



Deval L. Patrick
GOVERNOR

Timothy P. Murray
LIEUTENANT GOVERNOR

Ian A. Bowles
SECRETARY

The Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

Tel: (617) 626-1000
Fax: (617) 626-1181
<http://www.mass.gov/envir>

February 11, 2009

FINAL RECORD OF DECISION

PROJECT NAME : Plymouth Rock Studios
PROJECT MUNICIPALITY : Plymouth
PROJECT WATERSHED : South Coastal Watershed
EOEA NUMBER : 14345
PROJECT PROPONENT : Plymouth Rock Studios
DATE NOTICED IN MONITOR : January 21, 2009

Pursuant to the Massachusetts Environmental Policy Act (MEPA) (G.L.c.30, ss. 61-621) and Section 11.11 of the MEPA regulations (301 CMR 11.00), I have reviewed the Expanded Environmental Notification Form (Expanded ENF) and hereby **grant** a waiver that will allow the proponent to proceed with design and **permitting** of Phase 1 of the project prior to completing the Environmental Impact Report (EIR) **process** for the entire project.

Project Description

Plymouth Rock Studios proposes to develop the east coast's first independent, full-service film and television studio facility in Plymouth, MA. It will create an economic engine that will generate more than 2,000 jobs, provide a unique tourist attraction, serve as an educational resource for potential employees and students and support the Commonwealth's efforts to attract the film industry to Massachusetts. The project includes a noteworthy commitment to design and build a state-of-the-art, green and sustainable studio that will minimize the project's environmental footprint, provide exposure for renewable energy technologies, including a 500 kilowatt (kw) solar photovoltaic (PV) system, and serve as a model for developers in Massachusetts and studio heads in Hollywood. The proponent has worked closely with the Town of Plymouth and its residents to identify an appropriate site for the project

and to address local concerns. The comment letters received on this project reflect genuine support and excitement for the project and its goals.

The project consists of the construction of a 1,292,000 gross square feet (gsf) Studio Production Campus (including 14 sound stages, a 10-acre back lot, production service buildings, office buildings, a theater and a visitor center), a 519,000 gsf Studio Amenities Campus (including shops, restaurants, a hotel and housing) and a 183,000 gsf Research/Education Campus (including research and education buildings). Primary access to the site will be provided by a new access road extending from Clark Road to the project site. The access road will include extensions to the South School Educational Complex and to Forges Field. In addition, a multi-use path will be constructed within the same corridor as the roadway. Secondary access will be provided from Long Pond Road via the existing Waverly Oaks Drive. Other roadway improvements include: construction of a modern roundabout at the Clark Road/Long Pond Road intersection; completion of the Route 3/Exit 3 interchange; signalization of the access road/Clark Road intersection; widening of Clark Road between the Route 3 southbound ramps and Long Pond Road; and pedestrian, bicycle and traffic calming improvements along Long Pond Road. Wastewater will be conveyed from the site to the Camelot Drive Wastewater Treatment Plant (WWTP) via a new sewer extension. Water supply will be provided either through connection to the municipal supply or through construction of an on-site well. The sewer extension and water supply will be designed to serve the project and the South School Educational Complex. The project will include approximately 4,190 parking spaces located in surface parking lots and parking garages.

Phase 1 consists of the construction of the access road from Clark Road and associated stormwater infrastructure to the project site. The access road is proposed as a two-lane undivided roadway with a paved travel way width of 24-feet. It will include an additional three feet of structural, usable shoulder on each side which will be integrated into the drainage swale design and will provide pre-treatment for stormwater runoff. Phase 1 may include construction of the multi-use path. The purpose of the Waiver request is to allow construction of the access road to commence prior to completion of the EIR for the overall project so that the access road can be used for construction traffic during construction of the remainder of the project. Phase 1 activities will include clearing, grading, filling, installation of stormwater facilities, stabilization of side slopes, retaining walls and revetments, and paving to the binder level. Activities associated with the completion of the road such as final paving, striping and landscaping are not planned as part of Phase 1.

