

**Comments on Draft General Management Plan and Environmental Impact Statement
For the Boston Harbor Islands National Park Area**

Steven Marcus – July 200

Congratulations on the “ Draft General Management Plan and Draft Environmental Impact Statement” for the Boston Harbor Islands National Park Area. It is a well thought out, logical plan. One that can serve as a sound foundation for designing the operational details of the National Park Area.

I also appreciate the document itself. It goes to great pain to present the history and geography of the islands, as well as the infrastructure that will serve the park. This information will be a wonderful resource to citizens, including me, who want to help you think about how to make the plan a reality and work with you during the implementation process.

Congratulations as well on how well the plan uses the resources that are already in place. Too often the people planning new entities, even if they are new in name only, choose to throw out all that has gone before. They find it more exciting to start from scratch, not letting current realities limit their opportunity to exercise their power. But the start-from-scratch approach also discards the hard lessons learned by those who have gone before; and dooms the new managers to repeat old mistakes.

Your approach, as documented in the general management plan appears to avoid this pitfall in two ways. First, future use of the islands is often tied to past use, both historical and recent. Second, the agencies and staff who have tested experience managing the islands and park areas are given major roles in future management plans. Especially in government institutional knowledge of what has worked and what has not resides in the people who have worked at the front lines. Your approach keeps the critical institutional knowledge in place.

I admit to some surprise regarding the stability of the management team. Often multi-agency coalitions are fragile. Congratulations on keeping the team together and on point. I should say that the fragileness of this type of coalition becomes greater as you move toward operational issues. The senior managers disappear quickly as you move to the operational details they find boring. As they leave, sometimes the will of their agency departs as well. When operations get to a state where agencies need to put real money in the pot, will may erode even farther.

I would feel more comfortable if a federally funded umbrella agency were in place to offer base funding and to provide managers with the resources to hold the coalition together. However, I wish you success with your chosen approach.

Page 1

Steven Marcus

[These extensive comments will be helpful for the strategic and implementation plans.]

The true color and depth of the plan will emerge as you move from general plan to operational details. I would like to suggest three themes to guide the operational color of the Boston Harbor Islands National Park (I apologize for the cutesie slogans but they help me organize my thoughts):

1. *Parks are for people;*
2. *The harbor begins at the water's edge;*
3. *A national park is in everyone's neighborhood.*

Let me briefly discuss each theme.

1. Parks are for people

This phrase was used, partially in jest, by one of the individuals who presented the management plan at a public hearing. Whether in jest or not, it captures my feelings about the Harbor Islands. Whenever I speak with anyone who spends much time on the islands describe their experiences using words like 'rejuvenation.' That experience can only occur if people can visit the islands; and will occur to its fullest when people can visit the islands in all their variety. I urge you to make as much of the islands available to visitors as possible, so as many as possible can experience the rejuvenation they offer. I suppose this puts me in the camp that supports Alternative B in your plan.

At the same time I support the considerable effort you plan to devote to protecting the wildlife and archeological sites that give the islands their character. If these resources fail, the park loses its value to people. It is just that wildlife protection should not be an end in itself, at least not at Boston Harbor Islands Park. Whenever I have asked about wildlife on the islands—be it rabbits, grape vines, sumac or fruit trees—the experts always say it swam, blew or was carried to the island from the mainland. There seems to be little that is unique to the islands. I suggest that the primary value of the structures, plants, animals, or historical sites to this *park* is that they make it a more enjoyable place for people to be visit. For that reason they should be protected, but as frequently as possible, in a manner that encourages a visitor presence.

There are two design features already in place on the Boston Harbor Islands that, if adopted more widely, would help protect the environment throughout the park. They are catchment areas and diffusion.

The model for a catchment area is the planned entrance at Spectacle Island. When visitors come off the boat they will be met by a visitor center, a picnic ground, and a festival area. (In this document, when I say festival area I mean nothing more than an area where people can gather for fun and diversion — entertainment, shopping, celebrations — a smaller version of the mall around Quincy Market, but with grass.) These opportunities make up a catchment area. Visitors are free to visit the entire island, but the catchment area focuses most activity in a single small area that is capable of enduring the wear.

The model for diffusion might be Peddocks Island. Visitors may stop at the community green by the pier, wander to the fort in the central point of the island, or visit the beach toward the south end. They travel between the areas on well marked paths. They are free to leave the paths but most will not. They will spend most of their time at one of the areas of focus. But with several areas of focus the crowd is diffused, spread out over the island so no one area absorbs all the wear.

An extension of the diffusion approach suggests that the more islands are open and accessible to the public, the less wear any one island will experience.

If the catchment areas and diffusion do not work, there is always the Grape Island model, plant poison ivy wherever you do not want visitors to go.

2. The Harbor Begins at the Water's Edge

Many visitors will first encounter Boston Harbor from city side. Well before they visit the islands they will come to the shore. A park that fully availed itself of the harbor's recreational and educational resources would begin with land based segments along the shore. A significant mainland presence would have several advantages. It would enhance the recognition of the harbor as an area with valuable opportunities for recreation and learning. It would provide a more visible presence that would increase awareness of the park. It would increase the use of the harbor park without increasing wear on the islands.

Ideally, large areas of the shoreline would be lined by wide parks, reminiscent of the Charles River Esplanade. Boston and the State have made significant strides in this direction. Consider for example, Webb State Park, Pleasant Bay, Christopher Columbus Park, The Aquarium, and Carson Beach. Unfortunately these are sometimes offset by a philosophy of "development to the water's edge" (give or take a walkway) in some recent urban development plans.

The entities managing the Boston Harbor Island National Park should be active advocates for coastal parkland wherever possible. This will strengthen the island based portion of the park as well.

More realistically, part of the General Plan should be the development of transition areas that can serve as major focuses of the mainland gateways to the National Park. Some transition areas would be green space parkland. In more urban locations they would be festival areas with seating areas, informal dining, entertainment space, and places where Park souvenirs and information could be purchased.

These spaces would be transition areas in two senses. First they would be harbor side parks that people could visit even if they were not yet ready to travel to the island. They would come to enjoy the harbor and, more than likely, make the transition traveling to the island at a later date. For folks who are already planning to travel to the islands, transition areas would be a place

where they could assemble, meet friends, obtain information, grab a simple lunch and other wise enjoy themselves as they wait for transportation to the islands to arrive.

By making the transition areas official parts of the National Park, with signs and contact stations to welcome visitors the transition areas would attract more visitors to the park, and increase the number enjoying and supporting harbor based recreation and learning.

3. A National Park Is in Everyone's Neighborhood

I would like to see the Harbor Islands Park serve as a resource for residents of less wealthy neighborhoods who have fewer recreation opportunities. The harbor islands are an unusual resource that may be unique to this city, and should be available to all citizens, especially those who need a lift to their spirit.

There are several obstacles that limit the use of the park by citizens of the neighborhoods:

- lack of knowledge,
- high cost,
- limited parking.

Overcoming these obstacles will increase access and enjoyment of the park for everyone, including those without the resources to seek alternative entertainment.

Lack of knowledge. In a city born by the water it is amazing that almost all the attractions and parks that residents and tourists think of first are on the mainland. Harvard, MIT, the museums, the Emerald Necklace, Fenway Park, The Freedom Trail ... It is amazing that the Cheers bar dwarfs the Boston Light as a symbol of the city and a place people want to visit.

