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June 30, 2025

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
EXPANDED ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : KCCRA MCP Response Action
PROJECT MUNICIPALITY : Weymouth
PROJECT WATERSHED : Weir
EEA NUMBER : 16955
PROJECT PROPONENT : Algonquin Gas Transmission, LLC
DATE NOTICED IN MONITOR : May 23, 2025

Pursuant to the Massachusetts Environmental Policy Act (MEPA; M.G.L. c. 30, ss. 61-62L) and Section 11.06 of the MEPA Regulations (301 CMR 11.00), I have reviewed the Expanded Environmental Notification Form (EENF) and hereby determine that this project **requires** the submission of an Environmental Impact Report (EIR). In accordance with Section 11.06(8) of the MEPA regulations, the Proponent requested that I allow a Single EIR to be submitted in lieu of the usual two-stage Draft and Final EIR process. I hereby grant the request to file a Single EIR, which the Proponent should submit in accordance with the Scope included in this Certificate.

Project Description

As described in the Expanded Environmental Notification Form (EENF), the project consists of several measures (the "Response Action") at the Kings Cove Conservation Restriction Area (KCCRA) to address existing, historic contamination on-site. As described in the EENF, Release Tracking Number (RTN) 4-26230 was issued in July 2016 following the identification of evidence of a historical release of petroleum in soil at the Compressor Station north of the project site (referred to in the EENF as the "Disposal Site"). The proposed project, as specified in the Phase IV Remedy Implementation Plan (RIP) developed for the site in accordance with the Massachusetts Contingency Plan (MCP, 310 CMR 40.0000), includes the removal and replacement of 630 cubic yards (cy) of sediment/impacted fill within the intertidal area, the extension of an existing rip rap revetment in the northern area of the site, and the placement of cobble between the excavated area and the revetment.

As described in the EENF, prior to the 1900s, Kings Cove and what are now surrounding land areas were flowed tidelands. In 1922, a license to fill portions of Kings Cove was obtained by the Edison Electric Illuminating Company of Boston (Edison Electric) in order to construct a coal-fired power station located south of Bridge Street. By 1928, a north-south oriented bulkhead was approved and constructed within Kings Cove and the area behind the bulkhead was filled. The bulkhead is now obsolete (photographs indicate that it was no longer in place by 1955), and the fill has migrated onto the intertidal area. As stated in the EENF, Hazardous Materials, as defined in the MCP, are present in this fill. An area of the fill, now located below the mean high water (MHW) line, contains nickel and vanadium at concentrations exceeding the site-specific ecological apparent effects thresholds (as defined by the MCP) for those metals. To address contaminants within the intertidal area, approximately 630 cy of sediment below MHW will be excavated and then disposed off-site if necessary (based on additional testing during construction), with some fill remaining on site for beneficial use in the extension of the revetment in the upland portion of the site as described below. The excavation will occur during low tide, and a turbidity curtain will be installed within Kings Cove to control the migration of suspended fine materials. The excavated fill and sediment will be replaced with an equal amount of clean cobble stone to restore the excavated area to the preexisting elevation.

As described in the EENF, arsenic and chromium have been detected in eroded fill now located within the shoreline sediments, but not at levels that present a potential Imminent Hazard, which would require remediation or other response actions in accordance with the MCP. Further erosion of the upland portion of the project site could expose fill containing higher concentrations of arsenic (associated with the use of coal ash as fill). To address the potential for contamination from the upland area, the project includes the extension of the existing stone revetment, as well as recording an Activities and Use Limitation (AUL) in the Registry of Deeds on the KCCRA site (this should be further described in the Single EIR). The revetment extension is anticipated to prevent further erosion in this area (and in turn, additional release of the arsenic-contaminated fill). The construction of the revetment will occur “in the dry” through the use of a sandbag cofferdam along the length of the shoreline. In areas where backfill is required to support the revetment (landward of the rip rap revetment), fill excavated from the intertidal area will be reused for that purpose. The fill proposed to be reused will be contained behind a layer of geotextile fabric, followed by a layer of clean core stone and larger armor stones to match the design of the existing revetment proposed to be extended. The EENF indicates that approximately 200 cy of fill will be moved as part of the upland portion of the project (in addition to the 630 cy proposed to be dredged).

The EENF notes that the Human Health Risk Characterization completed as part of the Comprehensive Site Assessment (CSA) concluded that a Condition of No Significant Risk to Human Health currently exists at the KCCRA (for both the intertidal area and the upland area). The project is proposed to address the potential for ecological impacts associated with the current contamination of the site, and to prevent additional release of contaminated sediments within the KCCRA in the future. The EENF states that the implementation of the project with an AUL would achieve a Permanent Solution with Conditions without “active” operation and maintenance systems, although future routine inspections and maintenance will be required per the AUL to confirm the integrity of the revetment.

Segmentation

The EENF indicates that the Proponent, who also owns and operates the abutting Weymouth Compressor Station, is responsible for the Response Action at the KCCRA, which is owned by a separate entity, Calpine Fore River Energy Corporation (Calpine). Calpine previously owned the lot the

Weymouth Compressor Station has since been built on. When the Proponent purchased the Weymouth Compressor Station site from Calpine, the Proponent agreed to assume any responsibility for response actions pursuant to the MCP at both the site of the Weymouth Compressor Station and at the KCCRA. However, as noted above, the contamination on-site is associated with historic industrial operations dating back to the 1920s, not the operation of the compressor station. Considering these factors, I find that this project may be treated as severable and not part of a common plan with the Compressor Station project, in accordance with the anti-segmentation provisions of 301 CMR 11.01(2)(e).

Project Site

As described in the EENF, the 1.5-acre project site is located in the southern portion of the KCCRA (which is a public park), located just north of Bridge Street, a Massachusetts Department of Transportation (MassDOT) roadway, and adjacent to the Weymouth Compressor Station (which is located to the west of the site). Kings Cove lies to the east of the project site. The site includes upland portions of the park and the adjacent intertidal area. The upland portion contains both grassed and paved areas, as well as the eroding fill. The intertidal area contains gravel- and cobble-sized pieces of coal slag and other fill material, such as bricks mixed with small amounts of natural sand and gravel. As noted above, there is an existing revetment at the northern limit of the project site, which extends north between the upland portion of the KCCRA and the intertidal area along the Kings Cove shoreline to the top of the peninsula. The project site does not contain *Estimated* and *Priority Habitat of Rare Species* as delineated by the Natural Heritage and Endangered Species Program (NHESP) in the 15th Edition of the Massachusetts Natural Heritage Atlas or an Area of Critical Environmental Concern (ACEC). The site does not contain any structures listed in the State Register of Historic Places or the Massachusetts Historical Commission's (MHC) Inventory of Historic and Archaeological Assets of the Commonwealth.

