

Notice of Intent

**Massport Building 6 Demolition and Fuel System
Infrastructure Project**

**Boston Logan International Airport
East Boston, MA**

Prepared by:

Massachusetts Port Authority

June 22, 2021

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Massachusetts Port Authority
One Harborside Drive
East Boston, MA 02128-2909
Telephone (617) 568-5000
www.massport.com

June 22, 2021

Boston Conservation Commission
Attn: Michael Parker, Chairman
1 City Hall Square, Room 709
Boston, Massachusetts 02201

**Re: Notice of Intent - Boston Logan International Airport
Massport Building 6 Demolition and Fuel System Infrastructure Project**

Dear Chairman Parker:

The Massachusetts Port Authority (Massport) respectfully submits the attached Notice of Intent for enabling work associated with the future installation of a fifth Jet A fuel storage tank in the North Service Area at Boston Logan International Airport ("Logan Airport") and connecting the new tank to the existing jet fuel storage and distribution system (the Project). The Project area is located in the North Service Area of Logan Airport, and is bordered by Prescott Street, Dave's Way, and Service Road.

The proposed enabling work within jurisdiction of the Boston Conservation Commission (BCC) involves demolition of a former water pump station and utility work associated with connection of the new tank to the existing jet fuel storage and distribution system, portions of which are within Land Subject to Coastal Storm Flowage (LSCSF). The future fuel tank will be located entirely outside of areas subject to the Massachusetts Wetlands Protection Act.

The additional fuel storage tank will enhance the reliability of jet fuel storage availability and distribution to meet current and future demand and would be constructed on the site of the abandoned Massport-owned Water Pump Station Building No. 6 located on Prescott Street adjacent to the Economy Garage (see enclosed figures), which would be demolished.

As noted above, a limited portion of the Project area contains an area of Land Subject to Coastal Storm Flowage, totaling approximately 935 square feet of the approximate 41,500 square foot limit of work. All proposed work has been carefully designed to avoid and/or minimize work in the floodplain to the greatest extent possible.

Please schedule this Project for discussion at your next available public meeting. If you have any questions or need additional information, please contact me at your convenience at 617-913-9561 or by email at bwashburn@massport.com.

Sincerely,

Massachusetts Port Authority

A handwritten signature in black ink, appearing to read "BWashburn", written over a white background.

Brad Washburn, Manager
Environmental Planning & Permitting,
Strategic & Business Planning Department

Attachment: Notice of Intent for Boston Logan International Airport
Massport Building 6 Demolition and Fuel System Infrastructure Project

cc: Stephen Flecchia (Massport), Stewart Dalzell (Massport), Wael Abdulkader (Stantec), Kristen Bergassi (VHB), Meredith Avery (VHB)

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ATTACHMENT A – NOTICE OF INTENT NARRATIVE

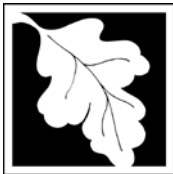
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Massachusetts Department of Environmental Protection
 Bureau of Resource Protection - Wetlands

WPA Form 3 – Notice of Intent

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

Provided by MassDEP:

MassDEP File Number
Document Transaction Number
Boston
City/Town

Important:

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



Note: Before completing this form consult your local Conservation Commission regarding any municipal bylaw or ordinance.

A. General Information

1. Project Location (**Note:** electronic filers will click on button to locate project site):

<u>Boston-Logan International Airport</u>	<u>Boston</u>	<u>02128</u>
a. Street Address	b. City/Town	c. Zip Code
Latitude and Longitude:	<u>42.360123N</u>	<u>70.987875W</u>
	d. Latitude	e. Longitude
<u>N/A</u>	<u>N/A</u>	
f. Assessors Map/Plat Number	g. Parcel /Lot Number	

2. Applicant:

<u>Brad</u>	<u>Washburn</u>	
a. First Name	b. Last Name	
<u>Massachusetts Port Authority</u>		
c. Organization		
<u>One Harborside Drive, Suite 200</u>		
d. Street Address		
<u>East Boston</u>	<u>MA</u>	<u>02128</u>
e. City/Town	f. State	g. Zip Code
<u>617-913-9561</u>	<u></u>	<u>bwashburn@massport.com</u>
h. Phone Number	i. Fax Number	j. Email Address

3. Property owner (required if different from applicant): Check if more than one owner

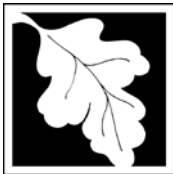
<u></u>	<u></u>	
a. First Name	b. Last Name	
<u></u>		
c. Organization		
<u></u>		
d. Street Address		
<u></u>	<u></u>	<u></u>
e. City/Town	f. State	g. Zip Code
<u></u>	<u></u>	<u></u>
h. Phone Number	i. Fax Number	j. Email address

4. Representative (if any):

<u></u>	<u></u>	
a. First Name	b. Last Name	
<u></u>		
c. Company		
<u></u>		
d. Street Address		
<u></u>	<u></u>	<u></u>
e. City/Town	f. State	g. Zip Code
<u></u>	<u></u>	<u></u>
h. Phone Number	i. Fax Number	j. Email address

5. Total WPA Fee Paid (from NOI Wetland Fee Transmittal Form):

<u>\$500.00</u>	<u>\$237.50</u>	<u>\$262.50</u>
a. Total Fee Paid	b. State Fee Paid	c. City/Town Fee Paid



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A. General Information (continued)

6. General Project Description:

The proposed project includes the demolition of an abandoned Massport-owned Water Pump Station Building and associated utility work in support of a future 1.8-million-gallon Jet A fuel storage tank in the North Service Area at Boston Logan International Airport.

7a. Project Type Checklist: (Limited Project Types see Section A. 7b.)

- 1. Single Family Home
- 2. Residential Subdivision
- 3. Commercial/Industrial
- 4. Dock/Pier
- 5. Utilities
- 6. Coastal engineering Structure
- 7. Agriculture (e.g., cranberries, forestry)
- 8. Transportation
- 9. Other

7b. Is any portion of the proposed activity eligible to be treated as a limited project (including Ecological Restoration Limited Project) subject to 310 CMR 10.24 (coastal) or 310 CMR 10.53 (inland)?

- 1. Yes No If yes, describe which limited project applies to this project. (See 310 CMR 10.24 and 10.53 for a complete list and description of limited project types)

2. Limited Project Type

If the proposed activity is eligible to be treated as an Ecological Restoration Limited Project (310 CMR10.24(8), 310 CMR 10.53(4)), complete and attach Appendix A: Ecological Restoration Limited Project Checklist and Signed Certification.

8. Property recorded at the Registry of Deeds for:

Suffolk	
a. County	b. Certificate # (if registered land)
29055	333
c. Book	d. Page Number

B. Buffer Zone & Resource Area Impacts (temporary & permanent)

- 1. Buffer Zone Only – Check if the project is located only in the Buffer Zone of a Bordering Vegetated Wetland, Inland Bank, or Coastal Resource Area.
- 2. Inland Resource Areas (see 310 CMR 10.54-10.58; if not applicable, go to Section B.3, Coastal Resource Areas).

Check all that apply below. Attach narrative and any supporting documentation describing how the project will meet all performance standards for each of the resource areas altered, including standards requiring consideration of alternative project design or location.



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B. Buffer Zone & Resource Area Impacts (temporary & permanent) (cont'd)

For all projects affecting other Resource Areas, please attach a narrative explaining how the resource area was delineated.

<u>Resource Area</u>	<u>Size of Proposed Alteration</u>	<u>Proposed Replacement (if any)</u>
a. <input type="checkbox"/> Bank	1. linear feet _____	2. linear feet _____
b. <input type="checkbox"/> Bordering Vegetated Wetland	1. square feet _____	2. square feet _____
c. <input type="checkbox"/> Land Under Waterbodies and Waterways	1. square feet _____	2. square feet _____
	3. cubic yards dredged _____	

<u>Resource Area</u>	<u>Size of Proposed Alteration</u>	<u>Proposed Replacement (if any)</u>
d. <input type="checkbox"/> Bordering Land Subject to Flooding	1. square feet _____	2. square feet _____
	3. cubic feet of flood storage lost _____	4. cubic feet replaced _____
e. <input type="checkbox"/> Isolated Land Subject to Flooding	1. square feet _____	
	2. cubic feet of flood storage lost _____	3. cubic feet replaced _____
f. <input type="checkbox"/> Riverfront Area	1. Name of Waterway (if available) - specify coastal or inland _____	

2. Width of Riverfront Area (check one):

- 25 ft. - Designated Densely Developed Areas only
- 100 ft. - New agricultural projects only
- 200 ft. - All other projects

3. Total area of Riverfront Area on the site of the proposed project: _____ square feet

4. Proposed alteration of the Riverfront Area:

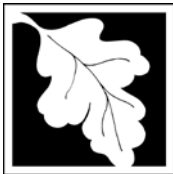
a. total square feet _____ b. square feet within 100 ft. _____ c. square feet between 100 ft. and 200 ft. _____

5. Has an alternatives analysis been done and is it attached to this NOI? Yes No

6. Was the lot where the activity is proposed created prior to August 1, 1996? Yes No

3. Coastal Resource Areas: (See 310 CMR 10.25-10.35)

Note: for coastal riverfront areas, please complete **Section B.2.f.** above.



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B. Buffer Zone & Resource Area Impacts (temporary & permanent) (cont'd)

Check all that apply below. Attach narrative and supporting documentation describing how the project will meet all performance standards for each of the resource areas altered, including standards requiring consideration of alternative project design or location.

Online Users:
Include your document transaction number (provided on your receipt page) with all supplementary information you submit to the Department.

<u>Resource Area</u>	<u>Size of Proposed Alteration</u>	<u>Proposed Replacement (if any)</u>
a. <input type="checkbox"/> Designated Port Areas	Indicate size under Land Under the Ocean, below	
b. <input type="checkbox"/> Land Under the Ocean	_____	
	1. square feet	

	2. cubic yards dredged	
c. <input type="checkbox"/> Barrier Beach	Indicate size under Coastal Beaches and/or Coastal Dunes below	
d. <input type="checkbox"/> Coastal Beaches	_____	_____
	1. square feet	2. cubic yards beach nourishment
e. <input type="checkbox"/> Coastal Dunes	_____	_____
	1. square feet	2. cubic yards dune nourishment

	<u>Size of Proposed Alteration</u>	<u>Proposed Replacement (if any)</u>
f. <input type="checkbox"/> Coastal Banks	_____	
	1. linear feet	
g. <input type="checkbox"/> Rocky Intertidal Shores	_____	
	1. square feet	
h. <input type="checkbox"/> Salt Marshes	_____	_____
	1. square feet	2. sq ft restoration, rehab., creation
i. <input type="checkbox"/> Land Under Salt Ponds	_____	
	1. square feet	

	2. cubic yards dredged	
j. <input type="checkbox"/> Land Containing Shellfish	_____	
	1. square feet	
k. <input type="checkbox"/> Fish Runs	Indicate size under Coastal Banks, inland Bank, Land Under the Ocean, and/or inland Land Under Waterbodies and Waterways, above	

	1. cubic yards dredged	
l. <input checked="" type="checkbox"/> Land Subject to Coastal Storm Flowage	935	
	1. square feet	

4. Restoration/Enhancement
If the project is for the purpose of restoring or enhancing a wetland resource area in addition to the square footage that has been entered in Section B.2.b or B.3.h above, please enter the additional amount here.

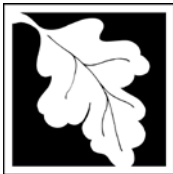
a. square feet of BVW

b. square feet of Salt Marsh

5. Project Involves Stream Crossings

a. number of new stream crossings

b. number of replacement stream crossings



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C. Other Applicable Standards and Requirements

- This is a proposal for an Ecological Restoration Limited Project. Skip Section C and complete Appendix A: Ecological Restoration Limited Project Checklists – Required Actions (310 CMR 10.11).

Streamlined Massachusetts Endangered Species Act/Wetlands Protection Act Review

1. Is any portion of the proposed project located in **Estimated Habitat of Rare Wildlife** as indicated on the most recent Estimated Habitat Map of State-Listed Rare Wetland Wildlife published by the Natural Heritage and Endangered Species Program (NHESP)? To view habitat maps, see the *Massachusetts Natural Heritage Atlas* or go to http://maps.massgis.state.ma.us/PRI_EST_HAB/viewer.htm.

- a. Yes No **If yes, include proof of mailing or hand delivery of NOI to:**

**Natural Heritage and Endangered Species Program
Division of Fisheries and Wildlife
1 Rabbit Hill Road
Westborough, MA 01581**

August 1, 2017

b. Date of map

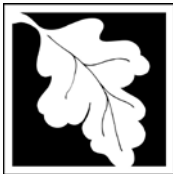
If yes, the project is also subject to Massachusetts Endangered Species Act (MESA) review (321 CMR 10.18). To qualify for a streamlined, 30-day, MESA/Wetlands Protection Act review, please complete Section C.1.c, and include requested materials with this Notice of Intent (NOI); *OR* complete Section C.2.f, if applicable. *If MESA supplemental information is not included with the NOI, by completing Section 1 of this form, the NHESP will require a separate MESA filing which may take up to 90 days to review (unless noted exceptions in Section 2 apply, see below).*

- c. Submit Supplemental Information for Endangered Species Review*

1. Percentage/acreage of property to be altered:
- (a) within wetland Resource Area _____ percentage/acreage
- (b) outside Resource Area _____ percentage/acreage
2. Assessor's Map or right-of-way plan of site
2. Project plans for entire project site, including wetland resource areas and areas outside of wetlands jurisdiction, showing existing and proposed conditions, existing and proposed tree/vegetation clearing line, and clearly demarcated limits of work **
- (a) Project description (including description of impacts outside of wetland resource area & buffer zone)
- (b) Photographs representative of the site

* Some projects **not** in Estimated Habitat may be located in Priority Habitat, and require NHESP review (see <http://www.mass.gov/eea/agencies/dfg/dfw/natural-heritage/regulatory-review/>). Priority Habitat includes habitat for state-listed plants and strictly upland species not protected by the Wetlands Protection Act.

** MESA projects may not be segmented (321 CMR 10.16). The applicant must disclose full development plans even if such plans are not required as part of the Notice of Intent process.



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C. Other Applicable Standards and Requirements (cont'd)

- (c) MESA filing fee (fee information available at http://www.mass.gov/dfwele/dfw/nhosp/regulatory_review/mesa/mesa_fee_schedule.htm). Make check payable to "Commonwealth of Massachusetts - NHESP" and **mail to NHESP** at above address

Projects altering 10 or more acres of land, also submit:

- (d) Vegetation cover type map of site
- (e) Project plans showing Priority & Estimated Habitat boundaries
- (f) OR Check One of the Following
1. Project is exempt from MESA review.
Attach applicant letter indicating which MESA exemption applies. (See 321 CMR 10.14, http://www.mass.gov/dfwele/dfw/nhosp/regulatory_review/mesa/mesa_exemptions.htm; the NOI must still be sent to NHESP if the project is within estimated habitat pursuant to 310 CMR 10.37 and 10.59.)
 2. Separate MESA review ongoing. a. NHESP Tracking # _____ b. Date submitted to NHESP _____
 3. Separate MESA review completed.
Include copy of NHESP "no Take" determination or valid Conservation & Management Permit with approved plan.
3. For coastal projects only, is any portion of the proposed project located below the mean high water line or in a fish run?
- a. Not applicable – project is in inland resource area only b. Yes No

If yes, include proof of mailing, hand delivery, or electronic delivery of NOI to either:

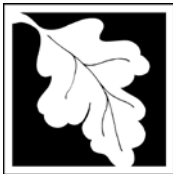
South Shore - Cohasset to Rhode Island border, and the Cape & Islands:

Division of Marine Fisheries -
Southeast Marine Fisheries Station
Attn: Environmental Reviewer
836 South Rodney French Blvd.
New Bedford, MA 02744
Email: DMF.EnvReview-South@state.ma.us

North Shore - Hull to New Hampshire border:

Division of Marine Fisheries -
North Shore Office
Attn: Environmental Reviewer
30 Emerson Avenue
Gloucester, MA 01930
Email: DMF.EnvReview-North@state.ma.us

Also if yes, the project may require a Chapter 91 license. For coastal towns in the Northeast Region, please contact MassDEP's Boston Office. For coastal towns in the Southeast Region, please contact MassDEP's Southeast Regional Office.



Massachusetts Department of Environmental Protection
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C. Other Applicable Standards and Requirements (cont'd)

4. Is any portion of the proposed project within an Area of Critical Environmental Concern (ACEC)?
- a. Yes No If yes, provide name of ACEC (see instructions to WPA Form 3 or MassDEP Website for ACEC locations). **Note:** electronic filers click on Website.
- b. ACEC
5. Is any portion of the proposed project within an area designated as an Outstanding Resource Water (ORW) as designated in the Massachusetts Surface Water Quality Standards, 314 CMR 4.00?
- a. Yes No
6. Is any portion of the site subject to a Wetlands Restriction Order under the Inland Wetlands Restriction Act (M.G.L. c. 131, § 40A) or the Coastal Wetlands Restriction Act (M.G.L. c. 130, § 105)?
- a. Yes No
7. Is this project subject to provisions of the MassDEP Stormwater Management Standards?
- a. Yes. Attach a copy of the Stormwater Report as required by the Stormwater Management Standards per 310 CMR 10.05(6)(k)-(q) and check if:
1. Applying for Low Impact Development (LID) site design credits (as described in Stormwater Management Handbook Vol. 2, Chapter 3)
 2. A portion of the site constitutes redevelopment
 3. Proprietary BMPs are included in the Stormwater Management System.
- b. No. Check why the project is exempt:
1. Single-family house
 2. Emergency road repair
 3. Small Residential Subdivision (less than or equal to 4 single-family houses or less than or equal to 4 units in multi-family housing project) with no discharge to Critical Areas.

D. Additional Information

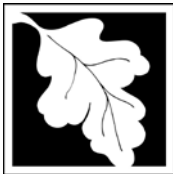
- This is a proposal for an Ecological Restoration Limited Project. Skip Section D and complete Appendix A: Ecological Restoration Notice of Intent – Minimum Required Documents (310 CMR 10.12).

Applicants must include the following with this Notice of Intent (NOI). See instructions for details.

Online Users: Attach the document transaction number (provided on your receipt page) for any of the following information you submit to the Department.

1. USGS or other map of the area (along with a narrative description, if necessary) containing sufficient information for the Conservation Commission and the Department to locate the site. (Electronic filers may omit this item.)
2. Plans identifying the location of proposed activities (including activities proposed to serve as a Bordering Vegetated Wetland [BVW] replication area or other mitigating measure) relative to the boundaries of each affected resource area.

Online Users:
Include your document transaction number (provided on your receipt page) with all supplementary information you submit to the Department.



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D. Additional Information (cont'd)

- 3. Identify the method for BVW and other resource area boundary delineations (MassDEP BVW Field Data Form(s), Determination of Applicability, Order of Resource Area Delineation, etc.), and attach documentation of the methodology.
- 4. List the titles and dates for all plans and other materials submitted with this NOI.

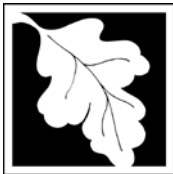
"JET FUEL TANK SITE PLAN" & "MISCELLANEOUS CONSTRUCTION DETAILS"	
a. Plan Title	
STANTEC	Wael Abdulkader
b. Prepared By	c. Signed and Stamped by
May 18, 2021	1"= 40'
d. Final Revision Date	e. Scale
"FRAC TANK LOCATION DURING CONSTRUCTION"	
f. Additional Plan or Document Title	g. Date
	May 18, 2021
- 5. If there is more than one property owner, please attach a list of these property owners not listed on this form.
- 6. Attach proof of mailing for Natural Heritage and Endangered Species Program, if needed.
- 7. Attach proof of mailing for Massachusetts Division of Marine Fisheries, if needed.
- 8. Attach NOI Wetland Fee Transmittal Form
- 9. Attach Stormwater Report, if needed.

