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June 7, 2007

FINAL RECORD OF DECISION

PROJECT NAME : Assembly Square Mixed Use Development  
PROJECT MUNICIPALITY : Somerville  
PROJECT WATERSHED : Boston Harbor  
EOEA NUMBER : 13989  
PROJECT PROPONENT : **Federal Realty** Investment Trust  
DATE NOTICED IN MONITOR : April 25, 2007

Pursuant to the Massachusetts Environmental Policy Act (MEPA) (G.L.c.30, ss. 61-62H) and Section 11.11 of the MEPA regulations (301 CMR 11.00), I have reviewed the Expanded Environmental Notification Form (ENF) and hereby **grant** a waiver that will allow the proponent to proceed with Phase 1 of the project prior to preparing a mandatory Environmental Impact Report (EIR) for the entire project. In a separate Certificate issued on April 13, 2007, I provided a scope for the EIR.

Project Description

This project consists of a \$1.3 billion dollar mixed-use redevelopment on a 50.2 acre site within Assembly Square in Somerville. The proposed redevelopment includes approximately 2,100 residential units, 1.75 million square feet (sf) of office space and 852,000 sf of retail space (including a 340,000 sf IKEA home furnishings store, a restaurant and a cinema) and a 200-room hotel. Residential and smaller scale retail and restaurant uses will be located on the waterfront portion of the site. Office uses are proposed within the central part of the site. The proposal relocates the IKEA store proposed as part of the IKEA at Assembly Square project (EOEA #12672) from a waterfront location to the southern end of the site near the Orange Line tracks and closer to Interstate-93. The project will include the re-construction and extension of Assembly Square Drive and construction of an internal street network designed to provide walkable blocks with an active pedestrian environment. It includes the construction of 9,174 parking spaces consisting of structured, on-street and surface parking. It will require the removal

and demolition of several existing industrial buildings and the reconfiguration of existing parking lots.

The project will be constructed in several phases. The first phase consists of the construction of the IKEA store and a 7,000 square foot restaurant on a 19.5 acre parcel. The Expanded ENF does not describe subsequent phases although it does indicate that these phases will be built out in completed sections over 10 to 15 years and that each phase will include appropriate mitigation. The Expanded ENF indicates that the project is based on four key principles that are consistent with the City's long-standing goals for the Assembly Square District: improved access to the Mystic River, transit-oriented planning, mixed-use development, and pedestrian oriented public places and streets. The project includes a commitment to expand parkland along the Mystic River Reservation, to provide for its long-term maintenance and to construct bicycle and pedestrian paths along the River and to the River from adjacent neighborhoods. It includes a \$15 million contribution towards the design and construction of an Orange Line station at the southern end of the site.<sup>1</sup>

The site consists of 50.2 acres, made up of approximately 20 separate parcels, within Assembly Square. It is bounded by the Mystic River to the north, the Orange Line tracks and Draw 7 Park to the east, Assembly Square Drive (also referred to as Sturtevant Street) and the existing Home Depot, Assembly Square Marketplace and other businesses to the south and the west, and by Route 28 and Interstate-93 to the west and northwest. It includes direct access to Route 28 via an existing access drive. The site includes retail/entertainment, industrial and commercial uses as well as vacant lots and surface parking lots. The site is in close proximity to two Somerville neighborhoods, the Ten Hills area and East Somerville. The entire project site has been altered over time and it contains 26.1 acres of impervious area. The site has been regulated under the Massachusetts Contingency Plan (MCP) and remediation has been completed or is ongoing at multiple parcels within the project area. Access to the Mystic River Reservation and Draw 7 Park are limited due to poor site conditions and a lack of connectivity to adjacent parks. Two buildings on the site are listed in the Inventory of Historic and Archaeological Assets of the Commonwealth. The site contains several wetland resource areas associated with the Mystic River including Inland Bank, Coastal Bank, Land Subject to Coastal Storm Flowage (LSCSF), Bordering Land Subject to Flooding (BLSF) and Riverfront Area. Also, it contains Commonwealth and private filled tidelands.

