

Contingency Appropriation to Restore the Carlton Street Entrance to Riverway Park

ARTICLE XX

To see if the Town will raise and appropriate a total of \$1,400,000, or any other sum, by tax levy, by transfer from an existing appropriation, by borrowing, or by any combination of these, for the restoration of the Carlton Street entrance to Riverway Park; such restoration to be completed in accordance with the schedule submitted with the Memorandum of Understanding signed by a majority of the Board of Selectmen on July 14, 2009, and any amendments to that schedule approved by the Commonwealth; such restoration to be carried out in accordance with the requirements of the certificates of the Secretary of Environmental Affairs dated April 16, 2002, May 1, 2003, and April 1, 2005, issued for the Muddy River Restoration Project (EOEEA No. 11865), in consultation with the Massachusetts Historical Commission and Massachusetts Architectural Access Board; such funds to be expended under the direction of the Commissioner of Public Works with the approval of the Board of Selectmen; provided that such appropriation shall be reduced by the amount of any third-party funding for such purpose; or act on anything relative thereto.



1996 flooding in Olmsted Park. Water level was 11 feet above normal



Dredging will remove 23,900 cubic yards of sediment, including sand bar in front of Village Brook drain, in Leverett Pond

EXECUTIVE SUMMARY

This Article authorizes the appropriation of \$1.4 million, to be expended if required, for the restoration of the Carlton Street entrance, including its footbridge, to the Riverway Park. This amount reflects the Town Engineer's best estimate of the current cost, plus contingencies and an annual cost escalation.

The restoration of the park entrance is a component of the Muddy River Restoration Project, a project that will remove the threat of flooding from a number of Brookline precincts. The goals of this \$91 million project -- 98.2% of which is funded by the Army Corps of Engineers, the Commonwealth, and Boston -- include flood control, improved water quality, landscape restoration, habitat enhancement, and historic restoration of the Muddy River portion of Olmsted's Emerald Necklace, a landmark on the National Register of Historic Places. It includes the dredging and removal of sediment and contaminated soil from Leverett and Willow Ponds, which is estimated to cost \$8 million and which the Town would be otherwise required to carry out at its own expense.

As one element of the restoration of the park's historic features, the Secretary of Environmental Affairs has required that Brookline renovate and reopen its Carlton Street entrance to Riverway Park - the Footbridge.

The Town has estimated its costs, including those for handicapped access, contingencies and cost escalation, to be \$1.4 million. The Town intends to submit an application to Metropolitan Area Planning Council (MAPC) in November for funding to defray these costs of restoration. The program, which provides

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EXECUTIVE SUMMARY *(Continued)*

funding for pedestrian improvements and gives priority to those that involve renovation of historic facilities and park improvements, could provide up to 90 percent of the costs of the Carlton Street project. This is the same program that funded part of the Beacon Street project.

In a letter from the Secretary of Energy and Environmental Affairs (the Secretary) dated May 15, 2009, to the Chair of the Board of Selectmen, Ian Bowles states:

The Commonwealth has been carrying \$24 million on its capital spending plan for several years – a significant statement of the Commonwealth’s financial support of Boston’s and Brookline’s Project. Such a clear commitment from the Commonwealth deserves a corresponding commitment on the part of the Town. I support and encourage the Town in its efforts to seek third party funding to assist in its restoration of the Carlton Street Footbridge, but I reiterate that the responsibility for achieving full restoration remain with the Town. Without a demonstrated and enforceable commitment on the part of the Town to complete the restoration of this historic structure, the Commonwealth will not be able to release the funds necessary to begin this important Project of flood control, environmental restoration, and historic preservation. Indeed, should the Town be unable or unwilling to live up to the commitments memorialized in previous Certificates, the Commonwealth will be forced to reconsider its continued commitment of these resources for the Muddy River Project.

