

PART 5

RESOURCE PROTECTION MISSION

Greenways, Trails & Bikeways

Urban Wilds & Natural Areas

Harbor Open Space



PART 5 • RESOURCE PROTECTION MISSION

*Harbor Open Space***INTRODUCTION: A PLANNING FRAMEWORK**

This chapter presents a planning framework that has been designed to guide the continuing revitalization of Boston Harbor's open space system. In keeping with the intent of this Open Space Plan, it recommends the enhancement of existing open space facilities while identifying opportunities to be realized by future programs and projects along the shoreline and on the islands. The framework builds on and extends the work of various agencies and groups, especially the Boston Redevelopment Authority, the Boston Conservation Commission, the Department of Environmental Protection, and the Metropolitan District Commission, to protect and provide public access to waterfront open space.

The concerns of the framework are driven by the larger vision of the Menino Administration to equitably share the resources of the harbor for recreational as well as economic benefits for all the city's residents. The Boston Harbor clean up project has initiated a resurgence in water-related activities. Along with the provision of broad public access, a new dimension will have been added to the quality of life in Boston.

Boston's municipal harbor planning efforts, the product of a decade-long community-based effort by the city, articulates this vision through four comprehensive planning policies:

- Access to opportunities on the harbor;
- Activation of the waterfront through public, cultural, and water-dependent uses;
- Enhancement of maritime activities; and
- Growth that is appropriately designed and brings vitality.



Fishing Derby Catch, Long Island

Districts

As a first step toward understanding the context and implementing the above policies, this blueprint establishes districts that encompass neighborhood-level open space systems. The intention is to emphasize the distinct local character that makes each area unique. Existing shoreline features, neighborhood land uses, zoning boundaries, and history of public use provide the context to delineate and establish themes that characterize a particular district. The framework establishes the following districts and themes:

- **Orient Heights Bay:** Creating New Linkages
- **The East Boston Waterfront:** Reclaiming the Harbor
- **The Charlestown Waterfront:** Diversifying the Open Space Experience
- **The North End/Downtown Waterfront:** Realizing the Public Realm
- **Fort Point Channel:** Creating an Urban Water Park System
- **The South Boston Seaport:** Opening and Accessing a Renewing District
- **The South Boston Historic Shoreline:** Enhancing Olmsted's Vision
- **The Columbia Point Promenade:** Linking Institutional Development
- **The Savin Hill Bay Area:** Creating Recreational Opportunities
- **The Boston Harbor Islands:** Building A User Base Through Partnership

The range of these themes and corresponding districts asserts the inherent character of an urban seashore, reflecting the diversity of the city with a rich and varied choice of physical settings, cultural experiences, and recreational opportunities for residents. However, hand in hand with diversity, the urban context also means that various interests are competing for a piece of the harbor. Further community-based planning will seek to blend neighborhood and citywide use, private development and public access, and natural resources protection and resource areas visitation.

Guidelines

District-associated themes underpin the open space recommendations outlined in the pages below. In addition, the following guidelines will serve as criteria to locate open space development so that a rich mix of harbor uses is ensured in each district:

- Projects should maximize active and passive recreational potential with the creation of destination-oriented facilities such as recreational/cultural centers, restored beaches, bath-houses, expanded sports facilities, and the like.
- Projects should ensure the enhancement of environmental resources through the stabilization and restoration of natural ecosystems, provision of educational programs, and expansion of visitation access and opportunities. The city's youth should be especially targeted to enjoy and maintain these resources.
- Projects should include open space improvements along with a mix of housing, cultural/civic, retail, hotel, and commercial development. They should also encourage water-related commercial activity, including boat rentals, recreational marinas, and fishing, with supporting cafes and restaurants. These diverse uses will activate the open spaces and support year-round 24-hour activity.

Linkages

While each district will have its unique attractions derived from the above mix of activities, critical to waterfront open space development will be a system of linkages which ensure pedestrian, bicycle, automobile, public transportation, and water shuttle access to the harbor. This issue should be addressed by an access plan that will view connections to inland facilities from the Harborwalk spine to be as critical to harbor access as enlarging the harbor ferry network. Such access planning is included in Boston's district-based municipal harbor plans. Future municipal harbor plan advisory boards should include Parks Department personnel to ensure the broadest spectrum of expertise on open space and public access planning and design.

