DRAFT

FEMA Environmental Assessment

# SOUTH END COMMUNITY CENTER

Marble Street, Springfield, MA
DR 1994 MA, Public Assistance Grant Program
December 15, 2015

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Federal Emergency Management Agency (FEMA)
Region I, Environmental & Historic Preservation Office (R1-EHP)
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**ENVIRONMENTAL ASSESSMENT**
**SOUTH END COMMUNITY CENTER**

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## Acronyms and Abbreviations

| | |
|---|---|
| ACM | Asbestos Containing Material |
| ADA | Americans with Disabilities Act |
| BMP | Best Management Practice |
| CEQ | Council on Environmental Quality |
| CAA | Clean Air Act |
| CERCLA | Comprehensive Environmental Response, Compensation, and Liability Act |
| C.F.R. | Code of Federal Regulations |
| CMS | Centers for Medicare and Medicaid Reimbursement |
| CWA | Clean Water Act |
| EA | Environmental Assessment |
| EIS | Environmental Impact Statement |
| EO | Executive Order |
| ESA | Endangered Species Act |
| FEMA | Federal Emergency Management Agency |
| FIRM | Flood Insurance Rate Map |
| FONSI | Finding of No Significant Impact |
| GIS | Geographic Information System |
| MSA | Magnuson-Stevens Fishery Conservation and Management Act |
| NEPA | National Environmental Policy Act |
| NESHAPS | National Emission Standards for Hazardous Air Pollution |
| NFIP | National Flood Insurance Program |
| NHPA | National Historic Preservation Act |
| NPDES | National Pollutant Discharge Elimination System |
| NPL | National Priority List |
| NRCS | Natural Resources Conservation Service |
| PA | Public Assistance |
| RCRA | Resource Conservation and Recovery Act |
| SHPO | State Historic Preservation Officer |
| USACE | U.S. Army Corps of Engineers |
| USEPA | U. S. Environmental Protection Agency |
| USDA | U.S. Department of Agriculture |
| USFWS | U.S. Fish and Wildlife Service |

# 1 INTRODUCTION

As a result of damages sustained on June 1, 2011, the President declared a major disaster for the Commonwealth of Massachusetts under the Robert T. Stafford Disaster Relief and Emergency Assistance Act. This major disaster declaration, referenced as FEMA-1994-DR-MA, authorized the Federal Emergency Management Agency (FEMA) to provide Public Assistance (PA) grant funding to local governments, state agencies and eligible private non-profit organizations in Massachusetts. The City of Springfield, Massachusetts has applied through the Massachusetts Emergency Management Agency (MEMA) to the FEMA for funding assistance to establish a new South End Community Center (SECC). This Environmental Assessment (EA) is being prepared in accordance with 44 Code of Federal Regulations (CFR) for FEMA, Subpart B, Agency Implementing Procedures, Part 10.9, and pursuant to Section 102 of the National Environmental Policy Act (NEPA) of 1969, as implemented by the regulations promulgated by the President's Council on Environmental Quality (CEQ); 40 CFR Parts 1500-1508. The purpose of an EA is to analyze the potential environmental impacts of proposed alternatives to a project and to determine whether to prepare an Environmental Impact Statement or a Finding of No Significant Impact (FONSI).

## 1.1 DISASTER BACKGROUND AND OVERVIEW

The City of Springfield, Massachusetts (the City) is located in western Massachusetts, in Hampden County, near the Massachusetts/Connecticut border. Springfield is the third largest city in Massachusetts with an estimated population of 153,000 per the 2010 Census.

On June 1, 2011, tornadoes struck portions of Western Massachusetts causing widespread property damage. The largest tornado passed through the City and caused significant damage to the Springfield Armory; the building that housed the SECC. The City has proposed to construct a new facility to re-establish a permanent location for the SECC.

The proposed facility would be used for athletic/recreation activities, sports clinics, community meetings, and special events. Additionally, the SECC would serve as a base of operations for an after school program to support academic achievement and life skills development for children in grades K-8. The SECC would also host special events such as teen dances, family recreation nights and community information forums. To support this vision, the SECC would require significant space for classrooms, offices and administrative storage, athletic/recreational space, showers and lockers and auditorium space.

## 1.2 PURPOSE AND NEED

The purpose of the project is to provide community services for City residents in a permanent Facility. The need for the facility stems from the loss of access to the Springfield Armory which was severely damaged by a tornado. The new facility at a new location will provide an opportunity to update accommodations and utilize a location in a less urban landscape where there will be recreational facilities.

# 2 ALTERNATIVES CONSIDERED

## 2.1 ALTERNATIVE 1 - THE NO ACTION ALTERNATIVE

Under the No Action Alternative, SECC services would continue to be provided in a temporary location. However, the temporary facility is too small to accommodate all programs offered at the previous facility, there is limited space for parking and outdoor activities, and no area for food service.

### 2.2 ALTERNATIVE 2 – BUILD A NEW FACITY AT EMERSON WIGHT PARK (PROPOSED ALTERNATIVE)

The ***Proposed Alternative*** is construction of a new two-story building at Emerson Wight Park. Once constructed, the approximately 26,000 square foot facility would house all SECC services including a gymnasium, classrooms, and office space. Site access is proposed via two driveways. A bus drop-off and pick-up area and bike rack would be provided in front of the SECC.

Emerson Wight Park is aligned southwest to northeast in the section of Springfield known as the South End, in close proximity to the Six Corners section (N42.09415, W-72.57844 or UTM Zone 18: 0700258 E, 4663067 N). The Park is bordered by Maple Street to the north, Wendell Place and Rutledge Avenue to the west, Acushnet Avenue to the south, and residential lots from Maple and Pine streets to the east. See topographic map and area of potential effect map at Appendix A; Figures A-1 and A-2.The proposed building location is south/southeast of the northern entrance on Marble Street and across from Dwight Street Extension. Improvements to traffic flow in the immediate area are also proposed. Since this is a congested area, and construction of the SECC will result in increased vehicular and pedestrian traffic, especially during mid-late afternoon, a plan has been included to expand the width of Marble Street, extend it to the northeast and curve it to the northwest to connect with Ashmun Street. Construction of the roadway project is anticipated to begin in 2016.

A total of 92 parking spaces will be provided at the facility; greater than the City requirement of 3 spaces per 1,000 square feet for this type of land use. Vendors would unload in an area near where employees would park; immediately east of the outdoor basketball court. See design plans and photographs at Appendix A; Figure A-3 and Appendix B.

### 2.3 OTHER ALTERNATIVES CONSIDERED AND ELIMINATED

Repair the Armory to re-establish use for the SECC and Senior Center. This Alternative was considered and eliminated when the City determined that the public good would not be best served by restoring the damaged facility or by solely restoring the function of a damaged facility.

A new building constructed at a former manufacturing location; the “Gemini” site. This alternative was considered and eliminated because the City did not own the site and additional cost would have been incurred through necessary environmental testing and the possible need for site remediation.

## 3 AFFECTED ENVIRONMENTS AND POTENTIAL IMPACTS CONSIDERED

In the following section:

***Alternative 1 - the No Action Alternative*** is not evaluated further since there would be no added adverse effect to the environment if this alternative were chosen.

***Alternative 2 – Build a New Facility at Emerson Wight Park (Proposed Alternative)*** is analyzed for the direct effect the proposed facility will have on the surrounding resources.

***Alternative 3 – Repair the Springfield Armory or Build a New Facility at the old Gemini Site*** will not be analyzed in any further sections of this document since the City has decided not to pursue either alternative.

***Table 3-1*** summarizes the effects described and analyzed in this chapter. Levels of potential effect are defined as follows:

* 1 - Negligible: The resource area would not be affected. Changes would be non-detectable or if detected, effects would be slight and local. Impacts would be well below regulatory limits.
* 2 - Minor: Changes to the resource would be measurable, but the changes would be small and localized. Impacts would be within or below regulatory limits. Mitigation measures may be necessary to reduce potential effects.
* 3 - Moderate: Changes to the resource would be measurable and have localized and potentially regional scale impacts. Impacts would be within or below regulatory limits, but historical conditions would be altered on a short-term basis. Mitigation measures may be necessary to reduce potential effects.
* 4 - Major: Changes would be readily measurable and would have substantial consequences on a local and potentially regional level. Impacts would exceed regulatory limits. Mitigation measures to offset the effects would be required to reduce impacts, although long-term changes to the resource would be possible.

***Table 3-1.***
**PROJECT ALTERNATIVES: SUMMARY OF POTENTIAL EFFECT, COORDINATION AND MITIGATION APPLIED**

**Geology & Soils**
**Proposed Alternative**
IMPACT: 1 - Negligible
Agency Coordination/ Permits: N/A
Mitigation/BMPs: N/A
Comments: No Impacts Identified.

**Air Quality**
**Proposed Alternative**
IMPACT: 1- Negligible
Agency Coordination/ Permits: N/A
Mitigation/BMPs: N/A
Comments: Negligible Impact.

**Climate Change**
**Proposed Alternative**
IMPACT: 1- Negligible
Agency Coordination/ Permits: N/A
Mitigation/BMPs: N/A
Comments: No Impacts Identified.

**Water Quality**
**Proposed Alternative**
IMPACT: 1 - Negligible
Agency Coordination/ Permits: N/A

Mitigation/BMPs:  Best Management Practices during construction will adequately address potential water quality impacts and control the release of sediment.
Comments: No Impacts Identified.

**Floodplains**
**Proposed Alternative**
IMPACT: 1- Negligible
Agency Coordination/ Permits: N/A
Mitigation/BMPs: N/A
Comments: Site is not located within a floodplain.

**Wetlands**
**Proposed Alternative**
IMPACT: 1- Negligible
Agency Coordination/ Permits: N/A
Mitigation/BMPs: N/A
Comments: No Impacts Identified.

**Threatened and Endangered Species**
**Proposed Alternative**
IMPACT: 1- Negligible
Agency Coordination/ Permits: N/A
Mitigation/BMPs: N/A
Comments: No Impacts Identified

**Historic Properties and Cultural Resources**
**Proposed Alternative**
IMPACT: 1- Negligible
Agency Coordination/ Permits: SHPO Consulted, Concurrence Obtained
Mitigation/BMPs: Unanticipated Discoveries condition added to project grant.
Comments: No Adverse Effect.

**Environmental Justice**
**Proposed Alternative**
IMPACT: 1- Negligible
Agency Coordination/ Permits: N/A
Mitigation/BMPs: N/A
Comments: Beneficial Impacts.

**Traffic Impacts**
**Proposed Alternative**
IMPACT: 1- Negligible
Agency Coordination/ Permits: N/A
Mitigation/BMPs: N/A
Comments: Negligible impact.

**Cumulative Impacts**
**Proposed Alternative**
IMPACT: 1- Negligible
Agency Coordination/ Permits: N/A
Mitigation/BMPs: N/A
Comments: Negligible impact.

**SUMMARY**

The Proposed Alternative will have No to Minor Changes to resources that could be measurable, but the changes would be small and localized. Impacts would be within or below regulatory limits. Mitigation measures may be necessary to reduce potential effects.

**IN THE FOLLOWING SECTION:**

The ***No Action Alternative*** is not evaluated further since there would be no added adverse effect to the environment if this alternative were chosen.

The ***Proposed Alternative*** will have direct effect on the project location and is discussed further.

## 3.1 GEOLOGY AND SOILS

Soils at the site have been classified as "602-Urban land" (100%) by the Natural Resource s Conservation Service based on observations, descriptions and transects of the area. Urban land consists of paved areas or areas of highly disturbed land. However, the land may still have some of the characteristics of the soil components that existed in the area before it was disturbed. See the soils map at Appendix A; Figure A-6.

### *3.1.1. Potential Impacts*
The ***Proposed Alternative*** will have no impact to geology or soils.

### *3.1.2 Need for Mitigation*
None identified.

## 3.2 AIR QUALITY

The Clean Air Act establishes National Ambient Air Quality Standards (NAAQS) for six principle air pollutants. These pollutants include: Carbon Monoxide, Lead, Nitrogen Dioxide, Particulate Matter (PM) with a diameter less than or equal to ten micrometers, PM with a diameter less than 2.5 micrometers, Ozone, and Sulfur Dioxide.

### *3.2.1. Potential Impacts*
The ***Proposed Alternative*** will have "below de-minimis level" effects on air quality; projected impacts were evaluated against the NAAQS. KB Environmental Sciences, Inc. concluded that vehicular emissions from a projected increase in traffic associated with the proposed facility would be below "de-minimis"

levels specified in the Clean Air Act and would not likely cause or contribute to a potential Carbon Monoxide exceedance of the National Ambient Air Quality Standards; "South End Community Center Project Air Quality Report" (May 22, 2015).

### *3.2.2. Need for Mitigation*
None identified.

## 3.3 CLIMATE CHANGE

The CEQ has issued a draft NEPA guidance document that encourages federal agencies to include consideration of the effects on greenhouse gas emissions and climate change in their evaluation of proposals subject to NEPA documentation (CEQ 2010).

The ***Proposed Alternative*** will only have temporary "below de-Minimis level" effects on climate change.

### *3.3.1 Potential Impacts*
Given the conclusion documented by KB Environmental Services, Inc. in the "South End Community Center Project Air Quality Report" (May 22, 2015) concerning "below de-minimis level" contribution from vehicular emissions associated with a projected increase in traffic from use of the proposed facility, we conclude there would be negligible contribution to greenhouse gases and impact to climate. There may be a temporary rise in the volume of greenhouse gas due to the running of construction equipment. This volume will be temporary and low. Use of the building after construction will have no additional permanent effect on the volume or intensity of greenhouse gas emissions.

### *3.3.2 Need for Mitigation*
None identified.

## 3.4 WATER QUALITY

The Clean Water Act provides standards and regulatory authority to control a wide variety of activities that can affect water quality, e.g. discharge of dredged or fill material, point source discharges and non-point source discharges. Regulatory authority is held by a variety of different agencies, e.g. U.S. Army Corps of Engineers, U.S. Coast Guard, and U.S. Environmental Protection Agency, as determined by the type and location of an activity that may affect water quality.

The ***Proposed Alternative*** will have limited, temporary effects on water quality during construction.

### *3.4.1. Potential Impacts*
Construction of the facility should have virtually no impact on water quality, e.g. from surface water runoff, as long as all applicable state and local permit conditions are followed.

### *3.4.2 Need for Mitigation*
Adherence to Best Management Practices during construction will adequately address potential water quality impacts and control the release of sediment.

## 3.5 FLOODPLAINS

A floodplain is an area of land adjacent to a stream or river that stretches from the banks of its channel to the base of the enclosing valley walls and experiences flooding during periods of high discharge. Executive Order 11988 directs federal agencies to assume leadership in avoiding direct or indirect support of development in the 100 year floodplain.

*The **Proposed Alternative** will have no effect on floodplains.*

### *3.5.1 Potential Impacts*

None; the Proposed Alternative is not in a Special Flood Hazard Area (i.e. 100-year event area). See the floodplain map in Appendix A; Figure A-4.

### *3.5.2 Need for Mitigation*

None identified.

## 3.6 WETLANDS

A wetland is a land area that is saturated with water, either permanently or seasonally, such that it takes on the characteristics of a distinct ecosystem. Executive Order 11990 requires federal agencies to avoid adverse impacts to wetlands to the extent possible.

The ***Proposed Alternative*** will have no effect on wetlands.

### *3.6.1 Potential Impacts*

None; the Proposed Alternative is not in or near a mapped wetlands area. See the wetlands map in Appendix A; Figure A-5.

### *3.6.2 Need for Mitigation*

None identified.

## 3.7 THREATENED AND ENDANGERED SPECIES

The Endangered Species Act serves as the primary federal protection for species and habitat by providing a formal designation and implementing programs through which the conservation of both populations and habitats may be achieved.

A proposed endangered species, the Northern Long-eared Bat, is located statewide in Massachusetts. Habitat for this species is considered to be mines and caves in the winter and wide variety of forests in the summer. Emerson Wight Park is cleared of trees and does not contain mines or caves.

The ***Proposed Alternative*** will have no effect on threatened and endangered species.

3.7.1. Potential Impacts

No impact to federal or state listed threatened or endangered species or their habitat for the Proposed Alternative. See the USFWS Information for Planning and Conservation (IPaC) Trust Resource Report Appendix C, Figure C-1.

### *3.7.2 Need for Mitigation*
None identified.

## 3.8 HISTORIC PROPERTIES AND CULTURAL RESOURCES

The National Historic Preservation Act (NHPA) of 1966 defines a historic property as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion on the National Register". Criteria for listing a property on the National Register of Historic Places can be found in 36 C.F.R. Part 60. Cultural properties include a broader category of physical assets, such as archaeological, architectural, and historical properties, that do not meet National Register criteria, but which may have cultural value.

As defined in the Advisory Council on Historic Preservation's (ACHP) regulations, the Area of Potential Effect (APE) for a project is defined as, the "geographic area or area within which an undertaking may directly or indirectly cause changes in the character of or use of historical properties, if any such properties exist" (36 CFR 800.16[d]). The APE is based upon the "potential" for effect, which may differ for aboveground resources (historic structures and landscapes) and subsurface resources (archaeological sites). Factors with potential to cause effects include but are not limited to; noise, vibration, visual (setting), traffic, atmosphere, construction, indirect and cumulative.

For this undertaking, the APE is be the entire boundary of Emerson Wight Park, the parcels fronting on Marble Street, the parcels immediately adjacent to the park on the southwest and the southeast, and a 50-foot buffer along the northeast side of the park. Also included in the APE will be the right-of-way for the Marble Street Extension, plus 25 feet on each side of the right-of-way, and any temporary right-of-way acquired for the project.

Emerson Wight Park is not listed in any local, state, or federal registers of historic places. It was surveyed by the Springfield Preservation Trust in May 1983. The park, established in 1908, was the first playground built under the Massachusetts Playground Act, and is associated with Springfield's recreational history. FEMA identified two (2) National Register historic districts in the vicinity of Emerson Wight Park: the Hollywood Historic District (Outing Park Historic District, NRHP #12000068), and Ames Hill/Crescent Hill Historic District (NRHP #74000368) which is also a locally designated historic district known as the Maple Hill Historic District.

Maps dating as far back as 1857 show undeveloped land at the location of Emerson Wight Park until the park's development in 1908. In 1871, the Wall and Gray map indicates the addition of Marble Street to an area labeled Crescent Hill. Atlases of 1899, 1910, and 1920 show the area's development over time, including street patterns and buildings. Historic topographical USGS maps from 1895 and 1938 also give some insight into the growth of Springfield's South End.

Emerson Wight Park is credited as being the city's first "public playground." A wading pond was built in 1917, and during the 1930s, a large swimming pool and bathhouse facilities were added. The bathhouse

was located at the end of Wendell Place, where it obstructed the view looking northeast down the street toward Wight Park. Images on Google Earth indicate that this bathhouse was removed sometime between 1997 and 2001.

Over the years, various amenities added to and subtracted from the park. Currently, the park consists of a baseball diamond, playground, basketball court, swimming pool, pavilion and open space. Past amenities included a bathhouse, tennis court, and running track. Over the past several years, many facilities in the park have remained the same; the basketball court, pool, pavilion, and playground have all been in their current configuration since at least 1997.

The ***Proposed Alternative*** will have no adverse effect on historic properties and cultural resources.

### *3.8.1 Potential Impacts*

On June 29, 2015, the Massachusetts State Historic Preservation Officer (SHPO) concurred on a FEMA finding of "*No Adverse Effect*" for the Proposed Alternative. See SHPO concurrence at Appendix C; Figure C-2.

### *3.8.2 Need for Mitigation*

To address the potential for subsurface discoveries of archaeological materials and/or human remains, FEMA will place the following condition on the grant:

> *In the event of the discovery of archaeological materials and/or human remains, the City and their contractor shall immediately stop all work in the vicinity of the discovery and take reasonable measures to avoid or minimize harm to the finds. The City and their contractor shall secure all human remains discoveries and restrict access to discovery sites. The City and their contractor shall follow the provisions of applicable state laws, including Massachusetts General Laws Chapter 38, section 6 (Discovery of skeletal remains likely to be Native American); Chapter 9, sections 26A (State archaeologist; duties; reservation of lands from sale; cooperation of governmental agencies) & 27C (Projects; notice; adverse effect; review); and Chapter 7, section 38A (Skeletal remains; preservation; excavation; analysis), or any amendments or supplanting laws and regulations. Violation of state law will jeopardize FEMA funding for this project. The City will inform the Office of the Chief Medical Examiner (617 - 267-6767), the State Archaeologist (Brona Simon, 617-727-8470), the MEMA Public Assistance Supervisor (Scott Macleod, 508-820-1400) and the FEMA Deputy Regional Environmental Officer (Lydia Kachadoorian, 857-205-2860). FEMA will consult with the SHPO and Tribes, if remains are of tribal origin. Work in sensitive areas may not resume until consultation is completed and appropriate measures have been taken to ensure that the project is in compliance with the National Historic Preservation Act.*

## 3.9 EXECUTIVE ORDER (EO) 12898 ENVIRONMENTAL JUSTICE

EO 12898 requires that federal agencies identify and address disproportionately high and adverse human health or environmental effects on minority or low income populations posed by their activities, policies, or programs.

The ***Proposed Alternative*** will have a beneficial effect on minority and low income populations.

### *3.9.1 Potential Impacts*
The Proposed Alternative will restore the function of the South End Community Center which provided programs for minority and low income populations.

### *3.9.2 Need for Mitigation*
None identified.

## 3.10 TRAFFIC IMPACTS

Improvements are being designed for streets that provide access to the proposed facility location and construction is anticipated to be complete before the facility opens. Improvements include an extension to Dale Street and removal of a small section of Morris Street. Reconstruction, and extension of Ashmun Street to connect with Marble Street, is also proposed. Demolition of a housing complex and two residences has been completed to allow for the connection of Ashmun and Marble Street.

The ***Proposed Alternative*** will have a negligible impact on traffic density and patterns.

### *3.10.1 Potential Impacts*
A "Traffic Impact and Access Study" (Weston & Sampson Engineers, Inc., June 2015) for the proposed alternative found that projected impact on vehicular queues at study intersections would be negligible. See Traffic Impact and Access Study at Appendix C; Figure C-3.

