

ENF

**Environmental
Notification Form**

For Office Use Only
Executive Office of Environmental Affairs
EOEA No.: 13484
MEPA Analyst: Aisling Eglinton
Phone: 617-626-1024

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: Whites Ferry Marina Rehabilitation		
Street: 1248 & 1250 Ferry Street		
Municipality: Marshfield (Humarock Section)	Watershed: South Coastal	
Universal Transverse Mercator Coordinates: N 415430.7+/- W 818565.2+/-	Latitude: N 42 - 08 - 14+/-	Longitude: W 70 - 41 - 39+/-
Estimated commencement date: Fall 2005	Estimated completion date: Spring 2006	
Approximate cost: \$110,000	Status of project design:	100% %complete
Proponent: Paul & Jill Armstrong		
Street: 12 Sea Street		
Municipality: Marshfield (Humarock Section)	State: MA	Zip Code: 02050
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Paul Armstrong		
Firm/Agency: Whites Ferry Marina	Street: 12 Sea Street	
Municipality: Marshfield (Humarock Section)	State: MA	Zip Code: 02050
Phone: (781) 837-2827	Fax: (781) 837-6323	E-mail:

- 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)) | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| a Special Review Procedure? (see 301 CMR 11.09) | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| a Waiver of mandatory EIR? (see 301 CMR 11.11) | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| a Phase I Waiver? (see 301 CMR 11.11) | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> 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): N/A

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

List Local or Federal Permits and Approvals:
Corps of Engineers, Permit DEP, Water Quality Certificate & Chapter 91 Permit & License
Town of Marshfield, Con. Com., Order of Conditions & Board of Appeals, Special Permit

Town of Marshfield, Con. Com., Order of Conditions & Board of Appeals, Special Permit

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 checked="" type="checkbox"/> Chapter 91 Permit <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: * Special Permit, Marshfield Board of Appeals
Total site acreage: 0.34 +/- A Uplands plus to Mean Low Water, (3/3/04), 0.45 +/- A Upland plus to Outer Edge of Dredging	0.34 +/- Acres	0.18 +/- A Dredging, .02 +/- A Slope Stabilization & 155 +/- Bulkhead	0.20 +/- A Total Change	
New acres of land altered	None	0.20 +/- A	0.20 +/- A	
Acres of impervious area	.25 +/- Acres	None	.25 +/- Acres	
Square feet of new bordering vegetated wetlands alteration	None			
Square feet of new other wetland alteration	None	.20 +/- A Dredging & Slope Stab'ztn	.20 +/- A	
Acres of new non-water dependent use of tidelands or waterways	None			
STRUCTURES				
Gross square footage	1917 +/-	+ 30 +/-	1947 +/-	
Number of housing units	One	None	One	
Maximum height (in feet)	32.5 +/-	2.5 +/-	35 +/-	
TRANSPORTATION				
Vehicle trips per day	N/A			
Parking spaces	N/A			
WATER/WASTEWATER				
Gallons/day (GPD) of water use	No. 1248 - 760 No. 1250 - 330 Total = 1090	None	1090	
GPD water withdrawal	N/A			
GPD wastewater generation/ treatment	N/A			
Length of water/sewer mains (in miles)	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

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

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):

Whites Ferry Marina

Existing Conditions

The project is located on the easterly side of Ferry Street, in the Humarock Section of Marshfield. The property consists of four (4) contiguous parcels of land, containing 0.25+/- acres of uplands and an additional 0.09+/- acres between the uplands and the Mean Low Water line of the South River for a total area of 0.34+/- acres.

There are 2 support buildings on the property, identified as Nos. 1248 & 1250 Ferry Street. The buildings, along with parking areas, a shed housing the boat pumpout equipment, and the remains of an old concrete retaining wall and a concrete block wall are located on the upland portion of the property. A section of Building No. 1248 overhangs the South River and is supported on piles. The block wall, along with fill and riprap was placed in the Intertidal zone to prevent further collapse of the old concrete wall. This was done around 1979 by the previous owner. Building, No. 1250, is serviced by an, on site septic system and Building, No 1248 and the boat pumpout station are serviced by a septic system located across Ferry Street. Located along the northerly property line is a riprap slope supporting the Sea Street Bridge. The bridge crosses the South River to Humarock and the riprap was placed by the State when the bridge was rebuilt and again, in 1951 when the bridge was rebuilt.

The working Whites Ferry Marina with its two (2) support buildings, boat pumpout station and facilities, which caters to the public, is located along the westerly side of the River. The Marina consists of a 3.5'x30' aluminum access ramp to a 12'x30' boarding float with an attached 3'x16' finger float used for the boat pumpout station. Also attached to the boarding float is a series of 'tree' floats, 6'x110'+/- with 6 attached 3'x24' finger floats. Also attached to the series of 'tree' floats is a 4'x20' float and attached to this float is a 3'x16' finger float. This float system is secured by 10 - 12" diameter piles.

