

WPA Form 1- Request for Determination of Applicability

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

A. General Information

Important:

When filling out forms on the computer, use only the tab key to move your cursor - do not use the return key.



1. Applicant:

Massport _____ sdalzell@massport.com
 Name E-Mail Address

One Harborside Drive, Suite 200 _____
 Mailing Address

East Boston _____ MA _____ 02128
 City/Town State Zip Code

617-568-3524 _____
 Phone Number Fax Number (if applicable)

2. Representative (if any):

GEI Consultants, Inc. _____
 Firm

Russell Titmuss _____ rtitmuss@geiconsultants.com
 Contact Name E-Mail Address

124 Grove Street, Suite 300 _____
 Mailing Address

Franklin _____ MA _____ 02038
 City/Town State Zip Code

774-277-6003 _____
 Phone Number Fax Number (if applicable)

B. Determinations

1. I request the Boston _____ make the following determination(s). Check any that apply:
 Conservation Commission

- a. whether the **area** depicted on plan(s) and/or map(s) referenced below is an area subject to jurisdiction of the Wetlands Protection Act.
- b. whether the **boundaries** of resource area(s) depicted on plan(s) and/or map(s) referenced below are accurately delineated.
- c. whether the **work** depicted on plan(s) referenced below is subject to the Wetlands Protection Act.
- d. whether the area and/or work depicted on plan(s) referenced below is subject to the jurisdiction of any **municipal wetlands ordinance** or **bylaw** of:

 Name of Municipality

- e. whether the following **scope of alternatives** is adequate for work in the Riverfront Area as depicted on referenced plan(s).



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C. Project Description (cont.)

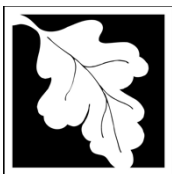
b. Identify provisions of the Wetlands Protection Act or regulations which may exempt the applicant from having to file a Notice of Intent for all or part of the described work (use additional paper, if necessary).

N/A

3. a. If this application is a Request for Determination of Scope of Alternatives for work in the Riverfront Area, indicate the one classification below that best describes the project.

- Single family house on a lot recorded on or before 8/1/96
- Single family house on a lot recorded after 8/1/96
- Expansion of an existing structure on a lot recorded after 8/1/96
- Project, other than a single-family house or public project, where the applicant owned the lot before 8/7/96
- New agriculture or aquaculture project
- Public project where funds were appropriated prior to 8/7/96
- Project on a lot shown on an approved, definitive subdivision plan where there is a recorded deed restriction limiting total alteration of the Riverfront Area for the entire subdivision
- Residential subdivision; institutional, industrial, or commercial project
- Municipal project
- District, county, state, or federal government project
- Project required to evaluate off-site alternatives in more than one municipality in an Environmental Impact Report under MEPA or in an alternatives analysis pursuant to an application for a 404 permit from the U.S. Army Corps of Engineers or 401 Water Quality Certification from the Department of Environmental Protection.

b. Provide evidence (e.g., record of date subdivision lot was recorded) supporting the classification above (use additional paper and/or attach appropriate documents, if necessary.)



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D. Signatures and Submittal Requirements

I hereby certify under the penalties of perjury that the foregoing Request for Determination of Applicability and accompanying plans, documents, and supporting data are true and complete to the best of my knowledge.

I further certify that the property owner, if different from the applicant, and the appropriate DEP Regional Office were sent a complete copy of this Request (including all appropriate documentation) simultaneously with the submittal of this Request to the Conservation Commission.

Failure by the applicant to send copies in a timely manner may result in dismissal of the Request for Determination of Applicability.

Name and address of the property owner:

Massport (in part) and City of Boston (in part)

Name

See attached List of Property Owners

Mailing Address

City/Town

State

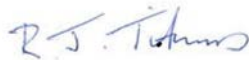
Zip Code

Signatures:

I also understand that notification of this Request will be placed in a local newspaper at my expense in accordance with Section 10.05(3)(b)(1) of the Wetlands Protection Act regulations.


