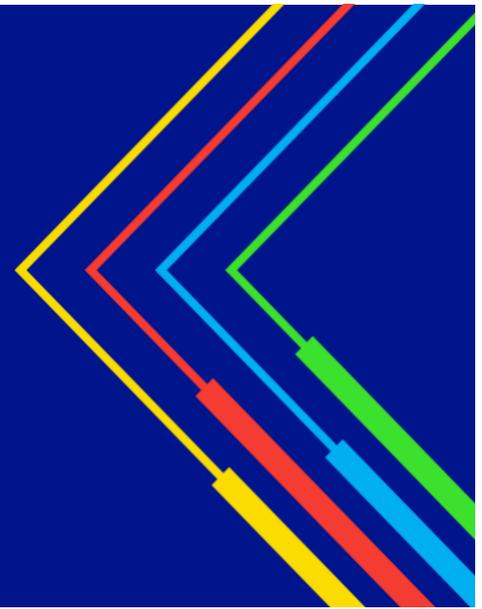


Virtual Open House

Q&A Follow-ups



Beverly Regional Transmission Reliability Project

The following questions were copied verbatim from the chat function during the virtual open house and are ones that the Company was unable to get to before the end of the virtual open house.

Q: *I'm still not clear about why exactly the route along the MBTA was eliminated as a possibility. Can you be more specific? Is it simply a cost issue or is it physically/technically impossible? You referred to vague MBTA issues. Can you be more specific?*

A: The Company found that the construction within the MBTA Right-of-Way (ROW) was infeasible for multiple reasons:

- **Insufficient space:** The primary obstacle to using the MBTA ROW is the lack of space. This is a function of several factors, including the width of the ROW; the density of existing overhead and underground infrastructure already present within that ROW; the size of the new duct bank-manhole system and the heavy equipment, including cranes, needed to construct it; and the width of the MBTA's "zone of influence" within which is an area protected in order to ensure the stability of its railroad tracks.
- **MBTA Directorate Limitations:** To avoid interference with its rail operations, the MBTA limits construction work hours to a 4-hour window between 1a.m. and 5a.m. Limiting work to those early morning hours would be extremely impactful to abutting neighbors, which includes an Environmental Justice residential neighborhood located along the north side of the ROW; and would significantly extend the duration of the project by up to three to four years, which in turn would increase associated impacts and costs. The MBTA has allowed the Company to perform recent repairs to the existing cable; however, that was purely a temporary emergency measure that the MBTA would not extend to more routine construction work, like installing the new cable.
- **Reliability:** In order to ensure that customers continue to be reliably served, the existing cable must remain in place and in service while the Company installs the new replacement cable. Accordingly, the Company cannot remove the existing cable from the ROW and install the new in its place.

Q: *I came in late so apologize if this has already been addressed. Why the change from the current right of way for the above ground wires? Why not follow the same pathway with the underground cable?*

A: The Company had detailed the reason why it is infeasible to use the MBTA ROW. Those reasons include engineering feasibility, impact on residential and commercial areas, avoiding having to acquire private property rights, operational and construction safety, reliability, access, and social and environmental impacts. The EFSB concurred and found that the proposed route was superior to all other alternatives, including the MBTA ROW.

Q: *Why are Beverly taxpayers being saddled with repaving for a National Grid project for all of Cape Ann. We get higher National Grid rates and taxes too?*

A: This is incorrect. For roadways disturbed by project construction, National Grid will restore the subsurface of the roadway to City specifications and install a temporary paved surface that will last until the City permanently repaves those roadways. According to the Memorandum of Agreement (MOA) between the City and the Company, the City (or its contractors) will perform the repaving work and the Company will pay for it. The reason for this arrangement is that the City expressed a desire to repave the streets itself because it had lower unit costs and, therefore, could repave a greater amount of the roadways for the cost that the Company estimated for repaving.

Q: *Are there two cable lines (redundancy) servicing Cape Ann north of the East Beverly substation? If so, are they above or below ground?*

A: The two 115kV sources (M-191 and N-192) stop at the East Beverly Substation. At the Substation the two 115kV circuits are stepped down to 34kV and 23kV which are the sources feeding the Cape Ann area. Those 34kV and 23kV lines are underground.