Project Site

The 242-acre site is located between Long Pond Road and Route 3 near Interchange 3. The site is bounded by Crosswinds Golf Course to the west and northwest, Forges Field Recreational Complex to the north, Route 3 to the east, the South School Educational Complex to the south and east and Long Pond Road and existing residences to the southwest. The

northeast portion of Myles **Standish** State Forest is located to the west of the site. The site consists of a 27-hole golf course, a club house, ancillary support structures, parking lots, access roads, an **irrigation** system, drinking water wells, three lined ponds associated with the irrigation and **stormwater** management systems, a single family home and nine housing lots. The site contains forested upland areas and three isolated wetland resource areas (only one of which is subject to jurisdiction under the Wetlands Protection Act). It is located within the Eel River **Subwatershed** of the South Coastal Basin.

The project includes off-site transportation improvements and utility infrastructure which may extend from the Route 3/**Clark Road corridor** north to the **Camelot Drive Wastewater Treatment Plant** and the Bradford Water Supply. The geographic extent of these improvements will depend on the preferred alternatives identified through the **MEPA** process. The utility corridor is located within areas identified in the Massachusetts Natural Heritage Atlas (13th Edition) as *Priority Habitat*.

Construction of the access road will extend from the Route 3/**Clark Road corridor** through a 207-acre **parcel** of conservation land to the South School Educational Complex, the site and to the Forges Field Recreational Complex. The conservation land is bounded by Route 3 to the east, Clark Road to the south, Long Pond Road to the west and the South School Educational Complex to the north. The site is owned by the Town of Plymouth and is protected by Article 97 of the Articles of Amendment to the Constitution of the Commonwealth of Massachusetts under a conservation restriction held by the Wildlands **Trust** of southeastern Massachusetts. It is an **undeveloped**, wooded parcel and includes **two** certified vernal pools. In addition, the Town of Plymouth has identified a potential water **supply** on the site.

MEPA Jurisdiction and Required Permits

The project is undergoing **MEPA** review and is subject to preparation of a mandatory **Environmental Impact Report (EIR)** pursuant to 301 CMR 11.03(1)(a)(1), 11.03(1)(a)(2), 11.03(6)(a)(6) and 11.03(6)(a)(7) because it requires a state permit and consists of alteration of more than 50 acres of land, creation of ten or more acres of impervious area, generation of 3,000 or more new **adt** on roadways providing access to a single location and construction of 1,000 or more new parking spaces at a single location. The project requires an Access Permit **from** the Massachusetts Highway **Department (MassHighway)** and a Sewer **Connection/Extension Permit from the Department of Environmental Protection (MassDEP)**. It may require a New Approval (for on-site water supply alternative), Water Management Act Permit (for on-site water supply **alternative**) and a Groundwater Discharge Permit (for ground source heat pump) **from MassDEP**. The project may require review **by** the Division of Fisheries and Wildlife's (**DFW**) Natural Heritage and Endangered Species Program (**NHESP**) and will require review by the Massachusetts Historical Commission (MHC). Also, the project requires an Order of Conditions **from** the Plymouth Conservation Commission (and a Superseding **Order** of Conditions in the event **the** local Order is appealed). The project may receive state funds through the

Infrastructure, Investment and Incentive **program** (I-Cubed) for the transportation and utility infrastructure components of the **project**.¹ In addition, the project requires a National Pollutant Discharge **Elimination** System (NPDES) Construction General **Permit** for Stormwater.

Phase 1 requires a Construction **Permit** from **MassHighway** and may be funded through the **I-Cubed** program.

Because the **project** may include financial assistance **from** the Commonwealth, **MEPA** jurisdiction is broad **IN scope and** extends to all aspects of the project that may cause Damage to the Environment as defined in the **MEPA** regulations. These include land alteration, **transportation**, air quality, greenhouse **gases**, water supply, wastewater, wetlands, rare species and construction period impacts.

