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October 3, 2008

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

PROJECT NAME : Waterfront Square at Revere Beach  
PROJECT MUNICIPALITY : Revere  
PROJECT WATERSHED : North Coastal  
EEA NUMBER : 14080  
PROJECT PROPONENT : Eurovest Development, Inc.  
DATE NOTICED IN MONITOR : August 27, 2008

As Secretary of Energy and Environmental Affairs, I hereby determine that the Draft Environmental Impact Report (DEIR) submitted on this 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 proponent may prepare and submit for review a Final Environmental Impact Report (FEIR). This Certificate outlines the issues pertaining to the project presented in the DEIR.

The DEIR also included a request for Phase 1 Waiver for a relocated Massachusetts Bay Transportation Authority (MBTA) busway and kiss-and-ride facilities. In a separate Draft Record of Decision (DROD) also issued today, I have proposed to grant a Phase 1 Waiver allowing the commencement of the busway and kiss-and-ride facilities project prior to the completion of the FEIR for the entire project.

### Project Description

As described in the DEIR, the project includes approximately 1.366 million square feet (sf) of mixed-use transit-oriented development, including hotel, commercial and residential uses, with multiple buildings and facilities, including off-street parking and other improvements on 8.77 acres of land adjacent to the Wonderland MBTA Station (Wonderland Station) in Revere. The project also includes an additional 7.7 acres of adjacent MBTA-owned land on the western side of Wonderland Station. The project contains approximately 1.094 million sf of residential space (approximately 902 units), approximately 145,500 sf of office space, approximately 98,000 sf of hotel space (approximately 100 rooms), approximately 28,000 sf of retail space, as well as 1,087 structured parking spaces located below the plaza level and 973 off-street parking spaces in two garages containing a total of 3,000 parking spaces on the MBTA land west of the site. The project also includes additional major public infrastructure improvements including a publicly accessible plaza connecting Wonderland Station to Revere Beach Reservation and a pedestrian bridge connecting the publicly-accessible plaza across Ocean Avenue to the western side of Revere Beach Boulevard.

As part of the redevelopment efforts for the project, special legislative acts were adopted by the Massachusetts General Court in 1975 (1975 Mass. Acts 841) and 1977 (1977 Mass. Acts 877). The proposed project has been advanced in accordance with these Acts, as well as the provisions of Article 97 (Article XCVII of the Amendments of the Massachusetts Constitution), several Memoranda of Agreement, and the Executive Office of Energy and Environmental Affairs (EOEEA) Article 97 Policy. The entire project is located within Land Subject to Coastal Storm Flowage (LSCSF) as defined and regulated by the Massachusetts Wetlands Protection Act and its associated Regulations. The project is located adjacent to a man-made drainage ditch, the Eastern County Ditch, which facilitates drainage flows within the sub-watershed. The project will directly impact these wetland areas, both through the construction of the project and the construction of a compensatory flood storage area.

The project site does not contain historic resources; however the project is in the vicinity of properties included in the State and National Registers of Historic Places or included in the Inventory of Historic and Archaeological Assets of the Commonwealth. Adjusted traffic trip predictions include the generation of approximately 5,428 new vehicle trips on an average weekday, and 4,252 new vehicle trips on an average Saturday. The anticipated maximum daily wastewater discharge will be 201,182 gallons per day (GPD) and domestic water usage is estimated at approximately 221,300 GPD. Water consumption and wastewater generation estimates have increased since the filing of the ENF due to use of a different calculation methodology.

### Jurisdiction

The project is undergoing review pursuant to Sections 11.03(1)(b)(3), 11.03(3)(a)(1)(b), 11.03(5)(b)(4)(a), 11.03(6)(a)(6), and 11.03(6)(a)(7) as the project will require State agency action and a transfer of Article 97 lands, alteration of ten (10) or more acres of "other" wetlands,

