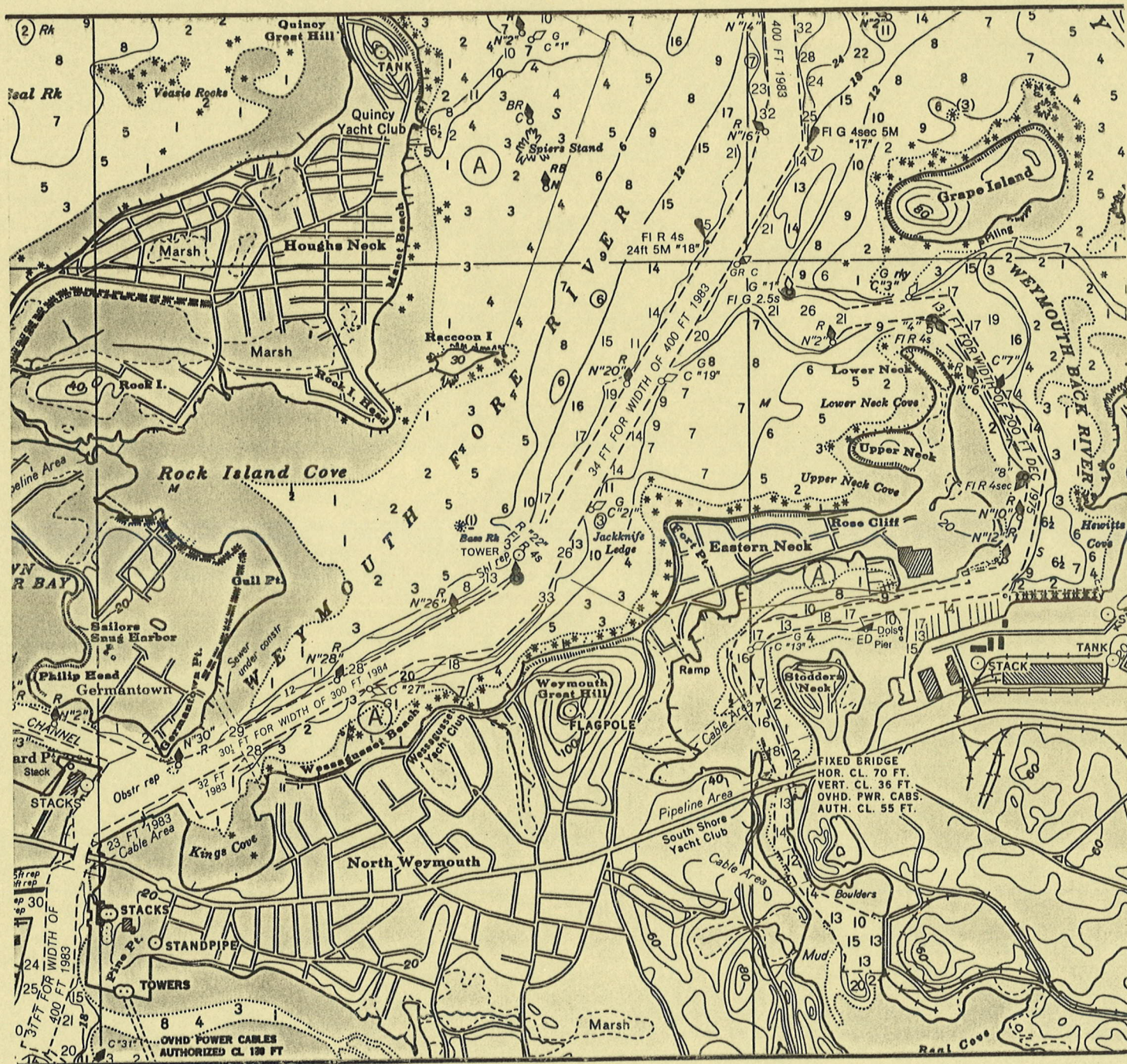


WEYMOUTH WATERFRONT PLAN



AUGUST, 1988

PREPARED BY
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WEYMOUTH WATERFRONT PLAN

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WEYMOUTH WATERFRONT PLAN

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I. Introduction

I. INTRODUCTION

A. Statement of Purpose

This report represents the culmination of an effort by the Weymouth Waterfront Study Committee (WSC) to produce a Weymouth Waterfront Plan. The Waterfront Study Committee was assisted by both the consultant for this report, Henderson Planning Group of Cambridge, MA, and by the staff from the Weymouth Office of Planning and Community Development.

While the plan does not address all of Weymouth's waterfront issues, it does provide a framework with which the Town may begin to address issues which have a profound effect on an important local resource. In this respect, the plan recognizes and respects both the historic and current importance of the waterfront for Weymouth's citizens, and it identifies specific feasible opportunities for enhancing the function of waterfront in the future.

This plan should not be seen as the final step in planning for Weymouth's waterfront; rather the process of planning for the waterfront has served to raise many issues which cannot be fully addressed in this report.

The WSC is cognizant of the Town of Weymouth's fiscal limitations. Therefore, for most of the report's recommended actions that require capital expenditures, the WSC has sought to lessen the burden on the Town by proposing joint ventures with other interested parties.

Of utmost importance to the Waterfront Study Committee, however, is not that all of the report's recommendations are implemented but that a significant commitment is made by the Town of Weymouth to preserve, protect and enhance the future of Weymouth's waterfront areas.

B. Community Process and Review

The open process used in developing this report is reflective of the original intent of the Board of Selectmen in setting up the Waterfront Study Committee (originally named the Harbor Study Committee). Like the WSC, this report is intended to reflect a wide range of opinion.

Throughout the effort, the WSC has sought to involve the public via direct mailings and public workshops. In addition, the WSC has contacted various Town boards and waterfront user groups to solicit their opinions. Samples of the mailings and the public workshop handouts are included in Appendix B of this report.

C. Waterfront Study Committee

The Weymouth Waterfront Study Committee is a nine member citizen advisory panel, appointed by the Board of Selectmen to look at issues which affect the Town's waterfront areas. The Waterfront Study Committee has directed the current waterfront planning efforts which have resulted in this Plan. Prior to the completion of this Waterfront Plan, the Waterfront Study Committee worked with members of the Town's Planning and Community Development Office to assemble data on the waterfront, including a land use survey, a water use survey, and a set of goals and objectives for the study.

D. Report Format

The format for this report is as follows:

I. Introduction

The introduction of this report includes a statement of purpose, a discussion of community process, and a description of the Waterfront Study Committee.

II. History of Weymouth

This section provides a brief history of the Town of Weymouth.

III. Existing Conditions

This section describes the existing conditions relevant to both land use and water use along the Weymouth waterfront.

IV. Waterfront Issues and Opportunities

This section of the report contains a listing of waterfront issue areas. Specific attention is given to so-called "planning areas" located along Weymouth's waterfront.

V. Goals and Objectives

This section of the report identifies the goals and objectives for the Weymouth Waterfront Plan.

VI. Guiding Policies

This section of the report attempts to match the issue areas and their corresponding goals and objectives with the policies and recommendations for specific waterfront "planning areas".

VII. Implementation Strategy/Recommendations

The final section of the report ties implementation strategies, specific policy recommendations and possible sources of funding with each identified planning area.

Appendix A - Sources of Funding

This section identifies the possible funding sources for waterfront improvements including: state and federal grant programs.

Appendix B - Community Process

Included in this section are examples of the process used to involve the community: a sample letter, a news release, and handouts from a public meeting.

Appendix C - Harbor Islands

Included in this section are brief descriptions of facilities (located in Weymouth waters) owned and operated by the Department of Environmental Management.

II. History of Weymouth

II. History of Weymouth

Weymouth is the second oldest town in the Commonwealth. Established in 1622 by a group led by Thomas Weston, a London merchant, the Wessagusset settlement soon ran into difficulties. Located between the Fore and Back Rivers, the site seemed ideal for a trading post, especially since the two rivers could act as a natural defense against a surprise attack from the Indians. However, inadequate preparations for cold weather resulted in a food shortage that became more critical as the first winter progressed. Several men became ill and died, while others became so weak that they could not search for food. To make matters worse, they have alienated the Indians who became more aggressive as the plight of the settlers worsened.

Fearing an Indian attack, those who survived the harsh winter sought help from the Plymouth Colony in the spring of 1623. Miles Standish came to Wessagusset in a shallop with eight men, and, in the first military action in New England, killed five Indians. The settlement was then given up, some of the settlers returning to Plymouth with Standish, while others returned to England.

However, Wessagussett did not remain abandoned for long. In the early autumn of 1623 Captain Robert Gorges discovered the settlement and landed with a company of 120 men and women. Gorges had a charter from the Council of New England and was intent on establishing a prosperous colony. The hardships of pioneering soon caused Gorges to become disenchanted with the New World and he left Wessagussett within the year. Somehow, despite the dangers of famine and Indian attacks, those remaining in the settlement survived until the arrival of a company of about 100 people from Weymouth, England in July 1635.

On September 21, 1635, Wessagussett was incorporated into the Massachusetts Bay Colony and was officially renamed Weymouth.

In 1639, the Old North Church, located on Burying Hill in Weymouth Heights, became known as the First Church of Weymouth. Among the ministers who served at the First Church was William Smith, ordained in 1734. His daughter, Abigail, born in Weymouth, married John Adams, a Braintree lawyer who became the second president of the United States. Their son, John Quincy Adams, became the sixth president.

Weymouth was a fishing and farming community for almost 200 years. In 1771 bog iron was found in the two town ponds.

leading to the establishment of the Weymouth Iron works in East Weymouth in 1837. At its height more than 200 men were employed making nails, anchors, chains and shovels, but competition from the steel mills of Pennsylvania forced it out of business in the late nineteenth century.

Shoe manufacturing in Weymouth began in small shops at the end of the 1700's and by 1870 there were over 50 shoe factories from small shops to large plants, employing three quarters of the town's wage earners. The Stetson Shoe Company was the last remaining shoe factory when it closed its doors in 1973.

Today, Weymouth is primarily a residential suburb of Quincy and Boston. Yet, since the completion of the Southeast Expressway and Route 3 opening up new areas for business and industrial development, a number of industries have rediscovered Weymouth.

III. Existing Conditions

III. Existing Conditions

A. Definition of the Study Area

The Weymouth Waterfront Plan is being developed to include all of the coastal waters of Weymouth including the tidal waters of the Fore River and Back River. A map of the study area is included on the opposite page.

B. Inventory of Existing Conditions

This section briefly inventories the coastal conditions and factors upon which the Weymouth Waterfront Plan is based. The most significant resource factors are presented and discussed below. This discussion was prepared by the Waterfront Study Committee with the assistance of Planning Intern Moria Kenney.

Prior to undertaking this analysis, the Henderson Group project team field checked, photographed and mapped relevant existing conditions throughout the entire study area. An aerial reconnaissance was also carried out by the team, and documented via extensive color photography.

The existing condition discussions are divided into the following subsections:

- B.1 Waterfront Land Use
- B.2 Waterfront Water Use

B.1 Waterfront Land Use

For the majority of Weymouth residents the coast is primarily seen as the beach. The land use along the Weymouth coastline is considerably more complex, however, consisting of a variety of commercial, industrial, residential, and open space uses.

Included below is an analysis of Weymouth's shoreline land use. These figures represent the total amount of acreage for lots which border waterfront areas, including the waters of the Back and Fore Rivers.

Shoreline Land Use

<u>TYPE</u>	<u>ACREAGE</u>	<u>% OF AREA</u>	<u>% OF RECREATION</u>
Recreation/Open	215.71	50.57	
Non Beach Areas	175.13		81.17
Conservation	25.62		11.87
Beach	9.94		4.68
Boat Facility	5.01		2.32
Vacant	78.69	18.44	
Residential	66.84	15.66	
Commercial/Industrial	65.31	15.32	
TOTAL	426.55		

As the figures indicate, the recreation/open space category is the most significant waterfront land use. This category is broken-down further into non-beach areas, conservation commission land, and beach and boat facilities.

The non-beach area category comprises over 50% of Weymouth's coastal acreage. Most of non-beach acreage is centered in two large public open spaces, Webb State Park and Great Esker Park. The other non-beach area of note is Newell Playground, located in the Idlewell Neighborhood.

The Town of Weymouth Conservation Commission owns portions of land along the Back and Fore Rivers. These parcels consist of wetlands which have been acquired to protect Weymouth's fragile waterfront environment.

The beach category includes both the George Lane Beach (new Beach) and Wessagussett Beach (old beach). The only other significant recreation/open space category would be the Town's boat ramp facility located off Neck Street.

Vacant land is the second most abundant waterfront use. Although vacant, the majority of these lots are located in salt marsh and flood prone areas, making them unlikely candidates for development. The vacant parcels adjacent to the Weymouthport Complex have been included in a development proposal presently under review by the Weymouth Planning Board.

Residential land is the next most abundant waterfront use category. The majority of the residential usage is for single family homes.

Commercial/Industrial usage is the final waterfront category. While it is last in terms of the above categorization of coastal land acreage, waterfront commercial/industrial properties have, and will continue to, play an important role in the future of Weymouth's waterfront. If significant change in land use along the waterfront is to occur, it most likely will be with respect to commercial/industrial properties.

The largest commercial/industrial property is the Edgar Power Station owned by Boston Edison. Located under the 3A bridge at the entrance to the Fore River, the station occupies fifty acres of prime coastal space. At present, there is a Town of Weymouth Edgar Station Study Committee working with Boston Edison with regard to reopening the facility.

Other waterfront commercial/industrial users include: two boatyards, a marine repair facility, two yacht clubs, a utility transfer station, a motel and retail uses.

Analysis of Waterfront Land Use

A cursory examination of Weymouth's waterfront land use reveals that approximately one-half of the waterfront land is devoted to open space. Much of this land is found in two major open space areas: Webb State Park, owned and operated by the State Department of Environmental Management; and Great Esker park, owned and operated by the Town of Weymouth.

The concentration of open space resources is found primarily along the ocean edge in North Weymouth (Webb State Park, Town Beaches, State Boat Ramp). Except for Newell Playground and the various Conservation Commission parcels in the Mill Cove area, there is little public open space along the Fore River. The WSC has identified this area as a section of the waterfront which would benefit from increased public access. Specific recommendations are included in the final section of this report.