Summary of Potential Environmental Impacts

Potential environmental impacts associated with redevelopment of the project site include the alteration of 112 acres of land, creation of an additional 53 acres of new impervious area for a total of 65 acres of impervious **area** and generation of an additional **8,950** average daily vehicle trips (adt) for a total of 9,916 adt. Water use will decrease **by** approximately **144,000** gallons per day (gpd) and wastewater generation will increase by 162,420 gpd compared to the previously **reviewed** Waverly Oaks **Golf Club**.²

Potential environmental **impacts** associated with the access road include alteration of 19.4 acres of conservation land and creation of 6.3 acres of impervious surfaces. Potential environmental impacts associated with the other **traffic** improvements proposed along the Clark **Road/Route** 3 corridor include alteration of 104.6 acres of land, including 30.8 acres of undeveloped land, and creation of 6.8 acres of new impervious surfaces.

Potential impacts associated with the **utility** corridor include 11.6 acres of land alteration, creation of 1 acre of new **impervious** surfaces and work within wetland resources and rare species habitat.

Summary of Proposed Mitigation

Measures to avoid, minimize and mitigate project impacts presented in the Expanded Environmental Notification Form (Expanded ENF) include: **redevelopment** of an existing site; certification at the Silver Level under the Core and Shell category for campus development by

¹ The proponent and the Town of Plymouth intend to jointly submit an Economic Development Proposal for these Funds

² The **Certificate** on the Expanded ENF and the DROD incorrectly indicated that wastewater generation would decrease by 162,420 gpd.

the US Green Building Council's Leadership in Energy and Environmental Design (LEED); installation of a 500 kW solar PV system; installation of solar hot water systems; water conservation measures; avoidance of wetland impacts; use of pervious pavement, green roofs and rainwater reuse (for irrigation and greywater); compliance with the Wetlands Protection Act Stormwater Management Standards, roadway and signal improvements; development of a Transportation Demand Management (TDM) program including operation of a fixed shuttle system and pedestrian, bicycle and traffic calming improvements; and measures to minimize construction period impacts. In addition, utility corridor alternatives minimize land alteration through location within existing roadways or previously disturbed areas. The utility corridor will also include construction of a water reuse line from the Camelot Drive WWTP to facilitate reuse of wastewater by the Town for irrigation of Forges Field, the school complex and Crosswinds.

In addition, I note that the proponent has made a commitment to the Town that the roadway project will be bonded to ensure its completion.

Waiver Request

The proponent has requested a waiver that will allow the proponent to proceed with Phase 1 of the project prior to preparing an EIR for the entire project. Consistent with this request, an Expanded ENF was submitted and it was subject to an extended review period. Supplemental information consisting of a traffic analysis of alternatives was distributed on November 24, 2008. To provide adequate time to review the submission of additional traffic information, the review period was extended an additional 16 days. A letter clarifying the Phase 1 Waiver Request was submitted to the MEPA Office on January 9, 2009. The Expanded ENF and supplemental traffic analysis identifies the environmental impacts of the project and describes measures to be undertaken by the proponent to avoid, minimize and mitigate project impacts. They include a discussion of the project's consistency with the criteria for granting a Phase 1 Waiver, an alternatives analysis, traffic study, identification of 10 access alternatives, air quality study, noise study, design plans for the proposed access road, identification of environmental impacts associated with Phase 1 and identification of measures to avoid, minimize and mitigate impacts associated with Phase 1.

A Draft Record of Decision (DROD) proposing to grant the waiver request was published in the Environmental Monitor on January 21, 2009 in accordance with 301 CMR 11.15(2), which began the public comment period. The public comment period lasted for 14 days and ended on February 4, 2009. No comments were received on the DROD.

