

PART 3

**COMMUNITY OPEN SPACE &
RECREATION MISSION**

The Neighborhoods

Allston-Brighton

Back Bay/Beacon Hill

Central Boston

Charlestown

Dorchester

East Boston

Fenway/Kenmore

Hyde Park

Jamaica Plain

Mattapan

Roslindale

Roxbury

South Boston

South End

West Roxbury



PART 3 • COMMUNITY OPEN SPACE & RECREATION MISSION

THE NEIGHBORHOODS:

Central Boston

THE SETTING

History

Included within the BRA-designated Central Boston planning district discussed here are “Downtown:” the Financial District, Downtown Crossing, the Waterfront, Government Center, and the Bullfinch Triangle; and the discrete residential areas of the North End, West End, and Chinatown.

Downtown

Originally known as the Shawmut Peninsula, the city’s civic, commercial and financial core has been located at the site of modern-day downtown Boston since the city’s founding. The Old State House, at the junction of State and Washington Streets, had served as the center of public life since the 17th century. The original Faneuil Hall was built in 1742; today with the renovation of Quincy Market as a pedestrian-oriented public space with restaurants and retail shops, the area is a major tourist draw. Christopher Columbus Park, located between the market and the waterfront, provides passive and active recreation for tourists and North End residents alike.

Financial District and Downtown Crossing

Throughout the 18th century, increasing development resulted in dense street patterns encircling Fort Hill and eventually reaching the Boston Common. Fort Hill was leveled in 1872, the same year a fire destroyed much of downtown Boston. Now most of the financial district’s office towers are located in the area. Post Office Square Park provides critical open space, a green oasis in the built-up and paved-over downtown area. The park itself is the product of a public/private partnership and

Today, wharf renovation and urban renewal have created one of Boston's newest mixed use districts.



exemplifies the advantages of corporate abutters participating in the management of public spaces in the downtown core. Central Boston's retail district is centered on Downtown Crossing. A portion of Washington Street here is closed off to traffic flow, allowing pedestrians to have more space for movement, especially during rush hours and lunchtime. This has created a lively street scene that has strengthened this retail district.

The Waterfront

A major influence in the growth of downtown Boston has been the development of its harbor. At the beginning of the 18th century, Boston's position as a prominent maritime community was secured with the addition of Long Wharf and the building of nearly 40 wharves, more than a dozen shipyards, and six ropewalks. With the decline of the shipping industry in the early 1900s, Boston's wharves began to be abandoned. Some buildings remained vacant or underutilized until the current Central Artery was constructed in the 1950s. Today, wharf renovation and urban renewal have created one of Boston's newest mixed use districts. Harborwalk, a continuous pedestrian path being created along the water's edge from the South Station area to the North End, will link all the publicly accessible open spaces along the waterfront, including those at Rowes Wharf.

Government Center

During the urban renewal era of the 1950s and 1960s, the dilapidated Scollay Square area was leveled to make space for Government Center, a new building complex to accommodate expanding city, state, and federal offices. An 11-acre brick-paved plaza in front of the new City Hall was built as the center of this complex. The plaza is regularly used for concerts, political rallies, civic celebrations, and a farmer's market.

Bulfinch Triangle

The Bulfinch Triangle is the area between Government Center and the North Station complex. So-called because of Charles Bulfinch's street plan for a triangular area created by the 19th century filling-in of the marshy North Cove, it consists of warehouse structures now converted for mostly office uses.

The Coming Transformation

The coming two decades will again transform the character of downtown Boston. Major factors in this transformation will include the completion of wharf restoration, the ongoing linkage of the Harborwalk system, and the depression of the Central Artery. The Central Artery depression will create at the surface both a linear park (almost 12 acres worth) and a boulevard-style thoroughfare.

The Residential Neighborhoods

North End

The North End, one of Boston's oldest neighborhoods, was "wharfed-out" early and inhabited by wealthy merchants and humble seamen. In the early 1800s came the Irish who built houses abutting the narrow streets and alleys that to this day distinguish the North End. Since the 1890s the area has been largely Italian. In the 1950s, with the building of the Central Artery, the North End became isolated from the downtown area. The neighborhood contains several sites which are on the Freedom Trail and local residents have accepted the resulting influx of tourists. In fact, the number of restaurants and retail shops have gradually increased over the years.