Signature of Applicant

May 18, 2021
Date


Signature of Representative (if any)

May 18, 2021
Date

Black Falcon Pier Berths 1 and 2 Sediment Sample Collection
Request for Determination of Applicability – Names and Addresses of
Property Owners

Massport
One Harborside Drive, Suite 200
East Boston, MA 02128

City of Boston
Attn: Lawrence Mammoli
Boston Planning & Development Agency
22 Drydock Avenue
Boston, MA 02210

Saunders, Bradford

From: Myers, Chester H <chmyers@massport.com>
Sent: Wednesday, May 19, 2021 8:03 AM
To: Saunders, Bradford; Titmuss, Russell; Pepin, Alan; Washburn, Bradford; Dalzell, Stewart
Subject: [EXT] Fwd: Dredging of Berths 1 & 2

EXTERNAL EMAIL

Please see below for contact information for EDIC (Larry Mammoli).

Thanks,

Chet

Sent from my iPhone

Begin forwarded message:

From: "Hoang, Nhuy" <NHoang@massport.com>
Date: May 19, 2021 at 8:01:28 AM EDT
To: Larry Mammoli <larry.mammoli@boston.gov>
Cc: Marla Cumming <marla.cumming@boston.gov>, "Hargens, Andrew" <AHargens@massport.com>, "Meyran, Michael" <MMeyran@massport.com>, "Morris, Joseph" <JMMorris@massport.com>, Devin Quirk <devin.quirk@boston.gov>, William Epperson <william.j.epperson@boston.gov>, Richard McGuinness <richard.mcguinness@boston.gov>, "Myers, Chester H" <chmyers@massport.com>, "Hoang, Nhuy" <NHoang@massport.com>
Subject: RE: Dredging of Berths 1 & 2

Thank you so much Larry.

We will be submitting a RDA to Con Comm today for the sampling plan.

Will include you as the contact person from the City for this project.

Timing wise, we hope to complete the permitting effort by early September.

Dredging to be done in the fall, and be completed by end of the year at the latest.

Dredging activities will be coordinated with you and Coastal Cement.

Best,

Nhuy,

From: Larry Mammoli <larry.mammoli@boston.gov>
Sent: Wednesday, May 19, 2021 7:58 AM
To: Hoang, Nhuy <NHoang@massport.com>
Cc: Marla Cumming <marla.cumming@boston.gov>; Hargens, Andrew <AHargens@massport.com>; Meyran, Michael <MMeyran@massport.com>; Morris, Joseph <JMMorris@massport.com>; Devin Quirk <devin.quirk@boston.gov>; William Epperson <william.j.epperson@boston.gov>; Richard McGuinness <richard.mcguinness@boston.gov>
Subject: Re: Dredging of Berths 1 & 2

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Great Project! will help both Coastal Cement in particular and Cruise Industry in general, let us know how we can help.

Larry

[BPDA_Identity_RGB_Hor_Pri_DB.png]

Lawrence Mammoli

Director of Engineering & Facilities Management

617-918-6201

Boston Planning & Development Agency (BPDA)

22 Drydock Avenue

Boston, MA 02210

bostonplans.org<<http://bostonplans.org>>

On Tue, May 18, 2021 at 4:30 PM Hoang, Nhuy <NHoang@massport.com<mailto:NHoang@massport.com>> wrote:

Hello Larry & Marla-

I understand Mike Meyran and Joe Morris have talked to you about the possibility of Massport dredging Berths 1 & 2. Massport owns part of berths 1 & 2 watersheet (89' from the face of the pier). The City owns the rest of watersheet (beyond the 89' dimension).

We are planning to dredge Berths 1 & 2, a total area of 900' x 175' if that is supported by the City (ie, we will be dredging part of your watersheet to improve navigation).

The 1st step in the permitting process for the dredging is to do environmental samplings, and that will require us to go to Conservation Commission first with a sampling plan.

Before we file with ConComm, just want to touch base with both of you on this,

Will give you a call to chat,

Nhuy,

The information contained in this communication, including any attachments, is confidential and is intended only for the use of the recipient(s) named above. If the reader of this message is not an intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you receive this communication in error, please notify the sender immediately, and delete the communication, any attachments, and all copies.

