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PIERCE ISLAND BOAT LAUNCH STUDY

PORTSMOUTH, NH

U.S. DEPARTMENT OF COMMERCE NOAA
COASTAL SERVICES CENTER
2234 SOUTH HOBSON AVENUE
CHARLESTON, SC 29405-2413

Portsmouth Planning Department
April, 1984

This project was funded by the Department of Commerce, NOAA, Office of Ocean and Coastal Resource Management through the New Hampshire Office of State Planning.

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INTRODUCTION

Pierce Island, a twenty seven acre parcel of land serves as a land barrier separating the deep channel of the Piscataqua River and the "Southend" of Portsmouth. The Island, connected to the mainland by a 60' fixed bridge, has been the focus of considerable planning and design. In recent years it has seen the addition/expansion of such varied developments as the State Fishing Pier, Four Tree Island Picnic Area, and the Portsmouth Sewer Treatment Facility. It also serves as the location for the municipally owned and operated Pierce Island Pool, a 150' long open air recreation facility, several assorted outdoor play yards, scattered picnic tables and grills, and a large unimproved boat ramp area.

The Goal of this project shall be to address improvements to the Boat Launch Facility, and to review these improvements in relationship to existing design criteria.

Specific objectives and project outline shall be described as follows:

OBJECTIVE	DESCRIPTION	ATTACHMENT
One:	Examine the Pierce Island Boat Launch Facility and surrounding area, including the parking area, and identify needed improvements.	1
Two:	Conduct preliminary design and engineering work for improvements to boat launch area and prepare a site plan and cost estimates for improvements.	2
Three:	Conduct an environmental assessment of recommended work, addressing the construction and operation impacts on erosion, air/water pollution, noise, historic resources, effects on existing development, disruptions in traffic patterns and access, and relevant impacts.	3
Four:	Identify all necessary local, state, and federal permit requirements.	4

OBJECTIVE 1

EXAMINATION OF EXISTING FACILITIES; IDENTIFICATION OF NEEDED IMPROVEMENTS

Pierce Island
Boat Launch Facility
Portsmouth, NH

Portsmouth Planning Department
April 1984

OBJECTIVE ONE:

Examine the Pierce Island Boat Launch Facility and surrounding area including the parking area and identify needed improvements.

In 1978, the Pierce Island, Master Plan Report was prepared by Carol Johnson and Associates and presented to the City. This work involved updating and verifying a base map of existing conditions; outlining several guidelines for proposed improvement, and finally a Six Phase Physical Improvement Strategy and Estimate/Construction Cost. The consultant noted and recorded general comments related to conflicts and potential opportunities for development as:

1) Lack of control over automobile traffic.
2) Excessive number of paved roadways for such a relatively small area.
3) Poorly defined parking area for cars.
4) A boat launch area with little visible organization in terms of parking or right-of-way for the loading or unloading of boats and a poorly maintained bituminous ramp.
5) A lack of unifying design elements linking the various facilities on the Island.
6) No pedestrian circulation system linking the facilities or providing access to the more natural wooded eastern section of the island.

Through a series of Public Hearings and meetings, the consultant analyzed the data and prepared the following design criteria, serving as a basis for further improvements/utilization of the entire area.

1) Pierce Island should maintain its natural environment to the maximum extent possible.
2) Development of further facilities beyond those already existing should be kept to minimum.
3) Natural areas destroyed by vehicular traffic should be restored.
4) Unnecessary paved roadways should be removed and restored with lawns.
5) The use of private vehicles should be restricted to the west end of this Island up to the existing bathhouse. Only service vehicles for the sewage treatment plant should be allowed past the bathhouse.
6) The existing public boat launch area should be redesigned and updated to allow for safe and efficient launching of boats and parking for cars and trailers.
7) Provisions should be made for access along the perimeter of the island so that its natural features and excellent views can be more easily enjoyed by the public.

The consultant went on to define the Boat Launch Area as one of the most heavily used facilities on the island. The existing condition of the bituminous ramp is considered very poor and unsafe. There is little or no organization to the layout of the facility. Parking of cars and trailers and launching of boats is haphazard and unorganized. For these reasons, improvements to this facility were considered very important.
(See attached Photos) #1

Since that report was written in 1978, there have been no additional improvements nor renovations made to the boat launch area.

Further study entitled Recreational Boating Needs Assessment and Expansion Feasibility Study for the Tidal Waters of New Hampshire, prepared by Arthur D. Little Inc., 1981, was submitted to the New Hampshire State Port Authority; funded in part through a planning grant from the Coastal Zone Management, U.S. Dept. of Commerce. The scope of this study addressed roughly 18 miles of coastline on the Atlantic Ocean and highlighted facilities at:

a) Hampton/Seabrook
b) Rye
c) Little Harbor
d) Sagamore Creek/Back Channel
e) Piscataqua River
f) Great and Little Bays

This report also cites that there are approximately 10,000 boat launches per year at 15 boat ramps.

This study outlines and defines existing facilities and recommended improvements. It also defines the Pierce Island site as having "major potential". (See attachment Obj. One-A).

Field investigation of the site confirms an unimproved boat ramp approximately 163' wide with the length varying from 15'-25' at high tide to 65-75' at low tide. (See photo #2).

Closer investigation of the ramp reveals an irregular and broken pavement. This surface irregularity combined with the steep slope of the ramp causes vehicles to spin their tires, cause ruts, further breaking up the pavement and in extreme circumstances, require towing assistance. (Photo #3).

Observation of the facility regarding parking and traffic flow is based on a "catch as catch can" philosophy. The client who launches first then proceeds to park his vehicle and trailer at the nearest open area. This method of unorganized parking has resulted in people parking in an area that, in fact, is a portion of the boat launch and thus hinders any further launchings. In addition, there is no clear delineation of the high water mark, and there are rumors that some people have, in fact, arrived back to the facility, only to find their vehicle in the water, or just on the edge as the tide has come in.

The staff of the Portsmouth Planning Department have on numerous occasions counted the number of vehicles and trailers parked at the facility and have found no consistency or average number. There were times when only 3-4 vehicles and trailers parked, yet on two occasions, as many as 45-50 vehicles could be seen. The extreme variation in number of vehicles can be attributed to weather conditions, tide schedule, and seasonal considerations.

An interview with Ben Ricker (Harbor Master) indicated that the facility is used constantly and that in the late spring and early summer there is no available parking. He mentioned that the irregular surface of the ramp facility causes the most problems. He also questioned the possibility of the addition of two small jetties into the water to act as a diversion against the strong current that flows past.

Through observations of the facility, interviews with the Harbor Master, persons using the facility, and local residents; it has become evident that this is a moderate to heavily used facility serving not only recreational boaters including trailerable sailboats but also as a launching facility for larger (25'-35' LOA) boats brought there by a local boat transport company.

In analyzing the data from previous studies combined with direct observations and field notes the Staff of the Planning Department hereby identifies two needed Physical Improvements.

1) Resurfacing of Existing Boat Ramp Facility
2) Paved Parking Area, including

Table 5-2

EVALUATION OF FIVE ALTERNATIVE APPROACHES TO MEETING RECREATIONAL BOATING NEEDS IN NEW HAMPSHIRE HARBOR AREAS

ALTERNATIVES	HARBOR AREAS: Hampton/Seabrook	Rye	Little Harbor	Piscataqua River Back Channel	Great & Little Bays
1) Improved Use of Existing Mooring Areas					
• Need	minor (short waiting list, slow growth)	major (long and growing waiting list)	major (long and growing waiting list)	major (long and growing waiting list)	moderate (some waiting list, slow growth)
• Potential	major (widespacing, unused areas)	minor (already close spacing in all areas)	major (widespacing unused areas)	moderate (some unused areas, some widespacing)	major (widespacing unused areas)
• Constraints	major (silting, low bridge, hazards)	minor (some silting, congestion, wave surge)	minor (multiuse area)	major (limited public access/parking, low bridges, strong currents)	moderate (water and public land)
• Costs	moderate (parking, moorings, maintenance dredging)	minor (parking, moorings and realignment)	moderate (new access and parking, moorings)	major (new access and parking, moorings)	minor (access agreements, moorings)
2) Improvements/Expansion of Existing Marinas & Yacht Clubs					
• Need	moderate (poor conditions but low demand)	–	major (expanding owners and membership)	major (expanding membership, strong demand)	moderate (moderate demand)
• Potential	moderate (restricted to power boats)	–	major (highly desirable location and access)	major (already being actively considered)	major (most marinas have multiple expansion possibilities)
• Constraints	major (silting, low bridge, hazards)	–	moderate (public access, parking limitations and possible dredging problems)	moderate (strong currents, parking difficulties)	moderate (limited access to ocean)
• Costs	moderate (dredging, repairs, facilities)	–	moderate (significant dredging but project could piggyback on others)	moderate (minimal dredging, new floats, slips)	moderate (minimal dredging)
3) Improvement/Expansion of Existing Launch Ramps					
• Need	minor (six ramps, limited use)	moderate (one congested ramp)	major (one almost useless ramp)	moderate (few ramps poorly developed)	minor (many ramps limited use)
• Potential	moderate (potential sites include Public Service Pier)	major (double ramp possible at existing site)	moderate (some dredging and new sites)	major (physical improvements and parking)	moderate (improvement possibilities)
• Constraints	moderate (silting, hazards, parking)	minor (congestion)	minor (public access through multiuse area at Ordionne Park)	minor (congestion)	moderate (limited water depths & access to ocean)
• Costs	minor (possible improvements)	minor (improved parking & new ramp)	moderate (some dredging for full tide use)	minor (parking & ramp improvements)	minor (parking and ramp improvements)
4) Development of New or Expanded Mooring Areas					
• Need	minor (short waiting list, slow growth)	major (long and growing waiting list)	major (long and growing waiting list)	major (long and growing waiting list)	minor (little demand many deep water areas)
• Potential	moderate (many areas with access and some water)	minor (few areas of significant size)	major (one area with public access potential)	moderate (minor in river, power boats only in Back Channel)	moderate (many areas with potential access)
• Constraints	major (silting, low bridge, hazards)	minor (some silting and wave surge)	minor (multiuse area)	major (parking and access difficulties)	minor (water access)
• Costs	moderate (could be coordinated with dredging projects)	major (dredging plus parking and moorings)	major dredging plus parking and moorings)	major (parking, access, dredging and moorings)	moderate (minor dredging, parking and moorings)
5) Development of New Marina Facilities					
• Need	none (moorings and existing marinas will be adequate)	major (moorings will not provide sufficient density)	moderate (moorings and yacht club may not provide sufficient density)	moderate (moorings and marinas/yacht clubs may not provide sufficient density)	none (moorings and existing marinas or expansions will be adequate)
• Potential	–	major (projects have been considered, backup space adequate)	moderate (backup space adequate, demand strong)	moderate (backup space marginal, demand strong)	–
• Constraints	–	minor (some silting and and wave surge)	moderate (multiuse area)	major (primarily power boats on river and in Back channel)	–
• Costs	–	major (dredging, plus parking and new facilities)	major (dredging plus parking and new facilities)	major (dredging or bulkheads plus parking and new facilities)	–

