Boston Redevelopment Authority

May 12, 1978

Mr. Riccardo Torres
Environmental Review Officer
National Park Service
15 State Street
Boston, Massachusetts 02109

Dear Mr. Torres:

Enclosed herewith are the detailed sectionsto accompany the plan for Gate 4 and 5th Street which is part of the 106 review material. I have also enclosed notes of our meeting on May 5, 1978. We look forward to seeing you on May 23rd in Building 136.

Sincerely,

Alice Boelter

Alice Boelter

1 City Hall Square
Boston, Massachusetts 02201
(617) 722-4300

Boston Redevelopment Authority is an Equal Opportunity / Affirmative Action Employer

CHARLESTOWN NAVY YARD

106 REVIEW ON GATE 4

May 5, 1978

In attendance:	Dave Clark	.	National Park Service
	Riccardo Torres	.	National Park Service
	Victor Jorrin	.	National Park Service
	Lothnar Schipanski	.	National Park Service
	Jasenka Diminic	.	Boston Redevelopment Authority
	Ed Dusek	.	Boston Redevelopment Authority
	Alice Boelter	.	Boston Redevelopment Authority
	Joe Orfant	.	Mass. Historical Commission

The meeting was held to acquaint the Massachusetts Historical Commission with the issues involved in the Gate 4--106 review and to finalize the Memorandum of Agreement to be submitted.

When the BRA asked for comments on the material presented to the National Park Service to date, Riccardo Torres asked that the sections indicated on the plan be included in the final package. Torres and Victor Jorrin raised some concern over the set of steps planned to go adjacent to the Ropewalk Building to provide access to Flirtation Walk. The Park Service is also concerned about the treatment of the corner of 5th Street and 2nd Avenue.

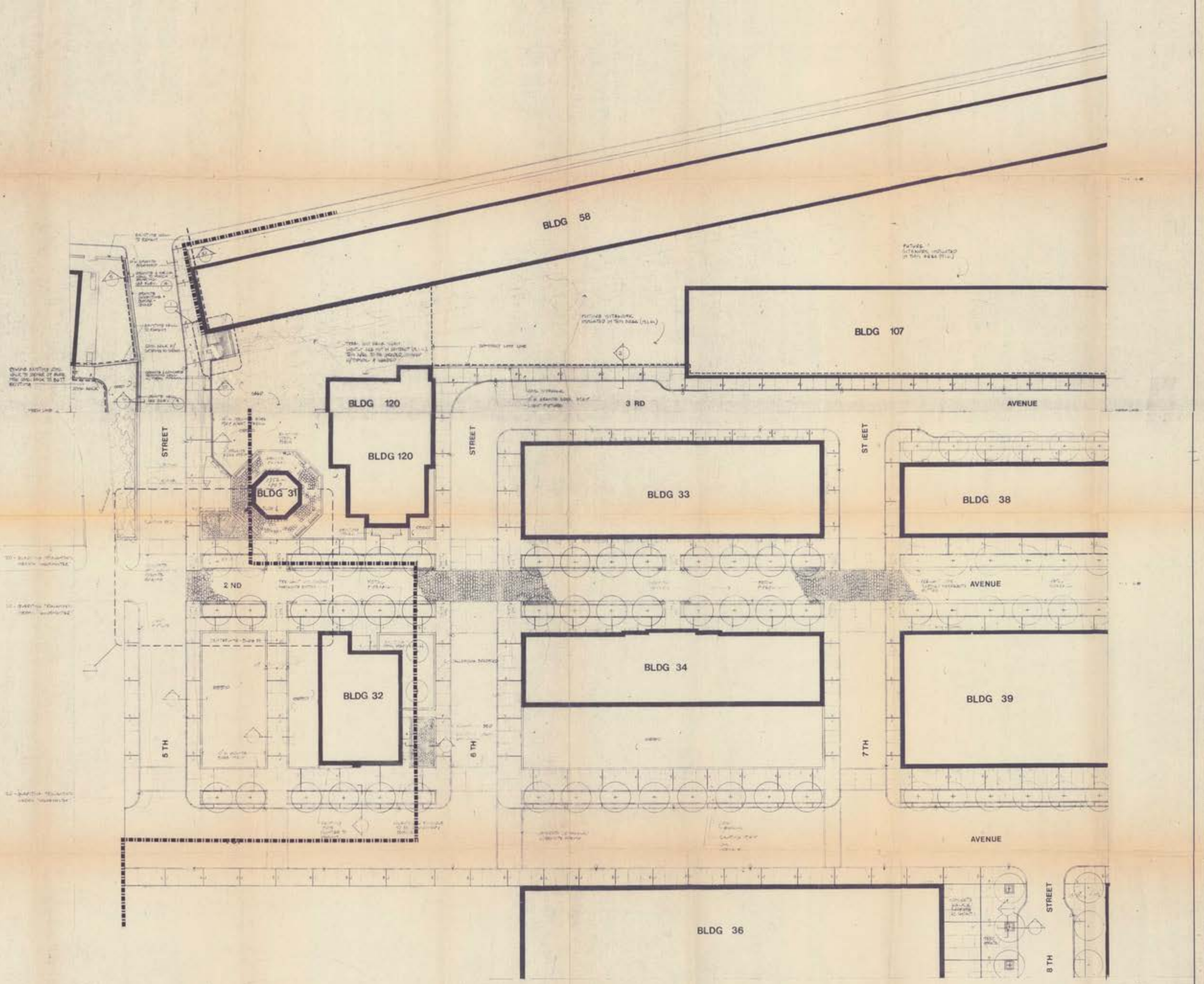
Lothnar Schipanski and Victor Jorrin will study old photographs and plans showing the area including the driveway up to the marine barracks. At the May 23rd meeting of the BRA and NPS, the NPS will have determined whether the driveway is to be retained and how the corner should be landscaped.

Dave Clark reiterated his desire to have Gate 4 remain basically intact. The National Park Service acknowledges that the canopy must be removed to allow truck and bus penetration, but they prefer to have the military character of the gate preserved through a guardhouse and the retention of the gate posts. The BRA, sensitive to community concern about the exclusionary appearance of the Navy Yard which has only two points of entry, has prepared a design which makes Gate 4 contemporary and as open as possible. The BRA will provide NPS with an elevation drawing showing the 5th Street entrance looking from Chelsea Street.

With the exception of the need for detailed sections, the Gate 4 and corner of 2nd Avenue treatment, NPS is satisfied with the plan as presented to them including the demolition of

Buildings #136 and #198 and the location of street lights and trees, the width of streets and sidewalks, the paving materials and the circulation system.

The 106 package will include the plan reviewed during the meeting, detailed sections, photographs of Gate 4, Building 136 and Building 198 as well as an additional descriptive paragraph on Building 136 and 198. The Memorandum of Agreement will be amended to include a statement that the architectural professional staff of the Park superintendent's office be involved in the review of final construction drawings.



GATE 4 / FIFTH ST.

BOSTON REDEVELOPMENT AUTHORITY
CITY OF BOSTON — SUFFOLK COUNTY — MASSACHUSETTS

PREPARED BY
PARSONS, BRINCKERHOFF, QUADE & DOUGLAS, INC

REVISIONS

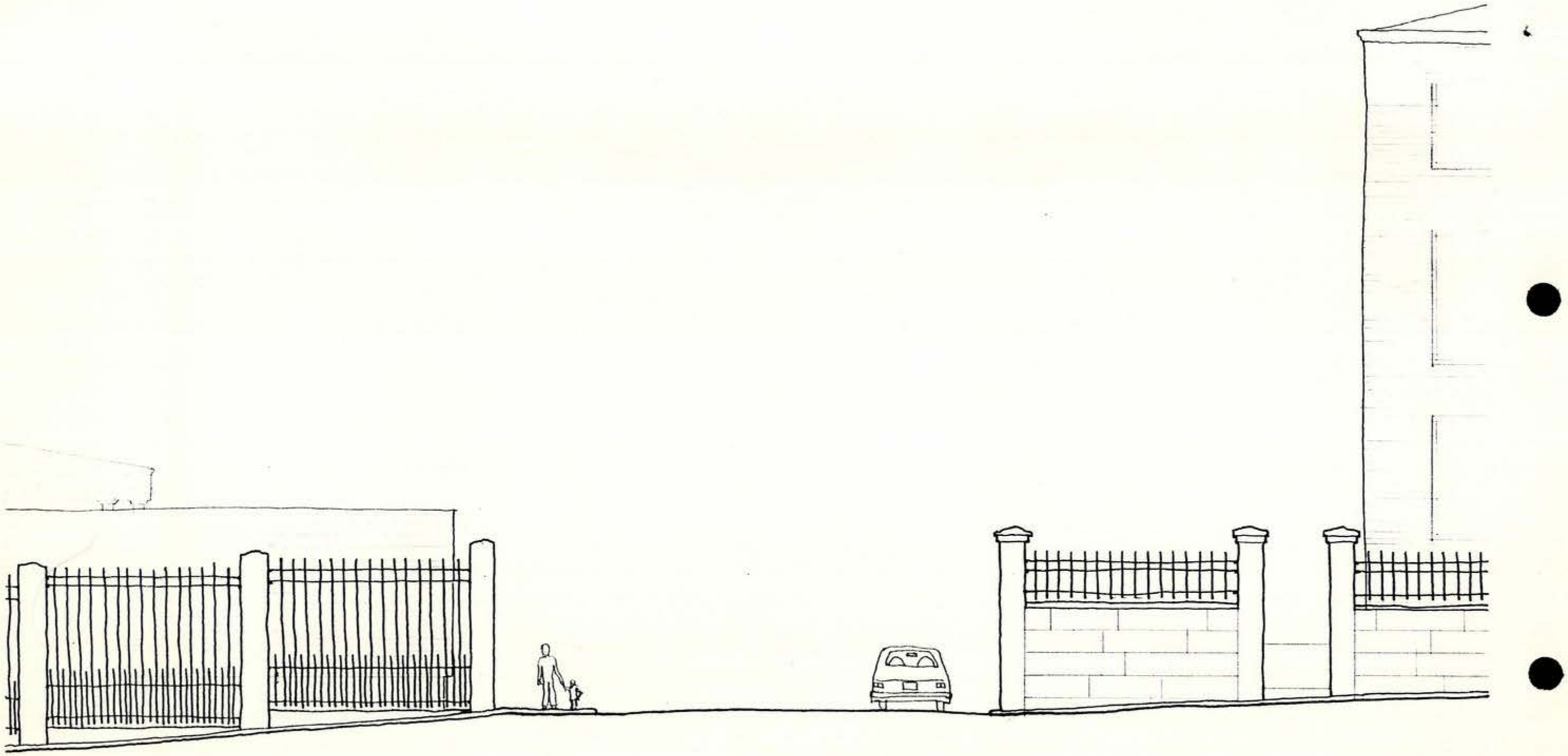
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SUBMISSION DATE

DRAWN BY DATE

CHECKED BY DATE

SHEET OF



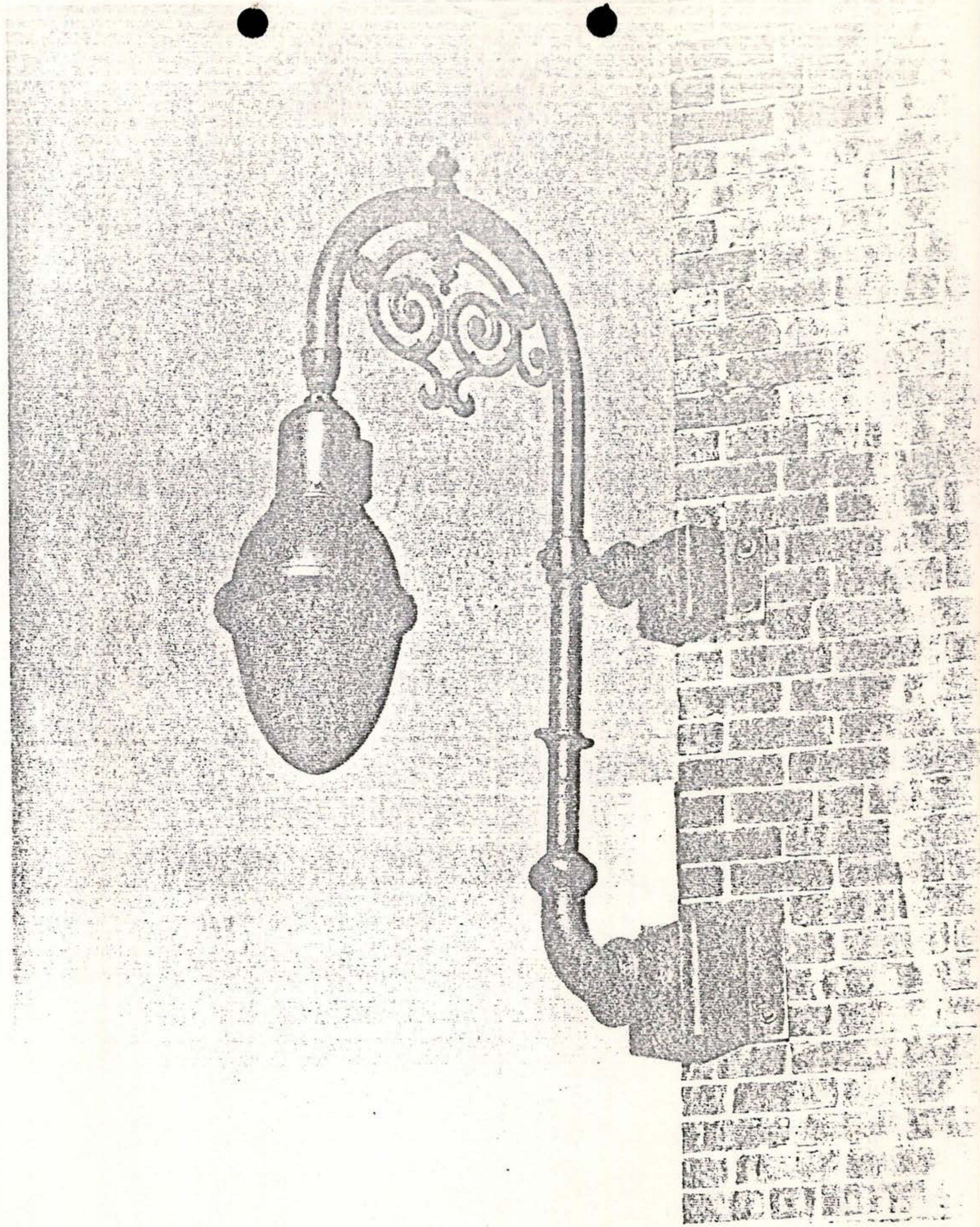
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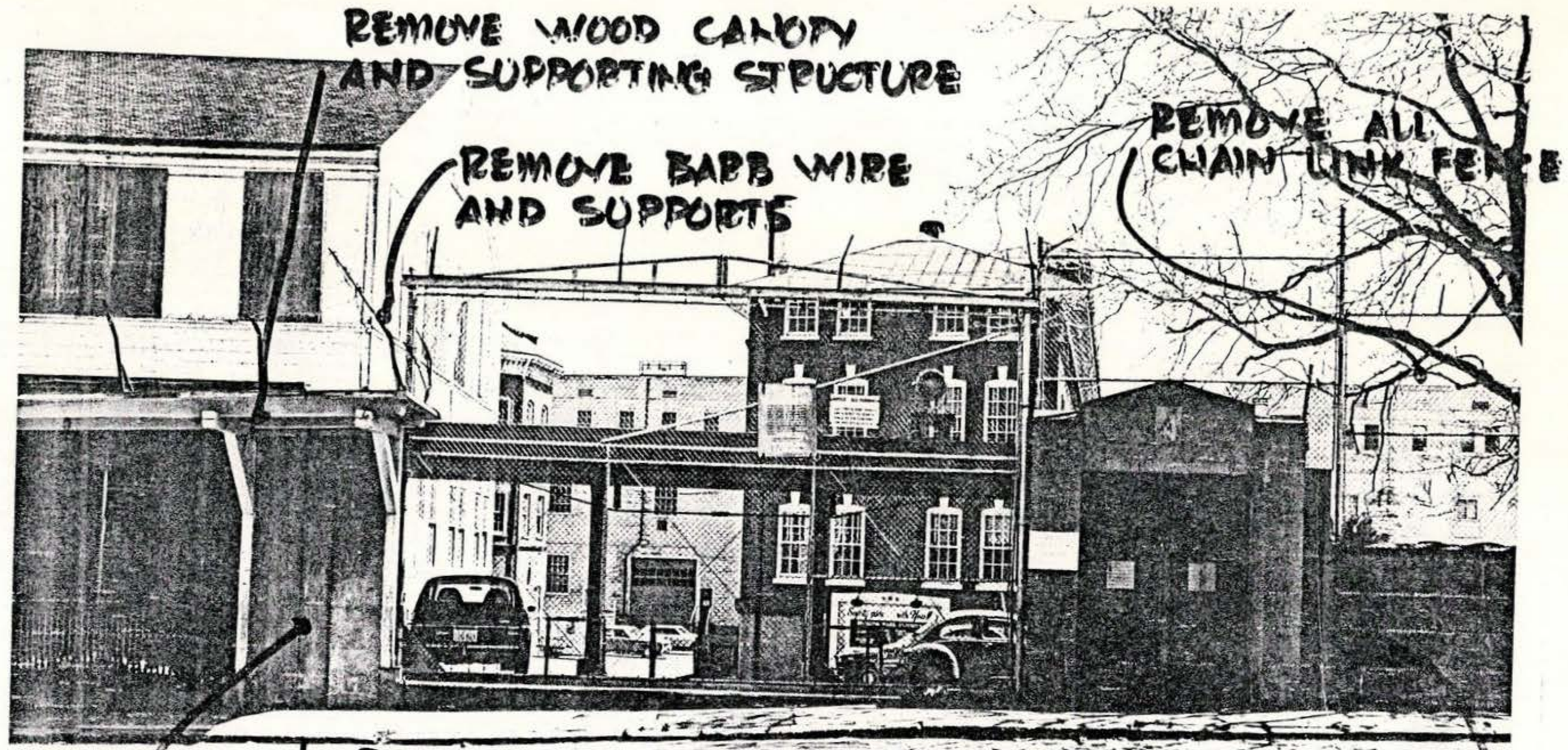
GATE FOUR - PROPOSED ELEVATION