This system of linkages would require the following:

- Completion of Harborwalk in the Fort Point Channel, South Boston Seaport, Columbia Point, Dorchester, East Boston, and Charlestown areas.
- Links to Harborwalk from inland facilities like neighborhood parks and the Emerald Necklace system, especially through pedestrian paths, bikeways, and public transit.
- A ferry network which links the Harbor Islands and existing downtown piers to docking areas in neighborhood locations on the Harborwalk.



Shore and Bridge, Long Island

Management

The implementation of this chapter's recommendations requires long term investment of capital and human resources that may be beyond the limited city and state means currently available. The state Chapter 91 Tidelands protection law has developed a series of agreements with private and public landowners with holdings along the harbor that protect public access and mandate maintenance of public amenities. The Boston Harbor Islands Partnership is another step toward going beyond limited city and state resources, as is the Island Alliance.

The planning framework in establishing well-defined district boundaries will facilitate the complex exercise of implementing potential projects and programs. Within the confines of a manageable area, ownership, jurisdiction, and operations responsibilities will be fine-tuned or, conversely, consolidated under an appropriate agency or entity in each district. A full matrix of management models can be considered, ranging from the National Park Service management coordination model to a leasehold arrangement with a non-profit corporation, depending on the attributes of a particular district.

CREATING NEW LINKAGES: ORIENT HEIGHTS BAY

With the linking of Belle Isle Marsh and Wood Island Bay Marsh to the Constitution Beach area, a series of complementary open space experiences along Orient Heights Bay can become accessible to all of East Boston. These connections would open up new harbor recreation opportunities despite the continuing disturbance of the airport.

Recommendations

- Create a link between Constitution Beach and the Bayswater Street Urban Wild/Airport Buffer Project through a Harborwalk path past the Orient Heights Yacht Club. Support the provision of a public docking pier at the Orient Heights Yacht Club.
- Provide access to Wood Island Bay Marsh from Constitution Beach through Coleridge Street as part of the East Boston Greenway expansion. Develop a public process to determine the best East Boston Greenway route between Frankfort and Coleridge Streets.
- Restore the tidal wetlands and public access at the BIFCO Urban Wild. Include a public access link via the East Boston Greenway to both the Bayswater Street Urban Wild and the Belle Isle Marsh Reservation.
- Implement the East Boston Greenway Access Plan recommendations for connecting the inland neighborhood to the Greenway in the sections from Neptune Road to Belle Isle Marsh.

RECLAIMING THE HARBOR: THE EAST BOSTON WATERFRONT

Similar to the state of the North End’s waterfront fifteen years ago, East Boston currently has a number of piers between LoPresti and Porzio Parks that are deteriorated or underutilized. These offer an opportunity to reclaim the waterfront for neighborhood use. If the proposed projects for the piers are coordinated, a multi-dimensional promenade can be created consisting of active and passive recreation, housing, and maritime industrial uses.

Recommendations:

- Extend Harborwalk from Porzio Park in Jeffries Point to the Condor Street Overlook at the confluence of the Inner Harbor and Chelsea Creek. Use signage and landscaping to draw users through off-harbor segments of Harborwalk that must respect maritime industrial uses. Develop an interpretive signage system to explain the maritime industrial and related uses.
- Support Massport’s planned expansion (Phase II) of Piers Park. Support the BRA East Boston Master Plan recommendation to create a waterfront park at Pier 5. Seek to link the Golden Stairs and the Rockies open spaces to the Piers Park and Pier 5 open space development.
- Renovate Lewis Mall as a major landscaped pedestrian connection from the Maverick Square neighborhood to the waterfront. Coordinate this with the MBTA’s Blue Line subway station reconstruction project at the square.
- Establish a pedestrian and bicycle connection between the Piers Park (Phases I & II) and the completed first segment of the East Boston Greenway.
- Continue the East Boston Greenway northward from Porter Street to Frankfort Street via completion of the CA/T Bremen Street Park to enable better access to Piers Park and Harborwalk from inland neighborhoods.
- Create public parks and 24-hour Harborwalk rights-of-way as part of private developments along the waterfront such as the Pier I, Clippership Wharf, Hodges Boiler Works, and Boston East sites. Integrate such parks and rights-of-way into each site’s design to ensure public accessibility visually as well as legally, and to provide activating destinations along the Harborwalk.
- Enhance existing public waterfront open spaces to make them part of a cohesive waterfront open space system. Develop design elements for these public waterfront open spaces consistent with the Harborwalk throughout the waterfront.
- Encourage public use of privately owned underused waterfront space to enable a continuous Harborwalk along the water’s edge. Facilitate such public waterfront access and use



Lewis Mall, East Boston

at such sites as Liberty Plaza, Shore Plaza East, and Hodge Boiler Works.