The project site contains areas mapped as Designated Port Areas (DPA), as well as Land Subject to Coastal Storm Flowage (LSCSF), Coastal Beach, Coastal Bank, and Land Containing Shellfish. Portions of the project site are mapped as Flood Zone VE (an area inundated during a 100-year storm, with additional hazard associated with storm waves) with a Base Flood Elevation (BFE) of elevation (el.) 15 ft NAVD88 as delineated on Federal Emergency Management Agency (FEMA) map 25021C0227F (effective date June 9, 2014). According to the EENF, the site is located within the Weymouth Fore River, which is listed as an impaired waterbody. The disposal site regulated under the MCP that the project is proposed to address has been assigned RTN 4-26230.

The project site is not located within an Environmental Justice (EJ) population¹ but is located within one mile of 10 EJ populations characterized by Minority (4); Minority and English Isolation (1); Minority and Income (4); and Minority, Income, and English Isolation (1) criteria. The site is located within five miles of a total of 108 EJ populations. As described below, the EENF identified the "Designated Geographic Area" (DGA) for the project as 1 mile around EJ populations, included a review of potential impacts and benefits to the EJ populations within this DGA, and described public involvement efforts undertaken to date.

¹ "Environmental Justice Population" is defined in M.G.L. c. 30, § 62 under four categories: Minority, Income, English Isolation, and a combined category of Minority and Income.

Environmental Impacts and Mitigation

Potential environmental impacts of the project include the alteration of 0.8 acres of land and the alteration of 29,000 square feet (sf) (0.67 acres) of Designated Port Areas; 37,105 sf (0.85 acres) of Coastal Beach and Land Containing Shellfish; 590 linear feet (lf) of Coastal Bank; and 46,385 sf (1.06 acres) of LSCSF. The project will involve approximately 630 cy of dredging.

The project is expected to improve existing conditions on-site through the proposed Response Action which will address historic contamination on-site. Measures to avoid, minimize, and mitigate environmental impacts during project construction include conducting the proposed dredging during low-tide, use of a turbidity curtain seaward of the dredge limits, constructing the revetment in the dry through the use of cofferdams, implementing time of year (TOY) restriction from May 1st through November 1st, and use of erosion and sedimentation controls.

Jurisdiction and Permitting

This project is subject to MEPA review and preparation of an ENF pursuant to 301 CMR 11.03(3)(b)(1)(a), 11.03(3)(b)(1)(e), and 11.03(3)(b)(1)(a) because it requires Agency Action and will, respectively, result in the alteration of alteration of coastal dune, barrier beach, or coastal bank; New fill in a velocity zone; and the alteration of ½ or more acres of any other wetlands (LSCSF and Land Containing Shellfish). The project is required to prepare an EIR under 301 CMR 11.06(7)(b) of the MEPA regulations because it is located within one mile of one or more EJ populations. The project requires a Chapter 91 (c.91) License and 401 Water Quality Certification (WQC) from the Massachusetts Department of Environmental Protection (MassDEP), a Transportation Access Permit (for construction access from Bridge Street) from MassDOT, and a Section 8(m) Permit from the Massachusetts Water Resources Authority (MWRA).

The project received an Order of Conditions from the Weymouth Conservation Commission on September 5, 2024, which was not appealed. The project requires Section 404 Pre-Construction Notification to the U.S. Army Corps of Engineers (USACE) as well as a National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) from the U.S. Environmental Protection Agency (EPA).

Because the project is not seeking Financial Assistance from an Agency, MEPA jurisdiction extends to those aspects of the project that are within the subject matter of required or potentially required Permits or within the area subject to a Land Transfer, and that are likely, directly or indirectly, to cause Damage to the Environment.

Request for Single EIR

The MEPA regulations indicate a Single EIR may be allowed provided I find that the EENF:

- a) describes and analyzes all aspects of the project and all feasible alternatives, regardless of any jurisdictional or other limitation that may apply to the Scope;
- b. provides a detailed baseline in relation to which potential environmental impacts and mitigation measures can be assessed; and,
- c. demonstrates that the planning and design of the project use all feasible means to avoid potential environmental impacts.

For any Project for which an EIR is required in accordance with 301 CMR 11.06(7)(b), I must also find that the EENF:

- d. describes and analyzes all aspects of the Project that may affect EJ Populations located in whole or in part within the Designated Geographic Area around the project; describes measures taken to provide meaningful opportunities for public involvement by EJ Populations prior to filing the EENF, including any changes made to the project to address concerns raised by or on behalf of EJ Populations; and provides a detailed baseline in relation to any existing unfair or inequitable Environmental Burden and related public health consequences impacting EJ Populations in accordance with 301 CMR 11.07(6)(n)(1)

Consistent with this request, the EENF was subject to an extended comment period under 301 CMR 11.05(7).

Review of the EENF

The ENF provided a description of existing and proposed conditions, preliminary project plans, an alternatives analysis, a summary of site assessments completed in accordance with the MCP, and identified measures to avoid, minimize and mitigate environmental impacts. Consistent with the MEPA Interim Protocol on Climate Change Adaptation and Resiliency, the EENF contained an output report from the MA Climate Resilience Design Standards Tool prepared by the Resilient Massachusetts Action Team (RMAT) (the “MA Resilience Design Tool”),² together with information on climate resilience strategies to be undertaken by the project. It also included a description of measures taken to enhance public involvement by EJ populations and a baseline assessment of any existing unfair or inequitable Environmental Burden and related public health consequences impacting EJ Populations in accordance with 301 CMR 11.07(6)(n)(1).

Comments submitted on the project express support for the proposed Response Action, and include specific suggestions for project design for the Proponent’s consideration. These comments should be addressed in the Single EIR. Comments from the Department of Marine Fisheries (DMF) express support for the proposed construction methodology and TOY restrictions.