Although vacant land is the second most abundant waterfront land use, the majority of the land is unlikely to be developed, because of the severe environmental constraints.

The present and future uses of Weymouth's commercial/industrial waterfront property have, and will continue to play, an important role in the continued evolution of Weymouth's waterfront. It will be important for the Town of Weymouth to monitor any proposed changes to these properties.

B.2 Waterfront Water Use

With the Fore and Back Rivers and its direct Boston Harbor frontage, the waters of the Town of Weymouth offer many unique advantages to many different user groups. Outlined below is a listing of the major water user groups and how they make use of Weymouth's waters.

Recreational Boaters

This group is the largest and the fastest growing water user group. With easy access to Boston Harbor, the Harbor Islands and fishing it is no surprise that many boat owners wish to moor their boats in Weymouth waters. According to the Town Harbormaster, Thomas Smith, the existing mooring areas for boats is at or near capacity. Weymouth also offers a regional public boat launching ramp (at no cost to the user) which is heavily used by the boating public.

In addition to being a favorite point of departure for recreational boaters, the waters of Weymouth are also an attractive destination. Particularly in the Back River basin which has become a prime anchoring spot for Greater Boston boaters.

Recreational Users

Weymouth's waterfront is used for a full range of recreational activities. Users include beachgoers, swimmers, windsurfers, jet-skiers, canoeist, recreational fishermen, passive hikers, naturalists, as well as the aforementioned recreational sail and power boaters.

All of these users must share, and sometimes compete, for the use of Weymouth's waterfront. This situation is no more apparent than in the Back River area, where the unique natural features have created a haven for all user groups.

Commercial Users

Commercial users of the waterfront include 2 yacht clubs, 1 marina, 2 boatyards, 1 marine repair facility, retail uses and a hotel. A new addition to this mix is the commuter boat flotilla based in the Back River.

Industrial Users

The industrial users of Weymouth waterways are concentrated in the Fore River. At present, most of the traffic consists of oil tankers which patronize the Citgo terminal facility on the Quincy side of the Fore River.

The General Dynamics Shipyard facility is the planned staging area for the new Boston Harbor sewage treatment plant. Once

underway, the construction will require several barge trips to and from the shipyard.

It is yet to be determined what water traffic, if any, will be generated by the reopening of Boston Edison's Edgar Station.

Analysis of Waterfront Water Use

The waters of the Town of Weymouth are an attractive draw for many waterfront user groups. Chief among these groups are the recreational boaters who find the waters of Weymouth as a great place to moor, launch, navigate, and/or anchor their boats.

The Weymouth Harbormaster has indicated that the existing town mooring areas are at capacity. Furthermore, he has suggested that the Town prepare an official mooring plan to prevent what he terms "dangerous overcrowding".

This confluence of user group activities is no more apparent than in the Back River where one might find representation from all of the following user groups: sailors, power boaters, commercial fishermen, commuter boat operators, water skiers, jet skiers, wind surfers, canoeists, swimmers, hikers and nature enthusiasts. Competition is almost inevitable among the members of these groups, given the defined nature of the river.

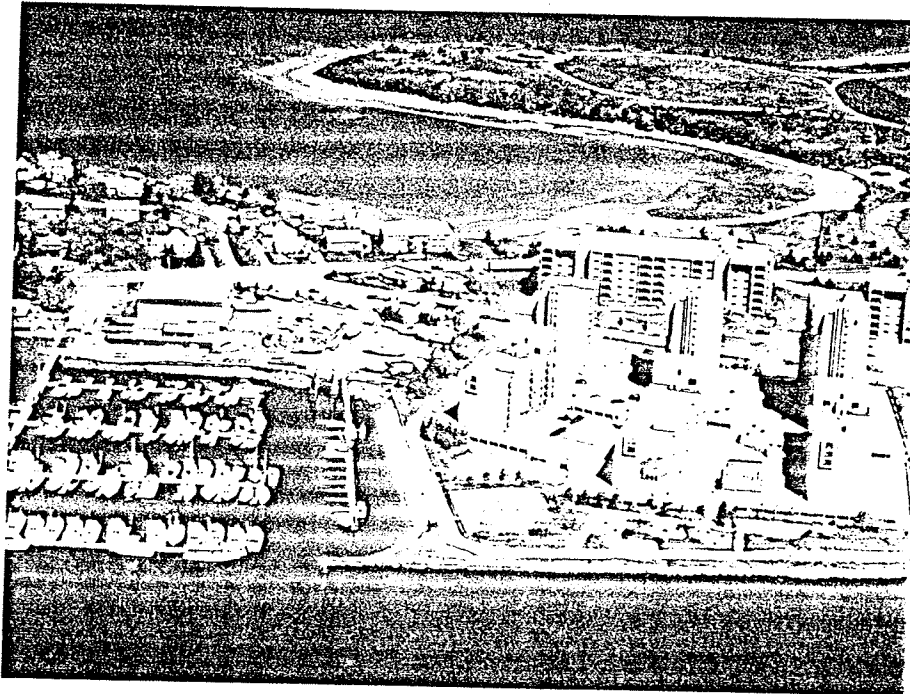
It will be important for the Town of Weymouth to closely monitor the potential impacts from the barge traffic associated with the Boston Harbor clean-up.

IV. Waterfront Issues
and Opportunities

IV. WATERFRONT ISSUES AND OPPORTUNITIES

This section of the Plan includes comments on both issues and opportunities relating to the future of Weymouth's waterfront. While the issues identified focus on the broader perceived needs of the community, the specific opportunities presented focus on the specific physical resources.

During the development of the Waterfront Plan, a wide range of issues relating to the use and management of the waterfront were identified. Issues and needs along Weymouth's waterfront were the subject of a series of open meetings held with the Waterfront Study Committee, as well as the focus of a special Public Workshop conducted by the consultant team at Weymouth Town Hall to discuss issues, problems and opportunities along the waterfront.



A. Waterfront Issues Identification

The key issues and areas of need (not in any weighted order) identified during these meetings are presented below:

1. Public Access

There is a need for access improvements to existing public access areas. The state boat ramp needs extensive repairs - also there was mention of possible dock and/or floats, gas, and bait at the ramp, as well as the need for dredging. The

parking lot off River Street is becoming overgrown and filled with potholes - needs to be repaired.

While there appears to be sufficient public access serving certain areas of town (e.g., Webb State Park, Town Beaches, and Great Esker Park), one area that might benefit from more formalized access is the Fore River area.

2. Commercial Fishing
There is a need for enhancing commercial fishing opportunities in Weymouth - especially shellfishing. There is no commercial fisherman's dock within the Town.
3. Public Awareness/Educational Opportunities
There is a perceived need for greater citizen awareness of the Weymouth coastline and coastal access, importance of coastal resources, shellfishing, historical perspective, etc.
4. Town-Owned Parcels
There is a need to preserve existing Town owned parcels of waterfront land. There is a need to identify underutilized Town owned lands, and to identify and acquire new coastal properties for public access and use.
5. Land Use Compatibility
There is a need for more sensitive and compatible uses and development in some areas of the Weymouth coast, as well as a need to encourage water-dependent and water-enhanced uses rather than non-water related uses.
6. Mooring System
There is a need for a regulated mooring system including a system for mooring allocations, mooring fee collection, and the placement of moorings and mooring tackle within the waters of the Town.
7. Boating Traffic Management
There is a need to improve the control of boating traffic which is a serious problem due to both the over use and improper use of the Town's water areas. The combination of recreational boaters, commercial vessels, commuter boats, and industrial tankers result in the need for improved navigation controls for the harbor area.
8. Land Ownership
There is a need to clarify ownership of unclaimed lands along the waterfront as a first step towards identifying possible new public access points.

9. Harbor Bylaw

There is a need for comprehensive Harbor Management Bylaw to address mooring and docking regulations, water uses and activities, registration fees, regulatory responsibilities and procedures, etc.

10. Water Quality

There is a need for substantial long-term improvements to water quality.

11. Access

There is a need for preservation and enhancement of both physical and visual access to Weymouth's coast, including the need for handicap access at all public areas along the waterfront.

12. Natural Resource Management

There is a need for improved management of the Town's natural resources, including particularly the natural park lands at Great Esker Park and Great Hill Park.

B. OPPORTUNITIES ALONG THE WATERFRONT

The opportunities presented below are a summary of the discussions held between the Henderson Group and the Waterfront Study Committee on May 10, May 18, and May 31 and a Public Workshop held on June 20, 1988, as well as discussions held between the Henderson Group and the Weymouth Planning and Community Development staff, and representatives of the Back River Committee, Park Commission, Edgar Station Committee, the Weymouth Harbormaster and other interested parties on various dates.

To aid in discussion and presentation of opportunities, the Weymouth Waterfront has been divided into four sub-areas "A", "B", "C", and "D" which are noted on the map opposite. These sub-areas are:

- AREA "A" - Fore River south of Route 3A
- AREA "B" - Fore River north of Route 3A
- AREA "C" - Back River north of Route 3A
- AREA "D" - Back River south of Route 3A

Each opportunity area is given below followed, by a map code which notes its general location on the map.

<u>MAP CODE</u>	<u>OPPORTUNITY AREA</u>
	<u>AREA "A" - FORE RIVER SOUTH OF ROUTE 3A</u>
1	Rhines Lumber Site
2	Boston Edison Property
3	Newell Playground Area
4	Mill Cove Area
5	Edgar Station Area
	<u>AREA "B" - FORE RIVER NORTH OF ROUTE 3A</u>
6	Kings Cove Area
7	Old Beach/New Beach Area
8	Great Hill Park/Area
	<u>AREA "C" - BACK RIVER NORTH OF ROUTE 3A</u>
9	Webb Park Area
10	State Boat Ramp Area
11	Back River Basin/Mooring Area
12	MDC/South Shore Yacht Club Area
	<u>AREA "D" - BACK RIVER SOUTH OF ROUTE 3A</u>
13	Great Esker Park
14	Back River ACEC
15	Town Incinerator Area
16	Street End Access Points
17	Wharf Street Area

AREA "A" - FORE RIVER SOUTH OF ROUTE 3A

1 Rhines Lumber Site

If the site is acquired and developed by the MBTA for a commuter rail station, joint use/recreational opportunities will exist for the site, including: landscaped pedestrian access and sitting areas along the river frontage and a possible small craft launching facility (for canoes, and hand carried boats) to service weekend users.

If privately developed, the Town should encourage similar public access amenities on the site.

2 Boston Edison Property Easement

Public access easements should be established for the open lands held by Boston Edison along the Fore River in the Mill Cove/Idlewell area between Commercial Street and Biscayne Street.

The open space in this area could be tied into a larger linear open space following the Edison power lines south to the Cranberry Pond area.

Possible uses in this area include walking, jogging, picnicking, bird watching, sun bathing, and boating for small craft. Active facilities such as a ball field could easily be developed as well.

3 Newell Playground Area

The Town should work with the Idlewell neighborhood to develop a program of desired activities for the Newell playground which will include both active and passive uses.

It is understood that the Massachusetts Water Resources Authority (MWRA) will be replacing a sewer force main which runs along the edge of the park. Improvements to the park should coincide with the MWRA actions in order to take advantage of possible funding by the MWRA as part of the waste water facilities improvements for the area.

Particular attention should be given to providing access (including handicapped access) along the water edge with the placement of a gravel walk, benches, a few tables and natural plantings to enhance the waterfront experience.

4 Mill Cove Area

Tremendous opportunities exist within the Mill Cove area for expanding public access to and use of the waterfront, if the Town were to acquire parcels 4, 9, and 22, (Sheet 10, Plat 128) for the purposes of developing a new passive waterfront

park. Easements across the seaward ends of lots 10, 11, and 12 (Sheet 10, Plat 128) should also be acquired in order to provide a connection between these parcels and the Town Conservation lands, the Abigail Adams house, and the historic cemetery which lie to the south.

5 Edgar Station Area

The strategic location of the Edgar Station area within the Fore River provides excellent opportunities for public access to the waters edge for both passive and active uses. The area has been used for walking, fishing, and sitting. Additional potential uses include boat launching, boat tie-ups, and parking. The Town should require as part of any energy improvements to the Edgar Station/Sprague Terminal area that provision be made for local public access to the waterfront.

Three areas within the site provide the greatest potential for recreational use. These include :

- o The shoreline bordering King's Cove, where parking and a new boat ramp could be constructed;
- o An area directly under the Fore River bridge where excellent fishing is reported;
- o and along the water edge extending in a southerly direction along the water from Monatiquot Street.

AREA "B" - FORE RIVER NORTH OF ROUTE 3A

6 Kings Cove Area

Historically the King's Cove area provided a wide range of boating and water use opportunities including a yacht club, swimming, boat moorings, boat launching and shellfishing. Siltation within the cove in recent years has significantly reduced boat mooring opportunities.

Opportunities exist for improving public access to the water, and use of the water surface in the Cove. These opportunities range from implementing the Kings Cove area improvements recommendations as presented in the North Weymouth Revitalization Plan to dredging of the cove for additional boat moorings.

7 Old Beach/New Beach Area

The establishment of a pedestrian walkway between the Wessagussett "old beach" and the George E. Lane "new beach" areas would greatly enhance the recreational opportunities for both areas. It is suggested that the existing rip rap

path between the two beaches be capped with a walkway.

8 Great Hill Park Area

The Town has recently voted to redevelop the Great Hill Park in accordance to a submitted master plan for the area. The improvements to this facility will greatly enhance public views and enjoyment of the waterfront.

AREA "C" - BACK RIVER NORTH OF ROUTE 3A

9 Webb Park Area

The Commonwealth of Massachusetts, through the Department of Environmental Management (DEM), owns and maintains the William Webb State Park located on upper and lower necks. An opportunity exists for further expansion of Webb Park through acquisition of the two remaining undeveloped parcels of land adjacent to the Park. These acquisitions would buffer the neck area from any further development, and are strongly recommended.

10 State Boat Ramp Area

A contract has been recently awarded to carry out the extensive renovations needed at the Town's only public boat ramp and parking lot, located at the intersection of River Street and Neck Street.

