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June 19, 2009

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

PROJECT NAME : Spaulding Rehabilitation Hospital
PROJECT LOCATION : Sixteenth Street - Charlestown Navy Yard - Boston
PROJECT WATERSHED : Boston Harbor
EOEA NUMBER : 13861
PROJECT PROPONENT : Spaulding Rehabilitation Hospital Corporation
DATE NOTICED IN MONITOR : April 8, 2009

As Secretary of Energy and 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. 61-62I) and with its implementing regulations (301 CMR 11.00). The Scope for the Final Environmental Impact Report (FEIR) provided below outlines the remaining issues.

Project Description

As described in the DEIR, the proposed project consists of the construction of an eight-story, 235,060 gross square foot (sf), 132-bed, Inpatient Rehabilitation Facility on Parcel 6 at the Yard's End of the Charlestown Navy Yard (CNY). The project will include all private rooms, state-of-the-art gymnasiums and therapy rooms, an aquatic center, an outpatient clinic, interior ground-floor community-use space, a Harbor Walk, exterior public open space, research space, and multi-purpose conference and meeting space. It will provide approximately 203 underground parking spaces (approximately 109,130 additional sf). The project site is approximately 3.02 acres and is located within the historic Boston Naval Shipyard. The site consists entirely of filled and flowed Commonwealth tidelands.

Access to the proposed parking garage will be from Sixteenth Street. Using the Institute of Traffic Engineers Trip Generation land use code 610 for a Hospital, the proponent has estimated that the project will generate approximately 4,628 unadjusted new average daily vehicle trips. However, after adjusting for Boston Transportation Department (BTD) mode splits for Charlestown and the proponent's Transportation Demand Management (TDM) program, the proponent estimated that the project would generate approximately 2,006 new vehicle trips. The proposed project will be connected to existing municipal water and sewer service. It will consume approximately 48,150 gallons per day (gpd) of water and will generate 42,000 gpd of wastewater flow.

Environmental Review Process

The project is subject to review by the Boston Redevelopment Authority (BRA) under the Article 80 Large Project Review process of the Boston Zoning Code. Accordingly, the proponent prepared a Draft Project Impact Report (DPIR)/DEIR. The project is undergoing a coordinated review process with the submission of a single set of documents to satisfy the requirements of both MEPA (Section 11.09(4)(c)) and the BRA (Section 80-6). The proponent coordinated this joint review process with both agencies to establish the same comment period deadline for the review of the DPIR/DEIR. I ask that the proponent commit to a coordinated review period for the DPIR/FEIR as well.

In the Certificate on the Supplemental EIR for Parcel 4 at Yards End of the CNY dated November 15, 2002, the Secretary stated that "the future development of Parcels 6 and 7 would need to be coordinated in a single MEPA review." The proponent has stated in the DEIR that it has no plans at this time to develop Parcel 7. When the future development plans for Parcel 7 have been determined, the proponent for the development of Parcel 7 is hereby required to submit a Notice of Project (NPC) to ensure further MEPA review. In order to give effect to the Secretary's original requirement for coordinated review of the parcels, the future MEPA review of Parcel 7 will need to evaluate the cumulative impacts of the projects on both Parcels 6 and 7.

Jurisdiction and Permitting

The project is subject to the requirement to prepare a mandatory EIR pursuant to Sections 11.03(3)(a)(5) and 11.03(6)(a)(6) of the MEPA regulations because it requires a Chapter 91 License for more than one acre of new non-water dependent use of tidelands and it generates 3,000 or more new vehicle trips on an unadjusted basis. It will require a 401 Water Quality Certificate, a Sewer Connection/Extension Permit, a Construction Dewatering Permit, a Fossil Fuel Emission Permit, a Non-Major Comprehensive (Air Quality) Plan Approval, and a Chapter 91 Waterways License from the Department of Environmental Protection (MassDEP). The project may need to obtain a Construction Site Dewatering Discharge Permit, a Sewer Use Discharge Permit to discharge laboratory wastewater, and an Approval of gas/oil separators within the garage from the Massachusetts Water Resources Authority (MWRA). The Massachusetts Historical Commission (MHC) will evaluate the project impacts under Section

106 of the National Historic Preservation Act of 1966. The project involves a land transfer from the Boston Redevelopment Authority (BRA) pursuant to Chapter 121A, Urban Redevelopment Act. It will require a Determination of Need from the Massachusetts Department of Public Health. The project must comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site. The project will require a Programmatic General Permit from the U.S. Army Corps of Engineers. It may need to undergo Federal Consistency Review by the Massachusetts Coastal Zone Management (MCZM) Office. The project will require an Order of Conditions from the Boston Conservation Commission. Because the proponent is seeking financial assistance from the Commonwealth for the project from the Massachusetts Health and Educational Facilities Authority (MHEFA), MEPA jurisdiction over the project is broad, and extends to all aspects of the project with the potential to cause Damage to the Environment, as defined in the MEPA regulations.