### *3.10.2 Need for Mitigation*
None Identified.

## 3.11 CUMULATIVE EFFECTS

Cumulative effects are those that result from the incremental effect of the Proposed Alternative when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other action (40 C.F.R. 1508.7).

The ***Proposed Alternative*** will have a negligible cumulative impacts.

### *3.11.1 Potential Impacts*
Based on guidelines, no significant cumulative impacts would occur from the Proposed Action Alternative. While there will be some modification to the playground open space, the facility will house "replacement" all weather (enclosed) sporting facilities.

### *3.11.2 Need for Mitigation*
None identified.

# 4 PUBLIC INVOLVEMENT

In addition to newspaper articles that mentioned, or featured, the project, the City has engaged the public through a variety of methods from website posts to formal planning and public presentations. A partial list of the planning efforts that include Wight Emerson Park and/or the SECC is included below. See public involvement documents at Appendix C; Figure C-4.

### 4.1 PLANNING AND PUBLIC MEETINGS

- The South End Urban Renewal Program (2009) included Wight Emerson Park initiatives.
- The "ReBuild Springfield Foundation" was created in response to the 2011 tornado.
- "ReBuild Springfield Foundation" meetings and planning resulted in the "ReBuild Springfield Plan" which included Wight Emerson Park initiatives.
- South End Revitalization Plan (May 2014)
- The Pioneer Valley Planning Commission's regional "Sustainable Communities" effort.

### 4.2 PUBLIC ACCESS TO DRAFT DOCUMENTS AND COMMENTS PROVIDED

On [INSERT DATE], electronic copies of the Draft Environmental Assessment and a Draft Finding of No Significant Impact (FONSI) were made available for viewing online on FEMAs website: http://www.fema.gov/resource-document-library.

On [INSERT DATE], these draft documents were made available for viewing online on the City's website: http://www3.springfield-ma.gov/cos/.

On [INSERT DATE], hard/paper copies of these draft documents were made available for viewing in-person at the City of Springfield Office of Procurement located at Springfield City Hall, 36 Court Street Room 307, Springfield, MA 01103, Monday through Friday 8:15AM-4:30 PM.

On [INSERT DATE] the City of Springfield provided initial written notice to the public of draft document availability through announcement in [INSERT NAME OF LOCAL NEWSPAPER]. The notice of availability was also published on two subsequent days after the initial written notice in an effort to reach a wider audience.

The public comment period for the draft documents lasted for a period of 15 days from [INSERT INITIAL NEWSPAPER PUBLICATION DATE] until [INSERT DATE 15 DAYS FROM NEWSPAPER PUBLICATION DATE].

FEMA received [the following/no] comments from the public on the content of these documents. [IF COMMENTS WERE RECEIVED, FEMA WILL ACCOUNT FOR THE COMMENTS AND PROVIDE RESPONSES].

## 5 CONCLUSIONS

No significant impacts were identified during FEMA's analysis or during the public comment period. FEMA has updated the EA per comments received by FEMA Regional Counsel on [INSERT DATE]. The Agency has determined that it is reasonable to issue a FONSI with specific conditions for the Proposed Alternative. See Appendix D for a copy of the FONSI signed by Lydia Kachadoorian, Deputy Regional

Environmental Officer on [INSERT DATE]. The conditions included in the FONSI will be added to FEMA's Record of Environmental Consideration (REC), which shall be provided to the City of Springfield as part of the grant award package. All of the conditions in the REC and FONSI will become conditions of this FEMA Public Assistance grant; the City of Springfield will be required to comply with these conditions in order to secure and maintain funding eligibility. Compliance with this conditions will be verified during grant close-out in conjunction with MEMA and the City.

FEMA has posted a copy of the final EA on its website at http://www.fema.gov/resource-document-library.

# 6 LIST OF PREPARERS

This document was prepared & edited by the following FEMA Region 1 staff:

David Robbins, Regional Environmental Officer
Lydia Kachadoorian, Deputy Regional Environmental Officer
Marcus Tate, Environmental Protection Specialist

# 7 REFERENCES

EO 11988. Executive Order No. 11988. Floodplain Management, May 24, 1977. 42 C.F.R. 26951.

EO 11990. Executive Order No. 11990. Protection of Wetlands, May 24, 1977. 42 C.F.R. 2691.

EO 12898. Executive Order No. 12898. Environmental Justice for Low Income and Minority Populations. 1994. 59 C.F.R. 7629.

FEMA, 2010. Federal Emergency Management Agency Flood Insurance Maps, available online at: https://msc.fema.gov/webapp/wcs/stores/servlet/info?storeId=10001&catalogId=10001&langId=-1&content=firmetteHelp_A&title=FIRMettes

South End Community Center Traffic Impact and Access Study, Weston and Sampson Engineers, Inc., WSE Project No. 2140023, June 2015

South End Community Center Project Air Quality Report, KB Environmental Services, Inc. (for Weston & Sampson Engineers, Inc., May 22, 2015

South End Community Center Preliminary Program and Site Analysis, Timothy Murphy Architects, Holyoke & Justin Pope Frazier LLC, Northampton, February 11, 2013

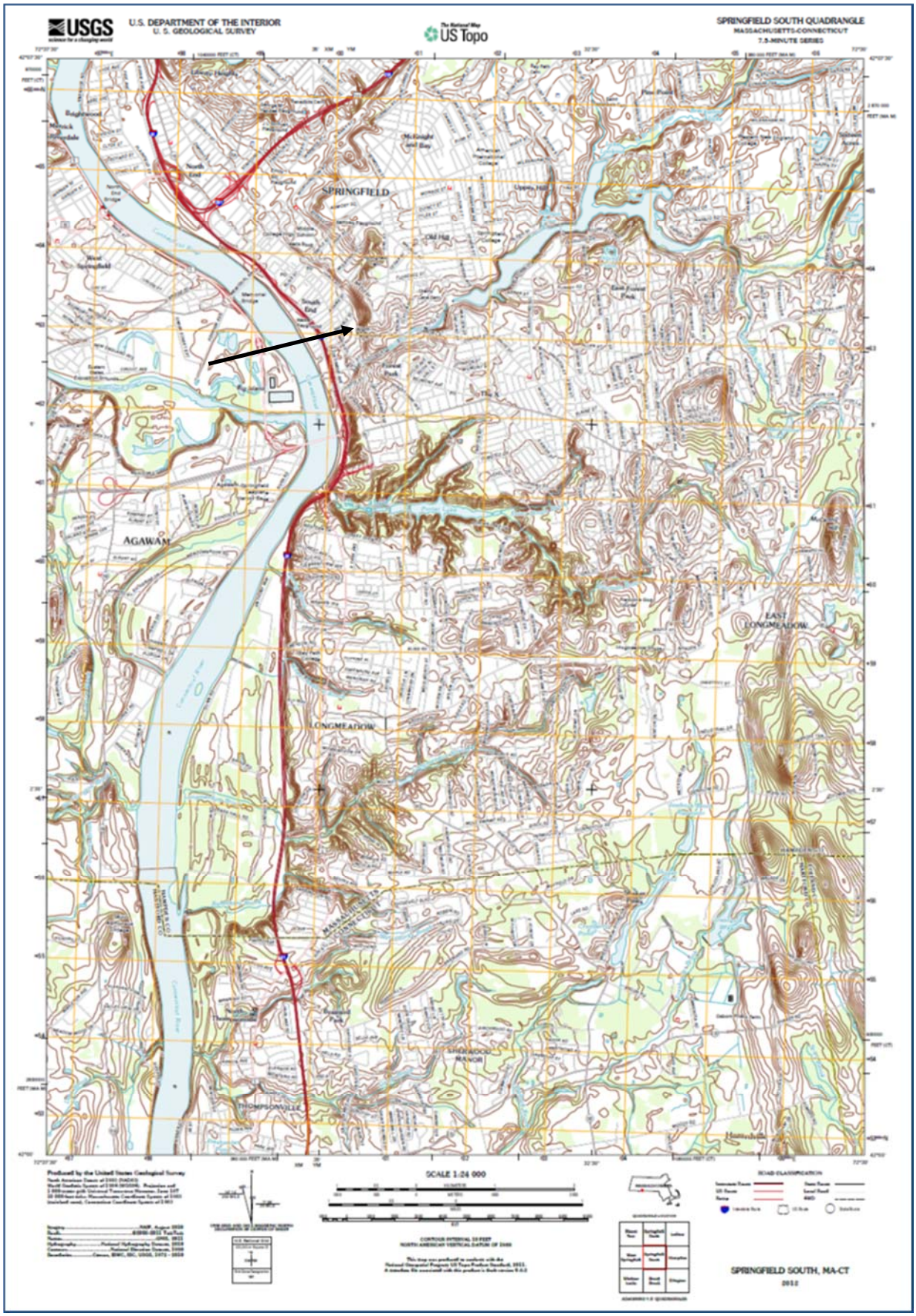
# 8 APPENDICES

Appendix A Maps and Figures

Figure A-1 Topographic Map
Figure A-2 Area of Potential Effect Map

**FEMA Region 1 Environmental Assessment - South End Community Center, Springfield, MA**

**Appendix A: Figure A-1 Topographic Map**



# Project Area of Potential Effect

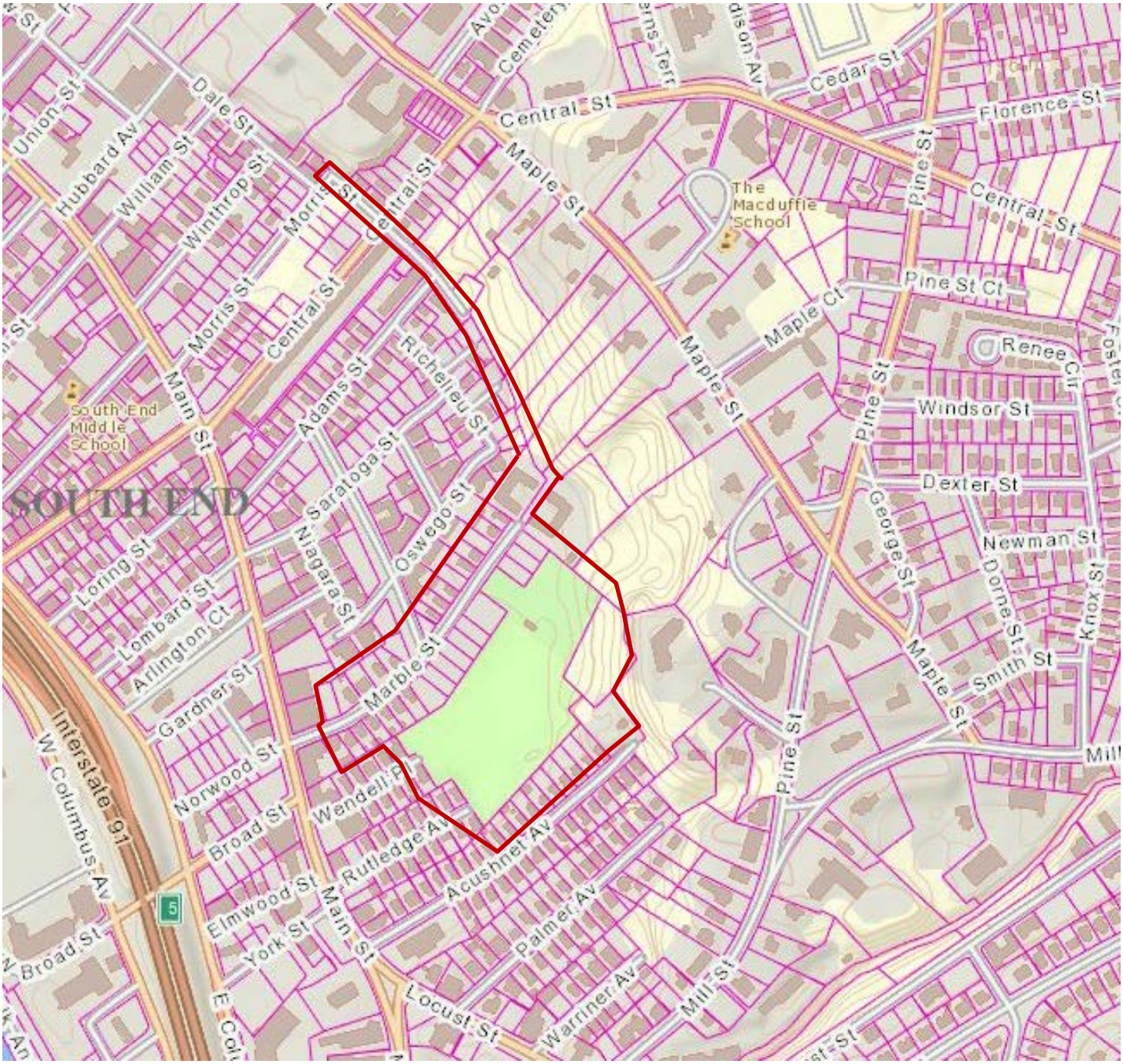
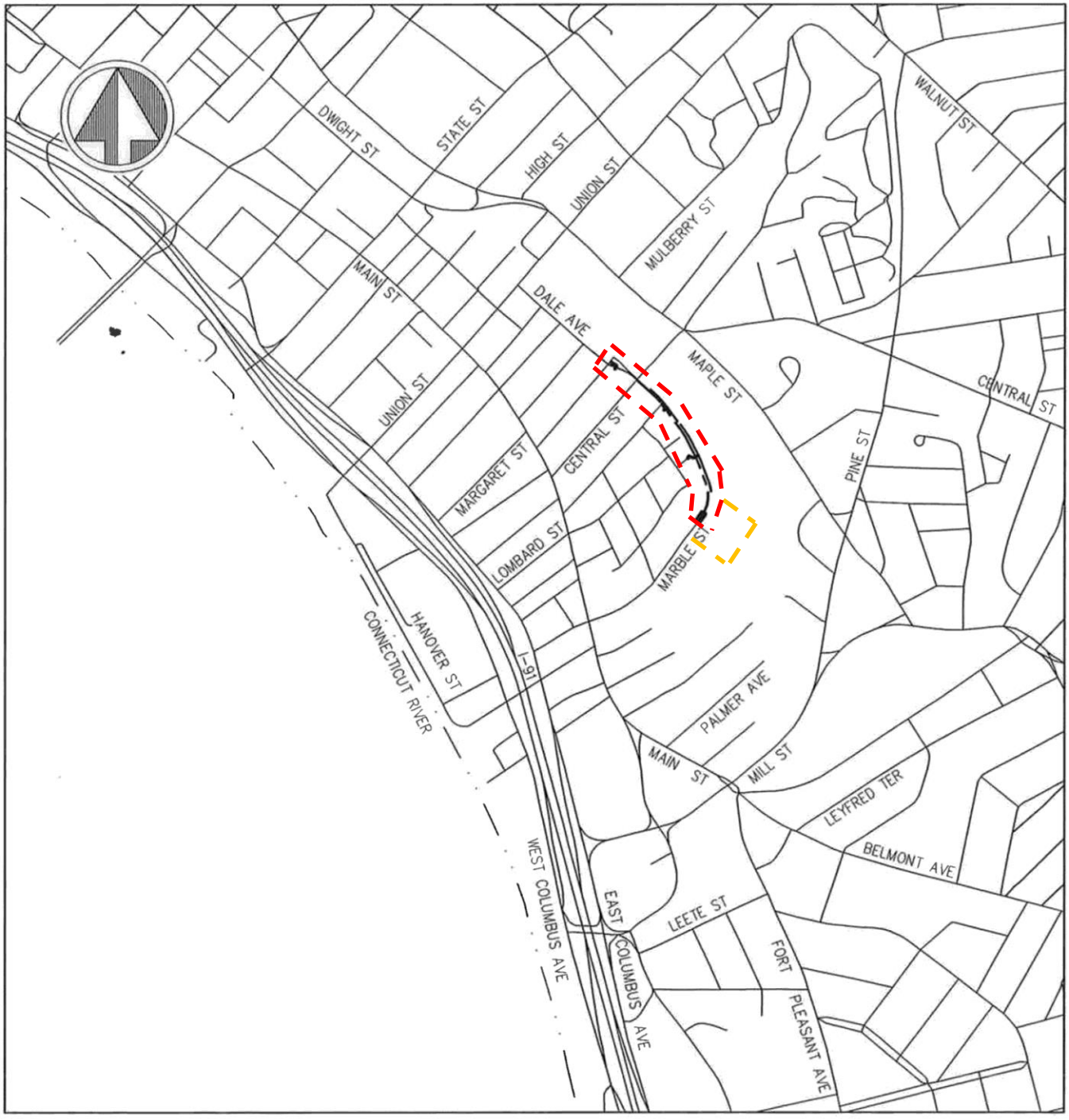


FIGURE 1




LOCATION MAP

SCALE: 1"=1000'

REMOVE AND STACK
R1-1
REMOVE AND STACK
TO REMAIN
R7-108(L)
R7- (R)
REMOVE "ONE WAY" AND "DO NOT ENTER" SIGNS
R7-1
R7-201oP
REMOVE AND STACK
D3-3
D3-4
R7-1
R7-203
REMOVE AND STACK
R1-1
CENTRAL STREET
12'
DBYL
CW
BEGIN PROJECT STA 24+00
MORRIS STREET
15'
SL
10'
DALE STREET
24+00
DBYL
+08
23+00
CW
CW
101
22+00
DBYL
14'
14'
21+00
DALE STREET
+52
SL
CW
0+00
20+00
CW
SL
+43
DBYL
1+00
ASHMUN STREET
MATCHLINE E-E SEE THIS DRAWING
CW
13'
DBYL
+68
REMOVE AND STACK
R7-1(R)
R6-1(L)
CW
R1-1
REMOVE AND STACK
R7- (L)
R6-1R)
R6-1(L)
D3-1
D3-2
REMOVE AND STACK
R7-108(L)
R7- (R)
MORRIS STREET
ONE WAY
CENTRAL STREET
REMOVE AND STACK
MATCHLINE E-E SEE THIS DRAWING
14'
2+00
+25
+75
3+00
DBYL
4+00
ASHMUN STREET
5+00
6+00
15'
15'
7+00
SEE DRAWING SPM-2
MATCHLINE F-F
CW
R6-1(L)
R6-1(R)
ADAMS STREET
ONE WAY
R6-1(L)
R6-1(R)
D3-5
D3-3
RICHILIEU PLACE
HILLSIDE PLACE

PLAN
SCALE: 1"=20'
0 20' 40' 60'

95% SUBMISSION

P:\Springfield MA\On-Call DPW 2013\Task Order 3 - Marble Street\Marble CAD\MARBLE.dwg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| No. | Date | Dr.By | Ck.By | App.By | Description |
|---|---|---|---|---|---|
| | | | | | APPROVED |

REGISTERED PROFESSIONAL ENGINEER

DATE

CITY OF SPRINGFIELD, MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

ASHMUN STREET, DALE STREET AND MARBLE STREET ROADWAY IMPROVEMENTS PROJECT

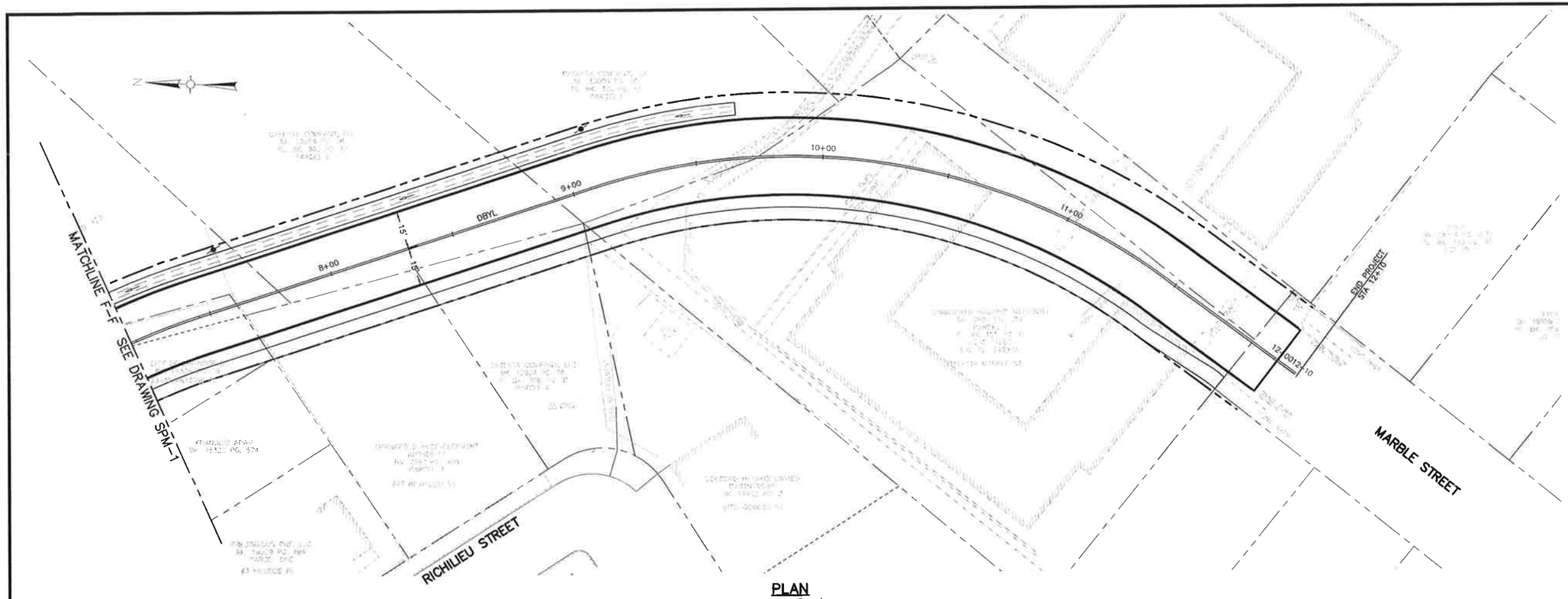
# SIGNAL & PAVEMENT MARKING PLANS

| FILE NAME | JOB NO | SCALE | DSN BY | CHK BY | APP BY |
|---|---|---|---|---|---|
| MARBLE.DWG | 21400023 | 1" = 20' | TDR BY KAC | LAS | ALN CBW |