date: 5/16/78

BOSTON REDEVELOPMENT AUTHORITY

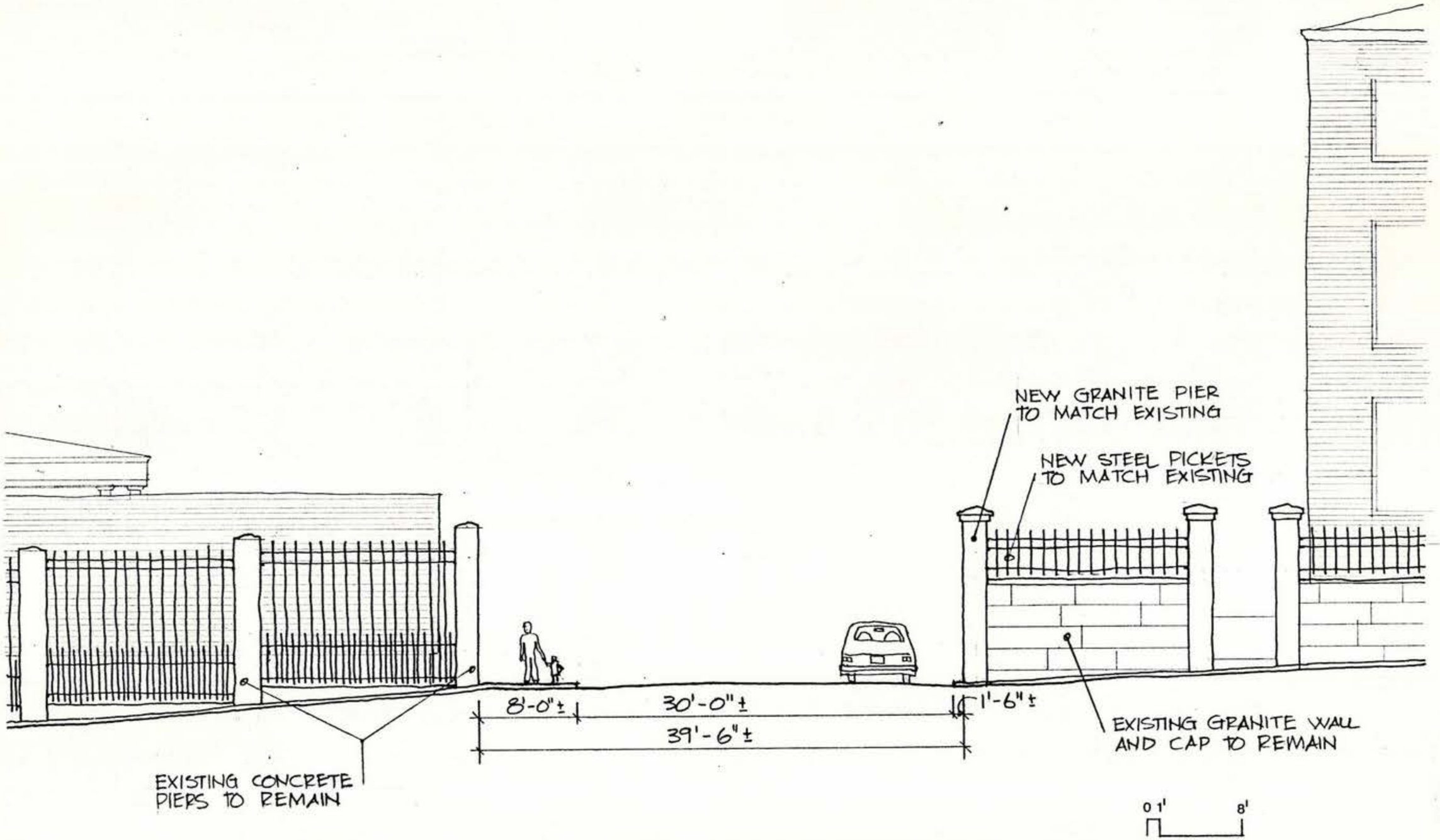
URBAN DESIGN DEPARTMENT





GATE FOUR - PROPOSED DEMOLITION

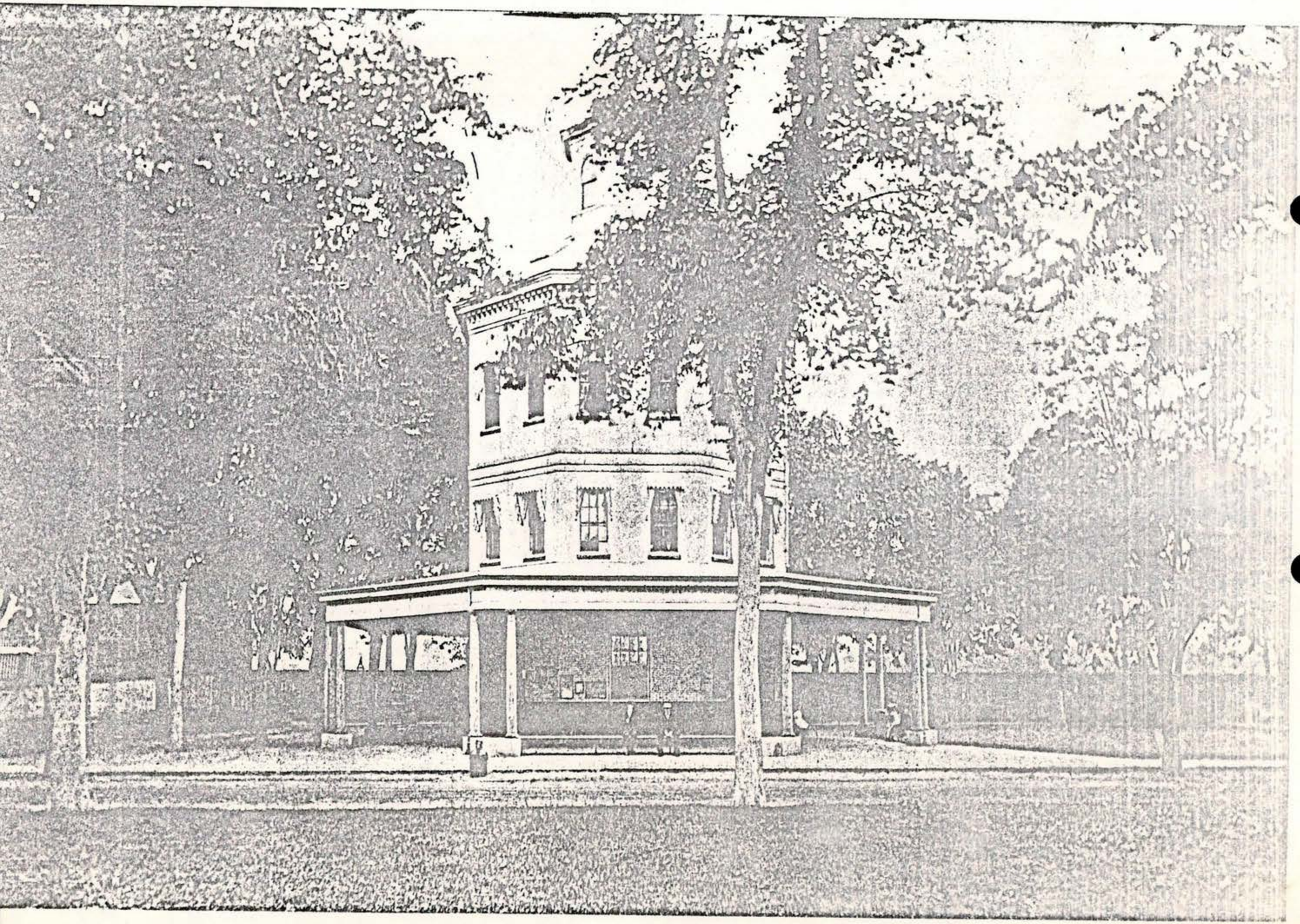
5/31/78



GATE FOUR - PROPOSED ELEVATION

date: 5/16/78

BOSTON REDEVELOPMENT AUTHORITY **URBAN DESIGN DEPARTMENT**



United States Department of the Interior

NATIONAL PARK SERVICE

BOSTON NATIONAL HISTORICAL PARK
CHARLESTOWN NAVY YARD
BOSTON, MA. 02129

IN REPLY REFER TO:

D22

February 18, 1977

Ms. Christine Knowles, Project Planner
Boston Redevelopment Authority
1 City Hall Plaza
Boston, Massachusetts 02201

Dear Chris;

The following are some of our thoughts relative to the construction of a new access roadway leading from Gate 4 at the Charlestown Navy Yard to First Avenue. For purposes of this report I shall refer to the access road as Fifth Street.

In general, the National Park Service is leaning toward preservation of the Navy Yard as it has existed in the 20th Century. Our general guideline will be selective preservation and retention of the Yard's industrial character.

Starting at Gate 4, the following are some of our thoughts:

In the Gate 4 sector all existing concrete, wood, and wire mesh features should be removed. Existing stonework along Chelsea Street should not be disturbed. The existing stone and brick wall along Fifth Street should be extended to intersect with the stone wall along Chelsea Street.

If Building 136 must be moved, we now feel that it would be better to demolish it. I suggest we take a final look at the structure to determine that it must be moved and if relocation is inevitable that the building be demolished. If demolition does occur, we would hope the new roadway would remain somewhat depressed - as is the present access roadway - until it crosses Second Avenue.

Likewise we feel that Building 198 should be removed in its entirety. In order to retain some representation of the World War II era, Building 109 and the annex portion of Building 24 would be retained to give a flavor of the time.

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

OK Sidewalks within the park boundaries along the new Fifth Street should be of concrete, similar to existing walks along First and Second Avenue.

? No trees or other plantings should be utilized along the new Fifth Street within the park boundaries.

? Streetlighting shall conform with the design of the existing concrete post and glass globe design as presently exists along Second Avenue.

OK Areas disturbed by the demolition of Building 198 and Building 136 shall be restored to grass.

OK Security fencing shall be installed along the west side of the new Fifth Street to remain in place until redevelopment of the Yard is well along.

Should Building 136 be demolished we would like to explore the possibility of BRA financial assistance in adapting other facilities in the National Park area for park offices and relocating our maintenance function. As we shall be losing our two large storage facilities, Building 204 and Building 198 due to BRA actions, we would also like to discuss the feasibility of having some facility in the industrial area made available for storage of heavy trucks, tractors and other equipment needed in park maintenance.

We would prefer that Building 136 not be vacated by us until 1978, after renovation of our new building at 15 State Street has been completed.

It is understood that the park will be afforded the opportunity to review and approve all plans for the construction, moving, rehabilitation or demolition of all facilities in the park area.

Furthermore, it is understood that the City of Boston will be responsible for all maintenance, including snow removal, of newly constructed streets, walks, lighting, signing and other facilities associated with the new street as well as all utilities laid under the roadway.

If the above conditions are met, the National Park Service will grant an easement for the construction of a new street connecting Gate 4 and First Avenue.

Sincerely yours,

Hugh D Gurney

Hugh D. Gurney
Superintendent

To: Hugh D. Gurney

From: L.A. Schipanski

The attached environmental memorandum is preliminary, subject to the final decision regarding the fate of Building #198.

