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December 22, 2017

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS  
ON THE  
2<sup>nd</sup> NOTICE OF PROJECT CHANGE

PROJECT NAME : Green Line Extension – College Avenue to Mystic Valley  
Parkway  
PROJECT MUNICIPALITY : Somerville and Medford  
PROJECT WATERSHED : Boston Harbor  
EEA NUMBER : 13886  
PROJECT PROPONENT : Massachusetts Department of Transportation/  
Massachusetts Bay Transportation Authority  
DATE NOTICED IN MONITOR : November 8 2017

Pursuant to the Massachusetts Environmental Policy Act (MEPA; M.G.L. c. 30, ss. 61-62I) and Section 11.10 of the MEPA regulations (301 CMR 11.00), I have reviewed the Notice of Project Change (NPC) and hereby determine that the project **requires a Supplemental Environmental Impact Report (EIR)**. The Proponent has requested that the project change be subject to a Draft and Final Supplemental EIR based on the lapse of time since the original project was reviewed and anticipated public interest in the project. The Draft Supplemental EIR (DSEIR) should be prepared in accordance with the Scope included in this Certificate.

Project Change

The Massachusetts Department of Transportation (MassDOT) and the Massachusetts Bay Transportation Authority (MBTA) submitted this NPC to provide an update on plans to further extend Green Line service from the proposed College Avenue station to Mystic Valley Parkway in Somerville and Medford. The project change consists of the redesign of the Green Line

Extension (GLX) from College Avenue in Medford to Mystic Valley Parkway in Somerville and the construction of a single-story terminus station to reduce project costs, minimize impacts to abutting properties and provide consistency with design changes proposed to the GLX from Lechmere Station to College Avenue. Project modifications include:

- Lowering the Green Line tracks from Commuter Rail level to Street level
- Constructing a 2,000-sf single-story terminal station, eliminating the need for elevators, escalators and stairs.
- Replacing canopies with multiple prefabricated weather shelters along the platform.
- Constructing pedestrian grade crossings for access to low-level platforms.
- Increasing capacity for bicycle parking from 50 to 120 spaces in a secure storage enclosure.
- Removing all customer parking from the station design.
- Constructing an electrical substation to provide additional traction power capacity.
- Shifting the station access drive north to reduce impacts to adjacent business located at 200 Boston Ave in Medford.

As described below, the extension of the Green Line to the Mystic Valley Parkway was included as the Preferred Alternative through the DEIR on the GLX project. Prior analysis and public review identified many benefits of, including traffic reduction, improved air quality and improved transportation opportunities for Environmental Justice (EJ) communities. Due to fiscal constraints associated with implementation of GLX, MassDOT deferred the extension from College Avenue to Mystic Valley Parkway to a future phase (Phase II).

### Project Description

The GLX involves the extension of the existing Massachusetts Bay Transportation Authority (MBTA) Green Line from Lechmere Station to Somerville. The phase identified in the ENF will extend the terminus of the line College Avenue Station to the Mystic Valley Parkway. The project includes the relocation of the commuter rail tracks in the Lowell Commuter Rail ROW, the construction of 1 mile of new Green Line tracks and systems, the construction of the Mystic Valley Parkway terminus station, reconstruction of two bridges, and construction of an electrical substation.

The project also includes construction and/or implementation of measures to mitigate potential operational and construction period impacts associated with, but not limited to: noise and vibration, traffic (vehicle, pedestrian, bicycle), air quality, stormwater, hazardous materials management, historical and cultural resources, land use, and ongoing public involvement including potentially incorporating recommendations made by the Medford Greenline Neighborhood Alliance (MGNA) into the project design.

As reviewed in the DEIR, the Preferred Alternative included a single center island station platform with overhead canopies and a 7,000 sf two-story terminal station and headhouse at Mystic Valley Parkway. The original project required the full acquisition of the commercial property located at 200 Boston Ave in Medford in addition to properties at 600 Mystic Valley Parkway and 200R/0 Boston Ave. The project change will reduce the project area (excluding

railroad ROW) from 6.3 acres to 3.2 acres and will reduce impervious area from 5.6 acres to 3 acres.

### Procedural History

An Expanded Environmental Notification Form (EENF) was submitted in October 2006 for the GLX. On December 1, 2006, a Certificate was issued on the EENF which provided the scope for the DEIR. Due to fiscal constraints which arose during MEPA review, it was determined at the time of the DEIR submission that the GLX project would move forward in two phases. Phase I would include the construction of the Medford Branch which would extend Green Line service from a newly relocated Lechmere Station to a terminus station at College Ave in Medford. Phase 1 also included the Union Square Branch which extended Green Line Service from Lechmere Station to a station at Union Square in Somerville. Phase II would be completed at a later date and would consist of extending service from the College Ave Station to the Mystic Valley Parkway station. A Certificate on the DEIR was issued on January 5, 2010 which included a limited scope for the FEIR for Phase I and indicated that a NPC would be filed for Phase II. The FEIR Certificate for Phase I was issued on July 30, 2010. An NPC was submitted for Phase I of the project in February 2017 (first NPC) which presented a revised design of the project to reduce project costs. The Certificate on the first NPC was issued on March 10, 2017 and indicated that no further review of Phase I was required.

### Project Corridor and Station Location

The project corridor consists of the Lowell Commuter Rail ROW and passes through primarily residential areas with some industrial and commercial uses in the vicinity of the terminus station. The ROWs include two highway/roadway overhead bridges at Winthrop Street and North Street. The MVP terminus station will be located at the intersection of Mystic Valley Parkway and Boston Ave and the station location is bounded by a U-Haul storage building. Parking areas associated with two abutting commercial properties (196 Boston Ave and 200 Boston Ave) will be impacted by the access drive.

### Permits and Jurisdiction

The original project was subject to review preparation of a mandatory EIR pursuant to Sections 11.03 (1)(a)(1) and (6)(a)(5) of the MEPA regulations because it would be undertaken by a State Agency and because it would alter more than 50 acres of land, and consist of a new rail or rapid transit line along a new, unused or abandoned right-of-way for transportation of passengers or freight, respectively. The project required Access Permits from MassDOT. It also required an 8(m) Permits, a Sewer Connection Permit and a Sewer Discharge Permit from the Massachusetts Water Resources Authority (MWRA).

Phase 2 of the project, considered in isolation, would be subject to Section 11.03(6)(b)(10) of the MEPA regulations, an ENF threshold, because it involves the construction of new rail or rapid transit line for transportation of passengers or freight. It would not exceed a mandatory EIR threshold. Phase II requires a Construction Access Permit from MassDOT and DCR and an 8(m) Permit from the MWRA.

The project will be subject to historic review by the Massachusetts Historical Commission (MHC) pursuant to M.G.L. Ch. 9 Sections 27-32. It will require a National Pollutant Discharge Elimination System (NPDES) General Permit System General Permit from the United States Environmental Protection Agency (U.S. EPA).

Because the Proponent is a State Agency and will receive Financial Assistance, MEPA jurisdiction for this project is broad and extends to all aspects of the project that are likely, directly or indirectly, to cause Damage to the Environment as defined in the MEPA regulations.

### Review of the NPC

The NPC described the proposed changes, compared the revised design to what was reviewed in the DEIR, and identified areas requiring further review and analysis. The NPC included an alternatives analysis of a two-story a single-story station design. The single-story station design was developed to reduce project costs. The NPC also included design renderings submitted by the MGNA which depict incorporation of the Mystic Valley Parkway station into a redeveloped U-Haul building. The adaptive reuse of the building would allow for a mix of uses at the project site and would allow Medford to retain tax revenue.

I received comments on the project change from U.S. Representative Michael Capuano, Senator Patricia Jehlen, the House Delegation<sup>1</sup> representing the communities of Medford and Somerville, State Agencies, the Cities of Medford, Winchester and Somerville, environmental, transportation and planning advocacy groups, and numerous citizens. These comments were generally supportive of the project and included concerns regarding the need for safe pedestrian and bicycle access to the station. Comments expressing opposition to the project identified concerns with potential air quality impacts and traffic at the intersection of Mystic Valley Parkway and Boston Avenue. Many comments continue to identify the significant benefits GLX will provide, particularly in regard to transit mobility and the opportunity for public-private partnership with the construction of the Mystic Valley Parkway Station

## SCOPE

### General

The EIR should follow Section 11.07 of the MEPA regulations for outline and content, as modified by this Scope. The EIR should include a copy of this Certificate.

### Project Description and Permitting

The DSEIR should provide a detailed project description including a project schedule, project costs, and potential funding sources. The DSEIR should include an existing conditions plan illustrating resources and abutting land uses for the entire project area and proposed conditions plans illustrating proposed elevations, structures and stormwater management

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<sup>1</sup> The House Delegation include: Rep. Christine Barber, Rep. Sean Garballey, Rep. Paul Donato, Rep. Denise Provost, Rep. Mike Connolly.



systems. The DSEIR should identify required Permits and the project's consistency with associated regulatory standards and requirements.

The DSEIR should identify the project's consistency with the GreenDOT Policy; efforts to reduce greenhouse gas emissions from the transportation sector and MassDOT/MBTA assets; and analysis and design of MassDOT/MBTA assets and operations to the effects of climate change. The DSEIR should demonstrate efforts to avoid, minimize and mitigate Damage to the Environment to the extent practicable.

### Environmental Justice

The DSEIR should include a description of the project's consistency with the Environmental Justice Executive Order 552 and associated MassDOT/MBTA policies. It should evaluate benefits and potential impacts of the project to environmental justice communities and address measures to avoid, minimize and mitigate environmental impacts.

### Alternatives Analysis

The DSEIR should include an analysis of the alternatives identified in the NPC: the No Build Alternative, the MVP Station Alternative which incorporates the adaptive reuse of the structure located at 600 Mystic Valley Parkway; and a station design which eliminates the structure at 600 Mystic Valley Parkway. The alternatives analysis should be supported by identification of relevant environmental and transportation conditions, mobility and access needs and identification of planned transportation infrastructure improvements. It should include criteria by which alternatives are assessed and compared. The station alternatives should include details regarding ownership and operation of buildings and infrastructure and design criteria and requirements.

The DSEIR should identify potential sites for the electrical substation and identify a preferred location.

### Land Use

The DSEIR should provide an update on anticipated property acquisitions needed for the construction of the project, including any modifications to the ROW. The DSEIR should identify the proposed relocation of parking spaces associated with 196 and 200 Boston Ave which are expected to be impacted by the station and access drive. The DSEIR should address consultation with affected property owners and the Cities of Medford and Somerville. The DSEIR should include an analysis of economic impacts associated with private property acquisition.

The DSEIR should include a summary of land alteration, new impervious area, and grading work associated with the project and identify how associated impacts are reduced by the alignment and design. The DSEIR should address the project's consistency with the Stormwater Management Standards (SMS) as they pertain to redevelopment projects. It should include an overall drainage plan and identify specific stormwater management measures. The DSEIR should include a qualitative assessment of water quality benefits due to the project's potential to reduce

automobile vehicle miles traveled and thus the automobile emissions that drain from road surfaces (notably Mystic Valley Parkway) into the Mystic River and its tributaries.

The Mystic Valley Parkway is a historical roadway under the care, custody and control of DCR. A construction access permit is required from DCR. Comments from DCR request that the MassDOT and the MBTA consult with the DCR Office of Land Protection to confirm property ownership along the eastern edge of Mystic Valley Parkway and to confirm that no permanent interest in DCR lands are necessary to construct and/or operate the project. The DSEIR should identify what aspects of the project will require an Access Permit from DCR.

### Transportation

This service will operate in a dense urban area and will affect traffic patterns and circulation. It will draw hundreds of people to the transit stations that will be constructed near the Mystic Valley Parkway and Boston Ave intersection which currently experience significant congestion. Comment letters express concern with temporary and long-term traffic impacts. Many citizens of Medford are particularly concerned with additional traffic and parking issues that could be generated at the terminus of the line. Re-construction of bridges should be coordinated with municipalities to minimize construction period impacts.

The DSEIR should analyze traffic for existing, build and no-build conditions to evaluate the implications of the project for Level of Service (LOS) of intersections within the study area and pedestrian and bicycle circulation. It should address traffic circulation on all roadways adjacent to proposed station locations. It should include mitigation for areas where the project will have a significant impact on traffic operations.

The DSEIR should include specific pedestrian and bicycle safety mitigation measures. Several comments indicate that a pedestrian bridge across Boston Avenue would be appropriate to improve access and safety.

### *Ridership Projections*

The DSEIR should include estimated ridership projections for both phases. It should include system-wide statistics, study-area specific data such as daily boardings, new transit trips, reduction in vehicle miles traveled and access mode share (bicycle, pedestrian, and transit or automobile access to the station). The DSEIR describe the methodology used to estimate ridership projections.

### Air Quality

The project area is designated as a carbon monoxide (CO) maintenance area and as a particulate matter (PM) attainment area. The DSEIR should detail the air quality benefits associated with the project. It should include a mesoscale and a microscale air quality analysis based on an updated transportation analysis. The mesoscale analysis should be conducted in accordance with MassDEP Guidelines for Performing Mesoscale Analysis of Indirect Sources. The Proponent should consult with MassDEP to discuss the modeling protocol and to confirm the applicable emissions model prior to conducting the analyses.

## Climate Change

Executive Order 569: Establishing an Integrated Climate Change Strategy for the Commonwealth (EO 569) was issued on September 16, 2016. EO 569 recognizes the serious threat presented by climate change and directs agencies within the administration to develop and implement an integrated strategy that leverages state resources to combat climate change and prepare for its impacts. The Order seeks to ensure that Massachusetts will meet GHG emissions reduction limits established under the Global Warming Solution Act of 2008 (GWSA).

The GHG Policy and requirements to analyze the effects of climate change through EIR review is an important part of this statewide strategy. These analyses advance proponents' understanding of a project's contribution and vulnerability to climate change. I expect the DSEIR will clearly identify how MassDOT and the MBTA will design, construct and operate this project to reduce GHG emissions and address the effects of climate change.

### *Greenhouse Gas (GHG) Emissions*

The DSEIR should include a comprehensive analysis of GHG emissions and mitigation measures for the proposed project in accordance with the standard requirements of this Policy. I refer the Proponent to the guidance provided in the comments from the Massachusetts Department of Energy Resources (DOER). Specifically, the GHG analysis should apply to the adaptive reuse of the approximately 180,000 sf U-Haul building.

The Policy requires projects to quantify carbon dioxide (CO<sub>2</sub>) emissions and identify measures to avoid, minimize or mitigate such emissions. The analysis should quantify the direct and indirect CO<sub>2</sub> emissions associated with the project's energy use (stationary sources) and transportation-related emissions (mobile sources). Direct emissions include on-site stationary sources, which typically emit GHGs by burning fossil fuel for heat, hot water, steam and other processes. Indirect emissions result from the consumption of energy, such as electricity, that is generated off-site by burning of fossil fuels, and from emissions associated with vehicle use by employees, vendors, customers and others. The DSEIR should identify and commit to mitigation measures to reduce GHG emissions.

### *Climate Change Adaptation and Resiliency*

The DSEIR should provide an analysis and discussion of vulnerabilities of the site to the potential effects of climate change including flooding, increased frequency of heavy precipitation events, and extreme heat events. The state has launched a website built with data from EEA and the Northeast Climate Center at UMass-Amherst. It provides downscaled precipitation, heat and sea level rise data for Massachusetts. If modeling scenarios indicate potential climate change-induced flooding impacts, the DSEIR should demonstrate that the project includes ecosystem-based adaptation measures and flood resilient infrastructure design. Modifications to building elevations and stormwater management infrastructure should be implemented in a manner to promote resiliency and adaptation to the effects of climate change. The DSEIR should evaluate incorporation of flood storage to accommodate the likelihood of extended flood periods, low-impact development (LID) elements, and further reduction in impervious surfaces. In addition, the DSEIR should evaluate the feasibility of: measures to minimize flood intrusion, elevation of

infrastructure, electrical equipment and outlet feeds, and use of water-resistant materials for structural elements below base flood elevation.

### Noise and Vibration

The DSEIR should include an analysis of noise and vibration for existing and proposed conditions. The analyses should identify sensitive receptors such as homes, hospitals, schools and elderly housing where nighttime noise is a particular concern. The DSEIR should include a detailed noise assessment and vibration analysis for the corridor consistent with Federal Transit Administration (FTA) guidelines and an assessment of the impacts to the surrounding community. The DSEIR should indicate areas where mitigation for noise and vibration is needed based on the impact assessment and identify the specific mitigation measures that will be proposed. It should address comments regarding measures to minimize impacts at the source compared to mitigation measures at receptors.

### Hazardous Materials

As described in the NPC, historical undocumented releases are suspected based on prior industrial use of the project site and nearby properties. Urban fill is likely present within the project site. The DSEIR should include environmental assessments conducted within the project limit of work and demonstrate compliance with federal, state and local laws regulating the hazardous materials and/or solid waste and contaminated soils.

### Historical Resources

The project area is located within the vicinity of three historic properties listed in the National Register of Historical Places: Mystic Valley Parkway, B&M Railroad Bridge and Middlesex Canal Historic and Archaeological District. The DSEIR should address the project's area of potential effects to historic resources as well as an update on any potential impacts to archaeological resources. The DSEIR should include an assessment of any impact to historical or cultural resources and identify proposed mitigation measures. The DSEIR should provide any correspondence with MHC.

### Construction Period Impacts

The EIR should include a discussion of construction phasing, evaluate potential impacts associated with construction activities and propose feasible measures to avoid or eliminate these impacts. The EIR should identify temporary and permanent construction easements. The Proponent must comply with DEP's Solid Waste and Air Quality Control regulations during construction and should implement measures to alleviate dust, noise, and odor nuisance conditions (including rodent control), which may occur during construction.

### Section 61 Findings and Mitigation

The DSEIR should include a separate chapter on mitigation measures. This chapter should include proposed Section 61 Findings for all state permits. It should provide a clear

commitment to implement these measures, include a schedule for implementation and identify the responsible parties.

### Response to Comments

The DSEIR should include a copy of each comment received. To ensure that the issues raised by commenters are addressed, the DEIR should include direct responses to comments to the extent that they are within MEPA jurisdiction. This directive is not intended to, and shall not be construed to enlarge the scope of the DEIR beyond what has been expressly identified in this Certificate. I recommend that the Proponent use either an indexed response to comments format, or a direct narrative response.

### Circulation

The Proponent should circulate a hard copy of the DSEIR to each state and city agency from which the Proponent will seek permits or approvals and to local officials that submitted comments. The Proponent should also circulate a copy of the DSEIR to those submitting individual written comments. To save paper and other resources, the DSEIR may be circulated in CD-ROM format, although a reasonable number of hard copies should be made available, to accommodate those without convenient access to a computer to be distributed upon request on a first come, first served basis. The Proponent should send a notice of availability of the DSEIR (including relevant comment deadlines and appropriate addresses) to those who signed petitions and for which addresses are available. In addition, a copy of the DSEIR should be made available for public review at the Medford and Somerville public libraries.



December 22, 2017

Date

Matthew A. Beaton

### Comments Received:

|          |                                   |
|----------|-----------------------------------|
| 11/07/17 | Joy Harris and Bruce Roberts      |
| 11/15/17 | Conservation Law Foundation (CLF) |
| 11/18/17 | Rez Karim                         |
| 11/20/17 | Devorah Klein                     |
| 11/21/17 | Denis Tafone                      |
| 11/21/17 | Susan E. Brown                    |
| 11/21/17 | Jeff Byrnes                       |
| 11/21/17 | Jaclyn Ricardelli                 |
| 11/21/17 | Dan Ricardelli                    |
| 11/21/17 | Sierra Clube                      |
| 11/22/17 | Sen. Patricia Jehlen              |

11/22/17 Petition in opposition of Green Line Extension (3 signatures)  
11/22/17 Renee Dudley  
11/22/17 Massachusetts Water Resources Authority (MWRA)  
11/22/17 Susan Brown  
11/24/17 U.S. Rep. Michael Capuano  
11/24/17 Laura Jean Babatt (sp)  
11/24/17 Robert F. Wyatt  
11/24/17 Thomas w. Lincoln  
11/24/17 Petition in opposition of Green Line Extension (16 signatures)  
11/24/17 Ann Lowery  
11/27/17 Mary Anne Adducci  
11/27/17 Michael Obal  
11/27/17 Mark Jaquith  
11/27/17 Adam Roffman  
11/27/17 Jennifer Hunter  
11/27/17 Chris Mascara  
11/27/17 Naftali Poritz  
11/27/17 Susan Altman  
11/28/17 City of Medford - Office of Energy and Environment  
11/28/17 City of Medford - Office of the Mayor  
11/28/17 Massachusetts Department of Environmental Protection - Northeast Regional  
Office (MassDEP - NERO)  
11/28/17 Department of Conservation and Recreation (DCR)  
11/28/17 Len Levin  
11/28/17 Peter Clemons  
11/29/17 Cynthia Meagher Kuhn  
11/29/17 Ken Martin  
11/29/17 Susan D. Fuller  
11/29/17 Mary Jo Mangan (sp)  
11/29/17 Donna Meyer  
11/29/17 Ken Westhassel  
11/29/17 Ken Westhassel (2)  
11/29/17 Don Swanson  
11/29/17 Carolyn Westmark  
11/29/17 Loren Conganelli  
11/29/17 Carolyn Westmark(2)  
11/29/17 Michael Bernstein  
11/29/17 Sarah Coppola  
11/29/17 Mathew Alford  
11/29/17 MA House Delegation  
11/30/17 Kim Pompeo and Family  
11/30/17 Luke Preisner  
11/30/17 Elizabeth Kennedy  
12/02/17 Nicole Kindred  
12/03/17 Carol Towson  
12/03/17 Greg Carey

|          |                                                                                   |
|----------|-----------------------------------------------------------------------------------|
| 12/03/17 | The Epstein Family                                                                |
| 12/04/17 | Jared Judson                                                                      |
| 12/06/17 | Stephanie Zawacki                                                                 |
| 12/06/17 | Dal Cogger                                                                        |
| 12/06/17 | Petition in opposition of Green Line Extension to MVP (3 signatures)              |
| 12/06/17 | Petition in opposition of Green Line Extension to MVP (11 signatures)             |
| 12/06/17 | Mary Anne Adducci (2)                                                             |
| 12/08/17 | Thomas Costello                                                                   |
| 12/08/17 | Theresa Guinta                                                                    |
| 12/10/17 | Carolyn Rosen                                                                     |
| 12/10/17 | Tristan Harward                                                                   |
| 12/11/17 | Metropolitan Planning Council (MAPC)                                              |
| 12/11/17 | Martin Fraser                                                                     |
| 12/11/17 | Unsigned                                                                          |
| 12/12/17 | Mike Korczynski                                                                   |
| 12/12/17 | Joel B. Swets on behalf of the Cummings Foundation                                |
| 12/12/17 | Friends of Community Path and Somerville Transportation equity Partnership (STEP) |
| 12/12/17 | Robert G. Rice                                                                    |
| 12/12/17 | Derek S. Russel on behalf of Cummings Properties                                  |
| 12/12/17 | Raymond Nagem                                                                     |
| 12/12/17 | Anita Nagem                                                                       |
| 12/12/17 | Elisabeth Bayle                                                                   |
| 12/12/17 | David Baumgartner                                                                 |
| 12/12/17 | Anthony P. Monaco on behalf of Tufts University                                   |
| 12/12/17 | Ellin Reisner                                                                     |
| 12/12/17 | Laurel Ruma                                                                       |
| 12/12/17 | Mystic River Watershed Association (MyRWA)                                        |
| 12/12/17 | Somerville Mayor's Office of Strategic Planning and Community Development         |
| 12/12/17 | Martha Ondras                                                                     |
| 12/12/17 | Suzanne Lipsky                                                                    |
| 12/12/17 | Kenneth J. Krause                                                                 |
| 12/12/17 | Tiffany Reevior                                                                   |
| 12/12/17 | Rita Donnelly                                                                     |
| 12/12/17 | Josiah Lee Auspitz                                                                |
| 12/12/17 | Paul Marques                                                                      |
| 12/12/17 | Daniel Fitzpatrick                                                                |
| 12/13/17 | Town Of Winchester                                                                |
| 12/18/17 | Theresa O'Keefe                                                                   |
| 12/20/17 | Department of Energy Resources (DOER)                                             |
| 12/20/17 | Kenneth J. Krause (2)                                                             |

23 Gleason St  
Medford, MA 02155

November 4, 2017

Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
Attn: MEPA Office  
EEA No. 13886  
100 Cambridge Street, Suite 900  
Boston MA 02114

RECEIVED

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MEPA

Dear EEA,

This letter is in regard to the Green Line Extension proposal to Mystic Valley Parkway in Medford. As a 30 year resident of West Medford, I am highly in favor of the extension and believe it will be an enhancement to our community. At present, West Medford residents must take the bus or drive to Davis or Alewife to access the commuter line. This leads to heavy traffic on Boston Ave, around West Medford Square and Mystic Valley Parkway. Extending the Green Line will increase the walkability factor for West Medford and hopefully, will reduce the amount of traffic going from West Medford towards Somerville.

This is exciting news and we hope the proposal will be accepted by the EEA. We look forward to a Green Line terminus near us in the future!

Sincerely,

A handwritten signature in black ink, appearing to read "Joy Harris Bruce Roberts", with a stylized flourish at the end.

Joy Harris and Bruce Roberts



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Ministry of Energy and Power  
Executive Office of Energy and Engineering (AEE) (MEE)

Ministry Office

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Dear Sir,

The letter was sent to you on 10/11/64 regarding the proposed extension of the railway from the station at West Molesey to the station at West Molesey. The proposed extension of the railway from the station at West Molesey to the station at West Molesey is a very important project and it is hoped that you will be able to assist in the completion of the project. The proposed extension of the railway from the station at West Molesey to the station at West Molesey is a very important project and it is hoped that you will be able to assist in the completion of the project.

The proposed extension of the railway from the station at West Molesey to the station at West Molesey is a very important project and it is hoped that you will be able to assist in the completion of the project.

Yours faithfully,

John Smith, Director

November 15, 2017

VIA EMAIL (erin.flaherty@state.ma.us)

Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
Attn: MEPA Office Erin Flaherty, EEA No. 13886  
100 Cambridge Street, Suite 900  
Boston MA 02114

RE: Green Line Extension Notice of Project: College Avenue to Mystic Valley Parkway (EEA# 13886)

Dear Ms. Flaherty:

I write on behalf of Conservation Law Foundation (CLF) to provide the following comments in response to the Massachusetts Department of Transportation's (MassDOT) and the Massachusetts Bay Transportation Authority's (MBTA) most recent Notice of Project Change (NPC) for the Green Line Extension (GLX) Project filed on October 17, 2017. The NPC covers the one-mile extension of the Green Line along the MBTA Lowell Line commuter rail right-of-way from College Avenue in Medford to the preferred terminus of the extension at Route 16/Mystic Valley Parkway (MVP) in Somerville and Medford. CLF has been a long-time champion of the GLX, including the terminus at Route 16/MVP, which will provide significant and urgently needed transportation, environmental justice, land use, climate and air quality benefits to the Greater Boston area.

CLF requests that the Secretary issue a limited scope for further evaluation of the GLX from College Avenue to Route 16/MVP to allow for public review of public impacts and mitigation measures associated with the recent station design changes and to update relevant analyses where necessary. A limited scope is warranted because the project has previously been evaluated and subject to public review, the extension to Route 16/MVP has been determined to be highly beneficial from an environmental perspective, and the potential impacts of the project have been reduced since its last review.

### ***Previous Review***

The extension of the Green Line from College Avenue to Route 16/MVP has previously been evaluated and subject to public review as part of the GLX environmental review process. It was originally included in the environmental review and only separated from this process when the 2009 Draft Environmental Impact Report (DEIR) was released. The DEIR evaluated and identified this extension to Mystic Valley Parkway as part of the Preferred Alternative and provided the public

with the opportunity for input.<sup>1</sup> EEA received 425 comment letters of which 148 addressed the Route 16/MVP station. Due to fiscal constraints, however, MassDOT deferred this project to a future phase and began to obtain funding for the Route 16/MVP Station through the Boston Region Metropolitan Planning Organization. The FEIR Certificate stated in the second paragraph that “the project also expects to further extend the Medford Branch to Mystic Valley Parkway/Route 16 in the future” and specifically anticipated continued “planning efforts and funding sources for the design and construction of Phase II.” The changes proposed for the GLX to Route 16/MVP (see below) do not appear to meet or exceed significance thresholds defined in 301 CMR 11.10(6).

### ***Benefits***

GLX is a legal requirement under the federal Clean Air Act (CAA) and part of a list of transit improvement commitments provided by the Commonwealth in settlement of a lawsuit to CLF. GLX will provide significant and urgently needed transportation, economic, social justice, climate, and air quality benefits to the Greater Boston area. Among these benefits are the following:

- The Green Line Extension will increase walking-distance access to rapid transit in Somerville alone—one of the most densely-populated areas in the country—from currently 20% of residents living within a half mile of a transit station to 70%. Currently, bus routes operate in mixed-flow traffic along congested streets—and much less frequently than the Green Line Extension headways will be—which causes inefficient and unreliable transit service delivery in the project area.
- The extension to Union Square and Route 16/MVP has been projected by MassDOT to generate a daily ridership of 60,700 by the year 2030, with approximately 90% of these trips to take place in the project’s opening year.
- Reduced travel times by 13 to 17 minutes (up to 75%) or more and increased frequencies (headways of five to six minutes) associated with the extension would serve commuters from Somerville, Medford, and East Arlington and reverse commuters to these areas, including a number of state-defined environmental justice communities, and provide greater access to jobs, education, health care and recreational opportunities.
- MassDOT has also previously projected that the full extension will provide an average daily reduction in regional vehicle miles traveled (VMT) of 46,500, which translates into a reduction of 13.5 kilograms (kg) of VOC, 22.4 kg of NOx, and 459.2 kg of CO. GHG will also be reduced by about 19.5 metric tons per day, the equivalent of taking more than 1,500 cars off the road.

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<sup>1</sup> U.S. Federal Transit Administration and Executive Office of Transportation and Public Works, *Green Line Extension Project, Draft Environmental Impact Report/Environmental Assessment and Section 4(f) Statement*. October 2009. Available at: <http://www.greenlineextension.org>.

- The Route 16/MVP terminus will produce an estimated reduction in VMT of more than ten percent of the GLX project. It also will provide fair and equitable access to transit—and thus to increased economic and educational opportunities—to five additional state-defined environmental justice communities (two in Somerville, two in Medford, and one in Arlington). At the same time, unlike the first phase of the project, a terminus at Route 16/MVP will fulfill the CAA State Implementation Plan (SIP) requirement to extend the Green Line to the Medford Hillside and the relevant transit improvement commitment the Commonwealth made to CLF in settlement of a lawsuit.

### ***Reduction in Potential Impacts***

MassDOT and the MBTA recently reevaluated the design of the Route 16/MVP station to match the recent design changes of the GLX from Lechmere Station to College Avenue, as well as to minimize property impacts. As a result, modifications were made to the conceptual design of the Route 16/MVP extension including lowering the Green Line tracks from commuter rail level to street level, building an at-grade, one-level station (rather than a two-level station), replacing the canopy with multiple pre-fabricated weather shelters along the station platform, constructing pedestrian grade crossings for access to the low-level platforms, and increasing capacity for bicycle parking to 120 spaces in a secure storage enclosure, removing all customer parking from the station design, adding an electrical substation to provide additional traction power capacity (as previously identified), and shifting station access drive north to reduce impacts to an adjacent business located at 200 Boston Avenue in Medford. Combined, these changes will reduce the total size acreage of the project by almost half from 6.3 to 3.2 acres, the impervious area by 2.6 acres (to 3.0 acres), the gross square footage of the structure by 5000 square feet (to 2000 square feet), and the maximum height by 15 feet (to 25 feet). As a result, the environmental impacts previously evaluated and considered by the public have only been reduced, while the environmental benefits remain unchanged or, if anything, have improved as a result of increased traffic in the project area, which increases the number of potential travel mode shifts from automobiles to the GLX.

### ***Conclusion***

Considering these huge benefits, the existing legal requirements, the limited changes to the project, the reduction in impact, and the fact that this portion of the project has been evaluated previously, CLF is recommending prompt review of the NPC and issuance of a limited scope. Concurrent design and planning of the current phase of the GLX and the further extension of the Medford Branch to Route 16/MVP would ensure that the second critical phase of the project is not precluded, both physically and financially, and that any features which would make the second phase more efficient and affordable would be identified.

Specifically, the limited scope for the DEIR, should include the following:

- Review of Alternative 1 only, as MassDOT and MBTA already correctly determined that it is a preferable alternative.
- Review of the feasibility of retaining the existing structure at 600 Mystic Valley Parkway, as proposed by the Medford Green Line Neighborhood Alliance (MGNA).
- Alternatives reviewed as proposed by MassDOT and MBTA, i.e., a no build alternative, a station design which incorporates the existing structure located at 600 Mystic Valley Parkway, and one that does not.
- Consideration of opportunities to minimize impacts to the two bridges, which may require reconstruction (North and Winthrop Street).
- An update of the transportation analysis conducted for the DEIR, including daily boardings, new transit trips, reduction in vehicle miles traveled and associated air quality savings, as well as access mode shares (bicycle, pedestrian, transit, or automobile access to the station) with horizon years of 2022 and 2030, the year after the scheduled opening of GLX and the year of the original analysis respectively.
- Only a limited land use analysis to quantify the amount of land altered, the amount of earthwork involved in meeting final grades and the amount of impervious surfaces created, since this project has been previously analyzed in significant detail as part of the DEIR process and a 2012 Metropolitan Area Planning Council (MAPC) community planning process.
- An updated analysis of air quality impacts, in the context of the National Ambient Air Quality Standards (NAAQS) and an analysis of greenhouse gas emissions.
- Documentation of air quality construction mitigation measures.
- An overall drainage plan and proposed stormwater management measures.
- A qualitative assessment of water quality benefits due to the project's potential to reduce automobile vehicle miles traveled and thus the automobile emissions that drain from road surfaces (notably Mystic Valley Parkway) into the Mystic River and its tributaries.
- A separate environmental justice analysis of the transit benefits for the extension from College Avenue to Route 16/MVP, as this portion of project was only included as part of the larger preferred alternative. This analysis should include beneficial impacts.



Thank you for your consideration of these comments. CLF continues to strongly support the GLX and the Route 16/MVP terminus. We look forward to the Secretary's issuance of a limited scope for this project. If you have any questions, I can be reached by phone at (617) 850-1739 or by email at [rmares@clf.org](mailto:rmares@clf.org).

Sincerely,

Rafael Mares  
Vice President and Program Director,  
Healthy Communities and Environmental Justice

**From:** [Parveen Karim](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** GLX extension to Rt 16  
**Date:** Saturday, November 18, 2017 12:06:31 PM

---

Dear Erin,

The extension to Route 16 is an excellent idea. Besides a large increase in accessibility this is also a safe solution preventing a lot of traffic from Rt 16 to College Ave with lots of students.  
Thanks.

Rez Karim  
78 Monument street  
Medford Ma 02155

Sent from my iPad



## College Avenue to Mystic Valley Parkway

### Comment Form – November 20, 2017

This sheet is provided for your comments on the Notice of Project Change for the Green Line Extension Project, College Avenue to Mystic Valley Parkway segment. Your input is solicited and appreciated. Please return the sheet with your comments to a staff member at this meeting, or mail to the following address by 5:00 PM on November 28, 2017:

Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
MEPA Office  
Attn: Erin Flaherty, MEPA Analyst  
EEA No. 13886  
100 Cambridge Street, Suite 900  
Boston, MA 02114  
Email: [Erin.Flaherty@state.ma.us](mailto:Erin.Flaherty@state.ma.us)

I'm concerned about safe crossing of Mystic Valley Parkway for pedestrians and bicycles. Would like to see pedestrian / bike bridge there for folks coming from West Medford side of the parkway. (I'm very supportive of this project and very hopeful that it will go forward as soon as possible)

Continued on reverse →



NAME Carolyn Westmark TITLE Medford resident

ORGANIZATION \_\_\_\_\_

MAILING ADDRESS 135 Jerome St, Medford, MA 02155

EMAIL ADDRESS Carolyn@CWestmark.net

**From:** [Devorah Klein](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Cc:** [Devorah Klein](#)  
**Subject:** Comments on the NPC  
**Date:** Monday, November 20, 2017 10:53:03 PM

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I attended the meeting in Medford, and I'd like to offer a couple comments/suggestions for the proposed environmental study for the Green Line extension to Mystic Valley Parkway.

First, I'm STRONGLY in favor of this extension. As someone who commutes on public transportation regularly, this will be fantastic and will definitely reduce car trips I'd otherwise make.

Second, at the meeting this evening, several people expressed concerns that their property values would be damaged by the project. This is patently absurd and should be easily disproven by data showing the impact on home prices of having easily available public transportation.

Third, I felt that a metric missing from the evaluation was the quality of commutes. I currently have to go almost an hour each way to get to my meetings in Boston (I go most days). Having the Green Line at Mystic Valley Parkway would reduce that, improving my quality of life and time spent with my family.

Fourth, I felt that many of the comments were of the tenor of "the neighborhood doesn't want it" and "old timers are the ones who count in making this decision." I'm not an old timer--I bought my house during the last discussions and was too busy to attend and voice support. Frankly, when I bought, it was under the (mistaken) impression that the Green Line was definitely coming all the way to Mystic Valley Parkway. I remain appalled that anyone could be against it, let alone enough to stall the project. I can say that the neighborhood has changed a lot even since the last discussion of this. And all of our opinions are equally valid, even newcomers like me and my family, who think this would be a tremendous addition.

Fifth, I think this is covered by the analysis you presented, but I strongly feel that the Mystic Valley station, if built, would serve a very underserved swath of Medford, Somerville, and Arlington. The commenter who suggested that we are already served must not take much public transportation. Buses are not frequent, and both Davis Square and the coming College Avenue station are significant walks away. I end up having to walk to Davis at least once a week. I also feel that building it would have a huge benefit to those lower income residents who have few other transportation options. With new public housing being built in Somerville, I'd actually been concerned about how they'd get places to find work. A station at Mystic Valley Parkway would help them, and others, access opportunities.

Please know that many in the neighborhood strongly support this. Many of us newcomers are too busy with young children to attend meetings like this, but we want the final extension to proceed.

Truly,  
Devorah Klein, Ph.D.

**From:** [Lisa Kennedy](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Greenline Extension  
**Date:** Thursday, November 30, 2017 7:38:40 PM

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Dear Ms. Flaherty, I am a resident of West Medford and fully support the extension of the Greenline to Route 16. This will decrease traffic to downtown Boston from our area and will meet the agreement made long ago when the Big Dig started. And I thought the funding for it was arranged at that time as well. What happened to it?

Thanks for continuing to work on this.

