Commonwealth of Massachusetts
Executive Office of Environmental Affairs ■ MEPA Office

ENF Environmental Notification Form

For Office Use Only
Executive Office of Environmental Affairs
EOEA No.: 13880
MEPA Analyst: Holly Johnson
Phone: 617-626-1023

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: Replacement Parking at UMASS Boston		
Street: Mount Vernon Street		
Municipality: Boston	Watershed: Boston Harbor Drainage	
Universal Tranverse Mercator Coordinates: N: 4686918 E: 331980	Latitude: 42°-18'-59" Longitude: -71°-02'-20"	
Estimated commencement date: 11/1/06	Estimated completion date: 2/1/07	
Approximate cost: ±$1.5 Million	Status of project design: 20 %complete	
Proponent: UMASS Boston		
Street: 100 Morrissey Boulevard		
Municipality: Boston	State: MA	Zip Code: 02125-3393
Name of Contact Person From Whom Copies of this ENF May Be Obtained: John O'Donnell, Deputy Director		
Firm/Agency: MA Division of Capital Asset Management	Street: 1 Ashburton Place, 15th Floor	
Municipality: Boston	State: MA	**Zip Code: 02108**
Phone: (617) 727-4030 ext. 207	Fax: (617) 727-4043	E-mail: john.odonnell@state.ma.us

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 301CMR 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): **Project to be financed by the Massachusetts Board of Higher Education and the Division of Capital Asset Management.**

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

List Local or Federal Permits and Approvals:
Order of Conditions from Boston Conservation Commission
NPDES General Permit for Discharge Storm Water Associated with Construction Activity
Ch.91 Waterways License

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

☒ Land	☐ Rare Species	☒ Wetlands, Waterways, & Tidelands
☐ Water	☐ Wastewater	☒ Transportation
☐ Energy	☐ Air	☐ Solid & Hazardous Waste
☐ ACEC	☐ Regulations	☐ Historical & Archaeological Resources

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	6.60± Ac.		
New acres of land altered		6.60± Ac	
Acres of impervious area	1.12± Ac	+5.48 Ac.	6.60± Ac
Square feet of new bordering vegetated wetlands alteration		0	
Square feet of new other wetland alteration		14,650± Area Subject to Coastal Storm Flow	
Acres of new non-water dependent use of tidelands or waterways		6.60± Ac	
STRUCTURES			
Gross square footage	N/A	N/A	N/A
Number of housing units	N/A	N/A	N/A
Maximum height (in feet)	N/A	N/A	N/A
TRANSPORTATION			
Vehicle trips per day	Unk.	0	Unk.
Parking spaces	2,515*	-935	1,580**
WATER/WASTEWATER			
Gallons/day (GPD) of water use	N/A	N/A	N/A
GPD water withdrawal	N/A	N/A	N/A
GPD wastewater generation/ treatment	N/A	N/A	N/A
Length of water/sewer mains (in miles)	N/A	N/A	N/A

State Permits & Approvals

- ☒ Order of Conditions
- ☐ Superseding Order of Conditions
- ☒ Chapter 91 License
- ☐ 401 Water Quality Certification
- ☐ MHD or MDC Access Permit
- ☐ Water Management Act Permit
- ☐ New Source Approval
- ☐ DEP or MWRA Sewer Connection/ Extension Permit
- ☒ Other Permits (*including Legislative Approvals*) – Specify: **NPDES Storm Water Construction General Permit**

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

*** Total available prior to closure of the parking garage.**

**** Reflects the loss of 1,500 spaces, elimination of 285 existing emergency temporary spaces, and gain of 850 replacement spaces.**

N/A – Not Applicable to this filing.

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) **Calf Pasture Pumping Station** ☐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.*) **Introduction and Background**

This Environmental Notification Form (ENF) is submitted pursuant to the Emergency Action provisions of 301 CMR 11.13 of the MEPA Regulations for the immediate construction of replacement parking facilities at the University of Massachusetts Boston (UMB) campus on Columbia Point in the Dorchester section of Boston. The ENF also requests a full waiver from the required EIR for greater than 1 acre of non-water dependant activity in Tidelands and from any other EIR threshold.

