

ENVIRONMENTAL NOTIFICATION FORM

Logan Express Parking Garage Framingham, Massachusetts

January 2014



Prepared for:



Massachusetts Port Authority
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Boston, MA 02128

Prepared by:



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January 15, 2014

Secretary Richard K. Sullivan Jr.
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900,
Boston, Massachusetts 02114

Subject: Logan Express Parking Garage, Framingham, Massachusetts

Dear Secretary Sullivan,

On behalf of the Massachusetts Port Authority (Massport), I am pleased to submit for your review the **Environmental Notification Form** (ENF) for a parking garage at the Logan Express facility in Framingham. As you are aware, the Logan Express system is a critical component of Massport's overall High Occupancy Vehicle (HOV) strategy for passenger and employee access to Boston Logan International Airport. The Logan Express network enables Massport to provide secure parking and frequent bus service from outlying area to all terminals at Logan Airport. These HOV improvements are particularly critical at a time when demand continues to increase for Logan Airport's limited parking supply.

As reported in Massport's *2011 Environmental Status and Planning Report* (ESPR) (EEA No. 3247), in 2011 the Logan Express system provided bus service to and from Logan Airport to greater than 1.1 million passengers and employees. Logan Express service provides the greatest share of HOV/Shared-Ride mode to Logan Airport, after the MBTA's Blue Line. As such, by reducing single-occupant vehicle use by passenger and employees going to Logan Airport, the Logan Express systems are consistent with Massport's long-range air quality and HOV strategies and the Massachusetts Department of Transportation's GreenDOT Policy initiatives and Statewide Mode Share Goal.

To facilitate greater public involvement, Massport requests that you agree to an extended 30-day public comment period for the ENF to begin on January 22, 2014, the publication date of the next *Environmental Monitor*, and to end on February 21, 2014. All parties on the distribution list will be sent a copy of the ENF. The ENF will be available for inspection at our offices as well as a number of public libraries (as shown on the ENF distribution list) and on Massport's website (www.massport.com).

Please feel free to contact me at (617) 568-3524 or at sdalzell@massport.com if you have any questions.

Sincerely,

Massachusetts Port Authority

Stewart Dalzell, Deputy Director
Economic Planning and Development

Enclosures

cc: D. Doane/Massport, D. DeGeorge, P.E./FST

Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
 Massachusetts Environmental Policy Act (MEPA) Office

Environmental Notification Form

For Office Use Only

EEA#: _____

MEPA Analyst: _____

The information requested on this form must be completed in order to submit a document electronically for review under the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: <i>Logan Express Parking Garage</i>		
Street Address: <i>Shoppers World Drive at Burr Street Extension</i>		
Municipality: <i>Framingham</i>	Watershed: <i>Concord River</i>	
Universal Transverse Mercator Coordinates: <i>VTM Zone 19, 4686290.23N, 302775.99E</i>	Latitude: <i>42-18.23 north</i>	Longitude: <i>71-23.57 west</i>
Estimated commencement date: <i>May 2014</i>	Estimated completion date: <i>March, 2015</i>	
Project Type: <i>Parking Garage</i>	Status of project design: <i>15</i> %complete	
Proponent: <i>Massachusetts Port Authority</i>		
Street Address: <i>One Harborside Drive, Suite 200S</i>		
Municipality: <i>Boston</i>	State: <i>MA</i>	Zip Code: <i>02128</i>
Name of Contact Person: <i>Stewart Dalzell</i>		
Firm/Agency: <i>Massachusetts Port Authority</i>	Street Address: <i>One Harborside Drive, Suite 200S</i>	
Municipality: <i>Boston</i>	State: <i>MA</i>	Zip Code: <i>02128</i>
Phone: <i>617-568-3524</i>	Fax:	E-mail: <i>sdalzell@massport.com</i>

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
 Yes No

If this is an Expanded Environmental Notification Form (ENF) (see 301 CMR 11.05(7)) or a Notice of Project Change (NPC), are you 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
 (Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?
301 CMR 11.03(6)(b)15. Construction of 300 or more New parking spaces at a single location.

Which State Agency Permits will the project require? *State Building Permit, State Plumbing Permit, WPA Notice of Intent*

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:
The Massachusetts Port Authority, a public agency, will fund this project.

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage (<i>property plus limit of disturbance in street easement/ ROW</i>)	<i>5.05</i>		
New acres of land altered		<i>0</i>	
Acres of impervious area	<i>3.25</i>	<i>-0.10</i>	<i>3.14</i>
Square feet of new bordering vegetated wetlands alteration		<i>600</i>	
Square feet of new other wetland alteration		<i>0</i>	
Acres of new non-water dependent use of tidelands or waterways		<i>0</i>	
STRUCTURES			
Gross square footage	<i>2,305</i>	<i>106,335</i>	<i>108,660</i>
Number of housing units	<i>0</i>	<i>0</i>	<i>0</i>
Maximum height (feet)	<i>19</i>	<i>53</i>	<i>72</i>
TRANSPORTATION			
Vehicle trips per day	<i>2,450</i>	<i>635</i>	<i>3,085</i>
Parking spaces	<i>874</i>	<i>626</i>	<i>1,500</i>
WASTEWATER			
Water Use (Gallons per day)	<i>600</i>	<i>1,200</i>	<i>1,800</i>
Water withdrawal (GPD)	<i>0</i>	<i>0</i>	<i>0</i>
Wastewater generation/treatment (GPD)	<i>500</i>	<i>1,000</i>	<i>1,500</i>
Length of water mains (miles)	<i>0</i>	<i>0</i>	<i>0</i>
Length of sewer mains (miles)	<i>0</i>	<i>0</i>	<i>0</i>
Has this project been filed with MEPA before? <input checked="" type="checkbox"/> Yes (EEA # <i>12412</i>) <input type="checkbox"/> No			
Has any project on this site been filed with MEPA before? <input checked="" type="checkbox"/> Yes (EEA # <i>12412</i>) <input type="checkbox"/> No			

GENERAL PROJECT INFORMATION – all proponents must fill out this section

PROJECT DESCRIPTION: *The Massachusetts Port Authority (Massport) is proposing improvements to the existing Logan Express parking facility in the Town of Framingham located in close proximity to the Massachusetts Turnpike (I-90) at the corner of Burr Street and Shoppers World Drive (Figure 1). As described in the attached materials, Massport secured approvals for a 1081, 4-level garage at this location in early 2001. Following the events of September 11, 2001, however, the proposed improvements were never constructed. Over the past several years, as passenger levels at Boston-Logan International Airport have returned to pre-2001 levels and beyond, ridership at Massport's Framingham Logan Express facility have similarly recovered. Between 2012 and 2013, the average daily parking demand for this location increased by 12%.*

To meet this increased demand, Massport now proposes to increase the parking capacity and consolidate four existing surface parking lots with a 5-level garage (grade plus four parking decks) to support 1,500 cars at this location. Construction of a single garage will alleviate the long-standing inefficiencies in serving the main parking lot and three additional off-site overflow parking locations and the inconveniences experienced by the users of the overflow sites.

Describe the existing conditions and land uses on the project site: *The garage will be constructed over the existing paved parking lot and will also replace the existing bus terminal. Existing conditions are further described in Attachment 1, Project Description*

Describe the proposed project and its programmatic and physical elements: *As further described in Attachment 1, Project Description, the project will expand and upgrade existing HOV facilities by constructing a new garage and bus terminal facility.*

Describe the on-site project alternatives (and alternative off-site locations, if applicable), considered by the proponent, including at least one feasible alternative that is allowed under current zoning, and the reasons(s) that they were not selected as the preferred alternative: *The attached Project Description discusses the alternatives considered for the proposed Logan Express facility. Massport is exempt from local zoning requirements. However, the project is a continuation of the existing use and the garage would conform with the height restrictions found in the Business and Light Manufacturing zoning districts.*

Summarize the mitigation measures proposed to offset the impacts of the preferred alternative: *Proposed avoidance, minimization, and mitigation measures are discussed in the attached Project Description.*

If the project is proposed to be constructed in phases, please describe each phase: *This project anticipates construction of a 4-level, 1,100-space garage in 2014. If funding permits, a 5-level, 1,500-space garage will be constructed at the same time. The garage foundations will be designed to allow for future vertical expansion to 7 levels so that the proposed Framingham Logan Express garage will have the ability to meet demand if program ridership continues to grow. Massport has no immediate plans for expansion beyond 5 levels.*

AREAS OF CRITICAL ENVIRONMENTAL CONCERN:

Is the project within or adjacent to an Area of Critical Environmental Concern?

Yes (Specify)

No

If yes, does the ACEC have an approved Resource Management Plan? ___ Yes ___ No;

If yes, describe how the project complies with this plan.

Will there be stormwater runoff or discharge to the designated ACEC? ___ Yes ___ No;

If yes, describe and assess the potential impacts of such stormwater runoff/discharge to the designated ACEC.

RARE SPECIES:

Does the project site include Estimated and/or Priority Habitat of State-Listed Rare Species? (see http://www.mass.gov/dfwele/dfw/nhESP/regulatory_review/priority_habitat/priority_habitat_home.htm)

Yes (Specify) No

Portions of the project include NHESP PH 1376 and/or EH 50 (Figure 5).

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

WATER RESOURCES:

Is there an Outstanding Resource Water (ORW) on or within a half-mile radius of the project site?

___ Yes No; if yes, identify the ORW and its location.

Are there any impaired water bodies on or within a half-mile radius of the project site? ___ Yes No;

if yes, identify the water body and pollutant(s) causing the impairment:

Lake Cochituate (MA82125, Category 5) is 0.8 miles from the project site, and an unnamed tributary (MA82A-22, Category 5) is 0.6 miles from the project site.

Is the project within a medium or high stress basin, as established by the Massachusetts

Water Resources Commission? ___ Yes No

STORMWATER MANAGEMENT:

Generally describe the project's stormwater impacts and measures that the project will take to comply with the standards found in MassDEP's Stormwater Management Regulations:

The project is considered a redevelopment project and therefore the stormwater management system will be designed to meet stormwater standards to the maximum extent practicable, while improving upon existing conditions. Conformance with the stormwater standards will be achieved in accordance with the Massachusetts Stormwater Handbook (Jan 2008).

The proposed storm drainage facilities are comprised of an open and closed drainage system with specific Low Impact Development (LID) measures and Best Management Practices (BMPs) for controlling the stormwater discharges. LID/BMP's measures include the use of pervious pavement at selected locations, infiltration trenches and proprietary treatment unit. Existing stormwater basin and drainage outfalls will be retained and utilized as part of the stormwater management

system. Remaining components of the closed drainage system, including oil/grit separators will be abandoned or removed.

Roof runoff from the new facility will be directed to the new proprietary treatment unit prior to discharging to the existing stormwater basin, while runoff from the interior levels of the garage will be directed to the sewer system. Stormwater pollutants will be minimized as the roof parking will be only be used during peak operation, and snow-melting machines will be utilized in place of de-icing chemicals. Existing paved areas outside the proposed impervious footprint will be converted to lawn areas. Proposed site improvements will result in an overall decrease of pavement and impervious area within the project limits. As noted above, pervious pavement will be installed outside of the garage footprint within the valet parking and employee parking areas.

MASSACHUSETTS CONTINGENCY PLAN:

Has the project site been, or is it currently being, regulated under M.G.L.c.21E or the Massachusetts Contingency Plan? Yes ___ No; if yes, please describe the current status of the site (including Release Tracking Number (RTN), cleanup phase, and Response Action Outcome classification):

The following list was obtained from the MassDEP Bureau of Waste Cleanup database:

Two RTNs exist on site:

<i>RTN</i>	<i>Site Name/Location Aid</i>	<i>Status</i>	<i>Class</i>	<i>Phase</i>
<i>3-4286</i>	<i>1 Worcester Road; Shoppers World Mall (current Logan Express Site)</i>	<i>WCSP RM</i>	<i>n/a</i>	<i>n/a</i>
<i>3-21193</i>	<i>1 Worcester Road; Shoppers World (Framingham Logan Express)</i>	<i>RAO</i>	<i>B1</i>	<i>n/a</i>

Two RTNs about the site:

<i>RTN</i>	<i>Site Name/Location Aid</i>	<i>Status</i>	<i>Class</i>	<i>Phase</i>
<i>3-13907</i>	<i>375 Cochituate Road</i>	<i>RAO</i>	<i>A2</i>	<i>n/a</i>
<i>3-15808</i>	<i>Southwest Corner of Cochituate Road</i>	<i>DPS</i>	<i>n/a</i>	<i>n/a</i>

One RTN is at the northwest corner of Cochituate Road and Burr Street, in close proximity to the site.

<i>RTN</i>	<i>Site Name/Location Aid</i>	<i>Status</i>	<i>Class</i>	<i>Phase</i>
<i>3-13200</i>	<i>510 Cochituate Road</i>	<i>RAO</i>	<i>A2</i>	<i>III</i>

These environmental issues will be further investigated as project design progresses and results of previously drilled monitoring wells are reviewed. Massport's standard construction specifications include requirements for the proper management of contaminated soil and groundwater in the event that such conditions are encountered during excavation.

Is there an Activity and Use Limitation (AUL) on any portion of the project site? Yes ___ No **X**;
if yes, describe which portion of the site and how the project will be consistent with the AUL:

Are you aware of any Reportable Conditions at the property that have not yet been assigned an RTN? Yes ___ No ; if yes, please describe:

SOLID AND HAZARDOUS WASTE:

If the project will generate solid waste during demolition or construction, describe alternatives considered for re-use, recycling, and disposal of, e.g., asphalt, brick, concrete, gypsum, metal, wood

For capital construction projects, Massport requires construction contractors to recycle the construction and demolition waste (C&D) generated by their projects. In May 2011, Massport began tracking the amount of materials recycled during capital construction projects. Between May and December 2011, Massport recycled almost all C&D materials from capital construction projects, 51,368 tons or 98 percent of C&D materials.

