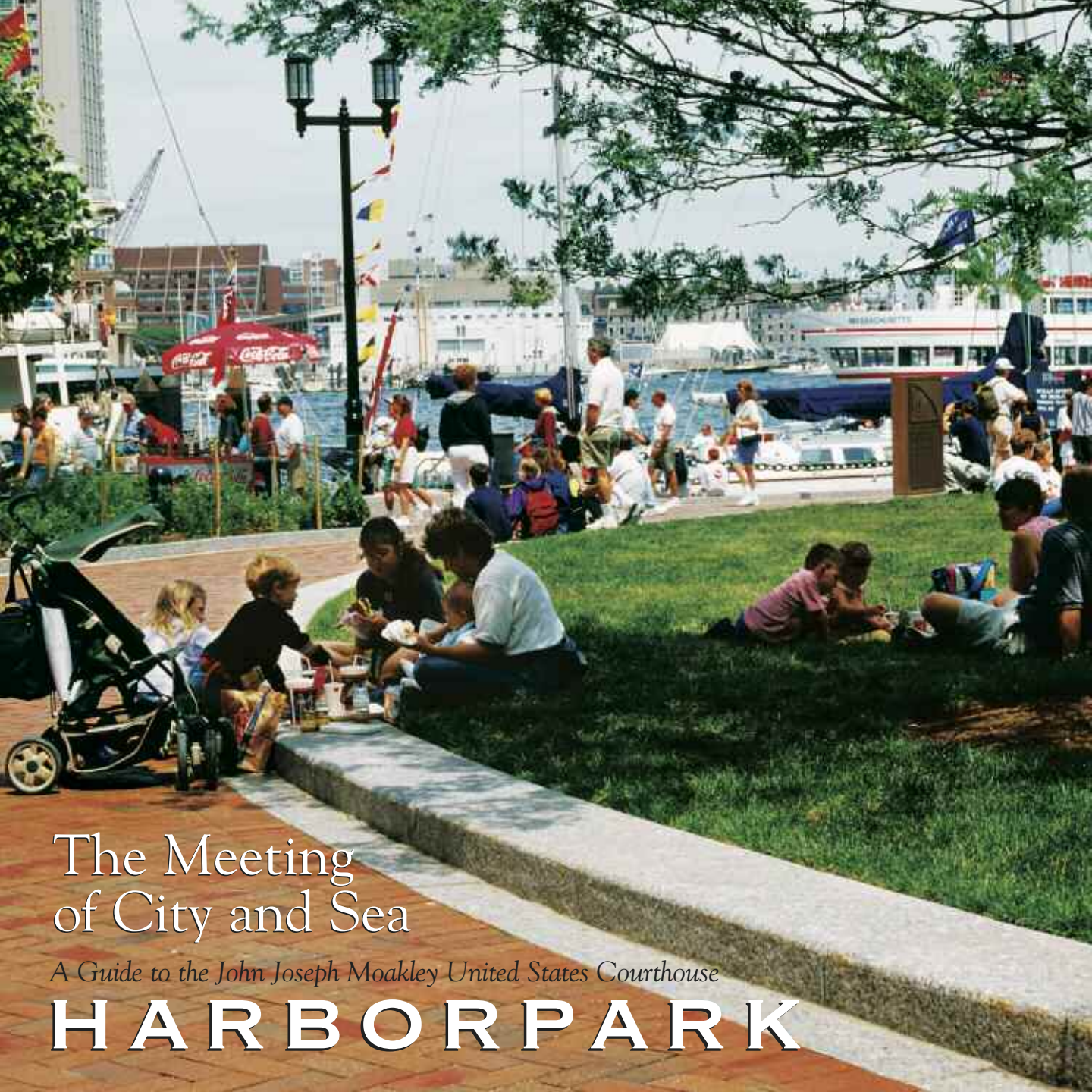

The Meeting of City and Sea

A Guide to the John Joseph Moakley United States Courthouse

HARBORPARK

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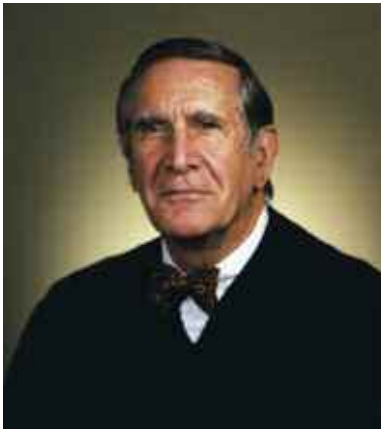
HARBORPARK



DEDICATED TO THE HONORABLE A. DAVID MAZZONE
UNITED STATES DISTRICT JUDGE
1978–2004

Whose skillful judicial administration managed to
repair the relationship between Boston and its harbor.

Edited, designed and produced by
Vern Associates, Inc., Newburyport, Massachusetts
Printed by Capital Offset Company, Inc.,
Concord, New Hampshire

First edition

Publication of this brochure was funded by the Attorney Admission Fund of the United States District Court for the District of Massachusetts to further public education regarding our nation's legal system and support the mission of:

DISCOVERING JUSTICE
James D. St.Clair Court Public Education Project
John Joseph Moakley United States Courthouse
1 Courthouse Way
Boston, Massachusetts 02210
www.discoveringjustice.org

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It Belongs to the Public

HON. STEPHEN BREYER & HON. DOUGLAS P. WOODLOCK

Shortly after the selection of the architect and the site for the new Boston federal courthouse in 1991, the federal courts convened the first of many public meetings to discuss the purposes of the project and the goals of its design. It seemed important as we began the planning process for our move from the old United States Courthouse on Post Office Square to a new United States Courthouse on Fan Pier to identify the true beneficiaries. Then-Chief Judge Breyer sought to do so by expressing a view that the courts believed fundamental to the site selection. He explained that "this most beautiful site in Boston does not belong to the judges, it does not belong to the lawyers, it does not belong to the federal government. It belongs to the public." That conception of the public quality to the courthouse project and particularly its site governed all of our decisions.

Early in the design process, the decision was made to devote roughly half of the site to a public park that would be intended—as landscape designer Laurie Olin explains in his essay for this brochure—"to stimulate our senses and our spirit and educate our minds about Boston's encounter between land and sea." The Harborpark—which Laurie Olin and the Boston landscape architect Carol Johnson, together with the project's architect, Harry Cobb, created with their firms—does precisely that. But, as Laurie Olin also suggested, we recognized we were putting in place a basis for further initiatives.

