

**RELICENSING STUDY 3.6.4
ASSESSMENT OF DAY USE
AND OVERNIGHT FACILITIES
ASSOCIATED WITH
NON-MOTORIZED BOATS**

**Northfield Mountain Pumped Storage Project (No. 2485)
and Turners Falls Hydroelectric Project (No. 1889)**

Prepared for:



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MARCH 2015

EXECUTIVE SUMMARY

FirstLight Hydro Generating Company (FirstLight), a subsidiary of GDF SUEZ North America, Inc., is the current licensee of the Northfield Mountain Pumped Storage Project (Northfield Mountain Project, FERC No. 2485) and the Turners Falls Hydroelectric Project (Turners Falls Project, FERC No. 1889). FirstLight has initiated with the Federal Energy Regulatory Commission (FERC, the Commission) the process of relicensing the two Projects using FERC's Integrated Licensing Process (ILP).

FERC issued its first study plan determination letter (SPDL) for the Turners Falls and Northfield Projects on September 13, 2013, approving the revised study plan (RSP) with certain modifications. FERC's SPDL required FirstLight to conduct an Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats, which is the subject of this report. The purpose of the study was to determine:

- the number of existing overnight and access facilities to support self-powered boating trips;
- the need for additional and future facilities;
- the feasibility of alternate walkable canoe portages;
- the need for and possible locations for future carry-in boat facilities;
- the adequacy of spacing of existing facilities for non-motorized boating day use trips;
- the need for additional and future facilities;
- the consistency of seasons of operation of facilities with actual river use within the study area; and;
- the sufficiency of current recreation facilities and need, if any, for new or improved facilities and potential improvements with respect to multiple day non-motorized boat trips.

Though the Project boundary for the Turners Falls and Northfield Mountain Projects extends from Vernon Dam to just downstream of Cabot Station, a distance of approximately 23 river miles, the study area for this assessment extended an additional nine and one-half (9.5) miles downstream of the Project boundary to the Sunderland Bridge (Route 116).

An internet background search to review plans, reports, designations, programs or information pertinent to this section of the river, the Connecticut River Paddlers' Trail, and river use and access was conducted. In addition, research was conducted to identify guidelines and actual spacing used for other water trails in New England and beyond. Consultation with the Connecticut River Watershed Council (CRWC), Appalachian Mountain Club (AMC), Massachusetts Department of Recreation and Conservation (MADCR), National Park Service (NPS), American Whitewater (AW), New England FLOW (NEFLOW), Friends of the Connecticut River Paddlers' Trail (FCRPT), and Vermont River Conservancy (VRC) for additional plans and information pertinent to non-motorized boating in the study area was also conducted. The purpose of this research was to gain an understanding of present use and recreation facilities, short and long range planning efforts, and perceived needs of various interested organizations in developing, promoting and managing non-motorized boating use in the study area.

A field investigation was conducted by boat of the Turners Falls Impoundment (TFI) from Vernon Dam to Turners Falls Dam and from Cabot Station to Sunderland Bridge (Route 116), and by vehicle and on-foot of the Turners Falls bypass reach on August 28th - 29th, 2014. The field assessment included existing formal and informal facilities and site locations that could serve as possible campsites and access sites if

additional sites should be needed in the future. Field work included boating the shorelines of the TFI and the Connecticut River from Cabot Station to the Sunderland Bridge to identify and ground verify the locations of existing and potential campsites, access sites, and portage routes. Sites on FirstLight and public land were assessed by walking the sites, while sites on private land were assessed by what could be observed from the boat and immediate shoreline without trespassing. The alternative hand-carry portage trail routes were driven and walked on various dates during field components of other recreation-related field studies.

The background research identified three (3) formal existing campsites, ten (10) formal existing access sites, 21 possible locations for campsites, and four (4) possible locations for access sites in the study area, if additional sites were determined needed in the future. The field assessment identified eight (8) additional possible locations for campsites and seven (7) additional possible locations for access sites in the study area if additional campsites or access sites were determined needed in the future.

Figures based on aerial photography were developed with the locations of all identified existing and potentially suitable campsites and access sites marked and distances between sites were calculated. Research on existing water trails and water trail development guidelines was conducted. Data on the operating seasons of existing campsites and access sites and occupancy rates for commercial campsites in the study area were collected. Of the 3 existing overnight campsites and 10 public access sites located within the study area, the number of existing campsites and access sites owned and operated by FirstLight within the Turners Falls Project boundary was found to be three (3) and six (6), respectively. In the 9.5 mile study reach downstream of the Project boundary, the study found three (3) access sites and no known approved formal campsites, although several informal campsites exist on private and State property.

Existing campsites and access sites were mapped and river mile distances between all campsites and all access sites were calculated. The study found that the distance between existing campsites within the Turners Falls Project boundary ranges from 6.8 and 10.4 miles, which is consistent with recreational planning guidelines for campsite spacing of between 3-15 miles used on other trails, and is also consistent with FCRPT's short term goal of 15 mile spacing between campsites. With respect to access, the study found the distance between existing access sites to range between 1.3 miles and 9 miles, which is also consistent with planning guidelines for other water trails and with the FCRPT's goal of access every 5 to 10 miles.

Three (3) existing informal access points to the Turners Fall bypass reach for non-motorized boating access were also assessed and are discussed in the study report for Study No. 3.6.6 *Whitewater Boating Evaluation*. Whitewater boating opportunities in the bypass reach occur when water is spilled at Turners Falls dam and can vary depending on time of year, operational needs and constraints, tributary inflows and weather events. Due to the nature of the bypass reach, use of these access sites would be limited to boaters skilled and experienced with whitewater boating.

The feasibility of developing a walkable portage trail around Turners Falls Dam was also assessed as part of this study. Potential portage routes assessed would utilize the Canalside Trail Bike Path, a non-motorized paved multi-use trail that parallels Station No. 1 and Cabot Station power canal to Cabot Station, then follow public side streets to the lower section of the Canalside Trail Bike Path to the existing portage put-in site at Poplar Street. One alternative route downstream of Cabot Station to the Poplar Street Access was also assessed. The Canalside Trail Bike Path could be utilized as a hand carry portage route (approximately three miles) around Turners Falls Dam and the bypass reach; however, the existing vehicle portage provided by FirstLight also provides sufficient portage around the Turners Falls Dam.

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LIST OF ABBREVIATIONS

AMC	Appalachian Mountain Club
AW	American Whitewater
cfs	cubic feet per second
CRWC	Connecticut River Watershed Council
CT	Connecticut
DOI	United States Department of the Interior
ESRI	Environmental Systems Research Institute
FCRPT	Friends of the Connecticut River Paddlers' Trail
FERC	Federal Energy Regulatory Commission
FirstLight	FirstLight Hydro Generating Company
4WD	Four-wheel drive
GIS	Geographic Information Systems
IDNR	Iowa Department of Natural Resources
GPS	Global Positioning System
ILP	Integrated Licensing Process
KM	KM Digital Productions
MA	Massachusetts
MADCR	Massachusetts Department of Conservation and Recreation
mi ²	Square miles
NEFLOW	New England FLOW
NFCT	Northern Forest Canoe Trail
NH	New Hampshire
NOI	Notice of Intent
NOSC	Northfield Open Space Committee
NPS	National Park Service
PAD	Pre-Application Document
PSP	Proposed Study Plan
QII	Quinnetukut II
RI	Rhode Island
RM	River mile
RSP	Revised Study Plan
SD1	Scoping Document 1
SD2	Scoping Document 2
SPDL	Study Plan Determination Letter
TFI	Turners Falls Impoundment
the Commission	Federal Energy Regulatory Commission
TPL	Trust for Public Land
2WD	Two-wheel drive
VRC	Vermont River Conservancy
VT	Vermont
WMA	Wildlife Management Area

1 INTRODUCTION

FirstLight Hydro Generating Company (FirstLight), a subsidiary of GDF SUEZ North America, Inc., is the current licensee of the Northfield Mountain Pumped Storage Project (Northfield Mountain Project, FERC No. 2485) and the Turners Falls Hydroelectric Project Turners Falls Project, FERC No. 1889). FirstLight has initiated with the Federal Energy Regulatory Commission (FERC, the Commission) the process of relicensing the Northfield Mountain Project and Turners Falls Project using FERC's Integrated Licensing Process (ILP). The current licenses for the Northfield Mountain Project and Turners Falls Project were issued on May 14, 1968 and May 5, 1980, respectively, with both set to expire on April 30, 2018.

As part of the ILP, FERC conducted a public scoping process during which various resource issues were identified. On October 31, 2012, FirstLight filed its Pre-Application Document (PAD) and Notice of Intent (NOI) with FERC. The PAD included FirstLight's preliminary list of proposed studies. On December 21, 2012, FERC issued Scoping Document 1 (SD1) and preliminarily identified resource issues and concerns. On January 30 and 31, 2013, FERC held scoping meetings for the two Projects. FERC issued Scoping Document 2 (SD2) on April 15, 2013.

FirstLight filed its Proposed Study Plan (PSP) on April 15, 2013 and, per the Commission regulations, held a PSP meeting at the Northfield Visitor Center on May 14, 2013. Thereafter, FirstLight held ten resource-specific study plan meetings to allow for more detailed discussions on each PSP and on studies not being proposed.¹ On June 28, 2013, FirstLight filed with the Commission an Updated PSP to reflect further changes to the PSP based on comments received at the meetings. On or before July 15, 2013, stakeholders filed written comments on the Updated PSP. FirstLight filed a Revised Study Plan (RSP) on August 14, 2013 with FERC addressing stakeholder comments. Included in the RSP was Study No. 3.6.4 *Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats*. FERC approved the study plan for Study No. 3.6.4, in its Study Plan Determination Letter (SPDL) dated September 13, 2013, with modifications. The FERC modifications were a requirement to consult with stakeholders to identify study plan literature for review and possible locations for future carry-in boat facilities, and to participate in the FirstLight field assessment.

As stated in the Study Plan, the study objectives were to:

- Determine the number of overnight recreation facilities located within the Project boundary, plus downstream areas along both sides of the shoreline of the Connecticut River down to the Sunderland Bridge including the number, capacity, and types of amenities available;
- Determine if alternate walkable canoe portage trails are feasible;
- Determine the need for and possible locations for future carry-in boat facilities (particularly at Turners Falls Dam, Station #1, Cabot Station, and the Deerfield River Confluence) and overnight facilities;²
- Determine if current facilities are adequately spaced for non-motorized boating day use trips;

¹ The ten meetings were held on May 14, 15, 21, and 22, and June 4, 5, 11, 12, and 14 and August 8.

² Possible locations for future carry-in boat facilities to the Turners Falls bypass reach are discussed in the study report for Study No. 3.6.3 *Whitewater Boating Evaluation*.

- Determine if improvements are necessary at existing facilities to meet current and near future use particularly at put-in and take-out facilities; and
- Determine if the seasons of operation are consistent with actual river use.

The Study Plan also stated that the study would culminate in a report discussing the sufficiency of current recreation facilities and need, if any, for new or improved facilities and potential improvements with respect to multiple day non-motorized boat trips. The Study Plan indicated that a map depicting the current locations of facilities and potential future campsites and access sites will also be included as part of the report, and that a table showing ownership and management of existing and potential sites along with the facility type and number of overnight sites will be provided in the report.

Prior to initiating work on this study, FirstLight attended a Friends' of the Connecticut River Paddlers' Trail (FCRPT) meeting on July 17, 2013 in Hadley, MA. Representatives of the Trust for Public Land (TPL), Appalachian Mountain Club (AMC), Vermont River Conservancy (VRC), Massachusetts Department of Conservation and Recreation (MADCR) and Connecticut River Watershed Council (CRWC) were also in attendance. At the meeting, TPL exhibited a map of the MA-CT river section showing the locations of existing and potential access and recreation sites developed from a 2012 inventory conducted by the VRC. In a post-meeting discussion, FirstLight asked TPL for their GIS data layers from the 2012 inventory for use when conducting the field component of this study. TPL indicated a willingness to provide the information. After numerous email and phone calls, FirstLight was provided with the GIS shapefile on July 10, 2014.

Field work for this study was intended to be conducted in conjunction with interested agencies and organizations. The National Park Service (NPS), AMC, CRWC, VRC, FCRPT, and MADCR were notified on August 20 and 21, 2014 of the dates when field work for this study would be conducted, and were invited to participate. Follow up emails to those interested in participating in the field work were sent on August 22-27 confirming arrangements. Field work was conducted and completed on August 28-29, 2014. Representatives from AMC, CRWC, and the Northfield Open Space Committee (NOSC) participated in the field work on one or both days. Prior to conducting the field investigation, available municipal property records were reviewed to determine general (FirstLight, private, public) land ownership adjacent to the study area. Field work included boating the shorelines of the study area and ground verifying the locations of existing campsites and access sites as well as the locations of possible, additional campsites and access sites, if determined needed, including those identified in the "MA-CT Expansion Feasibility Study." The field work assessed the adequacy of existing sites and whether the additional sites were potentially suitable locations for campsites and access sites, if determined needed in the future. Areas where potential canoe hand carry portage trails could be located were also investigated.

An internet search was conducted regarding information on the Connecticut River Paddlers' Trail and the AMC's "River Guide, Massachusetts, Connecticut, Rhode Island" 4th Edition (2006), and "River Guide, New Hampshire/Vermont" 4th Edition ([Fiske, 2007](#)), CRWC's "The Connecticut River Boating Guide, Source to the Sea" 3rd Edition ([Sinton & Farnsworth, 2007](#)), and VRC's "Connecticut River Paddlers' Trail MA-CT Expansion Feasibility Study" ([AMC, 2013](#)) were reviewed for information regarding facilities, access and use of the Connecticut River through the study area.

On October 16, 2014 CRWC, AMC, MADCR, NPS, American Whitewater (AW), New England FLOW (NEFLOW), FCRPT, and VRC were consulted regarding plans, reports, programs or information pertinent to this study and river access points that are used to hand launch watercraft. A consultation record of correspondence and meetings related to this study can be found in [Appendix A](#).

2 STUDY AREA

The study area for this assessment was the Connecticut River from Vernon Dam to the Sunderland Bridge (Route 116) in Sunderland, MA; a distance of approximately 32.5 miles. The study area includes the portion of the Connecticut River that lies within the FERC Project boundary for the Turners Falls and Northfield Mountain Projects which extends from Vernon Dam to just downstream of Cabot Station, a distance of approximately 23 river miles. The upper end of the study area includes areas located within both the FERC project boundary for the Vernon Hydroelectric Project (FERC No. 1904) and the FERC project boundary for the Turners Falls and Northfield Mountain Projects. In addition the study area encompasses an additional 9.5 miles of river downstream of Cabot Station, which is outside the Project boundary.

The Connecticut River Valley is generally narrow in the vicinity of the Turners Falls Project and Northfield Mountain Project, with some areas of floodplain characterized by river and stream terrace silt, sand, and gravel. Other areas are characterized by steep rocky banks, especially the French King Gorge area, immediately downstream of the Northfield Mountain Project's tailrace ([FirstLight, 2012](#)).

The Turners Falls Project and Northfield Mountain Project are located on the Connecticut River in the states of Massachusetts (MA), New Hampshire (NH) and Vermont (VT). The greater portion of the Turners Falls Project and Northfield Mountain Project, including developed facilities and most of the lands within the Project boundary, are located in Franklin County, MA; specifically, in the towns of Erving, Gill, Greenfield, Montague, and Northfield. The northern reaches of the Turners Falls Project and Northfield Mountain Project boundary extend into the town of Hinsdale, in Cheshire County, NH, and the town of Vernon, in Windham County, VT ([FirstLight, 2012](#)).

The Turners Falls Dam is located at approximately river mile 122 (above Long Island Sound) on the Connecticut River, at coordinates 42°36'38.77" north and 72°33'05.76" west, in the towns of Gill and Montague, MA. The tailrace of the Northfield Mountain Project is located approximately 5.2 miles upstream of Turners Falls Dam, in the town of Northfield, MA. The Upper Reservoir of the Northfield Mountain Project is located atop Northfield Mountain in Erving, MA ([FirstLight, 2012](#)).

The Turners Falls Impoundment (TFI), created by the Turners Falls Dam (which also serves as the lower reservoir for the Northfield Mountain Project), is approximately 20 miles long, extending upstream through the Connecticut River valley to the base of Vernon Dam, located in Vernon, VT. Most of the TFI lies in MA; however, approximately 5.7 miles of the northern portion of the TFI are located in NH and VT. At the southwest end of the Turners Falls Dam is the gatehouse. Below the dam, originating at the gatehouse, is the Turners Falls power canal. Paralleling the power canal is a bypass reach of the Connecticut River. The power canal is approximately 2.1 miles long and has a design capacity of approximately 18,000 cubic feet per second (cfs). Paralleling the power canal is a 2.7 mile long bypass reach of the Connecticut River. The bypass reach of the Connecticut River receives flow from one major tributary, the Fall River, which empties into the upstream end of the bypass reach approximately 0.16 miles below the dam. The drainage area of Fall River is approximately 34.2 miles ([FirstLight, 2012](#)).

Associated with this power canal are two hydroelectric generating facilities: Station No. 1 and Cabot Station. Station No. 1 is located approximately one-third of the way down the power canal. Water is conveyed from the power canal, to a small branch canal that feeds the Station No. 1 turbines, before discharging into the bypass reach of the Connecticut River. Cabot Station is located at the downstream terminus of the power canal, where it rejoins the main stem of the Connecticut River. Station No. 1 and Cabot Station discharge into the Connecticut River approximately 0.9 miles and 2.7 miles downstream of the Turners Falls Dam, respectively ([FirstLight, 2012](#)).

The TFI, between Turners Falls Dam and Vernon Dam, has a water surface profile that varies depending upon the flow in the Connecticut River and the storage used for the Northfield Mountain Project. The profile slope steepens as the magnitude of flow increases. At pinch-points or hydraulic controls such as at the French King Gorge, the water level upstream of the hydraulic control is higher than below the gorge ([FirstLight, 2012](#)). Under the current FERC license, the TFI elevation may fluctuate between 176.0 feet (NGVD29) and 185.0 feet (NGVD29), as measured at the Turners Falls Dam ([FirstLight, 2012](#)).

3 METHODOLOGY

The methodology for Study 3.6.4 included three tasks: a literature review, field work, and report preparation.

3.1 Literature Review

An internet search was conducted and CRWC, AMC, MADCR, NPS, AW, NEFLOW, FCRPT, and VRC were consulted for additional plans, reports, programs or information pertinent to this study, and information on river access points within the study area that are used to hand launch watercraft.

An internet search was conducted to locate traffic count data for that portion of the study area between Turners Falls Dam and the Poplar Street Access for use in siting potentially suitable walkable canoe portage trail routes. An internet search was also conducted to identify applicable water trail guidelines regarding appropriate spacing between campsites and access sites for non-motorized boating day use and overnight trips.

FCRPT was contacted and GIS shape files and field data points on existing and potential facilities and access identified in the “Connecticut River Paddlers’ Trail MA-CT Expansion Feasibility Study” (February 8, 2013) were requested and provided by FCRPT.

Field maps of the study area were developed using ESRI ArcMap GIS for iPad showing locations of known and potential overnight sites and access points using the FCRPT data and data collected for the development of Study No. 3.6.2 *Recreation Facilities Inventory and Assessment*. Readily available municipal property records were reviewed to determine general (FirstLight, private, public) land ownership adjacent to the study area. NPS, AMC, CRWC, VRC, FCRPT, and MADCR were invited to participate in the field work component of the study by emails dated August 20-21, 2014. Follow up emails to stakeholders interested in participating in the field work were sent on August 22-27, 2014 confirming arrangements.

