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December 15, 2006

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

PROJECT NAME : Parker's River Marine Park
PROJECT MUNICIPALITY : Yarmouth
PROJECT WATERSHED : Cape Cod
EOEA NUMBER : 13911
PROJECT PROPONENT : Town of Yarmouth
DATE NOTICED IN MONITOR : November 8, 2006

Pursuant to the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62H) and Section 11.03 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **requires** the preparation of a mandatory Environmental Impact Report (EIR).

As described in the Expanded Environmental Notification Form (EENF), the project consists of a multi-faceted marine park to be located on the west side of Parker's River, south of Route 28, in West Yarmouth on the former Yarmouth Drive-In Theater site. As proposed, the marine park will have a marina basin (282' by 510'), a dock/harbor master office, a boat barn (dry rack storage), a public boat ramp, a Marine Science Education Center, a marine waste disposal pump out, and a fueling facility. In addition to the marina activities, the project will include public amenities including a scenic nature trail with overlooks, parking areas for vehicles and boat trailers, a community park for passive recreation and a tot lot with play structures. The marina will provide additional public access to marine resources and it is anticipated that it will be owned and/or operated (with possibility for a public-private partnership) by the Town of Yarmouth.

The project site is approximately 22 acres in area and is characterized by compacted areas of dirt, broken pavement and scrubby vegetation. The site presently contains the Town of Yarmouth's shellfish propagation upweller facility. The project will result in the new alteration of 8.9 acres of land and the introduction of 0.91 acres of impervious area. The project will alter numerous wetland resource areas in a permanent or temporary fashion, including: 700 square feet

(sf) of Salt Marsh, 2,500 sf of Land Under Ocean, and 3,200 sf of Land Subject to Coastal Storm Flowage. The EENF states that the project will generate approximately 2,000 gallons per day (gpd) of wastewater flows, require 2,200 gpd of water use, and create an additional 675 traffic trips per day to and from the project site onto Route 28.

The proponent in the EENF has outlined a series of mitigation measures to be undertaken in conjunction with the project including: the creation of new salt marsh areas, eradication of Phragmites stands, and the addition of turning and storage lanes associated with Route 28 and the proposed site drive entrance.

This project is subject to a mandatory EIR pursuant to Section 11.03(3)(a)(2) of the MEPA regulations because it requires a state permit and consists of a wetland alteration requiring a variance in accordance with the Wetlands Protection Act. The project will require numerous State, Federal and local permits including: A Section 404/10 Permit from the United States Army Corps of Engineers (U.S. ACOE); a National Pollutant Discharge Elimination System (NPDES) Construction General Permit and a NPDES Industrial General Permit from the United States Environmental Protection Agency (U.S. EPA); approval from the Cape Cod Commission; Federal Consistency Review by the Massachusetts Office of Coastal Zone Management (CZM); a Section 401 Water Quality Certificate, a Chapter 91 Waterways License, and a Wetlands Protection Act variance from the Massachusetts Department of Environmental Protection (MassDEP); a Curb Cut Modification permit from the Massachusetts Highway Department (MassHighway); an Order of Conditions from the Yarmouth Conservation Commission, and in the case of an appeal a Superseding Order of Conditions from MassDEP; and Planning Board Approval from the Yarmouth Planning Board.

While the Town of Yarmouth intends to fund this project to the extent possible through local funding mechanisms, it is possible that certain components of the project may benefit from the acquisition of State funds. Therefore, pursuant to discussion at the November 28, 2006 site consultation session, MEPA jurisdiction will be broad for the purposes of future review. Therefore, MEPA jurisdiction for this project shall extend to all aspects of the project that are likely, directly or indirectly, to cause Damage to the Environment.

Joint Review Process

As a development requiring an EIR, the project is categorically deemed to be a Development of Regional Impact (DRI) under the Cape Cod Commission Act, Section 12(i), and is subject to review by the Cape Cod Commission (the Commission). The proponent has elected to participate in a joint Commission/MEPA review process pursuant to a Memorandum of Understanding between the Commission and MEPA. In accordance with this Joint Review Process, the proponent will address issues of concern to both MEPA and the Commission within the EIR review process. Therefore, while this Certificate specifically outlines a scope pertaining to areas of MEPA jurisdiction, I anticipate that the Draft Environmental Impact Report (DEIR)

document will also meet the requirements outlined in the Commission's scope for their DRI review.

