

**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 &amp; RECREATION MISSION

## THE NEIGHBORHOODS:

*South Boston*

## THE SETTING

## History

First connected by bridge to Boston Proper in 1805, the South Boston peninsula soon began the gradual process of reaching its current shape through landfills. At that time the street grid was laid out and wealthy Yankee investors began to build wooden houses near Telegraph Hill. With the opening of the Old Colony railroad, the northern marshes began to be filled in to accommodate a thriving timber and foundry industry. Further landfills created space for larger railroad yards, linking the rail system to the waterfront as the South Boston port developed into one of the busiest in the country. Simultaneously, South Boston became the home of mainly Irish immigrants who came to work for industry.

By the end of the 19<sup>th</sup> century South Boston's residential development included many simple row houses and detached three-family dwellings. The early part of the 20<sup>th</sup> century saw the completion of Frederick Law Olmsted's vision to create a grand open space system along the water's edge to be enjoyed by residents.

The industrial waterfront's decline began after World War II as Boston's maritime industry was adversely affected by changing freight transportation technologies. Many of the piers were abandoned or turned into parking lots. However, in the last two decades there has been an increase in maritime commercial uses with trucking and containerized shipping feeding off the piers. Investments by public agencies like EDIC and Massport has revitalized



Flaherty Park

*Recent projects in the Fort Point district indicate a move toward the cultural, institutional, and commercial redevelopment of former railroad and industrial land.*

the port area. In addition, recent projects in the Fort Point district indicate a move toward the cultural, institutional, and commercial redevelopment of former railroad and industrial land.

A significant land use trend has been one factor leading to an overall re-assessment of the South Boston industrial waterfront area. This trend is the scarcity of developable land in the downtown and Back Bay business districts, which has led to high rents and land costs. The abundance of underutilized land in the South Boston industrial waterfront area provides an attractive alternative for future dense commercial and residential development.

Three major decisions in the past decade have provided catalysts for development in this area, remaking it as a new urban frontier. One was the decision by the federal government to construct a new federal courthouse on the Fan Pier. This provided a destination and an attraction – including a spacious new open space on the waterfront – that gave people a reason to come across Fort Point Channel.

Another major decision was the one by the MBTA to construct a Transitway – a dedicated line for use by a dual mode bus (electric in the tunnel under Fort Point Channel, a clean diesel above-ground) – that would connect the South Boston piers area with South Station. This transitway will create a mass transit line from mass transit hubs in downtown Boston, making this area more accessible and the surrounding land more attractive for development.

The third major decision was to develop a joint city-state project – the new Boston Convention & Exhibition Center and a companion hotel in the industrial area south of the waterfront. Projected to be the largest convention venue in the northeastern U.S. with a building footprint of 1.6 million square feet, the Center is expected to be completed in June 2004.

Given such factors, the City through the BRA developed a plan for the South Boston Waterfront District, understanding that a major part of the growth of the city lay in this area. In 1999, the BRA released *The Seaport Public Realm Plan* to outline the potential assets in the public realm of this newly emerging neighborhood that should be reserved or developed in the proposed build-out.

Another major milestone in the development of the South Boston Waterfront District has been the state approval of the Municipal Harbor Plan for this district in 2000. A part of this review included the proposed Fan Pier multi-use development complex. With hundreds of thousands of square feet of office, retail, residential, and institutional/ cultural development accompanying a substantial assemblage of waterfront open space and Harborwalk, this project, once fully built-out, will provide the critical mass to draw great numbers of people to a new realm of scenic open space on the South Boston waterfront.

**DEMOGRAPHICS/HOUSING**

South Boston lost almost one third of its population between 1950 and 1970 but has stabilized at around 30,000 persons since those years. A slight decline of 2.99% in population occurred from 1980 to 1990, but an increase of 1.6% to 29,965 occurred by 2000.

However, the neighborhood is considerably younger now. In 1980 only 14% of the community was between 25 and 34 years old. In 1990, almost a quarter (23%) of the community was in that age bracket. This has been mainly due to an influx of young professionals into the neighborhood in the late 1980s, and which likely continued through the 1990s. South Boston does have a slightly smaller proportion of youth aged 17 and under than does the city: 18% versus 20% per the 2000 Census.