May 23, 1978

United States Department of the Interior

NATIONAL PARK SERVICE

BOSTON NATIONAL HISTORICAL PARK
CHARLESTOWN NAVY YARD
BOSTON, MA. 02129

IN REPLY REFER TO:

May 23, 1978

Memorandum

To: Hugh D. Gurney, Superintendent, BNHP

From: Lothar Schipanski, Landscape Architect, BNHP

Subject: Environmental impact of demolition of Building #136 and Building #198 in the Boston Naval Shipyard

Background for the subject demolitions

Since gates 1 and 2 will be closed as vehicular entries, gates 4 and 5 will be the only vehicular points of access into the Navy Yard. Therefore, an altered gate 4 and new straighter thirty-eight foot right-of-way (Fifth Street) with thirty-foot street and eight foot sidewalk is proposed to accomodate expected peak load traffic through the gate.

Because Building #136 is in the Fifth Street alignment, and its relocation besides being costly would intrude into the area of Building I and the parade ground, the building will be demolished.

Building #198 stands partly in the way where the street must continue on to provide direct circulation and connection with First Avenue - the planned primary vehicular axis for the Navy Yard. Therefore, this wooden structure will be demolished, at least the part that intrudes into the planned roadway. Since the building has historical significance, removal of the entire structure is in question.

Removal of the two buildings result in a street being built in a location and taking an alignment that respects the traditional grid pattern of the Navy Yard.

IMPACTS

Long Term Effects

The fabric of Buildings 136 and 198 will be lost.

Permitting vehicular access through gate 4 will introduce a non-historic use pattern and heavy vehicular traffic into the park.

The removal of the buildings will modify existing views.

Temporary Adverse Effects

There will be temporary noise and dust during the demolition activity.

The demolition work will cause safety hazards.

There will result disruption and inconvenience connected with relocating park maintenance, curatorial, and administrative functions now housed in the buildings to be demolished.

Irreversible and Irretrievable Commitment of Resources

There will be irretrievable loss of historic properties.

Mitigating Measures

The BRA will fund the demolitions, and reconstruction of the loop road around the Parade Ground in front of the Marine Barracks. All precautions will be taken to prevent damage to surrounding structures and ground areas. Any such damage will be repaired or replaced.

The site of Building 198 will be landscaped by the BRA under a plan approved by the park.

Under a plan approved by the park, the BRA will landscape the area under Building 136, construct retainer walls, and install other elements for the site restoration as part of the ground plane treatment plan for gate 4 and Fifth Street. This plan must be consistent with the development of Boston National Historical Park and meet with the approval of the National Park Service, the Massachusetts State Historical Preservation Officer, and the Bureau of Outdoor Recreation.

Prior to demolition, the BRA will consult with the Historic American Buildings survey and comply with their directives concerning archival documentation in accordance with Section 2(c) of Executive Order 11593. In addition, there will be section 106 compliance.

Before demolition can proceed, the BRA will convey to the Park other adequate space in the BRA sector of the Navy Yard, acceptable to the Park for the transfer of administrative, storage, and curatorical needs of the Park.

Prior to demolitions, the Park will select materials to be salvaged and to be kept by the park. All rubble and demolished materials from both buildings not wanted by the park shall be removed from the Park by the BRA.

The BRA will provide personnel, under park supervision, to be always present during the demolition work to see that work precautions and safety provisions are observed, and enforced, to safeguard workers and visitors.

Prior to start of work, the BRA shall find and obtain permits for suitable means of disposal or use of the demolished materials as will meet all local sanitary and environmental regulations.

Building 198 will be fumigated prior to demolition. The building shall be completely sealed prior to fumigation to avoid vermin escaping to other park buildings and areas. The material used for fumigation shall meet Federal and National Park Service standards for safety and application.

During the work of demolition, the buildings and immediate surroundings shall be kept hosed down to reduce dust. Run off from the hosing down shall be diverted to form separate streams to reduce torrents of water floodings down adjacent paved surfaces. Surrounding storm drains shall be kept clear, and care taken to avoid undermining of the paved surfaces next to the demolition sites.

After demolition is completed, catch basins and sewers shall be completely emptied from all accumulated debris.

There may be other mitigating measures to be undertaken by the BRA.

Other Requirements

In order to effect an appropriate property exchange from the BRA as compensation for the demolished buildings, an amendment to the enabling Act which authorized the Park will be required.

Providing the wider Fifth Street right-of-way will require a minor boundary revision, moving a small portion of the park boundary up to the west face of Building #58 (the Ropewalk). The building will not be affected because the pedestrian walk is planned to go by the Ropewalk building, safely separating it from the street to be built.

GATE 4/FIFTH STREET 106 Review

A. Need for Gate 4

Since Gates 1 and 2 will be closed as public vehicular entrances to the Boston Naval Shipyard, Gates 4 and 5 will become the only public vehicular entrances to the National Historic Park as well as to the rest of the Shipyard. Gate 4 will also become a major pedestrian entrance to the Shipyard for the residents of Charlestown community.

B. Existing Conditions

Gate 4 served as a main pedestrian access for the Shipyards' workers. It is approximately 40' wide and it consists of a large chain link gate and a smaller plywood gate which is framed in concrete. There is a wooden canopy on the inside of the Gate. A granite and brick retaining wall extends from the Gate 4 to Building 136. On the Ropewalk side of the Gate there is a small brick structure which served as a Guard House.

C. Proposed Plan

In its present condition, Gate 4 is inadequate to support the projected peak load traffic generated by vistors to, and residents of, the Shipyard. Gate 4 will be altered to allow for the 38 foot wide right-of-way with a 30 foot street and an 8 foot sidewalk which are needed to meet City standards. Since Building 136 is in the right-of-way and its relocation is too costly, it will be

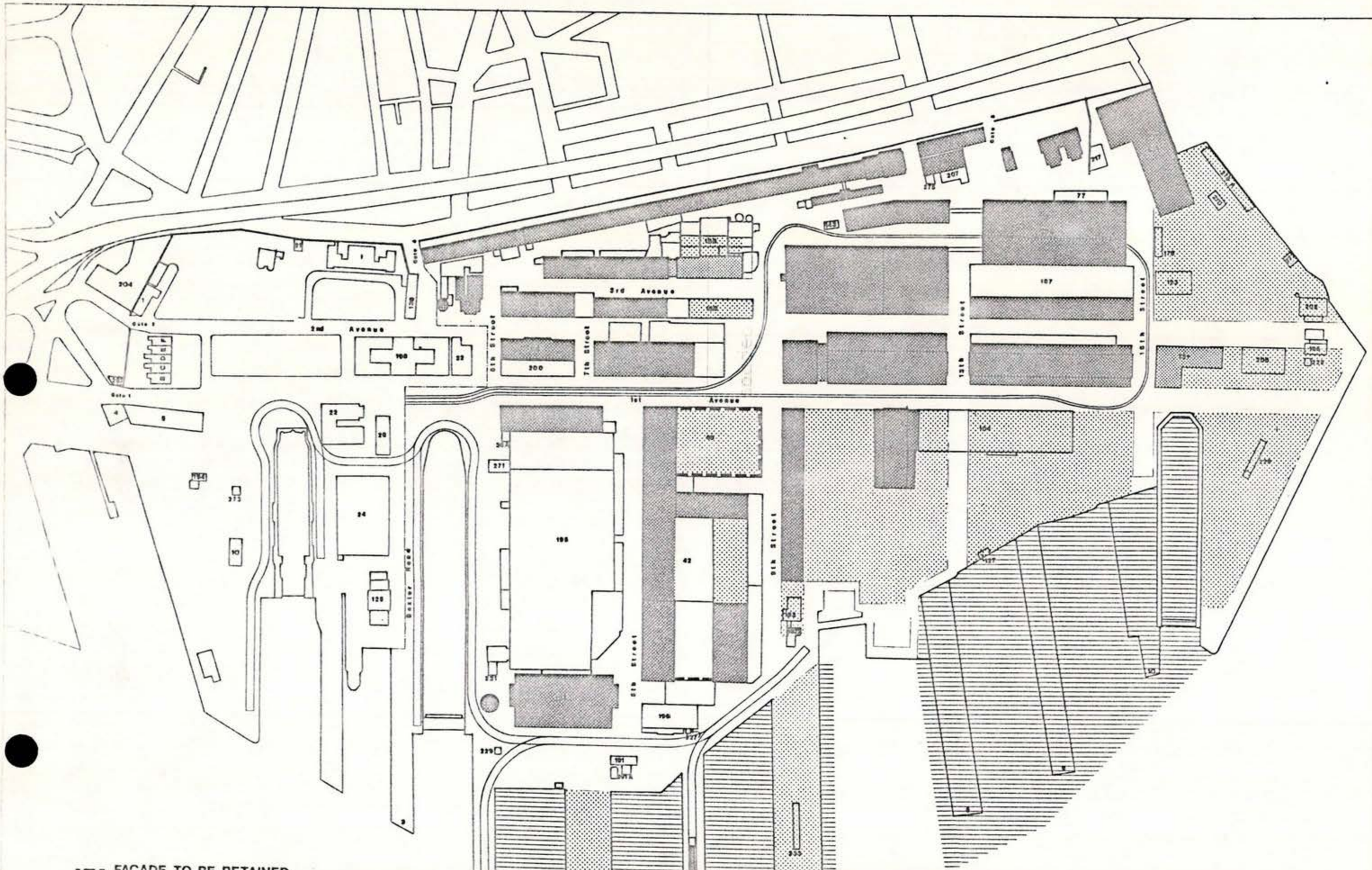
demolished. Building 198 will also be demolished to provide safe, clear and direct vehicular circulation from Gate 4 to First Avenue.

Concrete sidewalks will be constructed on the east side of Fifth Street from Gate 4 to First Avenue, and on the west side from Second Avenue to First Avenue.

The existing granite and brick wall will be retained and its lower granite portion extended to, and around the corner of Fifth Street and 2nd Avenue. The height of the wall at the corner shall match the height of the concrete wall which borders the Parade Grounds.

The area currently under Building 136 will be regraded and landscaped.

The area currently under Building 198 on the east side of Fifth Street will be landscaped, and the area on the west side of Fifth Street will be sodded.



