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December 29th, 2006

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

PROJECT NAME: Quabbin Resort Development
PROJECT MUNICIPALITY: Belchertown
PROJECT WATERSHED: Connecticut River Basin
EOEA NUMBER: 13913
PROJECT PROPONENT: Bridgeland Development of Massachusetts, LLC
DATE NOTICED IN MONITOR: November 22, 2006

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). By a separate Certificate issued today, I have proposed to grant a Waiver allowing Phase 1 of the project to proceed prior to the completion of the EIR for the entire project.

Project Description

As described in the Expanded Environmental Notification Form (EENF), the project proposes the development of a mixed use health and wellness-themed resort on the site of the former Belchertown State School. Project development will occur within previously developed areas now occupied by the vacant school. As currently envisioned, the development will include a 600-room hotel and spa, conference center, health and wellness center, auditorium, equestrian center, multi-use office buildings, restaurants, retail, a museum, and outdoor recreational activities. Also included in the project is the development of a 3.2-acre out-parcel located north of the intersection of Route 202 (State Street) and Route 21 (Turkey Hill Road), which will be used for commercial and retail space. The project will be serviced by town water and sewer; and main access to the site will be from State Street.

The project site is approximately 155.5 acres and is located north of Route 21/202 approximately 0.5 miles west of Belchertown Center. The site is bound to the northeast by Jackson Street and an active railroad, to the southeast by State Street/Route 21/202, and to the southwest by Route 202. The New England Small Farms Institute (NESFI) lies to the west of the site. There are numerous wetland resources on site including a large wetland in the southwest corner of the site that includes Lake Wallace, which drains northward through a red maple swamp into a small tributary that empties into Lampson Brook. There is also a large red maple swamp in the southeast corner of the property adjacent to the railroad.

The project site is the location of the former Belchertown State School which was managed by the Massachusetts State Department of Mental Retardation prior to closing in 1992. The site was formerly owned by the Division of Capital Asset Management (DCAM) who sold 272 acres of the site to the Belchertown Economic Development Industrial Corporation (BEDIC) in 2002. In May of 2006, BEDIC signed a Memorandum of Agreement and a Purchase and Sale Agreement for 155.5 acres of the property with Bridgeland Development, LLC, the project proponent. In October of 2006, the Town voted to create a new district called the "Belchertown Town Center & Resort Invested Revenue District" around the existing school site to facilitate the proposed mixed-use development. The Belchertown State School is listed in the State Register of Historic Places. There are approximately 45 unoccupied buildings within the project site, in various stages of disrepair. Several of the historic buildings on site will be renovated or re-used as part of the development.

MEPA Jurisdiction

The project is undergoing MEPA review and requires the preparation of an EIR pursuant to Section 11.03(1)(a)(1) and 11.03(1)(a)(2) of the MEPA regulations, because it will result in the direct alteration of more than 50 acres of land and the creation of more than 10 acres of new impervious surface; and Section 11.03(6)(a)(6) and 11.03(6)(a)(7), because the project will result in more than 3,000 new average daily vehicle trips (adt) and require the construction of more than 1,000 new parking spaces. The project also exceeds the following ENF review thresholds: Section 11.03(5)(b)(3)(c) because the project requires the construction of new sewer mains greater than ½ a mile in length; Section 11.03(5)(b)(4)(a) because the project will result in an expansion of discharge to a sewer system of more than 100,000 gpd of wastewater; and Section 11.03(10)(b)(1) because the project will result in the demolition of structures listed in the State Register of Historic Places.

The project requires the following permits and/or review: a National Pollutant Discharge Elimination System (NPDES) Construction General Permit from the U.S. Environmental Protection Agency (EPA); an Access Permit from the Massachusetts Highway Department (MHD); a Sewer Extension Permit from the Department of Environmental Protection (MassDEP); and review from the Massachusetts Historical Commission (MHC). At the local level, the project will require Site Plan Review from the Belchertown Planning Board; a Special Permit from the Belchertown Zoning Board of Appeals; and an Order of Conditions from the Belchertown Conservation Commission.