### MEPA Review of Previous Redevelopment Proposals

The redevelopment of this site has long been a priority for the City and its development has been guided by multiple planning efforts. Several proposals for redevelopment of the site have undergone MEPA review including, but not limited to, IKEA at Assembly Square (EOEA # 12672) and the New Main Street Development (EOEA #13649). IKEA at Assembly Square

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<sup>1</sup> The Massachusetts Bay Transportation Authority (MBTA) will manage design and construction of the Orange Line Station. If the project is subject to MEPA review, it will undergo an independent review.

included the construction of a 277,000 sf IKEA abutting the Mystic River Reservation, 29,000 sf of additional retail, 204,000 sf of office space and 27,500 sf of restaurant space. The Final EIR was found to adequately and properly comply with MEPA and its implementing regulations and state permits were issued for the project. Administrative and judicial appeals were filed against state and local permits and approvals, including an appeal of the Chapter 91 License, which is under review. An ENF was filed for the New Main Street Development (EOEA #13649), by the same project proponent, Federal Realty Investment Trust (FRIT), in 2005. This proposal included the construction of four mixed-use buildings containing 42,000 sf of ground level retail, 60,000 sf of office space and 239 residential units. The project was proposed adjacent to the westerly edge of the IKEA at Assembly Square site and included construction of a roadway that is the basis for the currently proposed Assembly Square Drive

Since the filing of the previous proposals, FRIT has acquired additional parcels within Assembly Square and expanded its redevelopment plans. It has collaborated with the City, IKEA and the Mystic View Task Force (MVTF) on a long-term vision for redevelopment that includes the re-located IKEA. These efforts have led to a legal settlement between the project proponent, IKEA and the Mystic View Task Force, a copy of which was provided in the April 7, 2007 letter. This agreement establishes goals and mitigation commitments for the revitalization of the Assembly Square area as a transit-oriented, mixed-use development. Because the current project proposal entails a significantly expanded project site and a significant increase in office, residential and retail use, and associated impacts, the proponent filed a new ENF for the project.

I commend the project proponent, IKEA, the City of Somerville and the Mystic View Task Force for their significant efforts to reach agreement on goals for redevelopment of the site. Comment letters reflect overwhelming support for this long-term vision and a strong interest in ensuring the vision is realized through careful design and planning.

### Permits and Jurisdiction

The project is undergoing MEPA review and subject to preparation of a mandatory EIR pursuant to Section 11.03 (1)(a)(2), (3)(a)(5) and (6)(a)(6) because it requires a state permit and will create more than 10 acres of new, impervious area, alter more than one acre of tidelands for non-water dependent use and generate 3,000 or more new average daily vehicle trips (adt) providing access to a single location. The project requires a Chapter 91 License, a 401 Water Quality Certificate and a Sewer Connection Permit from the Department of Environmental Protection (MassDEP). It requires land dispositions and approval/review of roadway improvements on state parkways from the Department of Conservation and Recreation (DCR), review by the Massachusetts Historical Commission (MHC) and an 8M Permit from the Massachusetts Water Resources Authority (MWRA). It requires consent to construct on former railroad property from the Executive Office of Transportation (EOT). It requires a Non Point Source Discharge Elimination System (NPDES) permit for Stormwater Discharge and a NPDES Remediation General Permit (RGP) from the U. S. Environmental Protection Agency (EPA). It requires a Category II Programmatic General Permit under Section 10 and Section 404 from the

U. S. Army Corps of Engineers (ACOE). Also, it requires a Land Disposition Agreement with the Somerville Redevelopment Authority (SRA) and an Order of Conditions from the Somerville Conservation Commission.

Phase I of the project requires a Chapter 91 License, a Sewer Connection Permit, an 8M Permit from the Massachusetts Water Resources Authority (MWRA) and consent to construct on former railroad property. It requires a NPDES Permit for Stormwater Discharge and a NPDES RGP. Also it requires a Land Disposition Agreement with the SRA and an Order of Conditions. Mitigation associated with Phase I requires construction easements and a permanent drainage easement from DCR.

Because the proponent may seek financial assistance from the Commonwealth for the project, MEPA jurisdiction is broad in scope and extends to all aspects of the project that may cause significant Damage to the Environment. These include traffic/transportation, tidelands, wetlands, drainage, water quality, wastewater, water use, contaminated soils and historic resources.

#### Phase 1 Waiver Request

The proponent has requested a waiver from the requirement to prepare an EIR. An Expanded ENF was submitted in conjunction with this request. It includes an analysis of alternative development scenarios proposed for the site, analysis of environmental impacts (including estimates of traffic generation, tidelands impacts, wetlands impacts, water use, wastewater generation, contaminated soils and impacts to historic resources), identifies measures to avoid, minimize and mitigate impacts and addresses how the project meets the Phase 1 Waiver criteria.

