

**Commonwealth of Massachusetts**  
**Executive Office of Environmental Affairs ■ MEPA Office**

**ENF Environmental Notification Form**

*For Office Use Only*  
*Executive Office of Environmental Affairs*

EOEA No.: **14439**  
 MEPA Analyst: **Holly Johnson**  
 Phone: 617-626-**1023**

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: Science Park/West End Station Accessibility Improvements		
Street: Charles River Dam at Leverett Circle, Intersection of Nashua Street and Charles Street		
Municipality: Boston	Watershed: Charles River	
Universal Transverse Mercator Coordinates:	Latitude: 42-22-00.24 N Longitude: 71-04-03.66 W	
Estimated commencement date: Fall 2009	Estimated completion date: Fall 2011	
Approximate cost: \$13,591,000	Status of project design: 90 %complete	
Proponent: Massachusetts Bay Transportation Authority (MBTA)		
Street: 10 Park Plaza		
Municipality: Boston	State: MA	Zip Code: 02116
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Lois Baxter		
Firm/Agency: MBTA	Street: 10 Park Plaza, Room 6720	
Municipality: Boston	State: MA	Zip Code: 02116
Phone: 617-222-3124	Fax: 617-222-1557	E-mail: lbaxter@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):

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

List Local or Federal Permits and Approvals:

Department of Environmental Protection Chapter 91 License

Memorandum of Agreement between the Federal Transit Administration and Massachusetts Historical Commission

Article 97 Land Disposition

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

- |  |                                       |   |
|--|---------------------------------------|---|
| <input checked="" type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input type="checkbox"/> Wetlands, Waterways, & Tidelands                 |
| <input type="checkbox"/> Water           | <input type="checkbox"/> Wastewater   | <input 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 checked="" 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 checked="" 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> Article 97 Land Disposition
Total site acreage	0.38			
New acres of land altered		0.03		
Acres of impervious area	0.13	0.027	0.157	
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	6,100	2,500	8,600	
Number of housing units	0	0	0	
Maximum height (in feet)	40.5	9.0	49.5	
<b>TRANSPORTATION</b>				
Vehicle trips per day	0	0	0	
Parking spaces	0	0	0	
<b>WATER/WASTEWATER</b>				
Gallons/day (GPD) of water use	0	0	0	
GPD water withdrawal	0	0	0	
GPD wastewater generation/treatment	0	0	0	
Length of water/sewer mains (in miles)	0	0	0	

**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

1,325 square feet of Department of Conservation and Recreation (DCR) land on the Leverett Circle traffic island, designated as a "transportation" use in MassGIS, will be used for new elevators and lobbies to bring the station into compliance with the Americans with Disabilities Act (ADA) and the agreement between the MBTA and Boston Center for Independent Living (BCIL). The MBTA and DCR are engaged in ongoing consultation and a draft letter for a License Agreement from DCR to the MBTA has been prepared; it is currently being revised based on clarifications related to permitting, parcel designations, and the DCR signatory.

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

Lechmere Viaduct is a contributing resource within the National Register Charles River Basin Historic District.

The concrete portion of the viaduct and its bascule trunnion drawbridge were determined individually eligible for National Register listing in 1985.

The Science Park/West End Station is individually eligible for inclusion in the National Register according to Criteria for Evaluation (36 CFR 60) A ("associated with events that have made a significant contribution to the broad patterns of our history") and C ("embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction") at the local level in the areas of entertainment/recreation, education, and transportation. The Science Park/West End Station was constructed after the Charles River Basin Historic District nomination period of significance; however, if the period of significance for the district were changed, then the station would be a contributing element of the district.

The construction activities for the proposed elevator tower support foundations will impact sensitive archaeological strata at 14 to 19 and 60 feet below ground surface. However, the drilled mini-pile foundation will result in minimal disturbances, since they are each only three feet in diameter.

No

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

Yes

There will be impacts to the Lechmere Viaduct and the Science Park/West End Station; however the Federal Transit Administration (FTA) will enter into a Memorandum of Agreement (MOA) with the Massachusetts Historical Commission (MHC) regarding potential project design, impacts, and mitigation.

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.)

**a.) Description of Project Site**

The Science Park/West End Station is an elevated station located on the historic Lechmere Viaduct and within the DCR-owned Leverett Circle traffic island in Boston. Passengers access inbound and outbound Green Line light rail rapid transit train service from street level via two sets of stairs with a connecting Mezzanine Level lobby. The station is currently inaccessible to ADA passengers.

