

**Boston Coastal Storm Risk Management Study
Draft Integrated Feasibility Report with
Programmatic Environmental Assessment, Boston, Massachusetts
Appendix C: Cultural Resources**

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During manuscript preparation, generative AI tools [GenAI] were used to improve grammar, clarity, and coherence of the text. All AI-generated suggestions were reviewed, revised as needed, and approved by the authors to ensure accuracy and maintain the integrity of the scientific content.

Executive Summary

This Sub-Appendix supports the Boston Coastal Storm Risk Management (CSRM) Feasibility Report (FR) and Programmatic Environmental Assessment (EA) by providing supplemental cultural resources analysis for both the Comprehensive Plan (Action Alternative 2) and the Early Actionable Elements (EAEs) (Action Alternative 3) within the City of Boston. The Comprehensive Plan represents the full, long-term coastal storm risk management system for the Boston Harbor shoreline, while the EAEs are discrete, independently implementable components advanced for earlier construction. This Sub-Appendix presents both a programmatic-level assessment of the Comprehensive Plan and site-specific evaluations of individual EAEs, in addition to the No Action/Future Without Project Condition, focusing on archaeological resources, historic properties, cultural landscapes, and waterfront historic districts.

Cultural resources were evaluated in accordance with NEPA, Section 106 of the National Historic Preservation Act (NHPA), and applicable federal and state requirements. Direct, indirect, and visual Areas of Potential Effects (APEs) include terrestrial, submerged, and visual components extending to adjacent historic districts and waterfront settings. Background research included the Massachusetts Historical Commission (MHC), Boston Landmarks Commission (BLC), Office of Historic Preservation (OH), National Park Service (NPS), NOAA, and other repositories. Identified resources include archaeological sites, historic waterfront infrastructure, and National Register-listed and eligible historic districts.

Under the No Action Alternative, no coastal storm risk management measures would be implemented, and cultural resources would remain exposed to increasing risks from sea level rise, storm surge, tidal flooding, and erosion, resulting in continued long-term degradation of archaeological resources, historic properties, and cultural landscapes.

Under Action Alternative 2 (Comprehensive Plan), the full system of flood risk management features, including floodwalls, berms, deployable barriers, and shoreline stabilization, would be constructed. This alternative has the greatest potential for direct effects due to ground disturbance in archaeologically sensitive areas and indirect effects related to changes in setting, views, and spatial relationships. However, it also provides the most substantial long-term benefit by reducing exposure of cultural resources to coastal hazards and improving the resilience and preservation of historic waterfront contexts and cultural landscapes.

Under Action Alternative 3 (EAEs), selected priority projects would be implemented in advance of the full system to provide near-term, localized flood risk reduction. While EAEs would result in limited construction-related impacts and localized visual and access-

related effects, they generally have a reduced magnitude of adverse effects compared to the Comprehensive Plan and provide incremental resilience benefits to cultural resources in high-risk areas.

Overall, Action Alternative 2 provides the greatest long-term protective benefit to cultural resources, while Action Alternative 3 provides early, targeted risk reduction. Both alternatives may result in adverse effects requiring avoidance, minimization, or mitigation through continued design development, including archaeological investigations, historic resource documentation, and visual impact assessment. A Programmatic Agreement with the Massachusetts Historical Commission (MHC), Boston Landmarks Commission (BLC), and consulting parties is anticipated to ensure compliance with Section 106 of the NHPA (36 CFR Part 800).

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Acronyms and Abbreviations

APE	Area of Potential Effect
c./ca.	circa
BLC	Boston Landmarks Commission
BCSRM	Boston Coastal Storm Risk Management
ft	feet / linear feet
FR/EIS	Feasibility Report and Environmental Impact Statement
ha	hectare
IFF	Induced Flooding Feature
km	kilometer
LHD	Local Historic District
LHL	Local Historic Landmark
MA BUAR	Massachusetts Board of Underwater Archaeological Resources
MACRIS	Massachusetts Cultural Resources Information System
MHC	Massachusetts Historical Commission
mi	mile
NACCS	North Atlantic Coast Comprehensive Study
NAVD	North American Vertical Datum of 1988
NED	New England District
NEPA	National Environmental Policy Act
NHLD	National Historic Landmark District
NHPA	National Historic Preservation Act
NNBF	Natural & Nature Based Feature
NPS	National Park Service
NRHP	National Register of Historic Places
OHP	Office of Historic Preservation
PA	Programmatic Agreement
PED	Preconstruction Engineering and Design
RRF	Residual Risk Feature
RSLC	Relative Sea Level Rise
SBM	Shoreline Based Measure
SHPO	State Historic Preservation Officer
S/NRHP	State and National Registers of Historic Places
SNWA	Special Natural Waterfront Area
sq mi	square miles
SSB	Storm Surge Barrier
USACE	U.S. Army Corps of Engineers
USGS	United States Geological Survey

Cultural Resources Glossary

(after NPS Bulletin 28)

CULTURAL RESOURCES A broad term applied to places, sites, buildings, structures, objects, cultural practices, or collections of these physical and nonphysical manifestations that have significance to humans. A cultural resource is an aspect of a cultural system that is valued by or significantly representative of a culture or that contains significant information about a culture. A cultural resource may be a tangible entity or a cultural practice. Tangible cultural resources are categorized as districts, sites, buildings, structures, and objects for the National Register of Historic Places and as archeological resources.

ADVERSE EFFECT An adverse effect occurs when an undertaking diminishes the integrity of a historic property's location, design setting, materials, workmanship, feeling, or association. Characteristics of the property that may qualify it for inclusion on the NRHP have been negatively impacted.

ADVISORY COUNCIL ON HISTORIC PRESERVATION (ACHP) The independent agency set up under the National Historic Preservation Act (Title II) to advise the President and the Congress on cultural resources preservation; to advise on the dissemination of information on such activities; and to encourage public interest in cultural resources preservation. Under Section 106 of the NHPA, the Advisory Council on Historic Preservation will be afforded an opportunity to comment on Federal, federally assisted, or federally licensed undertakings that may have an effect on cultural resources properties.

ARCHAEOLOGICAL RESOURCE “[A]ny material remains of past human life or activities which are of archaeological interest, as determined under uniform regulations promulgated pursuant to ARPA. Such regulations shall include but not be limited to: pottery, basketry, bottles, weapons, weapon projectiles, tools, structures, pithouses, rock paintings, rock carving, intaglios, graves, human skeletal materials, or any portion or piece of any of the foregoing items. No item shall be treated as an archaeological resource under ARPA regulations unless such item is at least 100 years of age” [ARPA 16 U.S.C. § 470bb].

AREA OF POTENTIAL EFFECT (APE) “[T]he geographic area or areas within which an undertaking may cause changes in the

character of or use of historic properties, if any such properties exist” [36 CFR

§ 800.2(c)]. The determination is based not on knowledge of specific properties, but on what effects might be created if historic properties do exist in the undertaking’s APE. The APE is influenced by the scale and nature of an undertaking.

ASSOCIATION The relationship between a historic event, activity, or person and a cultural resource.

BUILDING An enclosed structure with walls and a roof, consciously created to serve some residential, industrial, commercial, agricultural, or other human use.

CHARACTER-DEFINING FEATURE A prominent or distinctive aspect, quality, or characteristic of a historic property that contributes significantly to its physical character. Structures, objects, vegetation, spatial relationships, views, furnishings, decorative details, and materials may be such features.

CONSULTATION The act of seeking and considering the opinions and recommendations of those parties that have consultative roles in the Section 106 process. These parties include the SHPO, the ACHP, Native American Indian, traditional tribal leaders, representatives of local governments, applicants for Federal assistance, other agencies (Federal or State), institutions, foundations, professional organizations, preservation groups, and specific individuals from the public with a demonstrable interest in the outcome of the process.

CONSULTING PARTIES Individuals, organizations, or agencies with a demonstrated interest in an undertaking’s effects on historic properties who participate in the Section 106 review process. Consulting parties may include the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officers (THPOs), federally and non-federally recognized Tribes, local governments, preservation organizations, and other stakeholders.

CONTEXT (including ARCHAEOLOGICAL and HISTORIC) The physical setting, location, and cultural association from which archaeological or historic materials are discovered. Usually the meaning of such materials cannot be discerned without information about their setting. One example is determining how old an object is, given that the age of objects excavated from a site varies with their depth in the ground. Unless the depth of an object is carefully

recorded against a fixed point of reference, it may be impossible to relate objects to the dimension of time.

CULTURAL LANDSCAPE A geographic area, including both cultural and natural resources and the wildlife or domestic animals therein, associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values. There are four general kinds of cultural landscape, not mutually exclusive:

Historic site: a landscape significant for its association with a historic event, activity, or person.

Historic designed landscape: a landscape significant as a design or work of art; was consciously designed and laid out either by a master gardener, landscape architect, architect, or horticulturist to a design principle, or by an owner or other amateur according to a recognized style or tradition; has a historical association with a significant person, trend or movement in landscape gardening or architecture, or a significant relationship to the theory or practice of landscape architecture.

Historic vernacular landscape: a landscape whose use, construction, or physical layout reflects endemic traditions, customs, beliefs, or values; in which the expression of cultural values, social behavior, and individual actions over time is manifested in physical features and materials and their interrelationships, including patterns of spatial organization, land use, circulation, vegetation, structures, and objects; in which the physical, biological, and cultural features reflect the customs and everyday lives of people.

Ethnographic landscape: areas containing a variety of natural and cultural resources that associated people define as heritage resources, including plant and animal communities,

CULTURE A system of behaviors, values, ideologies, and social arrangements. These features, in addition to tools and elements such as graphic arts, help in the interpretation of the human universe as well as dealing with features of the natural and social environments. Culture is learned, transmitted in a social context, and modifiable. Synonyms for culture include “lifeways,” “customs,” “traditions,” “social practices,” and “folkways.”

DESIGN The combination of elements that create the form, plan, space, structure, and style of a historic property.

DISCOVERY To find cultural resources in an unexpected location or circumstance, or of a class not covered by previous review under the National Historic Preservation Act, as amended through 1992, Section 106.

EFFECT The word “effect” is broadly defined. Effects can be direct or indirect and the word covers any foreseeable change when “the undertaking may alter characteristics of the property for inclusion in the National Register.” For the purpose of determining effect, alterations to features of the property’s location, setting, or use may be relevant depending on a property’s significant characteristics and should be considered [36 CFR § 800.9(a)].

ETHNOGRAPHIC RESOURCE A site, structure, object, landscape, or natural resource feature assigned traditional legendary, religious, subsistence, or other significance in the cultural system of a group traditionally associated with it.

FEATURE or ARCHAEOLOGICAL FEATURE Many archaeological elements are portable, such as fragments of bone, pottery, and stone tools. Archaeological sites, however, frequently contain features: manmade constructions that are not portable and are part of the earth itself. Examples of such features are hearths, bedrock mortars, fireplaces, foundations of buildings, storage pits, grave pits, and canals.

GEOGRAPHIC INFORMATION SYSTEM (GIS) A geographic information system is a data base system that is designed to manage data referenced by spatial or geographic coordinates. Using GIS spatial data can be viewed, queried, and analyzed for greater understanding of the spatially significant relationships. Common GIS data features include transportation, water resources, utility resources, geo-political boundaries, aerial photography/imagery, and the attributes for all of the above.

HISTORIC CHARACTER The sum of all visual aspects, features, materials, and spaces associated with a property's history.

HISTORICAL CONTEXT An organizing structure created for planning purposes that groups information about historic properties based on common themes, time periods, and geographical areas.

HISTORIC DISTRICT A geographically definable area, urban or rural, possessing a significant concentration, linkage, or continuity of sites, landscapes, structures, or objects, united by past events or aesthetically by plan or physical developments. A district may also

be composed of individual elements separated geographically but linked by association or history. (See National Register Bulletin 15.)

HISTORIC PROPERTY “Any prehistoric or historic building, district, site, structure, or object included in or eligible for inclusion in the National Register. The term includes artifacts, records, and remains that are related to and located within such properties” [36 CFR § 800.2(e)].

a. **DISTRICT.** A geographically definable area, urban or rural, with a concentration, linkage, or continuity of cultural resources properties that are united by past events, or aesthetically by plan or physical development. A district may also be composed of areas that are separated by space but are linked by history or style.

b. **SITE.** The location of a precontact-period or historic event, occupation, or activity; or structure, whether represented by standing ruins or by other surface or subsurface evidence, when the location, regardless of the value of existing structures, contains the historical or archaeological value.

c. **BUILDING.** A structure created to shelter any form of activity, such as a house, stable, church, barracks, hospital, or similar structure. Buildings may refer to a functionally related complex, such as a courthouse and jail, a house and barn, or a barracks, a mess hall, and a chapel.

d. **STRUCTURE.** An edifice, often an engineering project, designed to aid human activities, such as bridges, canals, or aqueducts.

e. **OBJECT.** An artifact of functional, aesthetic, cultural, historical, or scientific value that may be, by nature or design, movable yet related to a specific historical activity, event, district, site, setting, or environment.

HISTORIC LANDSCAPE A cultural landscape associated with events, persons, design styles, or ways of life that are significant in American history, landscape architecture, archeology, engineering, and culture; a landscape listed in or eligible for the National Register of Historic Places.

HISTORIC PROPERTY: A district, site, structure, or landscape significant in American history, architecture, engineering,

archeology, or culture; an umbrella term for all entries in the National Register of Historic Places.

HISTORICAL SIGNIFICANCE The meaning or value ascribed to a structure, landscape, object, or site based on the National Register criteria for evaluation. It normally stems from a combination of association and integrity.

INDIAN TRIBE The governing body of any Indian tribe, band, nation, or other group that is recognized as an Indian tribe by the Secretary of the Interior and for which the United States holds land in trust or restricted status for that entity or its members. Such term also includes any native village corporation, regional corporation, and native group established pursuant to the Alaska Native Claims Settlement Act [43 U.S.C. § 1701 et seq.].

INTEGRITY The authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during its historic or prehistoric period; the extent to which a property retains its historic appearance.

LOCATION The place where the historic property was constructed or the place where the historic event(s) occurred.

MATERIAL The physical elements that were combined or deposited to form a property. Historic material or historic fabric is that from a historically significant period, as opposed to material used to maintain or restore a property following its historic period(s).

MATERIAL REMAINS/ARTIFACTS Material remains (or artifacts) consist of “physical evidence of human habitation, occupation, use, or activity” [43 CFR § 7.3 (a)(2)]. These remains consist of any object or site that shows evidence of manufacture, use, or modification by humans. Examples of artifacts/material remains may include but are not limited to tools, implements, weapons, ornaments, clothing, and containers created variously from bone, ivory, shell, wood, metal, hide, feathers, pigments, chipped/pecked/ground stone, pottery/ceramics, and cordage/basketry /weaving; as well as organic debris or by-products/waste products such as burned animal bones or vegetal remains resulting from food preparation activities; works of artistic or symbolic representation such as rock paintings and carvings; and human remains.

NATIONAL HISTORIC LANDMARK Properties named by the Secretary of the Interior, per the Historic Sites Act of 1935, as having exceptional significance in the Nation’s history [36 CFR Part 65].

National Historic Landmarks are listed in the National Register of Historic Places. They are reviewed per the National Historic Preservation Act, as amended through 1992, Section 110(f). The National Historic Preservation Act, as amended through 1992 [54 U.S.C. 300101 et seq.], sets national historic preservation policy and requires each Federal agency to develop a program to locate, inventory, and nominate to the Secretary of the Interior all cultural resources under the agency's control that may meet the criteria of the National Register of Historic Places. In addition, every Federal agency having any undertaking that may have an effect on a historic property (i.e., meeting the criteria of the National Register of Historic Places) will afford the Advisory Council on Historic Preservation an opportunity to comment on the undertaking. Federal agencies are directed to assume responsibility for preservation of historic properties they own or control.

NATIONAL REGISTER OF HISTORIC PLACES (NRHP) A listing of districts, sites, buildings, structures, and objects significant on the national, regional, or local level in U.S. history, architecture, archaeology, engineering, and culture. It is maintained by the Secretary of the Interior per the Historic Sites Act and the National Historic Preservation Act, as amended through 1992. The term "eligible for inclusion on the National Register" includes both properties formally determined as such and all other properties that meet the National Register of Historic Places criteria as defined by 36 CFR § 60.4.

PROGRAMMATIC AGREEMENT A legally binding document developed pursuant to Section 106 of the National Historic Preservation Act (NHPA) that establishes a framework for addressing the identification, evaluation, and treatment of historic properties when project effects cannot be fully determined prior to approval of an undertaking.

SETTING The physical environment of a historic property; the character of the place in which the property played its historical role.

STATE HISTORIC PRESERVATION OFFICER (SHPO) The official within each state who has been designated and appointed by the state governor to administer the state historic preservation program, pursuant to Section 101(b)(1) of the NHPA.

STRUCTURE a constructed work, usually immovable by nature or design, consciously created to serve some human activity. Examples

are buildings of various kinds, monuments, dams, roads, railroad tracks, canals, millraces, bridges, tunnels, locomotives, nautical vessels, stockades, forts and associated earthworks, Indian mounds, ruins, fences, and outdoor sculpture. In the National Register program "structure" is limited to functional constructions other than buildings.

SUBMERGED CULTURAL RESOURCE Underwater Euro American or Native American remains.

TRADITIONAL CULTURAL PROPERTY A property "that is eligible for inclusion in the National Register because of its association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community" (Guidelines for Evaluating and Documenting Traditional Cultural Properties . Examples include:

1. "a location associated with the traditional beliefs of a Native American group about its origins, its cultural history, or the nature of the world;
2. a rural community whose organization, buildings and structures, or patterns of land use reflect the cultural traditions valued by its long-term residents;
3. an urban neighborhood that is the traditional home of a particular cultural group, and that reflects its beliefs and practices;
4. a location where Native American religious practitioners have historically gone, and are known or thought to go today, to perform ceremonial activities in accordance with traditional cultural rules of practice; and a location where a community has traditionally carried out economic, artistic, or other cultural practices important in maintaining its historical identity" (Guidelines for Evaluating and Documenting Traditional Cultural Properties).

Introduction

The U.S. Army Corps of Engineers (USACE), in coordination with non-Federal sponsors and stakeholders, is conducting this Programmatic Environmental Assessment (EA) as part of an ongoing effort to evaluate coastal storm risk management measures along portions of the Boston Harbor shoreline within the municipal boundary of the City of Boston, Massachusetts. The purpose of this EA is to assess the potential environmental effects associated with the proposed alternatives designed to reduce coastal storm risk and improve resilience to flooding from tropical and extratropical storm events, extreme tides, and future sea level change. The study area includes approximately 47 miles of shoreline and adjacent inland areas that are vulnerable to coastal inundation, including residential neighborhoods, commercial and industrial areas, transportation corridors, and critical public infrastructure.

These coastal areas are increasingly at risk due to the effects of climate change and relative sea level change, which are expected to intensify the frequency, duration, and extent of flooding over time. Recent storm events, including flooding observed as recently as January 2024, underscore the existing vulnerability of both coastal and low-lying inland areas within the City of Boston and surrounding harbor communities. As a result, there is an increasing risk to public safety, historic and cultural resources, and essential facilities such as utilities, transit systems, and public services located within coastal floodplains. This EA evaluates the potential environmental consequences of the No Action Alternative, the full Action Alternative 2 and Action Alternative 3, Early Actionable Elements (EAEs), in accordance with the National Environmental Policy Act (NEPA), with particular attention to cultural resources and other sensitive environmental resources within the study area.

All Boston Coastal Storm Risk Management (BCSRM) Study Alternatives (Project) include a combination of primary structural features such as floodwalls, berms, and deployable barriers, and complementary Nature-Based Solutions (NBS) and nonstructural measures intended to reduce coastal flood risk while enhancing environmental and community resilience (Figure 1). While a full system or comprehensive plan approach (Alternative 2) emphasizes structural components throughout the APE as the primary means of reducing storm surge risk along the waterfront of Boston, following an extensive public review process and interagency coordination, there was increased emphasis on integrating context-sensitive design, incorporating NBS, and advancing discrete project components that could be implemented on an accelerated timeline (Alternative 3).

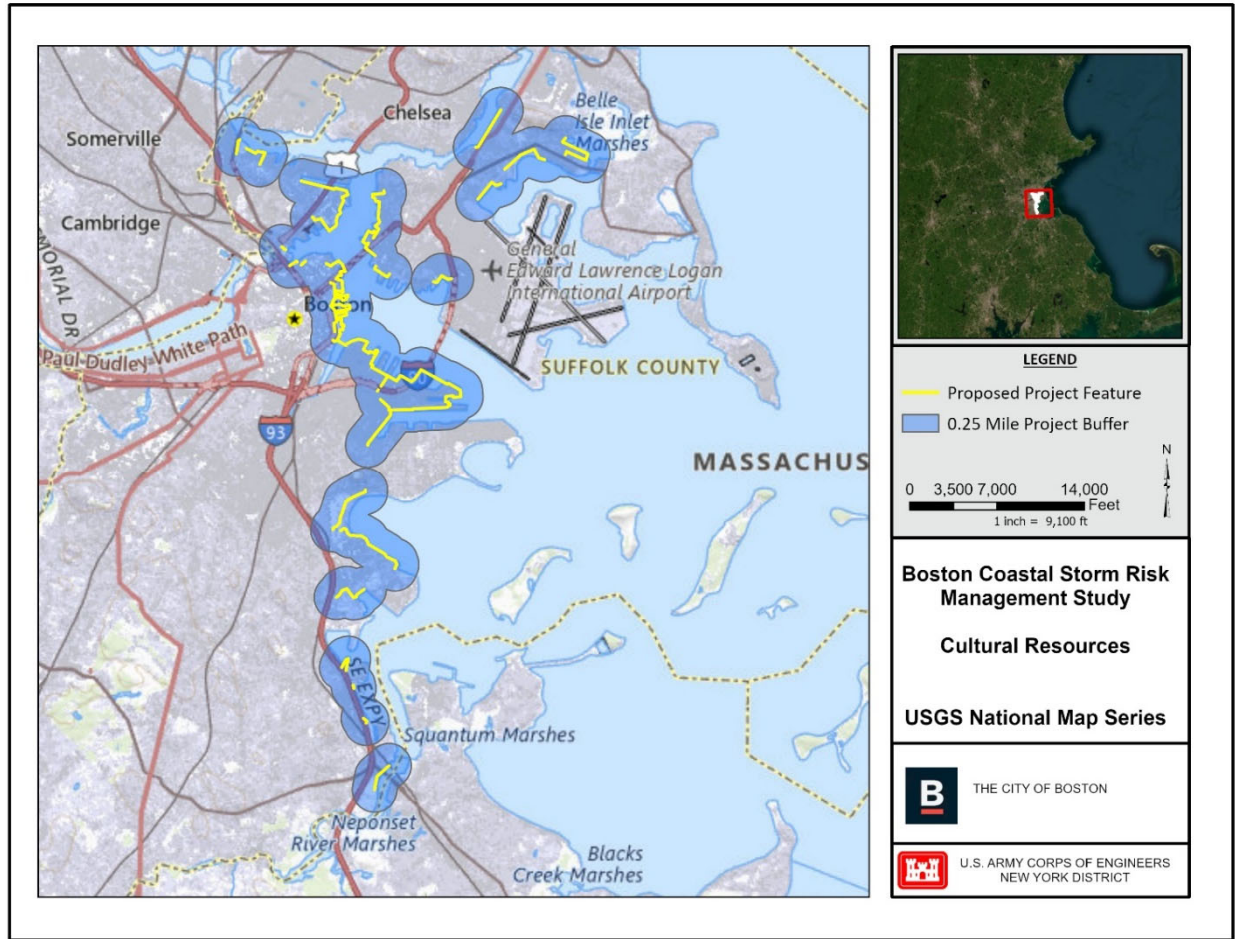


Figure 1: Study Area

As a result, several Early Actionable Elements (EAEs) were identified as priority components of the overall CSRM plan. These include the Charlestown – Schrafft’s City Center Alignment, the South Boston – I-90 Parapet Walls Alignment, the Dorchester/South Boston – Moakley Park Connector Alignment, the Orient Heights Railroad Alignment and the Dorchester – Tenean Beach Berm Alignment. Of the EAEs considered, the South Boston – Moakley Park Connector Alignment (DOR1) is the only element recommended to advance under Action Plan 3 based on engineering feasibility, environmental considerations, and cultural resource effects following the analysis associated with the EA. Each EAE represents a geographically distinct segment of the Boston Harbor shoreline and is designed to address site-specific flood risks while integrating with existing infrastructure, open space networks, and community assets. Collectively, these EAEs incorporate a mix of structural and nature-based features, including floodwalls, raised grades, berm systems, and shoreline stabilization measures, tailored to the physical and cultural context of each location.

These EAEs were evaluated as part of the overall CSRM alternatives development process to identify discrete, implementable actions capable of providing near-term flood

risk reduction while contributing to the broader system-wide resilience strategy. Following this evaluation, the EAEs were advanced for detailed analysis as part of the EA (see Section 4.1.4), with consideration of their engineering feasibility, environmental effects, and potential impacts to cultural and community resources.

The Charlestown – Schrafft’s City Center Alignment focuses on protecting a historical industrial waterfront that has undergone substantial redevelopment, incorporating flood barriers and elevation strategies that tie into existing urban fabric. The South Boston – I-90 Parapet Walls Alignment utilizes transportation infrastructure corridors to provide linear flood protection while minimizing disruption to adjacent historic and industrial resources. The Dorchester/South Boston – Moakley Park Connector Alignment integrates coastal storm risk management with parkland enhancements, combining berms and landscape-based features to maintain recreational use while improving resilience. The Dorchester – Tenean Beach Berm Alignment emphasizes a nature-based approach, using berms and shoreline stabilization to reduce wave energy and flooding while restoring coastal processes and public access along the waterfront. The East Boston – Orient Heights Railroad Alignment focuses on protecting critical rail infrastructure and adjacent waterfront and marsh resources, integrating flood protection measures along the rail corridor while considering constraints associated with transportation operations, adjacent historic resources, and sensitive coastal environments.

Federal and state laws require the USACE to consider the effects of its actions on cultural resources and historic properties. The regulations implementing the National Environmental Policy Act (NEPA) require federal agencies to evaluate the potential for proposed actions to affect “unique characteristics of the geographic area,” including historic and cultural resources, and to assess the degree to which such actions may adversely affect properties listed in or eligible for listing in the National Register of Historic Places (NRHP).

The USACE must also comply with the National Historic Preservation Act (NHPA), which requires federal agencies to consider the effects of undertakings on historic properties. Historic properties are defined as prehistoric or historic districts, sites, buildings, structures, or objects included in or eligible for inclusion in the NRHP. Additional federal protections are provided under the Archaeological and Historic Preservation Act and the Archaeological Resources Protection Act, which further establish requirements for the identification, evaluation, and protection of archaeological resources.

Section 106 of the NHPA (54 U.S.C. § 306108) and its implementing regulations (36 CFR Part 800) require the identification and evaluation of historic properties within an Area of Potential Effects (APE), defined as the geographic area within which an undertaking may directly or indirectly alter the characteristics of historic properties. For the Boston CSRM Action Alternative 2 and Action Alternative 3, the APE includes areas subject to direct ground disturbance, construction-related activities such as vibration and noise, and indirect effects such as visual and viewshed changes to historic districts and waterfront landscapes. Effects may include physical disturbance, alteration of setting, introduction of visual elements, temporary or permanent access restrictions, and changes to the use and perception of historic properties.

In addition to federal requirements, coordination is conducted with the Massachusetts Historical Commission (MHC), which serves as the State Historic Preservation Office (SHPO), the Boston Landmarks Commission, which has oversight of and enforcement rights to the Boston City Landmarks, Landmark Districts, Protection Areas, and Architectural Conservation Districts (per Chapter 772 of the Acts of the Massachusetts General Laws, 1975), as well as with federally recognized Tribes and other consulting parties. In accordance with Section 106, the USACE is required to consider alternatives that avoid, minimize, or mitigate adverse effects to historic properties and to resolve such effects through consultation. Through this process, the Boston CSRM EAs are evaluated not only for their effectiveness in reducing coastal storm risk, but also for their potential to protect, preserve, and enhance the rich cultural and historic resources that characterize Boston's waterfront.

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1. Methodology

1.1. Introduction to this Report

The focus of this Programmatic EA and feasibility study is to present a preliminary assessment of Direct Areas of Potential Effects (APEs) and the Indirect Areas of Potential Effects/ Visual Impact Areas for the project's alternatives (Figure 2) for the Boston Coastal Storm Risk Management (BCSRM) Project. The Area of Potential Effect (APE) refers to the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking", 36 CFR 800.16(d). For the BCSRM Project, the District shall consider potential direct, indirect, and cumulative effects to historic properties and all aspects of integrity, including their associated settings as applicable.

This study uses the broad NEPA term "cultural resources" to refer to places, archaeological sites, buildings, structures, objects, cultural practices, historic properties, and collections of both physical and nonphysical manifestations that possess significance to humans. Definitions of cultural resources and related terminology are provided in the glossary. Under NEPA, "cultural resources" encompasses a wide range of tangible and intangible resources that may hold historical, archaeological, architectural, traditional, religious, or cultural significance. In contrast, the term "historic properties," as defined under Section 106 of the National Historic Preservation Act (NHPA), refers specifically to prehistoric or historic districts, sites, buildings, structures, objects, or landscapes that are listed in, or eligible for listing in, the National Register of Historic Places (NRHP). As such, while all historic properties may be considered cultural resources, not all cultural resources meet the criteria necessary to qualify as historic properties under the NHPA. This distinction is important because NEPA considers the broader human environment and cultural context, whereas Section 106 focuses specifically on identifying and evaluating effects to NRHP-listed or eligible properties.

Although a glossary is included, several cultural resources terms and concepts used throughout this report warrant additional clarification. In the terminology of the National Park Service (NPS) and the Massachusetts Historical Commission (MHC), a "historic property" (often shortened to "property") refers to any district, site, building, structure, or object significant in American history, architecture, engineering, archaeology, or culture at the national, state, or local level. Within cultural resources practice, the terms "historic property," "historic resource," and, in some contexts, "cultural resource" are often used interchangeably, although their regulatory meanings may differ depending on the applicable statute or review process. Important subcategories of historic properties include shipwrecks and traditional cultural properties (TCPs), the latter of which are places associated with the cultural practices or beliefs of a living community that are rooted in its history and are important in maintaining the community's cultural identity.

One formal recognition of an historic property's significance is its listing in, or eligibility for, the State and/or National Registers of Historic Places (S/NRHP). Eligibility is determined based on criteria established by the NPS and is typically evaluated in consultation with the MHC in accordance with applicable state regulations. Underwater cultural resources are subject to additional review and regulatory oversight by the Massachusetts Board of Underwater Archaeological Resources (BUAR).

Documentation and evaluation of historic properties (i.e., cultural resources) are fundamental to the BCSRM Study and to informing the selection and design of project alternatives. The City of Boston and Boston Harbor possess exceptional national significance due to their central roles in the political, economic, and cultural development of the United States. This legacy is reflected in a dense and highly layered historic environment characterized by architecturally significant buildings, engineered waterfronts, and archaeological sites spanning multiple periods of occupation and use. The Charles, Mystic, and Neponset Rivers and their associated tributaries and estuaries were also focal points for Native American settlement and land use for thousands of years prior to and following European contact, contributing to a deeply stratified cultural landscape.

In addition to properties listed in or eligible for the State and National Registers of Historic Places (S/NRHP), the study area encompasses a broad range of other historically and culturally significant resource types recognized at the federal, state, and local levels. These include National Historic Landmarks, National Park Service units (including National Monuments), National Heritage Areas, Local Historic Districts, and designated Local Landmarks, as well as Boston Landmarks and associated protection areas. Many properties carry multiple designations and, in some cases, are subject to preservation restrictions, further underscoring the complexity and importance of cultural resource considerations within the BCSRM Study Area.

The study area for the Boston CSRM also overlaps the ancestral homelands of Indigenous peoples who have maintained connections to this region since well before European contact. Federally recognized tribes with interests in the area include the Wampanoag Tribe of Gay Head (Aquinnah), the Mashpee Wampanoag Tribe, and the Narragansett Indian Tribe. The Hassanamisco Nipmuc Tribe is recognized by the Commonwealth of Massachusetts, and the Massachusetts Tribe at Ponkapoag, while not federally or state recognized, remains active in the Boston area as descendants of the historic Massachusetts peoples. The Massachusetts Commission on Indian Affairs (MCIA) plays an important role in supporting Native American communities and advising state agencies on matters affecting Indigenous peoples. Ongoing coordination and consultation with Tribal Historic Preservation Offices (THPOs), tribal representatives, and the MCIA are integral components of the planning and compliance process for the Boston CSRM.

1.2 Area of Potential Effects

For the BCSRM study, the APE for cultural resources extends beyond the study area to encompass the following: 1) areas where structural measures are implemented (to include construction, demolition, vibration, and auditory effects); 2) where non-structural measures are applied to historic properties, and 3) where structural or non-structural measures has the potential to affect the viewshed of historic properties. An effect is an alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the NRHP (36 CFR 800.16(i)). Examples of effects include visual intrusions, alterations of setting, noise, vibrations, viewsheds, and physical impacts. Indirect effects to historic properties are those caused by the undertaking that are later in time or farther removed in distance but are still reasonably foreseeable. Applicable state laws include Mass. General Laws, Chapter 9 ss, 26-27C (950 CMR 70-71); 312 CMR 2.00; and MEPA.

1.3 Direct Area Of Potential Effects

This analysis preliminarily identifies known cultural resources and historic properties that could be directly affected by construction and implementation of the EAEs. Activities associated with the undertaking include new construction, ground disturbance, infrastructure improvements, and maintenance actions related to flood risk management features such as floodwalls, berms, shoreline stabilization, and associated appurtenances.

For this study, the Direct Area of Potential Effects (APE) for cultural resources is defined as the area within an approximately 50-foot buffer on either side of each alternative (a 100-foot-wide corridor), extending to a maximum depth of approximately 50 feet below existing ground surface. This APE also includes areas required for temporary construction activities such as staging, access routes, and material storage. While temporary construction footprints are typically refined during later design phases, the 50-foot buffer is intended to conservatively capture the majority of potential disturbance areas. The Direct APE therefore represents the zone where physical impacts, such as excavation, grading, demolition, pile driving, and deep foundation installation, are most likely to occur and where historic properties may be directly affected. In general, an undertaking has an effect on an historic property when the undertaking may alter characteristics of the property. Section 106 of the National Historic Preservation Act and 36 CFR 800.5 provide a useful definition of adverse effects, as well as helpful examples:

1. *Criteria of adverse effect.* An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably

foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

2. *Examples of adverse effects.* Adverse effects on historic properties include, but are not limited to:

- i. Physical destruction of or damage to all or part of the property;
- ii. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines;
- iii. Removal of the property from its historic location;
- iv. Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
- v. Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- vi. Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance [36 CFR 800.5].

Accordingly, evaluation of potential adverse effects must consider not only the horizontal footprint of construction activities but also the vertical extent of ground disturbance, particularly in areas where deeply buried cultural deposits may be present. The vertical extent of the APE reflects the potential depth of subsurface disturbance associated with Project construction. This depth applies across both natural and filled landforms. Although large portions of the project area consist of historic fill, these areas are not considered devoid of archaeological sensitivity. In Boston, fill deposits frequently overlie and may preserve intact cultural resources, including submerged precontact land surfaces, historic-period maritime resources (such as shipwrecks and wharf structures), and deeply buried terrestrial archaeological deposits. Therefore, archaeological sensitivity is evaluated throughout the full vertical extent of the APE, including areas where intact deposits may occur at depth (e.g., below approximately 25–45 feet). Areas identified as having potential for deeply buried resources are conservatively treated as archaeologically sensitive within the APE regardless of the presence of overlying fill. This approach reflects the preliminary nature of the current assessment, which is intended to broadly capture potential sensitivity across the full vertical extent of possible impacts; as

project design advances and the specific construction methods, depths, and footprints are refined, these sensitivity determinations will be correspondingly refined in coordination with consulting parties.

At this stage of analysis, sensitivity mapping is focused on reasonably foreseeable surface and near-surface conditions within the APE based on available data. While the potential for deeply buried archaeological resources is acknowledged and incorporated into the vertical APE and overall sensitivity assessment, these resources are not depicted spatially on plan-view maps due to the current lack of site-specific subsurface data needed to accurately define their horizontal extent or precise depth. Mapping such resources at this stage would imply a level of precision not supported by existing information and could result in misinterpretation of archaeological risk. Instead, the potential for deeply buried resources is addressed through narrative analysis and will be further evaluated through geotechnical investigations, remote sensing, and archaeological monitoring as project design advances and specific excavation parameters are defined, see Section 4 Cultural Resource Compliance.

1.4 Indirect Area Of Potential Effects / Visual Impact Area

This study also provides a preliminary identification of cultural resources and historic properties that could be indirectly affected through visual, atmospheric, auditory, and other context-sensitive changes resulting from implementation of the Action Alternative 2 and/or Action Alternative 3 within approximately one-quarter mile of proposed project features. In addition to visual effects, the indirect APE also encompasses potential temporary or permanent changes in public access, including construction-related detours, shoreline closures, restricted waterfront connectivity, and limitations on visitation to historic properties, parks, and waterfront cultural landscapes. The APE further considers potential indirect effects associated with construction activities, such as vibration from pile driving or heavy equipment operations, which may have the potential to affect nearby historic properties through structural response or perceptual changes to their setting.

Visual analysis is conducted as part of both the NEPA and Section 106 review processes and evaluates whether proposed project features would be visible from historic properties and whether such visibility could alter their significance or integrity. A visual effect occurs when a proposed undertaking is visible from a historic property; however, not all visual effects are adverse. Adverse visual effects occur only when the introduction of new elements diminishes the qualities that make a property eligible for listing in the National Register of Historic Places (NRHP), such as its historic setting or viewshed. These effects are typically characterized as either aesthetic or obstructive. Aesthetic effects involve incompatibility in scale, form, or character that detracts from the historic landscape, while obstructive effects involve the blocking or substantial alteration of historically significant views.

Consistent with USACE guidance, the indirect (visual and contextual) APE for the Boston CSRM is generally defined as areas within approximately one mile of proposed project

features. However, the appropriate distance for effects analysis is adjusted based on the characteristics of the undertaking and the anticipated extent of visibility, contextual influence, and construction activity impacts. For the Boston CSRM study, an initial one-quarter-mile study area was determined to be appropriate for focused analysis due to the relatively low-profile nature of the proposed flood risk management features, the dense urban form of Boston's waterfront neighborhoods, and the prevalence of intervening buildings, vegetation, transportation infrastructure, and other physical barriers that substantially limit long-distance views and broader experiential effects. In urban environments, visibility, vibration impacts, and access disruptions are typically constrained by existing development patterns, line-of-sight conditions, and established circulation networks, making effects beyond one-quarter mile less likely for most project features. Accordingly, the one-quarter-mile buffer represents a reasonable and technically defensible area within which potential visual, contextual, and construction-related indirect effects may occur, while allowing for additional evaluation of site-specific locations where topography, elevation, waterfront exposure, or sensitive receptors may extend the geographic extent of effects beyond this distance.

The analysis considers distance, elevation, the presence of intervening structures, and proximity to construction activities when evaluating the likelihood and extent of indirect effects. Given the dense urban environment of Boston's waterfront neighborhoods, including Charlestown, South Boston, and Dorchester, indirect effects are evaluated with particular attention to historic districts, waterfront industrial landscapes, public open spaces, and other historic properties where setting, access, and experiential qualities contribute to historic significance.

1.5 Project Area Designations

Project design data for the Boston CSRM study aided in the identification of multiple proposed structural elements across the study area in Boston, including levees, floodwalls, deployable barriers, elevated living shorelines, beach fill and dune systems, storm surge barriers, berms with road elevations, and in-water perimeter walls. Each feature represents a discrete component of the broader CSRM system and corresponds to specific geographic segments of the waterfront.

To support tracking, spatial analysis, and comparison across alternatives, a standardized naming convention was developed (Gutbrod et al. 2024). This system organizes features by neighborhood and subarea, consistent with planning frameworks presented in the main Programmatic EA. Five primary neighborhoods are represented using two-letter abbreviations: East Boston (EB), Charlestown (CH), North End (NE), South Boston (SB), and Dorchester (DO). These identifiers are followed by a two-letter code denoting subareas within each neighborhood, and a three-digit numerical sequence assigned to individual features. Where applicable, alphabetical suffixes (e.g., A, B, C) are used to distinguish design variants occupying similar locations or alignments but representing alternative configurations.

During data review and field coordination, several adjustments were made to align naming conventions with project development and avoid ambiguity (Gutbrod et al. 2024). In cases where similarly named areas existed within planning materials, distinct abbreviations were assigned to ensure clarity. Additionally, certain locations initially identified in planning documents were determined not to include proposed structural features following coordination with USACE and were therefore excluded from further analysis. In other instances, area names were refined to better reflect local context and distinguish them from broader neighborhood designations.

This standardized naming system provides a consistent framework for referencing individual project features across technical analyses, facilitating clear communication, comparison of alternatives, and integration of future design refinements or modifications.

1.6 Research Methods

This study provides a baseline inventory and assessment of cultural resources to inform planning and decision-making for the BCSRM study. The methodology follows USACE guidance and is consistent with federal and state standards for cultural resource investigations.

The technical approach is informed by the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, as well as guidance from the MHC), which serves as the SHPO. All work was conducted by or under the supervision of professionals meeting the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61).

Background research included review of existing cultural resource surveys, archaeological site inventories, historic maps, previous environmental documentation, and NRHP nominations. Data sources included records maintained by the MHC, the NPS, and other federal, state, and local repositories. This information was used to identify known resources, assess archaeological sensitivity, and evaluate the potential for both direct and indirect effects within the APEs.

Given the long and complex history of Boston's waterfront, including extensive landmaking, industrial development, and urban redevelopment, particular attention was given to areas of historic shoreline change and filled land, which may retain archaeological sensitivity despite modern disturbance. The results of this research form the basis for identifying potential effects and developing appropriate avoidance, minimization, and mitigation strategies for cultural resources within each EAE.

1.6.1 Cultural Resource Management Reports Review

The BCSRM study effort builds on a substantial body of prior cultural resources work conducted throughout Boston and its harbor (Gutbrod et al. 2024). Previous investigations, ranging from localized archaeological surveys and testing programs to

large-scale studies of Boston Harbor, transportation corridors, and the geomorphic evolution of the Shawmut Peninsula, provided critical context for this analysis. Rather than presenting an exhaustive bibliography, key references were consulted in the order most relevant to project needs and were used to establish baseline conditions for cultural resources. Particularly important were inventory and documentation materials maintained by the MHC, including area forms, National Register nominations, individual property forms, and landmark study reports, all of which supported consistent identification and evaluation of resources within proposed project areas.

1.6.2 Archaeological Site and Underwater Resource Review

A focused review of previously recorded archaeological sites, both precontact and historic, was conducted within a 0.25-mile radius of proposed project features, with additional attention to a 50-foot buffer where direct impacts are most likely (Gutbrod et al. 2024). These data were analyzed alongside geotechnical information, including boring logs, to assess the potential for intact subsurface deposits. Prior investigations associated with major infrastructure efforts, particularly the Central Artery/Tunnel Project, were especially informative in establishing expectations for depth, integrity, and disturbance of archaeological resources across the study area.

Research also incorporated data from extensively studied areas such as the Charlestown Navy Yard, where archaeological investigations have documented both historic industrial activity and earlier occupation. Site-specific findings, including deeply buried artifacts and features identified through borings and excavations, demonstrate the potential for preserved resources even in heavily urbanized contexts. Additional targeted studies in areas such as the North End and historic church properties further informed expectations regarding site sensitivity and variability across neighborhoods.

Underwater cultural resource data were initially reviewed through the Massachusetts Cultural Resource Information System (MACRIS) and subsequently supplemented with additional datasets provided by the former State Underwater Archaeologist. These materials included approximately 100 MB of Boston Harbor data compiled from multiple sources, including prior inventories and assessments (Mastone, personal communication; Massachusetts Board of Underwater Archaeological Resources, *Known and Potential Naval Shipwrecks in the Waters off Massachusetts: Inventory, Assessment and Management Strategies* [2001]; and Boston Survey Consultants, Inc., *Massachusetts Chapter 91 Mapping Project*, final report prepared for the Massachusetts Office of Coastal Zone Management, Executive Office of Environmental Affairs [2007]).

Additional information was provided through the *Boston Harbor CSRM 2023 Habitat Mapping Surveys* conducted by the Environmental Resources and Marine Programs Section (Ben Loyd and Todd Randall, 2024). Sonar imagery and underwater mapping data from these surveys provide high-resolution detail of submerged debris fields and geomorphic features. In the South Boston waterfront area, imagery documents pilings and historic pier structures in the vicinity of Boston Fish Pier (No. 4), as well as remnants of small barges and areas affected by recent dredging activities (Figure 2).

Side-scan sonar data from the North End, Charlestown, Dorchester, and East Boston neighborhoods further identify a range of submerged cultural resources. These include remnants of former pier pilings, a small sunken barge located just off Fan Pier within the 50-foot buffer of Proposed measures SB_WT_001, and a bridge pier structure with associated pilings and fender system in the Fort Point Channel. This latter feature is adjacent to a sheet pile retaining wall near the Northern Avenue Bridge (BOS.9000). Additional observations include areas of recent dredging characterized by mounded coarse sediments and another small submerged barge located near the center of the Fort Point Channel, across from the post office (Figure 3).

Within the North End Wharf area, sonar imagery reveals a sunken dinghy near the northern side of Union Wharf, along with submerged moorings and pilings adjacent to bulkheads within the 50-foot buffer of proposed measure NE_WT_002. This alignment corresponds to the approximately 12,769-foot-long in-water perimeter wall proposed along the North End piers (Figure 4). The wharf areas also exhibit scattered debris, coarse sediments, and evidence of disturbance across the submerged surface.

In the Little Mystic Channel in Charlestown, sonar data show a metal cage, a submerged powerboat, and historic pilings associated with bulkhead-supported pier structures (Figure 5). Additional unidentified debris, areas of coarse sediment accumulation, and derelict pilings are present along the northern edge of the channel, though these features fall outside the 50-foot buffer of proposed measures CH_LM_001 and CH_NY_002.

Coverage from the sonar survey does not extend across the entirety of the Chelsea Creek area, including the location of the known submerged Dante Russo Site (REV.HA.1). However, data collected for the Condor Street area, where no project features are currently proposed, do overlap with proposed measure EB_C1_001. Within this overlap, sonar imagery indicates variations between soft and coarse sediments and identifies a single piece of unidentified debris located outside the 50-foot buffer (Figure 6).

Finally, imagery from the Dorchester/Neponset River area shows the remains of a former bridge pier and associated structural footprints beneath the Neponset Avenue Bridge, located outside the 50-foot buffer of proposed measure DO_NC_001. Additional features in this area include derelict pilings and a submerged dock situated north of the proposed alignment (Figure 7).

These data highlight the complexity of submerged landscapes and the likelihood of encountering both intact and disturbed cultural materials.

1.6.3 Soils and Environmental Context Review

Assessment of archaeological sensitivity incorporated analysis of soil conditions, topography, hydrology, and disturbance (Gutbrod et al. 2024). Data from the U.S. Department of Agriculture's Web Soil Survey were used to characterize soil types and drainage conditions at proposed project locations. In general, areas with well-drained

soils, low slopes, and proximity to historic water sources are considered to have higher archaeological sensitivity, whereas heavily disturbed, filled, or poorly drained areas are typically less sensitive, though not devoid of potential.

1.6.4 Boston Coastal and Historical Mapping Studies

Historic mapping and coastal evolution studies were integral to understanding landscape change over time. Early maps, including 18th-century depictions of the Shawmut Peninsula, were reviewed alongside later atlases and geospatial datasets to track shoreline modification and landmaking activities (Gutbrod et al. 2024). Digital tools allowed for georeferencing of historic maps to modern conditions, enabling comparison of proposed project features with former shorelines and filled areas. Additional scholarly and technical studies on shoreline change, sea-level history, and subsurface conditions, as well as statewide GIS datasets (e.g., elevation contours, bedrock depth), were used to refine assessments of archaeological potential.

1.6.4 Landmaking and Fill Episodes

Boston's extensive history of landmaking is a critical factor in evaluating archaeological sensitivity. Both documented and undocumented fill episodes influence whether intact cultural deposits may be present beneath modern surfaces. Since the colonial period, large portions of Boston's shoreline, tidal flats, marshes, coves, and river margins have been filled to create developable land. Major landmaking campaigns occurred during the eighteenth and nineteenth centuries and continued into the twentieth century, substantially altering the city's original topography and coastline.

The archaeological implications of these fill episodes vary depending on the timing, extent, and methods of filling. In some locations, fill was placed directly over earlier ground surfaces, preserving pre-fill landscapes and associated archaeological deposits beneath later development. As a result, Native American sites, colonial-period deposits, waterfront features, wharves, seawalls, and other cultural resources may remain intact below layers of fill. In other areas, grading, dredging, excavation, pile installation, utility construction, and building foundation work may have disturbed or removed earlier deposits.

Historic maps, shoreline reconstructions, geotechnical investigations, and previous archaeological studies are therefore important tools for identifying former shorelines, tidal flats, islands, and filled lands that may contain buried archaeological resources. Particular attention is given to areas where historic landmaking occurred adjacent to known historic waterfronts, transportation corridors, industrial facilities, and early settlement areas, as these locations may retain archaeological deposits associated with Boston's maritime, commercial, and urban development.

For the Boston Coastal Storm Risk Management project area, the presence of historic fill does not necessarily indicate low archaeological sensitivity. Rather, landmade areas may contain deeply buried and well-preserved archaeological deposits beneath later fill layers,

particularly where subsequent subsurface disturbance has been limited. Accordingly, the history of landmaking and shoreline modification is considered an important factor in evaluating archaeological potential and guiding future archaeological investigations.

While the history of landmaking and fill placement provides important context for assessing archaeological sensitivity, a complete understanding of the nature, extent, and integrity of buried deposits within the project area will require additional subsurface investigation, beyond what is document in Section 1.6.8, during the Pre-Construction Engineering and Design (PED) phase. As project designs advance and potential construction impacts become more clearly defined, geotechnical borings, soil analyses, and other subsurface investigations will provide critical information regarding fill depth, stratigraphy, former ground surfaces, and the presence or absence of intact cultural deposits. These investigations will help distinguish areas of extensive disturbance from locations where buried archaeological resources may remain preserved beneath historic fill. The results of future geotechnical and archaeological studies will be integrated with historic mapping, previous investigations, and design information to refine archaeological sensitivity assessments, identify areas requiring additional archaeological investigation, and support compliance with Section 106 of the National Historic Preservation Act and other applicable cultural resource requirements.

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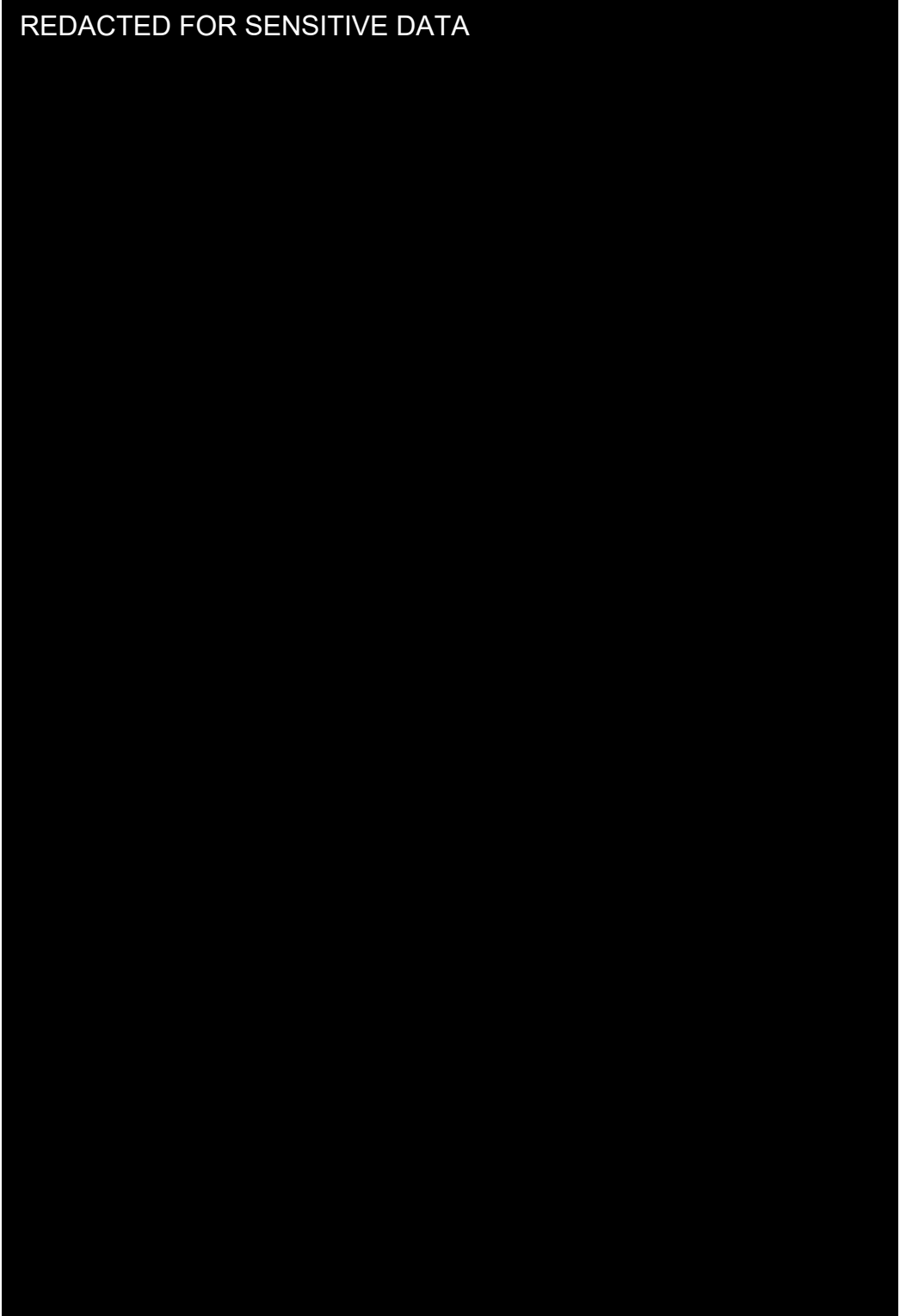


Figure 2. Boston Harbor, South Boston Waterfront 2023 Side Scan Sonar Mosaic (Ben Loyd, Todd *Randall* 2024)

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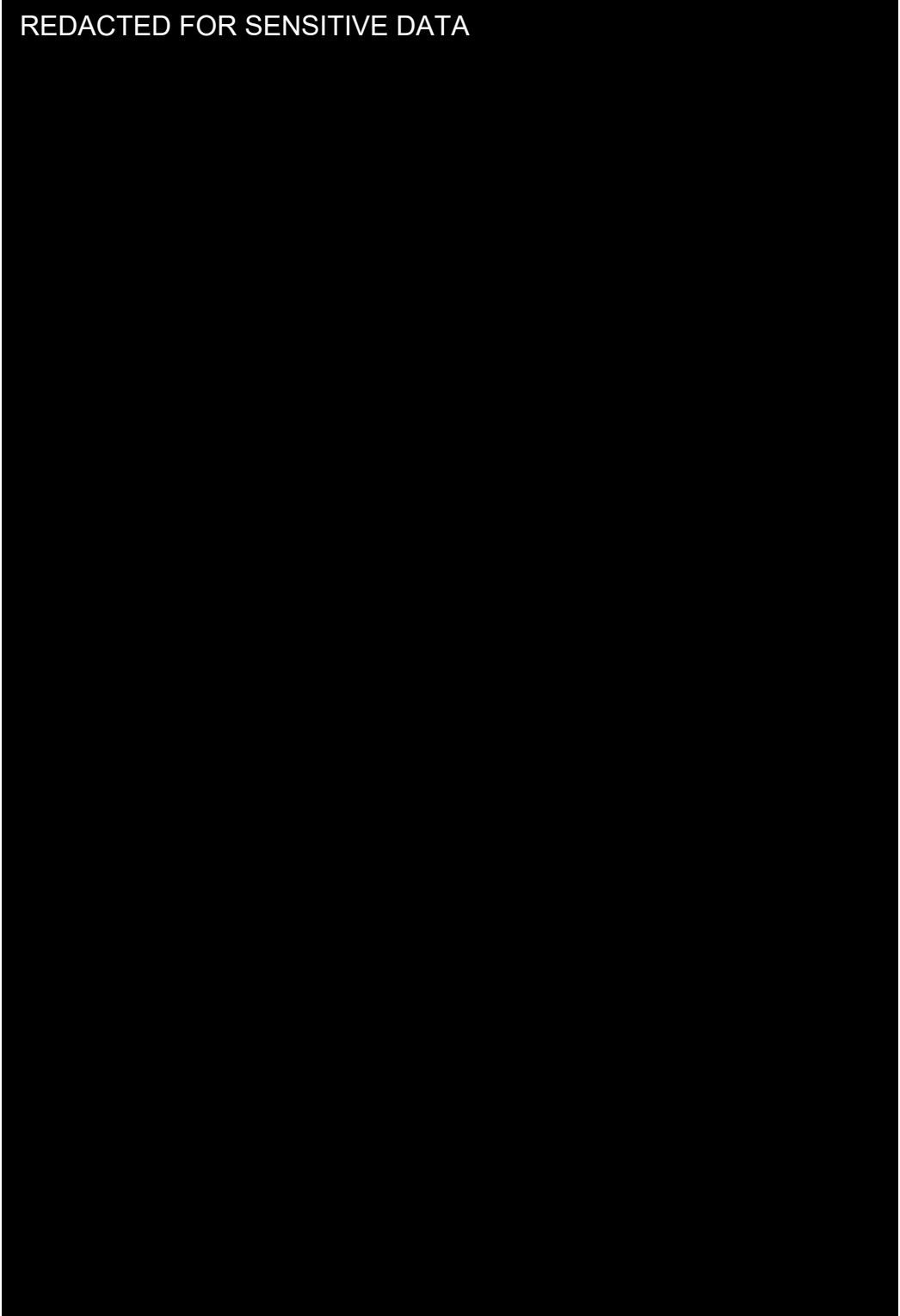


Figure 3. Boston Harbor, Fort Point Channel 2023 Side Scan Sonar Mosaic (Ben Loyd, Todd Randall 2024).

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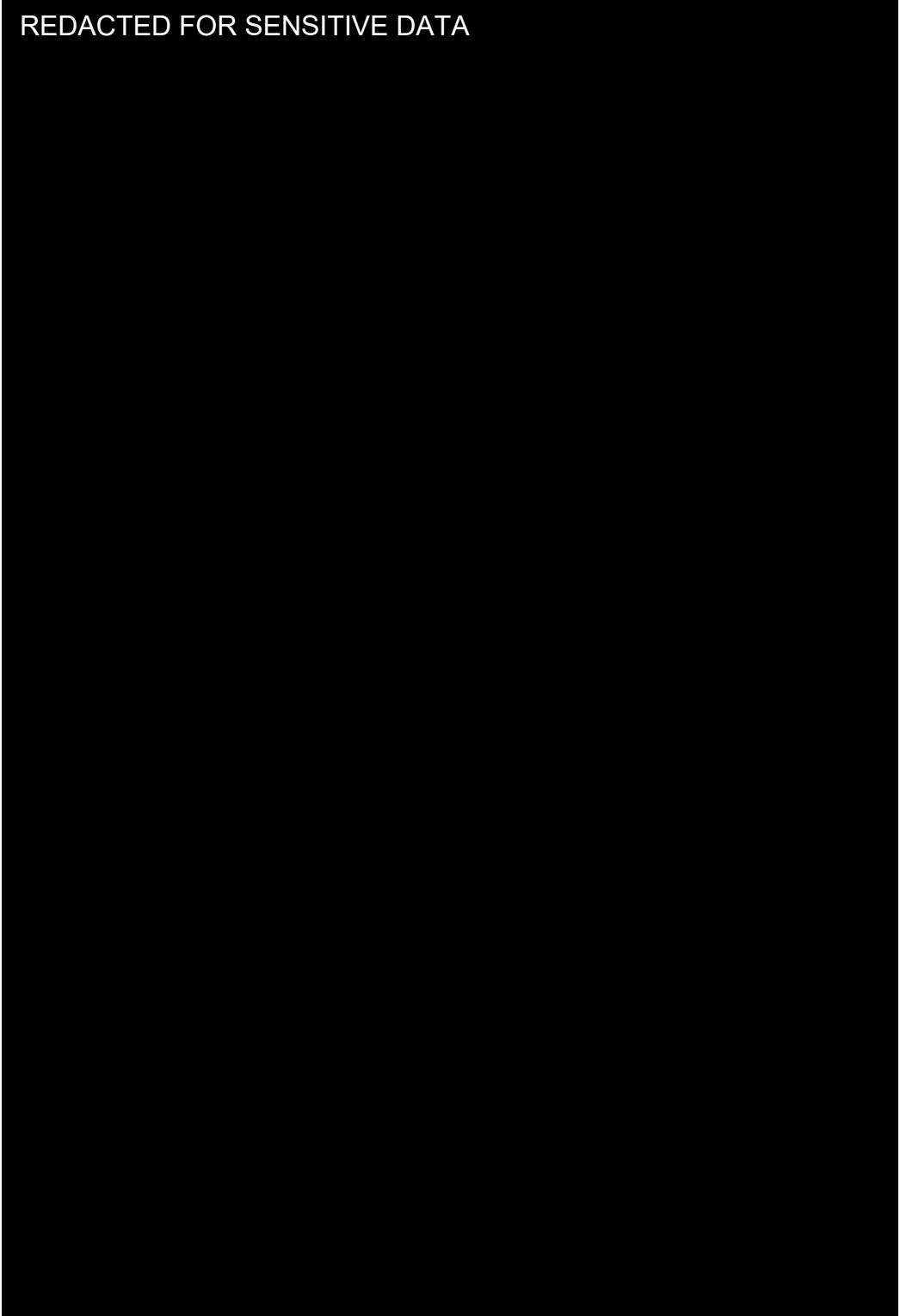


Figure 4. Boston Harbor, Downtown Waterfront North End 2023 Side Scan Sonar Mosaic (Ben Loyd, Todd Randall 2024).

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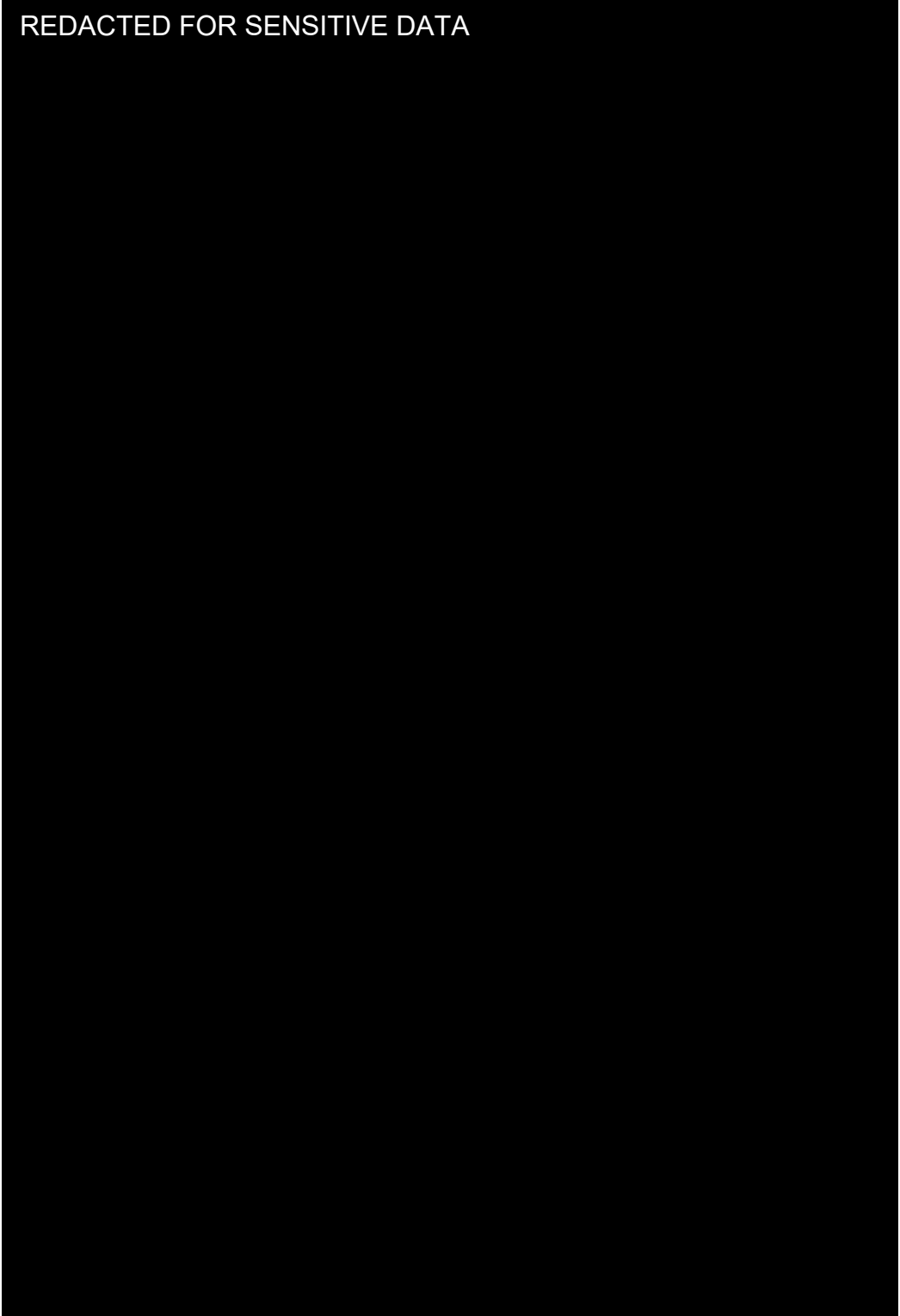


Figure 5. Boston Harbor, Little Mystic Charlestown 2023 Side Scan Sonar Mosaic (Ben Loyd, Todd Randall 2024).

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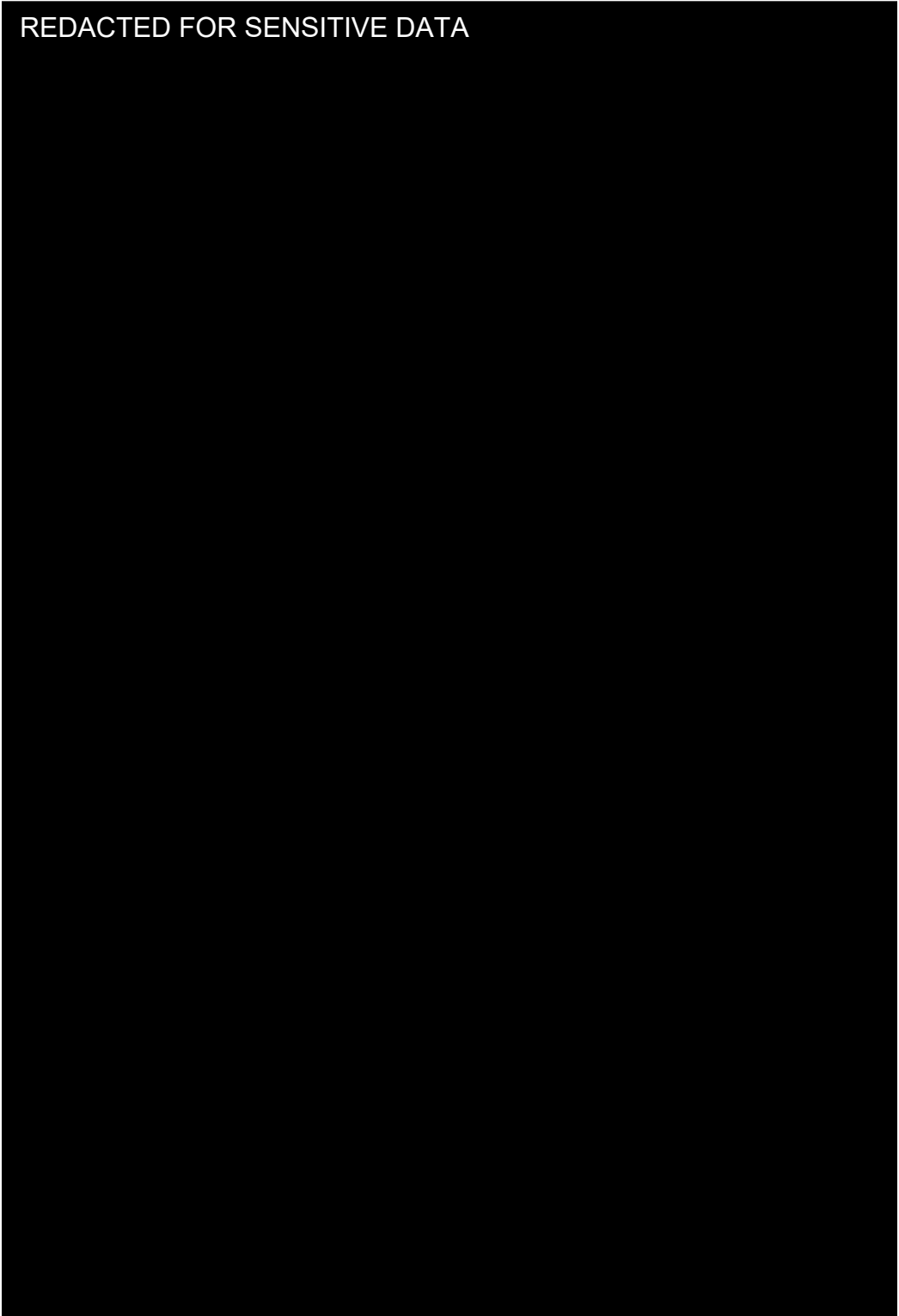


Figure 6. Boston Harbor, Chelsea River 2023 Side Scan Sonar Mosaic (Ben Loyd, Todd Randall 2024).

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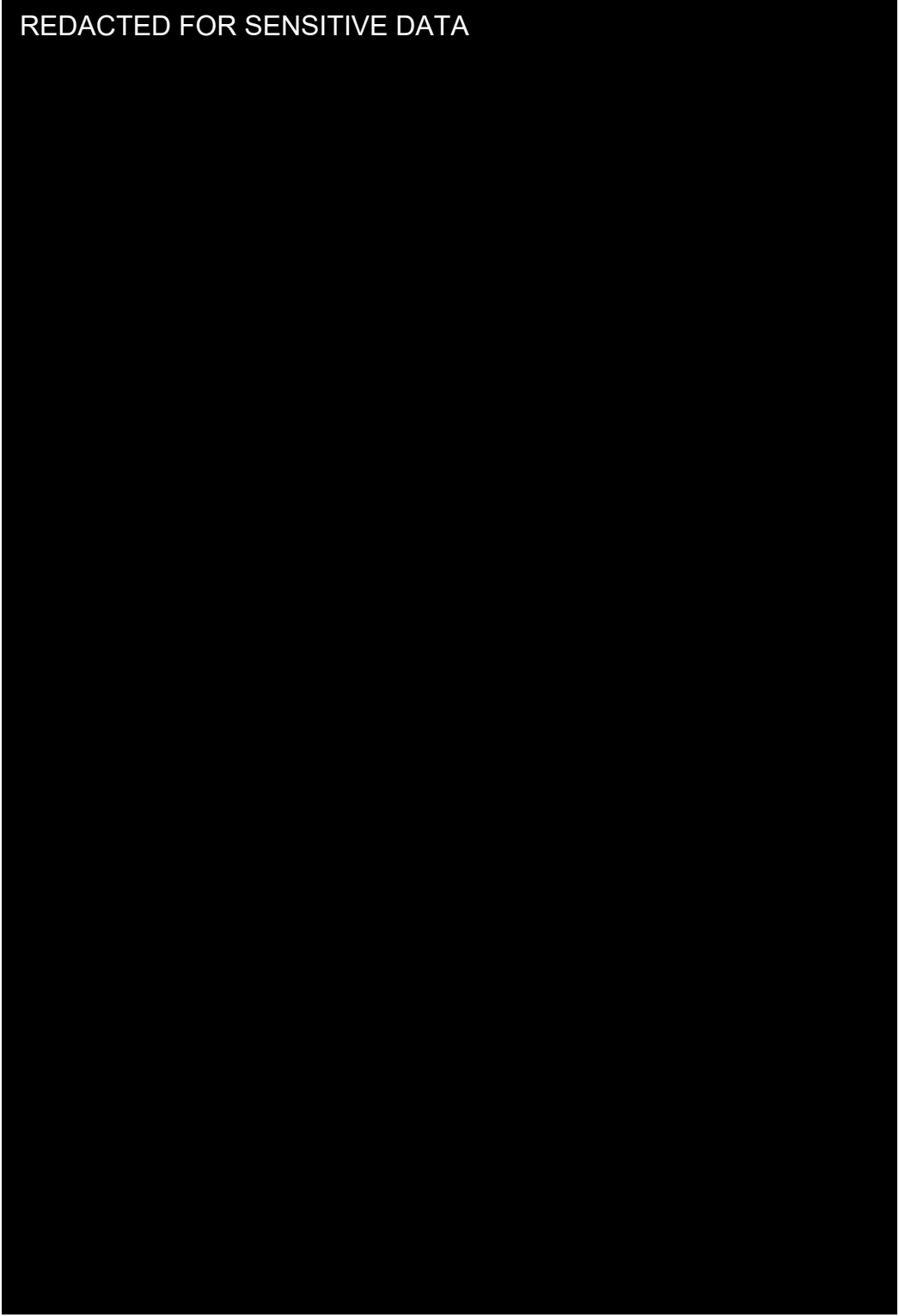


Figure 7. Boston Harbor, Neponset River, Dorchester 2023 Side Scan Sonar Mosaic (Ben Loyd, Todd Randall 2024).

As seen in the figures above, the integration of historic mapping, infrastructure records, and geotechnical data, when available, helps determine where resources may survive and retain integrity. While many areas have been significantly altered, past investigations demonstrate that intact deposits can persist beneath fill, underscoring the need for careful consideration and contingency planning during project design and construction.

1.6.5 20th-Century Infrastructure and Subsurface Disturbance

Large-scale infrastructure projects, particularly those associated with the Central Artery/Tunnel Project, have significantly affected subsurface conditions across Boston. Archaeological investigations conducted in advance of these projects provide valuable data on fill depth, disturbance, and surviving cultural deposits. These findings were incorporated into neighborhood-level assessments to better understand the cumulative effects of urban development on archaeological resources.

1.6.6 Field Assessment and Site Visits

Field reconnaissance was conducted in support of this study during the spring of 2024 (Gutbrod et al. 2024). These efforts included site visits to proposed project areas, informed by prior background research and focused on documenting existing conditions, identifying visible cultural resources, and assessing potential constraints. Photographic documentation captured representative views of proposed project locations, nearby historic resources, and broader landscape context.

1.6.7 50-Foot Buffer Analysis

Given the density of cultural resources along Boston's waterfront, detailed analysis focused on a 50-foot buffer surrounding proposed project features. This review integrated field observations with historical research to identify known resources, assess past disturbances, and evaluate sensitivity. The approach allowed for identification of both direct conflicts, such as proximity to historic structures, and more nuanced considerations, including landscape features, historic infrastructure remnants, and culturally significant open spaces.

1.6.8 Subsurface Testing and Soil Coring

Limited subsurface testing was conducted in select areas using hand augering methods where conditions suggested potential for intact deposits (Gutbrod et al. 2024). Urban conditions, including fill material and obstructions, limited the extent of testing; however, observations of soil stratigraphy, color, and composition provided additional insight into disturbance patterns and depositional history. Results generally confirmed widespread fill, though localized areas of lower disturbance were identified.

1.6.9 Sensitivity Assessment

Following synthesis of background research, field observations, and spatial analysis, archaeological and cultural resource sensitivity was assigned to each project area. Sensitivity categories reflect the likelihood of encountering significant resources and the potential for project-related impacts. These assessments also consider different types of potential conflicts, including:

- Direct impacts to buildings, structures, and archaeological deposits
- Effects to historic shoreline features and waterfront infrastructure
- Visual and viewshed impacts to historic districts and landscapes
- Interactions with culturally significant open spaces and designed landscapes
- Potential effects to both historic-period and precontact archaeological resources, including submerged sites

This framework supports identification of areas requiring avoidance, additional study, or mitigation during PED and provides a basis for advancing project design in a manner that accounts for cultural resource considerations.

1.6.10 Visual Impact Assessment

The measures included in Alternative 2 and Alternative 3 have the potential to alter existing visual character and viewsapes depending on their location, scale, and relationship to surrounding resources. Construction of structural flood risk management features may affect scenic corridors, alter residential and waterfront views, and influence visual access to historic coastal areas (USACE 2019). Public perception and aesthetic valuation of these measures, including community responses to visual change, continue to evolve through ongoing stakeholder coordination and public engagement; however, these qualitative perceptions were not used as the basis for determining the preliminary visual impact ratings presented in this assessment.

Aerial imagery, GIS-based spatial analysis, and field observations were used to evaluate the potential visual effects associated with each alternative. The assessment considered project visibility from surrounding neighborhoods, transportation corridors, waterfront areas, and historic properties, as well as the influence of topography, vegetation, and existing built features on potential viewsheds. Existing landscape character, viewer exposure, and overall visual quality served as the baseline conditions for analysis. Visual quality was evaluated based on the composition of natural features, waterfront conditions, existing infrastructure, and urban form, recognizing that implementation of the proposed measures may alter existing visual relationships while also substantially reducing long-term impacts associated with coastal storm damage and sea level rise. In many locations, the alternatives would provide indirect visual and cultural benefits through the protection of historic districts, waterfront resources, and community character from repetitive flooding and erosion.

To support the preliminary visual assessment, the District conducted an initial identification and evaluation of impacts to known cultural resources that could experience visual effects from the proposed undertaking (see 3.1.2.1; 3.1.2.2; 3.2.). The analysis included properties listed in or eligible for listing in the State and National Registers of Historic Places (S/NRHP), as well as other historically and culturally significant resource types recognized at the federal, state, and local levels. These resources include National Historic Landmarks, National Park Service units (including National Monuments), National Heritage Areas, Local Historic Districts, Local Landmarks, Boston Landmarks, and associated protection areas.

Visual analysis, as part of both the NEPA and Section 106 review processes, evaluates the potential for an undertaking to alter the setting or visual environment of historic properties. A visual effect occurs when a proposed action is visible from a historic property or cultural landscape; however, visibility alone does not constitute an adverse effect. Determinations of effect require consideration of the character of the resource, the nature of the visual change, the degree of alteration to setting and feeling, and the broader context of the undertaking.

Background research included review of existing cultural resource investigations, management plans, archaeological site files, historic maps, National Register nominations, local designation reports, and prior planning studies. The analysis considered geographic distance, topographic screening, and general urban context in evaluating whether proposed measures may be visible from identified historic properties. Due to the regional scale of the study area and the complexity of the urban environment, detailed visibility modeling that fully incorporates all buildings, vegetation, seasonal conditions, and localized screening elements was beyond the scope of this planning-level assessment. Additional segment-specific analysis and refinement of visual effects will be required during subsequent phases of project development to capture all potential effects to historic properties.

Measures proposed under both alternatives would involve the construction of flood risk management features with the potential to indirectly affect historic properties through changes to viewsheds, visual setting, and spatial relationships within historic districts and cultural landscapes. For this study, the preliminary visual impact study area (Indirect APE) includes areas located within approximately one mile (1.6 kilometers), and in some cases one-quarter mile, of proposed alignments where visibility may occur based primarily on topographic conditions. This Zone of Visual Influence (ZVI) encompasses portions of East Boston, Charlestown, Downtown Boston, South Boston, and Dorchester. Because the project remains at a conceptual and programmatic level of design, this visual assessment functions as a preliminary screening analysis intended to identify areas with potential for visual impacts requiring further evaluation during later design phases.

LiDAR data collected in 2021 were used to develop a preliminary Digital Elevation Model (DEM) representing existing topography and above-ground features. The analysis utilized

the “last return” LiDAR dataset to capture elevations associated with buildings, bridges, and other vertical structures within the urban environment. Proposed alignments for Alternative 2 and Alternative 3 were vertically buffered to an assumed preliminary feature height of approximately 14-16 feet NAVD88 and converted into rasterized elevation surfaces representing potential project conditions. The resulting project surfaces were integrated with the baseline DEM to generate comparative “No Action” and “With Project” DEM for viewshed analysis (Figure 8).

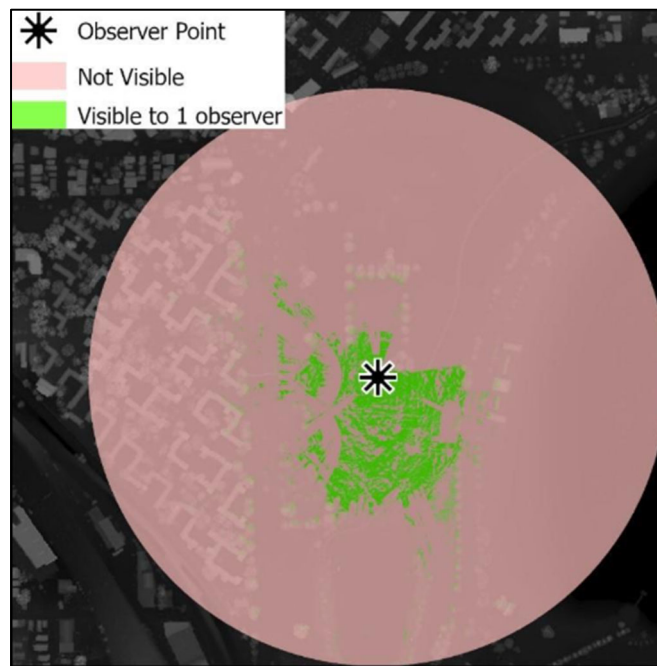


Figure 8. Radial Line of Sight output for one observer in Moakley Park and No Project Feature.

Cultural resource locations were manually reviewed within ArcGIS Pro 3D scene environments to eliminate observation points determined to be outside likely viewsheds or screened by topography, buildings, or other existing obstructions (*Figure 9*). Remaining observation points were processed through comparative viewshed analyses using both the No Action and With Project DEMs (*Figure 10*). The analysis generated visibility polygons representing areas where project features may alter visibility conditions relative to existing conditions. Resulting datasets were compared to identify changes in visibility associated with the proposed measures. Visibility changes were then categorized into generalized levels of occlusion, ranging from minimal to heavy (*Figure 11*), based on the number of observation points affected within each polygon area (i.e. Areas where 1-5 cultural resources are obscured = ‘Some Occlusion’; 4-7 = ‘Moderate Occlusion’; 8-11 = ‘High Occlusion’).

The number and distribution of observation points selected for the viewshed analysis substantially influenced both the scale and processing time required for geospatial

modeling. As the density of observation points increased, computational demands associated with visibility calculations and cumulative overlap analyses also increased, particularly within the dense and highly developed urban environment of the Boston waterfront.

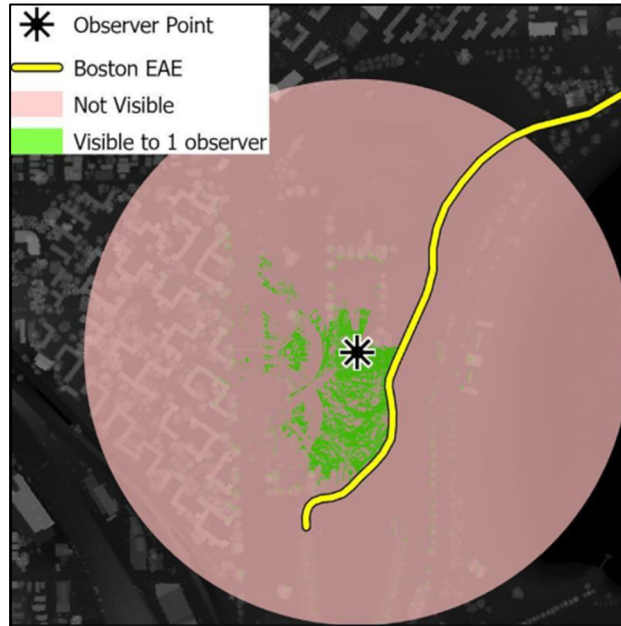


Figure 9. Radial Line of Sight output for one observer in Moakley Park with Project Feature.

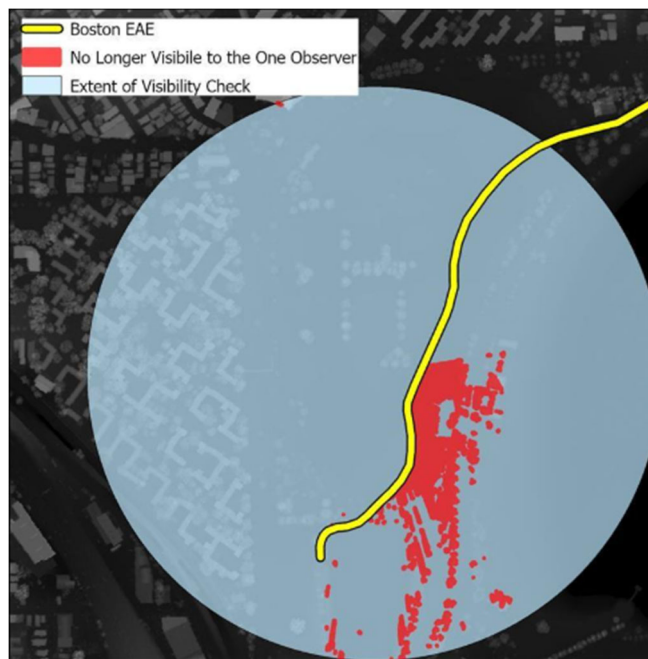


Figure 10. This figure shows only the areas that are no longer visible from the observation point due to the presence of the project feature (yellow line).



Figure 11. 190 Parapet Wall map of areas of reduced visibility by combined areas of radial line of sight outputs.

Visual impacts described in Section 3 are evaluated under NEPA and characterize the magnitude of change to visual resources, viewsheds, and community character. References to an Adverse Effect reflect preliminary findings under Section 106 of the NHPA regarding effects to historic properties and should not be interpreted as equivalent to the level of visual impact identified under NEPA. A project feature may constitute an Adverse Effect to a historic property because it alters a character-defining view or setting, while the corresponding visual impact under NEPA may be assessed as minor or moderate due to the broader visual context of the surrounding environment.

Based on the visibility data analyzed, the Project areas can generally be grouped into three visual impact categories:

- **High Visibility / Low Occlusion Dominant Areas** (greater than ~95% Low Occlusion): most project features would be readily visible from surrounding viewpoints.

- **Mixed Visibility Areas** (measurable Moderate and/or High Occlusion): visibility would vary based on local topography, development patterns, vegetation, and viewing location.
- **Open Coastal or Industrial Waterfront Areas**: visibility would be high, but effects would be moderated by existing infrastructure or expansive coastal settings

Consistent with the planning-level nature of the study, the assessment is necessarily broad in scope due to the geographic extent of the BCSRM study area, the conceptual level of project design, and the high density of historic properties and visual resources throughout Boston's waterfront. Accordingly, the analysis is intended to identify broad patterns of potential visibility and visual impact and should not be interpreted as a parcel-specific, feature-specific, or definitive assessment of site-specific viewing conditions. While the analysis incorporates available topographic and surface data, it cannot fully account for the complexity of localized conditions, including variations in buildings, vegetation, seasonal screening, design details, and specific sightline relationships that may influence visibility at individual locations.

Throughout the analytical workflow, multiple geoprocessing steps generated geometric inconsistencies within intermediate datasets, including self-intersecting polygons, duplicate vertices, invalid extents, and other topology-related errors. To maintain dataset integrity and ensure successful execution of subsequent analyses, repeated geometry repair and validation procedures were required. Although computationally intensive, these corrective processes were necessary to reduce processing failures and improve analytical reliability.

Certain spatial processing tools, particularly cumulative overlap and visibility analyses, occasionally produced localized topology errors that could not be efficiently resolved within large continuous datasets. To improve processing efficiency and isolate problematic geometries, portions of the analysis were subdivided into smaller processing units, such as 1,000-foot by 1,000-foot grid cells, and evaluated independently. This approach reduced computational strain, improved quality control, and facilitated earlier identification of data inconsistencies within specific geographic areas.