NEEDS, OPPORTUNITIES & CONSTRAINTS

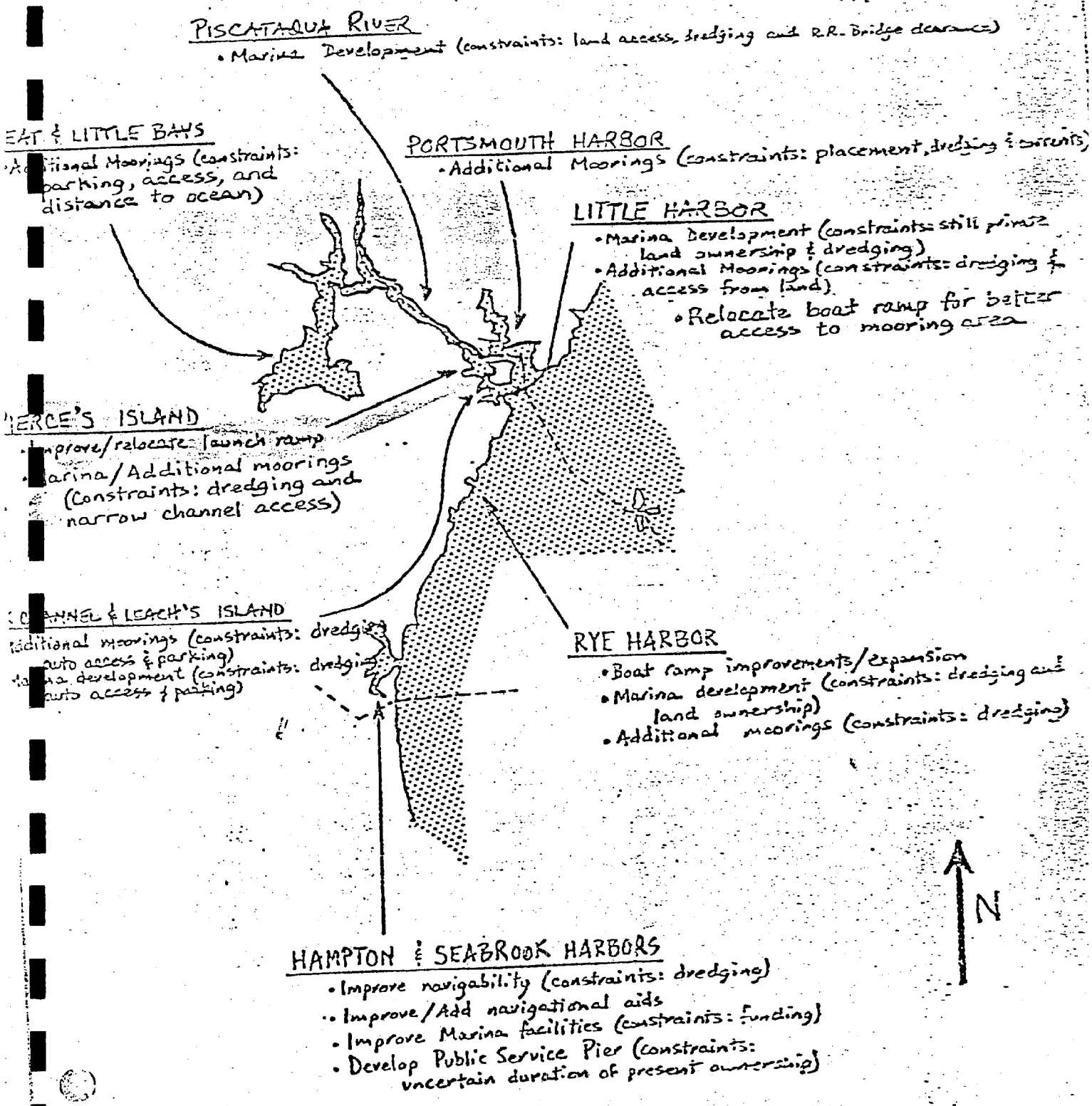


Figure S-2

NEW HAMPSHIRE SEACOAST

OBJECTIVE 2

PRELIMINARY DESIGN AND ENGINEERING WORK; SITE PLAN AND COST ESTIMATES

Pierce Island
Boat Launch Facility
Portsmouth, NH

Portsmouth Planning Department
April, 1984

OBJECTIVE TWO:

Conduct preliminary Design and Engineering work for improvements to boat launch area and prepare a site plan and cost estimates for improvements. (See attached).

With the framework of the Pierce Island Master Plan prepared by Carol Johnson, January 1978, was given under Phase II to the Boat Launch Area. The plan, as shown, has parking for approximately forty cars and trailers plus additional parking for twelve cars without trailers. Numerous alternatives exist for the layout of this area but assuming the proposed facility occupies about the same area as the existing, a limit of about fifty cars and trailers can be safely accomodated within this facility.

Existing grades in the area will require considerable excavation and earth moving to create acceptable grades for parking and circulation. A retaining wall, possibly wood, maybe necessary to hold grades along the water's edge, however, for the purpose of budgeting has been omitted. Control of car movements is essential if adjacent improvements such as new lawns and plantings are to be protected.

Listed below is a conceptual framework to address a two phase Scope of Work that may be implemented either independently or in unison with one another depending upon budget constraints.

	Scope of Work	Existing Conditions	Constraints	Recommended Improvements	Est.-Cost
1.	Rough grade, entire parking area	Field observation shows ledge outcropping, gravel/stone hard packed surface. Scattered veg. See Photos #	Removal of ledge may necessitate blasting.	a) Rough grade entire area and provide finish grade of crushed stone gravel. b) Prepare for 100% pavement and parking areas as per plans. c) Provide for curbing and bollards.	
2.	Remove all existing broken surface and regrade for boat ramp.	Existing area is defined as app. 165' width with a max length of 80'.	Tidal Zone	a) Provide for surface bed and finish top coat. b) Limit width of paved launch area to 100' and provide for pavement stripping. See attached.	

OBJECTIVE 3

ENVIRONMENTAL ASSESSMENT

Pierce Island
Boat Launch Facility
Portsmouth, NH

Portsmouth Planning Department
September, 1983

The intent of the Environmental Assessment on the Pierce Island Boat Launch Facility is to review the project from two perspectives. The first is to analyze the potential impact on the environment from the implementation of the project recommendations which have been identified as being the most pressing and of immediate concern. The second perspective is to indicate potential environmental areas where additional effort will be needed as funds are available to more fully utilize the potential of the boat launch site.

Once these funds are available, this Environmental Assessment will have identified environmental areas of interest (contained in Objective 3). The assessment will also have reviewed all areas of interest in terms of the implementation of Objectives 1 and 2. The primary thrust of the assessment, however, will be to review Objectives 1 and 2.

Notes One through Thirty-six in this section are keyed to the Environmental Assessment Checklist.

The Environmental Assessment has been prepared by the following persons in the Planning Department:

Craig Wheeler, Community Development Planner
David Holden, Planner I
Stephen Brewer, Associate Planner
Susan Tyler, Intern

Assessment Checklist

page 1

Project Name and Identification No. _____

Impact Categories	1 No Impact Anticipated	2 Potentially Beneficial	3 Potentially Adverse Requires Documentation Only	4 Potentially Adverse Requires More Study	5 Needs Mitigation	6 Requires Project Modification	7 Source or Documentation (Note date of contact or page reference) Additional material may be attached.
Land Development							
Conformance With Comprehensive Plans and Zoning		X					Master Plan 1980; and Zoning Ordinance City of Portsmouth, 1982 (Note 1)
Compatibility and Urban Impact		X					Master Plan 1980 (Notes 1 and 2)
Slope	X						U.S.D.A. Soil Conservation Service Soil Survey Map (1967); Field observation 9-23-83 (Note 3)
Erosion		X					Field observation 9-23-83 (Note 4)
Soil Suitability	X						U.S.D.A. Soil Conservation Service Soil Survey Map (1967) (Note 5)
Hazards and Nuisances, Including Site Safety		X					Field observation 9-23-83 (Note 6)
Energy Consumption	X						Field observation 9-23-83 (Note 7)
Noise							
Effects of Ambient Noise on Project and Contribution to Community Noise Levels	X						Field observation 9-23-83 (Note 8)

Environmental Assessment Checklist
(continued, page 2)

Project Name and Identification No. _____

Impact Categories	1 No Impact Anticipated	2 Potentially Beneficial	3 Potentially Adverse Requires Documentation Only	4 Potentially Adverse Requires More Study	5 Needs Mitigation	6 Requires Project Modification	7 Source or Documentation (Note date of contact or page reference) Additional material may be attached.
Air Quality							
Effects of Ambient Air Quality on Project and Contribution to Community Pollution Levels	X						Field observation 9-23-83 (Note 9)
Environmental Design and Historic Values							
Visual Quality—Coherence, Diversity, Compatible Use, and Scale		X					Master Plan of Pierce Island (1979) (Note 10)
Historic, Cultural, and Archaeological Resources	X						(Note 11)
Socioeconomic							
Demographic Character Changes	X						Field observation 9-23-83
Displacement	X						Field observation 9-23-83
Employment and Income Patterns	X						Field observation 9-23-83
Community Facilities and Services							
Educational Facilities	X						Field observation 9-23-83 (Note 12)
Commercial Facilities	X						Field observation 9-23-83 (Note 13)
Health Care	X						Charles A. Noon, Director of Community Relations, Portsmouth Hospital 9-28-83
Social Services	X						George Kester, District Director, Department of Welfare 9-28-83

Project Name and Identification No. _____

Impact Categories	1 No Impact Anticipated	2 Potentially Beneficial	3 Potentially Adverse Requires Documentation Only	4 Potentially Adverse Requires More Study	5 Needs Mitigation	6 Requires Project Modification	7 Source or Documentation (Note date of contact or page reference) Additional material may be attached.
Natural Features							
Water Resources	X						Field observation 9-23-83
Surface Water	X						Field observation 9-23-83
Floodplains	X						Flood Insurance Rate Map 5-17-82, Community Panel no. 330139 009B, 330139 0017B, Zone C Classification
Wetlands	X						Field observation 9-23-81
Coastal Zone		X					Field observation 9-23-83; Master Plan 1980 (Note 18)
Unique Natural Features and Agricultural Lands		X					Field observation 9-23-83 (Note 19)
Vegetation and Wildlife	X						Field observation 9-23-83 (Note 20)

Assessment Checklist
(continued, page 3)

Project Name and Identification No. _____

Impact Categories	1 No Impact Anticipated	2 Potentially Beneficial	3 Potentially Adverse Requires Documentation Only	4 Potentially Adverse Requires More Study	5 Needs Mitigation	6 Requires Project Modification	7 Source or Documentation (Note date of contact or page reference) Additional material may be attached.
Community Facilities and Services (Continued)							
Solid Waste	X						E. Warren Clarke, Plant Manager of Admin (Portsmouth Refuse to Energy Plant) 10-3-83
Waste Water	X						Field observation 9-23-83
Storm Water		X					Field observation 9-23-83 (Note 14)
Water Supply	X						Field observation 9-23-83
Public Safety: Police	X						Marshal Stanton Remick 9-28-83
Public Safety: Fire	X						Deputy George Pierce 9-27-83
Public Safety: Emergency Medical	X						Deputy George Pierce 9-27-83
Open Space and Recreation: Open Space		X					Field observation 9-23-83 (Note 15)
Open Space and Recreation: Recreation		X					Field observation 9-23-83, Master Pla 1980 (Note 16)
Open Space and Recreation: Cultural Facilities	X						Field observation 9-23-83
Transportation		X					Field observation 9-23-83 (Note 17)

NOTES

1) Project is Potentially Beneficial. It is in conformance with both the City's Master Plan 1980 and the Zoning Ordinance City of Portmsouth, NH May 20, 1982. Part 2c of the Economy and Commercial development policies of the Master Plan states that the City strive "to expand and improve docking facilities to attract visiting recreational boaters to areas near downtown". The Development Policies for Environmental Resources, part 3 states the City's desire to "expand the use of shoreline areas for recreational, scenic, and economic purposes as consistent with the value of the natural environment".

