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September 6, 2019

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

PROJECT NAME : South Hadley Falls Urban Redevelopment and Renewal Plan
PROJECT MUNICIPALITY : South Hadley
PROJECT WATERSHED : Connecticut River
EEA NUMBER : 16078
PROJECT PROPONENT : South Hadley Redevelopment Authority
DATE NOTICED IN MONITOR : August 7, 2019

Pursuant to the Massachusetts Environmental Policy Act (MEPA; M.G. L. c. 30, ss. 61-62I) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I hereby determine that this plan does not require an Environmental Impact Report (EIR).

MEPA review of the Environmental Notification Form (ENF) has provided an opportunity for State Agency and public comment prior to implementation of the South Hadley Falls Urban Redevelopment and Renewal Plan (URRP) by the South Hadley Redevelopment Authority (SHRA). The issues identified and guidance provided in this Certificate should assist the SHRA as it advances through State and local approval processes. Privately developed projects within the planning area may be subject to individual MEPA review should they exceed MEPA thresholds and require Agency Actions not identified herein.

Project Description

As described in the ENF, the SHRA has prepared the URRP in accordance with M.G.L. c. 121B. Under the Urban Renewal Plan (URP) program, administered by the Department of Housing and Community Development (DHCD), municipalities are authorized to develop

blighted areas for residential, recreational, business, commercial or other purposes. Urban renewal provides communities with tools to initiate redevelopment when it is unlikely to occur with existing municipal regulatory powers or by the private sector alone. A community whose URP is approved by DHCD may undertake certain actions, including the taking of private property by eminent domain, and the disposition of this property to another private entity for redevelopment. Urban renewal agencies are also exempt from M.G.L. Chapter 30B, the Uniform Procurement Act, when the acquisition and disposition of property are undertaken in accordance with an approved urban renewal plan.

The goal of the URRP is to increase residential and commercial development in the planning area in a manner that capitalizes on its historical and ecological connection to the Connecticut River, attracts new residents while supporting the needs of the existing community and enhances the economic and social diversity of the area. The ENF described both public policies and actions and potential private development to facilitate achievement of these goals over a 20-year planning period. It identified potential development areas, community development goals and objectives, and conceptual approaches to development. In addition, it identified a series of public improvements to roadways, sidewalks, and public transit, and open space that will be undertaken by SHRA to support private redevelopment initiatives. A key component of the URRP is the improvement of pedestrian and bicycle access and recreational opportunities throughout the study area. Elements of the redevelopment plan that would be studied and implemented by the SHRA or Town of South Hadley (Town) include:

- A gateway entrance to South Hadley Falls at the intersection of Bridge Street (Route 116) and Main Street, including bicycle and pedestrian improvements;
- Traffic calming measures at the Main Street/Lamb Street intersection;
- Streetscape improvements, including bicycle and pedestrian accommodations, along Main Street and other streets in the planning area;
- Multi-use paths, community gardens and recreational facilities along Buttery Brook and/or the Connecticut River;
- Daylighting of Buttery Brook;
- Wayfinding and interpretive signage throughout the area;
- Public art and outdoor performance space;
- Restoration of historical and archaeological resources along the riverfront;
- Traffic operations and options for improving traffic flow;
- Enhancements to public transportation; and,
- Stormwater management and infrastructure improvements.

Public improvements are proposed to achieve some of the goals of the URRP directly and to encourage private development in the planning area to meet other goals. The URRP identified parcels for development through acquisition by the SHRA or private developers or redevelopment/rehabilitation by owners. Development activities include:

- Acquisition of 28 parcels;
- Demolition of 11 structures;
- Assemblage of ten new parcels;
- Construction of nine buildings for commercial, residential and municipal uses;

- Construction of 30 residential units;
- Rehabilitation of four buildings;
- Façade improvements along Bridge Street, Main Street and Lamb Street; and,
- Rehabilitation of residential properties.

Study Area

South Hadley Falls is located in the southwest corner of South Hadley. Its western boundary is formed by the Connecticut River. It was historically the economic center of the town with mills and factories that are now largely closed and vacant. The South Hadley Falls Urban Revitalization Area (URA) comprises a 290-acre portion of South Hadley Falls including the riverfront from South Hadley Canal Park to the area south of Beachgrounds Park. It includes the area south of Route 202 and east of Bardwell Street. Land use within the URA is mixed and includes residential, commercial and municipal uses. The Town has adopted two zoning districts within the planning area to facilitate development, including the South Hadley Falls Overlay District and South Hadley Falls Smart Growth District, the latter of which was approved by DHCD in accordance with MGL chapter 40R to encourage dense residential and mixed-use development.

The planning area includes the Connecticut River, Buttery Brook and associated wetland resource areas. According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) (number 2501700010A, effective August 15, 1979), areas adjacent to Buttery Brook are located within the 100-year floodplain (Zone A) with a Base Flood Elevation (BFE) of 74 feet NGVD29. According to the Natural Heritage and Endangered Species Program (NHESP), habitats of ten state-listed rare species are located within the planning area within and along the shore of the Connecticut River. The SHRA and private developers should consult with NHESP if specific development projects are identified within rare species habitat.

Environmental Impacts and Mitigation

The URRP is a planning document that will guide implementation of the SHRA's redevelopment goals for the area. A number of public improvements to bicycle and pedestrian facilities, roadways, historic resources, open space and infrastructure are proposed to facilitate implementation of the URRP. The ENF did not propose specific development projects; it provided a build-out scenario and associated potential environmental impacts. MEPA review may be required for individual projects within the study area.

Measures to avoid, minimize, and mitigate environmental impacts will include construction period erosion and sedimentation controls, creation of landscaped areas, open space, and pedestrian and bicycle facilities and roadway improvements. Additionally, the SHRA anticipates that future development projects will construct stormwater management controls in accordance with State and local requirements and implement sustainable measures consistent with the URRP.

Jurisdiction and Permitting

The URRP is undergoing MEPA review and requires an ENF pursuant to 301 CMR 11.03(1)(b)(7) of the MEPA regulations because it requires an Agency Action and approval in accordance with MGL c.121B of a new Urban Renewal Plan. The URRP requires approval by DHCD. Projects identified in the URRP may require a Section 401 Water Quality Certification (WQC) from the Massachusetts Department of Environmental Protection (MassDEP), a Vehicular Access Permit from the Massachusetts Department of Transportation (MassDOT) and/or a Conservation and Management Permit (CMP) from NHESP.

Historical restoration projects may require review by the Massachusetts Historical Commission (MHC). Some projects identified in the URRP may require an Order of Conditions (OOC) from the South Hadley Conservation Commission (and, if an OOC is appealed, a Superseding Order of Conditions (SOC) from MassDEP). They may require authorization by the Army Corps of Engineers (ACOE) under Section 404 of the federal Clean Water Act and a National Pollutant Discharge Elimination System (NDPES) Construction General Permit (CGP) from the Environmental Protection Agency (EPA) for stormwater discharges from a construction site of over one acre.

The project will be undertaken by a municipal redevelopment authority acting in accordance with M.G.L. c. 121B and may be funded through grants or loans from State Agencies. Therefore, MEPA jurisdiction for this project is broad and extends to all aspects of the project that are likely, directly or indirectly, to cause Damage to the Environment as defined in the MEPA regulations.

Review of the ENF

The ENF included a description of existing conditions in the area, including plans depicting environmental and cultural resources, land uses and roadways. It reviewed land ownership, the age and condition of structures, and zoning. The ENF identified the locations of potential public improvements by the SHRA, parcels to be acquired, buildings to be demolished and development parcels. It provided a schematic build-out analysis for parcels that may be developed by private parties and generally characterized potential environmental impacts associated with implementation of the URRP.