E. Fees

- 1. Fee Exempt: No filing fee shall be assessed for projects of any city, town, county, or district of the Commonwealth, federally recognized Indian tribe housing authority, municipal housing authority, or the Massachusetts Bay Transportation Authority.

Applicants must submit the following information (in addition to pages 1 and 2 of the NOI Wetland Fee Transmittal Form) to confirm fee payment:

366033	5/19/21
2. Municipal Check Number	3. Check date
366041	5/19/21
4. State Check Number	5. Check date
Vanasse Hangen Brustlin, Inc.	
6. Payor name on check: First Name	7. Payor name on check: Last Name



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F. Signatures and Submittal Requirements

I hereby certify under the penalties of perjury that the foregoing Notice of Intent and accompanying plans, documents, and supporting data are true and complete to the best of my knowledge. I understand that the Conservation Commission will place notification of this Notice in a local newspaper at the expense of the applicant in accordance with the wetlands regulations, 310 CMR 10.05(5)(a).

I further certify under penalties of perjury that all abutters were notified of this application, pursuant to the requirements of M.G.L. c. 131, § 40. Notice must be made by Certificate of Mailing or in writing by hand delivery or certified mail (return receipt requested) to all abutters within 100 feet of the property line of the project location.

1. Signature of Applicant

6/23/21

2. Date

3. Signature of Property Owner (if different)

4. Date

5. Signature of Representative (if any)

6. Date

For Conservation Commission:

Two copies of the completed Notice of Intent (Form 3), including supporting plans and documents, two copies of the NOI Wetland Fee Transmittal Form, and the city/town fee payment, to the Conservation Commission by certified mail or hand delivery.

For MassDEP:

One copy of the completed Notice of Intent (Form 3), including supporting plans and documents, one copy of the NOI Wetland Fee Transmittal Form, and a **copy** of the state fee payment to the MassDEP Regional Office (see Instructions) by certified mail or hand delivery.

Other:

If the applicant has checked the "yes" box in any part of Section C, Item 3, above, refer to that section and the Instructions for additional submittal requirements.

The original and copies must be sent simultaneously. Failure by the applicant to send copies in a timely manner may result in dismissal of the Notice of Intent.



Massachusetts Department of Environmental Protection
 Bureau of Resource Protection - Wetlands
NOI Wetland Fee Transmittal Form
 Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

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



A. Applicant Information

1. Location of Project:

<u>Boston-Logan International Airport</u>	<u>Boston</u>
a. Street Address	b. City/Town
<u></u>	<u>\$500.00</u>
c. Check number	d. Fee amount

2. Applicant Mailing Address:

<u>Brad</u>	<u>Washburn</u>	
a. First Name	b. Last Name	
<u>Massachusetts Port Authority</u>		
c. Organization		
<u>One Harborside Drive, Suite 200</u>		
d. Mailing Address		
<u>East Boston</u>	<u>MA</u>	<u>02128</u>
e. City/Town	f. State	g. Zip Code
<u>617-913-9561</u>	<u>bwashburn@massport.com</u>	
h. Phone Number	i. Fax Number	j. Email Address

3. Property Owner (if different):

<u></u>	<u></u>	
a. First Name	b. Last Name	
<u>Massachusetts Port Authority</u>		
c. Organization		
<u>One Harborside Drive, Suite 200</u>		
d. Mailing Address		
<u>East Boston</u>	<u>MA</u>	<u>02128</u>
e. City/Town	f. State	g. Zip Code
<u></u>	<u></u>	<u></u>
h. Phone Number	i. Fax Number	j. Email Address

B. Fees

Fee should be calculated using the following process & worksheet. **Please see Instructions before filling out worksheet.**

Step 1/Type of Activity: Describe each type of activity that will occur in wetland resource area and buffer zone.

Step 2/Number of Activities: Identify the number of each type of activity.

Step 3/Individual Activity Fee: Identify each activity fee from the six project categories listed in the instructions.

Step 4/Subtotal Activity Fee: Multiply the number of activities (identified in Step 2) times the fee per category (identified in Step 3) to reach a subtotal fee amount. Note: If any of these activities are in a Riverfront Area in addition to another Resource Area or the Buffer Zone, the fee per activity should be multiplied by 1.5 and then added to the subtotal amount.

Step 5/Total Project Fee: Determine the total project fee by adding the subtotal amounts from Step 4.

Step 6/Fee Payments: To calculate the state share of the fee, divide the total fee in half and subtract \$12.50. To calculate the city/town share of the fee, divide the total fee in half and add \$12.50.

To calculate filing fees, refer to the category fee list and examples in the instructions for filling out WPA Form 3 (Notice of Intent).



Massachusetts Department of Environmental Protection
 Bureau of Resource Protection - Wetlands
NOI Wetland Fee Transmittal Form
 Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

B. Fees (continued)

Step 1/Type of Activity	Step 2/Number of Activities	Step 3/Individual Activity Fee	Step 4/Subtotal Activity Fee
2J - Any Other Activity	1	\$500.00	\$500.00
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
Step 5/Total Project Fee:			\$500.00
Step 6/Fee Payments:			
Total Project Fee:			\$500.00
State share of filing Fee:			\$237.50
City/Town share of filing Fee:			\$262.50
			a. Total Fee from Step 5
			b. 1/2 Total Fee less \$12.50
			c. 1/2 Total Fee plus \$12.50

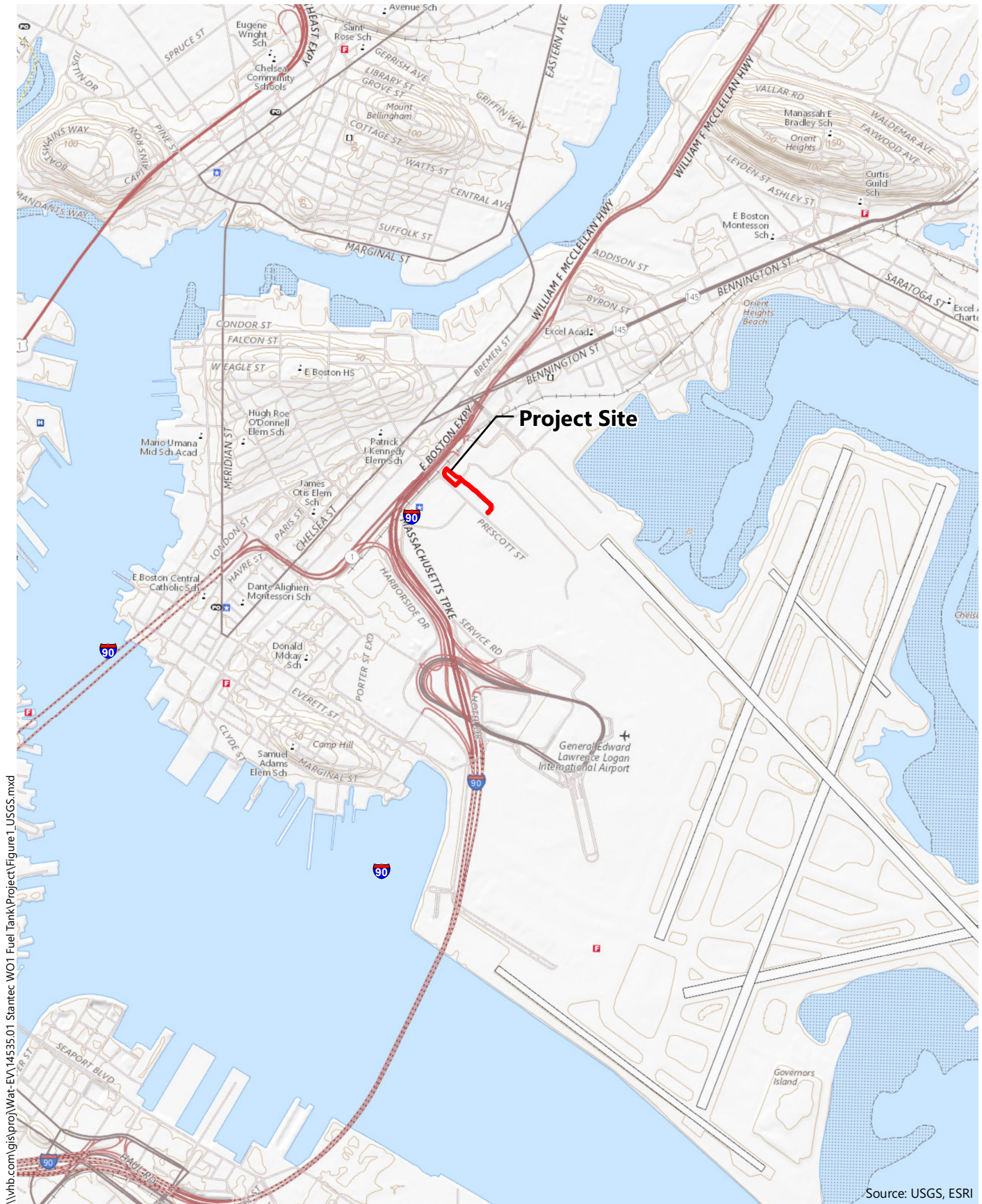
C. Submittal Requirements

- a.) Complete pages 1 and 2 and send with a check or money order for the state share of the fee, payable to the Commonwealth of Massachusetts.

Department of Environmental Protection
 Box 4062
 Boston, MA 02211

- b.) **To the Conservation Commission:** Send the Notice of Intent or Abbreviated Notice of Intent; a **copy** of this form; and the city/town fee payment.

To MassDEP Regional Office (see Instructions): Send a copy of the Notice of Intent or Abbreviated Notice of Intent; a **copy** of this form; and a **copy** of the state fee payment. (E-filers of Notices of Intent may submit these electronically.)



\\vhb.com\gis\proj\Wat-EV\14535.01 Stantec WO1 Fuel Tank\Project\Figure 1_USGS.mxd

Source: USGS, ESRI

FIGURE 1: Logan Airport and Environs

Massport Building 6 Demolition and Fuel System Infrastructure Project

 Project Footprint





Source: Nearmap Color Ortho Imagery (08/26/2017)

FIGURE 2 Aerial View of Logan Airport

Massport Building 6 Demolition and Fuel System Infrastructure Project

Project Footprint



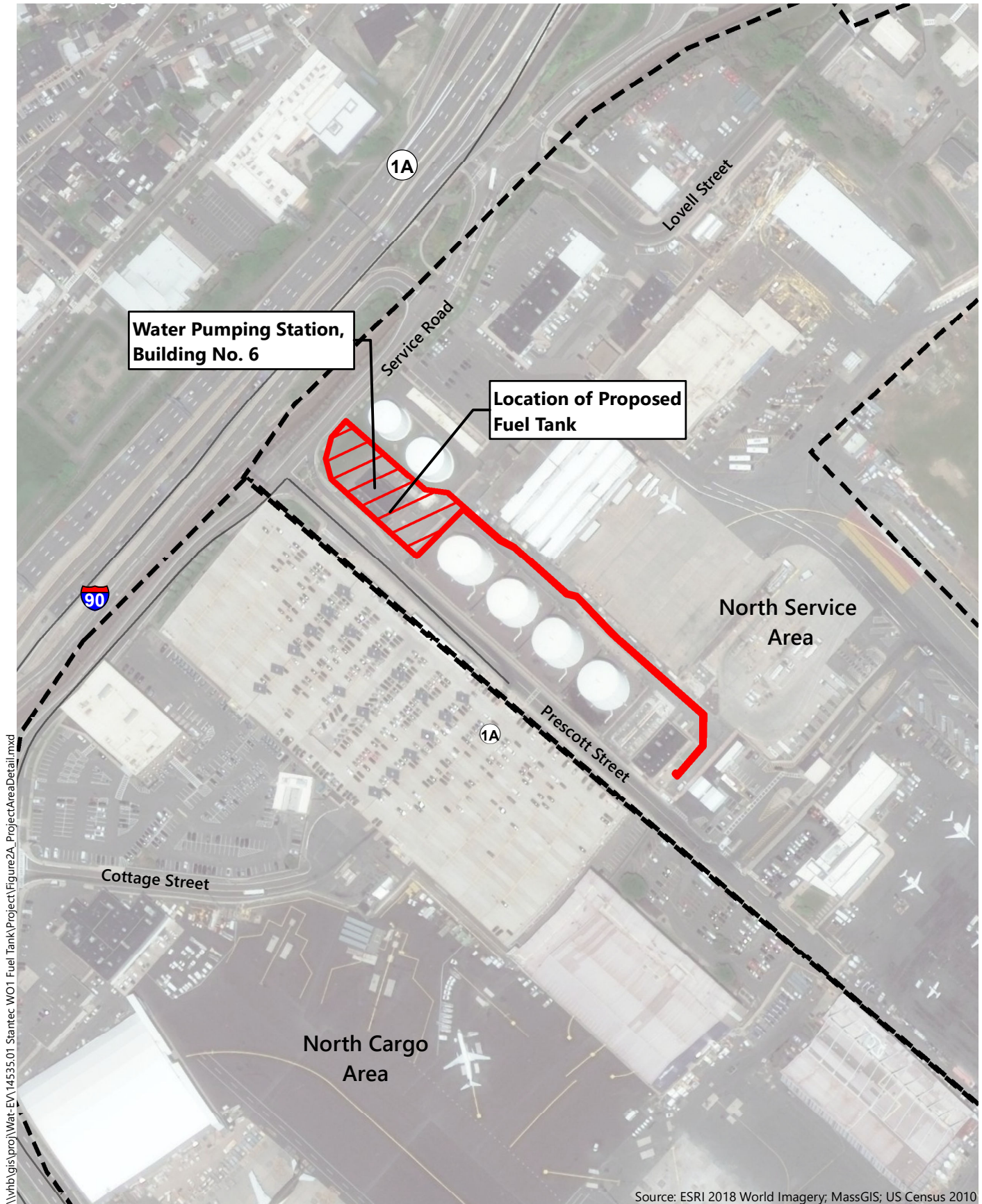


FIGURE 2A: Project Area Detail

Massport Building 6 Demolition and Fuel System Infrastructure Project



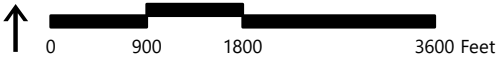


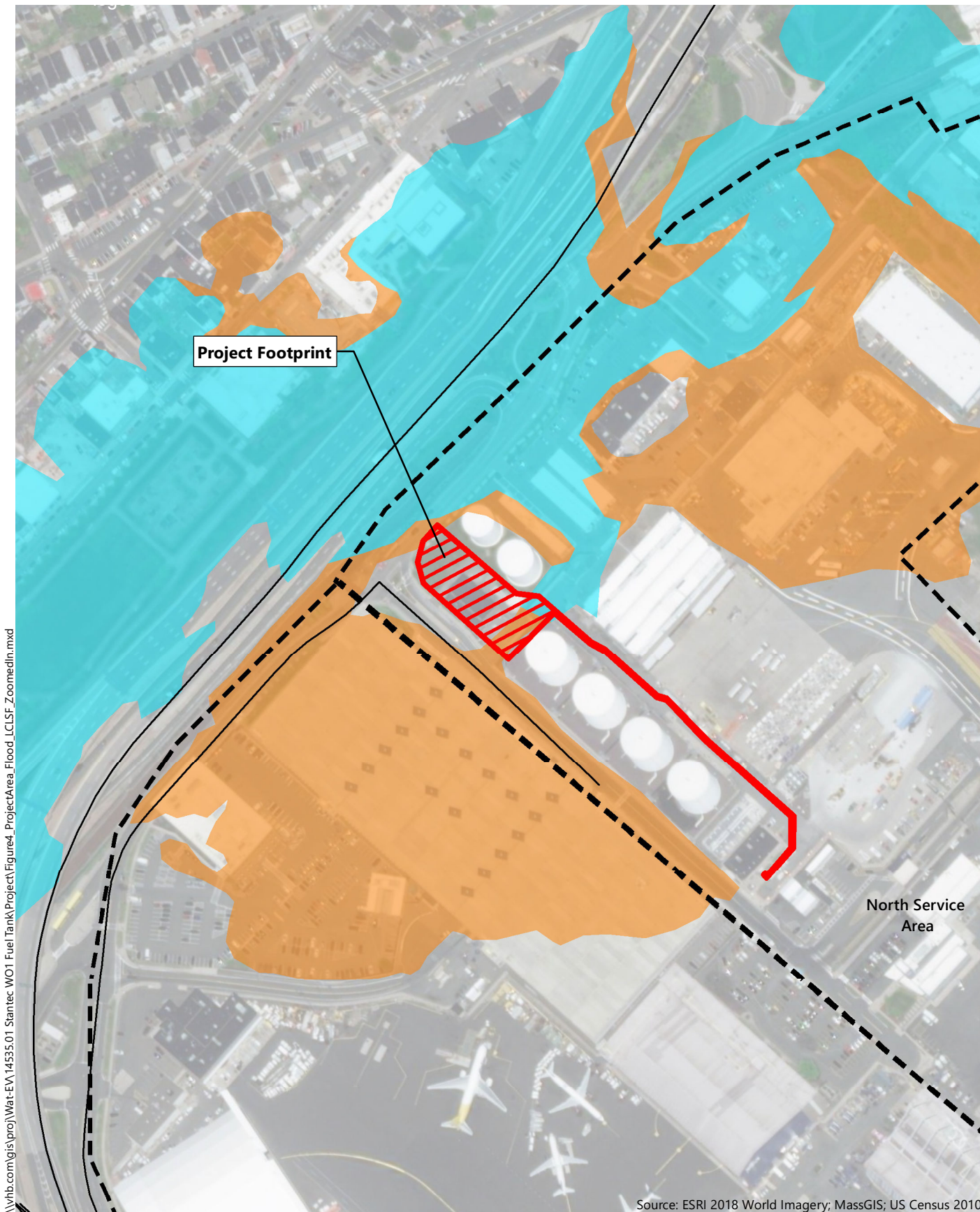
Source: Nearmap Color Ortho Imagery (08/26/2017)