2) The Project is Potentially Beneficial. It will improve the use of the shoreline for recreational and economic purposes (as "consistent with the City's Master Plan). As a result more people will be drawn towards the neighboring Prescott Park and the Downtown area.

3) No Potential Impact, U.S.D.A. Soil Conservation Service, Soil Survey Map, indicate a slope of zero ft. (sea level) to 20 ft. existing grades will require excavation and soil removal to create acceptable grades for parking. But the extent of this work will have no impact on the already excavated area.

4) Potentially Beneficial. The soil and gravel which now exists is slowly eroding, especially with increased boat launching use. Laying gravel or paving this area will decrease the amount of erosion that is presently occuring and stabilize the existing area.

5) No Impact Anticipated. The soil is, all urban and man made land. It has already been impacted by a road, the Four Tree Island Picnic Area, and for other construction activities on Pierce Island.

6) Potentially Beneficial. The project is designed to handle more launching activity. Boat launching accidents will be limited by the project's delineated areas for the putting in and the taking out of boats and for parking. Launching and parking will no longer be dangerously haphazard. Minimal blasting of a ledge on this site will occur during construction. No undue hazards are posed to this site or the surrounding area as a result.

7) No Impact Anticipated. The amount of energy used to construct this launching facility will be minimal.

8) No Impact Anticipated. The potential increase of boat launching in this area will not be to such an extent as to contribute to community noise levels. Some blasting may occur but if needed would be scheduled so as not to be a nuisance.

Members of the community are not close enough to the site to be effected by this construction procedure.

9) No Impact Anticipated. There will be no activity related to boat launching or construction which will affect the air quality of this area.

10) Potentially Beneficial. Presently a large space of land is being used by boat launches. By designating a specific area, for launching and parking, the remaining space can be preserved for vegetation and other visual amenities. The project will enhance the visual qualities of this area.

11) No Impact Anticipated

12) N/A

13) N/A

14) N/A

15) N/A

16) Potentially Beneficial. Users of the launching area may be drawn to the nearby downtown area, thus contributing to the commercial activity there.

17) N/A

18) N/A

19) N/A

20) N/A

21) Potentially Beneficial. The laying down of gravel on this site will allow storm water to leak into the ground rather than to run off into the river.

22) N/A

23) No Impact Anticipated. See Note 24.

24) No Impact Anticipated. Facilities to Pierce Island already exist.

25) No Impact Anticipated. See Note 24.

26) Potentially Beneficial. More usable open space will be created by designating a specific area for boat launching. The remaining space, rather than be wasted, can be cleaned up and basically landscaped to provide usable open space for the City.

27) Potentially Beneficial. The project will enable and encourage more people to launch their boat here. Thus, the project will allow for more recreation for the coastal area.

This is compatible with the section in the City's Master Plan stating the Development Policies for Environmental Resources, part 3a, to "expand and improve permanent mooring, docking, and launching facilities for recreational boating". (p.20)

28) No Impact Anticipated.

29) Potentially Beneficial. The project will provide ample parking for boat launches. This area can also be used by the City's CDB during the off seasons.

30) No Impact Anticipated. The project will not have any impact on the water resources of the river.

31) No Impact Anticipated. As stated in Note 21, surface water will leak into the gravel that the project proposes. It will not run off into the river.

32) No Impact Anticipated. The area is located in a Zone C Classification of minimal flooding.

33) No Impact Anticipated.

34) Potentially Beneficial. Improving the conditions at the existing boat launching facility will result in increased use of the site, perhaps enabling more people to enjoy the Coastal area. The Coastal Zone Management Act calls for an "enhancement of the nation's coastal zone". Providing better access to the coastal area helps to achieve the objectives of this Act.

35) No Impact Anticipated. The unique natural features of this area have already been altered by previous development. Designating a launching area and creating open spaces as an amenity will only enhance the unique natural features.

36) No Impact Anticipated. Very little vegetation or wildlife exists now as a result of previous development. Construction of the launch facility will add no further damage to the vegetation or to the wildlife.

Summary of Findings and Conclusions

The proposed boat ramp and parking facilities on Pierce Island have no real adverse effects. The condition of the area now, is poor. Haphazard, unorganized parking and launching has made the area dangerous, it has also caused a significant amount of area to be wasted. By delineating an area for launching and parking, wasted space can be turned into attractive open space for the public. All factors point to this facility as serving the public positively.

Summary of Environmental Conditions:

Project poses no potentially adverse impacts nor does it pose any issues requiring either mitigation or modification. The project will be potentially beneficial to the City and the seacoast area.

The development of the site will improve the aesthetic quality of open space and make the surrounding area more inviting to residents and visitors.

Project Modifications and Alternatives Considered:

A) Not Improving the Facility - The effect would be to fail to fully utilize an existing facility. It is centrally located to the Downtown and such surrounding tourist attractions as Strawberry Banke and Prescott Park. The facility is extensively used by boaters and on a frequent basis as an overflow parking area for City and Park events. The consequences of not improving the facility would impair the complete utilization of the site for both boating activities and as a parking area for civic events.

B) Construct Project in Another Location - The existing boat ramp facility is unique to the immediate area in that a boat may be launched or retrieved at all times. There is no other facility which has this advantage. In addition, a boat ramp and parking area exists on the site presently.

C) Alternative Uses for the Site - There are no suitable alternative uses for the site. The boat ramp and parking area exist presently. Under this project, these would be improved.

Additional Studies Performed

Not applicable.

Mitigation Measures Needed

Not applicable.

Environmental Assessment Checklist

(continued, page 7)

1. Is project in compliance with applicable laws and regulations? ☒ Yes ☐ No

2. Is an EIS required? ☐ Yes ☒ No

3. A Finding of No Significant Impact (FONSI) can be made. Project will not significantly affect the quality of the human environment. ☒ Yes ☐ No

Prepared by	Title
David Holden	Planner I
Craig Wheeler	Community Development Planner
Susan Tyler	Intern

Date October 1983

OBJECTIVE 4

LOCAL, STATE AND FEDERAL PERMIT REQUIREMENTS

Pierce Island
Boat Launch Facility
Portsmouth, NH

Portsmouth Planning Department
April, 1984

OBJECTIVE FOUR:

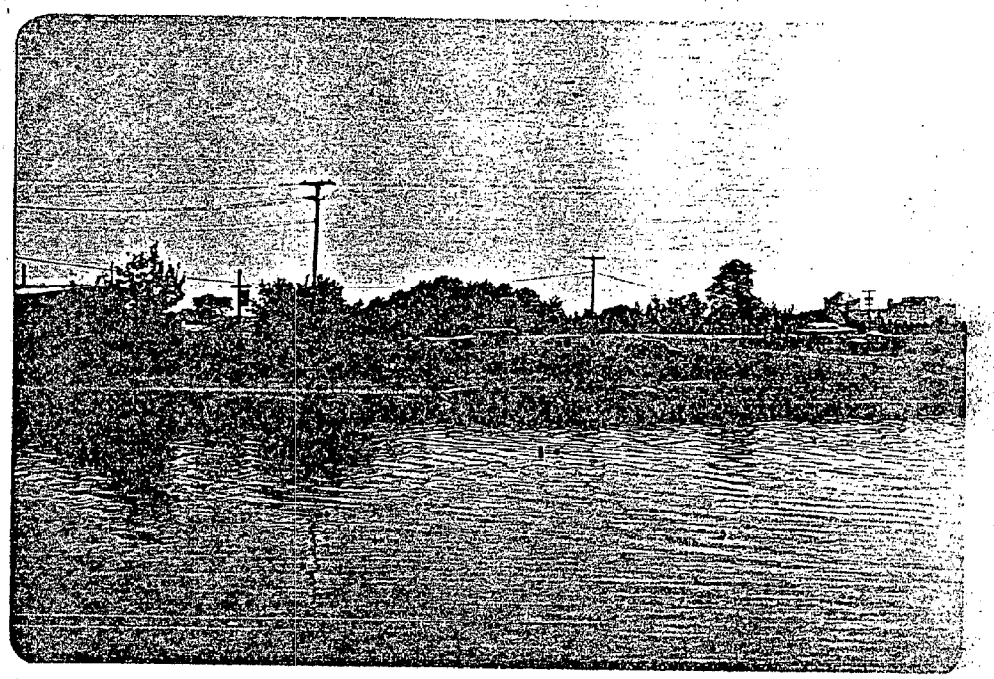
Identify all necessary Local, State, and Federal permit requirements needed to complete the Pierce Island Boat Launch Facility.

Pierce Island, because it is owned by the City of Portsmouth, is exempt from local permit requirements. Samples of permit applications which may need to be filed with State and Federal authorities are enclosed. Application #1 was obtained from the Office of Coastal Zone Management. This application, when completed, is forwarded to the N.H. Wetlands Board for approval, and is the only necessary permit required from the State. Application #2 was obtained from the Corps of Engineers, Waltham, Massachusetts. This application is the only necessary permit required from the Federal authorities.