- Support the development of the Historic Piers Network, a system of physical and programmatic historic interpretation to attract year-round use along Harborwalk and to protect public access.
- Assure fulfillment of the open space requirements of the Chapter 91-derived East Boston Municipal Harbor Plan.

DIVERSIFYING THE OPEN SPACE EXPERIENCE: THE CHARLESTOWN WATERFRONT

Charlestown's waterfront from the Little Mystic Channel to the Paul Revere Landing Park affords unique opportunities for creating a variety of open space and recreational uses on both land and water. Rich in history, skirting a densely populated neighborhood, in close proximity to downtown Boston, and with links to the MDC Charles River Reservation, this area of Boston's waterfront has the potential of providing its open space users a diverse and enriching outdoor experience.

Recommendations:

- Realize the potential of the Little Mystic Channel as a unique open space resource: renovate the existing Harborwalk, construct the missing segments of Harborwalk, create a large public open space at the end of the Channel for passive and active recreation including destination uses like skateboarding, and create opportunities for water-based recreation. Support the BRA effort to re-activate the Little Mystic Boat Access Area through a management arrangement with the Boston Autoport.
- Expand the Courageous Sailing Center at Pier 4 with increased programs for Boston's youth, new memberships, and expanded facilities.
- Implement Harborwalk as part of the Tudor Wharf development in order to complete Harborwalk from the Little Mystic Channel to Paul Revere Landing. Support the CA/T project to connect the Harborwalk east of the North Washington Street Bridge with the MDC Charles River Reservation west of the Bridge via pedestrian connections under and on the bridge.
- Support plans, as outlined in the Charlestown Navy Yard Master Plan, to create within the Yard a public open space network that will reinforce the site's unique historical character. Include a continuous Harborwalk along the water's edge extending from the Little Mystic Channel to the National Historical Park; major new open spaces at Yard's End, and improvements to Shipyard Park; and extension of Pier 3 for public recreation, with docking and shelter pavilions adaptable to community uses.

- Support the development of the Historic Piers Network, a system of physical and programmatic historic interpretation to attract year-round use along Harborwalk and to protect public access.

REALIZING THE PUBLIC REALM: THE NORTH END/DOWNTOWN WATERFRONT

The provision of a diversified public open space realm has been substantially established along the North End/Downtown waterfront, offering nearby residents, visitors, and regional workers active and passive recreational opportunities. Enhancements and diversification will occur through the upcoming reconstruction of both the MDC Steriti Rink and especially the city's own Christopher Columbus Park. In addition, private developments along the wharves, such as Battery Wharf, will significantly add to the neighborhood's open space. A continuation of these and related open space plans will fully regain the waterfront for the public's use and enjoyment.

Recommendations

- Support the rehabilitation of Prince Street Park and the pedestrian connections under the North Washington Street Bridge linking the Harborwalk system to the New Charles River Basin park system and the Esplanade.
- Extend Harborwalk along the waterside of Puopolo Playground, linking it to the U.S. Coast Guard's Walk-to-the-Sea.
- Continue Harborwalk through all upcoming private wharf/waterfront developments. Ensure that public parks that are part of the site's design are visually linked to the Harborwalk and nearby streets.
- Provide piers for docking, where appropriate.
- Unify the planned/completed pedestrian pathways and open spaces adjoining the waterfront with the planned pedestrian links and open spaces that will result from the surface restoration of the Central Artery.
- Support the development of the Historic Piers Network, a system of physical and programmatic historic interpretation to attract year-round use along Harborwalk and to protect public access.

CREATING AN URBAN WATER PARK SYSTEM: FORT POINT CHANNEL

The Fort Point District of South Boston is undergoing an historic level of change with the new Moakley Federal Courthouse, the construction of the MBTA Transitway from South Station, the MBTA mitigation park, the CA/T Fort Point Channel Restoration project, and the expansion of the Children's Museum. Planned improvements to the open space system include the installation of continuous waterfront access and public amenities in and along the Channel, and expansion



Long Wharf, Central Boston



Rowes Wharf, Central Boston

of access in industrial areas to allow the public opportunities to observe the water-dependent and maritime industrial uses at work. Current planning calls for the channel to become a water park, enabling direct public interaction with the water, thereby making water-based recreation a centerpiece of urban living.