In July 2009, the Board of Selectmen signed a Memorandum of Understanding (MOU) with Boston and the Commonwealth setting forth the roles of each in the Muddy River Restoration Project. The MOU commits Brookline to complete the restoration of the Carlton Street park entrance by March 31, 2013 which conforms to the schedule that the Town has provided. It goes on to state that, "If the Town does not demonstrate enforceable commitments (to the entrance's restoration) by December 31, 2009, the Commonwealth may terminate this MOU or may limit its participation or funding under the MOU." This Warrant Article implements that requirement by appropriating funding for the park entrance's restoration, funding that would be available in the event that and to the extent that the Town does not obtain outside grants of other funds for the purpose.

In implementing the MOU requirement, the appropriation protects Brookline from the loss of state and federal funds for the Muddy River Restoration Project, including those for the cleanup of Leverett and Willow ponds. Should the Town not comply with the terms of the MOU by appropriating these funds, the river conditions that led to flooding in 1996 and 1998 will remain unaddressed, the fetid condition of the river would remain, and the Town would be obligated to remediation of Leverett and Willow Ponds (previously estimated to cost \$8 million).

BACKGROUND

In 1991, Brookline Selectmen adopted the Emerald Necklace Master Plan, which recommended many improvements to undo years of deferred maintenance to Frederick Law Olmsted’s linear park system in Boston and Brookline. Restoration of the entrance to Riverway Park at Carlton Street was specifically identified to “enhance the use of the Longwood section of the park.”

Heavy rainstorms in 1996 and 1998 caused severe flooding along the Muddy River. In Boston, many institutions, including the Museum of Fine Arts incurred more than \$70 million in damage. Brookline residents will remember the Kenmore MBTA station was completely flooded by water pouring down the D line tunnels from Brookline and was closed for more than six weeks. Many basements in homes in Precincts 1, 3, 4 and 6 were flooded. Homes in Monmouth Court and on Bowker, Kent and Brook Streets suffered the most damage.

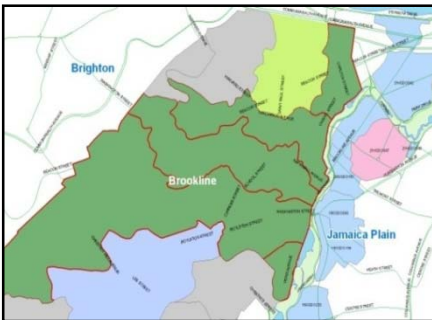
BACKGROUND (Continued)

Beginning in 1997, Brookline restored Olmsted Park in Precincts 4 and 5 using the Emerald Necklace Parks Master Plan as a guide.

The Emerald Necklace Environmental Improvements Master Plan and Phase 1 Muddy River Flood Control, Water Quality, Habitat Enhancement and Historic Preservation Project (the “Project”)



Selectman Joe Geller with other officials at signing ceremony, November 1999



The Muddy River is Brookline’s primary protection against flooding. The dark green area above drains to the Muddy.



In December 2008, Riverway Island was inundated by flood waters.

“The Riverway section of the Muddy River will benefit greatly from the proposed downstream improvements.”

“In order to restore the flood carrying capacity of The Riverway, it is necessary to remove the Phragmites as well as the root mass that has extended well into watercourse. To minimize the amount of re-growth, it will also be necessary to remove the roots of Phragmites that extend up the bank.”

In 1999 the Town of Brookline and the City of Boston, drawing on Master Plan, established the Project. It represents Phase I of the Emerald Necklace Environmental Improvements Master Plan, and seeks to undo the effects of erosion, storm damage and years of poor stewardship and inadequate maintenance. The parks include Charlesgate, Back Bay Fens, Riverway, and Olmsted Parks. Its scope includes the following:

Flood Control – Riverway Park

The objective of flood control is to remove blockages in the river so that the flooding during major storms (such as the flood of 1996) does not damage adjacent properties or the subway. These blockages include the build-up of sediments in the riverbed, the constriction of waterflow by under-capacity culverts, and the growth of invasive vegetation, such as tall reeds (Phragmites).

