



*The Commonwealth of Massachusetts*  
*Executive Office of Energy and Environmental Affairs*  
*100 Cambridge Street, Suite 900*  
*Boston, MA 02114*

Charles D. Baker  
GOVERNOR

Karyn E. Polito  
LIEUTENANT GOVERNOR

Matthew A. Beaton  
SECRETARY

Tel: (617) 626-1000  
Fax: (617) 626-1181  
<http://www.mass.gov/envir>

May 3, 2019

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS  
ON THE  
ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : Northern Strand Community Trail (aka Bike to the Sea)  
PROJECT MUNICIPALITY : Everett, Malden, Revere, Saugus, and Lynn  
PROJECT WATERSHED : North Coastal  
EEA NUMBER : 15999  
PROJECT PROPONENT : Massachusetts Executive Office of Energy and  
Environmental Affairs (EEA)  
DATE NOTICED IN MONITOR : March 6, 2019

Pursuant to the Massachusetts Environmental Policy Act (MEPA; M.G. L. c. 30, ss. 61-62I) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **does not require** an Environmental Impact Report (EIR).

Project Description

As described in the Environmental Notification Form (ENF) and supplemental information<sup>1</sup>, the Executive Office of Energy and Environmental Affairs (the Proponent) proposes to complete construction of the Northern Strand Community Trail (NSCT), a shared-use trail that will extend through the communities of Everett, Malden, Revere, Saugus, and Lynn. The completed NSCT will follow the route of the former Saugus Branch Railroad and extend over 17 miles from Sweetser Circle in Everett to the Lynn Shore Reservation. The majority of the trail in Everett and Malden is complete. The EEA Gateway City Parks Program allocated funding (\$1.5 million grant for design, permitting and bid documentation in February 2018) to complete the NSCT and may also provide funds for project construction. Construction of portions of the project (i.e., separated two-way bike lanes in Lynn) may proceed with funds from the Massachusetts Department of Transportation (MassDOT) Capital

<sup>1</sup> Memo from Hillary King, Stantec, on behalf of the Proponent dated April 15, 2019.

Investment Program (CIP). The project goals are to create an Americans with Disabilities Act (ADA)-compliant trail to provide a safe alternative transportation option; create important connections to existing parks and natural resource areas; and provide recreational benefits to urban areas.

In Everett and Malden, where the NSCT has been constructed, work is limited to reviewing intersections between the trail and roadways to demonstrate compliance with bicycle trail guidelines and improve safety at all roadway crossings. Improvements may include pavement markings, signage upgrades (including flashing beacons), pedestrian signals, sidewalk and accessibility upgrades, and trail connections to adjacent streets.

The paved NSCT is proposed to extend from the current terminus (Lynn Street in Malden) northeast through Revere, Saugus, and Lynn to the Lynn Shore Reservation. Construction activities in Revere, Saugus and Lynn will include the following:

- Construction of an approximately 4.6-mile shared-use path between Lynn Street in Malden and Western Avenue in Lynn that consists of a paved 10-foot wide trail with two-foot soft surface shoulders on either side;
- Replacement of three railroad bridges:
  - Bridge 1- timber pile piers will remain to support an existing gas line; decking/railing will be removed; installation of a pre-fabricated 12-foot wide pedestrian bridge on new abutments behind existing ones (span over the existing structure);
  - Work at Bridges 2 and 3 will include the superstructure only and use existing stone abutments.
- Construction of two viewing platforms (Saugus and Lynn);
- Construction of separated two-way bike lanes in Lynn from Western Avenue to the Lynn Shore Reservation that consists of a combination of on-street and off-street bike lanes and shared-use paths by removing or narrowing vehicular travel lanes;
  - Modification/improvement of 15 roadway crossings in Lynn including installation of accessible curb ramps, pavement markings, signage, and flashing beacons;
- Construction of 2,200 feet of paved pathway (eight-foot wide) in Lynn between Western Avenue and Bennett Street (Community Path of Lynn) which will be an informal walking/biking corridor to access the NSCT;
- Stormwater management Best Management Practices (BMPs); and
- Installation of trail amenities such as pavement markings, signage, rest areas with furnishings, and plantings.

The NSCT will use leased railroad right-of-way (ROW) and public roadways. Temporary construction easements will be required to create trail connections and for grading/restoration. Work will occur within previously disturbed areas, and where not improved by the trail, these areas will be restored. Each municipality will be responsible for seasonal and ongoing maintenance of the NSCT.

### Project Area

The Saugus Branch Railroad is an unused railroad owned by the Massachusetts Bay Transportation Authority (MBTA). Everett, Malden, Revere, and Saugus currently have a 99-year lease with the MBTA to occupy the railroad right-of-way ROW with a trail. Lynn is in the process of negotiating a similar lease with MBTA. The project corridor traverses roadways under the jurisdiction of

MassDOT and Massachusetts Department of Conservation and Recreation (DCR). In general, the railroad corridor is adjacent to high-density and multi-family residential neighborhoods, industrial and commercial areas, schools, parks, and undeveloped open space. Improved portions of the NSCT include the following:

- 10-foot wide asphalt multi-use trail from Wellington Street in Everett to Lynn Street in Malden;
- Removal of railroad tracks and replacement with a 8 to 10-foot wide gravel path in Revere (2015) and Saugus (2012); and
- An unpaved foot path of varying width from Boston Street to Western Avenue in Lynn.