As far as race/ethnic composition is concerned, whites remain predominant (98% in 1980, 95% in 1990, 85% in 2000), but diversification is beginning to occur, primarily due to an influx of Hispanic (7% in 2000) and Asian/Pacific Islander persons (4% in 2000).

RACE	1980 Census		1990 Census		2000 Census	
White	29,933	98%	28,145	95%	25,327	85%
Black	15	less than 1%	266	1%	741	2%
Hispanic	160	1%	447	2%	2,244	7%
Asian or Pacific Islander	143	less than 1%	522	2%	1,166	4%
Other	145	less than 1%	108	less than 1%	487	2%

**SOCIO-ECONOMIC/HOUSING/DENSITY**

Population 16 Years and Older, by Employment Status	
(1990 Census)	%
Employed in armed forces	1
Employed civilians	57
Unemployed civilians	6
Not in labor force	37
Median Household Income (1990 Census)	\$26,551
Households by Age and Poverty Status	
(1990 Census)	% Households
Above poverty, under age 65	63
Above poverty, age 65 and over	19
Below poverty, under age 65	14
Below poverty, age 65 and over	5

Occupied Units Ownership	
(1990 Census)	% Units
Owner occupied	31
Renter occupied	69
Number of Year Round Units in Structure	
(1990 Census)	% Units
Single units	15
Double units	15
3-9 units	54
10-19 units	9
20-49 units	5
50 or more units	2
All other	1
Single/Multiple Unit Ratio	0.17

**South Boston Demographic and Housing Profile**

POPULATION		
2000 Census	29,965	
1990 Census	29,488	
1980 Census	30,396	
Population Growth/Decline, 1990-2000	1.62%	
Population Growth/Decline, 1980-1990	-2.99%	
AGE		
2000 Census		
0-17 years	5,431	18%
18 and over	24,534	82%
1990 Census		
0-4 years	1,606	6%
5-9 years	1,397	5%
10-14 years	1,272	5%
15-17 years	743	3%
18-20 years	984	4%
21-24 years	2,020	8%
25-29 years	3,217	12%
30-34 years	2,978	11%
35-44 years	3,896	14%
45-54 years	2,577	9%
55-59 years	1,277	5%
60-64 years	1,409	5%
65-74 years	2,485	9%
75-84 years	1,293	5%
85 years and over	437	2%
Average Age (1990 Census)	38.2	

Household by Number of Vehicles	
(1990 Census)	% Households
No vehicles	41
1 vehicles	44
2 or more vehicles	15

Population Density	
	Persons per Square Mile
1990 Census	11,714.9
1980 Census	12,537.7
Density Change 1980 to 1990	-822.9

Renters have dominated the housing stock. In 1985 only a quarter of South Boston's housing units were owner-occupied. In 1990 31% of occupied units were owner-occupied. As the past decade has seen increasing condominium conversions in this neighborhood, the percentage of owner-occupancy will very likely increase. The migration of young professionals into the area has been a factor in higher rents and real estate prices throughout the neighborhood.

Another quarter of its housing stock (1985) was in public housing, giving South Boston the highest density of public housing of any neighborhood. An artists' community is well established in some of Fort Point's former industrial lofts, across from downtown Boston, but questions about its future linger. It is anticipated that in the coming years, future housing developments in the South Boston Waterfront District will include affordable housing units. This should help ease the burden on those residents being pushed out of market rate housing by higher rents or condominium conversions.

According to the 1990 Census, South Boston's median household income was \$26,551, lower than the citywide figure of \$29,180. In 1990, 41% of the neighborhood's households did not own cars, a slightly larger share than the 38% share for Boston as a whole.

