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March 13, 2009

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS  
ON THE  
ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : U.S. Coast Guard Station Point Allerton  
Proposed Dredging  
PROJECT MUNICIPALITY : Hull  
PROJECT WATERSHED : Hull Bay  
EEA NUMBER : 14370  
PROJECT PROPONENT : U.S. Coast Guard  
DATE NOTICED IN MONITOR : February 11, 2009

Pursuant to the Massachusetts Environmental Policy Act (M.G. L. c. 30, ss. 61-62I) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **does not require** the preparation of an Environmental Impact Report (EIR).

As described in the Environmental Notification Form (ENF), the project includes the dredging of 8,500 cubic yards (cy) of over-burden material from an approximate area of 76,600 square feet in the immediate vicinity of the boathouse of the U.S. Coast Guard Station at Point Allerton on Hull Bay. The project includes a combination of maintenance and improvement dredging in the interest of safe navigation and improved tidal flow. The U.S. Coast Guard Station at Point Allerton is a Search and Rescue facility with an area of responsibility extending from Little's Point to Brant Rock and offshore 50 nautical miles. The Station's other duties include maritime environmental protection, maritime law enforcement, boating safety, and implementation of commercial fishing vessel safety regulations.

### Jurisdiction

The project is undergoing review pursuant to Sections 11.03(3)(b)(1)(f) of the MEPA regulations because the project requires a State agency action and will result in the alteration of ½ or more acres of other wetlands. The project will require a Chapter 91 (c.91) License and a Section 401 Water Quality Certificate (401 WQC) from the Massachusetts Department of Environmental Protection (MassDEP). The project will require a Section 404 Permit from the U.S. Army Corps of Engineers. Federal Consistency Review from the Office of Coastal Zone Management (CZM) may also be required. The project has received an Order of Conditions from the Hull Conservation Commission.

Because the Proponent is not seeking financial assistance from the Commonwealth for the project, MEPA jurisdiction extends to those aspects of the project that are within the subject matter of required or potentially required state permits and which may cause Damage to the Environment as defined in the MEPA regulations. In this case, MEPA jurisdiction exists over wetlands, waterways and tidelands.

### Wetlands, Waterways and Tidelands

The project will result in impacts to approximately 76,000 square feet (sf) of Land Under Water. The overall amount of material to be dredged is estimated at 8,500 cy. The ENF included a project narrative and plans detailing the existing and proposed conditions and potential impacts to wetland resource areas. The proponent also provided historic dredge plans and bathymetric data during the site visit.

The boat basin at USCG Station Point Allerton in Hull, MA was last dredged in 1991. The basin was dredged to a depth of 10 feet below Mean Low Water (MLW) for a distance of 100 feet on all sides of the over-the-water boathouse. Under that project, 11,000 cy of material was removed using clamshell equipment and disposed of at the open water Massachusetts Bay Disposal Site (MBDS). A recent hydrographic survey shows that the water depths have changed only slightly since that dredging project. The exceptions are the interior boat bays of the boathouse and the immediate vicinity of the exterior of the boathouse and walkway, where water depths have decreased 2 feet to 3 feet.

While the proposed dredge areas are consistent with previous dredge footprints, a portion of the project is considered improvement dredging. The improvement dredging aspect of the project includes an area near a wave attenuator. Specifically, the typical boat handling and maneuvering operations in the area changed after the installation of a wave attenuator system in 2002. The boat that is moored on the floating dock in the southern boat bay of the boathouse, usually a 41-footer, must now maneuver around the southern end of the wave attenuator. At MLW there is only 40 feet to 50 feet of clearance until the water depth is too shallow. This distance is difficult and narrow during heavy winds and seas. The 41-ft Motor Life Boat has touched bottom on numerous occasions over the past several years. The southern boat bay of the

boathouse provides the most protection during heavy seas, and so is the preferred mooring location during poor conditions.

From information presented in the ENF and discussion at the MEPA site visit, the Proponent intends to utilize Best Management Practices (BMPs) to reduce sedimentation impacts during the dredging operations. During the permit review process, the proponent should finalize mitigation measures and submit an operation plan to minimize and contain turbidity.

The dredged material will be extracted with a mechanical clamshell bucket and placed in a barge scow. The barge scow will be transported via tow-barge to the MBDS for offshore disposal.

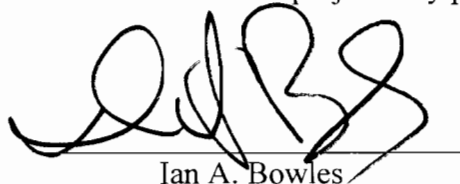
The ENF did not contain information regarding the presence of shellfish or eel grass in the project area. I remind the proponent that this issue must be addressed during the review of the Chapter 91 and 401 WQC applications. During the permitting review a time-of-year (TOY) restriction prohibiting dredging during certain times of the year may be required. Comments received from MassDEP included additional recommendations to be pursued during the project permitting process.

Pursuant to 301 CMR 13.02, I am declining to require an additional Public Benefit Review for the project. Furthermore, as a water-dependent project, it is presumed that this project will provide adequate public benefit in accordance with 301 CMR 13.04. I am satisfied that the project's impacts to tideland resources can be adequately addressed during the permitting process.

Based on the information in the ENF and after consultation with relevant public agencies, I find that no further MEPA review is required at this time. The project may proceed to State permitting.

March 13, 2009

Date



Ian A. Bowles

Comments received:

03/03/2009 Massachusetts Department of Environmental Protection - SERO

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