Elizabeth Kennedy  
2 Hammond Place  
Medford, MA



STEPHANIE MUCCINI BURKE  
MAYOR

# City of Medford

OFFICE OF THE MAYOR

City Hall - Room 202  
Medford, Massachusetts 02155  
Telephone (781) 393-2408

RECEIVED

NOV 28 2017

MEPA

FAX: (781) 393-2514  
TDD: (781) 393-2516

November 21, 2017

Mr. Matthew A. Beaton, Secretary  
Executive Office of Energy and Environmental Affairs  
Attn: Erin Flaherty, MEPA Analyst  
100 Cambridge Street, Suite 900  
Boston, Mass 02114

Re: EEA No. 13886

Dear Secretary Beaton:

Thank you for the opportunity to comment on the Notice of Project Change(NPC) for the Green Line Extension Project from College Avenue Station to Mystic Valley Parkway. The proposed extension is the result of the hard work and efforts of many people. Improved air quality, increased access to transit for environmental justice populations, creation of transit oriented, and integrated multimodal transportation, make this an exciting opportunity.

The NPC contains two alternatives, one at street level and the other at the commuter rail level. These two alternatives should be fully studied. Opportunities for a public/private partnership should be explored. This may enable the construction of a higher quality station integrated into a mixed-use project.

Additional recommendations and suggestions for the scope of the future Environmental Impact Report (EIR) include:

- Public Safety departments should be coordinated with to ensure adequate access and circulation for public safety purposes.
- The Medford Housing Authority administration and tenants should be actively involved in the public planning process. The study should identify construction impacts as well as long term impacts and mitigation.

**From:** [Dan Ricardelli](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Green Line Extension  
**Date:** Tuesday, November 21, 2017 11:05:51 AM

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Hi Erin,

I wanted to email to express my support for the preliminary environmental review of the green line extension to Mystic Valley Parkway. I'm a resident of Arlington on Mystic Valley, and an architect, and I believe greater access to transit would be good for our neighborhood.

Thank you,  
Dan

**dan** ricardelli AIA LEED AP BD+C

617 646 5195

cbt architects  
110 canal street, boston ma 02114  
[cbtarchitects.com](http://cbtarchitects.com)

**From:** [Denise Tafone](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** GLX Community Meeting Feedback  
**Date:** Tuesday, November 21, 2017 10:24:01 AM

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Hello Erin,

Last night I attended the community meeting to discuss the Green Line Extension proposed project from College Avenue, Medford to Mystic Valley Parkway. At this meeting it was encouraged that we share our feedback by email or in writing if we wanted our feedback included in the project consideration as it moves forward.

I am a lifelong resident of Medford and have been living in my current location, off of Mystic Valley Parkway for 33 years. Each year the ability to get out of my street onto Rt. 16 in either direction gets more difficult. It is now at the point that the only time I can easily merge out onto MVPwy from my street is between 10-11 am or after 11 PM.

After listening to the presentation last night about this proposed GLX is for commuters on foot/bike or drop off, I am extremely opposed. The fact that people can be dropped off or picked up means MORE CARS ON RTE 16. Boston Avenue and Rt 16 are already highly congested and narrow. There was absolutely no discussion of the harrowing traffic pattern in front of Whole Foods which would be exacerbated by MORE CARS ON RTE 16.

I plan to watch this project closely and communicate with my neighbors further, who feel the same way. In summary, I am highly opposed to this project moving forward.

*Denise M. Tafone*

**From:** [Ricardelli, Jaclyn](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Proposed Green Line Extension  
**Date:** Tuesday, November 21, 2017 11:14:28 AM

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Hello Erin,

I wanted to reach out and offer my support for the proposed Green Line extension to Mystic Valley Parkway. I live on Mystic Valley Parkway in Arlington and commute via public transportation (currently the West Medford commuter rail stop) into Boston every day. I think an additional green line stop and greater access to transit would be great for the neighborhood. Public transit choices are currently limited in this area and extending the green line further would provide more options for community.

Thank you,  
Jaclyn Ricardelli



**Jackie Ricardelli, Sr. Financial Reporting & Competitive Intelligence Analyst**  
**T:** 617-954-4914 **E:** [jricardelli@mfs.com](mailto:jricardelli@mfs.com)  
MFS Investment Management  
111 Huntington Avenue, Boston, MA 02199-7632

MFS Email system made the following annotation

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**From:** [Jeff Byrnes](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** In support of continuing the Green Light Extension to Mystic Valley Parkway  
**Date:** Tuesday, November 21, 2017 2:31:08 PM

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Secretary of Energy and Environmental Affairs Executive Office of Energy and Environmental  
Affairs MEPA Office

Attn: Erin Flaherty, MEPA Analyst

I would like to voice my support for continuing the GLX to Mystic Valley Parkway. Adding light rail to an area of metro Boston only adds to our ability to support the addition of more housing as well as our continued economic growth, while decreasing or ending our dependence on cars and other environmentally unsustainable transportation.

--

Jeff Byrnes

[@thejeffbyrnes](#)

[thejeffbyrnes.com](#)





November 28, 2017

Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
MEPA Office  
Attn: Erin Flaherty, MEPA Analyst  
EEA No. 13886  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Re: Comments on Green Line Extension  
Notice of Project Change (NPC)

To Whom It May Concern:

The Massachusetts Sierra Club has long supported the planned extension of the Green Line (GLX) from its current terminus at Lechmere Square in East Cambridge, to Somerville and Medford. On numerous occasions over the past decade, we have both testified at public hearings and submitted our written comments. In these submissions we expressed our strong support for the project and offered several recommendations that we felt would further improve the new transit line, particularly concerning the design of its stations, and lessen possible negative impacts.

In 2010 the Chapter criticized MassDOT's decision to make College Avenue the "temporary" terminus of the Medford branch for several years, one mile short of its ultimate destination of Mystic Valley Parkway/Route 16, due to a shortage of funding, and relegating the final link to a Phase II of the project. We argued that the proposed delay was an example of false economy, one that would inevitably cost the Commonwealth more in the end. The following year we strongly condemned an apparent attempt by the MPO to jettison this segment altogether.

Two years ago, ballooning costs of the initial extension to College Avenue and Union Square threatened the viability of the GLX and raised the possibility that the entire project would be canceled. Only recently has the Commonwealth's restructured plan to cut costs by simplifying the project finally resulted in the selection of a new contractor, and the impending resumption of work on the extension.

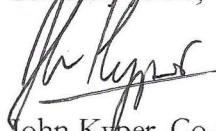
MassDOT has recently released its Notice of Project Change for Phase II. Similar to its revisions to the main segment of the project, the NPC proposes a slimmed-down version of the one-mile extension, particularly in its plan for the terminal station: The need for elevators and escalators will be eliminated by reducing the size of Mystic Valley Parkway Station from two stories to one by lowering the Green Line tracks to street level from the commuter rail embankment, thereby allowing riders to cross the tracks at grade to reach the low-level platforms. While there will be a pick-up and drop-off area, commuter parking will be eliminated from the plan. Bicycle parking will be increased from 50 to 120 spaces and a secure storage enclosure will be provided.

At the MBTA's public meeting on the NPC held on November 20 at Tufts, one Medford Hillside resident noted the need to redesign the dangerous intersection of Mystic Valley Parkway and Boston

Avenue to enhance the safety of the pedestrians and bicyclists using the station. The Medford Green Line Neighborhood Alliance has proposed constructing a pedestrian walkway over the Parkway to provide direct access between the station and West Medford. In addition, the Neighborhood Alliance advocates integrating the adjacent U-Haul building into the station project, repurposing it as retail, office and housing space that could both save on construction costs and become an asset to the surrounding neighborhood. It is also encouraging that MassDOT has pledged that its design will not preclude the possibility of a further extension of the line in the future.

The Green Line extension is a critical project not only for the communities that it will directly serve, but for the entire metropolitan region. If it is to become a success in enhancing the urban fabric by providing alternatives to the private automobile—not only transit, but enhanced walking and bicycling options as well—it needs to be well-designed and -built from the start. It is incumbent upon the Secretary to evaluate the recommendations of the public to make this valuable addition to our infrastructure the best project it can possibly be. For these reasons, the Massachusetts Sierra Club supports expediting the construction of Phase II to complete the entire GLX project without any additional delay.

Sincerely yours,

A handwritten signature in black ink, appearing to read "John Kyper", written over a horizontal line.

John Kyper, Co-Chair  
Transportation Committee

**From:** [Brown, Susan E., Nursing, R.N.](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** green line extension  
**Date:** Tuesday, November 21, 2017 8:13:40 AM

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I do not agree with the extension to MVParkway. There are buses that run up and down Boston ave.  
Susan E. Brown West Medford

The information in this e-mail is intended only for the person to whom it is addressed. If you believe this e-mail was sent to you in error and the e-mail contains patient information, please contact the Partners Compliance HelpLine at <http://www.partners.org/complianceline> . If the e-mail was sent to you in error but does not contain patient information, please contact the sender and properly dispose of the e-mail.





# MASSACHUSETTS WATER RESOURCES AUTHORITY

Charlestown Navy Yard  
100 First Avenue, Building 39  
Boston, MA 02129

Frederick A. Laskey  
Executive Director

Telephone: (617) 242-6000  
Fax: (617) 788-4899  
TTY: (617) 788-4971

November 22, 2017

Matthew A. Beaton, Secretary  
Executive Office of Energy and Environmental Affairs  
100 Cambridge Street, Suite 900  
Attn.: MEPA Office – Erin Flaherty  
Boston, MA 02114

Re: Notice of Project Change #13886  
Green Line Extension Project, Cambridge, Somerville and Medford

Dear Secretary Beaton:

The Massachusetts Water Resources Authority (MWRA) appreciates the opportunity to comment on the Notice of Project Change (NPC) for the Green Line Extension Project filed by both the Massachusetts Department of Transportation (MASSDOT) and the Massachusetts Bay Transportation Authority (MBTA). The NPC reports that the previously reviewed Green Line Extension Project consisted of extending the MBTA's Green Line from Lechmere Station to College Avenue at Tufts University, as described in the January 2017 NPC.

The current NPC describes an approximately one-mile additional segment from the planned terminus at College Avenue to Mystic Valley Parkway, near the Somerville/Medford line. This extension would involve the relocation of existing commuter rail tracks, construction of new light rail tracks and a new terminal station at Mystic Valley Parkway (Route 16), reconstruction of two bridges, and construction of retaining walls in some locations. The Mystic Valley Parkway Station is proposed to be constructed east of the intersection of Boston Avenue and Mystic Valley Parkway.

As stated in earlier comments to MEPA, MWRA's comments continue to focus on issues related to 8 (m) permitting, and Discharge Permitting from the Toxic Reduction and Control (TRAC) Department.

## 8 (m) Permitting

Section 8 (m) of Chapter 372 of the Acts of 1984, MWRA's Enabling Legislation, enables the MWRA to issue permits to build, construct, excavate, or cross within or near an easement or other property interest held by the MWRA, with the goal of protecting Authority-owned infrastructure. Work associated with this project as described in the NPC will be in the vicinity of MWRA Wastewater Section 176 and 155 at the intersection of Boston Avenue and Route 16, and therefore, an MWRA 8(m) wastewater permit will be required. We encourage MASSDOT, the MBTA and their team to consult with MWRA staff to review design and

engineering plans associated with the NPC. For permitting assistance and coordination, the MBTA should continue to work with Mr. Kevin McKenna in MWRA's Wastewater Permitting Group at (617) 305-5956.

### Discharge Permitting

MWRA comments from the TRAC Department are consistent with those filed with MEPA on the earlier environmental documents. Those comments remain the same for this NPC and are reiterated below.

If groundwater is encountered during the construction in Cambridge and Somerville, pursuant to 360 C.M.R. 10.091-10.094, an MWRA Temporary Construction Dewatering Permit will be required during the construction phase. For assistance in obtaining this permit, MASSDOT and/or the MBTA and the Contractor (the individual that will conduct the construction) should contact Mr. Dennis Capraro, Industrial Coordinator in MWRA's TRAC Department at (617) 617-305-5620. MWRA prohibits the discharge of groundwater into the sewer system unless approved through a permit by MWRA and the appropriate Municipality (Cambridge and/or Somerville).

The MWRA prohibits the discharge of groundwater to the sanitary sewer system, pursuant to 360 C.M.R. 10.023(1) except in a combined sewer area when permitted by the Authority. Medford is not located in a combined sewer area; therefore, the discharge of groundwater to the sanitary sewer system associated with this Project is prohibited. MASSDOT and/or MBTA must secure a US EPA National Pollutants Discharge Elimination System (NPDES) Construction General Permit for Storm Water Discharges from Construction Activities for the proposed dewatering activities in this Municipality.

If a tunnel is to be constructed the discharge of seepage or continuous groundwater discharge into the MWRA sanitary sewer system is prohibited. Pursuant 360 C.M.R. 10.023(1) MWRA will not allow the discharge of post-construction groundwater seepage into the sanitary sewer system.

Once the Green Line Extension Project is completed, and if MASSDOT and the MBTA intend to discharge wastewater from a vehicle wash operation located in the proposed vehicle maintenance building into the sanitary sewer system, it must apply for a MWRA Sewer Use Discharge Permit. For assistance in obtaining this Permit, MASSDOT and/or the MBTA should contact Mr. Dennis Capraro, Industrial Coordinator in MWRA's TRAC Department at (617) 305-5620. A Discharge Permit is required prior to discharging wastewater from a vehicle wash process into the MWRA sanitary sewer system.

Lastly, MASSDOT and/or the MBTA must comply with 360 C.M.R. 10.016, if it intends to install gas/oil separator(s) in the support shops, vehicle storage buildings, and/or in the vehicle maintenance facility planned for the site. In addition to complying with 360 C.M.R. 10.000, the Project shall conform to the regulations of the Board of State Examiners of Plumbers and Gas Fitters, 248 C.M.R. 2.00 (State Plumbing Code), and all other applicable laws. The installation of proposed gas/oil separator(s) will require MWRA approval and may not be back filled until



inspected and approved by the MWRA and the Local Plumbing Inspector. For assistance in scheduling an inspection of the facility, MASSDOT and/or the MBTA should contact Mr. Stephen Howard, Source Coordinator in MWRA's TRAC Department at (617) 305-5675.

Should you have any questions or need additional information on these comments please feel to contact me at (617) 788-1165.

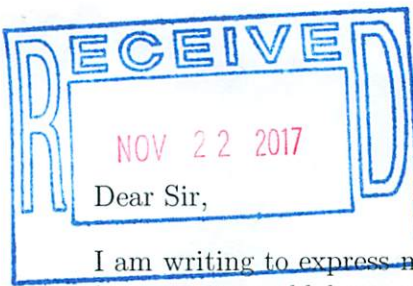
Sincerely,

A handwritten signature in black ink that reads "Marianne Connolly". The signature is fluid and cursive, with the first name "Marianne" and the last name "Connolly" clearly distinguishable.

Marianne Connolly,  
Senior Program Manager  
Environmental Review & Compliance

cc: Kevin McKenna, Wastewater Permitting  
Kattia Thomas, TRAC

C:MEPA:13886GreenLineExtensionNPCNovember2017.doc



November 2017

Dear Sir,

I am writing to express my opposition to the Green Line Extension to Route 16 (EEA No. 13886) because it would have a severely negative impact on the Medford Hillside neighborhood. The Extension to Route 16 would:

1. Produce increased noise from early morning until late at night every day of the week
2. Increase automobile traffic on both Route 16 and Boston Ave. because of vehicles drawn from surrounding communities
3. Reduce air quality in Medford Hillside, creating significant health concerns for Medford Hillside residents.

The Medford Hillside neighborhood is already very well served by public transportation. The proposed station at Route 16 will not benefit the residents of Medford Hillside.

Signed,

Name

Name (Printed)

Address

B Connolly

BRENDAN Connolly

146 PLAYSTEAD RD MED

Charles E Murnay

Charles E Murnay

12 Norton Ave Medford, MA

Rita B Butland

Rita B. Butland

10 Norton Ave Medford.

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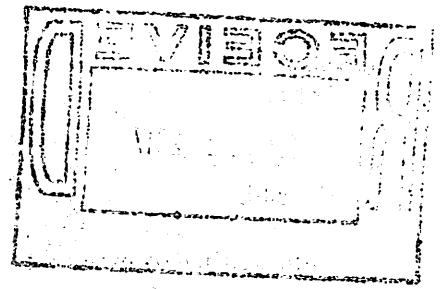
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Dear Sir,  
I have the honor to acknowledge the receipt of your letter of the 15th inst. in relation to the above matter.  
The same has been forwarded to the proper authorities for their consideration.  
Very respectfully,  
[Signature]

Very truly yours,  
[Signature]  
[Title]

Enclosed for you are two copies of the report of the committee on the subject of the above matter.  
I am, Sir, very respectfully,  
Your obedient servant,  
[Signature]

I am, Sir, very respectfully,  
Your obedient servant,  
[Signature]



**From:** [Renee Dudley](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Cc:** [Alket Mertiri](#)  
**Subject:** Public comment on Green Line extension  
**Date:** Wednesday, November 22, 2017 9:12:23 AM

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Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs  
MEPA Office  
Attn: Erin Flaherty, MEPA Analyst  
EEA No. 13886  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Nov. 22, 2017

To Whom It May Concern:

I attended the Nov. 20 public meeting discussing the extension of the green line to the Mystic Valley Parkway. Our household generally supports the proposed extension. We are eager to learn the findings of the upcoming environmental impact study.

If the project proceeds, we hope accommodations will be made for pedestrians and bicyclists in this area. Such accommodations may include a pedestrian bridge over the parkway and bike parking.

Renee Dudley and Alket Mertiri  
Century Street Ext., Medford



The Commonwealth of Massachusetts  
MASSACHUSETTS SENATE

SENATOR PATRICIA D. JEHLLEN

*Second Middlesex District*

Medford, Somerville, Cambridge, and Winchester

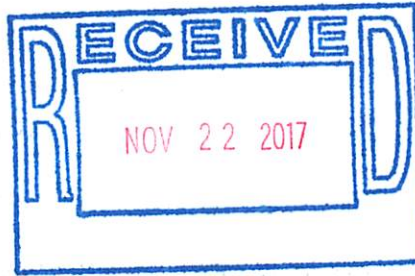
STATE HOUSE, ROOM 424  
BOSTON, MA 02133-1053

TEL: (617) 722-1578

FAX: (617) 722-1117

PATRICIA.JEHLLEN@MASENATE.GOV

WWW.MASENATE.GOV



ASSISTANT MAJORITY LEADER

*Chair*

JOINT COMMITTEE ON MARIJUANA POLICY  
*and*

SPECIAL SENATE SUBCOMMITTEE ON EDUCATION

*Vice Chair*

JOINT COMMITTEE ON EDUCATION

JOINT COMMITTEE ON LABOR AND  
WORKFORCE DEVELOPMENT

Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
MEPA Office  
Attn: Erin Flaherty, MEPA Analyst  
EEA No. 13886  
100 Cambridge Street, Suite 900  
Boston MA 02114

November 16, 2017

Re: Comments on GLX Notice of Project Change

Dear Secretary Beaton,

I am writing in response to the recent filing by the Massachusetts Bay Transportation Authority's (MBTA) filing of a notice of project change (NPC), which seeks further environmental review for the Green Line Extension to Route 16 (GLX) as part of a major redesign.

I am grateful and excited that the MBTA has filed the NPC after nearly a year long review of the entire GLX project that resulted in significant delays and cutbacks to the GLX, including the reprogramming of funding for the Route 16 terminus portion. This is a critical part of the project and has been part of the state's preferred alternative since 2009 for the construction of the GLX. I applaud MassDOT and the MBTA for their steadfast work in recent months to ensure that the Route 16 extension continues to move forward in the environmental review process.

MassDOT has now presented a scaled down version of a terminus station (Alternative 1) that, to their credit, responded to both financial and community concerns about the previously proposed terminus. This design represents a significant step forward in the design process but I would like to highlight another alternative design that has been included in this NPC filing.

The Medford Greenline Neighborhood Alliance Stakeholder Group, at its own expense, has presented a compelling design. This design should receive a complete and thorough review

during this process. There are many benefits that this design might offer beyond the design that was developed by MassDOT. Importantly, this design would require fewer current structures to be demolished, retaining much of the community character through creative re-use of building space. Creative re-use could have direct environmental benefits during construction by reducing construction and demolition time needed, using less heavy machinery during the process, and reducing the amount of industrial waste material from demolition. Additionally, the shorter time that might be needed for construction would expose the neighborhood to less of the negative impacts of any construction process.

Finally, I cannot understate the prominence of these buildings in this neighborhood, in particular the U-Haul building, 600 Mystic Valley Parkway. By retaining this building in design, there is a significant reduction on the impact to the character of the community, benefiting the residents and future users of the Green Line. I hope that the benefits of this proposal can be fully examined as part of the scope.

Once again, I strongly support the completion of the GLX to its intended terminus at Route 16 and I look forward to the results of your review. Thank you again for the opportunity to provide feedback and please do not hesitate to contact me with any questions.

Sincerely,

A handwritten signature in blue ink, reading "Patricia J. Feltner". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

as part of the design process. The design team has been working on a design for a new station (Alternative 1) and is currently responding to both financial and community concerns about the previously proposed terminal. This design represents a significant step forward in the design process and I would like to highlight another alternative design that has been included in this WFO filing.

The Northern Gateway Neighborhood Alliance Stakeholder Group, at its own expense, has submitted a competing design. This design is a result of a community and through a view

**From:** [Susan Brown](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Cc:** [patricia.jehlen@masenate.gov](mailto:patricia.jehlen@masenate.gov); [sean.garballey@mahouse.gov](mailto:sean.garballey@mahouse.gov); [mayor@medford-ma.gov](mailto:mayor@medford-ma.gov)  
**Subject:** Comment: NPC (dated October 2017) for GLX  
**Date:** Wednesday, November 22, 2017 8:13:10 PM

---

By email: [Erin.Flaherty@state.ma.us](mailto:Erin.Flaherty@state.ma.us)

22 November 2017

Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
MEPA Office  
Attn: Erin Flaherty, MEPA Analyst  
EEA No. 13886  
100 Cambridge Street, Suite 900  
Boston MA 02114  
Email: [Erin.Flaherty@state.ma.us](mailto:Erin.Flaherty@state.ma.us)

Ms Flaherty:

I write in response to the invitation to comment on the NPC released in October 2017 for the MBTA Green Line Extension (GLX) to Mystic Valley Parkway (Somerville and Medford, Massachusetts).

I support the GLX project because I believe public transportation is a building block of an integrated, economically vibrant, and environmentally sustainable community. Public transportation is a critical piece of physical infrastructure that should provide as many people as is possible affordable ways to access an entire community.

Personally, when the Green Line is extended to the Mystic Valley Parkway, my access to Somerville, Cambridge, and Boston will improve: I will be able to walk to reliable transportation that runs more frequently than does the commuter rail. If the station existed today, I estimate I would make 20 - 25 trips/month using that station; trips I currently take with my car. When the Green Line is extended to the Mystic Valley Parkway, I anticipate sharing many other benefits with my West Medford community:

- Improved air quality due to fewer automobiles on the streets
- A more diverse community due to drawing more people to West Medford center and the wonderful open spaces around the Mystic River
- Increased foot traffic to the small businesses along Boston Avenue and in West Medford center
- Property value increase due to better commuter access to Boston, Somerville, and Cambridge

After reading the NPC, I am motivated to submit comments on a few specific points therein. And, after attending the 11/20/17 Public Meeting, I am motivated to submit thoughts on what I perceive will be improvements to the current project plan. Please see below.

### **Clean Water**

- The NPC indicates the extension project has “no impact” on wetlands or waterways. Yet, with the location of an electrical station yet to be determined, the mapped terminal project is located within 100 feet of the Mystic River. It would make sense to re-evaluate the potential impacts of constructing and running the station, and also setting guidelines for the electrical station placement, in terms of its proximity to the Mystic River.
- The NPC reports the station design “will result in small increases in impervious surfaces.” I recommend exploring solutions to mitigate these increases by reducing impervious surfaces and/or designing offsets to mitigate the anticipated increase.
- Extending the Green Line to the Mystic Valley Parkway has the potential to reduce automobile vehicle miles travelled around the site. Updating the previous (2010) traffic study is appropriate, especially the expected reduction in auto emission pollutants washed from the roadways and carried into the river by stormwater.
- I applaud the intent to explore how air quality improvements will also benefit water bodies and surface waters.
- I also suggest miles travelled or automobile idle time may be impacted along Route 16, from Alewife to Route 93, as West Medford and East Arlington commuters take advantage of a local rail station rather than use cars or buses to travel to Alewife or Wellington Stations. Reducing automotive travel along the stretch of Route 16 that closely follows the Mystic River or one of its tributaries, Alewife Brook, may contribute to the environmental benefit of the project.

### **Public Access and Public Safety**

- I applaud the inclusion of the Mystic Greenways project in the NPC. Supporting bicyclists who will be using the completed Greenway system is expected to contribute to reduced automobile miles in the area, and also serve those in the community who rely on bicycles for primary or commuting transportation. I am, however, concerned about bicyclist safety, in particular at the intersection of Mystic Valley Parkway and Boston Avenue. I recommend designing a bicycle-accessible bridge to cross over Mystic Valley Parkway, lighting installed on the bike path, and studies done to identify surface streets likely to experience increased bicycle traffic to and from the station.
- In addition to bicycle access to the region, the Mystic Greenways provides pedestrian access to miles of public open spaces along the Mystic River, its tributaries, and connector paths and parks. The GLX would be a key access point for all communities, including environmental justice communities, in the Greater Boston area to access and enjoy the open space network.
- Neighborhood access. In addition to a bicycle-accessible bridge to cross over Mystic Valley Parkway, I recommend exploring the benefits of a pedestrian bridge (as planned for College Avenue) along the footprint of the train line as it crosses Mystic

Valley Parkway to serve West Medford. A bridge would protect pedestrians or bicyclists from crossing Mystic Valley Parkway on foot, would offer a corridor to West Medford (via Canal Street), and perhaps offer an alternative “kiss and ride” point on the west side of the river.

- The project plan focuses on non-motorized access to the station (e.g., pedestrian and bicycles), with a review of commuter bus impacts to come at a later point. The plan should also consider an option for bus drop-off and pick-up within the station or at points of access near, but not in, the station (see above in re: exploring options west of Mystic Valley Parkway). Also consider drop-off and pick-up on the Whole Foods side of the project. This consideration will be important should an opportunity to redesign bus routes to extend into the suburbs and terminate at GLX stations arise. Retiring bus routes made obsolete by GLX, and designing new routes (or enhancing existing routes) to support commuter movement would likely again reduce automobile miles travelled in car-centric neighborhoods of West Medford and East Arlington.
- The NPC increases the number of bicycle parking from 120 spaces to 50 spaces. I suggest evaluating whether 120 spaces will be adequate to the anticipated ridership. I suggest comparing bicycle parking at MBTA stations well-connected to mature bicycle paths (such as Alewife Station - the Minuteman Bikeway) to assess if 120 spaces represents appropriate capacity against the ridership expected at the station.

Thank you for the opportunity to comment on the recently proposed changes to this important project.

Susan Brown  
127 Pine Ridge Road  
Medford MA 02155



November 24, 2017

Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
Attn: Erin Flaherty, MEPA Analyst  
**EEA No. 13886**  
100 Cambridge Street, Suite 900  
Boston MA 02114

By Email to: [Erin.Flaherty@state.ma.us](mailto:Erin.Flaherty@state.ma.us)

Comment on Green Line Extension to Mystic Valley Parkway; EEA No. 13886

Dear Ms. Flaherty,

I write to encourage proceeding with the extension of the planned green line to the Mystic Valley Parkway station location. As a resident in the area for many years in both Cambridge and Somerville, I believe the benefits of this additional terminal stop will be advantageous in many ways, in addition to the obvious expanded transportation options it will bring to the surrounding neighborhood. Some additional opportunities include:

- 1) Access to green space along the Mystic River Parkway.
- 2) Connecting the bike trails from Alewife T station to the Mystic Parkway.
- 3) Bringing the green line to residents along the ring of the Mystic Parkway.
- 4) Providing easier access to the public to the beautiful Dilboy Stadium for athletic events (the Boston Breakers have used this stadium as its home field) as well as the adjoining soccer and baseball fields and the MDC pool.
- 5) Providing easier access to the underused “hatchshell” bandstand and baseball fields in Medford along the river.

The plans presented at the November 20 public meeting include infrastructure for bikes, and drop off access at the Station. I encourage keeping these aspects of the design – and support linking the station with the parks, bikeways and athletic facilities near by. Signage and useful information could be displayed at the station to encourage these transportation connections. Shared bike service (short term rentals) as well as cars – should also be encouraged to locate near the station.

I believe bringing the trolley out to Route 16 will benefit the immediate area with transportation options, and allow better access, active use and improvement to the wonderful park and recreation facilities nearby. Thank you for the opportunity to comment.

*Ann Lowery*

Ann Lowery  
20 Vincent St.  
Cambridge MA 02140



I am strongly opposed to the Green Line Extension to Route 16.

Medford Hillside already well-served by public transit. The Red Line in Davis Square is quickly accessible via two bus routes. Another bus takes passengers to Lechmere. And the commuter rail in West Medford provides a quick route into the city. It is clear that the proposed station will not benefit many residents of Medford Hillside. People in surrounding towns will receive the benefits at the expense of Medford Hillside residents. The proposed station will draw more traffic to the area, not decrease existing traffic.

This proposal will not result in just a Green Line station. It opens the door to development at the expense of existing residents and businesses in the Hillside. State officials from MAPC have made it very clear in the past that they envisioned a transformation of the neighborhood. It is presumptuous to come into a peaceful, thriving, family-oriented community and propose to remake it. Hillside residents do not want or need increased population density. The College Ave. station has already displaced many area residents because of gentrification. Remaining residents will be faced with increased noise and vibrations, as well as increased traffic at an already-congested intersection.

An electrical substation at the Proposed Route 16 station is unacceptable. The noise alone would disrupt existing residents 24 hours a day, 7 days a week. Electrical substations are inherently dangerous. During the previous series of meetings, local residents firmly objected to locating a maintenance facility anywhere near Route 16. An electrical substation would not be substantially different.

I request that the following issues be studied:

current through traffic on Route 16

effect of a Route 16 station on housing prices in surrounding area

the potential effect on residents of Walkling Court, including:

possible for displacement of the elderly and disabled residents

the effect of shifting the commuter rail tracks on the fire lane behind Walkling Court

the health effects of increased diesel particulates on an already vulnerable population

the possible health effects from an electrical substation

I hereby request that the United States Institute for Environmental Conflict Resolution be involved to address the concerns of Medford Hillside residents, and the failure of the state of Massachusetts to perform a review of the proposed station in accordance with NEPA law.

Signed,



9 Walkling Ct.

Apt. 9F

Medford, MA

RECEIVED

NOV 24 2017

MEPA

At the beginning of the 1990s, the *Journal of Management* had

[illegible]

1. The first step in the process of identifying a problem is to determine the nature of the problem. This involves a thorough understanding of the situation and the people involved. It is important to gather all relevant information and to consider the perspectives of all stakeholders. Once the nature of the problem is understood, the next step is to identify the causes of the problem. This involves a careful analysis of the situation and the people involved, and a determination of the factors that are contributing to the problem. Once the causes of the problem are identified, the next step is to develop a plan of action. This involves determining the steps that need to be taken to address the problem, and assigning responsibility for each step. Finally, the last step in the process is to implement the plan of action. This involves carrying out the steps that have been identified, and monitoring the progress of the plan. Once the plan has been implemented, it is important to evaluate the results and to make any necessary adjustments. This process of identifying a problem and developing a plan of action is a continuous one, and it is important to remain flexible and open to change. By following these steps, it is possible to effectively address a wide range of problems.

1. The Commission has been informed that the Government of the Republic of the Philippines has agreed to accept the Commission's findings and recommendations in the report on the investigation of the alleged human rights violations in the Philippines, and to take the necessary steps to implement the recommendations.

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10-19-54

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and have heard for the first time the statement that he had to believe.

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1. The first step in the process of identifying a problem is to determine the nature of the problem. This involves a thorough understanding of the situation and the factors that are contributing to the problem. Once the nature of the problem is understood, the next step is to identify the causes of the problem. This involves a detailed analysis of the situation and the factors that are contributing to the problem. Once the causes of the problem are identified, the next step is to develop a plan of action to address the problem. This involves identifying the steps that need to be taken to address the problem and the resources that will be needed to implement the plan. Once a plan of action has been developed, the next step is to implement the plan. This involves carrying out the steps that have been identified in the plan of action. Finally, the last step in the process is to evaluate the results of the plan. This involves assessing the effectiveness of the plan and making any necessary adjustments.

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NOV 24 2017

November 2017

Dear Sir,

MEPA

I am writing to express my opposition to the Green Line Extension to Route 16 (EEA No. 13886) because it would have a severely negative impact on the Medford Hillside neighborhood. The Extension to Route 16 would:

1. Produce increased noise from early morning until late at night every day of the week
2. Increase automobile traffic on both Route 16 and Boston Ave. because of vehicles drawn from surrounding communities
3. Reduce air quality in Medford Hillside, creating significant health concerns for Medford Hillside residents.

The Medford Hillside neighborhood is already very well served by public transportation. The proposed station at Route 16 will not benefit the residents of Medford Hillside.

Signed,

Name

Name (Printed)

Address

Nancy Free Nancy Free 141 Pierce St #23  
Walden MA

Zanifa Ali Boudas Zanifa Ali Boudas 9 E Walbridge St  
MA

George McGowan George McGowan 37 Sherwood Medford

Blanche McGowan Blanche McGowan 10 Gleason Medford

Timothy Giesert Timothy Giesert Welcome Ave  
Haverhill MA

Louis Beckwith Louis Beckwith Whyman Arlington  
MA

Dorothy Beckwith Dorothy Beckwith Whyman Arlington  
MA

Lucy Blackman Lucy Blackman Lowell St.  
Lexington

CONFIDENTIAL

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1. What is the purpose of the document?



November 2017

Dear Sir,

I am writing to express my opposition to the Green Line Extension to Route 16 (EEA No. 13886) because it would have a severely negative impact on the Medford Hillside neighborhood. The Extension to Route 16 would:

1. Produce increased noise from early morning until late at night every day of the week
2. Increase automobile traffic on both Route 16 and Boston Ave. because of vehicles drawn from surrounding communities
3. Reduce air quality in Medford Hillside, creating significant health concerns for Medford Hillside residents.

The Medford Hillside neighborhood is already very well served by public transportation. The proposed station at Route 16 will not benefit the residents of Medford Hillside.

Signed,

Name

Name (Printed)

Address

Regina R Hart

Regina R Hart

56 Almont St Med

Julie Burke

Julie A Burke

18 B Grant St. Natick, MA

Lorna Beckwith

Lorna Beckwith

9 Walbridge Ct. <sup>Medford</sup> Apt F

Margaret M. Saunders

Margaret M. Saunders

139 Nelson Rd, Harrisville NH

Kristen Brown

Kristen Brown

#9 Stow Ma.

Chris Brown

Chris Brown

#9 Stow Ma.

Bruce McGlashan

Bruce McGlashan

# Stow MA.

Jon Keith McGlashan

Jon Keith McGlashan

Wilmington NH.

10/10/10

Dear Mr. [Name] [Address] [City] [State] [Zip]

I am writing to you regarding the [Topic] [Details]

I hope this letter finds you well. [Details]

I am writing to you regarding the [Topic] [Details]

I am writing to you regarding the [Topic] [Details]

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WASHINGTON

1414 Longworth Building  
Washington, DC 20515-2108  
202-225-5111  
Fax 202-225-9322

Committee on Financial Services

Committee on Transportation &  
Infrastructure  
Ranking Democratic Member  
Subcommittee on Railroads,  
Pipelines and Hazardous Materials

Committee on Ethics

Democratic Steering & Policy Committee



## Congress of the United States House of Representatives

Michael E. Capuano

7th District, Massachusetts

MASSACHUSETTS

Main Office  
110 First Street  
Cambridge, MA 02141-2109  
617-621-6208  
Fax 617-621-8628

Boston  
Roxbury Community College  
Campus Library

Randolph  
Stetson Hall  
Room 124

Secretary Matt Beaton  
Executive Office of Energy and Environmental Affairs  
MEPA Office  
Attn: Erin Flaherty  
EEA No. 13886  
100 Cambridge Street, Suite 900  
Boston, MA 02114

November 16, 2017

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NOV 24 2017

MEPA

Dear Secretary Beaton,

I am writing with regard to the Massachusetts Bay Transportation Authority's (MBTA) Notice of Project Change (NPC) for the MBTA's Green Line Extension to Mystic Valley Parkway (GLX II) project. I am a longtime advocate and supporter of the Green Line Extension (GLX). Terminating GLX at the intersection of Boston Avenue and College Avenue was a decision of expediency. While I accepted the necessity of breaking the GLX project up into phases, it was never my favorite approach. Thus, I appreciate that the MBTA is, at long last, moving forward with GLX II.

It is my understanding that the NPC is largely an opportunity to move GLX II along to be updated and re-evaluated in an Environmental Impact Report. I wholeheartedly support this effort. I understand it will take some time before GLX II is open for revenue operations. However, I also understand the project must be restarted and re-evaluated with regard to current conditions.

I support the Green Line Extension to Mystic Valley Parkway project and look forward to its rejuvenation. Approving this NPC, and beginning to get this project back on track, is the right thing to do.

Sincerely,

Michael E. Capuano  
Member of Congress







Monday, November 20, 2017 11:47 AM

RECEIVED

NOV 24 2017

MEPA

Executive Office of Environmental Affairs  
ATTN: MEPA Office  
Re: EEA No. 13886

To Whom It May Concern:

I am writing to express my opposition to the proposed extension of the Green Line to the Alewife Parkway in Medford, MA. For the following reasons:

My first concern is the additional noise pollution that will be added to our already over burdened hearing. We are suffering from the effects of the following sources:

**Automobile Traffic**

Several years ago in an effort to reduce traffic deaths at the intersection of Winthrop St. and Route 16 the traffic pattern on Route 16 was changed from four lanes to two lanes. This resulted in backed up traffic on Route 16 with many drivers opting to leave Route 16 and enter West St. to seek a shortcut through Medford Hillside. Due to this increase in vehicles trying to escape Route 16, several streets on the lower hillside area were changed to "One Ways" forcing the confused drivers onto North St. Every rush hour period, both AM and PM, resulted in heavy vehicular travel with an undesired increase in noise level.

Since these frustrated drivers attempt to escape this quagmire they constantly illegally drive the wrong way on to our narrow side streets with not only an increase in noise there but the more hazardous dangers of hitting someone as they speed along these tiny streets.

We live with the constant background buzz of traffic on Interstate 93.

**Rail Traffic**

Our proximity to the existing commuter rail tracks results in a high noise level that continues 24 hours a day. Usually, I am awakened by trains at about 4AM, almost every day, as equipment is moved in preparation for the morning rush hour.

Trains whistle for the High St. crossing several times before they reach the crossing.

**Air Traffic**

We are in line for aircraft departing Logan Airport when there is a westerly wind or when the traffic pattern is shifted to share the noise burden with other areas. Noise abatement procedures are followed, but older jet airplanes create tremendous noise levels as they fly by.

**Vibrations**

Due to the many trucks diverted from Route 16, North St. has become so deteriorated that every truck from pickups to 53 foot long trailers create constant thumps and bumps as they drive by. The rattle of extension ladders on pickups is not musical as it continues all day long.

**Parking**

On street parking is tight in this neighborhood of multiple family dwellings. This is further exacerbated as people having business on Boston Avenue or bus riders park on these streets for the day. The situation can only be worsened if a Green Line terminal is located in this area.