Q: *When you refer to repaving, does this include the sidewalks and new plantings of tree that may be removed?*

A: To clarify, in accordance with the Memorandum of Agreement between the City and the Company, the City will perform the final repaving of streets. With respect to sidewalks, National Grid agreed to replace any portion of a sidewalk that must be removed for manhole and/or duct line installation or during the cable removal. Further, the Company agreed to replace such sidewalks to City standards and of the same materials as existing. Should tree removal be required during construction, National Grid committed to consult with the City's Arborist in advance, to comply with all applicable state laws and City ordinances, and to replace the tree(s) removed in accordance with Beverly's tree replacement policies -- i.e., every inch in calliper that is removed is replaced by planting trees in locations determined by the City Arborist and any newly planted trees must be guaranteed for two years after planting. Furthermore, any required cutting of tree roots may only be performed after consultation with the City Arborist. Those trees that are subject to root cutting shall be guaranteed by the contractor for at least one year after root cutting and shall be replaced pursuant to City policy if ordered by the City Arborist.

Q: How will the recorded copy of this webinar be made available?

A: Yes, a copy of this webinar is available on project website, <https://www.beverlyregionaltransmissionreliabilityproject.com/>. The presentation from this webinar is also available on the project website, <https://www.beverlyregionaltransmissionreliabilityproject.com/project-overview>.

Q: Can you be more specific regarding a start date for this project?

A: In Salem, the Company expects to begin construction on the Waite Street station in December. In Beverly, the start date is unknown at this time because the Company still must obtain grants of location for the cable from the City Council. The Company intends to file that petition in or about January 2022. The Company is prepared to begin construction once that grant of location is approved. Updates on the state of the project in Beverly will be available on the project website or by signing up for our Newsletter at <https://www.beverlyregionaltransmissionreliabilityproject.com/>.

Q: I was disconnected - apologies... my question is -- has this meeting been recorded and how do we share it with our neighbors?

A: Yes, a copy of this webinar is available on project website, <https://www.beverlyregionaltransmissionreliabilityproject.com/>. The presentation from this webinar is also available on the project website, <https://www.beverlyregionaltransmissionreliabilityproject.com/project-overview>.

Q: Is Nat Grid willing to set up a fund to compensate potential future cancer cases based on Dr Bailey's analysis?

A: Dr. Bailey's testimony does not support the conclusion that there is a causal link between the project and cancer rates. To the contrary, Dr. Bailey explained that the most current research shows no association between MF and childhood leukemia. Further, the World Health Organization has found "no evidence to conclude that exposure to low level electromagnetic fields is harmful to human health." Similarly, the U.S. National Cancer Institute found "No consistent evidence for an association between any source non-ionizing EMF and cancer." A more recent evaluation conducted by the European Union's Scientific Committee on Emerging and Newly Identified Health Risks (SCENIHR) arrived at a similar conclusion. Information for these scientific evaluations can be found below.

U.S. National Cancer institute: <https://www.cancer.gov/about-cancer/causes-prevention/risk/radiation/electromagnetic-fields-fact-sheet>

WHO: <https://www.who.int/news-room/questions-and-answers/item/radiation-electromagnetic-fields>

SCENIHR: Potential health effects of exposure to electromagnetic fields (EMF) (europa.eu) In addition, the EFSB approved the project after thoroughly reviewing the potential for EMF impacts, finding that construction of the project would be consistent with current health policies of the Commonwealth.

Q: Will the current above ground power lines be removed and be put underground as a part of this project?

A: No. This project will be replacing an underground electric transmission line and will not affect any change to the above-ground transmission or distribution lines.

Q: What's it going to look like trying to get in and out of my house during construction? what if the manhole is in front of my house?

A: Once trenches are excavated, steel plates will be placed over excavation sites that intersect driveways as quickly as possible, allowing for homeowners to enter and exit their driveways. Protective fencing may be used during construction and in some cases may extend onto the sidewalk and temporarily block that segment of sidewalk. In those instances, pedestrian detours will be established, and signage will be posted. Because this will be a linear project, the impacts at any one location will be temporary. We recognize that construction is disruptive and encourage abutters to reach out to us regarding any concerns you might have prior to or during the construction process at (833)-238-4743 or info@BeverlyRegionalTransmissionReliabilityProject.com

Q: Would the folks on this panel feel comfortable living on this route with their family?

A: Yes. As noted above, the current state of the science confirms that there is "no evidence to conclude that exposure to low level electromagnetic fields is harmful to human health." With respect to construction, we understand that this type of construction can be disruptive to neighborhoods. Because construction will move down the road, those impacts at any one location will be short-term. We'll make every effort to keep homeowners informed regarding construction schedules, progress of our work and next steps. Please do not hesitate to bring any concerns you have during the process to us by either using the hotline (833) 238-4743 or via email at info@BeverlyRegionalTransmissionReliabilityProject.com.