The existing facility includes two 15 foot asphalt surfaced ramps and approximately 30 parking spaces. The condition of the facility is poor, with crumbling pavement, deep ruts, overgrown brush and advanced siltation of the approach channel. The scheduled renovations include the complete reconstruction of two boat/trailer ramps, regrading of the entire site and expansion of the parking area to accommodate approximately 60 spaces. In addition to the land side improvements, there is a need for dredging of the heavily silted approach channel, as well as a guide float to assist in the launching and queuing of boats for trailering.

11 Back River Basin/Mooring Area

The Back River area is heavily utilized by both recreational and commercial fishing boats. The river supports several hundred moorings, the South Shore Yacht Club, over 500 commercial boat slips, as well as numerous private docks and floats. Some 10 commercial lobstermen moor their boats in Weymouth, landing in excess of 100,000 pounds of lobster each year.

The Town should apply for a Planning Grant from the Massachusetts Coastal Zone Management Office, to be used to prepare a comprehensive harbor management plan for the Back

River in order to resolve a range of management and use issues. As the Back River is shared with Hingham, and management considerations for the area should be fully coordinated between the two towns.

12 MDC/South Shore Yacht Club Area

New opportunities exist for this Bridge Street area. The MDC has recently acquired the former Cashman marine site on Route 3A and will be developing this into an active waterfront park area with accommodations for parking, boating use and rental and sailing lessons for youth. Additional open space opportunities may also exist in the area through the acquisition of other adjacent land parcels.

AREA "D" - BACK RIVER SOUTH OF ROUTE 3A

13 Great Esker Park

The Great Esker Park area provides a large range of educational and recreational opportunities to the citizens of Weymouth. The Weymouth Park Commission should develop a comprehensive management plan for this magnificent and irreplaceable resource.

14 Back River ACEC

The waters of the Weymouth Back River south of the Route 3A Bridge to Whitman's Pond have been designated an Area of Critical Environmental Concern (ACEC). The waters of this area provide a resource of unparalleled opportunity for the Town of Weymouth. The estuary, rich in marine life is an excellent lobster fishery, the herring run is flourishing and the eel run is very good. There are some 31 species of fin fish in the river.

The Back River ACEC would also benefit from the creation of a comprehensive management plan. Some of the problems which could be addressed in the ACEC area include:

- Boat wakes, noise, and contact damage caused by jet skis, hovercraft and water skiing;
- Leachate from the Town incinerator landfill into the Back River;
- Potential impacts from the proposed trash-to-energy plant and fly ash disposal;
- Impacts from development of shoreline properties;
- Impacts from anchorage of boats within the ACEC, and associated problems of waste disposal, oil, gas;
- Navigational restrictions due to boat overcrowding;
- Needs for protecting the shellfish and other natural resources of the area.

15 Town Incinerator Area

The future use of the former landfill incinerator site is being discussed independently of this planning effort. It is important to note the strategic location of this site as it relates to the Back River ACEC. It therefore is of paramount importance that any redevelopment of this site, particularly a use with potentially significant environmental impacts, should be fully reviewed for its impacts, as well as its consistency with established coastal zone policies.

16 Street End Access Points

The Town should inventory, review, and clearly establish ownership of all street ends and town owned parcels which terminate at or abut the waterfront, as an opportunity to provide new access for the community's residents.

17 Wharf Street Area

The MBTA is currently reviewing the area for a potential commuter rail station. If the site is acquired and developed by the MBTA for a commuter rail station, joint use/recreational opportunities will exist for the site, including: landscaped pedestrian access and sitting areas along the river frontage and a possible small craft launching facility (for canoes, and hand carried boats) to service weekend users.

V. Goals and Objectives

V. GOALS AND OBJECTIVES

The development of goals and objectives is an important component of the Waterfront Plan. The goals outlined below were developed by the Weymouth Waterfront Study Committee, prior to the commencement of this planning effort, in response to public concern for the future use and development of Weymouth's waterfront.

The Waterfront Plan goals and objectives are presented in seven separate categories:

- Natural Resources
- Public Awareness
- Waterfront Land Use
- Waterfront Management
- Public Access
- Regional Considerations
- Waterfront Improvements

A. NATURAL RESOURCES

1. Shellfish Enhancement/Management
Goals and Objectives:

- a. To promote a well managed shellfish management plan which will insure: a reliable living for commercial harvesters; protect the valuable resource and protect the public health.
- b. To prevent the further pollution and destruction of the shellfish beds.
- c. To educate the community as to the importance of our shellfish resources.
- d. To identify and map shellfish areas.
- e. To promote the initiation of a public education program which highlights shellfish resources.

2. Water Quality

Goals and Objectives:

- a. To encourage broad efforts at improving water quality at the local, regional and state level.

- b. To work closely with the Massachusetts Water Resources Authority (MWRA) in the planning, design, and construction of waste water improvements within the Town.
- c. To promote the formulation of policies/bylaws which seek to improve water quality.
- d. To establish the designation of a system or body for monitoring water quality issues.

B. PUBLIC AWARENESS

1. Increased Community Awareness/Public Education
Goals and Objectives:

- a. To educate the Weymouth citizenry as to the importance of and benefits to a healthy, vibrant coastal environment.
- b. To involve a greater number of Weymouth residents (especially the youth) in programs and activities which focus on coastal resources.
- c. To establish a series of public education programs designed to promote aspects of Weymouth's coastline resources.

2. Historical Perspective
Goals and Objectives:

- a. To provide an historical perspective on the evolution of Weymouth's coastline.
- b. To educate the public as to Weymouth's historical role in waterfront development.
- c. To identify historic points of interest along Weymouth's coastline.

C. WATERFRONT LAND USE

1. Town Owned Parcels
Goals and Objectives:

- a. To preserve to the extent that is possible Town of Weymouth owned coastline parcels.

- b. To negotiate where appropriate the acquisition of easements or title to coastal properties for use as public access lands.
- c. To establish a "right of first refusal" instrument for use in negotiating purchases of land.

2. Vacant/Undeveloped Land

Goals and Objectives:

- a. To see that coastal land that presently lies vacant is developed in a manner consistent with the overall policies of the Harbor Study.
- b. To encourage water related uses in coastal areas.
- c. To formulate land use controls (i.e. zoning, design review) which encourage types of development compatible with the waterfront.

3. Recreation Potential

Goals and Objectives:

- a. To make better use of waterfront recreation areas in Weymouth.
- b. To encourage recreational alternatives when considering potential development, through the formulation of policies/bylaws which encourage recreational alternatives.
- c. To maintain an inventory of Town waterfront recreational areas as well as a catalogue of existing park and recreation programs.
- d. To ensure coordination with the Town's Open Space Plan.

4. Key Parcels

Goals and Objectives:

- a. To identify key waterfront parcels and develop policies/bylaws which will influence the decisions of private/public land owners made with respect to key waterfront parcels (e.g. Edgar Station, MBTA, MDC, DEM).

5. Land Use Compatibility
Goals and Objectives:

- a. To map the existing land uses, and to promote a variety of uses which are compatible with the waterfront.

D. WATERFRONT MANAGEMENT

1. Boating Interests

Goals and Objectives:

- a. To develop a comprehensive management plan for the navigable waters of Weymouth in order to achieve orderly, safe, and efficient use of mooring, anchorage, fairway, dockage, and navigation areas.
- b. To formulate policies/bylaws which seek to improve conditions.
- c. To provide a safe and efficient environment for boaters in Weymouth waters.

2. Building Regulations/Design Review

Goals and Objectives:

- a. To secure the scenic vistas of Weymouth's coastline.
- b. To establish design review guidelines for waterfront development.

E. PUBLIC ACCESS

1. Public Access

Goals and Objectives:

- a. To encourage public access to Weymouth's coastline.
- b. To insure that handicap accessibility is provided for at access points.
- c. To develop a signage program to identify public

access routes.

- d. To review and evaluate access opportunities for the handicapped.

F. REGIONAL CONSIDERATIONS

1. Cooperation with Adjoining Towns

Goals and Objectives:

- a. To strengthen and enhance ties with adjoining communities with respect to waterfront issues.
- b. Develop system of awareness to alert Weymouth to regional issues affecting Weymouth.
- c. To outline the areas of common concern to the region as a whole and establish means of improved communication.

G. WATERFRONT IMPROVEMENTS

1. Site Acquisition/Improvements

Goals and Objectives:

- a. To explore all opportunities in the areas of waterfront site acquisitions and waterfront capital improvements.
- b. To identify possible site acquisition/capital improvements opportunities.

VI. Guiding Policies

VI. GUIDING POLICIES

Identified below are the issue areas for which the Weymouth Waterfront Study Committee has developed guiding policies. These guiding policies are based upon the goals and objectives developed by the WSC for each identified issue area (see Section V).

The numbers listed under each issue heading represent "planning areas". The planning area locations are identified on the map opposite.

For specific planning area policy recommendations, please consult Section VII. of this report.

NATURAL RESOURCES

- 2 Boston Edison Property
- 4 Mill Cove Area
- 5 Edgar Station Area
- 7 Old Beach/New Beach Area
- 8 Great Hill Park/Area
- 9 Webb Park Area
- 13 Great Esker Park
- 14 Back River ACEC
- 15 Town Incinerator Area

PUBLIC AWARENESS

- 11 Back River Mooring Area
- 13 Great Esker Park
- 14 Back River ACEC
- 15 Town Incinerator Area
- 16 Street End Access Points

WATERFRONT LAND USE

- 1 Rhines Lumber Site
- 3 Newell Playground Area
- 4 Mill Cove Area
- 5 Edgar Station Area
- 6 Kings Cove Area
- 10 State Boat Ramp Area
- 12 MDC/S.S.Y.C. Area
- 17 Water Street Area

WATERFRONT MANAGEMENT

- 7 Old Beach/New Beach Area
- 10 State Boat Ramp Area
- 11 Back River Mooring Area
- 13 Great Esker Park
- 14 Back River ACEC

PUBLIC ACCESS

- 1 Rhines Lumber Site
- 2 Boston Edison Property
- 3 Newell Playground Area
- 4 Mill Cove Area
- 5 Edgar Station Area
- 6 Kings Cove Area
- 7 Old Beach/New Beach Area
- 8 Great Hill Park/Area
- 9 Webb Park Area
- 10 State Boat Ramp Area
- 12 MDC/S.S.Y.C. Area
- 13 Great Esker Park
- 16 Street End Access Points
- 17 Water Street Area

REGIONAL CONSIDERATIONS

- 5 Edgar Station Area
- 9 Webb Park Area
- 11 Back River Mooring Area

WATERFRONT IMPROVEMENTS

- 1 Rhines Lumber Site
- 3 Newell Playground Area
- 4 Mill Cove Area
- 5 Edgar Station Area
- 6 Kings Cove Area
- 7 Old Beach/New Beach Area
- 10 State Boat Ramp Area
- 12 MDC/S.S.Y.C. Area

VII. Implementation Strategies/
Recommendations

VII. IMPLEMENTATION STRATEGIES/RECOMMENDATIONS

This section includes an implementation strategy for achieving the desired patterns of land use on and near the water. The implementation strategy for each of the opportunity areas is presented in four parts:

- o A summary description of the opportunity
- o Specific recommendations for the actions to be taken
- o Identification of all parties involved in carrying out the action, and their relative responsibilities (lead role, major role, support role).
- o Comments on funding sources for projects (see Appendix A for additional information on funding sources).

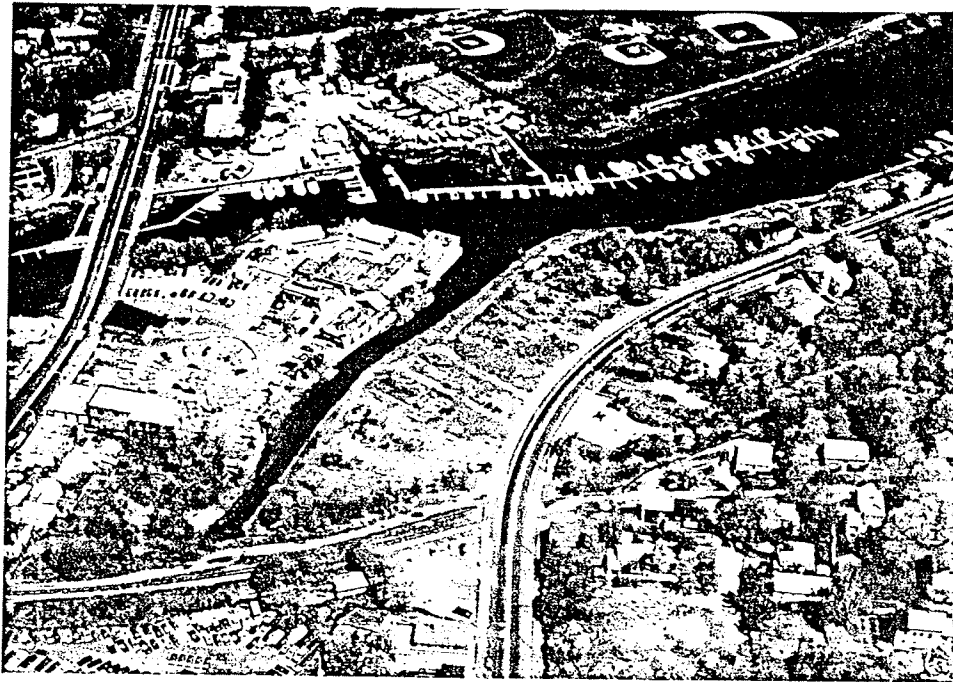
On the following page is an implementation matrix which identifies those groups or bodies which would be involved in the planning for particular waterfront areas. Their level of involvement is broken down into the following categories:

Lead Role - Groups identified with this designation would be directly involved in the planning for this site.

Major Role - Groups identified with this designation would have a direct consultation role.

Support Role - Groups identified with this designation should be consulted at a minimum.

1 RHINES LUMBER SITE



The Rhines Lumber site is a 3+ acre parcel of land located at the upper reaches of the Fore River adjacent to Commercial Street. The MBTA is currently considering this former lumber yard as a location for a commuter rail station and parking facility. The site is privately owned, and is in the RM-4 Multi-family zoning district. There currently are no structures on the site.

