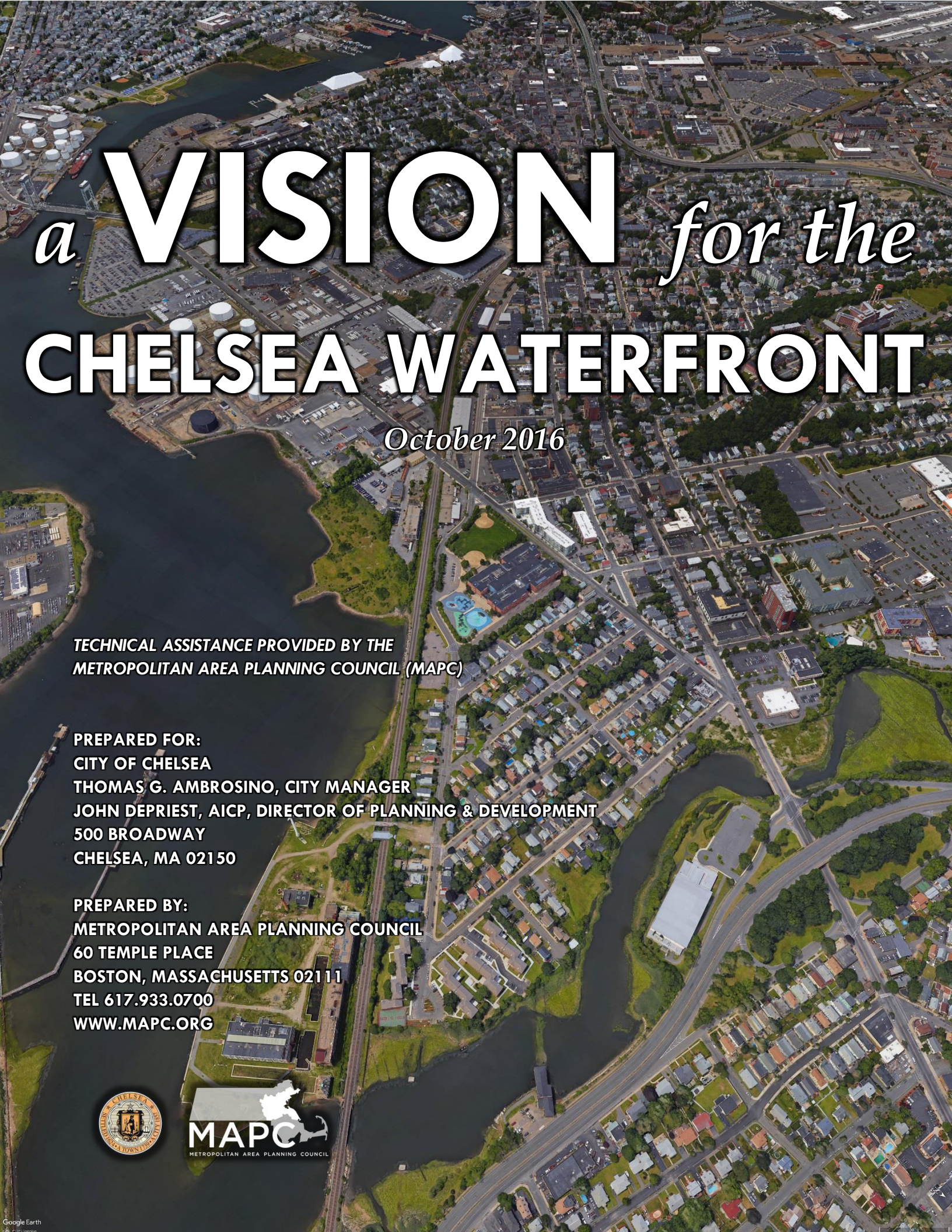


a VISION *for the* CHELSEA WATERFRONT

October 2016

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IV. EXECUTIVE SUMMARY

The following is a brief summary of some of the key recommendations from the 2015-2016 Chelsea Waterfront Visioning Plan as they are illustrated on the following map in Figure 1. It is anticipated that the spirit of the recommendations will be considered throughout the City's subsequent Municipal Harbor Plan application to the Commonwealth's Seaport Economic Council for the development of a plan that offers flexibility for the use of its waterfront for water-dependent industrial uses as well as potential commercial, retail, residential, cultural, and recreational uses. A Spanish language version of the Executive Summary follows this section of the plan report, and report resumes on page 8 with an Overview of the Purpose & Study Area.

KEY RECOMMENDATIONS

- Create a waterfront point access "park" and new open space zoning district at the Chelsea Street Bridge that will provide recreational opportunities and access to the community, as well as an arrival gateway for drivers, residents, and future SilverLine transit riders.

- Create mirror-image buffer zones on both sides of the recommended waterfront park flanking the Chelsea Street Bridge that will serve as a long-term interim "public activity node". The node can include temporary facilities including cargo container buildings that can house revenue-generating retail uses as well as community-oriented activities and events.

- When market conditions and development interests have changed in the future, the interim "public activity nodes" can house permanent uses that support the principal working port uses and also welcome the public from the adjacent waterfront park. The supporting development will serve as a buffer between the waterfront park and the working port uses to distance community access points from the operations of essential working port businesses.

- Form a partnership to create a regional online clearinghouse of working port uses to help attract uses that support the economy and are public friendly.

- Rezone and transform the Forbes and Eastern Avenue Extension sites into a waterfront, mixed-use residential, commercial/office and, recreation district to allow robust community access in the form of linear park. The district will provide opportunities for market rate and affordable housing, services and leisure.

- Rezone a portion of the Shurtleff-Bellingham neighborhood to include opportunities for mixed-use low-to mid-rise residential development that will help bring interest toward the waterfront and leverage the forthcoming SilverLine service.

- Make improvements along the Mill Creek waterfront for recreational boating and kayaking.

Figure 1 Executive Summary At-a-Glance Map in English

CHELSEA WATERFRONT VISION 2016

5 MIXED-USE, CONNECTIONS & COMMUNITY

6 COMMUNITY KAYAKING & TRAILS ALONG MILL CREEK

4 MIXED-USE, PUBLIC WATERFRONT

3 FUTURE WORKING PORT USES

3 FUTURE WORKING PORT USES

1 WATERFRONT POINT ACCESS "PARK" & CITY GATEWAY AT BRIDGE & SILVERLINE STATION

2 INTERIM COMMUNITY PROGRAMMING & FUTURE DPA SUPPORTING USES

BELLINGHAM SQUARE
BROADWAY
GARDEN CEMETERY
SHURTLEFF-BELLINGHAM
SILVER LINE BOX DISTRICT
HIGHLAND STREET GREEN CORRIDOR PLANS
MCCARDLE BRIDGE
SALT PILE DESIGNATED PORT AREA
MARGINAL STREET
PORT PARK
VIEWING POINT
HIGHLAND PARK
SILVERLINE & PATH
SILVER LINE EASTERN AVE
CHELSEA CREEK
CHELSEA ST BRIDGE
MBTA COMMUTER RAIL
WILLOUGHBY ST
GRIFFIN WY
EASTERN AVENUE
GULF OIL TANKS DESIGNATED PORT AREA
CHELSEA CREEK DEEP DRAFT NAVIGATION CHANNEL
MERRITT PARK
ELEMENTARY PLAYGROUND
MILL HILL
CRESCENT AVENUE
MILL CREEK
REVERE
EASTERN AVE EXTENSION SITE
FORBES SITE
OIL TANKS & TURNING BASIN
EAST BOSTON

AERIAL VIEW OF STUDY AREA – IMAGE COURTESY GOOGLE EARTH

CHELSEA WATERFRONT VISION 2016

1 WATERFRONT POINT ACCESS "PARK" & CITY GATEWAY AT BRIDGE & SILVERLINE STATION



EXAMPLE OF OPEN SPACE RECLAMATION RIVERFRONT PARK ALONG PASSAIC RIVER IN NEWARK, NJ; AND VISUAL AID OF PROPOSED PARK LOCATION USING GOOGLE EARTH AERIAL IMAGERY.

2 INTERIM COMMUNITY PROGRAMMING & FUTURE DPA SUPPORTING USES



EXAMPLE OF AN INTERIM USE IN A TEMPORARY FACILITY TO PROVIDE COMMUNITY SERVICES, PROGRAMMING AND ACCESS UNTIL FUTURE PERMANENT DEVELOPMENT OCCURS THAT SERVES AS A BUFFER BETWEEN WORKING PORT USES, AND COMMUNITY OPEN SPACE.

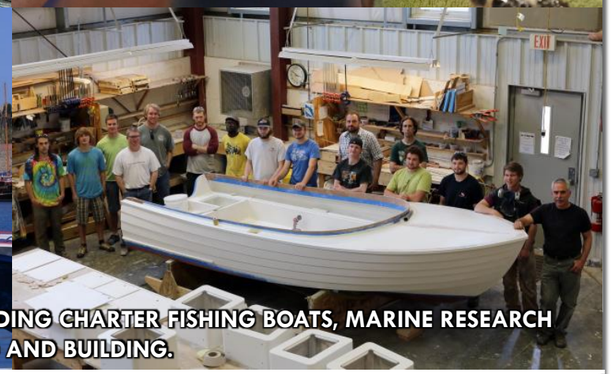


3 FUTURE WORKING PORT USES









EXAMPLES OF POTENTIAL WORKING PORT USES INCLUDING CHARTER FISHING BOATS, MARINE RESEARCH FACILITIES, FERRY SERVICE, AND BOAT DESIGN/TESTING AND BUILDING.

MAP KEY

- potential open space
- protected port area
- future working port
- supporting uses to port & community
- mixed-use community development
- public land as potential programming catalyst
- underutilized land for potential access
- existing open space
- mixed uses: housing, office, retail, restaurants
- community gathering node
- open space amenities
- kayaking
- foot bridge
- better connections
- public art at Toomey Square
- foot traffic from SilverLine stations
- existing oil tanker vessels supplying regional fuel
- navigable channel for large industrial vessels
- potential connection for circulation & servicing
- Ch. 91 linear park
- Mill Creek trail
- potential view corridor toward waterfront
- potential foot bridge location
- MWRA parcel for connecting port to supporting

CHELSEA WATERFRONT VISION 2016

4 MIXED-USE, PUBLIC WATERFRONT



VIEW OF THE FORBES SITE COURTESY OF GOOGLE EARTH AERIAL IMAGERY.

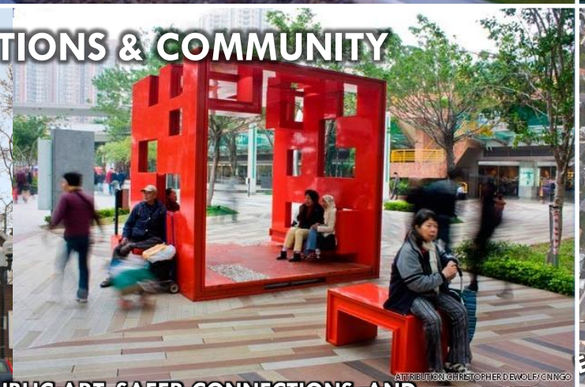
EXAMPLE OF MIXED-USE/RESIDENTIAL DEVELOPMENT AND PUBLIC WATERFRONT.



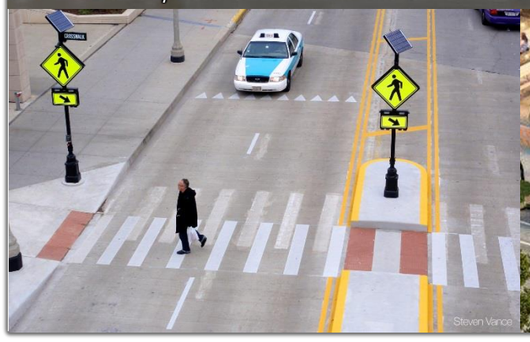


5 MIXED-USE, CONNECTIONS & COMMUNITY





EXAMPLES OF MIXED-USE/RESIDENTIAL DEVELOPMENT, PUBLIC ART, SAFER CONNECTIONS, AND INEXPENSIVE/TEMPORARY FACILITIES FOR COMMUNITY ACTIVITIES NEAR THE WATERFRONT





6 COMMUNITY KAYAKING & TRAILS ALONG MILL CREEK

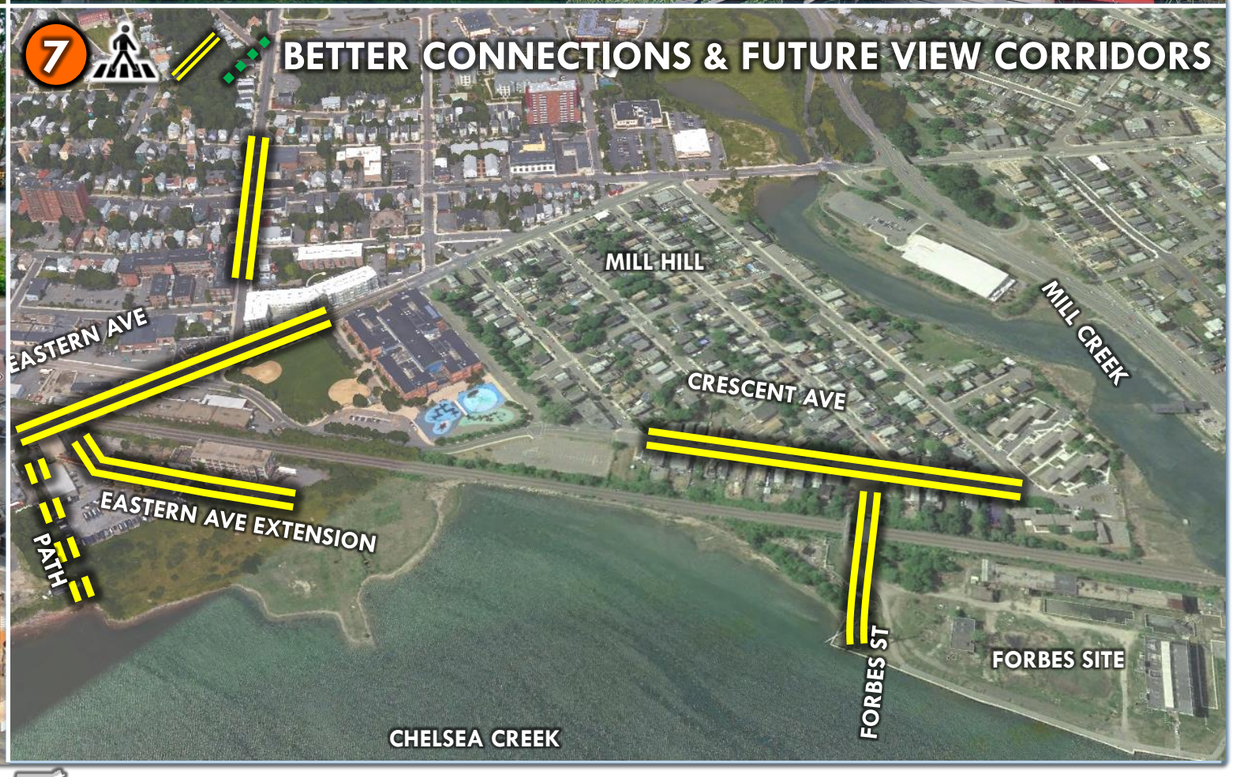


EXAMPLES OF POTENTIAL IMPROVEMENTS (E.G. FOOT BRIDGE TO REVERE) AS WELL AS COMMUNITY ACCESS AND PROGRAMMING OPPORTUNITIES ALONG THE MILL CREEK WATERFRONT.





7 BETTER CONNECTIONS & FUTURE VIEW CORRIDORS



V. RESUMEN EJECUTIVO

Lo siguiente es un resumen breve de algunas de las recomendaciones claves del Plan para el Futuro del Litoral de Chelsea elaborado en el 2015-2016. Las mismas están ilustradas en el mapa siguiente en la figura 2. Se anticipa que la esencia de las recomendaciones serán consideradas mediante una solicitud formal que el gobierno municipal de Chelsea hará ante el Consejo Portuario-Económico de Massachusetts. Dicha solicitud será para pedir flexibilidad del uso de las zona costera de Chelsea para usos industriales que dependen del puerto y posiblemente para usos comerciales incluyendo minoristas, residenciales, culturales y recreativos. Dicha flexibilidad beneficiará tanto a la comunidad como a las empresas y propiedades marítimas y comerciales.

RECOMENDACIONES CLAVES

- La creación de un parque público marítimo a ambos lados del puente de Chelsea Street para proveer un lugar de recreo y accesso comunitario a la zona costeña. La localización del futuro parque marítimo al lado opuesto de la estación de tránsito del SilverLine aprovechará el servicio de transporte público y conjuntamente servirá como un portal de bienvenida a la ciudad.
- La creación de dos zonas transitorias a ambos lados del parque público marítimo recomendado amortiguaría el impacto del uso industrial portuario. Dichas zonas de amortiguamiento proveerán lugares para crear (conjuntamente con el parque) un "centro de actividad pública" durante un período que podría durar hasta varias décadas. Este centro podrá incluir instalaciones públicas como por ejemplo el uso de contenedores de carga marítima para albergar servicios comunitarios, tiendas y kioscos que a la vez provean ingresos para los terratenientes y apoyen funciones comunitarias en el parque.
- Una vez las condiciones del mercado libre hayan cambiado y surja interés de parte de los inversionistas, el nodo o centro de actividad pública temporero estará disponible para acomodar una solución final. En este arreglo permanente, una parte del nodo acomodará la construcción de edificios permanentes (donde una vez hubo contenedores provisionales) para albergar usos comerciales que apoyen al puerto industrial. La otra parte del nodo continuará funcionando como el parque público marítimo pero con la certidumbre de tener usos permanentes alrededor que son compatibles y complementarios. La localización de estos usos comerciales secundarios entre el parque y los usos portuarios industriales proveerá un distanciamiento suficiente para permitir que el puerto marítimo funcione plenamente para contribuir a la economía regional y estatal, y que la comunidad tenga acceso pleno a la zona costeña.
- La formación de una asociación entre el municipio, la cámara de comercio, los propietarios y el estado para crear un repositorio público en la internet donde se almacene un listado de los tipos de usos portuarios industriales que el gobierno estatal requiere para apoyar la economía, y que a la vez pueden compartir la zona costeña con la comunidad.
- Reclasificar y transformar las parcelas de Forbes y Eastern Avenue Extension en un distrito costeño recreativo con desarrollo mixto para permitir acceso comunitario pleno con formato de un malecón o parque lineal. Este "distrito costeño mixto" proveerá oportunidades para viviendas asequibles y a tasa de mercado, comercio, y ocio.
- Reclasificar una parte pequeña del vecindario Shurtleff-Bellingham para permitir un distrito de desarrollo mixto residencial a una escala baja-mediana. Esta reclasificación de distrito ayudará a llamar la atención del público hacia la zona costeña y aprovechará el servicio futuro de transporte público del SilverLine.
- La construcción de mejoras y obras públicas a lo largo de la zona costeña del riachuelo de Mill Creek para facilitar paseos en barco y kayak.

Figure 2 Executive Summary At-a-Glance Map in Spanish

PLAN FUTURO DEL LITORAL DE CHELSEA

5
DESARROLLO MIXTO, CONEXIONES Y USOS COMUNITARIOS

6
PASEOS EN BARCO Y SENDEROS COMUNITARIOS

BELLINGHAM SQUARE
BROADWAY
BROADWAY
REVERE
MILL HILL
ELEMENTARY PLAYGROUND
CRESCENT AVENUE
MILL CREEK
MERRITT PARK
SILVER LINE BOX DISTRICT
MBTA COMMUTER RAIL
WILLOUGHBY ST
EASTERN AVE EXTENSION SITE
FORBES SITE
SHURTLEFF-BELLINGHAM
GARDEN CEMETERY
OIL TANKS & TURNING BASIN
MCCARDLE BRIDGE
HIGHLAND STREET GREEN CORRIDOR PLANS
GRIFFIN WY
EASTERN AVENUE
GULF OIL TANKS DESIGNATED PORT AREA
SALT PILE DESIGNATED PORT AREA
MARGINAL STREET
SILVERLINE & PATH
PORT PARK
VIEWING POINT
HIGHLAND PARK
SILVER LINE EASTERN AVE
CHELSEA CREEK DEEP DRAFT NAVIGATION CHANNEL
CHELSEA ST BRIDGE
CHELSEA CREEK
EAST BOSTON

4
DISTRITO COSTEÑO CON DESARROLLO MIXTO Y MALECÓN PÚBLICO

3
USOS PORTUARIOS INDUSTRIALES FUTUROS

3
USOS PORTUARIOS INDUSTRIALES FUTUROS

AERIAL VIEW OF STUDY AREA – IMAGE COURTESY GOOGLE EARTH

1
PARQUE PÚBLICO MARÍTIMO Y PORTAL DE BIENVENIDA AL LADO DEL PUENTE Y DE LA ESTACIÓN DEL SILVERLINE

2
USOS COMUNITARIOS TEMPOREROS Y USOS COMERCIALES FUTUROS VINCULADOS AL PUERTO INDUSTRIAL

PLAN FUTURO DEL LITORAL DE CHELSEA

1 PARQUE PÚBLICO MARÍTIMO Y PORTAL DE BIENVENIDA AL LADO DEL PUENTE Y DE LA ESTACIÓN DEL SILVERLINE





EJEMPLO DE UN PARQUE MARÍTIMO Y PROYECTO DE LIMPIEZA AMBIENTAL EN EL PASSAIC RIVER EN NEWARK, NJ; Y EJEMPLO VISUAL DE LA LOCALIZACIÓN DE UN PARQUE POSIBLE. IMAGEN: GOOGLE EARTH.

2 USOS COMUNITARIOS TEMPOREROS Y USOS COMERCIALES FUTUROS VINCULADOS AL PUERTO INDUSTRIAL



EJEMPLO DE UN USO PROVISIONAL EN UNA INSTALACIÓN TEMPORERA PARA PROVEER SERVICIOS, ACTIVIDADES Y ACCESO COMUNITARIO HASTA LA LLEGADA DE DESARROLLO PERMANENTE EN EL FUTURO, QUE SERVIRÁ COMO ZONA TRANSITORIA ENTRE LOS USOS PORTUARIOS Y EL PARQUE PÚBLICO.



3 USOS PORTUARIOS INDUSTRIALES FUTUROS









EJEMPLOS DE USOS PORTUARIOS INDUSTRIALES POSIBLES, INCLUSO: FLETAMENTO DE BARCOS DE PESCA, CENTROS DE INVESTIGACIÓN MARÍTIMA, SERVICIOS DE TRANSBORDADOR O LANCHAS, Y DISEÑO Y CONSTRUCCIÓN DE BARCOS. ©Turkey's For Life

LEYENDA DEL MAPA

- parque público posible
- zona portuaria protegida
- puerto industrial futuro
- usos complementarios: puerto y comunidad
- desarrollo mixto comunitario
- parcela pública - posible palanca para actividades comunitarios
- parcela subutilizada para posible acceso
- parque público existente
- usos mixtos: vivienda, oficinas, tiendas, restaurantes
- convocaciones comunitarias
- comodidades para parques públicos
- paseos en kayak
- puente peatonal
- conexiones mejores
- arte público en Toomey Square
- tránsito peatonal de las estaciones del SilverLine
- navíos petroleros existentes facilitando el abastecimiento regional
- canal navegable profundo para navíos industriales
- posible conexión para circulación y acceso mutuo
- malecón público o parque lineal
- senderos a lo largo de Mill Creek
- conexiones posibles y vistas hacia la costa
- ubicación posible del puente peatonal
- parcela estatal MWRA que conecta el puerto a usos complementarios

PLAN FUTURO DEL LITORAL DE CHELSEA

4 DISTRITO COSTEÑO CON DESARROLLO MIXTO Y MALECÓN PÚBLICO



VISTA DE LA PARCELA FORBES CORTESÍA DE GOOGLE EARTH.