Q: What will determine when construction begins?

A: In Beverly, the timing of construction depends, in part, on the timing of the Company's submission of a petition for locations in the streets and the City Council's review of that petition. If that petition is denied, the Company would petition to the EFSB, which would delay the start of construction. At this time, we are planning to continue to engage with elected officials and the community at large to make sure we follow through with our commitment to address areas of concern.

In Salem, the Company expects to begin construction in December. To get more updates on the state of the project, feel free to sign up for our Newsletter at <https://www.beverlyregionaltransmissionreliabilityproject.com/>

Q: I just received the postcard about this open house in the mail today. If I had not noticed it, I would have missed the presentation. When were the mailings sent?

A: Postcards were expected to arrive middle of last week (week of 11/22). Additionally, to publicize the virtual open house, on November 22, we ran a half page ad in the Salem News.

Moreover, we sent virtual open house invitations to elected officials on November 19. We are grateful for the level of interaction we have been able to have with the community during the virtual open house. 78 members of the community joined, including a number of elected officials and community leaders.

Q: Will the project start at the Beverly Salem bridge and continue from there according to the timeline? So, the impact at Cross Lane would be toward the end of the project?

A: It's likely that crews will start in different locations so as to speed up the construction process. At this time, we can't state when we expect to begin construction on Cross Lane, as there is no set construction schedule. Once a schedule is in place, we look forward to sharing the projected sequence of construction activity. Please know that our outreach team will be in the community, going to door to door to provide the latest project information before construction begins on a given street. This information will also be available on the project website and distributed via our email newsletter program. In the meantime, we encourage interested parties to sign up for our Newsletter at <https://www.beverlyregionaltransmissionreliabilityproject.com/>.

Q: Would you be open to revisiting other viable solutions to putting the cable along the existing MBTA ROW? I would imagine that there are other options. Thank you.

A: No, not at this time. Prior to filing its EFSB application, the Company worked closely with the Mayor's office to evaluate the MBTA ROW and to identify the preferred and alternative routes. The EFSB then thoroughly reviewed those routes as well as the Company's conclusion that the MBTA ROW was infeasible. The EFSB is required by law to examine "other site locations" for proposed energy facilities. To satisfy that standard, the EFSB requires an applicant to demonstrate that it has considered a reasonable range of practical siting / routing alternatives. Ultimately, the EFSB found that the proposed route is superior to the alternative route on the basis of balancing cost, environmental impact and reliability of supply. The Board also agreed that the MBTA ROW was not feasible.

Q: Why have you not tried to work with the city of Beverly to find a more preferred solution? It feels like you're trying to force this through without citizen or city approval.

A: It is not correct that National Grid has not tried to work with the City. National Grid consulted extensively with the Mayor, his staff, and other City officials, including the Engineering Department starting in the fall of 2019. During those discussions, the City provided important input that resulted in the selection of the preferred route. Those consultations also involved lengthy negotiations over the terms of the Memorandum of Agreement that was signed by the City and the Company and which was aimed at mitigating the impacts of the project on City residents and businesses.

Beyond consultation with the city, and in addition to notification requirement of the EFSB, National Grid conducted extensive community outreach in Beverly and Salem. This outreach included four full-route door-to-door canvasses, one target door-to-door canvass of the Goat Hill neighborhood.

Through the course of these door-to-door efforts, 2,815 doors were knocked on and 399 conversations were had with folks along and adjacent to the project route. Further, there have been five public open houses / hearings on the project. For each of these events more than 2,000 invitation were sent to our neighbors in Beverly and Salem. Advertisements were also placed in the

Salem News as another means of publicizing these opportunities to learn about the project and to gather community feedback. In addition, the EFSB held a publicly-noticed comment hearing after the Company filed its application.

Q: *If the high voltage cable supplies power to Manchester, Rockport and Gloucester why not run the cable underwater directly from Salem up the coast?*

A: The EFSB is authorized to ensure that energy facilities are constructed at the lowest cost, while also balancing environmental impacts and reliability. An undersea solution would likely fail to satisfy any of these standards and would not be approved by the EFSB. First, the costs of an underwater project would far exceed the cost of installing the cable beneath public streets. Second, the environmental impacts to underwater resources and marine species would far exceed the relatively minor environmental impacts associated with disturbing public streets. Finally, an undersea cable is less reliable due to significantly more difficult maintenance conditions that hamper the ability to inspect the cable system that is direct buried in the river or seabed. Furthermore, if an undersea cable were to be damaged or fail, the time needed to repair the cable circuit would take significantly longer compared to a manhole and duct bank system.

