



*The Commonwealth of Massachusetts*  
*Executive Office of Energy and Environmental Affairs*  
 100 Cambridge Street, Suite 900  
 Boston, MA 02114

DEVAL L. PATRICK  
 GOVERNOR  
 TIMOTHY P. MURRAY  
 LIEUTENANT GOVERNOR  
 IAN A. BOWLES  
 SECRETARY

Tel: (617) 626-1000  
 Fax: (617) 626-1181  
<http://www.mass.gov/envir>

November 1, 2007

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

PROJECT NAME : Westwood Station  
 PROJECT MUNICIPALITY : **University Avenue - Westwood**  
 PROJECT WATERSHED : Boston Harbor  
 EOEA NUMBER : 13826  
 PROJECT PROPONENT : **Cabot, Cabot and Forbes**  
 DATE NOTICED IN MONITOR : September 25, 2007

As Secretary of Environmental Affairs, I hereby determine that the Final Environmental Impact Report (FEIR) 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 FEIR, the proposed project consists of the redevelopment of the University Avenue Business Park into approximately 4.513 million square feet (sf) of mixed-use development to be completed in three phases. Phase 1 includes approximately 657,000 sf of residential space (495 units), 1.348 million sf of retail/restaurant space, 230,000 sf of hotel space (328 rooms), 125,000 sf of general office space, 50,000 sf of utility space, 33,000 sf of fitness space, and 12,000 sf of public safety/community space, or about 2.455 million sf. Phases 2 and 3 includes approximately 675,000 sf of residential space (505 units) and 1.383 million sf of general office space, or about 2.058 million sf. The project site contains approximately 1.369 million sf of existing warehouse and office space in twelve buildings with parking for 2500 cars in surface lots. These buildings will be demolished to make way for the proposed project. The site is adjacent to the Route 128 Station, which has direct MBTA commuter rail and Amtrak intercity rail service with a 2500-space parking garage. It is approximately 141 acres, bisected by University Avenue. The project site is within and adjacent to the Fowl Meadow and Ponkapoag Bog Area of Critical Environmental Concern (ACEC).

Since the submission of the DEIR, the proponent has made the following revisions to the project to accommodate commenters and regulatory reviewers:

- Reconfiguration of the retail tenants and parking on the southern end of the site.
- Rearrangement of the office park area west of University Avenue.
- Addition of a multi-use path along Westwood Station Boulevard and minor widening of the travel lanes on Westwood Station Boulevard.
- Redesign of the entrance from Blue Hill Drive.
- Elimination of the wastewater treatment plant and project-wide cogeneration plant with the area reprogrammed for a municipal public safety building (fire, police, and EMT) and a shuttle bus storage building.
- Realignment of the southern section of Westwood Station Boulevard to eliminate the pinch point.
- Elimination of the temporary overflow surface parking in Phase 1.
- Increase parking spaces from 10,701 to 12,116 spaces.

This project requires a mandatory EIR. It will require Highway Access Permits and Traffic Signal Permits from the Massachusetts Highway Department (MassHighway). The proponent will need to obtain MassHighway approval for the reconstruction of the Blue Hill Avenue/University Avenue ramps onto Route 128 and the construction and design of the I-95 northbound/ exit ramp onto Dedham Street. The project may require a Permit by the Executive Office of Transportation and Construction under Chapter 54A for construction on former railroad property. An Entry Permit for work on MBTA railroad property is needed by the proponent. The project may require a Construction Dewatering Permit, a Notice of Construction & Demolition, a Limited Air Plan Approval/Fossil Fuel Emission Permit, a Notice Regarding Demolition and Construction, a Modification Permit for the water distribution system, a Cross Connection Permit, and a Sewer Extension/Connection Permit from the Department of Environmental Protection (MassDEP). It may need to obtain a Construction Dewatering Permit and a Sewer Connection Permit from the Massachusetts Water Resources Authority (MWRA). The project must comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site. It may require a Programmatic General Permit from the U.S. Army Corps of Engineers. Orders of Condition will be required from the Westwood and Canton Conservation Commissions for impacts to wetland resource areas and buffer zones. On June 28, 2007, the Westwood Conservation Commission issued an Order of Conditions for the Phase I project work that involves wetland impacts. MEPA jurisdiction extends to land alteration, traffic, air quality, wetlands, stormwater, and wastewater issues that may have significant environmental impacts.

