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May 30, 2008

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

PROJECT NAME: BJ's of Quincy  
PROJECT MUNICIPALITY: Quincy  
PROJECT WATERSHED: Boston Harbor  
EEA NUMBER: 14233  
PROJECT PROPONENT: QBJ Land Development, LLC  
DATE NOTICED IN MONITOR: April 23, 2008

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

Project Description

As described in the Expanded Environmental Notification Form (EENF), the project involves the redevelopment of a 7.5-acre parcel of industrially-zoned property bounded by Crown Colony Drive to the north, Centre Street to the east, the Burgin Parkway and Route 3 off-ramp to the south, and the Crown Colony Office Park to the west. As currently designed, the project includes the construction of a 84,360 sf BJ's Wholesale Club store and a separate gasoline service station (8 vehicle fueling positions). The project site is located off Crown Colony Drive and Centre Street and near the MBTA Quincy Adams Red Line station in Quincy. The redevelopment project includes the demolition of the existing 42,230 sf Patriot Ledger Building, and construction of 360 surface parking spaces, and new stormwater management infrastructure.

### Jurisdiction

The project is undergoing environmental review and requires the preparation of an Environmental Impact Report pursuant to Section 11.03(6)(a)(6) of the MEPA regulations because it requires state permits and because the project will generate more than 3,000 new average daily trips on roadways providing access to a single location. The project requires a National Pollutant Discharge Elimination System (NPDES) General Construction Permit from the U.S. Environmental Protection Agency (EPA); an Indirect Highway Access Permit from the Massachusetts Highway Department (MassHighway); and an Order of Conditions (OOC) from the Quincy Conservation Commission. The project is subject to the EEA Greenhouse Gas (GHG) Emissions Policy and Protocol.

Because the Proponent is not seeking financial assistance from the Commonwealth for the project, MEPA jurisdiction is limited to those aspects of the project that may cause significant Damage to the Environment and that are within the subject matter of required or potentially required state permits. In this case, jurisdiction extends to transportation, wetlands and stormwater.

### Request for a Single EIR

In accordance with Section 11.05(7) of the MEPA regulations, the Proponent has submitted an Expanded ENF (EENF) with a request that I allow the Proponent to fulfill its EIR obligations under MEPA with a Single EIR, rather than the usual process of a Draft and Final EIR. The EENF was subject to a 37-day review period pursuant to 301 CMR 11.05(7). The Proponent's request for a Single EIR was discussed at the MEPA site visit held for the project on April 28, 2008. Based on a review of the EENF, I hereby find that the document does not include a quantification of project-related GHG emissions and proposed mitigation measures to reduce GHG emissions pursuant to EEA's Greenhouse Gas (GHG) Policy, and therefore does not meet the regulatory requirements for a Single EIR. I am denying the Proponent's request to file a Single EIR in fulfillment of Section 11.03 of the MEPA regulations. The Proponent should prepare a Draft EIR (DEIR) in response to the Scope outlined below.

## SCOPE

### General

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

### Alternatives

In addition to the project presented in the EENF, the Proponent evaluated alternative site plan configurations during the project planning process including the No-Build alternative and the development alternative that would be allowed as-of-right at the site. The No-Build alternative would leave the site in its present deteriorated condition, and would not meet the Proponent's development objectives or contribute to economic development in the City of Quincy. The Proponent concludes in the EENF that the preferred alternative works best to meet the needs of the project while keeping resource area impacts minimal, providing significant improvements to on-site stormwater, wastewater and water supply infrastructure, and providing mitigation for project-related traffic. The preferred alternative may be carried forward to the DEIR, subject to further modification as outlined in this Certificate below.