Based on review of the ENF, State Agencies have not requested additional information or recommended analysis of additional alternatives. Comments from MassDEP, MassDOT, NHESP and MHC identify issues that the SHRA and private developers should consider as development initiatives are advanced within the planning area.

Buildout Analysis

The ENF included a conceptual buildout analysis of the ten development parcels described in the URRP. Two of the parcels have been identified as potential sites for a new Town Hall and police station and residential/commercial uses; the other sites are suited to residential, retail and commercial uses. Buildout of the ten parcels would include a total of 473,468 sf of building space. It would alter 4.5 acres of land, add approximately four acres of impervious area and add 1,030 parking spaces. Under this buildout scenario, the uses would generate 4,673 new average daily trips (adt), use 67,166 gallons per day (gpd) of water and generate 73,882 gpd of

wastewater. According to the ENF, the existing water and wastewater infrastructure has adequate capacity to accommodate this level of development.

Wetlands and Stormwater

Wetland resource areas in the planning area are associated with the Connecticut River, Buttery Brook and the 100-year floodplain associated with these waterways. The bank of the Connecticut River in the planning area is mostly privately-owned and is not publicly accessible in a safe manner on a year-round basis. The URRP includes open space, pathways and development within BLSF and Riverfront Area. In addition, the SHRA will evaluate the feasibility of restoring Buttery Brook, including daylighting of the stream, as a means of enhancing open space and improving the area's resiliency to the effect of climate change. As recommended by MassDEP, the SHRA should file an Abbreviated Notice of Resource Area Delineation (ANRAD) to establish wetland resource boundaries. This information would help guide the design of development parcels containing wetland resource areas by identifying regulatory limitations and mitigation requirements.

According to the ENF, areas of low elevation in the planning area, including portions of Main Street, are prone to flooding. Development sites will be constructed to include drainage facilities consistent with MassDEP's Stormwater Management Standards (SMS) and the Town's Stormwater Management Bylaw. Projects will be required to use Best Management Practices (BMP) and incorporate low impact development (LID) techniques to minimize runoff volume and to improve water quality. Underground stormwater control structures that infiltrate to groundwater may be required to register with the MassDEP Underground Injection Control (UIC) program.

Traffic and Transportation

A goal of the URRP is to enhance multimodal transportation options in the planning area. The ENF described the construction of multi-use paths, improved pedestrian and bicycle improvement on roadways and opportunities to add bus service in cooperation with the Pioneer Valley Transit Authority (PVRTA). According to the ENF, MassDOT is designing improvements to Main Street consistent with its Complete Street design guidelines, including pedestrian and bicycle improvements. The URRP anticipates that additional facilities will enhance the benefits associated with the Town's participation in the ValleyBike bicycle share program.

Roadways in the planning area subject to MassDOT jurisdiction include Route 202 and the bridge on Bridge Street. MassDOT has recommended that a comprehensive analysis of the Bridge Street/Main Street intersection be conducted to evaluate options for improving multimodal operations and enhancing safety for all users.

Climate Change

Executive Order 569: Establishing an Integrated Climate Change Strategy for the Commonwealth (EO 569) was issued on September 16, 2016. EO 569 recognizes the serious threat presented by climate change and directs state agencies to develop and implement an

integrated strategy that leverages state resources to combat climate change and prepare for its impacts. The Order seeks to ensure that Massachusetts will meet greenhouse gas emissions reduction limits established under the Global Warming Solution Act of 2008 (GWSA) and will work to prepare state government and cities and towns for the impacts of climate change. The Town of South Hadley has received a planning grant from the Commonwealth's Municipal Vulnerability preparedness (MVP) Program. The MVP program is a community-driven process to define natural and climate-related hazards, identify existing and future vulnerabilities and strengths of infrastructure, environmental resources and vulnerable populations, and develop, prioritize and implement specific actions the Town can take to reduce risk and build resilience.

Adaptation and Resiliency

The region's climate is expected to experience more frequent and intense storms and increased levels of precipitation. The Northeast Climate Science Center at the University of Massachusetts at Amherst has developed projections of changes in temperature, precipitation and sea level rise for each river basin in Massachusetts. This data is available through the Climate Change Clearinghouse for the Commonwealth at www.resilientMA.org. Based on its location adjacent to the Connecticut River, the site is vulnerable to flooding, which may become more frequent and more intense under future climate conditions. By the end of the century, the average annual precipitation in the Connecticut River Basin is expected to increase by 1.7 to 8.3 inches, most of which is expected to occur in the winter with increasing dry days in the summer. Average annual temperature in the Connecticut River Basin is projected to increase by 4 to 10.9 degrees Fahrenheit (F) by the end of the century, with an increase in the number of days above 90 degrees from six to up to 76 days.

The URRP acknowledged the need to address flooding under current conditions and to increase the resiliency of the planning area through public improvements and private development. I encourage the Town to use the findings of its MVP planning study to guide sustainable and resilient development.

Greenhouse Gas (GHG) Emissions

I encourage the Town to become designated as a Green Community pursuant to the Green Communities Act of 2008. As a Green Community, the Town would be eligible for grants and technical assistance to improve energy efficiency and increase the use of renewable energy in public buildings, facilities, and schools. By adopting the Stretch Energy Code provisions of the Building Code, the Town can support improved energy-efficient design of projects identified in the URRP (GHG). Comments from the Department of Energy Resources (DOER) provide guidance on cost-effective building design techniques to minimize energy use and greenhouse gas (GHG) emissions, including Passivehouse design principles in residential buildings, electrification of heating and cooling systems and opportunities to support roof-top solar photovoltaic (PV) systems. In addition to reducing GHG emissions, these strategies can reduce energy costs for businesses and residents.

Historic Resources

Projects undertaken by the SHRA, acting under M.G.L. c. 121B, are subject to review by MHC pursuant to M.G.L. Chapter 9, Sections 26-27c, as amended (950 CMR 71.00). The planning area includes three historical districts listed in the Inventory of Historic Assets of the Commonwealth (Inventory), including the South Hadley Canal Historic District which is also listed on the State and National Registers of Historic Places (Register). The planning area includes structures on High Street that are listed in the Inventory. According to MHC, none of the structures identified for demolition or rehabilitation are included in the State or National Registers or are listed in the Inventory. The SHRA should consult with MHC regarding potential designs for the restoration of the South Hadley Falls Navigation Canal.

Hazardous Materials

The ENF listed 22 releases of hazardous materials within the planning area that have been assigned Release Tracking Numbers (RTN) pursuant to MGL c. 21E and the Massachusetts Contingency Plan (MCP). Remediation activities have been completed for 21 RTN sites, two of which are subject to Activity and Use Limitations (AUL) prohibiting residential use. Neither of the AUL sites are among the ten development parcels identified in the URRP. One RTN site has not yet been fully remediated and is identified in the URRP as a redevelopment parcel for ground-floor retail and upper-floor office or residential use; the developer of this site will be required to remediate the site in a manner consistent with the proposed uses.

MassDEP should be notified in accordance with the MCP if oil and/or hazardous materials are found during construction of any projects in the planning area. Excavation, removal, and/or disposal of contaminated soil, pumping of contaminated groundwater, or working on contaminated media must be done under the provisions of MGL c.21E.

Construction Period

The ENF acknowledged that construction and demolition activities identified in the URRP will result in temporary impacts that must be mitigated. Projects will be required to minimize impacts through the use of BMPs to minimize sedimentation and erosion, measures to control noise and dust, and implementation of traffic management plans to maintain access through the area by pedestrians, bicyclists and vehicles and to manage construction vehicles. All construction and demolition should be managed in accordance with applicable MassDEP Solid Waste and Air Pollution Control regulations pursuant to M.G.L. c.40, §54.