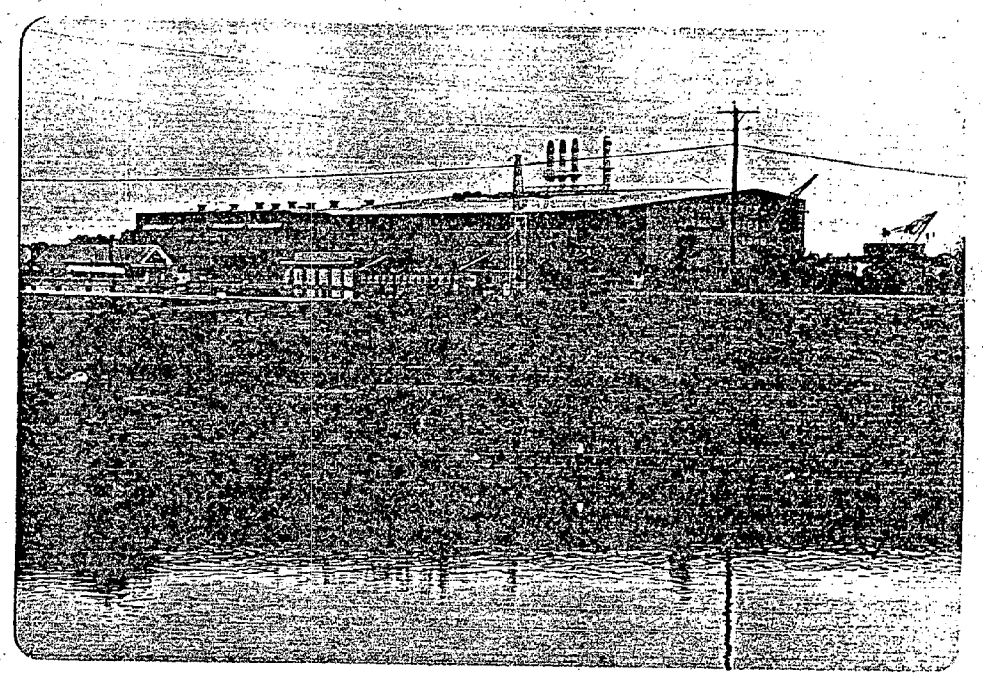
According to the Corps of Engineers, altering an existing site may not require filing for a permit. However, because blasting may be necessary to facilitate improvement of the area, the application should be completed. The Coastal Zone Management office forwarded a similar response.

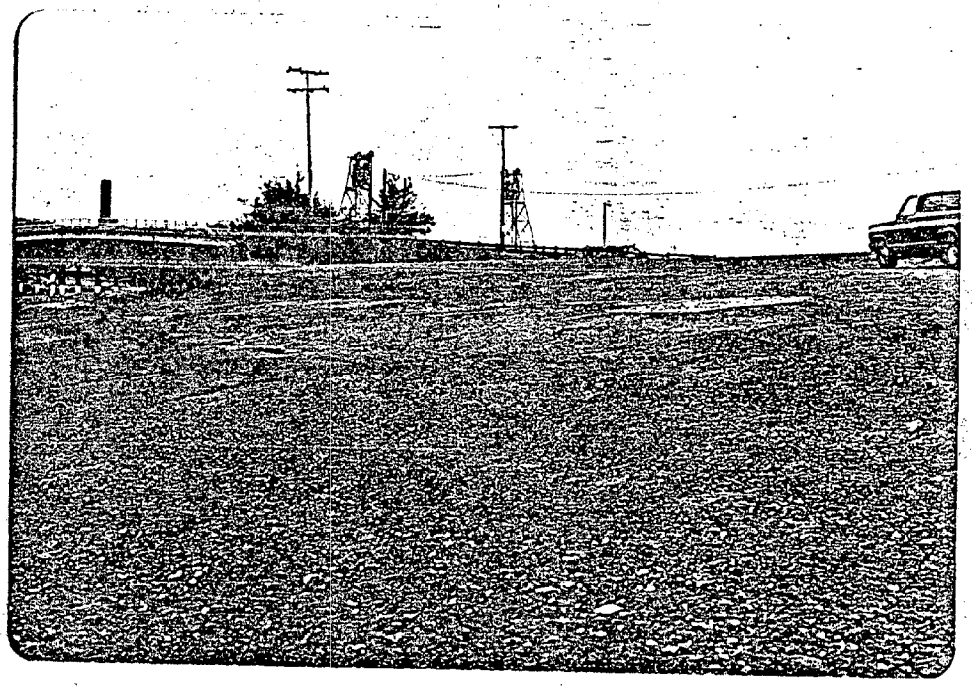
Although it may not be necessary to file either application depending on the final project specifictions, both are attached to this report.