In June 2006, the Division of Capital Asset Management (DCAM) and its structural engineering firm, Simpson, Gumpertz & Heger (SGH) presented its findings to UMB regarding the condition of the parking garage. This presentation addressed significant corrosion of the structure which is compromising its structural capacity. SGH, in its report of August 2006 came to the following conclusion:

> "Many years of exposure to salt-laden water has caused severe and widespread corrosion damage at the upper and lower levels (of the structure); this is not unusual for structures of this vintage and exposure. The predominant corrosion damage is delaminated and/or spalled concrete over corroded reinforcement in the top of the slabs. Concrete testing reveals that the upper portions of the slabs are severely chloride contaminated (chloride quantities in great excess of that required to cause corrosion). Corrosion testing indicates that active corrosion is occurring at locations of presently undamaged slab away from areas of existing corrosion damage. Repair of the widespread corrosion damage of the upper and lower levels requires major demolition and partial reconstruction, at least".

Subsequent to this presentation, a fifty-foot section of a series of 5 and 10 inch pipes fell from their supports and on to the floor of the garage.

As a result, on July 19, 2006 UMB closed the parking garage due to this significant structural deterioration, resulting in the loss of approximately 1,500 parking spaces. A Press Release from the UMB Chancellor's office discussing the closure is attached as Appendix A.

Therefore, in its existing condition the garage poses a significant threat to public safety. Given the costs relative to benefit and the time periods required for repair, closure of the garage was the only option available to UMB.

UMB is a commuter school with no on-campus housing and all students, faculty, and staff arrive and depart daily. The University has historically encouraged the use of public transportation (complimentary shuttle busses transport students and others between the campus and the nearby JFK/UMASS Red Line T-stop), and in an effort to limit the disruption caused by the garage closure, this program has been intensified and expanded. It should be noted that the fees received from on-campus parking are used to offset the cost of providing the shuttle busses. Additional efforts to accommodate commuters

while limiting the number of vehicles include: providing preferred parking rates for motorcycles; providing resources for car pools, using surplus parking capacity at the nearby Bayside Expo Center and Boston College High School; and creating several emergency temporary gravel parking areas in various locations around the campus. These efforts are intended only to provide short-term, emergency relief from the current parking shortage.

The University has recently initiated an Institutional Master Planning (IMP) process with the DCAM to assess existing campus facilities and infrastructure, including transportation, pedestrian access, and long-term parking solutions. The IMP process will likely take a year or more to complete, and construction of permanent replacement parking facilities could be years away, resulting in a significant gap between the short-term emergency, and long-term permanent, parking solutions. The currently proposed project is intended to fill this gap by providing intermediate-term, semi-permanent paved surface parking facilities to offset the shortage created by the emergency closure of the parking garage. Upon completion of the intermediate-term parking areas (some of which may become long-term permanent facilities) the gravel and other temporary parking areas will be decommissioned and returned to their former conditions.

Proposed Project

The proposed project involves the creation of approximately 850 replacement parking spaces on 7.48± acres in four locations. Fencing and lighting will be provided for security purposes. The areas proposed for parking, designated Area B, C, D, and E, are shown schematically on Figure 4 and Figure 5. The proposed facilities are intended to provide the intermediate-term, semi-permanent parking necessary to allow the University to continue operating until a long-term permanent parking solution is in place.

TABLE 1 – Proposed Intermediate-Term, Semi-Permanent Parking Facilities, UMASS Boston

Area	Total Acres	Existing Impervious (Ac ±)	Proposed Impervious (Ac ±)	Net Change Impervious	Proposed Spaces
B	0.88	0	0.88	+0.88	153±
C	0.77	0	0.77	+0.77	106±
D	4.00	0.17	4.00	+3.83	487±
E	0.95	0.95	0.95	0	104±
Totals	6.60	1.12	6.60	+5.48	850±

Except for Area B, the project will be located on Filled Tidelands. Area B occupies Landlocked Tidelands and is not subject to DEP Waterways jurisdiction. The areas proposed for activity include an open field crossed by foot paths (Area B and D), and previously developed areas that are currently used for emergency parking (Areas C and E).

