UMass Boston
Joint Project Commencement Notice
EEA#14623
Chapter 91 Waterways License
W11-3467N
Residence Hall 1 and Parking Garage West

Public Information Session
July 13, 2016
This Evening’s Program

- Opening Comments from MEPA and Chapter 91 Agency Staff
- Introduction – Ellen O’Connor, UMass Boston
- 25-Year Master Plan Permitting History – Briscoe Lang, Pare
- R-1 Project Description: William Davis, Capstone; Michael Gomes Elkus-Manfredi; Tim Hurdelbrink Shawmut
- PW Project Description: Deborah Fennick, Fennick-McCredie
- Stormwater – Josh Alston, Nitch
- Greenhouse Gas Analyses – Heidi Richards, VHB
- Transportation Study Update/R-1 Traffic – Amy Archer, Pare
- Parking Garage West Traffic Analysis – David Black, VHB
- Campus Parking Management – Andrew Weiss, UMass Boston
- Consolidated Written Determination – Briscoe Lang, Pare
- Open the floor for Questions & Comments

Please save feedback or questions until the end of the presentation
The MEPA Process
EEA No. 14623

Holly Johnson
100 Cambridge Street, Suite 900
Boston, MA 02114

Holly.S.Johnson@state.ma.us
MEPA Process

▸ Purpose of MEPA (301 CMR 11.00)
  o Avoid, minimize and mitigate Damage to the Environment
  o Disclosure of potential project-related impacts

▸ Review in accordance with the Special Review Procedure
  o MEPA request for joint filing of the two projects

▸ Participation through submission of written comments
  o Details will be provided at end of presentation
Consolidated Written Determination
#w11-3467N

Andrea Langhauser
MassDEP Waterways Regulation Program
One Winter Street - 5th Floor
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Andrea.Langhauser@state.ma.us
Introduction

Ellen O’Connor, Vice Chancellor
UMass Boston
Welcome to UMass Boston
Master Plan Development

» 2009 Campus Master Plan Framework adopted
» 2010 Utility Corridor and Roadway Relocation (UCRR) design begins
» 2015 Integrated Sciences Complex opens
» 2015 UMass Boston’s New Section of HarborWalk opens & shoreline stabilization complete
» 2015 Utility Plant upgrades complete
» 2016 University Hall opens
» Upcoming:
  o Bayside demolition & site improvements continue
  o UCRR construction continues
  o Residence Hall-1 (R1 development site) begins
  o Parking Garage West (PW development site) begins
  o Fox Point Boat Dock Upgrades Fall 2016
Planning Consistency and Public Outreach

- Master Plan webpage continually updated ([www.umb.edu/masterplan](http://www.umb.edu/masterplan))
- Biannual “Building Connections” newsletter posted online & mailed
- Annual public meetings (last on April 27, 2016)
- Columbia Point Associates meetings (last on April 13, 2016)
- Meetings with local and regional elected officials (Last on April 26 & June 14, 2016)
- Meetings with local civic associations (last on April 13, 2016)

- More than 100 public/community meetings since 2009
Current MEPA Submission

- Residence Hall (R1 development site)
- Parking Garage West (PW development site)
25-Year Master Plan Permitting History

Briscoe Lang
Pare Corporation
25-Year Master Plan Permitting History

- June 2010 Special Review Procedure (SRP) 25-Year Master Plan
  - Pre-Construction Notification (PCN) for Master Plan projects
  - Notice of Project Change (NPC) for non-Master Plan projects
  - Required Consolidated Written Determination (CWD) for Master Plan projects in Waterways Jurisdiction
    - Ch. 898 Acts of 1969 and Ch. 91 Waterways (MassDEP)
- October 2010 Expanded Environmental Notification Form (ENF) for 25-Year Master Plan
  - Completed MEPA Review for Phase I Projects
    - Integrated Sciences Complex
    - Utility Plant Improvements
    - Relocation of University Drive North and University Drive West
    - New Utility Corridor
    - Fox Point Dock System Improvements
    - Construction of HarborWalk
25-Year Master Plan Permitting History