Q: *So, you could go along the MBTA ROW, but choose not to?*

A: No, that is not correct. The Company has explained the multiple reasons why using the MBTA ROW is not a viable option. The MBTA ROW was not one among several equally feasible routes. To the contrary, the MBTA ROW is a more costly, less safe, less reliable, less constructable and more impactful route.

Q: *Please do a door-to-door outreach on Lothrop St and let us all know when it will be so we'll be home when you do it, Thanks*

A: We will be continuing door-to-door outreach in the area prior to construction. A round will begin in the two weeks leading up to construction (approximately). In the meantime, feel free to sign up for our newsletter at <https://www.beverlyregionaltransmissionreliabilityproject.com/>.

Q: *I watched the EFSB ZOOM decision and Sec Theoharides added elevation to both substations to resist climate change and was told this added \$100 million to the project. That would make this a \$200 million dollar project. Regardless, what is the incremental cost to rate payers?*

The Company is currently evaluating options to protect the entire Beverly #12 Substation – not just the new equipment – from sea level rise. We will be presenting the results of this evaluation to the EFSB early in 2022. We do not expect the cost of any of these options to approach \$100+ million. The cost of these substation upgrades would be recovered from our customers through their electric bills at such time as they are actually put into service, which may be a number of years after the transmission line project is complete.

Q: *How can you guarantee the Beverly residential abutters safety from adverse effects from the electromagnetic fields that they are going to be permanently living within? Does the state of Massachusetts or the Federal government have safety guidelines regarding living in close proximity to electromagnetic fields?*

A: As noted above, the current state of the science confirms that there is "no evidence to conclude that exposure to low level electromagnetic fields is harmful to human health." Exposure to magnetic fields occurs throughout our communities in streets, homes, schools, and workplaces. No national or international health or scientific agency has determined that magnetic fields have adverse effects on public health. Neither the federal government nor the State of Massachusetts have developed guidelines for exposure to magnetic fields.

Q: *Why would MBTA assert that it requires greater than 20 ft distance between your cable and their infrastructure in the ROW, but you have asserted that the cable is safe within the streets of Beverly with significantly less distance between your cable and our City infrastructure, as well as your placement of your cable, in some instances, in the sidewalk in front of homes less than 4 feet from the interior of a residence?*

A: The MBTA's Railroad Operations Directorate establishes guidelines for construction within MBTA railroad ROWs and requires that all facilities installed within an active rail ROWs must be placed outside the track live load influence zone. That influence zone extends from a point 5.5 feet horizontally from the track base centerline on a slope of 2 horizontal feet to 1 vertical feet away from the tracks. The reason for this limitation is that excavation within this zone will be exposed to heavy live loads from the trains and could disturb the rails. This requirement pertains to the physical integrity of the rail bed.

Q: *The water runoff pipe that I'm asking about is unique to this section of Lothrop St and was installed 20 years ago to prevent flooding in the neighborhood that occurred in bad weather. The pipe essentially splits the flow of a brook and has prevented flooding since it was installed. Damage to this pipe during transmission line installation would be extremely bad news for the residents.*

A: Please know that the large drainpipe you reference along Lothrop Street is identified and shown in our construction Plan & Profile sheets. To avoid damage to existing utilities, before any construction takes place our contractor will perform utility locating measures in the field including using Ground Penetrating Radar (GPR) to verify the location of subsurface utilities prior to beginning excavation work.

Additionally, any utilities exposed during excavation will be adequately supported and protected during construction in accordance with the requirements of the utility owner. Further, our contractor will coordinate our construction work with the Beverly DPW throughout the project and the City will also have a consulting engineer to oversee construction.

Q: *What was the cause of the fault that resulted in the loss of energy to the cave* that was recently energized? [*cable]*

A: Over the years, gas accumulated within the cable due to the age and deterioration of the cable. As a result, a fault occurred at the location where the gas accrued taking the cable system out of service. While the cable was out of service, multiple dig-ins occurred along the MBTA railroad ROW. Repairs to the cable system at the fault location and dig-in locations were conducted to restore the cable to its normal condition.

Q: In EFSB 16-02/DPU 16-77, at p. 70, National Grid agreed to pre- and post-construction magnetic field monitoring and avoidance of construction under sidewalks at Needham's request. Would National Grid agree to similar measures in Beverly?