Review of the DEIR

The DEIR provided a detailed project description of the relocation of this existing facility from 125 Nashua Street to the CNY. It summarized previous project proposals for this site (EOEA #13009 and #8883). The DEIR included existing and proposed site plans and indicated that the project will be completed in a single phase. The DEIR discussed the consistency of the project with local and regional growth management and open space plans, Executive Order 385 (Planning for Growth), and the Master Plan for the CNY. According to the DEIR, there are no current plans to develop Parcels 5 and 7 at Yards End. The DEIR also discussed and included a copy of Section 16 of Chapter 192 of the Acts of 2006, which was passed by the Massachusetts Legislature to modify the Chapter 91 requirements at the project site to address the maximum height of the building and the setback distance from Sixteenth Street.

The DEIR included the No-Build Alternative and the Preferred Alternative in its Alternatives Analysis. The proponent stated that the specific development controls on the project site limit alternative building configurations to the Preferred Alternative. No other proposed site layouts were described for Parcel 6 in the Section 106 historical review process. In addition, the proponent states that Section 16 of Chapter 192 of the Acts of 2006 limits the options for project design to the Preferred Alternative and that the project has been designed to maximize visual enjoyment and to minimize wind and shadow impacts.

The Chapter 91 regulations apply to the project as modified by Section 16 of Chapter 192 for the building height and setback. The DEIR described how the project will comply with the Waterways Regulations, 310 CMR 9.00. The waterways licensing concerns are building massing, wind and shadow impacts, public views, facilities of public accommodation (FPA), water-based public facilities, open space, and parking. To address these concerns, the DEIR depicted the First Avenue view corridor using the pedestrian level perspective to assess impacts to water views. The specific ground floor FPAs were also identified, and an analysis of how the project will comply with the various dimensional requirements set forth in the regulations as they pertain to new buildings for non-water dependent uses was provided. The DEIR indicated that the project

will comply with the limitations on facilities of private tenancy and the requirements for FPAs found in the Chapter 91 regulations at 9.51(3)(b) and 9.53(2)(c) and also addressed how the project will meet the open space standards of the Waterways Regulations. The potential Chapter 91 mitigation commitments that were proposed by the proponent in the DEIR include: providing a Harbor Walk at the site; providing on-site open space and public access; providing a water sports program open to the public; and providing FPA's on the ground floor. The DEIR has identified two potential locations for the Charles H. Weingarten Adaptive Sports (Water) and Recreation Program.

The DEIR was prepared in conformance with the EOEA/EOTC Guidelines for EIR/EIS Traffic Impact Assessment. No traffic intersections were identified by the proponent that would require mitigation measures to alleviate traffic impacts from the project. The DEIR determined the level-of-service (LOS) at the Chelsea Street/Sixteenth Street (Gate #6); Chelsea Street/Medford Street; Chelsea Street/Thirteenth Street (Gate #5); Chelsea Street/Fifth Street (Gate #4); Rutherford Avenue/Chelsea Street/North Washington Street Bridge (City Square); and Warren Street/Chelsea Street intersections as required by the MEPA Scope and at the seven other additional intersections required by the Boston Transportation Department. It included both a.m. and p.m. weekday peak hours, volume to capacity ratios, a traffic distribution map, and background growth from other proposed projects in the area.

The DEIR examined present (2008) and future (2013) build and no-build traffic volumes for all impacted roadways and intersections. It utilized trip generation estimates based on Land Use Code (LUC) 610 (Hospital). No signalization changes were proposed because of the project. The DEIR did not identify any Massachusetts Highway Department (MassHighway) or Boston plans for the reconstruction of roadways in the vicinity of the project. The traffic accident history for the three most recent years for which data are available was reviewed and presented for the study area. Parking at the site will include approximately 203 parking spaces in an underground parking garage or .92 spaces per 1,000 sf of space. The DEIR identified the parking supply in the area, both off- and on-street parking, and estimated parking demand associated with the project. It described the proposed off-site parking and for whom this parking is available. However, the proponent was not ready to disclose the location of off-site parking in the DEIR.

