

For Office Use Only
Executive Office of Environmental Affairs
EOEA No.: 13456
MEPA Analyst: Anne Canaday
Phone: 617-626-1035

ENF Environmental Notification Form

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Logan Airport Economy Parking Consolidation Project		
Street: Lovell Street		
Municipality: East Boston	Watershed: Boston Harbor	
Universal Transverse Mercator Coordinates:	Latitude:	Longitude:
Estimated commencement date: March 2005	Estimated completion date: Sept. 2006	
Approximate cost: \$5,000,000	Status of project design: 10 %complete	
Proponent: Massachusetts Port Authority (Massport)		
Street: One Harborside Drive, Suite 200S		
Municipality: East Boston	State: MA	Zip Code: 02128
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Stewart Dalzell		
Firm/Agency: Massport	Street: One Harborside Drive, Suite 200S	
Municipality: East Boston	State: MA	Zip Code: 02128
Phone: 617-568-3507	Fax: 617-568-3518	E-mail: sdalzell@massport.com

- Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
 Yes No
- Has this project been filed with MEPA before?
 Yes (EOEA No. _____) No
- Has any project on this site been filed with MEPA before?
 Yes (EOEA No. _____) No
- Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:
- a Single EIR? (see 301 CMR 11.06(8)) Yes No
 - a Special Review Procedure? (see 301 CMR 11.09) Yes No
 - a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes No
 - a Phase I Waiver? (see 301 CMR 11.11) Yes No

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): **Massport funding will be used for this project.**

Are you requesting coordinated review with any other federal, state, regional, or local agency?
 Yes (Specify _____) No

List Local or Federal Permits and Approvals:

- Boston Conservation Commission Order of Conditions**
- ACOE nationwide permit (for existing outfall repair)**
- Environmental Protection Agency NPDES; Stormwater Notice of Intent**

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- | | | |
|--|---------------------------------------|--|
| <input checked="" type="checkbox"/> Land (ENF Threshold) | <input type="checkbox"/> Rare Species | <input type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input type="checkbox"/> Water | <input type="checkbox"/> Wastewater | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air | <input type="checkbox"/> Solid & Hazardous Waste |
| <input type="checkbox"/> ACEC | <input type="checkbox"/> Regulations | <input type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
LAND				<input checked="" type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input type="checkbox"/> Chapter 91 License <input type="checkbox"/> 401 Water Quality Certification <input type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input type="checkbox"/> Other Permits (including Legislative Approvals) – Specify: *All areas of the site have previously been altered. ** Existing SkyChefs building to be removed is 48,400sf. A parking revenue control building/canopy, several customer kiosk/bus stop shelters will total ±1,000 sf. A small maintenance garage is also under consideration. *** ± 500 Sky Chefs existing trips. All other trips exist on-airport at current economy lots. No new trips attracted to the Airport. Total includes MPA CNG Shuttle Buses. **** Parking spaces relocated to this section of the North Service Area. All parking spaces remain below the Logan Parking Freeze limit of 20,692 spaces.
Total site acreage	15.7 acres			
New acres of land altered		0 acres*		
Acres of impervious area	6.7 acres	5.7 acres	12.4 ac.	
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		0		
STRUCTURES				
Gross square footage	48,400**	-47,400**	1,000	
Number of housing units	NA	NA	NA	
Maximum height (in feet)	19'-5" (LSG Sky Chef)	NA	15' (revenue control Bldg.)	
TRANSPORTATION				
Vehicle trips per day	± 500	± 500***	± 1000***	
Parking spaces	550	****1,200	1,750	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	200	-150	50	
GPD water withdrawal	NA	NA	NA	
GPD wastewater generation/treatment	150	-100	50	
Length of water/sewer mains (in miles)	NA	NA	NA	

CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

- Yes (Specify _____) No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

- Yes (Specify _____) No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

Yes (Specify _____) No

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 _____) No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes (Specify _____) No

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify _____) No

PROJECT DESCRIPTION: The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative (You may attach one additional page, if necessary.)

Massport proposes constructing up to 1,750 economy parking spaces on three contiguous parcels totaling ±15.7 acres in the North Service Area (NSA) of Boston-Logan International Airport (Logan). This project will consolidate several economy parking lots at the Airport into a single location. The economy parking spaces are needed to accommodate recent parking demand increases and offset temporary and permanent losses in existing commercial parking spaces resulting from various ongoing and future airport construction projects. Logan’s current Parking Freeze is set at 20,692 spaces and at no time will this project result in the freeze limits being exceeded. Similarly, while the project will redirect traffic flow within the Airport’s North Service Area, relocation of existing parking spaces will not attract new traffic to Logan Airport. In addition to operating efficiencies, the single location also will reduce vehicle miles traveled by Massport shuttle buses and associated emissions. The project proposes paving of greater than 5 acres of land, and that element brings the project within MEPA jurisdiction.