Criteria for a Phase 1 Waiver

The MEPA regulations at 301 CMR 11.11(1) state that I may waive any provision or requirement in 301 CMR 11.00 not specifically required by MEPA and may impose appropriate

and relevant conditions or restrictions, provided that I find that strict compliance with the provision or requirement would:

- (a) result in an undue hardship for the proponent, unless based on delay in compliance by the proponent; and
- (b) not serve to avoid or minimize Damage to the Environment.

The MEPA regulations at 301 CMR 11.11(4) state that, in the case of a **partial** waiver of a mandatory EIR review threshold that will **allow** the proponent to proceed with Phase 1 of the project prior to preparing an EIR, I **shall** base the finding required in accordance with 301 CMR 11.11(1)(b) on a determination that:

- (a) the potential environmental impacts of Phase 1, taken alone, are insignificant;
- (b) ample and unconstrained **infrastructure** facilities and services exist to support Phase 1;
- (c) **the** project is severable, such that Phase 1 does not require the implementation of any other **future** phase of the project or **restrict** the means by which potential environmental impacts from any other phase of the project may be avoided, minimized or mitigated; and
- (d) the agency **action(s)** on Phase 1 will contain terms such as a condition or restriction, so as to ensure due compliance with MEPA and 301 CMR 11.00 prior to commencement of any other phase of the project.

Findings

I find that subject to conditions **described** below, the proponent has met the tests for a Phase 1 Waiver. My determination is based on **the** information submitted by the proponent, **consultation** with the relevant **state** agencies, and consideration of comment letters received. As further outlined below, I have **determined** that compliance with the requirement to prepare an EIR prior to Phase 1 would not **serve** to avoid or minimize Damage to the Environment, that **adequate** and unconstrained **infrastructure exists** to support the project, that the project is severable and that agency actions on Phase 1 **can** be conditioned to ensure compliance with MEPA.

The request for the waiver is supported by **MassHighway**, Senate President **Therese Murray**, State Representative **Thomas J. Calter**, State Representative **Vinny deMacedo**, the Town of Plymouth, the Plymouth Public **Schools Superintendent**, the **Plymouth** Conservation Commission **and** the **Old Colony Planning** Council (OCPC). Comments from state **resource** agencies do not identify **objections** to the granting of the Phase 1 Waiver or request additional analysis of environmental impacts associated **with** the Phase 1 Waiver request.

I note that **several** residents have provided comments on the project and access alternatives which include objections to the **granting** of a Phase 1 Waiver. These objections include **concern** that adequate time **has** not **been** provided to citizens to review all of the

transportation alternatives and that a **specific** alternative, in particular, warrants further consideration and review by the Commonwealth and the Town of Plymouth. These **commentors** request further analysis of direct access to **the site from** Route 3 as a means of avoiding impacts to conservation land and **local** roadways while **providing** regional access to the area **including** the Plymouth Rock Studios project, Town facilities and Myles **Standish** State Forest. I appreciate the thoughtful **comments** provided on this issue; however in the absence of support for further analysis of this alternative by **MassHighway, OCPC**, the Town of Plymouth or **concerns** with environmental impacts associated with the proposed access road, further analysis of this alternative is **not** warranted.

Requiring the preparation of an EIR in advance of undertaking Phase 1 would cause undue hardship and would not serve to minimize Damage to the Environment:

As **noted** previously, the Expanded ENF and supplemental **traffic** analysis include an alternatives analysis for **transportation** improvements, design plans for the access road, identify the environmental impacts of the project, include a **traffic** study and **describe** measures to be undertaken by the proponent to avoid, minimize and mitigate project impacts. The proponent provided ten access **alternatives** for review (three of which **are** variations on **Alternative 1**).

