

ENF Environmental Notification Form

<i>For Office Use Only</i>	
<i>Executive Office of Environmental Affairs</i>	
EOEA No.:	<u>14477</u>
MEPA Analyst:	<u>Holly Johnson</u>
Phone:	617-626- <u>1023</u>

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

Project Name: Park Street Station Vertical Transportation Improvements		
Street: Boston Common, near intersection of Park Street and Tremont		
Municipality: Boston	Watershed: Fort Point Channel to Boston Harbor	
Universal Transverse Mercator Coordinates: Northing: 4700407.0 Easting: 669342.8	Latitude: 42 26' 15" Longitude: 71 03' 42"	
Estimated commencement date: March 2010	Estimated completion date: March 2012	
Approximate cost: \$9,800,000.00	Status of project design:	90 %complete
Proponent: Massachusetts Bay Transportation Authority		
Street: 10 Park Street, Room 6720		
Municipality: Boston	State: MA	Zip Code: 02116
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Lois Baxter		
Firm/Agency: MBTA	Street: 10 Park Plaza, Room 6720	
Municipality: Boston	State: MA	Zip Code: 02116
Phone: 617-222-3124	Fax: 617-222-1557	E-mail: lbaxter@mbta.com

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?

Yes No

Has this project been filed with MEPA before?

Yes (EOEA No. _____) No

Has any project on this site been filed with MEPA before?

Yes (EOEA No. _____) No

Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:

a Single EIR? (see 301 CMR 11.06(8)) Yes No

a Special Review Procedure? (see 301CMR 11.09) Yes No

a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes No

a Phase I Waiver? (see 301 CMR 11.11) Yes No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres): The project will be funded through the use of FTA funds as well as MBTA Revenue Bonds.

Are you requesting coordinated review with any other federal, state, regional, or local agency?

Yes (Specify -- Federal Transit Administration (FTA) NEPA Approval) No

List Local or Federal Permits and Approvals: National Environmental Policy Act Approval, Section 106 Approval, Section 4f Approval, Article 97 Land Disposition Approval

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
LAND				<input type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input type="checkbox"/> Chapter 91 License <input type="checkbox"/> 401 Water Quality Certification <input type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input type="checkbox"/> Other Permits (including Legislative Approvals) – Specify:
Total site acreage (Boston Common)	~ 50			
New acres of land altered		0.0024		
Acres of impervious area	14.94	0.0012	14.94	
Square feet of new bordering vegetated wetlands alteration		0		
Square feet of new other wetland alteration		0		
Acres of new non-water dependent use of tidelands or waterways		0		
STRUCTURES				
Gross square footage	0	106	106	
Number of housing units	0	0	0	
Maximum height (in feet)	0	18.5	18.5	
TRANSPORTATION				
Vehicle trips per day	0	0	0	
Parking spaces	0	0	0	
WASTEWATER				
Gallons/day (GPD) of water use	0	0	0	
GPD water withdrawal	0	0	0	
GPD wastewater generation/ treatment	0	0	0	
Length of water/sewer mains (in miles)	0	0	0	

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

Yes (Specify _____) No

HISTORICAL /ARCHAEOLOGICAL RESOURCES: Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes (Specify Boston Common National Historic District, Tremont Street Subway and Park Street Station _____) No

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

Yes (Specify_ Selected and limited demolition in Park Street Station will occur, including removal of an approximately 12.5 by 12.5 foot square section of both the roof and floor to install two elevators, and relocation of a stair connecting the Green Line Westbound Platform with the Red Line Center Platform below. _____) No

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

Yes (Specify _____) No

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

Park Street Station is one of the most important access nodes in the subway system, providing access to two highly utilized subway lines: the Green Line with multiple branches that serve areas west and northwest of downtown Boston and the Red Line which serves Cambridge and neighborhoods of Boston and communities south. The station presents complex structural issues in part because the Red Line is constructed below the Green Line. Park Street Station currently has one elevator connecting the street-level surface to the "non-paid" Westbound Green Line lobby and one elevator connecting the Westbound Green Line to the Red Line Center Platform. Currently, a passenger destined for the Westbound tracks on the Green Line who wishes to use the accessible entrance to the station must enter the station via the elevator on Tremont Street, across the street from the Boston Common. Upon exiting the elevator the passenger must pass through newly installed automatic fare collection gates at which he/she will be on the eastbound platform area. The passenger must then make his/her way approximately 325 feet down the platform to an existing elevator which will bring him/her to a level below the Green Line so as to cross underneath the tracks, and then enter yet a third elevator to come up to the Green Line Westbound platform. This trip is excessively long and can pose a significant challenge for a person with limited mobility and/or physical stamina. This circuitous path of travel is far less superior than a direct path from the surface to the unpaid area of the Green Line, which is the intent of this project. The Park Street Station Vertical Transportation Improvements will provide a second elevator leading from the surface to the Green Line Westbound Platform. This elevator will be located on the Boston Common in the vicinity of the existing West Head House. An additional elevator will connect the Green Line Westbound Platform to the Red Line Center Platform. The elevator between the Red and the Green lines will have no surface level element.

A further description of the project as well as its Purpose and Need and Alternatives Analysis can be found in the attached document.