**HOUSEHOLDS**

Households		Population by Household Type			Persons in Households		
1990 Census	12,246	(1990 Census)	Households	% Persons	(1990 Census)	Households	%
1980 Census	11,825	Family households		70%	1 person households	4,978	41
Household Growth/Decline, 1980-1990	3.56%	Non-family households		27%	2 person households	3,527	29
		Group quarters		3%	3 person households	1,756	14
		<b>Households w/ One or More Persons Under 18 Years</b>			4 person households	1,065	9
		(1990 Census)	Households	%	5 or more person hshlds	920	7
		All households	13,080	100%	<b>Average Persons per Household (1990 Census)</b>		
		No one under 18	10,127	77%	2.18		
		One or more under 18	2,953	23%	<b>Family Type</b>		
		<b>Households with Children by Type</b>			(1990 Census)	% Families	
		(1990 Census)	% Households w/ Children		Married couple	59	
		Married couple families	30		Other family, male head	8	
		Other family, male head	4		Other family, female head	33	
		Other family, female head	17		<b>Families as a % of All Households</b>		
		Non-family	49		50%		

## THE OPEN SPACE SYSTEM TODAY

### Equity and Investment

With South Boston's extensive beachfront factored in, the neighborhood has a total of 207 acres of protected parks, playgrounds, beaches, squares, and malls. South Boston has 6.91 acres of protected open space per thousand persons. While slightly less than the city's overall ratio of 7.43, the 6.91 ratio is quite substantial for a highly dense mixed-use urban neighborhood. It compares favorably with the ratio of 2.5 acres per thousand population posited by the Boston Urban Gardeners in the South End Open Space Study (1988) as a more appropriate guideline for inner core urban neighborhoods like South Boston. However, most of the neighborhood's space is distributed in large regional parks at the water's edge. Therefore, while the dense urban fabric of the neighborhood is currently largely unrelieved by regularly distributed open spaces, the open spaces that are available are of a generally high quality with desirable natural and built features.

The City of Boston's Parks Department has invested over \$1 million of improvements in the neighborhood's open space facilities over the past seven years (see table below). This has included renewed playlots in Buckley and Flaherty, a renewed ball diamond and a renewed soccer field in Joe Moakley Park, and infrastructure renewal in Independence Square/M Street Park.

### Assessment

South Boston consists of two distinct sub-neighborhoods, the predominantly residential area south of First Street and an industrial area to the north located on flat landfill terrain.

#### *The Residential South Boston Neighborhood*

Characterized by a grid-patterned residential street network on an undulating terrain, this area of South Boston is now completely developed with little vacant land available for new projects. While the street grid itself is interspersed with churches, schools, pocket parks, and playgrounds, some sited to offer panoramic views of the harbor, its southern shoreline is framed by a continuous open space system of parks, beaches, and promenades conceived by Frederick Law Olmsted. The Strandway connects the playgrounds of Joe Moakley Park to the L Street Beach, Pleasure Bay, and Castle Island.

The Mary Ellen McCormack, Old Colony, and West Broadway public housing developments dominate the Dorchester Avenue side of the neighborhood. Dorchester Avenue itself is expanding with commercial uses, especially at Andrew Square, where the MBTA station has been rehabilitated.

#### CAPITAL PROJECTS 1993-2000/ SOUTH BOSTON

Buckley Playground	\$ 210,000
Joe Moakley Park	\$ 308,000
Flaherty Park	\$ 75,000
Independence Square	\$ 416,160
Total	\$ 1,009,160



Joe Moakley Park



*Some of the best views of Boston Harbor are from locations along the South Boston shoreline.*

The residents of this area of South Boston are generally well served by diverse and easily accessible open space facilities. While Joe Moakley Park and Christopher Lee Playground provide a full range of active recreation facilities, the Strandway and Castle Island area take care of passive, water-based, and linear recreation needs. Some of the best views of Boston Harbor are from locations along the South Boston shoreline. The MDC has recently rehabilitated beach facilities such as bathhouses and sidewalks. However, the beaches still tend to be underutilized mainly due to a continuing perception among residents that local

waters are contaminated. A flag system has been instituted to notify users of the water quality conditions, which will continue to improve as the MWRA and BWSC work to significantly reduce CSO discharges. The recent activation of secondary treatment at Deer Island and the discharge of treated effluents nine miles out to Massachusetts Bay will lead to further cleansing of local waters as the sediments from past discharges are in part diluted and inactivated over time.

On a smaller scale, the residential St. Vincent neighborhood and Andrew Square remain relatively underserved with only a few pocket parks in the vicinity. The West Broadway housing development does not have easily accessible active recreation facilities.