West End

The West End was once a neighborhood of residential structures, shops, and commercial enterprises, an "urban village" much like the North Slope of Beacon Hill appears today. The urban renewal movement of the 1950s and 1960s razed the West End. In its place is the Charles River Park luxury housing complex, a self-contained mega-development that exemplifies Le Corbusier's "tower-in-the-park" urban design philosophy. Traces of bitterness remain from the vast displacement of residents and businesses that took place in the name of "slum clearance." One legacy of this phenomenon is the vigilance and opposition displayed by residents in other parts of the city when proposals call for the wholesale demolition of older structures that have given neighborhoods their character and livable appearance. Another legacy is the awareness among city planners that preservation and adaptive re-use of existing structures – and landscapes – should be a key strategy, and a first resort, in neighborhood revitalization.

Chinatown

Chinatown/South Cove is located on landfill built on tidal flats to provide additional housing in the early 1800s for Boston's expanding middle-class population. In the 1840s, this area's original residents began to move out of the city. Newcomers were mainly Chinese, Irish, Italian, Jewish, and Syrian immigrants who converted the homes to multi-unit tenements.



Puopolo Playground, North End

Non-residential uses developed on the edges of Chinatown. South Station, the railroad lines serving it, and the elevated line along Washington Street, were constructed in 1899. Many tenements were razed for expansion of the garment industry. After World War II, Chinese restaurants and specialty shops began to occupy ground floors of residential buildings and a tourist industry began to evolve.

Subsequently, many more housing units were lost due to urban renewal programs. Creation of the Southeast Expressway and the Massachusetts Turnpike, and an increase in traffic along Essex Street, isolated the Chinese residents in the South End from those in South Cove. Old rowhouses were replaced with institutional-scale buildings and high-rise housing towers. Community isolation increased further following the 1974 creation of the “Combat Zone” adult entertainment district. This had perceptually cut off Chinatown from the Central Business District as well as from Boston Common and the Public Garden.

Today, Chinatown exists on approximately one-half the land mass it once had, with a population that had tripled between 1950 and 1987. The 1990s have been critical years for the neighborhood in terms of pressures from without and within. The Combat Zone is now a fading memory. The Millennium project is a high-rise mixed use residential/ hotel/commercial/ entertainment complex that has recently increased the downtown business and residential population to the west and north of Chinatown. Gains and losses to open land on the east and south of Chinatown are possible with transportation projects still in the design or planning stage: the Central Artery/Third Harbor Tunnel project, and the development of air rights over the Massachusetts Turnpike.

Meanwhile, the community struggles to provide housing for new immigrants, growing families, elder residents, and non-Asians attracted by the proximity to downtown Boston.

DEMOGRAPHICS/HOUSING

Like much of the rest of the city, Central Boston experienced a rapid decline in its residential population after the Second World War. It finally stabilized in the 1980s due to an influx of young professionals looking for “walk-to-work” residential accommodation. For example, by the 1920s, with the last tenements completed, 35,000 people lived in the North End alone. The 1980 census showed a population total of about 9,000. The 1990 population total in the North End sub-neighborhood showed an increase to 10,935.

There was a slight drop in Central Boston’s population from 1980 to 1990 of -0.88%, but in the 1990s, the population increase was dramatic: from 21,669 in 1990 to 25,173 in 2000, a 16% increase.

Central Boston Demographic and Housing Profile

POPULATION	
2000 Census	25,173
1990 Census	21,669
1980 Census	21,862
Population Growth/Decline, 1990-2000	16.17%
Population Growth/Decline, 1980-1990	-0.88%

RACE	1980 Census	1990 Census	2000 Census
White	17,166 79%	15,982 74%	17,516 70%
Black	638 3%	641 3%	1024 4%
Hispanic	377 2%	725 3%	941 4%
Asian or Pacific Islander	3520 16%	4285 20%	5280 21%
Other	161 1%	36 less than 1%	412 2%

Of course, the daytime population of the neighborhood swells, as close to 200,000 persons come to work at downtown offices. In addition, thousands of tourists and business visitors swarm the downtown area.

The largest minority group in Central Boston is Asian/Pacific Islander at 21% in 2000 (versus 7.5% in Boston). Whites remain predominant at 70% of the total neighborhood population in 2000.

The median age (per the 1990 census) is high (36.1) compared to the citywide figure (30.4), with very few persons under 25 years of age (19.9% in Central Boston vs. 36.3% in the city as a whole [in 2000, 7% of Central Boston were youth 17 years of age and younger while for Boston, they were 20%]). This neighborhood has a large elderly population (17.5% for Central Boston versus 11.5% for the city as a whole), including many of Italian ancestry.

