



**Environmental  
Notification Form**

*For Office Use Only*  
*Executive Office of Environmental Affairs*  
EOEA No.: 14278  
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: Lynn Harbor Line Relocation   |   |                              |
| Street: Lynnway   |   |                              |
| Municipality: Lynn  | Watershed: North Coast                                    |                              |
| Universal Transverse Mercator Coordinates:<br>Zone 19, Northing: 4701201, Easting: 338229 | Latitude: 42° 26' 46.92" N<br>Longitude: 70° 57' 59.87" W |                              |
| Estimated commencement date: June 2009  | Estimated completion date:                                |                              |
| Approximate cost: \$4.5 million   | Status of project design:                                 | 75 % complete                |
| Proponent: New England Power Company  |   |                              |
| Street: 25 Research Drive   |   |                              |
| Municipality: Westborough   | State: MA   | Zip Code: 01582              |
| Name of Contact Person From Whom Copies of this ENF May Be Obtained:<br>Kenneth Fields    |   |                              |
| Firm/Agency: BSC Group, Inc.  | Street: 15 Elkins Street                                  |                              |
| Municipality: Boston  | State: MA   | Zip Code: 02127              |
| Phone: 617-896-4300   | Fax: 617-896-4301   | E-mail: kfields@bscgroup.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. 13900)  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 301 CMR 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 City, through its EDIC, has funded engineering and permitting activities to date and will be responsible for funding the remaining costs associated with the Relocation Project, including engineering, permitting and construction costs. The City will finance the Relocation Project utilizing current revenues, in addition to seeking assistance through direct and indirect sources of state funding. The State Legislature has demonstrated its support for the relocation by authorizing the transmission lines to be relocated through the enactment of Chapter 291 of the Acts of 2004, AN ACT MODERNING THE TRANSPORTATION SYSTEMS OF THE COMMONWEALTH, authorized the Commonwealth to contribute up to \$14.15 million to support the relocation of the Existing Lines. NEP will contribute approximately \$800,000 toward the Relocation Project, which is the equivalent to the amount NEP would expend to upgrade its Existing Lines even if they were not

being relocated as part of this Relocation Project. If NEP needs to reconnector/refurbish the Q-169 Line in its existing location because the Relocation Project cannot be completed by a date necessary for system reliability, currently June of 2009, then the City will not receive the approximately \$800,000 credit that it would have received had NEP been able to avoid reconnector/refurbishment of the Q-169 Line in its existing location.

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

List Local or Federal Permits and Approvals:

Local – Order of Conditions (Lynn Conservation Commission);

Grant of Location for City Property (Lynn City Council)

Department of the Army Programmatic General Permit Commonwealth of Massachusetts Category I

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 type="checkbox"/> Historical & Archaeological Resources |

| Summary of Project Size & Environmental Impacts                | Existing               | Change  | Total | State Permits & Approvals   |
|--|------------------------|---|-------|---|
| <b>LAND</b>  |                        |   |       | <input checked="" type="checkbox"/> Order of Conditions<br><input type="checkbox"/> Superseding Order of Conditions<br><input type="checkbox"/> Chapter 91 License<br><input type="checkbox"/> 401 Water Quality Certification<br><input checked="" type="checkbox"/> MHD or DCR Access Permit<br><input type="checkbox"/> Water Management Act Permit<br><input type="checkbox"/> New Source Approval<br><input type="checkbox"/> DEP or MWRA Sewer Connection/Extension Permit<br><input checked="" type="checkbox"/> Other Permits (including Legislative Approvals) – Specify:<br>Department of Public Utilities – Ch. 164 §72<br><br>Department of Conservation & Recreation – Grant of Location, Construction/Access Permit, and easement<br><br>Easement over the Lynnway will require an Article 97 vote from the |
| Total site acreage   | 30.5 ac ROW            |   |       |   |
| New acres of land altered                                      |                        | 4.6 ac ROW  |       |   |
| Acres of impervious area                                       | N/A                    | N/A   | N/A   |   |
| Square feet of new bordering vegetated wetlands alteration     |                        | 0 sf  |       |   |
| Square feet of new other wetland alteration                    |                        | Riverfront:<br>1,200 sf (permanent)<br>LSCSF:<br>1,600 sf (permanent)<br>LSCSF & Isolated wetland:<br>3,200 sf (temp) |       |   |
| Acres of new non-water dependent use of tidelands or waterways |                        | 0   |       |   |
| <b>STRUCTURES</b>  |                        |   |       |   |
| Gross square footage   | 108                    | 150<br>New Foundations  | 40    |   |
| Number of housing units  | 0                      | 0   | 0     |   |
| Maximum height (in feet)                                       | 24 poles range 45'-70' | New locations range 55'-30'   | 100'  |   |
| <b>TRANSPORTATION</b>  |                        |   |       |   |
| Vehicle trips per day  | N/A                    | N/A   | N/A   |   |

