An expanded technical and environmental analysis of the light rail storage and maintenance facility alternatives is included in FEIR Chapter 2, Maintenance Facility Alternatives Analysis. As a result of the evaluation, the Yard 8 location is not recommended for further consideration and Option L is identified as the preferred maintenance facility site.
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<table>
<thead>
<tr>
<th>Impact to residents</th>
<th>Yard B</th>
<th>Option L</th>
</tr>
</thead>
<tbody>
<tr>
<td>High - Site directly abuts the only residences in the surrounding area. Noise and vibration impacts will be significant and even with significant mitigation, quality of life will be negatively impacted</td>
<td>Low - Site is reasonably far from any residences. Noise and vibration impacts should be minimal and may require little mitigation</td>
<td></td>
</tr>
<tr>
<td>Loss of development potential</td>
<td>High - Surrounding properties will likely remain industrial rather than converting to higher value office/commercial</td>
<td>Low - Area is bounded by I-93 and proposed large-scale mixed-use development</td>
</tr>
<tr>
<td>Property tax loss - direct</td>
<td>High - Currently zoned commercial</td>
<td>Low - Currently owned by government agencies</td>
</tr>
<tr>
<td>Property tax loss - indirect</td>
<td>High - Surrounding commercial and residential areas will likely face reduced valuations</td>
<td>None - Location is already industrial train location bounded by I-93 and large-scale mixed-use development</td>
</tr>
</tbody>
</table>

Given these facts, I strongly urge you to support the Option L location for the maintenance facility which minimizes the negative impacts on the community.

Thank you for your consideration and time on this extremely important matter.

Aiden Zeche
An expanded technical and environmental analysis of the light rail storage and maintenance facility alternatives is included in FEIR Chapter 2, Maintenance Facility Alternatives Analysis. As a result of the evaluation, the Yard 8 location is not recommended for further consideration and Option L is identified as the preferred maintenance facility site.

As described in DEIR/EA Chapter 6 and FEIR Chapter 8, MassDOT has complied with FTA-established guidelines to identify and then eliminate, minimize, or offset noise and vibration impacts above regulatory thresholds to sensitive receptors. Where appropriate, MassDOT intends to implement these measures prior to construction. FEIR Chapter 8 describes the process by which mitigation measures will be identified and implemented. The stakeholder coordination process for Project mitigation is described in FEIR Section 6.3, Public Outreach Strategies.

An expanded technical and environmental analysis of the light rail storage and maintenance facility alternatives is included in FEIR Chapter 2, Maintenance Facility Alternatives Analysis. As a result of the evaluation, Option L is identified as the preferred maintenance facility site.
An expanded technical and environmental analysis of the light rail storage and maintenance facility alternatives is provided in FEIR Chapter 2, Maintenance Facility Alternatives Analysis. As a result of the evaluation, the Mirror H location is not recommended for further consideration and Option L is identified as the preferred maintenance facility site.
An expanded technical and environmental analysis of the light rail storage and maintenance facility alternatives is included in FEIR Chapter 2, Maintenance Facility Alternatives Analysis. As a result of the evaluation, Option L is identified as the preferred maintenance facility site.

Revised conceptual plans for Lechmere Station are included in FEIR Chapter 5, Lechmere Station. The chapter presents a traffic analysis, a detailed description of pedestrian crossings of O’Brien Highway, and proposed roadway, crosswalk, and sidewalk improvements that are consistent with the NorthPoint development plans. These station and street plans will be further refined in the preliminary engineering stage of the Project. The Public Involvement Plan (PIP), Chapter 6 of the FEIR, proposes a structure for community involvement during station design.

We feel that the Option L offers benefits over the other two alternatives and would be the most appropriate location for the maintenance and storage facility. Compared to the expense, permitting delays, and ultimate disruption posed by the Yard F and Mirror H locations, Option L appears to be the most manageable to develop and operate. Option L also compares favorably to the others regarding demolition, rail service alignment, and potential remediation. We support Option L and encourage you to proceed accordingly.

