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APPENDIX A
COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE OFFICE OF ENVIRONMENTAL AFFAIRS

ENVIRONMENTAL NOTIFICATION FORM

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I. SUMMARY

A. Project Identification

1. Project Name Alewife MBTA Station Short Term Route 2 Access Improvements

2. Project Proponent MBTA

Address 50 High Street, Boston, MA 02110

B. Project Description: (City/Town(s) Cambridge - Arlington

1. Location within city/town or street address Alewife MBTA Station Concord Turnpike and Alewife Brook Parkway (Route 2)

2. Est. Commencement Date: August 1984 **Est. Completion Date:** January 1985

Approx. Cost $ 1,000,000 **Current Status of Project Design:** 0 **% Complete**

C. Narrative Summary of Project

Describe project and give a description of the general project boundaries and the present use of the project area. (If necessary, use back of this page to complete summary).

The project area is located in the Town of Arlington and City of Cambridge and consists of the MBTA's Red Line Right of Way (ROW) from the Alewife Station to a point north of Route 2. This property is currently being used for Red Line construction and will be used for Transportation purposes upon completion of construction. The project area may also include a section of the Concord Turnpike (Route 2) from the intersection of Alewife Brook Parkway to a point approximately ¼ mile to the west; land owned and/or leased by the Arthur D. Little Company located at the easterly end of their property and used for parking and roadways; undeveloped land owned by the Metropolitan District Commission bounded by the Arthur D. Little property, Route 2, the MBTA ROW and the Little River.

The proposed project consists of the construction of a temporary roadway which would provide a direct connection between the Alewife MBTA Station and garage and the Concord Turnpike (Route 2). This roadway would function as an interim connector pending completion of the Massachusetts Department of Public Works (MDPW) Route 2/Alewife Brook Parkway improvements project. Completion of the MDPW Project is anticipated in 1987.

A preferred alignment for the temporary roadway project has not yet been selected. Two major options are under consideration. The first consists of a roadway or viaduct from the station/garage in the MBTA's ROW over the Red Line tail track tunnel to the Route 2 bridge which crosses the ROW. The

(continued on Page 2)

Copies of this may be obtained from:

Name: Donald Kidston **Firm/Agency:** MBTA

Address: 50 High Street, Boston, MA 02110 **Phone No.** 722-3152

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Use This Page to Complete Narrative, if necessary. (cont.) intersection would be signalized to permit left-hand turns to Route 2 westbound during the evening peak travel hours. The second option consists of a temporary surface roadway from the garage/station in the MBTA's ROW over the Red Line tail track tunnel to a point north of the Alewife Brook Parkway; then the roadway would curve westward, across the easterly Arthur D. Little parking lot to Acorn Park Road to Route 2. This intersection at Route 2 would also be signalized. It is expected that the temporary roadway will be approximately 40-50 feet wide and consist of two travel lanes with shoulders to provide for two-way traffic flow. Further analysis is needed to determine the final lane configuration.

The purpose of this temporary roadway would be to further improve vehicular access/egress for the Alewife Station and its 2,000-car parking garage and ease traffic congestion at the Rindge Avenue/Alewife Brook Parkway intersection.

The analysis and design of this interim roadway will be performed in close coordination with the MDPW's design and environmental analysis for the Route 2/Alewife Brook Parkway project so as to maximize the usefulness of the interim roadway during the construction staging of the permanent improvements.

This project is one which is categorically included and therefore automatically requires preparation of an Environmental Impact Report : YES _____ NO _____ not certain

D. Scoping (Complete Sections II and III first, before completing this section.)

1. Check those areas which would be important to examine in the event that an EIR is required for this project. This information is important so that significant areas of concern can be identified as early as possible, in order to expedite analysis and review.

	Construction Impacts	Long Term Impacts		Construction Impacts	Long Term Impacts
Open Space & Recreation	X		Mineral Resources		
Historical			Energy Use		
Archaeological			Water Supply & Use		
Fisheries & Wildlife	X		Water Pollution	X	
Vegetation, Trees			Air Pollution		X
Other Biological Systems			Noise		
Inland Wetlands	X	X	Traffic	X	X
Coastal Wetlands or Beaches			Solid Waste		
Flood Hazard Areas	X	X	Aesthetics	X	X
Chemicals, Hazardous Substances, High Risk Operations			Wind and Shadow		
Geologically Unstable Areas			Growth Impacts		
Agricultural Land			Community/Housing and the Built Environment		
Other (Specify)					

2. List the alternatives which you would consider to be feasible in the event an EIR is required.

Option 1. Construct an at-grade roadway from station/garage site along the Red Line ROW, spanning the Alewife Brook, A. D. Little parking lot and Acorn Park Road. Provide a signalized intersection at Route 2 and Acorn Park Road.