EJEMPLOS DE UN DESARROLLO MIXTO CON VIVIENDA Y UN MALECÓN PÚBLICO.



5 DESARROLLO MIXTO, CONEXIONES Y USOS COMUNITARIOS



EJEMPLOS DE DESARROLLO MIXTO CON VIVIENDA, ARTES PÚBLICAS, CONEXIONES PEATONALES SEGURAS, INSTALACIONES ECONÓMICAS Y TEMPORERAS PARA ACTIVIDADES COMUNITARIAS CERCA DE LA COSTA.



6 PASEOS EN BARCO Y SENDEROS COMUNITARIOS



EJEMPLOS DE MEJORAS PÚBLICAS (INCLUSO UN PUENTE PEATONAL A REVERE) COMO TAMBIÉN ACCESO COMUNITARIO Y OPORTUNIDADES PARA ACTIVIDADES A LO LARGO DE MILL CREEK.



7 CONEXIONES POSIBLES Y VISTAS HACIA LA COSTA



VI. OVERVIEW OF PURPOSE & STUDY AREA

A. PURPOSE & PROCESS

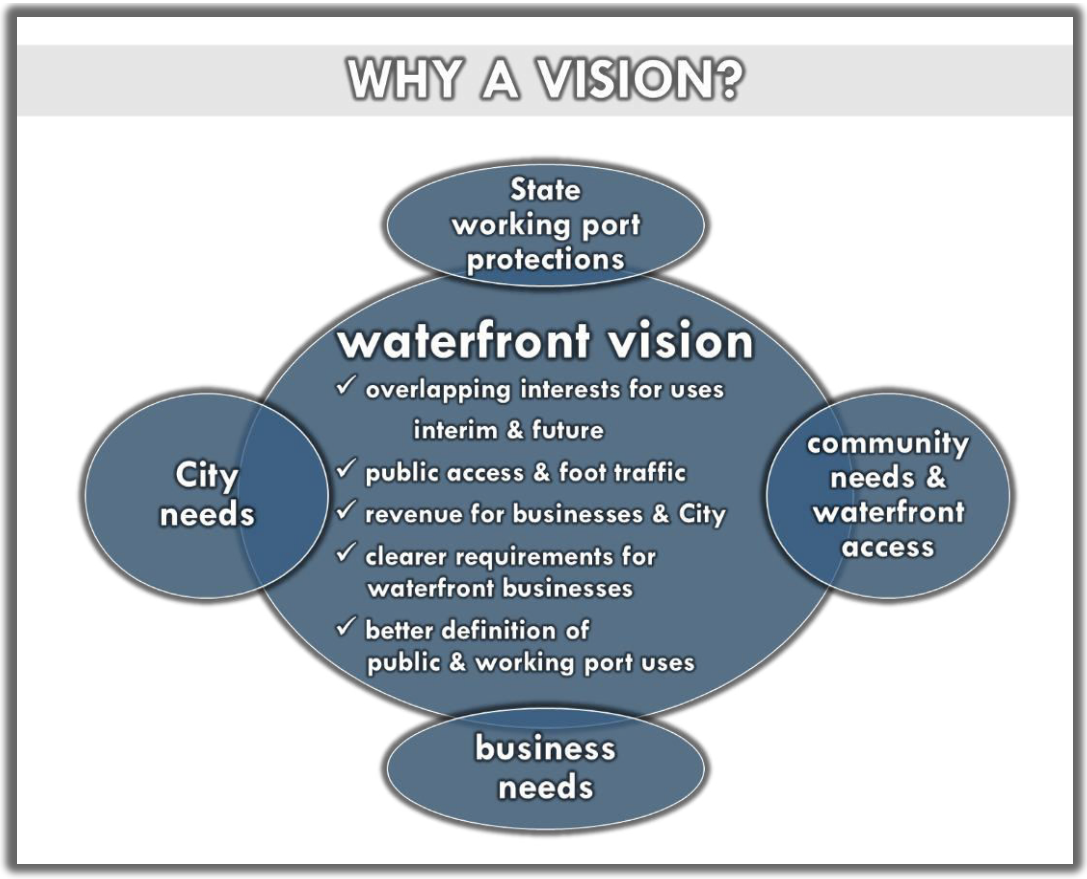
The Metropolitan Area Planning Council (MAPC) provided technical assistance to the City of Chelsea in Massachusetts to analyze how to: (a) improve and expand community access of the Chelsea Creek and Mill Creek waterfront areas within the study area (see Figure 4); (b) make existing State and Federal regulations pertaining to the working industrial port more understandable to property owners and residents alike; and (c) determine how different stakeholder interests (see Figure 3) can be balanced in order to propose a new physical layout of uses and areas that will allow working port businesses to operate safely while accommodating areas for community access. As part of the waterfront vision plan, the celebration of the essential working port guided participatory workshop exercises to identify water-dependent industrial uses and complementary uses that are also of interest to the general public.

Currently, the study area affords limited community access, some of the uses do not meet the spirit of the Commonwealth's working port requirements, and certain areas have the potential for development that can also permit community access. The City has plans to develop a Municipal Harbor Plan which would allow for greater flexibility in meeting various objectives related to its working industrial port and community access. The waterfront visioning plan analyzed what can be done in the interim and in the long term to consider the needs of businesses, landowners, and the community. The scope of work focused on: (a) identifying public realm improvements and connections; (b) generalized land uses by area; (c) subareas for optimal community waterfront access; (d) real-world visual examples of industrial working port uses that property owners and the City and Commonwealth should strive to attract; and (e) temporary community programming ideas that can bring access and quality of life while the working port continues to evolve.

In addition to MAPC's analyses, the planning process included the following:

- two Advisory Committee meetings on December 10, 2015 and April 28, 2016,
- two community workshop on March 28, 2016 and May 26, 2016, and
- community and Advisory Committee outreach.

Figure 3 Diagram and Map Used During May 26, 2016 Workshop to Explain the Purpose of the Vision to Workshop Participants





B. STUDY AREA

The study area is comprised of approximately 327[1] gross acres including rights-of-way and open space, and is located within the portion of the City of Chelsea along and near the Chelsea Creek waterfront (please see Figure 4). The spine of the study area is formed by three major roadways that mostly define waterfront areas from "neighborhood connection" areas. These three roadways are Marginal Street, Eastern Avenue, and Crescent Avenue. These 327 acres represent about 20% of the City's land area. Within the study area, there are approximately 2,576[2] residents and 908[3] housing units within the portions of the Mill Hill and Shurtleff-Bellingham neighborhoods that overlap with it.

For the purposes of putting the study area into the context of the City, Chelsea has a population of approximately 37,084[4] residents and 12,812[5] housing units over 2 square miles. Its population[6] is 63% Hispanic/Latino, 25% non-Hispanic white, 5% black, 3% Asian. Chelsea has a median household income of $48,725[7] and a median family household income of $49,279[8]. Additionally, its tax base[9] is 71% residential, 19% commercial, and 5% industrial. From an MAPC regional context, the 2008 MetroFuture plan designates the City as a Metropolitan Core Community. These municipalities have a historic, high-density, urban character, with a range of housing stock that includes single family dwellings as well as large apartment buildings. New growth occurs mostly through redevelopment, infill, or conversion from industrial uses to residential or mixed uses.

From a transportation standpoint, the study area can readily connect at various points to Broadway and to Route 1 for regional access to points north and south (including the Tobin Bridge for access to downtown Boston via Charlestown). Direct southbound vehicular access (to East Boston and points south) is limited to the McArdle Bridge and the Chelsea Street Bridge. MBTA mass transit service is provided by numerous bus lines including the 111 bus route which runs from downtown Chelsea to downtown Boston. Additionally, commuter rail service exists in downtown Chelsea to and from North Station in Boston and to Newburyport and Rockport. The commuter rail tracks do however cut through part of the study area, and limit access points and connectivity within it. Enhanced mass transit service is currently under construction in the form of the MBTA SilverLine Gateway Bus Rapid Transit Extension that will connect Chelsea (and the study area directly) to Boston Logan Airport and South Station.

[1] Source: 2010 US Census Bureau data for the 43 census blocks that approximate the study area boundary.
[2] Source: 2010 US Census Bureau data for the 43 census blocks that approximate the study area boundary.
[3] Source: 2010 US Census Bureau data for the 43 census blocks that approximate the study area boundary.
[4] Source: 2014 US Census Bureau, American Community Survey Estimate
[5] Source: 2014 US Census Bureau, American Community Survey Estimate
[6] Source: 2014 US Census Bureau, American Community Survey Estimate
[7] Source: 2014 US Census Bureau, American Community Survey Estimate
[8] Source: 2014 US Census Bureau, American Community Survey Estimate
[9] Source: 2016 Fiscal Year, Massachusetts Department of Revenue, Community Comparison Report

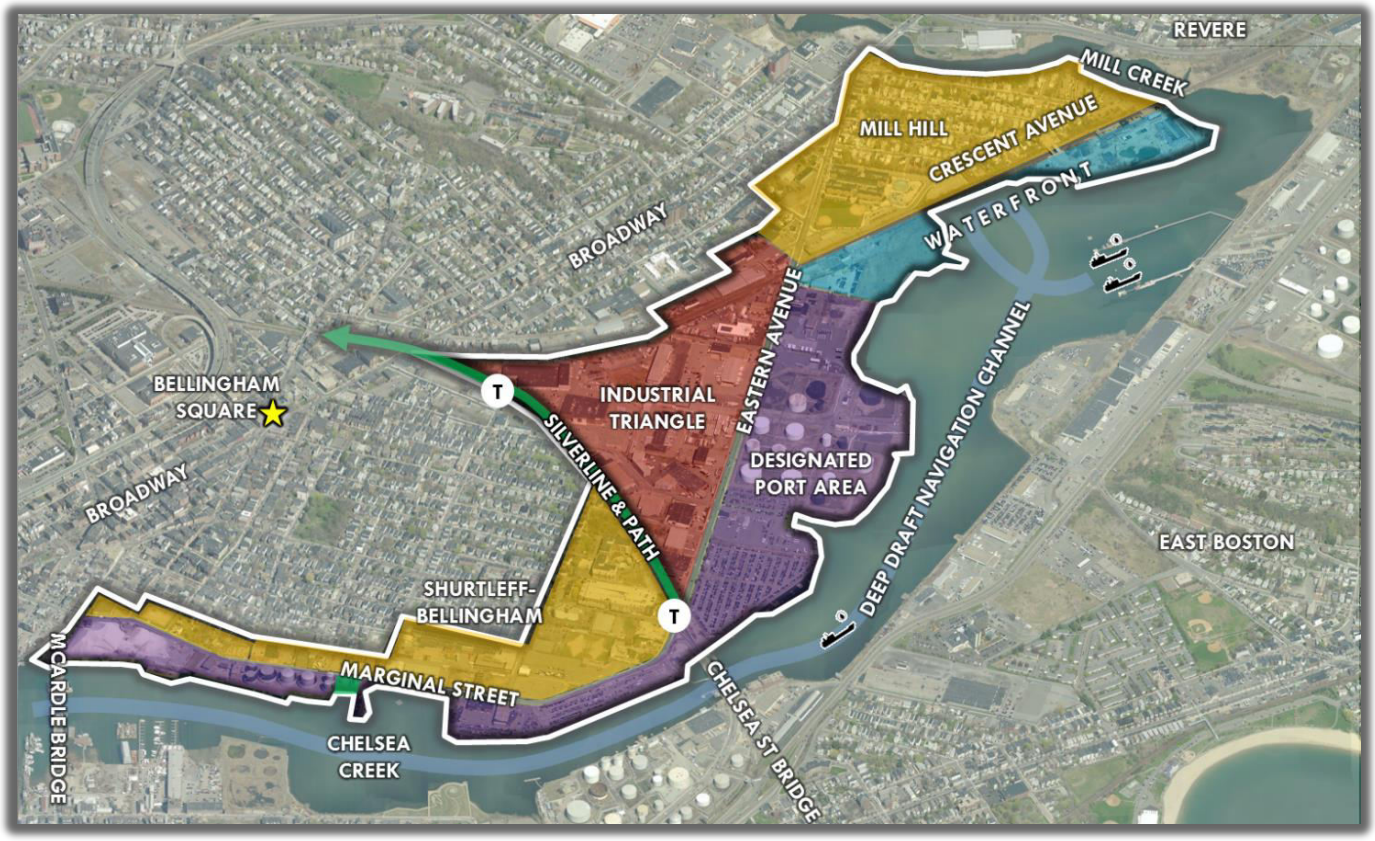
Figure 4 Study Area Boundary in Red with Major Roadway Spine and City Boundary



From a land use perspective, the waterfront area (see Figure 5 and Figure 6) in purple presently has industrial, maritime and auto-related uses. In this subarea, the waterfront vision will seek to identify future, permanent working port uses that are also public-friendly as well as explore safe community access points. The waterfront area in light blue also has industrial and maritime uses as well as an underutilized site with 19th century factory buildings (the Forbes site). In this subarea, the waterfront vision will focus on balancing mixed-use development with abundant community access and open space due to less restrictions on land uses. The non-waterfront, "neighborhood connections" area to the north/west of the roadway spine is composed of three subareas. The area in orange-yellow north of Marginal Street is the southern and easternmost portion of the Shurtleff-Bellingham neighborhood. It has a combination of residential uses, open spaces, a hotel, warehouse, garages and parking, and industrial uses. The waterfront vision plan makes recommendations for this subarea in order to allow development and public realm improvements that will make it easier for residents to visit the waterfront. The area in red is the industrial triangle formed by commuter rail tracks, Eastern Avenue and an abandoned section of the Grand Junction Railroad (where the SilverLine Extension will run along). This area is dedicated to office, warehouse, trucking and other auto-related and industrial

uses. The focus of the waterfront vision will be for protecting these existing uses and suggesting new connections that will enhance internal truck circulation as well as leverage the new SilverLine service for workers and visitors alike. The last subarea is the Mill Hill neighborhood shown in orange-yellow. It is primarily lower-scale residential with retail and light industrial businesses. This subarea also includes the Mill Creek waterfront. The focus of the waterfront vision will be to retain existing uses, and focus on public realm improvements, connection and the opportunity for recreational waterfront activities for the community.

Figure 5 SubAreas within Study Area Boundary



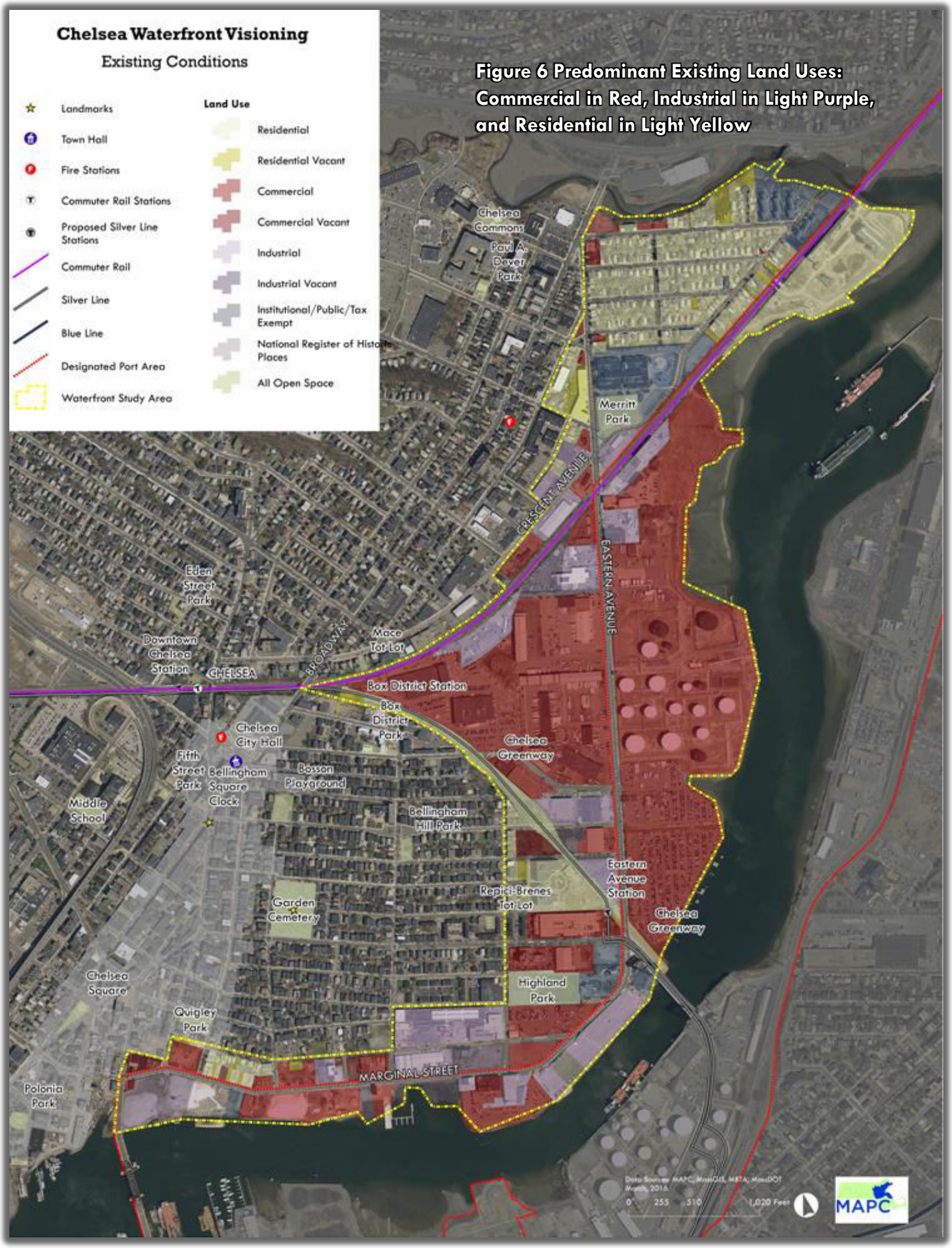


Figure 6 Predominant Existing Land Uses: Commercial in Red, Industrial in Light Purple, and Residential in Light Yellow

C. PLANNING CONTEXT

Rapid Transit Service, Transit-Oriented Development, and Multimodal Linear Park

Since 2013, the State's MassDOT has been working with the MBTA and the City of Chelsea on the extension of the Silver Line bus rapid transit line to connect Chelsea to South Station via East Boston and Logan Airport. Currently in Phase 1 of a three-phase construction sequence, this SilverLine Gateway extension will use abandoned railway to connect the Mystic Mall, downtown Chelsea and the study area through four stations in Chelsea: Eastern Avenue, Box District, Downtown Chelsea, and Mystic Mall. The existing commuter rail station will be relocated and transformed in a multimodal transit hub with both commuter rail and rapid transit service at the Mystic Mall station. This new transit line will also feature a parallel ¾-mile linear park to connect downtown Chelsea to study area and the waterfront.

In anticipation of the SilverLine mass transit service expected to be operational by mid-2017[10], the City of Chelsea worked with the Metropolitan Area Planning Council to conduct a Transit-Oriented Development (TOD) study[11] for smart growth recommendations to leverage the forthcoming service and infrastructure improvements by planning for development with anti-displacement policies and regulations in place. A retail and housing market demand analysis was completed as part of the TOD study in March 2016. The study areas of the TOD and waterfront vision studies overlap greatly, and more importantly the trade/market areas analyzed for the TOD study entirely subsume the waterfront vision study area. Given this overlap, many of the following key insights from that analysis are highly applicable to the development potential of the two subareas most suitable for non-working port industrial, mixed-use smart growth development. These two areas are the areas highlighted in orange-yellow in Figure 5 that correspond to a portion of the Shurtleff-Bellingham neighborhood, and the Forbes and Eastern Avenue Extension sites. The key highlights from the TOD market analysis are the following:

Residential Market Analysis

- Potentially 2,300 to 2,600 additional residential units could be developed by 2020;
- Overwhelming demand for market rate multi-family units in apartment and/or condominiums closest to stations; and
- Crucial to include a mix of unit types and options affordable to a range of incomes since there are high levels of cost burdened households.

Retail Market Analysis

- 50,000 square feet of new retail space in approximately 13 new establishments, could potentially be supported by projected new and future residents;
- Greatest opportunities would be for eating and drinking establishments (with cuisines not currently offered), clothing stores, and specialty retailers (e.g. card/gift and home goods); and
- Closest to stations and new development.

The waterfront vision seeks to complement that study by recommending how to leverage the same transit service and multi-use shared path (also known as the Chelsea Greenway) to serve both the working port businesses as well as residents and visitors seeking access to the waterfront. The Chelsea Greenway will create an additional direct connection from the Bellingham Square area including Chelsea City Hall through

[10] Source: http://www.massdot.state.ma.us/silverlinegateway/DesignConstruction.aspx
[11] Source: http://www.mapc.org/chelseatod

the Box District toward a Waterfront Vision recommended gateway/node flanking the Chelsea Street Bridge on the waterfront. Additionally, the waterfront vision seeks to create new connection through the industrial triangle which abuts the Chelsea Greenway, and improve connections to Eastern Avenue and toward the waterfront.

Climate Change and Sea Level Rise

While the scope of work for the Waterfront Vision did not afford time and resources to analyze climate change and sea level rise issues, it is important to acknowledge that future use and improvement of the waterfront must address it to reduce future risk. In 2015, the City of Chelsea's Department of Planning & Development supervised students from Worcester Polytechnic Institute (WPI) who provided climate change adaptation guidelines for its development review process with funding from an MIT Sea Grant. Subsequently, the City re-engaged the same partners for a climate risk and vulnerability analysis for select city-owned properties. It is highly recommended that a comprehensive analysis of the waterfront accompany the Municipal Harbor Planning process.

D. RELATIONSHIP TO PREPARATION OF MUNICIPAL HARBOR PLAN

As alluded to, a goal of the Waterfront Vision Plan was to engage community workshop participants in thinking of ideas on how to improve community access to the waterfront. The areas explored for improving community access included the industrial working port areas and the less restrictive waterfront areas of Mill Creek and the Forbes and Eastern Avenue Extension sites; as well as the non-waterfront areas where connections across the roadway spine were emphasized. The ideas explored included community programming activities and events, streetscape improvements, non-working port mixed-use development in appropriate areas, public open space areas where appropriate, and the identification of real world examples of water-dependent industrial uses in use in other working waterfront areas within the New England region. Several of these uses would serve the interests of the Chelsea community and make the working port more accessible and welcoming. It was of high importance during the Waterfront Visioning process to illustrate and make technical and abstract planning and regulatory concepts as accessible as possible to workshop participants through the use of photos and illustrations; particularly with regards to some of the Commonwealth's required regulations in Designated Port Areas. The ideas and recommendations from the Waterfront Vision are intended to inform the City's Municipal Harbor Plan. It is hoped that that harbor planning process will incorporate the feedback that workshop participants provided during the workshops.

VII. EXISTING CONDITIONS

The following section focuses on the existing conditions of the waterside portion of the study area that remains within the Designated Port Area, and continues to possess the greatest regulatory constraints. Presently, there are limited opportunities for community access along the Chelsea Creek and Mill Creek waterfronts. This can be attributed to a combination of necessary but opaque requirements to protect parts of the waterfront for maritime industrial uses that support the regional economy, market conditions, and homeland security concerns. The waterfront portion of the study area has two large areas within the working port dedicated to maritime industrial uses representing approximately 106 acres. These are the Eastern Minerals business operations and salt piles along Marginal Street, and the Gulf Oil tank farm and operations along Eastern Avenue. Both uses respectively service the regional needs for winter salt for icy roadways, and for fuel for homes and businesses (including heat in the winter).

In 2013, Eastern Minerals entered into an agreement with the City (as part of its Special Permit allowing expansion of the salt pile area) to create the Publicly Organized Recreation Territory (PORT) Park community access point near the easternmost salt pile. The Gulf Oil tank property, occupying approximately 44 acres, is more cut off from adjacent properties due to security concerns, and community aspirations to improve the waterfront have thus far been limited to circumnavigating the property along Eastern Avenue to reach other parts of the waterfront.