The viewshed analysis relied on high-resolution LiDAR-derived elevation data to represent existing landscape and urban conditions; however, limitations remain inherent within both the dataset and the modeling process. Certain features, including vegetation, narrow vertical elements, reflective surfaces, and temporary obstructions, may be inconsistently represented within the digital surface model. In some locations, vegetation and small-scale obstructions may create localized elevation anomalies, while in others such features may be underrepresented or absent entirely. Additionally, the generation of smoothed terrain surfaces inherently generalizes existing conditions, potentially reducing the precision of highly localized visual relationships. Accordingly, the viewshed analysis should be understood as a planning-level representation of potential visibility patterns rather than a definitive simulation of all site-specific visual conditions.

Consistent with the programmatic nature of the BCSRM Study, the visual resource inventory and assessment presented herein are not intended to constitute an exhaustive catalog of all visual resources, viewpoints, or character-defining features within the study area. Rather, the assessment establishes a baseline understanding of existing visual conditions and identifies representative visual resources, viewsheds, and areas where implementation of the proposed flood risk management measures may result in visual impacts. Given the regional scale of the BCSRM Study, the density and frequency of historic properties throughout the project area, and the conceptual nature of current project designs, this preliminary assessment is intended to broadly identify areas with the potential for visual impacts and adverse effects to historic properties rather than provide parcel-level or feature-specific determinations. The analysis therefore serves as a framework for evaluating visual effects at the feasibility and environmental review stage and provides a foundation for subsequent, more detailed analyses.

For purposes of this assessment, it is important to distinguish between the terms "Adverse Effect" and "adverse visual impact." An Adverse Effect is a determination made pursuant to Section 106 of the National Historic Preservation Act and refers specifically to an undertaking's potential to alter the characteristics of a historic property that qualify it for inclusion in the National Register of Historic Places. In contrast, adverse visual impacts are evaluated under the NEPA and describe the magnitude of change to visual resources, viewsheds, community character, and the visual setting of historic and non-historic resources. Because these determinations serve different regulatory purposes and apply different evaluation criteria, they are not directly comparable. A project may result in an Adverse Effect under Section 106 because it alters a character-defining view, setting, or visual relationship associated with a historic property, while the corresponding visual impact under NEPA may be characterized as minor, moderate, or major depending on the broader visual context and intensity of the change.

As project components advance through design, more detailed, segment-specific visual analyses will be conducted during the PED phase as alignments, feature heights, material selections, landscape treatments, and construction methodologies are further refined. These future evaluations may identify additional visual resources, viewpoints, or visual relationships not captured in the current planning-level assessment and will incorporate site-specific conditions and stakeholder input as appropriate. This iterative approach is consistent with the NEPA process and the planning-level nature of the current Environmental Assessment, allowing for the progressive refinement of visual impact determinations while informing design development, alternatives evaluation, avoidance and minimization measures, and consultation conducted pursuant to Section 106 of the National Historic Preservation Act.

The preliminary visual assessment will also undergo additional quality assurance and quality control review prior to publication of the final EA. As with any large-scale GIS-based analysis, there remains the potential for minor discrepancies associated with data processing, modeling assumptions, source data limitations, or software performance that

may require refinement during future phases of study, design, and environmental compliance. Consequently, the findings presented herein should be viewed as a baseline assessment intended to support project planning and decision-making rather than as a final determination of site-specific visual effects.

Section 2 Existing and Future Without Project Conditions

This Section presents a summary of existing conditions in the Study Area and as they are projected to exist if a project is not implemented in the study area. The existing conditions also represents the affected environment for the purposes of NEPA. The future without-project (FWOP) condition is a forecast of future conditions without construction of a federal project. The future without-project (FWOP) condition is the consequence of taking no Federal action during the period of analysis. The FWOP is used a baseline for the analysis and comparison of alternatives developed for this study. For the purposes of simplicity in this report and to serve multiple audiences, the term “no-action” will be used in combination with “future without-project condition” and understood as described in the sentence above.

2.1 General Setting

The study area is within the City of Boston, Massachusetts, and will be focused on 47 miles of coastline within Boston, in the neighborhoods of East Boston, Charlestown, Downtown/North End, South Boston, and Dorchester. Boston is the largest city in New England and the 23rd largest city in the United States, with a population of about 635,000. Approximately 1/6th of Boston Harbor’s coastline is developed on fill lands during the 19th and early 20th century (Gutbrod et al. 2024). Today it’s densely developed urban setting is a mix of business, commercial, industrial, and residential with limited open space for recreation. Most of the shoreline is hardened with very few areas that would be classified as a vegetated shoreline or beach. The five neighborhoods in the study area are all identified by the Community and Economic Justice Screen Tool (CEJST 1.0) as being disadvantaged according to census tract data analysis for water resource and study related conditions.

The city of Boston’s jurisdiction is shared with many quasi-governmental agencies that are independent of the city or fall under the state. Massachusetts Bay Area Transit Authority (MBTA) manages the extensive commuter rail, subway, and bus system. Massachusetts Port Authority (MassPort) manages the extensive ferry system that commuters utilize in and around the city, as well as other parts of the coastline. MassPort also manages the Logan International Airport, Ray Flynn Marine Industrial Park (Port of Boston Harbor), as well as the Autoport facility in the Mystic River. Logan International Airport coastal runways are not included in the scope of the study, nor are airport

terminals and other facility infrastructure. There are airport lands along the peripheral of the study area that are included in the study scope.

2.2 Cultural Background Narrative

2.2.1 Regional Context and Prior Studies

The cultural background for the Affected Environment (AE) draws on established regional syntheses and prior large-scale planning studies to situate local resources within broader historical and cultural trends. A foundational reference is the 2024, Historic and Archaeological Resources Reconnaissance Inventory and Assessment Survey ((Gutbrod et al. 2024), which compiled extensive background data across the study area.

Building on this framework, the 2025 Programmatic NEPA and Cultural Resource Assessment for the BCSRM Study established a two-part methodology: (1) development of a comprehensive historic context for the study area and (2) preliminary evaluation of potential direct and indirect (including visual) effects on cultural resources and historic properties associated with proposed alternatives. The historic context spans from precontact Native American occupation through modern metropolitan development and includes recurring regional themes such as early European exploration (ca. 1500–1625), colonial settlement (1625–1775), industrialization, immigration, urban expansion, suburbanization, and contemporary land use. While individual planning regions were treated separately, their proximity resulted in overlapping historical trajectories.

The present cultural background similarly integrates regional trends with localized archaeological and historical data, incorporating findings from the 2024 Boston Coastal Storm Risk Management Study (Gutbrod et al. 2024) to provide a detailed account of precontact and historic developments in the Boston Basin.

2.2.2 Precontact Cultural Background (Boston Basin Context)

2.2.2.3 Paleoenvironmental Change and Early Occupation

Post-glacial environmental changes in the Boston Basin significantly influenced precontact settlement patterns. During the Early Archaic period, the modern Boston Harbor Islands existed as uplands located inland from a more distant coastline, with the Charles, Mystic, and Neponset rivers draining the landscape. Early evidence of human activity includes the Bass Point Site on Long Island (Luedtke 1984:7–8) and bifurcate-based projectile points recovered from multi-component sites in regional river drainages (Talmage 1982). The relative scarcity of Early Archaic sites is likely due to submergence or burial caused by rising sea levels and alluvial deposition (Talmage 1982).

2.2.2.4 Archaic Period Developments

Evidence for Middle Archaic occupation in the Boston Harbor area is limited, with diagnostic Neville points recovered from sites such as the Marsh Locus (Luedtke 1984) and Spectacle Island midden (Jones 1989). This scarcity is attributed in part to marine submergence. In contrast, more substantial Middle Archaic occupation is documented in interior settings, particularly at estuarine heads and wetlands (Dincauze 1973, 1974). Assemblages include Neville and Stark projectile points manufactured from locally available lithic materials (Talmage 1982).

By the Late Archaic period, rising sea levels had created expanded estuarine systems and the precursor landscape of the harbor islands. Archaeological evidence from this period is more abundant and includes Laurentian, Susquehanna, and Small Stemmed tradition components. A burial dating to approximately 4100 BP has been documented on Peddock's Island (Dincauze 1974:48). Site types from this period are diverse and include shell middens, base camps, fish weirs, quarries, workshops, burial sites, and habitation areas near a wide range of environmental settings (Talmage 1982).

2.2.2.5 Woodland Period Transformations

During the Woodland period, a slower rate of sea-level rise allowed for the development of stable estuarine and coastal environments. These changes supported more predictable subsistence systems and are marked archaeologically by the widespread appearance of shell middens (Braun 1972, 1974; Dincauze 1974; Luedtke 1975, 1980, 1984; Barber 1984). Changes in marine water temperature influenced faunal assemblages, resulting in a transition from oyster- and scallop-dominated deposits in the Early Woodland period to soft-shell clam dominance in later periods (Braun 1974).

Settlement patterns shifted toward larger, multi-seasonal occupations centered at estuarine heads, which provided access to diverse ecological resources (Dincauze 1974; Barber 1979; Barfield and Barber 1982). These locations served as focal points for communities exploiting marine, riverine, and upland environments.

By the Late Woodland period, two primary estuarine systems, the Mystic River to the north and the Neponset River to the south, dominated the regional settlement pattern, with the Charles River potentially functioning as a boundary (Talmage 1982).

2.2.2.6 Contact Period and Indigenous Settlement

During the Contact period, established seasonal mobility patterns persisted, with core settlement areas centered on the Mystic and Neponset estuaries (Krim and Bradley 1982). These systems supported extensive resource procurement networks extending to the harbor islands and inland environments. European contact introduced new trade dynamics but also led to severe population decline due to disease. Surviving Indigenous populations continued to concentrate within traditional core areas (Krim and Bradley 1982).

2.2.2.7 Archaeological Site Types and Sensitivity

Precontact archaeological sites in southern New England are typically associated with specific environmental variables, including well-drained soils, low slopes, and proximity to water (Funk 1972; Root 1978; Thorbahn et al. 1980; McManamon 1984; Mulholland 1984; Thorbahn 1984; Nicholas 1990). Many sites in the Boston area consist of specialized resource procurement loci or are encountered in mixed or disturbed contexts due to extensive urban development.

Notable exceptions include deeply buried and well-preserved sites such as the Boylston Street Fish Weir Site (19-SU-16), discovered approximately 30 feet below ground during subway construction in 1913 (Boston Transit Commission 1913). This site represents a Late Archaic fish weir complex used between approximately 5,300 and 3,700 BP (Kaplan et al. 1990). Another significant site is the Chelsea Water Street Site (19-SU-48), a multi-component seasonal base camp occupied intermittently over approximately 2,500 years (Shaw et al. 1984).

Additional sites identified in relatively undisturbed contexts, such as Boston Common and Savin Hill, demonstrate continued archaeological sensitivity within urban environments (Pendery 1988; Bagley 2006; Mrozowski and Bagley 2012; Banister and Cherau 2015a; George et al. 2021; Pendery 2012; Bonner and Cherau 2005; Bagley 2016).

2.2.3.8 Historic Cultural Background

2.2.3.8.1 Regional Trends

Historic development in the Boston area reflects broader patterns observed across the northeastern United States, including early colonial settlement, maritime commerce, industrialization, immigration-driven urban growth, and modern redevelopment. These processes were closely tied to the region's geography, particularly its harbor, river systems, and evolving shoreline shaped by extensive landmaking.

2.2.3.8.2 East Boston

East Boston consists of five former islands that were joined through extensive landfill operations. Settlement began with Samuel Maverick in 1822, followed by development under General George Sumner in the 1830s. Between 1830 and 1870, the local economy was dominated by shipbuilding, including clipper ship production by Daniel McKay beginning in 1837. The Cunard Line established a transatlantic terminal in the 1840s, and shipbuilding transitioned to iron and steel construction in the 1850s (Carolan and Roberts 1992).

Immigration beginning in the late 1840s significantly increased population density, with the population rising from 23,816 in 1870 to 62,377 by 1915 (Carolan and Roberts 1992). Industrial development continued into the 20th century, particularly along Chelsea Creek. Major infrastructure projects included the extension of rapid transit, the construction of the Sumner and Callahan tunnels, and the development of Boston Municipal Airport

(Logan Airport) in 1929. Additional landmaking projects included the construction of Constitution Beach between 1949 and 1951 (Carolan and Roberts 1989).

2.2.3.8.3 Charlestown

Charlestown, settled in 1625, developed as a major maritime and industrial center due to its location at the confluence of the Mystic and Charles rivers (MHC 1980). Early development included shipyards, mills, and transportation infrastructure. The town played a central role in the American Revolution, with widespread destruction during the Battle of Bunker Hill in 1775 (MHC 1980; Frothingham 1845).

Following the war, Charlestown experienced rapid industrial and population growth, supported by transportation networks such as bridges, canals, and railroads (MHC 1980; Heitert 2009). By the 19th century, the area had become a major industrial hub, with diverse manufacturing activities and a growing immigrant population (MHC 1980).

2.2.3.8.4 Downtown / North End

Boston's North End developed as a major commercial and maritime center beginning in the 17th century. Early settlement focused on waterfront development and wharf construction, with the area becoming the economic core of the city (MHC 1980; Donohue 2017). Following the American Revolution and the War of 1812, economic shifts led to industrialization and large-scale landmaking projects, including the filling of Mill Pond and expansion of the waterfront (Seasholes 2003).

By the late 19th century, immigration, particularly from Italy, transformed the neighborhood's cultural identity. In the modern era, the North End has evolved into a mixed residential, commercial, and tourist district.

2.2.3.8.5 South Boston

Originally known as Dorchester Neck, South Boston remained sparsely populated until its annexation in 1804 and the construction of transportation infrastructure, including the South Boston Bridge in 1805 (Smith et al. 2000). Industrial development accelerated in the 19th century, particularly along Fort Point Channel, where wharves, rail yards, and warehouses supported maritime commerce (Hales 1814; PAL 2016).

Landmaking projects, including the filling of flats and construction of Fan Pier, expanded the area's industrial capacity. South Boston played a significant role during World War II as a major shipping and military port. In the late 20th century, redevelopment transformed the area into a major commercial and residential district.

2.2.3.8.6 Dorchester

Dorchester was settled in 1630 by the Dorchester Company near present-day Savin Hill (Fernald 1980). Early development focused on agriculture and river-powered industry along the Neponset River, including mills constructed between 1637 and 1675 (Fernald

1980). The area expanded significantly through colonial land grants, becoming one of the largest towns in New England (Fernald 1980).

Industrial and transportation developments in the 19th century spurred population growth and diversification of economic activity, including manufacturing and trade (MHC 1981). Landmaking and infrastructure projects, particularly at Commercial Point and Columbia Point, further transformed the landscape (Seasholes 2003). Dorchester was annexed by Boston in 1870 and continued to develop as a mixed residential and industrial area.

2.3 Cultural Summary

The cultural background of the AE reflects a long continuum of human occupation shaped by environmental change, maritime geography, and urban development (Gutbrod et al. 2024). Precontact settlement patterns were closely tied to estuarine systems and resource availability, while historic-period development reflects the transformation of coastal landscapes through industrialization, immigration, and landmaking. Together, these factors have created a complex cultural landscape in which archaeological sensitivity varies based on both environmental conditions and the extent of historic disturbance.

2.3.1 Cultural Resource Surveys

This Appendix builds upon a substantial body of prior research on Boston's coastal cultural resources and historic properties. Numerous investigations, ranging from localized surveys and archaeological testing to large-scale regional studies, have contributed valuable insight into different portions of the project area. These efforts include analyses of Boston Harbor, major transportation corridors, and the geological evolution of the Shawmut Peninsula and its surrounding tidal marshes, as well as the ways in which human activity has transformed these landscapes over time. The studies referenced herein are presented in the order in which they were consulted and utilized, rather than alphabetically. Several of the more prominent projects include:

Seasholes, Nancy S.

2003 *Gaining Ground: A History of Landmaking in Boston*. Cambridge, Mass.: MIT Press.

Olmsted Center for Landscape Preservation

2017 *Cultural Landscape Report for the Boston Harbor Islands*. National Park Service, Boston, Massachusetts, Boston Harbor Islands National & State Park Boston, Massachusetts. 2000/2017.

Pendery, Steven, Claire Dempsey, Edward Gordon, John Cheney, and Russell Barber

1982 *Phase II Archaeological Site Examination of the Project Area for the Central Artery North Area, Charlestown, Massachusetts*. Institute for Conservation

Archaeology, Harvard University, Cambridge, MA Submitted to Massachusetts Department of Public Works, Boston, MA

Board of Underwater Archaeological Resources.

2001 “Known and Potential Naval Shipwreck in the Waters off Massachusetts: Inventory, Assessment and Management Strategies.” Manuscript on file with the Board of Underwater Archaeological Resources, Boston, MA.

Boston Survey Consultants, Inc. (BSC)

2007 *Massachusetts Chapter 91 Mapping Project*. Final report prepared for the Massachusetts Office of Coastal Zone Management, Executive Office of Environmental Affairs, Commonwealth of Massachusetts. February 23, 2007.

Donnelly, Jeff P.

2006 A revised late Holocene sea-level record for northern Massachusetts, USA. *Journal of Coastal Research* 22(5), 1051–1061.

Elia, Richard J., and Nancy S. Seasholes

1989 *Phase 1 Archaeological Investigations of the Central Artery/Third Harbor Tunnel Project in Boston, Massachusetts*. Submitted to Massachusetts Department of Public Works. Office of Public Archaeology Boston University.

Boston Harborwalk Now

2024 *Boston Harborwalk Web Map*. Website, Boston Harbor Now, Boston Planning & Development Agency, and the Massachusetts Department of Environmental Protection. <https://www.bostonharborwalk.org/>.

Heidt, Herb and Eliza McClennen

1999A Boston shoreline 1630. In *Mapping Boston*, Alex Krieger, David Cobb, Amy Turner, editors.

<https://collections.leventhalmap.org/search/commonwealth:q524n430n>.

1999B Boston shoreline 1852. In *Mapping Boston*, Alex Krieger, David Cobb, Amy Turner, editors.

<https://collections.leventhalmap.org/search/commonwealth:q524n434r>.

The documents in this short list were heavily used in determining a baseline for the cultural assessments in this Appendix. But, more importantly, consultation with the MHC area forms, National Register nomination forms, Individual Property Forms, Landmark Study reports were essential to evaluating potential project features and measures.

Building on this foundation, the existing conditions for cultural resources within the Project’s APE are further informed by a review of previously completed investigations documented in the Massachusetts Cultural Resource Information System (MACRIS). Cultural resource surveys identified through this database are summarized below by

neighborhood and referenced by their assigned Report Numbers. These records indicate that all project APEs have been subject to prior cultural resource survey coverage (Table 1). However, the scope, methodology, and timing of these earlier efforts vary and do not consistently reflect current Project design or regulatory standards. Accordingly, while the existing documentation provides a critical baseline for understanding known resources and prior investigations, additional identification and evaluation efforts will be necessary within each APE to support a comprehensive and up-to-date assessment of cultural resources.

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Table 1. Known Cultural Resource Surveys by Neighborhood & Subarea.

Neighborhood

	Subarea					
East Boston	Chelsea Creek	Belle Isle	Orient Heights	Constitution Beach	Border Street	Woods Isle Marsh
	165, 3258.4531	106, 165, 1547, 3258, 4531	106, 165, 1547, 3258, 4531	165, 3258, 4531	165, 426,2874,2900,2928 ,2974,3258,3562,3609,3634, 3808,3907,4531	165, 3258, 4531
Charles-town	Paul Revere Park/Boston National Area	Little Mystic Channel		Navy Yard		
	312, 428, 619, 896, 898, 1510, 1515, 2872, 2974, 4531	165, 656, 2439, 2974, 3258, 3625, 4531,		165, 278, 656, 745, 2439, 2974, 3258, 3624, 3625, 3626, 3627, 36,28, 4531		
North End	West End	North End Waterfront				
	582, 898, 2974, 3258, 4531	165, 345, 426, 896, 898, 2439, 2974, 3003, 3258, 4531				
South Boston	Fort Point	Marine Terminal	South Boston Residential			
	165, 426, 898, 1336, 2860, 2974, 3198, 4531	165, 898, 1010, 1011, 2021, 2022, 2129, 2439, 2860, 2974, 3198, 3625, 4531,	165, 247, 345, 2021, 2022, 2947, 4531,			
Dorchester	Clam Point	Morrissey-Columbia	Neponset Circle	Port Norfolk		
	247, 1359, 1363, 4531	165, 247, 345, 2974, 4531, 4545,	165, 247, 1279, 1359, 1363, 4531	147, 1359, 1363, 4531		

2.4 Existing Conditions

2.4.7 No Action & Action Alternative 2

As a Federal agency, USACE has certain responsibilities concerning the protection and preservation of historic properties including archaeological sites, historic buildings and structures, submerged archaeological sites (shipwrecks/paleolandforms), and traditional cultural properties and locations. Section 106 of the NHPA of 1966, as amended, implementing regulations 36 CFR 800 (Advisory Council on Historic Preservation's Procedures for the Protection of Historic and Cultural Properties), and Executive Order 11593 (Protection and Enhancement of the Cultural Environment) direct agencies to take into account the effect of any undertaking on historic properties included on or eligible for inclusion on the National Register of Historic Places (NRHP).

The NEPA also requires that federal agencies consider whether an action will have significant environmental effects including effects to historic and cultural resources. In particular, under NEPA, environmental review includes a description of the human environment and the environmental consequences of the proposed action on that environment, which includes aesthetic, historic, and cultural resources.

Cultural resources include historic properties as well as other cultural aspects of the human environment. This work is done in coordination with the State Historic Preservation Offices of Massachusetts, federally recognized Tribes, The Office of Historic Preservation, City of Boston, the Landmark Preservation Commission, the City Archaeologist, the National Park Service and interested parties. The New England District carried out a review of existing surveys and historical documentation, culminating in the report *Historic and Archaeological Resources Reconnaissance Inventory and Assessment Survey* (Mabbett & Associates, Contract No. W912WJ--23-D-0016, Gutbrod et al. 2024) for the Boston CSRM project area to identify cultural resources within the Planning Region including previously recorded historic properties and properties with the potential to be eligible for the National Register of Historic Places to inform an initial assessment of potential impacts that the proposed undertaking may have on cultural resources within the APE. The following information is taken directly from this survey report. The area has been divided into five neighborhoods: Charlestown, East Boston, Dorchester, Downtown/North End, and South Boston.

2.4.7.1 East Boston

East Boston was originally made up of five separate islands which have been connected beginning in the mid-19th Century by various landfill projects including the expansion of Logan International Airport in the mid-20th Century. Noodles Island was owned by the East Boston Company and eventually became part of East Boston. The earliest part of East Boston to be developed was Orient Heights, historically known as Breed's Island, beginning in the 1830's (Gutbrod et al. 2024: 3-17-18). A total of seven (7) areas were surveyed within the East Boston neighborhood. See figure below with proposed structure

(i.e. measures) locations and ¼-mile area around each examined for historic and archaeological sensitivity (Figure 12).

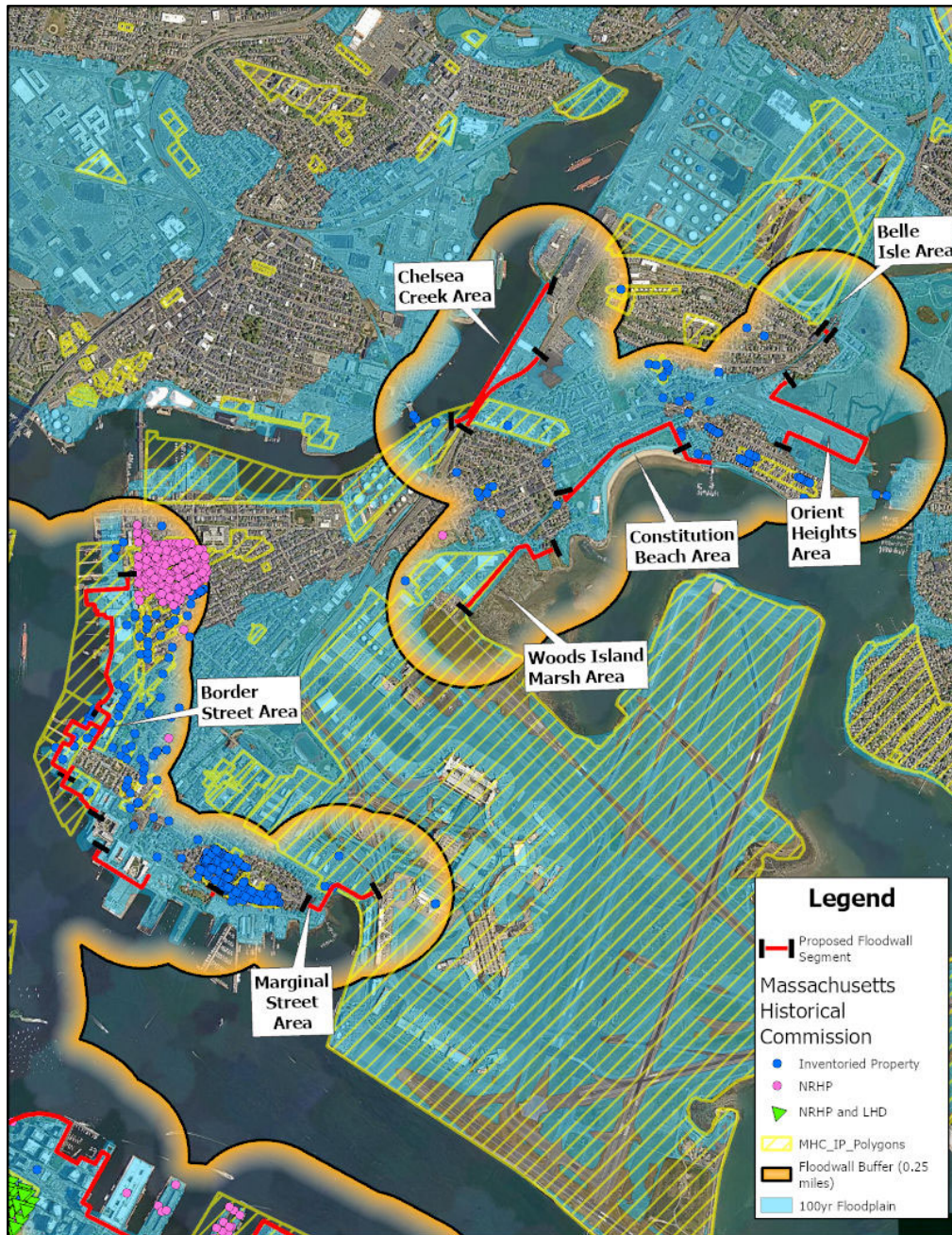


Figure 12. East Boston Neighborhood (7 areas) 100 year flood extents and the 1/4-mile Sensitivity with Proposed Structure Locations in red; the sensitivity survey area is in Orange.

2.4.7.1.1 East Boston - Belle Isle Area

Belle Isle was settled by the French and in the 18th Century was purchased by John Breed; the name was later changed from Breeds Island to Belle Isle (Gutbrod et al. 2024:

3-18). Historic properties within the Belle Isle neighborhood include five inventoried properties, two historic areas, and two National Register eligible properties.

The Belle Isle area consists of two proposed structures, an elevated shoreline and floodwall (Figure 13). There are no historic properties within the 50-foot buffer surrounding the proposed structures. Historic properties within ¼-mile of the structures are depicted on *Table 3* below. No Pre-Contact and Post Contact archaeological resources are located within ¼-mile of the structures.

Table 2. Historic Areas within ¼ mile of Proposed Structures (EB_BI_001, 002).

#	MHC #	Historic Name	Designation	Significance/Dates
1	BOS.ABQ	Suffolk Downs Harness Racing Track	NRHP	5 contributing; Built 1935, additions 1962
2	REV.J	Suffolk Downs Harness Racing Track	NRHP	5 contributing; Built 1935, additions 1962

The Racetrack (BOS.ABQ/REV.J) was constructed in 1935, and the clubhouse was designed in the Art Deco style. Situated in the cities of Boston and Revere, Suffolk Downs is constructed upon former marshland. Located immediately northeast of the former Breeds Island land was bounded on the northwest by the Boston and Maine Railroad and to the southeast by the Boston, Revere Beach and Lynn Railroad, both of which connected the then island of East Boston with Revere and Chelsea in the late nineteenth century. Archaeological sensitivity for Pre-Contact resources is depicted on Figure 15.

Table 3. Historic Properties within ¼ mile of Proposed Structures (EB_BI_001, 002)

MHC #	Historic name	Designation	Type	Construction notes
REV.4	Winthrop Avenue Fire Station		Inventoried Property	1925
BOS.109			Inventoried Property	1915
REV.3	Saint Paul's Episcopal Church		Inventoried Property	1887
REV.2	Trinity Congregational Church		Inventoried Property	1882
REV.6	Ronan, Mary T. School	NRDOE NRIND	NRHP	1896
REV.1	Howe, Julia Ward School	NRDOE	NRHP	1893 Demolished
BOS.9755	Suffolk Downs Harness Racing Track		Inventoried Property	1962

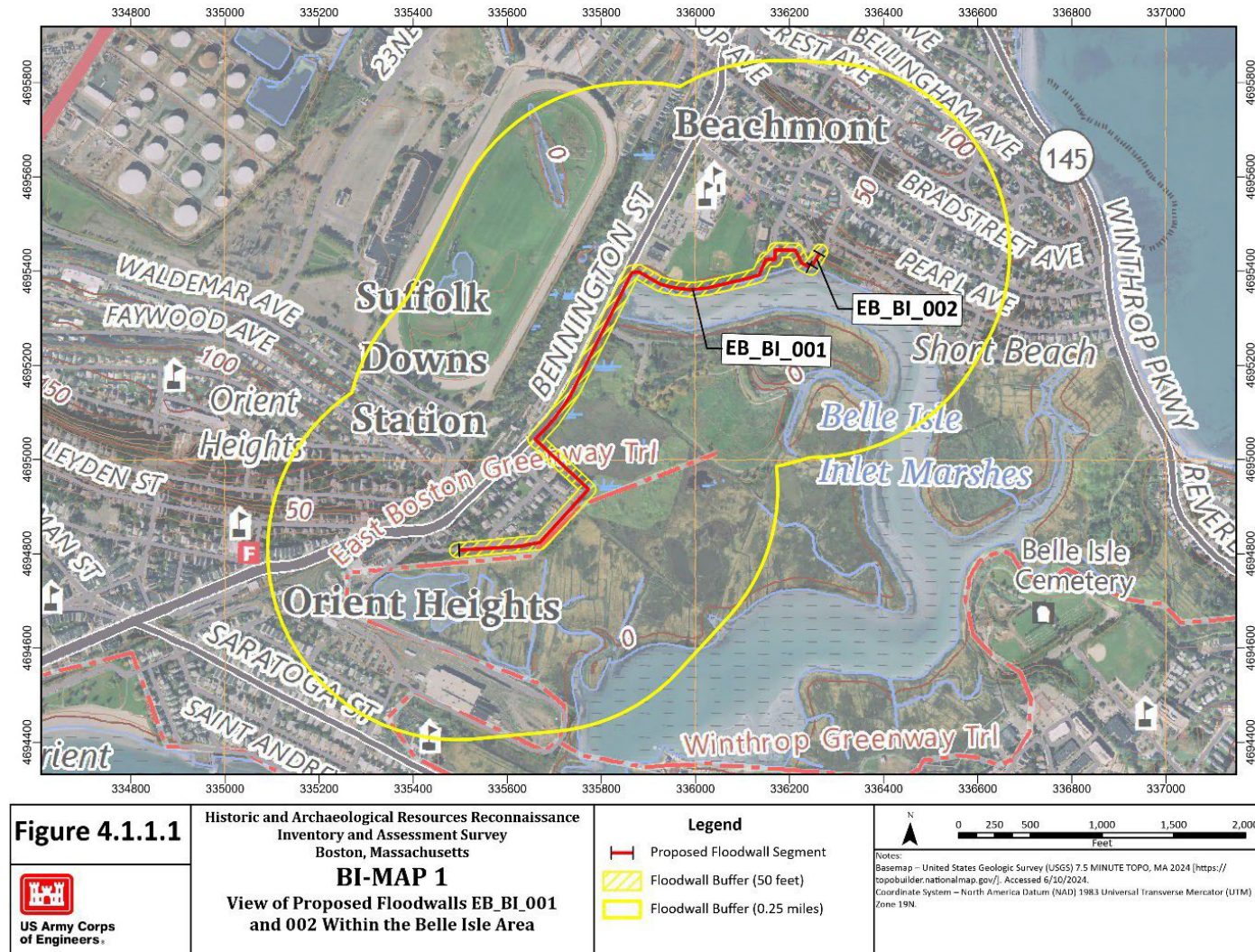


Figure 13. View of Proposed Structure EB_BI_001 & 002 within the Belle Isle Area.

REDACTED FOR SENSITIVE DATA



Figure 14. View of Proposed Structures EB_BI_001 & 002 and Historic Resources within ¼ mile.

REDACTED FOR SENSITIVE DATA



Figure 15. View of Sensitivity Area for precontact resources within the 50-foot buffer of Proposed Structures EB_BI_001.

2.4.7.1.2 East Boston – Border Street Area

There is one proposed structure, a floodwall measuring about 8,960 feet long (EB_BS_001A, EB_BS_001B, EB_BS_001C) that is duplicated for alternate design versions, for the Border Street Area, beginning near the intersection of Border Street and Eutaw Street then west along the waterfront and turning south towards the southern side of East Boston opposite the view towards downtown Boston (Figure 16).

The quarter mile Historic Sensitivity distance from the Proposed Structures encounters fifteen Historic Areas, six Landmarks, six Historic Archaeology Sites, and no known Precontact sites. Within these districts and including individually listed resources, there are a total of 420 listed historic resources with the Massachusetts Historical Commission. There are 234 National Register Historic listings with two contributing resources in a Local Historic District. There are three Preservation Restrictions, and two properties are given Local Landmark status and are individually listed National Register resources the Donald McKay House (BOS.229) and the Trinity Neighborhood House (BOS.89).

The East Boston Dry Dock Company is a Historic District (BOS.ZH) and a Historic Archaeology Site Area (BOS.HA.193). Several businesses thrived on this location since 1834 when the East Boston Timber Co was established. Timber was shipped from upstate New York, via the Erie Canal, and stored underwater at a timber dock. The company went bankrupt six years later, but the large supply of inexpensive timber left behind spurred local ship building.

Disturbance from the development of East Boston and the new construction of residential buildings has impacted the area but the remains of the shipping dock, rail tracks leading into the harbor and the above water pilings still in view create a sensitivity for historic resources. Underwater resources are likely to exist within the shoreline and within the 50-foot buffer from proposed feature EB_BS_001.

There are no known Precontact sites within the quarter mile buffer (Gutbrod et al. 2024, 4-21).

Figures below depict historic resources within a ¼-mile buffer of the proposed Border Street area structures (*Figure 17*), within a 50-foot buffer (*Figure 18*), and the sensitivity for historic resources within the 50-foot buffer around the structures (*Figure 19*).

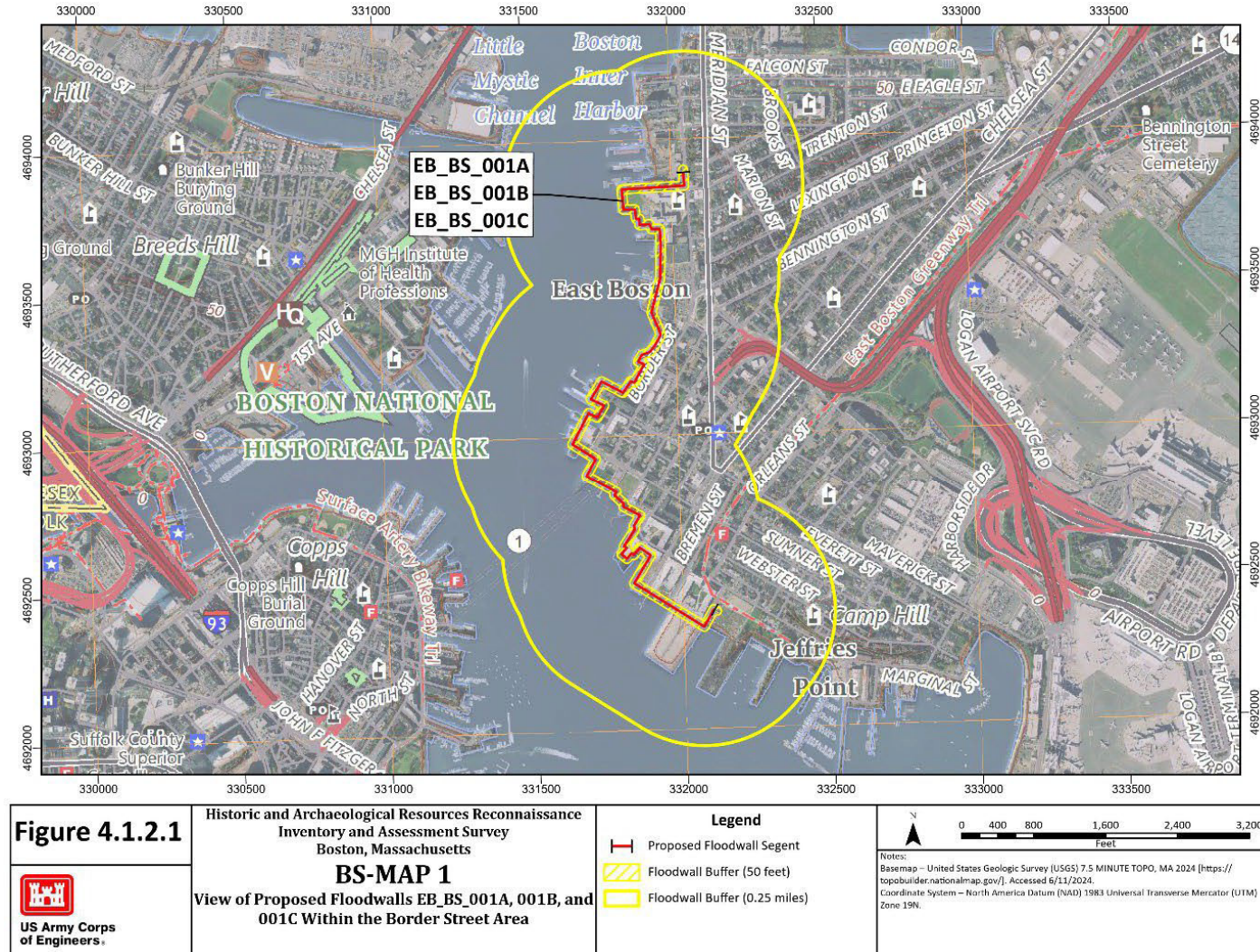


Figure 16. View of Proposed Structure EB_BS within the Border Street Area.

Table 4. Historic Districts within ¼ mile of Proposed Structures (EB_BS_001)

MHCN	Historic Name	Designation	Significance	Use Type
BOS.C	Central Square Area	Inventoried Property	Archaeology, Historic; Architecture; Commerce; Community Planning; Religion; Transportation;	Commercial District; Other Institutional; Other Road Related; Residential District; (5 contributing)
BOS.E	15-137 Eutaw Street	Inventoried Property	Architecture; Community Planning;	Residential District; (55 contributing)
BOS.I	8-18 Henry Street - 9-28 Paris Street	Inventoried Property	Architecture; Commerce; Community Planning; Maritime History; Religion;	Other Commercial; Other Institutional; Residential District; (4 contributing)
BOS.M	Maverick Square Area	Inventoried Property	Archaeology, Historic; Architecture; Commerce; Community Planning; Transportation;	Commercial District; Other Institutional; Other Road Related; Residential District; (3 contributing)
BOS.N	232-323 Meridian Street	Inventoried Property	Architecture; Commerce; Community Planning; Transportation;	Commercial District; Other Institutional; Other Road Related; Residential District; (8 contributing)
BOS.O	358-426 Meridian Street	Inventoried Property	Architecture; Community Planning;	Other Institutional; Residential District; (35 contributing)
BOS.P	1-63 Monmouth Street	Inventoried Property	Architecture; Community Planning;	Residential District; (40 contributing)

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MHCN	Historic Name	Designation	Significance	Use Type
BOS.R	9-64 Princeton Street	Inventoried Property	Architecture; Community Planning; Health Medicine;	Residential District; (6 contributing)
BOS.T	1-104 Trenton Street	Inventoried Property	Architecture; Community Planning;	Residential District; (41 contributing)
BOS.U	24-82 White Street	Inventoried Property	Architecture; Community Planning;	Residential District; (28 contributing)
BOS.V	Princeton Street Architectural Conservation	LHD	Architecture; Community Planning;	Multiple Family Dwelling House; (2 contributing)
BOS.X	Most Holy Redeemer Roman Catholic Church Complex	Inventoried Property	Architecture; Community Planning; Ethnic Heritage; Religion;	Other Institutional; Other Religious; (4 contributing)
BOS.JK	Eagle Hill Historic District	NRHP NRDIS	Architecture; Community Planning; Maritime History; Social History;	Residential District; (26 contributing)
BOS.RP	East Boston Inner Harbor Industrial Area	Inventoried Property	Archaeology, Historic; Architecture; Industry; Maritime History;	Industrial Complex or District; (37 contributing)
BOS.ZH	East Boston Dry Dock Company	Inventoried Property	Archaeology, Historic; Architecture; Commerce; Industry; Maritime History;	Abandoned or Vacant; Carpenter Shop; Other Industrial; Ship Yard; (11 contributing)
BOS.AFD	Belmont District	Inventoried Property	Architecture; Community Planning;	Residential District; (158 contributing)

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Table 5. marks within ¼ mile of the Proposed Structures EB_BS_001

Neighborhood	Common name	Status	Areas under jurisdiction	Note
East Boston	Trinity Neighborhood House	Approved	Exterior only	1981, now part of BOS.RP (BOS.89)
East Boston	McLean, Charles R. House 1878	Approved	NR DIS(1998) PR (2003)	(BOS.93) 406 Meridian St
East Boston	Donald McKay House	Approved	Exterior & Landscape Barn razed 2022	Shipbuilder house 78-80 White St.
East Boston	Joseph H. Barnes School	pending		Now called the Mario Umana Academy
East Boston	Princeton Street 39 ind. Arch Cons.	Approved	Exterior only	See BOS.R BOS.V LHD (1991)
East Boston	9 Chelsea St	Approved	Sidewalk Clock	

Table 6. Historic Archaeology Sites within ¼ mile of the Proposed Structures EB_BS_001

#	MHC #	Site Name	Centuries	Significance	Use Types
1	BOS.HA.120	Boston East	19 20	Maritime History Industry Transportation	Lumber Mill Shipyard
2	BOS.HA.166	Central Lot Shipbuilding- Storage Site	19 20	Archaeology, Historic Industry Engineering	Shipyard Other Industrial
3	BOS.HA.167	Northern Lot Blacksmithing Site	19 20	Archaeology, Historic Industry Engineering	Sawmill Lumber Mill Blacksmith Shop

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#	MHC #	Site Name	Centuries	Significance	Use Types
4	BOS.HA.168	Atlantic Dye Wood Company Distillery Building Site	19 20	Archaeology, Historic Industry	Distillery
5	BOS.HA.169	Miller's Wharf Site	19 20	Archaeology, Historic Industry Engineering Maritime History	Other Water Related
6	BOS.HA.193	East Boston Dry Dock	19 20	Archaeology, Historic; Architecture; Commerce; Industry; Maritime History;	Industrial; Shipyard

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Figure 17. View of Proposed Structures EB_BS_001 and Historic Resources within ¼ mile.

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Figure 18. View of Proposed Structures EB_BS_001 Historic Resources within 50-foot buffer.

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Figure 19. View of Sensitivity Area for Historic resources within the 50-foot buffer of Proposed Structures EB_BS_001.

2.4.7.1.3 East Boston – Chelsea Creek 1A Area

The Chelsea Creek 1A Area consists of two proposed structures (floodwalls and levee wall) (EB_C1_001, and EB_C1_004) that are 2,783 feet, and 1,664 feet long, respectively (Figure 20). The location is on the east bank of the Chelsea Creek (also labelled Chelse River in historic topographical maps) and it is near the Boston & Maine Railroad tracks. The McClellan Hwy/Route 1A passes to the east and near 004.

The quarter mile Historic Sensitivity distance from the Proposed Structures (Figure 20, Figure 21) includes five Historic Areas (CLS.U), The Chelsea River Industrial Area (BOS.RO), The 2-8 Montmorenci - 228-252 Orient Avenue area (BOS.Q), Historic Area BOS.Y the Saint Mary Star of the Sea Roman Catholic Church (there are five contributing individual properties (BOS.103, BOS.15275, BOS.15276, BOS.15274, BOS.1527 in BOS.Y), the Boston Commonwealth Veterans' Housing Program - Orient Heights Row Houses (BOS.AFU), and the Suffolk Downs Racetrack (BOS.ABQ) area. Proposed structures EB_C1_001 and EB_C1_004 both cross into the designated area (BOS.RO) on the southern end by Addison Street. The properties (BOS.12871) and (BOS.19) are contributing structures within the Chelsea River Industrial Area (Table 7 and Table 8).

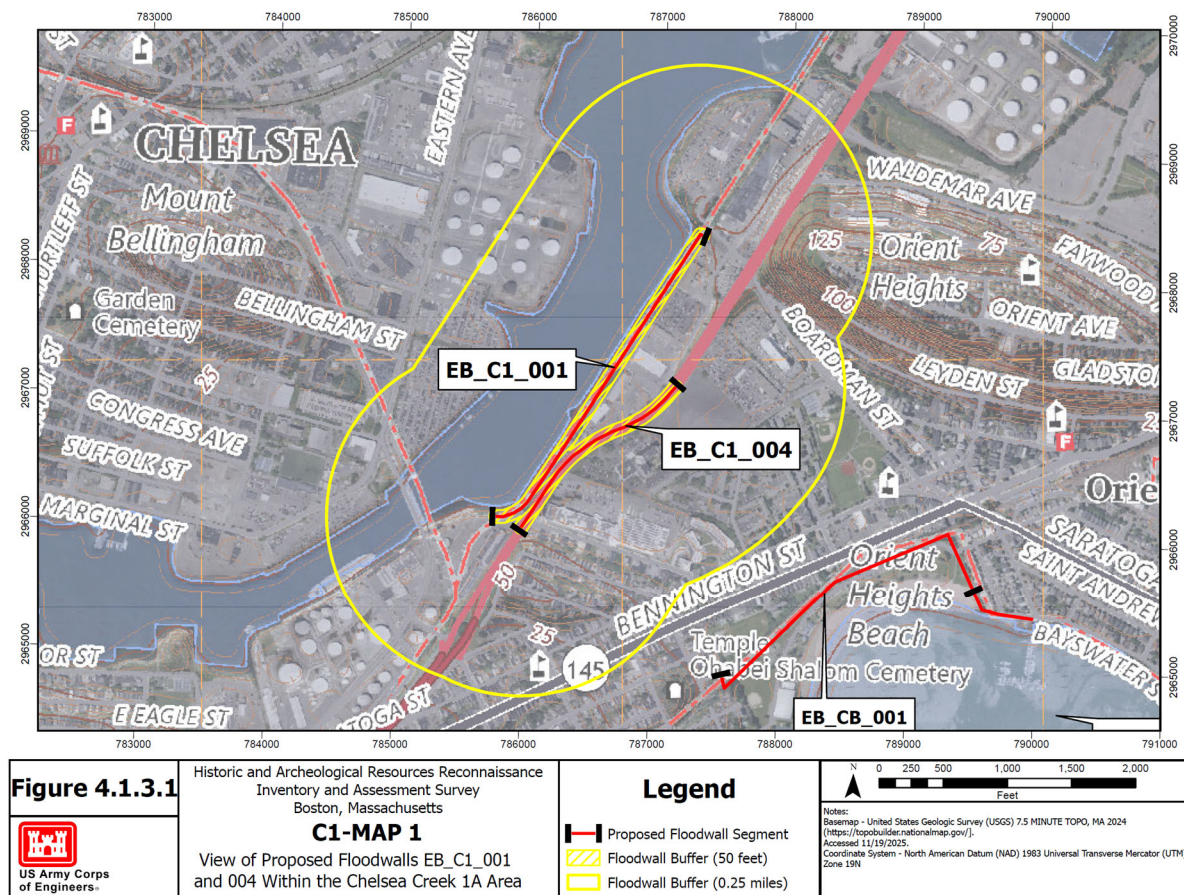


Figure 20. View of Proposed Chelsea Creek 1A area Proposed Structures.

Historic resources within the 50-foot buffer around the structures is depicted below in Figure 22, followed by the sensitivity areas for historic archaeological resources within this buffer on Figure 23.

Table 7. Historic Areas within ¼ mile of Proposed Structures (EB_C1_001, 004)

MHC #	Town	Common Name	Historic Name	Type	Significance
BOS.RO	Boston		Chelsea River Industrial Area	Inventoried Property	Archaeology, Historic; Architecture; Engineering; Industry; Transportation;
BOS.ABQ	Boston		Suffolk Downs	Inventoried Property	Architecture; Music; Performing Arts; Recreation;
BOS.AFU	Boston		Commonwealth Veterans' Housing Program - Orient Heights Row Houses	Inventoried Property	Architecture; Community Planning; Military; Politics Government;
BOS.Q	Boston	8-Feb Montmorenci-228-252 Orient Ave		Inventoried Property	Architecture
REV.H	Revere		Revere Beach Parkway	NRHP NRDIS NRMPS	Community Planning; Engineering; Landscape Architecture; Transportation;

Table 8. Historic Properties within ¼ mile of Proposed Structures (EB_C1_001, 004)

MHC #	Town	Constructed	Historic Name	Legend	Address	Use_Type
BOS.9 75 2	Boston	1936 Demolished	Chelsea Street Bridge over Chelsea River	Inventoried Property	Chelsea St	Engineering; Other Transportation;

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MHC #	Town	Constructed	Historic Name	Legend	Address	Use_Type
BOS.19	Boston	1894u	East Boston Steam Sewerage Pumping Station	Inventoried Property	605 Chelsea St	Boiler Or Engine Room; Pumping Station; Utilities Architecture
CLS.900	Chelsea	1936 Demolished	Chelsea Street Bridge over Chelsea River	Inventoried Property	Chelsea St	Engineering; Other Transportation;
BOS.12871	Boston	1910	Maverick Cotton Mills	Inventoried Property	144 Addison St	Cutlery Or Edged Tool Factory; Textile Mill Cotton; Warehouse; Weave House;
BOS.156	Boston	1903	Baker Congregational Church Grace Episcopal	NRIND PR	760 Saratoga St	Church; Classroom;
BOS.102	Boston	1908	Cheverus, John L. School	Inventoried Property	10 Moore St	Architecture Abandoned or Vacant; Public School;

The Maverick Cotton Mills (BOS.12871) is recommended eligible on the National Register and is located 200 meters southeast of the EB_C1_004 Proposed Structure. This was the first entirely reinforced-concrete textile mill complex built in the country (*Figure 21*). The East Boston Steam sewerage pumping station (BOS.19) built in 1894 is located less than 50 meters to the west of Proposed Structure EB_C1_001. It is listed as eligible for the

National Register (PAL 1997, 2003). There are six individual inventoried properties two of which are bridges, three have been listed as National Register Eligible.

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Figure 21. View of Proposed Structures EB_CC_001, 002, 003, 004 and Historic Resources within ¼ mile.

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Figure 22. View of Proposed Structures EB_CC_001, 004 Historic Resources within 50-foot buffer.

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Figure 23. View of Sensitivity Area for Historic Archaeological Resources within the 50-foot buffer of Proposed Structures
EB_CC_001, 004

There is one Historic Archaeology sites (BOS.HA.163) within ¼ mile of the proposed structures (*Figure 22*). However, slightly beyond the ¼ mile buffer, are three Historic Archaeology sites (REV.HA.1, REV.HA.2, REV.HA.6), of which one is an underwater resource (REV.HA.1, the Dante Russo Site).

Table 9. Historic Archaeology sites within ~¼ mile of Proposed Structures.

#	MHC #	Site Name	Centuries	Significance	Use Types
1	BOS.HA.163	Battle of Chelsea Creek Crooked Creek Site	18	Archaeology, Historic Military	Military Other
2	REV.HA.1	Dante Russo Site	18 19 20	Maritime History	Other Water Related
3	REV.HA.2	Battle of Chelsea Creek Site	18	Military Archaeology, Historic	Military Other
4	REV.HA.6	Battle of Chelsea Creek Mill Hill Engagement	18	Archaeology, Historic Military	Military Planning

2.4.7.1.4 East Boston - Constitution Beach Area

The Constitution Beach Area within the East Boston Neighborhood consists of two Proposed Structures, (EB_CB_001, and EB_CB_004) that are 406 feet, and 573 feet long, respectively (*Figure 24*). They are characterized as Floodwall/Deployable for EB_CB_001, and a Levee for EB_CB_004.

Their location is along the bay with EB_CB_001 protecting a smaller section of residential housing, EB_CB_004, the southern tip of this area is along the east side of the industrial yard along Lovell Street to the northern tip along the east side of residential structures along Coleridge Street and the MBTA Blue Line Railroad. Elevation ranges from ~6 ft asl to ~20 ft asl along the Proposed Structure length.

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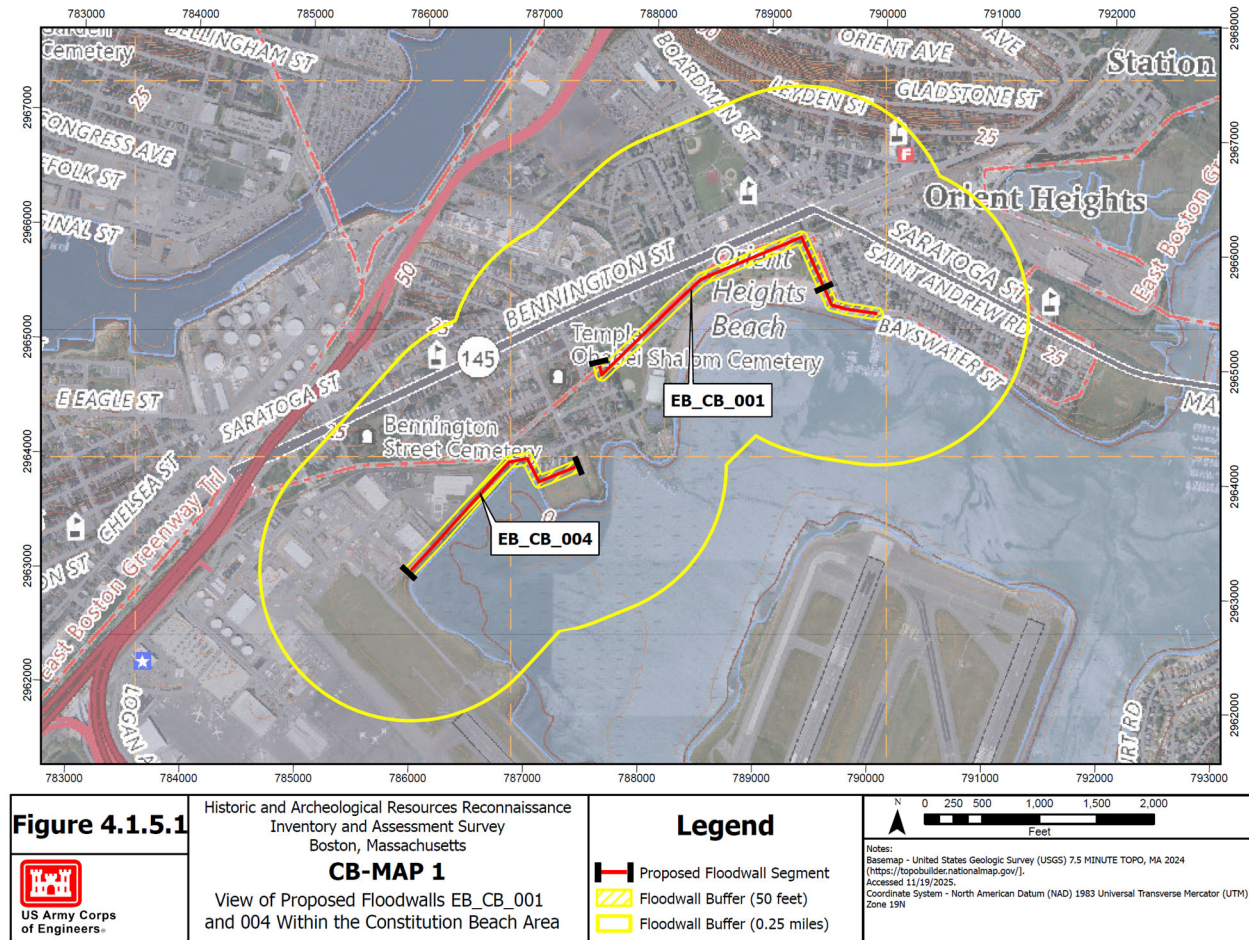


Figure 24. View of Proposed Constitution Beach area Proposed Structures.

The quarter-mile Historic Sensitivity distance from the Proposed Structures encounters six Historic Areas (*Figure 25*), the (BOS.S) 55-154 Saint Andrews Road area which contains 15 contributing properties (BOS.137 through BOS.151). Also within the quarter-mile distance of the Proposed Structures, are The Chelsea River Industrial Area (BOS.RO), The Historic Area BOS.Y the Saint Mary Star of the Sea Roman Catholic Church (which has five contributing individual properties (BOS.103, BOS.15275, BOS.15276, BOS.15274, BOS.1527), The Joseph and Lazarus Roman Catholic Church (BOS.WA, which has six contributing resources (BOS.9505, BOS.15271 through BOS.15273 and BOS.1 Saint Lazarus Roman Catholic Church & BOS.2 Saint Lazarus Roman Catholic Church School [demolished]), the first Boston resources noted by the Boston Landmarks Committee in 1990. The last two Historic areas within the quarter-mile distance from the Proposed structures include The Gen. Edward Lawrence Logan International Airport (BOS.K) and the Ohabei Shalom Cemetery (BOS.ZE) with 15 contributing Historic Resources (BOS.9658 through BOS.9670) and (BOS.232 & BOS.801) consisting of the chapel and cemetery resources. All 15 of the contributing

resources within the BOS.ZE are listed on the National Register, there is also a Preservation Restriction on the Property.

Table 10. Historic Districts within ¼ mile of Proposed Structures (SB_CB_001, 004)

MHCN	Historic Name	Legend	Significance	Use Type
BOS.K	Logan, Gen. Edward Lawrence International Airport	Inventoried Property	Architecture; Commerce; Education; Military; Transportation;	Airport Terminal; Military Other; Other Air Related; Other Educational; Other Transportation;
BOS.S	55-154 Saint Andrews Road	Inventoried Property	Architecture; Community Planning;	Residential District;
BOS.Y	Saint Mary Star of the Sea Roman Catholic Church	Inventoried Property	Architecture; Community Planning; Ethnic Heritage; Religion;	Other Institutional; Other Religious;
BOS.RO	Chelsea River Industrial Area	Inventoried Property	Archaeology, Historic; Architecture; Engineering; Industry; Transportation;	Industrial Complex or District;
BOS.WA	Saints Joseph and Lazarus Roman Catholic Church	Inventoried Property	Architecture; Community Planning; Ethnic Heritage; Religion;	Other Institutional; Other Religious;
BOS.ZE	Ohabei Shalom Cemetery	PR NRIND	Architecture; Community Planning; Ethnic Heritage; Religion; Social History;	Burial Ground; 15 contributing

Table 11. Historic Inventoried Properties within ¼ mile of Proposed Structures

MHC #	Address	Type	Date	Historic Name	Significance	Use Type
BOS.1	61 Ashley St	Craftsman	1922	Saint Lazarus Roman Catholic Church	Architecture; Art; Ethnic Heritage; Religion	Church
BOS.2	67 Ashley St	Not researched	1927 Demolished	Saint Lazarus Roman Catholic Church School	Architecture; Education; Religion	Parochial School
BOS.3	57 Bayswater St	Colonial Revival; Craftsman	1911	Evans, Frank House	Architecture	Single Family Dwelling House
BOS.7	664 Bennington St	Colonial Revival	1900	Schleichey, Carl House	Architecture	Single Family Dwelling House
BOS.8	1006-1010 Bennington St	Classical Revival	1914	Caledonia, George Building	Architecture; Commerce	Commercial Block; Multiple Family Dwelling House; Restaurant
BOS.10	1024 Bennington St	Queen Anne	1902	Barker, Anna Building	Architecture	Apartment House
BOS.34	59 Horace St	No style	1860		Architecture	Single Family Dwelling House
BOS.106	44 Neptune Rd	Colonial Revival; Triple-decker	1912	Goldfinger, Joseph House	Architecture	Multiple Family Dwelling House
BOS.143	66 Saint Andrew Rd	No style	1911	Goldfinger, Joseph House	Architecture	Multiple Family

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MHC #	Address	Type	Date	Historic Name	Significance	Use Type
						Dwelling House
BOS .144	68 Saint Andrew Rd	Colonial Revival	1911	Goldfinger, Joseph House	Architecture	Multiple Family Dwelling House
BOS .145	70 Saint Andrew Rd	Colonial Revival	1911	Goldfinger, Joseph House	Architecture	Multiple Family Dwelling House
BOS .146	72 Saint Andrew Rd	Colonial Revival	1911	Goldfinger, Joseph House	Architecture	Multiple Family Dwelling House
BOS .147	55 Saint Andrew Rd	Colonial Revival	1911	Goldfinger, Joseph House	Architecture	Multiple Family Dwelling House
BOS .148	57 Saint Andrew Rd	Colonial Revival	1911	Goldfinger, Joseph House	Architecture	Multiple Family Dwelling House
BOS .149	59 Saint Andrew Rd	Colonial Revival	1911	Goldfinger, Joseph House	Architecture	Multiple Family Dwelling House
BOS .150	61 Saint Andrew Rd	Colonial Revival	1911	Goldfinger, Joseph House	Architecture	Multiple Family Dwelling House
BOS .151	63 Saint Andrew Rd	Colonial Revival	1911	Goldfinger, Joseph House	Architecture	Multiple Family Dwelling House
BOS .156	760 Saratoga St	Colonial Revival; Shingle Style;	1903	Baker Congregational Church	Architecture;	Church; Classroom;
BOS .157	974-978 Saratoga St	Colonial Revival;	1922	Vesce, Frank Building	Architecture; Commerce	Commercial Block

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MHC #	Address	Type	Date	Historic Name	Significance	Use Type
BOS .177	1049 Saratoga St	Colonial Revival; Triple-decker	1908		Architecture	Multiple Family Dwelling House
BOS .178	1051 Saratoga St	Colonial Revival; Triple-decker	1908		Architecture	Multiple Family Dwelling House
BOS .179	1053 Saratoga St	Colonial Revival; Triple-decker	1908		Architecture	Multiple Family Dwelling House
BOS .180	1055 Saratoga St	Colonial Revival; Triple-decker	1908		Architecture	Multiple Family Dwelling House
BOS .181	1057 Saratoga St	Colonial Revival; Triple-decker	1908		Architecture	Multiple Family Dwelling House
BOS .182	1059 Saratoga St	Colonial Revival; Triple-decker	1908		Architecture	Multiple Family Dwelling House
BOS .183	1061 Saratoga St	Colonial Revival; Triple-decker	1908		Architecture	Multiple Family Dwelling House
BOS .193	22 Thurston St	Colonial Revival; Craftsman	1909	Mahoney, E. House	Architecture;	Single Family Dwelling House
BOS .194	3 Thurston St	Colonial Revival	1912	Higgins, Ellen House	Architecture;	Multiple Family Dwelling House
BOS .195	5 Thurston St	Colonial Revival	1912	Higgins, Ellen House	Architecture;	Multiple Family Dwelling House
BOS .196	7 Thurston St	Colonial Revival	1912	Gurney, Cora F. House	Architecture;	Multiple Family

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MHC #	Address	Type	Date	Historic Name	Significance	Use Type
				Higgins House		Dwelling House
BOS .800	Bennington St		1837	Bennington Street Burying Ground	Art; Community Planning; Ethnic Heritage; Religion; Social History	Burial Ground
BOS .905	Saratoga St		1913	Saratoga Street Bridge over MBTA Blue Line	Engineering; Transportation;	Other Transportation
BOS .909	Wordsworth St		1900 Demolished	Wordsworth Street Footbridge over MBTA Blue Line	Engineering; Transportation	Other Transportation
BOS.1 67 12	1000 Bennington St	Contemporary;	1951	Orient Heights Rapid Transit Passenger Station	Architecture; Engineering; Transportation	Administration Office; Bus Terminal; Rail Station
BOS.9 50 5	Ashley St		1954	Our Lady of Fatima Roman Catholic Shrine	Architecture; Art; Religion;	Other Religious
BOS.1 52 71	59 Ashley St	Classical Revival	1925	Saint Lazarus Roman Catholic Church Rectory Siragusa House	Architecture; Religion	Rectory; Single Family Dwelling House

MHC #	Address	Type	Date	Historic Name	Significance	Use Type
BOS.1 52 72	54 Ashley St	Modern	1957	Toma, Rev. Louis Roman Catholic Youth Center	Architecture; Community Planning; Recreation; Religion	Community Center
BOS.1 52 73	87 Ashley St	Not researched	1938	Saint Lazarus Roman Catholic Church Convent	Architecture; Religion	Convent; Undetermined
BOS.1 52 74	63 Moore St	Victorian Eclectic	1893	Saint Mary Star of the Sea Roman Catholic Rectory	Architecture; Religion	Rectory
BOS.1 52 75	58 Moore St	Panel Brick	1887	Saint Lazarus Roman Catholic School	Architecture; Community Planning; Education	Church Hall; Clubhouse; Parochial School
BOS.1 52 76	58 Moore St	Postwar Traditional	1960	Saint Lazarus Roman Catholic Church Convent	Architecture; Religion	Convent; Undetermined
BOS.1 52 77	737 Saratoga St	No Style	1875	Saint Mary Star of the Sea Church Hall	Architecture; Community Planning; Recreation; Religion	Church Hall

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Figure 25. View of Proposed Structures EB_Cb_001, 004 and Historic Resources within ¼ mile.

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Figure 26. View of Proposed Structures EB_CB_001, 004 Historic Resources within 50-foot buffer.

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Figure 27. View of Sensitivity Area for Historic Archaeological Resources within the 50-foot buffer of Proposed Structures EB_CB_001, 004.

2.4.7.1.5 East Boston - Marginal Street Area

The Marginal Street Area, within the East Boston Neighborhood, consists of one Proposed Structure, (EB_MS_001A, EB_MS_001B, EB_MS_001C) that is duplicated for alternate design versions. The structure length (the same for all three) is 3,277 feet long (*Figure 28*). They are characterized as Floodwall/Deployable walls. The location begins on the east at the entrance of the Ted Williams (Route 90) tunnel where it heads westerly and south along the water edge until ending at the Marginal Street boat dock west of the ICA Waterfront Building. The location is along the bay passing concrete retaining walls, warehouses, and boat storage areas. Elevation ranges from 5 ft asl to 15 ft asl along the Proposed Structure length.

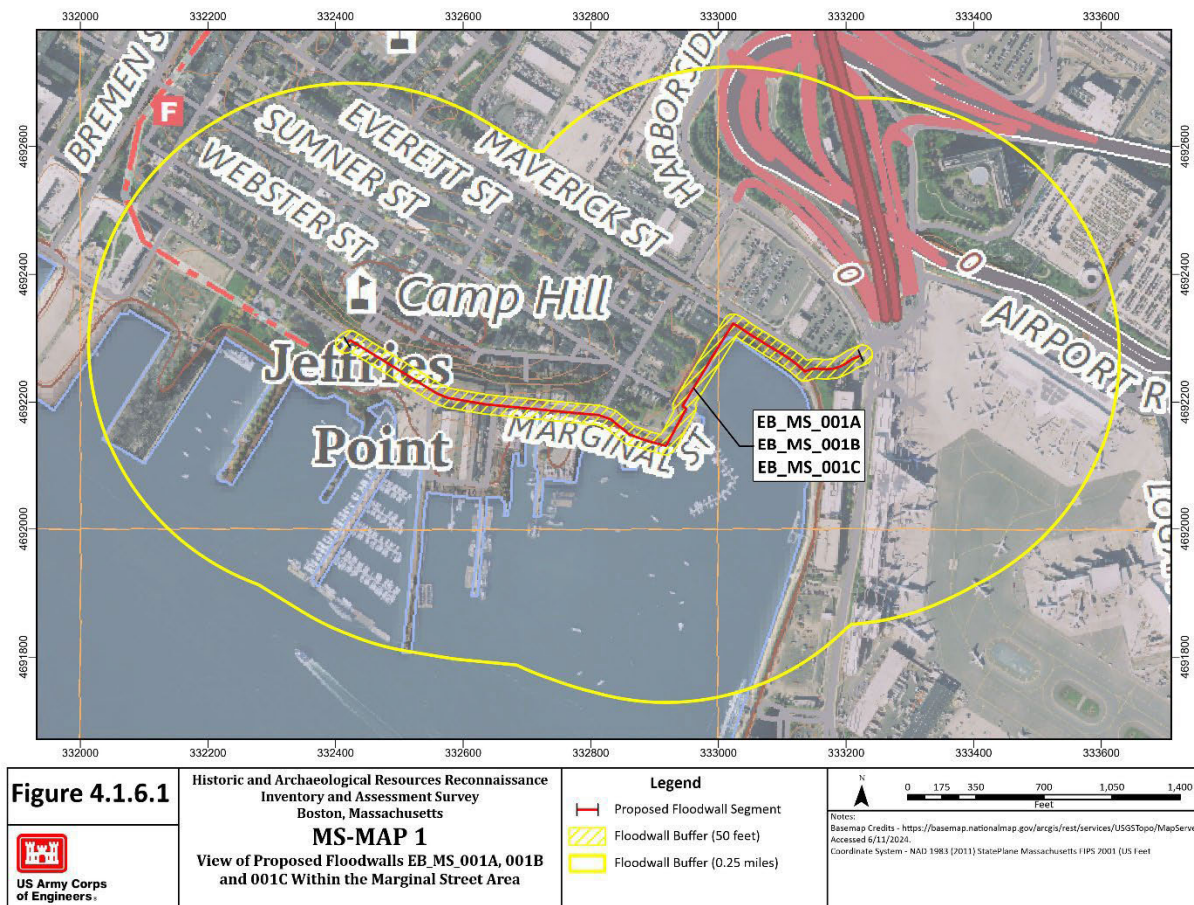


Figure 28. View of Proposed Structure EB_MS_001 within the Marginal Street Area.

The quarter-mile Historic Sensitivity distance from the Proposed Structures includes six Historic Districts: the General Edward Lawrence Logan International Airport (BOS.K); the Belmont Square Area also known as Jeffries Point (BOS.A) which contains 54 individually listed resources; Brigham/Ida Street (BOS.B); Cottage Street (BOS.D); Our Lady of Assumption Catholic Church (BOS.AA); and the Belmont District (BOS.AFD) made up of 158 contributing resources (Table 12). The East Boston Company owned the entire island

known as Noddles Island that eventually became East Boston. Development began in the 1830s with multiple fill events and marketing of the newly partitioned properties (Gutbrod et al. 2024: 4-78).

There are no known Precontact sites within the quarter mile buffer and no documented Historic archaeology resources within the quarter mile or the 50-foot boundary of the Proposed Structure (*Figure 30* and *Figure 31*). Due to the known land fill south of the Marginal Street area in the mid-to-late 19th century and continuing until the mid-20th century, this area has little surface and near subsurface intact soils creating a low potential for archaeological resources at shallow depths.

Table 12. Historic Districts within ¼ mile of Proposed Structures (SB_MS_001)

MHC #	Name	Type	Dates	Significance	Notes
BOS.A	Belmont Square Area	Inventoried Property	First constructed 1840-1897	Archaeology, Historic; Architecture; Community Planning; Education;	54 contributing resources Other Institutional; Residential District;
BOS.B	1-6 Brigham Street - Ida Street	Inventoried Property	Area	Archaeology, Historic; Architecture; Community Planning; Recreation; Transportation;	7 contributing resources Recreational; Other Road Related; Residential District;
BOS.D	117-194 Cottage Street	Inventoried Property	Area	Architecture; Community Planning; Ethnic Heritage;	Residential District;
BOS.K	Logan, Gen. Edward Lawrence International Airport	Inventoried Property	Area	Architecture; Commerce; Education; Military; Transportation;	Airport Terminal; Military Other; Other Air Related; Other Educational; Other Transportation;

BOS.AA	Our Lady of the Assumption Catholic Church Complex	Inventoried Property	Area	Architecture; Community Planning; Ethnic Heritage; Religion;	Other Institutional; Other Religious;
BOS.AFD	Belmont District	Inventoried Property	Area	Architecture; Community Planning;	158 contributing resources Residential District;

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Figure 29. View of Proposed Structures EB_MS_001 and Historic Resources within ¼ mile.

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Figure 30. View of Proposed Structures EB_MS_001 Historic Resources within 50-foot buffer.

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Figure 31. View of Proposed Structure EB_MS_001 and no known Precontact or Historic Archaeology Resources within ¼ mile.

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Figure 32. View of Sensitivity Area for Historic Archaeological Resources within the 50- foot buffer of Proposed Structures EB_MS_001.

2.4.7.6.2.4 East Boston – Orient Heights Area

The Orient Heights Area within the East Boston Neighborhood consists of two Proposed Structures, (EB_OH_001 and EB_OH_002) that are 683 feet and 3,199 feet long respectively (*Figure 33*). They are characterized as Floodwall for EB_OH_001 and an Elevated Living Shoreline for EB_OH_002. Their location is adjacent to the Belle Isle Marsh on the north, the Belle Isle Inlet to the east, and the Belle Isle Coastal Preserve to the southeast. The walls wrap around the MBTA Orient Heights transit station and train repair yard with large turnaround. The entire train center was built between 1955 and 1957 on mostly marsh areas and wetlands (USGS topographical maps 1955-1957). Elevations range from 5 feet asl to 12 feet asl along the Proposed Structure locations (Gutbrod et al. 2024: 4-94).

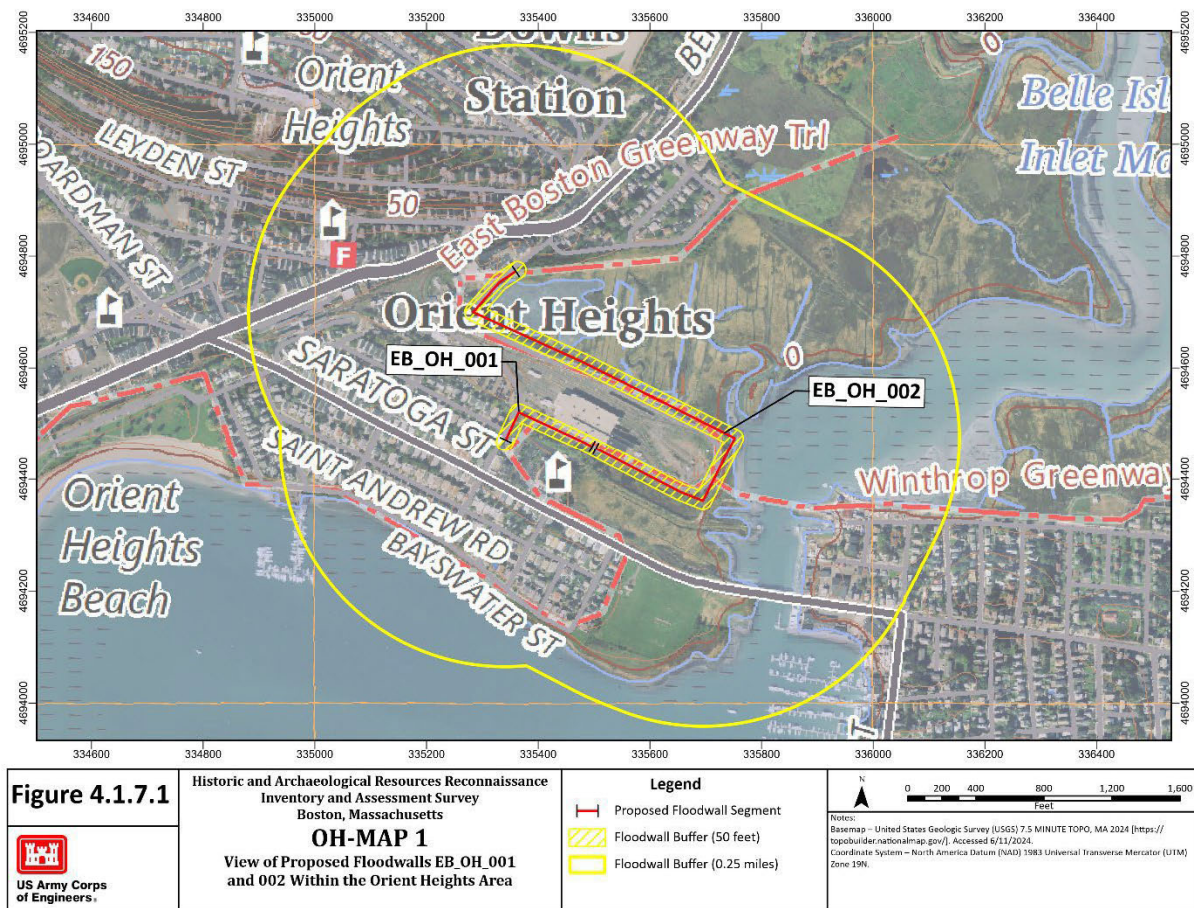


Figure 33. View of Proposed Structures within the Orient Heights Area.

The quarter-mile Historic Sensitivity distance from the Proposed Structures (*Table 13*) includes three Historic Areas: the Suffolk Downs Racetrack (BOS.ABQ) area, the Don Orione Complex (BOS.AFY) nursing facility which has 5 contributing elements (BOS.113,

BOS.110, BOS.111, BOS.114, BOS.902), and the Saint Andrews Road Area (BOS.S) which contains 15 contributing properties (BOS.137 through BOS.151) (*Figure 34*).

Table 13. Historic Districts within ¼ mile of Proposed Structures (EB_OH_001, 002)

#	MHC #	Historic Name	Designation	Significance/Dates	Location
1	BOS.ABQ	Suffolk Downs Harness Racing Track	NRHP	5 contributing Built 1935, additions 1962	½ mile north of Proposed Wall
2	BOS.AFY	Don Orione Complex		5 contributing resources (BOS.113, BOS.110, BOS.111, BOS.114, BOS.902)	½ mile west of Proposed Wall
3	BOS.S	Saint Andrews Road Area		15 contributing resources BOS.177 through BOS 183 are located along Saratoga Street	10 th mile (150 meters) south of Proposed Wall

There are no Precontact sites within a quarter mile and no known Historic Archaeology sites within a quarter mile of the Proposed Structure locations. Several sites are located about a half-mile to the east of the structures what is now a residential neighborhood that are notable. They are 19-SU-94 Native American Fort Site, 19-SU-40 Hermon St. Burials Site, and the 19-SU-93 Center School a precontact campsite. Given the large fill episodes that marked the development of the Orient Heights area, there is very little intact landform remaining within the 50-foot buffer to Structures (EB_OH_001, EB_OH_002). No Historic Properties or known archaeological sites exist within the 50-foot buffer (*Figure 36*).

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Figure 34. View of Proposed Structures EB_OH_001 & 002 and Historic Resources within ¼ mile.

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Figure 35. View of Proposed Structures EB_BI_001 & 002 and no Historic Resources within 50-foot buffer.

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Figure 36. View of Proposed Structures EB_OH_001 & 002 and Low Sensitivity designation for Cultural Resources within the 50-Foot buffer.

2.4.7.1.7 East Boston – Wood Island Marsh Area

The Wood Island Marsh Area within the East Boston Neighborhood consists of one Proposed Structure (EB_WM_001) that is 1664 feet long (*Figure 37*). It is characterized as an elevated living shoreline structure. It begins where the Constitution Beach area structure EB_CB_004 ends to the immediate north and follows the landform leading up and into Logan International Airport. Elevations range from 8 ft asl to 12 feet asl along the Proposed Structure location (Gutbrod et al. 2024: 4-103).

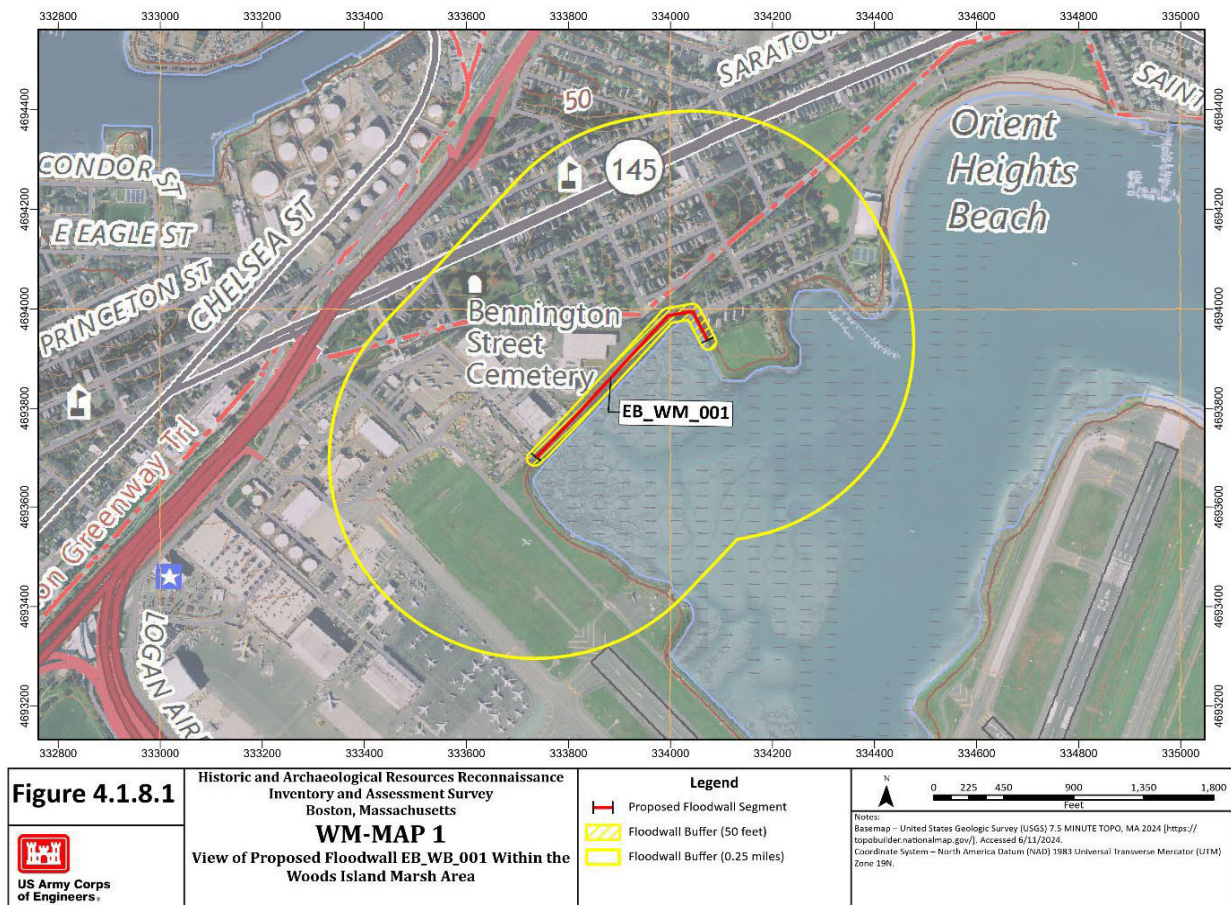


Figure 37. View of Proposed Woods Island Marsh area Proposed Structures.

Access to this area is limited with fencing protecting the airport and, in some cases, protruding into the water for added barrier length. Prior to cultural resource investigations, the District obtained historical data including the history and designs of the former Woods Isle Park designed by the visionary leader in American landscape design Frederick Law Olmsted.

The quarter-mile Historic Sensitivity distance from the Proposed Structures encounters three additional Historic Areas, the Gen. Edward Lawrence Logan International Airport (BOS.K), the Ohabei Shalom Cemetery (BOS.ZE) with 15 contributing Historic Resources (BOS.9658 through BOS.9670 and BOS.232 & BOS.801) consisting of the chapel and

cemetery resources all listed on the National Register, and the Saint Mary Star of the Sea Roman Catholic Church (BOS.Y) has five contributing individual properties (BOS.103, BOS.15275, BOS.15276, BOS.15274, BOS.1527).

The Historic Property BOS.800 known as the Bennington Street Burying Ground was initially laid out in 1837 and listed as an individual Historic Property with the National Register (NRIND (2002) (Gutbrod et al. 2024: 4-103-105).

There are no Precontact sites within a quarter mile and no known Historic Archaeology sites within quarter mile of the Proposed Structure locations. No Listed Historic Properties or known archaeological sites exist within the 50-foot buffer (*Figure 41*). However, the former Wood Island Park, designed by Frederick Law Olmsted in 1881-1890, was located at the southern boundary of the Proposed Structures (EB_WM_001).

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Figure 38. View of Proposed Structures EB_WM_001 and Historic Resources within ¼ mile.

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Figure 39. View of Proposed Structures EB_WM_001 and no Historic Resources within 50- foot buffer. The Proposed Structure does cross the BOS.K historic Area as drawn.

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Figure 40. View of Proposed Structures EB_WM_001 and no known Precontact and Historic Archaeology Resources within ¼ mile.

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Figure 41. View of Sensitivity Area for precontact resources within the 50-foot buffer of Proposed Structures EB_WM_001.

2.4.7.2 Charlestown

Located in Boston Harbor at the confluence of the Mystic and Charles Rivers, Charlestown originally consisted of an oblong peninsula approximately 425 acres in size that was joined to the mainland by a narrow neck of land. Dominated by the Bunker Hill and Breed's Hill drumlins, Charlestown was originally settled by Thomas Walford in 1625, later becoming a town in 1629 and a city in 1847, before being annexed by Boston in 1873 (Gutbrod et al. 2024: 3-18).

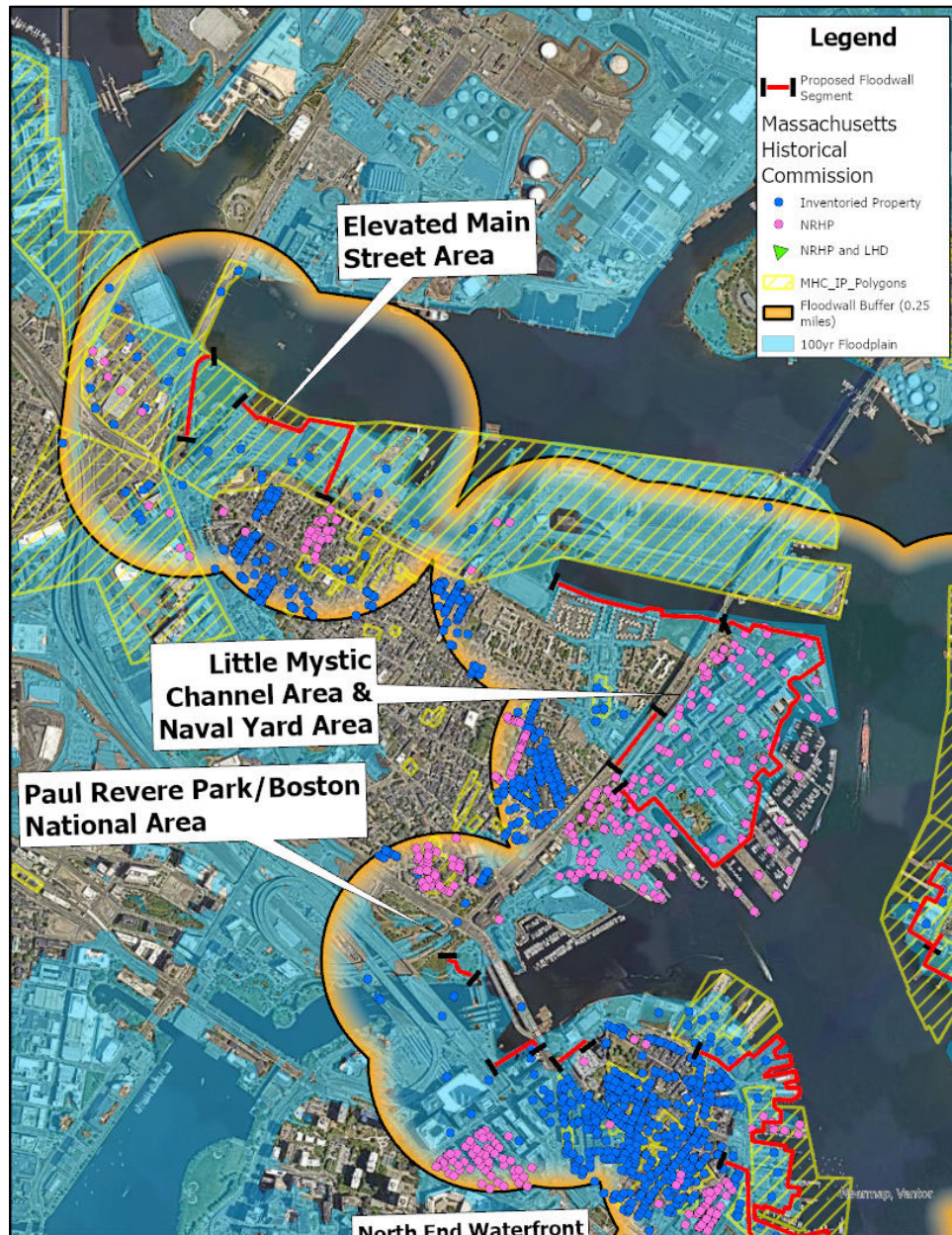


Figure 42. Charlestown Neighborhood (4 areas) 100 year flood extents and the 1/4-mile Sensitivity with Proposed Structure Locations in red; the sensitivity survey area is in Orange.