FIGURE 3 Logan Airport- NHESP Map

Massport Building 6 Demolition and Fuel System Infrastructure Project

- Project Footprint
- NHESP Priority Habitats of Rare Species

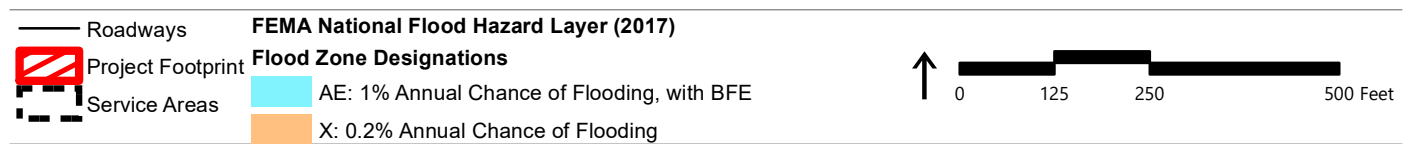




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FIGURE 4: Floodplain

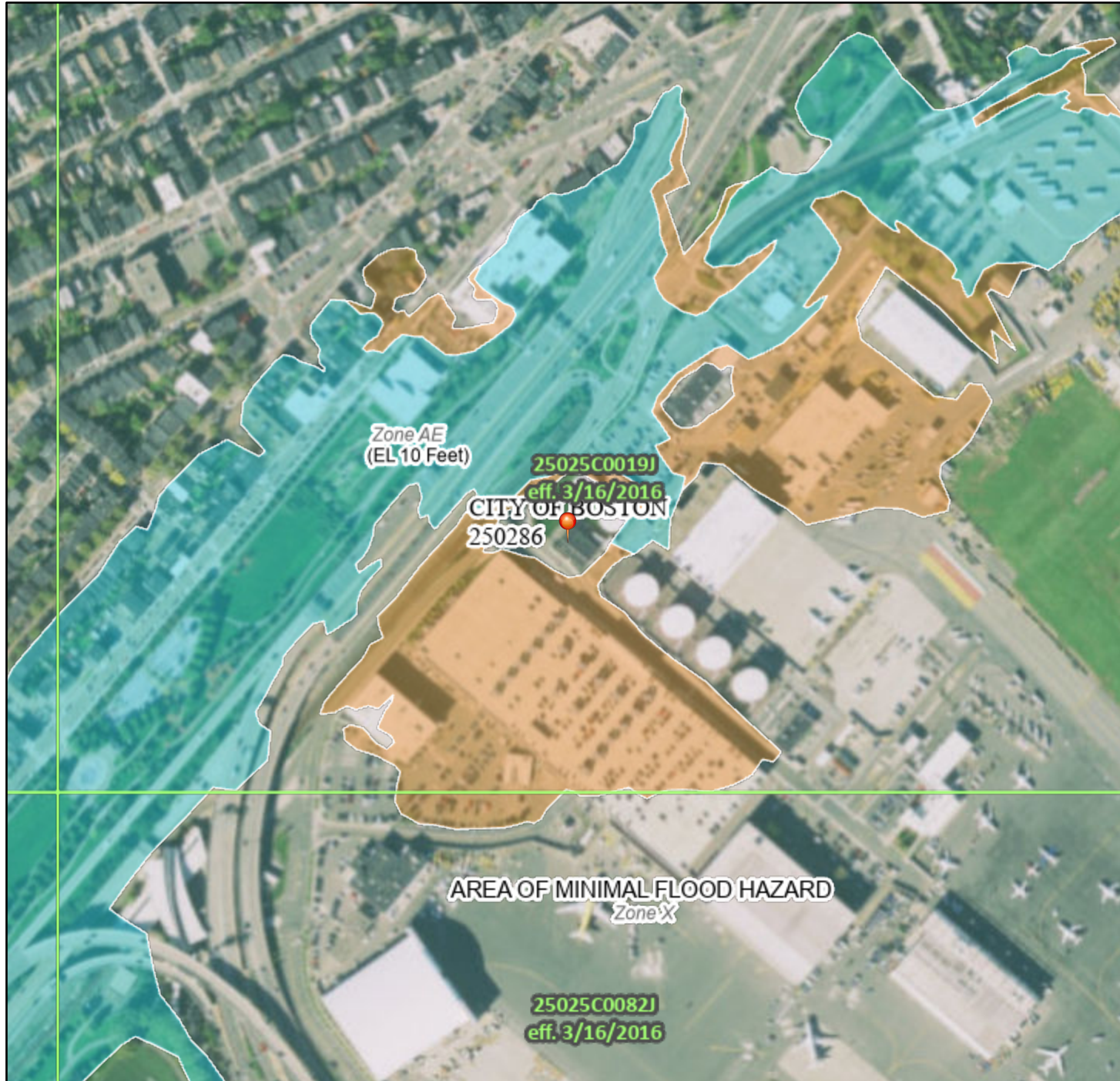
Massport Building 6 Demolition and Fuel System Infrastructure Project



National Flood Hazard Layer FIRMMette



71°1'54"W 42°22'49"N



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

- | | | |
|------------------------------------|--|---|
| SPECIAL FLOOD HAZARD AREAS | | Without Base Flood Elevation (BFE)
Zone A, V, A99 |
| | | With BFE or Depth Zone AE, AO, AH, VE, AR |
| | | Regulatory Floodway |
| OTHER AREAS OF FLOOD HAZARD | | 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X |
| | | Future Conditions 1% Annual Chance Flood Hazard Zone X |
| | | Area with Reduced Flood Risk due to Levee. See Notes. Zone X |
| | | Area with Flood Risk due to Levee Zone D |
| OTHER AREAS | | NO SCREEN Area of Minimal Flood Hazard Zone X |
| | | Effective LOMRs |
| | | Area of Undetermined Flood Hazard Zone D |
| GENERAL STRUCTURES | | Channel, Culvert, or Storm Sewer |
| | | Levee, Dike, or Floodwall |
| OTHER FEATURES | | 20.2 Cross Sections with 1% Annual Chance |
| | | 17.5 Water Surface Elevation |
| | | Coastal Transect |
| | | Base Flood Elevation Line (BFE) |
| | | Limit of Study |
| MAP PANELS | | Digital Data Available |
| | | No Digital Data Available |
| | | Unmapped |
| | | The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location. |



This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 6/24/2021 at 1:50 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

0 250 500 1,000 1,500 2,000 Feet 1:6,000

71°1'17"W 42°22'23"N

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020



1. **Former Logan Airport Water Pumping Station, 161 Prescott Street, Boston, MA.** View of front (W) elevation, photographer facing E, August 2019.



2. **Former Logan Airport Water Pumping Station, 161 Prescott Street, Boston, MA.** View of front (W) elevation, photographer facing E, August 2019.



3. **Former Logan Airport Water Pumping Station, 161 Prescott Street, Boston, MA.** View of front (W) elevation, main entrance detail, photographer facing E, August 2019.



4. **Former Logan Airport Water Pumping Station, 161 Prescott Street, Boston, MA.** View of S elevation, photographer facing NE, August 2019.



5. **Former Logan Airport Water Pumping Station, 161 Prescott Street, Boston, MA.** View of S elevation, photographer facing NW, August 2019.



6. **Former Logan Airport Water Pumping Station, 161 Prescott Street, Boston, MA.** View of rear (E) and north elevations, photographer facing SW, August 2019.



7. **Former Logan Airport Pumping Station, 161 Prescott Street, Boston, MA.** View of rear (E) elevation, detail of windows, photographer facing SE, August 2019.



8. **Former Logan Airport Pumping Station, 161 Prescott Street, Boston, MA.** View of N elevation, entrance detail, photographer facing S, August 2019.



9. **Project parcel, 161 Prescott Street, Boston, MA.** View of reservoir water tanks on the east side of the Logan Airport Pumping Station, photographer facing E, August 2019.



10. **Project parcel, 161 Prescott Street, Boston, MA.** View of electrical communications building and backup generator, photographer facing NW, August 2019.

Attachment A – Notice of Intent Narrative

1. Introduction

This Notice of Intent (NOI) is filed pursuant to the Massachusetts Wetlands Protection Act (WPA, M.G.L. Chapter 131, Section 40) and its implementing regulations (310 CMR 10.00) for proposed activities within an area of Land Subject to Coastal Storm Flowage (LSCSF) (FEMA Special Hazard Flood Area, Zone AE).

The project area is located in the North Service Area of General Lawrence Edward Logan International Airport (“Logan Airport”), and is bordered by Prescott Street, Dave’s Way, and Service Road. The Project Area is shown in Figure 1. In support of future installation of a 1.8 million-gallon Jet A fuel storage tank adjacent to the existing four-tank jet fuel storage and distribution system, Massport is planning minor utility work within jurisdiction of the MA WPA to support the tank installation. The future fuel storage tank and additional project elements are outside of all jurisdictional wetland resource areas. The new fuel storage tank is to enhance the reliability of jet fuel storage availability and distribution at Logan Airport to meet current and future demand.

2. Description of Proposed Project

The proposed project and associated enabling work will enhance the reliability of jet fuel storage availability and distribution to meet current and future demand. An alternatives screening was conducted to determine the preferred project alternative. Given the limited location options for additional jet fuel storage tanks at Logan Airport, and the need to connect to existing jet fuel pumping and storage infrastructure, the site next to the existing fuel tank distribution system was determined to be the most practicable location. Other locations at the Airport would require the construction of an additional fuel farm and connection to the jet fuel delivery system. The proposed new fuel storage tank would be on the site of the abandoned Massport-owned Water Pump Station Building No. 6 located on Prescott Street adjacent to the Economy Garage (see enclosed figures), which would be demolished.

3. Wetland Resource Areas and Regulatory Compliance

A limited portion of the project area contains an area of Land Subject to Coastal Storm Flowage (LSCSF), identified as a Special Flood Hazard Area, Zone AE, with Base Flood Elevation (BFE) El. 10 feet (El. 16.46 on the Boston City Base vertical datum) on the latest FEMA Flood Insurance Rate Map included as Figure 4 of this NOI. Portions of the project limits fall within Zone AE, and consequently are jurisdictional under the WPA as LSCSF, totaling approximately 935 square feet of the approximate 41,500 square foot limit of work. All proposed work has been carefully designed to avoid and/or minimize work in the floodplain to the greatest extent possible. Upon completion of work in LSCSF, this area will be restored to current grades with no net fill in this resource area.

The portions of the project that will fall within LSCSF consist of the following:

1. Electrical System: A new 29-inch X 20 ½ inch electrical duct bank and two (2) electrical manholes that will supply power to the site will be constructed under this contract. This will entail excavating a trench, installing the concrete encased duct bank and the two (2) electrical manholes and backfilling the trench, restoring to existing condition. The top portion of the trench will be restored with hot mix asphalt. The finished grade of the restored asphalt surface will match the existing grade.
2. Aqueous Film Forming Foam (AFFF) Fire Protection: The project is connecting to the existing AFFF system at the BOSFUEL building. Two (2) 4-inch AFFF lines will be constructed as part of this project, in accordance with NFPA standards. The pipes will be ductile iron and will be utilized for fire protection system for the new fifth jet fuel storage tank. The trench for the AFFF will be backfilled and restored to existing condition. The finished grade of the restored asphalt surface will match the existing grade.
3. Industrial Wastewater (IWW) and Controlled Storm Drain (CSD): Portions of the 6-inch IWW and the 6-inch CSD utility lines may encroach on the LSCSF zone during construction. Both lines will be utilized at the new fifth tank site to convey any jet fuel spillage to the existing oil/water separator system to capture the jet fuel. Both lines will be installed underground after excavating a trench. Following the installation, the trench will be backfilled and restored to existing condition. The finished grade of the restored asphalt surface will match the existing grade.

The demolition of abandoned Water Pump Station Building No. 6 and installation of the fuel tank itself will be located outside of all flood areas, both for the 100 year and the 500 year flood events. The new jet fuel tank containment dike walls would be constructed to a height above the design flood elevation (DFE) of 17 feet, in accordance with Massport's Floodproofing Design Guidelines. Although the WPA regulations do not have performance standards for LSCSF, the proposed work has been designed to minimize encroachment into this resource area, and locate the future tank outside of the mapped flood boundary.

4. Erosion and Sedimentation Control

The project Contractor will be responsible for implementing, inspecting, and maintaining all of the erosion and sediment control measures during the construction phase. The Erosion and Sedimentation Control measures will include stormwater pollution prevention measures that the Contractor must implement, at a minimum, to eliminate or significantly minimize the amount of pollutants carried by stormwater runoff during construction activities. These control measures must be installed before the start of land disturbing construction activities. Erosion and sediment control practices will be included for all construction activities where demolition, excavation, stripping, filling, grading, or earth movement takes place. The temporary erosion and sediment control measures may be removed once all areas are stabilized and the work has been completed. The erosion control and sedimentation measures include:

1. Filter Tubes and/or Silt Fence: Compostible filter tubes are to be installed along the construction perimeter where a paved surface prevents the proper installation of silt fence. Otherwise, silt fence or a combination of silt fence and filter tubes are to be used where stakes can be properly driven into the ground.
2. Catch Basin/Inlet Protection: Silt sacks will be installed at all catch basins within the project site and the project perimeter to capture and dispose of any sediments before reaching the stormwater system.
3. Stabilized Construction Entrance/Exit: All construction entrances/exits will have a stabilized crushed stone pad underlaid with filter fabric (wheel wash) to prevent vehicles from tracking sediment off-site.
4. Dust Control: Dust will be controlled on an as-needed basis, by watering down the work areas.
5. Soil Stockpiling: Soil that is to be stockpiled must be done so in a dry and stable area at a slope of no greater than 2:1. The stockpile must be surrounded with either filter tubes or silt fence.

The Contractor will be required to inspect erosion and sediment control devices on regular basis. The inspector will prepare an Inspection/Maintenance Report that is kept by the Contractor.

The Contractor is responsible to maintain all control measures in good working order; if repairs are found to be necessary, they must be initiated immediately. Any material removed from an erosion and sediment control measure must be properly disposed of.

The anticipated order of construction activities is as follows:

- Install compostible filter tubes/silt fence along the entire perimeter of the project site;
- Install silt sacks at catch basins within the site and along site perimeter;
- Install construction “wheel wash” at entrances/exits;
- Install additional measures, as required, to provide sufficient erosion and sediment control;

- Mobilization, install utilities as required;
- Complete construction of utilities and pave trenches; and
- Remove temporary measures after work has been completed.

5. MassDEP Stormwater Management Standards

The Project has been designed to meet the MassDEP Stormwater Management Standards. Much of the proposed work will take place within previously developed and paved areas, and a small portion of the work is located in LSCSF and therefore not anticipated to increase downstream flooding. The Stormwater Checklist and memo can be found in Attachment C.

Attachment B – Abutter Information

PID	OWNER	ADDRESSEE	MLG_ADDRESS	MLG_CITYSTATE	MLG_ZIP CODE	LOC_ADDRESS	LOC_CITY	LOC_ZIP CODE
0104166000	COMMWLTH OF MASS	COMMWLTH OF MASS	PRESCOTT ST	E BOSTON MA	02128	PRESCOTT ST	E BOSTON MA	02128
0104169000	COMMWLTH OF MASS	COMMWLTH OF MASS	121 PRESCOTT ST	E BOSTON MA	02128	PRESCOTT ST	E BOSTON MA	02128



**AFFIDAVIT OF SERVICE
FOR ABUTTER NOTIFICATION**

**Under the Massachusetts Wetlands Protection Act
and Boston Wetlands Ordinance**

I, _____, hereby certify under pains and penalties of perjury that that at least one week prior to the public hearing, I gave notice to abutters in compliance with the second paragraph of Massachusetts General Laws Chapter 131, section 40, and the DEP Guide to Abutter Notification dated April 8, 1994, in connection with the following matter:

A _____ was filed under the Massachusetts Wetlands Protection Act and/or the Boston Wetlands Ordinance by _____ for _____ located at _____.

The Abutter Notification For, the list of abutters to whom it was given, and their addresses are attached to this Affidavit of Service.

Name

Date



NOTIFICATION TO ABUTTERS
BOSTON CONSERVATION COMMISSION

In accordance with the Massachusetts Wetlands Protection Act, Massachusetts General Laws Chapter 131, Section 40, you are hereby notified as an abutter to a project filed with the Boston Conservation Commission.

- A. The Massachusetts Port Authority (Massport) has filed a Notice of Intent with the Boston Conservation Commission seeking permission to alter an Area Subject to Protection under the Wetlands Protection Act (General Laws Chapter 131, section 40).
- B. The address of the lot where the activity is proposed is Boston-Logan International Airport.
- C. The project involves the installation of a new 1.8 million gallon Jet A fuel storage tank, adjacent to the existing jet fuel storage and distribution system for Logan Airport.
- D. Copies of the Notice of Intent may be obtained by contacting the Boston Conservation Commission at CC@boston.gov.
- E. Copies of the Notice of Intent may be obtained from Massport by calling (617) 913-9561 between the hours of 8 AM and 5 PM, Monday through Friday.
- F. In accordance with the Commonwealth of Massachusetts Executive Order Suspending Certain Provisions of the Open Meeting Law, the public hearing will take place virtually at <https://zoom.us/j/6864582044>. If you are unable to access the internet, you can call 1-929-205-6099, enter Meeting ID 686 458 2044 # and use # as your participant ID.
- G. Information regarding the date and time of the public hearing may be obtained from the Boston Conservation Commission by emailing CC@boston.gov or calling (617) 635-3850 between the hours of 9 AM to 5 PM, Monday through Friday.

NOTE: Notice of the public hearing, including its date, time, and place, will be published at least five (5) days in advance in the Boston Herald.

NOTE: Notice of the public hearing, including its date, time, and place, will be posted on www.boston.gov/public-notices and in Boston City Hall not less than forty-eight (48) hours in advance.

NOTE: If you would like to provide comments, you may attend the public hearing or send written comments to CC@boston.gov or Boston City Hall, Environment Department, Room 709, 1 City Hall Square, Boston, MA 02201

NOTE: You also may contact your local Conservation Commission or the Department of Environmental Protection Northeast Regional Office for more information about this application or the Wetlands Protection Act. To contact DEP, call: the Northeast Region: (978) 694-3200.



**NOTIFICACIÓN PARA PROPIETARIOS Y/O VECINOS COLINDANTES
COMISIÓN DE CONSERVACIÓN DE BOSTON**

De conformidad con la Ley de protección de los humedales de Massachusetts, el Capítulo 131, Sección 40 de las Leyes Generales de Massachusetts, por la presente queda usted notificado como propietario o vecino colindante de un proyecto presentado ante la Comisión de Conservación de Boston.

- A. La Autoridad Portuaria de Massachusetts (Massport) ha presentado una solicitud a la Comisión de Conservación de Boston pidiendo permiso para modificar una zona sujeta a protección en virtud de la Ley de protección de los humedales (Leyes generales, capítulo 131, sección 40) y la Ordenanza sobre los humedales de Boston.
- B. La dirección del lote donde se propone la actividad es el Aeropuerto Internacional de Boston-Logan.
- C. El proyecto consiste en la instalación de un tanque de reserva de combustible para las aeronaves de 1,8 millones de galones, adyacente a la reserva de combustible existente para aeronaves y sistema de distribución para el Aeropuerto Logan.
- D. Se pueden obtener copias del Aviso de Intención comunicándose con la Comisión de Conservación de Boston en CC@boston.gov.
- E. Las copias de la notificación de intención pueden obtenerse por llamada a Massport a (617)913-9561 entre las horas de 8 AM y 5 PM, de lunes a viernes.
- F. De acuerdo con el Decreto Ejecutivo de la Mancomunidad de Massachusetts que suspende ciertas disposiciones de la Ley de reuniones abiertas, la audiencia pública se llevará a cabo virtualmente en <https://zoom.us/j/6864582044>. Si no puede acceder a Internet, puede llamar al 1-929-205-6099, ingresar ID de reunión 686 458 2044 # y usar # como su ID de participante.
- G. La información relativa a la fecha y hora de la audiencia pública puede solicitarse a la **Comisión de Conservación de Boston** por correo electrónico a CC@boston.gov o llamando al (617) 635-4416 entre las 9 AM y las 5 PM, de lunes a viernes.

NOTA: La notificación de la audiencia pública, incluida su fecha, hora y lugar, se publicará en el **Boston Herald** con al menos cinco (5) días de antelación.

NOTA: La notificación de la audiencia pública, incluida su fecha, hora y lugar, se publicará en www.boston.gov/public-notices y en el Ayuntamiento de Boston con no menos de cuarenta y ocho (48) horas de antelación.

NOTA: Si desea formular comentarios, puede asistir a la audiencia pública o enviarlos por escrito a CC@boston.gov o al Ayuntamiento de Boston, Departamento de Medio Ambiente, Sala 709, 1 City Hall Square, Boston, MA 02201.

NOTA: También puede comunicarse con la Comisión de Conservación de Boston o con la Oficina Regional del Noreste del Departamento de Protección Ambiental para obtener más información sobre esta solicitud o la Ley de Protección de Humedales. Para comunicarse con el DEP, llame a la



City of Boston
Environment



City of Boston
Mayor Martin J. Walsh

Región Noreste: (978) 694-3200.

NOTA: si tiene previsto asistir a la audiencia pública y necesita servicios de interpretación, sírvase informar al personal en CC@boston.gov antes de las 12 PM del día anterior a la audiencia.

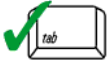
Attachment C – Stormwater Checklist and Memorandum



Checklist for Stormwater Report

A. Introduction

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



A Stormwater Report must be submitted with the Notice of Intent permit application to document compliance with the Stormwater Management Standards. The following checklist is NOT a substitute for the Stormwater Report (which should provide more substantive and detailed information) but is offered here as a tool to help the applicant organize their Stormwater Management documentation for their Report and for the reviewer to assess this information in a consistent format. As noted in the Checklist, the Stormwater Report must contain the engineering computations and supporting information set forth in Volume 3 of the [Massachusetts Stormwater Handbook](#). The Stormwater Report must be prepared and certified by a Registered Professional Engineer (RPE) licensed in the Commonwealth.