In the mid-1990s, state legislation mandated the transfer to the Metropolitan District Commission (MDC) of 14.34 acres of MBTA land between the Reserved Channel and East First Street, located opposite Christopher Lee Playground (aka M Street Playground). Formerly part of the MBTA power station complex, it had been selected as a site for an MWRA CSO facility. Due to community opposition to the siting of this facility at this location, state legislators from South Boston have been unwilling to support legislation to enable a non-park use on this state park parcel per Article 97 requirements. Therefore, the MWRA's CSO program for the South Boston area is currently under review. Some in the community do desire waterfront access in this area. In addition to the need for CSO controls in this area to improve water quality in a neighborhood highly reliant on water-based recreation facilities, this parcel is in a Designated Port Area, a Chapter 91 designation for land restricted to maritime commercial and industrial uses. It will likely take time to resolve and accommodate the various needs and interests in this area.

*Between the Channels: The South Boston Waterfront District – Fort Point, The South Boston Piers, and Commonwealth Flats*

**I**n stark contrast to the rest of the neighborhood, the area north of First Street is predominantly industrial and commercial. Most of the land is currently underutilized or vacant, especially between the Fan Pier and the Fish Pier. Less than one percent of the land has been developed for public open space. The EDIC’s Marine Industrial Park provides some respite with new tree plantings and a passive recreation park. The piers in the north have been adapted for new uses such as exhibition spaces and restaurants or are slated for institutional buildings. The old warehouses along the Fort Point Channel have been converted into offices and cultural facilities like the Children’s Museum. They have also become home to a unique community of furniture makers, high quality printers, and artists. However, this community has become threatened by market forces as the Fort Point neighborhood becomes desirable for office and other uses yielding higher revenues to property owners.



Joe Moakley Park

This section of the neighborhood has almost no open spaces that can be used by the public, but does have large tracts of vacant land. The gradual increase in the population of residents between 25 and 34, including some couples with small families, is putting increasing pressure on existing open space facilities throughout South Boston. Fort Point Channel, abandoned and contaminated for the most part, has not been developed for public uses, with the exception of Museum Wharf. EDIC’s Marine Industrial Park has a well maintained and accessible pedestrian environment.

Change, however, has occurred and further change is imminent. The federal government, based on joint city/state/federal planning led by the Parks Department, constructed a new courthouse (now named after the deceased Congressman Joseph Moakley) at Fan Pier with an extensive 2+ acre plaza/park with a harborwalk, enabling public access with views of Boston’s scenic urban waterfront. This is a critical piece in this area’s emerging open space system, as it serves as a “hinge,” a double gateway from downtown Boston to a future system of harborwalks and open spaces along Fort Point Channel, and to another future system of harborwalks and open spaces along the South Boston Piers.

Children’s Wharf, the harborside area between New Northern Avenue and Congress Street anchored by The Children’s Museum Boston, is an emerging node in the Fort Point Channel open space system. The Parks Department owns the harborwalk there (which as just been reconstructed with TEA-21 funding) and will own a new park being constructed along the New Northern Avenue edge (the result of Chapter 91 mitigation for

the construction of the new Transitway tunnel). Combined with a proposed interactive outdoor exhibit in the area in front of the Children's Museum, Children's Wharf will create an attraction that will draw people to Fort Point Channel. This will help energize a constituency for the full build-out of a continuous open space system along both sides of the channel. Such a system would serve a regional audience thanks to both the Children's Museum's regional market and to the harbor water taxi system, including a proposed landing at Children's Wharf.

A more comprehensive approach to developing the potential of the Fort Point Channel is now underway. The BRA has worked with local interests to draft a Fort Point Channel Watersheet Activation Plan that calls for the Channel to become a water park (including the continuous open space system referred to above). This would enable direct public interaction with the water, thereby making water-based recreation a centerpiece of urban living. The plan was released in 2002.

