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April 18, 2008

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

PROJECT NAME: Westinghouse Redevelopment
PROJECT MUNICIPALITY: Springfield
PROJECT WATERSHED: Connecticut River
EEA NUMBER: 14205
PROJECT PROPONENT: Packard Development
DATE NOTICED IN MONITOR: March 12, 2008

Pursuant to the Massachusetts Environmental Policy Act (G.L. c. 30, ss. 61-62H) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **requires** the preparation of an Environmental Impact Report (EIR).

Project Description

As described in the Expanded Environmental Notification Form (EENF), the project involves the redevelopment of the Westinghouse site in Springfield, MA. The project site is approximately 40 acres of mostly developed land bounded by Page Boulevard (Route 20A) to the north and Interstate 291 (I-291) to the south. The site currently contains approximately 916,000 square feet (sf) of development in the form of multiple warehouses, manufacturing buildings and surface parking for approximately 900 vehicles. The project includes the complete redevelopment of the project site with approximately 470,000 sf of retail and restaurant uses (a net reduction of 446,000 sf) and 2,059 parking spaces. The project also includes the development of enhanced stormwater management facilities, traffic and pedestrian access improvements, remediation of contaminated land, connections and upgrades to water and sanitary sewer facilities, and new landscaped areas within the project site.

Jurisdiction

The project is undergoing environmental review and requires the preparation of an EIR pursuant to the following sections of the MEPA regulations: 301 CMR 11.03(6)(a)(6), because it will generate more than 3,000 new average daily trips (adt) on roadways providing access to a single location; and 301 CMR 11.03(6)(a)(7), because it involves the construction of more than 1,000 new parking spaces at a single location. The project requires a National Pollutant Discharge Elimination System (NPDES) General Construction Permit from the U.S. Environmental Protection Agency (EPA); an Indirect Highway Access Permit from the Massachusetts Highway Department (MassHighway); and approval from the Department of Environmental Protection (MassDEP) under the Massachusetts Contingency Plan (MCP). The project is subject to the EEA Greenhouse Gas (GHG) Emissions Policy and Protocol.

The Proponent stated in the EENF that an isolated wetland, subject to protection under the City of Springfield local wetlands bylaw, occurs to the east of the project site within the right-of-way for I-291. In information provided to the MEPA Office following the submission of the EENF, the Proponent states that further investigation of the area indicates that there is no wetland present. Therefore, the project does not require a filing with the Springfield Conservation Commission pursuant to the Massachusetts Wetlands Protection Act (WPA) or the Springfield local wetlands bylaw.

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 and that are within the subject matter of required or potentially required state permits. In this case, jurisdiction extends to transportation and hazardous waste. While MEPA jurisdiction is limited, I note the receipt of several comments related to the project's impact on stormwater, water and wastewater infrastructure. I encourage the Proponent to use the Single EIR to respond to these comments.

Request for a Single EIR

In accordance with Section 11.05(7) of the MEPA regulations, the Proponent has submitted an Expanded ENF (EENF) with a request that I allow the Proponent to fulfill its EIR obligations under MEPA with a Single EIR, rather than the usual process of a Draft and Final EIR. The EENF was subject to a 37-day review period pursuant to 301 CMR 11.05(7). The Proponent's request for a Single EIR was discussed at the MEPA site visit held for the project on March 18, 2008. Based on a review of the EENF, I hereby find that the document meets the regulatory requirements and I am permitting the Proponent to file a Single EIR in fulfillment of Section 11.03 of the MEPA regulations. While I am allowing the preparation of a Single EIR, I note the receipt of several detailed comments related to traffic impacts which must be addressed by the Proponent. The project site has been historically used for industrial and manufacturing purposes; however its location in close proximity to residential neighborhoods and existing smaller businesses dictates that potential adverse impacts be carefully minimized and mitigated. The Proponent should prepare the Single EIR in response to the Scope outlined below.

SCOPE

General

The Single EIR should follow Section 11.07 of the MEPA regulations for outline and content, as modified by this Scope. The Single EIR should include a copy of this Certificate and the comments submitted on the EENF. The Single EIR should include a thorough description of the project, including a detailed description of construction methods and phasing and any changes to the project since the filing of the EENF. The Single EIR should include a brief description of each state permit or agency action required or potentially required, and should demonstrate that the project will meet applicable performance standards. The Proponent should also provide an update on the local permitting and review process for the project.

