

Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
Massachusetts Environmental Policy Act (MEPA) Office

Environmental Notification Form

For Office Use Only

EEA#: _____

MEPA Analyst: _____

The information requested on this form must be completed in order to submit a document electronically for review under the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Black Falcon Pier Berths 1 and 2 Dredging		
Street Address: 88 Black Falcon Avenue		
Municipality: Boston	Watershed: Boston Harbor	
Universal Transverse Mercator Coordinates:	Latitude: 42.3448 Longitude: -71.0232	
Estimated commencement date: Sept. 2021	Estimated completion date: Nov. 2021	
Project Type: Dredging	Status of project design: 75 %complete	
Proponent: Massport		
Street Address: 1 Harborside Drive, Suite 200		
Municipality: Boston	State: MA	Zip Code: 02128
Name of Contact Person: Brad Washburn		
Firm/Agency: Massport	Street Address: 1 Harborside Drive, Suite 200	
Municipality: Boston	State: MA	Zip Code: 02128
Phone: 617-568-3546	Fax:	E-mail: bwashburn@massport.com

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
☐ Yes ☒ No

If this is an Expanded Environmental Notification Form (ENF) (see 301 CMR 11.05(7)) or a Notice of Project Change (NPC), are you requesting:

a Single EIR? (see 301 CMR 11.06(8))	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
a Special Review Procedure? (see 301CMR 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

(Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?

301 CMR 11.03(3)(b)1.f. - >0.5 acres alteration to Land Under the Ocean
301 CMR 11.03(3)(b)3. - >10,000 cubic yards of dredging

Which State Agency Permits will the project require?

Section 401 Water Quality Certification – DEP
WPA Order of Conditions – Boston Conservation Commission / DEP

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

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	4.2		
New acres of land altered		0	
Acres of impervious area	0	0	0
Square feet of new bordering vegetated wetlands alteration		0	
Square feet of new other wetland alteration		182,000 Land Under the 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 (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
WASTEWATER			
Water Use (Gallons per day)	n/a	n/a	n/a
Water withdrawal (GPD)	n/a	n/a	n/a
Wastewater generation/treatment (GPD)	n/a	n/a	n/a
Length of water mains (miles)	n/a	n/a	n/a
Length of sewer mains (miles)	n/a	n/a	n/a
<p>Has this project been filed with MEPA before? <input type="checkbox"/> Yes (EEA #_____) <input checked="" type="checkbox"/> No</p>			
<p>Has any project on this site been filed with MEPA before? <input checked="" type="checkbox"/> Yes (EEA # <u>8695</u>) <input type="checkbox"/> No</p> <p>Portions of the project site were dredged in the late 1990s, following review under EEA #8695.</p>			

GENERAL PROJECT INFORMATION – all proponents must fill out this section

PROJECT DESCRIPTION:

Describe the existing conditions and land uses on the project site:

The project site consists of the Boston Harbor water sheet, including approximately 4.2 acres of Land Under the Ocean wetland resource area, used as Berths 1 and 2 along the north face of the Black Falcon pier at 88 Black Falcon Avenue in South Boston (see Attachment 2 – Figure 1 – Project Location and Figure 2 – Existing Conditions). Parcels to the west and north of the site are owned by the Boston Economic Development and Industrial Corporation (EDIC) and leased to a number of tenants. Adjacent Federal navigation projects include the 40-foot (deep) dry dock approach channel to the north and the 40-foot Boston Harbor main shipping channel to the east. The entirety of the project site is located within the boundaries of the South Boston Designated Port Area (DPA).

The project site is owned by Massport (approximately 1.6 acres) and the EDIC (approximately 2.6 acres). Berths 1 and 2 currently are used for lay berthing of cruise ships and other vessels, including military vessels, and for the ship to shore transfer of materials by Coastal Cement Corporation, the tenant of an adjoining parcel owned by the EDIC. Approximately 3.1 acres of the site, extending along the length of the pier and to a distance of approximately 150 feet to the north, was dredged by the U.S. Army Corps of Engineers in the late 1990s to restore the berthing area to a depth of -35' to -37' (MLLW). The remaining 1.1 acres of the project site consist of a ±25-foot wide strip of harbor bottom to be dredged to the design depth of -35', with an allowance of two feet of overdredge, along the northern edge of the project site (approximately 0.5 acres) and transitioning side slopes (approximately 0.6 acres). The ±25-foot strip, where depths currently range between -24' and -30', appears to be outside of the area dredged in the late 1990s, though documentation exists that this area was maintained at a depth of at least -30' at the time the area was occupied by the U.S. Navy.