result in the new discharge or expansion to a sewer of 100,000 or more gallons per day (GPD) of sewage, generate 3,000 or more new average daily trips on roadways providing access to a single location, and the construction of 1,000 or more new parking spaces at a single location. The project will require sewer connection permits from the Massachusetts Department of Environmental Protection (MassDEP) and the Massachusetts Water Resources Authority (MWRA). The project will require a Highway Access Permit and a Traffic Signal Permit from the Massachusetts Highway Department (MassHighway). Approval will also be necessary from the Executive Office of Transportation and Construction (EOTC) pursuant to M.G.L. c.40 Section 54A. Permits for roadway improvements will be required from the Department of Conservation and Recreation (DCR). An Order of Conditions will be required from the Revere Conservation Commission, or in the case of appeal, a Superseding Order of Conditions from MassDEP. The project will need a Chapter 91 (c.91) approval for the construction of the compensatory flood storage area. The project may be subject to Coastal Zone Management (CZM) federal consistency review. The project will require a Surface Water Discharge Permit under the National Pollutant Discharge Elimination System (NPDES) program from the United States Environmental Protection Agency (U.S. EPA). The project will require a Notice of Proposed Construction for Alteration from the Federal Aviation Administration (FAA), Section 4f Approval from the Federal Highway Administration, and Section 106 Review. Numerous local approvals will also be required from the City of Revere.

The project will be receiving financial assistance from the Commonwealth of Massachusetts, including but not limited to, Transit Oriented Development funding, MORE Jobs funding, Community Development Action Grant (CDAG) funding, and Public Works for Economic Development (PWED) funding. The project also requires a transfer of lands from two agencies of the Commonwealth; the MBTA and DCR. Because the project is receiving financial assistance and requires a transfer of state lands, MEPA jurisdiction is broad and extends to all aspects of the project that are likely, directly or indirectly, to cause Damage to the Environment as defined in the MEPA regulations.

#### Project Changes Since the ENF

The project presented in the DEIR has undergone several changes in comparison to that originally presented in the ENF. These changes include evolution in design and planning, changes to the proposed project site, and the development of an overlay district for zoning. Despite project reconfigurations, the overall building program and associated impacts remain generally consistent with that presented in the ENF. The most notable change to the project is the elimination of the Seaside Parcel from the project development site. The Proponent has indicated that it is no longer feasible to obtain the Seaside lot as part of the project and as such has modified the building program to redistribute project elements throughout the remaining project site. Additional modifications include the reorientation of the courtyards adjacent to the public plaza and after consultation with DCR, the reorientation of the pedestrian bridge to facilitate access to Revere Beach Reservation. The Proponent has also noted that a c.91 License from MassDEP will be necessary to the extent required for off-site stormwater and flood storage mitigation.

### Review of the DEIR

The DEIR included a description of the project and characterization of the existing environment. The DEIR has outlined the project's history and consensus building efforts and described the anticipated project phasing. Local, State and Federal permits required for the project were identified along with the related permitting agency.

The DEIR analyzed a No-Build Alternative, an alternative that included the Seaside Parcel, and an alternative that did not include the Seaside Parcel. The DEIR presented the alternative that did not include the Seaside Parcel as the Preferred Alternative, a change since the filing of the ENF. In support of the alternatives analysis, the DEIR contained a table comparing the potential environmental impacts of all three alternatives. The DEIR discussed project consistency with Executive Order 385 – Planning for Growth and local and regional planning documents.

The DEIR provided a history and background of land transfers associated with the project between various State Agencies, the City of Revere and the Proponent. The DEIR included supporting documentation associated with these land transfers, including legislative documents, Memoranda of Agreement, Development Rights Agreements, and a discussion of a draft long term maintenance schedule or agreement plan for the proposed public spaces on-site. The DEIR effectively illustrated the areas that will be publicly accessible versus private spaces. The Proponent has dedicated a considerable portion of open spaces for public access and enhanced the connection between Wonderland Station and Revere Beach.

The DEIR described on-site and off-site wetland resource areas that may be impacted by the project and associated mitigation measures. The DEIR provided information to demonstrate that the project was proposed in a manner consistent with the Performance Standards of the Wetland Regulations (310 CMR 10.00). The potential impact of coastal flooding events on both site infrastructure and stormwater management were presented in the DEIR, including provisions for sea level rise and a discussion of how proposed conditions would not exacerbate existing sub-watershed constraints. The DEIR included a discussion of existing stormwater conditions in the project sub-watershed and stormwater impacts on downstream resource areas. The DEIR focused on the constraints imposed by the Eastern County Ditch and the Revere Street Culvert on stormwater and coastal flooding events. The DEIR described how the project will comply with the MassDEP Stormwater Management Regulations (SMR) and the City of Revere's NPDES Storm Water General Permit and outlined mitigation measures to offset stormwater impacts from the project.

