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February 15, 2008

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

PROJECT NAME : 585 Commercial Street
PROJECT MUNICIPALITY : Boston
PROJECT WATERSHED : Boston Harbor
EOEA NUMBER : 13894
PROJECT PROPONENT : GA 585 Commercial Street LLC
DATE NOTICED IN MONITOR : November 26, 2008

As Secretary of Energy and Environmental Affairs (EEA), I hereby determine that the Draft Environmental Impact Report (EIR) submitted on this project **does not adequately and properly comply** with the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62H) and its implementing regulations (301 CMR 11.00). Therefore, the proponent must submit a Supplemental Draft EIR.

Project Description

As updated in the Draft EIR, the proposed project consists of the redevelopment of an existing site at 585 Commercial Street in Boston. The project proposed in the Environmental Notification Form (ENF) consisted of demolition of the existing building and construction of an 85-foot high residential building with a footprint of 20,715 sf. It included approximately 62 units and a subsurface parking garage designed to accommodate approximately 135 parking spaces. Proposed facilities of public accommodation (FPAs) included a restaurant with café and bar, a spa and a fitness center with an indoor lap pool. Public benefits included replacement of

the existing fishing pier with a public marina and public landing on property to the north of the site that is owned by the Department of Conservation and Recreation (DCR) and construction of 415 feet of Harborwalk just east of the site in front of Puopolo Park.

The Preferred Alternative identified in the Draft EIR consists of a 55-foot high residential building with a footprint of 23,297 sf. It includes 70 residential units and 148 parking spaces. A public River Room/Lobby and 5-room Inn are proposed as additional FPAs. The restaurant has been eliminated. The project includes 7,700 sf of open space, a public marina and replacement of the existing public fishing dock with a new public landing. The 415-foot extension of the Harbor Walk around Puopolo Park and the Mirabella Pool has been eliminated from the proposal.

The 32,148 square foot (sf) parcel is composed entirely of filled Commonwealth and private tidelands. The parcel includes a vacant three-story building (most recently used for office and retail) and a small parking lot. The project is bounded by the Prince Street Park to the southwest, Commercial Street to the south and southeast, the Steriti Rink site to the northeast and Boston Harbor waterfront to the northwest. It is in close proximity to North Station and associated commuter rail, subway and bus service.

Permitting and Jurisdiction

The project is undergoing MEPA review pursuant to Section 11.03 (1)(b)(3) and (3)(b)(6) because it requires a state permit and may require conversion of land held for natural resources purposes in accordance with Article 97 of the Amendments to the Constitution of the Commonwealth to any purpose not in accordance with Article 97 and it consists of new or existing unlicensed non-water dependent use of tidelands. The project requires a Chapter 91 License and a 401 Water Quality Certificate from the Department of Environmental Protection (MassDEP).¹ It may require approval of an amendment to the Municipal Harbor Plan (MHP) by the Executive Office of Energy and Environmental Affairs (EEA) and review by the Massachusetts Historical Commission (MHC). It may require approval by the state legislature for changes to Article 97 land² and federal consistency review by Coastal Zone Management (CZM). Also, it requires an Order of Conditions from the Boston Conservation Commission (and a Superseding Order of Conditions from DEP in the event the local Order is appealed).

Because the proponent is not seeking financial assistance from the Commonwealth for the project, MEPA jurisdiction extends to those aspects of the project that are within the subject matter of required or potentially required state agency permits, and that may cause significant Damage to the Environment. In this case, the subject matter of the required state permits (i.e. the Chapter 91 License) is sufficiently broad to confer MEPA jurisdiction over virtually all of the potential environmental impacts of the project.

¹ Based on revised wastewater estimates, it appears that the project will not require a Sewer Connection Permit from MassDEP.

² This approval is related to a ground lease for the proposed public landing and marina.

Joint MEPA/BRA Review

The MEPA review of this project is being coordinated with the local review procedure conducted by the Boston Redevelopment Authority (BRA) in accordance with Article 80 Section 80B (Large Project Review) of the Boston Zoning Code. City review will also require review and approval of a Transportation Access Plan Agreement (TAPA) and a Construction Management Plan (CMP) by the Boston Transportation Department (BTD). The document is a joint Project Impact Report (PIR)/EIR that addresses the requirements of both MEPA and the BRA. The proponent extended the MEPA comment period on the Draft EIR to run concurrently with the BRA review period.