Park officials should work hard to spread the word ... meetings with community groups, on-island education opportunities for neighborhood citizens and school groups, creation of events and news stories that produce media coverage, on shore transition areas that increase the visibility of the Park, on-island festivals to attract new visitors.

High Cost. I have always considered the use of the harbor islands to be a bargain. For about the price of a movie ticket you can have both a pleasant boat ride, and a park experience. But someone recently pointed out that the cost can be higher for a family. Parking aside for a moment, if a family of four takes the MBTA to the harbor and pays for a boat ride they can easily spend \$30-\$50 dollars. Add parking and the price goes up considerably. It still seems like a bargain unless you are a low-income resident or a tourist who has already spent a lot of money in the city. Remember that the resident can go to Franklin Park or the parks along the Charles River for free. Tourists can travel the Freedom Trail for free. The cost of travel to the Park, especially by comparison, may appear unreasonably high.

At least in the initial years, provision of discount coupons for parking and transport to the islands would reduce costs, encouraging people get out to the island and establish a longer term connection.

Parking. I just spoke of taking the MBTA to the park, and I often take the T myself. But for a family from most city neighborhoods it is not that easy. To wait for a bus, transfer to the Green or Orange Lines, transfer once more to the Blue Line then take a boat to the islands can easily take two hours of travel. (and the same to get home). And it is not an especially easy or pleasant means of travel. Wrangling children, strollers and picnic supplies through transitions is not easy.

For most families, driving to the water shuttle is the only comfortable way to get to the islands. There is reasonably priced parking available north and south of the city. But in Boston where most tourists and resident visitors come from, parking is limited and expensive. I took a family of five to the islands for a picnic last year. With discount coupons the trip's cost was quite reasonable. Returning to a parking charge of \$25 dollars more than doubled the cost of the day.

If you want easy access to the park it is important to solve the parking problem. Creating parking spaces near transition areas would be critical. Costs could also be reduced by handing out coupons on the islands that could be redeemed for greatly discounted parking upon return.

In sum, if we want people to use the parks it is critical that we remind them of the resources and make it accessible at a reasonable cost. Then all citizens and visitors will come to treat the park as part of their recreational neighborhood.

Thank you for the opportunity to comment, and best of luck as you take the plan forward.

Steven S. Marcus
1375 Commonwealth Avenue
Allston, Massachusetts 02134

July 28, 2000

MEMORANDUM

TO: George Price, National Park Service
FROM: Terry Margerum, Sedway Group
COPY: Cathy Abbott, Island Alliance
DATE: August 1, 2000
SUBJECT: Summary Comments on Draft GMP

It was good seeing you in Boston. My apologies for the delay in providing you these comments and questions raised in my review of the draft GMP in the context of our assignment of preparing an economic strategy for the Harbor Islands. The comments are organized by page number and topical headings.

Page ii - Purpose & Goals	Is <u>increasing</u> public access and use a goal? Should it be? In some places it says so, and in some others it does not.
Page 7 - Buildings & Structures	How important is saving at least some of the Endicott era buildings? They are nearing the point beyond which they may not be salvageable. It should be recognized that it is unlikely that all of them can be saved.
Page 35 - New Construction	There should be a more positive statement that new construction which harmonizes with historic features is acceptable if it is more likely an economically viable plan.
Page 39 - Policies	What does "unimpaired" mean in this context?
Page 40 - Commercial Visitor Services	Can it be acknowledged that it is probable that a certain level of commercial services at <u>some</u> locations will be essential to a viable plan?
Page 41 - User Fees & Affordability	What happens when affordable fees do not cover costs?
Page 41 - Special Events	The requirement that any event must be <u>directly</u> related to the purposes of the park could prove to be excessively restrictive. How about a statement that such events must be detrimental to the park's purposes or operations?
Page 43 - Goal	Could this be expanded to encourage or require revenue sharing or earmarking?

Terry Margerum

- An addition to the Glossary in the plan defines, "impairment of resources" (GMP p.183).
- The section on commercial visitor services (GMP p.76) has been expanded to include this concept.

George Price, National Park Service
August 1, 2000
Page 2

Page 45 - Development

How does this statement about park infrastructure square with the idea of a conference facility or other commercial projects?

Page 54 - Kinds and Levels of Infrastructure

It is confusing to classify all these uses as "infrastructure".

Page 56 - Eliminated Concepts

This section should more clearly state what uses were eliminated where - and where not.

Page 58 - Potential Changes

Can "new construction, if required for financial viability" be added to this list?

Page 59 - Funding

Once a partner public agency has recouped its costs, should there be a statement about sharing excess revenue with the Island Alliance for the park?

- A new entry in the Glossary (GMP p. 183) defines infrastructure.
- Additional detail has been added to the section of concepts eliminated from this plan (GMP p.45).
- An expanded section on park financing (GMP p.85) contains elaboration that was not previously covered in the draft plan.

COMMENT

NOTES on GMP and EIS CHANGES

Please provide the Boston Harbor Islands Partnership with your comments and suggestions about the draft plan and the future of the park.

Anything you do will be a welcome improvement, I personally favor Alternative "B". The water shuttle & improvements to George's, Lovell's & Gallop's Islands ~~are~~ have been great steps forward.

A copy of the draft general management plan and a response form are posted on the internet at www.mps.gov/BOHA/admin.

Would you like to be on the Boston Harbor Islands mailing list? yes

Name JOHN MARKLEY

John Markley

139 Washington Avenue
Winthrop, MA 02152
(617) 539 – 3478

July 31, 2000

To: George Price, Project Manager
Boston Harbor Islands
408 Atlantic Ave., Suite 228
Boston, MA 02110-3349

RE: Draft General Management Plan

FAX: 617-223-8671

From: Tink Martin

In general, I find the Plan well done, comprehensive, based on solid data and exciting. A few comments -

DEFINITIONS:

Where's Broad Sound? Not mentioned in the text? Chart 13270, "Boston Harbor", includes Broad Sound and Nantasket Roads which encompass all the Outer Harbor Islands. The text talks about ferry access from Lynn, also on Broad Sound (though not on Chart 13270).

Where's Winthrop?? With 1500 or more registered pleasure boats, innumerable small craft such as daysailers, canoes, kayaks and rowboats; a large commercial clam fleet and a commercial lobster fleet, serviced by a State ramp, four yacht clubs, two marinas, two service yards including a marine railway, and six major anchorages, Winthrop is not mentioned as a harbor on Boston Harbor. Neither is Hull, though Chart 13270 identifies "Hull Bay"

Handicap Accessible? The text suggests that wheelchair access is most commonly meant (i.e., references to steepness of ramps). I assume that providing wheelchairs on Hub Islands for those who simply can't walk distances, such as the 1000 feet from the pier to the fireplaces at George's Island, and occasional Braille Trails are among the options being considered.

GATEWAYS: PUBLIC ACCESS: Private boat access.

Boat ramps are not mentioned, though private boaters -- "with some estimates up to 50 per cent" of the visitors (p. 17) are recognized. To promote access, more boat ramps with adequate parking are needed. At present the only adequate public ramps are Lynn/Nahant, with 37 parking spaces, Winthrop with 50+ spaces, and Weymouth Back River with 30 spaces. Little Mystic in Charlestown was closed a number of years ago because of security problems. Hingham, Hull, Dorchester and Charlestown have small ramps limited by fees/ permits and/ or hours/ tidal access. A number of small private

Anita L. Martin

- The accessibility policy under the goal of visitor assess, use, and enjoyment (GMP p. 74) has been expanded and made more clear.
- A new section, water-based recreation (GMP p. 97) includes policies on small-craft launches and moorings.