The project corridor includes the following three bridges:

- Bridge 1 (Saugus) is approximately 115 feet long and supported on a series of timber piles;
- Bridge 2 (Lynn) is 15 feet long and built along an earthen embankment causeway over an unnamed tidal creek which separates the Saugus River from an upstream tidal waterway and salt marsh; and
- Bridge 3 (Lynn) is approximately 300 feet east of Bridge 2 and identical in description.

The rail ROW traverses through and is adjacent to numerous wetland resource areas associated with the Pines and Saugus Rivers which flow to the Lynn Harbor including Salt Marsh, Bordering Vegetated Wetlands (BVW), Bordering Land Subject to Flooding (BLSF), Land Subject to Coastal Storm Flowage (LSCSF), Riverfront Area (RFA), Coastal Bank, and Land Under Water (LUW). While construction will be limited to work within and immediately adjacent to the ROW, unavoidable impacts to wetland resource areas will occur. The project will result in temporary and/or permanent impact to BVW, Coastal Bank, LSCSF and RFA. Work is also proposed within the 100-foot buffer zone to these various wetland resource areas.

The project area is located within and adjacent to the Rumney Marshes Area of Critical Environmental Concern (ACEC) (east of Route 1 in Revere and in the western section of Lynn). The project area is not located within *Priority Habitat* or *Estimated Habitat* as identified by the Natural Heritage and Endangered Species Program (NHESP) of the Division of Fisheries and Wildlife. There are no Certified Vernal Pools or Outstanding Resource Waters within the project limits.

### Jurisdiction and Permitting

The project is undergoing review and requires an ENF pursuant to the MEPA regulations at 301 CMR 11.03(1)(b)(2), 301 CMR 11.03(3)(b)(1)(a), 301 CMR 11.03(3)(b)(1)(f) and 301 CMR 11.03(11)(b) because it requires State Agency Actions and will result in the creation of five or more acres of impervious area, alteration of Coastal Bank and one-half or more acres of other wetlands, and is located within a designated ACEC. The project will require a Chapter 91 (c. 91) License from the Massachusetts Department of Environmental Protection (MassDEP), an Access Permit from MassDOT, an Access Permit from the Massachusetts Department of Conservation and Recreation (DCR) and a Section 8(m) Permit from the Massachusetts Water Resources Authority (MWRA). The project is subject to Federal Consistency Review by the Massachusetts Office of Coastal Zone Management (CZM).

The project also requires an Order of Conditions (OOC) from the Revere, Saugus and Lynn Conservation Commissions (or in the case of an appeal, Superseding Orders of Conditions (SOC) from MassDEP), and a National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) from the U.S. Environmental Protection Agency (EPA).

Because the project is proposed by EEA and will receive Financial Assistance from the Commonwealth and requires a Land Transfer from MBTA, MEPA jurisdiction is broad in scope and extends to all aspects of the project that may cause Damage to the Environment, as defined in the MEPA regulations.

### Review of the ENF

The ENF describes the existing conditions within the project area and the proposed project and its programmatic and physical elements. The ENF includes site plans depicting wetland resource areas and proposed improvements. The ENF identifies measures to avoid, minimize and mitigate Damage to the Environment. The project is consistent with local, regional and State planning goals. The Metropolitan Area Planning Council (MAPC) identified the NSCT as an important part of the region's *Landline Network*, a 1,400-mile connected network of trails and greenways throughout Greater Boston to promote and facilitate active transportation.

To facilitate MEPA review, the Proponent's consultant provided additional information in a memorandum on April 15, 2019 regarding clarification and updates associated with the project design, revised impacts to wetland resource areas and responses to comments from MassDEP and CZM. For the purposes of this Certificate, this supplemental information, in combination with the original filing materials, is referred to as the ENF.

The Proponent has filed an MBTA Application for Entry (March 14, 2019) for site access until an Alternative Transportation Corridor (ATC) Lease between the MBTA and City of Lynn can be negotiated. The purpose of this permit is for reconnaissance and design along the trail corridor from the Saugus Boundary to Bennet Street in Lynn.

### *Alternatives Analysis*

According to the ENF, the NSCT route along the former Saugus Branch Railroad is the result of over 20 years of coordination between participating communities, residents, State Agencies, and advocacy groups. The Proponent evaluated several alternatives to develop a shared-use trail with amenities and roadway crossing upgrades/improvements, safety and access to environmental and recreational resources while minimizing environmental impacts. The No-Build alternative would not fulfill the overall project purpose of constructing a multi-use recreational trail to provide safe pedestrian and bicycle facilities.

The proposed trail route was generally constrained by the limits of the rail ROW; however, the trail is designed to minimize impacts to wetland resource areas to the maximum extent practicable which resulted in changes to the horizontal and/or vertical path alignment. The Proponent evaluated a narrower path (eight feet), which was rejected because it would not provide the level of service intended for path users. The 10-ft wide path provides a balance between meeting the goals of the project and providing public safety while minimizing impacts to environmental resources.

Two alternatives were considered for replacing Bridge 1 over the Saugus River: complete replacement of existing bridge and spanning existing bridge with a new bridge structure. Bridge 1 is in fair condition and carries a gas transmission pipeline. Complete bridge replacement would require work in the Saugus River and potential disruption of gas service and was dismissed from further consideration. The preferred alternative would span the existing bridge piles and piers, which would be left in place, with a prefabricated steel truss set on new abutment behind the existing ones.

On-Street Route Alternatives were considered in Lynn from the trail end at Western Avenue to the waterfront. The preferred route is based on extensive public outreach and participation.