- **Non-Phase I Projects Permitted to date:**
  - May 2013 PCN for GAB 1 - University Hall
  - October 8, 2014 Amended SRP to include UMass Boston’s Bayside site
  - June 2015 NPC UMass Boston’s Bayside Site
  - June 2015 NPC Dedicated Parking for EMK Institute

- **May 15, 2014 Consolidated Written Determination** 25-Year Master Plan within Ch. 898/Ch.91 jurisdiction issued by MassDEP

- **Current Submission is a Joint Pre-Construction Notification under the MEPA Amended Special Review Procedure and a License Application under the Consolidated Written Determination**
Impact Accounting

- Tracking Projected 25-Year Master Plan Impacts

### Table 4 - Impact Accounting UMass Boston 25-Year Master Plan

<table>
<thead>
<tr>
<th></th>
<th>Land Altered (acres)</th>
<th>Impervious Area Reduction (acres)</th>
<th>Wetland Alteration (S.F.)</th>
<th>Tidelands or Waterways (acres)</th>
<th>Added Gross Square Footage</th>
<th>Added Housing Units</th>
<th>Added Vehicle Trips per day&lt;sup&gt;2&lt;/sup&gt;</th>
<th>Total Parking Spaces</th>
<th>Added Gallons per day of water use</th>
<th>Added GPD water withdrawal</th>
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This table assumes that all of the projected impacts associated with the Phase I projects have been realized.

<sup>1</sup> Master Plan values adjusted after mode split. EMK values based on projections for the months of May and September.

<sup>2</sup> Net change from pre-existing c 2010 per 25-Yr MP EENN.

<sup>3</sup> Breakdown not provided in EENN.

- Table has been revised since PCN submission
- Revised Table will be posted on the UMass Boston Master Plan Website
- Printed copies available today
Project Description Residence Hall 1

William Davis, Capstone Development Partners, LLC
Michael Gomes, Elkus | Manfredi Architects
Tim Hurdelbrink, Shawmut
P3 Relationship

- Public Private Partnership
  - UMBA to ground lease land to Provident Commonwealth Education Resources Inc. (PCER), an independent MA 501c3 and project owner
  - PCER has engaged a team led by Capstone Development Partners to develop, finance, and construct the project
  - PCER has also (separately) engaged Capstone On-Campus Management (COCM) to manage operation of the facility after development
  - Covenants and agreements established for the project between UMBA, UMass Boston, PCER, and the development team
  - UMBA and UMass Boston have been actively engaged in development and design process
Student Residence Hall

- Project Description
  - Total Beds: ~1,000
  - Total Square Footage: ~249,000
  - First Floor Program: Dining commons and living-learning areas open to entire campus community
  - Building heights:
    - East wing: has a low section that is 6 residential stories on top of a first floor commons (81’), and a high-section that is 11 stories on top of the first floor commons (133’).
    - West wing: has 8 residential stories on top of a first floor residential commons (102’)
  - Construction type: Steel and Concrete Composite
Existing Site

R1 Site
~2.9 ac

East Building Footprint: 34,900± sf
West Building Footprint: 6,500± sf
Site Plan
Building Sections
Building Massing

*View from the HarborWalk connector
Building Massing

*View from the UDrive North and UDrive West intersection
Construction

- Erosion and sediment control in conformance with approved Storm Water Pollution Prevention Plan
- Temporary construction fence with wind screen
- Foundation systems: Precast Concrete foundations

- Proposed Development Milestones:
  - October 2016: Groundbreaking
  - November 2016/December 2016: Pre-Cast Pile Installation
  - June 2018: Construction Completion & Final Inspections
  - August 2018: Occupancy
Project Description Parking Garage West

Deborah Fennick, Fennick | McCredie Architecture
Parking Garage West

- Project Description
  - The Parking Garage West consists of two new building structures:
    - 1,400 space precast open parking structure and;
    - ~25,000gsf occupied building consisting of a Department of Public Safety, Athletics locker rooms, Conference/Event space.
  - The two building structures will be located on the same parcel separated by an access roadway.
  - The garage structure is 8 levels (~79’-4” in height)
  - The occupied building is 3 levels (~41’-0” in height)
Parking Garage West

