



The Commonwealth of Massachusetts

Executive Office of Environmental Affairs

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March 31, 2006

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

| | |
|-------------------------|--|
| PROJECT NAME | : Chestnut Hill Square |
| PROJECT MUNICIPALITY | : 200 Boylston Street (Route 9) - Newton |
| PROJECT WATERSHED | : Charles River |
| EOEA NUMBER | : 12928 |
| PROJECT PROPONENT | : New England Development |
| DATE NOTICED IN MONITOR | : November 22, 2005 |

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 has been revised to consist of the construction of approximately 743,000 square feet (sf) of mixed-use space with parking for 1,562 vehicles. The project will include 224 condominiums with a range of approximately 1,250 to 3,000 sf (about 448,000 sf), 255,000 sf of retail and restaurant space, and a 40,000 sf life-style supermarket. The proponent has removed the 200,000 sf hotel and a 200,000 sf general office building from the project. Thirty-four of the condominium units will be affordable. The proponent has increased the size of the site from 10.31 to 11.43 acres. The existing commercial, office, supermarket, and residential uses on the site will be demolished by the proponent.

This project requires a mandatory EIR. It will require an Access Permit from the Massachusetts Highway Department (MHD). The project may need a Construction Dewatering Permit, a Fossil Fuel Utilization Permit, and a Major Sewer Connection Permit from the Department of Environmental Protection (DEP). It must comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site. MEPA jurisdiction extends to land alteration, traffic, air quality, and wastewater issues that may have significant environmental impacts.

Access to the project will be provided from six driveways, three of which will be on Route 9 and three on Florence Street. The primary site driveway will function as a one-way entrance-only driveway and will intersect on the south side of Route 9, opposite The Mall at Chestnut Hill driveway. The driveway will form the fourth leg of the intersection and will be placed under a fully actuated traffic signal control. The driveway at the site's center point on Route 9 will intersect with the south side of Route 9, east of David & Company, and will function as a one-way, right-turn, exit only driveway. The eastern Route 9 driveway will intersect with the south side of Route 9, west of the Milton's and Barnes & Noble retail stores, and will be designed to function as a right-turn only facility (right-turns in/out). The new Florence Street driveways will provide primary access to up to 70 residential units. The existing driveway that serves the Capital Grille and intersects the north side of Florence Street will be retained as part of the project. Using the Institute of Traffic Engineers' Trip Generation land use codes (230, 820, and 850), the project is estimated to generate approximately 12,420 average, adjusted daily vehicle trips with about 17,296 new adjusted trips for Saturday.

The proposed project will be connected to existing municipal water and sewer service. It will consume about 128,000 gallons per day (gpd) of water and will generate about 110,000 gpd of wastewater flow.

Review of the DEIR:

In addition to the No-Build Alternative (Existing Conditions) and the Preferred Alternative, the DEIR discussed a Phased Alternative and an Existing Zoning Alternative. The DEIR summarized the alternatives already developed for the project site, and it analyzed an As-of-Right Reoccupancy Alternative in the traffic section to compare with the Preferred Alternative. The analysis presented the alternative driveway configurations at the site.

The DEIR was prepared in conformance with the EOEA/EOTC Guidelines for EIR/EIS Traffic Impact Assessment. The proponent analyzed the level of service (LOS) at 48 intersections including the 22 intersections listed in the ENF Scope. The LOS analysis in the Traffic Study included both am and pm peak weekday hours and Saturdays and volume to capacity ratios. The DEIR contained a traffic distribution map. It outlined background growth from other proposed developments in the area for 2010.

The Traffic Study evaluated alternatives for the project driveways onto Route 9 and Florence Street. It examined existing and future build and no-build traffic volumes for impacted roadways and intersections. The proponent identified the Land Use Codes (LUC) used and how its trip generation estimates were generated.

The future plans for the reconstruction of roadways in the study area were discussed in the DEIR. The proponent has restricted truck access for retail and restaurant deliveries to Route 9 only to reduce impacts to residential neighbors on Florence Street.

Parking at the site will include about 1,562 spaces in parking garages. The DEIR provided a breakdown of parking needs by land use category/use, time of day, and customer/ employee/ residence/visitor category to demonstrate the need for the proposed spaces. The DEIR described how the number of peak parking spaces was determined.