The Charlestown Neighborhood at present consists of four areas, the Little Mystic Channel, the Charlestown Navy Yard, the Paul Revere Park (part of Boston National Historical Park), and the Elevated Main Street area. A fifth area the Terminal Street Auto area, part of the Boston Coastal Storm Risk Management Study by the U.S. Army Corp of Engineers, was initially included but is without a Proposed Structure in this survey.

2.4.7.2.1 Charlestown – Boston National Historical Park/Revere Park Area

The Boston National/Revere Park Area within the Charlestown Neighborhood consists of one Proposed Structure (CH_BN_001A) and an alternate (CH_BN_001B), each with identical lengths of 330 feet long. They are characterized as a berm/road elevation (*Figure 43*).

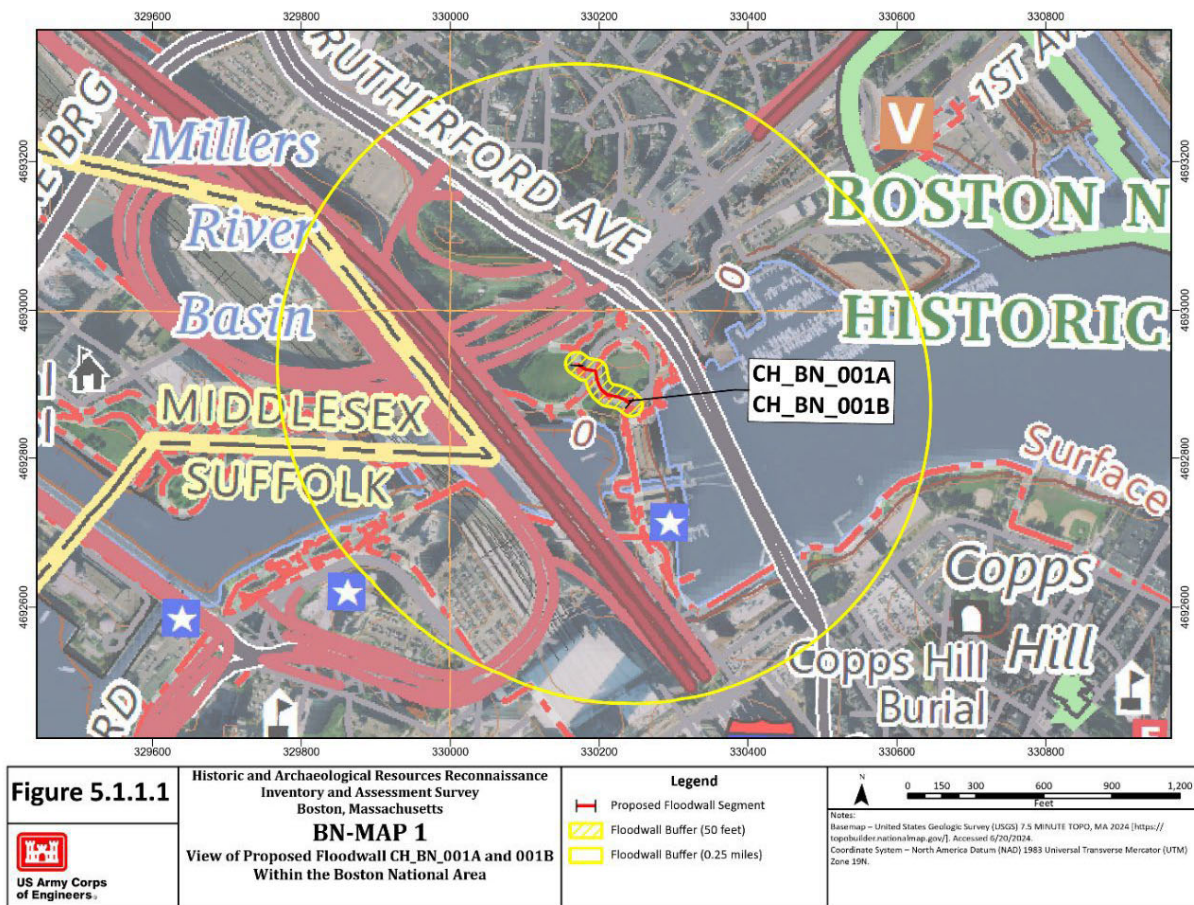


Figure 43. View of Proposed Structure CH_BN_001 within the Paul Revere Park Area.

The structure begins on a concrete sitting area and circle of brick and plantings at a higher elevation of 16 feet above mean sea level and then heads easterly toward the edge of the Charles River opening. The area has been reconstructed with various stone settings and landscaping improvements. The landform slopes downward toward the Charles River, and the structure is intended to keep storm-surge elevated waters at the river's outlet down the slope (Gutbrod et al. 2024: 5-5).

This section of the waterfront was part of a rigorous landfill effort that began in the late 19th century and continued into the mid-20th century with the remodeling and landscaping into its present form with the design of the North Point and the completion of the Central Artery Project. The proposed berm/road elevation is bordered on the north by the Charlestown Bridge (North Washington Street Bridge BOS.9047) over the Charles River (constructed in 1898) and the Leonard P. Zakim Bridge to the south (Gutbrod et al. 2024: 5-5).

The quarter-mile buffer from the proposed structure includes 16 individual inventoried properties, 29 National Register listed properties, and 3 properties with preservation restrictions. Additionally, there are 7 historic districts, 3 historic archaeological sites, and 5 pre-contact archaeological sites.

Table 14. Historic Districts within ¼ mile of proposed Walls (CH_BN_001A & 001B)

#	Designation	MHC #	Historic Name	Common Name	Address
1	NRDIS (2015)	BOS.AY	Boston National Historical Park		Boston (133 contributing)
2		BOS.CN	Hoosac Stores 1, 2 and 3		Boston
3	NRDIS (1966) NHL (1966)	BOS.CO	Boston Naval Shipyard	Charlestown Navy Yard - Boston Navy Yard	Boston (92 contributing)
4		BOS.VL	Saint Mary's Roman Catholic Church Complex		Boston
5	NHL (1966) NRDIS (2015)	BOS.ACQ	Charlestown Navy Yard	Boston Naval Ship Yard - Boston Navy Yard	Boston (97 contributing)
6		BOS.CC	Harvard Street Area		(33 Contributing)
7	NRDIS (1973)	BOS.CL	Town Hill Hist District		(75 Contributing)

Table 15. Landmarks within ¼ mile of the Proposed Structures CH_BN_001A & 001B

Neighborhood	Common name	Status	Areas under jurisdiction	Note
Charlestown	Great House Archaeological Site/City Square	Approved	Interpretive Elements	See Central Artery/Tunnel Project reports
Charlestown	Edward Everett House	Approved	Exterior & Landscape 1814 Federal period	Approved 1996 Ward 2 Parcel 3733
Charlestown	Austin Block	Approved	Exterior only	1981

Table 16. Historic Archeology Sites within ¼ mile of the Proposed Structures CH_BN_001A & 001B

#	MHC #	Site Name	Centuries	Significance	Use Types
1	BOS.HA.41	City Square Archaeology Site	17 18	Archaeology, Historic politics	Tavern, Govt, Single family
2	BOS.HA.47	Parker-Harris Pottery Site	18	Archaeology, Historic, Industry Commerce	Industrial Other Dwelling
3	BOS.HA.48	Newhall-Runey Pottery Site	18 19	Archaeology, Historic Industry Commerce	Other Industrial

Table 17. Precontact Sites within ¼ mile of the Proposed Structures CH_BN_001 & 002

#	MHC #	Site Name	Town	Type	Periods	Notes
1	19-SU-48	Chelsea-Water Street	Boston	CS	Early Woodland Middle Woodland	Seasonal base camp used intermittently by three cultural groups for approximately 2,500 years containing a Fox-Creek like projectile point, chipping debris, fire-cracked rock, and a hearth feature with wood charcoal radiocarbon-dated to 1810+/-50 BP and 2370 +/-80 BP (Shaw et al. 1984).
2	19-SU-59	Town Dock Pottery	Boston	CS	Early Woodland	1981-1987 Central Artery Project Small, probably single-component site, estuarine setting, before inundation and burial under salt marsh peat radiocarbon dated to 680+/-50 BP). 212 pieces of felsite debris, triangular end scraper, hearth features (Ritchie 1994).

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Figure 44. View of Proposed Structure CH_BN _001 and Historic Resources within ¼ mile.

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Figure 45. View of Proposed Structure CH_BN_001 Historic Resources within 50-foot buffer.

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Figure 46. View of Proposed Structure CH_BN_001 and no known Precontact with Historic Archaeology Resources within ¼ mile.

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Figure 47. View of Sensitivity Area for Historic Archaeological Resources within the 50-foot buffer of Proposed Structure CH_BN_001.

2.4.7.2.2 Charlestown – Elevated Main Street Area

The Elevated Main Street Area within the Charlestown Neighborhood consists of two Proposed Structures (CH_EM_001, CH_EM_002). The structures length are 930.84 feet and 2,060.50 feet long (Figure 38). CH_EM_001 is characterized as a Floodwall/Deployable structure and its northern end begins on the west side along the Mystic River (Figure 48). The south end of the structure runs parallel to Alford Street and separates the roadway from Ryan Playground to the East.

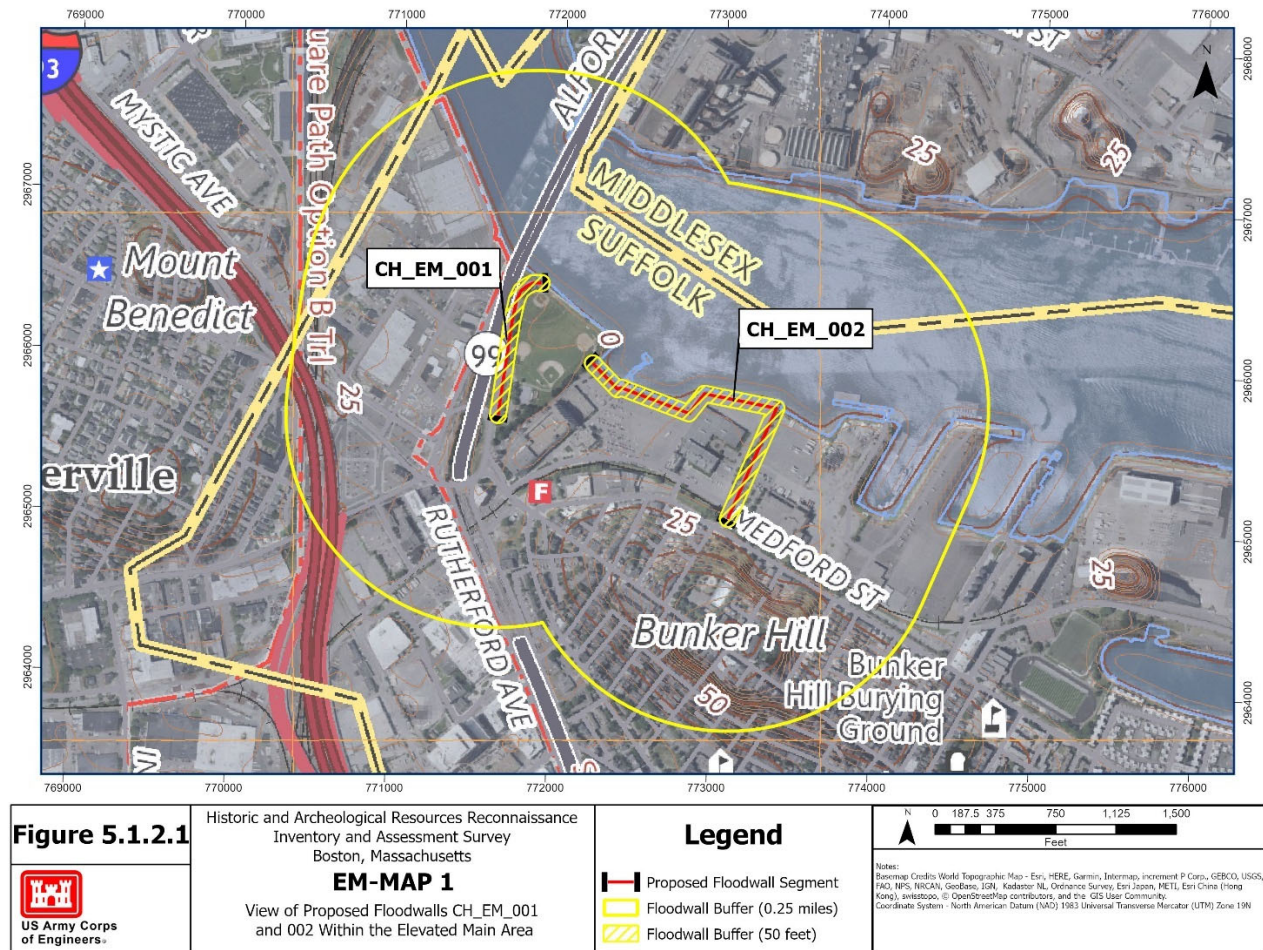


Figure 48. View of Proposed Structures CH_EM_001, CH_EM_002 within the Elevated Main St. Area.

CH_EM_002 is characterized as a Floodwall structure and begins at its western end at Ryan Playground and the Mystic River, the structure area includes surface disturbance of a paved pedestrian trail, reconstructed erosion control boulder wall, and chain-link fencing separating the MBTA yard.

A total of eleven historic districts are located within a quarter-mile of the proposed structure (Table 18). Sensitivity analysis within a quarter-mile distance includes 184 inventoried historic properties, and 34 National Register buildings.

Table 18. Historic Districts within ¼ mile of Proposed Structures CH_EM_001 and CH_EM_002.

#	Designation	MHC #	Historic Name	Common Name	Address
1		BOS.CH	Saint Francis de Sales Roman Catholic Church		303-325, 344 Bunker Hill St (5 contributing)
2		BOS.RL	Charlestown B and M Railroad Industrial Area		Boston (26 contributing)
3		BOS.CE	2-22 Hill Street - 1-5 Mystic Place		Boston
4		BOS.CI	Bunker Hill Court		Boston
5		BOS.RX	Charlestown Heights Ensign John J. Doherty Playground Olmsted, Frederick Law;	Charlestown Heights/ Olmsted design	Boston
6	NR (2009) NRDIS (2009) Lowell portion (1972)	BOS.TB	Middlesex Canal Historic and Archaeological District		Boston (11 contributing)
7	NR (2009) NRDIS (2009)	SMV.BE	Middlesex Canal Historic	Same as BOS.TB	(11 Contributing)

#	Designation	MHC #	Historic Name	Common Name	Address
	Lowell portion (1972)		and Archaeological District	Somerville side	
8		BOS.CJ	Belmont Street Area		Boston
9		BOS.CG	Crystal Place		Boston
10	Recommended Eligible Individual Properties Schrafft Building (BOS.4611)	BOS.RM	Charlestown Mystic River Industrial Area Boston Industrial District	Includes Schraffts Building	Boston (29 Contributing)

There are no known Precontact archaeological sites within the quarter-mile buffer and 12 documented Historic Archaeological sites located within the quarter mile buffer, all associated with the Middlesex Canal and its path that crosses south and west of the Proposed Structure CH_EM_001 (*Table 19*).

Historic sensitivity within the 50-foot buffer includes several state-inventoried buildings as well as multiple properties recommended as eligible for listing in the National Register, including the perimeter decorative Schrafft wall and iron fence surrounding the Schrafft's building. In addition, ongoing community and City efforts to redesign the former Charlestown Playground, combined with the alignment of the Proposed Structure through this area, introduce the potential for impacts to the viewshed and the overall aesthetic character of the park.

Table 19. Historic Archeology Sites within ¼ mile of the Proposed Structures CH_EM_001 and CH_EM_002.

#	MHC#	Designation	Date	Location
1	BOS.HA.101	Middlesex Canal	1803-1852	~120 m west of Alford Street walls nearest point
2	BOS.HA.208	Malden Lock	1803-1852	~138 m west of Alford Street walls nearest point

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#	MHC#	Designation	Date	Location
3	BOS.HA.209	Malden Road Bridge	1803-1852	~132 m west of Alford Street walls nearest point
4	BOS.HA.210	Charlestown Landing	1803-1852	~180 m west of Alford Street walls nearest point
5	BOS.HA.211	Dorrance St. Bridge	1803-1852	~210 m west of Alford Street walls nearest point
6	BOS.HA.212	Main Street Bridge	1803-1852	~195 m west of Alford Street walls nearest point
7	BOS.HA.213	Canal Lock	1803-1852	~180 m west of Medford Street walls nearest point
8	BOS.HA.214	Mill Pond Landing	1803-1852	~180 m south of Medford Street walls nearest point
9	BOS.HA.215	Tide Lock	1803-1852	Over 500 meters south
10	BOS.HA.216	Tide Bridge	1803-1852	Over 500 meters south
11	SMV.HA.5	Middlesex Canal	1803-1852	Over 350 meters west
12	SMV.HA.9	Medford Tpke Bridge	1803-1852	Over 400 meters west / south of north end of wall

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Figure 49. View of Proposed Structures CH_EM_001, CH_EM_002 and Historic Resources within ¼ mile.

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Figure 50. View of Proposed Structures CH_EM_001, CH_EM_002 Historic Resources within 50-foot buffer.

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Figure 51. View of Proposed Structures CH_EM_001, CH_EM_002 and no known Precontact with Historic Archaeology Resources within ¼ mile.

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Figure 52. View of Sensitivity Area for Historic Archaeological Resources within the 50-foot buffer of Proposed Structures CH_EM_001, CH_EM_002.

2.4.7.2.3 Charlestown – Little Mystic Channel Area

The Little Mystic Channel Area within the Charlestown Neighborhood consists of one Proposed Structure (CH_LM_001), measuring 2,428 feet long (*Figure 53*). It is characterized as a floodwall structure and begins on the west side along Medford Street adjacent to the Charlestown Community Playing Field. The structure turns north and then runs along the previously built wall that surrounds the channel at a height of 10 feet above sea level. This wall constructed of 10 courses of large 4-foot x 2-foot rectangular granite blocks and smaller 2-foot x 2-foot angular blocks with quarry drill marks suggests a late 19th-early 20th-century build with a concrete layer added to the top. The block layers on the north side were added after World War II and are noticeably later than the original 10 courses (Gutbrod et al. 2024: 5-39).



Figure 53. View of Proposed Structure CH_LM within the Little Mystic Channel Area.

The quarter-mile Historic Sensitivity distance from the proposed structure includes 67 inventoried historic properties, 36 National Register buildings, and 16 historic districts.

Table 20. Historic Districts within ¼ mile of proposed Wall (CH_LM_001).

#	MHC #	Name	Notes
1	1 BOS.AY	Boston National Historical Park	Boston NRDIS (2015) (133 contributing)
2	2 BOS.CE	2-22 Hill Street - 1-5 Mystic Place	Residential District; Workers Housing;
3	3 BOS.CF	23-46 Green Street High and Bartlett St.	Residential District.
4	4 BOS.CH	Saint Francis de Sales Roman Cath. Ch.	303-325, 344 Bunker Hill St (5 contributing)
5	5 BOS.CJ	Belmont Street Area	Residential District.
6	6 BOS.CK	1-8 Avon Place, Sullivan St	Residential District.
7	7 BOS.CM	Monument Square Historic District	NRDIS (1987), (56 contributing)
8	8 BOS.CP	Bunker Hill Monument	MA/HL (1966) PR (1966) NHL (1961) NRIND (1961) NRDIS (1987) NRDIS (2015)
9	9 BOS.CQ	Bunker Hill St, Boston	Residential District.
10	10 BOS.RM	Charlestown Mystic River Industrial Area Boston Industrial District.	(29 contributing)
11	11 BOS.VK	Saint Catherine of Siena RC Church	Institutional; Religious; (4 contributing)
12	12 BOS.ZU	Terminal Storage Warehouse District	NRDIS (2012)
13	13 BOS.AAY	Russell Street, 19-35	
14	14 BOS.CO	Boston Naval Shipyard Charlestown Navy Yard -	NRDIS (1966) NHL (1966)

15	15 BOS.VK	Saint Catherine of Siena RC Church	Institutional; Religious; (4 contributing)
16	16 BOS.ACQ	Boston Naval Ship Yard	NRDIS (1966) NHL (1966) NRDIS (2015)

There is one known Precontact archaeological site and one documented historic archaeological site within the quarter-mile buffer around the proposed structure (Figure 56). Both are located within the Bunker Hill Monument Park. Evidence of underwater historic archaeological sites has been collected via LIDAR, side-scan sonar, and historic documentation within the Little Mystic Channel with at least one undocumented shipwreck from the 20th century north of the proposed floodwall (Victor Mastone, former State of Massachusetts Board of Underwater Archaeological Resources Executive Office of Energy and Environmental Affairs, Personal Communication) (Gutbrod et al. 2024: 5-40).

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Figure 54. View of Proposed Structure CH_LM _001 and Historic Resources within ¼ mile.

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Figure 55. View of Proposed Structure CH_LM_001 Historic Resources within 50-foot buffer.

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Figure 56. View of Proposed Structure CH_LM_001 and no known Precontact with Historic Archaeology Resources within ¼ mile.

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Figure 57. View of Sensitivity Area for Historic Archaeological Resources within the 50-foot buffer of Proposed Structure CH_LM_001.

2.4.7.2.4 Charlestown – Navy Yard Area

The Navy Yard Area within the Charlestown Neighborhood consists of two Proposed Structures, (CH_NY_001) with a length of 4,032 feet long, and (CH_NY_002) with a length of 1,766 feet long (*Figure 53*). (CH_NY_002) is characterized as a Floodwall/Deployable structure and begins on the north side at the corner of 16th Street and Chelsea Street directly under the Tobin Bridge. The wall continues on 16th Street south and in front of the Charlestown Navy Yard Building 114, a three-story brick building constructed in 1904 and which contains the Boat Shop, Sawmill, and Woodworking Shop. Building 114 had one of the largest bandsaws in the world at the time and was used by carpenters in the Navy Yard for shipbuilding and repairs in the early 20th Century (Gutbrod et al. 2024: 5-53).

South of the wall segment above was the former Navy Hospital (1805-1828) near Building 266 (Quarters L, M, N, O), followed by a northward turn on the east side of Building 114 to the recently resurfaced Harborwalk which follows the edge of the open bay water. Granite blocks making up the Harborwalk have been repositioned and reused from earlier constructed walls, with 10 courses visible above the water at an elevation of 10 feet above mean sea level (Gutbrod et al. 2024: 5-55).

Proposed structure CH_NY_002 continues along the waterfront and Harborwalk, all within the Charlestown Navy Yard (BOS.ACQ) which is an expanded version of the Boston Naval Shipyard (BOS.CO) with 97 contributing resources. Building 106, a former boiler shop built in 1906 and contributing element to the District and Landmark is located near the transition from structure CH_NY_001 and CH_NY_002. Several areas of the Harborwalk surround historic wharf and dry dock areas including timber remains of the U.S. Navy's 19th Century ship building center (Gutbrod et al. 2024: 5-59).

The quarter-mile buffer surrounding the proposed structures includes 75 inventoried historic properties, 174 National Register listed resources, 11 Historic Districts, 2 approved Boston Landmark Areas, 3 National Historic Landmarks, 17 Historic Archaeological Sites, and 4 Precontact archaeological Sites (See, Figures 58-61)

Historic and Archaeological Sensitivity is considered high for the entire length of Proposed Structures CH_NY_001 and CH_NY_002. Though concrete walkways have been constructed on fill soils, the historical assets that make up the first planned naval yard in the United States and the recorded changes that occurred over two centuries create a landscape for generations to indulge in and learn of the adaptations along this historic waterfront. The following description from the Navy Yard area form (BOS.CO) summarizes the extent of historic resources:

The Charlestown Navy Yard consists of 129.5 acres of Industrial buildings, cranes, dry docks, slips, piers, residential structures, and military buildings spread along the southeastern Charlestown waterfront in Boston's inner harbor. It is largely built upon fill dredged from the harbor since the early 19th century. The overall aspect is that of a modern marine-oriented

industrial site. Scattered throughout are several varieties of structures that are historically and architecturally significant. These include purely military structures...such as quarters and armories, general industrial structures such as warehouses and power plants, specific industrial sites such as a rope-making complex and foundries, and marine structures such as dry docks, piers, and shipways.

Charlestown Navy Yard is nationally significant in illustrating the naval and industrial history of the United States. The shipyard's 174-year history and its buildings exemplify the industrial/technology revolution that established the United States as an industrial /society and political word leader and the US navy as the world's greatest naval power. In addition, the yard has retained more of its architectural components and hence its continuity than any other major naval facility, and it therefore documents the full scope of this 174-year history.

Of even greater importance industrially and technologically was the ropewalk, which began operating in 1838. For the first time, the United States government sponsored an industrial production activity. Alexander Parris completed the architectural design, and Dr. Daniel Treadwell, a professor at Harvard University, developed the industrial machinery. In the late 1830s the ropewalk represented production sophistication and quality control standards unsurpassed in the United States. In 1842, the federal government began subsidizing the production of hemp for use in this ropewalk [BOS.CO] (Gutbrod et al. 2024: 5-63-4).

Table 21. Historic Districts within ¼ mile of Proposed Structures (CH_NY_001 & 002)

#	Historic Name	Designation	MHC #	Common Name	Address
1	Boston National Historical Park	NRDIS (2015)	BOS.AY		Boston (133 contributing)
2	Winthrop Square		BOS.CB		Boston
3	Monument Square Historic District	NRDIS (1987)	BOS.CM		Boston (56 contributing)
4	Hoosac Stores 1, 2 and 3		BOS.CN		Boston

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#	Historic Name	Designation	MHC #	Common Name	Address
5	Boston Naval Shipyard	NRDIS (1966) NHL (1966)	BOS.CO	Charlestown Navy Yard - Boston Navy Yard	Boston (92 contributing)
6	Boston Residential	5-14 Lexington Ave. Bunker Hill	BOS.CQ		
7	Boston Industrial District	Charlestown Mystic River Industrial Area	BOS.RM		Boston (29 Contributing)
8	Saint Catherine of Siena RC Church Complex		BOS.VK		Boston (4 contributing)
9	Saint Mary's Roman Catholic Church Complex		BOS.VL		Boston
10	Charlestown Navy Yard	NHL (1966) NRDIS (2015)	BOS.ACQ	Boston Naval Ship Yard - Boston Navy Yard	Boston (97 contributing)
11	Bunker Hill Monument	NRDIS (1966) NHL (1961) NRIND (1966) MA/HL (1966) PR (1966) NRDIS (2015)	BOS.CP		

Table 22. Landmarks within ¼ mile of the Proposed Structures CH_NY_001 & 002

Neighborhood	Common name	Status	Areas under jurisdiction	Note
Charlestown	The Ropewalk	Approved	Exterior only	BLDG 58 (BOS.CO)
Charlestown	Tugboat <i>Luna</i>	Approved	Boston Landmark Comm.	Approved 1985
Charlestown	<i>Cassin Young</i> (USS)		National Park Service Fletcher-class destroyer	National Landmark
Charlestown	Bunker Hill Monument		National Park Service	National Landmark
Charlestown	<i>Constitution</i> (USS)		National Park Service (Frigate) 12/19/60	National Landmark

Table 23. Historic Archeology Sites within ¼ mile of the Proposed Structures CH_NY_001 & 002

#	MHC #	Site Name	Centuries	Significance	Use Types
1	BOS.HA.42	Town Dock Wharves/ Dry Dock Site	17 18 19	Archaeology, Historic Maritime History	Shipyard Other Water Related
2	BOS.HA.43	Town Dock Pottery Site	17 18 19	Archaeology, Historic Maritime History Industry Commerce	Shipyard Other Industrial Other Water Related
3	BOS.HA.44	Henley Distillery Site	18 19	Archaeology, Historic Industry	Distillery
4	BOS.HA.45	Smith Site	17 18	Archaeology, Historic Maritime History	Single Family Dwelling House Ship Yard

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#	MHC #	Site Name	Centuries	Significance	Use Types
5	BOS.HA.46	Ingalls-Penny Pottery Site	18	Archaeology, Historic Industry	Single Family Dwelling House Other Industrial
6	BOS.HA.48	Newhall-Runey Pottery Site	18 19	Archaeology, Historic Industry Commerce	Other Industrial
7	BOS.HA.126	Marine Barracks (Building I)	19 20	Archaeology, Historic Military	Barracks
8	BOS.HA.127	Commandant's House	19 20 21	Archaeology, Historic Military	Military Other
9	BOS.HA.128	Building 24 - Riggers' and Laborers' Shop	19 20 21	Archaeology, Historic Military	Military Other
10	BOS.HA.129	Building 28, Plumbers & Tinnners Shop	19 20 21	Archaeology, Historic Military	Military Other
11	BOS.HA.130	Building 32, Boston Marine	19 20 21	Archaeology, Historic Military	Military Other
12	BOS.HA.131	Phillips Site (Part of the Wapping St Arch. Dist)	17 18 19	Archaeology, Historic Other	Multiple Family Dwelling House
13	BOS.HA.170	Training Field Gun House	19	Archaeology, Historic Community Planning Military	Military Other
14	BOS.HA.171	Old Engine Company 4 Firehouse	19	Archaeology, Historic Community Planning Engineering	Fire House
15	BOS.HA.172	Training Field Fountain	19	Archaeology, Historic Recreation Community Planning	Other Park Structure
16	BOS.HA.173	Breed's Hill Slope	18 19	Archaeology, Historic Other	Other Residential

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#	MHC #	Site Name	Centuries	Significance	Use Types
17	BOS.HA.174	Training Field School	19	Archaeology, Historic Education Community Planning	Parochial School

Table 24. Precontact Sites within ¼ mile of the Proposed Structures CH_NY_001 & 002

#	MHC #	Site Name	Town	Type	Periods	notes
1	19-SU-48	Chelsea-Water Street	Boston	CS	Early Woodland Middle Woodland	
2	19-SU-59	Town Dock Pottery	Boston	CS	Early Woodland	1981-1987 Central Artery Project
3	19-SU-115	Mishawun 1	Boston	WS		Bunker Hill
4	19-SU-116	Mishawun 2	Boston	CS		Bunker hill

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Figure 58. View of Proposed Structure CH_NY _001 & CH_NY_002 and Historic Resources within ¼ mile.

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Figure 59. View of Proposed Structure CH_NY_001 & CH_NY_002 Historic Resources within 50-foot buffer.

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Figure 60. NY-Map4. View of Proposed Structure CH_NY_001 & CH_NY_002 Precontact with Historic Archaeology Resources within ¼ mile.

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Figure 61. View of Sensitivity Area for Historic Archaeological Resources within the 50-foot buffer of Proposed Structure CH_NY_001 & CH_NY_002. The entire structure length is given Sensitivity for Historic Resources.

Downtown/North End

Boston was settled in March 1630 by John Winthrop in Massachusetts Bay at a peninsula-shaped area known as Shawmut located between the mouths of the Charles and Mystic Rivers. Shawmut consisted of about 700 acres that were joined to the mainland by a narrow neck of land that was frequently flooded at high tide. Composed of three main hills that were separated by wide marshes during low tide, the peninsula was named Boston in September 1630 (Gutbrod et al. 2024: 3-21).

The North End area of the peninsula was sparsely populated during the first 20 years of settlement. However, this section soon began to “wharf out” or construct wharves along the shoreline and by 1640 several roads were constructed allowing the North End area to become the commercial center of Boston. Shipbuilding was an important early industry and along with associated maritime service industries became the foundation for the economy. With the decline of shipbuilding in the 19th Century, industrial activities prospered and commercial and residential expansion was facilitated with the filling of Mill Pond, Back Bay, and South Cove which created entirely new areas for development. Italian immigration in the latter part of the 19th Century further transformed the North End area (Gutbrod et al. 2024: 3-21).

2.4.7.3 Downtown/North End Areas

The Downtown/North End Neighborhood consists of three areas (Waterfront Area, West End Area, and Wharf Area) with a total of eight Proposed Structures. The Proposed Structures along the Waterfront are NE_WT_001, a floodwall with a length of 852.3 feet long, Wall NE_WT_002 an In-Water Perimeter Wall having a proposed length of 12,769.5 feet, and Wall NE_WT_003 with a 3,815-foot length and characterized as a floodwall. Two structures are designated in the Wharf District, NE_WD_001, a floodwall/deployable with a length of 249 feet and NE_WD_002, a floodwall with a length of 280 feet. The West End Area within the North End Neighborhood consists of three Proposed Structures, NE_WE_001, a floodwall with a length of 263 feet long, Wall NE_WE_002, a floodwall with a proposed length of 107 feet, and NE_WE_003, a floodwall with length 602 feet. Due to overlap of the structures, the Waterfront and Wharf Areas are combined into a single assessment (Gutbrod et al. 2024: 5-78).

The North End experienced expanding wharf construction from the 17th through the 19th centuries, while the West End was subject to the Mill Pond creation, and eventual fill episode of the early 19th century. These activities made archaeological layers a complex weave of environmental impacts, historical impacts, followed by modern construction (Gutbrod et al. 2024: 6-2).

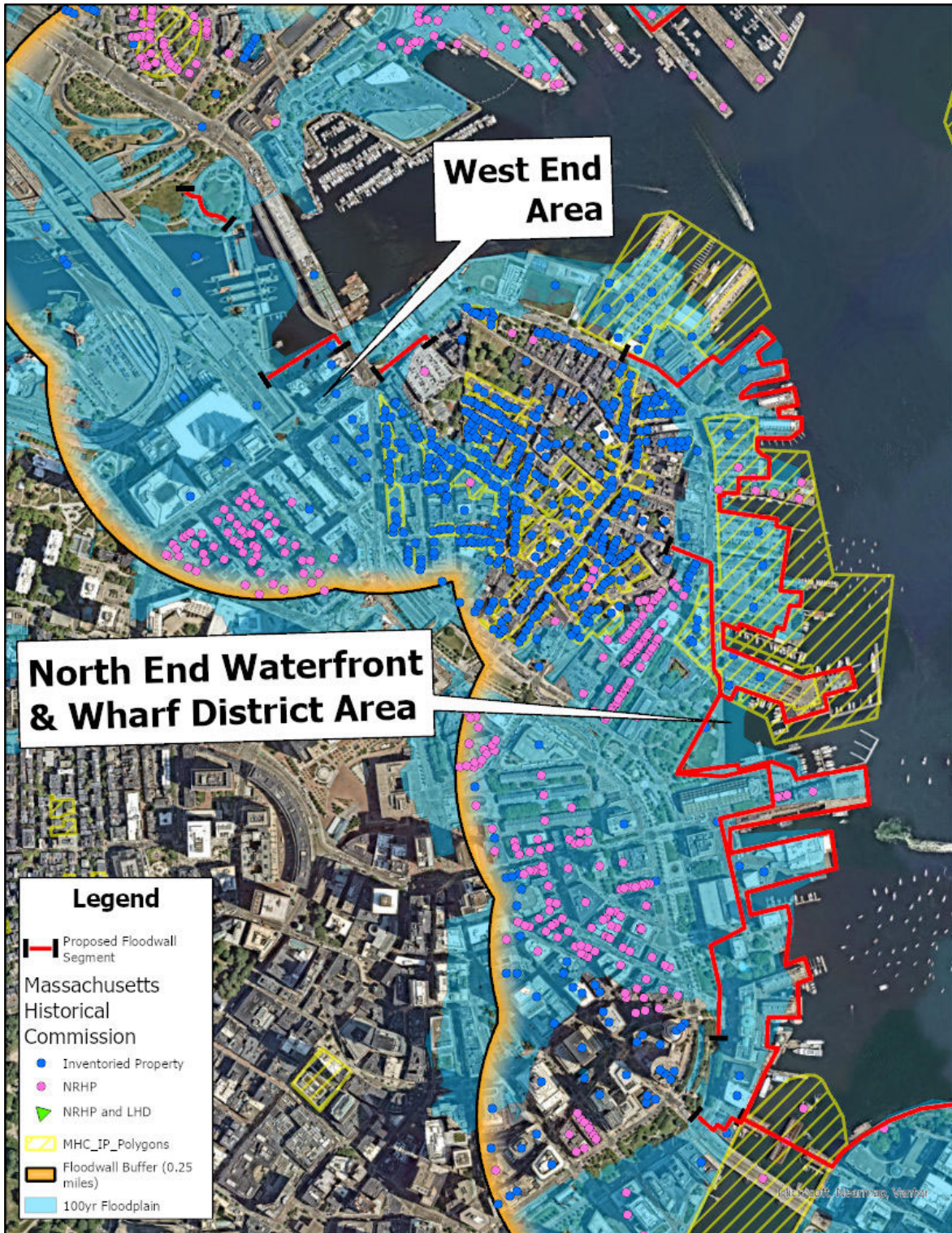


Figure 62. View of the North End Neighborhood 100 year flood extents and the 1/4-mile Sensitivity with Proposed Structure Locations in red; the sensitivity survey area is in Orange.**2.4.7.3.1 North End Neighborhood – West End Area**

The West End Area within the North End Neighborhood consists of three Proposed Structures: NE_WE_001, a floodwall with a length of 263 feet long; Wall NE_WE_002, a floodwall with a proposed length of 107 feet; and Wall NE_WE_003, a floodwall with a proposed length of 602 feet (Figure 63). There is an alternate set of these walls with the exact length for each and have been labelled as Sets A & B. Elevations range from range of 8 feet asl to 14 feet asl across the length of the Structures NE_WE_001, 002, and 003.



Figure 63. View of Proposed Structures (NE_WE_001, 002, 003) within the West End Area.

The quarter-mile Precontact and Historic Resource buffer surrounding the proposed structures encounters 380 historic resources that can be sorted into 302 Inventoried Historic Properties and 78 National Register listed historic properties including 63 that are part of a National Register district. Five properties are also individually listed on the National Register, and eight have preservation restrictions. There are 19 Historic Districts, 3 Boston Landmarks and 2 that are pending including one for National Landmark status

(Figure 64; Table 26). Finally, there are 9 Historical Archaeological Sites and 2 Precontact Sites within a quarter mile (Table 27; Table 28; Figure 66).

Table 25. Historic Areas within ¼ mile of Proposed Structures (NE_WE_001, 002, 003)

#	MHC #	Historic Name	Designation	Significance	Use Type
1	BOS.AL	Bulfinch Triangle Historic District	NRHP NRDIS	Architecture; Commerce; Planning; Industry;	Commercial District; Other Industrial;
2	BOS.AY	Boston National Historical Park	NRHP NRDIS	Architecture; Commerce; Planning; Religion; Social History;	Institutional;
3	BOS.CN	Hoosac Stores 1, 2 and 3	NRHP NRDIS NRIND	Architecture; Commerce; Economics; Transportation;	Industrial Complex or District; Other Rail Related; Other Transportation;
4	BOS.CO	Boston Naval Shipyard	NRHP NHL NRDIS	Archaeology, Historic; Architecture; Economics; Engineering; Industry; Invention; Landscape Architecture; Military; Politics Government; Social History; Transportation;	Military Other; Museum; Other Water Related; Ship Yard;
5	BOS.CR	Hanover Street (Upper) Area	Inventoried Properties	Architecture; Commerce; Community Planning; Ethnic Heritage; Government; Religion; Social History;	Commercial District; Other Institutional; Residential District;
6	BOS.CS	Hull Street Area	Inventoried Properties	Architecture; Community Planning; Religion;	Other Religious; Residential District;

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#	MHC #	Historic Name	Designation	Significance	Use Type
7	BOS.CT	United States Coast Guard Support Center	Inventoried Properties	Architecture; Commerce; Industry; Maritime Military; Transportation;	Food Processing and Packaging; Fort or Base; Industrial Complex or District; Other Water Related;
8	BOS.CV	Old North Church	MA/HLPR NHL NRDIS NRIND PR	Architecture; Military;	Military Other; Other Religious; Other Social;
9	BOS.ABT	Charter Street - Commercial Street Area	Inventoried Properties	Architecture; Community Planning;	Residential District;
10	BOS.ABV	Endicott - North Margin - Thacher Streets Area	Inventoried Properties	Architecture; Commerce;	Commercial District; Residential District;
11	BOS.ABY	Stillman Place Area	Inventoried Properties	Residential	1825-1830
12	BOS.ACM	Battery Streetscape, 8 - 28 (Even)	Inventoried Properties	Architecture; Commerce; Ethnic Heritage;	Other Commercial; Residential District;
13	BOS.ACN	North End Municipal Area	Inventoried Properties	Architecture; Community Planning; Education; Politics Recreation; Religion;	Other Educational; Civic; Recreational; Residential;
14	BOS.ACO	Salem - Prince Streets Area	Inventoried Properties	Architecture; Commerce; Community Planning; Ethnic Heritage; Government;	Other Commercial; Other Governmental or Civic; Residential District;
15	BOS.ACP	Snow Hill Street - Cleveland	Inventoried Properties	Architecture; Commerce;	Residential District;

#	MHC #	Historic Name	Designation	Significance	Use Type
		Place Area		Planning; Ethnic Heritage	
16	BOS.ACQ	Charlestown Navy Yard	NRHP NHL NRDIS	Archaeology; Historic; Architecture; Economics; Engineering; Industry; Invention; Landscape; Military; Politics Government; Social History; Transportation;	Military Other; Museum; Other Water Related; Ship Yard;
17	BOS.ACY	Cooper Street Area	Inventoried Properties	Architecture; Commerce; Community Planning;	Residential District;
18	BOS.ADB	Sheafe Street Area	Inventoried Properties	Architecture; Community Planning;	Residential District;
19	BOS.AFX	North Washington St Area	Inventoried Properties	45-49 North Washington St to 181-183	

The Proposed Structures for the West End Area are all located on fill land that extended the original Boston town footprint to the west with soils from Copp’s Hill and Beacon Hill. The Gee Shipyard on the Captain Bonner map is 200 feet to the east of the Proposed Structures NE_WE_001 and NE_WE_002. Ship debris and 17th- and 18th-century artifacts are likely to be located within the fill randomly interspersed within fill soils. Proposed Structure NE_WE_003 to the north terminates near the original soils of the Boston North End and Hudson Point. Hunt & White’s Shipyard appears near where the Proposed Structure north end would be installed. This location is also noted as “Goodwyn’s W.” or Goodwyn’s Wharf on the 1814 Hale Map (Boston Public Library Norman B. Leventhal Map & Education Center in Gutbrod et al. 2024: 6-10).

Table 26. North End Landmarks within ¼ mile of the Proposed Structures.

#	Common Name	Status NL/State	Areas under jurisdiction	Note-MHC-#
1	Old North Church BOS.5450	Pending City Status / National Landmark	BOS.AY, BOS.CV Designation(s): MA Archaeo/Historic Landmark (04/01/1966); National Register Individual Property (10/15/1966); National Historic Landmark (01/20/1961); Preservation Restriction (09/12/2005); National Register District (05/05/2015);	Built 1722, (BOS.5450) MA Landmark Also, gate, fence, memorial wall, MA/HL (BOS.9148, 9149, 9150) Sexton House (BOS.5452)
2	North Bennet Street Bath House & Gymnasium (Nazzaro Center)	Approved City Status	Exterior	2023 Landmark under Chapter 772 of the Acts of 1975,
3	St. Leonard's Church	Pending City Status		

The Boston Landmarks Commission and the National Park Service were consulted for the Landmark status of resources within the quarter-mile of the Proposed Structures with three discovered, two are Boston Landmarks and one is a National Landmark (<https://www.boston.gov/departments/landmarks-commission>) and the online resource (<https://www.nps.gov/subjects/nationalhistoriclandmarks/list-of-nhls-by-state>).

The Old North Church, as described in the National Register form originally written in 1960 (E. Shedd, Jr. (8/1/60) and Charles W. Snell (12/19/67), is characterized as one of Americas most treasured landmarks:

Historically and architecturally, the Old North Church (Christ Church) on Salem Street in Boston's North End is one of America's most cherished landmarks. Despite the almost legendary quality of the story today, two lanterns did hang in the spire on the night of April 18, 1775, to notify patriots on the opposite side of the Charles River that British troops were moving out of Boston by water in route to Concord and Lexington. In addition to its role as a signal station on the eve of the American Revolution, Old North possesses further distinction "as Boston's oldest

surviving church and the first such building in the English colonies to assume the fully developed character of Christopher Wren's London church Old North Church, designed by William Price, a Boston book and print dealer, [was] erected in 1722-37 (Gutbrod et al. 2024: 6-13)

There are nine Historic Archaeology Sites within a quarter mile of Proposed Structures NE_WE_001, 002, & 003 (Table 27).

Table 27. Historic Archaeology Sites within ¼ mile of the Proposed Structures

	MHC #	Site Name	Centuries	Significance	Use Types
1	BOS.HA.11	Mill Pond Fill Site	19	Archaeology, Historic Industry Maritime History	Site destroyed by central artery
2	BOS.HA.195	Old North Church Crypt Site	18 19	Archaeology, Historic Religion Architecture	Burial Ground
3	BOS.HA.200	Clough House	18 19 20	Archaeology, Historic	Other Residential
4	BOS.HA.201	Molasses Tank	20	Industry	Constructed 1915, maritime train commerce, destroyed 1919.
5	BOS.HA.202	Freight Shed 2	20	Industry	Distillery
6	BOS.HA.203	Freight Shed 3	20	Industry	Distillery
7	BOS.HA.204	Freight Shed 4	20	Industry	Distillery
8	BOS.HA.205	Pump House	20	Industry	Distillery
9	BOS.HA.206	Wharf Structure	19 20	Industry	Other Industrial

There are two known Precontact Sites ¼ mile of the Proposed Structures (NE_WE_001, 002, 003).

Table 28. Precontact Archaeology Sites within ¼ mile of Proposed Structures.

#	MHC #	Site Name	Period	Significance	Artifacts
3	19-SU-119	Clough House Native Site	Late Archaic	Destroyed site 21 Unity Street. Redeposited soil, 1982 form, city of Boston archaeology program 2017	Find spot, Soapstone bowl fragment, rhyolite flake
4	19-SU-120	Old North Church Crypt Shell Midden	Woodland	Destroyed, shell midden Mixed clay, fill, building debris, former Copp Hill slope to tidal flats.	shell, bone, historic building material in basement crypt/utility area Reported 2017 J. Bagley

Archaeological sensitivity for the near surface (top two meters) is low for the entire length of Proposed Structures (NE_WE_001, 002 & 003), see *Figure 67*. Structure NE_WE_001 covers an area once under water and west of the ferry service that carried Bostonians on the Shawmut Peninsula to Charlestown. As the North End expanded in the late 18th and early 19th centuries this land was filled. The potential for scuttled ships and artifacts from the former Copps Hill and Beacon Hill, which was used as fill, is probable. Deep layers that may have indigenous remains are also a possibility given the documentation of fishing weirs constructed in the marsh flats and in the tidal waters. The Boylston Street Fish Weir site in Boston reveals intensive estuarine exploitation of fish populations by Late Archaic peoples (Johnson 1942, 1949). The Boylston Street Fish Weir is an extensive structure of wooden stakes set in the tidal mud flats of the Back Bay some 4,000 years ago and was presumably designed to capture fish and other marine resources at low tide (Gutbrod et al. 2024: 6-15-6).

The known ebb and flow of the tidal marsh over the last 12,000 years suggests potential for indigenous sites that are now underwater. The Contact Period waterways were potentially landforms in the Paleo Indian and Archaic Periods which suggest the possibility for archaeological resources under the water where the Proposed Structures NE_WE_001 and 003 would be constructed. In terms of Historic Sensitivity, scuttled ships or remains of 17th-, 18th- and 19th-century cultural remains are likely for Proposed Structure location NE_WE_003 given the proximity to the reshaped Boston Harbor. Newman's Wharf was located where Structure NE_WE_003 is proposed and may have archaeological remains intact under the existing boardwalk and Harborwalk area. Pilings

and wooden structural members can be seen along the path and in the water from former boardwalks and piers. Fill soils are likely to be encountered but to what extent and to what impact, only further testing can be answered (Gutbrod et al. 2024: 6-16).

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Figure 64. View of Proposed Structures NE_WE_001, 002, 003 and Historic Resources within ¼ mile.

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Figure 65. View of Proposed Structures NE_WE_001, 002, 003 Historic Resources within 50-foot buffer.

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Figure 66. View of Proposed Structures NE_WE_001, 002, 003 and known Precontact with Historic Archaeology Resources within ¼ mile.

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Figure 67. View of Sensitivity Area for Historic Archaeological Resources within the 50-foot buffer of Proposed Wall NE_WT_001, 002, 003.

2.4.7.3.2 North End Neighborhood – Waterfront and Wharf Areas

The Waterfront and Wharf Area within the North End Neighborhood consists of five Proposed Structures: three are waterfront, NE_WT_001, a floodwall with a length of 852.3 feet long; Wall NE_WT_002, an In-Water Perimeter Wall with a proposed length of 12,769.5 feet; and Wall NE_WT_003, a floodwall with a proposed length of 3,815 feet (Figure 68).

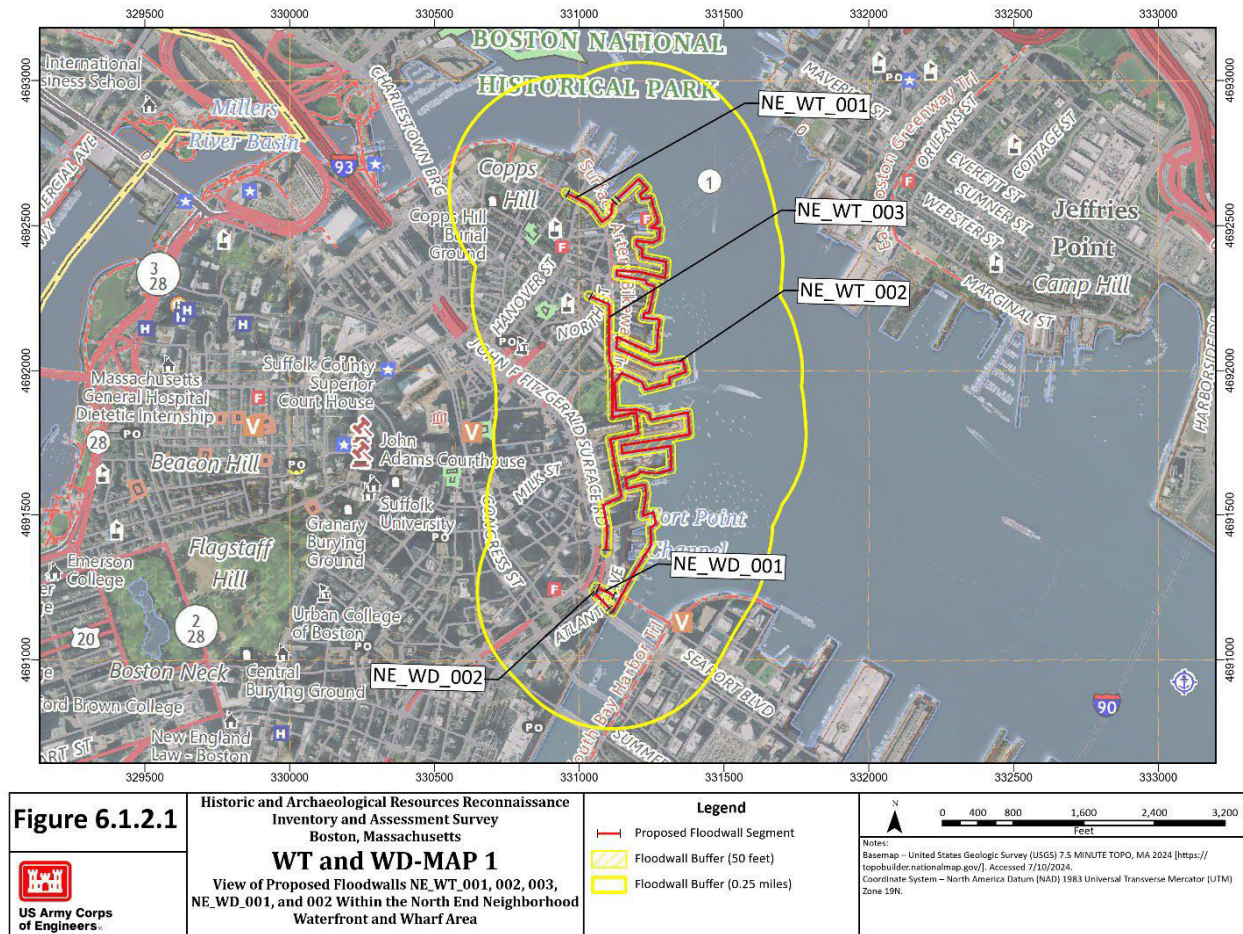


Figure 68. View of Proposed Structures (NE_WT_001, 002, 003, WD_001, WD_002) within the Waterfront and Wharf District Areas.

Two are marked as Wharf District, NE_WD_001, which is designed as a floodwall/deployable with length of 249 feet; and NE_WD_002, which is designed as a floodwall with a length of 280 feet. Both are located on the southern end of the Area near the overlap with Fort Point Channel adjacent to the James J. Hook Lobster Building at 436-440 Atlantic Ave and 15-17 Northern Ave. (Figure 68). Elevations range from 0 or below surface for the In-Water Perimeter Wall 002 to a range of 7 feet to 14 feet asl across the length of the Structures NE_WT_001 and 003 and Structures NE_WD_001 and 002 (Gutbrod et al. 2024: 6-31).

The quarter-mile Precontact and Historic Resource buffer from the Proposed Structures encounter 579 historic resources that can be sorted into 388 Inventoried Historic Properties of which 172 are recognized as National Register listed properties. Five are National Register listed and part of a Local Historic District. A total of 167 are National Register listed and part of a National Register district; 14 are also individually listed on the National Register. Eleven have preservation restrictions. There are 38 Historic Districts (*Table 29*) and 20 approved Boston Landmark Areas, with an additional 6 pending. Of the 33 Landmark designations, 26 are Boston or Massachusetts Landmarks and 10 are National Historic Landmarks. Six are designated as National and not State or City Landmarks (*Figure 68*; *Table 30*), Finally, there are 12 Historical Archaeology Sites, and 4 Precontact Sites within a quarter mile (*Figure 70*).

Table 29. Historic Areas within ¼ mile of Proposed Structures (NE_WT_001, 002, 003).

#	MHC #	Historic Name	Designation	Legend	Significance	Use Type
1	BOS.AK	Blackstone Block Historic District	NRDIS	NRHP	Architecture; Commerce; Community Planning	Commercial District
2	BOS.AN	Custom House District	NRDIS	NRHP	Architecture; Commerce; Community Planning	9 Contributing assets Commercial District
3	BOS.AO	India St, 25-27	LL NRDIS	NRHP	Architecture; Commerce; Community Planning	Other Commercial
4	BOS.AQ	Long Wharf and Custom House Block	NHL NRDIS	NRHP	Architecture; Commerce; Community Planning; Industry; Maritime	4 contributing assets Commercial District; Other Water Related
5	BOS.AT	Quincy Market	NHL NRDIS	NRHP	Architecture; Commerce; Community Planning; Maritime	Commercial District
6	BOS.AU	Richardson Block	NRDIS NRIND	NRHP	Architecture; Commerce; Community Planning	9 Contributing assets Commercial District

#	MHC #	Historic Name	Designation	Legend	Significance	Use Type
7	BOS.BD	Russia Wharf Buildings	NRDIS	NRHP	Architecture; Commerce; Community Planning; Industry	3 contributing north of Congress Street between Atlantic Avenue and the Fort Point Channel 1897 after fire 1872 Commercial District
8	BOS.CR	Hanover Street (Upper) Area		Inv. Property	Architecture; Commerce; Community Planning; Ethnic Heritage; Government; Religion; Social History	Commercial District; Other Institutional; Residential District
9	BOS.CS	Hull Street Area		Inv. Property	Architecture; Community Planning; Religion	Other Religious; Residential District
10	BOS.CT	United States Coast Guard Support Center		Inv. Property	Architecture; Commerce; Industry; Maritime Military; Transportation	Food Processing and Packaging; Fort or Base; Industrial Complex or District; Other Water Related
11	BOS.CU	Fulton - Commercial Streets District	NRDIS	NRHP	Architecture; Commerce; Community Planning;	Commercial District; Other Residential
12	BOS.CV	Old North Church	MA/HL NHL NRDIS NRIND PR	PR	Architecture; Military;	Military Other; Other Religious; Other Social

#	MHC #	Historic Name	Designation	Legend	Significance	Use Type
13	BOS.CW	Union Wharf	NRIND	NRHP	Architecture; Commerce; Transportation	7 contributing assets Commercial Residential; Other Water Related
14	BOS.CX	Fort Point Channel District		Inv. Property	Architecture; Engineering; Industry	Commercial District; Other Industrial; Transportation; Water Related
15	BOS.RF	Custom House District (1996 Amendment)	NRDIS	NRHP	Archaeology, Historic; Architecture; Commerce; Community Planning	Commercial District
16	BOS.TA	Fulton - Commercial Streets District	NRDIS	NRHP	Architecture; Commerce; Community Planning	Other Commercial
17	BOS.WK	Sacred Heart Roman Catholic Church Complex		Inv. Property	Architecture; Art; Community Planning; Ethnic Heritage; Religion	Other Institutional; Other Religious
18	BOS.WL	Saint Leonard of Port Maurice Catholic Church		Inv. Property	Architecture; Art; Community Planning; Ethnic Heritage; Religion	Other Institutional; Other Religious

#	MHC #	Historic Name	Designation	Legend	Significance	Use Type
19	BOS.WZ	Fort Point Channel Historic District	NRDIS	NRHP	Architecture; Commerce; Community Planning; Engineering; Industry; Maritime History; Transportation	98 contributing National Register Form 1836-1954 Commercial District; Industrial District; Processing; Road Related; Transportation; Water Related; Residential District
20	BOS.ZG	Fort Point Channel Landmark District	LHD	LHD	Architecture; Community Planning; Engineering; Industry; Maritime Transportation	104 contributing to LHD Commercial District; Industrial Complex, Transportation; Water Related; Residential District
21	BOS.ZS	Blackstone Block Street Network	LL NRDIS	NRHP	Commerce; Community Planning; Engineering; Transportation	Other Road Related; Other Transportation
22	BOS.ABS	Gridley Street Historic District	NRDIS	NRHP	Architecture; Commerce	Commercial District; 12 contributing assets. Nine are Richardson Block (BOS.AU)
23	BOS.ABT	Charter Street - Commercial Street Area		Inv. Property	Architecture; Community Planning	Residential District

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#	MHC #	Historic Name	Designation	Legend	Significance	Use Type
24	BOS.ABU	Commercial Wharf Area		Inv. Property	Architecture; Commerce; Industry; Maritime	7 contributing assets Commercial District
25	BOS.ABV	Endicott - North Margin - Thacher Streets Area		Inv. Property	Architecture; Commerce	Commercial District; Residential District
26	BOS.ABW	Holden Court Area		Inv. Property	Architecture	Residential District
27	BOS.ABX	Powers Court Area		Inv. Property	Architecture; Community Planning	Residential District
28	BOS.ACL	Boston Police Station One - Traffic Tunnel	NRIND	NRHP	Architecture; Industry; Government	Administration Office; Penal Institution; Police Station; Printing Shop; Public School
29	BOS.ACM	Battery Streetscape, 8 - 28 (Even)		Inv. Property	Architecture; Commerce; Ethnic Heritage;	Other Commercial; Residential District
30	BOS.ACN	North End Municipal Area		Inv. Property	Architecture; Community Planning; Education; Politics Recreation; Religion	Other Educational; Other Governmental or Civic; Other Recreational; Other Residential
31	BOS.ACO	Salem - Prince Streets Area		Inv. Property	Architecture; Commerce; Community Planning; Ethnic Heritage; Government	Other Commercial; Other Governmental or Civic; Residential District
32	BOS.ACP	Snow Hill Street - Cleveland Place Area		Inv. Property	Architecture; Commerce; Planning;	Residential District;

#	MHC #	Historic Name	Designation	Legend	Significance	Use Type
					Ethnic Heritage	
33	BOS.ACR	Old Waterfront District		Inv. Property	Architecture; Commerce; Community Planning; Engineering; Industry; Maritime Transportation	Commercial District; Other Industrial
35	BOS.ACY	Cooper Street Area		Inv. Property	Architecture; Commerce; Community Planning	Residential District
36	BOS.ACZ	Lower Hanover Street Area		Inv. Property	Architecture; Commerce; Ethnic Heritage; Religion; Social History	Commercial District; Other Institutional; Residential District
37	BOS.ADA	North Square Area		Inv. Property	Architecture; Commerce; Government; Religion; Transportation	Commercial District; Other Institutional; Residential District
38	BOS.ADB	Sheafe Street Area		Inv. Property	Architecture; Community Planning;	Residential District

Table 30. Landmarks in the North End within ¼ mile of the Proposed Structures.

#	Common Name	Status NL/State	Areas under jurisdiction	Note-MHC-#
1	Old North Church	Pending City Status National Landmark		Built 1723 (BOS.5450) MA Landmark Also, gate, fence, memorial wall, MA/HL

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#	Common Name	Status NL/State	Areas under jurisdiction	Note-MHC-#
				(BOS.9148, 9149, 9150) Sexton House (BOS.5452)
2	North Bennet Street Bath House & Gymnasium (Nazzaro Center)	Approved City Status	Exterior	2023 Landmark under Chapter 772 of the Acts of 1975
3	St. Leonard's Church	Pending City Status		
4	Sacred Heart Church	Pending City Status		
5	Commercial Wharf	Pending City Status		
6	US Custom House	Approved City Status	Exterior and interior	Greek revival, original 1810, 1835- 1837 New customs House, built on to added in 1912-1915." Highest Significance" Landmark status 1980.
7	Battery March Building	Approved City Status	Exterior only	1928 Art Deco
8	Blackstone Block	Approved City Status	Streets and Sidewalks	Landmark Study 1983
9	Board of Trade Building	Approved City Status	Exterior only	
10	Richards Building	Approved City Status	Exterior only	
11	5-7 Broad Street	Approved City Status	Exterior only	
12	50-52 Broad Street	Approved City Status	Exterior only	Built 1853, warehouse, early Mansard Roof improved stone design. Landmark Study 1978-1983
13	64A-64 Broad Street	Approved City Status	Exterior only	Federal Style, built 1805- 1807, warehouse, funded by Broad Street Association; Landmark Study 1978- 1983

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#	Common Name	Status NL/State	Areas under jurisdiction	Note-MHC-#
14	India Street, 25-27	Approved City Status	Exterior only	Wharf storage, 1805, Bulfinch drawing. Landmark Study 1978-1983,
15	72 Broad Street	Approved City Status	Exterior only	Built 1853, warehouse, early Mansard Roof improved stone design. Landmark Study 1978-1983
16	102 Broad Street	Approved City Status	Exterior only	Federal Style, built 1805- 1807, warehouse, Landmark Study 1983
17	123-125 Broad Street	Pending City Status		
18	Flour and Grain Exchange	Approved City Status	Exterior only	1994
19	Post Office Square	Pending City Status		
20	Stock Exchange Building	Approved City Status	Exterior of State and Kilby streets 60' back from street	1889-1891
21	Federal Reserve Building	Approved City Status	Exterior only	1978
22	Fort Point Landmark District	Designated /Activated		2009
23	New England Telephone and Telegraph Building	Pending City Status		
24	Richardson Block	Approved City Status	Exterior only	2023
25	Quincy Market Building	Approved City Status National Landmark	Exterior and interior	1826, Alexander Parris design, 535 x 50 ft, 1970s conversion alterations. Neoclassicism and Greek- Revival style. Eminent domain used and auctioned for costs.

#	Common Name	Status NL/State	Areas under jurisdiction	Note-MHC-#
26	Faneuil Hall	Approved City Status National Landmark	Exterior and interior	Original Peter Faneuil Hall 1742, Burned rebuilt 1761, 1806 enlargement by Bulfinch, 1827 Parris renovation, Market regulation debate. British arms storage 1770s. Visited by Washington 1789, Lafayette 1784.
27	Long Wharf and Custom House Block	National Landmark		18 th -century construction, busiest port and commercial wharf in Great Britain's North American colony in 18 th century.
28	Old South Meeting House	National Landmark	Active church	1729 building where Boston Tea Party was planned on December 16, 1773. Site of Revolutionary-era public gatherings.
29	Old State House	National Landmark		Constructed 1712, seat of Massachusetts colonial and state government until 1793. Boston Massacre location March 5, 1770
30	Pierce–Hichborn House	National Landmark		1711; next to Paul Revere House, owned Revere Memorial Assn.
31	Paul Revere House	National Landmark		1680. home to Revolutionary War hero, silversmith, and early industrialist, on Freedom Trail
32	Roseway (Schooner)	National Landmark	Boston Harbor location	Launched in 1925, in Essex, a wooden gaff- rigged schooner for racing.
33	Union Oyster House	National Landmark		Oldest restaurant, opened in 1826 building from first decade 18 th century

Table 31. Historical Archaeology Sites within ¼ mile of the Proposed Structures

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#	MHC #	Site Name	Centuries	Significance	Use Types
1	BOS.HA.7	Long Wharf Site	18 19	Archaeology, Historic Maritime History; destroyed	Other Water Related Warehouse
2	BOS.HA.8	Central Wharf Site	19	Archaeology, Historic Maritime History; destroyed	Warehouse Other Water Related
3	BOS.HA.11	Mill Pond Fill Site	19	Archaeology, Historic Industry, Maritime History	Important site destroyed by central artery beyond ¼ mile
4	BOS.HA.11 1	Paul Revere House	17 18 19 20	Archaeology, Planning	Single Family Dwelling House
5	BOS.HA.19 5	Old North Church Crypt Site	18 19	Archaeology, Historic Religion Architecture	Burial Ground
6	BOS.HA.20 0	Clough House	18 19 20	Archaeology, Historic	Other Residential
7	BOS.HA.20 1	Molasses Tank	20	Industry	Constructed 1915, maritime train commerce, destroyed 1919.
#	MHC #	Site Name	Centuries	Significance	Use Types
8	BOS.HA.20 2	Freight Shed 2	20	Industry	Distillery
9	BOS.HA.20 3	Freight Shed 3	20	Industry	Distillery
10	BOS.HA.20 4	Freight Shed 4	20	Industry	Distillery
11	BOS.HA.20 5	Pump House	20	Industry	Distillery
12	BOS.HA.20 6	Wharf Structure	19 20	Industry	Other Industrial

There are four known Precontact Sites within a quarter mile of the Proposed Structures (NE_WT_001, 002, 003), see Table 32 & Figure 70.

Table 32. Precontact Archaeology Sites within ¼ mile of Proposed Structures

#	MHC #	Site Name	Period	Significance	Artifacts
1	19-SU-11	North Washington St. Site	Unknown	Located south of expressway north of Faneuil Hall/Quincy Market	E.N. Horsford 1886 reference to settlement, 1968 site form
2	19-SU-114	Woven Plant Fiber/Atlantic Avenue Shoe Site (Sandal found 32 feet below surface in marine clay)	Late Woodland	Find Spot West side of Northern Avenue Bridge on Atlantic Avenue	Carbon-dated reed sandal, stacked 2-4 reeds woven (1445-1549 AD)
3	19-SU-119	Clough House Native Site	Late Archaic	Destroyed site; 21 Unity Street. Redeposited soil, 1982 form, city of Boston archaeology program 2017	Find spot, Soapstone bowl fragment, rhyolite flake
4	19-SU-120	Old North Church Crypt Shell Midden	Woodland	Destroyed, shell midden, mixed clay fill, building debris, former Copp Hill slope to tidal flats.	shell, bone, historic building material in basement crypt/utility area; Reported 2017 by J. Bagley

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Figure 69. View of Proposed Structures NE_WT_001, 002, 003 & NE_WD_001, 002 and Historic Resources within ¼ mile.

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Figure . View of Proposed Structures NE_WT _001, 002, 003 & NE_WD_001, 002 Historic Resources within 50-foot buffer.

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Figure 70. View of Proposed Structures NE_WT_001, 002, 003 & NE_WD_001, 002 and known Precontact with Historic Archaeology Resources within ¼ mile.

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Figure 71. View of Sensitivity Area for Historic Archaeological Resources within the 50-foot buffer of Proposed Structure NE_WT_001, 002, 003 & NE_WD_001, 002.

2.4.7.4 South Boston

The South Boston Neighborhood consists of four areas: the Fort Point Channel/ Seaport Boulevard area, the Marine Industrial Park/Reserved Channel, and the South Boston Waterfront (Figure 72). Elevations range from 8 feet asl (areas adjacent to Proposed Structures) to 14 feet asl (structure proposed placement).

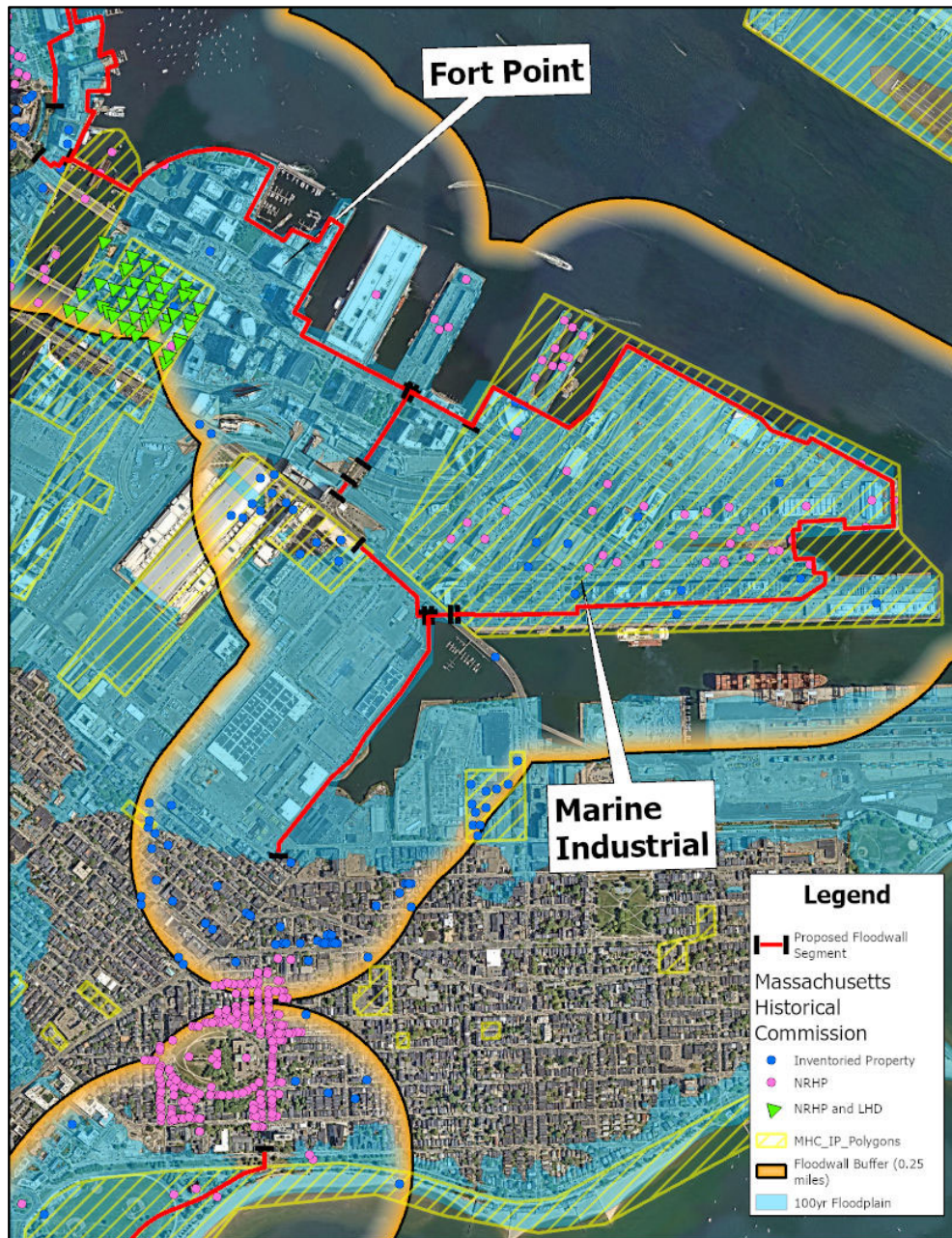


Figure 72. View of South Boston Neighborhood and 100 year flood extents and the 1/4-mile Sensitivity with Proposed Structure Locations in red; the sensitivity survey area is in Orange.

This area begins with the Fort Point area, nestled between downtown Boston and South Boston. It was the site of the Boston Tea Party, multiple periods of constructed historic bridges, built walls, and episodes of fill, which culminated in the Central Artery Project (The Big Dig) of the 1990s. The temporary dry dock constructed for the eventual submerged tunnel parts for the Ted Williams Tunnel impacted the Channel and also added to our understanding of the history of the area. Documentary research spanned 400 years of occupation and land fill in this historic area, which was named after the fort that once occupied the hill previously located here (Gutbrod et al. 2024: 6-74).

The South Boston Neighborhood and the areas of study were created as part of a gradual filling process in South Boston, which began in 1836 and continued into recent times. South Boston was originally a peninsula of about 600 acres, known as Dorchester Neck, which extended eastward into Boston Harbor. Dorchester Neck was then a part of the Town of Dorchester, established in 1630. In the 17th century, land on the Neck was granted to settlers for pasturage (Gutbrod et al. 2024: 7-2).

The land upon which the present buildings in the C Street Area stand did not exist prior to 1884. It was produced as part of a gradual filling process in South Boston beginning in 1836 and continuing through the early 20th century (BOS.RU).

The Boston Fish Pier Historic District (pending Landmark status) occupies 12.7 acres on the north side of Northern Avenue in the Seaport District of South Boston "...is surrounded by substantial modern infill, constructed as part of several major waterfront redevelopment projects in the late 20th and early 21st Centuries" (BOS.ADN). The Naval Annex also was built on fill soils, "From 1981 to 1984, the former piers (not extant) were replaced with solid land as the harbor line was extended from the Fid Kennedy Avenue northward along Piers 1–4 (not extant). The new fill area, amounting to approximately 37 acres" (BOS.AGO) (Gutbrod et al. 2024: 7-2-3).

2.4.7.4.1 South Boston Neighborhood – Fort Point Area

The Fort Point Area, within the South Boston Neighborhood, consists of three Proposed Structures: (SB_WF_001) floodwall with a length of 4233.5 feet; (SB_BV_002) floodwall/deployable with a length of 736 feet; and (SB_BV_005) floodwall with a length of 116.4 feet; (Figure 73). All three surround the small bay known as Fort Point. Elevations range from 8 feet to 14 feet asl along areas adjacent to and at the location of the proposed structures.

The quarter-mile Precontact and Historic Resources buffer from the Proposed Structure locations encounter 103 historic resources that can be sorted into 53 Inventoried Historic Properties, of which 46 are part of Local Historic Districts and 50 are recognized as National Register Listed Historic Properties. Five are also individually listed on the National Register (Figure 74). There are 15 Historic Districts (Table 33), 2 Historical Archaeology Site (Table 35), 4 approved Boston Landmark Areas with 3 pending (Table 33), and one known Precontact archaeological site (Table 36).

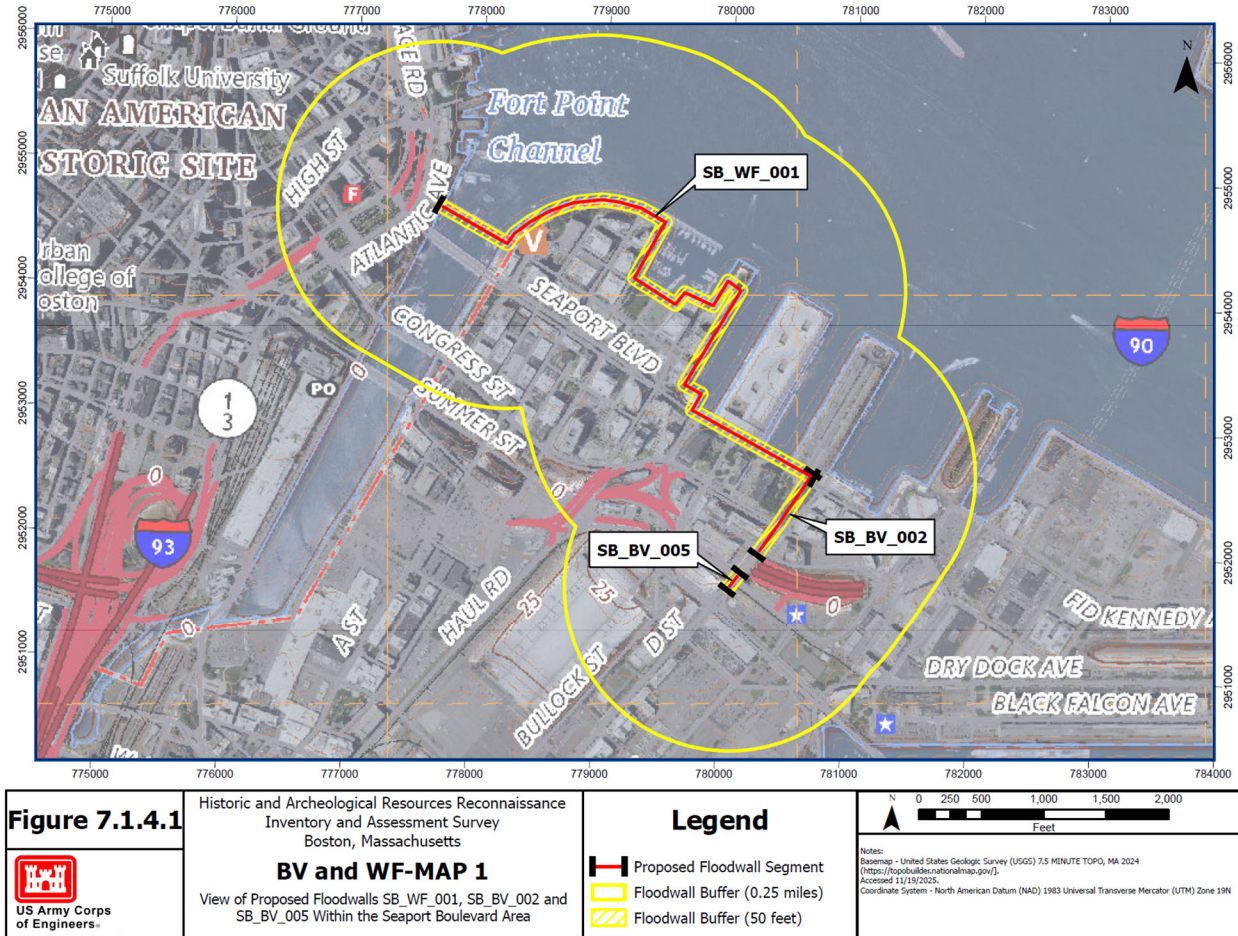


Figure 73. View of Proposed Structures (SB_FP_001, 002, 005) in the Fort Point Area.

Table 33. Historic Districts within ¼ mile of Proposed Structures (SB_WF_001, SB_BV_002 & 005)

#	Designation	MHC #	Historic Name	Type	Details	Address
1	NRDIS	BOS.ADN	Boston Fish Pier Historic District	NRHP	4 contributing assets	Food Processing and Packaging; Other Commercial; Other Water Related;

#	Designation	MHC #	Historic Name	Type	Details	Address
2	NRDIS NRIND	BOS.AU	Richardson Block	NRHP	9 Contributing assets/Pearl and High St. 1870-1890 French style	SEE BOS.ABS Commercial District;
3	NRDIS	BOS.BD	Russia Wharf Buildings	NRHP	3 contributing northern side of Congress Street between Atlantic Avenue and the Fort Point Channel 1897 after fire 1872	Commercial District;
4		BOS.RU	C Street Industrial Area	Inventoried Property	18 contributing	Industrial Complex or District; Other Commercial;
5		BOS.CX	Fort Point Channel District	Inventoried Property	124 contributing, NR eligible 1990	Commercial District; Other Industrial; Other Transportation; Other Water Related
6		BOS.RT	Boston Army Supply Base	Inventoried Property	58 contributing	Fort or Base; Industrial Complex or District; Ship Yard;

#	Designation	MHC #	Historic Name	Type	Details	Address
7	NRDIS	BOS.WZ	Fort Point Channel Historic District	NRHP	122 contributing National Register Form buildings constructed 1836-1954, though most are 1880 and 1929	Commercial District; Industrial Complex or District; 2004 NR Transportation; Other Water Related; Residential District
8	LHD	BOS.ZG	Fort Point Channel Landmark District	LHD	104 contributing to LHD	Commercial District; Industrial Complex or District; Other Processing; Other Road Related; Other Transportation; Other Water Related; Residential District
9	NRDIS	BOS.ABS	Gridley Street Historic District	NRHP	12 contributing assets. Nine constitute the Richardson Block (BOS.AU) listed individually in the National Register	Commercial District

#	Designation	MHC #	Historic Name	Type	Details	Address
10	NRDIS	BOS.AN	Custom House District	NRHP		Commercial District
11	NRDIS (2022)	BOS.AGO	South Boston Naval Annex Historic District	NRDIS	44 contributing resources	Navy Dry Dock

BOS.WZ, The Fort Point Channel National Register Historic District, has 122 contributing historic assets and was built on created land beginning in 1836. The Fort Point Channel District (BOS.CX) has 124 inventoried and contributing properties, while the Fort Point Channel Landmark District (BOS.ZG) has 104 contributing Properties. There are distinct restrictions and characteristics to each district type and most of the contributing assets overlap into all three. The Boston Wharf Company owned and built most of the buildings in the district (Gutbrod et al. 2024: 7-5-6).

The National Register of Historic Places Form for the Fort Point Channel defines the historic district including the walls that line the Fort Point Channel built by the Boston Wharf Company in the 1870s (Gutbrod et al. 2024: 7-7):

The Fort Point Channel National Register Historic District, roughly 55-acres, contains 103 buildings and 11 structures (specifically, four bridges, a prominent chimney, and two sections of seawall along both sides of Fort Point Channel, a ca.1920s Boston Wharf Company roof sign, and a monumental milk bottle built to advertise a milk company). The great majority of the buildings were built between 1880 and 1929 and are lofts constructed for warehousing and light manufacturing. The seawalls on both sides of Fort Point Channel were built

according to boundaries adopted by the Board of Harbor Commissioners during the 1870s. The Boston Wharf Company filled the land on the east side of the channel, then built the streets, laid out lots, and also erected most of the buildings, which were designed by the company's staff architects [BOS.WZ].

To the north of Seaport Boulevard, the Boston Fish Pier Historic District jets out into the harbor and was built in 1910:

*The Boston Fish Pier, constructed by the Boston firm of Holbrook, Cabot & Rollins in the period 1910 to 1912, is a rectangular, dry-laid granite-block, solid-filled pier, 1,200 feet long and 300 feet wide. It rests on a foundation of crushed stone and quarry chips laid on blue clay. The massive, quarry-split granite blocks each weigh at least one ton, and surround fill consisting of dredged material overlaid with gravel. The base of the pier wall is 28 feet thick, tapering to 4 feet above the waterline. At street level, the pier is paved with asphalt, and surrounded by wooden cap rails with cast-iron mooring cleats. **There is potential for the preservation of significant archaeological deposits within and under the pier fill of the Boston Fish Pier** [Contribution by the Massachusetts State Historic Preservation Officer Brona Simon 2017 (SHPO), BOS.ADN] (Gutbrod et al. 2024: 7-67-8).*

Table 34. Boston Landmarks within ¼ mile of the Proposed Structures (SB_FP_001, 002, & 005).

Common name	Status	Areas under jurisdiction	Note
Broad Street	Pending	Exterior only	
Battery March Building	Approved	Exterior only	1995
Boston Fish Pier	Pending	Pier area	Seaport
Federal Reserve Building	Approved	Exterior only	1978
Fort Point Landmark District	Designated/Activated		2009
New England Telephone and Telegraph Building	Pending		
Richardson Block	Approved	Exterior only	2023
United Shoe Machinery Company Building	Approved	Exterior/ Lobby Interior	1983

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Blue Cross Blue-Shield Building,	Approved	Exterior only	2024
Lincoln Building	Pending		

The Fort Point Channel Landmark District (FPCLD) encompasses roughly 55 acres across the Fort Point Channel from downtown Boston. Developed in the 1830s by the Boston Wharf Company and owned by the company until the early 2000s, the Fort Point Channel area is Boston's largest, most cohesive, and most significant collection of late 19th- and early 20th-century industrial loft buildings. Development of the Fort Point Channel area began in 1836 and continued until 1882. The Boston Wharf Company erected nearly all of the buildings in the FPCLD from the designs of their own staff architects (FPCLD Application Form) (Gutbrod et al. 2024: 7-8).

Table 35. Historic Archaeology Sites within ¼ mile of the Proposed Structures.

#	MHC #	Site Name	Centuries	Significance	Use Types
1	BOS.HA.76	Crown Glass Works	19	Industry Archaeology, Historic Invention History	Social history
2	BOS.HA.80	Suffolk County House of Correction	19	Archaeological, historic, Community planning, Social history	Federal Period Early industrial Late industrial

There is one known Precontact Site within a quarter mile of the Proposed Structures (SB_FP_005), see Figure 76. Sensitivity for precontact resources is negligible (for depths of 0-20 feet) due to the entire creation of the landform that surrounds the current edge and location of the Fort Point Channel, see Figure 77 (Gutbrod et al. 2024: 7-9,17).

Table 36. Precontact Archaeology Sites within ¼ mile of Proposed Structures.

#	MHC #	Site Name	Period	Significance	Artifacts
1	19_SU-114	Woven Plant Fiber/Atlantic Avenue Shoe Site (Sandal found 32 feet below surface in marine clay)	Late Woodland	Find Spot West side of Northern Avenue Bridge on Atlantic Avenue	Carbon-dated reed sandal, stacked 2-4 reeds woven (1445-1549 AD)

However, historic cultural resources abound on all sides of the Channel and some are recent additions. The park areas created by the Harborwalk and final Central Artery Project landscaping effort have made an impact to the pedestrian experience along the waterfront. Bridge parts, granite block displays, and even the lower floors of buildings are now parts of the harborside walk and careful detail has gone into their formation and construction. The Fort Point Sea Wall (BOS.9514) is part of the National Register listing (BOS.WZ) and in 1873 planning the seawall was instrumental in establishing the new fill territory around the channel (Gutbrod et al. 2024: 7-17).

Sensitivity for historic properties surround the Fort Point Channel is considered high as testing archeologically below the surface for resources would likely yield fill soils with abundant 19th-century debris and artifacts. Recent historic installations reflecting the Fort Point past are located around the Channel and within proposed structure locations. These areas may be eligible for the National Register, and the structures would impact these properties both visually and physically. Proposed structure placement is critical to the area's accessibility and interpretation. Recommendations for structure construction and placement would necessarily need multiple stakeholder input (including review by the FPCLDC) as well as viewshed analysis and material choice (Gutbrod et al. 2024: 7-17).

Archaeological Sensitivity for near surface resources is low within the top ten feet for the entire length of Proposed Structures (SB_BV_002) and (SB_WF_001). The area was filled in by the Boston Wharf Company during the 19th century along the west section. The land under the Boston Army Supply Base Area did not exist prior to 1914. This area was created as part of the South Boston expansion which began in 1836 and continued through to the mid-20th century. The piers that extend into the water have remnants of pylons and granite walls that were part of the mid-to-late 19th-century expansion. The documentation of the fill included the debris from the Great Boston Fire of 1872 which includes building material, fire affected wood, iron and brick, and other materials from the former financial district of Boston. Below the fill and 19th-and 20th-century expansion of South Boston, archaeological testing including boring and sampling would further our understanding of the deeper profile of marine deposits and potential Archaic and Paleo cultural remains beyond the disturbed top 3-to-5 meters (Gutbrod et al. 2024: 7-70).

