



# The Commonwealth of Massachusetts

Executive Office of Environmental Affairs

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April 6, 2007

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## CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT

PROJECT NAME : Westwood Station  
PROJECT MUNICIPALITY : University Avenue - Westwood  
PROJECT WATERSHED : Boston Harbor  
EOEA NUMBER : 13826  
PROJECT PROPONENT : Cabot, Cabot and Forbes  
DATE NOTICED IN MONITOR : January 23, 2007

As Secretary of Environmental Affairs, I hereby determine that the Draft Environmental Impact Report (DEIR) submitted on the above project **adequately and properly** complies with the Massachusetts Environmental Policy Act (G. L., c. 30, ss. 61-62H) and with its implementing regulations (301 CMR 11.00).

As described in the DEIR, the proposed project consists of the redevelopment of the University Avenue Business Park into approximately 4.513 million square feet (sf) of mixed-use development to be completed in three phases. Phase 1 includes approximately 620,000 sf of residential space (495 units), 1.348 million sf of retail/restaurant space, 230,000 sf of hotel space (328 rooms), 125,000 sf of general office space, 70,000 sf of fitness space, and 30,000 sf of public safety/community space, or about 2.473 million sf. Phases 2 and 3 includes approximately 675,000 sf of residential space (505 units) and 1.365 million sf of general office space, or about 2.040 million sf. The project site contains approximately 1.369 million sf of existing warehouse and office space in twelve buildings with parking for 2500 cars in surface lots. These buildings will be demolished to make way for the proposed project. The site is adjacent to the Route 128 Station, which has direct MBTA commuter rail and Amtrak intercity rail service with a 2500-space parking garage. It is approximately 141 acres, bisected by University Avenue. The project site is within and adjacent to the Fowl Meadow and Ponkapoag Bog Area of Critical Environmental Concern (ACEC).

This project requires a mandatory EIR. It will require Highway Access Permits and

Traffic Signal Permits from the Massachusetts Highway Department (MassHighway). The proponent will need to obtain MassHighway approval for the reconstruction of the Blue Hill Avenue/University Avenue ramps onto Route 128 and the construction and design of the I-95 northbound/ exit ramp onto Dedham Street. The project may require a Permit by the Executive Office of Transportation and Construction under Chapter 54A for construction on former railroad property. An Entry Permit for work on MBTA railroad property is needed by the proponent. The project may require a Construction Dewatering Permit, a Notice of Construction & Demolition, a Limited Air Plan Approval/Fossil Fuel Emission Permit, a Notice Regarding Demolition and Construction, a Modification Permit for the water distribution system, a Cross Connection Permit, and a Sewer Extension/Connection Permit from the Department of Environmental Protection (MassDEP). It may need to obtain a Construction Dewatering Permit and a Sewer Connection Permit from the Massachusetts Water Resources Authority (MWRA). The project must comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site. It may require a Programmatic General Permit from the U.S. Army Corps of Engineers. Orders of Condition will be required from the Westwood and Canton Conservation Commissions for impacts to wetland resource areas and buffer zones. MEPA jurisdiction extends to land alteration, traffic, air quality, wetlands, stormwater, and wastewater issues that may have significant environmental impacts.

Using the unadjusted Institute of Traffic Engineers Trip Generation land use codes (232, 310, 710, 730, and 820), the Executive Office of Transportation (EOT) estimated that the project will generate approximately 56,497 average weekday (unadjusted) vehicle trips and approximately 57,249 Saturday trips. The proponent has estimated that the project would generate about 39,423 net new vehicle trips on a weekday and 57,498 trips on Saturday when adjustments are made for internally captured trips, non-vehicle trips to the site (transit mode share) and pass-by and diverted linked trips. Access to the project site from the regional highway system would be provided from the Blue Hill Drive /University Avenue interchange on Route 128 and from Canton Street/Dedham Street and the proposed new exit ramp onto Dedham Street from I-95 northbound. The proponent has estimated that the project will require 10,701 shared parking spaces in structured facilities. The proponent will design and construct a new four lane, median separated, arterial boulevard, Westwood Station Boulevard to act as an alternative route for the proponent's proposed alterations to the existing University Avenue.