We also urge the MBTA to continue refining the new Lechmere station design so that it can function at the highest levels of passenger service, access, and safety as well as be aesthetically pleasing. Concurrent with the station design is the need for a safe and well-functioning pedestrian crossing system of the O’Brien Highway for accessing the station. We expect that the final design focuses on landscaping and materials along Water Street, including pedestrian-friendly circulation and curbs reduced in the width of curb cut. Finally, we hope that all plans are well landscaped and include well detailed parking lots.

We are excited to see the progress of this major regional transportation project and appreciate the chance to provide input. Feel free to contact me if you have any questions or would like additional information.

Sincerely,

Christopher P. Kaneb, Manager
All stations for the Green Line Extension project were designed to comply with the MBTA's design standards. The station descriptions in the DEIR/EA identify the full extent of potential impacts of the Project on the surrounding area, in compliance with MEPA review requirements. Although a redesigned Mystic Valley Parkway / Route 16 station may achieve some reductions in property takings, there is still much evaluation of design, operations, and environmental impacts that would be required. At such time that the extension beyond College Avenue can be advanced, MassDOT will re-evaluate the proposed station layout at Mystic Valley Parkway/Route 16. MassDOT is considering initiating a community planning process for a future extension to Mystic Valley Parkway/Route 16 to obtain stakeholder input on station design and layout, neighborhood impacts, economic development, and other area planning issues.

B-004-002
Please see response to Comment B-004-001

B-004-003
DEIR/EA Section 5.2 describes the Project's potential acquisitions. MassDOT is currently conducting detailed property surveys to obtain more specific data. MassDOT will continue to evaluate opportunities to minimize these property impacts.
In accordance with the Secretary’s Certificate on the DEIR/EA, MassDOT has prepared an FEIR for the Green Line Extension Project. This limited scope FEIR addresses those requirements specified in the Secretary’s Certificate on the DEIR/EA.

Although the extension to Mystic Valley Parkway/Route 16 was considered the Preferred Alternative for a full-build of the Green Line Extension Project, limitations on available funding prohibit the Commonwealth from extending the Green Line beyond College Avenue at this time. A future extension to Mystic Valley Parkway/Route 16 will require a separate environmental clearance process. MassDOT is considering initiating a community planning process for a future extension to Mystic Valley Parkway/Route 16 to obtain stakeholder input on station design and layout, neighborhood impacts, economic development, and other area planning issues.

Thank you for your consideration. Please contact me with any questions regarding these comments.

Sincerely,

CUMMINGS FOUNDATION, INC.

[Signature]

Joel B. Sweet
Executive Director

Decent 31, 2009
In accordance with the Secretary's Certificate on the DEIR/EA, MassDOT has prepared an FEIR for the Green Line Extension Project. This limited scope FEIR addresses those requirements specified in the Secretary's Certificate on the DEIR/EA.

All stations for the Green Line Extension project were designed to comply with the MBTA's design standards. The station descriptions in the DEIR/EA identify the full extent of potential impacts of the Project on the surrounding area, in compliance with MEPA review requirements. Although a redesigned Mystic Valley Parkway / Route 16 station may achieve some reductions in property takings, there is still much evaluation of design, operations, and environmental impacts that would be required. At such time that the extension beyond College Avenue can be advanced, MassDOT will re-evaluate the proposed station layout at Mystic Valley Parkway/Route 16. MassDOT is considering initiating a community planning process for a future extension to Mystic Valley Parkway/Route 16 to obtain stakeholder input on station design and layout, neighborhood impacts, economic development, and other area planning issues.

Various community groups have suggested modified concepts for the Mystic Valley Parkway/Route 16 Station. Preliminary evaluation of these concepts showed that the cost of constructing the Green Line Extension to Mystic Valley Parkway/Route 16 would not be reduced sufficiently to be able to be funded at this time. Additional evaluation of the concept as it relates to the MBTA’s design standards, operations and other requirements would be necessary in order to determine the full cost savings of a redesigned station. While MassDOT has not been required to revisit the design of this station as part of the FEIR document, further
evaluations may consider the redesign options presented by the MGNA in future analyses.