Option 2. Construct a trestle-type elevated structure in the Red Line ROW from the station/garage site to Route 2. Provide a signalized intersection at Route 2.

E. Has this project been filed with EOEA before? Yes ____ No X
If Yes, EOEA No. ____ EOEA Action? ____

F. Does this project fall under the jurisdiction of NEPA? Yes ____ No X
If Yes, which Federal Agency? ____ NEPA Status? ____

G. List the State or Federal agencies from which permits will be sought:

Agency Name	Type of Permit
Army Corps of Engineers	
MDC	
MDPW	
Cambridge Conservation Commission	
Arlington Conservation Commission	

H. Will an Order of Conditions be required under the provisions of the Wetlands Protection Act (Chap. 131, Section 40)?
Yes X No ____
DEQE File No., if applicable: ____

I. List the agencies from which the proponent will seek financial assistance for this project:

Agency Name	Funding Amount
MBTA	$1,000,000 State Bond Funds

II. PROJECT DESCRIPTION

A. Include an original 8½ x11 inch or larger section of the most recent U.S.G.S. 1:24,000 scale topographic map with the project area location and boundaries clearly shown. Include multiple maps if necessary for large projects. Include other maps, diagrams or aerial photos if the project cannot be clearly shown at U.S.G.S. scale. If available, attach a plan sketch of the proposed project.

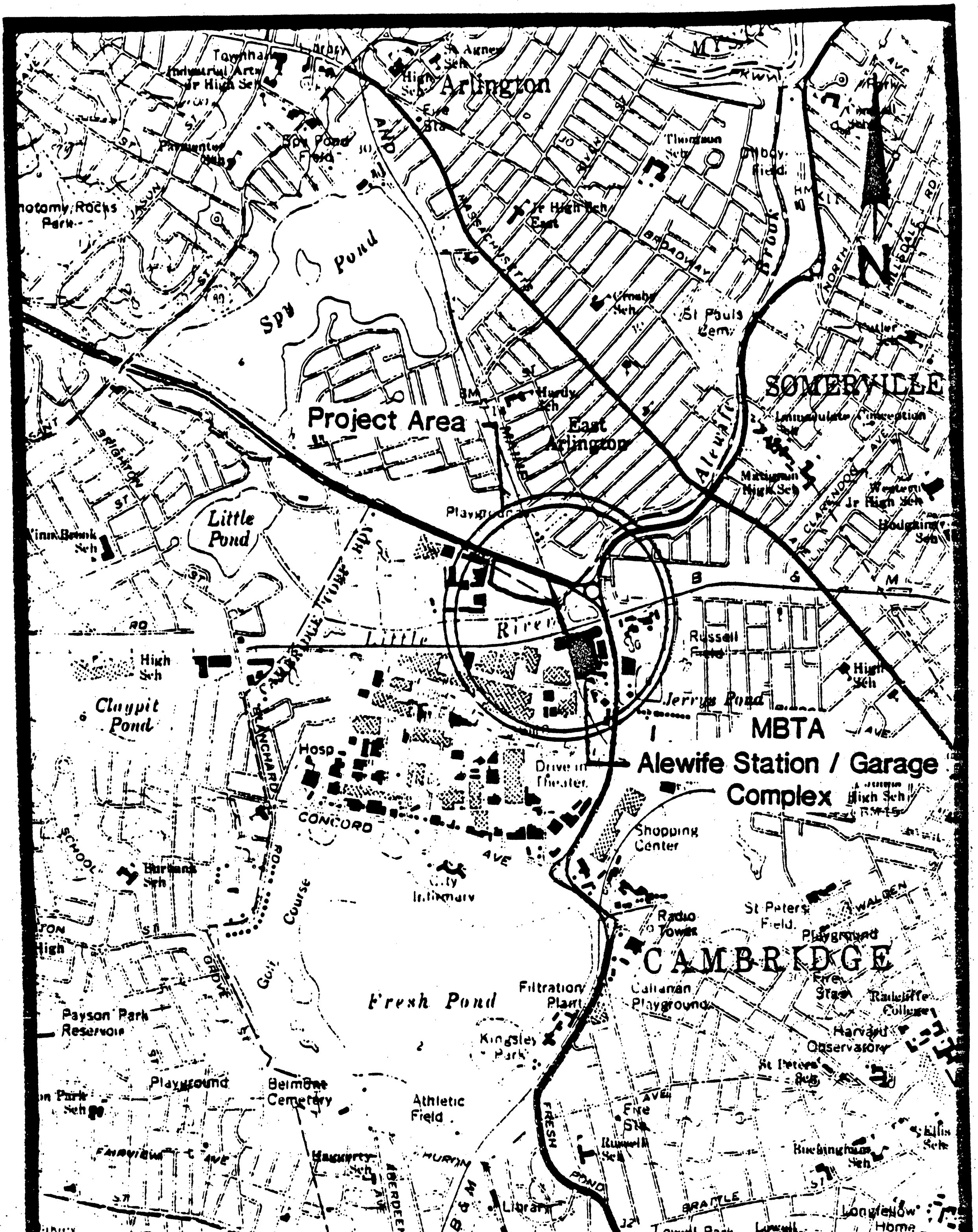
B. State total area of project: 1 to 2.5 acres
Estimate the number of acres (to the nearest 1/10 acre) directly affected that are currently:

1. Developed ..... 0.8 to 1.8 acres
2. Open Space/Woodlands/Recreation 0 acres
3. Wetlands ..... 0.2 to 0.7 acres
4. Floodplain ..... 1.0 to 2.5 acres
5. Coastal Area ..... 0 acres
6. Productive Resources
   - Agriculture ..... 0 acres
   - Forestry ..... 0 acres
   - Mineral Products ..... 0 acres

C. Provide the following dimensions, if applicable:
Length in miles 0.1 to 0.3 Number of Housing Units N/A Number of Stories N/A

	Existing	Immediate Increase Due to Project
Number of Parking Spaces	0	0
Vehicle Trips to Project Site	5,000 ±	0
Estimated Vehicle Trips past project site	60,000 ±	0

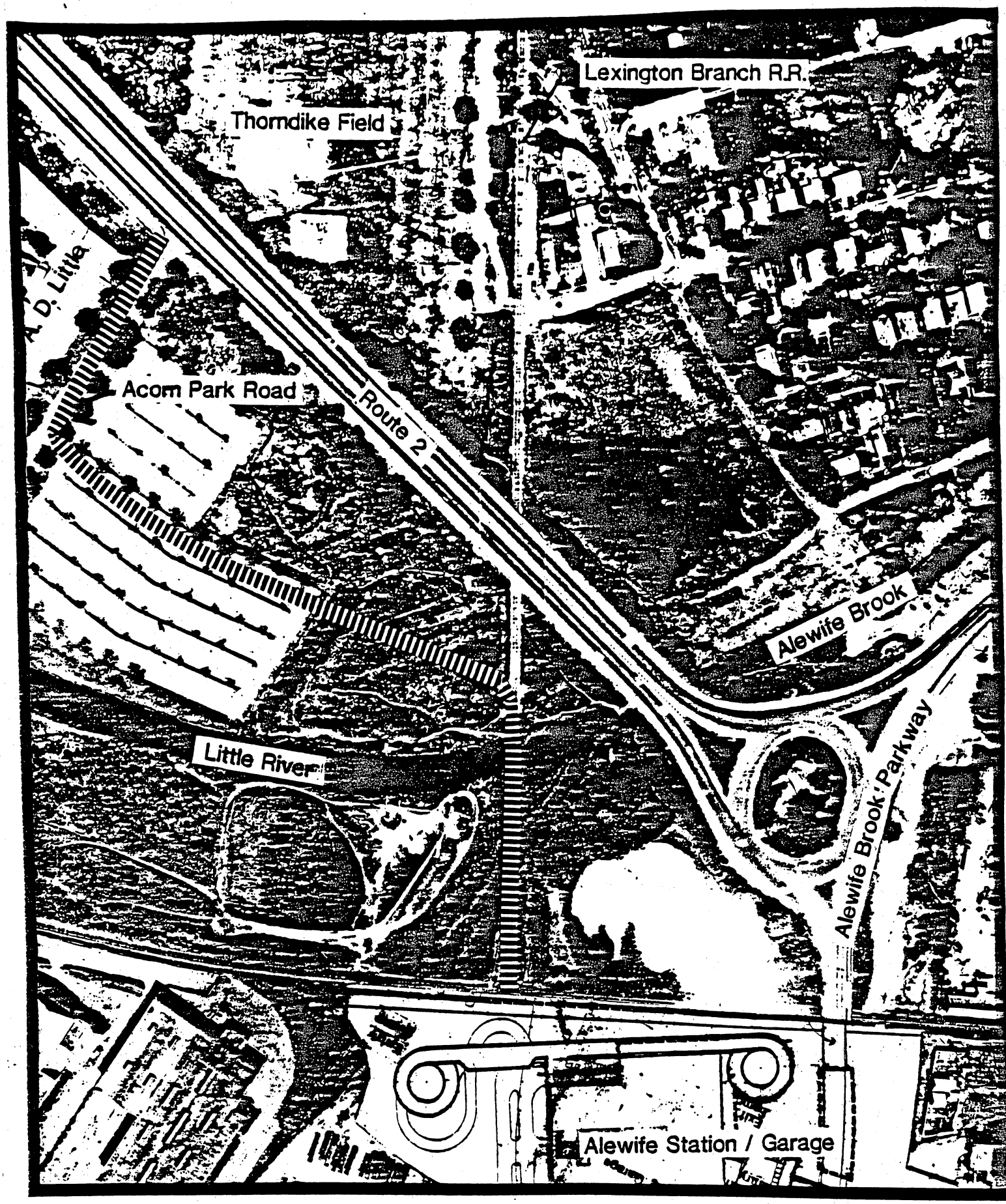
D. If the proposed project will require any permit for access to local or state highways, please attach a sketch showing the location of the proposed driveway(s) in relation to the highway and to the general development plan; identifying all local and state highways abutting the development ; and indicating the number of lanes, pavement width, median strips and adjacent driveways on each abutting highway. and indicating the distance to the nearest intersection. See attachments



SITE PLAN

Scale 1" - 200'