The proposed project will be connected to existing municipal water and sewer service. It will consume approximately 296,000 gallons per day (gpd) of water and will generate approximately 237,000 gpd of wastewater flow.

### **Review of the DEIR:**

The DEIR included a detailed description of the project with a summary/history of the project. It described each state agency action required for the project. The DEIR identified the

three project phases. It discussed how this project is compatible with Executive Order 385 – Planning for Growth, by discussing its consistency with local zoning, and the Metropolitan Area Planning Council’s Metro Plan 2000.

The DEIR described how this project relates to MassHighway’s I-95/I-93/University Avenue and Dedham Street Interchange Project (EOEA #12871). It contained an update on the status of area-wide infrastructure improvements and individual development projects within the project area, including Legacy Place. The time frame for Phase 2 and 3 of the project is 2009 through 2016.

The DEIR summarized and compared the No-Build Alternative, the Preferred Alternative, the Existing Underlying Zoning Alternative, and the Overlay District Zoning with the Existing Street Patterns Alternative building configuration. These alternatives were identified in the Expanded ENF. The DEIR also developed an alternative with no proposed buildings within the Zone I Wellhead Protection Area as requested by MassDEP. It identified the impacts of each of the alternatives, on traffic, parking, transit, pedestrian/bicycle facilities, transportation demand management, air quality, wetlands, drainage, drinking water, wastewater, construction, visual aesthetics (building renderings), and sustainable design. The DEIR provided a comparative analysis that clearly showed the differences between the environmental impacts associated with each of the alternatives.

The DEIR summarized the Traffic Study that was included in the Expanded ENF. The Traffic Study was prepared in conformance with the EOEA/EOTC Guidelines for EIR/EIS Traffic Impact Assessment. The infrastructure improvements that could accommodate each phase of the project were identified for each phase of the project. The proposed trip generation numbers were developed from the Institute of Traffic Engineers’ land use codes. The DEIR utilized adjustments for internally captured trips, non-vehicle trips to the site (transit mode share) and pass-by and diverted linked trips. The credit for pass-by/diverted trips was a combined 20 percent, five for pass-by and twenty for diverted trips.

The DEIR analyzed the level of service (LOS) at the intersections listed in the traffic study area in the Expanded ENF and at University Road/Dedham Street, Cumberland Farms Headquarters/Dedham Street, Dedham Street/Shawmut Road, and Canton Street/Oceana Way intersections.

The LOS analysis in the Traffic Study included the a.m. and p.m. peak weekday peak hours, Saturday midday peak hour, volume to capacity ratios, a traffic distribution map, and background growth from other proposed developments in the area. The EIR included traffic generated by the Legacy Place project in the background traffic numbers. It addressed the concerns of the Canton Board of Selectmen regarding the different alternatives proposed for the I-95/Dedham Street ramp. Phase 1 used 2011 as a build year, and Phases 2 and 3 used 2016 as its

build year. The DEIR included with its LOS analysis: time delay, capacity, and a summary of the average and 95<sup>th</sup> percentile vehicle queues. It included a traffic signal warrant analysis for intersections where traffic signals were proposed.

The Traffic Study presented present and future build and no-build traffic volumes for all impacted roadways and intersections. A full Roadway Segment Analysis (RSA) for the area of Dedham Street between University Avenue and I-95 was conducted by the proponent. The RSA included access management along the corridor, traffic signal coordination/interconnection, and providing sufficient capacity (two travel lanes in either direction with left turning lanes) along Dedham/Canton Streets. It addressed the issue of the one lane in either direction at the Neponset River and the MBTA bridges. The proponent is working with MassHighway and the Town of Westwood to develop a preferred alternative for the design of the I-95/Blue Hill Drive Off-Ramp and Interchange. The plans for the major reconstruction of the roadways in the study area were discussed in the DEIR. The DEIR identified the proponent's coordination efforts with MHD, and the Towns of Westwood, Dedham, Canton, and Norwood.