Will your project disturb asbestos containing materials? Yes ___ No **X**;
if yes, please consult state asbestos requirements at <http://mass.gov/MassDEP/air/asbhom01.htm>

Describe anti-idling and other measures to limit emissions from construction equipment:

Massport's Sustainable Design Standards and Guidelines (SDSG) requires that all construction projects heavy construction equipment be equipped with diesel particulate filters or diesel oxidation catalysts in accordance with the Massachusetts Department of Environmental Protection (MassDEP) Clean Air Construction Initiative (CACI).

Furthermore, Massport will work closely with all bus operators to enforce all state and federal anti-idling regulations. Massport will also provide signage throughout the garage and pick-up drop-off areas reminding users of anti-idling requirements.

DESIGNATED WILD AND SCENIC RIVER:

Is this project site located wholly or partially within a defined river corridor of a federally designated Wild and Scenic River or a state designated Scenic River? Yes ___ No **X**;
if yes, specify name of river and designation:

If yes, does the project have the potential to impact any of the "outstandingly remarkable" resources of a federally Wild and Scenic River or the stated purpose of a state designated Scenic River? Yes ___ No ___ ; if yes, specify name of river and designation: _____;
if yes, will the project will result in any impacts to any of the designated "outstandingly remarkable" resources of the Wild and Scenic River or the stated purposes of a Scenic River. Yes ___ No ___ ;
if yes, describe the potential impacts to one or more of the "outstandingly remarkable" resources or stated purposes and mitigation measures proposed.

ATTACHMENTS:

1. List of all attachments to this document.
2. U.S.G.S. map (good quality color copy, 8-½ x 11 inches or larger, at a scale of 1:24,000) indicating the project location and boundaries.
- 3.. Plan, at an appropriate scale, of existing conditions on the project site and its immediate environs, showing all known structures, roadways and parking lots, railroad rights-of-way, wetlands and water bodies, wooded areas, farmland, steep slopes, public open spaces, and major utilities.
- 4 Plan, at an appropriate scale, depicting environmental constraints on or adjacent to the project site such as Priority and/or Estimated Habitat of state-listed rare species, Areas of Critical Environmental Concern, Chapter 91 jurisdictional areas, Article 97 lands, wetland resource area delineations, water supply protection areas, and historic resources and/or districts.
5. Plan, at an appropriate scale, of proposed conditions upon completion of project (if construction of the project is proposed to be phased, there should be a site plan showing conditions upon the completion of each phase).
6. List of all agencies and persons to whom the proponent circulated the ENF, in accordance with 301 CMR 11.16(2).
7. List of municipal and federal permits and reviews required by the project, as applicable.

Required Federal Permits

- ***Army Corps of Engineers Category 1 Section 404 Permit***
- ***National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities***

Required Municipal Permits

- ***Massachusetts Wetlands Protection Act Order of Conditions from the Framingham Conservation Commission***

LAND SECTION – all proponents must fill out this section

I. Thresholds / Permits

A. Does the project meet or exceed any review thresholds related to **land** (see 301 CMR 11.03(1)) ___ Yes **X** No; if yes, specify each threshold:

II. Impacts and Permits

A. Describe, in acres, the current and proposed character of the project site, as follows:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Footprint of building	0.05	2.45	2.50
Internal roadways	0	0	0
Parking and other paved areas	3.20	-2.55	0.65
Other altered areas	1.50	0.15	1.65
Undeveloped areas	0.30	-0.05	0.25
Total: Project Site Acreage	5.05	0.00	5.05

B. Has any part of the project site been in active agricultural use in the last five years? ___ Yes **X** No; if yes, how many acres of land in agricultural use (with prime state or locally important agricultural soils) will be converted to nonagricultural use?

C. Is any part of the project site currently or proposed to be in active forestry use? ___ Yes **X** No; if yes, please describe current and proposed forestry activities and indicate whether any part of the site is the subject of a forest management plan approved by the Department of Conservation and Recreation:

D. Does any part of the project involve conversion of land held for natural resources purposes in accordance with Article 97 of the Amendments to the Constitution of the Commonwealth to any purpose not in accordance with Article 97? ___ Yes **X** No; if yes, describe:

E. Is any part of the project site currently subject to a conservation restriction, preservation restriction, agricultural preservation restriction or watershed preservation restriction? ___ Yes **X** No; if yes, does the project involve the release or modification of such restriction? ___ Yes ___ No; if yes, describe:

F. Does the project require approval of a new urban redevelopment project or a fundamental change in an existing urban redevelopment project under M.G.L.c.121A? ___ Yes **X** No; if yes, describe:

G. Does the project require approval of a new urban renewal plan or a major modification of an existing urban renewal plan under M.G.L.c.121B? Yes ___ No **X**; if yes, describe:

III. Consistency

A. Identify the current municipal comprehensive land use plan
Title: *Framingham Master Plan* Date **2012**

B. Describe the project's consistency with that plan with regard to:

1) economic development

The Framingham Master Plan outlines the need to “establish a strong transportation system between the major economic hubs within the Town and regional transportation.” The Logan Express facility provides a key transit link to/from Logan Airport in the community. The Metro West Regional Transit Authority system can be accessed via a bus stop at Shopper’s World, within walking distance from the Logan Express facility.

- 2) **adequacy of infrastructure**
This Logan Express facility is a key node in the regional transit system. Construction of a single garage will alleviate the inefficiencies of serving three separate parking locations and encourage growth in HOV access to Logan.
- 3) **open space impacts**
The project is consistent with goals to protect and preserve natural resource areas and ensure no net loss of total wetlands. Compensation for permanent impacts to wetlands will occur on-site at a 2:1 ratio. Additional mitigation measures will include cleaning up the debris on site and cleaning out the accumulated sediment in the non-vegetated areas at each outfall.
- 4) **compatibility with adjacent land uses**
The project supports the Master Plan goal to improve the transportation system within the Golden Triangle (district adjacent to Concord Street, Old Connecticut Path, Speen Street, Worcester road and Cochituate Road). The ability to serve a greater number of Logan Express users will also contribute to the overall goal to create a sustainable community (i.e. improved regional traffic conditions and air quality).

C. Identify the current Regional Policy Plan of the applicable Regional Planning Agency (RPA)
RPA: *Metropolitan Area Planning Council*

Title: *MetroFuture* Date *May 2008*

D. Describe the project's consistency with that plan with regard to:

- 1) **economic development**
The Logan Express facility provides a convenient service to/from Logan Airport for employees and people traveling for business and pleasure. An improved facility will be attractive to existing and future businesses, as well as workers that live in and commute from the area.
- 2) **adequacy of infrastructure**
Both the MetroFuture plan and Logan Express program strive to reduce traffic congestion and provide more alternative options for travel.
- 3) **open space impacts**
The project is consistent with the plan's goal to reduce greenhouse gas emissions and use less energy. The project aims to generate more trips to Logan Airport via high-occupancy vehicles and reduce traffic congestion.

RARE SPECIES SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **rare species or habitat** (see 301 CMR 11.03(2))? ___ Yes No; if yes, specify, in quantitative terms:

(NOTE: If you are uncertain, it is recommended that you consult with the Natural Heritage and Endangered Species Program (NHESP) prior to submitting the ENF.)

B. Does the project require any state permits related to **rare species or habitat**? ___ Yes No

C. Does the project site fall within mapped rare species habitat (Priority or Estimated Habitat?) in the current Massachusetts Natural Heritage Atlas (attach relevant page)? ___ Yes No.

D. If you answered "No" to all questions A, B and C, proceed to the **Wetlands, Waterways, and Tidelands Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Rare Species section below.

II. Impacts and Permits

A. Does the project site fall within Priority or Estimated Habitat in the current Massachusetts Natural Heritage Atlas (attach relevant page)? Yes No. If yes,

1. Have you consulted with the Division of Fisheries and Wildlife Natural Heritage and Endangered Species Program (NHESP)? Yes No; if yes, have you received a determination as to whether the project will result in the "take" of a rare species? Yes No; if yes, attach the letter of determination to this submission.

2. Will the project "take" an endangered, threatened, and/or species of special concern in accordance with M.G.L. c.131A (see also 321 CMR 10.04)? Yes No; if yes, provide a summary of proposed measures to minimize and mitigate rare species impacts

3. Which rare species are known to occur within the Priority or Estimated Habitat?

4. Has the site been surveyed for rare species in accordance with the Massachusetts Endangered Species Act? Yes No

5. If your project is within Estimated Habitat, have you filed a Notice of Intent or received an Order of Conditions for this project? Yes No; if yes, did you send a copy of the Notice of Intent to the Natural Heritage and Endangered Species Program, in accordance with the Wetlands Protection Act regulations? Yes No

B. Will the project "take" an endangered, threatened, and/or species of special concern in accordance with M.G.L. c.131A (see also 321 CMR 10.04)? Yes No; if yes, provide a summary of proposed measures to minimize and mitigate impacts to significant habitat:

WETLANDS, WATERWAYS, AND TIDELANDS SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **wetlands, waterways, and tidelands** (see 301 CMR 11.03(3))? Yes No; if yes, specify, in quantitative terms:

B. Does the project require any state permits (or a local Order of Conditions) related to **wetlands, waterways, or tidelands**? Yes No; if yes, specify which permit:

Order of Conditions from the Framingham Conservation Commissions under the MA Wetlands Protection Act

C. If you answered "No" to both questions A and B, proceed to the **Water Supply Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Wetlands, Waterways, and Tidelands Section below.

II. Wetlands Impacts and Permits

A. Does the project require a new or amended Order of Conditions under the Wetlands Protection Act (M.G.L. c.131A)? Yes No; if yes, has a Notice of Intent been filed? Yes No; if yes, list the date and MassDEP file number: **153-1303** ; if yes, has a local Order of Conditions been issued? Yes No; Was the Order of Conditions appealed? Yes No.

Will the project require a Variance from the Wetlands regulations? ___ Yes **X** No.

- B. Describe any proposed permanent or temporary impacts to wetland resource areas located on the project site:

Approximately 600 square feet of permanent impacts to BVW are anticipated due to the construction of a footing in the northeast corner of the proposed building. These wetlands will be compensated on-site at a 2:1 ratio. The project is also within the 100-foot buffer area adjacent to the wetland system; however the overall impervious surface area on the site will decrease by approximately 4,000 sf.

- C. Estimate the extent and type of impact that the project will have on wetland resources, and indicate whether the impacts are temporary or permanent:

<u>Coastal Wetlands</u>	<u>Area (square feet) or Length (linear feet)</u>	<u>Temporary or Permanent Impact?</u>
Land Under the Ocean	0	
Designated Port Areas	0	
Coastal Beaches	0	
Coastal Dunes	0	
Barrier Beaches	0	
Coastal Banks	0	
Rocky Intertidal Shores	0	
Salt Marshes	0	
Land Under Salt Ponds	0	
Land Containing Shellfish	0	
Fish Runs	0	
Land Subject to Coastal Storm Flowage	0	
<u>Inland Wetlands</u>		
Bank (lf)	0	
Bordering Vegetated Wetlands	600 SF	Permanent
Isolated Vegetated Wetlands	0	
Land Under Water	0	
Isolated Land Subject to Flooding	0	
Bordering Land Subject to Flooding	0	
Riverfront Area	0	

- D. Is any part of the project:

1. proposed as a **limited project**? ___ Yes **X** No; if yes, what is the area (in sf)?
2. the construction or alteration of a **dam**? ___ Yes **X** No; if yes, describe:
3. fill or structure in a **velocity zone** or **regulatory floodway**? ___ Yes **X** No
4. dredging or disposal of dredged material? ___ Yes **X** No; if yes, describe the volume of dredged material and the proposed disposal site:
5. a discharge to an **Outstanding Resource Water (ORW)** or an **Area of Critical Environmental Concern (ACEC)**? ___ Yes **X** No
6. subject to a wetlands restriction order? ___ Yes **X** No; if yes, identify the area (in sf):
7. located in buffer zones? **X** Yes ___ No; if yes, how much (in sf) **41,400**

E. Will the project:

1. be subject to a local wetlands ordinance or bylaw? ___ Yes **X** No
Massport is exempt from local legislation as established in Section 2 of Massport's Enabling Act at "CHAPTER 465 OF THE ACTS OF 1956 AS AMENDED THROUGH AUGUST 7, 2010".
2. alter any federally-protected wetlands not regulated under state law? ___ Yes **X** No; if yes, what is the area (sf)?

III. Waterways and Tidelands Impacts and Permits

A. Does the project site contain waterways or tidelands (including filled former tidelands) that are subject to the Waterways Act, M.G.L.c.91? ___ Yes **X** No; if yes, is there a current Chapter 91 License or Permit affecting the project site? ___ Yes **X** No; if yes, list the date and license or permit number and provide a copy of the historic map used to determine extent of filled tidelands:

C. Does the project require a new or modified license or permit under M.G.L.c.91? ___ Yes **X** No; if yes, how many acres of the project site subject to M.G.L.c.91 will be for non-water-dependent use? Current ___ Change ___ Total ___
If yes, how many square feet of solid fill or pile-supported structures (in sf)?