BHI Draft Plan, 7/31/00, Martin to Price, p.2

ramps, mostly at marinas, may be used for a fee. Expansion of boat ramps as well as ferry service from the Gateways should be encouraged.

Moorings: I applaud the efforts to provide moorings at the Islands. We need haul-outs and/ or moorings floats for small craft such as sea kayaks and PWCs. Many of these now pull up on the beaches at random (often taken by the tide), and unnecessarily damage the strand.

I trust BHI will encourage expansion of visits and camping opportunities by the several youth and adult sailing and rowing programs. Encourage participation through on-water experiences rather than primarily through the spectator aspect of passenger boats.

INTERAGENCY/ INTERGOVERNMENTAL RELATIONS:

Public Access: Long-term: work with Boston to relocate Long Island human service facilities; Moon Island firing range.

Hunting: Work with Mass. Fish and Wildlife as regards hunting. It's more than an enforcement issue – it's also a conflict-of-use issue. This is becoming a major problem for Winthrop and East Boston because of the long sea-bird and shore-bird hunting seasons where hunters and hikers use the same space in Belle Isle Marsh around the new Greenways.

Just offshore, hunters amid a bevy of private boats (including more and more kayaks, canoes and rowboats) go after Snake Island and Logan Airport birds. Guide services from Winthrop (and perhaps other nearby locations) lead shoots to the Harbor Islands. Operators of small boats and hikers/ bird watchers are regularly terrified. Perhaps the regs of 150 feet from a State Highway or 500 feet from a dwelling need to be amended to include authorized walking trails. How do we protect everyone?

Air/ Water Quality: That Logan Airport has its own exclusion is not surprising. However, it may be a major source of both air and water pollution, as preliminary studies suggest (p. 11; 76-77).

Unintended Consequences: the raising of Spectacle Island (many feet above the approved height) allowed tons of yellow-brown dirt to blow on the southwest wind directly into the Winthrop Channel, probably causing the rapid silting of 1997 – 1998 which led to the Coast Guard moving the main channel until the Army Corps can dredge. Big Dig officials couldn't quite see how anything happening at Spectacle could affect Winthrop.

- Additional statements about conflict in uses have been included in two sections, on visitor use management (GMP p.74) and on harvesting of plants & animals (GMP p.76).

BHI Draft Plan, 7/31/00, Martin to Price, p.3

TIDAL RANGE:

Boston Harbor's Tidal Range is NOT 9.5 – 10 feet as stated several times (i.e., p.17, 78). It is some 14 to 14.5 feet. The normal tidal cycle is 18-19 years, with many other cycles interacting, for more extremes over a period of many years.

Mean High Water (MHW) is 9.5 feet. However, the tides more than 1.1 feet above MHW in the last six years have ranged from 161 to 204 per year. The opposite, of tides of 1.1 feet lower than the 0.0 Mean Low Water (MLW), ranged from 42 to 84 times.

A combination of a 12.6 foot high tide and a minus 2.5 tide gives a range of 15.1 feet, not counting the effects of barometric pressure and wind. At the other extreme, although this year has relatively few extreme tides, on April 26, the high at 1805 was 8.3 feet followed at 0002 by 2.2 feet, for a range of 6.1 feet.

Several times in recent decades I've been asked to look at plans for various shoreside marine facilities including commercial and pleasure dockage, simply in terms of reality planning for tides and currents. Too often civil engineers accept that "9.5 feet" as meaning the tidal range rather than an arithmetic mean.

CURRENTS:

Currents not only vary in speed (p. 78), but also in direction, with complex traps for boaters. One area is among Lovell, Gallop and George's, where currents sweep around Lovell's and then toward each other, to go down between Gallop's and George's. These also contribute to the constantly changing shoals – notorious around this area.

ALTERNATIVES: Alt. C, in general, is certainly preferable to (A) and (B). A few comments -

Great Brewster: Consider restricting Great Brewster, perhaps more than the limit of primitive camping ("A", p. 62), but not new recreation facilities nor mostly "Managed Landscape" as p. 61 – 62. When boating popularity surged in the early 1980s, Great Brewster on weekend nights would have as many as 30 boats anchored – where only a few years earlier we considered three boats an unusual crowd.

Great Brewster may have stabilized more than I recall, but the cliff face, upper marsh and much of the terrain were very fragile. Start slowly, pending development of "Indicators and Standards".

Outer Brewster: Is there a possibility for a landing at the old Channel/ Canal?

- The mean tidal range of 10.33 feet, according to National Oceanic and Aeronautic Administration is now cited in the general management plan (GMP p.7 and environmental impact statement (EIS p. 78).

- Changes made in the environmental impact statement reflect this comment (EIS p. 78).

BHI Draft Plan, 7/31/00, Martin to Price, p.4

Snake Island: Restrict except for special purposes. It is already Winthrop Town Conservation Land. I'm sending separately an article based on notes about tern nesting and fledging problems from Soheil Zindah, TASL bird monitor for 20 years and researcher, published in my "Around the Waterfront" column on July 6, suggesting a problem. The cause of the fledging problems is not known – aircraft? humans? boats? The Black Crowned Night Herons which roost just inland of nearby Pico Beach may be a large part of the problem. However, no more human disturbance is necessary.

Snakey is surrounded by mudflats which are among the most productive soft shell clam flats in the region. They are regularly dug by commercial fishermen out of Winthrop under direction of the State (Designated Shellfish Growing Area GBH5.5).

Access to Snake is possible only at high tide, and is difficult then. Soheil and crew either canoe out or go in a friend's power boat which noses up to shore and allows them to jump off, then waits to pick them up. The number of birds using the Lagoon is extremely high. Easy access should be discouraged.

Peddock's: I oppose the MDC demolition of the homes of the hundred+ year old summer colony, and suggest that even if families are not allowed to remain after the present residents no longer can use them, the structures be used perhaps in the way that the dune shacks in the Cape Cod National Seashore are being used – short term rental retreats.

Gallop's: Minor detail. I believe Capt. John Gallop, Boston's first Harbor Pilot (bringing John Cotton and others here in 1633), farmed the island until about 1670.

Keep up the good work – and please index the next edition.

Cordially,

Anita L. Martin

I have sailed around all of the islands many times and have visited most of them frequently, especially from 1973 – 1992. I have never set foot on Rainsford, however, and have never gone inland on Calf, Green, Outer and Middle Brewsters. My knowledge of the islands comes from boating, researching the islands as a boating writer and waterfront columnist (and activist??), and serving many years as Chart Updating Officer for U.S. Coast Guard Auxiliary Flotilla 51, responsible for reporting what's going on in Boston Harbor waters that can affect mariners.

- The general management plan contains an index (GMP p. 188).

Boston Harbor Islands National Park Area Summary of Draft General Management Plan

Please provide the Boston Harbor Islands Partnership with your comments and suggestions about the draft plan and the future of the park.

The work of the volunteers and the spirit of preservation of the naturalness of the islands has been a big asset to Boston. I would hope this would continue - Respecting such a treasure

A copy of the draft general management plan and a response form are posted on the internet at www.nps.gov/BOHA/admin.