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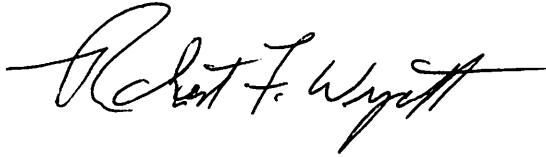
**Fumes**

The odor of diesel exhaust fumes cannot be described as pleasant by anyone. With the increase in vehicular traffic comes multiple sources of noxious vapors.

The concerns above are only some of my concerns for the quality of life in this neighborhood. I hope you will consider these as you study how our environment will be negatively effected by extension of the Green Line to Route 16.

Further, it seems advisable that the U.S. Institute for Environmental Conflict Resolution be involved on behalf of the abutters to ensure there is no evasion of environmental law.

Sincerely

A handwritten signature in black ink, reading "Robert F. Wyatt". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Robert F. Wyatt  
13 Norton Ave  
Medford MA 02155

**Thomas W. Lincoln  
27 Gleason Street  
Medford, MA 02155**

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NOV 24 2017

MEPA

November 20, 2017

Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
Attn: Erin Flaherty, MEPA Analyst  
EEA No. 13886  
100 Cambridge Street, Suite 900  
Boston MA 02114

**RE: Comments on EEA No. 13886 / NPC (Extension to Mystic Valley Parkway)**

Dear Ms. Flaherty:

I am delighted to see that the first phase of the GLX will become a reality. Let's hope that "Phase 2" to Mystic Valley Parkway / Route 16, is not far behind.

I would like to submit a few short comments concerning this longstanding possible project.

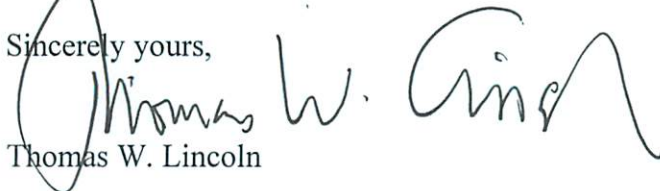
**1 - Re-use of the U-Haul Building** - this is a brilliant idea. It will retain a familiar structure, reduce construction waste, and provide tax revenue to Medford. It is also a sophisticated and unique approach to providing a station. Judging from the well-drawn schematic submitted by MGNA, this is a TOD project if ever there were one.

**2 - Structures - Gross Square Footage** - (page 3) - This is set at 2,000 SF. With retention of the U-Haul building, I assume this would drop to 0 SF or something close to it.

**3 - Middlesex Canal** - As has been done in Boston, I hope you will allow for some explanatory panels about the Middlesex Canal, which went right by the proposed station. As you may know, the Middlesex Canal was built by hand and took 10 years to construct (1793-1801), which is surely a record to which we can only aspire in our time!

I look forward to the next phase of the project and to its construction. Thank you for your kind attention. With best wishes, I am

Sincerely yours,



Thomas W. Lincoln

Recycled paper

**From:** [Adam Roffman](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Green Line extension to Mystic Valley Parkway  
**Date:** Monday, November 27, 2017 1:20:44 PM

---

Dear Ms. Flaherty,

I am a Medford homeowner and I am just writing to say that I greatly support any plans to extend the MBTA Green Line to the Mystic Valley Parkway.

Thank you,

Adam Roffman  
17 Woodrow Ave.  
Medford, MA 02155  
617-966-4236

**From:** [Chris Mascara](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Comment on Green Line Extension  
**Date:** Monday, November 27, 2017 2:58:31 PM

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Hello Erin,

I hope your Thanksgiving was joyous, sumptuous and delicious.

My wife and I live in the Medford Hillside neighborhood and are looking forward to the completion of the Green Line Extension to Tufts/College Ave and also are in favor of extending all the way thru to Mystic Valley Parkway.

I would like to suggest the inclusion of a footbridge connecting the Brookings Street dead-end with Boston Ave in the plan.

That footbridge would benefit many commuters and community members alike, allowing for easier, safer, more direct access to bus stops, T platforms, shops/restaurants at the Hillside, and Tufts University (students, professors, staff all populate our little area). It would go a ways in knitting our neighborhood together even more.

And, to be candid, the Brookings dead-end has been a not-so-secret short-cut to Boston Ave for generations, I think. I certainly remember it when Deb and I were once students at Tufts. I will not date myself here! hehheh

Thanks for accepting my suggestion and for all the hard work you et al. are doing everyday for us folks. Much appreciated!

Best,

Chris Mascara

82 Charnwood Road

Medford, MA

781-874-1400

**From:** [Jennifer Hunter](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** GLX to Rt 16  
**Date:** Monday, November 27, 2017 1:50:32 PM

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Hi Erin,

I live in a home I own within a very short walk of the intersection of Route 16 and Boston Avenue, and I would LOVE it if the Green Line were extended to that location. I hope that traffic would be kept from getting out of hand, but the convenience would be worth a little more traffic. I would definitely drive less if I had the T so close to my house. My husband and teenage daughter agree with me, so please count us all in.

Thank you!  
—Jen

**From:** [Mark Jaquith](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Green line extension to Mystic Valley Parkway  
**Date:** Monday, November 27, 2017 12:15:22 PM

---

This is an excellent idea for many reasons, many of which are listed in your latest presentation slides.

It will be good for:

The environment

Traffic

Residents

Commuters

The local economy

The regional economy

Let's do this.

Mark Jaquith  
213 Hurley St.  
Cambridge, MA



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NOV 27 2017

MEPA

November 25, 2017

Secretary of Energy & Environmental Affairs  
Executive Office of Energy & Environmental Affairs  
Attn: MEPA Office  
EEA No. 13886  
100 Cambridge Street, Suite 900  
Boston MA 02114

Re: 10/17/17 Notice of Project Change for Green Line Extension to Rt 16

Dear Sir:

Before I begin my comments, I am officially complaining about the lack of notification for the 11/20/17 public meeting about the 10/17/17 Notice of Project Change (NPC), and your plans for a Preliminary Environmental Review for a Green Line Station at Rt 16. Also, it was a poor decision to schedule this meeting during Thanksgiving week, and to set the public comment deadline immediately after the Thanksgiving weekend because people are very busy, or are out of town during this holiday period. Neither the abutters, or those of us living in the adjacent Medford neighborhood (between College Ave. & Rt 16) were aware, or advised that MassDot has restarted the process that would lead towards the addition of a Green Line station at Rt 16.

Several years ago, when the original Project was split into 2 Phases, MassDot said then that any Build/No Build decisions on Rt 16 would be deferred until AFTER the Phase I portion (to College Ave) was completed. However, now it seems that MassDot is going-back on what they previously said, so it's honestly very hard to have any trust in what MassDot tells us because they, and their related State agencies, all have a history of reneging on what they say, and they historically do so quietly, behind the scenes, to avoid public scrutiny. These tactics that are being employed in 2017 are not new; but, seem to be part of a continuing pattern to surpress the voices, and the participation of those most directly, and most negatively impacted by an extension of the Green Line to Rt 16. To provide evidence to support this conclusion (see attachment I enclosed) which is a copy of my 2-page 5/25/12 Public Comment letter to the MPO, that describes similar "non-notification" and "behind the scene" tactics that are a repeat of what's happening in 2017.

As was the case in 2012, I do not currently have a computer, and only learned of the 11/20/17 NPC meeting from a neighbor who was copied on a private email exchange that originated with a Rt 16 proponent. I then took it upon myself to get-the-word-out about the 11/20/17 public meeting by knocking on 150 doors, and passing-out 90 flyers about the meeting to neighbors and abutters, who would not have otherwise known about this event. I also contacted the Medford City Council, and they in-turn had the Medford Police issue a Reverse-911 call about the 11/20/17 meeting to the residents; however, the Reverse-911 call went-out only 48 hours before the meeting, so it wasn't very timely given the demands on people's time during a busy holiday week. Through my efforts, and those of my neighbors, a contingent of abutters, and others from the adjacent neighborhood came to the 11/20/17 meeting, that wouldn't have

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EEA No. 13886 (10/17/17 NPC - Green Line Extension to Rt 16)

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otherwise done so, if I had not gotten involved. Going forward, MassDot and all related State agencies MUST institute appropriate procedures so this does not happen again. It is simply NOT ACCEPTABLE, and could actually be construed as being discriminatory given the makeup of those being left-out of the loop!

In addition to the fact that there is no legal requirement to build a Green Line station at Rt 16, I also do NOT support MassDot's decision to submit and advance the 10/17/17 NPC because I think it's PREMATURE to do any work (preliminary or otherwise) for a Rt 16 station, until the College Ave Station is opened (currently scheduled for year-end 2021). After the College Ave Station opens, ACTUAL DATA (rather than hypothetical or estimated data projections) on items such as air quality, noise, vibration, traffic, ridership, cost, etc. can be collected and factored-into the Build/No Build decision process for Rt 16.

For Example, here is something you might want to consider: a lot of people in 2017 are opting to use ride-services like Uber, instead of driving themselves, or taking public transit. Given the current popularity of these ride-services, useage of them in the future will probably increase. So, if this assumption is correct, it will have a direct impact on future T-ridership, traffic, and air quality. It is therefore only logical to postpone the collection of T-ridership, traffic, and air quality data until at least 2022 (after College Ave opens), so ACTUAL 2022 data can be used for Rt 16 decisions, instead of using hypothetical estimated projections, based on 2018 data, when the future impact of Uber-type ride-services are not yet known. So, if 2022 ACTUAL data shows that T-risership has decreased over the previous 5 years (2018 - 2022), then I don't think either MassDot, or the public could justify spending taxpayer money for a Rt 16 station when rider-ship demand has decreased.

Given all the past delays we've seen with the whole Green Line Project to date, it's NOT unrealistic to think that unforeseen delays could happen again, and could possibly push the completion of the College Ave station beyond 2021. In this regard I think this adds to the reasons why MassDot should postpone any activity or decisions about a Rt 16 station until the College Ave station opens, either on-schedule, or on some other date beyond.

The main objective of imposing a legal mandate to extend the Green Line into Somerville & Medford was to reduce the number of cars on the road, and reduce the pollution emitted by these cars through the use of public transportation. After this project was split into 2 Phases, authorities decided that the mandate's Medford component would be satisfied by a station at College Ave. However, if a station at Rt 16 were built, the objective of the mandate would NOT be achieved because the volume of cars using Rt 16 would NOT DECREASE, and it could potentially increase, if more cars come to this location to drop-off/pick-up passengers at the station. Local residents are already using alternate roads to

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avoid Rt 16; therefore, 99% of the cars using Rt 16 in this area are just "passing through" Medford (via Rt's 93, 2, 3, 38, 28, etc.) onto destinations beyond the Green Line's service area. These "pass through" drivers would NOT be substituting the Green Line for their cars; and, neither would the people in delivery vans, like those used by Amazon, and tradesmen's vans, like those of repairmen, plumbers, electricians, etc.

In 2009, MassDot "clocked" almost 30,000 cars a day on Rt 16, and since then, I can tell you that the volume on Rt 16 has increased. In addition to the traffic already traveling on Rt 16, a fair number of cars enter or exit Rt 16 at the Boston Ave/Rt 16 intersection, but, it's very unlikely that these drivers would forego using their cars, for the Green Line at this site. Lastly, some of the increased Rt 16 traffic volume is attributable to new economic development "attractions" built nearby in the last few years, and all of them can be accessed via Rt 16! Some of these include: Station Landing (Medford), Assembly Sq. (Somerville), Market Basket ~~Basket~~ (Chelsea), Wegmans (Medford), and the soon to open, Wynn Casino (Everett). No one going to & from these "attractions" would be substituting their car for the Green Line at Rt 16. So, realistically, only a very small number of people "might" use a Green Line station at Rt 16, and these would be made-up of a low number of locals who would either walk or bike to the station, some who might get dropped-off/picked-up at the station by car, and those who would get there by bus (the #80 & #94, and any other new bus routes the MBTA might add). However, all of these commuters, can just as easily use the College Ave station, instead of the proposed Rt 16 station, and by doing so, would avert more Rt 16 traffic volume issues from developing, in and around the Rt 16 station site. So, I see more benefits of Not having a station at Rt 16! These days, according to the American Lung Association, and the EPA, Massachusetts has some of the cleanest air in the U.S. because the emission standards for the cars on the road today have significantly reduced tailgate pollution! So, I feel that this is less of a pollution issue, and more a traffic issue, that a Rt 16 Green Line station would make worse.

The NPC expects that both the North St & Winthrop St bridges will need rebuilding to accomodate a Green Line Station at Rt 16, because there currently isn't enough room under them for both the Green Line and Commuter Rail trains. These 2 bridges were "recently" (in bridge-life terms) re-built: North St in 1996, and Winthrop St. in 1983, and both at considerable cost. I'm NOT Happy (angry actually) at the prospect of having more of my taxes spent on bridge "re-do's", when there are MANY Massachusetts bridges in poor condition, that need to be given re-build priority over these 2 "re-do's" (especially when the "re-do's" are NOT a critical necessity now, and can be postponed into the future for more thought --- a Rt 16 Green Line station falls into this category).

The North St & Winthrop St bridges each took about 2 years to re-build,



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and while they were under construction, a considerable amount of disruption occurred in both the adjacent neighborhoods, and in the rest of the local community too because both bridges are heavily used every day. In addition to cars, these bridges are also used by buses, delivery trucks, tractor trailers, as well as pedestrians. To assess traffic volume MassDot should be placing a meter on both bridges to count the vehicles using them. Many of the side-streets off North St are 1-way, so, if the North St bridge was being re-built, that would force cars onto both Rt 16, and Boston Ave, and would further add to heavy traffic already on these roads, as discussed earlier. If Winthrop St was being re-built, that would force more cars onto Boston Ave, as well as onto Rt 16. Recently, with the addition of dedicated bike lanes, which have narrowed the Boston Ave roadway, we are now seeing lengthy traffic back-ups on Boston Ave between Rt 16 and College Ave, especially since the winter time-change, when the streets are dark during the evening rush-hours. If the Winthrop St bridge was being re-built, the merchants around the Winthrop St/Boston Ave intersection will be negatively impacted, because their customers will take their business elsewhere because there will be too much traffic congestion for them to deal-with on Boston Ave, and the Hillside area in general.

The vertical incline of the current North St bridge is very steep when going up the bridge, from the direction of my home, towards Boston Ave. This incline begins at the intersection of North St & Marshall St. I have been personally told by both a young parent pushing a baby carriage, and by a young man riding a bike that their climb up the incline was difficult. I've also seen elderly pedestrians (from the adjacent Walkling Court Senior Complex) stopping to rest, part-way up the incline, before being able to continue their climb to the top of the bridge. When I walk-up the incline myself, I've learned to take it slow, so I can make it up to the top of the bridge without needing to stop and rest. Therefore, any re-building of the North St bridge CANNOT make the new bridge any steeper than it is today. In past Green Line Project meetings it's been said that the current North St bridge was not high enough or wide enough for both sets of trains to pass under it. So, if the only way to accomodate both trains is to make the North St bridge steeper, then that's NOT ACCEPTABLE, and is reason alone to oppose the building of a Green Line station at Rt 16.

In comparison to the College Ave portion, a Green Line Station at Rt 16 requires a lot of work, and would more seriously, and more negatively impact my neighborhood, and would most especially impact those living on Piggott Rd, Orchard St, Walkling Court, and also those on Marshall St/North St who are at the foot of the North St bridge. The existing railbed narrows quite a bit as it approaches North St, so the abutters, and those living in the adjacent streets closest to North St will be the ones most significantly affected when the two trains are positioned closer to their homes. In addition to the noise and vibration issues, those on Orchard St, and Walkling Court will be exposed to more diesel

ALSO  
\* CHARNWOOD ROAD

Maa



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particulates which are known to be very dangerous to your health. I also have some concerns about how close the Commuter Rail will be to Walkling Court because there is currently only the width of a fire-lane separating the edge of some buildings, and the fence that marks the boundary of the Commuter Rail property. It's also undesirable that some abutters could lose part of their backyards, and others will need to have unsightly walls built along their property to absorb sound and vibration, and I suppose to prevent track trespass. As a further insult to the current railbed landscape, the current canopy of mature trees on both sides of railbed will need to be removed, which will make the track area aesthetically barren. The loss of these shade trees will also make the homes of the track abutters hotter in the summer which will require them to use more A/C. One of the Burget Ave abutters was complaining about how hot his house was now since the removal of trees for the College Ave station, at an update meeting that MassDot held at the Medford City Hall this past June. When considered collectively, all the track modifications needed along the approach towards North St would not result in an attractive view for my immediate neighborhood. Therefore, I am opposed to bringing the Green Line to Rt 16 because the negatives outweigh the positives.

Although the financial cost of the proposed Rt 16 (Phase II) Project has NOT yet been made available, I have sense & judgement to informally do my own "cost/benefit" assessment, and have concluded that any reasonable and fairly-intelligent person could not justify proceeding with this Project, and I think to do so would be irresponsible. The bottom line is that the College Ave station can equally accomodate (at no additional cost to the taxpayer) anyone who wants to use the Green Line, via all modes of access (walk, bus, bike, drop-off), so the Rt 16 station isn't necessary. I want to make clear, that I do support the use of public transportation, and I also support the addition of more public transit in localities that don't currently have public transit options available. However, I'm also fiscally conservative, and I'm NOT in favor of spending taxpayer money on transit projects that are NOT needed. I would rather see available public transit money used for new equipment, maintenance, the purchase of more hybrid buses, and to add more commuter ferry service (both via the rivers, as well as the ocean).

Although MassDot is not now seeking federal funds for the Rt 16 portion of the Extension Project, I think MassDot should be continuing with NEPA assessments, because this Rt 16 portion was originally covered under NEPA oversight, before the whole project was split into 2 Phases. In addition to environmental and engineering issues there are also "quality-of-life" issues, and civil rights issues that need oversight and consideration because many of the Medford residents and abutters have been left-out of the decision making process, and they are the ones who will be negatively impacted, if a Green Line station is built at Rt 16. These Medford residents include: the elderly, the disabled,

November 25, 2017

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EEA No. 13886 (10/17/17 NPC - Green Line Extension to Rt 16)

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the residents from the West Medford African American Community, and others. Also among these negatively impacted Medford residents are the abutters who are living in the HUD (federally sponsored) complex at Walkling Court, so it seems only reasonable that NEPA (the federal agency) should be providing the oversight for the Rt 16 portion of this project.

POINT OF INFORMATION:

In 2013, a federal lawsuit (Civil Action #13CV10115-JGD) was filed, and the plaintiffs contended that MassDot was deceiving the public by trying to avoid NEPA procedural law, which required greater oversight of the Rt 16 area. (the NEPA law requires a full environmental assessment, and greater environmental scrutiny of the Rt 16 area.)

Therefore, in order to now address the resident's concerns regarding this NEPA issue, I am asking Massachusetts to involve the U.S. Institute for Environmental Resolution, on behalf of Medford residents, to collectively address resident environmental issues concerning this Rt 16 project, and MassDot's avoidance of NEPA law. This request is being made based on the State's past history of NEPA avoidance, and their possible deceptive practices that were the basis of the above mentioned 2013 lawsuit.

I want to thank you for you for your time and attention, and for the consideration of all my above comments.

Sincerely,

*Mary Anne Adduci*

Mary Anne Adduci  
2 North Street  
Medford MA 02155-4319

Phone: 781-396-5138

May 25, 2012

Attachment I  
11/25/17 Public Comments  
EEA 13886 NPC - Rt 16  
Page 1 of 2

Boston Region  
Metropolitan Planning Organization (MPO)  
10 Park Plaza - Suite #2150  
Boston, MA 02116-3968

Re: • Draft FFY's 2013-2016 TIP  
• Draft FFY 2013 UPWP

Dear Sir:

On 4/19/12 the MPO held a meeting at which a TIP amendment to expand the current Green Line Extension Project was put forward. This amendment is committing an additional \$8.1 million in design money now (which will lead to a follow-up commitment of \$190+ million for build money later) for the "add-on" of a non-mandated station at Route 16.

Because the mandate for a "Medford Hillside" Green Line station was satisfied by the College Ave. station site, and because money was tight, the potential of a station at the Route 16 site was separated from the mandated portion of the project, that became known as Phase I. The mandated vs non-mandated sections of the project were also split in recognition that the non-mandated site, potentially at Route 16, needed more evaluation in a Phase II project, that would begin after Phase I was built. I think this 2-phase plan has a lot of merit for a number of reasons, and given that money is still tight, I think the project should remain unchanged, and the Phase II project (i.e. Route 16) should not be put back into Phase I. I am opposed to the \$8.1 million TIP amendment, therefore, and strongly urge you not to advance it further at the 6/28/12 MPO meeting.

I know there is a close association between the MPO, MAPC (Metropolitan Area Planning Council), MassDOT, and the MBTA, and that you confer with each other about on-going projects at varying collaborative levels. I therefore assume that you all worked together to figure-out the steps that were needed to get the Green Line Project Plan amended, and marketed, so the TIP money would be approved. In this regard, I want you to know that I was very disturbed to learn that some (or perhaps all of you in agreement) invited only proponents of the Route 16 station site, to your 4/19/12 meeting. This was being deceptive with your audience as it gave the false impression that there is unanimous local support for a station at Route 16, when you know this is not the case. I was honestly taken aback that such a manipulative and biased tactic would be used by "so-called" professionals to "stack-the-deck" so you could garner enough audience support to get the \$8.1 million TIP amendment approved.

I do not have a computer, so I cannot follow or receive any electronic postings by any of the above noted groups. If I had not met face-to-face with another concerned Medford resident, I would still be unaware of your 4/19/12 meeting, the \$8.1 million TIP amendment, or, of this public comment period. I was also unaware that this



May 25, 2012  
Boston Region, MPO  
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Attachment I  
11/25/17 Public Comments  
EEA 13886 NPC - Rt 16  
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Re: • Draft FFY's 2013-2016 TIP  
• Draft FFY 2013 UPWP

\$8.1 million TIP amendment changes the current Green Line Extension Project to build a station at Route 16, without any notice of this imminent change to abutters, or to others who will be directly impacted by a Route 16 station. As an FYI, with the exception of Rep. Sciortino, none of the Route 16 proponents invited on 4/19/12 are abutters, or would be directly affected by the erection of a station at the Route 16 location.

I live on North Street in Medford, only a few houses away from the Route 16 station site, and I can attest to the fact that there has been a lack of (i.e. "No") recent communication to my neighborhood about the TIP amendment, or the related addition of a Route 16 station. With such an important issue at stake for abutters now, why aren't you (or the other noted groups above) making any effort to inform, and to solicit comments from those who will be impacted by this TIP amendment/Route 16 station??? Are you trying to "rail-road" through the approval of the TIP amendment by excluding the abutters from the process??? Since "sotto voce" communication strategies seem to have been employed on all aspects of this TIP amendment and Route 16 station, one can only conclude that there was a conscious and deliberate decision to exclude a segment of the public from the process, some of these being: senior citizens, low-income residents, and the disabled. This is unethical and discriminatory! On this basis alone, the \$8.1 million TIP amendment has to be immediately withdrawn, canceled, and permanently taken-off the agenda for 6/28/12.

The public is looking for restraint in government spending, because they know that in the end, the public ends-up with the tab, one way or another! In their personal lives, if money was tight, the public would eliminate spending on non-urgent items, that they would define as "nice to have, but it can wait". Since you are "spending their money", the public expects you to follow the same philosophy when deciding where to allocate available funds. Therefore, since money is tight, and because a Route 16 station isn't mandated, plus the West Medford Commuter Rail and the College Ave. Green Line stations are in close proximity to the Route 16 location, an expansion of the Green Line Extension Project for a Route 16 station, falls into the "it can wait" category! Due to this, along with the debt and money problems at the MBTA, I am opposed to the commitment of the \$8.1 million for the TIP commitment because I'm sure that there are more high priority and critically urgent projects that are more deserving of this funding.

Thank you for your time and for consideration of my comments.

Sincerely,

*Mary Anne Adduci*

Mary Anne Adduci  
2 North Street  
Medford MA 02155

**Flaherty, Erin (EEA)**

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**From:** Obal, Michael <Michael\_Obal@uml.edu>  
**Sent:** Monday, November 27, 2017 8:21 PM  
**To:** Flaherty, Erin (EEA)  
**Subject:** GLX to Mystic Valley Parkway

Hi Erin,

As a Medford resident, I'm very excited to hear that GLX may extend to the Mystic Valley Parkway. This will be great for the residents of Medford, Arlington, and Somerville!

Would the bike path be extended along this way as well? I believe this would greatly benefit the area, as this would connect Medford Sq. and the Mystic River paths to the Somerville community path.

All the best,

Michael Obal

Assistant Professor of Marketing

Manning School of Business

University of Massachusetts Lowell

1 University Avenue

Lowell, MA 01854

[michael\\_obal@uml.edu](mailto:michael_obal@uml.edu)

978-934-5237

**From:** [Naftali Poritz](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Comments on Greenline Extension To Mystic Valley Parkway  
**Date:** Monday, November 27, 2017 7:50:19 PM

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Hello. This is a comment regarding the green line to Mystic Valley Parkway.

I agree that you should extend the Greenline to the Mystic Valley Parkway, and build some sort of connection to the commuter rail. The current commuter rail station is old, not ADA compliant, and the platform is not long enough for 6 cars.

Even when the Greenline Extension is Finished. You still have the town of Winchester and the city of Woburn without frequent, rapid transit service, and even hourly commuter rail service isn't going to cut it.

There is no current or planned connection between the commuter rail and Green Line in Medford, and wheelchair passengers in West Medford can't get on the commuter rail to go to boston.

The distance between the Proposed station and the current West Medford Commuter rail station is over 0.38 miles, or at least a 10 minute walk. Maybe one idea is closing the old West Medford Station, and building a new one next to the proposed station, or some sort of solution.

Is there something you can do about this?

I also think the Greenline terminus should have a busway for easy connections to mbta bus routes.

Please respond asap. Thanks

**From:** [Susan Altman](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** GLX Extension to MVP: Comment for Notice of Project Change  
**Date:** Monday, November 27, 2017 2:59:29 PM

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To whom it may concern,

I am a longterm (28 year) resident of Medford Hillside and a strong supporter of the Green Line Extension to Medford. I am basically in full support of extending the GLX to Mystic Valley Parkway, but I have a concern that I hope you will address in your work going forward.

The intersection of MVP and Boston Ave, and the very nearby intersections at MVP and Whole Foods, are already a traffic tangle at rush hours. With additional foot and bicycle traffic, not to mention cars dropping off and picking up Green Line passengers, those intersections stand to become increasingly frustrating and dangerous. Frustrated drivers may try to drive out of their lanes, and distracted drivers, pedestrians, and bikers may not pay proper attention to where they are and what else is going on around them. This situation could lead to serious accidents.

I do not have any solutions to suggest, but I hope you will solicit the advice of Walk Boston, MAPC, and other experts in handling traffic flow while increasing walkability.

Thank you,

Susan Altman

"Only people with something to hide need be afraid of those whose mission is to seek."

—Charles M. Blow





STEPHANIE MUCCINI BURKE  
MAYOR

# City of Medford

OFFICE OF THE MAYOR

City Hall - Room 202  
Medford, Massachusetts 02155  
Telephone (781) 393-2408

RECEIVED

NOV 28 2017

MEPA

FAX: (781) 393-2514  
TDD: (781) 393-2516

November 21, 2017

Mr. Matthew A. Beaton, Secretary  
Executive Office of Energy and Environmental Affairs  
Attn: Erin Flaherty, MEPA Analyst  
100 Cambridge Street, Suite 900  
Boston, Mass 02114

Re: EEA No. 13886

Dear Secretary Beaton:

Thank you for the opportunity to comment on the Notice of Project Change(NPC) for the Green Line Extension Project from College Avenue Station to Mystic Valley Parkway. The proposed extension is the result of the hard work and efforts of many people. Improved air quality, increased access to transit for environmental justice populations, creation of transit oriented, and integrated multimodal transportation, make this an exciting opportunity.

The NPC contains two alternatives, one at street level and the other at the commuter rail level. These two alternatives should be fully studied. Opportunities for a public/private partnership should be explored. This may enable the construction of a higher quality station integrated into a mixed-use project.

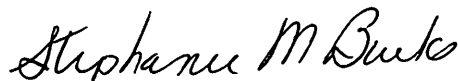
Additional recommendations and suggestions for the scope of the future Environmental Impact Report (EIR) include:

- Public Safety departments should be coordinated with to ensure adequate access and circulation for public safety purposes.
- The Medford Housing Authority administration and tenants should be actively involved in the public planning process. The study should identify construction impacts as well as long term impacts and mitigation.

- Vehicular as well as pedestrian and bicycle improvements should be evaluated and a mitigation plan implemented for the entire Boston Avenue Corridor. The following intersections should be evaluated and an improvement plan identified and implemented: Boston Ave. at Mystic Valley Parkway, Boston Ave. at North Street, Boston Ave. at Winthrop Street and Boston Ave. at Harvard Street. Additional analyses should include the Boston Avenue Corridor as it extends into West Medford to High Street. Complete Streets Best Practices should be followed wherever possible.
- Noise abatement should consider the use of barriers, not only residential soundproofing. Residents should have the full enjoyment of their homes and yards.
- Incorporate “green design” elements.
- Prepare a construction plan in cooperation with relevant municipal departments. Identify the sequence of bridge construction to minimize disruption. Given special consideration to the Medford Housing Authority’s Walkling Court development in terms of access, bridge design and noise impacts.
- Ensure a robust public participation process.
- Ensure the minimal loss of jobs, tax revenues and eminent domain property acquisition

Thank you for your consideration of these comments. I look forward to working with the Green Line Extension team to advance this project.

Sincerely,

A handwritten signature in black ink that reads "Stephanie M. Burke". The signature is written in a cursive, flowing style.

Stephanie M. Burke,  
Mayor



City of Medford  
Office of Energy and Environment  
City Hall Room 205  
Medford, MA 02155  
781-393-2137 [enviro@medford.org](mailto:enviro@medford.org)  
[www.medfordma.org/departments/energy-and-environment/](http://www.medfordma.org/departments/energy-and-environment/)



November 28, 2017

Office of the Secretary of Energy and Environmental Affairs  
Attn: Erin Flaherty, MEPA Analyst  
EEA No. 13886  
100 Cambridge Street, Suite 900  
Boston MA 02114

Re: Notice of Project Change – MBTA Green Line Extension to Mystic Valley Parkway

Dear Ms. Flaherty:

In reviewing the Notice of Project Change – MBTA Green Line Extension to Mystic Valley Parkway “NPC” - the Medford Office of Energy & Environment is very pleased to see the strong commitment to investigating the environmental impacts of this proposed station, both the potential positive and negative impacts. In particular, we are interested in a review of the potential increase of traffic in the immediate area due to potential station drop-offs and pick-ups and the net change in traffic resulting from area residents walking or bicycling to the station and not driving to another station or destination.

We ask that close attention be paid to the significant increases in interest in walking and bicycling in the region and how pedestrian and bicycle access to the station is designed as well as how the interaction between pedestrians and bicyclists accessing the station may interfere with “through” vehicle traffic. We are concerned that this may cause additional traffic congestion. The City would like to encourage walking and bicycling and would like to see station access designed to best incentivize these activities. We call your attention to the extension of the paved multi-use path from the Alewife MBTA station to this location along the Alewife Brook and Mystic River, and that the path continues on the far side of the Mystic River, along Rt 16 in Medford in DCR’s “Memorial Park”. This path currently extends to Medford Square, and the portion needed to complete the path from Medford Square through Assembly Row and into Charlestown is currently under development and will likely be open as part of a region-wide network of paths by the time the station opens. We anticipate that this will significantly increase the number of bicyclists in this area.



At the November 21<sup>st</sup> Public Meeting, a Medford resident suggested looking at whether the commuter rail crossing of the Mystic River could be adapted to accommodate a pedestrian pathway allowing direct access from the Allston/Canal Street area of West Medford to the station. This is a very intriguing idea that has the potential to cut back on the number of short-vehicle drop-off trips to the station from West Medford and increase the number of pedestrians using the station; potentially allowing them to cross Mystic Valley Parkway without having to descend to grade and interact with traffic. It is likely that the neighborhood that would most benefit from such access is an Environmental Justice neighborhood, thereby increasing the benefits of this access route.

We concur that noise monitoring in the area be repeated as part of this study. Due to FAA and Logan Airport operational changes, there has been a very significant increase in low-level air traffic in this area, significantly increasing the noise impacting area residents.

There is no discussion of the resiliency of the station to future climatic changes. A great deal of climate change analysis has been done in this region since the original environmental impact report. In particular, we note that the sea level rise and storm surge probabilities calculated by the Woods Hole Group, Inc. for Cambridge includes the area of this study. We request that a climate change resiliency study be conducted for this station that includes sea level rise, storm surge, precipitation frequency, storm size, average temperatures and heat waves. This information should then be considered when determining the most appropriate station treatments and coverings for this location.

Sincerely,

A handwritten signature in black ink, appearing to read "Alicia Z. Hunt".

Alicia Hunt, Director  
Office of Energy & Environment

CC: Stephanie Burke, Mayor, City of Medford



November 28, 2017

Secretary Matthew A. Beaton  
Executive Office of Energy and Environmental Affairs  
Attn: Erin Flaherty, MEPA Office  
100 Cambridge Street, Suite 900  
Boston, Massachusetts 02114

Re: EOEEA #13886 Green Line Extension Project Notice of Project Change

Dear Secretary Beaton:

The Department of Conservation and Recreation ("DCR" or "Department") is pleased to submit the following comments in response to the Notice of Project Change ("NPC") submitted by the Massachusetts Department of Transportation (the "Proponent") for its Green Line Extension project (the "Project").

The Project proposes to extend the Green Line beyond Lechmere Station to improve light-rail service to the communities of Cambridge, Somerville, and Medford. In a 2009 Draft EIR submission for the Project, the Proponent included an alternative that would extend the Green Line to Mystic Valley Parkway in Somerville (near the Medford/Somerville line), although the last mile between College Avenue and Mystic Valley Parkway was not included in the Preferred Alternative due to a lack of funding. Accordingly, the one-mile stretch between College Avenue and Mystic Valley Parkway was characterized as a second phase. In January 2017, the Proponent filed a submission to MEPA that outlined a revised proposal aimed to reduce total project costs, terminating at College Avenue. The NPC that is the subject of DCR's comments herein has been filed to examine the potential environmental impacts of extending the Green Line Project for the remaining one mile between College Avenue and Mystic Valley Parkway; this NPC also proposes modifications to a proposal in the 2009 Draft EIR submission that will provide consistency with the January 2017 filing for the overall extension.

DCR has care, custody, and control over Mystic Valley Parkway, a historic roadway on the National Register of Historic Places. The NPC states that a Construction and Access permit would be required for the Project.

DCR offers the following comments on the Project:

DCR notes that transfers of interests in state conservation property must meet the requirements set forth in the Executive Office of Energy and Environmental Affairs ("EEA") Article 97 Land Disposition Policy, which has the stated goal of ensuring no net loss of Article 97 lands under the ownership and control of the Commonwealth. The policy states as a general premise that EEA and its agencies shall not sell, transfer or otherwise dispose of any right or interest in Article 97 lands. Transfer of ownership or

COMMONWEALTH OF MASSACHUSETTS • EXECUTIVE OFFICE OF ENERGY & ENVIRONMENTAL AFFAIRS

Department of Conservation and Recreation  
251 Causeway Street, Suite 600  
Boston MA 02114-2119  
617-626-1250 617-626-1351 Fax  
www.mass.gov/dcr



Charles D. Baker  
Governor

Karyn E. Polito  
Lt. Governor

Matthew A. Beaton, Secretary, Executive  
Office of Energy & Environmental Affairs

Leo Roy, Commissioner  
Department of Conservation & Recreation

interests therein may only occur under exceptional circumstances, as defined in the policy, including the determination that no feasible alternative is available, and a minimum amount of land is being disposed.

Based on the site plan in the NPC, it appears DCR lands are not being accessed for the Project, and accordingly no Article 97 dispositions will be necessary. As part of the Proponent's EIR, DCR requests that it consult with the DCR Office of Land Protection to confirm property ownership along the eastern edge of Mystic Valley Parkway to confirm that no permanent interest in DCR lands are needed for the Project. DCR also requests that in its EIR, the Proponent clarify what activity will require the need for a Construction and Access permit.

In the EIR for the Project, DCR requests that the Proponent provide ridership estimates that break down the anticipated mode shares for riders to access the new station, whether by automobile drop-offs, bicyclists, or pedestrians.

Thank you for the opportunity to comment on the ENF. If you have questions regarding this Project, please contact Nat Tipton, MEPA Review Coordinator, at (617) 626-1341 or [nathaniel.tipton@state.ma.us](mailto:nathaniel.tipton@state.ma.us).

Sincerely,



Leo Roy  
Commissioner

cc: Jim Comeau, Robert Lowell, Norman Orrall, Val Soroka (DCR)

**From:** [Len Levin](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** GLX Extension Comments - College Ave to MVP.  
**Date:** Tuesday, November 28, 2017 10:00:27 AM

---

Erin,

My comments pertain more to the roads around the proposed MVP Station for the GLX.

The intersection of Boston Ave and MVP should be considered for a major upgrade to handle the traffic entering and leaving the MVP station in coordination with the new intersection/traffic light at the entrance of the on Boston Ave.

Even though this is outside of the purview of this project a upgrade to the MVP from Boston Ave to the Auburn St including change to the intersection and bridge crossing the Mystic River.

Thanks.

Len





Commonwealth of Massachusetts  
Executive Office of Energy & Environmental Affairs

## Department of Environmental Protection

Northeast Regional Office • 205B Lowell Street, Wilmington MA 01887 • 978-694-3200

Charles D. Baker  
Governor

Karyn E. Polito  
Lieutenant Governor

Matthew A. Beaton  
Secretary

Martin Suuberg  
Commissioner

November 28, 2017

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

RE: Somerville, Medford  
Green Line Extension – College Avenue to  
Mystic Valley Parkway  
Adjacent to Boston Avenue  
EEA # 13886

Attn: MEPA Unit

Dear Secretary Beaton:

The Department of Environmental Protection has reviewed the Notice of Project Change submitted by the Massachusetts Department of Transportation (MassDOT) for the one-mile extension of the Green Line along the MBTA Lowell Line commuter rail right-of-way from the planned terminus at College Avenue in Medford to Mystic Valley Parkway in Somerville and Medford (EEA# 13886). The MassDEP provides the following comments.

### **Massachusetts Contingency Plan (MCP)/M.G.L. c.21E**

#### Contaminated Soil and Groundwater:

The project proponent is advised that excavating, removing and/or disposing of contaminated soil, pumping of contaminated groundwater, or working in contaminated media must be done under the provisions of MGL c.21E (and, potentially, c.21C) and all other applicable federal, state, and local laws, regulations, and bylaws. If permits and approvals under these provisions are not obtained beforehand, considerable delays in the project can occur. The project proponent cannot manage contaminated media without prior submittal of appropriate plans to MassDEP, which describe the proposed contaminated soil and groundwater handling and disposal approach, and health and safety precautions. If contamination at the site is known or suspected, the appropriate tests should be conducted well in advance of the start of construction and professional environmental consulting

This information is available in alternate format. Contact Michelle Waters-Ekanem, Director of Diversity/Civil Rights at 617-292-5751.