The DEIR provided a map showing existing and proposed pedestrian/sidewalk and bicycle facilities for the project. It identified pedestrian demand and pedestrian level-of-service abutting the project on the Harbor Walk and along First Avenue and Sixteenth Street. The DEIR identified the potential Transportation Demand Management (TDM) measures that the proponent will commit to implementing. At the existing Spaulding Rehabilitation Hospital (SRH), the proponent provides the following TDM measures:

- MBTA transit passes for employees are subsidized at a 25 percent discount.
- Transit information is located at the SRH lobby.
- The site is served by the Partners Shuttle Bus with connections to North Station and off-site parking.

- Ridesharing information is made available to staff.
- SRH encourages use of bicycles by providing bicycle racks as well as shower and locker facilities.
- Employees are provided information on their transportation options at their orientation.

The proponent stated that it intends to maintain its existing TDM measures when relocated, and it identified new measures that the proponent will additionally consider undertaking: a guaranteed ride home program; preferential carpool and vanpool parking for employees; working with Partners to improve the shuttle service to the new location (including a new shuttle route to Sullivan Square Station; maintaining parking of the day shift employees at off-site locations; coordinating with CNY employers to provide car-sharing options (such as Zipcar); and coordinating with neighboring employers and residents in the CNY to discuss CNY transportation issues and participate in the discussion of potential solutions. The DEIR identified MBTA bus routes and stops in the neighborhood. Private shuttle buses (the Partners Bus) were also identified and included.

The DEIR's mitigation measures for wind were guided by a qualitative wind analysis of the Yards End massing. The wind analysis evaluated pedestrian level impacts. According to the proponent, the Little Mystic Channel's portion of the Harbor Walk is not impacted by unacceptable winds for walking. The proponent has also identified the shadow impacts on the proposed Harbor Walk north of the hospital.

The DEIR evaluated potential drainage impacts on water resources from the project. The proponent has considered recharging stormwater flows from the site rather than discharging them to the harbor. Proposed drainage generating activities, including construction mitigation, erosion and sedimentation control, phased construction, and drainage discharges were evaluated in the DEIR. The DEIR identified the potential location of infiltration structures on either side of the building. It addressed the performance standards of MassDEP's Stormwater Management Regulations, but provided no details. The proponent stated that the project will be consistent with the provisions of the National Pollutant Discharge Elimination System (NPDES) General permit from the U.S. Environmental Protection Agency for stormwater discharges from construction sites.

In the DEIR, the proponent does not anticipate any impacts from the project on the drinking water supply and distribution system. The wastewater system in the project area is a combined system for stormwater and sewer. The proponent has proposed separation of stormwater/wastewater around the site. The DEIR outlined the proponent's efforts to reduce water consumption and thereby reduce wastewater generation. The proponent has proposed a rainwater collection system for landscape irrigation and water efficient plumbing fixtures. No capacity deficiencies within the municipal wastewater system were identified in the DEIR. In the DEIR, the proponent acknowledged MassDEP's request for the proponent to consider Infiltration/Inflow (I/I) reduction at a minimum of a 4:1 ratio for the sewershed to which the flow is added.

Truck routes to the proposed construction site were identified in the DEIR. The DEIR identified construction hours as between 7:00 am and 6:00 pm Monday through Saturday. No impacts from construction traffic are anticipated during peak travel hours on local roadways.

The DEIR presented a summary of the results of hazardous waste studies and remediation efforts undertaken at the project site by the proponent to comply with the Massachusetts Contingency Plan (MCP), 310 CMR 40.0000. The results of these studies identified volatile organic compounds, semivolatile organic compounds, petroleum hydrocarbons, metals, dioxin, and polychlorinated biphenyls above reportable concentrations. With the exception of dissolved lead and zinc, no other compounds were detected in groundwater above the reportable limits. The proponent will excavate the contaminated soils and provide offsite disposal of contaminated soils in accordance with the MCP.