The Stormwater Report must include:

- The Stormwater Checklist completed and stamped by a Registered Professional Engineer (see page 2) that certifies that the Stormwater Report contains all required submittals.¹ This Checklist is to be used as the cover for the completed Stormwater Report.
- Applicant/Project Name
- Project Address
- Name of Firm and Registered Professional Engineer that prepared the Report
- Long-Term Pollution Prevention Plan required by Standards 4-6
- Construction Period Pollution Prevention and Erosion and Sedimentation Control Plan required by Standard 8²
- Operation and Maintenance Plan required by Standard 9

In addition to all plans and supporting information, the Stormwater Report must include a brief narrative describing stormwater management practices, including environmentally sensitive site design and LID techniques, along with a diagram depicting runoff through the proposed BMP treatment train. Plans are required to show existing and proposed conditions, identify all wetland resource areas, NRCS soil types, critical areas, Land Uses with Higher Potential Pollutant Loads (LUHPPL), and any areas on the site where infiltration rate is greater than 2.4 inches per hour. The Plans shall identify the drainage areas for both existing and proposed conditions at a scale that enables verification of supporting calculations.

As noted in the Checklist, the Stormwater Management Report shall document compliance with each of the Stormwater Management Standards as provided in the Massachusetts Stormwater Handbook. The soils evaluation and calculations shall be done using the methodologies set forth in Volume 3 of the Massachusetts Stormwater Handbook.

To ensure that the Stormwater Report is complete, applicants are required to fill in the Stormwater Report Checklist by checking the box to indicate that the specified information has been included in the Stormwater Report. If any of the information specified in the checklist has not been submitted, the applicant must provide an explanation. The completed Stormwater Report Checklist and Certification must be submitted with the Stormwater Report.

¹ The Stormwater Report may also include the Illicit Discharge Compliance Statement required by Standard 10. If not included in the Stormwater Report, the Illicit Discharge Compliance Statement must be submitted prior to the discharge of stormwater runoff to the post-construction best management practices.

² For some complex projects, it may not be possible to include the Construction Period Erosion and Sedimentation Control Plan in the Stormwater Report. In that event, the issuing authority has the discretion to issue an Order of Conditions that approves the project and includes a condition requiring the proponent to submit the Construction Period Erosion and Sedimentation Control Plan before commencing any land disturbance activity on the site.



Checklist for Stormwater Report

B. Stormwater Checklist and Certification

The following checklist is intended to serve as a guide for applicants as to the elements that ordinarily need to be addressed in a complete Stormwater Report. The checklist is also intended to provide conservation commissions and other reviewing authorities with a summary of the components necessary for a comprehensive Stormwater Report that addresses the ten Stormwater Standards.

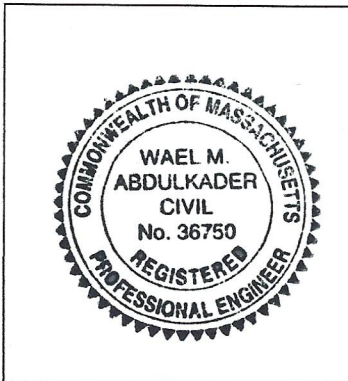
Note: Because stormwater requirements vary from project to project, it is possible that a complete Stormwater Report may not include information on some of the subjects specified in the Checklist. If it is determined that a specific item does not apply to the project under review, please note that the item is not applicable (N.A.) and provide the reasons for that determination.


A complete checklist must include the Certification set forth below signed by the Registered Professional Engineer who prepared the Stormwater Report.

Registered Professional Engineer's Certification

I have reviewed the Stormwater Report, including the soil evaluation, computations, Long-term Pollution Prevention Plan, the Construction Period Erosion and Sedimentation Control Plan (if included), the Long-term Post-Construction Operation and Maintenance Plan, the Illicit Discharge Compliance Statement (if included) and the plans showing the stormwater management system, and have determined that they have been prepared in accordance with the requirements of the Stormwater Management Standards as further elaborated by the Massachusetts Stormwater Handbook. I have also determined that the information presented in the Stormwater Checklist is accurate and that the information presented in the Stormwater Report accurately reflects conditions at the site as of the date of this permit application.

Registered Professional Engineer Block and Signature



 6.16 - 2021
Signature and Date

Checklist

Project Type: Is the application for new development, redevelopment, or a mix of new and redevelopment?

- New development
- Redevelopment
- Mix of New Development and Redevelopment



Checklist for Stormwater Report

Checklist (continued)

LID Measures: Stormwater Standards require LID measures to be considered. Document what environmentally sensitive design and LID Techniques were considered during the planning and design of the project:

- No disturbance to any Wetland Resource Areas
- Site Design Practices (e.g. clustered development, reduced frontage setbacks)
- Reduced Impervious Area (Redevelopment Only)
- Minimizing disturbance to existing trees and shrubs
- LID Site Design Credit Requested:
 - Credit 1
 - Credit 2
 - Credit 3
- Use of "country drainage" versus curb and gutter conveyance and pipe
- Bioretention Cells (includes Rain Gardens)
- Constructed Stormwater Wetlands (includes Gravel Wetlands designs)
- Treebox Filter
- Water Quality Swale
- Grass Channel
- Green Roof
- Other (describe): Utilize deep sump catch basin

Standard 1: No New Untreated Discharges

- No new untreated discharges
- Outlets have been designed so there is no erosion or scour to wetlands and waters of the Commonwealth
- Supporting calculations specified in Volume 3 of the Massachusetts Stormwater Handbook included.



Checklist for Stormwater Report

Checklist (continued)

Standard 2: Peak Rate Attenuation

- Standard 2 waiver requested because the project is located in land subject to coastal storm flowage and stormwater discharge is to a wetland subject to coastal flooding.
- Evaluation provided to determine whether off-site flooding increases during the 100-year 24-hour storm.
- Calculations provided to show that post-development peak discharge rates do not exceed pre-development rates for the 2-year and 10-year 24-hour storms. If evaluation shows that off-site flooding increases during the 100-year 24-hour storm, calculations are also provided to show that post-development peak discharge rates do not exceed pre-development rates for the 100-year 24-hour storm.

Standard 3: Recharge (1)

- Soil Analysis provided.
- Required Recharge Volume calculation provided.
- Required Recharge volume reduced through use of the LID site Design Credits.
- Sizing the infiltration, BMPs is based on the following method: Check the method used.
 - Static
 - Simple Dynamic
 - Dynamic Field¹
- Runoff from all impervious areas at the site discharging to the infiltration BMP.
- Runoff from all impervious areas at the site is *not* discharging to the infiltration BMP and calculations are provided showing that the drainage area contributing runoff to the infiltration BMPs is sufficient to generate the required recharge volume.
- Recharge BMPs have been sized to infiltrate the Required Recharge Volume.
- Recharge BMPs have been sized to infiltrate the Required Recharge Volume *only* to the maximum extent practicable for the following reason:
 - Site is comprised solely of C and D soils and/or bedrock at the land surface
 - M.G.L. c. 21E sites pursuant to 310 CMR 40.0000
 - Solid Waste Landfill pursuant to 310 CMR 19.000
 - Project is otherwise subject to Stormwater Management Standards only to the maximum extent practicable.
- Calculations showing that the infiltration BMPs will drain in 72 hours are provided.
- Property includes a M.G.L. c. 21E site or a solid waste landfill and a mounding analysis is included.

¹ 80% TSS removal is required prior to discharge to infiltration BMP if Dynamic Field method is used.



Checklist for Stormwater Report

Checklist (continued)

Standard 3: Recharge (continued)

- The infiltration BMP is used to attenuate peak flows during storms greater than or equal to the 10-year 24-hour storm and separation to seasonal high groundwater is less than 4 feet and a mounding analysis is provided.
- Documentation is provided showing that infiltration BMPs do not adversely impact nearby wetland resource areas.

Standard 4: Water Quality

The Long-Term Pollution Prevention Plan typically includes the following:

- Good housekeeping practices;
- Provisions for storing materials and waste products inside or under cover;
- Vehicle washing controls;
- Requirements for routine inspections and maintenance of stormwater BMPs;
- Spill prevention and response plans;
- Provisions for maintenance of lawns, gardens, and other landscaped areas;
- Requirements for storage and use of fertilizers, herbicides, and pesticides;
- Pet waste management provisions;
- Provisions for operation and management of septic systems;
- Provisions for solid waste management;
- Snow disposal and plowing plans relative to Wetland Resource Areas;
- Winter Road Salt and/or Sand Use and Storage restrictions;
- Street sweeping schedules;
- Provisions for prevention of illicit discharges to the stormwater management system;
- Documentation that Stormwater BMPs are designed to provide for shutdown and containment in the event of a spill or discharges to or near critical areas or from LUHPPL;
- Training for staff or personnel involved with implementing Long-Term Pollution Prevention Plan;
- List of Emergency contacts for implementing Long-Term Pollution Prevention Plan.
- A Long-Term Pollution Prevention Plan is attached to Stormwater Report and is included as an attachment to the Wetlands Notice of Intent. (2)
- Treatment BMPs subject to the 44% TSS removal pretreatment requirement and the one inch rule for calculating the water quality volume are included, and discharge:
 - is within the Zone II or Interim Wellhead Protection Area
 - is near or to other critical areas
 - is within soils with a rapid infiltration rate (greater than 2.4 inches per hour)
 - involves runoff from land uses with higher potential pollutant loads.
- The Required Water Quality Volume is reduced through use of the LID site Design Credits.
- Calculations documenting that the treatment train meets the 80% TSS removal requirement and, if applicable, the 44% TSS removal pretreatment requirement, are provided.

(2) Massport's SWPPP for Logan Airport serves as the Long-Term Pollution Prevention Plan and includes stormwater BMPs, inspection/maintenance requirements for stormwater controls and spill prevention/response plans. A copy of the SWPPP was previously submitted to the Boston Conservation Commission.



Checklist for Stormwater Report

Checklist (continued)

Standard 4: Water Quality (continued)

- The BMP is sized (and calculations provided) based on:
 - The ½" or 1" Water Quality Volume or
 - The equivalent flow rate associated with the Water Quality Volume and documentation is provided showing that the BMP treats the required water quality volume.
- The applicant proposes to use proprietary BMPs, and documentation supporting use of proprietary BMP and proposed TSS removal rate is provided. This documentation may be in the form of the propriety BMP checklist found in Volume 2, Chapter 4 of the Massachusetts Stormwater Handbook and submitting copies of the TARP Report, STEP Report, and/or other third party studies verifying performance of the proprietary BMPs.
- A TMDL exists that indicates a need to reduce pollutants other than TSS and documentation showing that the BMPs selected are consistent with the TMDL is provided.

Standard 5: Land Uses With Higher Potential Pollutant Loads (LUHPPLs)

- The NPDES [PERMIT\(3\)](#) Multi-Sector General Permit covers the land use and the Stormwater Pollution Prevention Plan (SWPPP) has been included with the Stormwater Report.
- The NPDES Multi-Sector General Permit covers the land use and the SWPPP will be submitted **prior to** the discharge of stormwater to the post-construction stormwater BMPs.
- The NPDES Multi-Sector General Permit does **not** cover the land use.
- LUHPPLs are located at the site and industry specific source control and pollution prevention measures have been proposed to reduce or eliminate the exposure of LUHPPLs to rain, snow, snow melt and runoff, and been included in the long term Pollution Prevention Plan.
- All exposure has been eliminated.
- All exposure has **not** been eliminated and all BMPs selected are on MassDEP LUHPPL list.
- The LUHPPL has the potential to generate runoff with moderate to higher concentrations of oil and grease (e.g. all parking lots with >1000 vehicle trips per day) and the treatment train includes an oil grit separator, a filtering bioretention area, a sand filter or equivalent.

Standard 6: Critical Areas

- The discharge is near or to a critical area and the treatment train includes only BMPs that MassDEP has approved for stormwater discharges to or near that particular class of critical area.
- Critical areas and BMPs are identified in the Stormwater Report.

(3) [A copy of the SWPPP was previously submitted to the Boston Conservation Commission.](#)



Checklist for Stormwater Report

Checklist (continued)

Standard 7: Redevelopments and Other Projects Subject to the Standards only to the maximum extent practicable

- The project is subject to the Stormwater Management Standards only to the maximum Extent Practicable as a:
 - Limited Project
 - Small Residential Projects: 5-9 single family houses or 5-9 units in a multi-family development provided there is no discharge that may potentially affect a critical area.
 - Small Residential Projects: 2-4 single family houses or 2-4 units in a multi-family development with a discharge to a critical area
 - Marina and/or boatyard provided the hull painting, service and maintenance areas are protected from exposure to rain, snow, snow melt and runoff
 - Bike Path and/or Foot Path
- Redevelopment Project
- Redevelopment portion of mix of new and redevelopment.
- Certain standards are not fully met (Standard No. 1, 8, 9, and 10 must always be fully met) and an explanation of why these standards are not met is contained in the Stormwater Report.
- The project involves redevelopment and a description of all measures that have been taken to improve existing conditions is provided in the Stormwater Report. The redevelopment checklist found in Volume 2 Chapter 3 of the Massachusetts Stormwater Handbook may be used to document that the proposed stormwater management system (a) complies with Standards 2, 3 and the pretreatment and structural BMP requirements of Standards 4-6 to the maximum extent practicable and (b) improves existing conditions.

Standard 8: Construction Period Pollution Prevention and Erosion and Sedimentation Control

A Construction Period Pollution Prevention and Erosion and Sedimentation Control Plan must include the following information:

- Narrative;
 - Construction Period Operation and Maintenance Plan;
 - Names of Persons or Entity Responsible for Plan Compliance;
 - Construction Period Pollution Prevention Measures;
 - Erosion and Sedimentation Control Plan Drawings;
 - Detail drawings and specifications for erosion control BMPs, including sizing calculations;
 - Vegetation Planning;
 - Site Development Plan;
 - Construction Sequencing Plan;
 - Sequencing of Erosion and Sedimentation Controls;
 - Operation and Maintenance of Erosion and Sedimentation Controls;
 - Inspection Schedule;
 - Maintenance Schedule;
 - Inspection and Maintenance Log Form.
- A Construction Period Pollution Prevention and Erosion and Sedimentation Control Plan containing the information set forth above has been included in the Stormwater Report. (4)

(4) Construction Period Pollution Prevention Plan and Erosion/Sedimentation Control Plan will be submitted prior to construction



Checklist for Stormwater Report

Checklist (continued)

Standard 8: Construction Period Pollution Prevention and Erosion and Sedimentation Control (continued)

- The project is highly complex and information is included in the Stormwater Report that explains why it is not possible to submit the Construction Period Pollution Prevention and Erosion and Sedimentation Control Plan with the application. A Construction Period Pollution Prevention and Erosion and Sedimentation Control has **not** been included in the Stormwater Report but will be submitted **before** land disturbance begins.
- The project is **not** covered by a NPDES Construction General Permit.
- The project is covered by a NPDES Construction General Permit and a copy of the SWPPP is in the Stormwater Report.
- The project is covered by a NPDES Construction General Permit but no SWPPP been submitted. The SWPPP will be submitted BEFORE land disturbance begins.

Standard 9: Operation and Maintenance Plan

- The Post Construction Operation and Maintenance Plan is included in the Stormwater Report and includes the following information: (5)
 - Name of the stormwater management system owners;
 - Party responsible for operation and maintenance;
 - Schedule for implementation of routine and non-routine maintenance tasks;
 - Plan showing the location of all stormwater BMPs maintenance access areas;
 - Description and delineation of public safety features;
 - Estimated operation and maintenance budget; and
 - Operation and Maintenance Log Form.
- The responsible party is **not** the owner of the parcel where the BMP is located and the Stormwater Report includes the following submissions:
 - A copy of the legal instrument (deed, homeowner's association, utility trust or other legal entity) that establishes the terms of and legal responsibility for the operation and maintenance of the project site stormwater BMPs;
 - A plan and easement deed that allows site access for the legal entity to operate and maintain BMP functions.

Standard 10: Prohibition of Illicit Discharges (6)

- The Long-Term Pollution Prevention Plan includes measures to prevent illicit discharges;
- An Illicit Discharge Compliance Statement is attached;
- NO Illicit Discharge Compliance Statement is attached but will be submitted **prior to** the discharge of any stormwater to post-construction BMPs.

(5) Massport's SWPPP includes a description of O & M of the stormwater system

(6) There are no sanitary sewers along the proposed storm drainage system that could result in illicit discharges

This memo has been prepared to demonstrate compliance with the Massachusetts Stormwater Management Standards in accordance with the Massachusetts Wetlands Protection Act (WPA, M.G.L. Chapter 131, Section 40) and its implementing regulations (310 CMR 10.00) for proposed activities within an area of Land Subject to Coastal Storm Flowage (LSCSF) (FEMA Special Hazard Flood Area, Zone AE). As a state agency, Massport is not subject to City of Boston local zoning or bylaws; however, the project has been designed to comply where possible.

Project Description

The Applicant, the Massachusetts Port Authority (Massport), proposes to enhance the reliability of jet fuel storage availability and distribution to meet current and future demand by adding a fifth 1.8 million-gallon Jet A fuel storage tank in the North Service Area at Boston Logan International Airport ("Logan Airport") and by connecting the new tank to the existing jet fuel storage and distribution system. The project is needed due to increased aircraft operations by larger (greater fuel consuming) jets, increased international destinations, and jet fuel settling time requirements.

The project area is bordered by Prescott Street, Dave's Way, and Service Road. The new jet fuel storage tank would be built on the site of an abandoned Massport-owned Water Pump Station Building No. 6 located on Prescott Street, opposite the Economy Garage. The abandoned Pump Station Building would be demolished. The existing transformer will remain in place. The existing generator will be relocated within the site and reconnected to Building 6B (an electrical equipment building for the active Water Pumping Station). Removal of an underground storage tank (UST) would also be required and new switch gear would be constructed on site. The Airport Operation Area (AOA) security wall would be reconfigured to provide a 14-foot clear path between existing Building 6B and the security wall. A new driveway will be installed on site to provide Fire Department and maintenance access from Prescott Street and Service Road. A new electrical trench, and additional foam fire suppression line would be installed. The subsurface gas and water lines will remain in place. The attached site plans illustrate the location of the proposed work.

Site Description

There are four 1.8-million-gallon Jet A fuel storage tanks adjacent to the Project area. The proposed fifth tank would replace an abandoned Pump Station Building. A small area of maintained lawn surrounds the Pump Station Building. There are no unique or natural features within the proposed Project area. The Project was designed to comply with Massport's Floodproofing Design Guidelines to the greatest extent possible.

A limited portion of the project limits fall within Zone AE Special Flood Hazard Area with Base Flood Elevation (BFE) El. 10 feet (El. 16.46 on the Boston City Base vertical datum) on the latest FEMA Flood Insurance Rate Map included as Figure 4 of this NOI. Work within jurisdiction under the WPA as LSCSF consists of utility work to support the new fuel tank installation, totaling approximately 935 square feet of the approximate 41,500 square foot limit of work. All proposed work has been carefully designed to avoid and/or minimize work in the floodplain to the greatest extent possible.

The portions of the project that will slightly fall within LSCSF consist of the following:

1. **Electrical System:** A new 29-inch X 20 ½ inch electrical duct bank and two (2) electrical manholes that will supply power to the site will be constructed under this contract. This will entail excavating a trench, installing the concrete encased duct bank and the two (2) electrical manholes and backfilling the trench to existing condition. The top portion of the trench will be restored

with hot mix asphalt. The finished grade of the restored asphalt surface will match the existing grade.

2. Aqueous Film Forming Foam (AFFF) Fire Protection: The project is connecting to the existing AFFF system at the BOSFUEL building. Two (2) 4-inch AFFF lines will be constructed as part of this project, in accordance with NFPA standards. The pipes will be ductile iron and will be utilized for fire protection system for the new fifth jet fuel storage tank. The trench for the AFFF will be backfilled and restored to its existing condition. The finished grade of the restored asphalt surface will match the existing grade.
3. Industrial Wastewater (IWW) and Controlled Storm Drain (CSD): Portions of the 6-inch IWW and the 6-inch CSD utility lines may encroach on the LSCSF zone during construction. Both lines will be utilized at the new fifth tank site to convey any jet fuel spillage to the existing oil/water separator system to capture the jet fuel. Both lines will be installed underground after excavating a trench. Following the installation, the trench will be backfilled and restored to its existing condition. The finished grade of the restored asphalt surface will match the existing grade.