Multi-family housing dominates the residential sections of Central Boston. High-rise residential towers now make up the former West End, as well as the Harbor Towers and Rowes Wharf complexes on the waterfront. The North End and the Waterfront districts now have many newly converted condominiums; and buildings typically have mixed uses with shops on the ground floor.

While citywide, 33% of Boston's residents are immigrants, in Chinatown, 66% were born abroad. The population of 5,000 is

AGE

2000 Census		
0-17 years	1,761	7%
18 and over	23,412	93%
1990 Census		
0-4 years	636	3%
5-9 years	345	2%
10-14 years	384	2%
15-17 years	279	1%
18-20 years	600	3%
21-24 years	2232	10%
25-29 years	3550	16%
30-34 years	2593	12%
35-44 years	3359	15%
45-54 years	2154	10%
55-59 years	974	4%
60-64 years	1035	5%
65-74 years	1869	9%
75-84 years	1306	6%
85 years and over	375	2%
Average Age (1990 Census)		40.9

SOCIO-ECONOMIC/HOUSING/DENSITY

Population 16 Years and Older, by Employment Status	
(1990 Census)	%
Employed in armed forces	3
Employed civilians	61
Unemployed civilians	3
Not in labor force	33
Median Household Income (1990 Census)	\$31,014
Occupied Units Ownership	
(1990 Census)	% Units
Owner occupied	21
Renter occupied	79

Number of Year Round Units in Structure	
(1990 Census)	% Units
Single units	1
Double units	1
3-9 units	34
10-19 units	9
20-49 units	8
50 or more units	46
All other	1
Single/Multiple Unit Ratio	0.01

Household by Number of Vehicles	
(1990 Census)	% Households
No vehicles	57
1 vehicles	37
2 or more vehicles	6

Households by Age and Poverty Status	
(1990 Census)	% Households
Above poverty, under age 65	68
Above poverty, age 65 and over	17
Below poverty, under age 65	10
Below poverty, age 65 and over	5

Population Density	
	Persons per Square Mile
1980 Census	16,766.90
1990 Census	16,051.30
Density Change 1980 to 1990	-715.6

HOUSEHOLDS

Households		Population by Household Type			Households with Children by Type	
1990 Census	11,799	(1990 Census)		% Persons	(1990 Census)	%
1980 Census	10,917	Family households		47%	Married couple families	79
Household Growth/Decline, 1980-1990	8.08%	Non-family households		45%	Other family, male head	5
		Group quarters		8%	Other family, female head	15
					Non-family	1
		Households w/ One or More Persons Under 18 Years			Family Type	
		(1990 Census)		%	(1990 Census)	% Families
		All households		11,766	Married couple	77
		No one under 18		10,764	Other family, male head	7
		One or more under 18		1,002	Other family, female head	16
		Persons in Households			Families as a % of All Households 32%	
		(1990 Census)	Households	%		
		1 person households	6574	56		
		2 person households	3510	30		
		3 person households	921	8		
		4 person households	501	4		
		5 or more person hshlds	293	3		
		Average Persons per Household (1990 Census)		1.69		

91% Chinese, from either the mainland, Hong Kong, or Taiwan. Vietnamese, Cambodians, and other Asians account for another 2%. Six of every ten households are families. Of all families, 48% have children living with them and 21% of the children are age five or younger. Also, 41% of the families include at least one elder, and 18% have two or more. Compared to the city as a whole, Chinatown has more families, children, and elder residents. According to available data (1987), 42% of Chinatown households earned incomes below \$10,000 per year, while only seven percent reported income above \$20,000. This compares to a citywide median income (1985) of \$21,031 (that is, 50% of Boston's households earned more than \$21,031).

The many 3- to 5-story brick, 19th century residential buildings are characterized by shops and restaurants on the ground floor. Later and larger loft buildings frame the district on Beach Street, Hudson Street, Kneeland Street, and Harrison Avenue. In 1980, the area's median housing value was 87% greater than the city median. Over 95% of Chinatown's residential units are rental. Chinatown, by most measures of housing and population density, ranks the highest for overcrowding among Boston's neighborhoods. In 1985, households in Chinatown averaged 3.6 persons compared to 2.5 persons city-wide. Unit sharing by families and adults is common with 25% of units containing five or more people; 94% of these same units have only one bedroom. When the population tripled from 1950 to 1987, the production of housing units during this period only increased the existing stock by half.

