

TOWN OF
STONEHAM
MASSACHUSETTS

www.stoneham-ma.gov

OFFICE OF TOWN ADMINISTRATOR
35 CENTRAL STREET
STONEHAM, MA 02180-2087
TEL: 781-279-2600
FAX: 781-279-2602
dragucci@ci.stoneham.ma.us

DAVID RAGUCCI

TOWN ADMINISTRATOR

To: All Employees
From: David Ragucci, Town Administrator
Date: October 1, 2015
Subject: **ACCRUAL REPORTS AS OF WEEK ENDING 09-25-15**

The attached accrual report represents vacation and sick time, earned and used, through September 25, 2015. Vacation and Sick Time earned for the month of September will be posted on your payroll check dated October 8th.

Please review the report and verify that all categories (vacation, sick, personal and compensatory time) are accurate. If you believe there is a discrepancy, return the report to your Department Head, along with an explanation of the discrepancy. Your Department Head will work with the Accounting Department to reconcile the discrepancy and report back to you.

Members of the SCEA, DPW, & LIBRARY Union

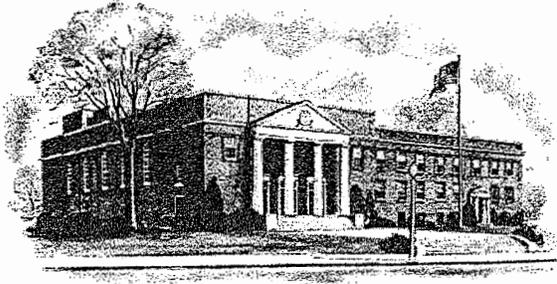
In accordance with your collective bargaining agreement, there will be no “additional” carryover as of December 31, 2015. For example, a 40-hour employee with 20 years of continuous Town service is allotted 6 weeks or 240 hours of vacation. On December 31, 2015, **any hours over the 240 allotment will be forfeited.**

Members of the THEA Union

The THEA 2013-2016 contract has not been settled; therefore, **the two-week carryover allowance will remain in effect** until such time as a successor agreement is signed.

CBA carryover provisions will be strictly enforced. We encourage you to plan ahead now and, if possible, schedule your vacation through your Department Head to avoid any forfeiture of vacation hours. You can also track your hours each week by reviewing your paycheck stub.

cc: Department Heads
Board of Selectmen



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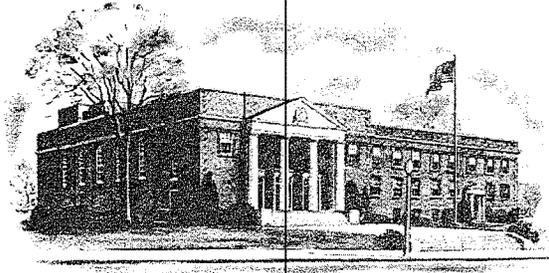
To: All Firefighters; Police Officers; Police Superiors
From: David Ragucci, Town Administrator 
Date: October 1, 2015
Subject: **ACCRUAL REPORTS AS OF WEEK ENDING 09-25-15**

The attached accrual report represents vacation and sick time, earned and used, through September 25, 2015. Please review the report and verify that all categories (vacation, sick, personal and compensatory time) are accurate. If you believe there is a discrepancy, return the report to the Chief, or his designee, along with an explanation of the discrepancy. The Chief, or his designee, will work with the Accounting Department to reconcile the discrepancy and report back to you.

CBA carryover provisions will be strictly enforced. Please check your collective bargaining agreement for specific language. If at all possible, we encourage you to plan ahead and schedule your vacation time with the Chief's approval.

As a reminder, you can also track your hours each week by reviewing your paycheck stub.

cc: Chief McIntyre, Police Department
Chief Rolli, Fire Department
Ron Florino, Town Accountant
Ginny Ray, HR Director
Board of Selectmen



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DAVID RAGUCCI

TOWN ADMINISTRATOR

October 6, 2015

Jennifer T. Murphy
16 Waverly Street
Stoneham, Massachusetts 02180

Dear Ms. Murphy:

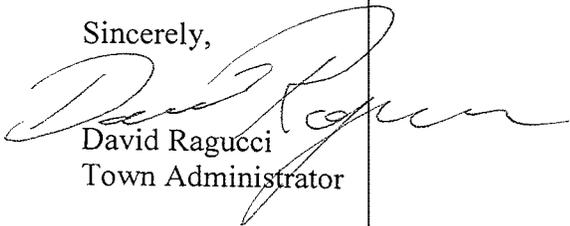
In accordance with Chapter 26 of the Acts of 1981, I hereby appoint you to the position of Spare Traffic Director for the Town of Stoneham. This appointment will become effective on Tuesday, October 6, 2015. Your salary as a Spare Traffic Director will be \$19,035.60.

Since the Spare Traffic Director position is a classification within the Stoneham Traffic Director's Association collective bargaining union, I am sending a notice of your appointment to Union President Anthony Proia for his information and follow-up.

Please contact Town Clerk Maria Sagarino at (781) 279-2650 to make an appointment to be sworn-in.

My congratulations to you and I wish you much success in this new endeavor.

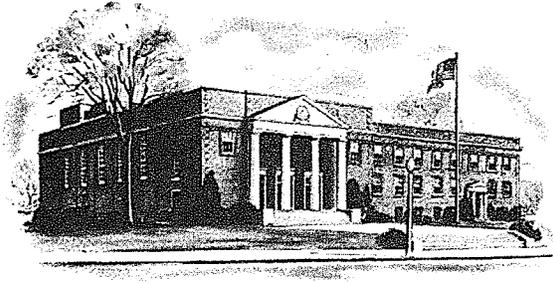
Sincerely,



David Ragucci
Town Administrator

/dp

cc: Board of Selectmen /
Chief James McIntyre
Officer Joseph Ponzio, Safety Officer
Anthony Proia, President, Traffic Directors Association
Town Accountant
Human Resources
Town Clerk



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DAVID RAGUCCI

TOWN ADMINISTRATOR

MEMO

DATE: September 22, 2015
TO: Tom Boussy, Chairman, Board of Selectmen
FROM: David Ragucci, Town Administrator
SUBJECT: Spare Traffic Director – Police Department

Please be advised that, on the recommendation of Chief James McIntyre and Safety Officer Joseph Ponzo, the Town would like to appoint Jennifer Murphy, 16 Waverly Street, Stoneham, MA and Juan Colon, 159 Main Street, Apt. 18B, Stoneham, MA to the position of Spare Traffic Director.

This position was advertised and five (5) people were interviewed. Ms. Murphy and Mr. Colon were selected to be hired due to two (2) resignations. They both passed their CORI as well as their pre-employment physical.

If the Board has any questions or concerns, please do not hesitate to contact me.

Thank you.



Town of
STONEHAM

47 CENTRAL STREET
MASSACHUSETTS
02180

POLICE DEPARTMENT
(781) 438-1212
FAX (781) 279-0882

James T. McIntyre
Chief of Police

TO: David Ragucci
Town Administrator

FROM: Chief James McIntyre 

DATE: September 9, 2015

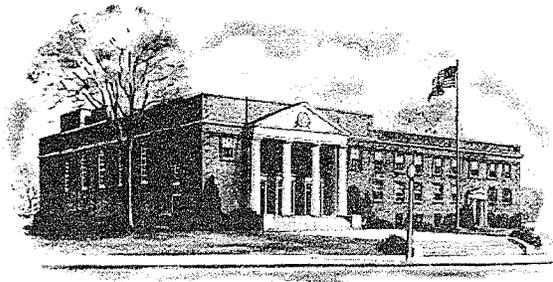
SUBJECT: Spare Traffic Directors – Juan Colon and Jennifer Murphy

I am requesting that Juan Colon and Jennifer Murphy be appointed as spare traffic directors for the Town of Stoneham, pending successful completion of a pre-employment medical examination. Mr. Colon and Mrs. Murphy were among five candidates interviewed by the police department. Both Mr. Colon and Mrs. Murphy successfully passed their CORI checks.

As a result of the interviews, a third individual was identified as a spare traffic director candidate once another opening exists.

Should you have any questions, please contact me.





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DAVID RAGUCCI

TOWN ADMINISTRATOR

September 30, 2015

Juan Colon
159 Main Street, Apt. 18B
Stoneham, Massachusetts 02180

Dear Mr. Colon:

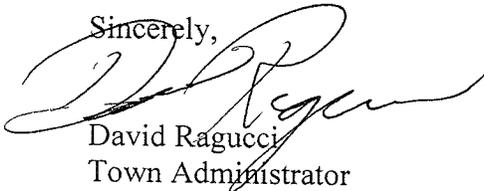
In accordance with Chapter 26 of the Acts of 1981, I hereby appoint you to the position of Spare Traffic Director for the Town of Stoneham. This appointment will become effective on Monday, October 5, 2015. Your salary as a Spare Traffic Director will be \$19,035.60.

Since the Spare Traffic Director position is a classification within the Stoneham Traffic Director's Association collective bargaining union, I am sending a notice of your appointment to Union President Anthony Proia for his information and follow-up.

Please contact Town Clerk Maria Sagarino at (781) 279-2650 to make an appointment to be sworn-in.

My congratulations to you and I wish you much success in this new endeavor.

Sincerely,

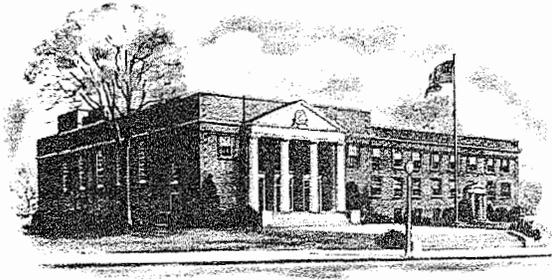


David Ragucci
Town Administrator

/dp

cc: Board of Selectmen ✓
Chief James McIntyre
Officer Joseph Ponzio, Safety Officer
Anthony Proia, President, Traffic Directors Association
Town Accountant
Human Resources
Town Clerk

2015 SEP 30 P 12:51
TOWN OF STONEHAM
BOARD OF SELECTMEN



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DAVID RAGUCCI

TOWN ADMINISTRATOR

September 25, 2015

Thomas E. DeCroteau
29 Harrison Street
Stoneham, Massachusetts 02180

Dear Mr. DeCroteau:

In accordance with Chapter 26 of the Acts of 1981, I hereby appoint you to the position of Fire Fighter for the Town of Stoneham effective Monday, October 5, 2015 at an annual rate of \$41,281.00. You will receive a 1.0% salary increase on January 1, 2016 which will bring your annual rate to \$41,694.00.

A swearing in ceremony has been arranged for you to be sworn in at 9:02 a.m. on October 5, 2015 in the Hearing Room at Town Hall.

My congratulations to you. I wish you much success in your new position.

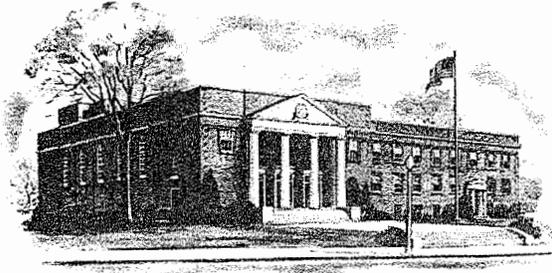
Sincerely,

David Ragucci
Town Administrator

/dp

cc: Board of Selectmen ✓
Chief Joseph Rolli
Board of Retirement
Town Accountant
Human Resources
Town Clerk
Sean Fitzgerald – Fire Union
Benefits Coordinator

2015 SEP 28 A 11:11
TOWN OF STONEHAM
BOARD OF SELECTMEN



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DAVID RAGUCCI

TOWN ADMINISTRATOR

September 25, 2015

Jack D. Sullivan
15 Charles Street
Stoneham, Massachusetts 02180

2015 SEP 28 A 11: 11
TOWN OF STONEHAM
BOARD OF SELECTMEN

Dear Mr. Sullivan:

In accordance with Chapter 26 of the Acts of 1981, I hereby appoint you to the position of Fire Fighter for the Town of Stoneham effective Monday, October 5, 2015 at an annual rate of \$41,281.00. You will receive a 1.0% salary increase on January 1, 2016 which will bring your annual rate to \$41,694.00.

A swearing in ceremony has been arranged for you to be sworn in at 9:01 a.m. on October 5, 2015 in the Hearing Room at Town Hall.

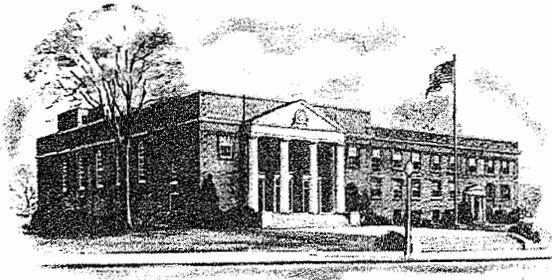
My congratulations to you. I wish you much success in your new position.

Sincerely,

David Ragucci
Town Administrator

/dp

cc: Board of Selectmen ✓
Chief Joseph Rolli
Board of Retirement
Town Accountant
Human Resources
Town Clerk
Sean Fitzgerald – Fire Union
Benefits Coordinator



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TOWN OF STONEHAM
BOARD OF SELECTMEN

2015 SEP 28 A 11: 11

DAVID RAGUCCI
TOWN ADMINISTRATOR

September 25, 2015

Sean F. Devlin
4 Overlook Drive
Stoneham, Massachusetts 02180

Dear Mr. Devlin:

In accordance with Chapter 26 of the Acts of 1981, I hereby appoint you to the position of Fire Fighter for the Town of Stoneham effective Monday, October 5, 2015 at an annual rate of \$41,281.00. You will receive a 1.0% salary increase on January 1, 2016 which will bring your annual rate to \$41,694.00.

A swearing in ceremony has been arranged for you to be sworn in at 9:00 a.m. on October 5, 2015 in the Hearing Room at Town Hall.

My congratulations to you. I wish you much success in your new position.

Sincerely,

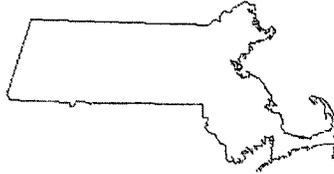
David Ragucci
Town Administrator

/dp

- cc: Board of Selectmen ✓
- Chief Joseph Rolli
- Board of Retirement
- Town Accountant
- Human Resources
- Town Clerk
- Sean Fitzgerald – Fire Union
- Benefits Coordinator

**Association of Town Finance Committees
One Winthrop Square
Boston, MA 02110**

Phone: (800)-882-1498 (617)-426-7272
Fax: (617)-695-1314



September, 2015

Dear Board of Selectman Chair:

I want to invite you and your Board to the Association of Town Finance Committees' 2015 Annual Meeting. It will be held on Saturday, October 17, at The Host Hotel in Sturbridge from 9 a.m.-3 p.m.

The educational sessions offered this year include some new topics as well as old favorites. The sessions are designed for finance officials, but the topics and substance of the workshops are ideal for selectmen.

Enclosed you will find the agenda, registration form and directions. You can also access this information at www.mma.org. Please share this information with your committee and encourage your colleagues to attend

Please feel free to contact Senior Member Services Coordinator Denise Baker at the MMA at 800-882-1498 if you have any questions. I look forward to seeing you in October.

Sincerely,

A handwritten signature in cursive script that reads "Mary McBride".

Mary McBride
ATFC President and Billerica Finance Committee

**Association of Town Finance Committees
Annual Meeting, October 17, 2015
The Host Hotel, Sturbridge
Agenda**

8:15-9:30 a.m.

Registration, Breakfast, Networking

Come meet our board members. We'll group tables by region and ATFC board members will be prepared with some discussion starters. During this time, we encourage members to sit with their colleagues from their region to discuss issues they have in common.

9:30-9:40 a.m.

President's Welcome, Mary McBride, Billerica

Business Meeting

9:40-10:20 a.m.

Sean Cronin, Deputy Commissioner for the Division of Local Services

10:20-10:30 a.m.

Break

10:30-noon

Concurrent Workshops

1. Budgeting 101

This session will review national best practices in public budgeting as promoted by the Government Finance Officers Association through its Distinguished Budget Award program. Whether new to the Finance Committee or a veteran member, this session will provide you with a clear roadmap for building consensus by showing how best to organize and present your community's financial information.

John Coderre, Town Administrator, Northborough

Moderator: Cinder Mc Nerney, Managing Director, First Southwest Company, Swampscott Finance Committee and ATFC Director

2. Energy Savings

The presenters will discuss and answer questions about applying new energy technologies and big data to assist cities and towns in lowering their energy consumption in municipal and school buildings while ensuring thermal comfort and efficient operations.

Ruth Bennett, Facilities Director, Town of Arlington

Mark Sylvia, Managing Director, BlueWave Capital and former Director of Massachusetts Department of Energy Resources

3. Capital Planning: Buying the Big Stuff

Developing and implementing a successful capital plan is on every finance committee's wish list. Foskett will review his work on Arlington's plan over the last 20 years, explaining how to get started and how to keep on track. Gaumond has experience in working in smaller communities and will discuss how to develop and implement plans in towns under 10,000 in population. This session is a must for anyone who wants to begin or further this kind of strategic planning in their town.

Charlie Foskett, Arlington Capital Planning Committee Chair and ATFC Past President

Leon Gaumond, Town Administrator, Sturbridge

Moderator: Jennifer Gonzalez, ATFC Past President

3. Proposition 2 1/2

Coordinating a successful override campaign and the technical and legal aspects of a Proposition 2 1/2 override will be discussed.

Kathleen Colleary, Municipal Finance Law Bureau, Chief
Raffi Manjikian, Belmont Warrant Committee and ATFC Director

**Noon
Luncheon**

12:30 – 1:15

Speaker:

Noah Berger, Executive Director, Mass Budget Office

1:30-3:00 p.m.

Concurrent Workshops

1. How to be an Effective Finance Committee

Three experienced Finance Committee chairs share their ideas on establishing strategies for approaching the budget season, running efficient finance committee meetings and making effective presentations to Town Meeting.

Al Tosti, Arlington Finance Committee Chair and ATFC Treasurer

Kim Roy, Selectmen in Halifax and former ATFC President

Ira Miller, Sharon Finance Committee and ATFC Vice President

2. Visual Budget

This fairly new piece of open source software was developed by Lacourt and Jones, two local officials looking to deepen the conversation between government and citizens about how taxpayer dollars are spent. The town of Arlington was their first client but they are now working with over a dozen communities. They will give an overview of the technology, attendees see if this kind of program would work in their town.

Annie Lacourt, Co-Founder of Visual Budget

Alan Jones, Arlington Finance Committee and Co-Founder of Visual Budget

Moderator: Chris Kelley, East Bridgewater Finance Committee Chair, ATFC Director

3. Financial Trend Monitoring

Ever get into a debate with a fellow resident regarding the financial condition of your community? Ever been asked how you define and measure sustainability when making decisions? This workshop will show you how to implement a system of financial indicators that will allow you to objectively define, measure and report your community's Financial Condition. The workshop covers widely accepted national best practices that are designed to bring issues and opportunities to the attention of decision-makers through a systematic method of trend analysis. Learn to separate fact from opinion and focus fellow municipal leaders on important trends and emerging issues.

John Coderre, Town Administrator, Northborough

Moderator: Mary McBride, Billerica Finance Committee and ATFC President

ATFC Annual Meeting Registration
Saturday, October 17, 2015
The Host Hotel, Sturbridge

Registration:

Name: _____ Title: _____

Name: _____ Title: _____

Name: _____ Title : _____

Municipality: _____

Contact email: _____

Payment Method:

Payment enclosed Bill my credit card

Cardholder's Name _____

Cardholder's Billing Address _____

Town _____ State _____ Zip _____

Visa MC Discover AMEX

Card # _____ Exp. Date _____

3-digit code (see reverse of card)

Cardholder's Signature _____

ATFC Policy: Payment must be made in advance or on the day of the meeting.

\$45 for first time and new (less than one year on the committee) attendees for all finance committee members of ATFC dues paying communities

\$55 for all finance committee members of ATFC dues paying communities

\$65 per attendee for all other local officials and finance committee members from non-dues paying communities

This cost includes all meeting materials, continental breakfast and a hot luncheon buffet.

If you are unsure of your membership status, please call MMA Senior Member Services Coordinator Denise Baker at 800-882-1498 ext.105.

Cancellation Policy:

If you register but are unable to attend, please notify us by October 14. Otherwise, you will be billed for the meeting.

Please return this form by October 8 to:

ATFC Annual Meeting
One Winthrop Square, 2nd Floor
Boston, MA 02110
Fax: 617-695-1314

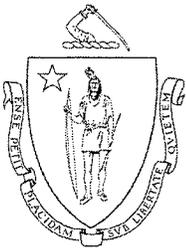
Directions to Sturbridge Host Hotel

366 Main Street, Sturbridge, Massachusetts 01566

Contact: 508-347-7393

Sturbridge Host Hotel & Conference Center is located on Route 20. From the North, East and West, take the Massachusetts Turnpike (Interstate 90) to Exit 9, Route 20 West. From the South, take either Interstate 84 or Route 131 to Route 20 West. Sturbridge Host Hotel & Conference Center is located on the shore of Cedar Lake, just past the first set of traffic lights

We have a limited number of overnight rooms blocked off at \$119, plus tax. If you make a hotel reservation, please let them know you are with the ATFC meeting.



THE COMMONWEALTH OF MASSACHUSETTS
OFFICE OF THE ATTORNEY GENERAL
ONE ASHBURTON PLACE
BOSTON, MASSACHUSETTS 02108

MAURA HEALEY
ATTORNEY GENERAL

(617) 727-2200
(617) 727-4765 TTY
www.mass.gov/ago

September 16, 2015

Robert Sweeney
6 Pleasant Street
Stoneham, MA 02180

RE: Open Meeting Law Complaint

Dear Mr. Sweeney:

Thank you for contacting the Attorney General's Office. On September 16, we received your Open Meeting Law complaint, which was originally received by the Stoneham Board of Selectmen (the "Board") on or about June 18. We will review your complaint and will contact you in the event that we require additional information. We will notify you of our determination following our Office's review.

Your complaint may be resolved through either a formal order or informal action. Formal orders contain a detailed discussion of the alleged violation, applicable legal requirements, and may order any of the remedies provided in G.L. c. 30A, § 23(c). If a complaint is appropriate for informal action, we will attempt to resolve the matter by speaking to the parties, followed by a brief letter noting whether or not there was a violation and what remedial action was taken.

For additional information on the Open Meeting Law and the complaint process, please visit our website at www.mass.gov/ago/openmeeting. Please do not hesitate to contact the Division of Open Government with any further questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Bongani T. Jeranyama".

Bongani T. Jeranyama
Paralegal
Division of Open Government

cc: William H. Solomon, Esq., Stoneham Town Counsel
Thomas Boussy, Chairman, Stoneham Board of Selectmen

36 Broadway
Stoneham, MA 02180
September 23, 2015

Thomas Boussy, Chr.
Stoneham Board of Selectmen:

At your meeting last evening (Sept. 22, 2015), we noted that Stoneham sidewalks were a topic of discussion. While there are many in need of repair, there are some heavily travelled areas in Stoneham that do not have any sidewalks. Listed below are among some busy roadways without a place for pedestrians to walk safely. They include:

McArthur Road (this street is used as a 'cut through.' Speed is a factor and there is no place for pedestrians to walk)

The north side of High Street (this street is used as a 'cut through' and speed is a factor. There is no place for pedestrians to walk.)

North Street (the west side has a partial sidewalk. However, from High Street to the entrance to Bear Hill Nursing Center there is no sidewalk for pedestrians and traffic is heavy. This is another 'cut through' with speeding cars)

If safety is a concern, then it is incumbent upon you to take note of those areas that are listed. We appreciate your attention to this matter when considering the sidewalk situation in Stoneham.

Respectfully,



Mary Lou and John Bracciotti

Cc: Mr. Ragucci, Town Administrator
Mr. Robert Grover, Director of Public Works

TOWN OF STONEHAM
Estimated vs Actual Revenues Summary
As of September 30, 2015

Revenue Source	1ST QUARTER OF FY'16			2ND QUARTER OF FY'16			3RD QUARTER OF FY'16			4TH QUARTER OF FY'16			FY'15 Y-T-D (7/1/15-6/30/16)			Y-T-D % COLL.
	ESTIMATED	ACTUAL	VARIANCE	ESTIMATED	ACTUAL	VARIANCE	ESTIMATED	ACTUAL	VARIANCE	ESTIMATED	ACTUAL	VARIANCE	ESTIMATED	ACTUAL	VARIANCE	
Board of Selectmen-																
Licenses & Permits	\$0	\$250.00	\$250.00	\$50,000		(\$50,000.00)	\$5,000		(\$5,000.00)	\$0		\$0.00	\$55,000	\$250.00	(\$54,750.00)	0.45%
Billboard Lease	\$0	\$0.00	\$0.00	\$0		\$0.00	\$0		\$0.00	\$50,000		(\$50,000.00)	\$50,000	\$0.00	(\$50,000.00)	0.00%
Assessors Fees	\$300	\$470.00	\$170.00	\$300		(\$300.00)	\$300		(\$300.00)	\$300		(\$300.00)	\$1,200	\$470.00	(\$730.00)	39.17%
Town Treasurer- Interest Earned	\$4,025	\$4,651.58	\$626.58	\$4,025		(\$4,025.00)	\$4,025		(\$4,025.00)	\$4,025		(\$4,025.00)	\$16,100	\$4,651.58	(\$11,448.42)	28.89%
Premium on Bonds	\$0		\$0.00	\$0		\$0.00	\$0		\$0.00	\$0		\$0.00	\$0	\$0.00	\$0.00	0.00%
Personal Property Taxes	\$250,506	\$288,804.16	\$38,298.16	\$250,507		(\$250,507.00)	\$250,506		(\$250,506.00)	\$250,507		(\$250,507.00)	\$1,002,026	\$288,804.16	(\$713,221.84)	28.82%
Real Estate Taxes	\$11,120,000	\$11,417,006.63	\$297,006.63	\$11,120,000		(\$11,120,000.00)	\$11,120,000		(\$11,120,000.00)	\$11,120,000		(\$11,120,000.00)	\$44,480,000	\$11,417,006.63	(\$33,062,993.37)	25.67%
Motor Veh. Excise	\$230,000	\$229,572.44	(\$427.56)	\$165,000		(\$165,000.00)	\$2,150,000		(\$2,150,000.00)	\$320,514		(\$320,514.00)	\$2,865,514	\$229,572.44	(\$2,635,941.56)	8.01%
Deferred Real Estate/Tax Lien	\$0	\$17,160.00	\$17,160.00	\$0		\$0.00	\$0		\$0.00	\$0		\$0.00	\$0	\$17,160.00	\$17,160.00	0.00%
Penalties/Interest on Taxes	\$44,753	\$30,076.52	(\$14,676.48)	\$44,753		(\$44,753.00)	\$44,753		(\$44,753.00)	\$44,754		(\$44,754.00)	\$179,013	\$30,076.52	(\$148,936.48)	16.80%
Payment in Lieu of Taxes	\$46,000	\$0.00	(\$46,000.00)	\$3,000		(\$3,000.00)	\$3,000		(\$3,000.00)	\$3,000		(\$3,000.00)	\$55,000	\$0.00	(\$55,000.00)	0.00%
Other Charges and Fees	\$26,038	\$30,012.03	\$3,974.03	\$26,038		(\$26,038.00)	\$26,038		(\$26,038.00)	\$26,038		(\$26,038.00)	\$104,152	\$30,012.03	(\$74,139.97)	28.82%
Town Clerk- Licenses & Permits	\$7,500	\$4,685.00	(\$2,815.00)	\$7,500		(\$7,500.00)	\$7,500		(\$7,500.00)	\$7,500		(\$7,500.00)	\$30,000	\$4,685.00	(\$25,315.00)	15.62%
Fees	\$16,250	\$20,056.00	\$3,806.00	\$16,250		(\$16,250.00)	\$16,250		(\$16,250.00)	\$16,250		(\$16,250.00)	\$65,000	\$20,056.00	(\$44,944.00)	30.86%
Fines	\$500	\$1,300.00	\$800.00	\$500		(\$500.00)	\$500		(\$500.00)	\$500		(\$500.00)	\$2,000	\$1,300.00	(\$700.00)	65.00%
Planning/Appeals Fees	\$117	\$1,588.00	\$1,471.00	\$117		(\$117.00)	\$117		(\$117.00)	\$117		(\$117.00)	\$468	\$1,588.00	\$1,120.00	339.32%
Police Licenses & Permits	\$500	\$700.00	\$200.00	\$500		(\$500.00)	\$500		(\$500.00)	\$500		(\$500.00)	\$2,000	\$700.00	(\$1,300.00)	35.00%
Fees	\$19,553	\$19,415.61	(\$137.39)	\$19,553		(\$19,553.00)	\$19,553		(\$19,553.00)	\$19,553		(\$19,553.00)	\$78,212	\$19,415.61	(\$58,796.39)	24.82%
Fines	\$5,000	\$10,055.00	\$5,055.00	\$5,000		(\$5,000.00)	\$5,000		(\$5,000.00)	\$5,000		(\$5,000.00)	\$20,000	\$10,055.00	(\$9,945.00)	50.28%
Fire Licenses & Permits	\$6,000	\$7,000.00	\$1,000.00	\$6,000		(\$6,000.00)	\$6,000		(\$6,000.00)	\$6,000		(\$6,000.00)	\$24,000	\$7,000.00	(\$17,000.00)	29.17%
Fees	\$1,000	\$952.00	(\$48.00)	\$1,000		(\$1,000.00)	\$2,000		(\$2,000.00)	\$2,000		(\$2,000.00)	\$24,000	\$952.00	(\$23,048.00)	3.97%
Building & Wire- Building Permits	\$75,000	\$758,866.00	\$683,866.00	\$75,000		(\$75,000.00)	\$75,000		(\$75,000.00)	\$75,000		(\$75,000.00)	\$300,000	\$758,866.00	\$458,866.00	252.96%
Wiring Permits	\$13,250	\$15,850.00	\$2,600.00	\$13,250		(\$13,250.00)	\$13,250		(\$13,250.00)	\$13,250		(\$13,250.00)	\$53,000	\$15,850.00	(\$37,150.00)	29.91%
Plumbing/Gas Permits/Other	\$11,000	\$9,293.00	(\$1,707.00)	\$11,000		(\$11,000.00)	\$11,000		(\$11,000.00)	\$11,000		(\$11,000.00)	\$44,000	\$9,293.00	(\$34,707.00)	21.12%
Weights & Measures Fees	\$825	\$544.00	(\$281.00)	\$825		(\$825.00)	\$825		(\$825.00)	\$825		(\$825.00)	\$3,300	\$544.00	(\$2,756.00)	16.48%
School-Medicaid Reimb./Transportation Reimb.	\$11,000	\$0.00	(\$11,000.00)	\$11,000		(\$11,000.00)	\$11,000		(\$11,000.00)	\$132,000		(\$132,000.00)	\$165,000	\$0.00	(\$165,000.00)	0.00%
DPW- Cemetery	\$18,932	\$24,350.00	\$5,418.00	\$18,932		(\$18,932.00)	\$18,932		(\$18,932.00)	\$18,933		(\$18,933.00)	\$75,729	\$24,350.00	(\$51,379.00)	32.15%
Other	\$0	\$0.00	\$0.00	\$0		\$0.00	\$0		\$0.00	\$0		\$0.00	\$0	\$0.00	\$0.00	0.00%
Board of Health Licenses & Permits	\$4,000	\$4,714.00	\$714.00	\$2,000		(\$2,000.00)	\$12,000		(\$12,000.00)	\$24,000		(\$24,000.00)	\$42,000	\$4,714.00	(\$37,286.00)	11.22%
Library	\$215	\$580.40	\$365.40	\$215		(\$215.00)	\$215		(\$215.00)	\$217		(\$217.00)	\$862	\$580.40	(\$281.60)	67.33%
Recreation Stoneham Oaks(Par 3)	\$34,000	\$55,499.00	\$21,499.00	\$13,000		(\$13,000.00)	\$0		\$0.00	\$29,237		(\$29,237.00)	\$76,237	\$55,499.00	(\$20,738.00)	72.80%
Unicorn Golf	\$188,000	\$215,493.00	\$27,493.00	\$40,000		(\$40,000.00)	\$0		\$0.00	\$141,310		(\$141,310.00)	\$369,310	\$215,493.00	(\$153,817.00)	58.35%
Stoneham Arena	\$53,000	\$95,370.00	\$42,370.00	\$140,000		(\$140,000.00)	\$125,000		(\$125,000.00)	\$222,114		(\$222,114.00)	\$540,114	\$95,370.00	(\$444,744.00)	17.66%
State Aid	\$2,342,589	\$2,375,334.00	\$32,745.00	\$1,905,257		(\$1,905,257.00)	\$2,616,016		(\$2,616,016.00)	\$1,905,257		(\$1,905,257.00)	\$8,769,119	\$2,375,334.00	(\$6,393,785.00)	27.09%
Meals Tax	\$73,750	\$83,105.06	\$9,355.06	\$73,750		(\$73,750.00)	\$73,750		(\$73,750.00)	\$73,750		(\$73,750.00)	\$295,000	\$83,105.06	(\$211,894.94)	28.17%
FEMA Reimb.	\$0	\$0.00	\$0.00	\$0		\$0.00	\$0		\$0.00	\$0		\$0.00	\$0	\$0.00	\$0.00	0.00%
District Court Fines	\$10,000	\$8,480.00	(\$1,520.00)	\$10,000		(\$10,000.00)	\$10,000		(\$10,000.00)	\$10,000		(\$10,000.00)	\$40,000	\$8,480.00	(\$31,520.00)	21.20%
Pension Reimbursement	\$0	\$0.00	\$0.00	\$0		\$0.00	\$0		\$0.00	\$0		\$0.00	\$0	\$0.00	\$0.00	0.00%
Other Departmental Revenues	\$4,612	\$5,608.02	\$996.02	\$4,612		(\$4,612.00)	\$4,612		(\$4,612.00)	\$4,612		(\$4,612.00)	\$18,448	\$5,608.02	(\$12,839.98)	30.40%
GENERAL FUND																
TOTAL REVENUES	\$14,618,215	15,736,841.45	\$1,118,626.45	\$14,038,884	\$0.00	(\$14,038,884.00)	\$16,650,642	\$0.00	#####	\$14,538,063	\$0.00	(\$14,538,063.00)	\$59,845,804	\$15,736,841.45	(\$44,108,962.55)	26.30%
SEWER FUND																
TOTAL REVENUES	\$1,430,220	\$1,349,607.63	(\$80,612.37)	\$1,430,220		(\$1,430,220.00)	\$1,430,220		(\$1,430,220.00)	\$1,430,220		(\$1,430,220.00)	\$5,720,880	\$1,349,607.63	(\$4,371,272.37)	23.59%
WATER FUND																
TOTAL REVENUES	\$1,147,556	\$1,188,827.94	\$41,271.94	\$1,147,557		(\$1,147,557.00)	\$1,147,557		(\$1,147,557.00)	\$1,147,557		(\$1,147,557.00)	\$4,590,227	\$1,188,827.94	(\$3,401,399.06)	25.90%