TTY# MassRelay Service 1-800-439-2370

MassDEP Website: [www.mass.gov/dep](http://www.mass.gov/dep)

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services should be readily available to provide technical guidance to facilitate any necessary permits. If dewatering activities are to occur at a site with contaminated groundwater, or in proximity to contaminated groundwater where dewatering can draw in the contamination, a plan must be in place to properly manage the groundwater and ensure site conditions are not exacerbated by these activities. Dust and/or vapor monitoring and controls are often necessary for large-scale projects in contaminated areas. The need to conduct real-time air monitoring for contaminated dust and to implement dust suppression must be determined prior to excavation of soils, especially those contaminated with compounds such as metals and PCBs. An evaluation of contaminant concentrations in soil should be completed to determine the concentration of contaminated dust that could pose a risk to health of on-site workers and nearby human receptors. If this dust concentration, or action level, is reached during excavation, dust suppression should be implemented as needed, or earthwork should be halted. A Licensed Site Professional (LSP) must be employed or engaged to manage, supervise or actually perform the necessary response actions at the site.

#### Capping of Contaminated Soil:

If capping of contaminated soil is needed to achieve a level of No Significant Risk, MassDEP recommends the following capping design criteria. In unpaved areas, a minimum of three feet of clean soil should be placed over the contaminated soil. This protective layer of clean soil should be separated from the underlying contaminated soil by a geotextile or combination of materials, which will provide both a brightly colored visual marker and a permeable fabric to separate the clean soil from the contaminated soil. In paved areas, a minimum one-foot cap consisting of clean soil, road base and the pavement layer should be placed over the contaminated soil. Similar to unpaved areas, the contaminated soil should be separated from the clean soil or road base using a visual marker and geotextile. In such cases, an Activity and Use Limitation (AUL), prepared in accordance with 310 CMR 40.1012 would be necessary to identify the maintenance requirements of the cap. It should also be noted that a cap constructed as a Release Abatement Measure will not be considered a Permanent Solution until a Phase III completed in accordance with 310 CMR 40.0850 demonstrates the lack of a feasible alternative, as required by 310 CMR 40.0442(4).

#### Potential Indoor Air Impacts:

Parties constructing and/or renovating buildings in contaminated areas should consider whether chemical or petroleum vapors in subsurface soils and/or groundwater could impact the indoor air quality of the buildings. All relevant site data, such as contaminant concentrations in soil and groundwater, depth to groundwater, and soil gas concentrations should be evaluated to determine the potential for indoor air impacts to existing or proposed building structures. Particular attention should be paid to the vapor intrusion pathway for sites with elevated levels of chlorinated volatile organic compounds such as tetrachloroethylene (PCE) and trichloroethylene (TCE). MassDEP has additional information about the vapor intrusion pathway on its website at <http://www.mass.gov/eea/agencies/massdep/cleanup/regulations/vapor-intrusion-and-indoor-air-contamination-waste-sites.html>.

New Structures and Utilities:

Construction activities conducted at a disposal site shall not prevent or impede the implementation of likely assessment or remedial response actions at the site. Construction of structures at a contaminated site may be conducted as a Release Abatement Measure if assessment and remedial activities prescribed at 310 CMR 40.0442(3) are completed within and adjacent to the footprint of the proposed structure prior to or concurrent with the construction activities. Excavation of contaminated soils to construct clean utility corridors should be conducted for all new utility installations.

Activity and Use Limitations:

An Activity and Use Limitation (AUL) is a legal document that is recorded or registered at the appropriate Registry of Deeds and identifies site conditions that are the basis for maintaining a condition of No Significant Risk at a property where contamination remains after a cleanup. The AUL identifies permitted and allowable site uses and activities that may occur at a property while maintaining No Significant Risk. The AUL also identifies restricted uses and activities, which could result in the exposure of people at or near the disposal site to remaining contamination if such activities were to occur. The project proponent is advised that in cases where proposed activities would not be consistent with a level of No Significant Risk and/or an existing AUL, additional cleanup and the amendment or termination of the initial AUL and implementation of a revised AUL would be necessary before the proposed activities could occur.

The MassDEP appreciates the opportunity to comment on this proposed project. Please contact [Iris.Davis@state.ma.us](mailto:Iris.Davis@state.ma.us), at (978) 694-3399 for additional information on waste site cleanup issues. If you have any general questions regarding these comments, please contact me at [John.D.Viola@state.ma.us](mailto:John.D.Viola@state.ma.us) or at (978) 694-3304.

Sincerely,

This final document copy is being provided to you electronically by the  
Department of Environmental Protection. A signed copy of this document  
is on file at the DEP office listed on the letterhead.

John D. Viola  
Deputy Regional Director

cc: Brona Simon, Massachusetts Historical Commission  
Iris Davis, MassDEP-NERO



**From:** [Peter](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Green line ext  
**Date:** Tuesday, November 28, 2017 11:11:27 AM

---

Date: 11-28-17  
From: Peter Clemons  
Re: my alewife thoughts

By all means please finish this short and important section of the new green line. The residents of west medford and nearby west somerville deserve this connecting link to greater boston. It makes no sense not to bring the service out to the alewife area at this time. If not now I doubt it will happen. I also believe the resulting access to the lakes, parkland and natural beauty just west of route 16 will be appreciated by future generations of green line users. Please do what you can to make this a great public transportation reality.

Peter Clemons  
15 Kidder Avenue  
Somerville, MA  
02144

Sent from my iPhone



## College Avenue to Mystic Valley Parkway

### Comment Form – November 20, 2017

This sheet is provided for your comments on the Notice of Project Change for the Green Line Extension Project, College Avenue to Mystic Valley Parkway segment. Your input is solicited and appreciated. Please return the sheet with your comments to a staff member at this meeting, or mail to the following address by **5:00 PM on November 28, 2017**:

Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
MEPA Office  
Attn: Erin Flaherty, MEPA Analyst  
EEA No. 13886  
100 Cambridge Street, Suite 900  
Boston, MA 02114  
Email: [Erin.Flaherty@state.ma.us](mailto:Erin.Flaherty@state.ma.us)

Assess climate change impacts on the station  
and the sub-station. Consider potential for flooding  
from the Mystic River.

NAME Cynthia Meagher Kuhn TITLE \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

MAILING ADDRESS 602 High Street, Medford MA

EMAIL ADDRESS cindykuhn108@gmail.com



## College Avenue to Mystic Valley Parkway

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100 Cambridge Street, Suite 900  
Boston, MA 02114  
Email: [Erin.Flaherty@state.ma.us](mailto:Erin.Flaherty@state.ma.us)

I am ~~am~~ very concerned about  
this extension. My yard abuts  
the RR tracks. Concerns about  
- property taking - Noise - Traffic -  
- water issues -

there doesn't seem to be a need  
for this extension with the Red  
line in Davis Square, the new  
College Ave green line, and the  
commuter rail.

I certainly don't need this



problem in my backyard.

NAME DON SWANSON TITLE \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

MAILING ADDRESS 11 CHARNWOOD ROAD

EMAIL ADDRESS DONSWANSON@GMAIL.COM



## College Avenue to Mystic Valley Parkway

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100 Cambridge Street, Suite 900  
Boston, MA 02114  
Email: [Erin.Flaherty@state.ma.us](mailto:Erin.Flaherty@state.ma.us)

I am in complete support of  
of the Green Line Ext. to Mystic Valley  
Parkway and appreciate the efforts the MBTA  
will put into FTR

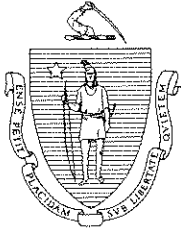
NAME Donna Meyer TITLE \_\_\_\_\_

ORGANIZATION Resident of Medford Sq.

MAILING ADDRESS 56 Baynton Rd, Medford, Mo 02155

EMAIL ADDRESS meyer2ma@gmail.com





# The Commonwealth of Massachusetts

## House of Representatives

State House, Boston 02133-1054

November 29, 2017

Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs  
ATTN: MEPA Office, Erin Flaherty  
100 Cambridge Street, Suite 900  
Boston, MA 02114

RE: Green Line Extension Notice of Project Change (EEA# 13886)

Dear Secretary Beaton,

As the House delegation representing the communities impacted by the Green Line Extension (GLX) corridor, we write to provide comments in response to the recent filing by the Massachusetts Bay Transportation Authority (MBTA) of a notice of project change (NPC) to provide further environmental review for the design of the GLX to Route 16/ Mystic Valley Parkway.

We are very pleased that the MBTA has filed the NPC. After a full review of the entire GLX project that resulted in reprogramming the MPO (Metropolitan Planning Organization) funding for the Mystic Valley Parkway (MVP) terminus to the Phase I of the GLX, this review is a positive step forward. The MVP terminus was identified as the Preferred Alternative going back to 2009, but was removed from Phase I of the project due to fiscal constraints. We are supportive of this project again moving forward through the environmental review process.

This portion of the project has been previously subject to environmental review, but a number of changes to the project have resulted in a more limited scope to address financial and community concerns. Even with this limited scale in terms of land takings and mitigation, this project still carries significant benefits.

GLX is a legal requirement under the federal Clean Air Act, and the MVP stop will provide significant improvements to mobility and access to public transit that will take thousands of cars off the road and reduce greenhouse gas emissions. Our districts are some of the most densely populated in the country, and are under-served by rail service. Additionally, the MVP terminus will serve environmental justice communities in Somerville, Medford and Arlington.

To account for changes since the prior reviews of this project, we recommend the environmental review study the following:

- The Medford Green Line Neighborhood Alliance stakeholder group has created alternative designs, particularly the adaptive reuse of the U-Haul building at 600 MVP, that we urge you to consider. This group's designs provide environmental and

community benefits, and great opportunities for public-private partnerships for this project.

- We recommend that impacts of this project on water quality are studied. Because this project closely abuts the Mystic River, a fragile urban river impacted by runoff and also particulates from motor vehicles, we urge the impact on the watershed to be reviewed.
- One of the community's major concerns about this project is the potential for greater traffic on Boston Avenue due to drop-offs from a "kiss and ride." Because other transit stops do not have a dedicated drop-off area, we recommend studying the option without a drop-off, to discourage idling near the MVP station.
- The project will include sound barriers to mitigate noise from the trains for residents. Recent research by Tufts University for the CAFEH project (Community Assessment of Freeway Exposure and Health) in Somerville and Chinatown has also pointed to mitigation techniques for air particulates that cause poor health effects. We recommend reviewing the CAFEH findings to consider design that aids air pollution.
- Another community concern is about bridge work on North Street and Winthrop Street bridges, which are major roads in these neighborhoods. We recommend that you study the most limited construction necessary for these bridges.
- Finally, since the previous review of this project, Medford, Somerville and the Department of Conservation and Recreation (DCR) have greatly expanded the path network linking this area to greater Boston and surrounding suburbs. We strongly recommend considering various methods that residents might use to travel to the MVP station, some of which are still in development.

As representatives of the area that will be served by the GLX, we strongly support the completion of the full project with a terminus at MVP. We look forward to the MEPA certificate and urge EEA to continue to review and full design of Phase II of the GLX.

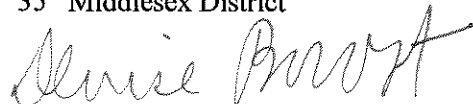
Sincerely,



Representative Christine P. Barber  
34<sup>th</sup> Middlesex District



Representative Paul J. Donato  
35<sup>th</sup> Middlesex District



Representative Denise Provost  
27<sup>th</sup> Middlesex District



Representative Sean Garballey  
23<sup>rd</sup> Middlesex District



Representative Mike Connolly  
26<sup>th</sup> Middlesex District



College Avenue to Mystic Valley Parkway

### Comment Form – November 20, 2017

This sheet is provided for your comments on the Notice of Project Change for the Green Line Extension Project, College Avenue to Mystic Valley Parkway segment. Your input is solicited and appreciated. Please return the sheet with your comments to a staff member at this meeting, or mail to the following address by 5:00 PM on November 28, 2017:

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MEPA Office  
Attn: Erin Flaherty, MEPA Analyst  
EEA No. 13886  
100 Cambridge Street, Suite 900  
Boston, MA 02114  
Email: [Erin.Flaherty@state.ma.us](mailto:Erin.Flaherty@state.ma.us)

Ken Martin, CIH  
184 Boston Ave  
Somerville, MA 02144

My house is located between the station and Boston Ave. As such, my house (and 4 other houses) will be in the middle of an "island" surrounded by traffic. The driveway to the station abuts my back yard. Between my<sup>back</sup> yard and the 196 Boston Ave Building is ~~the~~ the narrow space that would contain the drive way for the station, that will be in use all day and evening. My first concern is the pollution from the traffic. This will be partially trapped by the building against my house. The second issue is noise. This is in three parts.

- 1) The increased ~~noise~~ noise from the number of trains from the "T" trains.
- 2) What is the noise impact from all of the traffic in the driveway (on my property). Please include the effect of buses using the driveway. (even if this is not planned now, it may change)
- 3) If the u-haul building is removed what would the ~~noise~~ additional noise impact be from the "T" trains and the commuter trains that would result from the removal of the <sup>noise</sup> shielding effect of the u-haul bldg. Will noise and light shielding be provided to the 5 houses abutting the train station and driveway?

- Will Somerville lose all property taxes be lost from the u-haul bldg.

Ken Martin, CIH 11/20/2017  
-Kenmartincih@gmail.com  
- will the tracks on the commuter trains

if it is taken over by the "T" for private development?

have noise/mitigation all the way to Rt 16? Continued on reverse →  
- It looks like there is no space anymore (on your plan) for the Boston Ave bicycle lane.

NAME Ken Martin TITLE CIH

ORGANIZATION \_\_\_\_\_

MAILING ADDRESS 184 Boston Ave, Somerville 02144

EMAIL ADDRESS KenMartinCIH@gmail.com



## College Avenue to Mystic Valley Parkway

### Comment Form – November 20, 2017

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Two points:

- (1) Need to study impact of parking in station area Neighborhood(s) by people driving to the station (not dropped off) - both space, traffic flow, air quality as a result.
- (2) Will North St. and especially Winthrop Street bridge reconstruction close the streets to traffic and, if so, what will happen to Rte. #96 bus that runs over the Winthrop street bridge? (It is an important connection both to Medford Square and in the other direction to Tufts U. and the red line!

Continued on reverse →



NAME Ken Westhassel TITLE \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

MAILING ADDRESS kenwesth@gmail.com

EMAIL ADDRESS 12 West St, Medford



## College Avenue to Mystic Valley Parkway

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Email: [Erin.Flaherty@state.ma.us](mailto:Erin.Flaherty@state.ma.us)

It has been stated that the GLX may affect either or both Routes 96 and 94 in remaining operational. The elimination of either of these routes would be devastating to the Medford and West Medford areas. People would not want to ride the GLX to go to Lechmere to get to the red line to go to Davis Square or Harvard Square, or any area in between. Medford Square businesses would suffer as well, since both Routes service that Square. The elimination of Route #96 would prevent/deter tourists

Continued on reverse →

From visiting the National Historic  
Landmark Royall House and Slave Quarters.  
Medford's Senior Center is on both bus  
routes - would additional calls for The Ride  
be profitable for the MBTA to help seniors  
get to the Center. Connections to  
Wellington, Medford City Hall, and so  
on are necessary. Many additional  
reasons can be given, but the MBTA must  
certainly have heard these reasons before,  
and, hopefully, the word of one person at  
tonight's GLX meeting (11/20, Tufts) who had  
stated (prior to the meeting) that either or both  
routes might disappear might be proven  
wrong.

NAME Ken Westhass TITLE \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

MAILING ADDRESS 12 West Street Medford

EMAIL ADDRESS kenwesth@gmail.com



## College Avenue to Mystic Valley Parkway

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- ① Get your dates Right. My Newboud died in 2007 and had already been To several mtg about this before his death
- ② You already have West Medford station - can people not walk to there.
- ③ If you think people are going to walk To station @ Mystic Valley Pkwy and not infringe on those neighbors with parking in their neighborhood. <sup>Commuters</sup> They will not be abide with those rules of no parking.
- ④ Traffic on pkwy now is horrendous

and it will be much ~~as~~ worse.  
how are you going to fix that-

NAME Mary Jo Mangan TITLE \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

MAILING ADDRESS 12 Winsford Way Medford

EMAIL ADDRESS \_\_\_\_\_



**From:** [Matthew Alford](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Route 16 extension  
**Date:** Wednesday, November 29, 2017 9:56:05 PM

---

I am writing in my support of the green line extension to route 16. I am from the area and would definitely use the stop. Do it!

Thanks for your consideration

Matt Alford  
46 Pinkham Rd  
Medford MA

Sent from my iPhone



## College Avenue to Mystic Valley Parkway

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100 Cambridge Street, Suite 900  
Boston, MA 02114  
Email: [Erin.Flaherty@state.ma.us](mailto:Erin.Flaherty@state.ma.us)

I am in support of the extension to Mystic Valley Parkway. I feel that the project is currently skewed toward benefiting Somerville, even in so much as adding the Union Square spur at the same time as cutting the Mystic Valley Parkway location. At the time I believe that Somerville's Mayor was strongly in support while Medford's leadership took a less interested approach which hurt our

Continued on reverse →

City of Medford in terms of getting equal transportation opportunities.

I think it is very important to keep the neighborhood feel, AND to ensure that traffic on MVP + Boston Ave gets better, not worse

I am afraid that ~~many~~ people on the roads around there are not going to Boston, (though if on Boston Ave, they may be going to Somerville). MVP is definitely a pass-through to 93 - for those going North + South.

I would like to see traffic mitigation figured out for MVP + Boston Ave.

It would make a big difference to me to have the train come 1 mile closer to my home.

I plan to use the train early + often! I <sup>There</sup> will walk (@ 1 mile)

NAME Susan D. Fuller TITLE Self

ORGANIZATION Resident of Medford

MAILING ADDRESS 20 Jackson Road Medford

EMAIL ADDRESS susandarcy@hotmail.com

Dear Erin,

11/27/17

This letter is in support of the green line extension to Mystic Valley Pkwy in Medford. My husband and I and our 2 children ages 23+25 are all in support. My husband and I have been life-long members of the West Medford community living here our entire lives. We chose to live here and have raised our children here. We currently still reside in West Medford with our 2 adult children and plan on staying here. We believe it to be a positive contribution to West Medford extending the Green line to Route 16, Mystic Valley Pkwy.

Sincerely,

Kim Pompeo

Kim Pompeo  
18 Newton Rd.  
Medford, Ma.

02155

RECEIVED

NOV 30 2017

MEPA

Kim, Stephen,  
Andrew + Stephanie  
Pompeo





**From:** [Luke Preisner](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** In support of an extension to Rt16  
**Date:** Thursday, November 30, 2017 6:12:41 PM

---

I support bringing the green line to RT 16 because it will provide a compelling alternative to taking the highway for tens of thousands Medford, Arlington and Somerville residents. Have you ever tried getting to 93 from that area? It is horrible. I also support any bike paths and walking trails made possible by this project. I hope the funding and will can be found to make the Rt16 stop a reality.

Best,  
Luke Preisner  
Medford resident

**From:** [Nicole Kindred](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** GLX Comment - Project to Medford Hillside!  
**Date:** Saturday, December 02, 2017 10:27:17 AM

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Hello Erin,

Thank you for extending the comment period. I am writing in support not just for the Green Line Extension, but to point out the legal obligation from the Big Dig approvals include stops through Medford Hillside and the current plan does not go that far. As much as I want to hound on the legal obligations, and class action lawsuits to get it there, I understand politicians prefer personal anecdotes. So I'll add to that instead.

I am a homeowner in Medford, and I work in live theatre. This means I am in the Theatre District or Berklee until late in the evening; usually 10-11pm. For my part time jobs, I sometimes end work and have to wait nearly an hour for either commuter rail or one of three 3 busses. I used to have an option every 15 minutes, but with the Fall 2016 changes to the MBTA schedules, my options consolidated within a 10 minute window, and there are many times I am done with work well before an opportunity to come home. Ultimately, this has resulted in me not taking shifts that are available to me, because it's not worth the hassle on a week night to be out until 11:30 but still have to go to my full time job the next day at 9am. And those are just weekdays. The commuter rail coming every other hour on weekends, when I have a long day of a 2pm matinee and 8pm evening show (aka working from 12-10 or 11pm), or like now with the holidays when there are four shows starting at 11am, forces me to drive, pollute the air, and waste a lot of money on parking.

I will point out, the originally proposed Hillside stop at route 16 is about .07 mile from my house. That is walkable or bikeable for me, but the current terminus point at College Ave is 1.7 miles from my house. While that may be bikeable (in winter?), that is certainly too long to walk when other options are available. My mornings are consistent but I need the flexibility that subway service offers for my nightly commutes home.

Thank you,  
Nicole

**From:** [Carol Towson](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Green Line Extension Project, College Avenue to Mystic Valley Parkway  
**Date:** Sunday, December 03, 2017 12:55:14 PM

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Dear Ms. Flaherty,

I'm writing to express my deep concerns about the proposed Green Line Extension Project from College Avenue to Mystic Valley Parkway. I can sum up my concerns in two words: **Traffic** and **Parking**.

I live on Auburn Street in Medford, close to the proposed terminus. During the morning and evening commutes, Route 16 at the proposed terminus (both Auburn Street and Boston Avenue) is a commuter's nightmare. Cars block intersections and back up for 1/4 mile. It can take 5 minutes simply to exit Auburn street - which is also the home to Whole Foods, further adding to the congestion. In the proposed plans for the extension, and at the meeting on November 20, it was clear that no one had given traffic much thought.

It would be impossible to build this extension and NOT impact negatively the traffic patterns within a 1/2 mile radius.

Plus, parking. Where are all the cars going to park? Proponents of the plan speak with starry eyes about pedestrians and cyclists being the main people using the trolleys - but we all know that people in cars are going to be the main ones who want to use the terminus, because people in cars are the main commuters. More traffic and gridlock.

I support building the extension out to Tufts, as planned. But I think the city of Medford then has to do a very careful analysis of just how much we really need the proposed extension. We already have a reliable commuter rail stop in West Medford that serves the community. My strong and sincere feeling is that our area of West Medford we are already well-served between the existing commuter line, and the buses.

Thank you very much for your consideration.

Sincerely,

Carol Towson  
122 Auburn Street  
Medford, MA 02155

Sent from my iPad

**From:** [Greg Carey](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Comment - Green Line Extension to Mystic Valley Parkway  
**Date:** Sunday, December 03, 2017 3:52:57 PM

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Hi Erin,

I am a homeowner on Auburn Street in Medford and have lived in the West Medford area for 5 years. My wife and I want to extend our support for the Green Line Extension proposal to Mystic Valley Parkway at the location of the current U-Haul site.

The extension to Mystic Valley Parkway would improve transportation to parts of the city that the Lowell commuter rail line does not provide access to and bus lines are inhibited by traffic in Boston. For example, currently to get to the Fenway area, it is basically impossible to travel there in less than 1.5 hours during peak travel times. For a trip that takes 15 minutes on roadways during off peak times.

The Green line extension would improve the quality of life for those in the area by opening up access to a major part of the city and reduce the amount of cars driving towards that section of the city. Please continue with the site study and analysis of feasibility.

We are happy to answer any questions and look forward to staying involved. Thank you

Greg Carey  
51 Auburn St.  
Medford, MA 02155  
860-604-1446

**From:** [Christina and Alex Epstein](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** EEA No. 13886 public comment  
**Date:** Sunday, December 03, 2017 11:44:28 AM

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Attn: Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
MEPA Office  
Attn: Erin Flaherty, MEPA Analyst  
EEA No. 13886  
[100 Cambridge Street, Suite 900](#)  
Boston MA 02114

Dear Erin,

As Somerville residents and homeowners, we urge the Green Line to be extended to the Route 16 station in Somerville. It is a logical extension to serve West Somerville and adjoining Medford communities, as well as having excellent walking and biking access along the Alewife Brook Parkway path network. We need more clean rail transit like this to sustainably grow our neighborhood and region. Thank you for considering our comment.

The Epstein family  
5 Windsor Road  
Somerville, MA 02144

**From:** [Jared Judson](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Resident Input: GLX Notice of Project Change  
**Date:** Monday, December 04, 2017 10:33:10 PM

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Erin,

As a resident, homeowner and parent in the Medford Hillside neighborhood, I'm a proponent of the proposed extension to Mystic Valley Parkway.

Contrary to many comments I've heard, it is clear that the Green Line Extension, in general, will

--improve our neighborhood's access to, and connection with, Somerville, Cambridge and Boston

--provide connections to the extensive development in the Kendall Square area (albeit with a walk at the other end, but still faster than getting to the Red Line at Davis)

--allow those without cars to more greatly benefit from what Boston has to offer

--increase property values (an effect already in evidence)

--have minimal noise or other inconvenience impact. The green line will be quiet compared to the much heavier and faster commuter trains, which residents are already used to.

Getting the green line to Tufts will certainly benefit the Hillside neighborhood but the Tufts campus sits between most residents and the College Avenue station, leading to rather long walks. The distance to the proposed Mystic Valley station will be much better for a large portion of the Hillside neighborhood. It will also bring West Medford residents into ready Green Line access.

I'm hopeful this proposed extension to Mystic Valley Parkway will gain approval and eventually be built.

Also, the concept of converting the current U-Haul building into a mixed-use building with an integrated T station is the best idea I've heard for that property. I hope it is possible.

I'd like to conclude with a project suggestion: a rail-side bike/walking path from the new station, over the rail bridges crossing the Mystic Valley Parkway and Mystic River, and extending into West Medford. Since the commuter rail tracks are shifted over to make room for the green line, my thought is that this can continue across the two bridges, so that a fenced walk/bikeway can allow direct station access for West Medford residents without having to cross busy/hectic Mystic Valley Parkway at Boston Avenue. The new path could shift off the right-of-way once over the river, or continue up to the Canal Street grade crossing. Such a path would attract more riders and take even more cars off the road.

Sincerely,  
Jared Judson  
44 Capen Street  
Medford MA





I am strongly opposed to the Green Line Extension to Route 16.

Medford Hillside already well-served by public transit. The Red Line in Davis Square is quickly accessible via two bus routes. Another bus takes passengers to Lechmere. And the commuter rail in West Medford provides a quick route into the city. It is clear that the proposed station will not benefit many residents of Medford Hillside. People in surrounding towns will receive the benefits at the expense of Medford Hillside residents. The proposed station will draw more traffic to the area, not decrease existing traffic.

This proposal will not result in just a Green Line station. It opens the door to development at the expense of existing residents and businesses in the Hillside. State officials from MAPC have made it very clear in the past that they envisioned a transformation of the neighborhood. It is presumptuous to come into a peaceful, thriving, family-oriented community and propose to remake it. Hillside residents do not want or need increased population density. The College Ave. station has already displaced many area residents because of gentrification. Remaining residents will be faced with increased noise and vibrations, as well as increased traffic at an already-congested intersection.

An electrical substation at the Proposed Route 16 station is unacceptable. The noise alone would disrupt existing residents 24 hours a day, 7 days a week. Electrical substations are inherently dangerous. During the previous series of meetings, local residents firmly objected to locating a maintenance facility anywhere near Route 16. An electrical substation would not be substantially different.

I request that the following issues be studied:

current through traffic on Route 16

effect of a Route 16 station on housing prices in surrounding area

the potential effect on residents of Walkling Court, including:

possible for displacement of the elderly and disabled residents

the effect of shifting the commuter rail tracks on the fire lane behind Walkling Court

the health effects of increased diesel particulates on an already vulnerable population

the possible health effects from an electrical substation

I hereby request that the United States Institute for Environmental Conflict Resolution be involved to address the concerns of Medford Hillside residents, and the failure of the state of Massachusetts to perform a review of the proposed station in accordance with NEPA law.

Signed,

Lona J. Bechuck

Kathleen Evans

Dorothy Walker

Joyce Henry

Rachel Turner

Edward L. Clayton

Scott J. Ryan

Bill Tanne

Nov 2017

Nov 2017

Nov 2017

All located at  
West Medford Community Center  
111 Arlington St  
W. Medford, MA 02155



Harmon L. Belden Sr.

Charles R. Pavin

Gayle Thomas

RECEIVED

DEC 06 2017

MEPA

**From:** [Dal Coger](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Green line extension to mystic valley parkway  
**Date:** Wednesday, December 06, 2017 4:20:56 PM

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Erin,

I received the message that you are seeking comments regarding the green line extension in Medford by Tuesday. I am for the extension and the longer extension that may go to mystic valley parkway.

Thank you very much.

Dal Coger  
66 marston st  
Medford , MA 02155  
781 395 5724

**From:** [Daniel Fitzpatrick](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** possible extension of the Green Line to Mystic Valley Parkway  
**Date:** Wednesday, December 06, 2017 4:29:54 PM

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I just want to formally say, as a homeowner and resident of South Street, that I would be thrilled for the green line to extend farther into Medford.

-Daniel Fitzpatrick

**From:** [Stephanie Zawacki](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Green Line to Mystic Valley Parkway  
**Date:** Wednesday, December 06, 2017 4:36:29 PM

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To the MBTA:

Extending the Greenline to Mystic Valley Parkway would be an excellent way to enable thousands more people to access public transportation. The Mystic Valley Parkway location is ideal due to it's proximity to very walk-able and bike-friendly residential areas of Medford, Arlington and a corner of Northwest Somerville, as well as businesses in the Mystic Valley Parkway and Boston Ave corridor that would benefit from the public transportation access.

This Mystic Valley T stop should include bicycle parking, perhaps similar to what is found at David Square in Somerville, to further encourage non-motorized vehicle connection to this T stop.

Not only would this stop help local commuters tremendously, but also give those along the new green line the opportunity to more easily access the parks and parkland along the Mystic River.

I know this is still years away, but really, it can't come soon enough for South and West Medford and for the nearby Northwest Somerville and East Arlington neighborhoods too!

Stephanie Zawacki  
Medford Resident & Homeowner  
98 Billings Ave, Medford, MA 02155

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\* Live simply. Meditate. Consume less. Think more. Get to know your neighbors. Borrow when you need to and lend when asked. \*



**From:** [John Roland Elliott](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Green Line Extension Notice of Project Change: College Avenue to Mystic Valley Parkway (EEA# 13886)  
**Date:** Thursday, December 07, 2017 2:45:19 PM

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7-Dec-

2017

To:  
Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
MEPA Office Erin Flaherty, EEA No. 13886

Subject:  
Green Line Extension Notice of Project Change: College Avenue to Mystic Valley Parkway (EEA# 13886)

As a resident of Medford Hillside and an enthusiastic supporter of public transportation in general and the GLX in particular, I am relieved to see the overdue resumption of activity on the Mystic Valley Parkway leg of the GLX – the leg that will finally bring the Extension to Medford Hillside, its SIP-mandated destination. The 2009 DEIR identified Mystic Valley Parkway (MVP) as the preferred terminus for the GLX but MassDOT cleaved the final mile from the project and relegated MVP to a future project, blaming cost.

Before the MVP leg was deferred, MassDOT did do much of the work necessary to qualify MVP not just as a feasible conclusion for the GLX, but as the preferred one. It would be wasteful for the new project evaluation to ignore the work that was done – enough work to determine that its cost would jeopardize the budget but not enough work to demonstrate that less costly options could be exercised to make the leg affordable. The MVP environmental review (referred to as “MVP-ER” herein) should, wherever possible, draw from the work done preparing the 2009 DEIR since many aspects of the corridor have remained unchanged since then. Starting afresh rather than building on the reusable parts of the 2009 DEIR would constitute unnecessary expense and delay, and that should be avoided.

However, there are economy-conscious design choices that probably received inadequate analysis (if any analysis at all) before the MVP leg was jettisoned. Furthermore, changes in the overall nature of GLX station design philosophy, consequences of the reset of the project in 2015, result in cost reductions that were surely not considered in 2009. In particular:

1. ***Reuse of the existing UHaul building rather than demolition and construction of a purpose-built terminal structure.*** (“*The greenest building is the one that is already built.*” – Architect Carl Elefante, Director of Sustainable Design at Qunin Evans Architects, Washington, D.C.) When GLX stations comprised a head house, fare collection, paid and unpaid lobbies, escalators, redundant elevators, restrooms, ticketing vending machines, an information booth, a communication room, an electrical room, an employee lounge, ... demolition of a 153,640 square foot building may have been justifiable. But it is not justified in order to make room for a trackside platform and canopy. Serious consideration of the reuse concept offered by Medford Green Line Neighborhood Alliance (MGNA) should be included in the MVP-ER. Renderings of this work are included in Attachment 3 to the NPC document.
2. ***Track alignments that obviate takings at 196, 200 and 222 Boston Avenue.*** The trackwork that was designed before the 2009 DEIR required large-scale property takings on the southwest side of the right-of-way. Although alternative alignments had been demonstrated by private citizens and unofficial alignments were envisioned by MassDOT consultants, none



of these designs achieved official recognition. The takings both inflated the cost estimates for the MVP leg and, because the takings would impinge on tax base real estate and disrupt valuable commercial operations, they surely diluted community support. Documentation of work done by MGNA to avoid property taking is included in the NPC's *Reference Documents* section on page 20. Except for the terminus construction, to be successful the MVP-ER must confine the property impacts to sliver takings and construction easements and I believe the preliminary track alignments shown in the NPC safely clear the previously-threatened structures.

3. ***Earnest reevaluation of the need for bridge reconstruction, especially at North Street.*** It is not clear that both Winthrop and North Street bridges need to be reconstructed in order to accommodate the GLX track complement. In fact, concept drawings were presented by MassDOT consultants at the 6-Feb-2008 Station Public Workshop in which the tracks were routed in such a way as to leave the existing North Street bridge intact. That concept should be explored further.

Since budgetary constraints were the explanation given for scuttling the MVP leg in the first place, and since cost considerations have resulted in rethinking and re-scoping the GLX project overall, it is imperative to concentrate on design choices that limit costs.

Nonetheless, there are options that promote effectiveness (rather than containing costs) and that were overlooked in the 2009 DEIR but that should be added to the MVP-ER in order to maximize the value of GLX-MVP and enhance safety and comfort for T riders, motor vehicle traffic, unrelated pedestrian traffic and residents of the surrounding communities. To wit:

1. ***Pedestrian path from West Medford.*** Ideally, the Commuter Rail passengers at West Medford would have an easy transfer to and from the GLX. A number of constraints have conspired to prevent those two modes co-habiting a station. To allow a more expeditious mode change and to serve as a pedestrian approach to the MVP station from the West Medford neighborhood (independent of the CR), the MVP design should include a pedestrian path alongside the Commuter Rail and to the southwest of it, over the river and over Mystic Valley Parkway. Such a path would a) shorten the walk when transferring between GL and CR from 1000 yards to 650 yards, b) allow pedestrians to avoid walking along Boston Avenue and crossing traffic at Mystic Valley Parkway and c) make the walk more nearly level, an advantage for people with reduced mobility.
2. ***Pedestrian path from the Copping neighborhood and Walkling Court.*** Similarly, the MVP-ER should consider paths from North Street to the MVP station alongside the track on the northeast side then under the tracks through a concourse. The shortest walk from Walkling Court would be reduced from 500 yards to 325 yards and pedestrians would be able to avoid crossing the traffic entering and leaving the Whole Foods Market parking lot. The same path would reduce a walk between Marshall Street at North Street and the MVP station to 435 yards, down from 600 yards (via Auburn Street contending with the WFM parking lot traffic) or 800 yards (via Boston Avenue.)
3. ***Sidewalk and crosswalk improvements from neighborhoods west of the right-of-way.*** Would-be riders from West Somerville and from South Arlington are within an easy walk to the intersection of Boston Avenue and Mystic Valley Parkway, but still 100 suicidal yards from the MVP station. Substantial attention is warranted to improve pedestrian safety at this intersection and possibly also at the confluence of Mystic Valley Parkway and Alewife Brook Parkway, 300 yards to the southwest.

The inclusion of the Community Path in the initial phase of the GLX sets a precedent for regarding pedestrian paths as integral parts of the GLX project. The total rider experience – including the part outside the trains and beyond the boundaries of the station – should be, in part, the responsibility of the MBTA. Attention to it is surely justified at MVP and in the MVP-ER.

After spending eleven years engaged in GLX boosterism, I'm relieved to have the MVP terminus returned to active status. The last time it was seriously considered by MassDOT, in 2008-2009, the discussion was poisoned with periodic reference to parking structures though none was ever planned or intended (guaranteed to inflame neighbors) and unbridled threats to tax revenue real estate though none of any consequence was ever necessary (bound to alienate local government). Subsequently, visioning efforts by MAPC have shown that a mixed-use MVP station with TOD potential could be a catalyst to the rebirth of the surrounding communities. And local proponents continue to survive the war of attrition. What is missing now is a scheme that is designed to succeed – both a scheme that is affordable and one that provides good value to the surrounding communities while simultaneously getting cars off the road and pollutants out of the air. It is my fervent hope that such a scheme will emerge from the MVP-ER.

John Roland Elliott  
34 Emery Street  
Medford Hillside

December 6, 2017

RECEIVED *EF*

DEC 08 2017

MEPA

Secretary of Energy & Environmental Affairs  
Executive Office of Energy & Environmental Affairs  
Attn: MEPA Office  
EEA No. 13886  
100 Cambridge Street, Suite 900  
Boston MA 02114

Re: 10/17/17 Notice of Project Change for Green Line Extension to Rt 16

Dear Sir:

On 11/27/17 I hand delivered to your office my 11/25/17 Public Comment letter about the "Notice of Project Change (NPC) for the Green Line Extension to Rt 16 (EEA No. 13886). The Public Comment deadline was subsequently extended from 11/28/17 to 12/12/17, so I've decided to take advantage of this extension by sending-in the following additional comments as an ADDENDUM to my 11/25/17 letter.

I was prompted to send-in this ADDENDUM after reading the attached newspaper article: "Kill the Green Line Extension: the End of the T is Near" that appeared in the 12/3/17 Boston Sunday Globe Magazine. After reading this article, I thought it should be included as a component of my Public Comments, because I feel it also deserves consideration when decisions are being made about the proposed NON-MANDATED Rt 16 Green Line Station.

As an outside observer, the author of this 12/3/17 article offers an independent, and disaffected perspective, and as such, is able to provide his insight, and a prospective diagnosis on the future decline of T-Ridership due to future use of autonomous vehicles. I think this author's forecast has merit, and is worthy of consideration, and further strengthen's my opinion (as expressed in my 11/25/17 Public Comment letter) that any planning for a Proposed Rt 16 Station is PREMATURE, and should NOT be brought-up for consideration until AFTER the College Ave Station is opened (currently scheduled for year-end 2021). As stated in my 11/25/17 letter, ACTUAL DATA (rather than hypothetical or estimated data projections) on items such as ridership, air quality, traffic, noise, cost, etc. can be collected AFTER the College Ave Station opens, and would thereby provide MORE ACCURATE information when making Build/No Build decisions about a Rt 16 Station.