3.2 Field Work

On August 28, 2014 representatives of FirstLight, accompanied by representatives from CRWC and NOSC, conducted a field investigation by boat of the TFI from Vernon Dam to Turners Falls Dam. Due to the length of the day, CRWC and NOSC representatives were unable to participate in the assessment of sites downstream of the Tour Boat and Riverview Picnic Area. Field work included boating the shorelines of the study area, and identifying and ground verifying the locations of existing campsites and access sites, as well as locating potentially suitable locations for additional or alternative campsites and access sites, if needed in the future. This included those identified in the VRC “MA-CT Expansion Feasibility Study.” The location of each site was plotted and photographed ([Appendix B](#)). Sites on FirstLight and public land were assessed by walking the sites, while sites on private land were assessed through observations from the boat and immediate shoreline to avoid trespassing.

On August 29, 2014, representatives of FirstLight, accompanied by representatives from CRWC and AMC, conducted a field investigation of the Connecticut River from Sunderland Bridge (Route 116) to Cabot Station by boat and for a portion of the Turners Falls bypass reach by vehicle and foot. Due to the length of the day, CRWC and AMC representatives were unable to participate in the assessment of all sites in the Turners Falls bypass reach. The same data collection protocol was followed on August 28.

4 STUDY RESULTS AND ANALYSIS

4.1 Review of Existing Information

At the outset of the study, various documents, programs, plans and publications related to the Connecticut River Paddlers' Trail and existing and potential day and overnight non-motorized boating use of the river were reviewed. The review included federal and state designations of the watershed, river, and adjacent lands, local municipal plans, water trail assessment and planning documents, and boating guides.

As the largest river ecosystem in New England, the Connecticut River and its watershed has received several designations due to its regional and national significance:

- The watershed was designated the "Silvio O. Conte National Fish and Wildlife Refuge" by Congress in 1997. This was the first refuge of its kind, encompassing the entire watershed ecosystem; ([FWS, 2014](#)).
- The Connecticut River was one of 14 American Heritage Rivers designated in 1998 to receive special attention to further three objectives: natural resource and environmental protection, economic revitalization, and historic and cultural preservation; ([AHR, 2014](#))
- The Connecticut River Byway, a National Scenic Byway from NH-MA state line to South Hadley, MA was designated in 1999. The byway follows Routes 63 and 47 along the east side of the river approximately 39 miles. The program is a grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the U.S. based on one or more archeological, cultural, historic, natural, recreational and scenic qualities; ([USDOT, 2014](#)).
- The Connecticut River Greenway State Park is a Massachusetts linear state park paralleling the river for the 69 mile portion that flows through the state. The park connects key ecological areas, historical sites and recreational areas, including boat launches and other public lands. The park includes over 12 miles of permanently protected shoreline; ([MDCR, 2014](#))
- The Connecticut River was designated the first National Blueway by the Department of the Interior (DOI) in 2012. The Blueway designation recognizes and supports locally-led efforts to sustain the economic, recreational, and natural values of rivers and watersheds of national significance. The program was dissolved in 2014; however, the Connecticut River retained its designation. (National Blueways System; ([Fetcher & Edwards, 2012](#)))
- Municipal Open Space Plans. Many of the municipalities along the river within the study area have adopted open space and recreation plans that document natural, historic, recreational, and conservation resources in the respective communities, and identifies priorities for protecting and maintaining the resources as well as resident preferences for developing new resources. The following municipal plans were reviewed: Open Space and Recreation Plan, Town of Northfield (2013); 2011 Open Space and Recreation Plan, Town of Gill (2011); 2010 Open Space and Recreation Plan, Town of Montague (2010); Open Space and Recreation Plan, Town of Deerfield (2013); Open Space and Recreation Plan 2014-2020, The Town of Sunderland ([Sunderland, 2014](#)); and Livability Plan, Final Plan, Downtown Turner Falls ([Dodson & Flinker et al, 2013](#)).

All of the municipal plans highlight an interest and need for improving public access to the Connecticut River for recreational activities, and specifically carry-in access, which is deemed a

“high priority need” based on municipal focus group meetings and resident surveys conducted in developing the open space and recreation plans.

Friends of the Connecticut River Paddlers’ Trail MA-CT Expansion Feasibility Study

Initially developed by the Upper Valley Land Trust in 1992 to address paddlers’ interest in extended trips on the Connecticut River, the Connecticut River Paddlers’ Trail is a series of primitive campsites and river access points extending from the headwaters to the NH/VT/MA state line (approximately 240 miles). Since then, other entities have developed additional campsites and access on the upper river. FCRPT, a collaborative of partner organizations, was formed in 2009 to coordinate trail planning and development, campsite and access construction and maintenance, and promote the trail. The Vermont River Conservancy (VRC) coordinates the partners’ efforts, which now includes over 30 campsites and 70 designated access points ([Pollock, 2013](#)).

In cooperation with the AMC, TPL, and the Silvio O. Conte National Fish and Wildlife Refuge, a plan to extend the trail to Long Island Sound was initiated in 2012 and a “southern” trail chapter of the FCRPT was formed. Partners in the southern chapter of the FCRPT include AMC, CRWC, MADCR, and FirstLight, as well as many other entities ([Pollock, 2013](#)).

FCRPT’s “Management Protocol and Stewardship Guidelines” ([CRPT, 2013](#)) were developed for the paddlers’ trail to guide the process of collaborative development and management of the trail. The guidelines provide criteria for establishing new access points, campsite siting, design and amenities, and campsite maintenance and monitoring.

The VRC conducted a field reconnaissance of the Massachusetts section of the river in October 2012 and published its findings as the “Connecticut River Paddlers’ Trail MA-CT Expansion Feasibility Study” in February 2013. The field reconnaissance collected Global Positioning System (GPS) data and site conditions for all existing campsites and access points, as well as at locations for potential campsites. The report states there are 56 access points and six “official” campsites on the river in MA and Connecticut (CT), and that “in general, most access points are well maintained, well-spaced, and are in adequate condition”. It also states that there are numerous “informal” campsites along the river, with most of the informal sites being located on islands ([Pollock, 2013](#)).

The VRC report identifies the following existing access points and campsites in the study area for Study 3.6.4:

Access Points within the Study Area

Five (5) existing access sites located within the study area are noted in the report: Pauchaug Boat Launch, Riverview (Boat Tour and Riverview Picnic Area), Barton Cove (State Boat Launch), Poplar Street (Poplar Street Access), and Sunderland Bridge Boat Launch.³ The Boat Tour and Riverview Picnic Area is described as having no developed river access for paddlers and requiring a 300 foot boat and gear carry from the parking area. The VRC report describes the State Boat Launch as a well-developed state launch, but in need of restroom facilities. Based on data collected as part of Study 3.6.2, *Recreation Facilities Inventory and Assessment*, seasonal sanitation facilities are provided at the State Boat Launch.

³ The names of the facilities or sites in parentheses are the names used by FirstLight in the report for Relicensing Study 3.6.2. (FirstLight, Relicensing Study 3.6.2 *Recreation Facilities Inventory and Assessment*, September 2014).

The Poplar Street Access site is characterized as inadequate due to the steep, eroding slope from the parking area to the river. The Sunderland Bridge Boat Launch is described as easy access. According to the VRC report, the eleven mile gap between the Poplar Street Access and the Sunderland Bridge Boat Launch is one of the longest gaps between access sites along the river ([Pollock, 2013](#)).

Campsites within the Study Area

Munn's Ferry Campground (Munn's Ferry Boat Camping Recreation Area) and Barton Cove Campground (Barton Cove Nature Area and Campground) are the two "official" campgrounds identified in the VRC report, and the VRC report concludes that "thanks to the FirstLight facilities, camping is adequate in this reach" (Vermont border to Greenfield, MA). Both facilities require campsite reservations and the report indicates it may be difficult to reserve sites during the summer season. Campsite occupancy rates for the past five years, including the 2014 season for Munn's Ferry Boat Camping Recreation Area and Barton Cove Nature Area and Campground indicate, however, that there is surplus capacity at both facilities (see [Table 4.3-4](#)). The report also indicates that it may be advisable to develop an additional primitive campsite in the area. Kidd's Island is identified as a privately-owned island with several informal campsites. At the request of the Town of Northfield, however, camping on Kidd's Island is no longer permitted due to concerns over sewage handling by campers. VRC also identifies eleven locations between Pauchaug Boat Launch and Turners Falls Dam and ten sites between Poplar Street and Sunderland Bridge as potential primitive campsites locations. The report identifies the reach, downstream of the Turners Falls Project, between the Poplar Street Access and Sunderland Bridge as a priority area for establishing a campsite ([Pollock, 2013](#)).

VRC Report Summary Findings

The report summary states that access is largely adequate along the river (NH/VT/MA border to Long Island Sound) and that ample opportunities exist to establish additional campsites to support long-distance trips. The VRC study recommended next steps specific to the study area include: locate and establish new campsites between Barton's Cove (Rm 118) and River Highlands State Park (RM 35.5 in Cromwell, CT.; establish a long-term goal of a campsite every five (5) miles; and improve the "Turner's Falls access"⁴ ([Pollock, 2013](#)).

The VRC report also outlines challenges associated with the expansion of the trail into MA and CT, noting specifically: user conflicts between motorized and non-motorized users; restrictions to and/or management of legacy sites⁵; instituting a reservation system or member-only for campsite use versus a first-come/first-serve system; and long-term commitment by partners for management and stewardship that may require additional staffing ([Pollock, 2013](#)).

Connecticut River Watershed Council Connecticut River Boating Guide

The "Connecticut River Boating Guide, Source to Sea" 3rd Edition ([Sinton & Farnsworth, 2007](#)) published by CRWC includes information on mileage, navigability, difficulty, sources of flow information, portages, camping, and boating facilities for the entire river from the Canadian border to Long Island Sound. The Guide divides the river into 28 reaches with maps and specific information for each reach. The study area is included as Reach 18 (Vernon Dam to Turners Falls Dam) and Reach 19 (Turners Falls Dam to Sunderland), a large portion of which is located outside of the Project.

⁴ Based on the VRC report, it is believed the reference to the "Turner's Falls access" is in fact the Poplar Street Access site.

⁵ A legacy site is an informal campsite that has developed, usually without the landowner's approval, over time and receives some level of regular use. Site use may be limited to an individual or specific group of users.

The CRWC describes Reach 18 as 22 miles in length and is rated as a flatwater to Class I paddling trip. Boating facilities identified in this reach include the Governor Hunt Recreation Area (Governor Hunt Boat Launch/Picnic Area) as an unimproved boat launch, Stebbins Island as a water access only campsite, Pauchaug Brook Boat Launch (Pauchaug Boat Launch) as a hard surface boat launch, Munn's Ferry Campground (Munn's Ferry Boat Camping Recreation Area) as five water access only campsites, Riverview (Tour Boat and Riverview Picnic Area) as carry-in boat access, Barton Cove Campground (Barton Cove Nature Area and Campground) as carry-in boat access and 31 campsites, and Barton Cove Boat Launch (State Boat Launch) as a hard surface boat launch ([CRWC, 2007](#)).

The 11-mile long Reach 19, of which 9.5 miles are downstream of the Turners Falls Project boundary, is rated as a flatwater paddling trip. Boating facilities identified for this reach include the Poplar Street Access (unimproved, carry-in boat access) and the Sunderland Boat Launch (unimproved boat launch) ([CRWC, 2007](#)).

Appalachian Mountain Club River Guides

The AMC publishes river guides for NH/VT and for MA/CT/Rhode Island (RI). The AMC River Guide, New Hampshire-Vermont ([Fiske, 2007](#)) rates the Connecticut River from Vernon Dam to Turners Falls as a flatwater/quickwater, Class I-II paddling trip. The Guide states that the upper section of this reach to the French King gorge runs through farmland that "offers good camping sites". Take-out points for this reach are identified as the bridge that crosses the mouth of the Millers River (Cabot Camp Access Area) and the steel bridge 0.25 miles above Turners Falls Dam on river right (river right assumes one is looking in a downstream direction)⁶.

The AMC River Guide, Massachusetts, Connecticut, Rhode Island (4th Edition, 2006) also rates the Connecticut River from Vernon Dam to Turners Falls as a flatwater/quickwater, Class I-II paddling trip ([AMC, 2006](#)). The Guide identifies the Pauchaug Boat Launch, Munn's Ferry Campground (Munn's Ferry Boat Camping Recreation Area), Riverview (Tour Boat and Riverview Picnic Area), Cabot Camp Access Area, Barton Cove Campground (Barton Cove Nature Area and Campground), and Barton Cove Boat Launch (State Boat Launch) as access or overnight facilities on the section of river between Vernon Dam and Turners Falls Dam. The Guide also provides the telephone number for the Turners Falls Dam portage shuttle arrangements through FirstLight.

The 3.5 mile section of river below Turners Falls Dam to the Montague City Road bridge is described as "unrunnable, even by experienced canoeists."⁷ ([AMC, 2006](#)). The Guide characterizes the remaining section of the river to Sunderland as "easy paddling". Recreation sites identified along this reach include campsites on Cabot Island and Second Island, access at the Sunderland Boat Launch, and the informal access point on the opposite river bank from the Sunderland Boat Launch.

The Guide also contains an Appendix A: Canoe Camping along the Connecticut River. The appendix describes a two day (20 miles) canoe trip from Vernon Dam to Barton Cove with an overnight stay at Munn's Ferry Boat Camping Recreation Area.

⁶ There is no bridge in the location described in the Guide, but it appears to be the location of the so-called Red Suspension Bridge that was removed in 1942; however the bridge abutments are still in place (FirstLight, Relicensing Study 3.7.2-*Historic Architectural Resources Survey & National Register Evaluation*, December 2014).

⁷ A whitewater boating evaluation on this section of the river was conducted in July 2014 to evaluate boating opportunities. Results as to the boatability of this section of the river are presented in the final study report for Relicensing Study 3.6.3. (FirstLight, Study No. 3.6.3 *Whitewater Boating Evaluation*, March 2015).

In conjunction with stakeholder consultation for this study, AMC identified an informal access site on private property on river right downstream of the Poplar Street Access. The site is located near a potentially suitable location for a campsite identified in the FCRPT feasibility study (FCRPT site #040B). According to information provided by AMC, the site provides roadside parking and a trail with a gradual descent to the river. A stone fire ring at the site indicates that site may be used for informal camping as well.

KM Digital Productions Recreational Guides to the Connecticut River

KM Digital Productions (KM) produces a series of maps, “Recreational Guide to the Connecticut River” for the river between Bellow Falls, VT and Hartford, CT. The maps provide information on main channel water depths, marinas and boating services, public and private launch areas, hazards, trails, points of interest, and beaches and campgrounds. The study area is depicted on two maps: Vernon, VT to Turners Falls, MA (field data collected in 2007), and Turners Falls, MA to Hatfield, MA (field data collected in 2006). [KM Digital Productions (2008). Recreational Guide to the Connecticut River, Vernon, VT to Turners Falls, MA, KM Digital Productions (2007). Recreational Guide to the Connecticut River, Turners Falls, MA to Hatfield, MA].

KM identifies the following access points and campsites in the study area for Study 3.6.4:

Access Points within the Study Area

Eight (8) access points are identified on the maps: Governor Hunt Boat Launch (Governor Hunt Boat Launch/Picnic Area), Pauchaug Boat Launch, Barton Cove Recreation Area (Barton Cove Canoe and Kayak Rental Area), Barton Cove State Boat Launch (State Boat Launch), Poplar Street (Poplar Street Access), River Road Launch Area, Sunderland Boat Launch, and Sunderland River Access. The Governor Hunt and Pauchaug ramps are described as hard surface ramps suitable for canoes, kayaks and powerboats. Both the Barton Cove Canoe and Kayak Rental Area and the State Boat Launch are depicted as providing canoe and kayak access on the maps. The Poplar Street Access is described as having limited parking and a steep bank to the river. The River Road Launch Area, located on river right approximately one mile upstream of the Sunderland Boat Launch and River Access sites is described as “not well marked” with limited parking and a trail for carry in access. The Sunderland Boat Launch is described as an “unpaved launch ramp... suitable for canoes or kayaks” and small boats and is the “most popular of the three sites in this area” (KM 2007). The Sunderland River Access site provides parking and a trail to the river for carry-in access. Information is also provided for the FirstLight portage service around Turners Falls Dam.

Campsites within the Study Area

Four (4) camping areas/campsites are noted on the KM maps: Stebbins Island, Captain Kidd Island (Kidd’s Island), Munn’s Ferry (Munn’s Ferry Boat Camping Recreation Area), and Barton Cove Camping Area (Barton Cove Nature Area and Campground). The Stebbins Island campground is accessible by non-motorized boats only, is limited to small groups to minimize disturbance to nearby nesting eagles, and does not provide any facilities. Though campsites exist on Kidd’s Island, the map notes that the sites are private and not available to the public.⁸ The maps provide the locations, number of campsites, and reservation contact information for the FirstLight Munn’s Ferry Boat Camping Recreation Area and Barton Cove Nature Area and Campground.

⁸ Since publication of the maps, camping is no longer permitted on Kidd’s Island in accordance with the request of the Town of Northfield who has expressed concerns over sewage handling by campers.

4.2 Field Assessment

During the August 28 and 29, 2014 field assessment, the study team identified and ground-verified existing and possible locations for additional camping and access sites, if determined needed in the future, throughout the study reach both within and outside the Project boundary. The field assessment included sites identified through the background research and other sites located during the field assessment. The results of the field assessment are summarized in [Table 4.2-1](#) and [Table 4.2-2](#) and shown in [Figure 4.2-1](#).

[Table 4.2-1](#) is a compilation of existing access and campsites in the study area. As shown, ten (10) existing access sites and three (3) existing camping areas were confirmed within the study reach. Of these six (6) are located within the Project boundary, and are owned and operated by First Light. The remaining existing sites are owned and operated by others, as shown, including TransCanada (the licensee of the upstream Vernon Hydroelectric Project), the Commonwealth of Massachusetts, and Town of Sunderland. Also provided in the table is the location of each site described in terms of river miles downstream from Vernon Dam and whether the site is located on the right (river right) or left (river left) side of the river moving from upstream to downstream. Several of the existing sites included in this table were also evaluated with respect to site conditions and use as part of other Project relicensing studies, primarily the *Recreation Facilities Inventory and Assessment* (Study 3.6.2).

If additional camping or access sites are determined necessary in the future, [Table 4.2-2](#) identifies forty (40) possible locations that were evaluated in the field for additional future access or camping. Of these, 29 locations were evaluated for campsites; 10 locations were evaluated for access sites; and one location was evaluated for both access and camping. Many of the locations had been previously identified by other sources, but fourteen (14) locations evaluated in the field were locations that had not previously been identified.