#### *Wetlands, Waterways and Stormwater*

The local Conservation Commissions will review the project to determine its consistency with the provisions of the Wetlands Protection Act (WPA), the Wetlands Regulations (310 CMR 10.00), and associated performance standards, including stormwater management standards (SMS). MassDEP will review the project to determine its consistency with the c. 91 regulations (310 CMR 9.00).

As previously mentioned, the Proponent submitted supplemental information with revised plans that provide additional measures to avoid, minimize, and mitigate impacts to wetland resource areas. These measures address concerns expressed by MassDEP and CZM regarding impacts to Coastal Bank associated with erosion from stormwater runoff and maintain a supply of sediment to the adjacent Salt Marsh. Updated project plans reflect revisions associated with stormwater design and trail realignment/overlook adjustments. Comments from MassDEP indicate that the Proponent has incorporated all of its comments and has reduced and avoided impacts to wetland resource areas as well as improving stormwater management along the trail. Comments from CZM indicate that the project goals are consistent with CZM's coastal access policies.

The Revere and Saugus Conservation Commissions have issued OOCs for project construction, which were appealed by MassDEP. The Proponent will file amendments with the Revere and Saugus Conservation Commissions to reflect project revisions and request Amended OOCs. The Notice of Intent (NOI) submitted to the Lynn Conservation Commission will be revised prior to receiving an OOC. The Proponent should provide to MassDEP Northeast Regional Office copies of all information submitted to conservation commissions. Subsequent to receipt of Amended OOCs in Revere and Saugus, the Proponent should submit a request to MassDEP to withdraw its appeals of the OOCs.

Revised wetlands impacts include 950 linear feet (lf) of Coastal Bank (temporary), 200 square feet (sf) of BVW (temporary), 143,500 sf of LSCSF, 80,000 sf permanent and 105,500 sf temporary of RFA, and 286,000 sf of 100-foot Buffer Zone. Impacts to Salt Marsh will be avoided by redesigning the proposed overlook in Saugus. Impacts to coastal bank associated with paving will be reduced by 50 percent compared to the initial design (from 200 lf to 100 lf). Remaining impacts are located within areas where the railroad bed is too narrow to achieve the 10-foot width of the path. Comments from CZM suggest that reducing the path to eight feet in these restricted areas would reduce impacts further and support a wider vegetated buffer.

Three bridges are proposed to be reconstructed as part of the project, involving the replacement of the crossing bridge structures with pre-fabricated spans; however, no in-water work on existing piles or piers is proposed. Two overlooks are proposed in Saugus and Lynn. The work along the three bridges will require c. 91 Waterways authorization, and the overlooks may also require c.91 authorization as

portions of these project areas are located on and over/in filled and flowed tidelands. MassDEP comments indicate that outstanding concerns can be addressed as part of the c. 91 application process and identify additional information that should be submitted including properly executed forms with required signatures from the applicant and/or landowner.

According to MassDEP, portions of the project will occur within landlocked tidelands and are not subject to c. 91 jurisdiction. The Proponent should clearly depict the c. 91 jurisdictional lines throughout the project areas and other pertinent information on figures and plan sheets submitted with the c. 91 application to allow MassDEP to identify the limits of c. 91 jurisdiction relative to the full scope of work. MassDEP comments indicate the project appears to be a water-dependent use project pursuant to 310 CMR 9.12(2)(a)(4); however, a final determination of water-dependency and conformance with the applicable performance standards pursuant to 310 CMR 9.00 will be made as part of the application review process.

The project will create 6.67 acres of additional impervious area associated with the 10-foot wide paved trail. Existing pavement will be removed, where practicable, along the ROW where it is adjacent to the proposed paved trail and replaced with loam and seed or repurposed with landscaped amenities. As recommended by MassDEP, the project will provide at least four feet of vegetated buffer along both sides of the trail alignment within and adjacent to wetland resource areas and buffer zones to 93 percent of the trail to provide enhanced stormwater management. Grading will minimize stormwater runoff. Specifically, in areas where the four feet of vegetated buffer cannot be achieved due to restricted trail width, the Proponent will re-grade the pitch of the trail to direct stormwater flows away from sensitive resource areas and re-grade the trail shoulder to slow stormwater velocity to reduce coastal bank erosion. Comments from the Massachusetts Division of Marine Fisheries (DMF) recommend use of pervious pavement along portions of the trail that do not meet the four-foot buffer from wetland resource areas.

### *Transportation*

The project will require a Non-Vehicular Access Permit from MassDOT for work within the State Highway layout in Lynn and an Access Permit from DCR for work at Carroll Parkway, Lynnway Rotary, and Nahant Beach Parkway. Where construction is required within roadways, pedestrian access and at least one lane of traffic will remain available for vehicular access. Comments from MassDOT indicate support for the project and do not request additional MEPA review.

### *Wastewater*

The proposed trail will traverse near or over MWRA wastewater infrastructure. The ENF indicates that the project will require a Section 8(m) Permit from MWRA to build, construct, excavate, or cross within or near an easement or other property interest held by the MWRA to protect its infrastructure. The Proponents should consult with MWRA to ensure that the project does not adversely impact infrastructure owned by MWRA.

### *Historic Resources*

The project area is adjacent to several sites listed on the National Register (NR) of Historic Places and the Inventory of Historic and Archaeological Assets of the Commonwealth (Inventory). The proposed on-street portion of the NSCT in Lynn is within NR Historic Districts: Lynn Common Historic District (LYN.H) on South Common Street and Nahant Beach Boulevard (LYN.Z) on Lynnway

Rotary/Nahant Road. Two of the three bridges proposed to be replaced are listed in the Inventory; however, they were determined to be ineligible for listing in the NR.