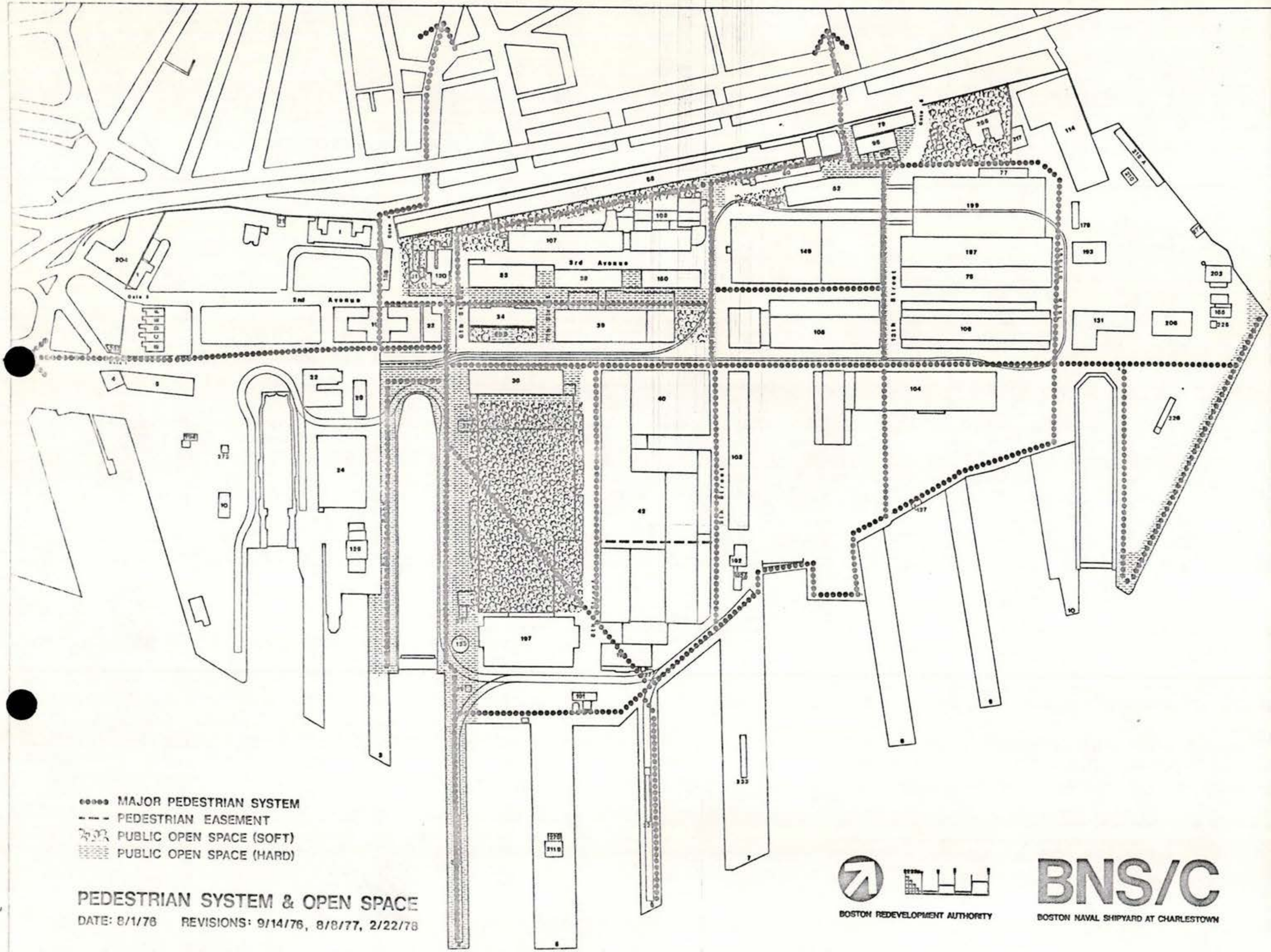
BUILDABLE AREA

DATE: 8/1/76 REVISIONS: 9/14/76, 8/8/77, 2/22/78

BOSTON REDEVELOPMENT AUTHORITY

BNS/C

BOSTON NAVAL SHIPYARD AT CHARLESTOWN



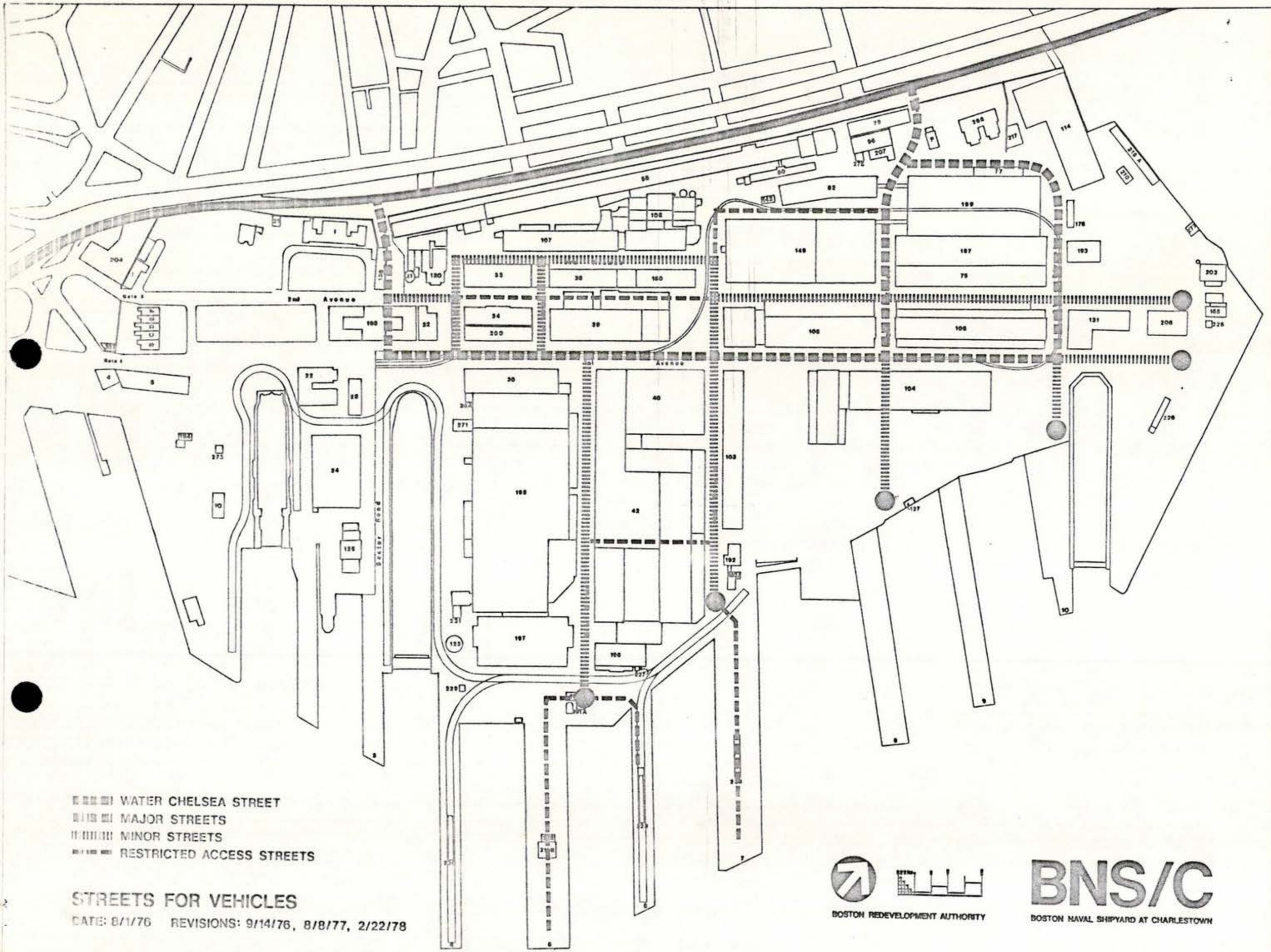
PEDESTRIAN SYSTEM & OPEN SPACE

DATE: 8/1/78 REVISIONS: 9/14/76, 8/8/77, 2/22/78

BOSTON REDEVELOPMENT AUTHORITY

BNS/C

BOSTON NAVAL SHIPYARD AT CHARLESTOWN



STREETS FOR VEHICLES

DATE: 8/1/76 REVISIONS: 9/14/76, 8/8/77, 2/22/78

BOSTON REDEVELOPMENT AUTHORITY

BNS/C

BOSTON NAVAL SHIPYARD AT CHARLESTOWN

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photo 4
Gate 4

C. Proposed Plan

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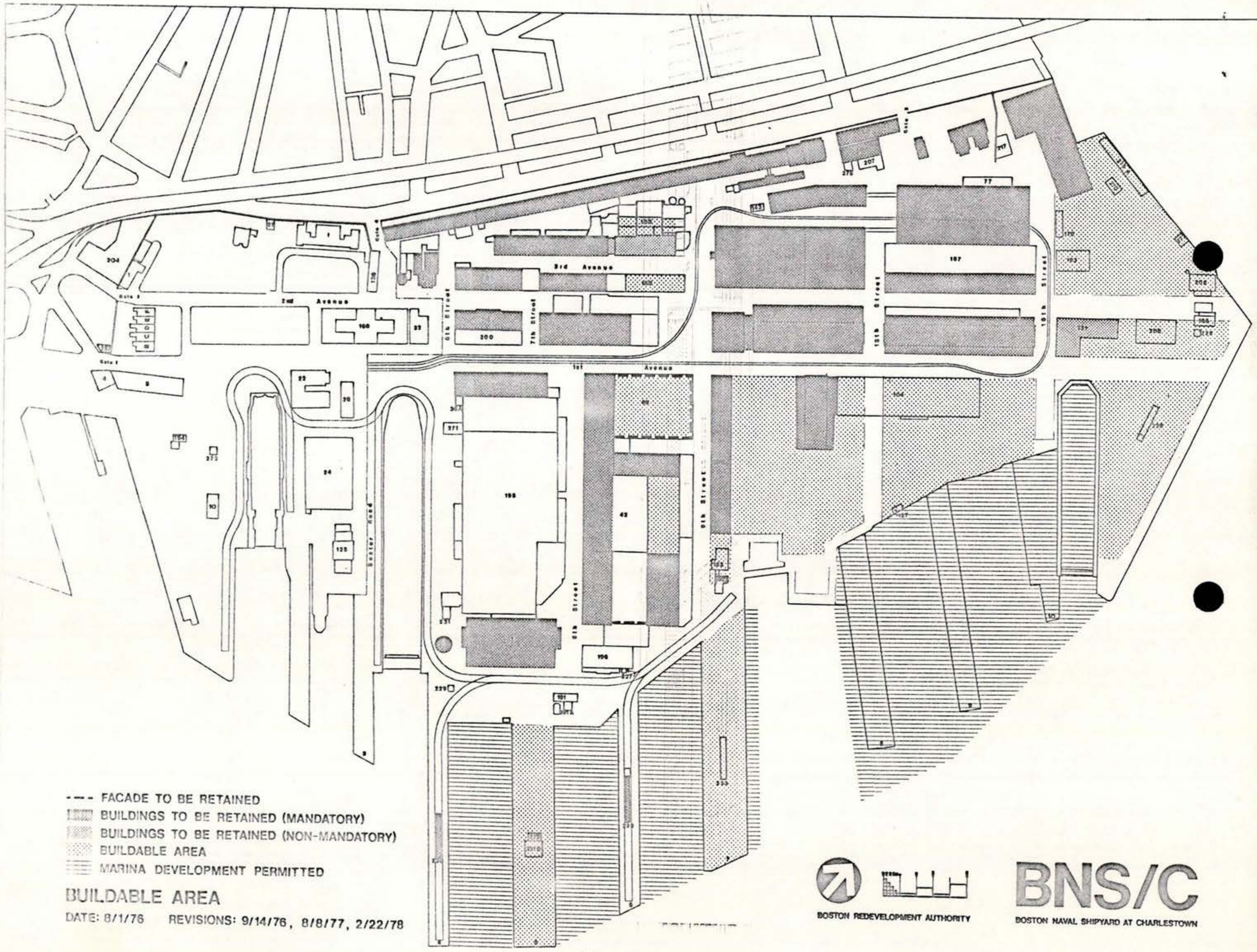
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- - - FACADE TO BE RETAINED

BUILDINGS TO BE RETAINED (MANDATORY)

BUILDINGS TO BE RETAINED (NON-MANDATORY)

BUILDABLE AREA

MARINA DEVELOPMENT PERMITTED

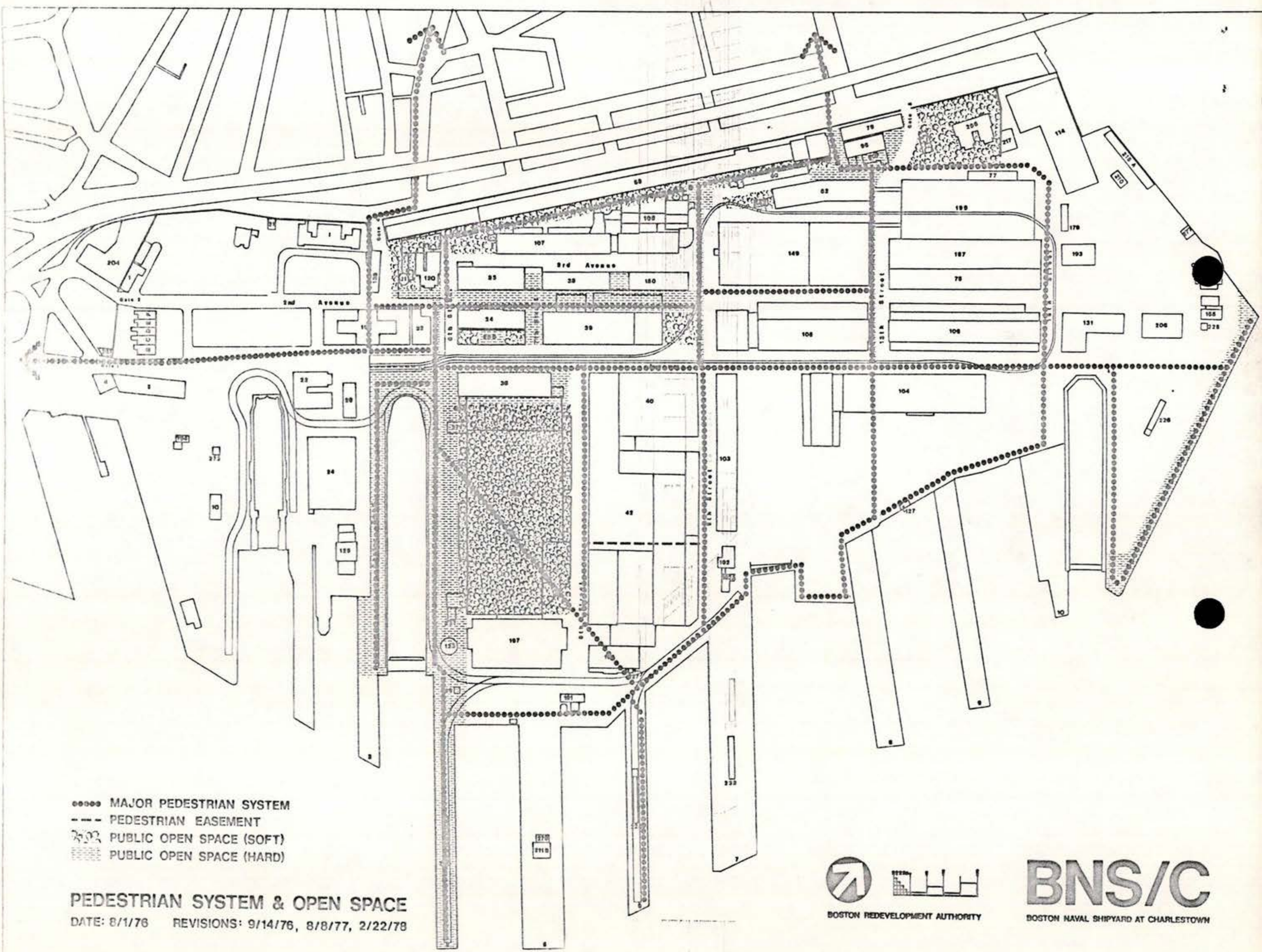
BUILDABLE AREA

DATE: 8/1/76 REVISIONS: 9/14/76, 8/8/77, 2/22/78

BOSTON REDEVELOPMENT AUTHORITY

BNS/C

BOSTON NAVAL SHIPYARD AT CHARLESTOWN



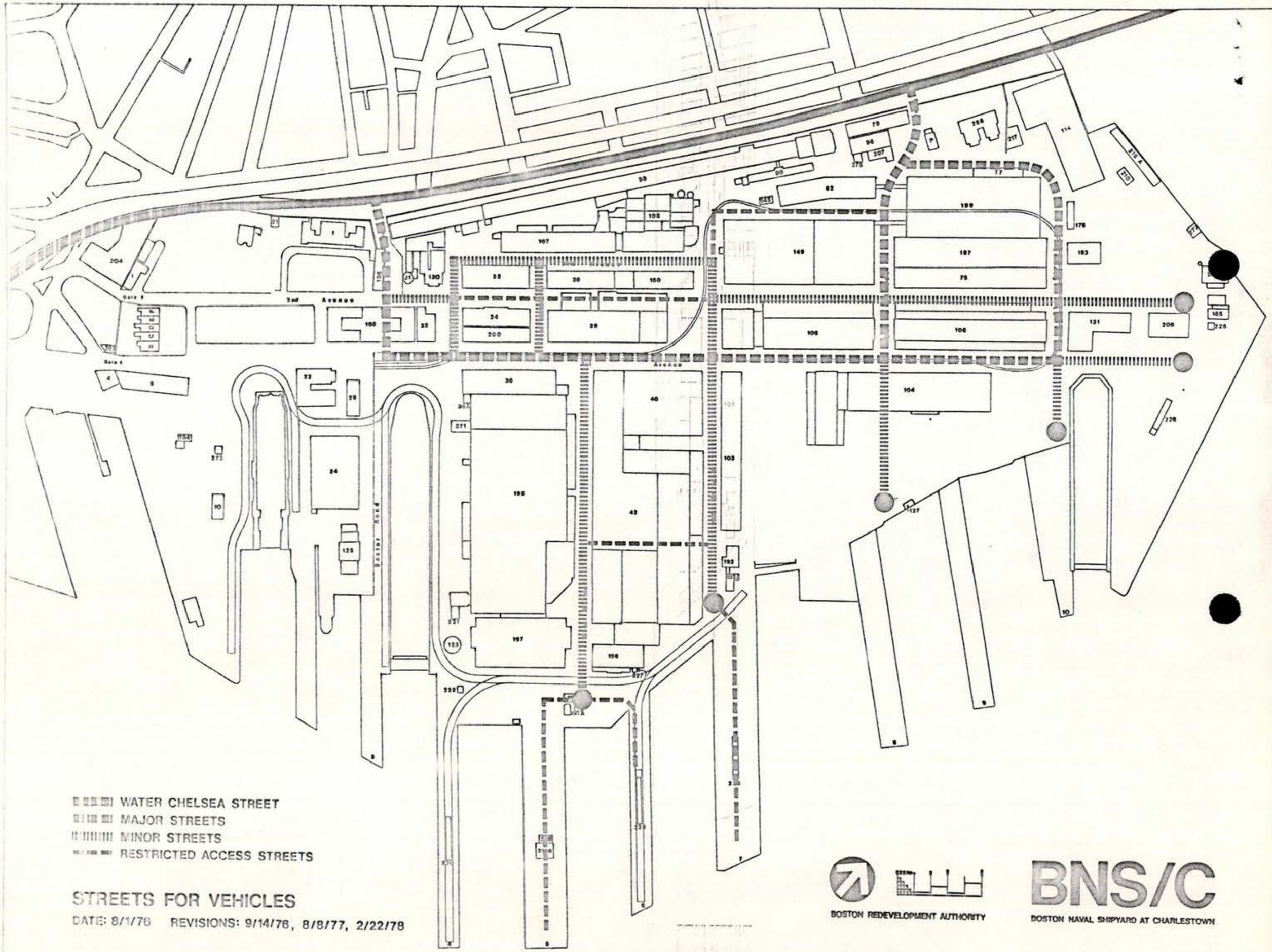
PEDESTRIAN SYSTEM & OPEN SPACE

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BOSTON REDEVELOPMENT AUTHORITY

