SOUTH STATION
EXPANSION

South Station Expansion Project
Environmental Notification Form

March 2013

massDOT
Massachusetts Department of Transportation

Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Richard A. Davey, MassDOT Secretary & CEO
Beverly A. Scott, Ph.D., General Manager
and Rail & Transit Administrator

massDOT
Massachusetts Department of Transportation
Rail & Transit Division

March 18, 2013

RE: South Station Expansion Project
Environmental Notification Form, EEA No. 15028

Dear Interested Party:

On March 14, 2013, the Massachusetts Department of Transportation (MassDOT) submitted the attached Environmental Notification Form (ENF) for the South Station Expansion (SSX) Project to the Executive Office of Energy and Environmental Affairs. As described in the ENF, the SSX Project includes five primary elements:

- Expansion of the South Station terminal facilities;
- Acquisition and demolition of the US Postal Service mail distribution facility located adjacent to South Station on Dorchester Avenue;
- Extension of the Boston Harborwalk along a reopened Dorchester Avenue;
- Provision for the opportunity for future public/private development adjacent to and over an expanded South Station; and
- Provision for adequate rail vehicle layover areas for both intercity and commuter rail services.

MassDOT understands that the project is categorically included for an Environmental Impact Report (EIR), given that the project will trigger review under 301 CMR 11.03: *"Provided that a Chapter 91 License is required, New non-water dependent use or Expansion of an existing non-water dependent structure, provided the use or structure occupies one or more acres of waterways or tideland"* as well as "*Construction of 1,000 or more new parking spaces at a single location.*"

The ENF will now be subject to a public review process. Anyone interested in commenting on this ENF should submit comments to:

Secretary Richard K. Sullivan, Jr.
Executive Office of Energy and Environmental Affairs (EEA)

100 Cambridge Street, Suite 900
Boston, MA 02114

All comments must be received by EEA no later than Tuesday, April 9, 2013.

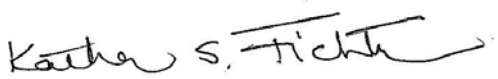
A public Scoping Session will be held in support of the ENF. The public Scoping Session is scheduled for:

Monday, April 1, 2013
4 PM to 6 PM
at
One South Station, Second Floor
Boston, Massachusetts
(*Use the Atlantic Avenue entrance*)

We look forward to a robust public review of this project and of the ENF. You can read more about the South Station Expansion project and sign up for project emails on the website: http://www.massdot.state.ma.us/southstationexpansion/Home.aspx.

Should you have any questions or require any additional information or assistance on this project or the document, please feel free to contact me at 857.368.8852 or by email at katherine.fichter@dot.state.ma.us.

Sincerely,



Katherine S. Fichter
South Station Expansion Project Manager
Manager of Long-Range Planning

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Commonwealth of Massachusetts

Executive Office of Energy and Environmental Affairs
Massachusetts Environmental Policy Act (MEPA) Office

Environmental Notification Form

For Office Use Only

EEA#: ———————————

MEPA Analyst: ———————————

The information requested on this form must be completed in order to submit a document electronically for review under the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: South Station Expansion Project		
Street Address: Summer Street and Atlantic Avenue (South Station)*		
Municipality: Boston	Watershed: Boston Harbor	
Universal Transverse Mercator Coordinates: Zone 19; 330728 Easting, 4690935 Northing		
Latitude: 42 degrees 21 minutes 8.176 seconds North		
Longitude: 71 degrees 3 minutes 18.871 seconds West		
Estimated commencement date: 6-30-2017		Estimated completion date: 6-30-2020
Project Type: Transportation		Status of project design: 5 %complete
Proponent: Massachusetts Department of Transportation (MassDOT)		
Street Address: Ten Park Plaza		
Municipality: Boston	State: MA	Zip Code: 02116-3973
Name of Contact Person: Katherine Fichter, Manager of Long-Range Planning		
Firm/Agency: Massachusetts Department of Transportation, Office of Transportation Planning		
Street Address: Ten Park Plaza, Room 4150		
Municipality: Boston	State: MA	Zip Code: 02116
Phone: 857.368.8852	Fax: 857.368.0639	E-mail: katherine.fichter@state.ma.us

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)? ☒Yes
Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?

301 CMR 11.03(3)(a)5: Provided a Chapter 91 License is required, expansion of an existing non-water-dependent structure, provided the use or structure occupies one or more acres of (historic) tidelands.
301 CMR 11.03(6)(a)6: Generation of 3,000 or more new average daily traffic on roadways providing access to a single location (exceeded based on preliminary traffic analysis).
301 CMR 11.03(6)(a)7: Construction of 1,000 or more new parking spaces at a single location.

Which State Agency Permits will the project require? Table 1 lists required state permits and approvals. Table 2 lists required federal permits and approvals. Table 3 lists required municipal permits and approvals.

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: Funding of the preliminary engineering and environmental review phase of the project is by a combination of Commonwealth funds ($10 million) and federal funds ($32.5 million) through a grant from the Federal Railroad Administration. Funding for project construction has not been determined, but will likely include Commonwealth and federal sources for the transportation improvements and private funding for the joint/private development.

* Attachment D, Table 1 provides location data on alternative layover facility sites.

Table 1. South Station Expansion Project – Required State Agency Permits[1]

State Agency	Required Permit/Approval/Notification	South Station Site	Layover Facility Sites
MA Executive Office of Energy and Environmental Affairs (EEA)	MEPA Certificate(s) of the Secretary (301 CMR 11.00)	yes	yes
MA EEA	Amendment to the Fort Point Channel Downtown Waterfront Municipal Harbor Plan	yes[2]	no
MA EEA	Public Benefit Determination (301 CMR 11.00)	yes	yes
MA Department of Environmental Protection (MassDEP)	Chapter 91 Waterways License (310 CMR 9.00)	yes	no
MassDEP	Stormwater Management Standards Compliance Review (314 CMR 9.00)	yes	yes
MassDEP	Sewer Extension/Connection Compliance Certification (314 CMR 7.00)	yes	yes
MassDEP	Massachusetts Contingency Plan Review (310 CMR 40.0000)	yes[3]	yes[3]
MassDEP	Notification Prior to Construction or Demolition (310 CMR 7.09)[4]	yes	yes
MassDEP	Order of Conditions[5] (310 CMR 10.00)	yes	yes
MassDEP	Asbestos Notification[6] (310 CMR 7.15)	yes[7]	To be determined (TBD)[8]
MA Department of Labor and Workforce Development, Division of Occupational Safety (DOS)	Asbestos Notification[6] (453 CMR 6.12)		
Massachusetts Historical Commission (MHC)	State Register Review (950 CMR 71.00)	yes	yes
Massachusetts Office of Coastal Zone Management (MassCZM)	Coastal Zone Management Federal Consistency Certification (301 CMR 21.00)	yes	yes
Massachusetts Department of Transportation (MassDOT), Highway Division	State Highway Access Permit (720 CMR 13.00)	yes	yes
Massachusetts Bay Transportation Authority (MBTA)	Air-rights easements/approvals	yes	no

Notes:
[1] Permit and review requirements may change based upon further alternative analysis, selection of the preferred alternative, and further project design.
[2] Applicable to Alternative 3.
[3] Preliminary determination based on historical usage of the sites.
[4] Submission of this notification may satisfy U.S. Environmental Protection Agency's (U.S. EPA)'s notification requirements of building demolition, per National Emissions Standards for Hazardous Air Pollutants (NESHAP), 40 CFR Part 61 Subpart M.
[5] Administered through the Boston Conservation Commission.
[6] Submission of Asbestos Notification Form satisfies MassDEP and DOS requirements.
[7] Determination based upon site walk-through and initial evaluation.
[8] Determination pending site walk-throughs and evaluations

Table 2. South Station Expansion Project – Required Federal Agency Permits[1]

Federal/State Agency	Required Permit/Approval/Notification	South Station Site	Layover Facility Sites
Federal Railroad Administration (FRA)	National Environmental Policy Act review (65 FR 28545)	yes	yes
Federal Aviation Administration (FAA)	Notice of Proposed Construction or Alteration (14 CFR 77)	yes[2]	no
Massachusetts Historical Commission	Section 106 Review (36 CFR 800)	yes	yes
Federal Highway Administration (FHWA)	Review, Modification of High Occupancy Vehicle (HOV) designation	yes	no
U.S. Environmental Protection Agency (U.S. EPA)	National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges from Construction Sites (33 USC §1251 et. seq.)[3]	yes	yes
U.S. EPA	Notification of Building Demolition[4]	yes	yes
U.S. Department of Transportation	Section 4(f) Review (23 CFR 774)	yes	yes

Notes:
[1] Permit and review requirements may change based upon further alternative analysis, selection of the preferred alternative, and further project design.
[2] Applicable to Alternative 3.
[3] Copy of application must be submitted to Boston Water and Sewer Commission.
[4] Notification requirements may be satisfied through submission of notification to MassDEP, per 310 CMR 7.09

Table 3. South Station Expansion Project – Required Municipal Permits and Approvals[1]

Agency	Required Permit/Approval/Notification	South Station Site	Layover Facility Sites
Boston Conservation Commission	Order of Conditions (310 CMR 10.00)[2]	yes	yes
Boston Public Improvement Commission (BPIC)	Approvals, reopening of Dorchester Avenue, construction of Harborwalk	yes	no
BPIC	Approvals, other street openings	no	yes
Boston Water and Sewer Commission (BWSC)	Drainage Discharge Permit	yes	yes
BWSC	Building Site Plan Review and Approval, for construction of a new or reactivated service connection to the water, sewer or drainage system	yes	yes
BWSC	Demolition Termination Verification Approval, for removal or cutting and capping all water, sewer and fire pipes	yes	yes
Boston Redevelopment Authority (BRA)	Large Project/Planned Development Area Review, Article 80, Boston Zoning Code	yes[3]	no
BRA	Municipal Harbor Plan Process	yes[4]	no

Notes:
[1] Permit and review requirements may change based upon further alternative analysis, selection of the preferred alternative, and further project design.
[2] MassDEP requirement administered locally.
[3] Applicable to Alternatives 2 and 3.
[4] Applicable to Alternative 3

Summary of Project Size& Environmental Impacts	Existing[1]	Change[2]	Total[2]
LAND			
Total site acreage	49 acres		
New acres of land altered		0	
Acres of impervious area	46.5 acres (approx.)	0	46.5 acres (approx.)
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		-1±	
STRUCTURES			
Gross square footage (approximate)	1,660,000	1,315,000	2,975,000
Number of housing units	0	750	750
Maximum height (feet)	105 (historic facade)	185	290
TRANSPORTATION			
Vehicle trips per day	5,400	4,500	9,900
Parking spaces	465	1,128	1,593
WASTEWATER			
Water Use (Gallons per day) (approximate)	31,000	567,000	598,000
Water withdrawal (GPD)	not applicable (N/A)	N/A	N/A
Wastewater generation/treatment (GPD) (approximate)	31,000	567,000	598,000
Length of water mains (miles)	N/A	N/A	N/A
Length of sewer mains (miles)	N/A	N/A	N/A

Notes:
[1] Data provided for South Station Site only. The ENF text provides data on alternative layover facility sites.
[2] Highest range (Alternative 3) shown.

Has this project been filed with MEPA before?
☒No

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

South Station Site: Projects previously filed on the South Station site include the following:

EEA # 10270, North/South Rail Link Project. A Certificate of the Secretary of Environmental Affairs was issued on July 31, 2003 indicating that the Draft Environmental Impact Report (EIR) for the North/South Rail Link Project, consisting of a 3-mile tunnel linking North and South Stations, complied with Massachusetts General Law (MGL) Chapter 30.

EEA # 3205/9131, South Station Air Rights Project. A Certificate of the Secretary of Environmental Affairs was issued on April 14, 2006 indicating that Final EIR for the project, consisting of a 1.765 million square foot (sf) mixed-use development, complied with MGL Chapter 30. The South Station Air Rights project proponent recently filed a Notice of Project Change (NPC) for an extension of time.

EEA # 4327, South Station Wye Connector. A Certificate of the Secretary of Environmental Affairs was issued on March 1, 1982 determining that the project did not require an EIR.

EEA #4049, Tunnel Ventilation Program – Phase I. A Certificate of the Secretary of Environmental Affairs was issued on April 15, 1981 determining that the project, consisting of improvements to tunnel systems near Long Wharf, South Station and Gillette Park in South Boston, did not require an EIR.

EEA #3205, South Station Project. A Certificate of the Secretary of Environmental Affairs was issued on March 4, 1981 indicating that the FEIR for the project complied with MGL Chapter 30. An NPC was filed and approved for the project on December 16, 2002.

EEA #3173, Temporary South Station Bus Terminal. A Certificate of the Secretary of Environmental Affairs was issued on September 6, 1978 indicating that the project did not require an EIR. (Note that the project location was Atlantic Avenue at Dewey Square, but the project was associated with South Station.)

EEA #2868, South Station Project. A Certificate of the Secretary of Environmental Affairs was issued on February 2, 1978 indicating that the project did not require an EIR.

EEA #243, South Station Urban Renewal Project. A Certificate of the Secretary of Environmental Affairs was issued on November 15, 1973 indicating that the project, consisting of a BRA-developed master plan for the project area, did not require an EIR.

Alternative Layover Facility Sites: A review of the MEPA Online Project Information System did not provide any MEPA filings for the three layover alternative sites.

GENERAL PROJECT INFORMATION – all proponents must fill out this section

PROJECT DESCRIPTION:

The Massachusetts Department of Transportation (MassDOT), with funding from the Federal Railroad Administration (FRA), is undertaking a project to evaluate the expansion of Boston's South Station. The project includes planning, National Environmental Policy Act/Massachusetts Environmental Policy Act (NEPA/MEPA) reviews, and preliminary engineering. The South Station Expansion (SSX) project is being undertaken to allow for expansion of intercity and high-speed rail (HSR) service into Boston's South Station, and to improve existing rail operations and service delivery at South Station provided by the National Railroad Passenger Corporation (Amtrak) and the Massachusetts Bay Transportation Authority (MBTA).