Review of the Draft EIR

The EIR includes a detailed description of the project and describes each state agency action required for the project. The Draft EIR includes existing and proposed conditions plans and a series of illustrative plans for various alternatives. The Draft EIR discusses the project's consistency with state and local planning documents, the MHP and local zoning. The Draft EIR identifies the elements that will be incorporated into the building design to ensure the project is a Leadership in Energy and Environmental Design (LEED)TM certifiable building and describes the project's consistency with the Commonwealth's Principles for Sustainable Development. In addition to the development of a previously disturbed site that is in close proximity to transit, the project will include construction of a green roof, re-use of rooftop runoff and water conservation devices. The Draft EIR includes existing and proposed conditions plans, an alternatives analysis, a traffic analysis, wind and shadow analysis and other required information regarding baseline conditions and environmental impacts associated with the proposed development. The Draft EIR does not include survey plans requested by MassDEP to assess whether the project complies with regulatory standards or the detailed landscape plans requested by DCR.

As required, the Draft EIR includes discussion, analysis and comparison of the following four alternatives:

- Alternative 1 – No-Build Alternative
- Alternative 2 – ENF Preferred Alternative
- Alternative 3 – Alternative Consistent with Secretary's 1991 MHP Approval
- Alternative 4 – DCR Land Swap

The Draft EIR identifies Alternative 3 as the Preferred Alternative. My predecessor required analysis of Alternative 3 to evaluate a project design that would be consistent with the Secretary's 1991 MHP Approval and would ensure excellent and unfettered access to the waterfront and the adjacent parkland. It identifies mitigation elements that will be included as part of the project including provision of 7,700 sf of open space and lighting, landscaping and improved maintenance. The Draft EIR indicates that the amount of open space required by local zoning and therefore the MHP, is 100 sf per residential unit, as opposed to the 50% requirement identified in the ENF/PNF scoping documents and the comment letters from state agencies. In addition, the Draft EIR indicates that the proponent will provide maintenance for DCR parkland;

however, no additional information is provided regarding funding or management responsibilities.

The Draft EIR indicates that the proponent sought support for Alternative 4 (DCR Land Swap) for its ability to provide additional overall open space, improve public access to the waterfront and support strong connections between the park and recreational uses on the waterfront. It indicates that Alternative 4 was not identified as the Preferred Alternative because the proponent could not secure adequate support that would be necessary to proceed with Article 97 legislation and other required approvals.

The Draft EIR maps the historic low water mark, which delineates public and private tidelands, roughly adjacent to the edge of the Harborwalk. It indicates that the site does not include a Water Dependent Use Zone (WDUZ). It identifies the proposed FPAs in the text of the Draft EIR and on project plans. It does not identify specifically how the FPAs will be programmed and managed to ensure public trust rights are preserved.

As required, the Draft EIR includes a traffic analysis, a parking analysis and evaluates the project's service and loading functions. The traffic analysis includes revised trip generation estimates that indicate the project will generate approximately 544 average daily trips (adt), based on the Institute of Transportation Engineers (ITE) unadjusted trip rates. It notes that the traffic analysis evaluated only Alternative 4 as a worst case scenario. Unadjusted trip generation for Alternative 4 is identified as 1,044 adt. When adjusted to account for mode splits and pass-by trips (associated with the restaurant and café), it drops to 252, which is significantly lower than the 1,002 adt identified in the ENF. In response to comments on the ENF, the proponent has redesigned its vehicular access plan and identified a Transportation Demand Management (TDM) Program in the Draft EIR. The TDM program consists of designation of a transportation coordinator, reserved parking within the garage for a ZipCar or a similar service, provision of transit pass subsidies to employees to encourage transit use and encouragement for employees to participate in shared ride programs. The Draft EIR indicates that parking associated with the Preferred Alternative has been increased by 8 spaces and will provide approximately 2 spaces per unit.

The Draft EIR describes the project's stormwater management plan, addresses the performance standards of DEP's Stormwater Management Policy and provides drainage calculations for the 2, 10, 25 and 100-year storm events. It indicates that groundwater monitoring wells will be installed in the sidewalk prior to construction to provide pre-establish groundwater conditions and serve as a reference for post-construction monitoring. The wells will be turned over to the Groundwater Trust when the project is complete. The Draft EIR includes an updated estimate of water use and wastewater. It notes that water conserving devices will be used throughout the building to reduce consumption approximately 20% below existing building code requirements. In addition, it indicates that roof runoff will be collected in cisterns and reused for irrigation needs.