Alternatives

In addition to the Preferred Alternative presented in the EENF, the Proponent evaluated alternative site plan configurations during the project planning process including the No-Build alternative and an industrial/manufacturing alternative. Approximately 916,000 sf of space is available for lease as an industrial, manufacturing or warehousing use. The Proponent presented a comparison of potential impacts between the three alternatives considered. Impacts for water consumption and wastewater generation are comparable between the industrial/manufacturing alternative and the retail alternative; however the type of industrial/manufacturing use could affect these impacts. The Preferred Alternative will result in significantly more vehicle trips than an industrial/manufacturing use; 18,600 adt as compared to a range of 3,500 to 6,400 adt. The Proponent asserts however that the traffic associated with the retail use would consist of passenger vehicles instead of truck trips, which could result in adverse air quality and noise impacts.

According to the EENF, the Preferred Alternative has been designed to comply with local zoning requirements and to complement the City of Springfield's vision for East Springfield. In developing the retail alternative, the Proponent considered a number of concept plans using a mix of anchor retail tenants and a variety of smaller retail tenants, while retaining an existing brick building located in the center of the parcel's frontage along Page Boulevard as a way to reduce overall new development at the site. This alternative was rejected based on the composition of the building's floorspace and renovations required to make the space marketable to prospective tenants. The site plan presented in the EENF shows a mix of retail, neighborhood retail and restaurants. In the Single EIR, the Proponent should consider potential revisions to the site layout that would help make the site more attractive to pedestrians and help to incorporate the project into the existing neighborhood context. While the Proponent has stated that preservation of on-site buildings is not an option, the Single EIR should respond to comments regarding the possible reuse of some existing structures in the new development and to requests that historic WBZ radio towers located at the site be incorporated into project design.

The Proponent proposes a parking supply of 2,059 spaces to accommodate the 470,000 sf of retail uses. This represents an approximate parking supply ratio of 4.4 parking spaces per

1,000 sf of space. The Proponent should explain in the Single EIR how the number of proposed parking spaces was determined. If the parking supply is greater than the amount required under local zoning, the Single EIR should explain why, and the Proponent should examine the feasibility of an alternative with fewer spaces and/or the potential use of a banked parking supply. Parking demand management should be a key component of the overall mitigation strategy.

Traffic

Based on the Institute of Traffic Engineers (ITE) Land Use Code 820 (Shopping Center), the project is anticipated to generate 18,600 adt on a weekday and 24,500 adt on a Saturday. Following Executive Office of Energy and Environmental Affairs (EEA)/Executive Office of Transportation (EOT) guidelines, the Proponent has assumed that the project site is expected to generate a pass-by rate of 10 percent of adjacent street traffic. Adjusted trip generation for the project is 16,700 adt for weekdays and 22,900 adt for Saturdays.

The Proponent prepared a Traffic Impact and Access Study (TIAS) in accordance with EEA/ EOT guidelines. The TIAS was used to determine the impact of project-related traffic using an evaluation of flow and roadway capacity within the study area for existing, No-Build and Build conditions at signalized and unsignalized intersections. The study area for the TIAS was developed in coordination with the City of Springfield, the East Springfield Neighborhood Association, and the Pioneer Valley Planning Commission (PVPC). The TIAS study area should be expanded in the Single EIR as requested by MassHighway. In addition, I note the receipt of detailed comments on the TIAS from the City of Springfield's peer reviewer, which should also be addressed in the Single EIR to the extent that they are relevant to issues of MassHighway jurisdiction. The Proponent should provide additional information in response to potential discrepancies between MassHighway and City of Springfield crash data for the area.

Capacity analyses were conducted for the signalized and unsignalized study area intersections for the 2007 Existing Condition, the 2012 No-Build Condition and the 2012 Build Condition. The study reveals that the following three signalized intersections are expected to experience longer delays as a result of the project: Page Boulevard at Roosevelt Avenue; Page Boulevard at St. James Boulevard/Haumont Terrace; and St. James Boulevard at St. James Avenue.