The purpose of this project is to renovate the station to comply with ADA requirements in accordance with an agreement the MBTA has with the Boston Center for Independent Living (BCIL). The timeframe for this project is for design to be completed in 2009 followed by a 22- to 24-month construction period with construction completed in 2011.

In order to meet the ADA requirements, two elevators will be installed and two stairwells will be replaced at the Science Park/West End Station within the traffic circle – one on the north side and one on the south side of the station. This will involve constructing elevator shafts to carry passengers from ground level to platform level.

**b.) Potential Impacts**

Cultural Resources: There will be impacts to the Lechmere Viaduct and the Science Park/West End Station; however FTA will enter into an MOA with the MHC regarding potential project design, impacts, and mitigation.

Land Use: Approximately 1,325 square feet DCR land will be permanently taken for construction of the new elevators and lobbies at the station. These takings are entirely within the island where the station is located and the area is not currently used as park or recreation land. A new fire hydrant, emergency generator, and telephone duct bank will all extend underground into the public roadway right-of-way (ROW) surrounding the station. New piping for the hydrant and generator will be located under Nashua Street, while the phone duct bank will be under Monsignor O'Brien Highway. Agreements will be made with the City of Boston and/or the DCR for easements for the new utilities.

**c.) Potential Mitigation**

Cultural Resources: On-going coordination and consultation with the Boston Landmarks Commission and Cambridge Historical Commission on location and design of elevators and other station elements; MOA between FTA and MHC; archival photographic documentation; removal of ivy on some areas of the viaduct, restoration of ornamental features and masonry conservation on the Lechmere Viaduct; coordination with historical commissions on color and texture of balustrade, with the assistance of a

specialist masonry conservator required to be part of the general contractor's team; and historical interpretive display at station.

Land Use: Agreements will be made with the DCR for both permanent takings and temporary construction easements on the station parcel and adjacent land. An Article 97 dispensation will also be required. Acquisitions of all real property and easements would be completed in accordance with applicable provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Part 24 of 49 CFR, and M.G.L. Chapter 79A and implementing regulations. The project is the modification and improvement of an existing station, and does not impact any residential properties or change land use patterns.

Other Mitigation: Established best management practices (BMPs) will be utilized to mitigate any potential construction period impacts in the categories of hazardous materials (proper removal and disposal, etc.), traffic (Maintenance of Traffic Plan, etc.), noise and vibration, and air quality.

## **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 \_\_\_ No; if yes, specify each threshold:

The project will require an Article 97 disposition as it is owned by DCR. It is entirely within the Leverett Circle traffic island and is not currently used as parkland.

### **II. Impacts and Permits**

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

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Footprint of buildings	<u>0.27</u>	<u>0.015</u>	<u>0.29</u>
Roadways, parking, and other paved areas	<u>0.13</u>	<u>0.03</u>	<u>0.16</u>
Other altered areas (describe)	<u>0.25</u>	<u>-0.03</u>	<u>0.22</u>
Undeveloped areas	<u>0</u>	<u>0</u>	<u>0</u>

B. Has any part of the project site been in active agricultural use in the last three years?

\_\_\_ Yes  No

If yes, how many acres of land in agricultural use (with 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  No;

If yes, please describe current and proposed forestry activities and indicate whether any part of the site is the subject of a DEM-approved forest management plan:

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 \_\_\_ No; if yes, describe:

1,325 square feet of DCR land on the Leverett Circle traffic island, designated as a "transportation" use in MassGIS, will be used for new elevators and lobbies to bring the station into compliance with the ADA and the agreement between the MBTA and BCIL.

E. Is any part of the project site currently subject to a conservation restriction, preservation restriction, agricultural preservation restriction or watershed preservation restriction? \_\_\_ Yes  No  
If yes, does the project involve the release or modification of such restriction? \_\_\_ Yes \_\_\_ No; if yes, describe:



# *Massachusetts Bay Transportation Authority*

*Deval L. Patrick*  
Governor

*Timothy P. Murray*  
Lt. Governor

*James A. Aloisi, Jr.*  
Secretary and MBTA Chairman

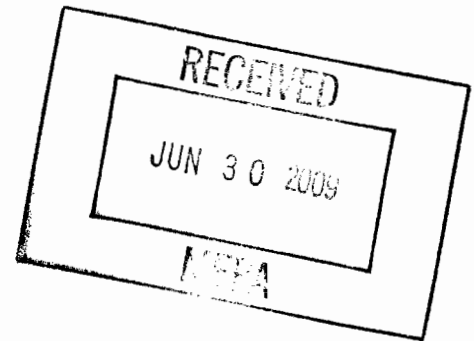
*Daniel A. Grabauskas*  
General Manager

June 30, 2009

Secretary Ian Bowles  
EEA, Attn: MEPA Office  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Re: Science Park Environmental Notification Form

Dear Secretary Bowles



The Massachusetts Bay Transportation Authority (MBTA) is pleased to submit for your review, a copy of the Environmental Assessment/Environmental Notification Form (EA/ENF) for the Science Park/West End Station on the Green Line in Boston. As described in this joint federal/state environmental document, the MBTA is proposing to make a series of improvements to the existing Science Park/West End Station. The purpose of this project is to renovate the station to comply with the Americans with Disability Act (ADA) requirements in accordance with an agreement the MBTA has with the Boston Center for Independent Living (BCIL).