A. Recommendation

If the site is acquired and developed by the MBTA for a commuter rail station, the Town should discuss joint use/recreational opportunities for the site including landscaped pedestrian access and sitting areas along the river frontage and a possible small craft launching facility (for canoes and hand carried boats) to service weekend users.

If privately developed, the Town should encourage similar public access amenities on the site, through the site plan review process.

B. Implementation Strategy

Lead Role: MBTA, Private Landowner

Major Role: Planning Board

Support Role: Waterfront Study Committee, DEQE, Conservation Commission, Town of Braintree

The lead groups on this project will be the MBTA and the private land owner of the Rhines site. Redevelopment will also involve the Planning Board through site plan review. The Waterfront Study Committee should act as primary liaison to the MBTA during the planning stages of the project.

It is probable that the development of the site will require application for a Chapter 91 - Tidelands License from the State Division of Environmental Quality Engineering (DEQE). As part of the licensing process, all non-water-dependent uses in any tideland must be determined to serve a "proper public purpose" as well as be consistent with the policies of the MCZM prior to their approval. Inclusion of public access to the waterfront would be consistent with theses policies.

C. Funding Sources

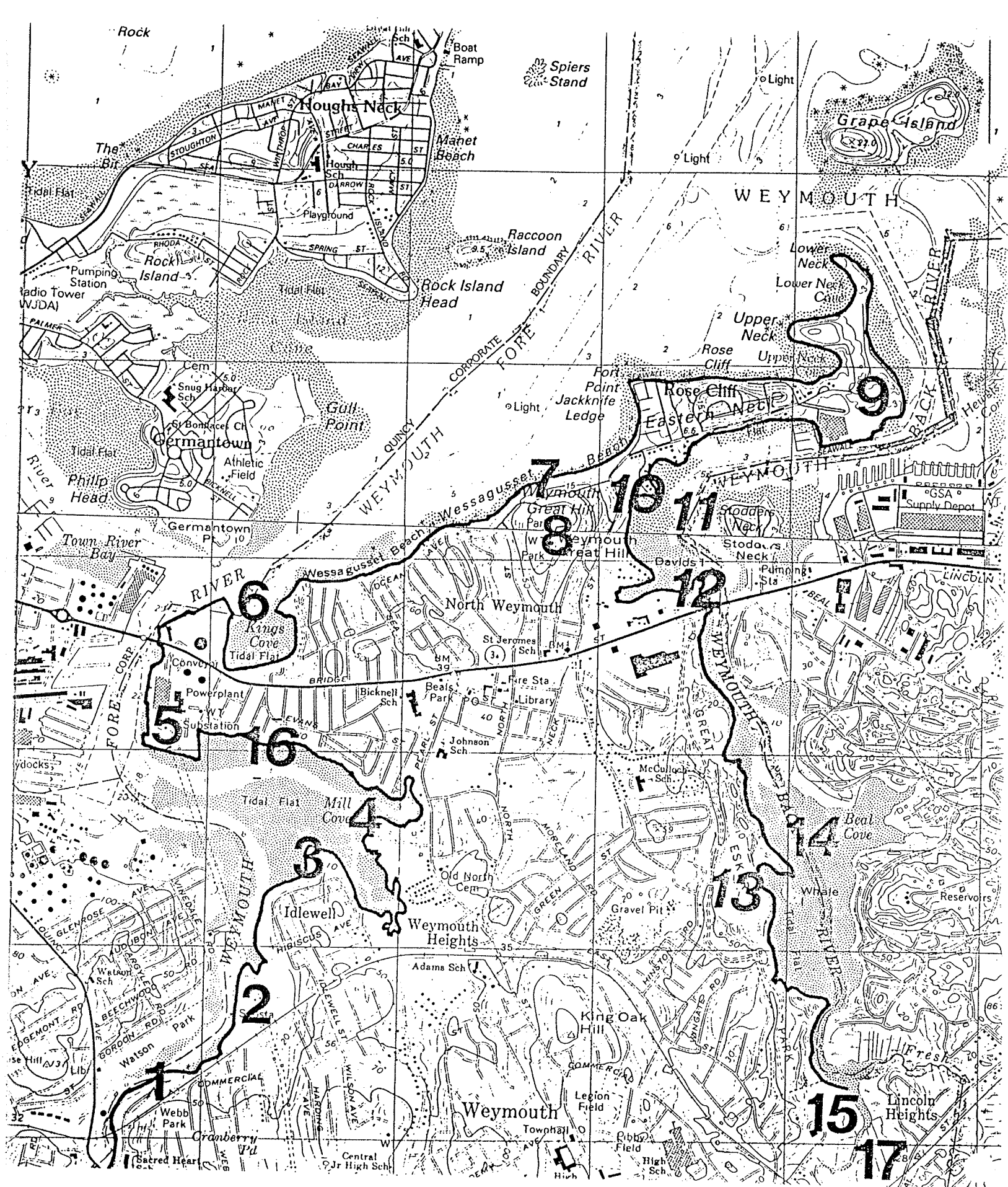
The sources of funding for public improvements should come from the MBTA as part of the transit improvement project costs.

	Lead Role	Major Role	Support Role
1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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Glossary of Acronyms

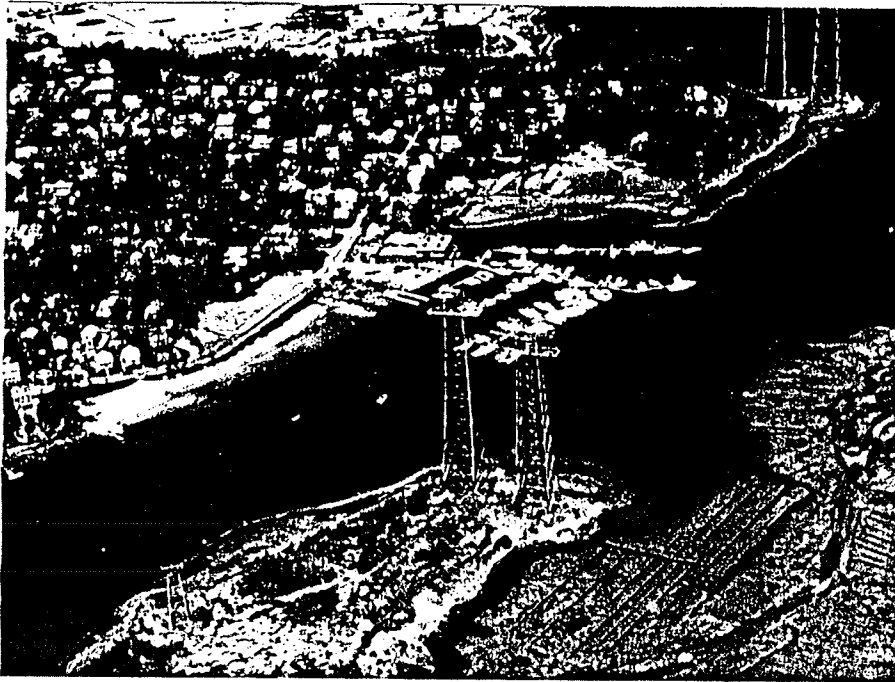
ACEC - Area of Critical Environmental Concern
ACOE - U.S. Army Corps of Engineers
CDAG - Community Development Assistance Grant
CFIP - Coastal Facilities Improvement Program
DCS - EOE Division of Conservation Services
DEM - Department of Environmental Management
DEQE - Department of Environmental Quality Engineering
DPW - Department of Public Works
EOCD - Executive Office of Communities and Development
EOEA - Executive Office of Environmental Affairs
EPA - U. S. Environmental Protection Agency
FEMA - Federal Emergency Management Agency
HPGP - MCZM's Harbor Planning Grants Program
MBTA - Massachusetts Bay Transportation Authority
MCZM - Massachusetts Coastal Zone Management
MDC - Metropolitan District Commission
MEPA - Massachusetts Environmental Policy Act
MGL - Massachusetts General Laws
MWRA - Massachusetts Water Resources Authority



WEYMOUTH WATERFRONT PLAN

OPPORTUNITY AREAS

2 BOSTON EDISON PROPERTY EASEMENT



Boston Edison owns approximately 15 acres of land in several parcels located along the Fore River between the rivers edge and the former railroad line (Plat 12 parcel 1). The only structures on the parcels are support towers for high voltage power lines, and sewer and drainage pipes.

The lands are relatively flat, with low bushes and small trees. Access to the area can be gained from Regina Road utilizing an underpass under the rail road tracks (this access is currently limited by a locked gate at the underpass), and via a surface connection at Hibiscus Avenue.

A. Recommendation

Public access easements should be established for the open lands held by Boston Edison along the Fore River in the Mill Cove/Idlewell area between Commercial Street and Hibiscus Avenue. Possible uses in this area include walking, jogging, picnicking, bird watching, sun bathing, and boating for small craft.

The open space in this area could be tied into a larger linear open space following the Edison power lines south to the Cranberry Pond area.

B. Implementation Strategy

Lead Role: Boston Edison, Neighborhood, Private Landowner
Major Role: Waterfront Study Committee,
Minor Support: Edgar Station Committee, Conservation
Commission, Park Commission, DPW, MWRA, Town
Counsel

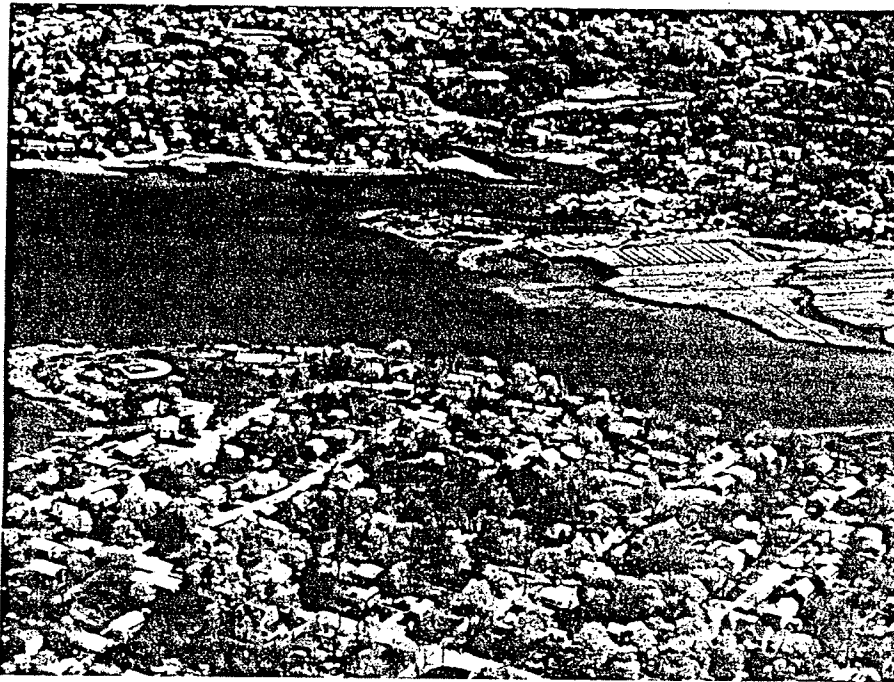
The Town of Weymouth is currently working with the Boston Edison Company on its plans for reactivating the Edgar Station power plant. As part of these discussions, the Town should also discuss recreational opportunities at the Commercial Street/Hibiscus Avenue location. In addition, both the Town and the MWRA have sewer line easements through the Boston Edison holdings. Improvements for public access to this area could be timed with improvements to the sewer lines in this area as well.

Those playing a key role in this opportunity are Boston Edison, MWRA, The Weymouth Conservation Commission, Park Commission, DPW, and the Waterfront Study Committee and the Edgar Station Committee.

C. Funding Sources

The sources of funding for public access improvements should come from Boston Edison and/or the MWRA as part of public benefits to offset impacts from project improvements, such as the reactivation of Edgar Station or the replacement of MWRA sewer lines.

3 NEWELL PLAYGROUND



Newell Playground is a Town owned recreation area located in the Idlewell section of Weymouth. The park includes facilities for baseball, tennis and an open playing field. As there is little or no parking associated with the facility the park is used primarily as a neighborhood park. Currently there are no benches, paths or viewing areas from which citizens can enjoy the waterfront.

A. Recommendation

The Town should work with residents of the Idlewell neighborhood to develop a program of desired activities for the Newell playground which will include both active and passive uses.

Particular attention should be given to providing access (including handicapped access) along the water's edge with the placement of a gravel walk, benches, a few tables and natural plantings to enhance the waterfront experience.

B. Implementation Strategy

Lead Role: MWRA, Neighborhood, Private Landowner
Major Role: Park Commission
Support Role: Waterfront Study Committee, Conservation Commission, MCZM, MEPA Unit, ACOE

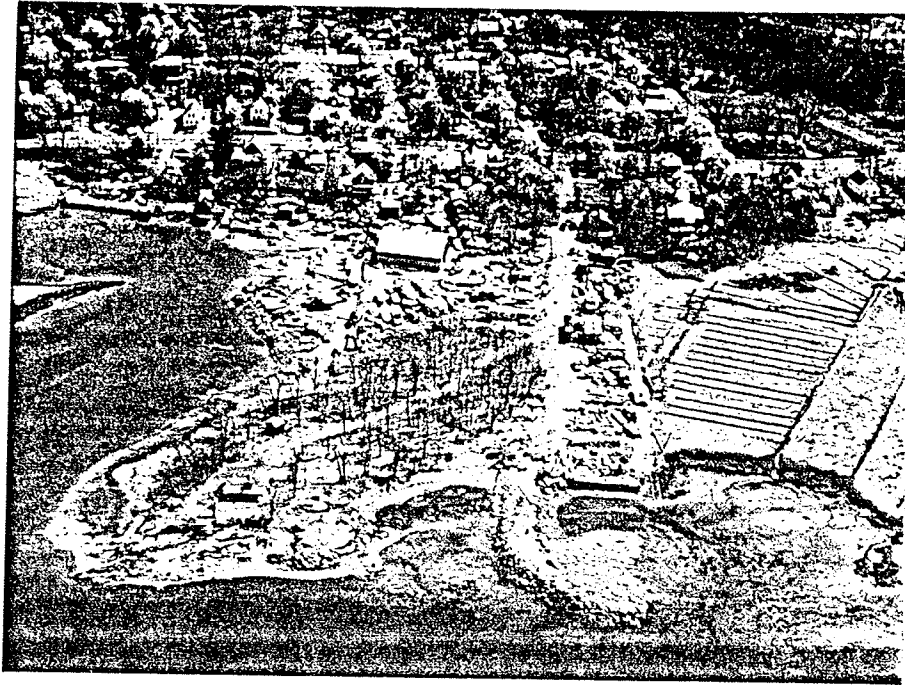
It is understood that the Massachusetts Water Resources Authority (MWRA) will be replacing a sewer force main which runs along the edge of the park. Improvements to the park should coincide with the MWRA actions in order to take advantage of possible funding by the MWRA as part of the waste water facilities improvements for the area.