Between these two water-dependent uses, the dominant land use is comprised of rental car facility parking lots, primarily on land directly on the waterfront on opposite sides of the Chelsea Street Bridge. These parcels have been used for over a decade as rental car facilities to support the needs of Boston Logan Airport travelers as well as the local tax base. The use exists under the Commonwealth's Chapter 91 licensing program. The terms of these particular licenses allow temporary uses on the industrial waterfront in consideration that the sites are undergoing environmental remediation and efforts by the property owners have been unsuccessful in attracting water-dependent industrial tenants. Under the licensing agreement, the existing rental car business on Marginal Street is required to provide perimeter access along the property to the waterfront for viewing areas. This access has been provided but the implementation of its design, signage, and maintenance does not make it readily apparent or inviting to the casual passer-by or to residents seeking enjoyment of the waterfront. Please refer to Figure 7 for photographs of existing community signage and an access point that meets the letter of the law but fall short of the spirit.

Figure 7 Existing Community Access Signage and Access Points That Meet the Letter of the Law but Fall Short of the Spirit





To the northeast of the Gulf Oil tank farm, the remainder of the Chelsea Creek waterfront is being utilized for primarily warehouse and light industrial uses on the uplands part of the Eastern Avenue Extension site and vacant in its lowland areas near coast. The City's Mary C. Burke Elementary School Complex, housing approximately 1,200 students, is located at the intersection of Eastern Avenue and Crescent Avenue. The Forbes site remains underutilized on its upland portion and vacant in its lowland portion. These latter sites hold a great deal of potential for smart growth development that can invite the community, increase the City's tax base, and allow areas of perimeter waterfront access. However, these two sites have great transportation access constraints since each of them can only be accessed by a single point with the Forbes site's connection being a highly residential one.

Lastly, the Mill Creek waterfront currently offers limited visual access of the waterfront at the ends of Mill Court and Clinton Court in the Chelsea Housing Authority housing complex. The remainder of that waterfront has privately owned, small residential dwellings along it.

Figure 8 View of PORT Park



Figure 9 Google Earth Aerial View of Portion of Chelsea Creek DPA



VIII. SUMMARY OF THE LAWS & REGULATORY FRAMEWORK

The following is a brief summary of the law and regulatory framework that affect what can be developed on the waterfront, how the waterfront can be accessed by the community, and how there are different competing interests for use of the Chelsea Creek watersheet. These laws and regulations are factored into the recommendations in the Waterfront Vision and will also inform the forthcoming Municipal Harbor Plan. The recommendations of the Waterfront Vision seek to strike a balance so that community access can be achieved in a manner that is safe for the general public and that results in at least two tangible, pleasant and useful open space activity nodes. The feasibility and success of the proposed activity nodes will also depend on how working port uses and WDI supporting/accessory/temporary uses are laid out on the sites in relation to the nodes. The recommendations chapter elaborates on the arrangement of the generalized macro land use areas.

A. FEDERAL REGULATIONS

1. FLOOD PLAINS, AND FEMA

The Federal Emergency Management Agency (FEMA) is an agency of the United States Department of Homeland Security created and implemented in the years 1978-1979 to coordinate the response to disasters that overwhelm local and state resources. FEMA also seeks to mitigate impacts such as loss of property and life by identifying risk areas. As part of this mission, FEMA strives to facilitate – through the National Flood Insurance Program (NFIP) – the availability of flood insurance to property owners located in flood plains. Additionally, it works to enforce "no-build zones" in flood plains, and relocate or elevate at risk-structures. The NFIP produces Flood Insurance Rate Maps (FIRM) that outline flood plain risk zones, with the most recent maps effective as of March, 2016.

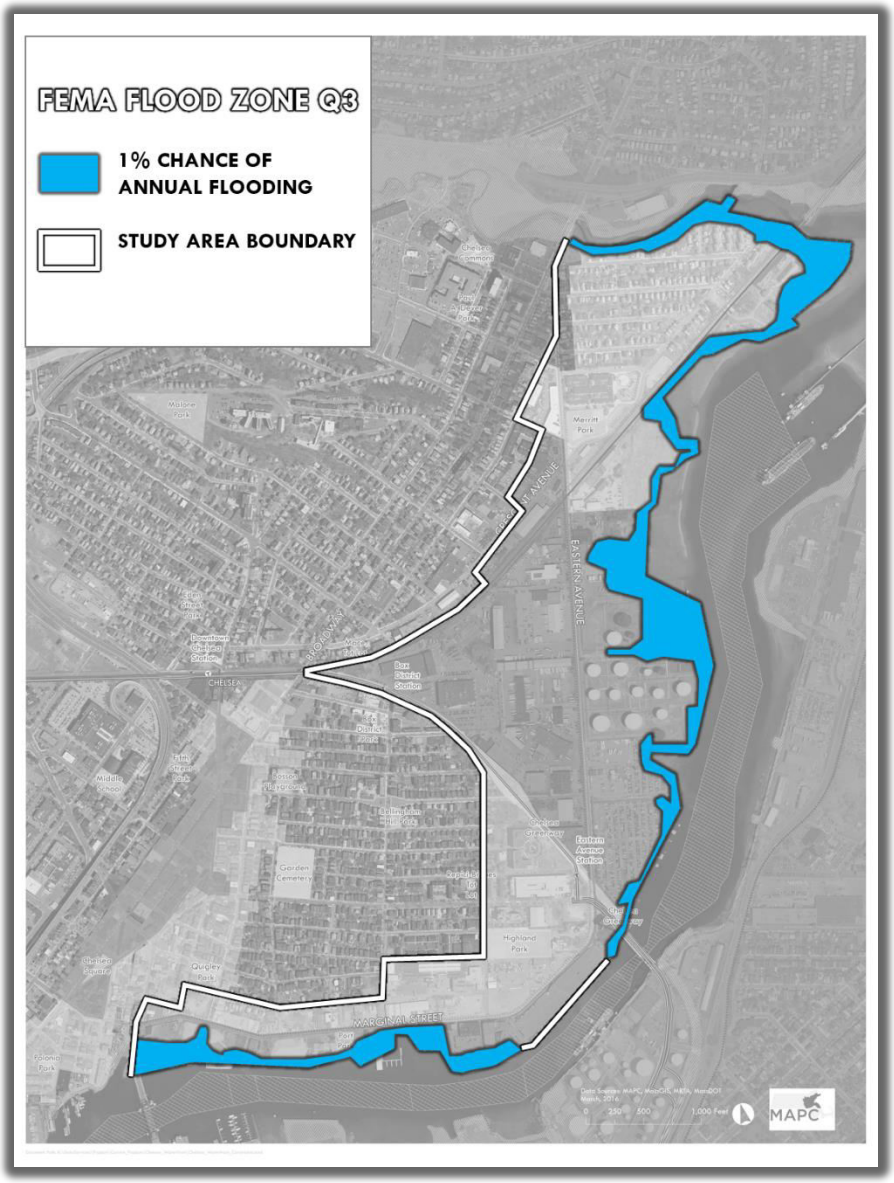
Portions of the Chelsea Creek waterfront are located in the "1-percent annual chance floodplain" (also known as the "100-year floodplain") as shown in blue in Figure 10. The outline is based on 2015 Q3 flood data and can be used for insurance purposes and planning activities but not for site design or official flood risk determinations, for which the official FIRM paper maps must be consulted. The terms can be misleading and oftentimes misinterpreted. The "100-year floodplain" does not mean that a flood that will occur once every 100 years. Instead, it is the flood of an intensity that has a 1-percent chance of being equaled or exceeded each year. In other words, the 100-year flood could occur more than once in a short period of time as well as within the same month.

The NFIP Floodplain Management Requirements[12] outlines standards for developing in the floodplain in order to ensure that: (a) new development does not cause increased flooding in other areas; and (b) new buildings will be protected from the base flood. The requirements vary depending on the specific nature of the development (with higher requirements for residential buildings) but the idea is to elevate the groundfloor above the base flood level as well as regulate the construction and use of basements. The City of Chelsea's

[12] Source: https://www.fema.gov/pdf/floodplain/nfip_sg_unit_5.pdf

zoning maps also include a Floodplain Overlay District with municipal regulations relative to development tin the floodplain (please refer to the zoning section of the plan).

Figure 10 Schematic Representation of the Federal Emergency Management Agency (FEMA) – 1% Chance of Annual Flooding Area within Study Area – March 2016



2. HOMELAND SECURITY

The United States Coast Guard is a military organization that in 2003 was transferred to the U.S. Department of Homeland Security. The First Coast Guard District located in Boston, Massachusetts assists in providing homeland security, environmental protection, and maritime security for activities along the Chelsea Creek and Boston Harbor. Among the Coast Guard's eleven statutory missions, is that of administering its primary homeland security mission through the Ports, Waterways and Coastal Security (PWCS) program. The purpose of the PWCS program is to prevent terrorist attacks along US marine transportation waterways (such as the Chelsea Creek) on vessels, critical infrastructure and key resources (such as the oil tank farms along the Chelsea Creek DPA). Specifically, the escorting of "ships deemed to present or be at significant risk" and the enforcement of "fixed security zones at maritime critical infrastructure" are activities the Coast

Guard performs along the Creek when overseeing the arrival and departure of oil tankers for the security of the vessels as well as the populations along the Creek.

These homeland security regulations and concerns are one of many factors that have been taken into consideration for the recommendations in the Waterfront Vision Plan. These issues influence not only what uses can be sited immediately adjacent to the sensitive and key resources such as the oil tanks but also the use of the watersheet. As the challenges chapter of the Waterfront Vision will elaborate on, it will require the balancing of numerous plan goals, and laws and regulations during the MHP process to determine what is safe for the general public in terms of access and recreation, the interests of the waterfront businesses, and the protection of the regional and national economy.

3. ARMY CORP OF ENGINEERS, COASTAL ALTERATIONS, AND WATERWAYS

The United States Army Corps of Engineers (USACE) is a U.S. federal agency generally associated with dams, canals and flood protection. Part of the corps' mission is to "deliver vital public services" and "energize the economy" through various civil engineering projects. Among them, the USACE's projects include flood risk management under the 1936 Flood Control Act. Another example of their work that is particularly pertinent to Chelsea Creek is dredging for waterway navigation under the 1899 Rivers and Harbors Act. This area of work is done to support navigation by maintaining and improving channels for commercial transportation to support the national economy. Water-borne commercial transportation carries 1/6th of the country's inter-city cargo at a much lower cost than rail or truck freighting. Additionally, the USACE enforces environmental regulations such as the 1936 Clean Water Act through "public interest review". It has authority over the discharge of dredged or fill material into the "waters of the United States" including wetlands. For any such work, a general permit is needed. The New England District of the USACE has issued regional general permits for certain activities that have minimal adverse effects. Any other activities require an Individual Permit which requires a public review process.

It is worth nothing that in the interest of supporting the national economy, the USACE recently invested significant resources in the widening and deepening of the navigable channel within Chelsea Creek to allow deep draft vessels. The 2013 Federal Deep Draft Navigation Improvement Project for Boston Inner Harbor[13] (see Figure 11 and Figure 12) proposed to deepen and widen the Chelsea River Channel (within the Chelsea Creek) from 38 feet deep to 40 feet deep. This will aid commercial vessels including the oil tankers transporting fuel for the Boston region to the Gulf Oil Designated Port Area in Chelsea, as well as tank farms in East Boston. Any potential developments along the waterfront that seek propose any alterations to the coastline or waterways, will be subject to USACE review.

4. FEDERAL COASTAL ZONE MANAGEMENT ACT (CZMA)

A significant area of Chelsea is located in the coastal zone. In response to the 1972 CZMA, the Commonwealth developed its own Coastal Zone Management program in order to conduct a "federal consistency review" for most proposed projects that: (a) are located within the coastal zone or can reasonably be expected to affect a use or resource of the zone, and/or (b) require federal licenses or permits, receive certain federal funds, are a direct action of a federal agency, or are part of outer continental shelf plans for exploration, development, and production.

[13] Source: http://www.nae.usace.army.mil/Portals/74/docs/topics/BostonHarbor/DeepDraftFSEIS2013.pdf

Figure 11 Figure from 2013 Boston Harbor Deep Draft Navigation Project Showing Proposed Chelsea River Channel Improvements in Relation to Greater Boston Harbor Improvements

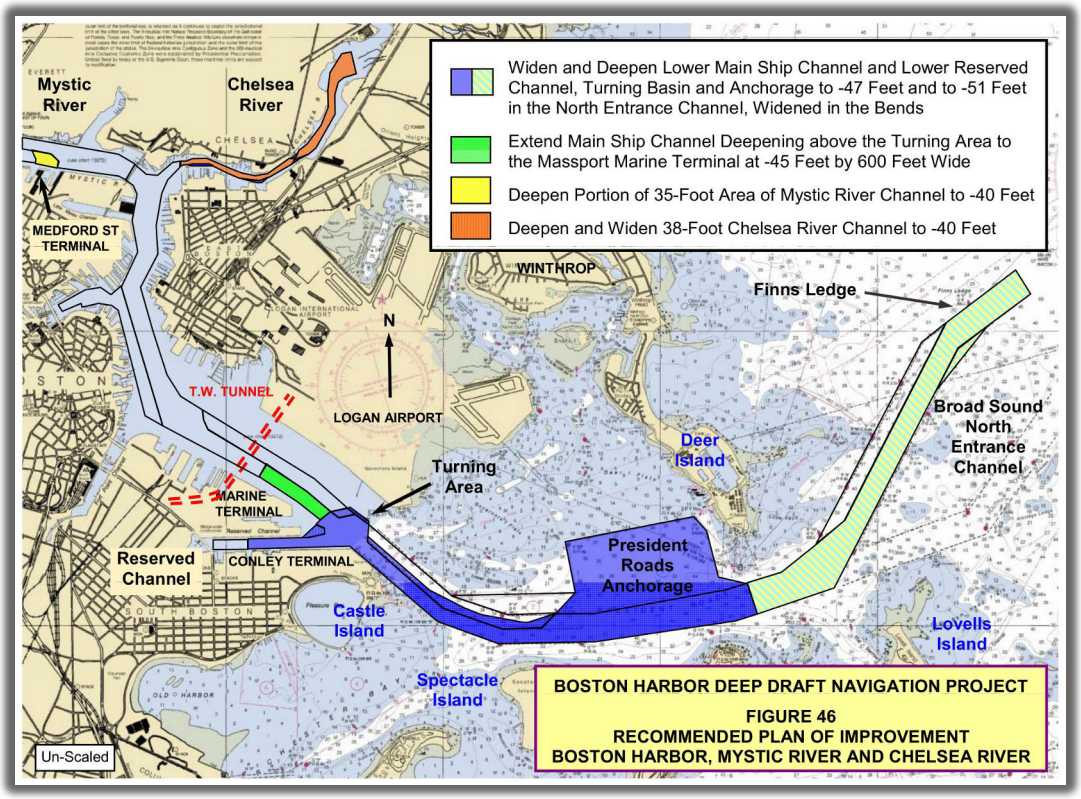
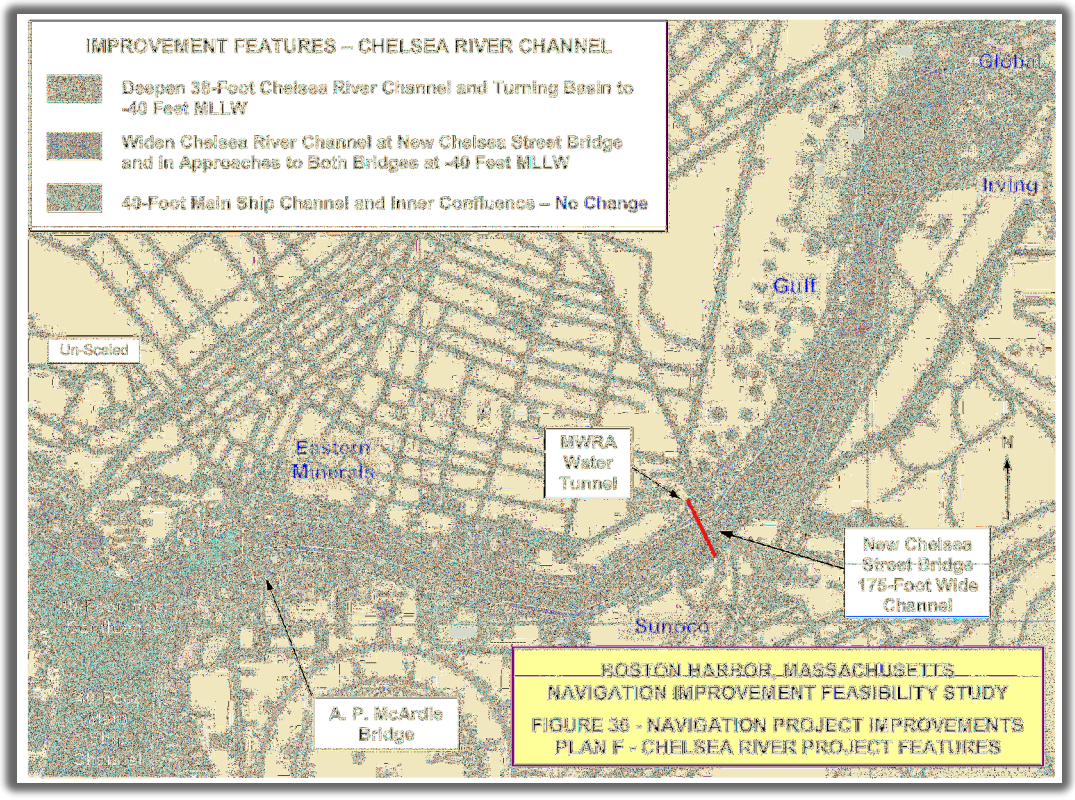


Figure 12 Figure from 2013 Boston Harbor Deep Draft Navigation Project Showing Improvement Features of the Chelsea River Channel



B. STATE REGULATIONS

The State administers two sets of regulations along the Chelsea waterfront that greatly impact what types of uses and activities are allowed. These two sets of regulations, which are described in the following section of the Waterfront Visioning Plan, will be a point of departure (together with community feedback from the waterfront visioning workshops) for the City and community to propose a tailored approach to meeting the intent and purpose of *both* of these regulations in the form of the City's own Municipal Harbor Plan.

1. CHAPTER 91 – THE MASSACHUSETTS PUBLIC WATERFRONT ACT

Based on the "public trust doctrine" from the Massachusetts Bay Colony's Colonial Ordinances of 1641-1647 which stated that "the air, the sea and the shore belong not to any one person, but rather to the public at large", the Commonwealth created the Chapter 91 (Ch. 91) waterways licensing program[14] in 1866. The Massachusetts Department of Environmental Protection's (MassDEP) Waterways Regulation Program is the primary State department charged with implementing Ch. 91 (found in 301 CMR 9.00). Among the many program goals, are the following ones that are particularly pertinent to understanding how to forge a community waterfront vision for Chelsea:

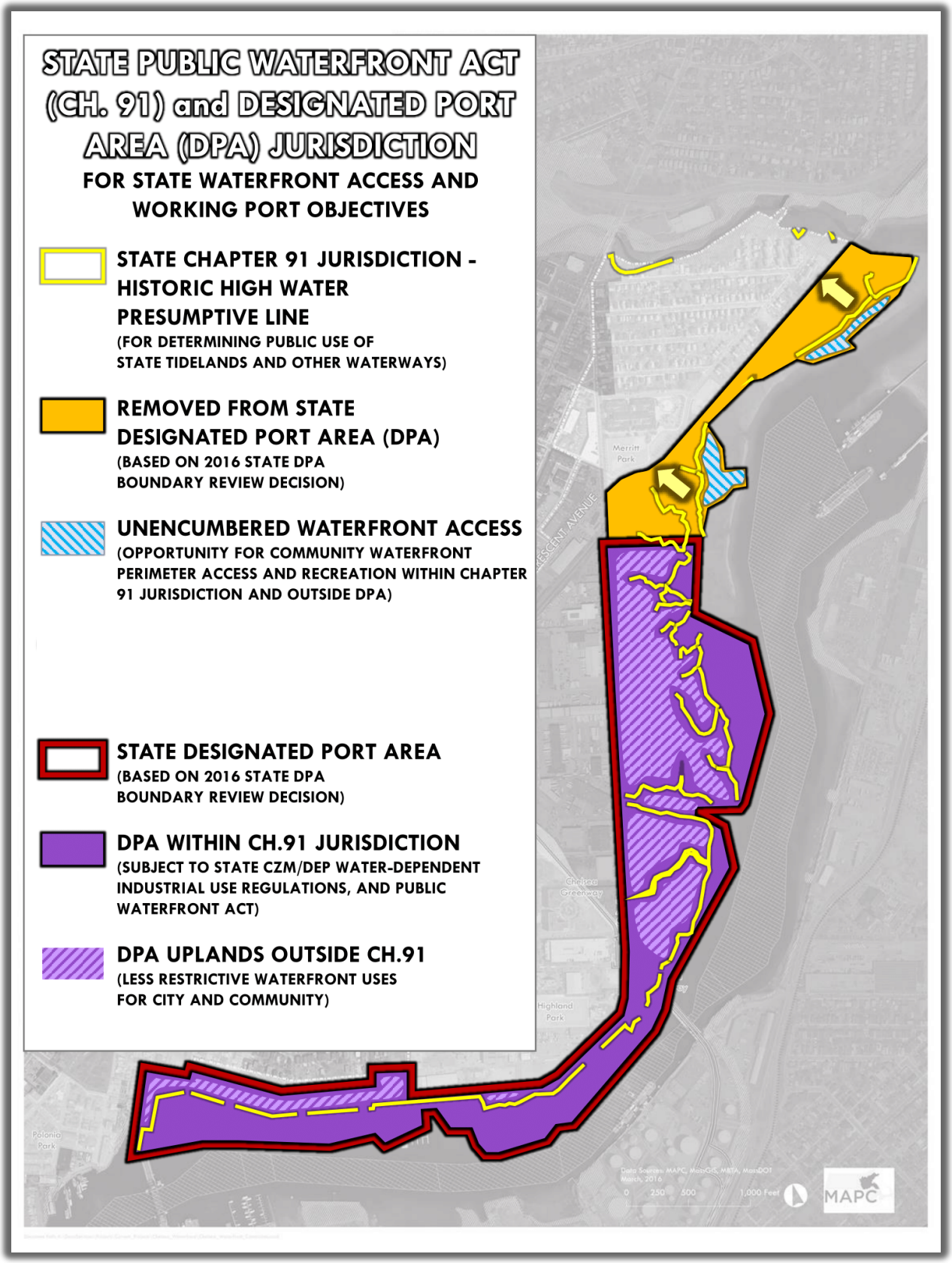
- Preservation of pedestrian access along the water's edge for fishing, fowling and navigation;
- In exchange for permission to develop non-water dependent projects on Commonwealth tidelands, the provision of facilities to enhance public use and enjoyment of the water;
- Protection of tidelands for commercial fishing, shipping, passenger transportation, boat building and repair, marinas and other activities for which proximity to the water is either essential or highly advantageous;
- Protection of waterfront property owners' right to approach their property from the water; and
- Encouragement of municipal harbor plans to forge local interests with the Commonwealth's statewide concerns.

For the purposes of the Chelsea Waterfront Vision, the public interest protections afforded by Ch. 91 will provide a great deal of opportunity through the forthcoming MHP process for robust community waterfront access in the areas highlighted in the blue and white hash lines in Figure 13. The yellow boundary in the same figure represents the historic Mean High Water (MHW) Ch. 91 shoreline. This MHW Ch. 91 line is used to establish Chapter 91 jurisdiction, and regulate seaward (Filled Tidelands) areas from landward areas depending on whether they are located within or outside of a DPA.