South Station is the terminus of Amtrak's Northeast Corridor (NEC) service and its Lake Shore Limited service from Chicago via Albany. Located in Boston's Financial District, South Station is the sixth busiest station in the national Amtrak system and Boston's busiest multimodal transportation hub. South Station also serves as the terminus for the western and southern lines of the MBTA's commuter rail system. It provides connections to the MBTA Red Line and to Logan International Airport via the MBTA Silver Line. South Station's bus terminal is a hub for intercity, regional, and local bus service in eastern Massachusetts. Figure 1 in Attachment B shows the SSX project location on USGS maps. The SSX project includes five primary elements:

- **Expand the South Station terminal facilities,** including the addition of up to seven (7) tracks and platforms and construction of a new passenger concourse and other amenities. An expanded passenger concourse of approximately 215,000 square feet will provide comfortable modern facilities for passenger queuing and passenger services. Also included will be the reconstruction of the Cove, Broadway, and Tower 1 Interlockings at the terminal approach.
- **Acquire and demolish the U.S. Postal Service (USPS) General Mail Facility located on Dorchester Avenue** adjacent to South Station, which will provide an approximate 16-acre site onto which to expand South Station. (Note that the relocation of the USPS facility will be the subject of a separate environmental review process by others.) Dorchester Avenue will be restored for public and station access, and will be reconnected to Summer Street as a public way.
- **Create an extension of the Harborwalk along reopened Dorchester Avenue.** The restoration of Dorchester Avenue will include pedestrian, bicycle, local transit and vehicular facility improvements in and around South Station, and will create an enhanced pedestrian and community environment for South Station. The Harborwalk extension will complete the long-awaited last remaining gap in a continuous waterfront walkway in downtown Boston.
- P**rovide for the possibility of future joint/private development** adjacent to and over an expanded South Station. MassDOT and other stakeholders will seek to leverage the transportation investments to generate economic development and maximize livability and sustainability benefits in Boston. The three South Station Terminal Build alternatives include: Alternative 1 – Transportation Improvements Only; Alternative 2 – Joint/Private Development Minimum Build; and Alternative 3 – Joint/Private Development Maximum Build. Attachment A provides descriptions of the alternatives.
- **Provide adequate rail layover space to address existing and future intercity and commuter rail service needs.** Currently, there are not sufficient train layover facilities to meet existing South Station operational requirements, resulting in restrictive scheduling of revenue and non-revenue trains in and out of South Station. To accommodate existing needs and to facilitate future Amtrak and MBTA service expansions and other planned improvements, additional layover space is required. The three sites currently under consideration are the Boston Transportation Department-owned Tow Lot, Beacon Park Yard, and Readville - Yard 2. Attachment A provides information on the layover alternatives analysis.

The SSX project ENF is organized as follows:

- Attachment A provides a detailed description of the SSX project, including project context, project alternatives, proposed impact assessments, and mitigation measures identified to date;
- Attachment B provides figures of the SSX project, including the South Station site and three alternative layover facility sites;
- Attachment C consists of the Layover Facility Alternatives Analysis Report;
- Attachment D includes supplemental information in support of the ENF; and
- Attachment E consists of the ENF Circulation List.

AREAS OF CRITICAL ENVIRONMENTAL CONCERN:

Is the project within or adjacent to an Area of Critical Environmental Concern?

☒No

The Readville - Yard 2 site is not located within an Area of Critical Environmental Concern (ACEC), but the site is located approximately 500 feet north of the Fowl Meadow and Ponkapoag Bog ACEC. Figure 4, Sheet 4 in Attachment B shows the proximity of the ACEC to Readville - Yard 2.

RARE SPECIES:

Does the project site include Estimated and/or Priority Habitat of State-Listed Rare Species?

☒No

The Readville - Yard 2 site is not located in an Estimated and/or Priority Habitat of State-Listed Rare Species. There are several potential vernal pools and an Estimated and/or Priority Habitat of State-Listed Rare Species located approximately 500 feet south of the site boundaries within the ACEC.

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)

South Station Site: The South Station site includes the South Station Headhouse and Waiting Room, both of which are listed in the State and National Registers of Historic Places, and the USPS General Mail Facility/South Postal Annex, which is included in the Inventory of Historic and Archaeological Assets of the Commonwealth.

Alternative Layover Facility Sites: There are no historic structures, sites or districts listed in the State or National Registers of Historic Places or included in the Inventory of Historic and Archaeological Assets of the Commonwealth located within the BTD Tow Lot site or the Beacon Park Yard site. There are no structures, sites, or districts listed in the State or National Registers of Historic Places located within the Readville - Yard 2 site. Readville - Yard 2 is located within the Readville Industrial Area, which is included in the Inventory of Historic and Archaeological Assets of the Commonwealth.

Figure 3 in Attachment B presents historic resources located within the SSX project site boundaries and within the vicinity of the site boundaries.

There are no archaeological sites listed in the State Register of Historic Places or the Inventory of

Historic and Archaeological Assets of the Commonwealth within the SSX project site boundaries, including within the vicinity of the South Station Site and the three alternative layover facility sites.

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources? ☒Yes (Specify)

The USPS General Mail Facility/South Postal Annex, located adjacent to the South Station tracks to the southeast, is proposed to be demolished. The structure is included in the Inventory of Historic and Archaeological Assets of the Commonwealth. Construction of the USPS General Mail Facility was completed in July/August 1936. The South Postal Annex, consisting of a substantial renovation and addition, was approved by the City of Boston in July 1967 and constructed between 1967 and 1971. Renovations to the South Postal Annex were made circa 1980. The General Mail Facility/South Postal Annex was surveyed by the Boston Landmarks Commission (BLC) in 1980, at which time it was noted that the structure did not contribute architecturally to the surrounding area. The building was evaluated by the USPS in 1983, which concluded that extensive renovations had substantially altered the original structure and that the property did not meet National Register eligibility criteria.

WATER RESOURCES:

Is there an Outstanding Resource Water (ORW) on or within a half-mile radius of the project site?
No
Are there any impaired water bodies on or within a half-mile radius of the project site? Yes; if yes, identify the water body and pollutant(s) causing the impairment:

There are three impaired (Category 5) water bodies located within a half-mile radius of the SSX project: the Boston Inner Harbor is located within a half-mile of South Station; the Charles River is located within a half-mile of the Beacon Park Yard site; and the Neponset River is located within a half-mile of the Readville - Yard 2 site. Figure 4 in Attachment B presents the location of the impaired water bodies relative to the SSX project.

South Station Site Vicinity: Boston Inner Harbor is included on the 2010 Final Integrated List of Waters (MassDEP, 2011) as being impaired for polychlorinated biphenyls (PCBs) in fish tissue, fecal coliform, and other. The 2012 Proposed Integrated List of Waters (MassDEP, January 2012) increases the impairments to Boston Inner Harbor to include PCBs in fish tissue, fecal coliform, *Enterococcus*, dissolved oxygen, and other. A Draft Pathogen Total Maximum Daily Load (TMDL) has been developed for Boston Harbor in its entirety which includes Boston Inner Harbor and Fort Point Channel.

Beacon Park Yard Site Vicinity: The Charles River (Segment MA72-36) is included on the 2010 Final Integrated List of Waters as being impaired for chlorophyll-a, DDT, *Escherichia coli*, fish-passage barrier, fishes bioassessments, non-native aquatic plants, oil and grease, other flow regime alterations, dissolved oxygen, secchi disk transparency, nutrient/eutrophication biological indicators, total phosphorus, PCB in fish tissue, sediment bioassays, acute toxicity freshwater, other, and high pH. The 2012 Proposed Integrated List of Waters includes the same list of impairments for the Charles River, with no proposed changes. MassDEP has issued a Pathogen TMDL for the Charles River Watershed (CN 156.0). MassDEP has issued a Phosphorus TMDL for the Lower Charles River Watershed (CN 301.0).

Readville - Yard 2 Site Vicinity: The Neponset River (Segment MA73-02) is included on the 2010 Final Integrated List of Waters as being impaired for dissolved oxygen, fecal coliform, turbidity, foam/flocs/scum/oil slicks, PCB in fish tissue, debris/floatables/trash, and other. The 2012 Proposed Integrated List of Waters includes the same list of impairments for the Neponset River, with the addition of DDT, and *Escherichia coli*. In 2002, MassDEP issued a Bacterial TMDL for the Neponset River Watershed (CN 121.0) that includes all segments of the Neponset River.

Is the project within a medium or high stress basin, as established by the Massachusetts Water Resources Commission? No

STORMWATER MANAGEMENT:

Generally describe the project's stormwater impacts and measures that the project will take to comply with the standards found in MassDEP's Stormwater Management Regulations:

To the extent practicable, MassDOT will comply with MassDEP's Stormwater Management Regulations during construction and operation of the SSX project, as identified in the Massachusetts Stormwater Handbook (February 2008), including the standard for redevelopment of previously-developed sites. MassDOT will identify mitigation strategies such as Best Management Practices (BMPs) for short-term construction and long-term project impacts. The SSX project will obtain a National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges from Construction Sites. Additionally, MassDOT will use the City of Boston Department of Environment's Guidelines for Construction as a resource for minimizing environmental impacts of the SSX project.

MASSACHUSETTS CONTINGENCY PLAN:

Has the project site been, or is it currently being, regulated under M.G.L.c.21E or the Massachusetts Contingency Plan? Yes; if yes, please describe the current status of the site (including Release Tracking Number (RTN), cleanup phase, and Response Action Outcome classification):

South Station Site: There are 22 Release Tracking Numbers (RTNs) associated with the South Station site. All of the sites have been closed. Table 2 in Attachment D provides a table summary of the RTNs, including their closure status.

Alternative Layover Facility Sites: There are three RTNs associated with the BTD Tow Lot site, all of which are closed; 46 RTNs associated with the Beacon Park Yard site, one of which is not closed; and two RTNs associated with the Readville - Yard 2 site, one of which is not closed. Tables 3 through 5 in Attachment D provide table summaries of RTNs associated with the three layover alternative sites, including their closure status.

Is there an Activity and Use Limitation (AUL) on any portion of the project site? Yes X; if yes, describe which portion of the site and how the project will be consistent with the AUL:

South Station Site: There is an AUL associated with RTN 3-19396 at the existing South Station property, as shown in Figure 3, Sheet 1 in Attachment B. Residual contamination exists in the area adjacent to an elevator shaft in the northwest portion of the South Station Bus Station building. Should any SSX project construction activities be located within this defined area, they would require oversight by a Licensed Site Professional (LSP). A soil management plan would be required, indicating that impacted soils would be excavated and handled in accordance with federal and state regulations.

Alternative Layover Facility Sites: None of the layover alternative sites have existing AULs on any portion of the sites. The site identified as RTN 3-15991 located adjacent to the Readville - Yard 2 site at 50 Rear Wolcott Court has not been closed. The site is associated with metals, total petroleum hydrocarbon (TPH), polychlorinated biphenyls (PCBs), asbestos, and volatile organic compounds (VOCs) contamination in soils located primarily on property owned and operated by the James G. Grant Co., Inc.

Are you aware of any Reportable Conditions at the property that have not yet been assigned an RTN? No

SOLID AND HAZARDOUS WASTE:

If the project will generate solid waste during demolition or construction, describe alternatives considered for re-use, recycling, and disposal of, e.g., asphalt, brick, concrete, gypsum, metal, wood:

The SSX project will generate solid waste during demolition of the USPS facility. It is anticipated that the development of the layover facilities also will generate solid waste due to demolition of existing facilities. MassDOT will develop a demolition plan for the USPS facility and for other facilities as needed. The demolition plan will be incorporated within the project construction management plan. Construction management will be conducted following City of Boston Environment Department guidelines to the extent possible.

The demolition plan will include alternatives for recycling materials. Demolition debris will be segregated and recycled to the extent possible. Asphalt, brick and concrete will be processed and used for fill. Metal will be separated and recycled for scrap. In support of the waste management goal established in the GreenDOT Implementation Plan, MassDOT will discuss recycling goals for solid waste generated during the SSX project in the Draft EIR.

Will your project disturb asbestos containing materials? Yes; if yes, please consult state asbestos requirements at http://mass.gov/MassDEP/air/asbhom01.htm

Based on a site walk-through and initial evaluation of the USPS General Mail Facility, there is asbestos in various materials throughout the facility. Demolition of the facility will disturb asbestos containing materials. MassDOT will comply with applicable federal and state regulations regarding asbestos-containing materials (ACM), including the U.S. EPA National Emission Standards for Hazardous Air Pollutants (NESHAP) regulations (40 CFR Part 61) and MassDEP asbestos regulations at 310 CMR 7.15.

Describe anti-idling and other measures to limit emissions from construction equipment:

MassDOT and its contractors will comply with MassDEP's Diesel Retrofit Program (DRP), a program to control emissions from construction equipment. Per MassDOT requirements, contractors will certify the installation of emission control devices on diesel construction equipment. Compliance with the State's Low Sulfur Diesel standards (310 CMR 7.05) will be met. Construction equipment will be required to comply with the Massachusetts vehicle idling regulation [310 CMR 7.11(1)(b)], which requires that engines idle for no more than five minutes.

MassDOT will use the City of Boston Department of Environment's Guidelines for Construction as a resource for minimizing environmental impacts of the SSX project.

DESIGNATED WILD AND SCENIC RIVER:

Is this project site located wholly or partially within a defined river corridor of a federally designated Wild and Scenic River or a state designated Scenic River? No

ATTACHMENTS:

1. List of all attachments to this document.
   Attachments are listed below and in the ENF Table of Contents.

2. U.S.G.S. map (good quality color copy, 8-½ x 11 inches or larger, at a scale of 1:24,000) indicating the project location and boundaries.
   Figure 1 in Attachment B presents the project location on USGS maps.