The demolition of abandoned Water Pump Station Building No. 6 and installation of the fuel tank itself will be located outside of all flood areas, both for the 100-year and the 500-year events. The new jet fuel tank containment dike walls would be constructed to a height above the design flood elevation (DFE) of 17 (17.9 NAV 88 elevation) feet, in accordance with Massport's Floodproofing Design Guidelines. The WPA does not provide regulations for the LSCSF resource area, and as such does not have performance standards. The work has been designed to minimize encroachment into this resource area, and locate the tank outside of the mapped flood boundary.

During construction, groundwater from dewatering will be pumped directly from the excavation to a sedimentation tank or fractionation (Frac) tank. The tank storage capacity will allow for temporary treatment system shutdowns without adversely affecting the construction excavation progress and temporary storage of water. Location of the proposed Frac tank is identified on the attached site plans. If the Frac tank is required to be used, water will be pumped to a tank truck and transported off site.

Existing Drainage Conditions

The existing Site includes approximately 30,400 SF impervious area (73% of the parcel). Runoff from the developed portions of the site flows to existing Massport drainage system. The existing stormwater management system does not provide any attenuation of runoff from at the site.

Proposed Drainage Conditions

The Project area is predominantly located on impervious paved area, with a small maintained lawn area. The Project would increase impervious surface by approximately 5,600 square feet, the majority of which is due to the installation of a fire and maintenance lane, with a portion for the tank containment area.

The impervious area within the containment area would be graded to a trench drain that is connected to Massport's existing Controlled Storm Drain (CSD) system and conveyed to the existing oil-water separator system where the stormwater is treated before it is discharged. The system will capture contaminants and reduce the pollutant load prior to discharge at the west outfall.

Outside the containment area within the new fire and maintenance lane, a new catch basin has been designed to capture surface runoff from new impervious areas. The basin will be fitted with a deep sump

to provide TSS removal and will be directed to a proprietary hydrodynamic separator, to be installed at the existing manhole. The system will then drain to an existing 72" X 42" box culvert and will outlet through the Massport drainage system to the west outfall.

Regulatory Compliance

There are no performance standards for LSCSF. However, the major elements of the project have been intentionally located outside of all flood areas, and only minor portions of the subsurface support systems are within the flood zone. Designs have included flood proofing considerations to ensure that the system does not fail during severe storms.

As demonstrated below, the proposed project complies with the DEP Stormwater Management Standards.

Standard 1: No New Untreated Discharges or Erosion to Wetlands

The Project has been designed to comply with Standard 1.

The Best Management Practices (BMPs) included in the proposed stormwater management system have been designed in accordance with the Massachusetts Stormwater Handbook. Supporting information and computations demonstrating that no new untreated discharges will result from the Project are presented through compliance with Standards 4 through 6. Stormwater from the new impervious areas will be treated through deep sumps, oil grit separators, and hydrodynamic system prior to being discharged through Massport's existing stormwater outfalls.

Standard 2: Peak Rate Attenuation

The project is located in LSCSF. Therefore, peak rate attenuation is not required.

Standard 3: Stormwater Recharge

The runoff from the portion of the site outside the containment area is being discharged into the 72" X 42" box culvert through an existing 18" pipe connection to the box culvert. The new water quality unit (Stormceptor or Equal) will be installed at the upper end of the 18" pipe that is being maintained by the project. This water quality unit is the last BMP in the system. It is always desirable to recharge the groundwater after the TSS has been removed from stormwater after the last BMP in the stormwater system. The last BMP (Stormceptor or equal) for the project site is located in an area that is bounded by the walled containment area, Prescott Street, Services Road and water supply mains feeding the water tanks. This small constrained footprint will not permit the installation of a recharge system. The water supply 16", 20" and 30" ductile iron pipes that feed the water tanks will be in the corridor between the Service Road and the containment area walls in the full build condition. It would be very impractical to install the recharge system on top of the water supply pipes trenches.

Standard 4: Water Quality

The Project has been designed to comply with Standard 4. The newly paved areas will be directed to either a catch basin with a deep sum and an in line hydrodynamic separator, or to an oil grit separator (within the containment area). TSS reduction calculations are provided on the Stormwater worksheet.

Massport's SWPPP for Logan Airport serves as the Long-Term Pollution Prevention Plan and includes stormwater BMPs, inspection/maintenance requirements for stormwater controls and spill prevention/response plans. A copy of the SWPPP was previously submitted to the Boston Conservation Commission. The proposed stormwater management system implements BMPs designed to provide 87 % TSS removal of stormwater runoff from all proposed impervious surfaces.

Computations and supporting information are included in Appendix A. TSS removal form is attached.

Standard 5: Land Uses with higher Potential Pollutant Loads (LUHPPLS)

"For land uses with higher potential pollutant loads, source control and pollution prevention shall be implemented in accordance with the Massachusetts Stormwater Handbook to eliminate or reduce the discharge of stormwater runoff from such land uses to the maximum extent practicable."

The NPDES PERMIT Multi-Sector General Permit covers the land use and the Stormwater Pollution Prevention Plan (SWPPP) has been included with the Stormwater Report. A copy of the SWPPP was previously submitted to the Boston Conservation Commission. The LUHPPL has the potential to generate runoff with moderate to higher concentrations of oil and grease and the treatment train includes an oil grit separator.

Standard 6: Critical Areas

The Project will not discharge stormwater near or to a critical area.

Standard 7: Redevelopments and Other Projects Subject to the Standards only to the Maximum Extent Practicable

The Project has been designed to comply the Stormwater Management Standards to the maximum extent practicable as a redevelopment project.

Standard 8: Construction Period Pollution Prevention and Erosion and Sedimentation Controls

The Project will disturb approximately over one acre of land and is therefore required to obtain coverage under the Environmental Protection Agency (EPA) National Pollutant Discharge Elimination System (NPDES) Construction General Permit. As required under this permit, a project-specific Stormwater Pollution Prevention Plan (SWPPP) will be developed by the contractor in conjunction with Massport, and submitted before land disturbance begins. Recommended construction period pollution prevention and erosion and sedimentation controls to be finalized in the SWPPP, as discussed in the following section. The Contractor will be responsible to prepare and submit a Notice of Intent (NOI) to the U.S. Environmental Protection Agency (EPA) for a general permit for Stormwater Discharge from Construction sites under the NPDES program.

The project Contractor will be responsible for implementing, inspecting, maintaining all of the erosion and sediment control measures during the construction phase. The erosion and sediment control measures will include stormwater pollution prevention measures that the Contractor must implement, at a minimum, to eliminate or significantly minimize the amount of pollutants carried by stormwater runoff during construction activities. These control measures will be installed before the start of land disturbing construction activities. Erosion and sediment control practices will be included for all construction activities where demolition, excavation, stripping, filling, grading, or earth movement takes place. The temporary erosion and sediment control measures may be removed once all areas are stabilized and the work has been completed. The erosion control and sedimentation measures include:

1. Filter Tubes and/or Silt Fence: Filter tubes are to be installed along the construction perimeter where a paved surface prevents the proper installation of silt fence. Otherwise, silt fence or a combination of silt fence and filter tubes are to be used where stakes can be properly driven into the ground.
2. Catch Basin/Inlet Protection: Silt sacks will be installed at all catch basins within the project site and the project perimeter to capture and dispose of any sediments before reaching the stormwater system.
3. Stabilized Construction Entrance/Exit: All construction entrances/exits will have a stabilized crushed stone pad underlaid with filter fabric (wheel wash) to prevent vehicles from tracking sediment off-site.
4. Dust Control: Dust will be controlled on an as-needed basis, by watering down the work areas.
5. Soil Stockpiling: Soil that is to be stockpiled must be done so in a dry and stable area at a slope of no greater than 2:1. The stockpile must be surrounded with either filter tubes or silt fence.

The Contractor will be required to inspect erosion and sediment control devices on regular basis. The inspection will be documents in the Inspection/Maintenance Report that is prepared and kept by the Contractor.

The Contractor is responsible to maintain all control measures in good working order; if repairs are found to be necessary, they must be initiated immediately. Any material removed from an erosion and sediment control measure must be properly disposed of.

The anticipated order of construction activities is as follows:

- Install filter tubes/silt fence along the entire perimeter of the project site;
- Install silt sacks at catch basins within the site and along site perimeter;
- Install construction "wheel wash" at entrances/exits;
- Install additional measures, as required, to provide sufficient erosion and sediment control;
- Mobilization, install utilities as required;
- Complete construction of utilities and pave trenches; and
- Remove temporary measures after work has been completed.

Standard 9: Operation and Maintenance Plan

In compliance with Standard 9, the project will be conducted in compliance with Massport's SWPPP, which includes a description of operations and Maintenance of the stormwater system and will be updated to include the new catch basins to be installed as part of this project.

Standard 10: Prohibition of Illicit Discharges

The design plans submitted with this report have been designed in full compliance with current standards. There are no sanitary sewers along the proposed storm drainage system that could result in illicit discharges.

Appendix A

Supporting Information

- ▶ TSS Removal Worksheet

INSTRUCTIONS:

Version 1, Automated: Mar. 4, 2008

1. In BMP Column, click on Blue Cell to Activate Drop Down Menu
2. Select BMP from Drop Down Menu
3. After BMP is selected, TSS Removal and other Columns are automatically completed.

Location:

New Jet Fuel Tank Site- Logan Airport

**TSS Removal
Calculation
Worksheet**

B	C	D	E	F
BMP1	TSS Removal Rate1	Starting TSS Load*	Amount Removed (C*D)	Remaining Load (D-E)
Street Sweeping - 10%	0.10	1.00	0.10	0.90
Deep Sump and Hooded Catch Basin	0.25	0.90	0.23	0.68
Proprietary Treatment Practice (Stormceptor or Equal)	0.80	0.68	0.54	0.14

Total TSS Removal =

87%

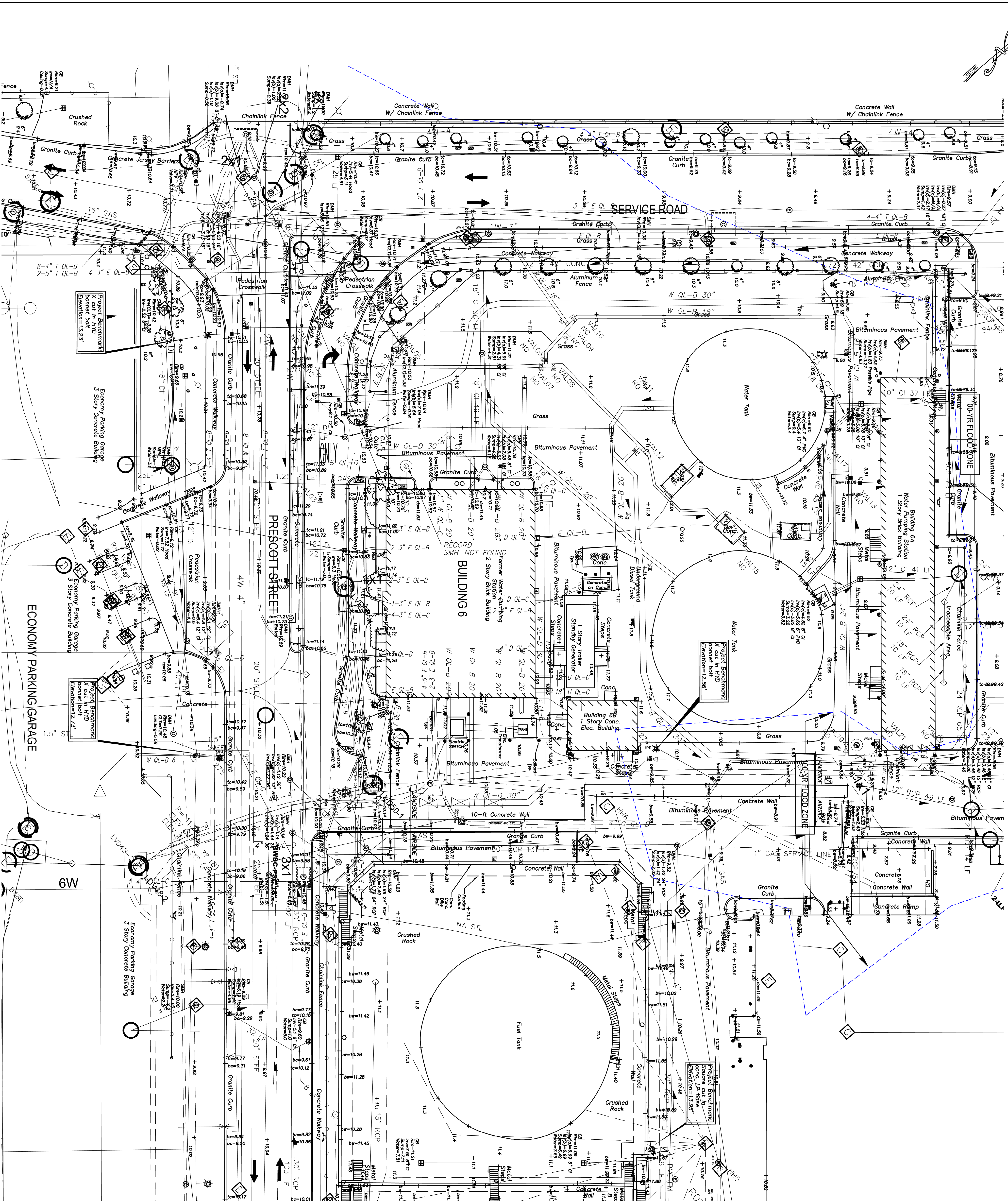
Separate Form Needs to be Completed for Each Outlet or BMP Train

Project: MPA L1584 - new Jet Fuel Tank
 Prepared By: Stantec
 Date: 10/19/2020

*Equals remaining load from previous BMP (E) which enters the BMP

Attachment D – Project Plans

Bound Separately



FOR CONTINUATION, SEE DRAWING NO. C-104R

NOTES:

- EXISTING UTILITIES HAVE BEEN COMPILED FROM FIELD SURVEY INFORMATION BY SAIMCOT CONSULTANTS, INC., MASSPORT RECORD DRAWINGS AND SUBSURFACE UTILITY INVESTIGATION BY BSI COMPANIES, BOSTON, MA.
- BSI UTILITY SURVEY QUALITY LEVELS ARE DEFINED BELOW.

UTILITY QUALITY LEVEL INFORMATION INDEX (SEE ASCE/CI 38-02):

QUALITY LEVEL D, 'Q.L. D': UTILITY INFORMATION PLOTTED ON THE DRAWINGS BASED SOLELY ON RECORD INFORMATION. INDIVIDUAL RECOLLECTIONS OR EXISTENCE OF UTILITY SERVICE. IT SHALL BE NOTED THAT ALL INFORMATION SHOWN (OTHER THAN ATTEST HOLE LOCATIONS, SEE Q.L. A BELOW), INCLUDING BUT NOT LIMITED TO A UTILITY'S SIZE, CAPACITY, MATERIAL COMPOSITION, CONDITION OR SERVICE STATUS SHALL BE CONSIDERED Q.L. D EVEN THOUGH THE UTILITY MAY BE PLOTTED AND LABELED AS Q.L. C OR Q.L. B.

QUALITY LEVEL C, 'Q.L. C': UTILITY INFORMATION OBTAINED AND CATEGORIZED AS Q.L. D PLOTTED TO CORRELATE WITH SURFACE UTILITY FEATURES WHICH HAVE BEEN FIELD VERIFIED SURVEY LOCATED AND ACCURATELY TRANSPORTED ON TO THE DESIGN/CONSTRUCTION DOCUMENTS. INCLUDED IN THIS CATEGORY AERIAL UTILITY INFORMATION AND UTILITY DEPICTIONS, WHICH IN THE PROFESSIONAL OPINION OF THE SUBSURFACE UTILITY ENGINEER, REPRESENT THE MOST PROBABLE APPROXIMATE HORIZONTAL LOCATION, TYPE AND/OR EXISTENCE OF A UTILITY.

QUALITY LEVEL B, 'Q.L. B': UTILITY INFORMATION DERIVED BY ESTABLISHING THE APPROXIMATE SURFACE HORIZONTAL LOCATION OF A UTILITY USING ELECTRONIC METHODS. SAID INFORMATION IS SUBSEQUENTLY FIELD SURVEY LOCATED AND ACCURATELY REDUCED ONTO THE DESIGN/CONSTRUCTION DOCUMENTS.

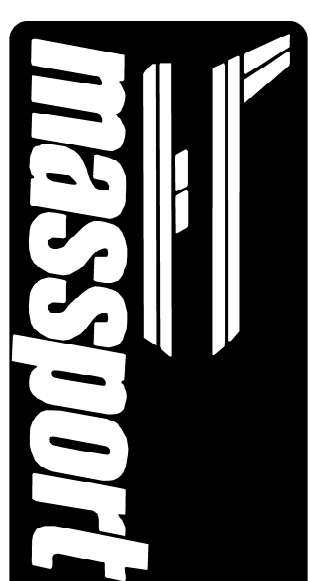
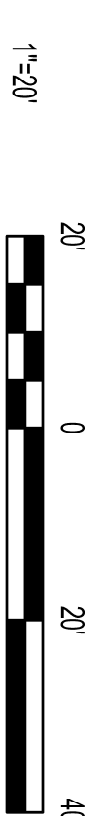
QUALITY LEVEL A, 'Q.L. A': UTILITY INFORMATION WHICH HAS BEEN VISUALLY VERIFIED SURVEY LOCATED (BOTH HORIZONTALLY AND VERTICALLY) AND ACCURATELY REDUCED ONTO THE DESIGN/CONSTRUCTION DOCUMENTS. THIS IS TYPICALLY SHOWN AS TEST HOLE OR OTHER DIMENSIONED INFORMATION.