THE OPEN SPACE SYSTEM TODAY

Equity and Investment

In comparison with the rest of the city, the Central Boston area is underserved in terms of open space available to local residents. With a total of 56 acres of parks, playgrounds, squares, and malls (only 47 acres are protected), this open space must cater to the outdoor needs of the local population (25,173 in Central Boston per the 2000 Census) as well as those of office workers, shoppers, and tourists. For Central Boston, there are 1.86 acres of protected open space per thousand residents, substantially below both the ratio for most other neighborhoods in Boston and the overall city ratio of 7.43 acres per thousand residents. Yet in accordance with the South End Open Space Study by the Boston Urban Gardeners (1988), a ratio of 2.5 acres per thousand population may be the more appropriate guideline for inner core urban neighborhoods like Central Boston.

The Boston Parks and Recreation Department has made capital improvements to several facilities in Central Boston, including a significant re-design of Elliot Norton Park in Chinatown from an “urban bunker” style that seemed to encourage crime to a more open landscape that provides spatial respite and an opportunity for children’s play; an historic restoration of Olmsted’s Copp’s Hill Terrace in the North End; and a renewal of the play lot and courts at DeFilippo Playground in the North End. Other important projects include a renewed play lot and other features in Christopher Columbus Park in the Waterfront and North End sub-neighborhoods; the re-design of Samuel Adams Park, the “front yard” of Faneuil Hall; and the transformation of Union Park from a buffer between Government Center and the historic Blackstone Block to the city’s Holocaust Memorial. In addition to the above expenditures, many other improvements were made to the public realm throughout the Central Boston area by the public sector as well as through public/private partnerships like the one that built Post Office Square Park.



Post Office Square Park

CAPITAL PROJECTS 1993-2000/ CENTRAL BOSTON

Eliot Norton Park	\$ 300,000
Tai Tung Park	\$ 122,400
Christopher Columbus Park	\$ 489,000
Copp’s Hill Cemetery	\$ 250,000
Copp’s Hill Terrace	\$ 224,400
DeFilippo Playground	\$ 379,902
Polcari Playground	\$ 125,000
Samuel Adams Park	\$ 1,132,000
Holocaust Memorial Park	\$ 100,000
Total	\$3,122,702

Assessment

The pedestrian environment in Central Boston benefits from its context – the area is at once the civic, historic, and economic core of the city. Accordingly, its open spaces provide a rich diversity of experiences. While existing squares, pedestrian malls, passive seating areas, and plazas are well distributed, they could be better linked in a coherent, intelligible manner – for example, the waterfront should be easily accessible from Post Office Square and City Hall Plaza. Comprehensive programs to ensure the perpetual maintenance of all existing and proposed

public spaces have not yet been instituted. There continues to be a lack of indoor public gardens for year-round use and for the use of day care centers.

On the other hand, the residential population located along the waterfront and in the North End urgently requires new playgrounds to accommodate current demands. Also limited are the neighborhood's indoor recreation areas, critical spaces in these dense areas, especially during the winter months.



City Hall Plaza

The elevated Central Artery now severely limits access to the waterfront, both from the financial district and Government Center. During this decade, the current effort to depress the artery will eliminate the problem of isolation and greatly improve the open space network here. On the restored surface above the depressed artery, the resulting open space will contribute 30 acres of parks, plazas, and public pedestrian ways to Central Boston. Almost 12 acres of the 30 will be parkland. Together the entire 30 acres will be known as the Rose Kennedy Greenway in tribute to the matriarch of the Kennedy family who grew up in the North End.

City Hall Plaza itself has been the focus of much attention by advocates for its transformation into a livelier space. An ideas competition sponsored by the Parks and Recreation Department created renewed public interest in the health of this space, originally conceived as the civic heart of the city. Panel discussions followed, as did the formation of a non-profit group, the Trust for City Hall Plaza, to spearhead action to improve the "brick desert." A variety of ideas and plans have been floated. An arcade for use by farmer's markets and other vendors and festivals has been built, under the auspices of the Boston Redevelopment Authority, with assistance from the Trust. It will link up with a new outdoor garden to be developed by the federal General Services Administration, landlord of the John F. Kennedy Federal Building, at one end, and to a new headhouse for the Government Center Green Line station to be developed by the MBTA. However, more work remains on the rest of the plaza – physically, and in terms of "activation:" "Real urban plazas, the ones that vibrate with life, are surrounded by a rich mix of uses, not merely civic but also commercial. Think of European classics like the Piazza San Marco in Venice or the Piazza Navona in Rome, their edges lined with shops and cafes along with churches and other public uses." (Robert Campbell, *Architecture Review*, *The Boston Globe*, February 1, 2001, page A13.)