BNS/C

BOSTON NAVAL SHIPYARD AT CHARLESTOWN



STREETS FOR VEHICLES

DATE: 8/1/76 REVISIONS: 9/14/76, 8/8/77, 2/22/78

BOSTON REDEVELOPMENT AUTHORITY

BNS/C

BOSTON NAVAL SHIPYARD AT CHARLESTOWN

MEMORANDUM OF AGREEMENT

WHEREAS, 130 acres of surplus real property of the United States is being conveyed in part to the National Park Service and in part to the Boston Redevelopment Authority for park, recreation and redevelopment purposes; and

WHEREAS, Gates 1 and 2 will be closed as vehicular entrances into the Boston Naval Shipyard, and Gates 4 and 5 will become the only vehicular entrances; and

WHEREAS, at present the vehicular and pedestrian access into the Boston Naval Shipyard at Gate 4 is inadequate to support the projected peak load traffic demand generated by visitors to the National Historic Park and the residents, workers and shoppers coming to the remainder of the Shipyard, and an altered gate and new straighter thirty-eight foot right-of-way with thirty foot street and eight foot sidewalk are needed to meet City standards; and

WHEREAS, the Boston Redevelopment Authority has agreed to pay for the changes to Gate 4 and construction of the street; and

WHEREAS, Building #136 is in the thirty-eight foot right-of-way hereby known as Fifth Street; and

WHEREAS, Building #136 could be moved in its entirety the width of itself, but only at the probhibitive cost of about $200,000; and

WHEREAS, if Building #136 were moved the width of itself away from Fifth Street and a new driveway had to be created to serve the National Park Service Building I, the dimensions of the historic parade ground would be irretrievably altered so that the National Park Service has recommended the demolition of Building #136; and

WHEREAS, to provide unimpeded visual access and safe, vehicular traffic circulation, Building #198, a wood frame building of minimal historical or architectural significance must be demolished; and

WHEREAS, the National Park Service has determined, in consultation with the Massachusetts Historic Preservation Officer, that implementation of this project by the BRA may adversely affect the Boston Naval Shipyard, a property included in the National Register of Historic Places; and

WHEREAS, pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470F, as amended 90 Stat. 1320) the National Park Service, Department of the Interior, has requested the comments of the Advisory Council on Historic Preservation; and

WHEREAS, pursuant to the procedures of the Advisory Council on Historic Preservation (36 C.F.R., Part 800), representatives of the Advisory Council on Historic Preservation, the National Park Service, and the Massachusetts State Historic Preservation Officer have consulted and reviewed the undertaking to consider prudent alternatives to avoid or satisfactorily mitigate the adverse effect;

NOW, THEREFORE,

It is mutually agreed that implementation of the undertaking in accordance with the following stipulations will satisfactorily mitigate any adverse effect on the above-mentioned property.

Plan does not have enough details

1. It is agreed that Gate 4 will be altered as shown on the attached plan entitled "Gate 4 and Fifth Street Improvements" prepared by Parsons, Brinckerhoff, Quade & Douglas, Inc. and dated May 1, 1978.

2. It is agreed that the Boston Redevelopment Authority may demolish Building #198 and #136. Prior to demolition, the BRA will consult with the Historic American Buildings survey and comply with their directives concerning archival documentation in accordance with Section 2(c) of Executive Order 11593.

3. It is agreed that the National Park Service and the Boston Redevelopment Authority will work closely in the preparation of a ground plane treatment plan for Gate 4 and Fifth Street which is consistent with the surrounding area.

4. It is agreed that the Boston Redevelopment Authority, on behalf of the National Park Service, will furnish these plans to the Massachusetts State Historic Preservation Officer and the Bureau of Outdoor Recreation for review and approval. In the event the Boston Redevelopment Authority, the National Park Service and the Massachusetts Historic Preservation Officer fail to agree on all or part of the proposed alterations to Gate 4 and the ground plane treatment plan for Fifth Street, the National Park Service agrees to request, in writing, the further comments of the Advisory Council on Historic Preservation in accordance with the Council's Procedures for the Protection of Historic and Cultural Properties (36 C.F.R., Part 800).

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To: Hugh D. Gurney

From: L.A. Schipanski

The attached environmental memorandum is preliminary, subject to the final decision regarding the fate of Building #198.

May 23, 1978

United States Department of the Interior

NATIONAL PARK SERVICE

BOSTON NATIONAL HISTORICAL PARK
CHARLESTOWN NAVY YARD
BOSTON, MA. 02129

IN REPLY REFER TO:

May 23, 1978

Memorandum

To: Hugh D. Gurney, Superintendent, BNHP

From: Lothar Schipanski, Landscape Architect, BNHP

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Since gates 1 and 2 will be closed as vehicular entries, gates 4 and 5 will be the only vehicular points of access into the Navy Yard. Therefore, an altered gate 4 and new straighter thirty-eight foot right-of-way (Fifth Street) with thirty-foot street and eight foot sidewalk is proposed to accomodate expected peak load traffic through the gate.

Because Building #136 is in the Fifth Street alignment, and its relocation besides being costly would intrude into the area of Building I and the parade ground, the building will be demolished.

Building #198 stands partly in the way where the street must continue on to provide direct circulation and connection with First Avenue - the planned primary vehicular axis for the Navy Yard. Therefore, this wooden structure will be demolished, at least the part that intrudes into the planned roadway. Since the building has historical significance, removal of the entire structure is in question.

Removal of the two buildings result in a street being built in a location and taking an alignment that respects the traditional grid pattern of the Navy Yard.

IMPACTS

Long Term Effects

The fabric of Buildings 136 and 198 will be lost.

Permitting vehicular access through gate 4 will introduce a non-historic use pattern and heavy vehicular traffic into the park.

The removal of the buildings will modify existing views.

Temporary Adverse Effects

There will be temporary noise and dust during the demolition activity.

The demolition work will cause safety hazards.

There will result disruption and inconvenience connected with relocating park maintenance, curatorial, and administrative functions now housed in the buildings to be demolished.

Irreversible and Irretrievable Commitment of Resources

There will be irretrievable loss of historic properties.

Mitigating Measures

The BRA will fund the demolitions, and reconstruction of the loop road around the Parade Ground in front of the Marine Barracks. All precautions will be taken to prevent damage to surrounding structures and ground areas. Any such damage will be repaired or replaced.

The site of Building 198 will be landscaped by the BRA under a plan approved by the park.

Under a plan approved by the park, the BRA will landscape the area under Building 136, construct retainer walls, and install other elements for the site restoration as part of the ground plane treatment plan for gate 4 and Fifth Street. This plan must be consistent with the development of Boston National Historical Park and meet with the approval of the National Park Service, the Massachusetts State Historical Preservation Officer, and the Bureau of Outdoor Recreation.

Prior to demolition, the BRA will consult with the Historic American Buildings survey and comply with their directives concerning archival documentation in accordance with Section 2(c) of Executive Order 11593. In addition, there will be section 106 compliance.

Before demolition can proceed, the BRA will convey to the Park other adequate space in the BRA sector of the Navy Yard, acceptable to the Park for the transfer of administrative, storage, and curatorical needs of the Park.

Prior to demolitions, the Park will select materials to be salvaged and to be kept by the park. All rubble and demolished materials from both buildings not wanted by the park shall be removed from the Park by the BRA.

The BRA will provide personnel, under park supervision, to be always present during the demolition work to see that work precautions and safety provisions are observed, and enforced, to safeguard workers and visitors.

Prior to start of work, the BRA shall find and obtain permits for suitable means of disposal or use of the demolished materials as will meet all local sanitary and environmental regulations.

Building 198 will be fumigated prior to demolition. The building shall be completely sealed prior to fumigation to avoid vermin escaping to other park buildings and areas. The material used for fumigation shall meet Federal and National Park Service standards for safety and application.

During the work of demolition, the buildings and immediate surroundings shall be kept hosed down to reduce dust. Run off from the hosing down shall be diverted to form separate streams to reduce torrents of water floodings down adjacent paved surfaces. Surrounding storm drains shall be kept clear, and care taken to avoid undermining of the paved surfaces next to the demolition sites.

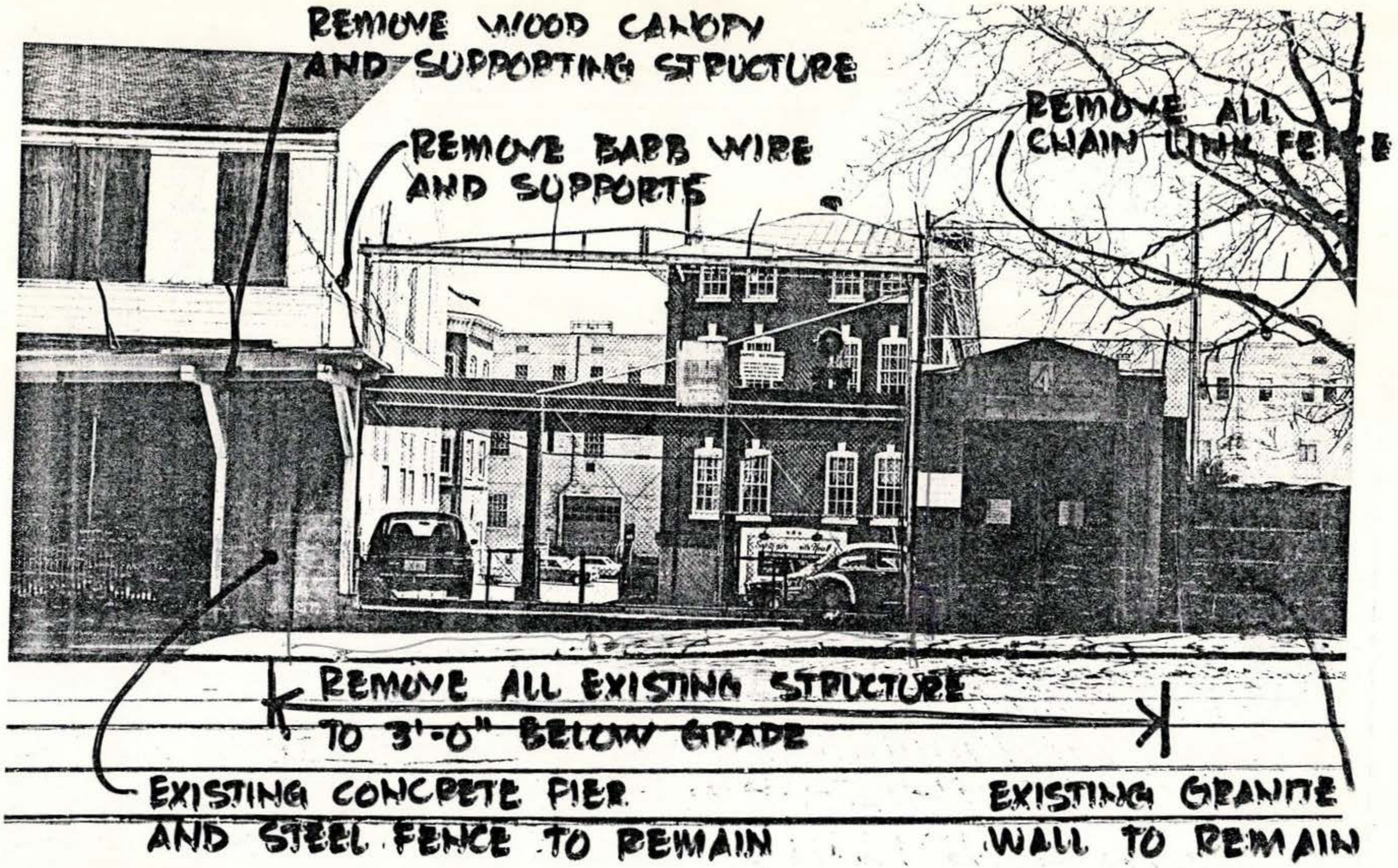
After demolition is completed, catch basins and sewers shall be completely emptied from all accumulated debris.

There may be other mitigating measures to be undertaken by the BRA.