Request for Single EIR

In accordance with Section 11.05(7) of the MEPA regulations, the proponent has submitted an Expanded ENF with a request that I allow the proponent to fulfill its EIR obligations under MEPA with a Single EIR, rather than require the usual two-step Draft and Final EIR process. The Expanded ENF received an extended public comment period pursuant to Section 11.06(1) of the MEPA regulations. I have reviewed the proponent's request for a Single EIR in accordance with Section 11.06(8) of the MEPA regulations, and I find that the proponent has not met the criteria to allow the granting of a Single EIR review process. The EENF has not presented a sufficient level of data from which to measure potential environmental impacts and mitigation opportunities. Specifically, more detail is necessary on wetland mitigation, secondary impacts of marina operations to wetland resource areas, construction techniques, and baseline data on river flushing, the presence of marine resources, and existing water quality of the river system. Therefore, the EENF does not afford me the opportunity to conclude that all feasible means to avoid potential environmental impacts have been identified and discussed.

Therefore, the proponent must prepare a Draft and a Final EIR in fulfillment of the requirements of Section 11.03 of the MEPA regulations.

SCOPE

General

The DEIR should follow the general guidance for outline and content contained in section 11.07 of the MEPA regulations, as modified by this Certificate.

Project Description and Permitting

The DEIR should include a detailed description of the proposed project (square footage, boat slips, etc.) and anticipated stages of phasing. The DEIR should contain a detailed existing and proposed conditions plan at a reasonable scale including, but not limited to: wetland resource areas, stormwater drainage patterns and management facilities, grading, vehicular and pedestrian circulation routes, and utilities. The DEIR should characterize adjacent uses, discuss the anticipated seasonal nature of the facility, and its level of accessibility to the public (boat slips, parking, nature trails).

The EIR should briefly describe each state permit required for the project, and should demonstrate that the project meets any applicable performance standards.

Alternatives

The EIR should analyze the following alternatives:

- No-Build Alternative;
- Reduced-Build Alternative that requires no direct impact to salt marsh; and
- Preferred Alternative as proposed by the proponent.

The EIR should identify the impacts for each of the alternatives on land alteration (impervious area and earth removal), wetland resource areas, traffic, drainage, wastewater, and habitat. These data, along with a supporting narrative, should provide a comparative analysis that clearly shows the differences between the environmental impacts associated with each of the alternatives. I note comments from MassDEP that indicate that the proponent's preferred alternative is unlikely to be permissible. The alternatives analysis will therefore be a key aspect of the DEIR; I encourage the proponent to consider and discuss potential alternatives with agency staff prior to filing the DEIR.

Land Alteration

The project will alter 8.9 acres of land and create 0.91 new acres of impervious area on the 22 acre project site. Approximately 3.78 acres of existing upland will be permanently altered to watershed with the development of the marina basin. The marina basin will be excavated to a depth of 8' below Mean Low Water (MLW), and an 80' wide access channel will be excavated to allow connection to the Parker's River. The DEIR should address how this excavation, in relation to existing and future groundwater flows, will potentially impact salinity dependent biota if groundwater flows are reduced. Additionally, the proponent should detail the location of earth stockpiles within the project area due to basin excavation, associated erosion control measures, and potential beach nourishment opportunities from excavated materials.

The project contains an area of open space for use as passive recreation. The DEIR should provide further detail on the use of this open space, proposed improvements, and impacts to wetland resource areas and buffer zones. If an invasive species management plan is proposed in conjunction with the project, the DEIR should describe existing invasive species conditions, proposed management techniques and long-term monitoring.

Wetlands

The preferred project alternative as presented in the EENF will result in the direct impact of approximately 700 sf of salt marsh, therefore requiring a variance from the Wetlands Protection Act Regulations (310 CMR 10.32). In order to receive a variance, the proponent must demonstrate that there is an overriding public interest in the project, no other reasonable alternative exists, and that mitigation efforts will be undertaken to minimize project impacts.

The DEIR should specifically address how the project meets these criteria. Historically, wetland variances have only been issued by MassDEP in rare and unusual circumstances to protect public health, public safety, or for environmental improvements. The proponent must include in the DEIR a detailed description of the public interest to be served by the proposed project, qualify and quantify these public benefits, discuss site accessibility, and compare the proposed project's overriding public interest to that of other projects that have been historically granted variances. The DEIR should also include a modified alternative (Reduced Build Alternative) that would avoid direct impact to salt marsh as recommended by MassDEP.

