



Navigating our future.

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Via email to: [Page.Czepiga@state.ma.us](mailto:Page.Czepiga@state.ma.us)

Secretary Matthew A. Beaton  
Executive Office of Energy and Environmental Affairs  
Attn: Page Czepiga, MEPA Office  
100 Cambridge Street, Ste 900  
Boston, MA 02114

Re: Terminal E Modernization Project, Draft Environmental Impact Report EEA #15434

Dear Secretary Beaton,

Thank you for the opportunity to comment on the Boston-Logan International Airport Terminal E Modernization Project and Draft Environmental Impact Report (DEIR) submitted on July 15, 2016. Boston Harbor Now, and our previous organization The Boston Harbor Association, commented on the Environmental Notification Form submitted in November 2015. We continue to follow the progress of the Terminal E Expansion with a special interest in enhancing public waterfront access and water transportation. Our comments will focus on the proposed mitigation for the Terminal E expansion project.

As part of this process, Massport created the Logan Impact Advisory Group (IAG) that included community members and other stakeholders. We applaud Massport's initiative and encourage continued future collaboration with local residents.

It is our understanding that at the time the DEIR document was drafted, mitigation discussions between the IAG, local residents, and Massport were not yet finalized. After a series of six meetings with the IAG, and as reported in the August 5th edition of the *East Boston Times*<sup>1</sup>, Massport agreed to the community benefits listed below. These agreed upon benefits (and any other agreements not listed below) need to be included in the Final Environmental Impact Report.

- \$18 to \$19 million towards the construction of Piers Park Phase II

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<sup>1</sup> <http://www.eastietimes.com/2016/08/05/logan-iag-holds-final-meetingmitigation-package-forthcoming/>

- \$180,000 towards the operating and programming budget for a future senior center
- Soundproofing technology for an additional 100 homes
- A direct connection to the Silver Line via the Blue Line at Logan's MBTA station
- Increasing the Logan Express seats by 10 to 15 percent
- Raised parking rates at airport parking lots
- Imposing a 'car tax' on vehicles parked at Logan, and
- Funding of Hubway Stations in East Boston

With anticipated growth in international travel, the main focus of the expansion project is to more effectively move six million international passengers by 2022. This is an excellent opportunity for Massport to complete much needed enhancements to the international terminal while also enhancing the local community through the above list of mitigation measures.

### **Open Space and Piers Park II**

East Boston needs a well-connected network of urban parks. With the anticipated planning of Piers Park Phase II, we assume the design plans will be updated with community input to reflect changes that have occurred since it was first planned 20 years ago, e.g., the Boston Harbor cleanup, rising sea levels, current creative playground design and the changing East Boston community. Unlike its predecessor park, Piers Park Phase II is intended to be an active park. To adequately address the recreational needs of the local neighborhood, we encourage Massport to engage the Boston Parks Department and Design Museum Boston as consulting partners experienced in state-of-the-art playscapes. As long time advocates of great public waterfront spaces, we would also be glad to help in any way we can with the planning efforts.

Design Museum Boston, for example, recently curated an exhibit called Extraordinary Playscapes<sup>2</sup>. One of the parks highlighted was Cambridge Common just outside Harvard Square and similar in size to Piers Park II. The park includes historic monuments, energy-saving lighting, multi-use paths, an outstanding playground, and multiple playing fields.

As part of the Terminal E expansion project, Massport should provide sufficient mitigation funds to complete the planning, design and initial construction of Piers Park Phase II. We ask that a more detailed breakdown of capital cost and operations be included in future filings, including additional sources of and gaps in funding.

Piers Park Phase II is also a unique opportunity to enhance the urban waterfront landscape and build a climate resilient urban park. Climate Ready Boston's research projects 4 to 8 inches of sea level rise (above Boston Harbor levels in 2000) by 2030 and 7 inches to 1.5 feet by 2050. For the latter half of this century, the range of projections diverges more significantly with 2.4 to 7.4 feet projected by the end of the century and about a 50/50 chance that SLR will be at least 3 feet. Due to these changes in sea level, chronic flooding associated with monthly and seasonal high tides will become an increasingly serious problem. As a leading public agency in addressing and preparing for the effects of climate change, Massport can and should incorporate flood resilient design (e.g., living and/or terraced shorelines; salt-tolerant vegetation; and sloped, bermed landscaping to protect the neighborhood behind from

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<sup>2</sup> See <http://designmuseumfoundation.org/boston/blog/2016/04/28/extraordinary-playscapes/> for examples of outstanding local park design.

wave action) to accommodate sea level rise while also enhancing existing urban landscape. The Boston Parks Department is in the process of redesigning Joe Moakley Park, just inland from South Boston's Carson Beach; Massport and BPD might benefit from sharing ideas beneficial to both locations.

**Increased Traffic Mitigation**

We appreciate Massport's commitment to a robust high-occupancy vehicle program. With increased airport traffic, it becomes increasingly important to take residents off the roads and on to protected, non-motorized walking and biking paths.

This is an opportunity for Massport to collaborate with the city and local community to mitigate increased traffic as a result of the Terminal expansion, higher transportation demands, and additional travelers. Massport should address both the needs of airport passengers and local residents who would benefit from more robust public transit options and pedestrian connections.

The East Boston Greenway provides a crucial connection between the proposed Piers Park II, Bremen Street Park, and Constitution Beach. With increased car, truck, and bus traffic to and from the airport, the Greenway provides the safest walking, running, and biking connection to the network of East Boston Park and the waterfront. Community mitigation efforts like the Hubway stations, Logan Express upgrade, Silver Line connection, and higher parking rates make the Greenway connection and water transportation transit all the more important.

Sincerely,



Jill Valdes Horwood  
Waterfront Policy Analyst



VP of Policy

Julie Wormser