SPM-1

FILE NO

SHEET 12 OF 24




**PLAN**
SCALE: 1"=20'
0 20' 40' 60'

| IDENTIFICATION NUMBER | TEXT | PANEL SIZE WIDTH | PANEL SIZE HEIGHT | COLOR COMB. | NUMBER OF SIGNS REQUIRED | TOTAL AREA SQ. FT. | POST SIZE REQUIRED |
|---|---|---|---|---|---|---|---|
| D3-1 (PBS) | MORRIS ST | VAR | 12" | WHITE ON GREEN | 1 | EACH | P-5 |
| D3-2 (PBS) | DALE ST | VAR | 12" | WHITE ON GREEN | 1 | EACH | P-5 |
| D3-3 (PBS) | ASHMUN ST | VAR | 12" | WHITE ON GREEN | 2 | EACH | P-5 |
| D3-4 (PBS) | CENTRAL ST | VAR | 12" | WHITE ON GREEN | 1 | EACH | P-5 |
| D3-5 (PBS) | ADAMS ST | VAR | 12" | WHITE ON GREEN | 1 | EACH | P-5 |

| IDENTIFICATION NUMBER | TEXT | PANEL SIZE WIDTH | PANEL SIZE HEIGHT | COLOR COMB. | NUMBER OF SIGNS REQUIRED | TOTAL AREA SQ. FT. | POST SIZE REQUIRED |
|---|---|---|---|---|---|---|---|
| R1-1 | STOP | 30" | 30" | WHITE ON RED | 3 | 18.75 | P5 |
| R7-1(R) | NO PARKING ANY TIME → | 12" | 18" | RED ON WHITE | 1 | 1.5 | P5 |
| R7-108(L) | 2 HR PARKING 8AM TO 6PM ← | 12" | 18" | GREEN ON WHITE | 2 | 3 | P5 |
| R7-203 | SEVERE WEATHER EMERGENCY PARKING 9AM - 6PM | 12" | 18" | RED ON WHITE | 1 | 1.5 | P5 |
| R7-1 | NO PARKING ANY TIME ↔ | 12" | 18" | RED ON WHITE | 2 | 1.5 | P5 |

| IDENTIFICATION NUMBER | TEXT | PANEL SIZE WIDTH | PANEL SIZE HEIGHT | COLOR COMB. | NUMBER OF SIGNS REQUIRED | TOTAL AREA SQ. FT. | POST SIZE REQUIRED |
|---|---|---|---|---|---|---|---|
| R7- (L) | NO PARKING HERE TO CORNER ← | 12" | 18" | RED ON WHITE | 1 | 1.5 | P5 |
| R7- (R) | NO PARKING HERE TO CORNER → | 12" | 18" | RED ON WHITE | 2 | 3 | P5 |
| R6-1(L) | ONE WAY ← | 36" | 12" | BLACK ON WHITE | 4 | 12 | P5 |
| R6-1(R) | ONE WAY → | 36" | 12" | BLACK ON WHITE | 3 | 9 | P5 |
| R7-201aP | TOW-AWAY ZONE | 12" | 6" | RED ON WHITE | 1 | 0.5 | P5 |

1. SEE PAVEMENT MARKING AND SIGN PLAN FOR SIGN LOCATIONS
2. HIGH INTENSITY REFLECTIVE SHEETING SHALL BE USED FOR ALL SIGNS
3. ERECT ALL SIGNS IN ACCORDANCE WITH THE LATEST "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", AND "MASSHIGHWAY'S STANDARD DRAWINGS FOR SIGNS AND SUPPORTS", DATED 1990

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No. | Date | Dr.By | Ch.By | App.By | Description

APPROVED

REGISTERED PROFESSIONAL ENGINEER _____ DATE

CITY OF SPRINGFIELD, MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS
ASHMUN STREET, DALE STREET AND MARBLE STREET ROADWAY IMPROVEMENTS PROJECT

# SIGNAL & PAVEMENT MARKING PLANS ASHMUN STREET STA 7+20 TO 12+22

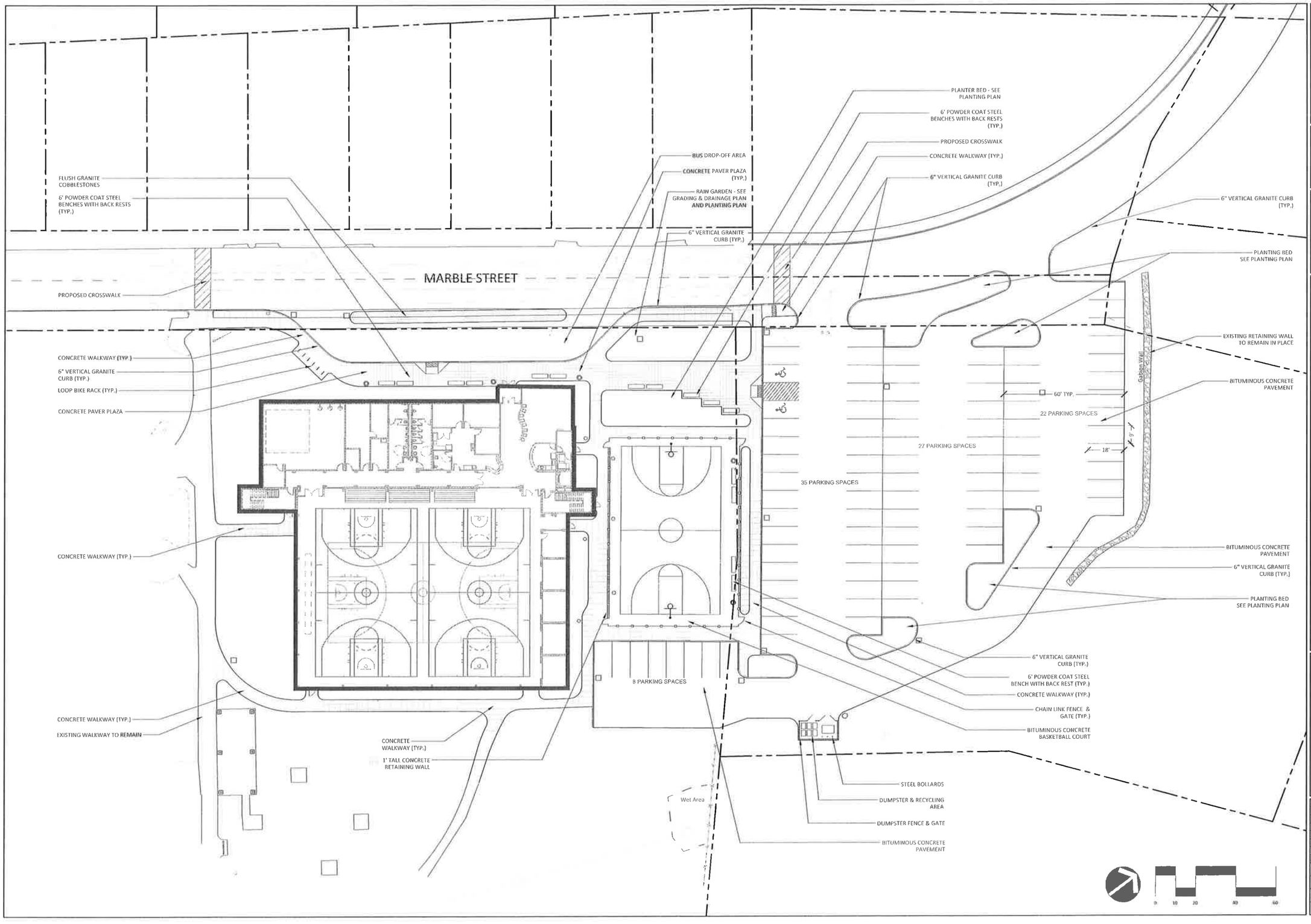
| FILE NAME | JOB NO | SCALE | DR BY | DES BY | CHK BY | APP BY |
|---|---|---|---|---|---|---|
| MARBLE.DWG | 2140023 | 1"=20' | KAC | LAS | ALN | CBW |

SPM-2

FILE NO

SHEET 13 OF 24

R:\Springfield MA\On-Call DPW 2013\Task Order 3 - Marble Street\Marble CAD\MARBLE.dwg

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# SOUTH END COMMUNITY CENTER

EMERSON WIGHT PARK
SPRINGFIELD, MA

## SITE LAYOUT PLAN

Revisions

Date: FEBRUARY 23, 2015
Scale: 1"=20'
Drawn By: ESW
Checked By: RHW

Sheet Number: L-3

e Program at 1-800-638-6620.


MAP SCALE 1" = 500'

0 250 500 750 1,000 FEET

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0402E

# FIRM

## FLOOD INSURANCE RATE MAP

## HAMPDEN COUNTY, MASSACHUSETTS

(ALL JURISDICTIONS)

**PANEL 402 OF 506**

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

| COMMUNITY | NUMBER | PANEL | SUFFIX |
|---|---|---|---|
| SPRINGFIELD, CITY OF | 250150 | 0402 | E |
| WEST SPRINGFIELD, TOWN OF | 250155 | 0402 | E |

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

**MAP NUMBER**
**25013C0402E**

**EFFECTIVE DATE**
**JULY 16, 2013**

**Federal Emergency Management Agency**

U.S. Fish and Wildlife Service

# National Wetlands Inventory

Emmerson Wight Park

Aug 26, 2013


## Wetlands

- Freshwater Emergent
- Freshwater Forested/Shrub
- Estuarine and Marine Deepwater
- Estuarine and Marine
- Freshwater Pond
- Lake
- Riverine
- Other

## Riparian

- Herbaceous
- Forested/Shrub

## Riparian Status

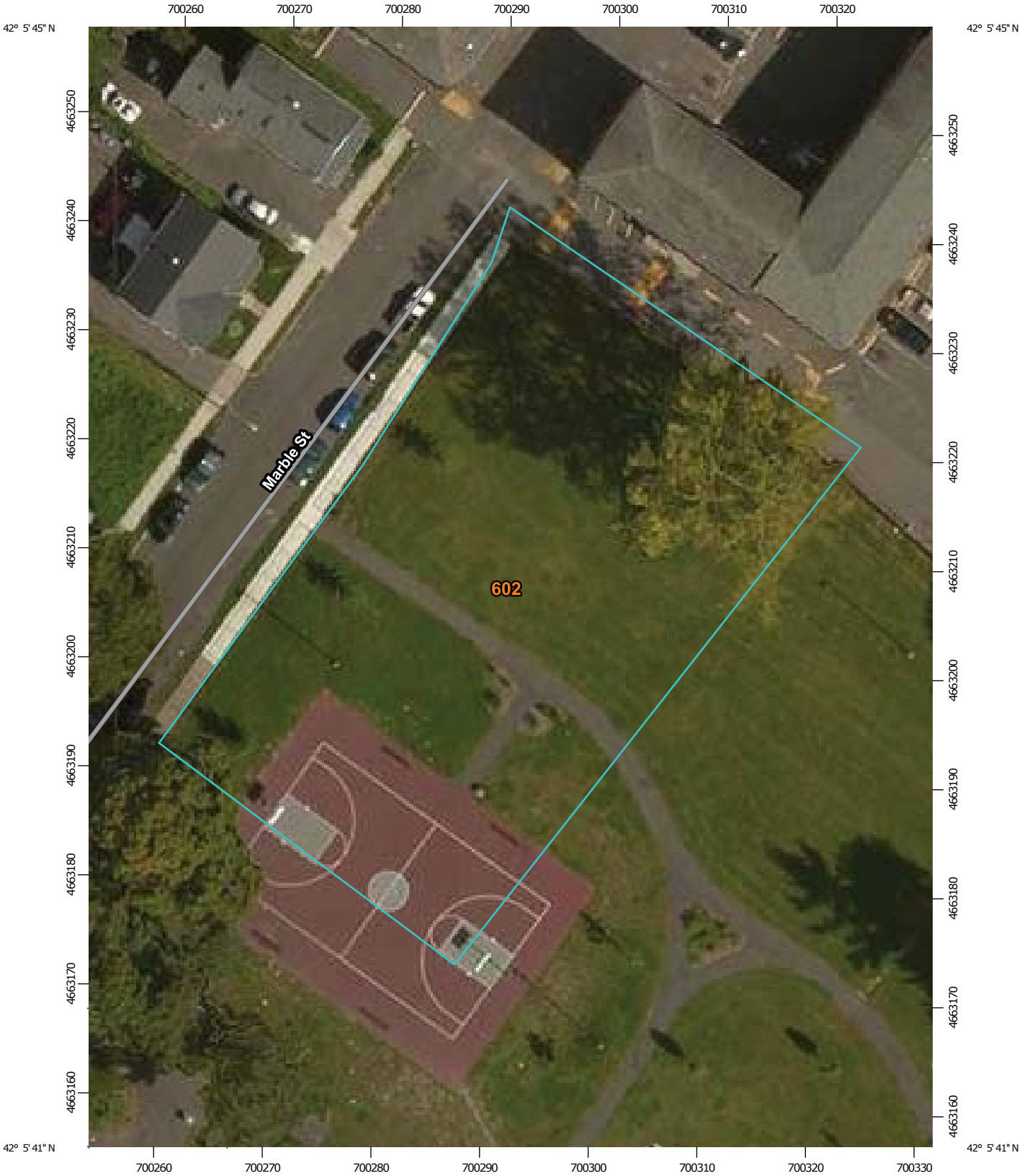
- Digital Data



## User Remarks:

SECC Springfield MA

Soil Map—Hampden County, Massachusetts, Central Part
(Figure A-6 NRCS Soils Map - SECC Project Site; Emerson Wight Park)




Map Scale: 1:501 if printed on A portrait (8.5" x 11") sheet.

N

Meters
0 5 10 20 30

Feet
0 20 40 80 120

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 18N WGS84

## MAP LEGEND

**Area of Interest (AOI)**
- Area of Interest (AOI)

**Soils**
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

**Special Point Features**
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

**Water Features**
- Streams and Canals

**Transportation**
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

**Background**
- Aerial Photography

## MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:25,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Hampden County, Massachusetts, Central Part
Survey Area Data: Version 9, Sep 28, 2015

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 25, 2013—Sep 9, 2013

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

# Map Unit Legend

| Hampden County, Massachusetts, Central Part (MA607) | | | |
|---|---|---|---|
| **Map Unit Symbol** | **Map Unit Name** | **Acres in AOI** | **Percent of AOI** |
| 602 | Urban land | 0.5 | 100.0% |
| **Totals for Area of Interest** | | **0.5** | **100.0%** |

| | |
|---|---|
| Applicant: City of Springfield | Project Name: South End Community Center |
| County: Hampden | Disaster and PW Number: DR-1994-MA |
| Project Location and Lat/Longs: Emerson Wight Park, N42.09415 W-72.57844 | |
|  | |
| Photo Information: Contemporary view of Wight Park, entrance looking southeast | |
|  | |
| Photo Information: Contemporary view of Wight Park, looking due east | |

| | |
|---|---|
| Applicant: City of Springfield | Project Name: South End Community Center |
| County: Hampden | Disaster and PW Number: DR-1994-MA |
| Project Location and Lat/Longs: Emerson Wight Park, N42.09415 W-72.57844 | |


Photo Information: Contemporary view of Wight Park, looking northeast

Photo Information: Contemporary view of Wight Park, looking northeast

| | |
|---|---|
| Applicant: City of Springfield | Project Name: South End Community Center |
| County: Hampden | Disaster and PW Number: DR-1994-MA |
| Project Location and Lat/Longs: Emerson Wight Park, N42.09415 W-72.57844 | |

Photo Information: Contemporary view of Wight Park, looking southeast

Photo Information: Contemporary view of Dwight Street from Wight Park, looking southeast

| | |
|---|---|
| Applicant: City of Springfield | Project Name: South End Community Center |
| County: Hampden | Disaster and PW Number: DR-1994-MA |
| Project Location and Lat/Longs: Emerson Wight Park, N42.09415 W-72.57844 | |

Photo Information: Contemporary view of Wight Park, entrance, looking north down Dwight St

Photo Information: Contemporary view of Wight Park, entrance, looking northeast down Marble St.

| | |
|---|---|
| Applicant: City of Springfield | Project Name: South End Community Center |
| County: Hampden | Disaster and PW Number: DR-1994-MA |
| Project Location and Lat/Longs: Emerson Wight Park, N42.09415 W-72.57844 | |

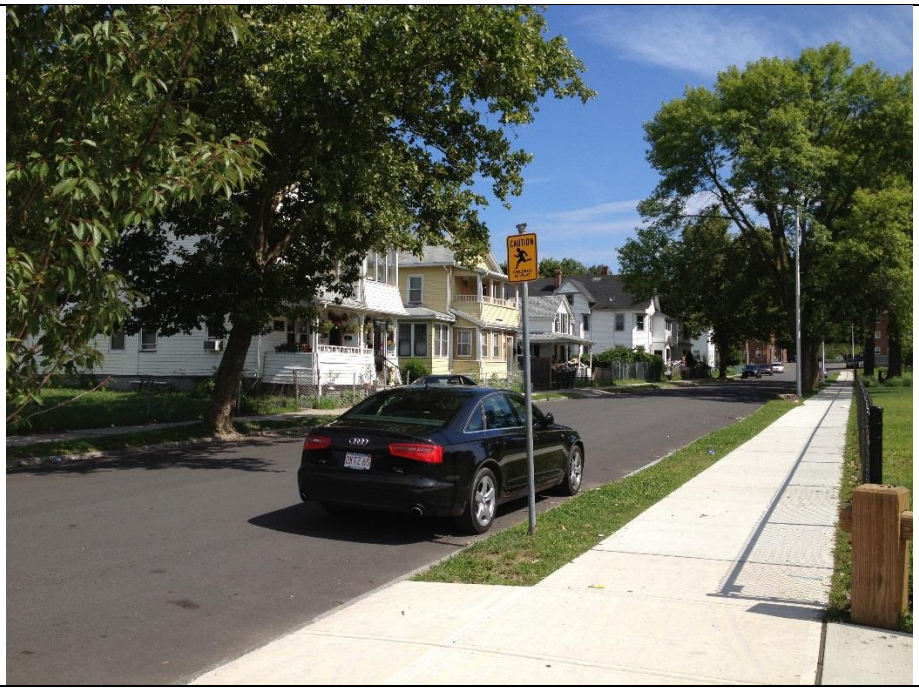



Photo Information: Contemporary view of Wight Park, entrance, looking northeast down Marble St.

Photo Information: Contemporary view of Wight Park, entrance, looking northwest down Marble St.

| | |
|---|---|
| Applicant: City of Springfield | Project Name: South End Community Center |
| County: Hampden | Disaster and PW Number: DR-1994-MA |
| Project Location and Lat/Longs: Emerson Wight Park, N42.09415 W-72.57844 | |

Photo Information: Contemporary view of Wight Park, entrance, looking west down Marble St.

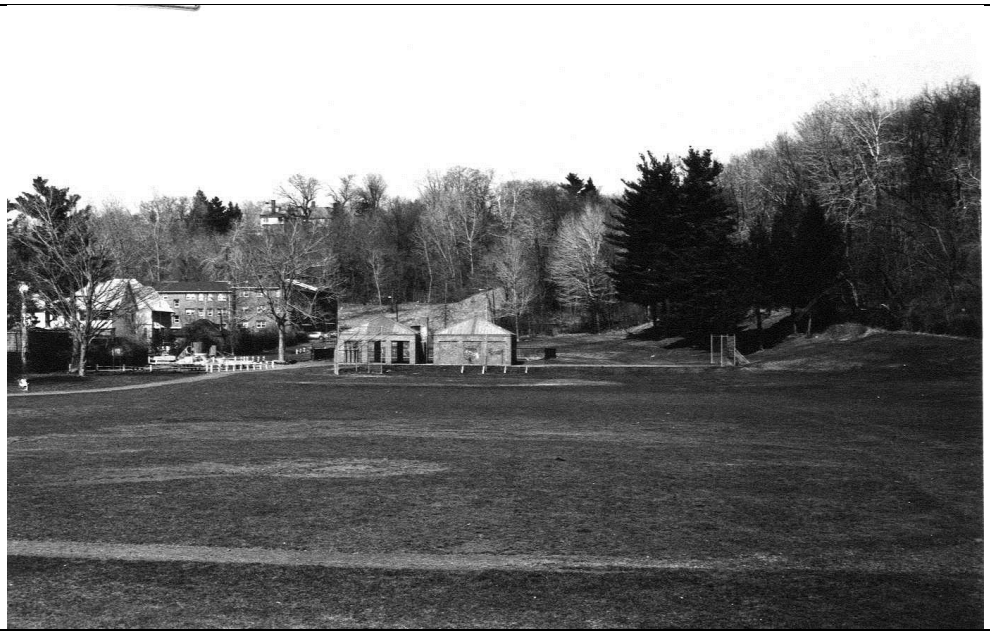


Photo Information: Historic view of Wight Park (date unknown)

| Applicant: City of Springfield | Project Name: South End Community Center |
|---|---|
| County: Hampden | Disaster and PW Number: DR-1994-MA |
| Project Location and Lat/Longs: Emerson Wight Park, N42.09415 W-72.57844 | |

Photo Information: View northeast down Wendell Place toward Emerson Wight Park (c.1983)


Photo Information: View down Rutledge Ave toward Emerson Wight Park (c.1983)

**U.S. Department of Homeland Security**
FEMA Region I, Mitigation Division
Environmental & Historic Preservation Office
99 High Street, 6th Floor
Boston, MA 02110

FEMA



June 24, 2015

Brona Simon
State Historic Preservation Officer
Massachusetts Historical Commission
220 William T. Morrissey Blvd
Boston, MA 02125

CONCURRENCE: Brona Simon 6/29/15
BRONA SIMON
STATE HISTORIC
PRESERVATION OFFICER
MASSACHUSETTS
HISTORICAL COMMISSION

Re: **Section 106 Consultation:** *No Adverse Effect*
**Undertaking:** *South End Community Center Construction and Traffic Flow Improvements, Emerson Wight Park, Springfield MA*
**Grantee:** *Massachusetts Emergency Management Agency (MEMA)*
**Sub-Grantee:** *City of Springfield, MA*
**FEMA Grant Program:** *Public Assistance Grant Program*

Dear Ms. Simon:

As a result of damages caused by severe storms and tornadoes on June 1, 2011, the President declared a major disaster declaration, referenced as DR-1994-MA which makes Federal Emergency Management Agency (FEMA) funding authorized under the Robert T. Stafford Disaster Relief and Emergency Assistance Act, P.L. 93-288, as amended, available to eligible applicants. The City of Springfield (Sub-Grantee) has applied for a FEMA Public Assistance Alternate Project grant through the Massachusetts Emergency Management Agency (MEMA/Grantee) to construct the South End Community Center (SECC) in Emerson Wight Park in Springfield, MA. At the time of the tornado, the SECC was located in the Howard St. Armory, but the City intends to relocate the function and services to Emerson Wight Park.