Other Requirements

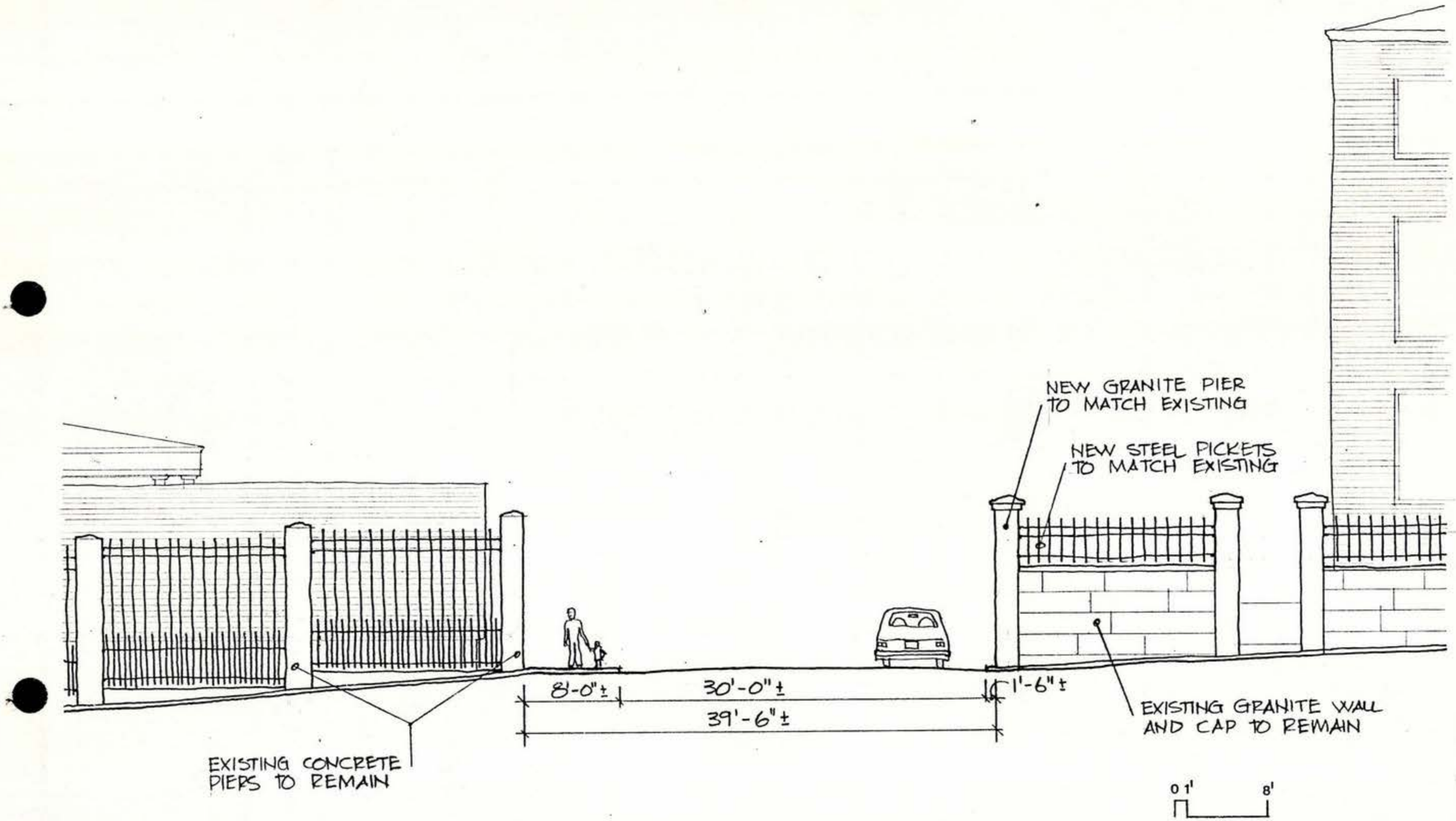
In order to effect an appropriate property exchange from the BRA as compensation for the demolished buildings, an amendment to the enabling Act which authorized the Park will be required.

Providing the wider Fifth Street right-of-way will require a minor boundary revision, moving a small portion of the park boundary up to the west face of Building #58 (the Ropewalk). The building will not be affected because the pedestrian walk is planned to go by the Ropewalk building, safely separating it from the street to be built.



GATE FOUR - PROPOSED DEMOLITION

5/31/78



GATE FOUR - PROPOSED ELEVATION

date: 5/16/78

BOSTON REDEVELOPMENT AUTHORITY

URBAN DESIGN DEPARTMENT

DRAFT
RTORRES-REYES/id-5/23/78

LSCHIPANSKI/dmd
5/23/78

Ref: Gate 4/Fifth Street, Charlestown Navy Yard

1. Trees in first avenue between 5th and 6th Streets -- no trees for now until we research landscape treatment for the park.

2. Treatment around Building #31 -- why? The ground plane treatment intrudes into our boundary. We suggest the reduction of the width of the cobble stone strips around Building #31 to 3' so that it would only make a minor intrusion into our boundary; we object to landscape treatment section into the boundary. We suggest a wider walk instead and grass where not paved.

3. Brick rather than cobble stone along 2nd Avenue.

4. Site of Building #198 sodded until decision is made about the site.

5. Want to review and approve design of benches.

6. Knee railing between 5th and 6th Streets south and north of Building #32.

7. We question the removal of shed on west side of building #32 that has heating unit; and railing around the seeded area.

8. Gate four -- proposed drawing -- we want a detailed elevation and section.

9. Section through 5th Street looking east -- we need detailed elevation; it has no information.

10. No information about street lighting. These lights should match street lights in the park.

11. Pavement sections are not keyed to the plan.

12. Lawn area on west side of 5th Street, associated with Building I -- no planting other than sod for now.

H30 NAR(PH) December 1, 1976

Memorandum

To: Superintendent, Boston NHP

From: Regional Historian

Subject: Maintenance of Buildings and 106 Compliance

This is just a reminder. So far we have not had the need for initiating 106 actions related to the preservation program of your park, with the exception of the Memorandum of Agreements with the various sites. As you know, in dealing with historic buildings and grounds, our first concern must be for the preservation of their original fabric and condition. In this respect, practically all of our preservation efforts amount to maintenance. Maintenance of the resources will prevent their loss or deterioration at minimum long-term cost.

We are bound by Section 106 of the Historic Preservation Act of 1966 to look at <u>any construction and maintenance activities</u> related to the preservation of buildings and grounds in term of effect. The effect can be beneficial or adverse. Any change in the fabric of a building or the condition of the grounds as a result of construction and maintenance activities constitute effect in this context. For this reason it is important to have someone in the park responsible for checking all construction and maintenance programs for possible 106 actions. The most important consideration is to watch out for these activities that might change or alter the character of a property to a large or small degree. By the nature of his position, the Historical Architect of your park, in cooperation and close relationship with the maintenance supervisors, should have the responsibility of assessing all construction and maintenance activities in terms of the 106 criteria of adverse effect.

Generally, adverse effects occur under conditions which include but are not limited to:

(a) Destruction or alteration of all or part of a property;

(b) Isolation from or alteration of its surrounding environment;

(c) Introduction of visible, audible, or atmospheric elements that are out of character with the property or alter its setting;

(d) Transfer or sale of a federally owned property without adequate conditions or restrictions regarding preservation, maintenance, or use; and

(e) Neglect of a property resulting in its deterioration or destruction.

If your personnel needs any assistance in the explanation of this criteria, please let me know.

One of the most important aspects of preservation of building and grounds is the orderly record of all construction and maintenance activities. This could consist of a folder or loose-leaf binder into which all work performed on a building will be recorded. Anything added to or changed from a building will be recorded. This record is a log that includes a description of the work done, date of performance, materials used, cost incurred and location of any plans, sketches or photographs of the action or results of the action. Inclusion of "before and after photographs" of significant actions in the log itself can be especially useful to park maintenance/ preservation personnel in the continuing upkeep of the buildings and grounds. There should be a separate record or log for the grounds and another for each building. These records will give the park an excellent handle on historic preservation work. Proper records lead to evaluation of work done, preparation of necessary reports to initiate 106 actions, and preservation guides for continuing maintenance. The more we know about the individual resources of the park the better prepared we will be for prescribing preservation treatment for them. Without these records your park will not be able to prepare the Historic Maintenance Plan and the Preservation Guides for the buildings and grounds. As you know, the maintenance personnel and the Historical Architect are responsible for the preparation of these documents.

As far as 106 is concerned the Historical Architect and the maintenance supervisors should check very carefully the following:

1. Construction contracts, plans, and specifications.
2. Painting of buildings or rooms.
3. Repairs that required mortar, cement, and brick/
4. Installation of new utility lines.
5. Removal of old utility lines.
6. Replacing of building elements like shingles, clapboards, roofs, doors, windows, etc.
7. New additions to buildings.
8. New construction on the grounds.
9. Demolition of buildings or portion of buildings, fences, sidewalks, or other features, etc.
10. Addition of parking lots.
11. Surfacing or roads.
12. Installation of fire alarm and intrusion systems.

Any project that is a potential 106 should be referred to this office for action.

Ricardo Torres-Reyes

Ricardo Torres-Reyes

cc: Historical Architect, Boston NHP
Maintenance Supervisor, Boston NHP

RTorres-Reyes:dgl 12/1/76

OPTIONAL FORM NO. 10
MAY 1962 EDITION
GSA FPMR (41 CFR) 101-11.6

UNITED STATES GOVERNMENT

Memorandum

TO : Superintendent, Boston NHP DATE: December 13, 1976

FROM : Regional Historian

SUBJECT: 106 Representative

Ross, Blaine and I feel that since you have a new park and there is so much to be done in the future, somebody in your organization should be responsible for coordinating all 106 activities with this office. This suggestion is related to my memorandum of December 1 on the sbject of Maintenance of Buildings and 106 Compliance. Victor Jorrin is the logical person for this responsibility. As such he should keep an eye also on what is going on within the Navy Yard but outside the park boundary.

Ricardo Torres

5010-109

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COPY

Advisory Council
On Historic Preservation
1522 K Street N.W.
Washington, D.C. 20005

October 24, 1975

Vice Admiral R. C. Gooding
Commander
Naval Sea Systems Command
U.S. Navy
National Center 2
2521 Jefferson Davis Highway
Arlington, Virginia 20362

Dear Admiral Gooding:

We have been informed that two structures at the Boston Naval Shipyard, Massachusetts (the Ropewalk and the Forge and Chain Shop), properties that are included in the National Register of Historic Places, are currently being affected through the removal of original machinery from these structures, machinery that is an essential quality of their historical character. We have also been advised that the Naval Sea Systems Command, U.S. Navy, is supervising this activity.

On the basis of this information, the Council requests that your office, temporarily suspend further removal of machinery from the Ropewalk and Forge and Chain Shop pending completion of the Council's "Procedures for the Protection of Historic and Cultural Properties" (36 C.F.R. Part 800). A copy of the Council's procedures is enclosed for your convenience. We direct your attention to Sections 800.4(d) and (e) in particular. It is requested that you initiate these procedures at the earliest opportunity.

If you have further questions or require additional assistance, please contact Jordan Tannenbaum of the Council staff at 202-254-3380.

The Council appreciates your cooperatiion in this matter.

Sincerely yours,

/s/ for

John D. McDermott
Director, Office of Review and
Compliance

JAMES HOWLAND BALLOU, A.I.A.
ARCHITECT
125 DERBY STREET, SALEM, MASS. 01970

JUN 12 1975

	Director
	Deputy Director
	Asst. to Reg. Dir.
	Public Affairs
	EEO
	Operations Evaluation
	Asso. Reg. Dir., Admin.
	Personnel
	Programs
	Finance
	Property
	Park Management
	Prof. Services
	Coop. Activities
	Lands

June 11, 1975

National Park Service
c/o Messrs. Hugh Gurney & Blaine Clives
150 Causeway Street
Boston, Massachusetts

Re: U.S.S. Constitution Museum

Gentlemen:

Thank you for sitting with us yesterday at the U.S.S. Constitution Museum and assisting us in the preservation aspects of this project.

The following were the items discussed: we would appreciate your review, comments, suggestions, etc., and written approval as soon as possible ---

1. Exterior doors to be either reproductions of original doors or originals, if repairable.

2. The rear loading dock area and two sheds on northeast corner to be "dressed up", i.e. made more presentable, leaving brick walls exposed and installing some stained wood siding. We will send you a detail of this work before starting.

3. Clean up of alley area, i.e. into rear entrance paving ramp, etc., some landscaping and fencing around transformers. This is schematically shown on drawing A-2 & A-2a.

4. Removal of fire escape in alley and removal of huge metal exhaust duct on northeast corner.

5. We would like to close in skylights as discussed but will be quite willing to accept your thoughts here.

TELEPHONE (617) 744-5325

6. We would like to lightly sandblast exterior brick walls on second and third floors. You suggested steam-cleaning which we will be perfectly willing to try only we are a bit apprehensive about water damage.

7. Do you feel we should leave the steam pipes in the Gift Shop area along west wall?

8. We would appreciate your technical expertise in the color of paint for windows and trim.

9. Also, your suggestions on cleaning the tar spots on exterior granite facades.

10. We will investigate using the existing chimney on south end and reconstructing from roof up to vent our gas boiler on third floor.

11. We propose a small vent from top of elevator shaft through roof at back side of valley, i.e. the southeast side of that roof over shaft.

12. We propose removing the existing door and brick surrounding area at south end to be replaced with doors similar to front entrance.

13. Removal of two 2 over 2 windows on west facade to be replaced with multi paned sash similar to those in rest of that facade.

14. Retaining the 2 over 2 sash on south end as discussed.

15. Sealing all cleaned wood and brick as discussed.

16. Temporary signs and cooperation with National Park Service in future planning of traffic flow, landscaping, etc.

17. In order to accommodate the projected traffic we must provide larger openings from entry area into museum at first floor and from gallery second floor to commemorative room.

18. Finally, when any question arises concerning preservation, integrity of the structure, you will be notified immediately.

We hope to continue with our project as expeditiously as is possible, funds allowing, so that we may open early in 1976.

We also hope that one or both of you and any museum types on your staff can attend our directors meeting at 4 Liberty Square, Boston on Monday, June 23 at 4:30 P.M. to view our display consultant's slide show. This slide show gives a very comprehensive idea of how the Museum will work.

Respectfully,

James H. Ballou, A.I.A.

cc: Mr. Hulsman
Mr. Shepley
Mr. Levinson

HEADQUARTERS
FIRST NAVAL DISTRICT
NAVY BUILDING
495 SUMMER STREET, BOSTON, MASS. 02210

IN REPLY REFER TO:

30 MAY 1975

Mr. Robert R. Garvey Jr.
Executive Secretary
Advisory Council on Historic Preservation
1533 K. Street, NW
Washington, DC 20005

Dear Mr. Garvey:

In accordance with the procedures of the Advisory Council on Historic Preservation for Compliance with Section 106 of the National Historic Preservation Act of 1966, we request your comments and concurrence concerning an action which will affect a property under the administrative jurisdiction of the Department of the Navy. This property is scheduled for future transfer to the administrative jurisdiction of the National Park Service, Department of Interior per Public Law 93-431 of October 1, 1974. The property, Building 22, is one of several buildings which will comprise the Boston Navy Yard National Historic Site located in Charlestown, Massachusetts. Building 22, is marked on the enclosed copy of the boundary of the National Historic Site.

Building 22 was designed by Alexander Parris to hold the equipment required for the Boston Navy Yard's first drydock. In addition to dock equipment, the building housed early shipyard workshops. Fireproof construction was called for and Parris employed a system of brick arches resting on cast iron beams. The exterior is of cut granite with a slate roof. In 1829, $30,000 was appropriated by Congress for the construction of the building which is 100 feet by 40 feet and three stories high. Construction commenced in 1831. A second enclosure to this letter is an exterior photograph of Building 22.

The renovations to this building are being accomplished by the USS CONSTITUTION Museum Foundation Inc., a non profit foundation established 25 September 1972. The Foundation was incorporated to collect and preserve antiquities relating to the USS CONSTITUTION, to publish information relating to CONSTITUTION and to support the U. S. Navy in maintaining and operating the USS CONSTITUTION Museum. The Foundation will be established as a Cooperating Association at the Historic Site by the National Park Service.

30 MAY 1975

In the third enclosure, the Director North Atlantic Region of the National Park Service provided recommendations to the Museum Foundation regarding the renovations to Building 22. The fourth enclosure is the Museum Foundation's reply to the National Park Service and is indicative of the close coordination between the USS CONSTITUTION Museum Foundation and the National Park Service.