The stonework and granite blocks that outline the perimeter of the Fan Pier have been topped with finished granite brick and cobblestone but retain the look and feel of the original seawall. Underneath part of Proposed Structures SB_WF_001 are the intact granite blocks used to support the Historic Northern Avenue Bridge (BOS.9000). The structure was built in 1908 and foundation areas were rebuilt in 1934. This remarkable resource, a triple-barreled swing bridge with a Pratt-type truss, would be impacted by Proposed Structure SB_WF_001 in both construction, materials, and viewshed. These structures will impact the bridge abutments, and support mechanism, and as it is a working rotational opening bridge with original hydraulics, the weight and force of any additional structure would be cumbersome to its integrity and use. Structure SB_WF_001 is also proposed above original segments of the Fort Point Channel Walls from the 19th

century and recent pilings have been used to shore up overhand, pier extensions, and a restaurant (Barking Crab Restaurant).

The Historic Bridge (BOS.9000) is the projected site of SB_WF_001 and would impact both the bridge layout and preservation, but also the foundations of stone and wood that surround it (Figure 74). Extensive documentation of the Bridge, including HAER drawings (HAER N0. MA 37-46) and engineering plans that detail the significance (after BOS.9000) are available (Gutbrod et al. 2024: 7-71).

Sensitivity for Cultural Resources for Seaport Boulevard is low for archaeological resources for the top 6 feet (Figure 77). The overhauled cityscape, on filled soils covered with concrete create a low sensitivity. The 19th-and early 20th-century granite walls are a consistent resource along the waterfront seen from the piers and along the north side as the Proposed Structures SB_BV_001 and SB_WF_001 pass by Fan Peir, Piers 4, 5, and 6 and should be avoided and protected. Artwork and sculpture installations of cultural identity are periodically placed along the green space between the east and west running roadway and will be in conflict with the walls as designed.

The Fan Pier segment, which includes Proposed Structures SB_WF_001, is a complicated and intricate series of layers and fill. The former train depot and yard is well documented along the northeast corner of this segment; The Harborwalk circles the area and follows the water line adjacent to Proposed Structure SB_WF_001. Historic interpretive signs are abundant as they describe transformation and adaptation of the former tidal marsh that once characterized this area.

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Figure 74. View of Proposed Structures SB_WF_001, SB_BV_002, SB_BV_005 and Historic Resources within ¼ mile.

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Figure 75. View of Proposed Structures SB_WF_001, SB_BV_002, SB_BV_005 and Historic Resources within 50-foot buffer.

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Figure 76. View of Proposed Structures SB_WF_001, SB_BV_002, SB_BV_005 and known Precontact Site with recorded Historic Archaeology Resources within ¼ mile.

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Figure 77. View of Sensitivity Area for Historic Archaeological Resources within the 50-foot buffer of Proposed Structures SB_WF_001, SB_BV_002, SB_BV_005

2.4.7.4.2 South Boston Neighborhood – Marine Industrial Channel Area

The Proposed Structure construction in the “Marine Industrial-Channel” area, South Boston Neighborhood, consists of five Proposed Structure segments, SB_MI_001, SB_MI_002, SB_MI_003, SB_MI_RC_001, SB_MI_004, SB_MI_005A/B, and SB_MI_RC_002A/B (Figure 78).

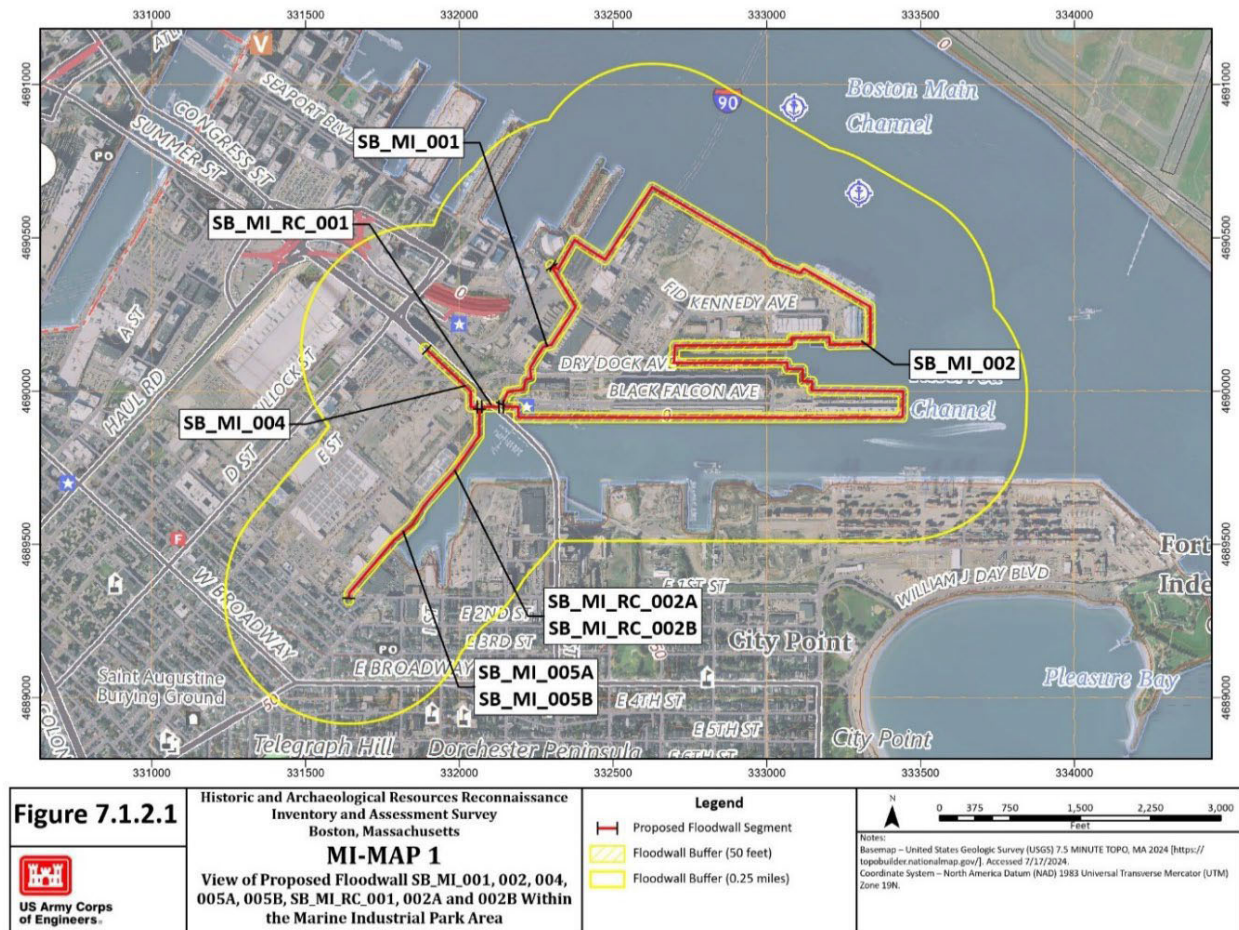


Figure 78. View of Proposed Structures (SB_MI_001, 002, 003, 004, 005) within Marine Industrial Park Area.

As Proposed Structure segments SB_MI_003 and SB_MI_RC_001 are the same location, length, and type they will be collectively referred to as “SB_MI_003” for this report. The same is true for segments SB_MI_005A/B and SB_MI_RC_002A/B which will be referred to as “SB_MI_005A/B.”

Segment SB_MI_001 is a 1,982.05-ft-long combination “Floodwall/Deployable”-type design that runs northerly from the north side of Reserve Channel at Summer Street to intersection of Harbor Street and Northern Avenue at the waterfront piers. Segment SB_MI_002 is a 14,710.71-ft-long “Floodwall”-type design that runs along the Harborwalk

around the perimeter of the historic Boston Army Supply Base, from Summer Street to Harbor Street and Northern Avenue (overlapping Proposed Structures in Seaport Boulevard Area). Segment SB_MI_003 is a 231.45-ft-long “Floodwall”-type design located on the south side of Summer Street and the north side of the Reserve Channel, at the point where Summer Street crosses the channel. Segment SB_MI_004 is a 931.72-ft-long combination “Floodwall/Deployable”-type design running along the southwest side of Summer Street, from a point between D and E Streets to the Reserve Channel. Segment SB_MI_005A/B is a 2,575.84-ft-long “Floodwall”-type design that runs along Summer Street and the Reserve Channel, from West First Street to Summer Street. This structure is a combination/Alternative to the Seaport Boulevard Structures SB_BV_001 (1090 feet, SB_BV_002 (736 feet) and SB_BV_003 (986.25 feet).

The Proposed Structures in the Marine Industrial-Channel area are located in a mid-20th century constructed landscape consisting primarily of commercial buildings, transportation infrastructure, and dry docks and piers in Boston Harbor. The largest open spaces in the area are Joe Moakley Park and Carson Beach. This low-lying (~0-10 ft above sea level) landscape is susceptible to future water-level increases and the 2030 model shows that portion of the South Residential area as far inland as Marine Road, Columbia Road, and East 8th Street will be impacted by 1% annual chance floods. In addition to the Proposed Structure designs, mitigation proposed in this area includes elevated waterfront parks along Carson and L Street Beaches, Pleasure Bay, and the Harborwalk at Fort Independence Park, as well as reinforcements to the existing floodwall along Conley Terminal.

Much of what is now South Boston is composed entirely of made land and is Boston’s second largest filled area, only after East Boston. Castle Island and the South Boston peninsula, bounded to the west by what is now A Street, on the north by West Second Street and East First Street, on the east by Farragut Road, and to the south by Day Boulevard and Columbia Road, were the primary existing landforms prior to English colonization. The peninsula was greatly expanded by filling activities and Castle Island was connected to the mainland (Heidt and McClennen 1999A; Seasholes 2003:292 in Gutbrod et al. 2024: 7-24).

The quarter-mile Historic Sensitivity around the proposed structures encounters nine state and national Historic District (Figure 79): Dorchester Heights National Historic Site (BOS.IR), with 6 historic resources; Cathedral of Saint George Historic District (BOS.SI), with 3 historic resources; Gate of Heaven Roman Catholic Church Complex (BOS.WQ), with 5 historic resources; Saint Vincent de Paul Roman Catholic Church (BOS.WW), with 2 historic resources; C Street Industrial Area (BOS.RU), with 18 historic resources; Boston Army Supply Base (BOS.RT), with 58 historic resources; South Boston Naval Annex Historic District (BOS.AGO), with 44 historic resources; Boston Fish Pier Historic District (BOS.ADN), with 4 historic resources; and King Terminal (BOS.RV), with 15 historic resources (Gutbrod et al. 2024: 7-26).

Table 37. Historic Areas within ¼ mile of Proposed Structures (SB_MI_001, 002, 003, 004, 005).

Name	ID	State Historic Properties	National Register	NR Contributing Properties
Dorchester Heights National Historic Site	BOS.IR	6	Yes	1
Cathedral of Saint George Historic District	BOS.SI	3	Yes	3
Gate of Heaven Roman Catholic Church Complex	BOS.WQ	5		
Saint Vincent de Paul Roman Catholic Church	BOS.WW	2		
C Street Industrial Area	BOS.RU	18		
Boston Army Supply Base	BOS.RT	58		
South Boston Naval Annex Historic District	BOS.AGO	44	Yes	50
Boston Fish Pier Historic District	BOS.ADN	4	Yes	4
King Terminal	BOS.RV	15		

The 50-foot Historic Sensitivity distance for the Proposed Structures encounters three Historic Districts (Figure 80): the national and state recognized “South Boston Naval Annex Historic District” (BOS.AGO), the state recognized “Boston Army Supply Base” (BOS.RT), and “C Street Industrial Area” (BOS.RU).

Table 38. Historic Areas within 50-foot buffer of Proposed Structures (SB_MI_001, 002, 003, 004, 005).

Name	ID	State Historic Properties	National Register	NR Contributing Properties	Measures
South Boston Naval Annex Historic District	BOS.AGO	44	Yes	50	SB_MI_001, SB_MI_002

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Boston Army Supply Base	BOS.RT	58	---		SB_MI_001, SB_MI_002, SB_MI_003
C Street Industrial Area	BOS.RU	18	---		SB_MI_004

The South Boston Naval Annex Historic District (BOS.AGO), located in the Raymond Flynn Marine Industrial Park, is a National Register of Historic Places nominated district with historic and architectural significance to the city of Boston (Carlson et al. 2022). The 75-acre Naval Annex District is among the largest intact former military facilities in Boston and consists of fifty contributing properties, including buildings, structures, dry docks, rail lines, and piers. Forty-four of these properties have also been inventoried by the Massachusetts Historical Commission (Carlson et al. 2002:7.4). The Naval Annex District consists largely of land filled between 1903 and 1944, and many of the buildings were constructed in the leadup to and during World War II (Carlson et al. 2022:7.5; Seasholes 2003:292 in Gutbrod et al. 2024: 7-27).

Historic properties within the South Boston Naval Annex Historic District (BOS.AGO), that may be impacted by Proposed Structure segment SB_MI_002 include Dry Dock #3 (BOS.9427) and Dry Dock #4 (BOS.9866) and with their associated resources, the Auxiliary Fire Station (BOS.18588), Pump House (BOS.12959), Crews Head (BOS.12957), Administration Building (BOS.12955), and Service Building (BOS.18656). Dry Dock #3 was constructed in 1919, and was intended to be the largest dry dock in the world (Carlson et al. 2022:8.17). It is made of granite and concrete, and measures 1,176 feet long and 138 feet wide and includes a steel caisson (BOS.9855) and nine steam-powered capstans (BOS.9857), which helped to move docked ships. The dry dock also included two cranes (BOS.9858, ca. 1942 and BOS.9859, ca. 1943), a sets of crane tracks (BOS.9860), and a set of ca. 1920 railroad tracks (BOS.9861), all of which were used in the daily operations of the Naval Annex (Carlson et al. 2022:7.10-11 in Gutbrod et al. 2024: 7-29).

The Boston Army Supply Base (BOS.RT), located in the Raymond Flynn Marine Industrial Park, is comprises 58 historic resources, some of which, such as Dry Dock #3, are also part of the Naval Annex District (VHA et al. 1997A). This 43-acres historic district is defined primarily by three massive, concrete- clad, steel-frame” buildings built by the U.S. Army in 1918: the Army Marine Terminal Storehouse (BOS.12948), the Wharf Shed (BOS.12944), and the North and South Pier Sheds (BOS.12962). The Army supply buildings are located to the south of Dry Dock #3, on the south side of Dry Dock Ave and were built on land along the Reserve Channel that was land filled as late as 1914 (VHA et al. 1997A:2, 13-14). Construction of the Army Supply Base began in 1918 and the eight-story, 1,651,000 square foot Army Marine Terminal Storehouse building was one of

the largest structures of its kind in the world (VHA et al. 1997A:14 in Gutbrod et al. 2024: 7-29).

The C Street Industrial Area (BOS.RU), located on the southside of Summer Street, between West Side Drive and E Street, is characterized by well-preserved late 19th- to early -20th-century brick and concrete multi-story buildings used for warehousing, manufacturing, and bottling (VHA et al. 1997B). The area the C Street Industrial Area occupies did not exist prior to 1884 and was filled as part of the gradual land-making projects in South Boston which filled parts of Boston Harbor and the South Boston Flats from the early 1800s to the mid-1900s (Seasholes 2003:287-292; VHA et al. 1997B:1 in Gutbrod et al. 2024: 7-30).

The 50-foot Historic Sensitivity distance for the Proposed Structure segments in the Marine Industrial-Channel area encounters twenty-nine inventoried properties (Table 39).

Table 39. Historic Properties within 50-foot buffer of Proposed Structures (SB_MI_001, 002, 003, 004, 005).

Property Name	ID	Year	National Register	Demolished	MHC District	Measures
South Boston Naval Annex - North Wharf - North Jetty	BOS. 9863	1941	Yes	No	BOS.RT BOS.AGO	SB_MI_002
South Boston Naval Annex - East Wharf - East Jetty	BOS. 9864	1941	Yes	No	BOS.RT BOS.AGO	SB_MI_002
South Boston Naval Annex - South Wharf - South Jetty	BOS. 9865	1941	Yes	No	BOS.RT BOS.AGO	SB_MI_002
South Boston Naval Annex - Building 32 - General	BOS. 1294 7	1943	Yes	No	BOS.RT BOS.AGO	SB_MI_001

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Property Name	ID	Year	National Register	Demolished	MHC District	Measures
Warehouse						
Boston Army Supply Base - Buildings 117 and 113	BOS. 12962	1918	No	No	BOS.RT	SB_MI_002
Boston Army Supply Base - Building 15	BOS. 12950	Ca. 1940	No	Yes	BOS.RT	SB_MI_001
British Airways World Cargo Building	BOS. 12951	Ca. 1980	No	Yes	BOS.RT	SB_MI_001
South Boston Naval Annex - Dry Dock #3	BOS. 9427	1919	Yes	No	BOS.RT BOS.AGO	SB_MI_002
South Boston Naval Annex - Dry Dock #3 Caisson	BOS. 9855	1919	Yes	No	BOS.RT BOS.AGO	SB_MI_002
South Boston Naval Annex - Dry Dock #3 Capstans	BOS. 9856	1919	Yes	No	BOS.RT BOS.AGO	SB_MI_002
South Boston Naval	BOS. 9857	1925	Yes	No	BOS.RT BOS.AGO	SB_MI_002

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Property Name	ID	Year	National Register	Demolished	MHC District	Measures
Annex - Dry Dock #3 Capstans						
South Boston Naval Annex - Dry Dock #3 Portal Crane #66	BOS. 9858	1942	Yes	No	BOS.RT BOS.AGO	SB_MI_002
South Boston Naval Annex - Dry Dock #3 Portal Crane #90	BOS. 9859	1943	Yes	No	BOS.RT BOS.AGO	SB_MI_002
South Boston Naval Annex - Portal Crane Tracks	BOS. 9860	1922	Yes	No	BOS.RT BOS.AGO	SB_MI_002
South Boston Naval Annex - Railroad Tracks	BOS. 9861	Ca. 1920	Yes	No	BOS.RT BOS.AGO	SB_MI_002
South Boston Naval Annex - Building 1 - Pump House	BOS. 1295 9	1919	Yes	No	BOS.RT BOS.AGO	SB_MI_002
South Boston Naval Annex - Building	BOS. 1858 8	1940	Yes	No	BOS.RT BOS.AGO	SB_MI_002

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Property Name	ID	Year	National Register	Demolished	MHC District	Measures
104 - Auxiliary Fire Station						
South Boston Naval Annex - Building 21 - Administration Building	BOS. 12955	1941	Yes	No	BOS.RT BOS.AGO	SB_MI_002
South Boston Naval Annex - Pier #10	BOS. 9862	1941	Yes	No	BOS.RT BOS.AGO	SB_MI_002
Coastal Cement Corporation	BOS. 12960	Ca. 1980	No	No	BOS.RT	SB_MI_002
South Boston Naval Annex - Building 19 - General Warehouse	BOS. 12966	1941	Yes	No	BOS.RT BOS.AGO	SB_MI_001
Boston Army Supply Base - Building 38	BOS. 12968	Ca. 1940	No	No	BOS.RT	SB_MI_002
South Boston Naval Annex - Dry Dock #4	BOS. 9866	1943	Yes	No	BOS.RT BOS.AGO	SB_MI_002

Property Name	ID	Year	National Register	Demolished	MHC District	Measures
Boston Army Supply Base - Building 56	BOS. 1296 9	Ca. 1940	No	No	BOS.RT	SB_MI_001 SB_MI_002
South Boston Naval Annex - Building 56 - Service Building	BOS. 1865 6	1942	Yes	No	BOS.RT BOS.AGO	SB_MI_001 SB_MI_002
South Boston Naval Annex - Building 53 - Machinist - Outside Boiler and Shipfitters Shop	BOS. 1297 0	1943	Yes	No	BOS.RT BOS.AGO	SB_MI_001
South Boston Gas Light Company	BOS. 6872	1852	No	Yes	N/A	SB_MI_005 A/B

There are no known PreContact period archaeological sites within a quarter mile of the Proposed Structure segments for the Marine Industrial-Channel. There is one historic period archaeological site, Suffolk County House of Corrections (BOS.HA.80) located within a quarter mile of the Proposed Structure segments for the Marine Industrial-Channel. The Suffolk County House of Corrections archaeological site is located at the Thomas J. Butler Freight Corridor, north of East First Street. Prior to European colonization this area was underwater and was filled in by the City of Boston in the 1820s for new carceral and reform institutions including the “House of Industry” workhouse and the “House of Corrections” prison (Seasholes 2003:291-292 in Gutbrod et al. 2024: 7-32).

There are also no known PreContact period or historic-period archaeological sites within the 50-foot buffer of the Proposed Structure segments (*Figure 80; Figure 81*).

Several areas of potential sensitivity were identified during the survey, located along structure segment SB_MI_002 at B Street and Harbor Street. The Structure (Building 1, [BOS.12959] Pump House and Dry Dock, Naval Annex Form) located within the South Boston Naval Annex Historic District (BOS.AGO) and the historic Boston Army Supply Base (BOS.RT), Dry Docks #3 (BOS.9427) and #4 (BOS.9866) and with their associated resources, the Coastal Cement Corporation silos (BOS.12960), the South Boston Naval Annex Auxiliary Fire Station (BOS.18588), Crews Head (BOS.12957), Administration Building (BOS.12955), and Service Building (BOS.18656). As well as the Boston Army Supply Base - Building 56 (BOS.12969), and the Jeremiah Williams Wool Warehouse (BOS.12989) (Gutbrod et al. 2024: 7-34), are associated historic buildings within 50 feet of the along the Proposed Structure segment. Building 1 / Pump House (BOS.12959) was completed in 1919 in the Classical Revival style. It was designed and built by the Commonwealth of Massachusetts, although the final plans were reviewed and approved by the U. S. Navy. “The building has concrete foundation, brick columns, brick-arched former window openings with cast-stone keystones (with later brick infill, date unknown), and recessed brick panels. A cast-stone cornice wraps around the building” (Naval Annex National Register form, Brona Simon 2022). To the east along Harbor Street, within the 50-foot buffer of Proposed Structure SB_MI_001, is the nine-story Building 32 / General Warehouse completed as a massive storage facility for the Annex and for resupplying ships in 1944.

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Figure 79. View of Proposed Structures SB_MI_001, 002, 003, 004, 005 and Historic Resources within ¼-mile buffer.

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Figure 80. View of Proposed Structures SB_MI_001, 002, 003, 004, 005 and known Precontact with Historic Archaeology Resources within the 50-foot buffer.

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Figure 81. View of Proposed Structures SB_MI_001, 002, 003, 004, 005 and known Precontact with Historic Archaeology Resources within ¼ mile.

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Figure 82. View of Sensitivity Areas for Historic Archaeological Resources within the 50-foot buffer of Proposed Structure SB_MI_001, 002, 003, 004, 005.

2.4.7.5 Dorchester

In May 1630, English colonists with the “Dorchester Company,” organized by Reverend John White of Dorchester, England, established the colonial settlement of “Mattapan” on land of the Indigenous Massachusetts, near what is now Savin Hill. The Dorchester Company was comprised of approximately 140 families and commercial, religious, and military leaders and sought to establish Mattapan as a trading center for the English colonies. This plan did not materialize as the colonial settlements of Boston and Cambridge provided superior harbors and coastal navigation (Fernald 1980:86).

The elevated area of Dorchester, now called Savin Hill provided English settlers with “easily defensible topography and abundant pasturage” (Frontiero 2019:22) and the colonists began to cultivate land and build town structures, including a meeting house (Fernald 1980:86-87). Settlers divided the land into half-acre “homelots” which were distributed among the families. They shared and managed pasturelands in common; the primary of these being “Greak Neck” at what is now South Boston and the “Calf Pasture” at Columbia Point (Fernald 1980:87; Frontiero 2019:22) (from Gutbrod et al. 2024: 3-23).

After annexing Dorchester in 1870, the city of Boston began to make plans to improve the city’s sewage system and selected the Calf Pasture, now Columbia Point, a marshy, uninhabited wetland for the new Calf Pasture Pumping Station Complex (Frontiero 2019:22-23). The Boston Sewage Commission built the Pumping Station in response to worsening public health in the city, primarily impacting immigrant, poor, and working-class residents in overcrowded neighborhoods, where public drinking water was regularly contaminated by private sewer pipes and cesspools (Kottaridis and Friedberg 1990:7-3). The Commission recommended renovation of the sewage system, connecting all established pipes to a “central, but distant” location. Calf Pasture, now Columbia Point, was chosen due to its “salt marshes, low land values and remote location” (Kottaridis and Friedberg 1990:8-1). The Pumping Station remained in operation until the 1990s when it was phased out during efforts to clean up Boston Harbor and update the city’s other sewage treatment facilities (Kottaridis and Friedberg 1990:8-4) (in Gutbrod et al. 2024: 3-25).

The Dorchester Neighborhood consists of five areas (*Figure 83*):

1. The Neponset Circle Area, which consists of a single Proposed Structure, DO_NC_001, a 1,675-foot- long, levee-type structure.
2. The Port Norfolk Area, which consists of two Proposed Structures, DO_PN_001 and DO_PN_002, which are 94 ft long and 989 ft long, respectively. DO_PN_001 is characterized as a deployable-type structure and DO_PN_002 as a floodwall-type structure.
3. The Clam Point Area, which consists of three Proposed Structures, DO_CP_001, DO_CP_002, DO_CP_003 which are 623, 450 and 128 feet long,

respectively. Both are characterized as floodwall/deployable-type structure segments.

4. The Morrissey-Columbia Area, which consists of six Proposed Structures, DO_MC_001A, DO_MC_002A, DO_MC_003A, DO_MC_004, DO_MC_005, and DO_MC_006, which are 3,105 feet, 439 feet, 1,138 feet, 1,464 feet, 823 feet, and 173 feet long, respectively. Proposed segments 001, 002, and 003 are each duplicated for alternate design versions (DO_MC_001B, DO_MC_002B, DO_MC_003B). Proposed structure segments DO_MC_001A, DO_MC_002A/B, and DO_MC_006 are characterized as floodwall-type, DO_MC_001B and DO_MC_005 are levee-type, and DO_MC_003A/B are levee/deployable type, and DO_MC_004 is a floodwall/deployable-type.

5. The Proposed Structure construction in the “South Residential” [South Neighborhood] area, South Boston Neighborhood, consists of one Proposed Structure segment: SB_NB_001 (Figure 83). Segment SB_NB_001 is a 1,024.26 -ft-long “Floodwall/Deployable” type design located in Joe Moakley Park along William J. Day Boulevard.

The present-day shoreline of Dorchester is “composed entirely of made land,” where marine estuaries, marshes, and ocean were filled to create land for transportation during the 19th and 20th centuries. The relatively late development of the area and extensive filling lessens the sensitivity for below ground cultural resources, especially in the southern area, Neponset Circle, Port Norfolk, and Clam Point. The Neponset Circle Area, for example, was mostly an undeveloped marsh area with comparatively less historical data to overlay. It was filled in the mid-20th century and was used for a municipal dump and later a drive-in movie theater.

The Morrissey-Columbia Area is more complex, intersecting with many Historic Resources, including the Savin Hill archaeological site, National Register locations, Historic Districts, and the recent expansion of the Harborwalk, a cultural installation along the waterfront (Gutbrod et al. 2024: 8-1).

The Morrissey-Columbia area includes Savin Hill, an elevated area that is one of the few unfilled portions of Dorchester, which makes the area historically and archaeologically significant. A second part of the Morrissey-Columbia area is Columbia Point, which was greatly expanded by land filling from the late 19th to mid-20th century for sewage infrastructure and development projects and trash dumps (Gutbrod et al. 2024: 8-2).

The Port Norfolk area, following English colonization, was not occupied for commercial and residential purposes until after 1845, when the Old Colony Railroad was opened. Throughout the late 19th and early 20th centuries more land was added to enlarge Port Norfolk for transportation infrastructure, housing, commercial enterprises, and public beaches (Gutbrod et al. 2024: 8-2).

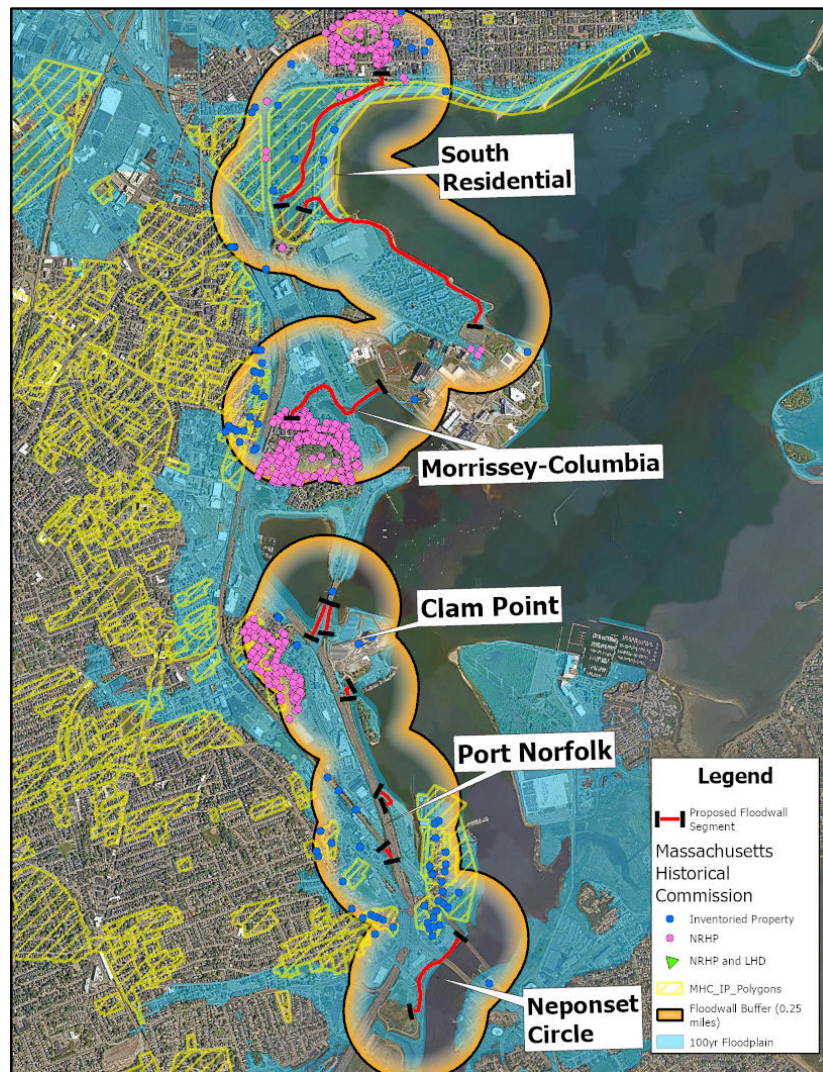


Figure 83. Dorchester Area, all structure locations and 100 year flood extents and the 1/4-mile Sensitivity with Proposed Structure Locations in red; the sensitivity survey area is in Orange.

The Moakley Park Connector Area encompasses a historically significant portion of South Boston's waterfront that developed as part of the Old Harbor Reservation Parkways, a nationally recognized system of interconnected parkways, beaches, and recreational landscapes designed by Frederick Law Olmsted and Arthur A. Shurcliff between the late nineteenth and early twentieth centuries. The area includes Joe Moakley Park (formerly Columbia Park), Carson Beach, William J. Day Boulevard, and associated recreational facilities that collectively represent one of Boston's earliest planned coastal recreation systems and an important chapter in the evolution of metropolitan park planning (Gutbrod et al. 2024: 7-51–7-53).

Much of the project area occupies land created through extensive shoreline modification and land reclamation beginning in the late nineteenth century to support park development, transportation infrastructure, and public recreation. Joe Moakley Park was established as part of Shurcliff's ca. 1914 Strandway plan and was largely completed by the 1920s with athletic fields, recreational facilities, and Saunders Stadium. Carson Beach and its associated bathhouses, concession facilities, and landscaped parkways likewise reflect Boston's early twentieth-century investment in public waterfront recreation and continue to contribute to the historic character of the South Boston Waterfront District and the Old Harbor Reservation Parkways Historic District (Gutbrod et al. 2024: 7-52–7-54).

2.4.7.5.1 Dorchester Neighborhood – Clam Point Area

The Clam Point area includes Commercial Point, which became the first areas of Dorchester to be expanded by extensive filling efforts for commercial development. In 1802, a salt works was established on Commercial Point, and in 1808 a bridge was constructed to connect Commercial Point to southern Dorchester. During this time a trading company built commercial wharf and warehouse on the southern portion of Commercial Point. The company went bankrupt in 1813, and the facility was abandoned until 1830 when a whaling company purchased and rehabilitated it. By 1860, Commercial Point hosted a chocolate factory and an iron foundry. In 1872, the Boston Gas Light Company purchased the iron foundry and began building gas-storage facilities and added land to the northern portion of the peninsula. This resulted in the removal of other buildings and commercial ventures by 1880. In the late 19th and early 20th centuries, more land was added to Commercial Point, the materials primarily sourced from dredging projects in Dorchester Bay (Gutbrod et al. 2024: 8-2,4).

The Proposed Structure construction in the “Clam Point” area, Dorchester Neighborhood, consists of two deployable-type structure segments: DO_CP_001, and DO_CP_002 that are 234.18 and 70.85 feet long, respectively (*Figure 84*). Proposed structure DO_CP_001 is located at the north side of the Morrissey Boulevard underpass for Interstate 93. Proposed structure DO_CP_002 is located at the east side of the Victory Road underpass for Interstate 93 at the entrance to Commercial Point. The Proposed Structure would protect portions of Interstate 93, state and local roads, commercial and commuter railroad, and residential and commercial buildings along Freeport Street, Morrissey Boulevard, and Neponset Avenue. This area includes the Harrison Square Historic District (BOS.DS) which is outside of the quarter-mile sensitivity area of this project (*Figure 85*).

Proposed structure segments DO_CP_001, DO_CP_002, DO_CP_003 are located in a highly developed landscape consisting primarily of transportation infrastructure, including highways and roads. This low-lying area, 10-15 feet above sea level, comprised mainly of impervious surfaces, is susceptible to future water level increases and the 2030 model shows that portion of the Clam Point area as far inland as Neponset Avenue will be impacted by 1% annual chance floods. In addition to the deployable floodwalls, mitigation

proposed in this area includes the enhancement of existing wetlands between Tenean Beach and Commercial Point (Gutbrod et al. 2024: 8-4).

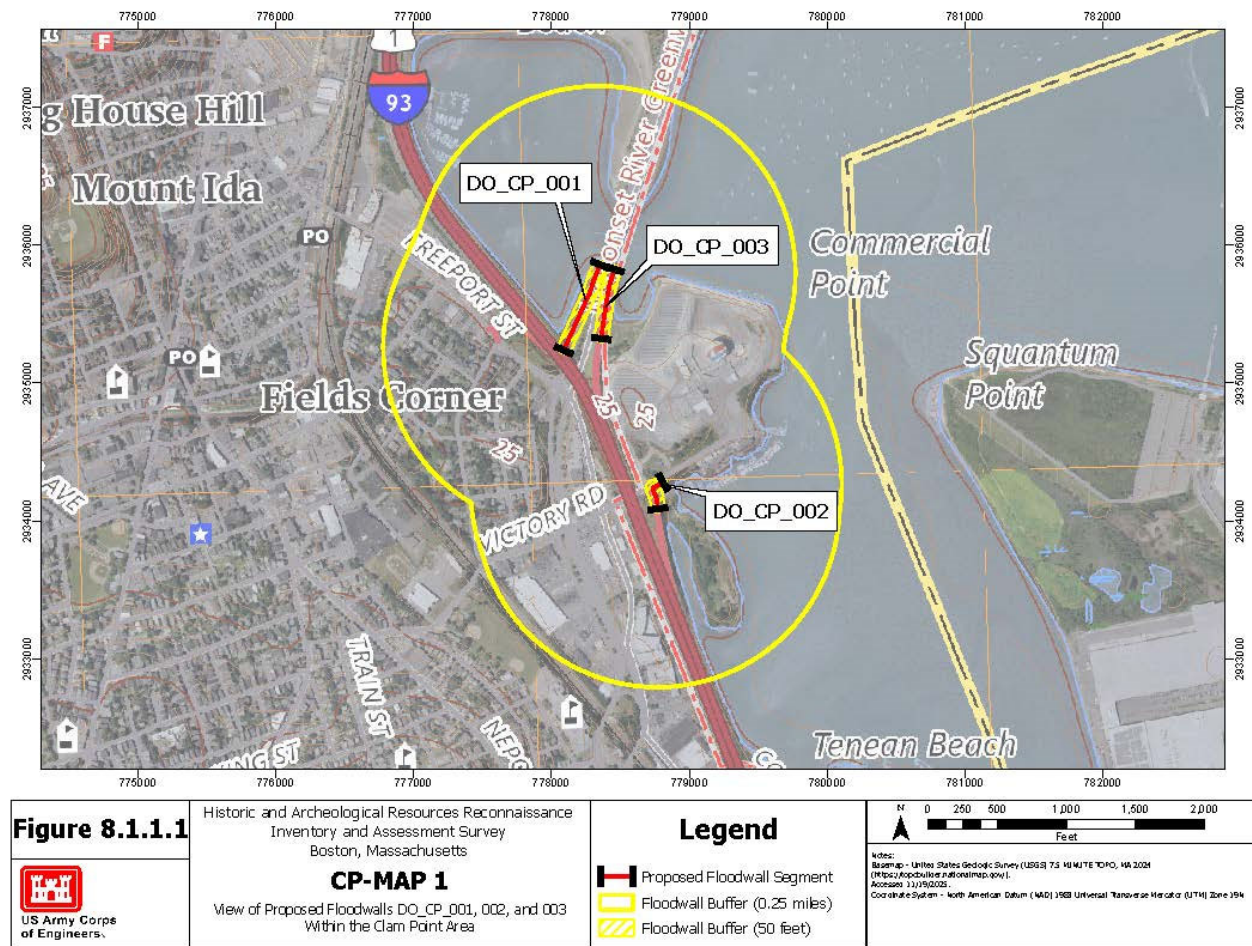


Figure 84. View of Proposed Structures (DO_CP_001, 002) within the Clam Point Area.

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Figure 85. View of Proposed Structures DO_CP_001, 002 and Historic Resources within ¼ mile.

The portion of Morrissey Boulevard that crosses between Savin Hill Bay and Dorchester Bay (near DO_CP_001) was constructed in 1922 for what was then the “Old Colony Parkway.” This project “required a great deal of filling” in Dorchester Bay, which began in 1917 and was completed by 1925 (Seasholes 2003:342-343). The historic topographic maps shown above support this assessment, showing that the area along DO_CP_01 was primarily water in 1893 and filled by 1956 (Gutbrod et al. 2024: 8-9).

Table 40 details the fourteen Historic Districts within the quarter-mile Historic Sensitivity distance from the Proposed Structures (*Figure 90*).

Table 40. Historic Districts within a quarter mile of Proposed Structures (DO_CP_001, 002, 003).

Name	ID	State Historic Resources
Pine Neck / Port Norfolk	BOS.DX	19
Port Norfolk Street, 1-58	BOS.HD	3
Lawley Street, 13-84	BOS.GE	1
Walnut Street, 118-188	BOS.HX	3
Woodworth Street, 2-22	BOS.HJ	3
Walnut Street, 36-60	BOS.HW	3
Tolman Street, 7-46	BOS.HO	---
Freeport Street, 568-606	BOS.EO	1
Popes Hill Street, 1A-22	BOS.HC	---
Neponset Avenue, 361-413	BOS.GQ	5
Neponset Village	BOS.DY	23
Minot Street, 25-122	BOS.GN	13
Chickatawbut Street, 11-60	BOS.EU	3
Savin Hill Historic District	BOS.DC	189

There are four historic-period sites designated or pending designation as landmarks by the Boston Landmarks Commission within a quarter mile of Proposed Structure segments DO_CP_001, DO_CP_002 and DO_CP_003 (*Table 41*). The Dorchester Pottery Works, same site as BOS.HA.157; The Putnam Nail Factory (pending designation), located at the north end of Port Norfolk, along Ericsson Street; the Elisha Loring House (pending designation), located on the northwest corner of Mill Street and Ashland Street by

Commercial Point; and the Daniel Withington House (pending designation), located on the southwest corner of Mill Street and Ashland Street by Commercial Point (Gutbrod et al. 2024: 8-10).

Table 41. Quarter Mile Historic Sensitivity - Boston Landmark Commission.

Name	Status	Landmark features	Location	Landmark Report	Site form
Dorchester Pottery Works	Approved	Exterior and Kiln	Victory Road	Yes	BOS.HA.157
Putnam Nail Factory	Pending		Ericsson St, Port Norfolk		
Elisha Loring House	Pending		Mill Street and Ashland Street		
Daniel Withington House	Pending		Mill Street and Ashland Street		

There is one known Historic Archaeological site, BOS.HA.157, within a quarter mile of Proposed Structure segments DO_CP_001, DO_CP_002, 1 and DO_CP_003. Dorchester Pottery Works (ca. 19th – 20th centuries; BOS.HA.157) is located at 105 Victory Road in what is now a heavily developed commercial area. The buildings and infrastructure of the Pottery Works are well documented in Sanborn maps from the 1900s – 1980s and in property records held at the Suffolk County Registry of Deeds. Archaeological monitoring and excavations recovered ceramics, including stoneware, earthenware, and wasters produced on site and imported ceramics associated with residential occupation of the Henderson family. The site is of high historical significance, being “a rare survival of one of the last stoneware factories in New England” (Pendery 2013) (Gutbrod et al. 2024: 8-10).

There are three known Precontact / Ancient-period Sites within a quarter mile of the Proposed Structure segments: 19-SU-18 Summit Site, Savin Hill; 19-SU-19 Commercial Point; and 19-NF-127, Neponset River find spot. The Neponset River find spot (19-NF-127) represents a location along the east bank of the Neponset River (Quincy side) where Indigenous-related artifacts were found and collected by an individual who was later interviewed by an archaeologist (Casjens 1978). This site is not of high significance due to the lack of specificity in location and artifacts recovered (Gutbrod et al. 2024: 8-10).

Table 42. Precontact Archaeology Sites within ¼ mile of Proposed Structures.

Name	Site Form	Description
Summit Site, Savin Hill	19-SU-18	Lithic reduction site, 2200-1250 years before present (yBP)
Commercial Point	19-SU-19	Indigenous burial ground / grave site, historic-period
Neponset River find spot	19-NF-127	Find Spot

There are no known Precontact / Ancient-period sites within the 50-foot buffer and no documented Historic archaeological resources within the 50-foot buffer zone).

Due to the timing and nature of the in-fill and development of the Clam Point area there is no potential sensitivity for ancient-period sites or significant, intact historic-period sites within 65 feet of the ground surface in the area proposed for structure DO_CP_001 or within 40 feet of the ground surface in the area for DO_CP_002. If construction activities for DO_CP_002 are to extend below this depth, geophysical survey and/or construction monitoring may be required (Figure 88). If changes are made to the proposed construction plans, such as change of structure length or shape, the impacts should be reassessed and may necessitate additional archaeological testing. Due to the proximity of Proposed Structure segment DO_CP_002 to Commercial Point and Warwick Cove, there is potential sensitivity for historic-period shipwrecks if construction activities extend below 40 feet (Gutbrod et al. 2024: 8-11-12).

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Figure 86. View of Proposed Structures DO_CP_001, 002, and 003 and Pre-Contact and Historic Resources within ¼ mile buffer.

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Figure 87. View of Proposed Structures DO_CP_001, 002, 003 Historic Resources within 50-foot buffer.

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Figure 88. View of Proposed Structures DO_CP_001, 002 and known Precontact with Historic Archaeology Resources within ¼ mile.

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Figure 89. View of Sensitivity Area for Pre-Contact Resources Within a 50-Foot Buffer of Proposed Floodwalls DO_CP_001, 002, 003.

2.4.7.5.2 Dorchester Neighborhood – Morrissey-Columbia Area

The Proposed Structure construction in the “Morrissey-Columbia” area, consists of six Proposed Structure segments: DO_MC_001A, DO_MC_002A, DO_MC_003A, DO_MC_004, DO_MC_005, and DO_MC_006, and three proposed alternative designs: DO_MC_001B, DO_MC_002B, DO_MC_003B. Four of the Proposed Structures are floodwall-type designs: DO_MC_001A (3,104.72 ft), DO_MC_002A/B (439.16 ft), DO_MC_006 (173.01 ft). Two of the Proposed Structures are “levee”-type designs: DO_MC_001B (3,104.72 ft) and DO_MC_005 (823.38 ft), and three are “floodwall/deployable” or “levee/deployable”-type designs: DO_MC_003A/B (1,137.78 ft) and DO_MC_004 (1,464.39 ft), (Figure 90).

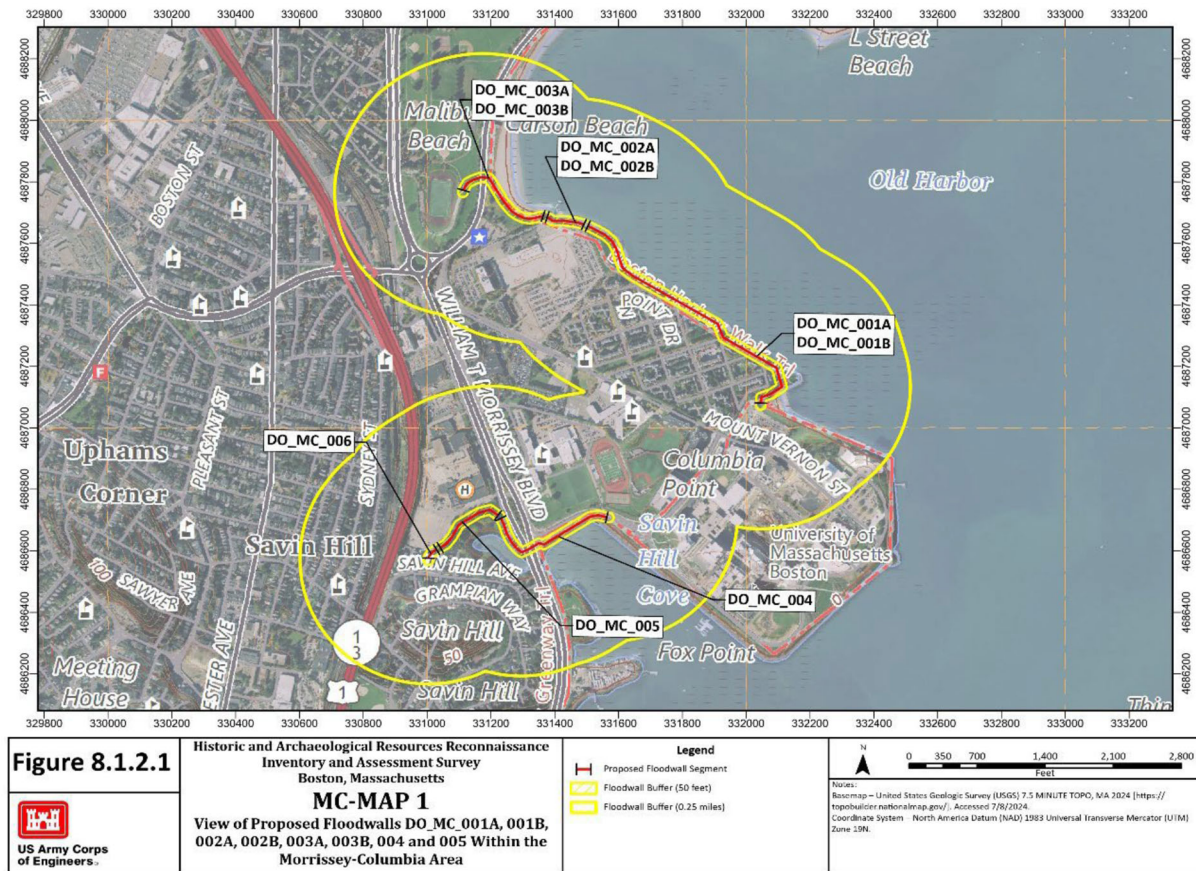


Figure 90. View of Proposed Structures (DO_MC_001A, DO_MC_002A, DO_MC_003A, DO_MC_004, DO_MC_005, & DO_MC_006) within the Morrissey-Columbia Area.

Proposed structures DO_MC_003A/B are located at Joe Moakley Park and Carson Beach, crossing William J. Day Boulevard within the Old Harbor Reservation Parkways historic district (BOS.ZD). Proposed structures DO_MC_002A/B and DO_MC_001A/B are located along the Boston Harbor Walk. DO_MC_002A/B is at the north end of the Bayside parking lot and DO_MC_003A/B runs from the east end of the Bayside lot to University Drive North, near the Calf Pasture Pumping Station Complex (BOS.IP).

Proposed structures DO_MC_004 and DO_MC_005 are located along Morrissey Boulevard near Savin Hill Cove and structure DO_MC_006 is located at Wave Ave near the Savin Hill Historic District (BOS.DC).

This area includes the Old Harbor Reservation Parkways historic district (BOS.ZD), the Calf Pasture Pumping Station Complex (BOS.IP), and the Savin Hill Historic District (BOS.DC).

The Proposed Structures in the Morrissey-Columbia area are located in a highly developed landscape consisting primarily of residential, commercial, educational, and public infrastructure. The largest open spaces in the area are Joe Moakley Park and Carson Beach (DO_MC_001A/B). Densely populated neighborhoods in the area include the Harbor Point Apartments on Columbia Point and the Savin Hill Park Neighborhood. Four schools are located on Columbia Point: University of Massachusetts – Boston, McCormack public middle school, Dever public elementary school, and the private Boston College High School.

In addition to the Proposed Structure designs, mitigation proposed in this area includes flood protection berms in Moakley Park and Pattens Cove, integrated flood protection in new development projects at Bayside and Columbia Point, and living shoreline development, beach expansion, and tide gates along Morrissey Boulevard (Gutbrod et al. 2024: 8-19).

In 1879, the City of Boston began to make land at Columbia Point, a marshy, uninhabited wetland once used to pasture calves by Dorchester residents, for the Calf Pasture Pumping Station). The work included dredging for a dock, seawall construction, and the creation of new land at the eastern tip of the point into Dorchester Bay “to support and protect” the sewer pipe running from the station to tunnel to Squantum Neck (Seasholes 2003:33-338). Between 1918 and 1925 land was added to the west end of Columbia Point for Morrissey Boulevard, then the Old Colony Parkway (Gutbrod et al. 2024: 8-19).

Fifty-six acres of new land was created northwest of Columbia Point, at what is now William J. Day Boulevard, Joe Moakley Park, and Carson Beach, in 1917, when the Boston Public Works Department filled in marine flats with clay and organic material dredge from Dorchester Bay (Seasholes 2003:327-330). This project involved the construction of a 1,522-foot wood and stone bulkhead from the north shore of Columbia Point that supported the new landform at Moakley Park. This bulkhead and made land to the south from a ca. 1920 factory and a ca. 1925 trash dump became what is now the Bayside Exposition Center (Seasholes 2003:327, 349). During World War II, the U.S. Army Italian prisoner of war barracks, called “Camp McKay,” was constructed on the site of the Bayside. In the late 1950s, the land was extended north to its current extent, first for an unrealized industrial park, then, in 1966 as the Bayside Mall, and lastly in 1982 as the Bayside Exposition Center (Seasholes 2003:349 in Gutbrod et al. 2024: 8-22).

Table 46 details the twelve state and national Historic Areas within the quarter-mile Historic Sensitivity distance from the Proposed Structures (Figure 96).

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Figure 91. View of Proposed Structures DO_MC_001A, DO_MC_002A, DO_MC_003A, DO_MC_004, DO_MC_005, & DO_MC_006 Historic Resources within ¼ mile buffer.

Table 43. Quarter Mile Historic Sensitivity - Boston Landmark Commission.

Name	Status	Landmark features	Location	Landmark Report	Site form
Dorchester Pottery Works	Approved	Exterior and Kiln	Victory Road	Link	BOS.HA.157
Putnam Nail Factory	Pending		Ericsson St, Port Norfolk		
Elisha Loring House	Pending		Mill Street and Ashland Street		
Daniel Withington House	Pending		Mill Street and Ashland Street		

The Figure 91 shows the Historic Resources including individual inventoried properties and Historic Districts within a quarter mile of Proposed Structures DO_MC_001A, DO_MC_002A, DO_MC_003A, DO_MC_004, DO_MC_005, & DO_MC_006.

There is one historic-period site pending designation as a landmark by the Boston Landmarks Commission within a quarter mile of Proposed Structure segments in the Morrissey Columbia area, the Calf Pasture Pumping Station Complex (pending designation), located on Columbia Point.

The 50-foot Historic Sensitivity distance from the Proposed Structures encounters four Historic Districts that are on the Massachusetts historic inventory and/or the National Register of Historic Places: The Savin Hill Historic District (BOS.DC) at DO_MC_006, the Calf Pasture Pumping Station Complex (BOS.IP) at DO_MC_001A/B, and the Old Harbor Reservation Parkways (BOS.ZD) and South Boston Waterfront District (BOS.IV) at DO_MC_003A/B (Gutbrod et al. 2024: 8-24).

Table 44. Historic Areas within 50-foot buffer of Proposed Structures.

Name	MHC ID	State Historic Resources	NR Designation	NR Contributing elements	Structure
The Savin Hill Historic District	BOS.DC	279	Yes	356	DO_MC_006
Calf Pasture Pumping Station Complex	BOS.IP	4	Yes	3	DO_MC_001 A/B
Old Harbor Reservation Parkways	BOS.IP	15	Yes	13	DO_MC_003 A/B
South Boston Waterfront District	BOS.IV	16	No	---	DO_MC_003 A/B

The Savin Hill Historic District (BOS.DC) is a historic neighborhood with 356 contributing resources, including single- and multi-family homes, a specialty goods store, school, open space, and monument, dating to 1850-1953. The District includes well-preserved historic properties associated with significant national and local history and significant historic architectural and artistic characteristics. The properties “document Savin Hill’s growth from a mid-19th century speculative housing development for Boston’s upper middle class to a close-knit residential community to a much broader class of residents” (Beard and Friedberg 2003:7.2). Architectural forms and periods represented in Savin Hill include examples of mid-19th-century Greek and Gothic Revival, late Victorian-period Italianate, Gothic, Second Empire, Queen Anne, Shingle Style, late 19th- and early 20th-century Colonial Revival and the Bungalow/Craftsman Movements (Beard and Friedberg 2003:7.1). One inventoried property, 7 Wave Ave (BOS.13949), a ca. 1895 single-family, Bungalow-style home is within the 50-foot buffer for Proposed Structure segment DO_MC_006 (Gutbrod et al. 2024: 8-24-5).

The Calf Pasture Pumping Station Complex (BOS.IP), located on the Columbia Point peninsula, is a ca. 1883 sewage pumping facility made up of the main pumping station, a gatehouse, switch house and a shaft entrance building. The property is associated with significant national and local history, being the first sewage pumping facility in Boston, and is a significant example of “Richardsonian Romanesque architecture,” designed by Boston City architect George Clough (Kottaridis and Friedberg 1990:7-1). The design of

the facility is an example of the “eclectic nature” of late 19th century architectural design, including elements of Queen Anne-style and Henry Hobson Richardson’s Romanesque-style with prominent arches, rough cut granite, and “heavy proportions” (Kottaridis and Friedberg 1990:8-2 in Gutbrod et al. 2024: 8-25).

The Old Harbor Reservation Parkways (BOS.ZD), located along William J. Day Boulevard and Columbia Road, is a ca. 1893 interconnected parkway system. The National Register Historic District has 13 contributing resources, including recreation facilities, landscaped and marine parks, conservation areas, and connecting parkways. The Old Harbor Reservation Parkways, originally known as the Strandway, is associated with significant national and local history and significant architectural and artistic characteristics. The Parkways were designed by Frederick Law Olmsted (1822-1903), who famously designed New York’s Central Park, and Arthur A. Shurtliff (1870-1957) and “was an important precursor to the Metropolitan Park Commission’s Revere Beach” (Stott and Friedberg 2008:8.1). Constructed between 1893 and 1930, the establishment of the Parkways attracted national attention and “fostered new housing construction along the filled” in the area (Stott and Friedberg 2008:8.1 in Gutbrod et al. 2024: 8-25-6).

The South Boston Waterfront District (BOS.IV) is a historically significant area due to the Strandway noted in the Old Harbor Reservation Parkways historic area. It also includes Carson Beach, the Carson Beach Bathhouse, the L Street Bath House, renamed the “Curley Community Center”, for former Boston Mayor Michale J. Curley, and four structures relating to ca. 1900 yacht clubs (Huggins 1988 in Gutbrod et al. 2024: 8-26).

Proposed structure segment DO_MC_003A/B intersects with a portion of the Old Harbor Reservation Parkways along William J. Day Boulevard at Carson Beach and Joe Moakley Park, referred to as “Day Boulevard, Segment 2” in Stott and Friedberg (2008:7.4). This is the only part of the Parkways where traditional “single-globe lamppost designs” are preserved. Proposed structure DO_MC_003A/B intersects with a portion of the South Boston Waterfront District (BOS.IV) at Carson Beach. Two inventoried properties, Columbus Park, now Joe Moakley Park, (BOS.9253) and Carson Beach (BOS.9254), are within the 50-foot buffer of DO_MC_003A/B.

Carson Beach (originally Columbus Park Beach) is a horseshoe-shaped beach, modeled after Olmsted’s design for the nearby Pleasure Beach, and Joe Moakley Park (originally Columbia Park), is a 60-acre mixed- use recreation facility and greenspace, part of Arthur A. Shurtliff’s ca. 1914 plan for the Strandway (Stott and Friedberg 2008:7.6-7). Carson Beach features the Carson Beach Bath House, designed by Harrison A. Atwood (1863-1954) in 1924, and an octagonal “refreshment pavilion” called the Carson Beach Concession Stand. The bathhouse was renovated in 1998 and renamed the Edward J. McCormack, Jr. Bathhouse (Stott and Friedberg 2008:7.6). Moakley Park was largely completed by 1924 and included a brick fieldhouse, baseball fields, and tennis courts stadium. A stadium was added in 1930 and in 1954 was dedicated the Saunders Stadium after Paul J. Saunders, a Dorchester resident who was killed fighting in World War II (Stott and Friedberg 2008:7.7 in Gutbrod et al. 2024: 8-26).

There is one known Historic Archaeology site, BOS.HA.157, within a quarter mile of Proposed Structure segments DO_NC_001, DO_PN_001, DO_CP_001, and DO_CP_002, the Dorchester Pottery Works (BOS.HA.157, ca. 19th – 20th centuries) described above for the Clam Point Area. The site is of high historical significance, being “a rare survival of one of the last stoneware factories in New England” (Pendery 2013 in Gutbrod et al. 2024: 8-26).

There is one known Precontact-period Site within a quarter mile of the Proposed Structure segments, 19-SU-18, Summit Site, Savin Hill, a Middle Woodland-period (2200-1250 years before present [yBP]), lithic reduction site located in the public Savin Hill Park that was identified in the 1980s. The Summit Site is significant, being one of the few hills in Boston to retain its original elevation and remains largely undeveloped. Archaeological survey indicates that Indigenous peoples utilized the site for stone tool production over a long period of time (Pendery 1988, 2012). In 1910, a contact-period Indigenous burial was identified at Savin Hill (Flick 2014) (Gutbrod et al. 2024: 8-26).

There are no known Precontact sites within the 50-foot buffer and no documented Historic archaeological resources within the 50-foot buffer zone of the Proposed Structure segment DO_CP_001 & DO_CP_002 (*Figure 92*).

Due to the timing and nature of the in-fill, development, and redevelopment of the Morrissey-Columbia area of Dorchester, there no potential sensitivity for ancient-period sites or significant, intact historic period sites in areas along Proposed Structure segments DO_MC_001A/B, DO_MC_002A/B, DO_MC_003A/B, or DO_MC_004. There is potential sensitivity for ancient period sites or significant, intact historic period sites in areas along Proposed Structure segments DO_MC_005 and DO_MC_006, near Savin Hill Park and Savin Hill Cove. This sensitivity assessment is based on the proximity to Savin Hill Cove, the possibility for intact soils, and proximity to the Savin Hill archaeological site (19-SU-18) and the Savin Hill Historic District (BOS.DC) (Gutbrod et al. 2024: 8-28).

The Boston Harborwalk, extending from Charlestown to Dorchester is a contemporary cultural landscape which should be taken into consideration for all mitigation and preservation efforts (Boston Harborwalk Now 2024). In the Morrissey-Columbia area, a portion of the Harbor Walk on Columbia Point, along North Point and Ocean View Drive, including historical signage, may be impacted by the Proposed Structure segment DO_MC_001A/B (Gutbrod et al. 2024: 8-28).

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Figure 92. View of Proposed Structures DO_MC_001A, DO_MC_002A, DO_MC_003A, DO_MC_004, DO_MC_005, & DO_MC_006 Historic Resources within 50-foot buffer.

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Figure 93. View of Proposed Structures DO_MC_001A, DO_MC_002A, DO_MC_003A, DO_MC_004, DO_MC_005, & DO_MC_006 and known Precontact with Historic Archaeology Resources within ¼ mile.

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Figure 94. View of Sensitivity Area for Historic Archaeological Resources within the 50-foot buffer of Proposed Structures DO_MC_001A, DO_MC_002A, DO_MC_003A, DO_MC_004, DO_MC_005, & DO_MC_006.

2.4.7.5.3 Dorchester Neighborhood – Neponset Circle Area

The Proposed Structure construction in the “Neponset Circle” area consists of a single 1,675-ft-long levee-type structure, DO_NC_001 (*Figure 95*). The location of DO_NC_001 is along the Neponset River, where it empties into Dorchester Bay, east of Interstate 93 and west of State Highway 3A. The Proposed Structure would protect portions of these highways, the public Neponset River Trail, Pope John Paul II Park, commercial railroad infrastructure, and residential and commercial buildings along Taylor Street and Neponset Avenue.

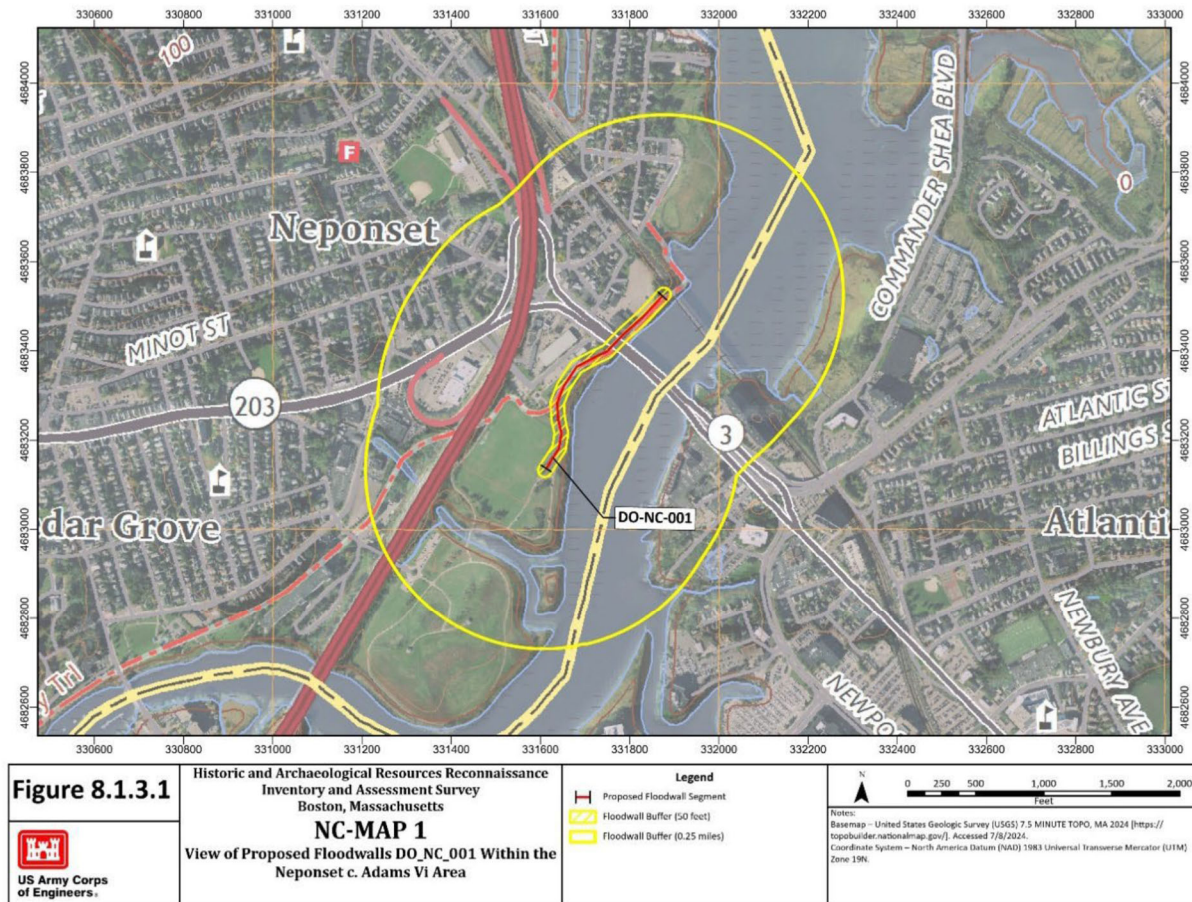


Figure 95. View of Proposed Structures (DO_NC_001) within the Neponset Circle Area.

Structure DO_NC_001 is located along the Neponset River Estuary, a tidal flat listed as an area of “Critical Environmental Concern.” The area is characterized by shallow and deepwater estuarine and marine wetlands (DO_NC_001 Wetlands). This low-lying (~7-15 ft above sea level), estuarine and marine wetland area is susceptible to future water level increases and the 2030 model shows that residential and commercial areas along the Neponset River Estuary will be impacted by 1% annual chance floods. Mitigation proposed in this area include landscape berms and elevated harbor walks and a levee-type protection barrier (Gutbrod et al. 2024: 8-39).

This area of Dorchester saw limited development into the mid-20th century when the Hallet Street Dump was initiated. According to the “Inactive and Closed Landfills & Dumping Grounds” updated in 2024 by the Bureau of Waste Management of the Department of Environmental Protection of the Commonwealth of Massachusetts (<https://www.mass.gov>), the 13-acre dump was constructed in 1948 and decommissioned in 1966. A 1977 Historic Aerial of Neponset Circle shows the dump grounds on the south end overlain with Proposed Structure DO_NC_001. In the 1970s, an 18-acre portion of Tenean Beach was filled in “for possible future development.” (Boston Redevelopment Authority 1970:78). At this time, all that existed in this area were five one-story buildings related to the Neponset Drive-In which opened in 1951. No buildings were noted to be associated with the dump site. As part of redevelopment of this area in the mid-1980s, the city-owned Hallett Street Dump and the Neponset Drive- In were made into what is now Pope John Paul II Park (Mink 2021) (in Gutbrod et al. 2024: 8-39-40).

Due to the known mid-20th Century landfill in the Neponset area, there is no potential sensitivity for Precontact-period sites or significant, intact historic-period sites within 45 feet of the ground surface in the area of Proposed Structure segment DO_NC_001. The unfilled portions of this area are predominantly estuarine and marine wetlands, and the filled areas have been used for commercial, industrial, and open-space purposes (Gutbrod et al. 2024: 8-40).

Table 45 details the thirteen Historic Districts within the quarter-mile Historic Sensitivity boundary from the Proposed Structure segment (*Figure 101*).

Table 45. Historic Areas within ¼ mile of Proposed Structure (DO_NC_001).

Name	ID	State Historic Resources
Pine Neck / Port Norfolk	BOS.DX	19
Port Norfolk Street, 1-58	BOS.HD	3
Lawley Street, 13-84	BOS.GE	1
Walnut Street, 118-188	BOS.HX	3
Woodworth Street, 2-22	BOS.HJ	3
Walnut Street, 36-60	BOS.HW	3
Tolman Street, 7-46	BOS.HO	---
Freeport Street, 568-606	BOS.EO	1
Popes Hill Street, 1A-22	BOS.HC	---
Neponset Avenue, 361-413	BOS.GQ	5
Neponset Village	BOS.DY	23
Minot Street, 25-122	BOS.GN	13
Chickatawbut Street, 11-60	BOS.EU	3

There is one known Historic Archaeological site, BOS.HA.157, within a quarter mile of Proposed Structure segment in the Neponset Circle area. Dorchester Pottery Works (BOS.HA.157, ca. 19th – 20th centuries), which is discussed above for other Dorchester areas and is now a heavily developed commercial area. As mentioned previously, the site is of high historical significance, being “a rare survival of one of the last stoneware factories in New England” (Pendery 2013 in Gutbrod et al. 2024: 8-41).

There are four historic period sites designated or pending designation as landmarks by the Boston Landmarks Commission within a quarter mile of Proposed Structure segment DO_NC_001 (*Table 46*). The Dorchester Pottery Works (BOS.HA.157); The Putnam Nail Factory (pending designation), located at the north end of Port Norfolk along Ericsson Street; the Elisha Loring House (pending designation), located on the northwest corner of Mill Street and Ashland Street by Commercial Point; and the Daniel Withington House (pending designation), located on the southwest corner of Mill Street and Ashland Street by Commercial Point (Gutbrod et al. 2024: 8-41).

Table 46. Quarter Mile Historic Sensitivity - Boston Landmark Commission

Name	Status	Landmark Features	Location	Landmark Report	Site form
Dorchester Pottery Works	Approved	Exterior and Kiln	Victory Road	Yes	BOS.HA.157
Putnam Nail Factory	Pending		Ericsson St, Port Norfolk		
Elisha Loring House	Pending		Mill Street and Ashland Street		
Daniel Withington House	Pending		Mill Street and Ashland Street		

There are three known Precontact / Precontact-period Sites within a quarter mile of the Proposed Structure segment: 19-SU-18, Summit Site, Savin Hill; 19-SU-19, Commercial Point; and 19-NF-127, Neponset River find spot. These three sites were previously discussed above for the Dorchester, Clam Point Area. The Summit Site (19-SU-18) is a significant site, while the Commercial Point Site (19-SU-19) was a Contact Period burial ground that has since been “obliterated” (Dincauze 1970), however any areas with intact soils should be accessed as high significance for PreContact sites and burials. The Neponset River find spot (19-NF-127) is not considered significant due to the lack of specificity in location and artifacts recovered (Gutbrod et al. 2024: 8-42,44).

There are no known Precontact sites within the 50-foot buffer and no documented Historic archaeology resources within the 50-foot buffer zone of the Proposed Structure segment DO_NC_001 (*Figure 97; Figure 98*) (Gutbrod et al. 2024: 8-44).

Due to the presence of confirmed fill and/or disturbed soils, there is no potential sensitivity for cultural resources for Proposed Structure location DO_NC_001 (Figure 99). The proposed construction plan for structure segment DO_NC_001 will likely have no impact on archaeological resources, unless construction activities for the structure segment are to extend more than 45 feet below the ground surface.

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Figure 96. View of Proposed Structure DO_NC_001 Historic Resources within ¼ mile buffer.

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Figure 97. View of Proposed Structure DO_NC_001 Historic Resources within 50-foot buffer.

REDACTED FOR SENSITIVE DATA



Figure 98. View of Proposed Structure DO_NC_001 and known Precontact with Historic Archaeology Resources within ¼ mile.

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Figure 99. View of Sensitivity Area for Known Historic Archaeological Resources within the 50-foot buffer of Proposed Structure DO_NC_001.

2.4.7.5.4 Dorchester Neighborhood – Port Norfolk Area

The Proposed Structure construction in the Port Norfolk area consists of two segments: DO_PN_001, a 93.67-ft-long deployable-type structure, and DO_PN_002, a 988.67-ft-long Floodwall-type structure (*Figure 100*). Proposed structure segment DO_PN_001 is located along the western shoulder of Tenean Street, between a saltwater estuary of Dorchester Bay to the east and commercial railroad tracks and highway N-93N to the west. DO_PN_002 is located on the eastern side of the Interstate 93-N overpass at Conley Street. The Proposed Structure segments are designed to protect portions of Interstate 93, public side streets, commercial railroad infrastructure, and commercial buildings along this portion of Dorchester Bay (Gutbrod et al. 2024: 8-52).

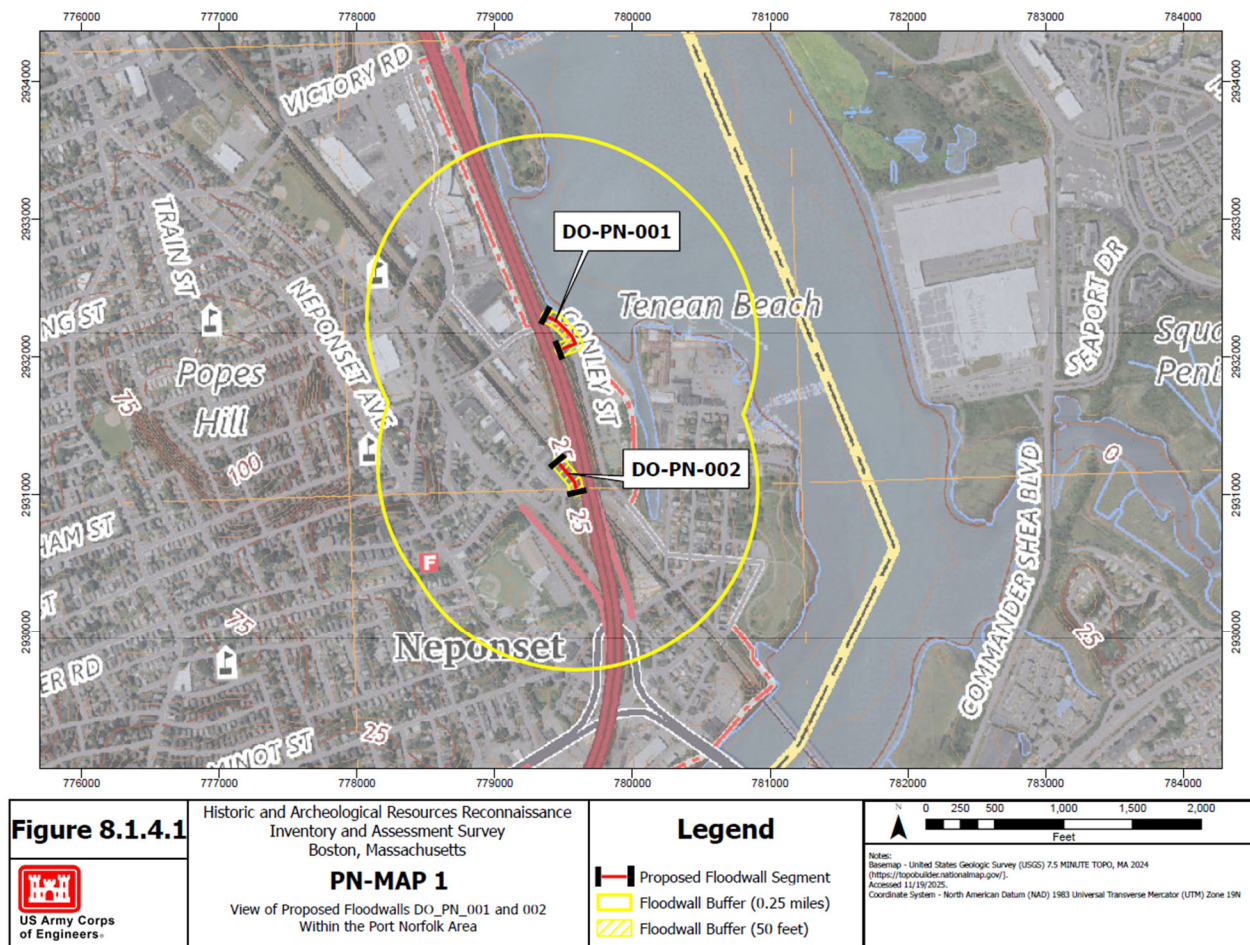


Figure 100. View of Proposed Structures (DO_PN_001), (DO_PN_002) within Port Norfolk Area.

The present-day shoreline of Dorchester is “composed entirely of made land,” where marine estuaries, marshes, and ocean were filled to create land for transportation during the 19th and 20th centuries or to add land to the narrow peninsula, spits, and islands in Dorchester Bay. Columbia Point, Savin Hill, Commercial Point, and Port Norfolk were all

existing landforms prior to English colonization that were greatly enlarged by subsequent fill activities (Heidt and McClennen 1999A; Seasholes 2003:335). The transformation of this area is visible on topographic maps from ca. 1893 and from ca. 1956.) (Gutbrod et al. 2024: 8-52).

The Port Norfolk landform was not occupied for commercial and residential purposes until after 1845, when the Old Colony Railroad was opened. Throughout the late 19th and early 20th centuries more land was added to enlarge Port Norfolk, particularly at what is now the northern tip of the landform (Seasholes 2003:339- 340). Between 1914 and 1932, the Boston Park Department purchased ~20 acres of marshland along what is now Tenen Beach and transformed it into a bathing beach and bathhouse. The last expansion, in 1932, involved filling the marsh with “ashes and materials dredged from Pine Neck Creek” (Seasholes 2003:341 in Gutbrod et al. 2024: 8-53).

Table 47. Historic Areas within ¼ mile of Proposed Structures (DO_PN_001).

Name	ID	State Historic Resources
Pine Neck / Port Norfolk	BOS.DX	19
Port Norfolk Street, 1-58	BOS.HD	3
Lawley Street, 13-84	BOS.GE	1
Walnut Street, 118-188	BOS.HX	3
Woodworth Street, 2-22	BOS.HJ	3
Walnut Street, 36-60	BOS.HW	3
Tolman Street, 7-46	BOS.HO	---
Freeport Street, 568-606	BOS.EO	1
Popes Hill Street, 1A-22	BOS.HC	---
Neponset Avenue, 361-413	BOS.GQ	5
Neponset Village	BOS.DY	23
Minot Street, 25-122	BOS.GN	13
Chickatawbut Street, 11-60	BOS.EU	3

There are four historic-period sites designated or pending designation as landmarks by the Boston Landmarks Commission within a quarter mile of Proposed Structures. The Dorchester Pottery Works, same site as BOS.HA.157; The Putnam Nail Factory (pending

designation), located at the north end of Port Norfolk, along Ericsson Street; the Elisha Loring House (pending designation), located on the northwest corner of Mill Street and Ashland Street by Commercial Point; and the Daniel Withington House (pending designation), located on the southwest corner of Mill Street and Ashland Street by Commercial Point (Gutbrod et al. 2024: 8-54).

Table 48. Quarter Mile Historic Sensitivity - Boston Landmark Commission.

Name	Status	Landmark Features	Location	Landmark Report	Site form
Dorchester Pottery Works	Approved	Exterior and Kiln	Victory Road		BOS.HA.157
Putnam Nail Factory	Pending		Ericsson St, Port Norfolk		
Elisha Loring House	Pending		Mill Street and Ashland Street		
Daniel Withington House	Pending		Mill Street and Ashland Street		

There is one known Historic Archaeology site, BOS.HA.157, within a quarter mile of Proposed Structure segments DO_PN_001 and DO_PN_002. Dorchester Pottery Works (BOS.HA.157) is discussed above for the other areas of Dorchester (Gutbrod et al. 2024: 8-54).

There are three Precontact / Ancient-period Sites within a quarter mile of the Proposed Structure segments: 19- SU-18, Summit Site, Savin Hill, 19-SU-19, Commercial Point, and 19-NF-127, Neponset River find spot (*Table 49*). Each of these sites is also discussed above for other areas of the Dorchester neighborhood (Gutbrod et al. 2024: 8-55).

Table 49. Quarter Mile Historic Sensitivity – Precontact-Period.

Name	Site Form	Description
Summit Site, Savin Hill	19-SU-18	Lithic reduction site, 2200-1250 years before present (yBP)
Commercial Point	19-SU-19	Indigenous burial ground / grave site, historic period
Neponset River Find Spot	19-NF-127	Find Spot

There are no known Precontact / Ancient-period Sites within the 50-foot buffer and no documented Historic archaeology resources within the 50-foot buffer zone of the Proposed Structure segments DO_PN_001 or DO_PN_002 (Figure 102 and Figure 103). Records of soil bores show that soils in the area proposed for DO_PN_001 are likely to be fill down to at least 45.1 feet below surface (ft bs) and soils in the area for DO_PN_002 are likely to be fill to at least 25 ft bs (Gutbrod et al. 2024: 8-55).

Due to the timing and nature of the in-fill and development of this portion of the Port Norfolk area, there no potential sensitivity for prehistoric or ancient-period sites or significant, intact historic-period sites within 45 feet of the ground surface in area proposed for structure DO_PN_001 or within 25 ft in the area for DO_PN_002. However, there is potential sensitivity for historic-period shipwrecks in the area of DO_PN_001 if construction activities extend greater than 45 feet below ground surface and there is potential sensitivity for ancient period sites in the area of DO_PN_002 if construction activities below 25 feet (Gutbrod et al. 2024: 8-56).

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Figure 101. View of Proposed Structures DO_PN_001 & DO_PN_002 Historic Resources within ¼ mile buffer.

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Figure 102. View of Proposed Structures DO_PN_001 & DO_PN_002 Historic Resources within 50-foot buffer.

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Figure 103. View of Proposed Structures DO_PN_001 & DO_PN_002 with known Precontact and Historic Archaeology Resources within ¼ mile.

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Figure 104. View of Sensitivity Area for Archaeological Resources within the 50-foot buffer of Proposed Structures DO_PN_001 & DO_PN_002.

2.4.7.5.5 Dorchester/South Boston Neighborhood – South Residential Area

The Proposed Structure construction in the “South Residential” [South Neighborhood] area, Dorchester Neighborhood, consists of one Proposed Structure segment: SB_NB_001 (Figure 105). Segment SB_NB_001 is a 1,024.26 -ft-long “Floodwall/Deployable” type design located in Joe Moakley Park along William J. Day Boulevard.

The Proposed Structure would protect portions of State Road 3A, local roads, public parks, commercial and commuter railroad, and residential, commercial, and educational buildings along Dorchester Bay. This area includes the Old Harbor Reservation Parkways historic district (BOS.ZD), the Calf Pasture Pumping Station Complex (BOS.IP), and the Savin Hill Historic District (BOS.DC) (Gutbrod et al. 2024: 7-46).

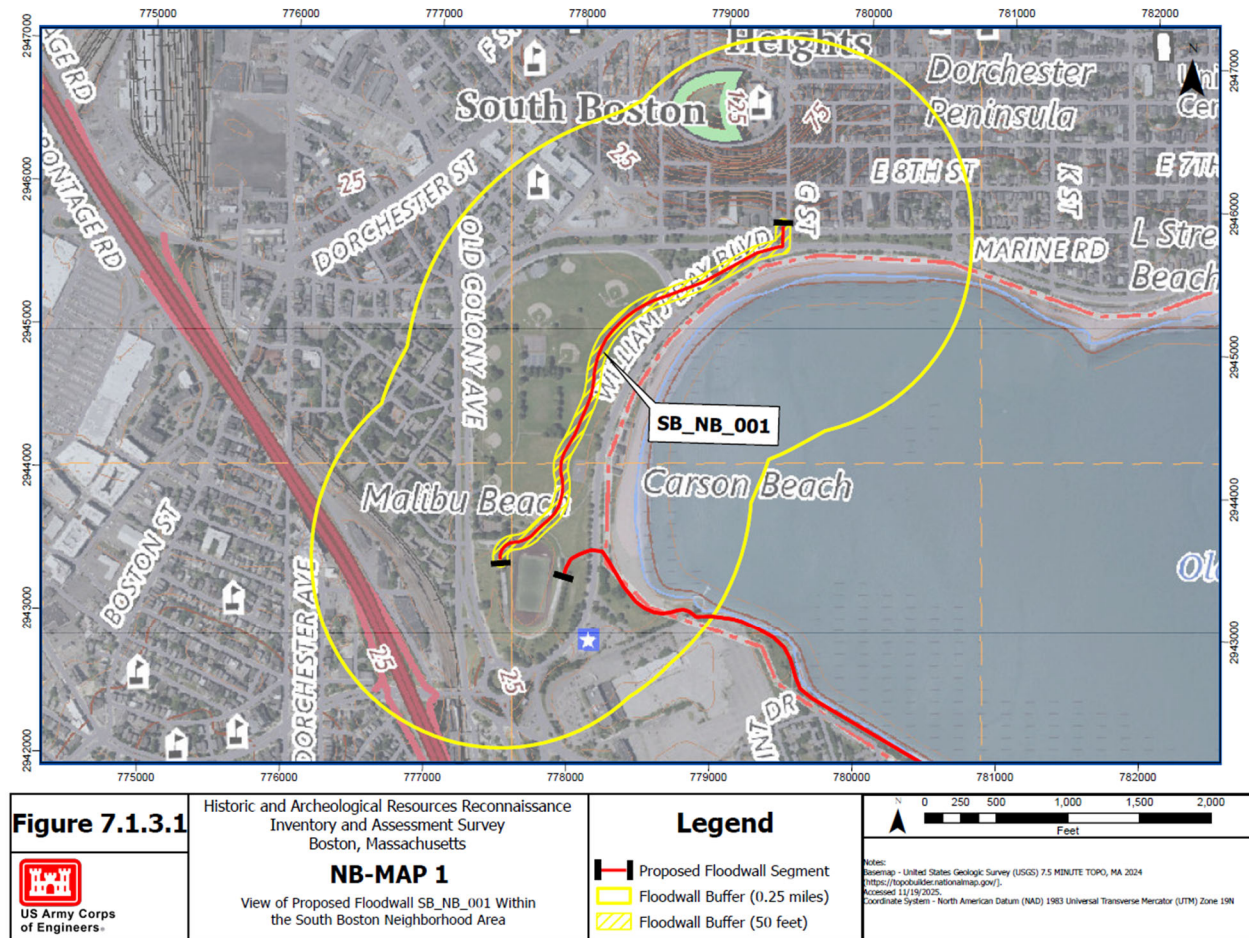


Figure 105. View of Proposed Structures (SB_NB_001) within the South Residential Area.

The Proposed Structures in the South Residential area are located in a highly developed landscape consisting primarily of residential, commercial, public infrastructure, and open space. The largest open spaces in the area are Joe Moakley Park and Carson Beach.

This low-lying (~5-15 ft above sea level) landscape is susceptible to future water-level increases and the 2030 model shows that portion of the South Residential area as far inland as Marine Road, Columbia Road, and East 8th Street will be impacted by 1% annual chance floods. In addition to the Proposed Structure designs, mitigation proposed in this area includes elevated waterfront parks along Carson and L Street Beaches, Pleasure Bay, and the harbor walk at Fort Independence Park, as well as reinforcements to the existing floodwall along Conley Terminal.

Much of what is now Dorchester/South Boston is composed entirely of made land and is Boston's second largest filled area, only after East Boston. Castle Island and the South Boston peninsula, bounded to the west by what is now A Street, on the north by West Second Street and East First Street, on the east by Farragut Road, and to the South by Day Boulevard and Columbia Road, were the primary existing landforms prior to English colonization. The peninsula was greatly expanded by filling activities and Castle Island was connected to the mainland (Heidt and McClennen 1999A; Seasholes 2003:292). The transformation of this area is visible on topographic maps from ca. 1892 (Gutbrod et al. 2024: 7-47).

The quarter-mile Historic Sensitivity distance from the Proposed Structures encounters nine Historic Districts: Old Harbor Village (BOS.IQ); Saint Margaret's - Boston Street (BOS.CY) which has 72 historic resources; the Dorchester Heights Historic District (BOS.TP), with 361 historic resources; the Dorchester Heights National Historic Site (BOS.IR), with 6 historic resources; the Boston National Historical Park (BOS.AY), with 133 historic resources (Table 40). Five of these historic areas are on the National Register of Historic Places: Old Harbor Reservation Parkways (BOS.ZD), Dorchester Heights Historic District (BOS.TP), Boston National Historical Park (BOS.AY), Dorchester Heights National Historic Site (BOS.IR), and the Cathedral of Saint George Historic District (BOS.SI) (Gutbrod et al. 2024: 7-50).

Table 50. Historic Areas within ¼ Mile of Proposed Structures (SB_NB_001).

Name	ID	State Historic Resources	National Register
Old Harbor Village	BOS.IQ	---	No
Saint Margaret's - Boston Street	BOS.CY	72	No
Dorchester Heights Historic District	BOS.TP	361	No
Boston National Historical Park	BOS.AY	133	No
Dorchester Heights National Historic Site	BOS.IR	6	No
Old Harbor Village	BOS.IQ	---	No
Saint Margaret's - Boston Street	BOS.CY	72	No
Old Harbor Reservation Parkways	BOS.ZD	15	Yes
South Boston Waterfront District	BOS.IV	16	No

The 50-foot Historic Sensitivity distance for all the Proposed Structure segments in the South Residential Area encounters two Historic Districts (*Figure 107*): the national and state recognized “Old Harbor Reservation Parkways” historic district (Massachusetts Historical Commission identifier BOS.ZD) and the state recognized “South Boston Waterfront District” (BOS.IV) (Gutbrod et al. 2024: 7-51).