The DEIR contained a detailed transportation study that included a summary of existing and proposed conditions (vehicle, pedestrian, bicycle, bus ridership, rapid transit), trip volume data, trip distribution data, parking accommodations, capacity analysis and queuing data, motor vehicle crash data, and intersection and roadway characterizations. The DEIR included a description of proposed mitigation measures, including Transportation Demand Management (TDM) measures to be implemented on-site. Conceptual plans for mitigation measures at the Wonderland Station entrance on Route 1A were provided in support of proposed roadway

improvements. The DEIR included a mesoscale analysis performed in accordance with MassDEP guidance and described associated mitigation measures. The DEIR also included a qualitative description of greenhouse gas (GHG) emissions in accordance with the MEPA GHG Policy and the directives provided in the Certificate on the ENF.

Water use and wastewater generation estimates were provided in the DEIR, along with a discussion of availability of capacity and suitable infrastructure. The DEIR contained a description of the nearby historical resources and their relationship to the project. The DEIR also included information on project massing and potential impacts on visual and aesthetic resources. The project will be participating in the Leadership in Energy and Environmental Design (LEED) Neighborhood Development pilot program. The DEIR included a discussion of sustainable design measures to be implemented or considered as part of the project. Potential impacts and mitigation measures associated with the construction period including: erosion and sedimentation controls, noise and vibration, dust, traffic, scheduling and phasing, parking provisions, and MBTA operations considerations were outlined in the DEIR. Finally, the DEIR contained a summary of project mitigation measures, draft Section 61 findings for use by State Agencies, and a response to comments received on the ENF.

#### Request for Phase 1 Waiver

The Proponent has requested that the Secretary grant a Phase 1 Waiver to allow the early construction of a relocated and improved busway and passenger kiss-and-ride facilities in advance of the completion of the MEPA process. The Phase 1 project is approximately 61,000 sf in area and will include the relocation of the Wonderland Station busway with a one-way access drive off Butler Circle, creation of a new passenger kiss-and-ride facility on the western side of Wonderland Station, reconstruction of the traffic control signal at the Wonderland Station main entrance, lane modifications on Route 1A and Butler Circle, and modified access to existing MBTA parking lots.

The DEIR included a description of existing and proposed conditions for Phase 1, information on the busway design, its overall purpose, construction impacts and methodology, and a discussion of how Phase 1 meets the MEPA standards for a waiver. In a separate Draft Record of Decision also issued today, I have proposed to grant a Phase 1 Waiver allowing the busway and kiss-and-ride facilities project to proceed prior to the completion of the FEIR for the entire project.

#### SCOPE

I am allowing the proponent to proceed to the preparation of an FEIR; however I note the requests by commentors for additional information and clarification to assist State agencies with future permitting processes. I anticipate that the FEIR will respond to the scope outlined below with sufficient detail to satisfy State agencies. I retain my authority to require further review in the form of a Supplemental Final Environmental Impact Report if issues outlined in this Scope

and in comments (to the extent incorporated in this Scope) are not thoroughly addressed in the FEIR.

The FEIR should follow Section 11.07 of the MEPA regulations for outline and content, as modified by this Certificate.

### Project Description and Permitting

The FEIR should provide an update on any changes to the project since the filing of the DEIR. This update should include changes to project layout or design, environmental impacts, or additional permitting requirements, as applicable.

### Land

The project requires the transfer of several parcels of land between various state agencies and local authorities. To clarify the various land transfers required to facilitate the project, the FEIR should include a land exchange plan that shows the exact area and extent of land that will be transferred between the MBTA, DCR and the City of Revere, including the land owned by the City of Revere in the Rumney Marsh Area of Critical Environmental Concern (ACEC). The FEIR should also identify ownership of the parcels that will be impacted by the proposed pedestrian bridge connecting the project to Revere Beach Reservation and discuss how compliance with the EOEEA Article 97 Policy will be achieved for this particular land transfer. In addition, the draft Section 61 findings included in the FEIR should reference the Proponent's commitment to fund and site a replacement maintenance facility for DCR.