I encourage the SHRA to require contractors to use construction equipment with engines manufactured to Tier 4 federal emissions standards and limit excessive idling during the construction period. If a piece of equipment is not available in the Tier 4 configuration, the SHRA should consider use of construction equipment that has been retrofitted with the best available after-engine emissions control technology to reduce exhaust emissions. All construction activities should be undertaken in compliance with the conditions of all State and local permits.

Conclusion

The URRP is a planning document. Based on the conceptual nature of the redevelopment projects identified in the URRP, sufficient information is not available at this time to determine whether potential projects will be subject to independent MEPA review or would require the filing of a Notice of Project Change (NPC). The ENF has sufficiently defined the nature and general elements of the URRP for the purposes of MEPA review. Based on review of the ENF and comments received, and in consultation with State Agencies, I have determined that no further MEPA review of the URRP is required.

The ENF indicated that implementation of the URRP is anticipated to occur in phases over a period of twenty years based on priorities, funding and market conditions. In determining whether a project identified in the URRP is subject to MEPA jurisdiction or meets or exceeds any review thresholds, the entirety of the project will be considered, including any likely potential expansion, and not separate phases or segments thereof. The following criteria may be applied to determine whether the various work or activities constitute one project, including, but not limited to: whether the work or activities, taken together, comprise a common plan or independent undertakings, regardless of whether there is more than one proponent; any time interval between the work or activities; and whether the environmental impacts caused by the work or activities are separable or cumulative. If build-out activities (other than the public actions described herein) are proposed in the next five years, the SHRA, Town, and/or developer should consult with the MEPA Office regarding whether a NPC or ENF would be required.

September 6, 2019

Date



Kathleen A. Theoharides

Comments received:

08/20/2019	Massachusetts Historical Commission (MHC)
08/27/2019	Department of Transportation (MassDOT)
08/27/2019	Natural Heritage and Endangered Species Program ((NHESP)
08/27/2019	Department of Energy Resources (DOER)
08/28/2019	Massachusetts Department of Environmental Protection (MassDEP)/Western Regional Office (WERO)

KAT/AJS/ajs



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

August 20, 2019

Secretary Kathleen Theoharides
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

RECEIVED

AUG 23 2019

MEPA

ATTN: Alex Strysky, MEPA Analyst – MEPA Unit

RE: South Hadley Falls Urban Redevelopment and Renewal Plan (URRP), South Hadley, MA;
MHC# RC.66793; EEA# 16078

Dear Secretary Theoharides:

Staff of the Massachusetts Historical Commission (MHC) have reviewed the Environmental Notification Form (ENF) that was submitted for the South Hadley Falls Urban Redevelopment and Renewal Plan. The staff of the MHC have reviewed the information submitted and have the following comments.

MHC understands that the Town of South Hadley is proposing a Urban Redevelopment and Renewal Plan (URRP) put forth by the South Hadley Redevelopment Authority. Projects undertaken by the South Hadley Redevelopment Authority, acting under Housing & Urban Renewal Legislation (M.G.L. Chapter 121B), are subject to review under M.G.L. Chapter 9, Section 26-27C (950 CMR 71.00).

The MHC will review all proposed demolitions, rehabilitations, and new construction to determine their potential effects on properties that are listed in the State and National Registers of Historic Places and/or included in MHC's *Inventory of Historic and Archaeological Assets of the Commonwealth*.

Demolition

The buildings proposed to be demolished are listed in the chart on page 10 of the ENF. None of the buildings proposed for demolition are listed in the State or National Registers of Historic Places or in MHC's *Inventory of Historic and Archaeological Assets of the Commonwealth*.

Rehabilitation

The four buildings proposed for rehabilitation are listed in on page 10 of the ENF. None of the buildings proposed for rehabilitation are listed in the State or National Registers of Historic Places or in MHC's *Inventory of Historic and Archaeological Assets of the Commonwealth*.

National Register of Historic Places

The South Hadley Canal Historic District is listed in the State and National Registers of Historic Places. The proposed Public Realm Improvement #25 is the proposed restoration and interpretation of the South Hadley Falls navigable canal which includes: the commission of an archeological study of the riverfront area, undertaking a historic resources report/feasibility study, and develop an implementation strategy.

The MHC looks forward to reviewing project plans for Public Realm Improvement Project #25 as information and plans become available.

These comments are offered to assist in compliance with M.G.L. Chapter 9, sections 26-27C (950 CMR 71.00) and MEPA (301 CMR 11). Please do not hesitate to contact Elizabeth Sherva of my staff if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Brona Simon".

Brona Simon
State Historic Preservation Officer
Executive Director
Massachusetts Historical Commission

xc: South Hadley Redevelopment Authority
South Hadley Historical Commission



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO

massDOT
Massachusetts Department of Transportation

August 27, 2019

Matthew Beaton, Secretary
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114-2150

RE: South Hadley Falls Urban Redevelopment & Renewal Plan – ENF
(EEA #16078)

ATTN: MEPA Unit
Alex Strysky

Dear Secretary Beaton:

On behalf of the Massachusetts Department of Transportation, I am submitting comments regarding the proposed South Hadley Falls Urban Redevelopment & Renewal Plan in South Hadley, as prepared by the Office of Transportation Planning. If you have any questions regarding these comments, please contact J. Lionel Lucien, P.E., Manager of the Public/Private Development Unit, at (857) 368-8862.

Sincerely,

David J. Mohler
Executive Director
Office of Transportation Planning

DJM/jll

cc: Jonathan Gulliver, Administrator, Highway Division
Patricia Leavenworth, P.E., Chief Engineer, Highway Division
Peter Cavicchi, District 2 Highway Director
Neil Boudreau, Assistant Administrator of Traffic and Safety Engineering
Planning & Conservation Department, City of South Hadley
Pioneer Valley Transit Authority (PVTA)
Pioneer Valley Planning Commission (PVPC)
PPDU Files



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO

massDOT
Massachusetts Department of Transportation

MEMORANDUM

TO: David J. Mohler, Executive Director
Office of Transportation Planning

FROM: J. Lionel Lucien, P.E., Manager
Public/Private Development Unit

DATE: August 27, 2019

RE: South Hadley Falls Urban Redevelopment & Renewal Plan
(EEA #16078)

The Public/Private Development Unit (PPDU) has reviewed the Environmental Notification Form (ENF) for the proposed South Hadley Falls Urban Redevelopment & Renewal Plan (URRP) for the South Hadley Falls ("The Falls") neighborhood in South Hadley. The URRP encompasses 290 acres of land and water in the southwest corner of South Hadley and the area includes Main Street, Bridge Street, School Street, the Main/Bridge Gateway, the Library Area, and Gaylord Street. The existing uses of the area are a combination of residential, commercial, low impact manufacturing, municipal, and outdoor recreational uses.

South Hadley Falls is considered an Urban Redevelopment and Renewal Area in accordance with M.G.L. c. 121B, with qualifying conditions that include unsuitable physical and environmental conditions for development, physically deteriorated or out of repair buildings, inadequate transportation facilities, and irregular or faulty lot divisions. The goal of the URRP is to spur business and economic development, attract new residents and improve housing and quality-of-life services for existing residents, expand economic and social diversity, stimulate private sector investment, and increase walkability and connectivity in The Falls.

The South Hadley Falls Urban Redevelopment & Renewal Plan will be implemented over a 20-year period of three phases, and the establishment of the URRP itself would not exceed any specific MEPA and Environmental Impact Report thresholds. Specific projects within the URRP may individually exceed MEPA thresholds and would require separate filings and be subject to review and comment. If transportation thresholds are exceeded for a specific project, the MEPA filing should include a Transportation Impact Assessment (TIA) prepared in conformance with the current MassDOT/EOEEA *Transportation Impact Assessment Guidelines*.

We offer the following comments relative to the establishment of the URRP.