The EENF contained an alternatives analysis that quantified wetland resource area impacts for three basin location alternatives. Subsequent to this analysis of three separate alternatives, the proponent presented as their preferred alternative the scenario with the least amount of wetland resource area impact. The DEIR should update this impact analysis based upon any new wetland information, construction methodologies or modification to the preferred alternative.

In order to effectively evaluate potential wetland resource areas impacts of the proposed marina basin and ongoing impacts during marina operation, the DEIR should include survey plans at a legible and reasonable scale to accurately delineate resource areas and include site topography and hydrographic soundings. These detailed plans should include the entire project site, as well as opposite banks of the Parker's River, and depict all resource area boundaries, riverfront areas, applicable buffer zones, and 100-year flood elevations. Each wetland resource area and riverfront area should be characterized according to 310 CMR 10.00. Plans should also be provided that depict general characteristics of the portion of the Parker's River from the Route 28 overpass to its confluence with Nantucket Sound to allow for adequate analysis of potential secondary impacts from marina operation on wetland resource areas. As recommended by MassDEP, I strongly encourage the proponent to file an Abbreviated Notice of Resource Area Delineation (ANRAD) with the Yarmouth Conservation Commission to confirm the wetland resource areas prior to the submission of the DEIR.

The DEIR should address the significance of the wetland resources on site, including: public and private water supply; riverfront areas; flood control; storm damage prevention; fisheries; shellfish; and wildlife habitat. It should identify the location of nearby public water supplies and wells. The DEIR should describe in detail how the project meets the "no adverse impact" principle for development within the Federal Emergency Management Agency (FEMA) 100-year floodplain (Zone A12).

The DEIR should identify the extent of the Riverfront Area within and adjacent to the project site. The DEIR should describe temporary or permanent impacts in association with the construction and operation of the marina facility (including impacts along the length of the Parker's River), and how the project will meet the performance standards of the Rivers Protection Act. The proponent should discuss how the project complies with the coastal wetland

restriction in effect for salt marsh bordering on Parker's River and how both construction and ongoing operation of the marina will not violate the conditions of this wetland restriction.

The proposal calls for the use of a sheet pile bulkhead to protect the channel opening. The DEIR should investigate the impacts of this type of construction (and the creation of the entrance channel) on river currents, prop wash and boat wakes and the potential to cause scouring or additional loss of salt marsh adjacent to the bulkhead. The DEIR should include an analysis of alternative construction methods and their potential impacts on scouring, impact to coastal bank, and salt marsh loss at the marina entrance. If an alternative construction methodology is preferred to that presented in the EENF, the DEIR should include a complete analysis of wetland impacts (primary and secondary) associated with this new approach.

There are a wide variety of constructive mitigation alternatives available to offset wetland impacts associated with this project. The DEIR should provide more detail regarding the location, size, and feasibility of restoration areas (particularly salt marsh areas) proposed as mitigation for project impacts. Additionally, the DEIR should explore and identify other types of mitigation measures that may be implemented that would address the overall environmental health of the Parker's River ecosystem. I strongly encourage the proponent to prepare a post-project and long-term monitoring plan for wetland replication areas, as well as existing wetland resource areas along the river (i.e. salt marsh areas). Finally, the DEIR should present mechanisms to reduce secondary impacts of marina operation (i.e. controls on vessel speed and operation), enforcement capabilities and ongoing monitoring of such a plan's effectiveness in reducing environmental impact.

For any amount of required wetlands replication, a detailed wetlands replication plan should be provided in the DEIR that, at a minimum, includes: replication location(s) delineated on plans, elevations, typical cross sections, test pits or soil boring logs, groundwater elevations, the hydrology of areas to be altered and replicated, list of wetlands plant species of areas to be altered and the proposed wetland replication species, planned construction sequence, and a discussion of the required performance standards and monitoring. MassDEP generally recommends a replication rate greater than 1:1.

Water Quality

The project has the potential to increase pollutant sources due to the marina operations. These pollutant sources include hull maintenance, boat washing (i.e. pressure washing systems), bilge water management, fueling activities, boat sewage and wastewater, solid and hazardous waste management, and general stormwater discharges from parking areas, roadways and roof runoff. The DEIR should provide detailed analysis in each of these areas with regard to potential impacts to water quality and address specific Best Management Practices (BMPs) that can be implemented to maintain water quality. The DEIR should detail how the project and associated water quality BMPs are consistent with CZM's Clean Marina Guide. I encourage the proponent

to work with CZM staff to develop their Marina Environmental Management Plan in accordance with the Clean Marina Guide and present a draft plan in the DEIR. Additionally, the DEIR should present plans for the fuel storage and transfer facility, vessel pump-out facility, solid waste storage areas, and boat maintenance areas to assist in overall project impact evaluation.

