
Open Space Plan 2008-2012

Section 7 Analysis of Needs

Section 7.1.2 Resource Protection HARBOR OPEN SPACE

Analysis of Needs**Section 7.1.2:
Resource Protection
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 and Harborwalk systems. 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 public agencies, including the Boston Redevelopment Authority (BRA), the Boston Conservation Commission (BCC), the Massachusetts Department of Environmental Protection (MADEP), the Massachusetts Department of Conservation and Recreation (DCR), and the Massachusetts Port Authority (Massport), as well as non-profit organizations and waterfront property owners, in an effort to promote and provide public access to waterfront open space.

The proposed framework reflects 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. Boston Harbor's clean up project has fostered a resurgence in water-related activities and a desire for broad public access to the water's edge.

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:

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

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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 restored beaches, bathhouses, recreational/cultural centers, historic interpretive exhibits, expanded sports facilities, public art and performances 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. Waterfront projects should encourage water-related activity, including public docks and transient berthing, boat ramps, boat rentals, recreational marinas, fishing, and water taxi or water shuttle facilities, 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.

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This system of linkages would require the following:

- Improved Harborwalk wayfinding and interpretive signage program
- Completion of Harborwalk public access network along the North End, Fort Point Channel, South Boston Seaport, Columbia Point, Dorchester, East Boston, and Charlestown areas.
- Links to Harborwalk from inland facilities like neighborhood parks, the Emerald Necklace system, Rose Kennedy Greenway, the Charles River Reservation, East Boston Greenway, South Bay Harbor Trail, and the Neponset River Trail 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.

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 regulations has developed a series of agreements with private and public waterfront landowners that promote 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.

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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 An Historic 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 Renewed 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.

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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 even in the shadow of Logan Airport.

Recommendations

- Create a link between Constitution Beach and the Bayswater Street Urban Wild/Airport Buffer Project through a Harborwalk and/or public access 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.
- Transfer the restored wetland at the Belle Isle Coastal preserve to DCR for incorporation into the management of Belle Isle Marsh Reservation. 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.

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RECLAIMING AN HISTORIC HARBOR: THE EAST BOSTON WATERFRONT

Similar to the North End 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, an active promenade can be created with active and passive recreation, housing, and maritime industrial uses.

Recommendations:

- Extend Harborwalk from Porzio Park in Jeffries Point to the Condor Street Overlook Urban Wild 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.
- Seek legislative funding to resume 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 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 through coordination with the MBTA's Blue Line subway station reconstruction project at Maverick 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 the new Bremen Street Park to enable better access to Piers Park and Harborwalk from inland neighborhoods.
- Support the East Boston Municipal Harbor Plan which will create public parks and new Harborwalk segments as part of private developments along the waterfront such as the Pier I, Clippership Wharf, Hodge 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.
- Support the master planning process for LoPresti Park that has been underwritten by nearby project developers.

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- 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 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.

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DIVERSIFYING THE OPEN SPACE EXPERIENCE: THE CHARLESTOWN WATERFRONT

Charlestown's waterfront from the Little Mystic Channel through the historic Navy Yard to the Paul Revere 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 DCR 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 at Building 114 as authorized by the Legislature in 2006, 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 Boston Autoport.
- Use signage and landscaping to draw users through off-harbor public access segments of Harborwalk that must respect maritime industrial uses. Develop an interpretive signage system to explain the maritime industrial and related uses
- Expand the Courageous Sailing Center at Pier 4 with increased programs for Boston's youth, new memberships, and expanded facilities.
- Support the BRA Charlestown Navy Yard Master Plan and Charlestown Navy Yard Waterfront Activation Plan which will create a public access and open space network that will reinforce the site's unique historical character and common identity. Include a continuous Harborwalk along the water's edge extending from the Little Mystic Channel to the National Historical Park and to Paul Revere 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

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uses. Create public parks and Harborwalk as part of developments in the Navy Yard such as the newly opened Harborview Point, the relocated Spaulding Hospital, Pier 5, and Parcels 5, 6, and 7. Improve the Harborwalk connection from Tudor Wharf along Constitution Marina. Coordinate Harborwalk connections with the National Park Service Area planning effort.

- Support the development of the Maritime Interactive Park Network, a system of physical and programmatic maritime and historic interpretation to attract year-round use along Harborwalk and to protect public access.
- Study potential links to the Mystic River Trail System.

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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 some of the highest concentration of active and passive waterfront open space and recreational opportunities of any waterfront neighborhood. Enhancements and diversification have occurred through the reconstruction of both the MDC Steriti Rink and 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. Complete the pedestrian Bridge over the tracks at North Station that connects Charles River Basin Park system to the Harborwalk at Lovejoy Wharf.
- 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.
- Improve Harborwalk conditions at Lewis and Union Wharves and complete Harborwalk connection along Commercial Wharf to Boston Yacht Haven.
- Provide piers for docking, where appropriate.
- Unify the planned/completed pedestrian pathways and open spaces adjoining the waterfront with the Rose Kennedy Greenway. Support the BRA's Crossroads Initiative work to link downtown to the Greenway and the waterfront.
- Support the development of the Historic Piers Network, a system of physical and programmatic historic interpretation

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to attract year-round use along Harborwalk and to protect public access.