The Town, through the Waterfront Study Committee and the Parks Department, should actively work with the MWRA in planning improvements to the park. Other key players will include the Weymouth DPW, MCZM and possibly the MEPA Unit of the state.

C. Funding Sources

Costs for the improvements should be borne by the MWRA as a partial offsetting of the construction and other impacts of the wastewater facilities improvements planned.

4 MILL COVE AREA



The Mill cove area of the Fore River currently supports a range of waterfront land uses, including conservation lands, private residences, a marina, boat yard, and boat storage area. Exciting opportunities exist within the Mill Cove area for expanding public access to and use of the waterfront, particularly in the vicinity of the existing boat yards.

A single structure which formerly housed a gun club (and which now stands vacant) and the land upon which it stands could be acquired for public recreation purposes. The site has commanding views of the river and provides a picturesque wooded setting appropriate for passive recreation.

In addition, while the land use activities adjacent to this parcel support water-dependent uses, their current condition is visually detracting and blighting on the neighborhood. An acquisition/lease back of these parcels by the Town could result in both long-term control of the area by the town, and improvements to the existing facilities found on the site.

A. Recommendation

It is recommended that the Town acquire parcels 4, 9, and 22, (Sheet 10, Plat 128) for the purpose of developing a new passive waterfront park. Easements across the seaward ends of lots 10, 11, and 12 (Sheet 10, Plat 128) should also be

acquired, in order to provide a connection between these parcels and the Town Conservation lands, the Abigail Adams house, and the historic cemetery which lie to the south.

The Town should consider a purchase lease-back arrangement with the current owners of parcel 4 (Sheet 10, Plat 128).

B. Implementation Strategy

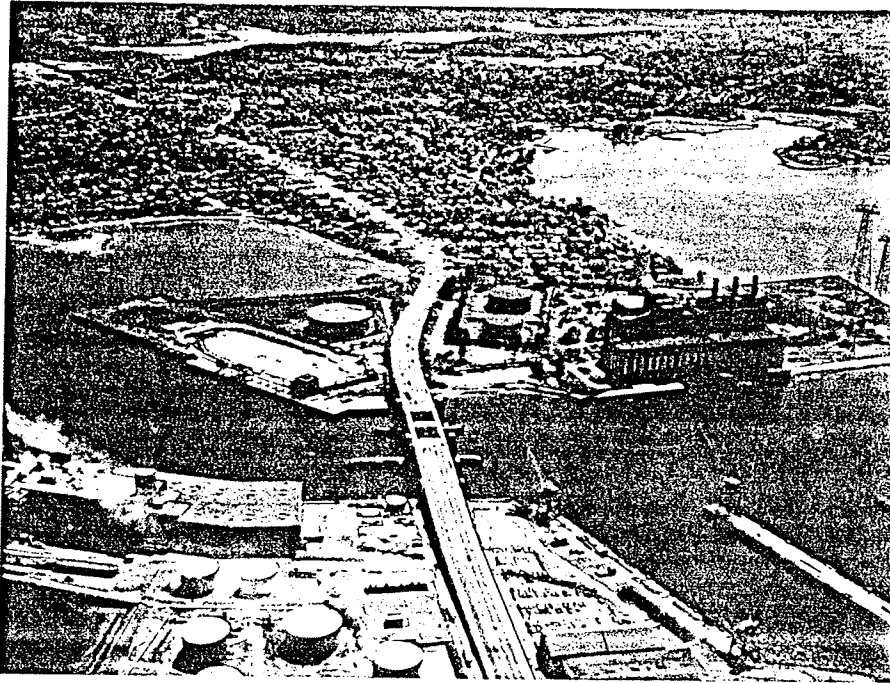
Lead Role: Waterfront Study Committee, Private Landowners
Major Role: Town Meeting
Support Role: Conservation Commission, Park Commission,
DEQE, Weymouth Town Counsel

The Waterfront Study Committee should coordinate an effort which includes the Conservation Commission and the Park Commission to explore the use opportunities for the area, and to present a proposal for acquisition to the Weymouth Town Meeting.

C. Funding Sources

Cost of land acquisition and improvements to the site may need to be borne by the Town. The Town should investigate alternative funding sources such as the state self-help funds or even an acquisition agreement through a non-profit conservation organization such as the Nature Conservancy.

5 EDGAR STATION AREA



The Boston Edison Company owns a 46 acre tract of land at the western end of the North Weymouth peninsula. The site currently supports power generation facilities and an oil transfer station. While currently underutilized, Boston Edison is in the process of receiving proposals for the reactivation of the station for power generation.

A. Recommendation

The strategic location of the Edgar Station site within the Fore River provides excellent opportunities for public access to the waters edge for both passive and active uses. The area has in recent years been used for walking, fishing, and sitting. Additional potential uses include boat launching, boat tie-ups, and parking. The Town should require as part of any energy improvements to the Edgar Station/Sprague Terminal area that provision be made for local public access and use of the Fore River waterfront.

At this time, three areas within the site appear to provide the greatest potential for recreational use. These include :

- o The shoreline bordering King's Cove, where parking and a new boat ramp could be constructed (See Section 6 below);

- o An area directly under the Fore River bridge where excellent fishing is reported;
- o along the water edge extending in a southerly direction from Monatiquot Street to the river.

B. Implementation Strategy

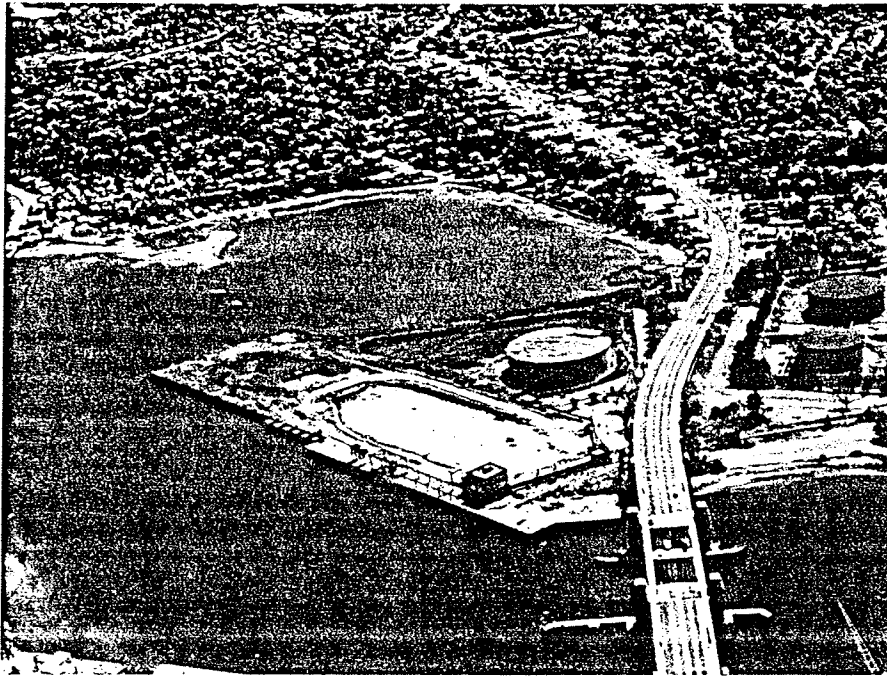
Lead Role: Boston Edison, Edgar Station Committee
 Major Role: Board of Selectmen, Waterfront Study Committee
 Support Role: Harbormaster, Park Commission, MCZM, DEQE, MA
 Public Access Board, MEPA Unit, City of Quincy

The Town, through the Edgar Station Revitalization Committee, should continue to work with Boston Edison Company on the public reuse potential of the site. The Waterfront Study Committee should act as liaison to the Board of Selectmen and Edgar Station Committee to provide input on possible public access and use opportunities (some options described above) for the new facilities, and coordinate input from the Weymouth Harbormaster, the Park Commission, the State agencies, and the City of Quincy.

C. Funding Sources

The capital costs for new public access and use amenities at the site should be borne by the Boston Edison Company as one means of mitigating the adverse impacts associated with reactivation of the power plant. Other sources of project funding may be MCZM and the MA Public Access Board.

6 KINGS COVE AREA



Historically the King's Cove area has provided a wide range of boating and water use opportunities to residents of Weymouth, including two yacht clubs, swimming, boat moorings, boat launching and shellfishing.

Due to siltation, most boats moored within the King's Cove area will rest on exposed tide flats at low water. While siltation within the cove in recent years has significantly reduced boat mooring opportunities, the reduction in public mooring and boating use is related more directly to the lack of public access to the waters following the closing of the two yacht clubs in the area (these facilities are now private residences). Currently, all land abutting King's Cove is privately held, with the properties along King Cove Beach Road in single-family residential use, and the properties along Bridge Street (Route 3A) in commercial use.

A. Recommendation

At the time of the redevelopment of the Sprague energy terminal area the Town should implement the Kings Cove area improvements recommendations as presented in the 1982 North Weymouth Revitalization Plan. These include construction of a 10 foot wide pedestrian walkway along the bulkhead; two-way access road; public boat ramp; service dock; and parking for a minimum of 75 cars and trailers at the northern end of the

site, as close as possible to the existing ship channel (on the Boston Edison Property).

Additional recommendations include construction of a new road and public walkway over the new proposed relief sewer to be constructed by the MWRA. The Town should discuss opportunities for new public access improvements to coincide with the construction of the new sewer line. Improvements could include establishment of a small neighborhood "pocket park" on the northeastern tip of the cove.

Provision of additional moorings through dredging of the cove should be considered as part of a comprehensive harbor planning effort for the Town (See Section 11 below).

B. Implementation Strategy

Lead Role: Boston Edison, MWRA, Private Landowners,
Major Role: Waterfront Study Committee
Support Role: MCZM, DEQE, ACOE, Park Commission,
Harbormaster, Weymouth Town Counsel

As noted above, two major reconstructions projects are proposed for the King's Cove area - the reactivation of the Edgar Station and construction of a new sewer by the MWRA.

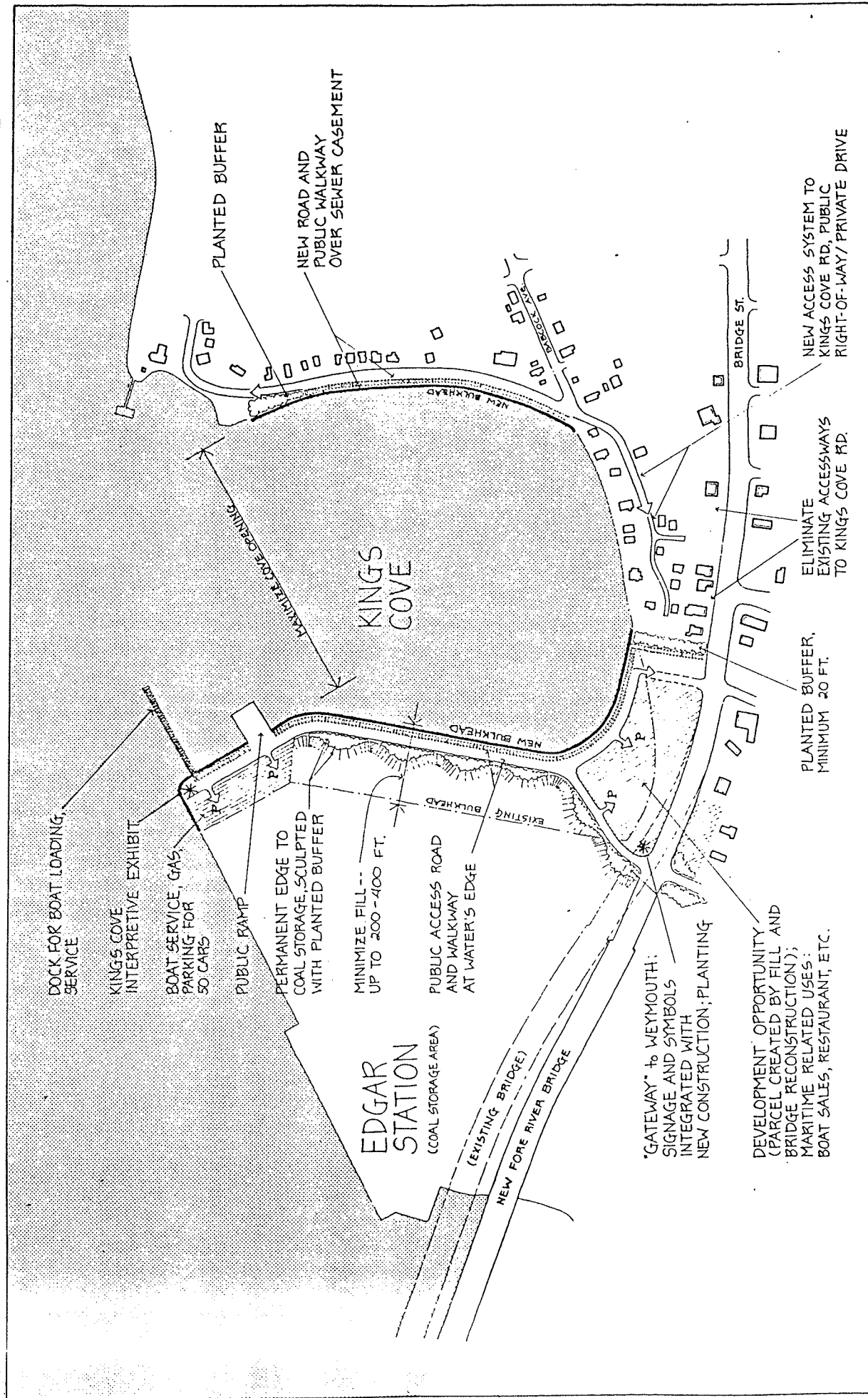
For improvements to the western edge of the Cove, the Town, through the Edgar Station Revitalization Committee, should continue to work with Boston Edison Company on the reuse potential of the site. The Waterfront Study Committee should act as liaison to the Board of Selectmen and Edgar Station Committee to provide input on possible public access and use opportunities (some options described above) for the new facilities, and coordinate input from the Weymouth Harbormaster the Park Commission and other State agencies.