Other projects will generate considerable new open spaces in this area. The Central Artery Project will create open spaces along Fort Point Channel – such as Vent Building Park, Mt. Washington Avenue Park, the Cabot Cove Harborwalk, the Fort Point Channel Harborwalk, and the Dorchester Avenue Park and Harborwalk – which may link up with the South Cove Harbor Trail and the Melnea Cass Boulevard bike path, both in the South End. As it moves ahead over the course of several years of mixed-use development, the Fan Pier project will provide an assortment of open spaces that will significantly improve public access to the water in this area. Massport will provide a series of open spaces in its Commonwealth Flats Development Area (CFDA), located to the east of the Fan Pier area, south of the World Trade Center and the Boston Fish Pier, and north of the proposed Boston Convention and Exhibition Center. Four significant open spaces will be located in the CFDA area closest to the waterfront, providing a more attractive siting and better waterfront access for the more densely developed CFDA area closer to the I-90 connection to the Ted Williams (Third Harbor) Tunnel.

In the 1999 publication *The Seaport Public Realm Plan* (the “Seaport” generally refers to this “between the channels” area, aka the “South Boston Waterfront”), the BRA has provided the most significant planning guidance yet regarding open space for this new sub-neighborhood. This plan provides a proposed street and block layout plan, a pedestrian circulation plan, a transit and transportation plan, a land use/civic uses plan, a water uses plan, an open space plan, and an urban design plan. It seeks to replicate, refine, and improve on the model of small livable neighborhoods elsewhere in the city. Rather than the mega-blocks currently found in this old industrial area, the

proposed layout of streets and open spaces seeks to re-create the small, irregular blocks of “Boston Proper.”

Proposed boulevards and squares, some reminiscent of Post Office Square Park and Franklin and Blackstone Squares, help connect the interior of the new neighborhood with the key open space system here – the Harborwalk. The southern end of the Reserved Channel is the potential location of a larger park, which may include active uses such as ball fields and children’s play equipment. Future planning exercises will need to take place to flesh out the design programs of these proposed parks, squares, and boulevards. These facilities will need to accommodate the desires of the future users who will reside in housing to be built here. These planning exercises may also determine whether or not additional open spaces for active and passive recreation should be created to meet the demands of this new sub-neighborhood; such spaces may also prevent impacts on the active and passive recreation spaces of other nearby neighborhoods, such as Central Boston, Charlestown, the (currently) residential South Boston, the South End, Roxbury, and the northern sections of Dorchester.

The BRA contemplates implementation of the proposed improvements in The Seaport Public Realm Plan through funding by state and local public agencies, private developers, and subsidies from state and federal sources, such as grants. It proposes a Seaport Public Realm Enhancement Fund to accept “contributions from private development in the Seaport, based on the fact that private land values have been greatly enhanced by billions of dollars of public infrastructure improvements.” As waterfront sites will be required by state law to develop publicly-accessible amenities, including open spaces, “[i]nland parcels would benefit from these waterfront improvements in terms of increased land and building value. To balance this inequity, inland property owners will be expected to pay a proportionately higher amount into the Enhancement Fund, to offset the lower cost of their public realm improvements.” (*The Seaport Public Realm Plan*, page 113.)

Other tools for implementation of the plan include the development of urban design guidelines, amendments to the zoning code for this area, amendments to the Municipal Harbor Plan (the City’s customized Chapter 91 regulations which were recently approved by the state), an area transportation study, and completion of master planning for the Boston Marine Industrial Park. These tools will help to shape the future open spaces in this new sub-neighborhood.

## THE NEXT FIVE YEARS

The industrial Fort Point Channel/Reserved Channel district and the residential areas of South Boston are discrete sub-neighborhoods. The emergence of the “Between the Channels” district as a mixed-use sub-neighborhood provides an opportunity to establish a dynamic relationship in land uses: the new public realm amenities associated with proposed projects in the new area can be used by the growing population in the current residential area. The public sector has targeted the South Boston Waterfront District for a profusion of new transportation and economic development projects to be completed in the coming years. These public sector projects, and the private sector projects that will follow in their wake, are likely to provide open space opportunities that promise to alter the status quo dramatically. The currently inaccessible waterfront along the South Boston piers and channels will become available to residents and visitors alike in the years and decades ahead through developer compliance with the Harborwalk provisions.