The proponent is not seeking financial assistance from the Commonwealth. Therefore, MEPA jurisdiction applies to those aspects of the project within the subject matter of required or

potentially required permits with the potential to cause Damage to the Environment. In this case, MEPA jurisdiction extends to land alteration, stormwater, wetlands, wastewater, transportation and historic resources.

Request for a Phase 1 Waiver

The proponent submitted an Expanded Environmental Notification Form (EENF) for the project with a request for a waiver to allow Phase 1 of the project to proceed prior to completion of the EIR. Work proposed to be included under the Phase 1 Waiver includes the demolition of 25 buildings, of which 17 are considered to be contributing elements to the Belchertown State School National Register Historic District and the demolition of underground tunnels at the project site. Phase 1 will also involve some clearing of brush and small trees. The waiver request was discussed at the consultation/scoping session for the project which was held on December 13, 2006. Following the public consultation session held for the project, the proponent submitted a letter to the MEPA office and site visit attendees regarding the expected use of District Improvement Financing (DIF) for portions of the project and clarifying that the proposed Phase 1 work would be paid for by the proponent. In a separate Certificate issued today, I have proposed to grant the proponent's request for the Phase 1 waiver.

The redevelopment of the subject property into a destination resort will result in significant changes to the Town of Belchertown and the greater region, and it is important that the project's impacts are carefully reviewed and minimized so that the potential benefits and opportunities that could result from the project are fully realized. Comments on the EENF raise concerns about the potential of a Phase 1 Waiver to segment review of the project and its impacts. However, as outlined in the Record of Decision for the project issued today, the proponent has adequately demonstrated that the Phase 1 activities meet the standards at 301 CMR 11.00 for a Waiver. Furthermore, I am confident that the preparation of a thorough Draft EIR for the entire project will serve to document the full impacts of the project and to demonstrate that the project will comply with MEPA and meet the performance standards of required permits and regulations.

SCOPE

General

The Draft EIR (DEIR) should follow the general guidance for outline and content contained in Section 11.07 of the MEPA regulations, as modified by this Certificate. The DEIR should be circulated in compliance with Section 11.16 of the MEPA regulations and copies should be sent to any state agencies from which the proponent will seek permits or approvals, to the list of "comments received" below and to Belchertown officials. A copy of the EIR should be made available for public review at the Belchertown Public Library.

The DEIR should include a thorough description of the project and all project elements and construction phases. The DEIR should include an existing conditions plan illustrating

resources and abutting land uses for the entire project area and a proposed conditions plan (or plans) illustrating proposed elevations, structures, access roads, stormwater management systems and utility connections. The DEIR should discuss development plans, impacts and permitting for the 3.2-acre out-parcel. The proponent should provide a discussion of public access to the site and should discuss whether any open space on the site will be permanently protected. I encourage the proponent to respond to concerns raised at the MEPA site visit and in comments on the EENF regarding the proposed equestrian facility.

Project Permitting and Consistency

The DEIR should briefly describe each state permit required for the project, and should demonstrate that the project meets any applicable performance standards. In accordance with Section 11.01(3)(a) of the MEPA regulations, the DEIR should also discuss the consistency of the project with any applicable local or regional land use and open space plans, and address the requirements of Executive Order 385 (Planning for Growth). The DEIR should provide an update on local permitting for both phases of the project and discuss any changes to project design since the filing of the EENF.

Alternatives

The DEIR requires a comprehensive alternatives analysis in order to ascertain which site layout minimizes overall environmental impacts. 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 property has been the subject of an extensive redevelopment planning process involving the Belchertown Economic Development and Industrial Corporation (BEDIC). The BEDIC is a nonprofit, quasi-governmental organization dedicated to the redevelopment of the former Belchertown State School. It is governed by seven volunteer Directors and two Associate Members, all town residents. Various planning efforts including a charette with residents and meetings with local legislators and other stakeholders resulted in the development of a Master Plan and Development Strategy for the Belchertown State School Property in September of 2005.

The EENF presents the No-Build and the preferred alternative. The DEIR should also present alternative development scenarios that were considered during the redevelopment planning process, and should explain how the proposed project was selected as the preferred plan. In addition, the DEIR should discuss alternative building configurations and a reduced build alternative that might result in fewer impacts, particularly related to the creation of impervious surface, parking and traffic. The DEIR should fully explain any trade-offs inherent in the alternatives analysis, such as increased impacts on some resources to avoid impacts to other resources.