VIEW OF PARKING AND BOAT
LAUNCH AREA. LOW TIDE

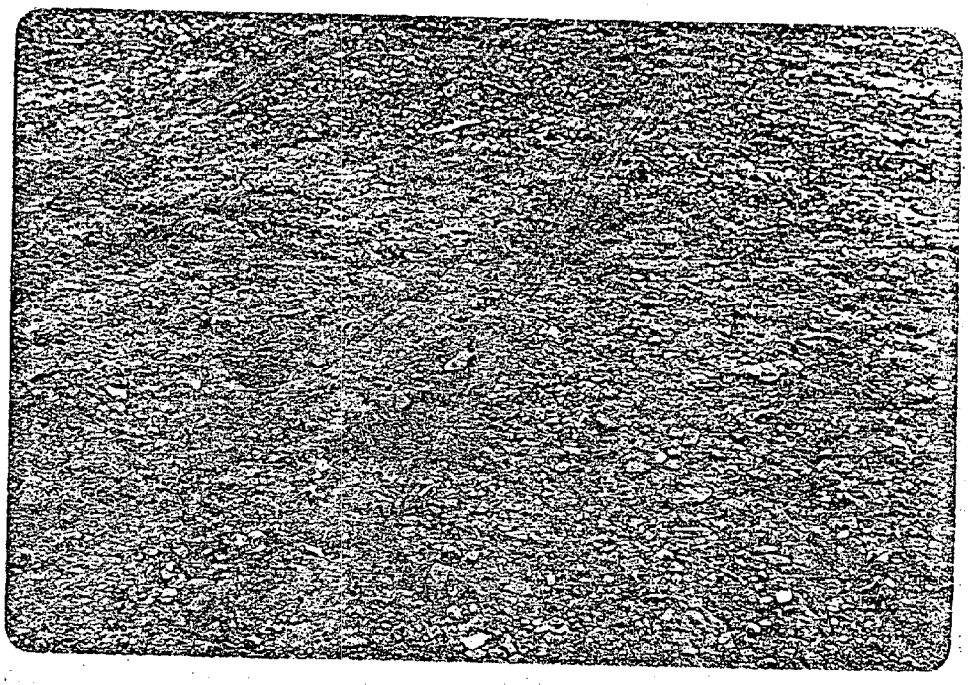


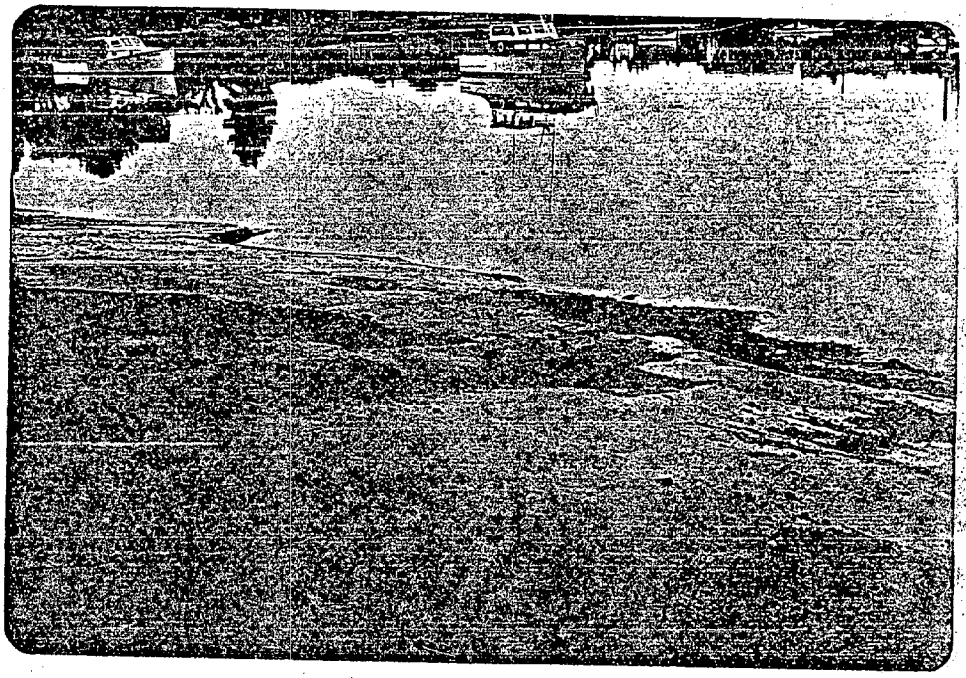
PARKING/BOAT RAMP FACILITY.
HIGH TIDE/LOW TIDE. NOTE
TIDAL ZONE



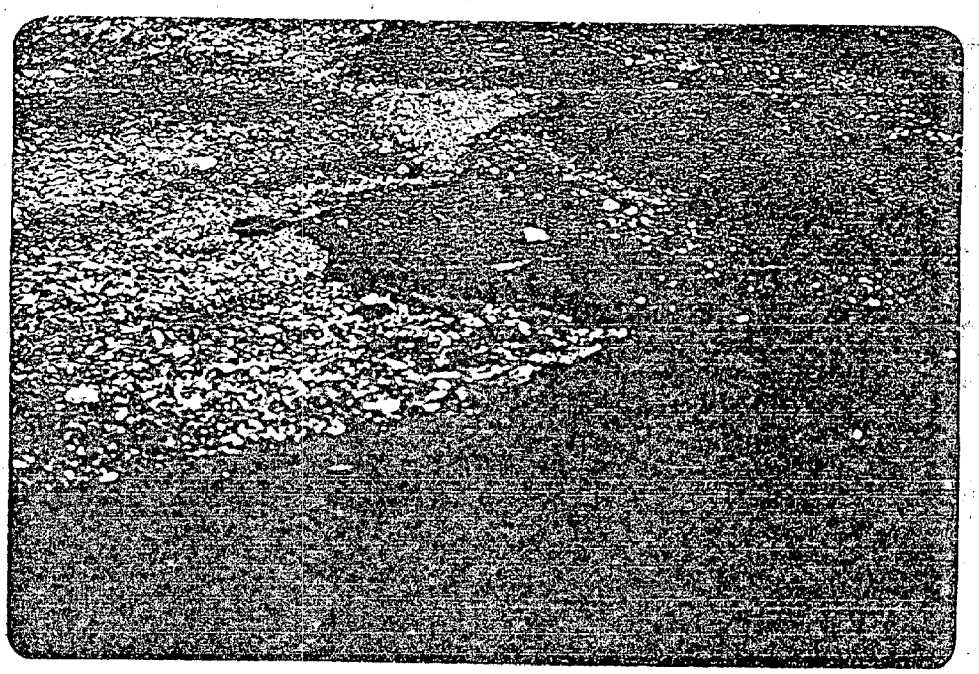


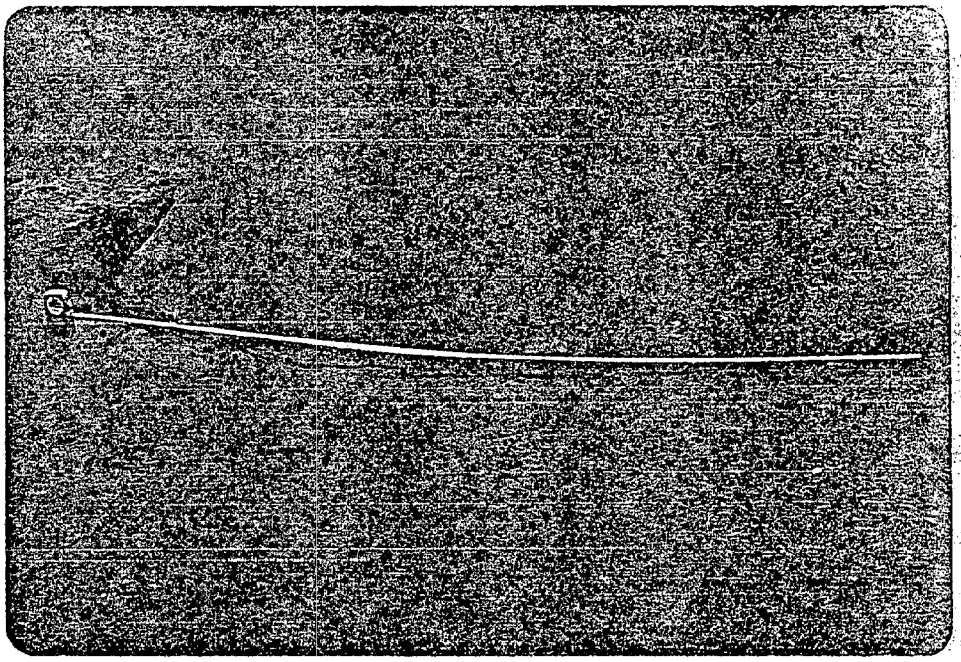
DETAIL OF RAMP SURFACE.
LOW TIDE. PLEASE NOTE SLOPE
AND "SKID TRACK".



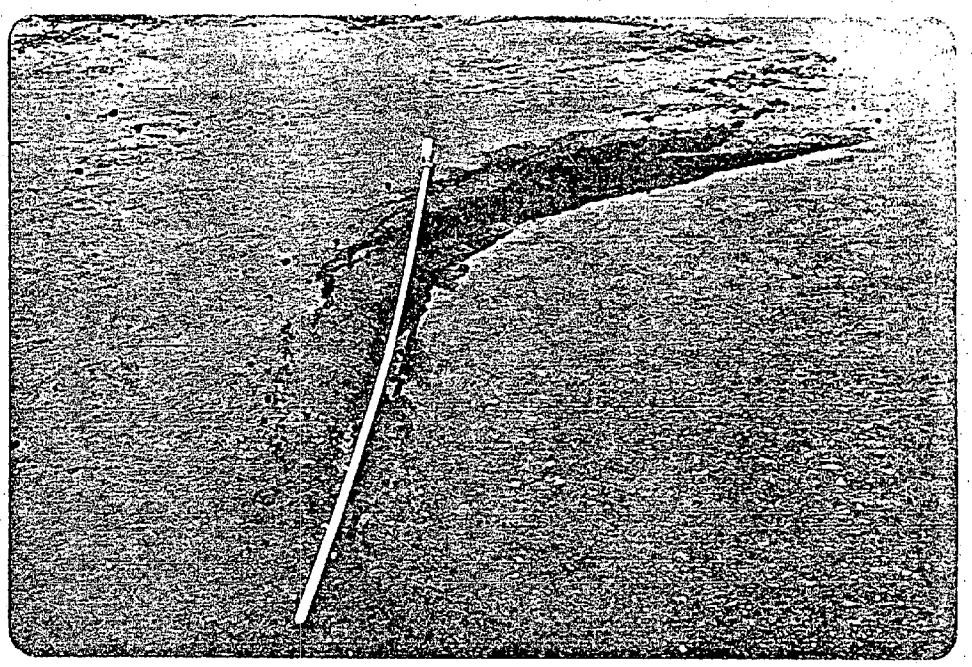


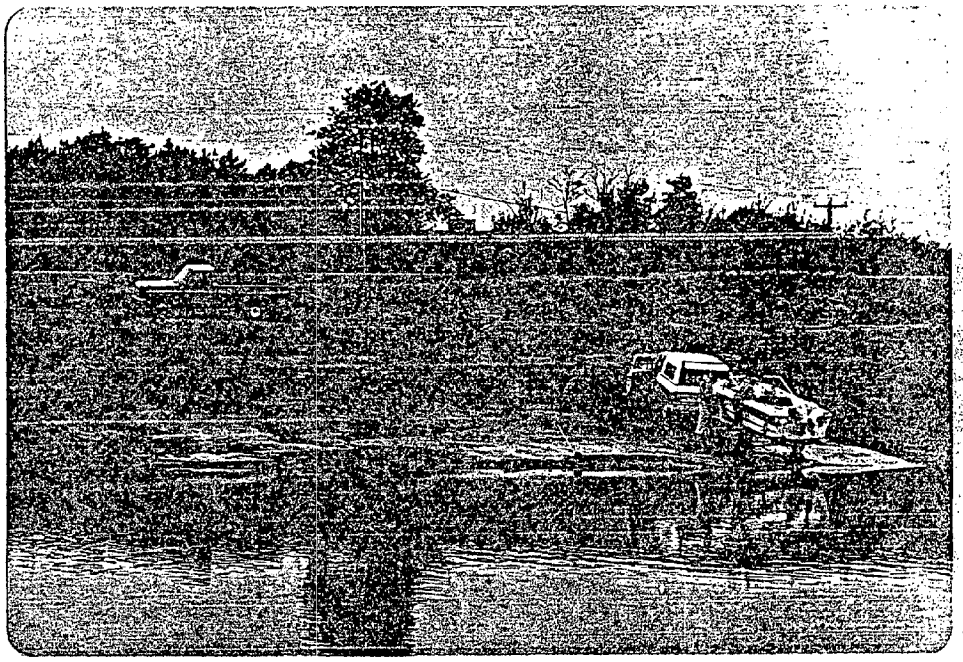
DETAIL OF RAMP SURFACE.
LOW TIDE



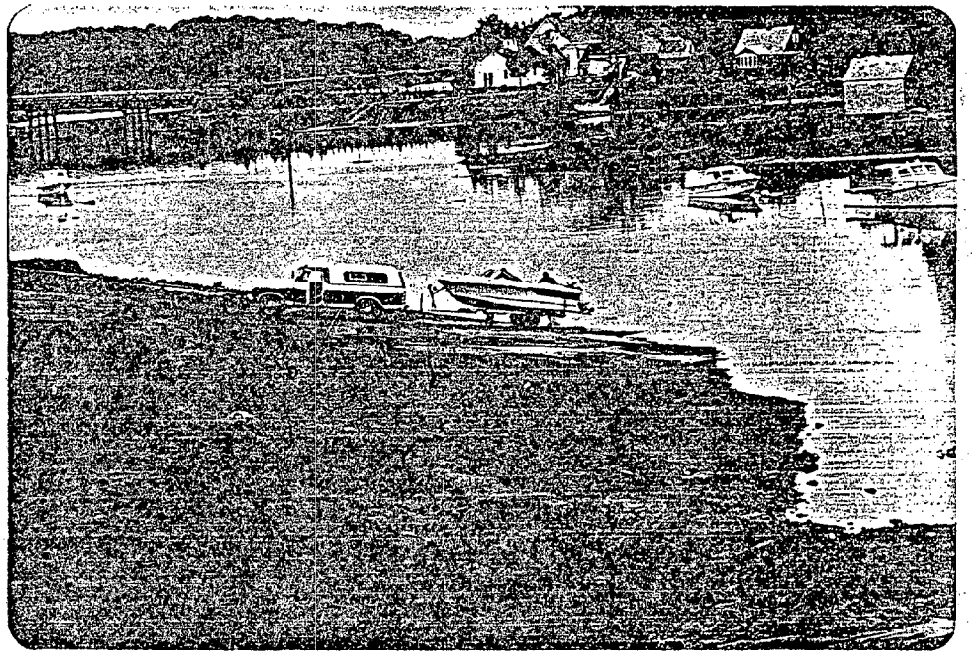


DETAIL OF RAMP SURFACE.
LOW TIDE. LENGTH OF
TAPE = 8'