The project is not anticipated to impact historic or archaeological resources. Bike lanes within South Common Street will not alter the Lynn Common or any of the associated historic buildings. Related amenities (i.e. plantings, lighting, signage) will be coordinated with the local historical commission to maintain important visual and physical access points throughout the Common. Installation of bike lanes within Nahant Beach Boulevard will be compatible with identified historic (and current) functions of the resource, including recreation and transportation.

#### *Hazardous Waste*

Although, the project area has not been regulated under M.G.L c.21E or the Massachusetts Contingency Plan (MCP) (310 CMR 40.0000), historic rail uses increase the likelihood of encountering hazardous materials during the construction process. The Proponent should evaluate the use of BMPs for segments of rail corridor where residual contamination from historic railroad operations is assumed to be present. If contamination at the site is known or suspected, appropriate testing should be conducted in advance of construction. A Licensed Site Professional (LSP) may be required for this project to supervise or actually perform any necessary response actions as this site. If oil and/or hazardous material are identified during the implementation of this project, notification pursuant to the MCP must be made to MassDEP. The project should include a spills contingency plan.

#### *Construction Period*

The project must comply with MassDEP Solid Waste and Air Pollution Control regulations, pursuant to M.G.L. c.40, s.54 during construction and demolition (C&D). All C&D activities should be undertaken in compliance with the conditions of all State and local permits. The Proponent will install BMPs along the project corridor to control erosion and sedimentation during the construction period. The Proponent must prepare a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the NPDES CGP. The project will transport C&D material including asphalt, brick, and concrete (ABC) off-site for processing and reuse. The Proponent should evaluate measures to avoid, minimize and mitigate construction period impacts (e.g., noise, dust, odor) and identify appropriate mitigation.


Contractors will be required to use construction equipment equipped with emission control devices that meet state emission control standards to reduce emissions of volatile organic compounds (VOCs), carbon monoxide (CO) and particulate matter (PM) from diesel-powered equipment. Off-road vehicles are required to use ultra-low sulfur diesel fuel (ULSD). In addition, compliance with the Massachusetts Idling Regulations such as signage limiting idling to less than five minutes, driver training, and periodic inspections by site supervisors should be established.

#### Conclusion

The ENF has sufficiently defined the nature and general elements of the project for the purposes of MEPA review and demonstrated that the project's environmental impacts will be avoided, minimized and/or mitigated to the extent practicable. Based on review of the ENF and comments received, and in consultation with State Agencies, I hereby determine that no further MEPA review is required.

May 3, 2019

Date

  
Matthew A. Beaton

Comments received:

- 04/09/2019 Massachusetts Water Resources Authority (MWRA)
- 04/09/2019 Andrew Hall, Lynn Department of Public Works
- 04/10/2019 Janet Green, Bike to the Sea
- 04/22/2019 Massachusetts Department of Environmental Resources (MassDEP) –  
Chapter 91 Waterways Program
- 04/22/2019 Gary Christenson, Mayor, City of Malden
- 04/23/2019 MassDEP – Northeast Regional Office (NERO)
- 04/23/2019 Massachusetts Division of Marine Fisheries (DMF)
- 04/24/2019 Massachusetts Office of Coastal Zone Management (CZM)
- 04/30/2019 Massachusetts Department of Transportation (MassDOT)
- 05/01/2019 Massachusetts Department of Conservation and Recreation (DCR)

MAB/PPP/ppp

**Bike to the Sea Inc., 51 Pleasant St. #15, Malden MA 02148**

**April 5, 2019**

**Ms. Purvi P. Patel, EIT  
Massachusetts Environmental Policy Act (MEPA) Office  
Executive Office of Energy and Environmental Affairs  
100 Cambridge St., Suite 900  
Boston MA 02114**

**Subject: Northern Strand Community Trail Project (EEA #15999)**

**Dear Ms. Patel:**

**Bike to the Sea has long worked with the communities of Malden, Revere, Saugus, Lynn and Everett on the effort to convert the former Saugus Branch Rail Line into the Northern Strand Community Trail (aka Bike to the Sea Trail). Residents from all these communities, and even from municipalities further away, currently enjoy the paved sections of the trail in Malden and Everett. Malden's portion was built with local revenues while Everett's was built earlier with Gateway Community funds. These sections started out as moderately-used gravel trails. The path is used much more now that it has been paved, including many youth on LimeBikes, families with strollers, and seniors with walkers.**

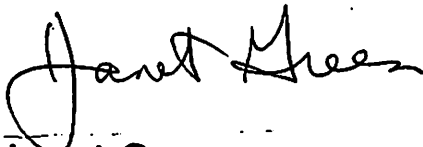
**We whole-heartedly endorse this project, including the intersection improvements and additions of trail amenities in Malden. As EEA representatives heard at meetings in Malden and other cities and towns,**

trail users strongly urge further safety improvements at key intersections in Malden, including Broadway and Bryant Street.

The Malden and Everett portion of the Northern Strand are currently 10' wide paved trails. We expect trail use to grow when the Revere, Saugus and Lynn sections are built. We support actions necessary to allow the path to be a consistent 10' wide paved trail throughout its length, including the Rumney and Saugus River Marshes, and to have bridges built to accommodate potential future widening of the trail.

