



# GREEN LINE EXTENSION PROJECT

## Property Impacts



### What is the Green Line Extension Project?

In recent years, the Massachusetts Department of Transportation (MassDOT) has been studying alternatives for extending MBTA Green Line service beyond Lechmere Station in Cambridge into Somerville and Medford. The proposed service consists of two distinct branches: a “mainline” branch which will operate within the existing MBTA Lowell Line Commuter Rail right-of-way, beginning at a relocated Lechmere Station in Cambridge and traveling north to College Avenue in Medford; and a branch line operating within the existing MBTA Fitchburg Line Commuter Rail right-of-way to Union Square in Somerville. For both lines, the existing Commuter Rail tracks will be moved and the new Green Line tracks will be located within the existing rights-of-way.

Once additional funding becomes available, MassDOT intends to pursue extending the Green Line further to Mystic Valley Parkway/Route 16. Both phases of the project have been fully evaluated for environmental impacts, including property acquisition needs.

MassDOT realizes that the issue of potential property acquisition to construct the Green Line Extension is a source of confusion and concern. Residents and business owners in Cambridge, Somerville, and Medford are understandably anxious about possible effects on their homes, yards, businesses and neighborhoods. The project team developed this handout to answer questions and provide timely information on the need for acquiring property and how it would be handled.

*For the most up-to-date information on the Green Line Extension project, please see [www.mass.gov/greenlineextension](http://www.mass.gov/greenlineextension).*

### The Green Line Extension and Property Acquisition

Throughout the planning for the Green Line Extension project, MassDOT has been guided by a commitment to minimize any impacts to private property. As the extended Green Line will be constructed within existing railroad property – the MBTA Lowell and Fitchburg Commuter Rail rights-of-way – the potential need to acquire additional property is limited to those areas where stations will be constructed or where the right-of-way is too narrow to accommodate the new service. Even in those cases, however, the Green Line Extension project team will do all we can to limit the need to purchase private property.

Now that a Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) for the project has been filed with the Massachusetts Environmental Policy Act Office – the first major milestone in the project planning and design – MassDOT is able to share a preliminary list of properties in Cambridge, Somerville, and Medford potentially affected by the Green Line Extension project. It is important to note that this list is **preliminary**. MassDOT is committed to using all of the tools of engineering and design to reduce the number of properties that will ultimately be affected by the project. It is of particular importance to note that the plans for the Green Line Extension require the acquisition of no private homes, and only a very small number of businesses. The MBTA will assume responsibility for relocating acquired businesses, as necessary, and will work with owners to smooth any transitions.

### Which Properties May be Needed to Build the Green Line Extension?

The following tables summarize the projected property impacts of extending the Green Line to College Avenue in Medford and Union Square in Somerville. The tables identify both full and partial acquisitions for commercial and residential properties. As explained above, MassDOT is still **early in the process** of designing the Green Line Extension, and will continue to work – in collaboration with municipal residents, businesses, and officials – to reduce the amount of property affected by project construction.

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Green Line Extension



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### Preliminary Land Acquisitions for the Proposed Project - Main Line to College Avenue, Medford

Address	Description	Cause of Impact	Area (sq. ft.)	Full or Partial Lot Acquisition
<b>Cambridge:</b>				
South of East Street	NorthPoint parcel	Viaduct	6,963	Partial
East Street	City-owned parcel	Viaduct	1,549	Partial
Water Street	City-owned parcel	Viaduct	1,366	Partial
Monsignor O'Brien Highway	NorthPoint parcel	Track junction	240	Partial
Lechmere Station	MBTA station	Station relocation	--	n/a
<b>Somerville:</b>				
1 McGrath Highway	Commercial (undeveloped portion)	Tracks	104	Partial
35 McGrath Highway	Commercial (undeveloped portion)	Tracks	295	Partial
Monsignor O'Brien Highway	Undeveloped area	Viaduct	35,703	Partial
200 Inner Belt Road	Commercial (undeveloped portion)	Yard 8	169,585	Partial
0 Inner Belt Road	Guilford rail yard	Yard 8	83,844	Full
24 Joy Street	Vacant	Brickbottom Station	12,000	Full
30 Joy Street	Vacant	Brickbottom Station	6,000	Full
Medford Street	Electrical substation	Tracks	37,947	Full
350 Medford Street	The Homan's Building (vacant, city owned)	Gilman Square Station	48,296	Full
20 Vernon Street	Factory/artist studios (parking lot)	Tracks	2,779	Partial
61 Clyde Street	Undeveloped portion	Tracks	4,348	Partial
42 Murdock Street #1, 2, 3	3-family residence/condo (yard)	Tracks	260	Partial
46 Murdock Street	2-family residence (yard)	Tracks	260	Partial
50 Murdock Street	Vacant lot (yard)	Tracks	260	Partial
Rear of 54/56 Murdock Street	NA	Tracks	260	Partial
675 Broadway (Somerville part)	Lot 2: Veterinary office; Lot 3: Karate studio	Ball Square Station	7,555	Full
662 Boston Avenue (Somerville part)	Auto Repair	Ball Square Station	340	Full
664 Boston Avenue (Somerville part)	Bowling Alley	Ball Square Station	340	Full
<b>Medford:</b>				
675 Broadway (Medford part)	Lot 2: Veterinary office	Ball Square Station	4,448	Full
662 Boston Avenue (Medford part)	Auto repair	Ball Square Station	5,927	Full
664 Boston Avenue (Medford part)	Bowling alley	Ball Square Station	5,927	Full
Boston Avenue	Street right-of-way (Commonwealth of MA)	Tracks	1,739	Partial
590 Boston Avenue	Gas station/car wash (lot)	Tracks	285	Partial
474 Boston Avenue	Student offices and café (lot)	Tracks	580	Partial
179 College Avenue	Street right-of-way (Commonwealth of MA)	Tracks	180	Partial
Boston Avenue	Street right-of-way (Commonwealth of MA)	Tracks	1,205	Partial