Using the unadjusted Institute of Traffic Engineers Trip Generation land use codes (232, 310, 710, 730, and 820), the Executive Office of Transportation (EOT) estimated that the project will generate approximately 54,994 average weekday (unadjusted) vehicle trips and approximately 57,817 Saturday trips. The proponent has estimated that the project would generate about 36,301 net new vehicle trips on a weekday and 56,264 trips on Saturday when

adjustments are made for internally captured trips, non-vehicle trips to the site (transit mode share) and pass-by and diverted linked trips. Access to the project site from the regional highway system would be provided from the Blue Hill Drive /University Avenue interchange on Route 128 and from Canton Street/Dedham Street and the proposed new exit ramp onto Dedham Street from I-95 northbound. The proponent has estimated that the project will require 12,116 shared parking spaces in structured facilities. The proponent will design and construct a new four lane, median separated, arterial boulevard, Westwood Station Boulevard to act as an alternative route for the proponent's proposed alterations to the existing University Avenue.

The proposed project will be connected to existing municipal water and sewer service. It will consume approximately 211,600 gallons per day (gpd) of water and will generate approximately 192,000 gpd of wastewater flow.

### Review of the FEIR

The FEIR included a detailed description of the project with a summary/history of the project. It described each state agency action required for the project. The FEIR demonstrated how the project is consistent with the applicable performance standards. It contained sufficient information to allow the permitting agencies to understand the environmental consequences related to the project.

The FEIR presented a capacity analyses and a summary of the average and the 95<sup>th</sup> percentile vehicle queues for each intersection within the study area. It included weave, merge and diverge, ramp and road segment analyses where applicable. On October 19<sup>th</sup>, the proponent supplied a table showing level-of-service (LOS) analyses where LOS declines (Below D) in 2011 and 2016.

The proposed traffic signals included traffic signal warrant analyses. The FEIR provided for a review of the trip generation calculations, pass-by and diverted trip credits, and internal trip capture. It provided the analysis for the proposed intersection of Canton Street/Westwood Station Boulevard/Oceana Way. The FEIR reviewed the feasibility of eliminating the left-turn traffic to the southern driveway to prevent left-turn conflicts and queuing into the diverge area at the I-95/Blue Hill Drive Off-Ramp and the driveways at 401 Blue Hill Drive.

The FEIR discussed the proponent's three-lane bridge concept for the I-95 Bridge on Dedham Street and the state's preferred five-lane configuration. The proponent states that the three-lane configuration will be adequate to handle the traffic from the Westwood Station development. The proponent is proposing the installation of traffic signals at the I-95 Southbound On-Ramp, the Northbound Off-Ramp, and the Cumberland Farms driveway. These traffic signals will be part of a coordinated signal system. The entire Dedham Street corridor

between Shawmut Street and University Avenue will be planned as a coordinated system. The FEIR addressed EOT's concerns regarding the insufficient right-of-way for its proposed Greenlodge Street bridge replacement. It identified the right-of-way issues at Dedham Street. The FEIR reevaluated the analysis of Blue Hill Drive/Westwood Station Boulevard/University Avenue intersection.

The FEIR described how the proponent intends to accommodate the service and loading functions. The proponent developed a Construction Phasing Plan (Figures 4-35a, 35b and 35c) in the FEIR. The FEIR reviewed the S9 Alternative Ramp for I-95. The proposed closure of Canton Street is no longer being considered. The FEIR claims that traffic from University Road does not warrant a signal.