LEGEND:

- EXISTING HIGH VOLT ELECTRIC
- EXISTING GAS
- EXISTING COMMUNICATION
- EXISTING WATER
- EXISTING DRAIN
- EXISTING SEWER
- EXISTING LOW VOLT ELECTRIC

DATUM NOTES:

- HORIZONTAL DATUM: COORDINATES SHOWN HEREIN RELATE TO NORTH AMERICAN DATUM 1983 (2011).
- VERTICAL DATUM: ELEVATIONS SHOWN HEREIN RELATE TO NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

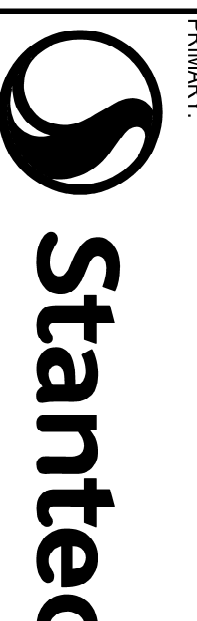


MASSACHUSETTS PORT AUTHORITY
EAST BOSTON, MASSACHUSETTS 02128
PROJECT LOCATION:
LOGAN INTERNATIONAL AIRPORT
EAST BOSTON, MASSACHUSETTS

MAP CONTRACT NO.: L1584
LOCATION CODE: 2840
PROJECT SUBMISSION PHASE:
FOR PERMITTING ONLY



REVISIONS:	NO.	DATE:	DESCRIPTION:



65 NETWORK DRIVE
BURLINGTON, MA 01803

PROJECT NUMBER AND TITLE:
MPA L1584-C1 & MPA L1584-C2
BUILDING 6 DEMOLITION AND 5TH JET FUEL TANK

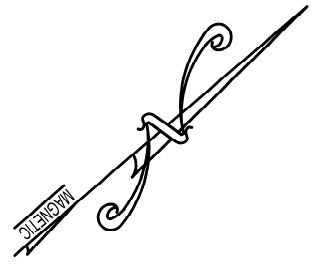
SHEET TITLE:
EXISTING CONDITIONS PLAN - SHEET 1 OF 2

DISCIPLINE:
CIVIL

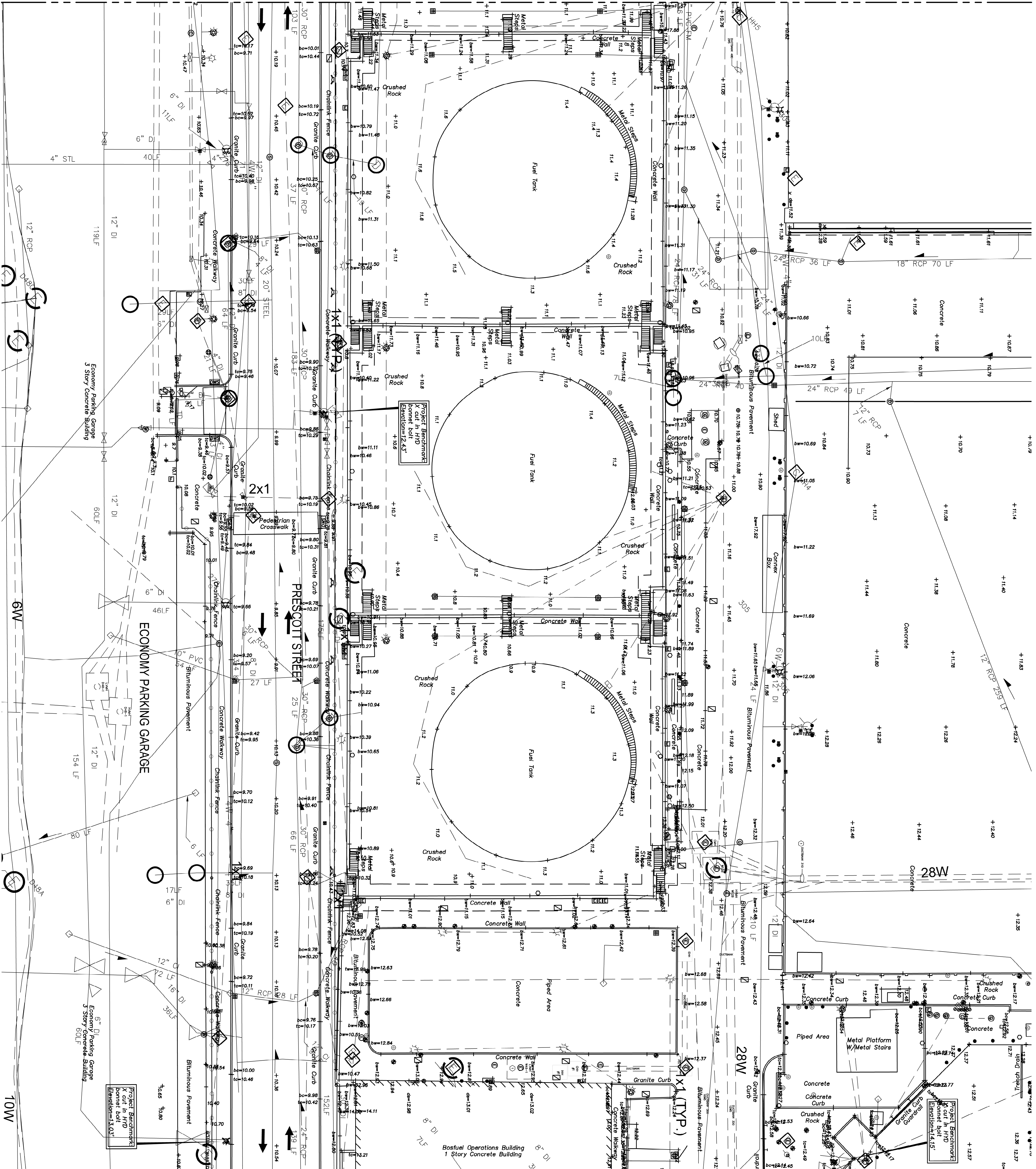
DRAWN BY: SEA
CHECKED BY: WMA
APPROVED BY: WMA

SCALE:
AS NOTED
DATE:
6/24/2021

DRAWING NUMBER:
C-103R
SHEET NO.: 1 OF 2



FOR CONTINUATION, SEE DRAWING NO. C-103R



- NOTES:**
- EXISTING UTILITIES HAVE BEEN COMPILED FROM FIELD SURVEY INFORMATION BY SAUNDERS CONSULTANTS, INC., MASSPORT RECORD DRAWINGS AND SUBSURFACE UTILITY INVESTIGATION BY BSI COMPANIES, BOSTON, MA
 - BSI UTILITY SURVEY QUALITY LEVELS ARE DEFINED BELOW.

UTILITY QUALITY LEVEL INFORMATION INDEX
(SEE ASCE/CI 38-02).

QUALITY LEVEL D, "Q.L. D," UTILITY INFORMATION PLOTTED ON THE DRAWINGS BASED SOLELY ON RECORD INFORMATION. INDIVIDUAL RECOLLECTIONS OR EXTENSE OF UTILITY SERVICE. IT SHALL BE NOTED THAT ALL INFORMATION SHOWN (OTHER THAN ATTEST HOLE LOCATIONS, SEE Q.L. BELOW), INCLUDING BUT NOT LIMITED TO A UTILITY'S SIZE, CAPACITY, MATERIAL COMPOSITION, CONDITION OR SERVICE STATUS SHALL BE CONSIDERED Q.L. D EVEN THOUGH THE UTILITY MAY BE PLOTTED AND LABELED AS Q.L. C OR Q.L. B.

QUALITY LEVEL C, "Q.L. C," UTILITY INFORMATION OBTAINED AND CATEGORIZED AS Q.L. D PLOTTED TO CORRELATE WITH SURFACE UTILITY FEATURES WHICH HAVE BEEN FIELD VERIFIED SURVEY LOCATED AND ACCURATELY TRANSMPOSED ON TO THE DESIGN/CONSTRUCTION DOCUMENTS. INCLUDED IN THIS CATEGORY AERIAL UTILITY INFORMATION AND UTILITY DEPICTIONS WHICH IN THE PROFESSIONAL OPINION OF THE SUBSURFACE UTILITY ENGINEER REPRESENT THE MOST PROBABLE APPROXIMATE HORIZONTAL LOCATION, TYPE AND/OR EXTENSE OF A UTILITY.

QUALITY LEVEL B, "Q.L. B," UTILITY INFORMATION DERIVED BY ESTABLISHING THE APPROXIMATE SURFACE HORIZONTAL LOCATION OF A UTILITY USING ELECTRONIC METHODS. SAID INFORMATION IS SUBSEQUENTLY FIELD SURVEY LOCATED AND ACCURATELY REDUCED ONTO THE DESIGN/CONSTRUCTION DOCUMENTS.

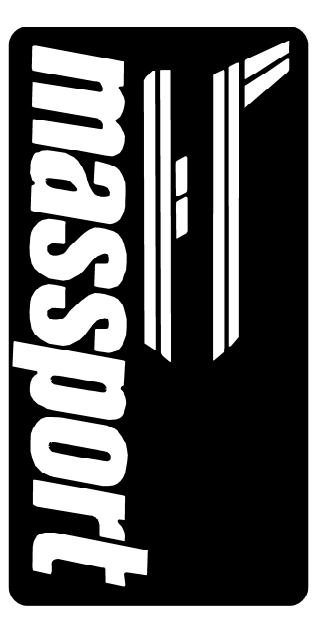
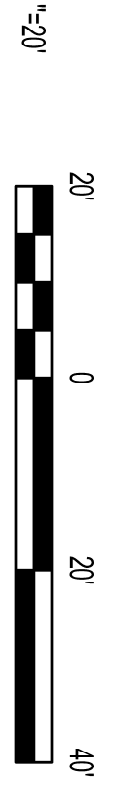
QUALITY LEVEL A, "Q.L. A," UTILITY INFORMATION WHICH HAS BEEN VISUALLY VERIFIED SURVEY LOCATED (BOTH HORIZONTAL AND VERTICAL) AND ACCURATELY REDUCED ONTO THE DESIGN/CONSTRUCTION DOCUMENTS. THIS IS TYPICALLY SHOWN AS TEST HOLE OR OTHER DIMENSIONED INFORMATION.

LEGEND:

- EXISTING HIGH VOLT ELECTRIC
- EXISTING GAS
- EXISTING COMMUNICATION
- EXISTING WATER
- EXISTING DRAIN
- EXISTING SEWER
- EXISTING LOW VOLT ELECTRIC

DATUM NOTES:

- HORIZONTAL DATUM: COORDINATES SHOWN HEREIN RELATE TO NORTH AMERICAN DATUM 1983 (2011).
- VERTICAL DATUM: ELEVATIONS SHOWN HEREIN RELATE TO NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).



MASSACHUSETTS PORT AUTHORITY
LOGAN INTERNATIONAL AIRPORT
EAST BOSTON, MASSACHUSETTS 02128

PROJECT LOCATION:
LOGAN INTERNATIONAL AIRPORT
EAST BOSTON, MASSACHUSETTS

REGISTRATION STATE:
MA



REGISTRATION STATE:
MAE M. A. M. No. 35750
REGISTERED PROFESSIONAL ENGINEER
STATE OF MASSACHUSETTS

REVISIONS:	REV. NO.	DATE:	DESCRIPTION:

PRIMARY:
65 NETWORK DRIVE
BURLINGTON, MA 01803



CONSULTANT:
65 NETWORK DRIVE
BURLINGTON, MA 01803

PROJECT NUMBER AND TITLE:
MPA L1584-C1 & MPA L1584-C2
BUILDING 6 DEMOLITION AND 5TH JET FUEL TANK

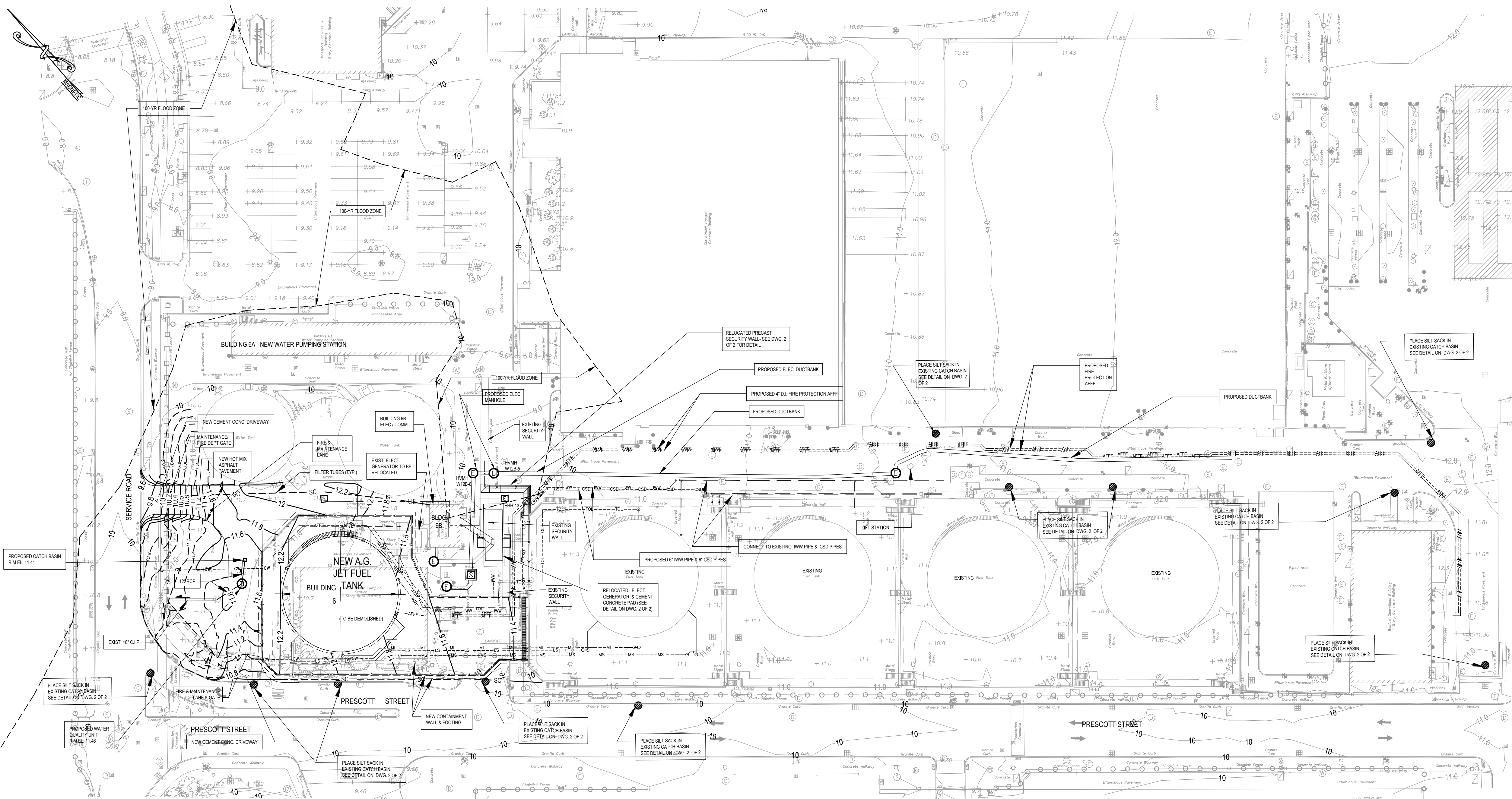
SHEET TITLE:
EXISTING SITE UTILITIES - SHEET 2 OF 2

DISCIPLINE:
CIVIL

DRAWN BY:
SEA

SCALE:
AS NOTED

DRAWING NUMBER:
C-104R



LEGEND

	CATCHBASIN
	DRAIN MANHOLE
	AREA DRAIN
	ROOF DRAIN
	ROOF LEADER
	SEWER MANHOLE
	CLEAN OUT
	VENT
	WATER MANHOLE
	HYDRANT
	WATER GATE
	WATER SERVICE
	SEWER WATER GATE
	WELL
	MONITORING WELL
	IRRIGATION CONTROL VALVE
	POST INDICATOR VALVE
	GAS MANHOLE
	GAS METER
	GAS GATE
	GAS SERVICE
	ELECTRIC MANHOLE
	ELECTRIC METER
	ELECTRIC BOX
	UTILITY POLE
	LIGHT POLE
	HANDHOLE
	TRANSFORMER
	COMMUNICATIONS MANHOLE
	CATV BOX
	TELEPHONE MANHOLE
	TELEPHONE BOX
	FIRE COMMUNICATIONS MANHOLE
	FIRE CALL BOX
	FIRE SPRINKLER CONNECTION
	STEAM MANHOLE
	UNKNOWN MANHOLE
	SIGN
	BOLLARD
	MAILBOX
	POST
	PARKING METER
	GUY WIRE
	WETLAND FLAG
	BORING
	TEST PIT
	CONCRETE BOUND
	CONCRETE BOUND DRILL HOLE
	STONE BOUND
	STONE BOUND DRILL HOLE
	IRON PIPE
	DRILLHOLE
	IRON REBAR
	DECIDUOUS TREE
	CONIFEROUS TREE
	SHRUB
	STUMP
	FLAGPOLE
	HANDICAP PARKING SPACE
	TRAFFIC CONTROL BOX
	TRAFFIC SIGNAL
	DRAIN LINE
	SEWER LINE
	WATER LINE
	GAS LINE
	ELECTRIC LINE
	COMMUNICATIONS LINE
	TELEPHONE LINE
	FIRE COMMUNICATIONS LINE
	STEAM LINE
	OVERHEAD WIRE
	INDEX CONTOUR
	INTERMEDIATE CONTOUR
	ALUMINUM FENCE
	CHAINLINK FENCE
	SPOT GRADE
	TOP OF CURB ELEVATION
	BOTTOM OF CURB ELEVATION
	TOP OF WALL ELEVATION
	BOTTOM OF WALL ELEVATION
	TOP OF STEPS ELEVATION
	BOTTOM OF STEPS ELEVATION AT GRADE
	DOOR SILL ELEVATION
	FINISHED FLOOR ELEVATION
	WINDOW WELL
	DETECTABLE WARNING STRIP
	INVERT NOT AVAILABLE
	EDGE OF PAVEMENT
	EDGE OF GRAVEL
	EDGE OF STONE
	EDGE OF CONCRETE
	OVERHANG
	HAND RAIL
	AQUEOUS FILM FORMING FOAM (AFF) PIPE FOR FIRE PROTECTION
	CONTROLLED STORM DRAIN (CSD) PIPE
	INDUSTRIAL WASTE WATER (IWW) PIPE
	EXISTING DUCT BANK (LIGHT LINE WEIGHT)
	PROVIDE DUCT BANK (HEAVY LINE WEIGHT)
	COMPOST FILTER TUBES
	DRAIN INLET PROTECTOR

PLAN
SCALE: 1" = 40'

EROSION AND SEDIMENT CONTROL NOTES

1. THE EROSION AND SEDIMENT CONTROL PLAN HAS BEEN DEVELOPED FOR MPA PROJECT NO. L1584-C1. THIS PLAN IS ASSOCIATED WITH THE NEW ABOVE GROUND JET FUEL STORAGE TANK AT LOGAN INTERNATIONAL AIRPORT IN BOSTON, MA.
2. SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE PRIOR TO START OF ANY CONSTRUCTION WORK. THE SOIL EROSION CONTROL MEASURES WILL INCLUDE PROVIDING SILT FENCE, HAY BALES AND/OR FILTER TUBES AROUND WORKZONE LIMITS.
3. THE EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THIS PLAN, CURRENT BEST MANAGEMENT PRACTICES AND MASSACHUSETTS EROSION AND SEDIMENT CONTROL GUIDELINES FOR URBAN AREAS BY MASSACHUSETTS DEPARTMENT OF ENVIRONMENTAL PROTECTION.
4. EROSION CONTROL MEASURES WILL BE INSPECTED BY THE RESIDENT ENGINEER PRIOR TO ANY CONSTRUCTION ACTIVITIES. THE RESIDENT ENGINEER WILL BE ON-SITE TO MONITOR CONSTRUCTION ACTIVITIES.
5. ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSPECTED ON A DAILY BASIS BY THE CONTRACTOR, AT A MINIMUM, AND IMMEDIATELY FOLLOWING ANY RAINFALL OR SNOW MELT DURING CONSTRUCTION. ANY DEFICIENCIES NOTED SHALL BE CORRECTED BY THE CONTRACTOR PROMPTLY.
6. THE CONTRACTOR SHALL REMOVE EROSION AND SEDIMENT CONTROL MEASURES AFTER THE UTILITY WORK HAS BEEN COMPLETED AND BACKFILLED. THE CONTRACTOR WILL RESTORE AND CLEAN UP AREAS WHERE EROSION CONTROL MEASURES WERE LOCATED AS DIRECTED BY THE ENGINEER.

GENERAL NOTES

1. THE BACKGROUND INFORMATION AS SHOWN HEREON IS BASED ON RECORD INFORMATION AND SURVEY BY FIELD SURVEY BY SAMIOTES CONSULTANTS INC. IN JAN. 2018.
2. ELEVATIONS HEREIN REFER TO NORTH AMERICAN VERTICAL DATUM OF 1988.
3. REFER TO DWG. 2 OF 2 FOR TRENCH DETAILS, SECURITY WALL DETAILS, ELEC. MANHOLE DETAIL AND EROSION AND SEDIMENT CONTROL DETAILS.