- Project Program:
  - Parking Structure:
    - 1,400-space open parking structure
    - Precast concrete construction
    - Steel driven H-Pile foundations
    - 8 levels
    - ~64,000 sf per floor
  - Building Program
    - Department of Public Safety ~ 11,000sf
    - Locker rooms for Men’s Baseball ~5,000sf
    - Conference/Event space ~2,000sf
    - Total Building area: ~25,000gsf
  - Pedestrian Bridge
    - ~200 foot long pedestrian bridge extending from level 3 of the garage to the campus plaza
Existing Site

Parking Structure Footprint: 64,000± sf
Building Footprint: 25,000± sf

PW Site
~3.7ac
Site Plan

DEPARTMENT OF PUBLIC SAFETY (LEVEL 1-3)

ATHLETICS LOCKER ROOMS (LEVEL 2)

CONFERENCE/EVENT (LEVEL 3)

GARAGE (LEVELS 1-8)

PEDESTRIAN BRIDGE (LEVEL 3)
Draft Conceptual Rendering
Construction

- Erosion and sediment control in conformance with approved Stormwater Pollution Prevention Plan
- Temporary construction fencing with wind screen

- Proposed Project Milestones:
  - August 2016: Ground Breaking
  - August-October 2016: Pile installation (2+ months)
  - January-April 2017: Precast concrete erection (3+ months)
  - September 2017: Garage Opens
Stormwater

Josh Alston, Nitsch Engineering
Stormwater Management Utility Corridor Roadway & Relocation

- Stormwater from softscape and hardscape areas to be collected and treated as part of the Utility Corridor Roadway & Relocation (UCRR) piping system.
- 80% Total Suspended Solids (TSS) removal through Low Impact Development (LID) and Best Management Practices (BMPs).
- Treatment practices include: deep sump, hooded catch basins; water quality drainage structures, bioretention basins with forebays and water quality swales.
- Project complies with requirements of MassDEP Stormwater Management Standards.
Campus Stormwater Management
Stormwater Management Residence Hall 1

- **Outfall 11 to Dorchester Bay**
- **Residence Hall**
  - Stormwater from softscape and hardscape areas to be collected and piped into UCRR piping, then through a UCRR hydrodynamic separator and piping to Outfall 11.
Stormwater Management Parking Garage West

- Stormwater from the public safety building to be collected and piped into UCRR piping, then through a UCRR hydrodynamic separator and piping to outfall 11.
- Stormwater from the public safety parking hardscape areas to be collected and piped through a public safety oil/water separator, piped into UCRR piping, then through a UCRR hydrodynamic separator and piping to outfall 11.
- Stormwater from softscape areas to be collected and piped into UCRR piping, then through a UCRR hydrodynamic separator and piping to outfall 11.
- Stormwater from fire lane hardscape to be collected and piped into UCRR piping, then through a UCRR hydrodynamic separator and piping to outfall 11.

- Stormwater from the garage roof to be collected and piped through a garage oil/water separator, piped into UCRR piping, then through a UCRR hydrodynamic separator and piping to outfall 8.
- Stormwater from fire lane hardscape to be collected and piped into the UCRR bioretention basin, then through UCRR piping to outfall 8.
Greenhouse Gas Analysis

Heidi Richards, VHB
Residence Hall 1
Energy Use and GHG Emissions

- Baseline Scenario
  - Minimum code: ASHRAE 90.1-2007

- Design Scenario
  - Energy conservation measures (ECMs)
    - High efficiency HVAC system
    - Connection to on-campus water cooling and heating plant
    - Efficient building lighting

- Energy and GHG Avoidances
  - ECMs reduce energy consumption by 22.2% and GHG emissions by 19.9%
  - Meets MEPA GHG Policy and Stretch Energy Code

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<th>Energy Consumption (MBtu/yr)</th>
<th>CO₂ Emissions (tons/yr)</th>
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<td>Percent Savings</td>
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MBtu/yr = million British thermal units per year
tons/yr = short tons per year

The Campus’ Sustainability Program
Parking Garage West
Energy Use and GHG Emissions

▸ Baseline Scenario
  o Minimum code : ASHRAE 90.1-2010

▸ Design Scenario
  o Incorporates planned ECMs
    ▪ High efficiency HVAC system
    ▪ Energy recovery ventilator system

▸ Energy and GHG Avoidances
  o ECMs will reduce energy consumption by 28.5% and GHG emissions by 19.3%
  o Meets MEPA GHG Policy and Stretch Energy Code
Site Energy Use Intensities

- Energy Use Intensity (EUI) is a measure of energy consumption per building size. The metric offers the opportunity to compare the energy use of differently sized buildings.