**TOWN OF STONEHAM
Budget vs Expenditures Summary
As of September 30, 2015**

PERSONNEL

OPERATING

TOTAL BUDGET

Depart. #	Department	PERSONNEL				OPERATING				TOTAL BUDGET			
		FY'16 Budget	Current Month Expended	Year-to-date Expended	% Used	FY'16 Budget	Current Month Expended	Year-to-date Expended	% Used	FY'16 Budget	Current Month Expended	Year-to-date Expended	% Used
114	Town Moderator	0	0.00	0.00	0.00%	220	0.00	0.00	0.00%	220	0.00	0.00	0.00%
122	Board of Selectmen	80,268	0.00	16,921.58	21.08%	10,000	0.00	326.64	3.27%	90,268	0.00	17,248.22	19.11%
123	Town Administrator	330,926	0.00	73,748.05	22.29%	42,500	0.00	14,493.20	34.10%	373,426	0.00	88,241.25	23.63%
132	Reserve Fund	0	0.00	0.00	0.00%	0	0.00	0.00	0.00%	0	0.00	0.00	0.00%
135	Town Accountant	188,119	0.00	41,106.26	21.85%	1,550	0.00	154.92	9.99%	189,669	0.00	41,261.18	21.75%
141	Assessors	126,264	0.00	28,304.02	22.42%	4,800	0.00	673.00	14.02%	131,064	0.00	28,977.02	22.11%
145	Town Treasurer	249,428	0.00	56,405.02	22.61%	18,350	0.00	1,315.25	7.17%	267,778	0.00	57,720.27	21.56%
151	Town Counsel	110,732	0.00	24,482.64	22.11%	6,725	0.00	0.00	0.00%	117,457	0.00	24,482.64	20.84%
155	Data Processing	109,175	0.00	27,464.14	25.16%	130,721	0.00	94,018.79	71.92%	239,896	0.00	121,482.93	50.64%
161	Town Clerk	119,992	0.00	26,554.92	22.13%	4,200	0.00	587.52	13.99%	124,192	0.00	27,142.44	21.86%
162	Elec. & Reg.	69,311	0.00	13,908.22	20.07%	18,100	0.00	2,095.91	11.58%	87,411	0.00	16,004.13	18.31%
172	Whip Hill park	0	0.00	0.00	0.00%	10,950	0.00	366.02	3.34%	10,950	0.00	366.02	3.34%
182	Planning/Appeals/Conserv.	41,543	0.00	10,157.36	24.45%	1,160	0.00	82.67	7.13%	42,703	0.00	10,240.03	23.98%
185	Economic & Community Dev.	68,224	0.00	15,082.36	22.11%	30,000	0.00	100.69	0.34%	98,224	0.00	15,183.05	15.46%
192	Public Property Maint.	500	0.00	0.00	0.00%	80,612	0.00	12,505.17	15.51%	81,112	0.00	12,505.17	15.42%
210	Police	3,554,075	0.00	752,091.72	21.16%	323,870	0.00	71,881.49	22.19%	3,877,945	0.00	823,973.21	21.25%
211	Traffic Directors	137,030	0.00	11,769.71	8.59%	4,500	0.00	0.00	0.00%	141,530	0.00	11,769.71	8.32%
212	Dispatchers	381,380	0.00	85,247.54	22.35%	17,440	0.00	4,263.69	24.45%	398,820	0.00	89,511.23	22.44%
220	Fire	2,716,616	0.00	639,360.42	23.54%	124,850	0.00	14,835.34	11.88%	2,841,466	0.00	654,195.76	23.02%
241	Building & Wire	182,822	0.00	42,519.24	23.26%	6,900	0.00	259.28	3.76%	189,722	0.00	42,778.52	22.55%
291	Civil Defense	2,000	0.00	333.34	16.67%	0	0.00	0.00	0.00%	2,000	0.00	333.34	16.67%
300	Schools	20,552,795	0.00	2,993,089.78	14.56%	5,250,721	0.00	1,232,754.51	23.48%	25,803,516	0.00	4,225,844.29	16.38%
397	Essex No Shore Agricultural	0	0.00	0.00	0.00%	300,000	0.00	0.00	0.00%	300,000	0.00	0.00	0.00%
398	Minuteman Voc.	0	0.00	0.00	0.00%	50,000	0.00	0.00	0.00%	50,000	0.00	0.00	0.00%
399	Northeast Reg. Voc.	0	0.00	0.00	0.00%	1,076,254	0.00	269,063.50	25.00%	1,076,254	0.00	269,063.50	25.00%
400	Public Works	738,719	0.00	148,594.90	20.12%	889,700	0.00	142,414.08	16.01%	1,628,419	0.00	291,008.98	17.87%
510	Board of Health	144,023	0.00	30,865.28	21.43%	5,140	0.00	3,696.29	71.91%	149,163	0.00	34,561.57	23.17%
541	Council on Aging	102,193	0.00	21,076.84	0.00%	33,500	0.00	5,212.12	15.56%	135,693	0.00	26,288.96	19.37%
543	Veterans Service	41,276	0.00	9,125.79	22.11%	177,700	0.00	41,455.87	23.33%	218,976	0.00	50,581.66	23.10%
610	Public Library	553,371	0.00	122,763.55	22.18%	207,850	0.00	34,928.68	16.80%	761,221	0.00	157,692.23	20.72%
630	Unicorn Golf Course	139,017	0.00	30,715.21	22.09%	275,850	0.00	114,194.65	41.40%	414,867	0.00	144,909.86	34.93%
631	Unicorn Rink	175,067	0.00	34,334.17	19.61%	259,280	0.00	58,800.74	22.68%	434,347	0.00	93,134.91	21.44%
710	Maturing Debt	0	0.00	0.00	0.00%	3,290,000	0.00	65,000.00	1.98%	3,290,000	0.00	65,000.00	1.98%
750	Interest	0	0.00	0.00	0.00%	1,367,919	0.00	289,562.50	21.17%	1,367,919	0.00	289,562.50	21.17%
911	Contributory	0	0.00	0.00	0.00%	5,135,261	0.00	5,135,261.00	100.00%	5,135,261	0.00	5,135,261.00	100.00%
912	Health Insurance	0	0.00	0.00	0.00%	8,058,126	0.00	1,815,810.14	22.53%	8,058,126	0.00	1,815,810.14	22.53%
918	Capital Equipment	0	0.00	0.00	0.00%	300,000	0.00	94,900.00	31.63%	300,000	0.00	94,900.00	31.63%
919	Unclassified	19,079	0.00	0.00	0.00%	1,416,000	0.00	691,002.14	48.80%	1,435,079	0.00	691,002.14	48.15%
920	Non-Departmental	0	0.00	0.00	0.00%	37,085	0.00	7,218.48	19.46%	37,085	0.00	7,218.48	19.46%
TOTAL GENERAL		30,933,945	0.00	5,256,022.06	16.99%	28,967,834	0.00	10,219,234.28	35.28%	59,901,779	0.00	15,475,256.34	25.83%
440	Sewer	665,877	0.00	153,323.60	23.03%	116,400	0.00	38,053.61	32.69%	782,277	0.00	191,377.21	24.46%
440	Intergovernmental	0	0.00	0.00	0.00%	4,474,659	0.00	1,328,766.00	29.70%	4,474,659	0.00	1,328,766.00	29.70%
710	Maturing Debt	0	0.00	0.00	0.00%	112,750	0.00	0.00	0.00%	112,750	0.00	0.00	0.00%
750	Interest	0	0.00	0.00	0.00%	0	0.00	0.00	0.00%	0	0.00	0.00	0.00%
TOTAL SEWER		665,877	0.00	153,323.60	23.03%	4,703,809	0.00	1,366,819.61	29.06%	5,369,686	0.00	1,520,143.21	28.31%
450	Water	571,558	0.00	137,743.71	24.10%	218,650	0.00	2,259.18	1.03%	790,208	0.00	140,002.89	17.72%
440	Intergovernmental	0	0.00	0.00	0.00%	3,381,301	0.00	1,014,390.30	30.00%	3,381,301	0.00	1,014,390.30	30.00%
710	Maturing Debt	0	0.00	0.00	0.00%	273,636	0.00	3,500.00	1.28%	273,636	0.00	3,500.00	1.28%
750	Interest	0	0.00	0.00	0.00%	0	0.00	0.00	0.00%	0	0.00	0.00	0.00%
TOTAL WATER		571,558	0.00	137,743.71	24.10%	3,873,587.00	0.00	1,020,149.48	26.34%	4,445,145	0.00	1,157,893.19	26.05%

32,171,380

37,545,230

69,716,610



OFFICE OF THE GOVERNOR
COMMONWEALTH OF MASSACHUSETTS
STATE HOUSE • BOSTON, MA 02133
(617) 725-4000

CHARLES D. BAKER
GOVERNOR

KARYN E. POLITO
LIEUTENANT GOVERNOR

September 30, 2015

Dear Mr. Thomas Boussy,

Congratulations! I am pleased to notify you that the Town of Stoneham has been awarded a Sustainable Materials Recovery Program grant of \$1,250. I want to thank you for your commitment to reducing waste and increasing recycling for the benefit of our communities and the environment.

Enclosed you will find further instructions from the Department of Environmental Protection on next steps. Please feel free to contact Tina Klein at (617) 292-5704 if you have any questions.

Governor Charles D. Baker

Lt. Governor Karyn E. Polito

Handwritten signature of Charles D. Baker in black ink.

Handwritten signature of Karyn E. Polito in black ink.



Commonwealth of Massachusetts
Executive Office of Energy & Environmental Affairs

Department of Environmental Protection

One Winter Street Boston, MA 02108 • 617-292-5500

Charles D. Baker
Governor

Karyn E. Polito
Lieutenant Governor

Matthew A. Beaton
Secretary

Martin Suuberg
Commissioner

September 30, 2015

Mr. Thomas Boussy
Chair, Board of Selectmen
Town of Stoneham
35 Central Street
Stoneham, MA 02180

Dear Mr. Boussy,

Congratulations! It is my pleasure to inform you that the Massachusetts Department of Environmental Protection (MassDEP) has awarded the Town of Stoneham a Sustainable Materials Recovery Program Municipal Grant. The Town of Stoneham will receive up to \$1,250 for a Small-Scale Initiative.

Please note, awards for the following grant categories are being evaluated (Mattress Recycling Initiative, SMART/PAYT, Curbside Recycling/Food Waste Carts, Drop-off Equipment, School Recycling Assistance, Waste Reduction Enforcement Coordinator, Waste Reduction Projects, Organics Capacity Projects) and will be announced separately.

The Sustainable Materials Recovery Program (SMRP) was created under 310 CMR 19.300-303 and the Green Communities Act, which directs a portion of the proceeds from the sale of Waste Energy Certificates to recycling programs approved by MassDEP. The SMRP solicitation, issued April 1, 2015, offered funding to cities, towns and regional entities - as well as certain non-profit organizations that provide services to them - for recycling, composting, reuse and source reduction activities that will increase diversion of municipal solid waste and household hazardous waste from disposal.

The terms and conditions of your grant are outlined in the attached document, which contains key dates and deadlines specific to your award. This information has also been provided to the municipal recycling contact copied below. Should you have any questions, please call Tina Klein at (617) 292-5704.

Thank you for your commitment to advancing recycling and waste reduction in Massachusetts. Together our efforts will reduce greenhouse gas emissions, conserve natural resources and save energy, while also supporting jobs and reducing disposal costs for waste generators and municipalities.

Sincerely,

Martin Suuberg
Commissioner

cc: Robert Grover, DPW Director



Checklist for Small-Scale Initiatives Grant Award

Instructions:

- Note the following deadlines and requirements for this grant.
- Return an original signed copy of the Grant Agreement (sent to the municipal Recycling Contact) to Emily Martin, MassDEP no later than Feb. 1, 2016.
- Do not expend funds for which you intend to seek grant reimbursement until AFTER a Grant Agreement has been executed.

All funds must be spent and invoices received by MassDEP by June 30, 2016.

STEP ONE: Use of Grant Funds

A copy of the Grant Agreement has been sent to the municipal Recycling Contact copied on the enclosed award letter. Section 6 of the Grant Agreement lists pre-approved uses of Small Scale Initiative grant funds. If your municipality intends to spend its grant funds on an item or service not listed in Section 6, you must contact Emily Martin (contact info below) to obtain approval for the proposed use of funds, prior to returning the Grant Agreement.

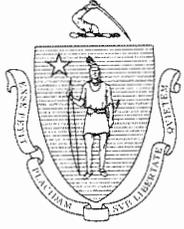
STEP TWO: Grant Agreement

The Grant Agreement must be signed by one of the individuals listed on page 1 of the Authorized Signatory Listing form, which your municipality filed with MassDEP. For reference, a copy of your Authorized Signatory Listing has been sent to the municipal Recycling Contact. If the person(s) listed on the form has changed (for example, a new Mayor has been elected), the municipal official with the same title may sign the Grant Agreement. A new Authorized Signatory Listing form IS NOT REQUIRED. The signed original Grant Agreement must be returned to the address listed below no later than February 1, 2016.

Contact Emily Martin with any questions: 617-348-4004 or Emily.Martin@state.ma.us

Return completed documents to:

Emily Martin
MassDEP, Municipal Waste Reduction
One Winter Street, 7th Floor
Boston, MA 02108



The Commonwealth of Massachusetts
Executive Office for Administration and Finance
Division of Capital Asset Management and Maintenance
One Ashburton Place

CHARLES D. BAKER
GOVERNOR

KARYN E. POLITO
LIEUTENANT GOVERNOR

Boston, Massachusetts 02108

Tel: (617) 727-4050

Fax: (617) 727-5363

KRISTEN LEPORE
SECRETARY
ADMINISTRATION & FINANCE

CAROL W. GLADSTONE
COMMISSIONER

September 29, 2015

Mr. Thomas Boussy, Chair
Board of Selectmen
Town of Stoneham
35 Central Street
Stoneham, Massachusetts 02180

RE: Commonwealth's Search for Lease Space

Dear Mr. Boussy:

We wish to notify you that the Division of Capital Asset Management and Maintenance has issued a Request for Proposals (RFP) seeking to lease space in your community for a state agency, as noted below:

User Agency:	Alcoholic Beverages Control Commission
Space Type:	Office
Usable Sq. Ft. (USF):	Approximately 6,700
Location:	Boston, Braintree, Cambridge, Chelsea, Malden, Medford, Quincy, Somerville, Stoneham, or Woburn, all as further defined in Map Attachment C-5
Project Number:	201597000.1

The deadline for submission of proposals is October 30, 2015 at 2:00 p.m. The RFP can be viewed at www.commbuys.com under "Contract & Bid Search." Please see the enclosed instructions to locate the RFP. You may also email leasing.dcammm@state.ma.us or call 857-204-1355 to request a copy of the RFP, referencing the agency name and project number in your request.

Sincerely,

Martha Goldsmith
Director, Office of Leasing and State Office Planning

Enclosure

cc: Project File 201597000.1
David Abdo, DCAMM



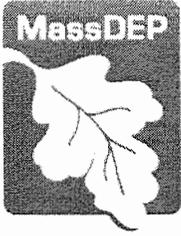
COMMBUYS Instructions

How to Find a Commonwealth DCAMM RFP or IFP to Lease Space

Please Note:

while COMMBUYS refers to "bids" for all solicitations on its web site, DCAMM is seeking proposals to lease space

- Go to <http://www.commbuys.com>
- Ignore the REGISTER link and the LOGIN and PASSWORD fields (proposals to lease space cannot be submitted online)
- Click on **Contract & Bid Search**
- Click the circle to the left of **Bids**
- Ignore Bid #, find **Bid Description** and enter the RFP or IFP Project Number in the white text box to the right
- Click the **Find It** button
- Under **Results**, click the link listed under the first column (Bid #)
- The **Bid Solicitation** details will be shown; review and/or print this page
- Find the **File Attachments** row and click on each document listed to save or open it



Commonwealth of Massachusetts
Executive Office of Energy & Environmental Affairs

Department of Environmental Protection

One Winter Street Boston, MA 02108 • 617-292-5500

Charles D. Baker
Governor

Karyn E. Polito
Lieutenant Governor

Matthew A. Beaton
Secretary

Martin Suuberg
Commissioner

September 18, 2015

Mr. Thomas Boussy
Chair, Board of Selectmen
Town of Stoneham
35 Central Street
Stoneham, MA 02180

Dear Mr. Boussy,

Thank you for your request for assistance through MassDEP's FY16 In-Kind Technical Assistance application. The Department is pleased to be able to provide your community with up to 80 hours of hands-on assistance for the project entitled Develop Plan for Permanent Household Hazardous Waste Facility. The person assigned to provide this assistance is Carolyn Dann who serves as MassDEP's Municipal Assistance Coordinator for your region.

Carolyn Dann will contact your municipality's designated recycling contact (copied below) to arrange a meeting to develop a scope of work and project deliverables. Upon completion, MassDEP will make the results of your project and/or its deliverables available to interested municipal officials so they may learn from your community's efforts to reduce waste and increase recycling in the Commonwealth.

The Department applauds your commitment to maximizing the efficiency and effectiveness of your municipal recycling program and looks forward to working with you.

Sincerely,

Greg Cooper
Division Director – Bureau of Air and Waste

ecc: Robert Grover, DPW Director
Carolyn Dann, Municipal Assistance Coordinator



September 24, 2015

The Honorable Thomas Boussy
Chairman, Stoneham Board of Selectmen
Stoneham Town Hall
35 Central Street
Stoneham, MA 02180

Dear Chairman Boussy:

Thank you for the Town's continual dialogue regarding the proposed Woburn-Wakefield Line Project ("Project"). As discussed at our most recent meeting on August 14, 2015, we value your input as we pursue the least disruptive and most beneficial solution that addresses transmission system reliability and the Greater Boston region's growing electrical demand. As you know, Eversource actively sought community input on the proposed Project and route design, listened to suggestions and concerns, and analyzed the suggested design changes based on local feedback and concerns. We understand projects of this type are challenging, but we are confident that our Project plan minimizes impact and maximizes benefit. In fact, this Project brings significant benefit to Stoneham, including hundreds of thousands in annual local property tax revenues, the creation of hundreds of area jobs during construction, and energy cost savings.

Having a reliable electric delivery system is vital to serving our basic daily needs and supports economic growth in both Stoneham and the surrounding region. As we have previously discussed, our proposed transmission projects respond to system-wide electric reliability and capacity needs, as determined by the independent power system operator for New England, ISO-New England. The proposed Woburn-Wakefield Line Project is a critical part of a 40+ project solution-set that will provide the residents and businesses of Stoneham, along with their neighbors in towns and cities across the Greater Boston area, more reliable and less costly power. By addressing the reliability needs and minimizing system constraints, this suite of projects will strengthen the region's electric system and save Massachusetts electricity customers hundreds of millions of dollars per year. Until these projects are built, Massachusetts consumers will continue to pay higher energy costs.

Eversource will proceed to file an application with the Massachusetts Energy Facilities Siting Board (EFSB) identifying the Montvale Ave./Main St. route as the "preferred" Project route, as it is the most effective and efficient means to address the identified reliability need. As part of the EFSB's approval process, we must also identify a "noticed" alternative route that is geographically distinct from the "preferred" route. We identified the "Southern Route"

(Forest/Marble/Green/Water St.) as the “Noticed Alternative Route” for our Petition. More about route selection is detailed in the Appendix.

We firmly acknowledge that transmission projects of this type require a great deal of coordination, collaboration and open communication. That is what we have endeavored to do, including more than a dozen forums with Stoneham’s elected leaders, department staff, and the public. We will continue our efforts to address any concerns and questions expressed by stakeholders, find solutions, and provide timely Project information. We will ensure that potential community impacts are managed effectively using the following proactive methods and we welcome your feedback on any other suggestions that may improve our Project communications:

- We will take a very hands-on, individualized approach to protect the interests of potentially impacted customers during the construction and restoration phases of the Project. We will meet with residents, business owners and municipal officials before, during, and after construction is complete to respond to their concerns and answer questions.
- We will host pre-construction briefings with municipalities, business owners and other stakeholders to outline the construction process, key milestones and expected timelines, and will work with each, as needed, to mitigate Project impacts.
- We will work directly with town officials to develop an effective traffic management plan to minimize construction impacts on local traffic.
- We will work with each business and/or property owner along the route to ensure continued access to their facilities.
- We will take into consideration community impacts, events and other local activities when proposing work hours and activities in key areas of town.
- Areas disturbed by construction activities will be restored to the same or better condition.
- The Project website will continue to provide an overview of the Project, timely project updates, route maps, and contact information.
- A dedicated, toll-free phone line is available for the general public to ask questions, voice concerns, or express ideas about the Project and construction activities. Our commitment is to respond to all requests promptly.

- We will keep municipal officials updated on upcoming construction activities with regular email updates.
- Pamphlets, letters or postcards will be periodically mailed, or hand-delivered, to business owners and abutting property owners to keep them apprised of milestone construction activities.
- When working in the public domain, Project workers and their vehicles/equipment will display proper markings to be identifiable to business owners, the public and motorists at job sites.

Beyond these steps, Eversource is open to discussing any practical construction impact mitigation idea that will help to address community concerns and avoid undue inconvenience to town residents and business owners (our customers), and we are willing to enter into a “Host Community Agreement” with Stoneham detailing our agreed-upon construction impact mitigation measures.

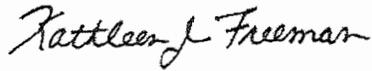
As we move forward in our continued discussions, there are a few indisputable realities to keep in mind:

- The proposed Project is a reliability project serving an essential public need and is not a discretionary private project.
- The Project is needed to ensure compliance with applicable federal and regional transmission system reliability standards for the electric delivery system serving the Greater Boston area, including Stoneham.
- Currently, Stoneham does not have any transmission facilities in town and relies on the transmission facilities located in neighboring towns to meet its local electric demand.
- There is no practicable way to avoid a Project route through Stoneham in order to make the necessary transmission line connection from the Woburn Substation to the Wakefield Junction Substation.
- In order to construct the Project to address the reliability need, allow Stoneham business owners, residents and other customers to begin realizing the aforementioned Project benefits, and meet the in-service schedule approved by ISO-NE, Eversource could no longer delay its Petition filing.

Eversource wants you and the Stoneham community to know that we are committed to being a good neighbor and a responsible provider of the power that is essential for the daily needs of Stoneham residents, business owners, and municipal operations.

We would like to continue our discussions with you, and other Stoneham town officials as desired, to address any additional questions or concerns you may have about the Project. We look forward to that next opportunity.

Sincerely,



Kathleen J. Freeman
Director, Greater Boston Transmission Projects

Cc:
The Honorable Charles Baker, Governor
U.S. Representative Katherine Clark
State Senator Jason Lewis
State Representative Michael Day
Secretary Stephanie Pollack
Commissioner Martin Suuberg
Stoneham Board of Selectmen

Attachment: Route Selection

ATTACHMENT – Route Selection

The following provides a summary of meetings conducted with Stoneham Town Officials, the community, and/or related parties to discuss the proposed Project, preferred and alternative routes, and routing process:

October 22, 2014: Stoneham Town Manager
February 24, 2015: Stoneham DPW
March 4, 2015: Stoneham Town Manager and DPW
March 18, 2015: Stoneham Bike Path/Conservation Agent
March 24, 2015: Stoneham Board of Selectmen and public attendees ***
April 17, 2015: Stoneham Board of Selectmen and public attendees***
April 24, 2015: Stoneham Board of Selectmen ***
April 28, 2015: Public Open House (Stoneham) ***
May 6, 2015: Stoneham Board of Selectmen
May 18, 2015: Public Open House (Stoneham) ***
June 26, 2015: Stoneham Board of Selectmen, Sen. Lewis, Rep. Day and public attendees ***
August 14, 2015: Stoneham Board of Selectmen, Sen. Lewis, Rep. Day and public attendees ***
*** Denotes a public meeting

As previously discussed, and most recently presented at our August 14, 2015, meeting, when establishing a route for a new transmission line, Eversource must balance three basic principles:

- reliability need, including timeframe to meet that need,
- constructability, including cost, and
- environmental impacts, including community impacts.

Eversource actively sought community input on the proposed Project and route design, listened to suggestions and concerns, and analyzed the suggested design changes based on the principles listed above.

In our Project evaluation and deliberations with Stoneham, we have been responsive to local feedback and concerns. In fact, we moved our Petition filing date from May to September in order to accommodate continued discussions with the Town, re-analyzed a variety of potential routes and variations, and expanded our routing analysis to consider longitudinal highway routes.

Our highway routing analysis, coupled with an evaluation of the MassDOT policies, which govern state-controlled rights-of-way, and consultations with the MassDOT, preclude any highway route option from consideration. Some of the findings from our analysis include:

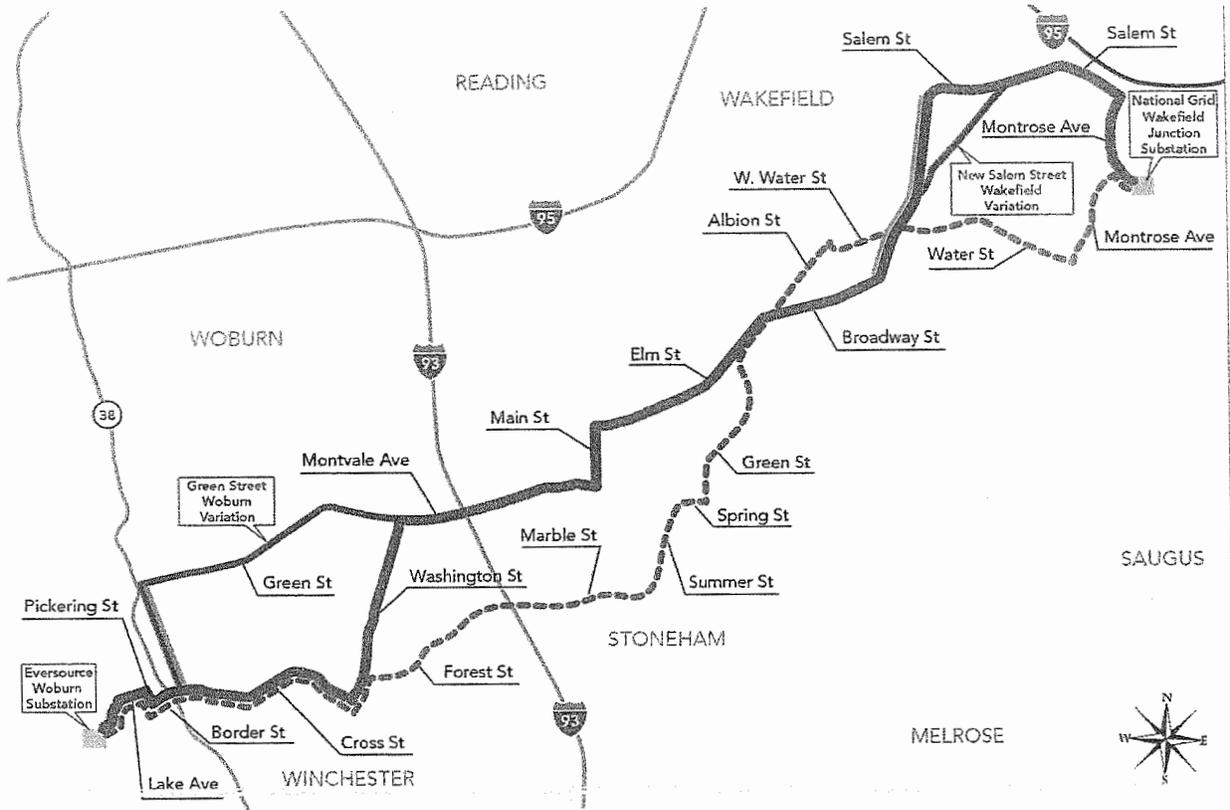
- technical challenges, including limited work space due to no useable median, narrow shoulders with concrete barriers, no breakdown lanes, and tightly-spaced entrance and exit ramps;
- geographical impediments, including sections along highway roadside with rock outcrops and ledge, and sections where the highway is countersunk into bedrock;

- sound walls along sections of the southern boundary of I-95 which leave no room for installation of access roads or other facilities;
- the need to acquire easement rights from multiple adjacent private property owners to allow access to the highway;
- the need to clear the relatively thick vegetated buffer between developed residential areas and the highway;
- high cost; and,
- safety concerns related to the construction, operation and maintenance of the cables.

This analysis was reviewed and corroborated by an independent industry expert.

Over twenty (20) different routes and route variations were analyzed. Based on the principles listed above, the Montvale Ave./Main St. route has been determined to be the most effective and efficient means to address the identified reliability need, and has been identified as our “preferred” route for the Project. As part of the Energy Facility Siting Board’s approval process, we must also identify a “noticed” alternative route that is geographically distinct from the “preferred” route. Based on the same principles, we identified the “Southern Route” (Forest/Marble/Green/Water St.) as the “Noticed Alternative Route” for our Petition filing. (See map on next page.)

At the Town’s request, we took the Tri-Community Greenway (bike path) route option off the table for consideration. As you know, this route option would provide a means to avoid the Montvale Ave./Main St. area. Had the Town not requested its removal, Eversource would have been open to including this option as a “noticed variation” in our Petition.



Francis J. Carino
7 Carol Street
Stoneham, MA 02180
617-257-0436

To: Board of Selectmen:

In front of City Hall there is a Korean Memorial dedicated to those brave men who willingly fought for their country. As a Korean veteran myself, I find myself drawn to the Memorial and often reflect back on my time spent in the Marines. I served in the Marine Corps for nine years (1948 to 1957). During that period August of 1951 through August 1952 I was attached to the 1st Marine Battalion in the 1st Marine Division as an antitank-assault infantry unit team leader. I willingly fought with many brave men would so again for my country. I believe (and hope you will agree with me) that based on the above, my name should also appear on the Memorial. I hope that you will take the time to review this letter-and please feel free to review my Marine records and as a result, will add my name to the Memorial. I have lived in Stoneham since 1978 when I built a house on Carol Street.

SSGT. Francis J. Carino

Honorable Discharge

SEMPER FIDELIS



FIDELI GERTIA MERCES

from the Armed Forces of the United States of America

This is to certify that

FRANCIS CARINO 661 351

was Honorably Discharged from the

United States Marine Corps

on the —21st— *day of* —FEBRUARY 1957— *This certificate is awarded*

as a testimonial of Honest and Faithful Service

W. J. PIPER JR.

Colonel, U.S. Marine Corps

Authority for discharge Paragraph 10258 Marine Corps Manual

Enlisted at Norfolk, Virginia on the 22nd day of
February, 1951, to serve 6 years

Previous service: 2 February 1948 - 21 February 1951

Rank held on discharge: Staff Sergeant 1 March 1952
(Date of Rank)

Military Occupational Specialty: 3537

Service (sea, foreign, battles, engagements, expeditions): 31 August 1951 - 20 March 1952

Operations against enemy forces in south and central Korea

21 March 1952 - 9 August 1952 Participated in action against the

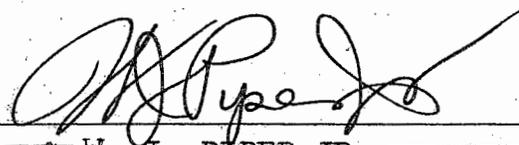
enemy (Communist Forces) on the Western Korean front

Service number: 661351

Organization: Marine Barracks, Naval Base

Place of discharge: Newport, Rhode Island

I certify that the above is correct according to the service records.



W. J. PIPER JR.
Colonel, U.S. Marine Corps

NPR card opened 2/22/51 by the undersigned.

L. P. Gram
LTC, USMC, Deputy of
W. SANDUSKY
MAJOR, USMC
SYM. NO. 53-478

Honorable Discharge

SEMPER FIDELIS



FIDELI CERTA MERGES

from the Armed Forces of the United States of America

This is to certify that

FRANCIS CARINO

was Honorably Discharged from the

United States Marine Corps

on the 21st *day of* February 1951 *This certificate is awarded*

as a testimonial of Honest and Faithful Service

H. C. Mahan

H. C. MAHAN

Major, U.S. Marine Corps Reserve

Authority for discharge Par 10258, MCM, Vol. I Expiration of Enlistment
Enlisted at DRS, Boston, Massachusetts on the 2nd day of
February, 1948, to serve Three (3) years
Born 22 August, 1927 at Boston, Massachusetts
When enlisted was Sixty-nine ^(Date and Place) inches high, with Brown eyes, Black hair,
complexion: Ruddy marital status: Single citizenship: U. S.
Previous service: None

Rank held on discharge: Sergeant 8Jan51 30Nov50
^(Date of Promotion) ^(Date of Rank)
Weapons qualifications: Rifle Sharpshooter - 28Oct49 - 211

Military Occupational Speciality: Anti Tank - Assault Infantry Unit Leader 0337-
^(Job Title) ^(Primary SSN)
Other special qualifications: Tractor Equipment Operator - 1361

Service (sea and foreign): USS CAMBRIA (APA-36) - 3Aug48-24Aug48. USS
PHILIPPINE SEA (CV-47) - 3Jan49-24May49. USS FREMONT (APA-44) -
25Aug49-3Sep49 and 7Sep49-4Oct49

Wounds received in service: None
Battles, engagements, skirmishes, expeditions: None

Remarks: Issued Honorable Discharge Button and NAVMC 112A-PD. Awarded
GC Medal for prd 2Feb48-1Feb51. GC Medal (Bar 1) prd commences 2Feb-
51. Retained 20 days CofG in accordance with ALNAV 72 dtd 28Jul50.
PEBD - 2Feb48

Character of service excellent. Service number 661351
Monthly rate of pay when discharged \$124.95
Paid travel allowance \$ \$29.20 for the distance
from Norfolk, Virginia to Revere, Massachusetts
and paid \$ \$232.18 in full to date of discharge.