**Project Location**

The proposed location for the new SECC is in Emerson Wight Park. The park is aligned southwest to northeast in the section of Springfield known as the South End, in close proximity to the Six Corners section. (N42.09415 W-72.57844 or UTM Zone 18: 0700258 E, 4663067 N). (Attachment A)

Emerson Wight Park is bordered by Maple Street to the north, Wendell Place and Rutledge Avenue to the west, Acushnet Avenue to the south, and residential lots from Maple and Pine

streets to the east. Currently, there is a playground area and basketball court in the northeast side of the park, and the aforementioned baseball diamond near the park entrance on Rutledge Avenue.

## Project Description

The current design plans for the SECC, which were part of a recent traffic impact study, are included in this transmittal (Attachment B). The basketball court, playground area, and paved walking area will remain; additional landscaping features will be added. The new building will be located just south/southeast of the northern entrance from Marble Street and across from the Dwight Street Extension. To accommodate the new facility the existing baseball diamond will be removed.

The new building will consist of 2 stories, the first having 27,150 square feet and the second floor having 10,400 square feet. The breakdown of rooms on the first floor includes:

- Gymnasium (basketball courts)
- Game rooms
- Kitchen/Classroom
- Lobby
- Reception/Police
- Fitness center
- Various classrooms
- Various offices

The second floor will contain:

- Dance/Yoga room
- Computer Lab
- Library/Study
- Music room

In addition to construction within Emerson Wight Park for the SECC itself, there will be improvements to the traffic flow. Since this is a congested area and the construction of the SECC will result in increased vehicular and pedestrian traffic, especially, during mid-late afternoon, a plan has been included to expand the width of Marble Street, extend it to the northeast and curve it to the northwest to connect with Ashmun (Attachment B).

The new road connector will also connect to Richelieu Place and Hillside Place which run perpendicular to Richelieu Street. This new traffic pattern will result in the acquisition and demolition of 9 Richelieu Place and the adjacent vacant parcel #10170-0007 (Attachments B & L). The road extension will also require the demolition of the Marble Street Apartments owned by the Springfield Housing Authority located at 111 & 112 Marble Street. The City of Springfield filed a Project Notification Form (PNP) with MHC in June 2014 to address the demolition of the Marble Street Apartments, demolition of 9 Richelieu Place, and the extension

of Marble Street to Ashmun Street. A copy of MHC concurrence on that PNP form is included in this transmittal (Attachment O).

## Area of Potential Effect

As defined in the Advisory Council on Historic Preservation's (ACHP) regulations, the Area of Potential Effect (APE) for a project is defined as, the "geographic area or area within which an undertaking may directly or indirectly cause changes in the character of or use of historical properties, if any such properties exist" (36 CFR 800.16[d]). The APE is based upon the "potential" for effect, which may differ for aboveground resources (historic structures and landscapes) and subsurface resources (archaeological sites). Factors with potential to cause effects include but are not limited to; noise, vibration, visual (setting), traffic, atmosphere, construction, indirect and cumulative.

For this undertaking the APE will be the entire boundary of Emerson Wight Park, the parcels fronting on Marble Street, the parcels immediately adjacent to the park on the southwest and the southeast, and a 50-foot buffer along the northeast side of the park (Attachment J). Also included in the APE will be the right-of-way for the Marble Street Extension, plus 25 feet on each side of the right-of-way, and any temporary right-of-way acquired for the project.

Staging areas will be inside the park itself. The extension of Marble Street and Ashmun Street will see some ground disturbance for the removal of foundations and grading to accommodate the new road (Attachments B & C).

The soils likely to be directly impacted have been previously disturbed by past construction. The NRCS Web Soil Survey identified the soil type for the affected area as Eldridge loamy sand, 0 to 6 percent lopes, and Urban land-Hadley Winooski association, 0 to 8 percent slopes (Attachment M).

## Steps Taken to Identify Historic Properties

Emerson Wight Park is not listed in any local, state, or federal registers of historic places. It was surveyed by the Springfield Preservation Trust in May 1983 (Attachment E). The park, established in 1908, was the first playground built under the Massachusetts Playground Act, and is associated with Springfield's recreational history.

FEMA identified two (2) National Register historic districts in the vicinity of Emerson Wight Park: the Hollywood Historic District (Outing Park Historic District, NRHP #12000068), and Ames Hill/Crescent Hill Historic District (NRHP #74000368). The Hollywood Historic District is located north of Marble Street and is roughly bounded by Oswego Street, Main Street, Saratoga Street, and Bayonne Street (Attachment H). The Ames Hill/Crescent Hill Historic District is located east and northeast of the project area and is roughly bounded by Central, Maple, Mill and Pine streets, and Crescent Hill (Attachment G). This district is also a locally designated historic district known as the Maple Hill Historic District.

Some additional extant properties in the APE were surveyed by the Springfield Preservation Trust in May 1983. These are:

1) 60-62 Acushnet Avenue
2) 76 Acushnet Avenue
3) 28-30 Marble Street
4) 41 Marble Street
5) 44 Marble Street
6) 76 Marble Street
7) 108 Marble Street
8) 103-105 Oswego Street
9) Rutledge Avenue Streetscape

A map of the properties and the MHC inventory forms have been included in this transmittal (Attachments K & N).

## Historical Context and Significance

Maps dating as far back as 1857 show undeveloped land at the location of Emerson Wight Park until the park's development in 1908. In 1871, the Wall and Gray map indicates the addition of Marble Street to an area labeled Crescent Hill. Atlases of 1899, 1910, and 1920 show the area's development over time, including street patterns and buildings. Historic topographical USGS maps from 1895 and 1938 also give some insight into the growth of Springfield's South End (Attachment D).

The southeastern section of the South End was the last to be developed. During the last two decades of the 19th century, five residential streets were laid out easterly from Main Street, between Marble Street and Mill Street. These were Wendell Place, Rutledge Avenue, Acushnet Avenue, Palmer Avenue, and Warriner Avenue. Many of the wood-frame, Victorian-era dwellings remain in this area.

At the time of the park development in 1908, the land encompassing the park and immediately adjacent to the north had been graded and sub-divided into 50 lots in anticipation of residential development. Between 1913 and 1927, after the park was established, development of the remaining land to the north was planned by local architectural firm, Gagnier & Angers.

Christopher Angers and Pierre Gagnier were pioneers in apartment house construction, and were considered the most prolific and successful practitioners of that building type. In February of 1913, Gagnier and Angers prepared plans for the development of the area north of Wight Park. According to the Hampden county Register of Deeds, this development was referred to as "Outing Park" and would be bounded by Adams Street to the north, Main Street to the west, Marble Street to the south and Richelieu Street to the east. The streets that would encompass Outing Park included Saratoga Street, Montpelier Place, Niagara Street, Richmond Street (currently known as Dwight Street Extension), Lorraine Street (now Oswego Street), and Bayonne Street.

In 1908 the Commonwealth of Massachusetts passed the Playgrounds Act which mandated that any city that contained a population of over 10,000 residents were required to have playgrounds by 1910. Nathan Bill, a wealthy philanthropist who lived nearby on Maple Street, donated the 6.5 acres that would become Emerson Wight Park. This included a small lot at the end of Marble Street that would serve as the north entrance. Bill made the donation in honor of his father-in-law, Springfield's fourteenth mayor, Emerson Wight, who served four terms in the 1870s.

Emerson Wight Park is credited as being the city's first "public playground." There were four main ideas behind the playground concept: developing the play instinct, keeping children off the streets, teaching the ideals of clean sport, and building up bodies through exercise. Emerson Wight Playground was established for baseball, basketball, and tennis, with gymnasium apparatus for the "older boys," and seesaws, slides, swings, giant strides, and such other apparatus designed for girls and younger children. A wading pond was built in 1917, and during the 1930s, a large swimming pool and bathhouse facilities were added. The bathhouse was located at the end of Wendell Place, where it obstructed the view looking northeast down the street toward Wight Park. Images on Google Earth indicate that this bathhouse was removed sometime between 1997 and 2001.

Over the years there have been various amenities added to and subtracted from the park. Currently, the park consists of a baseball diamond, playground, basketball court, swimming pool, pavilion and open space. Past amenities included a bathhouse, tennis court, and running track. Over the past several years, many facilities in the park have remained the same; the basketball court, pool, pavilion, and playground have all been in their current configuration since at least 1997. Some key additions and subtractions have been:

- Bathhouse removal between 1997 and 2001
- Tennis court addition between 1997 and 2001 (located just inside the park at the end of Rutledge Avenue)
- Removal of tennis court between 2001 and 2004
- Addition of track around baseball diamond between 2001 and 2004
- Removal of pool between 2010 and 2012
- Addition of additional paved walking areas between 2010 and 2012
- Removal of track between 2010 and 2012
- Removal of baseball diamond between 2010 and 2012
- Addition of baseball diamond between 2012 and present
- Addition of soccer field (within outfield of baseball diamond) between 2010 and 2012

Some of the alterations and additions between 2010 and 2012 may have been necessary because of destruction caused by the 2011 tornado. Since the park's conception, its purpose has been to provide recreational opportunities to residents of this section of the South End. The addition of the SECC is consistent with that purpose, but its construction will result in the removal of the baseball diamond and elimination of much of the open space that is located in the southwestern half of the park (Attachment F).

To the east of Emerson Wight Park is a neighborhood of large parcels that extends from Maple Street and Crescent Hill. This area has been listed in the NRHP as the Ames Hill/Crescent Hill Historic District. It is also designated as a local district known as Maple Hill (Attachment G). This neighborhood was developed by prominent and wealthy Springfield citizens starting in the mid-19th century. Among those who built homes here were industrialists, bankers, lawyers and merchants. Residences are typical of the ostentatious architecture of this period, and represent a significant concentration of 19th and early 20th century domestic architecture in Springfield. The district is situated on two adjacent hills which form a ridge to the southwest of the central business district. The mansions are extensively landscaped and many are screened by dense foliage. (Attachment G)

The development to the north of the park consisted largely of brick, multi-family apartment buildings, well-suited to park-side living. This area is listed was listed in the NRHP as the Hollywood Historic District. It is also known as the Outing Park Historic District after the name of the original development (Attachment H). The Hollywood Historic District represents a single building type, the early twentieth-century brick apartment block. These large Georgian and Classical Revival style brick apartment buildings, create exceptionally cohesive streetscapes within this residential neighborhood. Similarities in scale, massing, and materials emphasize the continuity of the district. Buildings are set close to the street, bordering the public sidewalks. The MHC inventory form for the district notes that Outing Park is likely "the most urban neighborhood in Springfield." The tight layout of the streets and juxtaposition of buildings create narrow vistas throughout the area, except along the wider Dwight Street Extension where there are views of the downtown skyline to the north.

This area, as mentioned above, was developed by renowned architects Christopher Angers and Pierre Gagnier between 1913 and 1927. Gagnier & Angers were among the premier development/construction firms responsible for creating the rich housing stock found in Springfield. Of French Canadian descent, Christopher I. Gagnier and Pierre Angers arrived in Springfield in the 1880s. Angers came to the city with his brothers Joseph, Edelmard, Maurice, and George all of whom trained in carpentry. Pierre Angers founded a contracting business in partnership with Gagnier in 1890. Joseph & Edelmard Angers established a contracting company in 1892 (J.A. Angers & Brother), which also included their brother George. They added a lumber yard to the business in 1902. Gagnier & Angers went on to become among the most prolific builders/developers in Springfield. They were responsible for erecting over 830 buildings in the city and more than 1,000 in Massachusetts. Most of what they constructed in Springfield were two-family wood frame houses on lots throughout the city, both as contractor for a different owner and as the developer themselves. Most of the houses they built were located in residential neighborhoods around the city center (Old Hill, Six Corners, Forest Park and Memorial Square).

The district's name can be directly linked to some of the first residents. In 1927 Herbert Miller began a furniture moving business on Saratoga Street that he called the Hollywood Express Company. In 1931, the store at 71 Saratoga Street was renamed the Hollywood Market, and by the late 1940's there were a Hollywood Cafe, a Hollywood Candy Shop, and a Hollywood Restaurant as well. The change in name for the area may be related to the "well-to-do" people who were moving into the new buildings during the 1920's. A development of this size and scale was new to Springfield, and promised greater urbanity for its residents. Another factor that has

been cited in the name change is the fact that several actors and dancers who lived in this neighborhood (most notably Eleanor Powell) later went on to star in films in California's Hollywood.

The area declined with Springfield's post-World War II urban middle-class exodus, but in 1983, all but one of the original brick apartment buildings of this development was still intact. A National Register nomination was drafted c.1984, but never completed. In the years since, 20 of the remaining 43 buildings have been demolished, including the recent demolition of a long, street-wall defining block on Dwight Street Extension in the center of the area, and two corner blocks on Saratoga Street (Attachment I). The remaining buildings (representing just over half of the historic development) still convey the range of building design and ornament of the area, with Niagara, Oswego and Bayonne streets retaining the neighborhood's historic sense of street corridor, despite the losses of most of the buildings on Saratoga Street and Dwight Street Extension.

The residential area between the Hollywood Historic District and Emerson Wight Park, as well as the area to the west and south of the park, developed in the late 19th and early 20th centuries. The open space and recreational opportunities that were provided in 1908, were welcomed by those who lived here, and the park became a community focal point.

Since the tornado, many of the houses along the south side Marble Street have been demolished with the lots to be encompassed in Emerson Wight Park during the new design for the Community Center. The demolition, included all the houses on the south side of the road starting from house #47 and ending at house #99. This demolition included the Hiram Dorman house at 67 Marble Street, built in 1888, which was identified in the MHC historic properties survey (SPR.2978). None of the demolished houses were listed in the NRHP.

There have also been alterations to some of the buildings within the APE. The alterations to the properties surveyed by the Springfield Preservation Trust, which were mentioned in the previous section, are summarized in Table 1. None of these properties are listed in the NRHP, and no significant persons or events associated with them were identified (Attachments L & N).

| Address | MHC Inventory No. | Date of Construction | Alterations |
|---|---|---|---|
| 60-62 Acushnet Avenue | SPR.2987 | c.1896 | Aluminum siding |
| 76 Acushnet Avenue | SPR.2988 | c.1894 | Vinyl siding, windows replaced |
| 28 Marble Street | SPR.2973 | c.1865 | Vinyl siding, openings altered, window replacements, side additions |
| 41 Marble Street | SPR.2977 | c.1873 | Aluminum siding |
| 44 Marble Street | SPR.2971 | c.1890 | Vinyl siding |
| 76 Marble Street | SPR.2968 | c.1894 | Vinyl siding, replacement porch railing, large rear addition |
| 108 Marble Street | SPR.2966 | c.1865 | Vinyl siding, replacement windows |
| 103-105 Oswego Street | SPR.2965 | c.1922 | Cornice removal, interior renovations (1972) |
| Rutledge Avenue Streetscape (16 | SPR.AL | Late 19th-early 20th C; post- | All of the structures have replacement siding. Many have replacement windows, porch enclosures, and |

| | | | |
|---|---|---|---|
| dwellings) | | 1983 | additions. The house at 45-47 has been demolished, and the house at 39-41 was built after the survey was conducted in 1983. |

**Table 1: Springfield Preservation Trust May 1983 Survey properties located in the APE.**

There is one recorded Native American Site located approximately 0.5 miles south along the Connecticut River. The site, designated 19-HD-82 was identified as an "Indian Fort" during King Philip's War. There was not much information available on the site form, but as with site 19-HD-81, which is located in the same vicinity along the Connecticut River, the areas were heavily developed. Despite the close proximity to this fort site, the sensitivity of the park drops drastically as this is an area of heavy urban development.

## Determination of Eligibility

FEMA has identified two (2) NRHP-listed historic districts adjacent to the project APE, the Hollywood (Outing Park) Historic District and the Ames Hill/Crescent Hill Historic District. FEMA evaluated potential National Register eligibility for twenty-five (25) properties in the APE. In total two (2) properties on Acushnet Avenue, six (6) properties on Marble Street (including Emerson Wight Park), one (1) property on Oswego Street, and sixteen (16) properties on Rutledge Avenue were found ineligible for listing on the National Register. FEMA considered the potential for the buildings to be eligible under Criterion A, but did not uncover any association with unique events that have made significant contributions to the broad patterns of history. The properties do not appear to be eligible under Criterion B as no association with a significant person was identified. As common types that are neither structurally nor architecturally distinctive, the buildings do not appear to be eligible under Criterion C and many have been heavily altered since construction in addition to losing streetscape context due to past waves of demolition. Due to extensive soil disturbance related to past construction activities there is only a low possibility that properties possesses intact archaeological resources, none appear to be eligible under Criterion D.

Of special note is the Emerson Wight Park, the proposed location of the SECC. The park represents a historic recreational property in Springfield's South End. Established in 1908, it was the first public playground built in Springfield. The playground movement started in the United States in the 1890s as concern grew over the lack of recreational opportunities for children living in densely populated urban areas. Playgrounds were created over the next several years throughout the nation by municipalities, schools, and philanthropists. Emerson Wight Park is associated with this movement, however the park lacks integrity on several levels. FEMA considered the seven (7) aspects of integrity when determining eligibility for the National Register: *location, design, setting, materials, workmanship, feeling and association.* The *location* and *association* of the park remain intact. However, due to removal of the historic features within the park, as well as demolitions and new construction that have altered the historic character of the surrounding area, the park lacks integrity of *design, setting, materials, workmanship, and feeling.* Based on the NRHP Criteria for Evaluation (36 CFR Part 63), National Register Bulletin 15 "How to Apply the National Register Criteria," and National Register Bulletin 18 "How to Evaluate and Nominate Historic Designed Landscapes," FEMA considers Emerson Wight Park to be ineligible for listing on the NRHP.

**Finding of Effect and Request for Concurrence**

FEMA has made a "***No Adverse Effect***" finding for the proposed construction of the SECC in Emerson Wight Park and associated traffic flow improvements. While FEMA did not identify any new historic properties within or adjacent to the APE, the Hollywood (Outing Park) Historic District and the Ames Hill/Crescent Hill Historic District both touch the boundaries of the APE. The undertaking will not alter, directly or indirectly, any of the characteristics of the two (2) historic districts that qualify them for inclusion in the National Register. There will be no diminishment of integrity of *location, design, setting, materials, workmanship, feeling,* or *association* of either historic district. No historic properties will knowingly be directly or indirectly destroyed as a result of this undertaking. Indirect visual effects are unlikely due to obstructions such as buildings and landscaping. There will likely be some short-term noise impacts during standard business hours and a temporary increase in particulate matter during construction, however, these temporary indirect effects are not expected to impact either historic district. The proposed Marble Street Extension will not connect to either historic district so an indirect effect of increased traffic within and between the two (2) historic districts is not expected. The soils within the project APE have been heavily disturbed through by repeated episodes of construction over the years. The presence of archaeological material is unlikely, however, as a precaution, the following conditions will be applied to the grant:

- In the event of the discovery of archeological deposits (e.g. Indian pottery, stone tools, old house fountains, old bottles, shell, etc.) the City and/or City contractors shall immediately stop all work in the vicinity of the discovery and take reasonable measures to avoid or minimize harm to the finds. The City and/or City contractors shall secure all archaeological discoveries and restrict access to discovery sites. The City shall immediately report the discovery to MEMA (Grantee) (Lorraine Eddy, 508-820-2055) and the FEMA Deputy Regional Environmental Officer (Lydia Kachadoorian, 857-205-2860); FEMA will determine the next steps.

- In the event of the discovery of human remains, the City and/or City contractors shall immediately stop all work in the vicinity of the discovery and take reasonable measures to avoid or minimize harm to the finds. The City and/or City contractors shall secure all human remain discoveries and restrict access to discovery sites. The City shall follow the provisions of applicable state laws, including Massachusetts General Laws Chapter 38, section 6 (Discovery of skeletal remains likely to be Native American): Chapter 9, Section 26A (State archaeologist; duties; reservation of lands from sale; cooperation of governmental agencies) & 27C (Projects; notice; adverse effect; review); and Chapter 7, section 38A (Skeletal remains; preservation; excavation; analysis) or any amendments or supplanting laws and regulations. Violation of state law will jeopardize FEMA funding for this project. The City shall inform the Office of the Chief Medical Examiner (617-267-6767), the State Archeologist (Brona Simon, 617-727-8470), MEMA/Grantee (Lorraine Eddy, 508-820-2055) and the FEMA Deputy Regional Environmental Officer (Lydia Kachadoorian, 857-205-2860). FEMA will consult the SHPO and Tribes, if remains are of tribal origin. Work in sensitive areas may not resume until consultation is

completed and appropriate measures have been taken to ensure that the project is in compliance with the National Historic Preservation Act.

In accordance with 36 C.F.R. Part 800 and pursuant to Stipulation I.C.2.b. of the FEMA-SHPO-MEMA Programmatic Agreement for Massachusetts (2011), FEMA requests SHPO concurrence within its finding of ***"No Adverse Effect"* within ten (10) calendar days from receipt of this transmittal.** Please let us know in advance if additional time is needed.

Should you have any questions, please do not hesitate to contact me. I can be reached by phone at 857-205-2860 or email Lydia.Kachadoorian@fema.dhs.gov . Thank you for your prompt review.