Alternatives Analysis

As described in the EENF, the Proponent evaluated alternatives for the intertidal area proposed to be dredged (the “Shore Portion” of the project) and the upland area within the KKCRA (the “Upland Portion” of the project). Alternatives were evaluated based on their impacts, feasibility, and ability to meet the project goals, which are identified below:

- Reduce potential human and ecological exposure to site contaminants in the Upland Portion of the KCCRA by stabilizing eroding fill at the KCCRA
- Remove an area of fill below MHW containing elevated concentrations of vanadium and nickel as preferred by DEP, with proper disposal of the excavated materials
- Achieve a Condition of No Significant Risk to human health, safety, public welfare, and the environment for current and foreseeable site uses
- Support the filing of a Permanent Solution with Conditions Statement for the KCCRA

² https://resilientma.org/rmat_home/designstandards/

- Execute remediation efforts efficiently while maintaining a cost-effective project budget

Shoreline Portion

For the Shoreline Portion of the project, the Proponent evaluated a No Action Alternative, Excavation with Offsite Disposal Alternative, and Excavation with Offsite Disposal and Onsite Beneficial Reuse (the Preferred Alternative). The EENF included a table comparing the impacts of each of these alternatives, copied below:

Table 2-1 Impacts Comparison of Shore Portion Alternatives

Impact Category	No Action	Excavation with Offsite Disposal	Excavation with Offsite Disposal and Onsite Beneficial Reuse (Preferred)
Land			
Total Site Area (acres)	0	1.4	1.4
New Land Alteration (acres)	0	1.2	1.2
New Impervious Area (acres)	0	0	0
<i>continued</i>			
Wetland Resource Areas			
Land Subject to Coastal Storm Flowage (sf)	0	46,385	46,385
Coastal Beach/Land Containing Shellfish (sf)	0	37,105	37,105
100-foot Buffer Zone to Coastal Bank (sf)	0	5,275	5,275
Other Wetland Areas	0	0	0

All square footages are approximate values as they have been rounded to the nearest value of five (most values were rounded up).

As described in the EENF, under the No Action Alternative, no work below MHW would be conducted. Based on the results of a Method 3 Risk Characterization completed as part of the MCP, fill removal is not required from below MHW to maintain a Condition of No Significant Risk as defined in the MCP. While this Alternative would be the least impactful to the wetland resource areas affected, the EENF states that it does not meet MassDEP's preference for the removal of fill containing nickel and/or vanadium at concentrations exceeding the apparent effects thresholds (AETs) for ecological impacts. Therefore, this Alternative was dismissed.

Under the Excavation with Offsite Disposal Alternative, the area of fill below MHW containing nickel and/or vanadium at concentrations exceeding the AETs would be excavated and replaced with clean cobbles, with excavated fill and sediment disposed of offsite at an appropriate licensed disposal facility. This Alternative would reduce nickel and vanadium concentrations in the intertidal area, but was not selected as it does not include the beneficial reuse of excavated material, which is associated with a reduction of the impacts of offsite disposal (all other impacts are identical to the Preferred Alternative).

The Preferred Alternative is a modification of the Excavation with Offsite Disposal Alternative. Instead of all fill being disposed off-site, excavated fill will be beneficially reused onsite during construction of the revetment in the Upland Portion of the project. The existing, eroding fill would be graded to a sloped surface, dewatered excavated fill would be placed, and the area would then be reinforced with geotextile fabric and a layer of bedding stone before the rip rap/armor stones are placed. Any excavated material which is not reused onsite will be sampled and transported to an appropriate offsite disposal facility. The EENF indicates that the Preferred Alternative was selected for the Shoreline Portion of the project as it best meets project goals while minimizing impacts, particularly those associated with off-site disposal.

Upland Portion

For the Upland Portion of the project, the Proponent evaluated a No Action Alternative, Sheet Pile Bulkhead and Stone Revetment Alternative, Complete Excavation and Replacement Alternative, Soft Shoreline Solution Alternative, and Extended Stone Revetment Alternative (the Preferred Alternative). The EENF included a table comparing the impacts of each of these alternatives, copied below:

Table 2-2 Impacts Comparison of Upland Portion Alternatives

Impact Category	No Action	Sheet Pile Bulkhead and Stone Revetment	Complete Excavation and Replacement	Soft Shoreline Solution	Extended Stone Revetment (Preferred Alternative)
Land					
Total Site Area (acres)	0	1.4	4.5	2.0	1.4
New Land Alteration (acres)	0	1.2	4.3	1.8	1.2
New Impervious Area (acres)	0	0	0	0	0
Wetland Resource Areas					
Land Subject to Coastal Storm Flowage (sf)	0	49,000	130,000	53,000	46,385
Coastal Bank (lf)	0	590	950	590	590
100-foot Buffer Zone to Coastal Bank (sf)	0	400	79,200	21,000	5,275
Other Wetland Resources	0	0	0	0	0

All square footage are approximate values as they have been rounded to the nearest value of five (most values were rounded up).

The No Action Alternative would leave the upland portion of the site in its current condition, and would not involve new environmental impacts. However, it would not address the potential for the historic arsenic-contaminated fill on-site to continue to erode and contribute arsenic to the shoreline sediment. As such, it was dismissed.

The Sheet Pile Bulkhead and Stone Revetment Alternative would involve the installation of a sheet pile bulkhead on the face of the eroding fill, just above the MHW line. The eroding fill would be shaped and covered with geotextile fabric, backfilled with clean, compacted fill, and topped with a concrete pile cap and fence. The top elevation of the bulkhead would be consistent with the top of the

existing revetment to the north. To reduce wave impacts on the installed bulkhead, a stone revetment would be installed on the seaward side and sloped to match the landside topography. An AUL would be implemented to maintain a Condition of No Significant Risk under the MCP. As shown in the table above, this Alternative would involve similar environmental impacts as the Preferred Alternative. According to the EENF, this Alternative was not selected because the proposed subsurface work required for installation would negatively impact MWRA facilities and utilities and would result in additional impacts to the Upland Portion of the KCCRA.

The Complete Excavation and Replacement Alternative consists of removing and replacing all existing fill above MHW within the project site up to depths of approximately 12 feet below grade to remove the historic fill on site. This would involve excavation and offsite disposal of approximately 45,000 tons of fill. Due to the location and scope of the excavation, utilities that supply water, gas, electricity, and telecommunications to the nearby MWRA pumping station would need to be relocated. As shown in the table above, it would have the greatest impact of all Upland Portion alternatives. According to the EENF, this Alternative was not selected because of its scale, cost and other impacts, including impacts to the KCCRA public park.