Signature of marine: Francis Caruso
Organization: MD, USNRetC, NB, Norfolk 11, Virginia
Place of discharge: MD, USNRetC, NB, Norfolk 11, Virginia
I certify that this is the actual print of the right index finger of the man herein
named.



H. C. MAHAN, Major

U. S. M. C. R.

H. C. MAHAN
Major, USMCR., Commanding Officer.

H. C. MAHAN
Major, USMCR.

LEGEND: Insert N/A to the items below which are not applicable

PERSONAL DATA	1. LAST NAME - FIRST NAME - MIDDLE NAME CARINO, Francis (n)		2. SERVICE NUMBER 661351		3a. GRADE, RATE OR RANK S/Sgt		b. DATE OF RANK (Day, Month, Year) 1 Mar 52					
	4. DEPARTMENT, COMPONENT AND BRANCH OR CLASS USMC		5. PLACE OF BIRTH (City and State or Country) Boston, Mass.			6. DATE OF BIRTH		DAY 22	MONTH Aug	YEAR 27		
	7a. RACE Cauc	b. SEX Male	c. COLOR HAIR Black	d. COLOR EYES Brown	e. HEIGHT 71"	f. WEIGHT 187	g. U.S. CITIZEN <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		9. MARITAL STATUS Married			
10a. HIGHEST CIVILIAN EDUCATION LEVEL ATTAINED High School - 2		b. MAJOR COURSE OR FIELD Unk										
TRANSFER OR DISCHARGE DATA	11a. TYPE OF TRANSFER OR DISCHARGE Discharge			b. STATION OR INSTALLATION AT WHICH EFFECTED MARBKS, NAVBASE, NEWPORT, R.I.								
	c. REASON AND AUTHORITY 202 - Expiration of Enlistment. Para 10258 MCM						d. EFFECTIVE DATE	DAY 21	MONTH Feb	YEAR 57		
12. LAST DUTY ASSIGNMENT AND MAJOR COMMAND MarBks, NavBase, Newport, R.I.			13a. CHARACTER OF SERVICE Honorable			d. TYPE OF CERTIFICATE ISSUED DD 217MC DD 256MC						
SELECTIVE SERVICE DATA	14. SELECTIVE SERVICE NUMBER N/A		15. SELECTIVE SERVICE LOCAL BOARD NUMBER, CITY, COUNTY AND STATE N/A				16. DATE INDUCTED					
	17. DISTRICT OR AREA COMMAND TO WHICH RESERVIST TRANSFERRED N/A											
SERVICE DATA	18. TERMINAL DATE OF RESERVE OBLIGATION		19. CURRENT ACTIVE SERVICE OTHER THAN BY INDUCTION				b. TERM OF SERVICE (Years)		c. DATE OF ENTRY			
	DAY	MONTH	YEAR	a. SOURCE OF ENTRY <input type="checkbox"/> ENLISTED (First Enlistment) <input type="checkbox"/> ENLISTED (Prior Service) <input checked="" type="checkbox"/> REENLISTED <input type="checkbox"/> OTHER:				six (6)		DAY	MONTH	YEAR
	N/A								22		Feb	51
	20. PRIOR REGULAR ENLISTMENTS One (1)		21. GRADE, RATE OR RANK AT TIME OF ENTRY INTO CURRENT ACTIVE SERVICE Sergeant		22. PLACE OF ENTRY INTO CURRENT ACTIVE SERVICE (City and State) Norfolk, Virginia							
	23. HOME OF RECORD AT TIME OF ENTRY INTO ACTIVE SERVICE (Street, RFD, City, County and State) 148 Squires Road Revere, Suffolk, Massachusetts			24. STATEMENT OF SERVICE								
	25a. SPECIALTY NUMBER AND TITLE 3537-Truckmaster			b. RELATED CIVILIAN OCCUPATION AND D. O. T. NUMBER 1-18.61 Dispatcher, Mtr Veh (Clerical)			a. CREDITABLE FOR BASIC PAY PURPOSES			YEARS	MONTHS	DAYS
							(1) NET SERVICE THIS PERIOD			6	0	0
						(2) OTHER SERVICE			3	0	20	
						(3) TOTAL (Line (1) + line (2))			9	0	20	
						b. TOTAL ACTIVE SERVICE			9	0	20	
						c. FOREIGN AND/OR SEA SERVICE			1	0	14	
26. DECORATIONS, MEDALS, BADGES, COMMENDATIONS, CITATIONS AND CAMPAIGN RIBBONS AWARDED OR AUTHORIZED Good Conduct Medal w/** Korean Service Medal w/** National Defense Service Medal Korean PUC U.N. ServMed PUC w/** Navy Unit Commendation												
27. WOUNDS RECEIVED AS A RESULT OF ACTION WITH ENEMY FORCES (Place and date, if known) N/A												
28. SERVICE SCHOOLS OR COLLEGES, COLLEGE TRAINING, COURSES AND/OR POST-GRADUATE COURSES SUCCESSFULLY COMPLETED												
SCHOOL OR COURSE			DATES (From - To)			MAJOR COURSES			OTHER SERVICE TRAINING COURSES SUCCESSFULLY COMPLETED			
2nd Mar Div, FMF, CLNC NCO Ldshp Crse MT Scol, CLNC			6 Jun-25 Jun 53 2 Sep-19 Dec 53			Leadership MT NCO Crse #3			VBC N/A			
VA DATA	30a. GOVERNMENT LIFE INSURANCE IN FORCE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				b. AMOUNT OF ALLOTMENT N/A				c. MONTH ALLOTMENT DISCONTINUED N/A			
	31a. VA BENEFITS PREVIOUSLY APPLIED FOR (Specify type) N/A				b. VA CLAIM NUMBER N/A				c. N/A			
AUTHENTICATION	32. REMARKS Recommended for Reenlistment Good Conduct Medal Period Commences 2 February 1957 (4th Award) BNT MOP \$100. MOP#42 dtd 2/21/57 AOT 52 06892 R. B. COMEAU, LT, SC USN											
	33. PERMANENT ADDRESS FOR MAILING PURPOSES AFTER TRANSFER OR DISCHARGE (Street, RFD, City, County and State) Somerville, Mass. 107 Jacques Street						34. SIGNATURE OF PERSON BEING TRANSFERRED OR DISCHARGED <i>Francis Carino</i>					
	35a. TYPED NAME, GRADE AND TITLE OF AUTHORIZING OFFICER EARL W THOMPSON Major USMC PRO						34. SIGNATURE OF OFFICER AUTHORIZED TO SIGN <i>Earl W Thompson</i>					



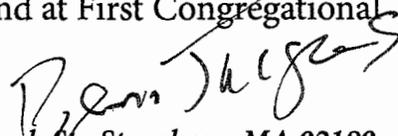
175 *in* 2015
C e l e b r a t i o n

Join us in celebrating the 175th Anniversary
of Stoneham's First Church

We cordially invite you to be our guests:

Sunday, Oct. 18—Special Commemorative Service, 175 years after the dedication of the 1840 church. All are invited. 10 a.m. Bell ringing begins at 9 a.m.

Saturday, Oct. 24 — The renowned Boston Saengerfest Men's Chorus in an Anniversary concert. Sixty-member chorus performs American songs. \$20 donation ticket. Benefiting the Preservation Fund at First Congregational Church. Call 781-438-0097.



First Congregational Church, 1 Church St., Stoneham, MA 02180

Come Celebrate!

20th Anniversary
of the Community Dinners Program
1995-2015

Tuesday, October 27, 7 PM

Dessert, Music, PowerPoint Presentation

Fellowship Hall

First Congregational Church in Stoneham

RSVP to Team Leaders or Becky Jacques at 781-438-5596

Sinclair, Erin

From: gardengal@copper.net
Sent: Thursday, October 01, 2015 4:27 PM
To: Sinclair, Erin
Subject: Fwd: Historical Commission resignation

Erin: FYI. Could you include the HC the next time you run an ad?

--- Begin forwarded message:

From: "Margaret O. Warren"
To: "msagarino@ci.stoneham.ma.us" , "gardengal@copper.net"
Subject: Historical Commission resignation
Date: Thu, 1 Oct 2015 17:05:00 +0000

Dear Maria,

With deep regret because of our family move to Medford, I must resign my membership on the Historical Commission, effective immediately. It has been a real pleasure serving for almost eight years and I will miss being on the Commission.

Best, Margaret Warren



September 2, 2015

Dear Recipient of the 2015-16 Massachusetts Municipal Directory,

Due to an error in our prepress department, solid black dots appeared on the map where numbers identifying the Congressional Districts should have been. This is a printer error and should in no way reflect upon the Publisher.

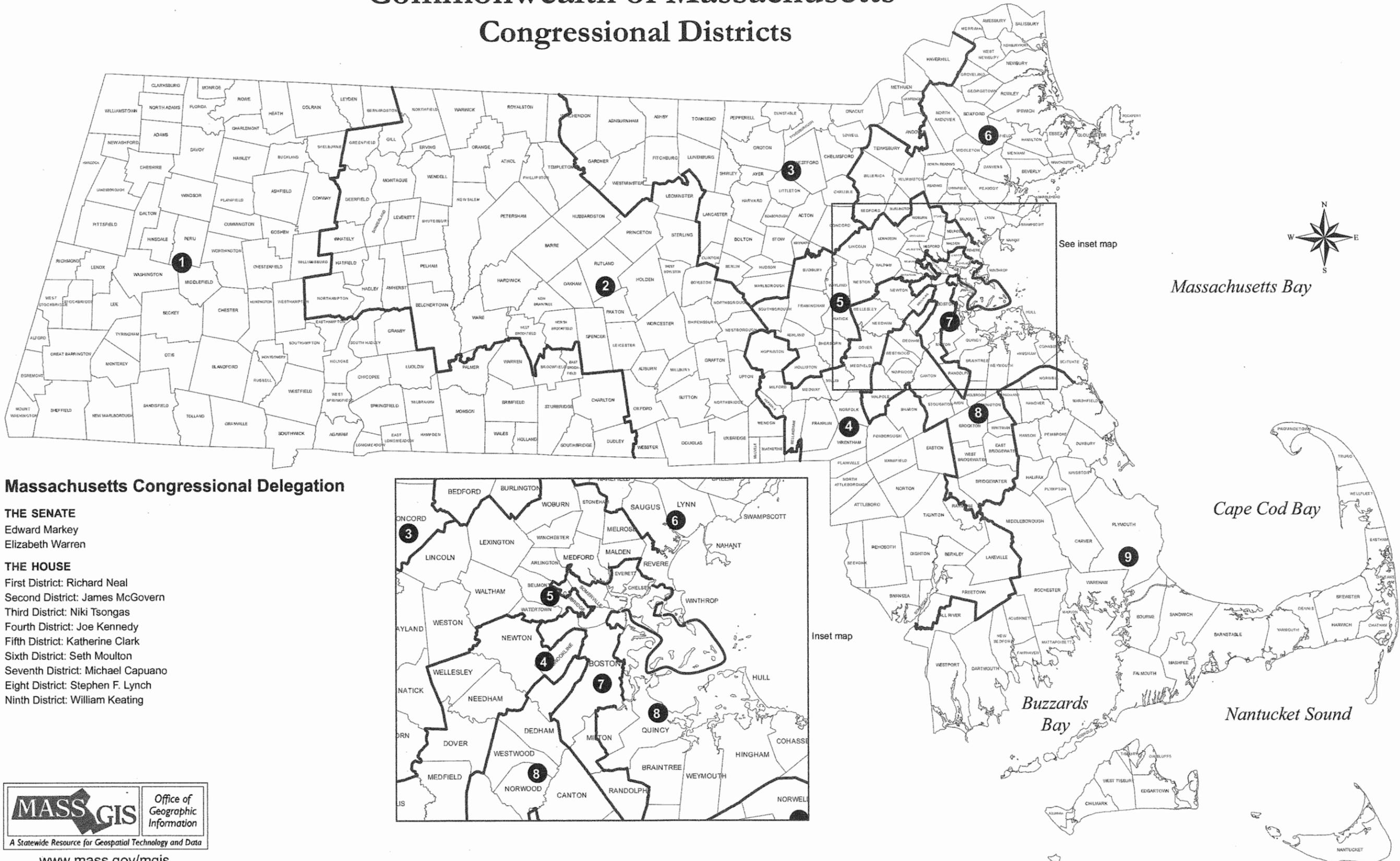
Enclosed please find a corrected map. We apologize for this error and any inconvenience it may have caused.

Thank you,

Dartmouth Printing Company

Commonwealth of Massachusetts

Congressional Districts



Massachusetts Congressional Delegation

THE SENATE

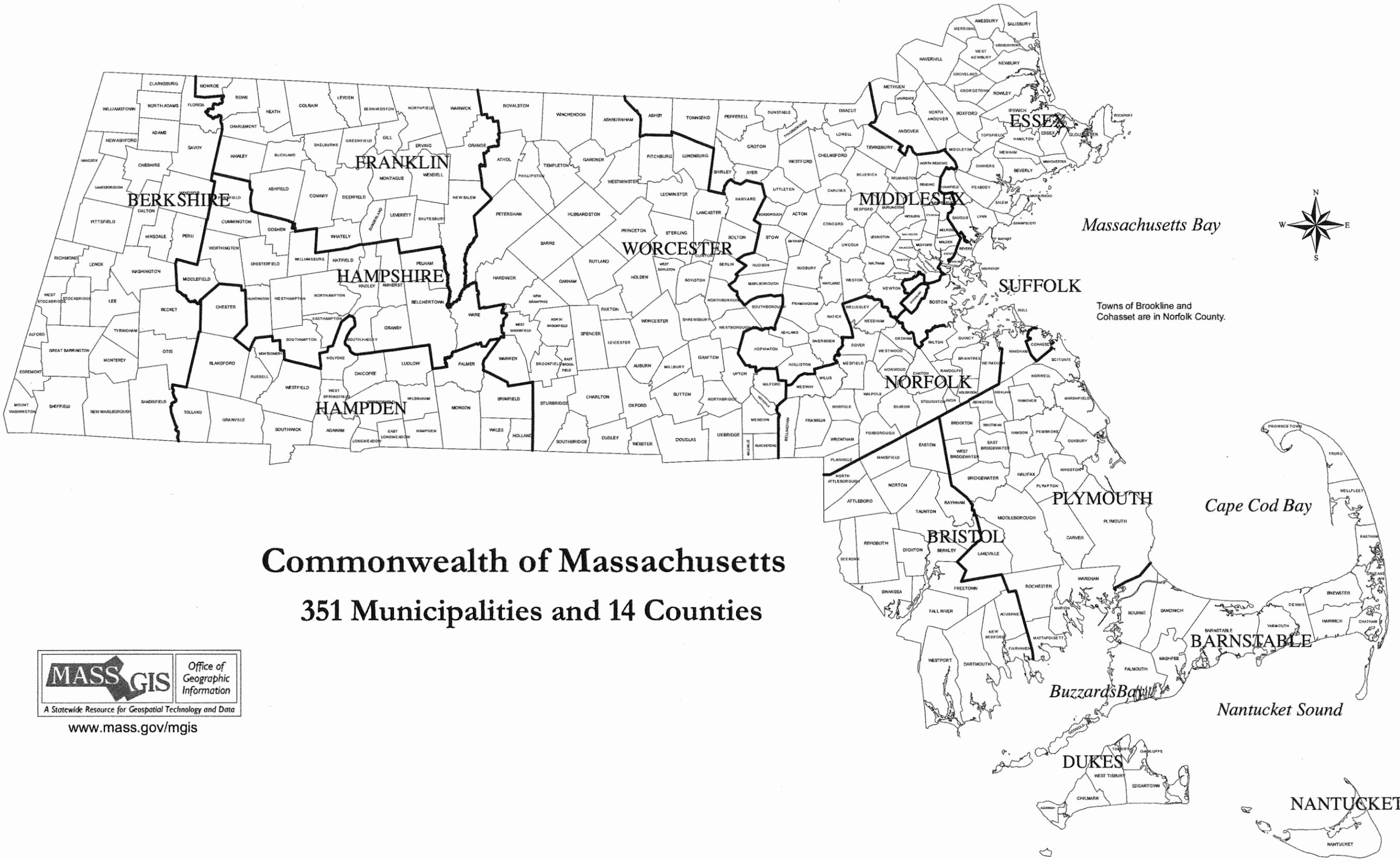
Edward Markey
Elizabeth Warren

THE HOUSE

First District: Richard Neal
 Second District: James McGovern
 Third District: Niki Tsongas
 Fourth District: Joe Kennedy
 Fifth District: Katherine Clark
 Sixth District: Seth Moulton
 Seventh District: Michael Capuano
 Eighth District: Stephen F. Lynch
 Ninth District: William Keating



www.mass.gov/mgis



Commonwealth of Massachusetts

351 Municipalities and 14 Counties



www.mass.gov/mgis

Towns of Brookline and Cohasset are in Norfolk County.

STONEHAM
THEATRE

Weylin Symes
PRODUCING ARTISTIC DIRECTOR

Debra Rafson
MANAGING DIRECTOR

September 21, 2015

Mr. Thomas Boussy
Stoneham Board of Selectman
35 Central Street, 2nd Floor
Stoneham, MA 02180

Dear Tom,

From October 22, 2015 through November 8, 2015, Stoneham Theatre will present the Boston Area Premiere of *Luna Gale*. *Luna Gale* is an unforgettable story of Peter and Karlie, two teenage drug addicts accused of neglecting their baby, Luna Gale, and the consequences of substance abuse for both families and social workers. Families across the Commonwealth are coping with similar family conflicts every day.

Our talkback sponsor for *Luna Gale* is Lahey Health. Members of Lahey Health and several community substance abuse coalitions will conduct the talkbacks. Talkbacks will take place after every Thursday evening and Sunday afternoon performance. Audience members will have the opportunity to ask questions and be a part of this important conversation.

Awareness is an important tool that can be used to improve on substance abuse intervention. The opioid crisis claimed more lives in Massachusetts last year than initially estimated and shows no sign of slowing down this year, despite additional treatment programs and safeguards to prevent the abuse of prescription painkillers.

I would like to invite you and your members to attend a performance of *Luna Gale* by offering you a special group rate, as follows: Groups of 10 or more - **Buy One Ticket get One Half Off**- Regular Price Adult Tickets (\$50).

To reserve group seats, please call me directly at 781-587-7905 or email groups@stonehamtheatre.org. I hope to see you all at the theatre for this show.

Sincerely,



Carol A. Dempsey
Director of Sales/Group Sales
781-587-7905
carol@stonehamtheatre.org



Luna Gale

OCTOBER 22 - NOVEMBER 8, 2015

BOSTON AREA PREMIERE

By Rebecca Gilman

Directed by Rebecca Blumenthal

"Provocative and impassioned... So much to savor in this story... A fast-paced, ferociously involving work... Bristling dialogue" — *Chicago Sun-Times*

Caroline, a veteran social worker, thinks she has a typical case on her hands when she meets Peter and Karlie, two teenage drug addicts accused of neglecting their baby, Luna Gale. But when she places Luna in the care of Karlie's mother, Caroline sparks a family conflict that exposes a shadowy, secretive past and forces her to make a risky decision with potentially life-altering consequences. Powerful and arresting, *Luna Gale* is an unforgettable tale of faith and forgiveness.

Standing Ovation

**Awarded by the StageSource Gender Equity Talk Back in recognition of a production that features at least 50% female theatre artists.*

SPECIAL GROUP RATE

**BUY ONE
GET ONE
HALF OFF**

REGULAR PRICED ADULT TICKETS \$15

Contact Carol Dempsey,
Director of Sales, at 781-587-7905
or groups@stonehamtheatre.org

TICKETS: 781-279-2200 | STONEHAMTHEATRE.ORG

TALKBACK SPONSOR

FLAGSHIP SPONSORS



**STONEHAM
THEATRE**

Greater Boston. Greater Theatre.

Date Reported	DPW Initials	Name	#	Additional Phone Calls Dates	Issue ID	POLE #	#	Nearest House Address Street Name	Complaint	Date Emailed	Date Responded	Electrical Feed	Repair Conflict / Additional Comments*	Town / Contractor Responsibility / Action	Est. Repair Timeline	Eversource Responsibility / Action	Eversource Contacted?
New Electrical Contractor Dasje Electrical will handle all streetlight / traffic signal problems as of June 1, 2015																	
12/1/08	JB	Resident				0401-3500/21	14	Mavflower Drive	Light Out			Underground	No Power - Base of Pole	Town - Run new underground wires			
12/2/08	DD	Resident					19	Mavflower Drive	Light Out			Underground	No Power - Base of Pole	Town - Run new underground wires			
4/22/10	JB	Resident	1	5/13/2010; 9/21/2010			16	Citation Ave	Light Out			Underground	No Power - Base of Pole	Town - Run new underground wires (Adjacent transformer is 240v)			
1/5/2012	DT	Resident / SeeClickFix	1	11/11/2014		58/87B	444	Main Street	Light Out	7/7/2015	7/8/2015	Overhead	Contractor reexamined - OH Wires Cut	Town - Replace OH Wire			
5/15/2012	JM	Resident	3	8/2/2012; 12/5/2013; 12/8/2014			28	Fieldstone Drive	Light Out			Underground	No Power - Base of Pole (2 Poles)	Town - Run new underground wires	Before 9/18/2015	Connect Cables in Transformer - Pending	Yes
9/13/12	JM	Resident					431	Main Street	Light Out	7/7/2015	7/8/2015	Overhead	Contractor reexamined - Head Rotted - OH Wire Cut	Town - Replace OH Wire			
10/26/12	DT	Resident	1	1/7/2013			18	Pebble Place	Light Out			Underground	No Power - Base of Pole	Town - Run new underground wires			
10/30/12	DD	DPW						Maple @ Main	Knockdown				Emergency Repair	Town - Replace Wooden Pole			
11/29/12	JM	Police	1	12/17/2012			3	Franklin Street	Light Out			Underground	No Power - Base of Pole	Town - Run new underground wires			
3/25/13	DT	Resident				Conc Pole	10	Cricklewood Drive	Damaged Pole								
7/18/2013	DT	Resident / SeeClickFix	1	10/16/2013; 4/24/2014			5	Citation Ave	Light Out		7/23/2013	Underground	No Power - Base of Pole	Town - Installed Conduit 9/3/15, Contractor ran new cable	Before 9/18/2015	Connect Cables in Transformer - Pending	Yes
9/9/13	DD	DPW				Conc Pole	22	Clearview Road	Damaged Pole		9/9/2013			Town - Replace Concrete Pole			
9/9/13	DD	DPW				Conc Pole	12	Fieldstone Drive	Damaged Pole		9/9/2013			Town - Replace Concrete Pole			
10/23/13	JM	Police						North at Danby (pumping station side)	Light Out				No Power - Base of Pole				
4/15/14	JM	Resident	1	5/12/2014			28	Lawndale Road	Light Out		4/22/2014	Underground	No Power - Base of Pole	Town - Run new underground wires			
6/25/14	DT	Resident					28	Fieldstone Drive	Light Out		7/1/2014	Underground	No Power - Base of Pole	Contractor - Installed Conduit & Cables	Before 9/18/2015	Connect Cables in Transformer - Pending	Yes
7/10/14	JM	Resident / Police	1	7/14/2014			5	Pebble Place	Light Out			Underground	No Power - Base of Pole	Town - Installed Conduit 9/3/15, Contractor ran new cable	Before 9/18/2015	Connect Cables in Transformer - Pending	Yes
9/26/14	JM	Resident	1	11/18/2014			20	Sunset Road	Light Out			Underground	No Power - Base of Pole	Town - Run new underground wires			
3/19/2015	DT	Resident					390	Main Street (F Dow Building	Light Out			Underground	No Power - Base of Pole	Town - Run new underground wires			
6/12/15	DL	SeeClickFix			2015-06-06		48	Walth Avenue	Light Out	6/16/2015	6/19/2015	Underground	No Power - Base of Pole	Contractor - Contact Eversource - Confirm U/G Wire problem		Examine Transformer	Yes
8/21/15	DL	DPW			2015-08-14		281	Main Street	Light Out	8/25/2015	8/26/2015	Underground	Contractor to reexamine				
9/9/15	DT	Resident			2015-09-08		19	Tamarock Terrace	Light Out	9/15/2015	9/16/2015	Underground	No Power - Base of Pole	Town - Run new underground wires			
9/30/15	DT	Resident			2015-09-21	12/12	68	Central Street	Flicker								
9/30/15	DT	Resident			2015-09-22	12/14	72	Central Street	Flicker								
9/30/15	JF	Resident			2015-09-23	55/14	47	Lincoln Street	Flicker								

Date Reported	DPW Initials	Name	Previous #	Additional Phone Calls Dates	Issue ID	POLE #	#	Nearest House Address Street Name	Complaint	Date Emailed	Date Responded	Electrical Feed	Original Repair Conflict / Additional Comments*	Date	Repair Made Type
6/3/2015	JM	DPW			2015-06-01		5	Phillips Road	Day Burner	6/9/2015	6/19/2015		New Contract	6/19/2015	Photo Cell Replaced
6/5/2015	JM	Resident			2015-06-02	VZ293-15		Brookbridge Road	Light Out	6/9/2015	6/19/2015	Overhead	New Contract	6/19/2015	Bulb Replaced
6/5/2015	JM	Resident			2015-06-03	VZ293-14		Brookbridge Road	Light Out	6/9/2015	6/19/2015		No light on this pole		N / A
6/5/2015	JM	Resident			2015-06-04	VZ293-13		Brookbridge Road	Light Out	6/9/2015	6/19/2015	Overhead	New Contract	6/19/2015	Bulb Replaced
6/5/2015	JM	Resident			2015-06-05	CO299		Stonehill Drive	Light Out	6/9/2015	6/19/2015		New Contract	6/19/2015	Bulb Replaced
6/18/2015	JM	Resident			2015-06-07		22	Crystal Drive	Light Out	6/23/2015	6/24/2015	Underground		6/24/2015	Bulb Replaced
6/19/2015	JM	Resident			2015-06-08	164/2	3	Crescent Avenue	Light Out	6/23/2015	6/24/2015	Overhead		6/24/2015	Bulb Replaced
6/23/2015	JM	Resident			2015-06-09	209/7	120	MacArthur Road	Light Out	6/23/2015	6/24/2015	Overhead		6/24/2015	Bulb Replaced
6/23/2015	JM	Police			2015-06-10		1	Tremont Street	Light Out	6/23/2015	6/24/2015	Overhead		6/24/2015	Bulb Replaced
6/26/2015	JM	Resident			2015-06-11		14	Landers Rd	Light Out	6/30/2015	7/6/2015	Underground		7/6/2015	Head Replaced
6/26/2015	JM	Resident			2015-06-12		16	Landers Rd	Light Out	6/30/2015	7/6/2015	Underground		7/6/2015	Bulb Replaced
6/29/2015	JM	Police			2015-06-13		79	Pleasant St	Light Out	6/30/2015	7/6/2015	Overhead		7/6/2015	Head Replaced
6/30/2015	JM	Resident			2015-06-14		74	Maple Street	Light Out	6/30/2015	7/6/2015	Overhead		7/6/2015	Head Replaced
7/1/2015	JM	Police			2015-07-01	58/118	583	Main Street	Light Out	7/7/2015	7/8/2015	Overhead		7/8/2015	Bulb & Photo Cell Replaced
7/1/2015	DT	Stoneham Housing			2015-07-02	#2	34	Washington Street	Light Out	7/7/2015	7/8/2015		Tested Working		N / A
7/2/2015	DL	Police			2015-07-03		31	Alden Ave	Light Out	7/7/2015	7/8/2015	Overhead	Tested Working		N / A
7/2/2015	DL	Police			2015-07-04	107/13	107	William Street	Light Out	7/7/2015	7/8/2015	Overhead		7/8/2015	Bulb & Photo Cell Replaced
7/7/2015	DL	DPW			2015-07-05	28	125	Main Street	Light Out	7/7/2015	7/8/2015	Overhead		7/8/2015	Bulb Replaced
7/7/2015	DL	DPW			2015-07-06	58/30	149	Main Street	Light Out	7/7/2015	7/8/2015		Tested Working		N / A
7/7/2015	DL	DPW			2015-07-07	58/37	168	Main Street	Light Out	7/7/2015	7/8/2015	Overhead		7/8/2015	Bulb & Photo Cell Replaced
7/7/2015	DL	DPW			2015-07-08	58/2	185	Main Street	Light Out	7/7/2015	7/8/2015	Overhead		7/8/2015	Bulb & Photo Cell Replaced
7/7/2015	DL	DPW			2015-07-09	85/a	431	Main Street	Light Out	7/7/2015	7/8/2015	Overhead		7/8/2015	Bulb Replaced
7/14/2015	DT	Stoneham Housing			2015-07-10	#1247	70	Duncklee Avenue	Light Out	7/14/2015	7/15/2015	Overhead		7/15/2015	Bulb Replaced
7/14/2015	DT	Resident			2015-07-11	120/9	38	Lindenwood Road	Light Out	7/14/2015	7/15/2015	Overhead		7/15/2015	Bulb Replaced
7/17/2015	DL	Resident			2015-07-12		6	Buttonwood Road	Flicker	7/22/2015	7/29/2015	Overhead		7/29/2015	Bulb Replaced
7/17/2015	DL	Resident			2015-07-13	9311	32	Stevens Street	Light Out	7/22/2015	7/29/2015	Overhead		7/29/2015	Bulb Replaced
7/20/2015	JM	Resident			2015-07-14		24	Newcomb Road	Flicker	7/22/2015	7/29/2015	Overhead		7/29/2015	Bulb Replaced
7/20/2015	JM	Resident			2015-07-15		28	Newcomb Road	Flicker	7/22/2015	7/29/2015	Overhead		7/29/2015	Bulb Replaced
7/27/2015	DL	Resident			2015-07-16	VOZ23	65	Oak Street	Light Out	7/29/2015	8/5/2015	Overhead		8/5/2015	Bulb & Photo Cell Replaced
7/29/2015	DL	Housing			2015-07-18		86	Washington Avenue	Light Out	7/29/2015	8/5/2015	Overhead		8/5/2015	Bulb Replaced
8/3/2015	JM	Resident			2015-08-02		82	Green Street	Light Out	8/4/2015	8/5/2015	Overhead		8/5/2015	Head Replaced
8/3/2015	JM	Resident			2015-08-03			Keiths Lane	Light Out	8/4/2015	8/5/2015	Overhead		8/5/2015	Head Replaced
8/4/2015	JM	Resident			2015-08-04		3	Peters Drive	Light Out	8/4/2015	8/5/2015	Overhead		8/5/2015	Head Replaced
8/5/2015	DL	Resident			2015-08-05		81	Green Street	Flicker	8/11/2015	8/12/2015	Overhead		8/12/2015	Bulb Replaced
8/6/2015	DT	Resident			2015-08-06			Bramante Circle	Light Out	8/11/2015	8/12/2015	Underground		8/12/2015	Bulb Replaced
8/6/2015	JM	Resident			2015-08-07	FL-08 / 2-45		MacArthur at Elm	Light Out	8/11/2015	8/12/2015	Overhead		8/12/2015	Bulb Replaced
8/6/2015	DT	Resident			2015-08-08		90	North Street	Day Burner	8/11/2015	8/12/2015	Overhead		8/12/2015	Bulb Replaced
8/6/2015	DT	Resident			2015-08-09		59	Washington Street	Light Out	8/11/2015	8/12/2015	Overhead		8/12/2015	Bulb Replaced
8/17/2015	JM	Resident			2015-08-10			Hancock and Lincoln	Light Out	8/18/2015	8/19/2015	Overhead		8/19/2015	Bulb & Photo Cell Replaced
8/17/2015	JM	Resident			2015-08-11		34	Lincoln St	Light Out	8/18/2015	8/19/2015	Overhead		8/19/2015	Head Replaced
8/19/2015	JM	Resident			2015-08-12		11	Aspen Lane	Light Out	8/25/2015	8/27/2015	Underground		8/27/2015	Bulb Replaced
8/21/2015	DL	DPW			2015-08-13	58/30	149	Main Street	Light Out	8/25/2015	8/27/2015		Tested Working		N / A
8/24/2015	JM	Resident			2015-08-15	152-12	33	Walsh Avenue	light out	8/25/2015	8/27/2015	Overhead		8/27/2015	Bulb Replaced
8/25/2015	DT	Business			2015-08-18		225	Main Street	Light Out	9/2/2015	9/3/2015	Overhead		9/3/2015	Bulb Replaced
8/25/2015	DT	Resident			2015-08-16	3500/0224	59	Washington Avenue	light out	8/25/2015	8/27/2015	Underground		8/27/2015	Bulb Replaced
8/25/2015	JM	Resident			2015-08-17		18	Washington Street	light out	8/25/2015	8/27/2015	Overhead		8/27/2015	Bulb Replaced
11/5/2014	JM	Resident	4	11/24/14; 12/16/2014; 3/27/2015; 4/13/2015;		469 & 470	3	Whittemore Lane	Light Out		8/27/2015	Underground	Eversource Connected Cables	9/16/2015	Transformer Connection
8/27/2015	JF	Resident			2015-08-21		31	Towne Crest Drive	Light Out	9/2/2015	9/3/2015	Overhead		9/3/2015	Bulb Replaced
9/1/2015	JF	Resident			2015-09-02		2	Rivers Lane	Light Out	9/2/2015	9/3/2015	Underground		9/3/2015	Splice Repair
9/1/2015	DL	Eversource			2015-09-03	162-8	23	Summit Road	Light Transfer	9/2/2015	9/3/2015	Overhead		9/3/2015	Light Transfer
9/2/2015	JM	DPW			2015-09-04	38/4	5	Garden Road	Light Out	9/9/2015	9/9/2015	Overhead		9/9/2015	Bulb Replaced
9/2/2015	JM	DPW			2015-09-05	96/3	11	Steele Street	Light Out	9/9/2015	9/9/2015	Overhead		9/9/2015	Bulb Replaced
9/4/2015	JM	DPW			2015-09-06	216/5	2	Elmhurst Road	Light Out	9/9/2015	9/9/2015	Overhead		9/9/2015	Bulb Replaced
9/9/2015	JF	Resident			2015-09-07	449	12	Rodgers Road	Flicker	9/15/2015	9/16/2015	Underground		9/16/2015	Bulb Replaced
9/14/2015	JM	Resident			2015-09-10	82/18	47	Pleasant Street	Light Out	9/15/2015	9/16/2015	Overhead		9/16/2015	Bulb Replaced
9/14/2015	JM	DPW			2015-09-09	83/5	8	Victoria Lane	Light Out	9/15/2015	9/16/2015	Overhead		9/16/2015	Bulb Replaced
9/15/2015	JF	Resident			2015-09-11		19	Morgan Avenue	Light Out	9/15/2015	9/16/2015	Overhead		9/16/2015	Bulb Replaced
8/27/2015	JM	Resident			2015-08-19	95-7	22	Summerhill Street	Light Out	9/2/2015	9/18/2015	Overhead		9/18/2015	Bulb Replaced
8/27/2015	JM	Resident			2015-08-20	95-9	46	Summerhill Street	Light Out	9/2/2015	9/18/2015	Overhead		9/18/2015	Bulb Replaced
8/31/2015	JM	Resident			2015-08-22	51/20	117	Franklin Street	Light Out	9/2/2015	9/18/2015	Overhead		9/18/2015	Bulb Replaced
9/17/2015	JF	Resident			2015-08-12			Apple Hill Lane	Light Out	9/17/2015	9/18/2015	Underground		9/18/2015	Bulb Replaced
9/1/2015	JF	Resident			2015-09-01		21	Tamarock Terrace	Light Out	9/2/2015	9/3/2015	Underground	Eversource Power Problem		N / A
9/18/2015	DL	DPW			2015-09-13		21	Tamarock Terrace	Day Burner	9/22/2015	9/23/2015	Underground		9/23/2015	Photo Cell Replaced
9/21/2015	JF	Resident			2015-09-14	235/3	8	Campbell Road	Light Out	9/22/2015	9/23/2015	Overhead		9/23/2015	Bulb Replaced
9/21/2015	DL	DPW			2015-09-15		3	Raynor Circle	Light Out	9/22/2015	10/2/2015	Overhead	Splice Repairs Made	10/2/2015	Splice Repair
9/23/2015	JM	Resident			2015-09-16	66/2	6	Mount Vernon	Light Out	9/29/2015	10/2/2015	Overhead		10/2/2015	Bulb Replaced
9/28/2015	JF	Resident			2015-09-17		5	Daniel Drive	Light Out	9/29/2015	10/2/2015	Overhead		10/2/2015	Bulb & Photo Cell Replaced
9/28/2015	JF	Resident			2015-09-18	38/1	1	Garden Road	Light Out	9/29/2015	10/2/2015	Overhead		10/2/2015	Bulb Replaced
9/29/2015	JM	Stoneham Housing			2015-09-19		34	Washington Ave	Light Out	9/29/2015	10/2/2015	Overhead		10/2/2015	Bulb Replaced
9/30/2015	DL	DPW			2015-09-20	153/4	18	Gould Street	Light Out	9/30/2015	10/2/2015	Overhead		10/2/2015	Bulb Replaced