The waiver request was discussed at the consultation session held on March 27, 2007. In a Draft Record of Decision (DROD) dated April 13, 2007, I proposed to grant a Phase 1 Waiver. The DROD was published in the April 25, 2007 Environmental Monitor and subject to a fourteen-day comment period. The proponent provided to the MEPA office a response, dated May 7, 2007, to the conditions outlined in the DROD and a plan identifying how these conditions will be satisfied.

#### Standards for All Waivers

The MEPA regulations at 301 CMR 11.11(1) state that I may waive any provision or requirement in 301 CMR 11.00 not specifically required by MEPA and may impose appropriate and relevant conditions or restrictions, provided that I find that strict compliance with the provision or requirement would:

- (a) result in an undue hardship for the Proponent, unless based on delay in compliance by the Proponent; and

(b) not serve to avoid or minimize Damage to the Environment.

#### Determinations for a Phase 1 Waiver

The MEPA regulations at 301 CMR 11.11(4) state that, in the case of a partial waiver of a mandatory EIR review threshold that will allow the proponent to proceed with Phase 1 of the project prior to preparing an EIR, I shall base the finding required in accordance with 301 CMR 11.11(1)(b) on a determination that:

- (a) the potential environmental impacts of Phase 1, taken alone, are insignificant;
- (b) ample and unconstrained infrastructure facilities and services exist to support Phase 1;
- (c) the project is severable, such that Phase 1 does not require the implementation of any other future phase of the project or restrict the means by which potential environmental impacts from any other phase of the project may be avoided, minimized or mitigated; and
- (d) the agency actions on Phase 1 will contain terms such as a condition or restriction, so as to ensure due compliance with MEPA and 301 CMR 11.00 prior to commencement of any other phase of the project.

Phase I consists primarily of the re-location and reduction in scale and scope of the IKEA at Assembly Square project. Because the IKEA at Assembly Square project has been reviewed and approved and may ultimately be constructed in the waterfront location, it is logical for the purpose of MEPA review to evaluate the impacts of Phase I within this context. Both projects consist of redevelopment of a brownfields site with minimal impacts to wetlands. Potential environmental impacts associated with Phase I include creation of approximately 1.5 acres of new impervious surfaces, non-water dependent use of 1 acre of tidelands, generation of approximately 6,260<sup>2</sup> average daily vehicle trips (adt) on a weekday and 10,240 adt on a Saturday, water demand of 40,150 gpd and generation of approximately 36,500 gallons per day (gpd) of wastewater. The project includes construction of 1,401 parking spaces, 1,218 of which will be located underneath the building. The majority of parking for the restaurant will be provided through shared parking with the Assembly Square Marketplace. Impacts within wetland resource areas are limited to excavation, re-grading and paving associated with construction of Assembly Square Drive. Review of the Expanded ENF and the Secretary's Certificates on the IKEA at Assembly Square project provide a comparison of project impacts. Phase I represents a 86% (or 8.3 acre) reduction in tideland impacts, a 55% (or 5,070 adt) reduction in traffic generation on a weekday, and a 29% (or 16,620 gpd and 14,780 gpd) reduction in water demand and wastewater generation. In addition, parking associated with the IKEA building will be reduced by 11% (or 159 spaces) and the number of spaces located in structured parking will be increased from 800 to 1,218.

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<sup>2</sup> The trip generation estimate is based on a weighted average trip generation rate developed from observed trip rates at 7 IKEA stores. This trip generation rate did not include the IKEA store in Stoughton, MA; however, the observed trip rate for this 366,000 sf store is included in the Expanded ENF. It indicates that the observed trip rate is 4,670 adt.

The Expanded ENF describes how the project will be designed and managed to avoid, minimize and mitigate environmental impacts. The majority of these mitigation commitments were required as mitigation by MEPA and state agencies as part of the IKEA at Assembly Square review. Additional information regarding project mitigation was provided by the proponent during the review period and includes a memorandum dated April 5, 2007 and a letter dated April 2, 2007 that describes the long-term vision for redevelopment of the site and commitments included in the settlement agreement between the project proponent, IKEA and MVTF.

Traffic generation, and related air quality impacts, is the major environmental impact associated with this project. The majority of comment letters received on the Expanded ENF identify concerns with traffic impacts, the adequacy of the traffic analysis and the adequacy of proposed mitigation. The Expanded ENF includes a phased traffic analysis that identifies the impacts associated with Phase I as well as long-term build out of the site. It was prepared in conformance with the Executive Office of Energy and Environmental Affairs (EOEEA)/EOT Guidelines for Traffic Impact Assessments. As noted above, overall traffic impacts associated with the project have been decreased and an updated and revised traffic study was provided that reflects existing traffic conditions.