C. For non-water-dependent use projects, indicate the following:

Area of filled tidelands on the site: _____

Area of filled tidelands covered by buildings: _____

For portions of site on filled tidelands, list ground floor uses and area of each use:

_____ Does the project include new non-water-dependent uses located over flowed tidelands?

Yes ___ No ___

Height of building on filled tidelands _____

Also show the following on a site plan: Mean High Water, Mean Low Water, Water-dependent Use Zone, location of uses within buildings on tidelands, and interior and exterior areas and facilities dedicated for public use, and historic high and historic low water marks.

D. Is the project located on landlocked tidelands? ___ Yes **X** No; if yes, describe the project's impact on the public's right to access, use and enjoy jurisdictional tidelands and describe measures the project will implement to avoid, minimize or mitigate any adverse impact:

E. Is the project located in an area where low groundwater levels have been identified by a municipality or by a state or federal agency as a threat to building foundations?

___ Yes **X** No; if yes, describe the project's impact on groundwater levels and describe measures the project will implement to avoid, minimize or mitigate any adverse impact:

F. Is the project non-water-dependent **and** located on landlocked tidelands **or** waterways or tidelands subject to the Waterways Act **and** subject to a mandatory EIR? ___ Yes **X** No; (NOTE: If yes, then the project will be subject to Public Benefit Review and Determination.)

G. Does the project include dredging? ___ Yes **X** No; if yes, answer the following questions:

What type of dredging? Improvement ___ Maintenance ___ Both ___

What is the proposed dredge volume, in cubic yards (cys) _____

What is the proposed dredge footprint ___ length (ft) ___ width (ft) ___ depth (ft);

Will dredging impact the following resource areas?

Intertidal Yes ___ No ___; if yes, ___ sq ft

Outstanding Resource Waters Yes ___ No ___; if yes, ___ sq ft

Other resource area (i.e. shellfish beds, eel grass beds)

Yes ___ No ___; if yes ___ sq ft

If yes to any of the above, have you evaluated appropriate and practicable steps to:
1) avoidance; 2) if avoidance is not possible, minimization; 3) if either avoidance or minimize is not possible, mitigation?

If no to any of the above, what information or documentation was used to support this determination?

Provide a comprehensive analysis of practicable alternatives for improvement dredging in accordance with 314 CMR 9.07(1)(b). Physical and chemical data of the sediment shall be included in the comprehensive analysis.

Sediment Characterization

Existing gradation analysis results? ___ Yes ___ No; if yes, provide results.

Existing chemical results for parameters listed in 314 CMR 9.07(2)(b)6?
___ Yes ___ No; if yes, provide results.

Do you have sufficient information to evaluate feasibility of the following management options for dredged sediment? If yes, check the appropriate option.

Beach Nourishment ___

Unconfined Ocean Disposal ___

Confined Disposal:

Confined Aquatic Disposal (CAD) ___

Confined Disposal Facility (CDF) ___

Landfill Reuse in accordance with COMM-97-001 ___

Shoreline Placement ___

Upland Material Reuse ___

In-State landfill disposal ___

Out-of-state landfill disposal ___

(NOTE: This information is required for a 401 Water Quality Certification.)

IV. Consistency:

A. Does the project have effects on the coastal resources or uses, and/or is the project located within the Coastal Zone? ___ Yes **X** No; if yes, describe these effects and the projects consistency with the policies of the Office of Coastal Zone Management:

B. Is the project located within an area subject to a Municipal Harbor Plan? ___ Yes **X** No; if yes, identify the Municipal Harbor Plan and describe the project's consistency with that plan:

WATER SUPPLY SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **water supply** (see 301 CMR 11.03(4))? ___ Yes No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **water supply**? ___ Yes No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Wastewater Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Water Supply Section below.

II. Impacts and Permits

A. Describe, in gallons per day (gpd), the volume and source of water use for existing and proposed activities at the project site:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Municipal or regional water supply	_____	_____	_____
Withdrawal from groundwater	_____	_____	_____
Withdrawal from surface water	_____	_____	_____
Interbasin transfer	_____	_____	_____

(NOTE: Interbasin Transfer approval will be required if the basin and community where the proposed water supply source is located is different from the basin and community where the wastewater from the source will be discharged.)

B. If the source is a municipal or regional supply, has the municipality or region indicated that there is adequate capacity in the system to accommodate the project? ___ Yes ___ No

C. If the project involves a new or expanded withdrawal from a groundwater or surface water source, has a pumping test been conducted? ___ Yes ___ No; if yes, attach a map of the drilling sites and a summary of the alternatives considered and the results. _____

D. What is the currently permitted withdrawal at the proposed water supply source (in gallons per day)? _____ Will the project require an increase in that withdrawal? ___ Yes ___ No; if yes, then how much of an increase (gpd)? _____

E. Does the project site currently contain a water supply well, a drinking water treatment facility, water main, or other water supply facility, or will the project involve construction of a new facility? ___ Yes ___ No. If yes, describe existing and proposed water supply facilities at the project site:

	<u>Permitted Flow</u>	<u>Existing Avg Daily Flow</u>	<u>Project Flow</u>	<u>Total</u>
Capacity of water supply well(s) (gpd)	_____	_____	_____	_____
Capacity of water treatment plant (gpd)	_____	_____	_____	_____

F. If the project involves a new interbasin transfer of water, which basins are involved, what is the direction of the transfer, and is the interbasin transfer existing or proposed?

G. Does the project involve:

1. new water service by the Massachusetts Water Resources Authority or other agency of the Commonwealth to a municipality or water district? ___ Yes ___ No
2. a Watershed Protection Act variance? ___ Yes ___ No; if yes, how many acres of alteration?
3. a non-bridged stream crossing 1,000 or less feet upstream of a public surface drinking water supply for purpose of forest harvesting activities? ___ Yes ___ No

III. Consistency

Describe the project's consistency with water conservation plans or other plans to enhance water resources, quality, facilities and services:

WASTEWATER SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **wastewater** (see 301 CMR 11.03(5))? ___ Yes No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **wastewater**? ___ Yes No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Transportation -- Traffic Generation Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Wastewater Section below.

II. Impacts and Permits

A. Describe the volume (in gallons per day) and type of disposal of wastewater generation for existing and proposed activities at the project site (calculate according to 310 CMR 15.00 for septic systems or 314 CMR 7.00 for sewer systems):

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Discharge of sanitary wastewater	_____	_____	_____
Discharge of industrial wastewater	_____	_____	_____
TOTAL	_____	_____	_____

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Discharge to groundwater	_____	_____	_____
Discharge to outstanding resource water	_____	_____	_____
Discharge to surface water	_____	_____	_____
Discharge to municipal or regional wastewater facility	_____	_____	_____
TOTAL	_____	_____	_____

B. Is the existing collection system at or near its capacity? ___ Yes ___ No; if yes, then describe the measures to be undertaken to accommodate the project's wastewater flows:

C. Is the existing wastewater disposal facility at or near its permitted capacity? ___ Yes ___ No; if yes, then describe the measures to be undertaken to accommodate the project's wastewater flows:

D. Does the project site currently contain a wastewater treatment facility, sewer main, or other wastewater disposal facility, or will the project involve construction of a new facility?
___ Yes ___ No; if yes, describe as follows:

	<u>Permitted</u>	<u>Existing Avg Daily Flow</u>	<u>Project Flow</u>	<u>Total</u>
Wastewater treatment plant capacity (in gallons per day)	_____	_____	_____	_____

E. If the project requires an interbasin transfer of wastewater, which basins are involved, what is the direction of the transfer, and is the interbasin transfer existing or new?

(NOTE: Interbasin Transfer approval may be needed if the basin and community where wastewater will be discharged is different from the basin and community where the source of water supply is located.)

F. Does the project involve new sewer service by the Massachusetts Water Resources Authority (MWRA) or other Agency of the Commonwealth to a municipality or sewer district? ___ Yes ___ No

G. Is there an existing facility, or is a new facility proposed at the project site for the storage, treatment, processing, combustion or disposal of sewage sludge, sludge ash, grit, screenings, wastewater reuse (gray water) or other sewage residual materials? ___ Yes ___ No; if yes, what is the capacity (tons per day):

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Storage	_____	_____	_____
Treatment	_____	_____	_____
Processing	_____	_____	_____
Combustion	_____	_____	_____
Disposal	_____	_____	_____

H. Describe the water conservation measures to be undertaken by the project, and other wastewater mitigation, such as infiltration and inflow removal.

III. Consistency

- A. Describe measures that the proponent will take to comply with applicable state, regional, and local plans and policies related to wastewater management:

- B. If the project requires a sewer extension permit, is that extension included in a comprehensive wastewater management plan? ___ Yes ___ No; if yes, indicate the EEA number for the plan and whether the project site is within a sewer service area recommended or approved in that plan:

TRANSPORTATION SECTION (TRAFFIC GENERATION)

I. Thresholds / Permit

A. Will the project meet or exceed any review thresholds related to **traffic generation** (see 301 CMR 11.03(6))? ___ Yes **X** No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **state-controlled roadways**? ___ Yes **X** No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Roadways and Other Transportation Facilities Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Traffic Generation Section below.

II. Traffic Impacts and Permits

A. Describe existing and proposed vehicular traffic generated by activities at the project site:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Number of parking spaces	_____	_____	_____
Number of vehicle trips per day	_____	_____	_____
ITE Land Use Code(s):	_____	_____	_____

B. What is the estimated average daily traffic on roadways serving the site?

<u>Roadway</u>	<u>Existing</u>	<u>Change</u>	<u>Total</u>
1. _____	_____	_____	_____
2. _____	_____	_____	_____
3. _____	_____	_____	_____

C. If applicable, describe proposed mitigation measures on state-controlled roadways that the project proponent will implement:

D. How will the project implement and/or promote the use of transit, pedestrian and bicycle facilities and services to provide access to and from the project site?

C. Is there a Transportation Management Association (TMA) that provides transportation demand management (TDM) services in the area of the project site? ___ Yes ___ No; if yes, describe if and how will the project will participate in the TMA:

D. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation facilities? ___ Yes ___ No; if yes, generally describe:

E. If the project will penetrate approach airspace of a nearby airport, has the proponent filed a Massachusetts Aeronautics Commission Airspace Review Form (780 CMR 111.7) and a Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA) (CFR Title 14 Part 77.13, forms 7460-1 and 7460-2)?

III. Consistency

Describe measures that the proponent will take to comply with municipal, regional, state, and federal plans and policies related to traffic, transit, pedestrian and bicycle transportation facilities and services:

TRANSPORTATION SECTION (ROADWAYS AND OTHER TRANSPORTATION FACILITIES)

I. Thresholds

A. Will the project meet or exceed any review thresholds related to **roadways or other transportation facilities** (see 301 CMR 11.03(6))? Yes ___ No; if yes, specify, in quantitative terms:

Construction of 626 new spaces (226 new spaces included in 2014/2015 construction and 400 more in future construction).

B. Does the project require any state permits related to **roadways or other transportation facilities**? ___ Yes No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Energy Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Roadways Section below.

II. Transportation Facility Impacts

A. Describe existing and proposed transportation facilities in the immediate vicinity of the project site:

The project site itself is a public transportation facility. It serves as a transfer point between automobiles and high-occupancy vehicle (bus) service to Logan Airport in Boston, as well as a private long-distance bus company. The site is convenient to Metro West residents/visitors with easy access from/to I-90, Route 9, Route 30, Route 126, and the Metro West Regional Transit Authority bus line.

****See General Project Description (Attachment 1) for additional details****

B. Will the project involve any

1. Alteration of bank or terrain (in linear feet)? **0**
2. Cutting of living public shade trees (number)? **0**
3. Elimination of stone wall (in linear feet)? **0**

III. Consistency -- Describe the project's consistency with other federal, state, regional, and local plans and policies related to traffic, transit, pedestrian and bicycle transportation facilities and services, including consistency with the applicable regional transportation plan and the Transportation Improvements Plan (TIP), the State Bicycle Plan, and the State Pedestrian Plan:

The Logan Express operation complies with the goals of municipal, regional, state, and federal policy to encourage increased use of high-occupancy, public transportation and, in so-doing, decrease traffic volumes. With regard to the latter, Massport's entire Logan Express operation, including the Framingham site, has been particularly effective in reducing traffic levels on key roadways, particularly the harbor tunnels, leading to Logan Airport. It also has been effective in reducing demand for parking at Logan Airport. Resulting reduced traffic levels have had a positive effect on regional air quality. Similarly, the public transportation service provided at the Framingham site by Peter Pan and Greyhound also helps to reduce regional traffic volumes by providing an alternative to automobile usage. Massport will continue to encourage these uses.

The proposed improvements to the Framingham Logan Express site will serve to provide continuing and increased encouragement to use the public transportation services operating from that location through the provision of various amenities. Key among these amenities will be the

provision of secure parking, much of it under roof, at one central location. Customer convenience and operational efficiency of the bus service will be increased by eliminating the need to provide overflow parking at remote locations. The increase in the total number of spaces being provided for the Framingham operation will further serve to promote increased use of the high-occupancy vehicles that provide service to and from the terminal facility.

The design of the project will also enhance passenger safety by minimizing the conflict of passengers crossing the current bus way at grade.

ENERGY SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **energy** (see 301 CMR 11.03(7))?

___ Yes **X** No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **energy**? ___ Yes **X** No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Air Quality Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Energy Section below.