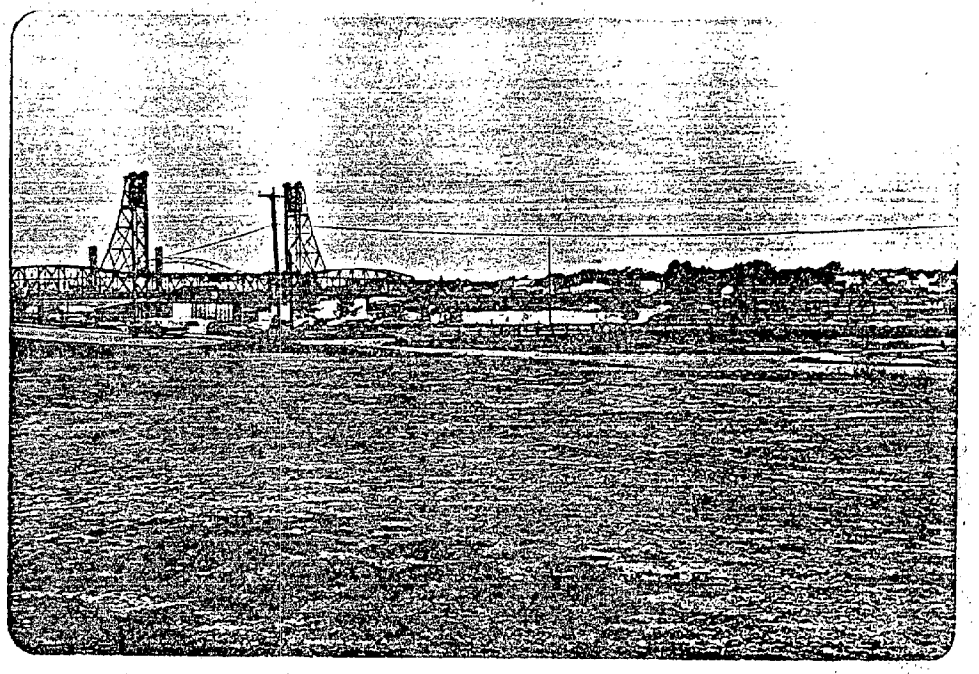


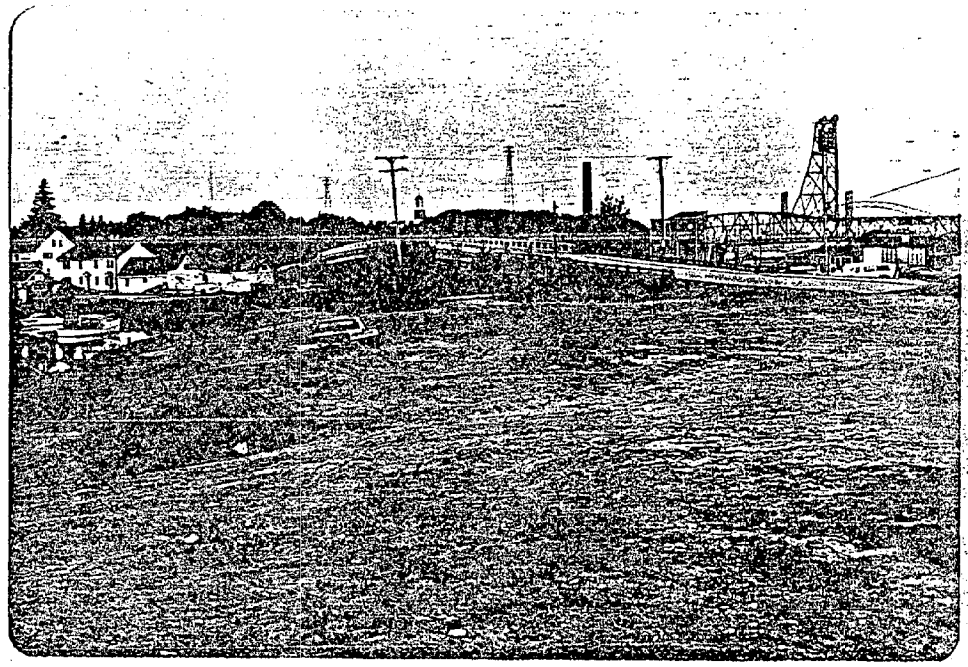


USE OF BOAT RAMP AT LOW TIDE.
LENGTH OF RED TAPE 25'.
NOTE PAVEMENT CONDITION AND
SLOPE

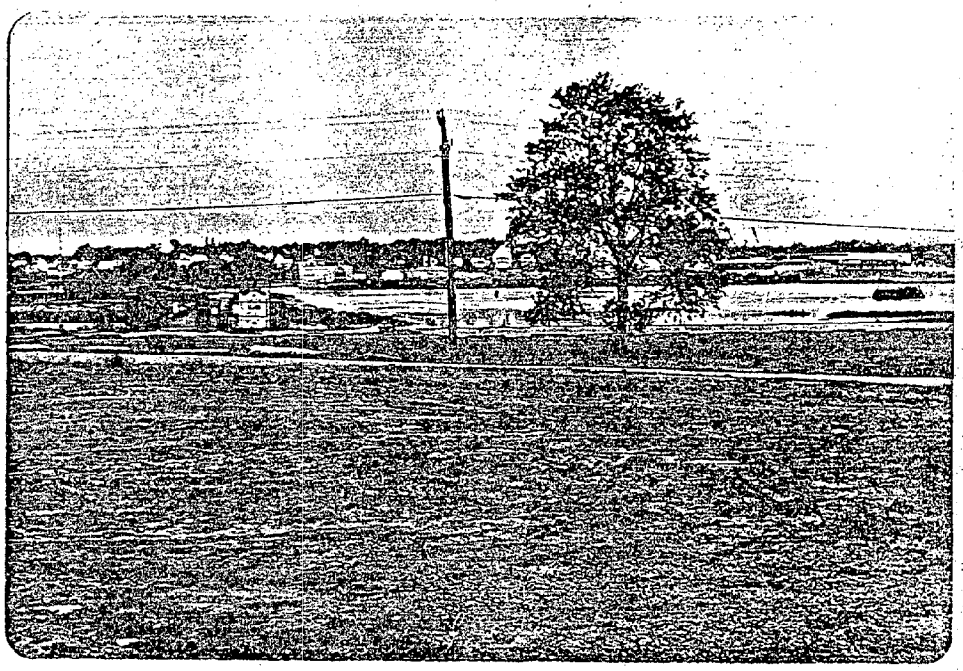


ENTRANCE TO PARKING AND RAMP FACILITY. NOTE LACK OF DEFINED PARKING AND CLEAR ENTRANCE.





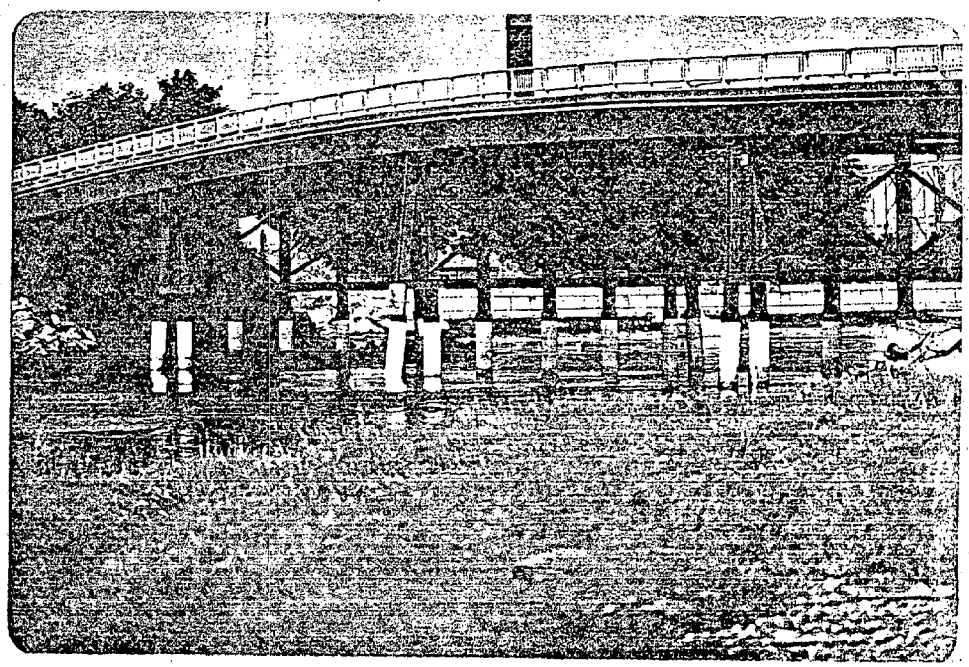
ENTRANCE TO PARKING AND RAMP FACILITY. NOTE LACK OF DEFINED PARKING AND CLEAR ENTRANCE.