The DEIR identified MBTA bus routes and the Green Line Stations (Chestnut Hill Station) in the area.

The DEIR identified the proposed bicycle facility improvements included with this project. It has committed to provide 100 bicycle parking spaces within its garage structures. The DEIR showed existing and proposed pedestrian connections, which could connect the project site to The Mall at Chestnut Hill and other shopping areas.

An air quality mesoscale analysis for ozone was provided in the DEIR to assess the total volatile organic compounds (VOC) and nitrogen oxide (NOx) emissions associated with all project-related vehicle trips. Mitigation measures are proposed in the DEIR by the proponent. In the proponent's memorandum of February 15, 2006, the proponent will work with its general contractor to implement air quality control measures throughout the construction period to control and alleviate dust conditions. The proponent will encourage its contractors to retrofit diesel construction machinery in accordance with the Massachusetts Diesel Retrofit Program.

The DEIR presented drainage calculations and detailed plans for the management of stormwater from the proposed project. It included a description of the proposed drainage system design, including a discussion of the alternatives considered along with their impacts. The DEIR identified the quantity of flows. The rates of stormwater runoff were analyzed for the 10- and 100-year storm events. The proponent will detain/recharge some of the stormwater flow. However, portions of the site will be directed to the site's stormwater pipe, which flows to the City's stormwater system. The DEIR indicated where the municipal drainage system discharges in this area. It demonstrated that the proposed drainage system would control storm flows at existing levels.

The DEIR addressed the performance standards of DEP's Stormwater Management Policy. It demonstrated that the design of the drainage system is consistent with this policy for a redevelopment project. A maintenance program for the drainage system was developed by the proponent to ensure its effectiveness. This maintenance program outlined the actual maintenance operations, sweeping schedule, responsible parties, and back-up systems.

The DEIR identified the impacts from the project on the drinking water supply. It proposed appropriate mitigation. The DEIR addressed concerns regarding insufficient water pressure in this area of Newton. The DEIR outlined the proponent's efforts to reduce water consumption and thereby reduce wastewater generation.

The DEIR presented a summary of the results of hazardous waste studies and remediation efforts undertaken at the site by the proponent to comply with the Massachusetts Contingency Plan, 310 CMR 40.0000.

The DEIR presented a discussion on potential construction period impacts for the project. It included noise, dust, traffic maintenance, and blasting. It analyzed feasible measures that can avoid or eliminate these impacts.

The DEIR discussed the aesthetics of the project, and included a conceptual-level landscaping plan and building elevations.

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:

The FEIR should provide a detailed project description with a summary/history of the project. It should include existing and proposed site plans. The FEIR should identify and describe any project phasing.

Alternatives Analysis:

The FEIR should provide a comparative analysis such as a table that clearly shows the differences between the environmental impacts associated with each of the alternatives identified for each of the scoped items requiring discussion (traffic, parking, open space/historic resource impacts, pedestrian and bicycle issues, transportation demand management, water, wastewater, and stormwater).

The FEIR should discuss the access alternatives that limit the number of access points and/or signals along Route 9, as requested by MHD. In its comment letter of March 27th, MHD indicated that one of the alternatives, which it wishes to see, includes only one median break on Route 9 at the proposed project site. One median break at this location might provide adequate access to the project site with minimum impacts to Route 9. The elimination of the additional median break and proposed traffic signals at the Atrium Mall would also minimize the safety concerns of MHD. MHD stated that the proposed project could use the Langley Road jug-handle for some of the site access. The proponent should work further with MHD to develop this alternative.

If the proposed traffic mitigation on the Hammond Pond Parkway cannot be accommodated without adversely impacting its historic character as determined by Massachusetts Historical Commission (MHC) and the Massachusetts Department of Conservation and Recreation (DCR), the FEIR must present a reduced-build alternative. The

FEIR should identify the traffic impacts on the historic parkway and explore alternatives to alterations to the historic character of the parkway.