For improvements to the eastern edge of the Cove, the Town, through the Waterfront Study Committee, should actively work with the MWRA to plan specific public access improvements along the Cove. These should coincide with the MWRA actions in order to take advantage of possible funding by the MWRA as part of the waste water facilities improvements for the area.

Other key players will include the Weymouth Park Commission and DPW, MCZM and possibly the MEPA Unit of the state.

C. Funding Sources

Funding sources for capital improvements costs include Boston Edison and the MWRA as part of mitigative measures to offset project impacts, and the MCZM and MA Public Access Board.



North Weymouth

PREPARED FOR THE WEYMOUTH PLANNING BOARD

Lane, Foxman and Associates, Inc.

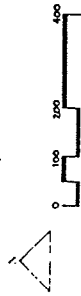
KEY:

- Public Pedestrian Access
- New Bulkhead
- New Roads and Access to Parking

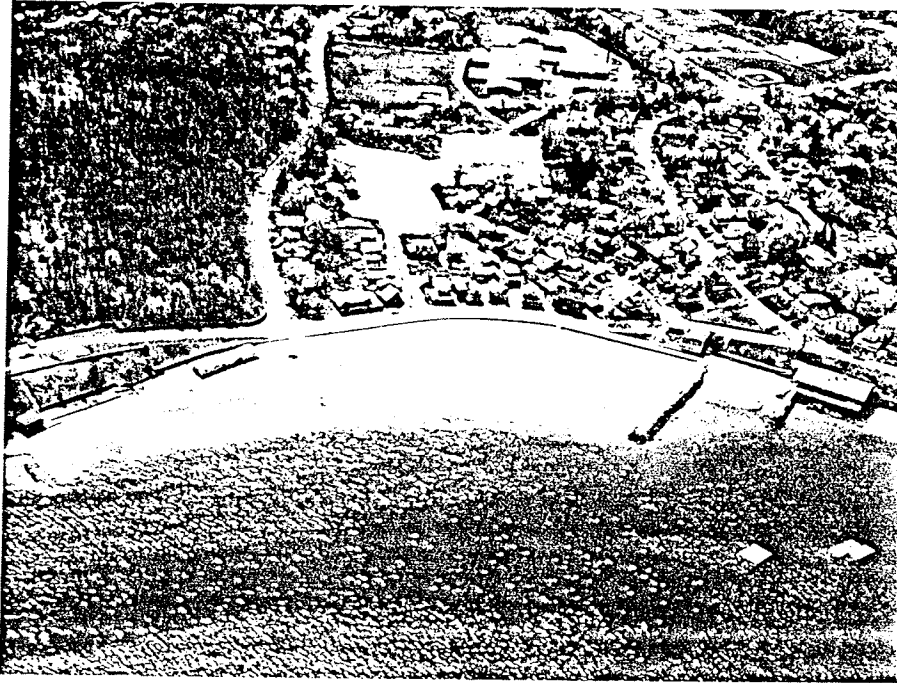
- Planted Buffers
- Development Opportunity
- * Special Features

KING'S COVE

(Guidelines)



7 OLD BEACH/NEW BEACH AREA



The only public salt water bathing beaches in Weymouth are located in the Wessagusset Beach area of North Weymouth. The "Old Beach" area located between Wessagusset Road, the Wessagusset Yacht Club and North Street consists of a sandy beach and public bath house. Authorized by the Army Corps of Engineers in 1960, the Wessagusset Beach project provided for widening approximately 1,000 feet of beach to widths of 35 to 125 feet by direct of suitable sandfill and construction of a groin about 375 feet long and appurtenant drainage facilities. The Weymouth DPW annually replenishes the sand at the eastern end of the beach following winter erosion.

The George E. Lane "New Beach" area is located some 2,000 feet to the east of the "Old Beach" near the junction of Neck Street and Regatta Road. This beach project completed by the Army Corps of Engineers in 1969, consisted of widening about 1,000 feet of beach to a general width of 125 feet by placement of direct sandfill, construction of a groin 350 feet long and construction of two rubble-mound walls, each about 500 feet long. In addition to the sandy beach facilities include a bath house and parking lot. Across Neck Street is a municipal parking area and the State boat ramp (See Section 10 below).

While the two beach areas are connected at the shoreline,

heavy erosion at the western end of "Old Beach" has made pedestrian access between the beaches only possible by walking along the rubble-mound wall which is both difficult and dangerous.

It has been determined that the constructed groins are not working properly, resulting in a problem of erosion in some areas and excess sedimentation in others, affecting private property owners.

A. Recommendation

The construction of a pedestrian walkway between the "old beach" and the "new beach" areas would greatly enhance the recreational opportunities for both areas. It is suggested that the existing rubble-mound wall between the two beaches be capped with a walkway.

The Town, through the Conservation Commission, should undertake an erosion and sedimentation study of the Wessagusset Beach area in order to ascertain the source of, and remedial actions for, erosion and sedimentation problems in the beach area. In addition, the Town should develop a beach nourishment program for the beach.

B. Implementation Strategy

Lead Role:	Conservation Commission, ACOE
Major Role:	Wessagusset Yacht Club, Town DPW, FEMA
Support Role:	Waterfront Study Committee, MCZM, Private Landowners, Harbormaster, Park Commission, Weymouth Town Meeting, Town Counsel

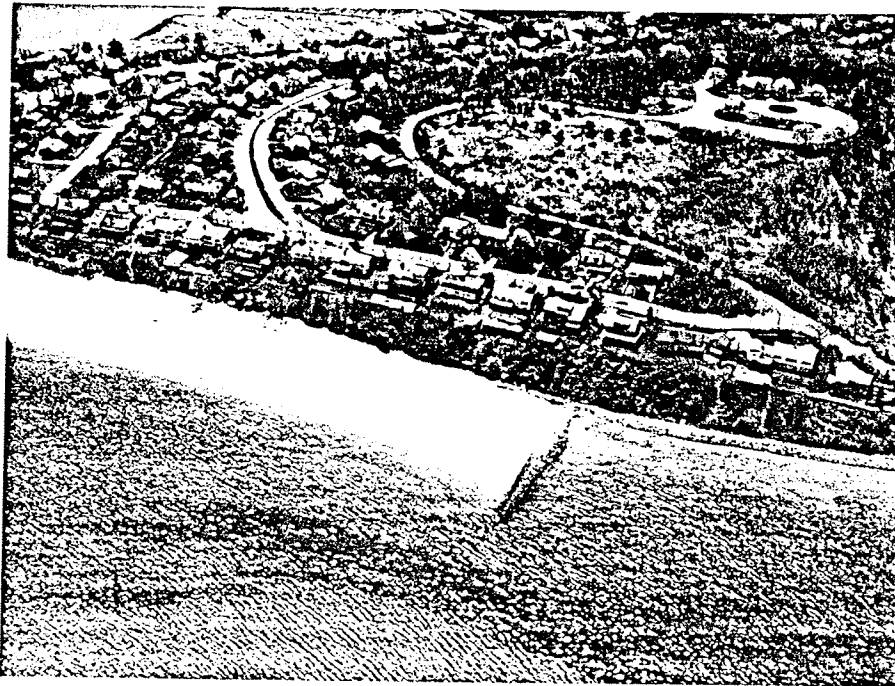
The pedestrian connection between the two beaches could be constructed by the Town DPW, with authorization from the ACOE, MCZM, and Conservation Commission.

The erosion and sedimentation study should be sponsored by the Conservation Commission.

C. Funding Sources

Possible funding sources for a study include FEMA, ACOE, and the MCZM office. Construction costs for the walkway would most likely be borne by the Town through support from Town Meeting.

8 GREAT HILL PARK AREA



A. Recommendation

The Town has recently voted to redevelop the Great Hill Park in accordance with a master plan for the area. The improvements to this facility will greatly enhance public views and enjoyment of the waterfront.

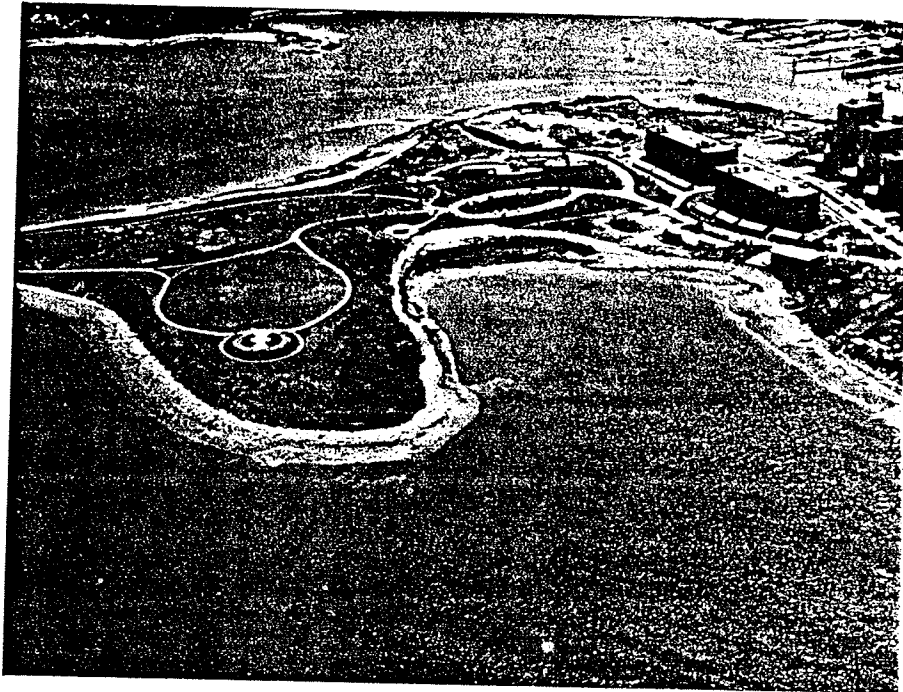
B. Implementation Strategy

Lead Role: Park Commission
Major Role: Town Meeting
Support Role: Waterfront Study Committee

The Park Commission will carry out the reconstruction oversight of the Park, while the Waterfront Study Committee should monitor the redevelopment activities at Great Hill Park in respect to new opportunities that may arise to improve the facilities.

C. Funding Sources

The Town will provide \$200,000 of the \$1.5 million required for the project - \$1.3 million will be paid for by the state.



The Commonwealth of Massachusetts, through the Department of Environmental Management (DEM), owns and maintains the William Webb State Park located on upper and lower necks. The park has breathtaking views of the water and Boston Harbor Islands, and offers passive recreation and interpretive facilities for the region.

A. Recommendation

An opportunity exists for further expansion of Webb Park through acquisition of two of the remaining undeveloped parcels of land adjacent to the State Park. A parcel of approximately two acres (Sheet 1 lots 24 and 25) lies to the north and west of the park near its entrance.

Acquisition of these parcels (which would buffer the neck area from any further development) has been recommended by the Board of Selectmen, Conservation Commission, and the Back River Committee, and is consistent with the goals of the Waterfront Plan which call for the acquisition of coastal properties for use as public access lands.

B. Implementation Strategy

The Town, through the Board of Selectmen and the Back River Commission, should work with DEM in supporting the acquisition of the lands by DEM as additions to Webb State Park.

C. Funding Sources

Land acquisition costs should be borne by the State.

10 STATE BOAT RAMP AREA



A contract has been recently awarded to carry out the extensive renovations needed at the Town's only public boat ramp and parking lot, located at the intersection of River Street and Neck Street.

The existing facility includes two 15 foot asphalt surfaced ramps and approximately 30 parking spaces. The condition of the facility is poor, with crumbling pavement, deep ruts, overgrown brush and advanced siltation of the approach channel. While the maintenance of the facility is the responsibility of the Town of Weymouth Park Department, the existing facility was constructed with state funds (the reconstruction will be funded by the State as well).

The scheduled renovations include the complete reconstruction of two boat/trailer ramps, regrading of the entire site and expansion of the parking area to accommodate approximately 60 spaces. In addition to the land side improvements, dredging of the heavily silted approach channel is needed, as well as

a guide float to assist in the launching and queuing of boats for trailering.

A. Recommendation

In the past there has been no charge for the use of the parking area or the ramp. It is recommended that upon completion of the improvements the Town establish a user fee for the new facility of approximately \$3.00. Even though the facility will be constructed with state funds, the Town can charge for use of the facility as long as the fee is the same for all users regardless of residency. The fees collected should be used to maintain the facility, and to fund a part-time position for an on-site attendant to manage the ramp and parking area during peak use times (such as weekends and holidays).