It's only logical to believe that by 2022, more information about both future autonomous vehicle usage, as well as the impact that autonomous vehicle usage will have on T-Ridership will be better known. It just seems that proceeding with any plans for a Rt 16 Station now would be like "Putting the Cart Before the Horse"! Further, if the conclusion after Phase I of this Extension Project is finished indicates that T-Ridership is, or will likely be decreasing in the future, then taxpayer's money won't be wasted for a NON-MANDATED Rt 16 Station that is NOT needed. If it turns-out later that T-Ridership is not projected to decrease in the future, MassDot's prudence will be applauded, and the evaluation of the proposed Rt 16 Station can be restarted AFTER Phase I is done.

December 6, 2017

MEPA Office

EEA No. 13886 (10/17/17 NPC - Green Line Extension to Rt 16)

Page 2

In summary my opposition to the propped NON-MANDATED Rt 16 Station remains unchanged. First, any planning for a Rt 16 Station is PREMATURE at this time. Also, from a cost/benefit standpoint, the "cons" outweigh the "pros", so I cannot justify the cost of adding a Rt 16 Station.

Thank you for your time and attention, and for the consideration of my comments in the above addendum, and for my previous comments described in my previous 11/25/17 comment letter regarding this NPC.

Sincerely,

A handwritten signature in cursive script that reads "Mary Anne Adduci".

Mary Anne Adduci  
2 North Street  
Medford MA 02155-4319

Phone: 781-396-5138

PERSPECTIVE

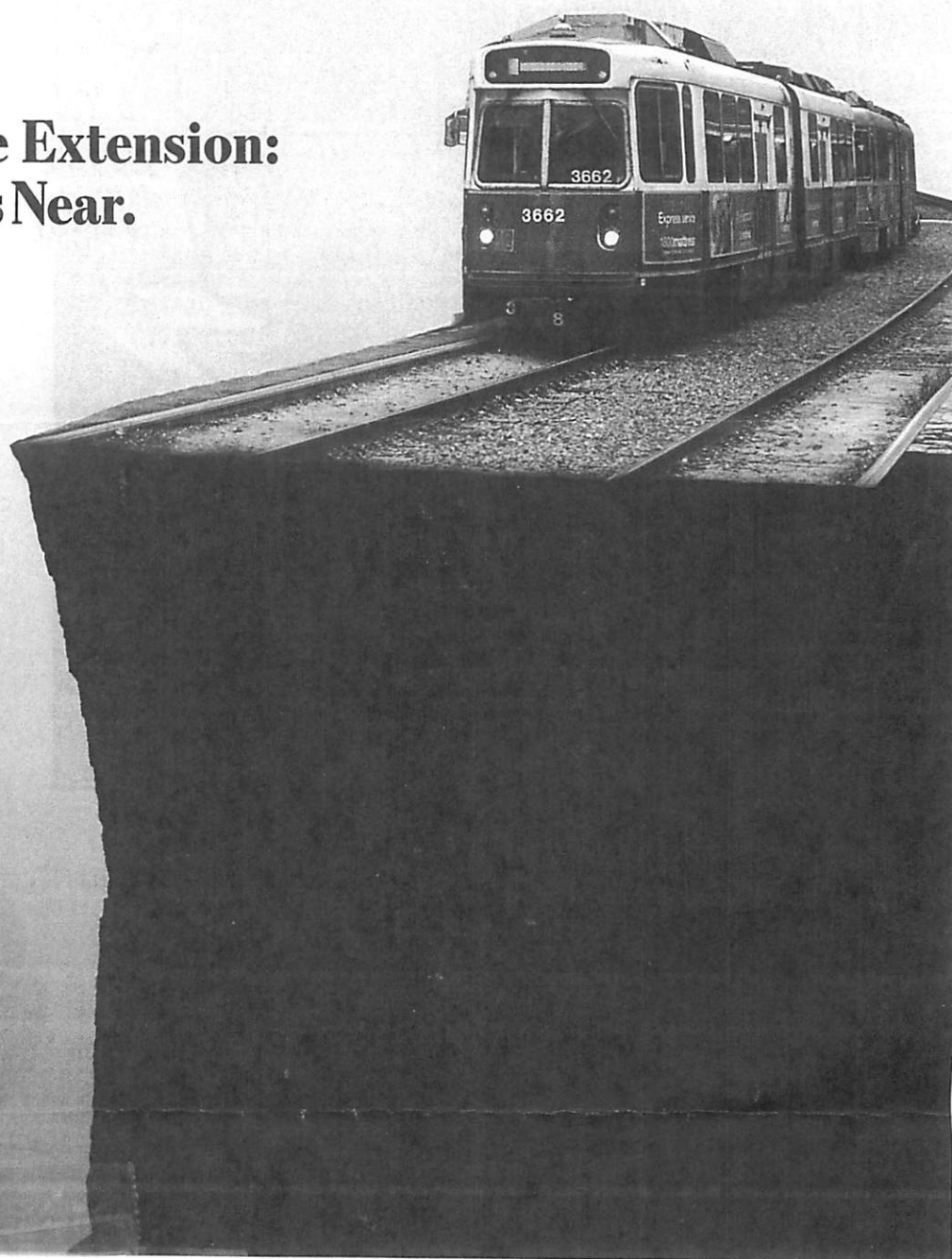
## Kill the Green Line Extension: The End of the T Is Near.

BY TOM KEANE

**I**magine for a moment it's 1905. Boston's growth has sent demand for horses and buggies soaring. So city leaders hatch an ambitious plan: Raze several neighborhoods and replace them with badly needed stables. Establish a fleet of cleaning crews to sweep manure from the streets. Develop a municipal program to boost the number of horses so that even the poorest of residents can have access.

Ten years later, everyone involved looks silly. The horseless carriage—the car—has arrived, rendering the horse and buggy almost obsolete. A lot of effort and taxpayer money have gone for naught.

We are at the cusp of such a disruptive change right now. But instead of cars replacing buggies, autonomous vehicles, or self-driving cars, will soon replace drivers. Their massive and far-reaching impact will make our current urban planning efforts look as absurd as it would have been to put stables in Southie in 1905. For instance, Boston's city planners think that by 2030 public transit usage will climb by a third, so they want





to extend the Green Line into Somerville. They're wrong. By 2030, it's more likely the MBTA will be going the way of the dodo.

Hear me out.

Environmentalists and planners love public transit. Those who ride it? Not so much. Trains, trolleys, and buses are crowded and inconvenient. They don't run on your schedule, they run on theirs—sometimes, anyway. Check out the grim faces of your fellow passengers the next time you're on the subway. And for many riders, a trip via public transit means a time-consuming series of hops—foot to bus to train to another train to bus and then back on foot. Little wonder the latest numbers from the MBTA show a 2 percent drop in train ridership and a 6 percent drop in bus ridership.

By contrast, a car is convenient. You start and end where you want. While driving, you can talk on the phone or sing as loudly (and badly) as you please. Nevertheless, we Bostonians suffer through 409 million trips on the T annually. Why? Because owning a car is expensive—almost \$8,500 a year. And, of course, the congestion.

Not so with AVs.

In an October report, the Boston Consulting Group argued that autonomous vehicles' most profound near-term impact would be in reducing congestion and pollution. AVs don't rubberneck when passing accidents (in fact, AVs should have far fewer accidents). They'll know when to change lanes safely in traffic, they can follow each other more closely (thereby increasing the effective capacity of highways), and they don't experience road rage. Moreover, AVs likely won't be individually owned; instead, there will be fleets of them available to riders on demand, akin to Uber. Once we're dropped at our destination, our AV won't need to find parking; it'll simply move on to the next customer (and if there are none, it'll find a designated lot to wait). As for pollution, it's widely expected that AVs will be electric or at minimum hybrid.

Consider that if AVs no longer need to park, an additional lane or two now given over to street-side parking could be available for travel, opening up roads.

On top of that—and most compel-

ling—AVs will be cheaper than public transit. Look at today's cars. Despite that \$8,000-plus annual cost, they are actually pretty cheap on a per-mile basis. Nationally, an average automobile costs \$0.56 per mile to drive, says the American Automobile Association, plus another \$0.02 per mile in subsidies for roads and bridges. Public transit costs almost twice that, at \$1.05 per mile, according to the American Public Transportation Association. But public transit users are heavily subsidized; at the T, fares cover a scant 30 percent of expenses. Thus it appears more economical than driving, and congestion means it's often the faster choice. Plus, the costs for cars don't include parking—\$300 to \$500 a month at downtown lots.

With AVs, we'll eliminate that parking cost, and congestion will largely disappear. And since we'll use AVs in an Uber-like fashion, we'll pay only when we need a ride—without the cost of a driver. Indeed, the per-mile cost of AVs should be less than conventional cars. Insurance will be cheaper (or perhaps unneeded). Electric AVs will average the equivalent of 100 miles per gallon or more, versus the 25 miles per gallon of today's gas-powered cars. The vehicles themselves will be used more efficiently (since they won't spend most of their days waiting for their one owner to get behind the wheel).

Given the choice between an AV and public transit, who wouldn't choose the faster, more convenient, and lower-priced alternative? That's the predicament the T will face. As AVs quickly gain commuters' favor, fewer will take public transit. Fare collections will decline, requiring either higher fares—which would drive away even more riders—or more subsidies. Eventually, we'll simply conclude that trains and trolleys are things of the past. Like the horses, buggies and stables of old, they'll become relics.

All won't be lost, however. We could still rip out the tracks and make some really good bike paths.

Tom Keane is a Boston-based freelance writer. Send comments to [magazine@globe.com](mailto:magazine@globe.com).

THE BOSTON GLOBE MAGAZINE DECEMBER 3, 2017



EF  
RECEIVED

DEC 08 2017

Dear Sir/Madam

MEPA

I have lived on North St for 56 years and raised 4 Boys and now want to live the rest of my day in peace.

The Green line Extension will only disrupt the whole hillside area.

Medford does not gain anything. Somerville will and they don't care about us.

Please leave us the neighbors in the Hillside Area alone.

Let the Green line Ext. stop at Tufts

Thank You

Theresa Giunta  
105 North St. Medford

RECEIVED

DEC 8 2017

MEPA



RECEIVED

DEC 08 2017

5th  
December 2017

EF

Dear Sir,

MEPA

I am opposed to the Green Line Extension to Route 16 (EEA No. 13886) because of the negative effect it would have on the quality of life in the Medford Hillside neighborhood. The proposed station would:

- 1) increase noise from early morning through late evening every day of the week
- 2) increase automobile traffic on both Route 16 and Boston Ave. Because it would attract vehicles from surrounding communities
- 3) increase automobile traffic on our small residential streets from commuters trying to access the station

Medford Hillside is already well-served by public transportation. The proposed station at Route 16 will not benefit the residents of Medford Hillside.

I hereby request that the United States Institute for Environmental Conflict Resolution be involved on behalf of Medford Hillside residents in order to address our concerns because the state of Massachusetts has never conducted a review of the proposed Route 16 station using National Environmental Protection Agency law standards.

SIGNATURE

NAME (printed)

ADDRESS



**Thomas M. Costello**  
2260 Mystic Valley Pkwy.  
Medford, MA 02155-3754

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December 5, 2017

Secretary Of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs  
MEPA Office  
100 Cambridge Street Suite 900  
Boston, Ma. 02114

Attention: Erin Flaherty

Attaching additional reasons why myself and other residents oppose the Green Line extension to Route 16 and Boston Ave. Medford, Ma.

- 1) The severe impact of consistent heavy traffic on Route 16 impacts the valuations of residential property owners living on Route 16. Real estate values would drop. Undesirable location for raising a family and dangerous.
- 2) Issues involving safety to residents entering and exiting their properties by way of their driveways, driving their cars into or out of said driveways or trying to cross Route 16 on foot.
- 3) Traffic presently is heavy without this proposed extension and moves at a snails pace. Fire Dept, Police and ambulances travel along Route 16 frequently, and more traffic impedes their progress. Travel time is crucial.

Have signed the attached form and request your attention to this matter.

Thank You

Thomas Costello

A handwritten signature in black ink, appearing to read 'Thomas Costello', written over a horizontal line.

December 2, 2017

Secretary Of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs  
MHPA Office  
100 Cambridge Street Suite 900  
Boston, MA 02114

Attention: Gina Flaherty

Attaching additional reasons why myself and other residents oppose the Green Line extension to Route 16 and Boston Ave. Medford, MA.

- 1) The severe impact of consistent heavy traffic on Route 16 impacts the valuations of residential property owners living on Route 16. Real estate values would drop. Undesirable location for raising a family and dangerous.
- 2) Issues involving safety to residents entering and exiting their properties by way of their driveways, driving their cars into or out of said driveways or trying to cross Route 16 on foot.
- 3) Traffic presently is heavy without this proposed extension and moves at a snail's pace. Fire Dept, Police and ambulances travel along Route 16 frequently and more traffic impedes their progress. Travel time is crucial.

I have signed the attached form and request your attention to this matter.

Thank You

Thomas Costello

**From:** [Tristan Harward](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** In support of the GLX to Mystic Valley Parkway  
**Date:** Sunday, December 10, 2017 11:54:54 PM

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To whom it may concern,

I'd like to voice my support of continuing the GLX to the Mystic Valley Parkway. Adding public transport in that densely populated area and bringing it closer to Medford would make a huge difference to the community. In addition, given the right of way that already exists for the existing rail line, it seems a waste not to build the line further.

As a Somerville resident and homeowner who is greatly looking forward to the GLX, please count my support.

Sincerely,

Tristan Harward  
42 Josephine Ave #1  
Somerville, MA





SMART GROWTH AND REGIONAL COLLABORATION

December 11, 2017

Matthew A. Beaton, Secretary  
Executive Office of Energy & Environmental Affairs  
Attention: MEPA Office – Erin Flaherty, MEPA #13886  
100 Cambridge Street, Suite 900  
Boston, MA 02114

RE: MBTA Green Line Extension Notice of Project Change (NPC), MEPA #13886

Dear Secretary Beaton:

The Metropolitan Area Planning Council (MAPC) regularly reviews proposals deemed to have regional impacts. The Council reviews proposed projects for consistency with *MetroFuture*, the regional policy plan for the Boston metropolitan area, the Commonwealth's Sustainable Development Principles, as well as impacts on the environment.

The Massachusetts Department of Transportation (MassDOT) and the Massachusetts Bay Transportation Authority (MBTA) have filed a Notice of Project Change (NPC) for the further extension of the Green Line, which covers the one-mile extension of the Green Line along the MBTA Lowell Line commuter rail right-of-way from College Avenue in Medford to a new terminus of the extension at Route 16/Mystic Valley Parkway (MVP) on the border of Somerville and Medford.

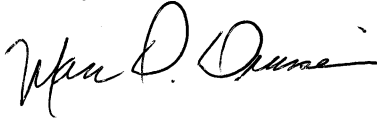
MAPC supports MassDOT and the MBTA in their request that the Secretary issue a limited scope for further evaluation of the GLX from College Avenue to Route 16/MVP to allow for public review of impacts and mitigation measures associated with the Route 16 station design changes under consideration by the MBTA and to update relevant analyses where necessary.

In addition to the elements of the scope proposed by MassDOT and MBTA in the NPC, MAPC recommends the following measures for inclusion in the Environmental Impact Report (EIR):

- Review the recommendations of MAPC's 2012 report focusing on opportunities for redevelopment and job growth in this area, *Mystic Valley Parkway Green Line Extension Community Visioning Process*, and scope the EIR for consistency, such as the ability to retain the buildings at 600 Mystic Valley Parkway and 200 Boston Avenue. MAPC found that extending the Green Line all the way to Route 16/MVP could support an additional 236 housing units, 82,000 square feet of commercial and office space, 240 new jobs, and a doubling of the municipal tax base in the area around the proposed station.
- Coordinate the review of impacts on adjacent properties along the rail corridor with Somerville and Medford to ensure adequate access for public safety purposes and emergency response.
- Identify vehicular, bicycle and pedestrian improvements that may be needed along Boston Avenue to facilitate good access to the new station. MAPC's 2012 report notes several recommendations in this topic area.

MAPC respectfully requests that the Secretary incorporate these recommendations into the Project's EIR scope. Thank you for the opportunity to comment on this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Marc D. Draisen". The signature is fluid and cursive, with a long horizontal stroke at the end.

Marc D. Draisen  
Executive Director

cc: Mayor Burke, Medford  
Mayor Curtatone, Somerville  
David Mohler, MassDOT

**From:** [Martin Fraser](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** EEA # 13886 Green Line Extension  
**Date:** Monday, December 11, 2017 10:52:11 AM

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Secretary of Energy and Environmental Affairs

Executive Office of Energy and Environmental Affairs (EEA)

MEPA Office

Attn: Erin Flaherty, MEPA Analyst

re: EEA No. 13886

Ms Flaherty,

I wish to add my voice to those who hope and pray that the final GLX will include the full initial project, reaching Route 16, WITH secure and fully enclosed stations along the full route.

I hope I live to see this line reach Burlington, mirroring the South Shore!

thank you for your work on this vital project.

Martin Fraser  
30 Ronaele Rd  
Medford, MA

**From:** [dotyou@aol.com](mailto:dotyou@aol.com)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Re: green line extension  
**Date:** Monday, December 11, 2017 1:43:58 PM

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-----Original Message-----

From: dotyou <dotyou@aol.com>  
To: erin.flaherty <erin.flaherty@state.ma.us>  
Sent: Mon, Dec 11, 2017 1:40 pm  
Subject: green line extension

To whom it may concern, I am opposed to the green line extension at Boston av. and route 16. I live on Harris rd., just 3 blocks up from the intersection. The previous stop is just one mile away and it seems like overkill and unnecessary. What would make sense is to extend the line to West Medford. It would be a public safety issue, I feel because the intersection of route 16 and Boston av. is already dangerous and very congested. Add in a t-stop to the mix and it will be even more congested. With the recent bike path installed this past summer, the traffic is already backing up at the light crossing over route 16 towards West Medford. Our neighborhood will be very impacted with traffic and noise; the trains would run every 10 minutes or so. Would people be pulling over on route 16 for drop offs? Would people be dropping off on Boston av. just before the light? I see that as a possibility. Would there be more condo developments? Also, Harris rd. has parking on one side only; there isn't even enough parking for the residents who live here. We do not need a t stop at this end of town which is very residential. Our quality of life would change dramatically. How about an extension to Medford Square; it certainly could use foot traffic especially with the up and coming theatre and the lack of parking there. I strongly oppose the green line extension to route 16!

**From:** [Anita Nagem](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Comments on EEA No. 13886  
**Date:** Tuesday, December 12, 2017 3:17:59 PM

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I am writing to express my strong opposition to the Green Line Extension to Route 16.

I hereby request that an impartial environmental mediator, preferably the United States Institute for Environmental Conflict Resolution, be involved to mediate a conflict resolution effort on behalf of concerned Medford Hillside residents. The state of Massachusetts has never performed a review of the proposed station in accordance with National Environmental Protection Agency standards. NEPA standards provide a more comprehensive analysis of the human impact on proposed projects than Massachusetts Environmental Protection Agency standards do, and the residents of Medford Hillside deserve no less.

Medford Hillside already well-served by public transit. The Red Line in Davis Square is quickly accessible via two bus routes. Another bus currently takes passengers to Lechmere, and the College Ave. station will be operational soon. The commuter rail in West Medford provides a faster route into the city than the Green Line ever could. It is clear that the proposed station will not benefit many residents of Medford Hillside itself. Residents of surrounding towns (e.g. Arlington, Lexington) will benefit at the expense of Medford Hillside residents. Once the College Ave. station is completed, it is unrealistic to assume that there will be such a large increase in ridership from a Route 16 terminus that the building costs, not to mention the disruption to the local community, would be justified.

And I want to make it very clear that elimination of bus routes through Medford to the Red Line in Davis Square (#94, #96) would be unacceptable. Many residents who choose to live in Medford do so because of the easy access to Cambridge via the Red Line. We refuse to be forced to go into the city of Boston and transfer to another subway line in order to access the city of Cambridge. Not only does the Red Line provide direct access to Cambridge and South Station, it also is the best way to access Logan Airport.

Many other residents will continue to prefer the Red Line from Davis Square because it provides a much faster route into Boston than the Green Line Extension will. I regularly ride both the Red and the Green Lines. I have timed the ride from Lechmere to Park Street; it takes 12-14 minutes at off-peak hours. When the time required to travel from Route 16 (or even College Ave.) to Lechmere is added on, it is clear that the Red Line will still be a preferred option.

The intersection of Route 16 and Boston Ave. is already a dangerous, congested intersection. Simply repainting the lane markings on Boston Ave. this fall has significantly disrupted the flow of traffic, increasing the time required to pass through the intersection. The line of cars waiting at the Route 16 traffic light now routinely stretches almost half a mile at rush hour. Even during off-peak hours, the line now frequently extends a quarter of a mile. Making the intersection of Route 16 and Boston Ave. a destination for commuters will exacerbate this dangerous problem.

The proposed station will not alleviate traffic on Route 16. Previous studies have shown that most of the

traffic on Route 16 is "through traffic" that will not be reduced by adding a Green Line station. Vehicles from surrounding neighborhoods and towns will flood the area to access the station. The MBTA clearly anticipates that many of these residents will arrive by bus or car, as evidenced by the drop-off areas in the current plans. The higher the number of estimated new riders, the higher the number of new vehicles drawn to the area.

The Mass DOT presentation at the Nov. 20 community meeting conveniently ignored the fact that many people would try to access the station from the rear. Medford Hillside already suffers from the negative effects of congestion on Route 16 on a daily basis. Commuters trying to find short cuts around the backups on Route 16 constantly stream through Medford Hillside streets, often driving the wrong way on our narrow residential streets. North St., Cotting St., West St., Auburn St. (on *both* sides of the river) would become short cuts for drivers trying to access the station.

A Route 16 terminus would increase rail traffic significantly, increasing both noise and vibrations in the surrounding community. And the Medford Hillside residents on the north side of the tracks do not want to be separated from the rest of the community by a sound-barrier wall.

The proposed extension would have a negative effect on the locally-owned businesses on Boston Ave. which help make up the fabric of the community. Some businesses would have portions of their buildings seized, forcing them to relocate. They have been good neighbors; we do not want them displaced.

The proposed extension will have indirect effects. It will not simply be a Green Line station. It would be the door to development at the expense of existing residents and businesses in the Hillside. State officials from MAPC have made it very clear at past meetings that they envisioned a transformation of the neighborhood. It is presumptuous to come into a thriving, diverse, family-oriented community and propose to remake it. Hillside residents do not want or need increased population density. The College Ave. station has already displaced many area residents because of gentrification. Remaining residents will be faced with increased noise and vibrations, as well as increased traffic at an already-congested intersection.

An electrical substation at the proposed Route 16 station is unacceptable. It would adversely affect existing residents 24 hours a day, 7 days a week. During the previous series of meetings, local residents flatly rejected a maintenance facility anywhere near Route 16. An electrical substation would not be substantially different.

The proposed station would also have an adverse effect on the elderly and disabled residents of Walkling Court. There would be potential health effects from both moving diesel trains closer to the building and from an electrical substation near Route 16. In addition, the residents face possible displacement. When the state previously proposed replacing Walkling Court with a large retail/condo development, Medford Hillside residents emphatically rejected the idea. When Walkling Court was built it was deliberately limited to two stories so that it fit into the surrounding residential neighborhood.

I am a strong proponent of public transportation. I have used the MBTA as a preferred method of transportation for almost 40 years. But I only support a new project *if* it will provide a significant benefit to the neighborhood in which it will be located, and *if* the residents of that neighborhood



consent.

I request that the following issues be studied:

- 1) current through traffic on Route 16
- 2) the potential increase in traffic on both Route 16 and Boston Ave.
- 3) the potential increase in vehicle traffic on residential streets in Medford Hillside, including, but not limited to, North St. (on both sides of Boston Ave.), West St., Cotting St. and Auburn St.(on both sides of Rt.16), Winthrop St., and the Winthrop St. rotary
- 4) the estimated number of new riders drawn:
  - a) from within a 1 mile radius of the proposed station, *excluding riders who would continue to prefer to access the Red Line at Davis Square and excluding riders who already reside within a 1 mile radius of the College Ave. station*
  - b) from surrounding communities further than 1 mile away
- 5) effect of a Route 16 station on housing prices in the surrounding area and the potential for displacement of current residents, including renters
- 6) the health effects on all Medford Hillside residents, particularly the young and elderly, from the increase in exhaust emitted from additional vehicle traffic drawn to the area
- 7) the health effects on Medford Hillside residents, particularly abutters, who will live in closer proximity to the trains that spew exhaust containing diesel particulates when the commuter rail tracks are moved closer to their homes
- 8) the potential effect on residents of Walkling Court, including:
  - a) possible for displacement of the elderly and disabled residents
  - b) the health effects of increased diesel particulates on an already vulnerable population
  - c) the possible health effects from an electrical substation
  - c) the effect of shifting the commuter rail tracks closer to the fire lane behind Walkling Court

Finally, I want to address the failure of Mass DOT to adequately notify local residents of the NPC. Relying on an email list obtained more than two years ago is unacceptable. Many residents concerned with the project were unable to attend past meetings. Many residents in the area do not have email access, and even some of those that do chose not to register. New area residents, including property owners, had no idea that this project was even being considered. In the past, Mass DOT notified all parties in interest to the proposed project in Medford Hillside who would be affected by the project. Flyers were left at all residences and businesses. In this case, Mass DOT did not bother to notify *even direct abutters* of the NPC. Another neighbor and I personally notified many of them. The failure of Mass DOT to notify residents who reside within half a mile (at a minimum) of the project is unacceptable.

Anita Nagem  
9 Norton Ave.  
Medford, MA



OFFICE OF THE PRESIDENT

Anthony P. Monaco, *President*

December 12, 2017

By Electronic and First-Class Mail

Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
MEPA Office—Attn: Erin Flaherty, MEPA Analyst  
EEA No. 13886  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Dear Ms. Flaherty:

Re: EEA #13886; Green Line Extension – College Avenue to Mystic Valley Parkway

Tufts University enthusiastically supports the proposed extension of the Green Line to a terminus station at Route 16. Our faculty, staff and students are dedicated advocates of accessible public mass transit. They will find the proximity of a Route 16 station to our offices and laboratories at 196 and 200 Boston Avenue in Medford both attractive and convenient.

Tufts is committed to reducing single-passenger car travel to the campus, and the extension of the Green Line to Route 16 will make a more attractive connection to employees who commute to campus. We also believe that the Route 16 station will reduce demand at the College Avenue station where there is no drop-off location on the west side of Boston Avenue. With the heavy use of the Green Line extension, access to another stop will distribute ridership more efficiently.

One concern that we ask MassDOT and the MBTA to address as part of the MEPA process is the traffic being directed to the station over the 196 and 200 Boston Avenue driveway. It is important to know how it may impact the safety of pedestrians, bicyclists, and others traveling to and from 196 and 200 Boston Avenue.

Tufts University has put improvements in place at the intersection of Boston and College Avenue to make the crossing safer for pedestrians, bicyclists and drivers. This million-dollar plus investment on the part of the university demonstrates a commitment to enhanced safety at the College Avenue station. We hope that the plans for a terminus at Route 16 demonstrate the same commitment to safety for all.

If you have any questions regarding the above information, please don't hesitate to contact me directly.

Sincerely,

A handwritten signature in dark ink that reads "Anthony P. Monaco". The signature is fluid and cursive, with the first name "Anthony" and last name "Monaco" being the most prominent parts.

Anthony P. Monaco  
President

**From:** [dbaum295@gmail.com](mailto:dbaum295@gmail.com) on behalf of [David Baumgartner](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Green Line Extension Comments  
**Date:** Tuesday, December 12, 2017 4:18:29 PM

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Dear Ms. Flaherty,

I am writing to express my support for the Green Line Extension to Mystic Valley Parkway as described in the October 2017 Notice of Project Change.

Extending the GLX to Mystic Valley Parkway will have many benefits. It will provide rapid transit access to downtown for a greater number of people than terminating at College Avenue, including providing much better access to residents of West Medford. This will, in turn, provide for increased ridership, with resulting benefits to air quality and mobility. It is my hope that the Commonwealth restores the funds meant for this segment that were redirected to the GLX project terminating at College Park.

I support the exclusion of automobile parking on site at the Route 16 station. Please ensure that as you work with Medford and Somerville on this project that safe, protected bike facilities are also built in order to maximize the effectiveness, catchment area, and impacts of this station.

Thank you,

David Baumgartner  
58 E Albion St, Medford



www.cummings.com

**BY ELECTRONIC MAIL  
and FIRST CLASS MAIL**

December 12, 2017

Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
MEPA Office  
Attn: Erin Flaherty, MEPA Analyst  
EEA No. 13886  
100 Cambridge Street, Suite 900  
Boston MA 02114

Re: Notice of Project Change – MBTA Green Line Extension to Mystic Valley Parkway

Dear Ms. Flaherty:

As the managing agent for the commercial buildings at 196 and 200 Boston Avenue, Medford, Cummings Properties, LLC (“CPL”) appreciates MassDOT and MBTA’s interest in receiving public input regarding the Notice of Project Change (NPC) proposing to extend the Green Line to Mystic Valley Parkway (Route 16). Thoughtful consideration of the very significant impacts of this potential project is vital, and this letter presents CPL’s perspective on certain critical elements.

To start, CPL has been and remains fully supportive of the Green Line’s extension into Somerville and Medford. As for extending the line one additional mile beyond College Avenue to Route 16 in Medford, CPL neither opposes nor favors this extension, as there would be both numerous benefits and drawbacks associated with such a project. While a rail station located immediately adjacent to 196 and 200 Boston Avenue may seem convenient for tenants, CPL believes the College Avenue station is close enough to provide reasonable accessibility for those commuters who elect to ride the Green Line.

In determining areas upon which the Environmental Impact Report (EIR) should focus, CPL feels that one of the most important elements for consideration is access to the station from Boston Avenue. The concept plan presented at the November 20, 2017 Public Information Meeting shows the Boston Avenue access driveway routing traffic through the middle of the 196 and 200 Boston Avenue private driveways and parking areas. As described below, locating the access driveway in this manner would have a significant negative impact on the organizations operating at 196 and 200 Boston Avenue and visitors thereto, would undermine the core principles of the Green Line Extension project, and would limit CPL’s ability to further improve the properties.

#### **Negative Impact on Tenants**

The driveways serving the two-building complex were neither designed nor built to accommodate the volume and type of additional traffic (i.e., buses, taxis, private vehicles, bicycles, and pedestrians) associated with a new terminus station. The campus’ drive lanes, although perfectly safe for the current vehicle load, require cautious driving at minimal speeds to maintain pedestrian safety for occupants and visitors at 196 and 200 Boston Avenue. The increased traffic associated with the proposed access way would severely overburden the driveways and pose a safety hazard to pedestrians on site.

Further, the proposed driveway design calls for relocating the majority of the existing parking spaces serving 196 Boston Avenue to a location yet to be determined. Given the absence of any available space on site, such a relocation of the estimated 84 parking spaces would be impossible without a taking from the adjacent residences along Boston Avenue. While on-campus parking is adequate to support both 196 and 200 Boston Avenue, there is not a surplus such that any spaces may be removed.

**Incongruity with Project Principles**

By constructing the station access driveway such that automobiles are routed through parking lots and directly adjacent to the existing unmonitored parking deck, this design invites vehicular traffic and unauthorized parking at 196 and 200 Boston Avenue. This is contrary to the Green Line Extension design philosophy of minimizing automobile traffic to neighborhood stations and promoting primary access by foot, bicycle, and existing bus connections.

**Limit to Building Improvements**

Due in part to their proximity to Tufts University and the city of Cambridge, both 196 and 200 Boston Avenue are home to a thriving life sciences research and development community. In 2012, 35,000 square feet of office and laboratory space was added to 200 Boston Avenue to support the continuing growth of this scientific activity. The Metropolitan Area Planning Council's 2011 Mystic Valley Parkway Green Line Draft Report recommended further development at 200 Boston Avenue by converting the existing single-story parking structure to a three-story office and research building with neighborhood-scale restaurant and retail uses on the ground floor.

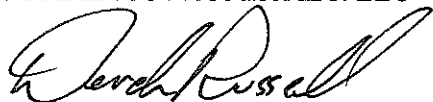
CPL believes that market demand currently exists for further development at 196 and 200 Boston Avenue and that thoughtfully transforming the garage by constructing an additional level above for laboratory space would enhance the overall site and the surrounding neighborhood. In fact, the parking deck's foundation was originally built to support such an addition at a later date. These improvements, however, will not be possible if the site becomes the access way for a new terminus station.

A final, yet important matter worthy of focus in the EIR is the potential impact on the southeast portion of 200 Boston Avenue, which represents the building's loading area, a critical feature for nearly every tenant firms' operations. Given the need to relocate the double track MBTA Lowell commuter rail line to make room for two new Green Line tracks, in CPL's view it would be unreasonable not to modify the track layout within either the existing right of way, or a slightly modified version toward the east, to avoid disrupting operations at 200 Boston Avenue.

If you have any questions regarding the above comments, please contact me directly. Thank you for your attention to this matter.

Sincerely,

CUMMINGS PROPERTIES. LLC



Derek S. Russell  
Operations Manager

**From:** [Elisabeth Bayle](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Public comment on Green Line Extension Notice of Project Change: College Avenue to Mystic Valley Parkway (EEA# 13886)  
**Date:** Tuesday, December 12, 2017 3:40:11 PM

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Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
MEPA Office  
Attn: Erin Flaherty, MEPA Analyst  
EEA No. 13886  
100 Cambridge Street, Suite 900  
Boston MA 02114

Dear Secretary Beaton:

As a 30-year resident of Medford Hillside and an active supporter of the Green Line Extension since first hearing about the project in October, 2006, I am hoping that Massachusetts will finally fulfill its legal obligation to extend the Green Line to Medford Hillside, as required by a SIP amendment approved by the EPA in October 2007, with a deadline of December 31, 2014. (The 2014 date was already an extension from a 2011 deadline, and previous studies and discussions have validated the need for the Extension back as far as the 1970's.)

College Avenue was intended to be a temporary terminus, at best, and is not in Medford Hillside (as proven by copious documentation submitted over the years and available at <https://app.box.com/shared/t499nbnoa8> and <https://app.box.com/s/v0128xso4l2tpl8tkc7o>.) The letter in Attachment 5 to the NPC by Laurie Burt of MassDEP claiming otherwise is an unfortunate mistake that is clearly refuted in a letter from Rafael Mares of the Conservation Law Foundation dated September 16, 2016 to Martin Suuberg at DEP commenting on the 2016 SIP Status Report. College Avenue is unsuitable as a terminus for reasons too numerous to go into here; they have been well documented in previous comments.

A terminus at Mystic Valley Parkway, by contrast:

- Serves a much larger number of riders from Medford, Somerville, Arlington, and beyond, putting nearly 10,000 additional residents within a 10- to 15-minute walk from the station, accruing far greater environmental benefits
- Serves five designated environmental justice communities in Medford, Somerville, and Arlington
- Has far greater potential for transit-oriented development and positive community impact as documented in the excellent MAPC visioning study completed in February of 2012. (Report at [http://www.mapc.org/wp-content/uploads/2017/11/Final\\_Report\\_forweb.pdf](http://www.mapc.org/wp-content/uploads/2017/11/Final_Report_forweb.pdf), appendices at [http://www.mapc.org/wp-content/uploads/2017/11/Green\\_Line\\_report\\_Appendices.pdf](http://www.mapc.org/wp-content/uploads/2017/11/Green_Line_report_Appendices.pdf).)
- Has been the Preferred Full Build Alternative of the Massachusetts Executive Office of Transportation (EOT, now called MassDOT) since 2009, with its purpose and benefits summarized here: [http://greenlineextension.eot.state.ma.us/documents/about/FactSheets/GreenLineFactSheet\\_F\\_lowRes.pdf](http://greenlineextension.eot.state.ma.us/documents/about/FactSheets/GreenLineFactSheet_F_lowRes.pdf)
- Was enthusiastically endorsed by residents as shown in a petition presented by the Medford Green Line Neighborhood Alliance to state and local elected officials in August, 2008 with over 2,000 signatures and comments, along with a demographic analysis report supporting extending the Green Line to Route 16. (Petition summary report here: <http://www.medfordgreenline.org/wp-content/uploads/2008/08/mgna-petition-summary-r.pdf>; signatures and comments here: [http://www.medfordgreenline.org/wp-content/uploads/2009/12/petition-merged\\_12-06update.pdf](http://www.medfordgreenline.org/wp-content/uploads/2009/12/petition-merged_12-06update.pdf); map showing location of signers here: <http://www.medfordgreenline.org/wp-content/uploads/2008/08/map-final-3x-full.png>; demographic analysis report here: <http://www.medfordgreenline.org/wp-content/uploads/2008/08/map-final-3x-full.png>)
- Has been strongly supported by Tufts University, a major employer in the Medford/Somerville area.



The last mile of the Green Line Extension should never have been severed from the rest of the project. Doing so has incurred incredibly wasteful extra costs and delays and reduced the potential benefits of the Extension. Please proceed with all deliberate speed so as not to add to the harm that has already been done by this extremely unfortunate cleaving of the project.

In moving forward with this next phase of the Green Line Extension project, please pay special attention to the following:

- Ways to minimize land-taking of any significant commercial or residential real estate, notably 196 and 200 Boston Avenue and 600 Mystic Valley Parkway. Work done by members of the Medford Green Line Neighborhood Alliance (MGNA) and consultants working for EOT (precursor to MassDOT) confined acquisition to sliver takings, minimizing cost, disruption, and negative impact on the tax base.
- Ways to avoid rebuilding both bridges at North Street and Winthrop Street. Preliminary designs by EOT consultants left North Street bridge unscathed.
- The possibility of adaptive re-use of the U-Haul building at 600 Mystic Valley Parkway
- Returning the money that was inappropriately diverted from the MPO funding for the Mystic Valley Parkway terminus back to its intended purpose. It is not needed for "Phase I" of the GLX and should not have been raided.
- Connecting with community paths and making it as easy as possible for Commuter Rail passengers to walk from the West Medford stop to the T stop at Route 16. This includes improving the pedestrian crossing across Route 16 from West Medford.

I appreciate your careful consideration of these comments and I will continue to hope that the Green Line Extension to Mystic Valley Parkway/Route 16 is completed in time that I can actually make use of it. This will be a transformative addition to our transportation infrastructure that will benefit generations to come.

Sincerely,

Elisabeth Bayle  
Medford Hillside resident

**From:** [Ellin Reisner](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Comments EEA No 13886 - NPC Green Line Extension to Mystic View Parkway  
**Date:** Tuesday, December 12, 2017 3:24:10 PM

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December 12, 2017

To: Secretary of Energy and Environmental Affairs

Executive Office of Energy and Environmental Affairs (EEA)

MEPA Office

Attn: Erin Flaherty, MEPA Analyst

EEA No. 13886

Dear Ms. Flaherty,

Thank you for the opportunity to submit comments on the Green Line extension (GLX) Notice of Project Change (NPC) document that initiates the environmental impact study of the planned extension of the Green Line from the College Avenue Station to Mystic Valley Parkway

In my role as president of the Somerville Transportation Equity Partnership (STEP) I have advocated with our members and the larger Somerville community for the extension of the Green Line to Route 18. transit via a Community Path extension (CPX) along the future Green Line extension (GLX). STEP supports the NPC proposal to extend the GLX from the current terminus at College Avenue in Medford to Mystic Valley Parkway (Route 16) in Medford and Somerville. Completing this last mile of the GLX will serve Environmental Justice neighborhoods in Somerville, Medford, and Arlington and increase ridership from residents and businesses in the three communities.