Parking at the site will include a total of 10,701 spaces in parking garages. The DEIR identified an unadjusted parking demand of 14,377 spaces if each individual land use was a stand alone entity. The proponent will be eliminating approximately 3,676 parking spaces because of the mixed and shared uses proposed on the project site. The EIR provided a breakdown of parking needs by land use category/use, time of day, and employee/customer /resident/visitor category to demonstrate the need for the proposed 10,701 spaces. The parking needs assessment took into account the turnover rates for employees, customers, residents, valet parkers, and visitors, the parking supply and demand in the area, and parking fees. The EIR described how the number of parking spaces needed was determined. Parking demand management is a key component of the overall mitigation analysis.

The DEIR identified the capacity constraints during peak hours on commuter rail. It identified private shuttle bus routes in the area operating to the Route 128 Station. It presented an analysis of the impacts on commuter rail utilizing the most current passenger counts and capacity levels. The DEIR did not identify capacity constraints on Amtrak, and shuttle buses operating in the 128 Station area.

The DEIR showed existing and proposed pedestrian facilities in the study area. It explained how the project would be connected to Route 128 Station. The DEIR illustrated where sidewalks and pedestrian facilities (including traffic calming measures) are located. The proponent has committed to provide pedestrian connections and signage to the Neponset River and the Department of Conservation and Recreation (DCR) recreational lands on the east side of the railroad tracks. The DEIR identified the proposed bicycle facility improvements included with this project.

The DEIR presented the redone mesoscale air quality analysis for the 2016 build year and the 2016 build year with mitigation scenarios.

The DEIR addressed the significance of the wetland resources on site. It identified the location of nearby public water supplies and wells. All resource area boundaries, riverfront areas, applicable buffer zones, and 100-year flood elevations were delineated on a plan. The DEIR has identified that the conservation commission has accepted the resource area boundaries. It has identified that the project's roadway improvements at the proposed Westwood Station Boulevard would impact approximately 2,617 sf of Bordering Vegetated Wetland (BVW) and 504 linear feet of Bank (temporary); proposed work at the off-ramp at Blue Hill Drive would impact 1,750 sf of BVW; and the I-95 Dedham Street Ramp would impact buffer zone. The DEIR included a replication area of approximately 5,456 sf of BVW off of Rosemont Avenue. The proponent will also relocate an intermittent stream in this area. In this area, the proponent will relocate about 2,463 sf of wetlands.

The DEIR presented drainage calculations and detailed plans for the management of stormwater from the proposed project. It included a detailed description of the proposed drainage system design and a discussion of the alternatives considered along with their impacts. The rates of stormwater runoff were analyzed for the 2, 10, 25 and 100-year storm events. Groundwater recharge areas for stormwater infiltration will not be located within the Zone I of the public water supply. The DEIR addressed the performance standards of MassDEP's Stormwater Management Policy. It demonstrated that the project will meet the Critical Area Standard 6 in the Stormwater Management Policy and that the design of the drainage system is consistent with this policy. In addition, a maintenance program for the drainage system will be provided by the proponent to ensure its effectiveness. This maintenance program outlined the actual maintenance operations, responsible parties, and back-up systems. The proponent has committed to use a non-sodium based deicer on pavement surfaces.

The DEIR identified the impacts from the project on the drinking water supply and distribution system. It acknowledged the conformance of the project with the water conservation measures in the Dedham-Westwood Water District Water Conservation Plan in Appendix E. The DEIR addressed the concerns expressed by MassDEP and the Dedham-Westwood Water District regarding the adequacy of the municipal system to meet the proponent's water demand and other future water demands within the text of the DEIR.

The DEIR outlined the proponent's efforts to reduce water consumption and thereby reduce wastewater generation. According to the Massachusetts Water Resources Authority (MWRA), there appears to be adequate capacity within the municipal wastewater system to handle the project's additional wastewater flows. The proponent investigated the provision of an on-site wastewater treatment plant for the first phase of the project as an alternative to a municipal sewer system connection. However, since the submission of the DEIR, the proponent has withdrawn its

proposal for an on-site wastewater treatment facility due to permitting issues with MassDEP. The proponent has committed to Infiltration/ Inflow (I/I) reduction at a minimum of a 4:1 ratio for the sewershed to which the flow is added. .