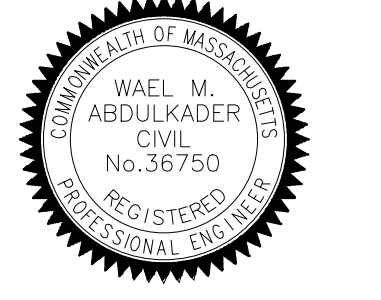
MASSACHUSETTS PORT AUTHORITY
EAST BOSTON, MASSACHUSETTS 02128

PROJECT LOCATION:
LOGAN INTERNATIONAL AIRPORT
EAST BOSTON, MASSACHUSETTS

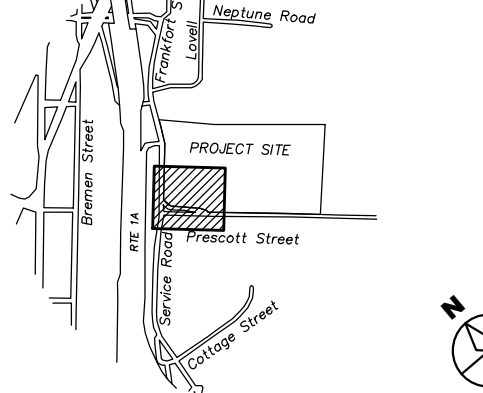
MPA CONTRACT NO.: **L1584** LOCATION CODE: **2700**
PROJECT SUBMISSION PHASE:

FOR PERMITTING ONLY

REGISTRATION STAMP:



KEY PLAN:



REVISIONS:

REV NO.	DATE	DESCRIPTION	BY:

PRIMARY:



65 NETWORK DRIVE
BURLINGTON, MA 01803

CONSULTANT:

PROJECT NUMBER AND TITLE:

MPA L1584-C1 & MPA L1584-C2

BUILDING 6 DEMOLITION AND 5TH JET FUEL TANK

SHEET TITLE:

JET FUEL TANK SITE PLAN

DISCIPLINE:
CIVIL

DRAWN BY:	CHECKED BY:	APPROVED BY:
FLC	WMA	WMA

SCALE:	DATE:
AS NOTED	05/18/2021

DRAWING NUMBER: SHEET NO: 1 OF 2

SITE PLAN





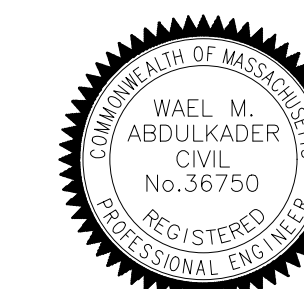
MASSACHUSETTS PORT AUTHORITY
EAST BOSTON, MASSACHUSETTS 02128

PROJECT LOCATION:
LOGAN INTERNATIONAL AIRPORT
EAST BOSTON, MASSACHUSETTS

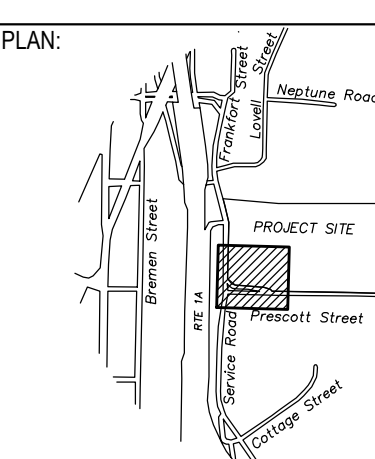
MPA CONTRACT NO.: L1584
LOCATION CODE: 2700

PROJECT SUBMISSION PHASE:
FOR PERMITTING ONLY

REGISTRATION STAMP:



KEY PLAN:



REVISIONS:

REV NO.	DATE	DESCRIPTION	BY

PRIMARY:



65 NETWORK DRIVE
BURLINGTON, MA 01803

CONSULTANT:

PROJECT NUMBER AND TITLE:

MPA L1584-C1 &
MPA L1584-C2
BUILDING 6 DEMOLITION AND
5TH JET FUEL TANK

SHEET TITLE:
MISCELLANEOUS
CONSTRUCTION DETAILS

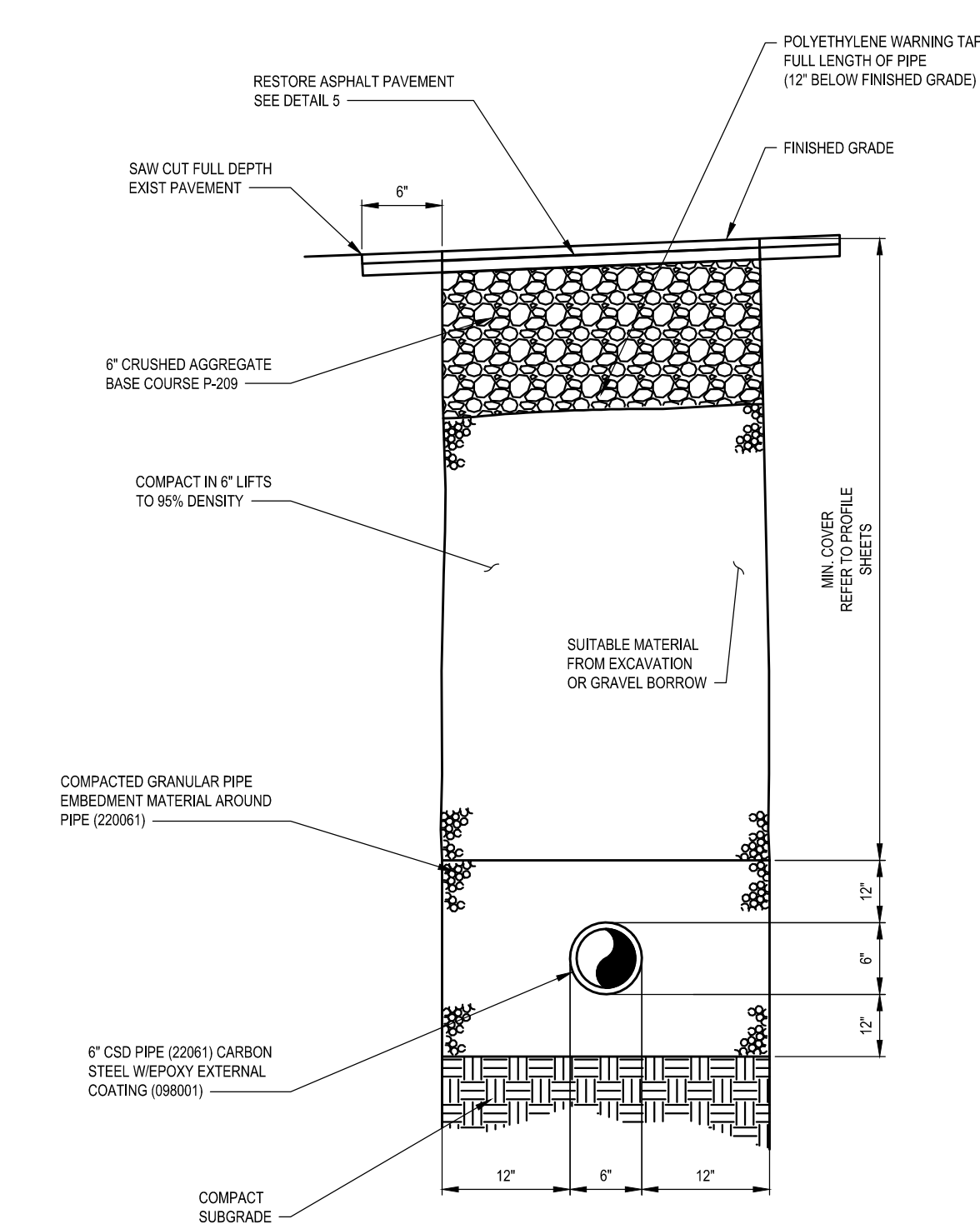
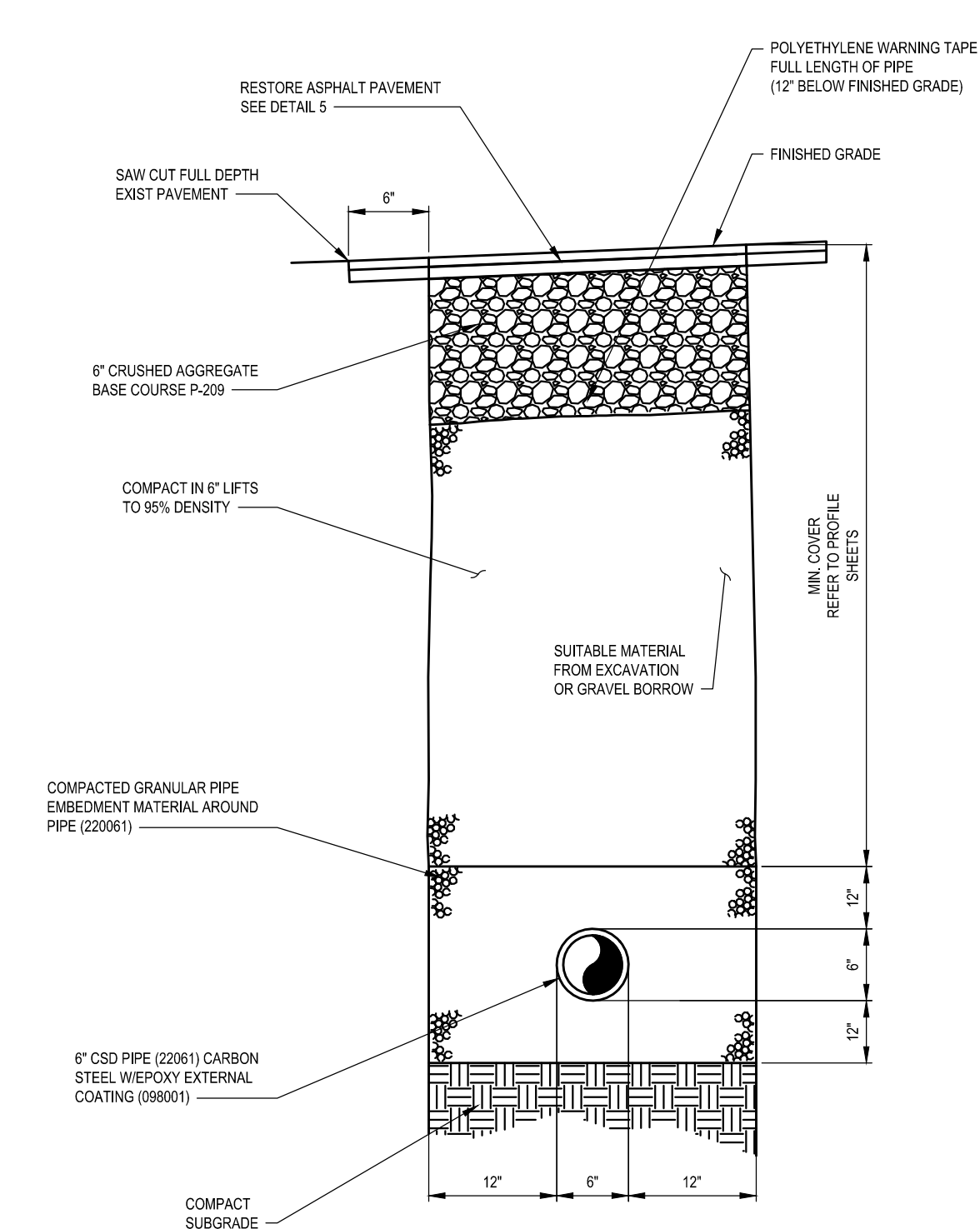
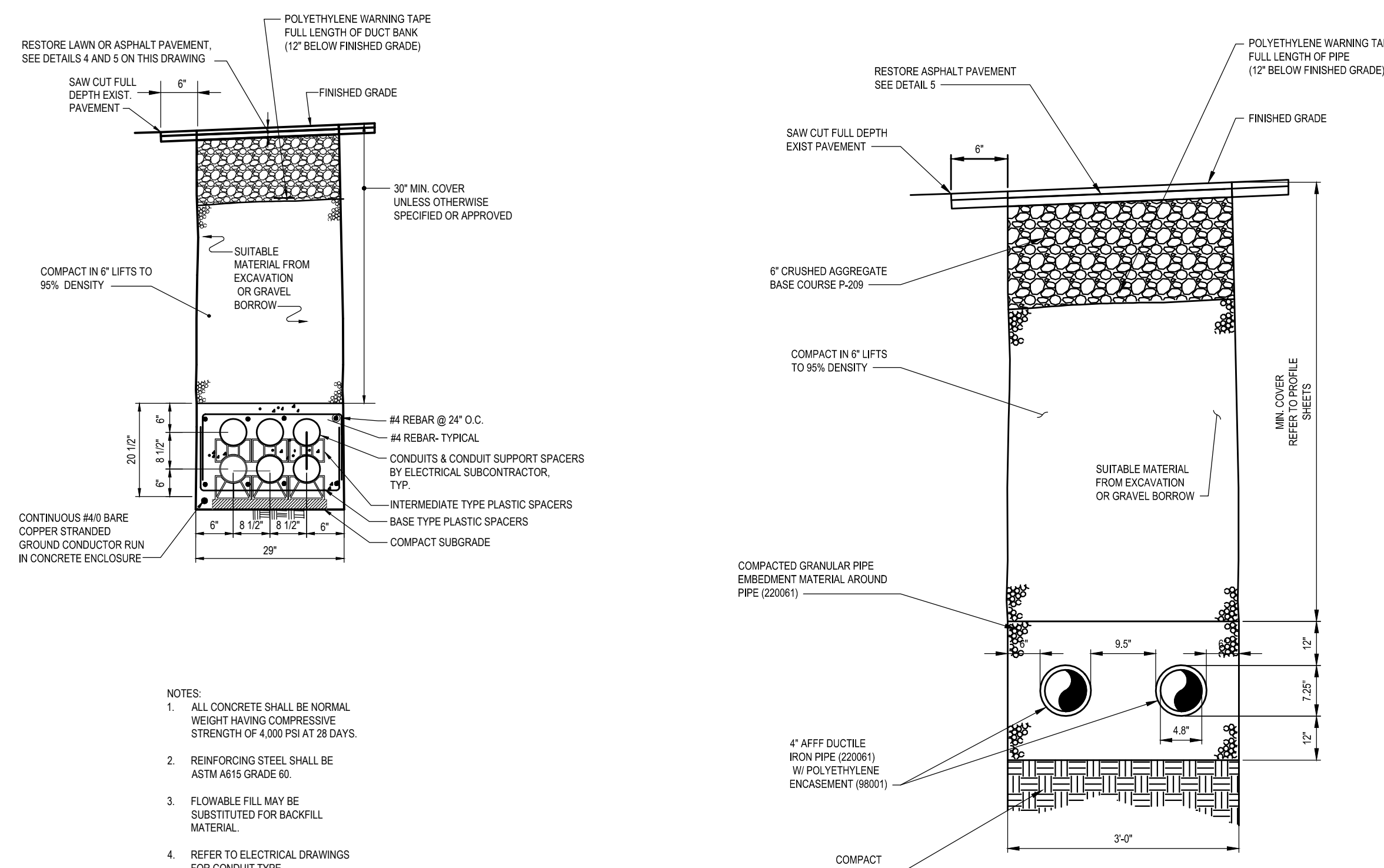
DISCIPLINE:
CIVIL