The Soft Shoreline Solution Alternative would include a more gradually sloped design for the shoreline transitioning to the upland area, with coastal wetland plantings installed to reduce wave velocities. As described in the EENF, because of the more gradual (almost flat) slope this design would require, a wider limit of work would need to be established. Implementing this Alternative would therefore result in impacts to the Upland Portion of the KCCRA (and greater impacts than the Preferred Alternative). According to the EENF, the soft solution proposed under this Alternative would not achieve a Permanent Solution as defined in the MCP because it would not prevent erosion during large storm events and impacted fill would eventually be exposed. For this reason, the Soft Shoreline Solution Alternative was dismissed.

The Preferred Alternative for the Upland Portion (described herein) would involve extending the existing stone revetment on the northern edge of the project site south towards Bridge Street. The eroding fill will be contained behind beneficially reused excavated fill, then topped with clean fill and core stone, and armored with rip rap to contain it. An AUL will be implemented for the Upland Portion of the site to maintain a Condition of No Significant Risk under the MCP. As stated in the EENF, the Preferred Alternative for the Upland Portion was selected due to its ability to achieve a Permanent Solution under the MCP, its relative ease of implementation, and its consistency with the existing armoring of the Coastal Bank immediately adjacent to the project site. It will result in minimal permanent impacts to the upland portion of the KCCRA public park, and minimize environmental impacts.

Environmental Justice

As noted above, the project site is not located within an EJ population but is located within one mile of 10 EJ populations characterized by Minority (4); Minority and English Isolation (1); Minority and Income (4); and Minority, Income, and English Isolation (1) criteria. The site is located within five miles of a total of 108 EJ populations. Within one mile of the project site, Chinese was identified as spoken by 5% or more of residents who also identify as not speaking English very well (Limited English Proficiency (LEP) individuals). The EENF identifies the DGA for the project as one mile.

Effective January 1, 2022, all new projects in “Designated Geographic Areas” (“DGA,” as defined in 301 CMR 11.02, as amended) around EJ populations are subject to new requirements imposed by the Chapter 8 of the Acts of 2021: An Act Creating a Next-Generation Roadmap for Massachusetts Climate Policy (the “Climate Roadmap Map”) and amended MEPA regulations at 301 CMR 11.00. Two related MEPA protocols—the MEPA Public Involvement Protocol for Environmental Justice Populations (the “MEPA EJ Public Involvement Protocol”) and MEPA Interim Protocol for Analysis of project Impacts on Environmental Justice Populations (the “MEPA Interim Protocol for Analysis of EJ Impacts”)—are also in effect for new projects filed on or after January 1, 2022. Under the new regulations and protocols, all projects located in a DGA around one or more EJ populations must take steps to enhance public involvement opportunities for EJ populations, and must submit analysis of impacts to such EJ populations in the form of an EIR.

Public Engagement

As stated in the EENF, the Proponent proactively engaged with potentially impacted communities in accordance with a site-specific Public Involvement Plan (PIP) that was developed for the site (included in Appendix B). The Proponent provided Advance Notification under Part II of the MEPA EJ Public Involvement Protocol through the preparation of an EJ Screening Form, which was translated into Chinese (Mandarin) and distributed to a list of community-based organizations (CBOs) and tribes/indigenous organizations (the “EJ Reference List”) developed in coordination with the MEPA Office. To promote public participation during MEPA review, the Proponent held both an in-person site visit and a remote consultation session, the notice for which was also translated into Mandarin and distributed to the EJ Reference List. Interpretation services were provided in Chinese during the remote consultation, although no one in attendance utilized these services.

The development of the Response Action has involved an iterative public process with five public meetings to-date associated with the assessment, remediation planning, and permitting of the project. Consistent with the PIP, the Proponent provided a minimum of 14 days’ notice of public meetings, including publishing a notice in the *Boston Globe* and *Quincy Patriot Ledger* as well as the *Weymouth News*. A copy of the public notice was provided by email to members of the PIP group, the Chief Municipal Officer and the Board of Health of the Town of Weymouth, and MassDEP. To encourage potentially affected communities to participate in these public meetings, the Proponent has arranged for bus transportation from nearby communities and provided Mandarin-speaking translation during the meetings. As stated in the EENF, at each phase of the MCP process the Proponent has provided specific opportunities for potentially affected communities to provide comments on documents concerning the project, with responses prepared for the written and verbal comments received during the comment period and public meetings. The EENF indicates that public feedback on the remediation project has been supportive. As noted above, the addition of cobble over the intertidal area proposed to be dredged was incorporated into the project design based on public feedback.

Comments received on the project express support for the proposed Response Action. Comments also request that efforts are made to keep the KCCRA park open to the public during construction, that the Proponent consider incorporating tree plantings and native plantings into the project and/or the addition of a loop trail connecting to an adjacent parcel owned by MWRA, and that the Proponent conduct ongoing air quality monitoring during project construction. Comments also request that the Proponent clarify whether an existing barbed wire fence on the site will be removed. These comments should be addressed in the Single EIR.

Baseline Assessment and Project Impacts

The EENF contained a preliminary baseline assessment of any existing unfair or inequitable Environmental Burden and related public health consequences impacting EJ populations in accordance with 301 CMR 11.07(6)(n)1. and the MEPA Interim Protocol for Analysis of EJ Impacts. According to the EENF, the data surveyed show some indication of an existing “unfair or inequitable” burden impacting the identified EJ populations. Specifically, the EENF notes that the DPH EJ Tool identifies the area within which the EJ populations are located as exhibiting “vulnerable health EJ criteria”; this term is defined in the DPH EJ Tool to include any one of four environmentally related health indicators that are measured to be 110% above statewide rates based on a five-year rolling average.³ According to the EENF, one census tract (178.02) exceeds the childhood blood lead criterion, and two census tracts (179.01 and 227.00) exceed the low birth weight criterion. However, census tract 228.00, adjacent to the project site, does not meet these two criteria. The City of Weymouth (City) does not meet exhibit any of the four vulnerable health EJ criteria. The EENF indicates that the following sources of potential pollution exist within the identified EJ populations, based on the mapping layers available in the DPH EJ Tool:

- Major air and waste facilities: 8
- M.G.L. c. 21E sites: 2
- “Tier II” Toxics Release Inventory Site: 6
- MassDEP sites with AULs: 8
- Wastewater treatment plants: 7
- Underground storage tanks: 10
- EPA facilities: 2
- Road infrastructure: 1
- MBTA bus and rapid transit: 2 bus shelters, 62 bus stops, and 22 bus routes
- Other transportation infrastructure: 1 freight rail yard, 7 railroad tracks, and 1 ferry route
- Energy generation and supply: 3 power plants and 2 transmission lines

