

## Mystic River Designated Port Area

An area of land and water within Boston Harbor, and proximate to the Mystic and Island End Rivers and Chelsea Creek, and located in the municipalities of Boston (Charlestown), Everett, and Chelsea in the Commonwealth of Massachusetts, bounded and described as follows:

Beginning at a point formed by the intersection of a line projected due east from the southwesterly corner of Pier 5<sup>i</sup> in the Charlestown Navy Yard and the westerly line of the federal navigation channel<sup>i</sup> in the municipality of Boston;

Thence northeasterly, northwesterly, and northerly along the westerly line of the federal navigation channel<sup>i</sup> to the intersection of said line and the easterly projection of the southerly shoreline<sup>ii</sup> of the Little Mystic Channel;

Thence westerly along the easterly projection of the southerly shoreline<sup>ii</sup> of the Little Mystic Channel to the southeasterly corner of said channel, defined by the intersection of the southerly shoreline<sup>ii</sup> of the Little Mystic Channel and the proximate and westerly Charlestown shoreline<sup>ii</sup> of Boston Harbor;

Thence westerly along the southerly shoreline<sup>ii</sup> of the Little Mystic Channel to the northeasterly corner of Parcel 0203510050;<sup>iii</sup>

Thence westerly along the northerly line of Parcel 0203510050<sup>iii</sup> to the northwesterly corner of said parcel;

Thence generally westerly along the southerly shoreline,<sup>ii</sup> northerly along the westerly shoreline,<sup>ii</sup> and easterly along the northerly shoreline<sup>ii</sup> of the Little Mystic Channel to a point located on its northerly side where said shoreline turns northerly and into an area used now or formerly as a public boat ramp, as shown on the Massachusetts Office of Geographic Information (MassGIS) ortho imagery;<sup>iv</sup>

Thence northerly along the westerly shoreline<sup>ii</sup> of the area used now or formerly as a public boat ramp, as shown on the MassGIS ortho imagery,<sup>iv</sup> to the intersection of the northerly projection of said shoreline and the southerly line of Terminal Street;

Thence westerly and southwestward along the southerly line of Terminal Street to the intersection of said line and a line projected due east from the northeasterly corner of Parcel 0202750000;<sup>iii</sup>

Thence westerly by a straight line to the northeasterly corner of Parcel 0202750000;<sup>iii</sup>

Thence generally westerly along the northeasterly lines of Parcel 0202750000<sup>iii</sup> to the northwesterly corner of said parcel;

Thence southwesterly along the northwesterly line of Parcel 0202750000<sup>iii</sup> to the intersection of the southwesterly projection of said line and the southwesterly line of Medford Street;

Thence northwesterly along the southwesterly line of Medford Street to the intersection of said line and the southwesterly projection of the southeasterly line of Parcel 0201799000,<sup>iii, v</sup>

Thence northeasterly along the southwesterly projection of the southeasterly line of Parcel 0201799000<sup>iii, v</sup> to the intersection of said line and the shoreline<sup>ii</sup>;

Thence generally northwesterly and northeasterly along the shoreline<sup>ii</sup> for a distance of approximately 350 feet to a point at approximate coordinates 71°3'50"W, 42°23'4"N, NAD83;

Thence northwesterly along a line running N60° 31' 21"W for a distance of 321 feet to a point at approximate coordinates 71°3'54"W, 42°23'5", NAD83;

Thence southwesterly along a line running S29° 34' 14"W for a distance of 81.79 feet to a point at approximate coordinates 71°3'54"W, 42°23'4"N, NAD83;

Thence northwesterly along a line running N60° 31' 21"W to the northwesterly line of Parcel 0201799000<sup>iii, v</sup>;

Thence northeasterly along the northwesterly line of Parcel 0201799000<sup>iii, v</sup> for a distance of 81.79 feet to a point at approximate coordinates 71°3'58"W, 42°23'7"N;

Thence southeasterly along a line running S60° 31' 21"E for a distance of 239.07 feet to a point at approximate coordinates 71°3'55"W 42°23'6"N, NAD83;

Thence northeasterly along a line running N29° 34' 14"E for a distance of 266.85 feet to the northerly line of Parcel 021799000<sup>iii, v</sup>;

Thence westerly along the northerly line of Parcel 0201799000<sup>iii, v</sup> to the northly corner of said parcel;

Thence northwesterly along the northeasterly line of Parcel 0201804000<sup>iii</sup> to the northerly corner of said parcel;

Thence southwesterly along the northwesterly line of Parcel 0201804000<sup>iii</sup> to the intersection of said line and the shoreline;<sup>ii</sup>