Land Alteration and Drainage

The project will result in the creation of 17.7 acres of new impervious surface on the project site for a total of 35 acres of impervious coverage. The proponent proposes to construct approximately 2,300 parking spaces for the project. The DEIR should explain how the number of parking spaces was determined. If the parking supply is greater than the amount required under local zoning, the DEIR should explain why, and should examine the feasibility of an alternative with fewer spaces. Parking demand management should be a key component of the overall mitigation analysis.

According to the EENF, the project's stormwater management system will be designed in accordance with MassDEP's Stormwater Management Policy. Detention basins, bioretention basins, water quality structures and water quality swales will be constructed to mitigate the impact of the increased impervious area. The DEIR should include a detailed drainage plan that provides drainage calculations, pre- and post-construction run off rates and a detailed description of Best Management Practices. Details concerning the assumptions used in designing the stormwater system and sufficient information to demonstrate that the system meets MassDEP's Stormwater Management Policy should be included in the DEIR.

The DEIR should include an analysis of opportunities for recharge of runoff from impervious areas both from rooftops and other areas; improved source control of runoff throughout the site; and control of pollutants of concern (especially sediments, nutrients from the proposed equestrian facility, metals and petroleum-based pollutants). The proponent should commit to using porous pavement in lower use parking areas, as well as to creating rain gardens in parking lot islands and at lot edges for stormwater management and infiltration. The DEIR should also describe the operations and maintenance program for the drainage system to ensure its effectiveness including a schedule for maintenance and identification of responsible parties. The maintenance program should outline the actual maintenance operations, sweeping schedule, snow removal and de-icing policies, and back-up systems.

I encourage the proponent to consider Low Impact Development (LID) techniques in site design and storm water 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 of any LID measures that the proponent could incorporate into project design.

Wetlands

According to the proponent, the project will attempt to avoid impacts to wetland resources and will limit development activities to the buffer zone only. The EENF states that the project will result in the alteration of less than 5,000 sf of Bordering Vegetated Wetlands (BVW), and will comply with the performance standards for the Riverfront Area. The proponent intends to confirm wetland resources on the site with the Belchertown Conservation Commission by filing an Abbreviated Notice of Resource Area Delineation (ANRAD). All delineations of jurisdictional resource areas should be accomplished through flagging in the field and surveying, and should be presented in the DEIR on a scaled site plan. Delineation of the Mean Annual High Water Line (MAHWL) of all perennial rivers on site should be performed according to 310 CMR 10.58(2)(a)2. The proponent should address the significance of wetland resources on the site, including water supply, flood control, flows to intermittent and perennial streams, storm damage prevention and habitat prevention.

The DEIR should quantify impacts to jurisdictional resource area that will result from both phases of the project. It should describe the nature of all likely impacts that cannot be avoided, including grading, clearing and construction-related disturbances and whether they are temporary or permanent in nature. The proponent should explain how the project would comply with the performance standards in the wetlands regulations and demonstrate that the alteration of resource areas has been avoided and minimized. At the MEPA site visit for the project, the proponent indicated that it would consider the project a "new project" and not a redevelopment. The proponent should discuss this point as it relates to wetlands and stormwater permitting. The proponent should discuss whether a 401 Water Quality Certificate (314 CMR 9.00) will be required from MassDEP.

The proponent should discuss its plans to provide wetlands replication to mitigate for impacts to BVW. Typically, MassDEP recommends wetlands replication at a ratio of 2:1. A detailed wetlands replication plan should be provided which, at a minimum, should include: replication location(s); elevations; typical cross sections; test pits or soil boring logs; groundwater elevations; the hydrology of areas to be altered and replicated; list of wetlands plant species of areas to be altered and the proposed wetland replication species; planned construction sequence; and a discussion of the required performance standards and long-term monitoring.