Although not required by the MEPA Interim Protocol for Analysis of EJ Impacts, the EENF also surveyed environmental indicators tracked through the U.S. EPA’s “EJ Screen,” which shows the indicators measured at the following percentiles for the identified EJ populations as compared to the MA statewide average. The EENF indicates that the following indicators are elevated at 80th percentile or higher of statewide rates within the DGA:

- Proximity to Risk Management Plan (RMP) sites: 81st percentile
- Wastewater Discharge Indicator: 80th percentile

Finally, the EENF included a screening of climate risks for the project site, using the MA Resilience Design Tool, as further described below. Based on the 50-year useful life of the project and its location, the project was rated as having “High” exposure for sea level rise/storm surge and extreme heat, and a “Moderate” exposure rating for extreme precipitation (urban flooding). It also received a “Moderate” ecosystem benefits score. The revetment extension was designed to match the dimensions of

³ See <https://ma.tracking.ehs.state.ma.us/Environmental-Data/ej-vulnerable-health/environmental-justice.html>. Four vulnerable health EJ criteria are tracked at the municipal level in the DPH EJ Viewer (heart attack/hospitalization, childhood asthma, childhood blood lead, and low birth weight); of these, two (childhood blood lead and low birth weight) are also available at the census tract level.

the existing revetment it will be extended from, with the armor stone size selected based on guidance from USACE and site-specific modeling. According to the EENF, the revetment extension is expected to provide protection and scour resistance for the soils and the landward park under present-day conditions up through the 2070 100-year storm event. The project will not involve the creation of impervious surface that would contribute to extreme heat. As noted, several comments encourage the Proponent to consider incorporating tree plantings into the upland portion of the project.

The EENF asserts that the project will result in significant environmental benefits to the surrounding community by achieving a Permanent Solution, as defined in the MCP, at the project site. According to the EENF, the project will not divert flood waters to adjacent properties, and as a result of the project (specifically the revetment extension), the KCCRA will receive additional protection from coastal flooding events. Environmental impacts are expected to be short-term, limited to the construction period, and will be mitigated through the implementation of construction best management practices (BMPs). Any construction waste will be sampled and properly characterized to facilitate identification of an appropriate disposal/recycling facility in accordance with the MCP. The generation of fugitive dust will be minimized by implementing dust mitigation measures based on monitoring results, including wetting the areas to be disturbed, maintaining low vehicle speeds in unpaved areas, installing anti-tracking pads at construction entrances, cleaning truck wheels before they exit the site, securely covering truck loads, and conducting regular street cleaning. As stated in the EENF, real-time dust monitoring will be conducted during excavation activities, including the loading of fill and sediments into containers/trucks at the site. The EENF notes that the project has been designed to minimize potential impacts to the KCCRA park through construction access directly from Bridge Street, rather than through the KCCRA.

Hazardous Waste

As noted above, RTN 4-26230 was issued in July 2016 following the identification of evidence of a historical release of petroleum in soil at the Compressor Station north of the project site (referred to in the EENF as the “Disposal Site”). Subsequent RTNs have been administratively linked to this primary RTN, specifically RTN 4-28186, 4-28615, and 4-28676, which were assigned in response to the identification of potential Imminent Hazard (IH) conditions associated with arsenic and, in the case of RTN 4-28615, total chromium. The EENF notes that subsequent evaluations following the assignment of these three other RTNs determined that in each case the conditions did not present an IH condition (specifically, arsenic concentrations in shallow soil within the KCCRA, concentrations of arsenic and chromium in fill material below MHW at the project site, and concentrations of arsenic in the top 12 inches of fill within the Upland Portion of the site, respectively, did not present an actual IH condition).

A Phase II Comprehensive Site Assessment (CSA) Report for the KCCRA portion of the Disposal Site was filed in January 2022, which included the advancement of soil borings, installation of groundwater monitoring wells, and excavation of test pits. The results of this assessment concluded that, with the possible exception of vanadium in sediment, a Condition of No Significant Risk to the environment exists within the Shore Portion of the site. A Human Health Risk Characterization was completed as part of the Phase II CSA, which concluded that a Condition of No Significant Risk to Human Health currently exists at the KCCRA park; however, it also concluded that future conditions may present a significant risk to human health in the following scenarios: (1) visitors exposed to arsenic in fill at depths greater than 3 feet in the Upland Portion of the KCCRA; and (2) residents exposed to arsenic and lead in fill in the Upland Portion of the KCCRA. The EENF states that both of these scenarios can be effectively addressed with the implementation of an AUL. The Human Health Risk

Characterization also concluded that further erosion of the Upland Portion of the site could expose fill containing higher concentrations of arsenic. Consequently, additional response actions were deemed warranted to reduce the possibility of erosion of this area.

A Phase III Remedial Action Plan (RAP) was developed in August 2023 to identify, evaluate, and select remedial actions alternatives to potentially achieve the remedial action objectives for the KCCRA. Remedial action objectives were developed, in part, based on information presented in the Phase II CSA. The Phase III RAP identified the preferred Remedial Action Alternative for the Upland Portion of the KCCRA as extending the existing stone revetment and recording an AUL, and the preferred Remedial Action Alternative for the Shoreline Portion of the KCCRA and the fill below MHW as excavating the area of fill below MHW, with off-site disposal of the fill if necessary. As described in the EENF and noted above, in response to community preferences, the current design also includes the placement of cobble to create a gradual surficial transition between the excavation area and the revetment. Finally, the Phase IV Remedy Implementation Plan (RIP) was developed in July 2024 which detailed the engineering concepts and design criteria to be used for the design and construction of the preferred Remedial Action Alternative.

As detailed herein and in comments from MassDEP, the preferred Remedial Action Alternative includes dredging of fill within the intertidal area, and extending the rip rap revetment in the northern area of the Kings Cove Conservation Restriction Area to contain eroding impacted fill. This work is being undertaken in accordance with the MCP. I refer the Proponent to comments from MassDEP, which encourage the Proponent to continue working with the Department towards the implementation of the Remedial Action Alternative. The project includes various measures to avoid, minimize, and mitigate construction period impacts, including air quality monitoring, as detailed in the Construction Period section below.