### Wetlands

As currently designed, the project will not directly impact wetland resources, but will result in alterations to Bordering Land Subject to Flooding (BLSF) and Riverfront Area (RA) associated with Town Brook. Town Brook is a perennial stream that flows along the eastern boundary of the site through a concrete pipe culvert. As noted in the EENF, Town Brook supports migration and spawning habitat for coldwater fisheries including Rainbow Smelt (*Osmerus mordax*) and American eel (*Anguilla rostrata*). The DEIR should include a reasonably scaled plan that identifies the wetland resource areas (including any banks, intermittent streams, perennial streams, land under the water, bordering land subject to flooding, and isolated land subject to flooding) and buffer zones present in the proposed project area on a reasonably scaled plan. The DEIR should identify the significance of the resources present, including value to public and private water supply, flood control, storm damage prevention, prevention of pollution, riverfront area, and fisheries and wildlife habitat. The Proponent should analyze both direct and indirect (i.e. changes in drainage patterns) impacts on wetlands resulting from the project, and demonstrate that the Proponent has minimized impacts to resource areas including, but not limited to on-site and adjacent off-site wetlands, flood plain, and River Front area to the maximum feasible extent.

### Stormwater

As described in the EENF and additional information provided by the Proponent to the MEPA Office, the project's stormwater management plan has been designed to meet MassDEP's Stormwater Management Policy standards and practices and the City of Quincy's Stormwater Program. The proposed stormwater management system includes Best Management Practices (BMPs), deep-sump hooded catch basins, a water quality unit and a subsurface detention basin with Stormtech chambers to reduce total suspended solids (TSS) and provide for the on-site infiltration of nearly all of the project's on-site impervious surface area stormwater and roof runoff. According to the Proponent, a small amount of on-site surface stormwater from proposed landscaped areas will flow to an existing open drainage channel and conveyed by pipe across Centre Street to Town Brook.

Even though the project is a redevelopment project, the Proponent's stormwater management plan will achieve a Total Suspended Solids (TSS) removal rate of 80 percent. The DEIR should continue to investigate feasible methods of reducing the project's impervious surfaces to increase the points of infiltration within the project site.

I note that according to MassDEP, Town Brook is an impaired water body due to high level of pathogens. The project site is also considered by MassDEP as an Area of Higher Potential Pollutant Load and is subject to Standard 5 of MassDEP's Stormwater Management Policy which includes requirements for pretreatment of stormwater and source reduction. According to MassDEP, the Proponent's stormwater management plan must include measures to ensure that all the stormwater from the project site is adequately treated prior to discharge to Town Brook. Specifically, the Proponent should incorporate the use of Best Management Practices (BMPs) that are recommended in the revised Stormwater Management Handbook for TMDLs and consistent with BMPs identified for cold-water fisheries. According to MassDEP, water quality treatment units, such as those currently proposed for this project should be used only as pretreatment devices in association with water quality systems including sand filters, water quality swales and bioretention basins and infiltration systems. The Proponent should consult with MassDEP and EEA's Smart Growth Coordinator to identify opportunities for incorporating BMPs and innovative (LID) design measures into the project design to improve the management of stormwater runoff from the project site. The Single EIR should include an update of any revisions or modifications to the Proponent's Stormwater Management plan for this project.

A long term Operation and Maintenance Plan (O&M Plan) will be implemented to ensure that BMPs are maintained to function as designed. The Proponent has proposed to implement a comprehensive source control program at the site which will include regular pavement sweeping, catch basin cleaning and enclosure. The O&M should incorporate MassDEP's Snow Disposal Guidelines (<http://mass.gov/dep/water/laws/policies.htm>) and require that no snow will be placed in or adjacent to wetland resource areas, and commit to using a minimal amount of deicing and abrasive agents. The Proponent has also committed to implementing a Stormwater Pollution Prevention Plan (SWPPP) that will exceed the minimum requirements established for SWPPPs in accordance with EPA's NPDES General Permit. The SWPPP will include a Sedimentation and Erosion Control Plan that outlines measures that will be implemented to minimize and mitigate construction period impacts. The Proponent should ensure that hay bales are not used for erosion control as they may contain seeds from invasive species.

#### Flood Plain

Most of the project site is located within the 100-year floodplain. The DEIR should include a detailed discussion of flood elevations within and adjacent to the project site and any changes in floodplain that may have resulted from the Town Brook Flood Control Project. According to the Department of Conservation and Recreation (DCR) and the City of Quincy's Department of Planning and Community Development (PCD), the project design must use the floodplain profile for the project site based on information contained in the most recent (2006) Federal Emergency management Act's (FEMA's) Flood Insurance Rate Map (FIRM), or apply for a Letter of Map Revision (LOMR) to revise the FIRM map for this area to reflect the results of the Town Brook Flood Control Project. The DEIR should include a quantification of the project site's existing and post-completion flood storage capacity for project site.

