

# ENF Environmental Notification Form

*For Office Use Only*  
*Executive Office of Environmental Affairs*  
 EOE No.: 14045  
 MEPA Analyst: Nick ZAVOLAS  
 Phone: 617-626-1030

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 Cargo Terminal		
Street: Fid Kennedy Avenue		
Municipality: Boston	Watershed: Boston Harbor	
Universal Transverse Mercator Coordinates: (19) 332915, 4690378	Latitude: 42° 20' 51.81980"	Longitude: 71° 01' 42.73494"
Estimated commencement date: Fall 2007	Estimated completion date: Fall 2010	
Approximate cost: \$70 Million	Status of project design: Conceptual Design	
Proponent: Marine Terminal Development LLC		
Street: c/o Cargo Ventures, One Harbor Drive		
Municipality: Boston	State: MA	Zip Code: 02210
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Andrew Magee		
Firm/Agency: Epsilon Associates, Inc.	Street: 3 Clock Tower Place, Suite 250	
Municipality: Maynard	State: MA	Zip Code: 01754
Phone: 978-897-7100	Fax: 978-897-0099	E-mail: amagee@epsilonassociates.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. 8161) <sup>1</sup>  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):

Massport will ground lease the parcel to the Proponent.

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

<sup>1</sup> The Project site lies within the Boston Marine Industrial Park which was the subject of a Master Plan/Environmental Impact Report completed by the Boston Redevelopment Authority/Economic Development and Industrial Corporation in December 1999.

List Local or Federal Permits and Approvals:

Although projects on Massport-controlled land are not subject to local regulation, the Proponent intends to work cooperatively with the City of Boston by voluntarily undergoing BRA Project Review and voluntarily seeking various local permits and approvals. The following approvals may be voluntary and/or subject to jurisdiction:

**Local:**

- Boston Redevelopment Authority: Article 80 Large Project Review (voluntary); Development Impact Agreements
- Boston Civic Design Commission: Design Review
- Boston Transportation Department: Construction Management Plan; Permits and Approvals for Curb Cuts, Street Opening/Closing, and Lighting; Transportation Access Plan Agreement
- Boston Conservation Commission: Wetlands Protection Act Order of Conditions
- Boston Water and Sewer Commission: Sewer Connection and Cross-Connection Permit; Water Permit; Hydrant Permit
- Boston Inspectional Services Department: Electrical Permit; Gas Permit
- Boston Public Improvement Commission: Projection or Discontinuance Permit

**Federal:**

- US Army Corps of Engineers: Section 10 Rivers and Harbors Act Permit
- Massachusetts Office of Coastal Zone Management: Federal Consistency Review
- Massachusetts Historical Commission: National Historic Preservation Act Section 106; (State Register Review)
- Federal Aviation Administration: Determination of Non-Hazard to Air Navigation
- US Environmental Protection Agency: NPDES Phase II Stormwater Notice of Intent

**State:**

- Executive Office of Environmental Affairs: MEPA Review
- Department of Environmental Protection (DEP): Environmental Results Program (ERP) for Boilers; Sewer Connection Permit; Air Plan Approval; Notice of Construction/Demolition
- Massachusetts Port Authority: Parking Freeze Permit or Exemption; Development Agreement and Ground Lease; Construction Management Plan; Design review and related approvals;
  
- Department of Public Safety: Demolition and Building Permits; Certificate of Occupancy; Plumbing Permits; Storage Tank Approval, Storage of Inflammables License
- Massachusetts Water Resources Authority (MWRA): Industrial Use Discharge Permit; Temporary Site Dewatering Permit
- Massachusetts Historic Commission: Determination of No Adverse Impact

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

- |  |                                       |  |
|--|---------------------------------------|--|
| <input checked="" type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input type="checkbox"/> Wetlands, Waterways, & Tidelands      |
| <input type="checkbox"/> Water           | <input type="checkbox"/> Wastewater   | <input checked="" 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
<b>LAND</b>				<input checked="" type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input type="checkbox"/> Chapter 91 License <input 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 checked="" type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input checked="" type="checkbox"/> Other Permits <i>(including Legislative Approvals) –</i>  <u>See List of Potential State Permits on Preceding Page</u>
Total site acreage	29.8			
New acres of land altered		0		
Acres of impervious area	29.8	(≈1.5)	28.3	
Square feet of new bordering vegetated wetlands alteration		NA		
Square feet of new other wetland alteration		0		
Acres of new non-water dependent use of tidelands or waterways		0		
<b>STRUCTURES</b>				
Gross square footage	≈24,000	486,552	510,552	
Number of housing units	0	0	0	
Maximum height (in feet)	35	15 / 113 <sup>2</sup>	45-50 ft Buildings A,B & C. 134 to 148 ft for dome on Parcel D	
<b>TRANSPORTATION</b>				
Vehicle trips per day	≈400	1,792	2,192	
Parking spaces	0	280	280	
<b>WATER/WASTEWATER</b>				
Gallons/day (GPD) of water use	N/A	8,000	8,000	
GPD water withdrawal	N/A	N/A	N/A	
GPD wastewater generation/ treatment	N/A	7,000	7,000	
Length of water/sewer mains (in miles)	N/A	0.8	0.8	