Water and Wastewater

The project will receive drinking water from the Belchertown Water District (BWD) and is anticipated to require 134,338 gallons per day (gpd) of water. The BWD currently has a Registration and Permit under the Water Management Act (WMA) to withdraw a total volume of 0.37 millions of gallons per day (mgd). That volume will increase to 0.40 mgd in December 2008. The BWD's highest annual average use in the past five years has been 0.29 mgd. The proposed additional withdrawal of 134,338 gpd from the project would result in a total withdrawal of 0.418 mgd which is 0.048 mgd over the Town's existing registered and permitted withdrawal and 0.02 mgd over the 2008 withdrawal volume. According to MassDEP, the BWD's permit states that a new WMA withdrawal permit is required if the BWD annual average withdrawal exceeds the Registered and Permitted withdrawal by greater than 0.10 mgd. The proponent should consult with the BWD regarding availability of water and should address

MassDEP's concerns regarding drinking water in the DEIR. MassDEP also recommends that the BWD should commence the WMA permitting process well in advance of an exceedance of the allowable withdrawal.

According to the EENF, the project will generate 122,125 gallons per day (gpd) of wastewater, which will be discharged to the municipal sewer system. Approximately 3,000 linear feet of new sewer line will be installed on site to accommodate the sewer flows. The project will require a Sewer Extension/Connection permit from MassDEP. The DEIR should demonstrate that the proposed discharge of wastewater flows for the proposed project to the Town of Belchertown's sewer system is feasible. At a minimum, the DEIR should demonstrate that:

1. The Town of Belchertown's sewer system has sufficient design capacity to accommodate the proposed project's additional wastewater flows; and
2. The proponent has secured permission from the Town of Belchertown to treat the project's wastewater flows.

The DEIR should also respond to comments from the Belchertown Planning Board regarding water supply and wastewater.

Transportation

The project is anticipated to generate approximately 26,300 new vehicle trips per day (adt). An Access Permit is required from MHD for access to Route 202. The DEIR should include a transportation study prepared in conformance with the Executive Office of Environmental Affairs/Executive Office of Transportation (EOEA/EOT) Guidelines for EIR/EIS Traffic Impact Assessments. The Traffic Impact and Access Study (TIAS) should present capacity analyses and a summary of average and 95th percentile vehicle queues for each intersection within the study area. Any proposed traffic signal must include a traffic signal warrant analysis according to the Manual of Uniform Traffic Control Devices (MUTCD) standards. The traffic study should also include roadway segment analyses where applicable.

At a minimum, the traffic study should analyze the following state highway and local roadway locations:

- the Jackson Street/site drive intersections;
- the Route 202/site drive intersections;
- the Jackson Street/Hamilton Street intersection;
- the Route 202/Front Street/Stadler Street intersection;
- the Route 202/Howard Street intersection;
- the Route 202/Route 21 (Turkey Hill Road) intersection;
- the Route 202/Center School Street intersection;
- the Route 202 (State Street) at the Chestnut Hill Middle School driveway;
- the Route 202 (Maple Street)/Route 21 and Route 202 (North Main Street)/Route 181 (South Main Street) intersection;
- the Route 21 (Jabish Street)/Park Street intersection;
- the Route 21/East Walnut Street intersection;
- the Route 21/Everett Avenue intersection;

- the Route 21/Jensen Street intersection;
- the Route 181 (Mill Valley Road) at North Washington Street;
- the Route 21/Route 9 intersection;
- the Route 9/George Hannum Road intersection;
- the Route 9/Bay Road intersection;
- the Route 9/Route 202 intersection;
- George Hannum Road at Jackson Street; and
- Route 202 (East State Street) at Fred Ruel Street in Granby.

The proponent assumes that most traffic to the site from the Mass Pike will use Exit #7 and travel up Route 21 to Belchertown. However, comments from officials in neighboring communities raise concerns about project-related traffic on Route 181 in Palmer and on Route 9 in Hadley from travelers on I-91. The proponent should respond to these concerns in the DEIR. In response to comments from the Pioneer Valley Planning Commission (PVPC), the proponent should also analyze the project's impacts on the network of residential streets in both Belchertown and Granby that provide access to the back of the site.

