

**ENF**

**Environmental  
 Notification Form**

For Office Use Only Executive Office of Environmental Affairs	
EOEA No.:	13722
MEPA Analyst:	ANNE CANADAY
Phone: 617-626-	1035

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Strong Island Access System		
Street: 179 Strong Island Road		
Municipality: Chatham	Watershed:	
Universal Transverse Mercator Coordinates: 461898.4N; 580451.7E	Latitude: 41° 43' 06.92"	Longitude: 69° 58' 01.84"
Estimated commencement date: May 2006	Estimated completion date: June 2006	
Approximate cost: \$250,000	Status of project design: 90	%complete
Proponent: Elizabeth M. Horst		
Street: 150 NE 87 <sup>th</sup> Street		
Municipality: Miami	FL	Zip Code: 33138
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Robert S. Cummings		
Firm/Agency: Engineering & Management Services, Inc	Street: 7 Allen Road	
Municipality: Rochester	State: MA	Zip Code: 02770
Phone: (508) 763-8800	Fax: (508) 763-2020	E-mail: bob@emservices.us

- Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?  
 Yes  No
- Has this project been filed with MEPA before?  
 Yes (EOEA No. \_\_\_\_\_)  No
- Has any project on this site been filed with MEPA before?  
 Yes (EOEA No. \_\_\_\_\_)  No
- Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:
- a Single EIR? (see 301 CMR 11.06(8))  Yes  No
  - a Special Review Procedure? (see 301 CMR 11.09)  Yes  No
  - a Waiver of mandatory EIR? (see 301 CMR 11.11)  Yes  No
  - a Phase I Waiver? (see 301 CMR 11.11)  Yes  No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres): None

Are you requesting coordinated review with any other federal, state, regional, or local agency?  
 Yes (Specify \_\_\_\_\_)  No

List Local or Federal Permits and Approvals: Order of Conditions, Special Permit, Army Corps approval

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- |  |                                       |  |
|--|---------------------------------------|--|
| <input type="checkbox"/> Land            | <input type="checkbox"/> Rare Species | <input type="checkbox"/> Wetlands, Waterways, & Tidelands      |
| <input type="checkbox"/> Water           | <input type="checkbox"/> Wastewater   | <input type="checkbox"/> Transportation                        |
| <input type="checkbox"/> Energy          | <input type="checkbox"/> Air          | <input type="checkbox"/> Solid & Hazardous Waste               |
| <input checked="" type="checkbox"/> ACEC | <input type="checkbox"/> Regulations  | <input type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
<b>LAND</b>				<input checked="" type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input checked="" type="checkbox"/> Chapter 91 License <input type="checkbox"/> 401 Water Quality Certification <input type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input type="checkbox"/> Other Permits (including Legislative Approvals) – Specify:
Total site acreage	0.02			
New acres of land altered		0.02		
Acres of impervious area	0	0.02	0.02	
Square feet of new bordering vegetated wetlands alteration		N/A		
Square feet of new other wetland alteration		0.02		
Acres of new non-water dependent use of tidelands or waterways		0		
<b>STRUCTURES</b>				
Gross square footage	0	2132	2132	
Number of housing units	1	0	1	
Maximum height (in feet)	N/A	N/A	N/A	
<b>TRANSPORTATION</b>				
Vehicle trips per day	N/A	N/A	N/A	
Parking spaces	N/A	N/A	N/A	
<b>WATER/WASTEWATER</b>				
Gallons/day (GPD) of water use	N/A	N/A	N/A	
GPD water withdrawal	N/A	N/A	N/A	
GPD wastewater generation/treatment	N/A	N/A	N/A	
Length of water/sewer mains (in miles)	N/A	N/A	N/A	

**CONSERVATION LAND:** Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

Yes (Specify \_\_\_\_\_)  No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

