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

PROJECT NAME : Boston National Historic Park Ferry Landing at Pier 1
PROJECT MUNICIPALITY : Charlestown
PROJECT WATERSHED : Boston Harbor
EOEA NUMBER : 14195
PROJECT PROPONENT : National Park Service
DATE NOTICED IN MONITOR : March 12, 2008

Pursuant to the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62H) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **does not require** the preparation of an Environmental Impact Report (EIR).

The project consists of improvements to the National Park Service (NPS) ferry landing in Charlestown. The purpose of the proposed project is to provide a more secure and accessible landing that complies with the Architectural Barriers Act Accessibility Standard (ABAAS) requirements for federal projects and expands access to the site to users with limited mobility.

The site is located on the south side of Pier 1 at the west end of the Navy Yard between the USS Constitution and USS Cassin Young. The Charlestown Navy Yard is listed on the National Register of Historic Places. The existing berth and loading platform for commercial ferries consists of a 3,300 square foot (sf) (110x30 ft) steel barge that is tied off to the face of the pier. Access to the pier from the barge is provided by a steeply sloping 35 foot gangway. The project includes expansion of the main pier through construction of a 260 foot (26x10 foot) pile supported pier, construction of a covered passenger waiting area on the pier, replacement of the existing barge with a 1200 sf (70x30 foot) steel pile supported barge and maintenance of the timber fender system. The project will impact approximately 18 sf of Land Under the Ocean (LUO) and 2,100 sf of Land Subject to Coastal Storm Flowage (LSCSF). As proposed, the project extends beyond the state Harbor Line and therefore requires approval by the legislature to amend the Harbor Line.


The project is undergoing MEPA review pursuant to Section 11.03 (3)(b)(6) because it requires a state permit and consists of construction, reconstruction or expansion of a bottom-anchored structure of 2,000 or more sf base area. The project requires a Chapter 91 License from the Department of Environmental Protection (MassDEP), legislative approval to amend the Harbor Line and review by the Massachusetts Historical Commission (MHC). Also, it will require an Order of Conditions from the local Conservation Commission (and hence a Superseding Order of Conditions in the event the local Order is appealed).

Because the proponent is not seeking financial assistance from the Commonwealth, MEPA jurisdiction extends to those aspects of the project that may have significant environmental impacts and that are within the subject matter of required or potentially required state permits. These include tidelands, wetlands and water quality.

Comments from MassDEP commend the proponent for the proposed improvements and note that MassDEP generally supports efforts to expand and improve water transportation infrastructure in the Inner Harbor. The comments indicate that the proposal represents a significant improvement and will increase access to the National Park Site to users with limited mobility. In addition, MassDEP comments indicate that the operational details of the facility can be addressed most effectively through the Chapter 91 permitting and review process which will include public review and comment of the proposed improvements. Issues raised by The Boston Harbor Association (TBHA) and the Mystic River Watershed Association (MRWA), including whether an exemption or amendment is the proper vehicle for proposing the changes and the provision of public access for boaters, can be addressed during the permitting and legislative processes.

The review of the ENF has served to adequately disclose the potential impacts associated with this project. Based on the information in the ENF and after consultation with relevant public agencies, I find that no further MEPA review is required. Outstanding issues can be addressed during project permitting.

April 11, 2008
Date



Ian A. Bowles

Comments Received:

- 3/21/08 Department of Environmental Protection (MassDEP)
- 3/24/08 Board of Underwater Archaeological Resources
- 4/1/08 The Boston Harbor Association
- 4/1/08 Mystic River Watershed Association