Within the DPA area outlined in red in Figure 13, Ch. 91 jurisdiction is limited to the Filled Tidelands that are bound by the yellow boundary and the area seaward of it. It is this part of Chelsea's waterfront where there will be a challenge to accommodate both sets of regulations in a manner that strikes a new balance. With the exception of PORT Park, previous measures have been limited and/or yielded Ch. 91 access areas that are not readily apparent to passersby and fall short of the intent. The Waterfront Vision recommends employing a combination of measures to balance both to concentrate: (a) existing and/or potential perimeter access areas, (b) WDI supporting/ administrative/accessory revenue-generating uses; and (c) community-oriented uses; into a single area for a robust activity node that is at the perimeter of working port industrial uses. In this manner, a greater separation of the uses will allow both to function in proximity without impeding the other. The following section explains the other set of State waterfront regulations that need to be addressed and balanced with Ch. 91 public waterfront access regulations.

[14] Source: http://www.mass.gov/eea/agencies/massdep/water/watersheds/chapter-91-the-massachusetts-public-waterfront-act.html

Figure 13 State Public Waterfront Act (Chapter 91) and Designated Port Area (DPA) Boundaries



2. DESIGNATED PORT AREAS (DPAS)

A large portion of the waterfront within the study area is regulated by the Commonwealth of Massachusetts to allow very specific working port industrial uses that need to use the watersheet to operate, and are essential to the economy of the port of Boston, the region and the state. Please see Figure 14 for a schematic map of their locations. These strictly regulated areas are known as Designated Port Areas (DPAs), and the Chelsea Creek DPA is one of ten in the State. They are limited to Water-Dependent Industrial (WDI) uses that meet the following criteria[15]:

Types of Uses

- commercial fishing, shipping, and other vessel-related marine commercial activities, and/or
- manufacturing, processing, and production activities that require marine transportation or need large volumes of water for withdrawal or discharge

Infrastructure Needs

- a waterway and associated waterfront that has been developed for some form of commercial navigation or other direct utilization of the water;
- backland space conducive in both physical configuration and use character to the siting of industrial facilities and operations; and
- land-based transportation and public utility services appropriate for general industrial purposes.

In the interest of the regional and state economy, the Commonwealth protects these areas because they cannot be sited in many locations along the Commonwealth's coastlines due to the lack of areas that possess the aforementioned attributes. By contrast, other uses that are not industrial and do not depend on the water can be sited in far greater locations throughout the state. Regional, national and global economic cycles are unpredictable, and once given away to other uses, these deep berthing areas would be hard to revert to port areas.

In April 2016, CZM completed a review of the DPA landside boundaries for the Chelsea Creek DPA. The DPA boundary review decision[16] removed the Railroad South and Railroad North planning units from the Chelsea Creek DPA. These two areas correspond with the Eastern Avenue Extension and Forbes sites, respectively. An important reason for its removal was that it no longer possessed some of the aforementioned criteria. Once completed, boundary reviews cannot be conducted within the subsequent five years.

The waterfront vision will focus on different types of community access and use recommendations for the DPA areas and the Forbes/Eastern Avenue Extension/Mill Creek areas.

[15] Source: http://www.mass.gov/eea/agencies/czm/program-areas/port-and-harbor-planning/designated-port-areas/
[16] Source: http://www.mass.gov/eea/docs/czm/port-harbor/decisions/chelsea-creek-dpa-designation-decision-2016.pdf

Figure 14 Chelsea Creek Designated Port Area
in the Context of the Other State DPAs and that of the Eastern United States



3. THE MASSACHUSETTS WETLANDS PROTECTION ACT

The Massachusetts Wetlands Protection Act (MGL Chapter 131, Section 40) identifies wetlands as a resource in need of protection and regulates the alteration of wetland areas. Among other interests, the law recognizes the value of wetlands as significant to erosion control, prevention of pollution, protection of groundwater supply, and wildlife habitat. The law establishes standards which development in or near wetlands must meet in order to qualify for a permit from the local Conservation Commission.

C. CITY ZONING

1. OVERVIEW OF ZONING DISTRICTS WITHIN THE STUDY AREA

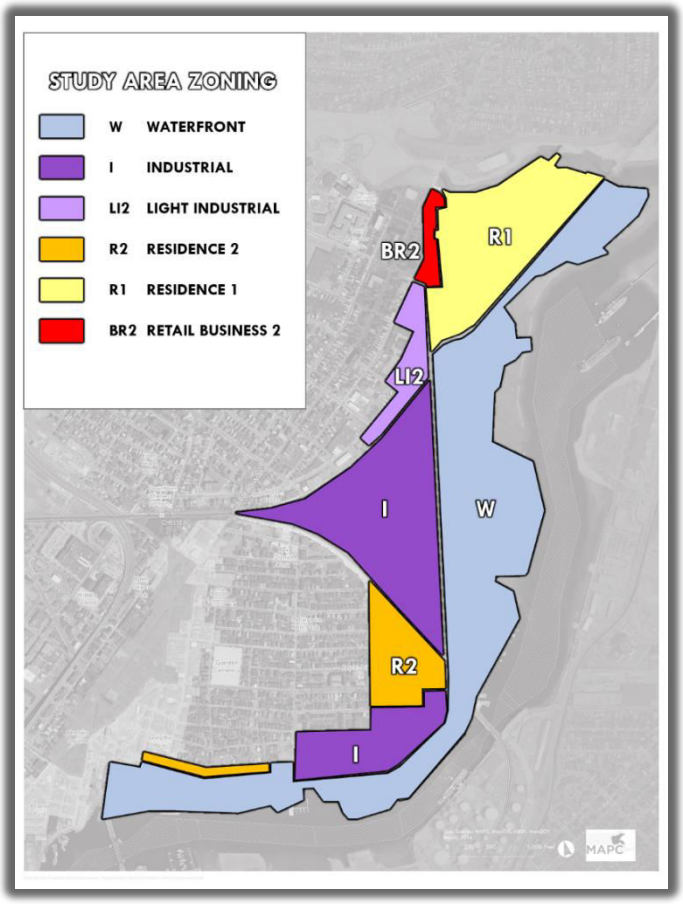
Chapter 34 of the City of Chelsea's Code of Ordinances regulates zoning for the City. As can be seen in Figure 15 in the light blue color, a large swath of the study area are covered by the Waterfront (W) zoning district east of Crescent and Eastern avenues and south of Marginal Street. The purpose of the W district is for uses which are water related and/or which benefit from proximity to the airport or the harbor, and to encourage public access to the waterfront.

A considerable amount of the study area is within the Industrial (I) zoning district as shown on the map in dark purple within an area known as the Industrial Triangle between the MBTA commuter rail tracks, the SilverLine and multi-use path under construction, west of Eastern Avenue. The purpose of the I district is to provide for research, manufacturing, wholesaling, and related distribution activities in locations with suitable access and where such activities can occur without an adverse impact upon residential areas

A sizeable portion of the Mill Hill neighborhood is located within the study area and is regulated by the Residence 1 (R1) zoning district in yellow, the Retail Business 2 (BR2) zoning district in red, and the Light Industrial/Office 2 (LI2) zoning district in light purple on the map. The purpose of the R1 district is for residential and associated uses. The purpose of the BR2 district is for uses that support nearby residential areas and to allow residential buildings and housing above ground floor retail. The purpose of the LI2 district is for light industrial uses compatible with the adjacent residential district.

A small portion of the Shurtleff-Bellingham neighborhood is located within the study area and is covered by the Residence 2 (R2) zoning district in orange, and the Industrial (I) zoning district in purple just south of the R2 district. The purpose of the R2 district is to provide for multifamily dwellings and associated uses. The purpose of the I district is to provide for research, manufacturing, wholesaling, and related distribution activities in locations with suitable access and where such activities can occur without an adverse impact upon residential areas.

Figure 15 City Zoning within Study Area



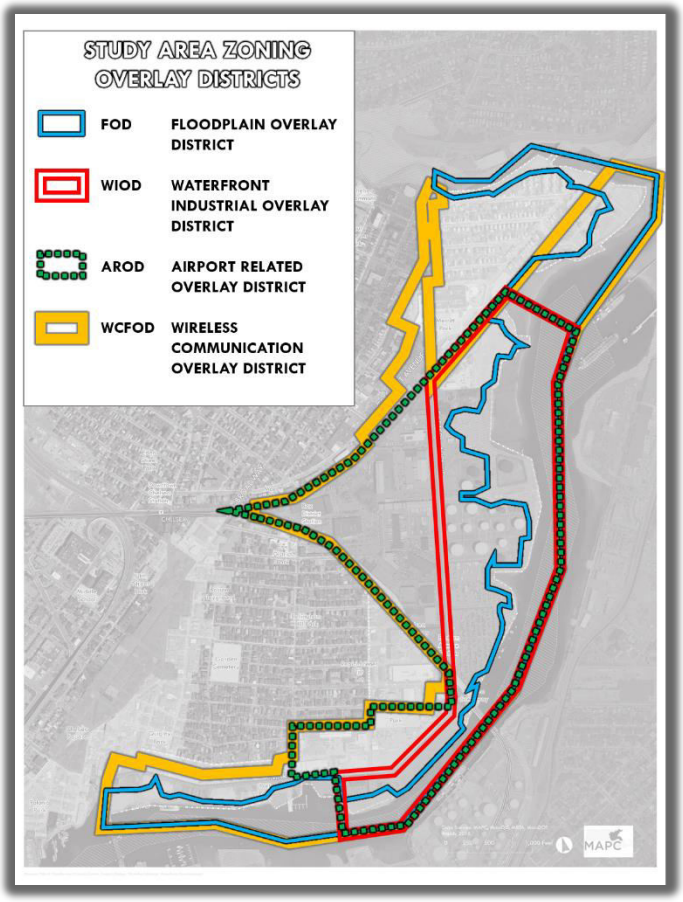


Figure 16 City Zoning Overlay Districts within Study Area

2. HOW EXISTING ZONING RELATES TO PURPOSE OF THE VISION

Use Regulations in Pertinent Underlying Zoning Districts[17]

For the purposes of the scope of work for the waterfront visioning (and in addition to exploration of maritime industrial uses that are public friendly), only generalized land use mixes and building range preferences were explored during the workshops for two subareas. These two subareas are the Forbes and Eastern Avenue Extension sites on the waterfront and the portion of the Shurtleff-Bellingham neighborhood that is within the study area (see areas labelled Shurtleff-Bellingham and Waterfront in Figure 2). These areas are deemed suitable for non-working port uses that are oriented to the community and general public to attract people near and toward the waterfront. The following pertinent use regulations from the Table of Principal Use Regulations in Section 34-300 are highlighted because the manner in which they are currently regulated affects the potential for advancing the goals of the waterfront vision. The recommendations chapter of the Waterfront Vision will include recommendations to regulate them differently so as to be consistent with State Coastal Zone Management regulations as well as the City's and community's goals for the waterfront.

[17] This section only discusses the underlying zoning, and does not address Planned Developments, which may allow greater flexibility of uses, heights, and dimensions.

Highlighted use regulations in the W zoning district that are pertinent to the vision:

- The use table allows four types of residential uses by-right and another four by special permit in the Waterfront (W) zoning district (please see the listed uses in Appendix A). Other than the northern portion of the State Designated Port Area (DPA) that was removed, the majority of the City's W district remains in the DPA. Residential uses in the lowland DPA areas[18] that are within the Chapter 91 jurisdictional boundary shown in Figure 13 are inconsistent with the protection and function of the working port. Most of these residential uses are equally ill suited within the DPA upland areas that are not subject to Chapter 91 jurisdiction because they do not advance the community and City goal of creating a public realm near the waterfront that provides community access, views of the waterfront and passive recreational areas.
- There are three uses listed in the appendix on page 69 that relate to mixed-use upper-story residential developments with ground floor retail/office uses. These three uses have the potential to forward the community/City vision if the design and site layout are done in a careful manner to facilitate visual and physical access of the general public around and/or through the ground level of the development. These uses are deemed compatible because the ground floors are public in nature, and do not become de facto residential front yards. Within the area of the W zoning district that was removed from the DPA[19], these uses are deemed compatible with the vision and were among one of several uses the community expressed a preference for. Within the remainder of the W zoning district that is still within the DPA, these uses are plausible from a regulatory standpoint since they are outside of the Chapter 91 jurisdiction and they could be developed with very a thoughtful site layout that has a porous interface with the public realm. However, their adjacency to existing and future working port uses within the Chapter 91 jurisdictional tidelands may require security measures and more robust and innovative environmental buffering/screening.

Highlighted use regulations in the R2 zoning district that are pertinent to the vision:

- In addition to the area covered by the W zoning district, the other part of the study area that workshop participants were polled on for their preference for uses and building height ranges was the portion of the Shurtleff-Bellingham neighborhood that it is regulated by the R2 district in orange and the I district to the south of it in dark purple. The following uses within the R2 district are being highlighted from the City's land use regulations table because they are pertinent to waterfront vision. A recommendation is made in the chapter of the waterfront vision plan for the R2 zoning district boundary to subsume the part of the I district that is east of Willow Street. This recommendation and the following highlighted uses are geared toward zoning amendments that are aligned with the community feedback from the workshops and the waterfront vision. The remainder of the I zoning district is to remain with the current City zoning regulations to protect the existing industrial businesses.
- The use table currently regulates multifamily residential uses in a manner that is contrary to the waterfront vision as well as the stated purpose and intent of the R2 zoning district, which is for "multifamily dwellings and associated uses." Please see appendix on page 73 for a color-coded listing of the uses as the City presently regulates them. Presently, multifamily

[18] These are low lying tideland areas along and near the coastline that are subject to tidal flooding, and reflected in Figures 4 and 6 that show FEMA's Q3 100-Year Flood Zone, and the City's Floodplain Overlay District, respectively.

[19] The Forbes and Eastern Avenue Extension sites.

dwellings with "six or fewer dwelling units" and "12 to 35 units per acre" are not allowed. Multifamily residential with "four or more dwelling units" are confusingly required to be reviewed through the special permit process. Oddly enough, despite the R2 district being designated as a multifamily zoning district, single-family, two-family and three-family dwellings are allowed by-right. Additionally, residential dwellings are not allowed above retail, offices or other businesses, and is contrary to the "associated uses" part of the zoning district's purpose and intent, as well as with the vision's goal of mixed-use development with public ground floor uses in proximity to the waterfront.

- In addition to the aforementioned residential use regulations within the R2 district, the R2 existing regulations restrict the following commercial uses in a manner that is not conducive to promoting ground floor uses. Allowing the following uses can activate the streetscape and encourage residents to visit the waterfront area. The following uses are not allowed and should be allowed by-right to complement multifamily residential development:
    - Bakery, delicatessen, candy, fish, including accessory food service
    - Book, stationery, gift, clothing, dry goods, hardware, jewelry, or variety store
    - Convenience store with hours of operation not to exceed 5:00 a.m. to 11:00 p.m.
    - Supermarket and grocery store
    - Retail stores and services not elsewhere set forth
    - Restaurant, including service of alcoholic beverages
    - Restaurant, drive-in or fast food
    - Professional, business and governmental offices
    - Bank, financial agency
    - Personal service establishment
    - General service establishment
    - Art use.

  Additionally, the following uses are not allowed and warrant further study by the City in a separate rezoning process that is coordinated with the future development of a Municipal Harbor Plan. The first two items received less community interest during the workshops as measured by the preference polls. For the remaining uses, it is not clear based on community feedback whether these uses are ideal near the waterfront for the purposes of community access and celebrating the waterfront.
    - Hotel, inn, motel, tourist home
    - Hotel/motel, extended stay lodging
    - Convenience store with hours of operation exceeding 5:00 a.m. to 11:00 p.m., and/or with the sale of beer and/or wine
    - Convenience store with the sale of alcoholic beverages other than beer and/or wine
    - Supermarket with hours of operation exceeding 5:00 a.m. to 11:00 p.m., and/or with the sale of beer, wine and/or other alcohol
    - Medical centers
    - Theaters, concert halls and cinemas
    - Trade and craft establishments
    - Health and fitness club.

Building Height Regulations in Pertinent Zoning Districts

The following existing maximum building heights from the Table of Dimensional Regulations in Sec. 34-262 are highlighted because they relate to the recommendations for advancing the goals of the waterfront vision. They are limited to the subareas within the study area where physical growth in the form of new construction and redevelopment were one of the primary goals.

- The maximum building height in the R2 zoning district for apartment buildings is 4 stories and 40 feet. This portion of the zoning district corresponds to the portion of the Shurtleff-Bellingham neighborhood that is within the study area. Chapter IX of the waterfront visioning plans provide greater detail on the community's preferences for density in this area. In general, the preference of the attendees polled at the community workshop supported a maximum building height of five stories.
- The maximum building height in the W zoning district is 35 feet without a specified number of stories. The preference of the attendees at the visioning workshops supported a maximum building height of eight stories by-right within the northernmost portion that corresponds to the Forbes and Eastern Avenue Extension sites. Chapters IX and XI elaborate more on community input and the recommendations for height in this area.
- The maximum building height in the I zoning district is 40 feet without a specified number of stories. Development heights were not explored for this area.

Overview of Overlay Districts that Modify Underlying Zoning Districts

Additionally, varying parts of the study area are covered by zoning overlay districts as shown in Figure 6. The Floodplain Overlay District (FOD) shown in light blue corresponds with the FEMA 100-Year Floodplain boundary within the study area. The area shown in a double red line corresponds to the Waterfront Industrial Overlay District (WIOD) in City zoning code Sec. 34-179 and overlaps some of the City's side of the Chelsea Creek DPA. Overall, the purposes of the WIOD aligns with many of the Commonwealth's goals of promoting and protecting working port uses as well as providing public waterfront access where appropriate. The dotted green line on the map shows the boundary for the Airport Related Overlay District (AROD) which covers most of the study area except for the Mill Hill neighborhood, the Forbes site, and generally the study area west of Willow and Highland streets. Lastly, the Wireless Communication Facilities Overlay District (WCFOD) covers almost the entirety of the study area with the exception of the residential portion of the Mill Hill neighborhood. Section 34-182 states that the purpose of the overlay is to establish areas in which monopole structures for wireless communications purposes while minimizing visual impacts from such facilities on residential districts and scenic areas.

The following regulations from the aforementioned zoning overlay districts are highlighted because they affect the potential for advancing the goals of the waterfront vision. The recommendations chapter and the appendix on page 77 of the Waterfront Vision will include recommendations to regulate them differently so as to be consistent with State Coastal Zone Management regulations as well as the City's and community's goals for the waterfront.

Waterfront Industrial Overlay District (WIOD) – Sec. 34-179

The WIOD adds an additional overlay of regulations to the underlying W district. The boundaries of the WIOD and W districts do not correspond well to each other and as they presently exist do not lend themselves to further the vision for the waterfront. Many of the uses listed in the WIOD do not correspond

well to the underlying uses in the W districts use regulation table. Some of the use regulations items add confusion in how they are described from the overlay to the underlying district, and in some instances are inconsistent with each other. Furthermore, the need to consult two different sections of the zoning code to understand the land use regulations is not ideal from a resident and business standpoint. It is recommended that WIOD should be removed, and that recommended use regulation changes be added or done in the W district with any conditions such as square footage thresholds, site plan review, and special permitting annotated in the W district's dimensional regulations table.

The various uses that the WIOD Sections 34-179 (B), (C), (D), and (E) explicitly list in addition to cross-referencing the underlying use regulations from the W district's Section 34-300 are compiled in the appendix on page 77 for an assessment of how the various regulations relate to each as well as to the Waterfront Vision and the State's Chapter 91 and Designated Port Area objectives. For the purpose of determining consistency of City zoning with Waterfront Vision goals, the uses were examined to identify and allow the following:

- maritime-industrial, water-dependent uses in DPA areas that support the working port and are community-friendly;
- compatible commercial business uses (including maritime-related) that do not interfere with the working port and are community-friendly in and/or near the perimeter of DPA areas (DPA uplands outside Ch. 91 jurisdiction); and
- community-friendly uses in and/or near the perimeter of DPA areas to allow Ch. 91 public waterfront access.

It is worth mentioning that the maritime-related and waterfront-related uses listed in the zoning do not necessarily meet Massachusetts CZM/DEP requirements for maritime-industrial uses that are water-dependent within DPA areas and need deep water berthing areas.

The uses listed in the various WIOD subsections of Sec 34-179 were listed in bullet format, were a lot less numerous and did not cover many of the uses in the W district, and the wording of the many similar uses was different. Sometimes the land use regulation line item was more detailed and other times less detailed than comparable use items in the W district. Similar uses are grouped together and the Appendix provides insight into how the City could approach a rezoning effort in tandem with its Municipal Harbor Planning process. Use regulations in the Appendix that are grouped together with a question mark symbol ("?") are being suggested to be either consolidated for clarity and comprehensiveness into a single use item, or because the various related uses are confusing and being regulated in an inconsistent manner.

Between both WIOD and W use regulations, there are a total of 59 use items. These 59 items have been grouped into similar or sometimes overlapping items for a total of 33 items as numbered in the appendix on page 77. These 33 use items were then categorized into marine/waterfront related (not necessarily water-dependent industrial) industrial related, and commercial uses. The following use items referenced in the appendix are consistent with the vision and are being recommended be either allowed by-right or through Special Permit with site layout conditions of approval for connectivity: items 1-4, 6-11, 15-16, 18, and items 13, 22, 25, 26, 28-30-33 in DPA Uplands only.

Wireless Communications Facilities Overlay District (WCFOD) – Sec. 34-182

The regulations of the WCFOD do not impede the ability to realize the waterfront vision. The overlay district provides measures for minimizing visual impacts on residential districts and scenic areas.

IX. SUMMARY OF PUBLIC INPUT & GOALS

As part of the waterfront visioning process, MAPC designed and conducted two highly participatory workshops with community and other stakeholders to gain feedback on what to include in the vision. The workshops consisted of informative presentations on how the different stakeholder interests can find common ground for an overall vision for the waterfront that addresses the needs and goals of the residents, businesses, landowners, the Massachusetts CZM and DEP departments, and the City's tax base. The initial presentations were then followed by discussion and polling exercises where workshop attendees viewed different subarea maps and photo boards with use and improvement ideas. Participants were given a polling ballot (in English and Spanish) to choose their preference for different types of community and working port uses that were public-friendly and that would bolster the working port. Emphasis was given on: (a) the potential to improve the appeal of existing conditions; (b) residential and community access goals; (c) business and working port goals; (d) considering temporary uses together with community programming activities to enliven the waterfront until permanent open space, mixed-use and public-friendly water-dependent working port use are in place; (e) identifying which types of additional water-dependent working port uses can enhance the working port; and (f) that the different subareas would require different ideas but overall the study area would be connected through new and enhanced connections, and district branding.

