and, if feasible, commit to their construction prior to site occupancy.

### Historic/Archaeological Resources

As described in the ENF, the project will involve the demolition of eight separate buildings consisting of two residential houses and four barns, one garage and the former Gillette Cigar Factory and Warehouse building. The Gillette Cigar Factory and Warehouse building was constructed in 1872 and served as the cigar shop and sorting warehouse for locally grown tobacco. According to the Massachusetts Historical Commission (MassHistoric), the Gillette Cigar Factory and Warehouse building is listed in the Inventory of Historic and Archaeological assets of the Commonwealth (SOU.19), as is the project site 215 College Highway (SOU.61).

In their comments, MassHistoric indicated that the project as currently proposed will have an adverse effect on these inventoried properties. MassHistoric requests that the proponent complete a review of alternatives to evaluate whether the proposed demolition can be avoided prior to evaluating what mitigation measures can effectively address the impact. I encourage the proponent to work closely with MassHistoric during final project design to identify any feasible alternative development scenarios that could avoid an adverse impact to the Gillette Cigar Factory and Warehouse building.

### Construction Period Impacts

The proposed project includes demolition of eight existing buildings. The Proponent should evaluate 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 commit to ensure that the project is consistent 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>.

Hazardous Waste Remediation

In their comments, MassDEP has requested that the Proponent retain a Licensed Site Professional (LSP) to ascertain whether there are any contaminated areas that may be located within and/or immediately adjacent to the project site that could be encountered during project construction. MassDEP has indicated that there are one or more such disposal sites currently regulated under the Massachusetts Oil and Hazardous material Release Prevention and Response Act, M.G.L. c. 21E located within a one-half mile radius of the project site. The Proponent should therefore consider retaining an LSP to evaluate the potential for incurrence of contamination and 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.

Conclusion

Based on a review of the information provided by the proponent and after consultation with the relevant public agencies, I find that the potential impacts of the proposed project do not warrant the preparation of an EIR. Issues related to drainage and stormwater management, and project layout for Phase I and the full-build project can be addressed during the permitting process. The project may proceed to State permitting.

September 26, 2006

Date



Ian A. Bowles, Secretary

## Comments received:

09/16/08 Executive Office of Transportation – Office of Transportation Planning (EOT) -  
MassHighway  
09/18/08 Department of Environmental Protection (MassDEP)  
09/18/08 Pioneer Valley Planning Commission (PVPC)  
09/24/08 Massachusetts Historical Commission (MassHistoric) (late comment)

IAB/NCZ/ncz

ENF #14308