The DEIR should identify appropriate mitigation measures for areas where the project will have an impact on traffic operations. The proponent should provide a clear commitment to implement mitigation measures and should describe the timing of their implementation based on the phases of the project, if any. The DEIR should include conceptual plans for the proposed roadway improvements that should be of sufficient detail to verify the feasibility of constructing such improvements. The conceptual plans should clearly show proposed lane widths and offsets, layout lines and jurisdictions, and the land uses (including access drives) adjacent to areas where improvement are proposed. Any mitigation within the state highway layout must conform to MHD standards, including but not limited to, provisions for lane, median and shoulder widths, and bicycle lanes and sidewalks.

Transportation Demand Management

The DEIR should include a comprehensive Transportation Demand Management (TDM) program that investigates all feasible measures aimed at reducing site trip generation. The TDM program should identify measures and incentives to encourage the use of alternative modes such as transit, walking, and bicycling. The TDM plan should include specific measures that have been successful in reducing trip generation for mixed-use establishments. The proponent should respond to suggested measures provided by MassDEP in their comments on the EENF. The TDM plan should identify the existing modes along the corridor such as transit, walking and bicycling; analyze their existing and future conditions based on the project's impacts; and provide improvements to attract mode usage. The proponent should provide clear commitment to implement and continuously fund any evaluated TDM measures deemed feasible to sustain and/or increase mode usage over time to ensure a balanced and functional transportation system along the corridor.

The proponent should discuss the potential of working with the Pioneer Valley Transit Authority (PVTA) to expand existing transit service in Belchertown. In addition, the DEIR should examine the feasibility of a shuttle transportation service for workers that may or may not

be provided by the PVTA. The DEIR should also discuss whether the project will require compliance with MassDEP's Ridesharing Regulation (310 CMR 7.16).

Air Quality

The projected vehicle trips from the project triggers MassDEP's requirement that the proponent conduct an air quality mesoscale analysis to determine if the proposed project will increase the amount of volatile organic compounds (VOCs) and nitrogen oxides (NOx) in the project area and to assess the project's consistency with the Massachusetts State Implementation Plan (SIP). The proponent should contact MassDEP's air quality program for guidelines on conducting the mesoscale analysis. If the analysis indicates an increase in VOC and NOx emissions, the proponent must develop mitigation measures to offset the increase. The results of the analysis and a description of any required mitigation should be submitted with the DEIR.

Historic Resources

The project site is located at the former Belchertown State School, which is listed in the State Register of Historic Places. The State Register campus consists of 107 buildings, sites and structures. The Quabbin Resort project area encompasses about 45 buildings and 4 areas of open space that are contributing sites to the historic district. Phase 1 of the project proposes the demolition of 25 buildings, 17 of which are considered to be contributing elements of the historic district. Six buildings are proposed for rehabilitation, including the highly deteriorated Auditorium and the prominently located Administration building.

MHC has determined that the project will have an "adverse effect" (950 CMR 71.05(a)) though the demolition of historic properties. The proponent should consult with the MHC and the Belchertown Historical Commission on ways to avoid, minimize or mitigate the adverse effect of the demolition of historic properties. A Letter of Understanding was signed between the BEDIC and MHC in 1995 that anticipated that a Memorandum of Agreement (MOA) would be developed to address the effects of redevelopment on historic properties at the site. The proponent should continue to consult with MHC to develop the MOA that will outline stipulations to resolve adverse effects to historic and archaeological properties. As outlined in the Record of Decision issued today on the proponent's Waiver Request, the MOA must be finalized before the Phase 1 activities commence.

The proponent should report in the DEIR on consultations with MHC and provide an expanded discussion on which buildings will be demolished and which will be retained as part of the project. A copy of the proponent's MOA should be submitted with the DEIR. The DEIR should discuss mitigation for impacts to historic resources, and should respond to comments from MHC regarding the project's proposed historical museum and the treatment of resources contained in the "Belchertown State Hospital Archives."

According to MHC, portions of the project site that have not been substantially and previously impacted are considered to be sensitive for containing important archaeological deposits and features. The building demolition activities that are proposed to occur during Phase 1 have the potential to inadvertently affect archaeological resources. The proponent must

develop and implement an archaeological avoidance and protection plan in consultation with MHC in advance of the Phase 1 work. To prepare the archaeological avoidance and protection plan, the proponent must conduct a reconnaissance archaeological survey (950 CMR 70). The proponent should note MHC's comments on the EENF for further guidance on the survey and avoidance and protection plan. The proponent's consultation with MHC will be incorporated into the MOA.