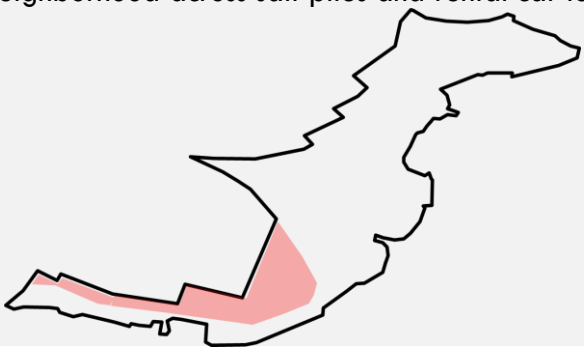
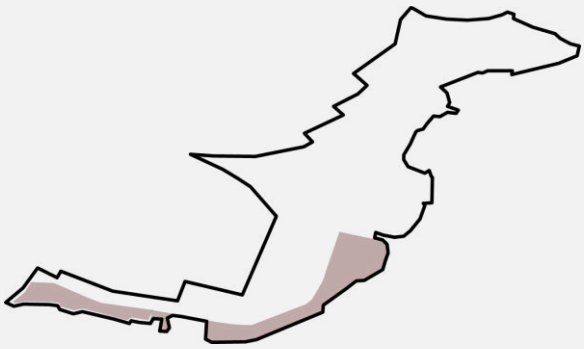
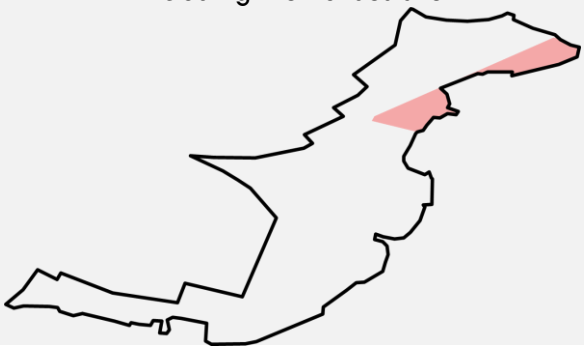
Figure 17 Examples of Polling Ballots and Visual Aids Used During Workshops



Overall, from the first community workshop, the ideas for improvements and uses with the most polling preference expressed involved a combination of:

a. using cargo containers to house uses and activities in underutilized areas; streetscape improvements for attractive and safe crossings;
b. development with upper-story housing;
c. small and large open spaces in both waterfront and neighborhood areas;
d. commercial passenger vessels from Chelsea Creek;
e. working port uses that could permit an observational/educational opportunity;
f. recreational boating along Mill Creek; and
g. public waterfront walkway along Forbes/Eastern sites and Mill Creek.

The following is a brief summary by subarea. Please see Appendix D for more details.

TOP IDEAS – MARCH 23, 2016	LOCATION
Interim • temporary, container "buildings" • community programming and neighborhood branding ideas • streetscape improvements • homes/mixed-use/retail *Future, permanent* • parks • crosswalks	Neighborhood across salt piles and rental car lots 
Interim • community programming • seafood restaurant – cargo container • crosswalks • commercial passenger vessel *Future, permanent* • seafood restaurant – brick/mortar • ferry service • interpretive working port signage • marine research, manufacturing, boat storage • cruiseport marine terminal / wedding function hall	Marginal Street waterfront including salt pile and lots 
Interim • streetscape improvements • pocket parks *Future, permanent* • large-scale open space • perimeter/Harborwalk waterfront public access • retail/mixed-use/homes	Waterfront near Mill Hill and Crescent Avenue including the Forbes site 

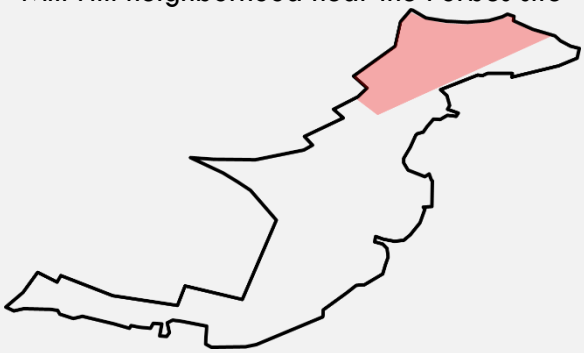
Interim

- community programming, neighborhood branding
- recreational boating, use of Creek
- pop-up container uses for community
- crosswalks, stop signs

Future, permanent

- public waterfront walkway
- pocket parks, hardscaped plazas
- interpretive signage, wayfinding

Mill Hill neighborhood near the Forbes site



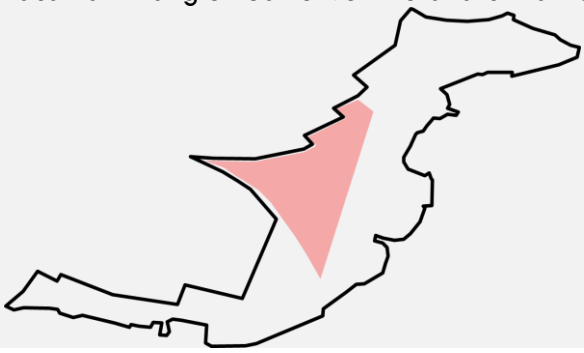
Interim

- streetscape improvements
- district branding
- container office buildings

Future, permanent

- industrial commercial/office buildings, brick/mortar
- industrial business park circulation "roads"

Industrial Triangle near SilverLine and oil tanks



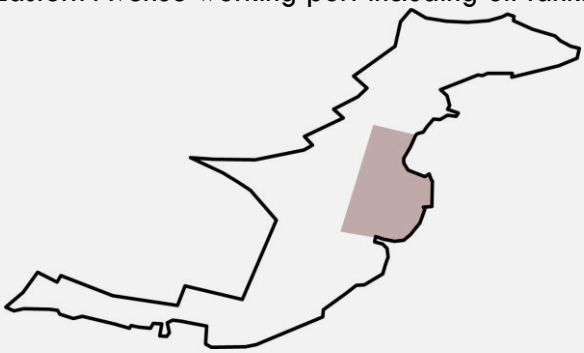
Interim

- container uses, community & office
- streetscape improvements
- DPA-supportive commercial uses or administrative offices, containers
- district branding

Future, permanent

- landmark public art
- DPA-supportive commercial uses or administrative offices, brick/mortar
- interpretive working port signage

Eastern Avenue working port including oil tanks



The second community workshop held on May 28, 2016 built upon the feedback from the first workshop and also polled participants on types of buildings and building height ranges in areas deemed appropriate for non-working port development. The workshop also provided another opportunity to provide photo examples of the types of principal working port uses the City should attract to its waterfront in order to support the local and regional economy as well as accommodate uses that are public-friendly for residents and visitors in order to celebrate the working port. The polling ballot paired five questions with five oversized visual boards with photo examples and aerial maps in order to inform the waterfront vision with the desires of the community workshop participants. The focus of the workshop shifted gears away from the two existing water-dependent DPA areas of Eastern Minerals and Gulf Oil as well as the Industrial Triangle, and polled participants on areas with greater community access potential. The questions were the following:

1 What do you want to see on the Forbes & Eastern Ave Extension Sites?
   - Types of buildings
   - Types of amenities
   - Types of large parks as part of developments
   - Preference for potential building heights
2 What principal working port businesses should we try to attract?
3 What do you want to see in the Shurtleff-Bellingham Neighborhood area near the waterfront?
   - Types of buildings
   - Types of amenities
   - Preference for potential building heights
4 Which of the following temporary & permanent public-friendly uses would bring people to the Chelsea Creek waterfront?
5 Which of the following community uses & physical improvements would bring people to the Mill Creek waterfront?

Overall, workshop participants expressed their preference for the following:

Forbes and Easter Avenue Extension sites

a) Mixed-use development with upper-story homes had the most consensus for type of development as opposed to upper-story office and hotels.
b) There was greater support for new and better connections to get around, and pocket parks/plazas as opposed to large scale public art.
c) There was equal consensus on long linear park along the water's edge and a large passive recreation park as opposed to one with active recreation ball courts.
d) There was great consensus for potential building heights in the four to eight story range, marginal support for the eight to twelve story range, and strong opposition to the twelve to twenty story building height range.

Type of principal working port businesses to attract

e) Marine research centers, ferry service/docking, and commercial passenger vessels received the most unqualified support. Boat design/building/testing and charter fishing docks received noteworthy qualified interest to help grow the working port.

Shurtleff-Bellingham Neighborhood area near the waterfront

f) There was great consensus (between qualified and unqualified support) for mixed-use development with upper-story homes as opposed to purely residential development or mixed-use with upper-story office/hotels.

g) There was great unqualified support for pocket parks/plazas and new/better landscaped streets to help pedestrians get around. There was qualified support for large-scale, landmark public art.

h) There was unqualified support for building heights in the four to five story range, and strong opposition to buildings in the five to six, and six to eight story building height ranges.

Preference for public-friendly uses to bring people to Chelsea Creek waterfront

i) There was strong unqualified consensus for small restaurants, cafés and commercial uses. There was a lot of qualified consensus for social cargo container "buildings" to house uses and activities, and outdoor community programming activities.

Preference for community uses for Mill Creek waterfront

j) There was great unqualified support for recreational kayaking, a foot bridge, and a public waterfront walkway along the Mill Creek. There was also support in the form of qualified consensus for community gardens.

The community feedback helps inform the community access recommendations with the goal for a waterfront vision that strikes a new balance. The following are some of the photo examples used during the workshops.

Figure 18 Example of Workshop Boards

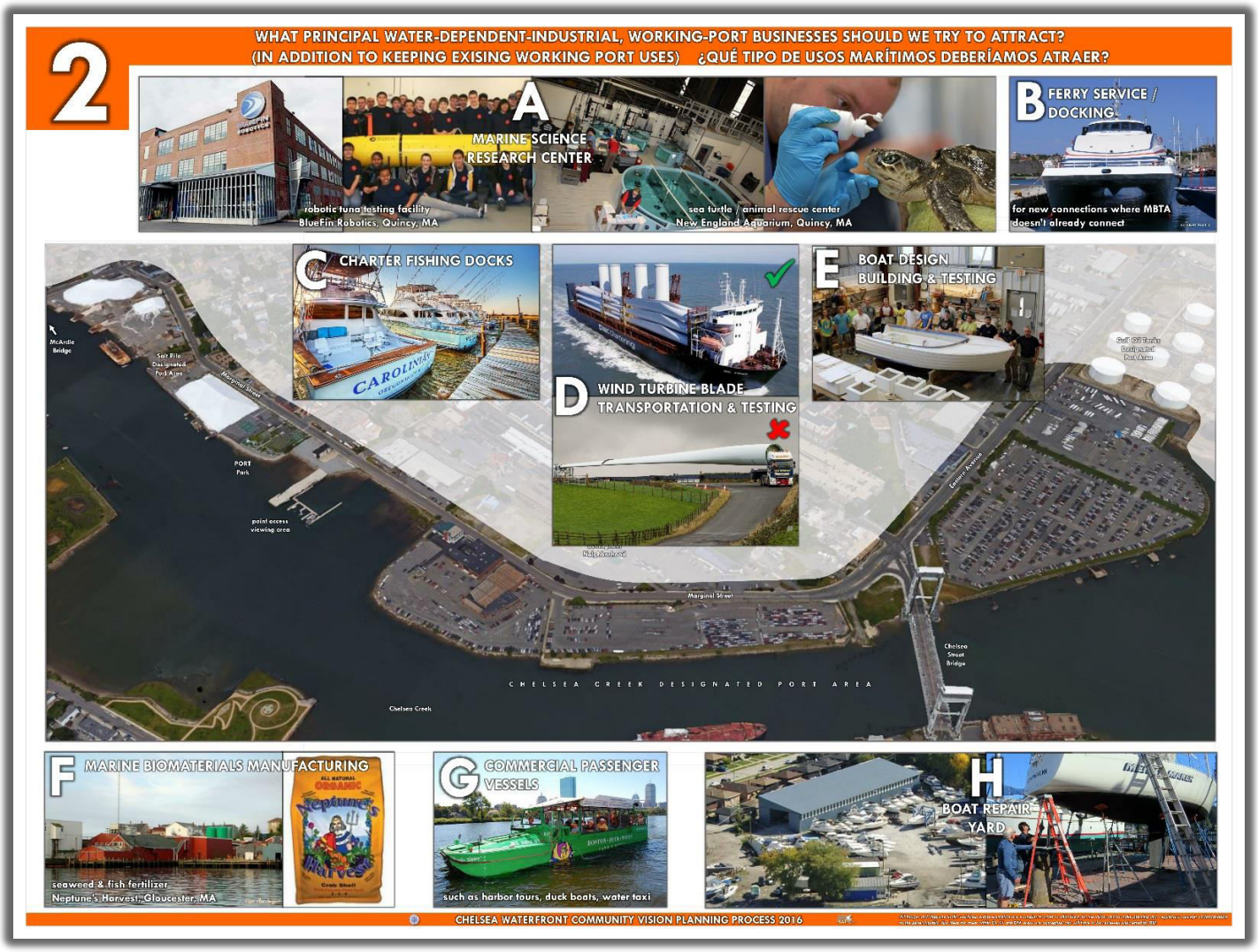


Figure 19 Example of Workshop Boards



X. STUDY AREA CHALLENGES

There are several challenges that will need to be overcome in order to achieve a balance between growing the working port with additional businesses and improving community access in a manner that will be self-evident to city residents, visitors and passers-by. The following five major challenges need to be addressed in order to achieve a tangible outcome for safe, pleasant and interesting waterfront for businesses, workers, visitors and residents alike.

A. WORKING PORT REGULATIONS

An array of laws and regulations govern the waterfront and Chelsea Creek watersheet. There will be a challenge in exploring creative ideas for accommodating community uses and spaces in close proximity to sensitive and necessary industrial uses. The challenges lie in not having the spirit of the Ch. 91 public waterfront act set to the side without an earnest effort in exploring these ideas. The exploration of alternatives is suggested. Creative solutions are necessary to both address business owners' needs for safety, security and operational requirements and meet community desires to activate the water's edge. The regulations exist for good economic and security reasons but these need not preclude potential arrangements that can allow community access in the perimeter or vicinity of working port uses.

1. REGIONAL WORKING PORT ECONOMY AND USES

The Massachusetts DEP and the CZM Office administer and interpret very precise definitions for several water-dependent industrial (WDI) uses. The primary target use that the DPA regulations (301 CMR 25.00)[20] protect DPA areas for is the Principal Water-Dependent Industrial use (please see Figure 21 Photos Examples of WDI Uses). The definition itself is very exacting and the term is not necessarily generally understood by the general public or the property owners that are impacted by it. Below is an excerpt from the regulations.

> *Water-Dependent Industrial Uses** include uses that are industrial in nature and are determined or presumed to be water dependent. These include:*
>
> 1. *marine terminals and related facilities for the transfer between ship and shore, and the storage of, bulk materials or other goods transported in waterborne commerce;*
> 2. *facilities associated with commercial passenger vessel operations;*
> 3. *manufacturing facilities relying primarily on the bulk receipt or shipment of goods by waterborne transportation;*
> 4. *commercial fishing and fish processing facilities;*
> 5. *boatyards, dry docks, and other facilities related to the construction, serving, maintenance, repair, or storage of vessels or other marine structures;*
> 6. *facilities for tug boats, barges, dredges, or other vessels engaged in port operations or marine construction;*
> 7. *certain water-dependent projects if they are determined to be associated with the operation of a Designated Port Area (eg. dredging, shore protections structures, discharge pipes, etc.);*
> 8. *hydroelectric power generating facilities; and*
> 9. *other industrial uses or infrastructure facilities that cannot reasonably be located at an inland*

[20] Source: http://www.mass.gov/eea/docs/czm/fcr-regs/301-cmr-25.pdf

site as determined as specified in Chapter 91 regulation;

10. *Under certain conditions, industrial or infrastructure facilities that are not listed above but are dependent on marine transportation or require large volumes of water to be withdrawn from or discharged to a waterway for cooling, process, or treatment purposes.*

The term is oftentimes conflated with marine-themed or waterfront-related uses or industrial uses that manufacture marine associated products. The definition requires that the use be industrial in nature. In other words, a use that involves the manufacturing and transportation of products. The second part of the definition requires that the use depend on the body of water to make or transport the product. The challenge with the use is not limited to understanding what does and does not qualify but also in locating real world examples of such businesses so that property owners, government officials or a chamber of commerce could conduct outreach in an effort to attract such investment. The challenge from the perspective of forging a vision of a waterfront with community access lies in identifying tangible uses for businesses that bolster the port and local economy, generate revenue for property owners, and are public-friendly.

Figure 20 Types of DPA Regulated Uses in Relation to Ch. 91 and Visioning Goals

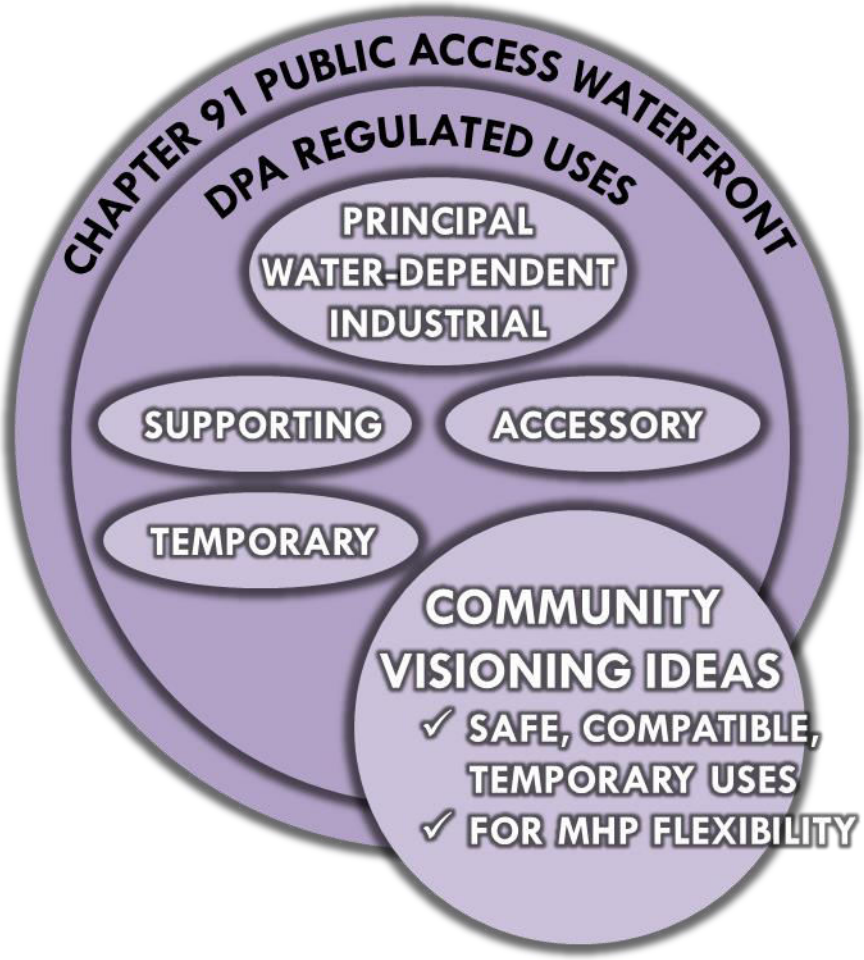
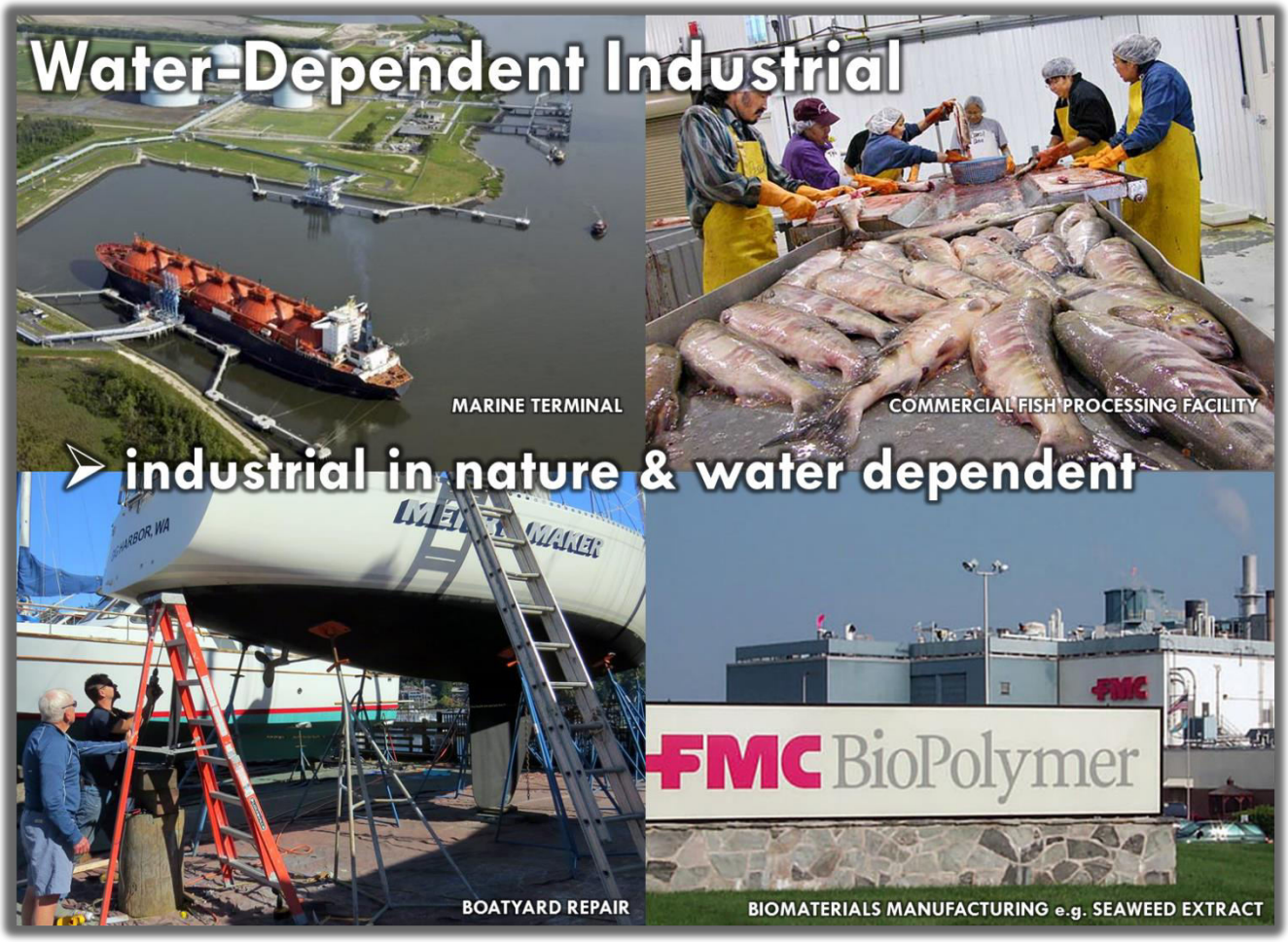


Figure 21 Photos Examples of WDI Uses



As part of the waterfront visioning process, other DPA regulated uses were also explored and presented to workshop participants for their potential to work in tandem with other ideas to create public-friendly uses along the waterfront. These included DPA Supporting, DPA Accessory, and DPA Temporary Uses. DPA Supporting Uses (see Figure 22) are industrial or commercial uses that are determined during the Ch. 91 licensing process to provide direct economic or operational support to the principal WDI, and are compatible with the working waterfront. Uses that are specifically not allowed because they are incompatible include: hotels/motels, nursing homes, hospitals, major entertainment or sports venues, recreational facilities, and new buildings primarily for office use. Initially, the DPA Accessory (which includes administrative offices) and DPA Temporary uses were also explored for their potential to create uses with some level of public accommodation. However, discussions with Massachusetts CZM and DEP staff revealed there was little potential for these two uses to yield a tangible result for public accommodation.

It is a goal of the waterfront vision to attract principal WDI uses to parts of the DPA waterfront where they can function without being impeded by other uses; and that these uses are interesting enough to spark public curiosity. Ideally, such a business owner would be amenable to allowing tours and/or an observation point for educational or leisure purposes. With regards to the DPA Supporting Uses, if these could be physically placed away from the core operations of the WDI uses, then these uses could also welcome the general public and give residents a reason to come to the waterfront.

Figure 22 Photo Examples of Potential Supporting DPA Uses



2. USE OF THE CHELSEA CREEK WATERSHEET

The City's request for a DPA boundary review, and therefore the State's analysis and decision, was limited only to the land within the DPA and did not include the watersheet. During the visioning study outreach, some stakeholders asked about the use of the watersheet. A full analysis of the watersheet was outside of the scope of the visioning process, but this brief review of issues associated with the use of the watersheet is provided in response to the public inquiry.