A: Yes, National Grid agrees to take measurements of existing levels of magnetic fields at representative locations at residential streets and sidewalks along the route before construction and after the cables are energized.

To clarify, the referenced EFSB decision was an approval granted to an Eversource Energy project, not a National Grid project. The EFSB decision notes that the Town of Needham requested pre- and post-construction monitoring of magnetic fields “to confirm the accuracy of predicted levels and to provide advance notice if magnetic fields levels exceed safe exposure limits in the future.” p. 67. The Siting Board ordered pre- and post-construction measurements “in recognition of public concern about magnetic field in prior cases”, not because it found any actual public health impact.

For this project, Exponent’s report, “Beverly Regional Transmission Reliability Project – N-192 Cable Relocation Magnetic Field Assessment,” shows that the Company has taken steps to reduce EMF levels:

The Project design incorporates methods recognized for reducing magnetic-field exposure, such as constructing the cable underground and with a small phase-to-phase separation distance, such that magnetic-field levels will decrease rapidly with distance from the cable. The cable design results in calculated magnetic-field levels for all Project configurations which are far below both ICNIRP (2,000 mG) and ICES (9,040 mG) guidelines at all locations, even at the minimum target burial depth. At greater burial depth, magnetic-field levels would be even lower. (p. 8)

The conclusion that National Grid’s design of the project has minimized magnetic fields was confirmed in the EFSB Final Decision.¹

National Grid is confident that its Petition to the EFSB presented reasonable and reliable estimates of the Project’s magnetic fields and that post-construction measurements will confirm that these magnetic field levels are far below current international standards for public exposure. Notably, magnetic fields can cancel each other out and the Company designed the project in order to optimize the magnetic field cancellation effect for the replacement cable.

Q: Mr. Bill Bailey mentions studies that refer to short-term exposure to electromagnetic fields being safe. Many homes along the proposed Beverly route will be permanently living within the electromagnetic fields long term. Can you provide scientific studies that assure long term exposure to electromagnetic fields are safe?

¹ “NEP would construct the New Cable predominately within public roadways and with relatively close conductor spacing; together, these factors would provide substantial mitigation of magnetic fields. Based on the design and operation of the Project, as described above, the Siting Board finds that magnetic field impacts of the Project along the Primary Route would be minimized.” EFSB Final Decision, at 103.

A: The question mischaracterizes Dr. Bailey's explanation of the slides he presented at the virtual open house. He indicated that the calculated magnetic fields from the project would be far below the standards recommended by the World Health Organization. These standards were developed based on assessments of research on both reported short- and long-term studies of humans and animals; in setting the limits the only adverse effects were noted in short-term studies at high field levels and no adverse effects of magnetic fields were confirmed in long-term human epidemiology studies (ICNIRP 2010; ICES, 2019).

He presented the conclusions of the World Health Organization and the US National Cancer Institute from their websites that convey their assessments that EMF from our power system have not been shown to cause or contribute to adverse health effects in adults or children (slide 19). On slide 20, he described the progression of research on EMF and childhood leukemia that has been quantitatively assessed in pooled analysis of human epidemiology studies that covered the period from 1979 to the present. He added the conclusions of the latest pooled analysis of data from the past 10 years of research that compared the magnetic field exposures of approximately 25,000 children with leukemia to those of approximately 31,000 controls without leukemia from Amoon et al. (2021) that:

Unlike previous pooled analyses, we found no increased risk of leukemia [above 0.4 μ T].

In conclusion, our results do not show the risk increase observed in previous pooled analysis and, over time, show a decrease in effect to no association between MF and childhood leukemia. (emphasis added)

Please refer to Exponent's report "Current Status of Research on Extremely Low Frequency Electric and Magnetic Fields and Health 2014-2018" for additional results of EMF health research.

Q: After project completion what is the expectation for on-going maintenance on the lines? Will our neighborhoods become continual maintenance zones with traffic disruptions, noise pollution, and other inconveniences into the future?

A: No, the new cable system will not require continual maintenance. One the benefits of the new manhole and duct bank system is the fact that it can be serviced and maintained from the manholes via underground vaults thereby avoiding the need for excavation in public roadways. When maintenance is needed, you will notice vehicles parked near manholes while work is taking place inside of the manhole-vault.

Q: The question about the water that is channelled under Lothrop Street is relevant because it the channel is partially open and crosses from one side of Lothrop to the other - so it would be important to see the plans for how that will be handled.