Table 51. Historic Areas within 50-foot buffer of Proposed Structure (SB_NB_001)

Name	ID	State Historic Properties	National Register	NR Contributing properties	Measure
Old Harbor Reservation Parkways	BOS.ZD	15	Yes	13	SB_NB_001
South Boston Waterfront District	BOS.IV	16	No	---	SB_NB_001

The Old Harbor Reservation Parkways (BOS.ZD), located along William J. Day Boulevard and Columbia Road, is a ca. 1893 interconnected marine parkway system with 13 contributing resources, including recreation facilities and landscaped and marine parks, conservation areas, and connecting parkways. The Old Harbor Reservation Parkways, originally known as the Strandway, is associated with significant national and local history and significant architectural and artistic characteristics (Stott and Friedberg 2008:8.1). The Parkways were designed by Frederick Law Olmsted (1822-1903), who famously designed New York’s Central Park, and Arthur A. Shurcliff (1870-1957) and “was an important precursor to the Metropolitan Park Commission’s Revere Beach” (Stott and Friedberg 2008:8.1). Constructed between 1893 and 1930, the establishment of the Parkways attracted national attention and “fostered new housing construction along the filled” in the area (Stott and Friedberg 2008:8.1 in Gutbrod et al. 2024: 7-51).

The South Boston Waterfront District (BOS.IV) is a historically significant area due to the Strandway noted in the Old Harbor Reservation Parkways historic area. It also includes Carson Beach, the Carson Beach Bathhouse, the L Street Bath House, and four structures relating to ca. 1900 yacht clubs (Huggins 1988 in Gutbrod et al. 2024: 7-51).

Proposed structure segment SB_NB_001 intersects with a portion of the Old Harbor Reservation Parkways on Carson Beach along William J. Day Boulevard between I Street and K Street and Joe Moakley Park. This park of the Parkways district, referred to as

“Day Boulevard, Segment 2” in Stott and Friedberg (2008:7.4), is the only part of the Parkways where traditional “single-globe lamppost designs” are preserved (Gutbrod et al. 2024: 7-51-2).

The entirety of Proposed Structure segment SB_NB_001, is within the South Boston Waterfront District as is the majority of segment, excluding only the portions at Columbia Road and G Street.

The 50-foot Historic Sensitivity distance for the Proposed Structure segments in South Boston Residential area encounters five inventoried properties: Columbus Park, now Joe Moakley Park, (BOS.9253), Carson Beach (BOS.9254), the Carson Beach Bath and Field House (BOS.7177), the L Street Bath House (BOS.6851), and the National Registered Columbus Park Headworks (BOS.9651) (Gutbrod et al. 2024: 7-52).

Table 52. Historic Properties within 50-foot buffer of Proposed Structure (SB_NB_001)

Property Name	ID	Year	National Register	MHC District	Measure
Old Harbor Parkway - Columbus Park Headworks	BOS.9651	1967	Yes	BOS.ZD	SB_NB_001
Carson Beach Bath and Field House	BOS.7177	Ca 1922	No	BOS.IV	SB_NB_001
Columbus Park	BOS.9253	Ca 1897	No	BOS.IV	SB_NB_001
Carson Beach	BOS.9254	Ca 1897	No	BOS.IV	SB_NB_001
L Street Bath House	BOS.6851	1931	No	BOS.IV	SB_NB_001

The Old Harbor Reservation Parkways historic districts include Joe Moakley Park, originally Columbia Park, a 60-acre mixed-use recreation facility and greenspace designed by Arthur A. Shurcliff’s as part of his ca. 1914 plan for the Strandway (Stott and Friedberg 2008:7.6-7). Moakley Park was largely completed by 1924 and included a brick fieldhouse, baseball fields, and tennis courts stadium. A stadium was added in 1930 and in 1954 was dedicated the Saunders Stadium after Paul J. Saunders, a Dorchester resident who was killed fighting in World War II (Stott and Friedberg 2008:7.7; Ph_SB_SN_2). Also included in the Parkways historic districts is the Columbus Park Headworks, a ca. 1967 sewage pumping facility. The Headworks were built as part of a to “replace the aging Calf Pasture Pumping Station” and divert sewage to newer facilities on Deer Island (Stott and Friedberg 2008:7.7 in Gutbrod et al. 2024: 7-52).

Carson Beach (originally Columbus Park Beach) is a horseshoe-shaped beach modeled after Olmsted's design for the nearby Pleasure Beach and was also part of Arthur A. Shurtleff's design for the Standway (Stott and Friedberg 2008:7.6-7). Carson Beach features the Carson Beach Bath House, designed by Harrison A. Atwood (1863-1954) in 1924, and an octagonal "refreshment pavilion" called the Carson Beach Concession Stand. The bathhouse was renovated in 1998 and renamed the Edward J. McCormack, Jr. Bathhouse (Stott and Friedberg 2008:7.6). At the east end of Carson Beach is the L Street Bath House, a 1,050-foot-long brick and limestone building built in 1931 as a public bathhouse. The L Street Bath House marks the start of L Street Beach and was renamed the "Curley Community Center," for former Boston Mayor Michael J. Curley (Stott and Friedberg 2008:7.5). Carson Beach, its facilities, and the L Street Bath House are all part of the South Boston Waterfront District and are contributing properties to the Old Harbor Reservation Parkways (Gutbrod et al. 2024: 7-53).

The nearby Samuel W. Johnson Three Decker, a ca. 1911 multi-family home designed by architect Oliver Ames Johnson and first owned by Samuel W. Johnson (Massachusetts Historical Commission [MHC] 1982) is not part of any historic district or area. Built by Boston-area developer Samuel W. Johnson (1851-1932) and retaining its Colonial Revival-style architecture, the Samuel W. Johnson Three Decker is significant to local history and culture. Johnson was born in Nova Scotia, Canada, and moved to South Boston in 1875. He became a real estate developer in the 1880s and by 1900 "was credited with the construction of over 200 homes" in South Boston (MHC 1982:2) (Gutbrod et al. 2024: 7-53).

There are no known precontact / ancient-period archaeological sites within a quarter mile of the Proposed Structure segments for the South Residential Area. Additionally, there are no known precontact / ancient-period or historic-period archaeological sites within the 50-foot buffer of the Proposed Structure segments for the South Residential Area (*Figure 107; Figure 108*) (Gutbrod et al. 2024: 7-53).

Records of soil bores taken in South Boston in the mid-20th century provide more localized data into soil composition in the specific areas of the Proposed Structure segments. In general, the data indicates that the areas impacted by this project are mainly marine wetland/marine soils and sewage dumping, consistent with land formation history of the area. The bores show that locations in the project area along the shore of Dorchester Bay, may be undisturbed, with little or no fill (sand, gravel, wood, ash, refuse, etc.) deposited on top of the naturally formed marine horizons. More inland or more developed areas, Joe Moakley Park and Morrissey Boulevard show evidence of extensive filling and disturbance and/or removal of the natural soils (Gutbrod et al. 2024: 7-54).

Soil bores taken in the northwest of the segment, at K Street and Columbia Road show potentially undisturbed terrestrial soils (sand ~0-20 ft bs) and sandy clay (~20-27 ft bs). This soil bore data shows no fill soils in the area, supporting historic shoreline models which suggest that the area would have been an outcrop of dry land during the colonial period and into the early 1800s. It is possible, however, that the area may have been

graded or truncated during the extensive fill and development projects in the area from the mid-1800s into the 20th century.

Several areas of potential sensitivity were identified during the survey, located along structure SB_NB_001, at Carson Beach and Moakley Park. Sensitivity assessment along segments SB_NB_001 is supported by their location within the South Boston Waterfront District (BOS.IV) and proximity to historic properties associated with Carson Beach (BOS.7177 & BOS.7178). Soil cores collected in this area indicate disturbed and beach soils which are supported by historic soil bore data. Sensitivity assessment within the Old Harbor Reservation Parkways historic district and within Columbus Park, now Moakley Park (BOS.9253) is considered low. The entrance to Saunders Stadium and the ca. 1953 memorial garden to Paul J. Saunders is a possible cultural and historic landscape not yet inventoried separately from Columbus Park (Gutbrod et al. 2024: 7-58). The Boston Harborwalk, notably, extends from Charlestown to Dorchester and from Orient Heights to Jeffries Point in East Boston (Harborwalk Now).

There is potential sensitivity for cultural resources in the areas along Columbia Road and K Street and along structure along the segment at the Carson Beach Bath and Field House (BOS.7177) and Carson Beach Concession Stand (BOS.7178) and at Saunders Stadium in Moakley Park (BOS.9253). There is no potential sensitivity for the segment outside of the areas detailed above (*Figure 109*).

Sensitivity areas are considered for Precontact resources and/or historic archaeological resources based on known nearby resources, intact soil, and proximity to water. The project location was carefully assessed for sensitivity for archaeological resources based on soil conditions, slope, presence of wetlands and rockiness, and evidence of disturbance. In the case of the South Boston Neighborhood Area, Areas are marked for High Sensitivity. Buried cultural resources may still be extant even within a filled area, although sensitivity below 6 feet is unknown and would need to be confirmed. Depths of 0-3 ft are considered filled soils with beach sand added along the length of SB_NB_001. The top 3 feet of Wall Locations 002 through 005 are impacted by udorthent soils. Udorthent soils continue to depths of 12 and even 20 feet in some areas with varying depths to bedrock with soils containing marine wetland/marine soils and sewage dumping. Potential sources of Project disturbance to archaeologically sensitive areas include pavement and grading within the work location (Gutbrod et al. 2024: 7-59-60).

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Figure 106. View of Sensitivity Area for Historic Archaeological Resources within ¼ mile of Proposed Structure SB_NB_001.

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Figure 107. View of Proposed Structure SB_NB_001, Historic Resources within 50-foot buffer.

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Figure 108. View of Proposed Structure SB_NB_001 and known Precontact with Historic Archaeology Resources within ¼ mile.

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Figure 109. View of Sensitivity Area for Historic Archaeological Resources within the 50- foot buffer of Proposed Structure SB_NB _001.

2.4.8 Alternative 3 – WRDA 2028

The BCSRM Study identifies a series of Early Actionable Elements (EAEs) as discrete, implementable components of the broader system of coastal storm risk reduction measures represented by Action Alternative 2 (Figure 110). These EAEs, evaluated collectively as Action Alternative 3, are geographically distributed across the project area and were assessed as potential early implementation actions to address areas of particularly acute flood risk, concentrations of vulnerable infrastructure, and opportunities for integration with ongoing or planned local projects. As separable segments, the EAEs can be designed and constructed independently while contributing to the overall system performance and long-term resilience objectives of the CSRM Study.

Within the Programmatic EA (see Section 4.1.4), all identified EAEs were evaluated as part of the range of alternatives considered under the Proposed Action. However, following engineering, environmental, and planning review, only the **Moakley Park Connector Alignment** is recommended to advance as Action Alternative 3. This recommendation reflects its relative effectiveness in providing near-term flood risk reduction while balancing engineering, environmental, cultural resource, and community considerations. The remaining EAEs were evaluated as part of the alternatives analysis but are not recommended for implementation at this time.

Each EAE represents a defined alignment or feature, such as floodwalls, berms, deployable barriers, or shoreline stabilization measures, tailored to site-specific topography, land use, and hydraulic conditions. These elements were refined through engineering, environmental, and planning analyses to balance flood risk reduction benefits with potential impacts to natural, cultural, and community resources.

Implementation of the EAEs has the potential to alter existing visual and cultural settings through the introduction of new flood risk management infrastructure. Depending on the location, scale, and design of individual measures, Action Alternative 3 could enhance or disrupt existing views by altering waterfront vistas, affecting views from public spaces or residential areas, or influencing access to historic coastal resources. Construction activities may also temporarily affect scenic corridors and visitor access to cultural resources. Because visual effects are an important component of both the NEPA and Section 106 review processes, the District conducted a preliminary identification and evaluation of cultural resources and historic properties that could be affected by visual changes associated with the EAEs (see Section 3.1.2.2). Public perceptions of visual quality and aesthetics continue to be considered through stakeholder engagement; however, these qualitative preferences were not used in determining the preliminary impact ratings presented in this appendix.

The existing conditions described in this section provide the environmental and cultural baseline against which the potential effects of the EAEs are evaluated. Because the EAEs are located in distinct neighborhoods, including East Boston, Charlestown, South Boston,

and Dorchester, the existing conditions reflect a range of urban, waterfront, transportation, and recreational landscapes, as well as varying degrees of historic sensitivity and ecological function. This baseline characterization supports a comparative assessment of how the EAEs may alter current conditions, both beneficially and adversely, at a localized scale.

By framing the EAEs within the existing conditions, this section establishes the foundation for understanding site-specific vulnerabilities, resource distributions, and community contexts that inform both the design considerations and the analysis of environmental consequences associated with the EAEs in Section 3.1.2.2.

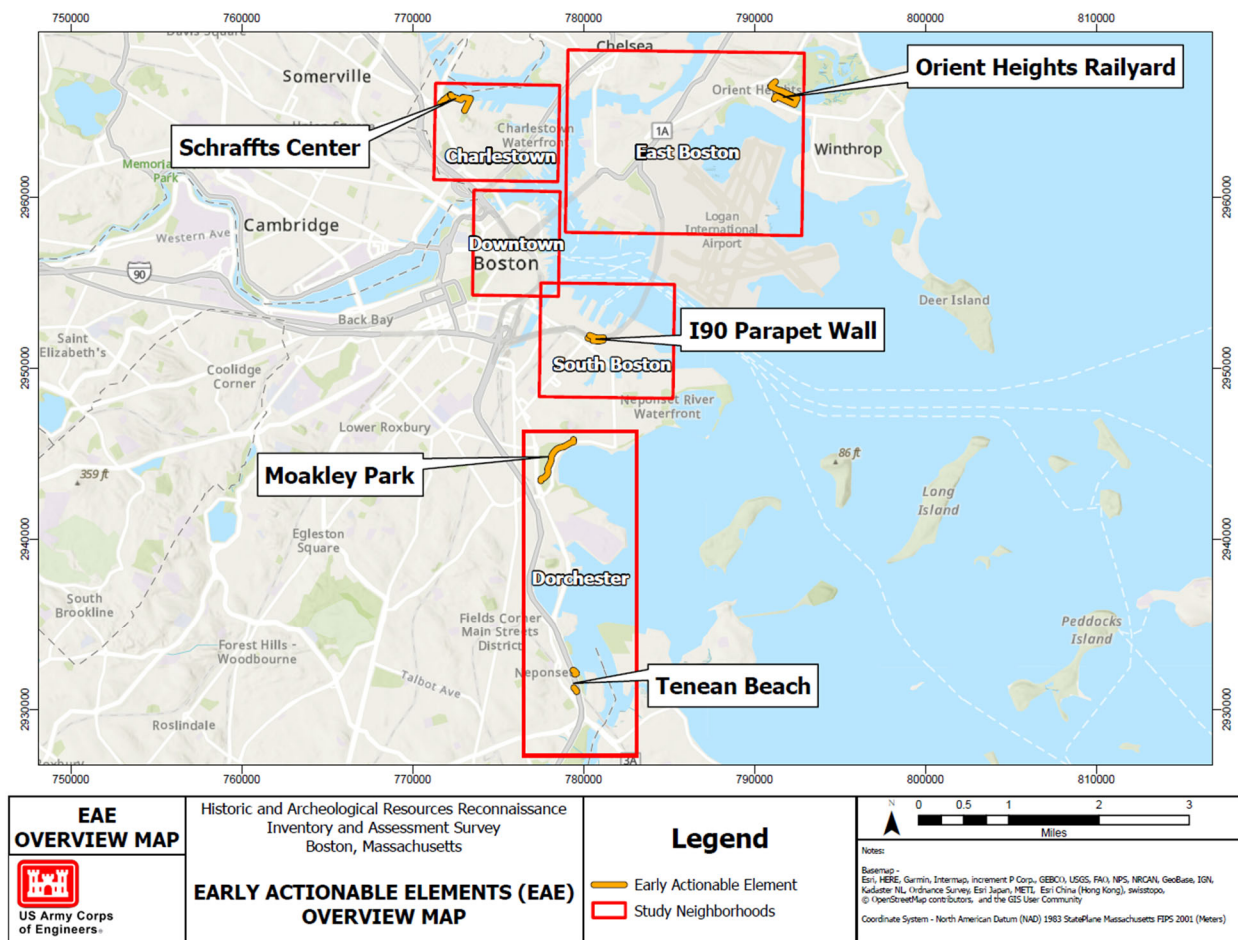


Figure 110. EAE Overview Map.

2.4.8.1 Charlestown – Schraffts City Center Alignment

This EAE was evaluated during development of the Boston CSRM alternatives but is not carried forward as part of the recommended Action Alternative 3. The analysis is retained in this appendix to document existing environmental and cultural resource conditions,

evaluate the potential effects of the alignment, provide a consistent basis for comparison across all EAEs considered, and illustrate the relationship of the alignment to the Comprehensive Plan (Action Alternative 2).

As described in detail in Section 2.4.7.7, the Schrafft City Center Alignment (CH_EM_002) consists of a floodwall extending from Ryan Playground along the Mystic River corridor. The refined EAE alignment now follows the southwestern perimeter of Ryan Playground, rather than extending along Alford Street, and remains within a highly developed urban setting characterized by prior disturbance, including a paved pedestrian trail, reconstructed boulder erosion control features, and fencing associated with adjacent MBTA rail infrastructure.

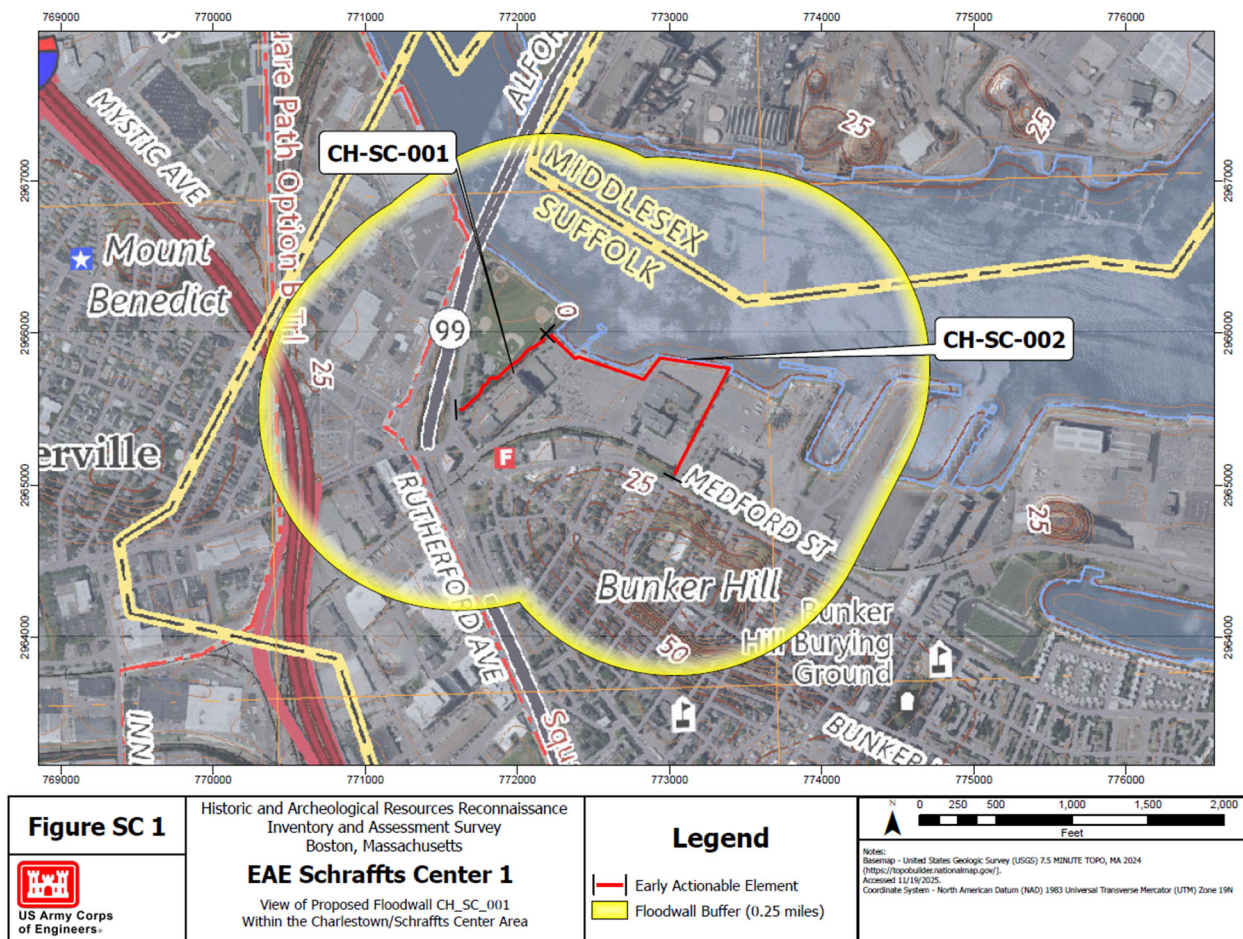


Figure 111. View of Proposed Floodwalls CH-SC-001 & CH-SC-002 Within South Boston.

The surrounding area contains a high density of historic resources, including multiple historic districts and numerous inventoried properties, several of which are listed in the National Register of Historic Places. Previously documented historic archaeological sites within the broader vicinity are primarily associated with the Middlesex Canal corridor,

located west of the proposed alignment. No precontact archaeological sites have been identified within the quarter-mile study area.

Consistent with the findings presented in Section 2.4.7.2.2, the alignment remains situated within a heavily altered landscape, and previously identified cultural resources are located outside the immediate footprint of proposed construction.

A total of ten historic districts are located within a quarter-mile of the proposed structure (Table 18). Sensitivity analysis within a quarter-mile distance includes 184 inventoried historic properties, and 34 National Register buildings.

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Figure 112. View of Proposed Floodwalls CH-SC-001 & CH-SC-002 and Historic Resources Within a ¼-Mile Buffer.

There are no known Precontact archaeological sites within the quarter-mile buffer and 12 documented Historic Archaeological sites located within the quarter mile buffer, all associated with the Middlesex Canal and its path that crosses south and west of the Proposed Structure CH_EM_001 (*Table 19*).

As described in Section 2.4.7.2.2, the primary area of historic sensitivity within the 50-foot buffer is associated with the Schrafft's Building complex, particularly the perimeter decorative wall and iron fence, which are character-defining features of the property. The

alignment of the Proposed Structure in this location concentrates potential impacts on these elements, including effects to their setting, integrity, and visual relationship to the surrounding landscape.

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Figure 113. View of Proposed Floodwalls CH-SC-001 & CH-SC-002 Precontact and Historic Archaeology Resources Within a 1/4-Mile Buffer.

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Figure 114. View of Proposed Floodwalls CH-SC-001 & CH-SC-002 and Known Historic Resources Within a 50-foot Buffer.

2.4.8.2 South Boston – I-90 Parapet Walls Alignment

Although this EAE is not included in the recommended Action Alternative 3, it was fully evaluated as part of the alternatives analysis for the Boston CSRM Study. The following analysis documents existing conditions and potential environmental effects to support comparisons among the EAEs, provide the basis for alternative selection, and illustrate the role of this alignment within the Comprehensive Plan (Action Alternative 2).

The I-90 Parapet Wall (SB-PW-001) feature is not described in detail as a component of either the Fort Point Area nor the Marine Terminal Area (Figure 115). The EAE includes a flood closure structure at the Massachusetts State Police Tunnel Barracks and the installation of an approximately one-foot-high parapet wall along the I-90 Ted Williams Tunnel portal. These features are intended to provide flood risk reduction for critical transportation infrastructure associated with the Ted Williams Tunnel, which serves as a major transportation corridor connecting East Boston and South Boston.

The quarter-mile Precontact and Historic Resources buffer from the Proposed Structure location encounter 31 historic resources that can be sorted into 21 Inventoried Historic Properties, of which 10 are part of Local Historic Districts and 10 are recognized as National Register Listed Historic Properties (Figure 116). Five are also individually listed on the National Register. There are 4 Historic Districts (Table 53), 1 Historical Archaeology Site (Table 54), 1 pending Boston Landmark Area (Table 55), and no known Precontact archaeological sites.

Table 53. Historic Districts within ¼ mile of Proposed Structure (SB-PW-001)

#	Designation	MHC #	Historic Name	Type	Details	Address
1	NRDIS	BOS. ADN	Boston Fish Pier Historic District	NRHP	4 contributing assets	Food Processing and Packaging; Other Commercial; Other Water Related;
2	NRDIS (2022)	BOS. AGO	South Boston Naval Annex Historic District	NRDIS	44 contributing resources	Navy Dry Dock

#	Designation	MHC #	Historic Name	Type	Details	Address
3		BOS .RU	C Street Industrial Area	Inventoried Property	18 contributing	Industrial Complex or District; Other Commercial
4		BO S.R T	Boston Army Supply Base	Inventoried Property	58 contributing	Fort or Base; Industrial Complex or District; Ship Yard;

The direct (construction) APE intersects the boundary of the Boston Army Supply Base Historic District (BOS.RT). However, the proposed work is confined to the existing I-90 transportation corridor and does not directly intersect with identified contributing buildings, structures, or other character-defining features of the historic district.

The 50-foot Historic Sensitivity distance for the Proposed Structure encounters four Historic Districts (Figure 118 and Table 53): the national and state recognized “South Boston Naval Annex Historic District” (BOS.AGO) and “Boston Fish Pier Historic District” (BOS.AND), the state recognized “Boston Army Supply Base” (BOS.RT), and “C Street Industrial Area” (BOS.RU).

The 50-foot Historic Sensitivity distance for the Proposed Structure segments in the Marine Industrial-Channel area encounters 1 inventoried property (BOS.RT). There are no known Precontact period archaeological sites within a quarter mile of the Proposed Structure segments for the South Residential Area. There are no known historic period archaeological site within a quarter mile, but of note are Crown Glass Works (BOS.HA.80), and Suffolk County House of Corrections site (BOS.HA.80) located within approximately a half mile of the Proposed Structure segment. To the north of Seaport Boulevard, the Boston Fish Pier Historic District jets out into the harbor and was built in 1910.

There are no known Precontact period or historic-period archaeological sites within the 50-foot buffer of the Proposed Structure segment. (Figure 117). Sensitivity for precontact resources is negligible (for depths of 0-10 feet) due to the entire creation of the landform, by the Boston Wharf Company during the 19th century (Gutbrod et al. 2024: 7-9,17). Sensitivity for historic properties surround the Fort Point Channel is considered high as testing archeologically below the surface for resources would likely yield fill soils with abundant 19th-century debris and artifacts.

Table 54. Historic Archaeology Sites within ½ mile the Proposed Structure (SB-PW-001).

#	MHC #	Site Name	Centuries	Significance	Use Types
1	BOS.HA.76	Crown Glass Works	19	Industry Archaeology, Historic Invention History	Social history

Table 55. Boston Landmarks within ¼ mile of the Proposed Structure (SB-PW-001).

Common name	Status	Areas under jurisdiction	Note
Boston Fish Pier	Pending	Pier area	Seaport

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Boston Coastal Storm Risk Management Study

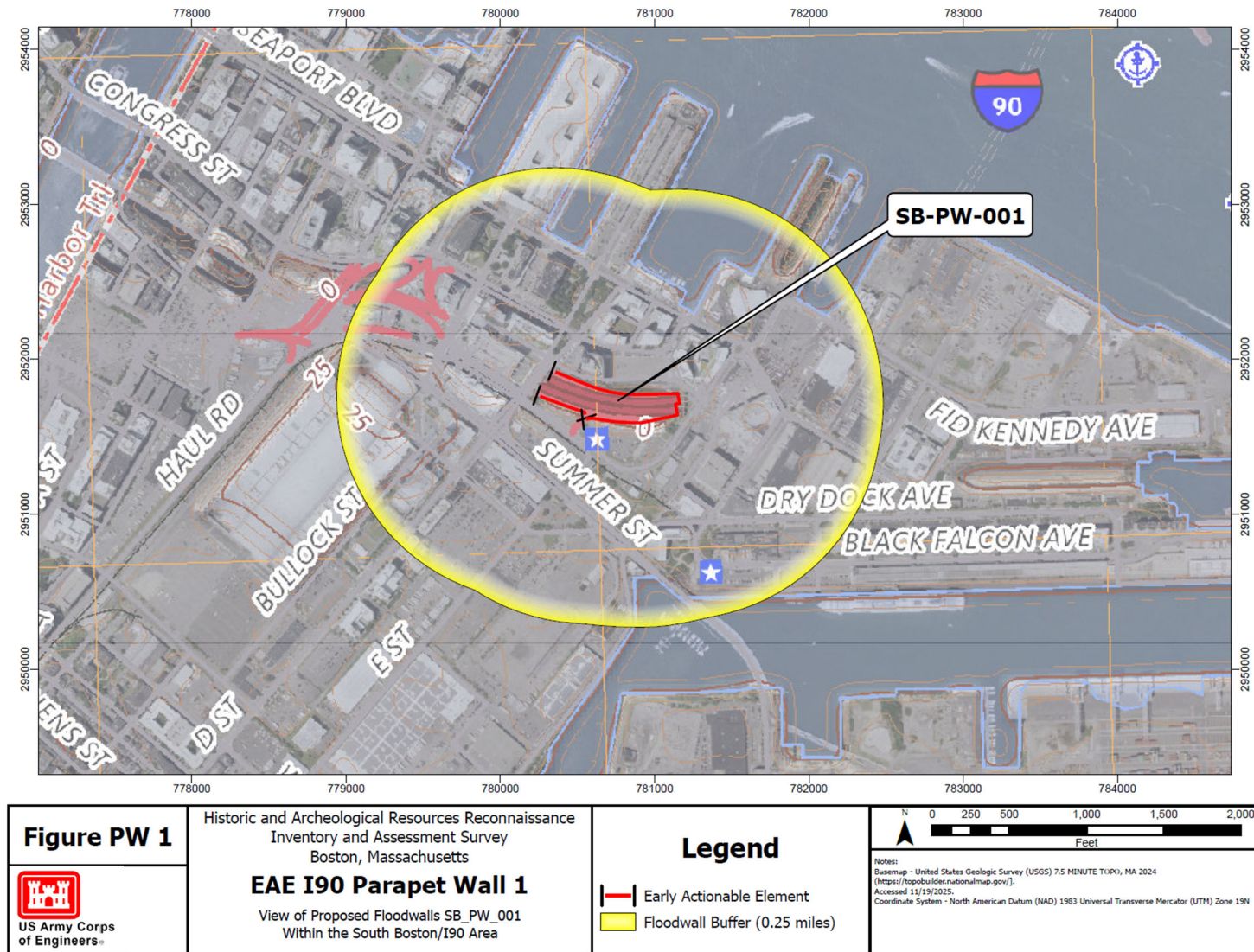


Figure 115. View of Proposed Floodwall SB-PW-001 Within South Boston.

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Figure 116. View of Proposed Floodwall SB-PW-001 and Historic Resources Within a ¼-Mile Buffer.

REDACTED FOR SENSITIVE DATA



Figure 117. View of Proposed Floodwall SB-PW-001 Precontact and Historic Archaeology Resources Within a 1/4-Mile Buffer.

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Figure 118. View of Proposed Floodwall SB-PW-001 and Known Historic Resources Within a 50-foot Buffer.

2.4.8.3 Dorchester– Moakley Park Connector Alignment

This EAE was evaluated during development of the BCSRM Study and is carried forward as Action Alternative 3. The analysis presented in this appendix documents existing environmental and cultural resource conditions and evaluates the potential effects of the alignment, which was identified as the preferred near-term implementation measure based on engineering feasibility, environmental considerations, and its ability to provide meaningful flood risk reduction while integrating with the broader Comprehensive Plan (Action Alternative 2).

As discussed in detail in Section 2.4.7.5.4, the Moakley Park Connector EAE consists of a single segment (SB_NB_001), a floodwall/deployable structure extending approximately 1,024 feet through Joe Moakley Park along William J. Day Boulevard (Figure 119. View of Proposed Floodwall DO_MP_001 Within the Dorchester/Moakley Park Area.). The alignment is intended to reduce coastal storm risk to critical infrastructure and dense residential, commercial, and recreational areas along Dorchester Bay, including State Road 3A, local road networks, parklands, and adjacent development.

The project area is situated within a highly developed and historically significant coastal landscape shaped by extensive landmaking during the 19th and 20th centuries. The alignment falls within and adjacent to multiple historic districts, most notably the Old Harbor Reservation Parkways and the South Boston Waterfront District, and is in proximity to numerous contributing resources including Carson Beach, associated bathhouse structures, and recreational facilities within Joe Moakley Park. These resources reflect the area's planned coastal park system and its evolution as a major public recreational landscape.

No precontact or historic-period archaeological sites have been identified within the immediate APE, although several historic districts and inventoried properties occur within the broader study area, see Section 2.4.7.5.4 for documented cultural resources. Subsurface conditions vary across the alignment, with evidence of both extensive fill and areas of potentially intact soils, particularly near former shoreline margins. As a result, while overall archaeological sensitivity is generally low due to prior disturbance, localized areas, particularly near Carson Beach, Columbia Road, and portions of Moakley Park, retain some potential for buried cultural resources. Outside of these areas, the likelihood of encountering intact archaeological deposits is limited.

Boston Coastal Storm Risk Management Study

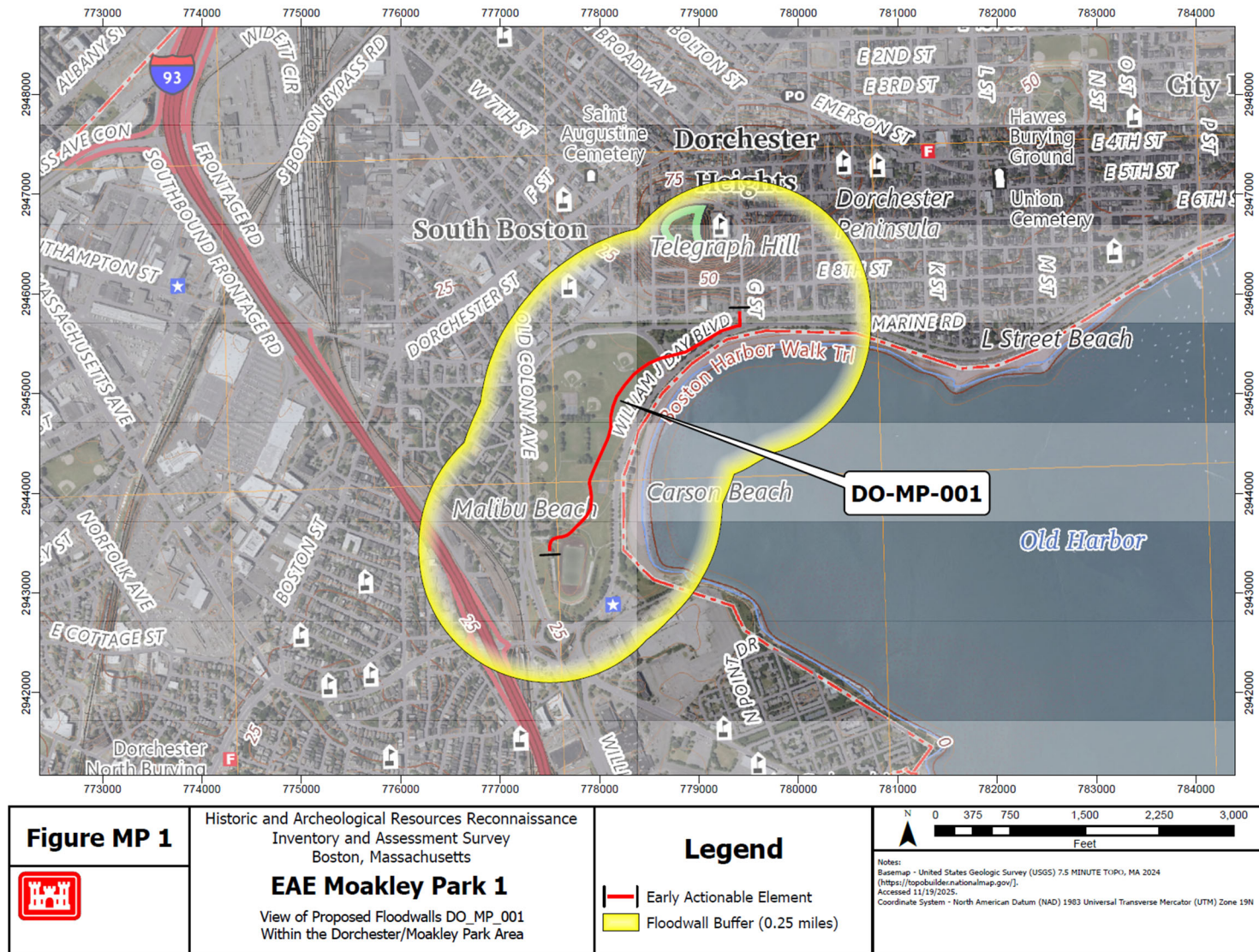


Figure 119. View of Proposed Floodwall DO_MP_001 Within the Dorchester/Moakley Park Area.

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Figure 120. View of Proposed Floodwall DO_MP_001 and Historic Resources Within a ¼-Mile Buffer.

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Figure 121. View of Proposed Floodwall DO-MP-001 and Known Historic Resources Within a 50-foot Buffer.

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Figure 122. View of Proposed Floodwall DO-MP-001 Precontact and Historic Archaeology Resources Within a 1/4-Mile Buffer.

2.4.8.4 Dorchester – Tenean Beach Berm Alignment

This EAE was evaluated during development of the Boston CSRM Study but is not advanced as part of the recommended Action Alternative 3. Consistent with the comprehensive alternatives evaluation conducted under NEPA, the existing conditions and effects analysis are retained to provide a complete record of the environmental review, facilitate comparison across the evaluated EAEs, and describe the relationship of this alignment to the Comprehensive Plan (Action Alternative 2).

As described in detail in Section 2.4.7.5, the Port Norfolk measure consists of two segments, a short deployable structure (DO_PN_001) and a longer floodwall (DO_PN_002), designed to reduce coastal storm risk to critical transportation and commercial infrastructure along Dorchester Bay, including Interstate 93, adjacent roadways, and rail assets (Figure 123). These features are situated within a heavily modified landscape composed largely of historic fill, reflecting extensive 19th- and 20th-century landmaking that transformed former estuaries and marshlands into the present-day shoreline.

Port Norfolk's development history is closely tied to transportation infrastructure, particularly following the establishment of the Old Colony Railroad in the mid-19th century, with subsequent expansion through continued filling and shoreline alteration. Nearby resources include several historic properties designated or pending designation by the Boston Landmarks Commission, as well as one previously recorded historic archaeological site (Dorchester Pottery Works). Several precontact sites have also been identified within the broader vicinity, though none are located within the immediate project buffers.

Subsurface investigations indicate that the project area consists of deep fill deposits, substantially reducing the potential for intact archaeological resources within the anticipated depth of construction (approximately 45 feet for DO_PN_001 and 25 feet for DO_PN_002). Accordingly, the potential for prehistoric or significant historic-period resources within these depths is low. However, deeper excavations could encounter previously unrecorded resources, including historic-period shipwrecks in the vicinity of DO_PN_001 and deeply buried precontact deposits near DO_PN_002.

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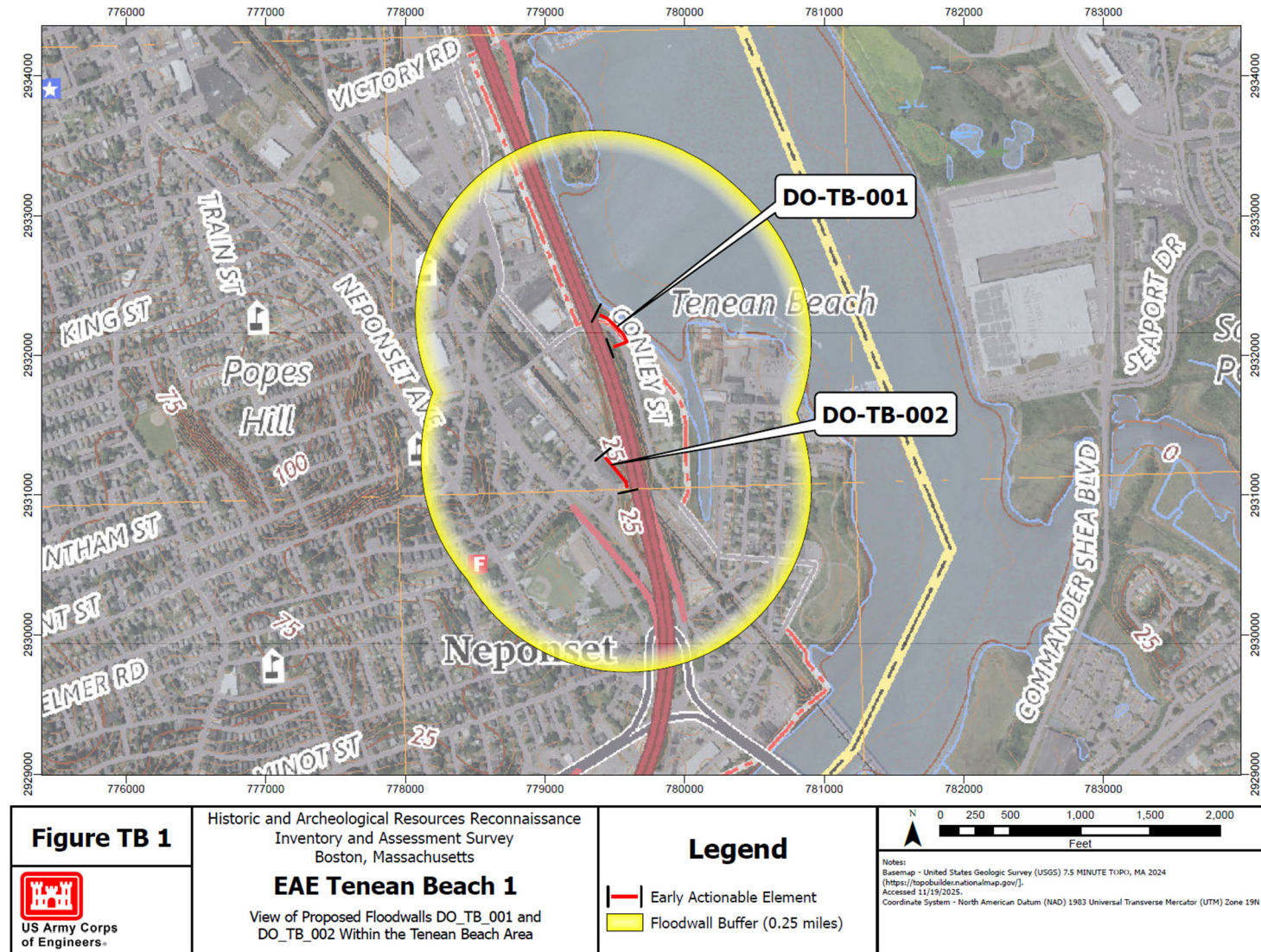


Figure 123. View of Proposed Floodwalls DO_TB_001 and DO_TB_002 Within the Tenean Beach Area.

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Figure 124. View of Proposed Floodwalls DO_TB_001 and DO_TB_002 and Historic Resources Within a 1/4-Mile Buffer

REDACTED FOR SENSITIVE DATA



Figure 125. View of Proposed Floodwalls DO_TB_001 and DO_TB_002 and Known Historic Resources Within a 50-foot Buffer.

REDACTED FOR SENSITIVE DATA



Figure 126. View of Proposed Floodwalls DO_TB_001 and DO_TB_002 Precontact and Historic Archaeology Resources Within a 1/4-Mile Buffer.

2.4.8.5 Dorchester – Orient Heights Railroad

This EAE was evaluated during development of the BCSRM Study but is not carried forward as part of Action Alternative 3. Consistent with the alternatives evaluation conducted under NEPA, the analysis is retained in this appendix to document existing environmental and cultural resource conditions, evaluate the potential effects of the alignment, facilitate comparison among all EAEs considered, and describe its relationship to the Comprehensive Plan (Action Alternative 2).

As described in detail in Section 3.1.2.1.1.6 the Orient Heights Railroad measure consists of a vertical structure to reduce risk at the MBTA Orient Heights railyard in East Boston. The Orient Heights EAE is located in East Boston adjacent to the Belle Isle Marsh to the north, the Belle Isle Inlet to the east, and the Belle Isle Coastal Preserve to the southeast. The project area is centered on and immediately surrounding the MBTA Orient Heights transit station and associated rail maintenance and repair yard, which includes a large track turnaround and rail storage/servicing infrastructure. The rail complex and surrounding transportation corridor form a continuous infrastructure-dominated landscape that transitions into coastal marsh and tidal edge environments along its northern and eastern margins.

The MBTA rail yard and transit facilities were constructed between 1955 and 1957, largely on reclaimed marshland and former wetland systems, as documented in mid-20th century USGS topographic mapping. This development involved extensive filling and regrading of coastal wetland areas to accommodate rail infrastructure, resulting in a heavily modified subsurface and landform condition. Existing ground elevations within the Proposed Structure corridor range approximately from 5 feet above sea level (ASL) to 12 feet ASL (Gutbrod et al. 2024: 4-94), reflecting both natural low-lying coastal terrain and engineered fill associated with rail yard construction and subsequent maintenance expansions.

Within a 0.25-mile historic sensitivity radius of the Proposed Structure, three identified historic resource areas are present. These include the Suffolk Downs Racetrack area (BOS.ABQ), the Don Orione Complex (BOS.AFY), a nursing facility complex containing five contributing resources (BOS.110, BOS.111, BOS.113, BOS.114, and BOS.902), and the Saint Andrews Road Area (BOS.S), which contains 15 contributing properties (BOS.137 through BOS.151). These resources collectively reflect the broader historic development patterns of East Boston, including recreational, institutional, and residential growth associated with early-to-mid 20th century urban expansion.

No known Precontact archaeological sites or Historic-period archaeological sites are documented within a 0.25-mile radius of the Proposed Structure locations. However, several Precontact resources are located approximately 0.5 miles to the east within what is now a developed residential neighborhood, including the 19-SU-94 Native American Fort Site, the 19-SU-40 Hermon Street Burials Site, and the 19-SU-93 Center School campsite. These sites indicate broader regional sensitivity for Precontact occupation

along coastal and upland transition zones in East Boston, although they are spatially separated from the current project area.

Given the extensive historic fill episodes, grading, and infrastructure development associated with the creation and expansion of the Orient Heights rail yard, the project area retains limited intact natural landforms. Within the 50-foot buffer surrounding the Proposed Structure alignment (EB_OH_001), subsurface conditions are expected to be highly disturbed and dominated by engineered fill, utilities, and rail-related modifications. No known historic properties or documented archaeological sites are present within the immediate 50-foot buffer.

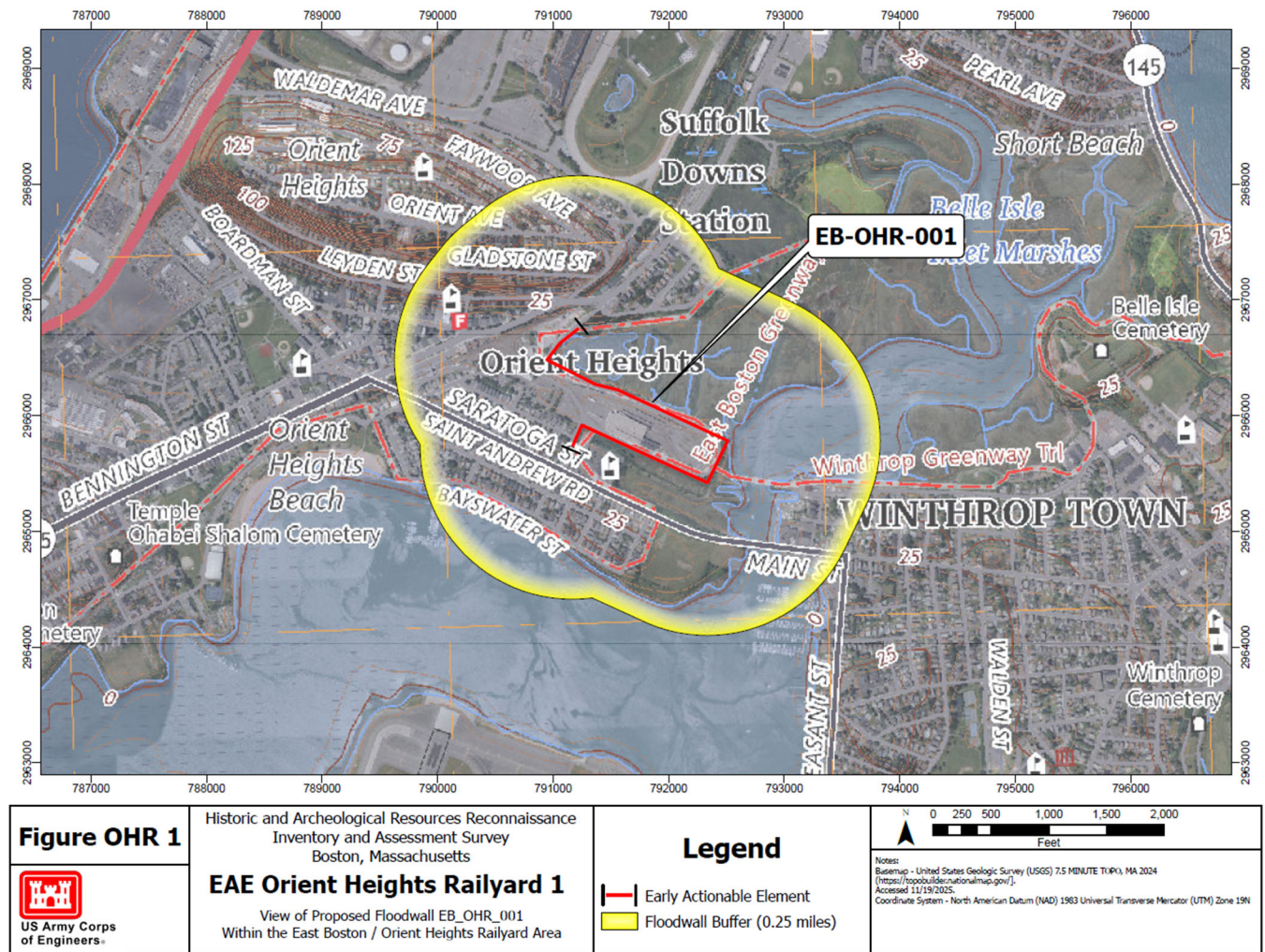


Figure 127. View of Proposed EB-OHR-001 Within the Orient Heights Railway.

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Figure 128. View of Proposed EB_OHR_001 and Historic Resources Within a 1/4-Mile Buffer

REDACTED FOR SENSITIVE DATA



Figure 129. View of Proposed EB-OHR-001 and Known Historic Resources Within a 50-foot Buffer.

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Figure 130. View of Proposed EB-OHR-0001 and Precontact and Historic Archaeology Resources Within a 1/4-Mile Buffer.

2.4.8.6 Overall Consideration of Separable Implementation

While each EAE provides localized flood risk reduction and community benefits, their implementation as independent segments may result in uneven system performance, residual flood risks, and potential inefficiencies until a fully integrated CSRM system is completed. However, these early actions represent meaningful progress toward long-term coastal resilience and offer valuable opportunities for adaptive design and stakeholder engagement.

Section 3 Findings

3.1 Environmental Consequences

3.1.2 Cultural Resources

The Cultural Resources section evaluates the potential effects of the proposed project on the region's cultural, historical, and archaeological assets. Cultural resources encompass a wide range of significant elements, including historic buildings, archaeological sites, landscapes, monuments, and cultural traditions that contribute to the identity and heritage of the area. The preservation of these resources is critical for maintaining a connection to the past and ensuring that future generations can continue to experience and learn from these tangible and intangible legacies.

This section identifies and assesses the direct, indirect, and cumulative impacts of the proposed project on cultural resources within the project area, including both designated historic properties and those that may be eligible for future designation. It also considers the potential effects on traditional cultural properties and landscapes that hold significance for local communities, including Indigenous groups. Where necessary, this analysis includes recommended mitigation measures to avoid or minimize adverse impacts on cultural resources, ensuring that the project's execution respects the historical and cultural integrity of the environment.

The current visual assessment, as outlined in Section 2.5 and summarized in Section 3, represents a preliminary, program-level evaluation intended to identify historic properties and areas that may experience visual effects from the proposed Boston Coastal Storm Risk Management (BCSRM) measures.

Refinement of the visual impact assessment will occur during the Preconstruction Engineering and Design (PED) phase, when project alignments, feature dimensions, material selections, landscape treatments, and other design elements are more fully defined and additional resources are available to support detailed viewshed analyses, visual simulations, and stakeholder coordination. This phased approach is appropriate and consistent with the iterative nature of the NEPA and NHPA processes and large-scale infrastructure planning. The current assessment effectively identifies areas of potential visual concern as well as visual impacts on historic properties, and establishes a baseline framework for subsequent evaluation, while future analyses will provide a more accurate characterization of visual effects under refined design conditions. Advancing this level of detail during PED will also support the development of targeted avoidance, minimization, and mitigation measures and inform ongoing consultation under Section 106 of the NHPA and other applicable environmental compliance processes.

3.1.2.1 No Action & Alternative 2

The following discussion summarizes the anticipated effects of the No Action Alternative and Alternative 2 on cultural resources within the BCSRM study area. The analysis considers potential impacts to historic buildings and districts, archaeological resources, cultural landscapes, traditional cultural properties, and visual settings associated with historic resources. Consistent with the program-level nature of the BCSRM Study, the assessment evaluates both direct and indirect effects associated with implementation of flood risk management measures, while recognizing that project-specific effects will continue to be refined as designs advance. Where adverse effects have the potential to occur, the analysis identifies opportunities for avoidance, minimization, and mitigation through future design development, consultation, and compliance with applicable cultural resource protection requirements. In the discussions below, the term Adverse Effect refers to a preliminary Section 106 finding regarding impacts to historic properties, whereas minor, moderate, or major adverse visual impacts refer to the magnitude of visual effects evaluated under NEPA. These determinations serve different regulatory purposes and are not directly comparable.

3.1.2.1.1 East Boston

3.1.2.1.1.1 East Boston-Belle Isle Area

No Action Alternative

Adverse Effects

Under the No Action Alternative, no coastal storm risk management measures would be implemented within the Belle Isle Area. As a result, there would be no direct or indirect effects on historic properties, and the alternative would not result in an adverse effect determination under Section 106. Compared to Alternative 2 (Full System) and Alternative 3 (EAEs), the No Action Alternative would avoid construction-related effects, including ground disturbance, temporary construction impacts, and long-term changes to shoreline character and historic setting within the Belle Isle Marsh and adjacent waterfront.

However, unlike the action alternatives, the No Action Alternative would not provide flood risk reduction, leaving the Belle Isle Marsh landscape, surrounding transportation infrastructure, and nearby historic neighborhoods increasingly vulnerable to coastal flooding, storm surge, sea level rise, and erosion. Over time, these conditions could contribute to the gradual degradation of cultural landscape integrity and diminish the historic relationship between East Boston's built environment and its coastal setting.

No known archaeological sites would be directly affected under the No Action Alternative, and the area's extensive fill history suggests low sensitivity for intact resources. However, ongoing coastal processes under future conditions could exacerbate disturbance or loss of any previously unidentified buried deposits.

Action Alternative 2

Adverse Effects

Despite the benefits of the proposed flood protection measures, the elevated shoreline and floodwall in the Belle Isle Area result in adverse effects with low impacts to historic resources. The project design minimizes indirect impacts to nearby historic properties, such as the Suffolk Downs Racetrack, by using compatible materials and limiting intrusion into significant viewsheds. However, the introduction of these new structures, particularly in close proximity to Belle Isle Marsh and the surrounding historic areas, could alter the visual relationship between the land and water, a characteristic historically significant to the region's development. While the project's design mitigates these impacts to some degree, the long-term effects on the area's historic visual character should be considered.

In terms of archaeological impacts, the project area does not contain any known historic or Precontact archaeological sites. However, the potential for previously undocumented Native American sites, especially in marsh and inlet environments, remains moderate. The area's proximity to Belle Isle Inlet and former tidal wetlands increases the sensitivity of the site, despite past land alterations. Given the possibility of buried archaeological materials, such as seasonal Native American occupation sites, the risk of significant finds is low. Overall, this alternative would likely result in an adverse effect determination under

Section 106 due to its direct and indirect effects on historic properties, including alterations to historic settings, visual character, and archaeological resources.

Beneficial Effects

The elevated shoreline and floodwall in the Belle Isle Area provide low to moderate beneficial effects, particularly through their potential to enhance public understanding and the preservation of coastal cultural landscapes. The project's design prioritizes visual and contextual mitigation, including the use of materials that are compatible with the area's historic character. Additionally, the measure has the potential for interpretive signage or educational content that highlights the history of Suffolk Downs and the transformation of the Belle Isle area from tidal marshland to residential and recreational zones will promote a deeper understanding of the region's history.

Beyond historical education, the project enhances the long-term ecological and cultural integrity of the Belle Isle Marsh ecosystem. By strengthening flood protection, the proposed structures help preserve this culturally significant landscape feature, ensuring its protection for future generations. This, in turn, contributes to the broader goal of safeguarding the area's historical and environmental legacy while promoting public awareness of the region's cultural transformation.

Visual Effects

No Action Alternative

Under the No Action Alternative, existing viewsheds within the Belle Isle Area would remain unchanged in the short term; however, long-term visual degradation is anticipated due to increased coastal flooding, vegetation loss, and erosion associated with sea-level rise. The visual relationship between Belle Isle Marsh and adjacent developed areas, an important component of the area's historic and ecological character, would likely be diminished over time as inundation alters shoreline definition and landscape coherence. Under the No Action Alternative, no coastal storm risk management features would be constructed, and therefore no direct or indirect effects to historic properties would result from project implementation. As a result, the No Action Alternative would not result in an adverse effect determination under Section 106. However, because no flood risk reduction measures would be implemented, historic properties within East Boston would remain vulnerable to the continued and increasing risks associated with coastal flooding, storm surge, sea level rise, and other climate change-related hazards.

Action Alternative 2

The GIS-based visual analysis indicates that the proposed flood risk management features within the Belle Isle Area would be highly visible throughout the affected viewshed (Figure 131 (Table 56)). Of the approximately 0.93 acres analyzed,

approximately 0.92 acres (99 percent) fall within the Low Occlusion category, indicating that the proposed floodwall and associated resilience features would be readily visible from surrounding viewpoints with limited screening provided by existing buildings, vegetation, or topographic features. Only approximately 0.01 acres (1 percent) fall within the Moderate Occlusion category, demonstrating that visibility of project elements would be widespread across the study area.

The proposed floodwall would introduce a new vertical element within a historically significant and visually complex maritime-industrial setting. In locations where direct views toward the waterfront currently exist, the structure may partially obstruct or truncate views of the harbor, historic waterfront infrastructure, and maritime features, altering existing visual relationships between inland areas and the shoreline. The introduction of a continuous flood protection feature may also modify perceptions of openness and shoreline connectivity, particularly where the existing landscape is characterized by relatively unobstructed views.

Despite the high visibility of the proposed feature, the surrounding visual environment already contains a variety of industrial, transportation, utility, and waterfront infrastructure elements that contribute to an urbanized and developed visual character. Consequently, while the floodwall would be readily observable, it would generally be perceived within the context of an existing built environment rather than as an entirely new visual form within a predominantly natural setting.

Design measures, including context-sensitive materials, architectural treatments, landscape enhancements, and potential public realm improvements, could reduce visual contrast and improve integration with the surrounding environment. Opportunities for interpretive elements, enhanced public access, or viewing areas may also provide localized visual benefits that help offset adverse visual effects.

Overall, the Action Alternative would result in an Adverse Effect, with moderate adverse visual impacts due to the high visibility of the proposed floodwall and its potential to alter existing waterfront views and visual relationships. However, the effects would be minimized by the area's existing industrial waterfront character and could be further reduced through refinement of project design during subsequent phases of engineering and environmental review.

Table 56. Belle Isle Area Visual Occlusion Level: Acreage of Impacts.

<u>Occlusion</u>	<u>Total Acres</u>
Low	0.919116
Moderate	0.008622

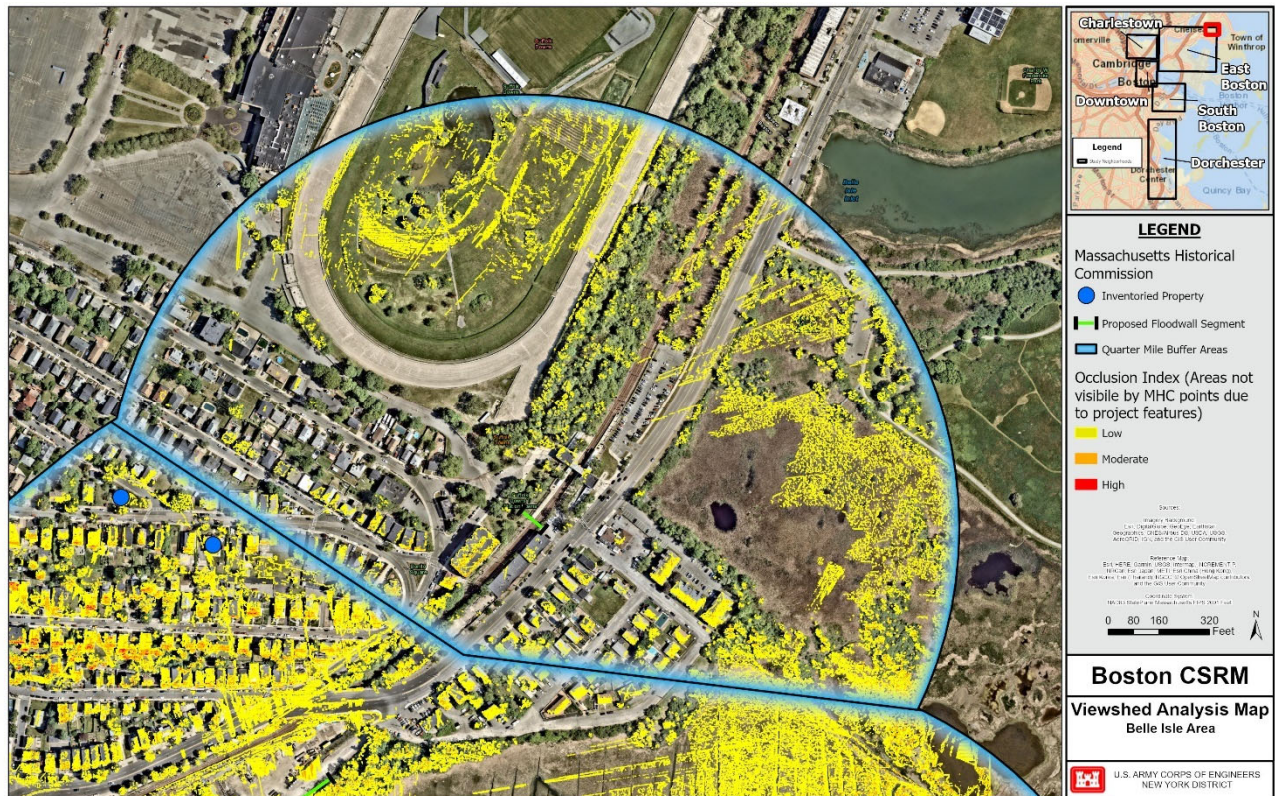


Figure 131. Belle Isle Area Visual Impact Assessment results showing levels of Occlusion.

3.1.2.1.1.2 East Boston-Border Street Area

No Action Alternative

Adverse Effects

Under the No Action Alternative, no flood risk management features would be constructed along the Border Street waterfront. Therefore, there would be no direct or indirect effects on historic properties, and the alternative would not result in an adverse effect determination under Section 106. Compared to Alternative 2 and Alternative 3, the No Action Alternative would avoid construction-related visual, physical, and setting-related effects within the active waterfront and adjacent historic neighborhoods.

However, without implementation of either action alternative, historic waterfront properties, maritime-related resources, and adjacent historic districts would remain exposed to increasing coastal flood risks. Continued sea level rise and storm surge would likely contribute to long-term deterioration of historic fabric and compromise the integrity of waterfront cultural landscapes.

Archaeological sensitivity in the area is generally low due to extensive historic filling and industrial development; however, the absence of protective infrastructure leaves any potential subsurface resources vulnerable to erosion or inundation over time.

Action Alternative 2

Adverse Effects

The proposed floodwall in the Border Street Area of East Boston, while essential for flood protection, presents moderate adverse effects to the area's historic and archaeological resources. The project area is home to a wealth of historically significant sites, including 15 Historic Areas, 6 Designated Landmarks, and 234 National Register-listed resources, with notable structures like the Donald McKay House and Trinity Neighborhood House. Additionally, the East Boston Dry Dock Company, a major historic maritime facility, adds another layer of importance to this region. The construction of the floodwall could potentially impact submerged archaeological resources, such as the remnants of the East Boston Timber Company, an industrial site with submerged pilings, rail lines, and other maritime features. While many of these features have been obscured or removed by past development, they may still be present beneath the shoreline, and the risk of disturbing these underwater resources remains moderate.

Although no precontact archaeological sites have been identified nearby, the risk of encountering undisturbed Indigenous materials is considered unlikely due to the extensive land modification in the area. The potential for an Adverse Effect, and moderate adverse impacts to submerged and archaeological resources remains, particularly in areas with high historical and industrial significance.

Beneficial Effects

While the floodwall poses moderate adverse impacts to archaeological resources, it also presents several moderate beneficial effects, particularly in terms of public engagement and the preservation of East Boston's cultural legacy. The project creates opportunities for interpretive measures, such as signage, public history programming, and virtual heritage materials, aimed at documenting and sharing the area's rich maritime and industrial history. These initiatives may focus on the significant role East Boston played in shipbuilding, the timber trade, and immigrant labor, and may help residents and visitors better understand the historical importance of the waterfront.

Furthermore, the documentation and interpretation of submerged and industrial resources like the East Boston Timber Company and the Dry Dock Company could support future preservation efforts and contribute to a more comprehensive understanding of the area's historical evolution. The floodwall, while protecting the community from future flood risks, will also provide opportunities for strengthening local heritage preservation and creating an ongoing dialogue about the region's industrial past. This serves as a moderate beneficial effect, enhancing the broader resource management strategy and contributing to East Boston's cultural vitality.

Visual Effects

No Action Alternative

The No Action Alternative would maintain existing industrial waterfront views in the near term but would result in long-term degradation of visual quality due to recurrent flooding, deterioration of historic waterfront infrastructure, and loss of coherent shoreline definition. Visual access to maritime features would become increasingly compromised.

Action Alternative 2

The GIS-based visual analysis indicates that the majority of the Border Street Area would experience direct visibility of the proposed flood risk management features (*Figure 132*). Of the approximately 49.7 acres analyzed, approximately 48.8 acres (98.1 percent) fall within the Low Occlusion category, indicating that project features would be readily visible from most surrounding viewpoints with limited screening provided by existing buildings, vegetation, or topography (Table 57). Approximately 0.9 acres (1.8 percent) are classified as Moderate Occlusion, where project elements would remain partially screened by surrounding development and infrastructure. Less than 0.1 acres are classified as High Occlusion, indicating very few locations where substantial visual screening would occur. As a result, visual changes associated with the proposed flood protection measures would be apparent throughout much of the study area, particularly along the waterfront, transportation corridors, and publicly accessible shoreline areas.

The Border Street Area contains a historically significant maritime and industrial waterfront characterized by working waterfront infrastructure, transportation facilities, and harbor views. Introduction of floodwalls and associated resilience measures would alter existing visual relationships between inland areas and the waterfront and may partially interrupt views toward the harbor in some locations. However, because the project would be located within an already developed industrial setting, visual impacts would be moderated by the existing built environment. Design measures, including material compatibility and potential incorporation of public realm improvements, may reduce visual contrast and introduce moderate beneficial impacts, particularly where interpretive or viewing features are integrated.

Overall, the Action Alternative would result in an Adverse Effect, with moderate adverse visual impacts, with opportunities for minimization through context-sensitive design treatments, landscape enhancements, and integration of public realm improvements.

Table 57. Border Street Area Visual Occlusion Level: Acreage of Impacts.

<u>Occlusion</u>	<u>Total Acres</u>
High	0.075633
Low	48.781705



Figure 132. Border Street Area Visual Impact Assessment results showing levels of Occlusion.

3.1.2.1.1.3 East Boston- Chelsea Creek 1A Area

No Action Alternative

Adverse Effects

Under the No Action Alternative, no flood risk management measures would be implemented within the Chelsea Creek 1A Area. As a result, there would be no direct or indirect effects on historic properties and no adverse effect determination under Section 106. Compared to Alternative 2 (Full System) and Alternative 3 (EAEs), the No Action Alternative would avoid construction-related impacts to industrial waterfront landscapes and potential ground disturbance in a historically developed maritime corridor.

However, the No Action Alternative would not reduce exposure of historic industrial resources and adjacent cultural landscapes to coastal flooding, storm surge, and sea level rise. Over time, continued inundation could contribute to deterioration of historic materials and diminish the integrity of the Chelsea Creek industrial waterfront.

The area's heavy modification and fill history suggest low archaeological sensitivity; however, submerged or deeply buried deposits may still be affected by ongoing hydrodynamic changes under future flood conditions.

Action Alternative 2

Adverse Effects

The proposed flood risk management structures in the Chelsea Creek 1A Area, while essential for mitigating flood risks, will result in adverse effects with moderate impacts to cultural resources due to the proximity to several historically significant sites and the potential for subsurface impacts. The project area intersects the boundary of the historic Chelsea River Industrial Area (BOS.RO) and lies near multiple notable resources, including the Rumney Marsh Burial Ground, the East Boston Steam Pump Station, the Maverick Cotton Mills complex, and the Forbes Lithograph Manufacturing Company Historic District. While none of these resources are directly within the footprint of the proposed structures or the 50-foot construction buffer, two of the structures (EB_C1_001 and EB_C1_004) are in close proximity to key historic buildings and archaeological sites, including sections of the shoreline where industrial dock features, rail sidings, and other submerged maritime infrastructure are likely to be preserved.

The archaeological sensitivity of the area is moderate to high, owing to the long history of industrial use along the waterfront, the potential preservation of maritime infrastructure, and the presence of historic burials in the broader vicinity. While no Precontact archaeological sites have been documented in the project's immediate buffer zone, the proximity to waterways and marshland raises concerns about the potential for previously undocumented resources, particularly in areas of past industrial activity. Therefore, while no direct destruction of historic buildings or known archaeological sites is anticipated, the potential for indirect impacts to submerged or buried features remains moderate. This includes the possibility of disturbing remnants of the Chelsea River Industrial Area and maritime infrastructure during construction activities.

Beneficial Effects

Despite the adverse effects, the project design may include several mitigation measures that may help reduce these impacts and enhance public understanding of the area's rich historical and industrial legacy. The project design could incorporate of Phase IB and II archaeological investigations in areas of anticipated ground disturbance, particularly near known historic features, will provide early identification and management of archaeological resources. Construction-phase monitoring in areas with moderate to high

archaeological sensitivity will further safeguard against inadvertent damage to cultural resources, particularly near the proposed floodwall sections EB_C1_001 and EB_C1_004.

Additionally, the project will coordinate closely with the MHC and the City of Revere to ensure that the Rumney Marsh Burial Ground and surrounding landscape features are not inadvertently impacted. Public interpretation components, such as signage or digital heritage materials, will highlight the industrial and cultural history of Chelsea Creek, the East Boston Steam Pump Station, and the early colonial significance of the Rumney Marsh area. These interpretive efforts will not only increase public awareness of the area's diverse historical layers but also promote ongoing preservation planning for the waterfront corridor.

The inclusion of these measures provides moderate beneficial effects by contributing to public education, preserving the area's cultural identity, and reinforcing the importance of this historic industrial landscape. These efforts will help safeguard the historical integrity of Chelsea Creek while enhancing the community's connection to its industrial and colonial heritage.

Visual Effects

No Action Alternative

Under the No Action Alternative, existing industrial and infrastructural views would remain unchanged initially but would degrade over time as flooding and shoreline instability affect visual coherence and accessibility along Chelsea Creek.

Action Alternative 2

The GIS-based visual analysis indicates that nearly the entire Chelsea Creek Area would experience direct visibility of the proposed flood risk management features (Figure 133). Approximately 99.8 percent of the analyzed area falls within the Low Occlusion category, indicating that existing conditions provide little visual screening (Table 58). Only a negligible portion of the study area is characterized by Moderate Occlusion, where project features may be partially filtered by industrial infrastructure or localized vegetation. Because screening opportunities are limited, project elements would generally remain visible throughout the study area. However, given the predominance of industrial land uses and large-scale infrastructure, visual changes would be experienced within an already heavily developed setting.

The area is defined by petroleum storage facilities, industrial operations, transportation infrastructure, and working waterfront uses. Although proposed resilience features would be visible throughout the area, they would be viewed within an already infrastructure-dominated visual environment. Consequently, project elements would generally appear

as extensions of existing industrial development rather than introducing entirely new visual forms.

Overall, the Action Alternative would result in an Adverse Effect, with minor to moderate adverse visual impacts, primarily due to the area's existing industrial character and limited visual sensitivity. Beneficial visual effects may occur where the project organizes and stabilizes the shoreline and incorporates consistent design treatments, improving overall visual coherence.

Table 58. Chelsea Creek 1A Area Visual Occlusion Level: Acreage of Impacts.

<u>Occlusion</u>	<u>Total Acres</u>
Low	1.494435
Moderate	0.002379

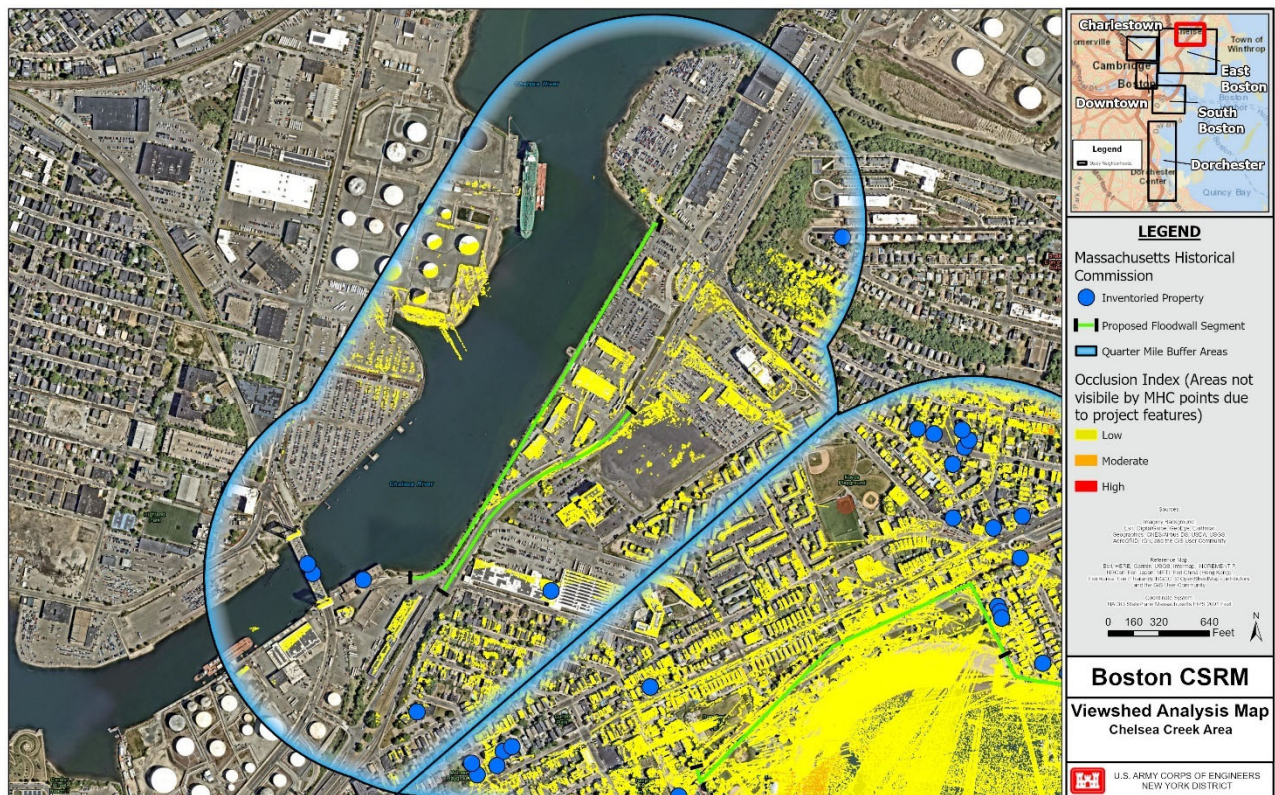


Figure 133. Chelsea Creek 1A Area Visual Impact Assessment results showing levels of Occlusion.

3.1.2.1.1.4 East Boston-Constitution Beach Area

No Action Alternative

Adverse Effects

Under the No Action Alternative, no coastal storm risk management measures would be implemented within the Constitution Beach Area. As a result, there would be no direct or indirect effects on historic properties, and the alternative would not result in an adverse effect determination under Section 106. Compared to Alternative 2 (Full System) and Alternative 3 (EAEs), the No Action Alternative would avoid construction-related and long-term visual effects associated with the introduction of levees, floodwalls, and deployable flood barriers, including potential changes to shoreline character, historic viewsheds, and the open coastal setting of Constitution Beach.

However, unlike the action alternatives, the No Action Alternative would not provide flood risk reduction benefits, leaving historic properties within the surrounding ¼-mile area—including the Saint Mary Star of the Sea Roman Catholic Church (BOS.Y), the Saint Lazarus Roman Catholic Church Complex (BOS.WA), the Ohabei Shalom Cemetery (BOS.ZE), the Bennington Street Burying Ground (BOS.800), and the Logan International Airport Historic District (BOS.K)—vulnerable to continued and increasing risks from coastal flooding, storm surge, sea level rise, and shoreline erosion. These risks may contribute over time to the deterioration of historic materials, loss of integrity of setting, and cumulative impacts to cultural landscapes.

Although no recorded Precontact or historic archaeological sites are present within the immediate project footprint, the broader area has experienced extensive twentieth-century filling and redevelopment, which reduces overall archaeological sensitivity. However, the potential for isolated or deeply buried archaeological deposits cannot be entirely discounted, and such resources would remain at risk from ongoing coastal inundation and erosion processes under the No Action Alternative.

Overall, while the No Action Alternative would avoid all project-related effects, it would not enhance protection of historic properties or cultural resources in the Constitution Beach Area, leaving them increasingly exposed to long-term coastal hazards without the benefit of resilience measures that would otherwise reduce risk under Alternative 2 and Alternative 3.

Action Alternative 2

Adverse Effects

The proposed flood risk management structures in the East Boston – Constitution Beach Area, while critical for reducing future flood vulnerabilities, will result in moderate adverse effects to cultural resources due to their location within a historically sensitive urban context. The four proposed structures (EB_CB_001 through EB_CB_004), which include levees, floodwalls, and deployable flood barriers, are sited along the northern shoreline

adjacent to Constitution Beach, Rice Street, Coleridge Street, and extend south toward the East Boston Yacht Club.

Although no historic buildings or archaeological sites are located directly within the 50-foot construction buffer, the area falls within a ¼-mile radius of a dense concentration of historic properties, including six historic areas. Notably, these include the Saint Mary Star of the Sea Roman Catholic Church (BOS.Y), the Saint Lazarus Roman Catholic Church Complex (BOS.WA), the Ohabei Shalom Cemetery (BOS.ZE), which contains 15 contributing resources and is listed on the National Register, and the Bennington Street Burying Ground (BOS.800), also individually listed on the National Register. Additionally, the General Edward Lawrence Logan International Airport (BOS.K) is recognized as a historic district.

The presence of these culturally significant resources creates a historically rich setting, where changes in shoreline configuration, visual context, and public access due to the proposed structures may result in indirect impacts. These could affect the integrity of historic viewsheds or diminish the eligibility of the historic landscape, particularly in areas adjacent to Constitution Beach shoreline, see the Visual Impact Area below.

While there are no known historic archaeological or Precontact sites within the immediate buffer or quarter-mile radius, the area's extensive landfilling and mid-20th-century development may obscure the presence of subsurface or isolated archaeological resources. Therefore, the potential for unrecorded features, although limited, cannot be entirely dismissed.

Beneficial Effects

Despite the moderate adverse effects, the project presents design opportunities for meaningful mitigation and public benefit through proactive cultural resource management and public engagement. Mitigation measures such as archaeological investigations in areas of planned ground disturbance, combined with construction monitoring, will help ensure that any undocumented cultural resources are identified and appropriately managed.

Coordination with local stakeholders, including representatives from nearby churches, cemeteries, and historic preservation groups, will ensure that potential impacts on viewsheds, access routes, and adjacent cultural landscapes are minimized.

Furthermore, the project may incorporate public interpretation elements, such as informational signage, digital content, or educational programming, that highlight the area's religious, ethnic, and maritime heritage. These components can feature the significance of local sites such as the Ohabei Shalom Cemetery and the early Jewish community in East Boston, the Catholic parish complexes, and the development history of Constitution Beach and surrounding neighborhoods.

Through these measures, the project is expected to yield low to moderate beneficial effects, contributing to public education, heritage tourism, and long-term preservation planning. These benefits can be further enhanced through landscape improvements and thoughtful design interventions that mitigate visual impacts, ensuring the historic setting remains largely intact while enhancing resilience and accessibility. These efforts will reinforce community ties to the historic East Boston waterfront, while enhancing resilience and cultural stewardship along Constitution Beach.

Visual Effects

No Action Alternative

The No Action Alternative would preserve existing open coastal views in the short term but would lead to long-term degradation of scenic quality as flooding affects beach access, shoreline stability, and landscape integrity.

Action Alternative 2

The GIS-based visual analysis indicates that proposed project features would be highly visible throughout the Constitution Beach Area (Figure 134). More than 99 percent of the analyzed acreage falls within the Low Occlusion category, reflecting the open nature of the coastal landscape and limited presence of screening features (Table 59). Only a small fraction of the study area is characterized by Moderate or High Occlusion, indicating that most observers would have direct views of proposed flood risk management measures. Areas of greatest visibility are expected along the shoreline, recreational facilities, beach access points, and open public spaces where existing views toward Boston Harbor are largely unobstructed.

The area contains open coastal views, recreational facilities, public access areas, and views toward Boston Harbor. Proposed resilience measures would introduce new visual elements into a predominantly open landscape and may alter existing shoreline views and visual connections to the water. Because of the recreational and scenic character of the area, visual changes would be readily perceived by residents and visitors.

However, careful design integration, such as grading, landscaping, and use of low-profile or deployable elements, could reduce visual prominence and provide low to moderate beneficial effects by improving shoreline definition and enhancing recreational infrastructure. Overall, the Action Alternative would result in an Adverse Effect, with moderate adverse visual impacts, although landscape-based design and recreational enhancements may help offset adverse effects.

Table 59. Constitution Beach Visual Occlusion Level: Acreage of Impacts.

<u>Occlusion</u>	<u>Total Acres</u>
High	0.000106
Low	23.39442



Figure 134. Constitution Beach Visual Impact Assessment results showing levels of Occlusion.

3.1.2.1.1.5 East Boston- Marginal Street Area

No Action Alternative

Adverse Effects

Under the No Action Alternative, no coastal storm risk management measures would be implemented along Marginal Street. Accordingly, there would be no direct or indirect effects on historic properties, and the alternative would not result in an adverse effect determination under Section 106. Compared to Alternative 2 and Alternative 3, the No Action Alternative would avoid construction-related visual, physical, and setting-related effects on the waterfront edge and adjacent historic districts.

However, unlike the action alternatives, the No Action Alternative would not provide flood protection, leaving historic waterfront resources, nearby historic districts, and cultural landscapes vulnerable to increasing coastal flooding, storm surge, and sea level rise. Over time, these conditions may incrementally alter the historic character of the waterfront environment.

Archaeological sensitivity is limited due to extensive historic fill and redevelopment, though continued coastal erosion and inundation could affect any previously unrecorded subsurface resources

Action Alternative 2

Adverse Effects

While essential for enhancing flood resilience in a heavily industrialized and infrastructure-dense zone, the project is expected to result in low adverse effects to cultural resources.

No historic buildings, archaeological sites, or known cultural resources are located within the 50-foot construction buffer of any of the proposed alignments. However, within a ¼-mile radius, the project falls within the viewshed of several significant historic areas, including the General Edward Lawrence Logan International Airport (BOS.K), Belmont Square/Jeffries Point Area (BOS.A), Brigham/Ida Street Area (BOS.B), Cottage Street Area (BOS.D), Our Lady of Assumption Catholic Church (BOS.AA), and the Belmont Historic District (BOS.AFD), which contains 158 contributing resources.

Historically, this area was part of Noddle's Island, one of the earliest zones of East Boston development by the East Boston Company in the 1830s. Extensive landfilling and modern redevelopment have substantially altered the landscape, reducing the archaeological sensitivity to low, especially for Precontact resources. There are no known subsurface historic or Indigenous archaeological sites within the direct area of potential effect.

While the project is not anticipated to directly impact any listed cultural properties, the proximity to multiple historic districts may result in indirect visual effects, particularly through changes to the waterfront's character and historic viewsheds. The potential for cumulative visual impacts, especially in areas with long-term maritime and residential significance, warrants design sensitivity.

Beneficial Effects

Despite the limited direct impact on cultural resources, the project may include proactive mitigation measures that could contribute to broader cultural understanding and heritage stewardship. Design review and adaptation to minimize disruptions to open waterfront views and maintain visual continuity with adjacent historic districts will ensure construction avoids adverse impacts to the settings of contributing resources. By including public interpretation elements that highlight the transformation of Noddle's Island into modern East Boston, including narratives on 19th-century landfilling, maritime industry

development, and shifting waterfront uses and the implementation of a construction-phase monitoring protocol, particularly in areas where disturbance histories are incomplete and some residual archaeological potential may remain, the project will generate low to moderate beneficial effects by enhancing public awareness of East Boston's development history and supporting ongoing preservation planning. The interpretive components will serve to reconnect the community with its industrial and maritime heritage while ensuring that cultural considerations are integrated into resilient infrastructure design.

Visual Effects

No Action Alternative

Existing views characterized by industrial infrastructure and urban waterfront conditions would remain largely unchanged in the near term but would degrade over time due to flood-related damage and visual disorder.

Action Alternative 2

The GIS-based visual analysis indicates that the proposed flood risk management features within the Marginal Street Area would be highly visible throughout the affected viewshed (Table 60; Figure 135). Of the approximately 2.84 acres analyzed, the entire study area falls within the Low Occlusion category, indicating that project features would be readily visible from surrounding viewpoints with little to no screening provided by existing buildings, vegetation, or topography. No areas were classified as Moderate Occlusion or High Occlusion, suggesting that visual changes associated with the proposed flood protection measures would be consistently observable throughout the project area.

The Marginal Street Area is characterized by a highly developed waterfront setting consisting of industrial uses, transportation infrastructure, shoreline stabilization features, and maritime-related facilities. Given the absence of substantial visual screening, proposed flood risk management features would remain visible from most vantage points within and adjacent to the project area. Areas of greatest visibility would occur along waterfront corridors, roadways, and publicly accessible locations where existing views are already oriented toward industrial and maritime infrastructure.

Despite the high degree of visibility, the surrounding visual environment is already dominated by large-scale industrial and transportation features that strongly influence the area's visual character. As a result, the proposed flood protection measures would generally be perceived as extensions of an existing infrastructure landscape rather than introducing entirely new visual forms into a natural or residential setting. Consequently,

while visual changes would be readily apparent, they would occur within a context where engineered structures are already a defining characteristic of the waterfront.

Overall, the Action Alternative would result in an Adverse Effect, with minor adverse visual impacts. Although project features would be highly visible due to the lack of screening, the industrial and infrastructure-oriented character of the Marginal Street Area substantially moderates the magnitude of visual effects. Additional design refinement, including material treatments and integration with existing waterfront infrastructure, could further reduce visual contrast and improve compatibility with surrounding conditions during subsequent phases of project development.

Table 60. Marginal Street Area Visual Occlusion Level: Acreage of Impacts.