Sincerely,

Lydia Kachadoorian, RPA
Deputy Regional Environmental Officer
FEMA Region 1, New England

Attachments:

A. Location Map
B. Project Design
C. Project APE Map
D. Historic Maps
E. MACRIS Files of Emerson Wight Park
F. Modern Google Earth Images
G. National Register Nomination Form for Ames Hill/Crescent Hill Historic District
H. MACRIS File for Hollywood (Outing Park) Historic District
I. Hollywood Historic District map with demolished buildings marked
J. Photo Pages
K. Map of Historic Properties Identified in the APE
L. Tax Cards for Individual Properties
M. Soil Map
N. MACRIS for Individual Properties
O. MHC Project Notification Form

# SOUTH END COMMUNITY CENTER
# Marble Street and Emerson Wright Park
# City of Springfield, Massachusetts

## TRAFFIC IMPACT AND ACCESS STUDY

**Prepared for:**
***City of Springfield***

**Prepared by:**
***Weston & Sampson Engineers, Inc.***
*WSE Project No. 2140023*

**June 2015**

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## EXECUTIVE SUMMARY

The City of Springfield engaged Weston & Sampson to prepare a traffic impact and site access study for the new South End Community Center (SECC). The SECC, formerly located on Howard Street roughly 0.5 miles from its proposed location, was demolished during the tornado event that hit Western Massachusetts in 2011. The new SECC is proposed to be located along an extension of Ashmun Street to Marble Street and adjacent to the Emerson Wright Park within the South End neighborhood of the City. The roadway project for the extension of Ashmun Street to Marble Street is anticipated to begin construction in 2016. For the purposes of this study, the SECC and roadway project were reviewed contiguously. It was assumed that both would be completed by the year 2017.

The new SECC is proposed as an approximately 26,000 square foot facility, including gymnasium, classroom, and office space. Site access is proposed via two unsignalized driveways for the parking area. A bus drop-off and pick-up area will also be provided in front of the SECC. The City roadway project through the study area includes extension of Dale Street between its current termini at Morris Street to Central Street opposite Ashmun Street. Ashmun Street will be reconstructed for its entire length and extended from its easterly dead-end near Adams Street to the northerly dead-end of Marble Street.

It is projected that during a typical weekday, the community center will generate approximately 55 total trips (35 in/20 out) during the morning commuter peak hour, 75 total trips (35 in/40 out) during the evening commuter peak hour, and 880 daily trips.

This study reviewed the Year 2015 Existing, Year 2027 No Build, and Year 2027 Build conditions at the following intersections:

- Main Street at Fremont Street and Central Street (signalized)
- Main Street at Norwood Street and Marble Street (unsignalized)
- Main Street at Broad Street and Wendell Place (signalized)
- Central Street at Ashmun Street and Dale Street (unsignalized, Build only)
- Central Street at Maple Street (signalized)
- Marble Street at SECC Bus Drive #2 (unsignalized, Build only)
- Marble Street at SECC Drive #1 (unsignalized, Build only)
- Marble Street at SECC Drive #2 (unsignalized, Build only)

Based on operational analysis, all of the study signalized intersections are projected to operate at an overall intersection LOS C or better given all of the study conditions (Existing, No Build, Build). With the exception of the Wendell Place approach during the evening peak hour, all of the individual intersection approaches operate at LOS D or better and well under capacity.

All of the critical movements at the unsignalized study intersections operate at LOS C or better given all of the study conditions (Existing, No Build, Build) and well under capacity. The critical movements at the proposed access points are projected to operate at LOS A with no capacity issues.

It is projected that the community center traffic will have negligible impact on vehicular queues at the study intersections.

An air quality assessment was also performed for this report. Since the project is located in Hampden County, which is presently designated by the United States Environmental Protection Agency (USEPA) as a moderate nonattainment area for the 8-hour ozone and a maintenance area for CO for parts of the county, the Clean Air Act (CAA) Conformity would typically apply. The SECC, however, is being reconstructed due to damages caused by the tornado event that hit Massachusetts in 2011. As such it is exempt from the General Conformity Rule per 40 C.F.R. § 93.126. Furthermore, since the proposed roadway portion of the project involving the extension of Ashmun Street to Marble Street is not a Federal Highway Administration (FHWA)/Federal Transit Authority (FTA) project and it is not regionally significant, the requirements of the Transportation Conformity Rule is not applicable.

For disclosure and completeness purposes, an emissions inventory of the project-related motor vehicle traffic as well as an analysis of the signalized intersections within the limits of the roadway project were evaluated. The results of the emissions inventory show that if the project were not exempt, the project generated emissions are well below the conformity *de-minimis* levels. Similarly, the delay and congestion of the signalized intersections within the limits of the roadway project are minimal and would not likely cause or contribute to a potential CO exceedance of the NAAQS.

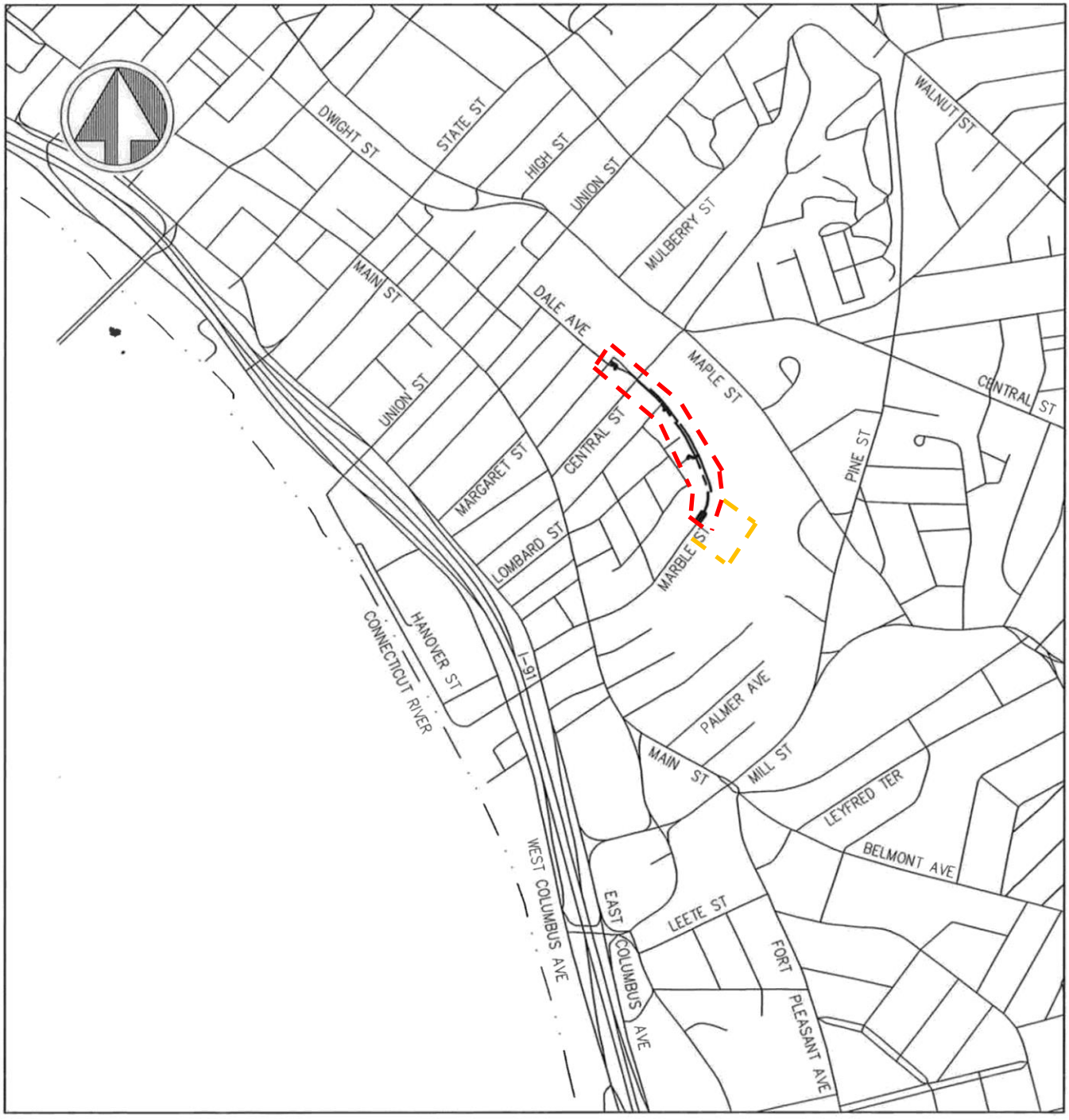
## 1.0 INTRODUCTION

The City of Springfield has engaged Weston & Sampson to prepare a traffic impact and site access study for the new South End Community Center (SECC). The SECC was formerly located on Howard Street roughly 0.5 miles from its proposed location. The Howard Street SECC was demolished during the tornado event that hit Western Massachusetts in 2011. The new SECC is proposed to be located along an extension of Ashmun Street to Marble Street and adjacent to the Emerson Wright Park within the South End neighborhood of the City. The roadway project for the extension of Ashmun Street to Marble Street is anticipated to begin construction in 2016. For the purposes of this study, the SECC and roadway project will be reviewed contiguously. It is assumed that both will be completed by the year 2017. The proposed site location is illustrated in Figure 1.

The new SECC is proposed as an approximately 26,000 square foot facility, including gymnasium, classroom, and office space. Site access is proposed via two driveways for the parking area. A bus drop-off and pick-up area will also be provided in front of the SECC. The City roadway project through the study area includes extension of Dale Street between its current termini at Morris Street to Central Street opposite Ashmun Street. Ashmun Street will be reconstructed for its entire length and extended from its easterly dead-end near Adams Street to the northerly dead-end of Marble Street. The location of the roadway project is also illustrated in Figure 1.

This study presents assessment of the impact, if any, of the anticipated site traffic volumes associated with the new SECC location on the surrounding roadway network. The existing year 2015 traffic conditions as well as projections of the future year 2027 (representing a 10 year horizon from project opening) will be analyzed during the weekday morning and evening peak periods. The future conditions will include year 2027 “no build” conditions, as well as “build” conditions representing future conditions after completion of the roadway improvement project (extending Ashmun Street to Marble Street) with the addition of anticipated SECC site traffic volumes. Findings of air quality assessment will also be provided.

FIGURE 1




LOCATION MAP

SCALE: 1"=1000'

# 2.0 EXISTING CONDITIONS

## 2.1 Roadway Network

The SECC is proposed to be located on Marble Street. **Marble Street** is essentially an east/west oriented two-lane City road. The roadway is roughly 1000-feet long and currently dead-ends at two City of Springfield Housing Authority properties. Sidewalks are provided along both sides of the roadway. Street lighting is also provided and on street parking is permitted.

Other roadways in the study area include Main Street, Central Street, and Maple Street. Each of these roadways are two-lane City streets within the study area, sidewalks are provided on both sides of the roadways. Street lighting is also provided.

Marble Street begins from **Main Street**, which essentially runs north/south. Main Street runs parallel to Interstate 91, located to the west, from roughly Interchange 4 to Interchange 10. On-street parallel parking is provided along both sides of the roadway. Main Street is a central business district area.

**Central Street**, is an east/west roadway which runs from Main Street to Maple Street where it angles and runs northwest/southeast between Maple Street and Walnut Street. On-street parking is permitted along the southerly side of the roadway. Land uses are primarily residential.

**Maple Street** is essentially a north/south roadway which runs parallel to Main Street. The posted speed limit is 30 miles per hour. On-street parking is prohibited within the vicinity of Central Street. Land uses are mixed with institutional, business, and residential.

## 2.2 Study Intersections

There are three study intersections located along Main Street within the study area. Main Street is the major street through each of these intersections and forms the northerly and southerly legs of the intersection. The Main Street study intersections are described below:

- **Main Street at Fremont Street and Central Street** is a four-legged, fully actuated, signalized intersection. Central Street forms the easterly leg and Fremont Street westerly leg. A single lane is provided on each of the intersection approaches. Main Street southbound left turns are protected permitted, and the side streets have split phasing. An exclusive pedestrian phase is provided, upon push button actuation.

- **Main Street at Norwood Street and Marble Street** is a four-legged, two-way STOP controlled intersection. Norwood Street forms the westerly leg of the intersection and is a one-way roadway eastbound toward Main Street. Marble Street forms the easterly leg of the intersection. Norwood Street and Marble Street are STOP controlled. A single lane is provided on each intersection approach.

- **Main Street at Wendell Place and Broad Street** is a fully-actuated, signalized intersection. Broad Street forms the westerly leg of the intersection and Wendell Place the easterly leg. The side streets are offset with Broad Street intersecting Main Street about 75-feet north of Wendell Place. On Main Street, an exclusive left turn lane is provided on

the northbound approach and an exclusive right turn lane on the southbound approach. The Main Street northbound left turns are protected permitted. The side streets have split phasing and the southbound Main Street right turns have an overlap with the Broad Street phase. Exclusive pedestrian phasing is also provided.

There are two study intersections located along Central Street within the study area:

- **Central Street at Morris Street and Ashmun Street** is an unsignalized intersection. Central Street is the major street forming the easterly and westerly legs of the intersection. Morris Street and Ashmun Street are both one-way roadways running away from the Central Street intersection. Morris Street forms the northerly leg and Ashmun Street the southerly legs of the intersection. There is no traffic control at this intersection.

- **Central Street at Maple Street and Cemetery Avenue** is a five-legged signalized intersection. Cemetery Avenue, however, is a private driveway to Springfield Cemetery and is not a signalized. Maple Street is the major street through the intersection and forms the northerly and southerly legs of the intersection. Central Street forms the westerly leg of the intersection. Central Street angles at the intersection and also forms the southeasterly leg. Cemetery Avenue forms the easterly leg. The northbound Maple Street and eastbound Central Street approaches provide a single lane. The southbound Maple Street approach provides two-lanes; an exclusive left turn lane, and a shared through and right turn lane. The Central Street northwest approach also provides two-lanes; a shared left and through lane, and an exclusive right turn lane. Maple Street southbound lefts are permitted/protected with a lag phase. During the lag phase, Central Street northwest bound right turns are provided an overlap. The side street phasing is concurrent. An exclusive pedestrian phase is provided, upon push button actuation.

## 2.3 Existing Traffic Volumes

Intersection turning movement counts (TMCs) as well as daily automatic traffic recorder (ATR) counts were performed at key locations within the study area. Specifically TMCs were conducted on Thursday February 26, 2015, while schools were in session, during the morning period between 7 AM and 9 AM and the evening period between 4 PM to 6PM. The traffic count data is provided in Appendix A.

Intersection TMC were conducted at following locations:

1. Main Street at Broad Street and Wendell Place
2. Main Street at Norwood Street and Marble Street
3. Main Street at Fremont Street and Central Street
4. Central Street at Morris Street and Ashmun Street
5. Central Street at Maple Street and Cemetery Avenue

The Massachusetts Department of Transportation (MassDOT) provides a "Monthly ADT Comparison Report" for use in seasonally adjusting traffic counts. There are four permanent count locations near the South End neighborhood and include:

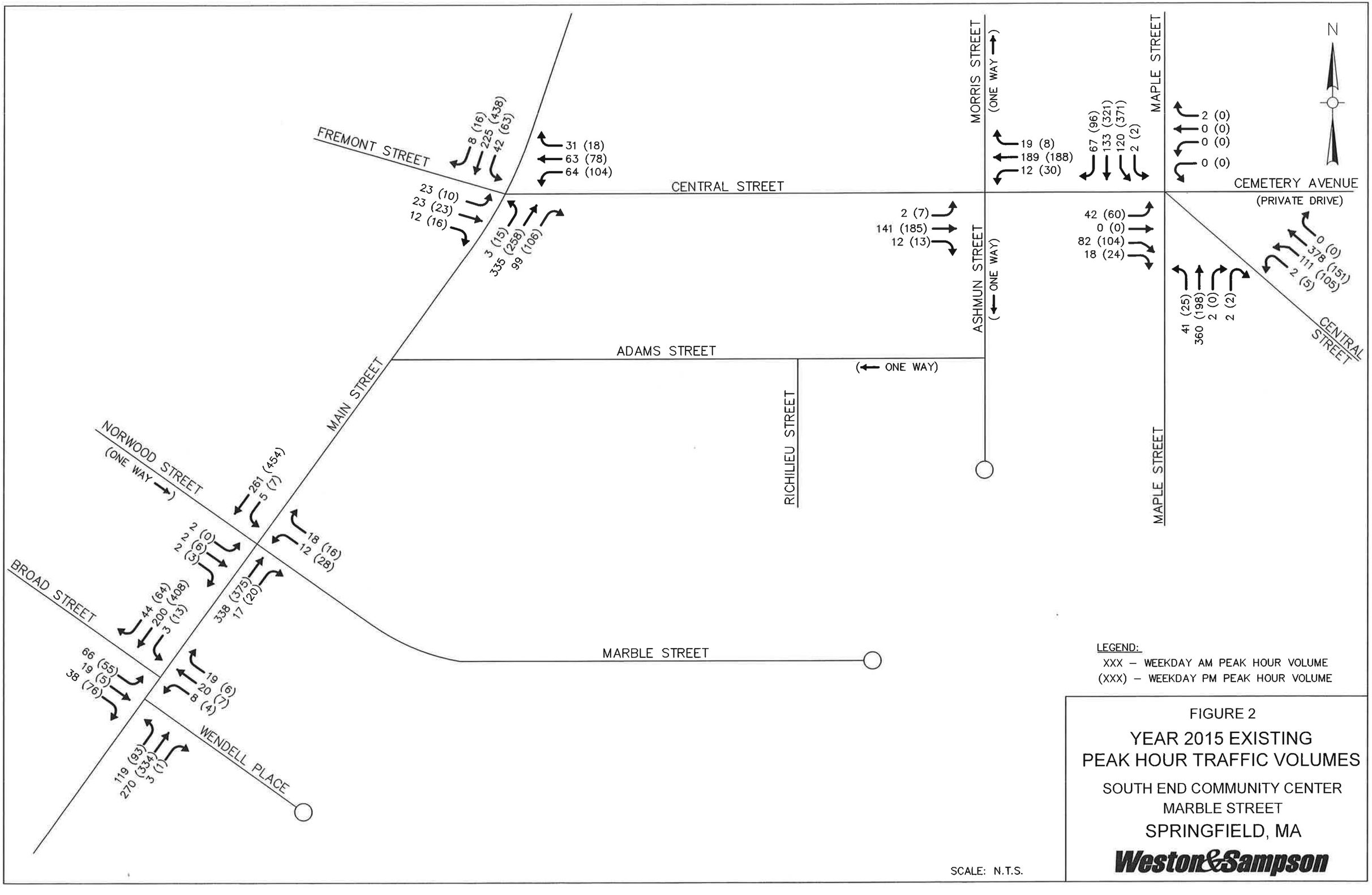
- Station 26, I-91 in Longmeadow, South of Springfield City Line
- Station 31, I-291 in Springfield, South of Roosevelt Avenue
- Station 2248, I-291 in Springfield, West of Saint James Avenue
- Station 2251, I-291 in Springfield, at Chicopee City Line

Based on the data available for these permanent count stations, the month of February is historically lower than the average volumes at all of the locations except for Station 26. Excluding Station 26, the average seasonal adjustment factor for the remaining stations is 4.6 percent. The historical data and seasonal adjustment factors are provided in Appendix B. The February 2015 TMCs were increased by this factor and are provided in Figure 2.

Daily ATR counts were conducted from Monday February 23 through Thursday February 26, 2015 at two locations. The seasonally adjusted daily traffic volumes are listed in Table 1.

**Table 1 – Year 2015 Existing Daily Traffic Volumes**

| Location | Daily Volume (vehicles) |
|---|---|
| Main Street north of Broad Street | 10,200 |
| Central Street east of Ashmun Street | 4,950 |




LEGEND:
XXX – WEEKDAY AM PEAK HOUR VOLUME
(XXX) – WEEKDAY PM PEAK HOUR VOLUME

FIGURE 2

# YEAR 2015 EXISTING PEAK HOUR TRAFFIC VOLUMES

SOUTH END COMMUNITY CENTER
MARBLE STREET
SPRINGFIELD, MA

Weston&Sampson

SCALE: N.T.S.

## 3.0 FUTURE NO BUILD CONDITIONS

The future year 2027 “no build” traffic volumes were developed as a base of comparison for the proposed SECC traffic impact, if any. Year 2027 represents a 10-year horizon after the opening of the SECC and construction of the Dale Street/Ashmun Street/Marble Street roadway project. Specifically, the existing year 2015 traffic volumes were increased by a background growth rate and traffic volumes anticipated by other nearby proposed developments superimposed.

Background traffic volume growth represents the increase of traffic volumes over the course of time. Growth occurs from developments within the immediate study vicinity, as well as ambient traffic growth due to development and population increase outside of the vicinity of the project site.

Ambient traffic growth is often developed from historical daily traffic volume data. Based on review of historical data completed in the December 17, 2012 “Traffic Impact and Access Study MGM Springfield” (*MGM Study*) prepared by TEC, traffic volumes have been declining within the SECC study area. The *MGM Study* uses a conservative background growth rate of 0.5 percent per year. For consistency, a 0.5 percent growth rate was also chosen for the SECC study. The background growth rate was applied to the 2015 existing traffic volumes and compounded for 12-years to represent year 2027 base traffic volumes.