The analysis demonstrates that each of the unsignalized study area intersections is expected to operate at Level of Service (LOS) F under the Build condition. The Proponent states however that some movements at these intersections also operate at a LOS F under the corresponding No-Build condition, and therefore these deficiencies cannot be attributed to the site-generated traffic. According to the EENF, the project is not expected to add significant amounts of traffic to side streets. The Proponent notes that traffic signals that are proposed to be installed at Stevens Street and East Street as part of the project will provide safer access to the site and provide gaps in traffic along Page Boulevard allowing more opportunities for vehicles to exit the other side streets. The Proponent should respond in the Single EIR to MassHighway's suggestions for mitigation at the unsignalized intersection of the I-291 on- and off-ramps at Page Boulevard.

The Proponent has outlined and committed to a transportation mitigation program in the EENF to address potential project-related traffic impacts at signalized and unsignalized intersections and to help address existing operational and safety deficiencies. The following mitigation measures are proposed:

- The project will have two new signalized site driveways along Page Boulevard across from East Street and at Stevens Street. There will also be a right-in/right-out only driveway along Page Boulevard located between the two signalized driveways. Truck deliveries will utilize Stevens Street to access the back of the larger retail buildings on the south side of the project site. These driveways will replace the approximately five existing unsignalized curb cuts that serve the site today. The Proponent should respond to comments regarding the impact of truck traffic on residential side streets and suggestions provided regarding possible modifications to Eureka Street and Rose Street.
- The project will include construction of an internal site roadway that will intersect Page Boulevard to the east (Route 20A) directly opposite East Street/Prentice Street. This will form a five-legged intersection and is anticipated to be the primary location for site access from the north and east/south via East Street and Page Boulevard/Roosevelt Avenue. To improve capacity and safety at this intersection, the Proponent will signalize the intersection of Page Boulevard at East Street/Prentice Street/Proposed East Site Driveway. The signalization will include:
 - Installation of a fully actuated coordinated traffic control signal;
 - Widening and restriping of the intersection to provide two lanes of travel along Page Boulevard in each direction, with exclusive left-turn lanes; Improve sidewalks and install pedestrian crosswalks on all approaches to the intersection; and, With the City of Springfield's approval, modify Prentice Street so that it operates as a one-way roadway for approximately 100 feet exiting the intersection in a northbound direction.
- The Proponent will signalize the intersection of Page Boulevard at Stevens Street, which will include:
 - Installation of a fully actuated coordinated traffic control signal;
 - Widening and re-striping of the intersection to provide two lanes of travel along Page Boulevard in each direction; and, Improve sidewalks and install pedestrian crosswalks on all approaches to the intersection.

The Proponent will widen Page Boulevard to provide four lanes of travel (two lanes in each direction) between Roosevelt Avenue (west of the intersection of Page Boulevard/Roosevelt Avenue) and Stevens Street. Included in the widening will be the striping of on-street parking spaces, sidewalks and pedestrian accommodations, and landscaped buffers. The Single EIR should clarify how far down Page Boulevard and Stevens Street the proposed improvements would be implemented.

- The Proponent will make minor curb and lane modifications to the west of the intersection of Page Boulevard and Roosevelt Avenue, to continue a four-lane cross-section west of the intersection. The Proponent will coordinate signal timing adjustments with the City of Springfield and MassHighway.

- The Proponent will implement a Transportation Demand Management (TDM) program to reduce peak employee traffic demand and to encourage alternative transportation modes for retail customers.

The Single EIR should include a commitment to implement the above referenced traffic mitigation measures and should describe the timing and cost of their implementation based on project phasing. The Single EIR should include conceptual plans for the proposed mitigation that are of sufficient detail to verify the feasibility of constructing such improvements, including lane widths and offsets, layout lines and jurisdictions and adjacent land uses. The Proponent should also commit to a traffic operations monitoring program to ensure that roadways impacted by the project will continue to operate at acceptable levels of service and to monitor the impact of project-related mitigation. The Proponent should work with the City of Springfield and MassHighway to develop a suitable monitoring program, and should outline the program in updated draft Section 61 Findings in the Single EIR.

The Proponent should respond in the Single EIR to concerns regarding the elimination of current on-street parking along Page Boulevard and Stevens Street as a result of project-related mitigation. The Single EIR should outline how many parking spaces would be eliminated and the Proponent should state how it will replace or create new on- or off-street parking as compensation. The Single EIR should also clarify whether proposed improvements will eliminate current street trees, and whether new landscaping will be provided.

Several commenters have raised concern about the impact of transforming Page Boulevard into a four-lane road on increased speed and associated safety issues. The Proponent should consider working with the City of Springfield to install one or two permanent digital radar devices along Page Boulevard to help reduce rates of speed in the neighborhood.