The proponent is not considering charging parking fees at any of the garages. Valet parking operations for the proposed project were described in the FEIR. In the supplemental material submitted on October 19<sup>th</sup>, the proponent explained why there were changes in the number of parking spaces. The total number of parking spaces being proposed in the FEIR is now 12,116 spaces or 2.69 spaces per 1,000 sf. The FEIR identified reserved parking spaces for two Zip Cars for Phase 1 and more Zip Cars for later phases as demand warrants. It identified taxi-parking areas along the curb on Market Street. The proponent has not determined the specific number of bicycle parking spaces to be provided. It has developed a bicycle parking ratio with the Town of Westwood to provide the following number of bicycle parking spaces: approximately 3 percent of the total number of non-residential parking spaces and 15 percent of the total number of residential parking spaces. The bicycle parking spaces would be located on the first floors of garages in locations that are proximate to building entrances. Short-term bicycle parking will be made available proximate to the main entrances of buildings.

The FEIR identified transit ridership and its TDM program. The FEIR identified the proposed location of the Greenlodge Street bridge abutments. It described its MBTA ridership assessment; and summarized the MBTA's transit deployment and scheduling along this rail corridor. The proponent has committed to fund the study for the MBTA's third track project at Route 128 Station. The abandonment of a portion of the rail freight line which runs through a portion of the Westwood Station site will not be detrimental to any known businesses. The project will not impede freight operations.

The FEIR considered other alignment options for Westwood Station Boulevard in order to avoid or minimize the proponent's proposed wetland alteration. Where unavoidable impacts occur, impacts are minimized and mitigated in the FEIR. It identified the wetland impacts within the bounds of the ACEC.

The FEIR provided a table displaying the breakdown of water consumed as potable water, heating/cooling water, fire protection, and exterior irrigation. In the FEIR, the proponent has

made every effort to reduce the amount of potable water utilized by the project. The FEIR looked at state-of-the-art water saving appliances and fixtures, recycled toilet water being utilized for cooling water, reducing cooling water usage by the project. It presented water balance tables developed since the submission of the DEIR. The FEIR discussed how the water numbers relate to withdrawals from the DWWD, stormwater recharge/infiltration, river discharge, ditch recharge, and other methods of water reclamation.

The FEIR considered the use of reclaimed wastewater for reuse in toilets, cooling water, and for possible irrigation. The proponent also considered dual plumbing in all project buildings in order to utilize reclaimed water. The FEIR estimated the volume of treated wastewater available for reuse. It provided a table of the amount of wastewater generated.

In the FEIR, the proponent sought to maximize opportunities to capture, reuse, and infiltrate treated stormwater. The FEIR provided additional information on the stormwater management system in order to help confirm that the system conforms to the policy for the protection of public water supplies. It discussed the two interconnected stormwater systems. The first collects the roof runoff and diverts it to a cistern system that stores water for summertime irrigation use. Once the cistern system is full, the water overflows to the groundwater leaching system. In the supplemental material from the proponent (10/5/07), the proponent identified that the cistern system was capable of storing 434,000 gallons or 14 days worth of irrigation water.

The FEIR addressed the comments from the Neponset River Watershed Association (NRWA) concerning its estimate of water available for recharge to the groundwater leaching system. According to the proponent, the conventional drainage system will collect street, garage roof, and open space runoff. This system will be connected to the existing drains that flow to the Neponset River. The FEIR provided additional pre-treatment of the conventional system in order to provide additional water to the groundwater leaching system. The proponent is proposing to use deep sump catch basins with hoods, rain gardens, extended detention basins, and particle/oil water separators. The FEIR discussed the proponent's maintenance program. The FEIR updated the proponents' stormwater recharge numbers.

Any dewatering of the construction site will include monitoring to ensure that there is no impact to the groundwater level. The FEIR outlined the monitoring program for groundwater levels. It summarized the existing pre-construction groundwater conditions, and it proposed groundwater monitoring to address any impacts.