Black Falcon Pier Berths 1 and 2 Sediment Sample Collection Request for Determination of Applicability – Project Narrative

Massport is investigating potential dredging of Berths 1 and 2 on the north side of the Black Falcon Pier in Boston Harbor. The site location is shown on the attached Figure A - Locus Plan. The potential dredging footprint extends 175 feet north from the berthing face of the Black Falcon Pier and for the full combined length (900 feet) of Berths 1 and 2. Massport property extends 89 feet to the north of the pier into the watersheet. The watersheet to the north of Massport property is understood to be owned by the City of Boston. The site is bordered to the north by the approach channel to the Boston Ship Repair Dry Dock, to the south by the Black Falcon Pier, to the west by the bulkheads and shoreline of the Boston Marine Industrial Park, and to the east by the Main Ship Channel in Boston Harbor.

Massport is proposing to collect 35 vibracore samples for physical and chemical testing to support investigations into proposed dredging of the area. Proposed dredging would seek to restore historic water depths for the berths of approximately 35 feet below Mean Lower Low Water (MLLW). Existing water depths typically range between 28 feet below MLLW and 34 feet below MLLW. The goal of this sampling program is to confirm the nature of the materials to be dredged, though it is anticipated to consist mostly of harbor sediment. Vibracore samples will be collected to a depth of 37 feet below MLLW or refusal, if shallower. The additional two (2) feet of sampling depth will ensure that an over dredge allowance of that magnitude is fully characterized.

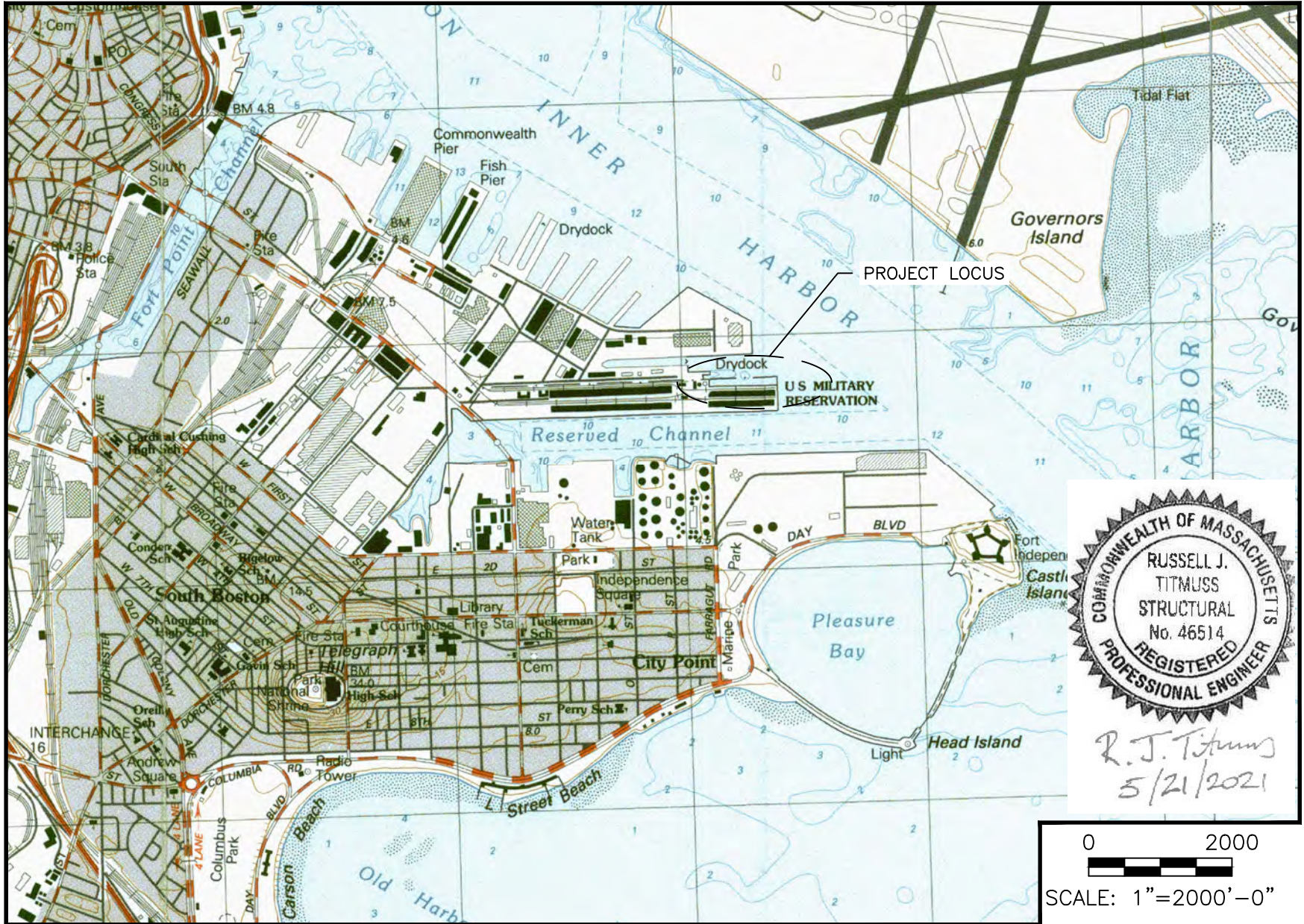
Sediment sampling operations will be performed using a 24-foot sampling vessel outfitted with a deck winch and A-frame. Samples will be collected using a pneumatic vibracoring system with four-inch stainless steel core barrel, cutter heads, and a polyethylene liner. Positioning and sample collection locations will be recorded using differentially corrected GPS (DGPS). The sampling vessel will approach and leave the site by water each day and no upland staging area is anticipated. No on-site vessel or equipment fueling will be performed. The sampling effort is expected to require approximately seven (7) days to complete. The sampling vessel will be removed from site each day and moored at a nearby marina or other purpose-built small boat facility