A: Please know that the large drainpipe you reference along Lothrop Street is identified and shown in our construction Plan & Profile sheets. Before any construction takes place, our contractor will perform utility locating measures in the field including using Ground Penetrating Radar (GPR) to verify the location of subsurface utilities prior to beginning excavation work.

Additionally, any utilities exposed during excavation will be adequately supported and protected during construction in accordance with the requirements of the utility owner. Further, our contractor will be coordinating our construction work with the Beverly DPW throughout the project.

Q: How much money does the MBTA charge National Grid to have their current two high voltage power lines run down the railway "right of way" between the River St substation and the Boyle St substation?

A: Pursuant to a 1994 agreement, National Grid pays the MBTA an annual fee of approximately \$11,631 for the existing N-192 cable. Based on recent experience, however, the MBTA would demand significantly higher fees to occupy a portion of the MBTA's ROW.

Q: Give one specific example of a 115kv cable on the same Street as a 12" or greater 64psi natural gas line other than Webber Avenue?

A: During the EFSB proceeding, Dr. Rome raised this and similar questions related to his concerns regarding the proximity of the new cable to existing gas lines beneath Webber Ave. The Company responded thoroughly to those questions and the EFSB ultimately found that there were "no unusual safety risks by operation of the New Cable" and that "the protective safety measures put in place for the New Cable would minimize the risk that an accident related to its construction or operation might damage gas distribution lines along the Primary Route." (Final Decision at 93.)

More specifically, the Company testified that the new cable will be designed, constructed, and maintained in accordance with sound engineering practices and all applicable safety codes and best practices. The Company explained that Section 320B5 of the National Electrical Safety Code establishes a minimum 12-inch radial separation requirement between underground electric conduits and gas lines. For this project, the Company plans to locate the new cable on Webber Avenue over 21 feet away from the 60-psig gas line, well in excess of the 12-inch minimum standard. The Company also noted that the existing, direct-buried cable (to be removed) is already co-located considerably closer to the existing natural gas distribution lines along Webber Ave. Accordingly, the project would decrease any safety risk since it would be at a greater distance, encased in a concrete duct bank and would be a solid dielectric cable that has never failed in NEP's experience.

Q: If the city of Beverly doesn't agree to the current proposal does National Grid backup plan?

A: The EFSB approved the project in early October. The City had the opportunity to intervene in that proceeding but chose not to. The City Council does still need to approve the Company's petition for grants of location, which the Company anticipates filing early next year. The law is clear that because utilities provide a public service, they have the right to locate infrastructure within public roadways. Thus, in reviewing applications for grants of location, city councils are, and must act as, agents of the Commonwealth and not as local bodies. Given the importance of the project to the reliability of the electrical system, the Company is hopeful that the City Council will approve its petition. If the City Council does deny the petition for some reason, the Company would apply to the EFSB for a Certificate of Environmental Impact and Public Interest, which, if granted, would have the legal effect of granting the GOL and any additional project permits needed to construct the project.

Q: *Will the registration list for this webinar be published?*

A: No, the Company will not publish the registration list for the webinar because it includes people's email addresses. We cannot assume that every attendee wants their name and email address made publicly available.

Q: *What are the contingencies if the EMF levels are higher than predicted?*

A: The Company's EMF expert, Exponent, did not "predict" EMF level but, instead, calculated them using models based on information from the cable design and the forecasted loads. The models and methodologies used to calculate EMF levels have been tested repeatedly and found to be highly accurate and reliable. Thus, the EMF levels calculated by Exponent for this project are accurate and not expected to differ from post-construction magnetic field levels under similar conditions.

Q: *Where are the construction drawings available to look at?*

A: The Company is aware that the City has decided not to publicly disclose the detailed schematics due to security concerns. The Company intends to respect the City's decision in that regard and, thus, also will not make the plans publicly available. Residents can contact the City of Beverly or City of Salem directly to request access to the plans.

Q: *When will you apply for the permits from the Beverly City Council? What is your plan if those permits are not approved?*

A: The Company anticipates filing its grant of location application to the City Council shortly after the New Year. As noted above, the law is clear that utilities have the right to locate infrastructure within public roadways and that the City Council will be acting as an agent of the Commonwealth and not as a local body. If the City Council denies the petition for some reason, the Company would apply to the EFSB for a Certificate of Environmental Impact and Public Interest, which, if granted, would have the legal effect of granting the GOL and any additional project permits needed to construct the project.

Q: *Will there be a significant removal of tress along the side of Cross Lane that abuts Sally Mulligan nature preserve?*

A: Current construction plans are not expected to have an impact on the trees lining Cross Lane.