Commonwealth of Massachusetts
Executive Office of Environmental Affairs ■ MEPA Office

ENF Environmental Notification Form

For Office Use Only *Executive Office of Environmental Affairs*
EOEA No.: 14245
MEPA Analyst: Rick Bourre
Phone: 617-626-1130

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: Old Forge Redevelopment		
Street: 41 Whittemore Street		
Municipality: Gloucester	Watershed: North Coastal	
Universal Tranverse Mercator Coordinates: 4719615N, 362230E (Zone 19)	Latitude: 42°37'07" Longitude: -70°40'40"	
Estimated commencement date:	Estimated completion date:	
Approximate cost: $3.5 - 4 million	Status of project design: 90 %complete	
Proponent: The McNiff Company		
Street: 12 Blackburn Center		
Municipality: Gloucester	State: MA	Zip Code: 01930
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Kenneth P. Fields		
Firm/Agency: BSC Group, Inc.	Street: 15 Elkins Street	
Municipality: Boston	State: MA	Zip Code: 02127
Phone: 617-896-4342	Fax: 617-896-4301	E-mail: kfields@bscgroup.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._____) ☒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): None

Are you requesting coordinated review with any other federal, state, regional, or local agency? ☐Yes(Specify_____) ☒No

List Local or Federal Permits and Approvals: _____
LOCAL: Gloucester Conservation Commission – Order of Conditions, Gloucester City Council – Special Permit
FEDERAL: Army Corps of Engineers – Category II Permit, EPA – NPDES Construction General Permit

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

- ☐ Land
- ☐ Water
- ☐ Energy
- ☐ ACEC
- ☐ Rare Species
- ☐ Wastewater
- ☐ Air
- ☐ Regulations
- ☒ Wetlands, Waterways, & Tidelands
- ☐ Transportation
- ☐ Solid & Hazardous Waste
- ☐ Historical & Archaeological Resources

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	± 3.3		
New acres of land altered		3.3	
Acres of impervious area	0.12	+ 1.14	1.26
Square feet of new bordering vegetated wetlands alteration		0 sf	
Square feet of new other wetland alteration		80 sf LUO 370 lf C. Bank 54,273 sf Riverfront Area	
Acres of new non-water dependent use of tidelands or waterways		0	
STRUCTURES			
Gross square footage	0 sf	+49,472	49,472
Number of housing units	0 units	+10	10
Maximum height (in feet)	0'	+38.75'	38.75'
TRANSPORTATION			
Vehicle trips per day[1] (weekday/Saturday)	0	+59/ +57	59/ 57
Parking spaces	0 spaces	+37 spaces	37 spaces
WATER/WASTEWATER			
Gallons/day (GPD) of water use	0	+ 5,000	5,000
GPD water withdrawal	0	0	0
GPD wastewater generation/ treatment	0	+ 5,000	5,000
Length of water/sewer mains (in miles)	0	WATER 0.4 SEWER 0.2	0.4 0.2

State Permits & Approvals

- ☒ Order of Conditions
- ☐ Superseding Order of Conditions
- ☒ Chapter 91 License
- ☐ 401 Water Quality Certification
- ☐ MHD or MDC Access Permit
- ☐ Water Management Act Permit
- ☐ New Source Approval
- ☐ DEP or MWRA Sewer Connection/ Extension Permit
- ☐ Other Permits (*including Legislative Approvals*) – Specify:

[1]Vehicle trips per day based on the Institute of Transportation Engineers Trip Generation Manual, 7th Edition

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

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 McNiff Company is proposing to redevelop the former Cape Ann Forge site. The proposed project includes the construction of a total of 10 residential units in two buildings, naturalized landscaping, a roadway, a walkway and construction of a non-commercial docking facility. The project will involve site remediation through excavation of soils and containment of residual metal slag and coal cinders. The project will include removal of a timber bulkhead remains, and replacement and maintenance of an armored shoreline. The proponent will seek a water-dependent Chapter 91 License for the boat dock, armoring and a public access walkway on a area of filled tidelands. The MEPA review threshold exceeded are Wetlands, Waterways and Tidlands, impact to Coastal Bank and 1.69 acres of any other wetland 301 CMR 11.03(3)(b)1a and 1f, and a pile-supported structure of 2,225 sf base area in flowed tidelands 301 CMR 11.03(3)(b)6.

(a) The proposed project site is an approximately 3.3 acre site located at 41 Whittemore Street in Gloucester, Massachusetts. Approximately 6,088 sf of the northwest upland portion is filled tidelands. The site is bordered by the Annisquam River to the west, the Annisquam River and tidal marshes to the north, the Boston & Maine Railroad to the south, and an existing building to the east. The site slopes downward from west to east draining to a designated shellfish growing area of the tidally-influenced Annisquam River. The Annisquam Federal Navigation Channel is adjacent to the west side of the site. The channel narrows directly to the south due to the rail bridge.

The property is the former site of the old Cape Ann Forge iron works, which has been partially demolished and removed. The upland portion of the site currently consists of old building foundations, miscellaneous fill material from the former forge operations, and stockpiles of debris and various-sized rocks. The site has been assigned Release Tracking Number (RTN) #3-0134 under the Massachusetts Contingency Plan due to the presence of oil-impacted soils on the site. Surficial soils at the site are comprised of miscellaneous fill consisting of materials such as metal slag, ash, cinders, brick, and metal pieces associated with the forge. In addition, historic maps indicate the site formerly consisted of high marsh that was later filled, likely during the dredging of the Annisquam River. The western shoreline of the property has been historically altered by man-made structures, including a bulkhead and pile platform in the early 1900's.