The use of Chelsea Creek's surface or "watersheet" for recreational and commercial boating, and industrial shipping and commerce is a subject where various laws, regulations, national security, and common sense safety concerns all intersect. On the one hand, residents in this Environmental Justice community desire waterfront access that is afforded by Ch. 91 to many coastal areas and to navigate its waters. Several stakeholders contacted during the outreach phase of the waterfront visioning process revealed a strong interest to explore this topic one way or another. On the other hand, there are legitimate business interests and concerns about the security and safety of large oil tanker vessels – being escorted by Boston Harbor pilots – to safely navigate without any collisions or damage to the environment. Additionally, uses such as the oil tank farms need to be secured from trespassing including the waterside of their properties.

The challenge in striking a balance will be to determine if certain areas of the Chelsea Creek watersheet that are outside of the deep draft navigable Chelsea River Channel shown in Figure 12 can be cordoned off with buoys to allow recreational boating outside of the turning basin near the Forbes site waterfront. For the remaining slivers of Chelsea Creek watersheet outside of deep navigation channel, the current practice of forbidding recreational boating is wise to protect small craft from easily capsizing with the approach of industrial vessels that dwarf them in size. As an MAPC team member described, the reasoning is analogous to not allowing bicycles on highways.

3. HOMELAND SECURITY ISSUES

Not too dissimilar from the homeland security concerns related to using the watersheet to access sensitive resources on the seaward side, are concerns about securing the perimeter of the oil tank farms. During the first workshop, ideas were explored about how to celebrate the working port including the oil tank farms. Some of these ideas included: (a) turning them into large scale public art – through the use of painting or lighting – that could be seen as landmarks from afar; (b) placing large-scale sculptural elements in their vicinity; (c) interpretive signage and maritime-themed streetscape elements along Eastern Avenue; and (d) pursuing a public activity node along the northern property boundary that would include revenue-generating DPA Supporting Uses. Stakeholder feedback advised that those ideas bring attention to a sensitive resource that needs to be secured at all times. The challenge will be whether any minor improvements along the perimeter of the property can be achieved (especially Eastern Avenue) and still secure the property.

4. LOCAL ZONING

The existing municipal zoning regulations within the study area boundary pose a challenge because of boundaries of the zoning districts, the zoning overlay districts, and the post-April 2016 DPA boundaries do not correspond clearly with each other, and are not user-friendly to residents or prospective businesses and investors. The way the uses are regulated between the zoning districts and overlays are not clear or consistent, and sometimes at odds with their intent and purpose, and they do not reflect the DPA regulations in a clear manner. The City already is underway with plans for Municipal Harbor Plan, and that endeavor is expected to vet allowed working port and other waterfront uses which can be codified subsequently by the City to facilitate permitting and provide transparent, consistent regulations to property owners. It will be a challenge to undergo the recommended zoning text, policy, and mapping amendments before the MHP has concluded, at which time additional and final land use and dimensional regulation table amendments can be made.

B. INTERIM DECISION ON BALANCING NON-WATER-DEPENDENT USES WITH TEMPORARY COMMUNITY ACCESS

A large expanse of the DPA has been used for many years for a non-water-dependent industrial use for rental car lots to support the need of Boston Logan Airport passengers. The use has been allowed by the Massachusetts DEP (MassDEP) as a Temporary DPA use under a number of maximum 10 year licenses. The license has been renewed in the past after the property owner has demonstrated to MassDEP that efforts were made to find a water-dependent industrial tenant or developer for the property. As a condition of the license, Ch. 91 license public access to the waterfront has been provided. The current public access appears to be limited in its ability to foster meaningful activation of the water's edge and enjoyment by the public.

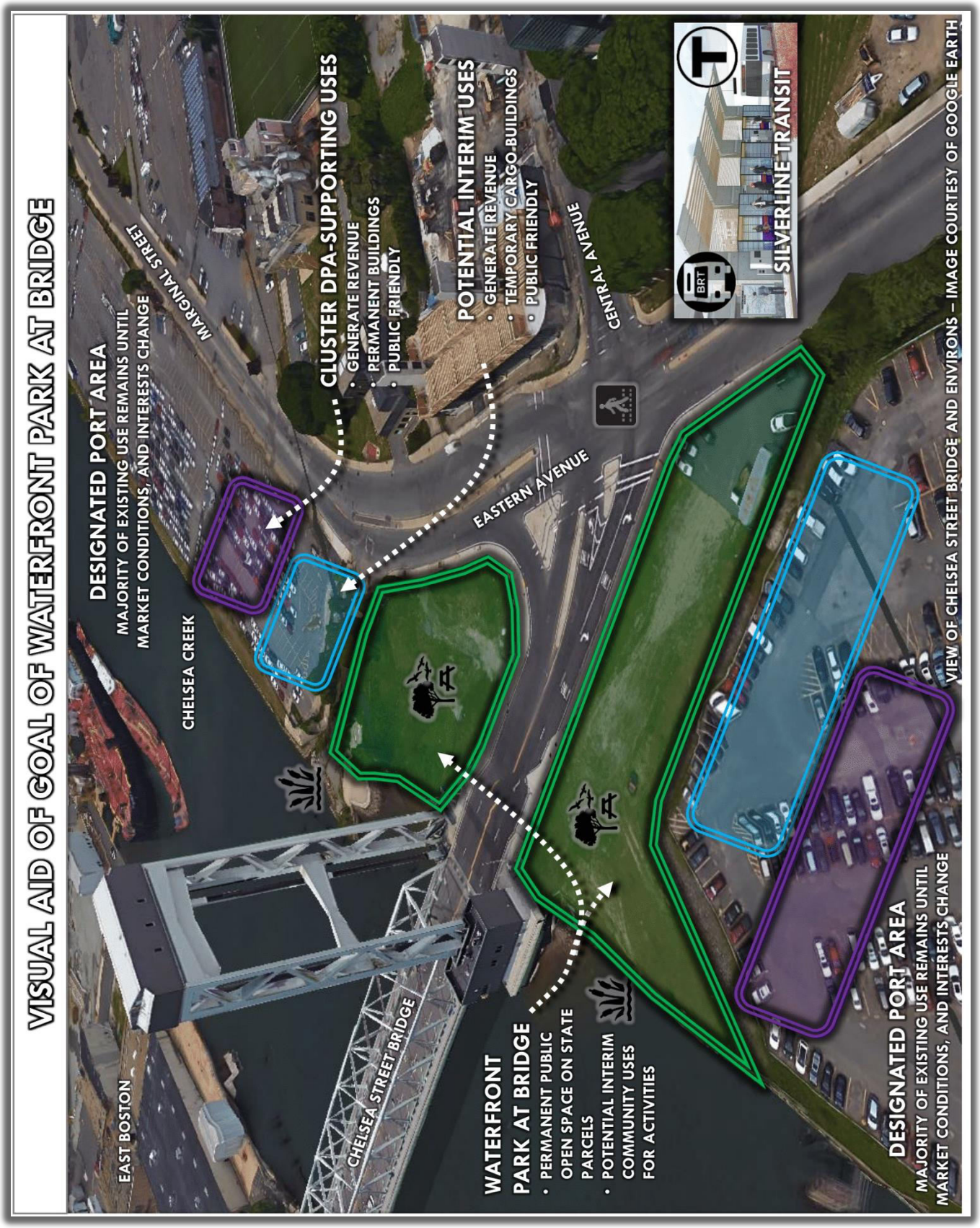
There is a challenge with the renewal of each of these Ch. 91 licensees for Temporary Uses within a DPA, to apply conditions approval or "re-licensing" that forward the vision for community access in the immediate term and the long-term. Additionally, since economic cycles and market conditions are unpredictable and swift, there is a challenge to realizing the waterfront vision unless among the conditions of relicensing, sunset clauses and/or shorter licensing periods are granted to afford property owners, the City and prospective investors a reasonable expectation of when a property could become available for an allowable WDI use. The challenges will be to resist relicensing for the maximum ten year period each time to allow for more flexibility between the time there is investor interest, the City/State review period, and the market cycle.

As temporary licenses expire, the City, community, CZM and DEP have an opportunity to strike a new balance between the non-water-dependent industrial use and community access goals. The challenge will be determining how to accommodate community access that meets the spirit of Ch. 91 and not just the letter of the law, as well as accommodate the waterfront vision goals of community access. In addition to the existing Ch. 91 public access that exists presently being enhanced to be apparent and inviting, a condition of re-licensing[21] could set aside an area large enough to accommodate several cargo containers to house leisured-oriented retail uses adjacent to the State parcel flanking Chelsea Street Bridge. Ideally, the same could occur for the property downstream from the bridge (245–257 Marginal Street) but that license expired on September 5, 2016.

Figure 23 is meant to illustrate how overcoming this challenge with such a decision could have a real impact within the study area. Securing modestly-sized temporary community access points at the perimeter of those two properties on opposite sides of the Commonwealth of Massachusetts-owned parcels flanking Chelsea Street Bridge could provide enough space for community programming and temporary retail/social kiosks and container buildings. These are represented in the light blue areas. Ideally, these uses would be adjacent to both public green open space were the State-owned parcels secured by the City for such a purpose. These adjacent open spaces would be activated with the activity from the "social cargo container" events. These temporary, interim community uses (within the edge of the non-water-dependent use parcels within the DPA) could be eventually replaced by future, permanent DPA Supporting uses that generate revenue for the principal WDI uses, and also are inviting to the public (away from the core areas where the WDI uses operate). In this manner, the open space parcels continue to be activated along the edges in a more permanent condition.

[21] The Massachusetts State DEP Chapter 91 Temporary License No. 6862a for the property upstream of the Chelsea Street Bridge on Eastern Avenue is due to expire on April 18, 2018.

Figure 23 Visual Aid of Goal of Waterfront Park at Bridge and State DPA Planning Concepts that Relate to Community Access and Working Port



C. COMMUNITY ACCESS AND WATERFRONT USE

There are existing physical conditions and regulatory hurdles that make it a challenge to achieve community access and use of the waterfront. There are physical barriers such as the commuter rail tracks that limit the points where residents and visitors to the Chelsea community can approach the study area and get to the waterfront. There are existing street crossings and intersections that could be made safer and more pleasant to cross to get to the water's edge or a viewing location. The challenges are not limited to arriving at the waterfront properties but may also involve traversing properties to get the water's edge.

There are existing City streets that end right before the waterfront that could be extended in a public-private agreement with waterfront property owners to improve access for all stakeholders. Such a new extension and connection not only benefits the general public with waterfront access but also benefits the private development. It can create new development frontages and marketable business "addresses" with new vehicular access points that are off of the main arterial roads and unimpeded from heavy traffic. The connections can also improve on-site circulation to support the operations of the development.

The challenges the regulatory hurdles present require a phased approach with interim solutions that require modest temporary improvements. These interim solutions can provide relief for the community while longer-term, more ambitious and permanent improvements and development occurs along and near the waterfront. In the context of the Commonwealth's waterfront planning and decisions, temporary can take on a different meaning and in the case of the Ch. 91 Temporary DPA use licensing process, last up to ten years at a time.

Working port safety issues will also need to be considered for these interim and permanent community access solutions. Careful site layout decisions – including lighting, screening and buffering of community use areas and working port uses – must be made in order to provide security for sensitive industrial business operations.

The recommendations chapter will recommend multipronged phased approach to addressing community access issues.

D. EXISTING REGULATIONS UNCLEAR TO BUSINESSES IN IDENTIFYING PROSPECTIVE USES THAT SATISFY REQUIREMENTS

It has become apparent throughout the waterfront visioning process that the existing Massachusetts DPA regulations are unclear to many of the waterfront property owners, businesses, and the Chelsea community in general. The lack of clarity has been a challenge to identifying the types of working port uses and businesses that satisfy the Commonwealth's requirements. This lack of clarity exists also in the City's zoning regulations for the waterfront. It cannot be an easy task to attract prospective businesses when the regulations are unwieldly to potential investors. It will be a challenge to develop a renewed approach to explaining, interpreting, illustrating the regulations and providing guidance to connect investors, property owners, municipal officials, and chambers of commerce to appropriate areas for appropriate uses. The recommendations chapter will suggest a solution that will involve multiple stakeholders and abridged online resources.

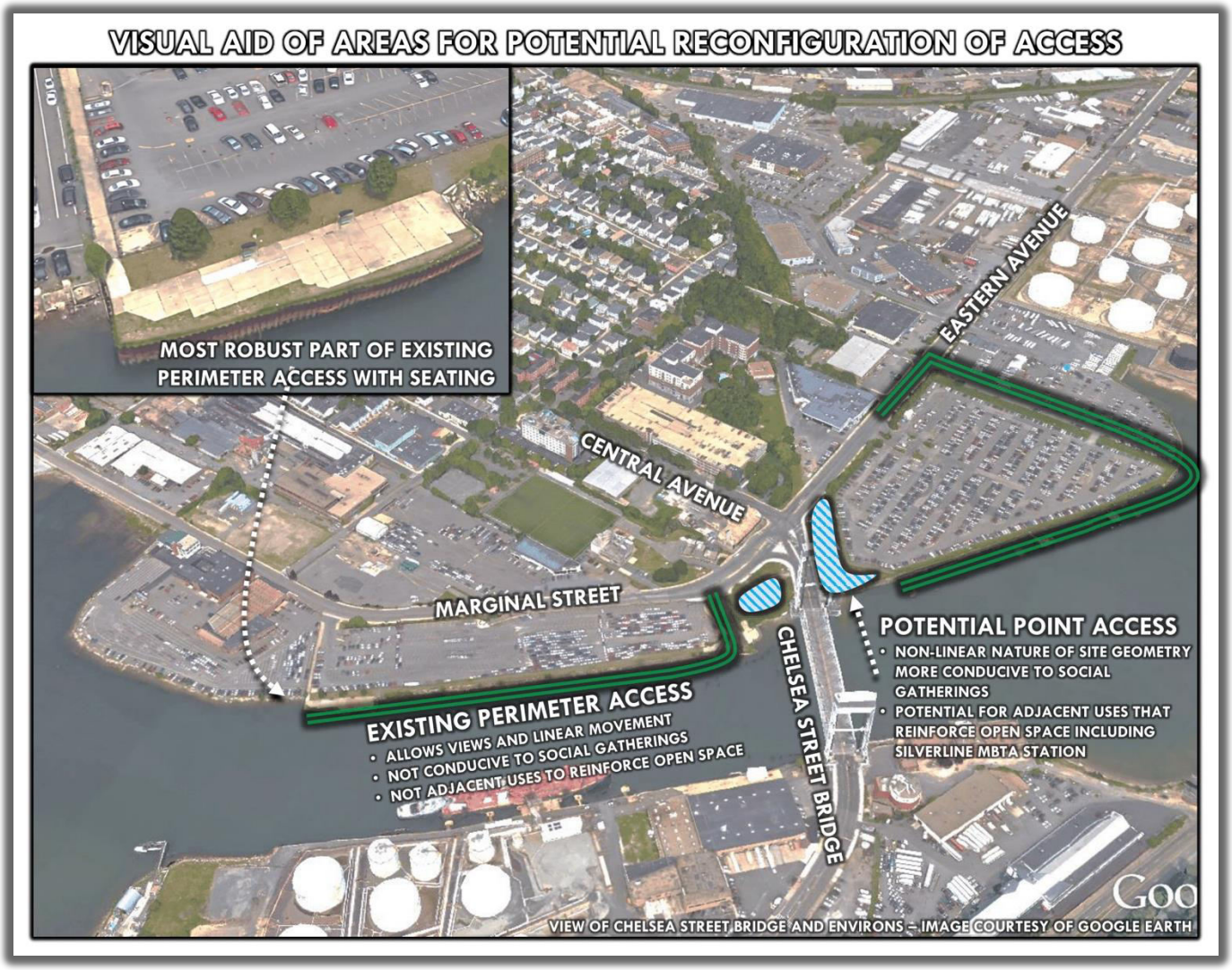
E. BETTER RECONFIGURE ACCESS AREAS FROM WORKING PORT BUSINESS AREAS

A major part of the challenge of creating a shared waterfront vision between community access and working port uses is figuring out how to avoid conflicts between the daily operations of the businesses and pedestrians. One way of minimizing conflicts is to physically distance the areas within the DPA where community access makes sense from the edge of the water that the businesses do or will need as well as along the perimeter of the properties.

Presently, perimeter access of the waterfront to the community exists in some areas under the Ch. 91 Temporary DPA licenses. While technically the access exists, the quality of it is not living up to its potential. Even with improvements, logistical conflicts could remain between a future water-dependent industrial use that needs to use the edge of the water to transport or make its products, and that of the public traversing the water's edge. Perimeter access has far greater potential for the community elsewhere in the study area outside of the DPA. Within the DPA, perimeter access can only offer view points and a linear movement that is interrupted along the entire length of the waterfront. By virtue of being in the DPA, the adjacent uses will always remain WDI uses with a need to access the water.

Point access on sites with geometries that are not constricted by narrow linear areas can offer space more conducive to social gatherings. Sites that are not between a WDI use and the water's edge can avoid that operational and security conflict. The proximity of these sites to other public-friendly uses can help reinforce the use of the open space as well. Please see Figure 24 for a visual aid of an area that could benefit from a reconfiguration due to its proximity a future SilverLine station, availability of State-owned land for public use, and adjacent land suitable for DPA Supporting uses. It will be a challenge to reapportion existing perimeter access into more suitable point access and satisfy all stakeholder interests. It will also be a challenge to determine whether a qualitative approach versus a quantitative approach (focused on the size of access areas) will ultimately best serve the public interest.

Figure 24 Visual Aid of Potential Areas to Reconfigure Community Access Away from Working Port Business Areas



XI. RECOMMENDATIONS

The following recommendations are intended to create the right conditions for a waterfront vision where community access will be more abundant, attractive and apparent, while also allowing working port businesses the opportunity to operate with minimal operational conflicts or security concerns. Some of the recommendations can be pursued in parallel with the forthcoming Municipal Harbor Planning (MHP) process while others will benefit from final MHP decisions and plan approval. It is hoped that the recommendations be considered as part of the MHP process in order to help the community access and navigate technical and abstract regulatory planning concepts. Lastly, the recommendations are intended to work in tandem to achieve the goals of the vision.

A. WATERFRONT POINT ACCESS AND NEW OPEN SPACE ZONING DISTRICT AT CHELSEA STREET BRIDGE

The waterfront vision highly recommends pursuing and building upon a preexisting idea for what the Massachusetts DEP terms "waterfront point access" on two State-owned parcels flanking the Chelsea Street Bridge. The City should rezone the parcels as an open space zoning district for principal open space passive recreational uses and accessory small-scale[22] leisure/food/convenience retail uses. The rezoning will facilitate a use or acquisition agreement that will further common City and waterfront vision goals. The creation of park at this location will not only further goals of the study area vision for access and open space, but also for afford the City an opportunity to create a gateway into the City from that point in East Boston. Hence, the proposed zoning subdistrict name of SilverLine Greenway (of Gateway) Point Access to acknowledge and leverage the public investment into a rapid transit station immediately across from the proposed park, as well as the shared multi-use pedestrian and bicycle path known as the Chelsea Greenway. The City can better control its image and branding at this location to both drivers along the bridge as well as transit riders arriving from the new SilverLine station. Various gateway elements can be included to the open space such as welcome signage, lighting and large-scale landmark public art.

The open space can include restorative coastal vegetative plantings to acknowledge its connection to the Chelsea Creek, and serve as a meeting point for modest community gatherings. Together with other waterfront vision recommendations for immediate portions of the adjacent parcels, it is hoped that a place can be a node in urban planning terms oftentimes as "a public activity node". Please refer to Figure 25 and Figure 15 to understand how the proposed zoning district boundary relates to existing and proposed zoning districts.

[22] The size of the brick-and-mortar and/or temporary structures to house these uses could be limited to 5,000 gross square feet or less to accommodate most small-scale retail/food/convenience stores in NAICS (North American Industrial Classification System) codes 453 and 722.

Figure 25 Proposed Open Space Zoning on Waterfront

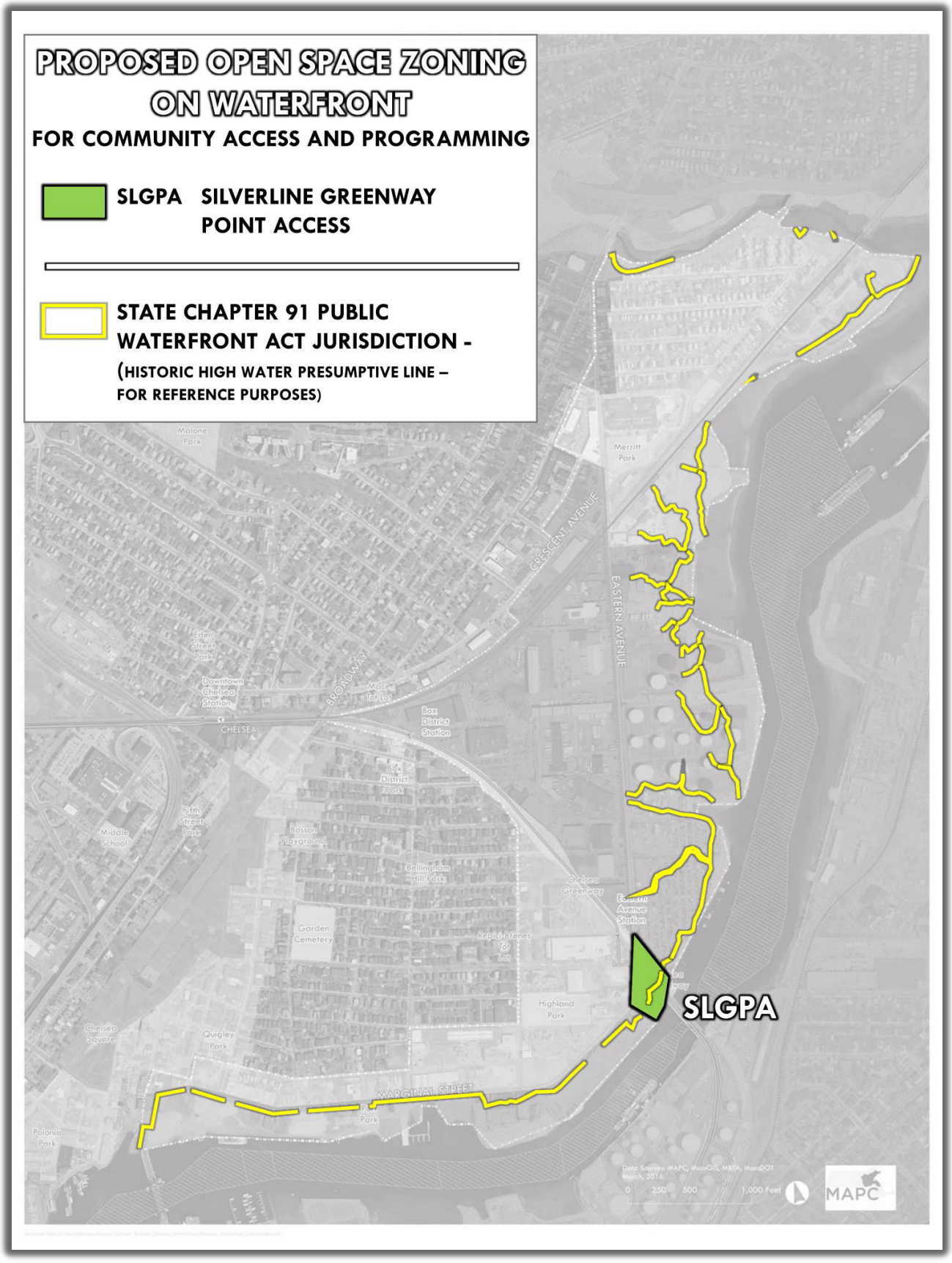


Figure 26 Visual Aid of Goal of Waterfront Park at Bridge



B. OPTIMIZE AND BETTER DEFINE WORKING PORT AREAS FROM COMMUNITY ACCESS POINTS

Recommendation for Improvement of Interim Conditions Likely to Endure in the Long Term

It is recommended that, as a condition of Ch. 91 re-licensing of the properties immediately upstream and downstream of the Chelsea Street Bridge that the non-water-dependent industrial uses be allowed to extend their operations in exchange for enhanced community access. It is recommended that as a point of departure for the discussion and conditional re-approval, that the square footage of the existing perimeter access be calculated in order to determine whether it could be reconfigured adjacent the MWRA parcel to the south and the State-owned parcel to the north. The goal is to reapportion the square footage so that two compact and contiguous areas are formed abutting these two properties that: connect the water's edge to the street, and create two areas large enough to each accommodate at least four 40-foot by 8-foot cargo containers plus an ample customer/public circulation envelope for each "container building". Some of these cargo container buildings can be retail/convenience uses and provide revenue. The goal should be to make them affordable for small business owners similar to that of the Boston food trucks small business incubator program. It is intended that they be successful to provide a purpose for visitors to the proposed activity node.