A few sites that were identified in the background research described above were not evaluated during the field assessment component of Study 3.6.4 for the following reasons:

- Former Red Suspension Bridge site, River right ([Fiske, 2007](#)): The site consists of a former bridge abutment and ownership of the site is unknown. The site is opposite a residential area and located on a ninety-degree corner of Riverview Drive with none to extremely limited parking. There is good access with existing amenities (parking), available directly across the river at the Former Red Suspension Bridge site, River left.
- “Cabot Island” ([AMC 2006](#)): The AMC Guide notes a “Cabot Island” 6.5 miles upstream of Second Island. Research of several resources (USGS maps, Google Earth, DeLorme Atlas & Gazetteer, discussion with local staff) did not locate a Cabot Island within the study area. Based on measuring 6.5 miles upstream from the north end of Second Island, “Cabot Island” may be Site FCRPT 038.
- McClellan Farm Rd ([AMC 2014](#)): A potential campsite (FCRPT 040B) was observed from the boat and immediate shoreline (private ownership) near the McClellan Farm Road access site, but was not evaluated during field work due to its private ownership. Information regarding access at this site was provided by AMC after the field assessment was conducted (10-20-2014).
- Second Island ([AMC 2006](#)): Second Island is owned by the Commonwealth of Massachusetts and camping is prohibited on the island.
- River Road 2 ([KM 2007](#)): Observation from the boat of this area during the field assessment did not indicate this site as a potential put-in.

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Table 4.2-1: Results of Field Assessment - Existing Campsites and Access Sites within the Study Area

Site Name/ Designation	Facilities/ Amenities	Location ⁹	Access and/or Camping	Ownership ¹⁰	Located w/in Project ¹¹	Field Assessment Observations	Source ¹²
Governor Hunt Boat Launch/ Picnic Area ¹³	Hard surface boat launch	RM 0.1 River right	access	TransCanada	Partially		CRWC, KM, FL 3.6.2
Stebbins Island	Water access camping	RM 1.1 island	camping	TransCanada	Yes	Water approach better in right channel, steep bank in places, island should support multiple campsites ¹⁴	CRWC, KM, FL 3.6.4
Pauchaug Boat Launch	Hard surface boat launch	RM 6.5 River left	access	Commonwealth of MA.	Yes	Upstream sandy beach area used for carry-in launching	FCRPT, CRWC, AMC, KM, FL 3.6.2 & 3.6.4
Munn's Ferry Boat Camping Recreation Area	5 water access campsites, dock	RM 11.5 River left	camping	FirstLight	Yes	Fee site, reservation required	FCRPT, CRWC, AMC, KM, FL 3.6.2 & 3.6.4
Boat Tour and Riverview	Picnic area,	RM 14.7	access	FirstLight	Yes	Fee for tour boat	FCRPT,

⁹ River miles (RM) measurements are distance downstream from Vernon Dam, with Vernon Dam being river mile 0.0.

¹⁰ Extent of FirstLight shoreline property ownership varies along the river. It must be noted that private property may need to be crossed to some potential access sites that are shown as being located on property owned by FirstLight. In addition, depending on campsite setback from the shoreline, potential suitable campsite locations may lie off FirstLight property.

¹¹ The downstream limit of the Turners Falls Project boundary is located at approximately RM 23.

¹² Sources included: FL (FirstLight Relicensing Study Nos. 3.6.2 and 3.6.4 field assessments), FCRPT (Friends of the Connecticut River Paddlers' Trail MA-CT Expansion Feasibility Study) ([Pollock, 2013](#)), CRWC (The Connecticut River Boating Guide, Source to Sea, 3rd Edition) ([Sinton & Farnsworth, 2007](#)), AMC (AMC River Guide, New Hampshire/Vermont, 4th Edition ([Fiske, 2007](#)) and AMC River Guide, Massachusetts/Connecticut/Rhode Island, 4th Edition) ([AMC, 2006](#)), KM (Recreational Guide to the Connecticut River, Vernon, VT to Turners Falls, MA ([KMDP, 2008](#)) and Recreational Guide to the Connecticut River, Turners Falls, MA to Hatfield, MA) ([KMDP, 2007](#)).

¹³ The Governor Hunt Boat Launch/Picnic Area and Stebbins Island are located in the Project boundaries for both the Vernon Hydroelectric Project (FERC No. 1904) and the Northfield Mountain Pumped Storage Project (FERC No. 2485).

¹⁴ According to the Pre-Application Document for the Vernon Hydroelectric Project (FERC No. 1904), camping on Stebbins Island is limited to small groups to minimize disturbances to nesting bald eagles ([TransCanada, 2012](#)).

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Site Name/ Designation	Facilities/ Amenities	Location⁹	Access and/or Camping	Ownership¹⁰	Located w/in Project¹¹	Field Assessment Observations	Source¹²
Picnic Area	pavilion, tour boat dock,	River left				and pavilion use	CRWC, AMC, FL 3.6.2
Cabot Camp Access Area	Parking	RM 16.2 River left	access	FirstLight	Yes	Trails to shoreline, moderate grade	AMC, FL 3.6.2
Barton Cove Nature Area & Campground	Carry-in access, campsites	RM 18.3 River right	access & camping	FirstLight	Yes	Formal existing site, 31 campsites	FCRPT, CRWC, AMC, KM, FL 3.6.2
Barton Cove Canoe & Kayak Rental	Carry-in access	RM 19.6 River right	access	FirstLight	Yes	Public allowed to launch	KM, FL 3.6.2
State Boat Launch	Hard surface boat ramp	RM 19.6 River right	access	Commonwealth of MA.	Partially		FCRPT, CRWC, AMC, KM, FL 3.6.2
Poplar Street Access	Parking, steep unimproved path to shoreline	RM 23.5 River left	access	FirstLight	No	Carry-in access site	FCRPT, CRWC, KM, FL 3.6.2 & 3.6.3
Sunderland Bridge Boat Launch	Unimproved boat launch	RM 32.5 River left	access	Maintained by Town of Sunderland	No	Gravel boat launch, parking at town library	FCRPT, CRWC, AMC, KM, FL 3.6.4
Sunderland Bridge access	Parking and foot path to river	RM 32.5 River right	access	Within State right-of-way	No	Parking and carry in to river, moderate sandy slope to shoreline	AMC, KM, FL 3.6.4

Table 4.2-2: Results of Field Assessment - Locations Evaluated for Additional Campsites and Access Sites within the Study Area¹⁵

Site Name/ Designation ¹⁶	Facilities/ Amenities	Location ¹⁷	Access and/or Camping	Ownership ¹⁸	Located w/in Project ¹⁹	Field Assessment Observations	Source ²⁰
Ashuelot River Informal Campsite	Informal camping w/ fire ring, table	RM 2.1 River left	access & camping	Private	Yes	Flat level site, gravel access road to site, space for 1-2 campsites	FL 3.6.2 & 3.6.4
Upper Island	Informal camping w/tent sites, fire ring, table	RM 2.5 island	camping	FirstLight	Yes	Approx. 6' bank from waterline to campsites, space for multiple campsites	FL 3.6.4
Farm Road	Farm road	RM 3.6 River right	access	Private	Partially	Gentle slope to river	FL 3.6.4
Rock Island South	Informal campsite, trail	RM 4.3 River right	camping	FirstLight	Yes	6'-15' bank, moderate slope, may require tent platforms, space for 1-2 campsites	FL 3.6.4
FCRPT 019	none	RM 7.1 River left	camping	FirstLight	Yes	Erosion stabilization site, space for 1-2 campsites	FCRPT, FL 3.6.4

¹⁵ This table summarizes the location of sites that were evaluated as possible locations for additional access and campsites, should it be determined that additional sites are needed in the future.

¹⁶ Sites with "FCRPT" prefix are sites identified in the Friends of the Connecticut River Paddlers' Trail MA-CT Expansion Feasibility Study using the FCRPT site designation numbers from the feasibility study report.

¹⁷ River miles (RM) measurements are distance downstream from Vernon Dam, with Vernon Dam being river mile 0.0.

¹⁸ Extent of FirstLight shoreline property ownership varies along the river. Private property may need to be crossed to some potential access sites that are shown as being located on property owned by FirstLight. In addition, depending on campsite setback from the shoreline, potential suitable campsite locations may lie off FirstLight property.

¹⁹ The downstream limit of the Turners Falls Project boundary is located at approximately RM 23.

²⁰ Sources included: FL (FirstLight Relicensing Study 3.6.2 and Study 3.6.4 field assessment), FCRPT (Friends of the Connecticut River Paddlers' Trail MA-CT Expansion Feasibility Study) ([Pollock, 2013](#)), CRWC (The Connecticut River Boating Guide, Source to Sea, 3rd Edition) ([Sinton & Farnsworth, 2007](#)), AMC (AMC River Guide, New Hampshire/Vermont, 4th Edition) ([Fiske, 2007](#)) and AMC River Guide, Massachusetts/Connecticut/Rhode Island, 4th Edition) ([AMC, 2006](#)), KM (Recreational Guide to the Connecticut River, Vernon, VT to Turners Falls, MA) ([KMDP, 2008](#)) and Recreational Guide to the Connecticut River, Turners Falls, MA to Hatfield, MA) ([KMDP, 2007](#)).

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Site Name/ Designation ¹⁶	Facilities/ Amenities	Location ¹⁷	Access and/or Camping	Ownership ¹⁸	Located w/in Project ¹⁹	Field Assessment Observations	Source ²⁰
FCRPT 020	none	RM 7.8 River right	camping	FirstLight	Yes	Erosion stabilization site, 4WD access, space for 1 campsite	FCRPT, FL 3.6.4
FCRPT 021	Informal campsite	RM 8.1 River right	camping	FirstLight	Yes	Steep eroded bank, bounded on north by stream, difficult access, space for 1-2 campsites	FCRPT, FL 3.6.2 & 3.6.4
FCRPT 022	none	RM 8.8 River right	camping	FirstLight	Yes	Low terrace with bench, space for 1 campsite	FCRPT, FL 3.6.4
Old Route 10 bridge site	Staircase on river bank	RM 9.0 River left	access	Private	Partially	4WD vehicle access	FL 3.6.4
Bennett Meadow WMA	Existing access and parking off Route 10	RM 9.2 River right	access	FirstLight	Yes	Steep 15' river banks, difficult river access	FL 3.6.4
FCRPT 024	none	RM 9.7 River left	camping	FirstLight	Yes	Moderate bank, wet area, blowdown, space for 1 campsite	FCRPT FL 3.6.4
FCRPT 025	Informal campsite, fire ring, trail to river	RM 10.9 River left	camping	FirstLight	Yes	Adjacent to agriculture land, space for 1 campsite	FCRPT, FL 3.6.4
Kidd's Island	Informal campsites	RM 12.2 island	camping	FirstLight	Yes	Steep bank; protected bald eagle nesting area on southern half of Island. The Town of Northfield requested camping not be permitted on Kidd's Island due to concerns over sewage	FCRPT, KM, FL 3.6.4

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Site Name/ Designation¹⁶	Facilities/ Amenities	Location¹⁷	Access and/or Camping	Ownership¹⁸	Located w/in Project¹⁹	Field Assessment Observations	Source²⁰
						handling and violations of the State's sanitary code.	
FCRPT 028	Informal paths	RM 12.7 River right	camping	FirstLight	Yes	15' steep sandy river bank to flat terrace area, difficult river access; space for 1-2 campsites	FCRPT, FL 3.6.4
028A	none	RM 12.9 River right	camping	undeterminable	Yes	20' steep bank to flat terrace area, difficult river access; space for 1-2 campsites	FL 3.6.4
FCRPT 029	Informal paths	RM 13.6 River right	camping	FirstLight	Yes	15' steep bank to flat terrace with remains of cottage, difficult river access; space for 1-2 campsites	FCRPT, FL 3.6.4
Pisgah Mtn. Rd.	Farm road	RM 14.7 River right	access	Town of Gill/Private	Partially		FL 3.6.4
FCRPT 031	Informal paths	RM 15.2 River left	access	FirstLight	Yes	Readily accessible by vehicle	FCRPT, FL 3.6.4
FCRPT 033A	Informal campsite w/fire ring, bench, hole privy	RM 18.2 River left	camping	FirstLight	Yes	Gentle slope from river w/ flat site area, former cottage site, space for 1 campsite	FCRPT, FL 3.6.4
033B	Informal campsite w/table	RM 18.2 River left	camping	FirstLight	Yes	Gentle slope from river with flat site area, space for 1 campsite	FL 3.6.4
Former Red Suspension Bridge site	Carry-in access	RM 19.8 River right	access		Partially	The site is opposite a residential area and located on a	AMC

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Site Name/ Designation¹⁶	Facilities/ Amenities	Location¹⁷	Access and/or Camping	Ownership¹⁸	Located w/in Project¹⁹	Field Assessment Observations	Source²⁰
						ninety-degree corner of Riverview Drive with none to extremely limited parking.	
Former Red Suspension Bridge site	Within Unity Park boundary, w/ parking area and bike path	RM 19.8 River left	access	FirstLight	Yes	Shore access area used for angling and carry-in, space for access for carry-in and take-out for portage	FL 3.6.4
“Cabot Island”	none	RM 24.3 island	camping	Exact location unknown – unable to find reference to Cabot Island other than in AMC guide	No	Based on measuring 6.5 miles upstream from the north end of Second Island, “Cabot Island” may be Site FCRPT 038	AMC
FCRPT 038	none	RM 24.3 Island	camping	unknown	No	Steep shoreline bank with level interior topography, difficult river access; space for 1-2 campsites	FCRPT, FL 3.6.4
FCRPT 039	none	RM 24.4 River left	camping	Private	No	Water pump on shoreline, adjacent agricultural use, site accessible by 2WD vehicles, space for 1 campsite	FCRPT, FL 3.6.4
McClellan Farm Rd	Informal carry-in	RM 24.6 River right	access	Private	No	Not assessed during fieldwork. According to	AMC

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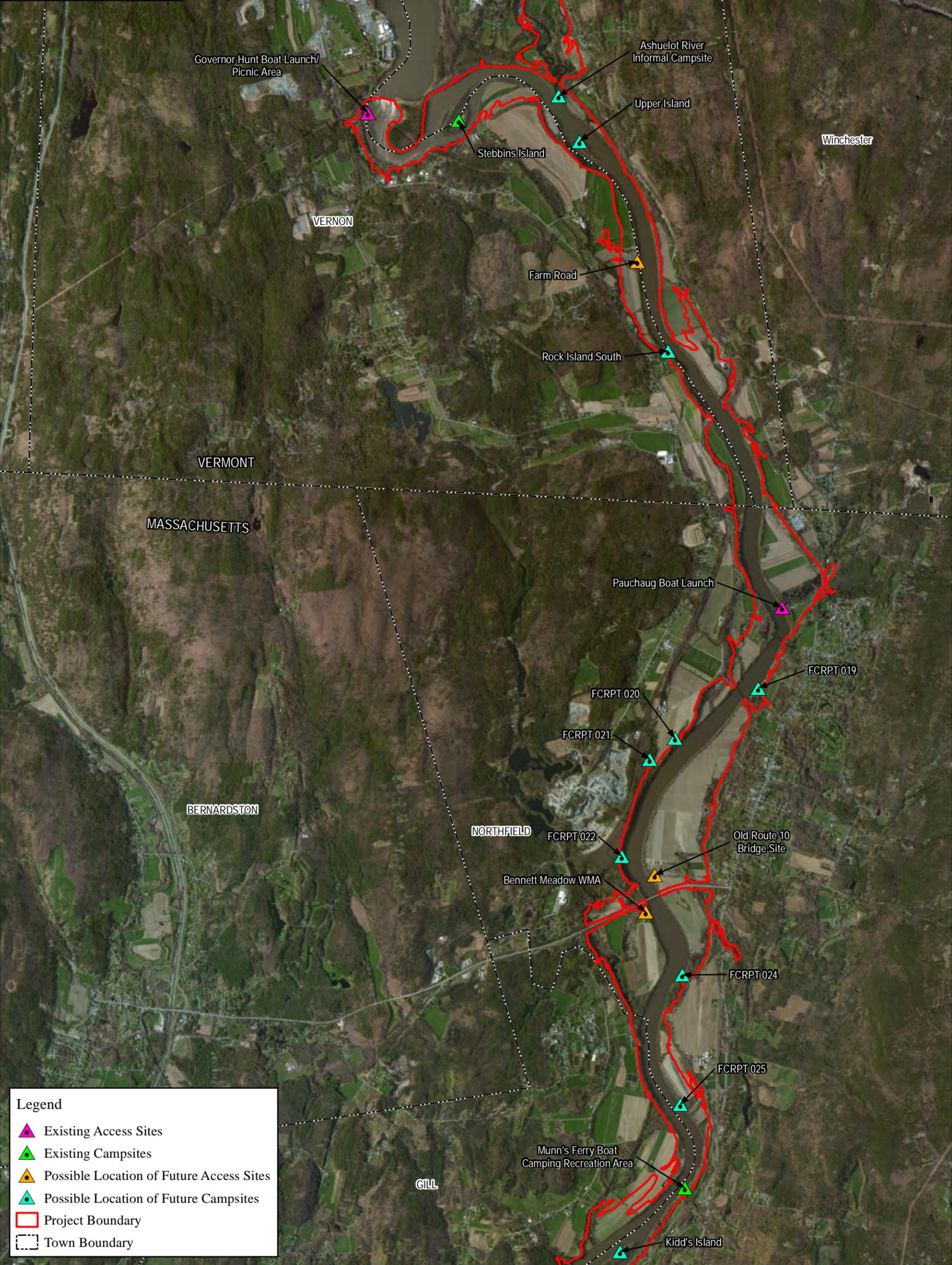
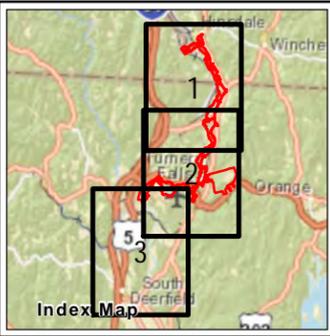
Site Name/ Designation ¹⁶	Facilities/ Amenities	Location ¹⁷	Access and/or Camping	Ownership ¹⁸	Located w/in Project ¹⁹	Field Assessment Observations	Source ²⁰
						Information provided by AMC subsequent to field work - roadside parking, trail to river, access by 2WD vehicle	
FCRPT 040B	none	RM 24.6 River right	camping	Private	No	Gentle shoreline slope, moderate slope further inland, space for 1 campsite	FCRPT, FL 3.6.4
FCRPT 040	Informal campsite w/ fire ring, table	RM 24.6 River left	camping	Private	No	Sand beach w/6' sand bank, level interior, space for 1 campsite	FCRPT, FL 3.6.4
River Road 1	none	RM 25.9 River right	camping	Private	No	Gentle slope on shoreline, 5' bank to bench, space for 1 campsite	FL 3.6.4
FCRPT 041	none	RM 26.7 River left	camping	Private	No	Gentle shoreline slope, 12' bank with moderate slope, space for 1 campsite	FCRPT, FL 3.6.4
FCRPT 042	none	RM 27.7 River right	camping	Private	No	Shoreline and 5' bank with gentle slope, space for 1 campsite	FCRPT, FL 3.6.4
Montague CE	none	RM 27.8 River left	camping	Private	No	Steep 15' bank to field area, difficult river access; access by 2wd vehicle, space for 1 campsite	FL 3.6.4