3. Plan, at an appropriate scale, of existing conditions on the project site and its immediate environs, showing all known structures, roadways and parking lots, railroad rights-of-way, wetlands and water bodies, wooded areas, farmland, steep slopes, public open spaces, and major utilities.
   Figure 2 in Attachment B presents the existing transportation facilities.

4 Plan, at an appropriate scale, depicting environmental constraints on or adjacent to the project site such as Priority and/or Estimated Habitat of state-listed rare species, Areas of Critical Environmental Concern, Chapter 91 jurisdictional areas, Article 97 lands, wetland resource area delineations, water supply protection areas, and historic resources and/or districts.
   Figure 3 in Attachment B presents historic resources.
   Figure 4 presents environmental resources and constraints.
   Figure 5 presents coastal resources.
   Figure 6 presents the historic shoreline establishing Chapter 91 jurisdiction.

5. Plan, at an appropriate scale, of proposed conditions upon completion of project (if construction of the project is proposed to be phased, there should be a site plan showing conditions upon the completion of each phase). **Figure 7 in Attachment B presents South Station Terminal – Joint/Private Development Alternatives. Figure 8 presents potential cross-sections of Dorchester Avenue restoration and Harborwalk extension. Figure 9 presents existing Dorchester Avenue and Harborwalk photographs in the vicinity of South Station.**

6. List of all agencies and persons to whom the proponent circulated the ENF, in accordance with 301 CMR 11.16(2).
   Attachment E presents the ENF circulation list.

7. List of municipal and federal permits and reviews required by the project, as applicable.
   Table 2 in the ENF lists required federal permits and reviews.
   Table 3 in the ENF lists required municipal permits and reviews.

List of Attachments

A Detailed Project Description

B Figures

C Layover Facility Alternatives Analysis Report (provided on CD-ROM)

D ENF Supplemental Information

E ENF Circulation List

LAND SECTION – all proponents must fill out this section

I. Thresholds / Permits

A. Does the project meet or exceed any review thresholds related to **land** (see 301 CMR 11.03(1))? No; if yes, specify each threshold:

Based on preliminary design plans, the SSX project activities, including activities at the South Station site and the three layover alternative sites, do not exceed any review thresholds related to land.

II. Impacts and Permits

A. Describe, in acres, the current and proposed character of the project site, as follows:

The following tables present existing MassGIS-level information and preliminary plans for the South Station site and the three alternative layover sites. MassDOT will refine the dimensions of the South Station site and alternative layover sites as design is advanced. Land/structure acreage shown for South Station reflects conditions in Alternative 3.

South Station Site

Land/Structure Acreage	Existing[1]	Change[2,3]	Total[3]
Footprint of buildings	14.5 acres	+2.0 acres	16.5 acres
Internal roadways	5.0 acres	-1.0 acres	4.0 acres
Parking and other paved areas	6.0 acres	1.0 acres	7.0 acres
Other altered areas	21.5 acres	-2.0 acres	19.5 acres
Undeveloped areas	2.0 acres	0.0 acres	2.0 acres
Total: Project Site Acreage	49.0 acres		49.0 acres

Notes:

[1] Existing acreage calculated as follows:
Footprint of buildings = South Station Rail/Transit terminal, South Station Bus Terminal, USPS facility, MassDOT Vent Building No. 1
Internal roadways = Dorchester Avenue
Parking and other paved areas = USPS facility parking/paved area
Other altered areas = Rail/track facilities, existing Harborwalk/park south of USPS facility
Undeveloped areas = Fort Point Channel water area

[2] Change calculated as follows:
Footprint of buildings = Removal of USPS building; expansion of headhouse over track, South Station Air Rights development project, and private development associated with Alternative 3
Internal roadways = Conversion of a portion of Dorchester Avenue to Harborwalk
Parking and paved areas = Conversion of a portion of Dorchester Avenue to Harborwalk
Other altered areas = Expansion of headhouse over track

[3] Does not include additional planned open space that may be incorporated as part of the SSX project.

BTD Tow Lot Site

Land/Structure Acreage	Existing	Change[1]	Total
Footprint of buildings	54,000 sf	-39,000 sf	15,000 sf
Internal roadways	374,000 sf	-218,000 sf	156,000 sf
Parking and other paved areas			
Other altered areas	78,000 sf	+258,000 sf	336,000 sf
Undeveloped areas	0	0	0
Total: Project Site Acreage	11.6 acres (506,000 sf)		11.6 acres

Note:

[1] Change due to demolition of existing buildings, addition of new buildings and power substation, reduction in parking and paved areas, and construction of track.

Beacon Park Yard Site

Land/Structure Acreage	Existing	Change[1]	Total
Footprint of buildings	3,000 sf	+41,000 sf	44,000 sf
Internal roadways Parking and other paved areas	280,000 sf	-12,000 sf	268,000 sf
Other altered areas	692,000 sf	-28,000 sf	664,000 sf
Undeveloped areas	0	0	0
Total: Project Site Acreage	22.4 acres (975,000 sf)		22.4 acres (975,000 sf)

Note:
[1] Change due to construction of new buildings, reconfiguration of internal roadways, paved areas, and track. These areas reflect the estimated size of Beacon Park Yard, not the actual area of the MBTA and MassDOT rights that are discussed in this document.

Readville - Yard 2 Site

Land/Structure Acreage	Existing	Change[1]	Total
Footprint of buildings	35,000 sf	+12,000 sf	47,000 sf
Internal roadways Parking and other paved areas	141,000 sf	+61,000 sf	201,000 sf
Other altered areas	582,000 sf	-72,000 sf	510,000 sf
Undeveloped areas	0	0	0
Total: Project Site Acreage	17.4 acres		17.4 acres

Note:
[1] Change due to construction of new building, addition of track, reduction in material storage area.

B. Has any part of the project site been in active agricultural use in the last five years? No

C. Is any part of the project site currently or proposed to be in active forestry use? No

D. Does any part of the project involve conversion of land held for natural resources purposes in accordance with Article 97 of the Amendments to the Constitution of the Commonwealth to any purpose not in accordance with Article 97? No

E. Is any part of the project site currently subject to a conservation restriction, preservation restriction, agricultural preservation restriction or watershed preservation restriction? No

F. Does the project require approval of a new urban redevelopment project or a fundamental change in an existing urban redevelopment project under M.G.L.c.121A? No

G. Does the project require approval of a new urban renewal plan or a major modification of an existing urban renewal plan under M.G.L.c.121B? No

III. Consistency

A. Identify the current municipal comprehensive land use plan:

South Station Site
Title: Article 40 of the Boston Zoning Code: South Station Economic Development Area (EDA)
Date: September 13, 1989, as amended through June 29, 2006.

BTD Tow Lot Site
Title: Article 8 of the Boston Zoning Code, Chapter 665 of the Acts of 1956
Date: as amended through November 30, 2001.

Beacon Park Yard Site

Title: Article 51 of the Boston Zoning Code: Allston-Brighton Neighborhood District
Date: November 13, 1991, as of March 15, 2006.

Readville - Yard 2 Site
Title: Article 69 of the Boston Zoning Code: Hyde Park Neighborhood District
Date: February 9, 2012, August 1, 2012.

B. Describe the project's consistency with that plan with regard to:

1) economic development
2) adequacy of infrastructure
3) open space impacts
4) compatibility with adjacent land uses

The following documents the consistency of the SSX project with Boston Redevelopment Authority (BRA) planning policies, MassDOT's GreenDOT Implementation Plan, and neighborhood plans.

Consistency of the SSX Project with Boston Redevelopment Authority Planning Policies

As the City of Boston's Planning and Economic Development Agency, the BRA creates zoning districts to establish planning policies, development controls, and design guidelines for implementing a general plan for the city of Boston. Pursuant to Article 80 of the Boston Zoning Code, the BRA is charged with reviewing, through a public process, the design of real estate developments and their effect on the surrounding community as a whole, including economic development, adequacy of infrastructure, open space impacts and compatibility with adjacent land uses. The City of Boston and the BRA have been close partners on the SSX project for many years. As state entities pursuing governmental projects, neither MassDOT nor the MBTA are subject to local zoning. While the infrastructure improvements portion of SSX project (Alternative 1) will not be subject to local zoning, every effort will be made to develop the project to be consistent with the BRA's land use policies and objectives. The private development portion of the SSX project (as proposed with Alternatives 2 and 3), however, would be subject to future BRA review and approval.

South Station Site: Article 40 of the Boston Zoning Code establishes the zoning regulations for the comprehensive plan for the South Station Economic Development Area (EDA). Article 40 constitutes the South Station EDA Plan, the general plan for the South Station EDA, and the portion of the general plan for the City of Boston applicable to the South Station EDA.

Pursuant to Article 40, Section 40-11, the BRA may approve a Development Plan in accordance with the BRA's planning and development review process for Planned Development Areas (Article 80, Development Review and Approval), if the Development Plan proposes a plan for development that is consistent with the goals of the South Station EDA Plan, including one or more of the following:

- The diversification and expansion of Boston's economy in new areas of economic activity;
- The provision of public benefits in accordance with Parcel-to-Parcel Linkage program guidelines;
- The creation or retention of job opportunities; or
- The enhancement of intermodal transportation capabilities and transit-oriented development.

The SSX project is consistent with the goal of the South Station EDA Plan to enhance intermodal transportation capabilities and transit-oriented development. The SSX project's transportation investments, as proposed with the Build alternatives, will enhance the station's intermodal transportation capabilities among rail, bus and subway modes. By providing for future private development, as proposed with Alternatives 2 and 3, MassDOT will facilitate creation of job opportunities and will promote future transit-oriented development. With Alternatives 2 and 3, MassDOT will advance the overall goals of the Article 40, which include:

- Directing downtown development in a way that promotes balanced growth for Boston;
- Channeling growth away from congested areas and toward underutilized sites along the Fort Point Channel;
- Permitting redevelopment which provides significant community benefits;
- Creating a mixed-use district which includes office, retail, and hotel;
- Creating a complex of facilities and services which will foster economic growth in Boston and throughout the region;
- Increasing the number of jobs in those sectors of the economy likely to employ Boston residents;
- Creating a transition of uses and character between downtown and Chinatown and Leather Districts;
- Utilizing existing transit centers; and
- Improving vehicular access to the city by establishing parking facilities near major commuter arteries.

BTD Tow Lot Site: The BTD Tow Lot site is located within the I-2 General Industrial District. As established by Article 8 of the Boston Zoning Code, a storage yard accessory to a railroad operation is an allowed use within the I-2 District, provided that the yard is located at least 150 feet from every residential use. The location of SSX project layover facilities at the BTD Tow Lot site would be compatible with current zoning. There are no residential uses located within 150 feet of the site boundaries.

Beacon Park Yard Site: The Beacon Park Yard site is located within the Allston Landing South EDA, an area that has residential uses nearby, but within which are located industrial and transportation uses, some of which are in transition. The area has also been the site of recent development by nearby institutions. The purpose of the EDA is to promote industrial and manufacturing uses and to preserve and maintain the existing industrial uses. A rail freight terminal and accessory railroad storage yard are approved uses without restrictions within the Allston Landing South EDA. The Beacon Park Yard site has served for many years as a rail yard and intermodal terminal in Boston for CSX Transportation, Inc. (CSXT). Today, the freight and intermodal functions are in transition, to be relocated to central Massachusetts in 2013. This site would allow the MBTA to maintain a double track MBTA main line, construct a four-track layover yard on the MBTA railroad easement (with space for up to 12 consists [locomotive and coaches]), and utilize an area over which MassDOT maintains an option to acquire an easement for the purpose of developing an intermodal facility for freight to, from, or through the Port of Boston.

Readville - Yard 2 Site: The Readville - Yard 2 site is located within the Light Industrial (LI-1) Subdistrict. An accessory railroad storage yard is an allowable use within the LI-1 Subdistrict. A review of Boston Zoning District Map 12 indicates that the site potentially abuts a Riverfront Protection Overlay District (RPOD) and a single-family residential subdistrict (1F-6000 Subdistrict, at Wolcott Court). The RPOD encompasses land within 200 feet of the centerline of the waterway (Neponset River). For new non-residential buildings or existing structures adding 2,000 or more square feet of gross floor area, design guidelines for the RPOD require screening of service areas, and recommend minimal use of impervious surface. Additional Article 69 requirements include a minimum rear yard setback of 20 feet and screening and buffering requirements where the lot abuts a residential district. The location of SSX project layover facilities at Readville - Yard 2 would maintain the existing industrial use.

Consistency of the SSX Project with MassDOT's GreenDOT Implementation Plan

The SSX project is consistent with the goals and policies of MassDOT's GreenDOT Implementation Plan (12.12.12). The GreenDOT Implementation Plan establishes broad sustainability goals to decrease resource use, minimize ecological impacts, and improve public health outcomes from MassDOT's operations and planning processes. The following is a review of the consistency of the SSX project with GreenDOT's sustainability goals:

Air Quality:

- ***Reduce greenhouse gas (GHG) emissions.*** In coordination with the Massachusetts Department of Energy Resources, MassDOT will assess the SSX project's role in complying with the Revised MEPA Greenhouse Gas (GHG) Emissions Policy and Protocol (May 5, 2010). MassDOT will describe and quantify measures to avoid, minimize or mitigate GHG emissions, including direct emissions from diesel trains and on-road sources, and indirect emissions due to electricity use and other energy related uses.
- ***Improve statewide air quality.*** During construction, MassDOT and its contractors will comply with MassDEP's Diesel Retrofit Program (DRP). Contractors will certify the installation of emission control devices on diesel construction equipment. Construction equipment will be required to comply with the Massachusetts vehicle idling regulation. The construction of one or more additional layover facilities will increase the efficiency of train operations at South Station by decreasing the dwell time of commuter rail trains at the Station.