Squeezed within the downtown area, Chinatown is a community with extremely challenging land use demands, very little green space, and few public recreational facilities. There are

compelling needs for additional passive and active recreational areas for extended family groups including young children, adolescents, and the elderly.

In addition to Gateway Park, Chinatown possesses several other open spaces. Oak Street has a small community garden. On Tai Tung Street, a small passive area was recently transferred from the BRA to the Parks Department after benches were removed to discourage vagrancy. Oxford Street has a pocket park. Both Tai Tung Village and Mass Pike Towers have courtyards. Acorn Day Care Center has a tot lot. Statler Park, Lincoln Square, and Elliot Norton Park account for an additional 1.3 acres, but they are shared with the greater downtown community. There are the 75 acres of Boston Common and the Public Garden; however, they are separated from Chinatown by what's left of the Combat Zone and they serve virtually all of Boston's residents and many of its visitors.

In Chinatown, the only public park that contains a children's play area is Gateway Park. Similarly, the elderly have virtually no public place to congregate that is safe, secure, and easily accessible. When vagrants dominate Gateway Park, most community users stay away. For security reasons, management authorities must control the use of facilities in the housing complexes. Pagoda Park, just south of Kneeland Street, adds another 1.47 acres with three courts and a modest amount of green space. Due to Pagoda Park's location next to a highway ramp and across a major thoroughfare from Chinatown proper, teens are the primary user group. Owned by the Massachusetts Turnpike Authority, the park's accessibility may be further limited by pending transportation projects. Yet the potential exists for new recreation and open space facilities and better connections arising from these same transportation projects.

One hopeful development on the horizon is the implementation of the master planning for the Central Artery Project's parks. The open space of Chinatown will expand with multi-purpose plazas, woonerfs (pedestrianized streets), and expanded sidewalks between Essex and Kneeland Streets.

Another hopeful sign is the BRA's *A Civic Vision for Turnpike Air Rights in Boston*. Released in 2000, this plan calls for a multi-purpose neighborhood park in the Chinatown area. Such a park would be developed in one section of the decking over the Turnpike Extension in this area.



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Langone Playground, North End

Future generations of North End, Bay Village, and Chinatown residents, tourists, and downtown office workers stand to benefit from a radically transformed public realm once both the new Central Artery and the Massachusetts Turnpike Air Rights are realized.

Location , Location, Location!

One benefit of living in Central Boston is the proximity to the ferries that access the Harbor Islands, a regional open space resource for swimming, nature study, historical interpretation, fishing, boating, and kayaking. As the National Park Service and the various partners proceed with their plans, further use and development will likely generate a public regard for these spaces as deep as is held for the Emerald Necklace and the Charles River Reservation. For Central Boston, the Harbor Islands will likely become a richly rewarding “backyard.” (Please see the *Harbor Open Space* chapter in the part titled *Resource Protection Mission* for further discussion of the Harbor Islands.)

THE NEXT FIVE YEARS

While characterized by mature and well-distributed public spaces, Boston’s historic inner core has only 52 acres of open space, a quarter of which are hard-scaped plazas, malls, and squares. Future generations of North End, Bay Village, and Chinatown residents, tourists, and downtown office workers stand to benefit from a radically transformed public realm once both the new Central Artery and the Massachusetts Turnpike Air Rights are realized. A diversity of open space types should be created in these corridors with discrete connections to the neighborhoods and the waterfront (in the spirit of the “walk-to-the-sea” concept) and in tandem with supportive land uses. Such a vision, however, should be informed by a study of the feasibility of maintaining and operating the parkland.

Opportunities

Chinatown

- Support the open space objectives of the BRA’s 1990 Chinatown Community Plan.
- Create additional open space along Hudson Street and near the I-90/I-93 interchange through the Central Artery design and review process.
- Use air rights over the Massachusetts Turnpike to create a large, green park serving the Josiah Quincy School and several nearby housing complexes.
- Create active and passive community open space along streets, on rooftops, and in plazas and courtyards in partnership with institutional, housing, and commercial developers in and near Chinatown.
- Promote the planting and care of outdoor urban plant materials, including those of Asian origin. Introduce programs to Adopt-a-Tree and Adopt-a-Window Box. Compile a guidebook and conduct workshops as part of implementation.
- Work with the BHA and the housing complexes to raise the standard of routine maintenance around properties.

- Re-design Elliot Norton Park to better meet community needs for green space and active recreation.
- Encourage all planning initiatives and development projects in and around Chinatown, such as the Midtown Cultural District, to provide additional open space for the community.