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Site Name/ Designation¹⁶	Facilities/ Amenities	Location¹⁷	Access and/or Camping	Ownership¹⁸	Located w/in Project¹⁹	Field Assessment Observations	Source²⁰
FCRPT 043	none	RM 29.5 River right	camping	Private	No	Moderate slope with 8' bank, flat bench at top of slope, space for 1 campsite	FCRPT, FL 3.6.4
Falls Road	Roadside parking, trail to shoreline	RM 29.8 River left	access	unknown	No	Moderate slope to Falls Rd., some trail compaction	FL 3.6.4
FCRPT 044	None	RM 30.4 River right	camping	Private	No	Moderate slope with 6' bank, flat bench at top of slope, space for 1 campsite	FCRPT, FL 3.6.4
Second Island		RM 31.1 island	camping	Commonwealth of MA	No	Space for multiple campsites	AMC
FCRPT 045	none	RM 32.2 River left	camping	Private	No	Moderate to steep 8-10' banks with level bench at top, space for 1 campsite	FCRPT, FL 3.6.4
River Road 2	Informal carry-in access	RM 31.7 River right	access	Commonwealth of MA	No	Observation from the boat of this area during the field assessment did not indicate this site as a potential put-in.	KM
FCRPT 046	None	RM 31.7 River left	camping	Private	No	Gentle slope from shoreline to flat bench area, space for 1 campsite	FCRPT, FL 3.6.4
First Island	None	RM 32.2 island	camping	Commonwealth of MA	No	Dense undercover on bank, moderate slope w/ 10'	FL 3.6.4

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Site Name/ Designation¹⁶	Facilities/ Amenities	Location¹⁷	Access and/or Camping	Ownership¹⁸	Located w/in Project¹⁹	Field Assessment Observations	Source²⁰
						bank, space for 1-2 campsites	



Legend

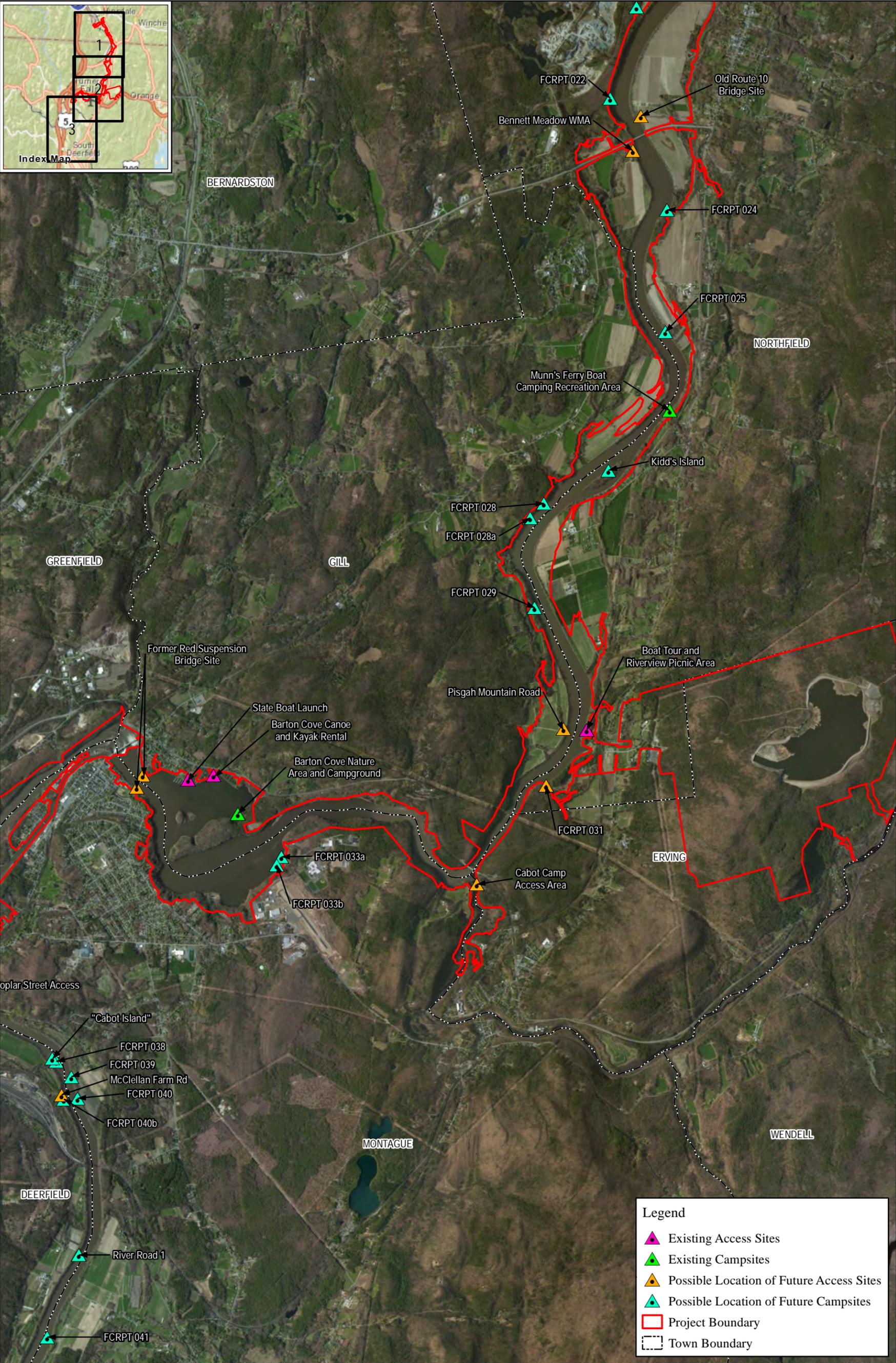
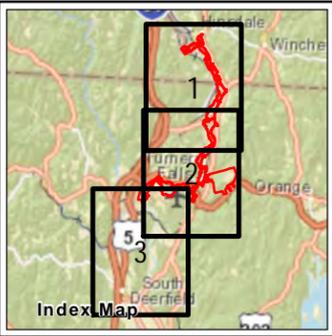
- Existing Access Sites
- Existing Campsites
- Possible Location of Future Access Sites
- Possible Location of Future Campsites
- Project Boundary
- Town Boundary



**Northfield Mountain Pumped Storage Project (No. 2485)
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Study 3.6.4
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0 1,500 3,000 6,000
Feet

Figure 4.2-1: Locations of Existing Campsites and Access Sites and Possible Locations for Additional Campsites and Access Sites, If Needed in the Future
Map 1 of 3
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Legend

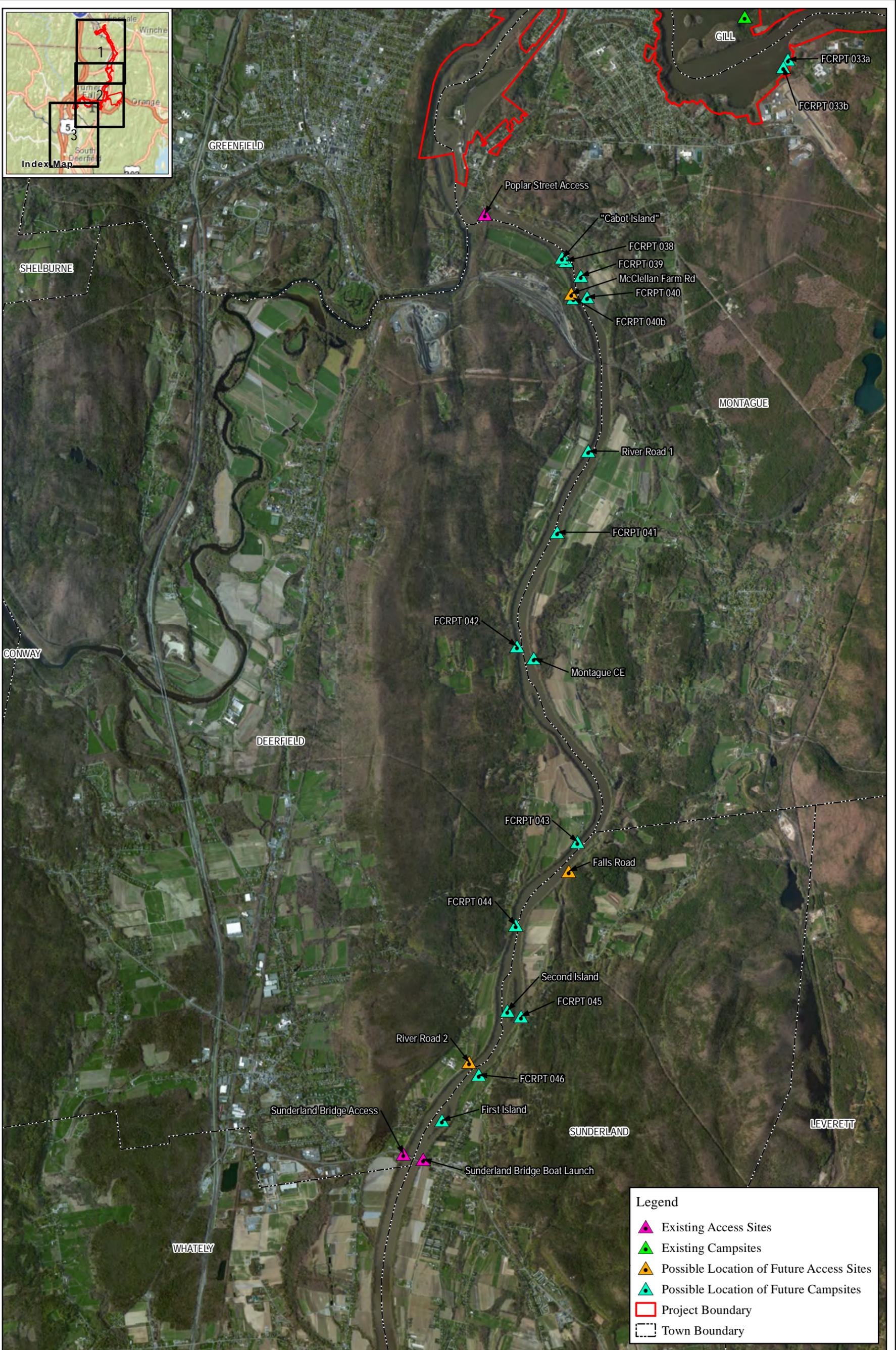
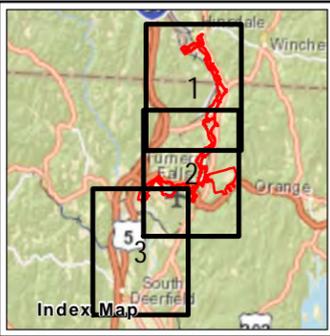
- ▲ Existing Access Sites
- ▲ Existing Campsites
- ▲ Possible Location of Future Access Sites
- ▲ Possible Location of Future Campsites
- Project Boundary
- Town Boundary



**Northfield Mountain Pumped Storage Project (No. 2485)
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0 1,500 3,000 6,000
Feet

Figure 4.2-1: Locations of Existing Campsites and Access Sites and Possible Locations for Additional Campsites and Access Sites, If Needed in the Future
Map 2 of 3
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Legend

- ▲ Existing Access Sites
- ▲ Existing Campsites
- ▲ Possible Location of Future Access Sites
- ▲ Possible Location of Future Campsites
- Project Boundary
- Town Boundary



**Northfield Mountain Pumped Storage Project (No. 2485)
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Figure 4.2-1: Locations of Existing Campsites and Access Sites and Possible Locations for Additional Campsites and Access Sites, If Needed in the Future

4.3 Analysis

Existing Campsites and Access Sites

Access and camping are provided for use by non-motorized boaters, including through paddlers, at several existing formal recreation sites located within the study area, both within and outside the Project boundary. Within the Project boundary, existing formal overnight sites/facilities and access sites are comprised of three (3) camping areas and six (6) access sites. Additional information about these existing sites including recreation amenities and site capacities is summarized in [Table 4.3-1](#). There are three (3) formal access sites in that portion of the study area downstream of the Project boundary and similar information on these sites is provided in [Table 4.3-2](#).

Table 4.3-1: Existing Formal Overnight and Access Facilities within the Project Boundary

Site/Facility	Location	Ownership	Amenities	Capacity
Governor Hunt Boat Launch/Picnic Area ²¹	RM 0.1, River right	TransCanada	Hard surface boat ramp, parking, restrooms, non-Project picnic area	Parking for seven vehicles and 3 trailer rigs
Stebbins Island	RM 1.1, island	TransCanada	No formal amenities, areas suitable for tenting	4-5 campsites
Pauchaug Boat Launch	RM 6.5, River left	Commonwealth of MA	Hard surface boat ramp, restroom, unimproved sand beach area used to launch paddle watercraft, parking	Parking for 32 trailer rigs
Munn's Ferry Boat Camping Recreation Area	RM 11.5, River left	FirstLight	5 water access only campsites, restrooms, boat dock	4 tent sites w/platforms, 1 lean-to site, limited to 4 people per site
Boat Tour and Riverview Picnic Area	RM 14.7, River left	FirstLight	Carry-in boat access, picnic area, picnic pavilion, dock for Quinnetukut II tour boat, restrooms, parking	9 picnic tables w/grills, pavilion use for up to 100 people, tour boat seats 44, two parking areas provide 54 spaces
Cabot Camp Access Area	RM 16.2, River right	FirstLight	Parking, trails to shoreline	Parking for 15 vehicles
Barton Cove Nature Area & Campground	RM 18.3, River right	FirstLight	31 campsites, restrooms, showers, trails, picnic tables and grills, carry in access, parking	Campground has 27 tent sites, 2 trailer sites, 2 group sites, with a capacity of approximately 200 campers. Nature area has parking for 26 vehicles

²¹ The Governor Hunt Boat Launch/Picnic Area and Stebbins Island are located in the Project boundaries for both the Vernon Hydroelectric Project (FERC No. 1904) and the Northfield Mountain Pumped Storage Project (FERC No. 2485).

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Site/Facility	Location	Ownership	Amenities	Capacity
Barton Cove Canoe & Kayak Rental Area	RM 19.6, River right	FirstLight	Canoe and kayak rental, gravel carry-in, take-out for vehicle portage, public carry-in access, picnic tables, restroom, parking	50 rental watercraft and parking for 28 vehicles
State Boat Launch	RM 19.6, River right	Commonwealth of MA	Hard surface boat ramp, dock, concrete steps for carry-in access, restroom, parking	Parking for 44 trailer rigs and 2 vehicles

Table 4.3-2: Existing Access Facilities within the Study Area outside the Project Boundary

Site/Facility	Location	Ownership	Amenities	Capacity
Poplar Street Access	RM 23.5, River left	FirstLight	Parking, unimproved carry-in trail, put-in for existing vehicle portage	Parking for approximately 4 vehicles
Sunderland Bridge Boat Launch	RM 32.5, River left	Maintained by Town of Sunderland	Gravel surface boat launch, parking off-site at Town library	Town Library has in excess of 50 parking spaces
Sunderland Bridge Access	RM 32.5, River right	Within State right-of-way	Parking, trail, carry-in access	Parking for approximately 10 vehicles

In general, all of the existing facilities function for their intended purposes and appear to be meeting current demand.²² Based on the site assessment made in the field as part of this study, observations regarding the condition and function of several of the sites for their use by non-motorized boaters are outlined below.

Pauchaug Boat Launch (Commonwealth facility): The beach area upstream of the boat launch provides easy carry-in access and separation from motorized boaters' launching and retrieving at the hard surface ramp. The carry-in area is sometimes blocked to carry-in access by vehicles parking and blocking the trail to the shoreline. However, additional signage and designation of this area as a "no parking, loading and unloading only" zone would help to keep the area open for carry-in access.

Tour Boat and Riverview Picnic Area: This site is used primarily for day use/picnic activities and as the origination point for the Interpretive Riverboat Tours on the Quinnetukut II (QII). Carry-in access is along the paved access road to the QII dock area, a distance of approximately 400 feet from the parking lot. While the carry-in distance is longer than at some of the other access sites on this stretch of river, it is not atypical as a carry-in distance and the site provides serviceable access for non-motorized boaters.

Poplar Street Access: The Poplar Street Access currently functions as the "put-in" for the Turners Falls Dam canoe portage trail. The slope to the shoreline at this site is steep and the portage trail to the shoreline is unimproved. Reduced gradient, improved footing, and clearance to allow for portaging 16 foot (minimum) long boats would improve conditions at this site for non-motorized boat access.

Sunderland Bridge Access (outside Project boundary and within public road right-of-way): Some sections of the existing access trail are subject to erosion due to slope, trail orientation, and sandy soils. Stabilizing and/or re-orienting those portions of the trails above the high water lines would improve conditions at this site for non-motorized boating access.

Need for Future Campsites and Access Facilities

One of the objectives of this study was to evaluate the need for additional and future campsites and access sites. Consistent with plans for the expansion of the Connecticut River Trail through the Project area, the evaluation of need was examined on the basis of both a consideration of trail development guidelines for access/campsite spacing, and also on the basis of current use and future demand. Because the study area

²² Current use of the existing Project recreation sites is the subject of a separate relicensing study, Study 3.6.1 *Recreation Use/User Contact Survey*. Results of this study are not yet available, but once completed, non-motorized boating use levels at the Project recreation sites will be more thoroughly evaluated.

encompasses approximately 32.5 river miles of Connecticut River, from Vernon Dam to Sunderland Bridge, and includes both Project and non-Project portions of the river, for the purposes of this analysis, the study area is divided into two sections: the upper 23 river miles of the study area encompassing that portion of the river from Vernon Dam to the southerly terminus of the Project boundary of the Turners Falls Hydroelectric Project, and the 9.5 river miles that encompasses the reach from the southerly terminus of the Project boundary to Sunderland Bridge.

Water trail campsite and access spacing can and does vary based on trail manager/planning guidelines, and nature of the area, and type of experience provided or desired. Research on existing water trails and water trail guidelines was conducted as set forth in [Table 4.3-3](#). As shown, the spacing guidelines in [Table 4.3-3](#) vary considerably, and range from 3-15 miles for campsites and from 4-10 miles for access sties. And for many of the water trails referenced, no specific spacing guidelines are indicated at all. Several references indicate that campsites be established at sufficient intervals to allow for flexibility in trip planning (i.e., if a campsite site has reached capacity it allows time for a paddler to safely paddle to the next site before nightfall).

Table 4.3-3: Compilation of Existing Water Trail Campsite and Access Site Spacing

Water Trails/Guideline References	Location	Campsite Spacing	Access Spacing
NPS Connecticut River Primitive Campsites, Campsites Stewardship Guidelines	New Hampshire/Vermont	5 miles	None noted
FCRPT Connecticut River Paddlers' Trail Management Protocol and Stewardship Guidelines	New Hampshire/Vermont	None noted in guidelines; 15 miles (short-term goal) ²³	5-10 miles
VRC Connecticut River Paddlers's Trail MA-CT Expansion Feasibility Study	Massachusetts/Connecticut	5 miles (long-term goal)	None noted
Allagash Wilderness Waterway	Maine	80 campsites along 98 miles of waterway	11 access points along 98 miles of waterway
Androscoggin River Water Trail	Maine	None noted	40 access points along 168 miles of river
Northern Forest Canoe Trail	New York, Vermont, Quebec, New Hampshire, Maine	Every 15 miles	None noted
Seneca River Water Trail	New York	3-5 miles	Longest gap in access is 9 miles
Lower Passaic River Water Trail	New Jersey	None noted	25 access sites along 32 miles
Swatara Creek Water Trail	Pennsylvania	None noted	5-10 miles
French Broad River Paddle Trail	North Carolina	10-12 miles	None noted
Florida Fish & Wildlife Conservation	Florida	5-6 miles recommended	5-6 miles recommended

²³ As stated as the July 17, 2013 FCRPT meeting, Hadley, MA.