|  |     |     |     |   |
|--|-----|-----|-----|---|
| Parking spaces                         | N/A | N/A | N/A | Article 97 vote from the legislature<br>Department of Environmental Protection<br>Minor Project<br>Modification under C.91<br>Submitted June 24, 2008 |
| <b>WATER/WASTEWATER</b>                |     |     |     |   |
| Gallons/day (GPD) of water use         | N/A | N/A | N/A |   |
| GPD water withdrawal                   | N/A | N/A | N/A |   |
| GPD wastewater generation/treatment    | N/A | N/A | N/A |   |
| Length of water/sewer mains (in miles) | N/A | N/A | 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 Future easement on DCR-owned Lynnway)     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 \_\_\_\_\_)     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 adjacent to Rumney Marshes ACEC)     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) The project consists of the relocation of New England Power Company's 115kV A179/Q169 transmission lines. The project site is located along the Lynn waterfront between the General Edwards Bridge and the Lynn #21 Substation. The portion of the existing transmission lines to be relocated is situated within a 200-foot wide right-of-way (ROW) that begins easterly of the Saugus River in Lynn near the General Electric Industrial Complex (GE) and then proceeds along the waterfront to its termination point at the Lynn Substation on Marine Boulevard. The proposed new approximately 0.91 mile ROW will begin at a point just westerly of the Lynnway (aka Route 1A) at the northerly edge of the existing ROW in the vicinity of the tap/turning point on the existing transmission lines near the General Edwards Bridge and the GE property, extend generally northerly behind the first row of buildings on the Lynnway, along a paved road adjacent to the south fence line of the GE site (a former railroad ROW), then continue easterly across the Lynnway and extend southeasterly along Harding Street. It will then turn east at the end of Harding Street and continue over the Lynn Wastewater Treatment Facility site to the westerly edge of the existing ROW in the vicinity of where the relocated lines will connect at a tap/turning point on the existing lines near the Lynn #21 Substation. The general location of existing ROW and proposed ROW are shown on Figure 2 in Attachment A. The boundary for the Rumney Marshes Area of Critical Environmental Concern (ACEC) is adjacent the project site beginning "at a point where the westerly edge of the railroad ROW intersects with the 100

year floodplain.” The proposed work begins approximately 70 feet east of the ACEC.

**(b)** New England Power Company and the City of Lynn explored multiple alternatives in light of meeting the project’s dual goals of maintaining reliable energy transmission and removing physical and aesthetic obstructions to the development of the Lynn Waterfront. Attachment C shows alternative routes overlain on an aerial photo. Alternatives examined include a no build scenario and several underground and overhead routes, including the preferred Alternate Route 3 in the proposed new ROW, as generally described below:

1. Original Route and Alternate Route 1 (overhead routes) did not allow for full development of the waterfront.
2. Alternate Route 2 is the overhead route running alongside the Lynnway and thence down Harding Street, which presented visual concerns.
3. Alternate Routes 4 and 4A are extensions of the "GE" route to an overhead/underground transition structure near the Commuter Rail, which would then proceed underground down Commercial Street. This presented economic concerns as well as location issues for the transition structure.
4. Alternate Route 5 is the submarine route, which was determined to be uneconomical.
5. Alternate Route 6 is the OH to UG route along the Commuter Rail, which was determined to be unfeasible.

Not shown is an underground route along the Lynnway, which was uneconomic and impractical.

Under the no build alternative, the existing transmission lines and the existing ROW in which they are located would remain a physical and aesthetic barrier to public access to the water, and to the high priority economic development proposed in the Sasaki Lynn Waterfront Master Plan Report, September 2007.

The preferred alternative involves relocating the transmission lines in a new ROW as described above and as shown on the attached plans entitled Lynn 115kV Harborline Relocation Harding Street to Riley Way Sheets 1 through 10. As part of the proposed relocation, the A179 and Q169 lines will be co-located on single pole double-circuit steel structures with davit arms, and 3-pole steel DEPO structures all supported on concrete caisson foundations or steel pile foundations within a variable width ROW, ranging from approximately 60 feet to 80 feet wide. These new structures will be supporting a 795 ACSS 54/7 “Condor” conductor. Two 3/8” EHS steel shield wires will be installed. This preferred alternative not only allows for public access to the waterfront and economic development, but also will locate the transmission lines further from wetland resource areas than the existing lines.

The proposed transmission line relocation will allow the City of Lynn to take steps toward implementation of their Waterfront Master Plan, which envisions redevelopment of the South Harbor Waterfront. The City of Lynn, the Community Development Office and the Economic Development and Industrial Corporation have invested multiple resources and numerous years to encourage and make possible the development of, and public access to, the Lynn Waterfront. The City is committed to ensuring pedestrian access, via a "boardwalk", which will run the length of the waterfront where the transmission lines are currently situated; however, the public access plan cannot become a reality unless the lines are relocated.