B. Implementation Strategy

Lead Role: MA Public Access Board
Major Role: Board of Selectmen, Waterfront Study Committee, ACOE
Support Role: Park Commission, DEQE, Conservation Commission, DPW, Harbormaster

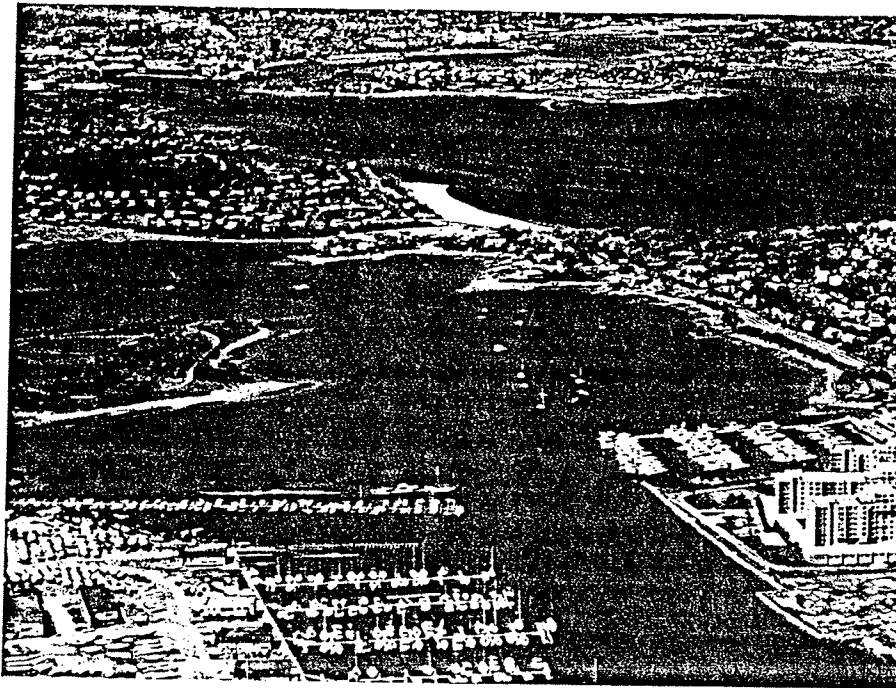
The Town, through the Waterfront Study Committee, should monitor the reconstruction activities of the boat ramp area by the MA Public Access Board. In addition, the Town should include a needs analysis for expansion of the boat ramp facilities as well as the need for dredging within the framework of a comprehensive harbor management plan (See Section 11 below). Coordination of the effort would include review by the MCZM, ACOE, DEQE, and other agencies.

The Board of Selectmen should authorize the establishment of a use and fee schedule for the boat ramp area. Fees collected should be deposited in a dedicated account to offset collection and management costs at the ramp area. Fees could be collected by a part time seasonal employee of the Town under the direction of the Board of Selectmen or the Park Commission.

C. Funding Sources

The boat ramp improvements will be paid for by the State Public Access Board. User fees collected will offset the costs of management of the new facility. Funding for a comprehensive plan is available utilizing local matching funds and a MCZM grant program. Dredging funds may be available from the ACOE or the MA Division of Wetlands and Waterways.

11 BACK RIVER BASIN/MOORING AREA



The Back River forms the boundary between the Towns of Weymouth and Hingham. The River, especially that portion north of Route 3A, is heavily utilized by both recreational and commercial fishing boats. The river supports several hundred moorings, two private marinas with over 500 commercial boat slips, the South Shore Yacht Club, and numerous private docks and floats.

Some 10 commercial lobstermen moor their boats in Weymouth, landing in excess of 100,000 pounds of lobster each year. Needs within in the Back River harbor area include improved public access, management of facilities, review of mooring and dock allocations, and maintenance dredging of silted areas.

A. Recommendation

It is recommended that a comprehensive harbor management plan be undertaken for the Back River in order to resolve several key management and use issues including problems associated with:

- o boat wakes
- o water skiing
- o hovercraft
- o jet skiing
- o public access

- o commercial fishing needs
- o dredging needs
- o natural resource protection
- o shellfish utilization
- o mooring and anchorage rights
- o open space needs

As the Back River is shared with the Town of Hingham, any management considerations for the area should be fully discussed and coordinated between the two Towns.

B. Implementation Strategy

Lead Role: Waterfront Study Committee, MCZM
 Major Role: Harbormaster, Town of Hingham, Back River Committee, South Shore Yacht Club
 Support Role: Private Landowners, MDC, Park Commission, Conservation Commission

The Town, through the Waterfront Study Committee should apply for matching funds to develop a comprehensive harbor plan for the Back River utilizing a Harbor Planning Grant Program grant from the MCZM. If possible, the grant application should be jointly sponsored by the Town of Hingham.

While focussing on the Back River area, the planning effort will require a review of the entire Weymouth waterfront particularly in evaluating alternative mooring locations as a means of increasing capacity.

C. Funding Sources

Weymouth should utilize the state matching funds for the preparation of comprehensive harbor management plans which will be available October, 1988 from MCZM.

12 MDC/SOUTH SHORE YACHT CLUB AREA



This area includes the privately held upland areas north of Bridge Street (Route 3A) adjacent to the Route 3A bridge crossing the Back River. Historically the area has supported heavy marine operations (Cashman Marine) and the South Shore Yacht Club.

New opportunities exist for this Bridge Street area. The MDC is in the process of acquiring the former Cashman marine site on Route 3A with the intention of developing the property into an active waterfront park area with potential accommodations for parking, boating use and rental and sailing lessons for youth.

Additional open space opportunities may also exist in the area through the acquisition of the adjacent "Cutler property" a former Volkswagen auto dealership.

A. Recommendation

In addition to the recommendations by the Planning Board and the Back River Committee, it is the recommendation of the Waterfront Plan that the MDC acquire both the Cashman site and the former Cutler property for use as public access land. These acquisitions are consistent with the goals of the Waterfront Plan.

B. Implementation Strategy

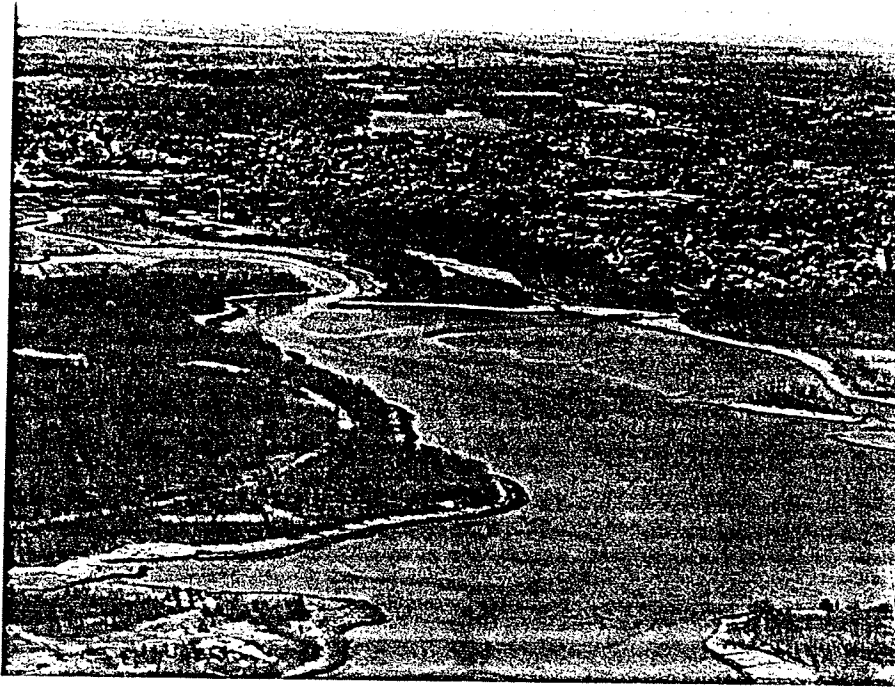
Lead Role: MDC, Private Landowner, South Shore Yacht Club
Major Role: Waterfront Study Committee,
Support Role: Back River Committee, Town of Hingham,
Harbormaster

The Waterfront Study Committee should be designated as the Town of Weymouth liaison to the MDC to work closely with the MDC and with the South Shore Yacht Club in developing a program of uses and activities for the properties.

C. Funding Sources

The cost for land acquisition should be borne by the MDC.

13 GREAT ESKER PARK



A. Recommendation

The Great Esker Park area provides a large range of educational and recreational opportunities to the citizens of Weymouth. The Weymouth Park Commission should develop a comprehensive management plan for this beautiful resource. An inventory should be conducted of the location, types, and conditions of resources available in the Park, and a program should be developed which describes steps for the long-term maintenance and management of the resources including clearing and thinning of trees, wildlife management approaches and strategies for improving the diversity of species.

B. Implementation Strategy

Lead Role: Park Commission
Major Role: Back River Committee
Support Role: MA Division of Forest and Parks, Weymouth
School Department, Town of Hingham,
Harbormaster

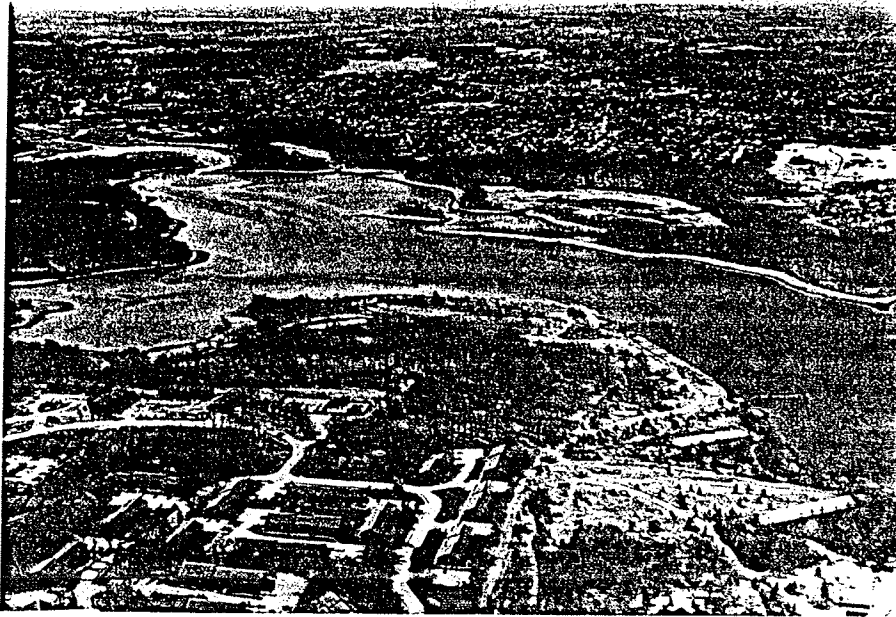
The Park Commission should undertake a comprehensive natural resource inventory and management planning effort for the Great Esker Park area. The inventory could be completed under direction of the new Park Ranger utilizing students

from the local school programs. The resource management planning effort could be undertaken by a summer Environmental Intern, or professional management firm.

C. Funding Sources

Costs for the inventory and management plan would be mostly for labor time for professional assistance.

Potential sources of funds include the MA Division of Forest and Parks, Environmental Intern Program (EIP), the Town of Weymouth.



A. Recommendation

The waters of the Weymouth Back River south of the Route 3A Bridge to Whitman's Pond have been designated an Area of Critical Environmental Concern (ACEC). The waters of this area provide a resource of unparalleled opportunity for the Town of Weymouth. The estuary, rich in marine life is an excellent lobster fishery, the herring run is flourishing and the eel run is very good. There are some 31 species of fin fish in the river.

The Back River ACEC needs a comprehensive management plan, which should be prepared as part of a comprehensive Back River Harbor Management Plan. Some of the problems which should be addressed in a plan for the ACEC area include:

- Boat wakes, noise, and contact damage caused by jet skis, hovercraft and water skiing;
- Leachate from the Town incinerator landfill into the Back River;
- Potential impacts from the proposed trash-to-energy plant and fly ash disposal;
- Impacts from development of shoreline properties;
- Impacts from anchorage of boats within the ACEC, and associated problems of waste disposal, oil, gas;
- Navigational restrictions due to boat overcrowding;

- Needs for protecting the shellfish and other natural resources of the area.

B. Implementation Strategy

Lead Role: Waterfront Study Committee, Back River
Committee, MCZM
Major Role: Harbormaster, Town of Hingham
Support Role: Private Landowners, Park Commission,
Conservation Commission, MEPA Unit

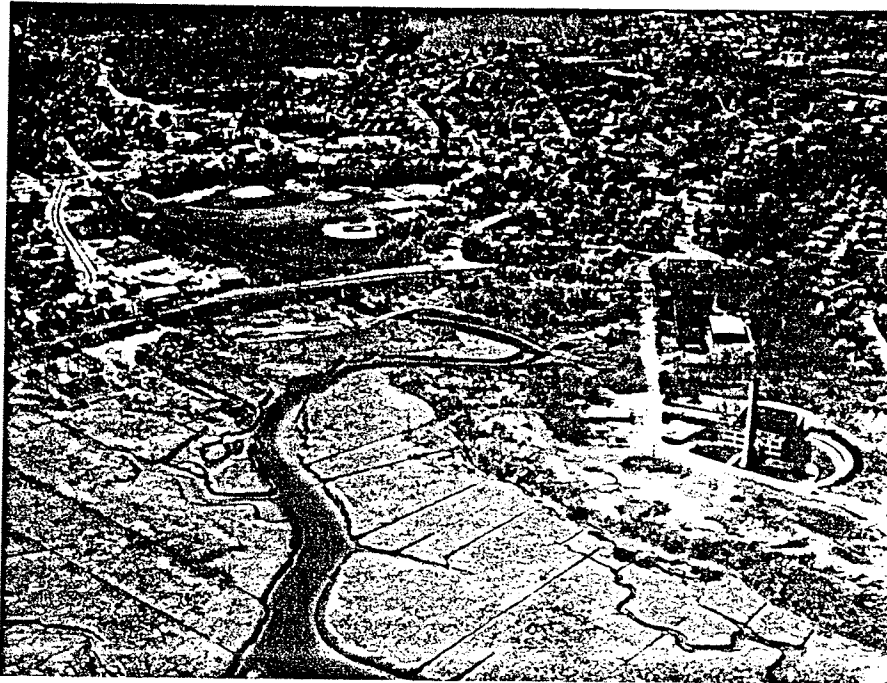
The Town, through the Waterfront Study Committee should apply for matching funds to develop a comprehensive harbor plan for the Back River utilizing a Harbor Planning Grant Program grant from the MCZM. If possible, the grant should be jointly sponsored with the Town of Hingham.

While focussing on the Back River area, the planning effort will require a review of the entire Weymouth waterfront particularly in the area of establishing alternative mooring locations as a means of increasing capacity.

C. Funding Sources

Weymouth should utilize the state matching funds for the preparation of comprehensive harbor management plans which will be available October, 1988 from MCZM.

15 TOWN INCINERATOR AREA



A. Recommendation

The future use of the former landfill incinerator site is being discussed independently of this planning effort. It is important to note the strategic location of this site as it relates to the Back River ACEC. It is of paramount importance that any redevelopment of the incinerator site, particularly a use with potentially significant environmental impacts, should be fully reviewed for its impacts, as well as its consistency with established coastal zone policies.