After several years of living with the Harborpark, all of us who had been involved in the project thought that we could go further. We next should describe in writing and with pictures what the park did, what kind of experience it provided.

We focused this effort on three aspects of the Harborpark. First, the site could provide a way to learn about the historic development of Boston and its harbor in the two hundred years since the federal courts were first established at the end of the eighteenth century. Second, the plantings could help give the public a sense of the kind of horticultural variety found along the New England seashore. Third, the vantage point could call attention to the way Boston Harbor was transformed and restored at the end of the twentieth century as a result of litigation in the federal courts.

Through the initiative of Patrick J. Sclafani, the very able General Services Administration property manager for the John Joseph Moakley United States Courthouse and Harborpark, resources for this interpretive program were secured through GSA's First Impressions program. The design firm of Jon Roll & Associates was engaged to plan and execute the interpretive program. A series of focus groups and advisory-committee meetings shaped the presentations. And the program was seamlessly introduced in 2003.

This brochure, appropriately entitled "The Meeting of City and Sea"—quoting from the statement of inten-

tions by Harry Cobb—was prepared to provide a guide to the Harborpark and its interpretive program. Each of the three elements of the program is introduced by a short essay prepared to put the element in context. Each essay is then followed by graphic reproduction of the interpretive materials developed for the Harborpark. A map in the centerfold locates the various elements of the interpretive program for the visitor.

In the opening essay, "A Face Set to the Sea," William Fowler, the executive director of the Massachusetts Historical Society, who greatly assisted in the development of the Harborpark's interpretive program as an advisor, charts the course of Boston's history as "a sea-minded town." That history is graphically chronicled in three interpretive panels along the Harborwalk created for the Harborpark. The first panel describes the expansion of Boston's commerce and industry from 1800 through 1900. The second presents the twentieth century as a century of change and identifies landmarks that can be viewed from the Harborpark across Boston's harbor. The last panel illustrates the expansion and transformation of the Port of Boston from 1900 to 2000.

Running along the bottom of the pages of this brochure illustrating the first and third history panels are reproductions of the ship silhouettes that flank the panels along the Harborwalk. Those silhouettes recreate in roughly chronological order the shapes of vessels that plied Boston Harbor's waters during the past two centuries. One can sit on the benches of the Harborpark and look at the ship silhouettes against the water and imagine them all sailing Boston Harbor still.

In the second essay, "Simple, Clear, and Strong," Laurie Olin describes the process by which the Harborpark was developed around the "organizing element" of "a broad promenade that borders the gently curving seawall, inviting the visitor to step out of the city into the space of the harbor, and to enjoy splendid panoramic views." In particular, he recounts the decision "to use plants indigenous to the New England coastal zone" to provide a "composition that would suit contemporary urban needs" in a durable, handsome, and educational manner.

The components of the composition designed by Laurie Olin and Carol Johnson are illustrated in the three interpretive panels that have been placed, with separate plant-identification plaques, in the three planting beds along the Harborwalk from the Courthouse Lawn to the East Lawn of the Harborpark. The first panel describes the plantings in their natural

habitat, the New England seacoast, a region that "experiences the greatest range of climatic change on the continental United States coast." The second panel explains the plantings in greater detail, reporting that "common to all of these plant species is adaptability to extremes in temperature, resistance to drought and tolerance of wind." The third of these panels describes the ornamental and aromatic plantings in particular, observing that "shoreline plantings are noted for their beauty as well as their hardiness."

In the final essay, "Repairing the Relationship," former United States Congressman Gerry Studds, who served constituents in communities along Boston Harbor for over a quarter century before retiring in 1997, recounts the revival of Boston Harbor during the latter part of the twentieth century. He outlines the extended Boston Harbor cleanup litigation conducted before the late United States District Judge A. David Mazzone, to whom this guide is dedicated. That litigation was pursued by concerned environmentalists in order to restore the waters of Boston Harbor to the vitality they enjoyed in the early history of Boston. Congressman Studds then discusses the important federal legislation, of which he was the author, designed to take advantage of the cultural and natural resources of a restored Boston Harbor. This was the 1996 statute creating the Boston Harbor Islands National Park Area managed by a unique partnership within the National Park System administered by the United States Department of the Interior.

Two interpretive panels—"The Way to a Clean Harbor" and "The Future of Boston Harbor"—located at the prow of the Harborpark to permit views across the harbor to the Massachusetts Water Resources Authority's new wastewater treatment facilities and to the Harbor Island beyond are reproduced in this brochure. Together they illustrate the successful results of efforts by the three branches of the federal government to make full and productive use of Boston's harbor.

Telling the story of Boston and its harbor, as this guide to the John Joseph Moakley United States Courthouse Harborpark undertakes to do, will be a continuing process. The late historian of the sea, Samuel Eliot Morison, wrote in his 1921 book, *The Maritime History of Massachusetts 1783–1860,* that "Court Records, especially those of the Federal Courts in Massachusetts, kept in the Boston Post Office building, are an untouched mine of information on maritime matters." With the move from the old courthouse in Post Office Square to the John Joseph Moakley Courthouse on Fan Pier, the federal courts in Massachusetts have opened that mine to be assayed by all.

—Stephen Breyer has been an Associate Justice of the Supreme Court of the United States since 1994, after serving as a Judge of the United States Court of Appeals for the First Circuit from 1980–1994 and Chief Judge of that court from 1990–1994.

—Douglas P. Woodlock has been a United States District Judge for the District of Massachusetts since 1986.

Together Justice Breyer and Judge Woodlock represented the courts in the design of the new United States Courthouse and Harborpark at Fan Pier.

A Face Set to the Sea

WILLIAM M. FOWLER, JR.

The three interpretive panels flanked by associated ship silhouettes along the harborwalk at the edge of the John Joseph Moakley United States Courthouse Harborpark present snapshots of the face of Boston and its harbor during the roughly two centuries since United States Courts were established for Massachusetts in 1789. Those snapshots capture moments from a continuous and continuing relationship between Boston and the sea.