Thence generally westerly, southwesterly, northwesterly (bypassing the pier), northeasterly, and northwesterly along the shoreline<sup>ii</sup> to the intersection of said shoreline and the northwesterly line of Parcel 0201829000;<sup>iii</sup>

Thence northeasterly along the northwesterly line of Parcel 0201829000<sup>iii</sup> to the intersection of the northeasterly projection of said line and the southerly line of the federal navigation channel;<sup>i</sup>

Thence northwesterly along the southerly line of the federal navigation channel<sup>i</sup> to the southwest corner of the terminus of said channel in the municipality of Everett;

Thence northwesterly by a straight line to a point located at the intersection of the southeasterly line of the Massachusetts Route 99 (Alford Street) Bridge and the southwest line of the northeasterly fender of said bridge at approximate coordinates N42°23'22.2" W71°04'15.3", NAD83, in the municipality of Boston;

Thence westerly along the southwest line of the northeasterly fender of the Massachusetts Route 99 (Alford Street) Bridge to the intersection of said line and the northwesterly line of said bridge;

Thence northeasterly along the northwesterly line of the Massachusetts Route 99 (Alford Street) Bridge and continuing along Massachusetts Route 99 (Alford Street) to the intersection of said line and the northwesterly projection of the northeasterly line of Dexter Street;

Thence southeasterly along the northwesterly projection of the northeasterly line of Dexter Street and continuing along the northeasterly line of said street to the intersection of said line and the northwesterly line of Robin Street in the municipality of Everett;

Thence northeasterly along the northwesterly line of Robin Street to the intersection of the northeasterly projection of said line and the northeasterly line of Beacham Street;

Thence southeasterly, northeasterly, and southeasterly along the northerly line of Beacham Street to the intersection of said line and the southeasterly line of Market Street in the municipality of Chelsea;

Thence southwest along the southeasterly line of Market Street to a point located 165 feet more or less southwest of the intersection of the southeasterly line of Market Street and the northerly line of Beacham Street at approximate coordinates N42°23'40.3" W71°02'59.7", NAD83;

Thence southeasterly along a line constructed perpendicular to the southeasterly line of Market Street to the intersection of said line and the shoreline;<sup>ii</sup>

Thence southwest along the shoreline<sup>ii</sup> to the intersection of said shoreline and the Chelsea/Everett municipal boundary;

Thence southeasterly along the Chelsea/Everett municipal boundary to the intersection of said line and the northerly terminus line of the federal navigation channel in the Island

End River (shown as “4 FT FOR MID-WIDTH OF 50 FT FEB 1990” on National Oceanic and Atmospheric Administration [NOAA] Chart #13272<sup>i</sup>);

Thence easterly along the northerly terminus line of the federal navigation channel in the Island End River (shown as “4 FT FOR MID-WIDTH OF 50 FT FEB 1990” on NOAA Chart #13272<sup>i</sup>) to the easterly corner of the terminus of said channel in the municipality of Chelsea;

Thence southwesterly along the southeasterly line of the federal navigation channel in the Island End River (shown as “4 FT FOR MID-WIDTH OF 50 FT FEB 1990” on NOAA Chart #13272<sup>i</sup>) to the intersection of the southwesterly projection of said channel line and the northerly line of the federal navigation channel<sup>i</sup> in the Mystic River in the municipality of Everett;

Thence easterly, southeasterly, easterly, and southeasterly along the northerly line of the federal navigation channel<sup>i</sup> in the Mystic River, continuing under the Maurice J. Tobin Memorial Bridge, to an angle point on said line at approximate coordinates N42°23'05.6” W71°02'44.2”, NAD83, in the municipality of Chelsea;

Thence northerly by a straight line to the southerly corner of Parcel 10-102;<sup>vi</sup>

Thence northwesterly along the southwesterly line of Parcel 10-102<sup>vi</sup> to the westerly corner of said parcel;

Thence northeasterly along the northwesterly line of Parcel 10-102<sup>vi</sup> to the intersection of the northeasterly projection of said line and the northwesterly line of Broadway Street;

Thence northeasterly along the northwesterly line of Broadway Street to the intersection of said line and the northerly projection of a line constructed parallel to and 110 feet more or less westerly of the westerly line of Front Street;

Thence southerly along the northerly projection of a line constructed parallel to and 110 feet more or less westerly of the westerly line of Front Street to the intersection of the southerly projection of said line and the northwesterly projection of a line constructed parallel to and 110 feet more or less southwesterly of the southwesterly line of Front Street;