The Muddy River is part of the Charles River Watershed. A number of drains collect Brookline street runoff, providing flood relief during most rain events. Some of these are at Longwood Avenue, Pearl Street, and Netherlands Road. Other drains, reminders of Brookline’s beginnings as the hamlet of Muddy River, Tannery Brook and Village Brook, can usually handle floodwaters.

Sediment from uncleaned catchbasins, erosion, and vegetation have accumulated to a point where the stormwater drainage system breaks down.

The Draft Environmental Impact Report (DEIR) prepared as part of the Project repeatedly documents current conditions:

“Dense growth of Phragmites is present along The Riverway and it has blocked the flow channel at the Island Area and has severely narrowed the flow channel at several other locations, particularly immediately upstream at the two six-foot culverts at the Back Bay Yard.”



Invasive Phragmites which constrict water flow will be removed.

Flood Control – Riverway Park (Continued)

Specifically in the Riverway, the Project will dredge 20,200 cubic yards of sediment and debris, and remove 10,000 cubic yards of invasive species and restore the bank. In a rain event of the magnitude of the 1996 storm this work would lower the water level by 5.3 feet, and thus prevent the flooding that devastated so many homes in the Longwood area.

Flood Control -- Olmsted Park

Seven-acre Leverett Pond is upstream of Riverway Park, in Precincts 4 and 5. The primary drains are Village Brook and Daisy Field.



Sand bar in Leverett Pond

“There’s a \$6.1 million price tag on Leverett Pond that will be our responsibility if the Muddy River Project does not move forward. “(DPW Commissioner DeMaio in May 2009 public meeting)

Village Brook drains an area of 2,060 acres and accounts for 57% of all watershed runoff. It provides the primary drainage for Brookline Village and Washington Square, and extends to Boston College in Newton.

Again, to quote the DEIR “The main hydraulic restriction stems from the Village Brook Drain where the accumulated sand bar restricts the free flow of high storm water from the drain. This results in localized flooding of the adjacent roadways and residences.”

The Project will dredge 23,900 cubic yards of sediment and debris, including the sand bar opposite the Village Brook drain.

Just upstream of Leverett Pond is the one-acre Willow Pond, dredged only once in 1963 to a depth of 7.5 feet. The Chestnut Street drain delivers street runoff from 179 acres in the Point neighborhood of Brookline.



Over 20 years later, an oil boom still mars Willow Pond, and the Town files semi-annual reports with DEP.

Willow Pond is filled with sediment, with vegetated sandbars visible above the water surface. The Project will dredge 5,900 cubic yards of sediment and debris.

Contamination Remediation - Willow Pond

Oil has been released from the Town DPW Garage on Kendall Street into Willow Pond, the first instance of which was reported in 1985. Remedial actions, including placing absorbent booms and oil disposal by Clean Harbors, have contained subsequent releases. However, contaminated soil remains, and is monitored monthly by DPW personnel.

Every 6 months, DPW files an Immediate Response Action (IRA) with the MA Department of Environmental Protection.

Contamination Remediation - Willow Pond (Continued)

Brookline is responsible for removing the contaminated soil at a cost estimated to be \$2.1 million. Until this is done, the Town will continue to be billed for cleanup expenses. According to the Town Comptroller, it has paid invoices totaling over \$55,000 since 2001 for cleanup expenses. This includes about \$5,000 a year for ongoing status reporting to MA DEP. To quote the IRA form prepared by GeoEnvironmental, Inc. in July 2009, "The IRA cannot be closed until the sediment excavation project is complete".

To Brookline's great benefit, the Project has incorporated the remediation of the pond into its scope, with the result that the Town's obligation will be absorbed within the cost sharing formula for the project as a whole.



To establish a baseline for improvements to water quality, samples from 14 locations are tested and recorded monthly.

Water Quality

One Project objective is to improve water quality by instituting Best Management Practices (BMPs). As enumerated in the DEIR, these are to:

- minimize re-sedimentation rates by capturing more sediment before it reaches the river, ensuring major dredging will not be required again for nearly 70 years.
- improve water quality by reducing the volume, bacteria, nutrients, and other contaminants entering the river as runoff.
- maintain and protect the public's investment by improved maintenance in the watershed.