Nestled between the granite coast of Cape Ann and the beckoning arm of Cape Cod, Boston has long set her face to the sea. Native Americans called this place "Shawmut," meaning "canoe landing place." In the spring and summer they migrated here to fish and gather lobster and clams. The early English settlers first called their settlement "Trimontaine," in recognition of the three small hills that dominated the peninsula. But then, in remembrance of a small port town in Lincolnshire, England, where their favorite minister John Cotton preached, they renamed their new home Boston.

For the most part the English men and women who first settled here were not seafarers. They were farmers and merchants, but the land was harsh and unyielding. Within a decade they turned to the sea, where they found codfish in abundance. They packed

the salted and dried cod into barrels that they shipped to the West Indies and southern Europe, creating an intricate pattern of trade that made Boston one of the great marts of the Atlantic world.

American independence brought new challenges. No longer part of a great empire, Bostonians had to venture out on their own. Boston ship owners, anxious to find new markets, ordered their captains seaward and told them to "try all ports." Soon Boston vessels were venturing southward, sailing "round the Horn" to the Pacific Northwest and thence to China and back home. The harbor bustled with the arrival of ships from the far reaches of the globe.

The War of 1812 interrupted Boston's commerce for a brief time, but in the postwar years the waterfront grew even busier. Old wharves, such as Long and Rowe's, brimmed with activity while workmen hurried to complete new wharves to provide additional berths for Boston's growing merchant fleet. To symbolize the mercantile might of the city, in 1837 the Federal Government commissioned Ammi Young to design a new Custom House, a massive granite structure built in the style of a Doric temple.

Across the harbor, in East Boston, a Nova Scotian immigrant, Donald McKay, set up a shipyard from which he launched clipper ships. Fast and sleek, with masts that towered skyward, these "monuments of snow" set sailing records to California and China that have yet to be broken. Fast sailing packets and steamships crossed the Atlantic carrying American

goods to Europe, often returning with immigrants. This was the heyday of maritime America.

An economic downturn in the 1850s and four years of Civil War did great damage to America's merchant marine. Boston did not escape harm, but in the years after the war the port rebounded. Steam had conquered trans-Atlantic trade. The age of clippers was gone. Sailing packets no longer left bound for Liverpool and Le Havre. Railroads changed the dynamics of trade as well. From the west and south, rail lines entered the city. The New York, New Haven and Hartford rail yard occupied the area upon which the Moakley United States Courthouse and Harborpark were built. Boston faced stiff and often unfair competition from other ports, such as New York. Nonetheless, the city continued to play a key role in foreign trade and nearly every day ships arrived from dozens of ports in Europe, the Mediterranean, South America, Asia, and Africa.

While ships from foreign ports continued to enter and leave Boston, the port's coastwise traffic grew in importance. Schooners and sloops, most of them New England–built, carried much of this trade. Deep-laden with timber and stone from Maine or coal from southern ports these vessels plied the coast. In the sailing seasons of spring, summer, and fall Boston's waterfront was jammed as they off-loaded their cargo.

Not all of these sailing vessels carried freight. Some schooners and sloops went fishing. Their speed and ease of handling made them ideal for sailing off to the rich fishing grounds off New England. They came home to T Wharf, near Boston's North End, their holds crammed with cod, haddock, and mackerel. At the beginning of the twentieth century, Boston's fish market moved to the newly filled land called Commonwealth Flats to join the rail yards in the area where the Moakley Courthouse and Harborpark were constructed at the end of that century.

Today, as we gaze down the harbor, we no longer catch a glimpse of packets from Marseilles or schooners beating up toward T Wharf. Steamers no longer depart from Rowe's Wharf bound Down East and the rail yards that were once filled with boxcars and locomotives are now occupied by hotels, office buildings, and a courthouse. Standing on the edge of the harbor today we watch massive container ships making their way slowly by while liquefied-natural-gas carriers and oil tankers pass by bringing in cargoes that provide warmth during the cold New England winters and keep our cars running all year round. We can also enjoy the sight of dozens of small pleasure boats darting in and out, and the frequent passing of commuter ferries and excursion boats taking passengers to and from work or out to enjoy a day on one of the harbor islands.

Boston is a sea-minded town whose face is still set to the sea.

— William M. Fowler, Jr., Director of the Massachusetts Historical Society, is co-author of *America and the Sea: A Maritime History*.

FAN PIER 1800 1900

THE EXPANSION OF BOSTON'S COMMERCE AND INDUSTRY

After the end of the Revolution in 1783, Boston merchants built huge fortunes through foreign trade. Commerce further expanded after 1830 with the birth of railroads and the boom of industry. Immigrants swelled Boston's population and worked the docks, rail yards, and factories. Leather and wool from around the world supplied shoe works and mills. Development of the port's rail/ship connections brought a great increase in foreign commerce.

Clipper Ship, The Lightning, 1850

On a Pacific crossing, fully laden, The Lightning averaged 15.5 knots for ten consecutive days. This exceeds speeds attained by modern yachts in the America's Cup race.

Boston, 1795

Boston's natural sheltered harbor thrived with trade. Ships sailed for China, the Spice Islands, Europe, and the Caribbean.

Donald McKay

A gifted combination of artist and scientist, Donald McKay developed and refined his famous clipper ships to create the fastest commercial sailing ships in history. He was the most famous of the Boston shipmakers.

View from South Boston, 1855

The harbor is full of activity during the golden age of maritime Boston. The rail line of the Boston, Hartford, and Erie Railroad swings out over marshland that was later filled in to create the Fan Pier area.

Inheritors of the Admiralty Oar

Established in 1789 under the United States Constitution, the federal courts in Massachusetts initially focused on maritime law and were known for their first century as the "Admiralty Courts." They were successors to the colonial Courts of Vice Admiralty whose silver oar was the historic symbol of the maritime courts.

233,891 TONS
Entered and Cleared Port of Boston, 1826

1,381,773 TONS
Entered and Cleared Port of Boston, 1857

Pinky Schooner ***Sloop of 1776*** ***Square Topsail Schooner*** ***Brigantine***

South Boston Land Fill, 1870

As Boston's port activities outgrew the original downtown wharves, developers looked to the vast waterfronts of South Boston and East Boston. The Boston Wharf Company was founded in 1836, with its property underwater. Land was gradually filled in, and wharves and warehouses were built.

