

ENF Environmental Notification Form

For Office Use Only
Executive Office of Environmental Affairs
 EOEA No.: 14226
 MEPA Analyst Anne Canaday
 Phone: 617-626-1035

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: Fall River State Pier South Basin Improvements		
Street: 1 Water Street		
Municipality: Fall River	Watershed: Taunton	
Universal Transverse Mercator Coordinates: 319933W 4619917N	Latitude: 41° 42' 15" Longitude: 71° 09' 51"	
Estimated commencement date: January 2009	Estimated completion date: Summer 2010	
Approximate cost: \$9 million	Status of project design: 75% complete	
Proponent: Massachusetts Department of Conservation & Recreation Office of Waterways		
Street: 349 Lincoln Street		
Municipality: Hingham	State: MA	Zip Code: 02043
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Karl Hammond, P.E., Project Manager		
Firm/Agency: Pare Corporation	Street: 10 Lincoln Rd., Suite 103	
Municipality: Foxboro	State: MA	Zip Code: 02035
Phone: (508) 543-1755	Fax: (508) 543-1881	E-mail: khammond@parecorp.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. 12761) 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 301 CMR 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): There is a potential for the Massachusetts Seaport Advisory Council to fund this project but that is yet to be determined.

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

List Local or Federal Permits and Approvals: Order of Conditions – Fall River Commission, Water Quality Certification – MADEP, Section 10 Permit – ACOE, Ch 91 License – MADEP Waterways

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 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 <i>(including Legislative Approvals) – Specify:</i> USACE Section 10 Permit
Total site acreage	0.99± ac			
New acres of land altered		0.17± ac		
Acres of impervious area	0.09± ac	+0.90ac	0.99ac	
Square feet of new bordering vegetated wetlands alteration		0		
Square feet of new other wetland alteration		12,885 LUO 7,240LSCSF		
Acres of new non-water dependent use of tidelands or waterways		0		
STRUCTURES				
Gross square footage	0	0	0	
Number of housing units	0	0	0	
Maximum height (in feet)	0	0	0	
TRANSPORTATION				
Vehicle trips per day	N/a	0	N/a	
Parking spaces	16	0	16	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	0	0	0	
GPD water withdrawal	0	0	0	
GPD wastewater generation/ treatment	0	0	0	
Length of water/sewer mains (in miles)	0	0	0	

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.*)

The Port of Fall River continues to be designated at the national level as a major node in the anticipated emergence of Short Sea Shipping. According to the United States Department of Transportation, Maritime Administration, Short Sea Shipping is defined as "...commercial waterborne transportation that does not transit an ocean. It is an alternative form of commercial transportation that utilizes inland and coastal waterways to move commercial freight from major domestic ports to its destination". Transporting goods and materials by coastal shipping is seen as an excellent way to reduce truck and rail traffic and as a sensible, economical, and environmentally friendly way to address growing roadway congestion problems.

Fall River State Pier has been identified as well situated to meet the growing need for short sea shipping infrastructure. To accommodate the short sea vessels, however, major improvements to the state pier are required. The South Basin Improvement involves the installation of a 400-ft. long x 25-ft wide fixed pier; the installation of (2) 200-ft. long x 20 ft. wide floating dock; and the installation of a 300-ft. steel sheet pile bulkhead supported wharf apron. The proposal also includes repairs and rehabilitation of deteriorated components of the existing Fall River State Pier, including timer pile repairs and fender repairs, removal and replacement of the existing timber cross bracing and timber curb, and repairs to deteriorated concrete deck and pile cap components. Additional timber pile fendering and installation of additional mooring devices are included with proposed improvements. The pier is owned by the Massachusetts Department of Conservation and Recreation.

The project is located in the City of Fall River at the intersection of Water Street and Central Street at the Fall River State Pier. The main area of the State Pier consists of a one-story marine industrial warehouse constructed on a filled pier and timber pile pier. The project site is located in the basin immediately south of the existing Fall River State Pier. The area includes the south berth of the State Pier, an existing Roll on-Roll off ramp and stone revetments along the southern and eastern limits of the basin. The improvements will provide additional berthage for the pier through the installation of fixed and floating docks, and will provide infrastructure to support Short Sea Shipping, cruise ship operations, and bulk and container cargo handling.

Alternatives have been considered for the fixed pier and for the wharf apron. The installation of floating docks as an alternative to the 400-ft. long x 25-ft wide pier was considered. The 100 year design event was found to be capable of producing waves in excess of 6 ft. in height, therefore, the associated lateral loads were considered to be too large for a conventional pile held floating dock. The design was modified to include a pile supported fixed pier, with a floating dock located toward shore and supported by the fixed pier.

As an alternative to the steel sheet pile bulkhead configuration proposed, the wharf apron had been considered to be constructed on a pile supported foundation with concrete pile caps and a concrete deck. This alternate is not preferred to the steel bulkhead structure due to the lesser ability of the pile supported structure to resist the large uniform and point loads associated with cargo and cargo handling machinery.

The bulkhead design is considered to be more robust and capable of a longer design life, due to reduced wave action and corrosion.

The South Basin is part of the Mount Hope Designated Port Area (DPA). Coastal wetland resource areas include Land Under the Ocean (LUO), Coastal Bank, (CB), Rocky Intertidal Shore (RIS), Land Subject to Coastal Storm Flowage (LSCSF) and Riverfront Area (RA).

This proposed project complies with standards in DEPs Stormwater Management Policy. Stormwater runoff will be collected (instead of discharging untreated into the Taunton River) and will be treated through a stormceptor for 80% TSS removal. The drainage area includes the proposed wharf apron and the stormwater that currently discharges to the site. Discharges to waters subject to tidal action do not need to maintain pre-development peak discharge rates. The State Pier site is a completely impervious surface; therefore there is no recharge to groundwater at this location. Volumes of stormwater runoff will be treated for 0.5 inches of runoff times the total impervious area of the post-development project site and will be further addressed in the Notice of Intent submission to the City of Fall River and MADEP.

A large-scale reconfiguration of the State Pier as the Fall River Multi-Use Maritime Facility is also currently under consideration. Briefly, this land-side project is envisioned as a state-of-the-art cargo and cruise terminal with a new terminal building as well as a public facility that includes exhibition/performing arts space with a new restaurant. The site would include a new Ocean Gateway terminal for future roll/on and roll/off passenger cruise ferries and larger cruise ship visits. The relocation of the cruise ferry facility to the Ocean Gateway complex would free the International Marine Terminal to be used for container cargo and allow for expansion of the short-sea links to Nova Scotia. Fishing fleets would remain as a highly active market at the Fall River State Pier. Current and future uses at the State Pier may also include marine contractor berthing and layover with some bulk cargo transfer; tug boat layover, harbormaster's vessel and environmental police vessels. Ferry and excursion vessels (including small vessel operations) would be anticipated once the redevelopment of the facility had occurred. The Multi-Use Maritime Facility proposal will require a separate MEPA review.

This land-side work has not advanced to formal design, and may in fact be delayed for some unknown period of time. This ENF addresses the water-side improvements to the South Basin that will allow short sea shippers to utilize the State Pier regardless of when or whether the remainder of the pier is ultimately redeveloped as multi-use terminal. Upon consultation MEPA staff, advancing the South Basin Improvements separately from the land-side improvements will not be considered project segmentation.