BMP's to be implemented include scheduled street sweeping and catch basin cleaning, shoreline stabilization, removal of invasive Phragmites and Japanese knotweed, and replanting with historically appropriate plantings

Habitat Enhancement

"The existing aquatic and riparian habitat is severely degraded and has lost substantial diversity in the recent decades. This environment environmental degradation is the net result of the loss of the wetland and shoreline planting masses along the Fens and Riverway, the presence of monocultures of turf and extensive stands of invasive vegetation that includes Phragmites, knotweed and glossy buckthorn, eroded banks and slopes, and the poor quality of watershed runoff. (DEIR)"

Solutions include bank-to-bank dredging of contaminated sediment, removal of culverts in the Landmark Center area, and planting more diverse plant species.

Six species of shoreline plants and eleven species of emergent wetland plants are planned. The Phase 1 area at Landmark Center will include planting of about 200 trees. Leverett Pond would be dredged about 1.5 feet where there is no sand bar; about 4 feet of sediment would be removed from Willow Pond.

Landscape Restoration

Olmsted described the Muddy River as "a fresh watercourse bordered by passages of rushy meadow and varied slopes from the adjoining upland; trees in groups diversified by thickets and open glades." Olmsted plant lists will be used for replanting. Olmsted Park's Allerton Overlook has already been restored; the overlook at the Carlton Street entrance will have its vista restored. "Heritage trees will be protected, pruned, and fertilized." (DEIR)



Allerton Overlook, in Olmsted Park, restored in 2000 with a matching state grant



Footbridge (c. 1912)

Historic Restoration

The Project will restore the park to Olmsted’s original design. In Olmsted Park, Allerton Overlook has already been restored by the Town and the Commonwealth. In the same vein, a key element of the present project’s scope is the reopening of the park’s Carlton Street entrance, from the neighborhood across the D Line (previously Boston and Albany) tracks to a vista Olmsted designed across a landscape, water and islands.

This Project element is specifically identified in the Secretary’s 2002 Massachusetts Environmental Policy Act (MEPA) certificate regarding the project’s DEIR, in which he states that “the Carlton Street Footbridge is historically significant and is an integral component of the Olmsted Park System, and its eventual rehabilitation and reopening is an established part of the wider Emerald Necklace rehabilitation effort.”

In confirmation of the significance of the entrance’s restoration, Dr. Charles E. Beveridge, Series Editor, The Frederick Law Olmsted Papers, in a May 2009 letter to Chairwoman Nancy Daly writes “Clearly, the Carlton Street entrance to the Muddy River park in its present condition is a crucial ‘missing link’ in the Emerald Necklace, a feature that Olmsted carefully designed to provide both convenient access and landscape amenity for many potential users of his park.” (A similar letter was originally sent to Selectman Gil Hoy in 2002.)

PreservationMass concurred when it listed the footbridge as one of the Ten Most Endangered Resources in Massachusetts in 2002.

The Parties’ Responsibilities

The Project’s total cost is estimated to be \$91 million. The proponents of the Project are the Town of Brookline and the City of Boston. As a result of intense lobbying on their part, as well as that of institutions, and residents, and with vigorous and unanimous support by the Congressional Delegation, the Army Corps of Engineers has accepted responsibility for supervising design and construction, and for funding 65% of the Project. The Commonwealth authorized an Environmental Bond Bill in 2002 to provide \$24 million. The balance of the cost is split 50/50 between the Commonwealth and Boston/Brookline, with the result that Brookline’s share of project costs, not counting the costs to restore the park’s Carlton Street entrance, is \$1.625 million. This cost has already been reflected in prior years’ Capital Improvement Programs. Boston and Brookline have agreed to protect this public investment through increased maintenance after Project completion. The distribution of costs among the parties is set forth in the following table.