The proposed project has been accepted into the pilot Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND), and the proponent has committed to certify the entire project within this program. The proponent described the status of the proposed Department of Conservation and Recreation (DCR) trail connection to the

Neponset River and the location for the boat launch area and ramp. The FEIR identified the proponent's financial commitment to these recreational access improvements.

### Mitigation

The FEIR included a separate chapter on mitigation measures. It included a Draft Section 61 Findings for MassDEP, MassHighway and the MBTA. On October 19, 2007, the proponent supplied Proposed Section 61 Findings for the State Fire Marshal (blasting) and the Executive Office of Transportation (EOT)(railroad right-of-ways). The Draft Section 61 Finding contained 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 was also included.

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

- Provide 17 percent (170 units) of the residential units as affordable housing to comply with Westwood zoning, approximately \$60 million.
- Pursue certification of the project under the LEED-ND "pilot program" and provide a 60KW photovoltaic solar array, approximately \$1.075 million.
- Build and design Westwood Station Boulevard and incorporate a multi-use path, approximately \$13.9 million.
- Design and construct the I-95/Blue Hill Drive ramp improvements, approximately \$3.78 million.
- Construct a continuous weave lane on the I-95 (Route 128) southbound mainline prior to the Blue Hill Drive exit, approximately, \$600,000.
- Provide a public safety/municipal facility and equipment, approximately \$11.4 million.
- Design and construct I-95/Dedham Street Northbound ramp and modifications to the existing southbound on-ramp and associated work on Dedham Street, approximately \$2.58 million.
- Convert the existing Dedham Street Bridge over I-95 from two to three lanes, approximately \$2.3 million.
- Construct a temporary tow-lane "Bailey Bridge" over I-95, approximately \$3 million.
- Provide other modifications to the Dedham Street corridor if required by the project's impacts.
- Provide funding for the initial design and permitting of a five-lane bridge over I-95 at Dedham Street and a four-lane Dedham Street corridor, approximately \$2.8 million.
- Provide Shuttle Bus Services, equipment, and maintenance facility approximately \$2.84 million.
- Design and construct the MBTA Station connection/platform, approximately \$1.4 million.

- Purchase a temporary connection (easement) from the MBTA, approximately \$65,000.
- Replace the existing stormwater management system with a system that recharges rooftop runoff, collects stormwater for irrigation, recharges flows in existing ditches to the aquifer, and incorporates LID techniques (e.g. rain gardens), approximately \$3.105 million.
- Provide traffic mitigation to Westwood Neighborhoods (e.g. Canton St. /Forbes Rd., Whitewood Rd. etc.) and project abutters, and acquire a private home for the purpose of constructing a by-pass road from Blue Hill Drive to Whitewood Road, approximately \$2.7 million.
- Design and construct intersections at Westwood Station Boulevard/Blue Hill Drive/University Avenue and Canton Street/Westwood Station Boulevard (including alteration of Canton Street west of Westwood Station Boulevard per Option 1C), approximately \$8.19 million.
- Provide an approximately 65-foot set aside of the proponent's property adjacent to Green Lodge Street as a no-build area to accommodate a MassHighway proposed alignment, approximately \$2 million.
- Provide a 150-foot buffer zone from the Whitewood neighborhood, approximately \$1.5 million.
- Install sound attenuation walls, extensive berming and landscaping in the Whitewood Road neighborhood, approximately \$850,000.
- Provide an I/I fee of approximately \$3.6 million for wastewater service to Westwood, a DWWD entry fee of \$3.5 million for potable water service, and a DWWD Water Bank contribution of about \$500,000 for offsite leak detection and water conservation programs.
- Provide street sweeping, approximately \$800,000.
- Replace the existing DWWD water main in university Avenue, and eliminate the siphon in the sewer located adjacent to Canton Street, approximately \$250,000.
- Contribute to the design and construction of a trail connection to the Department of Conservation and Recreation (DCR) trails within the Fowl Meadow and a canoe launch and parking area, approximately \$325,000.
- Provide funds to design and make improvements on the Norwood side of the University Avenue/Canton Street intersection, approximately \$685,000.
- Provide funds to make improvements to other intersections which may be affected by the project at the discretion of the Norwood Board of Selectmen, approximately \$500,000.
- Provide funds to design the Route 1/Everett Street/University Avenue intersection in Norwood, approximately \$335,000.
- Install bike racks within each garage and throughout the project.
- Provide \$1.25 million to the Town of Canton for traffic mitigation proposals.
- Contribute funds to study the MBTA's proposed third track project for Route 128 Station, approximately \$90,000.