B. Implementation Strategy

Lead Role: Weymouth Solid Waste Task Force
Major Role: Town Meeting
Support Role: Back River Committee, Planning Board, DPW, DEQE, MEPA Unit

The Solid Waste Task Force will be generating a report on the future of the incinerator area. The Waterfront Study Committee should review the report in context of its impact on the waterfront and waterfront uses, and participate in the MEPA scoping session for the project.

C. Funding Sources

The future of the site and possible funding sources are undetermined at this time.

16 Street End Access Points

At numerous locations throughout the Town, streets end at or near the waters edge. In most cases the street end does not relate to the water. However, in some instances the street end offers a public place to park or walk or to view the waterfront. Listed below are the streets which end at or near the waters edge:

Cabot Street
Biscayne Street
Seminole Street
Hibiscus Avenue
Arlington Street
Trefton Avenue
Canal Street
Brewster Road
Gilmore Street
Woronoco Road
Stratford Road

Aspinwall Avenue
Rosemont Road
Morell Street
Saunders Street
Monatiquot Street
Babcock Avenue
Fore River Avenue
Wessagusset Road
River Street
Fort Point Road

A. Recommendation

The Town should review and clearly establish ownership of all street ends and town owned parcels which terminate at or abut the waterfront. All public street which end at or near the water should be maintained and improved as point sites for public access and use. This use may be for parking, for access to a boat dock or ramp, for walking, or simply as a point of visual access to the water.

B. Implementation Strategy

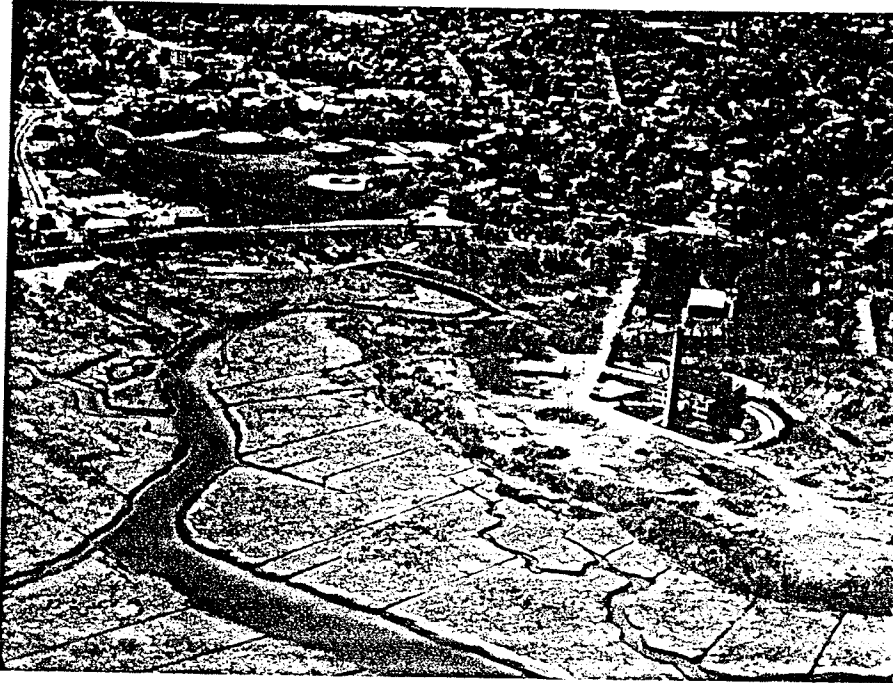
Lead Role: Variable
Major Role: Waterfront Study Committee
Support Role: MCZM, MWRA, Private Landowners, Conservation Commission, DPW, Weymouth Town Counsel

The Waterfront Study Committee should inventory all street ends for their potential public use as noted above. The appropriate "lead role" individual(s) for responding to the use potential will vary.

C. Funding Sources

Funding sources will vary depending on the nature of the proposed use of the street end.

17 WHARF STREET AREA



The Wharf Street Area is located at the Mouth of the Back River near Commercial Street. The MBTA is currently considering this area as a location for a commuter rail station and parking facility. The site is privately held, and is in the RM-4 Multi-family zoning district. There currently are no structures on the site.

A. Recommendation

If the site is acquired and developed by the MBTA for a commuter rail station, the Town should discuss joint use/recreational opportunities for the site including landscaped pedestrian access and sitting areas along the river frontage and a possible small craft launching facility (for canoes, and hand carried boats) to service weekend users.

If privately developed, the Town should encourage similar public access amenities on the site through the site plan review process.

B. Implementation Strategy

Lead Role: MBTA, Private Landowner
Major Role: Planning Board, MA Fisheries and Wildlife
Support Role: Board of Selectmen, Waterfront Study

The lead groups on this project will be the MBTA and the private land owner of the site. Redevelopment will also involve the Planning Board through site plan review. The Waterfront Study Committee should act as primary liaison to the MBTA during the planning stages of the project.

It is probable that the development of the site will require application for a Chapter 91 - Tidelands License from the State Division of Environmental Quality Engineering (DEQE). As part of the licensing process, all non-water-dependent uses in any tideland must be determined to serve a "proper public purpose" as well as be consistent with the policies of the MCZM prior to their approval. Inclusion of public access to the waterfront would be consistent with these policies.

C. Funding Sources

The funding for public improvements should come from the MBTA as part of the transit improvement project costs.

APPENDICES

APPENDIX A - SOURCES OF FUNDING

There are numerous state and federal grant programs which make funds available locally for specific types of projects. Some of these include:

- Coastal Facilities Improvement Program (CFIP) - An MCZM managed program for providing 50% reimbursable grants to communities desiring to improve public use of the waterfront. Contact: Joe Pelczarski, MCZM, 727-9530.
- Rivers and Harbors Program - Run by DEM, this program provides funds on an annual grant round basis for dredging projects. Contact: Gene Cavanaugh, DEM, Waterways, 727-8893.
- Public Access Board - This agency of the Commonwealth provides small grants for boat ramps in the state. Contact: Jack Shepardson, 727-1843.
- Community Development Action Grants - EOCB provides grants to cities and towns for public actions in support of private investments. Contact: CDAG Program Director, 727-7180.
- Land and Water Conservation Funds - Through DCS, this program provides funds to communities for outdoor acquisition, design and construction of recreation facilities. Contact: Jennifer Jillson, 727-1552.
- Self-Help Program - Also through DCS, funds are allocated to communities for recreation projects. Contact: Joel Lerner, 727-1552.
- Urban Self-Help Program - DCS funds are awarded to urban communities for recreation facilities. Contact: David Queely, 727-1552.

Additional financial resources may be located through the Mass. Office of Business Development's Financial Resources Directory. Contact the office for a copy at 727-3221. These and other potential revenue sources should be compared with capital improvement plans and budgets for improvement of harbor facilities.

Consider the following list of possible sources from which coastal communities generate revenues:

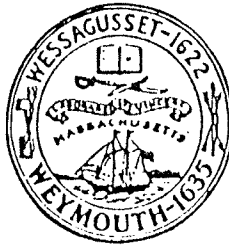
- (1) leases: Communities can lease, on an open competitive basis, space along the waterfront or on piers for retail commercial purposes, marine commercial purposes, or storage. Lease fees are usually set on a square foot basis (per month or year), under a tenant-at-will, or long-term, lease.
- (2) user fees: Slips, moorings, ramps, vessel tie-ups, tender tie-ups, parking at a pier or beach, and camping are usually user fee related activities. The fee structure is sometimes categorized by residents or non-residents; in-season, off season, daily, weekly, monthly or annually; or by the vessel's size or the size of the slip. For parking, the fee may be based on vehicle type or size, and for either vessel or vehicle the fee usually reflects the types of utilities provided.
- (3) utilities: Communities can provide utilities to vessels and lease holders for a profit. Water, natural gas, fuels, electricity, shower, telephone service and septage pumpouts are all necessary services for vessels utilizing public facilities and lease holders operating at public facilities.
- (4) permits: Communities have conditional authority to regulate shellfishing, eeling and worming. Revenues can be collected from the issuance of shellfish grants and commercial and recreational harvesting permits. Permits are generally categorized as resident or non-resident, and in the case of grants fees, are based on the size of the grant.
- (5) boat excise tax: This tax is charged for every vessel in Commonwealth waters. The state provides communities with data on vessel storage, vessel length and mooring location, as well as a rate per \$1,000 value. Communities collect the tax with 50% of the revenue going into the general fund and 50% available for a special harbor account, if the community holds one. The dedicated account must be established by an act of the board of selectmen or city council and the legislature.
- (6) finer: The harbormaster, shellfish warden and police can collect fines for violations of harbor, shellfish or parking regulations.
- (7) transfer tax: Developers of waterfront areas, as a condition of the permit to allow the development, can contribute to the maintenance of common areas. The contribution is usually based on a dollar amount per square foot of development.
- (8) other sources: Bond issues can generate revenue for specific waterfront facility improvements.

Fish pier operators may consider charging a fee for the use of the pier based on the poundage or value of fish unloaded at the pier.

APPENDIX B - COMMUNITY PROCESS

WEYMOUTH PLANNING BOARD

PAUL M. DILLON, CHAIRMAN
THOMAS J. LINDSAY, VICE CHAIRMAN
MARTIN J. JOYCE, CLERK
WILLIAM J. BEOLEY
TIMOTHY E. GAGE
ROBERT S. LANG
MARY S. MCELROY



PLANNING & COMMUNITY DEVELOPMENT
OFFICE

75 MIDDLE STREET
WEYMOUTH, MASS. 02189
TELEPHONE: 335-2000

DIRECTOR OF PLANNING &
COMMUNITY DEVELOPMENT
JAMES F. CLARKE, JR.

May 17, 1988

Weymouth, MA 02188

Dear Mr. :

I am writing to you on behalf of the Weymouth Waterfront Study Committee to solicit your opinion with regard to Weymouth's waterfront.

The Waterfront Study Committee has hired the firm of Henderson Planning to prepare specific elements of a waterfront plan for the Town of Weymouth. In order that Jim Sempere of Henderson Planning may get the complete picture of the waterfront; I am forwarding him a copy of this letter so that he is aware of your interest in the Weymouth waterfront. Mr. Sempere also may be contacting you directly, regarding your particular interest in the Weymouth waterfront.

I am enclosing a set of the committee's tentative goals and objectives for your review. The Weymouth Waterfront Study Committee would greatly appreciate your response to these goals. Also, the Committee would welcome your suggestions for areas which should be given particular attention.

Please forward whatever comments you have to me, care of the Weymouth Planning Office.

Sincerely,

Barney Heath
Community Development Planner

BH/law

enclosure

News Release

The Weymouth Waterfront Study Committee would like to invite the citizens of Weymouth to attend a public forum concerning the Weymouth waterfront. The Waterfront Study Committee is a nine member citizens advisory committee appointed by the Weymouth Board of Selectmen to review issues pertaining to Weymouth's waterfront. The Waterfront Study Committee was formerly called the Harbor Study Committee.

The Waterfront Study Committee has hired a consultant, Henderson Planning of Cambridge, MA, to prepare aspects of a comprehensive waterfront plan for the Town of Weymouth. The funds for the study were allocated by the Weymouth Planning Board through the Community Development Block Grant.

Henderson Planning will present its preliminary policy recommendations at a public meeting on Tuesday, June 21, at 7:00 P.M. in the Selectmen's Chambers of Weymouth Town Hall. The public is encouraged to attend.

Questions about this meeting may be directed to Barney Heath, Community Development Planner, at the Weymouth Town Hall, 335-2000, ext. 331.

Weymouth Waterfront Study
Small Group Discussion
June 21, 1988

AREA "A" - FORE RIVER SOUTH (3A)

<u>MAP CODE</u>	<u>OPPORTUNITY</u>	<u>PRIORITY</u> (low, medium, high)
1	Rhines Lumber Site	
2	Boston Edison Property	
3	Newell Playground Area	
4	Mill Cove Area	
5	Edgar Station Area	

AREA B - FORE RIVER NORTH (3A)

6	Kings Cove Area
7	Old Beach/New Beach Area
8	Great Hill Park/Area

AREA "C" - BACK RIVER NORTH (3A)

9	Webb Park Area
10	State Board Ramp Area
11	Back River Mooring Area
12	MDC/S.S.Y.C. Area

AREA "D" - BACK RIVER SOUTH (3A)

13	Great Esker Park
14	Back River ACEC
15	Town Incinerator Area
16	Street End Access Points

Additional Opportunity Areas (i.e. public access, design controls, public education, mooring plan)

ADDITIONAL TOPICS FOR SMALL GROUPS

1. What types of uses should be encouraged for the waterfront area?
2. What is the one thing you like most about Weymouth's Waterfront?
The least?
3. What should be the continuing role of the Town's Waterfront Study Committee?

APPENDIX C - HARBOR ISLANDS

1. Webb State Park

Webb State Park is a 36 acre peninsula which was a former Nike missile site. The site was purchased by the Massachusetts Department of Environmental Management in 1977 as an addition to the Boston Harbor Islands State Park System. The park is designed as a passive recreation area featuring two lookouts, a shade shelter, and extensive walking paths.

The previous history of the site includes evidence of a Native American Indian settlement, the location of a Revolutionary War skirmish, and company housing for the employees of the Bradley Fertilizer Company.

2. Slate Island

Slate Island is a twelve acre island which was incorporated into the Boston Harbor Island State Park System in 1973. Historically, the island has held many names including Hat, State, and Slat. The Department of Environmental Management will be offering a group campsite on the island during the summer of 1989.

3. Grape Island

This fifty acre island was added to the Boston Harbor Island State Park System in 1973. The island has extensive hiking trails, ten camp sites, a fresh water marsh and an overlook view of the Quincy Bay area. Island managers live on the island from June through September offering interpretive programs of all ages, such as nature walks, island history and campfire programs. The Department of Environmental Management offers public transportation to the island from the Hingham shipyard and from Boston via Georges Island.

4. Sheep Island

Formally a six acre parcel in 1783, this island has eroded to its present status of 1.6 acres. The island was purchased in 1973 as part of the Boston Harbor Island State Park System. Historically the island has held many names including Sun, Shean and Sheaf. The island is a favorite home for nesting seabirds and will be preserved in its natural state.