Cost Sharing Agreement *		
Army Corps of Engineers	\$46,514,000	51.1%
FEMA	6,900,000	7.6%
Commonwealth	25,069,910	27.5%
City of Boston	10,969,090	12.0%
Town of Brookline	1,625,000	1.8%
Total cost	\$91,078,000	100.0%

* Brookline Letter dated April 4, 2002

The Parties' Responsibilities *(Continued)*

Phase 1 entails “daylighting” (excavating the culverted waterway and exposing to daylight) the area in front of Landmark Center, removing the jughandle road, installation of new arched culverts and daylighting the area between Brookline Avenue and Avenue Louis Pasteur.

The Project is subject to the MEPA certificates issued by the Secretary. A Maintenance and Management Oversight Committee (“MMOC”) has been appointed to represent the public in ensuring provisions of environmental impact reports are carried out, and to ensure an ongoing high standard of maintenance. (see www.muddyrivermmoc.org)

The cost to restore the Footbridge is not included in the Project, however, in the 2005 MEPA certificate, the Secretary reiterates that “I reaffirm my commitment, as described in a letter dated May 27, 2003 to the Brookline Board of Selectmen, to work with the Town of Brookline and the Massachusetts Historical Commission (MHC) to identify possible sources of additional funding for the restoration work I am confident that by working together, we can secure the matching funds necessary to restore the Carlton Street Footbridge, as identified in the Emerald Necklace Master Plan.”

Brookline's Commitments to the Project

The responsibilities of the parties have been set forth in agreements, most recently in a Memorandum of Understanding (“MOU”) signed by a majority of the Board of Selectmen. Among its responsibilities under the MOU, Brookline has explicitly committed to completing the restoration of the Carlton Street park entrance by March 31, 2013.

As an indication of the seriousness the Commonwealth gives to the Town's commitment, it states in the MOU that “the Commonwealth may terminate this MOU or may limit its participation or funding under the MOU” if the Town does not demonstrate enforceable commitments by December 31, 2009.

This Article implements the Town's commitment to restore the park entrance by appropriating the funds that would be required in the event that and to the extent the Town does not obtain outside grants or other funds for the purpose. The restoration of the Carlton Street park entrance is a particularly suitable project for a grant under the federal Transportation Enhancement Program, which could pay for up to 90 percent of its costs. The program is intended for alternative transportation, and gives priority to those which have a historic preservation component and related landscape and pedestrian improvements. Applications are screened by the MAPC for submission to the Massachusetts Highway Department, which administers the program. Brookline successfully used this program to provide millions of dollars for pedestrian and landscape improvements to the Beacon Street reconstruction project.

Consequences to the Town of Not Meeting its Commitments

The financial consequences would be severe and long lasting. The potential \$1.4 million cost of bridge restoration is minor compared to the amount the town will lose if it does not honor the commitments already made and the requirements of the MEPA documents.

The total project costs, including the funds already expended at Charlesgate, include \$24 million from the Commonwealth which covers the entire non-federal cost share for the first \$42 million of the capital project; Boston is funding 87% of the municipal cost share for \$10.9 million and Brookline is funding only 13% of the municipal cost share or \$1.625 million -- **although 75% of the watershed emptying into the Muddy River comes from Brookline.**

Consequences to the Town of Not Meeting its Commitments *(Continued)*

It is important to understand that dredging the portion of the Muddy River in Boston would not completely resolve the continued risk of flooding in Brookline. Through the Project, Brookline taxpayers are able to share costs with taxpayers of Boston, the Commonwealth and the entire nation. So, for a relatively modest investment, Brookline receives substantial benefits from a project costing nearly one hundred million dollars .

Without this Project moving forward, Brookline will be left, after thousands of hours of work by Town staff and consultants, with a sluggish waterway, choked with invasives and silt, that does not control flooding, a Riverway landscape unimproved for 50 years, and a looming remediation expense for Leverett and Willow Ponds of potentially \$8 million.

QUESTIONS AND ANSWERS

Q: WHY IS THE CARLTON STREET FOOTBRIDGE PART OF A FLOOD CONTROL PROJECT?