Approximate Cost of Underground Streetlight Repairs

Streetlight location / Pole Type		Excavate & Backfill		Handhole	Cable		Asphalt Repairs		Concrete Repairs		Loam & Seed Repairs		Subtotal	
16	Citation Avenue	Conc. Pole	100 Feet	\$ 5,000.00	1	105 Feet	\$ 840.00	3.77 Tons	\$ 659.17	0.00 SY	\$ -	5 SY	\$ 40.00	\$ 6,539.17
3	Franklin Street*	Conc. Pole	50 Feet	\$ 2,500.00	0	55 Feet	\$ 440.00	0.00 Tons	\$ -	38.89 SY	\$ 1,750.05	0 SY	\$ -	\$ 4,690.05
28	Lawndale Road	Conc. Pole	95 Feet	\$ 4,750.00	0	100 Feet	\$ 800.00	1.98 Tons	\$ 346.50	0.00 SY	\$ -	26.67 SY	213.36	\$ 6,109.86
14	Mayflower Drive	Conc. Pole	90 Feet	\$ 4,500.00	1	95 Feet	\$ 760.00	6.78 Tons	\$ 1,186.50	0.00 SY	\$ -	5 SY	\$ 40.00	\$ 6,486.50
20	Sunset Road	Conc. Pole	115 Feet	\$ 5,750.00	2	120 Feet	\$ 960.00	8.66 Tons	\$ 1,516.08	0.00 SY	\$ -	5 SY	\$ 40.00	\$ 8,266.08
48	Walsh Avenue	Conc. Pole	150 Feet	\$ 7,500.00	1	155 Feet	\$ 1,240.00	0.00 Tons	\$ -	13.89 SY	\$ 625.00	31 SY	\$ 248.00	\$ 9,613.00
													Repair Subtotal	\$ 41,704.66

*Attempt to splice cable at nearby ornamental streetlight.

Avg. Cost per Light	\$ 6,950.78
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To the selectmen of Stoneham:

The Wakefield Knights of Columbus, chapter 104 will be conducting their annual tootsie roll drive for intellectually disadvantaged children and adults, from Oct. 8th to Oct. 13th.

The knights thank you for your consideration in this endeavor.

Grand Knight,
Vincent Gonzales



TOWN of BROOKLINE *Massachusetts*

BOARD OF SELECTMEN

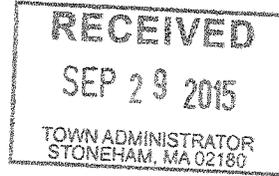
NEIL A. WISHINSKY, Chairman
NANCY A. DALY
BENJAMIN J. FRANCO
NANCY S. HELLER
BERNARD W. GREENE

MELVIN A. KLECKNER
Town Administrator

September 23, 2015

333 WASHINGTON STREET
BROOKLINE, MASSACHUSETTS 02445

(617) 730-2200
FAX: (617) 730-2054
www.BrooklineMA.gov



David Ragucci
Town Administrator
35 Central Street
Stoneham, MA 02180

Re: Proposal to Change DHCD's Housing Production Plan Requirements

Dear Mr. Ragucci:

The Brookline Town Meeting has passed a Resolution seeking regulatory reform to Chapter 40B that would address the challenges of densely populated communities who are committed to affordable housing. Specifically, we seek a more practical and effective mechanism to achieve a "safe harbor" status than the current requirements of the Housing Production Plan program.

The Town of Brookline has reached 8.1% of its housing stock as certified affordable housing. For communities who have not attained the 10% goal, an approved Housing Production Plan provides a "safe harbor" as long as new affordable units are created at an annual rate of at least 0.5 percent of its total housing stock. For Brookline with 26,201 housing units, achieving certification would require us to produce a minimum of 131 new affordable units per year. With a population density of 8,400 persons per square mile, this goal is an impractical hurdle and exposes the Town to significant land use impacts. In recent years, Brookline has experienced high density development in several of its older residential neighborhoods through the Chapter 40B comprehensive permit process. Unlike lesser-developed communities with significant buildable land, Chapter 40B development in Brookline often requires the demolition of existing residential structures and the disruption of historic neighborhoods.

We have identified Stoneham as a densely populated community that has made a commitment and considerable progress toward the Commonwealth's 10% affordable housing goal. We project that Stoneham, with 9,299 total housing units, would need to produce 47 units per year to achieve safe harbor under a certified Housing Production Plan. For densely developed municipalities such as yours, we believe that this "one-size-fits-all" annual production formula to achieve certification is both inappropriate and unfair. The original focus of Chapter 40B was to prevent so-called "snob zoning" in less developed, lower-density communities. A change to the Housing Production Plan guidelines would entail a modest adjustment to the Chapter 40B regulations, not an amendment to the Chapter 40B statute itself.

2015 SEP 29 P 5:12
TOWN OF STONEHAM
BOARD OF SELECTMEN

In 2004, Brookline proposed to the Governor's Task Force on 40B that an alternative formula for Housing Production Plan certification be offered for those municipalities which have demonstrated substantial progress toward the 10 percent goal. This alternative annual factor would be a percentage of the remaining gap between a municipality's current percentage of affordable housing and the 10% goal. This proposal is more consistent with a community's development constraints, while recognizing its tangible progress toward the 10% goal.

Attached you will find a list of questions relating to this issue. We would appreciate your cooperation in answering these questions and any other thoughts on this proposal as soon as possible. If you or your staff has any specific questions, please feel free to call Joseph Viola, Assistant Director for Community Planning at 617-730-2125 or Virginia Bullock, Housing Project Planner, at 617-730-2124.

Thank you for your interest in this important matter facing our communities.

Sincerely,

A handwritten signature in black ink, appearing to read 'Melvin A. Kleckner', written in a cursive style.

Melvin A. Kleckner
Town Administrator

cc: Eric Wortman, Stoneham Town Planner
Alison Steinfeld, Director, Planning & Community Development
Roger Blood, Chair, Housing Advisory Board

Attachment

CHAPTER 40B SAFE HARBOR ANNUAL PRODUCTION REQUIREMENT
QUESTIONS FOR OLDER, HIGHER-DENSITY COMMUNITIES

1. Does Stoneham have current concerns about 40B projects being built in mature residential neighborhoods?
2. Have any 40B projects been approved/constructed in Stoneham in the past five years which have entailed the demolition of existing residential dwelling units? If yes, was this an issue for the neighborhood or the larger community?
3. Does Stoneham desire to secure a 'safe harbor' protection from 40B developments in mature residential neighborhoods which Stoneham considers inappropriate to the neighborhood?
4. Is Stoneham considering the creation of a Housing Production Plan (HPP) as a means of securing 40B safe harbor protection from the Commonwealth? Or has Stoneham already produced and submitted an HPP? (If yes, please indicate the impetus for this initiative and its current status.
5. The 2010 Census indicates that Stoneham has a total housing stock of 9,299 dwelling units. Under the current Chapter 40B formula, Stoneham would need to produce 47 new affordable units per year (0.50% of total housing units) in order to secure safe harbor protection. In your opinion, does Stoneham have sufficient, suitable undeveloped sites available to produce 47 new affordable housing units per year? (100% credit applies for rental units and 20-25% credit for condo units.)
6. Would Stoneham be interested in joining with Brookline and other densely developed cities and towns for the purpose of seeking from the Commonwealth a more flexible and achievable safe harbor annual production formula? Such an alternative formula would take account of our communities relative lack of undeveloped land suitable for 40B development, while recognizing Stoneham demonstrated commitment and progress to date toward Chapter 40B's 10% affordable housing goal.
7. Does Stoneham have any other concerns regarding Chapter 40B which you would like the Commonwealth's Chapter 40B regulators to consider and address?

To: Stoneham Board of Selectmen
From: David Kurdzionak
Proprietor
The Watchmaker
379 Main St
Stoneham, MA 02180

9/29/2015

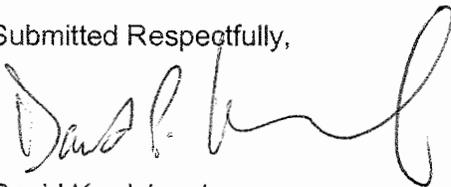
Dear Members of the Stoneham Board of Selectmen:

I am the owner/operator of The Watchmaker, in business in Stoneham Square since 1987. Several years ago we had an "A-frame" sign out front advertising our services. We were fined \$50 as the town bylaws do not allow A-frame signs. We promptly paid the fine of course, but I have noticed other businesses using these signs as well as town organizations being free to use this method of advertising- The Farmer's Market and Town Meeting Announcements come to mind. It is my understanding that the businesses here in the Square are subject to fines but the authorized town organizations can use them without limitation. The inconsistency of allowing some organizations to use this effective tool while at the same time penalizing local businesses for doing the same is discouraging. When the local businesses thrive, the Square becomes a more inviting place to shop; everyone in Stoneham will benefit from a having a more vibrant and inviting shopping district.

I would like to formally request that the bylaw specifically referring to A-frames be reviewed and ideally adjusted to help Stoneham Square businesses advertise and thrive.

Thank you in advance for your consideration of this request.

Submitted Respectfully,

A handwritten signature in black ink, appearing to read "David Kurdzionak", written in a cursive style.

David Kurdzionak

cc Jennifer Welter Chamber of Commerce



September 25, 2015

Secretary, Matthew A. Beaton
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston MA 02114

PRINCIPALS

- Theodore A Barten, PE
- Margaret B Briggs
- Michael E Guski, CCM
- Dale T Raczynski, PE
- Cindy Schlessinger
- Lester B Smith, Jr
- Robert D O'Neal, CCM, INCE
- Andrew D Magee
- Michael D Howard, PWS
- Douglas J Kelleher
- AJ Jablonowski, PE
- Stephen H Slocumb, PE
- David E Hewett, LEED AP

**Subject: Woburn to Wakefield Line Project
Environmental Notification Form**

Dear Secretary Beaton:

On behalf of the Proponent, I am pleased to submit the enclosed Environmental Notification Form (ENF) for the proposed Woburn to Wakefield Line Project.

The Project involves a new 8.53-mile underground electric transmission line between the Eversource substation (Station 211) off Cove Street in Woburn ("Woburn Substation") and the NEP substation off Montrose Avenue in Wakefield ("Wakefield Junction Substation"). The transmission line and improvements at the two substations comprise the proposed Project.

Please notice the ENF in the *Environmental Monitor* to be published on October 7, 2015. The public comment period will extend through October 27, 2015, and the Certificate will issue on November 6, 2015.

By copy of this letter, I am advising recipients of the ENF that written comments may be filed during the comment period at the address above.

Copies of the ENF may be obtained from Ms. Corinne Snowdon at (978) 897-7100, e-mail csnowdon@epsilonassociates.com.

Sincerely,
EPSILON ASSOCIATES, INC.

David C. Klinch, PWS, PMP
Associate, Ecological Sciences Group

ASSOCIATES

Maureen A Cavanaugh

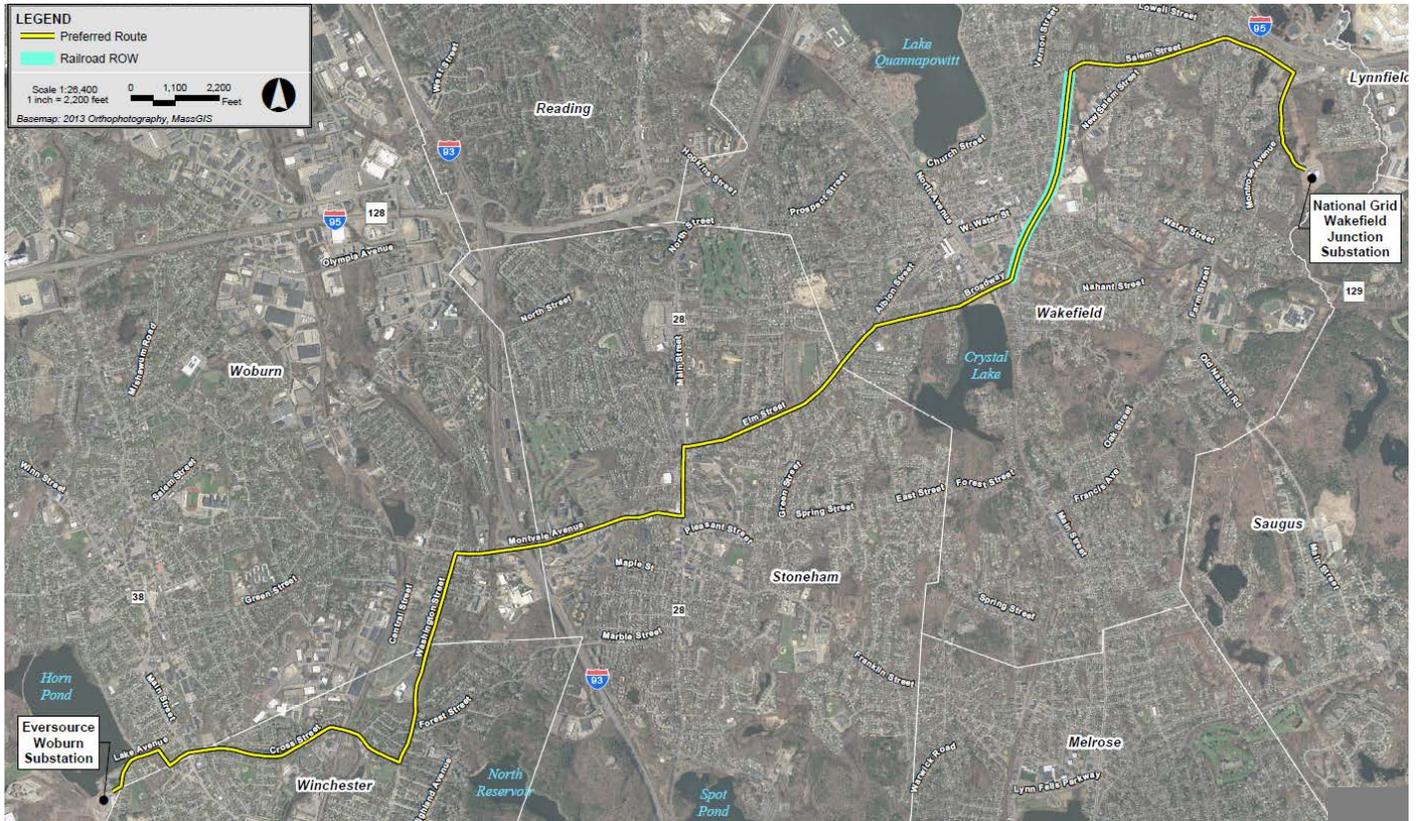
3 Clock Tower Place, Suite 250
Maynard, MA 01754
www.epsilonassociates.com

978 897 7100

FAX 978 897 0099

ENVIRONMENTAL NOTIFICATION FORM

Woburn to Wakefield Line Project



Submitted to:

**Executive Office of Energy and
Environmental Affairs**

MEPA Office

**100 Cambridge Street, Suite 900
Boston, Massachusetts 02114**

Prepared by:

Epsilon Associates, Inc.

**3 Clock Tower Place, Suite 250
Maynard, Massachusetts 01754**

In Association with:

Black & Veatch

Submitted by:

**NSTAR Electric Company d/b/a Eversource
Energy**

One NSTAR Way

Westwood, Massachusetts 02090

and

**New England Power Company d/b/a
National Grid**

40 Sylvan Way

Waltham, Massachusetts 02451

September 25, 2015

Epsilon
ASSOCIATES INC.

ENVIRONMENTAL NOTIFICATION FORM

Woburn to Wakefield Line Project

Submitted to:

EXECUTIVE OFFICE OF ENERGY AND ENVIRONMENTAL AFFAIRS
MEPA Office
100 Cambridge Street, Suite 900
Boston, MA 02114

Submitted by:

NSTAR ELECTRIC COMPANY D/B/A
EVERSOURCE ENERGY
One NSTAR Way
Westwood, MA 02090

NEW ENGLAND POWER COMPANY D/B/A
NATIONAL GRID
40 Sylvan Road
Waltham, MA 02451

Prepared by:

EPSILON ASSOCIATES, INC.
3 Clock Tower Place, Suite 250
Maynard, MA 01754

In Association with:
Black & Veatch

September 25, 2015

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ENF Form

Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
Massachusetts Environmental Policy Act (MEPA) Office

Environmental Notification Form

<i>For Office Use Only</i>
EEA#: _____
MEPA Analyst: _____

The information requested on this form must be completed in order to submit a document electronically for review under the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Woburn to Wakefield Line Project		
Street Address: Linear transmission project from Woburn to Wakefield		
Municipality: Woburn, Winchester, Stoneham, Wakefield	Watershed: Boston Harbor & North Coastal	
Universal Transverse Mercator Coordinate NAD 1983 UTM Zone 19N Meters Woburn Substation: Easting 322983.85962 Northing: 4703479.79216 Wakefield Substation: Easting 332193.753382 Northing: 4707937.09606	Woburn Substation Latitude: 42.463443 Longitude: -71.153069 Wakefield Substation Latitude: 42.505608 Longitude: -71.042424	
Estimated commencement date: 2017	Estimated completion date: 2018	
Project Type: Utility	Status of project design: 10%	
Proponent: NSTAR Electric Company d/b/a Eversource Energy; and New England Power Company d/b/a National Grid		
Street Address: One NSTAR Way; 40 Sylvan Road		
Municipality: Westwood; Waltham	State: MA	Zip Code: 02090; 02451
Name of Contact Person: Dave Klinch		
Firm/Agency: Epsilon Associates, Inc.	Street Address: 3 Clock Tower Place, Ste 250	
Municipality: Maynard	State: MA	Zip Code: 01754
Phone: 978-897-7100	Fax: 978-897-0090	E-mail: dklinch@epsilonassociates.com
Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
If this is an Expanded Environmental Notification Form (ENF) (see 301 CMR 11.05(7)) or a Notice of Project Change (NPC), are you requesting:		
a Single EIR? (see 301 CMR 11.06(8))	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
a Special Review Procedure? (see 301CMR 11.09)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
a Waiver of mandatory EIR? (see 301 CMR 11.11)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
a Phase I Waiver? (see 301 CMR 11.11)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<i>(Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)</i>		
Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?		
♦ 301 CMR 11.03(7)(b)(4): construction of electric transmission lines with a capacity of 69 or more kV, provided the transmission lines are one or more miles in length along New, unused or abandoned right of way.		
Which State Agency Permits will the project require?		
Massachusetts Department of Environmental Protection: (1) Ch. 91 Waterways authorization		

(Determination of Applicability); (2) Utility Related Abatement Measure Notification (if required).
Department of Public Utilities: Approval to Construct under MGL c.164 § 72; and request for zoning exemptions under MGL c.40A § 3.
Energy Facilities Siting Board: approval under MGL c.164 § 69J.
Massachusetts Department of Transportation: (1) State Highway Access Permit (MGL c.81 § 21/MGL c.85 § 2); (2) Rail Crossing Permit(s) (MGL c.40 § 56a).
Massachusetts Water Resources Authority: Section 8(m) Permit of Chapter 372 of the Acts of 1984.
Massachusetts Historical Commission: Determination of effect on historic and archaeological properties (MGL c.9 § 27C).

Identify any financial assistance or land transfer from an Agency of the Commonwealth, including the Agency name and the amount of funding or land area in acres: **N/A**

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	5.16**		
New acres of land altered		0	
Acres of impervious area	4.67**	0	4.67**
Square feet of new bordering vegetated wetlands alteration		0	
Square feet of new other wetland alteration – Riverfront Area (RFA), Bordering Land Subject to Flooding (BLSF)		17,768 (RFA)** 8,443 (BLSF)**	
Acres of new non-water dependent use of tidelands or waterways		0	
STRUCTURES			
Gross square footage	0	0	0
Number of housing units	0	0	0
Maximum height (feet)	N/A	N/A	N/A
TRANSPORTATION			
Vehicle trips per day	0	0	0
Parking spaces	0	0	0
WASTEWATER			
Water Use (Gallons per day)	0	0	0
Water withdrawal (GPD)	0	0	0
Wastewater generation/treatment (GPD)	0	0	0
Length of water mains (miles)	0	0	0
Length of sewer mains (miles)	0	0	0
Has this project been filed with MEPA before? <input type="checkbox"/> Yes (EEA # _____) <input checked="" type="checkbox"/> No			
Has any project on this site been filed with MEPA before? <input type="checkbox"/> Yes (EEA #_) <input checked="" type="checkbox"/> No			

** Calculations assume a 5-foot-wide trench and include temporary construction-period trenchless technology footprint on either side of seven culverted or bridged waterbody crossings.

GENERAL PROJECT INFORMATION – all proponents must fill out this section

PROJECT DESCRIPTION AND NEED

NSTAR Electric Company d/b/a Eversource Energy (“Eversource”) and New England Power Company d/b/a National Grid (“NEP”) (the “Proponents” or “Companies”) submit this Environmental Notification Form (“ENF”) describing the Woburn to Wakefield Line Project (the “Project”). The Project proposes to construct, operate, and maintain a new 8.53-mile underground electric transmission line between the Eversource substation (Station 211) off Cove Street in Woburn (“Woburn Substation”) and the NEP substation off Montrose Avenue in Wakefield (“Wakefield Junction Substation”). The transmission line and improvements at the two substations comprise the proposed Project.

Proposed routing for the transmission line between the Woburn and Wakefield Junction Substations and the locations of the substations where improvements are proposed are shown on a USGS quadrangle base map (see Figure 1, Locus Map). Figure 2 shows the proposed routing on a 2013 MassGIS aerial photo. The proposed line will pass through the City of Woburn and the towns of Winchester, Stoneham, and Wakefield.

The Eversource and NEP transmission systems are integral parts of the bulk power system delivering electricity to customers in New England. To maintain the integrity of the bulk power system, the Companies must ensure that adequate transmission resources are available to meet projected load requirements. As transmission providers, Eversource and NEP must maintain their respective systems consistent with the reliability standards and criteria developed by: (1) the North American Electric Reliability Corporation (“NERC”), which sets the minimum standards for electric power transmission for all of North America; (2) the Northeast Power Coordinating Council, Inc. (“NPCC”); (3) the New England Power Pool (“NEPOOL”); and (4) ISO New England Inc. (“ISO-NE”). These standards and criteria expressly require transmission operators to design and test their systems to withstand representative contingencies as specified in the criteria. If the Eversource or NEP transmission systems do not have sufficient capability to serve forecasted load under the conditions outlined in these standards and criteria, the Companies must plan and implement system additions and upgrades to address the identified inadequacies.

The Project is designed to maintain the integrity of the bulk power system and to ensure that adequate transmission resources are available to meet current and projected load requirements. In a study of the Greater Boston area, the ISO-NE, along with NSTAR, NEP, and other stakeholders, identified potential conditions where certain existing transmission lines north of Boston could overload and be damaged, an unacceptable outcome that would limit transmission service in the area. The proposed Project provides a needed solution to this system reliability problem.

The routing analysis and procedures used to select the “Preferred Route” for the Project are the subject of a Petition that will be submitted to the Massachusetts Energy Facilities Siting Board (“EFSB”) on or about the end of August 2015.

The Companies began the process of identifying potential routes for the Project by identifying a geographic study area and applying a focused set of route selection guidelines to identify potential routes. Routes were selected where established right-of-ways (“ROWs”) existed (e.g., transportation and utility corridors, railroad corridors) and where there was a relatively direct (i.e., non-circuitous) connection between the Woburn and Wakefield Junction substations. The process was designed to ensure that no clearly superior route was overlooked.

Typical of EFSB Petition routing analyses, the final step of the route selection process was to evaluate, score, and rank potential route segments using a set of objective environmental constructability and reliability criteria and conceptual cost estimates. This process was used to select the Preferred Route and a geographically-distinct Noticed Alternative Route. As described below, the Preferred Route crosses several water bodies within existing roadways. These crossings are proposed to be accomplished either within the road bed above the culvert/bridge or by using a trenchless technology technique beneath the culvert/bridge (see below for additional details).

As shown on Figure 2, the Preferred Route starts at the Woburn Substation, crosses the northeastern extent of the substation property and enters Lake Avenue just south of the Cove Street intersection, heading northeast and crossing Horn Pond Brook, which flows through a box culvert (trenchless crossing techniques may be required). The route then turns south onto Pickering Street for approximately 500 feet before turning east onto Border Street for another 500 feet at which point it crosses Main Street (Route 38) and enters Cross Street. The route continues on Cross Street at the border of Woburn and Winchester and continues east into Winchester.

In Winchester, the route continues on Cross Street, passing beneath elevated active railroad tracks (the Lowell Line) and then immediately jacking under the Aberjona River, which flows under a bridge at this location. The route continues along Cross Street until its intersection with Washington Street. The route follows Washington Street north until it reaches Montvale Avenue, and includes a second crossing of the bridged Aberjona River in Winchester on Washington Street, and a third culverted crossing in Woburn on Montvale Avenue. The route travels east along Montvale Avenue under Interstate Route 93 ("I-93") until its intersection with Main Street in Stoneham, crossing over the culverted Sweetwater Brook on Montvale Avenue east of I-93. The route continues north on Main Street until its intersection with Elm Street. The route then heads east onto Elm Street, crosses Sweetwater Brook for a second time (a deep open culvert), and advances along Albion Street after crossing the Stoneham/Wakefield border.

From this point, the route continues east/northeast to Broadway, following that roadway north, crossing the Haverhill Line tracks at grade and continuing to the Wakefield Railroad ROW. NEP is the owner of an existing utility license agreement along parts of the Wakefield Railroad ROW Segment. The route continues north on the Wakefield Railroad ROW for approximately one mile to its intersection with Salem Street. The route then turns east, crossing immediately under the bridged Mill River and continuing east on Salem Street and then south onto Montrose Avenue, reaching the driveway into the Wakefield Junction Substation.

The Preferred Route would be constructed primarily using standard open-cut construction techniques within the public way. The Preferred Route also includes approximately one mile of construction within inactive railroad ROW. This will require upgrade of the existing defunct railroad bed to serve as an access road for the adjacent alignment of cables. The Town of Wakefield has advanced the design of a recreation path on the ROW and the Companies anticipate that the access road will serve as the foundation for the future bike path. Some clearing and grading will be required within the ROW. No trenchless crossings of I-93 are required on the Preferred Route, unlike other routes considered in the assessment, saving significant costs and construction time. Crossings of the Aberjona and Mill Rivers, the Sweetwater Brook, and active railroad ROWs will be accomplished using jack-and-bore construction methods.

The total length of the Preferred Route is 8.53 miles, including approximately 7.5 miles of in-road construction and approximately 1 mile of construction within an inactive railroad ROW.

The preferred route avoids and minimizes potential impacts (both direct and indirect, including construction-period impacts) by following existing roadways and railroad ROWs.

The Project route will cross under two active passenger railroad ROWs where the railroad lines are owned by the MBTA, and operators of these lines include MBTA and Amtrak. The Proponents have met with MassDOT and MBTA to discuss the Project, and will continue to coordinate with the transportation agencies.

Construction, which will involve installation of a duct bank to contain the cable as well as manholes (splice vaults) approximately every 1,500-1,800 linear feet, is described below. Construction is anticipated to occur over a 22-month period, and to be completed by the end of 2018. Substation improvements at the Woburn Substation and Wakefield Junction Substation will be timed to coincide with energization of the new line.

ALTERNATIVES

Pursuant to the MEPA requirement to describe the feasible project alternatives, this section describes the alternatives analysis undertaken by the Companies. The Companies, in support of their petition to the EFSB, conducted a comprehensive alternatives analysis. This analysis included a No-Action Alternative, Non-Transmission Alternatives, and Transmission Alternatives. The Companies' overriding goal throughout the planning, alternatives analysis, and design phases of the Project has been to select a solution that best meets the Project need while balancing a minimum impact on the environment, a high degree of reliability, and minimizing cost.

No Action Alternative

The Companies first assessed a No-Action solution. With the No-Action alternative, the Companies would not pursue construction or the development of any new transmission features nor supply resources such as Demand Side Management ("DSM") measures and new generation sources, but instead would continue to rely upon the existing electric system configuration. The ISO-NE Working Group and the Companies concluded that the overloads on the existing transmission system in the area cannot be resolved or mitigated by relying on the existing facilities' configuration. Moreover, these overloads cannot be mitigated by interim solutions such as generation re-dispatch or other system operator action. Accordingly, the No-Action Alternative was dismissed from consideration.

Non-Transmission Solution Alternatives

The Proponents also considered a range of non-transmission alternatives. These included energy efficiency measures, demand response, and distributed generation. The analysis of these non-transmission alternatives demonstrated that any hypothetical non-transmission alternative that could be identified would be unprecedented in scope, costly, difficult to implement, and less flexible and robust in operation than the Project. Overall, the Project better meets the goal of providing a robust, secure, and reliable energy supply for the Commonwealth with a minimum impact on the environment at the lowest possible cost.

Transmission Alternatives

The Companies performed an analysis to determine if other transmission-related alternatives to the Project were available, and, if so, to evaluate (at a screening level) their environmental impacts, reliability, and costs. Based on this analysis, the Companies determined that the Project was superior to the transmission alternatives, including a Three-Project Transmission Alternative and the Noticed Alternative discussed below. In addition, the Companies evaluated two

variations to the Preferred Alternative, both of which are described below: the Green Street (Woburn) Variation and New Salem Street (Wakefield) Variation. The Noticed Alternative and variations to the Preferred Route are shown on Figure 3a.

Three-Project Alternative

The Three-Project Alternative would involve the construction of three individual transmission projects that, if implemented together, would meet the Project need. These three projects, shown on Figure 3b, are:

1. A new approximately 12.9-mile overhead 345-kV line connecting Eversource's Woburn Substation to NEP's Tewksbury 22A Substation, located on an existing transmission ROW;
2. A new approximately 7.4-mile underground 345-kV line connecting Eversource's Woburn Substation to Eversource's North Cambridge Substation, located beneath existing roadways and public streets; and
3. A new approximately 18.9-mile overhead 345-kV line connecting NEP's Ward Hill Substation to NEP's Wakefield Junction Substation, located on existing ROWs, one section of which would require expansion and acquisition of necessary additional property rights.

The Three-Project Alternative would meet the identified need and was considered comparable to the proposed Project with respect to reliability.