North End

- Use adjacent Central Artery air rights parcels for a neighborhood park, indoor court facilities, and supporting pocket parks in accordance with the recommendations of the BRA's report *Boston 2000: A Plan for the Central Artery*. Work with the Mayor's Central Artery Completion Task Force as the corridor's citizen advisory council to implement the Boston 2000 and Central Corridor Master Plan recommendations.
- Seek from all proposed developments on Sargent's and Lewis Wharves a commitment to protect the water in the vicinity of their projects from pollution, and to provide public access as determined by abutters and the local community.
- Complete Harborwalk along the North End piers and examine the possibility of docking small craft for community use along Puopolo or Langone Parks. 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.

Downtown

- Develop the new Artery corridor as a new boulevard and linear parkland with a minimum of 75% open space. Support the recommendations in the BRA report *Boston 2000: A Plan for the Central Artery*. Work through the Mayor's Central Artery Completion Task Force and the Master Plan implementation process to implement the Boston 2000 recommendations.
- Enhance the "Walk-to-the-Sea" concept (from the State House to Long Wharf along State Street) with the creation of a destination use on the relevant new Central Artery parcel.
- Support the BRA and the Trust for City Hall Plaza in the effort to transform the physical environment of City Hall Plaza as well as the mix of uses and activities within and surrounding the Plaza. Make the Plaza a lively focus of downtown life through programming events, arts programs, and festivals.
- Select parcels from the new Central Artery corridor and from the Midtown Cultural District to develop a system of "winter gardens," indoor/protected outdoor open spaces for year-round public activity. Support the Massachusetts Horticultural Society's Winter Garden proposal on the Dewey Square Artery air rights parcel.
- Develop underutilized pockets of land in Dewey Square for passive open spaces in the financial district similar to the School



Street Park and Angell Memorial/Post Office Square Parks.

- Create a link from the Rowes Wharf plaza to the Fort Hill financial district by developing a formal garden between the International Place and Rowes Wharf buildings.
- Preserve currently unrealized open land in the Midtown District for the creation of public spaces that complement cultural activities and ensure lively use day and night.
- Develop open space maintenance mechanisms based on the Post Office Square Park model, where appropriate, for the perpetual stewardship of downtown parks.

Continue to encourage corporate support for downtown open spaces.

Community Priorities

Chinatown

- In conjunction with local businesses explore the possibility of closing off streets for recreational use more often, as is done for the August Moon Festival.
- Maintain existing active sports facilities. Maintain the accessibility and usability of Pagoda Park, which contain the very popular – and only – multi-use ball courts in Chinatown. Increase community access and playing space through capital improvements such as redesign, reorganization, expansion, and in the case of Pagoda Park, possibly even relocation.
- Explore the creation of ball courts and ball fields in or near Chinatown as part of the public benefits package of pending projects including the Central Artery/Tunnel and the Massachusetts Turnpike air rights development.
- Form partnerships to assist with design, management, and maintenance of open space in and for Chinatown. Candidates include Beach Street, Gateway Park, and Oak Street Plaza.
- Implement a Beach Street Beautification Project and apply for grants from sources such as the Browne Fund and the Henderson Foundation for capital improvements such as planters and plantings.
- Address immediate security and safety problems at Gateway Park, such as garbage and conflicts with vagrants. Redesign Gateway Park to better meet community needs.

- Redesign the open space across from Tai Tung Village (Tai Tung Street Seating Area on the corner of Tyler Street) to make it more usable. Consider playground facilities for pre-school and school children and seating for adults and elders. Repair paving.

North End

- Use targeted capital improvement funds for DeFilippo Playground with the new design to be determined through a community process.
- Provide Paul Revere Mall (aka the Prado) with better management and install signs to enforce the dog ordinance. Install additional facilities for the elderly and explore reopening of the comfort station.
- Improve security for North End parks through lighting, programmed year-long uses, signage, and, at Polcari, the construction of bollards to eliminate motorcycle access.
- Determine the future of the Foster Street Playground which is currently used as a parking lot.
- Support the Massachusetts Turnpike Authority plans to improve parcels at Richmond and North Streets adjacent to the harbor tunnel portals.

Downtown

- Analyze the feasibility of the proposed parkland in the new Central Artery corridor with respect to its maintenance and management.
- Adopt sliver open spaces, such as medians, through maintenance and management agreements with tenants in adjacent buildings.
- Implement a tree planting program in downtown area with corporate funding and support.