Would you like to be on the Boston Harbor Islands mailing list? Yes

Name Maureen Martin

Maureen Martin

Boston Harbor Islands National Park Area Summary of Draft General Management Plan

Please provide the Boston Harbor Islands Partnership with your comments and suggestions about the draft plan and the future of the park.

I FULLY ENDORSE ALTERNATIVE C

Paul McDermott

A copy of the draft general management plan and a response form are posted on the internet at www.nps.gov/BOHA/admin.

Would you like to be on the Boston Harbor Islands mailing list? YES

Name PAUL McDERMOTT

July 31, 2000

Mr. George Price, Project Manager
Boston Harbor Islands National Park Area
408 Atlantic Ave, Suite 228
Boston, MA 02110

Dear Mr. Price;

We are writing to give you our comments on the Draft General Management Plan and Draft Environmental Impact Statement that is out for comment and the comments are due August 1, 2000.

First of all we would like to say that the idea of a Boston Harbor Islands National Park (BHINP) is a good one. Obviously from all the work that went into the Draft Plans we have in front of us, a lot of very smart, thoughtful people have been working very hard to figure out the best way to mix tourism, with land preservation. It's a good idea for the city and for the region. There are a few glitches and the inclusion of World's End is one of them.

We are all for increasing access to the Boston Harbor Islands. They are beautiful and offer so much to those who visit them. But there are at least two of the designated "Islands" that are a not island, they are peninsulas: Deer Island and Worlds End. Why would anyone but sewerage treatment buffs wish to visit Deer Island? They are both accessible by road. World's End happens to be the largest property in those listed, it is the most easily accessed via road, and it is by far the best property of all. We worry that if the property is included in the BHINP system it will be overrun with tourists and the nature preserve and reserve aspect of the land will be completely violated resulting in destruction of the fragile ecosystems and the inherent beauty of the land.

We are not land use planning professionals nor have we attended any of the planning meetings that have lead up to this impressive document. One of us did however attend a public hearing on the subject in Hull this past June. It was at this meeting that we learned of the extent of the plans that have been discussed for the integration of Worlds End into the Boston Harbor Islands National Park. It is World's End that we are most concerned about.

We know you wish us to answer the questions you outlined on your post card. Because we are not qualified or properly studied on the plan to provide you with helpful comments relative to comparing attributes of Alternatives A, B and C, we will comment on how all the plans impact World's End.

Comment 1: World's End was purchased by a group of individuals in 1966 or so. They raised about \$600,000 and gave the funds to the Trustees of Reservations to purchase the property and manage it as a preserve for passive recreation in perpetuity. What is being proposed in your Draft plan is a complete and utter violation of the original intention of the use of the land. Your plans discuss using World's End as a link for ferry visitors to be dropped off, to construct a visitor center with educational videos, composting toilets, and so on. These amenities are very helpful and necessary for moving a large volume of people through the land. The point we want to make is that World's End cannot handle any more people whether they come by boat or car - it has already reached its maximum carrying capacity. The original purchasers of the land mandated

Maggie and Roger Merrill, III

the maximum capacity 35 years ago. World's End is not suitable as a destination for BHINP visitors because it has limited access and insufficient parking and operating hours.

Comment 2. World's End is located at the end of a very narrow two-lane street that already has too much traffic. If World's End is promoted in the National Parks information as a destination, the road cannot handle the traffic. The land winds through a quiet residential neighborhood lined with very expensive homes. There is no sign at the end of the road directing visitors to the property. The reason for this is that the neighbors have prohibited signs that would change the quiet look and feel of the area. In fact the land is marked as a "dead end." World's End is not suitable as a destination for BHINP visitors because it has limited access and insufficient parking and operating hours.

Comment 3. There is limited parking on the inside of World's End. That was mandated by the original purchase agreement. There is public parking for about 5 cars parked very closely right outside the gate. Otherwise, there is no legal street parking. There are frequent parking violations directly in front of the preserve which prevents rescue vehicles from making normal turns to access other parts of the neighborhood where there are numerous elderly and special needs individuals which, require emergency assistance. We have had several instances where this has been a problem. Additionally people block the actual gate to World's End. There have been times when rescue vehicles and law enforcement personnel needed to get on to the property rapidly and have been delayed waiting for those vehicles to get towed. The property has very limited access via the road and it cannot handle more cars, traffic or people which undoubtedly will result from being part of the BHINP. We recommend that World's End be removed from the BHINP system completely.

Comment 4. There is mention of adding a dock to the end of World's End as a link to ferry service to the other islands. There are many reasons that the dock is a bad idea.

First, it would be impossible to provide all tide access to World's End without constructing a dock within a few meters of a Federal Channel - that's not allowed. Also, where the dock is being proposed is either in or dangerously close to an Area of Critical Environmental Concern which means that frequent wakes by ferry boats, occasional accidental fuel discharges, and increased navigational traffic are prohibited. Ferry access to World's End is a bad idea and it would also attract recreational boat traffic which is very difficult to control and manage. Therefore, we recommend that there be no dock installed anywhere on World's End.

Secondly, we are very concerned that a dock would attract off hours visitors who would vandalize or misuse the property. Will camping be allowed?. If so, will camp fires be permitted? If there were ever a fire on World's End, it would spread like wild fire, and the near lying neighborhood would go up in smoke immediately. The National Park Service has demonstrated it's utter incompetence in fire management rather conclusively this summer during the Los Alamos "controlled" burn which burned wildly out of control. We are greatly concerned about what may happen to World's End and the contiguous properties under the stewardship of the National Park personnel who might end up ultimately managing World's End. A dock would require a full time security or gate keeper and of course that person would require amenities to support them out there. If there is no dock, there is no need for supportive amenities. We recommend that there be no dock installed anywhere on World's End.

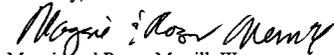
- Based on further analysis and discussions with residents in Hingham and Hull, The Trustees of Reservations has eliminated the proposal for a pier at Worlds End. The option of a pier at Worlds End has been removed from the general management plan and environmental impact statement.

Thirdly, a dock is a bad idea because it would bring increased foot and vehicle maintenance traffic over the low traveled paths, which exist at World's End. This increased traffic would upset nests and habitats that exist because there isn't much to disturb them. It is very quiet at the end of the peninsula; therefore there are many species that flourish in a virtually wild environment. The property is a preserve - not a park. There should be no paved paths or roads and no amenities to extend one's visit.

We hope that you have understood the level and gravity of our joint comments. This land is very precious and it is not suitable for National Park visitors in any way, shape or form. We live at the entrance to the gate and see the visitors today. As good as the Trustees of Reservations are as neighbors and land stewards, they are terrible people managers. They cannot handle the traffic and interest they have now generated for the property. We worry they have gotten in way over their heads in joining the partnership and should seriously consider withdrawing their participation at least as it applies to using World's End as a gateway to the other islands. The Trustees of Reservations has an impeccable reputation for upholding the intended use of the properties they receive as gifts and as acquisitions. They operate with the utmost integrity and concern for land use preservation and maintenance. They have much to offer the partnership, but World's End should not be compromised or sacrificed in the process.

We look forward to your speedy response to our heartfelt comments and anticipate an open and timely debate or hearing as a result. We can be reached at all the places listed here.