The Draft EIR indicates that the proponent has consulted with MHC and the Boston Landmarks Commission and that the project will not impact historic resources.

As required, the EIR provides a discussion on potential construction period impacts and proposed mitigation. The Draft EIR indicates that the proponent will work with construction contractors to implement construction-period diesel emission mitigation, which could include the installation of after-engine emission controls such as oxidation catalysts or diesel particulate filters and the use of low-sulfur diesel (LSD) fuel in off-road construction equipment. It indicates that installation of in-water work associated with the marina and public pier will not occur between February 15 and July 15 to avoid impacts to the anadromous fish run.

The majority of comment letters identify the importance of improving the site to provide a use more compatible with the abutting park and recreational areas although commentors differ significantly regarding the ability of the proposed project to do so. Several commentors identify support for the Preferred Alternative, note the proponent's willingness to address concerns expressed by the community and indicate that the project will improve the area by constructing a new building with residential activity. Many other comment letters, including comments from community groups, express concern with the Preferred Alternative because it does not provide 50% open space on the site and it represents a significant reduction in open space with a corresponding increase in Floor Area Ratio (FAR) compared to the ENF/PNF Alternative and the existing building. Comments from the BRA Impact Advisory Group (IAG) identify improvements represented by the Preferred Alternative while expressing concern regarding the amount of open space and massing of the building.

Comment letters from state agencies, including CZM, MassDEP and DCR, identify several concerns with the Draft EIR and the Preferred Alternative. Comments from MassDEP indicate that the Draft EIR does not accurately reflect the WDUZ or the historic low water mark and identify the lack of scaled plans necessary to support regulatory analysis of the proposed project. In addition, comments from MassDEP indicate that the Draft EIR does not adequately address comments provided on the ENF regarding protection of public access along and through the site and that the Draft EIR does not include sufficient information regarding mitigation proposals. Comments from MassDEP and CZM indicate that additional information is needed regarding programming and management of the FPAs. Comments from DCR express concern with the height and width of the project, its shadow and massing impacts on Prince Street Park and the Harborwalk, and the loss of a landscaped buffer along the Prince Street walkway. In addition, DCR proposes that mitigation be focused on additional landscaping and public amenities along the Harborwalk, and in particular around Steriti Rink, and in maintenance of the open space. These comments acknowledge that the proponent, during the review period, has re-plotted the WDUZ and the historic mean low water line; however, the public has not had an opportunity to review and comment on the changes.

Comments from Speaker of the House, Salvatore DiMasi, the Boston Harbor Association (TBHA) and many other commentors urge the proponent to incorporate affordable housing into the project. Speaker DiMasi also expresses concern with the impacts of construction on traffic flow in the area.

I have reviewed the Draft EIR, the MHP and comment letters provided on this project. Based on this review and consultation with state agencies, I have determined that a Supplemental Draft EIR is necessary to provide analysis of a revised MHP Compliant Alternative, to address

baseline information regarding waterways resources and jurisdictional lines and to provide additional information regarding project mitigation. After carefully considering the record of the Boston Harborpark Municipal Harbor Plan, including the City's application and narrative discussion of the open space substitute requirements, the 1E/1F Harborpark District: North End/Downtown Waterfront map that was submitted as an appendix to the Plan, and the May 22, 1991 decision approving the Plan, it is clear that the Secretary's reasonable expectation was that the project site would be subject to a minimum 50% open space requirement. It is also clear that the 50% open space requirement implements a fundamental tenet of tidelands law. Chapter 91, section 18 specifies that "no structures or fill for nonwater dependent uses of tidelands ... may be licensed unless ... said structures or fill shall serve a proper public purpose and that said purpose shall provide a greater public benefit than public detriment to the rights of the public in said lands..." The 50% percent open space requirement follows this bedrock principle, which dates back to roman law and was re-affirmed just last year by both the Supreme Judicial Court and the legislature.