II. Impacts and Permits

A. Describe existing and proposed energy generation and transmission facilities at the project site:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Capacity of electric generating facility (megawatts)	_____	_____	_____
Length of fuel line (in miles)	_____	_____	_____
Length of transmission lines (in miles)	_____	_____	_____
Capacity of transmission lines (in kilovolts)	_____	_____	_____

B. If the project involves construction or expansion of an electric generating facility, what are:

1. the facility's current and proposed fuel source(s)?
2. the facility's current and proposed cooling source(s)?

C. If the project involves construction of an electrical transmission line, will it be located on a new, unused, or abandoned right of way? ___Yes ___No; if yes, please describe:

D. Describe the project's other impacts on energy facilities and services:

III. Consistency

Describe the project's consistency with state, municipal, regional, and federal plans and policies for enhancing energy facilities and services:

AIR QUALITY SECTION

I. Thresholds

A. Will the project meet or exceed any review thresholds related to **air quality** (see 301 CMR 11.03(8))? ___ Yes **X** No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **air quality**? ___ Yes **X** No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Solid and Hazardous Waste Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Air Quality Section below.

II. Impacts and Permits

A. Does the project involve construction or modification of a major stationary source (see 310 CMR 7.00, Appendix A)? ___ Yes ___ No; if yes, describe existing and proposed emissions (in tons per day) of:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Particulate matter	_____	_____	_____
Carbon monoxide	_____	_____	_____
Sulfur dioxide	_____	_____	_____
Volatile organic compounds	_____	_____	_____
Oxides of nitrogen	_____	_____	_____
Lead	_____	_____	_____
Any hazardous air pollutant	_____	_____	_____
Carbon dioxide	_____	_____	_____

B. Describe the project's other impacts on air resources and air quality, including noise impacts:

III. Consistency

A. Describe the project's consistency with the State Implementation Plan:

B. Describe measures that the proponent will take to comply with other federal, state, regional, and local plans and policies related to air resources and air quality:

SOLID AND HAZARDOUS WASTE SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **solid or hazardous waste** (see 301 CMR 11.03(9))? ___ Yes **X** No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **solid and hazardous waste**? ___ Yes **X** No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Historical and Archaeological Resources Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Solid and Hazardous Waste Section below.

II. Impacts and Permits

A. Is there any current or proposed facility at the project site for the storage, treatment, processing, combustion or disposal of solid waste? ___ Yes ___ No; if yes, what is the volume (in tons per day) of the capacity:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Storage	_____	_____	_____
Treatment, processing	_____	_____	_____
Combustion	_____	_____	_____
Disposal	_____	_____	_____

B. Is there any current or proposed facility at the project site for the storage, recycling, treatment or disposal of hazardous waste? ___ Yes ___ No; if yes, what is the volume (in tons or gallons per day) of the capacity:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Storage	_____	_____	_____
Recycling	_____	_____	_____
Treatment	_____	_____	_____
Disposal	_____	_____	_____

C. If the project will generate solid waste (for example, during demolition or construction), describe alternatives considered for re-use, recycling, and disposal:

D. If the project involves demolition, do any buildings to be demolished contain asbestos? ___ Yes ___ No

E. Describe the project's other solid and hazardous waste impacts (including indirect impacts):

III. Consistency

Describe measures that the proponent will take to comply with the State Solid Waste Master Plan:

HISTORICAL AND ARCHAEOLOGICAL RESOURCES SECTION

I. Thresholds / Impacts

A. Have you consulted with the Massachusetts Historical Commission? Yes ___ No; if yes, attach correspondence. For project sites involving lands under water, have you consulted with the Massachusetts Board of Underwater Archaeological Resources? ___ Yes ___ No; if yes, attach correspondence

A letter dated November 7, 2013 was sent to MHC requesting concurrence that the existing Logan Express building and site in Framingham are not listed or eligible for listing on the National Register of Historic Places, and that the proposed action does not constitute an Adverse Effect under M.G.L. Chapter 9, Sections 26-27C, as amended by Chapter 254 of the Acts of 1988 [950 CMR 71.04(2)].

B. Is any part of the project site a historic structure, or a structure within a historic district, in either case listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth? ___ Yes No; if yes, does the project involve the demolition of all or any exterior part of such historic structure? ___ Yes ___ No; if yes, please describe:

C. Is any part of the project site an archaeological site listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth? ___ Yes No; if yes, does the project involve the destruction of all or any part of such archaeological site? ___ Yes ___ No; if yes, please describe:

D. If you answered "No" to all parts of both questions A, B and C, proceed to the **Attachments and Certifications** Sections. If you answered "Yes" to any part of either question A or question B, fill out the remainder of the Historical and Archaeological Resources Section below.

II. Impacts

Describe and assess the project's impacts, direct and indirect, on listed or inventoried historical and archaeological resources:

The Massachusetts Historical Commission determined that this project is unlikely to affect significant historical or archeological resources. See Attachment 5.

III. Consistency

Describe measures that the proponent will take to comply with federal, state, regional, and local plans and policies related to preserving historical and archaeological resources:

No historical/archaeological resources have been identified at the project site (see II. Impacts, above).



CERTIFICATIONS:

1. The Public Notice of Environmental Review has been/will be published in the following newspapers in accordance with 301 CMR 11.15(1):

Name) *Metrowest Daily News* Date) *on or before January 22, 2014*

2. This form has been circulated to Agencies and Persons in accordance with 301 CMR 11.16(2).

Signatures:

		<i>1/10/14</i>	<i>1/10/2014</i>	
Date	Signature of Responsible Officer or Proponent	Date	Date	Signature of person preparing NPC (if different from above)

Stewart Dalzell
Name (print or type)

Hillary B. King
Name (print or type)

Massachusetts Port Authority
Firm/Agency

Fay, Spofford & Thorndike
Firm/Agency

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Logan Express Parking Garage
Framingham, Massachusetts

List of Attachments

ATTACHMENT 1	Project Narrative
ATTACHMENT 2	Project Locus Maps
ATTACHMENT 3	Project Plans
ATTACHMENT 4	ENF Circulation List
ATTACHMENT 5	Correspondence
ATTACHMENT 6	Traffic Impact and Access Study
ATTACHMENT 7	Previous ENF Certificate

ATTACHMENT 1
Project Narrative

Logan Express Parking Garage Framingham, Massachusetts

PROJECT DESCRIPTION

Introduction

The Massachusetts Port Authority (Massport) is proposing improvements to the existing Logan Express parking facility in the Town of Framingham located in close proximity to the Massachusetts Turnpike (I-90) at the corner of Burr Street and Shoppers World Drive (Figure 1). As described below, Massport secured approvals for a garage at this location in early 2001. Following the events of September 11, 2001, however, the proposed improvements were never constructed. Over the past several years, as passenger levels at Boston-Logan International Airport have returned to pre-2001 levels and beyond, ridership at Massport's Framingham Logan Express facility have similarly recovered. Between 2012 and 2013, the average daily parking demand for this location increased by 12%.

To meet this existing and projected demand, Massport is proposing to increase the parking capacity and consolidate four existing surface parking lots with a phased 5-level garage (grade plus four parking decks) to support up to 1,500 cars at this facility. Construction of a single garage with an integrated terminal building will add to Massport's High Occupancy Vehicle (HOV) capacity for passengers and employees, enhance customer service, and alleviate the inefficiencies experienced today in serving the three separate overflow parking lots which for over 15 years have comprised the Framingham Logan Express facility.

This project anticipates construction of a 4-level, 1,100-space garage in 2014. If funding permits, a 5-level, 1,500-space garage will be constructed. The garage will be designed to allow for future vertical expansion to 7 levels so that the proposed Framingham Logan Express garage will have the ability to meet demand if program ridership continues to grow. Massport has no immediate plans for expansion beyond 5 levels.

Prior MEPA Filing

An ENF was filed by Massport for the construction of a 1,081 space garage at this site in January, 2001 (EEA#12412, see Attachment 7). On February 23, 2001, the Secretary determined that the preparation an Environmental Impact Report (EIR) was not required. That project was not constructed. The current proposal will increase the facility's capacity by 626 spaces, and therefore exceeds the MEPA review threshold for filing an ENF (301 CMR 11.03(6)(b)15: Construction of 300 or more New parking spaces at a single location). The project does not exceed any mandatory EIR thresholds.

Purpose and Need

The purpose of this project is to expand reliable and convenient access for HOV service to Boston Logan International Airport for passengers and employees in the MetroWest/Framingham area. Currently, the Framingham Logan Express facility can accommodate up to approximately 875 vehicles, though existing demand can exceed that capacity during Logan's seasonal peak traveling periods.

Over the past several years, on-airport parking demand at Logan has routinely exceeded capacity. In response, Massport continues to heavily promote the use of the four Logan Express sites, particularly during peak travel periods. In addition to more frequent service at the most heavily used locations and reduced parking rates at all locations, seasonal promotions have included fare reductions. As a result, parking demand now exceeds capacity at Logan Express sites, particularly at the Framingham location. As described below, use of the adjacent overflow lots require additional bus stops and even these locations are now periodically unable to meet demand. As Logan continues to grow to meet forecast regional demand, the need for enhanced HOV services will become more critical. To meet this existing and projected demand, Massport is proposing to increase the parking capacity and consolidate four existing surface parking lots with a phased 5-level garage (grade plus four parking decks) to support up to 1,500 cars at this facility. The 1,500 spaces would increase the existing Framingham Logan Express parking capacity by 626 spaces.

Existing Conditions

Massport's Logan Express facilities provide secure parking and frequent bus service from outlying areas to all terminals at Boston Logan International Airport. There are currently four facilities in the Logan Express program located in Braintree, Framingham, Woburn, and Peabody. As reported in Massport's 2011 *Environmental Status and Planning Report (ESPR)* (EEA No. 3247), in 2011 the Logan Express system provided bus service to and from Logan Airport to greater than 1.1 million passengers and employees. Logan Express service provides the greatest share of HOV/Shared-Ride mode to Logan Airport, after the MBTA's Blue Line. As such, by reducing single-occupant vehicle use by passenger and employees going to Logan Airport, the Logan Express system is consistent with Massport's long-range air quality and HOV strategies and the Massachusetts Department of Transportation's GreenDOT Policy initiatives and Statewide Mode Share Goal.

The Framingham facility parcel is 4.63 acres¹, of which approximately 3.15 acres² are impervious. The remainder of the site is a mix of lawn, landscaping around the building, storm drainage facilities, forested upland and wetland. The site includes a one-story concrete bus terminal and adjacent 374-space surface parking lot, constructed by Massport in 1996. This parking facility is within the highly developed Massachusetts Turnpike (I-90)/Route 30/Route 9 corridor in the Framingham/ Natick area. Nearby land uses include the Shoppers World Plaza, REI store, the AMC Premium Cinema, Liberty Mutual office building, Home Goods/Target stores and numerous other retail, restaurant, and commercial buildings and associated surface parking lots.

Because the demand for long term parking at the Logan Express facility in Framingham exceeds the number of spaces at the main site more than 90% of the time, Massport leases a total of 500 spaces at three adjacent overflow parking lots located within walking distance of the existing bus terminal. Overflow lots are accessed at designated stops via Shoppers World Drive and West Drive. The most convenient and closest lot is 150 at-grade spaces leased south of Kohl's Department Store off West Drive. Approximately 300 spaces are leased from Shopper's World 10 months of the year at a location just north of Ring Road. Additionally, 50 spaces are leased at a snow storage location on the Shopper's World property, available except during snow storage periods (up to 4 months). Figure 2 illustrates the location of the main parking lots and adjacent overflow parking lots. Most passengers initially drive to the bus terminal on the primary site and then are redirected to one of the adjacent overflow lots when the primary lot is full.

Two unsignalized driveways provide access to the existing site. An entrance/non-bus exit is provided through a median break on Shoppers World Drive approximately 300 feet north of its signalized intersection with Burr Street. An exit-only driveway is located approximately 130 feet east of Shoppers World Drive on Burr Street.

The existing traffic pattern allows drop-off/pick-up automobile traffic to exit the site via either the driveway on the Shoppers World Drive or the Burr Street Extension driveway exit. Framingham Logan Express buses enter via the southbound left-turn lane on the Shoppers World Drive and exit via a right movement onto Burr Street Extension to travel to the Kohl's overflow lot. Non-Logan Express buses make a left-turn out onto Burr Street Extension toward Cochituate Road. A crosswalk at the intersection of Burr Street Extension and Shoppers World Drive provides a signalized crossing for patrons coming from the Shoppers World overflow lot. A sidewalk is provided along Burr Street Extension from the crossing into the Logan Express driveway. Pedestrians coming from the parking lot must cross the bus lanes in order to reach the existing terminal building.

Fay, Spofford & Thorndike (FST) prepared a *Traffic Impact and Access Study* (Attachment 6) for the proposed project. Automatic traffic recorder counts found that approximately 2,562 vehicle trips are made into or out of the Framingham Logan Express parking lot system during a typical Monday-Friday weekday. Of these vehicle trips, no more than 547 (21%) are related to long-term Logan Airport parking and employee trips. Of the daily vehicle trips, at least 2,000 (78%) are related to drop-off/pick-up vehicles, Massport employees, and bus trips. As noted above, the average daily demand for the Logan Express facility has increased by 12% between 2012 and 2013.

During the morning peak hours, approximately 60 vehicle trips are made (20 in and 40 out), while during the evening peak hour, approximately 90 vehicle trips are made (25 in and 65 out). None of the intersections observed for the Access Study indicate operations worse than Level-of-Service (LOS) D – on a range of A to F – during the AM peak hour. However, intersections along Cochituate Road (Route 30) operate at a LOS F during the PM peak hour due to heavy traffic volumes.