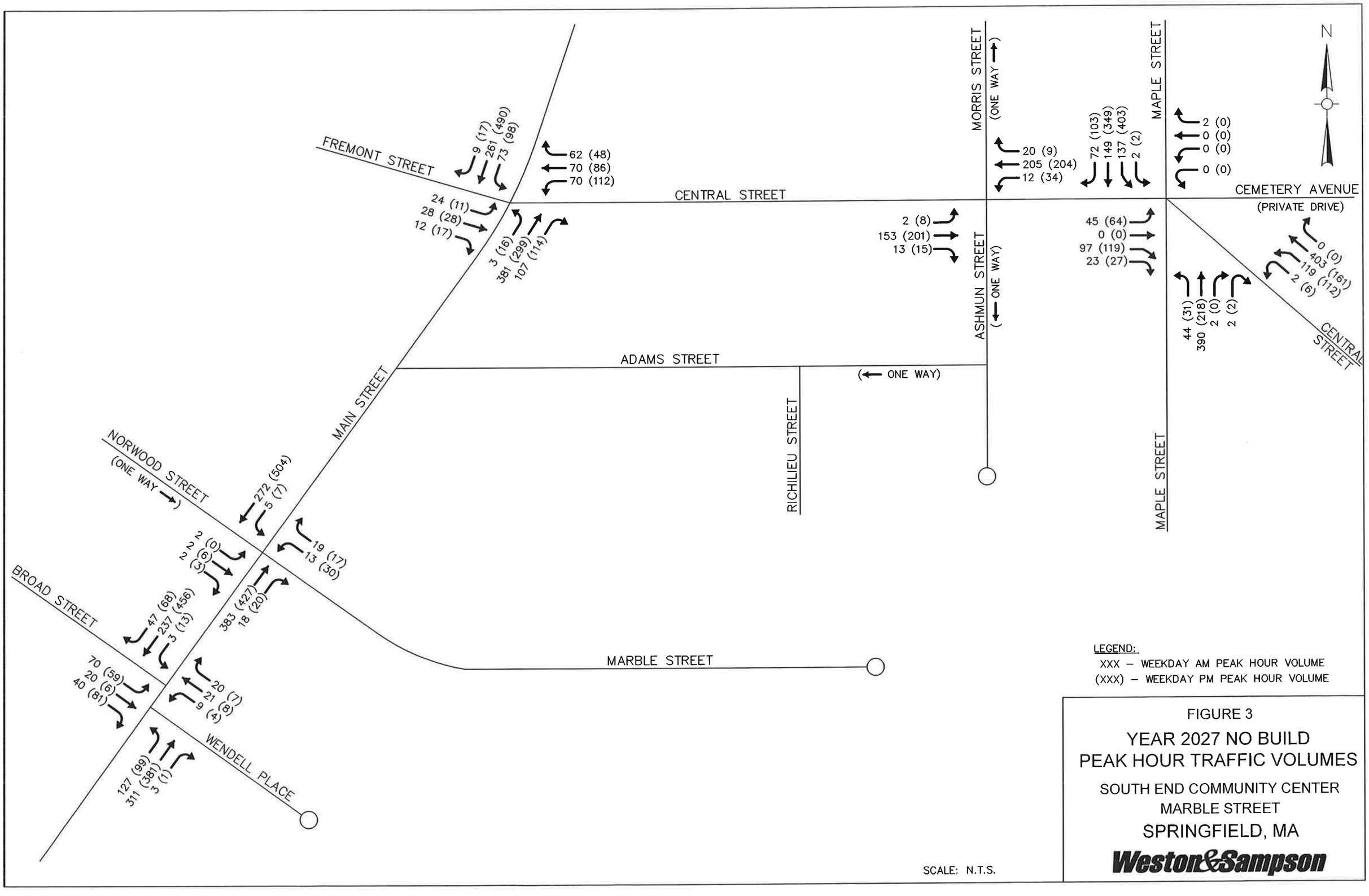
In addition to the ambient traffic growth, site traffic volumes associated with the following were included in the future year 2027 “no build” traffic volumes:

- MGM Springfield
- City of Springfield vacant property (between Central Street and Morris)
- South End Master Plan

The MGM (roughly 880,000 square foot) mixed use development is proposed to be located roughly 0.5-miles from the SECC site within the area bound by State Street, Main Street, Union Street and East Columbus Avenue. The MGM development will include casino, entertainment, hotel, retail, and residential apartment uses. Based on a review of the MGM study, a small portion of the MGM traffic is anticipated to travel though the SECC study area along Main Street, Maple Street and Central Street. The site location map of the MGM, as well as, the projected site traffic volumes and trip distribution for the MGM development are provided in Appendix C.

The City of Springfield currently owns the easterly end of the block bound by Main Street, Central Street, and Morris Street. Discussions with City representatives indicated that this currently vacant property may be used as additional parking (providing 194 parking spaces) for the casino. For the purposes of this study, it was assumed that the parking area would provide overflow employee parking. Traffic volumes were developed for the parking area based on information provided in the MGM study.

In addition to the MGM development, the South End neighborhood is under revitalization. The May 2014 Draft of the “South End Revitalization Plan, Phase 2”, was reviewed. Based on information provided in Figures I-1, I-2, II-8, and II-9 of the Revitalization Plan, discussions with City staff, and review of City GIS, traffic volumes were developed to account for currently vacant properties and completion of the Outing Park Historic District rehabilitation. The referenced figures are also provided in Appendix C. The year 2027 no build peak hour traffic volumes are summarized in Figure 3.




LEGEND:
XXX – WEEKDAY AM PEAK HOUR VOLUME
(XXX) – WEEKDAY PM PEAK HOUR VOLUME

FIGURE 3

# YEAR 2027 NO BUILD PEAK HOUR TRAFFIC VOLUMES

SOUTH END COMMUNITY CENTER
MARBLE STREET
SPRINGFIELD, MA

Weston&Sampson

SCALE: N.T.S.

## 4.0 PROPOSED ROADWAY PROJECT

A City Roadway Improvement Project for Ashmun Street, Dale Street, and Marble Street is currently in the final design stages and is anticipated to be out to bid later this year. It is assumed that construction will be completed before the opening of the SECC. The project includes extension of Dale Street between its current termini at Morris Street to Central Street opposite Ashmun Street. The small section of Morris Street between Dale Street and Central Street will be removed. Ashmun Street will be reconstructed for its entire length and extended from its easterly dead-end near Adams Street to the northerly dead-end of Marble Street. The proposed roadway configurations are illustrated in the following Signing and Pavement Marking Plans, drawings SPM-1 and SPM-2.

All the intersections along the Ashmun Street, Dale Street and Marble Street corridor are proposed to be unsignalized:

- At the **Dale Street with Morris Street intersection**, Dale Street will form the eastbound and westbound major street approaches and will be free-flow. Morris Street south of Dale Street is one-way away from the intersection. Morris Street north of Dale Street will essentially act as a driveway to #80 through #86 Morris Street.

- At the **Dale Street/Ashmun Street intersection with Central Street**, Central Street is considered the major street and forms the free-flow northbound and southbound approaches. The eastbound Dale Street and westbound Ashmun Street approaches will be STOP controlled.

- At the intersection of **Ashmun Street at Adams Street**, Adams Street is one-way southbound away from Ashmun Street (between Ashmun Street and Richilieu Street). The Ashmun Street eastbound and westbound approaches are free-flow and are the major street approaches.

REMOVE AND STACK
R1-1
REMOVE AND STACK
TO REMAIN
R7-108(L)
R7- (R)
REMOVE "ONE WAY" AND "DO NOT ENTER" SIGNS
R7-1
R7-201oP
REMOVE AND STACK
D3-3
D3-4
R7-1
R7-203
REMOVE AND STACK
R1-1
CENTRAL STREET
12'
DBYL
CW
BEGIN PROJECT STA 24+00
MORRIS STREET
15'
SL
10'
DALE STREET
24+00
DBYL
+08
23+00
CW
CW
101
22+00
DBYL
14'
14'
21+00
DALE STREET
+52
SL
CW
0+00
20+00
CW
SL
+43
DBYL
1+00
ASHMUN STREET
MATCHLINE E-E SEE THIS DRAWING
CW
13'
DBYL
+68
REMOVE AND STACK
R7-1(R)
R6-1(L)
CW
R1-1
REMOVE AND STACK
R7- (L)
R6-1R)
R6-1(L)
D3-1
D3-2
REMOVE AND STACK
R7-108(L)
R7- (R)
MORRIS STREET
ONE WAY
CENTRAL STREET
REMOVE AND STACK
MATCHLINE E-E SEE THIS DRAWING
14'
2+00
+25
+75
3+00
DBYL
4+00
ASHMUN STREET
5+00
6+00
15'
15'
7+00
SEE DRAWING SPM-2
MATCHLINE F-F
CW
R6-1(L)
R6-1(R)
ADAMS STREET
ONE WAY
R6-1(L)
R6-1(R)
D3-5
D3-3
RICHILIEU PLACE
HILLSIDE PLACE

PLAN
SCALE: 1"=20'
0 20' 40' 60'

95% SUBMISSION

P:\Springfield MA\On-Call DPW 2013\Task Order 3 - Marble Street\Marble CAD\MARBLE.dwg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| No. | Date | Dr.By | Ck.By | App.By | Description |
|---|---|---|---|---|---|
| | | | | | APPROVED |

REGISTERED PROFESSIONAL ENGINEER

DATE

CITY OF SPRINGFIELD, MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

ASHMUN STREET, DALE STREET AND MARBLE STREET ROADWAY IMPROVEMENTS PROJECT

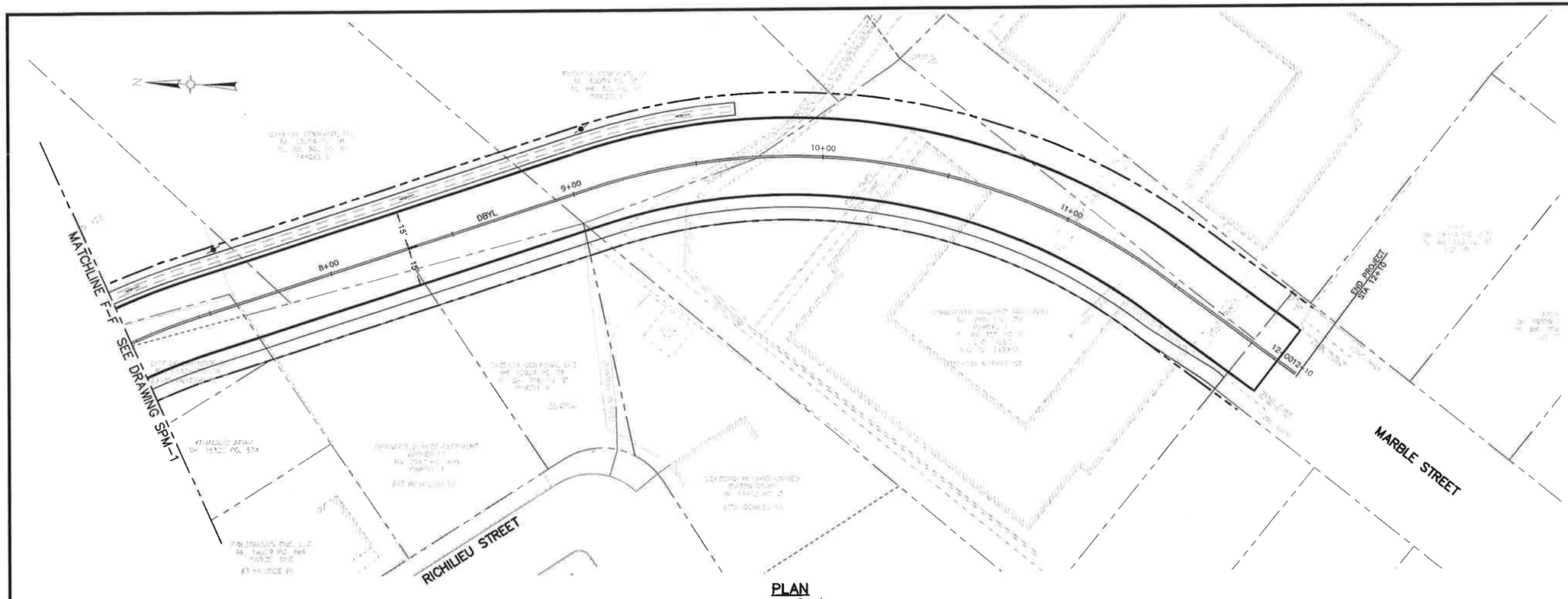
# SIGNAL & PAVEMENT MARKING PLANS

| FILE NAME | JOB NO | SCALE | DSN BY | CHK BY | APP BY |
|---|---|---|---|---|---|
| MARBLE.DWG | 21400023 | 1" = 20' | TDR BY KAC | LAS | ALN CBW |

SPM-1

FILE NO

SHEET 12 OF 24




**PLAN**
SCALE: 1"=20'
0 20' 40' 60'

| IDENTIFICATION NUMBER | TEXT | PANEL SIZE WIDTH | PANEL SIZE HEIGHT | COLOR COMB. | NUMBER OF SIGNS REQUIRED | TOTAL AREA SQ. FT. | POST SIZE REQUIRED |
|---|---|---|---|---|---|---|---|
| D3-1 (PBS) | MORRIS ST | VAR | 12" | WHITE ON GREEN | 1 | EACH | P-5 |
| D3-2 (PBS) | DALE ST | VAR | 12" | WHITE ON GREEN | 1 | EACH | P-5 |
| D3-3 (PBS) | ASHMUN ST | VAR | 12" | WHITE ON GREEN | 2 | EACH | P-5 |
| D3-4 (PBS) | CENTRAL ST | VAR | 12" | WHITE ON GREEN | 1 | EACH | P-5 |
| D3-5 (PBS) | ADAMS ST | VAR | 12" | WHITE ON GREEN | 1 | EACH | P-5 |

| IDENTIFICATION NUMBER | TEXT | PANEL SIZE WIDTH | PANEL SIZE HEIGHT | COLOR COMB. | NUMBER OF SIGNS REQUIRED | TOTAL AREA SQ. FT. | POST SIZE REQUIRED |
|---|---|---|---|---|---|---|---|
| R1-1 | STOP | 30" | 30" | WHITE ON RED | 3 | 18.75 | P5 |
| R7-1(R) | NO PARKING ANY TIME → | 12" | 18" | RED ON WHITE | 1 | 1.5 | P5 |
| R7-108(L) | 2 HR PARKING 8AM TO 6PM ← | 12" | 18" | GREEN ON WHITE | 2 | 3 | P5 |
| R7-203 | SEVERE WEATHER EMERGENCY PARKING 9AM - 6PM | 12" | 18" | RED ON WHITE | 1 | 1.5 | P5 |
| R7-1 | NO PARKING ANY TIME ↔ | 12" | 18" | RED ON WHITE | 2 | 1.5 | P5 |

| IDENTIFICATION NUMBER | TEXT | PANEL SIZE WIDTH | PANEL SIZE HEIGHT | COLOR COMB. | NUMBER OF SIGNS REQUIRED | TOTAL AREA SQ. FT. | POST SIZE REQUIRED |
|---|---|---|---|---|---|---|---|
| R7- (L) | NO PARKING HERE TO CORNER ← | 12" | 18" | RED ON WHITE | 1 | 1.5 | P5 |
| R7- (R) | NO PARKING HERE TO CORNER → | 12" | 18" | RED ON WHITE | 2 | 3 | P5 |
| R6-1(L) | ONE WAY ← | 36" | 12" | BLACK ON WHITE | 4 | 12 | P5 |
| R6-1(R) | ONE WAY → | 36" | 12" | BLACK ON WHITE | 3 | 9 | P5 |
| R7-201aP | TOW-AWAY ZONE | 12" | 6" | RED ON WHITE | 1 | 0.5 | P5 |

1. SEE PAVEMENT MARKING AND SIGN PLAN FOR SIGN LOCATIONS
2. HIGH INTENSITY REFLECTIVE SHEETING SHALL BE USED FOR ALL SIGNS
3. ERECT ALL SIGNS IN ACCORDANCE WITH THE LATEST "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", AND "MASSHIGHWAY'S STANDARD DRAWINGS FOR SIGNS AND SUPPORTS", DATED 1990

**95% SUBMISSION**

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REGISTERED PROFESSIONAL ENGINEER _____ DATE

CITY OF SPRINGFIELD, MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS
ASHMUN STREET, DALE STREET AND MARBLE STREET ROADWAY IMPROVEMENTS PROJECT

# SIGNAL & PAVEMENT MARKING PLANS ASHMUN STREET STA 7+20 TO 12+22

| FILE NAME | JOB NO | SCALE | DR BY | DES BY | CHK BY | APP BY |
|---|---|---|---|---|---|---|
| MARBLE.DWG | 2140023 | 1"=20' | KAC | LAS | ALN | CBW |

SPM-2

FILE NO

SHEET 13 OF 24

R:\Springfield MA\On-Call DPW 2013\Task Order 3 - Marble Street\Marble CAD\MARBLE.dwg

# 5.0 PROPOSED DEVELOPMENT

## 5.1 Site Plan – Access and Parking

As illustrated in Site Layout Plan, L-3, access to the new SECC will be provided via two full access driveways situated near the proposed parking area. Patron, vendor, and employee vehicular traffic will use these two driveways. A bus drop-off and pick-up area will also be provided. This area will be located in front of the SECC between the building and Marble Street. Two curb cuts will be provided for this one-directional area; the southerly curb cut entrance only and the northerly egress only. Buses will enter the area along Marble Street from the south and continue traveling northbound along Marble Street upon exit.

South of the SECC site, sidewalks are provided along both sides of Marble Street. Based on plans for the Ashmun Street, Dale Street and Marble Street Roadway Improvements Project, a sidewalk will be provided by the City along the westerly side of the proposed extension of Marble Street. On site, sidewalks are provided around the perimeter of the building and outdoor basketball court. The site sidewalks will connect to the Marble Street and the Emerson Wright Park sidewalk systems, as well as to the bus drop-off/pick-up area and parking. Two crosswalks are proposed across Marble Street; the first to be located at the southerly end of the site (south of the bus entrance) and the second roughly at the center of the site (between the bus exit and the southerly full access driveway).

A total of 92 parking spaces will be provided, including 2 handicap spaces. This is greater than the City requirement of 3 spaces per 1,000 square feet for this type of land use. It is intended that employees will park in the 8 space parking area located immediately east of the outdoor basketball court. Vendors will also unload from this area. A bike rack will be provided near the front of the SECC building.

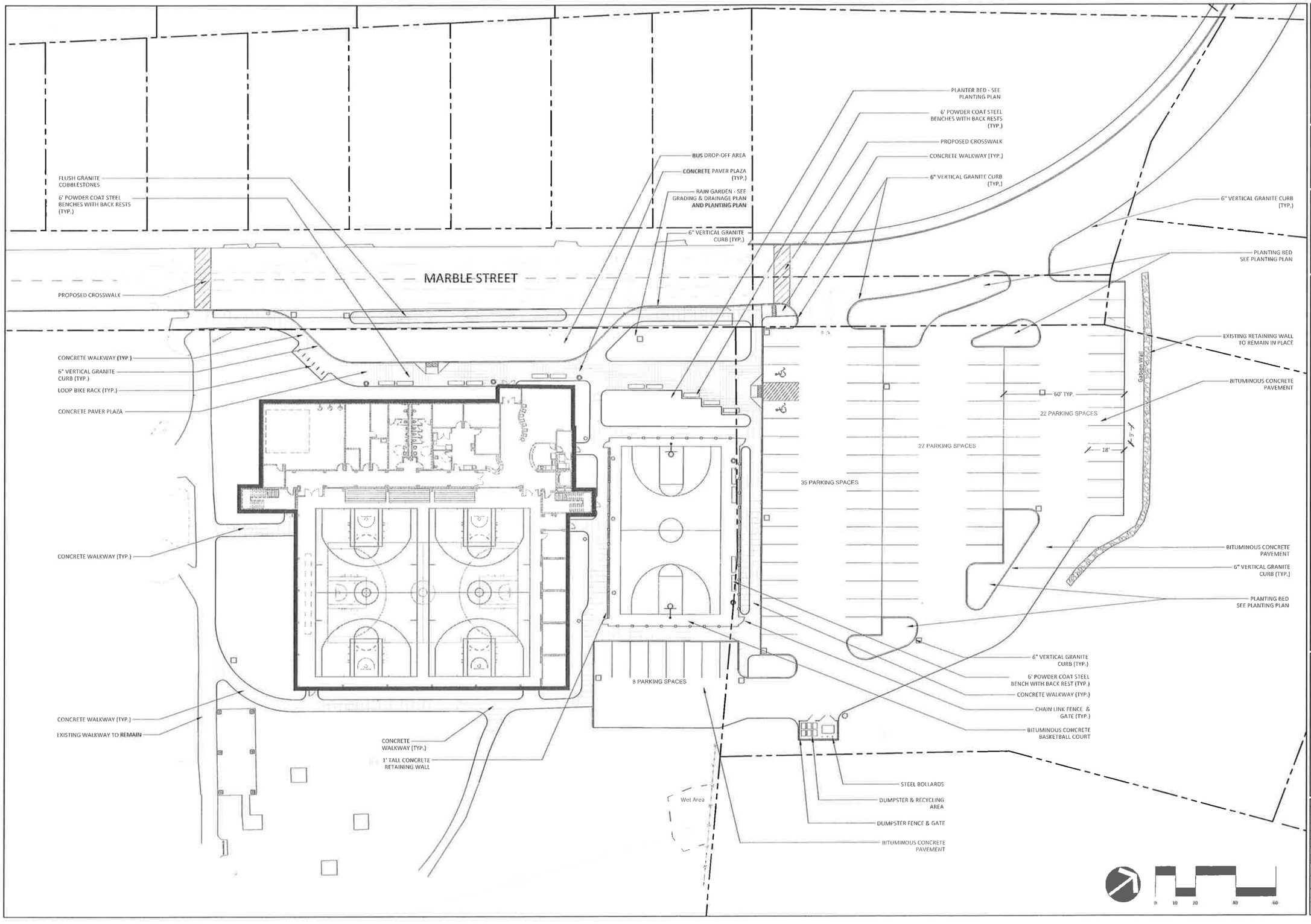
## 5.2 Trip Generation

The proposed development will consist of an approximately 26,000 square foot facility, including a gymnasium, as well as, classroom and office space. The number of vehicle trips expected to be generated by the proposed development was estimated by applying the rates and equations developed by the Institute of Transportation Engineers (ITE) as published in *Trip Generation Manual,* 9th Edition.

It is projected that during a typical weekday, the community center will generate approximately 55 total trips (35 in/20 out) during the morning commuter peak hour, 75 total trips (35 in/40 out) during the evening commuter peak hour, and 880 daily trips. Trip generation analysis is provided in Appendix D.

## 5.3 Trip Distribution and Assignment

The geographic distribution of the trips generated by the community was determined based on the existing traffic patterns within the site vicinity, as well as trip distribution from the MGM study for employees. The trip distribution for the project is summarized in Figure 5. These distribution percentages were applied to the trips generated, and the traffic volumes were assigned to the road network. The turning movement volumes expected from the project are shown in Figure 6.