Healthy open space plays a role in promoting the perception of neighborhood livability. This can be supported by the upswing in attraction to the residential South Boston, coinciding with the revitalization of both the regional beaches along Dorchester Bay and the parks and squares in the interior of the neighborhood. The City’s planners likewise hope that the new open spaces devised for the area “Between the Channels” will help establish the new South Boston Waterfront District as livable and desirable. The challenge will be to create a balanced open space system to meet the various needs of visitors and residents alike.

### Opportunities

#### *The Residential South Boston Neighborhood*

- Urge the MDC to continue to staff, program, clean, and revitalize South Boston’s extensive beachfront and support facilities.
- Accommodate soccer fields in South Boston through programming of existing parks. Seek new space for a soccer facility, perhaps in the South Boston Waterfront District, for the long term.
- Explore, through a tax title and vacant land recovery program, the possibility of new parkland in the St. Vincent neighborhood.
- Promote small boat docking for use by neighborhood residents at Castle Island to supplement existing yacht clubs.
- Support a public review process for the MWRA’s Reserved Channel 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.



Joe Moakley Park

### *Between the Channels: The South Boston Waterfront 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 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 inland portions of the South Boston Waterfront District.
- Create a clean and accessible Fort Point Channel for public use in conjunction with the Central Artery/Tunnel project improvements and the BRA's Fort Point Channel Watersheet Activation Plan.
- Strengthen the public environment at Children's Wharf by seeking enhanced pedestrian connections with the surrounding warehouse residential area.

### **Community Priorities**

#### *The Residential South Boston Neighborhood*

- Implement a tree planting program for Joe Moakley Park.
- Continue to facilitate the creation of new and usable open space for the Old Colony, McCormack (the recipient of \$900,000 in Browne Fund monies over the last five years), and West Broadway housing developments.
- Install signs for the designation of pedestrian and bike paths along the Strandway.
- Protect community environmental concerns and access to waterfront open space through the MWRA's review of the siting of the Reserved Channel CSO Facility.

**FACILITIES**

**SOUTH 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
Boston Design Center Plaza	0.61		COB/BRA																									
Children's Museum Plaza	0.14		Private																								1	
Children's Wharf Harborwalk	0.25	●	Parks																								1	
Dry Dock Plaza	0.24		COB/BRA																								1	
Fan Pier Plaza (Courthouse Plaza)	2.07		Federal																								1	
Independence Square	6.17	●	Parks										1													1		1
Lincoln Square	0.20	●	Parks																								1	
Marine Industrial Park Entrance	1.28		COB/BRA																									
Sterling Square	0.57		COB/BHA																									1
Thomas Park/Telegraph Hill (Dorchester Heights National Historic Site (NHS))	2.80	●	NPS																								1	

**Parkways, Reservations & Beaches**

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
Carson Beach	24.70	●	MDC											1								1	2					Promenade, Bathhouse
Columbia Road/Day Boulevard	17.16	●	MDC																									
L Street Beach	5.56	●	Parks															1							1			Promenade, Bathhouse, Recreation Center
M Street Beach	4.40	●	MDC																									Promenade
Marine Park	17.17	●	MDC	1	1	1	1			1	1	1									1	1						Ice Rink, Bandstand
Reserved Channel	14.34	●	MDC																									Undeveloped
Strandway/Castle Island	47.63	●	MDC											1								1	3		1			Promenade, Beach, Fishing Pier, Historic Fort

**Parks, Playgrounds & Athletic Fields**

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
Buckley Playground	0.65	●	Parks						1			1	1									1						
Children's Wharf Park	0.93	●	Parks																			1						
Joe Moakley Park	58.68	●	Parks	3	3	3	1	4	4	3	1	2	1	1		2					1	2			1			Track, Stadium
Flaherty Park	0.25	●	Parks									1										1						
Christopher Lee Playground	5.43	●	Parks		2	1		1	1							1												
Orton Field	1.49		COB/BPS		1																							
Sweeney Playground	0.48	●	Parks						1			1	1															
Veterans Memorial Park	0.45		COB/BHA																							1		

**Cemeteries & Burying Grounds**

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
Hawes Burying Ground	0.26	●	Parks																									
Union Burying Ground	0.12	●	Parks																									

**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  
South 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**

0      1/4      1/2  
mile

Produced by the Boston Parks and Recreation Department