Pedestrian, Bicycle and Transit Connections

To facilitate bicycle access to the site, the Proponent will install secure bicycle storage racks near the store entrances. To encourage walking between the site and the surrounding neighborhood, the Proponent will construct a new sidewalk along the project site's frontage. The sidewalk will connect to the existing sidewalk along Page Boulevard, and will connect to crosswalks that will operate within exclusive pedestrian phases at the proposed signalized intersections of East Street and Stevens Street. The Single EIR should also identify a sidewalk along Stevens Street to provide a connection to the neighborhood to the west of the project site. The Proponent states in the EENF that connecting crosswalks and clear designated pedestrian paths will be provided from Page Boulevard to the store entrances. The Single EIR should provide more detail on internal site sidewalks and other design elements that will be incorporated to encourage pedestrian access to the site.

The Pioneer Valley Transit Authority (PVTA) (Carew – East Springfield/Belmont – Dwight Road) travels along Page Boulevard, directly in front of the project site. The Proponent has consulted with PVTA regarding the possibility of the bus line servicing the project site directly throughout the day. Bus bays and shelters are proposed to be constructed within the site. An outbound bus service would enter the site via Stevens Street and exit via the proposed East

Site Drive, while inbound bus service would enter via the proposed East Site Drive and exit via Stevens Street. The Single EIR should provide an update on whether bus service will be provide internal to the site, and if not, whether any modifications will be made to existing stops and/or shelters in the vicinity of the project.

Transportation Demand Management

The EENF included a commitment to provide a Transportation Demand Management (TDM) program aimed at reducing site trip generation. Proposed TDM measures include:

- Facilitate bicycle and pedestrian travel by providing bicycle racks, sidewalks, and signalized pedestrian crossings;
- Provide improved access from the Project to transit with on-site PVRTA bus service;
- Encourage tenants to offer direct deposit to their employees;
- Encourage tenants to provide a guaranteed ride home program;
- Provide preferential carpool and vanpool parking within the parking lots to promote ridesharing;
- Encourage tenants to provide subsidies who purchase monthly or multiple trip transit passes;
- Encourage tenants to hold promotional events for employees and/or customers that choose alternative transportation modes; and,
- Provide on-site services such as ATMs, restaurants, etc. to reduce the need for employees to leave the retail center.

In the Single EIR, the Proponent should provide a clear commitment to implement and continuously fund any TDM measures. The Proponent should incorporate additional TDM measures as outlined by MassDEP in its comments on the EENF and should discuss the applicability of and compliance with the Massachusetts Rideshare Regulation (310 CMR 7.16) and the Massachusetts Idling Regulation (310 CMR 7.11).

Air Quality

The projected vehicle trips from the project triggered MassDEP's requirement that the Proponent conduct an air quality mesoscale analysis to determine if the proposed project will increase the amount of volatile organic compounds (VOCs) and nitrogen oxides (NOx) in the project area and to assess the project's consistency with the Massachusetts State Implementation Plan (SIP). In addition, the City of Springfield is classified as a Maintenance Attainment Area for carbon monoxide (CO). Projects that are proposed in CO Maintenance Attainment Areas are required to evaluate their impact on CO concentrations and the National Ambient Air Quality Standards (NAAQS) using a microscale analysis. The Proponent included the results of the mesoscale and microscale air quality analyses in the EENF. In its comments on the EENF, MassDEP states that the analyses were conducted consistent with MassDEP protocol.

The results of the mesoscale analysis indicate that the project will result in a minor increase in VOC and NOx emissions. Because under the Build Condition the VOC and NOx emissions are greater than the corresponding No-Build Condition, the Proponent will incorporate emission reduction measures consisting of physical roadway and traffic system improvements

and TDM measures. The microscale analysis indicates that project-related CO concentrations are the same as or slightly higher than the 2012 No-Build concentrations, however the project will satisfy the SIP criteria for CO because the 2012 Build condition CO concentration is below the NAAQS.