This project is not just a flood control project. It incorporates habitat enhancement, water quality improvements and historic restoration, as well. The bridge is an integral component of the project as the primary historically designed Longwood neighborhood entrance to Riverway Park, just as the recently restored Allerton Overlook is the primary historically designed Pill Hill neighborhood entrance to Olmsted Park.

As stated by Dr. Charles Beveridge, Editor in Chief of the Papers of Frederick Law Olmsted, “Clearly, the Carlton Street entrance to the Muddy River Park in its present condition is a crucial “missing link” in the Emerald Necklace, a feature that Olmsted carefully designed to provide both convenient access and landscape amenity for many potential users of his park”.

Q: WHAT DOES THE NEIGHBORHOOD THINK ABOUT THE PROJECT?

There is wide support in Precinct 1 for restoring and reopening the footbridge as a pedestrian link to Riverway Park and the Longwood area. The fact that ALL of Pct 1’s 15 sitting Town Meeting Members were elected on that platform, and that they **unanimously** support the restoration of the Carlton Street park entrance testifies to that. Pct 1 Town Meeting members opposing restoration were defeated on average by over 50 votes.

Q: HOW WILL THE BRIDGE BE PAID FOR?

The bridge is an ideal candidate for a federal grant that would pay 90% of construction costs. The grant program, administered by the Commonwealth through the Metropolitan Area Planning Council (MAPC), is aimed at transportation projects involving historic resources, which encourage alternative forms of transportation (including walking), and which improve landscapes. The Executive Office of Energy and Environmental Affairs (EOEEA) has pledged to work with the Town in finding third party funding and has indicated in MEPA certificates that approvals from Massachusetts Historic Commission (MHC) and Massachusetts Architectural Access Board (MAAB) must be obtained before the Town may apply to MAPC.

Letters from the Town’s Commission for the Disabled, Parks and Recreation, Conservation, Transportation and Preservation Commissions have been submitted supporting such an application. In the event that the State does not select the project for a grant, the Town may pursue other grants and gifts. Costs not covered by outside (third party) grants would be the Town’s obligation. The Footbridge lies totally in Brookline and has had no funds expended for its maintenance for over 50 years, resulting in its deterioration and subsequent closing to public use.

QUESTIONS AND ANSWERS (Continued)

Q: WHY IS THE BRIDGE INCLUDED IN THE PROJECT?

In 1991, the Brookline Board of Selectmen voted to accept and implement the Emerald Necklace Parks Master Plan which includes restoration of the Footbridge. The Project Master plan as agreed upon includes the restoration of the Olmsted landscape within Riverway and Olmsted Parks. However, in 2002 a Warrant Article (ART. 24) was submitted to authorize funding for demolition of the Bridge. Since the Carlton Street park entrance and its bridge have been determined to be of historic significance, the demolition of which would have an “adverse impact” (MHC) on an historic resource, one of the major elements of the Project would have been compromised if the Footbridge were destroyed.

Q: Will THE BRIDGE BE MADE HANDICAPPED ACCESSIBLE?

The entrance to Riverway Park may be made handicapped accessible, after consultation with the Mass. Historical Commission (MHC), as required by the Massachusetts Architectural Access Board (MAAB).

Q: HOW MUCH WILL PARK ENTRANCE COST TO RESTORE?

The costs of the project will be determined by the accessibility features required. The Town currently estimates the total cost of restoration to range from \$1.15 -1.4 million depending on the design required by Massachusetts Architectural Access Board (MAAB).

Q: WHAT IF COSTS ESCALATE ABOVE THE ORIGINAL ESTIMATES? HOW WILL THESE INCREASED COSTS BE SHARED?

As specified in the Memorandum of Understanding dated July 14, 2009, 50% of the non-federal share of costs will be borne by the Commonwealth. The remaining 50% will be split between Boston and Brookline based on the “the agreed upon respective percentage of ownership of the land and waterways in the Project area” which is 87% Boston and 13% Brookline. (75% of the watershed is in Brookline, which indicates the financial advantage that benefits Brookline.)