DeFilippo Playground,
North End



Curley Memorial Plaza

FACILITIES

CENTRAL BOSTON

Malls, Squares & Plazas

Site Name	Acreage	P	Ownership	BB	SB	LL	FB	SC	BK	TN	SH	PL	WS	CS	CR	FH	FN	HB	HS	LC	PA	PK	RG	VB	AR	CG	NT	Other
Angell Memorial Square	0.18	●	Parks														1				1							
Aquarium Harborwalk	0.36	●	Private																									1
Aquarium Plaza	0.52		Private																									
Ausonia Plaza	0.20		COB/BRA																			1						
Broad Street Park	0.07		COB																									
Cardinal Cushing Park	0.41	●	Parks																								1	
City Hall Plaza	5.92	●	COB/BRA																									Stage, Arcade
Copp's Hill Terrace	0.61	●	Parks																		1							Scenic Overlook
Curley Memorial Plaza	0.10	●	Parks (BRA)																			1				1		
Faneuil Square	1.04	●	Parks																			1				1		
Grain Exchange Plaza	0.05		Private																									
Jenney Plaza	0.13		Private														1											
Liberty Square	0.03		COB/PWD																									
Lincoln Square	0.06	●	Parks																			1						
Long Wharf	3.31	●	COB/BRA																			1						Shelter
Marketplace Plaza	0.37		COB/BRA+Private																									
North Square	0.08		COB/PWD																							1		
Old City Hall Grounds	0.23		COB/BRA																									
Paul Revere Mall	0.78	●	Parks														1				1					1		
Pemberton Square	1.30		COB																								1	
Quincy Market Square	2.26		Private (BRA)																			1				1		
Rachel Revere Square	0.08	●	Parks																									
School Street Park	0.08		COB/BRA																			1				1		
Statler Park	0.25	●	Parks														1				1					1		
Union Park (Holocaust Memorial)	0.42		NPS (BRA)																			1				1		

Parkways, Reservations & Beaches

Site Name	Acreage	Ownership	BB	SB	LL	FB	SC	BK	TN	SH	PL	WS	CS	CR	FH	FN	HB	HS	LC	PA	PK	RG	VB	AR	CG	NT	Other
Charles River Reservation	14.88	• MDC	1	1		1	1		4																		
New Charles River Reservation	2.03	• MDC																									Path
Prince Street Park	2.31	• MDC							2																		Ice Rink

Cemeteries & Burying Grounds

Site Name	Acreage	Ownership	BB	SB	LL	FB	SC	BK	TN	SH	PL	WS	CS	CR	FH	FN	HB	HS	LC	PA	PK	RG	VB	AR	CG	NT	Other
Copp's Hill Burying Ground	2.04	• Parks																									
King's Chapel Burying Ground	0.43	• Parks																									