The Great Fire Of 1872

Sheet music for a song commemorating the Great Fire illustrates the blaze that turned much of Boston's financial district into 65 acres of rubble. A lot of this debris became the fill for Fan Pier; if you dug below you would find patches of charcoal and twisted ironwork.

Boston, 1880

As Boston's port activities outgrew the original downtown wharves, railroad companies built new port facilities on the rapidly expanding, filled waterfront of South and East Boston. There they operated giant grain and coal terminals, backed by enormous rail yards. These features continued to dominate Boston Harbor well into the 1940s.

South Boston Flats, 1887

New facilities allowed direct transfer of goods from ship to rail. Development in South Boston drew commerce away from the old Boston waterfront. Note Fan Pier on the left and the Terminal for the New York & New England Railroad in the foreground.

The Fishing Trade

Boston's fishing industry was key to its historic growth, with salt fish very valuable in Europe and Caribbean plantations. After 1860, a new method of packing fresh fish in ice increased demand and the Boston fishing fleet grew rapidly.

4,145,187 TONS

Entered and Cleared Port of Boston, 1900

Tonnage *is a measure of a ship's cargo capacity, not a measure of weight. It is derived from "tun," which was a large cask used to transport wine. Methods of measuring tonnage have evolved over time.*


Full-rigged Ship


Two-masted Schooner


Knockabout Schooner


Four-masted Schooner

U.S. Custom Appraiser's Stores, 1918

Here were stored goods seized by Custom officers, or goods waiting inspection at the nearby Custom House. Today it contains offices of the U.S. Coast Guard and the Boston Harbor Islands National Park Area.

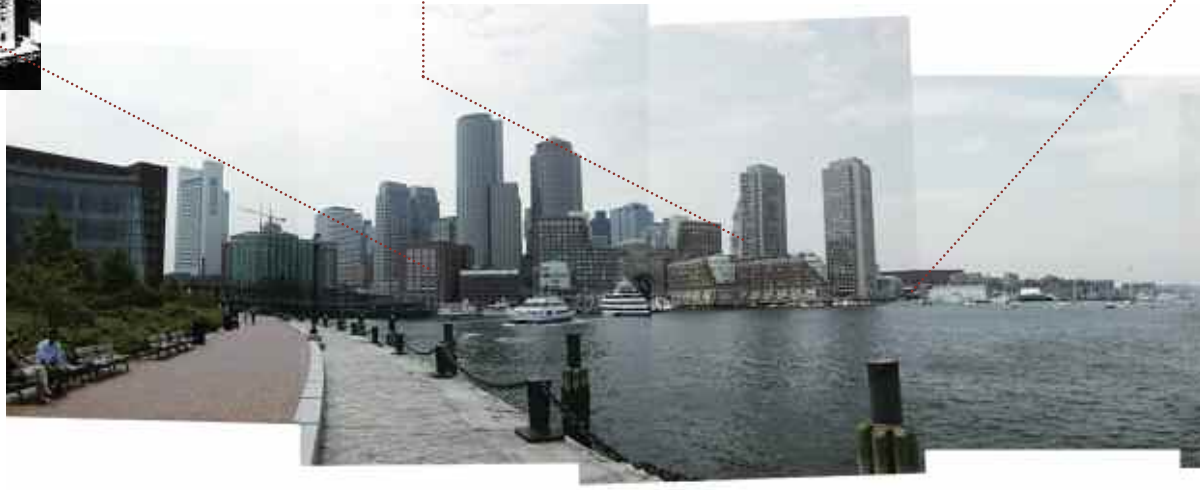
Custom House Tower, 1915

The 1847 Custom House was capped in 1915 with a 500-foot tower, which dominated the Boston landscape for decades. Now converted to a hotel, this Boston landmark still symbolizes the importance of the city's place in maritime history.

BOSTON THEN AND NOW

Maritime commerce through Boston Harbor was the lifeblood of early New England. Goods and services change with each century, yet the port's economic vitality endures.

By 1900, Boston had successfully transformed from a deep-water ship owning port to a major center of integrated ship/rail transportation systems. Today, the convergence of interstate highways, rail lines, airport facilities, and shipping sustains Boston as a hub for imports and exports.



East Boston Wharves, 1890s

Two British-built ships, metal-hulled Arracan *and* Scottish Locks, *dock at East Boston. In the mid-1800s, this waterfront was one of the great ship-building centers of the world. By the 1890s, the port remained vital but the craft-oriented wooden shipyards declined as Britain perfected iron and steel hull construction.*

Immigration

European immigrants catch their first glimpse of the New World as their ship enters Boston Harbor. Their assimilation began at the Immigrant Home on Marginal Street in East Boston.

The Waterfront, 1900

Boston as seen from downtown, looking south towards the Fan Pier area. This panorama of manufacturing and industry shows the intensive commercial activity along the waterfront at the time.

The Waterfront, 2003

Boston Harbor has had a decade-long, $4 billion cleanup. In combination with the "Big Dig" Central Artery/Harbor Tunnel Project, the focus on the harbor and its environs dwarfs any other urban transformation under way in the United States at the turn of the 21st century.

1905 *Gillette Safety Razor Company*

1930 *Fishing Industries*

1936 *Eastern Airlines*

FAN PIER 1900 2000 THE EXPANSION AND TRANSFORMATION OF THE PORT

Fan Pier is the fulcrum between old and new Boston. It was created by investors who saw the potential of rail to ship connections. Today, the South Boston Seaport District, located near downtown Boston with direct access to Logan Airport, attracts high-tech and service industries.

By the mid-1900s, deteriorating wharves and a polluted harbor had made the waterfront an unappealing place. With the success of the harbor cleanup, the waterfront is again a place for recreation and renewal.

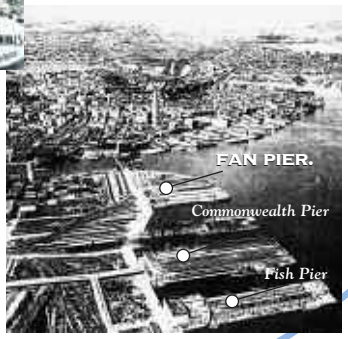
Fish Pier, 1930s

The Fish Pier opened in 1914 as a state of the art fish unloading, processing, and storage center. Business peaked in the 1930s; 300 million pounds of fresh fish per year passed through the Fish Pier.