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₁. 73.9 kBtu/sf-yr median for Dormitory Use
₂. 88.3 kBtu/sf-yr median for Public Safety Station. 41.2 kBtu/sf-yr median for Athletic Locker Room.
(Source: Energy Star Portfolio Manager)

- EUIs reduced in the Design Scenarios due to ECMs
  - Residence Hall > National median EUI due to off-site chilled water generation
  - Parking Garage < National median EUIs due to majority of building is low energy use garage space.
Beneficial Mitigation Measures

- **Residence Hall 1**
  - Energy Star equipment
    - 37.2 tons/yr CO$_2$ avoided
  - Water efficiencies
    - Low-flow fixtures
  - Energy conservation education for residents

- **Parking Garage West**
  - Rooftop “solar ready” - feasibility continuing to be explored
    - Solar canopy system = 188.5 tons/yr CO$_2$ avoided
  - Energy Star equipment
    - 1.2 tons/yr CO$_2$ avoided
Transportation Study Update

Amy Archer, Pare
2009 Transportation Study – Background

- UMB Campus Master Plan completed in 2009
  - Included the UCRR, 2 garages and 2 Res Halls

- Transportation Plan completed concurrently
  - Based on 25 year buildout projection of 20,000 students

- Recommendations
  - Relocate U Drive N to align with Mt Vernon
  - Convert circulation to two-way
  - Redevelop gateway intersections at Bianculli at University Drive West and Mt Vernon at University Drive West
  - Improve pedestrian and bicycle facilities and connections
2015/2016 Transportation Study Update – Purpose

- Reflect updates of current Master Plan Layout
  - UCRR fully designed
  - Residence Hall and Parking Garage locations finalized

- Reflect update to Enrollment Projections
  - Current enrollment (2015) = 17,030
  - Update projections = 25,000 students by 2025

- Assess Traffic Impacts of Updates
  - Access/Circulation
  - Level of Service (LOS)
  - Safety

- Recommend Mitigation as Necessary
Transportation Study Update – Methodology

- **Step 1 – Thorough Data Collection Process**
  - Vehicle, Pedestrian, Transit Counts
  - Field Review and Observations
  - Crash Data Query
  - Campus-wide Transportation Survey
    - E-mailed to entire campus population
    - Received 2,021 responses, > 10% of population
    - Questioned origin, destination, time and type of commute
Transportation Study Update – Methodology

- Step 2 – Replicate Existing Traffic Model

### Table 3: Residential Distribution (Drivers Only)

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<td>8%</td>
<td>M</td>
</tr>
<tr>
<td>10</td>
<td>02446</td>
<td>7%</td>
<td>N</td>
<td>02136</td>
<td>8%</td>
<td>S</td>
</tr>
</tbody>
</table>

**Figure 7A: Student Mode Split – A.M. Peak**

- Drive: 46.5%
- Transit: 35.0%
- Carpool: 2.5%
- Walk/Bike: 14.5%

**Figure 7B: Student Mode Split – P.M. Peak**

- Drive: 50.5%
- Transit: 35.0%
- Carpool: 1.5%
- Walk/Bike: 13.0%
Transportation Study Update – Methodology
Transportation Study Update – Methodology

- Step 3 – Project Future Traffic Model

**Figure 10B: Proposed Parking Distribution**

- UMass Boston Bayside: 1,000 Spaces = 25%
- St. Christopher’s: No Spaces = 0%
- Garage PE: 1,400 Spaces = 37.5%
- Garage PW: 1,400 Spaces = 37.5%

NOTE: 100 spaces to remain at campus core with access from University Drive North and/or West.