- Provide a non-sodium based deicer on pavement surfaces.
- Provide groundwater monitoring to protect the water supply from the release of contaminants.
- Implement a water conservation program that is expected to reduce water consumption by approximately 15 percent through measures including the use of water efficient plumbing fixtures (e.g. dual flush toilets and waterless urinals) water-saving handwashing sinks, water efficient washing machines, and other low-flow devices in certain areas of the project.
- Upgrade the DWWD property and the existing State Street Bank parking lot (105 Rosemont Rd.) to enhance stormwater quality, approximately \$200,000.
- Provide a preferential parking program for carpools, vanpools, and provide access to Zipcars in convenient locations.
- Join the Neponset Valley Transportation Management Association.
- Provide commuter services including ride matching, transportation awareness and Guaranteed Ride Home Programs.
- Implement MassDEP's diesel retrofit program control measures and encourage contractors to utilize low-sulfur diesel fuel in construction equipment.
- Replace the existing 160 University Avenue building and parking lot with no runoff controls in the Zone I well field with a combination of open space, buildings, and structured parking as shown in the Master Plan.
- Fund the investigation of the feasibility of including low-emitting materials (carpet, paint, etc) for indoor spaces, approximately \$20,000.
- Fund a study that identifies suitable recycled and regional materials for inclusion in construction of project, approximately \$20,000.
- Divert approximately 75 percent of the demolition and construction waste from landfills.

The FEIR has developed a schedule of proposed traffic improvements/TDM/mitigation measures. The proponent has committed to monitor traffic along the Dedham Street corridor from Phase I (2.4 million sf) and if the traffic exceeds its projections, the proponent will bear the cost (\$14 million) of expanding the bridges over the MBTA tracks and the Neponset River and stop construction until the bridges are completed.

In its comment letter, the MBTA has asked the proponent to identify ways to mitigate its impacts on a commuter rail system that nears or exceeds capacity. The MBTA does not believe that the proponent's feasibility study of the third track is warranted. Rather, the MBTA would like to advance the design of the third track to a level that could support environmental review of the project and a funding application to the Federal Transit Administration. The MBTA states that it will require a proposed Section 61 Finding that includes a level of mitigation, as well as its timing, commensurate with that interest before any land transfer is completed with the proponent.



MassHighway will require that the access to the 400 Blue Hill Drive property adjacent to Route 128 from the Extension be designed as a right-in/right-out access. Barring further contrary information, MassHighway recommends that left-turn traffic to the 400 Blue Hill Drive property be eliminated to prevent conflicts into the diverge area of the newly designed high-speed off-ramp. The provision of the continuous weaving lane along Route 128 by the proponent will require further investigation into ways to minimize impacts to wetland resource areas.

In order to provide adequate access/egress, the proponent has committed to provide sufficient funds to signalize the intersection of University Road/Dedham Street as part of a coordinated traffic signal system along the corridor, subject to MassHighway approval.

MassHighway has determined that the level of traffic combined with the significant numbers generated by Westwood Station require the construction of a 5-lane bridge over I-95 including an exclusive left-turn lane to I-95 southbound, the widening of the Dedham/Canton Street corridor from two to four lanes, and the widening of the bridges over the MBTA railroad tracks and the Neponset River. In EOT's comment letter, MassHighway has proposed an initial construction sequencing of the project that would allow the implementation of the necessary infrastructure on a temporary basis to advance the first phase. MassHighway states that the proponent will be responsible for implementing the following improvements prior to the opening of Phase I:

- Converting the existing two lane bridge over I-95 at Dedham Street to three lanes for westbound traffic;
- Installing a temporary two lane bridge for eastbound traffic;
- Constructing a new northbound off-ramp and bridge approaches; and
- Making geometric modifications and installing traffic signalization associated with the ramps.