Traffic:

The Hammond Pond Parkway is considered part of Historic Parkways Initiative, and any proposed roadway improvements would need to consider the historic character of the parkway. Any widening of parkway intersections beyond the roadway ROW into parkland areas may trigger the Executive Office of Environmental Affairs' (EOEA) Article 97 Land Disposition Policy.

Because the proposed traffic signals along the Hammond Pond Parkway at the Route 9 ramps are directly related to the proposed access management and mitigation package on Route 9, the proponent must resolve its proposed signalization of the Route 9 ramps with the Hammond Pond Parkway with DCR prior to submitting its Preferred Alternative in the FEIR. The FEIR should clearly demonstrate that the proponent can secure approval from DCR and MHC to implement the proponent's proposed mitigation measures along this portion of the Hammond Pond Parkway. In its comment letter, MHD states that "Any proposal for access on Route 9 without the improvements on Hammond Pond Parkway will have some serious limitations and will require a complete reevaluation of the project access scheme".

The FEIR must redo its traffic analysis at any impacted intersection to reflect any revisions to the project's site access for its Preferred Alternative, such as reducing the two median breaks along Route 9. It should also address whether left hand turns have been analyzed from Route 9 eastbound into The Mall at Chestnut Hill from the proposed median break. The current Preferred Alternative does not allow for left hand turns from Route 9 eastbound. The traffic study LOS may need to be revisited along with the proponent's overall mitigation package in the FEIR.

The FEIR should identify the right-of-way (ROW) width for Route 9, and it should determine if sufficient width is available for any proposed additional traffic and improvements along Route 9.

The FEIR should provide mitigation or explain why no mitigation is necessary at the intersections of Heath/Florence Streets/Hammond Pond Parkway and at the Horace James Circle because of the higher vehicle crash rates at these locations, as requested by DCR.

The FEIR should examine signage on Routes 9 and the Hammond Pond Parkway to ensure that the traffic routes are clearly marked to the project site. It should discuss The Mall at Chestnut Hill, the Atrium Mall, the Chestnut Hill Shopping Center, and other retailers' ongoing efforts to coordinate traffic, transit, and parking in this regional shopping area, and how this project will relate to this ongoing effort.

The FEIR should develop creative traffic calming/mitigation measures to reduce cut through traffic from Route 9 onto Florence/Heath Streets. The proponent will need to work with the City of Newton, the Town of Brookline, and its neighbors to assist in reducing cut through regional traffic by keeping it off of local residential streets. There are a host of potential measures, such as speed bumps, raised pedestrian crosswalks, reducing the roadway width, increased enforcement of speed limits, and posting the roadway for residential use only during peak hours, etc.

The FEIR should identify the proponent's coordination efforts with the MHD, the Department of Conservation and Recreation (DCR), the Massachusetts Historical Commission (MHC), and Newton and Brookline officials to address traffic concerns within this area.

Parking:

The proponent should consider marketing its condominium units so that second household vehicle parking spaces are optional and individually purchased and are not included in the condominium purchase price. The FEIR should provide several parking spaces for a shared car service such as Zip Car in the parking garage. It should identify any proposed parking fees for the project.

Pedestrian and Bicycle Issues:

The FEIR should provide construction and design plans for the proponent's pedestrian overpass above Route 9. It should identify the steps necessary to obtain the support of MHD, Newton officials, and The Mall at Chestnut Hill. The proponent should work with Newton officials to establish a pedestrian and bicycle route from Langley Road and Newton Center to the project site. The FEIR should propose pedestrian connections mid-parcel to provide access/easements to pedestrians from abutting parcels. It should demonstrate how bicyclists will reach the site and how they will safely enter and exit the site.

Transportation Demand Management Measures:

The FEIR should provide details about the type and frequency of shuttle service, the number of years that the proponent would guarantee a subsidy, and the types of incentives that would be offered to target markets that would encourage continued use of the shuttle service. It should also provide specific details regarding the other Transportation Demand Management (TDM) measures that proponent is incorporating into the project.

Air Quality:

The FEIR should address whether the project will comply with DEP's Clean Air Construction Initiative.

Stormwater:

The FEIR should include an Emergency Response/Spill Plan and a Snow Management Plan.