Q: IS THIS SOUND FISCAL POLICY IN A CHALLENGING ECONOMIC TIME?

Definitely. Brookline’s total cost share for the Project is minimal. There are significant other costs that are solely Brookline’s responsibility that are covered by this Project but that will remain Brookline’s liability and burden if the Project, as planned, is not completed. Brookline is under a long-standing MA DEP Order to remove contaminated soil from Willow Pond, the result of a long-term release of oil from the former DPW garage on Kendall Street. The cost of such remediation is in excess of \$2 million, but because Willow Pond is being dredged as a part of the Project, the work is included as a part of the Project. In addition, because of flow from the Village Brook, there is significant sedimentation accumulation in the Brookline part of Leverett Pond which hampers storm flow and reduces flood storage capacity in the pond. The cost of the sediment removal is estimated to be roughly \$6 million, but this work too is a part of the Project. So, if Brookline reneges on its commitments to restore the Footbridge, the Town’s taxpayers will be solely responsible for these costs that far exceed the cost to restore the Footbridge, rather than sharing the costs with taxpayers throughout the Commonwealth and the nation.

IT MAKES FISCAL SENSE TO RESTORE THE CARLTON STREET PARK ENTRANCE (APPROXIMATELY %1.4 MILLION) RATHER THAN HAVE BROOKLINE TAXPAYERS ASSUME THE BURDEN FOR THESE ENVIRONMENTAL DAMAGES (APPROXIMATELY \$8 MILLION)

QUESTIONS AND ANSWERS (Continued)

Q: WHY SHOULD THE COMMONWEALTH’S REQUIREMENT TO RESTORE THE CARLTON STREET FOOTBRIDGE NOT BE CONSIDERED “BLACKMAIL”?

The state is merely requiring Brookline to live up to commitments it has made since 1986. The Emerald Necklace restoration effort has been a collaboration for more than 20 years between the Commonwealth, Boston, and Brookline. Each party has responsibilities, and also enjoys the benefit of a restored nationally-recognized park system. Beginning with the Emerald Necklace Master Plan, approved unanimously by Brookline Selectmen in 1991, a series of agreements executed between the Commonwealth, Boston, and Brookline have specifically mentioned the Footbridge as a historic element to be restored. Brookline has signed each of these agreements willingly, and has benefitted from a variety of enhancements already funded with non-Brookline sources (CDBG, State and private grants) which include restoration of Olmsted Park, the Allerton Overlook, and substantial repairs to bridges. Failure to continue this restoration work could be considered a disservice to Brookline residents and a breach of these commitments, listed below:

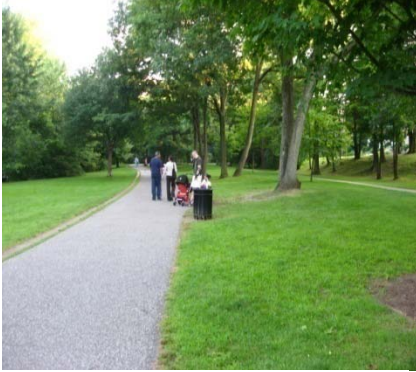
Item	Element	Description
Emerald Necklace Master Plan Elements	Table 1-1	"Restore Carlton Street pedestrian bridge over the MBTA tracks to reestablish pedestrian access."
Emerald Necklace Master Plan adopted unanimously by Board of Selectmen in April 1991	The Riverway Plan	"Restore the Carlton Street pedestrian bridge over the MBTA tracks to re-establish pedestrian access in the park."
Selectmen vote to accept Grant Agreement	1986	"VOTED: To authorize Town Administrator Richard T. Leary to execute the Grant Agreement for the Olmsted Historic Landscape Preservation Program..."
Boston/Brookline MOU signed 11/4/99 by Selectman Joseph Geller	1999	"Each party to this memorandum agrees to cooperate relative to the Project to ensure the preservation and protection of this unique Olmsted park system."
Emerald Necklace Environmental Improvements Master Plan	2.3.3	"The ENMP recommends that the bridge and its surrounding landscape be restored."
ENF Certificate (4/29/1999)	Page 2	"The purpose of this Project is to ensure the continued restoration of Olmsted’s Emerald Necklace in its entirety."
ENF Certificate (4/29/1999)	Page 9	Proponents should work with MHC, Brookline Preservation Commission, and Boston Landmarks Commission to ensure "the project avoids damage to historic resources."
DEIR Phase 1	2002	"It includes...restoration of the Carlton Street footbridge."
Brookline letter to EOEa	4/2/2002	"This delineation of Town expectations is presented as re-affirmation of the Town’s commitment to this Project."
MOA signed 6/7/2007 by Selectmen Hoy, Allen, Daly, DeWitt, and Mermell	Pages 3-4	"Parties...each commit to comply with state... conditions and requirements of all existing and anticipated state and federal project agreements associated with the Project." (<i>MEPA Certificates are a state condition.</i>)