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# SOUTH END COMMUNITY CENTER

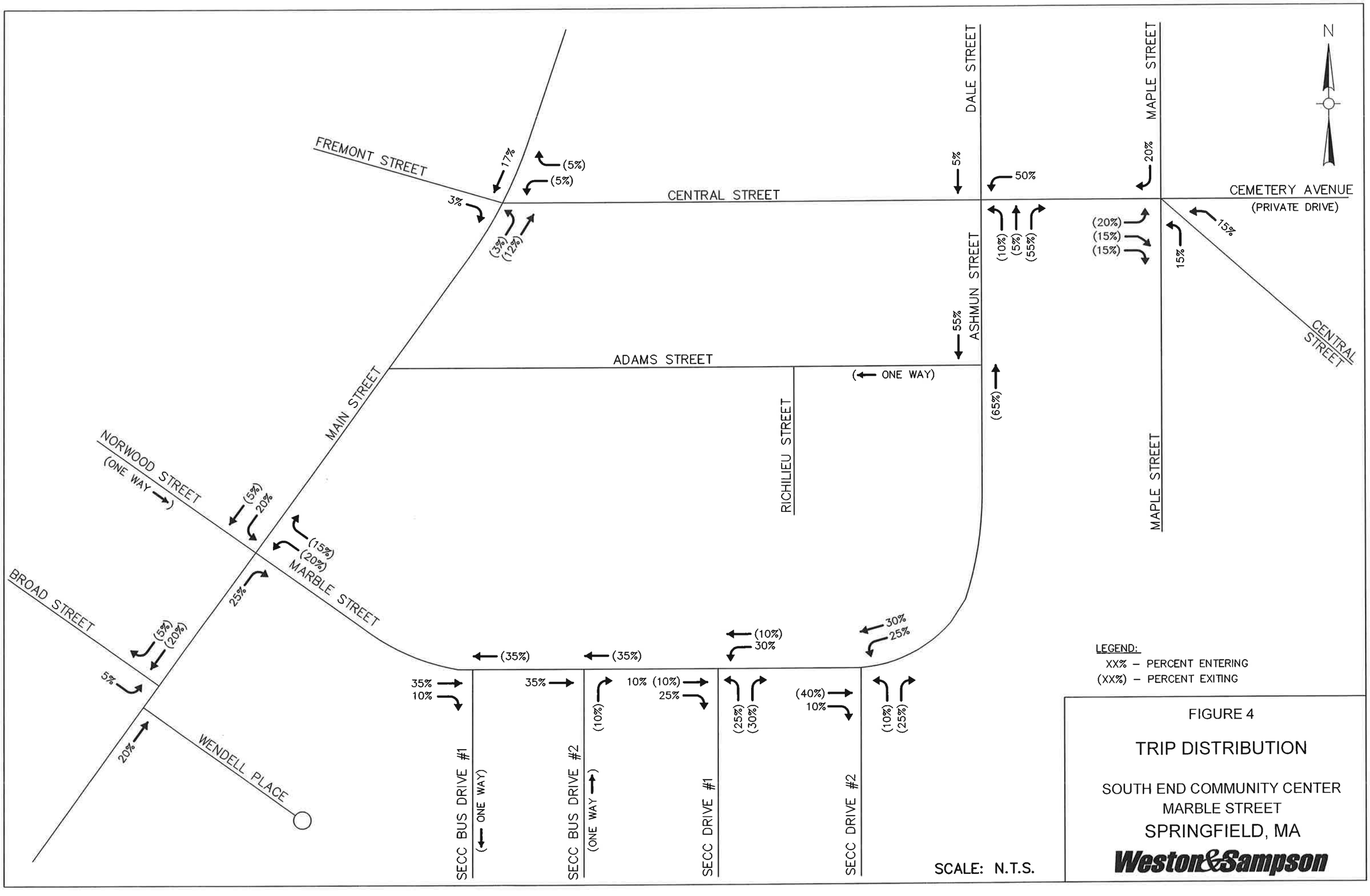
EMERSON WIGHT PARK
SPRINGFIELD, MA

## SITE LAYOUT PLAN

Revisions

Date: FEBRUARY 23, 2015
Scale: 1"=20'
Drawn By: ESW
Checked By: RHW

Sheet Number: L-3




LEGEND:
XX% – PERCENT ENTERING
(XX%) – PERCENT EXITING

FIGURE 4

# TRIP DISTRIBUTION

SOUTH END COMMUNITY CENTER
MARBLE STREET
SPRINGFIELD, MA

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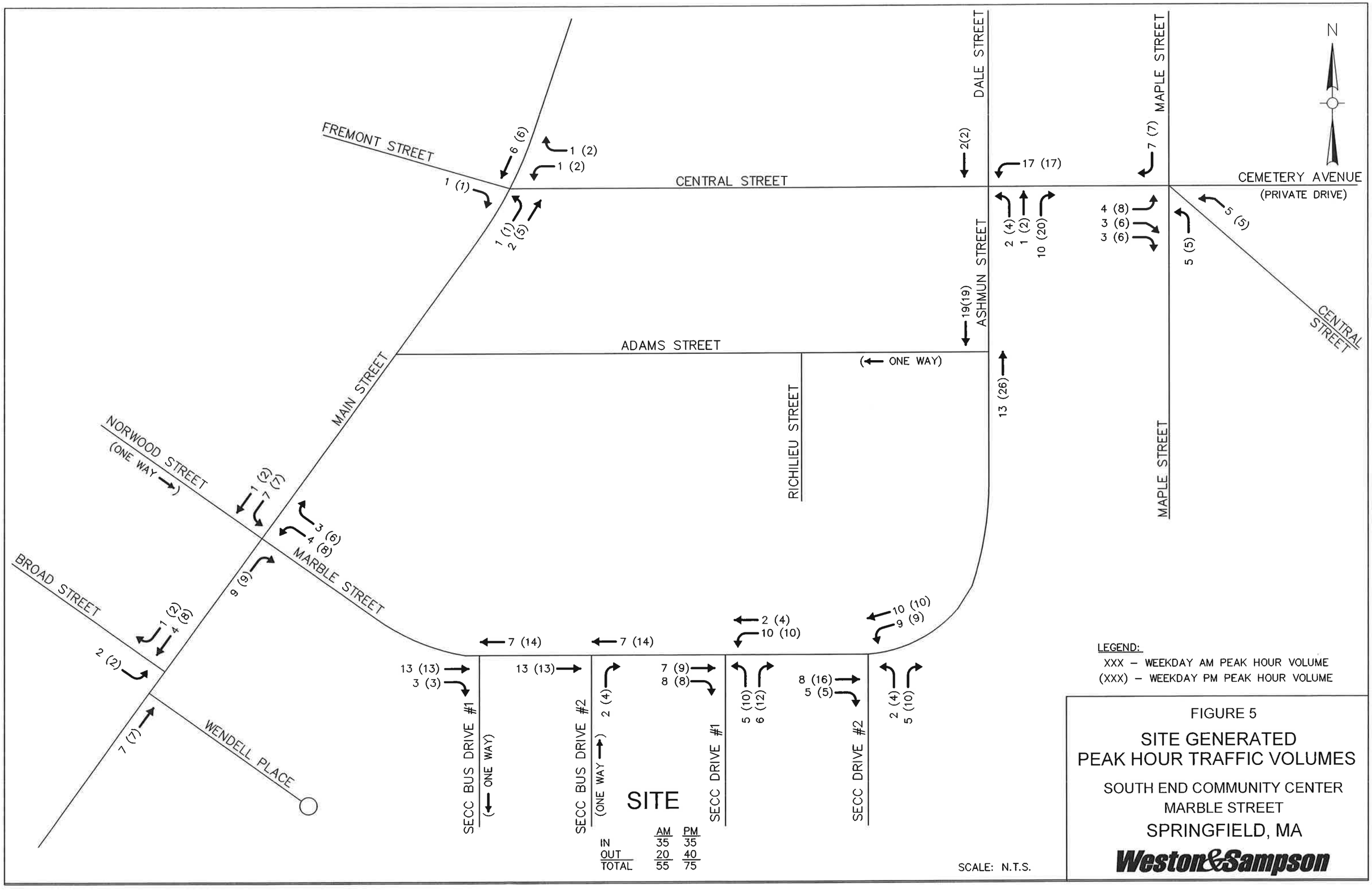
SCALE: N.T.S.




LEGEND:
XXX – WEEKDAY AM PEAK HOUR VOLUME
(XXX) – WEEKDAY PM PEAK HOUR VOLUME

SCALE: N.T.S.

FIGURE 5

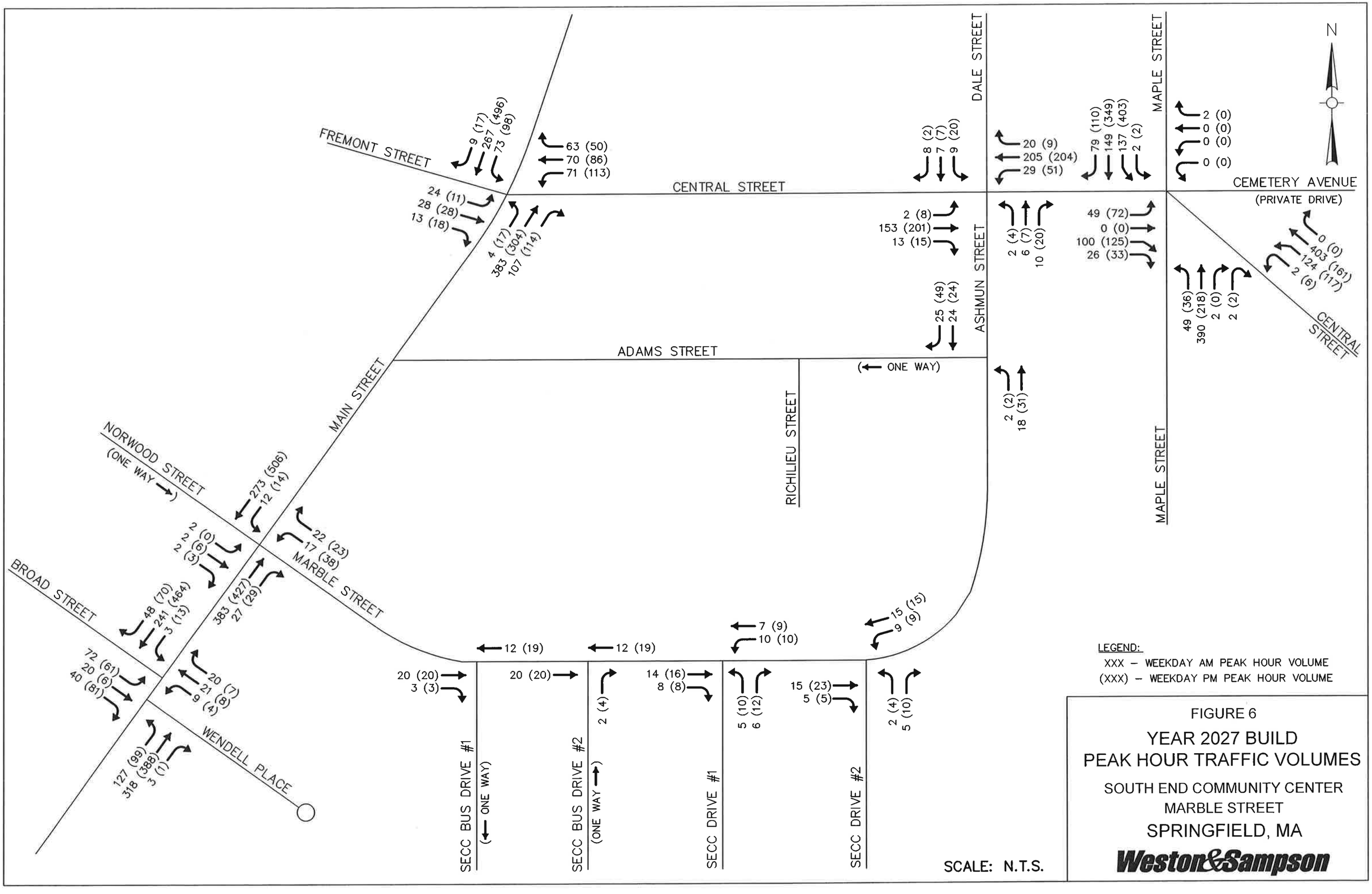
# SITE GENERATED PEAK HOUR TRAFFIC VOLUMES

SOUTH END COMMUNITY CENTER
MARBLE STREET
SPRINGFIELD, MA

Weston&Sampson

## 6.0 FUTURE BUILD CONDITIONS

The estimated Site Traffic vehicular trips for the SECC were added to the Year 2027 No Build volumes to represent the traffic expected in the area with project build-out. The Year 2027 Build traffic volumes are shown in Figure 6.




LEGEND:
XXX – WEEKDAY AM PEAK HOUR VOLUME
(XXX) – WEEKDAY PM PEAK HOUR VOLUME

FIGURE 6

# YEAR 2027 BUILD PEAK HOUR TRAFFIC VOLUMES

SOUTH END COMMUNITY CENTER
MARBLE STREET
SPRINGFIELD, MA

Weston&Sampson

SCALE: N.T.S.

## 7.0 OPERATIONAL ANALYSIS

The study intersections were analyzed based on the Year 2015 Existing, Year 2027 No Build, and Year 2027 Build conditions. Using the methodologies described in Appendix E, EXPLANATION OF LEVEL OF SERVICE, the level of service (LOS), capacity (v/c ratio), and projected queues were determined for the study intersections and site access points. The results are summarized in Table 2 and 3. The operational analysis is provided in Appendix F.

All of the study signalized intersections operate at an overall intersection LOS C or better given each of the study conditions (Existing, No Build, Build). With the exception of the Wendell Place approach during the evening peak hour, all of the individual intersection approaches operate at LOS D or better and well under capacity, as well.

All of the critical movements at the unsignalized study intersections operate at LOS C or better given each of the study conditions (Existing, No Build, Build) and well under capacity. The critical movements at the proposed access points are projected to operate at LOS A with no capacity issues.

It is projected that the community center traffic will have negligible impact on vehicular queues at the study intersections.

| Table 2 – Intersection LOS and Capacity Summary | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection | | 2015 EXISTING | | | | 2027 NO BUILD | | | | 2027 BUILD | | | |
| | | AM | | PM | | AM | | PM | | AM | | PM | |
| Approach | Movement | LOS | v/c | LOS | v/c | LOS | v/c | LOS | v/c | LOS | v/c | LOS | v/c |
| | | | | | | | | | | | | | |
| **MAIN STREET AT FREMONT STREET/CENTRAL STREET:** | | | | | | | | | | | | | |
| Main Street NB: | Left/Thru/Right | B | 0.50 | B | 0.44 | B | 0.59 | B | 0.52 | B | 0.59 | B | 0.53 |
| Main Street SB: | Left/Thru/Right | A | 0.01 | A | 0.01 | A | 0.01 | A | 0.01 | A | 0.01 | A | 0.01 |
| Fremont Street EB: | Left/Thru/Right | C | 0.41 | D | 0.38 | D | 0.44 | D | 0.41 | D | 0.44 | D | 0.42 |
| Central Street WB: | Left/Thru/Right | D | 0.81 | D | 0.83 | D | 0.85 | D | 0.87 | D | 0.85 | D | 0.87 |
| | Overall Intersection | B | - | B | - | B | - | B | - | B | - | B | - |
| | | | | | | | | | | | | | |
| **MAIN STREET AT NORWOOD STREET/MARBLE STREET*:** | | | | | | | | | | | | | |
| Main Street SB: | Left | A | 0.01 | A | 0.01 | A | 0.01 | A | 0.01 | A | 0.01 | A | 0.01 |
| Norwood Street EB: | Left/Thru/Right | B | 0.02 | C | 0.03 | B | 0.02 | C | 0.04 | B | 0.02 | C | 0.04 |
| Marble Street WB: | Left/Thru/Right | B | 0.07 | C | 0.15 | B | 0.08 | C | 0.19 | B | 0.10 | C | 0.26 |
| | | | | | | | | | | | | | |
| **MAIN STREET AT BROAD STREET/WENDELL PLACE:** | | | | | | | | | | | | | |
| Main Street NB: | Left | A | 0.20 | A | 0.20 | A | 0.23 | A | 0.24 | A | 0.23 | A | 0.24 |
| | Through/Right | A | 0.27 | A | 0.32 | A | 0.32 | A | 0.37 | A | 0.33 | A | 0.38 |
| Main Street SB: | Left/Through | B | 0.25 | B | 0.47 | B | 0.30 | B | 0.53 | B | 0.30 | B | 0.54 |
| | Right | A | 0.05 | A | 0.07 | A | 0.06 | A | 0.08 | A | 0.06 | A | 0.08 |
| Broad Street EB: | Left/Thru/Right | D | 0.77 | D | 0.80 | D | 0.76 | D | 0.80 | D | 0.78 | D | 0.80 |
| Wendell Place WB: | Left/Thru/Right | D | 0.74 | E | 0.56 | D | 0.78 | E | 0.58 | D | 0.77 | E | 0.58 |
| | Overall Intersection | B | - | B | - | B | - | B | - | B | - | B | - |
| | | | | | | | | | | | | | |
| **MARBLE STREET AT SECC DRIVE #2*:** | | | | | | | | | | | | | |
| SECC Drive #2 NB: | Left/Right | - | - | - | - | - | - | - | - | A | 0.01 | A | 0.02 |
| Marble Street WB: | Left | - | - | - | - | - | - | - | - | A | 0.01 | A | 0.01 |
| | | | | | | | | | | | | | |
| **CENTRAL STREET AT ASHMUN STREET/DALE STREET*:** | | | | | | | | | | | | | |
| Ashmun Street NB: | Left/Thru/Right | - | - | - | - | - | - | - | - | B | 0.03 | B | 0.06 |
| Dale Street SB: | Left/Thru/Right | - | - | - | - | - | - | - | - | B | 0.05 | B | 0.08 |
| Central Street EB: | Left | - | - | - | - | - | - | - | - | A | 0.01 | A | 0.01 |
| Central Street WB: | Left | - | - | - | - | - | - | - | - | A | 0.01 | A | 0.04 |
| | | | | | | | | | | | | | |
| **CENTRAL STREET AT MAPLE STREET:** | | | | | | | | | | | | | |
| Maple Street NB: | Left/Thru/Right | C | 0.70 | C | 0.39 | D | 0.76 | C | 0.45 | D | 0.77 | C | 0.46 |
| Maple Street SB: | Left | A | 0.22 | C | 0.53 | A | 0.27 | B | 0.59 | A | 0.27 | B | 0.60 |
| | Through/Right | A | 0.22 | B | 0.45 | A | 0.24 | B | 0.48 | A | 0.25 | B | 0.49 |
| Central Street EB: | Left/Thru/Right | C | 0.44 | C | 0.52 | C | 0.50 | C | 0.58 | C | 0.55 | D | 0.66 |
| Central Street WB: | Left/Through | C | 0.26 | C | 0.26 | C | 0.28 | C | 0.28 | C | 0.29 | C | 0.29 |
| | Right | C | 0.63 | B | 0.24 | C | 0.67 | B | 0.26 | C | 0.67 | C | 0.27 |
| | Overall Intersection | C | - | B | - | C | - | B | - | C | - | B | - |
| | | | | | | | | | | | | | |
| **MARBLE STREET AT SECC BUS DRIVE #2*:** | | | | | | | | | | | | | |
| SECC Bus Drive #2 NB: | Right | - | - | - | - | - | - | - | - | A | 0.01 | A | 0.01 |
| | | | | | | | | | | | | | |
| **MARBLE STREET AT SECC DRIVE #1*:** | | | | | | | | | | | | | |
| SECC Drive #1 NB: | Left/Right | - | - | - | - | - | - | - | - | A | 0.01 | A | 0.02 |
| Marble Street WB: | Left | - | - | - | - | - | - | - | - | A | 0.01 | A | 0.01 |
| | | | | | | | | | | | | | |
| * Unsignalized intersection, LOS and capacity for critical movements only. | | | | | | | | | | | | | |

| Table 3 – Queue Summary – Average and 95th Percentile (feet) | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection | | Available Storage (feet) | 2015 EXISTING | | | | 2027 NO BUILD | | | | 2027 BUILD | | | |
| | | | AM | | PM | | AM | | PM | | AM | | PM | |
| Approach | Movement | | Avg. | 95th | Avg. | 95th | Avg. | 95th | Avg. | 95th | Avg. | 95th | Avg. | 95th |
| | | | | | | | | | | | | | | |
| **MAIN STREET AT FREMONT STREET/CENTRAL STREET:** | | | | | | | | | | | | | | |
| Main Street NB: | Left/Thru/Right | 1200 | 175 | 300 | 150 | 250 | 225 | 375 | 200 | 300 | 200 | 325 | 200 | 300 |
| Main Street SB: | Left/Thru/Right | 1000 | 100 | 175 | 225 | 400 | 150 | 250 | 350 | 600 | 150 | 250 | 350 | 600 |
| Fremont Street EB: | Left/Thru/Right | 750 | 50 | 75 | 50 | 75 | 50 | 100 | 50 | 75 | 50 | 100 | 50 | 75 |
| Central Street WB: | Left/Thru/Right | 875 | 100 | 175 | 125 | 200 | 125 | 225 | 150 | 275 | 125 | 225 | 150 | 275 |
| | | | | | | | | | | | | | | |
| **MAIN STREET AT NORWOOD STREET/MARBLE STREET*:** | | | | | | | | | | | | | | |
| Main Street SB: | Left/Thru/Right | 1025 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 |
| Norwood Street EB: | Left/Thru/Right | 380 | - | 0 | - | 25 | - | 0 | - | 25 | - | 25 | - | 25 |
| Marble Street WB: | Left/Thru/Right | 490+ | - | 25 | - | 25 | - | 25 | - | 25 | - | 25 | - | 25 |
| | | | | | | | | | | | | | | |
| **MAIN STREET AT BROAD STREET/WENDELL PLACE:** | | | | | | | | | | | | | | |
| Main Street NB: | Left | 160 | 25 | 75 | 25 | 50 | 50 | 75 | 25 | 75 | 50 | 75 | 25 | 75 |
| | Through/Right | 600 | 75 | 150 | 75 | 175 | 100 | 175 | 75 | 225 | 100 | 175 | 75 | 225 |
| Main Street SB: | Left/Through | 1200 | 75 | 150 | 125 | 300 | 100 | 175 | 150 | 375 | 100 | 175 | 175 | 375 |
| | Right | 135 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Broad Street EB: | Left/Thru/Right | 350 | 75 | 125 | 75 | 150 | 75 | 125 | 100 | 175 | 75 | 125 | 100 | 175 |
| Wendell Place WB: | Left/Thru/Right | 380 | 50 | 100 | 25 | 50 | 50 | 100 | 25 | 50 | 50 | 100 | 25 | 50 |
| | | | | | | | | | | | | | | |
| **CENTRAL STREET AT ASHMUN STREET/DALE STREET*:** | | | | | | | | | | | | | | |
| Ashmun Street NB: | Left/Thru/Right | 270+ | - | - | - | - | - | - | - | - | - | 25 | - | 25 |
| Dale Street SB: | Left/Thru/Right | 150 | - | - | - | - | - | - | - | - | - | 25 | - | 25 |
| Central Street EB: | Left | 430 | - | - | - | - | - | - | - | - | - | 0 | - | 0 |
| Central Street WB: | Left | 875 | - | - | - | - | - | - | - | - | - | 0 | - | 25 |
| | | | | | | | | | | | | | | |
| **CENTRAL STREET AT MAPLE STREET**: | | | | | | | | | | | | | | |
| Maple Street NB: | Left/Thru/Right | 1750 | 250 | 375 | 125 | 200 | 275 | 450 | 150 | 225 | 275 | 450 | 150 | 225 |
| Maple Street SB: | Left | 300 | 50 | 75 | 125 | 175 | 50 | 75 | 125 | 200 | 50 | 75 | 125 | 200 |
| | Through/Right | 1040 | 75 | 100 | 150 | 225 | 75 | 100 | 175 | 250 | 75 | 125 | 175 | 250 |
| Central Street EB: | Left/Thru/Right | 430+ | 100 | 150 | 125 | 200 | 100 | 175 | 125 | 225 | 100 | 175 | 150 | 250 |
| Central Street WB: | Left/Through | 520+ | 75 | 125 | 75 | 125 | 75 | 125 | 75 | 125 | 75 | 125 | 75 | 125 |
| | Right | 100 | 175 | 275 | 75 | 100 | 200 | 300 | 75 | 100 | 200 | 300 | 75 | 100 |
| | | | | | | | | | | | | | | |
| **MARBLE STREET AT SECC DRIVE #2*:** | | | | | | | | | | | | | | |
| SECC Bus Drive #2 NB: | Right | | - | - | - | - | - | - | - | - | - | 0 | - | 0 |
| | | | | | | | | | | | | | | |
| **MARBLE STREET AT SECC DRIVE #1*:** | | | | | | | | | | | | | | |
| SECC Drive #1 NB: | Left/Right | | - | - | - | - | - | - | - | - | - | 25 | - | 0 |
| Marble Street WB: | Left | | - | - | - | - | - | - | - | - | - | 0 | - | 0 |
| | | | | | | | | | | | | | | |
| **MARBLE STREET AT SECC DRIVE #2*:** | | | | | | | | | | | | | | |
| SECC Drive #2 NB: | Left/Right | | - | - | - | - | - | - | - | - | - | 0 | - | 0 |
| Marble Street WB: | Left | | - | - | - | - | - | - | - | - | - | 0 | - | 0 |
| | | | | | | | | | | | | | | |
| * Unsignalized intersection, 95th percentile queue only. | | | | | | | | | | | | | | |

## 8.0 AIR QUALITY

An air quality assessment was performed for this project by KB Environmental Sciences, The May 22, 2015, *South End Community Center Project Air Quality Report*, is provided in Appendix G.