We also fully endorse the narrowing of Lynn Shore Drive northbound from Market St. to the Nahant Rotary. Lynn Shore Drive has been a barrier to allowing low-income residents in Lynn and its neighboring communities to reach the Lynn Shore by foot and by bike. The separated bicycle facilities along the Lynn Common, Market St., and Lynn Shore Drive will help ensure more equitable access to the spectacular resources our Commonwealth has to offer along the Lynn, Nahant, and Swampscott shoreline.

Sincerely yours,

A handwritten signature in cursive script that reads "Janet Green".

Janet Green

President

**Patel, Purvi (EEA)**

---

**From:** Andrew J. Hall <ahall@lynnma.gov>  
**Sent:** Tuesday, April 09, 2019 5:34 PM  
**To:** Patel, Purvi (EEA)  
**Cc:** Hamill, Meaghan; John Moberger; Imogene Hatch  
**Subject:** Northern Strand Community Trail Project (EEA# 15999), letter of Support

Dear Ms. Patel:

The City of Lynn is fully in support of the 10-foot wide version of the Northern Strand Community Trail. We believe that a consistent width will allow for maximum use and allow safer passage of multi-modal transportation expected on the trail.

The successful completion of this project will help bring connectivity, economic development and an active lifestyle to the communities of Lynn, Saugus, Revere, Malden, and Everett.

If you have any questions, or require additional information, please do not hesitate to reach out.

Regards,  
Andy

Andrew Hall, P.E.  
Commissioner  
Lynn Department of Public Works  
250 Commercial Street  
Lynn, MA 01905  
781-268-8000



[www.cityofmalden.org](http://www.cityofmalden.org)

**Gary Christenson, Mayor**

April 19, 2019

Ms. Purvi P. Patel, EIT  
Massachusetts Environmental Policy Act (MEPA) Office  
Executive Office of Energy and Environmental Affairs  
100 Cambridge Street, Suite 900  
Boston, MA 02114

**RE: Northern Strand Community Trail Project (EEA# 15999)**

Dear Ms. Patel:

The City of Malden has long worked with our neighboring communities Revere, Saugus, Lynn and Everett on the effort to convert the former Saugus Branch Rail Line into the Northern Strand Trail (aka Bike to the Sea). Malden residents currently enjoy the paved sections in Malden, built with local revenues and the section in Everett previously built with Gateway Community funds. The Everett and Malden sections started out as moderately used gravel trails. Many more residents enjoy the trail now that these sections have been paved including many of our youth on Lime bikes, families with strollers and seniors with walkers.

We whole-heartedly endorse this Project including the intersection improvements and additions of trail amenities in Malden. As EEA representatives heard at meetings in Malden and other communities, trail users strongly urge further safety improvements at key intersections in Malden including Broadway and Bryant Street.

The Malden and Everett sections currently consist of 10 feet wide paved trails. We expect trail use to experience another leap when the Revere, Saugus and Lynn sections of the trail are built. We support actions necessary to allow the trail to be a consistent 10-foot-wide paved trail throughout its length, including the Rumney and Saugus River Marshes, and to have bridges built to accommodate potentially future widening of the trail.

We also fully endorse the narrowing of the Lynnway northbound from Market Street to the Nahant Rotary. The Lynnway has been a barrier to allowing low-income residents in Lynn and its neighboring communities to reach the Lynn Shore on foot and by bike. The separated bicycle

110 Pleasant Street, Malden, MA 02148 | Phone: 781-397-7000 Ext. 2001 | [info@cityofmalden.org](mailto:info@cityofmalden.org)

*Strong Past... Proud Future*

*City of* Malden, MA

April 19, 2019  
Page 2

facilities along the Lynn Common, Market Street and the Lynnway will help ensure more equitable access to the spectacular resources our Commonwealth holds along the Lynn, Nahant and Swampscott shore line.

Again, we are in full support of this project. Thank you for your time and consideration.

Sincerely,



**GARY CHRISTENSON**  
Mayor, City of Malden



THE COMMONWEALTH OF MASSACHUSETTS  
EXECUTIVE OFFICE OF ENERGY AND ENVIRONMENTAL AFFAIRS  
OFFICE OF COASTAL ZONE MANAGEMENT  
251 Causeway Street, Suite 800, Boston, MA 02114-2136  
(617) 626-1200 FAX: (617) 626-1240

## MEMORANDUM

TO: Matthew A. Beaton, Secretary, EEA  
ATTN: Purvi Patel, MEPA Unit  
FROM: Lisa Engler, Director, CZM *Lisa Engler*  
DATE: April 23, 2019  
RE: EEA-15999, Northern Strand Community Trail; Revere/Saugus/Lynn

---

The Massachusetts Office of Coastal Zone Management (CZM) has completed its review of the above-referenced Environmental Notification Form (ENF), noticed in the Environmental Monitor dated March 6, 2019, and offers the following comments.

### Project Description

The proposed project includes work to improve over 17 miles of the Northern Strand Community Trail, from Sweetser Circle in Everett to Lynn Shore Reservation in Lynn. Work proposed in Everett and Malden, where the path has already been constructed, is limited to review of existing intersections to assure compliance with current bicycle trail guidelines and improve safety. Grading and new paving will occur from the paved path's current terminus at Lynn Street in Malden through Revere, Saugus, and Lynn to Lynn Shore Reservation. In general, the proposed project will utilize leased railroad rights-of-way and public roadways. Portions of the proposed project will occur within the Rumney Marshes Area of Critical Environmental Concern, Land Subject to Coastal Storm Flowage, Coastal Bank, and Riverfront Area, with some possible temporary disturbance within Bordering Vegetated Wetland in Revere. Three bridges are proposed to be reconstructed as part of the project, involving the replacement of the crossing bridge structures with pre-fabricated spans, but no in-water work on existing piles or piers.