The request for an MHP Compliant Alternative in the Scope was predicated on an assumption that the project would provide 50% open space (based on comment letters from MassDEP and CZM). In addition, I note that the clear expectation, as expressed in comment letters and based on the scoping documents for the ENF/PNF, was that local zoning requires at least 50% open space and that such a requirement would be consistent with the maximum Floor Area Ratio of 2.0 allowed by local zoning. The preferred alternative diverges from the open space requirement, as it proposes approximately 7,700 square feet, or 24 per cent, of open space. Accordingly, the Supplemental Draft EIR should present a revised MHP Compliant Alternative in addition to the Preferred Alternative. As indicated in the Scope of the Draft EIR, the MHP Compliant Alternative should emphasize the parcel's connectivity to the public resources and open space surrounding it and complement these uses. It should increase the public benefits associated with the project, comply with the 50% open space requirement and should include improvements to the pedestrian access plan. This MHP Compliant Alternative should be presented at a similar level of detail as the Preferred Alternative in the Draft EIR.

Below I have identified the Scope for the Supplemental Draft EIR. It is limited to issues regarding compliance with Chapter 91 and the MHP. In addition, I have identified separate issues that will need to be addressed in the Final EIR. The Scope for the Final EIR will be revised based on the information included in and the comments received on the Supplemental Draft EIR.

Scope for the Supplemental Draft EIR

The Certificate on the ENF noted that if the project were well planned and designed, it could bring vitality and pedestrian activity to this area to complement recently completed and planned public and private investments in this area. The reduction in height of the building to 55 feet, the incorporation of a view corridor through the building and re-programming of the River Room to provide a public function are significant improvements upon the ENF Alternative; however, the overall public uses and proposed mitigation is not adequate to mitigate the associated impacts to public tidelands and adjacent open space and recreational uses.

As noted above, the Supplemental Draft EIR should present a revised MHP Compliant Alternative in addition to the Preferred Alternative. It should emphasize the parcel's connectivity to the public resources and open space surrounding it and complement these uses. It should increase the public benefits associated with the project, comply with the 50% open space requirement and should include improvements to the pedestrian access plan. The proponent should consult with DCR regarding its proposal to provide maintenance support for DCR parkland. The Supplemental Draft EIR should include additional information regarding funding and management responsibilities.

The incorporation of a view corridor through the middle of the building is a positive aspect of this design that could be significantly improved. While it provides the ability to see through the building, its enclosure serves as an impediment to public access through the site. I encourage the proponent to build on this concept and incorporate a signature architectural element into the project design. The Rowes Wharf building and its monumental arch is an excellent example of how architecture and the public realm can be integrated successfully.

The previous design included a restaurant within the building and a 415-foot extension of the Harborwalk, which would make the building more public and increase public access along the Harborwalk. The Draft EIR indicates that these elements were eliminated based on community input. I note that the proponent is considering a refinement to its design based on review by the Boston Civic Design Commission (BCDC) (identified in an updated schematic site plan from Neshamkin French Architects, Inc. included with the MassDEP comment letter). This alternative moves the project in a more positive direction by creating a wider, more welcoming entrance to the public walkway along the tennis courts and shifting the building away from the property line.

The shadow study should be revised to more accurately reflect existing conditions (the baseline condition included the site without a building) and to provide a better understanding of the impacts of the alternatives on parkland and watershed. The shadow study and daylighting analysis included in the Draft EIR demonstrate that the Preferred Alternative has less impacts than the other alternatives; however, it also illustrates a significant increase in daylight obstruction from the viewpoint of the passageway between Commercial Street and the Harborwalk along Prince Street Park due to the proximity of the walk to the building façade.

MassDEP comments include a copy of two sketch plans, prepared by the proponent during the review period, identified as "FPA and HLWM" and "WDUZ." According to MassDEP, the FPA and HLWM plan more accurately positions the historic low water mark on the project site and reflects that a significant portion of the site is composed of Commonwealth tidelands as well as private tidelands. MassDEP comments indicate that the Water Dependent Use Zone (WDUZ) on the project site is more accurately reflected by the WDUZ plan. The WDUZ plan includes an improvement to the Harborwalk through its expansion over the rip-rap embankment to the west of the public pier. The Supplemental Draft EIR should provide revised plans as identified in the MassDEP comment letter. The proposed expansion will require design approval by DCR. The proponent should consult with DCR regarding plans prior to filing the Supplemental Draft EIR.