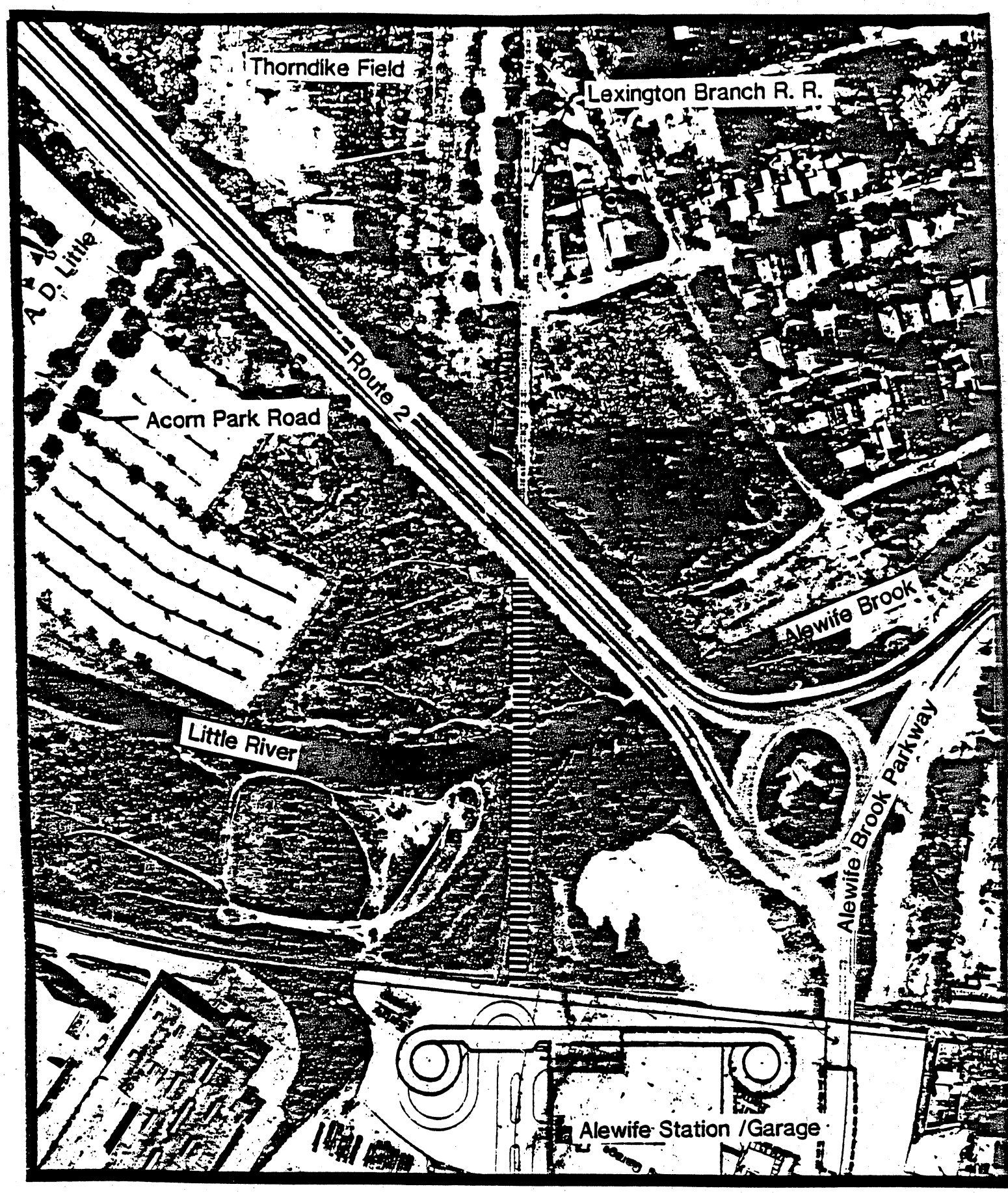
SKETCH #1



OPTION #1

Proposed Interim Access

SKETCH #2



OPTION #2

Proposed Interim Access

SKETCH #3

III. ASSESSMENT OF POTENTIAL ADVERSE ENVIRONMENTAL IMPACTS

Instructions: Consider direct and indirect adverse impacts, including those arising from general construction and operations. For every answer explain why significant adverse impact is considered likely or unlikely to result.

Also, state the *source* of information or other basis for the answers supplied. If the source of the information, in part or in full, is not listed in the ENF, the preparing officer will be assumed to be the source of the information. Such environmental information should be acquired at least in part by field inspection.

A. Open Space and Recreation

1. Might the project affect the condition, use or access to any open space and/or recreation area?
   Yes X No ____

Explanation and Source:

While the degree of impact will vary depending upon which alignment is selected, it is not expected that the project will significantly impact the Alewife Reservation area in that the roadway will be either substantially within the existing Lexington Branch Railroad ROW or across on existing paved parking area and roadway. Any impacts will be temporary due to the interim nature of the project.

B. Historic Resources

1. Might any site or structure of historic significance be affected by the project? Yes ____ No X

Explanation and Source:

None have been identified. Source: Environmental Impact Statement Red Line Extension/Harvard Square to Arlington Heights, August 1977

2. Might any archaeological site be affected by the project? Yes ____ No X

Explanation and Source:

None have been identified. Source: See III B 1

C. Ecological Effects

1. Might the project significantly affect fisheries or wildlife, especially any rare or endangered species?
   Yes X No ____

Explanation and Source:

The marine species which could potentially be affected by the project is the alewife, a North Atlantic fish closely related to the herring. The project may also impact songbirds and small mammals for which the potential area of impact in the Alewife Brook Reservation serves as a marginal habitat.

Source: See III B 1

2. Might the project significantly affect vegetation, especially any rare or endangered species of plant?
Yes ____ No X
(Estimate approximate number of mature trees to be removed: 0)

Explanation and Source:

There are no rare or endangered species. The affected area does not contain mature trees. Source: Site visit - Red Line NW EIS

3. Might the project alter or affect flood hazard areas, inland or coastal wetlands (e.g., estuaries, marshes, sand dunes and beaches, ponds, streams, rivers, fish runs, or shellfish beds)? Yes X No ____

Explanation and Source:

The area of the project is within the 100-year flood plan as established for the MBTA Alewife work. Filling and grading may be required to complete the project.