MassHighway states that the proponent will be responsible for designing the permanent five lane bridge and the four lane Dedham Street corridor contemporaneously with the design and construction of the interim improvements.

Masshighway further states that the proponent will be required to implement the permanent improvements upon meeting or exceeding the traffic volumes identified in the independent analysis overseen by the EOTPW Steering Committee as a prerequisite to the issuance of a Section 61 Finding for Westwood Station. EOTPW would oversee the traffic monitoring program, to be conducted by the proponent, to assess traffic growth following the opening of Phase I and throughout the implementation of future project phases. If the traffic volumes do not reach or exceed the specific levels, EOTPW/ MassHighway will construct the

permanent five lane bridge and four lane corridor as one of the first components of the I-95/I-93 Interchange project.

The proponent has not agreed that it would implement the permanent five lane bridge over I-95 if it exceeds certain traffic levels. By letter of October 30, 2007, the proponent states that: 1) the temporary five lane bridge will provide satisfactory capacity until a permanent bridge is constructed by MassHighway; and 2) the necessity to construct the permanent 5-lane bridge is based on regional demands and is therefore the responsibility of the Commonwealth.<sup>1</sup>

MassHighway has determined through its own analysis and that of the independent analysis overseen by the EOTPW Steering Committee that the significant traffic volumes specific to this project require mitigation, including the need for a 5-lane bridge. While MassHighway has long-term plans to improve infrastructure capacity on roadways that will be affected by this project (currently estimated to be 2014 at the earliest), Westwood Station will significantly increase regional traffic volumes prior to the completion of improvements contemplated by MassHighway.

Therefore, after careful analysis of the FEIR and comment letters submitted by Masshighway, the proponent, and others, I find that the mitigation determined necessary by Masshighway is required to ensure that the project avoid, minimize, and mitigate traffic impacts to the maximum extent practicable. My determination that the project adequately and properly complies with the Massachusetts Environmental Policy Act is therefore predicated on the proponent's obligation to design the permanent five lane bridge and the four lane Dedham Street corridor, and to implement the permanent 5-lane bridge if the traffic volumes associated with Phase 1 meet or exceed those identified in the independent analysis overseen by the EOTPW Steering Committee, unless MassHighway is able to implement the permanent bridge prior to its functional obsolescence. MassHighway shall establish the functional lifetime of the temporary bridge in its section 61 Findings for this project.

Last, I note that while the proponent has agreed to a substantial package of mitigation commitments, including additional commitments enumerated in the letter footnoted above, several technical details associated with these commitments remain to be resolved. These issues, and remaining technical issues identified by other state agencies, can be addressed by the respective agencies in their required Section 61 Findings. No further MEPA review is required for completion of the above project. The proponent must finalize its permitting requirements with the state agencies as indicated above; agencies must forward final Section 61 Findings to this office.

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<sup>1</sup> See letter from Jay Doherty, Cabot Cabot & Forbes of New England, Inc., to David J. Mohler, Acting Deputy Secretary for Planning, EOTPW, dated October 30, 2007.