For more information on the Project and the Carlton Street footbridge, see brooklinegreenspace.org or muddyrivermmoc.org

A Look to the Future

This Project has a long and complex history. Most have not read the reams of documents produced, the stacks of engineering drawings, or attended the literally hundreds of meetings of federal, state, and local officials, or volunteers. To realize the Olmsted vision, we must offer our trust and treasure.

The restoration of the Brookline side of Olmsted Park over the past few years with Olmsted-appropriate plantings is now a reality. Let's finish the job.

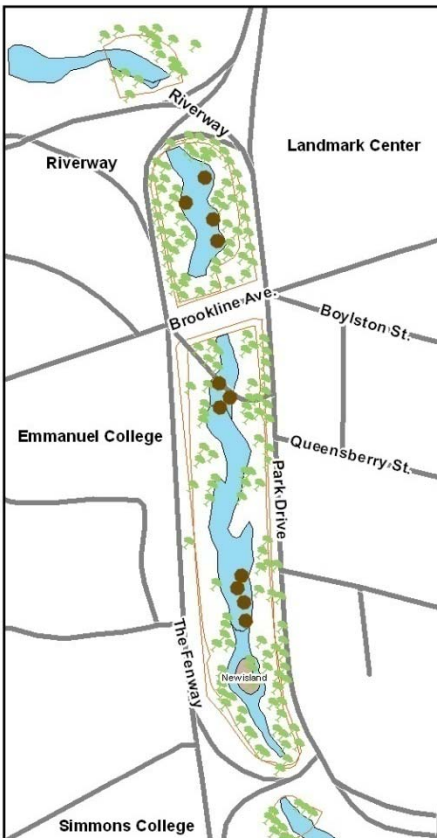


Olmsted Park, restored with over \$1/2 million in federal funds.



Restored Babbling Brook in Olmsted Park

Plans for Phase 1, with construction planned for 2010, provide a glimpse of the future of the Muddy River Parks.



Phase 1 Highlights

Increase Flood capacity

- Daylight two sections of the Muddy River
- Replace culverts with bridges
- Remove invasive Phragmites

Improve Water Quality

- Test treated wastewater discharged into the Fens daily for Total Suspended Solids (TSS)

Enhance Wildlife Habitat

- Restore wetland vegetation with appropriate emergent wetland plants
- Habitat logs will enhance wildlife habitat.
- Boulders will enhance fisheries

Improve Traffic Flow

- Eliminate the Jughandle road
- Reconfigure the Riverway/Park Drive intersection

Historic Landscape Restoration

- Recreate the historic 1920's look as closely as possible
- The entire restored area will be fenced to prevent public access for 2 growing seasons.
- Two new bridges will be designed to blend with other bridges

As Robert Durand, Secretary of Environmental Affairs said in 1999 "This effort (to rehabilitate the Muddy River) will be a national model ... the beginning of a great public sector project that will encourage private sector efforts."