Sustainable Design

The proponent should evaluate sustainable design alternatives that can serve to avoid or minimize potential environmental impacts. Such alternatives may also reduce project development and long-term operational costs. The DEIR should discuss sustainable design alternatives evaluated by the proponent and describe measures proposed to avoid and minimize environmental impacts. I encourage the proponent to consider high-performance/green building and other sustainable design measures to avoid and minimize environmental impacts. Such measures may include:

- Leadership in Energy and Environmental Design (LEED) certification;
- water conservation and reuse of wastewater and stormwater;
- use of renewable energy;
- ecological landscaping;
- optimization of natural day lighting, passive solar gain, and natural cooling;
- an annual audit program for energy and water use, and waste generation;
- energy-efficient Heating, Ventilation and Air Conditioning (HVAC), lighting systems, and appliances, and use of solar preheating of makeup air;
- use of building supplies and materials that are non-toxic, made from recycled materials, and made with low embodied energy;
- incorporation of an easily accessible and user-friendly recycling system infrastructure into building design; and
- implementation of a solid waste minimization and recycling plan.

Construction Period Impacts

The DEIR should include a discussion of construction phasing, evaluate potential impacts associated with construction activities, and propose feasible measures to avoid or eliminate these impacts. The proponent must comply with MassDEP's Solid Waste and Air Quality Control regulations. The proponent should implement measures to alleviate dust, noise and odor nuisance conditions which may occur during the construction activities. I encourage the proponent to consider participating in MassDEP's Clean Construction Equipment Initiative consisting of an engine retrofit program and/or use of low sulfur fuel to reduce exposure to diesel exhaust fumes and particulate emissions during construction.

Hazardous Waste

As detailed in the MassDEP comment letter, the project site has been impacted by numerous releases of oil and/or hazardous materials in the past. I strongly recommend that the

proponent consult with MassDEP's Bureau of Waste Site Cleanup (BWSC) in the final design of this project to explore what impacts, if any, the proposed project might have on these hazardous waste release sites. The proponent should ensure that the project contractors and sub-contractors maintain an emergency response plan for performing appropriate response actions in the event that contamination is encountered during project construction. The proponent should refer to MassDEP's comments regarding notification pursuant to the Massachusetts Contingency Plan (310 CMR 40.00) in the event that any oil and/or hazardous material is identified during project implementation, and provide an update in the DEIR should any site contamination issues arise.

Mitigation

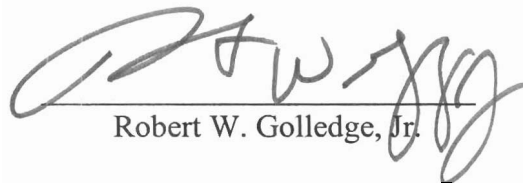
The DEIR should contain a separate chapter on mitigation measures. It should include a Draft Section 61 Finding for required state permits and a Letter of Commitment for use by MHD that includes a clear commitment to mitigation, an estimate of the individual costs of the proposed mitigation, and the identification of the parties responsible for implementing the mitigation. The DEIR should provide a schedule for the implementation of the mitigation, based on the construction phases of the project.

Response to Comments

The DEIR should respond to comments received from state agencies, local officials and public citizens, in as much as the comments are within MEPA's jurisdiction. The proponent should use either an indexed response to comment format, or direct narrative response. The DEIR should present additional narrative and/or technical analysis as necessary to respond to the concerns raised.

December 29, 2006

Date



Robert W. Gollidge, Jr.

Comments Received:

12/20/2006	Town of Palmer, Planning Board
12/20/2006	Pioneer Valley Planning Commission
12/21/2006	Massachusetts Historical Commission
12/21/2006	Epsilon Associates, Inc., for the Proponent
12/21/2006	Town of Belchertown, Planning Board
12/22/2006	Alexandra Dawson
12/22/2006	Department of Environmental Protection, Western Regional Office
12/22/2006	Elisa Campbell
12/22/2006	Water Supply Citizens Advisory Committee/Judith Eiseman
12/22/2006	Belchertown Conservation Commission
12/26/2006	Executive Office of Transportation

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