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Water Trails/Guideline References	Location	Campsite Spacing	Access Spacing
Commission, Guidelines for Creating Paddling Trails			
Rock River Water Trail	Illinois, Wisconsin	None noted	155 access sites on 330 miles of trail
Iowa Department of Natural Resources' Developing Water Trails in Iowa	Iowa	None noted	6-9 miles recommended
Boundary Waters Canoe Area Wilderness	Minnesota	2,200 campsites along 1,200 miles of rivers	80 access sites on 1,200 miles of trail

Specific to this study and campsite spacing within the study area, in both the VRC's "MA-CT Expansion Feasibility Study" and in discussions at the July 17, 2013 Friends of the Connecticut River Paddlers' Trail meeting in Hadley, MA., the stated long-term goal for the trail is to develop a campsite every five (5) miles along the river. However, at the July 17, 2013 meeting, FCRPT stated the short-term goal was a campsite every 15 miles. The NPS guidelines do not specify spacing, but note that developing additional campsites closer together may become necessary if trail use increases.

Vernon Dam to Downstream Limit of Project Boundary (approximately RM 23)

The non-motorized boating season is generally from mid-May to mid-November, which is when FirstLight typically operates a vehicle portage around Turners Falls Dam for non-motorized boaters.

Existing formal campsites within the Project boundary are located at Stebbins Island at RM 1.1, Munn's Ferry Boat Camping Recreation Area at RM 11.5, and Barton Cove Nature Area and Campground at RM 18.3. Accordingly, the spacing between existing camping areas within this reach of the study area is 10.4 miles (Stebbins Island to Munn's Ferry) and 6.8 miles (Munn's Ferry to Barton Cove). This spacing is within the range of spacing considered optimal for water trails based on the referenced guidelines, and is also within the FCRPT's short-term (every 15 miles) spacing goals for campsites for this section of the Connecticut River. Thus, from a spacing perspective, existing camping areas are more than adequate for this stretch of river.

Camping is available at the Munn's Ferry Boat Camping Recreation Area from Memorial Day through Columbus Day and at the Barton Cove Nature Area and Campground from Memorial Day through Labor Day. Combined, the total number of campsites available for possible use by non-motorized boaters at these two camping area is 36 campsites, of which 5 are water access only sites located at the Munn's Ferry area. In addition, there are approximately 4-5 camping areas available at Stebbins Island. In all, there are approximately 40 campsites available to non-motorized boaters in the 23 mile reach of the study area within the Project boundary. Moreover, these campsites are available throughout nearly all of the non-motorized boating season, which is generally considered to extend from mid-May to mid-November. While it is possible that some non-motorized boating may occur during the few weeks prior to Memorial Day or after Columbus Day, observations made by FirstLight and use information available thus far suggests that non-motorized boating use during these times is generally low. However, use levels should be better confirmed once Study 3.6.1 is completed.

During the operating season, the existing campsites appear to be meeting current demand. Although the VRC study notes that camping reservations may be difficult to secure for the Munn's Ferry Boat Camping Recreation Area and Barton Cove Nature Area and Campground, occupancy records indicate there is significant surplus capacity throughout the camping season at both facilities. Occupancy records

for the 2010 to 2014 camping seasons for the Munn’s Ferry Boat Camping Recreation Area and Barton Cove Nature Area and Campground are provided in [Table 4.3-4](#). As shown, even at Munn’s Ferry where the number of campsites is more limited, the 2014 weekend occupancy rate was 30.2%.

Table 4.3-4: 2010-2014 Occupancy Rates for FirstLight Managed Project Campgrounds

Year	Munn’s Ferry (Memorial Day weekend – Columbus Day weekend)		Barton Cove (Group sites – Memorial Day weekend – 3 rd weekend in November; Individual sites – Memorial Day weekend – Labor Day weekend)	
	Weekday	Weekend	Weekday	Weekend
2014	5.1%	30.2%	8.4%	37.6%
2013	4.2%	28.4%	9.1%	39.2%
2012	9.6%	31.1%	13.6%	50.7%
2011	12.7%	56.4%	13.6%	55.8%
2010	14.3%	38.6%	15.0%	67.4%

The 2014 use levels are not unusual, and in fact are consistent with a recent use trend at these campgrounds in recent years. FirstLight’s occupancy records show weekend use at Munn’s Ferry dropped significantly from 2011 to 2012 but has been relatively stable since, while weekday use declined from 2010 to 2013 with a slight increase in 2014. Weekend use at Barton Cove declined significantly from 2010 to 2013 and remained stable in 2014 while weekday use at the campground continues to decline from the 2010 level. The records also show that even during weekends, over the past five years, the maximum occupancy rate at the two campgrounds was 56.4% at Munn’s Ferry and 67.4% at Barton Cove.

Another indicator of use of this stretch of river by through-boaters that might be seeking water access campsites are the Turners Falls dam portage records. During the 2014 season, FirstLight provided nine (9) vehicle portages between May 17th and September 3rd. Of these, three vehicle portages were related to camp groups totaling 39 boaters between June 2 and July 8, 2014. The remaining six vehicle portages in 2014 totaled 14 boaters.

Overall, considering both existing spacing, availability and use levels, current campsites located at Stebbins Island, Munn’s Ferry, and Barton Cove are meeting existing demand and no additional campsites are needed

Downstream Limit of Project Boundary to Sunderland Bridge

There are no known formal campsites between the Barton Cove Nature Area and Campground and Sunderland Bridge, though several informal sites exist on private and state property. FirstLight does not own any property downstream of the Poplar Street Access on this section of river.

Need for Future Water Trail Access Points

Vernon Dam to Downstream Limit of Project Boundary

Water trail access sites are typically spaced to provide trips of a few hours between access points. Spacing ranges from four (4) to ten (10) miles for the trails and guidelines referenced in [Table 4.3-3](#). Closer spacing can serve to open up more sections of the river to day-paddlers. On the other hand, closer

spacing may encourage undesirable use of access sites, including littering and alcohol consumption ([IDNR, 2010](#)).

Formal river access sites within the Project boundary are located at the Governor Hunt Boat Launch/Picnic Area (RM 0.1), Pauchaug Boat Launch (RM 6.5), Boat Tour and Riverview Picnic Area (RM 14.7), Cabot Camp Access Area (RM 16.2), Barton Cove Nature Area and Campground (RM 18.3), Barton Cove Canoe and Kayak Rental Area (RM 19.6), and the State Boat Launch (RM 19.6). The spacing between these access locations is anywhere from a minimum of 1.3 miles to a maximum of 8.2 miles between Pauchaug Boat Launch and the Boat Tour and Riverview Picnic Area, well within the spacing guidelines referenced above. The number and spacing of the existing formal access sites is such that on the basis of location and spacing no additional access locations are needed for this stretch of river.

Regarding seasonal availability, all of the existing formal access sites within this study reach are available for non-motorized boating use throughout most of the recreation season. Two of the access areas are open year round; Pauchaug Boat Launch and Barton Cove Nature Area. Others are operated seasonally, but two of the seasonally operated access sites are still available for carry-in non-motorized boating access. The Governor Hunt Boat Launch/Picnic Area is open seasonally (approximately May to October) between the hours of 6:00 a.m. and 9:30 p.m. The Boat Tour and Riverview Picnic Area is open from dawn to dusk from Memorial Day weekend to Columbus Day weekend. In the off-season, the Riverview site entrance is gated, but the site is available for non-motorized boating access with roadside parking and an approximately 750 foot carry. The Barton Cove Canoe and Kayak Rental Area is open from Memorial Day weekend to Labor Day weekend and hours of operation vary between weekdays (9:00 a.m. to 5:00 p.m.) and weekends (9:00 a.m. to 6:00 p.m.). The site is gated in the off-season, but limited roadside parking is available, and access to the river by non-motorized boats is still allowed. The State Boat Launch is open from 4:00 a.m. to 10:00 p.m. during the boating season. The ramp is closed and gated corresponding to FERC's schedule for the Turners Falls Boat Barrier removal and installation, which generally occurs during the period November 1 to May 15.

However, based on observation and previous estimates of site capacities for these access sites, it appears that existing demand for river access by non-motorized boaters is currently being met by the existing access sites.

Overall, the existing formal access sites within Project boundary appear to be meeting water trail spacing goals and current demand for non-motorized boating use. If demand for access increases in the future, or established access spacing goals for the river trail system changes, this study has identified a number of sites within the study area that are suitable for possible development of additional access. However, there is no need to add access points to the study reach at this time.

Downstream Limit of Project Boundary to Sunderland Bridge

There are three formal access sites between the downstream limit of the Project boundary (approximately RM 23): Poplar Street Access (RM 23.5) and two sites in the vicinity of Sunderland Bridge (RM 32.5), which consist of an unimproved boat launch on river left and a carry-in site on river right. Informal access sites exist in three locations: McClellan Farm Road (private property at RM 24.6), Falls Road (RM 29.8 ownership undetermined), and River Road (State property at RM 31.7). The greatest distance between the formal and informal access sites in this reach is 5.2 miles, well within the spacing guidelines. The number and spacing of the existing formal and informal access sites is such that no additional access locations are currently needed for this stretch of river.

Boating Access to the Turner Falls Bypass Reach

Three (3) existing informal access points to the Turners Falls bypass reach were assessed as part of and are discussed in the study report for Study No. 3.6.3 *Whitewater Boating Evaluation*. Whitewater boating opportunities in the bypass reach occur when water is spilled at Turners Falls dam and can vary depending on time of year, operational needs and constraints, tributary inflows and weather events. Due to the nature of the bypass reach, use of any access sites to the bypass reach would be limited to boaters skilled and experienced with whitewater boating.

Canoe Portage Trail Assessment

Existing Vehicle Portage

FirstLight provides a vehicle portage around Turners Falls Dam to canoeists and kayakers during daylight hours for the paddling season, which is typically mid-May to mid-November. A telephone number to arrange a portage is provided on the FirstLight website (<http://www.gdfsuezna.com/camping/>) and is posted on sign kiosks at the Poplar Street Access, Barton Cove Nature Area and Campground day use parking lot, the Tour Boat and Riverview Picnic Area, Munn's Ferry Boat Camping Recreation Area, and the Barton Cove Canoe and Kayak Rental Area. The number is also printed in the CRWC boating guide, the AMC river guide (MA/CT/RI) ([Sinton & Farnsworth, 2007](#)), and the KM Digital Productions recreational guides.

Portages are provided on an as-needed basis for groups with four or fewer boats, and are typically provided within 15 to 90 minutes of the boater's call. As set forth on its website, FirstLight requests that groups with more than four boats try to provide FirstLight with a one-month notice for such portages. <http://www.gdfsuezna.com/camping/>.

The portage take-out is at the Barton Cove Canoe and Kayak Rental Area and the put-in is located approximately 3.5 miles downstream of Turners Falls Dam at the Poplar Street Access site. There is no charge associated with the FirstLight provided portage service.

Potential Alternative Hand Carry Portage Trail

In accordance with the RSP, the feasibility of providing a hand-carry canoe portage trail was assessed. In a letter dated February 28, 2013, the AMC, VRC and FCRPT filed comments on the need for a walkable canoe portage route around Turners Falls Dam. The stakeholders noted two potential routes for a walkable portage trail: one on river right and one on river left that follows the Canalside Trail Bike Path, a paved non-motorized trail extending from Unity Park to Deerfield, MA.

A walkable portage route on river right utilizing the Barton Cove Canoe and Kayak Rental Area as the take-out would potentially travel one mile of busy highway (Route 2 for approximately 0.63 mile and across the Gill-Montague Bridge for approximately 0.35 mile) before intersecting the Canalside Trail Bike Path near the Great Falls Discovery Center and continuing to the put-in at the Poplar Street Access (approximate route distance is 3.8 miles).

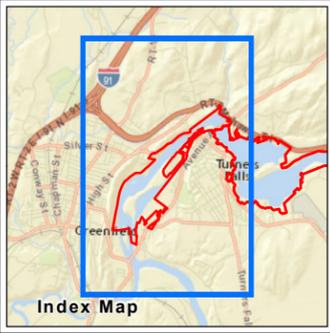
To minimize the portage distance on public roads and due to the nature of flows and boatability of the Turners Falls bypass reach, a walkable hand-carry portage route on river left using the Canalside Trail Bike Path was investigated in the field from upstream of the Turners Falls Dam to the existing Poplar Street Access site.

The potential take-out site for a portage trail on river left using the Canalside Trail Bike Path is the Red Suspension Bridge site. The site is on the shoreline of Unity Park and adjacent to a public parking lot and

the Canalside Trail Bike Path. A short section of the southern portion of the route would follow public side streets. From the Red Suspension Bridge site, the trail would cross three in-town public roads to where it merges with Depot Street. The trail would then follow Depot Street, cross Montague City Road and follow Solar Avenue, Rod Shop Road and Masonic Avenue before merging again with the bike path that extends past and adjacent to the Poplar Street Access site, which would continue to serve as the portage put-in (Route A). Total trail length for this route would be approximately 3.08 miles with approximately 2.71 miles along the Canalside Trail Bike Path and the remainder (0.37 mile) on public side streets.

An alternative route on the southerly end of the portage trail (Route A-1) would travel side streets from Depot Street to the Poplar Street Access. Total trail length using the Route A-1 route is approximately 3.17 miles with approximately 2.37 miles along the Canalside Trail Bike Path and the remainder (0.80 mile) on public side streets (Depot Street, Solar Avenue, Rod Shop Road, Masonic Avenue, Sherman Drive or Marstons Alley, Greenfield Road, and Poplar Street).

Canoe portage trail routes are shown in [Figure 4.3-1](#). Portions of both routes cross and travel public roads and streets. Available daily traffic count data for roads and streets along the potential hand carry portage routes are shown in [Table 4.3-5](#).



Legend

- Existing Access
- Potential Access
- Route A-1
- Route A
- Project Boundary
- Town Boundary

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Figure 4.3-1: Potential Hand-Carry
Portage Routes

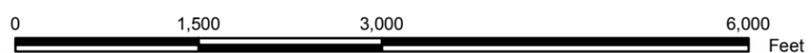


Table 4.3-5: Public Street Detail for Potential Hand Carry Portage Route

Route A					
Street	Crossing or parallel	Distance	Traffic	Average Annual Daily Traffic²⁴	Most recent data year
Turners Falls Rd/Canal St	Crossing	30'	2 way	4000	2006
Power St	Crossing	60'	1 way	390	1997
11 th St	Crossing	44'	2 way	Not available (Trail crosses 11 th street on east side of 11 th Street Bridge over the power canal)	
Montague City Rd	Crossing	66'	2 way	7200	1998
Depot St	Parallel	760'	2 way	85	2004
Solar Ave	Parallel	260'	2 way	20	2004
Rod Shop Rd	Parallel	780'	2 way	20	2004
Masonic Ave	Parallel	120' to trail	2 way	Not available (Dead-end street with approximately four residences)	
Greenfield Rd – trail crossing	Crossing	40'	2 way	1600	2009
Route A-1					
Masonic Ave	Parallel	420'	2 way	Not available (Dead-end street with approximately four residences)	
Sherman Drive	Parallel	1065'	2 way	Not available (Short (approximately 1,065 feet) street with approximately eight (8) residences connecting Masonic Avenue and Greenfield Road)	
or Marstons Alley	Parallel	690'	2 way	Not available (Short (approximately 690 feet) street with approximately eight (8) residences connecting Sherman Drive and Greenfield Road)	

²⁴Franklin Regional Council of Governments. 2008. Average Annual Daily Traffic (AADT) Count Data 1991-2007 for Franklin County, Massachusetts and Massachusetts Department of Transportation, Highway Division. (Accessed February 2015). <http://www.mhd.state.ma.us/default.asp?pgid=content/traffic01&sid=about>

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Street	Crossing or parallel	Distance	Traffic	Average Annual Daily Traffic ²⁵	Most recent data year
Greenfield Rd – Sherman Dr to Poplar St or Greenfield Rd – Marstons Alley to Poplar Street	Parallel	160’	2 way	1600	2009
	Parallel	185’	2 way	1600	2009
Poplar St	Parallel	725’	2 way	Not available (Short dead-end street with approximately ten (10) residences)	

The Canalside Trail Bike Path provides a firm, level, well-maintained walking surface and would be suitable for the use of canoe portage carts. Utilization of public side streets also provides a firm surface for walking and portage carts. In addition, most of the streets along the routes have very limited traffic. The main route is approximately 0.1 mile shorter than Route A-1, and reduces travel on the public streets by approximately 0.40 mile.

Distances between trail junctions and access points are shown in [Table 4.3-6](#).

Table 4.3-6: Potential Hand Carry Portage Trail Linear Distances

Site/Trail Junction		Route A (A) or A-1 (A-1)	Route Characteristics	Linear Distance (feet)
From:	To:			
Red Suspension Bridge take-out	Depot Street	A, A-1	Paved bike path	12,609’
Depot Street	Former rail bed/now bike path	A	Paved public streets	2,026’
Former rail bed/bike path	Poplar Street Access	A	Paved bike path, footpath	1,753’
Depot Street	Poplar Street Access	A-1	Paved public streets, footpath	2,512’

The following improvements would be needed to allow use of Route A or A-1 as a hand carry portage trail:

- Upstream take-out sign(s) and improved take-out area at the Red Suspension Bridge river left site;
- Trail directional signs at trail junctions, street crossings, and intermittently on long unbroken sections of the trail;
- Appropriate warning signs at all potential put-in areas.
- Trail map signs along the portage route, showing “you are here” location; and
- Improved put-in at Poplar Street Access.

²⁵Franklin Regional Council of Governments. 2008. Average Annual Daily Traffic (AADT) Count Data 1991-2007 for Franklin County, Massachusetts and Massachusetts Department of Transportation, Highway Division. (Accessed February 2015). <http://www.mhd.state.ma.us/default.asp?pgid=content/traffic01&sid=about>

While the existing vehicle portage provided by FirstLight is adequate for providing non-motorized boating portage, the Canalside Trail Bike Path (Routes A or A-1) could be utilized as a hand carry portage route (approximately 3.08 miles) around Turners Falls Dam and the bypass reach.

5 CONCLUSIONS

An approximately 32.5 mile stretch of the Connecticut River, from Vernon Dam, through the Turners Falls Project, and downstream of the Project to the Sunderland Bridge (Route 116) was evaluated for facilities and access related to its use for non-motorized boating trips. In particular, the study area was evaluated with respect to the location and suitability of river access sites for carry-in boat launching and for overnight campsites. The assessment was conducted by several means including research of various river guides, independent reports and studies, and a field assessment conducted by boat, vehicle and foot. The field assessment included existing formal and informal facilities and site locations that could serve as potential campsites and access sites if additional facilities should be needed in the future.

Overall, the study found 3 existing overnight campsites and 10 public access sites located within the study reach. Within the Turners Falls Project boundary, the number of existing campsites and access sites was found to be three (3) and (6), respectively. In the 9.5 mile study reach downstream of the Project, the study found three (3) access sites and no campsites.

Existing campsites and access sites were mapped and river mile distances between all campsites and all access sites were calculated. The results showed that the distance between existing campsites within the Turners Falls Project boundary ranges from 6.8 and 10.4 miles, which is consistent with campsite spacing of between 3-15 miles used on other water trails, and is also consistent with FCRPT's short term goal of 15 mile spacing between campsites. With respect to access, the study found the distance between existing access sites to range between 1.3 miles and 9 miles, which is also consistent with other water trails, and with the FCRPT's "ideal" spacing of access every 5 to 10 miles.

In general, the existing campsites and access sites provide adequate overnight and access facilities based on both spacing consideration and existing use and demand. If demand for campsites or access increases in the future, or access and campsite spacing goals for the river trail system changes, this study has identified a number of possible locations within the study area for development of additional access or campsites in the future. However, at this time collected data confirms that there is no need to add access points or campsites to the study reach.