Wastewater:

The FEIR should identify any capacity deficiencies within the municipal wastewater system to handle the project's additional wastewater flows. The FEIR should state any Inflow/Infiltration (I/I) measures that the proponent would undertake as part of the project. In its comment letter, DEP is recommending an I/I removal ratio of 4:1 or 299,288 gpd of I/I removal.

Open Space and Historical Impacts:

The FEIR should identify the project impacts to DCR parkland and propose mitigation to address these impacts. The proponent must consult with DCR and MHC to determine what mitigation measures would be supported by them to resolve the remaining issues. Prior to submitting the FEIR, the proponent must develop the required data and analysis and present it to DCR/MHC. The proponent must present potential minimization/mitigation proposals before asking DCR/MHC for feedback. The FEIR should report on the proponent's efforts to address the concerns listed in the MHC comment letter of February 23, 2006. The proponent should respond to MHC's comment letter as soon as possible to resolve any outstanding historical issues prior to preparing the FEIR. It should provide MHC and DCR with the following materials: photographic simulations that show the existing and proposed conditions of the Parkway at the north and south approaches to the Route 9 interchange, and the design specifications for the proposed traffic signals, traffic control boxes and pedestrian crosswalks. The proponent has not provided adequate analysis of the historical/traffic impacts and appropriate mitigation to demonstrate that the project can be built without adversely affecting the character of the Hammond Pond Parkway (see MHC and DCR comment letters). The FEIR should include a mitigation package of traffic improvements that address DCR's concerns.

Sustainable Design:

The FEIR should update the proponent's efforts to incorporate sustainable design elements into the project design elements and construction practices. The proponent should expand on its efforts to incorporate sustainable design measures to meet LEED Certification. The FEIR should address whether a cistern collection system could be used for irrigation and cooling water on the project site.

Mitigation:

The FEIR should include a separate chapter on mitigation measures. It should develop additional 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 high occupancy transit usage to the project site.

This chapter on mitigation should include a Proposed Section 61 Finding for MHD, DEP, DCR, and other state permits. The Proposed Section 61 Findings 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 committed to implement the following mitigation measures, costing approximately \$9,608,702:

- Add an additional travel lane in the eastbound and westbound directions on Route 9 from before Langley Road to just beyond the Hammond Pond Parkway; approximately \$2,000,000.
- Transfer land to MHD for proposed widening of Route 9; approximately \$106,626.
- Provide traffic signalization and a median break with two left-turn lanes on Route 9 Westbound at the The Mall at Chestnut Hill drive and at the Capital Grille Drive with associated geometric improvements; approximately \$1,800,000.
- Provide traffic signalization and a median break with one left-turn lane on Route 9 Westbound at the Atrium Mall; approximately \$700,000.
- Install/modify a traffic control signal at the Route 9 eastbound off-ramp and on-ramp at Hammond Pond Parkway, remove U-turn access, and construct associated geometric modifications to the Parkway; approximately \$450,000.
- Install a traffic control signal at the Route 9 westbound on-ramp and off-ramp at Hammond Pond Parkway and construct associated geometric modifications; approximately \$400,000.
- Install a traffic control signal at Hammond Pond Parkway/Chestnut Hill Shopping Center intersection, remove U-turn access, and construct associated geometric improvements; approximately \$300,000.
- Improve access to Route 9 from the Hammond Pond Parkway; approximately \$100,000.
- Perform a detailed motor vehicle crash study and safety evaluation at the Horace James Circle; approximately \$10,000.
- Optimize the existing traffic signal timing, phasing and coordination at Heath Street/Hammond Street; approximately \$10,000.
- Optimize the existing traffic signal timing, phasing, and coordination at Tully