Fish harvesting, processing and marketing are still a vital part of Boston's economy. Fishing-related business accounts for about 600 million dollars a year.

Fan Pier Earns Its Name

The New York, New Haven & Hartford rail lines "fan out" in this bird's eye view of 1903. Note the growth of industrial buildings, the new South Station, and the wharves in the South Bay at the upper right.



Fan Pier, 1925

Landfill greatly expanded South Boston with the filling of Commonwealth Flats in the foreground. The combination of shipping, wharves, docks, and rail lines made South Boston the center of the city's industrial waterfront.

4,145,187 TONS
Entered and Cleared Port of Boston, 1900

Boston, 1950

Logan Airport opened in 1923. Filling of the East Boston Flats, begun as a port development, created land for the airport. By 1950, hundreds of acres were filled in, with more filling to take place by the end of the century.

Steamship

Coastal Passenger Steamship

Stern Trawler

1956 massport

Massachusetts Port Authority

1990 Fidelity Investments

Fidelity Investments

1998

United States Courthouse

The Children's Museum, 1979

The Boston Children's Museum and Harborwalk are among the success stories of a revitalized waterfront. As industry faded, new uses were found for the industrial buildings and wharves.

27,056,868 TONS

Entered and Cleared Port of Boston, 1973

United States Courthouse, 1998

Massachusetts federal courts have been a rich source of the principles of American Maritime Law. Its huge rotunda like a lighthouse, representing a beacon of justice, the new federal Courthouse on Fan Pier emphasizes that connection to the sea.

World Trade Center Boston, 1990

With port activity at new container ship facilities, the World Trade Center project converted the hundred-year-old Commonwealth Pier into exhibition space and offices for Fidelity Investments, a major Boston financial services company.

20,751,000 TONS

Entered and Cleared Port of Boston, 2000

Tanker

Liquefied Natural Gas Tanker

Container Ship

HARBORPARK PANELS

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3. FAN PIER *The Twentieth Century (pages 14–15)*
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9. SHORELINE PLANTINGS *Ornamental and Aromatic Plantings (pages 28–29)*
10. THE WAY TO A CLEAN HARBOR *(pages 32–33)*
11. THE FUTURE OF BOSTON HARBOR *(pages 34–35)*


COURTHOUSE WAY
JOHN JOSEPH MOAKLEY
UNITED STATES COURTHOUSE
AND HARBORPARK
Main Entry
Courthouse Information Center
Park Entry
Courthouse Lawn
3
7
1
2
Harbor Islands Information Center and Map
Water Transit
OLD NORTHERN AVENUE

Simple, Clear, and Strong

LAURIE OLIN

From the moment Harry Cobb asked me to collaborate with him on the new federal courthouse project for Boston's Fan Pier, I was enthusiastic to do so. I shared the two goals he expressed for the project: "to make available to every citizen the extraordinary experience of the site at which, by virtue of its close encounter with Boston, the meeting of city and sea is most vividly dramatized," and "to show how civic building and civic space, conceived together, can each confer meaning and value on the other." This would be an opportunity to achieve public access to the waterfront on this significant portion of Boston's harbor. For decades, proposed redevelopment plans around the site had foundered for one reason or another. Here was a real project, with funding and a timetable, that was truly civic.

During the early months, we held to our belief that this was a significant civic opportunity in a good location. When the announcement was made that the federal courts had selected this site for their new building, some people were dismayed and critical. This reaction came from mistaken views of the project, among them that a federal courthouse in the late twentieth century was likely to be an oppressive structure, an aloof, forbidding, fortresslike building; that the courthouse would be a frightening place dealing in trouble and misery—the quarrels and difficulties in which the citizens who go there find themselves and their loved ones entangled. Finally, the decision received criticism generated by disappointed hopes for urban parks and residential and commercial redevelopment of this former industrial area frustrated when earlier projects had not come to fruition. A large courthouse on this parcel of land was seen by certain vocal critics as the wrong way to begin the rehabilitation and transformation of this derelict harborfront property.

I disagreed. Like Harry Cobb, I saw this as a magnificent place from which to step away from one's daily life and problems, to be at a remove from the courtrooms with their human drama and view the city opposite, to consider the skyline and busy harbor, to

enjoy a bit of personal respite as well as release and stimulation. Both the building and park offered a place to step outside the city and to see it from a distance that was at once panoramic and intimate. Unlike most small urban parks that are conceived as a focus of attention and a place to be looked into from the surrounding area, here each citizen can literally gain perspective and find a place to look out upon the world and life, and find a locus for social interaction and recreation beside the water. I was convinced that the Harborpark we could make on this spot as a companion to the courthouse would provide stimulation and encourage interest in ongoing life for those under stress as well as a welcome setting for the daily life of those who would work there. The Harborpark would be designed to welcome everyone—young and old, worker, neighbor, visitor—offering to each a memorable experience of Boston Harbor at one of the most engaging places on its perimeter. I maintained that life going on and the accumulated evidence of civic order and collective energy and competition, presented to all through the great glass wall of the courthouse and from the simple and calm park, was neither inappropriate, cosmetic, nor demeaning, but in fact a clear message that would both reassure that life continues despite the difficulties we encounter, and that the "rules" of society do support a fruitful life. I saw this waterfront park to be as didactic, socializing, and functional as the courthouse building itself.

I conceived the park as a social space that, while attractive and a good place to enjoy the company of others, would also provide information and education about the environment through the nature of its design and its elements. After a few initial explorations with the courthouse's architect about the possibilities of the building location and mass and the companion open space, a direction was selected that provided a continuous walk and two clearly different outdoor rooms overlooking the harbor. The initial landscape design was developed by Carol Johnson, a Boston landscape architect, and myself, then developed and implemented by our two offices and the architect's in a highly successful collaboration of interests and skills.

The organizing element of our design is a broad promenade that borders the gently curving seawall, inviting the visitor to step out of the city into the space of the harbor, and to enjoy splendid panoramic views sweeping from the towers of downtown Boston past Charlestown, East Boston, and Logan Airport to the outer islands beyond. On the ribbon of land—now narrow, now broad—between this promenade and the embracing form of the courthouse, we envisioned a sequence of varied public spaces providing shelter and amenity for passive recreation and socialization out of doors: a generous loggia, a great lawn, and a harbor garden of hardy and colorful maritime plants.