DRAWN BY: FLC
CHECKED BY: WMA
APPROVED BY: WMA

SCALE: AS NOTED
DATE: 05/18/2021

DRAWING NUMBER: SHEET NO: 2 OF 2

DETAILS

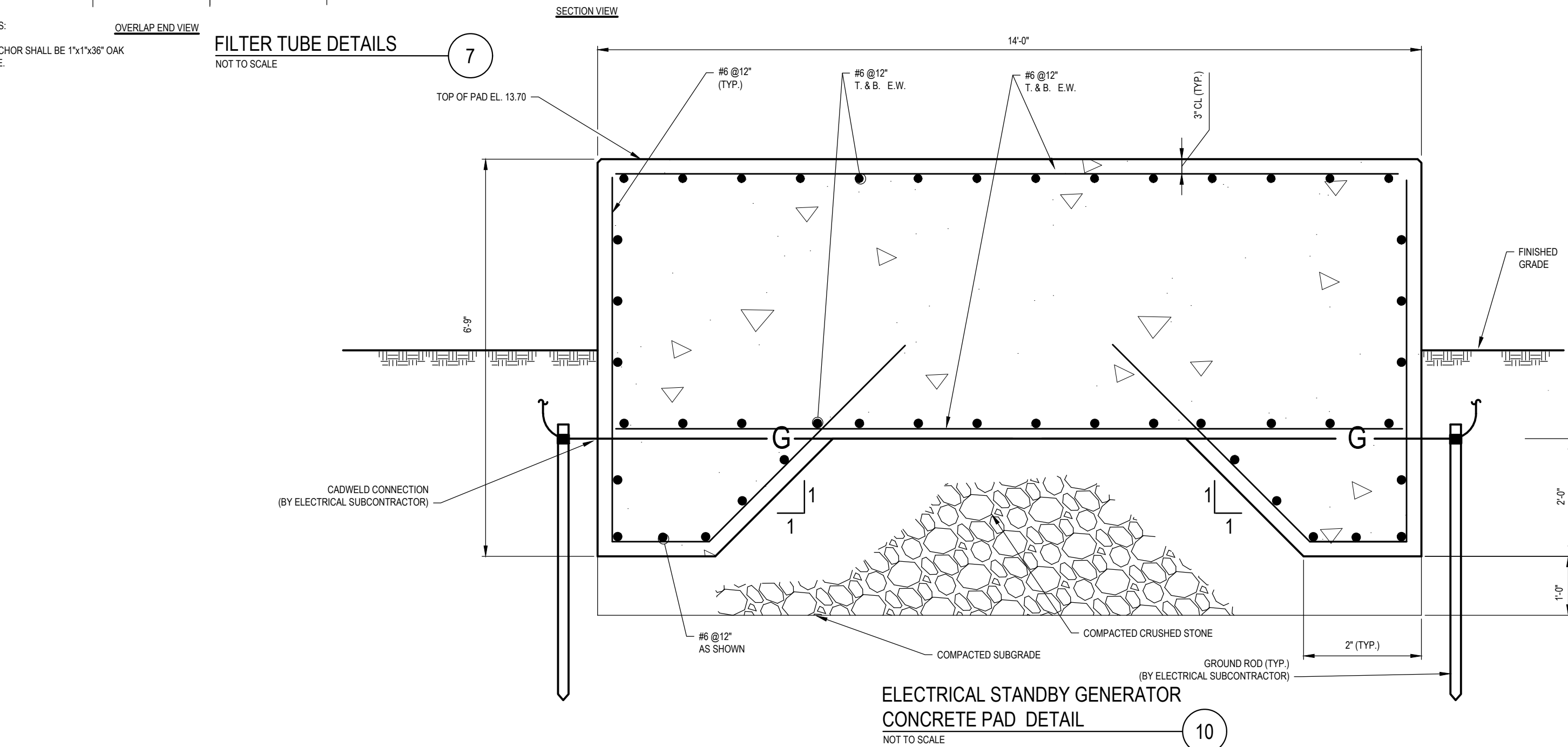
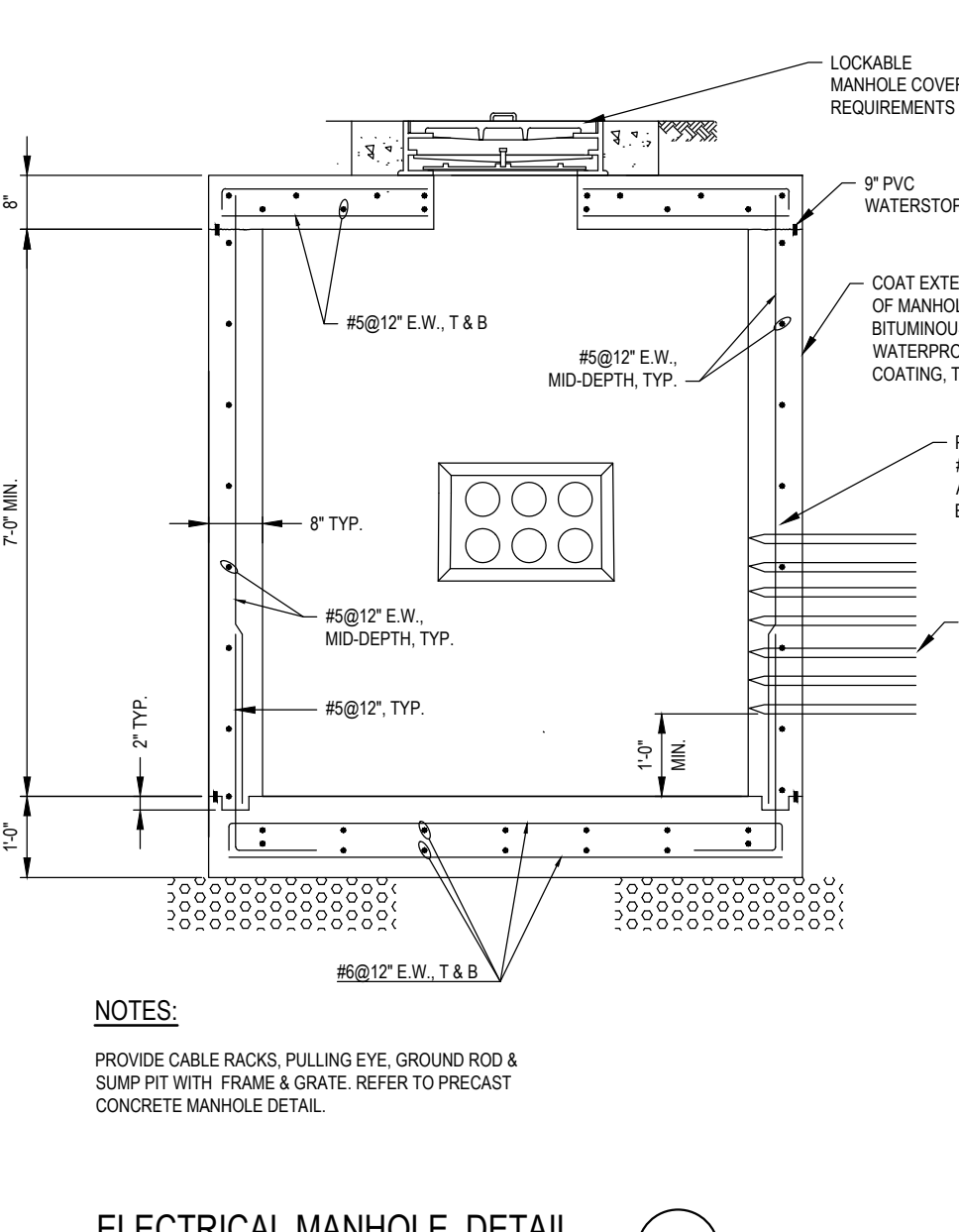
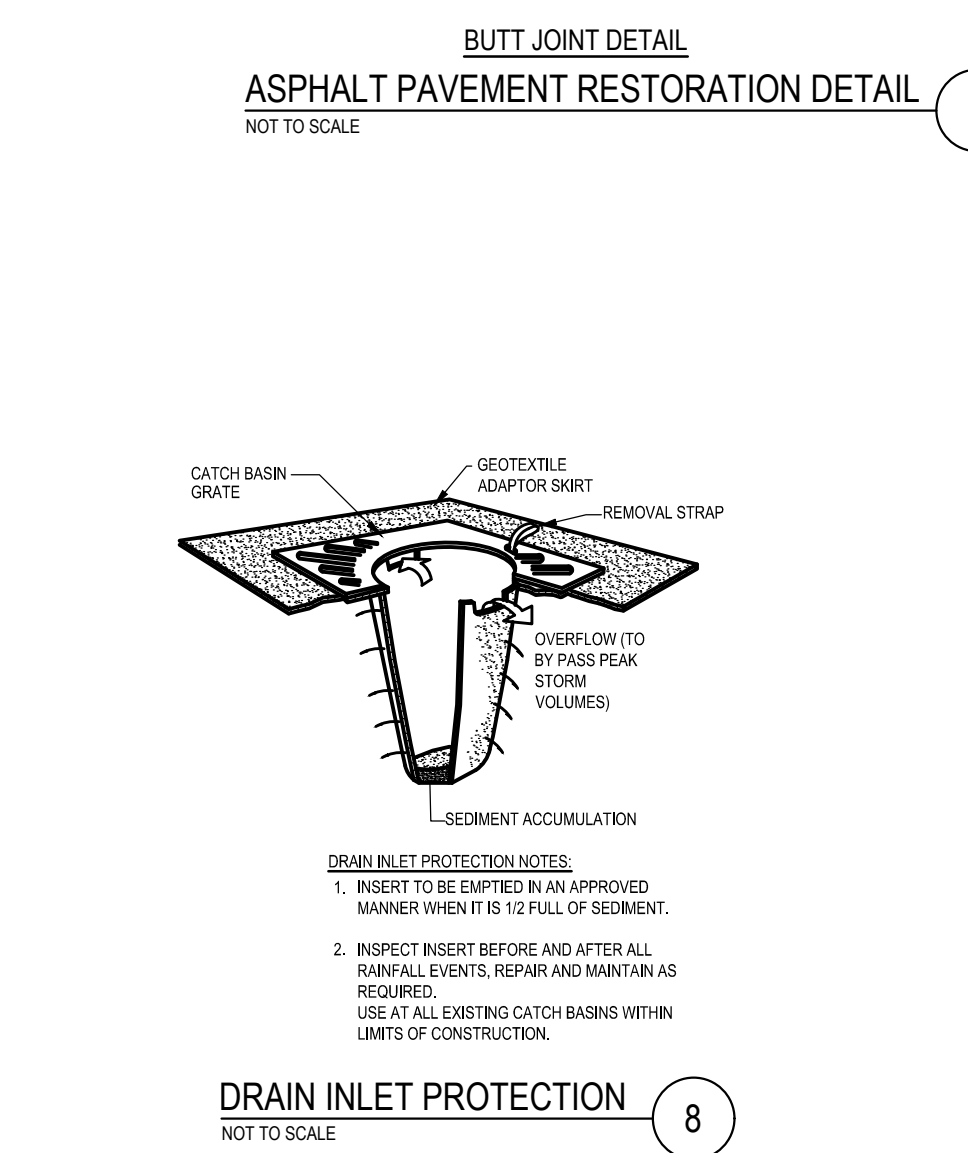
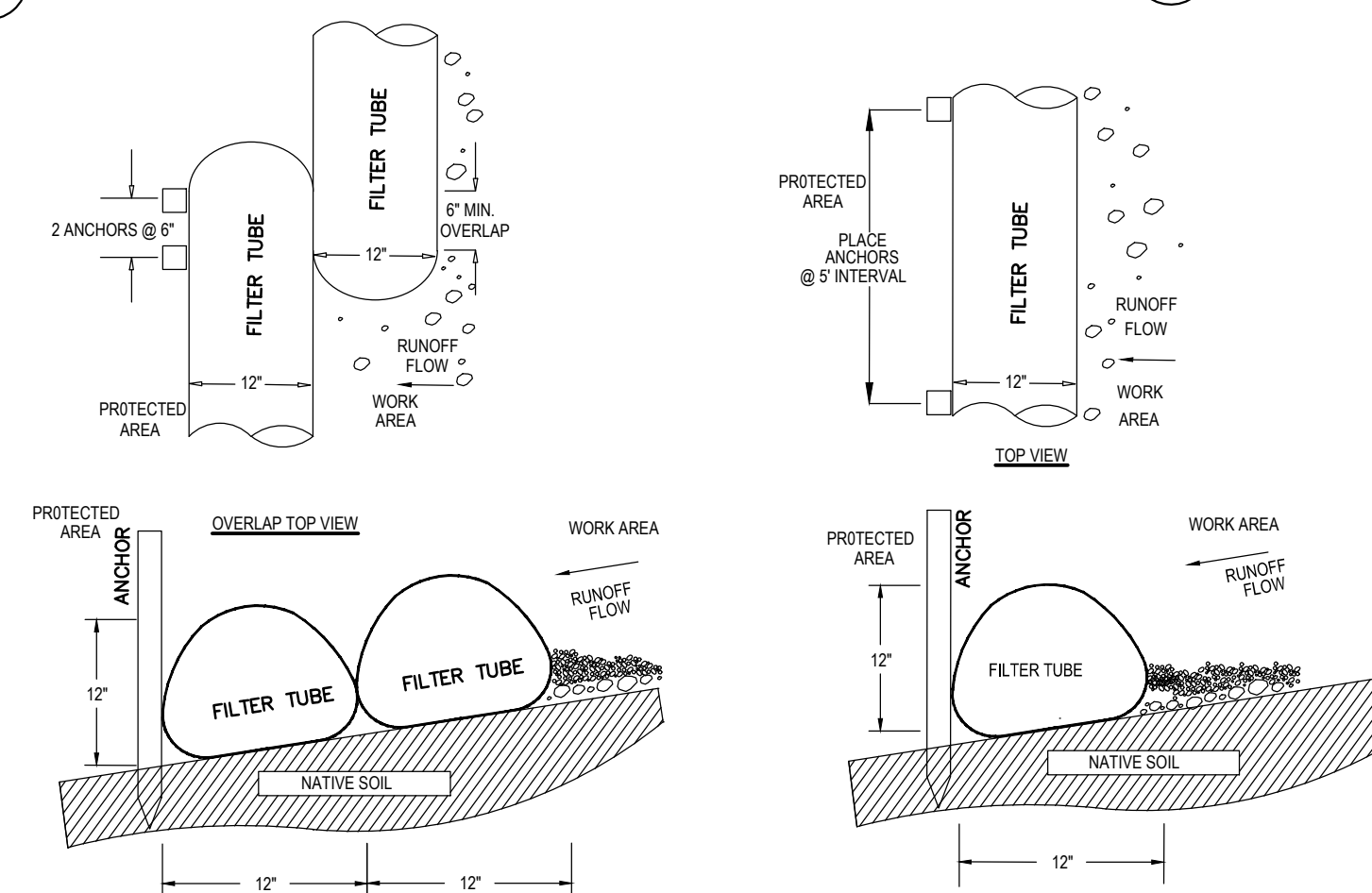
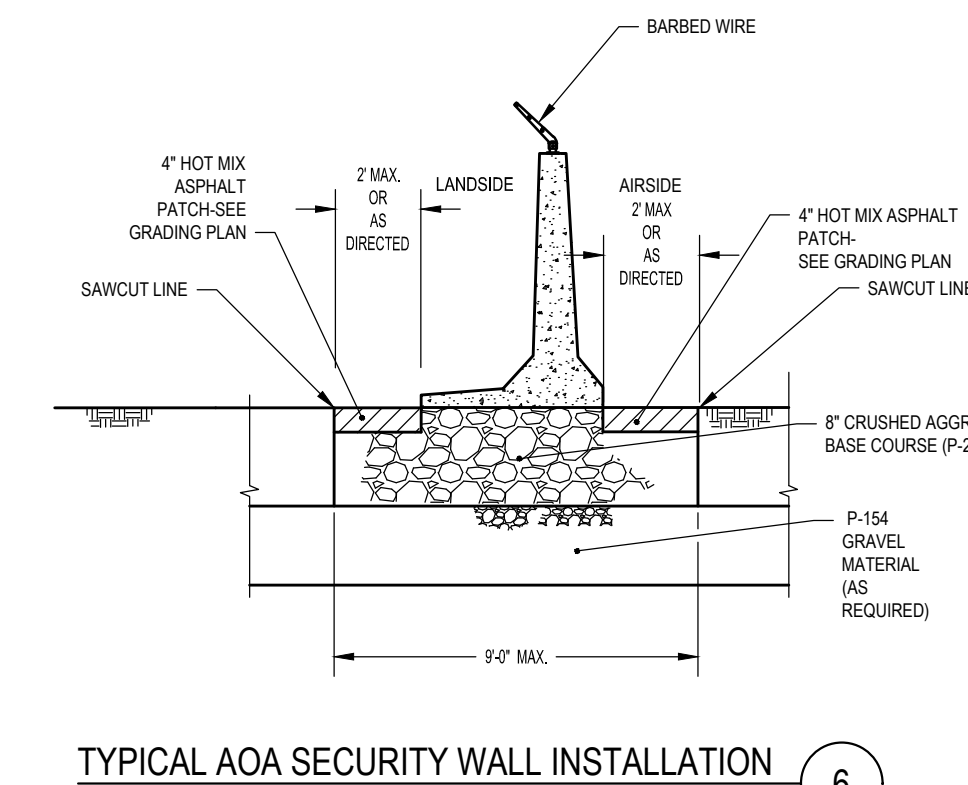
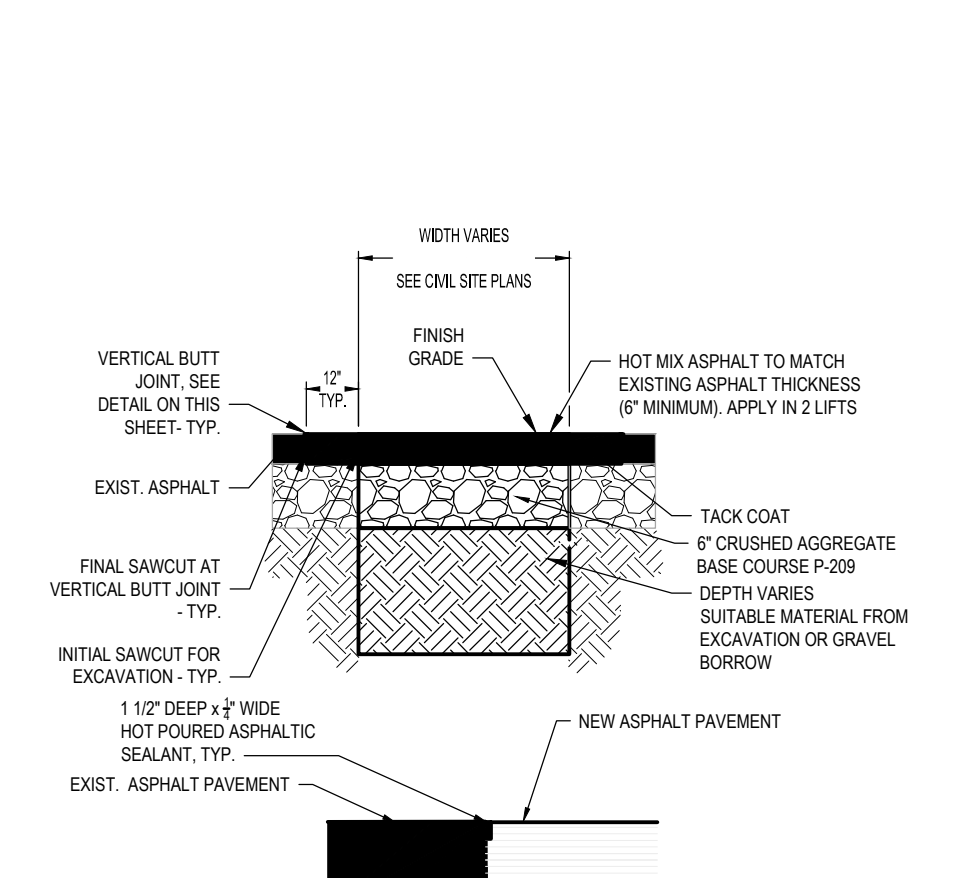


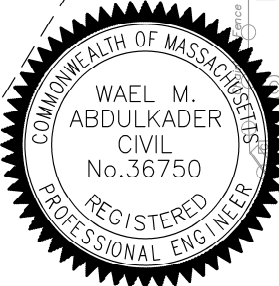
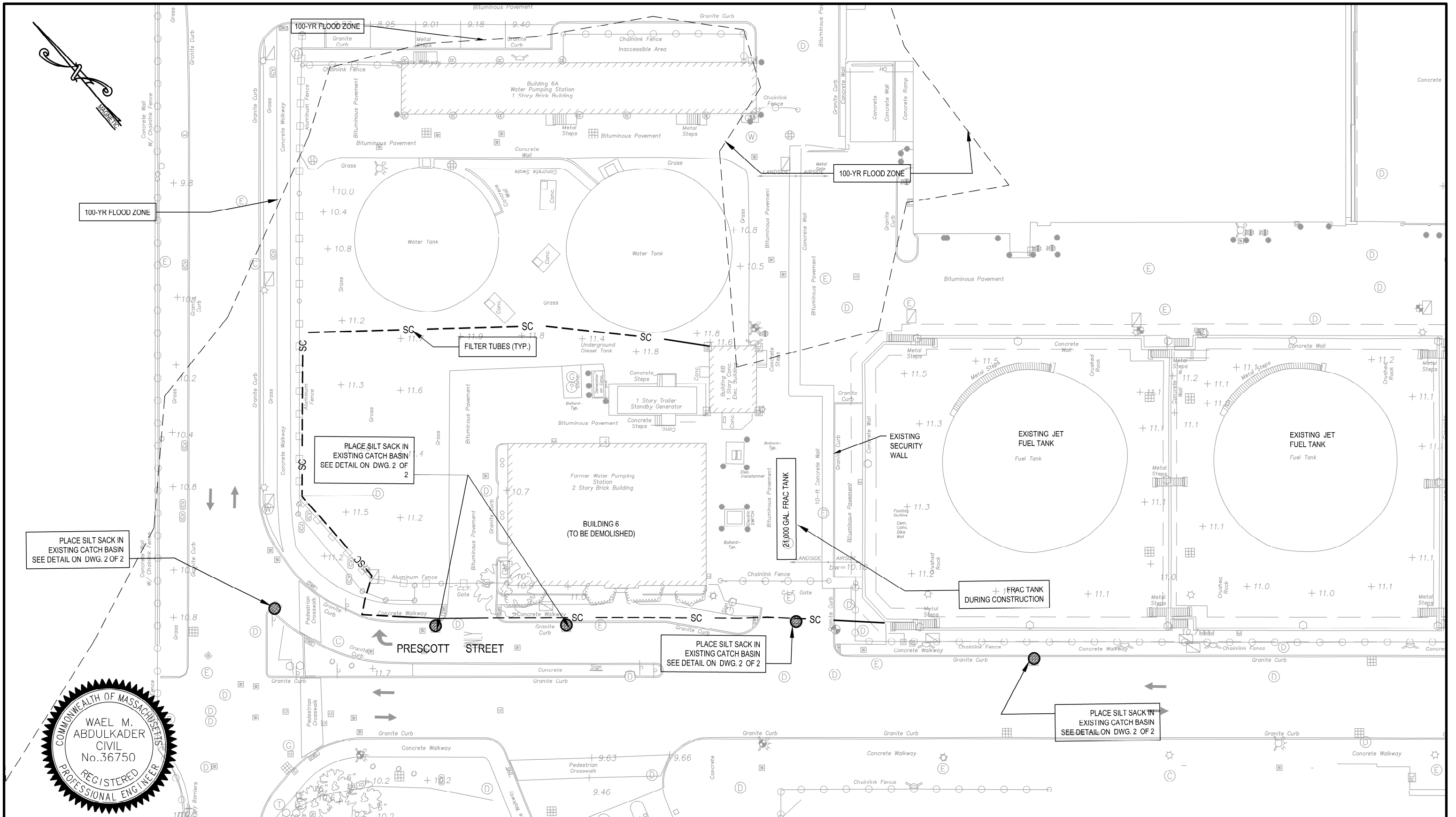
DUCTBANK TRENCH DETAIL (1) NOT TO SCALE

2-4" AQUEOUS FILM FORMING FOAM (AFF) PIPE TRENCH DETAIL (2) SCALE: NTS

6" CONTROLLED STORM DRAIN (CSD) PIPE TRENCH DETAIL (3) SCALE: NTS

6" CONTROLLED STORM DRAIN (CSD) PIPE TRENCH DETAIL (4) SCALE: NTS





CONSULTANT:
Stantec
 65 NETWORK DRIVE
 BURLINGTON, MA 01803



SHEET TITLE:
FRAC TANK LOCATION DURING CONSTRUCTION

PROJECT SUBMISSION PHASE:
 FOR PERMITTING ONLY

DATE:
 10/19/ 2020

SKETCH NO.:
 SK-FRAC TANK



MASSACHUSETTS PORT AUTHORITY
 EAST BOSTON, MASSACHUSETTS 02128

LOGAN INTERNATIONAL AIRPORT
 EAST BOSTON, MASSACHUSETTS

PROJECT NUMBER AND TITLE:
**MPA L1584-C1 &
 MPA L1584-C2**
 BUILDING 6 DEMOLITION AND
 5TH JET FUEL TANK