Sincerely,



Maggie and Roger Merrill, III
147 Martins Lane
Hingham, MA 02043

cc. Andrew Kendall and Tom Foster, Trustees of Reservations
Elliot Surkin, Chairman, Standing Committee, Trustees of Reservations
Senator Edward Kennedy
Bob Durand, Secretary MA Executive Office of Environmental Affairs,
Charles Cristello, Town Manager Hingham, MA

Boston Harbor Islands National Park Area
Draft General Management Plan and Draft Environmental Impact Statement

What is your opinion?

It's an absolutely beautiful place for Boston and

What aspects of the preferred alternative (Alternative C) do you favor?

Manhasset to be proud of. It definitely needs
more bathrooms and make bus to encourage more

What elements of the preferred alternative would you change, if any, and how? member of the public
and permits to visit and enjoy. I have recently
moved here from New York and would like to
see more activities taking place there sponsored
Do you have any comments on alternatives A and B?

By corporations which would bring in extra cash
flow such as Day Retreats and Conferences.

Please remember that anonymous comments cannot be considered -- include name and address on the reverse side. Comments, names, and addresses are part of the public record
and may be made available for public inspection.

Indra Milowe

Indra Milowe

Author: Bruce Jacobson at NPS
Date: 7/10/00 8:36 AM
Normal
CC: George Price at NP-NAR0, Barbara Mackey at NP-NAR0
TO: morrison@neu.edu at NPS
CC: Nkeefe@ci.chelsea.ma.us at NPS
Subject: Re: Harbor Islands Park comments
----- Message Contents

Bruce...

My comments are based on an account written in the Chelsea Record of July 5, 2000. While the full plan is in Acrobat PDF format on your web site, the file size is so large that, without a T3 line to my condo, I cannot download them at a convenient speed.

I have one primary concern: public access to the islands. You propose three gateways in the North area: Maverick, Winthrop and Revere Beach. Because Revere Beach (Wonderland T stop) is only two stops from Maverick, it seems unnecessary to have a gateway at Revere Beach. Further, boat access is severely limited at that site.

An alternative that would serve a far greater number of people would be to have ferry access in Chelsea from either the MDC's O'Malley Park at Admiral's Hill or the Fitzgerald Shipyard adjacent to the Meridian Street Bridge. The ferry could then traverse to the terminal near the Maverick T station, pick up passengers from East Boston, Revere & other points along the Blue Line and go to the islands.

If the gateways are as proposed, Chelsea residents will be inadequately served, whereas a slight adjustment in the ferry service to include Chelsea will be of great service to the second most densely populated city in the state. One without access to either fresh or salt water for swimming.

Please let me know if I can do anything further to influence the manner in which NPS implements this plan.

Best regards,

Dick M.

--

Richard B. Morrison

Professor Emeritus
Northeastern University

Richard B. Morrison

- All the gateways shown are "potential" gateways, not "proposed" gateways. In the plan, the criteria for gateways have been elaborated to give more specific guidance to municipalities and others who may propose a site for an officially recognized gateway. Groups can assure representation of their interests by participating in the public processes for gateway designations.

1 July 2000

Sherman "Pat" Morss, Jr.
2 Rouse Road
Gloucester, MA 01930

George Price, Project Manager
Boston Harbor Islands National Park Area
408 Atlantic Avenue, Suite 228
Boston, Massachusetts 02110

Dear George,

As a member of the Education and Cultural Group of the Advisory Council, I have been party to the development of the Draft General Management Plan for the Boston Harbor Islands National Park Area. Therefore, my comments are rather specific regarding presentation and content. I was very pleased when I saw the draft report and commend Barbara, Bruce, you and the others involved with researching and producing this document.

I have categorized my comments as "general" and "itemized", and they are as follows:

GENERAL COMMENTS

- Outline format graphics: To my eye, the bold black headers (#3 in hierarchy) stand out more boldly than the light green (#2 in hierarchy) and I sometimes lose track of the format (example: page 58).
- The GMP is clear about limiting its scope to the impact of proposed changes on the specific islands, but it is difficult not to talk more about inter-related activities and impacts such as plane noise and public/private use of waters within the park area. The islands don't stand alone.
- The Draft Environmental Impact Statement is presented in a user-friendly, non-technical manner. For those interested, is there detailed analysis elsewhere to reference? (Example: comparative calculations of projected particulate emissions for the three Alternatives)

ITEMIZED COMMENTS BY PAGE NUMBER

- ii Typo in the first paragraph of the second column, 8th line.

Sherman "Pat" Morss, Jr.

- The general management plan has been redesigned to address these concerns.

- 18+ Transportation map: Red ferry route arrows should continue onto North Shore inset map.
- 20 Island maps: I didn't find the explanation as to why these five islands were selected. It would be great to diagram all of the islands eventually.
- 29 The text (right column) references the NPS Organic Act of 1916 and the General Authorities Act of 1970. Are these concise to include in the Appendix?
- 37 Visitor Access: If the questions at the Salem public presentation are representative, there is great interest in further development of, and information about, peripheral gateways and public transportation (water and land).
- 48 As an Advisory Council member, this seems like a very brief explanation of the Council, its subgroups and its methodology.
- 55 Potential Visitor Use/Managed Landscapes: Does "beach combing" imply it is acceptable to remove natural objects?
- 56 Potential mainland gateways (2nd col.): The text addresses fewer gateways than shown on the Alternatives A, B, C maps.
- 58 Education and Interpretation Strategies: This short discussion doesn't suggest much more than a signage initiative (p. 65 text helps).
- 61 Alt. C/Historic Preservation: Should the lighthouse on Long Island be included, as in Alt. A?
- 65 All Alt's./Transportation: Is there anything to say about off-season transportation and access?
- 65 Alt. C/Education and Interpretation: Should the "Broad outreach efforts..." be included, as in Alt. A? [Also note typo "b...ased."]
- 76 Air Resources: Have I read that the Salem Generating Station is upgrading operations or converting fuels? I'm not sure if it will be more or less dependant on coal.
- 77 I'm still confused about exactly how the drumlins were formed. Were they left under the melting glacier, as opposed to being pushed ahead as a terminal moraine? How did they keep their distinctive shape when storm erosion reconfigured them from a NW/SE orientation (glacial flow) to a NE/SW orientation?

- The plan map for transportation has been changed per this suggestion (GMP p.23).
- The final plan contains individual maps of all islands (GMP pp.26-41).
- An expanded appendix of federal laws (Appendix 3) contains synopses of the Organic Act and other relevant laws.
- The section on the Advisory Council (p.96) has been expanded.
- Additional language in a section called "Harvest of Plants and Animals by the Public" (GMP p.76) provides more clarity.

- 78 Boston Harbor: Do orca whales really come to Stellwagen Bank?
- 81 Very brief reference to fish species. Will Park educational programs address the likes of fish stock management and the dwindling commercial fish industry?
- 86 Collections and Archives: The description of the variety of materials and repositories suggests there are more than 6,000 items. It must be difficult to define the limits of relevant material. It would be helpful to note where to get information on accessing the collections.
- 100 Is it proper to assume the same \$8 million operating costs under all three Alternatives?
- 103 Water Quality: Should this section address operational as well as construction considerations? Isn't Alt. C supposed to be more "green" oriented than the others?
- 113 Table - "Remove unsafe structures": "Eligibility" may be the correct term, but won't the SHPO be determining a structure as "ineligible" for the National Register to mitigate its removal?

Once again, congratulations on the process and the product. Please contact me if you have any questions.