The study also evaluated the feasibility of providing a hand-carry canoe portage around the Turners Falls Dam. A hand-carry portage route utilizing the Canalside Trail Bike Path to minimize use of public streets was identified that could serve as a potential route for a walkable canoe portage trail, although the existing vehicle portage shuttle provided by FirstLight provides adequate portage around the Turners Falls Dam.

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APPENDIX A – CONSULTATION RECORD

Newell, Arthur (Bud) E.

From: Newell, Arthur (Bud) E.
Sent: Monday, March 03, 2014 2:21 PM
To: 'clem.clay@tpl.org'
Subject: RE: CT River Paddlers Trail

Hi Clem,

I'm just following up to our earlier discussions regarding access to TPL's data used to develop the CT River Paddlers Trail map. Though we probably will not be in the field until mid-summer on this study component, we have started preparing for the field season and are developing schedules and getting some of the up front leg work done as hopefully spring and summer will soon be upon us.

Your information would be useful and helpful not only for our field work component, but would also provide a common basis for future discussions regarding the water trail. Would you please let me know if TPL is still willing to provide it's data layers to us. If so, it would be great if we had your information by the end of March.

I certainly appreciate your assistance and cooperation. Please let me know if you have any questions or issues.

Hope all is well.

Bud

A.E. Newell III
Environmental Specialist



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From: Newell, Arthur (Bud) E.
Sent: Monday, August 26, 2013 9:54 AM
To: 'Clem Clay'
Subject: RE: CT River Paddlers Trail

Hi Clem,

There is no big rush on getting the data, so whenever it is convenient for you will work for me. Our GIS person says shapefiles would be great, and as you noted, Noah's points/attributes and the parcel data are probably the most important layers. I have passed your note on MassGIS to our people so we can go in and see what is available there.

You will certainly see the results of our work as it will be included as part of the FERC license application for the projects. The actual data will belong to FirstLight and I will check with them on making the data available to you – I don't expect it will be a problem. At this point, we do not plan on being in the field for this study until sometime next

summer, but I will keep you posted. As with developing the study plans, the study results and license application will also be subject to review and comment by interested parties.

I recall from the July meeting that there was some discussion on developing campsites on state lands. Obviously with a bunch of interested parties involved in this, it's important to coordinate efforts. Norm Sims, representing AMC and AW, has been very active in the licensing meetings and discussions and has placed a lot of emphasis on the development of the water trail in Mass. I've worked with Norm on other projects and studies and we have always have a good working relationship, and I expect this will carry over into this project as well.

Thanks again for your assistance.

Bud

From: Clem Clay [<mailto:Clem.Clay@tpl.org>]
Sent: Friday, August 23, 2013 5:02 PM
To: Newell, Arthur (Bud) E.
Subject: Re: CT River Paddlers Trail

Hi Bud,

Thanks for getting in touch. It was good to meet you in July and I'd be happy to work with you on this. I would also love to see the results of your work, if possible. Probably the two main items of interest are Noah's GPS points with attributes, and the parcel data for the towns. Would you want those as shapefiles? I am not bad with GIS for my own use but do not pretend to be an expert at packaging data for others to use, so please bear with me. Also, next week is a bit crazy, but I should have time on Wednesday to work on it. I think your best bet on conserved lands is to use what MassGIS offers, since they update it regularly and serve it up in various service formats, potentially making it easier to keep your work current. However, I can walk you through the way I interpret some of the attributes of that data; for example, permanently conserved farmland along the river is not a great place to try to set up a campsite or access point because the easement may well prevent making public access permanent.

You should also know that there are continuing discussions about using existing state lands to establish some campsites, and there will be a need to address both funding for site development and stewardship, and the optimal way to manage these sites as part of an overall system. It would seem advisable to coordinate that discussion with the work you and others are doing in hopes that we each contribute to one another's successes rather than generating redundant outcomes.

Let me know any more detail about what format you want data in, and I will try to get to it ASAP. And please let me know whether you will be at liberty to share any of your research and results.

Many thanks,
Clem

Arthur (Bud) E." <anewell@trcsolutions.com> 8/22/2013 9:12 AM >>>
Hi Clem,

We met at the Paddlers Trail meeting in Hadley last month. I am one of the consultants working for FirstLight on the recreation studies for the Turner Falls and Northfield Mountain Projects. After the meeting, you and I had talked about possibility of TRC getting a copy of the data TPL collected and developed for the Ct River Paddlers Trail map you had at the meeting. Our staff conducted an inventory of formal Project recreation facilities, as well as obvious informal recreation access and sites from Vernon Falls Dam to the Poplar St put-in near the rail trail bridge in Montague last year. As part of the re-licensing studies for the Turner Falls Project, we will be conducting a study aimed specifically at assessing day use and overnight facilities associated with non-motorized boating on the section of the river from Vernon Falls Dam to Sunderland Bridge. As currently proposed (pending FERC approval) this study would determine if: an alternate walkable canoe portage trail (Turner Falls) is feasible; the need for and possible locations for future carry-in boat facilities (particularly at Turners Falls Dam, Station #1, Cabot Station, and the

Deerfield River Confluence) and overnight facilities; current facilities are adequately spaced for non-motorized boating day use trips; and, what, if any, improvements are necessary at existing facilities to meet current and near future use particularly at put-in and take-out facilities.

We have reviewed the Vermont River Conservancy report on the trail expansion into Mass and Ct and found it very informative and useful. The data collected during Noah's field efforts as well as your background data (parcel, conserved/state/federal lands, etc.) would be very useful to us to compare with the data we have assembled and to make sure we look at sites (particularly potential sites) identified by Noah when we conduct additional field work next year for this specific study.

I would certainly appreciate getting your data if this is something you are still willing to share. Depending on file size, you can try e-mailing it to me (we sometimes have trouble receiving anything over 10 MB in size) or mail it to me on disk at the address below.

Thanks, let me know if you have any questions.

Bud Newell

A.E. Newell III
Environmental Specialist



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Clem Clay
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The Trust for Public Land
26 South Prospect St., #4
Amherst, MA 01002
413-253-6686
413-253-6682 fax
www.tpl.org/ctriver

Newell, Arthur (Bud) E.

From: Noah Pollock <noah.pollock@gmail.com>
Sent: Thursday, July 10, 2014 11:53 AM
To: Newell, Arthur (Bud) E.
Subject: Re: Ct. River Paddlers Trail data
Attachments: CRPT_Campsite_Assessment.xls

Hi Bud,

I was just thinking about that request! Thanks for the follow-up.

See attached [shapefiles](#) with potential campsites, existing access points, portage trails, etc. There are some notes in the attribute table.

I've compressed the [MA open space](#) layer as well. I do not have the individual parcel data Clem had although I believe it is available online. I've also attached a spreadsheet with some data as well. And here are all of [Clem's maps](#) - as pdfs...

Happy to chat about any specifics. I'll be in the area late July as well and could potentially meet up. In particular, I'd be happy to help with the Turner's Falls portage issues, or re-visit some of the most appealing potential campsites identified in the assessment.

Noah

On Thu, Jul 10, 2014 at 9:32 AM, Newell, Arthur (Bud) E. <anewell@trcsolutions.com> wrote:

Hi Noah,

Just flowing up to our earlier e-mails regarding the shapefiles from your report on the CT River Trail in Massachusetts. I just noticed in my earlier e-mail that I indicated we would be doing the field work next year (I think this was a paste and cut from my initial e-mail to Clem). We are actually looking at getting in the field in late July/early August, so I am hoping I can possibly get the data within the next couple of weeks, depending on your schedule.

Hope you are enjoying your time in the field with your various projects. It certainly has been good weather for working near and on the water.

I appreciate your help.

Bud

From: Noah Pollock [mailto:noah.pollock@gmail.com]
Sent: Sunday, June 22, 2014 10:29 PM
To: Newell, Arthur (Bud) E.
Subject: Re: Ct. River Paddlers Trail data

Hi Bud,

Thanks for reaching out!

First, unfortunately Clem's position was eliminated at TPL, so that may explain why he hasn't been in touch.

Yes, I'm happy to get you any data you need for your research. For starters, here is a link with [pdf maps](#) developed throughout MA. I don't have access to the digital versions of the parcel data, unfortunately, but I do think this data is available on the [MA GIS data clearinghouse](#).

I can get you shapefiles with some of the data points (access points, potential campsites, etc) as well if you'd like. I'll be in the field all week - so it wouldn't be until next Monday, however.

Thanks,

Noah

On Fri, Jun 20, 2014 at 10:37 AM, Newell, Arthur (Bud) E. <anewell@trcsolutions.com> wrote:

Hi Noah,

Following up to a voicemail I left you a few minutes ago.

We met at the Paddlers Trail meeting in Hadley last July. I am one of the consultants working for FirstLight on the recreation studies for the Turner Falls and Northfield Mountain Projects. At the meeting, I had talked to Clem Clay (TPL) about possibility of TRC getting a copy of the data you and TPL collected and developed for the Ct River Paddlers Trail map you had at the meeting. Clem indicated this would not be a problem, but I have not received it yet after several e-mails and telephone calls. As part of the re-licensing studies for the Turner Falls Project, we will be conducting a study aimed specifically at assessing day use and overnight facilities associated with non-motorized boating on the section of the river from Vernon Falls Dam to Sunderland Bridge. As proposed this study would determine if: an alternate walkable canoe portage trail (Turner Falls) is feasible; the need for and possible locations for future carry-in boat facilities (particularly at Turners Falls Dam, Station #1, Cabot Station, and the Deerfield River Confluence) and overnight facilities; current facilities are adequately spaced for non-motorized boating day use trips; and, what, if any, improvements are necessary at existing facilities to meet current and near future use particularly at put-in and take-out facilities.

We have reviewed the Vermont River Conservancy report on the trail expansion into Mass and Ct and found it very informative and useful. The data collected during your field efforts as well as your background data (parcel, conserved/state/federal lands, etc.) would be very useful to us to compare with the data we have assembled and to make sure we look at sites (particularly potential sites) identified by Noah when we conduct additional field work next year for this specific study.

I am wondering if you may be able to provide the data instead. I will continue to pester Clem as well as we are looking at doing our field work later this summer.

Thanks, and feel free to contact me if you have any questions.

Bud Newell

A.E. Newell III
Environmental Specialist



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Noah Pollock

[\(802\) 540-0319](tel:(802)540-0319)

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Noah Pollock

[\(802\) 540-0319](tel:(802)540-0319)

Newell, Arthur (Bud) E.

From: Norman Sims <normansims1@gmail.com>
Sent: Wednesday, August 20, 2014 3:18 PM
To: Newell, Arthur (Bud) E.
Subject: Re: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

Follow Up Flag: Follow up
Flag Status: Completed

Bud,

Thanks for the note. I will be out of town on Aug. 28-29, so I cannot participate.

Norm Sims

On Wed, Aug 20, 2014 at 8:39 AM, Newell, Arthur (Bud) E. <anewell@trcsolutions.com> wrote:

To Interested Stakeholders,

TRC has scheduled the field study component for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats, for August 28th and 29th, 2014. Pursuant to FERC's Study Plan Determination Letter of September 13, 2013, you are invited to participate in the field study on one or both days. The field evaluation will be done by boat and due to the extent of shoreline to be assessed, we are asking you to commit to spending the full day in the field with us instead of having to coordinate pick-up and drop-off times and locations for individuals over the course of the day. The field days may be long (in excess of 8 hours).

We will depart from the Riverview Picnic Area off Route 63, just north of the Northfield Mountain Visitors Center at 7:00 a.m. on August 28th and plan to boat and assess the entire impoundment on that day. The river segment from Turners Falls Dam to Sunderland Bridge will be evaluated on August 29th by boat (to the extent possible) and vehicle/foot. We will depart from the Sunderland Bridge boat launch area on river left. I will notify you of the start time from Sunderland Bridge late in the day on the 28th.

If you are going to participate on either or both days, please e-mail or call me by August 25th with the dates that you plan to attend. We can only take one person from each organization due to boat capacity. You will be responsible for providing any personal gear, including PFD's, boots/water shoes, etc. as well as food and drinks. A brief safety tailboard will be held prior to departure on each day to review on-water safety, swimming abilities, special needs, PFDs for each person, and communications in the event of an emergency. Dates may be subject to rescheduling based on impoundment and river conditions and flows.

I will keep those that RSVP advised on the field work and schedule as we get closer to the dates.

Please contact me if you have any questions or need additional information.

Thanks.

Bud

A.E. Newell III
Environmental Specialist



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Newell, Arthur (Bud) E.

From: Jahnige, Paul (DCR) <paul.jahnige@state.ma.us>
Sent: Thursday, August 21, 2014 2:41 PM
To: Newell, Arthur (Bud) E.
Subject: RE: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks Bud,

Please count on me for the 29th, I'll await details. Paul

Paul Jahnige
Department of Conservation and Recreation
Director, Greenways and Trails Program
136 Damon Road, Northampton, MA 01060
413-586-8706 ext. 20
paul.jahnige@state.ma.us

From: Newell, Arthur (Bud) E. [mailto:anewell@trcsolutions.com]
Sent: Thursday, August 21, 2014 2:39 PM
To: Jahnige, Paul (DCR)
Cc: Howard, John (John.Howard@gdfsuezna.com); Bill Gabriel (william.gabriel@gdfsuezna.com); Mark Wamser (mwamser@gomezandsullivan.com); Verville, Sarah; Bley, Wendy; Seiders, Heather; Mike Hoover (mhoover@gomezandsullivan.com)
Subject: FW: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

Hi Paul,

Thanks for contacting me regarding the field work scheduled for next week. While the September 13, 2013 FERC Study Plan Determination Letter for Study 3.6.4 specifically identifies certain stakeholders to include in consultation, you are clearly a pertinent stakeholder and should be included in consultation. If your schedule changes for the 28th, please let me know. In the meantime, there is room in the boat if you decide to join us on the 29th. I will stay in touch with you as we work out the field trip details for the 29th.

Bud

From: Jahnige, Paul (DCR) [mailto:paul.jahnige@state.ma.us]
Sent: Thursday, August 21, 2014 2:02 PM
To: Newell, Arthur (Bud) E.
Cc: 'John.Howard@gdfsuezna.com'; 'Kristen Sykes'
Subject: FW: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

Dear Bud,

I have been in the First Light relicensing process, and recreational meetings, and also the CT River Paddlers Trail effort, unfortunately, I do not believe I got your announcement below about next week's assessment days. Please make sure that I am on your list for such efforts.

I am unfortunately, now not available of AUG 28, but would like to try to attend Aug 29.

Thank you.

Paul Jahnige
Department of Conservation and Recreation
Director, Greenways and Trails Program
136 Damon Road, Northampton, MA 01060
413-586-8706 ext. 20
paul.jahnige@state.ma.us

From: Newell, Arthur (Bud) E. [<mailto:anewell@trcsolutions.com>]

Sent: Wednesday, August 20, 2014 8:39 AM

To: Norman Sims (normansims1@gmail.com); 'adonlon@ctriver.org'; 'noah.pollock@gmail.com'; 'kevin_mendik@nps.gov' (kevin_mendik@nps.gov); ssyz@vermontriverconservancy.org

Cc: Howard, John (John.Howard@gdfsuezna.com); Bill Gabriel (william.gabriel@gdfsuezna.com); Mark Wamser (mwamser@gomezandsullivan.com); Verville, Sarah; Mike Hoover (mhoover@gomezandsullivan.com); Seiders, Heather; 'Lana Khitrik' (lkhitrik@gomezandsullivan.com)

Subject: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

To Interested Stakeholders,

TRC has scheduled the field study component for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats, for August 28th and 29th, 2014. Pursuant to FERC's Study Plan Determination Letter of September 13, 2013, you are invited to participate in the field study on one or both days. The field evaluation will be done by boat and due to the extent of shoreline to be assessed, we are asking you to commit to spending the full day in the field with us instead of having to coordinate pick-up and drop-off times and locations for individuals over the course of the day. The field days may be long (in excess of 8 hours).

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I will keep those that RSVP advised on the field work and schedule as we get closer to the dates.

Please contact me if you have any questions or need additional information.

Thanks.

Bud

A.E. Newell III
Environmental Specialist



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Newell, Arthur (Bud) E.

From: Newell, Arthur (Bud) E.
Sent: Monday, August 25, 2014 2:25 PM
To: 'Joanne & Bill McGee'
Subject: RE: Ct River assessment

Hi Joanne,

Please feel free to join us on the 28th. Sorry for the delay in getting back to you, but I wanted to see if anyone declined so that we had space for you.

I am attaching the text from e-mail that went to the stakeholders with the details for Thursday. I look forward to meeting you.

“To Interested Stakeholders,

TRC has scheduled the field study component for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats, for August 28th and 29th, 2014. Pursuant to FERC’s Study Plan Determination Letter of September 13, 2013, you are invited to participate in the field study on one or both days. The field evaluation will be done by boat and due to the extent of shoreline to be assessed, we are asking you to commit to spending the full day in the field with us instead of having to coordinate pick-up and drop-off times and locations for individuals over the course of the day. The field days may be long (in excess of 8 hours).

We will depart from the Riverview Picnic Area off Route 63, just north of the Northfield Mountain Visitors Center at 7:00 a.m. on August 28th and plan to boat and assess the entire impoundment on that day. The river segment from Turners Falls Dam to Sunderland Bridge will be evaluated on August 29th by boat (to the extent possible) and vehicle/foot. We will depart from the Sunderland Bridge boat launch area on river left. I will notify you of the start time from Sunderland Bridge late in the day on the 28th.

If you are going to participate on either or both days, please e-mail or call me by August 25th with the dates that you plan to attend. We can only take one person from each organization due to boat capacity. You will be responsible for providing any personal gear, including PFD’s, boots/water shoes, etc. as well as food and drinks. A brief safety tailboard will be held prior to departure on each day to review on-water safety, swimming abilities, special needs, PFDs for each person, and communications in the event of an emergency. Dates may be subject to rescheduling based on impoundment and river conditions and flows.

I will keep those that RSVP advised on the field work and schedule as we get closer to the dates.

Please contact me if you have any questions or need additional information.

Thanks.

Bud”

Bud

A.E. Newell III
Environmental Specialist



14 Gabriel Drive, Augusta, Me. 04330
T: 207.620.3831 | F: 207.621.8226 | C: 207.248.7155

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From: Joanne & Bill McGee [mailto:jbmccgee2@verizon.net]

Sent: Friday, August 22, 2014 9:15 AM

To: Newell, Arthur (Bud) E.

Subject: Ct River assessment

Bud,

Andrea Donlon sent on your note about the assessment of the Ct River for day use and overnight facilities. I am a member of the Northfield Open Space Committee. An action step in our newest Open Space Plan, approved by the state, calls for additional places to access the Ct. River for kayaks and canoes. Paddlers up in this northern section of the Ct. River have been long concerned about the lack of access spots. Our one access spot, Pauchaug Brook, is in deplorable condition and often times unusable.

Is there room for me to join the group on the river Aug 28th? I will be able to bring a kayaker's perspective to assessment.

Joanne McGee
9 Main St.
Northfield MA 01360

413-498-5022
jbmccgee2@verizon.net

Newell, Arthur (Bud) E.

From: Andrea Donlon <adonlon@ctriver.org>
Sent: Tuesday, August 26, 2014 2:27 PM
To: Newell, Arthur (Bud) E.
Subject: RE: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

Follow Up Flag: Follow up
Flag Status: Completed

OK, great.

The person who can represent CRWC is Mac Everett and his email is rivermac1@verizon.net and phone number is 413-584-0068.