Wetland resource areas on the site include Bordering Vegetated Wetlands, Riverfront Area, Coastal Bank, Coastal Beach, Land Subject to Coastal Storm Flowage, Land Subject to Tidal Action, and Land Under the Ocean. The resource areas below mean high water are also considered Land Containing Shellfish. Currently the majority of the stormwater runoff generated on site sheet flows to the Annisquam River. Due to the lack of stabilization and vegetation there is evidence of erosion along portions of the shoreline. Additional offsite runoff from the adjacent industrial site also sheet flows across the site and contributes to the existing erosion.

(b) Under the no-build alternative, the existing degraded site would remain unchanged with little vegetation or topsoil. Runoff would continue to flow untreated to the Annisquam River. The western shoreline of the property would remain unstable and would continue to erode. A no-action alternative in response to the residual petroleum on site would allow for only limited use of the property.

The preferred remedial actions include excavation of soil around the former foundry area to remove fill

and groundwater impacted by residual petroleum. Soils from areas with a higher concentration of petroleum will be excavated and disposed of off site. The excavation will be dewatered using a 55-gallon carbon canister to provide on-site treatment of groundwater. Filling and grading on site with clean soil is proposed to provide separation from residual materials to allow for the proposed residential re-use of the property. The fill will also be graded so that the proposed buildings will be above the 100-year floodplain. A discussion of remedial action alternatives is provided in Attachment D.

Repairs to the existing shoreline stabilization are proposed to contain the miscellaneous fill materials on the site and prevent the materials from entering the adjacent river. The following alternatives have been evaluated: (1) no build, (2) stabilized bank beach and slope with vegetation (2) hard armoring of the Coastal Bank and Beach, and (3) the preferred alternative, vegetative stabilization of the Coastal Bank and replacement of the hard armoring on the Land Subject to Tidal Action and Coastal Beach. Under the no-build alternative, the shoreline would continue to erode and undercut the bank. Due to the nature of the materials on the site (slag, etc), further erosion could create a source of contaminants to the Annisquam River, and may reduce the depth of the adjacent navigation channel. Due to the steepness of the slope in this area and the wake of passing vessels, vegetative, soft armoring of the slope will not provide the necessary stabilization (see Attachment E for marine engineer's opinion). Hard armament, consisting of riprap placed on the shoreline, is therefore proposed and can provide the necessary protection against erosion and will provide rocky intertidal habitat. Riprap above the mean high water line, however, provides little habitat value, and therefore the preferred method, a staked coir log is proposed to stabilize the Coastal Bank with vegetation. Below that, riprap proposed on Land Subject to Tidal Action and the Coastal Beach. It has been designed to maintain the form and volume of the existing beach and is consistent with the footprint and slope of the previously approved riprap revetment for the site. The incorporation of coir log rolls on the Coastal Bank will protect the bank from erosion without significant site disturbance and will lead to the establishment of riparian habitat.

Several alternative layouts for the proposed townhouses and associated driveways and parking were evaluated during the design process. The alternatives included 14 to 23 units and 34 to 54 parking spaces. The preferred development includes construction of 10 townhouse units in two buildings, a community building, associated parking, landscaping, and stormwater management improvements that include Low Impact Development techniques. The footprint of the proposed buildings is approximately 24,736 square feet (sf) of the 142,400 sf site. A proposed driveway, approximately 600 feet in length and 25 feet in width, provides access to the site. Twenty-eight (28) parking spaces are proposed. Sixteen of these spaces are garaged, and 12 are surface spaces.

The preferred alternative also includes the construction of a shoreline walkway, brick patios, timber piers, gangways, and a floating dock along the western project shoreline. The proposed dock consists of a 278' long and 8' wide floating dock, supported by eleven 14" diameter piles. The dock will provide berthing for no more than nine vessels and is accessible from the public walkway via two 48' long and 6' wide ramps.

(c) The preferred development alternative will result in the removal or containment of fill materials associated with the former forge operations on the site and will allow for re-use of the site. The proposed work will create vegetative areas within the Riverfront Area and will stabilize the shoreline to prevent erosion and flood damage. Even though the project was filed as a limited project, the work conforms to the performance standards of the regulations pursuant to the Wetlands Protection Act. The project has been designed to meet, and in some cases exceed, the applicable provisions of the new Stormwater Management Standards. The project incorporates Low Impact Development design features in the stormwater management design through the use of a rainwater irrigation system and Stormceptors and bioretention area that will reduce the discharge of suspended solids, metals, and nutrients. The design will reduce erosion of the shoreline and impacts to the adjacent shellfish growing area. The project provides additional benefits by collecting and treating offsite runoff from portions of Whittemore Street, Riverside Avenue, and the adjacent industrial property. The western portion of the site will be improved through landscaping and includes approximately 32,000 square feet of open space and an approximately 850 feet long publicly accessable walkway along the shoreline. The walkway will provide public pedestrian access from Whittemore Avenue to the shore of the Annisquam River. The walkway will promote active use and enjoyment of the Annisquam River by both residents and the public. The public shoreline walkway and proposed piers and floating dock will provide water-dependent uses on the site.