

Update on the City of Boston's
Charlestown Navy Yard Municipal Harbor Plan Amendment

On May 25, 2007 the Boston Redevelopment Authority (BRA) submitted an amendment to the City of Boston's Harbor Park Municipal Harbor Plan (MHP), consisting of two documents (the Waterfront Activation Network Plan and the Water-Dependent Use Management Plan for the Charlestown Navy Yard) for review and approval pursuant to 301 CMR 23.00 and Requirements 7 & 8 of the Secretary's 1991 MHP Decision.

In response to public comment and input received during the consultation session, the BRA has submitted revised and updated information on proposed offsetting measures to be incorporated as part of the MHP amendment. A summary of this supplemental information is attached.

Boston Redevelopment Authority

Boston's Planning & Economic
Development Office

Thomas M. Menino, *Mayor*
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February 16, 2008

Ian A. Bowles, Secretary
Executive Office of Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

RE: Charlestown Navy Yard Municipal Harbor Plan Amendment

Dear Secretary Bowles:

On May 25, 2007, the Boston Redevelopment Authority ("BRA") submitted the Waterfront Activation Network Plan and the Water-Dependent Use Management Plan for the Charlestown Navy Yard in the form of an amendment to the 1990 Harborpark Municipal Harbor Plan for your review and approval pursuant to 301 CMR 23.00.

These documents lay out a conceptual plan for improved public access and year-round enjoyment of the Harborwalk and waterfront areas of the Navy Yard. The general goals and objectives are to improve the clarity and connectedness of the extraordinary resources of the historic Navy Yard including the public access areas and historic and cultural institutions. The Plans seek to create a common identity for the entire Navy Yard and generate interest for diverse audiences at varied times of the day and year. Finally, the Plans develop a realistic implementation plan with a far-reaching implementation strategy involving many partners and funding sources.

Since last year, we have been working with your staff during the consultation session to address the comments and input gathered during the public review process. The feedback we have received, particularly from your staff and the harbor advocates have been greatly helpful in strengthening the goals of the Plans and the near term public benefits tied to the redevelopment of Pier 5.

We are pleased to have made modifications to the amendment to the 1990 Harborpark Municipal Harbor Plan and offer this letter of clarification to the Waterfront Activation Network Plan and its consistency with requirement number eight of the Secretary's May 22, 1991 Harborpark Municipal Harbor Plan decision.

The redevelopment of Pier 5 will now provide a 10,500 square foot special public destination facility designed for flexible use including accommodation for Courageous Sailing Center's proposed expansion. The facility will be rent free for the term of the Chapter 91 License and provided with a basic build-out finish.

Also, concurrently with the redevelopment of Pier 5, will be investments to the Charlestown Gateways as identified in the Waterfront Activation Network Plan including improved access, lighting, and wayfinding and interpretive signage for an amount up to \$100,000; installation of interpretive signage, exhibits and historic elements for existing finished sections of waterfront open space and Harborwalk in plan area; the exterior of the pumphouse at Drydock number 2 will be utilized as a network center to the Story Loop system including installation of wayfinding and interpretive elements; and on Pier 4, a minimum 10,000 square foot open space enhancement and

staging for visiting naval ships including a seasonal pavilion to be jointly used by visiting naval vessels and Courageous Sailing Center.

While the potential of the Ropewalk and Chainforge buildings as public destinations and historic attractions remains strong and will remain a focus of long term planning, the amount of investment and redevelopment necessary to make them accessible to the public prohibits their inclusion in the Waterfront Activation Network Plan as near term special public destination facilities.

The proposed special public destination facility investments in the Yard End section of the Navy Yard remain the same. The proposed 6,000 square foot facility on Parcel 5 and 4,000 square foot facility on Parcel 7 will remain, while the 3,500 square foot vacant facility of public accommodation in Building 114 will be converted to a special public destination facility through an amendment to the building's Chapter 91 License.

The changes identified above make for a much more effective special public destination network plan particularly by building upon many of the existing public resources in the Navy Yard including Courageous Sailing Program, Harborwalk and the naval presence on Pier 4.

We are currently updating the Charlestown Navy yard Waterfront Activation Network Plan to reflect these changes and will post the updated plan on the BRA website.

Please do not hesitate to call me at (617) 722-4300 if you should have any questions regarding this matter.

Very truly yours,



Richard E. McGuinness
Deputy Director for Waterfront Planning

cc:

Bruce Carlisle, Coastal Zone Management
Brad Washburn, Coastal Zone Management
Ben Lynch, Department of Environmental Protection
Mary Griffin, Department of Fisheries, Wildlife and Environmental Law Enforcement
Richard Sullivan, Department of Conservation and Recreation
Jim Doolin, Massachusetts Port Authority
Bryan Glascock, City of Boston Environment Department
Phillip Terenzi, Boston Harbormaster
Therese Murray, Senate President, Massachusetts State Senate
Anthony Galluccio, Massachusetts State Senate
Eugene L. O'Flaherty, Massachusetts House of Representatives
Maureen Feeny, Council President, Boston City Council
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