The above are shown on the Project Plan, dated February, 2005, entitled 'Whites Ferry Marina Site Plan', (1), one Sheet and also on a photograph that was taken in October 2003 and identified as 'Photo A', (2). Both the plan and photograph are in Attachment B.

Proposed Work

The proposed work, in its approximate sequence, will involve the demolition of the front portion, (facing the river) of Building No. 1250 and moving the remainder of the structure, to an area in front of Building No. 1248, for temporary storage. While this work is proceeding, the pile supported overhang portion of Building No. 1248, will be removed. The next step would be to remove any of the concrete blocks, or other obstructions, preventing the installation of the steel sheet bulkhead. Once the bulkhead is installed, the concrete block wall and any loose sections of the concrete retaining wall and the old foundation, along with any other undesirable material or other material preventing the installation of the bulkhead's appurtenances, would be removed and trucked off site to an approved DEP site. Clean granular material will be trucked in and compacted as needed, to support the dredging equipment. The above described procedures are intended to minimize the possibility of siltation occurring in the river, since the work will be done behind the bulkhead by land based equipment.

We are proposing to dredge an area approximately 7850 sf, to a depth of -4, mean low water, maintaining a 3 to 1 slope, in front of the new bulkhead working seaward. Approximately 900 cy and will be dredged by a land based crane using a clamshell bucket. The material will be loaded directly into trucks and moved offsite, to an approved DEP site. Approximately 20% of the material to be dredged, is fill that was placed in the river in 1979. Once the dredging is completed, the slope area, approximately 1000 sf along the southerly property line will be stabilized with pined, filter fabric and covered with 6" to 8" trap rock. A portion of this area was dredged to - 4, mean low water by the State in 1953. The landward edge of this footprint is shown on the above mentioned Site Plan. In addition, based on a certified copy of an 1899 Land Court Plan, (3), attached to Appendix B, indicates all of the material to be dredged, is fill that was placed in the river over the years. This 'Low Water Mark' is shown on the above mentioned Land Court Plan and has been superimposed on the above mentioned Site Plan..

Once the dredging is completed, a new concrete foundation will be poured, in the same location as the old foundation for Building No. 1250. The building will be moved back onto the new foundation and a new, structure replacing the section of the building that was demolished, will be constructed on the remaining foundation and attached to the existing building. Additionally, the pile supported overhang on Building 1248, along with a 2.5'x 12' addition, will be reconstructed and supported on 3 - 12" diameter piles.

We are also proposing to reconfigure the marina float layout. The following layout is proposed: To construct and maintain a 14'x12' deck supported by 3 - 12" diameter piles. Attached to the deck will be a 3.5'x30' aluminum access ramp leading to a series of 'tree' floats, 6'x92'+/-, running parallel to the new bulkhead. Three, 3'x20', finger floats and one, 4'x20', finger float will be attached to this 'tree' and one, 4'x20' float, set aside for the pumpout station will be attached to the 4'x20' finger float.. Attached, and approximately perpendicular to the first series of 'tree' floats will be a second series of 'tree' floats, 6'x80'+/- and attached to that series of floats will be a third series of 'tree' floats, 6'x152'+/-, also running parallel to the new bulkhead, but in the opposite direction. This float system will be secured by 16 - 10" to 12" diameter piles.

The above described work is also shown on the above mentioned Site Plan.

Alternative

Over the years, it has been a continuing venture maintaining the walls on the property. Because of the continued deterioration of the concrete wall and the continued nuisance factor from the Town of Marshfield's 24" storm drain, see 'Photo B', (4), in Attachment B, and the overland runoff eroding the material behind both walls, continues to create an unsafe condition.

The Sea Street Bridge to Humarock mentioned above, is scheduled to be replaced by the State under Project No. M-07-003=S-07-003. The plans call for the complete removal of the bridge and the extraction of the support piles, most probably by a vibratory hammer. The replacement bridge, as shown on the 2 Sheets, (5) in Attachment B, prepared for MASS HIGHWAY by Chas. H. Sells, Inc., requires the installation of several new piles, also installed, most probably by a vibratory hammer. Given the closeness of this work to the Marina and the continuing eroding process described above, and the condition of the existing foundation at Building No. 1250, failure to perform the work described above, either before, but hopefully in conjunction with the new bridge, complete failure of the wall and part of the foundation at Building No. 1250, could occur. Also, as part of the Bridge work, the plans call for the restructuring of the drainage system. Part of this work will be to relocate the 24" drain pipe discharge on our property, to the other side of the bridge. Along with the State moving the drain pipe and the proposed collection and treatment of the overland runoff through a grass strip along the back of the new bulkhead, as shown on the above mentioned Site Plan, this erosion will be greatly reduced.

The proposed dredging will allow for the reconfiguration of the floats, allowing for 8 additional slips available to the public. There is a waiting list for slips in the South River, at the marinas and the boat club. Although the dredging will only allow for eight additional slips, this will free up eight moorings in the river that the Harbormaster can distribute to other boaters so they may also enjoy the fishing and/or recreational benefits of the area.