The ±15.7 acre site consists of three parcels:

<i>Parcel 1</i>	MBTA/Massport Parcel (<i>MBTA portion leased to Massport</i>)	3.5 acres
<i>Parcel 2</i>	LSG Sky Chefs Parcel (<i>Massport parcel leased to LSG Sky Chefs</i>)	4.4 acres
<i>Parcel 3</i>	Massport Parcel	8.2 acres

Over 40% (6.5 acres) of the site is currently paved and/or covered by structures, including a LSG Sky Chefs flight kitchen facility (48,400 sf) and associated parking totaling 3.8 acres. Three acres of Parcel 1 leased from the MBTA is paved; the remaining 0.5 acres is unpaved but currently used for soil storage. The MBTA parcel is striped for parking for approximately 350 vehicles. The remaining 8.2 acre Massport parcel has a highly compacted gravel surface with some vegetation, and is in use for temporary storage and other airport construction staging. The single-story brick LSG Sky Chefs building and ±130 parking spaces will be demolished and that operation will be consolidated in an adjacent Sky Chefs building. The temporary construction storage will be relocated to other areas of the Airport, as necessary. A 50-foot wide vegetated area will be maintained along the Wood Island Bay Marsh and drainage improvements will be made to enhance the quality of stormwater runoff discharged to the marsh areas through the existing outfall. Portions of the vegetated area along Wood Island Bay Marsh may be used for stormwater management.

Project Description (continued)

This section of North Service Area has been in service for a range of airport uses for many years. Recently, the primary activities at this site have included flight kitchen operations, employee parking and materials storage. The MBTA Wood Island Station and Blue Line track separate the site from the adjacent residences.

Development of a consolidated economy parking lot in the North Service Area will be completed in full compliance with the Logan Airport Parking Freeze and at no time will this project result in there being Airport parking spaces in excess of the current freeze limit of 20,692 spaces. The consolidation of up to 1,750 economy spaces in the North Service Area will offset current and projected parking space reductions, and will include some of the designated spaces not currently in service.

As described in the supplementary materials and the attached traffic impact analysis, the proposed parking facility can be implemented and managed without adverse local or on-airport roadway impacts. The analysis demonstrates that overall traffic patterns to and from the new economy lot will not differ substantially from those used to access the two existing economy parking areas off Prescott Street in the North Service Area. Furthermore, as a result of relocating access to the LSG Sky Chefs facility, the existing flight kitchen truck access point closest to the Swift Terrace neighborhood will be eliminated. By shifting this activity away from the residences, the closest neighbors could expect a slight improvement in air quality and noise impacts associated with those truck trips.

Understanding that the potential use of local roads by economy parking users is a strong concern within the community, Massport proposes a comprehensive on- and off-airport roadway signage plan with the specific goal of discouraging use of local roadways by customers of the consolidated economy parking lot. Section 4.0 of the attached ENF supplement describes traffic, including current and future access and egress routes.

In consideration of the site's proximity to Wood Island Bay Marsh, a comprehensive stormwater management system will be constructed and maintained with the primary goal of enhancing the quality of stormwater runoff from the site. This is expected to have a positive impact on the adjacent Wood Island Bay Marsh.

Several key planning and design elements have been incorporated into the project to minimize potential impacts of the economy parking operation on the adjacent residential community:

- Economy parking activity tends to be longer term than employee parking and typically avoids late night/early morning movements. Massport statistics show that the majority of economy parkers stay 3-7 days. This is substantially longer than is experienced for employee or short-term commercial parking in the Central and Terminal B garages.
- Primary access/egress and revenue control gates have been positioned to be visually shielded by the Wood Island MBTA Station. The site entrance area will be landscaped.
- Project design consolidates existing flight kitchen activities away from the nearest residences, with all loading docks oriented away from the community
- Truck access to the remaining LSG Sky Chefs building will be relocated away from the current location to reduce community noise and air quality impacts of those operations.
- A 25-foot wide irrigated landscaped area will be constructed along the MBTA Blue line tracks across from the nearest neighborhood.