The DEIR discussed the potential construction period impacts and feasible measures, which can avoid or eliminate these impacts. In the DEIR, the proponent has incorporated sustainable design elements into the project design.

The FEIR should resolve all the remaining issues outlined below, as required by this Certificate. It should include a copy of this Certificate.

### **Project Description & Regulatory Environment:**

The FEIR should include a detailed description of the project with a summary/history of the project. It should briefly describe each state agency action required for the project. The FEIR should demonstrate how the project is consistent with the applicable performance standards. It should contain sufficient information to allow the permitting agencies to understand the environmental consequences related to the project.

### **Traffic:**

The FEIR should present a capacity analyses and a summary of the average and the 95<sup>th</sup> percentile vehicle queues for each intersection within the study area. It should include weave, merge and diverge, ramp and road segment analyses where applicable. The FEIR should provide a table showing level-of-service (LOS) analyses where LOS declines (Below D) from no-build conditions to the build conditions or where the delay factor increases for all intersections in the study area where this is applicable. Any proposed traffic signals must include traffic signal warrant analyses. The FEIR should provide for a review of the trip generation calculations, pass-by and diverted trip credits, and internal trip capture. It should present the results in a format that is more understandable to the layperson. The FEIR should explain any discrepancies identified by MassHighway. It should provide new analyses that compare both the open and the dead-ended condition scenarios on Canton Street. The FEIR should investigate the feasibility of eliminating the left-turn traffic to the southern driveway to prevent left-turn conflicts and queuing into the diverge area at the I-95/Blue Hill Drive Off-Ramp and the driveways at 401 Blue Hill Drive.

The proponent's three-lane bridge concept for the I-95 Bridge on Dedham Street, which requires the handling of high traffic volumes with no bicycle accommodations, has a negative impact on traffic operations. To correct the design deficiencies, additional widening that moves the ramp further east may be necessary according to EOT. The FEIR must investigate these issues and provide sufficient analyses to propose a solution. At this time, EOT prefers a five-lane bridge. The proponent is proposing the installation of traffic signals at the I-95 Southbound On-

Ramp, the Northbound Off-Ramp, and the Cumberland Farms driveway. These traffic signals should be part of a coordinated signal system. The entire Dedham Street corridor between Shawmut Street and University Avenue should be planned as a coordinated system. The FEIR must address EOT's concerns regarding the insufficient right-of-way for its proposed Greenlodge Street bridge replacement. It should identify the right-of-way issues at Dedham Street and any necessary federal, state, and local approvals associated with land takings. The FEIR should reevaluate the analysis of Blue Hill Drive/Westwood Boulevard/University Avenue intersection and the potential to block the existing MBTA station parking garage.

The FEIR should describe how the proponent intends to accommodate service and loading functions. The proponent should develop a Traffic Management Plan for the construction period in the FEIR. The FEIR should respond to the comments by the Town of Canton regarding the S9 Alternative Ramp for I-95. The proposed closure of Canton Street is addressed above. The FEIR should consider whether the installation of a traffic signal with a short minor street phase for University Road that is interconnected to the other traffic signals along Dedham Street is warranted by the heavy volumes along the major street.

**Parking:**

The FEIR should consider parking fees for the adjacent retail parking garages as recommended by the MAPC. This would discourage commuter rail parkers from utilizing the proponent's garages rather than paying for parking at the MBTA garage. Valet parking operations for the proposed project should be described in the FEIR. Valet routes to the parking garages should be identified in the FEIR. The FEIR should identify taxi-parking areas along curbs and reserved parking for Zip Car or a similar service within the parking garages.

**Bicycle Issues:**

The FEIR should discuss where temporary and longer visit bicycle parking would occur on the project site, and show its location.