**B-005-004**
Please see response to Comment B-005-001.
B-006-001

DEIR/EA Sections 5.7, Noise, and 5.8, Vibration, describe the noise and vibration impacts, respectively, expected from the Project. Pursuant to FTA-established guidelines, these impacts have been identified and evaluated for moderate and severe impacts to sensitive receptors. FEIR Chapter 8, Draft Section 61 Findings and Mitigation Commitments, describes the mitigation measures that would be implemented to eliminate, minimize, or offset impacts above regulatory thresholds.

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**From:** Brendan Driscoll
**Sent:** Tuesday, December 29, 2009 7:54 AM
**To:** Johnson, Holly S (ENV), Brendan Driscoll
**Subject:** Green Line Extension Draft Environmental Impact Report

Good morning,

I am writing to express my concern with the impacts the proposed Green Line Extension project will have on 3 properties I own in Medford.

1. 83 Newbern Avenue, Medford (Direct abutter) My business currently occupies this property. Once completed the relocated commuter rail tracks (outbound) will be located within feet of our building. Existing commuter rail operations currently shake the building and are extremely noisy. I am concerned that relating the tracks closer to the building will logically make things worse. Noise and vibration reports on the project's website confirm that there will be significant impact on my property.

2. 86 Morton Avenue, Medford (Direct abutter) We currently lease this commercial building to a painting/general contracting firm. Once completed the relocated commuter rail tracks (outbound) will be located within feet of our building. Existing commuter rail operations currently shake the building and are extremely noisy. I am concerned that relating the tracks closer to the building will logically make things worse. Noise and vibration reports on the project’s website confirm that there will be significant impact on our property.

3. 82-84 Morton Ave., Medford (Located adjacent to 86 Morton Ave., Medford) This is a 3 family property that we own which was a gut renovation approximately 4 years ago. Building has been fully rented to professionals since renovation was completed. I am concerned that increase noise and vibration caused by both the Green Line and relocated commuter rail will negatively affect rental values and our ability to rent the units.

Regards

Brendan Driscoll
President

Main Office
83 Newbern Ave. Medford, MA 02155

Cape Office
15 Jan Sebastian Dr. Sandwich, MA 02563
T: 508-833-4915 F: 508-833-4917
www.driscelliElectric.com

Please consider the environment before printing this email
In accordance with the Secretary’s Certificate on the DEIR/EA, MassDOT has prepared an FEIR for the Green Line Extension Project. This limited scope FEIR addresses those requirements specified in the Secretary’s Certificate on the DEIR/EA.

An expanded technical and environmental analysis of the light rail storage and maintenance facility alternatives is provided in FEIR Chapter 2, Maintenance Facility Alternatives Analysis. The evaluation considers land use and connectivity impacts and opportunities associated with each maintenance facility site alternative.

To the extent possible, Green Line Extension stations will be designed for accessible, convenient transferring between MBTA bus routes and Green Line light rail during preliminary engineering. MassDOT will work with the MBTA to evaluate opportunities to improve connections between existing bus routes and proposed stations. Where appropriate, automobile drop-off / pick-up locations will be provided at Green Line Extension stations. The Public Involvement Plan (PIP), Chapter 6 of the FEIR, describes MassDOT’s plans for public outreach as station designs are refined in the next phases of the Project.

Revised conceptual plans for Lechmere Station are included in FEIR Chapter 5, Lechmere Station. In accordance with the Secretary’s Certificate on the DEIR/EA, the FEIR (Chapter 5, Lechmere Station) includes only conceptual station designs. Plans for stations, the storage and maintenance facility, and all project elements will be refined during the preliminary engineering stage of the Project. MassDOT intends to demolish the existing Lechmere Station and
prepare the site for future redevelopment. The Public Involvement Plan (PIP), Chapter 6 of the FEIR, proposes a structure for community involvement during project design.

A station at Mystic Valley Parkway/Route 16 and associated alignment improvements northwest of the College Avenue Station terminus are not included in the Proposed Project. At such time that the extension beyond College Avenue can be advanced, MassDOT will re-evaluate the proposed station layout at Mystic Valley Parkway/Route 16. MassDOT is considering initiating a community planning process for a future extension to Mystic Valley Parkway/Route 16 to obtain stakeholder input on station design and layout, neighborhood impacts, economic development, and other area planning issues.