**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 Boston Army Supply Base )  No

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

Yes (Specify Subaru Distributors Building (Circa 1980) )  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 Boston Cargo Terminal Project as proposed by Marine Terminal Development LLC calls for the development of an intermodal marine industrial facility that will support the movement of all types of cargo using a combination of ocean, truck, rail, and air transportation. The Project site will be developed as a multi-tenant terminal integrating seafood processors, cold storage facilities, warehouse distribution facilities and bulk cargo operations, including a large-scale bulk cement import/export operation. The combination of uses will maximize the economic benefit of the Project to the Commonwealth of Massachusetts and the City of Boston and will stimulate development and international trade throughout the Port of Boston.

The Project is to be developed on the Massport Marine Terminal (MMT) site which is located within the larger Boston Marine Industrial Park, north of Fid Kennedy Avenue and east of Seafood Way and the Harbor Seafood Center. The site is generally vacant, relatively flat, and entirely paved. Existing structures include a Central Artery/Tunnel (CA/T) storage building, a former CA/T maintenance building, and a storage shed, all located on the southeastern portion of the site adjacent to Fid Kennedy Avenue.

The MMT site was originally tidal flats which were filled in four distinct phases between 1910 and the 1980's. Since the early 1990s, and until very recently, the CA/T project used the western site area as a soil stockpiling and staging area. In addition to the above CA/T structures there is a former automobile de-waxing facility located in the North Jetty area along Fid Kennedy Avenue which was most recently used as a Massachusetts Highway Department maintenance facility. This structure was constructed in the 1980s.

The site is owned by the Boston Redevelopment Authority/Economic Development and Industrial Corporation of Boston (BRA/EDIC), and is under long-term lease to the Massachusetts Port Authority (Massport) through February 2070. Massport selected Marine Terminal Development LLC to redevelop the site. Under its development agreement with Massport, the Proponent intends to enter into a long-term sub-lease agreement with Massport and develop the site as an intermodal marine industrial facility.

The Boston Cargo Terminal Project includes a three-building, 510,552 square-foot development and an approximately 4.3-acre bulk cargo handling facility. The building development is being designed to include seafood processing, marine and industrial cargo distribution, and temperature controlled facilities. The temperature controlled facilities will serve and support the overall water-dependent uses of the site, allowing for the preservation and efficient transportation of seafood and other perishables. The operation of this facility will have direct economic support for other water-dependent industrial uses while maintaining the utility of the Project site. The bulk cargo operations include a cement import/export facility which will utilize the adjacent deep water berth to accommodate large and small vessels. In support of the bulk terminal operations, it is proposed that approximately 700 feet of the 60 foot wide North Jetty will be repaired, while another approximately 200 feet of the North Jetty will be removed, primarily due to deteriorated condition.

The MMT site on which Marine Terminal Development LLC is proposing the Boston Cargo Terminal Project was the subject of a detailed development and alternatives analysis conducted by Massport and published as the *Massport Marine Terminal Development Issues and Alternatives Analysis* report in December of 2002. This study was conducted "in recognition of the Port of Boston's importance to the local and state economy" and "to advance the work done by previous studies," including the 1999 BRAVEDIC *Marine Industrial Park Master Plan - Environmental Impact Report*. As noted in the 2002 Massport development and alternatives analysis report, these previous studies "consistently" identified the MMT "as the key site in the Port at which to expand cargo, seafood processing, and other maritime industrial operations." In light of the above analysis and studies, the 2002 Massport development and alternatives analysis report ultimately identified and analyzed two development scenarios for the MMT. These included a Bulk Cargo Scenario and a Cargo Warehouse Scenario (see Attachment A, Section 2.3, Alternatives – Massport Marine Terminal).

The proposed Project fully supports the development of maritime industrial uses as envisioned by Massport in the 2002 *Massport Marine Terminal Development Issues and Alternatives Analysis* report and as articulated in the 1999 BRAVEDIC *Marine Industrial Park Master Plan - Environmental Impact Report*. As a combination bulk cargo/intermodal marine industrial facility, the Boston Cargo Terminal Project is consistent with the development alternatives identified in the Massport development and alternatives report. In addition, the proposed Project will make many of the essential infrastructure improvements that were detailed therein. Transportation to the site will be enhanced, economic benefits both to the Port and the City of Boston will be great, and public pedestrian access to the site will be managed in a way that provides access yet does not interrupt the working port. The re-development of the site will also allow for the restoration of the land surface, installation of proper stormwater management and treatment controls, and the repair and re-activation of the North Jetty.