Sincerely,



Sherman Morss, Jr.

- The table has been removed from the final EIS (EIS p. 113).

Boston Harbor Islands National Park Area Summary of Draft General Management Plan

Please provide the Boston Harbor Islands Partnership with your comments and suggestions about the draft plan and the future of the park.

I support the choice of the Preferred Alternative (C) for the development and management of the Boston Harbor Islands park system. It seems to offer the broadest use of the islands within practical bounds.

A copy of the draft general management plan and a response form are posted on the internet at www.nps.gov/BOHA/admin.

Would you like to be on the Boston Harbor Islands mailing list? *Yes*

Name *Paul E. Nyten*

Paul E. Nyren

Boston Harbor Islands National Park Area Summary of Draft General Management Plan

Please provide the Boston Harbor Islands Partnership with your comments and suggestions about the draft plan and the future of the park.

Failing to put a case on one of these ^{island} is missing the Gold to the future of the state & the tourist industry. We won't get it done by the politician, let launch our own campaign to

A copy of the draft general management plan and a response form are posted on the internet at www.nps.gov/BOHA/admin. Get it done.

Would you like to be on the Boston Harbor Islands mailing list? YES

Name Mr L.W. PARCHMENT

L.W. Parchment

Penzo Vincent M To: Bruce Jacobson/BOHA/NPS
<penzo.vm@mellon.c cc:
om> AT np-internet Subject: History on the Edge
08/01/2000 04:29 PM
MDT

Dear Mr. Jacobson

I strongly object to this passage from 'Islands on the Edge',
"Starting in 1675 the Massachusetts Bay Colony turned Deer Island, and other
islands, into internment camps for American Indians during King Philips War.
This was one of a number of government-sanctioned hostilities towards native
peoples in their homeland. "

During King Philips War the colonists, who for the most part were living
amicably among the Indians, were attacked savagely and mercilessly by Indian
allies of the French. They were completely justified in defending
themselves. You may be confusing this with some of the conflicts which came
later in the West, in which America deliberately ignored legal treaties.
This is a very different case than earlier, when the sparse colonial
population was trying to defend themselves from warring tribes, who
subjected women and children alike to long, agonizing deaths. You've heard
the expression 'Indian torture'? Well, this is where it came from.

The "government-sanctioned hostility" you speak of came from the Indian
chiefs. Self defense is not "hostility".

Sincerely,
Vincent Penzo
Everett, MA

Vincent M. Penzo

**BOSTON HARBOR ISLANDS NATIONAL PARK AREA
DRAFT GENERAL MANAGEMENT PLAN**

Please provide the Boston Harbor Islands Partnership and Advisory Committee with your comments and suggestions about the draft plan and the future of the park.

For the park in general I agree with the preferred alternative that channels most visitors to only a few islands.

The rest of my comments to this draft management plan are directed to the possibility of the inclusion of World's End in the park and specifically the possibility of a dock at the end farthest from the present entrance. A copy of the draft general management plan and a response form are posted on the internet at present www.nps.gov/BOHA/admin. The public comment period extends until August 1, 2000. entrance.

Would you like to be on the Boston Harbor Islands mailing list? _____

Name _____ Katharine Sangree _____

Street Address _____ 4 Steamboat Lane _____
Hingham, MA 02043 _____

City, State, Zip _____

*see attached
sheet.*

Please remember that anonymous comments cannot be considered. Comments, names, and addresses are part of the public record and may be made available for public inspection.

Katharine Sangree

Comments on Boston Harbor Islands National Park Area
Draft General Management Plan

For the park in general I agree with the preferred alternative that channels most visitors to only a few islands.

The rest of my comments to this draft management plan are directed to the possibility of the inclusion of World's End in the park and specifically the possibility of a dock at the end farthest from the present entrance.

I do not think World's End should be included in the Island National Park. It already has easier access than many of the islands, and that access should not increase. My reasons follow.

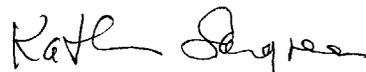
Before turning over its management to the Trustees of Reservations World's End was bought and paid for by private citizens who mounted a spirited fund raising effort in order to save it from development. They loved it for its quiet, restful grandeur and wanted to preserve its special qualities. These include meadows, groves of trees and shrubs, rocky promontories all tied together by its stately landscaping. It is still a wildlife habitat where plants and animals can survive and thrive without excess interference from humans. Sadly, the more humans use such places with their contemporary requirements and expectations they negatively affect these very qualities.

Greater access and maintaining "solitude and rest,... reconnection and renewal" (as your brochure states) are oxymorons. The former diminishes the latter. The distance from the entry point to the far end where the dock is proposed can only be reached by walking and this decreases the numbers of individuals who choose to do so thus increasing the ambiance of undisturbed beauty, quiet and contemplation.

I have had the experience of watching a National Monument become a National Park with increased access and accessibility. This process has destroyed its original qualities as I knew and loved them 30 -40 years ago. I do not want to see that happen to World's End.

Maintaining the legacy left by those who first purchased this special place is crucial to keeping faith with them. In my view World's End should not be part of a National Park.

Katharine Sangree
4 Steamboat Lane, Hingham, MA 02043



- Based on further analysis and discussions with residents in Hingham and Hull, The Trustees of Reservations has eliminated the proposal for a pier at World's End. The option of a pier at World's End has been removed from the general management plan and environmental impact statement.

Boston Harbor Islands National Park Area
Draft General Management Plan and Draft Environmental Impact Statement

What is your opinion?

What aspects of the preferred alternative (Alternative C) do you favor? "C" appears to be well-balanced between development and public access and the preservation of several islands undisturbed.

What elements of the preferred alternative would you change, if any, and how?

It is unclear to me to what extent moorings and boat traffic will impact local lobstermen and fishermen... the Tall Ships visit this year made pulling our pots somewhat crowded as boaters seemed to ignore our working colors.

Do you have any comments on alternatives A and B? NO.

Richard C. Shaner

August 1 2000

Dear Mr. Price,

We are neighbors of Worlds End and are commenting on the Draft General Management Plan and Draft Environmental Impact Statement. We appreciate the thorough work evidenced in the report, and see potentially positive impacts on the Boston Harbor Islands. We are however writing to express our concerns regarding the potentially negative impacts on Worlds End.

Widely publicizing Worlds End which is now a part of the Boston Harbor Islands is problematic. By car Worlds End is accessed by only one dead end road. It is a beautiful windy narrow street that we do not want changed. Increased traffic to Worlds End does create a safety hazard to our neighborhood. Of the 30 'islands' being promoted as part of Boston Harbor Islands, Worlds End is 1 of only 3 with vehicle access. We are one family among several with small children who live on Martins Lane. This is a huge concern for us.

Building a pier for water access to Worlds End has several negative implications. These include: 1) Lack of ability to monitor use. Currently Worlds End has a no picnicking policy, except for special occasions. We like this policy as it helps protect habitats and helps preserve the natural beauty. Easy access by a dock to what is now the remotest area of Worlds End presents the likelihood of chronic trash and misuse problem. 2) Unauthorized use of the dock at night. Worlds End already has a problem with people entering at night. Often the groups of people leave large piles of beer bottles and cans. This problem would be compounded with the addition of dock access. 3) We consider Worlds End to be a place to preserve nature. In this populated metropolitan area there are precious few of these. This is particularly true for nesting birds. Since the implementation to both a leash law and only mowing the fields in the fall, bird sightings have significantly increased. As is stated on page 129 of the Plan/Statement "migratory shorebirds thrive in its habitats". Developing the outer dunlin is not in the interests of preserving the natural features and habitats of Worlds End. 4) Building a dock which can only be supervised perhaps 8 out of every 24 hours, significantly increases the risk of a fire inadvertently being started on Worlds End.