Recommendations

- Establish a strong link on the cross-channel bridges between the Central Artery surface restoration parks and the proposed Fort Point Channel water park.
- Seek continued expansions of the water transportation system linking inner-harbor neighborhoods and, especially, waterfront attractions (museums, etc.) which are accessible from the harbor. Support the BRA's Inner Harbor Passenger Water Transportation plan recommendations for this area.
- Develop new nodes of public attraction (parks, community boating, watersheet sculpture garden, restaurants, etc.) along the channel in accordance with the *Fort Point Channel Watersheet Activation Plan*, the blueprint for the urban water park.
- Support the development of the South Bay Harbor Trail, linking Fort Point Channel to the South End, Roxbury, and the Fenway, as well as to the Southwest Corridor Park and the Emerald Necklace.
- Explore means of assuring public access on the Harborwalk at the new Moakley Federal Courthouse during times of heightened security needs.
- Work with the BRA on the accumulation and dispersal of funds in the South Boston Waterfront Account of the Fund for Parks and Recreation that have been generated from the Fort Point Historic District tidelands developments. Assure fulfillment of the open space requirements of the Chapter 91-derived Municipal Harbor Plan.
- Support the development of the Historic Piers Network, a system of physical and programmatic historic interpretation to attract year-round use along Harborwalk and to protect public access.

OPENING AND ACCESSING A RENEWING DISTRICT: THE SOUTH BOSTON SEAPORT

Thanks to critical public projects such as the Moakley Federal Courthouse, the Ted Williams Tunnel entrance, the MBTA Transitway, and the Boston Convention and Exhibition Center, a transformation of the South Boston Seaport District will be taking place in the next few decades. Creating “the next great place” will require integrating industrial, commercial, residential, cultural, civic, and open space/recreational uses into a lively whole with little support from a pre-existing human-scaled context.

The last few years of the 20th century and these first few of the 21st have seen intensive planning efforts to develop a framework for future development in this district. *The Seaport Public Realm Plan* and the *South Boston Waterfront District Municipal Harbor Plan* have laid out a vision and a framework to guide developers, designers, and community preservationists. The waterfront will be made accessible to the public via a continuous Harborwalk and linked to an inland park system by tree-lined thoroughfares and other public amenities. The Harborwalk and inland park system will be supported by a variety of cultural and commercial uses to enliven and activate this area

- Realize the full scope of Harborwalk in the Seaport District including measures to assure broad public access from inland neighborhoods. Extend Harborwalk from the Fan Pier Courthouse area to Fan Pier Cove, Pier 4, and around the pier buildings at Commonwealth and Boston Fish Piers. Consider where feasible further extensions or point access to the Boston Marine Industrial Park, to Dry Dock No. 3, and to the Reserved Channel, as well as connecting across the Summer Street Bridge to L Street Beach and Castle Island in the South Boston Historic Shoreline District. Encourage pedestrian links and view corridors to enable maximum public awareness and use of the Harborwalk. Ensure adjacent ground floor uses compatible with and encouraging of the public's use of the Harborwalk. Develop implementation tools for *The Seaport Public Realm Plan* and the Municipal Harbor Plan urban design guidelines so as to assure human-scale development along pedestrian corridors to the Harborwalk.
- Encourage recreational use of the watersheet itself via zoning and planning tools. Ensure these activities are available for patronage by the public. Support accessory land side uses such as boathouses, restroom facilities, fishing gear rental and sales, and associated food service to promote public use.
- Explore various means of programming the waterfront open space system in this area, including a public/private partnership arrangement. Include civic, historical, cultural, and educational programming themes.
- Develop consistent maintenance standards and the tools to insure they are met in all waterfront open spaces, whether public or private.
- Encourage civic, cultural, historical, and educational uses in the district to relate to the waterfront open space system via permanent public art, exhibits, performances, events, displays, and other media.
- Support active recreation uses in the parkland envisioned by the open space plans of both *The Seaport Public Realm Plan* and Municipal Harbor Plan at the southwest end of the Reserved Channel to ensure balanced recreation opportunities in the South Boston Seaport District.