### Project Comments

The project goals are to create an ADA-compliant trail to provide a safe alternative transportation option; create important connections to existing parks and natural resource areas; and provide recreational benefits to urbanized areas. These goals are consistent with CZM's coastal access policies, which strongly support efforts to help the public get to and enjoy the coast and the coastal zone.

Since the filing of the ENF, the project team responded to initial concerns regarding the project's potential direct and indirect impacts to coastal bank, and coastal water quality impacts to adjacent resource areas. Supplemental information provided during the MEPA review process demonstrates that the proposal has increased the length of trail where at least four feet of vegetated buffer will be provided within and adjacent to wetland resource areas from 64% of the trail length to 93%. In areas where the four feet of vegetated buffer cannot be achieved due to restricted trail width, the proposal is to re-grade the pitch of the trail to direct stormwater flows away from sensitive resource areas, and re-grade the trail shoulder to slow stormwater velocity in order to reduce coastal bank erosion. In addition, the updated proposal has eliminated all impacts to salt marsh by redesigning the proposed overlook in Saugus.



The amended proposal also reduces coastal bank impacts from paving by 50% over the initial design (from 200 linear feet to 100 linear feet), with impacts remaining only in those areas where the existing railroad bed is too narrow to maintain the preferred ten foot paved path width and avoid coastal bank impacts. Recognizing that the proponent's preference is to maintain the paved pathway at a consistent width; these coastal bank impacts could be further reduced if the paved pathway were to be narrowed to eight feet wide in these restricted areas, allowing for more vegetated buffer.

### **Federal Consistency Review**

The proposed project may be subject to CZM federal consistency review, in which case it must be found to be consistent with CZM's enforceable program policies. For further information on this process, please contact Robert Boeri, Project Review Coordinator, at 617-626-1050, or visit the CZM web site at [www.mass.gov/czm](http://www.mass.gov/czm).

LE/kg

cc: Kathryn Glenn, CZM  
Rachel Freed, DEP NERO

**Patel, Purvi (EEA)**

---

**From:** Tipton, Nathaniel (DCR)  
**Sent:** Wednesday, May 01, 2019 9:03 AM  
**To:** Patel, Purvi (EEA)  
**Subject:** #15999 Northern Strand Community Trail

Hello Purvi-

As mentioned in the ENF, the proposed Northern Strand Community Trail will require a Construction and Access permit from DCR for work along the eastern section of the proposed bike path, including Carroll Parkway and the Lynnway. DCR will continue to work closely on this important initiative with the EOEEA Gateway Cities Program, and believes the project can move into permitting.

Thank you,

---

Nathaniel Tipton, AICP  
MEPA Review Coordinator/Resource Mgmt. Planner  
Massachusetts Department of Conservation and Recreation  
251 Causeway Street, Suite 600  
Boston, MA 02114  
[nathaniel.tipton@state.ma.us](mailto:nathaniel.tipton@state.ma.us)  
617-626-1341 (phone)  
617-626-1349 (fax)



David E. Pierce, Ph.D.  
Director

# Commonwealth of Massachusetts

## Division of Marine Fisheries

251 Causeway Street, Suite 400  
Boston, Massachusetts 02114  
(617)626-1520  
fax (617)626-1509



Charles D. Baker  
Governor  
Karyn E. Polito  
Lieutenant Governor  
Matthew A. Beaton  
Secretary  
Ronald Amidon  
Commissioner  
Mary-Lee King  
Deputy Commissioner

April 23, 2019

Mathew A. Beaton, Secretary  
Executive Office of Energy and Environmental Affairs  
Attn: MEPA Office, Erin Flaherty  
100 Cambridge Street, suite 900  
Boston, Ma 02114

RE: EEA# 15999 Environmental Notification Form

Dear Secretary Beaton:

Division of Marine Fisheries (MA DMF) staff have reviewed the Environmental Notification Form for the Northern Strand Community Trail (NSCT) and the memo from Stantec dated April 15, 2019 outlining changes and improvements to the project since filing. The proposal is for completion and improvements to the NSCT, to make it an ADA compliant route. Portions of the trail are within the Rumney Marsh ACEC and are adjacent to wetlands associated with the Pines and Saugus River Systems.

The Saugus River provides important habitat for the passage, spawning, and early development of diadromous fish species including river herring (*Alosa spp.*), rainbow smelt (*Osmerus mordax*), American eel (*Anguilla rostrata*), Atlantic tomcod (*Microgadus tomcod*) and white perch (*Morone americana*). It also provides spawning and juvenile habitat for winter flounder (*Pseudopleuronectes americanus*). MA DMF mapped shellfish including soft shell clam (*Mya arenaria*) near the project location. (MassGIS 2008 SHELLFISHSUIT\_POLY).

The redesigned project includes grading to minimize stormwater runoff and the elimination of the direct impacts to salt marsh that were originally proposed which are improvements that will reduce impacts to coastal habitats. We recommend use of a pervious pavement particularly along the portions of the trail that do not meet the 4-foot buffer from wetland resource areas.

Thank you for considering our comments. Please contact Tay Evans of my staff at 978-282-0308 x. 168 or [tay.evans@mass.gov](mailto:tay.evans@mass.gov), if you have any questions about this review.