This analysis indicates that, with completion of proposed mitigation projects, level-of-service at most area intersections can be maintained for Phase I. The Route 28/Broadway intersection will continue to operate over capacity. The Expanded ENF notes that improvements to this intersection were not required for the IKEA at Assembly Square project because it appeared that the maximum lane use and signal accommodations have been provided within the available right of way and additional roadway mitigation was not feasible. The traffic analysis does not include an assessment of the impact of peak shopping periods (i.e. opening of the store, holidays and sales events) on the traffic network and, as many commentors have noted, the study does not assess the potential impact of the project on Sullivan Square or Wellington Circle. The construction of Assembly Square Drive will improve pedestrian and bicycle conditions within the site and the proposed intersection improvements include upgrading of pedestrian signals and re-striping of crosswalks. The project has provided \$100,000 to the City of Somerville for design and construction of pedestrian improvements to the site. Phase 1 does not include improvements to pedestrian and bicycle access along the Mystic River although the project has provided \$100,000 towards design of the Route 28/Wellington Bridge underpass.

Air quality impacts were assessed through the IKEA at Assembly Square project and the roadway mitigation and a Transportation Demand Management (TDM) Program were developed to minimize air quality related impacts and are included as part of Phase I. As noted above, traffic generation associated with this project has decreased while the TDM Program has been revised and strengthened. The IKEA at Assembly Square project included a commitment to fund a feasibility study for the Orange Line Station. The project proponent and IKEA have made a commitment to provide \$15 million towards construction of the Orange Line Station, although its construction is not proposed as part of Phase 1.

Comments from MassDEP and MWRA on the DROD indicate that the proponent has consulted with these agencies regarding proposed stormwater and wastewater infrastructure. These agencies indicate that the proponent has demonstrated to their satisfaction that the stormwater management system and wastewater system will not exacerbate wastewater discharges from the Somerville Marginal Conduit (SMC) to the Mystic River.

Comment letters on the Expanded ENF and the DROD, including comments from Representative Denise Provost, express significant concern with the traffic impacts related to this project and have urged me to require IKEA to re-design its building and fund the construction of a second head house for the transit station to further mitigate traffic related impacts. I believe it is in IKEA's interest for the project to further explore how it can draw customers from the transit system. I strongly encourage the project to consider how it can further facilitate access to the future transit station while meeting other programmatic needs. However, I remind commentors that, while the essential nature of IKEA as a big box retail store has not changed, IKEA and FRIT have responded constructively, in site planning, building design and commitment to mitigation, to the many concerns expressed about the project over the years. The project consists of construction of a green building on a brownfields site. Moving the building off the waterfront will minimize impacts on and enhance access to parkland and increase the proximity to the transit station, whose construction is being made possible through a \$15 million dollar contribution by the project proponents. IKEA employees will have good access to high-quality transit and will be further encouraged to use it through subsidies of their transit passes. A Transportation Management Association (TMA) will be established and adequately funded to develop effective programs to minimize traffic generation. Impervious surfaces have been minimized through the inclusion of a green roof in the building design and the location of most of the parking underneath the building. Participants in this and previous reviews can be proud of the progress that has been made.

### Findings

Based upon the information submitted by the proponent and after consultation with the state permitting agencies, I find that the Waiver Request has merit and that the proponent has demonstrated that the proposed project meets the standards for all waivers at 301 CMR 11.11(1). I find that strict compliance with the requirement to submit a mandatory EIR prior to completion of Phase 1 of the project would result in an undue hardship for the Proponent and would not serve to avoid or minimize Damage to the Environment. In accordance with 301 CMR 11.11(3), the latter finding is based on my determination that:

- 1) Provided that the conditions set out below are satisfied, strict compliance with the requirement to develop an EIR would result in undue hardship to the proponent by requiring a reanalysis of issues that were previously reviewed and approved by MEPA and permitted by state agencies, and could, based on the unique time constraints to which the project is subject, result in the loss of the opportunity to relocate the IKEA

store. In addition, requiring the proponent to re-produce and further refine the analysis of the environmental impacts of Phase 1 in an EIR is not warranted in consideration of the following:

- Phase 1 reduces impacts associated with the previously reviewed project including impacts to tidelands, traffic generation, stormwater, wastewater and construction period impacts;
  - Phase 1 will shift this large retail project farther from the waterfront which will facilitate the overall development of this brownfields site as a mixed-use development with improved public access; and
  - Phase 1 includes mitigation for impacts associated with the project that were previously reviewed and approved.
- 2) Delay in implementing Phase 1 would not serve to avoid or minimize Damage to the Environment. The major environmental impacts associated with this project have been analyzed and adequate mitigation identified and approved by MEPA. The Expanded ENF adequately addresses any new impacts associated with this project. Outstanding issues can be addressed through the development of the EIR for the overall project and other state and local permitting and review processes.
- 3) Subject to the proposed mitigation and conditions described below, the potential environmental impacts of Phase 1, taken alone, are insignificant and ample and unconstrained infrastructure facilities and services exist to support Phase 1. As noted previously, the potential impacts of Phase 1 including impacts to tidelands, traffic generation, stormwater, wastewater and water use, are lower than those identified for the IKEA at Assembly Square project. The Expanded ENF and supplemental materials identify the following commitments to avoid, minimize and mitigate Phase 1 impacts:
- design and construction of a sustainable building to achieve Leadership in Energy and Environmental Design (LEED)<sup>TM</sup> Certification by the U. S. Green Building Council at the Basic Level, including a green roof, structured parking and water conservation measures (including retention of stormwater for irrigation);
  - construction of a new Assembly Square Drive to provide safe vehicular, pedestrian and bicycle access
  - improvements to state and local intersections to minimize the impacts of traffic generation and improve safety for drivers, pedestrians and cyclists, including
    - signalization of the U-turn underpass ramp extending from the Mystic Avenue /Route I-93 southbound off-ramp to Mystic Avenue northbound
    - signal interconnection between Broadway/Lombardi, Mystic Avenue/Lombardi, Mystic Avenue/New Road and Middlesex/Foley<sup>3</sup>

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<sup>3</sup> The Assembly Square/Foley Street intersection will be signalized as part of future phases and interconnected at



- safety improvements at Mystic Avenue/Route 28/I-93 including installation of mast arms and improved signage and optimization of the signal phasing and timing
  - upgrade traffic signals, install loop detectors and restripe pavement markings and crosswalks at the Foley Street/Middlesex Avenue intersection
  - installation of vehicle loop detectors, upgrade pedestrian signal infrastructure, upgrade/install emergency vehicle pre-emption and restripe pavement markings at the Broadway at Mt. Vernon Street/Lombardi Street intersection
  - installation of vehicle loop detectors, upgrade pedestrian signal infrastructure, upgrade/install emergency vehicle pre-emption, restripe pavement markings and reduce the Assembly Square Drive southbound approach to a single lane to provide adequate width for bicycles at the Mystic Avenue/Lombardi Street/Assembly Square Drive intersection
  - upgrade traffic signals, install loop detectors and restripe pavement markings and crosswalks at the Mystic Avenue/New Road intersection.
- development of a TDM program including the establishment (and a commitment to fund) the Assembly Square TMA, funding of a shuttle service from the Orange Line at Sullivan Square or Wellington Station (until the Orange Line Station is constructed), identification of an on-site TDM coordinator, coordination and planning to encourage carpooling and ridesharing (including coordination with CARAVAN for COMMUTERS, preferential parking and providing parking for a shared car service)<sup>4</sup> and packaging designed to facilitate transit use and affordable delivery rates;
  - commitment to long-term traffic monitoring to identify traffic impacts and assess the effectiveness of mitigation measures;
  - compliance with Chapter 91 requirements and replacement of a non-water dependent use in filled tidelands with a half-acre of open space; and
  - design of a stormwater management system consistent with MassDEP Stormwater Management Policy and incorporation of Low Impact Development (LID) techniques into the stormwater design (including a green roof and bioretention cell);
  - replacement of the existing 12-inch sewer line in Assembly Square Drive with an 18-inch sewer line; and
  - provision of infiltration/inflow (I/I) mitigation at a greater than 4:1 ratio through the replacement of clay vitrified sewer lines on the project site and the construction of a new stormwater drainage system (to separate stormwater from wastewater flows) in the Ten Hills neighborhood or alternative mitigation that can provide sufficient offsets.

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that point.

<sup>4</sup> Specific ridesharing and carpooling efforts may be revised by the TMA.