We hope you and the entire Partnership will seriously consider our concerns. Overall, although we applaud the educational emphasis of Alternative C, we find its objective of 400,000 visitors per year to be too aggressive for the dense harbor islands area. We prefer the more moderate development and visitor objectives of Alternative A.

Please contact us for clarifications or assistance. We would like to hear from you with any further developments.

Thank you.

Sincerely,

Anne Spang
William Cowen
62 Martins Lane
Hingham, MA 02043

Anne Spang & William Cowen

- Based on further analysis and discussions with residents in Hingham and Hull, The Trustees of Reservations has eliminated the proposal for a pier at Worlds End. The option of a pier at Worlds End has been removed from the general management plan and environmental impact statement.

July 31, 2000

Mr. George Price, Project Manager
Boston Harbor Island National Park Area
408 Atlantic Avenue, Suite 228
Boston, MA 02110

Re: Draft General Management Plan and Draft Environmental Impact Statement
Boston Harbor Islands National Park Area

We are writing to you as part of the public review process outlined in the above referenced document dated April, 2000.

We are residents of the Town of Hull and own year round waterfront property along the Weir River facing both Nantasket Pier and World's End. We attended the public hearing held in Hull in May 2000, and have reviewed the Draft GMP and EIS. We would like to place the following comments into the public record and request that we receive answers to them during the public review process, leading to the creation of a viable and successful Boston Harbor Islands National Park Partnership.

We are generally in favor of the preferred Alternative C as outlined in the Draft Plan. As stated on Page iii, we agree with the focus on large, previously developed islands for the high level of visitor activity with the protection of resources, and with leaving the more remote islands in a natural state with fewer visitors. We understand and agree that the National Park Service's role is to help assure that the park will be managed to National Park Service standards. We recognize the full value and opportunities which present themselves in the diversity of these islands and endorse opening this resource to a wider community. With that in mind, we address our concerns particularly to the issues of the gateways, their development, operation, and impact on the adjacent waters and neighborhoods which are impacted en route to the islands themselves.

We are personally concerned about the scope and size of Hull's Nantasket Pier becoming one of these gateways. Our properties lie adjacent to the pier, and private boats and ferry services will run directly in front of our properties. The investment in our properties and associated taxes, as well as our lifestyles lead us to the following comments and concerns.

1. It was indicated at the public meeting that the Carrying Capacity Study would not be complete until 2003 and would only involve study of the islands, and not the gateways and their adjacent communities and waterways. How will the gateways be selected and prioritized knowledgeably without this information?
2. The Draft Plan does not define the selection criteria for these gateways, nor define a timetable for their selection and development. On page 17, it is indicated that the state will issue a new ferry service contract as early as 2000 to 2001 with the possibility of adding "mainland departure points from the north and south shores". Does this mean that departure points may be selected before the Plan's gateways are selected? What would prevent a new ferry service from starting under this contract at Nantasket Pier before the Final GMP review process has taken place?
3. Are the mainland gateways considered to be part of the Park itself? It would be our hope that there are standards set by the NPS with regard to quality of building structure, maintenance standards, security etc. that are required for gateway participation. Please clarify.
4. Who will pay for the renovations required to make a designated gateway meet the standards listed on Page 40? In Appendix 5, Page 134, it states, "infrastructure costs (piers, parking, food service, restrooms, utilities, etc.) would be provided by cooperators, not the Partnership". Who are the

Michael Strahm and Melanie Brothers
Richard Fish and Nancy May
Elizabeth Kay

- All the gateways shown are "potential" gateways, not "proposed" gateways. In the plan, the criteria for gateways have been elaborated (GMP p.75) to give more specific guidance to municipalities and others who may propose a site for an officially recognized gateway. Groups can assure representation of their interests by participating in the public processes for gateway designations.

cooperators intended to be, how are they selected, and what is the public process for reviewing their service contracts? Please clarify.

5. What is the timetable for the Final GMP and EIS to be submitted for public review after the August 1, 2000 Draft GMP deadline? What is the process for incorporating all public comments? Are they open for public review? Please clarify.
6. What are the parameters for determining the number and size of ferry service trips from a gateway? As owners of adjacent lands, we would request that the number of ferry to be run and the size of vessels in operation off of Nantasket Pier be determined with community input. This will take into regard noise, light pollution, traffic, and associated marine safety in the waterway. Please clarify and respond to our position as well as specify who the agency and individuals are who will handle these issues.
7. How will parking and traffic impacts be evaluated at the gateway? There is no indication that there may be significant differences in these impacts depending on which gateways are chosen. Please clarify who the agency and individuals are who will handle these issues.
8. What can we expect in the Final GMP with regard to specific parameters which will guide the scope and size of gateways, their development and associated operation?
9. The Carrying Capacity study as defined in the Draft Management Plan does not take into account the environmental, human, or community impact of the Gateway and the adjacent property. The Carrying Capacity study should and must address these issues.
10. We are concerned about the development plans which are being discussed for Worlds End. There are public access points on Hampton Circle which could potentially become access points for Worlds End for small pleasure boats. How will the town control this access, parking, and potential safety issues? How will this relationship be qualified in the Final Plan and what is the public process for discerning the scope and size of these potential access points? Please clarify.
11. If Worlds End is to construct a pier on the East side of its property, there is a need to determine the frequency of small ferry boat service to and from Nantasket Pier to Worlds End and nearby small islands. How will these issues be handled in the Final Plan?
12. Nantasket Pier sits at the edge of an Area of Critical Environmental Concern. The Weir River Estuary is the largest wetland in the extended Boston Harbor Islands, however, it is not noted at all within the Management Planning Documents. Even if the Hull Harbor Plan creates some increased development of the Nantasket Pier Area, it is critical that the impact on the Weir River Estuary and ACEC be clearly evaluated during the Carrying Capacity Studies and EIS for the Boston Harbor Plan. We would request that the natural resources identified in the areas to and from the Gateways be included in all studies and evaluated. In addition, the impact of boat traffic, ferry service, small boats, should be evaluated as to their impact on neighborhood quality, property values, safety issues caused from increased visitors and noise. Please clarify your next steps for this action.

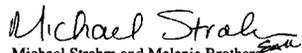
We also wish to note that the Maine Island Trail Association and other small boat waterway programs nationwide have years of experience opening marine waterways to the public. We can learn from their efforts with regard to campfires on islands, misuse of island resources, small boats in busy waterways and the associated liabilities that grow from increased water access and marine activities. We would recommend some comments in the Final Plan which recognizes that recreational activities in and around the marine environment require safety and the user's knowledge of currents, tides and weather to name a few. We would hope that the National Park Partnership establishes a way for visitors to gain a working knowledge of maritime safety in its pursuits to draw more people to it.