- Support the public review process for the MWRA's Reserved Channel Combined Sewer Overflow (CSO) Facility siting to resolve the multiple interests of water quality improvements, preservation of maritime commerce and industry, community preservation, and access to waterfront open space.
- Support the implementation and refinement of the recommendations contained in the BRA's *Seaport Public Realm Plan*. Work through the implementation process (urban design guidelines, zoning amendments, etc.) to assure varied active and passive open space and recreation needs are met for present and future users. Use part of the Seaport Public Realm Enhancement Fund to purchase land for active and passive recreation areas in the South Boston Waterfront District.
- Support the development of the Historic Piers Network, a system of physical and programmatic historic interpretation to attract year-round use along Harborwalk and to protect public access.

ENHANCING OLMSTED'S VISION: THE SOUTH BOSTON HISTORIC SHORELINE

The rich history of this section of Boston's shoreline can be the central theme to guide the next phase of its revitalization. Castle Island and Marine Park are the waterfront segments of Olmsted's vision. Fort Independence has a military history going back to the 17th Century. The diversity provided by the city-improved facilities at the L Street Bathhouse and Joe Moakley Park strengthens this district's historical theme.



Castle Island, from Pleasure Bay

The city/state Joint Commission on the Future of the Boston Harbor Beaches generated a 1993 report, *Back to the Beaches*, that laid the groundwork for the MDC beach reconstruction program begun in the mid-1990s and to be completed in the next few years. The MDC beaches in South Boston have already been reconstructed under this program. With the renewing of these regional waterfront attractions, concerted regional access improvements must be made.

Recommendations

- Program the Castle Island area to enhance its use with an eye toward balancing local neighborhood and citywide visitation interests. Establish Castle Island as a museum and historical interpretative center, and develop Pleasure Bay for water-based sports like swimming.
- Examine with the MDC and the MBTA the feasibility of trolley shuttle connections to the JFK "T" station in accordance with the *Back to the Beaches* plan, and the feasibility of

- the extending bus lines from Columbia Road to Carson Beach.
- Provide designated pedestrian crossings from Joe Moakley Park to the Strandway and Carson Beach.
 - Seek to reduce non-recreational regional traffic on Day Boulevard.
 - Support the MWRA CSO Control Program in its effort to reduce and eliminate CSO discharges to area waters. Support other water quality improvement efforts that sustain swimmable conditions in these waters.
 - Emphasize the development of Columbia Road and Summer Street/L Street as tree-lined thoroughfares to provide inland access links.
 - Provide designated pedestrian paths from Telegraph Hill and Independence Square to the shoreline.

LINKING INSTITUTIONAL DEVELOPMENT: THE COLUMBIA POINT PROMENADE

Columbia Point has a rich mix of rapidly growing institutional and residential uses. A local open space system that takes advantage of the water's edge and also links these developments can transform the Columbia Point waterfront into a thriving promenade. The MDC's recently constructed park at Harbor Point was the first step in that direction.

Recommendations

- Support the MDC's efforts to develop a landscaped park at the Bayside Exposition Center site to link Carson Beach and Joe Moakley Park to Columbia Point.
- Establish the Harborwalk connection between Harbor Point and the Kennedy Library. Protect and preserve the Calf Pasture Urban Wild. Support the planning, in coordination with the Boston Water and Sewer Commission, to develop a family park, Harborwalk, and other facilities adjacent to the Calf Pasture Urban Wild. Reuse the Pumping Station for educational and cultural activities, a conference center, and supporting retail and student facilities, in part to provide a destination use and an activity node for the Columbia Point Promenade area.
- Encourage plans to develop the docking piers at the JFK Library for public boats.
- Develop bus loops between the JFK Library and Castle Island via the JFK/UMass Red Line station.
- Investigate means of programmatically linking both the State Museum and the University of Massachusetts to the waterfront open space in this area.

CREATING RECREATIONAL OPPORTUNITIES: SAVIN HILL BAY

The proximity of McConnell Playground and Malibu Beach to Savin Hill Bay provides the possibility of developing that enclosed water body as a regional aquatic park with a recreational emphasis. Further, current MDC planning and implementation efforts will finally provide continuous pedestrian access from Malibu Beach to Tenean Beach. This will potentially increase the points of entry from neighborhood streets to the water's edge and the recreational facilities located there.