The DEIR should include results and supporting data from the flushing studies conducted with the various basin designs presented in the EENF. I encourage the proponent to compare their flushing study assumptions and methodologies with those prepared by the Massachusetts Estuaries Project (MEP) for the purposes of consistency. If modifications are made to the preferred alternative as presented in the EENF, updated flushing study information should be included in the DEIR to confirm design consistency with existing flushing rates of the river. Additionally, the DEIR should address concerns regarding nitrogen loading through an evaluation of nitrogen loads under existing and proposed conditions, potential impacts to water quality, and outline appropriate mitigation measures to offset potential impacts. The proponent should consider study efforts underway by the MEP when conducting their analysis and determining proposed mitigation measures.

Waterways

The project is classified as a water-dependent use project pursuant to the Waterways Regulations (310 CMR 9.12). The DEIR should confirm that the upland portions of the project area would not be classified as previously filled tidelands. The DEIR should contain copies of historic maps, aerial photographs or other supporting data to confirm this assumption by the proponent. The DEIR should also include additional data clarifying the location of previously performed soil borings in proximity to the Parker's River. The proponent should work with the MassDEP Waterways Program to determine if additional soil borings will be necessary as the project proceeds.

The DEIR must also characterize the types of sediments to be dredged from the Parker's River to accommodate the marina opening. The DEIR should describe the proposed method of sediment disposal or reuse as supported by sediment test data. This analysis should be prepared in accordance with MassDEP 401 Water Quality Certificate and Chapter 91 License application requirements.

The project will require a Section 10/Section 404 Individual Permit from the U.S. ACOE. The DEIR should describe how the project will meet the performance standards of these permitting processes and any associated mitigation requirements. The proponent should work with the U.S. ACOE and MassDEP Waterways to determine the project's impact to navigability on the Parker River and how the project meets applicable guidelines regarding safety to boaters. The DEIR should also evaluate potential secondary project impacts resulting from increased boat traffic such as: erosion and damage from vessel wakes, impacts from vessel prop wash, water pollution, air pollution, noise, etc. The EIR should qualify and quantify these secondary impacts,

and should describe current and future vessel capacity for this river system.

Marine Fisheries

The Division of Marine Fisheries (Marine Fisheries) has identified the Parker's River as winter flounder (*Pseudopleuronectes americanus*) spawning habitat. This habitat has been designated by the Atlantic States Marine Fisheries Commission as "Habitat Areas of Particular Concern." The Parker's River also supports passage and spawning activity for diadromous species including: alewife (*Alosa pseudoharengus*), white perch (*Morone americana*), and American eel (*Anguilla rostrata*) populations. Additionally, the waters adjacent to the proposed project have been identified by Marine Fisheries as providing habitat for quahogs (*Mercenaria mercenaria*), blue mussels (*Mytilus edulis*), and American oysters (*Crassostrea virginica*). This area is classified as "Conditionally Approved" with an "Open to Shellfishing" status from November 1 through April 30th of any year and has been determined to be Significant Shellfish Habitat and afforded protection under the Wetlands Protection Act.

As part of the DEIR, the proponent should specifically describe and evaluate the potential marine fisheries wetland resource impacts that could result from the operation of this marina. Long-term and cumulative impacts, including those that may be classified as "secondary impacts" due to increase in boat traffic, etc., should be analyzed and presented in the DEIR.

Stormwater

The DEIR should provide further detail about structured and non-structured methods to control anticipated stormwater runoff within the project site. The DEIR must demonstrate compliance with the MassDEP Stormwater Management Policy standards and include: existing and proposed conditions drainage calculations and conceptual plans, a description of BMPs, and further information on proposed low-impact design (LID) stormwater techniques. It should include a description of the proposed drainage system design, including a discussion of the alternatives considered along with their impacts. The DEIR should include an erosion and sediment control plan, as well as an operations and maintenance plan to address construction period and post-construction impacts. This plan should be consistent with the Stormwater Pollution Prevention Plan required under the NPDES Construction General Permit and should outline the actual maintenance operations, sweeping schedule, responsible parties, and back-up systems.

