

# ENF Environmental Notification Form

EOEA No.: **12999**  
 MEPA Analyst: **Deidre Buckley**  
 Phone: 617-626-**1044**

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Arborway Streetcar Restoration Project			
Street: South Huntington Avenue, Centre and South Streets			
Municipality: Boston		Watershed:	
Universal Transverse Mercator Coordinates: U2M 19 3256 26E 4685160N		Latitude: 42.30N Longitude: 71.12W	
Estimated commencement date: 6/2004		Estimated completion date: 12/2006	
Approximate cost: \$95 Million		Status of project design: 15% complete	
Proponent: Massachusetts Bay Transportation Authority			
Street: 10 Park Plaza			
Municipality: Boston		State: MA	Zip Code: 02116
Name of Contact Person From Whom Copies of this ENF May Be Obtained:  Andrew D. Brennan, Director of Environmental Affairs			
Firm/Agency: MBTA		Street: 10 Park Plaza	
Municipality: Boston		State: MA	Zip Code: 02116
Phone: 617-222-3126	Fax: 617-222-1557	E-mail: abrennan@mbta.com	

- Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?  
 Yes  No
- Has this project been filed with MEPA before?  
 Yes (EOEA No. \_\_\_\_\_)  No
- Has any project on this site been filed with MEPA before?  
 Yes (EOEA No. \_\_\_\_\_)  No
- Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:
- a Single EIR? (see 301 CMR 11.06(8))  Yes  No
  - a Special Review Procedure? (see 301CMR 11.09)  Yes  No
  - a Waiver of mandatory EIR? (see 301 CMR 11.11)  Yes  No
  - a Phase I Waiver? (see 301 CMR 11.11)  Yes  No

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):  
The project will be funded by MBTA revenue bonds.

Are you requesting coordinated review with any other federal, state, regional, or local agency?  
 Yes (Specify \_\_\_\_\_)  No

List Local or Federal Permits and Approvals: MDC Curb Cut Permit may be required: NPDES General Permit for stormwater discharge (construction activity). Compliance with the MCP will be required for soils removal.

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- |                                 |                                       |  |
|---------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Land   | <input type="checkbox"/> Rare Species | <input type="checkbox"/> Wetlands, Waterways, & Tidelands      |
| <input type="checkbox"/> Water  | <input type="checkbox"/> Wastewater   | <input checked="" type="checkbox"/> Transportation             |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air          | <input type="checkbox"/> Solid & Hazardous Waste               |
| <input type="checkbox"/> ACEC   | <input type="checkbox"/> Regulations  | <input type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
<b>LAND</b>				<input type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input type="checkbox"/> Chapter 91 License <input type="checkbox"/> 401 Water Quality Certification <input type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input type="checkbox"/> DEP or MWRA Sewer Connection/Extension Permit <input checked="" type="checkbox"/> Other Permits <i>(including Legislative Approvals) – Specify:</i> MDC Access Permit
Total site acreage	N/A			
New acres of land altered		N/A		
Acres of impervious area	N/A			
Square feet of new bordering vegetated wetlands alteration		0		
Square feet of new other wetland alteration		0		
Acres of new non-water dependent use of tidelands or waterways		0		
<b>STRUCTURES</b>				
Gross square footage				
Number of housing units	0	0	0	
Maximum height (in feet)				
<b>TRANSPORTATION</b>				
Vehicle trips per day	N/A			
Parking spaces	See narrative.			
<b>WATER/WASTEWATER</b>				
Gallons/day (GPD) of water use	N/A			
GPD water withdrawal	N/A			
GPD wastewater generation/treatment	N/A			
Length of water/sewer mains (in miles)	N/A			

**CONSERVATION LAND:** Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

- Yes (Specify \_\_\_\_\_)  No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

- Yes (Specify \_\_\_\_\_)  No

**RARE SPECIES:** Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

- 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 (Specify See attached narrative )  No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes (Specify \_\_\_\_\_ )  No

**AREAS OF CRITICAL ENVIRONMENTAL CONCERN:** Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify \_\_\_\_\_ )  No

**PROJECT DESCRIPTION:** The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative (You may attach one additional page, if necessary.)

The proposed Arborway Streetcar Restoration project will restore MBTA Green Line service along a 2.2-mile corridor from the existing Green Line Heath Street Station to the MBTA Forest Hills Station and will include a new maintenance facility at Washington Street and Arborway. The corridor is generally divided into three distinct sections, with each section possessing varying widths, land uses, and operational considerations. These sections are generally defined as: 1) South Huntington Avenue, 2) Centre Street, and 3) South Street. The project will provide light rail service along this corridor with new tracks, American with Disabilities Act (ADA) compliant stations, a new power substation, a maintenance facility, and the appropriate overhead contact systems, signals, lighting, and station amenities.