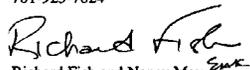
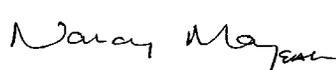
- Based on further analysis and discussions with residents in Hingham and Hull, The Trustees of Reservations has eliminated the proposal for a pier at Worlds End. The option of a pier at Worlds End has been removed from the general management plan and environmental impact statement.
- The plan contains a new section on water-based recreation (GMP p. 97), which this point about safety and recreational water use.

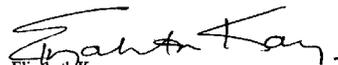
One final note. The Weir River estuary and especially the waters around the Nantasket Pier have always been a place for working fisherman to moor their fishing vessels as well as have a safe refuge during severe weather. We would strongly urge the Boston Harbor National Park Partnership strongly recognize Boston Harbor as a continuous working harbor in its documents. In addition, we would like to request that there be recognition in Alternative C that there be priority given to working fisherman at Gateways, and in this case, specifically Nantasket Pier.

We look forward to receiving your actions with regard to our comments and questions as well as receiving written notification of any or all meetings when public comments are further discussed. You are welcome to contact any one of us at any time with regard to these issues.

Respectfully submitted,

 
Michael Strahm and Melanie Brothers
51 Hampton Circle
Hull, MA 02045
781-925-7024

 
Richard Fish and Nancy May
49 Hampton Circle
Hull, MA 02045
781-925-0389


Elizabeth Kay
45 Hampton Circle
Hull, MA 02045
781-925-8977

Mr. George E. Price, Project Manager
Boston Harbor Islands
Suite 228
408 Atlantic Avenue
Boston, MA

02110-3349

July 28, 2000

Dear Project Manager Price,

Because of my experience in monitoring and communicating with the U.S. Forest Service regarding forest plans and environmental impact statements, I was asked by the Metrowest Massachusetts Regional Library system to respond to your request to them for a review of the *Boston Harbor Islands Draft General Management and Draft Environmental Impact Statement*. What follows are the three questions you asked and my responses to those questions.

What aspects of the preferred alternative (Alternative C) do you favor?

I favor those aspects that alternative C has in common with alternative A.

What elements of the preferred alternative would you change, if any, and how?

I understand that alternative C is a compromise between alternatives A and B. I appreciate the desire for a compromise, particularly considering the fact that people who respect the natural and cultural significance of the islands are likely to have a perspective different from that of the people who respect the potential financial income from the islands.

There is no question that any of the options would result in increased revenues from increased visitor activity. Such income is positive. However, I hope that your attempt to abandon alternative A is not simply because it appears that alternative A would produce the least income of all the alternatives. Alternative A has benefits that—in the long term—outweigh annual dollar income.

Boston has an international reputation as a cultural center. Throughout Eastern Massachusetts in particular cultural/historical sites tend to fall into two categories: 1) locations in which the original facility of significance was destroyed and now is marked with a plaque and 2) locations in which the original facility remains but is renovated into a "pristine" state. We have too few sites that are retained in what might be described as a significant moment of decay. The Harbor Islands offer a great opportunity for the public to witness a variety of structures held in suspension at the moment they came under the care of the National Park Service. Places such as Sturbridge Village and the Alcott Homestead have great value. But here is an opportunity for citizens to witness something different but no less significant.

Stewart Vandermark

Also, from an environmental standpoint, we citizens do not have enough natural land in the Boston area. Here is a fine opportunity for young people to discover untrammled coastal land within a short distance of the city. Except perhaps for the elimination of some invasive plant and animal species, let's leave the island plant life alone. The plants do not need "improvement." And here is a golden opportunity to establish a policy in which all "recreational facilities" are relegated exclusively to the mainland. Set aside more land in the city itself for ball fields and similar constructions. But let's allow the public to enjoy the islands for what they are in all their wonderful uniqueness.

In other words, here is an opportunity to have a tourist attraction that isn't another "tourist attraction." We will not have another chance to make this work. Once these wonderful islands are turned into a tourist trap, they never will evolve into anything else.

As a taxpayer I cannot help mentioning one other point. Alternative A requires the smallest capital expenditure of the three alternatives.

Do you have any comments on alternatives A and B?

When one considers the best interests of future citizens, it becomes apparent that alternative A is a better choice than alternative B or alternative C.

Thank you for giving us an opportunity to comment on the three alternatives for the Boston Harbor Islands and to make known our hopes for the future.

Sincerely,



Stewart Vandermark
10 Ruthellen Road
Framingham, MA, 01701-3841

Comments on the Boston Harbor Island Master plan
Submitted by: Sarah White; 34 Douglas Avenue Extension; Hull, MA 02045

Interpretation of Island and Harbor Natural and Cultural History

I strongly feel that the plan to manage the Harbor Island should incorporate a strong interpretive component that weaves together Boston harbor and island history. Interpretation is needed to build stewardship, respect for and appreciation among visitor for the islands and the harbor. I think the islands should not only have on going interpretive programs but have interpretive displays (such as those at Cape Cod National Seashore), maritime heritage maps, brochures. I think the Harbor Island ferries are a good place to offer water tours and information and could serve as a floating visitors center of sorts. Books on the islands could perhaps be sold on board the boats as well. An interpretive "Port to Fort" program could be launched from the Port of Boston to Fort Warren.

Displays at scenic overlooks from the mainland:

I think the mainland gateway communities should be linked interpretively to the islands through interpretive displays at scenic overlooks. Fort Revere in Hull is an ideal location for such an overlook unfortunately it's not easy for visitors unfamiliar with Hull to get to. Brown park signs pointing the way to Fort Revere (and for that matter the Pemberton water taxi) would create a link and allow visitors to enjoy the islands from the mainland

Friendly interactions/ Positive Public Experience and Perception of Island staff:

Although this has not been my experience, I met someone recently who said after visiting the islands that some of the ranger staff were a bit too gung ho with regard to rules enforcement and that the experience was a turnoff. While it is at times necessary enforce rules, I think the public's primary contact on the islands should be with park interpreters not enforcement personnel. The overall feel visitors experience on the island should be friendly rather than rules oriented. Visitors may need rules education but I think most visitors don't intentionally break rules. An overly zealous enforcement presence can be intimidating to a visitor and can make for a negative experience of the islands.

Improve Boater Access / Build Public Landings from Mainland Communities:

I think free docking from harbor communities on the mainland should be made available to boaters. The Town of Hull recently built an excellent universal public access dock but to my knowledge no other Boston Harbor Island community (except for Hull and maybe Quincy) has free docking access for boaters to quickly load and unload. The City of Boston in particular has virtually no public docking along the waterfront. As a gateway, temporary public docking facilities should be available on the Boston waterfront so boaters can load and off load without a fee even if a dock is posted with signs restricting docking time to 15 minutes. Possible temporary public docking sites could be at the Fan Pier "Discovery Center" dock or from the public space at the end of Long Wharf. At present, temporary "touch and go" docking at private mariners is very expensive (One Boston mariner charges \$2.50 per foot just to temporarily tie up; cost for a 26 foot boat=\$65.00). The remaining Boston waterfront docking is dominated by "for profit" commercial ferry services or reserved for private yachts which is unfair. Each gateway community, particularly Boston, should have at least one universal public access dock open to all members of the public including individual boat owners. As a gateway to the islands, the City of Boston must make public access to the waterfront available from the seaward side in addition to the landward side.

Sarah White

- The general management plan now contains the park's long-range interpretive plan, Appendix 18 (GMP p.161), which elaborates on interpretive themes, materials, audiences, programs, etc.