USE OF EXISTING PARKING
LOCATED ON LEDGE OUTCROPPING

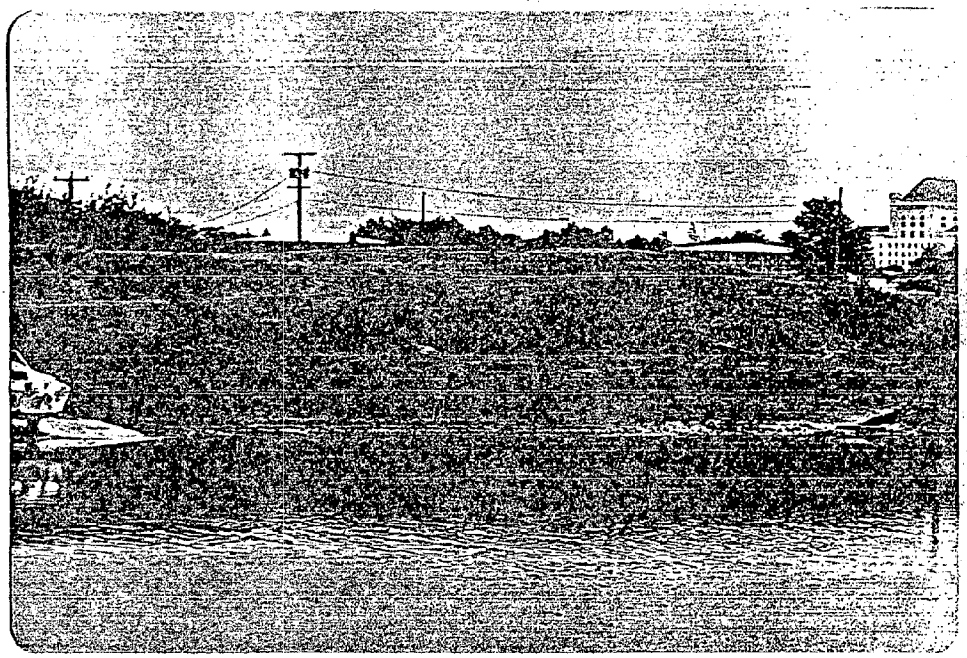
PHYSICAL CONSTRAINTS

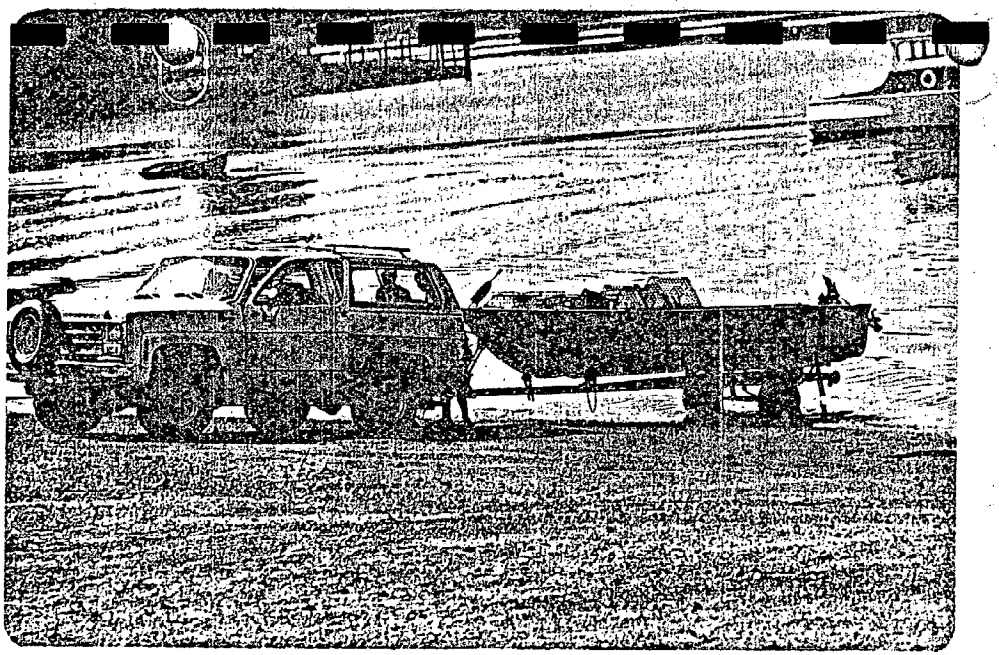
HEIGHT OF FIXED BRIDGE
18' MHW



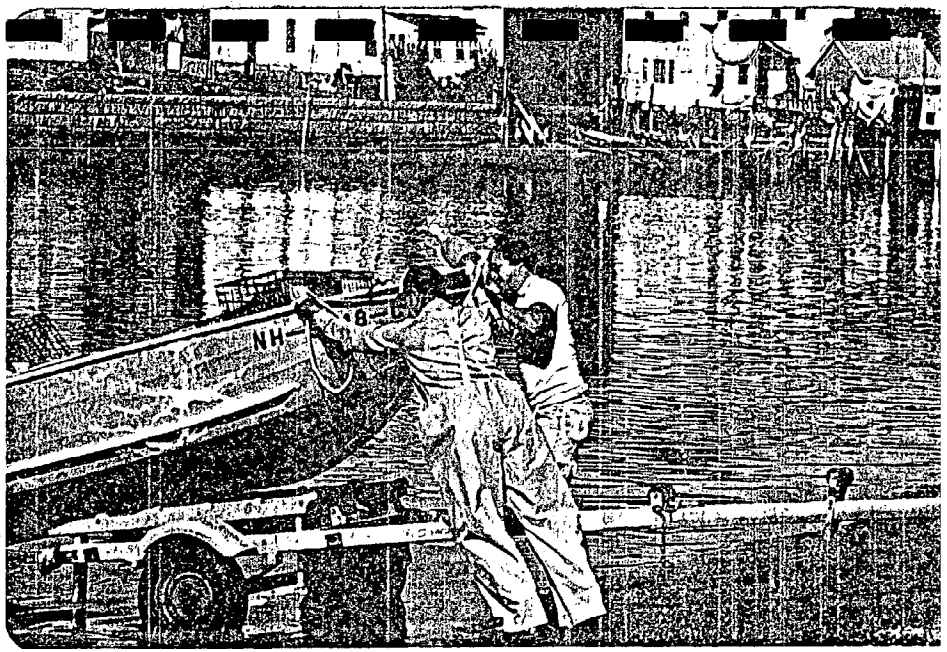
AREA OF UNIMPROVED PARKING.

PARKING AREA TO BE IMPROVED.