**Transit:**

The FEIR should focus on making transit an integral part of the site planning for Westwood Station. It should identify a transit ridership based on transit subsidies, a robust TDM program, and limited parking for employees. The proponent should provide the MBTA with specific responses to its comment letter in the FEIR. The FEIR should identify the proposed location of the Greenlodge Street bridge abutments, describe its MBTA ridership assessment; and summarize the MBTA's transit deployment and scheduling along this rail corridor. The proponent should consult with the MBTA before addressing its comments. If the proponent creates demand for commuter and intercity rail services and shuttle buses with its project and

there are capacity constraints on the services, the FEIR should propose mitigation. The proponent should consider providing one free monthly transit passes to each residential unit for one year to encourage transit use. The proponent should consider contributing to the MBTA's third track project at Route 128 Station or the purchase of additional railroad rolling stock. The FEIR should address whether the main freight line which runs through a portion of the Westwood Station site is proposed for abandonment, and what impact an abandonment may have to businesses to the south of the project.

### **Transportation Demand Management:**

The DEIR included a comprehensive list of TDM measures. The FEIR should commit to the implementation of these TDM measures in order to reduce the amount of single passenger auto trips to the project site, as suggested by EOT.

### **Wetlands:**

MassDEP has requested that other alignment options for Westwood Station Boulevard be considered in the FEIR in order to avoid or minimize the proponent's proposed wetland alteration. The FEIR should contain an alternatives analysis to ensure that all wetland impacts are avoided, and where unavoidable impacts occur, impacts are minimized and mitigated. It should identify if any of the projects' impacts to wetlands occur within the bounds of the ACEC. If work occurs within the ACEC, the FEIR should consider how the proposed plan would comply with the performance standards in the wetlands regulations for work in an ACEC.

### **Water:**

The FEIR should provide a table displaying the breakdown of water consumed as potable water, heating/cooling water, fire protection, and exterior irrigation. In the FEIR, the proponent should make every effort to reduce the amount of potable water utilized by the project. The FEIR should look at state-of-the-art water saving appliances and fixtures, recycled toilet water being utilized for cooling water, reducing cooling water usage by the project. It should present the additional water balance tables developed since the submission of the DEIR. The FEIR should discuss how the water numbers relate to withdrawals from the DWWD, stormwater recharge/infiltration, river discharge, ditch recharge, and other methods of water reclamation.

### **Wastewater:**

The FEIR should consider utilizing reclaimed wastewater for reuse in toilets, cooling water, and for possible irrigation during summer months as is being proposed for the EMC Southborough/Westborough Campus (EOEA No. 12396). The proponent should consider dual plumbing in all project buildings in order to utilize reclaimed water. The FEIR should estimate



the volume of treated wastewater available for reuse. It should provide a table of the amount of wastewater generated and the amount of wastewater that could be reused if treated by phases and buildings if this recommendation is feasible to the proponent.

**Stormwater Management:**

In the FEIR, the proponent should seek to maximize every opportunity to capture, reuse, and infiltrate treated stormwater. The FEIR should provide MassDEP with the additional information on the stormwater management system in order to help confirm that the system conforms to the policy for the protection of public water supplies. It should discuss the two interconnected stormwater systems. The first collects the roof runoff and diverts it to a cistern system that stores water for summertime irrigation use. Once the cistern system is full, the water overflows to the groundwater leaching system. The FEIR should identify the capacity of this cistern system. The FEIR should address the comments from the Neponset River Watershed Association (NRWA) concerning its estimate of about 63 million gallons per year for recharge to the groundwater leaching system. According to the proponent, the conventional drainage system will collect street, garage roof, and open space runoff. This system will be connected to the existing drains that flow to the Neponset River. The FEIR should provide additional pre-treatment of the conventional system in order to provide additional water to the groundwater leaching system. More information is required regarding the measures utilized to treat stormwater from the site such as deep sump catch basins with hoods, rain gardens, extended detention basins, and particle/oil water separators, or other Low Impact Development (LID) techniques. The FEIR should discuss how the proponent's maintenance program will assist in this effort. The FEIR must update the proponents' stormwater recharge numbers when it identifies the project's total water balance.

Any dewatering of the construction site should include monitoring to ensure that there is no impact to the groundwater level. The FEIR should outline the monitoring program for groundwater levels. It should summarize existing pre-construction groundwater conditions, and propose groundwater monitoring to address any impacts.