The DEIR included a visual resource assessment. The visual resource assessment included a conceptual-level landscaping plan and building elevations from all sides. The project site is located within the Boston Naval Shipyard, a district which is listed in the State and National Registers of Historic Places and which is a local historic district as well. The DEIR provided an examination of the effects of wind and shadow on adjacent and proximate historic properties. The potential shadow impacts were superimposed on maps with the historic properties identified.

Although the project is not subject to the MEPA Greenhouse Gas Emissions (GHG) Policy and Protocol, I commend the proponent for committing to obtain a Leadership in Energy and Environmental Design (LEED) Certification (LEED-HC) at the Silver Level for the hospital building. The proponent has also utilized the Green Guide for Health Care when designing its facility. The basic elements of the proponent's sustainable design program included the following measures:

- optimization of natural day lighting, passive solar gain, and natural cooling (operable windows);
- use of energy efficient HVAC and lighting systems, appliances and other equipment, and use of solar preheating of makeup air;
- favoring building supplies and materials that are non-toxic, made from recycled materials, and made with low embodied energy;
- provision of easily accessible and user-friendly recycling system infrastructure into building design;
- development of a solid waste reduction plan; and
- water conservation and reuse of wastewater and stormwater.

SCOPE

The FEIR should resolve the remaining issues outlined below. It should follow the MEPA

regulations at 301 CMR 11.07 for outline and content, as modified by this Certificate.

Project Description & Regulatory Environment

The FEIR should provide an updated project description detailing any changes since the DEIR. It should continue to provide an existing and proposed site plan and should describe each state agency action required for the project. It should provide sufficient information to allow permitting agencies to understand the environmental consequences related to the project. It should identify the requirements for obtaining a Determination of Need and Construction Approval from the Massachusetts Department of Public Health.

Waterways Licensing

The FEIR should summarize the Chapter 91 public access amenities and Facilities of Public Accommodation (FPA's) that are proposed for this site. The FEIR should clearly explain the "Upper Floor Accessory Services" on Figure 4.11-4 and explain how the uses might meet the definition of "Upper Floor Accessory Services" in the regulations as requested by MassDEP. The FEIR should demonstrate that the FPA's on the ground floor will be designed, signed and marketed to welcome the general public. The proponents should coordinate closely with MassDEP to ensure that all of the proposed FPA uses on the ground floor qualify as FPAs and that all non-FPAs qualify as upper floor accessory uses.

The FEIR should provide MassDEP with more detailed plans and specifications so that it can make a determination that the open space meets the design standards in 310 CMR 9.53(2)(b) for a park-like open space. It should provide information on the programming, management, and maintenance to ensure that no less than fifty percent of the open space is reserved exclusively for public pedestrian use. I also ask that the proponent seriously consider relocation of its proposed oxygen tank outside of the Water-Dependent Zone, in order to enhance the public's use and enjoyment of the public open space areas. If the analysis in the FEIR demonstrates that it is not possible to relocate it, the proponent should provide detailed plans concerning options to buffer or screen the tank to minimize visual and access-related impacts. The FEIR should also contain a figure that shows the Second Avenue view corridor.

The FEIR should evaluate and provide further detail concerning the navigational opportunities and limitations at the site and nearby Building 114 for the proponent's proposed water sports program. The FEIR should specifically clarify which components of the water sports program would be publicly available and whether it is feasible to provide any water-based public activities on the project site. If the FEIR proposes to locate a ramp and dock system at Building 114 as is suggested in the DEIR, the proponent should consult with MCZM concerning the boundary of the Mystic River Designated Port Area and should discuss measures to activate this portion of the waterfront. The proponent should also consult with Massport to ensure that the proposed activities along Parcel 6 and/or Building 114 do not interfere with navigation or the water-dependent industrial activities on or adjacent to the Little Mystic Channel.

The FEIR should also explain how these water-based activities will complement the development and use of the Harbor Walk both on the project site and on Parcel 7. Because the proponent may propose to locate water-based public activities required for Parcel 6 at the site of Building 114, the FEIR should evaluate the feasibility of providing a temporary Harbor Walk section on Parcel 7. This temporary Harbor Walk section would connect the Harbor Walk at Building 114 to the Harbor Walk on Parcel 6 and would ensure the public use and access to Parcel 7 in advance of the future development of that site, which could be some years away. Unless the FEIR demonstrates that this option is truly infeasible, the proponent should make a firm commitment to providing such a temporary Harbor Walk on Parcel 7 to provide for this crucial link between the two occupied sites. Comments from MassDEP and MCZM indicate that if the water sports program is ultimately located at Building 114, additional water-based activities should be provided on the project site. However, the proponent has indicated that it may be difficult to provide any water-based activities on the project site due to its location on the Little Mystic Channel. Should the proponent conclude that it is not feasible to provide water-based public activities on site, I ask that the agencies consider whether construction of a temporary Harbor Walk on Parcel 7 connecting the project site with the water sports program at Building 114 would provide sufficient public benefits and serve the overall public interests in these adjacent sites to permit this relocation of the water-based public activities.