Proposed count / Percent:

EXISTING CAMPUS BUILDINGS
FUTURE CAMPUS BUILDING SITE
FUTURE CAMPUS RESIDENCE SITE
FUTURE PARKING GARAGE SITE
PROPOSED KEY CAMPUS LANDSCAPES
PROPOSED PEDESTRIAN CONNECTIONS
PLAZA TO REMAIN
EXISTING CONTEXT BUILDINGS

PARKING DISTRIBUTION

Joint MEPA PCN/DEP CWD for R-1 and Parking Garage West | July 13, 2016
Transportation Study Update – Findings

- Minimal impact on safety and traffic operations
- High crash rates at K. Circle and Morrissey/Freeport
- Intersections already over capacity remain over capacity

<table>
<thead>
<tr>
<th>Table 5: Intersections with Unfavorable LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersection</td>
</tr>
<tr>
<td>I-93 SB Ramps &amp; Columbia</td>
</tr>
<tr>
<td>Kosciuszko Circle</td>
</tr>
<tr>
<td>Mount Vernon &amp; Morrissey SB Frontage</td>
</tr>
<tr>
<td>Morrissey &amp; Bianculli</td>
</tr>
<tr>
<td>Morrissey &amp; Freeport</td>
</tr>
<tr>
<td>Mount Vernon &amp; Santander</td>
</tr>
</tbody>
</table>

*Analyzed in Synchro as well as MassDOT approved GDOT Analysis Tool – results shown respectively separated by |
Transportation Study Update - Recommendations

- Signal timing adjustments at 2 intersections
  - I-93 Southbound @ Columbia Road
  - Mt Vernon @ Morrissey Southbound Frontage

- Review operation at Morrissey/Bianculli after DCR’s project is complete

- Monitor pedestrian activity after RH2 and PE

- Add on-campus “loop” shuttles once UCRR is complete

- Garage monitoring/Variable Message Signs

- Consider reducing parking ratio

- Increase bicycle amenities /accommodations (if needed)
Traffic Analysis – Residence Hall 1

- Residence Hall 1 (RH1) will be located in the northwest portion of campus, inside the UCRR loop

- No designated parking associated with RH1. Campus will continue to restrict overnight parking (lots close 11pm)

- RH1 will house first year students; residents will not be allowed to have cars on campus

- Marginal increase in vehicles trips (campus shuttles) included in Transportation Study

- Minimal addition of pedestrian conflicts

- No significant impact on traffic or safety
Traffic Analysis Parking Garage West

David Black, VHB
PW Traffic Analysis
PW Traffic Analysis

▶ PW Program:
  ○ 1,400 structured parking spaces
  ○ Department of Public Safety and Athletics building

▶ PW users currently park elsewhere on UMass Boston campus

▶ No new vehicle trips will be generated

▶ Parking trips will be diverted from other existing parking surface lots:
  ○ Bayside
  ○ On-campus lots including Lot B (eliminated by R1 project)
PW Traffic Analysis

PW access on re-aligned University Drive West:

- Primary driveway serves garage and DPS unit
  - Intersection will be signalized
  - Vehicle turning movements in all directions
  - Pedestrian crossing at signalized intersection connects PW with primary east-west pedestrian corridor
- Secondary driveway allows right-turn movements only
PW Traffic Analysis

- Largest portion of peak hour trips arrive and depart the campus on Morrissey Boulevard via Bianculli Boulevard:
  - 82.5% of Faculty & Staff
  - 50% of Students

PW Peak Hour Entry/Exit Volumes

<table>
<thead>
<tr>
<th>Direction</th>
<th>Percentage of Spaces</th>
<th>Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Hour</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enter</td>
<td>44 %</td>
<td>616</td>
</tr>
<tr>
<td>Exit</td>
<td>5 %</td>
<td>70</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enter</td>
<td>20 %</td>
<td>280</td>
</tr>
<tr>
<td>Exit</td>
<td>35 %</td>
<td>490</td>
</tr>
</tbody>
</table>