Recommendations

- Develop Savin Hill Bay's protected waters as an aquatic park for passive and active water-oriented recreation. Support the MDC reconstruction of Savin Hill Beach.
- Enhance the developed Malibu Beach and supporting facilities by the provision of a dinghy dock and boat rental.
- Support efforts to improve water quality at Savin Hill Bay, including the BWSC Dorchester Bay sewer separation project.
- Integrate McConnell Park with Malibu Beach and Savin Hill Bay by landscaped lawns and paths.
- Support the MDC's effort to link Tenean Beach to Savin Hill Bay through the construction of a boardwalk along the Southeast Expressway embankment to Victory Road Park.
- Recommend to the MDC in negotiations with Keyspan Energy Delivery that perimeter access as well as passive recreational opportunities be expanded at Commercial Point while considering security needs. Enhance access from Morrissey Boulevard to Victory Road abutting the Freeport Street off-ramp while considering security needs.
- Support current plans to provide a new MBTA station in conjunction with the Old Colony project near the proposed MBTA bridge. Connect station to a pier facility.
- Designate pedestrian paths from Savin Hill Park to Savin Hill and Malibu Beaches and the marsh areas, to be accompanied by sidewalk improvements and a tree planting program.
- Extend public access from McConnell Park via a boardwalk along the periphery of the expressway to connect the public beach at Clam Point.

BUILDING A USER BASE THROUGH PARTNERSHIP: THE BOSTON HARBOR ISLANDS

The Boston Harbor Islands, isolated by their natural setting, are among the most fragile and vulnerable resources in Boston's open space system. Despite the success of the Boston Harbor Cleanup Project and the 1996 creation of the Boston Harbor Islands National Park Area, the 34 islands continue to attract a limited range of visitors. Expanding public use of the Harbor Islands will require a mix of active and passive recreational uses, educational uses, appropriate commercial uses, and a water transportation system to connect the mainland to the islands.

Since 1996, the city has been a member of the Boston Harbor Islands Partnership, which Congress created to manage the Boston Harbor Islands National Park Area. This unit of the National Park System brings together the owners of the 34 Boston Harbor Islands – the city, state, and federal governments and two non-profit institutions – to establish an administrative framework for the park. The park partnership is administered in cooperation with the private sector, municipalities surrounding Boston Harbor, and historical, business, cultural, civic, recreational, and tourist organizations, while the legal owners of the islands retain full ownership rights and responsibilities. The recently completed Boston Harbor Islands General Management Plan will guide the Partnership in its progress toward expanding and enriching the public's use of these water-bound gems.

Recommendations

- Work with the Boston Harbor Islands Partnership to implement the Boston Harbor Islands General Management Plan, including activating the federal funding mechanism established in the legislation, and participating in comprehensive cultural and natural resources inventories.
- Open Spectacle Island Park as a new gateway to the Boston Harbor Islands National Park Area under the joint jurisdiction of the Commonwealth of Massachusetts Department of Environmental Management (DEM) and the City of Boston Parks and Recreation Department with management assistance from the Island Alliance. Continue to work with the Central Artery/Tunnel Project's reconstruction of Spectacle Island, and with DEM on the construction of land and waterside improvements, including a visitor's center, marina, and wave screen.
- Build a permanent ADA-accessible pier on Long Island to implement the city's plan for public access by water to the Parade Ground and Long Island Head. Encourage recreational use of Long Island that is compatible with the human