None of the comment letters provided on the project demonstrate significant support for the proposed marina and replacement of the public fishing pier. DCR comments suggest that the funds could be better employed in supporting improvements to the Harborwalk, including landscaping and tree planting in the area around Steriti Rink and long-term maintenance of parkland. Comments from TBHA indicate that the marina will need to be re-designed to avoid navigational conflicts. If the marina is retained as an element of the project, the Supplemental Draft EIR should include preliminary designs, permitting requirements and maintenance needs to support the evaluation of these proposals. In addition, the Supplemental Draft EIR should address the EEA Article 97 Policy and demonstrate the project's consistency with it.

Comments from MassDEP indicate that the Supplemental Draft EIR should provide greater detail regarding the future operation and management of each of the proposed FPA's to ensure they are open and available to the public.

It is my expectation that the proponent will identify an alternative that is consistent with the MHP and therefore does not require an amendment to the MHP; however, in the event that the proponent intends to seek an amendment to the MHP to reduce open space requirements, a public hearing draft of the City's proposed amendment(s) should be included in the Supplemental Draft EIR. The Final EIR should not be submitted until the MHP process has been completed, to ensure that all relevant terms and conditions of this approval effectively informs the MEPA review process.

The Supplemental Draft EIR should respond to MassDEP's request for stamped and surveyed plans that will support its technical review of the proposal and can facilitate the permitting process. It should include landscape plans with supporting design details for the entire site and, in particular, the proposed walkways.

In addition to a general response to comments, the proponent shall provide a detailed response to the comment letter dated February 8, 2008 submitted by the MassDEP Waterways Program and to the comment letter dated February 6, 2008 submitted by the Department of Conservation and Recreation (DCR), and I hereby incorporate by reference the additional requests for information contained in these letters as part of the Scope of the Supplemental Draft EIR.

Mitigation

The Supplemental Draft EIR should include an updated chapter on mitigation measures. This section 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.

Response to Comments

In order to ensure that the issues raised by comments are addressed, the Supplemental Draft EIR should include a response to comments. This directive is not intended to, and shall not be construed to, enlarge the scope of the Supplemental Draft EIR beyond what has been expressly identified in the initial scoping certificate or this certificate. Each comment letter should be reprinted in the Supplemental Draft EIR and the Supplemental Draft EIR should respond to the comments received to the extent that the comments are within the subject matter of this Scope. I defer to the proponent as it develops the format for this section, but it should provide clear answers to questions raised.

Circulation

The Supplemental Draft EIR 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 City of Boston officials. A copy of the Supplemental Draft EIR should be made available for public review at the Boston Public Library. The proponent should provide a hard copy of the Supplemental Draft EIR to each state and city agency from which the proponent will seek permits or approvals.

Issues for the Final EIR

Traffic and Transportation

As noted previously, the Draft EIR includes a traffic analysis that demonstrates that overall trip generation will be low; however, I remain concerned with two transportation related issues: the amount of parking provided on-site and proposed vehicular access. The Draft EIR indicates that the parking ratio of 1.8 exceeds BTM guidelines of .5 to 1.0 for this area. The proponent asserts that it will not increase associated vehicle trips and is intended to address the limited parking supply in the North End. Also, it identifies approved projects with parking ratios in excess of BTM guidelines. I note that both references include parking ratios significantly lower than the proposed parking ratio and are located in close proximity to the proposed project. The reduction of parking to levels identified by BTM as appropriate could reduce project costs significantly by eliminating a floor of parking. The Final EIR should analyze a reduced parking supply.

The Draft EIR includes a significant improvement in the plan by shifting the garage entrance to the east of the site and better integrating the vehicular circulation area with the project design; however the vehicle circulation area on the site that conflicts with the entrance to the building, pedestrian access and the view corridor. In addition, the building does not contain uses (such as a hotel or restaurant) that appear to warrant its inclusion. The Final EIR should analyze a curbside drop-off area and the proponent should consult with BTM regarding its design to minimize any potential impacts with vehicle queues at the Commercial Street/North Washington Street intersection.

Walk Boston has provided detailed comments regarding traffic operations and the pedestrian environment. In addition to a general response to comments, the proponent shall provide a detailed response to the comment letter dated February 6, 2008 submitted by Walk Boston. I hereby incorporate by reference the additional requests for information contained in that letter as part of the Scope of the Final EIR.

