

Waterfront For All

from Margaret Farmer

Our view of the water, and relationship with it, are what make District 1 unique. Charlestown, East Boston and the North End all have significant waterfront spaces. But our access, and ability to enjoy these spaces, are in danger. If we do not act, access will be limited to the few, leaving out the many.

I pushed Sal LaMattina in 2014 to create the East Boston Harborwalk Master Plan, and his efforts have resulted in quality, consistent, guaranteed access to the waterfront for all East Bostonians. The resulting guidelines ensure as future development is created, developers know the framework they are expected to follow, ensuring access and promoting climate resilience.

I would implement the same concept across Charlestown and the North End. As your City Councilor I would work with private developers, public agencies, the community, and the state to ensure district one increased waterfront access.

Waterfront Access for All would include multiple uses including recreation, the arts and the adoption of climate resiliency measures to protect our shoreline and community. High quality waterfront development need not be expensive or exclusive. It's worth the extra time and effort in planning to create a dynamic development that can stimulate the local economy at the same time as providing a fun and rewarding experience to local residents.

Our Waterways as transportation opportunities:

I am the only candidate who is actively fighting for a "Boston Inner Harbor Ferry" to connect Charlestown, the North End, and East Boston with the airport, downtown, the Red Line at South Station and the Seaport District. As we continue to grow as a city and as neighborhoods this access is critical to ensuring we move people, not cars.

Currently we have multiple "spokes" with a ferry in Charlestown to Rowes Wharf, East Boston to downtown. These spokes need to be connected, with multiple sites added to maximize the benefit to everyone in District 1. This would result in commuters having more transportation options, relieving stress on our roadways and MBTA. This system would need to be integrated into the MBTA so individuals could buy passes in advance and "tap in".

I have already met with developers and Boston Harbor Now to discuss creating public private partnerships to fund this network, and these efforts have been received positively.