Energy Consumption:

- ***Consume less energy.*** South Station will be designed to allow building construction to meet MA LEED Plus criteria. In addition to adhering to LEED criteria, MassDOT will reference various green infrastructure development guidelines including the Institute for Sustainable Infrastructure's *Envision Sustainable Infrastructure Rating System* that will assist the project in implementing energy savings during construction and throughout operation.

Land Management:

- ***Minimize energy and chemicals used in maintenance.*** The restoration of Dorchester Avenue will enhance the urban street coverage in the South Station area. For the streetscape improvements, MassDOT will consider the use of native and low maintenance vegetation.
- ***Enhance ecological performance of MassDOT-impacted land.*** MassDOT will evaluate the use of low impact light to conserve energy and avoid light pollution.

Material Procurement:

- ***Improve life-cycle impacts of investments.*** MassDOT will seek to improve the life-cycle impacts of its investments in the SSX project. Options for improving the material procurement process include increasing the percentage of recycled materials in paving/concrete installations, encouraging sustainable concrete construction techniques in contracts, designing Dorchester Avenue restoration to maximize shade coverage of asphalt/concrete surfaces, and encouraging reusable and renewable materials in design specifications.
- ***Purchase environmentally preferred products.*** MassDOT will investigate the purchase of energy efficient equipment for the SSX project.
- ***Build green facilities for MassDOT.*** MassDOT's goal for South Station is to meet "high green building standards." For the new construction portion of the project, South Station will be designed to MA LEED Plus standards. Additionally, South Station will be retrofitted to meet environmental design criteria.

Transportation Planning, Policy and Design:

- ***Design a multi-modal transportation system.*** The intent of the SSX project is to improve the existing multi-modal transportation system by allowing for the expansion of intercity and HSR service into Boston without limiting commuter rail service delivery. Dorchester Avenue restoration will be designed as a Complete Streets project. Bicycle and pedestrian facilities will be prioritized in the design, with emphasis upon access to South Station, improvements in bicycle stations (with showers/lockers), and secure bicycle parking.
- ***Promote healthy transportation and livable communities.*** The SSX project includes air-rights, transit-oriented, mixed-use development, all of which promote the GreenDOT Implementation Plan's concept of livable communities.

- ***Triple mode sharing of bicycling, transit and walking.*** The SSX project supports MassDOT's goal to expand capacity and increase ridership while promoting bicycling and walking.

Waste Management:

- ***Achieve zero solid waste disposal.*** MassDOT will establish recycling percentage goals to decrease the amount of waste generated during SSX project demolition and construction.
- ***Reduce all exposure to hazardous waste.*** As required, MassDOT will utilize an LSP to oversee construction activities within the designated AUL area. MassDOT will develop sampling and analysis work plans and recommendations for response actions prior to facility demolitions.

Water Resources:

- ***Use less water.*** MassDOT will investigate fixture retrofit and the use of innovative dual plumbing systems in the expanded South Station, and use of low maintenance vegetation for the streetscape improvement plan.
- ***Improve ecological function of water systems.*** MassDOT will investigate options to increase the amount of permeable surfaces/infiltration, reduce stormwater volumes, and utilize BMPs in construction and operation.

Consistency of the SSX Project with Neighborhood Land Use Plans

The SSX project is consistent with the goals and policies of land use plans for neighborhoods located in the vicinity of South Station, identified as follows:

Chinatown Master Plan 2010: Community Vision for the Future. The study area for the *Chinatown Master Plan* overlaps with the South Station EDA. *The Chinatown Master Plan 2010* references the goals established in the first Master Plan, *Chinatown Community Plan 1990: A Plan to Manage Growth*, to measure the community's progress in the last decade. Both Master Plans cite the importance of a connection to South Station and the South Station EDA. The SSX project will restore public access to South Station via Dorchester Avenue, and will include an enhanced pedestrian and community environment. Additionally, the SSX project could provide a linkage through the station from the Chinatown Gate to Fort Point Channel.

Fort Point Channel Watersheet Activation Plan. The SSX project is consistent with the *Fort Point Channel Watersheet Activation Plan.* The SSX project will include redeveloping the USPS property; reconfiguring Dorchester Avenue for station, property, and public access; constructing an extension of the Boston Harborwalk; and providing a linkage through the station from the Chinatown Gate to Fort Point Channel. These project elements will "*enhance the civic role*" of Fort Point Channel.

The Fort Point District 100 Acres Master Plan. Per *The 100 Acres Master Plan*, the SSX project is a key component of the continued development of the South Boston Waterfront District/Innovation District. *The 100 Acres Master Plan* transportation analysis concludes that without new infrastructure investments, such as additional tracks at South Station, only two-thirds of the proposed full build-out for the entire South Boston Waterfront should be allowed.

South Bay Planning Study. The South Bay Study Area is situated as the intersection of three sections of Boston's downtown: Chinatown, the Leather District, and the South Station/Fort Point Channel area. The *South Bay Planning Study* references the importance of linkages between South Bay and South Station, including the following which are incorporated into the SSX project: direct pedestrian connections to the southern end of the facility; shuttle and other transit services via the South Station connector or possibly other routes; and infrastructure for bicycle commuting.

Fort Point Downtown Waterfront Municipal Harbor Plan: The Fort Point Downtown Municipal Harbor

Planning Area comprises approximately 37 acres of land and water extending from the old Northern Avenue Bridge to the southern shoreline of Fort Point Channel and includes a portion of the South Station Site. The South Station Site is located within the Fort Point Downtown Waterfront Municipal Harbor Planning Area, for which Phase 1 and Phase 2 Municipal Harbor Plans have been approved. The transportation improvements of the SSX project (Alternative 1) will comply with all applicable licensing standards for a non-water-dependent use infrastructure project and do not require any regulatory modifications that may be available through the municipal harbor planning process. Pending the selection of the preferred alternative, private development (Alternative 3) could require an amendment to the Fort Point Downtown Waterfront Municipal Harbor Plan.

A. Identify the current Regional Policy Plan of the applicable Regional Planning Agency (RPA).

RPA: Metropolitan Area Planning Council (MAPC)
Title: ***MetroFuture: Making a Greater Boston Region***
Date: May 2008

RPA: Boston Region Metropolitan Planning Organization (MPO)
Title: ***Paths to a Sustainable Region***
Date: September 22, 2011

B. Describe the project's consistency with that plan with regard to:

1) economic development
2) adequacy of infrastructure
3) open space impacts

***MetroFuture: Making a Greater Boston Region* (*MetroFuture*)** is a comprehensive regional plan for the Boston metropolitan area, prepared by the Metropolitan Area Planning Council (MAPC). The plan provides a complete set of implementation strategies, recommendations and action steps for regional growth and development. *MetroFuture* focuses on six key elements for growth and development in the region. One element for regional growth, entitled "Energy, Air, Water and Wildlife," emphasizes reduced reliance on the automobile as a major driver in reducing the region's greenhouse gas emissions. Strategy #12, "Expand Coordinated Transportation," addresses the SSX project. Within its recommendation to "*invest in projects that expand and add capacity to the existing transit system*," *MetroFuture* notes that "*limited station capacity at North and South Stations and limited track capacity leading to those stations reduces the potential for reverse commuter service, express service, or more frequent service*." To remedy the limited capacity, *MetroFuture* recommends that the region should take steps to enhance the commuter rail system, including expansion of commuter rail capacity at South Station.

Paths to a Sustainable Region is the Long-Range Transportation Plan (LRTP) for the Boston region, prepared by the Boston Region Metropolitan Planning Organization (MPO, 2012 to 2035). The LRTP lists seven visions and correlating sets of policies established by the MPO for attaining a sustainable transportation system. Affiliated with the LRTP are two documents that the MPO produces annually: the Transportation Improvement Program (TIP) and the annual Unified Planning Work Program (UPWP). The TIP lists all transportation projects slated to receive federal funds over a four-year horizon, as well as all projects programmed with federal and state highway funds that are expected to be available. The UPWP describes all regionally significant surface-transportation planning projects and technical support projects expected to be undertaken in the Boston metropolitan area.

The SSX project is consistent with the LRTP. It is identified in both *Paths to a Sustainable Region*, the current LRTP, and *Journey to 2030*, the MPO's previous LRTP planning document (adopted April 2007). The two key elements of the SSX project, track expansion at South Station and construction of layover facility(ies), meet an LRTP-Identified Need and address the following MPO vision topics for

attaining a sustainable transportation system: Livability and Economic Development; Mobility; and Environment and Climate Change. The SSX project elements were identified as Illustrative Projects in *Journey to 2030*. Illustrative Projects are defined as projects that meet the MPO's criteria for selection, but that are not included in the recommended list of projects because there is not sufficient revenue to fund them. In *Journey to 2030*, the MPO voted to include the "South Station Track Capacity Expansion" and the "Midday and Overnight Layover Facilities" as Illustrative Projects that would maintain the existing system, citing these projects as part of a group of projects that would help the MBTA commuter rail system to operate more efficiently and allow for expansion of various commuter lines in the future. In *Paths to a Sustainable Region*, the SSX project is cited as an example of an urgent infrastructure need related to mobility: "additional tracks are needed at South Station to accommodate any growth in service on south-side commuter rail lines." The SSX project also is included in the LRTP's transit "Universe of Projects and Programs," which lists projects identified in the Needs Assessment for the Central Area (Boston Proper and adjacent neighborhoods and communities) and for the Boston Region MPO. For the Central Area, existing track capacity at South Station was identified as a "mobility issue," as it limits service expansion. For the Boston Region MPO, the need for additional tracks at South Station was cited as a "major infrastructure constraint" that limits capacity and hinders future system expansion.

The SSX project is consistent with the principles of the TIP. By increasing transit capacity, the SSX project will be able to accommodate proposed expansion of the MBTA's Commuter Rail service, including upgrade of the MBTA Fairmount Commuter Rail Line, which is listed on the Boston Region MPO's most recent TIPs. The SSX project is consistent with the UPWP. The UPWP for Federal Fiscal Year (FFY) 2013 identifies the SSX project as a project receiving discrete funding continuing from FFY 2012 into FFY 2013. CTPS staff activities in FFY 2013 in support of the SSX project include developing and testing options for expanding South Station under the direction of the Transit Service Planning Group and the Transportation Systems Analysis Group.

RARE SPECIES SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **rare species or habitat** (see 301 CMR 11.03(2))? No

> An Estimated and/or Priority Habitat of State-Listed Rare Species is located approximately 500 feet south of the Readville - Yard 2 site, within the Fowl Meadow and Ponkapoag Bog ACEC.

B. Does the project require any state permits related to **rare species or habitat**? No

C. Does the project site fall within mapped rare species habitat (Priority or Estimated Habitat?) in the current Massachusetts Natural Heritage Atlas (attach relevant page)? No.

D. If you answered "No" to all questions A, B and C, proceed to the **Wetlands, Waterways, and Tidelands Section**.

WETLANDS, WATERWAYS, AND TIDELANDS SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **wetlands, waterways, and tidelands** (see 301 CMR 11.03(3))? Yes; if yes, specify, in quantitative terms: 16 acres (approximately)

> **South Station Site:** Activities at the South Station site will exceed the following review threshold related to historic filled tidelands as follows: 301 CMR 11.03(3)(a)5, Provided a Chapter 91 License is required, expansion of an existing non-water-dependent structure, provided the use or

structure occupies one or more acres of (historic) tidelands. The expansion of South Station onto the USPS site (approximate 16-acre site) will occupy one or more acres of historic filled tidelands. The USPS parcel is located within historic filled tidelands.

Alternative Layover Facility Sites: Activities at the alternative layover sites will not meet or exceed MEPA review thresholds related to wetlands, waterways, or tidelands.

B. Does the project require any state permits (or a local Order of Conditions) related to **wetlands, waterways, or tidelands**? Yes; if yes, specify which permit:

As shown on the following table, activities at the South Station site will require state permits related to wetlands and tidelands; and activities at the Readville - Yard 2 site will require a state permit related to wetlands, pending a final site survey.

Permit	Code of Massachusetts Regulation (CMR)	Threshold Trigger
South Station Site		
Chapter 91 License	310 CMR 9.04(2) 310 CMR 9.05(1)(c)	All filled tidelands, except for landlocked tidelands; Any structural alteration of fill or structures from the specifications contained in a valid grant or license.
Order of Conditions	310 CMR 10.02(2)(b)	Activities proposed within 100 feet of a bank bordering on a waterbody.
Readville - Yard 2 Site		
Order of Conditions	310 CMR 10.02(2)(b) 310 CMR 10.02(1)(f)	Activities proposed within a Riverfront Area and within 100 feet of a bank bordering on a waterbody.

Activities at the BTD Tow Lot site and the Beacon Park Yard site will not trigger state permits related to wetlands, waterways, or tidelands.

C. If you answered "No" to both questions A and B, proceed to the **Water Supply Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Wetlands, Waterways, and Tidelands Section below.

II. Wetlands Impacts and Permits

A. Does the project require a new or amended Order of Conditions under the Wetlands Protection Act (M.G.L. c.131A)? Yes; if yes, has a Notice of Intent been filed? X No Will the project require a Variance from the Wetlands regulations? No

B. Describe any proposed permanent or temporary impacts to wetland resource areas located on the project site:

South Station Site: Wetland resource areas located within or proximate to the South Station site boundary include the 100-foot buffer zone of the coastal bank (Fort Point Channel seawall) and land subject to coastal storm flowage. Dorchester Avenue is located within the 100-foot buffer zone of the coastal bank. As shown on Figure 8 in Attachment B, restoration activities, including extension of the Harborwalk, will be located within the buffer zone. Following a final site survey, it may be determined that activities at the South Station site will be located within land subject to coastal storm flowage. MassDOT will determine the extent and duration (permanent vs. temporary) of impacts following the final site survey, evaluation of alternatives, and further design.

Alternative Layover Facility Sites: Wetland resource areas located within or proximate to the Readville - Yard 2 site include the 100-foot buffer zone of the bank and 25-foot Riverfront Area of the Neponset River. Based on preliminary assessment, bordering land subject to flooding does not extend into the Readville - Yard 2 site boundaries. MassDOT will confirm the extent and duration of impacts following the final site survey and further design. Neither the BTD Tow Lot site nor the Beacon Park Yard site contains wetland resource areas.