<u>Occlusion</u>	<u>Total Acres</u>
Low	2.84086

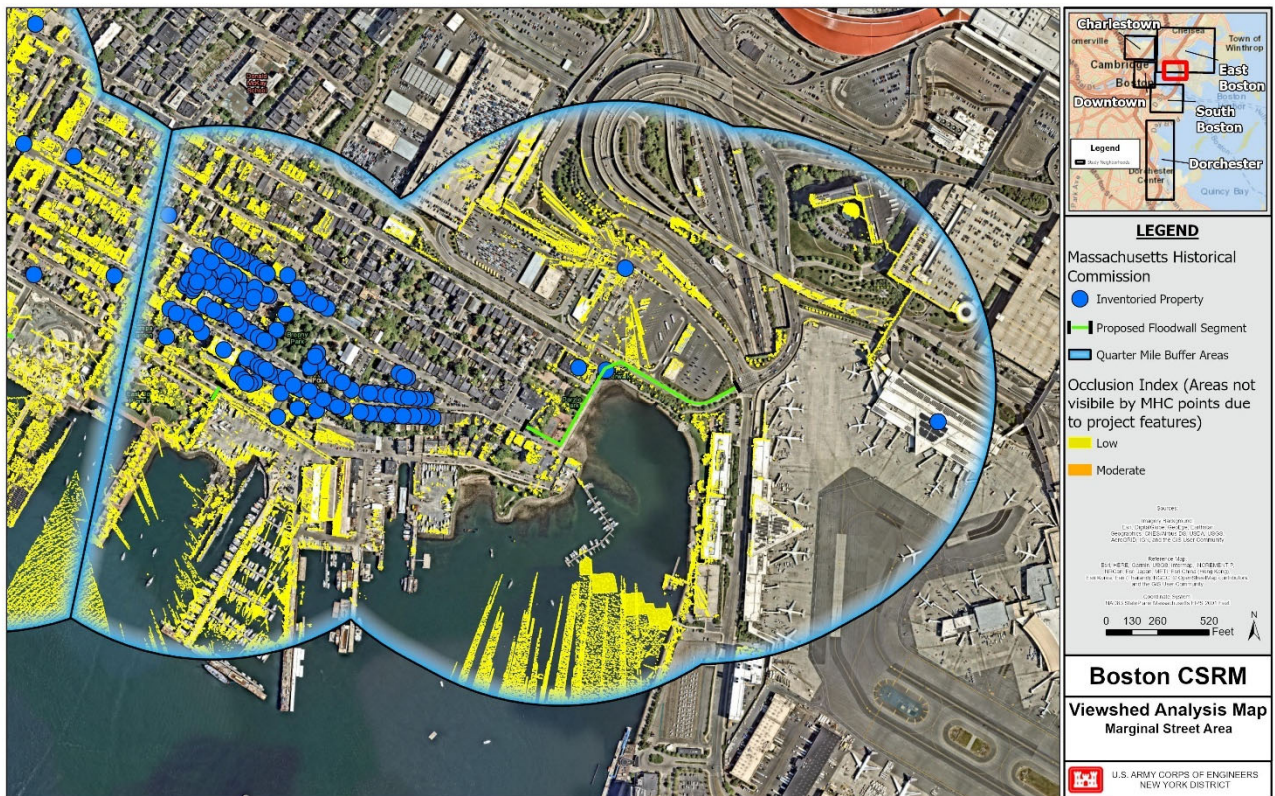


Figure 135. Marginal Street Visual Impact Assessment results showing levels of Occlusion.

3.1.2.1.1.6 East Boston- Orient Heights Neighborhood

No Action Alternative

Adverse Effects

Under the No Action Alternative, no floodwalls or nature-based shoreline features would be constructed within the Orient Heights Area. As a result, there would be no direct or indirect effects on historic properties, and the alternative would not result in an adverse effect determination under Section 106. Compared to Alternative 2 and Alternative 3, the No Action Alternative would avoid construction-related impacts, including changes to visual setting and ground disturbance within proximity to Belle Isle Marsh.

However, without implementation of either action alternative, historic resources, transportation infrastructure, and cultural landscapes associated with Orient Heights would remain vulnerable to coastal flooding, storm surge, and sea level rise. These impacts could gradually diminish the historic relationship between the built environment and the surrounding marsh ecosystem.

Archaeological sensitivity is low due to fill and disturbance, but future inundation may exacerbate erosion or loss of any unknown buried deposits.

Action Alternative 2

Adverse Effects

The Orient Heights Area includes two proposed structures, EB_OH_001 and EB_OH_002, measuring approximately 683 feet and 3,199 feet in length respectively. EB_OH_001 consists of a floodwall, and EB_OH_002 consists of an elevated living shoreline. The structures are located adjacent to Belle Isle Marsh to the north, Belle Isle Inlet to the east, and the Belle Isle Coastal Preserve to the southeast. The alignment wraps around the MBTA Orient Heights transit station and rail repair yard, which was constructed between 1955 and 1957 on former marsh and wetland areas (USGS topographic maps 1955–1957). Existing elevations within the project area range from approximately 5 to 12 feet NAVD88 (Gutbrod et al. 2024: 4-94).

Within a ¼-mile radius of the proposed structures, three historic areas are present: the Suffolk Downs Racetrack area (BOS.ABQ), the Don Orione Complex (BOS.AFY), which includes five contributing resources (BOS.110, BOS.111, BOS.113, BOS.114, BOS.902), and the Saint Andrews Road Area (BOS.S), which contains 15 contributing properties (BOS.137–BOS.151). These resources reflect historic residential, institutional, recreational, and transportation-related development patterns associated with East Boston's growth during the 19th and 20th centuries.

No precontact archaeological sites or historic-period archaeological sites are located within the ¼-mile study area or within the 50-foot construction buffer of the proposed structures. Several known precontact sites, including the 19-SU-94 Native American Fort Site, 19-SU-40 Hermon Street Burials Site, and 19-SU-93 Center School site, are located

approximately one-half mile east of the project area in a more intact residential landscape. Within the immediate Orient Heights rail yard, extensive fill episodes, grading, and mid-20th-century development have substantially altered or removed natural landforms, resulting in very low archaeological sensitivity within the direct footprint of EB_OH_001 and EB_OH_002.

Direct effects to historic properties are anticipated to be limited to ground disturbance associated with construction of the floodwall and elevated living shoreline, including foundation installation and tie-ins within an active transportation corridor. Indirect effects may occur due to changes in the historic setting of the MBTA rail yard and its relationship to the surrounding marsh and coastal landscape, particularly where new vertical infrastructure alters the visual continuity of the transportation corridor within the East Boston shoreline environment.

Although the immediate construction area does not contain known historic properties or archaeological sites, the introduction of permanent flood risk management infrastructure within a historic transportation corridor and adjacent coastal landscape is anticipated to result in a Likely to Adversely Affect Historic Properties determination under Section 106 of the National Historic Preservation Act. This determination reflects both direct construction-related effects and indirect effects to setting and visual character within the broader East Boston coastal system.

Beneficial Effects

Despite these potential adverse effects, the Orient Heights EAE would provide long-term protection to transportation infrastructure and adjacent historic properties within East Boston by reducing exposure to coastal flooding and sea level rise. This reduction in risk would support the continued function and use of historically significant transportation corridors that contribute to the development of East Boston's industrial and transit landscape.

The project also presents opportunities for improved understanding of historic shoreline transformation in the Orient Heights area, including the transition from historic marshland to mid-20th-century transportation infrastructure. These interpretive opportunities may be further developed during Preconstruction Engineering and Design (PED) in coordination with the Massachusetts Historical Commission (MHC), MBTA, and other consulting parties.

Standard unanticipated discovery procedures will be implemented during construction to address any previously unidentified cultural resources, although archaeological potential within the immediate project footprint is considered low. Through continued consultation and design refinement, opportunities may be identified to further avoid and minimize effects to adjacent historic properties while maintaining project function and resilience objectives.

Visual Effects

No Action Alternative

The No Action Alternative would result in continued exposure of the Orient Heights shoreline and adjacent Belle Isle Marsh system to coastal flooding, erosion, and sea level rise impacts. Over time, increased inundation and marsh edge retreat would contribute to the degradation of existing open-water and tidal marsh views. As vegetative communities shift and shoreline stability declines, the overall coastal character of the area would be diminished, particularly along the Belle Isle Inlet and adjacent preserve areas, resulting in a gradual loss of visual continuity between marsh, inlet, and upland edge conditions.

Action Alternative 2

The GIS-based visual analysis indicates that visibility of proposed project features would be generally high across the Orient Heights study area, reflecting the open and low-lying nature of the adjacent Belle Isle Marsh and Belle Isle Inlet landscape (Figure 136). The analysis identifies the following occlusion conditions within the study area (Table 61):

Table 61. Orient Heights Neighborhood Visual Occlusion Level: Acreage of Impacts.

<u>Occlusion</u>	<u>Total Acres</u>
High	0.001748
Low	14.509577
Moderate	0.202398

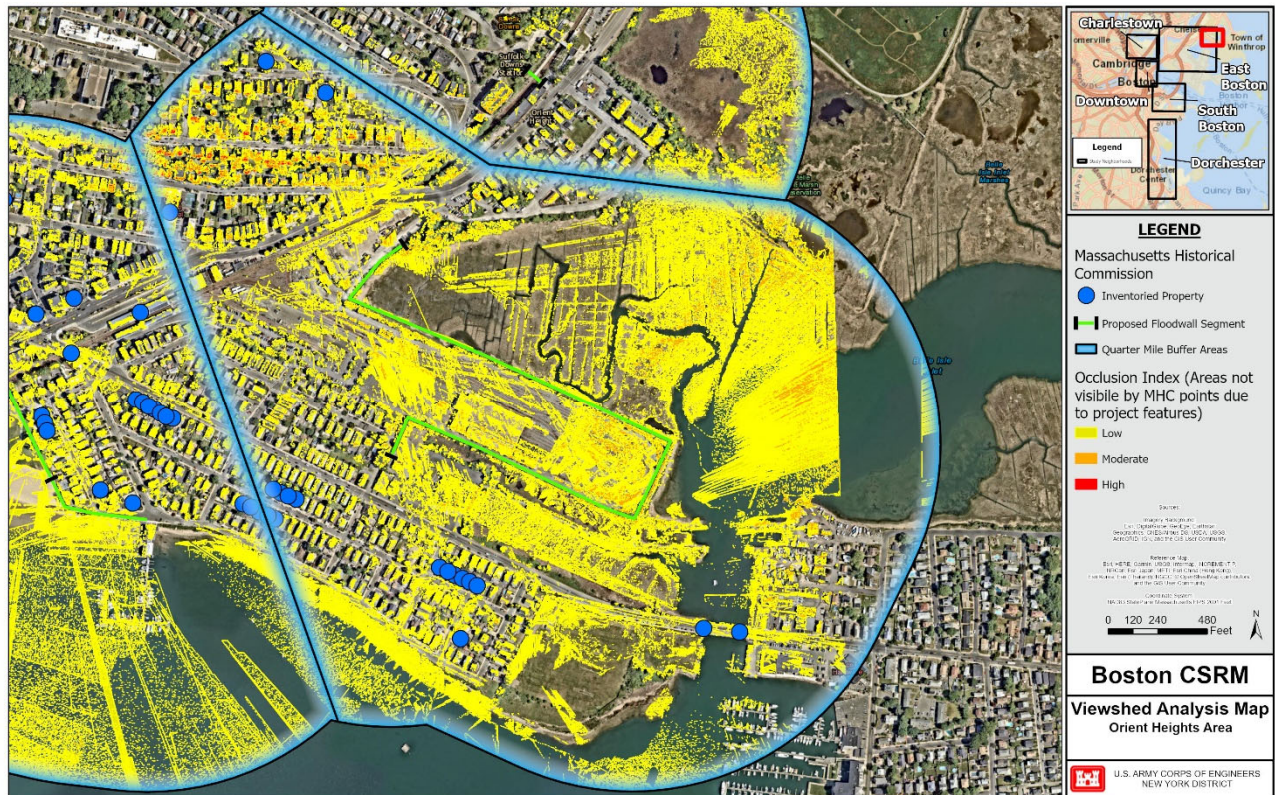


Figure 136. Orient Heights Neighborhood Visual Impact Assessment results showing levels of Occlusion.

The predominance of Low Occlusion conditions indicates that the landscape provides limited natural screening, with expansive views across marsh, inlet, and coastal edge environments. As a result, proposed features associated with EB_OH_001 (Floodwall) and EB_OH_002 (Elevated Living Shoreline) would be readily visible from multiple vantage points, including shoreline access areas, adjacent residential upland edges, and open marsh viewing corridors.

EB_OH_001, consisting of floodwall infrastructure, would introduce a linear, engineered visual element into an otherwise naturalistic coastal landscape. This would create a more pronounced visual contrast with surrounding marsh and tidal habitats, particularly where the structure intersects open views toward Belle Isle Marsh and the inlet. EB_OH_002, the elevated living shoreline, would introduce a more landscape-integrated form, with vegetation and graded transitions that partially soften the visual presence of infrastructure while maintaining elevated protection.

The area's visual character is strongly defined by open tidal marsh, inlet waters, and expansive horizontal sightlines. The introduction of resilience features would alter these existing conditions to varying degrees depending on design typology. The living shoreline component would provide a more naturalistic visual transition and maintain some

continuity with existing marsh systems, while the floodwall would represent a more formalized and engineered visual interruption within the coastal edge.

Overall, the EAE would result in an Adverse Effect, with moderate adverse visual impacts due to the introduction of new engineered and elevated features within a highly visible and open coastal landscape. While these effects may be more pronounced during construction and at locations where structures intersect key view corridors, incorporation of naturalized grading, vegetation plantings, and design integration within EB_OH_002 would help reduce long-term visual contrast and support partial compatibility with the surrounding marsh and coastal preserve environment.

3.1.2.1.1.7 East Boston-Wood Island Marsh Area

No Action Alternative

Adverse Effects

Under the No Action Alternative, no coastal resilience features would be constructed within the Wood Island Marsh Area. Accordingly, there would be no direct or indirect effects on historic properties and no adverse effect determination under Section 106. Compared to Alternative 2 (Full System) and Alternative 3 (EAEs), the No Action Alternative would avoid construction-related disturbance to coastal marsh systems and adjacent historic infrastructure.

However, the No Action Alternative would not provide flood risk reduction, leaving historic landscapes, transportation corridors, and nearby cultural resources increasingly exposed to coastal flooding and sea level rise. Over time, this may contribute to degradation of marsh-adjacent cultural landscapes and associated historic context.

Archaeological sensitivity is limited due to extensive modification, though hydrologic change and erosion could affect previously unidentified deposits.

Action Alternative 2

Adverse Effects

The Wood Island Marsh Area includes one proposed structure, EB_WM_001, a 1,664-foot elevated living shoreline that extends from the Constitution Beach flood protection system along the edge of Logan International Airport. The project area occupies the former site of Wood Island Park, designed by Frederick Law Olmsted in the late 19th century, though the original landscape was largely lost during mid-20th-century airport expansion and landfilling.

While the Olmsted landscape no longer survives intact, the area retains historical and cultural significance as part of Boston's historic shoreline transformation. Within a ¼-mile radius, several important historic resources contribute to the area's cultural setting, including the Ohabei Shalom Cemetery (BOS.ZE), a National Register-listed property with 15 contributing resources; the Bennington Street Burying Ground (BOS.800), listed

individually on the National Register (2002); and Saint Mary Star of the Sea Catholic Church (BOS.Y), with five contributing resources.

There are no known historic buildings or archaeological sites within the 50-foot construction buffer of the proposed alignment. However, because of the area's proximity to former marshes, estuaries, and historic cemeteries, archaeological sensitivity is considered moderate, particularly for Precontact deposits that may persist beneath historic fill layers or within remnant marsh soils.

The proposed living shoreline will not directly affect any identified aboveground historic properties but may result in indirect contextual effects due to construction within a historically significant shoreline corridor. Visual changes along the edge of the former park may slightly alter the character of the historic setting associated with East Boston's 19th- and early-20th-century landscape development, see the Visual Impact Area below. Given these factors, the project is anticipated to result in an Adverse Effect to known historic properties with moderately adverse impacts on cultural resources.

Beneficial Effects

Despite these potential adverse effects, the project offers meaningful opportunities for heritage interpretation and public engagement. Planned mitigation may include interpretive signage and educational programming commemorating Olmsted's design of Wood Island Park and the subsequent transformation of Boston Harbor's shoreline through reclamation and urban development.

Construction-phase archaeological monitoring may occur in areas where subsurface integrity remains uncertain or where deep excavation may encounter intact soils, while unanticipated discovery procedures will ensure rapid response to any potential funerary or Precontact materials encountered during construction near the known cemetery boundaries. Coordination with Massport, the Massachusetts Historical Commission (MHC), and local historical societies may guide appropriate treatment of any resources identified.

With these measures, the project will generate low to moderate beneficial effects by enhancing public awareness of a lost Olmsted landscape, improving understanding of Boston's shoreline evolution, and integrating cultural resource sensitivity into modern resilience infrastructure.

Visual Effects

No Action Alternative

The No Action Alternative would result in long-term degradation of marsh views and coastal character due to increased inundation, vegetation loss, and shoreline erosion.

Action Alternative 2

The GIS-based visual analysis indicates that visibility of proposed project features would be extensive throughout the Woods Isle Marsh Area (Figure 137). Virtually the entire study area falls within the Low Occlusion category, reflecting the open nature of the marsh and coastal landscape (Table 62). Only a negligible amount of acreage is characterized by Moderate Occlusion, indicating limited opportunities for visual screening. As a result, project features would be readily visible from most viewpoints within and adjacent to the marsh, particularly from shoreline areas, public access points, and open coastal landscapes where existing views are largely unobstructed.

The area contains coastal marsh resources and open waterfront views that contribute significantly to local visual character. Proposed resilience features may alter existing views of the shoreline and natural landscape. The proposed living shoreline would result in low to moderate beneficial visual effects, as it reinforces a naturalistic shoreline condition and enhances the visual continuity of marsh and coastal landscapes. Unlike hard infrastructure, the living shoreline would integrate with existing ecological features, maintaining or improving scenic quality.

Overall, the Action Alternative would result in an Adverse Effect, with moderate adverse visual impacts, which may occur during construction or where subtle grading alters existing sightlines; however, these effects are expected to be temporary or negligible, although landscape-based design approaches could help maintain compatibility with the surrounding coastal environment, supporting restoration of a historically marsh-dominated landscape.

Table 62. Wood Island Marsh Visual Occlusion Level: Acreage of Impacts.

<u>Occlusion</u>	<u>Total Acres</u>
Low	9.5968
Moderate	0.00167



Figure 137. Wood Island Marsh Visual Impact Assessment results showing levels of Occlusion.

3.1.2.2 Charlestown

3.1.2.2.1 Charlestown-Boston National Historical Park/Revere Park Area

No Action Alternative

Adverse Effects

Under the No Action Alternative, no flood risk management measures would be implemented within the Boston National Historical Park and Revere Park Area. Therefore, there would be no direct or indirect effects on historic properties and no adverse effect determination under Section 106. Compared to Alternative 2 and Alternative 3, the No Action Alternative would avoid construction-related visual, physical, and setting effects within a nationally significant historic landscape.

However, the No Action Alternative would not reduce vulnerability of these nationally significant historic resources to coastal flooding, storm surge, and sea level rise. Over time, repeated inundation could affect historic materials, landscape features, and the broader integrity of this nationally important cultural landscape.

Action Alternative 2

Adverse Effects

The area includes one proposed storm surge protection feature (CH_BN_001A), with an alternate version (CH_BN_001B) of the same 330-foot length. Both options would take the form of a berm or raised roadway structure constructed within a landscaped, previously engineered zone near the Charles River. The alignment lies between two major historic crossings, the Charlestown (North Washington Street) Bridge (1898, BOS.9047) and the Zakim Bridge (2003), within a corridor of high historical and cultural significance shaped by centuries of maritime, military, and infrastructural use.

Within a ¼-mile radius of the proposed alignment are 29 National Register-listed properties, 16 individually inventoried resources, 3 preservation-restricted properties, 7 historic districts, 3 historic archaeological sites, and 5 precontact archaeological sites. Although the immediate project area has undergone extensive modern alteration through the Big Dig (Central Artery Project) and North Point redevelopment, the underlying landscape retains moderate to high archaeological sensitivity, particularly in low-lying areas near the former river edge where Precontact and early historic activity is well documented.

The area at the mouth of the Charles River has long been a strategic and culturally significant landscape, historically used by Indigenous peoples for fishing, transport, and seasonal habitation, and later as a focal point of Revolutionary War events and early industrial development. While the proposed berm construction would occur in an already disturbed and landscaped zone, excavation or grading below modern fill could encounter intact deposits related to these periods.

No direct impacts to known aboveground historic structures are anticipated; however, potential indirect visual and contextual effects may occur within the viewshed of the Freedom Trail, Bunker Hill Monument, Charlestown Navy Yard, and adjacent waterfront parklands. Topographic changes introduced by the berm may subtly alter sightlines and the visual character of this historically symbolic corridor.

Given the project's proximity to dense cultural resources, moderate archaeological potential, and sensitivity of the surrounding setting, there is an anticipated Adverse Effect and moderately adverse impacts, even with the limited construction footprint.

Beneficial Effects

Although the project introduces minor physical changes, it presents opportunities for public interpretation, heritage education, and improved cultural stewardship within one of Boston's most historically significant landscapes. As part of mitigation, archaeological monitoring should occur during excavation or ground disturbance that extends beyond existing fill depths, especially in low-lying areas near the Charles River. Coordination with the NPS, the MHC, and tribal representatives will ensure that any newly identified resources are appropriately managed and documented in consultation with relevant stakeholders.

The project may also include interpretive components that would highlight the area's transformation over time, from precontact Indigenous use of the Charles River shoreline, through Revolutionary and industrial development, to modern infrastructure and flood resilience efforts. These interpretation and outreach efforts, coupled with design treatments that maintain compatibility with the visual setting of the Boston National Historical Park, Freedom Trail, and surrounding historic bridges, would enhance public appreciation of the area's cultural layers. Collectively, these measures would generate moderate beneficial effects by expanding awareness of the site's historical continuity and integrating cultural resource sensitivity into the design of 21st-century resilience infrastructure.

Visual Effects

No Action Alternative

The No Action Alternative would preserve existing historic viewsheds in the short term but would lead to long-term degradation due to flooding impacts on parkland, waterfront edges, and historic settings.

Action Alternative 2

The GIS-based visual analysis indicates that project features would be highly visible throughout the study area (Figure 138). Approximately 99 percent of the analyzed acreage falls within the Low Occlusion category, while only limited areas experience Moderate or High Occlusion (Table 63). As a result, proposed flood protection measures would be readily visible from many publicly accessible viewpoints, including parklands, pedestrian pathways, and locations associated with historic resources. Existing vegetation and urban development would provide only localized screening opportunities, resulting in a generally high level of visibility across the study area.

Because the area contains important recreational, scenic, and historic resources, visual changes associated with flood protection features would be readily perceived and may affect the setting of significant historic properties. Even subtle topographic changes may alter established sightlines between key historic resources, including parklands and waterfront corridors. The introduction of new elevation and massing could affect the spatial relationships that define this historically significant landscape.

Overall, the Action Alternative would result in an Adverse Effect, with moderate to major adverse visual impacts, although design refinement could substantially reduce effects. However, integration with existing landscaped features and sensitive design could reduce visual contrast and provide low beneficial effects through improved landscape definition.

Table 63. Boston National Historical Park/Revere Park Area Visual Occlusion Level: Acreage of Impacts.

<u>Occlusion</u>	<u>Total Acres</u>
High	0.009047
Low	6.778404
Moderate	0.060593



Figure 138. Boston National Historical Park/ Revere Park Area Visual Impact Assessment results showing levels of Occlusion.

3.1.2.2.2 Charlestown-Elevated Main Street Area

No Action Alternative

Adverse Effects

Under the No Action Alternative, no flood protection measures would be implemented along Elevated Main Street. As a result, there would be no direct or indirect effects on historic properties and no adverse effect determination under Section 106. Compared to Alternative 2 and Alternative 3, the No Action Alternative would avoid construction-related effects on historic transportation corridors and adjacent historic districts.

However, without implementation of flood protection measures, historic infrastructure and surrounding historic neighborhoods would remain vulnerable to coastal flooding and sea level rise, which may contribute to gradual deterioration of historic setting and function.

Action Alternative 2

Adverse Effects

The Elevated Main Street Area in Charlestown consists of a proposed floodwall and deployable barrier system (CH_EM_001) extending nearly 4,000 feet along the southwest bank of the Mystic River. The alignment passes through a highly altered infrastructure corridor that includes a reconstructed waterfront trail, modern erosion control structures, and the edge of the MBTA yard, an area extensively disturbed by 20th-century industrial and transportation development.

Although no Precontact archaeological sites are documented within a ¼-mile radius, the area's proximity to the Mystic River and low-lying terrain suggests limited potential for deeply buried cultural deposits in less disturbed locations. More notably, the area exhibits high historic archaeological sensitivity due to its association with the Middlesex Canal, an early American engineering achievement completed in 1803 that historically linked the Merrimack River to Boston Harbor. Within the ¼-mile buffer, 12 historic archaeological sites have been identified, most related to the canal's operation, including remnants of locks, towpaths, and culverts.

The proposed floodwall also falls within a ¼-mile viewshed containing seven historic districts, 154 inventoried buildings, and 33 National Register-listed properties. While the structure footprint avoids direct contact with these features, its presence may result in indirect visual and contextual impacts, particularly where the floodwall modifies shoreline character or alters the continuity of trail connections along the river. In areas where deployable structures intersect or obscure visible remnants of the historic canal corridor, indirect archaeological effects may occur due to changes in ground disturbance patterns or limited access to historic features.

Given the project's proximity to the Middlesex Canal and the concentration of historically significant archaeological resources, the anticipated effect is an Adverse Effect, with moderate adverse impacts, reflecting the potential for contextual and indirect impacts within a historically sensitive industrial and transportation landscape.

Beneficial Effects

Despite potential adverse effects, the project includes mitigation measures that will produce low to moderate beneficial outcomes by supporting resource documentation, interpretation, and public awareness of Charlestown's industrial heritage. Archaeological monitoring during construction near the documented Middlesex Canal corridor and its associated features, such as locks, towpaths, and culverts, will ensure that any exposed resources are properly identified, recorded, and treated in consultation with state and local preservation agencies.

Design refinements, including the minimization of wall height, width, and material contrast where the alignment intersects visible canal-era features or historic trail segments, will help preserve the visual relationship between the riverfront and historic landscape elements. The project also incorporates interpretive signage and digital media to convey the history of the Middlesex Canal, its engineering significance, and its role in shaping Boston's early commercial development and Charlestown's waterfront transformation.

Together, these actions will enhance public understanding of a critical but often-overlooked component of the region's industrial history while integrating cultural resource sensitivity into a modern flood resilience system. As a result, the project is expected to yield moderate beneficial effects through education, interpretation, and heritage preservation alongside improved infrastructure resilience.

Visual Effects

No Action Alternative

Existing views of the Mystic River corridor would remain unchanged initially but would degrade over time due to flood impacts and shoreline instability.

Action Alternative 2

The GIS-based visual analysis indicates generally high visibility throughout the Elevated Main Street Area, with approximately 97.9 percent of the study area classified as Low Occlusion and approximately 2 percent characterized by Moderate or High Occlusion (Table 64; Figure 142).

The proposed flood protection features would be located within a developed urban corridor containing transportation infrastructure, commercial development, and mixed-use properties. Visual effects would primarily involve changes to existing streetscape conditions and views along transportation corridors, particularly where they alter the continuity of waterfront views and introduce vertical elements along the river's edge. These changes may affect the perception of historic infrastructure corridors, including remnants of the Middlesex Canal.

Overall, the Action Alternative would result in an Adverse Effect, with minor to moderate adverse visual impacts, with effects moderated by the area's existing urban character. Design minimization and material selection may reduce visual intrusion, and in some cases provide low beneficial effects by organizing the shoreline and improving visual clarity.

Table 64 Elevated Main Street Area Visual Occlusion Level: Acreage of Impacts.

<u>Occlusion</u>	<u>Total Acres</u>
High	0.012791

Low	16.47222
Moderate	0.333258

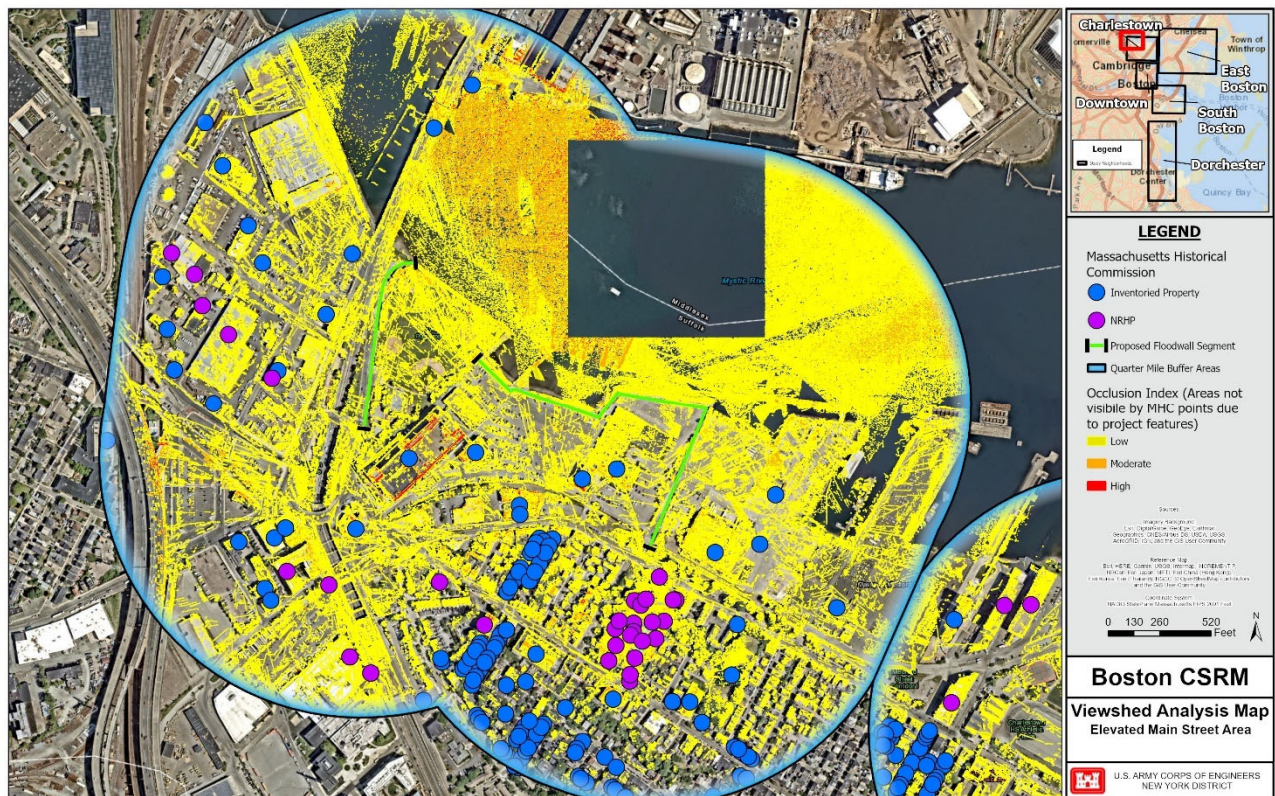


Figure 139. Elevated Main Street Area Visual Impact Assessment results showing levels of Occlusion.

3.1.2.2.3 Charlestown-Little Mystic Channel Area

No Action Alternative

Adverse Effects

Under the No Action Alternative, no flood risk management features would be constructed within the Little Mystic Channel Area. Accordingly, there would be no direct or indirect effects on historic properties and no adverse effect determination under Section 106. Compared to Alternative 2 and Alternative 3, the No Action Alternative would avoid construction-related effects within a historically significant maritime corridor.

However, historic maritime and industrial resources would remain exposed to continued coastal flooding and sea level rise, potentially affecting long-term preservation of waterfront character and historic setting.

Action Alternative 2

Adverse Effects

The Charlestown – Little Mystic Channel Area floodwall project (CH_LM_001) involves construction of a 2,428-foot shoreline barrier following the historic edge of the Little Mystic Channel. The wall alignment begins near the Charlestown Community Playing Field, curves along Medford Street, and continues adjacent to an existing historic granite shoreline wall, portions of which likely date to the late 19th or early 20th century. Much of the project area consists of filled and regraded land, and therefore lacks intact natural soils; however, it retains substantial cultural and industrial significance related to Boston's maritime history.

Within a ¼-mile buffer, the project area contains 67 inventoried historic properties, 36 National Register-listed buildings, and 16 historic districts, including major landmarks such as the Boston Naval Shipyard (BOS.CO, BOS.ACQ). While the proposed wall does not directly affect any standing historic resources, it runs parallel to and in some areas overlays segments of the historic granite block shoreline wall, a significant feature representing more than a century of industrial shoreline engineering. The alignment's integration with the earlier granite construction poses indirect adverse effects through potential modification or partial obscuring of the historic fabric.

Archaeological and submerged cultural resource sensitivity within the Little Mystic Channel is also notable. One precontact and one historic archaeological site are recorded within the ¼-mile buffer (both within Bunker Hill Monument Park), and prior assessments have identified potential submerged resources, including possible 20th-century vessel wrecks and industrial debris fields. These findings, along with a suspected undocumented vessel wreck north of the floodwall's path, indicate that underwater areas adjacent to the alignment remain archaeologically sensitive. Any in-channel construction, anchoring, or dredging may pose a risk of disturbance to these resources.

Overall, while the project largely occupies previously disturbed fill and follows an established shoreline edge, indirect and contextual effects are anticipated where the new floodwall intersects or conceals historically significant waterfront elements. Accordingly, the project would result in an Adverse Effect with moderately adverse impacts due to potential alteration of historic shoreline materials and sensitivity within adjacent underwater zones.

Beneficial Effects

The project also presents moderate opportunities for beneficial effects through its documentation, interpretation, and preservation components. A pre-construction survey and detailed documentation of the historic granite shoreline wall, including stone type, quarry marks, and construction phases, will record valuable information about the evolution of Charlestown's industrial waterfront. Where feasible, preservation in place or

stabilization of the historic wall will be incorporated into final design, and interpretive signage will be installed to communicate the site's maritime and naval heritage.

In addition, underwater archaeological monitoring during construction near submerged targets will contribute new data on the Little Mystic Channel's working waterfront and the broader history of Boston's industrial harbor. Interpretive and digital materials describing the area's transformation, from a 19th-century shipbuilding and industrial hub to a modern urban shoreline, will provide the public with meaningful insight into the city's maritime development and ongoing resilience planning.

Together, these measures will ensure that historic and archaeological values are documented, stabilized, and presented to the public. Through careful integration of heritage interpretation and flood resilience design, the project achieves low to moderate beneficial effects, balancing resource protection with climate adaptation goals.

Visual Effects

The Little Mystic Channel Area and Naval Yard Area were evaluated as a single visual impact assessment unit due to their close geographic proximity, interconnected waterfront setting, and the continuity of proposed flood risk management features across both areas. The visual resources, viewsheds, and observer experiences associated with these locations are closely related, with many viewpoints encompassing both areas simultaneously. Additionally, the limited separation between the project features and the similarity of surrounding land uses, maritime infrastructure, historic resources, and waterfront character make it difficult to meaningfully distinguish visual effects on an area-by-area basis at the current level of project design. Accordingly, combining the Little Mystic Channel Area and Naval Yard Area provides a more representative assessment of potential visual impacts while remaining consistent with the planning-level nature of the BCSRM Study.

No Action Alternative

Visual conditions would remain stable in the short term but degrade over time due to flood-related impacts on shoreline integrity and industrial features.

Action Alternative 2

The GIS-based visual analysis indicates that visibility of proposed project features would be high throughout the study area (Figure 140). Approximately 97.9 percent of the analyzed acreage falls within the Low Occlusion category, while approximately 1.8 percent is characterized by Moderate Occlusion and less than 0.2 percent by High Occlusion (Table 65). These results indicate that project elements would be visible from

most locations, although some views would be partially filtered by existing buildings, vegetation, and maritime infrastructure. Areas of greatest visibility are associated with open waterfront locations, transportation corridors, and publicly accessible shoreline areas. The area contains a combination of historic naval resources, waterfront industrial facilities, transportation infrastructure, and public open space. The introduction of a new continuous barrier may reduce visual access to historic waterfront elements and alter the perceived historic character of the shoreline. Proposed flood protection measures would alter portions of the existing waterfront character and may affect views associated with historic maritime resources, particularly where it parallels or obscures historic granite shoreline features.

Overall, the Action Alternative would result in an Adverse Effect, with moderate adverse visual impacts, although impacts would be moderated by the area's existing developed waterfront character. However, opportunities exist for low to moderate beneficial effects through preservation and interpretation of historic materials and improved visual organization of the waterfront.

Table 65. Little Mystic Channel Area Visual Occlusion Level: Acreage of Impacts.

<u>Occlusion</u>	<u>Total Acres</u>
High	0.067233
Low	39.881549
Moderate	0.752176



Figure 140. Little Mystic Channel Area Visual Impact Assessment results showing levels of Occlusion.

3.1.2.2.4 Charlestown-Navy Yard Area

No Action Alternative

Adverse Effects

Under the No Action Alternative, no coastal storm risk management measures would be implemented within the Charlestown Navy Yard. Therefore, there would be no direct or indirect effects on historic properties and no adverse effect determination under Section 106. Compared to Alternative 2 and Alternative 3, the No Action Alternative would avoid construction-related impacts to this nationally significant historic district, including changes to visual setting, ground disturbance, and alteration of cultural landscape features.

However, the No Action Alternative would not provide flood protection for the Navy Yard, leaving historic buildings, structures, archaeological resources, and landscapes vulnerable to continued coastal flooding, storm surge, and sea level rise, which may result in long-term deterioration of historic fabric.

Action Alternative 2

Adverse Effects

The Charlestown Navy Yard Area includes two major proposed flood risk management structures (CH_NY_001 and CH_NY_002) totaling nearly 5,800 feet in length and extending through the center of the Charlestown Navy Yard National Historic Landmark District. The planned floodwalls and deployable barriers would follow the existing waterfront alignment, intersecting an industrial-maritime landscape of exceptional national importance. The Navy Yard, established in 1800 as the first planned U.S. naval facility, retains an extraordinary level of historical integrity and reflects continuous use and evolution through the 19th century, World War II, and Cold War eras.

Within the ¼-mile buffer, the project area encompasses 174 National Register-listed resources, 11 historic districts, and 3 National Historic Landmarks, including the Boston Naval Shipyard (BOS.CO, BOS.ACQ) and notable contributing structures such as Building 114 (Boat Shop) and Building 106 (Boiler Shop). The waterfront also contains historic granite seawalls, wharves, and reused stonework bearing 19th-century tool marks and construction stratigraphy that convey the site's layered industrial history.

Although the design seeks to avoid direct contact with contributing structures and to route floodwalls around key resources, adverse effects remain unavoidable due to the density and fragility of historic materials. Potential effects include visual alterations to the Harborwalk, temporary or permanent proximity impacts to contributing buildings and walls, and vibration-related risks to adjacent dry docks and foundations during construction. Even minor changes to the spatial organization or material setting of the Navy Yard can diminish the integrity of a landscape that derives its national significance from the preservation of its working maritime character.

Archaeological and subsurface sensitivity in this area is extremely high. Beneath the 19th-century fill deposits lies a stratified cultural record that includes historic shipways, dry-dock elements, wharf remains, and pilings, as well as precontact deposits preserved beneath later fills. Within the buffer, seventeen historic archaeological sites and four precontact sites have been documented. Although prior disturbance has been extensive, intact deposits are likely to survive at depth, especially near areas filled after the mid-19th century. Construction activities involving deep excavation, pile driving, or shoreline modification could therefore affect both historic and precontact archaeological contexts.

Given these sensitivities, the proposed work would result in a Moderate–High impact, with potential for Adverse Effects, reflecting the exceptional significance of the resources and the potential for physical and contextual change, even with avoidance and design minimization.

Beneficial Effects

Despite these unavoidable impacts, the project also presents significant beneficial opportunities through comprehensive documentation, design innovation, and public interpretation. Extensive coordination with the National Park Service, the Massachusetts Historical Commission, and the Boston Landmarks Commission will ensure that mitigation

measures enhance long-term preservation outcomes. Subsurface testing and archaeological monitoring will generate valuable data on the Navy Yard's layered industrial and precontact history, while 3D digital documentation and photogrammetry will capture high-resolution records of granite walls, dry docks, and waterfront landscapes prior to modification.

Design approaches emphasizing reversibility and visual compatibility for deployable structures will preserve key sightlines and maintain the historic character of the waterfront. Additionally, interpretive media, such as signage, heritage trail extensions, and augmented-reality experiences, will broaden public access and understanding of the Navy Yard's naval, architectural, and industrial significance. These educational enhancements will integrate the story of climate adaptation into the site's ongoing evolution, linking 21st-century resilience infrastructure with the Navy Yard's long tradition of engineering innovation.

Together, these measures produce moderate beneficial effects by documenting, interpreting, and communicating the continued relevance of this nationally significant landscape. While the project will unavoidably alter certain aspects of the Navy Yard's historic fabric, it also offers a unique opportunity to expand public engagement and ensure that Boston's maritime heritage remains visible and accessible in the face of future environmental change.

Visual Effects

No Action Alternative

The No Action Alternative would allow continued exposure of this nationally significant landscape to flooding, resulting in long-term degradation of visual integrity and loss of historic waterfront character.

Action Alternative 2

The GIS-based visual analysis indicates that the proposed flood risk management features within the Naval Yard Area would be highly visible throughout most of the affected viewshed (Table 66;Figure 141). Of the approximately 40.7 acres analyzed, approximately 39.9 acres (98.0 percent) fall within the Low Occlusion category, indicating that project features would be readily visible from most surrounding viewpoints with limited screening provided by existing buildings, vegetation, or topography. Approximately 0.75 acres (1.8 percent) are classified as Moderate Occlusion, where existing development, landscape features, and maritime infrastructure would partially screen views of project elements. Only approximately 0.07 acres (0.2 percent) fall within the High Occlusion category, representing locations where substantial screening would reduce visibility. These results indicate that visual changes associated with the proposed flood protection measures would be readily perceptible throughout much of the study

area, particularly along waterfront corridors, public open spaces, Harborwalk segments, and areas maintaining direct views toward Boston Harbor and the Inner Harbor.

The Naval Yard Area contains a unique combination of historic naval resources, active waterfront uses, transportation infrastructure, public open spaces, and nationally significant historic landmarks that contribute to the area's maritime character and cultural significance. Because visibility of proposed project features would be widespread, flood protection measures have the potential to alter portions of the existing waterfront character and affect visual relationships between historic buildings, dry docks, wharves, and the harbor. Even carefully designed structures may alter iconic views, modify the continuity of the Harborwalk, and introduce contemporary elements into a historically cohesive maritime setting. Areas of greatest visual sensitivity include locations where historic resources derive significance from their relationship to the waterfront and where open harbor views contribute to the historic setting and visitor experience.

Despite the high degree of visibility, the surrounding environment also contains existing seawalls, transportation infrastructure, utility features, and other waterfront improvements that influence the visual character of the area. Consequently, proposed flood risk management measures would be introduced within an already developed waterfront landscape rather than an undeveloped setting. Nevertheless, the area's exceptional historic significance and the importance of maintaining visual connections between historic resources and the harbor increase the sensitivity of visual changes relative to other portions of the study area.

Overall, the Action Alternative would result in an Adverse Effect, with moderate adverse visual impacts resulting from the introduction of highly visible flood protection features within a nationally significant historic waterfront setting. While impacts would be moderated to some degree by the existing developed character of the area, mitigation through highly sensitive design, material selection, context-sensitive treatments, and reversibility could reduce, but not eliminate, these effects. Some moderate beneficial visual effects may also result from improved waterfront access, Harborwalk enhancements, interpretation of historic resources, and public realm improvements incorporated into the final design.

Table 66. Navy Yard Area Visual Occlusion Level: Acreage of Impacts.

<u>Occlusion</u>	<u>Total Acres</u>
High	0.067233
Low	39.881549
Moderate	0.752176



Figure 141. Navy Yard Area Visual Impact Assessment results showing levels of Occlusion.

3.1.2.2.5 North End Neighborhood-West End Area

No Action Alternative

Adverse Effects

Under the No Action Alternative, no flood risk management measures would be implemented within the West End Area. As a result, there would be no direct or indirect effects on historic properties and no adverse effect determination under Section 106. Compared to Alternative 2 and Alternative 3, the No Action Alternative would avoid construction-related effects on historic districts, archaeological resources, and waterfront cultural landscapes.

However, historic resources within the area would remain vulnerable to coastal flooding and sea level rise, which may result in long-term cumulative effects to historic setting and integrity.

Action Alternative

Adverse Effects

The Downtown/North End – West End Area includes three proposed floodwalls (NE_WE_001, NE_WE_002, and NE_WE_003) totaling approximately 972 feet in length, extending across historically filled waterfront land that formed during Boston's 18th- and 19th-century expansions. These structures occupy one of the most densely historic settings in the United States, immediately adjacent to the Old North Church National Historic Landmark, and within a landscape that embodies Boston's maritime, revolutionary, and industrial development.

Within the ¼-mile buffer, there are 380 documented historic resources, including 78 National Register-listed properties, 19 historic districts, and five individually listed landmarks. The project area also includes three designated Boston Landmarks and two pending designations, one of which is a National Historic Landmark nomination. The proposed floodwalls traverse zones of 19th-century fill adjacent to or overlying the remnants of early wharves such as Newman's Wharf and Goodwyn's Wharf, which were central to Boston's early maritime economy. Although the proposed structures will avoid direct impacts to individually listed properties, including the Old North Church, they have the potential to produce indirect visual and contextual effects on the surrounding historic districts, particularly through localized changes to viewsheds, streetscapes, and waterfront character.

Archaeologically, the project area contains nine known historic archaeological sites and two precontact sites, with deposits buried beneath several meters of historic fill derived from the regrading of Copp's Hill and Beacon Hill. These fills are known to encapsulate 17th- and 18th-century artifacts, scuttled ship remains, wharf timbers, and other maritime materials. The archaeological sensitivity increases with depth, especially near the terminus of NE_WE_003, where fill layers transition to original soils and submerged marine contexts. The potential for deeply buried precontact materials, including possible fishing weirs similar to the Boylston Street Fish Weir site, warrants careful consideration.

Given the concentration of historic buildings and the depth of archaeological potential, construction of the proposed floodwalls would result in Adverse Effects with moderate impacts. These are primarily indirect, arising from visual alterations to a nationally significant setting and the potential for disturbance of deeply buried or submerged cultural resources. Mitigation through design sensitivity, archaeological monitoring, and interagency consultation will be required to manage these effects.

Beneficial Effects

The project offers moderate beneficial opportunities by integrating cultural resource stewardship into long-term coastal resilience planning. Through sensitive design, the floodwalls can help stabilize and protect historic waterfront landscapes that remain vulnerable to flooding and shoreline erosion. Coordination with the Boston Landmarks

Commission and the National Park Service will ensure that construction materials and forms remain visually compatible with adjacent historic environments, reinforcing the continuity of the waterfront's appearance.

In addition, the project's interpretive and educational components present opportunities to deepen public understanding of Boston's maritime and revolutionary heritage. Interpretive signage and public programming could highlight the transformation of the North End shoreline from a colonial shipbuilding center to a modern urban waterfront, while archaeological monitoring and targeted subsurface testing may generate new data on Boston's early development and precontact occupation. The preservation and stabilization of select waterfront features, such as historic pilings, embedded wharf fragments, or recovered maritime artifacts, could further enhance public engagement along the Harborwalk and strengthen the connection between historical interpretation and climate adaptation.

Through these measures, the project will yield low-to-moderate beneficial effects, ensuring that resilience investments also serve as tools for education, documentation, and the long-term preservation of Boston's historic urban core.

Visual Effects

No Action Alternative

Existing historic urban views would remain unchanged in the short term but degrade over time due to flooding impacts on waterfront infrastructure and public spaces.

Action Alternative 2

The GIS-based visual analysis indicates that proposed project features would be highly visible throughout the West End Area (Figure 142). Of the approximately 6.9 acres analyzed, approximately 6.7 acres (96.2 percent) fall within the Low Occlusion category, indicating that project features would be readily observable from most viewpoints. Approximately 0.23 acres (3.3 percent) are characterized by Moderate Occlusion, where existing buildings and vegetation would partially screen views, while approximately 0.03 acres (0.5 percent) fall within the High Occlusion category and would experience greater visual screening (Table 67). The predominance of low occlusion suggests that visual changes associated with the proposed flood protection measures would be noticeable throughout much of the study area, particularly from public open spaces, transportation corridors, and waterfront-facing locations. These results indicate that proposed project features would be readily visible from the majority of surrounding viewpoints, with only limited screening provided by existing buildings, vegetation, or other landscape features.

The West End Area is characterized by a dense urban environment consisting of residential towers, institutional facilities, transportation infrastructure, public open spaces,

and views toward the Charles River and Inner Harbor. Proposed flood risk management features would introduce new structural elements into this highly developed setting and may alter existing visual relationships between inland neighborhoods, open spaces, and waterfront areas. In some locations, project features could partially interrupt or modify views toward the waterfront and adjacent historic resources, particularly where open sightlines currently exist.

Despite the high degree of visibility, the surrounding visual environment is already dominated by substantial urban development and large-scale infrastructure. As a result, the proposed flood protection measures would generally be perceived as additions to an existing built landscape rather than as entirely new visual forms within a predominantly natural setting. The limited extent of moderate and high occlusion areas suggests that visual effects would be relatively consistent throughout the project area, with few locations benefiting from substantial screening.

Overall, the Action Alternative would result in an Adverse Effect, with moderate adverse visual impacts due to the high visibility of the proposed flood risk management features and their potential to alter existing views and visual relationships within the urban waterfront setting. However, the magnitude of these effects would be moderated by the area's existing dense urban character and could be further reduced through design refinement during subsequent phases of project development. Design measures such as architectural treatments, context-sensitive materials, landscape enhancements, and integration with existing public spaces could help reduce visual contrast and improve compatibility with the surrounding urban environment. Opportunities to enhance pedestrian connectivity, waterfront access, or public realm amenities may also provide localized visual benefits that partially offset adverse effects.

Table 67. West End Area Visual Occlusion Level: Acreage of Impacts.

<u>Occlusion</u>	<u>Total Acres</u>
High	0.032628
Low	6.659422
Moderate	0.23096

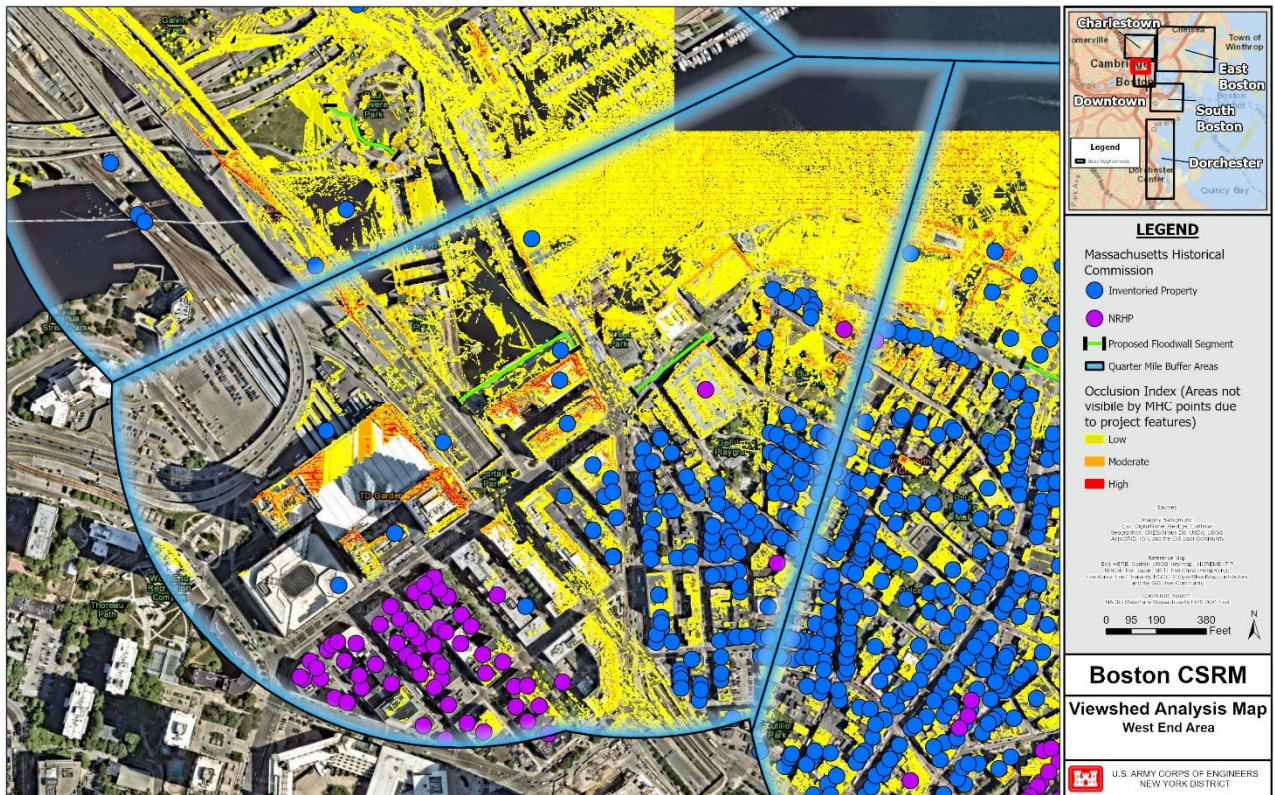


Figure 142. West End Area Visual Impact Assessment results showing levels of Occlusion.

3.1.2.2.7 North End Neighborhood-Waterfront and Wharf Areas

No Action Alternative

Adverse Effects

Under the No Action Alternative, no coastal storm risk management measures would be implemented along the Waterfront and Wharf Areas. Therefore, there would be no direct or indirect effects on historic properties and no adverse effect determination under Section 106. Compared to Alternative 2 and Alternative 3, the No Action Alternative would avoid construction-related impacts to historic wharves, maritime landscapes, and archaeological deposits.

However, these resources would remain highly vulnerable to continued coastal flooding and storm surge, which may contribute to deterioration of historic materials and loss of waterfront cultural landscape integrity.

Action Alternative 2

Adverse Effects

The Waterfront and Wharf Area of Boston's North End is an area of extraordinary historical and archaeological significance. The five proposed structures, NE_WT_001, NE_WT_002, NE_WT_003, NE_WD_001, and NE_WD_002, span approximately 17,900 linear feet and include both land-based floodwalls and an in-water perimeter wall (NE_WT_002). These structures traverse or border historic wharves dating to the 17th century, reshaped tidal zones, and areas of artificial fill that overlay deep deposits of maritime and precontact archaeological potential. The alignment overlaps directly with the Boston Harborwalk, a cultural and recreational thoroughfare rich with historical interpretation.

The density of historic architectural resources in this area is among the highest in the City of Boston, with 579 total historic resources within the ¼-mile buffer, 38 historic districts, 20 designated Boston Landmark Areas (with six additional pending), 10 National Historic Landmarks, and 11 properties under preservation restrictions. The floodwall structures NE_WT_001 and NE_WT_003, as well as both Wharf District walls (NE_WD_001 and NE_WD_002), are situated within historically significant zones that include the former 18th-century waterfront warehouse district, now adapted for mixed commercial and residential uses.

Visual and indirect effects on the setting and feeling of these historic resources are anticipated, particularly where flood protection features intersect with existing Harborwalk segments, interpretive signage, and historic materials such as granite seawalls and boardwalk decking, see Visual Impact Area below.

Twelve documented historic archaeological sites lie within the study area, including remains of scuttled 18th- and 19th-century ships, cribbing and timber bulkheads, and pier footings and debris fields sealed beneath centuries of urban fill. The alignments for NE_WT_002 and NE_WT_003 in particular traverse areas long associated with maritime industry, where remnants of wharf infrastructure remain visible at low tide. These conditions indicate a high likelihood of encountering historic maritime deposits, warranting targeted testing and the use of remote sensing to guide design refinements.

Four known precontact sites occur within the broader buffer, and portions of the proposed NE_WT_002 alignment cross submerged landforms identified through geomorphological analysis as Late Archaic to Woodland-period estuarine surfaces. Such areas were likely used seasonally for fishing and shellfish gathering, similar to the activities represented at the Boylston Street Fish Weir site. Given the potential for submerged or deeply buried resources, particularly along the in-water wall, recommended mitigation includes remote sensing surveys (side-scan sonar, magnetometer, and sub-bottom profiling), targeted coring and sediment sampling, tribal consultation to address cultural values associated with submerged precontact landscapes, and archaeological monitoring during construction.

Beneficial Effects

While the project area presents substantial cultural sensitivity, it also provides a rare opportunity to enhance public understanding of Boston's historical relationship with its waterfront. The integration of cultural interpretation within the Boston Harborwalk would create meaningful public benefits, using interpretive signage, digital media, and landscape features to tell a connected story of precontact estuarine lifeways, colonial trade and industry, 19th-century maritime expansion, and 21st-century coastal adaptation. These interpretive improvements could draw directly from archaeological discoveries and historic documentation gathered during project implementation, ensuring that new protective infrastructure contributes to the preservation and communication of the area's layered history.

The project also has the potential to enhance public access and appreciation of the waterfront by stabilizing vulnerable shoreline areas, improving circulation along underutilized Harborwalk segments, and integrating interpretive elements that link resilience infrastructure to Boston's longstanding narrative of reclamation and renewal. Collectively, these measures would yield tangible beneficial effects, fostering a deeper connection between residents, visitors, and the city's evolving coastal landscape.

The Waterfront and Wharf Area of the North End represents more than four centuries of human activity, from precontact use and colonial maritime commerce to industrial development and modern resiliency planning. While no direct adverse effects to individually listed historic properties are anticipated, the potential for indirect visual impacts, disturbance of historic and precontact archaeological resources, and in-water construction effects may result in adverse effects. Implementation of sensitive design guidelines, comprehensive archaeological protocols, and proactive interpretive strategies would ensure that this vital cultural landscape remains legible, resilient, and meaningfully connected to Boston's broader history of adaptation and change.

Visual Effects

No Action Alternative

The No Action Alternative would preserve existing waterfront views in the near term but would lead to long-term degradation of visual quality due to flooding impacts on historic wharves, Harborwalk segments, and shoreline infrastructure.

Action Alternative 2

The GIS-based visual analysis indicates that visibility of proposed flood risk management features would be extensive throughout the study area (Figure 143). Approximately 43.8 acres (97.6 percent) fall within the Low Occlusion category, indicating that project features would be readily visible from much of the waterfront and surrounding urban environment. Approximately 1.0 acre (2.2 percent) is characterized by Moderate Occlusion, while only

a small fraction falls within the High Occlusion category (Table 68). Areas of greatest visibility are associated with open harbor views, historic wharves, waterfront parks, and public gathering spaces where existing sightlines toward the harbor remain largely unobstructed.

The area contains some of Boston's most significant historic waterfront resources, public spaces, and harbor views. Proposed flood protection features may alter visual relationships between the city and the waterfront and affect views associated with historic wharves and maritime resources. The introduction of continuous barriers along historic wharf alignments and the Harborwalk would alter iconic waterfront views, interrupt visual access to historic maritime features, and affect the experiential quality of one of Boston's most historically significant landscapes. The scale and continuity of the structures, particularly along NE_WT_002, would change the perceived openness of the harbor edge and may obscure historic materials such as granite seawalls and timber wharf remnants.

Overall, the Action Alternative would result in an Adverse Effect with moderate to major adverse visual impacts, reflecting the area's high visual sensitivity and historic significance. Mitigation through deployable elements, reversible design, and integration with Harborwalk features could reduce visual prominence and provide moderate beneficial effects by enhancing interpretation and organizing the waterfront edge. However, due to the density of resources and sensitivity of the setting, overall visual impacts remain moderate to high impact.

Table 68. Waterfront and Wharf Areas Visual Occlusion Level: Acreage of Impacts.

<u>Occlusion</u>	<u>Total Acres</u>
High	0.113498
Low	43.820622
Moderate	0.979688

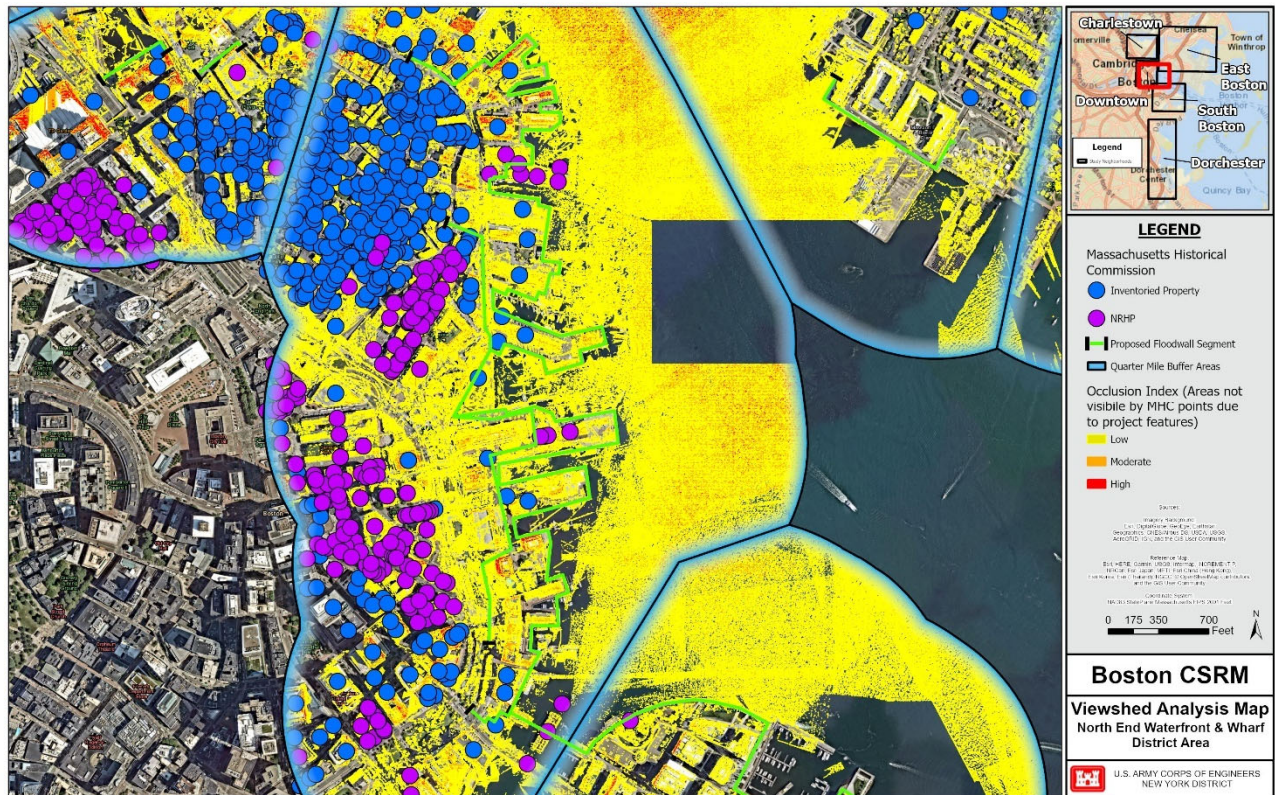


Figure 143. Waterfront and Wharf Areas Visual Impact Assessment results showing levels of Occlusion.

3.1.2.3 South Boston

3.1.2.3.1 South Boston Neighborhood-Fort Point Area

No Action Alternative

Adverse Effects

Under the No Action Alternative, no flood protection measures would be implemented within the Fort Point Area. Accordingly, there would be no direct or indirect effects on historic properties and no adverse effect determination under Section 106. Compared to Alternative 2 and Alternative 3, the No Action Alternative would avoid construction-related effects on the Fort Point Channel Historic District.

However, historic industrial buildings, archaeological resources, and waterfront cultural landscapes would remain vulnerable to coastal flooding and sea level rise.

Action Alternative 2

Adverse Effects

The Fort Point Area, located in South Boston and surrounding the Fort Point Channel, represents one of Boston's most significant historic industrial waterfronts. The area

contains five proposed floodwall structures (SB_FP_001 through SB_FP_005) encircling the Fort Point Channel and intersecting with or directly abutting properties within the Fort Point Channel National Register Historic District (BOS.WZ), the Fort Point Channel Landmark District (BOS.ZG), and the Fort Point Channel District (BOS.CX).

This historic landscape is defined by cohesive rows of late-19th- and early-20th-century industrial loft buildings constructed primarily by the Boston Wharf Company, many of which have been adapted for mixed commercial, residential, and creative uses. These structures, along with historic seawalls, bridges, industrial signage, and cultural landmarks such as the Hood Milk Bottle, reflect the evolution of Boston's working waterfront and industrial economy.

All five proposed floodwall structures intersect a dense historic setting that includes 122 National Register-listed assets, 13 historic districts, and six designated Boston Landmark Areas. The proposed alignments would introduce new vertical flood protection features along the channel's edge, altering the visual rhythm and potentially affecting accessibility and the open character of the Fort Point Channel waterfront.

Mitigation measures have been developed to reduce these impacts. Floodwalls would use materials visually and texturally compatible with the existing granite and concrete seawalls and would, where possible, be set back from the water's edge to maintain continuity with the Boston Harborwalk. Design coordination with the Harborwalk Design Guidelines will ensure consistency in height, finish, and pedestrian experience. Continued consultation with the Fort Point Channel Landmark District Commission (FPCLDC) is essential to refine structure placement and review architectural compatibility. Any potential alterations to character-defining features of contributing buildings, seawalls, or landscape elements should be avoided wherever feasible and minimized where unavoidable.

Precontact archaeological sensitivity within the Fort Point Area is considered low due to extensive landfilling and shoreline modification beginning in the 1830s. However, the area retains high historic archaeological potential within these fill deposits. Material remains associated with 19th-century industrial activity, including shipyard debris, wharf construction materials, and refuse from the Boston Wharf Company's commercial expansion, may be present beneath the existing ground surface.

Although only one previously documented archaeological site has been recorded within the immediate project footprint, the potential for undocumented archaeological deposits remains significant due to the area's history of rapid industrial development and fill reclamation. To address this sensitivity, pre-construction subsurface testing and archaeological monitoring are recommended during excavation, particularly in proximity to the Harborwalk and surviving 19th-century seawalls.

Beneficial Effects

While the addition of floodwalls may introduce new vertical and visual elements to the Fort Point Channel, the project presents opportunities to enhance the public's understanding of the area's industrial heritage. The Harborwalk already incorporates interpretive features and public art celebrating Fort Point's history; integrating new interpretive signage, sculptural elements, and open design features into the floodwall system could transform a potential visual impact into a meaningful public amenity.

The flood protection system could be designed to interpret the evolution of Fort Point's waterfront, linking its 19th-century commercial legacy with Boston's contemporary efforts toward climate adaptation and resilience. Such interpretive integration would align with citywide initiatives to connect infrastructure design with cultural storytelling, reinforcing the area's identity as both a historic and forward-looking landscape.

With the implementation of these design and mitigation measures, the Fort Point Area component of the project is expected to result in an Adverse Effect. The exceptional historical significance of Fort Point's industrial architecture and maritime infrastructure requires continued coordination with local and federal preservation authorities, particularly regarding the Fort Point Channel Landmark District. However, by combining sensitive design, archaeological stewardship, and interpretive programming, the project offers a balanced approach that safeguards the district's historic integrity while advancing Boston's long-term coastal resilience.

Visual Effects

No Action Alternative

Under the No Action Alternative, existing views of the Fort Point Channel and its historic industrial architecture would remain intact in the short term but would degrade over time due to flooding impacts on waterfront infrastructure and public access.

Action Alternative 2

The GIS-based visual analysis indicates that visibility of the proposed flood risk management features would be widespread throughout the Fort Point Area (Figure 144). Approximately 99 percent of the analyzed acreage falls within the Low Occlusion category, indicating that project features would be readily observable from most surrounding viewpoints (*Table 69*). Areas characterized by Moderate or High Occlusion are limited and generally associated with localized screening provided by existing buildings or infrastructure. Consequently, visual changes would be readily perceptible within the historic waterfront environment, particularly from public spaces, streetscapes, and waterfront vantage points that currently provide open views toward Fort Point Channel and Boston Harbor.

Fort Point contains significant historic resources, waterfront views, and an urban waterfront character that contributes substantially to neighborhood identity. Proposed resilience features may alter views toward the harbor and modify existing relationships between historic buildings and the waterfront. The introduction of vertical elements along the channel edge would alter the established visual rhythm of historic loft buildings and waterfront infrastructure, potentially affecting the openness and accessibility of the Harborwalk.

Overall, the Action Alternative would result in an Adverse Effect, with moderate adverse visual impacts, particularly where project features affect historic waterfront settings and viewsheds. However, the use of compatible materials and alignment with existing seawalls may reduce visual contrast. In some locations, the project may produce low to moderate beneficial effects by improving visual order, stabilizing the shoreline, and enhancing pedestrian circulation.

Table 69. Fort Point Area Visual Occlusion Level: Acreage of Impacts.

<u>Occlusion</u>	<u>Total Acres</u>
High	0.000222
Low	7.105383
Moderate	0.008431



Figure 144. Fort Point Area Visual Impact Assessment results showing levels of Occlusion.

3.1.2.3.2 South Boston Neighborhood-Marine Industrial Channel Area

No Action Alternative

Adverse Effects

Under the No Action Alternative, no flood risk management measures would be implemented within the Marine Industrial Channel Area. As a result, there would be no direct or indirect effects on historic properties and no adverse effect determination under Section 106. Compared to Alternative 2 and Alternative 3, the No Action Alternative would avoid construction-related impacts to maritime and industrial historic resources.

However, continued exposure to coastal flooding would leave these resources at risk of long-term deterioration.

Action Alternative 2

Adverse Effects

The Marine Industrial Channel Area of South Boston encompasses a dense concentration of early 20th-century maritime, naval, and industrial infrastructure extending along the

Reserve Channel. This landscape, constructed largely on made land during the early 1900s, retains some of Boston's most intact examples of heavy maritime industry and military logistics. The proposed flood protection measures, SB_MI_001 through SB_MI_005A/B, would extend across this area, paralleling or intersecting multiple historic districts and significant industrial properties. While the area has been substantially altered through fill and modern construction, it remains a critical historic and cultural landscape reflecting Boston's emergence as a major naval and industrial port during the 20th century.

The proposed structures directly border or cross three major historic districts: the South Boston Naval Annex Historic District (BOS.AGO), the Boston Army Supply Base (BOS.RT), and the C Street Industrial Area (BOS.RU). Collectively, these districts include more than 150 contributing properties, encompassing nationally significant World War I and II-era dry docks (notably Dry Docks #3 and #4), industrial warehouses, brick pump houses, crane tracks, and maritime support buildings.

Structure SB_MI_002 traverses the core of the Naval Annex and Supply Base, while SB_MI_001, SB_MI_004, and SB_MI_005A/B pass within close proximity, often less than 50 feet—to inventoried buildings such as the General Warehouse (BOS.12969), Auxiliary Fire Station (BOS.18588), and the Coastal Cement Corporation Silos (BOS.12960). The introduction of new floodwalls in such proximity may alter the visual and spatial relationship among these resources, affecting their historic setting and sense of industrial scale.

To minimize these effects, mitigation will include design review and materials compatibility to ensure that new structures complement existing concrete and masonry textures. Where feasible, setbacks and alignment adjustments will reduce direct visual intrusion. Continued coordination with the Massachusetts Historical Commission (MHC), property owners, and relevant federal stakeholders will guide design refinements to maintain visual cohesion with the historic industrial context. With these measures in place, visual and physical impacts are expected to be reduced.

Although much of the Marine Industrial Channel Area was created through extensive landmaking and grading, subsurface archaeological potential remains in deeper contexts. Portions of SB_MI_001, SB_MI_003, SB_MI_004, and SB_MI_005A/B may encounter deeply buried historic-period features such as 19th-century wharf remains, shipwrecks, industrial debris, and potentially intact vessel hulls. The nearby Suffolk County House of Corrections site (BOS.HA.80) underscores the long-standing institutional and industrial occupation of this area.

Mitigation measures will include deep test borings, remote sensing and geophysical survey, and archaeological monitoring where excavation exceeds depths of approximately 25 feet. These actions are sufficient to address what is anticipated to be a

Low to Moderate impacts associated with the Adverse Effect related to archaeological sensitivity.

Precontact archaeological sensitivity is considered low, as this portion of South Boston remained underwater or within the intertidal zone until extensive 19th- and early 20th-century filling. No known precontact sites have been recorded within a ¼-mile radius, and surface disturbance has been widespread. However, should deep excavation penetrate below fill layers into undisturbed marine or estuarine soils, isolated finds cannot be ruled out. Accordingly, limited deep monitoring protocols will be implemented if excavation extends below 20 feet.

The Boston Harborwalk, a prominent public cultural and recreational corridor, extends through portions of the project area near SB_MI_002 and SB_MI_005A/B, overlaying the historic industrial waterfront. Construction of the flood protection features has the potential to affect Harborwalk continuity and existing interpretive elements such as plaques and signage that describe the maritime and industrial heritage of South Boston.

As part of mitigation, project plans will incorporate pedestrian-friendly design features, restore or relocate interpretive markers, and preserve public access to key historic viewsheds, especially near Castle Island and Fort Independence. Integration of interpretive materials about the evolution of the Reserve Channel, naval operations, and the industrial transformation of South Boston would reinforce the area's historic identity while enhancing visitor experience.

Beneficial Effects

Beyond the necessary preservation considerations, the proposed structures will provide long-term protection for nationally significant port facilities from the effects of sea-level rise and storm surge. The stabilization and safeguarding of the South Boston Naval Annex and Army Supply Base Districts constitute a substantial preservation benefit, ensuring that these historic maritime resources remain intact for future generations.

In addition, the project's improvements to the Harborwalk, public parks, and waterfront access near Pleasure Bay and Carson Beach create opportunities for public education and interpretive engagement. The incorporation of resilience-focused design and interpretive content allows the flood protection system to function not only as critical infrastructure but also as a cultural asset, linking Boston's working waterfront heritage with its climate-adaptive future.

With appropriate design refinements, archaeological monitoring, and continued consultation with the MHC and federal stakeholders, the Marine Industrial Channel Area flood protection structures are expected to result in an Adverse Effect under Section 106 of the National Historic Preservation Act. Although the district's historical density and national-level military significance heighten its sensitivity, the proposed mitigation measures, combined with interpretive and design integration, will minimize direct harm

and foster preservation-minded adaptation. The project's emphasis on resilience provides an opportunity to link Boston's industrial heritage with its ongoing response to coastal climate change, ensuring that this working waterfront remains both historically legible and functionally sustainable.

Visual Effects

No Action Alternative

Existing industrial waterfront views would remain largely unchanged in the near term but would degrade over time as flooding affects infrastructure, access, and visual coherence.

Action Alternative (Alternative 2)

The GIS-based visual analysis indicates that project features would be highly visible throughout the Marine Industrial Area, with approximately 99.9 percent of the study area classified as Low Occlusion (Table 70; Figure 145). Given the area's extensive industrial infrastructure, maritime facilities, and transportation networks, proposed flood protection measures would generally be consistent with existing visual conditions. While new walls and barriers would alter views along the waterfront, the existing visual environment is already characterized by large-scale industrial features, reducing overall sensitivity.

Overall, the Action Alternative would result in an Adverse Effect, with minor to moderate adverse visual impacts, with visibility moderated by the area's industrial character. Changes to spatial relationships and scale may still be perceptible, particularly near historic dry docks and industrial buildings. Design measures and material compatibility may provide low beneficial effects by improving visual organization and reinforcing the industrial character of the area.

Table 70. Marine Industrial Channel Visual Occlusion Level: Acreage of Impacts

<u>Occlusion</u>	<u>Total Acres</u>
High	0.000178
Low	79.153301
Moderate	0.028146



Figure 145. Marine Industrial Channel Visual Impact Assessment results showing levels of Occlusion.3.1.2.3.4 South Boston Neighborhood-Seaport Boulevard Area and Waterfront Area

No Action Alternative

Under the No Action Alternative, no coastal storm risk management measures would be implemented within the Seaport Boulevard and Waterfront Area. As a result, there would be no direct or indirect effects on historic properties, and the alternative would not result in an adverse effect determination under Section 106. Compared to Alternative 2 (Full System) and Alternative 3 (EAEs), the No Action Alternative would avoid construction-related effects, including excavation within historic fill, temporary construction impacts, and long-term alterations to the visual and physical character of the South Boston Waterfront.

However, unlike the action alternatives, the No Action Alternative would not provide flood risk reduction, leaving a highly sensitive and historically significant maritime landscape increasingly vulnerable to coastal flooding, storm surge, sea level rise, and shoreline erosion. Over time, these conditions would continue to affect the integrity of historic waterfront districts and resources, including the Fort Point Channel Historic District (BOS.CX), Boston Fish Pier Historic District, Fort Point Channel Landmark District

(FPCLD), and the Northern Avenue Bridge (BOS.9000). Repeated inundation and extreme storm events may contribute to deterioration of historic materials, loss of structural integrity, and degradation of waterfront cultural landscape character.

Although no known terrestrial archaeological sites are located within the immediate construction footprint, the broader Seaport area consists of deeply stratified historic fill associated with 19th- and 20th-century landmaking. Under the No Action Alternative, these buried deposits would not be subject to construction disturbance; however, they would remain vulnerable to erosion, saltwater intrusion, and hydrodynamic change associated with increasing flood frequency and intensity. Submerged cultural resources may also be affected by altered tidal dynamics and storm-driven scouring.

Overall, while the No Action Alternative would avoid all project-related effects, it would not reduce long-term risks to historic properties or cultural landscapes within one of Boston's most historically significant waterfront districts.

Action Alternative **Adverse Effects**

The Seaport Boulevard and Waterfront Area includes multiple proposed flood protection structures (SB_BV_001 to SB_BV_004, SB_WF_001 to SB_WF_003, and the overlapping alternative SB_MI_005A) located within a heavily altered, infilled historic maritime landscape. The structures traverse the South Boston Seaport, directly impacting or coming into close proximity with a dense network of National Register-listed properties, historic districts, seawalls, piers, and public spaces, including the Harborwalk.

Key historic built resources in the area include the Fort Point Channel Historic District (BOS.CX) with 124 contributing resources, the Boston Fish Pier Historic District, the Fort Point Channel Landmark District (FPCLD), and the Northern Avenue Bridge (BOS.9000). Proposed construction at SB_WF_003 and SB_WF_004 could have moderate to high adverse effects, particularly due to direct impacts on the structural, operational, and aesthetic integrity of the Northern Avenue Bridge. Other segments (SB_BV_001, SB_BV_003, SB_WF_001) may result in low to moderate adverse effects from excavation, visibility, and proximity to historic wharves, piers, and seawalls.

Archaeological sensitivity in the upper 6–10 feet of fill is generally low due to historic landmaking and prior development, but deeper marine deposits beyond 10–15 feet could contain intact Paleoindian or Archaic-period deposits. The Boston Fish Pier may retain historic structural fill stratigraphy, and granite footings along the Northern Avenue Bridge and nearby seawalls remain functionally and historically significant. No known terrestrial archaeological sites exist within the immediate 50-foot buffer, but deep excavation should be monitored.

Cultural landscape and viewshed impacts are significant, as proposed structures may obstruct visual and physical access along the Harborwalk, disrupt pedestrian circulation, and affect interpretive signage, public art, and landscaped waterfront features. Without mitigation, these effects would be moderate to high adverse.

Recommended mitigation includes use of deployable or removable barriers near sensitive structures, minimization of visibility impacts through materials and scale, monitoring for deeper archaeological deposits, preservation of interpretive and cultural assets, and consultation with SHPO, Harborwalk Now, and other stakeholders. With these measures, overall effects can be reduced, though not entirely eliminated.

Beneficial Effects

Despite the potential adverse impacts, the project offers several opportunities to enhance public engagement, resilience, and interpretation of South Boston's historic waterfront. By integrating flood protection with Harborwalk design, the project can maintain pedestrian access, interpretive signage, and public art while improving resilience to storm surge and sea-level rise.

Sensitive design and mitigation will preserve visual corridors toward Fort Point Channel, Northern Avenue Bridge, and downtown Boston, helping retain the legibility of the historic maritime and industrial landscape. The project also provides opportunities to enhance public understanding of historic infrastructure, 19th- and 20th-century maritime commerce, and the evolution of Boston's waterfront through interpretive features incorporated alongside resilient flood protection measures.

Through thoughtful integration, the project supports both long-term protection of historic assets and improved public access, resulting in moderate beneficial effects for cultural awareness, community engagement, and waterfront recreation.

Visual Impact Area

The Seaport Boulevard Area and Waterfront Area were incorporated into the broader South Residential Area viewshed analysis due to the continuity of proposed flood risk management features and the interconnected nature of visual resources throughout the South Boston Waterfront. As such, the visual assessment for these areas utilizes the same visibility dataset developed for the South Residential Area.

No Action Alternative

The No Action Alternative would maintain existing open recreational views in the short term but would lead to long-term degradation of scenic quality due to flooding impacts on parks, beaches, and parkway landscapes.

Action Alternative (Alternative 2)

The GIS-based visual analysis indicates that proposed flood risk management features would be highly visible throughout the majority of the study area (Figure 146). Of the approximately 12.49 acres analyzed, approximately 12.11 acres (96.9 percent) fall within the Low Occlusion category (Table 71). These results indicate that proposed project features would be readily visible from most surrounding viewpoints, with limited screening provided by existing buildings, vegetation, or other landscape elements.

The Seaport Boulevard and Waterfront Areas contain some of Boston's most prominent contemporary waterfront development, characterized by high-density mixed-use buildings, public open spaces, Harborwalk segments, recreational amenities, and expansive views of Boston Harbor and Fort Point Channel. Visual resources within this area are particularly sensitive due to the importance of waterfront access, public gathering spaces, and the area's role as a major destination for residents and visitors.

The proposed flood risk management features would introduce new structural and landscape elements into this highly visible waterfront setting. Depending on final design and location, project features may alter existing views toward Boston Harbor, modify visual connections between inland development and the waterfront, and change the character of portions of the Harborwalk and adjacent public spaces. In areas where open harbor views currently exist, flood protection features may partially obstruct or reframe views of the water, waterfront infrastructure, and skyline elements. Given the prevalence of low occlusion throughout the study area, these visual changes would be readily perceptible from many public vantage points.

At the same time, the surrounding environment is already characterized by substantial contemporary development, including high-rise buildings, transportation infrastructure, public plazas, and waterfront improvements. Consequently, proposed resilience features would be introduced into an existing urbanized landscape rather than a predominantly natural setting. Opportunities exist to integrate flood risk management measures with streetscape improvements, Harborwalk enhancements, public realm amenities, landscape treatments, and architectural design elements that complement the character of the Seaport District and waterfront environment.

Overall, the Action Alternative would result in an Adverse Effect, with moderate adverse visual impacts due to the high visibility of proposed project features and their potential to alter important waterfront views and visual relationships. However, the impacts would be minimized by the area's existing urban character and could be reduced through context-sensitive design, architectural treatments, and integration with public waterfront amenities during subsequent phases of project development. Because many of the proposed

elements (e.g., dunes and landscaped berms) are compatible with the existing park aesthetic, the project is expected to generate moderate beneficial visual effects by reinforcing naturalistic shoreline forms, improving landscape continuity, and enhancing recreational experience.

Table 71. Seaport Boulevard Area Visual Occlusion Level: Acreage of Impacts.

<u>Occlusion</u>	<u>Total Acres</u>
High	0.299836
Low	12.109325
Moderate	0.078243

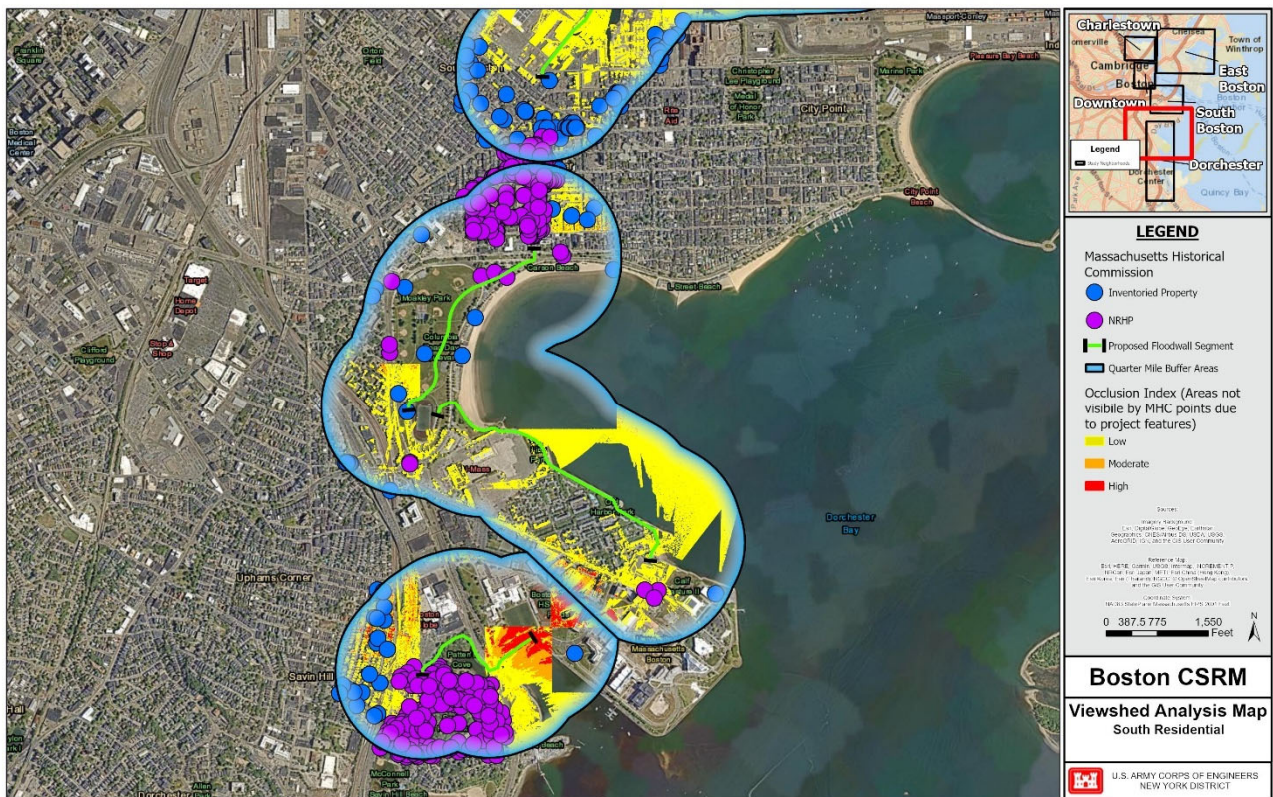


Figure 146. Seaport Boulevard Area Visual Impact Assessment results showing levels of Occlusion.

3.1.2.4 Dorchester

3.1.2.4.1 Dorchester Neighborhood- Clam Point Area

No Action Alternative

Adverse Effects

Under the No Action Alternative, no flood risk management measures would be implemented within the Clam Point Area. Therefore, there would be no direct or indirect effects on historic properties and no adverse effect determination under Section 106. Compared to Alternative 2 and Alternative 3, the No Action Alternative would avoid construction-related impacts to historic residential neighborhoods.

However, these resources would remain vulnerable to coastal flooding and long-term climate impacts.

Action Alternative 2

Adverse Effects

The Clam Point Area, located in Dorchester, is a highly developed and altered urban landscape with a history of industrial and commercial development, particularly from the early 19th century onward. The proposed flood protection structures in this area, two deployable floodwall segments (DO_CP_001 and DO_CP_002), are situated within a transportation and commercial corridor characterized by extensive fill and modern infrastructure. Due to this significant alteration, the potential for impacts to historic built resources is minimal. The nearest historic landmark, the Dorchester Pottery Works (BOS.HA.157), is well documented and lies outside the immediate 50-foot buffer, meaning no direct adverse effects are expected. However, the project is within proximity to several significant precontact archaeological sites, including the Summit Site (19-SU-18), Commercial Point (19-SU-19), and Neponset River Find Spot (19-NF-127), though none of these sites are within the direct construction footprint.

Given the extensive disturbance from historic landfilling and development, near-surface archaeological sensitivity is considered low, but there is a potential for deeply buried archaeological resources, including historic shipwrecks or artifacts, especially near the waterline and adjacent to Warwick Cove. If construction activities exceed typical fill depths (above 40–65 feet), there is a possibility of encountering these resources. Therefore, geophysical surveys and archaeological monitoring during excavation are recommended in areas where the project could disturb deeper layers of soil. Additionally, if construction activities inadvertently disturb portions of the Dorchester Pottery Works site or any other known historic-period resources, monitoring and documentation will ensure proper handling and preservation. In sum, while no direct impacts are expected, the potential for indirect archaeological effects exists, and the overall impact is classified as Adverse.