The existing bus terminal building is approximately 2,240 gross square feet (GSF). This space includes a waiting area, ticket office, vending area, restrooms and space for utilities. The existing building is currently too small for existing patron usage. Furthermore, there are no vestibules to protect the waiting area from the wind and the restroom facilities require updating.

Existing stormwater from the parking area and bus terminal is captured with curbing and catch basins. From there it is collected into two water quality units before discharging to a detention basin at the southeast corner of the site.

Proposed Improvements

Due to consistently high and growing demand for the Logan Express bus service, Massport is seeking to consolidate and increase the amount of parking available at the Framingham location. The proposal is to construct a five-level, 1,500-space parking garage on the existing Massport-owned property. The existing terminal building would be demolished and replaced in its entirety within the new garage structure.

¹ An additional 0.42 acres is reported in the ENF Summary Table to include the limit of disturbance within the Shoppers World Way right-of-way and Burr Street Extension easement, totaling 5.05 site acres.

² An additional 0.10 acres of impervious area is reported in the ENF Summary Table to include the sidewalk and driveway construction within the road right-of-way/easement, totaling 3.25 acres of impervious area.

The proposed “self-park” parking garage will greatly increase the customer service and operating efficiency of the system and enhance security for long-term parked vehicles by concentrating all activities at one site. Customers will also benefit from not having to arrive at one site, only to be redirected to a second or third adjacent site if the primary and secondary parking lots are full. The increase in the total number of available parking spaces to be provided for use by Logan Express customers, along with the improved amenities to be offered at the terminal facility, will serve to increase the number and percentage of people arriving at and departing from Logan Airport in high-occupancy vehicles. These increases, in turn, will result in improved traffic conditions on the region’s key roadways and improved air quality.

The new garage will feature four 60-foot by 48-foot bays, providing approximately 1,465 parking spaces on five levels. The site will also provide approximately 15 short-term/drop-off spaces and 20 employee/taxi spaces as surface lots at the west end of the site. The proposed terminal building will be situated on the ground floor at the southwest corner of the new garage structure. Attachment 2 includes plans and elevations for the proposed garage.

Vehicle and pedestrian circulation at the site will be substantially improved. Most site circulation will occur at the ground level of the proposed garage. This will provide patrons with shelter from inclement weather throughout the year. Vehicular access to/from garage parking will be only from Burr Street. Employees, taxis, busses, and some short-term surface parking will have one-way access to the site, entering via Shoppers World Drive and exiting onto Burr Street. Accessible sidewalks will be provided on the north side of the Burr Street Extension and the east side of Shoppers World Drive. Pedestrians coming from the garage will have direct access into the terminal building by elevator or stairwell, greatly reducing the number of people walking through traffic around the terminal.

The FST *Traffic Impact and Access Study* determined that, on a daily basis, the proposed garage will add approximately 954 vehicle trips to the surrounding road network. On the other hand, it will eliminate approximately 900 longer distance vehicle trips per day to and from Logan Airport. During the morning peak hours, approximately 60 vehicle trips (30 in and 35 out) will be added to the surrounding road network, while during the evening peak hour, approximately 80 (40 in and 40 out) vehicle trips will be added. Nearly 50-70 longer distance trips to and from Logan Airport will be eliminated during morning and evening peak hours, respectively.

Drop-off/pick-up and bus movements will continue to dominate the traffic flow at the Framingham Logan Express site comprising approximately 60% of the future vehicle trips to and from the site, while the long term parking will entail approximately 40% of the vehicle trips to and from the site.

From a traffic operations perspective, the differences between the No-Build and Build Alternative’s effect on local traffic operations are relatively minor. Site bus operations should improve with the proposed reconfiguration of the facility, with reduced pedestrian/vehicle conflicts.

The proposed terminal building will be a maximum of 8,000 GSF. The increased footprint will provide updated ticketing, office, restroom, and waiting facilities for employees and patrons, as well

as include a concession area. Massport will design and construct the facility in accordance with their *Sustainable Design Standards and Guidelines (SDSG)*.

Environmental initiatives for the garage and terminal facility to be explored during the design phase include:

- LED lighting
- Water saving restroom fixtures
- Pervious pavement at taxi/employee parking area
- Use of warm-mix asphalt at other areas
- Clean vehicle priority parking locations
- Bike racks

Existing paved areas outside the proposed impervious footprint will be converted to lawn or other pervious surface (approximately 5,660 sf). Trees will be planted on-site where feasible. As noted above, pervious pavement will be installed outside of the garage footprint. Roof runoff from the new facility will be directed to the existing stormwater system on the site, while the runoff from the interior levels of the garage will be directed to the sewer system. Stormwater pollutants will be minimized as the roof parking will be only be used during peak operation, and snow-melting machines will be utilized in place of de-icing chemicals. As described below, Massport is proposing stormwater improvements that will enhance the quality of the stormwater discharge.

Project Alternatives

No-Build Alternative

Under a No Build Alternative, there would be no improvements to the project site. This alternative was eliminated from further consideration because it does not fully satisfy the project purpose of providing Logan Airport employees and passengers in the Framingham area a reliable and convenient method of traveling to Logan Airport. The No-build alternative would not enhance HOV access to Logan Airport; with constrained parking at Logan the demand is likely to be met by increased pick-up and drop-off, representing a doubling of travel miles for each trip.

Build Alternatives/Proposed Action

The Build Alternative will improve the reliability and convenience of HOV travel to Logan Airport by consolidating and expanding all of the Logan Express Framingham parking on the existing facility site. Project elements include a multi-level parking garage and new bus terminal building. As mentioned previously, an ENF was filed in 2001 for a 1,081 space parking garage on this site having three 60-foot by 36-foot bays and a footprint of 180 x 324-feet. The current and future needs of the Logan Express program necessitate a garage with more parking spaces and a modern terminal.

Currently proposed is a 1,500 space garage having four 60-foot by 48-foot bays. Several alternative circulation layouts were explored to minimize the footprint of the proposed facility. Build Alternative concept studies considered various footprint configurations, ramp directions, and bay spacing. Review of changes in the precast concrete industry indicated that 60-foot by 48-foot bays

are currently the most efficient, therefore the previously designed 36-foot bays are no longer proposed. Due to the varying grades on the site, the grade level ramp slope was a critical design feature. Early concept layouts investigated a 360-foot by 288-foot garage with ramps in the north-south direction. The ramp slope exceeded the recommended 6% slope and parking on ramps would be prohibited, leading to a considerable inefficiency in the space count. Pedestrians would be required to cross the ramps and travel lanes to exit the garage. The design team investigated several options to optimize pedestrian safety and to increase the space count. Options included relocating the garage entrance driveway outside the footprint of the garage to the east and rotating the vehicle ramps to the east-west direction.

The concept study analysis concluded that position of the garage ramps in the east-west direction yields the best pedestrian safety as pedestrians walk along ramps and vehicle lanes. The east-west ramp also allows parking on the ramps, thus optimizing parking space count efficiency. The proposed action has a footprint of approximately 432 x 240-feet, supporting the amount of parking required for current and future operations of the Logan Express program.

Avoidance, Minimization, and Mitigation Measures

In developing a preferred concept for the updated parking plan, several facility layout plans were evaluated, including the 2001 concept. In addition to developing a more efficient and flexible plan, consideration was given to the avoidance and minimization of impact to natural resources, including wetlands. The first step of this process was to update the field wetland delineation (see Attachment 2). With that new wetland information in hand, the plan was adjusted to minimize wetland and buffer zone impacts to the maximum extent practicable.

The net result of that effort was to limit unavoidable impact to Bordering Vegetated Wetlands (BVW) to approximately 600 sf at the northeast corner of the proposed garage structure. The affected BVW on site borders an intermittent stream channel, which originates from a reinforced concrete pipe appearing to direct stormwater flows from adjacent parking lots. The garage has been sited as close to the western property boundary and Burr Street easement as possible in order to reduce wetland impacts while allowing enough room for foundation construction. No building structures, including those underground, may be located beyond these property line and easement setbacks.

Wetland Compensation: The BVW impacts will be compensated for on-site at a 2:1 ratio for a net increase in on-site wetland resources. Additional mitigation measures will include cleaning up any debris on site and cleaning out the accumulated sediment in the non-vegetated areas at each outfall.

The proposed Wetland Replacement Area (WRA), measuring 1,200 +/- square feet, is currently vegetated almost exclusively with American basswood in the canopy, sapling/shrub layer and groundcover, with scattered European buckthorn throughout. The project's wetland scientist (LEC Environmental Consultants) observed that the area contains 12+/- inches of fine sandy loam fill material underlain by a mucky fine sandy loam topsoil (A horizon) to a depth of 30+ inches. Redoximorphic concentrations were observed within 16 inches of the soil surface. These hydric indicators coupled with the accumulation of organic matter in the mucky A horizon, indicates that groundwater can be intercepted simply by removing the 12+/- inches of fill topsoil and exposing the

native mucky topsoil. After exposing the hydric soils, the area will then be planted with native wetland species.

Soil erosion and sediment controls will be implemented prior to and in conjunction with proposed construction activities. These controls will include stormwater management measures designed to control and contain runoff during construction. Collectively, soil erosion and sediment control measures will be documented in a Stormwater Pollution Prevention Plan (SWPPP), as required by the U.S. Environmental Protection Agency (EPA) prior to construction.

Stormwater Management: The project is considered a redevelopment project as defined in 310 CMR 10.04 and therefore the stormwater management system will be designed to meet stormwater standards to the maximum extent practicable, while improving upon existing conditions. Conformance with the stormwater standards will be achieved in accordance with the Massachusetts Stormwater Handbook (Jan 2008).

The proposed storm drainage facilities are comprised of an open and closed drainage system with specific Low Impact Development (LID) measures and Best Management Practices (BMPs) for controlling the stormwater discharges. LID/BMP's measures include the use of pervious pavement at selected locations, infiltration trenches and proprietary treatment unit. Existing stormwater basin and drainage outfalls will be retained and utilized as part of the stormwater management system. Remaining components of the existing closed drainage system, including oil/grit separators will be abandoned or removed.

Roof runoff from the new facility will be directed to the new proprietary treatment unit prior to discharging to the existing stormwater basin, while runoff from the interior levels of the garage will be directed to the sewer system. Stormwater pollutants will be minimized as the roof parking will be only be used during peak operation, and snow-melting machines will be utilized in place of de-icing chemicals. Existing paved areas outside the proposed impervious footprint will be converted to lawn or other pervious surface. Proposed site improvements will result in an overall decrease of pavement and impervious area within the project limits. As noted above, pervious pavement will be installed outside of the garage footprint within the valet parking and employee parking areas.

Building Shading Analysis: The REI store to the north of the project site has recently installed solar carport and additional arrays on the roof of their building to provide about 210 kilowatts of power to their site. Fay, Spofford & Thorndike prepared a Solar Study to evaluate the impact of the shadows cast by the proposed parking garage on the REI solar panels. The study determined that shadows from the currently planned 5-level garage would have no impact on the existing REI solar panels. The potential vertical expansion of the garage in the future would slightly obstruct sun exposure of some of the REI building's rooftop panels in the morning during the low winter sun. Massport will continue to coordinate with REI as the project progresses.

Project Phasing

Massport anticipates construction of a 4-level, 1,100-space garage in 2014/2015. If funding permits, a 5-level, 1,500-space garage will be constructed at this time. The garage foundations will be designed to allow for future vertical expansion of up to two additional levels so that the proposed

Framingham Logan Express garage will have the ability to meet demand if program ridership continues to grow. Massport has no immediate plans for this future expansion.

During construction of the new garage, Framingham Logan Express operations will be temporarily relocated to Prime Parkway in Natick; to an unused Mathworks property (formerly Boston Scientific) approximately 1.5 miles from the existing site, as seen on Figure 2. This site will include approximately 500 parking spaces on an existing surface lot. Temporary bus terminal facilities will be provided. The currently leased Kohl's/Shopper's World overflow lots will also be available for Logan Express parking while the garage is being constructed.

It is anticipated that garage construction will last for approximately one year. According to the *FST Traffic Impact and Access Study*, it is anticipated that construction period traffic related to temporarily relocating the facility to the Mathworks property will result in no changes to existing peak hour levels of service albeit with slightly increased seconds of delay. Traffic mitigation (i.e. a clarified striping pattern and/or additional signage) along Prime Parkway is being evaluated in this area to simplify the driving experience and minimize potential traffic conflicts on the Mathworks site.

Permitting Status

The following municipal, state and federal environmental permits and reviews are anticipated as part of this project:

- **Notice of Intent (NOI) for Project Construction** has been filed with the Framingham Conservation Commission due to work in bordering vegetated wetlands (BVW) and wetland buffer. An Order of Conditions has not yet been issued.

An Abbreviated Notice of Resource Area Delineation (ANRAD) was filed with the Conservation Commission on June 15, 2001. An ORAD was issued on August 16, 2001 confirming the resource area boundaries within the project area. Wetlands were reflagged in August 2013 to illustrate changes at the site. An informal site visit was held with the Framingham Conservation Commission on September 5, 2013 to review the flagging and discuss the anticipated NOI filing.

- **US Army Corps of Engineers (ACOE) Category 1 Section 404 General Permit (PGP)** notification form will be submitted to ACOE by the contractor prior to project construction, under Section 404 of the Clean Water Act for projects with under 5,000 sf cumulative impacts to Waters of the United States.
- An application for a **State Building Permit** and **State Plumbing Permit** will be filed by the project contractor during the construction phase.