Sincerely,

David Pierce, PhD.

cc.  
B. Boeri, CZM  
D. Wong, DEP  
A. Maxner, Beverly Conservation Commission  
K. Ford, DMF  
R. Lehan, DFG

DP/TE/sd

**Patel, Purvi (EEA)**

---

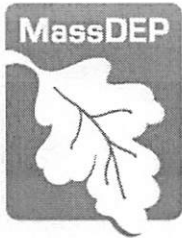
**From:** Freed, Rachel (DEP)  
**Sent:** Tuesday, April 23, 2019 3:31 PM  
**To:** Patel, Purvi (EEA)  
**Cc:** Worrall, Eric (DEP); Viola, John D. (DEP)  
**Subject:** EEA #15999, ENF for Northern Strand Community Trail - Revere, Saugus & Lynn

MassDEP has reviewed the revised plans and information for this project, which were prepared by Stantec and dated April 15, 2019. The applicant has incorporated all of MassDEP's comments and has reduced and avoided impacts to wetland resource areas as well as improving stormwater management for the trail.

The applicant has indicated that it intends to file revised plans with the Revere and Saugus conservation commissions and request Amended Orders of Conditions from both communities. Copies of all information should be sent to MassDEP's Northeast Regional Office at the same time those filings are made. Upon receipt of Amended OOCs, the applicant should request MassDEP to withdraw its appeals. MassDEP understands that revisions will be made to the Lynn Notice of Intent to reflect the plan changes as that hearing is still open.

Thank you for the opportunity to comment.

Rachel Freed  
Deputy Regional Director, Bureau of Water Resources  
Mass. Dept. of Environmental Protection  
Northeast Regional Office  
978-694-3258  
*Visit our web site: [mass.gov/dep](http://mass.gov/dep)*



## Department of Environmental Protection

One Winter Street Boston, MA 02108 • 617-292-5500

Charles D. Baker  
Governor

Karyn E. Polito  
Lieutenant Governor

Matthew A. Beaton  
Secretary

Martin Suuberg  
Commissioner

### Memorandum

**To:** Purvi Patel, MEPA

**From:** Chrissy Hopps, MassDEP/Boston

**Cc:** Ben Lynch, MassDEP/Boston

**Re:** **Comments from the Chapter 91 Waterways Regulation Program — EEA #15999**  
Environmental Notification Form (ENF) – Northern Strand Community Trail Project,  
Revere, Saugus, and Lynn, Essex and Suffolk Counties

**Date:** April 22, 2019

---

The Department of Environmental Protection Waterways Regulation Program (the “WRP”) has reviewed the above referenced Environmental Notification Form (ENF) and supplemental memorandum and plans submitted by Stantec Consulting Services, Inc. on behalf of the Executive Office of Energy and Environmental Affairs’ Gateway City Parks Program (the “Proponent”) on February 28, 2019 and April 15, 2019, respectively, for the Northern Strand Community Trail project (the “proposed project”). The proposed project involves improvements to an approximately 10-mile span of an unused railroad line owned by the Massachusetts Bay Transportation Authority, which is part of the region’s Landline Network – a 1,400-mile connected network of trails and greenways throughout Greater Boston to promote and facilitate active, non-vehicular transportation throughout Greater Boston. The proposed project will extend through the Rumney Marsh Area of Critical Environmental Concern (ACEC) through Revere, Saugus, and Lynn, within the approximate footprint of the existing railroad line (the “project sites”).

#### Chapter 91 Jurisdiction:

The work along the three bridges will require Chapter 91 (c.91) Waterways authorization, and it appears that additional portions of the project including but limited to the “overlooks” may also require c.91 authorization, as portions of the project sites are located on and over/in filled and flowed tidelands. Portions of the project will occur within landlocked tidelands and are not subject to c.91

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)

Printed on Recycled Paper

jurisdiction. The figures and plan sheets submitted do not depict the c.91 jurisdictional line; therefore, additional information and detail on the plans are necessary for WRP staff to identify the limits of c.91 jurisdiction relative to the full scope of work.

Water Dependency:

The proposed project involves, “parks, esplanades, boardwalks, and other pedestrian facilities that promote use and enjoyment of the water by the general public and are located at or near the water's edge, including but not limited to any park adjacent to a waterway and created by a public agency;”, and therefore appears to be a water-dependent use project pursuant to 310 CMR 9.12(2)(a)(4). The project will be further reviewed for water-dependency and conformance with the applicable performance standards at 310 CMR 9.00 once the scope of work subject to c.91 jurisdiction is finalized as part of the application review process

Chapter 91 Comments:

WRP staff did not identify any substantive concerns related to the proposed project and believe the necessary information can be provided as part of the c.91 application process. The following comments are offered as additional guidance for submittal of a c.91 application. The WRP evaluation of the application may include, but not be limited to the following, in addition to a review for conformance with all other applicable performance standards at 310 CMR 9.00.

Plans submitted in association with a c.91 application should clearly depict c.91 jurisdictional lines throughout the project area and should provide additional detail on the locations and scopes of the portions of the work within c.91 jurisdiction.

Pursuant to 310 CMR 9.11(3)(a) an applicant for a license or permit shall submit a written application on the forms provided by the Department, signed by the applicant and the landowner if other than the applicant. Please ensure the Waterways License Application is properly executed by the landowners of all property where any portion of the proposed project subject to c.91 jurisdiction will occur.

WRP staff look forward to coordination with the Proponent and receipt of an application. If there are any questions regarding the WRP comments or the Proponent would like to schedule a pre-application meeting, please contact Chrissy Hopps at [Christine.Hopps@mass.gov](mailto:Christine.Hopps@mass.gov) or at (617) 348-4084.