Parks, Playgrounds & Athletic Fields

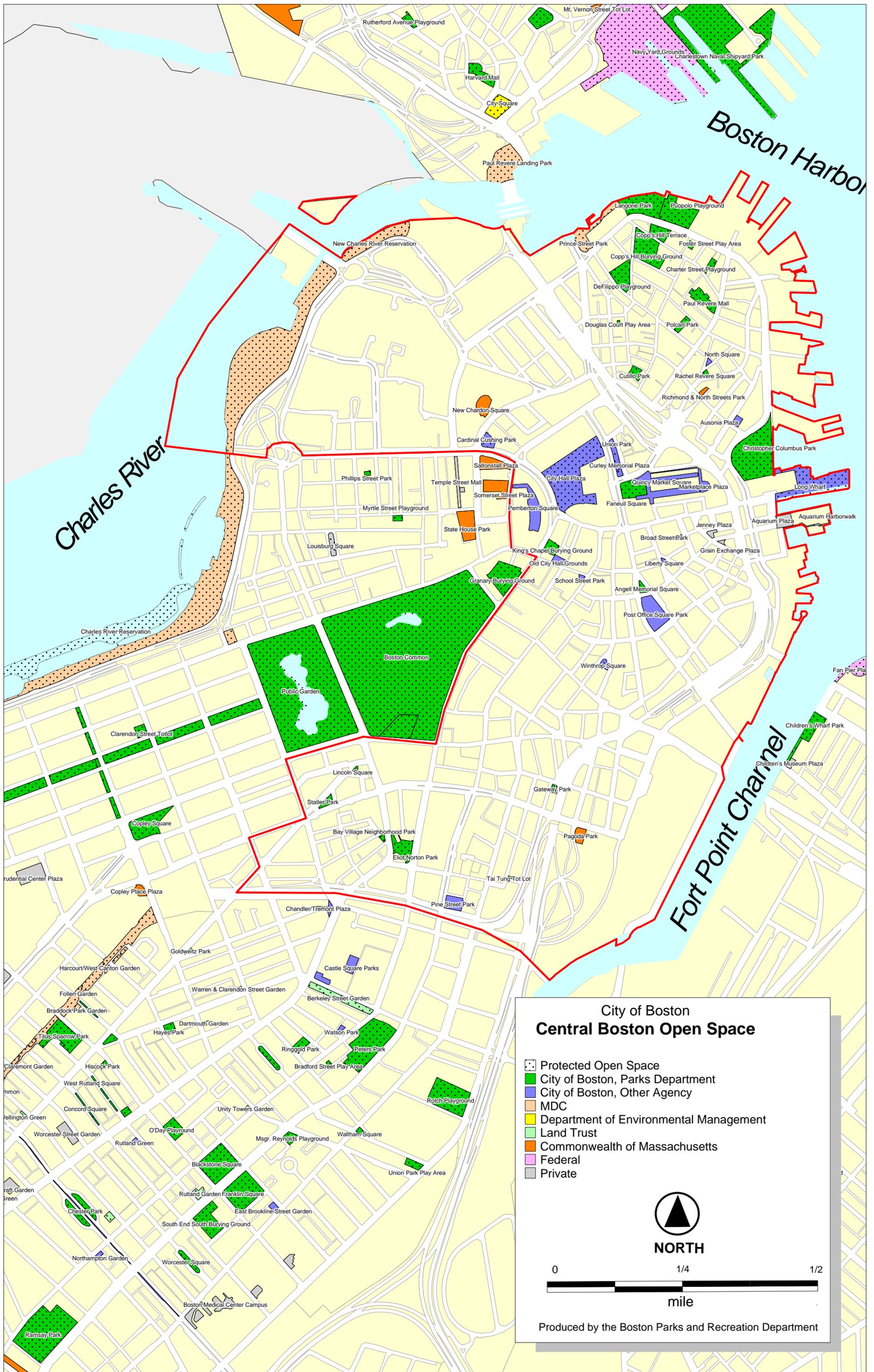
Site Name	Acreage	Ownership	BB	SB	LL	FB	SC	BK	TN	SH	PL	WS	CS	CR	FH	FN	HB	HS	LC	PA	PK	RG	VB	AR	CG	NT	Other
Bay Village Neighborhood Park	0.08	• Parks																									1
Charter Street Playground	0.25	• Parks																									1
Christopher Columbus Park	4.74	• Parks (BRA)										1	1		1	1				3				1			Trellis, Rose Garden
Cutillo Park	0.29	• Parks						1.5			1									1							
DeFilippo Playground	1.13	• Parks						1.0		1	1						1										
Eliot Norton Park	0.99	• Parks									1									1							
Foster Street Play Area	0.11	• Parks																									
Gateway Park	0.13	Parks (MHD)										1								1					1		
Langone Park	2.34	• Parks			1															1							Bocce Court
Pagoda Park	0.40	MTA						1.0	1											1			2				
Pine Street Park	0.63	COB/BRA						2.0																			
Polcari Park	0.29	• Parks						1.0												1							
Post Office Square Park	1.54	Private (BRA)												1		1				1					1		
Puopolo Playground	2.09	• Parks	1	1				1.0			1	1								1							
Richmond & North Streets Park	0.10	Parks (MTA)																									1
Tai Tung Tot Lot	0.03	• Parks										1								1							



Quincy Market Square

Legend

P Protected	TN Tennis Court	FN Fountain	VB Volleyball Area
BB Baseball Field	SH Street Hockey	HB Handball	AR Artwork/Monuments
SB Softball Field	PL Children's Play Lot	HS Horseshoes	CG Community Garden
LL Little League Field	WS Water Spray Feature	LC Lacrosse	NT Nature Trail
FB Football Field	CS Concessions	PA Passive Area	
SC Soccer Field	CR Cricket Field	PK Parking Area	
BK Basketball Court	FH Field House	RG Rugby Field	

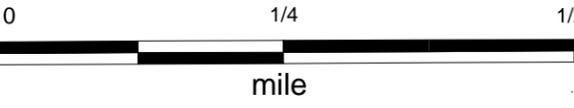


**City of Boston
Central Boston Open Space**

- Protected Open Space
- City of Boston, Parks Department
- City of Boston, Other Agency
- MDC
- Department of Environmental Management
- Land Trust
- Commonwealth of Massachusetts
- Federal
- Private



NORTH



Produced by the Boston Parks and Recreation Department