### Wastewater / Water

The project will require mitigation at a 10:1 ratio for infiltration and inflow (I/I) in accordance with requirements set by the City of Revere. The proponent will be required to establish a mitigation plan that is based on actual sewer work needed in Revere and a commitment to implementing specific sewer improvements based on project phasing as a condition of the MassDEP sewer connection permit. The FEIR should include a table that breaks down required I/I mitigation based upon anticipated wastewater flows during proposed construction phases. If available, the FEIR should contain information on specific projects that may be undertaken to meet the anticipated conditions of the sewer connection permit.

The DEIR identifies several water conservation measures to be utilized on-site including rainwater harvesting and reuse, low-flow or waterless plumbing fixtures, and conservation advocacy. The FEIR should identify opportunities for expanding rainwater reuse for non-potable uses beyond on-site irrigation.

## Wetlands

The project includes the removal of invasive upland species near the Eastern County Ditch and the restoration of the area with native inland wetland species. The FEIR should address restoration of portions of these wetland areas with salt-tolerant wetland species, given the potential for tidal influences in this area. I encourage the Proponent to consider monitoring efforts in this area to determine the type of wetland plantings that may be most suitable to the proposed conditions and elevations within the context of the larger wetland system in the FEIR. The comment letter from CZM has noted that the project is subject to federal consistency review. The FEIR should clarify the applicability of this review and describe how the project is consistent with CZM's enforceable program policies.

## *Flood Hazard Management*

The DEIR has proposed to provide an equal volume of compensatory flood storage for the coastal floodplain volume that will be filled between elevations 7.5 and 11, despite the fact that there are no set performance standards under the Massachusetts Wetlands Protection Act and its associated Regulations for Land Subject to Coastal Storm Flowage (LSCSF). Some compensatory flood storage has been proposed within the parking structures in areas below existing grade. MassDEP Coastal Zone Management (CZM), and DCR have raised concerns and requested clarification about the functionality of these compensatory flood storage areas.

Several comments requested clarification regarding the "flow-through" nature of the garage structures. The FEIR should explain how runoff from subsurface or basement garage areas will be conveyed and controlled during and after storm events. This discussion should demonstrate that the project is in compliance with compensatory flood storage standards for hydrologic connections and the Massachusetts State Building Code requirements for construction in a floodplain. As requested by MassDEP, the FEIR should demonstrate that the proposed drainage design avoids discharging contaminated runoff from parking garage floors (either to on-site stormwater facilities or the city's sewer system) and protracted flooding in the vicinity of the project site.

The FEIR should confirm that the compensatory flood storage area design and location, as well as its relationship to remaining adjacent buried portions of the drainage system, will not result in future operational problems for the MBTA, on-site parking, or activities at Waterfront Square. Finally, I encourage the Proponent to include in the FEIR how the project will comply with the federal Executive Order 11988, Floodplain Management.

## Stormwater

The Proponent is commended for committing to a project design that reduces existing impervious area by approximately 111,480 sf in area, provides compensatory flood storage as the project is built out, and the inclusion of green roofs. The FEIR should clarify the location of the proposed green roofs and how their inclusion was considered toward compliance with the MassDEP Stormwater Management Regulations (SMR) performance standards.

As requested by MassDEP, the FEIR should explain and provide plans showing the site discharges and anticipated modifications to the Ocean Avenue drainage system, as well as any potential changes in the outfall into the Eastern County Ditch. The FEIR should demonstrate how 80% total suspended solids (TSS) removal will be achieved in the discharges to the Ocean Avenue stormwater system. Finally, the FEIR should explain the entity that controls and maintains the Ocean Avenue drainage system and confirm that project design is consistent with applicable storm water design requirements (i.e. DCR's Storm Water Program, if applicable).

In order to demonstrate compliance with MassDEP's SMR and its redevelopment standard, the FEIR should include calculations to confirm that the structural Best Management Practices (BMPs) meet standards 2 through 6, in addition to improving existing conditions. This information may be provided by including a redevelopment checklist (Volume 2, Chapter 3 of the Stormwater Management Handbook) with the appropriate calculations in the FEIR.

### Traffic and Transportation

According to the Executive Office of Transportation (EOT), the DEIR included a transportation study that generally conforms to EOEEA/EOTPW Guidelines for EIR/EIS Traffic Impact Assessments. The EOT comment letter stated that they concur with the transportation study's methodology, including assumptions for pass-by, internal/dual purpose, and transit use trip reduction credits. Adjusted traffic trip predictions include the generation of approximately 5,428 new vehicle trips on an average weekday, and 4,252 new vehicle trips on an average Saturday.