Somerville has very limited usable green space for youth and adults to enjoy. The Mystic Valley GLX station will provide much needed public transit for the many youth and adults in Somerville. It will also provide transit for residents and employees of the nearby Visiting Nurse Assisted Living Center.

We strongly support preserving the U-Haul Building at the terminus to serve as the station and for other mixed uses. Aside from the benefits this would provide, it is a concept the MBTA is now advocating with its recent announcement of a similar venture in Quincy. The project costs will be reduced if the MBTA does not have to acquire the property and demolish the building.

We also advocate that sound barriers be erected from College Avenue to the terminus. The barriers will reduce noise from commuter rail and the GLX and provide the extra benefit of reducing diesel pollution exposure for residents along the right of way. These barriers will also the Mystic River Reservation parklands once the commuter rail tracks are relocated to accommodate the Green Line tracks.

We also support a recommendation of the Medford Neighborhood Green Line Alliance to mitigate Noise and Vibration Impacts at the Source as is being done for Phase 1 of the GLX.

Rather than providing new windows and insulation for abutters, the better solution noise and vibration dampening on track beds will better serve abutters during warmer months when residents would prefer to keep their windows open and use their outdoor space with less noise pollution.

New sound dampening technologies should be fully utilized on the extension. Thus, the Mystic Valley

Parkway Environmental Impact Report study MEPA certificate should require the MBTA to utilize and evaluate noise and vibration mitigation measures at the source, as well noise barriers the length of the extension between College Avenue and Mystic Valley Parkway.

We recommend that the actions proposed on the previous GLX Sustainability Plan be carried out and are included in the scope for the EIR to address Water Quality as follows:

Evaluation of potential positive water quality impacts -- particular to the Mystic River and its tributaries -- resulting from reduction in Vehicle Miles Traveled (VMT) in the project area, which would also reduce the amount of auto emissions that wash away from the roadways and carried into the river by storm water.

- Water and water management have proven to be major issues for the GLX, as much of the extension will be below grade in a “cut” where commuter rail lines currently sometimes experience flooding.

Further, water management is a greater concern as we anticipate climate change increasing the likelihood of more severe and frequent rain events.

To reduce flooding, GLX station platforms should have a rain storage area underneath it to hold storm water during a rain event that can be reduced later.

Use of a Green Roof for the Green Line maintenance facility is recommended and consideration of the feasibility of installing a “blue roof” to collect rain water for washing Green Line vehicles.

Require the use of low-toxic, sustainable materials in all elements of the design

Landscape with drought resistant and hardy, native plants.

We fully support the NPC recommendations submitted by the Conservation Law Foundation, the Medford Green Line Neighborhood Alliance and the Friends of the Community Path.

Finally, the extension to Mystic Valley Parkway provides an opportunity to demonstrate best practices in sustainable transportation and serve as a model for 21st century urban transportation for the Commonwealth.

Very sincerely,

Ellin Reisner, President

Somerville Transportation Equity Partnership

--

Ellin Reisner, Ph.D.  
[reisnere51@gmail.com](mailto:reisnere51@gmail.com)



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**BY ELECTRONIC MAIL  
and FIRST CLASS MAIL**

December 12, 2017

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North Suburban Orthopedic Associates

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Massachusetts Supreme Judicial Court (ret.)

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MA House of Representatives (ret.)

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Columbia Presbyterian Hospital

**Richard C. Ockerbloom**  
President, *The Boston Globe* (ret.)

**Directors:**

**Joel B. Swets, J.D., LL.M.**  
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Secretary of Energy and Environmental Affairs  
Executive Office of Energy and  
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100 Cambridge Street, Suite 900  
Boston, MA 02114  
[Erin.Flaherty@state.ma.us](mailto:Erin.Flaherty@state.ma.us)

Re: EEA #13886; Green Line Extension – College Avenue to Mystic Valley Parkway

Dear Ms. Flaherty:

Cummings Foundation, Inc. (CFI), is a Massachusetts not-for-profit corporation, which like MassDOT and the modern MBTA, is a long-time supporter of Smart Growth principles. Additionally, and relevant to this project and comment, CFI is the beneficial owner of two large properties located at 196 and 200 Boston Avenue, Medford, which are adjacent to the proposed Mystic Valley Parkway station. CFI has provided comments on a potential Green Line extension from College Avenue to Mystic Valley Parkway at earlier stages in the process and appreciates the opportunity to submit further comments at this time on the Notice of Project Change (NPC) dated September 6, 2017, as follows:

At the outset, CFI is encouraged that MassDOT and the MBTA (the Project Leaders) appear in the September 6 NPC to have moved on from a conceptual plan in an earlier January, 2017 NPC that seemed to include a taking of 200 Boston Avenue.

CFI believes that it and the Project Leaders can stipulate that Smart Growth, in addition to supporting choice and opportunity by promoting efficient and sustainable land development, incorporates redevelopment patterns *that optimize prior infrastructure investments*.<sup>1</sup> The buildings at 196 and 200 Boston Avenue together comprise 247,000 square feet of vibrant, flourishing commercial area that includes office space, laboratory and research space and spaces for light manufacturing, as well as a health club serving as a community amenity. On an average weekday, nearly 1,000 employees and many more daily visitors will work in or visit offices and businesses in these two buildings, and many of these persons will need to utilize the appropriate-sized (but not at all over-sized) private parking areas conveniently contiguous to these buildings.

While CFI strongly supports the initiative of MassDOT and the MBTA to provide greater connectivity in the Green Line corridor and to bolster transit-oriented-development, CFI would have serious concerns over any conceptual plan for a Route-16-station-and-appurtenant-areas design that would devalue CFI's clients' investments in their respective offices, laboratory and research, light manufacturing, and health club spaces and the public's ability to benefit from those uses, either directly or indirectly. As the 196-200 Boston Avenue properties are the centerpiece



Secretary of Energy and Environmental Affairs  
December 12, 2017  
Page 2

of CFI's Medford campus, the public-at-large receives indirectly a considerable benefit from the operation of the properties at their full value, as those operations provide CFI with considerable resources for its philanthropic endeavors.

CFI respectfully suggests that, in its opinion, it would be prudent for MassDOT and the MBTA to modify, if necessary, the track layout within the existing right-of-way (or within an only slightly modified right-of-way) in order to avoid disturbing ongoing operations at 200 Boston Avenue. CFI agrees with MGNA's contention, provided in the design alternative MGNA developed for a Route 16 terminus station, that the adaptive re-use of the 600 Mystic Valley Parkway building in Somerville is a sound option in terms of both the environmental and economic impacts of the project, offering possible public-private partnerships beneficial to the MBTA and the community at large, as well as to Tufts and other client firms at CFI's Medford campus.

Any plan to create a terminus station at Route 16 should take care to include a strategy for pedestrian ingress and egress, along with vehicular pick-up and drop-off, that addresses all safety concerns that arise with the substantial traffic inherent in an active commercial area. CFI reiterates its ongoing concern that use of the private driveways and parking areas presently serving 196 and 200 Boston Avenue (including, in particular, any relocation of approximately 84 surface parking spaces as proposed in the NPC to a "location yet to be determined") for the primary access to the station and platform will materially and detrimentally impact those properties. The driveways include, in part, one-way traffic direction, with topographical features that require low-speeds for vehicles to allow safe pedestrian travel. As CFI has stressed in prior comments, these private driveways were never designed to accommodate the volume and variety of traffic anticipated by a commuter rail station.

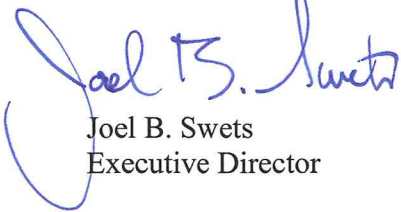
Given that the Green Line Extension project is one which is, in part, intended to foster sustainable economic development, pairing thriving business concerns with close proximity to public transit, crippling a central example of high quality commercial real estate in order to serve the station seems inapposite to a fundamental goal of the project.

To be clear, these comments are not intended in any way to express opposition to a terminus station being located at Route 16. Rather, CFI only wishes to emphasize the importance the project planners and public must place on designing a project that fully takes into account its surroundings, both with respect to avoiding harm to the continuing uses of the neighboring properties and preserving public safety in the use of the new station, with particular regard to its ingress and egress.

If you have any questions regarding the above comments, please contact the undersigned directly. Thank you for your kind attention to this matter.

Sincerely,

CUMMINGS FOUNDATION, INC.



Joel B. Swets  
Executive Director

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<sup>i</sup> See American Planning Association Policy Guide on Smart Growth

**Kenneth J. Krause**  
50 Mystic Street Medford, MA 02155  
781-396-0920 [kenneth.krause@comcast.net](mailto:kenneth.krause@comcast.net)

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December 12, 2017

Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
MEPA Office  
Attn: Erin Flaherty, MEPA Analyst  
EEA No. 13886  
100 Cambridge Street, Suite 900  
Boston MA 02114  
Email: [Erin.Flaherty@state.ma.us](mailto:Erin.Flaherty@state.ma.us)

Dear Ms. Flaherty,

Thank you for the opportunity to comment on the Notice of Project Change for the MBTA Green Line Extension (GLX) to Mystic Valley Parkway. I am pleased that MassDOT and the MBTA are continuing to evaluate and plan for this station, the Preferred Full Build Alternative for the GLX, even though last year its funding was reallocated to Phase I of the project to help ensure that it moves forward.

As demonstrated in both the 2005 Beyond Lechmere Northwest Corridor Study and the 2009 GLX Draft Environmental Impact Report (DEIR), the Mystic Valley Parkway Station makes the GLX a stronger and more beneficial project in every evaluation category. Particularly notable, extending the Green Line from the Phase I terminus at College Avenue in Medford to the station at Mystic Valley Parkway will provide substantial environmental benefits, as well as superior transit services to five state-designated environmental justice communities in the station vicinity.

It is significant to note that the negative environmental impacts of the project already have decreased since the DEIR, with the current proposed total site acreage having been reduced by about 50% (from 6.3 acres to 3.2 acres) and the total impervious area being reduced by about 46% (from 5.6 acres to 3.0 acres). These negative impacts can be decreased even further by measures described below. Further, the potential exists to improve the many positive environmental impacts from the project, in particular air quality and the water quality of the Mystic River.

Several major changes to the station area also have taken place since the DEIR:

- In 2012, Cummings Properties completed a 35,000-square-foot addition to its office-lab building adjacent to the GLX station site at 200 Boston Avenue (and is also considering additional expansion on the site of the parking structure for 200 and 196 Boston Avenue). Fully leased, this additional space has increased the volume of employees, customers and other visitors coming to the building each day.



- Tufts University, the largest employer in the city of Medford, now has a major presence at 200 Boston Avenue. Its entire Human Resources department is housed there, and everyone who comes to campus for a job interview must visit the HR office first. The Tufts offices have seen so much activity that during the academic year, the university now runs a daily Boston Avenue Shuttle bus between 200 Boston Avenue and the university's recently repurposed Collaborative Learning and Innovation Complex at 574 Boston Avenue (at the opposite end of the campus at Harvard Street). (This service likely would be deemed unnecessary once the GLX is completed to Mystic Valley Parkway, and removing these vehicles from the road would provide an additional positive environmental impact.)
- Population in the Mystic Valley Parkway station not only has increased with the addition of housing at the former Somerville Water Works facility on Alewife Brook Parkway, but there also has been a significant demographic shift in Medford. Bucking statewide trends, between 2000 and 2015, Medford has seen a substantial increase its young adult (20-34) population, while its population residents age 65 and older has declined. This increase in working-age individuals, and young families, portends additional potential ridership for the GLX and in particular at the Mystic Valley Parkway Station.
- Lastly, since the DEIR, two major improvements have been made to the regional bicycling network, with the completion of the Minuteman to the Mystic Path (Cambridge, Somerville, Arlington and Medford) and the Memorial Fields Path in Medford. Both of these paths provide new, direct off-road connections to the Mystic Valley Parkway Station for pedestrians and bicyclist from the east and the west.

### **GLX Sustainability Principles**

As the Secretary determines the scope of the Environmental Impact Report for the Mystic Valley Parkway Station, I would suggest that these items from the GLX Sustainability Plan be kept top of mind:

- Utilize the Envision system guidelines, which rate and certify public works projects for sustainability (similar to LEED for private development)
- Require the use of low-toxic, sustainable materials in all elements of the design
- Water and water management are major issues for the GLX, especially since much of the extension will be built below grade level in a "cut" where commuter rail lines currently run and flooding sometimes is a problem due to antiquated draining systems. Water management concern is heightened due to the anticipated impacts of climate change and the likelihood of more severe and more frequent rain events.
- To help prevent flooding, each GLX station platform should have a rain storage area underneath it to hold stormwater during a rain event for release later

- To reduce the amount of stormwater runoff, a green roof is being considered for the Green Line maintenance facility, and the MBTA also is exploring the feasibility of installing a “blue roof” that would allow rain water to be captured for use washing Green Line vehicles. These elements should be considered if any buildings are constructed or modified at Mystic Valley Parkway
- Design extra protection from catastrophic rain events/flooding for the electrical power substation that be sited near the station
- Use only hardy, native plants in landscaping

### **NPC-specific Evaluations**

I would also like to emphasize five items related to the NPC:

**1. Review and Evaluate Alternative 1 Only.** Not only is this alternative in line with the recently scaled-back station designs for all of the other stations on the Green Line Extension, but MassDOT and the MBTA already have correctly determined that it this is the preferable alternative, demonstrating through their initial analysis how this alternative would be less detrimental to the environment, the neighborhood, and the cost.

**2. Preserve the U-Haul Building.** As noted, with the GLX stations having been scaled back to simple open-air platforms with canopies, only a small portion of the U-Haul building, if any, would be needed to accommodate the two Green Line tracks and access to and from the platforms. Pick-up and drop-off activity (except for the Ride) could be accommodated on Boston Avenue, eliminating the need for a driveway. Not having to acquire and demolish the U-Haul building not only will make the project less expensive; it will reduce or eliminate the demolition and construction work, use of heavy machinery, industrial and hazardous waste from the building, and shorten the timeframe, minimizing impact on the neighbors. Whatever portion of the U-Haul property is needed for the station could be leased from the owner. It would also be beneficial to the community that the MBTA and the U-Haul building owner discuss potential adaptive reuse of the structure into a more complementary mixture of housing, office, and/or retail use.

**3. Quantify Positive Impacts on Mystic River Water Quality:** I strongly support the evaluation of the potential positive water quality impacts from the presence of the Mystic Valley Parkway Station – particularly to the Mystic River and its tributaries. The reduction in vehicle miles traveled in the project area, which currently sees 29,000 vehicle trips a day on Mystic Valley Parkway and 11,000 a day on Boston Avenue, would also reduce the amount of auto emission pollutants that are washed from the roadways and are carried directly into the river by stormwater (all impervious surfaces in Medford drain into the Mystic River). Impacts on Mystic River water quality have never been evaluated in previous GLX environmental impact studies, only air quality impacts.

Evaluating the potential positive water quality impacts from this project add yet another measure of its overall environmental benefits.

**4. Require Sound/Air Pollution Barriers the Length of Project:** Sound barriers have proven to not only limit the impacts of noise pollution from highway and railroad corridors on communities, but also those of air pollution. Studies show that reductions in downwind pollutant concentrations within approximately 500 feet of a highway in the presence of a well-designed sound wall can be on the order of 15% to 50%. These barriers will provide an important safeguard from the damaging pollutants emitted from the commuter rail locomotives, which will travel closer to residential properties and the Mystic River Reservation parklands once the commuter rail tracks are relocated to accommodate the Green Line tracks.

**5. Mitigate Noise and Vibration Impacts at the Source:** For Phase 1 of the GLX, the MBTA has proposed substituting noise and vibration reducers at the receptor point, rather than at the source. Providing mitigation in the form of new windows and insulation for abutting residents is far inferior to the mitigation previously proposed in the form of work on track beds, tracks, rails and wheels, as well as noise barriers (already installed during the GLX work performed in 2013-14 near the rebuilt Harvard rail bridge in Medford). The substitute mitigation measures do not allow homeowners to keep their windows open for reduced energy use in the summer; does not allow peaceful use of their patio, deck, garden or yard; and does not allow pleasant use of nearby outdoor recreation areas such as playgrounds. The substitutions also eliminate any benefit for people visiting the areas near the extension on foot or on bicycle, as well as any benefit for the abundance wildlife that frequent the tree-lined corridor. The certificate on the Mystic Valley Parkway Environmental Impact Report study should require the MBTA to utilize and evaluate noise and vibration mitigation measures at the source, as well noise barriers the length of the extension between College Avenue and Mystic Valley Parkway.

Thank you for your consideration of these comments.

Sincerely,



Kenneth J. Krause  
50 Mystic Street  
Medford, MA 02155

**From:** [Laurel R.T. Ruma](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** NPC Comments for Green Line Extension to Mystic Valley Parkway/Medford, Ruma  
**Date:** Tuesday, December 12, 2017 3:21:44 PM

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Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
MEPA Office Erin Flaherty, EEA No. 13886

I am writing today in support of the Green Line Extension (GLX) continuing on from its current temporary terminus at College and Boston Aves. in Medford to Mystic Valley Parkway (MVP) in Medford/Somerville. The current Phase 1 of the project does not meet the requirements of the legally mandated service to the Medford Hillside. It stops far short (literally) from the agreed upon Medford Hillside. Therefore, an extension to MVP satisfies that requirement. As a resident of this neighborhood, direct abutter to the current temporary terminus at College Avenue, and reader of maps, I can unequivocally tell you that the MassDOT/MBTA continue to be flat out wrong in insisting that the GLX to College Avenue in Medford satisfies this requirement.

And, as far as neighborhood knowledge goes, I implore that MassDOT/MBTA find people to work on this phase of the project who know the neighborhoods and cities affected. This project is immensely important, however it is also fraught with fears of gentrification, eminent domain takings, and had been generally unsupported over the years in the Medford community--unlike Somerville and Cambridge. The MAPC came out to the community a couple of years ago, but we need more and better communication from the project team to keep the momentum going. The benefits to the environment are clear--but MassDOT/MBTA need to do a better job at talking about why the benefits are clear to everyone. I know I'm in the minority of citizens who have been attending GLX meetings for the last 10 years, we must do better for our neighbors down the entire corridor.

The current temporary terminus at College Avenue does not allow for the ridership or transit-oriented development opportunities that are available at MVP. The College Avenue neighborhood is densely packed with residential homes and Tufts University buildings. The only opportunity for pseudo-commercial (non-taxable) growth is from Tufts. This does not benefit Medford nor Somerville as much as a beautifully planned space at MVP, which will also bring in residents from neighboring Arlington. Speaking of beautiful plans, please consider the excellent alternative that MGNA has proposed for reducing land acquisition and reusing existing buildings (the UHaul) to minimize spending and maximize smart growth for the neighborhood. Also, any parking at MVP should not be considered--one of the whole reasons for the GLX is to get cars off the road.

And let me be clear: the temporary terminus at College Avenue is not the desired location for idling MBTA cars at the start and end of service. A residential neighborhood is not the place for this. However, the MVP station stop solves this problem because it is surrounded by commercial buildings.

I also urge you to find a way to get funding back back from the Phase 1 GLX programming to fund the Phase 2 GLX leg to MVP (over our strong objections, this Phase was made a Phase 2 and over our strong objections, funding was removed from Phase 2 to fund Phase 1). Now that that contractor has announced a

reasonable bid, it's time to fund the entire GLX to MVP.

This project is a once in a lifetime transit project for not just the residents of Medford, Somerville, Cambridge, and Arlington, but for the whole area and state. As we grow and more industry and people move to our beloved cities, we need to respond with smart transit. This extension to MVP is that.

Thank you,  
Laurel Ruma  
149 Burget Ave.  
Medford, MA

**From:** [Lee Auspitz](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Cc:** [Pollack, Stephanie \(DOT\)](#); [Fichter, Katherine \(DOT\)](#); [Kane, Brian \(MBTA\)](#); [Kane, Owen \(MBTA\)](#); [Garrity, Rob \(DOT\)](#); [Peyton, Nathan \(DOT\)](#); [DeWolfe, Jacqueline \(DOT\)](#); [Mohler, David \(DOT\)](#); [Mary.Mello@dot.gov](#); [info@glxinfo.com](#); [speterson@ctps.org](#); [cclaude@ctps.org](#); [mayor@somervillema.gov](#); [tsnyder@somervillema.gov](#); [mglavin@somervillema.gov](#); [BRowson@somervillema.gov](#); [gproakis@somervillema.gov](#); [mayor@cambridgema.gov](#); [wdeignan@cambridgema.gov](#); [lpeterson@cambridgema.gov](#); [Rossi, Richard](#); [jalves@cambridgema.gov](#); [tbennett@cambridgema.gov](#); [jdevereux@cambridgema.gov](#); [Lenicheck, Jon](#); [patricia.jehlen@masenate.gov](#); [jarred.rose@masenate.gov](#); [denise.provost@mahouse.gov](#); [mike.connolly@mahouse.gov](#); [Jordan.Neerhof@mahouse.gov](#); [william.sutton@mahouse.gov](#); [christine.barber@mahouse.gov](#); [claire.teylouni@mahouse.gov](#); [sal.didomenico@masenate.gov](#); [paul.donato@mahouse.gov](#); [sean.garballey@mahouse.gov](#); [matthew.hartman@masenate.gov](#); [john.rosenberry@mahouse.gov](#); [ttoomey@cambridgema.gov](#); [aldermanconnolly@gmail.com](#); [MJRossetti@somervillema.gov](#); [aldermansullivan@aol.com](#); [william.a.white@verizon.net](#); [M.Niedergang@comcast.net](#); [mmclaughlin@somervillema.gov](#); [mheuston@hotmail.com](#); [RMcWatters@somervillema.gov](#); [tony@tonylafuente.com](#); [katjana@katjana.org](#); [lancedavisward6@gmail.com](#)  
**Subject:** FW: Comment GLX Notice of Project Change  
**Date:** Tuesday, December 12, 2017 11:53:19 PM  
**Attachments:** [FCP STEP Comment Letter GLX Mystic Valley Pkwy NPC.pdf](#)

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I write to comment on the following passage found on page 15 of the NPC:

BEGIN QUOTE

**Air Quality/Greenhouse Gas**  
*Summary of Previous Findings*

The Commonwealth's existing State Implementation Plan (SIP) includes a Green Line Extension to Medford Hillside that will serve the Cities of Somerville and Medford. Both the USEPA and the Massachusetts Department of Environmental Protection (MassDEP) have determined that the GLX Project to College Avenue meets the requirement of the SIP as found at 310 CMR 7.36 (Attachment 5)

This Project represents an extension to the original core Green Line Extension Project SIP requirement. It still provides service to the corridor that is called for in the existing SIP; however, this Project would expand service from College Avenue to Mystic Valley Parkway. The monies allocated to the portion of the Green Line Extension from College Avenue to Mystic Valley Parkway (not required by the SIP) were recently transferred to the core Green Line Extension Project (extending to Medford Hillside).

END QUOTE

The phrase "extending to Medford Hillside" portrays as settled doctrine a thoroughly discredited geographical thesis: namely, that the Tufts University terminus at the junction of



College and Boston Avenues is somehow the “Medford Hillside” location, as intended in the 2005 SIP. This thesis was advanced in non-complying maps originating both in MassDOT and in the Massachusetts Department of Environmental Protection. The mislabeled maps, which have since been withdrawn, portrayed “Medford Hillside” as co-extensive with the Tufts University campus. This geographical error—or to be frank, falsification—was formally corrected in TIP and STIP amendments voted by the Boston Region MPO, in changes to the New Starts submission to the US Congress excising the word “Hillside”, in corrections to the state interactive map (OLIVER) by the Massachusetts GIS, and in GLX project maps. Written submissions by every elected state official representing the cities of Somerville and Medford, by the chairman and ranking Massachusetts representative on the responsible committee of the U.S Congress, and by the petition of hundreds of Medford Hillside residents gave further support that Tufts University/College Avenue station is not “Medford Hillside.”

It should be noted in this regard, that all federal grants in aid require compliance with uniform geospatial standards at the risk of retroactive penalties levied at the end of the federally funded project. It should also be noted that the environmental certifications cited in the paragraph quoted above were made well before the GLX maps had been brought into compliance with professional standards.

An archive documenting all this has been preserved for students of institutional behavior at [www.glxgeography.com](http://www.glxgeography.com).

This documentation also makes clear that at the time the Route 16 extension was dropped from the GLX (and the Lechmere relocation costs were added to the project), staff briefings prepared for Governor Patrick and Congressman Capuano misstated other basic facts about the extension to Route 16—its length was given as three-quarters of a mile rather than a mile; it was reported as necessarily requiring the cost-prohibitive demolition of 196 and 200 Boston Avenue; it was asserted, preposterously, to be the least cost-effective module in the GLX project on the formula used to rank New Starts projects. Happily, all these examples of unprofessional staffing are things of the past. It is therefore deeply disappointing to find the reappearance of the central, discredited geospatial thesis reappearing in the current draft NPC document.

Josiah Lee Auspitz  
17 Chapel Street  
Somerville, MA 02144  
phone: 617-628-6228, fax: -9441

Alternative email: [JosiahLeeAuspitz@yahoo.com](mailto:JosiahLeeAuspitz@yahoo.com)

**From:** [Martha Ondras](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Cc:** [patricia.jehlen@masenate.gov](mailto:patricia.jehlen@masenate.gov); [sean.garballey@mahouse.gov](mailto:sean.garballey@mahouse.gov); [mayor@medford-ma.gov](mailto:mayor@medford-ma.gov)  
**Subject:** Comment on NPC (dated October 2017) for GLX  
**Date:** Tuesday, December 12, 2017 4:29:51 PM

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December 12, 2017

Secretary of Energy and Environmental Affairs

Executive Office of Energy and Environmental Affairs (EEA)

Attn: MEPA Office, Erin Flaherty, MEPA Analyst

100 Cambridge Street, Suite 900

Boston MA 02114

RE: Green Line Extension Notice of Project: College Avenue to Mystic Valley Parkway  
(EEA No. 13886)

Email: [Erin.Flaherty@state.ma.us](mailto:Erin.Flaherty@state.ma.us)

Dear Ms. Flaherty:

I write to provide comments in response to the Massachusetts Department of Transportation's (MassDOT) and the Massachusetts Bay Transportation Authority's (MBTA) most recent Notice of Project Change (NPC) for the Green Line Extension (GLX) Project filed on October 17, 2017. As a Medford resident living less than a mile from the proposed station, I enthusiastically support the extension of the Green Line to Mystic Valley Parkway. The proposed station will encourage and enable my household and thousands of our neighbors to use public transportation instead of driving cars, to reach jobs, services, and other daily needs. As a result it will reduce auto miles travelled and traffic congestion, and thereby reduce air and water pollution, in our neighborhood. It will offer affordable and reliable public transportation to a residential population that includes economic and environmental justice communities, which have been heavily impacted by regional highway infrastructure.

I feel it is appropriate for the Secretary to issue a limited scope for further evaluation of the GLX from College Avenue to Route 16/MVP to allow for public review of public impacts

and mitigation measures associated with the recent station design changes and to update relevant analyses.

I believe the limited scope for the DEIR should include the following:

1. Review of Alternative 1 only, as MassDOT and MBTA already correctly determined that it is a preferable alternative.
2. Review of the feasibility of retaining the existing structure at 600 Mystic Valley Parkway, as proposed by the Medford Green Line Neighborhood Alliance (MGNA). Retaining the structure will minimize impacts on the neighborhood and allow for future redevelopment of this property for uses such as services, businesses, housing and/or convenience retail that will greatly benefit transit riders, neighbors and those who use the Mystic River paths and parks.
3. An update of the transportation analysis conducted for the DEIR, including daily boardings, new transit trips, reduction in vehicle miles traveled and associated air quality savings, as well as access mode shares (bicycle, pedestrian, bus, shuttle, or automobile access to the station) with horizon years of 2022 and 2030.
  - 3.1. Projections of mode share should take into account Medford's changing demographics, and its improving bike and pedestrian infrastructure, which will likely increase bike and pedestrian trips to the transit station. Medford's population has become younger, on average, since 2010, and this population are more likely to bike and walk. Medford is implementing a Complete Streets policy that creates safer bike and walking routes in station's vicinity. DCR with a consortium of partners is extending shared-use paths in parks along the Mystic River, linking the proposed station to a robust pedestrian and bike route network.
  - 3.2. The traffic study should address new modes including car share, dockless bike share, ride share, and public and private van shuttle services.
  - 3.3. The traffic study should evaluate MBTA bus service throughout Medford to improve routes, schedules, and performance that serve local trip and commuting needs of Medford residents and businesses. Opportunities for better bus infrastructure, such as signal overrides and marked bus lanes, should be considered.
  - 3.4. The traffic study should apply a "complete streets" approach to the proposed station and nearby segments of Boston Avenue and Mystic Valley Parkway. "Complete streets" privileges neighborhood quality and pedestrian, bus user, and bicyclist safety and mobility, over private vehicle speed and convenience. The station area plan should encompass pedestrian-friendly walks, curbs, bus stops and crossings, roadway design to reduce vehicle speed and increase driver awareness of bikes and pedestrians, and signals and turn lanes that protect pedestrians crossing roads. To establish a safe and welcoming connection to the neighborhoods, the station plan must be coordinated with enhancements to the Boston Avenue bike lane and Mystic River Reservation paths, pedestrian-friendly redesign of the Boston Avenue/Mystic Valley Parkway intersection, and improvements to sidewalks and the intersection near Whole Foods.
  - 3.5. Both Mystic Valley Parkway and Boston Avenue are already very congested at peak hours, making vehicle access to the proposed station inconvenient and potentially reducing

station use. Roadway and signal changes that will reduce cars on these roads, and improve through-traffic flow, should be studied and planned so the background traffic condition is improved before adding peak hour drop-off trips.

4. A limited land use analysis to quantify the amount of land altered, the amount of earthwork involved in meeting final grades and the amount of impervious surfaces created, since this project has been previously analyzed in significant detail as part of the DEIR process and a 2012 Metropolitan Area Planning Council (MAPC) community planning process.

4.1. The land use study should focus on minimizing impervious surface area and optimizing for shade, canopy trees, healthy soils and vegetation. This approach takes into account that climate change is predicted to cause increasing summer temperatures and more frequent dangerous high heat events, and that the station will be a vital mobility hub that must maintain safe operation during heat waves, flooding, storms, and other emergencies. This approach is also consistent with the landscape character of the Mystic Valley Parkway and the Mystic River Reservation, which are historic and valued landscape resources with mature tree canopy.

5. An updated analysis of air quality impacts, in the context of the National Ambient Air Quality Standards (NAAQS) and an analysis of greenhouse gas emissions. This analysis should address local as well as regional air quality, and look for ways to improve local air quality by reducing traffic congestion and idling.

5.1. Include documentation of air quality construction mitigation measures.

5.2. Include human health impacts of diesel exhaust from commuter and freight trains, options for constructed barriers that protect residents from exhaust and noise, and options for converting to non-diesel locomotion.

6. An overall drainage plan and proposed stormwater management measures, taking into account future inundation risk due to climate change, current drainage problems in the area, possible groundwater contamination, and protection of the Mystic River Reservation lands, vegetation and waters.

7. A qualitative assessment of water quality benefits due to the project's potential to reduce automobile vehicle miles traveled and thus the automobile emissions that drain from road surfaces (notably Mystic Valley Parkway) into the Mystic River and its tributaries.

8. An updated analysis of noise impacts, and analysis of options for reducing noise generation as well as noise mitigation.

9. A separate environmental justice analysis of the transit benefits for the extension from College Avenue to Route 16/MVP. This analysis should include beneficial impacts.

10. Coordinate the DEIR with Medford's zoning, parking, community development and affordable housing planning.

10.1. Medford is experiencing rising residential rents and prices, an increasing shortage of affordable housing and neighborhood green space, low walk scores, inadequate bus service, and traffic congestion that impairs pedestrian and bicyclist safety. While the City

has primary responsibility for addressing these issues, the GLX DEIR can provide analysis, information and support, and work with the City on policies that address issues important to community health and justice. The environmental justice benefits of the proposed station will be enhanced by this collaboration.

Thank you for your consideration of these comments. I look forward to the Secretary's issuance of a limited scope for this project.

Sincerely,

Martha E. Ondras

45 Kilgore Avenue

Medford MA 02155

**From:** [Mike Korcynski](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** GLX Notice of Project Change: College Avenue to Mystic Valley Parkway  
**Date:** Tuesday, December 12, 2017 10:12:21 AM

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Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
MEPA Office Erin Flaherty, EEA No. 13886

I'm writing today in support of extending the Green Line from College Ave to Mystic Valley Parkway. The MVP terminus has and always will be the preferred terminus both of State and the community, and I thank you for this opportunity to once again offer comment on the project.

I continue to maintain that MassDEP has failed the community in it's incorrect determination that the extension to College Ave fulfills the requirement of 310 CMR 7.36 and the SIP to extend the Green Line to "Medford Hillside." In MassDEP's previous determination they stated that they were reaching this opinion despite it being outside of their "expertise" to answer the question of whether this project will serve the greater Medford Hillside neighborhood while terminating at College Ave. I ask that you seek an entity with demonstrable expertise to help properly address this ongoing shortcoming of the project.

Reading the NPC I wanted to specifically call out my support for the following proposed changes:

- Remove all customer parking from the station design.
- Shift station access drive north to reduce impacts to an adjacent business located at 200 Boston Avenue in Medford.

I've long supported the idea that these were primarily neighborhood stations, and am in favor of MVP not providing parking. Also, anything that can be done to reduce costs and impacts in the building of the station while not negatively impacting the surrounded residential neighborhoods should be considered.

In determining areas for further evaluation, I would ask that you evaluate how the project timeline can be accelerated to more closely align with Phase 1 and thus reduce the timeframe of construction impacts in Medford. As an abutter there is no environmental benefit I would appreciate more than compacting the construction timeline while extending the Green Line to MVP.

I also hope you'll evaluate how money previously taken from Phase 2 of the project for Phase 1 can be clawed back and used to get this project done as soon as possible now



that it appears Phase 1 may not need those funds.

Finally, I hope that your organization will work to ensure that factually correct information about the project is disseminated often and with clarity. I am concerned about the amount of misinformation I've heard in reference to this project, and you will need to develop a communication plan in conjunction with affected municipalities and stakeholders to address that.

Thank you,

Mike Korcynski  
149 Burget Ave.  
Medford, MA 02155



December 12, 2017

Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
MEPA Office  
Attn: Erin Flaherty, MEPA Analyst  
EEA No. 13886  
100 Cambridge Street, Suite 900  
Boston MA 02114  
Email: [Erin.Flaherty@state.ma.us](mailto:Erin.Flaherty@state.ma.us)

Dear Ms. Flaherty:

I am writing to you on behalf of the Mystic River Watershed Association ("MyRWA") regarding the Notice of Project Change ("NPC") submitted to the Massachusetts Department of Transportation (MassDOT) (the "Proponent") in October 2017 for the Green Line Extension -- College Avenue to Mystic Valley Parkway in Medford, Massachusetts ("GLX").

MyRWA is a 501(c)(3) nonprofit organization dedicated to the preservation and enhancement of the Mystic River, its tributaries and watershed lands for the benefit of present and future generations. MyRWA seeks to protect and restore clean water and the natural environment and to promote responsible stewardship of our natural resources. In addition, MyRWA works to improve public access to water bodies and shorelines throughout the watershed, and especially for environmental justice populations whose recreational opportunities have been limited by the concentration of industrial and commercial development along the edges of the river.

We support the Proponent in its exploration of a one-mile extension of the Green Line from College Avenue to Mystic Valley Parkway in Medford. The purpose of this NPC is to initiate an MEPA review of the GLX proposal. Extending the Green Line terminus to the Mystic Valley Parkway is anticipated to have positive environmental and environmental justice benefits. Confirming (or refuting) the extent of those benefits against these new mitigation factors will inform how to progress on the project.

In particular, MyRWA advocates that the environmental studies examine water quality and public access to watershed resources. In addition to bicycle access to the region, the Mystic Greenways provides pedestrian access to miles of public open spaces along the Mystic River, its tributaries, and connector paths and parks. The GLX would be a key access point for all communities, including environmental justice communities, in the north- to northwest Boston area to connect with and enjoy the open space network.

We offer specific comments about evaluating water quality and access issues against this NPC.

#### **Clean Water**

- The NPC indicates the extension project has "no impact" on wetlands or waterways. Yet, with the location of an electrical station yet to be determined, the mapped terminal project is

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located within 100 feet of the Mystic River. We recommend re-evaluating the potential impacts of constructing and running the station, and also setting guidelines for the electrical station placement, in terms of its proximity to the Mystic River.

- The NPC reports the station design “will result in small increases in impervious surfaces.” We recommend exploring solutions to mitigate these increases by reducing impervious surfaces and/or designing offsets to mitigate the anticipated increase.
- Extending the Green Line to the Mystic Valley Parkway has the potential to reduce automobile vehicle miles travelled around the project site. Updating the previous (2010) traffic study is appropriate, especially the expected reduction in auto emission pollutants washed from the roadways and carried into the river by stormwater.
- We applaud the intent to explore how air quality improvements will also benefit water bodies and surface waters.
- We also suggest miles travelled or automobile idle time may be impacted along Route 16, from Alewife to Route 93, as commuters take advantage of a local rail station rather than use cars or buses to travel to Alewife or Wellington Stations. Reducing automotive travel along the stretch of Route 16 that closely follows the Mystic River or one of its tributaries, Alewife Brook, may contribute to the environmental benefit of the project.

### **Public Access and Public Safety**

- We applaud the inclusion of the Mystic Greenways project in the NPC. Supporting bicyclists who will be using the completed Greenway system is expected to contribute to reduced automobile miles in the area, and also serve those in the community who rely on bicycles for primary or commuting transportation. We are concerned about bicyclist safety, in particular at the intersection of Mystic Valley Parkway and Boston Avenue. We recommend a bicycle-accessible bridge to cross over Mystic Valley Parkway, lighting installed on the bike path, and studies done to identify surface streets likely to experience increased bicycle traffic to and from the station.
- As stated above, the GLX would be a key access point for all communities, including environmental justice communities, in the north- to northwest Boston area to connect with and enjoy the Mystic Greenways open space network.
- Neighborhood access. In addition to a bicycle-accessible bridge to cross over Mystic Valley Parkway, we recommend exploring the benefits of a pedestrian bridge (as planned for College Avenue) along the footprint of the train line as it crosses Mystic Valley Parkway to serve West Medford. A bridge would protect pedestrians or cyclists from crossing Mystic Valley Parkway on foot, would offer a corridor to West Medford (via Canal Street), and perhaps offer an alternative “kiss and ride” point on the west side of the river.
- The project plan focuses on non-motorized access to the station (e.g., pedestrian and bike paths), with a review of commuter bus impacts to come at a later point. The plan should also consider an option for bus drop-off and pick-up within the station or at points of access near, but not in, the station (see above in re: exploring options west of Mystic Valley Parkway). Also consider drop-off and pick-up on the Whole Foods side of the project. This consideration will be important should an opportunity to redesign bus routes to extend into the suburbs and terminate at GLX stations arise. Retiring bus routes made obsolete by GLX, and designing new routes (or enhancing existing routes) to support commuter movement would likely again reduce automobile miles travelled in car-centric neighborhoods of West Medford and East Arlington.