Coastal Resources and Waterways

As noted above, the project will result in the alteration of 29,000 sf (0.67 acres) of a Designated Port Area (DPA); 37,105 sf (0.85 acres) of Coastal Beach and Land Containing Shellfish; 590 linear feet (lf) of Coastal Bank; and 46,385 sf (1.06 acres) of LSCSF. The EENF identifies all alteration to coastal resources as permanent. As noted above and in comments from MassDEP, the Weymouth Conservation Commission reviewed the project for its consistency with the Wetlands Protections Act (WPA), the Wetland Regulations (310 CMR 10.00), and associated performance standards, and issued an Order of Conditions on September 5, 2024, which was not appealed. As stated in the EENF, because the project is an MCP Response Action, it qualifies as a Limited Project under the WPA (and was approved as such by the Conservation Commission).

As the project involves greater than 100 cy of dredging (specifically, 630 cy), it will require a 401 WQC from MassDEP. As noted above, the proposed mechanical dredging within the intertidal area will be conducted during low tide, and the extension of the revetment constructed “in the dry” through the use of sandbag cofferdams. A turbidity curtain will be installed within Kings Cove to control the migration of suspended fine materials during dredging. Machinery will access the Shore Portion of the site from Bridge Street. After the excavation is completed within the intertidal area (specifically, Coastal Beach/Land Containing Shellfish), clean cobble will be placed as backfill. To gradually connect the excavated areas to the new revetment, clean cobble will be placed between the two areas.

Chapter 91 Waterways and Public Benefit Determination

The project site contains filled and flowed tidelands subject to the c.91 regulations. The EENF indicates that the project will impact 33,800 sf of flowed tidelands and 20,200 sf of filled tidelands, provides an overview of historic c.91 Licenses issued for the site, including those for the bulkhead constructed by Edison Electric that contained the contaminated fill. The project requires a new c.91 License for the proposed dredging, the construction of the revetment, as well as for “facilities and activities undertaken or required by a public agency for purposes of decontamination, capping, or disposal of polluted aquatic sediments.”

The project site is comprised of tidelands subject to the provisions of *An Act Relative to Licensing Requirements for Certain Tidelands* (2007 Mass. Acts ch. 168) and the Public Benefit Determination (PBD) regulations (301 CMR 13.00). A PBD is required for this project as it is subject to preparation of a mandatory EIR. Comments from MassDEP Waterways state that the Department has determined that the proposed project is a Water-Dependent Use (WDU) as listed at 310 CMR 9.12 (2)(9). As a water-dependent project, it is presumed that this project will provide adequate public benefit in accordance with 301 CMR 13.04(1). The Single EIR should address the public benefits of the project in accordance with 301 CMR 13.00.

Fisheries

As described in comments from DMF, intertidal areas of Kings Cove provide forage, spawning, shelter, and juvenile development habitat for numerous species of shore-zone fishes including Atlantic silverside (*Menidia menidia*), pipefish (*Syngnathus fuscus*), mummichog (*Fundulus heteroclitus*), and sand lance (*Ammodytes americanus*). These species also constitute forage for other species including bluefish (*Pomatomus saltatrix*), striped bass (*Morone saxatilis*), and summer flounder (*Paralichthys dentatus*). As noted above, Land Containing Shellfish (LCS) is mapped within the Coastal Beach on-site. Specifically, this area is mapped as a spawning/settlement area for soft-shell clam (*Mya arenaria*) and a Conditionally Restricted shellfish growing area (GBH1.204). However, as stated in the EENF and in comments from DMF, the Stage II Environmental Risk Characterization (ERC) undertaken during project development (specifically in May and June 2022) indicated that no populations of soft-shell clams were observed and therefore the soft-shell clam population is not large enough to self-seed any of these areas.

Comments from DMF concur with the Proponent’s proposal to sequence the proposed dredging and fill to occur in the dry during low tide, use a turbidity curtain seaward of the dredge limits, and construct the proposed revetment in the dry behind a cofferdam to minimize turbidity and sedimentation impacts to the surrounding waters of Kings Cove and the Fore River. DMF also concurs with the Proponent’s intent to adhere to the recommended TOY restriction for the proposed dredging and placement of the clean cobble fill from May 1 to November 1. DMF states that impacts from disturbance of the shore-zone to shore-zone fishes will be minimized by sequencing this work to occur in the late fall and winter when the shore-zone is less biologically active

Climate Change

Adaptation and Resiliency

Effective October 1, 2021, all MEPA projects are required to submit an output report from the

MA Resilience Design Tool to assess the climate risks of the project. Based on the output report attached to the EENF, the project has a “High” exposure rating for sea level rise/storm surge and extreme heat, and a “Moderate” exposure rating for extreme precipitation (urban flooding). It also received a “Moderate” ecosystem benefits score. The two assets identified by the Proponent in the MA Resilience Design Tool are the coastal beach (proposed to be dredged) and the proposed revetment. The coastal beach is a natural resource asset. For natural resource project assets, the MA Resilience Design Tool provides a standard recommendation of a 25-yr (4%) return period design storm for the extreme precipitation parameter; the recommendation is provided as a consideration for users and not a formal standard. While the project does not involve any tree removal or impervious surface construction, the project site currently has less than 10% tree canopy cover. As noted above, the Proponent should consider incorporating tree planting into the project.

For the revetment, based on the 50-year useful life and the self-assessed criticality of this asset, the MA Resilience Design Tool recommends a planning horizon of 2070 and a return period associated with a 50-year (2% chance) storm event when designing for sea level rise/storm surge. According to the Tool, this storm event is associated with a maximum projected water surface elevation of 9.8 ft NAVD88, and a maximum projected wave action water elevation of 12.1 ft NAVD88. The minimum projected wave action water elevation for the 2070 50-year storm event is identified as 9.8 ft NAVD88, and the average as el. 10.3 ft NAVD88.

The elevation of the revetment extension was selected to match the existing revetment that will be extended. Further details regarding the elevation of the revetment should be provided in the Single EIR. According to the EENF, the armor stone size for the revetment was determined based on guidance from the USACE Coastal Engineering Manual and site-specific wave modeling. The EENF states that the revetment is expected to provide protection and scour resistance up through the 2070 100-year storm event. As noted above, the project includes the placement of cobble seaward of the existing and proposed rip rap revetment to establish a more nature-like ground cover (currently, the area contains significant amounts of coal, as well as bricks). The EENF states that the cobble will help dissipate wave energy within the waterbody and intertidal areas to protect the revetment, while also providing an improved benthic surface for organisms within the intertidal zone.