From the outset, Carol and I thought it would be both practical and interesting to use plants indigenous to the New England coastal zone. This was partly because the courthouse site on Fan Pier was right on the water and faced north, the direction from which some of the harshest weather comes throughout the year. I had visions of snow, ice, salt spray, and constant wind. This is a tough climate to start with and the aspect of the site pointed to the need for toughness in the materials and a selection of plants with a demonstrated ability to manage on their own in similar places. A strong public, civic interest in the character, quality, accessibility, and use of the landscape was demonstrated by the many people who came to our design presentations. I knew that Boston, like many other American cities, had its particular financial problems regarding public parks, and that the federal government, in an effort to reduce expenses wherever it could, tended to simplify and reduce landscapes it maintained. All the more reason to develop a planting and construction strategy that would withstand such pressures.

Carol and I also believed that the plant associations of New England and its shoreline—whether rocky headlands or sandy dunes and peninsulas—were handsome, even beautiful. We knew that many of the thousands of people in Boston and the region who vacation on Cape Cod, Martha's Vineyard and Nantucket, and the nearby coasts of Rhode Island, Massachusetts, New Hampshire, and Maine felt the same way. So, why not see if we could utilize native plants to make a composition that would suit contemporary urban needs? It would be durable and handsome if done right. With a little effort it could also be educational.

The first plants on our list came immediately: bayberry, *Rosa rugosa,* blueberry, sumac, and pines. As we worked on it we realized that, just as American society has benefited from infusions of immigrants from other parts of the world, our palette of plants has become similarly enriched. Many standard, even favorite, plants in our streets and gardens are hardy immigrants from northern Europe, the Mediterranean, and Asia. Some of these we subsequently included to make another point: that our landscape is a cultural phenomenon built up over decades and centuries, like our cities, our way of life, and our legal system. Purists' views that demand the use of only native species in an urban region are limiting or worse, and are as fraught with contradictions and distortion as any other doctrinaire form of "ethnic" or "original" purity when dealing with living systems.

Thus we added the Mugo pine, a marvelous dwarf from the shore of the Mediterranean Sea, and Japanese crabapples. We added honeylocusts and planes, two extremely tough trees that have been a boon to cities the world over. The toughest plants were arranged along the edge of the water with those that are a bit more tender set farther back. The shapes of the spaces of the park, a circle and a lozenge, produce comfortably scaled rooms in which to stroll and sit between the wide-open expanse of the harbor and the tall building behind.

The promenade is another example of our setting out to do something very simple, clear, and strong that would be in character with its setting. First we elected to rebuild the seawall with the enormous handsome granite blocks of the earlier historic wall, portions of which were in great disrepair. Since the 1960s, the Boston Redevelopment Authority and a succession of consultants and designers have developed plans for Fan Pier, each of which proposed a harbor walk of one sort or another. Our walk, finally, was to become the first section of what in the future will be a continuous public promenade around the whole of Fan Pier. We took this as a chance to set out the principles, elements, and materials for such a walk, which would establish a standard for the rest. It was to be robust, open, and generous in proportion to accommodate the future population and visitors who will come to Fan Pier, and it was to be well built of very durable materials in order to give society value and economy for its investment and needs over the longest period possible.

When embarking on the initial phase of what will become a vast urban development that will be created by many hands over a long period of time, it was crucial that the first pieces be simple and clear, that they offer to be good neighbors to subsequent development, but that they not vainly attempt to provide everything that may eventually want to be included within the larger district. It was also important that this initial phase of a new urban district be optimistic and offer more than mere utility, that it stimulate our senses and our spirit and educate our minds about Boston's encounter between land and sea.

— Laurie Olin is a principal of the Olin Partnership, a Landscape Architecture firm in Philidelphia.

SHORELINE PLANTINGS

PLANTINGS IN THEIR NATURAL HABITAT

The Northeast coastal region experiences the greatest range of climatic change on the continental United States coast. Plant communities have evolved to endure wind, salt spray, tides, temperature extremes, and storms. The soil is sandy, acid, and low in nutrients; it is also highly permeable such that rain water passes through it quickly. Consequently, coastal plants are especially tolerant of drought.

The plantings at Harborpark demonstrate the ways that plant species, both native and imported, have adapted to the severe Northeast coastal environment.

Northern Bayberry *(Myrica pensylvanica)*

The leaves of the Northern Bayberry, like many shoreline plantings, are plentiful and relatively small to maximize the plant's exposure to sunlight and minimize its exposure to wind. The waxy leaf coating repels excess salt and protects the plant from the drying, burning effect (desiccation) of the wind.

Saltspray Rose

White (Rosa rugosa var. alba) in this planting bed and Pink (Rosa rugosa) Saltspray Rose in the adjacent bed are both highly resistant to salt spray. In fact, the plant utilizes salt as a form of "biocontrol" to suppress the growth of black spot fungus that commonly affects roses that are cultivated in the Northeast.

Lowbush Blueberry *(Vaccinium angustifolium)*

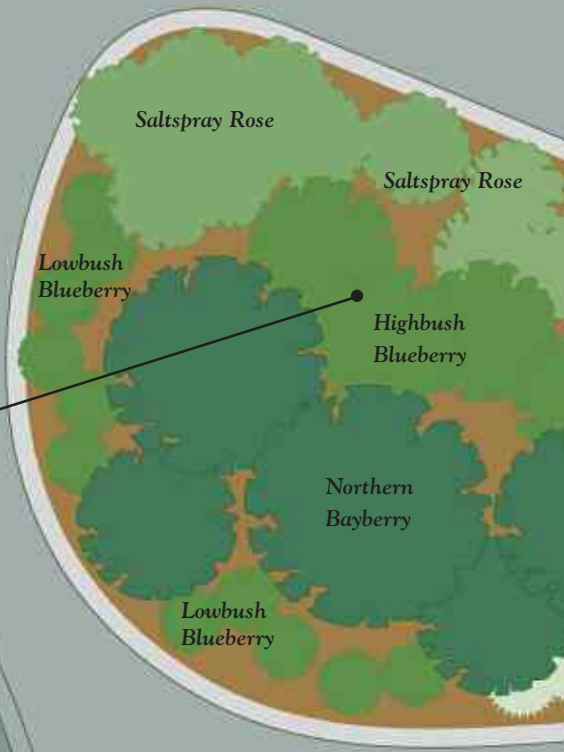
Native to the Northeast, the Lowbush Blueberry is noted for its tolerance of extremes in temperature and rapid freeze-thaw cycles, as well as its ability to thrive in acidic, rocky soils as shown in this photograph along the coast of Maine.