C. Estimate the extent and type of impact that the project will have on wetland resources, and indicate whether the impacts are temporary or permanent:

South Station Site: Dorchester Avenue restoration and extension of the Harborwalk will consist of approximately 5 acres located within the buffer zone of the coastal bank. MassDOT will determine the extent and type of impact that South Station site activities will have on land subject to coastal storm flowage following the final site survey.

Resource Areas/South Station Site	Area (square feet) or Length (liner feet)	Temporary or Permanent?
Coastal Wetlands		
Land Under the Ocean	Not Applicable (N/A)	
Designated Port Areas	N/A	
Coastal Beaches	N/A	
Coastal Dunes	N/A	
Barrier Beaches	N/A	
Coastal Banks	Buffer zone impacts only	permanent
Rocky Intertidal Shores	N/A	
Salt Marshes	N/A	
Land Under Salt Ponds	N/A	
Land Containing Shellfish	N/A	
Fish Runs	N/A	
Land Subject to Coastal Storm Flowage	TBD pending final site survey	
Inland Wetlands		
Bank	N/A	
Bordering Vegetated Wetlands	N/A	
Isolated Vegetated Wetlands	N/A	
Land Under Water	N/A	
Isolated Land Subject to Flooding	N/A	
Bordering Land Subject to Flooding	N/A	
Riverfront Area	N/A	

Readville - Yard 2 Site: MassDOT will determine the extent and type of impact that activities will have on the 100-foot buffer zone and the 25-foot Riverfront Area following the final site survey.

Resource Areas/Readville - Yard 2 Site	Area (square feet) or Length (liner feet)	Temporary or Permanent?
Coastal Wetlands		
Land Under the Ocean	N/A	
Designated Port Areas	N/A	
Coastal Beaches	N/A	
Coastal Dunes	N/A	
Barrier Beaches	N/A	
Coastal Banks	N/A	
Rocky Intertidal Shores	N/A	
Salt Marshes	N/A	

Resource Areas/Readville - Yard 2 Site	Area (square feet) or Length (liner feet)	Temporary or Permanent?
Land Under Salt Ponds	N/A	
Land Containing Shellfish	N/A	
Fish Runs	N/A	
Land Subject to Coastal Storm Flowage	N/A	
Inland Wetlands		
Bank	Buffer zone impacts only	TBD pending site design
Bordering Vegetated Wetlands	N/A	
Isolated Vegetated Wetlands	N/A	
Land Under Water	N/A	
Isolated Land Subject to Flooding	N/A	
Bordering Land Subject to Flooding	N/A	
Riverfront Area	TBD pending final site survey	

D. Is any part of the project:
1. proposed as a **limited project**? No
2. the construction or alteration of a **dam**? No
3. fill or structure in a **velocity zone** or **regulatory floodway**? No
4. dredging or disposal of dredged material? No
5. a discharge to an **Outstanding Resource Water (ORW)** or an **Area of Critical Environmental Concern (ACEC)**? No
6. subject to a wetlands restriction order? No
7. located in buffer zones? Yes; if yes, how much (in sf):

South Station Site: South Station site activities anticipated to be located within the 100-foot buffer zone of the coastal bank (Fort Point Channel seawall) include Dorchester Avenue restoration and extension of the Harborwalk, and will total approximately 218,000 square feet (5 acres), as shown on Figure 8 in Attachment B.

Readville - Yard 2 Site: The extent of activities to be located within the 100-foot buffer zone of the bank and 25-foot Riverfront area will be determined as design is advanced and following a final site survey.

E. Will the project:
1. be subject to a local wetlands ordinance or bylaw? No
2. alter any federally-protected wetlands not regulated under state law? No

III. Waterways and Tidelands Impacts and Permits

A. Does the project site contain waterways or tidelands (including filled former tidelands) that are subject to the Waterways Act, M.G.L.c.91? Yes; if yes, is there a current Chapter 91 License or Permit affecting the project site? Yes; if yes, list the date and license or permit number and provide a copy of the historic map used to determine extent of filled tidelands:

Figure 6 in Attachment B presents copies of the historic shoreline maps used to determine the extent of filled tidelands relative to the SSX project.

South Station Site: The South Station site contains filled former tidelands that are subject to Chapter 91 filed under authority of numerous historic licenses. These historic licenses culminated in the issuance of License No. 2040 for filling the remainder of the South Station site for the construction of the terminal building and tracks, and License No. 2041for the construction of the Fort Point Channel seawall and Dorchester Avenue. Subsequent licenses were issued for the

construction of MassDOT Vent Building No. 1. The Chapter 91 Licenses identified in the following table are the primary licenses and pertain to the South Station site only.

South Station Site Existing Chapter 91 Licenses

License No.	Licensee	Date	Scope
Massachusetts Harbor and Land Commissioner's License 2040	Boston Terminal Company	9/2/1897	Placement of fill landward of Dorchester Avenue and construction of rail terminal.
Massachusetts Harbor and Land Commissioner's License 2041	City of Boston (transferred to USPS)	9/3/1897	Construction of seawall, placement of fill and construction of Summer Street and Dorchester Avenue extensions.
Waterways License 6544	Massachusetts Highway Department	6/6/1997	MassDOT Vent Building #1 (foundation only)
Waterways License 7733	Massachusetts Highway Department	7/30/1997	MassDOT Vent Building #1 (above-ground structure only)

Alternative Layover Facility Sites: None of the layover alternative sites contain filled tidelands that are subject to the Waterways Act (Chapter 91). There are no Chapter 91 Licenses associated with any of the layover alternative sites. While the BTD Tow Lot and Beacon Park Yard sites each contain filled tidelands, the tidelands are geographically isolated from existing flowed tidelands and meet the statutory definition of landlocked tidelands. The Readville - Yard 2 site is located adjacent to the Neponset River and approximately 8.6 miles upstream from its discharge into Boston Harbor. This reach of the river is upstream of two dams that have existed for many years and does not meet the regulatory criteria for flowed tidelands. The Neponset River adjacent to the site is regulated as a non-tidal river or stream, per 310 CMR 9.04(1)(e). Therefore the site does not contain any filled tidelands subject to Chapter 91.

A. Does the project require a new or modified license or permit under M.G.L.c.91? X Yes; if yes, how many acres of the project site subject to M.G.L.c.91 will be for non-water-dependent use?

Current: 44± acres (existing acreage, non-water-dependent use); Change: - 1± acre (approx.)

Total: 43± acres (proposed acreage, non-water-dependent use)

If yes, how many square feet of solid fill or pile-supported structures (in sf)? 0 No new solid fill or pile-supported structures will be located in flowed tidelands.

A Chapter 91 License will be required for the South Station site for work within historic filled tidelands. As shown in the following table, of the approximate 49-acre site, approximately 47 acres are historic filled and flowed tidelands and are subject to Chapter 91. Approximately 2 acres, comprised of a small area just north/northwest of the headhouse and railroad tracks extending to the NEC Main Line, are non-jurisdictional. Of the 47 jurisdictional acres, approximately 3 acres currently are for water-dependent uses, consisting of a portion of the Fort Point Channel and existing Harborwalk and park near the site's southern boundaries, and 44 acres are for non-water-dependent uses. The SSX project acreage dedicated to water-dependent uses will increase by approximately 1 acre due to the extension of the Harborwalk.

South Station Site Chapter 91 Resource Areas	Current	Change	Total
Total Site	49 acres	0	49 acres
Non-Jurisdictional	2 acres	0	2 acres
Jurisdictional (filled and flowed tidelands)	**47 acres**	**0**	**47 acres**
Flowed Tidelands (Fort Point Channel)	2 acres	0	2 acres

South Station Site Chapter 91 Resource Areas	Current	Change	Total
Filled Tidelands	45 acres	0	45 acres
Water-Dependent Use [310 CMR 9.12(2)(a) 2 and 4]	3 acres water & existing Harborwalk/park	+1 acre Harborwalk extension	4 acres
Non-Water-Dependent Use	44 acres	-1 acre Harborwalk extension	43 acres

The increase in water-dependent uses at the site will occur in all Build alternatives. As the site design and alternatives evaluation are advanced, MassDOT will refine the total acreage of the project site that will be allocated for water-dependent use and non-water-dependent use.

C. For non-water-dependent use projects, indicate the following:
Area of filled tidelands on the site: 45± acres (approximate)
Area of filled tidelands covered by buildings: 16.5± acres (approximate, refer to Table on Page 12)
For portions of site on filled tidelands, list ground floor uses and area of each use:

The existing South Station terminal, consisting of a 69,000-square foot transit concourse and 126,000 square feet of office space, will be expanded by approximately 215,000 square feet, for a total terminal size of approximately 410,000 square feet. Ground floor uses at the expanded South Station will include expansion of the passenger concourse station and passenger support services, including retail and office space, and station platforms. Following further design and alternatives analysis, MassDOT will refine the ground floor uses/areas proposed for each Build alternative.

Does the project include new non-water-dependent uses located over flowed tidelands? No X

Height of building on filled tidelands:

The height of buildings on filled tidelands will vary based on the Build alternative selected. As conceptually designed at this time, building height would range from 108 feet in Alternative 1 (height of historic facade) to 290 feet in Alternative 3.

Also show the following on a site plan: Mean High Water, Mean Low Water, Water-dependent Use Zone, location of uses within buildings on tidelands, and interior and exterior areas and facilities dedicated for public use, and historic high and historic low water marks.

Figure 5 in Attachment B shows the location of mean high water (MHW), mean low water (MLW), and water-dependent use zones associated with the SSX project. Figure 6 shows the historic high and low water marks. Figures 7, 8, and 9 show conceptual designs of uses at the South Station site. Alternative 1 would consist of transportation improvements and Dorchester Avenue restoration, including extension of the Harborwalk. The transportation improvements and Dorchester Avenue restoration also would occur in Alternatives 2 and 3. Proposed private development in Alternatives 2 and 3 would consist of approximately 30 percent residential uses, 30 percent commercial uses, and 40 percent hotel/mixed-uses. The location of uses within building on tidelands, including facilities dedicated for public use, in Alternatives 2 and 3 would be determined following further design.

D. Is the project located on landlocked tidelands? Yes; if yes, describe the project's impact on the public's right to access, use and enjoy jurisdictional tidelands and describe measures the project will implement to avoid, minimize or mitigate any adverse impact:

South Station Site: In the existing condition, South Station site is not located on landlocked

tidelands. The Dorchester Avenue extension, which separates Fort Point Channel from the existing USPS facility, is owned in fee by the USPS, but a major portion of the roadway is not open to the public for vehicular or pedestrian use. Accordingly, this section of Dorchester Avenue does not meet the definition of a public way, per 310 CMR 9.02, and does not create landlocked tidelands.

In the future condition, the South Station site may be considered to be located on landlocked tidelands for future development associated with the SSX project. Section 85 of Chapter 235 of the 2000 Acts of Massachusetts General Court created a special exception under Chapter 91 to facilitate redevelopment on air-rights above intermodal transportation facilities that would be located on landlocked tidelands, but for the abandonment of an historic public way. The statute creates landlocked tidelands at the South Station site for potential development, to be located 250 feet landward of the existing MHW of the Fort Point Channel. This statute requires MassDEP to consider Dorchester Avenue as a public way with respect to the previously-approved South Station Air Rights Project, and subsequent air-rights development located 250 feet landward of MHW. Pending review and confirmation with MassDEP, this statute could apply to future development at the South Station site.

With all Build alternatives, the SSX project will improve the public's right to access, use and enjoy jurisdictional tidelands. It will restore Dorchester Avenue for public and station access, including improving the streetscape and pedestrian, bicycle, local transit and vehicular facilities in and around the station to create an enhanced pedestrian and community environment. The SSX project will extend the Harborwalk along the reopened Dorchester Avenue. The Harborwalk extension, proposed in all Build alternatives, will complete the long-awaited last remaining gap in a continuous waterfront walkway in downtown Boston. The SSX project will comply with the open space and shoreline utilization requirements of Chapter 91 (310 CMR 9.51 through 310 CMR 9.53) to the extent applicable. The transportation improvements portion of the SSX project will comply with the Chapter 91 standards for non-water dependent infrastructure projects (310 CMR 9.55). Pending the selection of the preferred alternative, future private development (Alternative 3) could require an amendment to the Fort Point Downtown Waterfront Municipal Harbor Plan.

MassDOT will address potential impacts to the public realm from wind and shadow associated with Alternatives 2 and 3. Alternatives 2 and 3 would consider a range of building envelopes adjacent to and over the expanded South Station potentially reaching up to 290 feet. To assess any potential ground level impacts to the pedestrian environment from this additional height, MassDOT will provide a quantitative wind analysis, including wind tunnel testing. The quantitative analysis also will consider potential wind impacts to new and existing open spaces, a Harborwalk extension along the Fort Point Channel, and other potential public realm impacts. MassDOT will assess shadow impacts from the two joint/private development alternatives (Alternative 2 [zoning-compliant] and Alternative 3) by comparing the private development to existing shadow conditions. The analysis will compare the shadow conditions of all three scenarios, hourly from 9:00 am to 5:00 pm for the "shoulder seasons" represented by October 23rd. The Draft EIR will contain the results of the wind and shadow analyses.

Alternative Layover Facility Sites: The BTD Tow Lot site and the Beacon Park Yard site contain filled tidelands that are geographically isolated from existing flowed tidelands and meet the statutory definition of landlocked tidelands. The filled tidelands at each site are located more than 250 feet from existing flowed tidelands and are separated from flowed tidelands by at least one public way that was in existence on January 1, 1984. In the vicinity of the BTD Lot site, West 4th Street has existed in substantially the same alignment for many years, initially as a bridge, then as a road on solid fill by 1969, which exists today. In the vicinity of the Beacon Park Yard site, Storrow Drive and the Massachusetts Turnpike separate the flowed tidelands of the Charles River from filled tidelands. No filled tidelands exist at the Readville - Yard 2 site.