State agency actions associated **with** Phase 1 **are** limited to the granting of a Construction **Permit** by **MassHighway**. Comments **from** the Executive **Office** of Transportation and Public **Works (EOTPW)** indicate support for the Phase 1 Waiver and the identification of Clark Road Access as the **preferred alternative**. The comment letter indicates that additional analysis of **an** alternative **that** would provide direct access to the site from Route 3 is **not warranted**. The proponent **has** provided an analysis of environmental impacts associated with the preferred alternative and proposed adequate mitigation to avoid, minimize and mitigate **impacts**. The **Expanded** ENF contains **sufficient** information to enable **MassHighway** to understand the **environmental** consequences of its **permit** decisions.

The granting of a Phase 1 Waiver is being conditioned to ensure the environmental impacts of the **project** are **minimized** while **providing** public benefits. These conditions include:

- Clearing, cuts and fill and grading work on the project site may occur in conjunction with construction of the access road; however, the access road must be substantially complete prior to proceeding with construction on the project site and must be used **for construction** access during construction of **the** project site.
- The multi-use **path** must be constructed in conjunction with the access road as part of Phase 1.
- **The** project must be constructed consistent with **MassDEP** Stormwater Standards identified in the Wetlands Protection **Act regulations**.
- The **project, including** construction of the multi-use path, must be designed and

constructed to protect the Zone 1 wellhead protection area associated with the potential water supply site identified by the Town of Plymouth.

- The proponent should continue consultations with the Town, the Wildlands Trust of Southeastern **Massachusetts** and **MassDEP** as designs are advanced for the access road and multi-use path.
- The **proponent** must **prepare** draft Section 61 Findings for the **MassHighway** Construction Permit outlining all the proposed mitigation measures associated with Phase 1 for consideration during **permitting**.

Given the foregoing, and **subject** to the conditions described above, I find that a requirement to complete **MEPA review** prior to initiating the permit process for Phase 1 is not necessary in order for the proponent to demonstrate that it will avoid, minimize, and mitigate potential Damage to the Environment to the maximum extent practicable, and that a requirement to do so would therefore **cause** undue hardship and would not serve to **minimize** Damage to the Environment.

Therefore, ~~the~~ requirement for completion of an EIR prior to Phase 1 is not necessary and would not serve to avoid or minimize Damage to the Environment

1. The potential environmental impacts of Phase 1, taken alone, are insignificant.

The project is designed to avoid, minimize and mitigate environmental impacts. Potential environmental **impacts** are associated with the creation of 6.3 acres of **impervious** surfaces (the roadway and **multi-use** path) and alteration of conservation land. **The project will exceed** the ENF threshold for impervious surfaces. Impacts associated with the creation of impervious surfaces will be minimized by the **roadway** design and construction of a **stormwater** management system consistent with **MassDEP** Stormwater Standards. **The** conservation restriction **placed** on the land allows "the construction or maintenance of roadways or passages to service adjacent properties..." In addition, it indicates that any **construction** of roadways "...are permitted but only if such acts and uses do not materially **impair** significant **conservation interests**." (Section III B).

The Expanded ENF indicates that the alignment of the access road is designed to minimize **fragmentation** of the **conservation** land **while** following existing contours, to the extent possible, to minimize grading. The project **will** not result in direct alterations to wetland resource areas and construction activities **will** be greater than 100-feet **from** wetland resource areas and certified **vernal** pools. The project will not alter rare species habitat or alter any historic resources located on the State or National Register of Historic Places. As currently proposed, it appears that the multi-use path may extend through the Zone I of a potential **water** supply. The Phase 1 Waiver **is** being conditioned to avoid impacts to this potential water supply.

The **comment** letter **from** the Southeast Wildlands Trust, which holds the conservation

restriction, identifies its **consultations** with the project proponent and its goals including: " to ensure the protection of wildlife and plant communities by **limiting** disruption caused by **fragmentation** of the parcel and (2) to protect public water resources given the fact that the premises overlie the Plymouth-Carver sole source aquifer." The letter does not identify any objections to the granting of a Phase 1 Waiver.

Based on the foregoing, I find that the potential environmental impacts of Phase 1, taken alone, are insignificant.