November 1, 2007  
DATE



Ian A. Bowles

Comments received:

- Shield Packaging, 9/26/07
- Tetrattech, 10/5/07
- Stoughton Board of Selectmen, 10/5/07
- Steve Harrington, 10/11/07
- Milton Town Administrator, 10/10/07
- Andrew M. Connolly, 10/12/07
- Sherry L. Alpert, 10/13/07
- Elizabeth A. Sullivan, 10/14/07
- Robert G. Rich, 10/15/07
- Eric N. Gutterson, 10/15/07
- Lynne & Dave Liebrock, 10/15/07
- Katherine Cahill, 10/15/07
- Len Barnett, 10/16/07
- James and Kathleen Elcock, 10/16/07
- Jane and John Nash, 10/16/07
- Task Force for Senior Living, 10/16/07
- Canton Fire Chief, 10/16/07
- Judith Duplisea, 10/16/07
- Doug Ragusa, 10/17/07
- Frank Keefe, 10/17/07
- Robert and Barbara Christiano, 10/17/07
- Charles H. Downey, 10/17/07
- Barbara Shea McDonald, 10/17/07
- Arthur and Susan Aznavorian, 10/18/07
- Nancy and Mark Usher, 10/19/07
- Dolly Glynn, 10/19/07
- Cabot Cabot & Forbes (CCF), 10/19/07
- CCF, 10/19/07
- James F. Houghton, 10/19/07
- Jonathan and Ellen Orkin, 10/20/07
- Edward R. Piana, 10/21/07
- Amy Keith, 10/21/07
- Rita Bigot, 10/22/07
- William & Anne Kennedy, 10/22/07

Mary Masi-Phelps and Bruce Masi-Phelps, 10/22/07  
Jack Hartnett, 10/22/07  
Edward V., Rosemary C., Brian E, and Stephen E. Puopolo, 10/22/07  
Randolph Board of Selectmen, 10/22/07  
Maureen E. Moran, 10/22/07  
Frannie Menden, 10/22/07  
Three Rivers Interlocal Council, 10/22/07  
Morrison Mahoney (petition with signatures), 10/22/07  
Fern Mullen, 10/23/07  
Paula Vozzella, 10/23/07  
Abe Menzin, 10/23/07  
Catherine and Alan Reese, 10/23/07  
Jonathan P. Mason, 10/23/07  
James H. Hudner, Jr. 10/23/07  
Dedham-Westwood Water District, 10/23/07  
Norwood Board of Selectmen, 10/23/07  
Dianne M. Gustafson, 10/23/07  
Hale Reservation, 10/23/07  
Marjorie Levy, 10/24/07  
Linda Singer-Berk and Alexander Singer-Berk, 10/24/07  
Neponset River Watershed Association, 10/24/07  
Jim Park, 10/24/07  
John H. Lynch, Jr., 10/24/07  
Paul & Michelle Timmins, 10/24/07  
Walk Boston, 10/24/07  
Linda Malcuit, 10/24/07  
Representative Paul McMurtry, 10/24/07  
Kara Houghton, 10/24/07  
U.S. Representative Stephen F. Lynch, 10/24/07  
Dedham Board of Selectmen, 10/24/07  
CCF, 10/24/07  
Ann MacAdam, 10/25/07  
Emerald Holdings (Kevin Harrington), 10/25/07  
Bruce D. Lynch, 10/25/07  
DCR, 10/25/07  
Joanie Morgan, 10/25/07  
George Parker, 10/25/07  
Kevin Wolf, 10/25/07  
Anthony Braconi, 10/25/07  
Westwood Board of Selectman (Chris McKeown), 10/25/07  
Shield Packaging Co., 10/25/07

CCF, 10/25/07  
Canton Board of Selectmen, 10/25/07  
EOT, 10/25/07  
Cumberland Farms, 10/25/07  
Senator Marian Walsh, 10/25/07  
MAPC, 10/25/07  
MBTA, 10/25/07  
MassDEP/NERO, 10/25/07  
Representative William C. Galvin and Senator Brian A. Joyce Letter with 44 letters attached,  
10/25/07  
Deborah A. O'Keefe, 10/26/07  
CCF, 10/30/07  
Tetratech, 10/31/07  
EOT, 10/31/07  
Foley Hoag, 10/31/07  
Form Letters Opposing the Project (322 letters)  
Form Letters Supporting the Project (6 letters)  
Another Form Letter Supporting the Project (3 letters)

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IAB/WTG/wtg