I encourage the Proponent to continue to evaluate opportunities for incorporating sustainable design alternatives including Low Impact Development (LID) techniques in the project's site design and stormwater management plans. LID techniques incorporate stormwater best management practices (BMPs) and can reduce impacts to land and water resources by conserving natural systems and hydrologic functions. The primary tools of LID are landscaping features and naturally vegetated areas, which encourage detention, infiltration and filtration of stormwater on-site. Other tools include water conservation and use of pervious surfaces. Clustering of buildings is an example of how LID can preserve open space and minimize land disturbance. LID can also protect natural resources by incorporating wetlands, stream buffers and mature forests as project design features. For more information on LID, visit <http://www.mass.gov/envir/lid/>. Other LID resources include the national LID manual (Low Impact Development Design Strategies: An Integrated Design Approach), which can be found on the EPA website at: <http://www.epa.gov/owow/nps/lid/>. The DEIR should include a discussion and evaluation of integrated stormwater management techniques for redevelopment sites with significant surface area parking. The Proponent should consult with MassDEP during the preparation of this section of the DEIR.

### Water and Wastewater

The project will require 5,207 gpd of potable water supply and will generate approximately 7,720 gpd of wastewater flow. Both water and wastewater needs will be met through existing municipal systems, administered by the City of Quincy.

### Traffic

The Proponent has prepared a Traffic Impact and Access Study (TIAS) in accordance with Executive Office of Energy & Environmental Affairs (EEA)/Executive Office of Transportation and Construction (EOTC) guidelines. Using the Institute of Transportation Engineers (ITE) Trip Generation manual's land use codes 861 and 994 (Discount Club and Gasoline/Service Station), the Proponent estimates a total of 4,888 vehicle trips per day (vtd) associated with the proposed project. The main access to the site will be provided via a new 4-lane site drive located at the existing Patriot Ledger site drive/Crown Colony Drive intersection. A second site drive will be located approximately 100 feet west of the main site drive to accommodate delivery trucks. The DEIR should provide a site circulation plan that clearly demonstrates how cars, trucks, bicycles, and pedestrians will circulate safely throughout the project site.

As described in the EENF, MassHighway's (MHD's) Route 3 fly-over ramp construction project, located adjacent to the project site's Burgin Parkway boundary, will start at the Burgin Parkway/Route 3/Centre Street intersection and span southward to connect to the Route 3 and I-93 ramps. MHD's fly-over ramp construction project is currently under construction and will result in a significant amount of additional non-project generated vehicle traffic being re-routed away from the Bergin Parkway and Centre Street intersection.

The Proponent has continued to consult with the City of Quincy and MHD to incorporate the future traffic conditions resulting from the fly-over ramp construction project and the recently proposed Lowe's of Quincy redevelopment project (EEA # 14222) in the final design for the proposed project. The Proponent has outlined and committed to a transportation mitigation program in the EENF to address potential project-related traffic impacts and to help address existing operational and safety deficiencies. The following mitigation measures are proposed:

Reconstruction of the Crown Colony Drive/Main Site Drive intersection

- construct an extension (approximately 50 lf) existing westbound approach left-turn lane to project site;
- construct a new 4-lane site drive with 15 feet wide left-turn and right-turn exit lanes, and two 15 feet wide entrance lanes; and,
- construct a new service site drive located approximately 100 feet west of the main site drive to serve as a right-turn only truck egress driveway.

In their comments, MHD indicated that the Route 3 fly-over ramp construction project involving the reconstruction and rehabilitation of portions Route 3, Burgin Parkway and Center Street is ongoing, and requested that the Proponent work closely with MHD during the preparation of the DEIR to coordinate the BJ's Wholesale Club project construction with MHD's Route 3 fly-over ramp construction project. The DEIR should provide an update of the Proponent's coordination efforts with MHD.

All proposed mitigation located within the state highway layout must conform to MassHighway Standards. The DEIR should include a commitment to implement the above referenced mitigation measures and should describe the timing and cost of their implementation based on project phasing. The DEIR should include conceptual 80-scale plans depicting the proposed mitigation to verify the feasibility of constructing such improvement including lane widths and offsets, layout lines and jurisdictions, and adjacent land uses in the proposed improvement area.