- No impact to off-campus regional roadway network
PW Traffic Analysis

**Morning**

<table>
<thead>
<tr>
<th>DoubleTree Bayside</th>
<th>Bayside</th>
<th>University Drive</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mt. Vernon St</td>
<td></td>
<td>North</td>
</tr>
<tr>
<td>-8</td>
<td>-23</td>
<td>-65</td>
</tr>
<tr>
<td>8</td>
<td>-22</td>
<td>26</td>
</tr>
<tr>
<td>21</td>
<td>-19</td>
<td>-264</td>
</tr>
<tr>
<td>13</td>
<td>-148</td>
<td></td>
</tr>
<tr>
<td>148</td>
<td>-134</td>
<td></td>
</tr>
<tr>
<td>-34</td>
<td>-196</td>
<td>-303</td>
</tr>
<tr>
<td>34</td>
<td>229</td>
<td></td>
</tr>
<tr>
<td>In 616</td>
<td>Out 70</td>
<td>Total 686</td>
</tr>
</tbody>
</table>

**Evening**

<table>
<thead>
<tr>
<th>DoubleTree Bayside</th>
<th>Bayside</th>
<th>University Drive</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mt. Vernon St</td>
<td></td>
<td>North</td>
</tr>
<tr>
<td>-8</td>
<td>-23</td>
<td>-65</td>
</tr>
<tr>
<td>8</td>
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<td>26</td>
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<tr>
<td>13</td>
<td>-148</td>
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<td>148</td>
<td>-134</td>
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<td>-34</td>
<td>-196</td>
<td>-303</td>
</tr>
<tr>
<td>34</td>
<td>229</td>
<td></td>
</tr>
<tr>
<td>In 280</td>
<td>Out 490</td>
<td>Total 770</td>
</tr>
</tbody>
</table>
## PW Traffic Analysis

### PW Traffic Operations Analysis Summary

Master Plan Transportation Update Existing Conditions vs. Existing plus PW Trips

<table>
<thead>
<tr>
<th>Intersection</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Existing</td>
<td>PW Build</td>
</tr>
<tr>
<td><strong>Delay</strong></td>
<td><strong>LOS</strong></td>
<td><strong>Delay</strong></td>
</tr>
<tr>
<td>Mt. Vernon Street at:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Santander/Double Tree (Un-signalized)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NB</td>
<td>120.9</td>
<td>F</td>
</tr>
<tr>
<td>SB</td>
<td>13.0</td>
<td>B</td>
</tr>
<tr>
<td>EB</td>
<td>1.3</td>
<td>A</td>
</tr>
<tr>
<td>WB</td>
<td>0.2</td>
<td>A</td>
</tr>
<tr>
<td>Bayside Parking Lot (Un-signalized)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SB</td>
<td>61.6</td>
<td>F</td>
</tr>
<tr>
<td>EB</td>
<td>4.1</td>
<td>A</td>
</tr>
<tr>
<td>WB</td>
<td>0.0</td>
<td>A</td>
</tr>
<tr>
<td>Harbor Point Blvd. &amp; McCormack School Driveway (Signalized)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NB</td>
<td>79.6</td>
<td>E</td>
</tr>
<tr>
<td>EB</td>
<td>7.3</td>
<td>A</td>
</tr>
<tr>
<td>WB</td>
<td>5.6</td>
<td>A</td>
</tr>
<tr>
<td>Intersection</td>
<td>8.2</td>
<td>A</td>
</tr>
<tr>
<td>University Drive North (Existing Un-signalized) (PW Build Signalized)</td>
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<td></td>
</tr>
<tr>
<td>NB</td>
<td>71.9</td>
<td>F</td>
</tr>
<tr>
<td>EB</td>
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<td>A</td>
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<tr>
<td>WB</td>
<td>3.3</td>
<td>A</td>
</tr>
<tr>
<td>Intersection</td>
<td>n/a</td>
<td>n/a</td>
</tr>
</tbody>
</table>

Note: LOS D or better is typically considered to represent acceptable operations in urban areas
Campus Parking Management