This condition of re-licensing will give the community long-awaited access, allow the non-WDI use to continue operating, and retain a source of tax revenue. The relicensing should include another provision for sunsetting clauses and/or shorter license periods to make it easier for the City and investors to anticipate when a WDI business is interested in developing the parcels in a permanent manner. This interim condition will also create (at least) partial "placeholders" for future, permanent DPA supporting uses to those principal WDI uses that the City, State and Chamber of Commerce will collaborate on to seek out.

Recommendation for Longer-Term Permanent Community Access and Working Port Solution

In the longer term, when market conditions change, and there is interest on part of prospective investors and existing property owners, it is hoped that the placeholder areas can accommodate permanent DPA supporting uses. These uses will perform triple duty by giving operational or economic support to principal WDI uses, providing public-friendly uses, and serving as a buffer between the principal WDI use and the Silver Greenway Point Access "park". It is anticipated that this recommendation together with the reconfiguration of the perimeter access to point access described in Figure 24 will accomplish a better site layout for the principal WDI working port uses so they can operate unimpeded to access the water's edge as needed.

C. REGIONAL ONLINE CLEARINGHOUSE OF POTENTIAL WORKING PORT USES FOR DPA PROPERTY OWNERS

It is recommended that a partnership be formed between the Chamber of Commerce, the City of Chelsea, the Massachusetts CZM and DEP, and working port businesses to create an online clearinghouse of regional and national businesses that meet the intent of the working port regulations. This online clearinghouse could help to provide a better understanding of the types of required DPA businesses that could meet the intent. The online inventory could be crowd-sourced initially by all suggested partners and then curated by CZM and DEP thereafter. The purpose is to make it easier and faster for property owners to reach out and attract ideal working port businesses that the Commonwealth can review and make a determination on.

Figure 27 Written Regulation versus Accessible Example of Type of Uses that Meets the Spirit

SUPPORTING DPA USE* are industrial or commercial uses in a DPA that provide water-dependent industrial with direct economic or operational support. This support is intended to compensate for the reduced area of a site that will be available for WDI use during the term of the license for the site. The type and amount of support provided is determined during Chapter 91 licensing. While most industrial or commercial uses can be considered a Supporting DPA Use, certain uses are specifically not allowed by regulation, including hotels/motels, nursing homes, hospitals, major entertainment or sports venues, recreational boating facilities, and new buildings primarily for office use.



D. REZONE PARCELS REMOVED FROM DPA INTO MIXED-USE ZONING DISTRICT

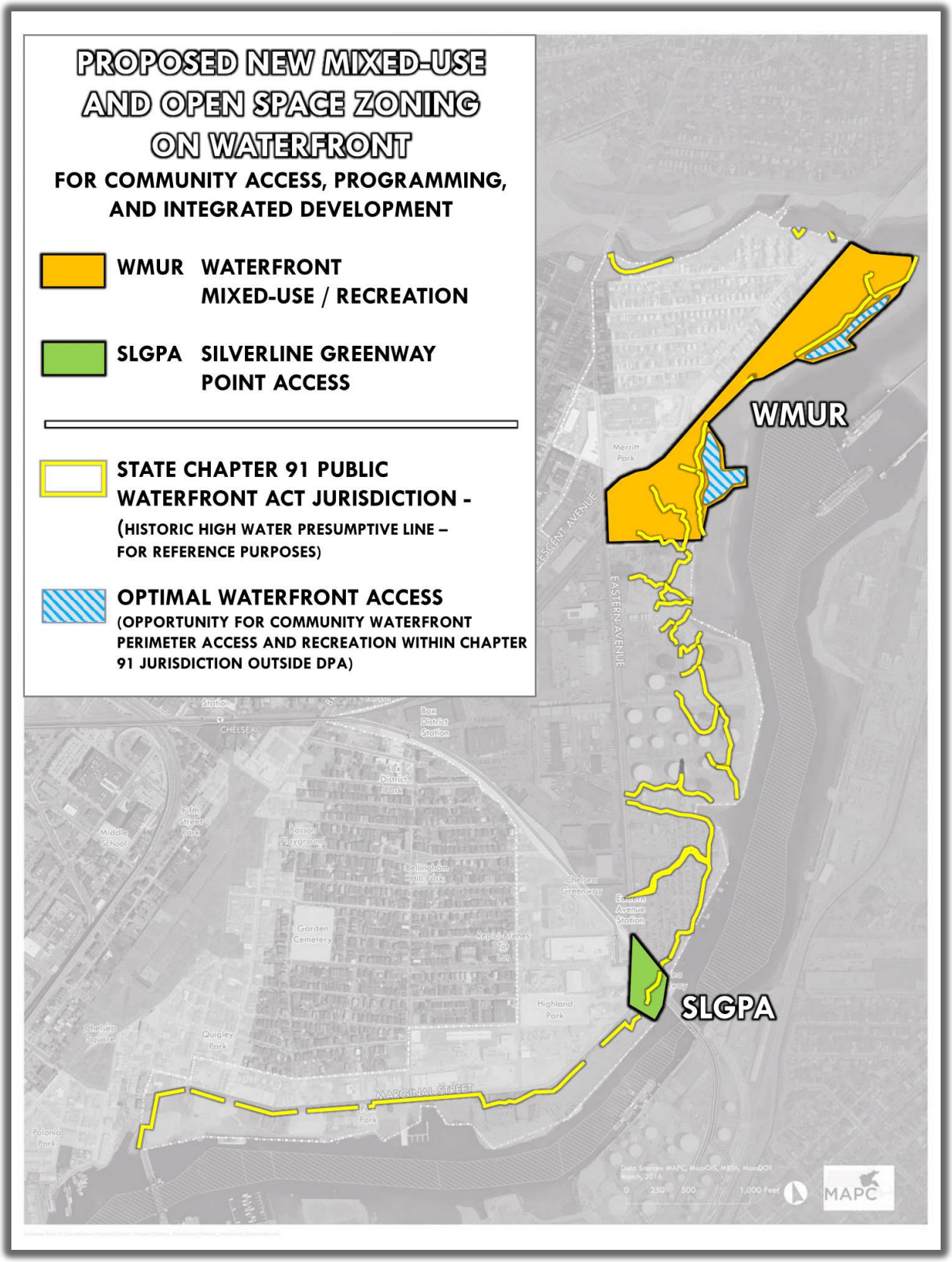
It is recommended that the Forbes and Eastern Avenue Extension sites that were removed from the DPA boundary be rezoned by the City of Chelsea to create a new mixed-use zoning district (see Figure 28). The proposed name of the zoning district is the "Waterfront Mixed-Use/Recreation" (WMUR) district intended for mixed-use/residential development with integrated community access and programming activities. It is intended that the WMUR zoning district include housing affordability and "development without displacement" language as proposed in the Chelsea TOD study completed by MAPC in 2016[23]. In addition to the prospective development programs being inclusive of the existing Chelsea community, urban design guidelines should be created as part of the MHP for the site layout and future building footprints allow for many connections between the waterfront and the rest of the development.

The land use regulations for the new zoning should be consistent with the zoning assessment provided in the appendices. The land use regulation recommendations are consistent with the community's feedback for the area. For building height ranges, the community workshop participants expressed preference for potential building heights in the four to eight story range, marginal support for the eight to twelve story range, and strong opposition to the twelve to twenty story building height range. In order to reflect this community feedback and achieve the type of waterfront development that includes the community, the following building height recommendations should be included in the new zoning.

- 6-story maximum building height by-right.
- 8-story maximum building height via Special Permit in exchange for public benefits such as:
    - Memorandum of Agreement to provide shuttle bus/van service to SilverLine and commuter rail stations to mitigate traffic generation impacts; *and*
    - Transformative, publicly accessible, common open space in addition to Ch. 91 required perimeter linear park along the water's edge, *and*
    - Community programming opportunity for a funded non-profit organization to seek out and coordinate educational/tour opportunities for students and visitors to learn about the operations of nearby working port uses.
- 10-story or 12-story maximum in exchange for public benefits such as:
    - Memorandum of Agreement for transportation infrastructure investment and improvement for a new and creative connection to disperse traffic trips away from residential streets in Mill Hill; *and*
    - Transformative, publicly accessible, common open space in addition to Ch. 91 required perimeter linear park along the water's edge, *and*
    - Community programming opportunity for a funded non-profit organization to seek out and coordinate educational/tour opportunities for students and visitors to learn about the operations of nearby working port uses.

[23] The City of Chelsea has been reviewing potential zoning and policy amendments regarding the following topics: inclusionary zoning, condo conversion, linkage fees, community benefits agreements, and just-cause eviction controls. At the publication of this plan report, the endeavor was a work in progress. MAPC recommends the inclusion of any appropriate language in to the recommended zoning districts in the waterfront study area.

Figure 28 Proposed New Mixed-Use Zoning District on Waterfront



E. REZONE PORTION OF SHURTLEFF-BELLINGHAM TO ALLOW HIGHER-DENSITY, MIXED-USE RESIDENTIAL

It is recommended that the boundaries of portions of the Residence 2 (R2) and Industrial (I) zoning districts shown in Figure 29 be amended to continue protecting industrial uses in some areas of the Shurtleff Bellingham neighborhood, and promote mixed-use development in other portions. The existing R2 zoning boundary should be extended southward as shown in the figure in order to allow for mixed-use development with ground floors with retail and other public-accommodation uses to make streetscapes inviting to the public. The goal is to provide utility and interest along the ground floors of those city blocks between the waterfront and the remainder of the Shurtleff-Bellingham neighborhood and downtown Chelsea. It is also intended to better leverage the SilverLine bus rapid transit improvements and the Chelsea Greenway.

The land use regulations for the Industrial (I) zoning district remain the same. However, there are some land use regulation policy amendments that should be made consistent with the zoning assessment provided in the appendices. The land use regulation recommendations are consistent with the community's feedback for the area. For building height ranges, the community workshop participants had expressed unqualified support for building heights in the four to five story range, and strong opposition to buildings in the five to six, and six to eight story building height ranges. It is recommended that maximum building height be five stories in the amended R2 boundary shown in Figure 29.

The following privately-owned properties (see Figure 30) are being highlighted as potential opportunity sites that could benefit from the rezoning for mixed-use/residential development, and/or community programming activities.

- The property at 259 Central Avenue, which is currently being used as a single-story commercial warehouse.
- The property at 260 Marginal Street, which is currently being used as a parking lot.
- The property at 170 Cottage Street, which is vacant land and abuts the Chelsea Greenway.
- The common open space (that abuts the Chelsea Greenway) for the residential condominium located at 165 Cottage Street. This private property enjoys a great deal of frontage along the future Chelsea Greenway. There is potential for a creative and mutually beneficial use or access of the open area.

The following publicly-owned properties are being highlighted for their potential to accommodate temporary, interim uses that could include community programming and activities near the waterfront. These uses would provide outdoor, open space recreational opportunities as well as indoor facilities housed in temporary cargo container "buildings". Proactive public investment could jumpstart private interest in the waterfront area as well as deliver more community access near the waterfront in the short term.

- The property located at 324 Marginal Street, which is owned by the City and is currently being used for parking and warehousing.
- The property located at 340 Marginal Street, which is owned by the Massachusetts Water Resources Authority (MWRA) and the Metropolitan District Commission (MDC) and is currently being used as a sewer treatment facility. The outdoor green areas of this property could potentially "host" large-scale landmark public art to celebrate the identity of the working port and provide an interesting backdrop to future community activities in the area.

Figure 29 Recommended Amendments to Zoning District Boundaries in Portion of Shurtleff-Bellingham Neighborhood

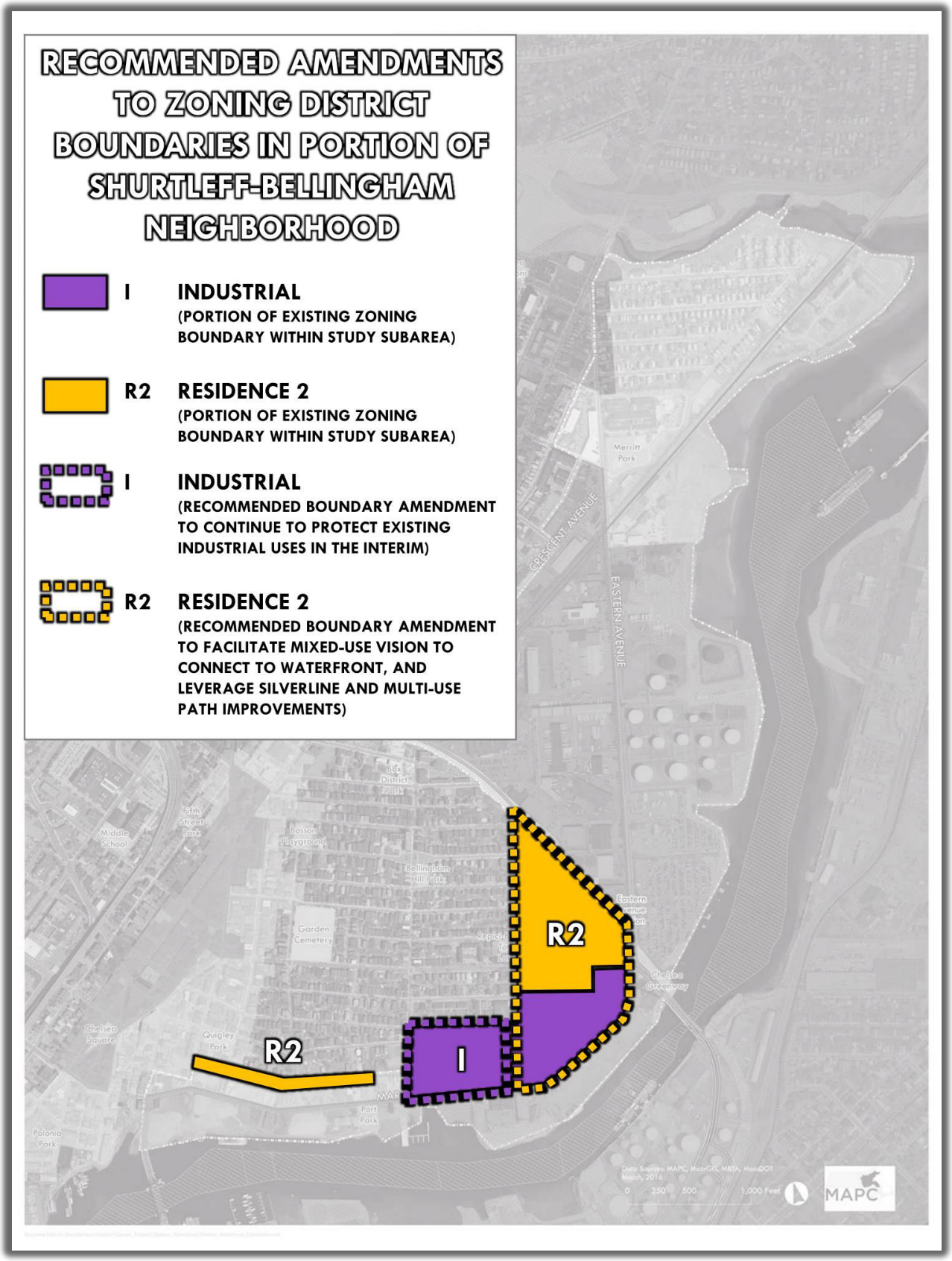


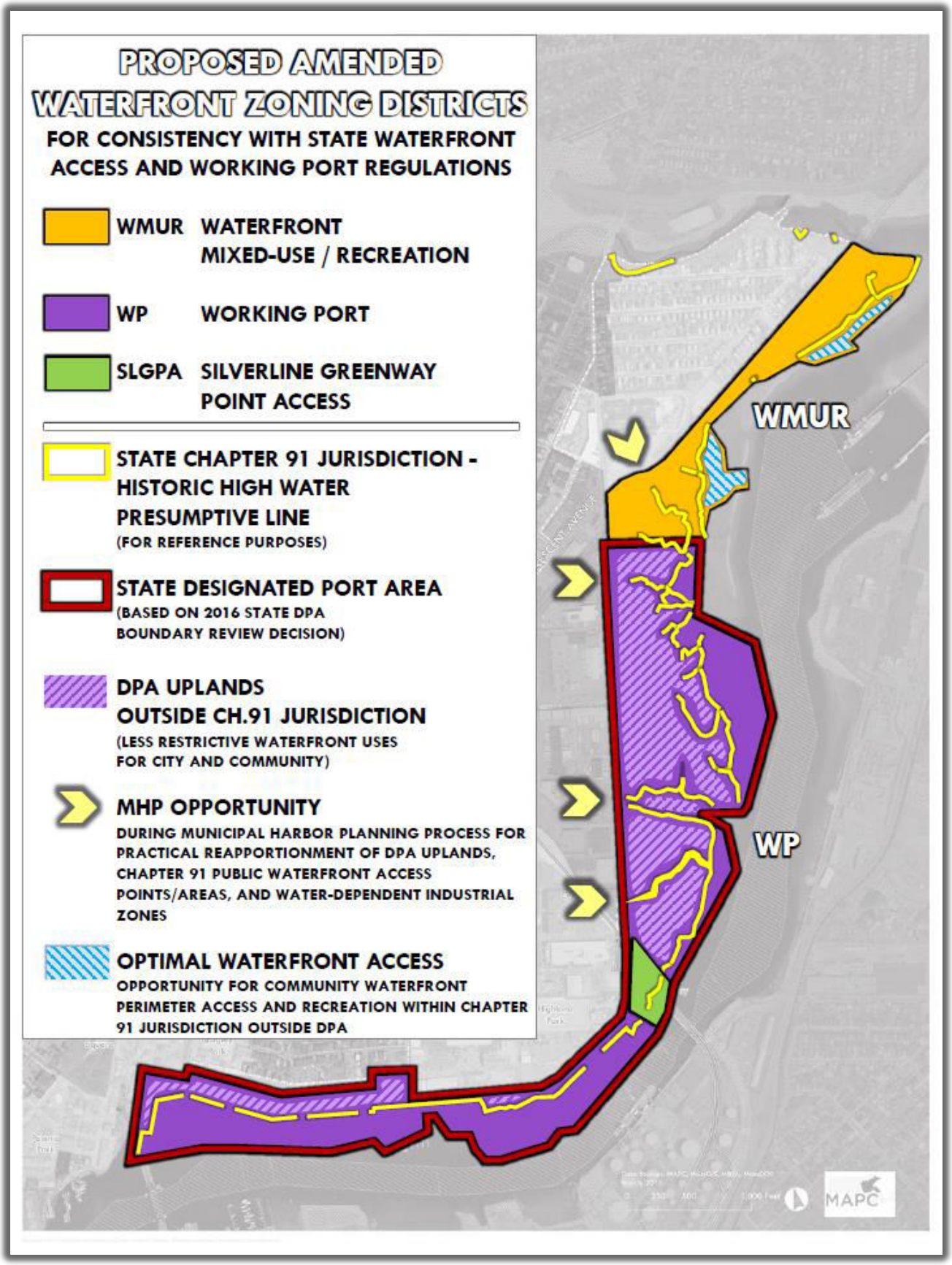
Figure 30 Potential Opportunity Sites for Mixed-Use Development and/or Interim Community Programming



F. PROPOSED "WORKING PORT" ZONING DISTRICT FOR CONSISTENCY WITH STATE REGULATIONS AND SUBSUMING OF THE WIOD OVERLAY DISTRICT

It is recommended that the boundary of the existing Waterfront (W) zoning district be amended to reflect the Massachusetts DPA boundary review and include the Eastern Minerals and Harbour Food Inc. properties within the DPA. The W district should be renamed the Working Port (WP) zoning district and include a restated purpose and intent section that is consistent with the waterfront vision and Massachusetts DPA goals for the protection of the working port. The new WP district will regulate water-dependent industrial as allowed uses (but not required) within DPA upland areas that are not subject to Ch. 91 areas. It will also employ footnotes in the regulations table to forbid non-water-dependent industrial uses within DPA/Ch.91 areas. Other non-WDI that are consistent with the waterfront vision and are deemed compatible enough to be located adjacent to Ch. 91 areas are regulated accordingly in the zoning assessment section appendices. Since the disparate land use regulations of the WIOD overlay district have been assessed, amended and subsumed into the proposed WP district, there no longer is a need for the WIOD. Once the MHP has been approved, the WP district could reference and/or mirror the MHP objectives and regulations in order to bring awareness to and consistency with the MHP.

Figure 31 Proposed Amended Waterfront Zoning Districts



G. IMPROVE WATERFRONT ACCESS ALONG MILL CREEK

The following physical improvements are being recommended in order to reflect the community's waterfront access. The Mill Creek waterfront affords Chelsea the best opportunity for recreational and use of the watersheet without the specific safety concerns associated with large industrial vessels.

Figure 32 provides a visual aid of the areas for improvements as well as examples of some of the ideas presented to and polled on by workshop participants. The following is a listing of those ideas represented in the following figure.

- Extend Mill Creek trail from Creekside Commons Park to the Revere side in order to provide enhanced opportunities for walking, enjoying and connecting with the watersheet.
- A pedestrian bridge over the Mill Creek in order to "double" the amount of water's edge residents can explore.
- Remove barriers and provide actual physical access along the Chelsea Housing Authority's property edge at the water including the opportunity for recreational kayaking and boating. This can be accomplished in a manner that has minimal impacts on the wetlands by extending over a narrow segment with a raised wooden pedestrian bridge on modest pilings.
- The City should partner with the property owner at the potential gateway parcel at Broadway and Clinton Street (located at the 1000-1005 Broadway address). This parcel could be used for an array of smaller scale open space, wayfinding, welcome signage and public art opportunities.
- Open space, wayfinding and public art opportunities at Toomey Square.
- Public streetscape improvements along the segment of Crescent Avenue that intersects with Forbes Street, as well as along Forbes Street in order to make the connection between Mill Hill and the future Waterfront Mixed-Use/Recreation area as connected and inviting as possible.

EXAMPLES OF IDEAS FOR A COMMUNITY WATERFRONT USE AND ACCESS ALONG MILL CREEK

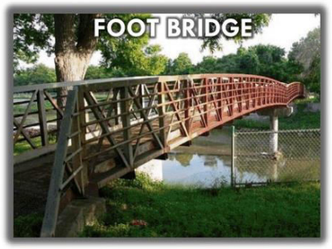
Figure 32 Examples of Ideas for Mill Creek Waterfront



SOUTHWARD VIEW OF MILL CREEK WATERFRONT – IMAGE COURTESY OF GOOGLE EARTH


KAYAKING


SOCIAL CARGO CONTAINER BUILDINGS


FOOT BRIDGE


COMMUNITY GARDENS


OUTDOOR ACTIVITIES


STREETSCAPE IMPROVEMENTS & WAYFINDING

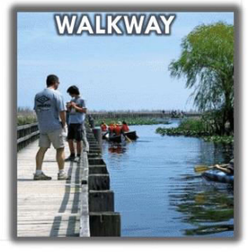




ROAD DIET BUMPOUT CROSSINGS


LANDMARK PUBLIC ART & GATEWAY

VERTICAL GARDENS


WALKWAY

H. STREETSCAPE IMPROVEMENTS

The following intersections, streetscape segments or areas are recommended for enhanced or new connections to improve connectivity to the waterfront. The following areas are suitable for a variety of improvements to ensure pedestrian safety, make it desirable and pleasant for pedestrians including visitors to want to walk along and across streets, calm traffic, and also incorporate beautification elements. These beautification elements can touch upon waterfront district branding and identity, and historic interpretive Chelsea signage. These areas would benefit the most from signage, stop signs, sidewalk bumpouts, and prominently-painted, unconventional crosswalks.