### Preliminary Land Acquisitions for the Proposed Project - Spur to Union Square, Somerville

Address	Description	Cause of Impact	Area (sq. ft.)	Full or Partial Lot Acquisition
<b>Somerville:</b>				
1 Fitchburg Street	Retail condominium (lot)	Tracks	954	Partial
McGrath Highway (under)	City-owned parcel	Tracks	954	Partial
120 McGrath Highway	Garage (lot)	Tracks	954	Partial
35 Charlestown Street	NA (lot)	Tracks	1,132	Partial
174 Somerville Avenue	Shopping mall (lot)	Tracks	1,132	Partial
51 Allen Street	Auto repair	Tracks	31,761	Full
40 Bennett Street	Warehouse (lot)	Tracks	1,004	Partial
Rear of 50 Prospect Street	Storage lot for commercial building	Union Square Station	8,039	Full
50 Prospect Street	Commercial building	Union Square Station	13,037	Full
42 Prospect Street	Vacant	Union Square Station	3,021	Full

### What is Property Encroachment?

As part of the ongoing engineering for the Green Line Extension project, MassDOT is performing survey work to establish property line boundaries along the project corridor. In some cases, property owners may have unknowingly claimed space in the MBTA-owned right-of-way for backyards, garages, and other uses. Once this information is identified by our surveyors, MassDOT will be in contact with any individual property owners who could be affected.

#### Facts and Figures:

- Miles of new service: approximately 4
- Communities served: Cambridge, Somerville, and Medford
- Number of new stations: 7 (including relocated Lechmere Station)
- Projected opening: December 31, 2014
- New MBTA systemwide transit trips: 7,900
- Peak headways: 5 to 6 minutes
- Accessibility: Full
- Reduction in Vehicle Miles Traveled (VMTs): 25,018 daily in 2030
- Cost: \$805 million (2008); \$932.4 million (Year of Expenditure)





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### Future Phase: Green Line Extension to Mystic Valley Parkway/Route 16

MassDOT is legally required to complete the extension of the Green Line to College Avenue and Union Square by December 31, 2014. A further phase would continue the extension to a terminus at Mystic Valley Parkway/Route 16. The environmental impacts have already been evaluated by MassDOT (see the DEIR/EA for more information). Initial analysis indicates that Green Line service to Mystic Valley Parkway/Route 16 could require significant property acquisition to support the construction of light rail tracks and a station, although MassDOT believes that creative engineering can reduce the overall need for property acquisition in the area. When funding becomes available to complete the Mystic Valley Parkway/Route 16 phase of the project, MassDOT will reevaluate the projected property impacts of a terminus at Mystic Valley Parkway/Route 16 in an effort to reduce these impacts as much as possible.

In the interim, the table below lists the property impacts that have been estimated to date for a future Mystic Valley Parkway/Route 16 terminus:

### Additional Land Acquisitions Necessary for Future Extension to Mystic Valley Parkway/Route 16

Address	Description	Cause of Impact	Area (sq. ft.)	Full or Partial Lot Acquisition
<b>Somerville:</b>				
600 Mystic Valley Parkway	Commercial storage business	Mystic Valley Parkway Station	95,348	Full
200R Boston Avenue (Somerville part)	Vacant lot	Mystic Valley Parkway Station	10,996	Full
<b>Medford:</b>				
222 Boston Avenue	Multi-office building	Mystic Valley Parkway Station	28,443	Full
200 Boston Avenue	Multi-office and Research & Development bldg	Mystic Valley Parkway Station	152,460	Full
Piggott Road	Residence (lot)	Mystic Valley Parkway Station	50	Partial
200R Boston Avenue (Medford part)	Vacant lot	Mystic Valley Parkway Station	1,083	Partial

### What Happens Now? Next Steps for Property Owners

As explained above, MassDOT will strive to avoid and minimize property acquisition throughout the design process for the Green Line Extension. To the maximum extent possible, we want to limit impact on local neighborhoods and property owners.

Once this final list of property acquisitions has been quantified and confirmed, the MBTA will contact owners about acquisition and, if appropriate, relocation. The MBTA

has a formal acquisition process that involves independent appraisers according to the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*. Only the MBTA Board of Directors can authorize the permanent acquisition of land. This process is a private matter between the MBTA and the individual property owner.