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CREATING AN URBAN WATER PARK SYSTEM: FORT POINT CHANNEL

The Fort Point District of South Boston is undergoing an historic transformation, with new open spaces and Harborwalk segments sprouting along the Channel's edge. Many amenities have been provided, from interpretive signage to pergolas, flower beds, and public art. The MBTA constructed a park next to the Boston Children's Museum as part of the mitigation for the Silver Line tunnel construction beneath the Channel. The Central Artery/Tunnel (CA/T) Project built Harborwalk segments and open spaces along parts of the Fort Point Channel as mitigation for the I-90 extension tunneling under the Channel. The recently completed renovation and expansion of the Boston Children's Museum, together with the December 2006 opening of the InterContinental Hotel, has added open space and enhanced Harborwalk segments along the Fort Point Channel.

Further improvements to the open space system include the installation of continuous waterfront access at the South Station Postal Annex and proposed parks of the 100 Acres Master Planning Area and public amenities in and along the Channel. Implementation of the Fort Point Channel Watersheet Activation Plan will enable direct public interaction with the water, public docking, small boating programs, and public art and programming, thereby making water-based recreation a centerpiece of urban living.

Recommendations

- Establish a strong link on the cross-channel bridges between the Rose Kennedy Greenway and the enhanced Fort Point Channel through the Crossroads Initiative.
- 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 Water Transportation Study recommendations for this area including service from the regional water transit terminal, paid by the CA/T Project and located at the InterContinental Hotel.
- Implement public amenities, including parks, community boating, watersheet sculpture garden, restaurants, etc. along the Channel in accordance with the Fort Point Channel

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Watersheet Activation Plan, the blueprint for this 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.
- Work with the BRA on the accumulation and dispersal of funds in the South Boston Waterfront Account of the Fund for Parks and Recreation from the development of tidelands.
- 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.

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OPENING AND ACCESSING A RENEWING DISTRICT: THE SOUTH BOSTON SEAPORT

Thanks to critical public projects such as the Moakley Federal Courthouse, the I-90 Connection to Logan Airport, the MBTA Silver Line, and the Boston Convention and Exhibition Center, a transformation of the South Boston Seaport District is taking place. Creating “the next great place” will require integrating industrial, commercial, residential, cultural, civic, and open space/recreational uses to form a lively district.

Significant public planning has taken place in the past decade to develop a framework for future development in this district. The Seaport Public Realm Plan, South Boston Waterfront District Municipal Harbor Plan, Commonwealth Flats Master Plan and 100 Acres Master 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 including the new Institute of Contemporary Art, to enliven and activate this area.

Recommendations

- Work to complete the Harborwalk public access network in the Seaport District including measures to assure broad public access from inland neighborhoods. Extend Harborwalk from the Fan Pier Harborwalk and the new Institute of Contemporary Art to 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. Use signage and landscaping to draw users through public access segments to the Harborwalk that respect maritime industrial uses. Develop an interpretive signage system to explain the maritime industrial and related uses found in the District. Ensure adjacent ground floor uses are compatible with and encouraging of the public’s use of the Harborwalk. Develop implementation tools for The Seaport Public Realm Plan and

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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 watershed itself via zoning and planning tools, and the Chapter 91 tidelands regulations. 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 ensure they are met at 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 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.
- 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.

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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.

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 DCR beach reconstruction program begun in the mid-1990s and completed in 2006. The 2007 Metropolitan Beaches Commission Report, "Beaches We Can Be Proud Of," recommended management reforms, programs, and activities to continue the improvements made to these valuable assets. As well, concerted regional access improvements must be made to these enhanced regional waterfront attractions.

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 swimming and other water-based activities.
- Examine with the DCR and the MBTA the feasibility of trolley shuttle connections to the UMass/JFK MBTA station in accordance with the *Back to the Beaches* plan, and the feasibility of the extending bus service 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, such as the North Dorchester Bay CSO storage tunnel project, to be completed in 2010-2011, in its effort to reduce and eliminate CSO discharges to area waters. Support other water quality

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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.
- Support the recommendations of the Metropolitan Beaches Commission Report for Pleasure Bay and Castle Island, L and M Street beaches, and Carson Beach.

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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 Department of Conservation and Recreation's Old Harbor Park at Harbor Point, built in the 1980s, was the first step in that direction. The West Link, opened in 2006, links the Old Harbor Park to Carson Beach, continuing progress in that direction.

Recommendations

- 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.
- Continue to programmatically link both the State Museum and the University of Massachusetts to the waterfront open space in this area including the Arts on the Point Project.

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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 DCR 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.
- 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 DCR'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.
- Identify new locations for public boat launching ramps.
- 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.

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- Complete Harborwalk links along Port Norfolk linking Tenean Beach with Pope John Paul II Park and the Neponset River Greenway

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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 an affordable water transportation system to connect the mainland to the islands.

Since 1996, the City of Boston 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.
- Support Spectacle Island Park as the newest gateway to the Boston Harbor Islands National Park Area under the joint jurisdiction of the Commonwealth of Massachusetts Department of Conservation and Recreation (DCR) and the City of Boston Parks and Recreation Department (BPRD) with management assistance from the Island Alliance.

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Market this newest gateway's features including the two beaches, marina, panoramic views from the top of the drumlins, miles of pathways, visitor/interpretive center powered by solar energy, café and barbeque grill, and public restrooms.

- Support the Camp Harbor View program to give city kids opportunities to experience the harbor environment at a summer camp on Long Island.
- Support the construction by the Island Alliance and National Park Service of a \$4 million Harbor Islands gateway/visitor contact station on the Rose Kennedy Greenway, Parcel 17 at Long Wharf.
- Work with the University of Massachusetts and the Kennedy Library on the development of a Dorchester-based gateway to the Harbor Islands; and with Fan Pier developers on the implementation of a Harbor 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, use of alternative fuels to reduce pollution and prevent global warming, and boating safety. Discourage vandalism through signage and a program of law enforcement developed and implemented with the help of citizen volunteers.