4. Might the project affect shoreline erosion or accretion at the project site, downstream or in nearby coastal areas? Yes ____ No X

Explanation and Source:

Some soil erosion could take place during construction but this should not be significant.

5. Might the project involve other geologically unstable areas? Yes ____ No X

Explanation and Source:

Red Line Geotechnical Work.

D. Hazardous Substances

1. Might the project involve the use, transportation, storage, release, or disposal of potentially hazardous substances?
Yes ____ No X

Explanation and Source:

None were found in this area during Red Line construction.

E. Resource Conservation and Use

1. Might the project affect or eliminate land suitable for agricultural or forestry production?
Yes _____ No X
(Describe any present agricultural land use and farm units affected.)

Explanation and Source:

There are no agricultural or forestry lands involved.

2. Might the project directly affect the potential use or extraction of mineral or energy resources (e.g., oil, coal, sand & gravel, ores)? Yes _____ No X

Explanation and Source:

None were found during Red Line construction.

3. Might the operation of the project result in any increased consumption of energy? Yes _____ No X

Explanation and Source:
(If applicable, describe plans for conserving energy resources.)

The project will facilitate use of mass transportation and reduce vehicular congestion in the station area and, as a result, may reduce fuel consumption.

F. Water Quality and Quantity

1. Might the project result in significant changes in drainage patterns? Yes _____ No X

Explanation and Source:

On one option, roadway grades will be maintained at about present topography. On the other option, the roadway will be on a trestle-type elevated structure.

2. Might the project result in the introduction of pollutants into any of the following:

(a) Marine Waters ..... Yes _____ No X
(b) Surface Fresh Water Body ..... Yes _____ No X
(c) Ground Water ..... Yes _____ No X

Explain types and quantities of pollutants.

The only possible source would be from roadway drainage. Given the length of road, this is not considered significant.

3. Will the project generate sanitary sewage? Yes ____ No X

If Yes, Quantity: ____ gallons per day

Disposal by: (a) Onsite septic systems ..... Yes ____ No ____

(b) Public sewerage systems ..... Yes ____ No ____

(c) Other means (describe) ____

4. Might the project result in an increase in paved or impervious surface over an aquifer recognized as an important present or future source of water supply? Yes ____ No X

Explanation and Source:

There are no known water supply aquifers in the area. Source: See III B 1

5. Is the project in the watershed of any surface water body used as a drinking water supply?

Yes ____ No X

Are there any public or private drinking water wells within a 1/2-mile radius of the proposed project?

Yes ____ No X

Explanation and Source:

There is an existing well in East Arlington. However, tests conducted in the well prior to Red Line construction indicated that the well did not contain potable water.

6. Might the operation of the project result in any increased consumption of water? Yes ____ No X

Approximate consumption ____ gallons per day. Likely water source(s) ____

Explanation and Source:

The operation of a roadway does not require the use of water

7. Does the project involve any dredging? Yes ____ No X

If Yes, indicate:

Quantity of material to be dredged ____

Quality of material to be dredged ____

Proposed method of dredging ____

Proposed disposal sites ____

Proposed season of year for dredging ____

Explanation and Source:

No construction in the Alewife Brook or Little River is anticipated

G. Air Quality

1. Might the project affect the air quality in the project area or the immediately adjacent area?
Yes X No ____

Describe type and source of any pollution emission from the project site. automobile emissions

The project is surrounded by major heavily travelled roadways: Route 2 and Alewfe Brook Parkway. The project may reduce traffic congestion at Alewife Brook Parkway and Rindge Avenue, thereby reducing concentrations of carbon monoxide.

2. Are there any sensitive receptors (e.g., hospitals, schools, residential areas) which would be affected by any pollution emissions caused by the project, including construction dust? Yes ____ No X

Explanation and Source:

The nearest residential area northeast of the project in East Arlington is separated from the project by Route 2.

3. Will access to the project area be primarily by automobile? Yes X No ____

Describe any special provisions now planned for pedestrian access, carpooling, buses and other mass transit.

The project is a roadway improvement and as such will involve travel by automobile. Buses travelling to and from the transit station will also use the roadway. Pedestrian and bicycle connections between the transit station, East Arlington and the Arthur D. Little area will also be considered as part of the project.

