

**Commonwealth of Massachusetts**  
**Executive Office of Environmental**  
**Affairs ■ MEPA Office**

**ENF Environmental**  
**Notification Form**

<i>For Office Use Only</i> <i>Executive Office of Environmental Affairs</i>
EOEA No.: <u>14137</u>
MEPA Analyst: <u>Anne Canaday</u>
Phone: 617-626- <u>1035</u>

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.

<b>Project Name: Southwest Service Area Redevelopment Program at Boston-Logan International Airport</b>		
<b>Street: Harborside Drive</b>		
<b>Municipality: East Boston</b>	<b>Watershed: Boston Harbor</b>	
<b>Universal Transverse Mercator Coordinates: UTM 19, 46 92 398N, 3 32 832E</b>	<b>Latitude: 42° 22' 04" N Longitude: 71° 01' 46" W</b>	
<b>Estimated commencement date: 2009</b>	<b>Estimated completion date: 2012 for Phase 1; 2017 for Phase 2</b>	
<b>Approximate cost: \$455 million</b>	<b>Status of project design: 5 %complete</b>	
<b>Proponent: The Massachusetts Port Authority (Massport)</b>		
<b>Street: One Harborside Drive, Logan Office Center, Suite 200S</b>		
<b>Municipality: East Boston</b>	<b>State: MA</b>	<b>Zip Code: 02128</b>
<b>Name of Contact Person From Whom Copies of this ENF May Be Obtained: Tom Ennis</b>		
<b>Firm/Agency: Massport</b>	<b>Street: Logan Office Center, Suite 200</b>	
<b>Municipality: East Boston</b>	<b>State: MA</b>	<b>Zip Code: 02128-2909</b>
<b>Phone: (617) 568-3546</b>	<b>Fax: (617) 568-3115</b>	<b>E-mail: tennis@massport.com</b>

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. 9790; 12216)  No

The Southwest Service Area (SWSA) was discussed in connection with the West Street Garage project [EOEA No. 9790] (which included relocation of the taxi pool to the SWSA) and the East Boston Three-Way Land Transfer project [EOEA No. 12216].

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): At this time financial aid from the Commonwealth is not being sought for the SWSA Redevelopment Program.

Are you requesting coordinated review with any other federal, state, regional, or local agency?

Yes (Specify: FAA/NEPA Review)  No

List Local or Federal Permits and Approvals:

Local Permits/Approvals	Federal Permits/Approvals
<ul style="list-style-type: none"> <li>▪ Sewer Permit from the City of Boston Water and Sewer Commission</li> <li>▪ Local Order of Conditions from the City of Boston Conservation Commission</li> </ul>	<ul style="list-style-type: none"> <li>▪ NPDES General Permit for Stormwater Discharge from Construction Activities and Stormwater Notice of Intent from U.S. Environmental Protection Agency</li> <li>▪ FAA categorical exclusion determination or Environmental Assessment under National Environmental Policy Act (NEPA)</li> <li>▪ Compliance with the General Conformity Rule of the federal Clean Air Act (CAA)</li> </ul>

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

- |                                 |                                       |  |
|---------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Land   | <input type="checkbox"/> Rare Species | <input type="checkbox"/> Wetlands, Waterways, & Tidelands      |
| <input type="checkbox"/> Water  | <input type="checkbox"/> Wastewater   | <input checked="" 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 <sup>1</sup>	Existing	Change	Total	State Permits & Approvals
<b>LAND</b>				<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 checked="" type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input checked="" type="checkbox"/> Other Permits (including Legislative Approvals) – Specify: MA DEP – Notice Concerning Commencement of Construction and Demolition MA DEP – Oil/Water Separator Permit
Total site acreage	±49.0 ac. <sup>2</sup>			
New acres of land altered		- 0 - <sup>2</sup>		
Acres of impervious area	±47.4 ac.	(±2.9 ac.)	±44.5 ac. <sup>2</sup>	
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 -		
<b>STRUCTURES</b>				
Gross square footage <sup>3</sup>	±170,000 GSF	±2.5 million GSF	±2.7 million GSF	
Number of housing units	- 0 -	- 0 -	- 0 -	
Maximum height (in feet)	±10 ft.	±50 ft.	±60 ft.	
<b>TRANSPORTATION</b>				

Vehicle trips per day	±24,180 <sup>4</sup>	±7,570	±31,750 <sup>5</sup>
Parking spaces	±3,515 <sup>6</sup>	±5,515	±9,030 <sup>7,8,9</sup>
<b>WASTEWATER</b>			
Gallons/day (GPD) of water use <sup>10</sup>	±122,950 GPD	±47,556 GPD	±170,506 GPD
GPD water withdrawal	- 0 -	- 0 -	- 0 -
GPD wastewater generation/treatment <sup>10</sup>	±111,773 GPD	±43,232 GPD	±155,005 GPD
Length of water/sewer mains (in miles)	1.8 mi. / 2.6 mi.	- 0 - / - 0 -	1.8 mi. / 2.6 mi.