Transportation Demand Management (TDM)

While I recognize the challenges inherent in developing a successful Transportation Demand Management (TDM) program for a commercial retail site, I remind the Proponent of its obligation to develop the maximum mitigation feasible for traffic impacts. I note that the Proponent for another home improvement store in the project area (Home Depot Store, EEA #12497, June 2001) committed to traffic mitigation measures, including TDM, that were designed to support that project's anticipated traffic impacts. As I have recently requested in my review of the Lowe's of Quincy project (EEA #14222, May 2008) also located in close proximity to the project site, the Proponent for this BJ's Wholesale Club project should evaluate all feasible TDM measures for store employees and patrons to reduce peak employee traffic demand and to encourage alternative transportation modes for retail customers including, but not limited to:

- provide reduced rate transit passes for employees;
- install bicycle storage racks near the front doors of the retail building to facilitate bicycle access to the site; and,
- appoint an on-site TDM Coordinator.

The TDM plan should describe any monitoring necessary to ensure the success of the program. The DEIR should demonstrate the Proponent's commitment to implement, monitor, and continuously fund the proposed TDM plan. All project tenants and businesses should be required to participate in the proposed TDM plan. The DEIR should continue to evaluate additional feasible TDM measures to further reduce vehicle trips to and from the site. The Proponent should consult with the City of Quincy, MBTA and MHD before filing the DEIR to discuss coordination of this project with existing transit and/or shuttle services to promote transit use by employees and patrons. The Proponent's TDM plan should be incorporated as part of the Proponent's transportation mitigation program. The Proponent should provide a report on this consultation in the DEIR.

#### Transit

The DEIR should demonstrate the support of the MBTA for any existing and proposed transit amenities in the project area. The Proponent should consult with Massachusetts Bay Transit Authority (MBTA), the City of Quincy, and MassHighway to identify opportunities for providing existing MBTA bus service and/or Shuttle service to the project site. As described elsewhere in this Certificate, the Proponent should evaluate TDM measures for store employees and patrons to encourage alternative transportation modes including increased ridership of the MBTA Quincy Adams Commuter Rail Station.

#### Pedestrian and Bicycle Facilities

The DEIR should describe the internal vehicular and pedestrian circulation plans for the project site. The DEIR should show on a reasonable scaled map of the project site, where the Proponent proposes new sidewalks, pedestrian crossings and vehicle/pedestrian safety signage in a map of the area. The Proponent should discuss the feasibility of providing sidewalks along the project site's frontage on Crown Colony Drive and Centre Street, and along the proposed two site driveways. I strongly encourage the Proponent to consult with WalkBoston, and to continue to work closely with the City of Quincy and MHD to evaluate the feasibility of constructing any additional traffic, transit, pedestrian, and bicycle improvements within the project area in response to the regional and local traffic concerns that may arise out of the proposed mixed-use office/retail development project.

#### Parking

The EENF proposes an increase in parking from the existing 50 spaces to 360 spaces. According to the comments received from the Quincy PCD, the proposed parking plan exceeds the City of Quincy's local zoning ordinance for parking. The DEIR should indicate how the parking supply was developed and demonstrate that the parking supply is the minimum necessary to accommodate project demand without encouraging additional single occupant vehicle trips. Implementation of transportation demand measures and provision of good bicycle and pedestrian access can further reduce the amount of parking needed.

The DEIR should include a commitment to implement the above referenced traffic mitigation measures and should describe the timing and cost of their implementation based on project phasing. The DEIR should include conceptual plans for the proposed mitigation that are of sufficient detail to verify the feasibility of constructing such improvements, including lane widths and offsets, layout lines and jurisdictions and adjacent land uses.