Vibracoring is a method used for collecting samples in which a coring tube is attached to a source of mechanical vibration and lowered into the sediment. The vibrations rearrange the particles within the sediments so that the core tube can penetrate under the static weight of the apparatus. The basic vibracore system includes the core tube and liner, a cutter head, a pneumatic power head, a portable electrical generator, a hoist for recovery of the core, a davit or similar device for supporting the tube during installation and extraction, and a small boat. Vibracore sampling has minimal impacts because the sample is fully contained within the

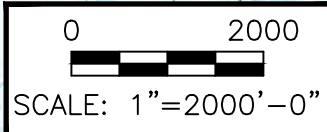
polyethylene liner inside the core barrel. No discharges of water containing resuspended sediments occurs during this procedure and disturbance to sediments beyond the immediate bounds of the core is minimal. Samples are lifted from the water and onto the deck of the sampling vessel inside the core barrel and securely packaged for transfer to a licensed laboratory for testing and analysis. No on-site testing or analysis of the cores is proposed.

Vibracoring is a method of sediment sample collection that has been used throughout the northeastern United States and, specifically, in Boston Harbor for years and is routinely specified by both the U.S. Army Corps of Engineers and the Massachusetts Department of Environmental Protection in approved sample and analysis plans (SAPs).

Alternatives to the use of a vibracoring system include excavation, coring using impact installation methods (e.g., hammers or drivers), and drilling. Both excavation and drilling increase the probability of resuspension and dispersion of sediments beyond the immediate bounds of the core when compared to the vibracore method. The use of hammers or drivers introduce soundwave disturbances that can be disruptive of fish activities and behaviors in the vicinity of the sampling site. While these alternative methods may be required for use in some substrate situations, the applicant believes that vibracore sampling is the best method for evaluating the previously dredged conditions at this location.