The Companies also compared the Project and the Three-Project Alternative on the basis of potential for environmental impact. The Project and the Three-Project Alternative both include underground projects of a similar scope and scale. The Three-Project Alternative also includes two overhead transmission projects requiring the installation of 31.8 miles of new line and extensive rebuilds on ROWs to accommodate the new lines. It follows that the Three-Project Alternative would therefore have greater potential for environmental impact. To test this, the Companies performed a desktop analysis of environmental indicators that was then compared to the proposed Project. This desktop analysis confirmed that the Three-Project Alternative would have greater potential for impact on nearly every environmental indicator compared to the proposed Project (e.g., wetlands crossings, ACECs, NHESP, land use, and Article 97 lands).

In addition, the Three-Project Alternative would cost significantly more than the proposed Project.

Green Street (Woburn) Variation to the Preferred Alternative

As shown on Figure 3a, the Green Street (Woburn) Variation is contiguous with the Preferred Alternative until the intersection of Cross Street on the border between Woburn and Winchester, and then is routed north along the Woburn Railroad ROW before turning east onto Green Street and continuing east on Montvale Avenue. The route follows Montvale Avenue over the MBTA Lowell Line on a bridge truss and rejoins the Preferred Route. This route avoids crossings of the Aberjona River on Cross Street and Washington Street, but instead includes a crossing of the MBTA Lowell Line on Montvale Avenue in Woburn. This crossing would occur by attaching the Project components to the existing bridge over the MBTA Lowell Line but may require alterations to the bridge itself to support the attachment. This route also provides an additional measure of geographic diversity.

Use of the Green Street Variation would increase the length of the Preferred Route by 0.12 miles. Although this variation is a viable option for the Project, the Preferred Route was considered superior due to a shorter length along Montvale Avenue (and hence fewer associated traffic impacts) and the potential challenge of altering the existing bridge over the MBTA Lowell Line.

New Salem Street (Wakefield) Variation to the Preferred Alternative

The New Salem Street (Wakefield) Variation follows the Preferred Alternative from the Woburn Substation to the point in Wakefield where the Wakefield Railroad ROW intersects New Salem Street. The variation advances northeast along New Salem Street to its intersection with Salem Street, where it continues along the Preferred Alternative to the Wakefield Junction Substation. The New Salem Street Variation is 0.18 miles shorter than the Preferred Alternative, although the benefits to the Companies and the Town of Wakefield associated with use of the ROW were considered to outweigh the drawbacks. Specifically, use of the railroad ROW will reduce traffic and roadway disturbance-related impacts to the public and will support potential winter construction that is not allowed within public roads.

Noticed Alternative

The Companies also evaluated a “Noticed Alternative”, a route that is geographically distinct from the Preferred Route yet would satisfy the Project need and would be feasible to construct.

As part of the overall routing analysis, after identifying the routing Study Area, the Companies used United States Geological Survey (“USGS”) maps, Massachusetts Geographic Information System (“MassGIS”) data, aerial photography, and field reconnaissance of the area to identify existing linear corridors that would support routing of a new transmission line between the substations. Existing routing opportunities identified in the Project area include existing transmission ROWs, unused railroad ROWs, roads, and highways. Use of private lands, undeveloped “greenfield” parcels, and lands in active recreations or open space use were observed and documented but not considered as preferred routing opportunities.

The route selection procedure was an iterative process involving ongoing consultations with municipal officials and representatives. In the course of the analysis, the Companies:

- ◆ Selected a geographic study area (the “Study Area”);
- ◆ Identified routing opportunities and constraints;
- ◆ Identified and screened routes and route variations through engineering review and municipal consultation;
- ◆ Scored candidate routes based on environmental and constructability criteria; and
- ◆ Selected a preferred route and noticed alternative based on considerations of cost, reliability, and environmental impacts.

As an initial matter, the Companies identified a Study Area that encompassed theoretically possible routes for an underground transmission line between the Woburn and Wakefield Junction Substations. A focused set of route selection guidelines were then applied to identify

potential routes within the Study Area:

- ◆ Direct routes were preferred to more circuitous routes;
- ◆ Established ROWs (including roadways) should be used where possible and use of private property should be avoided; and
- ◆ Project costs should be minimized by avoiding routes with complex engineering and construction characteristics.

This process resulted in the identification of the Preferred Route, as well as a “Noticed Alternative” route that is geographically distinct from the Preferred Route and two potential variations to the Preferred Route. These routes and the route variations are shown on Figure 3a.

The first 1.7 miles of the Noticed Alternative overlap with the Preferred Route (Lake Avenue, Pickering Street, Border Street, Cross Street, Washington Street). This stretch includes a crossing under elevated tracks and one river crossing. The routes diverge on Washington Street, where the Noticed Alternative heads northeast on Forest Street while the Preferred Route continues north on Washington Street.

Forest Street becomes Marble Street at I-93 in Stoneham. The route crosses under I-93 via a Horizontal Directional Drill (“HDD”), which would be staged in the west either from Forest Street or from adjacent private property to the north and in the east from adjacent private property to the north. The route then continues on Marble Street in Stoneham. Marble Street continues past Main Street (Route 28), and shortly thereafter the route turns north on Summer Street and follows it to Spring Street in Stoneham, where the route advances east for approximately 250 feet before turning north on Green Street. At the end of Green Street, the route turns east onto Albion Street.

From this point, the Noticed Alternative Route continues northeast on Albion Street, is advanced beneath the active Haverhill Line via trenchless crossing, turns south on North Avenue for approximately 300 feet, then bears east along West Water Street and Water Street. The route crosses under the Mill River, which flows beneath a bridge, along Water Street in Wakefield via trenchless crossing. The route then turns north onto Montrose Avenue to reach the Wakefield Junction Substation driveway.

The total distance of the Noticed Alternative Route is 8.01 miles.

Like the Preferred Route, construction of the Noticed Alternative Route would be primarily accomplished by open trench in public roadways. Unlike the Preferred Route, the Noticed Alternative does not propose any construction on railroad ROWs. The Noticed Alternative would require trenchless crossings of two active railroad ROWs, five small to medium-sized waterways (some culverted), and I-93. The railroad and waterway crossings likely would be accomplished using jack and bore construction. However, the crossing of I-93 would require HDD, a time-consuming and potentially disruptive construction process.

To better understand the feasibility and impacts of this crossing, the Companies asked McMillan Jacobs (“MJ”) to perform a conceptual assessment of an HDD at this location. MJ developed a preliminary crossing geometry that results in an approximately 500 foot crossing. The four 8-inch conduits, two 4-inch conduits, and two 2-inch conduits could be accommodated in one 48-inch diameter hole or either two or four smaller holes; however, MJ’s opinion was that drilling a single 48-inch diameter hole would be very challenging and expensive given the anticipated hard rock in the area. The drilling operation would require either a mid-sized or maxi-sized drilling rig

with an approximately 100' X 150' work area, potentially located in the parking lot of the Cliffside-Hillside Community Apartment complex on east side of I-93. An approximately 20' x 500' pipe-stringing area would be needed on the opposite side of I-93. The pipe string could be assembled in the westbound lane and shoulder of Forest Avenue and then moved to the eastbound lane for the pullback. During the pullback, the eastbound lane of Forest Street would be closed. Alternately, it might be possible to use undeveloped, forested land owned by the Kraft Foods (formerly Atlantic Gelatin) factory to the west of I-93 for either drilling or pipe-stringing. MJ estimated that the drilling operation would take three to four months to complete; after this, additional time would be needed to pull the cables through the conduits. Geotechnical borings were recommended as the necessary next step to confirm the feasibility of the HDD as proposed.

This Noticed Alternative route, though feasible, is inferior to the Preferred Route in several ways, including greater traffic impacts, challenges pertaining to constructability such as more sharp turns and windy roads, a greater likelihood of encountering bedrock, and the HDD crossing of I-93. In addition, this alternative route would approach the Wakefield Junction Substation from the south, requiring a very sharp turn onto NEP's driveway, in contrast to the Preferred Route. Overall, the Noticed Alternative would result in greater environmental impacts compared to the Preferred Route.

MITIGATION MEASURES

As part of construction activities, temporary impacts (e.g., transportation, resource areas, noise) will likely occur. Once constructed, the Project will have no ongoing impacts. Furthermore, the Proponents' rigorous routing analysis and consideration of various alternatives was intended to select the route with the least environmental impacts during construction. By selecting a Preferred Route that follows existing road and railroad ROWs, the Project will avoid disturbing previously-undisturbed areas. As described below, environmental impacts will be avoided or mitigated.

Transportation

The Preferred Route takes advantage of a railroad ROW to avoid and minimize potential traffic-related impacts. When work is occurring within roadways, the Proponents will employ the industry's best construction practices to maintain public safety and minimize traffic impacts, including having a police detail and using steel plates.

Traffic-control plans will be developed consistent with the Federal Highway Administration *Manual on Uniform Traffic Control Devices for Streets and Highways* and the Massachusetts Department of Transportation's ("MassDOT") publication, *Work Zone Safety*.

Prior to construction, the Companies will work closely with the municipalities to develop a Traffic Management Plan ("TMP") for construction. Issues to be addressed in the TMP include:

- ◆ Width and lane location of the work zone to minimize impacts to vehicular traffic;
- ◆ Work schedule and duration of lane closures, road closures, or detours (where applicable);¹
- ◆ Traffic-control devices such as barricades, reflective barriers, advance warning signs, traffic regulation signs, traffic-control drums, flashers, detour signs, and other protective devices will be placed as shown on plans and as approved by the applicable

1 It is the Companies' expectation that most work on the Project will be scheduled during weekdays. Some work, however, may need to be scheduled at night or on the weekends.

- municipalities;
- ◆ Locations where temporary provisions may be made to maintain access to homes and businesses;
- ◆ Routing and protection of pedestrian and bicycle traffic;
- ◆ Maintenance of Massachusetts Bay Transportation Authority (“MBTA”) service and school bus service;
- ◆ Communication with adjacent businesses so critical product deliveries are not interrupted by construction;
- ◆ Determination of the impact to roadway level of service due to short-term lane closure(s);
- ◆ Notification to municipal officials and local businesses of the timing and duration of closed curbside parking spaces and travel way restrictions;
- ◆ Coordination with police and fire departments; and
- ◆ Management of impact to emergency egress vehicles.

The scope of the TMP will include analysis of the roads affected by the transmission line construction. The TMP will be submitted for review and approval by appropriate municipal authorities prior to construction.

Wetlands and Waterbodies

Most work will occur within the limits of existing roadways and disturbed areas. A total of seven crossings of culverted and/or bridged waterways within the road are proposed, as shown in Figures 7-1 to 7-7. If infeasible to cross within the road bed above the culvert/bridge, trenchless technology will be used to cross under the culvert/bridge. The construction set-up for the trenchless method may involve temporary alterations within the regulated resources defined in the Massachusetts Wetlands Protection Act (“WPA”) and 310 CMR 10.02, including Riverfront Area and Bordering Land Subject to Flooding (“BLSF”). The Companies are conducting a comprehensive alternatives analysis of trench and trenchless design/construction options and will make every effort to minimize wetland resource area impacts. Potential temporary impacts to Riverfront Area and BLSF are anticipated within the roadway and railroad ROW during construction. The Project will comply with the applicable provisions and mitigation requirements under the WPA regulations 310 CMR 10.00 et seq., and Chapter 91 Waterways regulations 310 CMR 9.00.

The Project may require a Notice of Intent (“NOI”) or Request for Determination of Applicability (“RDA”) application filing under the WPA regulations and applicable municipal wetlands bylaws. Once construction design is completed, the Companies will meet with each of the communities to determine the level of permitting required in each community. In local and state applications, the Companies will identify work procedures and indicate on project drawings the location of and installation procedures where erosion and sedimentation control barriers and dewatering basins, if necessary, will be installed, and a description of soil and vegetation restoration procedures following construction.

The Preferred Route also passes along wetland resource areas, but does so within an existing road or railroad ROW. There are no anticipated direct wetlands BVW impacts, and the Project will employ erosion and sedimentation controls. Eversource, NEP, and their contractors will develop and maintain a Stormwater Pollution Prevention Plan (“SWPPP”) for the Project. The SWPPP will identify controls to be implemented to mitigate the potential for erosion and sedimentation from soil disturbance along the trench and at the substations. In roads where work is to be performed adjacent to storm drains and stormwater is directed to a storm drain, the Proponents will install and maintain filter fabric barriers to prevent sediment from entering the storm drain system. When construction is complete at each location, the storm drain barriers will be removed.

Other measures to mitigate soil erosion will include the prompt removal of soils from the excavated trench. Soils will not be stockpiled along the road but instead will be loaded directly into trucks to be hauled to an offsite disposal area, or to a temporary construction laydown area. This construction method will limit the potential for soils to be washed with stormwater into nearby storm drains.

Along the Railroad ROW in Wakefield where significant areas of exposed soil or stone may be disturbed during construction, the Proponents will work to stabilize soils during construction and upon completion of construction in a way that is conducive to future use of the ROW. This may include re-grading with stone or stabilization with fast-growing native grasses or erosion control blankets to prevent erosion and sedimentation. Standard erosion and sedimentation BMPs (hay/straw bales/wattles and silt fence or equivalent) will be installed adjacent to sensitive areas such as near the Mill River and tributary wetlands.

As needed, an environmental monitor will conduct erosion and sediment control inspections and ensure compliance with construction procedures and environmental policies, and with federal, state, and local permit requirements and conditions. Documentation identifying deficiencies of erosion control measures will be forwarded to the construction supervisor for implementation of corrective measures. In addition to retaining the services of an environmental monitor, the Companies will require that the construction contractor designate a Construction Supervisor or equivalent to be responsible for coordinating with the Environmental Monitor and for regular inspections and compliance with permit requirements. This person will be responsible for providing appropriate training and direction to the other members of the construction crew regarding work methods as they relate to permit compliance and construction mitigation commitments. Additionally, construction personnel will undergo pre-construction training on appropriate environmental protection and compliance obligations prior to the start of construction of the Project.

Noise

The potential for noise impacts from project construction is a function of the specific receptors along the route as well as the equipment used and proposed hours of operation. Construction is anticipated to occur during typical week-day work hours (7:00 AM to 6:00 PM), though in specific instances such as during cable splicing or at the request of a DPW, the Proponents may seek municipal approval to work (or the municipality may require work) at night or on weekends. Work hours along the line route will be restricted to the most appropriate work hours when progressing through areas with noise-sensitive receptors.

Transmission line construction will generate noise along the Project route at conductor pulling sites, splice locations, and at staging areas. The construction equipment to be used will be similar to that used during typical public works projects (e.g., road resurfacing, storm sewer installation, natural gas line installation). Manhole installation and trench excavation will require the noisiest pieces of construction equipment. Excavation of ledge takes longer and generates more noise relative to the excavation of fill or other soft soils. Under normal trenching conditions (i.e., no ledge, no excessive underground utilities), the construction crews involved in trench excavation and conduit installation are expected to progress at an average duration of approximately seven days at any one location.

Eversource and NEP have developed construction procedures and policies to govern the manner in which transmission line construction occurs on existing public roadways. During construction, Best Management Practices (“BMPs”) will be implemented to minimize and mitigate potential noise impacts to the surrounding area and sensitive resources, and the hours of construction will be coordinated with local authorities.

Regarding work at the two substations, the new equipment and other improvements proposed at the substation will not contribute to a significant (i.e., greater than applicable policy allowances) increase in the noise levels experienced by surrounding receptors. When audible, sounds from the substation modifications will not be deemed excessive or unusually loud and will be consistent with sound generated from the existing substation.

CONSTRUCTION

The proposed underground transmission line will consist of three XLPE-insulated cables in a concrete encased duct bank. The duct bank will consist of four 8 5/8-inch diameter High Density Polyethylene (“HDPE”) conduits for cables, two 4-inch diameter Polyvinyl Chloride (“PVC”) conduits for communications lines, and two 2-inch diameter PVC conduits for ground continuity conductors. The nominal trench for the duct bank will be approximately four to five feet wide and five to eight feet deep.

Generally, there are four principal stages of construction for an underground cable project: (1) manhole installation; (2) trench excavation and duct bank installation; (3) cable pulling, splicing, and testing; and (4) final pavement restoration (for in-street portions). Several different stages of construction may be ongoing simultaneously in different sections of the route. Manholes will be located at intervals of approximately 1,500 to 1,800 feet, and typical manhole dimensions will be 8 feet wide, 8 feet high, and 30 feet long.

The Project will use the “clean trench” approach, whereby as the trench is excavated, soil will be loaded directly into a dump truck and removed from the work area for off-site recycling or disposal. The excavated soil will not be stockpiled along the roadway, reducing the size of the required work area and the potential for sediment runoff and dust generation.

Excavated soil will be managed in accordance with 310 CMR 40.0030 of the MCP (Management Procedures for Remediation Waste) pending off-site recycling/disposal. Soil excavated from along public roadways will be loaded into trucks and transported off-site using a Material Shipping Record (“MSR”). Soil transported off-site may be taken to a designated staging area for temporary storage or transported directly to the recycling/disposal facility.

Street restoration typically occurs in two steps: (1) after construction of the duct bank is complete, the pavement will be temporarily patched; and (2) subsequently, the pavement will be repaired or replaced as required by the respective town’s or city’s Department of Public Works. Along the railroad ROW in Wakefield where significant areas of exposed soil or stone may be disturbed during construction, the Proponents will stabilize soils during construction and upon completion of construction in a way that is conducive to future use of the ROW. This may include re-grading with stone or stabilization with fast-growing native grasses and/or erosion control blankets to prevent erosion and sedimentation.

Historical and Archeological Resource Mitigation

The Project will involve trench and manhole excavation in previously disturbed urban streets that will pass by nine listed archaeological sites. However, it is unlikely that the Project will have any impact on these nine sites or any other archaeological or historic resources as described herein (and in the Historical section below). The Project will be constructed via trench and manhole excavations predominantly in roadway or railroad ROWs, in which prior excavation, filling, grading, and construction of the roadway or railway itself has already created significant disturbance. Thus, any disruption to below-ground historic resources is unlikely. Furthermore, impacts to above-ground resources are unlikely due to minimal visual changes resulting from the Project.

The Companies will consult with MHC and the local historical commissions as needed and comply with construction-related requirements designed to ensure that potential adverse effects to historic or archaeological resources from the Project are avoided or mitigated.

AREAS OF CRITICAL ENVIRONMENTAL CONCERN:

Is the project within or adjacent to an Area of Critical Environmental Concern?

Yes (Specify _____)

No (the Preferred Route does not pass within or adjacent to an ACEC)

If yes, does the ACEC have an approved Resource Management Plan? ___ Yes ___ No;

If yes, describe how the project complies with this plan: _____

Will there be stormwater runoff or discharge to the designated ACEC? ___ Yes ___ No;

If yes, describe and assess the potential impacts of such stormwater runoff/discharge to the designated ACEC: _____

RARE SPECIES:

Does the project site include Estimated and/or Priority Habitat of State-Listed Rare Species? (see http://www.mass.gov/dfwele/dfw/nhesp/regulatory_review/priority_habitat/priority_habitat_home.htm)

Yes (Specify _____) **No**

HISTORICAL /ARCHAEOLOGICAL RESOURCES:

Does the project site include any structure, site or district listed in the State Register of Historic Place or the Inventory of Historic and Archaeological Assets of the Commonwealth?

Yes (the route will pass a number of resources listed in the Register and Inventory; these are identified in Attachment D) No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources? Yes **No**

The proposed Project consists of a new approximately 8.53-mile underground transmission line. The proposed route will pass by nine historic/archaeological sites including the Middlesex Canal Historic and Archaeological District (WOB.J), listed on the State and National Registers of Historic Places. As the proposed route will utilize areas previously disturbed by railroad or roadway construction, impacts to historic/archaeological resources are not anticipated. According to the National Register nomination, no extant site features of the Middlesex Canal are within the Project site.

WATER RESOURCES:

Is there an Outstanding Resource Water (ORW) on or within a half-mile radius of the project site?

Yes ___ No; if yes, identify the ORW and its location: **Horn Pond and Crystal Lake**

(NOTE: Outstanding Resource Waters include Class A public water supplies, their tributaries, and bordering wetlands; active and inactive reservoirs approved by MassDEP; certain waters within Areas of Critical Environmental Concern, and certified vernal pools. Outstanding resource waters are listed in the Surface Water Quality Standards, 314 CMR 4.00.)

Are there any impaired water bodies on or within a half-mile radius of the project site? **Yes** ___ No; if yes, identify the water body and pollutant(s) causing the impairment

Two impaired water bodies, the Aberjona River and Mill River, are within a half-mile radius of the Project route. Stretching from its source just south of Birch Meadow Drive in Reading to its inlet Upper Mystic Lake at Mystic Valley Parkway in Winchester, the Aberjona River is listed on Massachusetts' Impaired Waters from 2012. The river is impaired in the following categories: aesthetic; fish, other aquatic life and wildlife; primary contact recreation; and secondary contact recreation. Starting from headwaters in wetlands north of Salem Street in Wakefield to its confluence with the Saugus River in Wakefield, the Mill River is impaired in the following categories: aesthetic; fish, other aquatic life and wildlife; primary contact recreation; and secondary contact recreation.

Is the project within a medium or high stress basin, as established by the Massachusetts Water Resources Commission? **Yes** ___ No

The Project is within a previously high-stressed Aberjona River basin in Winchester.²

STORMWATER MANAGEMENT:

Generally describe the project's stormwater impacts and measures that the project will take to comply with the standards found in MassDEP's Stormwater Management Regulations:

Appropriate stormwater best management practices (“BMPs”) will be employed during construction to prevent erosion and sedimentation into the existing stormwater system. Stormwater management during construction is described above in the “Construction” section of the Project Description.

MASSACHUSETTS CONTINGENCY PLAN:

Has the project site been, or is it currently being, regulated under M.G.L.c.21E or the Massachusetts Contingency Plan? **Yes X No**; if yes, please describe the current status of the site (including Release Tracking Number (RTN), cleanup phase, and Response Action Outcome classification):

The Preferred Route for the Project passes by a number of MCP Tier Classified and AUL Oil/Hazardous Release sites. The RTNs and available information are listed below:

MCP Active Tier Classified Oil/Hazardous Release Sites (non-AUL):

- ◆ **RTN 3-0026457 Mobil Service Station, Stoneham MA (Tier II)**

Is there an Activity and Use Limitation (AUL) on any portion of the project site? **Yes X No**; if yes, describe which portion of the site and how the project will be consistent with the AUL:

Oil/Hazardous Release AUL Sites:

- ◆ **RTN 3-0011710 Power Station by the Horn Pond, Woburn (RAO)**
- ◆ **RTN 3-0013520 Exxon Station, 322 Montvale Ave, Woburn (RAO A3);**
- ◆ **RTN 3-0013365 Pleasant Street, 308 Main Street, Stoneham (RAO A3);**
- ◆ **RTN 3-0021532 Corner of Broadway and Foundry Street, Wakefield (RAO A3)**
- ◆ **RTN 3-0004299 Kytron Circuits Treatment Plant, 9 Broadway Street in Wakefield (Phase IV, RAO A4);**
- ◆ **RTN 3-0023591 Hudson Bus Lines FMR, Wakefield (RAO)**

Excavated soil from the installation of the transmission line and substation work will be disposed of/recycled at an appropriate facility and consistent with applicable AUL provisions. Thermal concrete will fill the entire duct bank, and clean fluidized thermal backfill will be used to fill the trench after installation. The Companies will implement pre-construction soil characterization testing to determine site specific potential of encountering soil contamination and develop a Soil and Groundwater Management Plan to provide its construction contractor(s) with information regarding soil and groundwater management requirements during construction of the Project. A Licensed Site Professional (“LSP”) will coordinate soil management activities during construction to ensure compliance with the MCP and relevant AUL provisions.

Are you aware of any Reportable Conditions at the property that have not yet been assigned an RTN? **Yes No X**; if yes, please describe:

SOLID AND HAZARDOUS WASTE:

If the project will generate solid waste during demolition or construction, describe alternatives considered for re-use, recycling, and disposal of, e.g., asphalt, brick, concrete, gypsum, metal, and wood:

² Source: Stressed Basins in Massachusetts by The Commonwealth of Massachusetts Water Resources Commission (Dec. 13, 2001).

Since the Project will involve open trenching through existing road ROWs, there will be asphalt and concrete waste generated during construction. Asphalt and concrete will be handled separately from soil to allow for recycling at an asphalt batching plant and/or recycling facility. Waste materials generated along the route during installation of the transmission duct bank and manholes will be promptly removed and properly disposed of at a suitable facility. The largest quantity of construction generated waste will likely be from soils excavated from the trench and locations where manholes are installed. This material will be removed from the trench and hauled to an appropriate off-site disposal/recycling location or to a temporary construction laydown area for on-site re-use.

There may be contaminated soil or other regulated materials encountered along the route. If applicable, soils will be managed pursuant to the Utility-related Abatement Measure (“URAM”) provisions of the Massachusetts Contingency Plan (“MCP”). The Companies will contract with a Licensed Site Professional (“LSP”) as necessitated by conditions encountered along the Project alignment, consistent with the requirements of the MCP at 310 CMR 40.0460 et seq.

Packing crates and wood from equipment shipments will be reused or recycled to the extent practicable, or will be disposed of appropriately.

Will your project disturb asbestos containing materials? Yes ___ No X ;
if yes, please consult state asbestos requirements at <http://mass.gov/MassDEP/air/asbhom01.htm>

Describe anti-idling and other measures to limit emissions from construction equipment:

The Companies and their contractors will comply with state law (M.G.L. Chapter 90, Section 16A) and MassDEP regulations (310 CMR 7. 11(1)(b)), which limit vehicle idling to no more than five minutes in most cases. There are exceptions for vehicles being serviced, vehicles making deliveries that need to keep their engines running and vehicles that need to run their engines to operate accessories.

The construction contract will require contractors to use a number of measures to reduce potential emissions and minimize impacts from construction vehicles, including:

- ◆ Require the use of well-maintained equipment with functioning mufflers as applicable;
- ◆ Require strict compliance with MassDEP's Anti-Equipment Idling regulations to prevent equipment from idling and producing unnecessary noise while not in productive use;
- ◆ Provide construction contractors with training that highlights the Company's requirements with respect to well-maintained equipment, anti-idling and other relevant policies;
- ◆ Use muffling enclosures on continuously-operating equipment (e.g., air compressors and welding generators);
- ◆ Use the most quiet construction operations, techniques, and equipment, where feasible;
- ◆ Schedule equipment operations to keep average noise levels low, synchronize noisiest operations with times of highest ambient noise levels, and maintain relatively uniform noise levels;
- ◆ Use wetting agents where needed on a scheduled basis;
- ◆ Minimize and cover exposed storage of debris on-site;
- ◆ Monitor construction practices to minimize unnecessary transfers and mechanical disturbances of loose materials;
- ◆ Store aggregate materials away from the areas of greatest pedestrian activity, where and when possible;
- ◆ Clean streets and sidewalks regularly to minimize dust accumulations; and
- ◆ The Companies use ultra-low-sulfur diesel (“ULSD”) fuel in their own diesel-powered construction equipment. ULSD has a maximum sulfur content of 15 parts per million as opposed to low sulfur diesel fuel, which has a maximum sulfur content of 500 parts per million. By using ULSD fuel, there is a 97 percent reduction in the sulfur content as compared to low sulfur diesel fuel. The Companies will also require their contractors to use ULSD fuel in their diesel-powered construction equipment used for this Project. In addition, the Companies will direct their contractors to retrofit any diesel-powered non-road construction equipment rated 50 horsepower or above to be used for 30 or more

days over the course of the Project with USEPA-verified (or equivalent) emission control devices (e.g., oxidation catalysts or other comparable technologies).

DESIGNATED WILD AND SCENIC RIVER:

Is this project site located wholly or partially within a defined river corridor of a federally designated Wild and Scenic River or a state designated Scenic River? Yes ___ **No** **X**; if yes, specify name of river and designation:

If yes, does the project have the potential to impact any of the “outstandingly remarkable” resources of a federally Wild and Scenic River or the stated purpose of a state designated Scenic River? Yes ___ No ___; if yes, specify name of river and designation: _____; if yes, will the project will result in any impacts to any of the designated “outstandingly remarkable” resources of the Wild and Scenic River or the stated purposes of a Scenic River? Yes ___ No ___; if yes, describe the potential impacts to one or more of the “outstandingly remarkable” resources or stated purposes and mitigation measures proposed:

ATTACHMENTS:

1. List of all attachments to this document. **See below.**
2. U.S.G.S. map (good quality color copy, 8-½ x 11 inches or larger, at a scale of 1:24,000) indicating the project location and boundaries. **See Figure 1 in Attachment A.**
3. Plan, at an appropriate scale, of existing conditions on the project site and its immediate environs, showing all known structures, roadways and parking lots, railroad rights-of-way, wetlands and water bodies, wooded areas, farmland, steep slopes, public open spaces, and major utilities. **See Figure 2 in Attachment A.**
4. Plan, at an appropriate scale, depicting environmental constraints on or adjacent to the project site such as Priority and/or Estimated Habitat of state-listed rare species, Areas of Critical Environmental Concern, Chapter 91 jurisdictional areas, Article 97 lands, wetland resource area delineations, water supply protection areas, and historic resources and/or districts. **See Figures 4 (3 sheets) through 6 in Attachment A.**
5. Plan, at an appropriate scale, of proposed conditions upon completion of project (if construction of the project is proposed to be phased, there should be a site plan showing conditions upon the completion of each phase). **See Figure 2 in Attachment A.**
6. List of all agencies and persons to whom the proponent circulated the ENF, in accordance with 301 CMR 11.16(2). **See Attachment B.**
7. List of municipal and federal permits and reviews required by the project, as applicable. **See Attachment C.**

ATTACHMENT A FIGURES

Figure 1	USGS Locus
Figure 2	Aerial View
Figure 3a	Alternatives
Figure 3b	Three-Project Alternative
Figure 4 (3 sheets)	MassDEP Wetlands, FEMA Flood Zones, NHESP Features, ACECs
Figure 5	Article 97 Lands
Figure 6	Water Resources
Figure 7 (7 sheets)	Conceptual Waterbody Crossings

ATTACHMENT B CIRCULATION LIST

ATTACHMENT C ANTICIPATED PERMITS, REVIEWS, AND APPROVALS REQUIRED

ATTACHMENT D TABLE OF HISTORIC RESOURCES ALONG THE PROJECT ROUTE

LAND SECTION – all proponents must fill out this section

I. Thresholds / Permits

A. Does the project meet or exceed any review thresholds related to **land** (see 301 CMR 11.03(1)) ___ Yes **X** No; if yes, specify each threshold:

II. Impacts and Permits

A. Describe, in acres, the current and proposed character of the project site, as follows:

	Existing (acres)	Change (acres)	Total (acres)
Footprint of buildings	0	0	0
Internal roadways	4.6	0	4.6
Parking and other paved areas	0	0	0
Other altered areas	0.56	0	0.56
Undeveloped areas*	0	0	0
Total Site Acreage**	5.16	0	5.16

* Includes railroad ROW

**Assumes a 5-foot-wide trench and includes construction areas for trenchless crossing technology on either side of 7 waterbody crossings.

- B. Has any part of the project site been in active agricultural use in the last five years? ___ Yes **X** No; if yes, how many acres of land in agricultural use (with prime state or locally important agricultural soils) will be converted to nonagricultural use?
- C. Is any part of the project site currently or proposed to be in active forestry use? ___ Yes **X** No; if yes, please describe current and proposed forestry activities and indicate whether any part of the site is the subject of a forest management plan approved by the Department of Conservation and Recreation:
- D. Does any part of the project involve conversion of land held for natural resources purposes in accordance with Article 97 of the Amendments to the Constitution of the Commonwealth to any purpose not in accordance with Article 97? ___ Yes **X** No; if yes, describe:
- E. Is any part of the project site currently subject to a conservation restriction, preservation restriction, agricultural preservation restriction or watershed preservation restriction? ___ Yes **X** No; if yes, does the project involve the release or modification of such restriction? ___ Yes ___ No; if yes, describe:
- F. Does the project require approval of a new urban redevelopment project or a fundamental change in an existing urban redevelopment project under M.G.L.c.121A? ___ Yes **X** No; if yes, describe:
- G. Does the project require approval of a new urban renewal plan or a major modification of an existing urban renewal plan under M.G.L.c.121B? Yes ___ No **X**; if yes, describe:

III. Consistency

- A. Identify the current municipal comprehensive land use plan
Woburn Square Revitalization Plan, May 2000
Winchester Master Plan, April 8, 2010
Stoneham Town Center Strategic Action Plan, December 2014
Town of Wakefield Open Space and Recreation Plan 2005-2010, June 15, 2004

- B. Describe the project's consistency with that plan with regard to:
Woburn Square Revitalization Plan:

- 1) **economic development**
The Project is consistent with the economic goals set forth in the Plan in that it will enhance the Greater Boston region's electric transmission reliability, ultimately supporting economic growth and development.
- 2) **adequacy of infrastructure**
The Project is consistent with these goals since it will make use of existing infrastructure.
- 3) **open space impacts**
The Project will follow roadways, avoiding and minimizing open space impacts.
- 4) **compatibility with adjacent land uses**
Once constructed, the Project will have no impacts on any adjacent land uses. Construction-period impacts will primarily be traffic-related. The Proponents are committed to employing industry construction standards and best management practices to avoid and minimize construction-related impacts. Proper traffic management, soil management, and dust control measures will avoid and minimize construction-period impacts to adjacent land uses.

Winchester Master Plan

- 1) **economic development**
The Project is consistent with the economic goals set forth in the Plan in that it will enhance the Greater Boston region's electric transmission reliability, ultimately supporting economic growth and development.
- 2) **adequacy of infrastructure**
The Project is consistent with these goals since it will use existing infrastructure.
- 3) **open space impacts**
The Project will follow existing right-of-ways along roadways, avoiding and minimizing open space impacts
- 4) **compatibility with adjacent land uses**
Once constructed, the Project will have no impacts on any adjacent land uses. Construction-period impacts will primarily be traffic-related. The Proponents are committed to employing industry construction standards and best management practices to avoid and minimize construction-related impacts. Proper traffic management, soil management, and dust control measures will avoid and minimize construction-period impacts to adjacent land uses.