Wetland resource areas in the project area were investigated by VHB, Inc., in 2003 and include an Area Subject to Coastal Storm Flowage (elevation 11), Coastal Bank, and associated 100-foot buffer zone. A copy of a letter report from VHB documenting the delineation is attached as Appendix B. A portion of Lot D will affect Area Subject to Coastal Storm Flowage and Buffer Zone and the project will be reviewed by the Boston Conservation Commission under a Notice of Intent.

The project site is regulated under the Massachusetts Contingency Plan (310 CMR 40.0000) due to the release of Number 6 heating oil released from two former underground storage tanks (USTs) adjacent to the Calf Pasture Pump Station located on Area "E". Groundwater and soil have been impacted by the heating oil release and will require additional investigations and remediation activities. The work to be performed as part of this Project will not come into contact with the impacted media and the nature of the Project will not preclude future activities required by the Massachusetts Contingency Plan to occur.

MassGIS data indicates that the Calf Pasture Pumping Station, located southeast of Lot D, is a listed in the National Register of Historic Places. No alterations to the structure are proposed as part of this project.

Compliance with Emergency Action Provisions

The proposed construction of the UMB intermediate-term parking facilities is being pursued as an Emergency Action pursuant to the Emergency Action Provisions of the MEPA Regulations (301 CMR 11.13). This ENF constitutes a reasonable effort to obtain the written approval of the Secretary prior to commencement of construction.

The construction of 850± replacement parking spaces in the proposed locations is the minimum action necessary to maintain

the operation of the campus while avoiding or eliminating the imminent health and safety threat posed by the structurally deficient parking garage. This initial ENF includes as much detail of the Project in as is available at this time.

Proposed measures taken to avoid or minimize potential environmental impacts from the emergency action include the following:

- Minimizing the size of the proposed intermediate-term parking facilities by encouraging students and staff to utilize nearby public transportation, providing preferred parking and reduced parking rates for motorcycles, encouraging car pools, and providing near by off-site parking opportunities;
- Providing treatment for storm water runoff from the proposed parking facilities that meets the intent of the DEP/CZM Storm Water Management Policy;
- Minimizing the amount of work proposed on Filled Tidelands;
- Providing erosion and sedimentation controls during and after construction.

Pre-application consultations have been undertaken with representatives of the following regulatory Agencies:

- The Massachusetts Environmental Policy Act Office;
- The Massachusetts DEP Waterways Program;
- The Boston Conservation Commission

It is anticipated that full compliance with MEPA and 301 CMR 11.00 will be undertaken as part of, or as an adjunct to, the Institutional Master Planning Process, together with other applicable permits as appropriate.

Request for Waiver of EIR

Because the project will include more than 1 acre of non-water dependant activity in filled tidelands, an Environmental Impact Report for the project is categorically required. A full waiver from the requirement to prepare an EIR for this project is hereby requested due to the emergency situation arising from the loss of the structurally deteriorated parking garage.

Denial of the waiver request would result in an undue hardship for the Proponent by requiring study of alternative parking solutions when that process is already being undertaken as part of an Institutional Master Planning process, resulting in the duplication of time and effort, and the associated expense.

Engaging in the EIR process for the intermediate-term, semi-permanent parking facilities would not serve to avoid or minimize Damage to the Environment because there are no alternative locations or methods available for providing this parking that have not already been utilized.

The Project is likely to cause no Damage to the Environment. The facilities are intended replace the spaces lots when the parking garage was closed, and will service the existing student population. New ADT are not anticipated to result.

Storm water runoff from the proposed parking facilities will be treated for pollutant removal prior to discharge in accordance with the provisions of the DEP/CZM Storm Water Management Policy and erosion and sediment controls will be provided throughout construction. Constructed slopes will be stabilized to prevent post-construction erosion and sedimentation and all lighting will be designed to prevent impacts to adjoining properties. Work within Wetlands Protection Act jurisdiction will be reviewed and conditioned by the Boston Conservation Commission.

Public access to the shore will not be eliminated by the project. In Area D the existing trail network will remain intact, and a vegetative screen will be provided between parking facility and the trails.

Ample and unconstrained infrastructure facilities and services exist to support the Project. UMASS Boston has been in operation since the 1970's and the existing road network on Columbia Point is more than adequate to accommodate the vehicles that use it. Other infrastructure (e.g. electric service, storm water conveyances) are adequate for the needs of the project.