ATTACHMENT 2

Project Locus Maps

Figure 1: Project Location

Figure 2: Project Site and Overflow Parking Lots

Figure 3: Environmental Resources

Figure 4: FEMA Flood Insurance Rate Map



0 600 1,200 2,400 Feet



Figure 1 - Project Location

Logan Express - Framingham

Map Source: Office of Geographic and Environmental Information (MassGIS), Commonwealth of Massachusetts Executive Office of Energy and Environmental Affairs, (data current to October 2013).

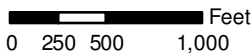
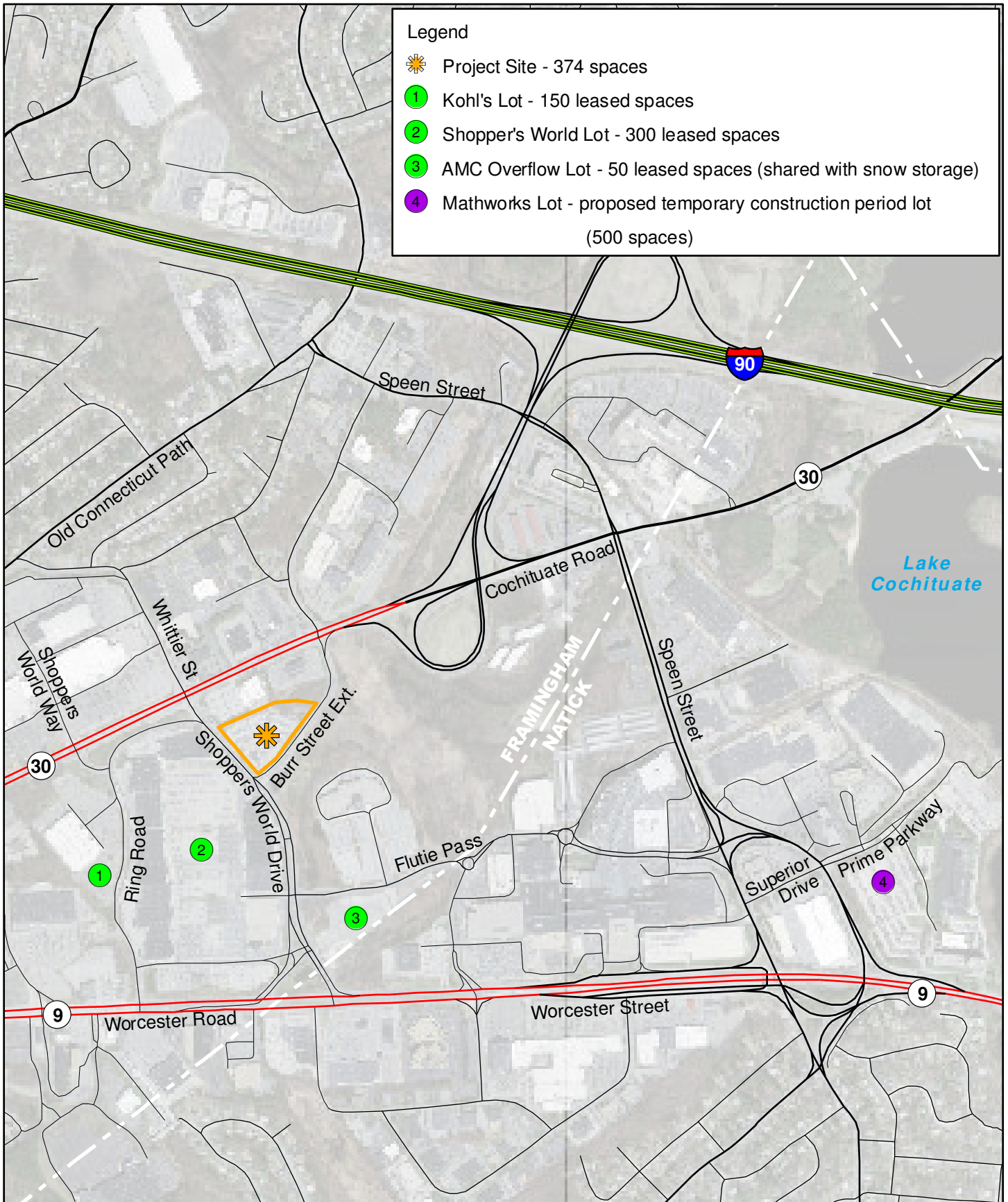
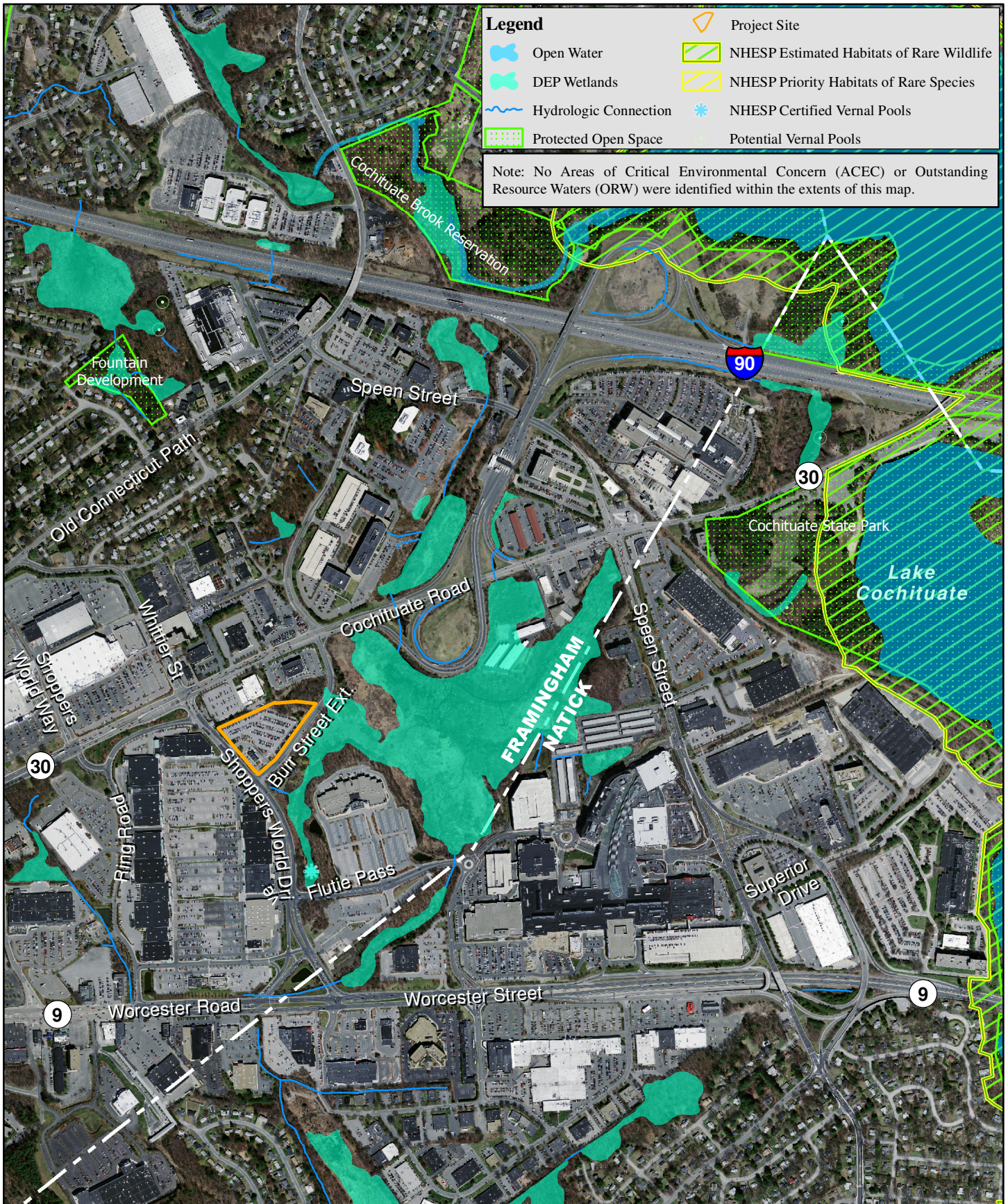


Figure 2 - Project Site and Offsite Parking Facilities

Logan Express - Framingham



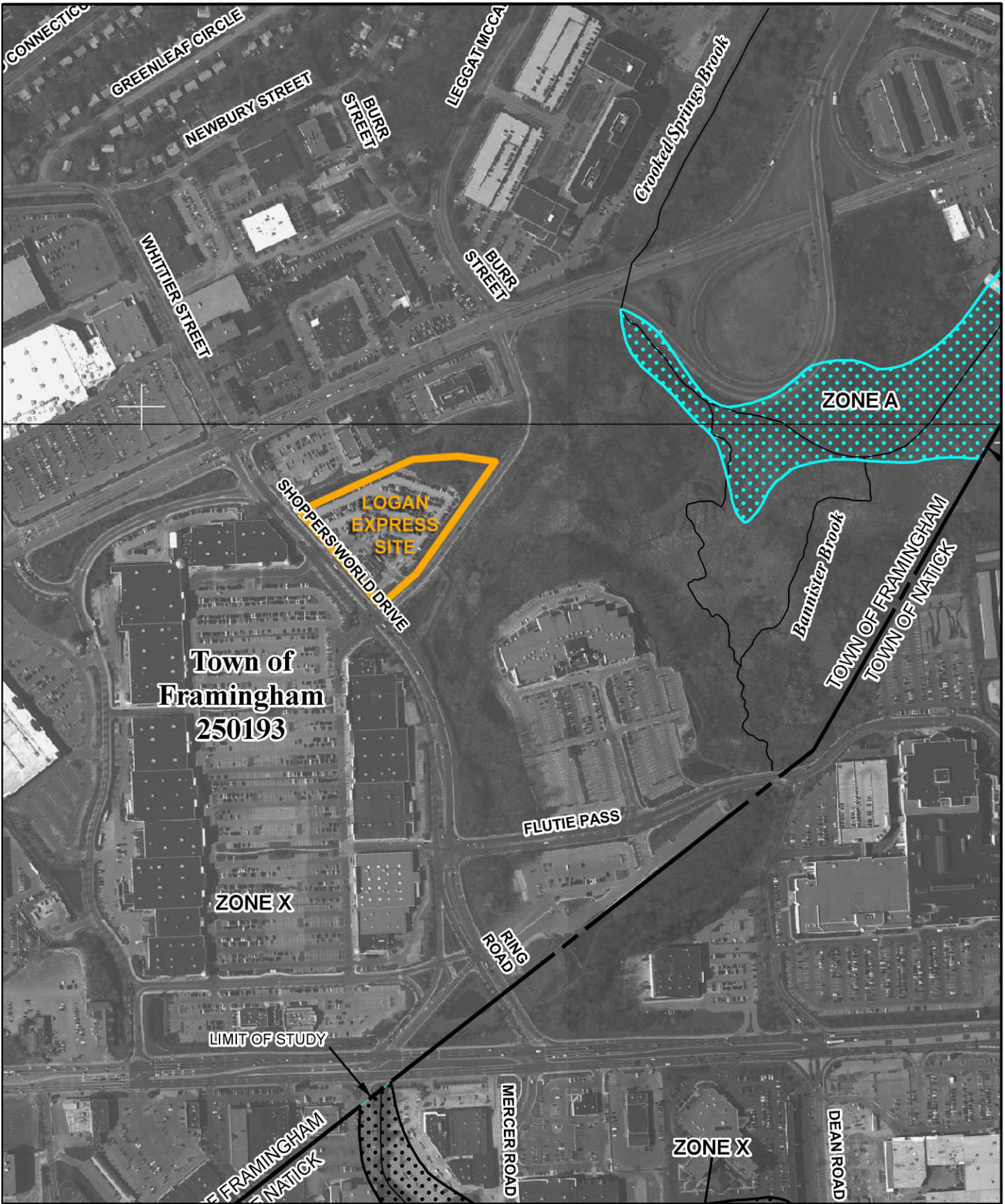
0 250 500 1,000 Feet



Figure 3 - Environmental Resources

Logan Express - Framingham

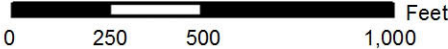
Map Source: Office of Geographic and Environmental Information (MassGIS), Commonwealth of Massachusetts Executive Office of Energy and Environmental Affairs, (data current to October 2013). 2008 Orthophotography.