- Street/Route 9; approximately \$10,000.
- Optimize the existing traffic signal timing, phasing, and coordination at Hammond Street/Route 9; approximately \$10,000.
 - Upgrade/modify the existing traffic signal at Langley Road/Route 9. Optimize timing and phasing and coordinate with proposed signalized median breaks; approximately \$100,000.
 - Install a traffic control signal at Route 9 westbound on- and off-ramps at Parker Street; approximately \$350,000.
 - Install a traffic control signal at Route 9 eastbound on- and off-ramps at Parker Street; approximately \$400,000.
 - Install a stop-line and centerline pavement markings at the intersection of Langley Road at Jackson Street; approximately \$5,000.
 - Provide 343,288 gpd of I/I removal to the wastewater system (subject to possible alternative mitigation to be selected by the City of Newton); approximately \$686,576.
 - Contribute to the cost of installing a new water main in Route 9 (anticipated pro-rata share of cost; work to be performed by the City of Newton); approximately \$200,000.
 - Provide for the CCTV inspection of the Heath/Florence Streets sewer line; approximately \$17,500.
 - Provide for the CCTV inspection of the Louise/Lyon Roads outfall drain to the outlet at Arlington Street in Brookline; approximately \$18,000.
 - Install a permanent sewer flow meter in the Heath/Florence Streets sewer at the Brookline/Newton municipal line; approximately \$30,000.
 - Complete a sanitary sewer grease study of the Heath/Florence Streets line and provide exterior grease tanks on the kitchen waste lines of each restaurant and lifestyle grocer in the project; approximately \$30,000.
 - Establish a Transportation Demand Management (TDM) Program; approximately \$50,000 annually.
 - Install an emergency vehicle pre-emption system (OPTICOM) at all signalized study intersections and provide transmitters to the City of Newton Fire Department vehicles; approximately \$175,000.
 - Participate in the design and construction of a pedestrian bridge over Route 9 between the project site and The Mall at Chestnut Hill (subject to feasibility, granting of the necessary air rights, state and federal approvals, and agreement and participation of The Mall at Chestnut Hill; approximately \$1,500,000.
 - Provide a shuttle bus service to the Green Line; approximately \$100,000 annually.
 - Construct two new MBTA bus shelters, one on-site and the other one off-site; approximately \$50,000.

Response to Comments:

The FEIR should include copies of all comment letters. It should provide a response to all

comments within the scope of this project.

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 Newton and Brookline officials. A copy of the FEIR should be made available for public review at the Newton and Brookline Public Libraries.

March 31, 2006
DATE


Stephen R. Pritchard

cc: John Felix, DEP/Boston
Nancy Baker, DEP/NERO
Senator Cynthia Stone Creem
Representative Ruth B. Balser
Representative Michael F. Rush
Michael Kruse, Newton Planning Director
Jeff Levine, Brookline Acting Planning Director

Comments received:

12/6/05 – New England Development
12/14/05 – J. Keith Spatz
12/14/05 – Catherine Goode
12/15/05 – Charlotte Gliksman
12/18/05 – Mark Lyons
12/18/05 – Althea H. Buonato
12/18/05 – Marialyce Leivian
12/19/05 – Ellen D. Shapiro and Paul A. Shapiro
12/21/05 – Anatol Zukerman
12/22/05 – George Buffington
12/24/05 – Jeff Goldman
12/30/05 – Helen O. Braun
1/10/06 – Vicki M. Barletta
1/13/06 – Gerald K. Lazar, M.D
1/15/06 – Joan C. Mahon

1/15/06 – Jaci K. Marmor
1/15/06 – Bernice D. Wilner
1/15/06 – Elaine & Enrico Schwimmer
1/16/06 – Barbara Sird
1/16/06 – Rich Abrahams
1/16/06 – Bambi Zimmerman Good
1/17/06 – Rita Bartczak
1/17/06 – Michael I. Good, M.D.
1/17/06 – Susan Morley and Toby Dewey
1/17/06 – Janet Fox
1/17/06 – Ruthanne Fuller, President, Chestnut Hill Association
1/17/06 – Meda Turetsky
1/17/06 – Michael I. Good, M.D.
1/17/06 - Anthony T. Andreadis, Co-chairman, Chestnut Hill Village Alliance
1/18/06 – Riana Good
1/18/06 – Janice S. Kahn (2 letters)
1/18/06 – Margy Katzeff (2 letters)
1/18/06 – Representative Michael F. Rush
1/18/06 – Robert L. Allen, Chair – Brookline Board of Selectmen
1/18/06 – Werner Lohe, Chair – Brookline Conservation Commission
1/18/06 – Robert I. Woodland, P.E., President, Woodland Design Group
1/18/06 – Barbara L. Karlin
1/18/06 – Margaret E. Richardson
1/18/06 – Barbara S. Karlin
1/18/06 – Marian Lazar
1/18/06 – Louis and Jane Barber (2 letters)
1/18/06 – Marcy Fischer
1/18/06 – Elaine K. Greenberg
1/19/06 – Louise H. Russell
1/19/06 – Katharine P. Jose
1/19/06 – Samuel I. Itkin
1/19/06 – Stephan Habermeyer
1/19/06 – Paul and Susan Trevithick
1/19/06 – Samuel L. Batchelder, Jr.
1/19/06 - Andrew D. Brennan, Director of Environmental Affairs, MBTA
1/19/06 – Karen Weltchek
1/19/06 – Jill Spaulding
1/19/06 – Cheryl W.
1/19/06 – Lisa Nurme
1/19/06 – Edward Hsieh, Executive Director, Brookline Green Space Alliance
1/19/06 – Lisa Nurme
1/19/06 – Mary Barber