Traffic and Transportation

The project is estimated to generate approximately 676 new vehicles trips (338 vehicles entering and exiting) over a 24-hour period, with an hourly peak of 55 trips. The EENF has estimated that during a peak summer Saturday, the project will generate 952 trips (476 vehicles entering and exiting), with an hourly peak of 75 trips. The proponent will require a State

Highway Access Permit from MassHighway for a relocated curb cut along Route 28.

The proponent conducted a traffic study in conjunction with the EENF, estimating traffic trips, trip distribution, capacity analyses, traffic volumes, accident data, and proposed mitigation measures. The proponent has proposed the following mitigation measures:

- Left turn storage lane on westbound Route 28 in advance of the site drive entrance;
- Right turn deceleration lane on eastbound Route 28 in advance of the site drive entrance;
- Two-lane exit on the site drive to separate left turns and right turns;
- Prohibit left turns onto Route 28 from the adjacent Lobster Boat Restaurant east drive; and
- Elimination or relocation of existing curb cuts onto Route 28 within project vicinity.

The proponent has also noted as potential mitigation the placement of a police officer to control traffic at the Route 28 and the marine park driveway. The DEIR should establish criteria for when such additional mitigation will be provided, how it will be funded, and the overall impact on traffic. I note concern expressed in comments regarding the significance of potential traffic impacts. I expect this concern will be addressed through the foregoing discussion.

MassHighway has indicated that the additional trips associated with the project will not significantly impact the state highway system. The DEIR should include a clear commitment to traffic mitigation through the preparation of draft Section 61 findings. The DEIR should include conceptual plans for the proposed roadway improvements that should be of sufficient detail to verify the feasibility of constructing such improvements. The conceptual plans should clearly show proposed lane widths and offsets, layout lines and jurisdictions, and the land uses (including access drives) adjacent to areas where improvements are proposed. Any mitigation within the state highway layout must conform to MassHighway standards, including but not limited to, provisions for land, median and shoulder widths, and bicycle lanes and sidewalks. Environmental impacts associated with each improvement location should be identified and quantified within the DEIR (i.e. stormwater, wetlands etc.).

Pedestrian and Bicycle Movement

The project contains a substantial public access component with the creation of trails, the marine center and public boat ramp. The DEIR should contain information about the feasibility and provision of pedestrian and bicycle connections to the site. The DEIR should address how the project can be integrated into the neighborhood (and village) through the provision of various pedestrian and bicycle amenities. The DEIR should clarify the location of on-site and off-site sidewalks, bicycle paths, bicycle parking/storage areas and crosswalks.

Wastewater and Water

The project will require approximately 2,200 gallons per day (gpd) of water and will generate approximately 2,000 gpd of wastewater. The project site presently contains water service, which will be upgraded to accommodate the project. Wastewater will be treated by an on-site underground septic system. The DEIR should confirm that this septic system can be sited under each development alternative in a manner compliant with Title V regulations. The DEIR should also address how waste will be handled in association with the boat pump out station.

Rare Species Habitat

The Division of Fisheries and Wildlife, Natural Heritage and Endangered Species Program (NHESP) has indicated in their EENF comment letter that although a small portion of the project site is located in mapped Priority Habitat according to the most recent Natural Heritage Atlas (12th Edition), as currently proposed, NHESP does not have concerns regarding impacts to endangered species.

The proponent should continually monitor the NHESP database to ensure that future updated data will not require project review under the Massachusetts Endangered Species Act (MESA).

Construction Period

The DEIR should contain general construction practices information including anticipated phasing and sequencing, type of construction equipment and methodologies, stormwater pollution prevention practices (including discussion of truck washing runoff), debris control, equipment storage and maintenance, dust control, noise, vibration, beach re-nourishment, and cement work. The DEIR should include plans depicting the locations of all of the above during various construction phases and their relationship to wetland resource areas. The DEIR should outline the proposed methodology for demolition on-site and removal of demolition debris (i.e. removal of old drive-in pavement, etc.). MassDEP encourages the proponent to incorporate construction and demolition waste recycling activities as a sustainable measure for the project. The DEIR should describe how demolition activities will be performed in compliance with both Solid Waste and Air Pollution Control regulations, pursuant to M.G. L. Chapter 40, Section 54, if applicable. The DEIR should identify traffic routes to be used during construction of the project and provide recommendations on restrictions for construction-related traffic to ensure that nearby residential neighborhoods are not adversely affected.