Greenhouse Gas Policy

The proposed project is subject to EEA's Greenhouse Gas (GHG) Policy that requires Proponents to quantify project-related GHG emissions and propose and quantify the impact of mitigation measures to reduce GHG emissions. The Proponent submitted the results of the GHG analysis with the EENF. In the analysis, the Proponent calculated GHG emissions from both mobile sources and direct and indirect stationary sources. While the project is in the planning stage, assumptions were made regarding the type of building construction, window and wall treatment, and rooftop equipment that would likely be used. Direct and indirect carbon dioxide (CO₂) emissions from the proposed building sources were calculated using the EQUEST model. The Proponent evaluated the change in CO₂ emissions from project-related traffic and proposed building/energy consumption sources for the 2007 Existing, the 2012 No-Build, the 2012 Build and the 2012 Build with Improvements Conditions. As presented in the EENF, total CO₂ emissions in the Build Condition are expected to increase by 9,526.2 tons per year (tpy) from the No-Build Condition. With recommended mitigation measures in place, CO₂ emissions are estimated to be reduced by 970.3 tpy; a 10.19% reduction.

Mobile Sources

Mobile source emissions for the 2012 Build Condition are estimated to be 136,560.7 tpy, reflecting an increase of 5,801.7 tpy from the No-Build Condition. Under the 2012 Build Condition with Improvements, CO₂ emissions are estimated to be 136,101.3 tpy, representing a decrease of 459 tpy (8% decrease). According to the EENF, this reduction is due to geometric and operational improvements of the study area roadways and proposed TDM measures. The Proponent should clarify whether the analysis submitted with the EENF quantified the GHG reduction impact of proposed TDM measures. In the Single EIR, the Proponent should evaluate the impact of TDM measures following guidance in the EEA Policy; this analysis should include the Proponent's expanded commitment to TDM measures in response to recommendations from MassDEP.

Stationary Sources

For stationary sources, CO₂ emissions in the 2012 Build Condition are expected to be 4,609.10 tpy, reflecting an increase of 3,724.5 tpy from the No Build Condition. Under the 2012 Build Condition with Improvements, CO₂ emissions are expected to be 4,098.2 tpy, resulting in a decrease of 510.9 tpy (approximately 14% reduction). The following measures are listed in the EENF to reduce stationary source emissions:

- Use highly-reflective (high-albedo) roofing materials
- Maximize interior daylighting through increased building perimeter and use of skylights and light wells

- Incorporate window glazing to balance and optimize daylighting, heat loss and solar heat gain performance
- Incorporate super insulation to minimize heat loss
- Use efficient, directed exterior lighting
- Incorporate motion sensors and lighting and climate control

The results of the EQUEST energy modeling are presented in an Appendix to the EENF. In the Single EIR, the Proponent should provide this information in an updated format. The information in the EENF is difficult to interpret; tables and graphs displaying electricity and gas consumption are not labeled and the units on graphs change without explanation. The Proponent should clearly present the results of calculations used to quantify existing conditions, the Build Condition, and the impact of proposed emissions-reduction mitigation. If the Proponent uses bar graphs, graphs should be produced in color or clearly labeled so that the reader can understand the results. In response to the GHG Policy, the Single EIR should also present the data that were used to model energy use in the proposed building. A typical set of modeling inputs might include the following: project size and configuration; type of heating, ventilation and cooling systems; amount of glazing; and potential types of usage and hours of operation.

General

The EENF includes a summary of total CO₂ emissions results from stationary and mobile sources. The Build Condition summary breaks out emissions by building use; the list includes pet store, grocery store, department store, sporting goods store, electronics store, bank, retail and anchor. The Single EIR should clarify this information and provide additional information on what factors were applied to generate estimated emissions reductions and how reductions were allocated among the mix of mitigation measures that will be incorporated into the project.

The discussion in the EENF did not present a discussion of how the Proponent developed its GHG reduction mitigation alternatives. The GHG Policy states that when comparing the preferred alternative to other alternatives with greater GHG reduction, the Proponent should explain which alternatives were rejected, and the reasons for rejecting them. The Proponent should fully explain any trade-offs inherent in the evaluation of GHG reduction measures, such as increased impacts on some resources to avoid impacts to other resources.