New England Power Company will seek an easement from the Massachusetts Department of Conservation and Recreation (DCR) for the relocation of the transmission lines over the Lynnway from its existing crossing location along the Saugus River to the proposed crossing several blocks inland at Harding Street. The easement will require a 2/3rds vote by the State Legislature per Article 97 of the Massachusetts Constitution. New England Power Company will initially request a Grant of Location and a Construction Permit from DCR for the installation and operation of the new lines until the easement can be granted.

Portions of the existing lines are over and across formerly filled tidelands in accordance with DPW License No. 958, issued in 1928. License No. 958 was issued in furtherance of an Act of the General Court, Chapter 267 of the Acts of 1927, which authorized the City of Lynn to dredge, fill, and drain areas of Lynn for the purpose of Nuisance Abatement and Lynn Harbor Improvement. The existing lines were constructed prior to January 1, 1984

on an area subject to an existing license; therefore a license for the lines was not required. The portion of the relocated transmission lines proposed to be located easterly of, and to the immediate west of, the Lynnway will be located in the same fill authorized pursuant to License No. 958.

The remaining portion of the proposed relocated lines will be located on the westerly side of the Lynnway and will aerially cross historic tidelands filled pursuant to H&L Commission License No. 280, issued in 1875. License No. 280 authorized fill in connection with the construction of the former Boston, Revere Beach & Lynn Railroad right-of-way (RR ROW), which former RR ROW is presently used, in part, for the delivery of electricity.

On June 24, 2008, New England Power Company notified the Massachusetts Department of Environmental Protection (“DEP”) that the relocation is being proposed as minor modifications to existing Licenses No. 958 and No. 280 and no new License is required. Collectively, these formerly filled tidelands have historically been, and continue to be, used to deliver or provide electric service to the public and contain the supporting infrastructure facilities associated therewith, as defined at 310 CMR 9.02. To the extent that the former tidelands are used for the delivery of electricity, there will be no change in use associated with the proposed relocation. Furthermore, New England Power Company’s proposal to relocate its existing lines will be confined to the existing footprint of the fill being altered. In addition, the relocation of the delivery of electricity use of such former tidelands will maintain the energy delivery public benefits associated with the licensed project, and allow for future enhanced public benefits on the licensed fill.

The project requires the filing of a Notice of Intent with the Lynn Conservation Commission as the work will partially take place within land subject to coastal storm flowage, the 200-foot Riverfront Area, and the 100-foot buffer zone to the Coastal Bank. The footings for Poles 1001 A& B and 1002 will result in 1,200 sf of permanent impact within the Riverfront Area and 1,600 sf of impacts within Land Subject to Coastal Storm Flowage. The work will meet the performance standards at 310 CMR 10.00. No work is proposed in the nearby Rumney Marsh Area of Critical Environmental Concern.

Existing transmission lines, towers, and foundations will be removed. Swamp mats will be used to mitigate construction access over an isolated wetland during removal of two of these towers. The swamp mats will result in the temporary alteration of an approximately 3,200 square feet area, which is concurrently isolated wetland and Land Subject to Coastal Storm Flowage. This area is also within the Riverfront Area. However, the Riverfront regulations are not applicable in this case, because the work is on licensed formerly filled tidelands. Nevertheless, the work is not expected to result in any adverse impacts to the resource areas. Furthermore, such work is exempt under the Massachusetts Wetland Protection Act but requires notification under the Lynn General Wetland Protection By-Law.

The project area includes industrial, and urban commercial uses, with significant portions on historic fill. Fifteen (15) new poles will require 10-foot diameter foundations. Excavations for support may go as deep as 60 feet. The project has the potential to produce up to approximately 3,000 yards of soil for removal and appropriate disposal.

Review of the Massachusetts Historical Commission’s files indicates that there are no recorded historical or archeological resources within the project site, nor any properties listed in the State Register of Historic Places. Consultation with the City of Lynn also indicated no historical properties on or adjacent to the project site.

**(c)** The applicant is under no obligation to provide mitigation for the no build alternative.

Mitigation for the proposed alternative includes construction phase erosion control around new poles foundation locations to protect resource areas and drainage structures. A Soil Management Plan is included as Attachment D, which outlines protocols for LSP oversight, sampling and management of soils excavated for new tower foundations. A health and safety plan will be prepared. A traffic management plan will be prepared in consultation with the DCR and the City of Lynn for use during the construction over the Lynnway.

Wetland resource areas will be protected using best management practices for erosion and sedimentation control.

To access the existing poles in the isolated wetland, New England Power Company will utilize swamp mats within the resource areas. The swamp mats will stabilize the machinery, as well as protect the wetland from rut damage and sedimentation.

The project is designed to eliminate a major impediment to implementation of the Lynn Waterfront Master Plan, which is expected to provide significant public benefits in terms of economic development and public access to a large portion of the waterfront. To that end, the relocation of the existing transmission lines provides the City with valuable mitigation.