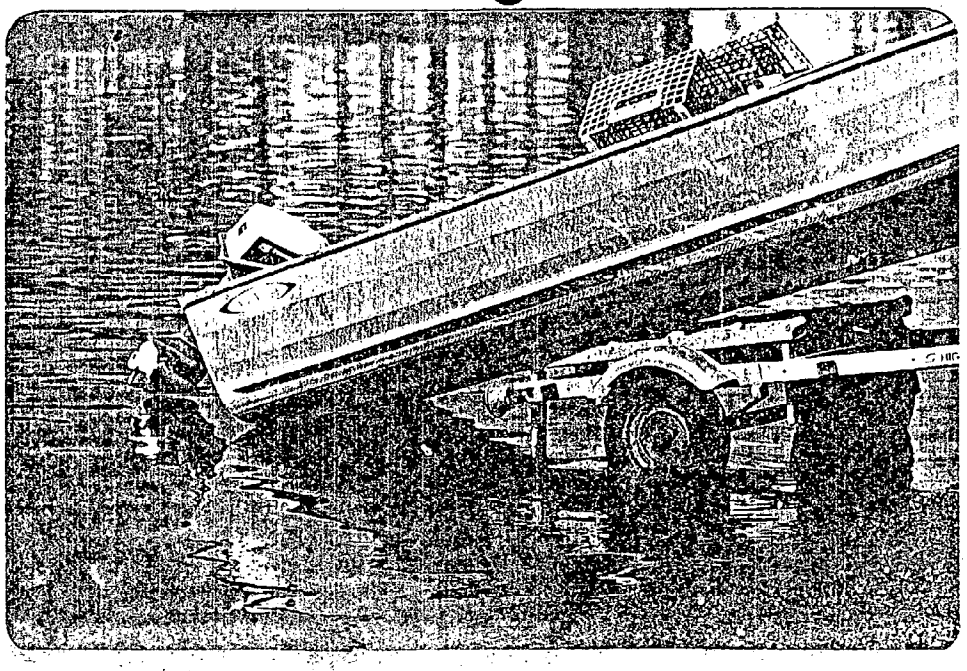
A



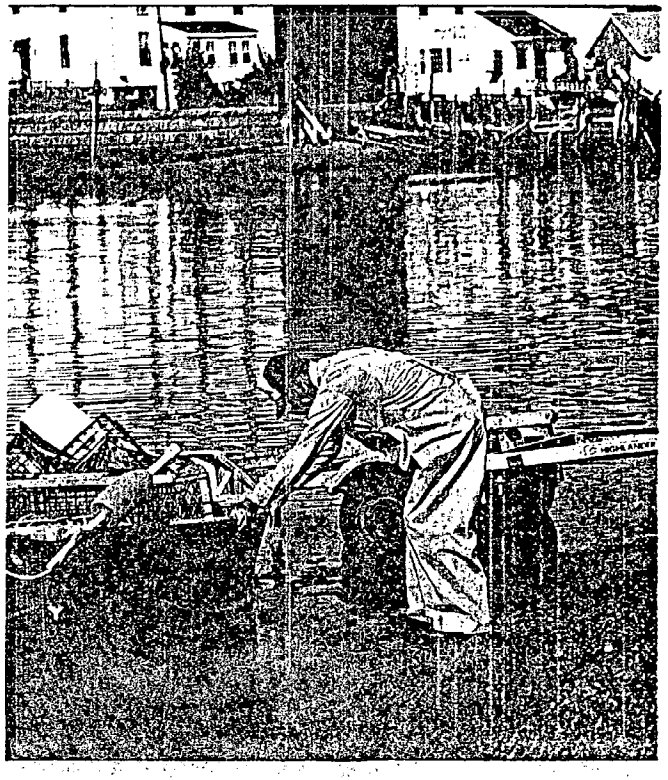
B

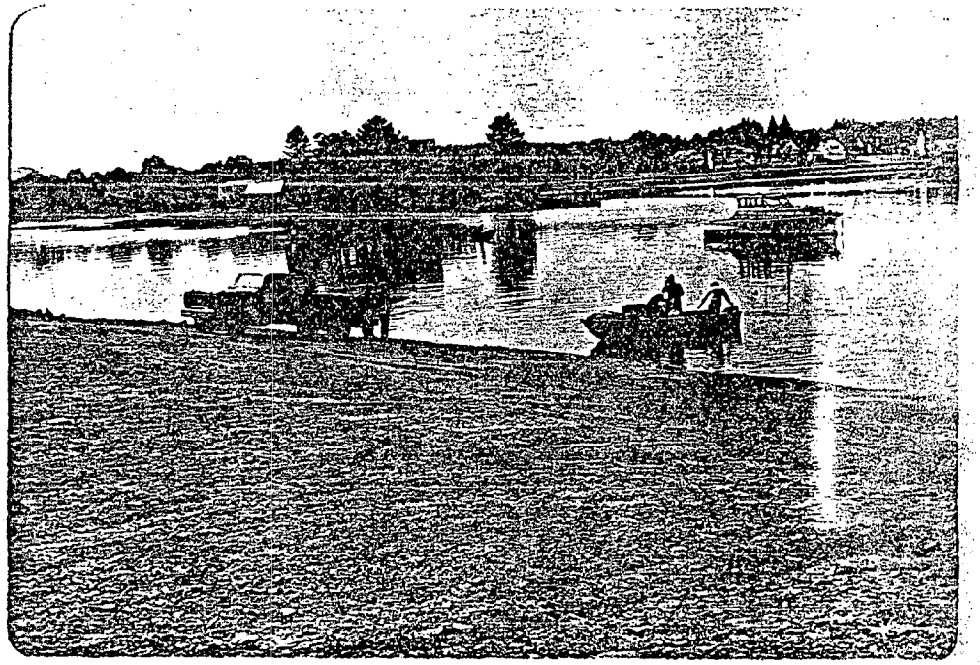
SEQUENCE OF A LAUNCH AT
LOW TIDE A-D

C

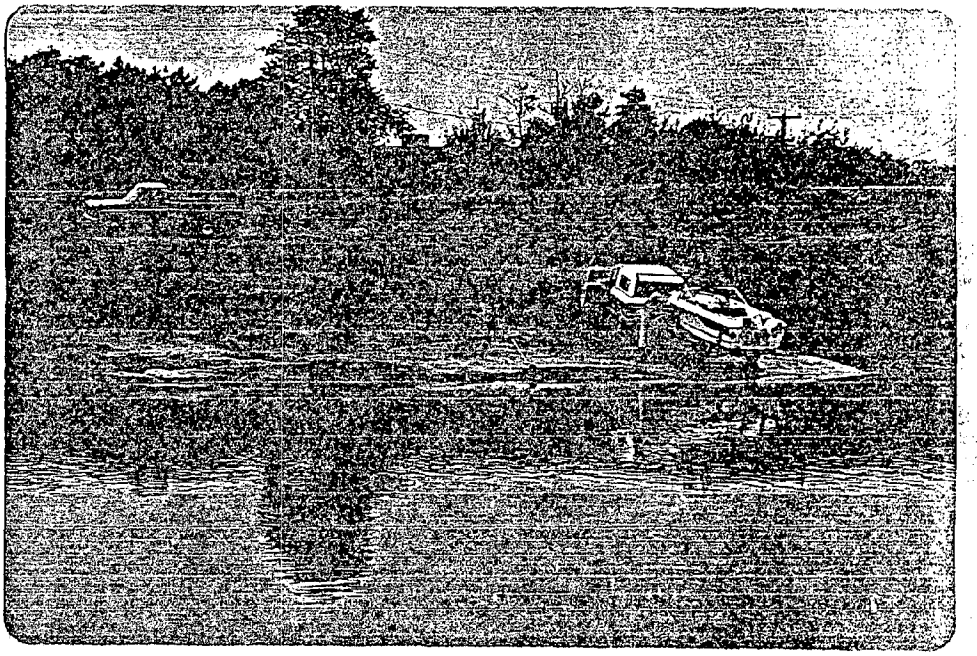


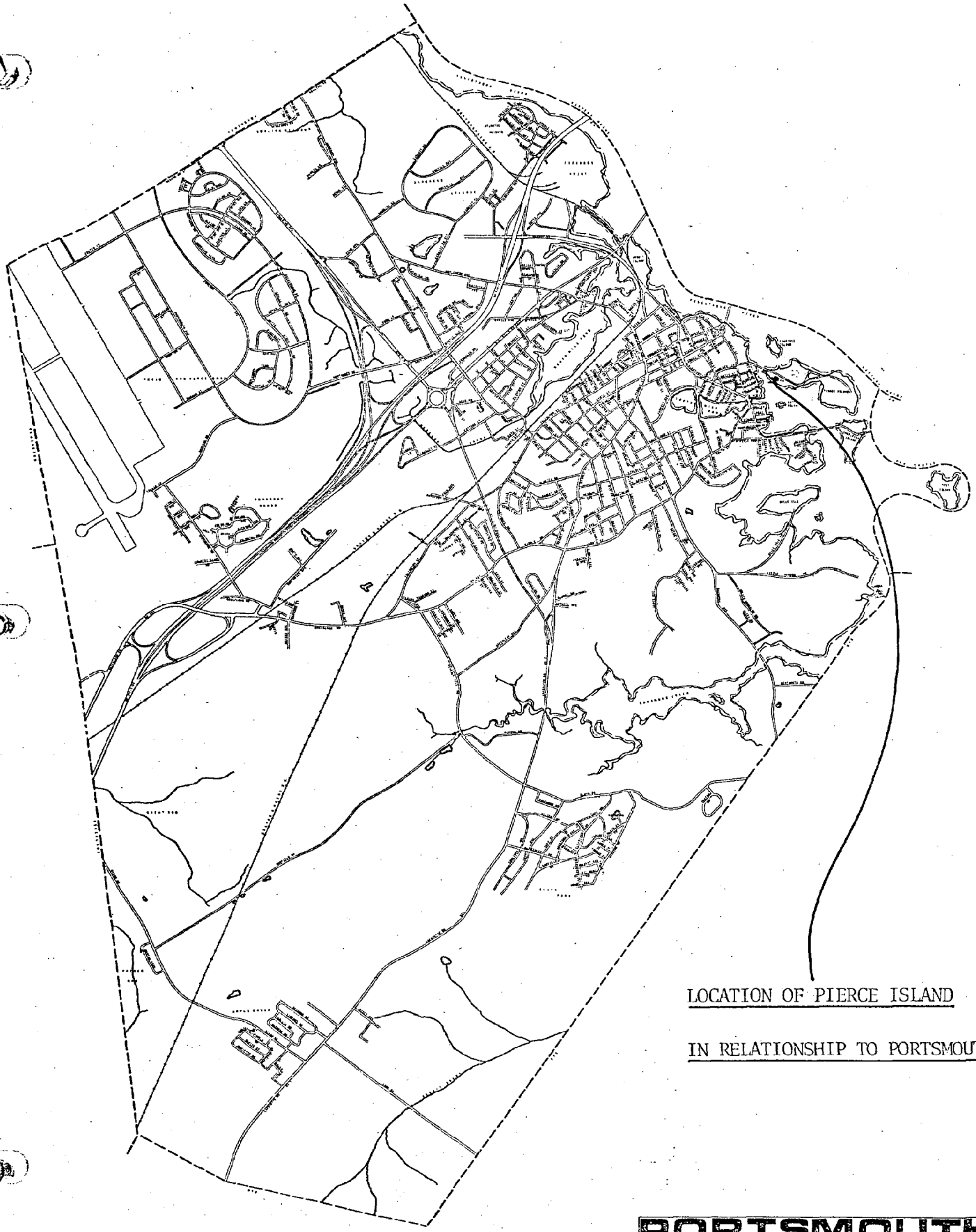
D





Use of Facility

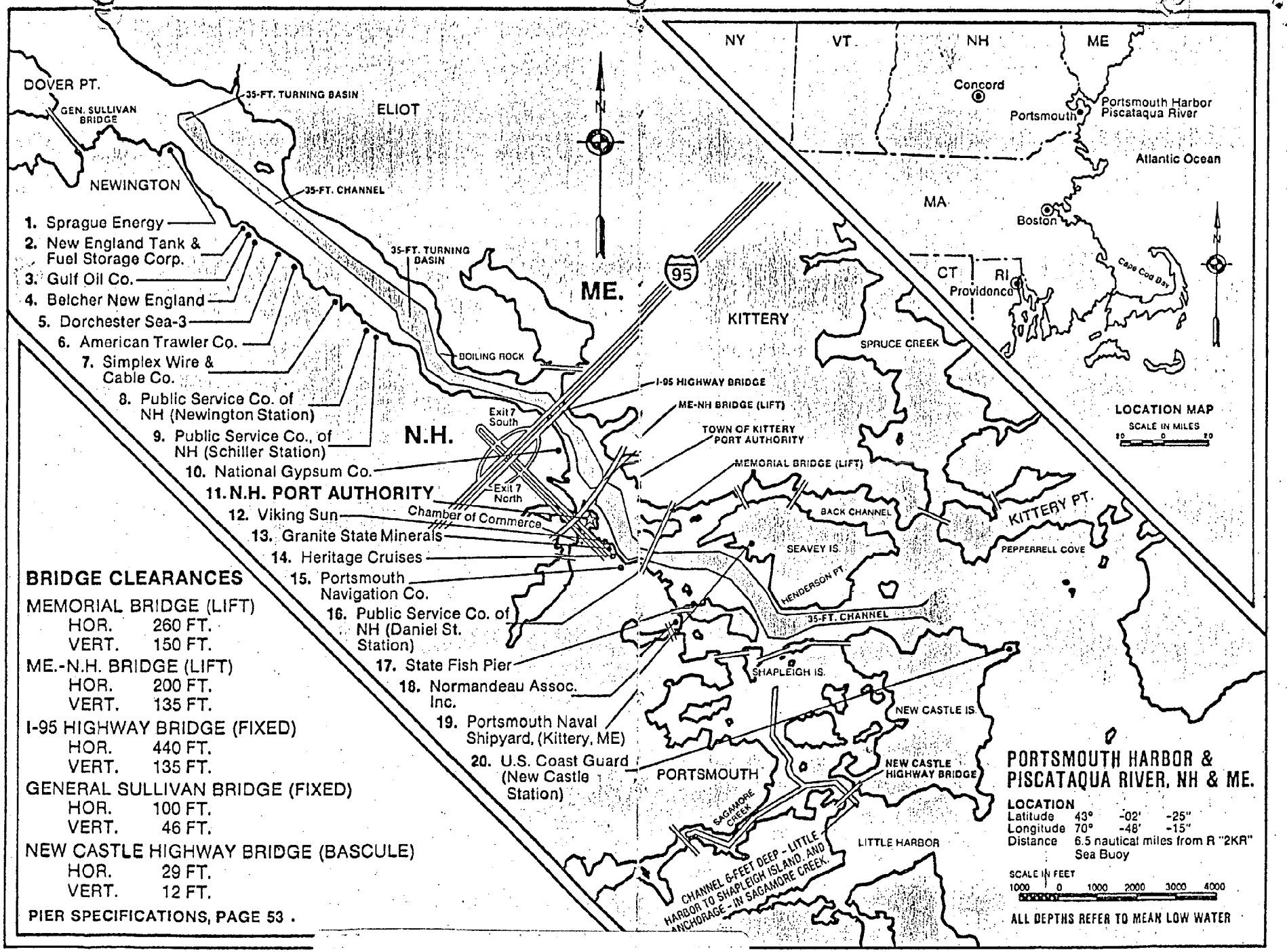




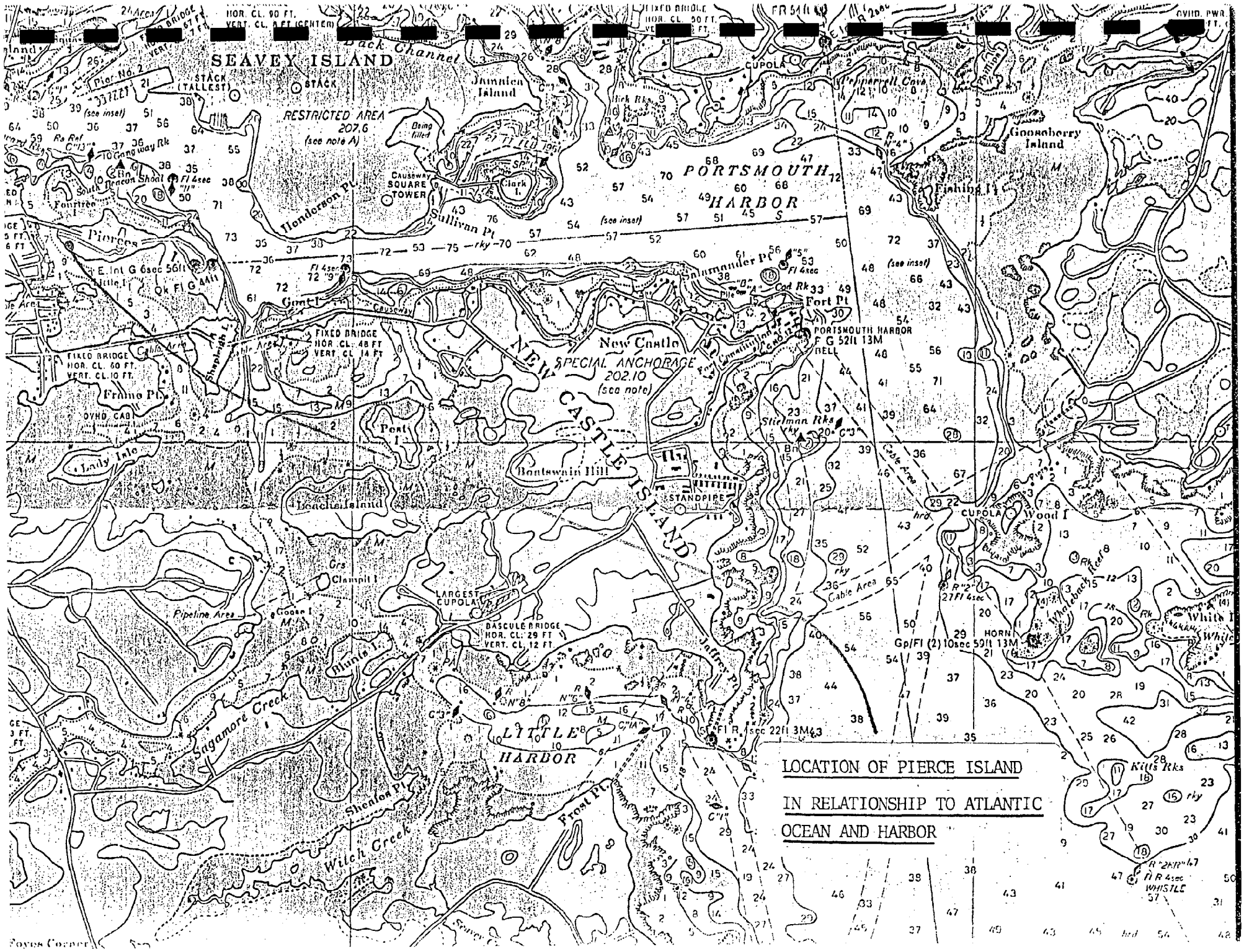
LOCATION OF PIERCE ISLAND

IN RELATIONSHIP TO PORTSMOUTH

PORTSMOUTH
NEW HAMPSHIRE



— PIERCE ISLAND AND INNER HARBOR —



LOCATION OF PIERCE ISLAND IN RELATIONSHIP TO ATLANTIC OCEAN AND HARBOR

DATE DUE

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