(1) The combined SWSA Redevelopment Program elements are predicted to provide significant environmental and operational benefits when compared to the natural growth of airport rental car operations without the consolidated facilities.

(2) The SWSA currently contains a total of approximately 47.4 acres of impervious area and 1.6 acre of landscaped areas in the southwest corner of the SWSA. The pervious areas will be maintained and enhanced as landscaped areas under future conditions.

(3) Includes enclosed/occupied spaces and building canopy areas.

(4) The existing traffic generation is based on the 2007 total of 27.7 million annual air passengers. The traffic generation includes SWSA land uses to be affected by the SWSA Redevelopment Program (i.e., taxi pool, limo/bns pools, commercial parking, rental car operations and Flight Kitchen). Traffic associated with East Boston (i.e., Maverick St. Gate) and the Embassy Suites Hotel is considered as background traffic.

(5) Based on air passenger growth projection to approximately 36 million in 2017. The traffic growth indicated results predominately from the estimated growth in air passengers between 2005 and 2017. This growth in traffic from the rental car facilities, taxi pool and limo pool will occur with or without the SWSA Redevelopment Program. Trip generation from the consolidation of existing airport parking is the other component of the traffic generation. It is anticipated that the SWSA Redevelopment Program would result in a reduction of airport-wide vehicle-miles-traveled and emissions based on the greater efficiency of the consolidated facility and consolidated bus fleet.

(6) Based on a detailed existing site conditions analysis of the SWSA and RAC survey conducted as part of the SWSA Redevelopment Program, the existing parking spaces used for RAC operations is approximately 3,515. As detailed in Chapter 2, *Existing and Future Conditions* Table 2-1, there are approximately 930 additional parking spaces in the SWSA used for a variety of purposes including commercial parking, the taxi, limousine, and bus pools, and the flight kitchen.

(7) Includes replacement/reconfiguration of existing storage spaces used for rental car operations (not included as part of the Logan Airport Parking Freeze limit) and taxi/limousine operations, and up to 3,000 commercial parking spaces.

(8) The number of RAC vehicle storage spaces may be higher or lower based on variables, such as RAC operational practices, seasonal variations, fleet composition, inventory management, and/or demand profile.

(9) Total employee and commercial parking spaces reallocated to the SWSA in the form of existing spaces, "designated" spaces and "converted" spaces will be below the Logan Airport Parking Freeze limit of 20,692 spaces. Refer to Chapter 1, *Program Description* for further detail.

(10) Numbers were derived using Title V wastewater generation guidelines. Water use is based on sewage generation with an added factor of 10 percent for consumption, system loss, and other usage. Existing rental car wash facilities reclaim a large percentage of wastewater. The data used for projection of future wastewater assumes an equal percentage of reclamation. Additionally, a decrease in overall water use and wastewater generation is anticipated due to the relocation of the flight kitchen and the sustainable design goals, including a possible greywater reuse system (to be evaluated further).

**CONSERVATION LAND:** Would 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

Would 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.)

**Description of the SWSA Redevelopment Program**

The Massachusetts Port Authority (Massport) is proposing to redevelop the Southwest Service Area (SWSA) at Boston-Logan International Airport in East Boston, Massachusetts. Figures 1.1 and 1.2 show the location of the SWSA. The redevelopment of the SWSA is a continuation of Massport's ongoing goal of creating customer-efficient facilities that accommodate increased demand in an environmentally responsible manner. The SWSA is currently the center of ground transportation operations at the airport. The SWSA supports a variety of essential ground transportation services and facilities, including the taxi pool, currently six (6) separate rental car businesses (a seventh rental car business is expected to move on-airport by late-fall/early-winter 2007), and a bus/limousine pool as well as a flight kitchen. Figures 1.3 and 1.4 show the existing site conditions.