Drainage

The Final EIR should address MassDEP comments regarding stormwater and demonstrate compliance with the Wetlands Protection Act (WPA) and the updated Stormwater Management Policy.

In addition to a general response to comments, the proponent shall provide a detailed response to the comment letter dated February 8, 2008 submitted by MassDEP Northeast Regional Office (NERO). I hereby incorporate by reference the additional requests for information contained in that letter as part of the Scope of the Final EIR.

Wastewater

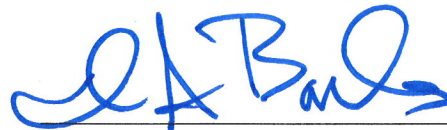
BWSC and MassDEP comments reiterate that the proponent will be expected to eliminate extraneous water from the system (Infiltration/Inflow (I/I)) at a minimum ratio of 4:1 for a total of 52,200 gpd. The Final EIR should demonstrate how the offset will be achieved.

Construction

The Final EIR should provide more detailed information regarding construction staging and construction vehicle circulation and access. It should identify how the proponent will implement construction-period diesel emission mitigation and confirm that EPA verified equipment will be used. The Final EIR should address Speaker DiMasi's concerns regarding the impacts of construction on traffic flow in the area.

February 15, 2008

Date



Ian A. Bowles

Comments received:

2/13/08	Coastal Zone Management (CZM)
2/6/08	Department of Conservation and Recreation (DCR)
2/6/08	Department of Environmental Protection/Northeast Regional Office

(MassDEP/NERO)

2/8/08 MassDEP Waterways Regulation Program

2/6/08 Salvatore F. Dimasi, Speaker of the House

12/12/07 Boston Water and Sewer Commission

12/19/07 Boston Groundwater Trust

1/31/08 Boston Redevelopment Authority (BRA) Impact Advisory Group (IAG)

2/5/08 Committee to Save the North End Waterfront Recreation Area

2/14/08 Conservation Law Foundation (CLF)

2/5/08 Friends of the Charlestown Navy Yard

1/12/08 North End Chamber of Commerce

2/3/08 North End/Waterfront Residents' Association (NEWRA)

2/6/08 North End Waterfront Neighborhood Council (NEWNC)

2/8/08 The Boston Harbor Association (TBHA)

2/6/08 WalkBoston

2/3/08 Sue Benveniste

2/6/08 Julie A. Bonetti

2/3/08 Michael Bonetti

2/6/08 Victor Brogna

2/14/08 Victor Brogna (second letter)

2/6/08 Derek Brozowski

2/7/08 Jessica Buckingham

2/7/08 Heather Carling

2/6/08 Jim Carr

1/29/08 Leonardo Caruso

1/30/08 Sandra Caso

2/7/08 Albert Chin

2/6/08 Diane Curry and Peter Stokes

1/29/08 Michael C. Cyr

2/6/08 Stephen Demeranville

2/5/08 Peter Demers Bernard Doherty

1/2/08 Shirley A. Durgin

2/4/08 Ames Emory

2/1/08 Peggy Scott Hammond

2/6/08 Betty Garcia

2/4/08 Katie Grimes

2/5/08 Leonard S. Halpert

2/7/08 Charles P. Harris

2/5/08 Fredda Hollander and William H. Lee

2/6/08 Steve Kaiser

2/7/08 Timothy Killoran

2/6/08 Shirley Kressel

2/6/08 David Kubiak

1/31/08 Benjamin Levin

2/4/08 Chris LoConte

2/6/08 Sanjoy Mahajan

2/4/08 George Maria

2/4/08	Reta Martin
2/4/08	Peggy Magri
2/6/08	Mary McGee
2/5/08	Carmel Mitchell
2/6/08	Antonia K. Monarski
2/5/08	Marcia Ostrow
2/6/08	Tina Natale
2/5/08	June Olson
2/5/08	Gary A. Pappas
2/6/08	Mark Paul
2/4/08	Barbara Peterlin
2/6/08	Anne Pistorio
1/23/08	James B. Re
2/5/08	Selma H. Rutenburg
2/6/08	Thomas Schiavoni
2/6/08	Pasqua Scibelli
2/4/08	Robert Skole
1/22/08	Salvatore Solimine
2/4/08	Frederick A Stahl
2/7/08	Janet Sy
2/6/08	Nyasha Toyloy
2/6/08	Diane Zullo

IAB/CDB/cdb