Greenhouse Gas Emissions

The EENF indicates that total stationary source emissions associated with conditioned spaces for the project will not exceed 2,000 tpy; therefore, a GHG analysis is not required under the MEPA EJ protocols. Emissions will be limited to construction period impacts, which will be minimized through construction equipment requirements.

Construction Period

The EENF indicates that project construction is expected to commence in December 2025 and conclude in April 2026. The project requires a MassDOT Access Permit for the temporary construction access from Bridge Street. As described in the EENF, MassDOT will require temporary traffic management details to properly manage traffic on Bridge Street for vehicles, pedestrians, and bikes. Before any work begins, erosion and sedimentation controls will be installed including the installation of a stabilized construction entrance, turbidity curtain, and a sandbag cofferdam.

Any construction waste will be sampled and properly characterized to facilitate identification of an appropriate disposal/recycling facility. The sampling and analysis will be performed in accordance with the MCP. Excavated fill will be reused behind the revetment to be constructed as part of the project to the extent practicable. According to the EENF, on-site excavations are not expected to require dewatering, since excavation below MHW will be conducted during low tide and the fill and sediments are anticipated to be well-draining. However, should groundwater dewatering be required to facilitate revetment construction, the EENF states that dewatering effluent will be pumped to and contained within tanks on site prior to being characterized and later disposed of at an offsite treatment/recycling facility.

The project will implement several mitigation measures and monitoring practices to manage dust and air quality during the construction period at the KCCRA property. The generation of fugitive dust will be minimized by implementing dust mitigation measures (such as cleaning truck wheels and wet dust suppression) based on monitoring results. Soil stockpiles intended for immediate reuse will be stabilized, and construction practices will be closely monitored to minimize unnecessary disturbances. Dust monitoring will be conducted during excavation activities, including the loading of fill and sediments into containers/trucks at the site. As stated in the EENF, real-time particulate sampling will be implemented to ensure that dust levels remain within safe limits. Daily monitoring of upwind and downwind dust concentrations will be recorded, and handheld particulate monitors will be used to assess real-time dust levels in active work areas. The project will also conduct periodic checks for volatile contaminants; if elevated readings persist, further actions, including potential upgrades in personal protective equipment, will be undertaken.

All construction and demolition activities should be managed in accordance with applicable MassDEP's regulations regarding Air Pollution Control (310 CMR 7.01, 7.09-7.10), and Solid Waste Facilities (310 CMR 16.00 and 310 CMR 19.00, including the waste ban provision at 310 CMR 19.017). The project should include measures to reduce construction period impacts (e.g., noise, dust, odor, solid waste management) and emissions of air pollutants from equipment, including anti-idling measures in accordance with the Air Quality regulations (310 CMR 7.11). I encourage the Proponent to require that its contractors use construction equipment with engines manufactured to Tier 4 federal emission standards, or select project contractors that have installed retrofit emissions control devices or vehicles that use alternative fuels to reduce emissions of volatile organic compounds (VOCs), carbon monoxide (CO) and particulate matter (PM) from diesel-powered equipment. Off-road vehicles are required to use ultra-low sulfur diesel fuel (ULSD). If oil and/or hazardous materials are found during construction, the Proponent should notify MassDEP in accordance with the Massachusetts Contingency Plan (310 CMR 40.00). All construction activities should be undertaken in compliance with the conditions of all State and local permits. I encourage the Proponent to reuse or recycle construction and demolition (C&D) debris to the maximum extent.

SCOPE

General

The Single EIR should follow Section 11.07 of the MEPA regulations for outline and content and provide the information and analyses required in this Scope. It should clearly demonstrate that the Proponent has sought to avoid, minimize and mitigate Damage to the Environment to the maximum

extent practicable.

Project Description and Permitting

The Single EIR should identify any changes to the project since the filing of the EENF. It should identify and describe State, federal and local permitting and review requirements associated with the project and provide an update on the status of each of these pending actions. The Single EIR should include a description and analysis of applicable statutory and regulatory standards and requirements, and a discussion of the project's consistency with those standards.

The Single EIR should include detailed site plans for existing and post-development conditions at a legible scale. Plans should clearly identify buildings, interior and exterior public areas, impervious areas, transportation improvements, pedestrian and bicycle accommodations, and stormwater and utility infrastructure. The Single EIR should provide detailed plans, sections, and elevations to accurately depict existing and proposed conditions, including proposed above- and below-ground structures, on- and-off-site open space, and resiliency and other mitigation measures.

The information and analyses identified in this Scope should be addressed within the main body of the Single EIR and not in appendices. In general, appendices should be used only to provide raw data, such as drainage calculations, traffic counts, capacity analyses and energy modelling, that is otherwise adequately summarized with text, tables and figures within the main body of the Single EIR. Information provided in appendices should be indexed with page numbers and separated by tabs, or, if provided in electronic format, include links to individual sections. Any references in the Single EIR to materials provided in an appendix should include specific page numbers to facilitate review.

Environmental Justice

The Single EIR should include a separate section on "Environmental Justice" that contain a full description of measures the Proponent intends to undertake to promote public involvement by such EJ populations during the remainder of the MEPA review process including a discussion of any of the best practices listed in the MEPA EJ Public Involvement Protocol that will be employed. To the extent further updates to the project's PIP is made, the revised document should be attached to the Single EIR with narrative describing the changes made. The Single EIR should describe any outreach that will be conducted as part of local review processes. The Single EIR should include an update on any outreach conducted since the filing of the EENF and a description of any changes made to the project (including mitigation measures) in response to this outreach. The Single EIR, or a summary thereof, should be distributed to the "EJ Reference List," with any updates to the list provided by the MEPA Office upon request. It should provide more detail on the PIP group that was used for outreach prior to filing, including how it was developed, who is included, and how it is maintained. The Proponent is also directed to continue to provide translation services in Chinese as part of future outreach.

While the EENF states the project is not anticipated to exceed 150 diesel truck trips per day, the number of diesel truck trips per day was not identified. The Single EIR should assess the number of diesel-generated vehicle trips generated during project construction and routes of travel that would result from the project including during the construction period, and identify whether these routes will travel through EJ populations within the DGA. The Single EIR should address the requests for incorporation of tree plantings native landscaping in the upland portion of the park to mitigate extreme heat. It should clarify whether the existing barbed wire fence on the site will be removed as part of the project.