As described in its annual Environmental Status and Planning Reports (ESPRs) and Environmental Data Reports (EDRs) dating back to 1993, Massport has been engaged in ongoing feasibility studies to replace and upgrade existing car rental and ground transportation facilities in the SWSA. The proposed SWSA Redevelopment Program calls for the replacement of and upgrades to existing uses within the SWSA through the development of a five-level, approximately 2.7 million gross square foot garage, which includes consolidated rental car facilities and up to 3,000 commercial parking spaces. In addition, approximately 270,000 gross square feet of support facilities for the car rental operations (customer service center [CSC] and quick turnaround areas [QTAs]), a common bus system, a reconfigured taxi pool, and roadway and intersection improvements are also proposed. Figure 1.5 shows the proposed conditions. These facilities will necessitate the relocation of some ground transportation and other functions including the bus/limousine pool and flight kitchen. Lastly, the SWSA Redevelopment Program itself will implement improved environmental management, provide landscaped edge buffers and offer appropriate noise mitigation to adjacent neighborhoods.

The purpose of the proposed SWSA Redevelopment Program is to consolidate rental car operations and facilities on-airport into one integrated facility in order to better serve the tenants and the traveling public, reduce ground transportation and air quality impacts on-airport and in the surrounding neighborhoods, and to reduce associated off-airport impacts.

Another component of the SWSA Redevelopment Program is commercial parking, which will better and more efficiently meet the demand for parking at the airport. The commercial parking garage will fully comply with the Logan Airport Parking Freeze, and will serve to improve management of the parking supply on the airport.

**Description of Alternatives**

As part of Phases 1 and 2 of the recent feasibility study for the SWSA Redevelopment Program, alternative development programs were considered for the SWSA, including a No-Build Alternative as well as a variety of build alternatives. After carefully evaluating the merits and costs of the various build alternatives, Massport has identified the Preferred Alternative as described and analyzed in this ENF. See Chapter 1, *Program Description* for a summary of the alternatives.

**Description of Mitigation Measures and Environmental Benefits**

Mitigation measures proposed for the SWSA Redevelopment Program include:

- New stormwater management facilities to handle stormwater runoff from the SWSA.
- A stormwater and greywater reuse system (being studied to reduce potable water use and wastewater generation).

**Project Description (continued)**

**Environmental Notification Form**

**Southwest Service Area Redevelopment Program at Boston-Logan International Airport  
East Boston, Massachusetts**

- Traffic and roadway improvements to more efficiently handle traffic to and from the SWSA.
- Shared shuttle bus system, using clean-fuel vehicles.
- Design to reduce noise heard in the adjacent neighborhoods and along the Harborwalk.
- Enhanced pedestrian circulation, bicycle facilities and other transportation demand management measures.
- In accordance with the Massachusetts Contingency Plan (310 CMR 40), Massport will assess, remediate, and bring to regulatory closure areas of any subsurface contamination encountered at the SWSA.
- Complete the planned SWSA Airport Edge Buffer.
- Reduce construction period impacts by implementing noise reduction strategies, controlling erosion and sedimentation, controlling dust and heavy equipment air emissions, properly managing construction-related truck traffic on local roadways, and construction waste and hazardous materials.

Refer to Chapter 2, *Existing and Future Conditions* for further details on SWSA Redevelopment Program-related impacts and proposed mitigation measures. Among other things, a shared Compressed Natural Gas (CNG)-fueled shuttle bus system is expected to improve site and airport-wide circulation and traffic operations, and air quality. The current rental car shuttle bus fleet consists of 95 diesel-fuel vehicles run separately by the seven rental car companies. Preliminary analysis indicates that based upon various bus route options currently under consideration, the proposed car rental shuttle bus fleet size could be reduced by 30 to 50 percent, which is anticipated to result in a reduction in annual vehicle-miles-traveled and associated air emissions. Curbside congestion at the passenger terminals would also be reduced considerably since there would no longer be times when rental car buses from multiple companies try to access the curb simultaneously.

***Sustainable Design Elements***

The SWSA Redevelopment Program is expected to include sustainable design elements, such as energy efficient building systems, evaluation of on-site renewable energy opportunities, management/reduction of stormwater impacts, and reduction in potable water use and wastewater generation (greywater reuse system). Additionally, Massport is committed to voluntarily supporting, where feasible, the following key initiatives of the recent Executive Order (EO) 484 promulgated by Governor Patrick in April 2007:

- Quantify greenhouse gas (GHG) emissions and identify measures to minimize these emissions through compliance with the MEPA Greenhouse Gas Emissions Policy and Protocol;
- Incorporate energy and water conservation measures;
- Meet the MA LEED-Plus sustainable design rating system (strive to achieve LEED Silver rating); and
- Recycling of construction waste material.

In summary, the SWSA Redevelopment Program is expected to provide a broad range of environmental benefits to minimize its impact on the environment and human health, both locally and regionally, particularly when compared to future conditions without the proposed project.