While the flood protection measures in Clam Point may introduce an Adverse Effect, with limited impacts during construction, they will offer significant long-term benefits to the

local community and the preservation of historic resources. The floodwalls (DO_CP_001 and DO_CP_002) are designed to protect critical infrastructure and residential areas from future flood risks, which will help safeguard both the modern built environment and the surrounding historic landscape. Additionally, the project includes wetland enhancement efforts between Tenean Beach and Commercial Point, which will improve the ecological health of the area, providing both environmental and cultural benefits. By restoring wetlands and creating a more resilient landscape, the project will not only protect Historic Properties from future damage caused by flooding but also improve the overall quality of the cultural landscape. Furthermore, interpretive signage and public engagement efforts will help raise awareness of the area's rich industrial and precontact history, enhancing the public's appreciation of the region's heritage. The combination of these mitigation measures and the flood protection provided by the project results in Moderate Beneficial Effects, strengthening the resilience of both the built and natural environments while preserving the area's historical significance.

Visual Effects

No Action Alternative

The No Action Alternative would maintain existing urban and transportation corridor views in the short term but would result in gradual visual degradation due to flooding and shoreline instability.

Action Alternative 2

The GIS-based visual analysis indicates that the proposed flood risk management features within the Clam Point Area would be highly visible throughout the affected viewshed (Table 72; Figure 148). Of the approximately 13.8 acres analyzed, approximately 13.78 acres (99.96 percent) fall within the Low Occlusion category, indicating that project features would be readily visible from nearly all surrounding viewpoints with little screening provided by existing buildings, vegetation, or topography. Approximately 0.005 acres (0.04 percent) are classified as Moderate Occlusion, where localized landscape features or development may partially screen views of project elements. No areas were classified as High Occlusion, indicating that substantial visual screening is effectively absent throughout the study area. As a result, visual changes associated with the proposed flood protection measures would be readily perceptible across much of the neighborhood, particularly from residential areas, public open spaces, waterfront access points, and shoreline corridors.

The Clam Point Area is characterized by a mix of residential neighborhoods, recreational resources, transportation corridors, and waterfront views that contribute to the area's community character. The proposed flood protection measures would introduce new structural and landscape elements into this setting and may alter perceptions of openness along portions of the shoreline. Because existing screening opportunities are limited, project features would remain visible from many locations where views toward the

waterfront currently contribute to the visual experience of the area. However, the relatively modest scale of the proposed features and opportunities for landscape integration, planting, and context-sensitive design would help reduce visual contrast and improve compatibility with surrounding conditions.

Despite the high degree of visibility, the project area contains existing roadway infrastructure, shoreline stabilization features, and developed waterfront elements that already influence local visual character. Consequently, proposed flood risk management measures would generally be perceived as additions to an existing developed coastal environment rather than as entirely new features within an undeveloped landscape. The limited extent of the proposed improvements and the ability to incorporate landscape-based treatments further reduce the potential for substantial visual disruption.

Overall, the Action Alternative would result in an Adverse Effect, with moderate adverse visual impacts, particularly in locations where waterfront views, neighborhood character, and public open space contribute to the visual quality of the area. While visual changes would be noticeable, alterations to broader viewsheds would generally be limited. In some locations, the project may also provide low beneficial visual effects through improved shoreline organization, enhanced landscape coherence, and integration of resilience features into the existing waterfront environment.

Table 72. Clam Point Area Visual Occlusion Level: Acreage of Impacts.

<u>Occlusion</u>	<u>Total Acres</u>
High	0
Low	13.781347
Moderate	0.004854



Figure 147. Clam Point Area Visual Impact Assessment results showing levels of Occlusion.

3.1.2.4.2 Dorchester Neighborhood-Morrissey-Columbia Area *No Action Alternative*

Adverse Effects

Under the No Action Alternative, no coastal storm risk management features would be implemented within the Morrissey-Columbia Area. Accordingly, there would be no direct or indirect effects on historic properties and no adverse effect determination under Section 106. Compared to Alternative 2 and Alternative 3, the No Action Alternative would avoid construction-related impacts. However, historic resources in the area would remain exposed to increasing flood risk.

Action Alternative 2

Adverse Effects

The Morrissey-Columbia area encompasses several significant historic districts, including the Old Harbor Reservation Parkways, the Calf Pasture Pumping Station Complex, the Savin Hill Historic District, and the South Boston Waterfront District. The proposed flood

protection structures (floodwalls, levees, and deployable systems) in this area intersect with or are in proximity to these districts, raising concerns about potential impacts. Notably, the construction of segments DO_MC_003A/B may affect both the Old Harbor Reservation Parkways, which includes Joe Moakley Park and Carson Beach, and the South Boston Waterfront District, impacting both physical landscape features and historic viewsheds. In close proximity to the Calf Pasture Pumping Station Complex (BOS.IP), a significant late 19th-century infrastructure site, segments DO_MC_001A/B raise concerns about the integrity of this building's setting and its historic value. Additionally, the Savin Hill Historic District, a residential area with numerous contributing properties, may experience visual and contextual impacts due to the construction of DO_MC_006 near Wave Avenue. While archaeological sensitivity is generally low in the area due to extensive 20th-century landfilling, there is potential for impacts to historic-period sites, especially the nearby Dorchester Pottery Works (BOS.HA.157). Precontact archaeological sensitivity near Savin Hill Cove and Savin Hill Park is higher, and excavation activities in these areas could disturb intact deposits. Archaeological monitoring is recommended for construction activities that may impact these sensitive areas, and potential disturbance to these areas may result in an Adverse Effect. Additionally, the Boston Harborwalk will be affected, especially near Columbia Point, with potential changes to access and interpretive features, contributing to an Adverse Effect on cultural landscape continuity.

The proposed flood protection infrastructure offers critical resilience to climate change-related flooding and sea-level rise, ensuring the protection of historic neighborhoods, landmarks, and recreational facilities, including Joe Moakley Park, Carson Beach, and the Savin Hill Historic District. These structures will help preserve the historic built environment by safeguarding it from the increasing risk of water damage. In addition to flood protection, the project will include mitigation strategies that enhance the cultural and community fabric of the area. For instance, the integration of landscape-sensitive designs and enhancements to public spaces, such as the Boston Harborwalk, will help maintain public access and visibility while protecting the environment. The project also plans to incorporate interpretive signage or public art, highlighting the local history and cultural resources that may be affected by the project. These mitigation efforts, along with the restoration of green infrastructure and public amenities, will contribute to Moderate Beneficial Effects by enhancing the overall resilience of the community and preserving its historic and cultural landscapes.

Visual Effects

No Action Alternative

Existing parkway and coastal views would remain intact initially but would degrade over time due to flooding impacts on parks, infrastructure, and shoreline features.

Action Alternative 2

The GIS-based visual analysis indicates a more varied visibility profile than many other project areas. Of the approximately 30.7 acres analyzed, approximately 21.2 acres (69 percent) fall within the Low Occlusion category, indicating that project features would be readily visible from many viewpoints (*Table 73; Figure 148*). Approximately 5.9 acres (19 percent) are classified as Moderate Occlusion, where existing vegetation, transportation infrastructure, and development patterns would partially screen project features. An additional 3.6 acres (12 percent) fall within the High Occlusion category, representing locations where substantial screening would reduce visibility. These results suggest that visual impacts would vary considerably across the study area, with some observers experiencing direct views of project features while others would encounter only filtered or limited visibility.

These results suggest that visibility of project features would vary considerably depending on viewing location. The area contains transportation corridors, residential neighborhoods, recreational resources, and waterfront open space. Proposed flood protection measures may alter views along portions of the shoreline and transportation corridor while remaining partially screened from other viewpoints.

Overall, the Action Alternative would result in an Adverse Effect, with moderate adverse visual impacts, representing one of the more visually sensitive project areas due to the combination of public open space, residential uses, and varied viewshed conditions. However, landscape-sensitive design and integration with park features may reduce visual contrast and provide moderate beneficial effects by enhancing shoreline definition, maintaining public access, and improving overall landscape continuity.

Table 73. Morrissey-Columbia Area Visual Occlusion Level: Acreage of Impacts.

<u>Occlusion</u>	<u>Total Acres</u>
High	3.598081
Low	21.243069
Moderate	5.892398

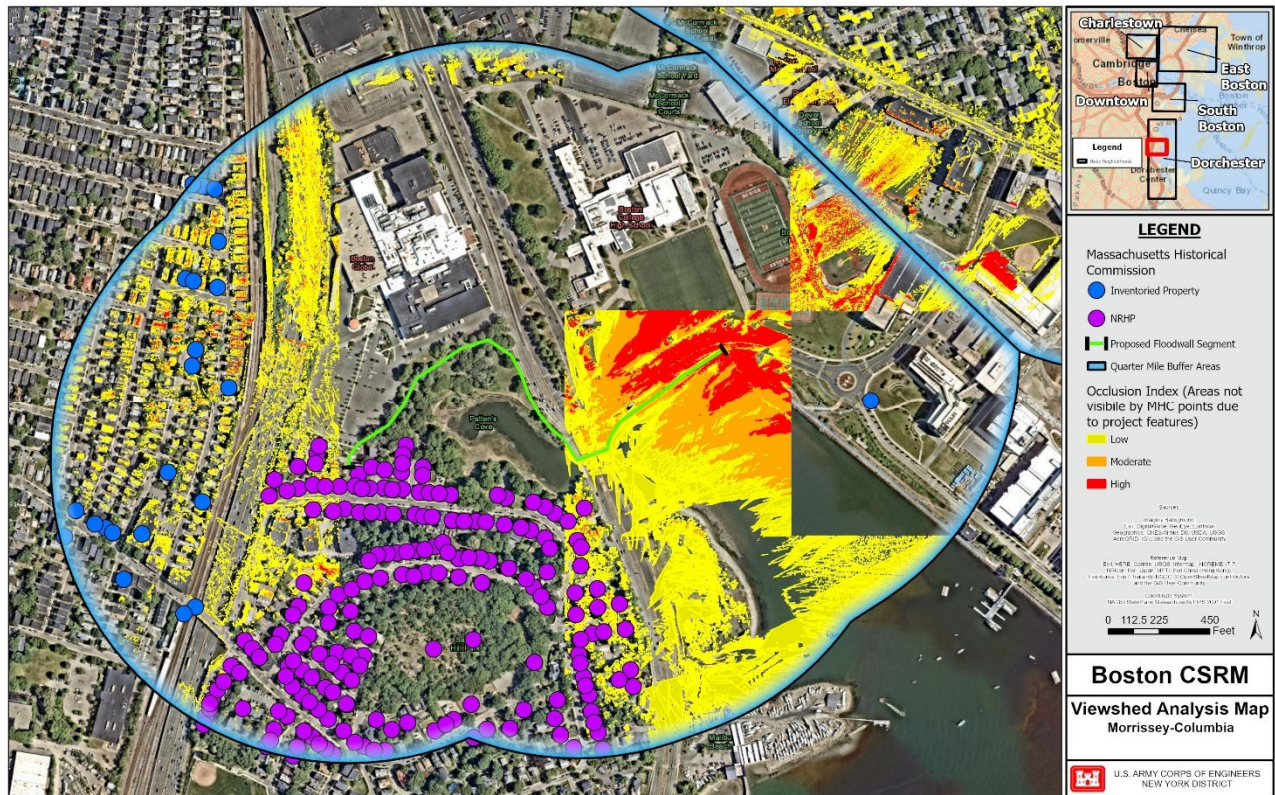


Figure 148. Morrissey-Columbia Area Visual Impact Assessment results showing levels of Occlusion.

3.1.2.4.3 Dorchester Neighborhood-Neponset Circle Area

No Action Alternative

Adverse Effects

Under the No Action Alternative, no flood protection measures would be implemented within the Neponset Circle Area. As a result, there would be no direct or indirect effects on historic properties and no adverse effect determination under Section 106. Compared to Alternative 2 and Alternative 3, the No Action Alternative would avoid construction-related effects on transportation corridors and adjacent historic properties. However, these resources would remain vulnerable to coastal flooding and sea level rise.

Action Alternative 2

Adverse Effects

The proposed structure DO_NC_001 in the Dorchester Neighborhood's Neponset Circle Area is located near several historically significant sites, including the Dorchester Pottery Works and the Putnam Nail Factory, but all are outside the immediate construction zone. The surrounding landscape is mostly modern, with industrial and commercial developments, so direct impacts to historic built resources are expected to be minimal.

Archaeologically, the area has been heavily disturbed by mid-20th-century landfilling, and no documented historic resources exist within the immediate project footprint. While the Dorchester Pottery Works lies within a quarter mile, its proximity and the existing urban environment reduce the likelihood of direct impacts. Precontact archaeological sensitivity in the area is low due to widespread disturbance, although three known precontact sites are within a quarter mile, with no intact deposits expected near the project area. No cemeteries or burial grounds are known within the buffer zone, and thus no impacts to such resources are expected. Overall, potential impacts on historic and archaeological resources are expected to be low, except for potential subsurface findings if construction extends below 45 feet, which could require further monitoring. The overall impact is assessed as Adverse.

Beneficial Effects

The proposed flood protection measures in the Neponset Circle Area, including levees, berms, and elevated harbor walks, will safeguard critical infrastructure, public parks like Pope John Paul II Park, and nearby residential and commercial areas from the growing risks of flooding due to climate change and sea-level rise. These improvements will not only protect historic neighborhoods and landmarks but also enhance public access to the waterfront, improving environmental conditions along the Neponset River Estuary. Additional features such as interpretive signage and community engagement efforts will foster a deeper connection to the area's cultural and natural heritage, promoting public education and resilience. As a result, the project will provide moderate beneficial effects by improving both flood protection and community amenities.

Visual Effects

No Action Alternative

Existing views of the Neponset River corridor would remain stable in the short term but degrade over time due to flooding impacts on infrastructure and public spaces.

Action Alternative 2

The GIS-based visual analysis indicates that the proposed flood risk management features within the Neponset Circle Area would be highly visible throughout the affected viewshed (Table 74; Figure 149). Of the approximately 4.17 acres analyzed, approximately 4.17 acres (99.99 percent) fall within the Low Occlusion category, indicating that project features would be readily visible from nearly all surrounding viewpoints with virtually no screening provided by existing buildings, vegetation, or topography. Approximately 0.0003 acres (less than 0.01 percent) are classified as Moderate Occlusion, representing a negligible amount of localized screening. No areas were classified as High Occlusion, indicating that substantial visual screening is absent

throughout the study area. Consequently, visual changes associated with the proposed flood protection measures would be consistently observable throughout the project area.

The Neponset Circle Area is characterized primarily by transportation infrastructure, roadway corridors, bridge crossings, utility features, and associated shoreline stabilization elements. Existing visual conditions are dominated by modern infrastructure rather than scenic, historic, or recreational visual resources. As a result, proposed flood protection measures would generally be viewed within an established infrastructure corridor where engineered structures already define much of the visual character. Although proposed levees, shoreline stabilization measures, and associated resilience features would introduce new visual elements, they would be consistent with the functional and developed nature of the surrounding environment.

Given the highly developed character of the area and the limited presence of visually sensitive resources, the proposed flood risk management features would not substantially alter broader viewsheds or significantly affect the overall visual experience of the area. Visual changes would be largely confined to localized modifications of existing shoreline and transportation corridor views. In some locations, the incorporation of landscape treatments, shoreline improvements, and enhanced public access opportunities may improve visual organization and contribute to a more cohesive waterfront environment.

Overall, the Action Alternative would result in an Adverse Effect, with minor adverse visual impacts due to the introduction of highly visible flood protection features within an existing transportation and infrastructure corridor. While project features would be readily visible, the area's low visual sensitivity and predominance of modern infrastructure substantially reduce the magnitude of visual effects. Some moderate beneficial visual effects may also occur through improved waterfront access, shoreline enhancement, and increased landscape organization along portions of the project area.

Table 74. Neponset Circle Area Visual Occlusion Level: Acreage of Impacts.

<u>Occlusion</u>	<u>Total Acres</u>
Low	4.171618
Moderate	0.00033



Figure 149. Neponset Circle Area Visual Impact Assessment results showing levels of Occlusion.

3.1.2.4.4 Dorchester Neighborhood-Port Norfolk Area *No Action Alternative*

Adverse Effects

Under the No Action Alternative, no flood risk management measures would be implemented within the Port Norfolk Area. Therefore, there would be no direct or indirect effects on historic properties and no adverse effect determination under Section 106. Compared to Alternative 2 and Alternative 3, the No Action Alternative would avoid construction-related effects on historic residential and maritime resources. However, these resources would remain exposed to increasing coastal hazards.

3.1.2.3.3 Dorchester/South Boston Neighborhood-South Residential Area

Adverse Effects

The South Residential Area of the Dorchester Neighborhood includes five proposed flood protection structures (SB_NB_001 through SB_NB_005) extending across a waterfront shaped by more than a century of fill, recreation development, and parkway planning. The alignment passes through portions of the Old Harbor Reservation Parkways Historic

District (BOS.ZD) and the South Boston Waterfront District (BOS.IV), which include prominent public spaces such as Carson Beach, the Edward J. McCormack Bathhouse (BOS.7177), the Carson Beach Concession Stand (BOS.7178), and Joe Moakley Park (BOS.9253).

Project elements intersect or approach within 50 feet of contributing resources associated with early twentieth-century civic recreation planning led by Frederick Law Olmsted and Arthur Shurcliff. Floodwall and levee construction in these areas has the potential to alter historic viewsheds, spatial relationships, and designed landscape features. Excavation and grading may also affect subsurface deposits where intact soils remain, particularly near Columbia Road and K Street (SB_NB_002), where soil borings indicate potential for buried historic and precontact materials.

Mitigation measures will include compatibility of wall and levee design with the park's visual character, avoidance of demolition or deep excavation near contributing structures, and targeted subsurface testing or monitoring in areas of archaeological sensitivity. Consultation with the Massachusetts Historical Commission and Boston Landmarks Commission will guide design review and ensure preservation goals are met. With these measures in place, the overall impact is decreased.

Beneficial Effects

The proposed structures also provide opportunities to enhance the resilience and interpretive value of South Boston's historic shoreline. The dune, beach-fill, and levee elements proposed for Carson Beach and Moakley Park are visually compatible with the historic parkway aesthetic and improve long-term protection of these community landmarks from sea level rise and storm surge.

Through careful design, the project will maintain the recreational and civic character of these waterfront parks while enhancing accessibility and public safety. Incorporating interpretive signage, preserving historic lampposts along Day Boulevard, and coordinating with existing Harborwalk features will deepen public understanding of the area's heritage as part of Boston's early twentieth-century park system.

By reinforcing the connection between recreation, heritage, and climate resilience, the project will result in Low to Moderate Beneficial Effects on the historic landscape and its continued public appreciation.

Visual Impact Area

No Action Alternative

The No Action Alternative would maintain existing open recreational views in the short term but would lead to long-term degradation of scenic quality due to flooding impacts on parks, beaches, and parkway landscapes.

Action Alternative (Alternative 2)

The GIS-based visual analysis indicates that proposed project features would be highly visible throughout the South Residential Area, including the Seaport Boulevard and Waterfront Areas (*Figure 150*). Of the approximately 12.5 acres analyzed, approximately 12.1 acres (96.9 percent) fall within the Low Occlusion category, indicating that project features would be readily visible from most surrounding viewpoints (Table 75). Approximately 0.08 acres (0.6 percent) are characterized by Moderate Occlusion, while approximately 0.30 acres (2.4 percent) fall within the High Occlusion category where existing buildings and urban infrastructure provide greater visual screening. Areas of greatest visibility are associated with open waterfront spaces, Harborwalk segments, public plazas, and streets that maintain direct visual connections to Boston Harbor. Consequently, visual changes resulting from flood protection measures would be readily perceptible throughout much of the waterfront district.

Because the area contains residential neighborhoods and community visual resources, proposed flood protection measures may alter neighborhood views and visual character particularly where they alter historic parkway views, open sightlines, and designed landscape features.

Overall, the Action Alternative would result in an Adverse Effect, with moderate adverse visual impacts, with opportunities for minimization through landscape and architectural treatments. However, because many of the proposed elements (e.g., dunes and landscaped berms) are compatible with the existing park aesthetic, the project is expected to generate moderate beneficial visual effects by reinforcing naturalistic shoreline forms, improving landscape continuity, and enhancing recreational experience.

Table 75. South Residential Area Visual Occlusion Level: Acreage of Impacts

<u>Occlusion</u>	<u>Total Acres</u>
High	0.299836
Low	12.109325
Moderate	0.078243



Figure 150. South Residential Area Visual Impact Assessment results showing levels of Occlusion.

Action Alternative 2 Adverse Effects

The proposed flood protection structures DO_PN_001 (deployable) and DO_PN_002 (floodwall) are located in a heavily developed area made largely of 19th- and 20th-century infill, with minimal intact historic fabric near the project area. While several significant historic sites, such as the Dorchester Pottery Works (BOS.HA.157) and the Putnam Nail Factory, are within a quarter mile, these resources are outside the immediate construction footprint and the 50-foot buffer zone. As a result, direct adverse effects on historic built resources are expected to be low adverse, with minimal visual impacts on nearby landmarks. Archaeological sensitivity is also low due to the extensive fill and development in the area. However, construction extending beyond 25 feet for DO_PN_002 or 45 feet for DO_PN_001 may encounter intact historic or prehistoric deposits, including shipwrecks, which could result in low adverse impacts to archaeological resources. Precontact archaeological sensitivity is minimal due to the historic landfilling in the area, but deeper excavation could still pose a risk to undiscovered prehistoric materials, particularly near the waterline. No cemeteries or burial grounds are known to exist within the project area, so no impact is anticipated in this regard.

Beneficial Effects

The proposed flood protection structures will provide significant resilience to vital infrastructure in Port Norfolk, including transportation corridors, commercial areas, and residential neighborhoods, which are at risk from flooding and sea-level rise. By reducing flood risks, the project will help preserve the community's cultural landscape, historic resources, and infrastructure from water damage. The protective measures will not only prevent future erosion but also safeguard important historical elements from environmental degradation, ensuring the long-term preservation of Port Norfolk's built and natural environments. These enhancements will foster greater public safety and promote community resilience in the face of climate change, yielding substantial beneficial effects for the area.

Visual Impact Area

No Action Alternative

The No Action Alternative would maintain existing views in the near term but result in long-term degradation due to flooding impacts on shoreline infrastructure and residential areas.

Action Alternative 2

The GIS-based visual analysis indicates that the proposed flood risk management features within the Port Norfolk Area would be highly visible throughout the affected viewshed (Table 76; Figure 151). Of the approximately 2.27 acres analyzed, approximately 2.27 acres (99.98 percent) fall within the Low Occlusion category, indicating that project features would be readily visible from nearly all surrounding viewpoints with little screening provided by existing buildings, vegetation, or topography. Approximately 0.0004 acres (0.02 percent) are classified as Moderate Occlusion, representing only isolated locations where project features may be partially screened by localized landscape or built features. No areas were classified as High Occlusion, indicating that substantial visual screening is effectively absent throughout the study area. As a result, visual changes associated with the proposed flood protection measures would be readily perceptible throughout much of the neighborhood, particularly from waterfront properties, public access points, and shoreline corridors.

The Port Norfolk Area is characterized by a mix of residential development, waterfront resources, shoreline infrastructure, and views of the Neponset River and adjacent harbor environments. Existing visual conditions are defined in part by the area's relationship to the waterfront, with shoreline views contributing to neighborhood character and community identity. The introduction of flood protection measures would add new structural and landscape elements to this setting and may alter portions of the existing shoreline experience. Because visibility would be widespread throughout the study area,

project features would likely be noticeable from many residential and public vantage points.

Despite the high degree of visibility, the proposed flood risk management features would generally be integrated within an existing developed waterfront environment containing shoreline stabilization features, transportation infrastructure, and other engineered elements. Consequently, visual changes would largely be incremental rather than transformative. In addition, opportunities exist to incorporate landscape treatments, shoreline enhancements, and public access improvements that could improve the overall organization and appearance of the waterfront while maintaining compatibility with neighborhood character.

Overall, the Action Alternative would result in an Adverse Effect, with moderate adverse visual impacts associated with the introduction of highly visible flood protection measures within a residential waterfront setting. However, changes to existing views would generally be incremental, and the project may also produce moderate beneficial visual effects through shoreline stabilization, improved visual order, enhanced waterfront access, and better integration of resilience features into the existing coastal landscape. As a result, while adverse visual impacts would occur, the overall visual outcome would be moderated by the project's potential to improve the long-term character and functionality of the waterfront environment.

Table 76. Port Norfolk Area Visual Occlusion Level: Acreage of Impacts.

<u>Occlusion</u>	<u>Total Acres</u>
Low	2.272339
Moderate	0.000375



Figure 151. Port Norfolk Area Visual Impact Assessment results showing levels of Occlusion.

3.1.2.2 Alternative 3 – WRDA 2028

The following discussion summarizes the anticipated effects of the EAEs evaluated under Alternative 3. Because the EAEs represent individual components of the larger BCSRM system that may be advanced independently, this analysis focuses on the specific cultural resource conditions, constraints, and potential effects associated with each EAE alignment. The assessment considers potential impacts to historic properties, archaeological resources, cultural landscapes, and visual settings within the applicable APEs, while also evaluating the extent to which each EAE contributes to the protection and long-term preservation of cultural resources vulnerable to coastal flooding, storm surge, and sea level rise. In the discussions below, the term Adverse Effect refers to a preliminary Section 106 finding regarding impacts to historic properties, whereas minor, moderate, or major adverse visual impacts refer to the magnitude of visual effects evaluated under NEPA. These determinations serve different regulatory purposes and are not directly comparable. As design development progresses, additional resource-specific analysis and consultation will further refine the identification of impacts and appropriate mitigation measures.

3.2.2.2.1 Charlestown – Schrafft’s City Center Alignment

No Action Alternative

Adverse Effects

Under the No Action Alternative, no flood risk management measures would be implemented along the Schrafft’s City Center Alignment. As a result, there would be no direct or indirect effects on historic properties, and the alternative would not result in an adverse effect determination under Section 106. Compared to Alternative 2 (Full System) and Alternative 3 (EAEs), the No Action Alternative would avoid construction-related impacts, including ground disturbance within a historically altered industrial corridor and potential visual changes to adjacent urban waterfront and transportation infrastructure.

However, unlike the action alternatives, the No Action Alternative would not provide flood risk reduction, leaving historic industrial and waterfront-adjacent resources within the broader alignment increasingly vulnerable to coastal flooding, storm surge, and sea level rise. Over time, these conditions may contribute to deterioration of historic materials, erosion of waterfront edges, and incremental loss of historic setting and industrial landscape character associated with the area’s redevelopment history.

Although archaeological sensitivity is generally low due to extensive fill and prior development, any deeply buried or remnant industrial deposits would remain susceptible to long-term hydrologic impacts under continued flooding conditions.

Action Alternative 3

Adverse Effects

Construction of the Schrafft’s City Center Alignment would result in short-term disturbances, including noise, vibration, and localized air quality impacts associated with heavy equipment and construction staging. Given the mixed-use and redevelopment context of the area, these disruptions could affect nearby commercial operations, pedestrian circulation, and access.

The installation of floodwalls or deployable barriers may introduce visual and spatial changes to the waterfront, potentially altering viewsheds and reducing the perceived connectivity between inland areas and the harbor. While design treatments may minimize these effects, the presence of engineered structures would represent a permanent modification to the built environment.

Ground-disturbing activities may also pose a risk to archaeological resources, as Charlestown contains historically sensitive areas with potential for buried cultural materials. Additionally, as a stand-alone segment, this alignment may create localized protection without full system integration, potentially leaving adjacent areas vulnerable or altering flood pathways.

Beneficial Effects

The Schrafft’s City Center Alignment would provide targeted coastal storm risk reduction for a historically significant waterfront corridor containing and adjacent to numerous

historic properties, including the Schrafft's Center Historic District and other contributing resources associated with Charlestown's industrial and transportation heritage. By reducing the frequency and extent of coastal flooding, the alignment would improve the long-term resilience of these historic properties and cultural landscapes, helping to reduce the risk of storm-related deterioration, erosion, and repeated flood damage that could adversely affect historic materials, setting, and integrity. Protection of the waterfront corridor would also benefit nearby archaeological resources by reducing the potential for erosion and disturbance associated with future coastal storm events and sea level rise.

In addition to reducing flood risk, the project has the potential to enhance the historic waterfront setting through compatible streetscape, shoreline, and pedestrian improvements that maintain public access while respecting the character of adjacent historic resources. Although implementation of the alignment could result in localized adverse effects during construction, these measures are expected to provide long-term preservation benefits by improving the resilience of historic properties and cultural landscapes within the protected area while informing design approaches and cultural resource treatment measures applicable to the broader Boston CSRM Comprehensive Plan.

Visual Effects

Action Alternative 3

The GIS-based visual analysis indicates that the majority of the study area surrounding the Schrafft's City Center Alignment would experience limited visibility of the proposed flood risk management features (Table 77; Figure 152). Of the approximately 47.8 acres analyzed, approximately 35.3 acres (74 percent) fall within the "Some Occlusion" category, indicating that existing buildings, vegetation, topography, and urban infrastructure would partially screen views of the proposed features. Areas within this category would likely experience intermittent or filtered views, reducing the overall prominence of the project within the visual landscape.

Approximately 8.5 acres (18 percent) are classified as having "Moderate Occlusion," where project elements would be visible from certain vantage points but would continue to be partially screened by surrounding development and landscape features. Visual changes in these areas would be more noticeable than in areas with greater screening but would remain integrated within the existing industrial, commercial, and mixed-use waterfront setting.

Only approximately 4.0 acres (8 percent) are classified as having "High Visibility" (low occlusion), representing locations where project features would be most readily

observable and where the greatest visual contrast with existing conditions would occur. These areas are generally associated with open waterfront views, transportation corridors, and publicly accessible spaces adjacent to the alignment. Observers within these locations would experience the most substantial visual changes resulting from the introduction of floodwalls, deployable barriers, elevated landscape features, or associated infrastructure.

Given the highly urbanized character of the Schrafft's City Center area, existing visual conditions are already influenced by large-scale buildings, transportation infrastructure, parking facilities, shoreline stabilization structures, and industrial waterfront elements. As a result, the proposed flood risk management features would generally be perceived as additions to an already developed visual environment rather than introducing entirely new visual forms into an otherwise natural landscape.

Impact Determination

The viewshed analysis demonstrates that visual impacts associated with the Schrafft's City Center Alignment would be predominantly localized and partially screened throughout most of the affected area. While adverse visual effects would occur in areas of higher visibility, particularly along portions of the waterfront and open public viewpoints, the relatively small proportion of highly visible acreage suggests that project features would not dominate the broader visual landscape.

Accordingly, the Action Alternative would result in an Adverse Effect, with minor to moderate adverse visual impacts, with the greatest effects concentrated in locations characterized by open waterfront views and direct sightlines to project features. The prevalence of some or moderate occlusion across approximately 91 percent of the analyzed area indicates that existing urban development substantially reduces the overall visual prominence of the proposed alignment. Long-term visual impacts would therefore be moderated by the surrounding built environment and could be further reduced through architectural treatments, landscape screening, and context-sensitive design measures incorporated during final design.

Comparison to the Comprehensive Plan

When considered as part of the broader BCSRM Comprehensive Plan, the Schrafft's City Center Alignment represents a segment where visual impacts are relatively constrained by existing urban development and screening conditions. Compared to other portions of the Comprehensive Plan that traverse open parks, recreational areas, or highly visible waterfront settings, the Schrafft's City Center Alignment benefits from a greater degree of visual integration within the existing built environment. Consequently, although the alignment contributes to the cumulative visual presence of the overall flood risk

management system, its individual contribution to regional visual impacts is expected to be comparatively low due to the substantial level of existing occlusion and urban context.

Table 77. Schraftt's City Center Visual Occlusion Level: Acreage of Impacts

Occlusion	Total Acres
High	4.031401
Moderate	8.509691
Some	35.256419
Grand Total	47.797511

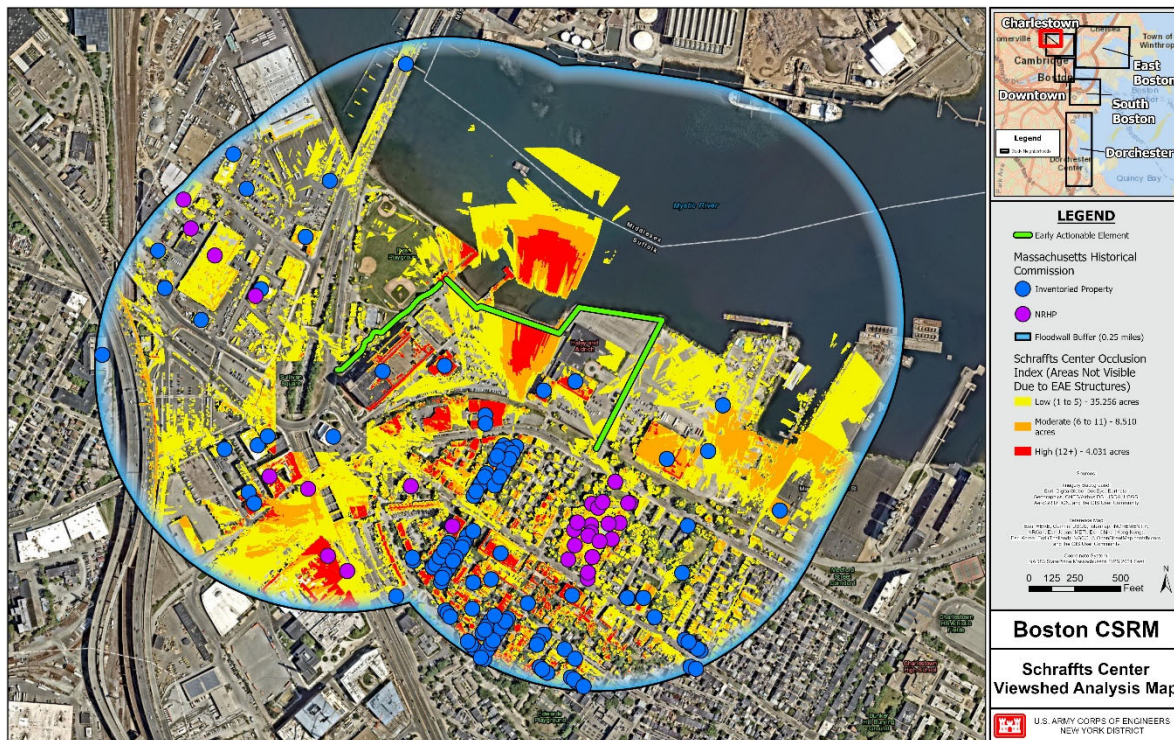


Figure 152. Schraftt's City Center Visual Impact Assessment results showing levels of Occlusion.

3.2.2.2.2 South Boston – I-90 Parapet Walls Alignment

No Action Alternative

Adverse Effects

Under the No Action Alternative, no modifications or flood protection features would be constructed along the I-90 Parapet Walls Alignment. Therefore, there would be no direct or indirect effects on historic properties, and the alternative would not result in an adverse effect determination under Section 106. Compared to Alternative 2 (Full System) and Alternative 3 (EAEs), the No Action Alternative would avoid construction-related effects,

including physical modifications to transportation infrastructure and potential visual or setting-related changes to adjacent historic resources.

However, without implementation of either action alternative, the I-90 corridor and surrounding historic and transportation-related resources would remain vulnerable to coastal flooding, storm surge, and sea level rise. Continued exposure to inundation events may contribute to deterioration of infrastructure materials, reduced functionality of historic transportation corridors, and cumulative impacts to the broader urban industrial landscape.

Archaeological sensitivity in the corridor is low due to extensive disturbance from highway construction; however, however, subsurface conditions remain subject to hydrologic stress and potential erosion under future flood scenarios.

Action Alternative 3

Adverse Effects

The I-90 Parapet Walls Alignment is located within the Boston Army Supply Base Historic District (BOS.RT), a 43-acre nationally significant industrial and military waterfront complex associated with early twentieth-century U.S. Army logistics and maritime infrastructure development. The historic district includes 58 contributing resources, notably large-scale reinforced concrete and steel-frame structures constructed beginning in 1918, including the Army Marine Terminal Storehouse (BOS.12948), Wharf Shed (BOS.12944), and North and South Pier Sheds (BOS.12962), as well as associated waterfront infrastructure within the Raymond Flynn Marine Industrial Park. These resources collectively reflect the historic development of Boston's Reserve Channel as a major military and industrial shipping corridor.

The direct APE for the alignment is located along an existing elevated transportation corridor at the edge of the historic district, within a highly developed and previously disturbed setting associated with the I-90 highway infrastructure. No contributing buildings or primary historic industrial structures are located within the direct construction footprint; however, the APE overlaps the boundary of the historic district and is in proximity to contributing resources within the Reserve Channel industrial landscape.

Direct effects are expected to be limited due to the existing transportation infrastructure and prior ground disturbance associated with highway construction.

Beneficial Effects

The I-90 Parapet Walls Alignment would provide long-term beneficial effects to contributing resources within the Boston Army Supply Base Historic District (BOS.RT) by reducing exposure to coastal flooding, storm surge, and sea level rise along the Reserve Channel waterfront. The historic district includes significant early twentieth-century U.S. Army industrial and maritime logistics infrastructure, including the Army Marine Terminal Storehouse, Wharf Shed, and associated pier structures, which are vulnerable to increased coastal flooding and climate-related deterioration due to their low-lying waterfront setting.

By improving flood protection along the adjacent transportation corridor, the undertaking would support the long-term preservation and continued integrity of nearby historic industrial resources within the indirect APE. Reduced inundation and storm-related stressors would help protect structural materials, foundations, and waterfront-adjacent landscape features that contribute to the historic significance of the district, particularly those located closest to the Reserve Channel edge.

In addition, the project would contribute to the continued functional viability of a historically significant transportation and industrial corridor that has evolved from early twentieth-century military logistics use to a modern multimodal transportation and industrial edge. By reducing vulnerability to coastal hazards, the alignment would support the long-term stability of both historic resources and the broader historic industrial landscape context of the Boston Army Supply Base district.

Visual Effects

Action Alternative 3

The GIS-based visual analysis indicates that the proposed I-90 Parapet Walls would be highly visible throughout most of the analyzed area (Table 78, Figure 153). Of the approximately 10.1 acres evaluated, approximately 10.0 acres (99.4 percent) fall within the Low Occlusion category, indicating that project features would be readily visible from surrounding viewpoints with little screening provided by existing vegetation, topography, or built infrastructure.

Only approximately 0.06 acres (0.6 percent) are classified as Moderate Occlusion, while virtually no acreage falls within the High Occlusion category. These results suggest that the parapet walls would be visible across nearly the entire viewshed associated with the project area.

Despite the high visibility, the visual effects of the project must be considered within the context of the existing transportation corridor. The project area is already dominated by elevated highway infrastructure, retaining walls, bridge structures, traffic operations, and associated transportation facilities. The proposed parapet walls would represent modifications to existing transportation infrastructure rather than the introduction of entirely new visual elements. Consequently, while visibility would be high, visual contrast with existing conditions would be relatively limited.

Impact Determination

The introduction of new flood protection parapet structures within the corridor may result in indirect effects to the Boston Army Supply Base Historic District through incremental changes to setting, visual character, and spatial relationships between the historic industrial waterfront and the transportation edge condition. These effects may include altered views from within portions of the district and changes to the perceived relationship between the historic Reserve Channel industrial complex and adjacent transportation

infrastructure. The viewshed analysis demonstrates that the I-90 Parapet Walls would be highly visible within the surrounding environment; however, the project would be located within an existing transportation corridor characterized by substantial visual infrastructure. As a result, the Action Alternative would result in an Adverse Effect, with minor adverse visual impacts, primarily associated with changes to the appearance and scale of existing highway features rather than fundamental alterations to community character or waterfront views.

Comparison to the Comprehensive Plan

Within the broader BCSRM Comprehensive Plan, the I-90 Parapet Walls represent one of the most visible EAE components but also one of the least visually transformative due to their integration with existing transportation infrastructure. Although visibility is extensive, the project's contribution to cumulative visual impacts is relatively limited because it modifies an already developed and infrastructure-dominated setting.

Table 78. I-90 Parapet Walls Visual Occlusion Level: Acreage of Impacts

Occlusion	Total Acres
High	0.000008
Low	10.040698
Moderate	0.058298
Grand Total	10.099004



Figure 153. I-90 Parapet Walls Visual Impact Assessment results showing levels of Occlusion.

3.2.2.2.3 South Boston – Moakley Park Connector Alignment

No Action Alternative

Adverse Effects

Under the No Action Alternative, no flood risk management features would be implemented along the Moakley Park Connector Alignment. As a result, there would be no direct or indirect effects on historic properties, and the alternative would not result in an adverse effect determination under Section 106. Compared to Alternative 2 (Full System) and Alternative 3 (EAEs), the No Action Alternative would avoid construction-related impacts, including ground disturbance, visual changes to park-adjacent landscapes, and alterations to circulation and open space character.

However, unlike the action alternatives, the No Action Alternative would not reduce flood risk to adjacent historic properties, cultural landscapes, and recreational resources connected to Moakley Park and the broader South Boston waterfront system. Continued exposure to coastal flooding and sea level rise may gradually degrade landscape integrity, reduce usability of public open space, and weaken historic associations between the waterfront and surrounding neighborhoods.

Archaeological sensitivity is low due to prior modification and fill, though any remaining subsurface deposits would remain vulnerable to long-term inundation and erosion processes.

Action Alternative 3

Adverse Effects

The Moakley Park Connector Alignment is located within and adjacent to the Old Harbor Reservation Parkways historic district (BOS.ZD), a ca. 1893–1930 designed coastal landscape system listed in part for its significance in landscape architecture, recreation planning, and urban waterfront development. The direct Area of Potential Effects (APE) includes multiple contributing resources, including Joe Moakley Park (formerly Columbia Park), Carson Beach, the Carson Beach Bathhouse and Concession Stand, the L Street Bath House, William J. Day Boulevard parkway segments, and associated recreational and circulation features. The South Boston Waterfront District (BOS.IV), which includes additional contributing coastal recreational and transportation-related historic resources, is also present within the indirect APE.

Direct effects would result from ground disturbance, grading, and shoreline modification associated with construction of flood risk management features. These activities have the potential to affect contributing elements of the Old Harbor Reservation Parkways, particularly designed landscape features such as historic circulation patterns, spatial organization between parkway and shoreline, and recreational field configurations within Moakley Park. Within Joe Moakley Park, contributing resources include the historic recreational layout, athletic fields, and the Saunders Stadium area, which also contains a ca. 1953 memorial garden associated with Paul J. Saunders that may represent an uninventoried cultural landscape feature. At Carson Beach, contributing resources include the historic bathhouse (Edward J. McCormack Jr. Bathhouse), concession structure, and designed beachfront layout, all of which contribute to the integrity of the Strandway system.

Archaeological sensitivity within the APE is variable and reflects a complex history of coastal formation, historic filling, and disturbance. Soil boring data indicate areas of marine wetland deposits, historic sewage disposal, and extensive fill associated with twentieth-century landmaking, particularly within Moakley Park and along Morrissey Boulevard. However, localized areas, including portions near Columbia Road and K Street, may retain potentially intact buried soils associated with earlier shoreline conditions. These areas may exhibit higher archaeological sensitivity, particularly where undisturbed terrestrial soils or buried marine horizons are present below fill deposits. Historic-period archaeological sensitivity is also associated with areas of coastal fill and early shoreline modification within the broader Strandway corridor.

Overall, the undertaking has the potential to affect both contributing elements of a nationally significant designed landscape and areas of archaeological sensitivity associated with historic coastal formation processes. Effects will require continued

evaluation during design refinement in coordination with the Massachusetts Historical Commission (MHC), Boston Landmarks Commission (BLC), and other consulting parties under Section 106 of the NHPA.

Beneficial Effects

The Moakley Park Connector Alignment would provide long-term beneficial effects to the Old Harbor Reservation Parkway's historic district (BOS.ZD), a nationally and locally significant designed coastal landscape system associated with Frederick Law Olmsted and Arthur A. Shurcliff. The district includes a complex assemblage of contributing resources, including Joe Moakley Park (formerly Columbia Park), Carson Beach, the Carson Beach Bathhouse and Concession Stand, the L Street Bath House, and associated parkway and recreational features that collectively reflect early twentieth-century landscape design, coastal recreation planning, and waterfront urban development in Boston.

By reducing exposure to coastal flooding, storm surge, and sea level rise, the undertaking would support the long-term preservation of contributing landscape elements within the Old Harbor Reservation Parkway's, including designed circulation systems, recreational fields, shoreline edges, and historic recreational facilities. This includes Joe Moakley Park, a ca. 1914–1924 designed recreation complex featuring Olmsted- and Shurcliff-influenced landscape planning, historic athletic facilities, and the Saunders Stadium complex, as well as Carson Beach and its associated historic bathhouse and concession structures. Improved resilience would help maintain the designed spatial relationships between parkway, beach, and recreational open space that are fundamental to the historic significance of the Strandway system.

The project would also contribute to the long-term stability of associated historic resources within the South Boston Waterfront District (BOS.IV), including contributing recreational facilities and shoreline infrastructure, by reducing repeated inundation, erosion, and storm-related deterioration. In particular, increased protection of Carson Beach and Moakley Park would support the continued legibility of a nationally significant designed coastal landscape that reflects the evolution of Boston's public park system and waterfront recreation planning.

Where present, improved flood protection may also indirectly benefit archaeological sensitivity zones within the broader APE by reducing future erosion and disturbance associated with coastal storm events, particularly in areas of historic fill and reclaimed shoreline.

Visual Effects

Action Alternative 3

The GIS-based visual analysis indicates a mixed visibility profile for the Moakley Park Connector (Table 79; Figure 154). Of the approximately 67.0 acres analyzed, approximately 42.3 acres (63 percent) fall within the Low Occlusion category, indicating that project features would be readily visible across a majority of the study area.

Approximately 12.1 acres (18 percent) are classified as Moderate Occlusion, while approximately 12.6 acres (19 percent) fall within the High Occlusion category. These results suggest that although much of the project would be visible, substantial portions of the surrounding landscape would continue to provide screening through existing vegetation, park features, recreational facilities, and urban development.

Indirect effects may occur through changes to the setting, feeling, and visual character of the historic designed landscape, particularly where new structural or nature-based flood protection measures alter the historic relationship between the parkway system, recreational fields, and shoreline edge. This includes potential effects to the designed continuity of William J. Day Boulevard (Segment 2), which retains character-defining landscape features such as historic lighting elements and parkway design intent. Changes in elevation, shoreline configuration, or built form may also affect the experiential qualities of the historic recreational landscape. The project traverses a large open park environment where expansive views are an important component of the existing visual character. Proposed berms, floodwalls, raised pathways, landscape modifications, and associated resilience features would alter existing sightlines and introduce new topographic and structural elements into the landscape. Because the project occurs within a recreational setting rather than a heavily developed urban corridor, visual changes would be more readily perceived by park users and nearby residents.

However, many project elements are anticipated to incorporate landscape-based design approaches, including grading, planting, and integration with recreational amenities. These measures would help soften the visual appearance of flood risk management features and maintain compatibility with the park setting.

Impact Determination

The viewshed analysis demonstrates that a majority of the project area would experience direct visibility of project features, while approximately 37 percent of the study area would benefit from moderate or substantial screening. Given the open character of Moakley Park and the importance of visual continuity across the park landscape, the Action Alternative would result in an Adverse Effect, with moderate adverse visual impacts. Impacts would be most pronounced in areas where new flood risk management features interrupt existing open views or alter the perception of the park's expansive recreational setting.

Comparison to the Comprehensive Plan

Among the EAEs, the Moakley Park Connector would contribute more substantially to cumulative visual impacts due to its location within a large, open recreational landscape.

Unlike projects situated within developed transportation or industrial corridors, visual changes within Moakley Park would be more noticeable to residents and visitors. Nevertheless, the project also provides opportunities for landscape integration and recreational enhancements that align with the Comprehensive Plan's goal of incorporating resilience features into public open space. As a result, while visual impacts are greater than those associated with the I-90 Parapet Walls or Schrafft's City Center Alignment, they remain consistent with the overall visual character envisioned under the Comprehensive Plan.

Table 79. Moakley Park Connector Visual Occlusion Level: Acreage of Impacts

Occlusion	Total Acres
High	12.56784
Low	42.264256
Moderate	12.133907
Grand Total	66.966003



Figure 154. Moakley Park Connector Visual Impact Assessment results showing levels of Occlusion.

3.2.2.2.4 Dorchester – Tenean Beach Berm Alignment

No Action Alternative

Adverse Effects

Under the No Action Alternative, no berm or flood protection features would be constructed within the Tenean Beach area. As a result, there would be no direct or indirect effects on historic properties, and the alternative would not result in an adverse effect determination under Section 106. Compared to Alternative 2 (Full System) and Alternative 3 (EAEs), the No Action Alternative would avoid construction-related effects, including physical alteration of shoreline features, potential ground disturbance, and visual changes to the open coastal landscape and recreational waterfront.

However, unlike the action alternatives, the No Action Alternative would not provide protection against coastal flooding, storm surge, or sea level rise, leaving historic properties, archaeological resources, and cultural landscapes along the Neponset River and Tenean Beach increasingly vulnerable to erosion and inundation. Over time, these conditions may contribute to shoreline retreat, loss of recreational and cultural landscape integrity, and degradation of historic environmental setting.

Although archaeological sensitivity in the area is generally low due to prior shoreline modification and fill, any remnant prehistoric or historic deposits associated with earlier coastal conditions may remain susceptible to erosion or loss under continued flooding scenarios.

Action Alternative 3

Adverse Effects

The Tenean Beach Berm Alignment is located within the coastal landscape of Tenean Beach in Dorchester, an area that functions as part of a broader historic and recreational waterfront cultural landscape associated with the development of Boston's twentieth-century shoreline park system. While no individually listed National Register of Historic Places (NRHP) properties are located within the direct construction footprint, the Area of Potential Effects (APE) is situated within a coastal environment that contributes to the historic recreational and scenic character of Dorchester's waterfront.

Direct effects would result primarily from ground disturbance, grading, and shoreline modification associated with construction of the berm and associated stabilization features. These activities may alter existing landforms and the spatial organization of the beach environment, potentially affecting the integrity of the coastal cultural landscape, including the relationship between open shoreline, recreational areas, and adjacent waterfront views.

Beneficial Effects

The Tenean Beach Berm Alignment would provide long-term beneficial effects to the coastal cultural landscape of Tenean Beach by reducing exposure to coastal flooding, wave action, and shoreline erosion. These improvements would support the long-term

preservation of the beach's historic recreational function as part of Boston's broader waterfront park system, helping to maintain continued public access and use of a culturally significant shoreline environment.

By stabilizing coastal conditions and reducing storm-related damage, the undertaking would help sustain the historic character of the shoreline as an open, accessible recreational landscape, consistent with the broader evolution of Boston's municipal beach and park system. Nature-based elements incorporated into the design may further reinforce a more historically compatible coastal edge condition by promoting vegetated stabilization and reducing reliance on hardened shoreline forms.

The project would also contribute to the resilience of adjacent recreational and open space resources that form part of the regional waterfront cultural landscape, supporting the long-term continuity of recreational use patterns that are integral to the area's historic identity.

Visual Effects

Action Alternative 3

The GIS-based visual analysis indicates that the proposed Tenean Beach Berm would be highly visible throughout most of the analyzed area (Table 80; Figure 155). Of the approximately 14.7 acres evaluated, approximately 14.6 acres (99.4 percent) fall within the Low Occlusion category, indicating that project features would be readily visible from surrounding viewpoints.

Only approximately 0.09 acres (0.6 percent) fall within the Medium Occlusion category, while no meaningful acreage is classified as High Occlusion. These results indicate that existing vegetation, topography, and built features provide little screening of the proposed berm within the study area.

Indirect effects may include changes to the visual setting and experiential qualities of the beach due to the introduction of new berm features and vegetation, which could modify the historic character of the shoreline edge. Archaeological sensitivity within the APE is associated with historic coastal fill and shoreline modification; however, prior disturbance from recreational development and coastal engineering is extensive. Localized areas may retain potential for buried cultural deposits associated with earlier shoreline conditions.

The project is located within an open coastal environment characterized by shoreline views, recreational spaces, marsh landscapes, and waterfront access areas. The proposed berm would introduce a new topographic feature into a generally low-relief coastal setting, altering existing views toward the shoreline and adjacent water bodies. Because of the open nature of the landscape, the berm would be readily observable from nearby public spaces, roadways, and recreational facilities.

At the same time, the proposed berm would function as a landscape feature rather than a purely structural element. Depending on final design, grading, vegetation, and habitat

restoration components could help integrate the feature into the surrounding coastal environment and reduce its perceived visual mass.

Impact Determination

The viewshed analysis demonstrates that the Tenean Beach Berm would be highly visible across nearly the entire EAE study area. Due to the open coastal setting and the introduction of a new landform within an existing waterfront landscape, the Action Alternative would result in an Adverse Effect, with moderate adverse visual impacts. Visual changes would primarily involve altered shoreline views, modified topography, and the introduction of a continuous resilience feature within a currently open landscape.

Comparison to the Comprehensive Plan

Relative to other EAEs, the Tenean Beach Berm would have a greater visual presence than projects integrated into urban or transportation corridors because of its location within an open coastal recreation area. However, unlike more structural flood protection features, the berm can be designed as a landscape-based resilience element that complements surrounding natural resources and recreational uses. Within the context of the Comprehensive Plan, the Tenean Beach Berm exemplifies the use of nature-based and topographic solutions that, while visually noticeable, may be more compatible with existing coastal character than traditional floodwalls or deployable barrier systems. Consequently, its contribution to cumulative visual impacts is expected to be moderate and largely dependent on final landscape design and vegetation treatments.

Table 80. Tenean Beach Berm Visual Occlusion Level: Acreage of Impacts

Occlusion	Total Acres
High	0.000008
Low	14.618674
Medium	0.085028
Grand Total	14.70371



Figure 155. Tenean Beach Visual Impact Assessment results showing levels of Occlusion.

3.2.2.2.5 East Boston- Orient Heights Railroad

No Action Alternative

Adverse Effects

Under the No Action Alternative, no coastal storm risk management measures would be implemented within the Orient Heights Railroad Area. As a result, there would be no direct or indirect effects on historic properties, and the alternative would not result in an adverse effect determination under Section 106. Compared to Alternative 2 (Full System) and Alternative 3 (EAEs), the No Action Alternative would avoid construction-related effects, including ground disturbance within and adjacent to active rail infrastructure, potential visual changes associated with flood protection features, and any temporary construction impacts to the operational rail corridor and surrounding transportation landscape.

However, unlike the action alternatives, the No Action Alternative would not provide flood risk reduction, leaving the Orient Heights rail corridor, adjacent transportation infrastructure, and nearby historic resources increasingly vulnerable to coastal flooding, storm surge, sea level rise, and associated erosion and drainage impacts. Over time, repeated inundation may contribute to deterioration of transportation-related historic features, including rail-associated structures, retaining elements, and adjacent industrial

or utility landscapes that reflect the historic development of East Boston's transportation network.

Although no known archaeological sites are documented within the immediate rail corridor, the area has been heavily modified through rail construction, fill, and twentieth-century infrastructure development, resulting in generally low archaeological sensitivity. However, deeply buried or isolated deposits associated with earlier land use patterns or shoreline conditions cannot be fully discounted and would remain susceptible to long-term hydrologic change under future flood conditions.

Overall, while the No Action Alternative would avoid all project-related effects, it would not reduce long-term vulnerability of the Orient Heights Railroad Area or its surrounding historic transportation and industrial context to increasing coastal flood hazards.

Adverse Effects

The Orient Heights Railroad Alignment is located within and adjacent to the MBTA Orient Heights rail yard and associated transportation corridor in East Boston, within an area of historic industrial and transportation development along Boston's coastal edge. While no individually listed NRHP properties are located within the direct construction footprint, the Area of Potential Effects (APE) is situated in proximity to transportation-related historic landscape elements associated with the evolution of East Boston's rail and waterfront industrial systems.

Direct effects are expected to be limited due to the highly developed and previously disturbed nature of the rail corridor, which has undergone extensive grading, rail installation, and coastal modification. However, the introduction of vertical flood protection structures within the rail corridor may result in indirect effects to the historic transportation landscape, including changes to setting, visual character, and spatial relationships between the rail infrastructure and adjacent coastal environments.

Archaeological sensitivity within the APE is considered low due to prior ground disturbance associated with rail construction and coastal filling activities; however, adjacent areas of historic fill and reclaimed marshland may retain localized sensitivity within the broader indirect APE.

Beneficial Effects

The Orient Heights Railroad Alignment would provide long-term beneficial effects to transportation-related historic resources by reducing exposure of the MBTA rail yard and associated infrastructure to coastal flooding, storm surge, and sea level rise. The rail corridor represents an important component of East Boston's historic industrial and transportation landscape, reflecting the broader development of regional rail and waterfront infrastructure.

By improving flood resilience along this corridor, the undertaking would support the continued operation and functional continuity of a historically significant transportation system, reducing the risk of storm-related damage that could compromise infrastructure

integrity and long-term service reliability. This improved resilience would indirectly support the preservation of associated historic landscape context by maintaining the operational role of rail infrastructure within the coastal industrial setting.

The compact footprint of the proposed vertical flood protection system would also minimize disruption to surrounding land uses and reduce potential impacts to adjacent cultural landscape features, supporting the continued compatibility of modern resilience infrastructure within a historic transportation corridor.

Visual Effects

Action Alternative 3

The GIS-based visual analysis indicates that the proposed vertical flood protection structure would be highly visible within the study area due to the open and infrastructure-dominated character of the Orient Heights railyard and surrounding East Boston coastal edge (*Table 81*; *Figure 156*). The occlusion conditions for the study area are as follows:

Table 81. Orient Heights Railroad Visual Occlusion Level: Acreage of Impacts

<u>Occlusion</u>	<u>Total Acres</u>
High	0.001748
Low	14.509577
Moderate	0.202398

The predominance of Low Occlusion conditions indicates minimal visual screening within and around the railyard corridor. As a result, the proposed vertical structure would be readily visible from adjacent rail lines, roadways, and nearby vantage points along the coastal edge and upland residential areas.

The introduction of a vertical flood barrier would create a new linear structural element within an already highly engineered environment. While the railyard is characterized by existing infrastructure such as tracks, utilities, and industrial components, the proposed structure would add a more continuous and formalized vertical edge condition that may contrast with the lower, fragmented geometry of existing rail features.

Given the industrial context, the structure would be visually consistent with other transportation infrastructure; however, its height, continuity, and flood protection function would make it a more prominent organizing element within the landscape.



Figure 156. Orient Heights Railroad EAE Visual Impact Assessment results showing levels of Occlusion.

Impact Determination

The viewshed analysis indicates that the vertical flood protection structure would be highly visible across the Orient Heights study area. Due to the open nature of the railyard environment and limited vegetative screening, the Action Alternative would result in an Adverse Effect, with moderate adverse visual impacts. These impacts are primarily associated with the introduction of a continuous vertical edge within an active rail and industrial corridor and the resulting change in visual complexity and edge definition.

Comparison to the Comprehensive Plan

Relative to other EAEs, the Orient Heights railyard intervention would be among the most infrastructure-dominant visual conditions due to its vertical form and placement within an open transportation corridor. However, because the surrounding environment is already heavily modified and industrial in character, the visual contrast is less severe than EAEs located in natural or recreational coastal landscapes.

Within the context of the Comprehensive Plan, this EAE represents a targeted, infrastructure-protection strategy focused on resilience of critical transportation systems.

While visually prominent at a site scale, its contribution to cumulative visual impacts is expected to be moderate, given the existing industrial character of the railyard and the absence of sensitive scenic or natural viewsheds in the immediate project footprint.

3.1.2.3 Overall Consideration of Separable Implementation

While each EAE provides localized flood risk reduction and community benefits, their implementation as independent segments may result in uneven system performance, and potential inefficiencies until a fully integrated CSRM system is completed. However, these early actions represent meaningful progress toward long-term coastal resilience and offer valuable opportunities for adaptive design and stakeholder engagement.

3.2 Cultural Resource Effects Summary

This Section provides a consolidated overview of the primary cultural resource considerations identified across the BCSRM study area. The summary focuses on recurring resource conflicts and areas of concern associated with the proposed flood risk management measures, including direct and unavoidable interactions between structural features and existing buildings, effects on historic stone walls and recently constructed Harborwalk features, proximity to historic buildings and districts within the 50-foot buffer of proposed alignments, and potential impacts to recently developed cultural parks, public open spaces, and designed landscapes. The assessment also evaluates potential effects on historic archaeological resources, including terrestrial and submerged cultural resources, as well as areas identified as archaeologically sensitive for historic-period, precontact, and deeply buried resources. Together, these categories provide a framework for understanding the types of cultural resource impacts that may occur throughout the study area and help inform future avoidance, minimization, mitigation, and consultation efforts as project designs advance.

3.2.1 Conflicts with Structural Barriers and Buildings (Direct and Unavoidable)

Several direct conflicts between proposed flood protection measures and existing structures have been identified, which may require significant design adjustments or relocations.

In the Charlestown Navy Yard Area, Proposed Wall CH_NY_001 conflicts with a residential building, as detailed above. The current design requires significant modification of either the wall or the housing complex. The structure includes elevated concrete walkways and breezeways, which lack clear access or construction feasibility.

In the Neponset Circle Area, Proposed measure DO_NC_001 intersects with a building along Neponset Trail, near 500 Neponset Avenue, Dorchester, creating a direct conflict that will need resolution.

In the Fort Point Area, Proposed measure SB_WF_001 avoids conflicts with a building along the waterfront near 11 Melcher Street. This area currently houses the Harborwalk, which has preserved the original building while providing continuity along the waterfront.

Further, the current alignment avoids conflicts with buildings at 254 Summer Street and 303 Congress Street, both of which feature lower-level pedestrian access along the Harborwalk.

Along Seaport Boulevard, Proposed measure SB_WF_001 avoids direct conflicts with large-scale art installations located in the median strip between two-way traffic lanes. These artworks, often positioned at street crossings, and neither would need to be relocated with the current design.

Finally, Proposed measure SB_WF_001 conflicts with the Institute of Contemporary Art (ICA) at 25 Harbor Shore Drive, Boston. This conflict would impact the museum's space, used for installations, public events, and concerts. The ICA's design, completed in 2006 by Diller Scofidio + Renfro, was the result of a highly competitive architectural proposal process, and any changes to the surrounding area would affect its overall aesthetic and functionality.

Table 82. A total of one direct building conflicts with Proposed Measures

East Boston	Charlestown	North End	South Boston	Dorchester
	CH_NY_001		SB_WF_001	DO_NC_001
			SB_MI_005	

3.2.2 Conflicts with Historic Stone Walls and Recently Installed Harborwalk Stone Walls.

The stone sea walls and retaining walls built in the 19th century, and in a few cases earlier, are unique resources that enhance the look, feel, and integrity of section of historic waterfront along the Harborwalk. These should be avoided and left in their original state. Many of these walls stone members are from the towns of Quincy and Medford, using the Middlesex Canal (built 1793-1803) and after the Boston & Lowell Railroad was constructed (1830), and towns like Chelmsford and Westford. Even towns in New Hampshire supplied stone to construct these walls. They are remarkable in their preservation and offer a solid foundation for the current Harborwalk. These walls are valued cultural resources and should be avoided.

A second order of walls (those that were built in the last fifty years, and in some cases the last 15 years due to the Central Artery Project construction) exist in many areas of Proposed measure construction. These locations are also valued and hold more intricate and complicated relationships with the enforcement of Massachusetts General Law Chapter 91, the waterways licensing program. The Commonwealth formally established the program in 1866 but it originated with the Massachusetts Bay Colony and in the Colonial Ordinances of 1641-1647.

The Border Street Area of East Boston Neighborhood has sections of original wharf walls made of granite. Proposed measure EB_BS_001 directly conflicts with sections of these granite walls that are given Historic Significance.

The Marginal Street Area of East Boston Neighborhood has intact original 19th-century stone erosion control and seawall construction in locations where Proposed measure EB_MS_001 is to be located.

In the Charlestown Neighborhood, the Little Mystic Channel is lined with historic granite walls from multiple construction periods, which also support Proposed measure CH_LM_001.

In the North End, historic wharves with stone walls and seawalls remain, including the Long Wharf eastern wall, which may be impacted by Proposed measure NE_WT_002 in the water and Proposed measure NE_WT_003 within the 50-foot buffer.

In South Boston, along the Fort Point Channel, walls originally built by the Boston Wharf Company support Proposed measures, SB_WF_001, SB_BV005 and SB_BV_002. Though these measures were modified for the Central Artery Project in some sections, they remain important to the historic areas BOS.CS and BOS.WZ.

Along the eastern edge of South Boston, early waterfront development has preserved granite seawalls, which are covered by bridges and roads. These are visible in gaps along the water where Proposed measures SB_MI_001 and SB_MI_002 are located. Additionally, these measures fall within the 50-foot buffer of Proposed measure SB_MI_004. The location at the intersection of Summer Street and Pappas Way contains intact historic granite walls that should be avoided.

Table 83. A total of Historic Stone/Granite Wall conflicts with Proposed Walls (with Alternates).

East Boston	Charlestown	North End	South Boston	Dorchester
EB_MS_001	CH_NY_001	NE_WT_002	SB_WF_001, 002, SB_BV_004	
EB_BS_001	CH_LM_001	NE_WT_003	SB_MI_004, SB_BV_001	
	CH_NY_002			

3.2.3 Conflicts with Historic Buildings within 50-foot Buffer of Proposed features.

Table 84 summarizes Historic Resources including individually listed, NR, and Landmark status (see Individual Areas) within a 50-foot buffer of Proposed Measures.

Table 84. Conflicts with Historic buildings within 50-foot buffer of Proposed Wall locations.

#	Area	Historic Resources within 50-foot Buffer	Recommendations
1	EB Belle Isle	None	None
2	EB Border Street	BOS.9671, BOS.9672, BOS.9673, BOS.9674, BOS.9675, BOS.9676 BOS.12875, BOS.15886, BOS.9678 Piers, Wharfs	Viewshed analysis, community group action potential impact to piers, wharves
3	EB Chelsea Creek 1A	Railroad, undocumented Historic building, Piers, underwater resource	Avoid existing resource; Historic inventory form needed; Railroad asset study.
4	EB Constitution Beach	BOS.3	Viewshed analysis, community group action
5	EB Marginal Street	BOS.B, BOS.K, BOS.AFD, BOS.18091, BOS.903, BOS.78	Avoid existing, Viewshed analysis, community group action, veterans memorial park Jefferies Point.
6	EB Orient Heights	None	None
7	EB Wood Island Marsh	None	None
8	CH Revere Park Boston Nat.	None	Viewshed analysis, new ark/greenspace area
9	CH Elevated Main Street	BOS.RM, BOS.4226, BOS.4611, Park, RR	Avoid Schrafft bldg walls, impact to park, Railroad impact study, Viewshed analysis

#	Area	Historic Resources within 50-foot Buffer	Recommendations
10	CH Litte Mystic Channel	None	Avoid Stone seawall, Viewshed analysis, Avoid existing, community group action
11	CH Navy Yard	Entire Wall, BOS.CO, BOS.5123, BOS.5146, BOS.5151, BOS.5149, BOS.5138, BOS.5132, BOS.5158, BOS.5162, BOS.9082, BOS.9081, BOS.9156, BOS.9152, BOS.9153, BOS.9154, BOS.9155, BOS.5125, BOS.9115, BOS.5128, BOS.5135, BOS.9064, BOS.9482	Redesign Viewshed analysis, National Park & Community Group Action
12	NE West End	Small areas of existing pier/wharf BOS.1915, BOS.9116	Potential impact to piers, wharves, Viewshed analysis (see archaeological) Boring data
13	NE Waterfront and Wharf	Entire Wall BOS.ACF, BOS.ACR, BOS.ACM, BOS.ABU , BOS.ABT, BOS.ZG, BOS.WZ, BOS.CX, BOS.CW, BOS.CR, BOS.AQ, BOS.5238, BOS.5237, BOS.5231, BOS.9151, BOS.5497, BOS.5496, BOS.5495, BOS.5494, BOS.5493, BOS.5268, BOS.5175, BOS.5259, BOS.5258, BOS.5179, BOS.5176, BOS.5178, BOS.5257, BOS.5374, BOS.5373, BOS.5372, BOS.949, BOS.1511,	Redesign for in-water wall Viewshed analysis, Local District review Process, National Park & *Community Group Action BOS.ABU is a Boston Landmark District (Pending) locally regulated

#	Area	Historic Resources within 50-foot Buffer	Recommendations
		BOS.9000, BOS.9512, BOS.1513, BOS.1512	
14	SB Fort Point Channel	BOS.WZ, BOS.CX, BOS.ZG BOS.ADN, BOS.RT, BOS.9775, BOS.9000, BOS.1512, BOS.1513, BOS.7179 BOS.16591, BOS.16590, BOS.16589, BOS.12969,	Local Historic District and Landmark legal requirement/Viewshed analysis, Civic & *Community Group Action. In-water documentation and survey. BOS.ZG is a Boston Landmark District locally regulated. Avoid existing.
15	SB Marine Industrial	BOS.RU, BOS.RT, BOS.6872, BOS.12969, BOS.12945. BOS.12947, BOS.12955, BOS.12959, BOS.12958. BOS.12927, BOS.12960, BOS.12965, BOS.12962, BOS.12948, BOS.12969	Avoid existing, Viewshed analysis,
16	SB South Residential	BOS.IV, BOS.ZD, BOS.9255, BOS.90104, BOS.9652, BOS.9653	Avoid Existing, Including Median Strip BOS.9649, Viewshed analysis See Figure 7.1.3 NB-Map3. Historic Properties within 50-foot
17	DO Clam Point	None	None

#	Area	Historic Resources within 50-foot Buffer	Recommendations
18	DO Morrissey Columbia	BOS.IP , BOS.DC, BOS.ZD, BOS.IV BOS.13941. BOS.13949	sensitivity areas along proposed wall locations DO_MC_005 and DO_MC_006 near Wave Avenue Day Boulevard, single- globe lamppost conflict Carson Beach, Joe Moakley Park, BOS.IP is a Boston Landmark District (Pending) locally regulated
19	DO Neponset Circle	None	None
20	DO Port Norfolk	None	None

3.2.4 Conflicts with Recently Constructed Cultural Parks and Built Landscapes

The Harborwalk has significantly transformed Boston’s waterfront, creating a 43-mile trail that enhances accessibility and connectivity between neighborhoods, parks, and the harbor. This transformation is a result of collaboration among civic, community, private, and public stakeholders. Any modifications to the constructed walls will require careful consideration of these groups.

During the assessment, cultural spaces created through Chapter 91 agreements were noted (Gutbrod et al. 2024). These projects aimed to preserve historic and cultural resources impacted by development. For example, a small park at the south end of the Fort Point Channel features a section of a former bridge, preserved as a sculpture. This park was the result of community involvement and collaboration with the City of Boston Planning Department.

In Charlestown Navy Yard, a proposed measure near Building 114, which housed the Boat Shop, Sawmill, and Woodworking Shop (designated NHL [1966], NRDIS [1966] [BOS.5123]), conflicts with the site. Building 114, known for housing one of the largest bandsaws in the world, was crucial to early 20th-century shipbuilding and repairs. This building is a notable cultural resource located within 50 feet of the proposed measure.

At Spaulding Hospital's harborside development, a park showcasing artwork and sculpture was designed as part of the landscape therapy approach, which was influenced by Chapter 91 initiatives. This park will be impacted by Proposed measure CH_NY_002, and stakeholder involvement is essential at every stage of planning to ensure that the cultural integrity of the space is respected.

These examples highlight the importance of preserving cultural landscapes and public spaces, with particular attention to any proposed changes within the 50-foot buffer along the Harborwalk.

The Harborwalk stretches 43 miles around the Boston Harbor, though 4 miles were removed post-9/11 and around Massport property near Logan Airport. The Boston Coastal Proposed Wall Project covers 24.78 miles of distinct wall path that overlaps with the Harborwalk across all five neighborhoods: East Boston, Charlestown, North End, South Boston, and Dorchester. Every neighborhood faces conflicts where the proposed measures intersect with the Harborwalk, impacting cultural resources, the path itself, and the surrounding viewsheds.

Each of the areas affected by the project involves conflicts with the Harborwalk's route, including its integration with local cultural resources and views. It is recommended to further explore measure types, design solutions in collaboration with community groups and stakeholders, and conduct viewshed analysis to ensure an effective and culturally respectful outcome.

3.2.5 Conflicts with Historic Archaeology, Including In-Water Resources

Several known underwater cultural resources are within the 50-foot buffer of the Proposed measures, which has informed the alternatives analysis to avoid sites like the Dante Russo site in Chelsea Creek (Table 85).

Historic wharf and pier pilings, now submerged, are documented across several areas, with resources identified as anomalies in the recent Side Scan Sonar Project (Section 1.6.2). The proposed In-water Perimeter measure in the North End poses several challenges, including impacts on existing historic wharf resources, potential unknown submerged resources, and effects on transportation, tourism, and harbor viewsheds.

Consultations with the Massachusetts Historic Commission, former state underwater archaeologists, and the 2023 side scan sonar data provide a clearer understanding of impacted resources, though this is not an exhaustive list. The 2.5-mile in-water measure planned for the North End, which stretches over 5,200 feet, could be mitigated by shifting to a linear wall design rather than one following the contours of each wharf. This could reduce both the wall's length and its cost, while minimizing impacts on individual historic wharves.

Another mitigation strategy would be to use interval-based pilings or impounded iron/steel members, instead of a continuous bottom-constructed measure, to reduce disturbance to submerged and buried resources. This approach could shorten the in-water perimeter measure to 1 mile, limiting the construction impacts.

Additionally, transportation studies, viewshed analysis, and tourism effects could be integrated into planning to further reduce overall impacts. The use of deployable storm surge protection measures could be an effective solution, offering water-edge accessibility during non-storm periods while still providing storm protection.

Table 85. Conflicts with Historic Archaeology Including In-Water Resources.

#	Area	Historic Archaeology Resources within 50-foot	Recommendations
1	EB Belle Isle	None	Phase 1B testing (See Precontact Sensitivity)
2	EB Border Street	BOS.HA.166, BOS.HA.167, BOS.HA.168, BOS.HA.169, BOS.HA.193, BOS.HA.120, Piers, Wharfs	Rework wall around archaeological sites, potential impact to piers, wharves. Improve protection and display of BOS.HA.193. More information needed on Pier and Wharf location on the northern side of Border Street Wall with partial land/water mixed areas.
3	EB Chelsea Creek 1A	Piers, underwater resource	Avoid existing known underwater resource impact, more info needed including Wall design plans, staging areas and equipment, type of wall designs. Document original RR bed design technique over marsh.
4	EB Constitution Beach	South Sensitivity Former Pigeon Cove mast building	Phase 1B testing
5	EB Marginal Street	Piers, stone wall, former Mill Dam	Avoid existing, Stone/granite walls. Potential research includes previous mill dam wall

#	Area	Historic Archaeology Resources within 50-foot	Recommendations
			investigation, Immigration building and surrounds survey.
6	EB Orient Heights	None	None
7	EB Wood Island Marsh	None	Former Wood Island Marsh Park (Frederick Law Olmsted) south side of wall in airport/ with remains. More information needed for Proposed Wall specs, staging area impact study.
8	CH Revere Park Boston Nat.	None	Boring data (note depth sensitivity)
9	CH Elevated Main Street	Potential Schrafft bldg original remains,	Additional boring data, Potential Phase 1B testing, remote sensing (GPR)
10	CH Litte Mystic Channel	None	Avoid stone/granite seawall
11	CH Navy Yard	Entire Wall (s)	Redesign for deployable retractable type National Park Consultation, need more information on Proposed Wall specs, staging areas, construction process.
12	NE West End	Small areas of wharf	Potential impact to piers, wharves, Boring data analysis, additional boring data, GPR potential for NE_WE_001.
13	NE Waterfront and Wharf	Entire Wall (s)	Redesign for in-water wall (see comments) Viewshed analysis, National Park & *Community Group Action
14	SB Fort Point Channel	19-SU-114	Granite Walls, pilings, piers, in-water archaeological resources.

#	Area	Historic Archaeology Resources within 50-foot	Recommendations
15	SB Marine Industrial	None	Granite walls, former wharves
16	SB South Residential	None	Avoid impact to median strips.
17	SB Seaport Boulevard	None	BOS.9000 Bridge abutments, Granite walls.
18	DO Clam Point	None	None
19	DO Morrissey Columbia	None	Potential Phase 1B testing along proposed wall locations DO_MC_005 and DO_MC_006 near Wave Avenue
20	DO Neponset Circle	None	None
21	DO Port Norfolk	BOS.DJ, BOS.DX	Avoid impact

The resources potentially encountered during measure installation along Atlantic and Commercial Avenues in the North End are expected to span from the 17th to 20th centuries. Archaeological documentation of the Charlestown Navy Yard suggests the presence of additional buried resources within the path of Proposed measures CH_NY_001 and CH_NY_002. The Border Street measure in East Boston, which spans the waters of pre-settled Noddle's Island, historic wharves, and shipbuilding areas, will require further study to determine the depth at which historic and potential Precontact resources remain.

A comprehensive review of Boston's coastline fill episodes was conducted for this project, beginning with historical reconstructions, geological reports, and Central Artery Project studies, and continuing through individual Area walkovers. The Precontact landforms impacted indigenous resources, though their exact locations, size, and age are unknown, making it difficult to quantify the impact. The legacy of the glacier melt over 12,500 years ago and the subsequent inundation of land on the submerged Continental Shelf complicates identifying indigenous use in the area. While much of Boston's expansion has nearly obliterated these resources, submerged Precontact sites must remain a concern (Table 86). Limited investigation of indigenous resources outside the Harbor Islands has hindered discovery. Avoidance of negative impacts to remaining Precontact sites is recommended wherever possible.

Table 86. Conflicts with Precontact Archaeology Including In-Water Resources.

#	Area	Known Precontact Resources within 50-foot buffer	Recommendations
1	EB Belle Isle	None known	Phase 1B testing
2	EB Border Street	None	None
3	EB Chelsea Creek 1A	Underwater resources unknown	More Info Needed, Side Scan Radar not performed in this section, additional boring data needed
4	EB Constitution Beach	None	None
5	EB Marginal Street	None known	Avoid disturbance below 15 feet based on fill data, development.
6	EB Orient Heights	None	None
7	EB Wood Island Marsh	None	None
8	CH Revere Park Boston Nat.	None	Avoid disturbance below 20 feet. Boring data (note depth sensitivity)
9	CH Elevated Main Street	None	None
10	CH Little Mystic Channel	None	None (see Side Scan Radar section)
11	CH Navy Yard	Sites 19-SU-59 19-SU-48	More info needed on wall specifics, staging, construction process and impact. Redesign for deployable retractable type National Park consultation
12	NE West End	None	Boring data avoid disturbance below 20 feet. Remote sensing/geophysics/GPR (note depth sensitivity).

#	Area	Known Precontact Resources within 50-foot buffer	Recommendations
13	NE Waterfront and Wharf	Entire Wall	Redesign for in-water wall Viewshed analysis, National Park & *Community Group Action
14	SB Fort Point Channel	None	Landmark/Local Historic District legal requirement analysis, Civic & *Community Group Action
15	SB Marine Industrial	None	None, note depth to sensitivity in individual assessment.
16	SB Seaport Boulevard & Waterfront	None	Potential sensitivity beneath wharf areas. More info needed on wall specifics, staging, construction process and impact.
17	DO Clam Point	None	Avoid construction below 40 feet, Note depth to sensitivity 40 feet, potential boring data required, geophysical testing/GPR.
18	DO Morrissey Columbia	None	None, note depth to sensitivity. boring data research needed.
19	DO Neponset Circle	None Nearest site 19-NF- 127	None, note depth to sensitivity. boring data research needed.
20	DO Port Norfolk	None	Note depth to sensitivity in individual assessment.

Rising sea levels have submerged archaeological sites along coastlines, creating gaps in our understanding of maritime adaptations prior to the late Holocene period. The filling of Boston Harbor has further complicated the identification of soil layers and occupational levels, making it difficult to predict buried resources. Predicting intact soils beneath modern buildings requires a case-by-case approach. Areas of fill are not blanket "no sensitivity" zones, as intact sites may be encapsulated beneath the layers added during the development of the Shawmut Peninsula and the exposure of the Continental Shelf during early settlement periods. These depths are often beyond the impact of the

Proposed/Constructed measures, but more information is needed on construction types, methods, staging areas, access points, depths of impact, and associated soil tests.

Figure 157 illustrates the layers that may lie buried beneath Proposed measure locations, including modern concrete, 19th- and 18th-century streets, brick foundations, and early water and sewer developments. The extensive filling throughout the five neighborhoods documented in this report includes events like the removal of Fort Hill for the South Boston and Fort Point Channel areas, fill from the Great Boston Fire of 1872 used in South Boston, and other historic fill episodes. The potential for scuttled ships and colonial-era materials is high, and future technological advances may help reveal what is buried.

Encapsulated layers of indigenous habitation may also remain undiscovered beneath the fill. It is imperative that all planning and discussion on Precontact and historic resources involve consultation with Tribal authorities. Section 106 of the National Historic Preservation Act requires agencies to ensure that Indian tribes are given a reasonable opportunity to identify concerns, participate in the identification and evaluation of properties, and provide input on potential effects. This consultation process, as outlined in Section 5.1, shall be integral to the project's planning phase.

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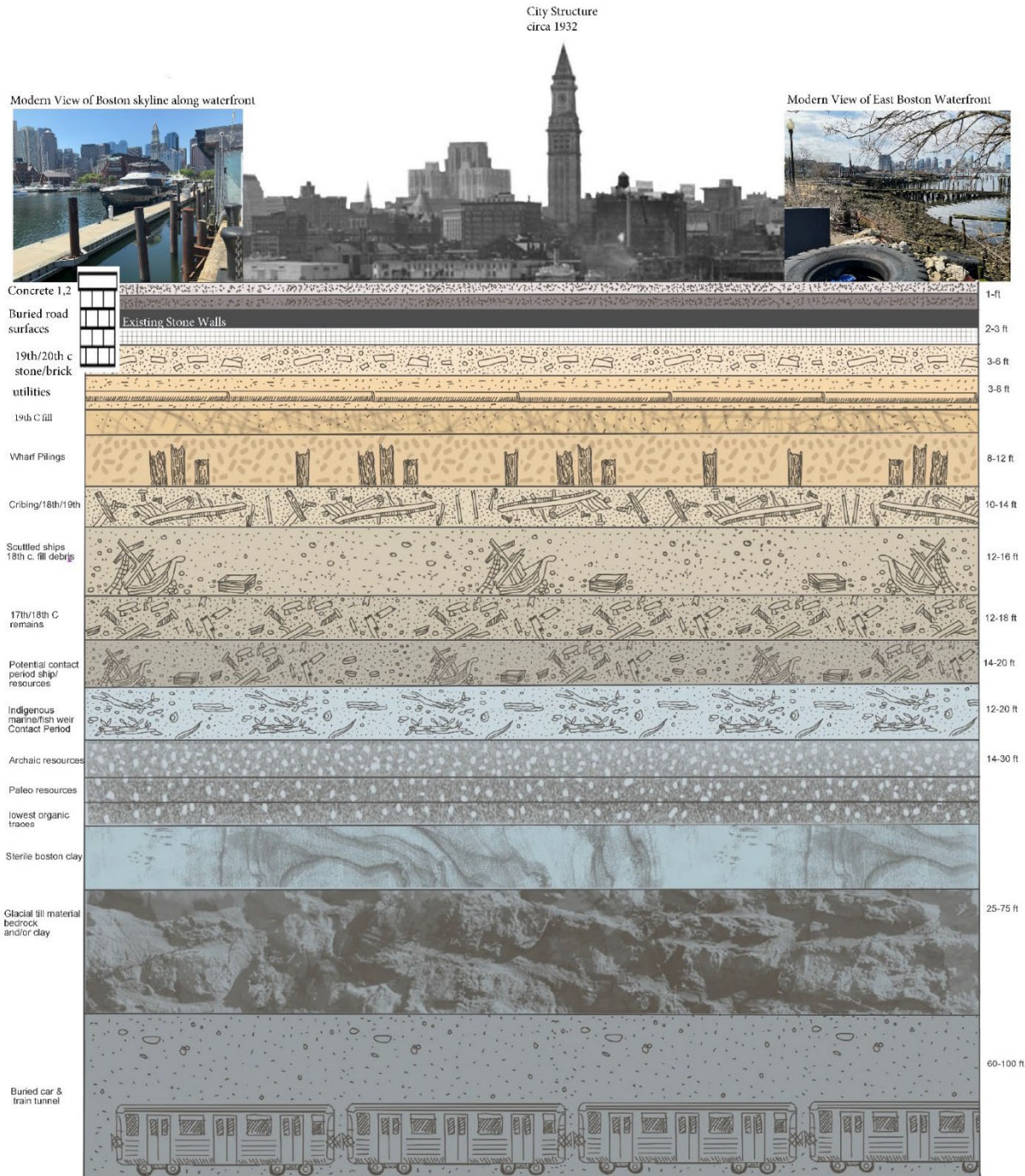


Figure 157. BCSRMS USACE sample archaeological depth to resources. (Gutbrod et al. 2024)

Buried or scuttled ships may be found within the 50-foot depth buffer of Proposed measures CH_BN_001, NE_WE_001, NE_WE_003, EB_BS_001, CH_NY_001, and CH_NY_002. However, predicting the presence of intact Precontact resources within this buffer is even more challenging. An example of such uncertainty is the discovery of an intact indigenous resource during boring tests at a depth of 32 feet below the surface at

Precontact Site 19-SU-114. This find, a reed shoe, likely served to protect the foot of an oyster or clam-shell gatherer in the mid-16th century, offering a glimpse of what may still lie buried within the impacted soil layers.

The Boylston Street Fish Weir, though outside the scope of this project, offers a unique perspective on the Late Archaic Period use of tidal marshes in Precontact Boston. This extensive wooden structure, found in the tidal mudflats of the Back Bay, dates back about 4,000 years and was likely used to capture fish and other marine resources at low tide (Johnson 1942, 1949).

For areas where the depth of impact from proposed wall construction exceeds 25 feet, such as the small walls near Charlestown's Paul Revere Park, located near the confluence of the Charles River and Harbor waters, and Proposed measure NE_WE_001 near the Marine Police building and Boston Garden sports arena, further boring data is recommended to assess the depth to underlying layers and the potential presence of intact indigenous soils.

Other areas that would benefit from additional boring data include Neponset Circle, Belle Island, Charlestown Elevated Main Street near Ryan Park, Clam Point, and Point Norfolk. Phase 1B testing is advised for the Belle Island location (Section 2.4.7.1) within the 50-foot buffer of Proposed measure EB_BI_001. Depending on boring results, Phase 1B testing may also be recommended for certain areas in Dorchester.

To support pre-construction phases, geophysical tools like Ground Penetrating Radar (GPR), Resistivity, Magnetometry, and additional Side Scan Radar are recommended, particularly in areas such as north Chelsea Creek, where data collection has been limited. GPR has been useful in areas like the North End (near Proposed measures NE_WE_003, NE_WT_001, and NE_WT_002) to detect buried resources, including the site of the 1919 Molasses Spill. Similarly, the parking lots near the Marine Police building and Boston Garden, as well as the Paul Revere Park area (Proposed measure CH_BN_001), would benefit from deep GPR data to locate any anomalies beneath the concrete surfaces.

3.2.6 Areas found to have no known conflicts with Cultural Resources or areas of sensitivity.

Areas not found to have any conflicts with known Cultural Resources. These includes all known Historic above ground resources, reported archaeological, discovered Precontact, documented submerged and otherwise any aspect of impact to cultural resources as assessed.

Orient Heights Area. Including Proposed measure EB _OH_002. No further Recommendations.

Point Norfolk Area, Including Proposed measures DO_PN_001 and DO_PN_002. No further Recommendations. Note depth to sensitivity in individual assessment.

Clam Point Area, Including Proposed measures DO_CP_001, and DO_CP_002. No further Recommendations. Note depth to sensitivity in individual assessment.

Neponset Circle Area, Including Proposed Structure DO_NC_001, No further Recommendations. Note depth to sensitivity in individual

3.2.7 Visual Resource Assessment (Indirect Effects)

The visual impact assessment (see Sections 3.1.2.1 and 3.1.2.2) evaluated the potential effects of the BCSRM Study's Comprehensive Plan (Alternative 2) and individual EAEs (Alternative 3) on visual resources, community character, historic settings, waterfront viewsheds, public open spaces, and the overall visual experience of residents, workers, and visitors throughout the study area. Because many of the proposed flood risk management measures occur within historically significant waterfront environments, visual impacts are closely linked to cultural resource considerations, including effects on historic districts, individually significant buildings and structures, historic seawalls and wharves, designed landscapes, cultural parks, archaeological resources, and the Harborwalk corridor.