2. **Ample and unconstrained infrastructure facilities and services exist to support Phase 1.**

The access road is proposed as infrastructure for the project. It will provide access for construction vehicle traffic to the site and, therefore, **limit** construction period traffic impacts on the Long Pond Road/Clark Road intersection and along Long Pond Road. Once it is **constructed**, the **access** road must be used for construction **traffic** as a condition of this Waiver. The work force will include approximately 500 to 600 construction workers over the duration of the studio work and could **approach** 1,000 workers during peak construction. Construction related truck **traffic** will generate approximately 150 to 400 daily trips.

Based on the foregoing, I **find** that ample and unconstrained **infrastructure** exists to support Phase 1.

3. **The project is severable, such that Phase 1 does not require the implementation of any other future phase of the project or restrict the means by which potential environmental impacts from any other phase of the project may be avoided, minimized or mitigated.**

Phase 1 is not dependent upon completion of the overall project. It will be limited to providing access to the South School Educational **Complex** and the southern perimeter of the project site. Providing alternative **access** to the South School Educational Complex **has been** identified by the Town and the School Superintendent as a priority for the Town and a significant benefit of the project. Comments **from** the Plymouth School Superintendent indicate that the School Department is committed to redesigning its traffic **patterns** to minimize access to Long Pond Road.

The Expanded **ENF** describes how access will be provided to the site, includes a traffic study that evaluates a total of ten **access alternatives** and identifies mitigation measures. The traffic study generally conforms to EEA/EOTPW Guidelines for **EIR/EIS Traffic Impact Assessment**. It clearly describes the methodologies used to develop the information and provides supporting documentation. The study identifies trip generation, analyzes impacts and provides a level-of-service (LOS) analysis for the study area.

The **study** area includes Clark Road, Long Pond Road and Route 3 including seven major

intersections and four ramp junctions. The traffic analysis evaluates ten alternatives based on the ability to minimize project-related impacts along Long Pond Road, maintain the rural character of the Clark Road/Long Pond Road corridors and ensure that the state highway system will **continue** to function in a safe and efficient manner with **sufficient** reserve capacity to accommodate **future traffic** growth. These alternatives include:

Alternative 1: Clark Road Access with a Full Interchange Improvement

Alternative **1A:** Clark Road Access with a Full Interchange Improvement and Long Pond Road Buffer

Alternative **1B:** Clark Road Access with Interchange Improvement and Northbound Slip-Ramp

Alternative **1C:** Clark Road Access with Route 3 Southbound Interchange Improvement

Alternative 2: Clark Road Access with Partial Interchange Improvement

Alternative 3: Clark Road Access with Route 3 Southbound **Off-Ramp** Connector

Alternative 4: Clark Road/Long Pond Road Realignment

Alternative 5: Route 3 Southbound Interchange

Alternative 6: Route 3 Southbound Off-Ramp

Alternative 7: Clark Road Access with Full Interchange Improvement and Realignment of Long Pond Road

Alternative **1A**, which includes the access road as proposed in the Phase 1 Waiver, is identified as the preferred alternative **from** a traffic **operations** perspective. Under the 2018 Build with **Mitigation** scenario, it will provide **overall** operating conditions of LOS B or better **during** the peak periods along the Clark Road **corridor**. All movements at the access road intersection will operate at LOS C or better. The ramp junctions with Route 3 will operate at LOS D or better.

Because **there** is not support for requiring direct access to the site **from** Route 3 by **MassHighway**, OCPC or **the** Town of Plymouth, the granting of the waiver will not restrict the means by which potential **environmental** impacts may be avoided, minimized or mitigated. Comments and consultations with **state** agencies indicate that further analysis of direct access from Route 3 is not **warranted**. The Single EIR will include further analysis of several of the alternatives identified in **the** Expanded ENF.

Based on **the** foregoing, I find that Phase 1 of the project is severable and does not require the implementation of any other future phase **of the project** or restrict the means by which potential **environmental** impacts **from** any **other** phase of the project may be avoided, minimized or mitigated.