Map Source: FEMA Map Number 25017C0517E, Middlesex County, Massachusetts (Effective Date: June 4, 2010)

Figure 4 - FEMA Flood Insurance Rate Map

Logan Express - Framingham



ATTACHMENT 3

Project Plans

Title Sheet
Legend & General Notes
Existing Conditions
Site Plan
Grading and Drainage
Site Details
Wetland Replacement Site Plan
Wetland Replacement Cross Sections
Wetland Replacement Planting Plan
Garage Elevations

MASSACHUSETTS PORT AUTHORITY



EAST BOSTON, MASSACHUSETTS



LOGAN EXPRESS GARAGE MASSPORT PROPERTY FRAMINGHAM, MASSACHUSETTS ENF PLANS JANUARY 9, 2014

MASSACHUSETTS PORT AUTHORITY
APPROVAL
CAPITAL PROGRAMS DEPARTMENT
ONE HARBORSIDE DRIVE
EAST BOSTON, MASSACHUSETTS

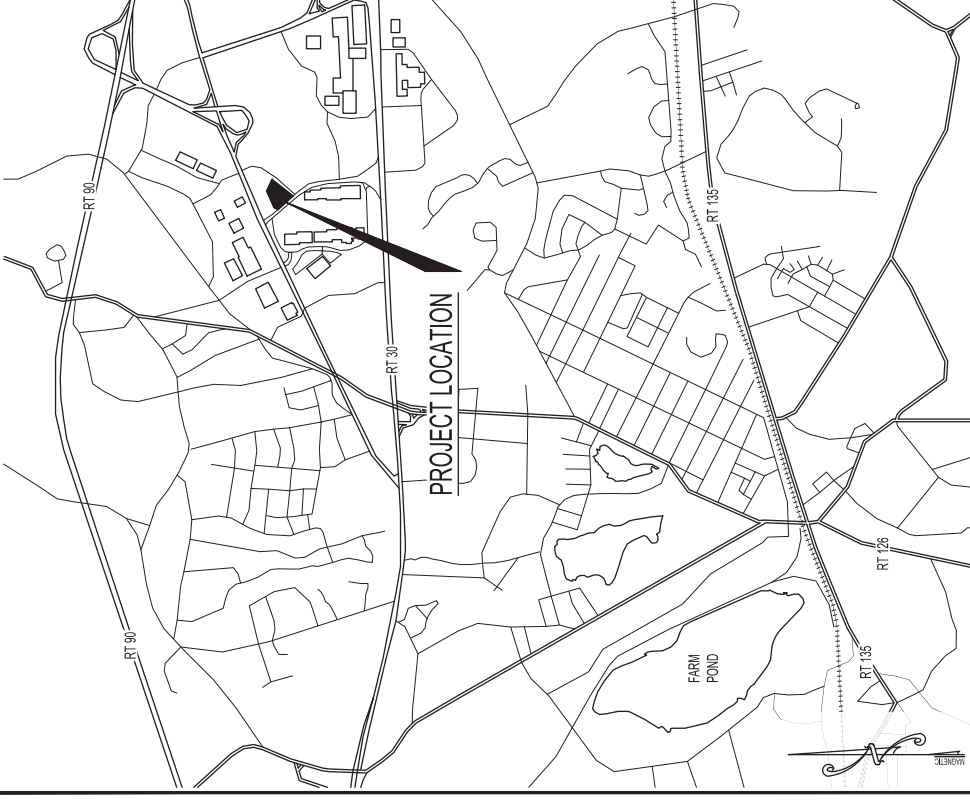


FAY, SPOFFORD & THORNDIKE, LLC
5 BURLINGTON WOODS
BURLINGTON, MASSACHUSETTS

DIRECTOR OF CAPITAL PROGRAMS
AND ENVIRONMENTAL AFFAIRS _____ DATE _____

LIST OF DRAWINGS:

- SHT 1 OF 9 TITLE SHEET
- SHT 2 OF 9 LEGEND & GENERAL NOTES
- SHT 3 OF 9 EXISTING CONDITIONS
- SHT 4 OF 9 SITE PLAN
- SHT 5 OF 9 GRADING AND DRAINAGE
- SHT 6 OF 9 SITE DETAILS
- SHT 7 OF 9 WETLAND REPLACEMENT SITE PLAN
- SHT 8 OF 9 WETLAND REPLACEMENT CROSS SECTIONS
- SHT 9 OF 9 WETLAND REPLACEMENT PLANTING PLAN



GENERAL LEGEND

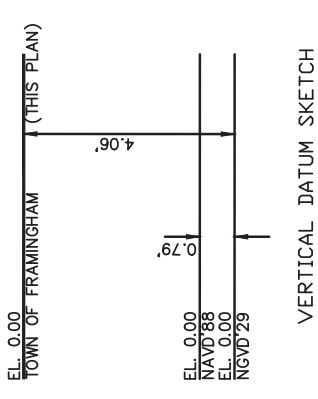
- CB CATCH BASIN
- ⊙ DMH DRAIN MANHOLE
- ⊙ SEWER MANHOLE
- ⊙ TEL./COMM. MANHOLE
- ⊙ ELECTRIC MANHOLE
- ⊙ HANDHOLE
- ☆ LIGHT POLE
- ⊙ WATERGATE
- ⊙ POST INDICATOR VALVE
- ⊙ WATER SHUT OFF
- ⊙ FIRE HYDRANT
- ⊙ GAS GATE
- ⊙ TRAFFIC SIGNAL
- ⊙ IRRIGATION HANDHOLE
- ⊙ IRRIGATION VALVE
- ⊙ UNKNOWN HH CASTING
- ⊙ OBSERVATION WELL
- ⊙ BORING
- ⊙ CONIFEROUS TREE
- ⊙ DECIDUOUS TREE
- ⊙ LIGHT POLE
- ⊙ TRAFFIC SIGNAL
- ▬ BORDERING VEGETATED WETLANDS
- ▬ 100' WETLANDS BUFFER
- ▬ E ELECTRIC LINE
- ▬ GAS LINE
- ▬ W WATER LINE
- ▬ FORCE MAIN(SEWER)
- ▬ TELEPHONE LINE
- ▬ CHAIN LINK FENCE
- ▬ GUARD RAIL
- ▬ PROPOSED EROSION CONTROL MEASURE

ABBREVIATIONS

- EXIST
- PROPOSED
- PERM
- PERM
- TOS
- TOP OF SLOPE
- BOTTOM OF SLOPE
- ADJBO
- R&RBO
- REMODBO
- WQS
- S
- REMOVE AND RESET BY OTHERS
- WATER QUALITY SWALE
- SLOPE

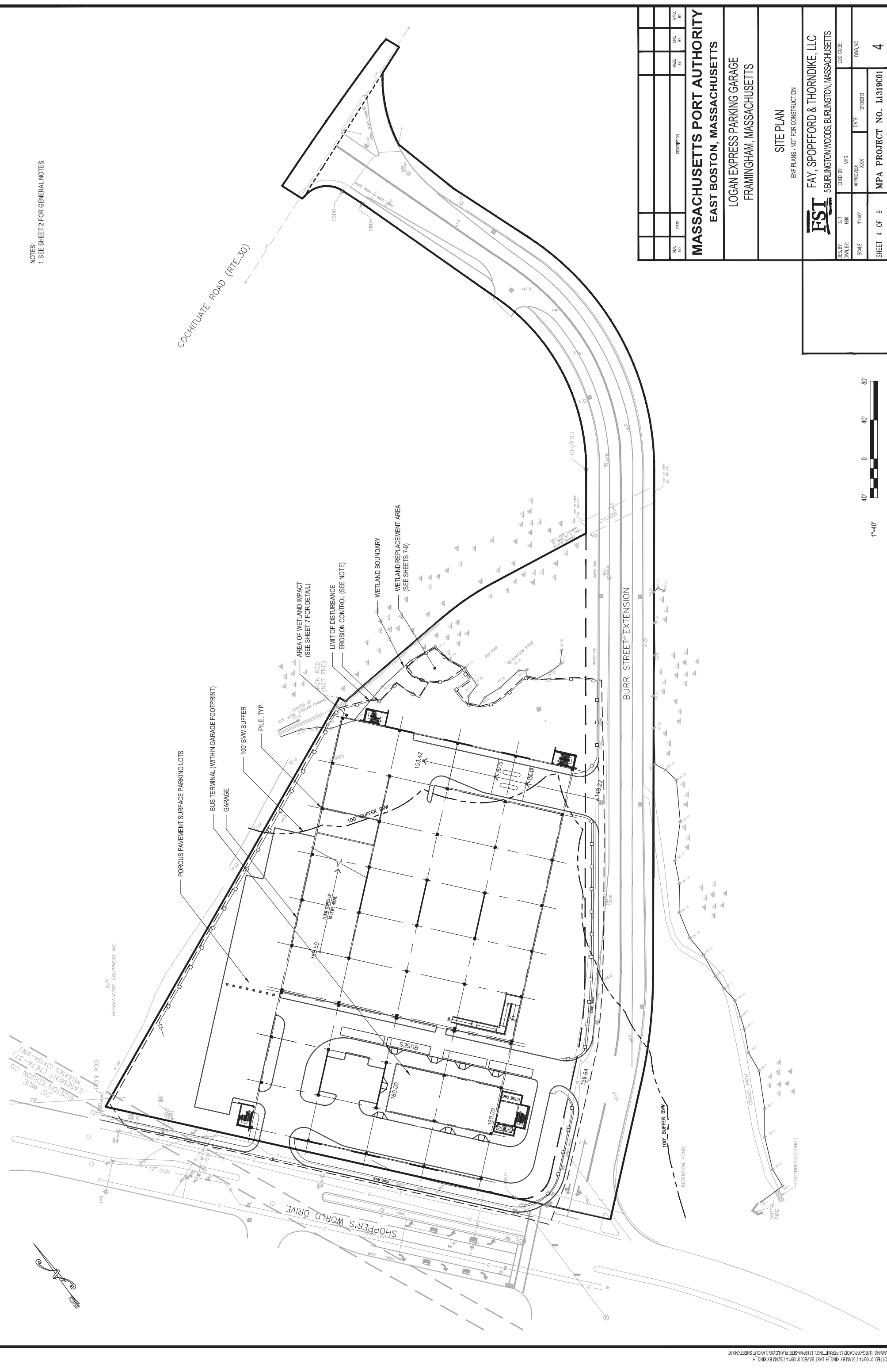
GENERAL NOTES

1. THIS PLAN SET IS FOR PERMITTING USE ONLY AND NOT FOR CONSTRUCTION
 2. SPECIFIC EROSION CONTROL MEASURES TO BE DETERMINED AT THE TIME OF CONSTRUCTION DEPENDENT ON SITE CONDITIONS.
- PLAN REFERENCES:**
1. SITE PLAN FOR MASSPORT LOGAN EXPRESS PREPARED BY BEALS AND THOMAS INC
200 FRIBERG PARKWAY
WESTBOROUGH, MA. 01581
DATED MARCH 14,1995 REVISED APRIL 12,1995
SHEETS 1-8
 2. FRAMINGHAM PARK AND RIDE EXISTING CONDITIONS PLAN PREPARED BY BRYANT ASSOCIATES INC.
160 NORTH WASHINGTON ST.
BOSTON, MA. 02114
DATED 12-6-00
 3. ANR SUBDIVISION PLAN ON COCHITUATE ROAD IN FRAMINGHAM, MASS.(MIDDLESEX COUNTY) PREPARED BY MACCARTHY & SULLIVAN ENGINEERING INC.
41 BEACON STREET FRAMINGHAM, MASS.
DATED JUNE 19, 2000. RECORDED IN THE MIDDLESEX REGISTRY OF DEEDS AS PLAN NO. 279 OF 2001.
BK. 32584 PAGE 190
 4. TOPOGRAPHIC PLAN OF LAND, FRAMINGHAM EXPRESS LOT AND BURR STREET EXTENSION. PREPARED BY MASSPORT SURVEY UNIT
1 HARBORSIDE DRIVE
LOGAN AIRPORT, EAST BOSTON, MA. 02128



REV. NO.	DATE	DESCRIPTION	DATE BY	CHK. BY	APP. BY
MASSACHUSETTS PORT AUTHORITY					
EAST BOSTON, MASSACHUSETTS					
LOGAN EXPRESS PARKING GARAGE FRAMINGHAM, MASSACHUSETTS					
LEGEND & GENERAL NOTES ENF PLANS - NOT FOR CONSTRUCTION					
FAY, SPOFFORD & THORNDIKE, LLC 5 BURLINGTON WOODS, BURLINGTON, MASSACHUSETTS					
DES. BY: SJR	CHKD. BY: VMG	LOC. CODE:			
DWN. BY: HBK	APPROVED: XXX	DATE: 12/13/2013	DWG. NO.:		
SCALE:					
SHEET 2 OF 9	MPA PROJECT NO. L1319C01				2