B-007-005
As the Project advances into preliminary engineering, further consideration will be given to the compatibility of station, track, and infrastructure design with conceptual future Green Line additions and extensions.

B-007-006
MassDOT has committed to complete the final design of the proposed Community Path between Lowell Street and the Inner Belt area. MassDOT is not able to commit to funding the construction of the Community Path. However, MassDOT will continue to work with the City of Somerville to identify potential state and Federal funding opportunities for the construction of the Community Path.

B-007-007
DEIR/EA Section 3.9 describes the compatibility of the Green Line Extension with other regional projects, such as the conceptual reconstruction of McGrath Highway and the Urban Ring transit corridor.
initiative. MassDOT has and will continue to coordinate with state and local agencies at appropriate milestones as the Project progresses to ensure, to the extent feasible, consistency with planning and other projects.

**B-007-008**
Direct and indirect impacts to land use are described in DEIR/EA Section 5.2, Land Use, and FEIR Chapter 2, Maintenance Facility Alternatives Analysis. MassDOT cannot control land use by property owners along the alignment or in the vicinity of the stations, but recognizes that the presence of rail transit can impact nearby land use both adversely and beneficially. Station design in particular can motivate transit-oriented development, a Commonwealth goal for sustainable land use, which could further reduce automobile traffic congestion and improve air quality.

**B-007-009**
Socioeconomic impacts, including projected effects on businesses, jobs, tax revenues, and community disruptions, are described in DEIR/EA Section 5.3, Socioeconomic Impacts. Effects on land use and transit access are discussed in DEIR/EA Section 5.2, Land Use, and Section 5.15, Indirect and Cumulative Effects. As required by the Secretary’s Certificate on the DEIR/EA, additional analysis of the socioeconomic effects of the maintenance facility alternatives are described in FEIR Chapter 2, Maintenance Facility Alternatives Analysis. A series of Project workshops will provide opportunities to discuss broader impacts of the Project on job creation, economic development, housing affordability, and other community impacts.

**B-007-010**
An expanded technical and environmental analysis of the light rail storage and maintenance facility alternatives is included in FEIR Chapter
2, Maintenance Facility Alternatives Analysis. As a result of the evaluation, the Yard 8 location is not recommended for further consideration and Option L is identified as the preferred maintenance facility site.

B-007-011
Major modifications to operations of the Boston Engine Terminal (BET), MBTA Commuter Rail and other railroads, and railroad vehicles are beyond the scope of the Green Line Extension Project.

B-007-012
In accordance with the Secretary’s Certificate on the DEIR/EA, MassDOT has developed a Public Involvement Plan (PIP) for the Green Line Extension Project. The PIP, Chapter 6 of the FEIR, describes MassDOT’s plans for public outreach in the next phases of the Project.

B-007-013
MassDOT has developed proposed mitigation measures / draft Section 61 findings for the Green Line Extension Project. These are provided in FEIR Chapter 8, Draft Section 61 Findings and Mitigation Measures. The mitigation measures, steps for implementation, and post-construction monitoring required by the Secretary’s Certificate on the DEIR are also described in FEIR Chapter 8.
An expanded technical and environmental analysis of the light rail storage and maintenance facility alternatives is included in FEIR Chapter 2, Maintenance Facility Alternatives Analysis. As a result of the evaluation, the Yard 8 location is not recommended for further consideration and Option L is identified as the preferred maintenance facility site.

During preliminary engineering, MassDOT will coordinate with PAR on track rights and PAR service in the Study Area.
During preliminary engineering, MassDOT will coordinate with PAR on track rights and PAR service in the Study Area.

In closing, PAR would like to reiterate its support for the Project and its willingness to continue to cooperate with the relevant agencies to resolve these issues. Notwithstanding the challenges presented by existing circumstance, we hope that alternatives can be identified and implemented in a manner that will both speed the progress of the Project and lower its cost. Toward that end, PAR remains willing to meet with the appropriate agencies to explore solutions to these complex problems.

Thank you for your attention to this matter. Please feel free to contact me if you should have any questions or comments.

Sincerely,

Roger D. Bergeron  
Vice President  
Special Projects