**Sustainable Design:**

The proponent should consider pursuing Leadership in Energy and Environmental Design (LEED) certification for the entire project. If this is determined to be infeasible by the proponent, the proponent should consider individual LEED certification for each building, or the FEIR should identify why LEED certification is not warranted. The FEIR should discuss LEED for Neighborhood Development (LEED-ND).

**Open Space:**

The FEIR should describe the status of the new DCR trail connection to the Neponset River and the location for the boat launch area and ramp. It should identify the proponent's financial commitment to these recreational access improvements. The FEIR should respond to the recommendations of the Department of Conservation and Recreation (DCR) to improve access to the Neponset River.

**Blasting:**

The FEIR should identify any areas where blasting is proposed. It should hold a meeting with local officials and neighbors to address any concerns that may be identified.

**Mitigation:**

The FEIR should include a separate chapter on mitigation measures. It should develop transportation and parking demand management measures to reduce single passenger automobile trips to the project and encourage ridesharing to the site through the use of preferential parking. I encourage the proponent to identify measures to increase transit usage to the project site. This chapter on mitigation should include a Draft Section 61 Finding for all state permits. The Draft Section 61 Finding should contain a clear commitment to mitigation, an estimate of the individual costs of the proposed mitigation, and the identification of the parties responsible for implementing the mitigation. A schedule for the implementation of mitigation should also be included.

In the DEIR, the proponent has committed to the following mitigation measures:

- Provide 17 percent of the residential units as affordable housing to comply with Westwood zoning.
- Build and design Westwood Station Boulevard, approximately \$12 million.
- Design and construct the I-95/Blue Hill Drive ramp improvements, approximately \$3.8 million.
- Provide a public safety/municipal facility, approximately \$5.4 million.
- Design and construct I-95/Dedham Street Northbound ramp, approximately \$3.5 million.
- Provide Shuttle Bus Services, equipment, and maintenance facility approximately \$2.9 million.
- Design and construct the University Avenue/Canton Street intersection improvements, approximately \$3.9 million.
- Design and construct the MBTA Station connection, approximately \$1.4 million.
- Replace the existing stormwater management system with a system that recharges rooftop

- runoff, approximately \$3.1 million.
- Design and construct the University Avenue/Blue Hill Drive intersection improvements, approximately \$1.8 million.
  - Provide an approximately 65-foot set aside of the proponent's property adjacent to Green Lodge Street as a no-build area to accommodate a MassHighway proposed alignment, approximately \$2 million.
  - Provide a 150-foot buffer zone from the Whitewood neighborhood, approximately \$1.5 million.
  - Provide an I/I fee of approximately \$3.6 million, a DWWD entry fee of \$3.5 million, and a DWWD Water Bank contribution of about \$500,000.
  - Provide street sweeping, approximately \$800,000.
  - Provide funds to design and make improvements on the Norwood side of the University Avenue/Canton Street intersection, approximately \$685,000.
  - Provide funds to make improvements to other intersections which may be affected by the project at the discretion of the Norwood Board of Selectmen, approximately \$500,000.
  - Provide funds to design the Route 1/University Avenue intersection in Norwood, approximately \$335,000.
  - Replace the existing parking lot with no runoff controls in the Zone I well field with open space, buildings, or structured parking.
  - Provide a non-sodium based deicer on pavement surfaces.
  - Provide a TDM program.
  - Supply bicycle parking accommodations throughout the project.
  - Implement MassDEP's diesel retrofit program control measures and to encourage contractors to utilize low-sulfur diesel fuel in construction equipment.

The FEIR should develop a schedule of proposed traffic improvements/mitigation measures proposed by the proponent for each phase of the project.

I urge the proponent to participate in any discussions and studies, which evaluate the feasibility of traffic, transit, pedestrian and bicycle improvements within this area.

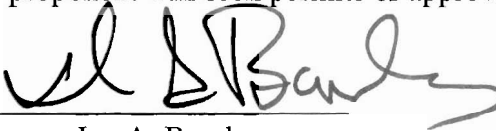
**Comments:**

The FEIR should respond to the comments received to the extent that the comments are within the subject matter of this scope. Each comment letter should be reprinted in the FEIR. I defer to the proponent as it develops the format for this section, but the Response to Comments section should provide clear answers to the questions raised.