The DEIR included a discussion of proposed mitigation and roadway improvements; however additional conceptual plans should be included in the FEIR that verify the feasibility of constructing such improvements. While some mitigation measures are limited to re-striping or signal timing measurements, conceptual plans, preferably at 80-scale, should be included in the FEIR to confirm sufficient right-of-way is available to accommodate revised lane widths, new turning lanes and signal equipment. The FEIR should confirm how proposed mitigation within the state highway layout will conform to MassHighway standards, including but not limited to, provisions for lane, median and shoulder widths, and bicycle lanes and sidewalks. The FEIR should clarify the Proponent's commitment to providing the needed signalization under the 2018 Build conditions at the intersection of Revere Street and Ocean Avenue.

The FEIR should include an evaluation of consolidation of the Route 1A/Wonderland Station/Wonderland Park intersection and the Route 1A/Wonderland Station North Parking Garage intersection. Consideration should be given to how consolidation of these intersections may impact on-site and off-site traffic operations and functionality. Additional analysis should be presented in the FEIR regarding the cumulative effect of the ten proposed driveways along the project's Ocean Avenue frontage on traffic flow patterns and left turn movements.

At the request of EOT, the FEIR should provide additional information on potential pedestrian connections to Wonderland Park or adjacent neighborhoods. This evaluation should



include the possibility of both at-grade connections and a grade separated connection from Wonderland Station to Wonderland Park.

### *Wonderland Station Improvements*

The Proponent and the MBTA have been working closely throughout the project design process to integrate improvements to Wonderland Station with the Waterfront Square project. The MBTA has cited the Proponent's willingness to address MBTA comments and concerns both within and outside the MEPA process. At the request of the MBTA, the FEIR should contain a plan that has been agreed to in concept by the MBTA that depicts bus access and circulation improvements beyond the Phase 1 relocation of the busway. The Proponent should continue to work with the MBTA to present information in the FEIR that addresses concerns related to transit priority signalization, segregation of automobiles and MBTA buses, and creation of a bus layover area for six to eight buses.

The Certificate on the ENF requested that the DEIR ensure that project plans not preclude various existing transit options, nor force the implementation of any option associated with the MBTA's potential future North Shore transit improvements. Given the location of a large compensatory flood storage area near the terminus of the Blue Line facilities and the crucial nature of the flood storage to the stormwater management system for Waterfront Square, additional clarification is needed in the FEIR. The Proponent must consult with EOT prior to the submission of the FEIR to determine the relationship of the project's design elements and operations to potential routes of possible North Shore transit improvements. While the MBTA indicated in its comment letter on the ENF that MBTA's transfer of land is predicated on its ability to continue to have all current options for North Shore transit improvements available to it, the ability to comply with this condition should be explored and discussed during the MEPA process.

### *Air Quality*

The DEIR contained a mesoscale analysis to assess the total volatile organic compounds (VOCs) and nitrogen oxides (NOx) associated with motor vehicle emissions related to the project. The DEIR included a commitment to a wide-array of Transportation Demand Management (TDM) measures to reduce air quality impacts. These commitments were outlined in the draft Section 61 findings included in the DEIR. In addition to the general response to comments, the proponent should provide a direct response to the Air Quality-Transportation section of comment letter dated September 26, 2008, submitted by MassDEP and I hereby incorporate by reference the additional requests for information contained in that letter as part of the scope of the FEIR.

### Greenhouse Gas Emissions

As outlined in the Certificate on the ENF, in accordance with the EEA Greenhouse Gas Emissions Policy and Protocol, the DEIR was required to include a GHG analysis that identified

and described all GHG measures associated with the project. The DEIR included this qualitative analysis and presented measures to avoid, minimize and mitigate project-related GHG emissions. Proposed mitigation measures to reduce direct and indirect carbon dioxide (CO<sub>2</sub>) emissions were broken down into three categories: siting and site design, building design and operation, and transportation. The DEIR presented at a conceptual level, that CO<sub>2</sub> emissions would be reduced under the Preferred Alternative as the Preferred Alternative incorporates a number of sustainable design measures beyond a code-compliant building, most notably approval under the LEED Neighborhood Design criteria.