The Arborway Green Line Restoration project is part of a comprehensive program to achieve a series of broad transportation and development goals, as well as specific objectives for improving the quality of transportation services and the equity of the distribution of services within the urban core. The broader goals and objectives, adopted at state and regional levels, support a long-term development and transportation strategy for the Boston metropolitan region.

The Arborway Corridor project requires review under the Massachusetts Environmental Policy Act (MEPA) because it is "construction of a new rail or rapid transit line along a new, unused, or abandoned right-of-way" (301 CMR 11.03(6)(a)5). The project requires the filing and public review of an Environmental Notification Form (ENF) and Environmental Impact Report (EIR). In accordance with MEPA regulations at 301CMR 11.06(8), the MBTA has filed this Expanded ENF and requests that the Secretary allow preparation of a Single EIR. This Expanded ENF provides an analysis and description of the project and all feasible alternatives, shows that all feasible means to avoid impacts will be taken into consideration, and serves as the baseline to assess environmental impacts and identify mitigation measures. The detailed analysis of impacts and mitigation measures will be provided in the EIR.

As alternatives to the proposed project, the MBTA has evaluated, and dismissed from further consideration, a No-Build alternative, as well as the use of 60-foot Compressed Natural Gas (CNG) buses on the corridor. Section 2.0 of this ENF further describes the history of the alternatives analysis performed to date.

The MBTA currently uses double-ended articulated light rail vehicles for their Green Line service. The MBTA anticipates bringing new low-floor accessible vehicles (Type 8) into the service over the next several years. Due to this anticipated change in vehicle type, the new station platforms will be designed to accommodate the new low-floor light rail vehicles (LRV). Each LRV is approximately 8 feet 6 inches wide and 72 feet long plus one foot for coupling on each end of the vehicle with a capacity for 201 passengers. The two low floor doors are located approximately 18 feet from each end of the trolley. The initial MBTA operation of this Green Line extension assumes a two-car consist, which will be a mixture of high- and low-floor light rail vehicles totaling 146 feet in length. Stations will be designed to accommodate two low-floor vehicles.

The existing tracks along the corridor will be removed and replaced with a new track structure. The new track alignments along the corridor will consist of two tracks, inbound and outbound, constructed within the roadway travel lanes. The track centers will typically be spaced 10 feet 6 inches feet apart on South and Centre Streets,

and approximately 15 feet apart on South Huntington Avenue. The existing traction power system, which formerly provided electric power to the old PCC cars, does not provide adequate power to the new MBTA LRV fleet as the current fleet is much heavier and is equipped with air conditioning. A new substation along the project corridor will be necessary to meet the power requirements. Preliminary studies have shown that it is not feasible to transmit power from existing power substations along the Orange Line corridor. The exact size and location will be determined through a power simulation model that will be performed at a future stage in the project and documented in the EIR. Several alternative sites along or in close proximity to the corridor were considered, with the MBTA concluding that the Heath Street loop location is the preferred alternative for the substation.

After an extensive public involvement program, the MBTA is proposing eight new station locations in addition to the Heath Street and Forest Hills Stations. Additional locations include Child Street, Monument, JP Center, Beaufort Road, Moraine Street/Boylston Street, Perkins Street, Bynner Street and the VA Hospital. Station platforms will be two inches higher than the typical sidewalk and will be designed to appear as an integral part of the sidewalk. Stations will be a "trolley plaza" design with curb alignment that widens the sidewalk area, extending across the parking lane to the edge of the travel lane. The plaza essentially brings the station platform to the track alignment within the travel lane. Stations may also include amenities such as canopies, trash receptacles and vending machines.

The proposed maintenance facility for the LRVs will be on a MBTA-owned 0.8-acre lot near the Forest Hills Station located on the corner of Washington Street and Arborway. A new MBTA bus maintenance facility will be located on the adjacent MBTA owned parcel of land. This Arborway Bus Transit Facility is being designed and constructed under a separate contract, and has been reviewed under MEPA (EOEA File No. 12898). The LRV maintenance facility will consist of two tracks with a small structure for vehicle maintenance and storage. The size of the facility will be dependent on the number of streetcars requiring storage.

The operating plan is currently under development. Constraints that affect the operating plan include operations of the existing Green Line system, which must be integrated with this service extension. A streetcar simulation to determine the travel time along the corridor will be done in further stages of this project and documented in the EIR, which will contain a full analysis of the development of the operating plan.

This Expanded ENF identifies the impact methodology to be used for identifying impacts to the neighborhoods and to cultural and community resources, as well as the mitigation measures to be further evaluated in the EIR.