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- The NPC increases the number of bicycle parking from 120 spaces (from 50) spaces. We suggest evaluating whether 120 spaces will be adequate to the anticipated ridership. We suggest comparing bicycle parking at MBTA stations well-connected to mature bicycle paths (such as Alewife Station - the Minuteman Bikeway) to assess if 120 spaces represents appropriate capacity against the ridership expected at the station.

Additionally, we'd like to emphasize the importance of items previously included in the GLX Sustainability Plan:

- Water and water management are major issues for the GLX. Much of the extension will be built below grade level in a "cut" where commuter rail lines currently run and flooding sometimes is a problem due to antiquated draining systems. Water management concern is heightened due to the anticipated impacts of climate change and the likelihood of more severe and more frequent rain events.
- To help prevent flooding, each GLX station platform will have a temporary rain storage area underneath it to hold stormwater during a rain event.
- To reduce the amount of stormwater runoff, a green roof is being considered for the Green Line maintenance facility, and the MBTA also is exploring the feasibility of installing a "blue roof" that would allow rainwater to be captured for use washing Green Line vehicles. These elements should be considered if any buildings are constructed or modified at Mystic Valley Parkway.
- Require the use of low-toxic, sustainable materials in all elements of the design.
- Design extra protection from catastrophic rain events/flooding for the electrical power substation to be sited near the Mystic Valley Parkway station.
- Use hardy, native plants in landscaping.
- Utilize the Envision system guidelines which rate and certify public works projects for sustainability (similar to LEED for private development).

As an interested stakeholder, we encourage the next steps defined in the NPC. Thank you for the opportunity to comment on the recently proposed changes to this important project.

Sincerely yours,



Patrick Herron, Deputy Director

**From:** [Paul Marques](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Greenline Mystic Valley Parkway extension  
**Date:** Tuesday, December 12, 2017 5:18:50 PM

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Dear Ms Flaherty,

My name is Paul Marques and I am a life long resident of 32 Fairfax st in Somerville,MA. I am emailing u not just on my own behalf but of that of my entire neighborhood in West Somerville imploring you to please build the Greenline extension out to RT 16. I am sure you know how crowded and congested it has become with the multitudes of condos and new construction happening all around the area. Well, add to that the number of cars as well as how expensive it is to let alone live here and have a car and anyone can clearly see that the extension would very much help to alleviate these problems as well as cut down on the unhealthy impact that it all has on all of us.

Again, I am a life long resident and have spoken to numerous long and short term residents alike in the community and we all agree that it has been a long time in the making and a promise way over due to be kept.

Said again, please build the Mystic Valley Parkway/RT 16 line.

I would be happy to meet with you/anyone else on this matter as stand as an advocate in my neighborhood.

Thank you very much  
Sincerely  
Paul Marques

**From:** [Raymond Nagem](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** EEA No. 13886  
**Date:** Tuesday, December 12, 2017 2:41:59 PM

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Dear Sir or Madame,

I am writing to express my opposition to the proposed Green Line extension from College Avenue to Route 16. The primary reasons for my opposition are (1) the negative effects of the proposed extension on the Medford Hillside neighborhood, and (2) the negligible public transportation benefit of the proposed extension.

(1) The plans for the proposed Route 16 station include an automobile drop-off station with an entrance on Boston Avenue. I live one block from the proposed drop-off station, and I know from first-hand experience that traffic is already congested at the intersection of Boston Avenue and Route

16, and on Boston Avenue from Route 16 to College Avenue.

An automobile drop-off station will obviously bring more automobiles from surrounding communities onto Boston Avenue, so a bad traffic situation will become worse. The Medford Hillside neighborhood is already plagued by automobiles that use our residential streets in an attempt to avoid the traffic congestion on Route 16 and Boston Avenue

The proposed station at Route 16 will also disrupt or eliminate local businesses. In particular, the footprint of the proposed station falls directly on the U-Haul building at the intersection of Route 16 and Boston Avenue. A business like U-Haul, where local residents can rent vans, trucks, and power tools is much more valuable than the overpriced coffee shop that has been proposed as part of the new station.

The level of noise and vibration due to the commuter rails trains that run through Medford Hillside is already too high. Frequent Green Line trolleys that run seven days a week on a crowded right-of-way that must carry both the commuter rail and the Green Line will make the noise and vibration much worse.

(2) Medford Hillside is already served by two bus routes to the Davis Square station on the Red Line. Also, the planned College Avenue station will be available to any Medford Hillside resident. The College Avenue station is the most logical

terminus for the Green Line extension, since the extension would then stop before it runs through the middle of a primarily residential neighborhood. The negligible benefit of a Route 16 station was clearly expressed by local residents when the Green Line extension was proposed several ago.

I ride the Red Line and the Green every day of the week, so I know how poorly the Green Line now operates. Adding additional cars to the Lechmere branch of the Green Line without a corresponding increase in the capacity of the Green Line from Lechmere to Kenmore will degrade the performance of all the Green Line branches. I strongly suggest that the Green Line extension to College Avenue should be completed and evaluated before an additional station is built at Route 16.



I hereby request that the Commonwealth of Massachusetts bring in an impartial environmental convener/broker, preferably the United States Institute for Environmental Conflict Resolution, to broker participation in a conflict resolution effort on behalf of Medford Hillside residents in order to address our environmental concerns. We contend the Commonwealth of Massachusetts has never conducted a thorough environmental review of the proposed Route 16 station and previously avoided in the history of this project using National Environmental Protection Agency law standards that would more benefit residents.

Sincerely,

Raymond J. Nagem  
9 Norton Ave  
Medford, MA 02155

**From:** [Rita Donnelly](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** EEA No. 13886 - GLX College Avenue to Mystic Valley Parkway  
**Date:** Tuesday, December 12, 2017 10:54:34 PM

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Hello Erin:

I would like to provide my comments regarding the extension of the Green Line to Route 16. The current terminus is College Ave, Medford at Tufts University.

To say that the area is under served by public transportation is foolish we are getting the Green Line to College Ave. and currently have buses that go from Arlington Center to Lechmere Station (Route 88), from Medford Square to Davis Square (Route 94), from Medford Square to Harvard Square (Route 96), from Medford Square to Sullivan Station (Route 101) and the Lowell Line Commuter Rail which stops in West Medford Square and terminates at North Station these are just a few modes of public transportation that are within a 10 minute walk of the proposed Mystic Valley Parkway Station. The proposed station would terminate at Route 16 which if a traffic study was done today would find the distance between Massachusetts Ave at the Arlington/Cambridge line to the Route 93 on ramp congested and dangerous, Terminating the station at Route 16 will add to the congestion and pollution and ruin the peace of the neighborhood. We have only to look at the recent development at Assembly Row as an example, the traffic has increased significantly and even with the huge parking garage and the commuter parking lot it is difficult to find a parking spot or drive from Somerville to Wellington Circle.

As a direct abutter to the rail line I will be directly affected if the terminus is extended to Route 16. After College Avenue the railway narrows significantly and also curves slightly this will necessitate moving the commuter rail closer to the residents. There are many families, some with small children that live along this section of the railway. I do not understand how the State of Massachusetts including MEPA can sign off on moving a known carcinogen closer to the population without a study and mitigation to keep the health and well being of the families as a number one priority. The state's own web site has a lot of information regarding the "Health & Environmental Effects of Diesel Pollution" Below are some quotes from these web sites:

"Breathing in even small amounts of diesel exhaust over extended periods of time can lead to serious health effects, especially for children, elderly and the chronically ill."

The U.S. Environmental Protection Agency (EPA) has determined that PM2.5 is likely to cause cancer and contribute to lung damage and cardiovascular disease."

"Short-term exposure to diesel exhaust can cause respiratory distress and worsen asthma, bronchitis, and existing allergies"

These are just a few the MEPA web site has much more information regarding diesel particulate matter, very interesting and alarming.

The study or decision to extend the Green Line to Route 16 (MVP) was put on hold due to funding what is the cost of a child's lungs compared to a 10 minute walk to one of the other public transportation modes currently available today. FYI I have two inhalers (Advair and Albuterol).

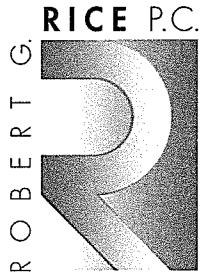
When I purchased my house I was not aware that there was any danger, I naively thought that the state would protect the population and not knowingly expose people to a health hazard. I did not know about diesel particulates and their health effects.

At the recent meeting that was held the gentleman from the DOT mentioned that if project were to move forward to MVP they would have to have the soil tested for contamination. Does this mean that our backyards could be contaminated as well?

Although my wish is to have the terminus remain at College Avenue, I hope that if the decision to move ahead to Route 16 (MVP) the State of Massachusetts will do the right thing and protect the health and well being of the neighborhood and residents.

Regards,  
Rita Donnelly  
35 Charnwood Road  
Medford, MA 02155  
781-391-4601

Rita Donnelly  
radonnelly28@verizon.net



December 12, 2017

Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
MEPA Office  
Attn: Erin Flaherty, MEPA Analyst  
EEA No. 13886  
100 Cambridge Street, Suite 900  
Boston, MA 02114  
[Erin.Flaherty@state.ma.us](mailto:Erin.Flaherty@state.ma.us)

RE: Route 16 Green Line Extension

Dear Ms. Flaherty:

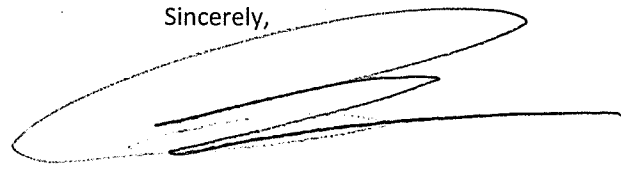
As a client of Cummings Properties for more than twenty years. I have seen the Medford business district develop into a successful rival to Cambridge and Boston and I think the plans to extend the Green Line to Route 16 will promote the use of public transit to the area.

Having A new MBTA stop next door to our CPA offices at 196 Boston Avenue in Medford will be extremely convenient for our staff members and our many clients who already use the public transportation to reach us. We appreciate the MBTA's efforts to expand this valuable resource to this part of Medford.

I am concerned, however about some of the plans for the station. It is my understanding that our parking lot, located between 196 and the Adjacent residences along Boston Avenue, will become the access route for traffic to and from the station. I am worried about what will happen to the existing parking for our staff and clients, as it appears as though most of our available parking spaces at 196 Boston Avenue will be replaced by this access way. In addition, the increased traffic over the parking area will dramatically alter what is presently a largely pedestrian-oriented business campus.

While I am of the mind that the new station will benefit both Medford and our firm, I ask that you reconsider the creation of what will surely be a major traffic issue in the middle of a dense business district and the removal of an important amenity to employees and clients at the affected properties. Thank you for your consideration of this issue.

Sincerely,



Robert G. Rice, CPA

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**CITY OF SOMERVILLE, MASSACHUSETTS**  
***MAYOR'S OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT***  
**JOSEPH A. CURTATONE**  
**MAYOR**

MICHAEL F. GLAVIN  
EXECUTIVE DIRECTOR

December 12, 2017

Secretary Matthew Beaton  
Executive Office of Energy and Environmental Affairs  
Attn: Erin Flaherty  
100 Cambridge Street, Suite 900  
Boston, MA 02114

**Re: Notice of Project Change – Green Line Extension Project (EEA # 13886)**

Dear Ms. Flaherty:

Thank you for the opportunity to comment on the submitted Notice of Project Change (NPC) for the MBTA Green Line Extension project (EEA # 13886), dated October 2017 and published in the MEPA Environmental Monitor on November 8, 2017.

As you know, the City of Somerville has worked tirelessly to advance the Green Line Extension to Mystic Valley Parkway, which is of critical importance to our community, the metropolitan region, and the Commonwealth as a whole. Our residents, elected officials, business community and nonprofit agencies have invested many years in public planning processes associated with the Project, including the legally-adopted SomerVision Comprehensive Plan. Extending GLX service to Mystic Valley Parkway from its temporary terminus at College Avenue is essential to achieving our community's progressive goals around local and regional mobility, economic vitality, environmental sustainability and social equity.

In addition, the City formally represents twenty municipalities at the Boston Region Metropolitan Planning Organization (MPO) through its Inner Core Committee. We are proud of our multi-municipal collaboration with MPO stakeholders to ensure the Project's inclusion in the adopted Long-Range Transportation Plan (LRTP), and Transportation Improvement Program (TIP). The MPO's 2016 vote to reprogram federal and nonfederal monies previously allocated to Mystic Valley Parkway in order to preserve the College Avenue phase of the GLX was difficult for all members, and the City of Somerville looks forward to the next phase of dialogue as we collectively work to secure funding for the Project in a timely manner.

The City applauds MassDOT for its efforts to reduce the scope, risk and cost of the Mystic Valley Parkway extension. The Notice of Project Change identifies specific examples of scope



changes intended to simplify construction and minimize long-term operating costs by placing the trolley platform at street elevation and allowing for grade crossing by pedestrians; the City of Somerville supports these proposed changes described in the NPC as “Alternative 1”.

The City is pleased that MassDOT has acknowledged the need to plan for adaptive re-use and public-private partnership opportunities at 600 Mystic Valley Parkway; we request that MassDOT provide a clearer commitment to evaluating this alternative in the DEIR filing. The MBTA is already a major real estate holder in Somerville, with roughly 75 acres of yard and maintenance facilities. Our community’s fiscal health depends on preserving and enhancing ratable real estate, particularly commercial properties in close proximity to mass transit. A station design which eliminates the structure at 600 Mystic Valley Parkway and builds a standalone station with no mixed-use component may not be compatible with the City’s adopted land use plans. The City supports Governor Baker’s “Open for Business” real estate asset management initiative, and we look forward to future collaborations with the MBTA and the Executive Office for Administration and Finance around this site and others in Somerville.

The NPC summarizes previous findings related to transportation, and rightly emphasizes the importance of creating an excellent public realm and walking infrastructure around the Mystic Valley station site. The City looks forward to collaborating with MassDOT and the City of Medford to leverage recent “Complete Streets” enhancements to Boston Avenue made by the City of Medford using competitive grant funding from MassDOT. The left-turn lane illustrated on the station layout diagram may be inconsistent with a quality pedestrian and bicycle environment that truly invites walking and bicycling to the station.

The NPC also identifies a major scope addition consisting of a traction power electrical substation facility with location to be determined. The City of Somerville looks forward to working with project stakeholders to learn more about electrical power needs and how to meet them in the lowest-cost configuration without compromising optimal site circulation and pedestrian-oriented urban design.

### Summary

In summary, the City of Somerville respectfully urges EOEEA to approve the NPC as submitted to ensure the Project can move expeditiously into the next phase of environmental review and fiscal programming. The City looks forward to continued partnership with MassDOT, the MBTA, our neighboring municipalities and regional advocates to advance this crucial regional investment in a twenty-first century mass transit network for Massachusetts.

Thank you for the opportunity to comment on this Notice of Project Change.

Sincerely,

Brad Rawson  
Director, Transportation & Infrastructure  
Mayor’s Office of Strategic Planning & Community Development



**From:** [Suzanne Lipsky](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Comment on NPC - Green Line Extension Project  
**Date:** Tuesday, December 12, 2017 4:49:02 PM

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December 12, 2017

Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
MEPA Office  
Attn: Erin Flaherty, MEPA Analyst  
EEA No. 13886  
100 Cambridge Street, Suite 900  
Boston MA 02114  
Email: [Erin.Flaherty@state.ma.us](mailto:Erin.Flaherty@state.ma.us)

Dear Ms. Flaherty:

I am writing to comment on the Notice for Project Change (NPC) for the Green Line Extension Project to Medford, EEA # 13886.

I am opposed to a terminus being built along the Mystic River at the intersection of Route 16 and Mystic Valley Parkway for several reasons.

The resulting environmental devastation to this largely residential neighborhood and its registered historic parkland, designed by Charles Eliot and Olmstead in 1893, would be undeniable. This particular intersection of Route 16 and Boston Avenue lays at a historic site on the Mystic River, once known as Gibbs Landing, the last lock before entering Charlestown on the Middlesex Canal. There are historic trees in these two parks, some of which date back to the time of the Middlesex Canal.

As several citizens noted at the hearing on November 21, 2017, increased traffic along Boston Avenue and Mystic Valley Parkway is a particular problem. There are already numerous accidents at this intersection, including two serious accidents in the last week that required fire engines, multiple ambulances, and police closing parts of the avenue and parkway. Also, the amount of time in the pedestrian walk sign at this intersection needs to be increased from 15 seconds. The stop signal begins flashing at 8 seconds and there is no delay between the end of the flashing and the traffic signal changing for the cars to proceed. There is also a bus stop at this intersection (on Boston Avenue) and vehicles are allowed to turn right at the red light, which contributes to the number of pedestrians being injured here. Some

citizens at the meeting asked for a pedestrian bridge that would lead to the proposed terminus.

Additional problems have emerged this fall when Boston Avenue was reduced to one lane in each direction due to the implementation of new bike paths. During commuting times in the morning and evening, traffic is congested back to North St on Boston Avenue and in the mornings to Canal St. in West Medford. There is additional traffic from workers leaving the parking lots in the group of buildings on Boston Ave. Also, there is confusion about right turns on red lights with the new bike lanes at the intersection.

In addition there have been at least three pedestrian accidents in the crosswalk at the intersection of Boston Avenue and Irvington Rd., where a path leading to the Route 16 terminus is being proposed.

There are three elderly housing complexes that are situated near these intersections along Boston Avenue: Walking Court in Medford, Somerville's VNA consisting of 99 units, and Somerville's Elderly Housing at Capen Court, which consists of 95 units. Pedestrian safety in this area needs to be reviewed closely because of the number of elderly pedestrians.

This site of the proposed terminus also abuts the largely residential and historic neighborhood of West Medford with homes and historic churches that line Boston Avenue. The original meeting for the proposed terminus at Rte. 16 was held at the Brooks Elementary School on High St. in West Medford. Later meetings have been held at Tufts. I believe that future meetings should be held in the neighborhood that adjoins the proposed terminus, so that the citizens of West Medford may explore the impact of the proposal on their community.

Another area of concern is the increase in particulate matter in air quality due to increased traffic in this area. There will be an increased number of buses and cars traveling along Boston Avenue on both sides of the Mystic River. In addition, there will be increased traffic traveling south along Mystic Valley Parkway and crossing the bridge opposite Whole Foods as cars exit from Rte. 93 to reach the Green Line. From the opposite direction, there will be increased traffic on the parkway as cars travel north from Massachusetts Avenue and east along Mystic Valley Parkway from Arlington.

Another area is the projected plan in the DEIR to have storm water empty into the Mystic River. During the past years, the Mystic has overflowed its banks at the intersection of Boston Avenue and Mystic Valley Parkway. This is partially due to the current work being done in Cambridge to mitigate the flooding of Alewife Brook to

push its waters to where it joins the Mystic River at the intersection of Alewife Brook Parkway and Mystic Valley Parkway, just south of the intersection with Boston Avenue. In addition, the construction of two large housing projects (almost 200 units) near this intersection has also added to increased storm water being dislodged into the river. Please take these new developments in storm water management into account when preventing contamination of storm water and controlling erosion.

To summarize, I believe that the Green Line Extension's stopping at College Ave. fulfills the state's legal obligation to provide public transit services to Somerville. I am strongly opposed to the proposed extension to Mystic Valley Parkway/ Route 16. I am concerned about the deterioration of healthy air quality due to increased traffic along Boston Avenue and Mystic Valley Parkway. I am also concerned about storm water management in the Mystic River and environmental damage done to the historic Olmstead-designed parkland that lines the Mystic's banks and follows the footprint of the historic Middlesex Canal.

I believe that further environmental and historical analysis will need to be done in this area. Thank you for your consideration.

Sincerely,

Suzanne Lipsky

509 Mystic Valley Parkway

Somerville, MA 02144

December 12, 2017

To: Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
MEPA Office  
Attn: Erin Flaherty, MEPA Analyst  
EEA No. 13886  
100 Cambridge Street, Suite 900, Boston MA 02114  
*Sent By Email:* Erin.Flaherty@state.ma.us

Re: Comment on NPC – Supporting GLX to Mystic Valley Parkway

To Erin Flaherty, MEPA Analyst:

Thank you for this opportunity to submit comments on the Green Line extension (GLX) Notice of Project Change (NPC) document that begins the environmental impact study of the proposed extension of the Green Line beyond College Avenue Station to Mystic Valley Parkway (deadline today, Tuesday, December 12, 5:00 p.m.).

<http://greenlineextension.eot.state.ma.us/>

The Friends of the Community Path and Somerville Transportation Equity Partnership submit this somment jointly. The mission of the Friends of the Community Path (Friends) is to connect several regional multi-path networks and public transit via a Community Path extension (CPX) along the future Green Line extension (GLX). Somerville Transportation Equity Partnership (STEP) is a community group dedicated to improving transportation in Somerville, by advocating for the GLX, a more livable city, and public health issues.

The Friends and STEP are delighted that the NPC includes a proposal for a one-mile extension of the Green Line along the MBTA Lowell Line commuter rail right-of-way from the currently planned terminus at College Avenue in Medford to Mystic Valley Parkway (Route 16) in Medford and Somerville. The Friends aand STEP emphatically support the design and construction of a Mystic Valley Parkway GLX station, which will serve Environmental Justice neighborhoods in Somerville, Medford, and Arlington.

Notably, this Mystic Valley Parkway GLX station will provide critically needed public transit for the many youth and adults in East Somerville and others areas along the entire Green Line, who play or observe sporting activities at Dilboy Field, and those wishing to take public transit to the other fields and multi-use paths along the Mystic River and Alewife Brook. This is particularly helpful and appreciated as Somerville has the least open space per 1000 residents of any of the Commonwealth's 351 municipalities.

The Friends of the Community Path and STEP support all the elements proposed by the Medford Green Line Neighborhood Alliance) MGNA in their comments on the NPC, including these three actions for the benefit of those who live in or recreate in the Mystic River Reservation area:

**1. Preserve the U-Haul Building**

With the GLX stations having been scaled back to simple open-air platforms with canopies, only a small portion of the U-Haul building, if any, would be needed to accommodate the two Green Line tracks and access to and from the platforms. Pick-up and drop-off activity (except for the Ride) could be accommodated on Boston Avenue, eliminating the need for a driveway. Not having to acquire and demolish the U-Haul building will also make the project less expensive; it will reduce or eliminate the demolition and construction work, use of heavy machinery, industrial and hazardous waste from the building, and shorten the construction timeframe, minimizing impact on the neighbors.

**2. Require Sound/Air Pollution Barriers the Length of Project**

Sound barriers have proven to not only limit the impacts of noise pollution from highway and railroad corridors on communities, but also those of air pollution. Studies show that reductions in downwind pollutant concentrations within approximately 500 feet of a highway in the presence of a well-designed sound wall can be on the order of 15% to 50%. These barriers will provide an important safeguard from the damaging pollutants emitted from the commuter rail locomotives, which will travel closer to residential properties and the Mystic River Reservation parklands once the commuter rail tracks are relocated to accommodate the Green Line tracks. (See page 12 of the attached EPA report, "Best Practices for Reducing Near-Road Pollution Exposure at Schools," for more information and additional references.)

**3. Mitigate Noise and Vibration Impacts at the Source**

For Phase 1 of the GLX, the MBTA has proposed substituting noise and vibration reducers at the receptor point, rather than at the source. Providing mitigation in the form of new windows and insulation for abutting residents is far inferior to the mitigation previously proposed in the form of work on track beds, tracks, rails and wheels, as well as noise barriers (already installed during the GLX work performed in 2013-14 near the rebuilt Harvard rail bridge in Medford). The substitute mitigation measures do not allow homeowners to keep their windows open for reduced energy use in the summer; do not allow peaceful use of their patios, decks, gardens or yards; and do not allow pleasant use of nearby outdoor recreation areas such as playgrounds. The substitutions also eliminate any benefit for people visiting the areas near the extension on foot or on bicycle, as well as any benefit for the abundant wildlife that frequent the tree-lined corridor. The final MEPA certificate on the Mystic Valley Parkway Environmental Impact Report study should require the MBTA to utilize and evaluate noise and vibration mitigation measures at the source,

as well noise barriers the length of the extension between College Avenue and Mystic Valley Parkway.

We also urge that these recommendations become part of the secretary's scope for the EIR, many of which were previously included in the GLX Sustainability Plan (as follows):

### **Water Quality**

- Evaluating the potential positive water quality impacts -- particular to the Mystic River and its tributaries -- from the reduction in Vehicle Miles Traveled (VMT) in the project area, which would also reduce the amount of auto emission pollutants that are washed from the roadways and are carried into the river by storm water.
- Water and water management are major issues for the GLX, especially since much of the extension will be built below grade level in a “cut” where commuter rail lines currently run and flooding sometimes is a problem due to antiquated drainage systems. Water management concern is heightened due to the anticipated impacts of climate change and the likelihood of more severe and more frequent rain events.
- To help prevent flooding, each GLX station platform will have a rain storage area underneath it to hold storm water during a rain event for release later.
- To reduce the amount of storm water runoff, a green roof is being considered for the Green Line maintenance facility, and the MBTA also is exploring the feasibility of installing a “blue roof” that would allow rain water to be captured for use washing Green Line vehicles. Perhaps these elements could be considered if any buildings are constructed or modified at Mystic Valley Parkway
- Require the use of low-toxic, sustainable materials in all elements of the design
- Design extra protection from catastrophic rain events/flooding for the electrical power substation to be sited near that station
- Use hardy, native plants in landscaping
- Utilize the Envision system guidelines which rate and certify public works projects for sustainability (similar to LEED for private development)



The entire Commonwealth (and beyond) will benefit from these sustainable transportation projects and the healthier urban neighborhoods and regional economy they will support. The timely completion of these projects will:

- Advance MassDOT's Mode Shift goal of tripling the bicycle, pedestrian, and transit mode share by the year 2030
- Advance MassDOT's objective of greenhouse gas emission reductions within the transportation sector, as required under the Commonwealth's Global Warming Solutions Act.
- Serve as a model for 21st century urban transportation for the whole state.

Thank you for balancing many interests and for your consideration of this public comment.

Sincerely,

Lynn Weissman and Alan Moore  
Co-Presidents  
Friends of the Community Path

Ellis Reisner, Presiden  
Wig Zamore, Co-President  
Somerville Transportation Equity  
Partnership



cc:

stephanie.pollack@state.ma.us, katherine.fichter@state.ma.us,  
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jackie@livablestreets.info, snutter@gmail.com, bikeinfo@massbike.org,  
richard@massbike.org, bostongreenroutes@somervillebikes.org,  
jason@bostoncyclistsunion.org, bwolfson@bostoncyclistsunion.org,  
TReardon@mapc.org, kencarlson8@gmail.com, kegan@t4ma.org,  
cticotsky@t4ma.org, jostroff@t4ma.org, jlauspitz@comcast.net, arondon@ma-  
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bsloane@walkboston.org, jeremy@transitmatters.info, tkaplan@gbls.org,  
reisnere51@gmail.com, wigzamore@gmail.com, kmolloy@gmail.com,  
info@somervillebikes.org, rmares@clf.org, alan@pathfriends.org,  
jonah@petri.us, friendspath@yahoo.com

**From:** [Tiffany Reevior](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Green Line Extension  
**Date:** Tuesday, December 12, 2017 5:02:23 PM

---

Please bring the green line to Route 16!

Thanks,  
Tiffany Reevior  
37 Lyman Ave  
Medford



# Town of Winchester

Michael Bettencourt, Chairman  
David P. Errico, Vice Chairman  
Lance R. Grenzeback  
E. James Whitehead  
Mariano Goluboff

Board of Selectmen  
71 Mt. Vernon Street  
Winchester, MA 01890  
Phone: 781-721-7133  
Fax: 781-756-0505  
townmanager@winchester.us

December 8, 2017

Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs (EEA)  
MEPA Office  
EEA No. 13886  
100 Cambridge Street – Suite 900  
Boston, MA 02114

RECEIVED  
DEC 13 2017  
MEPA

Attention: Erin Flaherty, MEPA Analyst

The Town of Winchester appreciates the opportunity to comment on the "Notice of Project Change – MBTA Green Line Extension to Mystic Valley Parkway – Somerville and Medford, Massachusetts" filed with MEPA on October 17, 2017.

The Town of Winchester strongly supports the Massachusetts Department of Transportation (MassDOT) and the Massachusetts Bay Transportation Authority (MBTA)'s plan to extend the Green Line from its currently proposed terminus at College Avenue in Medford to Mystic Valley Parkway (Route 16) in Medford and Somerville. The proposed station is approximately 3-miles from Winchester Center, and will improve access for Winchester residents with jobs in Medford, Somerville, Cambridge, and Boston. Conversely, the project will improve public transportation access to Winchester jobs and other amenities such as Winchester Hospital, now a part of Lahey Health, and Sandy Beach on the Upper Mystic Lake, for reverse commuters. Assuming that there is no parking garage built as a part of the station, the project should also help to reduce or mitigate peak period traffic congestion on state and local roads in Winchester and surrounding communities.

As the MEPA review of this modification to the Green Line Extension project progresses, the Town of Winchester requests that the following elements be considered as part of the DRAFT and Final Environmental Impact Reports:

- (1) Conduct an analysis of Green Line ridership to and from Winchester.
- (2) Analyze the projected diversion of users currently accessing the MBTA commuter rail stations in Winchester (Lowell Line – Wedgemere and Winchester Center Stations) to the Green Line.
- (3) Provide for additional or rerouted MBTA bus service between Winchester and the proposed station at Mystic Valley Parkway. The #134 bus currently runs between Winchester Center Commuter Rail Station and Wellington Station; and the #350 bus currently serves the Route 3 corridor to Alewife Station.

1. The first part of the document is a letter from the President of the United States to the Congress, dated January 3, 1862. It is a very important document, as it contains the President's annual message to Congress, which is a key part of the executive branch's communication with the legislative branch.

2. The second part of the document is a report from the Secretary of the Treasury, dated January 3, 1862. It is a very important document, as it contains the Secretary's annual report to Congress, which is a key part of the executive branch's communication with the legislative branch.

3. The third part of the document is a report from the Secretary of the Interior, dated January 3, 1862. It is a very important document, as it contains the Secretary's annual report to Congress, which is a key part of the executive branch's communication with the legislative branch.

4. The fourth part of the document is a report from the Secretary of the War, dated January 3, 1862. It is a very important document, as it contains the Secretary's annual report to Congress, which is a key part of the executive branch's communication with the legislative branch.

5. The fifth part of the document is a report from the Secretary of the Navy, dated January 3, 1862. It is a very important document, as it contains the Secretary's annual report to Congress, which is a key part of the executive branch's communication with the legislative branch.

6. The sixth part of the document is a report from the Secretary of the State, dated January 3, 1862. It is a very important document, as it contains the Secretary's annual report to Congress, which is a key part of the executive branch's communication with the legislative branch.

7. The seventh part of the document is a report from the Secretary of the War, dated January 3, 1862. It is a very important document, as it contains the Secretary's annual report to Congress, which is a key part of the executive branch's communication with the legislative branch.

8. The eighth part of the document is a report from the Secretary of the Navy, dated January 3, 1862. It is a very important document, as it contains the Secretary's annual report to Congress, which is a key part of the executive branch's communication with the legislative branch.

9. The ninth part of the document is a report from the Secretary of the State, dated January 3, 1862. It is a very important document, as it contains the Secretary's annual report to Congress, which is a key part of the executive branch's communication with the legislative branch.

10. The tenth part of the document is a report from the Secretary of the War, dated January 3, 1862. It is a very important document, as it contains the Secretary's annual report to Congress, which is a key part of the executive branch's communication with the legislative branch.

11. The eleventh part of the document is a report from the Secretary of the Navy, dated January 3, 1862. It is a very important document, as it contains the Secretary's annual report to Congress, which is a key part of the executive branch's communication with the legislative branch.

12. The twelfth part of the document is a report from the Secretary of the State, dated January 3, 1862. It is a very important document, as it contains the Secretary's annual report to Congress, which is a key part of the executive branch's communication with the legislative branch.

- (4) Improve the on-road and off-road bicycle infrastructure between Winchester and the proposed station at Mystic Valley Parkway along major routes, such as Mystic Valley Parkway along the Mystic Lakes and Mystic River, Route 38 (Main Street) in Winchester and Medford, Playstead Road, Grove Street, and Boston Avenue. MassDOT in conjunction with the communities of Winchester, Woburn, and Stoneham is currently in the process of constructing the Tri-Community Greenway project which is an approximately 6-mile shared-use path that connects civic, recreational, and commercial activities in the three communities. The southern-most path terminus of the path is at the Wedgemere Commuter Rail Station near the intersection of Mystic Valley Parkway and Bacon Street. The Green Line Extension project presents a unique opportunity to improve the off-road pedestrian and bicycle amenities along Mystic Valley Parkway to make a connection with the Tri-Community Greenway.

In closing, the Town of Winchester fully supports the proposed change to the Green Line Extension project to extend the project terminus to Mystic Valley Parkway (Route 16) in Medford and Somerville. This project will serve as an important regional transportation improvement and will greatly benefit the surrounding communities. We look forward to providing additional comments during the MEPA permitting process.

Very truly yours,



Michael Bettencourt,  
Chairman  
for the Winchester Board of Selectmen

/pcm



12-11-17 EF

Mr Brennan,

I am opposed to the  
extention of the green line  
to the Mystic Valley Pkwy, Medford.  
due to the disruption with  
Construction, to the Neighborhood.  
I feel it is taks for Somerville,  
And Traffic to Medford.

We have access in Medford.  
to all buses and commuter  
rail already.

The extention to College Ave  
is sufficient for all communities

Sincerely  
Theresa O'Keefe

2264 M.V.P. Medford.

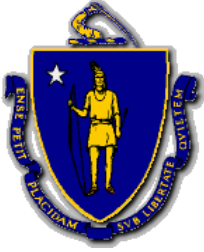
Resident 41 years



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DEC 18 2017

MEFA



COMMONWEALTH OF MASSACHUSETTS  
EXECUTIVE OFFICE OF  
ENERGY AND ENVIRONMENTAL AFFAIRS  
**DEPARTMENT OF ENERGY RESOURCES**  
100 CAMBRIDGE ST., SUITE 1020  
BOSTON, MA 02114  
Telephone: 617-626-7300  
Facsimile: 617-727-0030

**Charles D. Baker**  
Governor

**Matthew A. Beaton**  
Secretary

**Karyn E. Polito**  
Lt. Governor

**Judith F. Judson**  
Commissioner

20 December 2017

Matthew Beaton, Secretary  
Executive Office of Energy & Environmental Affairs  
100 Cambridge Street  
Boston, Massachusetts 02114  
Attn: MEPA Unit

RE: Greenline Extension, Somerville/Medford, Massachusetts, EEA #13886

Cc: Arah Schuur, Director of Energy Efficiency Programs, Department of Energy Resources  
Judith Judson, Commissioner, Department of Energy Resources

Dear Secretary Beaton:

We've reviewed the Notice of Project Change (NPC) for the above-referenced project. The purpose of this letter is to identify emission reduction measures to evaluate for future submissions, consistent with the objective of MEPA policy to avoid, mitigate, and reduce greenhouse gas emissions. The proposed project potentially includes redevelopment of an existing, approximately 150,000 sf storage building into a mixed use development. Uses potentially include residential, retail, and office.

### **Recommendations for Future Submissions**

Our recommendations for future submissions are as follows:

1. Future submissions should demonstrate that the project is taking all feasible measures to avoid, minimize and mitigate GHG emissions. The GHG Policy and supporting documentation is available at <http://www.mass.gov/eea/agencies/mepa/greenhouse-gas-emissions-policy-and-protocol-generic.html>.
2. The project may be able to finance efficiency and renewable improvements with Property Assessed Clean Energy (PACE) financing <http://www.massdevelopment.com/what-we-offer/key-initiatives/pace/>.

3. If the project is considering residential use, passive design should be thoroughly evaluated for that portion of the development. Passive design methods are available through the Passive House Institute US (PHIUS) here: <http://www.phius.org/home-page> and through the Passive House Institute (PHI) here: <http://www.passivehouse.com/>. Both are recognized by Massachusetts' building code. Multifamily specific information is available here: <http://multifamily.phius.org/>. Both methods include procedures for retrofit applications. An extensive study from NYSERDA on financial and feasibility of Passive is available here: <http://www.fxowle.com/projects/182/feasibility-study-to-implement-the-passivhaus-standard-on-tall-residential-buildings/>. See right for an example of a Passive retrofit project.



Brooklyn Townhouse Passive Retrofit.

Photo: New York Passive House

4. When evaluating Passive cost feasibility (and cost evaluations, in general), we recommend netting additional envelope costs against reduced HVAC costs.
5. In addition, we recommend further netting of costs against potential financial benefits derived from the following sources, which can also reduce first costs:
  - Utility performance-based incentives for energy efficiency improvements
  - Alternative energy credits (AECs) for renewable thermal production
  - Grants for various technologies from the Massachusetts Clean Energy Center
6. Code “trade-offs” should be avoided. In particular, avoid trading-off envelope for HVAC, lighting, or less permanent features.
7. For office, retail and other space, evaluate the following above-Code mitigation measures:
  - Improved space heating (heat pump/VRF; higher than code efficiency furnace/boiler);
  - Improved water heating (heat pump water heating; higher than code efficiency boiler);
  - Energy recovery;
  - Reduced lighting power density. Indicate which specific building types are being used to set Base Case lighting from Table 9.5.1 in ASHRAE 90.1
8. Assess the ability of the existing roof to accommodate solar PV. Estimate the area of roof potentially usable for solar development. Estimate the resulting power production



and associated GHG reduction. Rooftop improvements, if required, to enable solar readiness may be able to be financed through PACE.