The project is located in Hampden County, which is presently designated by the United States Environmental Protection Agency (USEPA) as a moderate nonattainment area for the 8-hour ozone and a maintenance area for CO for parts of the county, the Clean Air Act (CAA) Conformity would typically apply. The SECC, however, is being reconstructed due to damages caused by the tornado event that hit Massachusetts in 2011. As such it is exempt from the General Conformity Rule per 40 C.F.R. § 93.126. Furthermore, since the proposed roadway portion of the project involving the extension of Ashmun Street to Marble Street is not a Federal Highway Administration (FHWA)/Federal Transit Authority (FTA) project and it is not regionally significant, the requirements of the Transportation Conformity Rule is not applicable.

For disclosure and completeness purposes, an emissions inventory of the project-related motor vehicle traffic as well as an analysis of the signalized intersections within the limits of the roadway project were evaluated. The results of the emissions inventory show that if the project were not exempt, the project generated emissions are well below the conformity *de-minimis* levels. Similarly, the delay and congestion of the signalized intersections within the limits of the roadway project are minimal and would not likely cause or contribute to a potential CO exceedance of the NAAQS.

## 9.0 CONCLUSIONS

In conclusion, based on the findings in this study, no adverse traffic impacts associated with the proposed South End Community Center (SECC) or the Ashmun Street, Dale Street, Marble Street roadway project are anticipated.

Operational analysis was conducted for the following study intersections reviewed for the Year 2015 Existing, Year 2027 No Build, and Year 2027 Build:

- Main Street at Fremont Street and Central Street (signalized)
- Main Street at Norwood Street and Marble Street (unsignalized)
- Main Street at Broad Street and Wendell Place (signalized)
- Central Street at Ashmun Street and Dale Street (unsignalized, Build only)
- Central Street at Maple Street (signalized)
- Marble Street at SECC Bus Drive #2 (unsignalized, Build only)
- Marble Street at SECC Drive #1 (unsignalized, Build only)
- Marble Street at SECC Drive #2 (unsignalized, Build only)

Based on operational analysis, all of the study signalized intersections are projected to operate at an overall intersection LOS C or better given all of the study conditions (Existing, No Build, Build). With the exception of the Wendell Place approach during the evening peak hour, all of the individual intersection approaches operate at LOS D or better and well under capacity. All of the critical movements at the unsignalized study intersections operate at LOS C or better given all of the study conditions (Existing, No Build, Build) and well under capacity. The critical movements at the proposed access points are projected to operate at LOS A with no capacity issues. In addition, it is projected that the community center traffic will have negligible impact on vehicular queues at the study intersections.

Based on air quality assessments, the project generated emissions are well below the conformity *de-minimis* levels. Similarly, the delay and congestion of the signalized intersections within the limits of the roadway project are minimal and would not likely cause or contribute to a potential CO exceedance of the NAAQS. Since the SECC is being reconstructed due to damages caused by the tornado event that hit Massachusetts in 2011, it is exempt from the General Conformity Rule per 40 C.F.R. § 93.126. Furthermore, since the proposed roadway portion of the project involving the extension of Ashmun Street to Marble Street is not a Federal Highway Administration (FHWA)/Federal Transit Authority (FTA) project and it is not regionally significant, the requirements of the Transportation Conformity Rule are not applicable.

# Springfield City Council approves design new senior center, South End Community

blunt.photo.JPG

An artist view of the proposed Springfield Senior Center to be built in Blunt Park. *(File photo / Mark M. Murray)*

**Peter Goonan | pgoonan@repub.com [http://connect.masslive.com/user/pgoonan/index.html]** By **Peter Goonan | pgoonan@repub.c**
**[http://connect.masslive.com/user/pgoonan/posts.html]**
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on March 23, 2015 at 9:10 PM, updated March 23, 2015 at 9:12 PM

SPRINGFIELD -- The **City Council [http://topics.masslive.com/tag/springfield-city-council/index.html]** for the design of three major projects in Springfield including a new **community senior center [http://topics.masslive.com/tag/springfield-senior-center/index.html]** planned at Blunt Park.

The council authorized borrowing $800,000 to advance the plans for the senior center, project and also appr design a new **South End Community Center [http://topics.masslive.com/tag/south-end-community-ce** planned at Emerson Wight Park.

Architects are hired, and the city plans to begin construction in the fall, said Peter Garvey, the city's director construction. Federal disaster funds are covering most of the project costs, he said.

The construction, once begun, is expected to take 15 months to complete for each project,, Garvey said.

The South End center is relocating from the state Armory building on Howard Street that was heavily damag 2011. MGM Springfield purchased the former Armory building to become part of an $800 million casino site.

In other action, the council approved $650,000 for planning and design of the former Arthur MacArthur Army St., for various Police Department uses. That project is also slated to begin in the fall, Garvey said.

The city is planning to use $25 million in federal disaster aid for the three projects, but must approve design J. Plante, the city's chief administrative and financial officer.. Most of the costs will be covered by the disaste funds were needed up front, he said.

Council President Michael Fenton cast the sole vote against the design funds for the senior center and Sout saying that while the projects have merit, he first wants a comprehensive discussion and strategic look at the capital needs and possible property tax reduction.

**[http://www.facebook.com/sharer.php?u=http%3A%2F%2Fwww.masslive.com%2Fnews%2Findex.ssf 2Fspringfield_city_council_meeti_1.html] [http://twitter.com/share?url=http%3A%2F%2Fwww.masslive 2Findex.ssf%2F2015%2F03%2Fspringfield_city_council_meeti_1.html&text=Springfield%20City%20C 20design%20funds%20for%20new%20senior%20center%2C%20South%20End%20Community%20Ce**

# South End Community Center opens new office



*March 14, 2012*

By G. Michael Dobbs

news@thereminder.com

SPRINGFIELD — City and neighborhood officials gathered across from the new site of the South End Community Center (SECC) on March 9 to note the construction of a temporary office for the organization on Morris Street.

Formerly housed in the historic armory building on Howard Street, which was partially destroy by the June 1, 2011 tornado, the administration offices will be, for the next several years, in the temporary building, according to SECC executive director Chae Swan.

Swan explained the organization is still serving the youth of the neighborhood with a variety of programs, but in different locations. The after school and recreational programs are being conducted at the Milton Bradley School, he said, while the boxing program is at the Springfield YMCA and the summer programs will be at Central High School.


**(Center) Springfield Mayor Domenic Sarno, flanked by (left to right) South End Citizen Council President Leo Florian, South End Community Center (SECC) Board President Joseph Gall, SECC Board member Skip Russo and City Councilor Melvin Edwards, announced the new location of the SECC last week.**
Reminder Publications photo by G. Michael Dobbs

Swan said that the SECC has increased its transportation services, picking children up at bus stops and bringing them to the new locations. Parents still are responsible for picking their children up.

Looking at the site of the new center, the former Gemini factory location on Central Street, Swan said the "best case scenario" would be the new center would be built and operational in two years. The "worst case" would be three years, he added.

"Funding is not an issue," he said. "We should be able to cover our costs. As of right now, we're on target."

Part of the former home of the SECC, the city-owned armory building that was built in 1891, can be saved, Swan said. The front of the building that resembles a castle survived the storm, he said, but the "drill" area where the basketball and boxing programs took place was completely destroyed. He does not know what the city's plans are for the structure.

In speaking about the center, Mayor Domenic Sarno called it "a beacon of hope" in the neighborhood. He added the new center will have expanded programs including some for seniors.



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Candaras to host hearing at WNE School of Law on Gateway Cities bills
The 'new' Forest Park Middle School is unveiled

View Archives

Sarno acknowledged that recovery from the tornado is "a long process" and the SECC will be used "as a catalyst to build on the positives of the South End."



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DISTRICT 1: METRO CENTER, SOUTH END

# District 1 Meeting Presentation + Notes, December 15th

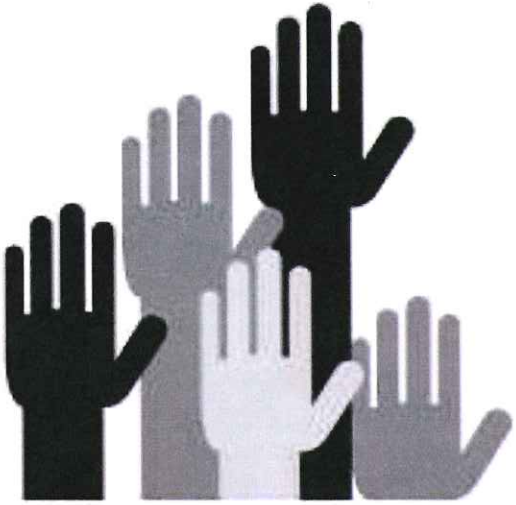
*by* ADMIN2 *on* Jan 3, 2012 • 7:19 pm No Comments

Email

The Rebuild Springfield team presented a proposed rebuilding strategy for District 1 to residents and other members of the local community. The discussion began with the plan's overall framework and an outline of the district's key opportunity sites and buildings. The strategy's major elements were then introduced and outlined in terms of implementation focus, feasibility, and financing.

After the presentation, participants discussed the plan in small groups and completed questionnaires to determine their support for proposed elements of the rebuilding plan. To view the meeting powerpoint presentation click here. You can also view meeting participant responses here.

Your feedback is welcome! If you have ideas for specific locations, partners, or organizations to implement any of these initiatives, please contact us.



# REBUILD Springfield

AN INITIATIVE OF DEVELOP SPRINGFIELD AND
THE SPRINGFIELD REDEVELOPMENT AUTHORITY

concordia + GOODY CLANCY + PPS PROJECT for PUBLIC SPACES + BNIM

# COMMUNITY INSTITUTIONS
## STRATEGY

REBUILD Springfield

- Benefits to locating near constituency of children and youth
- Flexible approach to meeting program goals in context of community goals
- Square One desired location on Main Street, near Caring Health
- South End Community Center desired location in proximity to Emerson Wight Park

MASS LIVE

# Springfield seeks to hire architects for new senior center and South End Community Center projects

senior.photo.JPG

Artist rendering of new senior center planned in Blunt Park in Springfield. *(File photo by Mark M. Murray, The Republican)*

**Peter Goonan | pgoonan@repub.com** By **Peter Goonan | pgoonan@repub.com**

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on July 08, 2014 at 4:40 PM, updated July 08, 2014 at 5:07 PM

SPRINGFIELD – The city has advertised for architects for two major projects – plans for a **new senior center at Blunt Park**, and a new **South End Community Center at Emerson Wight Park**.

The city recently advertised for architects for the two projects under a request for qualifications. Companies submitting their qualifications will be considered for hire for design services related to the projects.

The city has federal funding for both projects, and has set a target date of opening both centers by August of 2016.

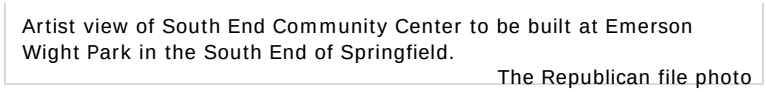
“We are finally starting to see some light at the end of the tunnel,” Mayor **Domenic J. Sarno** said. “I appreciate everyone’s patience.”

Architects must submit a detailed package regarding their qualifications by a July 16 deadline for the senior center project, and by July 23, for the South End Community Center. The packages are due by 2 p.m. on those dates, at the Office of Procurement at City Hall.

Patrick J. Sullivan, the city’s director of parks, buildings and recreation management, said the city is “very excited by these opportunities for new buildings for both of the organizations.”

“It will allow us to increase recreational opportunities for our seniors citywide and for the youth of the South End area of the city,” Sullivan said.

Some preliminary plans and design work has occurred, but the hired architects will evaluate all programming needs for the senior center and South End Community Center, including classroom instruction, computer instruction, recreation, and space for administration, staff, volunteers,



Artist view of South End Community Center to be built at Emerson Wight Park in the South End of Springfield.

The Republican file photo

maintenance and storage, according to the request for qualifications. The community center programming study would also include arts and crafts.

The senior center has an estimated cost of between $9 million and $10 million.

The South End Community Center has an estimated cost of $7 million to $8 million.

The projects can be afforded as a result of the city receiving a final settlement of $25 million in federal disaster aid related to city losses from the **tornado of 2011**.

The new community center at Emerson Wight Park will replace the old South End Community Center on Howard Street that was heavily damaged in the tornado. The senior center is not tied to the tornado but was permitted as an alternate project by the Federal Emergency Management Agency under its guidelines, city officials said.

Sarno said the senior center will help serve a very active senior population in Springfield. Currently, the city has its Elder Affairs office and senior center at the Good Life Center on East Columbus Avenue in the downtown, and multiple satellite centers.

“But, we feel that now -- to have a centralized location that offers many more amenities to our active senior population -- is going to be a positive,” Sarno said, of the planned new center.

Sullivan said the review committees for each project will be headed by Daniel Garvey, the city’s director of capital asset construction.

Under the request for qualifications, the architects hired must have multiple community meetings to present proposals and receive public input.

The schematic design phase will include a site development plan, environmental assessment, code requirements, utility needs, floor plans, cost estimates and a project timetable among other evaluations, according to the city’s summary.

**DRAFT**

# FINDING OF NO SIGNIFICANT IMPACT

## SOUTH END COMMUNITY CENTER (SECC)
## SPRINGFIELD, MASSACHUSETTS
## FEMA-DR-1994-MA

As a result of damages sustained on June 1, 2011, when tornadoes struck portions of Western Massachusetts, including the City of Springfield, the President declared a major disaster for the Commonwealth of Massachusetts under the Robert T. Stafford Disaster Relief and Emergency Assistance Act. This major disaster declaration, referenced as FEMA-1994-DR-MA, authorizes the Federal Emergency Management Agency (FEMA) to provide Public Assistance to local governments, state agencies and eligible private non-profit organizations in Massachusetts.

The City of Springfield, Massachusetts applied to the FEMA Public Assistance (PA) program for aid as a result of damages sustained to the former Springfield Armory which housed the South End Community Center (SECC). The City determined that the public welfare would not be best served by restoring the damaged facility to restore space lost to the SECC. Instead, the City determined to fund an alternate project to build a permanent facility at Emerson Wight Park to house services provided by SECC.

The new two story facility design (appx. 26,000 square feet), adjacent structure demolitions, street extension and the outdoor amenities associated with it (e.g. parking, bus drop-off/pick-up, and outdoor basketball court) are the subject of this Environmental Assessment.

In accordance with the National Environmental Policy Act (NEPA) of 1969, the President's Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR Parts 1500-1508) and FEMA regulations for NEPA compliance (44 CFR Part 10), FEMA prepared an Environmental Assessment (EA) to meet their responsibilities under NEPA to fully understand and consider the environmental consequences of actions proposed for federal funding. The purpose of the EA is to analyze potential environmental impacts from the proposed project, and to determine whether to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI). In the EA process, three (3) alternatives were considered: the No Action Alternative, leaving the SECC to operate in temporary space; the Proposed Action Alternative, to build the new facility; and construction of a new facility at the former "Gemini" manufacturing site.

FEMA evaluated the proposed project for any potential significant adverse impacts to existing physical resources (geology & soils, air quality, climate change, and historic properties & cultural resources), natural resources (water resources, floodplains, wetlands, and threatened & endangered

species), socioeconomic resources (traffic impacts to human health & safety, and environmental justice), and cumulative impacts.

The draft EA and draft FONSI were made available for viewing online at http://www3.springfield-ma.gov/cos/ and http://www.fema.gov/resource-document-library, and in person at the City of Springfield Office of Procurement located at Springfield City Hall, 36 Court Street Room 307, Springfield, MA 01103, Monday through Friday 8:15AM-4:30 PM. On Month, Day, 2015 the City of Springfield notified the public of the availability of the draft documents through publication of a notice in the local paper, NAME OF PAPER, as required. The public comment period for these documents lasted for a period of 15 days from Month, Day, 2015 until Month, Day, 2015. FEMA received no comments from the public on the content of these documents and determined that impacts created by the project could be sufficiently mitigated through compliance with proscribed construction designs, best management practices, reasonable and prudent measures, terms, and specials conditions.

**CONDITIONS**

The City of Springfield (the City) shall comply with all prescribed conditions set forth in the EA, including, but not limited to the following conditions. Failure to comply with these conditions may jeopardize the receipt of federal funding.

1. The City and/or its designees are responsible for obtaining and complying with all required local, state, and federal permits and approvals.

2. The City shall manage and dispose of excavated soils and waste materials in accordance with applicable local, state, and federal regulations. If hazardous/contaminated materials are discovered during construction, the work shall cease until the City can implement appropriate procedures and secure additional permits if needed.

3. Construction vehicles and equipment will be stored on site during the project. All construction activities will be performed using qualified personnel and in accordance with the standards specified in Occupational Safety and Health Administration (OSHA) regulations. Appropriate signage will be posted onsite and in the vicinity.

4. Construction will take place only during normal business hours and all equipment will meet local, state, and federal noise regulations. Idling time shall be limited onsite.

5. During construction of the building Best Management Practices to control the release of sediment shall be used.

6. In the event of the discovery of archaeological materials and/or human remains, the City and their contractor shall immediately stop all work in the vicinity of the discovery and take reasonable measures to avoid or minimize harm to the finds. The City and their contractor shall secure all human remains discoveries and restrict access to discovery sites. The City and their contractor shall follow the provisions of applicable state laws, including Massachusetts General Laws Chapter 38, section 6 (Discovery of skeletal remains likely

to be Native American); Chapter 9, sections 26A (State archaeologist; duties; reservation of lands from sale; cooperation of governmental agencies) & 27C (Projects; notice; adverse effect; review); and Chapter 7, section 38A (Skeletal remains; preservation; excavation; analysis), or any amendments or supplanting laws and regulations. Violation of state law will jeopardize FEMA funding for this project. The City will inform the Office of the Chief Medical Examiner (617 - 267-6767), the State Archaeologist (Brona Simon, 617-727-8470), the MEMA Public Assistance Supervisor (Scott Macleod, 508-820-1400) and the FEMA Deputy Regional Environmental Officer (Lydia Kachadoorian, 857-205-2860). FEMA will consult with the SHPO and Tribes, if remains are of tribal origin. Work in sensitive areas may not resume until consultation is completed and appropriate measures have been taken to ensure that the project is in compliance with the National Historic Preservation Act.

7. The City shall notify FEMA and MEMA should the scope of work change, including substantial design changes, additional ground disturbance, further vegetation removal, or other unanticipated changes to the physical environment.

**FINDINGS**

Based on input and consultation with agencies, identified sources documented in the EA, City officials, and in accordance with the FEMA regulations for environmental considerations and Executive Orders on Floodplains, Wetlands, and Environmental Justice, FEMA finds that the Proposed Alternative, as defined in the EA, will have no significant impact on the natural or human environment. As a result of this Finding of No Significant Impact, an EIS will not be prepared (44 CFR Part 10.8) and the proposed project with prescribed conditions may proceed. If a change in the scope of work occurs, MEMA and FEMA must be notified to evaluate if the proposed change would alter the potential impacts on the environment. Under most situations, however, the modification or addition of one or more elements of the construction plan will not alter the findings of this EA.

**APPROVED:**

Lydia Kachadoorian Date
Deputy Regional Environmental Officer
FEMA Region I, Mitigation Division
Environmental & Historic Preservation Office (EHP)
99 High St., 6th Floor, Boston, MA 02110