The plans and project description for the renovations will be hand delivered to your office 2 June 1975. After consulting with the Massachusetts State Historic Preservation Officer, the Commandant FIRST Naval District and the State Historic Preservation Officer agree that there will be an affect by the renovations to the building but that the affect will be beneficial. The Massachusetts State Historic Preservation Officer has noted that items numbered 2, 3 and 7 of the Museum Foundation letter of 29 May 1975 (fourth enclosure) are of particular importance and must be adhered to by the Foundation. The U. S. Navy is continuing its review of the USS CONSTITUTION Museum Foundation Inc. plans to ensure that the structural integrity of the building is maintained. Any negative aspects of the Navy review will be forwarded within 45 days.

Sincerely,

A. F. Huff

A. F. HUFF
Captain, U. S. Navy
Chief of Staff

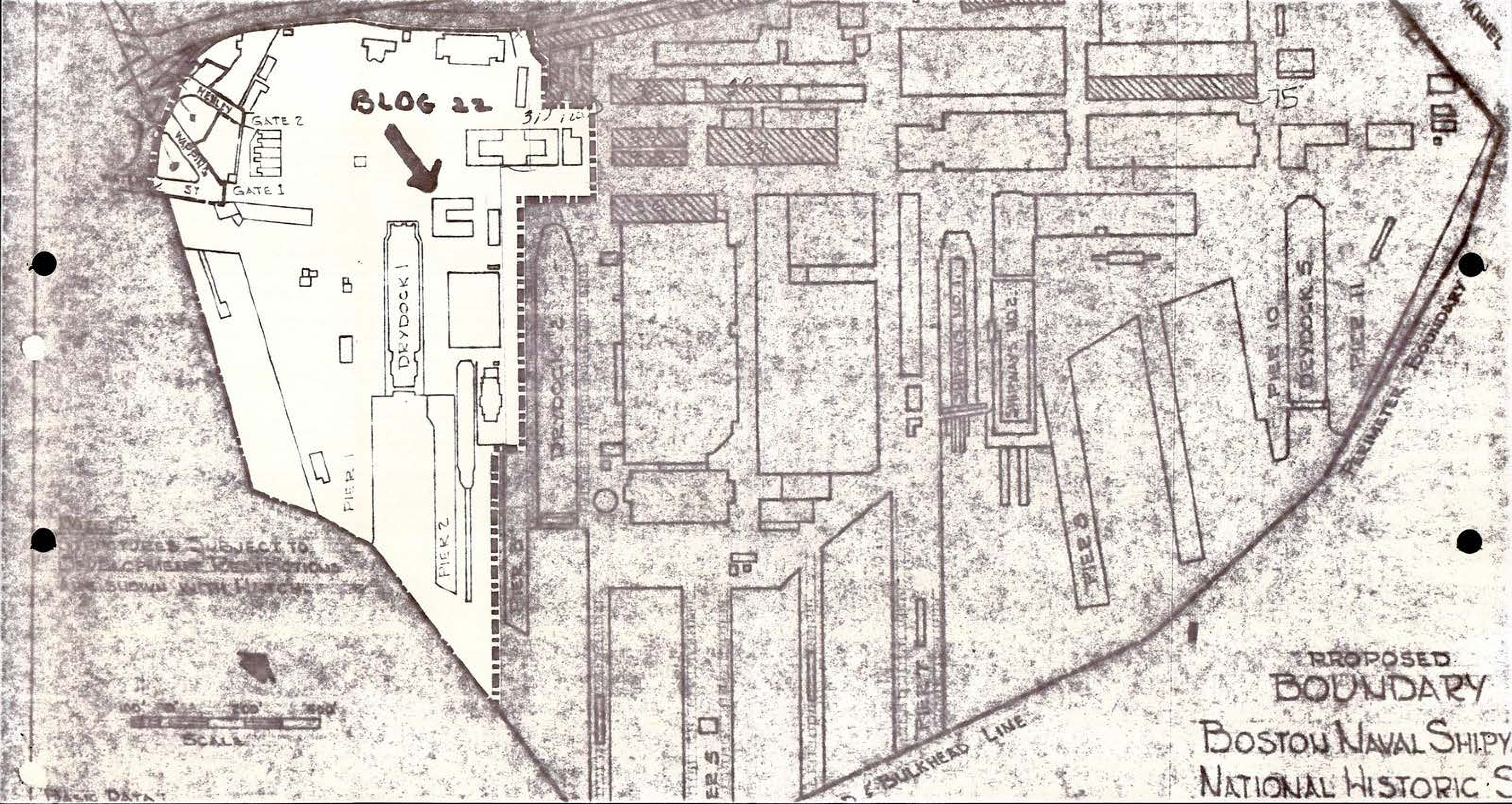
Copy to:
USS CONSTITUTION Museum Foundation
Director Caretaker Group
USS CONSTITUTION
NORDIVNAVFACENGCOM
Director North Atlantic Region NPS
MASS State Historic Preservation Officer

CONCURRENCE

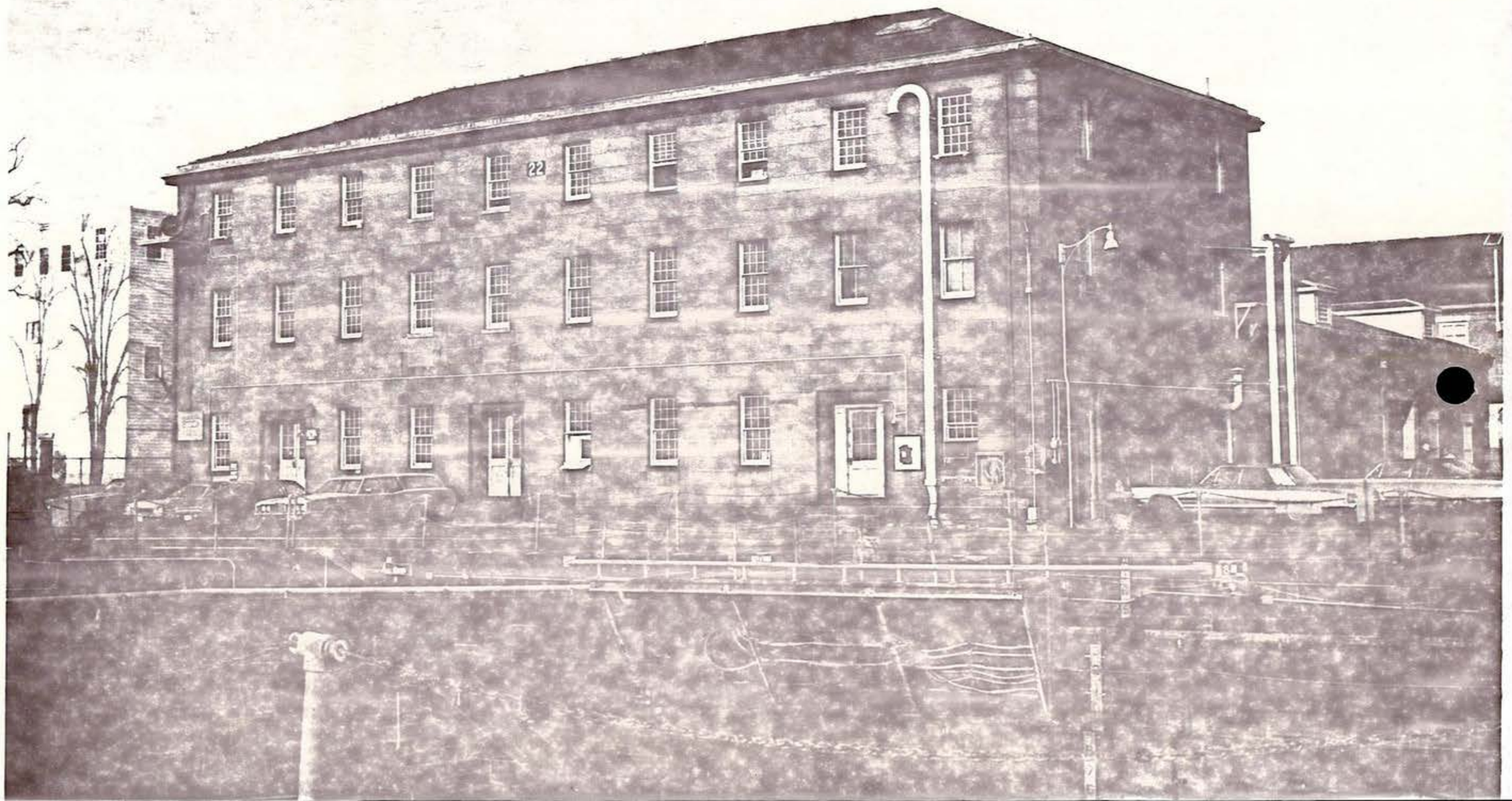
May 30, 1975
Date

Elizabeth R. Amadon

ELIZABETH R. AMADON
State Historic Preservation Officer



BLOG 22
GATE 2
GATE 1
HENLEY
WAPPING
ST
DRYDOCK 1
PIER 1
PIER 2
DRYDOCK 2
75
DRYDOCK 5
PIER 10
PIER 11
PIER 6
PERIMETER BOUNDARY
BULKHEAD LINE
SCALE
RROPOSED
BOUNDARY
BOSTON NAVAL SHIPY
NATIONAL HISTORIC S


22

United States Department of the Interior

NATIONAL PARK SERVICE

NORTH ATLANTIC REGION
150 CAUSEWAY STREET
BOSTON, MA. 02114

02
001
32

IN REPLY REFER TO:

H40 NAR (P)

May 16, 1975

Admiral Joseph C. Wylie, USN (RET)
627 Black Point Lane
Portsmouth, Rhode Island 02871

Dear Admiral Wylie:

We have received the drawings and specifications for the Museum's proposed renovations to Building 22 at the Boston Naval Shipyard. After reviewing these documents as well as having met with you, representatives of the Navy, the architect and Mr. Hulsman, we have the following comments:

1. We feel that the intended use of Building 22 as a Museum depicting the Constitution is certainly a valuable adaptable use of the historic structure. However, the process of making renovations to the building for this new purpose will obviously have an effect on the historical aspects of the structure and as such will have to comply with Section 106 of the National Historic Preservation Act of 1966.

2. While visiting the site at the end of April, we noted that considerable sandblasting had occurred on the interior to the second floor structural members as well as to the interior brickwork on the first floor. Such sandblasting can be quite detrimental to the building's historic fabric in that it not only removes the paint, but will also remove the outer surfaces of the historic fabric itself. It is our feeling that the first floor structural members should not have been sandblasted and that the paint would have provided an excellent protection for the future. We would therefore recommend that no more sandblasting of this type be done on this historic building.

3. In reviewing the drawings, it is apparent that certain renovations to historic fabric will occur on both the interior and exterior of the structure. It is recognized that most of those on the interior will, of course, not affect the visual exterior of the building and are necessary for the building's adaptive use. However, the alterations to the central entranceway (what is to become the main entrance) will greatly affect the exterior historical appearance of the buildings. Since this building is to become part of the National Park, we are greatly concerned about such effects. The drawings call for the removal of the existing stone steps and the building of an exterior entrance platform with a new single leaf door swinging out at this location. We would prefer to see the steps remain as they are and

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the existing doors be either replaced in kind or rehabilitated and allowed to swing inward as they presently do. We feel that by securing or locking these doors open during hours when the museum will be in operation for visitors, the restrictions of the local building codes could be alleviated in that the floor surface just inside the doorway would then become the entrance platform and by leaving the doors in a locked open position, they would not impede evacuation should fire occur. Since there is intended to be an inner glass partition with doors and since the rooms on either side of the entrance hallway could have glass doors, leaving the historical doors open,should not present a heating or air conditioning problem.

4. While touring the building, it was noticed that the earlier heating system of steam piping run on the surface of the wall still remains. We feel it would be beneficial to keep the evidence of this system in place on the wall surface even though it will not be used for heating purposes. This will, of course, preserve some historical elements and should not interfere with the use of the space as a museum.

5. The drawings indicate that the existing skylights are to be removed. Since this will affect the exterior appearance of the building, the Park Service requests that these elements be retained.

6. The perspective on the cover sheet depicts the renovated building with a sign across the facade. The Park Service would prefer that any signs used by the museum not be attached to the building and that they be coordinated with Park personnel so that type and colors are compatible with others in the park.

7. If the museum contemplates cleaning the exterior of Building #22 at any time in the future, the Park Service requests that such cleaning methods be first approved by the Park Service's Regional Staff.

We hope you will find these comments helpful and we look forward to a cooperative future when the National Park becomes established. We have looked at the specifications you sent outlining work on Building 22. We suggest these specifications, along with a full set of drawings, be sent to the State Historic Preservation Officer and to the President's Advisory Council for 106 clearance.

Sincerely yours,

David A. Richie
Acting Regional Director

cc: Mr. Robert Hulsman, Director
USS CONSTITUTION Museum Foundation, Inc.

Mrs. George Amadon, Massachusetts Historical Commission

Commander Thomas Coyne, Planning Officer, First Naval District

The Fund for **USS CONSTITUTION** Museum Foundation

4 LIBERTY SQUARE, BOSTON, MASSACHUSETTS 02109 · (617) 426-1812

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USN (Ret.)

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Rear Adm. Samuel E. Morison
USNR (Ret.)

May 29, 1975

Mr. David A. Ritchie
Acting Regional Director
National Park Service
150 Causeway Street
Boston, Massachusetts 02114

Dear Mr. Ritchie:

I have at hand your letter of May 16th. We deeply appreciate your sharing with us the experience and skill of the Park Service in these matters pertaining to restoration and preservation of historic old buildings, in this case the Alexander Parris building being restored and adapted to use as the USS Constitution Museum.

Please be assured that our concept for the interior of the building has been and is to preserve and restore wherever possible all parts of the structure which were original. We have the same concept of preservation and restoration for those few features later added which are of historic or architectural interest. The background interior of the building including the walls, the floors, and the framing, will be an integral part of the Museum.

Because of the need to accommodate the thousands of visitors and house the artifacts, graphics, and other materials directly related to USS CONSTITUTION, there will be considerable interaction of new techniques with the character of this old building. We believe this is being managed with sensitivity and ingenuity.

With the preceding as our general philosophy, and I am sure that this is in harmony with that of the National Park Service, I now address the numbered paragraphs of your letter.

1. We are now preparing the material to be submitted by the Navy to the Advisory Council on Historic Preservation. The comment in this letter will, in general, be incorporated in that submission. Mrs. Amadon's comments will be included.