Public Health

The Single EIR should include a separate section on “Public Health,” and discuss any known or reasonably foreseeable public health consequences that may result from the environmental impacts of the project. Particular focus should be given to any impacts that may materially exacerbate “vulnerable health EJ criteria,” in accordance with the MEPA Interim Protocol for Analysis of EJ Impacts. In addition, other publicly available data, including through the DPH EJ Tool, should be surveyed to assess the public health conditions in the immediate vicinity of the project site, in accordance with 301 CMR 11.07(6)(g)10. Any project impacts that could materially exacerbate such conditions should be analyzed. The Single EIR should identify where the data from the proposed real-time air quality monitoring during transport of sediments will be made available. It should provide additional information regarding reporting of sediment and waste management during project construction to MassDEP and/or the City, including the frequency of this reporting, if this data is publicly accessible, and where it can be found. To the extent any required Permits for the project contain performance standards intended to protect public health, the Single EIR should contain specific discussion of such standards and how the project intends to meet or exceed them. The Single EIR should identify the municipalities associated with the census tracts that exhibited vulnerable health EJ criteria (178.02, 179.01, and 227.00) as described in the EENF.

The Single EIR should provide further details to explain how the determination will be made as to the extent of fill to remain on site for beneficial reuse. Given that the excavated sediment necessarily meets the “apparent effects thresholds” (as defined by the MCP) and therefore requires remediation. The Single EIR should clarify whether the reuse of this sediment requires any additional permitting, such as a Beneficial Use Determination (BUD) from MassDEP. For sediment to be removed off-site, the Single EIR should identify the disposal locations determined to-date, identify any EJ populations located within one miles of any such locations, and discuss what level of permitting will be required for approval of those disposal locations.

Hazardous Waste

The Single EIR should identify any assessments/reports undertaken in accordance with the MCP prior to Phase II CSA, and clarify when RTN 4-28186 was assigned to the Disposal Site. It should identify publicly accessible data that is available from the previous site assessments/soil sampling, and how it can be accessed. The Single EIR should clarify if there is an existing AUL on-site, and if so, what activities it restricts. It should clarify which activities will be restricted through the proposed AUL in the Upland Portion of the site. The Single EIR should provide an update on any coordination with MassDEP since the filing of the EENF. It should identify reporting requirements during project construction, who will be responsible for submitting these reports, and the frequency within which they are expected to occur. The Single EIR should clarify whether the fill to be reused will be required to remain below certain numeric levels of contamination and/or will otherwise need to demonstrate that reuse will be adequately protective of public health and safety. As noted above, for sediment to be removed off-site, the Single EIR should identify the disposal locations determined to date and discuss what level of permitting will be required for approval of those disposal locations.

Coastal Resources and Waterways

The Single EIR should provide a table with updated impacts to coastal resource areas. It should

clarify whether the construction access drive is located within coastal resources, and whether there is any temporary alteration associated with site preparation, material storage/laydown, and/or access that were not identified in the EENF. The Single EIR should provide updated plans which identify the historic high water (HHW) line/delineates the tidelands present on-site. It should provide additional information regarding the DPA designation on-site, and the project's consistency with the DPA. The Single EIR should address the public benefits of the project in accordance with 301 CMR 13.00.

Climate Change Adaptation and Mitigation

The Single EIR should provide additional details regarding the site-specific modeling that was conducted to evaluate the resiliency of the proposed revetment to sea level rise/storm surge. It should identify the flood water elevation of the 2070 100-year storm evaluated by the Proponent as related to the level of scour protection provided by the proposed revetment extension. The Single EIR should identify the top elevation of the revetment, and compare this to the recommendations of the MA Resiliency Design Tool. As noted above, the Proponent should evaluate incorporating tree plantings and/or native plantings in the project design.

Mitigation and Draft Section 61 Findings

The Single EIR should include a separate chapter summarizing all proposed mitigation measures including construction-period measures. This chapter should also include a comprehensive list of all commitments made by the Proponent to avoid, minimize and mitigate the environmental and related public health impacts of the project, and should include a separate section outlining mitigation commitments relative to EJ populations. The filing should contain clear commitments to implement these mitigation measures, estimate the individual costs of each proposed measure, identify the parties responsible for implementation, and contain a schedule for implementation. The list of commitments should be provided in a tabular format organized by subject matter (environmental justice, coastal wetlands, climate change, construction period, etc.) and identify the Agency Action or Permit associated with each category of impact. Draft Section 61 Findings should be separately included for each Agency Action to be taken on the project. The filing should clearly indicate which mitigation measures will be constructed or implemented based upon project phasing to ensure that adequate measures are in place to mitigate impacts associated with each development phase.

Responses to Comments

The Single EIR should contain a copy of this Certificate and a copy of each comment letter received. The Single EIR should contain a direct response to the scope items in this Certificate. To ensure that the issues raised by commenters are addressed, the Single EIR should also include direct responses to comments to the extent that they are within MEPA jurisdiction. This directive is not intended, and shall not be construed, to enlarge the scope of the Single EIR beyond what has been expressly identified in this certificate.

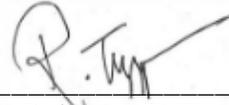
Circulation

The Proponent should circulate the Single EIR to each Person or Agency who previously commented on the EENF, each Agency from which the Project will seek Permits, Land Transfers or Financial Assistance, and to any other Agency or Person identified in the Scope. The Proponent may circulate copies of the Single EIR to commenters other than Agencies in a digital format (e.g., CD-

ROM, USB drive) or post to an online website. However, the Proponent should make available a reasonable number of hard copies to accommodate those without convenient access to a computer to be distributed upon request on a first-come, first-served basis. A copy of the Single EIR should be made available for review in the Weymouth Public Library.

June 30, 2025

Date



Rebecca L. Tepper

Comments received:

06/16/2025 Robert Kearns
06/21/2025 Nathan Phillips
06/21/2025 Trish O'Hagan
06/22/2025 Margaret Bellafiore
06/23/2025 Stephen Shinney
06/23/2025 Massachusetts Water Resources Authority (MWRA)
06/23/2025 Noelle O'Rourke
06/23/2025 Kacey Bongarzone
06/23/2025 Susan Deshler
06/23/2025 Massachusetts Division of Marine Fisheries (DMF)
06/24/2025 Massachusetts Department of Environmental Protection (MassDEP), Southeast Regional Office (SERO)

RLT/ELV/elv