The visual resource assessment (See Section 3.1) identified a consistent potential for adverse visual effects to historic properties, cultural landscapes, and historic waterfront settings throughout the study area. This finding reflects the dense concentration of historic districts, individually significant resources, archaeological sites, and layered waterfront landscapes that characterize Boston's shoreline. Proposed flood risk management features, including floodwalls, berms, deployable barriers, shoreline stabilization measures, and associated infrastructure, may introduce new visual elements that alter historic settings, affect established sightlines, modify spatial relationships between historic resources and the waterfront, and influence the integrity of historically significant viewsheds. Potential effects may include changes in scale, massing, material character, visual continuity, and public experience of waterfront environments, particularly along the Harborwalk, historic wharf districts, designed landscapes, cultural parks, and historically significant transportation corridors.

At this stage of project development, the visual assessment has been conducted at a programmatic level and is intended to identify areas where visual effects are likely to occur rather than provide definitive, site-specific determinations of effect. Given the geographic extent of the BCSRM study area, the number and diversity of historic and cultural resources present, and the preliminary nature of the current design, a more detailed evaluation of visual effects is not feasible. Accordingly, the assessment identifies the potential for adverse visual effects across all study areas where flood risk management measures may be introduced, with the specific degree, character, and significance of those effects to be refined as project designs advance.

During the PED phase, visual impact analyses will be further developed through segment-specific evaluations that incorporate finalized design information, including structure height, alignment, materials, operational conditions, and deployment requirements.

These evaluations are expected to include viewshed modeling, visual simulations, and continued coordination with consulting parties, stakeholders, and regulatory agencies to better understand, avoid, minimize, and mitigate impacts to historic properties and cultural landscapes. The current assessment therefore serves as a screening-level analysis that identifies areas requiring additional visual study and design refinement as the project progresses through subsequent phases of environmental review and cultural resource consultation.

Under the No Action Alternative, existing visual conditions would generally remain unchanged. However, increasing risks associated with coastal flooding, storm surge, and sea level rise would continue to threaten both visual and cultural resources. Repeated flooding, emergency protective measures, infrastructure deterioration, erosion, and damage to historic waterfront features could result in long-term degradation of historic settings, cultural landscapes, public open spaces, and waterfront views that contribute to the character and identity of Boston's neighborhoods.

Implementation of the Action Alternative, including both the Comprehensive Plan (Alternative 2) and the EAEs (Alternative 3), would introduce new flood risk management features that would alter existing visual conditions to varying degrees. Visual impacts would be most noticeable where deployable barriers, floodwalls, berms, raised Harborwalk segments, and associated infrastructure are introduced into highly visible waterfront environments. Temporary adverse visual effects would occur during construction due to staging areas, construction equipment, temporary closures, and disturbances to existing landscape features. These impacts would generally be localized and short-term in duration.

Visual effects would be particularly important in areas containing historic buildings, historic districts, National Historic Landmarks, Boston Landmark Districts, historic wharves, granite seawalls, and other character-defining waterfront resources located within or adjacent to proposed alignments. Several proposed measures occur within 50 feet of historic resources or historic districts where changes to existing sightlines, waterfront relationships, and visual setting may affect the integrity of historic properties (see Section 3.2). Areas such as the Charlestown Navy Yard, North End Waterfront and Wharf District, Fort Point Channel, Seaport Waterfront, and portions of East Boston contain concentrations of historic resources where visual changes could alter the historic character of the waterfront landscape.

Similarly, proposed measures may affect the visual character of cultural parks, designed landscapes, Harborwalk segments, public art installations, memorials, and other public spaces that were developed through extensive community planning and Chapter 91 waterfront access initiatives. Because the Harborwalk functions not only as a recreational corridor but also as a significant cultural landscape linking Boston's waterfront neighborhoods, modifications to Harborwalk alignments, seawalls, access points, and associated public spaces have the potential to affect both visual quality and cultural resource values. Although many proposed measures have been designed to maintain public access and waterfront connectivity, visual changes associated with flood protection

features could alter the character and experience of these spaces.

Visual considerations also extend to areas containing known or sensitive archaeological resources, including historic-period terrestrial archaeology, submerged cultural resources, historic wharf structures, buried waterfront infrastructure, and areas with potential for deeply buried Precontact archaeological deposits. While archaeological resources are generally not visible, construction activities, alterations to waterfront configurations, and changes to historic shoreline relationships may affect the interpretation, setting, and public understanding of archaeological and maritime heritage resources. In-water measures, particularly within the North End waterfront and portions of East Boston and South Boston, have the potential to alter harbor viewsheds and the visual relationship between surviving historic wharves, seawalls, and the waterfront environment.

The visibility analysis conducted for the Comprehensive Plan (Alternative 2) indicates that proposed flood risk management features would generally be highly visible throughout the study area. Across approximately 367.8 acres evaluated, approximately 354.1 acres (96.3 percent) fall within the Low Occlusion category, indicating that project features would be readily visible from most viewpoints and that existing buildings, vegetation, and topography provide relatively limited screening. Approximately 9.5 acres (2.6 percent) fall within the Moderate Occlusion category, where project features would remain visible but be partially screened by surrounding development, landscape features, or infrastructure. Only approximately 4.2 acres (1.1 percent) fall within the High Occlusion category, representing locations where substantial screening would reduce visibility. These results demonstrate that visual changes associated with the Comprehensive Plan would be most apparent within open waterfront environments, public open spaces, transportation corridors, Harborwalk segments, and areas that maintain direct visual connections to Boston Harbor and its tributaries. However, the degree of visual impact varies considerably based on the surrounding context, with industrial and transportation-oriented areas generally exhibiting lower visual sensitivity than historic districts, cultural landscapes, waterfront parks, and areas containing significant public viewsheds.

The EAEs represent discrete components of the larger BCSRM system and generally produce localized visual changes within specific project areas. While some EAEs may introduce noticeable alterations to waterfront views, circulation patterns, historic settings, and landscape character, their visual impacts are limited in geographic extent and are typically confined to individual neighborhoods or shoreline segments. Incorporation of context-sensitive design measures, landscaping, public realm enhancements, Harborwalk integration, and resource-sensitive alignment refinements may help reduce the severity of visual impacts while maintaining public access and preserving important cultural landscape characteristics.

In contrast, the Comprehensive Plan would result in broader visual changes across the study area because it establishes a connected and integrated flood risk management system. While the Comprehensive Plan would introduce a greater cumulative visual presence than any individual EAE, it would also provide a more cohesive and coordinated

design framework, allowing visual treatments, materials, landscaping, public amenities, and cultural resource considerations to be integrated across multiple neighborhoods. As a result, visual changes associated with the Comprehensive Plan would be distributed throughout the waterfront and function as part of a unified resilience system rather than a series of isolated interventions. Although visibility would be widespread throughout much of the study area, the highly urbanized and developed character of Boston's waterfront means that most flood protection measures would be perceived as additions to an existing maritime, industrial, transportation, and urban landscape rather than entirely new visual forms introduced into undeveloped environments.

Overall, both the EAEs and the Comprehensive Plan would result in Adverse Effects with adverse visual impacts where new flood risk management features alter existing viewsheds, waterfront character, historic settings, cultural landscapes, Harborwalk experiences, and the visual relationship between Historic Properties and the harbor. These effects may occur in conjunction with direct cultural resource impacts involving historic buildings, stone seawalls, historic districts, cultural parks, archaeological resources, and submerged cultural landscapes. However, implementation of avoidance and minimization measures, context-sensitive design approaches, continued Section 106 consultation, stakeholder engagement, and integration of visual resource considerations into project development would help reduce Potential Adverse Effects.

3.2.8 Preliminary Effects Determination Conclusion

The No Action Alternative would result in continued operation and maintenance of existing conditions without implementation of the proposed coastal storm risk management measures. Existing infrastructure, land uses, and shoreline configurations would remain unchanged, and no new flood risk reduction features such as floodwalls, berms, connectors, or shoreline stabilization elements would be constructed. Under this scenario, historic properties and cultural resources within the Area of Potential Effects (APE) would continue to experience existing environmental stressors, including ongoing exposure to coastal flooding, storm surge, and sea level rise, but would not be subject to new physical, visual, or construction-related effects associated with the undertaking. By contrast, the Action Alternative would involve implementation of the proposed system of flood risk management features, which would introduce new permanent and temporary physical alterations within the APE, including construction of structural and landscape-based resilience measures (Table 87). These actions have the potential to result in direct and indirect effects to historic properties through ground disturbance, changes to spatial relationships and setting, and new visual intrusions within historically sensitive viewsheds. While the Action Alternative is intended to reduce long-term flood risk and improve coastal resilience, it would also introduce a range of new cultural resource considerations that would require avoidance, minimization, or mitigation measures under Section 106 of the National Historic Preservation Act.

Table 87. Section 106 Effects Summary Table – No Action vs. Action Alternatives

Area	No Action Alternative	Alternative 2 Full System	Alternative 3 EAEs
East Boston – Belle Isle Area	No adverse effect; continued vulnerability to coastal flooding and sea level rise.	Likely adverse effect due to flood infrastructure effects on Belle Isle Marsh setting and views.	No adverse effect; continued vulnerability to coastal flooding and sea level rise.
East Boston – Border Street Area	No adverse effect; continued exposure of waterfront historic resources to flooding.	Likely adverse effect due to waterfront flood structures affecting maritime setting.	No adverse effect; continued exposure of waterfront historic resources to flooding.
East Boston – Chelsea Creek 1A Area	No adverse effect; continued exposure of industrial resources to flooding.	Likely adverse effect due to industrial waterfront modifications and ground disturbance.	No adverse effect; continued exposure of industrial resources to flooding.
East Boston – Marginal Street Area	No adverse effect; continued flood exposure of historic waterfront.	Likely adverse effect due to shoreline/floodwall impacts on views and setting.	No adverse effect; continued flood exposure of historic waterfront.
East Boston – Orient Heights Area	No adverse effect; continued flood vulnerability of transportation and landscape resources.	Likely adverse effect due to shoreline and visual impacts near Belle Isle Marsh.	Likely adverse effect due to shoreline and visual impacts near Belle Isle Marsh.
East Boston – Wood Island Marsh Area	No adverse effect; continued exposure of marsh system to flooding.	Likely adverse effect due to shoreline modification impacts.	No adverse effect; continued exposure of marsh system to flooding.
Charlestown – BNHSP/Revere Park	No adverse effect; continued vulnerability of nationally significant landscape.	Likely adverse effect due to visual/setting impacts on historic district.	No adverse effect; continued vulnerability of

Area	No Action Alternative	Alternative 2 Full System	Alternative 3 EAEs
			nationally significant landscape.
Charlestown – Elevated Main Street	No adverse effect; continued flood exposure.	Likely adverse effect due to transportation corridor impacts.	Likely adverse effect; reduced corridor impacts.
Charlestown – Little Mystic Channel	No adverse effect; continued maritime resource vulnerability.	Likely adverse effect due to waterfront structural impacts.	No adverse effect; continued maritime resource vulnerability.
Charlestown – Navy Yard	No adverse effect; continued vulnerability of NHL district.	Likely adverse effect due to impacts on historic structures and viewsheds.	No adverse effect; continued vulnerability of NHL district.
Charlestown – Schrafft's City Center EAE	No adverse effect; continued flood exposure of industrial resources.	Likely adverse effect due to corridor modifications.	Likely adverse effect; reduced footprint.
North End – West End Area	No adverse effect; continued exposure of historic urban fabric.	Likely adverse effect due to district setting impacts.	No adverse effect; continued exposure of historic urban fabric.
North End – Waterfront & Wharf	No adverse effect; continued vulnerability of wharves and maritime resources.	Likely adverse effect due to waterfront structural impacts.	No adverse effect; continued vulnerability of wharves and maritime resources.
South Boston – Fort Point Area	No adverse effect; continued vulnerability of historic district.	Likely adverse effect due to floodwalls affecting Fort Point Channel historic district.	Likely adverse effect; reduced footprint.
South Boston – Marine Industrial Channel	No adverse effect; continued exposure of maritime resources.	Likely adverse effect due to shoreline modifications.	Likely adverse effect; reduced extent.

Area	No Action Alternative	Alternative 2 Full System	Alternative 3 EAEs
South Boston – I-90 Parapet Walls EAE	No adverse effect; continued transportation corridor exposure.	Likely adverse effect due to infrastructure modifications.	Likely adverse effect; reduced intervention.
South Boston – Moakley Park Connector EAE	No adverse effect; continued exposure of park landscape.	Likely adverse effect due to open space and viewshed impacts.	Likely adverse effect; reduced footprint.
Seaport Blvd & Waterfront Area	No adverse effect; continued deterioration from flooding.	Likely adverse effect due to extensive waterfront infrastructure impacts (Harborwalk, bridges, districts).	Likely adverse effect; reduced structural density.
Dorchester – Clam Point	No adverse effect; continued exposure of residential historic resources.	Likely adverse effect due to shoreline impacts.	No adverse effect; continued exposure of residential historic resources.
Dorchester – Morrissey-Columbia	No adverse effect; continued flood vulnerability.	Likely adverse effect due to corridor impacts.	No adverse effect; continued flood vulnerability.
Dorchester – Neponset Circle	No adverse effect; continued exposure of transportation resources.	Likely adverse effect due to corridor modifications.	No adverse effect; continued exposure of transportation resources.
Dorchester – Port Norfolk	No adverse effect; continued maritime/residential exposure.	Likely adverse effect due to shoreline impacts.	Likely adverse effect; reduced footprint.
Dorchester – Tenean Beach Berm EAE	No adverse effect; continued erosion and flood risk.	Likely adverse effect due to berm impacts on shoreline and viewshed.	Likely adverse effect; reduced berm footprint.

Area	No Action Alternative	Alternative 2 Full System	Alternative 3 EAEs
Dorchester/ South Boston – South Residential	No adverse effect; continued flood exposure of historic neighborhoods.	Likely adverse effect due to setting impacts.	No adverse effect; continued flood exposure of historic neighborhoods.

Section 4 Cultural Resource Compliance

This Section summarizes the cultural resource compliance framework supporting the BCSRM Study and documents ongoing coordination with federal, state, Tribal, local, and community stakeholders. Compliance efforts are being conducted in accordance with applicable federal and state historic preservation laws and regulations, including Section 106 of the NHPA. Both Action Alternatives have been determined by the USACE to have the potential for adverse effects to historic properties. USACE anticipates development of a Programmatic Agreement (PA) to establish procedures for continued identification, evaluation, assessment, and treatment of historic properties as project designs advance. This Section also summarizes legal and institutional considerations, identifies consulting parties and community organizations with interests in historic preservation and cultural resources, and documents coordination conducted to date with the MASHPO, Tribal Nations, the NPS, the City of Boston, and other interested stakeholders. Existing correspondence, consultation efforts, and future coordination commitments provide the foundation for ongoing cultural resource review and ensure that preservation concerns continue to be incorporated throughout project planning, design, and implementation.

4.1.1 Programmatic Agreement (PA) Development

Given the scale, geographic extent, and phased nature of the Boston Coastal Storm Risk Management Project, as well as the presence of both known and potential historic properties within the APE, the District, in consultation with the MASHPO, is developing a Programmatic Agreement (PA) in accordance with Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. §306108) and its implementing regulations (36 CFR Part 800).

The PA establishes a comprehensive framework for identifying, evaluating, and resolving adverse effects to historic properties, including archaeological resources, architectural resources, and cultural landscapes, where project details are not yet fully defined at the feasibility stage. The PA will address situations where effects cannot be fully determined prior to approval of the undertaking and will provide a structured process for phased identification and evaluation of historic properties as project design advances.

The PA includes provisions for:

- Ongoing identification and evaluation of historic properties within the APE, including areas of potential deeply buried or submerged archaeological resources;
- Procedures for assessing effects and resolving adverse effects through avoidance, minimization, or mitigation;
- Development and implementation of Archaeological Monitoring Plans (AMPs), Unanticipated Discoveries Plans (UDPs), and other treatment measures, as appropriate;
- Coordination and consultation with the SHPO, the MHC, BLC, federally recognized Tribes, non-federally recognized Tribes with ancestral ties to the project area, and other consulting parties;
- Integration of design review to ensure compatibility with historic properties and cultural landscapes;
- Documentation, reporting, and curation requirements consistent with federal and state standards; and
- Project design advances: any changes to construction methods, excavation depths, or project footprint that may alter the defined APE will be subject to additional review in coordination with the Massachusetts State Historic Preservation Officer (SHPO), the Boston Landmarks Commission (BLC), and consulting Tribes to ensure continued compliance with Section 106.

Consulting parties to the PA include the SHPO, MHC, Tribal representatives, local preservation agencies such as the BLC, and other stakeholders with a demonstrated interest in the undertaking, see Section 4.1.3. The PA will also provide mechanisms for continued consultation as project elements are refined, including triggers for additional review if project design changes result in modifications to the APE or potential effects on historic properties.

Execution of the PA will satisfy USACE's responsibilities under Section 106 for the undertaking by ensuring that historic properties are considered throughout project planning, design, and implementation, and that adverse effects are appropriately resolved through coordinated consultation.

4.1.2 Legal and Institutional Involvement

The Massachusetts Commonwealth established Chapter 91 in 1866, a law that regulates the protection and use of coastal and inland waterways. This law governs activities such as construction, dredging, and filling in tidelands, ensuring that private uses serve a public purpose. The law focuses on:

- Preserving pedestrian access along water's edges for fishing, fowling, and navigation, while encouraging development that benefits public use.
- Extending public rights to stroll and navigate along coastal areas.
- Promoting water-dependent industries like fishing, shipping, boat building, and marinas.

- Protecting environmentally sensitive areas like Areas of Critical Environmental Concern and ocean sanctuaries.
- Safeguarding waterfront property owners' access to water.
- Supporting city and town harbor plans that align with statewide concerns.
- Ensuring the removal or repair of unsafe or hazardous structures.

Proposed wall locations may fall under legal oversight by local preservation restriction deeds, local historic districts, and various jurisdictional regulations. For example, in the Fort Point Channel area, exterior construction within public view requires a comprehensive review by the Fort Point Channel Local District Commission (FPCLDC), as outlined in Chapter 772 of the Acts of 1975.

Federal regulations under Section 106 of the National Historic Preservation Act (NHPA) (36 CFR PART 800) mandate that federal agencies consider the impact of their projects on historic properties. If a federal project has the potential to affect historic properties, a Section 106 review is conducted, involving the Advisory Council on Historic Preservation (ACHP), interested parties, and the public (<https://www.achp.gov/protecting-historic-properties/section-106-process/introductionsection-106>).

Additional state laws relevant to the Boston Coastal Wall Project can be found in the 193rd General Court of the Commonwealth of Massachusetts, including:

- **Section 4:** Preservation of open space and local historic districts.
- **Section 5A:** Protection of historical or archaeological landmarks.
- **Section 13B:** Restoration and preservation of scenic beauty and historic sites.
- **Section 26C:** State register of historic places.
- **Section 63:** Salvage and recovery of underwater archaeological resources.

4.1.3 Community Groups

The success of the Boston CSRM Project hinges on active involvement from community groups. A collaborative, transparent approach that engages local residents and stakeholders is essential. This can be achieved through focus groups, surveys, town meetings, web-based outreach, adaptive solutions, and collaboration with public leaders. In neighborhoods like Boston, community groups are often deeply invested, with strong local influence. A cooperative approach that encourages community participation, adapts to valuable feedback, and promotes shared ownership of the project will yield the best results.

Research on the 21 areas impacted by the project has highlighted several community groups, and it is recommended that consultation and public outreach be conducted consistently to build public trust:

City of Boston

National Parks of Boston

Fort Point Associates

Boston Green Ribbon Commission (<https://greenribboncommission.org>)
Massachusetts Water Resources Authority (MWRA) (<https://www.mwra.com/>)
Executive Office of Energy and Environmental Affairs Massachusetts Office of Coastal
Zone Management (CZM)

Boston Shipping Association
Boston Society of Landscape Architects (BSLA)
Boston While Black (<https://bostonwhileblack.com>). Boston Society of Architects
Charles River Conservancy
City of Boston Parks and Recreation Department Conservation Law Foundation
Massachusetts Department of Conservation and Recreation
Massachusetts Executive Office of Energy and Environmental Affairs
(<https://www.mass.gov>) Massachusetts Port Authority
Mystic River Watershed Association
Neponset River Greenway Council Rose Kennedy Greenway Conservancy
The Trustees of Reservations – Waterfront Initiative

East Boston

Piers PAC (East Boston)
Harbor View Neighborhood Association (<https://harborvieweastboston.com>).
Maverick Central Civic Association.
Jeffries Point Neighborhood Association (<http://jeffriespoint.org/>).
Orient Heights Neighborhood Association.
Friends of the East Boston Greenway.
Gove Street Citizens Association (<https://www.govestreet.org/>).
Veronica Robles Cultural Center (<https://veronicarobles.com/>) (East Boston) Eagle Hill
Civic Association.

Charlestown

Charlestown Coalition (<https://charlestowncoalition.org>).
Charlestown Neighborhood Council.
Charlestown Community Center
Italian-American Sons & Daughters of Charlestown ((ISADC).
Jewish Community (<https://charlestowncoalition.org>).
Knights of Columbus – OLOA Council/Auxiliary 13069.
<https://www.usgbc.org/projects/spaulding-rehabilitation-hospital>.
Boston Society of Architects
Boston Preservation Alliance

Dorchester

Dorchester North Neighborhood Association
Dorchester and the Columbia-Savin Hill Civic Association
(<https://www.columbiasavinhillcivic.org/>).
Dorchester Lower Mills Civic Association (<https://www.dorchesterlowermills.org>).
The Dorchester Heights Association (<https://www.dorchesterheightsassociation.com>).

South Boston

City Point Neighborhood Association (<https://www.southbostoncpna.com/>).

South Boston Citizens' Association.

West Broadway Neighborhood Association in South Boston

(<https://www.wbnasouthboston.org/>).

South Boston Neighborhood Development Corporation (<https://www.sbndc.org/>).

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Section 6 Visual Effects Data

Table 88. Visual Impact Assessment: Cultural Resource Table

<u>MHC ID</u>	<u>EAE</u>	<u>Demolished?</u>	<u>Resource Type</u>	<u>Historic Name</u>	<u>Address</u>	<u>Construction Date</u>	<u>Use Type</u>
BOS.129 83	I90 Parapet Wall	y	Building		51-53 Fargo St	1920	Warehouse;
BOS.129 86	I90 Parapet Wall	y	Building		401 Summer St	1919	Warehouse;
BOS.129 80	I90 Parapet Wall		Building	Burnett, Joseph Company Extract Building	437 D St	1921	Foundry; Other Manufacturing;
BOS.129 88	I90 Parapet Wall	y	Building	Union Wool Company Wool Warehouse	425 Summer St	1917	Warehouse;
BOS.129 46	I90 Parapet Wall		Building	South Boston Naval Annex - Building 17 - Net Depot	7 Channel St	1941	Food Processing and Packaging; Military Other; Other Industrial;
BOS.129 52	I90 Parapet Wall		Building	Boston Army Supply Base - Parking Garage	Dry Dock Ave	1980	Parking Garage;
BOS.129 78	I90 Parapet Wall	y	Building		475 C St	1919	Warehouse;
BOS.129 82	I90 Parapet Wall	y	Building	Boston Market Terminal Freight House #12	31 Fargo St	1928	Helicopter Pad; Other Rail Related; Warehouse;
BOS.129 67	I90 Parapet Wall		Building	Boston Army Supply Base - Refrigeration Plant	Northern Ave	1980	Other Industrial;

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MHC ID	EAE_	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.129 68	I90 Parapet Wall		Building	Boston Army Supply Base - Building 38	Northern Ave	1940	Power House;
BOS.129 51	I90 Parapet Wall	y	Building	British Airways World Cargo Building	15 Dry Dock Ave	1980	Administration Office; Warehouse;
BOS.185 90	I90 Parapet Wall		Building	Warehouse #1	7 FID Kennedy Dr	2001	Commercial Block;
BOS.129 50	I90 Parapet Wall	y	Building	Boston Army Supply Base - Building 15	10 Dry Dock Ave	1940	Bank; Barracks;
BOS.129 84	I90 Parapet Wall		Building		80 Fargo St	1917	Military Other; Warehouse;
BOS.129 70	I90 Parapet Wall		Building	South Boston Naval Annex - Building 53 - Machinist - Outside Boiler and Shipfitters Shop	306 Northern Ave	1943	Brewery; Military Other; Other Industrial; Shop Other;
BOS.129 85	I90 Parapet Wall	y	Building	Western Electric Company Electrical Supplies Building	385 Summer St	1917	Warehouse;
BOS.129 69	I90 Parapet Wall		Building	Boston Army Supply Base - Building 56	300 Northern Ave	1940	Business Office; Military Other;
BOS.129 47	I90 Parapet Wall		Building	South Boston Naval Annex - Building 32 -	12 Channel St	1943	Military Other; Warehouse;

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MHC ID	EAE_	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
				General Warehouse			
BOS.129 66	I90 Parapet Wall	y	Building	South Boston Naval Annex - Building 19 - General Warehouse	1 Harbor St	1941	Military Other; Other Industrial;
BOS.923 5	I90 Parapet Wall	y	Structure	Summer Street Bridge over C Street	Summer St	1900	Other Transportation;
BOS.900 54	I90 Parapet Wall		Structure	South Boston Naval Annex - Pier #6 Railroad Tracks	290R Northern Ave	1943	Other Engineering; Other Rail Related; Other Transportation;
BOS.186 56	I90 Parapet Wall		Building	South Boston Naval Annex - Building 56 - Service Building	300 Northern Ave	1942	Food Processing and Packaging; Military Other; Other Industrial;
BOS.129 81	I90 Parapet Wall		Building		451 D St	1910	Military Other; Warehouse;
BOS.806 2	I90 Parapet Wall		Building	South Boston Naval Annex - Building 28 - Garage and Steam Locomotive Shop	660 Summer St	1941	Maintenance Facility; Other Rail Related; Warehouse;
BOS.129 79	I90 Parapet Wall	y	Building	Brown and Wales Steel and Iron Company Warehouse	489-493 C St	1910	Warehouse;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.129 87	I90 Parapet Wall	y	Building		415 Summer St	1917	Warehouse;
BOS.129 61	I90 Parapet Wall		Building	South Boston Naval Annex - Building 40 - Weighing Facility	Dry Dock Ave	1942	Military Other; Other Industrial;
BOS.185 91	I90 Parapet Wall		Building	Warehouse #2	7 FID Kennedy Dr	2001	Commercial Block;
BOS.129 89	I90 Parapet Wall		Building	Williams, Jeremiah Wool Warehouse	495 Summer St	1910	Military Other; Warehouse;
BOS.135 80	Moakley Park		Building	Earl - Moulton Double House	22 Thomas Park	1865	Multiple Family Dwelling House;
BOS.135 40	Moakley Park		Building	Parsons, Joseph C. House	14 Pacific St	1865	Single Family Dwelling House;
BOS.133 22	Moakley Park		Building		390 East Fifth St	1865	Single Family Dwelling House;
BOS.134 54	Moakley Park		Building		2 Jason Ter	1865	Multiple Family Dwelling House;
BOS.133 20	Moakley Park	y	Building		421 East Eighth St	1865	Multiple Family Dwelling House;
BOS.133 18	Moakley Park		Building		417 East Eighth St	1865	Single Family Dwelling House;
BOS.135 13	Moakley Park		Building	Fuller, C. House	83 Old Harbor St	1895	Multiple Family Dwelling House;
BOS.699 1	Moakley Park		Building	Connor, James Row House	88 G St	1865	Single Family Dwelling House;
BOS.135 09	Moakley Park		Building	Berry - Carroll Double House	79 Old Harbor St	1865	Multiple Family Dwelling House;
BOS.135 67	Moakley Park		Building		67 Telegraph St	1865	Multiple Family Dwelling House;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.13278	Moakley Park		Building	Rich, Reuben House	16 Dixfield St	1869	Single Family Dwelling House;
BOS.13327	Moakley Park		Building		397 East Fifth St	1865	Multiple Family Dwelling House;
BOS.13598	Moakley Park		Building	Reardon, Mary C. House	57 Thomas Park	1890	Single Family Dwelling House;
BOS.13470	Moakley Park		Building	Jenkins, Isaac N. House	14 Linden St	1863	Single Family Dwelling House;
BOS.7178	Moakley Park		Building	Carson Beach Concession Stand	William J. Day Blvd		Other Park Structure;
BOS.13413	Moakley Park		Building		104 G St	1865	Single Family Dwelling House;
BOS.13420	Moakley Park		Building		120 G St	1865	Single Family Dwelling House;
BOS.13573	Moakley Park		Building	James, Benjamin House	11 Thomas Park	1865	Single Family Dwelling House;
BOS.13475	Moakley Park		Building	Kemp House	19 Linden St	1863	Single Family Dwelling House;
BOS.13550	Moakley Park		Building		13 Story St	1890	Multiple Family Dwelling House;
BOS.13514	Moakley Park		Building	Howard, T. and H. Three Decker	85 Old Harbor St	1895	Multiple Family Dwelling House;
BOS.13595	Moakley Park		Building	Martin, George House	51 Thomas Park	1886	Single Family Dwelling House;
BOS.7096	Moakley Park		Building	Bassett, Joseph Row House	19 Thomas Park	1874	Single Family Dwelling House;
BOS.13600	Moakley Park		Building		63 Thomas Park	1927	Multiple Family Dwelling House;
BOS.13603	Moakley Park		Building		68 Thomas Park	1927	Multiple Family Dwelling House;

Boston Coastal Storm Risk Management Study

MHC ID	EAE_	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.135 89	Moakley Park		Building	Stetson - Ormsby House	44 Thomas Park	1880	Single Family Dwelling House;
BOS.132 75	Moakley Park		Building	Stetson, Alpheus M. House	12 Dixfield St	1869	Single Family Dwelling House;
BOS.133 10	Moakley Park		Building		368 East Eighth St	1885	Single Family Dwelling House;
BOS.133 24	Moakley Park		Building		392 East Fifth St	1865	Single Family Dwelling House;
BOS.133 96	Moakley Park		Building		66 G St	1865	Single Family Dwelling House;
BOS.133 13	Moakley Park		Building		374 East Eighth St	1885	Single Family Dwelling House;
BOS.134 22	Moakley Park		Building		122 G St	1880	Single Family Dwelling House;
BOS.134 68	Moakley Park		Building	Richardson, Mary A. House	12 Linden St	1863	Single Family Dwelling House;
BOS.965 6	Moakley Park		Structure	Old Harbor Reservation Parkway - Columbia Circle	Columbia Rd	1924	Other Engineering; Other Road Related; Other Transportation;
BOS.135 54	Moakley Park		Building		28 Story St	1890	Multiple Family Dwelling House;
BOS.135 85	Moakley Park		Building	Stratton - Kelly Double House	40 Thomas Park	1880	Multiple Family Dwelling House;
BOS.133 85	Moakley Park		Building		56 G St	1861	Single Family Dwelling House;
BOS.152 26	Moakley Park		Building	Saint Monica's Roman Catholic Church	333 Old Colony Ave	1955	Church;
BOS.134 24	Moakley Park		Building		124 G St	1880	Single Family Dwelling House;

Boston Coastal Storm Risk Management Study

MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.135 69	Moakley Park		Building		69 Telegraph St	1865	Multiple Family Dwelling House;
BOS.133 59	Moakley Park		Building		404 East Seventh St	1865	Multiple Family Dwelling House;
BOS.133 01	Moakley Park		Building	Stapleton, B. J. and E. House	350 East Eighth St	1885	Single Family Dwelling House;
BOS.135 21	Moakley Park		Building		100 Old Harbor St	1880	Single Family Dwelling House;
BOS.135 87	Moakley Park		Building	Stratton - Kelly Double House	42 Thomas Park	1880	Multiple Family Dwelling House;
BOS.709 9	Moakley Park		Building	Walbridge, Frederick House	56 Thomas Park	1876	Single Family Dwelling House;
BOS.641 3	Moakley Park		Building		84 Mount Vernon St		Multiple Family Dwelling House;
BOS.134 09	Moakley Park		Building		96 G St	1865	Single Family Dwelling House;
BOS.135 37	Moakley Park		Building		11 Pacific St	1880	Single Family Dwelling House;
BOS.152 27	Moakley Park		Building	Saint Monica's Roman Catholic Church Rectory	70 Gen. Wm. Devine Way	1955	Rectory;
BOS.717 7	Moakley Park		Building	Carson Beach Bath and Field House	William J. Day Blvd	1922	Bath House; Other Recreational;
BOS.133 94	Moakley Park		Building		64 G St	1865	Single Family Dwelling House;
BOS.708 1	Moakley Park		Building	Carney Hospital Nurses Residence	40 Old Harbor St	1925	Dormitory; Nursing Home;
BOS.699 2	Moakley Park		Building	Connor, James Row House	90 G St	1865	Single Family Dwelling House;

Boston Coastal Storm Risk Management Study

MHC ID	EAE_	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.134 21	Moakley Park		Building	James, Francis Double House	121 G St	1880	Multiple Family Dwelling House;
BOS.135 84	Moakley Park		Building	Stratton, Henry J. Double House	39 Thomas Park	1884	Multiple Family Dwelling House;
BOS.135 10	Moakley Park		Building	Stetson, Alpheus M. House	80 Old Harbor St	1880	Single Family Dwelling House;
BOS.135 26	Moakley Park		Building		106 Old Harbor St	1880	Single Family Dwelling House;
BOS.965 2	Moakley Park		Structure	Old Harbor Parkway - Babe Ruth Park Drive	Babe Ruth Park Dr	1924	Boulevard or Parkway; Other Road Related;
BOS.135 52	Moakley Park		Building		24 Story St	1890	Multiple Family Dwelling House;
BOS.133 06	Moakley Park		Building	Barth, Sophie A. House	360 East Eighth St	1885	Single Family Dwelling House;
BOS.135 04	Moakley Park		Building	Payson, Mary Double House	69 Old Harbor St	1865	Multiple Family Dwelling House;
BOS.709 7	Moakley Park		Building	Callahan, Cornelius H. Double House	25-26 Thomas Park	1871	Multiple Family Dwelling House;
BOS.132 99	Moakley Park		Building		344 East Eighth St	1884	Multiple Family Dwelling House;
BOS.132 83	Moakley Park		Building		26 Dixfield St		Multiple Family Dwelling House;
BOS.135 90	Moakley Park		Building	Stetson - Kelly House	45 Thomas Park	1880	Single Family Dwelling House;
BOS.965 5	Moakley Park		Structure	Old Harbor Parkway - Old Harbor Village Footbridge	Old Colony Ave	1941	Other Engineering; Other Transportation;

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MHC ID	EAE_	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.134 05	Moakley Park		Building	Copeland, Joseph House	75 G St	1860	Single Family Dwelling House;
BOS.133 07	Moakley Park		Building		362 East Eighth St	1980	Multiple Family Dwelling House;
BOS.135 65	Moakley Park		Building		65 Telegraph St	1865	Multiple Family Dwelling House;
BOS.964 9	Moakley Park		Structure	Old Harbor Parkway - Columbia Road Median Strip	Columbia Rd	1897	Boulevard or Parkway; Other Road Related; Other Transportation;
BOS.186 85	Moakley Park		Building	Perkins, Michael J. Public Elementary School	50 Rev Burke St	1926	Public School;
BOS.133 60	Moakley Park		Building		403 East Seventh St	1897	Multiple Family Dwelling House;
BOS.133 23	Moakley Park		Building	Thompson, A. D. House	391 East Fifth St	1865	Multiple Family Dwelling House;
BOS.134 53	Moakley Park		Building		1 Jason Ter	1865	Multiple Family Dwelling House;
BOS.132 81	Moakley Park		Building		21 Dixfield St		Single Family Dwelling House;
BOS.134 18	Moakley Park		Building		118 G St	1865	Single Family Dwelling House;
BOS.135 76	Moakley Park		Building	Beard - Connors Double House	16 Thomas Park	1880	Multiple Family Dwelling House;
BOS.134 07	Moakley Park		Building		76 G St	1865	Single Family Dwelling House;
BOS.132 77	Moakley Park		Building		15 Dixfield St	1880	Multiple Family Dwelling House;

Boston Coastal Storm Risk Management Study

MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.133 98	Moakley Park		Building		68 G St	1865	Single Family Dwelling House;
BOS.134 02	Moakley Park		Building		73 G St	1880	Single Family Dwelling House;
BOS.135 70	Moakley Park		Building	Gray - Wadsworth House	5 Thomas Park	1865	Single Family Dwelling House;
BOS.135 39	Moakley Park		Building		13 Pacific St	1865	Single Family Dwelling House;
BOS.135 06	Moakley Park		Building	Gill, Charles H. Double House	73 Old Harbor St	1865	Multiple Family Dwelling House;
BOS.135 35	Moakley Park		Building		9 Pacific St	1880	Single Family Dwelling House;
BOS.132 79	Moakley Park		Building	Stetson, Alpheus M. House	18 Dixfield St	1869	Single Family Dwelling House;
BOS.965 4	Moakley Park		Structure	Old Harbor Parkway - Old Colony Avenue	Old Colony Ave	1898	Boulevard or Parkway;
BOS.133 09	Moakley Park		Building		366 East Eighth St	1885	Single Family Dwelling House;
BOS.925 4	Moakley Park		Structure	Carson Beach	William J. Day Blvd	1897	Park;
BOS.134 04	Moakley Park		Building		74 G St	1865	Single Family Dwelling House;
BOS.135 75	Moakley Park		Building	Lee - Holbrook Double House	15 Thomas Park	1880	Multiple Family Dwelling House;
BOS.133 95	Moakley Park		Building	Wilson, Harvey Double House	65 G St	1865	Multiple Family Dwelling House;
BOS.134 77	Moakley Park		Building		23 Linden St	1863	Single Family Dwelling House;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.9260	Moakley Park		Object	Dorchester Heights Monument	Thomas Park	1901	Military Other; Observation Tower; Other Governmental or Civic; Other Park Structure;
BOS.13524	Moakley Park		Building		103 Old Harbor St	1890	Multiple Family Dwelling House; Other Commercial;
BOS.13428	Moakley Park		Building		128 G St	1880	Single Family Dwelling House;
BOS.13592	Moakley Park		Building	Goodman, Walter G. Double House	48 Thomas Park	1890	Multiple Family Dwelling House;
BOS.7175	Moakley Park		Building	Columbus Park Building	William J. Day Blvd		Abandoned or Vacant; Other Recreational;
BOS.13427	Moakley Park		Building	McGrath, Mary E. Double House	127 G St	1880	Multiple Family Dwelling House;
BOS.13411	Moakley Park		Building		100 G St	1890	Multiple Family Dwelling House;
BOS.9648	Moakley Park		Structure	Old Harbor Reservation Parkway - Columbia Road	Columbia Rd	1897	Boulevard or Parkway;
BOS.13358	Moakley Park		Building		401 East Seventh St	1897	Multiple Family Dwelling House;
BOS.13579	Moakley Park		Building	James, Benjamin Double House	21 Thomas Park	1865	Multiple Family Dwelling House;
BOS.6993	Moakley Park		Building	Connor, James Row House	92 G St	1865	Single Family Dwelling House;
BOS.9486	Moakley Park		Structure	Thomas Park	Thomas Park	1850	Park;
BOS.13391	Moakley Park		Building	Johson - Hills Double House	61 G St	1865	Multiple Family Dwelling House;
BOS.90104	Moakley Park		Object	Columbus Park - James Brendan	Old Colony Ave	1987	Other Cultural;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
				Connolly Memorial Statue			
BOS.134 14	Moakley Park		Building		106 G St	1865	Single Family Dwelling House;
BOS.134 73	Moakley Park		Building	Hoyt, Anna M. House	17 Linden St	1863	Single Family Dwelling House;
BOS.133 19	Moakley Park		Building		419 East Eighth St	1865	Multiple Family Dwelling House;
BOS.133 93	Moakley Park		Building	Noyes, Elisha Double House	63 G St	1865	Multiple Family Dwelling House;
BOS.134 67	Moakley Park		Building	Covington, Leonard House	11 Linden St	1863	Single Family Dwelling House;
BOS.133 11	Moakley Park		Building		370 East Eighth St	1885	Single Family Dwelling House;
BOS.135 96	Moakley Park		Building	Martin, George House	52 Thomas Park	1886	Single Family Dwelling House;
BOS.133 21	Moakley Park		Building		428 East Eighth St	1880	Single Family Dwelling House;
BOS.710 1	Moakley Park		Building	Gogin, Thomas House	61 Thomas Park	1873	Single Family Dwelling House;
BOS.134 31	Moakley Park		Building		131 G St	1890	Multiple Family Dwelling House;
BOS.134 25	Moakley Park		Building	Reardon, John A. Double House	125 G St	1880	Multiple Family Dwelling House;
BOS.695 4	Moakley Park		Building	Meyer, Conrad Double Three Decker	448-450 East Seventh St	1892	Multiple Family Dwelling House;
BOS.133 92	Moakley Park		Building		62 G St	1865	Single Family Dwelling House;
BOS.709 8	Moakley Park		Building	Hutchins, Clement House	46 Thomas Park	1875	Single Family Dwelling House;

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MHC ID	EAE_	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.6953	Moakley Park		Building	Howard, Thomas and Henry Three Decker	447 East Seventh St	1903	Multiple Family Dwelling House;
BOS.13577	Moakley Park		Building	Bray, Susan House	17 Thomas Park	1880	Single Family Dwelling House;
BOS.6349	Moakley Park		Building	Columbia MBTA Rapid Transit Station	Vernon St	1927	Rail Station;
BOS.13578	Moakley Park		Building	Lothrop House	18 Thomas Park	1880	Single Family Dwelling House;
BOS.13325	Moakley Park		Building	Manson, George H. House	393 East Fifth St	1865	Multiple Family Dwelling House;
BOS.13582	Moakley Park		Building		24 Thomas Park	1865	Multiple Family Dwelling House;
BOS.13545	Moakley Park		Building		8 Story St	1865	Multiple Family Dwelling House;
BOS.9653	Moakley Park		Structure	Old Harbor Reservation Parkway - Preble Circle	Columbia Cir	1941	Other Engineering; Other Road Related;
BOS.7095	Moakley Park		Building	Whitman, Edward W. - Rogers, William Double House	13-14 Thomas Park	1871	Multiple Family Dwelling House;
BOS.13314	Moakley Park		Building		412 East Eighth St	1890	Multiple Family Dwelling House;
BOS.13497	Moakley Park		Building	Thompson, William Double House	49 Old Harbor St	1865	Multiple Family Dwelling House;
BOS.13512	Moakley Park		Building	Suck, G. Frederick House	82 Old Harbor St	1865	Single Family Dwelling House;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.135 91	Moakley Park		Building	Wenners, Elizabeth Double House	47 Thomas Park	1890	Multiple Family Dwelling House;
BOS.132 76	Moakley Park		Building	Stetson, Alpheus M. House	14 Dixfield St	1869	Single Family Dwelling House;
BOS.709 2	Moakley Park		Building	Dana, Otis D. Two-Family House	26-28 Story St	1885	Multiple Family Dwelling House;
BOS.133 62	Moakley Park		Building		405 East Seventh St	1897	Single Family Dwelling House;
BOS.134 72	Moakley Park		Building	James, Benjamin House	16 Linden St	1863	Single Family Dwelling House;
BOS.135 46	Moakley Park		Building		9 Story St	1880	Multiple Family Dwelling House;
BOS.135 19	Moakley Park		Building	Plett, Chris F. Three Decker	93 Old Harbor St	1895	Multiple Family Dwelling House;
BOS.134 76	Moakley Park		Building	Knapp, H. C. House	20 Linden St	1863	Single Family Dwelling House;
BOS.135 42	Moakley Park		Building		2 Story St	1865	Multiple Family Dwelling House;
BOS.699 5	Moakley Park		Building	South Boston High School	95 G St	1901	Public School;
BOS.135 08	Moakley Park		Building	Pond - Molloy Double House	77 Old Harbor St	1880	Multiple Family Dwelling House;
BOS.135 16	Moakley Park		Building	Howard, T. and H. Three Decker	87 Old Harbor St	1895	Multiple Family Dwelling House;
BOS.134 10	Moakley Park		Building		98 G St	1880	Multiple Family Dwelling House;
BOS.135 17	Moakley Park		Building	Smith, Delia Three Decker	89 Old Harbor St	1895	Multiple Family Dwelling House;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.6415	Moakley Park		Building		88 Mount Vernon St		Multiple Family Dwelling House;
BOS.13538	Moakley Park		Building	Wilson, Henry W. House	12 Pacific St	1865	Single Family Dwelling House;
BOS.13430	Moakley Park		Building		130 G St	1880	Single Family Dwelling House;
BOS.13499	Moakley Park		Building	Bedlington, S. M. Double House	53 Old Harbor St	1865	Multiple Family Dwelling House;
BOS.13555	Moakley Park		Building		30 Story St	1890	Multiple Family Dwelling House;
BOS.13593	Moakley Park		Building	Goodman, Walter G. Double House	49 Thomas Park	1890	Multiple Family Dwelling House;
BOS.13302	Moakley Park		Building	Towle, A. J. and William House	352 East Eighth St	1885	Single Family Dwelling House;
BOS.7176	Moakley Park		Building	Columbus Park Building	William J. Day Blvd		Other Recreational;
BOS.13511	Moakley Park		Building	Barstow, M. H. House	81 Old Harbor St	1880	Multiple Family Dwelling House;
BOS.6417	Moakley Park		Building		92 Mount Vernon St		Multiple Family Dwelling House;
BOS.13401	Moakley Park		Building		72 G St	1865	Single Family Dwelling House;
BOS.13547	Moakley Park		Building		10-12 Story St	1880	Multiple Family Dwelling House;
BOS.13553	Moakley Park		Building		28 Story St	1890	Multiple Family Dwelling House;
BOS.13400	Moakley Park		Building		70 G St	1865	Single Family Dwelling House;
BOS.13304	Moakley Park		Building	McCarthy - Clark House	356 East Eighth St	1885	Single Family Dwelling House;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.6793	Moakley Park		Building	Perkins Institute for the Blind Rental Housing	422-424 East Fifth St	1893	Multiple Family Dwelling House;
BOS.13602	Moakley Park		Building		67 Thomas Park	1927	Multiple Family Dwelling House;
BOS.13523	Moakley Park		Building		102 Old Harbor St	1880	Multiple Family Dwelling House;
BOS.13551	Moakley Park		Building		20 Story St	1890	Multiple Family Dwelling House;
BOS.13548	Moakley Park		Building		11 Story St	1890	Multiple Family Dwelling House;
BOS.6955	Moakley Park		Building	Lappen, James House	492 East Seventh St	1852	Clubhouse; Parochial School; Single Family Dwelling House;
BOS.13312	Moakley Park		Building		372 East Eighth St	1885	Single Family Dwelling House;
BOS.6862	Moakley Park	y	Building	Kent, Barker B. House	17 Dixfield St	1849	Single Family Dwelling House;
BOS.13303	Moakley Park		Building	Devine - Wenzler House	354 East Eighth St	1885	Single Family Dwelling House;
BOS.13399	Moakley Park		Building		69 G St	1890	Multiple Family Dwelling House;
BOS.6990	Moakley Park		Building	Harding, Lemon P. House	82 G St	1853	Single Family Dwelling House;
BOS.13563	Moakley Park		Building		63 Telegraph St	1865	Multiple Family Dwelling House; Single Family Dwelling House;
BOS.13541	Moakley Park		Building	Wilson, Henry W. House	16 Pacific St	1865	Single Family Dwelling House;
BOS.13384	Moakley Park		Building	Smith, George P. Double House	55 G St	1865	Multiple Family Dwelling House;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.13500	Moakley Park		Building		61 Old Harbor St	1880	Single Family Dwelling House;
BOS.13416	Moakley Park		Building	Johnson, J. L. and S. J. Three Decker	115 G St	1895	Multiple Family Dwelling House;
BOS.6416	Moakley Park		Building		90 Mount Vernon St		Multiple Family Dwelling House;
BOS.13520	Moakley Park		Building	Megan - Bowen House	99 Old Harbor St	1865	Single Family Dwelling House;
BOS.6414	Moakley Park		Building		86 Mount Vernon St		Multiple Family Dwelling House;
BOS.13357	Moakley Park		Building		399 East Seventh St	1897	Multiple Family Dwelling House;
BOS.7060	Moakley Park		Building	Winchester, William W. House	21 Linden St	1863	Single Family Dwelling House;
BOS.9262	Moakley Park		Object	Dorchester Heights - 1876 Centennial Monument	Thomas Park	1877	Military Other; Other Governmental or Civic;
BOS.6996	Moakley Park		Building	Johnson, Samuel W. Two-Family House	111 G St	1911	Multiple Family Dwelling House;
BOS.13501	Moakley Park		Building	Bond, G. H. Double House	63 Old Harbor St	1880	Multiple Family Dwelling House;
BOS.13586	Moakley Park		Building	Stratton - Kelly Double House	41 Thomas Park	1880	Multiple Family Dwelling House;
BOS.13502	Moakley Park		Building	Simonds, J. F. Double House	65 Old Harbor St	1890	Multiple Family Dwelling House;
BOS.13388	Moakley Park		Building	Neilson, William House	59 G St	1865	Single Family Dwelling House;
BOS.13474	Moakley Park		Building	Foster, Dara S. House	18 Linden St	1863	Single Family Dwelling House;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.135 25	Moakley Park		Building		104 Old Harbor St	1880	Multiple Family Dwelling House;
BOS.948 5	Moakley Park		Object	South Boston Veteran's Memorial	Thomas Park	1982	Military Other; Other Governmental or Civic;
BOS.134 26	Moakley Park		Building		126 G St	1880	Single Family Dwelling House;
BOS.135 71	Moakley Park		Building	Elms, Joseph D. Double House	7 Thomas Park	1865	Multiple Family Dwelling House;
BOS.134 29	Moakley Park		Building		129 G St	1880	Multiple Family Dwelling House;
BOS.135 97	Moakley Park		Building	Hotel Marie	53 Thomas Park	1890	Hotel or Inn;
BOS.133 97	Moakley Park		Building		67 G St	1890	Multiple Family Dwelling House;
BOS.134 71	Moakley Park		Building	Patch, Charles F. House	15 Linden St	1863	Single Family Dwelling House;
BOS.135 49	Moakley Park		Building		14-16 Story St	1890	Multiple Family Dwelling House;
BOS.134 15	Moakley Park		Building		108 G St	1865	Single Family Dwelling House;
BOS.696 6	Moakley Park		Building	Arion Hall - German-American Singing Society	367 East Eighth St	1892	Clubhouse;
BOS.133 87	Moakley Park		Building		58 G St	1861	Single Family Dwelling House;
BOS.135 99	Moakley Park		Building	Curtis, Thomas C. House	58 Thomas Park	1890	Single Family Dwelling House;
BOS.133 17	Moakley Park		Building		415 East Eighth St	1890	Multiple Family Dwelling House;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.135 44	Moakley Park		Building		6 Story St	1865	Multiple Family Dwelling House;
BOS.135 15	Moakley Park		Building	Boyson, William House	86 Old Harbor St	1852	Single Family Dwelling House;
BOS.135 94	Moakley Park		Building	Greene, Maria J. Double House	50 Thomas Park	1890	Multiple Family Dwelling House;
BOS.135 07	Moakley Park		Building	Pond, George F. Double House	75 Old Harbor St	1865	Multiple Family Dwelling House;
BOS.133 61	Moakley Park		Building		406 East Seventh St	1865	Multiple Family Dwelling House;
BOS.135 18	Moakley Park		Building	Kelly, James H. Three Decker	91 Old Harbor St	1895	Multiple Family Dwelling House;
BOS.132 82	Moakley Park		Building		24 Dixfield St		Multiple Family Dwelling House;
BOS.925 3	Moakley Park		Structure	Columbus Park	William J. Day Blvd	1897	Park;
BOS.133 15	Moakley Park		Building		413 East Eighth St	1890	Multiple Family Dwelling House;
BOS.710 2	Moakley Park		Building	Manning, Thomas - Johnson, Samuel W. House	69 Thomas Park	1867	Single Family Dwelling House;
BOS.134 23	Moakley Park		Building	Wyman, Charles F. Double House	123 G St	1880	Multiple Family Dwelling House;
BOS.133 90	Moakley Park		Building		60A G St	1865	Multiple Family Dwelling House;
BOS.134 98	Moakley Park		Building	Bassett - Lockwood House	51 Old Harbor St	1865	Multiple Family Dwelling House;
BOS.699 4	Moakley Park		Building	Connor, James Row House	94 G St	1874	Single Family Dwelling House;
BOS.135 88	Moakley Park		Building	Goodwin - Kenney House	43 Thomas Park	1880	Single Family Dwelling House;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.134 03	Moakley Park		Building	Wallackas Meats	73A G St	1905	Market or Grocery Store; Undetermined;
BOS.134 69	Moakley Park		Building	Davis, Mary D. House	13 Linden St	1863	Single Family Dwelling House;
BOS.135 43	Moakley Park		Building		4 Story St	1865	Multiple Family Dwelling House;
BOS.133 86	Moakley Park		Building	Ellis, George W. Double House	57 G St	1865	Multiple Family Dwelling House;
BOS.134 17	Moakley Park		Building		116 G St	1865	Single Family Dwelling House;
BOS.135 61	Moakley Park		Building		61 Telegraph St	1865	Single Family Dwelling House;
BOS.136 01	Moakley Park		Building		65 Thomas Park	1927	Multiple Family Dwelling House;
BOS.133 05	Moakley Park		Building	Grafter, William House	358 East Eighth St	1885	Single Family Dwelling House;
BOS.133 82	Moakley Park		Building	Fraught, George N. Double House	53 G St	1865	Multiple Family Dwelling House;
BOS.926 1	Moakley Park		Object	Dorchester Heights - Knox, Henry Monument	Thomas Park	1927	Military Other; Other Governmental or Civic;
BOS.700 0	Moakley Park		Building	Stetson, Alpheus M. Three Decker	174 H St	1885	Multiple Family Dwelling House;
BOS.135 74	Moakley Park		Building	James, Benjamin Stable	12 Thomas Park	1865	Out Building;
BOS.133 89	Moakley Park		Building		60 G St	1865	Multiple Family Dwelling House;
BOS.133 16	Moakley Park		Building		414 East Eighth St	1890	Multiple Family Dwelling House;
BOS.710 0	Moakley Park		Building	Stetson, John A. Double House	59-60 Thomas Park	1887	Multiple Family Dwelling House;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.6989	Moakley Park		Building	Harding, Lemon P. House	80 G St	1868	Single Family Dwelling House;
BOS.13419	Moakley Park		Building	Johnson, J. L. and S. J. Three Decker	119 G St	1895	Multiple Family Dwelling House;
BOS.13308	Moakley Park		Building		364 East Eighth St	1980	Multiple Family Dwelling House;
BOS.9651	Moakley Park		Structure	Old Harbor Parkway - Columbus Park Headworks	1305 Columbia Rd	1967	Pumping Station; Utilities Other;
BOS.9263	Moakley Park		Structure	Dorchester Heights - Perimeter Fence	Thomas Park	1901	Other Park Structure;
BOS.13280	Moakley Park		Building		19 Dixfield St		Single Family Dwelling House;
BOS.13300	Moakley Park		Building	Graf, Emily House	348 East Eighth St	1885	Single Family Dwelling House;
BOS.13505	Moakley Park		Building	Morston, Frances E. House	71 Old Harbor St	1865	Multiple Family Dwelling House;
BOS.13572	Moakley Park		Building	James, Charles Double House	9 Thomas Park	1865	Multiple Family Dwelling House;
BOS.13503	Moakley Park		Building	Arnold, Jonathan M. Double House	67 Old Harbor St	1865	Multiple Family Dwelling House;
BOS.13455	Moakley Park		Building		3 Jason Ter	1865	Multiple Family Dwelling House;
BOS.13456	Moakley Park		Building		4 Jason Ter	1865	Multiple Family Dwelling House;
BOS.13522	Moakley Park		Building		101 Old Harbor St	1890	Multiple Family Dwelling House;
BOS.13581	Moakley Park		Building		23 Thomas Park	1865	Multiple Family Dwelling House;

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MHC ID	EAE_	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.9657	Moakley Park		Object	Old Harbor Parkway - Kosciuszko, Tadeusz Monument	Columbia Rd	1951	Military Other; Other Governmental or Civic;
BOS.13326	Moakley Park		Building		395 East Fifth St	1865	Multiple Family Dwelling House;
BOS.9255	Moakley Park		Structure	Strandway, The	William J. Day Blvd	1897	Boulevard or Parkway; Other Road Related; Other Transportation;
BOS.13536	Moakley Park		Building	Wilson, Henry W. House	10 Pacific St	1865	Single Family Dwelling House;
BOS.13412	Moakley Park		Building		102 G St	1890	Single Family Dwelling House;
BOS.13583	Moakley Park		Building		36 Thomas Park	1890	Multiple Family Dwelling House;
BOS.13408	Moakley Park		Building		84 G St	1880	Multiple Family Dwelling House;
BOS.177	Orient Heights Railyard		Building		1049 Saratoga St	1908	Multiple Family Dwelling House;
BOS.144	Orient Heights Railyard		Building	Goldfinger, Joseph House	68 Saint Andrew Rd	1911	Multiple Family Dwelling House;
WTH.906	Orient Heights Railyard		Structure	Saratoga Street Bridge over Belle Isle Inlet	Saratoga St	1956	Other Transportation;
BOS.139	Orient Heights Railyard		Building		144 Saint Andrew Rd	1925	Single Family Dwelling House;
BOS.178	Orient Heights Railyard		Building		1051 Saratoga St	1908	Multiple Family Dwelling House;
BOS.180	Orient Heights Railyard		Building		1055 Saratoga St	1908	Multiple Family Dwelling House;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.179	Orient Heights Railyard		Building		1053 Saratoga St	1908	Multiple Family Dwelling House;
BOS.10	Orient Heights Railyard		Building	Barker, Anna Building	1024 Bennington St	1902	Apartment House;
BOS.146	Orient Heights Railyard		Building	Goldfinger, Joseph House	72 Saint Andrew Rd	1911	Multiple Family Dwelling House;
BOS.167 12	Orient Heights Railyard		Building	Orient Heights Rapid Transit Passenger Station	1000 Bennington St	1951	Administration Office; Bus Terminal; Rail Station;
BOS.149	Orient Heights Railyard		Building	Goldfinger, Joseph House	59 Saint Andrew Rd	1911	Multiple Family Dwelling House;
BOS.140	Orient Heights Railyard		Building		146 Saint Andrew Rd	1925	Single Family Dwelling House;
BOS.109	Orient Heights Railyard		Building		54-56 Orient Ave	1915	Single Family Dwelling House;
BOS.141	Orient Heights Railyard		Building		148 Saint Andrew Rd	1925	Single Family Dwelling House;
BOS.142	Orient Heights Railyard		Building		150 Saint Andrew Rd	1925	Single Family Dwelling House;
BOS.104	Orient Heights Railyard		Building	Potito, Leonora House	14 Nancia St	1938	Single Family Dwelling House;
BOS.186 74	Orient Heights Railyard		Building	Guild, Curtis Public Elementary School	195 Leyden St	1921	Public School;
BOS.137	Orient Heights Railyard		Building	Belluschi, Michael C. House	140 Saint Andrew Rd	1931	Multiple Family Dwelling House;
BOS.3	Orient Heights Railyard		Building	Evans, Frank House	57 Bayswater St	1911	Single Family Dwelling House;
BOS.183	Orient Heights Railyard		Building		1061 Saratoga St	1908	Multiple Family Dwelling House;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.181	Orient Heights Railyard		Building		1057 Saratoga St	1908	Multiple Family Dwelling House;
BOS.182	Orient Heights Railyard		Building		1059 Saratoga St	1908	Multiple Family Dwelling House;
BOS.138	Orient Heights Railyard		Building		142 Saint Andrew Rd	1925	Single Family Dwelling House;
BOS.151	Orient Heights Railyard		Building	Goldfinger, Joseph House	63 Saint Andrew Rd	1911	Multiple Family Dwelling House;
BOS.147	Orient Heights Railyard		Building	Goldfinger, Joseph House	55 Saint Andrew Rd	1911	Multiple Family Dwelling House;
BOS.112	Orient Heights Railyard		Building		75-79 Orient Ave	1915	Multiple Family Dwelling House; Single Family Dwelling House;
BOS.910	Orient Heights Railyard		Structure	Saratoga Street Bridge over Belle Island Inlet	Saratoga St	1956	Other Transportation;
BOS.145	Orient Heights Railyard		Building	Goldfinger, Joseph House	70 Saint Andrew Rd	1911	Multiple Family Dwelling House;
BOS.150	Orient Heights Railyard		Building	Goldfinger, Joseph House	61 Saint Andrew Rd	1911	Multiple Family Dwelling House;
BOS.143	Orient Heights Railyard		Building	Goldfinger, Joseph House	66 Saint Andrew Rd	1911	Multiple Family Dwelling House;
BOS.148	Orient Heights Railyard		Building	Goldfinger, Joseph House	57 Saint Andrew Rd	1911	Multiple Family Dwelling House;
BOS.139 83	Schraffts Center		Building		27 West St	1935	Other Industrial;
BOS.466 5	Schraffts Center		Building		419 Main St	1871	Single Family Dwelling House;
BOS.944 3	Schraffts Center		Object	Charlestown Heights - D. A. R. Monument	Medford St	1926	Military Other; Other Governmental or Civic; Other Park Structure;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.4667	Schraffts Center		Building	Hovey, Sarah Double House	443 Main St	1859	Single Family Dwelling House;
BOS.4280	Schraffts Center		Building	Hill, Joseph W. House	47 Baldwin St	1870	Single Family Dwelling House;
BOS.4273	Schraffts Center		Building	Cheever, John House	108 Baldwin St	1869	Single Family Dwelling House;
BOS.4293	Schraffts Center		Building	Baldwin, George R. Double House	84 Baldwin St	1850	Single Family Dwelling House;
BOS.4362	Schraffts Center		Building	Page, Benjamin - Huntly, Russell House	289 Bunker Hill St	1850	Single Family Dwelling House;
BOS.4244	Schraffts Center		Building	Wellington, Charles W. House	9 Auburn St	1860	Single Family Dwelling House;
BOS.4262	Schraffts Center		Building	Taylor, Dolphin D. House	54 Baldwin St	1856	Single Family Dwelling House;
BOS.4307	Schraffts Center		Building	Page, Benjamin Town House	115 Baldwin St	1849	Single Family Dwelling House;
BOS.805	Schraffts Center		Burial Ground	Saint Francis de Sales Roman Catholic Burial Groun	Medford St	1830	Burial Ground;
BOS.4268	Schraffts Center		Building	Bradford, Jeremiah B. House	92 Baldwin St	1849	Single Family Dwelling House;
BOS.4340	Schraffts Center		Building	Saint Francis de Sales Roman Catholic Church	315 Bunker Hill St	1859	Church;
BOS.4365	Schraffts Center		Building	Kelly, Hugh House	295 Bunker Hill St	1865	Single Family Dwelling House;
BOS.4271	Schraffts Center		Building	Cheever, John House	104 Baldwin St	1869	Single Family Dwelling House;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.4258	Schraffts Center		Building	Taylor, Dolphin D. House	46 Baldwin St	1856	Single Family Dwelling House;
BOS.4260	Schraffts Center		Building	Taylor, Dolphin D. House	50 Baldwin St	1856	Single Family Dwelling House;
BOS.4301	Schraffts Center		Building	Page, Benjamin Town House	103 Baldwin St	1849	Single Family Dwelling House;
BOS.4660	Schraffts Center		Building	Bridge, Abel E. Town House	401 Main St	1865	Single Family Dwelling House;
BOS.4237	Schraffts Center		Building	Bridge, Abel E. Row House	14 Auburn St	1868	Single Family Dwelling House;
BOS.4302	Schraffts Center		Building	Page, Benjamin Town House	105 Baldwin St	1849	Single Family Dwelling House;
BOS.4359	Schraffts Center		Building	Page, Benjamin House	286 Bunker Hill St	1855	Single Family Dwelling House;
BOS.12862	Schraffts Center		Building	American Sugar - Amstar Domino Sugar Plant	425 Medford St	1960	Abandoned or Vacant; Administration Office; Industrial Complex or District; Refinery;
BOS.4289	Schraffts Center		Building	Hill, Joseph W. House	65 Baldwin St	1870	Single Family Dwelling House;
BOS.12863	Schraffts Center	y	Building	Amstar - Domino Sugar Plant Power House	425 Medford St	1960	Power House;
BOS.4223	Schraffts Center		Building	Clark, Aaron - Varney, Enos House	20 Albion Pl	1840	Single Family Dwelling House;
BOS.13982	Schraffts Center		Building		20 Arlington Ave	1960	Warehouse;
BOS.4661	Schraffts Center		Building	Bridge, Abel E. Town House	403 Main St	1865	Single Family Dwelling House;

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MHC ID	EAE_	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.4658	Schraffts Center		Building		397 Main St	1859	Single Family Dwelling House;
BOS.9452	Schraffts Center		Structure	Charlestown Heights - Bleachers	Medford St	1947	Other Park Structure; Other Recreational;
BOS.4265	Schraffts Center		Building	Taylor, Dolphin D. House	60 Baldwin St	1856	Single Family Dwelling House;
BOS.4234	Schraffts Center		Building	Bridge, Abel E. Row House	8 Auburn St	1868	Single Family Dwelling House;
BOS.12847	Schraffts Center		Building	Graphic Arts Finishers Building	32 Cambridge St	1950	Other Industrial;
BOS.4241	Schraffts Center		Building	Wellington, Charles W. House	3 Auburn St	1857	Single Family Dwelling House;
BOS.9442	Schraffts Center		Object	Charlestown Heights - Fountain	Medford St	1892	Other Park Structure;
BOS.4291	Schraffts Center		Building	Rice, Peter G. House	69 Baldwin St	1898	Multiple Family Dwelling House;
BOS.9052	Schraffts Center		Structure	Alford Street Bridge - Malden Bridge	Alford St	1966	Other Transportation;
BOS.4669	Schraffts Center		Building	Cauley Hall - Cauley, John H. Commercial Block	540 Main St	1900	Commercial Block; Meeting Hall; Speciality store;
BOS.4360	Schraffts Center		Building	Page, Benjamin - Huntly, Russell House	285 Bunker Hill St	1850	Single Family Dwelling House;
BOS.4266	Schraffts Center		Building	Bradford, Jeremiah B. House	88 Baldwin St	1849	Single Family Dwelling House;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.461 1	Schraffts Center		Building	Schraffts, William F. and Sons Candy Factory	529 Main St	1925	Business Office; Factory Other; Food Processing and Packaging; Printing Shop;
BOS.128 56	Schraffts Center		Building	Wright, Henry E. and Son Milk Can Factory	24-26 Spice St	1890	Abandoned or Vacant; Factory Other; Food Processing and Packaging; Other Commercial;
BOS.128 64	Schraffts Center		Building	Brockway-Smith Warehouse and Factory	465 Medford St	1924	Abandoned or Vacant; Blind And Sash Factory; Warehouse;
BOS.428 5	Schraffts Center		Building	Hill, Joseph W. House	57 Baldwin St	1870	Single Family Dwelling House;
BOS.428 6	Schraffts Center		Building	Hill, Joseph W. House	59 Baldwin St	1870	Single Family Dwelling House;
BOS.139 87	Schraffts Center		Building		480 Rutherford Ave	1950	Business Office; Other Commercial;
BOS.423 8	Schraffts Center		Building	Bridge, Abel E. Row House	16 Auburn St	1868	Single Family Dwelling House;
BOS.139 81	Schraffts Center		Building		10 Dorrance St	1950	Undetermined;
BOS.489 6	Schraffts Center		Building	Osgood and Hart Iron Foundry	3 Sherman St	1870	Foundry; Industrial Complex or District; Other Industrial;
BOS.945 4	Schraffts Center		Structure	Charlestown Heights - Tot Lot	Medford St	1972	Playground;
BOS.429 9	Schraffts Center		Building	Sandford, William W. - Mayers, Hartford House	99 Baldwin St	1849	Single Family Dwelling House;
BOS.430 0	Schraffts Center		Building	Page, Benjamin Town House	101 Baldwin St	1849	Single Family Dwelling House;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.434 2	Schraffts Center		Building	Saint Francis de Sales Roman Catholic School	340 Bunker Hill St	1894	Multiple Family Dwelling House; Parochial School;
BOS.128 59	Schraffts Center		Building	Boston Edison Building	Beacham St	1850	Power House;
BOS.945 6	Schraffts Center		Structure	Charlestown Heights - Splash Pool	Medford St	1995	Other Park Structure; Other Recreational;
BOS.427 5	Schraffts Center		Building	Cheever, John House	112 Baldwin St	1869	Single Family Dwelling House;
BOS.424 8	Schraffts Center		Building	Wellington, Charles W. House	17 Auburn St	1861	Single Family Dwelling House;
BOS.904 8	Schraffts Center		Structure	Charlestown Heights - Doherty Playground	349 Bunker Hill St	1891	Park; Playground;
BOS.424 6	Schraffts Center		Building	Wellington, Charles W. House	13 Auburn St	1860	Single Family Dwelling House;
BOS.424 5	Schraffts Center		Building	Wellington, Charles W. House	11 Auburn St	1860	Single Family Dwelling House;
BOS.437 0	Schraffts Center		Building	Tweed, Benjamin F. Primary School	Cambridge St	1891	Abandoned or Vacant; Other Religious; Public School;
BOS.430 8	Schraffts Center		Building	Page, Benjamin Town House	117 Baldwin St	1849	Single Family Dwelling House;
BOS.466 2	Schraffts Center		Building	Bridge, Abel E. Town House	405 Main St	1865	Single Family Dwelling House;
BOS.467 4	Schraffts Center		Building	Foster, Ruth Rose House	38 Mead St	1840	Single Family Dwelling House;
BOS.429 0	Schraffts Center		Building	Rice, Peter G. House	67 Baldwin St	1898	Multiple Family Dwelling House;
BOS.972 9	Schraffts Center	y	Structure	Middlesex Canal	Middlesex Canal	1802	Abandoned or Vacant; Other Engineering;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.4358	Schraffts Center		Building	Page, Benjamin House	284 Bunker Hill St	1855	Single Family Dwelling House;
BOS.9448	Schraffts Center		Structure	Charlestown Heights - Granite Retaining Wall	Medford St	1892	Other Park Structure;
BOS.4341	Schraffts Center		Building	Saint Francis de Sales Roman Catholic Rectory	303 Bunker Hill St	1881	Rectory;
BOS.4276	Schraffts Center		Building	Cheever, John House	114 Baldwin St	1869	Single Family Dwelling House;
BOS.12860	Schraffts Center		Building	Schrafft, William F. and Sons Factory Power House	529 Main St	1925	Power House;
BOS.4504	Schraffts Center		Building	Weston and Mason House	6 Forest Pl	1859	Single Family Dwelling House;
BOS.12865	Schraffts Center		Building	Howes, S. M. Company Foundry	511 Medford St	1926	Abandoned or Vacant; Foundry; Warehouse;
BOS.4224	Schraffts Center		Building	Dyar, Smith House	5 Albion Pl	1835	Single Family Dwelling House;
BOS.4675	Schraffts Center		Building	Trowbridge, Almarin House	39 Mead St	1845	Single Family Dwelling House;
BOS.4250	Schraffts Center		Building	Wellington, Charles W. House	21 Auburn St	1861	Single Family Dwelling House;
BOS.4336	Schraffts Center	y	Building	Davidson Rubber Company - Davidson Syringe Company	50 Brighton St	1868	Box Factory; Other Commercial; Rubber Factory; Warehouse;
BOS.4259	Schraffts Center		Building	Taylor, Dolphin D. House	48 Baldwin St	1856	Single Family Dwelling House;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.428 2	Schraffts Center		Building	Hill, Joseph W. House	51 Baldwin St	1870	Single Family Dwelling House;
BOS.944 7	Schraffts Center		Structure	Charlestown Heights - Overlook Terrace	Medford St	1893	Other Park Structure;
BOS.450 0	Schraffts Center		Building	Weston and Mason House	2 Forest Pl	1859	Single Family Dwelling House;
BOS.428 8	Schraffts Center		Building	Hill, Joseph W. House	63 Baldwin St	1870	Single Family Dwelling House;
BOS.430 6	Schraffts Center		Building	Page, Benjamin Town House	113 Baldwin St	1849	Single Family Dwelling House;
BOS.945 3	Schraffts Center		Structure	Charlestown Heights - Shelter	Medford St	1968	Other Park Structure; Picnic Shelter Or Pavilion;
BOS.466 6	Schraffts Center		Building	Lord, John B. House	421 Main St	1871	Single Family Dwelling House;
BOS.450 1	Schraffts Center		Building	Weston and Mason House	3 Forest Pl	1859	Single Family Dwelling House;
BOS.130 33	Schraffts Center		Building	Charlestown Heights - Pump House	Medford St	1947	Other Engineering; Pumping Station;
BOS.488 6	Schraffts Center		Building	Monroe, George S. House	115 Russell St	1859	Single Family Dwelling House;
BOS.429 2	Schraffts Center		Building	Rice, Peter G. House	71 Baldwin St	1898	Multiple Family Dwelling House;
BOS.450 2	Schraffts Center		Building	Weston and Mason House	4 Forest Pl	1859	Single Family Dwelling House;
BOS.426 7	Schraffts Center		Building	Bradford, Jeremiah B. House	90 Baldwin St	1849	Single Family Dwelling House;

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MHC ID	EAE_	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.422 6	Schraffts Center		Building	Burbank, Silas and Son Varnish Factory	62 Alford St	1880	Factory Other; Other Manufacturing;
BOS.427 7	Schraffts Center		Building	Hill, Joseph W. House	41 Baldwin St	1870	Single Family Dwelling House;
BOS.503 8	Schraffts Center		Building	Bunker Hill School	68 Baldwin St	1866	Abandoned or Vacant; Apartment House; Public School;
BOS.429 7	Schraffts Center		Building	Stimpson, Jeremiah House	95 Baldwin St	1855	Single Family Dwelling House;
BOS.467 7	Schraffts Center		Building	Greenleaf, Thomas House	2 Mead Street Ct	1845	Single Family Dwelling House;
BOS.423 6	Schraffts Center		Building	Bridge, Abel E. Row House	12 Auburn St	1868	Single Family Dwelling House;
BOS.428 1	Schraffts Center		Building	Hill, Joseph W. House	49 Baldwin St	1870	Single Family Dwelling House;
BOS.944 6	Schraffts Center		Structure	Charlestown Heights - Puddingstone Cheek Walls	Medford St	1893	Other Park Structure;
BOS.466 4	Schraffts Center		Building		417 Main St	1871	Single Family Dwelling House;
BOS.424 7	Schraffts Center		Building	Wellington, Charles W. House	15 Auburn St	1860	Single Family Dwelling House;
BOS.426 1	Schraffts Center		Building	Taylor, Dolphin D. House	52 Baldwin St	1856	Single Family Dwelling House;
BOS.467 6	Schraffts Center		Building	Greenleaf, Thomas House	1 Mead Street Ct	1845	Single Family Dwelling House;
BOS.428 7	Schraffts Center		Building	Hill, Joseph W. House	61 Baldwin St	1870	Single Family Dwelling House;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.4249	Schraffts Center		Building	Wellington, Charles W. House	19 Auburn St	1861	Single Family Dwelling House;
BOS.4363	Schraffts Center		Building	Kelly, Hugh House	291 Bunker Hill St	1865	Single Family Dwelling House;
BOS.13032	Schraffts Center		Building	Charlestown Heights - Bath House	Medford St	1947	Bath House;
BOS.4296	Schraffts Center		Building	Cooper, James Double House	93 Baldwin St	1848	Single Family Dwelling House;
BOS.4225	Schraffts Center		Building	Johnson, George House	23 Albion Pl	1845	Single Family Dwelling House;
BOS.4807	Schraffts Center		Building	Carr, Samuel House	31 Oak St	1840	Single Family Dwelling House;
BOS.4806	Schraffts Center		Building	Gilman, John F. House	25 Oak St	1865	Single Family Dwelling House;
BOS.4663	Schraffts Center		Building	Noble, Edward T. Town House	407 Main St	1880	Single Family Dwelling House;
BOS.12855	Schraffts Center	y	Building	Sawyer, Henry Printers	586 Rutherford Ave	1900	Printing Shop; Publishing Company;
BOS.9451	Schraffts Center		Structure	Charlestown Heights - Diving Pool	Medford St	1948	Other Recreational; Sports Facility;
BOS.4682	Schraffts Center		Building	Webb, Robert and Company Black Lead Works	412 Medford St	1885	Mill Unspecified; Multiple Family Dwelling House; Other Manufacturing; Restaurant;
BOS.9423	Schraffts Center	y	Structure	Amstar - Domino Sugar Plant Sweet Dome	425 Medford St	1960	Warehouse;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.944 4	Schraffts Center		Structure	Charlestown Heights - Path System	Medford St	1892	Other Park Structure; Other Road Related;
BOS.423 2	Schraffts Center	y	Building		21 Arlington St	1900	Blacksmith Shop; Other Industrial; Shop Other;
BOS.427 4	Schraffts Center		Building	Cheever, John House	110 Baldwin St	1869	Single Family Dwelling House;
BOS.467 9	Schraffts Center		Building	Greenleaf, Thomas House	4 Mead Street Ct	1845	Single Family Dwelling House;
BOS.944 5	Schraffts Center		Structure	Charlestown Heights - Granite Steps	Medford St	1893	Other Park Structure; Other Road Related;
BOS.436 6	Schraffts Center		Building	Charlestown Armory	380 Bunker Hill St	1910	Armory;
BOS.426 4	Schraffts Center		Building	Taylor, Dolphin D. House	58 Baldwin St	1856	Single Family Dwelling House;
BOS.424 0	Schraffts Center		Building	Wellington, Charles W. House	1 Auburn St	1857	Single Family Dwelling House;
BOS.468 3	Schraffts Center		Building	Wemyss Brothers Furniture Company Building	523 Medford St	1870	Business Office; Foundry; Furniture Factory; Other Manufacturing; Undetermined; Warehouse; Woodworking Mill;
BOS.436 7	Schraffts Center		Building	Boston Engine Company No. 32	442 Bunker Hill St	1883	Fire House; Theater; Warehouse;
BOS.430 4	Schraffts Center		Building	Page, Benjamin Town House	109 Baldwin St	1849	Single Family Dwelling House;
BOS.139 80	Schraffts Center		Building		90 Arlington Ave	1890	Other Industrial;

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MHC ID	EAE_	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.434 3	Schraffts Center		Building	Saint Francis de Sales Roman Catholic Convent	325 Bunker Hill St	1901	Church Hall; Convent;
BOS.424 2	Schraffts Center		Building	Wellington, Charles W. House	5 Auburn St	1860	Single Family Dwelling House;
BOS.128 57	Schraffts Center		Building	Fraser and Malloy Associates Building	Spice St	1935	Other Industrial; Shop Other;
BOS.426 3	Schraffts Center		Building	Taylor, Dolphin D. House	56 Baldwin St	1856	Single Family Dwelling House;
BOS.468 4	Schraffts Center		Building	U. S. Baking Company Complex	465 Medford St	1890	Bakery; Blind And Sash Factory; Food Processing and Packaging; Industrial Complex or District; Other Manufacturing; Warehouse; Woodworking Mill;
BOS.945 7	Schraffts Center		Structure	Charlestown Heights - Swings	Medford St	1972	Other Park Structure; Other Recreational;
BOS.450 3	Schraffts Center		Building	Weston and Mason House	5 Forest Pl	1859	Single Family Dwelling House;
BOS.449 9	Schraffts Center		Building	Weston and Mason House	1 Forest Pl	1859	Single Family Dwelling House;
BOS.945 0	Schraffts Center		Structure	Charlestown Heights - Swimming Pool	Medford St	1945	Other Recreational; Sports Facility;
BOS.490 8	Schraffts Center		Building	D'Este, Julian Brass Finishing Company and Foundry	6 Spice St	1895	Business Office; Clothing Factory; Foundry; Machine Factory; Other Governmental or Civic;
BOS.428 4	Schraffts Center		Building	Hill, Joseph W. House	55 Baldwin St	1870	Single Family Dwelling House;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.4305	Schraffts Center		Building	Page, Benjamin Town House	111 Baldwin St	1849	Single Family Dwelling House;
BOS.4361	Schraffts Center		Building	Page, Benjamin - Huntly, Russell House	287 Bunker Hill St	1850	Single Family Dwelling House;
BOS.4239	Schraffts Center		Building	Hall, Moses B. House	20 Auburn St	1843	Single Family Dwelling House;
BOS.4805	Schraffts Center		Building	Gilman, John F. House	23 Oak St	1865	Single Family Dwelling House;
BOS.9441	Schraffts Center		Structure	Charlestown Heights - Promenade	Medford St	1932	Other Park Structure; Other Road Related;
BOS.4270	Schraffts Center		Building	Bradford, Jeremiah B. House	96 Baldwin St	1849	Single Family Dwelling House;
BOS.4294	Schraffts Center		Building	Baldwin, George R. Double House	86 Baldwin St	1850	Single Family Dwelling House;
BOS.4279	Schraffts Center		Building	Hill, Joseph W. House	45 Baldwin St	1870	Single Family Dwelling House;
BOS.4283	Schraffts Center		Building	Hill, Joseph W. House	53 Baldwin St	1870	Single Family Dwelling House;
BOS.4231	Schraffts Center		Building	Charlestown Gas Company Machine Shop and Purifying House	17-19 George St	1900	Other Industrial;
BOS.4269	Schraffts Center		Building	Bradford, Jeremiah B. House	94 Baldwin St	1849	Single Family Dwelling House;
BOS.4303	Schraffts Center		Building	Page, Benjamin Town House	107 Baldwin St	1849	Single Family Dwelling House;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.4659	Schraffts Center		Building		399 Main St	1859	Single Family Dwelling House;
BOS.4668	Schraffts Center		Building	Hovey, Sarah Double House	445 Main St	1859	Single Family Dwelling House;
BOS.12861	Schraffts Center		Building	Revere Sugar Refinery	333 Medford St	1918	Abandoned or Vacant; Business Office; Industrial Complex or District; Refinery;
BOS.4678	Schraffts Center		Building	Greenleaf, Thomas House	3 Mead Street Ct	1845	Single Family Dwelling House;
BOS.4278	Schraffts Center		Building	Hill, Joseph W. House	43 Baldwin St	1870	Single Family Dwelling House;
BOS.4243	Schraffts Center		Building	Wellington, Charles W. House	7 Auburn St	1860	Single Family Dwelling House;
BOS.4272	Schraffts Center		Building	Cheever, John House	106 Baldwin St	1869	Single Family Dwelling House;
BOS.4670	Schraffts Center		Building	Sullivan Square Garage	635 Main St	1920	Business Office; Maintenance Facility; Out Building;
BOS.13986	Schraffts Center		Building		480 Rutherford Ave	1953	Business Office; Other Commercial;
BOS.4235	Schraffts Center		Building	Bridge, Abel E. Row House	10 Auburn St	1868	Single Family Dwelling House;
BOS.4364	Schraffts Center		Building	Kelly, Hugh House	293 Bunker Hill St	1865	Single Family Dwelling House;
BOS.9449	Schraffts Center		Structure	Charlestown Heights - Perimeter Retaining Wall	Medford St	1892	Other Park Structure;
BOS.4295	Schraffts Center		Building	Cooper, James Double House	91 Baldwin St	1848	Single Family Dwelling House;

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MHC ID	EAE_	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.4298	Schraffts Center		Building	Sandford, William W. - Mayers, Hartford House	97 Baldwin St	1849	Single Family Dwelling House;
BOS.4671	Schraffts Center		Building	Middlesex Canal District Double House	651-653 Main St	1840	Multiple Family Dwelling House; Other Commercial; Tavern;
BOS.4230	Schraffts Center		Building	Charlestown Gas Company Gasometer Building	21 Arlington Ave	1853	Maintenance Facility; Utilities Other; Warehouse;
BOS.9455	Schraffts Center		Structure	Charlestown Heights - Basketball Courts	Medford St	1975	Athletic Field Or Court;
BOS.6385	Tenean Beach		Building	Mears, George W. House	23 Water St	1850	Single Family Dwelling House;
BOS.6036	Tenean Beach		Building		33 Lawley St	1840	Single Family Dwelling House;
BOS.5999	Tenean Beach		Building	Spear, Luther House	606 Freeport St	1800	Single Family Dwelling House;
BOS.6650	Tenean Beach		Building		1-4 Holbrook Ave		Multiple Family Dwelling House;
BOS.6121	Tenean Beach		Building	Minot House	345 Neponset Ave	1840	Single Family Dwelling House;
BOS.6119	Tenean Beach		Building	Saint Ann's Roman Catholic Church	247 Neponset Ave	1915	Church;
BOS.6177	Tenean Beach	y	Building		10 Port Norfolk St	1870	Multiple Family Dwelling House;
BOS.6123	Tenean Beach		Building	Hammond House	364 Neponset Ave	1831	Single Family Dwelling House;

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MHC ID	EAE_	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.9173	Tenean Beach		Structure	Old Colony Railroad Bridge (Milepost #4.27)	Morrissey Ave	1911	Other Rail Related; Other Transportation;
BOS.9169	Tenean Beach		Structure	Old Colony Railroad Bridge (Milepost #4.33)	Morrissey Blvd	1926	Other Rail Related; Other Transportation;
BOS.6356	Tenean Beach		Building	Bartlett, William F. House	146 Walnut St	1870	Single Family Dwelling House;
BOS.6399	Tenean Beach		Building	West, William H. House	22 Woodworth St	1868	Multiple Family Dwelling House; Single Family Dwelling House;
BOS.15242	Tenean Beach		Building	Saint Ann's Roman Catholic Church Rectory	245 Neponset Ave	1919	Rectory;
BOS.6645	Tenean Beach		Building	Pratt, Laban House	102 Walnut St	1874	Multiple Family Dwelling House; Single Family Dwelling House;
BOS.6125	Tenean Beach		Building	Hildreth House	378 Neponset Ave	1831	Single Family Dwelling House;
BOS.6176	Tenean Beach	y	Building		8 Port Norfolk St	1870	Multiple Family Dwelling House;
BOS.6648	Tenean Beach	y	Building	Putnam Nail Company - Lawley, George Shipyard	Ericsson St		Abandoned or Vacant; Industrial Complex or District; Ship Yard;
BOS.6357	Tenean Beach		Building	Mason, Lewis House	166 Walnut St	1859	Single Family Dwelling House;
BOS.15603	Tenean Beach		Building	Ruggles, W. O. House - Dallo, Matthew House	304 Neponset Ave	1898	Market or Grocery Store; Multiple Family Dwelling House; Single Family Dwelling House;

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MHC ID	EAE	Demolished?	Resource Type	Historic Name	Address	Construction Date	Use Type
BOS.6647	Tenean Beach		Building		18 Franklin St		Single Family Dwelling House;
BOS.9168	Tenean Beach		Structure	Old Colony Railroad Bridge (Milepost #4.42)	Conley St	1911	Other Rail Related; Other Transportation;
BOS.6122	Tenean Beach		Building	Clap House	361 Neponset Ave	1831	Single Family Dwelling House;
BOS.6178	Tenean Beach		Building	Whitmarsh, William W. House	52 Port Norfolk St	1865	Single Family Dwelling House;
BOS.6355	Tenean Beach		Building	Hannum, James House	134 Walnut St	1840	Single Family Dwelling House;
BOS.6124	Tenean Beach		Building	Hammond - Childs House	366-372 Neponset Ave	1831	Business Office; Single Family Dwelling House;
BOS.6644	Tenean Beach		Building		86-88 Walnut St		Multiple Family Dwelling House;
BOS.15621	Tenean Beach		Building	Marcus, Isaac House and Grocery Store	9 Southwick St	1904	Market or Grocery Store; Multiple Family Dwelling House;
BOS.5978	Tenean Beach		Building	Putnam Nail Company - Lawley, George Shipyard	12 Ericsson St	1889	Food Processing and Packaging; Industrial Complex or District; Ship Yard;
BOS.6126	Tenean Beach		Building	Copley, Alexander H. Commercial Block	400-412 Neponset Ave	1890	Apartment House; Commercial Block; Restaurant; Speciality store;
BOS.15601	Tenean Beach		Building	Hayes, Annie House	992 Morrissey Blvd	1918	Multiple Family Dwelling House; Single Family Dwelling House;