As the project design is advanced, I encourage the Proponent to consider the feasibility of incorporating additional measures to reduce GHG emissions, including the use of building energy management systems and third party building commissioning. Furthermore, the Proponent should advance building design with consideration for new requirements and standards in the Green Communities Act, Chapter 169 of the Acts of 2008. Finally, the Proponent should consider the additional energy use required to provide water and wastewater treatment for the project when evaluating the overall GHG reductions that can be obtained through mitigation efforts.

I strongly encourage the Proponent to continue to look at ways to further reduce GHG emissions associated with the project, most notably the suggestions of MassDEP, the Division of Energy Resources (DOER), and the City of Revere, that renewable energy sources (i.e. solar, wind, etc.) be considered to offset project impacts. The Proponent may also want to consider opportunities for combined heat and power (CHP) for the project. The FEIR should include an update on additional measures incorporated to the project that will help reduce project-related GHG emissions.

#### Hazardous Materials

The FEIR should clarify the estimated volumes and requirements for excavation and disposal of contaminated and uncontaminated soils given the likelihood of excavation and exportation of soils to accommodate the proposed compensatory storage area.

#### Construction Period

The FEIR should include an updated draft construction management plan (CMP), with specific detail to those areas of interest originally conveyed by the MBTA in their comment letter on the ENF. The CMP should address potential impacts associated with Phase IV of the development on Ocean Avenue, snow removal and storage plans during the construction period, and proposed staging areas. To assist in construction coordination efforts, the Proponent should provide DCR with a copy of the final CMP for each project phase for review and comment to ensure limited impact to DCR roadways during the construction period.

The FEIR should provide additional information on the walkway connecting Wonderland Station to the parking lots during the construction period, including its conceptual location,

amenities, operations and maintenance, and how it will be fully accessible to persons with disabilities. This information should be provided in both a plan and narrative format. The FEIR should also include a concept plan of pedestrian paths for MBTA customers during the construction period and how they will be safe, accessible and convenient. The FEIR should clarify if the Proponent will construct two or more project phases at the same time, as this may impact construction period mitigation measures.

### Mitigation

The FEIR should include a separate chapter updating commitments to project-related mitigation. This section should include a summary of mitigation commitments as well as draft Section 61 finding language for use by State agencies during each individual permitting process. The FEIR should include a separate Section 61 finding for mitigation commitments to the MBTA and I encourage the Proponent to collaborate with the MBTA on the preparation of this document. The FEIR should provide revised and expanded draft Section 61 findings for DCR in accordance with DCR's comment letter on the DEIR.

The updated Section 61 findings should specify in detail all feasible measures the proponent will take to avoid, minimize and mitigate potential environmental impacts to the maximum extent practicable. Section 61 findings should identify and clarify parties responsible for funding and implementation, and the anticipated implementation schedule that will ensure mitigation is implemented prior to or when appropriate in relation to environmental impacts.

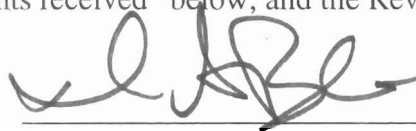
### Comments/Circulation

The FEIR should contain a copy of this Certificate and a copy of each comment letter received. 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.

The FEIR should be circulated in compliance with Section 11.16 of the MEPA regulations. Copies should be sent to any state agencies from which the proponent will seek permits or approvals, to the list of "comments received" below, and the Revere Public Library

October 3, 2008

Date



Ian A. Bowles

### Comments received:

09/23/2008	United States Environmental Protection Agency
09/24/2008	Alphonse A.J. D'Amico
09/25/2008	City of Revere, Office of the Mayor

09/26/2008 United States Environmental Protection Agency (2<sup>nd</sup> comment letter)  
09/26/2008 Massachusetts Department of Environmental Protection – NERO  
09/26/2008 Massachusetts Bay Transportation Authority  
09/29/2008 Office of Coastal Zone Management  
09/29/2008 Executive Office of Transportation  
09/30/2008 Department of Conservation and Recreation  
09/30/2008 WalkBoston  
10/01/2008 Executive Office of Transportation (2<sup>nd</sup> comment letter)

IAB/HSJ/hsj