The Proponent notes that the majority of the buildings for the project will be built by future tenants. According to the EENF, the Proponent will strongly encourage and incorporate where feasible measures to reduce project-related GHG impacts. The EENF included a table outlining a comprehensive list of GHG emissions mitigation measures; the Proponent states that some of the measures are being considered for the project. Elsewhere in the EENF, the Proponent presents a list of sustainable design measures in the EENF that may potentially be incorporated into the project. The Proponent should clarify how the redevelopment project will function and outline how much of the actual project it will construct and manage, how much will be completed by tenants, and how much control the Proponent will have over what tenants build. The Proponent should clarify in the Single EIR what specific measures will be implemented by the Proponent at the Westinghouse redevelopment site and should evaluate these measures as part of the updated response to the GHG policy. The Proponent should provide more detail about

the responsible party for specific mitigation measures, how and when they will be implemented, and how the success of mitigation measures will be monitored.

The GHG Policy requires mitigation for net project-related emissions and the Proponent is obligated to identify and commit to specific mitigation measures during the MEPA review process. Updated mitigation for mobile-source emissions should be presented in the draft Section 61 Finding submitted in the Single EIR for use by MassHighway. The Proponent should also identify and commit to mitigation measures for stationary source emissions in the Single EIR.

Hazardous Waste

The project will require MassDEP approvals under MGL Chapter 21E or the MCP in the form of Response Action Outcomes (RAOs) or other actions associated with final remediation and clearance of open Release Tracking Numbers (RTNs) at the project site. According to the EENF, two RTNs at the site have achieved closure and one is currently active. The currently active RTN covers two release conditions: chlorinated volatile organic compounds (CVOCs) in groundwater on the northern side of the site and petroleum in soil and groundwater on the southern portion of the site. The Proponent should note comments from MassDEP regarding the active RTN at the site and should provide an update on remediation activities in the Single EIR.

Construction Period Impacts

The construction of the project will include demolition of multiple existing buildings. The Proponent states in the EENF that much of the construction debris will be diverted and reused on-site or recycled to the extent feasible. All unusable construction waste will be managed and transported to an approved disposal facility by a licensed waste management contractor. The Proponent will develop an Asbestos Abatement Work Plan prior to demolition. The Proponent must comply with MassDEP's Solid Waste and Air Quality Control regulations and should respond in the Single EIR to comments from MassDEP regarding demolition issues. The Proponent should implement measures to alleviate dust, noise and odor nuisance conditions which may occur during the construction activities. I encourage the proponent to work with MassDEP to implement construction-period emission mitigation through its Diesel Retrofit Program, which can be reviewed online at <http://www.mass.gov/dep/air/diesel/conretro.pdf>.

Mitigation

The Single EIR should contain a separate chapter on mitigation measures. The chapter on mitigation should include an updated draft Section 61 Finding for use by MassHighway. The Section 61 Finding should contain a clear commitment to mitigation, an estimate of the individual costs of the proposed mitigation, the identification of the parties responsible for implementation of the mitigation, and a schedule for the implementation of the mitigation.

As outlined above, a commitment to TDM measures and mitigation for mobile source GHG emissions should be included in the draft Section 61 Finding for MassHighway. The chapter on mitigation should also present a clear commitment to measures to mitigate stationary source GHG emissions.

Comments

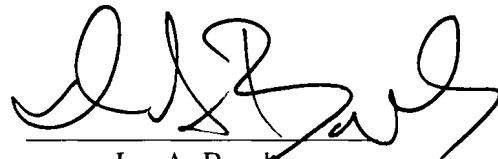
The Single EIR should include copies of all comments submitted on the EENF. In order to ensure that the issues raised by commenters are addressed, the Single EIR should include a response to comments. This directive is not intended to, and shall not be construed to, enlarge the scope of the Single EIR beyond what has been expressly identified in this Certificate.

Circulation

The Single EIR should be circulated in compliance with Section 11.16 of the MEPA regulations and copies should be sent to commenters as listed below and to City of Springfield officials. A copy of the Single EIR should be made available for review at the Springfield Public Library.

April 18, 2008

Date



Ian A. Bowles

Comments received:

4/8/2008	MDM Transportation Consultants, Inc.
4/9/2008	Rosemarie Mazza Moriarty, Springfield City Council
4/9/2008	Rosemarie Mazza Moriarty, Springfield City Council
4/9/2008	Pioneer Valley Planning Commission
4/9/2008	Department of Environmental Protection
4/10/2008	Kathleen Brown, East Springfield Neighborhood Council
4/11/2008	Department of Environmental Protection, Western Regional Office
4/11/2008	John D. Freedman
4/11/2008	City of Springfield
4/11/2008	Executive Office of Transportation
Undated	Springfield Preservation Trust, Inc.

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