The platform level is located on the Lechmere Viaduct, which is listed on the National Register of Historic Places, as well as the State Register, for its significance to transportation and engineering, and as a contributing element to the Charles River Basin Historic District. There are two platforms, one for inbound service and one for outbound service. Both platforms have insufficient width over the viaduct to comply with the boarding and alighting requirements of passengers with disabilities. In addition to the inadequate platform width, there are other conditions at the Science Park/West End Station that are substandard:

- Access to the elevated platform cannot be achieved by passengers with disabilities;
- Distance of platform above the top of rail (ATR) does not allow the Green Line low floor vehicles (LFV) proper space to deploy its ramp for the boarding and alighting of passengers with disabilities;
- No areas of refuge on the platforms;
- No visual announcement system;
- No accessible handrails in the stairs from the mezzanine to the inbound and outbound platforms; and
- No second means of egress from either platform to a point of safety, which is a requirement of National Fire Protection Association (NFPA) 130, the egress code in effect.

The project will bring the station in compliance with ADA Architectural Guidelines (ADAAG), Massachusetts Architectural Access Board (MAAB), and the settlement with the BCIL.

Because the project is being funded by the Federal Transit Administration (FTA), the Science Park/West End Station project is required to comply with the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA) of 1966 as amended, and Section 4(f) of the Department of Transportation Act of 1966.

***Driven by Customer Service***

Massachusetts Bay Transportation Authority, Ten Park Plaza, Boston, MA 02116-3974

The project is also subject to review under the Massachusetts Environmental Policy Act (MEPA). To site the new elevators, land will be permanently acquired from the Department of Conservation and Recreation (DCR). These parcels are entirely within the island where the station is located. Because this land is owned by DCR, the land is protected by Article 97 and will therefore require a two thirds vote by the Massachusetts Legislature. This Article 97 requirement triggers the filing of an ENF. This environmental document serves to meet the requirements of these various federal and state environmental review regulations.

The FTA, as the lead federal agency for the project, is responsible for evaluating properties identified through the assessment and determining the effect under Section 106 of the NHPA, and the implementing regulations of the Advisory Council on Historic Preservation. For resources that were determined to be significant and eligible for listing on the National Register, the FTA and the MBTA consulted with the Massachusetts Historical Commission (MHC) to determine whether there were prudent or feasible alternatives to avoid, minimize, or mitigate any adverse effects of the project pursuant to 36 CFR.800.5(e) and 800.9. The Boston Landmarks Commission (BLC) and Cambridge Historic Commission (CHC) were included in any consultations, as well as other interested parties that were invited as appropriate, such as DCR.

The MBTA, in coordination with the MEPA office, has scheduled a public meeting and scoping session for the project. The meeting will be held as follows:

**Tuesday, July 28, 2009**  
Amy Lowell House  
65 Martha Rd, Boston, MA  
4 PM to 6 PM


The meeting will begin at the Amy Lowell House and will then include a site visit to the Science Park Station.

Since this document is also an Environmental Assessment pursuant to NEPA, the MBTA is interested in having a coordinated public comment process. The NEPA regulations require at least 30 days public comment. In order to make the MEPA and NEPA comment periods consistent, the MBTA requests that you extend the comment period for the MEPA review and accept comment on this document until August 11, 2009.

Copies of the environmental document have been sent to the agencies listed on the MEPA distribution list. Additionally, copies of the environmental document are available for public review at the Transportation Library located in the Transportation Building at 10 Park Plaza in Boston as well as at the West End Branch of the Boston Public Library. A copy of the document can also be found on the MBTA's website at [www.mbta.com/about\\_the\\_mbta/t\\_projects](http://www.mbta.com/about_the_mbta/t_projects), (go to the Science Park link and then click on the "Environmental Review" icon to see document).

If you have any questions regarding this project, please contact me at 617-222-3126..

Sincerely,



Andrew D. Brennan  
Director of Environmental Affairs