The FEIR should also describe the proponent's efforts to work with the community regarding its efforts to establish the Harbor Walk on site and on Parcel 7, to provide public open spaces, and to provide FPAs on the ground floor of the building. I ask that the proponent work with closely the Boston Harbor Association and other Charlestown advocacy groups to improve Boston's harborside.

Parking and Transportation Demand Management

The FEIR should discuss proposed parking fees at the project site and existing parking fees at CNY. It should identify the number of parking spaces required by zoning for the proposed project, and recommended by the Boston Transportation Department (BTD) in its citywide standards. The project should commit to constructing only the minimum number of parking spaces required to meet project needs and Boston Transportation Department standards. The FEIR should also provide an update on the proponent's evaluations of the potential expansions to its current Transportation Demand Management (TDM) program described above. I strongly encourage the proponent to commit to the additional TDM measures under consideration, which will improve traffic conditions and air quality and help reduce greenhouse gas emissions.

Stormwater and Drainage

The FEIR should include a detailed description of the existing site's drainage system design in the construction area and identify any proposed changes, including a discussion of the alternatives considered along with their impacts. It should present drainage calculations for

stormwater runoff rates for the 10, 25, and 100-year storm events, including the quantity and quality of flows. The drainage analysis should address current and expected post-construction water quality of the predicted final receiving water bodies and should demonstrate that on- and off-site wetland resource areas will not be impacted by changes in stormwater runoff patterns. The FEIR should demonstrate that the project is consistent with the Stormwater Management Regulations by identifying the specific measures or the range of options that the proponent will undertake. It should include more discussion of best management practices employed to meet the NPDES requirements. The FEIR should include a draft Pollution Prevention Plan. The FEIR should also describe the proponent's maintenance program for the drainage system, which will help to ensure its effectiveness. This maintenance program should outline the actual maintenance operations, sweeping schedule, responsible parties, and back-up systems.

Wastewater

The FEIR must address the Infiltration/Inflow (I/I) issue and work closely with the Boston Water and Sewer Commission (BWSC), the Massachusetts Water Resources Authority (MWRA), and MassDEP. The MWRA has recommended that I/I mitigation occur within the area tributary to the Charlestown Branch Sewer in order to maintain Combined Sewer Outfall control levels. The FEIR should provide the details of the proponent's I/I removal approach. It should confirm that the project will require self-certification and not a sewer connection/extension permit from MassDEP.

Construction Issues

The FEIR should include a construction management plan that describes the project's phasing, erosion and sedimentation controls, monitoring, and contingencies. It should identify any amount of fill material required to bring the site above the 100-year flood level and estimate the number of truck trips per day to complete the filling. In the DEIR, the amount of fill material is unknown because it will depend on the amount of contaminated soil removed. The FEIR should provide updated calculations or estimates of the amount of fill to be required.

Historic Resource/Cultural Issues

The FEIR should identify the current status of efforts to amend the Navy Yard Design Guidelines by the BRA. The proponent should provide MHC with a review of the specific materials and color palette for each of the building components when they become available.

Site Remediation

Because MassDEP has assigned a single new Release Tracking Number to Parcels 6 and 7, the FEIR should address whether remediation of the parcels will take place in a coordinated manner. I note that comments from the Boston Harbor Associates request that the proponent commit to completing site remediation and seawall repair work on both Parcels 6 and 7 at the

same time, while contractors are already mobilized on Parcel 6. This would allow the proponent to permit the passive use of Parcel 7 until future development proceeds, and would allow for an interim Harbor Walk segment on Parcel 7 as requested above.