E. Is the project located in an area where low groundwater levels have been identified by a municipality or by a state or federal agency as a threat to building foundations? No

F. Is the project non-water-dependent **and** located on landlocked tidelands **or** waterways or tidelands subject to the Waterways Act **and** subject to a mandatory EIR? Yes; *(NOTE: If yes, then the project will be subject to Public Benefit Review and Determination.)*

MassDOT will provide a request for a Public Benefit Review and Determination, which will be included in the Draft EIR. The request will include a discussion of the following: purpose and effect of the SSX project; impact of the SSX project on abutters and the surrounding community; enhancement to the property; benefits to the public trust rights in tidelands; community activities on the South Station site; environmental protection and preservation; and public health, safety, and general welfare.

G. Does the project include dredging? No

IV. Consistency:

A. Does the project have effects on the coastal resources or uses, and/or is the project located within the Coastal Zone? Yes; if yes, describe these effects and the projects consistency with the policies of the Office of Coastal Zone Management:

With the exception of a portion of track along the NEC Main Line, the entirety of the South Station site is located within the coastal zone. The BTD Tow Lot site is located within the coastal zone. Neither the Beacon Park Yard site nor the Readville - Yard 2 site are located within the coastal zone. Figure 5 in Attachment B presents the location of the coastal zone in the SSX project vicinity.

The SSX project will require Federal Consistency Certification because of the federal funding through the FRA. Chapter 91 requires consistency with MassCZM's policies and principles for projects requiring a new or amended Chapter 91 Waterways License (310 CMR 9.54). An assessment of the SSX project's consistency with MassCZM policies will be included in the Draft EIR.

B. Is the project located within an area subject to a Municipal Harbor Plan? Yes; if yes, identify the Municipal Harbor Plan and describe the project's consistency with that plan:

South Station Site: A portion of the South Station site is located within the Fort Point Downtown Waterfront Municipal Harbor Planning Area, for which Phase 1 and Phase 2 Municipal Harbor Plans (MHPs) have been approved (March 8, 2004). The MHPs establish the planning area boundaries and outline planning principles for the Fort Point Downtown Waterfront Municipal Harbor Planning Area. Through a Municipal Harbor Plan amendment, the regulatory standards may be amended, provided the substitute provisions are consistent with the mandate of Chapter 91 to protect and preserve the rights of Commonwealth residents to the tidelands. The substitute provisions also would provide equivalent public benefits to those that would be gained through the standard provisions, known as off-setting provisions. With Alternative 3, the SSX project would require an amendment of the Fort Point Downtown Waterfront MHP to provide flexibility from Chapter 91 standards preliminarily related to building height, open space, ground floor uses, and setback from the shoreline.

Alternative Layover Facility Sites: None of the layover alternative sites is located within an area subject to a municipal harbor plan.

WATER SUPPLY SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **water supply** (see 301 CMR 11.03(4))? No

B. Does the project require any state permits related to **water supply**? No

C. If you answered "No" to both questions A and B, proceed to the **Wastewater Section**.

WASTEWATER SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **wastewater** (see 301 CMR 11.03(5))? No

B. Does the project require any state permits related to **wastewater**? Yes; if yes, specify which permit:

A Compliance Certification (BRP WP 72/BRP WP 73) will be required from MassDEP for an increase in flow to an existing connection at the South Station Site. Certifications may be required for increases in flow to existing connections at the layover alternative sites.

C. If you answered "No" to both questions A and B, proceed to the **Transportation -- Traffic Generation Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Wastewater Section below.

II. Impacts and Permits

A. Describe the volume (in gallons per day) and type of disposal of wastewater generation for existing and proposed activities at the project site (calculate according to 310 CMR 15.00 for septic systems or 314 CMR 7.00 for sewer systems):

The following table provides an approximate wastewater generation volume for the South Station site, based upon conceptual design and the highest anticipated volume (Alternative 3). Minimal wastewater generation is anticipated with the layover alternative sites, limited to use associated with employees and train crews.

Wastewater Generation: South Station Site	Existing	Change	Total
Discharge of sanitary wastewater	31,000	567,000	598,000
Discharge of industrial wastewater	N/A	N/A	N/A
TOTAL	31,000	567,000	598,000
Discharge to groundwater	N/A	N/A	N/A
Discharge to outstanding resource water	N/A	N/A	N/A
Discharge to surface water	N/A	N/A	N/A
Discharge to municipal or regional wastewater facility	31,000	567,000	598,000
TOTAL	31,000	567,000	598,000

B. Is the existing collection system at or near its capacity? No;

if yes, then describe the measures to be undertaken to accommodate the project's wastewater flows:

C. Is the existing wastewater disposal facility at or near its permitted capacity? No; if yes, then describe the measures to be undertaken to accommodate the project's wastewater flows:

D. Does the project site currently contain a wastewater treatment facility, sewer main, or other wastewater disposal facility, or will the project involve construction of a new facility? No

E. If the project requires an interbasin transfer of wastewater, which basins are involved, what is the direction of the transfer, and is the interbasin transfer existing or new?

The SSX project will not require an interbasin transfer of wastewater.

F. Does the project involve new sewer service by the Massachusetts Water Resources Authority (MWRA) or other Agency of the Commonwealth to a municipality or sewer district? No

G. Is there an existing facility, or is a new facility proposed at the project site for the storage, treatment, processing, combustion or disposal of sewage sludge, sludge ash, grit, screenings, wastewater reuse (gray water) or other sewage residual materials? No

H. Describe the water conservation measures to be undertaken by the project, and other wastewater mitigation, such as infiltration and inflow removal.

The SSX project will include water conservation measures. In support of the GreenDOT Implementation Plan's sustainability goals, MassDOT will investigate the following: fixture retrofit and use of innovative dual plumbing systems in the expanded South Station; options to increase the amount of permeable surfaces/infiltration, reduce stormwater volumes, and use BMPs in construction and operation; and use of native and low maintenance vegetation for the streetscape improvement plan.

III. Consistency

A. Describe measures that the proponent will take to comply with applicable state, regional, and local plans and policies related to wastewater management:

The SSX project will adhere to BWSC's rules and regulations, including design and construction in conformance with current BWSC standards and specifications, and development of a stormwater management plan and sediment and erosion control plan. As required, MassDOT will obtain permits for wastewater and storm drainage connections, in accordance with BWSC and MassDEP requirements. Tables 1 and 3 in the ENF identify state and local permits required for the SSX project.

B. If the project requires a sewer extension permit, is that extension included in a comprehensive wastewater management plan? No

TRANSPORTATION SECTION (TRAFFIC GENERATION)

I. Thresholds / Permit

A. Will the project meet or exceed any review thresholds related to **traffic generation** (see 301 CMR 11.03(6))? Yes; if yes, specify, in quantitative terms:

Based on a preliminary traffic analysis, Alternative 3 as conceptually defined at this time would exceed review thresholds per 301 CMR 11.03(6)(a)6: Generation of 3,000 or more new average daily traffic (ADT) on roadways providing access to a single location. MassDOT will conduct a detailed traffic analysis of the project alternatives.

B. Does the project require any state permits related to **state-controlled roadways**? Yes; if yes, specify which permit:

South Station Site: Modifications may be required along Atlantic Avenue, the South Station Connector, and Bus Terminal ramps, involving physical modification to a state highway layout, which could require a State Highway Access Permit.

Alternative Layover Facility Sites: The alternative layover sites are located near state-controlled highways; it is anticipated that state permits may be required for modification to access these state-controlled roadways. The BTD Tow Lot site is located off I-93. The Beacon Park Yard site is located adjacent to I-90. The Readville Yard – 2 site is located near Truman Highway.

C. If you answered "No" to both questions A and B, proceed to the **Roadways and Other Transportation Facilities Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Traffic Generation Section below.

II. Traffic Impacts and Permits
(applicable to the South Station Site only)

The following information applies to the South Station site and is based on a preliminary traffic analysis. MassDOT will conduct a transportation analysis to refine the anticipated vehicle trips shown for the Build alternatives. Additional traffic for the layover alternative sites is anticipated to be negligible, limited primarily to trips associated with employees.

A. Describe existing and proposed vehicular traffic generated by activities at the project site:

South Station Build Alternatives	**Existing[1]**	**Change[2]**	**Total**
Alternative 1 – Transportation Improvements Only			
Parking Spaces	465	-44	421
Vehicle Trips per Day	5,400	negligible	5,400
ITE Land Use Code	Not available for transit hub		
Alternative 2 – Joint/Private Development Minimum Build			
Parking Spaces	465	228	693
Vehicle Trips per Day	5,400	1,600	7,000
ITE Land Use Code(s)	Not available for transit hub	230 - Residential condominium/townhouses 820 – Shopping center 310 – Hotel 710 – General office building	
Alternative 3 – Joint/Private Development Maximum Build			
Parking Spaces	465	1,128	1,593
Vehicle Trips per Day	5,400	4,500	9,900
ITE Land Use Code(s)	Not available for transit hub	230 - Residential condominium/townhouses 820 – Shopping center 310 – Hotel 710 – General office building	

Notes:

[1] Existing conditions determined as follows:

- Total of 465 existing parking spaces = 223 spaces at Bus Terminal + 242 spaces at USPS facility (198 underground spaces and 44 surface spaces).
- Total of 5,400 vehicles trips per day (vpd) is sum of:

  1,500 vpd: Atlantic Avenue curbside pick-up/drop-off (non-commercial)
  1,900 vpd: Atlantic Avenue curbside taxicabs and commercial vehicles

1,430 vpd: Bus Terminal - Parking Deck (including drop-off, pick-up, and deliveries)
570 vpd: Bus Terminal - Bus depot (regional bus activity)

[2] Change associated with Build alternatives determined with the following assumptions:

- Alternative 1 would have minimal additional vehicle traffic since it would consist of transportation improvements only with no development component.
- Alternative 2 would include 850,000 sf of developable space with parking for 470 vehicles (net new parking is 228 spaces assuming elimination of 44 USPS facility surface spaces and retention of 198 USPS facility underground spaces).
- Alternative 3 would include 2.5 million sf of developable space with parking for 1,370 vehicles (net new parking is 1,128 spaces assuming elimination of 44 USPS facility surface spaces and retention of 198 USPS facility underground spaces).
- Assumed land use breakdown for Alternatives 2 and 3 is 30 percent residential, 30 percent commercial, 40 percent hotel/mixed-use.
- Reductions in parking spaces for shared parking opportunities from complementary uses (e.g. office and residential) were not accounted for in Alternatives 2 and 3.
- Rates provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual and ITE Parking Generation Manual were used to estimate vehicle trips and parking demands. Mode split and vehicle occupancy rates were used from Boston's City Wide Transportation Plan (Access Boston 2000 – 2010) and the 2008 American Commuter Survey.

B. What is the estimated average daily traffic (ADT) on roadways serving the site?

Roadway Serving South Station	Existing vpd	Change	Total vpd
Atlantic Avenue north of Kneeland Street	13,600	+800	14,400
Summer Street east of Atlantic Avenue	20,800	+2,300	23,100
Dorchester Avenue north of W. 2nd Street	3,800	+3,500	7,300

Note:

[1] Change shown for Alternative 3 (highest range), determined using preliminary massing and land use percentages as described in Note 2 above. Vehicle traffic was distributed to the roadway system using existing travel patterns and preliminary analysis of traffic shifts associated with a reopened Dorchester Avenue. The change in ADT on roadways serving the site accounts for project-related trips associated with the joint/private development and reopening of Dorchester Avenue.

C. If applicable, describe proposed mitigation measures on state-controlled roadways that the project proponent will implement:

MassDOT will determine mitigation measures following completion of the transportation analysis.

D. How will the project implement and/or promote the use of transit, pedestrian and bicycle facilities and services to provide access to and from the project site?

The SSX project will increase the rail capacity of South Station, which will directly promote increased transit use for local and intercity travel. The SSX project also will include vehicular, bicycle and pedestrian access plans. Dorchester Avenue will be restored for public and station access, and will include landscaping and improved pedestrian and bicycling connections and facilities, including sidewalks, crosswalks, and bicycle lanes. The SSX project will reconnect Dorchester Avenue to Summer Street. As currently envisioned, restoration of Dorchester Avenue will include an extension of the Harborwalk along a portion of the Fort Point Channel that is currently prohibited for public access. Reopening Dorchester Avenue will provide the MBTA with an opportunity to reroute city buses to provide more direct bus connections to downtown Boston. Further, MassDOT will consider the potential for an enhanced bicycle sharing facility at an expanded South Station.

E. Is there a Transportation Management Association (TMA) that provides transportation demand management (TDM) services in the area of the project site? X Yes; if yes, describe if and how will the project will participate in the TMA:

The Seaport TMA provides transportation demand management (TDM) services in the South Boston Waterfront area. The ABC (A Better City) TMA provides TDM services in the Downtown/Back Bay area. MassDOT will discuss the role of the SSX project with respect to areawide TMAs in the Draft EIR.

F. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation facilities? Yes; if yes, generally describe:

The project will use and occur in the immediate vicinity of rail transportation facilities. Figure 2 in Attachment B presents the location of existing major transportation facilities in the vicinity of the SSX project.

South Station Site: Existing activities at the South Station site include both rail and bus terminals with service by Amtrak, the MBTA, and bus carriers providing intercity and regional connections. The SSX project will expand the South Station terminal facilities, including the addition of up to 7 tracks and platforms and construction of a new passenger concourse.

Alternative Layover Facility Sites: Additional rail layover space is required to support existing and future intercity and commuter rail service needs. The following three alternative layover facility sites are being evaluated to meet these needs:

BTD Tow Lot Site: The BTD Tow Lot site is located in the immediate vicinity of Amtrak and MBTA railroad layover facilities, including Amtrak's Southampton Street Yard and Front Yard and the MBTA's South Side Service and Inspection Facility, with access to the MBTA Fairmount Line/Old Colony Railroad line. Use of this site as a layover would require relocation of the existing tow lot and construction of layover infrastructure, including up to ten tracks, accommodating ten consists.