Stoneham Town Center Strategic Action Plan

- 1) **economic development**
The Project is consistent with the economic goals set forth in the Plan in that it will enhance the Greater Boston region's electric transmission reliability, ultimately supporting economic growth and development.
- 2) **adequacy of infrastructure**
The Project is consistent with these goals in that it will make use of existing infrastructure.
- 3) **open space impacts**
The Project will follow existing right-of-ways along roadways, avoiding and minimizing open space impacts.
- 4) **compatibility with adjacent land uses**

Once constructed, the Project will have no impacts on any adjacent land uses. Construction-period impacts will primarily be traffic-related. The Proponents are committed to employing industry construction standards and best management practices to avoid and minimize construction-related impacts. Proper traffic management, soil management, and dust control measures will avoid and minimize construction-period impacts to adjacent land uses.

Town of Wakefield Open Space and Recreation Plan 2005-2010

1) economic development

The Project is consistent with the economic goals set forth in the Plan in that it will enhance the Greater Boston region's electric transmission reliability, ultimately supporting economic growth and development.

2) adequacy of infrastructure

The Project is consistent with these goals since it will use existing infrastructure.

3) open space impacts

The Project will follow existing right-of-ways along roadways and a railroad corridor, avoiding and minimizing open space impacts.

4) compatibility with adjacent land uses

Once constructed, the Project will have no impacts on any adjacent land uses. Construction-period impacts will primarily be traffic-related, but these impacts have also been minimized since the proposed route includes use of a railroad ROW. The Proponents are committed to employing industry construction standards and best management practices to avoid and minimize construction-related impacts. Proper traffic management, soil management, and dust control measures will avoid and minimize construction-period impacts to adjacent land uses.

**C. Identify the current Regional Policy Plan of the applicable Regional Planning Agency (RPA)
RPA: **Boston Region Metropolitan Planning Organization; North Suburban Planning Council (NSPC)****

Title: MetroFuture Regional Plan

Date: May 2008

D. Describe the project's consistency with that plan with regard to:

1) economic development

The economic goal of the MetroFuture Regional Plan is to promote the development of sustainable growth where people's homes and work are in proximity to one another and where infrastructure already exists. This Project is intended to improve the reliability of electric transmission in the metro-north area around Boston to better serve existing customers.

2) adequacy of infrastructure

The Project is consistent with these goals since it will use existing roadways and a railroad ROW, and will enhance the quality of the built environment with newly paved roads and sidewalks in certain locations.

3) open space impacts

The MetroFuture Regional Plan aims to have access to safe and well-maintained parks, community gardens, and appropriate play spaces for children and youth. The Project is consistent with this goal in that the transmission line will primarily be placed in the roadway and will have no significant impacts on open space.

RARE SPECIES SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **rare species or habitat** (see 301 CMR 11.03(2))? ___ Yes **X** **No**; if yes, specify, in quantitative terms:

(NOTE: If you are uncertain, it is recommended that you consult with the Natural Heritage and Endangered Species Program (NHESP) prior to submitting the ENF.)

B. Does the project require any state permits related to **rare species or habitat**? ___ Yes **X** **No**

C. Does the project site fall within mapped rare species habitat (Priority or Estimated Habitat?) in the current Massachusetts Natural Heritage Atlas (attach relevant page)? ___ Yes **X** **No**.

D. If you answered "No" to all questions A, B and C, proceed to the **Wetlands, Waterways, and Tidelands Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Rare Species section below.

II. Impacts and Permits

A. Does the project site fall within Priority or Estimated Habitat in the current Massachusetts Natural Heritage Atlas (attach relevant page)? ___ Yes ___ No. If yes,

1. Have you consulted with the Division of Fisheries and Wildlife Natural Heritage and Endangered Species Program (NHESP)? ___ Yes ___ No; if yes, have you received a determination as to whether the project will result in the "take" of a rare species? ___ Yes ___ No; if yes, attach the letter of determination to this submission.

2. Will the project "take" an endangered, threatened, and/or species of special concern in accordance with M.G.L. c.131A (see also 321 CMR 10.04)? ___ Yes ___ No; if yes, provide a summary of proposed measures to minimize and mitigate rare species impacts

3. Which rare species are known to occur within the Priority or Estimated Habitat?

4. Has the site been surveyed for rare species in accordance with the Massachusetts Endangered Species Act? ___ Yes ___ No

4. If your project is within Estimated Habitat, have you filed a Notice of Intent or received an Order of Conditions for this project? ___ Yes ___ No; if yes, did you send a copy of the Notice of Intent to the Natural Heritage and Endangered Species Program, in accordance with the Wetlands Protection Act regulations? ___ Yes ___ No

B. Will the project "take" an endangered, threatened, and/or species of special concern in accordance with M.G.L. c.131A (see also 321 CMR 10.04)? ___ Yes ___ No; if yes, provide a summary of proposed measures to minimize and mitigate impacts to significant habitat:

WETLANDS, WATERWAYS, AND TIDELANDS SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **wetlands, waterways, and tidelands** (see 301 CMR 11.03(3))? ___ Yes **X** **No**; if yes, specify, in quantitative terms:

B. Does the project require any state permits (or a local Order of Conditions) related to **wetlands, waterways, or tidelands**? **X** **Yes** ___ No; if yes, specify which permit:

The Project may require filing of an RDA or NOI with Woburn, Winchester, Stoneham, and/or Wakefield. Sections of the proposed route are located within jurisdictional areas (200-ft Riverfront Area and Bordering Land Subject to Flooding) and the 100-foot Buffer

Zone of wetland resource areas, including Bordering Vegetated Wetland. However, the Companies will make every effort as part of the Project design and construction to avoid work within wetland resource areas.

C. If you answered "No" to both questions A and B, proceed to the **Water Supply Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Wetlands, Waterways, and Tidelands Section below.

II. Wetlands Impacts and Permits

A. Does the project require a new or amended Order of Conditions under the Wetlands Protection Act (M.G.L. c.131A)? **Yes** ___ No; if yes, has a Notice of Intent been filed? ___ Yes **No**; if yes, list the date and MassDEP file number: ___; if yes, has a local Order of Conditions been issued? ___ Yes ___ No; Was the Order of Conditions appealed? ___ Yes ___ No. Will the project require a Variance from the Wetlands regulations? ___ Yes **No**.

The Project may require filing of an RDA or NOI with Woburn, Winchester, Stoneham, and/or Wakefield. Sections of the proposed route are located within jurisdictional areas (200-ft Riverfront Area and Bordering Land Subject to Flooding) and the 100-foot Buffer Zone of wetland resource areas, including Bordering Vegetated Wetland. However, the Companies will make every effort as part of the Project design and construction to avoid work within wetland resource areas.

B. Describe any proposed permanent or temporary impacts to wetland resource areas located on the project site:

Since all transmission line construction and substation modification activities are anticipated to occur within a combination of previously disturbed and/or developed upland areas including primarily existing paved roadways and (to a lesser extent) existing railroad ROWs and existing gravel-surface substations yards, no permanent impacts to wetland resource areas are anticipated. Project activities located within wetland resource areas (i.e., Riverfront Area and Bordering Land Subject to Flooding) will be limited to temporary alteration of pavement or the ground surface in existing ROW resulting from trench excavation and subsequent backfilling and/or pavement restoration to pre-existing conditions.

In addition, the Wetlands Protection Act regulations were revised in October 2014 and now include the following exemption for minor activities located within Riverfront Area and the Buffer Zone including (in part): *Installation of underground utilities (e.g., electric, gas, water) within existing paved or unpaved roadways and private roadways/driveways, provided that all work is conducted within the roadway or driveway and that all trenches are closed at the completion of each workday.* If this description accurately applies to the final proposed work, and the work is not located in the FEMA 100 year floodplain, then a significant portion of Project activities located within the 100-ft Buffer Zone and 200-ft Riverfront Area are exempt under the Wetlands Protection Act. Proposed work at the substations also has a similar new minor activity exemption.

Proposed work within municipal streets and at the existing substations will have a low potential for erosion and sedimentation, thus no impacts to wetland resource areas are anticipated. Moreover, a SWPPP will be prepared for the Project which will specify measures to be implemented, including:

- **In any road where stormwater is directed to a local storm drain, filter fabric barriers will be installed and maintained to prevent sedimentation to the storm drain system; and**
- **Trench spoils will be loaded into dump trucks and promptly removed, rather**

than stockpiled on the road. This construction method limits the potential for soils to be washed with stormwater into nearby storm drains.

C. Estimate the extent and type of impact that the project will have on wetland resources, and indicate whether the impacts are temporary or permanent:

<u>Coastal Wetlands</u>	<u>Area (square feet) or Length (linear feet)</u>	<u>Temporary or Permanent Impact?</u>
Land Under the Ocean	_____	_____
Designated Port Areas	_____	_____
Coastal Beaches	_____	_____
Coastal Dunes	_____	_____
Barrier Beaches	_____	_____
Coastal Banks	_____	_____
Rocky Intertidal Shores	_____	_____
Salt Marshes	_____	_____
Land Under Salt Ponds	_____	_____
Land Containing Shellfish	_____	_____
Fish Runs	_____	_____
Land Subject to Coastal Storm Flowage	_____	_____
<u>Inland Wetlands</u>	<u>Area (square feet) or Length (linear feet)</u>	<u>Temporary or Permanent Impact?</u>
Bank (If)	_____	_____
Bordering Vegetated Wetlands	_____	_____
Isolated Vegetated Wetlands	_____	_____
Land under Water	_____	_____
Isolated Land Subject to Flooding	_____	_____
Bordering Land Subject to Flooding	8,443	temporary alteration*
Riverfront Area	17,768	temporary alteration*

*Temporary impacts limited to work in previously developed areas (e.g., municipal streets and existing railroad ROW).

D. Is any part of the project:

1. proposed as a **limited project**? **Yes** ___ No; if yes, what is the area (in sf)? **17,768 sf Riverfront Area; 8,443 sf Bordering Land Subject to Flooding**
2. the construction or alteration of a **dam**? ___ Yes **No**; if yes, describe:
3. fill or structure in a **velocity zone** or **regulatory floodway**? ___ Yes **No**
4. dredging or disposal of dredged material? ___ Yes **No**; if yes, describe the volume of dredged material and the proposed disposal site:
5. a discharge to an **Outstanding Resource Water (ORW)** or an **Area of Critical Environmental Concern (ACEC)**? ___ Yes **No**
6. subject to a wetlands restriction order? ___ Yes **No**; if yes, identify the area (in sf):
7. located in buffer zones? **Yes** ___ No; if yes, how much (in sf): **27,426 sf**

E. Will the project:

1. be subject to a local wetlands ordinance or bylaw? **Yes** ___ No
2. alter any federally-protected wetlands not regulated under state law? ___ Yes **No**; if yes, what is the area (sf)?

III. Waterways and Tidelands Impacts and Permits

- A. Does the project site contain waterways or tidelands (including filled former tidelands) that are subject to the Waterways Act, M.G.L.c.91? ___ Yes **No**; if yes, is there a current Chapter 91 License or Permit affecting the project site? ___ Yes ___ No; if yes, list the date and license or permit number and provide a copy of the historic map used to determine extent of filled tidelands: **The Companies will submit a Request for Determination of Applicability to MassDEP to confirm the waterway crossings are not subject to MGL c.91.**

B. Does the project require a new or modified license or permit under M.G.L.c.91?
 ___ Yes No; if yes, how many acres of the project site subject to M.G.L.c.91 will be for non-water-dependent use? Current ___ Change ___ Total ___
The Companies will submit a Request for Determination of Applicability to MassDEP to confirm the waterway crossings are not subject to MGL c.91.
 If yes, how many square feet of solid fill or pile-supported structures (in sf)?

C. For non-water-dependent use projects, indicate the following: **N/A**
 Area of filled tidelands on the site: _____
 Area of filled tidelands covered by buildings: _____
 For portions of site on filled tidelands, list ground floor uses and area of each use: ___
 Does the project include new non-water-dependent uses located over flowed tidelands?
 Yes ___ No ___
 Height of building on filled tidelands _____

Also show the following on a site plan: Mean High Water, Mean Low Water, Water-dependent Use Zone, location of uses within buildings on tidelands, and interior and exterior areas and facilities dedicated for public use, and historic high and historic low water marks.

D. Is the project located on landlocked tidelands? ___ Yes No; if yes, describe the project's impact on the public's right to access, use and enjoy jurisdictional tidelands and describe measures the project will implement to avoid, minimize or mitigate any adverse impact:

E. Is the project located in an area where low groundwater levels have been identified by a municipality or state or federal agency as a threat to building foundations? ___ Yes No; if yes, describe the project's impact on groundwater levels and describe measures the project will implement to avoid, minimize or mitigate any adverse impact:

F. Is the project non-water-dependent **and** located on landlocked tidelands **or** waterways or tidelands subject to the Waterways Act **and** subject to a mandatory EIR? ___ Yes No;
 (NOTE: If yes, then the project will be subject to Public Benefit Review and Determination.)

G. Does the project include dredging? ___ Yes No; if yes, answer the following questions:
 What type of dredging? Improvement ___ Maintenance ___ Both ___
 What is the proposed dredge volume, in cubic yards (cys) _____
 What is the proposed dredge footprint ___ length (ft) ___ width (ft) ___ depth (ft);
 Will dredging impact the following resource areas?
 Intertidal Yes ___ No ___; if yes, ___ sq ft
 Outstanding Resource Waters Yes ___ No ___; if yes, ___ sq ft
 Other resource area (i.e. shellfish beds, eel grass beds) Yes ___ No ___; if yes ___ sq ft
 If yes to any of the above, have you evaluated appropriate and practicable steps to: 1) avoidance; 2) if avoidance is not possible, minimization; 3) if either avoidance or minimize is not possible, mitigation?
 If no to any of the above, what information or documentation was used to support this determination?

Provide a comprehensive analysis of practicable alternatives for improvement dredging in accordance with 314 CMR 9.07(1)(b). Physical and chemical data of the sediment shall be included in the comprehensive analysis.

Sediment Characterization
 Existing gradation analysis results? ___ Yes ___ No; if yes, provide results.
 Existing chemical results for parameters listed in 314 CMR 9.07(2)(b)6? ___ Yes ___ No; if yes, provide results.

Do you have sufficient information to evaluate feasibility of the following management

options for dredged sediment? If yes, check the appropriate option.
 Beach Nourishment ____
 Unconfined Ocean Disposal ____
 Confined Disposal:
 Confined Aquatic Disposal (CAD) ____
 Confined Disposal Facility (CDF) ____
 Landfill Reuse in accordance with COMM-97-001 ____
 Shoreline Placement ____
 Upland Material Reuse ____
 In-State landfill disposal ____
 Out-of-state landfill disposal ____
 (NOTE: This information is required for a 401 Water Quality Certification.)

IV. Consistency:

- A. Does the project have effects on the coastal resources or uses, and/or is the project located within the Coastal Zone? ____ Yes **X** **No**; if yes, describe these effects and the projects consistency with the policies of the Office of Coastal Zone Management:
- B. Is the project located within an area subject to a Municipal Harbor Plan? ____ Yes **X** **No**; if yes, identify the Municipal Harbor Plan and describe the project's consistency with that plan:

WATER SUPPLY SECTION

I. Thresholds / Permits

- A. Will the project meet or exceed any review thresholds related to **water supply** (see 301 CMR 11.03(4))? ____ Yes **X** **No**; if yes, specify, in quantitative terms:
- B. Does the project require any state permits related to **water supply**? ____ Yes **X** **No**; if yes, specify which permit:
- C. If you answered "No" to both questions A and B, proceed to the **Wastewater Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Water Supply Section below.

II. Impacts and Permits

A. Describe, in gallons per day (gpd), the volume and source of water use for existing and proposed activities at the project site:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Municipal or regional water supply	_____	_____	_____
Withdrawal from groundwater	_____	_____	_____
Withdrawal from surface water	_____	_____	_____
Interbasin transfer	_____	_____	_____

(NOTE: Interbasin Transfer approval will be required if the basin and community where the proposed water supply source is located is different from the basin and community where the wastewater from the source will be discharged.)

- B. If the source is a municipal or regional supply, has the municipality or region indicated that there is adequate capacity in the system to accommodate the project? ____ Yes ____ No
- C. If the project involves a new or expanded withdrawal from a groundwater or surface water source, has a pumping test been conducted? ____ Yes ____ No; if yes, attach a map of the drilling sites and a summary of the alternatives considered and the results. _____
- D. What is the currently permitted withdrawal at the proposed water supply source (in gallons per day)? _____ Will the project require an increase in that withdrawal? ____ Yes ____ No; if yes, then how much of an increase (gpd)? _____
- E. Does the project site currently contain a water supply well, a drinking water treatment facility, water main, or other water supply facility, or will the project involve construction of a new facility?

___ Yes ___ No. If yes, describe existing and proposed water supply facilities at the project site:

	<u>Permitted Flow</u>	<u>Existing Avg Daily Flow</u>	<u>Project Flow</u>	<u>Total</u>
Capacity of water supply well(s) (gpd)	_____	_____	_____	_____
Capacity of water treatment plant (gpd)	_____	_____	_____	_____

F. If the project involves a new interbasin transfer of water, which basins are involved, what is the direction of the transfer, and is the interbasin transfer existing or proposed?

G. Does the project involve:

1. new water service by the Massachusetts Water Resources Authority or other agency of the Commonwealth to a municipality or water district? ___ Yes ___ No
2. a Watershed Protection Act variance? ___ Yes ___ No; if yes, how many acres of alteration?
3. a non-bridged stream crossing 1,000 or less feet upstream of a public surface drinking water supply for purpose of forest harvesting activities? ___ Yes ___ No

III. Consistency

Describe the project's consistency with water conservation plans or other plans to enhance water resources, quality, facilities and services:

WASTEWATER SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **wastewater** (see 301 CMR 11.03(5))? ___ Yes **X** **No**; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **wastewater**? ___ Yes **X** **No**; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Transportation -- Traffic Generation Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Wastewater Section below.

II. Impacts and Permits

A. Describe the volume (in gallons per day) and type of disposal of wastewater generation for existing and proposed activities at the project site (calculate according to 310 CMR 15.00 for septic systems or 314 CMR 7.00 for sewer systems):

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Discharge of sanitary wastewater	_____	_____	_____
Discharge of industrial wastewater	_____	_____	_____
TOTAL	_____	_____	_____

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Discharge to groundwater	_____	_____	_____
Discharge to outstanding resource water	_____	_____	_____
Discharge to surface water	_____	_____	_____
Discharge to municipal or regional wastewater facility	_____	_____	_____
TOTAL	_____	_____	_____

B. Is the existing collection system at or near its capacity? ___ Yes ___ No; if yes, then describe the measures to be undertaken to accommodate the project's wastewater flows:

C. Is the existing wastewater disposal facility at or near its permitted capacity? ___ Yes ___ No; if

yes, then describe the measures to be undertaken to accommodate the project's wastewater flows:

D. Does the project site currently contain a wastewater treatment facility, sewer main, or other wastewater disposal facility, or will the project involve construction of a new facility?
 ___ Yes ___ No; if yes, describe as follows:

	<u>Permitted</u>	<u>Existing Avg Daily Flow</u>	<u>Project Flow</u>	<u>Total</u>
Wastewater treatment plant capacity (in gallons per day)	_____	_____	_____	_____

E. If the project requires an interbasin transfer of wastewater, which basins are involved, what is the direction of the transfer, and is the interbasin transfer existing or new?

(NOTE: Interbasin Transfer approval may be needed if the basin and community where wastewater will be discharged is different from the basin and community where the source of water supply is located.)

F. Does the project involve new sewer service by the Massachusetts Water Resources Authority (MWRA) or other Agency of the Commonwealth to a municipality or sewer district?
 ___ Yes ___ No

G. Is there an existing facility, or is a new facility proposed at the project site for the storage, treatment, processing, combustion or disposal of sewage sludge, sludge ash, grit, screenings, wastewater reuse (gray water) or other sewage residual materials? ___ Yes ___ No; if yes, what is the capacity (tons per day):

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Storage	_____	_____	_____
Treatment	_____	_____	_____
Processing	_____	_____	_____
Combustion	_____	_____	_____
Disposal	_____	_____	_____

H. Describe the water conservation measures to be undertaken by the project, and other wastewater mitigation, such as infiltration and inflow removal.

III. Consistency

A. Describe measures that the proponent will take to comply with applicable state, regional, and local plans and policies related to wastewater management:

B. If the project requires a sewer extension permit, is that extension included in a comprehensive wastewater management plan? ___ Yes ___ No; if yes, indicate the EEA number for the plan and whether the project site is within a sewer service area recommended or approved in that plan:

TRANSPORTATION SECTION (TRAFFIC GENERATION)

I. Thresholds / Permit

A. Will the project meet or exceed any review thresholds related to **traffic generation** (see 301 CMR 11.03(6))? ___ Yes **X** No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **state-controlled roadways**? **X** Yes ___ No; if yes, specify which permit: **Massachusetts Department of Transportation: (1) State Highway Access Permit (MGL c.81 § 21/MGL c.85 § 2); (2) Rail Crossing Permit(s) (MGL c.40 § 56a).**

- C. If you answered "No" to both questions A and B, proceed to the **Roadways and Other Transportation Facilities Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Traffic Generation Section below.

II. Traffic Impacts and Permits

- A. Describe existing and proposed vehicular traffic generated by activities at the project site:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Number of parking spaces	_____	_____	_____
Number of vehicle trips per day	_____	_____	_____
ITE Land Use Code(s):			

The Project will not increase long term vehicular traffic or reduce parking.

- B. What is the estimated average daily traffic on roadways serving the site?

The Project will not increase long term vehicular traffic.

	<u>Roadway</u>	<u>Existing</u>	<u>Change</u>	<u>Total</u>
1.				
2.				

- C. If applicable, describe proposed mitigation measures on state-controlled roadways that the project proponent will implement: **Traffic management plans will be prepared to evaluate construction-related traffic impacts and propose mitigation including night work, signage, and other methods as necessary.**
- D. How will the project implement and/or promote the use of transit, pedestrian and bicycle facilities and services to provide access to and from the project site? **N/A**
- E. Is there a Transportation Management Association (TMA) that provides transportation demand management (TDM) services in the area of the project site? ___ Yes ___ No; if yes, describe if and how will the project will participate in the TMA: **N/A**
- F. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation facilities? **X** Yes ___ No; if yes, generally describe: **The proposed route crosses under two active passenger railroad ROWs where the railroad lines are owned by the MBTA, and operators of these lines include MBTA and Amtrak. The route includes construction along a railroad ROW in Wakefield owned by the MBTA. The Proponents have met with MassDOT and MBTA to discuss the Project, and will continue to coordinate with the transportation agencies.**
- G. If the project will penetrate approach airspace of a nearby airport, has the proponent filed a Massachusetts Aeronautics Commission Airspace Review Form (780 CMR 111.7) and a Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA) (CFR Title 14 Part 77.13, forms 7460-1 and 7460-2)? **N/A**

III. Consistency

Describe measures that the proponent will take to comply with municipal, regional, state, and federal plans and policies related to traffic, transit, pedestrian and bicycle transportation facilities and services: **N/A (However, it is worth noting that construction of the Project will involve clearing, grading, and construction of an access road that may be useful in furthering the town's plans for constructing a bike path along the railroad ROW in Wakefield.)**

TRANSPORTATION SECTION (ROADWAYS AND OTHER TRANSPORTATION FACILITIES)

I. Thresholds

A. Will the project meet or exceed any review thresholds related to **roadways or other transportation facilities** (see 301 CMR 11.03(6))? ___ Yes X No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **roadways or other transportation facilities**? X Yes ___ No; if yes, specify which permit: **Massachusetts Department of Transportation: (1) State Highway Access Permit (MGL c.81 § 21/MGL c.85 § 2); (2) Rail Crossing Permit(s) (MGL c.40 § 56a).**

C. If you answered "No" to both questions A and B, proceed to the **Energy Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Roadways Section below.

II. Transportation Facility Impacts

A. Describe existing and proposed transportation facilities in the immediate vicinity of the project site:

The Preferred Route for the Project crosses under two active railroads, one within the roadway underneath a railroad bridge on Cross Street in Winchester, and one at-grade roadway crossing on Broadway Street in Wakefield.

B. Will the project involve any

- | | |
|--|-------------------------|
| 1. Alteration of bank or terrain (in linear feet)? | None anticipated |
| 2. Cutting of living public shade trees (number)? | None anticipated |
| 3. Elimination of stone wall (in linear feet)? | None anticipated |

III. Consistency -- Describe the project's consistency with other federal, state, regional, and local plans and policies related to traffic, transit, pedestrian and bicycle transportation facilities and services, including consistency with the applicable regional transportation plan and the Transportation Improvements Plan (TIP), the State Bicycle Plan, and the State Pedestrian Plan: **N/A (However, it is worth noting that construction of the Project will involve clearing, grading, and construction of an access road that may be useful in furthering the town's plans for constructing a bike path along the railroad ROW in Wakefield.)**

ENERGY SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **energy** (see 301 CMR 11.03(7))? X Yes ___ No; if yes, specify, in quantitative terms:

301 CMR 11.03(7)(b)(4): construction of electric transmission lines with a capacity of 69 or more kV, provided the transmission lines are one or more miles in length along New, unused or abandoned right of way

The proposed Project route for the new 345 kV transmission line covers a distance of 8.53 miles, in part along a railroad ROW. The majority of the Project is proposed to be located within municipal streets.

B. Does the project require any state permits related to **energy**? X Yes ___ No; if yes, specify which permit: **Department of Public Utilities Approval under MGL c.164 Section 72, MGL c.40A Section 3, and EFSB MGL c.164 Section 69J.**

C. If you answered "No" to both questions A and B, proceed to the **Air Quality Section**. If you

answered "Yes" to either question A or question B, fill out the remainder of the Energy Section below.

II. Impacts and Permits

A. Describe existing and proposed energy generation and transmission facilities at the project site:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Capacity of electric generating facility (megawatts)	<u>0</u>	<u>0</u>	<u>0</u>
Length of fuel line (in miles)	<u>0</u>	<u>0</u>	<u>0</u>
Length of transmission lines (in miles)	<u>0</u>	<u>8.53</u>	<u>8.53</u>
Capacity of transmission lines (in kilovolts)	<u>0</u>	<u>345</u>	<u>345</u>

B. If project involves construction or expansion of an electric generating facility, what are: **N/A**
 1. the facility's current and proposed fuel source(s)?
 2. the facility's current and proposed cooling source(s)?

C. If the project involves construction of an electrical transmission line, will it be located on a new, unused, or abandoned right of way? X Yes ___ No; if yes, please describe:

The proposed Project for the new 345 kV transmission line covers a distance of 8.53 miles, in part along a railroad ROW. The majority of the Project is proposed to be located within municipal streets.

D. Describe the project's other impacts on energy facilities and services:

The Project will have no adverse impacts on any energy facilities or services. To the contrary, the Project will address existing electric reliability issues and is an important component of improving electric transmission reliability in the greater Boston region.

III. Consistency

Describe the project's consistency with state, municipal, regional, and federal plans and policies for enhancing energy facilities and services:

The Eversource and NEP transmission systems are integral parts of the bulk power system delivering electricity to customers in New England. To maintain the integrity of the bulk power system, the Companies must ensure that adequate transmission resources are available to meet projected load requirements. As transmission providers, Eversource and NEP must maintain their respective systems consistent with the reliability standards and criteria developed by: (1) the North American Electric Reliability Corporation ("NERC"), which sets the minimum standards for electric power transmission for all of North America; (2) the Northeast Power Coordinating Council, Inc. ("NPCC"); (3) the New England Power Pool ("NEPOOL"); and (4) ISO New England Inc. ("ISO-NE"). These standards and criteria expressly require transmission operators to design and test their systems to withstand representative contingencies as specified in the criteria. If the Eversource or NEP transmission systems do not have sufficient capability to serve forecasted load under the conditions outlined in these standards and criteria, the Companies must plan and implement system additions and upgrades to address the identified inadequacies.

The Eversource/NEP Woburn to Wakefield Line Project is one of several independent transmission projects to emerge from a multi-year transmission study process conducted by the Greater Boston Working Group, led by ISO-NE. This study process ultimately resulted in the issuance of the Greater Boston Area Updated Transmission Needs Assessment ("Updated Needs Assessment"). Building on the Needs Assessment, a Greater Boston Solutions Assessment Report is under development by ISO-NE at this time.

Federal and regional planning guidelines require utilities to ensure that their electric transmission systems are able to reliably deliver power where it is needed under stressed conditions that may include high demand on the power system, unfavorable generator availability, and outages of one or two key transmission system elements. The Greater Boston Area transmission system has been under extensive study by the Working Group for over seven years. The Updated Needs Assessment compared Greater Boston Area transmission performance against transmission reliability standards for the projected 2018 and 2023 system conditions.

The Updated Needs Assessment identifies numerous potential thermal overloads on Eversource's 345-kV underground transmission system serving Sub-Areas B and F. Most of these issues exist presently, and are not dependent on forecasts of future load. These thermal overloads are projected to increase in severity over time, and would be further exacerbated if the Mystic 7 generating unit were to retire in the future. In short, the existing 345-kV transmission infrastructure in Sub-Areas B and F is inadequate to reliably serve anticipated loads. The proposed underground 345-kV line from Woburn Substation to Wakefield Junction Substation would address these issues and ensure that the 345-kV underground system provides reliable service for years to come.

AIR QUALITY SECTION

I. Thresholds

A. Will the project meet or exceed any review thresholds related to **air quality** (see 301 CMR 11.03(8))? ___ Yes **X** No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **air quality**? ___ Yes **X** No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Solid and Hazardous Waste Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Air Quality Section below.

II. Impacts and Permits

A. Does the project involve construction or modification of a major stationary source (see 310 CMR 7.00, Appendix A)? ___ Yes ___ No; if yes, describe existing and proposed emissions (in tons per day) of:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Particulate matter	_____	_____	_____
Carbon monoxide	_____	_____	_____
Sulfur dioxide	_____	_____	_____
Volatile organic compounds	_____	_____	_____
Oxides of nitrogen	_____	_____	_____
Lead	_____	_____	_____
Any hazardous air pollutant	_____	_____	_____
Carbon dioxide	_____	_____	_____

B. Describe the project's other impacts on air resources and air quality, including noise impacts:

III. Consistency

A. Describe the project's consistency with the State Implementation Plan:

B. Describe measures that the proponent will take to comply with other federal, state, regional, and local plans and policies related to air resources and air quality:



SOLID AND HAZARDOUS WASTE SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **solid or hazardous waste** (see 301 CMR 11.03(9))? ___ Yes **X** **No**; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **solid and hazardous waste**? ___ Yes **X** **No**; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Historical and Archaeological Resources Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Solid and Hazardous Waste Section below.

II. Impacts and Permits

A. Is there any current or proposed facility at the project site for the storage, treatment, processing, combustion or disposal of solid waste? ___ Yes ___ No; if yes, what is the volume (in tons per day) of the capacity:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Storage	_____	_____	_____
Treatment, processing	_____	_____	_____
Combustion	_____	_____	_____
Disposal	_____	_____	_____

B. Is there any current or proposed facility at the project site for the storage, recycling, treatment or disposal of hazardous waste? ___ Yes ___ No; if yes, what is the volume (in tons or gallons per day) of the capacity:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Storage	_____	_____	_____
Recycling	_____	_____	_____
Treatment	_____	_____	_____
Disposal	_____	_____	_____

C. If the project will generate solid waste (for example, during demolition or construction), describe alternatives considered for re-use, recycling, and disposal:

D. If the project involves demolition, do any buildings to be demolished contain asbestos? ___ Yes ___ No

E. Describe the project's other solid and hazardous waste impacts (including indirect impacts):

III. Consistency

Describe measures that the proponent will take to comply with the State Solid Waste Master Plan:

HISTORICAL AND ARCHAEOLOGICAL RESOURCES SECTION

I. Thresholds / Impacts

A. Have you consulted with the Massachusetts Historical Commission? ___ Yes **X** **No**; if yes, attach correspondence. For project sites involving lands under water, have you consulted with the Massachusetts Board of Underwater Archaeological Resources? ___ Yes ___ No; if yes, attach correspondence.

B. Is any part of the project site a historic structure, or a structure within a historic district, in either case listed in the State Register of Historic Places or the Inventory of Historic and

Archaeological Assets of the Commonwealth? **Yes** **No**; if yes, does the project involve the demolition of all or any exterior part of such historic structure? **Yes** **No**; if yes, please describe:

The line will pass through the Middlesex Canal Historic and Archaeological District (WOB.J) listed on the State and National Registers of Historic Places. Additionally, the proposed route will pass under the Boston and Lowell Railroad Bridge (WNT.905).

- C. Is any part of the project site an archaeological site listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth?
 Yes **No**; if yes, does the project involve the destruction of all or any part of such archaeological site? **Yes** **No**; if yes, please describe:
- D. If you answered "No" to all parts of both questions A, B and C, proceed to the **Attachments and Certifications** Sections. If you answered "Yes" to any part of either question A or question B, fill out the remainder of the Historical and Archaeological Resources Section below.

II. Impacts

Describe and assess the project's impacts, direct and indirect, on listed or inventoried historical and archaeological resources:

The Project is unlikely to have any adverse impacts on historic or archaeological resources.

The installation of the Transmission Line will be underground within existing paved streets and railroad ROWs. As such, visual effects from the proposed installation will be immaterial. Proposed improvements to the substations will also not create adverse visual impacts on historic resources. The Woburn Substation improvements will not produce significant visual impact since the substation itself is screened from Pond Street by an existing brick building located on the substation property. The majority of the proposed equipment improvements will be installed along the northern side of the substation, within the existing fenceline. The Project equipment will be partly visible from the recreational paths located to the east of the substation; however, any potential visual impact will be minor and incremental in nature, because the site is currently an industrial use with existing components that will look generally similar to those being added.