Sustainable Design

The FEIR should provide an update on the proponent's evaluations of the potential for use of fuel cell cogeneration (combined heat and power) and on site renewable energy options at the project site. I encourage the proponent to seriously consider implementing these additional sustainable design features and to consult with the Department of Energy Resources (DOER) concerning the viability of these options, as DOER may be able to provide assistance with the proponent's efforts to assess the financial and technical feasibility of these technologies.

Mitigation

The FEIR should include a separate chapter on mitigation measures. This chapter on mitigation should include proposed Section 61 Findings for MassDEP, MHC, BRA, MWRA, MCZM, the Massachusetts Health and Educational Facilities Authority, and the Massachusetts Department of Public Health. 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 has committed to provide the following mitigation measures:

- Extend the Harbor Walk along the seaward edge of the site.
- Develop a Construction Management Plan for the Boston Transportation Department that includes a truck routing plan.
- Create approximately 1.8 acres/79,048 sf of open space.
- Provide public access ways from Sixteenth Street to the water's edge on a site that has no public access. Install signage, pavement markings, crosswalks, ADA-compliant accessible ramps at First Avenue and Sixteenth Street.
- Continue its Charles H. Weingarten Adaptive Sports (watersports) and Recreation program at the CNY site (either at Parcel 6 or at a nearby location), as part of its activization of its water sheet.
- Provide space and opportunity for seasonal programming of the proponent's wharf for community events.
- Provide site remediation.
- Provide a vegetated roof over the third floor gym and a high albedo membrane roof for the tower roof.
- Use water-efficient landscaping material.
- Investigate the feasibility of optimizing energy performance with cogeneration (combined heat and power).

- Provide space required for the potential future installation of solar harvesting equipment on the upper roof.
- Consider increasing the amount of green power from 20 to 35 percent for a contract period of two years.
- Require subcontractors to use retrofitted construction equipment utilizing ultra low-sulfur diesel fuel.
- Install a silt boom and curtain in the Little Mystic Channel to control sediment.
- Provide shielded and down-directed outside lighting.
- Provide FPAs (multi purpose conference and meeting space, lobby space with restrooms, a cafeteria, and an indoor Aquatic Center and therapeutic swimming pool with evening programs for community residents) to a site that has none (approximately 75 percent of first floor).
- Institute a construction noise reduction program.
- Consider further expanding the proponent's existing TDM measures, such as a guaranteed ride home program, preferential parking for ridesharing, and an enhanced shuttle bus service as necessary, and continuing to encourage day-shift employees to park off-site, provide a car-sharing option, and coordinate with other CNY employers to discuss transportation issues.
- Continue to discuss with the MBTA the possibility of creating a shuttle bus service between Sullivan Square Station and the project site.
- Construct a closed drainage system.
- Develop a stormwater operations and maintenance plan.
- Develop an approach to address wastewater I/I and the 4:1 ratio requirement.
- Contribute to Boston's Payment in Lieu of Taxes program

Response to Comments

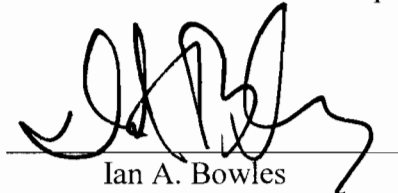
In order to ensure that the issues raised by commenters are addressed, the FEIR should include a response to comments. This directive is not intended to, and shall not be construed to enlarge the scope of the FEIR beyond what has been expressly identified in the initial scoping Certificate or this Certificate.

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 Boston officials. A copy of the FEIR should be made available for public review at the Boston Public Library (Charlestown Branch).

June 19, 2009

Date



Ian A. Bowles

Comments received:

Epsilon Associates, 4/6/09
Epsilon Associates, 4/14/09
Charlestown Waterfront Coalition, 5/11/09
Massachusetts Water Resources Authority, 5/27/09
Massachusetts Department of Environmental Protection/ Northeast Regional Office, 5/28/09
Massachusetts Coastal Zone Management Office, 5/28/09
Epsilon Associates, 5/28/09
Boston Water and Sewer Commission, 5/28/09
Massachusetts Historical Commission, 5/27/09
The Boston Harbor Association, 6/1/09
Basilica Leasehold Condominium, 6/3/09
Conservation Law Foundation, 6/8/09
Donald W. Jones, Jr., 6/10/09
Epsilon Associates, 6/12/09
Friends of the Charlestown Navy Yard, 6/12/09
Barbara A. Laakso, 6/14/09
Epsilon Associates, 6/15/09

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