I will make sure he has the information I have on the trip details and will have him email you to confirm that he can come.

I'll check email Thursday evening and will be there at the appointed time on Friday.

Thanks, Andrea

Andrea Donlon, River Steward
CONNECTICUT RIVER WATERSHED COUNCIL, INC.
15 Bank Row
Greenfield MA 01301
Phone: (413)772-2020 x. 205
Fax: (413)772-2090
adonlon@ctriver.org
Become a member today! Join at www.ctriver.org.
CRWC is on Facebook—become a fan

From: Newell, Arthur (Bud) E. [mailto:anewell@trcsolutions.com]
Sent: Tuesday, August 26, 2014 2:19 PM
To: Andrea Donlon
Subject: RE: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

Hi Andrea,

I notified Joanne yesterday that she is welcome to attend and we can certainly accommodate CRWC person as well on Thursday.

I will get e-mails out to those that have responded tomorrow morning just confirming our plans as we know them to be now. I probably will not know a firm time for Friday until sometime Thursday, but will notify everyone as soon as I can.

Bud

A.E. Newell III
Environmental Specialist



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T: 207.620.3831 | F: 207.621.8226 | C: 207.248.7155

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From: Andrea Donlon [<mailto:adonlon@ctriver.org>]
Sent: Tuesday, August 26, 2014 2:05 PM
To: Newell, Arthur (Bud) E.
Subject: RE: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

Bud,

Just checking in about Thursday. I hope Joanne McGee from Northfield can go. If there is also space, I now have someone who can represent CRWC who is available, but I don't want to bump Joanne if there is only one slot (she has more local knowledge, which would be an asset on the trip). Let me know and I'll proceed from there.

Andrea

Andrea Donlon, River Steward
CONNECTICUT RIVER WATERSHED COUNCIL, INC.
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Greenfield MA 01301
Phone: (413)772-2020 x. 205
Fax: (413)772-2090
adonlon@ctriver.org
Become a member today! Join at www.ctriver.org.
CRWC is on Facebook—become a fan

From: Newell, Arthur (Bud) E. [<mailto:anewell@trcsolutions.com>]
Sent: Monday, August 25, 2014 11:39 AM
To: Andrea Donlon
Subject: RE: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

Hi Andrea,

Thanks for the update. I am not sure how much in and out of the boat we will be doing and what the terrain will be like. This will be my first time on the impoundment so I have only seen what can be driven and reasonably walked into from the road system.

I will follow up with Joanne as she did contact me and I wanted to see what we were going to get as a response from those on the e-mail invitation before agreeing to take others to make sure we had room for people.

I'll see you Friday at Sunderland Bridge as will follow up with a time after I speak with the our boat owner/driver.

Bud

From: Andrea Donlon [<mailto:adonlon@ctriver.org>]
Sent: Monday, August 25, 2014 9:08 AM
To: Newell, Arthur (Bud) E.
Subject: RE: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

Bud,

I would like to attend the field day on Friday. I have a conflict on Thursday and fellow staff members at CRWC can't make it. One of our board members may be able to make it but she is curious how much walking and scrambling there will be.

Because I have had a hard time finding someone from CRWC to attend, I did inquire with affiliate groups like Greater Northfield Watershed Association that participated in commenting on studies and/or the FERC scoping session. Joanne McGee is interested, and I hope she will be allowed to attend given that AMC and MADCR cannot attend on Thursday.

Andrea

Andrea Donlon, River Steward
CONNECTICUT RIVER WATERSHED COUNCIL, INC.
15 Bank Row
Greenfield MA 01301
Phone: (413)772-2020 x. 205
Fax: (413)772-2090
adonlon@ctriver.org
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CRWC is on Facebook—become a fan

From: Newell, Arthur (Bud) E. [<mailto:anewell@trcsolutions.com>]
Sent: Thursday, August 21, 2014 3:33 PM
To: Andrea Donlon
Subject: RE: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

Thanks, Andrea.

From: Andrea Donlon [<mailto:adonlon@ctriver.org>]
Sent: Thursday, August 21, 2014 2:50 PM
To: Newell, Arthur (Bud) E.
Subject: RE: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

Thanks. I will try to let you know tomorrow what days CRWC will be there. Thursday is not ideal, but I'll see what we can do.

Andrea

Andrea Donlon, River Steward
CONNECTICUT RIVER WATERSHED COUNCIL, INC.
15 Bank Row

Greenfield MA 01301
Phone: (413)772-2020 x. 205
Fax: (413)772-2090

adonlon@ctriver.org

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CRWC is on Facebook—become a fan

From: Newell, Arthur (Bud) E. [<mailto:anewell@trcsolutions.com>]

Sent: Wednesday, August 20, 2014 3:31 PM

To: Andrea Donlon

Subject: RE: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

Hi Andrea,

I expect that will be Friday as I expect it will take most of Thursday to get around the impoundment.

Bud

From: Andrea Donlon [<mailto:adonlon@ctriver.org>]

Sent: Wednesday, August 20, 2014 3:29 PM

To: Newell, Arthur (Bud) E.

Subject: RE: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

Bud,

Do you know which day might involve discussion of portage routes around TF dam?

Andrea

Andrea Donlon, River Steward
CONNECTICUT RIVER WATERSHED COUNCIL, INC.
15 Bank Row
Greenfield MA 01301
Phone: (413)772-2020 x. 205
Fax: (413)772-2090

adonlon@ctriver.org

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CRWC is on Facebook—become a fan

From: Newell, Arthur (Bud) E. [<mailto:anewell@trcsolutions.com>]

Sent: Wednesday, August 20, 2014 8:39 AM

To: Norman Sims (normansims1@gmail.com); 'adonlon@ctriver.org'; 'noah.pollock@gmail.com';

'kevin_mendik@nps.gov' (kevin_mendik@nps.gov); ssyz@vermontriverconservancy.org

Cc: Howard, John (John.Howard@gdfsuezna.com); Bill Gabriel (william.gabriel@gdfsuezna.com); Mark Wamser

(mwamser@gomezandsullivan.com); Verville, Sarah; Mike Hoover (mhoover@gomezandsullivan.com); Seiders, Heather;

'Lana Khitrik' (lkhitrik@gomezandsullivan.com)

Subject: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

To Interested Stakeholders,

TRC has scheduled the field study component for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats, for August 28th and 29th, 2014. Pursuant to FERC's Study Plan Determination Letter of September 13, 2013, you are invited to participate in the field study on one or both days. The field evaluation will be done by boat and due to the extent of shoreline to be assessed, we are asking you to commit to spending the full day in the field with us instead of having to coordinate pick-up and drop-off times and locations for individuals over the course of the day. The field days may be long (in excess of 8 hours).

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I will keep those that RSVP advised on the field work and schedule as we get closer to the dates.

Please contact me if you have any questions or need additional information.

Thanks.

Bud

A.E. Newell III
Environmental Specialist



14 Gabriel Drive, Augusta, Me. 04330
T: 207.620.3831 | F: 207.621.8226 | C: 207.248.7155

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Newell, Arthur (Bud) E.

From: Newell, Arthur (Bud) E.
Sent: Wednesday, August 27, 2014 7:36 AM
To: 'Mac Everett'
Subject: RE: Thursday river trip

Hi Mac,

Andrea did contact me and will have the details correct. I will be sending a follow up e-mail to the participants later this morning just reminding everyone and will include you on that message as well.

I look forward to meeting you.

Bud

A.E. Newell III
Environmental Specialist



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From: Mac Everett [mailto:rivermac1@verizon.net]
Sent: Tuesday, August 26, 2014 9:15 PM
To: Newell, Arthur (Bud) E.
Subject: Thursday river trip

Hi Bud,

I understand Andrea Donlon of CRWC has contacted you regarding my participation on the Thursday river trip to assess day use and overnight facilities on the stretch from Vernon to Turner's Falls. I have a lot of canoe camping experience that should be relevant and I look forward to participating. I understand I need to show up at 7 at the Riverview Picnic Area with food, drink, pfd, and appropriate clothing.

I will be out Wednesday until noon or so, but should be home most of the afternoon if you need to contact me.

My home phone is 413-584-0068

Thanks,

Mac Everett

Newell, Arthur (Bud) E.

From: Newell, Arthur (Bud) E.
Sent: Wednesday, August 27, 2014 8:35 AM
To: 'adonlon@ctriver.org'; 'paul.jahnige@state.ma.us'; 'Kristen Sykes'; 'Joanne & Bill McGee'; 'Mac Everett'
Cc: Howard, John (John.Howard@gdfsuezna.com); Bill Gabriel (william.gabriel@gdfsuezna.com); Mark Wamser (mwamser@gomezandsullivan.com); Verville, Sarah; Bley, Wendy; Mike Hoover (mhoover@gomezandsullivan.com); Seiders, Heather; 'Lana Khitrik' (lkhitrik@gomezandsullivan.com)
Subject: August 28/29 field work - Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

To Interested Stakeholders:

I am following up to my e-mail of the 20th regarding the field work associated with the Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats study plan. Again, here are the details for the field work being conducted on August 28 and 29:

TRC has scheduled the field study component for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats, for August 28th and 29th, 2014. Pursuant to FERC's Study Plan Determination Letter of September 13, 2013, you are invited to participate in the field study on one or both days. The field evaluation will be done by boat and due to the extent of shoreline to be assessed, we are asking you to commit to spending the full day in the field with us instead of having to coordinate pick-up and drop-off times and locations for individuals over the course of the day. The field days may be long (in excess of 8 hours).

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You will be responsible for providing any personal gear, including PFD's, boots/water shoes, etc. as well as food and drinks. A brief safety tailboard will be held prior to departure on each day to review on-water safety, swimming abilities, special needs, PFDs for each person, and communications in the event of an emergency. Dates may be subject to rescheduling based on impoundment and river conditions and flows.

Please contact me if you have any questions or need additional information.

Thanks.

Bud

A.E. Newell III
Environmental Specialist



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T: 207.620.3831 | F: 207.621.8226 | C: 207.248.7155

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Newell, Arthur (Bud) E.

From: Newell, Arthur (Bud) E.
Sent: Thursday, August 28, 2014 1:57 PM
To: Kristen Sykes; adonlon@ctriver.org; paul.jahnige@state.ma.us
Subject: Re: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

8:00 a.m tomorrow from Sunderland bridge boat access site.

Bud

Sent from my iPhone

On Aug 26, 2014, at 10:52 AM, "Kristen Sykes" <KSykes@outdoors.org> wrote:

Hi Bud-

Okay, great!

Thanks!

Kristen

Kristen Sykes
Director of Conservation Strategies – Appalachian Mountain Club
Director of Operations – Bay Circuit Alliance
617-391-6565 (p)
609-558-2188 (c)
[Website](#) | [Facebook](#) | [Twitter](#) | [YouTube](#)
<http://baycircuit.org/wordpress/>

Your Connection to the Outdoors

From: Newell, Arthur (Bud) E. [<mailto:anewell@trcsolutions.com>]
Sent: Monday, August 25, 2014 2:28 PM
To: Kristen Sykes; Jahnige, Paul (DCR)
Cc: 'John.Howard@gdfsuezna.com'; Andrea Donlon (adonlon@ctriver.org); Norman Sims (normansims1@gmail.com)
Subject: RE: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

Hi Kristen,

Norm Sims (AMC) has let me know he will not be available to attend the field trips, so feel free to join us on the 29th. I will provide you and the others with a time to meet at Sunderland Bridge Launch area once I confirm with our boat driver.

Bud

A.E. Newell III
Environmental Specialist

<image001.jpg>

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T: 207.620.3831 | F: 207.621.8226 | C: 207.248.7155

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From: Kristen Sykes [<mailto:KSykes@outdoors.org>]
Sent: Thursday, August 21, 2014 2:31 PM
To: Jahnige, Paul (DCR); Newell, Arthur (Bud) E.
Cc: 'John.Howard@gdfsuezna.com'; Andrea Donlon (adonlon@ctriver.org); Norman Sims (normansims1@gmail.com)
Subject: RE: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

Dear Bud-

I too am deeply involved with the CT River Paddlers' Trail effort and would like to attend but can only make August 29th. Also please add me to your email list for future announcements of this nature.

Best,

Kristen

Kristen Sykes
Director of Conservation Strategies – Appalachian Mountain Club
Director of Operations – Bay Circuit Alliance
617-391-6565 (p)
609-558-2188 (c)
[Website](#) | [Facebook](#) | [Twitter](#) | [YouTube](#)
<http://baycircuit.org/wordpress/>

Your Connection to the Outdoors

From: Jahnige, Paul (DCR) [<mailto:paul.jahnige@state.ma.us>]
Sent: Thursday, August 21, 2014 2:02 PM
To: 'anewell@trcsolutions.com'
Cc: 'John.Howard@gdfsuezna.com'; Kristen Sykes
Subject: FW: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

Dear Bud,

I have been in the First Light relicensing process, and recreational meetings, and also the CT River Paddlers Trail effort, unfortunately, I do not believe I got your announcement below about next week's assessment days. Please make sure that I am on your list for such efforts.

I am unfortunately, now not available of AUG 28, but would like to try to attend Aug 29.

Thank you.

Paul Jahnige
Department of Conservation and Recreation
Director, Greenways and Trails Program
136 Damon Road, Northampton, MA 01060
413-586-8706 ext. 20
paul.jahnige@state.ma.us

From: Newell, Arthur (Bud) E. [<mailto:anewell@trcsolutions.com>]
Sent: Wednesday, August 20, 2014 8:39 AM
To: Norman Sims (normansims1@gmail.com); 'adonlon@ctriver.org'; 'noah.pollock@gmail.com'; 'kevin_mendik@nps.gov' (kevin_mendik@nps.gov); ssyz@vermontriverconservancy.org
Cc: Howard, John (John.Howard@gdfsuezna.com); Bill Gabriel (william.gabriel@gdfsuezna.com); Mark Wamser (mwamser@gomezandsullivan.com); Verville, Sarah; Mike Hoover (mhoover@gomezandsullivan.com); Seiders, Heather; 'Lana Khitrik' (lkhitrik@gomezandsullivan.com)
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I will keep those that RSVP advised on the field work and schedule as we get closer to the dates.

Please contact me if you have any questions or need additional information.

Thanks.

Bud

A.E. Newell III
Environmental Specialist

<image001.jpg>

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Newell, Arthur (Bud) E.

From: Jahnige, Paul (DCR) <paul.jahnige@state.ma.us>
Sent: Thursday, August 28, 2014 9:46 PM
To: Newell, Arthur (Bud) E.; Kristen Sykes; adonlon@ctriver.org
Subject: RE: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

Hi Bud,

Thanks, Unfortunately, I now have another commitment that has arisen, and won't be able to join, but I'll look forward to the report. Paul _____

From: Newell, Arthur (Bud) E. [anewell@trcsolutions.com]
Sent: Thursday, August 28, 2014 1:56 PM
To: Kristen Sykes; adonlon@ctriver.org; Jahnige, Paul (DCR)
Subject: Re: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

8:00 a.m tomorrow from Sunderland bridge boat access site.

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Sent from my iPhone

On Aug 26, 2014, at 10:52 AM, "Kristen Sykes" <KSykes@outdoors.orgmailto:KSykes@outdoors.org> wrote:

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Website<<http://www.outdoors.org/>> | Facebook<<http://www.facebook.com/AppalachianMountainClub>> |
Twitter<<http://twitter.com/appmtclub>> | YouTube<<http://www.youtube.com/AppalachianMtnClub>>
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Your Connection to the Outdoors

From: Newell, Arthur (Bud) E. [mailto:anewell@trcsolutions.com]
Sent: Monday, August 25, 2014 2:28 PM
To: Kristen Sykes; Jahnige, Paul (DCR)

Cc: 'John.Howard@gdfsuezna.com<mailto:John.Howard@gdfsuezna.com>'; Andrea Donlon (adonlon@ctriver.org<mailto:adonlon@ctriver.org>); Norman Sims (normansims1@gmail.com<mailto:normansims1@gmail.com>)
Subject: RE: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

Hi Kristen,

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Bud

A.E. Newell III
Environmental Specialist

<image001.jpg>

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To: Jahnige, Paul (DCR); Newell, Arthur (Bud) E.
Cc: 'John.Howard@gdfsuezna.com<mailto:John.Howard@gdfsuezna.com>'; Andrea Donlon (adonlon@ctriver.org<mailto:adonlon@ctriver.org>); Norman Sims (normansims1@gmail.com<mailto:normansims1@gmail.com>)
Subject: RE: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

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Best,

Kristen

Kristen Sykes
Director of Conservation Strategies – Appalachian Mountain Club Director of Operations – Bay Circuit Alliance
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Twitter<<http://twitter.com/appmtclub>> | YouTube<<http://www.youtube.com/AppalachianMtnClub>>
<http://baycircuit.org/wordpress/>

Your Connection to the Outdoors

From: Jahnige, Paul (DCR) [mailto:paul.jahnige@state.ma.us]

Sent: Thursday, August 21, 2014 2:02 PM

To: 'anewell@trcsolutions.com<mailto:anewell@trcsolutions.com>'

Cc: 'John.Howard@gdfsuezna.com<mailto:John.Howard@gdfsuezna.com>'; Kristen Sykes

Subject: FW: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

Dear Bud,

I have been in the First Light relicensing process, and recreational meetings, and also the CT River Paddlers Trail effort, unfortunately, I do not believe I got your announcement below about next week's assessment days. Please make sure that I am on your list for such efforts.

I am unfortunately, now not available of AUG 28, but would like to try to attend Aug 29.

Thank you.

Paul Jahnige

Department of Conservation and Recreation Director, Greenways and Trails Program

136 Damon Road, Northampton, MA 01060

413-586-8706 ext. 20

paul.jahnige@state.ma.us<mailto:paul.jahnige@state.ma.us>

From: Newell, Arthur (Bud) E. [mailto:anewell@trcsolutions.com]

Sent: Wednesday, August 20, 2014 8:39 AM

To: Norman Sims (normansims1@gmail.com<mailto:normansims1@gmail.com>);

'adonlon@ctriver.org<mailto:adonlon@ctriver.org>'; 'noah.pollock@gmail.com<mailto:noah.pollock@gmail.com>';

'kevin_mendik@nps.gov<mailto:kevin_mendik@nps.gov>' (kevin_mendik@nps.gov<mailto:kevin_mendik@nps.gov>);

ssyz@vermontriverconservancy.org<mailto:ssyz@vermontriverconservancy.org>

Cc: Howard, John (John.Howard@gdfsuezna.com<mailto:John.Howard@gdfsuezna.com>); Bill Gabriel

(william.gabriel@gdfsuezna.com<mailto:william.gabriel@gdfsuezna.com>); Mark Wamser

(mwamser@gomezandsullivan.com<mailto:mwamser@gomezandsullivan.com>); Verville, Sarah; Mike Hoover

(mhoover@gomezandsullivan.com<mailto:mhoover@gomezandsullivan.com>); Seiders, Heather; 'Lana Khitrik'

(lkhitrik@gomezandsullivan.com<mailto:lkhitrik@gomezandsullivan.com>)

Subject: Field work schedule for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

To Interested Stakeholders,

TRC has scheduled the field study component for Study 3.6.4, Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats, for August 28th and 29th, 2014. Pursuant to FERC's Study Plan Determination Letter of September 13, 2013, you are invited to participate in the field study on one or both days. The field evaluation will be done by boat and due to the extent of shoreline to be assessed, we are asking you to commit to spending the full day in the field with us instead of having to coordinate pick-up and drop-off times and locations for individuals over the course of the day. The field days may be long (in excess of 8 hours).