## Greenhouse Gas Policy

In addition to the mesoscale air quality analysis, this project is subject to the EEA Greenhouse Gas Emissions Policy and Protocol, and the DEIR must demonstrate consistency with the analysis and mitigation provisions therein. The Policy is available on-line at <http://www.mass.gov/envir/mepa/pdffiles/misc/GHG%20Policy%20FINAL.pdf>. The Proponent should calculate and compare GHG emissions associated with: 1) a code-compliant baseline (the sum of direct emissions from stationary sources and indirect emissions from energy consumption and transportation); 2) the preferred alternative (the sum of direct emissions from stationary sources, indirect emissions from energy consumption, and transportation for the project as proposed); and 3) project alternatives with greater GHG emissions-related mitigation than the preferred alternative. The Appendix to the Policy contains a partial, non-exhaustive list of measures to reduce GHG emissions and incorporate sustainable development techniques. When comparing the preferred alternative to other alternatives with greater GHG reduction, the Proponent should explain which alternatives were rejected, and the reasons for rejecting them. The alternatives analysis should clearly demonstrate consistency with the objectives of MEPA review, one of which is to document the means by which the Proponent plans to avoid, minimize or mitigate damage to the environment to the maximum extent feasible. The Proponent should fully explain any trade-offs inherent in the evaluation of GHG reduction measures, such as increased impacts on some resources to avoid impacts to other resources. The Proponent is required to quantify mitigation benefits.

Although it is unnecessary to provide a complete technological and financial analysis of all GHG reduction mitigation measures, it will benefit the Proponent to use functional and quantitative analyses and mock ups to assess feasible greenhouse gas reduction measures for this warehouse retail project, starting with measures that offer the greatest energy reductions, and then considering opportunities to improve ongoing operations. These assessments can inform an analysis of the feasibility of LEED and/or ENERGY STAR elements; for those elements not selected, the EIR must do a credible job in explaining why a particular efficiency or green power generation component is impracticable. For example, the EIR should consider the feasibility of implementing alternative energy sources for the project and/or purchasing power generated by renewable energy sources for any portion of the electricity use on the site. LEED certification for New Construction/Retail requires a 35 percent to 50 percent contribution of green power. Even if on-site power generation is not feasible, many projects now routinely commit to orienting and designing buildings for energy efficiency, and this project has proposed to incorporate lighting improvements, duct insulation, programmable thermostats, duct insulation, and a cool roof design. Other energy efficient measures, as explained below, also should be considered. Additional information on building design energy reduction measures and standards is available on many websites, including the following: <http://www.eere.energy.gov/>, <http://www.nahb.org>, [www.sbicouncil.org](http://www.sbicouncil.org), <http://www.aceee.org>, <http://www.ashrae.org/>, <http://www.coolroofs.org/> and <http://www.ornl.gov>.

The Division of Energy Resources (DOER) reviewed the EENF and has identified several measures worthy of consideration in the subsequent filing, and adoption into the project, where feasible, as detailed below.



In the event that the Proponent is not able to adopt one of these measures, the DEIR should provide technical and cost analyses to document the rationale for not making a commitment to a mitigation recommendation. The Proponent's energy model must be optimized for the MA Building Code, which is the baseline alternative for energy usage in calculating GHG emissions, as explained in the MEPA Greenhouse Gas Emissions Policy and Protocol. Also, it is recommended that BJ's contact the New Construction division of its electricity utility in Quincy, NStar, and its natural gas utility, National Grid, to take advantage of potential rebates available for the installation of highly energy efficient equipment. The following are among the suitable energy efficient measures for this project that should be considered fully and incorporated into the project to the greatest extent feasible.

High-Efficiency HVAC Systems – Compared to typical rooftop units, more efficient technologies may be feasible without a first-cost penalty. It should be noted that more efficient units provide definite economic benefits over the life of the system.

Energy Efficient Interior Lighting – T-8 lighting is the baseline in accordance with the MA Building Code. DOER recommends the installation of enhanced or "Super T8" lighting, T5 or metal halide lighting, and for all exit signs, LED lighting.

Insulation – The building envelope should be maximized for an airtight seal, including air ducts sealed with mastic, tested and then insulated; airtight curtain walls; and low U-value windows.

Maximize Interior Day-lighting – DOER recommends that this measure be thoroughly investigated, given that other big-box retailers, such as Wal-Mart, have incorporated interior day lighting successfully into their retail space.

Third Party Building Commissioning – Building commissioning is required by the MA Building Code but should be performed by a third party to ensure that the commissioning process is thorough and the energy performance of the building is maximized.