H. Noise

1. Might the project result in the generation of noise? Yes X No ____

Explanation and Source:
(Include any source of noise during construction or operation, e.g., engine exhaust, pile driving, traffic.)

No pile driving is anticipated. The structures required will be supported by the already constructed Red Line tunnel. Construction noise should be limited to heavy equipment operations. Although traffic noise will emanate from the road, it is negated by the heavily travelled Route 2 and Alewife Brook Parkway.

2. Are there any sensitive receptors (e.g., hospitals, schools, residential areas) which would be affected by any noise caused by the project? Yes ____ No X

Explanation and Source:

The nearest residential area northeast of the project in East Arlington is separated from the project by Route 2.

I. Solid Waste

1. Might the project generate solid waste? Yes _____ No X

Explanation and Source:
(Estimate types and approximate amounts of waste materials generated, e.g., industrial, domestic, hospital, sewage sludge, construction debris from demolished structures.)

No significant demolition is required.

J. Aesthetics

1. Might the project cause a change in the visual character of the project area or its environs?
Yes X No _____

Explanation and Source:

The roadway will be either along an existing transportation corridor (railroad) and/or over existing parking lot and roadway. The project will involve construction of a surface or elevated roadway.

2. Are there any proposed structures which might be considered incompatible with existing adjacent structures in the vicinity in terms of size, physical proportion and scale, or significant differences in land use?
Yes _____ No X

Explanation and Source:

The only proposed structures are either a low level bridge across the Alewife Brook or an elevated trestle with the highest point the same as the existing Route 2 bridge over the Lexington Branch Railroad.

3. Might the project impair visual access to waterfront or other scenic areas? Yes X No _____

Explanation and Source:

The project may impair views of the Alewife Brook Reservation from the Concord Turnpike and Alewife Brook Parkway.

K. Wind and Shadow

1. Might the project cause wind and shadow impacts on adjacent properties? Yes _____ No X

Explanation and Source:

IV. CONSISTENCY WITH PRESENT PLANNING

A. Describe any known conflicts or inconsistencies with current federal, state and local land use, transportation, open space, recreation and environmental plans and policies. Consult with local or regional planning authorities where appropriate.

The Transportation Plan for the Boston Region includes highway improvements between Lake Street and Fresh Pond Parkway on Route 2 to, among other things, serve the Alewife Station and parking garage. These plans are being developed by the MPDW with anticipated construction in 1987.

The federally approved MBTA Red Line Project scope includes roadway improvements in the immediate vicinity of Alewife Station including reconstruction of the Rindge

(continued on page 10a)

V. FINDINGS AND CERTIFICATION

A. The notice of intent to file this form has been/will be published in the following newspaper(s) :

(Name)	(Date)
Arlington Advocate	9/21/83
Belmont Citizen	9/21/83
Cambridge Chronicle	9/21/83

B. This form has been circulated to all agencies and persons as required by Appendix B.

9/15/83
Date

Signature of Responsible Officer or Project Proponent

Francis M. Keville
Name (print or type)

Address MBTA - 50 High Street
Boston, MA 02110

Telephone Number 722-3116

9/15/83
Date

Signature of person preparing ENF (if different from above)

Donald J. Kidston
Name (print or type)

Address MBTA - 50 High Street
Boston, MA 02110

Telephone Number 722-3152

Avenue and Alewife Brook Parkway intersections. These roadway improvements will provide for station access via Alewife Brook Parkway.

Alewife Station and Garage have been designed and are being constructed to accommodate primary access via direct ramps to the Concord Turnpike in accordance with the most recent MDPW plans.

Although the station can function without benefit of the direct ramps, it is anticipated that there will be considerable traffic congestion in the station area.

The provision of direct access/egress between Alewife Station and the Concord Turnpike (Route 2) will substantially improve station operations and contribute to reduced traffic congestion at the Rindge Avenue-Alewife Brook Parkway intersection.

The proposed temporary roadway is consistent with the Transportation Plan for the Boston Region. Design of the short term access improvements will be closely coordinated with MDPW to assure compatability with their Route 2 project.

S-482A

Environmental Notification Form received from the MBTA Re: Alewife MBTA Station Short Term Route 2 Access Improvements at the Alewife Station at Concord Turnpike & Alewife Brook Pkwy. commencing in August, 1984 & ending in January, 1985.

August, 1984