4. The agency **action(s)** on Phase 1 will **contain terms such** as a condition or restriction, so as to ensure due **compliance** with MEPA and 301 CMR 11.00 prior to commencement of any other phase of the project.

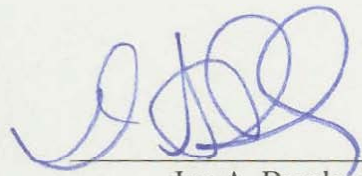
The **project requires** a Construction and Access Permit from **MassHighway**. These **permits can** be conditioned to ensure that the full-build of the **project complies with** MEPA and its implementing regulations. In addition, the **proponent must prepare draft Section 61 Findings** for the Construction **Permit** outlining all the proposed mitigation measures associated with Phase **1** for **consideration** during permitting.

Based on the foregoing, I **find** that the agency actions on Phase 1 will contain terms such as a condition or restriction, so as to ensure due compliance with MEPA and 301 CMR 1100 prior to commencement of any other phase of **the** project.

Conclusion

I have determined that this waiver request has merit, and issued a DROD, which was published in the **Environmental Monitor** on **January 21, 2009** in accordance with 301 **CMR 11.15(2)**, which began the public comment period. The public comment period lasted for 14 days and ended on February 4, 2009. No comments were received on the DROD. I hereby **grant** the waiver requested for this project, which **will** allow the proponent **to** proceed with Phase 1 of the project **prior** to preparing a mandatory **EIR** for the **entire** project, subject to the above **findings** and conditions.

February 11, 2009
Date


Ian A. Bowles

No **Comments** Received on the DROD

Comments Received on the Expanded **ENF**:

- 1/9/09 Department of Conservation and Recreation (**DCR**)
- 12/23/08 Division of Fisheries and Wildlife/Natural Heritage and Endangered Species Program (**NHESP**)
- 1/9/09 Executive Office of Transportation and Public Works (**EOTPW**)
- 12/3/08 **Massachusetts** Historical Commission
- 12/1/08 **Therese** Murray, Senate President
- 12/9/08 **Thomas J. Calter**, State Representative
- 12/2/08 **Vinny deMacedo**, State Representative
- 1/8/09 **Plymouth Public Schools/Superintendent** of Schools
- 12/29/08 Town of **Plymouth/Conservation** Commission
- 1/6/09 Town of **Plymouth/Board** of Selectmen

12/17/08 **Town of Plymouth/Planning Board**
 12/18/08 Destination Plymouth
 1/9/09 Eel River Watershed Association, Ltd.
 1/8/09 Friends of Myles **Standish** State Forest
 12/15/08 **Greater Attleboro Taunton Regional Transit** Authority (GATRA)
 1/2/09 **Old Colony Planning Council**
 12/19/08 Plymouth **1000**
 1/7/09 **The Pinehills**
 1/3/09 Walk **Boston**
 1/8/09 Wildlands Trust of **Southeastern MA**
 1/7/09 **William S. Abbott, P.C.**
 1/9/09 John **Adelmann**
 1/8/09 **Patricia N. Adelmann**
 1/5/09 **Aileen Sanger Chase**
 12/30/08 **James Con —en**
 1/8/09 James **Concannon** (second letter)
 12/26/08 Fr. Richard G. **Curran**, Ed. D.
 1/6/09 Joseph J. **DeSilva**
 1/5/09 Oliver H. **Durrell III**
 1/7/09 **Betsy Hall**
 1/3/09 Steven Lydon
 1/8/09 Malcolm A. **MacGregor**
 1/7/09 Paul **McAlduff**
 1/6/09 Roger W. Monks
 1/5/09 Lois and Douglas Post
 1/7/09 Craig **Richards**
 1/8/09 **Larry Rosenblum**
 12/12/08 **Richard Silva**
 12/12/08 **Loring Tripp III**

IAB/CDB/cdb