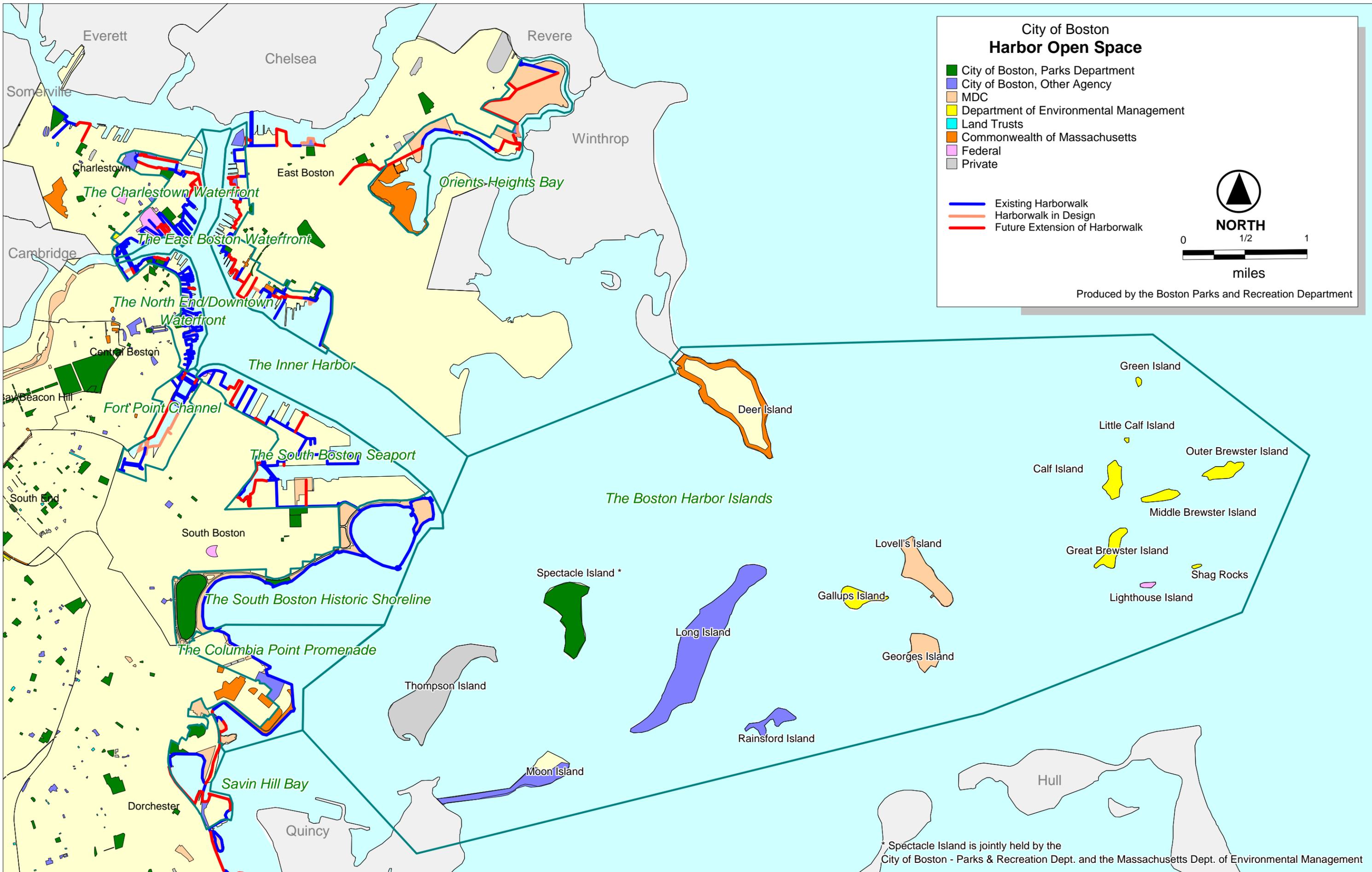
Long Island Light House

Fishing Festival in
Boston Harbor Islands



services provided at the city's Public Health Commission Campus. Develop a limited public access program while strengthening the island's human service programs, particularly job training, food catering, and the organic farm. Work with the Boston Harbor Islands Partnership to improve the island for limited public uses, including the stabilization of the abandoned Fort Strong.

- Work with the Boston Redevelopment Authority on improvements to Long Wharf as the major gateway ferry terminal for the islands; with the University of Massachusetts and the Kennedy Library on the development of a Dorchester-based gateway to the islands; and with Fan Pier developers on the implementation of an island gateway in the South Boston Seaport District in accordance with the South Boston Waterfront District Municipal Harbor Plan.
- Document and map all conservation lands on the islands, specify those of critical environmental concern, and develop a natural resource protection plan for their permanent maintenance. Continue to separate these lands from recreational and intensive use areas.
- Continue the city's stewardship plan for Rainsford Island, including an archaeological reconnaissance-level survey, to identify cultural and natural resources and formulate recommendations for protection and use.
- Improve current use of the islands by educating visitors about the pack-it-in, pack-it-out trash policy, conservation of natural resources, and boating safety. Discourage vandalism through signage and a program of law enforcement developed and implemented with the help of citizen volunteers.



* Spectacle Island is jointly held by the City of Boston - Parks & Recreation Dept. and the Massachusetts Dept. of Environmental Management