The DEIR should address MassDEP's concerns regarding dewatering during the construction of the marina basin in an effort to understand (and mitigate if necessary) impacts at the point of discharge including scouring, deposition of sediment and/or re-suspension of

sediment. The DEIR should provide estimated seepage and pumping rates, methods of dewatering, the type, number and placement of pumps to be used, proposed discharge locations, potential adverse impacts, and means of minimizing and/or mitigating impacts to wetland resource areas.

The Office of Coastal Zone Management Board of Underwater Archaeological Resources (the Board) stated in its EENF comment letter that subsequent to a preliminary review, no record of any underwater archaeological resources was found within the project area. The proponent should acknowledge that if unknown submerged cultural resources are encountered during the course of the project, the Board expects that the proponent will take steps to limit adverse effects and notify the Board, as well as other appropriate agencies, immediately in accordance with the Board's *Policy Guidance for the Discovery of Unanticipated Archaeological Resources* (updated 9/28/2006).

Sustainable Design

To the maximum feasible extent, I strongly recommend that the proponent incorporate sustainable design elements into the project design. Based upon concepts presented within the EENF, it appears that there are numerous opportunities to incorporate sustainable elements into the overall project design. The EIR should summarize the proponents' efforts to obtain a Leadership in Energy and Environmental Design (LEED) Certification for the buildings. The basic elements of a sustainable design program may include, but not be limited to, the following measures:

- Optimization of natural day lighting, passive solar gain, and natural cooling;
- Use of energy efficient HVAC and lighting systems, appliances and other equipment, and use of solar preheating of makeup air;
- Favoring building supplies and materials that are non-toxic, made from recycled materials, and made with low embodied energy;
- Provision of easily accessible and user-friendly recycling system infrastructure into building design;
- Development of a solid waste reduction plan;
- Development of an annual audit program for energy consumption, waste streams, and use of renewable resources;
- LEED certification;
- Water conservation and reuse of wastewater and stormwater; and
- Consistency with the CZM Clean Marina Guide.

The DEIR should include a narrative outlining strategies for waste reduction, water use, and other sustainable design initiatives that may be implemented on site.

Mitigation

The DEIR should include a separate chapter summarizing proposed mitigation measures. This chapter should also include draft Section 61 Findings for each state agency that will issue permits for the project. The draft Section 61 Findings should contain clear commitments to implement mitigation measures, estimate the individual costs of each proposed measure, identify the parties responsible for implementation, and a schedule for implementation.

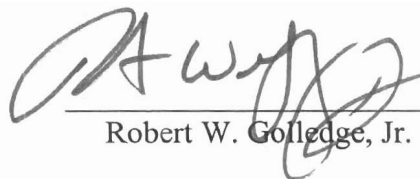
Comments/Circulation

The DEIR should contain a copy of this Certificate and a copy of each comment letter received. The DEIR should respond fully to each substantive comment received to the extent that it is within MEPA jurisdiction. The DEIR should present additional technical analyses and/or narrative as necessary to respond to the concerns raised.

The proponent should circulate the DEIR to those parties who commented on the EENF, to any state agencies from which the proponent will seek permits or approvals, and to any parties specified in section 11.16 of the MEPA regulations. A copy of the DEIR should be made available for review at the Yarmouth Public Library.

December 15, 2006

Date



Robert W. Gollidge, Jr.

Comments Received:

11/28/2006	Peter A. White
11/29/2006	Board of Underwater Archaeological Resources – Office of Coastal Zone Management
11/30/2006	Executive Office of Transportation
11/30/2006	Thomas and Antonia Cabot
12/04/2006	Town of Yarmouth – Board of Selectmen
12/04/2006	Joseph and Elaine Ferrara
12/04/2006	Division of Fisheries and Wildlife – Natural Heritage and Endangered Species Program
12/05/2006	Parkers River Marine Park Committee
12/05/2006	Town of Yarmouth – Waterways/Shellfish Advisory Committee
12/06/2006	Bonnie Browning
12/07/2006	Association to Preserve Cape Cod
12/07/2006	Curtis Boyden

EOEA#13911

EENF Certificate

December 15, 2006

12/07/2006 Barbara A. Malcolm
12/08/2006 **Office of Coastal Zone Management**
12/08/2006 Division of Marine Fisheries
12/08/2006 **Massachusetts Department of Environmental Protection - SERO**
12/08/2006 Cape Cod Commission

RWG/HSJ/hsj