Beacon Park Yard Site: The Beacon Park Yard site, with access to the MBTA Framingham/Worcester Line, has served for many years as a major freight rail yard and intermodal terminal in Boston for CSXT. Today, the freight functions are in transition with most CSXT intermodal services to be relocated to central Massachusetts in 2013. Once those functions are yielded up, this site would allow the MBTA to maintain a double track MBTA main line, construct a four-track layover yard on the MBTA railroad easement (which occupies approximately 12.5 acres of the site, with space for up to 12 consists), and utilize an approximate 10-acre area over which MassDOT maintains an option to acquire an easement for the purpose of developing an intermodal facility for freight to, from, or through the Port of Boston. It is anticipated that the MBTA easement portion of this site will be used for layover purposes before the start of the SSX project. With both the MBTA easement and the MassDOT option areas, this site would provide space for a total of ten tracks, accommodating 30 consists. Because the MassDOT option area is reserved for unrelated purposes, additional rights beyond what MassDOT now has would be necessary to accomplish this outcome. Additional rights may also be necessary within the MBTA easement area depending upon the ultimate use and functions decided upon. MassDOT and the MBTA have had preliminary discussions with the property owner and intend to begin negotiations on this issue in the near future. MassDOT and the MBTA will also coordinate the evaluation of this site with other MassDOT-related needs in the area.

Readville – Yard 2 Site: The Readville - Yard 2 site is an active MBTA layover facility with maintenance and repair operations. The site is located northeast of the MBTA's Readville station, with direct access to the MBTA Fairmount Line and the Franklin Line. Expansion of this yard would include construction of layover infrastructure including the addition of up to eight tracks, accommodating eight consists.

G. If the project will penetrate approach airspace of a nearby airport, has the proponent filed a Massachusetts Aeronautics Commission Airspace Review Form (780 CMR 111.7) and a Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA) (CFR Title 14 Part 77.13, forms 7460-1 and 7460-2)?

Planning for potential private development will account for Logan Airport approach airspace, and it is not anticipated that any of the South Station Terminal/Joint Development Build alternatives will penetrate the approach space of Logan Airport. Therefore, it is not anticipated that the SSX project will require filings with the Federal Aviation Administration (FAA). The project will seek guidance and/or a determination from FAA regarding hazards to air navigation and the submission of FAA Form 7460-1, Notice of Proposed Construction or Alteration.

III. Consistency

Describe measures that the proponent will take to comply with municipal, regional, state, and federal plans and policies related to traffic, transit, pedestrian and bicycle transportation facilities and services:

MassDOT has worked and will continue to work with various agencies and stakeholders to develop the SSX project in a manner that is consistent with applicable plans and policies to the greatest extent practicable. The following Transportation Section (Roadways and other Transportation Facilities) presents a summary of the SSX project's approach to comply with key transportation plans and policies.

TRANSPORTATION SECTION (ROADWAYS AND OTHER TRANSPORTATION FACILITIES)

I. Thresholds

A. Will the project meet or exceed any review thresholds related to **roadways or other transportation facilities** (see 301 CMR 11.03(6))? Yes

As conceptually defined at this time, Alternative 3 would exceed review thresholds per 301 CMR 11.03(6)(a)7: Construction of 1,000 or more new parking spaces at a single location. MassDOT will conduct a detailed traffic analysis of the project alternatives, which will be included in the Draft EIR.

B. Does the project require any state permits related to **roadways or other transportation facilities**? Yes; if yes, specify which permit:

South Station Site: Modifications may be needed along Atlantic Avenue, the South Station Connector, and Bus Terminal ramps, involving physical modification to a state highway layout, which could require a State Highway Access Permit.

Alternative Layover Facility Sites: Modifications to access state-controlled highways may be needed at one or more layover alternative sites, requiring a State Highway Access Permit. MassDOT will finalize permit requirements as the design is advanced, and will address permitting requirements in the Draft EIR.

C. If you answered "No" to both questions A and B, proceed to the **Energy Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Roadways Section below.

II. Transportation Facility Impacts

A. Describe existing and proposed transportation facilities in the immediate vicinity of the project site:

Figure 2 in Attachment B presents the location of existing major transportation facilities in the vicinity of the SSX project.

South Station Site: South Station is the terminus of Amtrak's NEC service and Amtrak's Lake Shore Limited service from Chicago via Albany. South Station also serves as the terminus for the western and southern lines of the MBTA's commuter rail system. It provides connections to the MBTA Red Line and to Logan International Airport via the MBTA Silver Line. Existing activities at the South Station site include rail and bus terminals with service by Amtrak, the MBTA, and bus carriers providing intercity and regional connections. The SSX project will expand the South Station terminal facilities, including the addition of up to 7 tracks and platforms and construction of a new passenger concourse. Modifications also may be required along Atlantic Avenue, the South Station Connector, and Bus Terminal ramps.

Alternative Layover Facility Sites: Additional rail layover space is required to support existing and future intercity and commuter rail service needs. The following three alternatives layover sites are being evaluated to meet these needs:

BTD Tow Lot Site: The BTD Tow Lot site is located in the immediate vicinity of Amtrak and MBTA railroad layover facilities, including Amtrak's Southampton Street Yard and Front Yard and the MBTA's South Side Service and Inspection Facility, with access to the MBTA Fairmount Line/Old Colony Railroad line. Use of this site as a layover would require relocation of the existing tow lot and construction of layover infrastructure, including up to ten tracks, accommodating ten consists.

Beacon Park Yard Site: The Beacon Park Yard site, with access to the MBTA Framingham/Worcester Line, has served for many years as a major freight rail yard and intermodal terminal in Boston for CSXT. Today, the freight functions are in transition with most CSXT intermodal services to be relocated to central Massachusetts in 2013. Once those functions are yielded up, this site would allow the MBTA to maintain a double track MBTA main line, construct a four-track layover yard on the MBTA railroad easement (which occupies approximately 12.5 acres of the site, with space for up to 12 consists), and utilize an approximate 10-acre area over which MassDOT maintains an option to acquire an easement for the purpose of developing an intermodal facility for freight to, from, or through the Port of Boston. It is anticipated that the MBTA easement portion of this site will be used for layover purposes before the start of the SSX project. With both the MBTA easement and the MassDOT option areas, this site would provide space for a total of ten tracks, accommodating 30 consists. Because the MassDOT option area is reserved for unrelated purposes, additional rights beyond what MassDOT now has would be necessary to accomplish this outcome. Additional rights may also be necessary within the MBTA easement area depending upon the ultimate use and functions decided upon. MassDOT and the MBTA have had preliminary discussions with the property owner and intend to begin negotiations on this issue in the near future. MassDOT and the MBTA will also coordinate the evaluation of this site with other MassDOT-related needs in the area.

Readville – Yard 2 Site: The Readville - Yard 2 site is an active MBTA layover facility with maintenance and repair operations. The site is located northeast of the MBTA's Readville station, with direct access to the MBTA Fairmount Line and the Franklin Line. Expansion of this yard would include construction of layover infrastructure including the addition of up to eight tracks, accommodating eight consists.

B. Will the project involve any:

1. Alteration of bank or terrain (in linear feet)? No.
2. Cutting of living public shade trees (number)? No.
3. Elimination of stone wall (in linear feet)? No.

III. Consistency

Describe the project's consistency with other federal, state, regional, and local plans and policies related to traffic, transit, pedestrian and bicycle transportation facilities and services, including consistency with the applicable regional transportation plan and the Transportation Improvements Plan (TIP), the State Bicycle Plan, and the State Pedestrian Plan:

The SSX project is consistent with federally-sponsored plans and policies, state-sponsored, plans and policies, regional plans and policies, and local planning efforts related to transit, traffic, pedestrian, and bicycle transportation facilities and services. The SSX project's consistency with ***Paths to a Sustainable Region,*** the Long-Range Transportation Plan (LRTP) for the Boston region, is summarized on Pages 18 - 19. The following is a summary of the SSX project's consistency with other key federal, state, and regional transportation planning documents:

- ***Northeast Corridor (NEC) Infrastructure Master Plan*** was prepared in May 2010 by the Northeast Corridor Master Plan Working Group, a consortium of representatives from 12 northeast states, the District of Columbia, 8 commuter and 3 freight railroads, working collaboratively with Amtrak and the FRA. The SSX project will meet two capital programs that the *Master Plan* calls for to address congestion/capacity needs along the Northeast Corridor: Program #114, Boston South Station Track Capacity Improvements, adding up to six station tracks; and Program #675, Boston New Layover Yard Facility, location to be determined.

- ***A Vision for High-Speed Rail in the Northeast Corridor*** was prepared by Amtrak in September 2010 with an update in July 2012. The SSX project will be consistent with Amtrak's objectives for the NEC Capital Investment Program, including objectives to: improve reliability and quality of service throughout the NEC; improve and expand regional mobility along the NEC and the communities it services through increased capacity and expanded rail service; and improve existing NEC assets and add capacity for all users, including intercity, commuter and freight operators. Further, Amtrak's proposal for a Hub City Station for Boston will be designed to be consistent with "MassDOT's ongoing South Station Expansion Project."

- ***Massachusetts Rail Plan, September 2010.*** *The Massachusetts Rail Plan* identifies the Northeast Corridor (NEC) as a top priority for passenger rail in the state, and the SSX project as a priority rail project which will accomplish the following:

  - Help foster the growth in high-speed and other intercity service throughout the Northeast;
  - Improve service to the southern communities along the MBTA Commuter Rail line;
  - Facilitate potential new passenger services along the Boston to New York corridor along the Inland Route (the designated HSIPR corridor servicing the metropolitan areas of Worcester and Springfield, MA and New Haven, CT); and
  - Allow for planned expansion of the MBTA Commuter Rail service that predicts growth on nearly all the lines connecting to South Station.

- ***Massachusetts Freight Plan, September 2010.*** *The Massachusetts Freight Plan* identifies two areas associated with freight rail constraints which reference South Station and the need for the SSX project to alleviate main line capacity constraints and yard infrastructure and connectivity

constraints. Major main line capacity constraints not related to vertical clearance or rail car weight capacity include Beacon Park to South Boston: due to a recent increase in passenger service and reconfiguration of tracks in the South Station area for passenger services, the *Massachusetts Freight Plan* identifies restricted access to South Boston freight facilities. The *Massachusetts Freight Plan* also identifies yard capacity constraints at South Station, citing the need to expand passenger station tracks and approach track to support major planned service expansions such as South Coast Rail, Inland Route, and Acela trips.

- ***Massachusetts Bicycle Transportation Plan, September 2008.*** The SSX project will be consistent with the recommendations of the *Massachusetts Bicycle Transportation Plan* to extend the Harborwalk and create multi-modal connections. As part of the SSX project, the reconstruction of Dorchester Avenue will include an extension of the Harborwalk to create better multi-modal connections along the eastern edge of South Station. The Harborwalk provides a connection point for two existing and proposed Bay State Greenway (BSG) corridors: the Boston—Cape Cod Corridor (BCCC) and the Merrimack River—Charles River Corridor (MRCRC). The proposed extension of the Boston Harborwalk will facilitate the extension and development of the BSG network.

- ***MBTA Program for Mass Transportation, December 2009, including the Capital Investment Program (CIP).*** Service enhancement and system expansion projects related to South Station and the SSX project are identified in the *MBTA Program for Mass Transportation (PMT)* for the Central Area, and three radial travel corridors: the West Corridor, the Southwest Corridor, and the Southeast Corridor. The *PMT* specifically cites capacity problems at South Station as a transit improvement challenge: "Stub-end commuter rail terminals seriously restrict the maximum number of train operations, and South Station is steadily approaching the point at which it will not be able to accommodate additional peak-period trains." Proposed service enhancement/system expansion projects identified for the Central Area include additional tracks at South Station to address the demand for peak-period track capacity resulting from the expansion of the south side commuter rail system. The *PMT* indicates that meeting the need for additional capacity, via the addition of six tracks at South Station, would be a key element of projects such as the expansion of commuter rail service to Fall River and New Bedford. The *CIP for FY 2013- FY 2017* identifies a number of service enhancement and system expansion projects which impact existing capacity at South Station, including the Fairmount Line improvements, South Coast Rail, and Worcester Line improvements, thereby indicating a need for an expanded South Station to accommodate increases in service levels.

ENERGY SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **energy** (see 301 CMR 11.03(7))? No
B. Does the project require any state permits related to **energy**? No
C. If you answered "No" to both questions A and B, proceed to the **Air Quality Section**.

AIR QUALITY SECTION

I. Thresholds

A. Will the project meet or exceed any review thresholds related to **air quality** (see 301 CMR 11.03(8))? No
B. Does the project require any state permits related to **air quality**? No
C. If you answered "No" to both questions A and B, proceed to the **Solid and Hazardous Waste Section.**

SOLID AND HAZARDOUS WASTE SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **solid or hazardous waste** (see 301 CMR 11.03(9))? No

B. Does the project require any state permits related to **solid and hazardous waste**? Yes
If yes, specify which permit:

Given the historical usage of the South Station Site, as well as the previous and existing usage of the alternative layover facility sites, it is likely that SSX project activities will trigger reviews relative to the Massachusetts Contingency Plan (310 CMR 40.0000). Following further design, including completion of site sampling programs in preliminary design, MassDOT will determine permit requirements related to solid and hazardous waste at the South Station site and the layover alternative sites.

C. If you answered "No" to both questions A and B, proceed to the **Historical and Archaeological Resources Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Solid and Hazardous Waste Section below.