R. J. Titmuss
5/21/2021

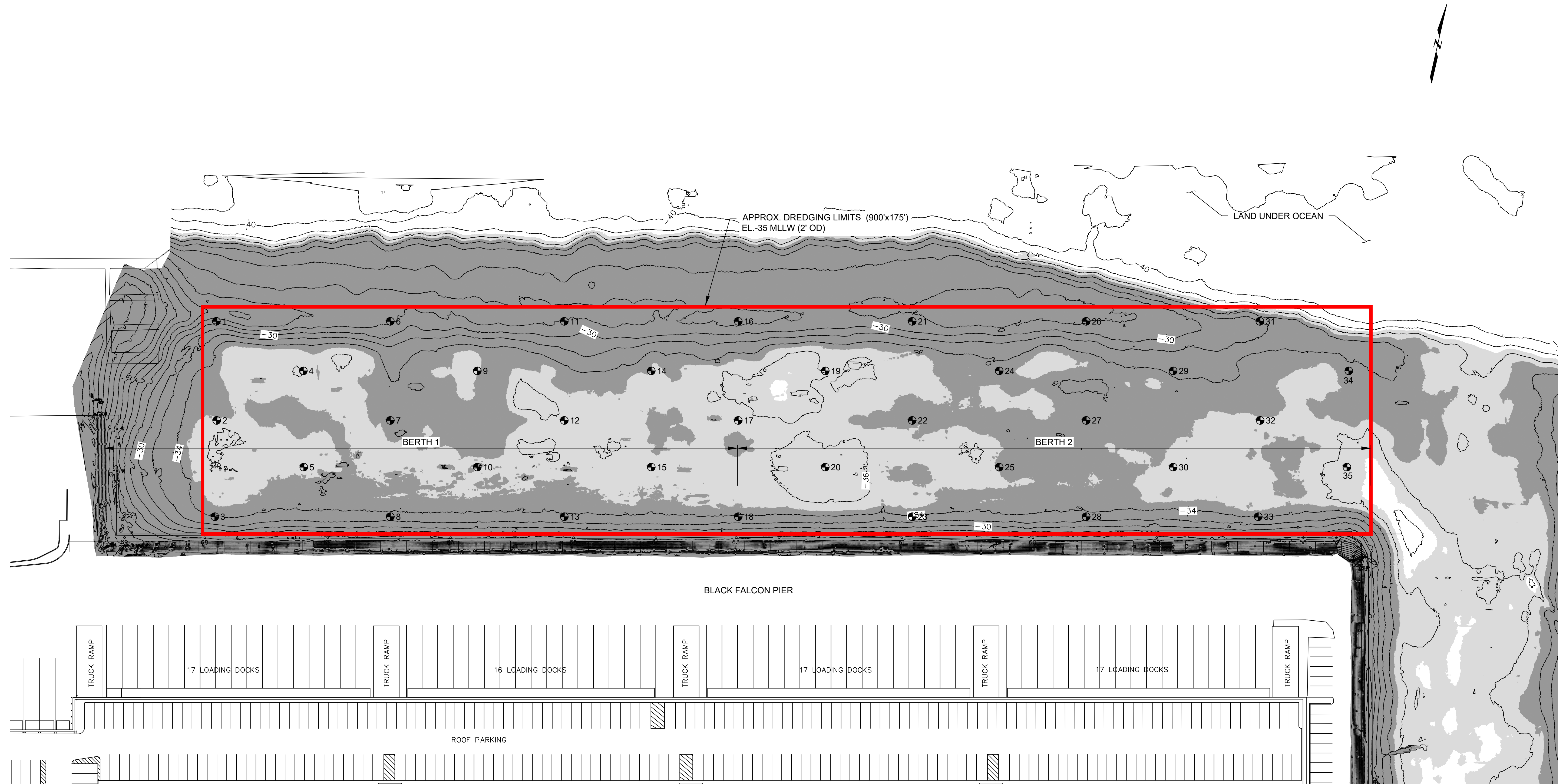


NOTE:
USGS LOCUS MAP
VERTICAL DATUM: NGVD29

HTL: 12.5
MHW: 9.83
MLW: 0.34
MLLW: 0.0

TITLE: LOCUS PLAN		IN: BOSTON HARBOR	
PURPOSE: DREDGING		AT: RESERVED CHANNEL	
APPLICATION BY: MASSPORT		COUNTY: SUFFOLK STATE: MA	
		SHEET FIGURE A	
		DATE: 05/18/2021	

5/17/2021 5:34:17 PM E:\Working\MASSPORT\2004221\Waterfront - Misc. Tasks\WO_23\WO_24\10_BLACK_FALCON_DREDGE_VOLUMES_2021\Black Falcon Berth 1 & 2_SAMPLING_PLAN.dwg



LEGEND

- SAMPLE LOCATION
- DREDGE AREA
- OVERDREDGE AREA

Attention:

 If this scale bar does not measure 1" then drawing is not original scale.



Designed: RJT
 Drawn: ASC
 Checked: RJT
 Approved: RJT
 P.E. No:
 GEI Project 2004221



MASSPORT
 SOUTH BOSTON, MA

**MASSPORT DREDGING
 BLACK FALCON DREDGING
 BERTHS 1 & 2**
 BOSTON, MA

NO	DATE	ISSUE/REVISION	APP
	5/18/2021		

SHEET NAME
SAMPLING PLAN

SHEET NO.
G-01