Transit Improvements

The Town of South Hadley is accessible to major routes including Interstate 90, Interstate 91, State Route 202, and State Route 116. Route 202 and the bridge portion of Route 116 are

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under MassDOT jurisdiction. The remaining roads within the Urban Redevelopment and Renewal Area (URRA) are local roadways. There are currently two bus routes running through the URRA, the X90/Inner Crosstown and the R29/Amherst to Holyoke, both operated by the Pioneer Valley Transit Authority (PVRTA), and a new Amtrak station one mile away in Holyoke. Per the field review, intersections with open areas are in need of improvement, and traffic signage are in poor condition and not up to Federal Highway Administration standards.

MassDOT requests a comprehensive analysis of how intersection safety can be enhanced, especially at the intersection of State Route 116 and Main Street, whether transit service can be expanded and improved to meet the needs of current riders and to increase ridership, whether local transit service can be coordinated with Amtrak service in Holyoke, and adding infrastructure and amenities to encourage safe, multi-modal travel in The Falls. This analysis should be included in the first MEPA submission for future developments within the URRP where MEPA review is required. For projects that do not trigger a MEPA review, MassDOT requests that the Town of South Hadley consider the aforementioned factors in its ongoing planning.

Pedestrian and Bicycle Accommodations

There are two bike share docks run by the ValleyBike Share program with electric pedal-assisted bicycles. However, there are currently no designated and marked bike lanes in the URRA and bicyclists must ride along general traffic, which can be hazardous especially at the intersection of Main Street and Route 116 (Bridge Street), an entry point to the waterfront greenspace. It has also been indicated in the field review that there are pedestrian safety issues at crosswalks even where marked; sidewalks are in poor condition, and numerous sidewalk ramps are not ADA compliant. Traffic signage for moving vehicles are in poor condition and can pose safety hazards for pedestrians. The Town's vision for The Falls is to be a walkable canal village, and the URRP calls for the development of two multi-use paths to allow for multi-modal transportation options. MassDOT requests that the Proponent consider implementing pedestrian and cyclist safety improvements along state roads and at intersections involving state roadways to accommodate expected additional development within The Falls. We also encourage the Town to provide handicap access on sidewalks and to make sidewalk and crosswalk upgrades where necessary.

Any proposed mitigation within the state highway layout and all internal site circulation must be consistent with a healthy transportation design approach that provides adequate and safe accommodations for all roadway users, including pedestrians, bicyclists, and public transit riders. Guidance on healthy transportation design is included in the MassDOT Project Development and Design Guide. Where these criteria cannot be met, the Proponent should provide justification, and should work with the MassDOT Highway Division to obtain a design waiver.

Parking

The ENF proposes no provision for additional parking to be constructed for the URRP. We encourage the proponents to limit the construction of any new parking spaces with any future developments within the URRRA until and unless needed.

We recommend that no further environmental review be required based on transportation-related issues, but ask that the Town of South Hadley continue consulting with MassDOT and the PVTA on transportation and transit issues during the URRP planning process. If you have any questions regarding these comments, please contact me at (857) 368-8862 or Michael Clark at (857) 368-8867.



MASSWILDLIFE

DIVISION OF FISHERIES & WILDLIFE

1 Rabbit Hill Road, Westborough, MA 01581
p: (508) 389-6300 | f: (508) 389-7890
MASS.GOV/MASSWILDLIFE

August 27, 2019

Kathleen A. Theoharides, Secretary
Executive Office of Energy and Environmental Affairs
Attention: MEPA Office
Alex Strysky, EEA No. 16078
100 Cambridge St.
Boston, Massachusetts 02114

Project Name: South Hadley Falls Urban Redevelopment & Renewal Plan
Proponent: South Hadley Redevelopment Authority (SHRA)
Location: Locations throughout South Hadley Falls
Project Description: Urban Redevelopment & Renewal Plan
Document Reviewed: Environmental Notification Form
EEA File Number: 16078
NHESP Tracking No.: 19-38806

Dear Secretary Theoharides:

The Natural Heritage & Endangered Species Program of the Massachusetts Division of Fisheries & Wildlife (the Division) reviewed the *Environmental Notification Form* and would like to offer the following comments regarding state-listed species and their habitats.

The ENF filing is for the Urban Redevelopment & Renewal Plan (URRP) for the South Hadley Falls area. The filing is submitted to MEPA in accordance with 31 CMR 11.03(1)(b)(7). The ENF describe the conceptual plan for the redevelopment of the 290-acre South Hadley Falls area with a 20-year implementation timeline. Unlike typical MEPA filings, the URRP provides development and revelation objectives and provides conceptual layouts for work within the South Hadley Falls area that will be undertaken by the town through fostering private redevelopment within the URRP. The South Hadley Falls area encompasses 290-acres of land and water proximate to the Holyoke Dam. Within this area, the URRP creates six focus areas.

At this time, the portion of the redevelopment zone location along the Connecticut River is located within *Priority* and *Estimated Habitat* according to the *Massachusetts Natural Heritage Atlas* (14th Edition). State-listed species and their habitats are protected pursuant to the Massachusetts Endangered Species Act (MGL c.131A) and its implementing regulations (MESA; 321 CMR 10.00). State-listed wildlife habitats are also protected under the Wetland Protection Act's rare species provision (310 CMR 10.58(4)(b), 10.59). Fact sheets for most state-listed rare species can be found on our website (www.mass.gov/nhesp). State-listed species in the vicinity of the project include:

MASSWILDLIFE

Scientific Name	Common Name	Status	Category
<i>Lampsilis cariosa</i>	Yellow Lampmussel	Endangered	Invertebrate Animal
<i>Leptodea ochracea</i>	Tidewater Mucket	Special Concern	Invertebrate Animal
<i>Ligumia nasuta</i>	Eastern Pondmussel	Special Concern	Invertebrate Animal
<i>Elatine americana</i>	American Waterwort	Endangered	Vascular Plant
<i>Nuphar microphylla</i>	Tiny Cow-lily	Endangered	Vascular Plant
<i>Carex typhina</i>	Cat-tail Sedge	Threatened	Vascular Plant
<i>Carex grayi</i>	Gray's Sedge	Threatened	Vascular Plant
<i>Acipenser brevirostrum</i> ¹	Shortnose Sturgeon	Endangered	Vertebrate Animal
<i>Acipenser oxyrinchus</i> ²	Atlantic Strugeon	Endangered	Vertebrate Animal
<i>Haliaeetus leucocephalus</i>	Bald Eagle	Threatened	Vertebrate Animal

We note that over the duration of the redevelopment effort of up to 20 years, *Priority* and *Estimated Habitat* mapping and the species of concerns may change as we are constantly updating our database as species are added or removed from the list, and habitat utilization is updated based on the latest research, and improved technology.

All projects or activities proposed within *Priority Habitat*, which are not otherwise exempt pursuant to 321 CMR 10.14, require review through a direct filing with the Division for compliance with the MESA (321 CMR 10.18). At present, the information contained within the ENF are not of sufficient detail to allow for site-specific review of the proposed work. Work within existing paved roads and existing buildings is likely exempt pursuant to the MESA (321 CMR 10.14).

However, other aspects of the project including, but not limited to, projects numbered 5, 11, 18, 25, 26, 28, 31 and 34 (ENF, page 12) will likely require a MESA Checklist filing pursuant to 321 CMR 10.18. Depending on the nature and extent of work and impacts to state-listed species and their habitats, projects could require a MESA Conservation & Management Permit pursuant to 321 CMR 10.23. The Proponent states, "*Specific projects (private or public) within the URRP may exceed MEPA thresholds and require the proponent to undertake separate MEPA filings.*" (page 13, "Project Implementation"). This approach to MEPA permitting will allow for the Division to update the Secretary and provide the public with meaningful opportunities for public review of any CMP permitting associated with any individual project.