**Circulation:**

The FEIR should be circulated in compliance with Section 11.16 of the MEPA regulations and copies should also be sent to the list of "comments received" below and to local officials. A copy of the FEIR should be made available for public review at the Westwood, Canton, Dedham, and Norwood Public Libraries. The proponent should provide a hard copy of the FEIR to each state agency from which the proponent will seek permits or approvals and to Westwood's commenting agencies.

April 6, 2007  
DATE

  
Ian A. Bowles

## Comments received:

Cabot Cabot & Forbes (CCF), 2/12/07  
Emerald Holdings, 2/19/07  
Town of Norwood General Manager, 2/20/07  
CCF, 2/21/07  
Cumberland Farms, 2/21/07  
Stephen H. Kaiser, 2/22/07  
MassDEP/NERO, 2/22/07  
Michael F. Walsh, 2/22/07  
P.H. Peckinpaugh, 2/22/07  
Peter Pineo, 2/22/07  
Regional Transportation Advisory Council, 2/22/07  
McMahon Associates, 2/23/07  
Charles River Watershed Assoc., 3/1/07  
DCR, 3/9/07  
Tetra Tech, 3/9/07  
DCR, 3/12/07  
Dedham-Westwood Water District, 3/15/07  
Tetra Tech, 3/19/07  
Natalie Brown, 3/20/07  
Maria Costantini, 3/20/07  
Shield Packaging Co, 3/21/07  
Eddie Germano, 3/22/07  
Form Letters, 3/24/07 (12)  
Ms. Lillian Pirelli, 3/24/07  
Scott Rodig, 3/25/07

Joanie Morgan, 3/25/07  
Eileen MacKenzie, 3/25/07  
EOT, 3/26/07  
Richard and Dorothy Vartabedian, 3/26/07  
Herbert M. Pflanz, 3/26/07  
Elaine Farley, 3/26/07  
George Farley, 3/26/07  
Mr. & Mrs. Paul & Maria Piccione, 3/26/07  
John & Sandra Laurenti, 3/26/07  
Robert Maloof, 3/26/07  
Martina Lombard, 3/27/07  
Dan Waldman, 3/27/07  
Elizabeth and Bernie Vaccaro, 3/27/07  
Joanne A. Driscoll, 3/27/07  
Michael McIntyre, 3/27/07  
Thomas F. and Nancy H. Corcoran, 3/27/07  
Michael F. Walsh, 3/27/07  
Melissa Hed, 3/27/07  
Kathleen Rush, 3/27/07  
Mr. Raman Khuroya and Mrs. Bharti Khuroya, 3/27/07  
DCR, 3/28/07  
Joseph R. Jenkins, 3/28/07  
Paul Costello, 3/28/07  
Norwood Board of Selectmen, 3/28/07  
Three Rivers Interlocal Council, 3/28/07  
Canton Board of Selectmen, 3/28/07  
David and Jean Rideout, 3/28/07  
Mr. & Mrs. Joseph Arpino, 3/28/07  
Kathleen and Stephen Martell, 3/28/07  
Gisela LoPiano, 3/28/07  
John Wight, 3/28/07  
Ralph J. Cadella, 3/28/07  
Steven E. Thomas & Pamela A. Smith, 3/28/07  
May L. Moy, 3/28/07  
Emerald Holdings, 3/29/07  
Westwood Board of Selectmen, 3/29/07  
MBTA, 3/29/07  
MAPC, 3/29/07  
Neponset River Watershed Assoc., 3/29/07  
McMahon, 3/29/07  
Thomas Bruzzese, 3/29/07

EOEA #13826

DEIR Certificate

April 6, 2007

Paul V. Marino, 3/29/07  
Chris & Jen Anderson, 3/29/07  
Morrison Mahoney, 3/29/07  
Ann MacAdam, 3/29/07  
EOT, 3/29/07  
Representative John Rogers, 3/29/07

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IAB/WTG/wtg