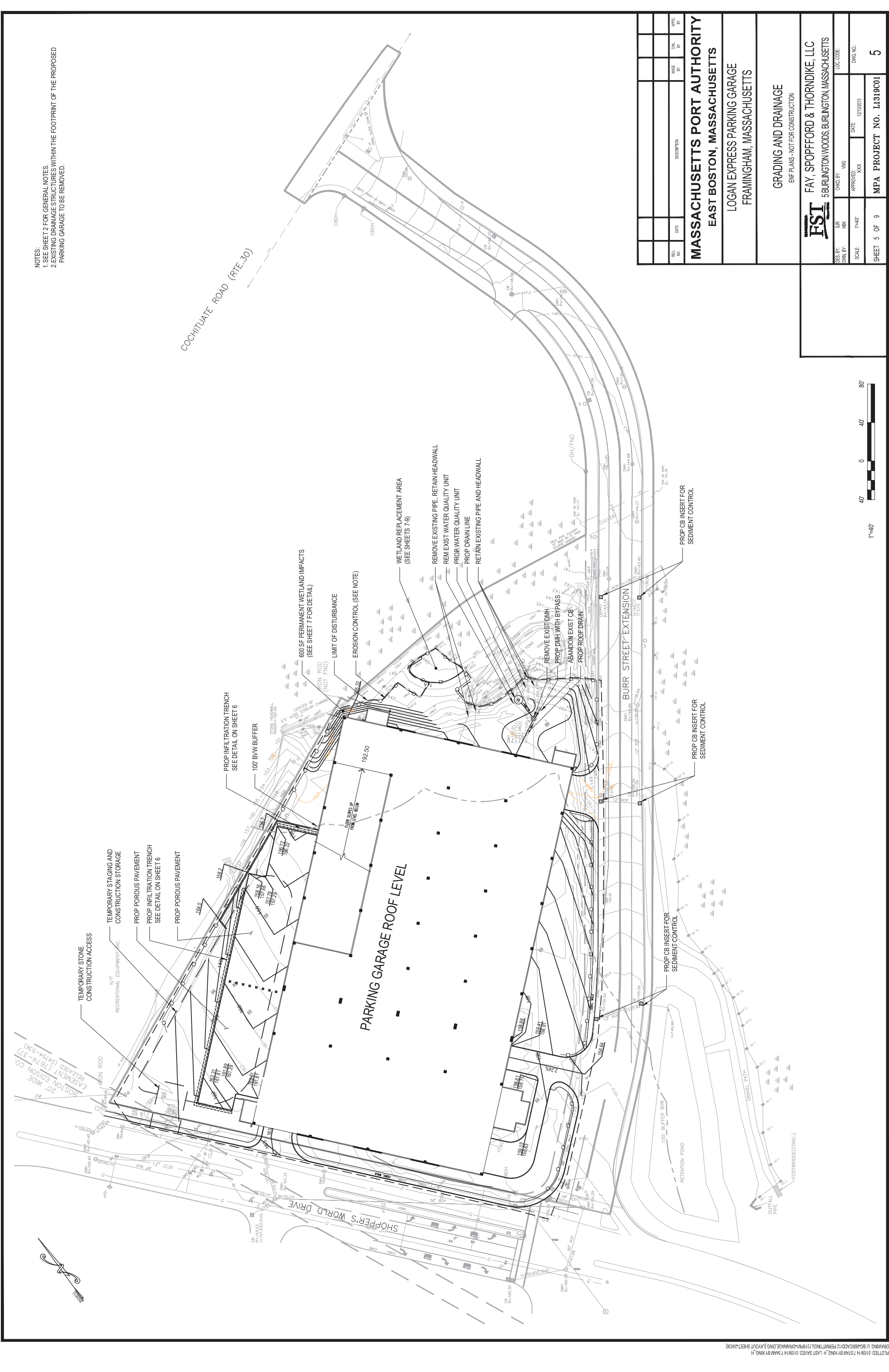
NOTES:
1. SEE SHEET 2 FOR GENERAL NOTES.



REV. NO.	DATE	DESCRIPTION	DATE BY	CHK. BY	APP. BY
<p>MASSACHUSETTS PORT AUTHORITY EAST BOSTON, MASSACHUSETTS</p> <p>LOGAN EXPRESS PARKING GARAGE FRAMINGHAM, MASSACHUSETTS</p> <p>SITE PLAN ENF PLANS - NOT FOR CONSTRUCTION</p>					
<p>F&S FAY, SPOFFORD & THORNDIKE, LLC 5 BURLINGTON WOODS, BURLINGTON, MASSACHUSETTS</p>					
DES. BY:	SJR	CHKD. BY:	VJG	LOC. CODE:	
DWN. BY:	HBK	APPROVED:	XXX	DATE:	12/13/2013
SCALE:	1"=40'	DWG. NO.:			
SHEET 4 OF 9	MPA PROJECT NO. L1319C01				4

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 PROJECT: LOGAN EXPRESS PARKING GARAGE
 SHEET: L1319C01

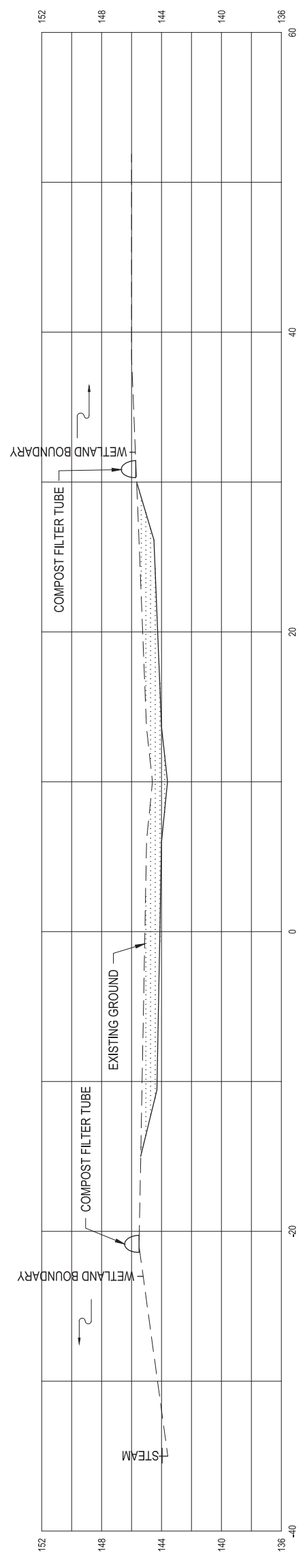
NOTES:
 1. SEE SHEET 2 FOR GENERAL NOTES.
 2. EXISTING DRAINAGE STRUCTURES WITHIN THE FOOTPRINT OF THE PROPOSED PARKING GARAGE TO BE REMOVED.



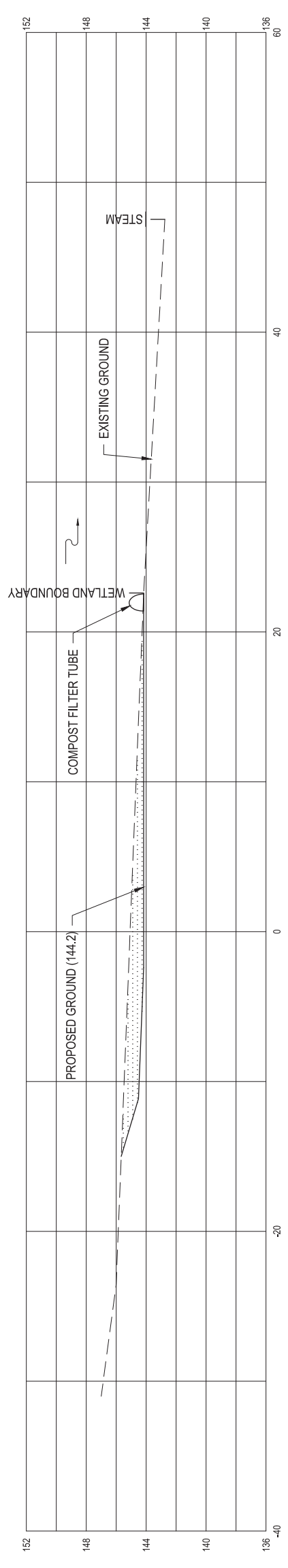
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MASSACHUSETTS PORT AUTHORITY					
EAST BOSTON, MASSACHUSETTS					
LOGAN EXPRESS PARKING GARAGE FRAMINGHAM, MASSACHUSETTS					
GRADING AND DRAINAGE ENF PLANS - NOT FOR CONSTRUCTION					
FST FAY, SPOFFORD & THORNDIKE, LLC 5 BURLINGTON WOODS, BURLINGTON, MASSACHUSETTS					
DES. BY:	SJR	CHKD. BY:	VJG	LOC. CODE:	
DWN. BY:	HBK	APPROVED:	XXX	DATE:	12/13/2013
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SHEET 5 OF 9	MPA PROJECT NO. L1319C01				5

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NOTES:
 1. SEE SHEET 2 FOR GENERAL NOTES.
 2. SEE SHEET 7 FOR WETLAND REPLICATION CONSTRUCTION NOTES.



SECTION BB



SECTION AA



REV. NO.	DATE	DESCRIPTION	DATE BY	CHK. BY	APP. BY
MASSACHUSETTS PORT AUTHORITY					
EAST BOSTON, MASSACHUSETTS					
LOGAN EXPRESS PARKING GARAGE FRAMINGHAM, MASSACHUSETTS					
WETLAND REPLACEMENT CROSS SECTIONS ENF PLANS - NOT FOR CONSTRUCTION					
F&I FAY, SPOFFORD & THORNDIKE, LLC 5 BURLINGTON WOODS, BURLINGTON, MASSACHUSETTS					
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SHEET 8 OF 9	MPA PROJECT NO. L1319C01				8

4-LEVEL GARGE



S.E. ELEVATION (BURR ST.)

SCALE:



S.W. ELEVATION (SHOPPER'S WORLD DR.)

SCALE:

ATTACHMENT 4
ENF Circulation List

Logan Express Parking Garage
Framingham, Massachusetts
Project L1319

ENF Circulation List

Secretary of Energy and
Environmental Affairs
Attention: MEPA Office
100 Cambridge Street, Suite 900
Boston, MA 02114 (2 copies)

Massachusetts Department of Transportation
10 Park Plaza, Room 4160
Boston, MA 02116

Department of Environmental Protection
Commissioner's Office
One Winter Street
Boston, MA 02108

Framingham Board of Selectmen
Town Hall
150 Concord Street
Framingham, MA 01702

Department of Environmental Protection
Northeast Regional Office
Attention: MEPA Coordinator
205B Lowell Street
Wilmington, MA 01887

Framingham Planning Board
Town Hall
150 Concord Street
Framingham, MA 01702

Massachusetts Department of Transportation
Highway Division
Public/Private Development Unit
10 Park Plaza
Boston, MA 02116

Framingham Conservation Commission
Town Hall
150 Concord Street
Framingham, MA 01702

Massachusetts Department of Transportation
Highway Division
District 5
Attention: MEPA Coordinator
Box 111, 1000 County Street
Taunton, MA 02780

Framingham Board of Health
Town Hall
150 Concord Street
Framingham, MA 01702

Metropolitan Area Planning Council
60 Temple Place, 6th Floor
Boston, MA 02111

Natural Heritage and Endangered Species
Program
Commonwealth of Massachusetts
100 Hartwell, Suite 230
West Boylston, MA 01583

Natick Board of Selectmen
Natick Town Offices
13 East Central Street
Natick, MA 01760

Massachusetts Bay Transportation Authority
Attention: MEPA Coordinator
10 Park Plaza, 6th Floor
Boston, MA 02116-3966

Natick Planning Board
Natick Town Offices
13 East Central Street
Natick, MA 01760

Massachusetts Water Resources Authority
Attention: MEPA Coordinator
100 First Avenue/Charlestown Navy Yard
Boston, MA 02129

Natick Conservation Commission
Natick Town Offices
13 East Central Street
Natick, MA 01760

Massachusetts Historical Commission
The Massachusetts Archives Building
220 Morrissey Boulevard
Boston, MA 02125

Natick Board of Health
Natick Town Offices
13 East Central Street
Natick, MA 01760

BRE DDR, Inc.
Shoppers World
1 Worcester Road
Framingham MA 01701

Amy Jordan Friedland
Senior Corporate Counsel, REI
6750 South 228th Street
Kent, WA 98032

Jim Rider
The MathWorks, Inc.
3 Apple Hill
Natick, MA 01760

Garry Holmes, SIOR, President
R.W. Holmes Realty Co., Inc.
321 Commonwealth Road, Suite 202
Wayland, MA. 01778

ATTACHMENT 5

Correspondence

2013.11.07/26 Letter between Massachusetts Port Authority and
Massachusetts Historical Commission RE: Site Historic Review



November 7, 2013

Ms. Brona Simon, State Historic Preservation Officer
MASSACHUSETTS HISTORICAL COMMISSION
220 Morrissey Boulevard
Boston, MA 02125

Subject: State Historic Review
Framingham Logan Express Parking Garage
Framingham, Massachusetts
Massachusetts Port Authority Project No. L1319-D1

Dear Ms. Simon:

The Massachusetts Port Authority (Massport) is proposing improvements to the existing Logan Express parking facility in Framingham at 1 Worcester Road (on the corner of Shoppers World Drive and Burr Street - see Figure 1). Massport's four Logan Express facilities provide travelers with secure parking and bus service to all terminals at Logan Airport.

The Logan Express facility in Framingham currently consists of a one-story concrete masonry unit bus terminal and adjacent 374-space surface parking lot, constructed in 1996. This parking facility is within the highly developed Massachusetts Turnpike (I-90)/Route 30/Route 9 corridor in the Framingham/Natick area. Adjacent land uses include the Shoppers World Plaza, REI store, the AMC Premium Cinema, Liberty Mutual office building, Home Goods/Target stores and numerous other retail, restaurant, and commercial buildings and associated parking lots.

Due to consistently high demand for this bus service, Massport is seeking to consolidate and increase the amount of parking available at its Framingham location. Massport is proposing to construct a five-level, 1,500-space parking garage within the existing property, essentially replacing the existing surface parking lot. The existing 1996 terminal building will be demolished and replaced in its entirety within the new garage structure.

Massport previously filed an Environmental Notification Form (ENF) under the Massachusetts Environmental Policy Act (MEPA) on January 16, 2001 for a 1,081 space garage (surface and garage parking). The Secretary of Environmental Affairs issued a Certificate on the ENF February 23, 2001 which determined that the preparation of an EIR was not required. This project was not constructed at that time. Due to the length of time that has elapsed since the issuance of the MEPA Certificate in 2001, the filing of a new ENF is required and will be filed shortly. An ENF is required for this project because the proposed parking garage exceeds the MEPA review threshold for the construction of 300 or more new parking spaces at a single location.

There were no historic sites on or surrounding the proposed project site when the 2001 ENF was filed. A review of the current MACRIS database also found there to be no identified historic sites. MPA respectfully requests your concurrence that the existing building and site at the Logan Express terminal in Framingham are not listed or eligible for listing on the National Register of Historic Places, and the

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MASS. HIST. COMM

RC55071

ATTACHMENT 6

Traffic Impact and Access Study

Fay, Spofford & Thorndike
January 2014