

Commonwealth of Massachusetts

ENF

**Executive Office of
Environmental Affairs ■ MEPA
Office**

For Office Use Only Executive Office of Environmental Affairs
EOEA No.: 12958 MEPA Analyst: Deirdre Buckley Phone: 617-626- 1044

**Environmental
Notification Form**

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Boston Harbor Deep Draft Navigation Improvement Project		
Street: N/A		
Municipality: Boston, Chelsea	Watershed: Boston Harbor	
Universal Transverse Mercator Coordinates:	Latitude: 42° 20' N Longitude: 70° 59' W	
Estimated commencement date: 2009	Estimated completion date: 2011	
Approximate cost: \$40-80M	Status of project design: 5 %complete	
Proponent: Michael A. Leone, Massport Port Director		
Street: One Harborside Drive Suite 200S		
Municipality: Boston	State: MA	Zip Code: 02128
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Cheryl Washington		
Firm/Agency: Massachusetts Port Authority	Street: One Harborside Drive	
Municipality: East Boston	State: MA	Zip Code: 02128
Phone: (617) 568-3525	Fax: (617) 568-3515	E-mail: cwashington@massport.com

- Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
 Yes No
- Has this project been filed with MEPA before?
 Yes (EOEA No. _____) No
- Has any project on this site been filed with MEPA before?
 Yes (EOEA No. **8695**) No
- Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:
- a Single EIR? (see 301 CMR 11.06(8)) Yes No
 - a Special Review Procedure? (see 301CMR 11.09) Yes No
 - a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes No
 - a Phase I Waiver? (see 301 CMR 11.11) Yes No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres): **Massachusetts Port Authority will provide 50% of the funding to the US Army Corps of Engineers for the feasibility study, as well as a portion of the construction costs (to be determined).**

Are you requesting coordinated review with any other federal, state, regional, or local agency?
 Yes (Specify: **National Environmental Policy Act (NEPA) Review**) No

List Local or Federal Permits and Approvals: **Orders of Conditions from Boston, Revere and Chelsea Conservation Commissions; NEPA; coordination under Clean Water Act; Clean Air**

Act; Endangered Species Act; Marine Protection Research and Sanctuaries Act of 1973; Essential Fish Habitat: Magnuson- Stevens Fisheries Conservation and Management Act; Fish and Wildlife Coordination Act; and the Preservation of Historic and Archaeological Data Act of 1974.

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- | | | |
|---------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input checked="" type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input type="checkbox"/> Water | <input type="checkbox"/> Wastewater | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air | <input type="checkbox"/> Solid & Hazardous Waste |
| <input type="checkbox"/> ACEC | <input type="checkbox"/> Regulations | <input type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
LAND				<input checked="" type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input type="checkbox"/> Chapter 91 License <input checked="" type="checkbox"/> 401 Water Quality Certification <input type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input checked="" type="checkbox"/> Other Permits (including Legislative Approvals) – Specify: MCZM Consistency
Total site acreage	~1,140			
New acres of land altered		N/A		
Acres of impervious area	N/A	N/A	N/A	
Square feet of new bordering vegetated wetlands alteration		N/A		
Square feet of new other wetland alteration		N/A		
Acres of new non-water dependent use of tidelands or waterways		N/A		
STRUCTURES				
Gross square footage	N/A	N/A	N/A	
Number of housing units	N/A	N/A	N/A	
Maximum height (in feet)	N/A	N/A	N/A	
TRANSPORTATION				
Vehicle trips per day	N/A	N/A	N/A	
Parking spaces	N/A	N/A	N/A	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	N/A	N/A	N/A	
GPD water withdrawal	N/A	N/A	N/A	
GPD wastewater generation/ treatment	N/A	N/A	N/A	
Length of water/sewer mains (in miles)	N/A	N/A	N/A	

CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

- Yes (Specify _____) No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

- Yes (Specify _____) No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

- Yes (Specify _____) No

HISTORICAL /ARCHAEOLOGICAL RESOURCES: Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes (Specify _____) No

To be determined as part of the Draft EIR/SEIS preparation.

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes (Specify _____) No

To be determined as part of the Draft EIR/SEIS preparation.

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify _____) No

PROJECT DESCRIPTION: The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative (You may attach one additional page, if necessary.)

The US Army Corps of Engineers (Corps), in partnership with the Massachusetts Port Authority (Massport) has initiated a feasibility study of potential deep-draft navigation channel improvements to the Boston Harbor. The study will examine the Port of Boston's current and likely future role in the maritime commerce of the nation, and identify likely levels of future vessel traffic and commerce through the port. In addition, the study will investigate options for accommodating increased deep draft vessel traffic at Boston Harbor, including channel deepening, cargo diversion, and no action. The costs of implementing alternative options will be measured against estimated benefits to improving commercial transportation costs in order to identify whether improvements are warranted consistent with Corps policies.