II. Impacts and Permits

A. Is there any current or proposed facility at the project site for the storage, treatment, processing, combustion or disposal of solid waste? No

No permanent storage, treatment, processing, combustion or disposal of solid waste currently occurs at South Station, nor will it occur at South Station or the three layover alternative sites as part of the SSX project. Storage of solid waste is currently limited to temporary storage of typical commercial waste, which also will occur following implementation of the project.

B. Is there any current or proposed facility at the project site for the storage, recycling, treatment or disposal of hazardous waste? No

C. If the project will generate solid waste (for example, during demolition or construction), describe alternatives considered for re-use, recycling, and disposal:

The SSX project will generate solid waste during demolition of the USPS facility. It is anticipated that the development of the layover sites also will generate solid waste due to demolition of existing facilities. MassDOT will develop a demolition plan for the USPS facility and other facilities as needed. The demolition plan will be incorporated within the project construction management plan. Construction management will be conducted following City of Boston Environment Department guidelines to the extent possible.

The demolition plan will include alternatives for recycling materials. Demolition debris will be segregated and recycled to the extent possible. Asphalt, brick and concrete will be processed and used for fill. Metal will be separated and recycled for scrap. MassDOT will discuss recycling goals for solid waste generated during the SSX project in the Draft EIR. Disposal of asbestos-containing materials and other hazardous material, as applicable, will be handled in accordance with MassDEP and U.S. EPA requirements.

D. If the project involves demolition, do any buildings to be demolished contain asbestos? Yes

Based on a site walk-through and initial evaluation of the USPS general mail facility, there is asbestos in various materials throughout the facility. Demolition of the facility will disturb asbestos containing materials. MassDOT will comply with applicable federal and state regulations regarding ACM, including the NESHAP regulations (40 CFR Part 61) and MassDEP asbestos regulations at 310 CMR 7.15. A sampling and analysis work plan and recommendations for response actions will

be developed prior to facility demolition. MassDOT will incorporate a demolition plan within the project construction phasing plan, a draft of which will be included in the Draft EIR. Prior to asbestos abatement activities at the USPS facility, asbestos notifications will be submitted to MassDEP and DOS, per 310 CMR 7.15 and 453 CMR 6.12.

Demolition also may be required at one or more layover alternative sites for construction of layover facilities. Pending facility evaluations, demolition of existing facilities may disturb asbestos containing facilities. Prior to demolition activities, sampling and analysis work plans and recommendations for response actions will be developed. MassDOT will address demolition requirements, including requirements for addressing asbestos containing materials, in the Draft EIR.

E. Describe the project's other solid and hazardous waste impacts (including indirect impacts):

MassDOT will address the SSX project's solid and hazardous waste impacts during preparation of the construction management and demolition plan. Measures will be taken to control dust and demolition activities at the demolition/construction site. Trucks carrying demolition debris or other material off-site will be covered, per MGL Chapter 85, Section 36. MassDOT and its contractors will comply with MassDEP's Diesel Retrofit Program (DRP), and the State's Low Sulfur Diesel standards (310 CMR 7.05) will be met. Construction equipment will be required to comply with the Massachusetts vehicle idling regulation [310 CMR 7.11(1)(b)], which limits engine idling time. MassDOT will use the City of Boston Department of Environment's Guidelines for Construction as a resource for minimizing environmental impacts of the SSX project.

III. Consistency

Describe measures that the proponent will take to comply with the State Solid Waste Master Plan:

The Massachusetts 2010-2020 Solid Waste Master Plan identifies the following goals for 2020:

- Reduce annual solid waste disposal 30 percent, through source reduction, material reuse, recycling, composting and using source separated materials as fuels, or other beneficial uses of materials.
- Continue to strive to divert toxic substances from the solid waste stream.

The SSX project's demolition activities will comply with the goals of the Massachusetts Solid Waste Master Plan. To the maximum extent possible, solid waste generated during the demolition of the USPS facility, and other facilities as required, will be segregated and recycled. Asphalt, brick and concrete will be processed and used as fill. Metal will be separated and recycled for scrap. In support of the sustainability goals of the GreenDOT Implementation Plan, MassDOT will establish recycling percentage goals to decrease the amount of waste generated during demolition and construction.

SSX project demolition and construction activities will be conducted in support of the MassDOT's goal to reduce exposures to hazardous waste as documented in the GreenDOT Implementation Plan. Prior to any demolition activities, facility walk-throughs will be conducted and sampling work plans will be developed and implemented to identify potential hazardous materials and Universal Wastes, including PCBs, lead paint, fluorescent light tubes, light ballasts, chlorofluorocarbons (CFCs) and refrigerants associated with heating, ventilation, and air conditioning (HVAC) systems, mercury switches, emergency light batteries, and exit signs, etc. As needed, response actions will be taken to

divert toxic substances from the solid waste stream prior to demolition activities.

HISTORICAL AND ARCHAEOLOGICAL RESOURCES SECTION

I. Thresholds / Impacts

A. Have you consulted with the Massachusetts Historical Commission? No

MassDOT will consult with the Massachusetts Historical Commission (MHC) in accordance with M.G.L. Chapter 9, Sections 26-27C (950 CMR 71.00) and Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800) as necessary to assess potential impacts to significant historic resources. If impacts associated with the SSX project are unavoidable, MassDOT will work with MHC and interested parties, such as the BLC, to develop appropriate measures to minimize or mitigate impacts to historic resources.

B. Is any part of the project site a historic structure, or a structure within a historic district, in either case listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth? Yes; if yes, does the project involve the demolition of all or any exterior part of such historic structure? Yes; if yes, please describe:

South Station Site: The South Station site includes the South Station Headhouse and Waiting Room, both of which are listed in the State and National Registers of Historic Places. The South Station headhouse was constructed in 1898. It was designed by the nationally-recognized architectural firm of Shepley, Rutan and Coolidge. The South Station site also includes the USPS General Mail Facility/South Postal Annex, included in the Inventory of Historic and Archaeological Assets of the Commonwealth. The SSX project includes the demolition of the USPS General Mail Facility/South Postal Annex.

The South Station site is located in the vicinity of other historic resources listed in the State and/or National Registers of Historic Places or listed in the Inventory of Historic and Archaeological Assets of the Commonwealth. The following table presents above-ground historic resources located in the vicinity of the South Station site. Figure 3, Sheet 1 in Attachment B presents historical resources in the vicinity of South Station.

South Station Vicinity Historic Resources

Historic Resource	Address
State and/or National Registers - Listed Properties	
South Station Head House	620-690 Atlantic Avenue
Leather District	Atlantic Avenue, Surface Artery, Kneeland Street
Fort Point Channel Historic District	Fort Point Channel seawalls, Northern Avenue Bridge, Seaport Boulevard, Stillings, Midway, and A Streets and Necco Court
Fort Point Channel Landmark District[1]	Summer, Congress, A and adjoining Streets
Commercial Palace Historic District	Bedford, Summer, Franklin, Hawley and Chauncy Streets
Bay Village Historic District[1]	Piedmont, Winchester, Melrose, Fayette and Tremont Streets

Historic Resource	Address
State and/or National Registers - Listed Properties	
South End National Register District	Pen Central Railroad, Massachusetts and Harrison Avenues, East and West Brookline, Tremont, Upton, Malden and Union Park Streets, Shawmut Avenue, Dwight and Berkeley Streets
South End Landmark District[1]	Penn Central Railroad, Camden Street, Harrison Avenue, East Berkeley and Tremont Streets
Inventory of Historic and Archaeological Assets of the Commonwealth - Listed Properties	
United State Post Office General Mail Facility	25 Dorchester Avenue
Stone and Webster Building	245 Summer Street
Federal Reserve Bank	556 Atlantic Avenue
Weld Building	265 Purchase Street
John Wells Row Houses	Oak Street, Harrison Avenue, Pine Street, Maple Place, Johnny Court
South End Industrial District	Herald, Albany, Union Park, Washington Streets, Shawmut Avenue
South End Landmark District Protection Area[1]	Penn Central Railroad; Tremont, East Berkeley, Washington Streets; Harrison Avenue, Northampton and Washington Streets, Massachusetts Avenue Connector, Southeast Expressway

Note:
[1] Designated as City of Boston Historic District

BTD Tow Lot Site: There are no historic buildings or structures listed in the State or National Registers of Historic Places or included in the Inventory of Historic and Archaeological Assets of the Commonwealth located within the BTD Tow Lot site boundaries or in the vicinity of the site.

Beacon Park Yard Site: There are no historic buildings or structures listed in the State or National Registers of Historic Places or included in the Inventory of Historic and Archaeological Assets of the Commonwealth located within the Beacon Park Yard site boundaries. The Beacon Park Yard site is located in the vicinity of historic resources listed in the State and National Registers and included in the Inventory of Historic and Archaeological Assets of the Commonwealth, as shown in the following table. Figure 3, Sheet 2 in Attachment B presents historical resources in the vicinity of the Beacon Park Yard site.

Beacon Park Yard Layover Facility Vicinity

Historic Resource	Address
State and National Registers of Historic Properties - Listed Properties	
Harvard Avenue Historic District	Allston, Commonwealth, Harvard, and Park Vale Avenues, Cambridge and Linden Streets
Charles River Basin Historic District	Both banks of the Charles River from the Eliot Bridge to the Charles River Dam

Historic Resource	Address
Inventory of Historic and Archaeological Assets of the Commonwealth - Listed Properties	
Henry W. Longfellow House	4 Wadsworth Street
Ashford Street Area	5-69 and 6-52 Ashford Street
Boston University Physical Plant Building/ Electric Storage Battery Company	120 Ashford Street
Boston University Claflin, Sleeper, and Rich Halls Courtyard	275 Babcock Street
Boston University Classroom Building/Boston Buick Co. Garage – Demolished	278 Babcock Street
Boston University Athletics Department Building/Pittsburgh Plate Glass Co.	300-316 Babcock Street

Readville - Yard 2 Site: There are no historic buildings or structures listed in the State or National Registers of Historic Places located within the Readville - Yard 2 site boundaries. The Readville - Yard 2 site is located within an historic resource listed the Inventory of Historic and Archaeological Assets of the Commonwealth, and it as located in the vicinity of State and National Register-listed properties, as shown in the following table. Figure 3, Sheet 3 in Attachment B presents historical resources in the vicinity of the Readville - Yard 2 site.

Readville - Yard 2 Layover Facility Vicinity

Historic Resource	Address
State and National Registers of Historic Properties - Listed Properties	
Truman Parkway	--
Neponset Valley Parkway	--
Inventory of Historic and Archaeological Assets of the Commonwealth - Listed Properties	
Readville Industrial Area	--

C. Is any part of the project site an archaeological site listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth? No

D. If you answered "No" to all parts of both questions A, B and C, proceed to the **Attachments and Certifications** Sections. If you answered "Yes" to any part of either question A or question B, fill out the remainder of the Historical and Archaeological Resources Section below.

II. Impacts

Describe and assess the project's impacts, direct and indirect, on listed or inventoried historical and archaeological resources:

The SSX project is being designed to accommodate the growth of passenger rail traffic at South Station. The project seeks to integrate multiple modes of transportation at South Station and set the foundations for development of its surroundings. The existing South Station headhouse will continue to function as the portal of the improved full-intermodal facility. Proposed improvements include the addition of rail tracks into the station and expansion of the concourse area above the tracks. Space planning may include reconfiguration of the public spaces, concessions, and services to achieve better flow and integration of the existing station and its expansion. Proposed improvements will occur primarily at the rear of the South Station headhouse. Direct impacts to the headhouse are anticipated to be minimal.

The USPS General Mail Facility/South Postal Annex is proposed to be acquired and demolished. The structure is included in the Inventory of Historic and Archaeological Assets of the Commonwealth. Construction of the USPS General Mail Facility, located adjacent to the South Station tracks to the southeast, was completed in July/August 1936. The South Postal Annex, consisting of a substantial renovation and addition, was approved by the City of Boston in July 1967 and constructed between 1967 and 1971. Renovations to the South Postal Annex were made circa 1980. The General Mail Facility/South Postal Annex was surveyed by the BLC in 1980, at which time it was noted that the structure did not contribute architecturally to the surrounding area. The building was evaluated by the USPS in 1983, which concluded that extensive renovations had substantially altered the original structure and that the property did not meet National Register eligibility criteria.

As the SSX project advances, MassDOT will consult with MHC in accordance with M.G.L. Chapter 9, Sections 26-27C (950 CMR 71.00) and Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800) to assess potential impacts to significant historic resources. If impacts associated with the project are unavoidable, MassDOT will work with MHC and interested parties, such as the Boston Landmarks Commission, to develop appropriate measures to minimize or mitigate impacts to historic resources. MassDOT and the FRA will consult with MHC to determine an “Area of Potential Effect” (APE) for the SSX project, consisting of an APE for historic resources and an APE for archaeological resources.

III. Consistency

Describe measures that the proponent will take to comply with federal, state, regional, and local plans and policies related to preserving historical and archaeological resources:

The SSX project is subject to State Register Review (950 CMR 71.00), as state funding and permits are required. The SSX project also is subject to Section 106 of the National Historic Preservation Act of 1966 (36 CFR Part 800). The submission of this ENF initiates consultation with MHC under State Register Review regulations, which allow this process to be undertaken concurrently with the MEPA review process. Consultation with MHC will be undertaken to address the SSX project's potential effects to significant historic resources.

CERTIFICATIONS:

1. The Public Notice of Environmental Review has been/will be published in the following newspapers in accordance with 301 CMR 11.15(1):

   (Name) The Boston Globe (Date) March 20, 2013

2. This form has been circulated to Agencies and Persons in accordance with 301 CMR 11.16(2).

Signatures:

03/14/13
Date Signature of Responsible Officer or Proponent

David J. Mohler, Executive Director
Name

03.14.2013
Date Signature of Responsible Officer or Proponent

Katherine Fichter, Manager of Long-Range Planning
Name

Massachusetts Department of Transportation, Office of Transportation Planning
Firm/Agency

Ten Park Plaza, Room 4150
Street

Boston, MA 02116
Municipality/State/Zip

857.368.8852
Phone