1/19/06 – Anthony and Claire Briggs
1/19/06 – Suzette Barbier
1/19/06 – Deidre Waxman
1/19/06 – Wendy & David Murphy
1/20/06 – John E. Woodward, Jr., Pauline B. Woodward and Sue A. Woodward
1/20/06 – Elisabeth Schlosberg
1/20/06 – Lynne Sullivan
1/20/06 – Amy Voorhes
1/20/06 – Albert M. Fortier, Jr.
1/20/06 – Kathleen A. Curtin, V.P. Sheafe/Heath Street Ngbh.Association
1/20/06 – Alex Wilmerding
1/20/06 – Garo Toomajian
1/20/06 – Marjorie Katz
1/20/06 – Kimberly C. Smith
1/20/06 – R. Lisle Baker, Newton Board of Aldermen
1/20/06 – Holly Burns
1/20/06 – Lee Rachel Jurman, President, Chestnut Hill Village Associates, Inc.
1/20/06 – Peter and Kathleen Davidoff
1/20/06 – Jamie and Leila Rome
1/20/06 – Kathryn Cochrane Murphy
1/20/06 – Thomas W. French, MA Fisheries & Wildlife
1/20/06 – Thomas W. Stefano Pacini
1/20/06 – Mrs. Helen A. Hayn
1/22/06 – Holly Burnes and Daniel Burnes
1/23/06 – Edie Raskin
1/24/06 – MAPC
1/29/06 – Rosemary S. Blake
2/1/06 – Woodland Design Group
2/1/06 – Steven C. Grossman
2/2/06 – Guo Wei
2/4/06 – Abraham Morgentaler
2/6/06 – Mary Ames
2/7/06 – Jean-Francois Ducrest
2/7/06 – Karyn Cepek
2/9/06 – Leonard & Karin Miller
2/9/06 – Jane T. N. Fogg
2/11/06 – Hannah P. Haynes
2/12/06 – James F. Hunnewell, Jr. and Susan W. Hunnewell
2/13/06 – Carol T. & Ralph E. Stuart
2/13/06 – Raymond D. Adams
2/15/06 – Goulston & Storrs
2/16/06 – Goulston & Storrs

2/20/06 – Antonia Salam
2/21/06 – Goulston & Storrs
2/21/06 – Melinda N. Donovan
2/21/06 – New England Development
2/21/06 – Charles River Watershed Association
2/21/06 – WalkBoston
2/22/06 – Anne Flaherty
2/22/06 – Elissa Koff
2/22/06 – High Performance Building Coalition
2/23/06 – Srdjan S. Nedeljkovic
2/23/06 – Simon
2/23/06 – MHC
2/24/06 – C. David Hibern
2/24/06 – Seth Levenson
2/24/06 – DCR
3/17/06 – Goulston & Storrs
3/17/06 – Newton Citizens Commission on Energy
3/20/06 – Newton Department of Planning & Development
3/21/06 – Lisa & Roman Schumann
3/22/06 – Charles A. Knight
3/23/06 – Newton Department of Planning & Development
3/23/06 – Adam L. Peller
3/24/06 – Lynne & Jim Sullivan
3/27/06 – Daniel J. Krasa
3/27/06 - EOT
Undated - Roy Max Vigil and Terry Anne Vigil

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