As project elements move forward to preliminary design, we recommend that the Proponents are in direct contact with the Division to address state-listed species concerns, as avoidance and minimization of impacts to rare species and their habitats is likely to expedite endangered species regulatory review.

¹ The Shortnose Sturgeon is also listed as Endangered pursuant to the U.S. Endangered Species Act (ESA, 50 CFR 17.11) implemented by the National Oceanic and Atmospheric Administration - National Marine Fisheries Service (NOAA-NMFS).

² NOAA-NMFS also maps this portion of the Connecticut River as Critical Habitat for the Endangered Atlantic Sturgeon-New York Bight.

Field surveys for state-listed species may be part of our review of impacts and such field surveys may be limited to specific times of year relative to the life cycle of the target species.

The Division will not render a final decision until the MEPA review process and associated public and agency comment period is complete, and until all required MESA filing materials are submitted to the Division. No alteration to the soil, surface, or vegetation and no work associated with the proposed work shall occur until the Division has made a final determination.

If you have any questions about this letter, please contact Misty-Anne Marold, Senior Endangered Species Review Biologist, at (508) 389-6356 or misty-anne.marold@mass.gov. We appreciate the opportunity to comment on this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Everose Schlüter". The signature is written in a cursive, flowing style.

Everose Schlüter, Ph.D.
Assistant Director

cc: Town of South Hadley, Selectboard
Town of South Hadley, Conservation Commission
David Cameron, MA DEP Western Regional Office
Heather Gould, BSC Group, Inc.



COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE OFFICE OF
ENERGY AND ENVIRONMENTAL AFFAIRS
DEPARTMENT OF ENERGY RESOURCES
100 CAMBRIDGE ST., SUITE 1020
BOSTON, MA 02114
Telephone: 617-626-7300
Facsimile: 617-727-0030

Charles D. Baker
Governor

Karyn E. Polito
Lt. Governor

Kathleen A. Theoharides
Secretary

Judith F. Judson
Commissioner

27 August 2019

Kathleen Theoharides, Secretary
Executive Office of Energy & Environmental Affairs
100 Cambridge Street
Boston, Massachusetts 02114
Attn: MEPA Unit

RE: South Hadley Falls Urban Redevelopment & Renewal Plan (URP), South Hadley,
Massachusetts, EEA #16078

Cc: Maggie McCarey, Director of Efficiency Programs, Department of Energy Resources
Judith Judson, Commissioner, Department of Energy Resources

Dear Secretary Theoharides:

We've reviewed the Urban Renewal Plan (URP) for South Hadley Falls. The objective of this letter is to share strategies for which can help advance greenhouse gas emissions (GHG) reduction, resilience, and affordability. The project is currently in the planning stage and thus does not include any specific building projects at this time. Therefore, an excellent opportunity exists to embed these issues into building project planning.

Key Strategies

The following have been found to be effective strategies in advancing emission reduction, resilience, and affordability:

- Electrification of space and water heating;
- Passivehouse building standards;
- Maintaining envelope integrity with framed, insulated walls with continuous insulation;
- Avoiding glass curtain wall assemblies and excessive windows;

- Energy recovery;
- Rooftop solar PV;

Experience has shown that the above deliver 50 to 80% less emissions than projects built to Stretch Code¹ while improving affordability and resilience. In addition, significant incentives may be available, as well, including MassSave[®] incentives and Alternative Energy Credits.

Key Mitigation Strategies Explained

Electrification of Space and Water Heating

Efficient electrification of space and water heating entails the swapping of fossil fuels (natural gas, oil, and propane) or electric resistance systems with:

- Cold-climate air source heat pumps and variable refrigerant flow (VRF) for space heating;
- Air source heat pumps for water heating.

Electrification of space and water heating is a key mitigation strategy with significant short- and long-term implications on GHG emissions. Massachusetts grid emissions rates continue to decline with the implementation of clean energy policies that increase renewable electricity sources. The implication is that efficient electric space and water heating with cold climate air source heat pump and VRF equipment has lower emissions than other fossil-fuel based heating options, including best-in-class condensing natural gas equipment. Currently, efficient electric heating has approximately **45% lower emissions** than condensing natural gas heating and, by 2050, efficient electric heating is expected to have approximately **85% lower emissions** than condensing natural gas heating.

Heat pumps and/or VRFs used for space heating can qualify for significant incentives, including Alternative Energy Credits (AECs) (more below).

Passivehouse

Passivehouse is an energy efficiency building standard that results in an ultra-low energy building requiring little energy use for space heating and cooling. This is achieved by focusing on envelope performance, airtightness, and energy recovery. Passivehouse projects also typically have electrified heating, as described above. Passivehouse projects also typically have much smaller-sized HVAC systems. Experience has shown that Passivehouse doesn't necessarily cost more to build because improvements to envelope are offset by reductions in HVAC².

Passivehouse is an energy code standard which is unlike other energy efficient building approaches in that its truly performance based. Passivehouse standards also include mandatory, rigorous in-field tests to confirm that strict standards are being met. Passivehouse methods are recognized by

¹ Hadley adopted Stretch Code on 7/1/2017.

² Pennsylvania Housing and Finance Association. *Passivehouse Cost Comparison Data set 2015, 2016, 2018* [Data Set]

both Massachusetts building Code and MassSave^{®3} which now has an incentive worth approximately **\$3,250 per dwelling unit** for projects built to Passivehouse standards which are 4 stories or more.

Passivehouse also delivers:

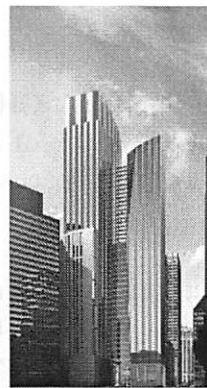
- *Significant reduction in utility costs:* thus is much more affordable to residents;
- *Improved resiliency:* Passivehouse buildings can stay warm (or cool, in the summer) for extended periods of time even with loss of power.

Passivehouse Examples

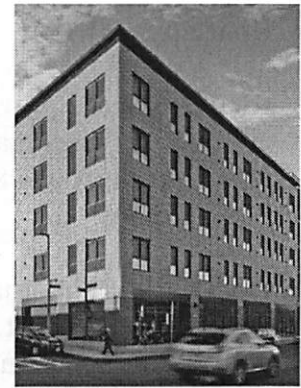
Passivehouse is not limited to a single building type. Below are some examples of Passivehouse projects in the Northeast.



*Newton Northland,
Newton, MA*



*Winthrop Center
Boston, MA*



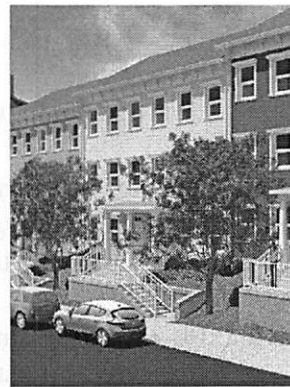
*The Distillery
Boston, MA*



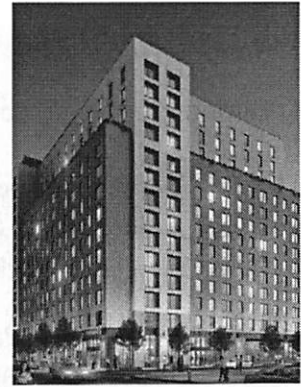
*Hello Townhaus
New York City, NY*



*Sendero Verde
New York City, NY*



*Chestnut Commons
New York City, NY*



*11 Crown Street
Meriden CT*

³ MassSave[®] is a consortium of Massachusetts utility companies designed to deliver energy efficiency throughout the Commonwealth of Massachusetts.