We will depart from the Riverview Picnic Area off Route 63, just north of the Northfield Mountain Visitors Center at 7:00 a.m. on August 28th and plan to boat and assess the entire impoundment on that day. The river segment from Turners Falls Dam to Sunderland Bridge will be evaluated on August 29th by boat (to the extent possible) and vehicle/foot. We will depart from the Sunderland Bridge boat launch area on river left. I will notify you of the start time from Sunderland Bridge late in the day on the 28th.

If you are going to participate on either or both days, please e-mail or call me by August 25th with the dates that you plan to attend. We can only take one person from each organization due to boat capacity. You will be responsible for providing any personal gear, including PFD's, boots/water shoes, etc. as well as food and drinks. A brief safety tailboard will be held prior to departure on each day to review on-water safety, swimming abilities, special needs, PFDs for each person, and communications in the event of an emergency. Dates may be subject to rescheduling based on impoundment and river conditions and flows.

I will keep those that RSVP advised on the field work and schedule as we get closer to the dates.

Please contact me if you have any questions or need additional information.

Thanks.

Bud

A.E. Newell III
Environmental Specialist

<image001.jpg>

14 Gabriel Drive, Augusta, Me. 04330

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or Twitter<http://twitter.com/TRC_Companies> | www.trcsolutions.com<<http://www.trcsolutions.com/>>

Newell, Arthur (Bud) E.

From: Joanne & Bill McGee <jbmcgee2@verizon.net>
Sent: Tuesday, September 02, 2014 1:51 PM
To: Newell, Arthur (Bud) E.
Subject: riverbank assessment

Dear Bud,

First of all, thank you for organizing your work so that we could be a part of the assessment. The work was both fascinating and challenging. After inspecting miles of riverbank, I can certainly understand the difficulties in developing additional access for paddlers.

Despite these difficulties, I hope you will be able to develop some solutions for paddlers including a renovation of Pauchaug Boat Ramp to provide an exclusive launching site for paddlers that will prevent vehicles from creating mudholes and hogging the beach. Although the bank is steep, the Bennett Meadow site seems ideal because parking exists and there is no history of power boats at that location. We also would be interested in a solution at the Riverview Picnic Area that allows the launching of canoes or kayaks from the shore without that long walk. I also like that spot with the chairs at the end of the farm road.

As I mentioned, the Northfield Open Space Committee is interested in shoreline access for walking paths. Now that Department of Conservation and Recreation (DCR) is assuming ownership of the final Schell bridge, we will be working with the agency to develop parks at each end of the bridge and hope to find a way to create a shoreline path from the Boat Ramp to the Schell Bridge and then beyond to Mill Brook where we looked at the erosion control work. That spot is another possible access point for kayaks and canoes. I realize that your mandate does not include shoreline paths. However, we would appreciate any help in working with First Light to include shoreline recreational paths as part of their recreational focus.

Would it be possible to have a copy of your report when it is finished?

Thank you so much for my day on the river. I hope Friday was as interesting and useful as Thursday.

Sincerely,

Joanne McGee
Northfield Open Space Committee
413-498-5022

Newell, Arthur (Bud) E.

From: Noah Pollock <noah.pollock@gmail.com>
Sent: Friday, October 17, 2014 9:44 AM
To: Newell, Arthur (Bud) E.
Subject: Re: Study 3.6.4 - Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

Hi Bud,

That looks like a pretty good list. I'd recommend reviewing this CRJC report. The suggestions for the southern portion of the report may be relevant, particularly their suggestion for access at the mouth of the Ashelot River in Hinsdale: http://www.crjc.org/wp-content/uploads/2012/06/RECREATION_LRS5_2013pc.pdf

Do you have a map of the study region? I've done some initial research on a few of the tributaries in the region that may be relevant.

Noah

On Thu, Oct 16, 2014 at 12:30 PM, Newell, Arthur (Bud) E. <anewell@trcsolutions.com> wrote:

To Interested Stakeholders,

The study plan for Study 3.6.4: "Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats" includes a literature review (study plan task 1) of appropriate federal, state, county and local programs and plans related to recreational use of the waterway within the Turners Falls and Northfield Mountain Projects' boundaries. As discussed at the October 1, 2014 Initial Study Report Meeting (ISRM) at the Northfield Mountain Visitor Center, we have located and reviewed the following documents and reports for this study:

- 2013 Connecticut River Paddlers' Trail Expansion Study
- Connecticut River Boating Guide , Source to Sea, 3rd Edition
- New Hampshire Vermont AMC River Guide, 4th Edition
- Massachusetts, Connecticut, Rhode Island AMC River Guide, 4th Edition
- Department of the Interior order Establishment of a National Blueways System
- Department of the Interior Designation of the Connecticut River National Blueway

If you are aware of other plans, reports, programs or information that are pertinent to this study would you kindly provide me with any information you may have (document names, authors/organizations, websites/links, etc.).

As part of the field work conducted for this study on August 28 and 29, 2014, we identified existing and possible access points along the river between the Governor Hunt boat launch in Vernon, VT and Sunderland Bridge in Sunderland, MA. At the ISRM on October 1, it was noted by attendees there may be access points to the river that are not well known or easily discernible that are used to hand launch watercraft. If you are aware of such sites and can provide additional information (i.e., location/site marked on a map), this too would be useful and we can cross reference such sites with the data we collected.

I appreciate any assistance and information you may be aware of.

Thanks.

Bud Newell

A.E. Newell III
Environmental Specialist



14 Gabriel Drive, Augusta, Me. 04330

T: [207.620.3831](tel:207.620.3831) | F: [207.621.8226](tel:207.621.8226) | C: [207.248.7155](tel:207.248.7155)

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Noah Pollock
[\(802\) 540-0319](tel:802.540.0319)

Newell, Arthur (Bud) E.

From: Norman Sims <normsims@me.com>
Sent: Monday, October 20, 2014 5:51 PM
To: Newell, Arthur (Bud) E.
Cc: Tom Christopher
Subject: Re: Study 3.6.4 - Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

Bud,

I took a field trip today to find the informal put-in on the Connecticut River that I mentioned in the meeting at Northfield Mountain during your presentation. I also took some pictures, which I'll attach. The titles on the jpegs indicate what you're looking at, such as side stream, stream delta, put-in, etc. (I have high resolution photos if you need them.)

It's a pretty good spot with a relatively gradual descent to the river from the parking pull-out. One can angle a little bit north and find a good pathway, which can then double back to a riverbank put-in almost immediately below the parking place. A small stream comes in about 100 yards north, and there are signs of camping such as a stone fire pit. Up near the road, there's an old house foundation.

Here's how I got there. I started from the south, heading north on River Road. As it nears Greenfield, River Road takes a hard left at a farmhouse. I went straight on McClelland Farm Road, and I started the odometer at that point. In .6 miles, I went under the railroad bridge. Immediately after the bridge, McClelland Farm Road swings left, but I went straight on a dirt road. (There's a sign saying the bike path also swings left.) On the dirt road, the pull-out for this site is at 1.2 miles on my odometer. This dirt road continues for a while through some farm fields and then rejoins McClelland Farm Road at 1.8 miles. (There's a sign for Deerfield Innovator's Mill, coming soon, at that intersection.) McClelland Farm Road then continues north past some bike trail parking and rejoins River Road at 2.1 miles. River Road hits Routes 5 & 10 in Greenfield at 3.0 miles.

I did not find the dirt road on Google Earth or Google Maps.

I'll attach some pictures that I took today. I didn't see much trash, although some may have been covered by the autumn leaves. I could see an old rusting barrel. It used to be worse. It's a good location for a run down to the Sunderland Bridge.

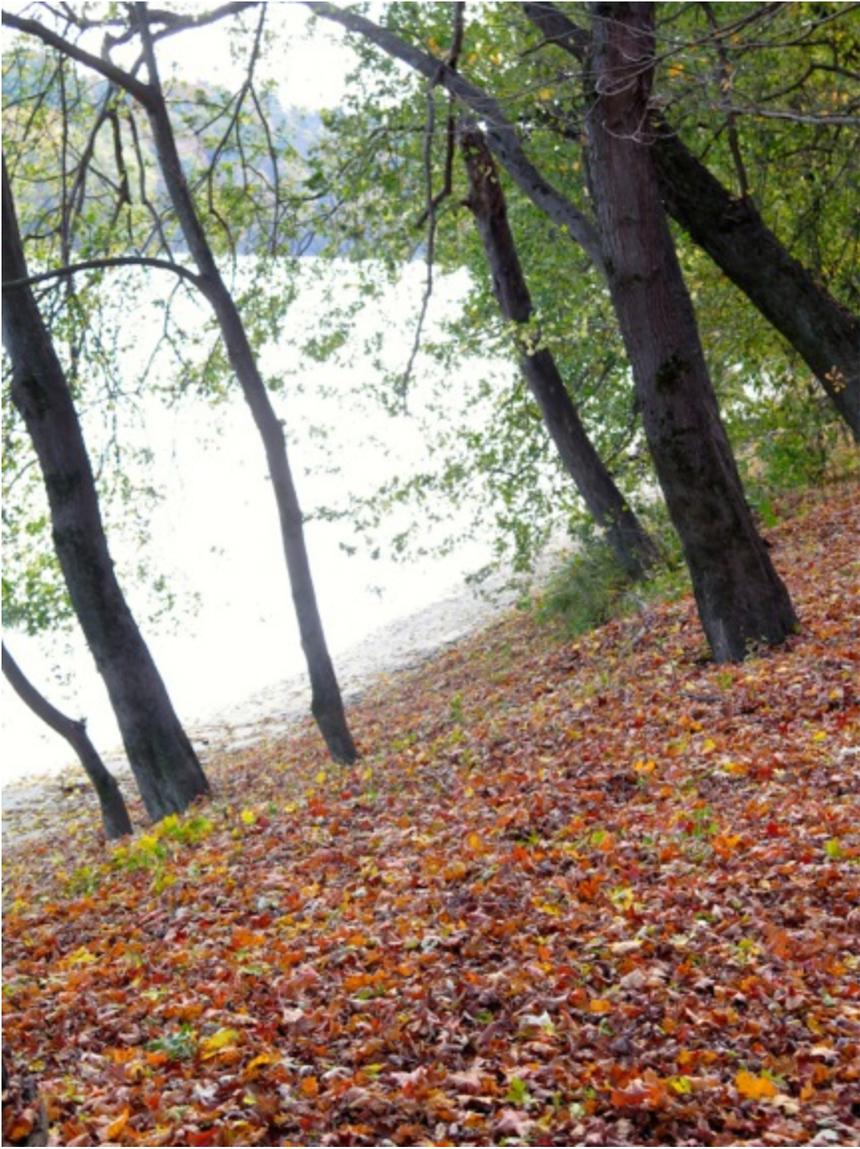
I hope you can include this site in your study 3.6.4. If you would like me to come along if you go looking for it, I'd be happy to help.

Norm Sims
normsims@me.com
AMC











On Oct 16, 2014, at 12:30 PM, Newell, Arthur (Bud) E. <anewell@trcsolutions.com> wrote:

To Interested Stakeholders,

As part of the field work conducted for this study on August 28 and 29, 2014, we identified existing and possible access points along the river between the Governor Hunt boat launch in Vernon, VT and Sunderland Bridge in Sunderland, MA. At the ISRM on October 1, it was noted by attendees there may be access points to the river that are not well known or easily discernible that are used to hand launch watercraft. If you are aware of such sites and can provide additional information (i.e., location/site marked on a map), this too would be useful and we can cross reference such sites with the data we collected.

I appreciate any assistance and information you may be aware of.

Thanks.

Bud Newell

Newell, Arthur (Bud) E.

From: Andrea Donlon <adonlon@ctriver.org>
Sent: Thursday, October 23, 2014 4:20 PM
To: Newell, Arthur (Bud) E.
Subject: RE: Study 3.6.4 - Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

Bud,

Here are some more resources and links that I am aware of.

“River Days: Exploring the Connecticut River from Source to Sea” by Michael Tougias. Book published by AMC in 2001. Chapters 8 and 9 cover Vernon Dam to TF Dam and TF Dam to Sunderland Bridge, respectively.

Nice maps of details a boater would want to know about. Available for sale on our website, at http://www.ctriver.org/products-page/#CRWC_Store or more info at <http://www.ctrivermaps.com/>

MA DCR Connecticut River Greenway State Park web page: <http://www.mass.gov/eea/agencies/dcr/massparks/region-west/connecticut-river-greenway-state-park.html>

Often times, town open space and recreation plans identify access to the CT River is a high priority need. Town of Gill Open Space and Recreation Plan 2011: <http://www.gillmass.org/pdfs/OpenSpace/Gill-OSRP-2011-FINAL.pdf>

Montague Open Space Plan 2011: http://www.montague.net/Pages/MontagueMA_Planning/docs

Town of Northfield Open Space and Recreation Plan 2013: <http://www.northfield.ma.us/?id=155>

Deerfield Open Space and Recreation Plan 2013: http://www.deerfieldma.us/Pages/OSRP_11-8-2013.pdf

Sunderland Open Space and Recreation Plan

2014: http://www.townofsunderland.us/Pages/SunderlandMA_Bcomm/Conservation/osrp

Interesting description of river paddling trip: <http://mjgradziel.com/ctriver/ctr.html>

Andrea

Andrea Donlon, River Steward
CONNECTICUT RIVER WATERSHED COUNCIL, INC.
15 Bank Row
Greenfield MA 01301
Phone: (413)772-2020 x. 205
adonlon@ctriver.org
Become a member today! Join at www.ctriver.org.
Find us on Facebook, LinkedIn, Twitter, YouTube, and Flickr

From: Newell, Arthur (Bud) E. [mailto:anewell@trcsolutions.com]
Sent: Thursday, October 16, 2014 12:31 PM
To: 'adonlon@ctriver.org'; Norman Sims (normansims1@gmail.com); 'paul.jahnige@state.ma.us'; 'kevin_mendik@nps.gov' (kevin_mendik@nps.gov); Bob Nasdor; 'tom.christopher@comcast.net'; 'noah.pollock@gmail.com'; ssyz@vermontriverconservancy.org
Cc: Howard, John (John.Howard@gdfsuezna.com); Bill Gabriel (william.gabriel@gdfsuezna.com); Mark Wamser (mwamser@gomezandsullivan.com); Verville, Sarah; Bley, Wendy; Mike Hoover (mhoover@gomezandsullivan.com);

Seiders, Heather; 'Lana Khitrik' (lkhitrik@gomezandsullivan.com)

Subject: Study 3.6.4 - Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats

To Interested Stakeholders,

The study plan for Study 3.6.4: "Assessment of Day Use and Overnight Facilities Associated with Non-Motorized Boats" includes a literature review (study plan task 1) of appropriate federal, state, county and local programs and plans related to recreational use of the waterway within the Turners Falls and Northfield Mountain Projects' boundaries. As discussed at the October 1, 2014 Initial Study Report Meeting (ISRM) at the Northfield Mountain Visitor Center, we have located and reviewed the following documents and reports for this study:

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- Department of the Interior Designation of the Connecticut River National Blueway

If you are aware of other plans, reports, programs or information that are pertinent to this study would you kindly provide me with any information you may have (document names, authors/organizations, websites/links, etc.).

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I appreciate any assistance and information you may be aware of.

Thanks.

Bud Newell

A.E. Newell III
Environmental Specialist



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APPENDIX B – FIELD PHOTOGRAPHS

Governor Hunt Boat Launch



Stebbins Island



Asheulot River Informal Campsite



Upper Island



Farm Road



Rock Island South



Pauchaug Boat Launch



FCRPT 019



FCRPT 020



FCRPT 021



FCRPT 022



Old Route 10 Bridge Site



Bennett Meadow WMA



FCRPT 024



FCRPT 025



Munn’s Ferry Boat Camping Recreation Area



Kidd's Island



FCRPT 028



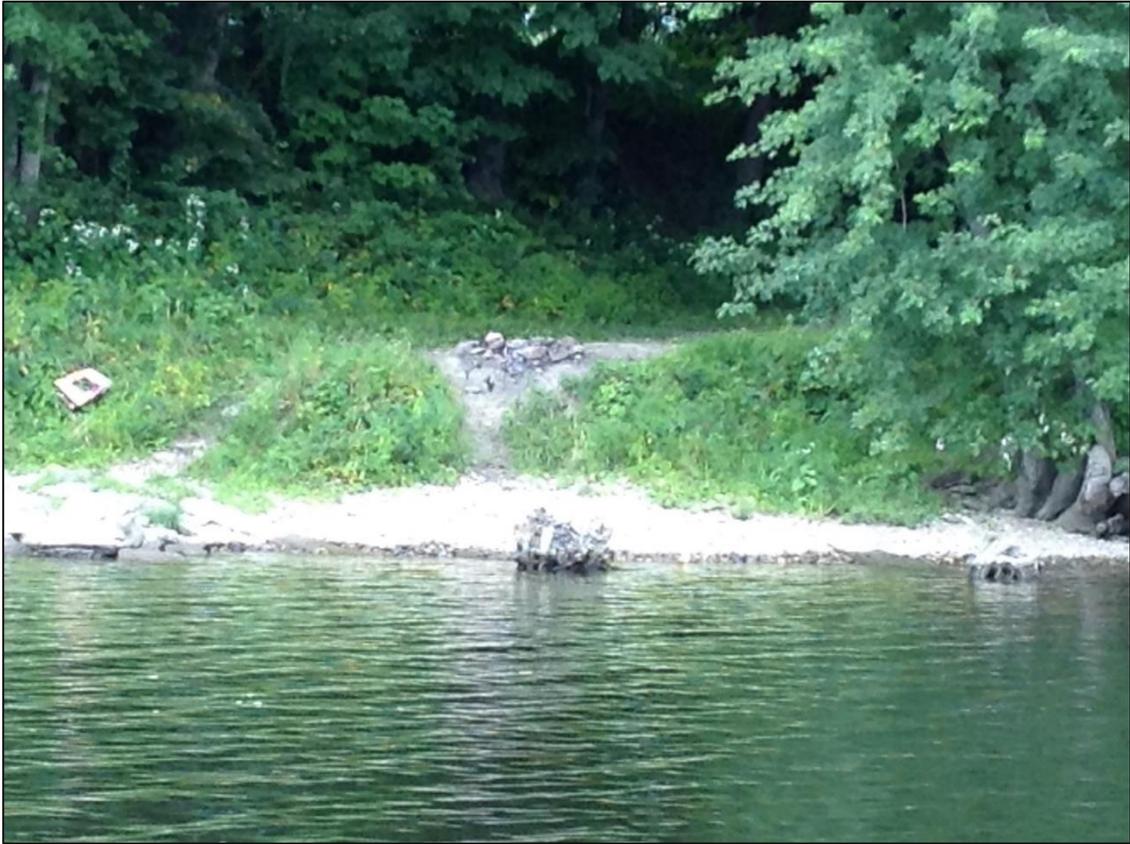
028A



FCRPT 029



Pisgah Mountain Road



Boat Tour and Riverview Picnic Area



FCRPT 031



Cabot Camp Access Area



FCRPT 033A



033



Barton Cove Nature Area and Campground



Barton Cove Canoe and Kayak Rental



State Boat Launch



Former Red Suspension Bridge (River left)



Poplar Street Access



FCRPT 038



FCRPT 039



FCRPT 040B



FCRPT 040



River Road 1



Montague CE



Falls Road



Second Island



FCRPT 046



First Island



Sunderland Bridge Boat Launch



Sunderland Bridge Access