Thence southeasterly along the northwesterly projection of a line constructed parallel to and 110 feet more or less southwesterly of the southwesterly line of Front Street to the intersection of said line and the southwesterly projection of a line constructed by connecting the southerly corner of Parcel 11-80A<sup>vi</sup> with the northwesterly corner of Parcel 11-80;<sup>vi</sup>

Thence northeasterly by a straight line to the southerly corner of Parcel 11-80A;<sup>vi</sup>

Thence northeasterly along the southeasterly line of Parcel 11-80A<sup>vi</sup> to the southeasterly corner of said parcel;

Thence northeasterly by a straight line to the northerly corner of Parcel 11-80;<sup>vi</sup>

Thence southeasterly along the northeasterly lines of Parcel 11-80<sup>vi</sup> to the intersection of said line and the northwesterly line of Parcel 11-80C;<sup>vi</sup>

Thence southwesterly along the northwesterly line of Parcel 11-80C<sup>vi</sup> to the westerly corner of said parcel;

Thence southeasterly along the southwesterly line of Parcel 11-80C<sup>vi</sup> to the intersection of the southeasterly projection of said line and the shoreline;<sup>ii</sup>

Thence southerly by a straight line to the angle point on the northerly line of the federal navigation channel<sup>i</sup> at approximate coordinates N42°23'09.8" W71°02'25.7", NAD83;

Thence easterly along the northerly line of the federal navigation channel<sup>i</sup> to the point of ending coincident with the point of beginning of the Chelsea Creek Designated Port Area Boundary, located at the intersection of said line and the westerly line of the Andrew P. McArdle Bascule Bridge in the municipality of Boston.

The above described Mystic River Designated Port Area is shown generally on a plan entitled: "Mystic River Designated Port Area (DPA)," Scale: 1" = 1,200' +/-, Prepared by: Massachusetts Office of Coastal Zone Management, 251 Causeway Street, Suite 800, Boston, MA 02114, Date: May 2021.

**Please note:** In the event of conflict between this written description and the accompanying map, CZM shall issue a written clarification pursuant to the Designated Port Area (DPA) regulations at 301 CMR 25.00.

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<sup>i</sup> U.S. Department of Commerce (DOC), National Oceanic and Atmospheric Administration (NOAA), National Ocean Service (NOS), Office of Coast Survey (OCS). *Boston Inner Harbor* [nautical chart]. 50th ed. 1:10,000. Chart #13272. Washington, D.C.: DOC, NOAA, NOS, OCS, Aug. 2008.

<sup>ii</sup> Refers to the present mean high water shoreline. See M.G.L. c. 91: Public Waterfront Act; 310 CMR 9.00: Waterways Regulations.

<sup>iii</sup> The City of Boston Assessor's parcel data were extracted from the Massachusetts Office of Geographic Information (MassGIS) Assessors' Parcels data layer, which is a collection compiled by MassGIS of digital parcel data that were provided by municipalities and regional planning agencies. The data were last updated for Boston in 2003 and were accessed March 10, 2010, from the MassGIS website (<http://www.mass.gov/mgis/parcels.htm>). Please note: These data were used for planning purposes only and should not be used for, and are not intended for, survey and engineering purposes. The data do not take the place of a legal survey or other primary source documentation.

<sup>iv</sup> MassGIS. "1:5,000 Color Ortho Imagery" [aerial photograph]. 1:5,000. Boston, MA: MassGIS, Apr. 2001. Available at: <http://www.mass.gov/mgis/colororthos2001.htm>.

<sup>v</sup> Pursuant to §28 of An Act Financing Improvements to the Commonwealth's Transportation System, 2014 Mass. Acts 79, lands and waters within the Mystic River Designated Port Area are additionally accessible by a ±24-foot-wide access route, which begins at Medford Street adjacent to the southerly corner of Parcel 021799000 and runs northeasterly for ±440 feet; thence northwesterly for ±133 feet; then northeasterly ±260 feet to the DPA boundary for a total of ±833 feet, as shown in blue on the plan entitled: "Mystic River Designated Port Area (DPA)" Scale: 1"

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= 1,200' +/-, Prepared by Massachusetts Office of Coastal Zone Management, 251 Causeway Street, Suite 800, Boston, MA 02114, Date: March 2011.

<sup>vi</sup> The City of Chelsea Assessor's parcel data were extracted from the MassGIS Assessors' Parcels data layer, which is a collection compiled by MassGIS of digital parcel data that were provided by municipalities and regional planning agencies. The data were last updated for Chelsea in 2003 and were accessed March 10, 2010, from the MassGIS website (<http://www.mass.gov/mgis/parcels.htm>). Please note: These data were used for planning purposes only and should not be used for, and are not intended for, survey and engineering purposes. The data do not take the place of a legal survey or other primary source documentation.