Charles D. Baker, Governor  
Karyn E. Polito, Lieutenant Governor  
Stephanie Pollack, MassDOT Secretary & CEO

**massDOT**  
Massachusetts Department of Transportation

April 29, 2019

Matthew Beaton, Secretary  
Executive Office of Energy and Environmental Affairs  
100 Cambridge Street, Suite 900  
Boston, MA 02114-2150

RE: Everett\Malden\Revere\Lynn\Saugus-Northern Strand Community Trail – ENF  
(EEA # 15999)

ATTN: MEPA Unit  
Purvi Patel

Dear Secretary Beaton:

On behalf of the Massachusetts Department of Transportation, I am submitting comments regarding the proposed Northern Strand Community Trail in Everett, Malden, Revere, Lynn, and Saugus, as prepared by the Office of Transportation Planning. If you have any questions regarding these comments, please contact J. Lionel Lucien, P.E., Manager of the Public/Private Development Unit, at (857) 368-8862.

Sincerely,

David J. Mohler  
Executive Director  
Office of Transportation Planning

DJM/jll

cc: Jonathan Gulliver, Administrator, Highway Division  
Patricia Leavenworth, P.E., Chief Engineer, Highway Division  
Neil Boudreau, Assistant Administrator of Traffic and Safety Engineering  
Paul Stedman, District 4 Highway Director  
Metropolitan Area Planning Council  
Planning Department, City of Everett  
Planning Department, City of Malden  
Planning Department, City of Revere  
Planning Department, City of Lynn  
Planning Board, Town of Saugus  
PPDU Files



Charles D. Baker, Governor  
Karyn E. Polito, Lieutenant Governor  
Stephanie Pollack, MassDOT Secretary & CEO

**massDOT**  
Massachusetts Department of Transportation

## MEMORANDUM

TO: David J. Mohler, Executive Director  
Office of Transportation Planning

FROM: J. Lionel Lucien, P.E., Manager  
Public/Private Development Unit

DATE: April 29, 2019

RE: Everett\Revere\Malden\Lynn\Saugus: Northern Strand Community Trail – ENF  
(EEA #15999)

The Public/Private Development Unit (PPDU) has reviewed the Environmental Notification Form (ENF) for the proposed Northern Strand Community Trail (NSCT) project in Everett, Revere, Malden, Lynn, and Saugus. The project proposes to implement improvements to the NSCT, which spans approximately 10 miles along the rail bed of the former Saugus Branch Railroad. The Saugus Branch is an unused railroad line owned by the Massachusetts Bay Transportation Authority (MBTA). The communities of Everett, Malden, Revere and Saugus currently have a 99-year lease with the MBTA to occupy the railroad right-of-way with the trail and Lynn is in the lease negotiation process set to be completed by June 30<sup>th</sup>. The project, as proposed, triggers MEPA review as it will require the transfer of land from a state agency to a local municipality. The project will require a Non-Vehicular Access Permit from MassDOT for work within the state highway layout.

Currently funded through EOEEA's Gateway Cities Parks Program, construction of this ten mile shared use path will finally connect the unpaved sections through Lynn, Saugus and Revere with the existing paved sections of the trail through Malden and Everett. The trail is located adjacent to high-density and multi-family residential neighborhoods, industrial and commercial areas, schools, parks, and undeveloped open space. The trail will provide a much needed alternative mode of travel through these communities. The trail will also connect to the East Coast Greenway and also provide a critical link in the larger regional Border to Boston trail system as well as the national East Coast Greenway. MassDOT is supportive of the overall goals of the project to connect communities with a healthy, non-motorized, and sustainable transportation option.

MassDOT recommends that no further environmental review be required based on transportation issues. The Proponent should work with the MassDOT Highway Division District 4 Office on the details of the permit. If you have any questions regarding these comments, please contact me at (857) 368-8862.



# 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

April 9, 2019

Matthew A. Beaton, Secretary  
Executive Office of Energy and Environmental Affairs  
100 Cambridge St, Suite 900  
Attn: MEPA Office, Purvi Patel  
Boston, MA 02114

Subject: EOEPA #15999 – Environmental Notification Form  
Northern Strand Community Trail  
Revere, Saugus, and Lynn, MA

Dear Secretary Beaton,

The Massachusetts Water Resources Authority (MWRA) appreciates the opportunity to comment on the Environmental Notification Form (ENF) submitted by the Massachusetts Executive Office of Environmental Affairs (the "Proponent") for Northern Strand Community Trail (the "Project") in Revere, Saugus, and Lynn, Massachusetts. The Project consists of the construction of 4.6 miles of shared-use path along the former Saugus Branch Railroad bed between Lynn Street in Malden and Western Ave in Lynn, separated two-way bike lanes from Western Avenue to the Lynn Shore Reservation, and approximately 2,200 feet of paved pathway along the former Saugus Branch Railroad bed between Western Avenue and Bennet Street in Lynn. The Project also includes the replacement of three existing railroad bridges.

Section 8(m) of Chapter 372 of the Acts of 1984, MWRA's Enabling Legislation, allows 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. As noted in the ENF, an 8(m) permit will be required due to the proximity of MWRA Infrastructure to certain portions of The Project. The Proponent should to coordinate with Ralph Francesconi of the MWRA Water Permitting Group at 1 (617) 305-5827 for assistance related to this matter.

On behalf of the MWRA, thank you for the opportunity to provide comments on this Project. Please do not hesitate to contact me at 1 (617) 788-4958 with any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Bethany Card".

Bethany Card

Director

Environmental and Regulatory Affairs

cc: Holly Johnson, DEP  
John Viola, DEP