Sediments at the project site consist primarily of black silts. The results of bulk chemistry analyses reveal these sediments to be similar to accumulated sediments in other areas of the DPA (see Attachment 4 – Sediment Sampling Results).

MassGIS data (sourced using OLIVER) indicate that the area is unsuitable habitat for shellfish and is “prohibited” for the growing of shellfish. Further, the area to be dredged does not support beds of submerged aquatic vegetation and is not mapped by the Massachusetts Natural Heritage and Endangered Species Program as either estimated habitat of rare wetland wildlife or priority habitat for rare species.

Describe the proposed project and its programmatic and physical elements:

The proposed project is dredging of Berths 1 and 2 along the north face of the Black Falcon pier for the purpose of restoring and maintaining adequate depths for the safe berthing of vessels engaged in maritime commerce. The dredging will establish a uniform depth at the berths of -35' to -37' (MLLW) within a footprint 900 feet in length by 175 feet in width (see Attachment 2 – Figures 3, 4, and 5). It is estimated that the dredging will generate approximately 23,000 cubic yards of marine sediment, all of which is to be disposed in the Boston Harbor Confined Aquatic Disposal (CAD) cell located in the main shipping channel (see Attachment 2 – Figure 6 – Boston Harbor CAD Cell). Pursuant to the provisions of the Massachusetts Wetlands Regulations at 310 CMR 10.23, dredging within those areas of the project site previously dredged to a depth of at least -35' (MLLW) is defined as “maintenance dredging”, while dredging within areas that have not previously been dredged to at least that depth is defined as “improvement dredging”. As

indicated above, evidence exists to indicate that the entire project site has been dredged at some time in the past, though documentation of depth to -35' within the area not dredged by the Army Corps in the 1990s has not been found. Accordingly, it is assumed herein that dredging from -30' to -35' within that portion of the project site that was not dredged by the Army Corps in the late 1990s is "improvement dredging". The locations of proposed "maintenance" and "improvement" dredging activities are indicated in Attachment 2 – Figure 4 - Dredging Plan and Figure 5 – Proposed Dredge Section.

All dredging will be conducted from the water using a barge-mounted crane. It is anticipated that an environmental bucket dredge will be used to remove silts to minimize incidental release and resuspension of sediments. In the event that any spot shoals of harder material remain after removal of the silts, a conventional clamshell bucket will be utilized to complete the dredging to establish the required minimum project depth for vessel safety. Dredged material will be placed in a split hull scow and transported directly from the dredge site to the CAD cell.

No dredging will occur during the recommended time-of-year (TOY) restriction period of February 15 through June 30 for the protection of spawning and juvenile development of winter flounder (*Pseudopleuronectes americanus*).

In preparation for filing of this Environmental Notification Form (ENF), Massport reviewed the *MEPA Transition Rules for Public Involvement Requirements for Environmental Justice Populations* that went into effect on June 24, 2021. A discussion of this protocol, as it applies to the proposed work, is presented in Attachment 1 – Project Narrative.

NOTE: The project description should summarize both the project's direct and indirect impacts (including construction period impacts) in terms of their magnitude, geographic extent, duration and frequency, and reversibility, as applicable. It should also discuss the infrastructure requirements of the project and the capacity of the municipal and/or regional infrastructure to sustain these requirements into the future.

Describe the on-site project alternatives (and alternative off-site locations, if applicable), considered by the proponent, including at least one feasible alternative that is allowed under current zoning, and the reasons(s) that they were not selected as the preferred alternative:

The proposed action is primarily a maintenance activity at an active marine terminal facility owned and operated by Massport, although the dredging of approximately 12 percent of the project site is assumed to be "improvement dredging", as that term encompasses deepening of a previously-dredged area. For the "maintenance dredging" portion of the project, the No Action alternative has been considered.

Maintenance Dredging – No Action Alternative

It has been approximately twenty years since the project site has been dredged and siltation has reduced the depth of the berths limiting the range of vessels Massport can safely accommodate. If no action is taken at this time (i.e., the No Action Alternative), these berths will continue to silt-in, ultimately rendering the site unsuitable for even its current uses. Adoption of such an alternative is not feasible, as it would require Massport to abandon its responsibility to maintain its projects and facilities.

For the "improvement dredging" portion of the project, alternatives include the No Action Alternative, a Reduced Area Alternative, and a Reduced Depth Alternative.

Improvement Dredging – No Action Alternative

A significant user of the existing berths is Coastal Cement Corporation (Coastal Cement), a lessee of adjoining property belonging to EDIC. Currently, barges delivering materials to Coastal