The Wakefield Junction Substation is separated from Montrose Avenue by an approximately 600-foot-long driveway that extends through forested land. Therefore, the substation itself is screened visually from nearby neighborhoods and other land uses. Proposed improvements to this substation will be contained within the existing substation yard, and therefore they will have no visual or aesthetic impacts to any surrounding historic resources.

As the proposed transmission route will utilize areas previously disturbed by railroad or roadway construction, adverse impacts to archaeological resources are not anticipated. According to the National Register, no features of the Middlesex Canal Historic District are within the Project site. Additionally, several of the identified archaeological sites have previously been investigated as part of previous cultural resource surveys where additional investigation was not recommended.

III. Consistency

Describe measures that the proponent will take to comply with federal, state, regional, and local plans and policies related to preserving historical and archaeological resources:

Given the Project's underground installation, there is unlikely to be any adverse impacts

on listed or eligible historic sites. Nevertheless, the Project will undergo review by the Massachusetts Historical Commission under 950 CMR 71. This process is being initiated with the filing of this ENF with the MHC. Potential effects, if any, to listed or eligible historic and archaeological resources will be avoided or mitigated in compliance with MHC regulations and policies.

CERTIFICATIONS:

1. The Public Notice of Environmental Review has been/will be published in the following newspapers in accordance with 301 CMR 11.15(1):

Boston Globe, North Zone A, 10/4/2015

Woburn Advocate, 10/3/2015

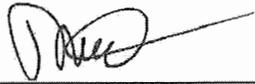
Stoneham Sun, 9/30/2015

Winchester Star, 10/1/2015

Wakefield Observer, 9/30/2015

2. This form has been circulated to Agencies and Persons in accordance with 301 CMR 11.16(2).

8/18/15



Date Signature of Responsible Officer
or Proponent

Michael Zylich
Eversource Energy
One NSTAR Way
Westwood, MA 02090

Date Signature of person preparing
ENF (if different from above)

Dave Klinch
Epsilon Associates, Inc.
3 Clock Tower Place, Suite 250
Maynard, MA 01754
(978) 793-2539

8/18/15



Date Signature of Responsible Officer
or Proponent

Joshua Holden
New England Power Company d/b/a National Grid
40 Sylvan Road
Waltham, MA 02451

Attachment A

Figures

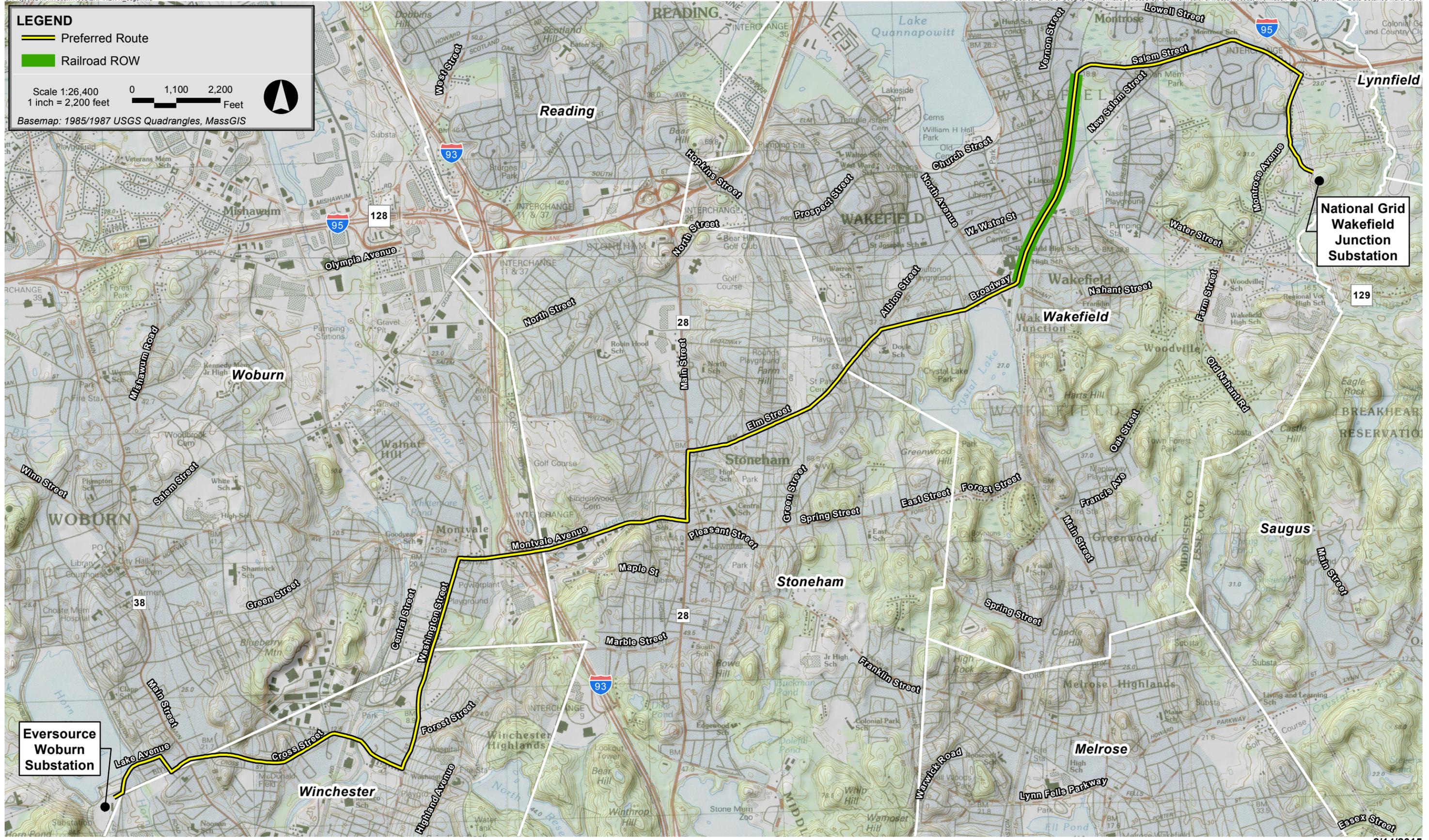
LEGEND

-  Preferred Route
-  Railroad ROW

Scale 1:26,400
1 inch = 2,200 feet

0 1,100 2,200 Feet

Basemap: 1985/1987 USGS Quadrangles, MassGIS



8/14/2015

Woburn to Wakefield Line Project

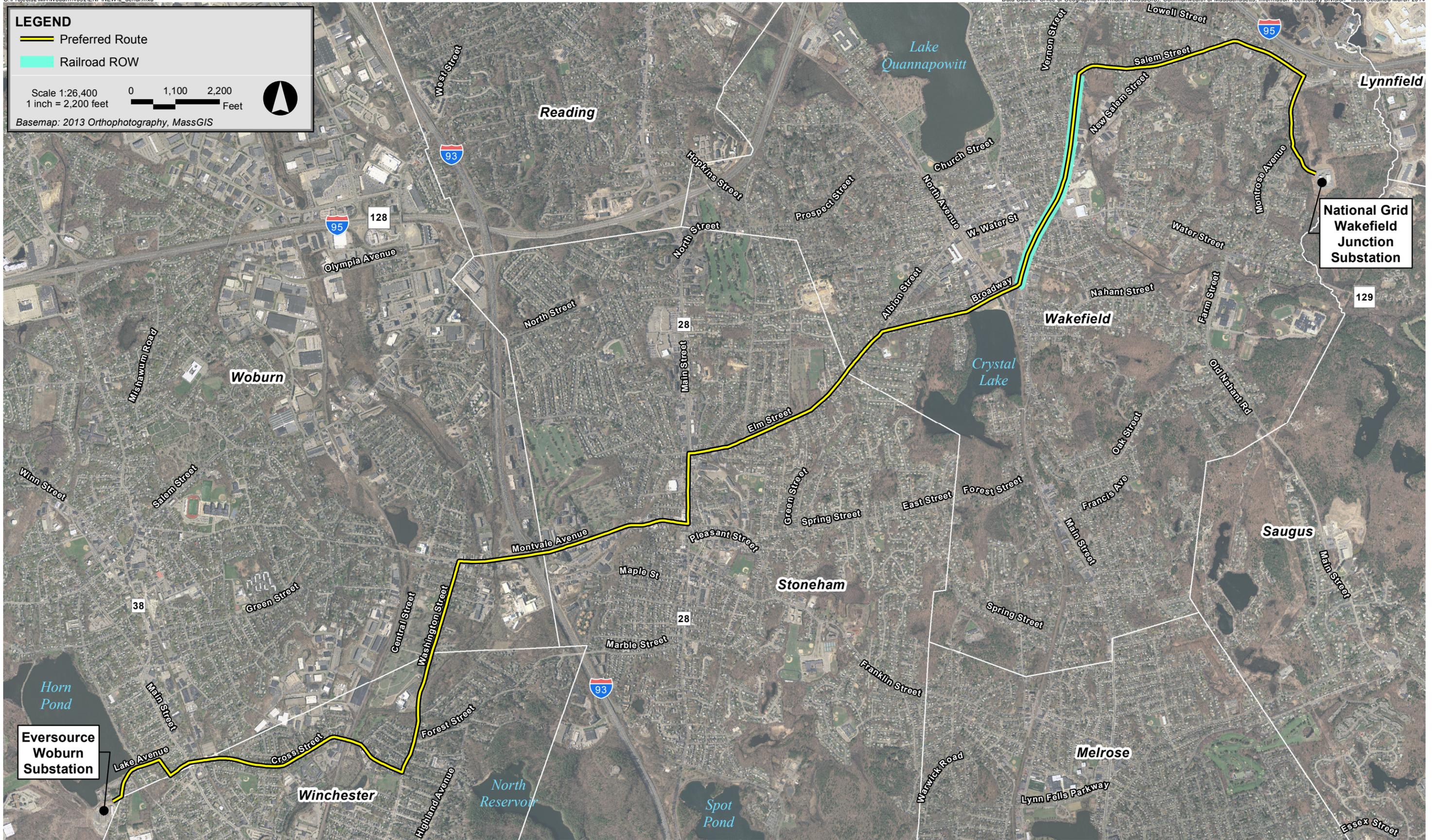
LEGEND

- Preferred Route
- Railroad ROW

Scale 1:26,400
1 inch = 2,200 feet

0 1,100 2,200 Feet

Basemap: 2013 Orthophotography, MassGIS



Woburn to Wakefield Line Project

8/14/2015

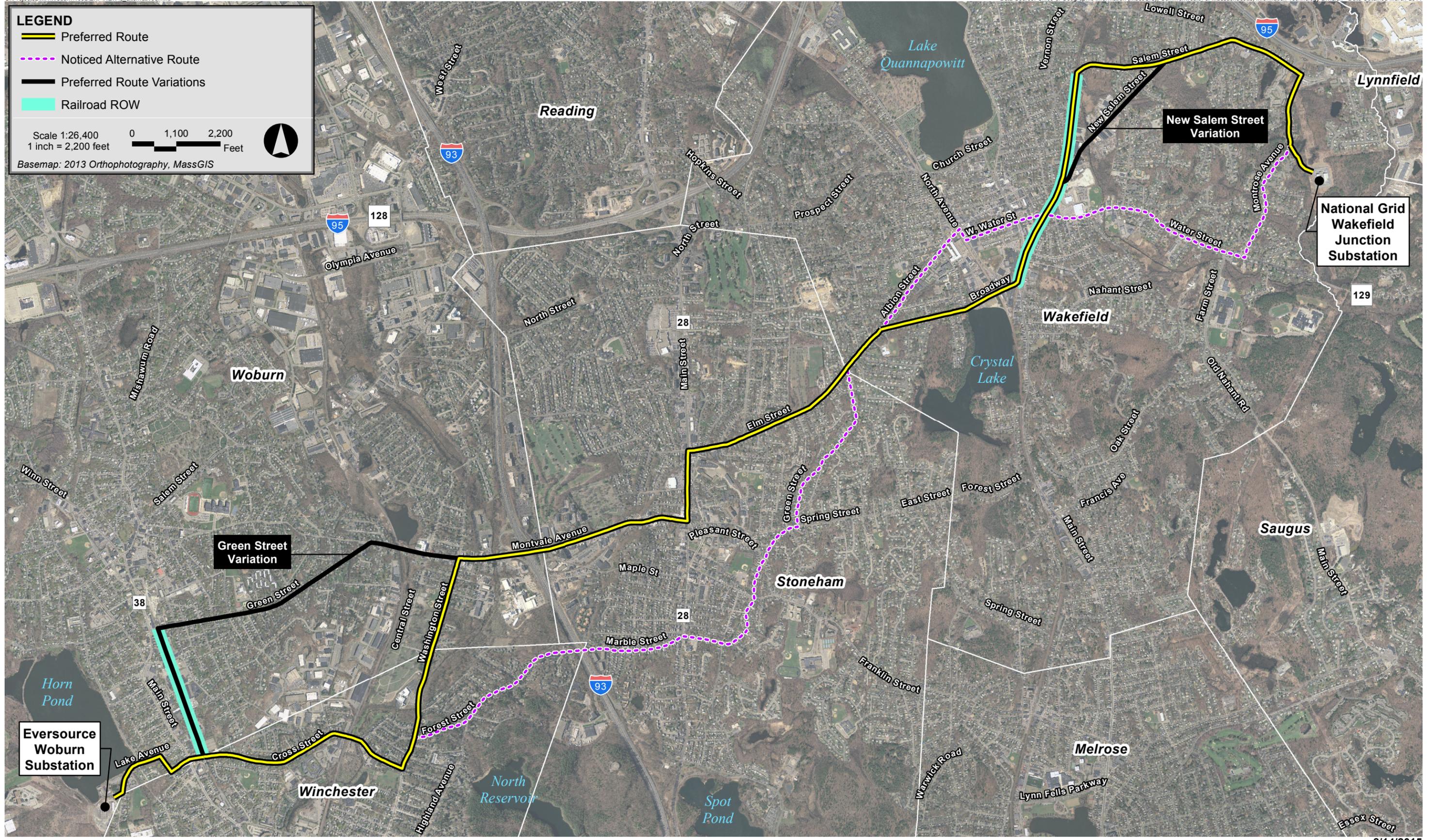
LEGEND

-  Preferred Route
-  Noticed Alternative Route
-  Preferred Route Variations
-  Railroad ROW

Scale 1:26,400
1 inch = 2,200 feet

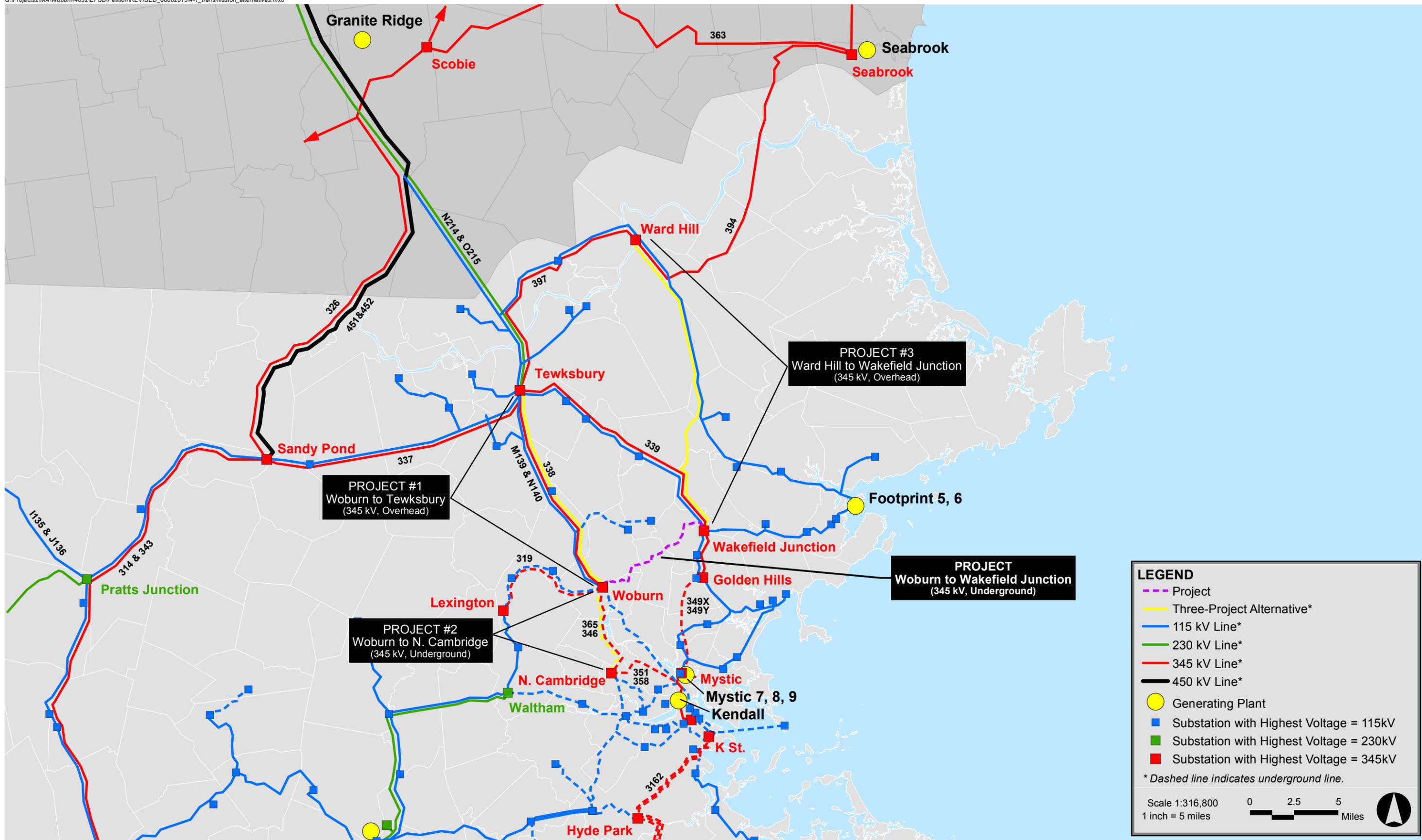
0 1,100 2,200 Feet

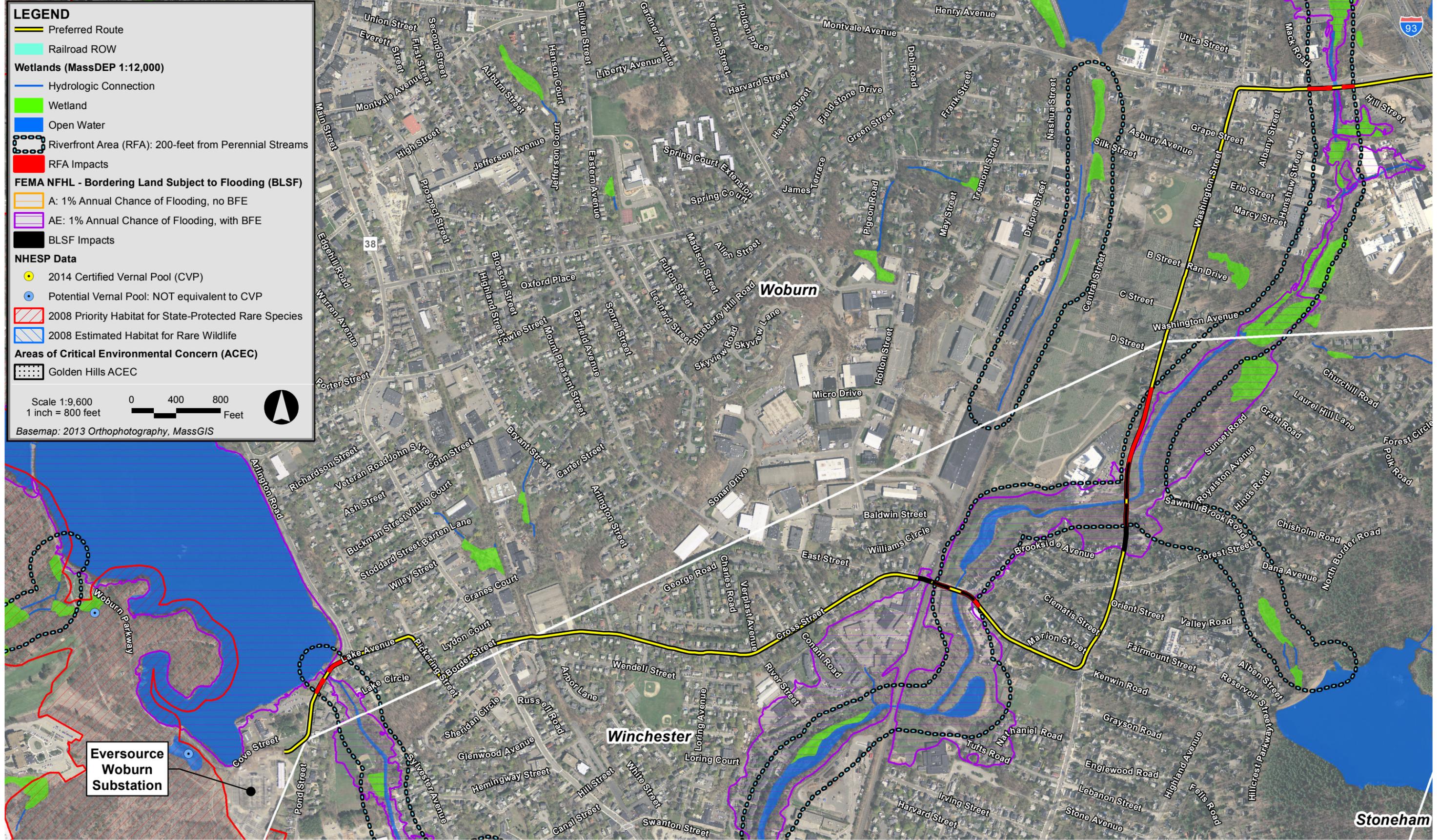
Basemap: 2013 Orthophotography, MassGIS



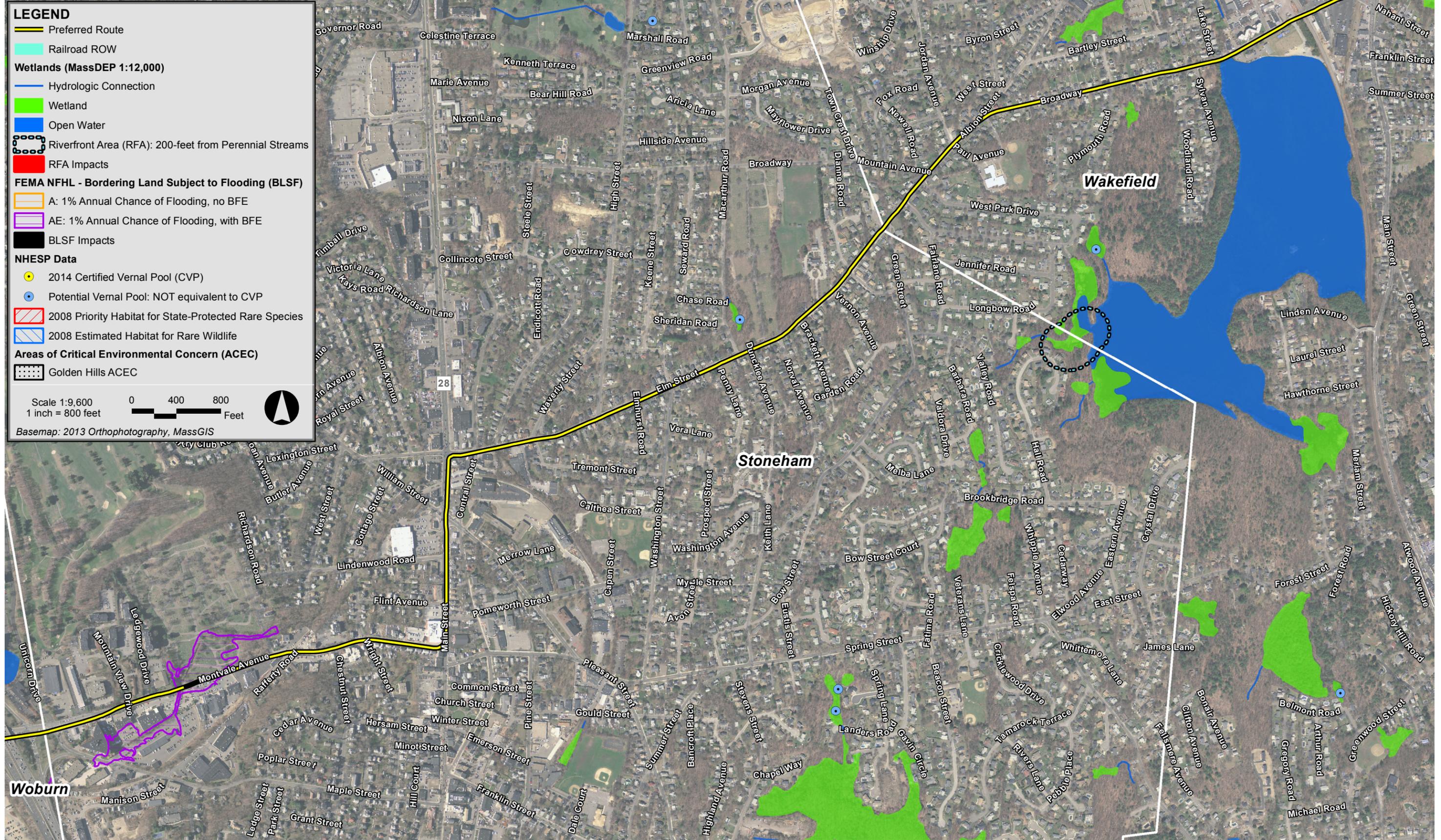
8/14/2015

Woburn to Wakefield Line Project



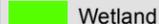
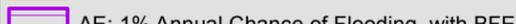
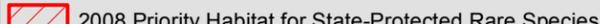


Woburn to Wakefield Line Project



Woburn to Wakefield Line Project

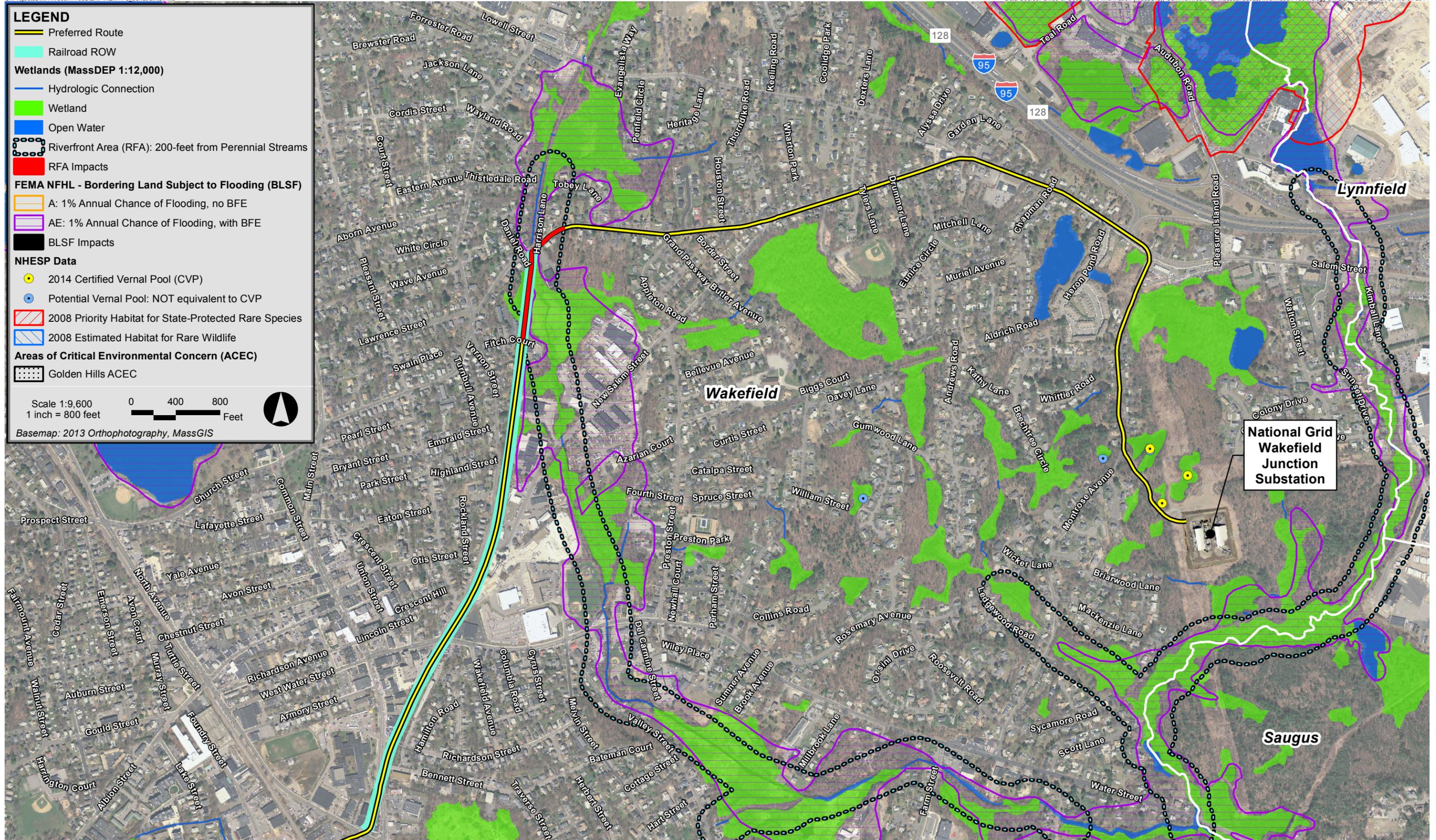
LEGEND

-  Preferred Route
-  Railroad ROW
- Wetlands (MassDEP 1:12,000)**
-  Hydrologic Connection
-  Wetland
-  Open Water
-  Riverfront Area (RFA): 200-feet from Perennial Streams
-  RFA Impacts
- FEMA NFHL - Bordering Land Subject to Flooding (BLSF)**
-  A: 1% Annual Chance of Flooding, no BFE
-  AE: 1% Annual Chance of Flooding, with BFE
-  BLSF Impacts
- NHESP Data**
-  2014 Certified Vernal Pool (CVP)
-  Potential Vernal Pool: NOT equivalent to CVP
-  2008 Priority Habitat for State-Protected Rare Species
-  2008 Estimated Habitat for Rare Wildlife
- Areas of Critical Environmental Concern (ACEC)**
-  Golden Hills ACEC

Scale 1:9,600
1 inch = 800 feet

0 400 800 Feet

Basemap: 2013 Orthophotography, MassGIS



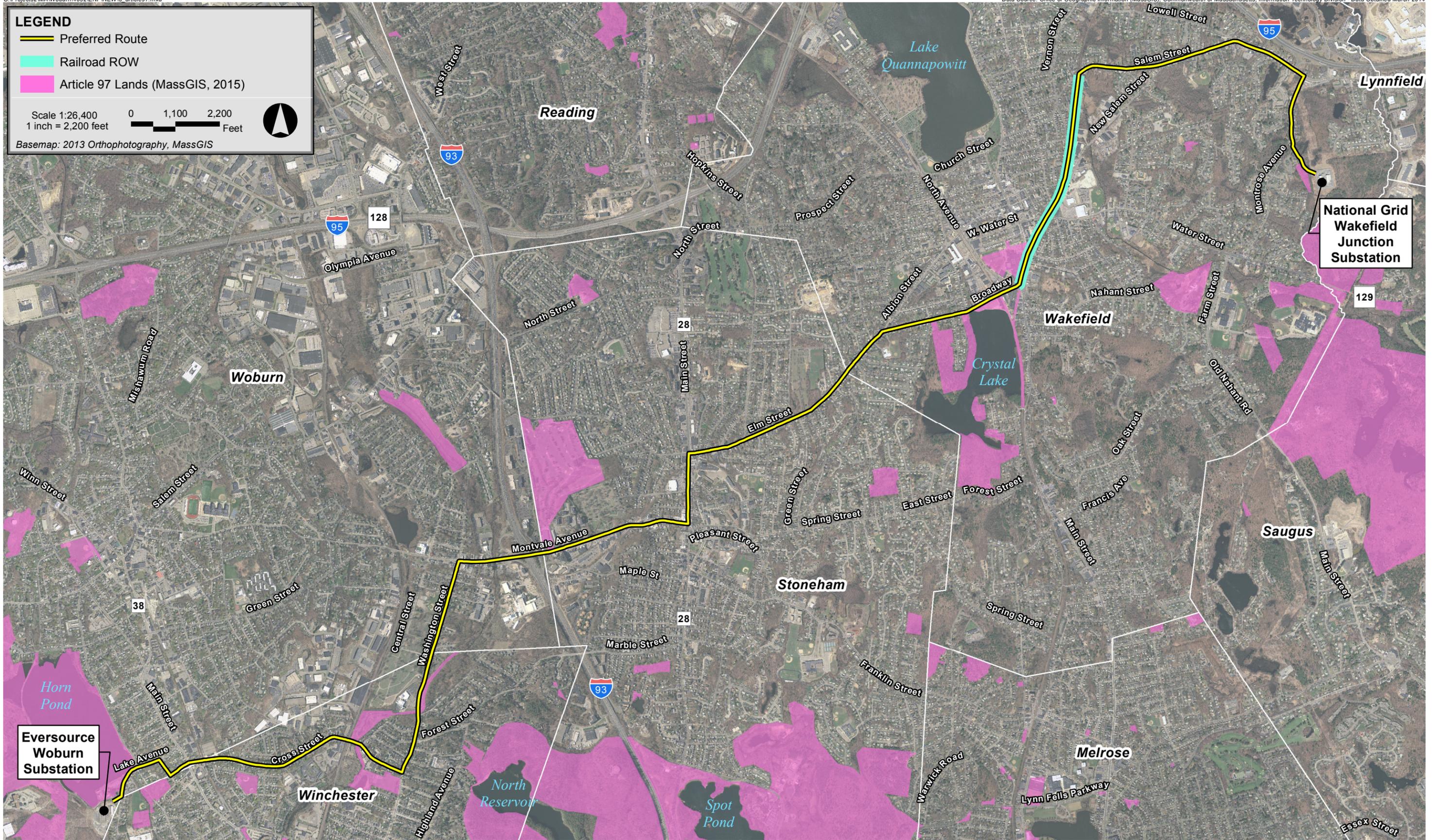
LEGEND

- Preferred Route
- Railroad ROW
- Article 97 Lands (MassGIS, 2015)