9. Submit project modeling files to the DOER on a flash drive.
10. Compare model results' total and individual end uses with representative, prototype buildings developed by Pacific Northwest National Labs/Department of Energy found at the link below. Provide a summary explaining potential differences.
  - [https://www.energycodes.gov/sites/default/files/documents/BECF\\_901\\_2013\\_Progress\\_Indicator\\_0\\_0.pdf](https://www.energycodes.gov/sites/default/files/documents/BECF_901_2013_Progress_Indicator_0_0.pdf)
  - <http://www.energycodes.gov/sites/default/files/documents/2013EndUseTables.zip>
  - <https://www.energycodes.gov/commercial-energy-cost-savings-analysis>
11. Include a table similar to the example below. For “code value” ensure that the value incorporates any improved efficiency per requirements of Section C406.1 of the Massachusetts’ amendments.

| Measure/Area                                      | Base Code<br>ASHRAE 2013-90.1 | Proposed            | % Change | Comment |
|---------------------------------------------------|-------------------------------|---------------------|----------|---------|
| Roof Assembly U-value (Btu/hr-Ft <sup>2</sup> -f) |                               |                     |          |         |
| Bldg 1                                            | <i>code value</i>             | <i>design value</i> | %        |         |
| Bldg 2                                            | <i>code value</i>             | <i>design value</i> | %        |         |
| (Additional rows for each bldg.)                  | <i>code value</i>             | <i>design value</i> | %        |         |
| Wall Assembly U-value (Btu/hr-Ft <sup>2</sup> -f) |                               |                     |          |         |
| Bldg 1                                            | <i>code value</i>             | <i>design value</i> | %        |         |
| Bldg 2                                            | <i>code value</i>             | <i>design value</i> | %        |         |
| Area Window/Area Wall (%)                         |                               |                     |          |         |
| Bldg 1                                            | <i>code value</i>             | <i>design value</i> | %        |         |
| Bldg 2                                            | <i>code value</i>             | <i>design value</i> | %        |         |
| Window U-value (Btu/hr-Ft <sup>2</sup> -f)        |                               |                     |          |         |
| Bldg 1                                            | <i>code value</i>             | <i>design value</i> | %        |         |
| Bldg 2                                            | <i>code value</i>             | <i>design value</i> | %        |         |
| AC Efficiency (EER)                               |                               |                     |          |         |
| Bldg 1                                            | <i>code value</i>             | <i>design value</i> | %        |         |
| Bldg 2                                            | <i>code value</i>             | <i>design value</i> | %        |         |
| ERV Effectiveness (%)                             |                               |                     |          |         |
| Bldg 1                                            | <i>code value</i>             | <i>design value</i> | %        |         |
| Bldg 2                                            | <i>code value</i>             | <i>design value</i> | %        |         |
| Boiler (% efficiency)                             |                               |                     |          |         |
| Bldg 1                                            | <i>code value</i>             | <i>design value</i> | %        |         |
| Bldg 2                                            | <i>code value</i>             | <i>design value</i> | %        |         |
| LPD (Watts/sq ft)                                 |                               |                     |          |         |
| Bldg 1                                            | <i>code value</i>             | <i>design value</i> | %        |         |

Greenline Extension, EEA #13886  
Somerville/Medford, Massachusetts

|                                                     |                   |                     |   |  |
|-----------------------------------------------------|-------------------|---------------------|---|--|
| Bldg 2                                              | <i>code value</i> | <i>design value</i> | % |  |
| (continue to include service water, equipment, etc) |                   |                     |   |  |

Sincerely,



Paul F. Ormond, P.E.  
Energy Efficiency Engineer  
Massachusetts Department of Energy Resources





**Mystic Valley Parkway Notice of Project Change**  
**Supporting Documents: Designs, Maps, Images**  
**December 2017**

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# Mystic Valley Station Location Aerial



Two Green Line tracks will be added to the left of the existing commuter rail tracks shown in center of photo.



# Mystic Valley Station Location Map





# Mystic Valley Station Neighborhood Map





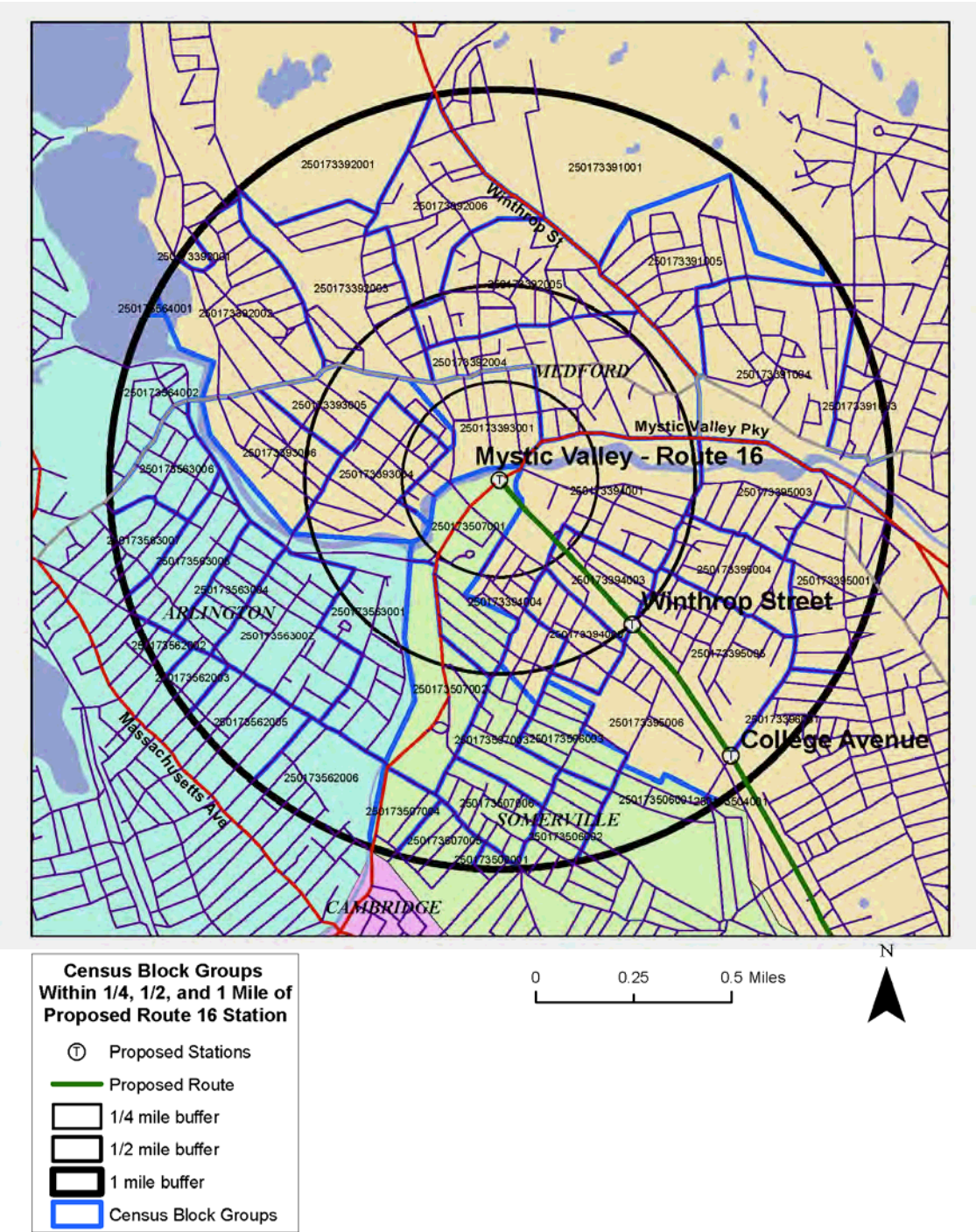
# Mystic Valley Station Area Assessors Map



Has the owner of the U-Haul building (the parcel outlined in red) been granted an easement into the railroad right-of-way?



# Mystic Valley Station Population



## Route 16 Proposed Station - Demographic Estimates for 1/2 Mile Buffer Zone

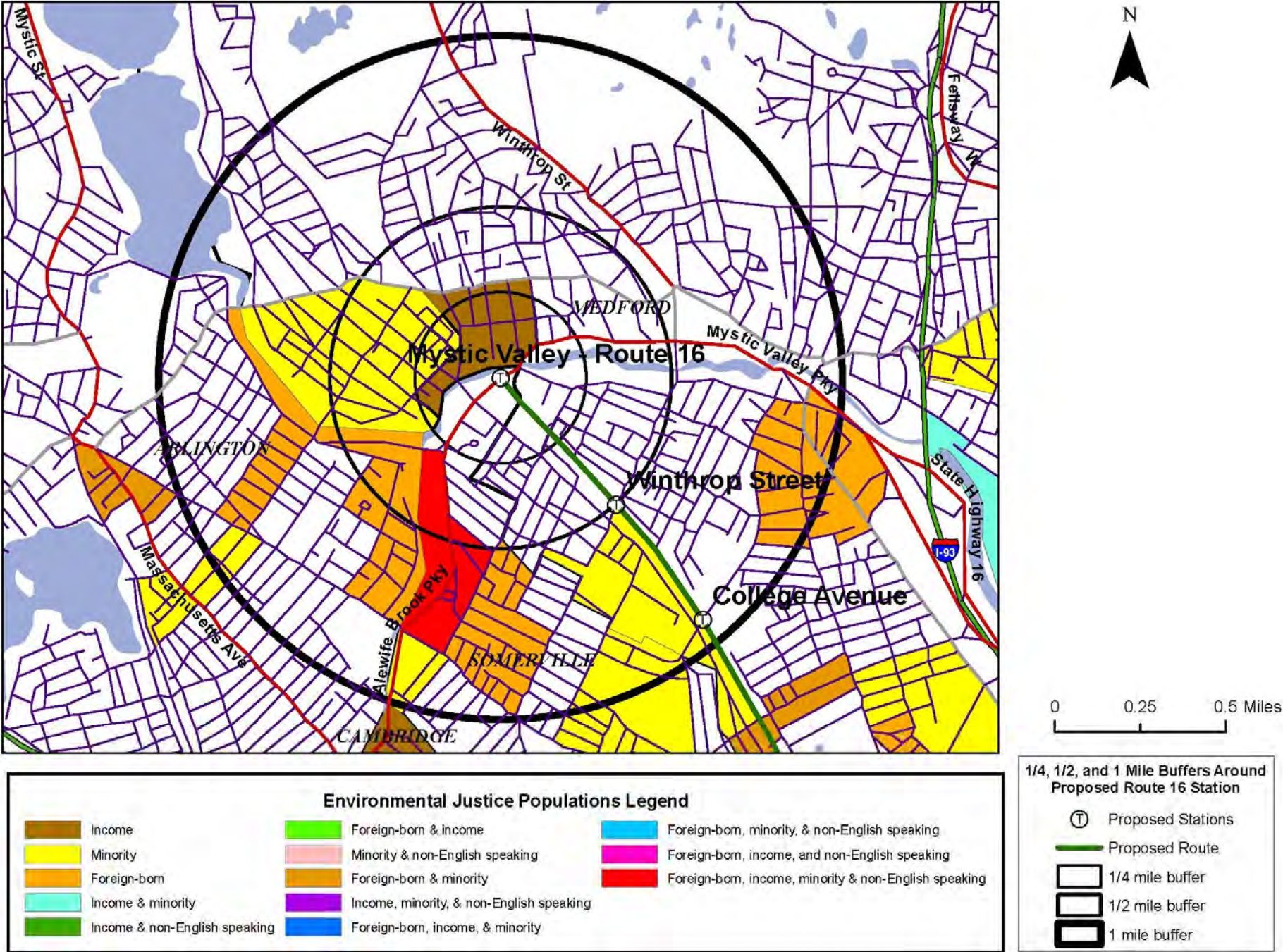
Area-weighted estimations from census block groups

| Block Group ID          | Total Population 2000 | Fraction w/in buffer | Estimated population w/in buffer |
|-------------------------|-----------------------|----------------------|----------------------------------|
| <b>Estimated totals</b> | <b>18601</b>          |                      | <b>9116</b>                      |
| 250173392003            | 979                   | 0.20488445           | 201                              |
| 250173392005            | 940                   | 0.40941131           | 385                              |
| 250173392006            | 903                   | 0.009498955          | 9                                |
| 250173393001            | 766                   | 0.99999594           | 766                              |
| 250173393004            | 889                   | 0.981671369          | 873                              |
| 250173393005            | 765                   | 0.735534885          | 563                              |
| 250173393006            | 597                   | 0.150740795          | 90                               |
| 250173394001            | 1073                  | 0.980476269          | 1052                             |
| 250173394003            | 875                   | 0.982609899          | 860                              |
| 250173394005            | 628                   | 0.666468254          | 419                              |
| 250173395003            | 702                   | 0.006498613          | 5                                |
| 250173395005            | 1062                  | 0.028087571          | 30                               |
| 250173392004            | 1477                  | 0.854217833          | 1262                             |
| 250173394004            | 936                   | 0.909248384          | 851                              |
| 250173395004            | 814                   | 0.074075551          | 60                               |
| 250173507001            | 946                   | 0.998470301          | 945                              |
| 250173507002            | 950                   | 0.316692874          | 301                              |
| 250173507003            | 1055                  | 0.01024961           | 11                               |
| 250173563001            | 1276                  | 0.342387872          | 437                              |
| 250173563002            | 968                   | 0.030795912          | 30                               |

- 9,116 residents within a half-mile (10-minute walk) of station
- Data prepared in 2009 based on 2000- Census
- Current are population figures have increased



# Mystic Valley Station Environmental Justice Tracts





# U-Haul Building Parcel Photos



Another aerial view of the U-Haul building parcel. The Green Line tracks will be added to the left of the existing commuter rail tracks visible in the photo, which must remain in their current location in order to cross Mystic Valley Parkway and the Mystic River.



# U-Haul Building Parcel Photos



Only the addition to the main U-Haul building (outlined in red) would be needed to accommodate the Green Line terminus station. The tracks and platforms could be inside (and possibly a third track for layovers) plus enclosed bicycle parking. The MBTA could lease this part of the building.



# U-Haul Building Parcel Photos



The side of the U-Haul building facing Boston Avenue. Most of the building is used for storage.



# U-Haul Building Parcel Photos



The side of the U-Haul building facing Mystic Valley Parkway. The lower (left) section is parallel to the existing commuter rail tracks.



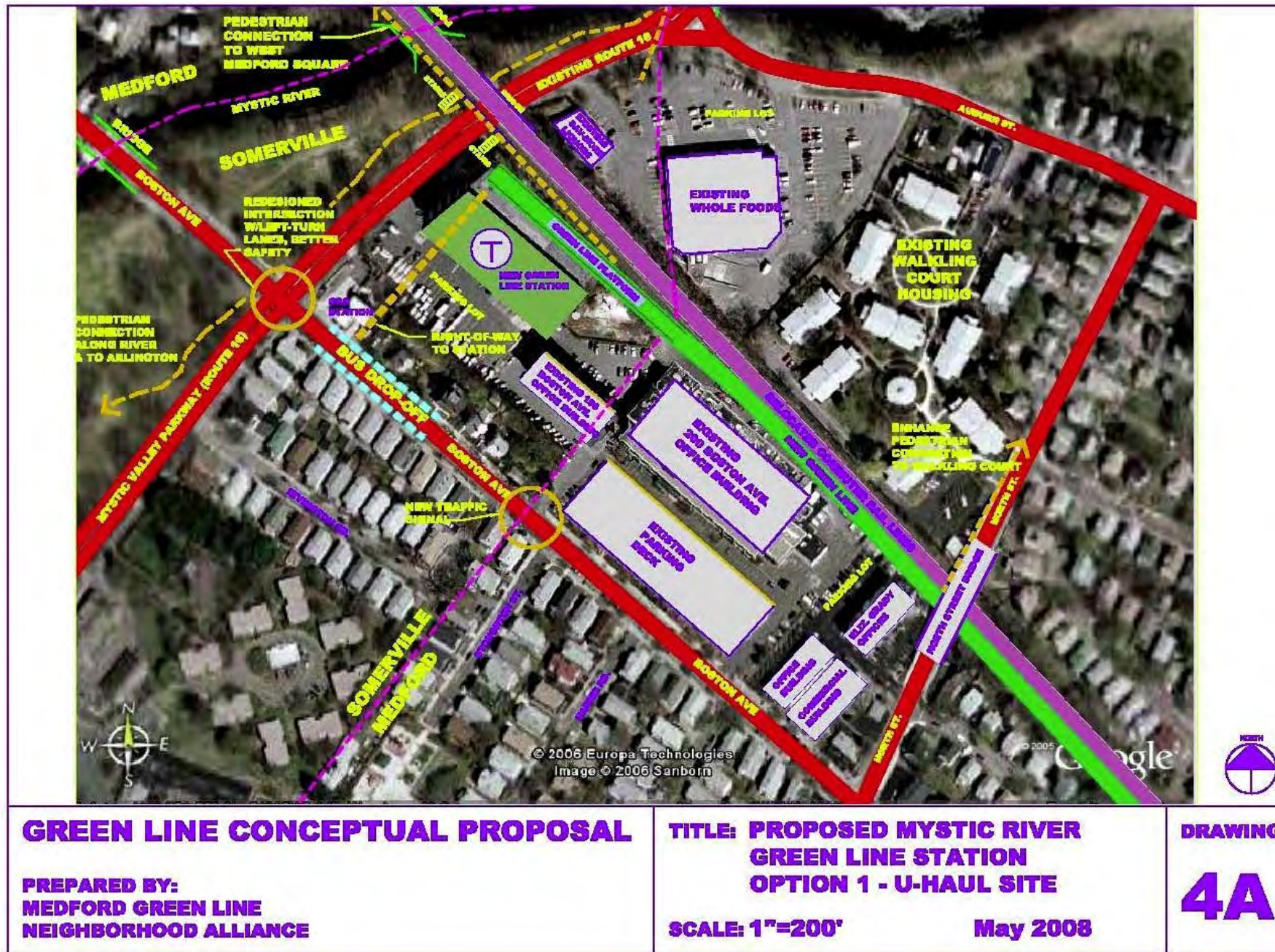
# U-Haul Building Parcel Photos



Another view of the U-Haul building facing Mystic Valley Parkway; the lower part could accommodate the Green Line tracks, and more.

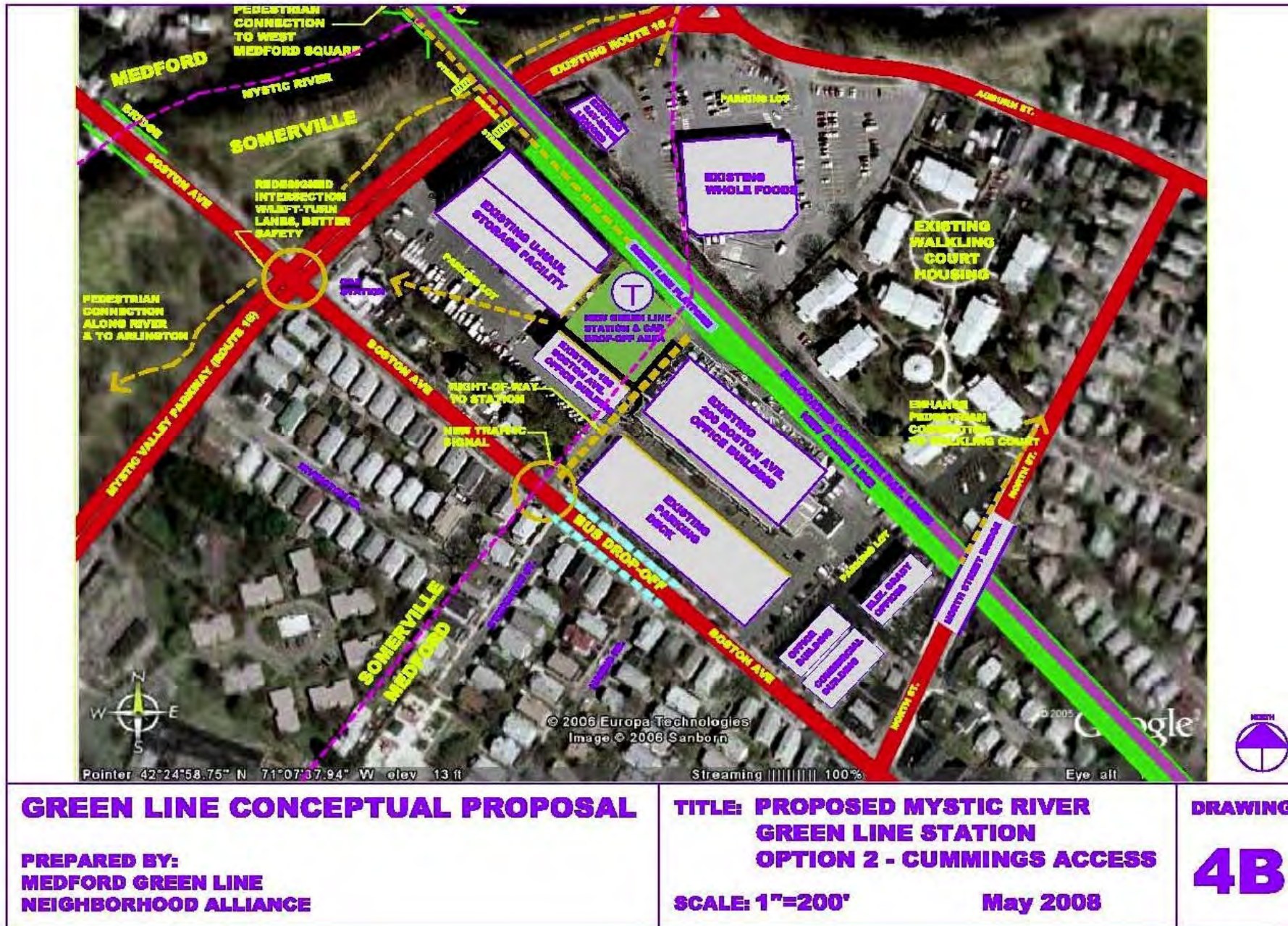


# 2008 Workshop Concept 1



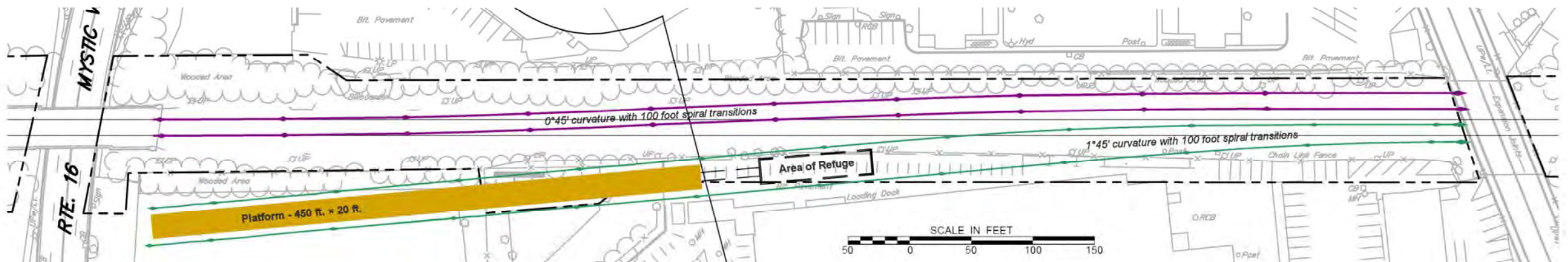


# 2008 Workshop Concept 2





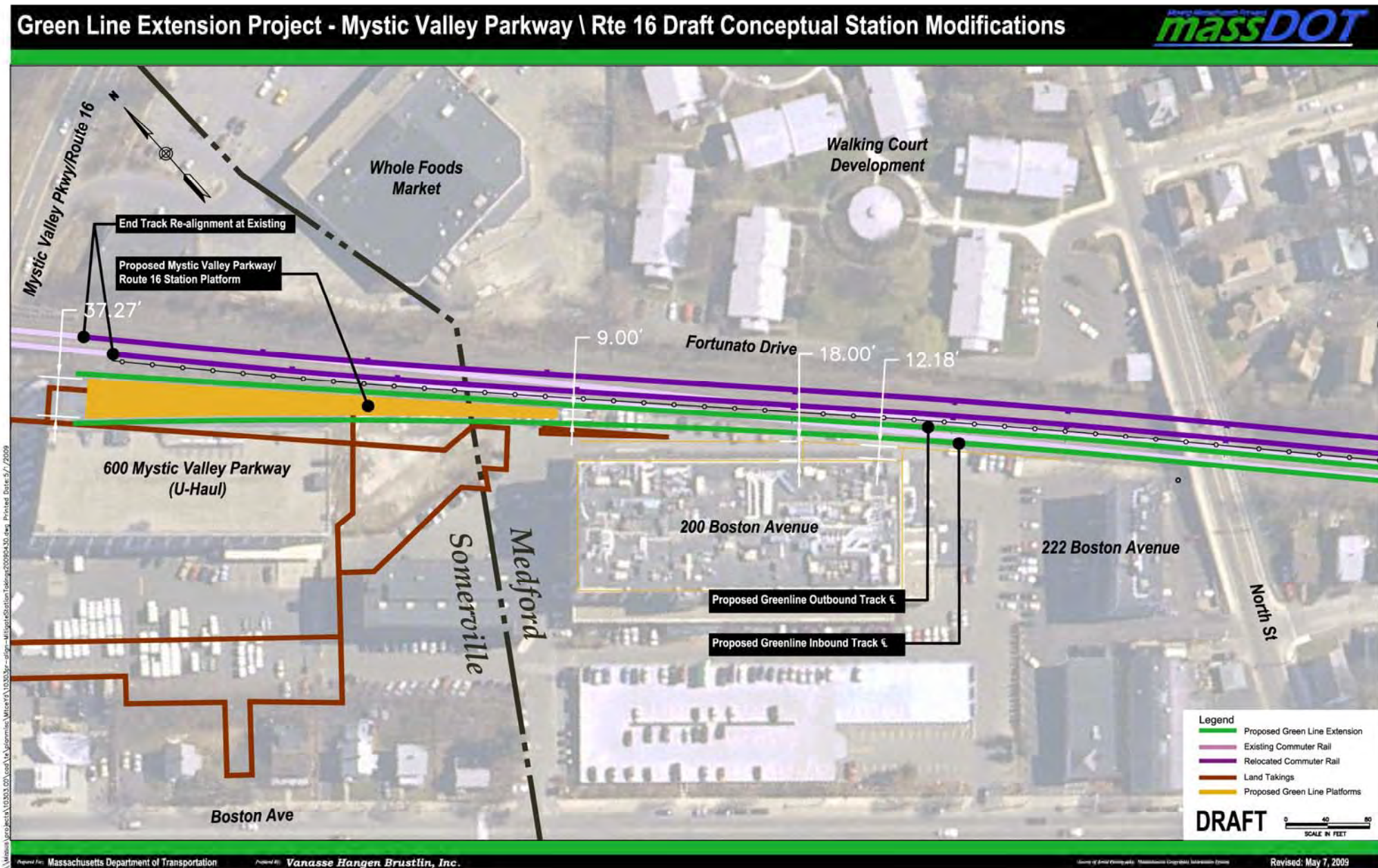
# 2009 MGNA Track Alignment



Alternative Route 16 Track Alignment

As shown on the next page, MassDOT adopted this alignment, eliminating the need to acquire office buildings at 200 and 222 Boston Ave.

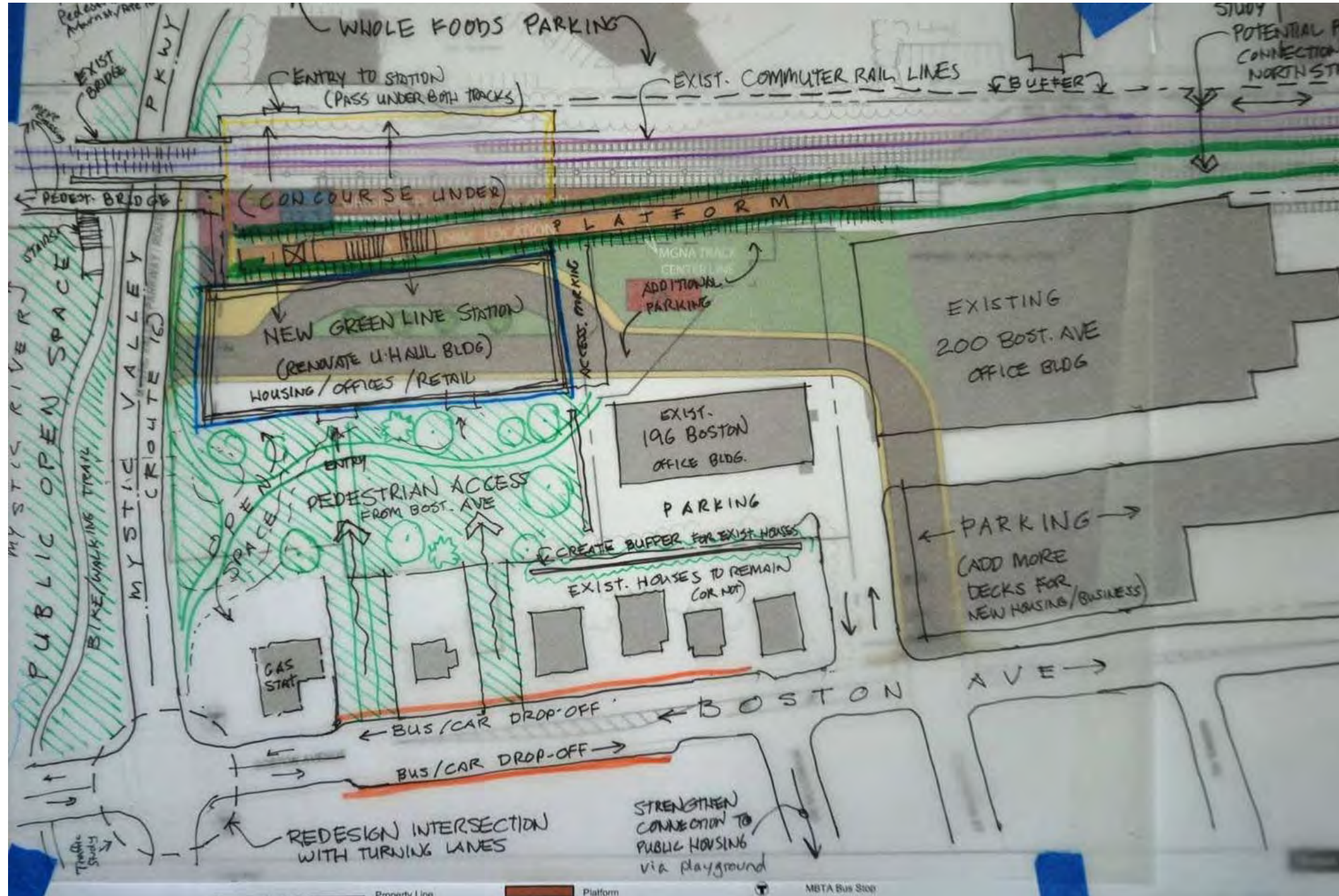
# 2009 MassDOT Revised Track Alignment



This MassDOT track alignment eliminated the need to acquire two office buildings, but still called for the removal of the U-Haul building.



# 2010 Charette Refined Concept





# 2015 U-Haul Building Adaptive Re-use Concept



- Preserves most if not all of existing building
- Adapts to a higher, better and more complementary use
- Potential for expansion of two additional levels
- Opportunities for additional green space
- Opportunities to improve station access for pedestrians, cyclists



# 2015 Mystic Valley Station Site Plan



Modification required to accommodate pick-up/drop-off for buses/cars/The Ride closer to station (entry/exit on Boston Ave. at Stoughton St.



# Mystic Valley Station Prototype: Elliott Landing



Cummings Properties (which owns the buildings at 196 at 200 Boston Avenue) converted the former United Shoe Machinery Corporation building in Beverly into 73 condominiums. The building is near both of Beverly's MBTA stations and also the Bass River.



# American Woolen Building - 1953

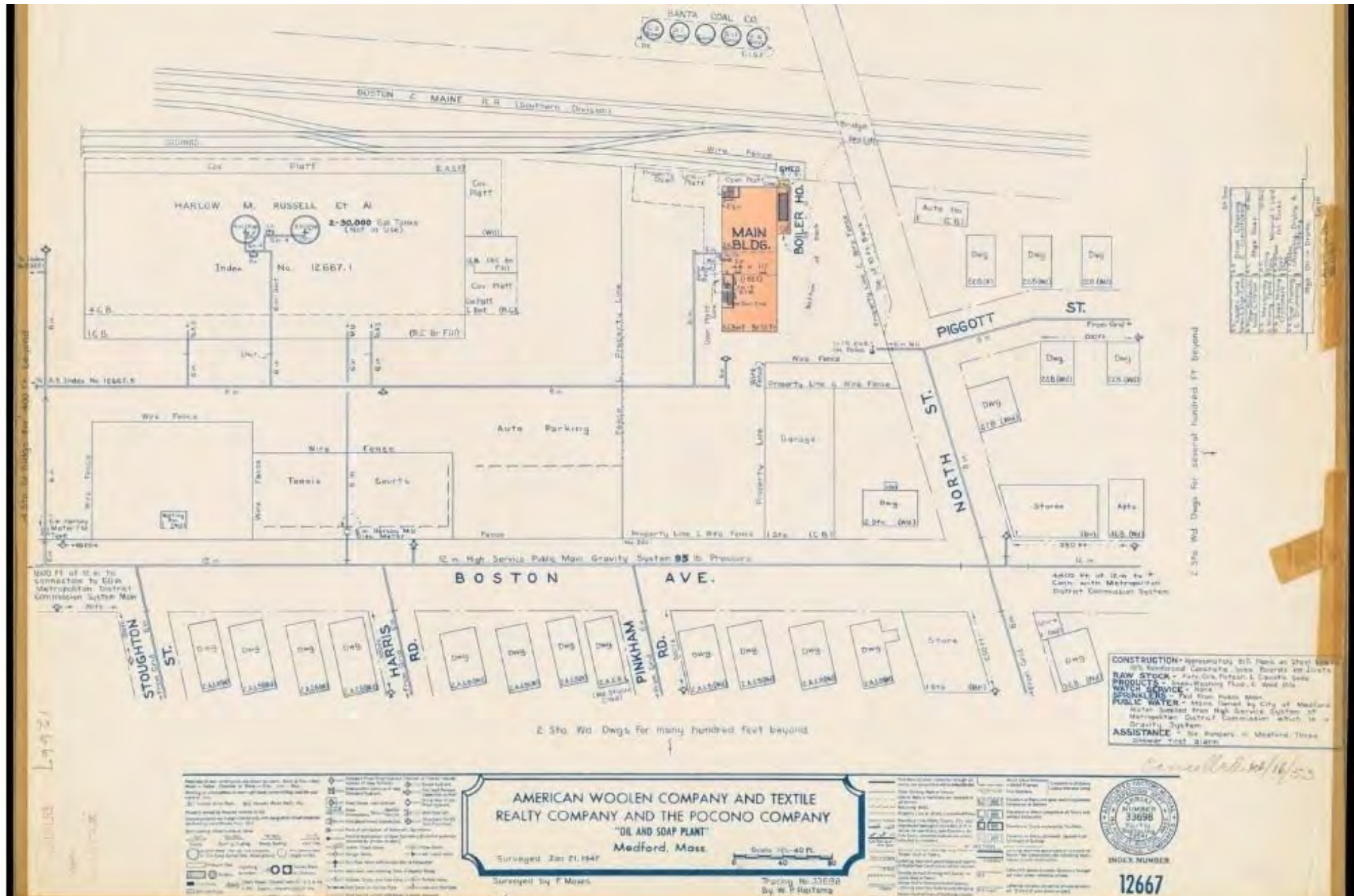


Diagram shows railroad sidings next to the 200 Boston Avenue building, indicating that room exists for the .GLX tracks.

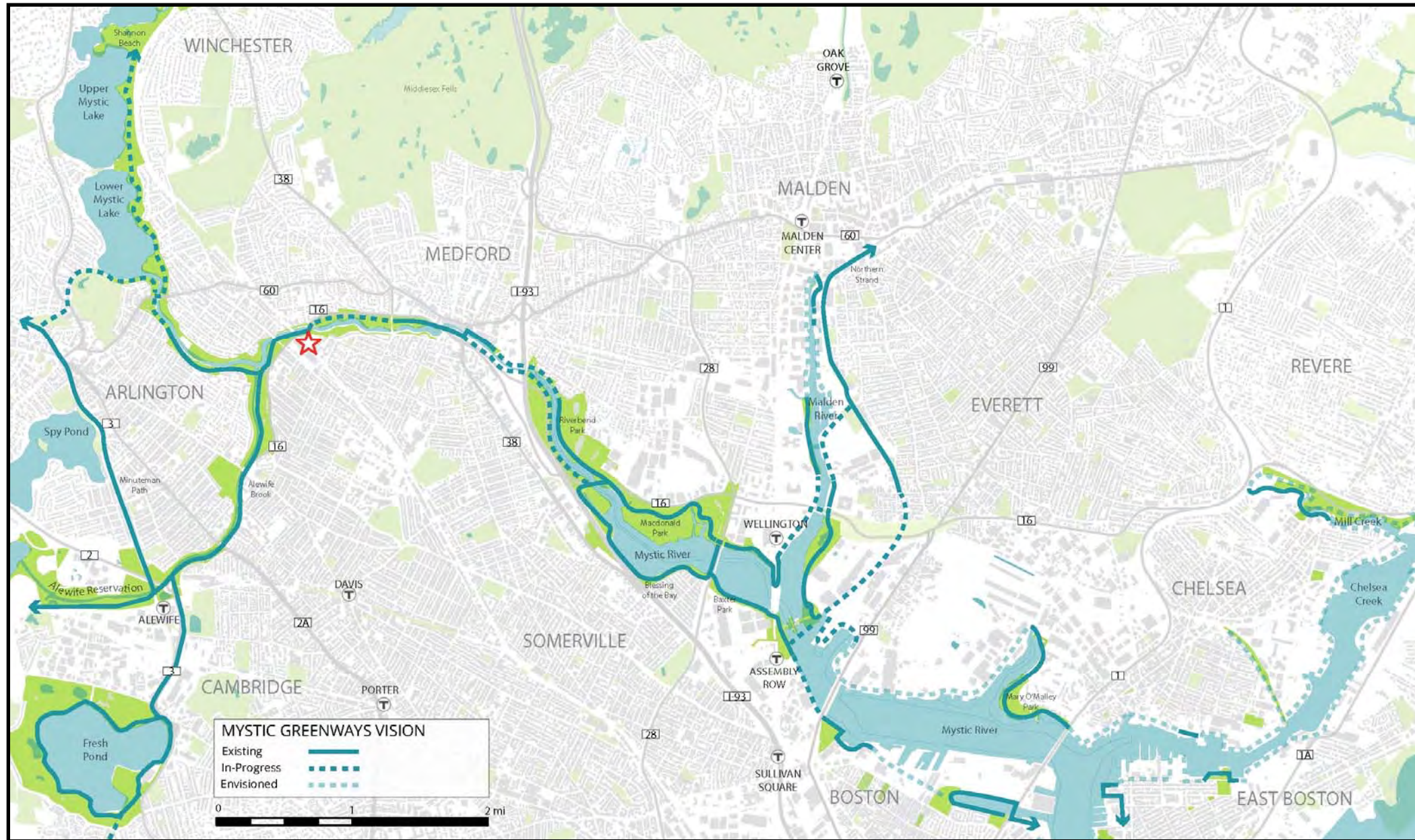


Hand-drawn site plan of the Banta Coal Co. property in Somerville, Massachusetts. The plan shows industrial buildings including a "No. 1" building, a "Baling Bldg.", and a "Store Hq.". It also depicts various tanks (e.g., 52,000 Gal Fuel Oil Tank, 10,000 Gal Fuel Oil Tank), parking areas, a tennis court, and a garage. The property is bounded by Mystic Valley Parkway to the west, Boston Ave. to the south, and Piggott St. to the east. A railroad line (Boston & Maine RR) runs along the northern boundary. The plan includes numerous annotations for dimensions, materials, and structural details. A handwritten note at the top right reads "Cancelled 11-20-64".

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# Mystic Greenways Map



The emerging Mystic Greenways multiuse path network leads to Mystic Valley Station (**red star**) from the north, west, and east.



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