Building Energy Management Systems - To ensure that energy systems function as designed long term, DOER recommends that a strategy be developed for monitoring energy performance of the building, possibly through a building management system. A building energy management system can incorporate basic energy saving measures such as lighting and climate control. A system or strategy for monitoring energy performance would be expected to pay for itself by eliminating potential inefficient building energy operations, such as operating heating and cooling systems simultaneously in January.

Incorporate on-site renewable energy sources into projects –With an expected large flat roof, DOER recommends that at a minimum, the roof be constructed to support the added weight of a solar photovoltaic (PV) system for potential installation during project construction or at a future date. It should be noted that a rooftop PV system operates even more efficiently, due to added reflectivity, when installed on a white roof.

DOER further recommends that a life-cycle cost analysis be done in the EIR, considering the support of subsidies through the Commonwealth Solar and RPS programs, to evaluate the installation of a PV system during project construction under two scenarios: 1) construction, ownership and operation of a PV system by BJ's; or 2) construction, ownership, and operation of a PV system by a third party that will then enter into a long-term power purchase agreement with BJ's for the electricity produced by the system. If neither of these scenarios is economically feasible at this time, DOER recommends that BJ's continue to evaluate the opportunity for installing PV at a future date and state their willingness to host a third party owned PV array under a favorable power purchase agreement.

### Construction Period Impacts

The proposed project includes demolition of an existing 42,230 sf building. The DEIR should evaluate construction period impacts, including erosion and sedimentation, air quality and solid waste disposal and commit to measures to minimize construction impacts. MassDEP has noted that demolition and construction activities must comply with both Solid Waste and Air Quality control regulations. The Proponent should carefully review MassDEP's comments and demonstrate the project's consistency with the applicable Solid Waste and Air Quality control regulations. I ask that the Proponent participate in MassDEP's Clean Air Construction Initiative (CACI) and the MassDEP Diesel Retrofit Program to mitigate the construction-period impacts of diesel emissions to the maximum extent feasible. The CACI program helps Proponents identify appropriate mitigation for minimizing air pollution from construction vehicles such as retrofit of construction equipment with particulate filters and oxidation catalysts and/or use of on-road low sulfur diesel (LSD) fuel. The Proponent should consult with MassDEP during the preparation of the DEIR to develop appropriate construction-period diesel emission mitigation, which could include the installation of after-engine emission controls such as diesel oxidation catalysts (DOCs) or diesel particulate filters (DPFs). For more information on these technologies, see: <http://www.epa.gov/otaq/retrofit/verif-list.htm>.

### Mitigation

The DEIR should include a separate chapter on mitigation measures. This chapter should include a Draft Section 61 Finding (in the form of an updated letter of commitment for the MHD access permit) for all state permits that includes a clear commitment to mitigation, an estimate of the individual costs of the proposed mitigation, and the identification of the parties responsible for implementing the mitigation. A schedule for the implementation of mitigation, based on the construction phases of the project, should also be included. The DEIR should include conceptual plans for the proposed roadway improvements 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 proposed improvements. Any proposed mitigation located within the state highway layout must conform to MHD standards including provisions for lane, median and shoulder widths and bicycle lanes and sidewalks.

Response to Comments

In order to ensure that the issues raised by commenters are addressed, the DEIR should include a response to comments. This directive is not intended to, and shall not be construed to, enlarge the scope of the DEIR beyond what has been expressly identified in the initial scoping certificate or this certificate.

Circulation

The DEIR must be circulated in compliance with Section 11.16 of the MEPA regulations and copies should be sent to commenters as listed below, to any state agencies from which the Proponent will be seeking state permits and approvals, and to and to City of Quincy officials. A copy of the DEIR should be made available for review at the Quincy Public Library.

May 30, 2008  
Date



Ian A. Bowles, Secretary

## Comments received:

4/23/2008	Department of Environmental Protection (MassDEP), NERO
5/22/2008	Executive Office of Transportation - Massachusetts Highway Department (MHD)
5/22/2008	City of Quincy, Department of Planning and Community Development (PCD)
5/23/2008	Department of Conservation and Recreation (DCR)

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EEA #14233 EENF