Scale 1:26,400
1 inch = 2,200 feet

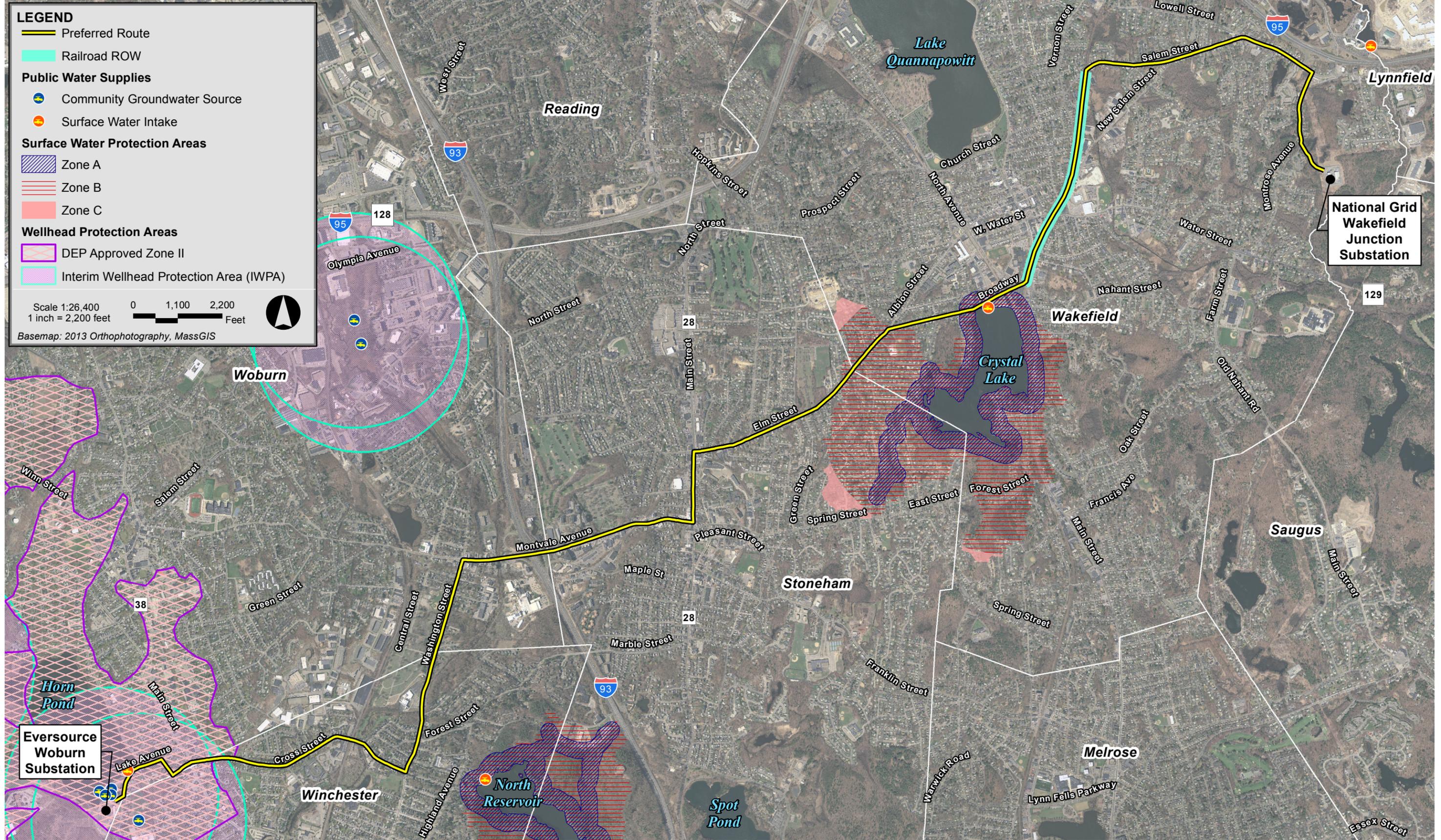
0 1,100 2,200 Feet

Basemap: 2013 Orthophotography, MassGIS



8/14/2015

Woburn to Wakefield Line Project

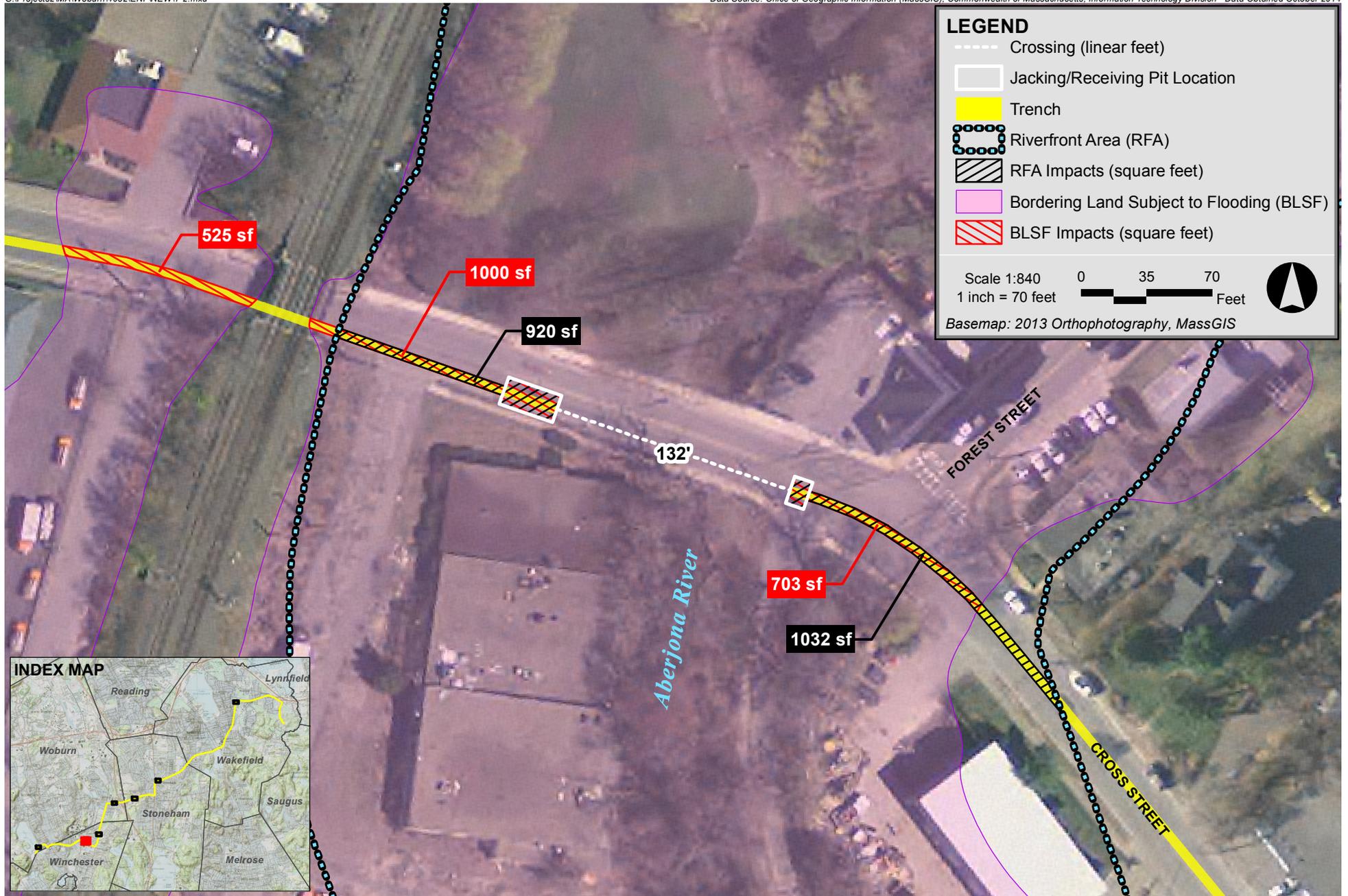


8/14/2015

Woburn to Wakefield Line Project



Woburn to Wakefield Line Project



Woburn to Wakefield Line Project

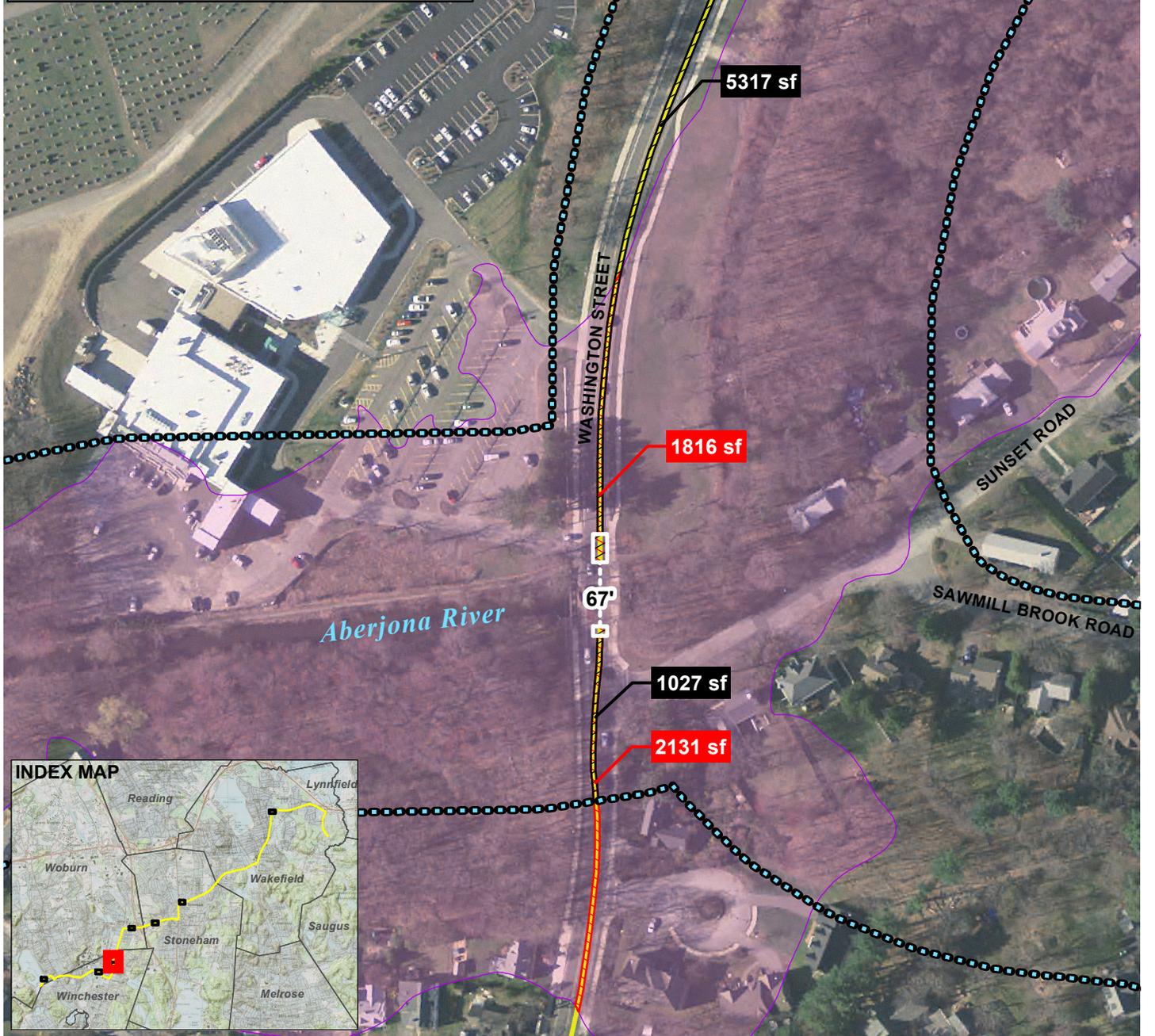
LEGEND

- Crossing (linear feet)
- Jacking/Receiving Pit Location
- Trench
- Riverfront Area (RFA)
- ▨ RFA Impacts (square feet)
- ▭ Bordering Land Subject to Flooding (BLSF)
- ▨ BLSF Impacts (square feet)

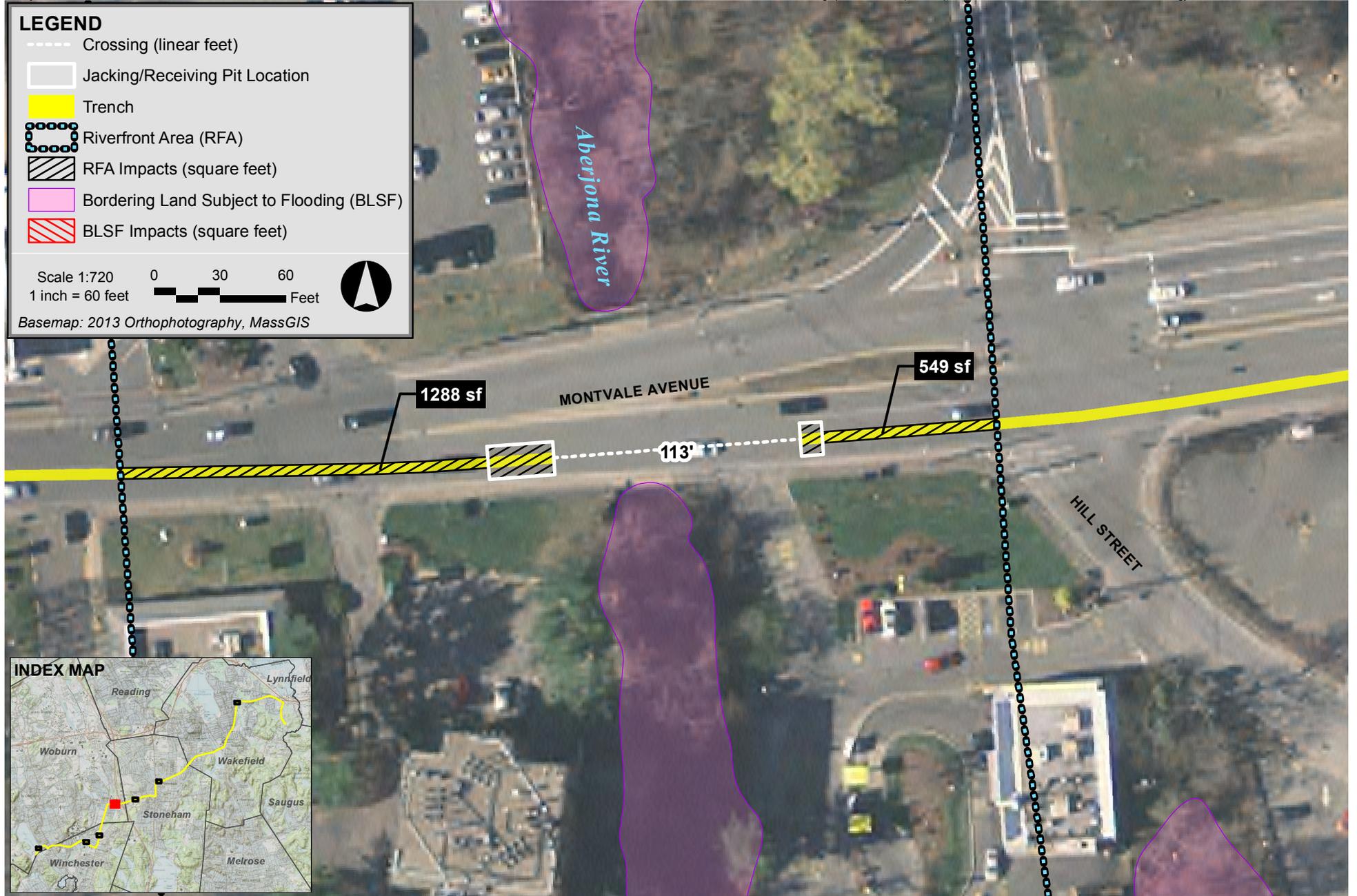
Scale 1:1,920
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0 80 160 Feet

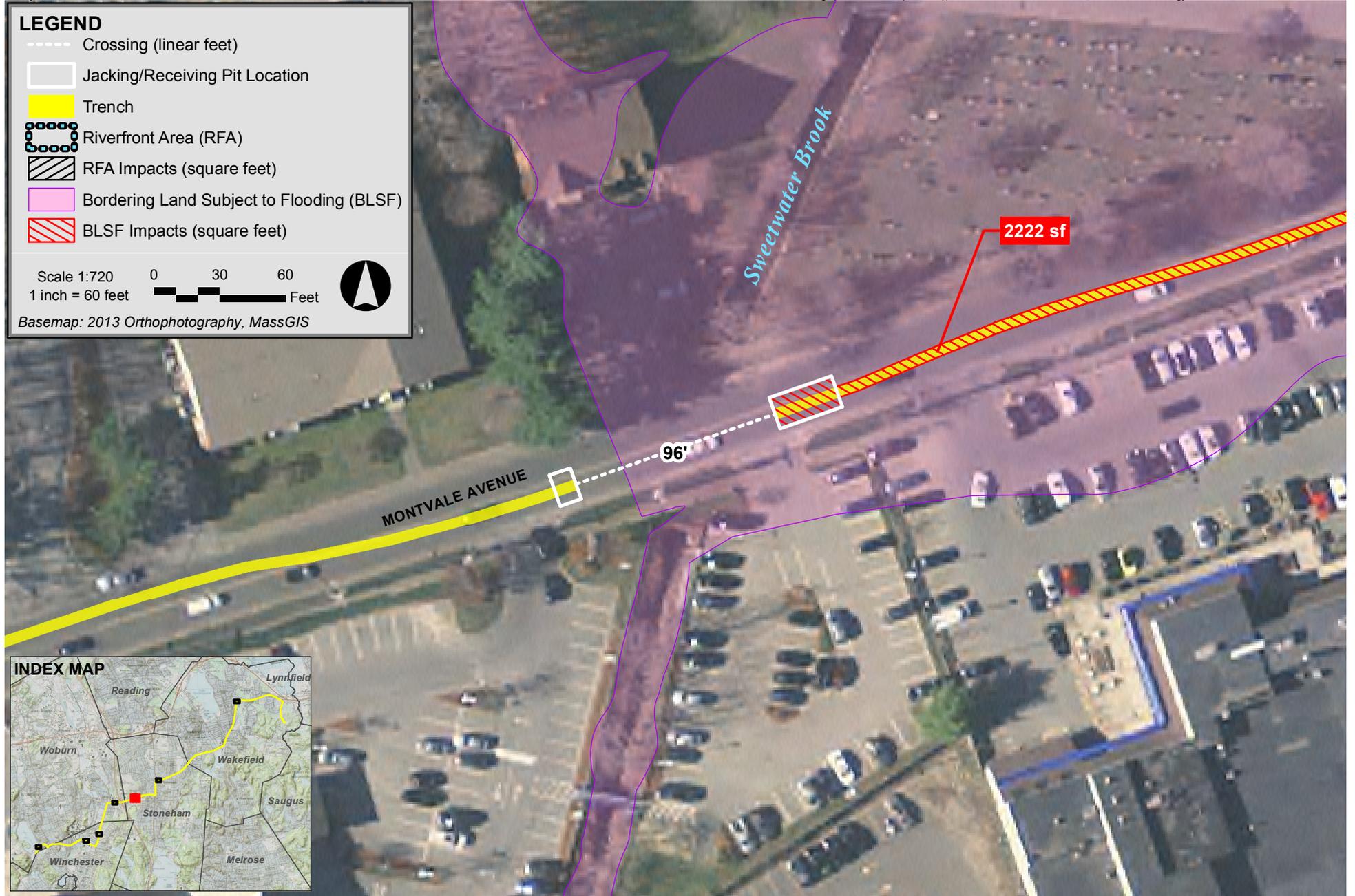
Basemap: 2013 Orthophotography, MassGIS



Woburn to Wakefield Line Project



Woburn to Wakefield Line Project



Woburn to Wakefield Line Project



Woburn to Wakefield Line Project

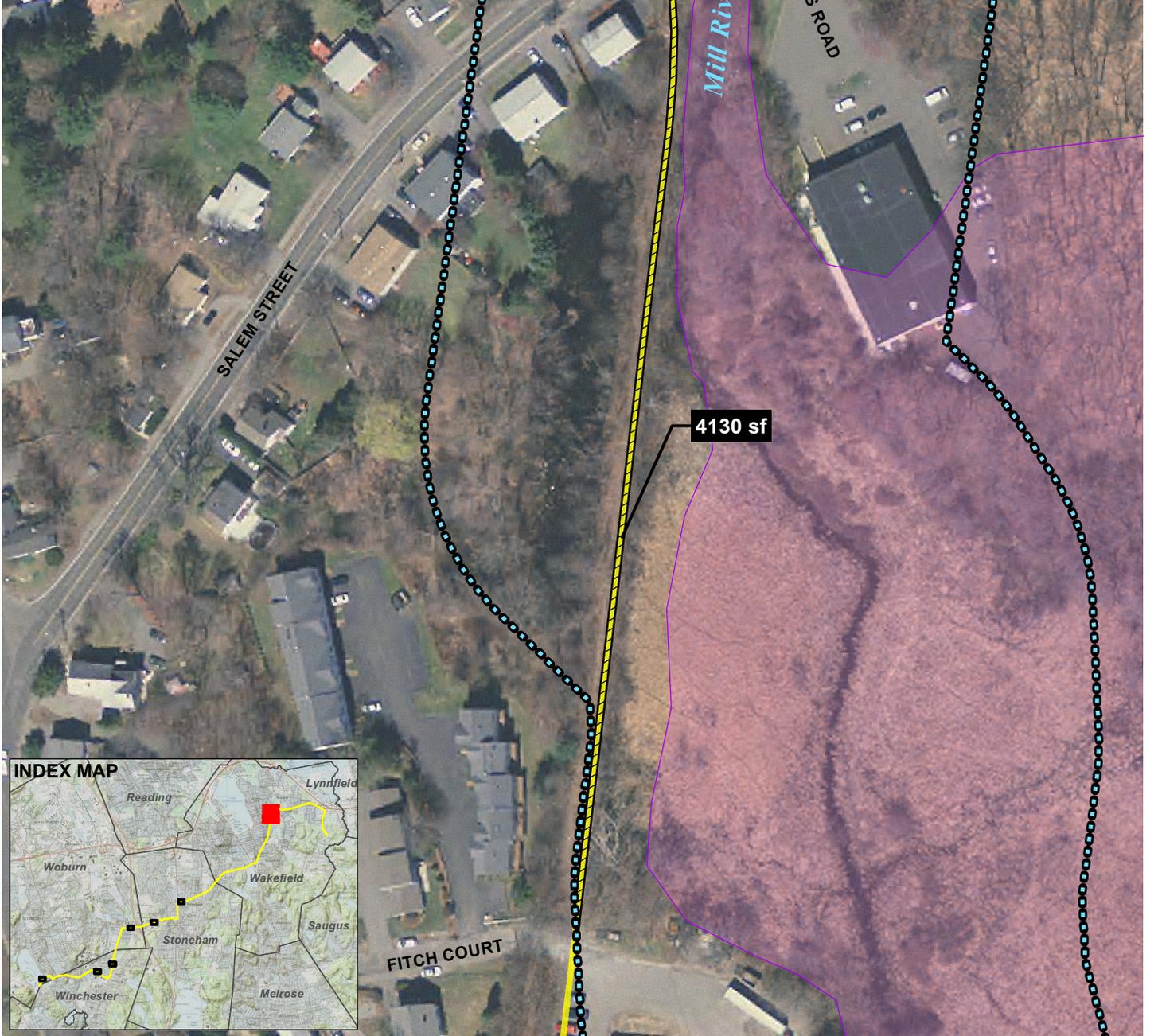
LEGEND

- Crossing (linear feet)
- Jacking/Receiving Pit Location
- Trench
- Riverfront Area (RFA)
- ▨ RFA Impacts (square feet)
- ▭ Borsing Land Subject to Flooding (BLSF)
- ▨ BLSF Impacts (square feet)

Scale 1:1,440
1 inch = 120 feet

0 30 60 120 Feet

Basemap: 2013 Orthophotography, MassGIS



Woburn to Wakefield Line Project

Attachment B

Circulation List

ATTACHMENT B CIRCULATION LIST

Secretary Matthew A. Beaton
Executive Office of Energy and Environmental Affairs
Attn: MEPA Office
100 Cambridge Street, Suite 900
Boston, MA 02114
(2 copies)

Massachusetts Department of Environmental
Protection – Boston
Attn: MEPA Coordinator
One Winter Street
Boston, MA 02108

Massachusetts Department of Environmental
Protection – Northeast Regional Office
Attn: MEPA Coordinator
205B Lowell Street
Wilmington, MA 01887

Massachusetts Department of Transportation
Public/Private Development Unit
10 Park Plaza
Boston, MA 02116

Massachusetts Department of Transportation
Highway Department – District 4
Attn: MEPA Coordinator
519 Appleton Street
Arlington, MA 02476

Massachusetts Energy Facilities Siting Board
One South Station
Fifth Floor
Boston, MA 02110

Massachusetts Historical Commission
The Massachusetts Archives Building
220 Morrissey Boulevard
Boston, MA 02125

Boston Regional Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Massachusetts Water Resources Authority
Charlestown Navy Yard
100 First Ave, Building 39
Boston, MA 02129

Massachusetts Bay Transportation Authority
10 Park Plaza, Suite 3910
Boston, MA 02116

Natural Heritage and Endangered Species Program
Attn: Regulatory Review
Massachusetts Division of Fisheries and Wildlife
1 Rabbit Hill Road
Westborough MA 01581

Woburn City Council
Office of the City Clerk
Woburn City Hall
10 Common Street
Woburn, MA 01801

Winchester Board of Selectmen
Selectmen's Office
71 Mt. Vernon Street
2nd Floor
Winchester, MA 01890

Stoneham Board of Selectmen
Attn: Erin Sinclair
35 Central Street, 2nd Floor
Stoneham, MA 02180

Wakefield Board of Selectmen
Attn: Stephen P. Maio
William J. Lee Memorial Town Hall
1 Lafayette Street, P.O. Box 269
Wakefield, MA 01880

Woburn Planning Board
Woburn City Hall
10 Common Street
Woburn, MA 01801

Winchester Planning Board
Planning Board Office
71 Mt. Vernon Street
Lower Level
Winchester, MA 01890

Stoneham Planning Board
35 Central Street, Basement Level
Stoneham MA 02180

Wakefield Planning Board
Attn: Paul Reavis
William J. Lee Memorial Town Hall
1 Lafayette Street
Wakefield, MA 01880

Woburn Conservation Commission
Attn: Theresa Murphy
City Hall
10 Common Street
Woburn, MA 01801

Winchester Conservation Commission
Attn: James E. Whitehead
Town Hall
71 Mt. Vernon Street
Winchester, MA 01890

Stoneham Conservation Commission
35 Central Street, Basement Level
Stoneham, MA 02180

Wakefield Conservation Commission
Attn: Rebecca Davis
1 Lafayette Street
Wakefield, MA 01880

Woburn Board of Health
Attn: John R. Fralick
10 Common Street
Woburn, MA 01801

Winchester Board of Health
Health Department
71 Mt. Vernon Street
Lower Level
Winchester, MA 01890

Stoneham Department of Health
Town Hall
35 Central Street, Basement Level
Stoneham, MA 02180

Wakefield Health Board
Wakefield Town Clerk
1 Lafayette Street
Wakefield, MA 01880

Woburn Public Library
45 Pleasant Street
Woburn, MA 01801

Winchester Public Library
80 Washington Street
Winchester, MA 01890

Stoneham Public Library
431 Main Street
Stoneham, MA 02180

Lucius Beebe Memorial Library
345 Main Street
Wakefield, MA 01880-5093

Attachment C

Anticipated Permits, Reviews, and Approvals Required

ATTACHMENT C REQUIRED PERMITS, REVIEWS, AND APPROVALS

Agency/Regulatory Authority	Permit and/or Purpose of Approval
<i>Federal</i>	
U.S. Environmental Protection Agency (EPA)	National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater
	NPDES Construction General Permit for Dewatering (if required)
<i>State</i>	
Energy Facilities Siting Board	Final Decision Zoning Exemption
Department of Public Utilities, Section 72	MGL c. 164 Sec 71 and MGL c. 40A, S. 3
Executive Office of Energy and Environmental Affairs	Massachusetts Environmental Policy Act review (ENF)
Massachusetts Department of Transportation/Massachusetts Bay Transportation Authority	Non-Vehicular Access Permit Rail Crossing Permit(s)
Massachusetts Department of Environmental Protection	Ch. 91 Waterways authorization (Determination of Applicability) Utility-Related Abatement Measures (URAM) (if required)
Massachusetts Historical Commission	State Register Review
Massachusetts Water Resources Authority	Section 8m permit
<i>Local</i>	
Woburn Conservation Commission	WPA RDA/NOI or minor buffer zone exempt
City of Woburn	Street Opening Permit Grant of Location
Winchester Conservation Commission	WPA RDA/NOI or minor buffer zone exempt
Town of Winchester	Street Opening Permit Grant of Location
Stoneham Conservation Commission	WPA RDA/NOI or minor buffer zone exempt
Town of Stoneham	Street Opening Permit Grant of Location
Wakefield Conservation Commission	WPA RDA/NOI or minor buffer zone exempt
Town of Wakefield	Street Opening Permit Grant of Location

Attachment D

Historic Resources along Project Route

ATTACHMENT D HISTORIC RESOURCES

<i>Inventory of Historic and Archaeological Assets of the Commonwealth</i>	<i>State and National Registers of Historic Places</i>
312 Cross Street, Winchester	34 Lake Avenue, Woburn
174 Cross Street, Winchester (demolished)	Middlesex Canal Historic District*
161 Cross Street, Winchester	597 Washington Street, Winchester
134 Cross Street, Winchester	2-4 Montvale Avenue, Stoneham
87-89 Cross Street, Winchester	280 Main Street, Stoneham
50 Cross Street, Winchester	48 Elm Street, Stoneham
49 Cross Street, Winchester	51 Elm Street, Stoneham
12 Cross Street, Winchester	58 Elm Street, Stoneham
Boston & Lowell RR Bridge Cross St @ railroad, Winchester*	111-113 Elm Street, Stoneham
259 Pond Street, Winchester	136 Elm Street, Stoneham
24 Lake Avenue, Winchester	380 Albion Street, Wakefield
569 Washington Street, Winchester	379 Albion Street, Wakefield
620 Washington Street, Winchester	57 Water Street, Wakefield
72 Washington Street, Woburn	113 Salem Street, Wakefield
100 Washington Street, Woburn	
Metropolitan Park System of Greater Boston (Woburn Parkway), Woburn	
Linwood Cemetery Montvale Avenue, Stoneham	
47 Montvale Avenue, Stoneham (demolished)	
298 Main Street, Stoneham	
282 Main Street, Stoneham	
39 Elm Street, Stoneham (demolished)	
42 Elm Street, Stoneham	
43 Elm Street, Stoneham	
68 Elm Street, Stoneham	
73 Elm Street, Stoneham	
19-MD-775 Stoneham / Wakefield**	
371 Albion Street, Wakefield	
335 Albion Street, Wakefield	
152 Broadway, Wakefield	
144 Broadway, Wakefield	
135 Broadway, Wakefield	
47 Lake Street, Wakefield	
108 Broadway, Wakefield	
72 Broadway, Wakefield	
27 Water Street, Wakefield	
121 Vernon Street, Wakefield	

125 Vernon Street, Wakefield	
131 Vernon Street, Wakefield	
162 Salem Street, Wakefield	
168 Salem, Wakefield	
269 Salem Street, Wakefield	
281 Salem Street, Wakefield	
294 Salem Street, Wakefield	
339 Salem Street, Wakefield	
354 Salem Street, Wakefield	
361 Salem Street, Wakefield	
19-MD-428, Wakefield**	
19-MD-731, Wakefield**	
19-MD-434, Wakefield**	
19-MD-732, Wakefield**	
19-MD-1058, Wakefield**	
19-MD-1059, Wakefield**	
19-MD-733, Wakefield**	
19-MD-734, Wakefield**	
<i>54 total</i>	<i>14 total</i>

* Denotes resource is within right-of-way

** Denotes archaeological site



October 1, 2015

Board of Selectmen
Town of Stoneham
35 Central Street
Stoneham, MA 02180

Re: Municipal Emergency Reporting Procedure

Dear Chairman and Members of the Board:

In our effort to better assist our municipal customers, please find below the emergency reporting procedures for certain outside plant and service problems.

In the event that any municipal building experiences problems with downed cable drops, signal transport issues with I-NET or Video Return Lines, Public, Education and Government (PEG) Access channels or to have our technical or construction staff on-site during an emergency, please follow the steps detailed below:

MUNICIPAL - EMERGENCY/TROUBLE REPORTING PROCEDURES

(Please note the XOC telephone number listed below IS NOT for public dissemination)

- **STEP 1 Dial:** **1-877-359-1821** (24/7 – XOC)
- **STEP 2 Select:** **Option # 4 - Greater Boston** or Western NE regions
- **STEP 3 Select:** **Option # 4 - Commercial Accounts, Municipalities, Utilities, Police & Fire**
- **STEP 4 Reason for call:**
 - Option # 1 - Down Wires (will be prompted to enter zip code)
 - Option # 2 - Pole or all other Municipal Issues
- **STEP 5 Speak with Rep. and obtain job reference #**

The above steps will put you in touch with our Excellence Operations Center (XOC), 24-hours a day, and seven days a week. **Once again, please note this telephone # IS NOT for public dissemination.**

Please do not hesitate to contact me at (978) 927-5700 x43024 should you have questions.

Very truly yours,

Jane M. Lyman

Jane M. Lyman, Sr. Manager
Government Affairs