Integrity of Building Envelope

High-performing envelope is essential to successful GHG mitigation, affordability, and resilience. Key strategies for maintaining integrity of envelope are:

- Continuous insulation;
- Limiting or eliminating use of glass “curtain wall” and spandrel assemblies;
- Maximizing framed, insulated walls sections;
- Avoiding excessive window areas;
- Reducing air infiltration.

The thermal performance of windows, curtain walls, and spandrels is typically about **70 to 80% less** than the thermal performance of the framed, insulated wall assemblies. Accordingly, buildings which use extensive curtain wall, spandrel, and windows have compromised envelope performance which impacts energy consumption, emissions, resiliency, and affordability.

Rooftop Solar PV

Rooftop PV can provide significant GHG benefits as well as significant financial benefits. Code currently requires that at least 50% of low-rise roofs be PV ready. Experience has shown that, with planning, up to 80% of roof space can be set aside for PV on roofs of both low-rise and high-rise buildings.

Even if PV is not installed during building construction, it’s important to plan the project to ensure that roof space is set aside for PV and that roof space doesn’t become unnecessarily encroached with HVAC appurtenances, diminishing the opportunities for future PV. Electrification of heating and Passivehouse both contribute to enabling more PV as these approaches can greatly reduce rooftop equipment associated with conventional code HVAC.

Incentives

Buildings which incorporate the above strategies can qualify for significant incentives:

- MassSave® performance-based incentives⁴ offer incentives for every kWh or therm saved compared to a program-provided energy model. The above energy efficiency strategies offer opportunities for large kWh and therm savings.
- MassSave® Passivehouse incentives are available to multifamily buildings 4 stories or higher. Incentive structure covers most of the cost of simply investigating feasibility, then a generous incentive if the project decides to build to Passivehouse. The incentive structure is as follows:

⁴ <https://www.masssave.com/en/saving/business-rebates/new-buildings-and-major-renovations/>

- **Feasibility Incentive:** MassSave® will pay 100% of the cost a feasibility study (max \$5,000) and 75% of the cost of energy modeling (max \$20,000). In total, up to \$25,000 is available to study feasibility of Passivehouse.
- **Construction Incentive:** If the project decides to advance with Passivehouse, MassSave® will pay an advance “pre-certification” of \$500/dwelling unit early in the construction. Once the project is completed and reaches full certification, MassSave® will pay \$2,500/dwelling unit plus a performance add-on. Total construction incentive is approximately \$3,250/unit.
- **Alternative Energy Credits (AEC’s)⁵** offer incentives to electrify building space heating using heat pumps and/or VRF. This program also includes multipliers which increase value if the building meets Passivehouse standards. These credits may be distributed on a quarterly basis over time; or, may be distributed in a lump sum to the developer if certain conditions are met.
 - In the scenario that AECs are paid on a lump sum basis, the value of AECs for a typical multifamily built to Passivehouse standards, including multipliers, works out to about \$3/sf⁶. This incentive is in addition to MassSave® incentives. Therefore, a 1,000-sf dwelling unit, built to Passivehouse and qualifying for both AECs and MassSave® incentives would qualify for a total of about \$6,250 per dwelling unit. This does not include the value of the feasibility and modeling, which is largely paid for, as noted above.
- Massachusetts recently adopted solar SMART plan⁷ provides significant incentives for solar development on top of federal tax credits. The SMART plan includes pathways which allow solar production to be sold without off-takers. This may be of potential interest to building developers as this allows them to develop rooftop solar without necessarily engaging with building tenants. For this reason, setting aside rooftop solar PV areas helps ensure that building owners’ ability to monetize the roof is not impacted.

Recommendations for Urban Redevelopment & Renewal Plan (URP),

The strategies described above provide pathways to GHG mitigation, increased affordability, and improve resiliency. It is important to consider these strategies throughout the urban redevelopment & renewal plan. The following are questions that should be considered throughout the planning process for each building:

- Was Passivehouse considered? Early analysis improves the feasibility of Passivehouse. Were the following answered:

⁵ <https://www.mass.gov/guides/aps-renewable-thermal-statement-of-qualification-application>

⁶ Assumes value of Alternative Energy Credit of \$20/MWhr.

⁷ <https://www.mass.gov/solar-massachusetts-renewable-target-smart>

South Hadley Falls Urban Redevelopment Plan, EEA #16078
 South Hadley, Massachusetts

- Does the analysis include all benefits (GHG mitigation, affordability, and resiliency)?
- Were the MassSave performance and Passivehouse incentives incorporated?
- Did the buildings that qualify for the MassSave Passivehouse incentive use the pre-construction feasibility and energy modeling incentives?
- Was efficient electrification considered? ASHP/VRF for space and water heating are feasible for most building types and should be considered for all buildings. Was the following answered:
 - Does the analysis include all benefits (GHG emissions, affordability, reduced dedicated mechanical space, reduced floor to floor height or more flexible HVAC arrangements)?
 - Did the analysis of heat pump water heating consider all available technologies, including centrally located, split, and combined systems?
 - Were all MassSave and AEC incentives accounted for in the analysis?
- Is above-code envelope performance used in all buildings? For all buildings, the proposed whole-assembly, aggregate U-value (also called “UA”) calculated should be smaller than the reference building, otherwise envelope performance is being traded-off for other improvements, reversing mitigation gains. Tradeoffs should be avoided. The table below shows how to calculate whole-assembly U-value. It’s important to calculate whole-assembly U-value as it incorporates thermal performance of all assemblies. Information such as window-to-wall ratio (WWR) is not enough information to assess assembly performance.

Vertical Envelope	Reference Building		Proposed Building	
	Percent of Vertical Area	U value	Percent of Vertical Area	U value
Framed, insulated Wall	%	value	%	value
Opaque glass, curtain wall, shadowbox, spandrel	%	value	%	value
Vision glass	%	value	%	value
	100%	Whole Assembly U-value	100%	Whole Assembly U-valueU

Whole assembly U-value (also known as “UA” value) is calculated as: $(U_1\%_1 + U_2\%_2 + U_3\%_3)$ where U is the respective thermal transmittance values and %₁ is the percent area of framed insulated wall; %₂ is the percent area of opaque glass, curtain, or shadowbox; and %₃ is the percent area of vision glass. Only areas adjacent to conditioned space are counted, areas adjacent to unconditioned spaces (e.g. parking garages, mechanical penthouses) are not counted.

South Hadley Falls Urban Redevelopment Plan, EEA #16078
South Hadley, Massachusetts

- Did the project set-aside as much space as possible for rooftop PV? It is important to set-aside roof space for PV early to ensure that mechanical equipment spacing is designed to maximize rooftop space. A target of 80% roof set-aside is generally achievable.
- Furthermore, integration of these recommended measures has compounding and interrelated benefits. For example: the adoption of an above code building envelope and air-sealing measures greatly improve the feasibility and economics of an all-electric space heating system; electrification reduces rooftop equipment; inclusion of solar PV in a project improves the economics of efficient electrification of space and water heating. Accordingly, these solutions should be considered as a package rather than in isolation.

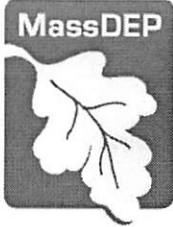
Sincerely,



Paul F. Ormond, P.E.
Energy Efficiency Engineer
Massachusetts Department of Energy Resources



Brendan Place
Clean Energy Engineer
Massachusetts Department of Energy Resources



Commonwealth of Massachusetts
Executive Office of Energy & Environmental Affairs

Department of Environmental Protection

Western Regional Office • 436 Dwight Street, Springfield MA 01103 • 413-784-1100

Charles D. Baker
Governor

Karyn E. Polito
Lieutenant Governor

Kathleen A. Theoharides
Secretary

Martin Suuberg
Commissioner

August 28, 2019

Kathleen A. Theoharides, Secretary
Executive Office of Energy & Environmental Affairs
Massachusetts Environmental Policy Act Office
Alex Strycky, EEA No. 15198
100 Cambridge Street, 9th Floor
Boston, MA 02114-2524

Re: South Hadley Falls
Urban Redevelopment & Renewal
Plan (URRP) ENF
South Hadley, MA

Dear Secretary Theoharides,

The Massachusetts Department of Environmental Protection (MassDEP), Western Regional Office (WERO) appreciates the opportunity to comment on the Environmental Notification Form (ENF) submitted for the South Hadley Falls Urban Redevelopment & Renewal Plan (URRP) (EEA #16078). Applicable MassDEP regulatory and permitting considerations regarding wetlands, wastewater, drinking water, air pollution, hazardous waste, solid waste, and waste site cleanup.

