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.: 13126
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: Sterling Marine Terminal and CAD Cell		
Street: 62 Nay Street		
Municipality: East Boston	Watershed: Boston Harbor	
Universal Tranverse Mercator Coordinates: 19 03 32 E 46 94 208 N	Latitude: 42° 23' 2" Longitude: 71° 02' 17"	
Estimated commencement date: Oct. 2004	Estimated completion date: Feb. 2008	
Approximate cost: $1,600,000	Status of project design: 30 %complete	
Proponent: Jay Cashman Inc.		
Street: 20 West Howell Street		
Municipality: Boston	State: MA	Zip Code: 02125-1108
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Martha Craig Rheinhardt		
Firm/Agency: Vine Associates, Inc.	Street: 18 Beach St., P.O. Box 555	
Municipality: Monument Beach	State: MA	Zip Code: 02553
Phone: 508-743-0390	Fax: 508-743-0391	E-mail: mrheinhardt@vineassociates.net

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:
Army Corps of Engineers Individual Permit; local Order of Conditions

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	1.8		
New acres of land altered		0	
Acres of impervious area	1.6	0	1.6
Square feet of new bordering vegetated wetlands alteration		0	
Square feet of new other wetland alteration		123,000 (Land Under Ocean)	
Acres of new non-water dependent use of tidelands or waterways		0	
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

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:

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.*)

Jay Cashman, Inc. is proposing to conduct improvement work at the Sterling Marine Terminal, located at 62 Nay Street in East Boston. The project site, which is located in a Designated Port Area along Chelsea Creek, has been in use as marine equipment storage and loading site for many years. Improvements to the site include reconstructing the existing bulkhead, installing a transfer bridge and dredging. The transfer bridge, with adequate draft, will improve marine operations at the site, allowing the transfer of equipment, materials, and vehicles to vessels for transport to construction sites. Jay Cashman Inc. is also proposing the construction of a Confined Aquatic Disposal (CAD) cell at this site, for disposal of both on-site dredge material and other dredge material from within Boston Harbor.

The proposed project will be conducted in two phases. The first phase will be to conduct the needed reconstruction of the existing bulkhead by installing new steel sheeting, to install a transfer bridge and to conduct dredging. The dredging aspect of Phase 1 will involve dredging the entire project site to a depth of -15 MLW (plus one foot overdredge). This depth will give marine barges adequate depth needed to safely approach and berth at the site. The volume of dredged material generated from this phase will be approximately 15,000 cubic yards (CY). The area to be dredged is approximately 123,000 square feet of Land Under the Ocean (LUO), including 3:1 side slopes. The dredged material will be dewatered on-site, in possible combination with barge storage. The material will then be disposed of at the proposed on-site CAD cell.

The construction of the CAD cell will be accomplished over two phases. The Phase 1 CAD cell involves the removal of additional material to a depth of -70 MLW (plus one foot overdredge) from an area starting directly adjacent to the reconstructed bulkhead. This area will extend from the bulkhead in a northward direction at a 2:1 slope, to a depth of -70 MLW. It will then come up on the opposite side at a 1:1 slope.

The Phase 1 CAD cell will hold the approximate 15,000 CY of Phase 1 material, and will cover an area of approximately 6,800 square feet (including side slopes). The volume of material removed to create the Phase 1 CAD cell below the elevation -15 dredging is estimated to be approximately 36,500 CY. We anticipate that this material should be suitable for unconfined off-shore disposal or beneficial upland re-use. The material from the on-site dredging to elevation -15, which will likely be unsuitable for unconfined off-shore disposal, will be disposed of in this new CAD cell, bringing the cell to an elevation of approximately -35 MLW. The cell will then be capped with approximately three (3) feet of clean granular material. The deeper deposits of material dredged

for CAD construction may be used as a cap if suitable. This phase of the project should last approximately six months.

Phase 2 of the project involves the creation of an additional CAD cell within the remaining underwater area of the project site, covering approximately 123,000 square feet. This cell will be created by removing material to elevation -70 MLW (plus one foot overdredge) beginning approximately twelve (12) feet away from the cell created in Phase 1. The estimated volume of material removed in the construction of the Phase 2 cell will be approximately 96,000 cubic yards. Similar to the material removed for the creation of the Phase 1 CAD cell, this material should be suitable for unconfined off-shore disposal or beneficial upland re-use. Dredged material from other parts of Boston Harbor could be disposed of and then capped in the new Phase 2 CAD cell. The net capacity for the disposal of dredged material of the Phase 2 CAD cell will be approximately 93,000 CY. This phase of the project is expected to last approximately two to three years.

The Resource Areas at the project site are Designated Port Area, Land Under the Ocean and Land Subject to Coastal Storm Flowage. Within a DPA, Land Under the Ocean is the only resource area likely to provide significant protection to any interests of the Wetlands Protection Act. LUO in a DPA is likely to be significant to marine fisheries, storm damage prevention and flood control. A review of the existing natural resources in Chelsea Creek was conducted. The project area is not an area of significance for shellfish. According to the latest eelgrass maps, no submerged aquatic vegetation grows within or near the project site or will be affected by the proposed activity.
To minimize the potential for any adverse impacts to marine fisheries, the dredging work shall be performed during the period of October 1 through February 1, to avoid the winter flounder spawning season. This is also a time of low biological activity. The adjacent shoreline is protected by seawalls and revetments. The support of these structures will not be compromised by the dredging activity.

The first alternative for the proposed project is the "no-dredge" alternative. If no dredging occurs in this area, marine barges in the future will not have the depth needed to enter the site and unload material. Also, without the construction of the new CAD cell, there would be no additional alternatives for dredge material disposal in Chelsea Creek and Boston Harbor. Other alternatives considered were alternative dredging methods and alternative disposal methods.

The proposed project is described in greater detail in Attachment 3: Project Narrative.