Yes (Specify \_\_\_\_\_)  No

**RARE SPECIES:** Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

Yes (Specify \_\_\_\_\_ )  No

**HISTORICAL /ARCHAEOLOGICAL RESOURCES:** Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes (Specify \_\_\_\_\_ )  No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes (Specify \_\_\_\_\_ )  No

**AREAS OF CRITICAL ENVIRONMENTAL CONCERN:** Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify Pleasant Bay ACEC \_\_\_\_\_ )  No

**PROJECT DESCRIPTION:** The project description should include **(a)** a description of the project site, **(b)** a description of both on-site and off-site alternatives and the impacts associated with each alternative, and **(c)** potential on-site and off-site mitigation measures for each alternative (*You may attach one additional page, if necessary.*)

The project consists of the reconstruction of piers, the reconstruction of an existing amphibious car ramp on the mainland and the construction of a new amphibious car ramp on Strong Island, all of these to serve as modes of access for the existing dwelling located on Strong Island in Chatham, Massachusetts. Applications have been made to the Chatham Conservation Commission and the Chatham Zoning Board of Appeals for permits to construct the access facilities. To date, an Order of Conditions has been issued by the Chatham Conservation Commission for the construction of an amphibious car ramp on the mainland side; other applications are presently pending.

The existing dwelling on Strong Island was originally constructed some time prior to 1936. In December 1936, a license (see Attachment #1, license number 1811) was issued for the construction of piers and cables to Strong Island from Nickerson's Neck. These piers and cable were installed some time during the period from 1936 to 1941. In 1952 Mr. Victor Horst purchased Strong Island. In December 1974 Mr. Horst sold part of the island to the Chatham Conservation Foundation, donated part of the island to the Chatham Conservation Foundation and maintained a reservation to allow him to continue to live in his home on the island. In the fall of 1991 Hurricane Bob and a subsequent storm destroyed the piers on both Strong Island and Nickerson's Neck.

For various reasons, the piers were not repaired within time periods that the applicable regulations would have considered the action as a repair under previously existing permits. Since 2003, the Horst family has been working with the Town of Chatham and the Chatham Conservation Foundation to develop an appropriate strategy for restoration of appropriate access to their home on Strong Island and for access by the Chatham Conservation Foundation to the island. The following summarizes the proposal for access:

**Mainland:**

At the present time, access facilities on the mainland which are located at the end of Strong Island Road consist of a bituminous concrete amphibious car ramp and out haul for their boat. As discussed above, the Chatham Conservation Commission has issued an Order of

Conditions for the reconstruction of the existing ramp. A seasonal pier is also proposed which will extend approximately 140 feet from the existing mean high water mark to the end of the pier. In addition, a 10 foot wide by 30 foot long float will be located at the end of the pier. Attachment #2 includes two drawings showing the proposed pier. The original permit at this location called for a pier that extended 225 feet from mean high water. In order to provide consistency with local regulations and with the Pleasant Bay Management Plan, the pier will serve a public function in addition to providing an access facility for Strong Island. The public will be allowed to tie up to the pier for periods of no more than 30 minutes for the purpose of loading and unloading their boats.

### **Strong Island:**

At the present time, the only facility located on the island to accommodate access is an out haul for the boat. All modes of access involves getting the boat as close to the water's edge as possible, unloading and crossing the beach in order to travel up the to the existing house. A seasonal pier is proposed which will extend approximately 80 feet from mean high water at which point a float 10 foot wide by 30 foot long will be attached for a total length of 98 feet. The original pier on Strong Island was located approximately 150 feet to the south. In order to minimize travel along the beach and the adjacent coastal bank, the pier has been proposed to be located further to the north directly adjacent to the existing boat house and dirt path leading to the house. It is also proposed to construct an amphibious car ramp approximately 49 feet long immediately adjacent to the pier extending from approximately mean high water to the existing dirt path. This will minimize disruption of the existing beach and coastal bank. Attachment #3 includes two drawings showing the proposed pier and amphibious car ramp.