I. Project Description

South Hadley Redevelopment Authority (SHRA) has submitted the South Hadley Falls Urban Redevelopment & Renewal Plan (URRP) to the Department of Housing and Community Development (DHCD) for review and approval. The URRP planning document triggers MEPA review. The project includes 290 acres of land and water in the southwest corner of South Hadley. The URRP is intended to guide redevelopment of the area over the next 20 years. Planned activities include acquisition of 28 parcels by the SHRA, demolition of 11 structures, assemblage of 10 parcels, construction of 9 buildings for mixed commercial, residential and municipal uses, construction of 33 residential units, rehabilitation of 4 structures and façade improvements.

The URRP is proposed to be implemented in three phases. The planned redevelopment could generate 4,637 average daily trips, alter 4.5 acres of land, add 4 acres of impervious area, add 1,030 parking spaces, generate 73,882 gpd of wastewater, use 67,166 gpd of water and impact wetland resource areas, including Riverfront Area and Bordering Land Subject to Flooding. Future phases of the URRP may be subject to individual MEPA review.

This information is available in alternate format. Contact Michelle Waters-Ekanem, Director of Diversity/Civil Rights at 617-292-5751.

TTY# MassRelay Service 1-800-439-2370
MassDEP Website: www.mass.gov/dep

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The maximum estimated impacts from the full development may include the following:

- Generation of 4,673 new trips on roadways;
- Increase of 1,030 parking spaces;
- 4.5 acres of new land alteration,
- Increase of 353,987 sf of structures,
- 32,590 sf of Riverfront Area impacts,
- 39,642 sf of Bordering Land Subject to Flooding impacts,
- Increased demand of 67,166 GPD potable water, and
- Increased generation of 73,882 GPD wastewater.

II. Required Mass DEP Permits and/or Applicable Regulations

Wetlands

310 CMR 10.000

314 CMR 9.00

Drinking Water

310 CMR 22.00

Underground Injection Control

310 CMR 27.00

Air Pollution

310 CMR 7.00

Solid Waste

310 CMR 19.00

Bureau of Waste Site Cleanup

310 CMR 40.0000

III. Permit Discussion

Bureau of Water Resources

Wetlands

MassDEP concurs that filings under the Wetlands Protection Act will be required for various phases of the project. Due to the complexities of this long-term project, MassDEP offers to conduct pre-permitting prior to wetlands submittals. MassDEP often recommends the submittal of an Abbreviated Notice of Resource Area Delineation (ANRAD) to the local Conservation Commission for large complex projects, however, the proposed phasing lends itself to smaller projects. Once the Proponent identifies a specific project the full build out proposal, additional guidance may be provided.

Pre-permitting and guidance may include the following:

- Resource Area delineation;
- Total impacts moving forward to project build-out;
- Riverfront Redevelopment provisions to the project site;
- Filing multiple Notices of Intent for project sites,
- Bordering Land Subject to Flooding, and
- Land Under Water and Waterways for daylighting Buttery Brook.

The full work area appears to include Bordering Vegetated Wetlands, Bank, and Land Under Water Bodies and Waterways. Riverfront Area may extend onto the parcel from Lampson Brook.

Riverfront Area General Performance Standards

Work conducted in undisturbed Riverfront Area, must meet General Performance Standards; an alternatives analysis may be required.

Redevelopment

Work conducted within existing degraded Riverfront Area may be considered under the "redevelopment" provisions.

Boundary Determination and Delineation

Delineation of all jurisdictional resource areas should be accomplished through flagging in the field, surveying, and then presented on a scaled site plan. The applicant is referred to MassDEP guidance documents and the regulations for specific requirements and methods for all resource delineations:

- o Boundaries of Bordering Vegetated Wetlands (BVW) - "*Wetlands Protection Program Policy: Bordering Vegetated Wetlands Delineation Criteria and Methodology*" (MassDEP 1995), *Delineating Bordering Vegetated Wetlands Under the Massachusetts Wetlands Protection Act* (MassDEP 1995). *Submittal of properly prepared "MassDEP Bordering Vegetated Wetland Delineation Field Data Forms" (Appendix Gs).*

Bordering Vegetated Wetland General Performance Standards

The proponent is advised to plan and construct any Bordering Vegetated Wetland "replacement area" per "*Massachusetts Inland Wetland Replication Guidelines*" (MassDEP March 2002); the issuing authority will reference these guidelines to determine compliance.

Bordering Land Subject to Flooding (BLSF)

Projects are proposed to impact BLSF. In accordance with 310 CMR 10.57(4) the project must provide compensatory flood storage for all flood storage volume that will be lost. Compensatory storage volumes must have an unrestricted hydraulic connection to the same waterway or waterbody impacted. The Proponent will be required to demonstrate compliance with the performance standards for BLSF through the permitting process.

Massachusetts River and Stream Crossing Standards

The proponent should be aware that new stream crossings should be designed according to the "*Massachusetts River and Stream Crossing Standards*". The *Standards* do not distinguish between intermittent and perennial streams.

Limited Project Provisions

The applicant may consider applicability of limited project status under 310 CMR 10.53(3) for work within jurisdictional resource areas that cannot meet the General Performance Standards. The applicant should be aware of the requirement within that regulation to prepare written alternatives analysis. Limited project status also requires the applicant to demonstrate practicable avoidance and minimization of alteration to jurisdictional resource areas, and then describe appropriate mitigation measures for remaining, unavoidable alteration. Where impacts do occur to resource areas, the applicant should specifically state for each location which limited project is applicable.

401 Water Quality Certification

It is unclear if any of the proposed projects will require a 401-water quality certification (WQC). Under these regulations, impacts are to be avoided, minimized and mitigated; the proponent is required to provide sufficient information to adequately describe cumulative impacts to "Waters of the United States within the Commonwealth" (Bordering and Isolated Vegetated Wetlands and Land Under Water). Permits resulting in fill are processed in the Regional office while dredge projects are processed in the Boston office with assistance from the regional staff. The Proponent is advised to consult

Stormwater

Regulation requires that when proposing a development or redevelopment project subject to the *Stormwater Management Standards*, proponents consider environmentally sensitive site design and planning. Considerations should include low impact development techniques, stormwater best management practices (BMP) utilizing source control (nonstructural control measures), structural BMPs and maintenance. The applicant is referred to the *MassDEP Stormwater Management Handbook* as well as MassDEP Western Regional Office guidance.

Stormwater management is an important issue that will have to be evaluated for each proposed site. Any Proponent should be aware that stormwater directed to the subsurface is currently subject to the jurisdiction of the *MassDEP Underground Injection Control (UIC) program* and the associated regulation 310 CMR 27.00 *Underground Injection Control*. These facilities are subject to a registration under the UIC program. An analysis of the capacity of the soils and depth to the water table may be required as part of the registration process. The Proponent should also be aware that locations of a UIC, such as rain gardens, must take into consideration any restrictions to land use under the Massachusetts Contingency Plan such as Activities and Use Limitations, as applicable.