SHORELINE PLANTINGS

DURABLE AND ADAPTABLE PLANTINGS

While the majority of the plantings in these beds are native to the Northeast, some were imported to the region from other continents because of their adaptability to the Northeast coastal environment. The Mugo Pine was imported from the mountainous areas in the Mediterranean region; Sea Thrift from coastal Europe; and Saltspray Rose from northeast Asia.

Common to all of these plant species is adaptability to extremes in temperature, resistance to drought, and tolerance of wind. In sandy soils these plants will develop deep root systems to search out moisture that is located deep in the porous earth. This in turn has the beneficial effect of stabilizing the sandy soils along the shoreline.



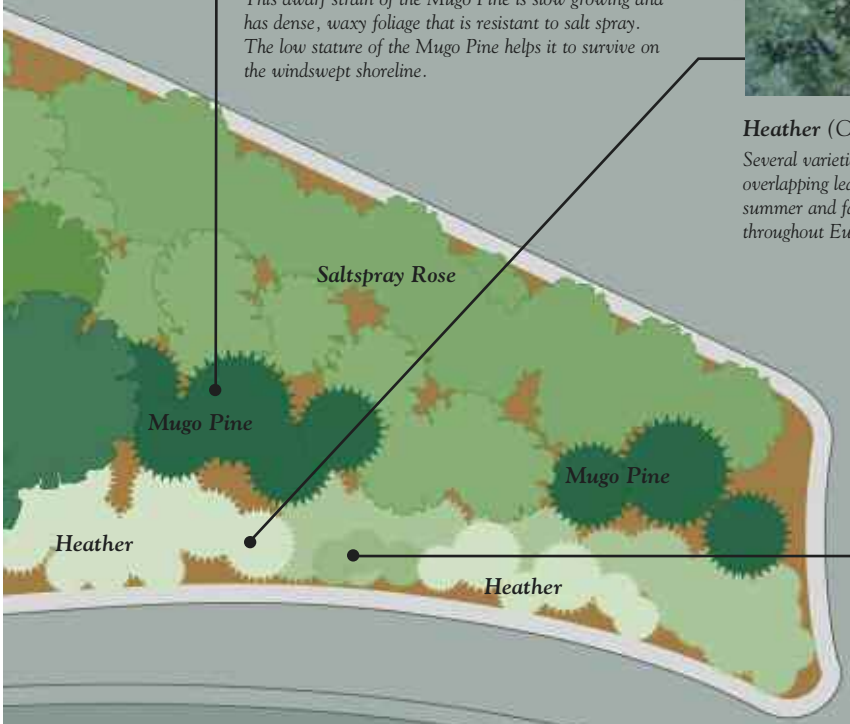
Highbush Blueberry *(Vaccinium corymbosum)*
Native to the eastern United States, this shrub produces small, pinkish-white flowers in the spring and sweet, edible berries in the mid-summer. Indeed, it is one of the very few domesticated food plants that is native to the Northeast. Highbush Blueberry is a long-lived multistemmed shrub that can reach heights of 6 feet or more.

Mugo Pine *(Pinus mugo var. mugo)*

This dwarf strain of the Mugo Pine is slow growing and has dense, waxy foliage that is resistant to salt spray. The low stature of the Mugo Pine helps it to survive on the windswept shoreline.

Heather *(Calluna vulgaris)*

Several varieties of Heather are planted here, all characterized by their tiny overlapping leaves tipped with spikes of small flowers that bloom in the late summer and fall. They commonly grow on poor quality, acidic soils throughout Europe.



Sea Thrift *(Armeria maritima)*

A low-growing perennial with small evergreen leaves that thrives in sandy, well-drained soil, Sea Thrift produces pink blooms in the spring. If conditions are right, it continues producing them intermittently through the fall.

SHORELINE PLANTINGS

ORNAMENTAL AND AROMATIC PLANTINGS

Shoreline plantings are noted for their beauty as well as their hardiness. Bush Cinquefoil blooms all summer; Saltspray Rose from early summer to autumn. Summersweet and Fragrant Sumac, as the names would imply, are noted for their sweet aroma. The Honeylocust has become very popular in cities because of the beauty of its golden leaves in the fall as well as its ability to tolerate air pollution, road salt, and other rigors of the urban environment. Finally, many of these plantings—Blueberry, Bayberry, Saltspray Rose, Crabapple, and Sumac—produce fruits and berries that are consumed and dispersed by birds.

Summersweet *(Clethra alnifolia)*

This deciduous shrub is native to wetlands of the Northeast and blooms in midsummer with spikes of small, white fragrant flowers. Its green glossy leaves turn yellow to gold in the fall.

Fragrant Sumac *(Rhus aromatica 'Gro-Low')*

Fragrant Sumac is a fast growing shrub with glossy green trifoliate leaflets that turn orange to red in the fall. The fragrant flower clusters develop in summer and mature to red fruits in the fall. Over time it forms dense thickets.

Honeylocust *(Gleditsia triacanthos 'Halka')*

This large deciduous tree can grow to 60 feet tall. Its small, fragrant, greenish yellow flowers bloom in May and June and produce long, twisted, flattened seed pods. Its lacy, fernlike leaves cast a light shade that allows grass and other plants to flourish beneath it.

Bush Cinquefoil *(Potentilla fruticosa)*

Bush Cinquefoil is a compact shrub that produces bright yellow flowers from June to September. Like other shoreline plantings, it is very hardy and tolerates dry sandy soil. Its native range encompasses the northern regions of Europe, Asia, and North America.