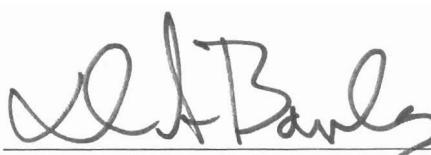
- 4) The project is severable, such that Phase 1 does not require the implementation of any other future phase of the project or restrict the means by which potential environmental impacts from any other phase of the project may be avoided, minimized or mitigated. The project can be constructed without implementation of any future phases. While construction of Assembly Square Drive and utility infrastructure will support later phases, they are not required to support this development.
- 5) Comments from state agencies identify the merits of the proposed waiver. The project design and proposed mitigation related to stormwater, wastewater and roadway infrastructure are adequate to support the proposed Phase 1 development. To ensure full compliance with MEPA, pursuant to Section 11.11(4)(b) of the MEPA regulations, I am conditioning this FROD as follows. The proponent must:
  - design and permit the new stormwater outfall below the Amelia Earhart Dam prior to completion of the EIR; in light of the strong interest in advancing this mitigation commitment, the proponent may construct it as part of Phase I upon securing all permits and authorizations;
  - provide final stormwater management plans for Phase 1 to MWRA and MassDEP prior to construction;
  - document that the 4:1 I/I offsets have been achieved prior to discharge of flows from Phase 1;
  - continue consultations with DCR regarding the Ten Hills I/I mitigation project, alternatives and associated impacts on DCR parkland;
  - fund the construction of the bicycle and pedestrian path under Route 28/Wellington Bridge to connect with the Ten Hills neighborhood;
  - coordinate with DCR, MassHighway and the City of Somerville to analyze traffic generation associated with peak shopping periods (i.e. opening of the store, sales events, holidays) and assess the ability of the roadway system and proposed improvements to support these flows prior to construction of the project;
  - analyze the project's impact on the Wellington Circle and Sullivan Square intersections and coordinate with DCR, MassHighway, the City of Somerville, the City of Medford and the City of Boston to assess the need for mitigation at these locations prior to the construction of the project;
  - provide the Construction Management Plan (CMP) to DCR for review and approval prior to construction of the project;
  - strengthen the TDM Program through inclusion of T-pass subsidies for employees;
  - improve the sustainability and energy efficiency of the building design to achieve the Massachusetts LEED™ Plus standard for state buildings;

- minimize the air quality impacts associated with construction by retrofitting construction vehicles with EPA certified emission control devices and use of on-road low sulfur diesel (LSD) fuel; and
  - include, in the EIR for the overall project, analysis of Phase I impacts, detailed descriptions of Phase I mitigation commitments and related planning, and updates on the status of mitigation commitments.
- 6) The agency actions on Phase I will contain terms, such as a condition or restriction, so as to ensure due compliance with MEPA and 301 CMR 11.00 prior to commencement of any other phase of the project. Phase I requires a Chapter 91 License, a Sewer Connection Permit, an 8M Permit from the Massachusetts Water Resources Authority (MWRA) and consent to construct on former railroad property. Wastewater mitigation associated with Phase I will require approval from DCR. Phase I requires a NPDES Permit for Stormwater Discharge and a NPDES RGP. Also it requires a Land Disposition Agreement with the SRA and an Order of Conditions. These permits and approvals provide sufficient opportunities to address any outstanding information requests or the development of additional, specific mitigation.

I have determined that this waiver request has merit, and issued a Draft Record of Decision (DROD), which was published in the Environmental Monitor on April 25, 2007 in accordance with 301 CMR 11.15(2), which began the public comment period. The DROD was subject to a 14 day public comment period which ended on May 9, 2007. Based on a review of the Expanded ENF, consultation with state agencies and review of comments on the DROD, I hereby grant the waiver requested for this project, which will allow the proponent to proceed with Phase I of the project prior to preparing an EIR for the entire project, subject to the above findings, and conditions.

June 7, 2007

Date



Ian A. Bowles

Comments Received:

5/9/07 Department of Environmental Protection/Northeast Regional Office  
(MassDEP/NERO)  
5/14/07 Massachusetts Water Resources Authority (MWRA)  
5/9/07 Representative Denise Provost  
5/8/07 Somerville Mayor Joseph A. Curtatone  
5/9/07 Somerville Bike Committee  
5/4/07 Walk Boston  
5/8/07 Jane Fair Bestor  
5/3/07 Stephen Kaiser  
5/9/07 Lynn McWhood  
5/9/07 Alan Moore  
5/10/07 Wig Zamore

IAB/CDB/cdb