Drinking Water

MassDEP advises the Proponent to comply with all requirements for municipal cross-connection control and to consult with MassDEP and the Fire District during the design of water systems to determine infrastructure capacity and regulatory compliance.

Underground Injection Control

The plans detail the use of Stormwater Detention Chamber. The Proponent should be aware that all underground stormwater control structures that infiltrate to groundwater are subject to the jurisdiction of the MassDEP *Underground Injection Control (UIC) program*. The structures must be registered with MassDEP UIC program through the submittal of the appropriate registration *BRP WS-06 a, b & c - Registration of Discharges to Underground Injection Wells / BRP WS-06 - Modification to an Existing UIC Registration* to the MassDEP Boston Office. The UIC program contact in Boston is Joseph Cerutti. The following MassDEP websites provide guidance, regarding BMPs, registration and forms:

- <http://www.mass.gov/eea/agencies/massdep/water/drinking/underground-injection-control.html#3>,
- <http://www.mass.gov/eea/agencies/massdep/water/drinking/underground-injection-control.html#2> and,

- <http://www.mass.gov/eea/agencies/massdep/water/drinking/underground-injection-control.html#6>

Wastewater

There are no MassDEP permits required for this proposal but MassDEP recommends continued consultation with the Department of Public Works regarding any sewer design and connection.

Bureau of Air and Waste

Air Pollution Control

Construction and Demolition Activities

The Proponent has acknowledged they will comply with appropriate regulations. To clarify, construction and demolition activity must conform to current Air Pollution Control Regulations. The Proponent states they will implement measures to alleviate dust, noise, and odor nuisance conditions that may occur during the construction and demolition activities. Such measures must comply with the MassDEP's Bureau of Air and Waste Regulations 310 CMR 7.01, 7.09, and 7.10.

Property owners are required to identify asbestos containing materials present in structures prior to conducting demolition or modification and to remove asbestos prior to conducting work. Some of the materials may be associated with the former heating and process systems, cement pipes or asbestos coated gas lines or roofing and flooring materials. MassDEP must be notified using form *BWP AQ 04 (ANF-001) - Asbestos Removal Notification* at least 10 working days prior to initiating work. The handling and removal of asbestos from a facility and/or facility components must be conducted by properly licensed professionals and adhere to the requirements of 310 CMR 7.15. In addition, regulated asbestos and asbestos-containing waste material must be managed as special wastes in accordance with 310 CMR 19.061. If facilities are unsafe to enter, there is a provision to apply for a an *AQ 36: Non-Traditional Work Practice Approval*.

The following link provides additional information regarding the required notification prior to Construction or Demolition:

<https://www.mass.gov/files/documents/2018/09/14/eq06.pdf>

The Proponent should also be aware of the requirements for the Adhesives and Sealants used during construction relative to the Volatile Organic Compounds (VOC) content of the Adhesives and Sealants, pursuant to 310 CMR 7.18 (30).

Construction Period Air Quality Mitigation Measures

MassDEP notes the proponent commits to use compliant ultra-low sulfur diesel (ULSD) with a sulfur content of 15 ppm pursuant to 40 CFR 80.510.

Boilers/Generators/Emergency Generators

The applicant should be aware that there are air approval/permit or registrations requirements for boilers, stationary turbines, reciprocating engines, emergency generator sets and other internal combustion engines (e.g. those associated with power generation units) that may or may not be applicable to this project. If any energy needs will be met through the combustion of liquid, gaseous, or solid fuels then such systems, may need to be certified (certain boilers depending upon their heat input capacities, and engines and turbines depending upon their rated power outputs) by the MassDEP

pursuant to 310 CMR 7.26 and 310 CMR 70.00, may comply with 310 CMR 7.03, or approved by MassDEP pursuant to 310 CMR 7.02 unless otherwise exempted in 310 CMR 7.00. In addition, major sources are subject to the operating permit program and may be subject to New Source Review requirements. The proponent, if subject to these programs may seek a federally enforceable restriction to limit its emissions in order to avoid certain requirements. The Proponent should refer to the regulations to determine if any approval/permit or registration threshold is met by any on-site combustion units being proposed for the project and should evaluate its approval/permitting/registration requirements/options.

Solid Waste

The Proponent shall properly manage and dispose of all solid waste generated by this proposed project pursuant to 310 CMR 16.00 and 310 CMR 19.000, including the regulations at 310 CMR 19.017 (waste ban).

Urban soils may be contaminated to some degree by previous land use. The Proponent is advised to manage any potentially hazardous materials encountered appropriately. Excavated material may be managed in accordance with MassDEP policy *COMM-97-001 "Reuse and Disposal of Contaminated Soil at Massachusetts Landfills"* if the excavated/generated solid waste material demonstrate characteristics of hazardous waste or the presence of other contaminants (i.e. lead paint, PCB contaminated or PCB containing construction materials).

In addition, older construction may include asbestos cement pipes or asbestos coated gas lines. Therefore, the Proponent is advised to be aware of the potential for asbestos containing components within and outside of the building footprint and manage regulated asbestos and asbestos-containing waste material as special wastes in accordance with 310 CMR 19.061.

Asphalt, brick and concrete (ABC) generated through crushing and reuse on-site must be handled in accordance with regulation and policy. Otherwise, the proponent may need to obtain a site assignment and facility permit for the crushing activity and a Beneficial Use Determination (BUD) for the reuse of the crushed material. More information regarding the handling of ABC, and a copy of the 30-day notification form may be found at the following website:

<http://www.mass.gov/eea/agencies/massdep/recycle/reduce/using-or-processing-asphalt-pavement-brick-and-concrete-.html>.

The BUD regulation (310 CMR 19.060) establishes levels of assessment for four categories of beneficial use. These regulations would be applicable to reuse of any materials generated by this project that would otherwise be considered solid waste.

The project proponent should be advised that construction activity at the site must comply with both Solid Waste and Air Quality Control regulations. The appropriate Solid Waste provisions addressing this include M.G.L. Chapter 40, Section 54.

Hazardous Waste

Any hazardous wastes generated by the construction/demolition activities or universal wastes such as mercury containing lamps or mercury thermostats, must be properly managed in accordance with 310 CMR 30.0000.

If any hazardous waste or waste oil is generated at any of the sites, the Proponent must ensure that proper registration with MassDEP and management in accordance with 310 CMR 30.0000.

Bureau of Waste Site Cleanup

The Massachusetts Contingency Plan (MCP- 310 CMR 40.0000) governs the cleanup of oil and hazardous material (OHM) releases in Massachusetts. The Proponent accurately identified the status of sites within the proposed work area. All work conducted on a site restricted under an Activities and Use Limitation must be overseen by a Licensed Site Professional (LSP). MassDEP advises the Proponent to review all areas prior to conducting each project to ensure new releases have not occurred and the status has not changed.

If oil/hazardous material contamination is encountered during construction activities, a LSP must be retained to manage the contaminated media in compliance with the provisions of the MCP.

Spills Prevention

A spills contingency plan addressing prevention and management of potential releases of oil and/or hazardous materials from pre- and post-construction activities should be presented to workers at the site and enforced. The plan should include but not be limited to, refueling of machinery, storage of fuels, and potential future on-site activity releases.

IV. Other Comments/Guidance

MassDEP is available to discuss all pre-permitting aspects as the project moves forward to the full build out of this project. MassDEP is available and encourages the Proponent to conduct pre-permitting regarding wetlands permitting, building assessments and demolition. These discussions will facilitate efficient permitting, solid waste management, site management and compliance.

If you have any questions regarding this comment letter, please do not hesitate to call Catherine Skiba at (413) 755-2119 or Email: catherine.skiba@mass.gov.

Sincerely,

This final document copy is being provided to you electronically by the Department of Environmental Protection. A signed copy of this document is on file at the DEP office listed on the letterhead.

Michael Gorski
Regional Director

cc: MEPA File