Repairing the Relationship

HON. GERRY E. STUDDS

At the end of the twentieth century, the three branches of the federal government engaged in separate but related efforts to revive Boston Harbor. Under supervision of the federal courts, a massive harbor cleanup was undertaken; through the United States Congress, legislation was enacted to create the Boston Harbor Islands as a national park area; and, pursuant to that legislation, the Boston Harbor Islands are now managed by a unique partnership within the National Park System administered by the United States Department of the Interior. These efforts have helped to repair the relationship between Boston and its harbor.

By the mid-twentieth century, it had become clear that the productive relationship between Boston and its harbor was breaking down. The pressures of population and commercial and industrial development were straining Boston's most fundamental resource—its harbor—with high levels of pollution. In 1985, building upon work in the state courts, United States District Judge A. David Mazzone expanded the litigation by permitting parallel cases involving the United States Environmental Protection Agency and the Conservation Law Foundation to move forward in the federal courts.

At the outset, Judge Mazzone identified the importance of the issues, writing:

> At the heart of this case lies a fifty square mile expanse of water known as Boston Harbor. It is the largest harbor serving a major city on the East Coast, and is of unique historical, natural, and recreational significance. It was the site of the Boston Tea Party shortly before the birth of this Nation; it was the home for much of the fledgling Nation's merchant marine; it has always been the home port for what is now the oldest ship still commissioned in the United States Navy whose copper fittings were hammered by Paul Revere. Today, it serves millions of citizens who swim, sail, and fish in and around the Harbor. It boasts 15 virtually undeveloped islands; thousands of acres of marshes, tidelands, and fishbeds; and many beaches, rivers, and inlets. The Harbor is used by the largest tankers and container ships as well as the smallest pleasure boats. The importance of this precious natural resource has been recognized by parties on both sides of this lawsuit.

In his book, *Political Waters: The Long, Dirty, Contentious, Incredibly Expensive but Eventually Triumphant History of Boston Harbor—A Unique Environmental Success Story* (U. Mass. Press, 2004), Eric Jay Dolin chronicles the federal litigation. Richard Delaney, director of the Urban Harbors Institute at the University of Massachusetts Boston, told Dolin that "Judge Mazzone's detailed management of this case over many years provided for all the responsible parties a constant focus on the Boston Harbor problem as well as

an occasional authoritative push when needed." It is especially appropriate therefore that this brochure be dedicated to Judge Mazzone.

As the prospects for success in the Boston Harbor cleanup litigation before Judge Mazzone became clearer, the prospects for the use of the Boston Harbor Islands as a destination area became brighter. The Commonwealth of Massachusetts had begun acquiring the islands on behalf of the public in 1970, and the recovery of water quality in the 1990s gave added impetus to a program to preserve and extend the natural beauty, historic memories, and recreational opportunities the islands provided.

In 1996 the United States Congress enacted legislation I drafted to bring the Boston Harbor Islands into the National Park System administered by the United States Department of the Interior. The legislation provided for a unique partnership of federal, state, and local government officials to manage the Boston Harbor Islands. Since 1996, the Boston Harbor Islands Partnership has grown to meet the challenge of further enriching the experience of Boston and its harbor. Among its many programs are an information center in the arcade at the courthouse and excursions run from the nearby dock alongside the Harborpark. Embedded in the floor of the arcade is a fascinating and informative bronze relief map of the Boston Harbor Islands created in 2000 by the sculptor Gregg LeFevre.

Two interpretive panels on the Prow, a slightly elevated seating area at the eastern point of Harborpark, tell the story of the revival of Boston's harbor as a result of federal initiatives. From that vantage point every visitor can look beyond the panels to the harbor and the islands and understand the promise for the future of Boston Harbor those initiatives have offered.

— Gerry E. Studds was a member of the United States House of Representatives from 1973 through 1997. He represented a district surrounding Boston Harbor, including communities of Boston's South Shore suburbs and Cape Cod. He was author of the 1996 legislation that created the Boston Harbor Islands national park area.

THE WAY TO A **CLEAN HARBOR**

The water is cleaner. Porpoises and seals are back. Mussels and sea urchins are recolonizing rocky areas. Fish and shellfish diseases are declining. Swimmers are returning.

Boston Harbor has made a remarkable recovery since the installation of new wastewater treatment facilities starting in 1989. It now boasts one of the most advanced pollution management programs in America.

The islands in the harbor are home to a rich diversity of plant and animal life and human history. The Boston Harbor Islands National Park Area, designated in 1996, will preserve the great natural and cultural resources on 34 islands for public use.

The fishing schooner Ellen C. Burke, *below, and a fisherman, left, in the early 1900s.*

The Harbor cleanup has brought an increased abundance of shellfish beds and other animal communities.

There were many decades of decline after this view of Marine Park, South Boston, in the mid-1890s. Now, swimming conditions at Harbor beaches have greatly improved.

The appearance of this snowy egret confirms the success of the cleanup. The harbor and its islands support salt marshes and seagrass beds, rare in urban areas.

A restored Boston Harbor will offer recreational benefits to future generations.

The Save the Harbor Fishing Derby helps to raise public awareness that natural populations are increasing. Fish such as striped bass, seen here, are returning in greater numbers and improving in health.

THE **FUTURE** OF

The Boston Harbor Project, $3.5 billion of wastewater treatment facilities, is an essential part of the Massachusetts Water Resources Authority's plan to end Boston Harbor pollution. The wastewater from 43 communities—nearly half of the state's population—is piped to Deer Island to be treated.

Digester Eggs: These 110-feet-high—as tall as a five-story building—egg-shaped digesters each hold three million gallons of liquid sludge, where it decomposes for 10 to 22 days. The sludge is heated to 95°F and constantly circulated by large paddles. Organisms thrive in the digester eggs and break down the sludge, creating methane gas that fuels a power plant. The remaining sludge is piped to Quincy, where it is heat-dried and turned into fertilizer pellets that are shipped all over the country.

BOSTON HARBOR

The new outfall tunnel, left, created by the tunnel boring machine seen below, discharges the fully treated effluent 9.5 miles into Massachusetts Bay. It is the longest single entry tunnel in the world.

Deer Island is the historic North Shore gateway to the Harbor.

This view of Deer Island shows the Massachusetts Water Resources Authority treatment facility, with the city of Boston and Fan Pier in the distance. The harbor cleanup is one of America's greatest environmental success stories.

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