Andrew S. Weiss, UMass Boston
Campus Parking Management

- UMass Boston operates six on-campus parking lots with over 2,000 spaces
- Parking is first-come first-served for students, faculty, staff, visitors
- Surface parking lots established in 2006 for interim condition until parking garages are built
- Temporary agreements with neighbors for overflow parking
- Transportation Demand Management Incentives:
  - Free shuttles between the T and campus
  - Bicycle amenities (bike lanes, bike racks, showers)
  - Pedestrian amenities (sidewalks, benches, accessible routes, signals)
  - Preferred parking for carpool users
  - Vanpool/carpool matching through MassRIDES
  - Emergency Ride Home through MassRIDES
- Continual monitoring of parking space inventory and projected demand
Consolidated Written Determination

Briscoe Lang, Pare
Consolidated Written Determination

- Consolidated Written Determination
  - Determination by the Department under Ch. 898 of 1969 and MGL Ch. 91 of its intent to approve multiple construction projects described in the 25-Year Master Plan subject to conditions

- Ch. 898 Acts 1969
  - Authorized land acquisition and development of UMass Boston at Columbia Point – did not include UMass Boston Bayside site
  - Allowed filling “any and all land or flats” within the boundaries
  - Plans for filling or use must be approved by the Department
  - Prohibited regulation of height, bulk, location or use of buildings and structures, tunnels or facilities constructed under the Act

- Ch. 91 Public Waterfront Act
  - The Commonwealth's primary tool for protection and promotion of public use of its tidelands and other waterways
  - Geographic jurisdiction includes Flowed and Filled Tidelands
  - Regulated activities include filling, structures, changes in use
Consolidated Written Determination

- 25-Year Master Plan Projects Licensed under the CWD and/or Chapter 91
  - CWD Site A Landscaping at Integrated Science Complex – Minor Modification
  - CWD Site B General Academic Building 1/University Hall – Minor Modification
  - HarborWalk – License 13709 (2014)
  - UCRR – Minor Modification
  - UCRR@ University Drive S and E – Minor Modification
  - UCRR@ University Drive N – License 13711 (2015)
  - Fox Point Dock Upgrades & Expansion – License 14041 (2015)

- UMass Boston Bayside site not within CWD jurisdictional area
License Application under the CWD

- Joint PCN/CWD submission includes an Application for a Waterways License under the CWD
  - Affects Residence Hall 1 only
  - 2,045± sf (0.05 ac.) over filled (not landlocked) tidelands
  - Public Benefit Determination issued on 10/22/10 is applicable to the R-1 project
  - No Boston Conservation Commission Jurisdiction
  - Comment Period ends July 26
CWD Licensing Jurisdiction R-1
CWD Licensing Jurisdiction R-1
License Application under the CWD

- Non-Water Dependent Filled Tidelands BRPww17b
  - State forms and application fee
  - List of Abutters
  - Public Notice and Project Summary
  - License Plans
  - List of Licensing actions for 25-Year Master Plan Projects
  - Copy of the Consolidated Written Determination
  - Copy of the MEPA Public Benefit Determination
  - Copy of Acts of 1969 Chapter 898
CWD Conditions

▶ Update Project Narrative
▶ Detailed engineering plans consistent with 310 CMR 9.11(3)(c)
▶ Demonstration of project consistency with the CWD and Chapter 898
  ○ Site R-1 is specifically identified in the CWD
  ○ Student Housing is specifically identified as an authorized structure type
  ○ Proposed layout is consistent with 4 conceptual layouts presented in the CWD
  ○ Conforms to Architectural and Landscape Design Guidelines
    ▪ Siting, Context, and Typology
    ▪ Built Environment, Landscape & Open Space, and Campus Circulation
    ▪ Safety, Sustainability, and Accessibility
▶ Public restrooms and dining facilities
Comments in writing due by July 26, 2016

- **MEPA - PCN**
  Executive Office of Energy and Environmental Affairs (EEA)
  Attn: Holly Johnson, EEA No. 14623
  100 Cambridge Street, Suite 900
  Boston, MA 02114
  [Holly.S.Johnson@state.ma.us](mailto:Holly.S.Johnson@state.ma.us)

- **DEP – CH 91**
  MassDEP Waterways Regulation Program
  Attn: Andrea Langhauser, #w11-3467N
  One Winter Street - 5th Floor
  Boston, MA 02108
  [Andrea.Langhauser@state.ma.us](mailto:Andrea.Langhauser@state.ma.us)

Time for Questions & Comments