(a) Description of the Project Site

Boston Harbor, the largest port in New England, is located on the eastern shore of Massachusetts on Massachusetts Bay. The study area includes the developed port areas of the Cities of Boston and Chelsea, the transportation systems, and navigation facilities providing access to the port.

Existing Conditions (Shown on Figure 1)

Entrance Channels and Main Anchorage: Currently the main entrance channel, the Broad Sound North Channel, is 40 feet deep at mean lower low water (mllw) and 900 feet wide (1,100 feet wide in the turn entrance). The channel also has a northern 35-foot deep and 600-foot wide lane. The 40-foot channel widens to 1,200 feet at the outer confluence of the other two entrance channels to the harbor as it passes south of and alongside the 40-foot anchorage at President Roads.

Main Ship Channel: The Main Ship Channel, between President Roads and the inner confluence generally consists of two lanes, one 40 feet deep and the other 35 feet deep, each 600 feet wide. Below the Ted Williams Tunnel (I-90), the Main Ship Channel's 40-foot lane is located along the southern side of the channel, abreast of the developed industrial waterfront of South Boston. The South Boston Reserved Channel extends westerly off the Main Ship Channel about two miles above the President Roads Anchorage.

Mystic River Channel: The majority of the Mystic River channel above the Inner Confluence and the Tobin Bridge (US-1) was deepened to 40 feet as part of the recent improvement project. The southwestern portion of the channel along the Charlestown shore was left at 35 feet.

Chelsea River Channel: The Chelsea River Channel above the Inner Confluence and the McArdle Bridge was deepened to 38 feet as part of the recent improvement project.

The Ted Williams Tunnel (I-90) crosses beneath the Main Ship Channel at the upstream end of the South

Chelsea River Channel: The Chelsea River Channel above the Inner Confluence and the McArdle Bridge was deepened to 38 feet as part of the recent improvement project.

The Ted Williams Tunnel (I-90) crosses beneath the Main Ship Channel at the upstream end of the South Boston Marine Industrial Park and limits channel depths above this point to the 40 feet now provided. This effectively confines future port development that would require depths greater than 40 feet to areas seaward of the tunnel crossing.

There are several marine cargo facilities located along the lower Main Ship Channel and the Reserved Channel:

- The Conley Container Terminal that is owned and operated by Massport is located at the confluence of the Reserved Channel and the Main Ship Channel.
- The Coastal Oil Terminal is located immediately upstream of the Conley Terminal.
- The Black Falcon Cruise Terminal that is owned and operated by Massport occupies most of the northern bulkhead of the Reserved Channel along the 35-foot reach and upper end of the 40-foot reach.
- The 40-foot dry dock and the Coastal Cement Terminal are located off the 40 foot Federal dry-dock approach channel, immediately upstream of the Reserved Channel.
- The Massport Marine Terminal is located along the Main Ship Channel between the Drydock Channel and the Ted Williams Tunnel.

(b) A description of both on-site and off-site alternatives and the impacts associated with each alternative.

Plans for Channel Improvements (Shown on Figure 2)

Entrance Channel and Main Anchorage: The Broad Sound North Entrance Channel, from the Massachusetts Bay to President Roads and the President Roads Anchorage will be examined for deepening from their current 40-foot depth to up to 50 feet.

Main Ship Channel: The Main Ship Channel reaches from the President Roads Anchorage to the Ted Williams Tunnel, the I-90 tunnel, will be examined for deepening beyond 40 feet to depths as great as 50 feet.

Mystic River Channel: The eastern portion of this 35-foot area will be examined under this study for deepening to 40 feet such that the 40-foot navigation channel abuts the recently deepened 40-foot berth at Massport's Medford Street Terminal in Charlestown.

Chelsea River Channel: The Chelsea River Channel will be examined for deepening to 40 feet. This is now possible because there are plans underway to replace the Chelsea Street Bridge and to replace the natural gas siphon that crosses beneath the channel, neither of which were underway when the feasibility of deepening beyond 38 feet was studied as part of the previous Boston Harbor Navigation Improvement Project.

Each potential project improvement will be evaluated at various alternative depths (i.e., 42 to 50 feet) and will be compared to the No Action Alternative.

In general, because all of these areas are existing navigation channels and anchorage areas that have been dredged in the past, most associated environmental impacts will be temporary in nature.

(c) Potential on-site and off-site mitigation measures for each alternative.

Once the project impacts have been identified as part of the Draft Environmental Impact Report (EIR)/Supplemental Environmental Impact Statement (SEIS) measures to mitigate these impacts will be evaluated and appropriate mitigation will be proposed.

A proposed Draft EIR/SEIS outline is appended to this ENF (Attachment 1).