2. We have suspended sand cleaning. There is a small brick interior wall area on the second floor that should, somehow, be cleaned. We would deeply appreciate having one of your colleagues

visit the building to discuss with our architect how best to handle this area. Mr. Ballou, our architect, can be reached at 1-744-5325 (in his Salem office) to make a mutually convenient appointment. These old surfaces, both wood and brick, will be sealed both for protection and ease of maintenance. The wood boarding covering the interior brick walls on the second floor was badly rotted, and in removing this it was found that much of the old lime mortar pointing in the brick work had disintegrated. These areas will be repointed for structural integrity, not merely for cosmetic reasons.

3. We appreciate your comment concerning the exterior and, in particular, the front entrance doors. We will comply with your suggestions as to the doors and an interior vestibule in lieu of compliance with the modern building code. The present stone steps will not be altered.

4. Unfortunately, the modern steam pipes on the upstairs wall were removed and disposed of before receipt of your letter. We do suggest, however, that these are not a significant loss. The pipes were black iron and our best estimate (no records) indicates that they were probably installed as temporary heat at about the time of World War II. We suggest that the brick panels between the windows are much more indicative of this Alexander Parris building than were the largely rotted wood panels and the modern almost jury-rigged steam piping. And surely, it will be easier to keep the Museum neat and tidy without having to clean and vacuum the dust between these pipes. There is one small section of this World War II steam piping in the Gift Shop area. While we do not recommend it, we can, if you want, save this. Please let us know your desires.

5. As for the skylights, we will do as you want. Before a final decision is reached, we do ask that the matter be considered again. Our best estimate is that they were installed early in this century. They were not, in their design and workmanship, up to the standards of the original 1832 building. They leak, and apparently have for several decades, and would have either to be largely rebuilt or eliminated, thus returning the roof to its original configuration. We, therefore, ask that you again consider this matter; in any event we will do it the way you want.

6. Don't worry about a sign on the building. At this point, it is no more than an identification on the architect's drawing. After the Museum is opened and before the Park Service gets into business and starts bringing order to the landscape, we will have to have some sort of trail of small signs or artifacts (the mainmast perhaps?) to lead visitors from the ship to the Museum. When the Park Service gets its plans in order we will, of course, conform fully with the Park Service scheme of direction and identification signs. There is no problem in this.

7. We have no plans to clean the exterior of the building. If such plans should develop we would, of course, first seek the permission of the Navy and the Park Service. In particular, we may later seek permission of both agencies to remove some recent mechanical appurtenances and extraneous material. The Park Service would be consulted before any such work is started (none is now specifically foreseen).

Since your visit to the building on May 6th, we have encountered an interesting and unexpected problem in the Gift Shop area. There are two 40-foot deep wells and an incredible maze of pipes and rusted equipment below the floor. The posts supporting the floor were submerged in 30 or 40 feet of fresh water. These apparently were the wells into which seepage was pumped from the dry dock in the last century. The wells have been pumped out and we are taking photos for the record. This will give us no great amount of difficulty and with some structural revision (a change in the floor framing and possibly new supports) the problem can be solved with safety and without damage to the visible building.

And, by the way, your colleagues have seen the trap door system which has been in use since the building was constructed. These and the bull wheel on the third floor will be preserved.

Please let us know as other matters arise and do feel free to inspect the progress at any time. We welcome your suggestions and want to take full advantage of the National Park Service experience and skills.

With best regards,

Joseph C Wylie

J. C. Wylie

Advisory Council
On Historic Preservation
1522 K Street N.W. Suite 430
Washington D.C. 20005

May 16, 1975

Mr. Walter A. Meisen
Acting Commissioner
Public Buildings Service
General Services Administration
Washington, D.C. 20405

Dear Mr. Meisen:

On July 19, 1974, the Advisory Council wrote the General Services Administration (GSA) concerning the proposed disposal of the Boston Naval Shipyard, Boston, Massachusetts, a property included in the National Register of Historic Places. John F. Galuardi, then Acting Commissioner of the Public Buildings Service, responded on September 6 that "the GSA does not anticipate disposal of this property within the next two months" and that prior to disposal GSA would comply with Section 106 of the National Historic Preservation Act and Executive Order 11593. On December 17, 1974, the Council responded in the following manner:

> The Advisory Council's "Procedures for the Protection of Historic and Cultural Properties" (36 C.F.R. Part 800) call for compliance "at the earliest stage of planning or consideration of an undertaking" (Section 800.4). The Council expects that, in accordance with these procedures, its comments will be requested before GSA undertakes any action that would foreclose proper consideration of alternatives.

The Council has had no further correspondence from GSA on this matter and would appreciate a report on the status of compliance with the Council's procedures.

Thank you for your cooperation.

Sincerely yours,

John D. McDermott
Director, Office of Review and
Compliance

Enclosures

NORTH ATLANTIC REGION
MAY 19 1975
Initials and Date

	Director
	Deputy Director
	Asst. to Reg. Dir.
	Public Affairs
	EEO
	Operations Evaluation
	Asso. Reg. Dir., Admin.
	Personnel
	Programs
	Finance
	Property
	Park Management
✓	Prof. Services
	Coop. Activities
	Lands
	Benjamin 5/19

The Council is an independent unit of the Executive Branch of the Federal Government charged by the Act of October 15, 1966 to advise the President and Congress in the field of Historic Preservation.

Art Benjamin
April 28
1975

D-6215-NAR-(CF) BOSTON

April 28, 1975

Captain Andrew F. Huff
Chief of Staff
First Naval District
495 Summer Street
Boston, Massachusetts 02210

Dear Captain Huff:

It is our understanding that the Navy intends to remove certain pieces of furniture from the historic quarters within the Charlestown Shipyard for transfer to other areas. We view this decision with deep concern as an ititial survey by an historical curator from the National Park Service has established that there are many pieces within the yard of a nature which would qualify them as historic artifacts. These pieces of furniture should remainain the historic quarters.

Artifacts such as furniture which are associated with historic structures are eligible for nomination to the National Register of Historic Places and as such are afforded the legal protection of Executive Order 11593, "Protection and Enhancement of the Cultural Environment", and the National Historic Preservation Act of 1966. Since the entire Charlestown Naval Shipyard has been designated as a National Historic Landmark, and since some 27 acres of the yard have been authorized by the President to become a National Park within the near future, it seems quite clear that the Navy has the obligation to respond to those legal requirements designed to protect the Nation's cultural environment prior to taking any action which in our view could well have an adverse effect on the historic artifacts as defined under section 106 of the National Historic Preservation Act of 1966.

We are sure that as a Federal agency the United States Navy will wish to comply eith the legal requirements designed to protect these historic properties.

We strongly recommend that prior to taking any further action that the National Park Service conduct a detailed survey to determine which specific pieces of furniture should remain in association with the historic structures in the shipyard. Of particular importance is the furniture in the Commadant's house. The historic furniture should remain whether or not a new Commandant occupies the quarters. It is important to have the house available for public display even on a limited basis since it will be an historic resource within the National Park.

Sincerely yours,

David A. Richie
Acting Regional Director

cc: Capt.WJ. Norris

JBENJAMIN;ef
4/28/75

Advisory Council
On Historic Preservation
1522 K Street N.W. Suite 430
Washington D.C. 20005

November 15, 1974

Mr. G. R. Turner, Jr.
Division Engineer
U.S. Department of Transportation
Federal Highway Administration
Region One
612 J.F.K. Federal Building
Boston, Massachusetts 02203

Dear Mr. Turner:

Thank you for your October 23, 1974, letter keeping us up to date on the status of projects assisted by the Federal Highway Administration (FHWA) that may affect the Boston Naval Shipyard, a property included in the National Register of Historic Places. The projects involved are the Boston North Terminal Area Study, which remains at a standstill, improvements to Chelsea Street, and the construction of a new bridge over the Little Mystic River. The last two are being considered for environmental study and may require review under Section 106 of the National Historic Preservation Act of 1966.

If these projects go forward and compliance with Council procedures becomes necessary, please do not hesitate to contact this office for assistance. Ms. Myra Harrison remains the staff liaison for Massachusetts and can be reached at 202-254-3974.

Sincerely yours,

SIGNED

John D. McDermott
Director, Office of Review and
Compliance

NORTH ATLANTIC REGION NOV 18 1974		Initial and Date
	Director	
	Deputy Director	
	Asst. to Reg. Dir.	
	Public Affairs	
	EEO	
	Operations Evaluation	
	Asso. Reg. Dir., Admin.	
	Personnel	
	Programs	
	Finance	
	Property	
	Park Management	
V	Oper. Services	11/21
	Coop. Activities	
	Lands	

The Department of the Interior Bears the Principal Conservation

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION ONE
612 J.F.K. Federal Building
Boston, Massachusetts 02203

IN REPLY REFER TO:
01-25.3A

October 23, 1974

Ms. Ann Webster Smith, Director
Office of Compliance
Advisory Council on Historic Preservation
1522 K Street N.W. Suite 430
Washington D.C. 20005

Dear Ms. Smith:

Our August 5, 1974, letter advised you that the Boston North Terminal Area Study was at a standstill and that further study work would not progress until the Central Artery feasibility study was completed. That situation presently remains status-quo.

However, within the last few days, representatives of this office have attended meetings to discuss the feasibility of resuming the environmental study of certain local street improvements in the vicinity of the Boston Naval Shipyard. Basically the project as envisioned at this time, concerns improving Chelsea Street (which was part of the North Terminal Study Area) and construction of a new bridge over the Little Mystic River. The attached sketch shows the general location of both of these proposed improvements.

As you probably realize, the improvements to Chelsea Street will effect the historical sites of the Boston Naval Shipyard and, therefore, the Section 106 process, which was previously started in regard to the North Terminal Area Study, will be resumed. In this regard, we understand that legislation has been enacted to make the southern third of the Naval Shipyard a National Park and that in the near future the Park Master Plan will be finalized. During the last meeting that we attended, representatives of the National Park Service and Department of Interior were in attendance and consequently they should be well informed of the proposals currently being considered.

Insofar as the proposed new Little Mystic River Bridge is concerned, we are not aware at this time as to whether the bridge would effect any Section 106 properties which might exist in the area. However, this aspect will be examined as the study proceeds.

- more -

The environmental study of both of these proposed improvements will be jointly undertaken by the Massachusetts Port Authority and the Boston Redevelopment Authority and a single environmental impact statement is to be produced which will meet the requirements of NEPA and adequately satisfy FHWA requirements.

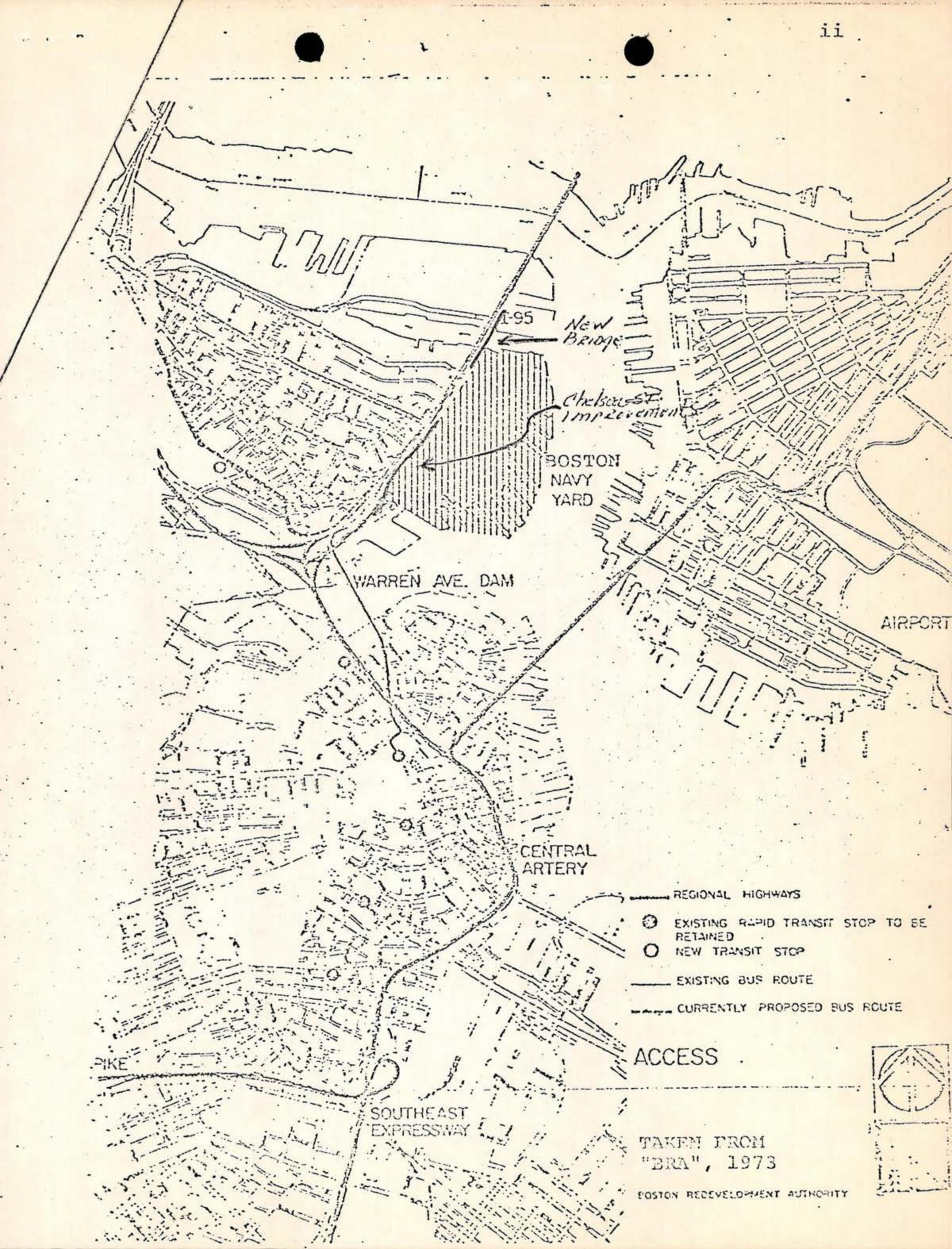
Inasmuch as future consultations will no doubt be necessary with your office, we will keep you advised of the progress of this study.

Sincerely yours,

for G. R. Turner, Jr.
Division Engineer

Attachment

cc: R. Rettig - MHC
R. Tierney - MDPW
B. Gilchrest - EOTC
L. DeMarsh - MPA
A. Howard - BRA


I-95
New Bridge
Chelsea St. Improvement
BOSTON NAVY YARD
WARREN AVE. DAM
AIRPORT
CENTRAL ARTERY
PIKE
SOUTHEAST EXPRESSWAY
REGIONAL HIGHWAYS
EXISTING RAPID TRANSIT STOP TO BE RETAINED
NEW TRANSIT STOP
EXISTING BUS ROUTE
CURRENTLY PROPOSED BUS ROUTE
ACCESS
TAKEN FROM "BRA", 1973
BOSTON REDEVELOPMENT AUTHORITY