- The intersection at Crescent Avenue and Forbes Street.
- The intersections at Eastern Avenue, Eastern Avenue Extension, and Webster Avenue.
    - Including but not limited to a potential gateway vertical landmark element.
- The intersection at Marginal Street and Highland Street.
- The intersection at Chelsea Street, Central Avenue, Eastern Avenue, and Marginal Street (across from Chelsea Street Bridge).
    - Including but not limited to a potential gateway vertical landmark element.
- The intersection at Willow Street and Marginal Street.
- A new connection from Highland Park to Marginal Street.

Figure 33 Visual Aid of Areas for Improved Connections



I. PUBLIC REALM FRAMEWORK TO GUIDE DEVELOPMENT ENVELOPES, CONNECTIONS, PUBLIC NODES, CITY ZONING FOR DPA UPLAND/CH.91 AREAS, AND RECONFIGURATION OF CH.91/DPA AREAS INTO CONTIGUOUS AREAS

The following figure (#34) shows a diagrammatic map with a framework on how to shape the public realm in the future. It is a representation and compilation of various recommendations from the waterfront vision to better illustrate them and their proximity to one another. Of particular note on the public realm framework map are the following recommendations and findings:

- Existing street segments that need to be improved in order to connect neighborhood areas to waterfront areas, and make it safer and more pleasant for pedestrians to seek to explore the waterfront.
- Potential connections that do not presently exist and could improve circulation and access not only for pedestrians but also for businesses to service their properties, and create "new business addresses" and development frontages.
- The value of reconfiguring existing Ch.91 perimeter access walkways into point access areas that produce less or no conflicts with waterfront businesses.
- The need for waterfront properties to resolve how the existing Ch. 91 jurisdictional boundary bisects properties into smaller, non-contiguous areas, and how the same reconfiguration discussion can afford:
    - better community access to the waterfront in the interim and future;
    - suitable area geometries for water-dependent industrial uses in existing Ch. 91 areas that can be reapportioned as part of the Municipal Harbor Planning process; and
    - suitable area geometries for less restrictive waterfront uses in the DPA uplands that are not subject to Ch. 91.
- The city's rezoning of the DPA areas can visually represent the sets of recommended land uses that are suitable in the DPA uplands versus those that are subject to Chapter 91.
- The future use of the DPA for water-dependent industrial development can take into account the recommended connections toward the waterfront in order to avoid the placement of buildings to not obstruct the view corridor and also an access point for its own business operation.
- Various underutilized opportunity sites for mixed-use/residential development as well as public land that can serve as a catalyst for waterfront activation by allowing interim community programming.

Figure 34 Public Realm Framework

DIAGRAMMATIC MAP WITH PUBLIC REALM FRAMEWORK TO GUIDE DEVELOPMENT ENVELOPES, CONNECTIONS, PUBLIC NODES, CITY ZONING FOR DPA UPLAND/CH.91 AREAS, AND RECONFIGURATION OF CH.91/DPA AREAS INTO CONTIGUOUS AREAS

- working port uses in DPA/Ch. 91 areas
- less restrictive waterfront uses outside Ch. 91
- major bisection of DPA by Ch. 91 boundary
- existing Ch. 91 public walkway – letter of law
- potential connections or view corridors
- Silver Line Greenway Point Access
- interim community uses & future DPA supporting
- MWRA parcel – connect park to supporting uses
- underutilized opportunity areas
- public land as potential programming catalyst
- public waterfront park in Ch. 91 jurisdiction
- mixed-use community development
- improve existing connections
- potential connection for circulation & access
- Ch. 91 linear park
- public art at Toomey Square
- potential foot bridge location



VIEW OF STUDY AREA ALONG CHELSEA CREEK AND MILL CREEK WATERFRONT– IMAGE COURTESY OF GOOGLE EARTH

XII. APPENDIX A – ASSESSMENT OF "W" ZONING DISTRICT USE REGULATIONS FOR VISION CONSISTENCY

The following appendix is a table used to assess the zoning the existing land use regulations in the City's Waterfront "W" zoning district, how they relate to Massachusetts DPA objectives within the Chapter 91 jurisdictional areas, and how they relate to the collective City/community waterfront vision for a working port that also accommodates adjacent community access. The assessment and recommendations are found in the body of the report.

The following pertinent use regulations from the Table of Principal Use Regulations in Section 34-300 are highlighted because the manner in which they are currently regulated affects the potential for advancing the goals of the waterfront vision.

Items highlighted in red are of concern because they do not advance the broad goals of protecting the maritime industrial working port within the DPA areas. It is recommended that the W district boundary be amended to remove the Forbes and Eastern Avenue Extension sites so as to reflect the Massachusetts DPA Boundary Review decision. Those sites that were removed would be regulated separately under either a new zoning district or another existing City zoning district if an appropriate one already exists.

Items highlighted in green are deemed consistent with the overarching goals of protecting the Massachusetts DPA waterfront. Items highlighted in orange warrant further study by the City in a separate rezoning process that is coordinated with the City's application to the State for a Municipal Harbor Plan.

TABLE KEY					
red text	inconsistent with vision	Y	allowed	×	inconsistent
green text	consistent with vision	N	not allowed	✓	consistent
orange text	further review by City during MHP needed	SP	special permit		

PRINCIPAL USE	WATERFRONT (W) ZONING DISTRICT - CITY OF CHELSEA	
	COLOR CODE INDICATES CONSISTENCY OF EXISTING CITY SEC. 34-300 WITH DPA WITHIN CHAPTER 91? WATER DEPENDENT & INDUSTRIAL? COMPATIBLE?	DPA UPLAND OUTSIDE CHAPTER 91, & CONSISTENT WITH CITY/COMMUNITY VISION?
RESIDENTIAL USES	——	——
Dwellings containing six or fewer dwelling units	N	×
Conversion of a dwelling	N	×
Dwelling above the first floor of a building containing retail or office use	N	× ✓ ?
Retail or professional service business, or business or professional office, within a dwelling structure	N	× ✓ ?
Lodginghouse or boardinghouse	N	×
Congregate housing	N	×

Multifamily dwelling with four or more dwelling units	SP	✗
Assisted and/or independent living facility	SP	✗
Shared elderly housing	SP	✗
Community residence	SP	✗
Single-family dwelling	Y	✗
Two-family dwelling	Y	✗
Three-family dwelling	Y	✗
Multifamily dwelling at a minimum density of 12 units and a maximum density of 35 units per acre	Y	✗ ✓ ?
EXEMPT AND INSTITUTIONAL USES	———	———
Family day care home, large	SP	✗
Adult day care facility, large	SP	✗
Child care facility in new building	SP	✗
Noncommercial research facility	SP	✗
Family day care home, small	Y	✗
Adult day care facility, small	Y	✗
Child care facility in existing building	Y	✗
Use of land for the primary purpose of agriculture, horticulture, floriculture, or viticulture on a parcel of more than five acres in area	Y	✗
Facilities for the sale of produce, and wine and dairy products, provided that during the months of June—September of every year, or during the harvest season of the primary crop, the majority of such products for sale, based on either gross sales dollars or volume, have been produced by the owner of the land containing more than five acres in area on which the facility is located	Y	✗
Municipal facilities	Y	✗
Essential services	Y	✗
Parks and playgrounds	Y	✓[24]
Hospital	N	✗
Use of land or structures for religious purposes	*Y*	*Dover Amendment MGL Ch. 40A, Section 3.*
Use of land or structures for educational purposes on land owned or leased by the state or any of its agencies, subdivisions or bodies politic or by a religious sect or denomination, or by a nonprofit educational corporation	*Y*	*Dover Amendment MGL Ch. 40A, Section 3.*

[24] To be clustered where appropriate and referred to as "point access" for consistency with State Chapter 91 and DPA objectives.

COMMERCIAL USES	———	———
Boat storage facilities	N	✗ ?
Boatbuilding and shipbuilding	N	✗ ?
Fishing, commercial, and industrial vessel berthing, including docks	N	✗ ?
Fueling and bunkering of vessels	N	✗
Commercial docks and marinas	N	✓ ?
Marinas, including boat storage and boat repair	N	✓ ?
Marine construction and salvage facilities	N	✗
Marine offices	N	✗
Marine pollution control facilities	N	✗
Tugboat, fireboat, pilot boat and similar services	N	✗
Hotel, inn, motel, tourist home	SP	✓ ?
Hotel/motel, extended stay lodging	SP	✓ ?
Planned development	SP	✓ ?
Major commercial project	SP	✓ ?
Ferries and excursion facilities	SP	✓
Marine intermodal transportation terminals and facilities	SP	✓ ?
Restaurant, including service of alcoholic beverages	SP	✓
Health and fitness club	SP	✗
Nonexempt educational use	Y	✗
Bakery, delicatessen, candy, fish, including accessory food service	Y	✓ ?
Book, stationery, gift, clothing, dry goods, hardware, jewelry, or variety store	Y	✓ ?
Fishing pier	Y	✓ ?
Yacht club, boat rental	Y	✗
Professional, business and governmental offices	Y	✗ ?
Bank, financial agency	Y	✗
Parking facilities	SP	✗
Nonexempt educational use with a minimum of 20,000 square feet	N	✗
Animal clinic or veterinary hospital	N	✗
Kennel	N	✗
Private club or lodge	N	✗
Nursing or convalescent home	N	✗
Funeral home	N	✗
Convenience store with hours of operation not to exceed 5:00 a.m. to 11:00 p.m.	N	✓
Convenience store with hours of operation exceeding 5:00 a.m. to 11:00 p.m., and/or with the sale of beer and/or wine	N	✗
Convenience store with the sale of alcoholic beverages other than beer and/or wine	N	✗
Supermarket with hours of operation exceeding 5:00 a.m. to 11:00 p.m., and/or with the sale of beer, wine and/or other alcohol	N	✗
Supermarket and grocery store	N	✗ ?
Department store, discount house	N	✗
Retail stores and services not elsewhere set forth	N	✗ ?
Motor vehicle sales and rental	N	✗
Motor vehicle repair services and washing and waxing establishments	N	✗
Motor vehicle service station	N	✗
Motor vehicle parts stores	N	✗

Motor vehicle storage and repair	N	✗
Boat and accessory sales, service and rental establishments	N	✗
Fabrication, storage, and repair of fishing equipment	N	✗
Harbor and marine supplies and services	N	✗
Food handling and preparation facilities	N	✗
Restaurant, drive-in or fast food	N	✓ [25]
Medical centers	N	✗
Medical marijuana treatment center	N	✗
Substance abuse treatment center	N	✗
Indoor commercial recreation	N	✓ ?
Personal service establishment	N	✗
General service establishment	N	✗
Adult entertainment establishment	N	✗
Bed and breakfast	N	✗
Park and ride/park and fly facilities	N	✗
Storage of vehicles for hire or return from hire	N	✗
Theaters, concert halls and cinemas	N	✓ ?
Trade and craft establishments	N	✓ ?
Art use	N	✓
Moving company, less than 15,000 square feet gross floor area (2)	N	✗
Moving company, 15,000 square feet or more gross floor area (2)	N	✗
INDUSTRIAL USES	———	———
Fabrication of marine related goods	N	✓
Marine-related research, laboratories, and scientific development	N	✓
Marine-related wholesale, warehouse or storage	N	✗
Container shipping operations, marine cargo handling facilities	N	✗
Freight forwarding facilities	N	✗
Seafood processing, seafood packaging and seafood distribution	SP	?
Bulk storage of cargo and freight	N	✗
Bulk storage of petroleum products and byproducts	N	✗
Manufacturing, bio-tech	SP	✓
Research and development, including related offices	SP	✓
Light manufacturing	N	✗
Wholesale business and storage in connection with wholesale business	N	✗
Manufacturing	N	✗
Materials recovery facility	N	✗
Contractor's yard	N	✗
Junkyard or automobile graveyard	N	✗
Inside display and sale of merchandise by distributors or manufacturers	Y	✗
OTHER USES	———	
Dog kennel/dog day care	SP	✗
Drive-in window services at retail or other use	SP	✗
Municipal education buildings being rehabilitated or converted from such use to a nonmunicipal use	SP	✗
Ambulance service	N	✗

[25] Restaurant, especially seafood should be allowed. Fast food and drive through should not be allowed.

XIII. APPENDIX B – ASSESSMENT OF "R2" AND "I" ZONING DISTRICTS' USE REGULATIONS FOR VISION CONSISTENCY

The following appendix is a table used to assess the zoning for a portion of the Shurtleff-Bellingham neighborhood that is in the study area. The assessment and recommendations are found in the body of the report. Waterfront Vision community workshop participants were polled for their preference for broad brush land uses within this area due to its potential to augment the urban fabric in underutilized areas. The objective is to promote community-friendly development near the waterfront that will serve as a connection between the rest of the City and its waterfront. The development should have activate, public-friendly ground floor uses, and whenever possible, create new or improve existing connections to the waterfront.

The following pertinent use regulations from the Table of Principal Use Regulations in Section 34-300 are highlighted because the manner in which they are currently regulated affects the potential for advancing the goals of the waterfront vision.

Items highlighted in red are of concern because they do not advance the broad goals of connecting Chelsea as a whole to its waterfront by facilitating mixed-use developments with active and inviting ground floor uses as one approaches the waterfront. It is recommended that the R2 and I district regulations and/or boundaries be amended to allow for desired uses within the portion of the Shurtleff-Bellingham neighborhood that is in the study area with these two zoning districts. Alternatively, they could be regulated separately under either a new zoning district or another existing City zoning district if an appropriate one already exists.

Items highlighted in green are deemed consistent with the overarching goals of creating inviting places with development that welcomes the community to live, work and play near the waterfront. Items highlighted in orange warrant further study by the City in a separate rezoning process that is coordinated with the City's application to the State for a Municipal Harbor Plan.

PRINCIPAL USE	COLOR CODE INDICATES CONSISTENCY OF EXISTING CITY OF CHELSEA ZONING REGULATION WITH VISION?	
	RESIDENCE 2 (R2) ZONING DISTRICT	INDUSTRIAL (I) ZONING DISTRICT
RESIDENTIAL USES	——	——
Single-family dwelling	Y	N
Two-family dwelling	Y	N
Three-family dwelling	Y	N
Multifamily dwelling with four or more dwelling units	SP	N
Dwellings containing six or fewer dwelling units	N	N
Multifamily dwelling at a minimum density of 12 units and a maximum density of 35 units per acre	N	N
Conversion of a dwelling	Y	N
Dwelling above the first floor of a building containing retail or office use	N	N
Retail or professional service business, or business or professional office, within a dwelling structure	N	N
Lodginghouse or boardinghouse	SP	N
Congregate housing	SP	N

Assisted and/or independent living facility	SP	N
Shared elderly housing	SP	N
Community residence	SP	N
EXEMPT AND INSTITUTIONAL USES	———	———
Use of land or structures for religious purposes	Y	Y
Use of land or structures for educational purposes on land owned or leased by the state or any of its agencies, subdivisions or bodies politic or by a religious sect or denomination, or by a nonprofit educational corporation	Y	Y
Family day care home, small	Y	Y
Family day care home, large	SP	SP
Adult day care facility, small	Y	Y
Adult day care facility, large	SP	SP
Child care facility in existing building	Y	Y
Child care facility in new building	SP	SP
Use of land for the primary purpose of agriculture, horticulture, floriculture, or viticulture on a parcel of more than five acres in area	Y	Y
Facilities for the sale of produce, and wine and dairy products, provided that during the months of June—September of every year, or during the harvest season of the primary crop, the majority of such products for sale, based on either gross sales dollars or volume, have been produced by the owner of the land containing more than five acres in area on which the facility is located	Y	Y
Municipal facilities	Y	Y
Essential services	Y	Y
Hospital	N	SP
Noncommercial research facility	N	SP
Parks and playgrounds	Y	Y
COMMERCIAL USES	———	———
Nonexempt educational use	N	N
Nonexempt educational use with a minimum of 20,000 square feet	N	Y
Animal clinic or veterinary hospital	N	SP
Kennel	N	N
Private club or lodge	N	N
Nursing or convalescent home	SP	N
Funeral home	N	N
Hotel, inn, motel, tourist home	N	SP
Hotel/motel, extended stay lodging	N	SP
Planned development	SP	SP
Bakery, delicatessen, candy, fish, including accessory food service	N	N
Book, stationery, gift, clothing, dry goods, hardware, jewelry, or variety store	N	N
Convenience store with hours of operation not to exceed 5:00 a.m. to 11:00 p.m.	N	N
Convenience store with hours of operation exceeding 5:00 a.m. to 11:00 p.m., and/or with the sale of beer and/or wine	N	N
Convenience store with the sale of alcoholic beverages other than beer and/or wine	N	N
Supermarket with hours of operation exceeding 5:00 a.m. to 11:00 p.m., and/or with the sale of beer, wine and/or other alcohol	N	N
Supermarket and grocery store	N	N

Department store, discount house	N	N
Retail stores and services not elsewhere set forth	N	N
Major commercial project	N	SP
Motor vehicle sales and rental	N	N
Motor vehicle repair services and washing and waxing establishments	N	N
Motor vehicle service station	N	Y
Motor vehicle parts stores	N	N
Motor vehicle storage and repair	N	N
Boat and accessory sales, service and rental establishments	N	N
Boat storage facilities	N	N
Boatbuilding and shipbuilding	N	N
Ferries and excursion facilities	N	N
Fishing, commercial, and industrial vessel berthing, including docks	N	SP
Fishing pier	N	N
Fabrication, storage, and repair of fishing equipment	N	Y
Fueling and bunkering of vessels	N	N
Harbor and marine supplies and services	N	N
Commercial docks and marinas	N	N
Marinas, including boat storage and boat repair	N	N
Yacht club, boat rental	N	N
Marine construction and salvage facilities	N	N
Marine intermodal transportation terminals and facilities	N	N
Marine offices	N	N
Marine pollution control facilities	N	N
Tugboat, fireboat, pilot boat and similar services	N	N
Food handling and preparation facilities	N	N
Restaurant, including service of alcoholic beverages	N	N
Restaurant, drive-in or fast food	N	N
Professional, business and governmental offices	N	Y
Medical centers	N	SP
Medical marijuana treatment center	N	N
Substance abuse treatment center	N	SP
Bank, financial agency	N	Y
Indoor commercial recreation	N	SP
Personal service establishment	N	N
General service establishment	N	N
Adult entertainment establishment	N	N
Bed and breakfast	SP	N
Parking facilities	SP	SP
Park and ride/park and fly facilities	N	N
Storage of vehicles for hire or return from hire	N	N
Theaters, concert halls and cinemas	N	SP
Trade and craft establishments	N	Y
Health and fitness club	N	SP
Art use	N	Y
Moving company, less than 15,000 square feet gross floor area (2)	N	Y
Moving company, 15,000 square feet or more gross floor area (2)	N	SP

INDUSTRIAL USES	———	———
Light manufacturing	N	Y
Wholesale business and storage in connection with wholesale business	N	Y
Inside display and sale of merchandise by distributors or manufacturers	N	SP
Manufacturing	N	SP
Manufacturing, bio-tech	N	SP
Fabrication of marine related goods	N	Y
Marine-related research, laboratories, and scientific development	N	N
Marine-related wholesale, warehouse or storage	N	N
Materials recovery facility	N	N
Research and development, including related offices	N	SP
Contractor's yard	N	N
Junkyard or automobile graveyard	N	N
Bulk storage of cargo and freight	N	N
Bulk storage of petroleum products and byproducts	N	N
Container shipping operations, marine cargo handling facilities	N	N
Freight forwarding facilities	N	N
Seafood processing, seafood packaging and seafood distribution	N	N
OTHER USES	———	———
Ambulance service	N	SP
Dog kennel/dog day care	N	SP
Drive-in window services at retail or other use	N	SP
Municipal education buildings being rehabilitated or converted from such use to a nonmunicipal use	SP	SP

XIV. APPENDIX C – ASSESSMENT OF CONSISTENCY AND CLARITY OF "WIOD" USE REGULATIONS TO UNDERLYING "W" ZONING DISTRICT

- Comparison of Waterfront (W) Zoning District to Waterfront Industrial Overlay District (WIOD)
- The boundaries the W and WIOD districts are not coterminous. The use regulations for the W district appear in the City zoning in tabular format, and provide a much more extensive listing of uses. The uses listed in the various WIOD subsections of Sec 34-179 were listed in bullet format, were a lot less numerous and did not cover many of the uses in the W district, and the wording of the many similar uses was different. Sometimes the land use regulation line item was more detailed and other times less detailed than comparable use items in the W district. Use regulations in the table below that are grouped together with a question mark symbol ("?") are being suggested to be either consolidated for clarity and comprehensiveness into a single use item, or because the various related uses are confusing and being related in an inconsistent manner. The adjoining zoning map boundary map for the districts suggest that there is no longer a need for a separate, confusing and inconsistent overlay district, and that a restated W district that is consistent with waterfront vision goals and potential MHP should remain with a new boundary that reflects the State's 2016 DPA Boundary Review. The restated W district with redefined boundaries can regulate both marine-industrial, water-dependent uses to be allowed in the DPA/Ch. 91 areas, and also footnote use regulations in the same regulations table to forbid non-maritime-industrial, water-dependent uses within DPA/Ch.91 areas but allow them within the DPA uplands that are outside the Ch. 91 jurisdiction. Additionally, for the sake of simplicity, any recommended Y, N, or SP regulations can have any additional potential regulations annotated as a footnote for conditions such as development square footage thresholds, and site plan review approval.
- Determining consistency of City zoning with Waterfront Vision goals for identifying and allowing:
  (a) maritime-industrial, water-dependent uses in DPA areas that support the working port and are community-friendly;
  (b) compatible commercial business uses (including maritime-related) that do not interfere with the working port and are community-friendly in and/or near the perimeter of DPA areas (DPA uplands outside Ch. 91 jurisdiction); and
  (c) community-friendly uses in and/or near the perimeter of DPA areas to allow Ch. 91 public waterfront access
- City should amend zoning once MHP uses have been vetted
- Maritime-related and waterfront-related uses do not necessarily meet State CZM/DEP requirements for maritime-industrial uses that are water-dependent within DPA areas and need deep water berthing areas.

TABLE KEY

——	Y	N	SP	✓	✘	—— *footnote reference*
• A long hyphen symbol indicates that the use regulation does not appear as a text line item in the City zoning code section referenced in the column header above • Zoning as of May 31, 2016	• A letter "Y" indicates that the City allows the use as of right • **Text in red** indicates the regulation is inconsistent with the waterfront vision • **Text in green** indicates it is consistent • **Text in orange** indicates further discussion is needed during the potential, separate City rezoning and/or MHP processes	• A letter "N" indicates that the City does not allow the use • **Text in red** indicates the regulation is inconsistent with the waterfront vision • **Text in green** indicates it is consistent • **Text in orange** indicates further discussion is needed during the potential, separate City rezoning and/or MHP processes	• The "SP" annotation indicates that the City requires a Special Permit with or without a threshold for development square footage. Refer to footnote in column header. • **Text in red** indicates the regulation is inconsistent with the waterfront vision • **Text in green** indicates it is consistent • **Text in orange** indicates further discussion is needed during the potential, separate City rezoning and/or MHP processes	• A check mark indicates consistency of land use regulation with the goals of the Waterfront Vision.	• A letter "X" symbol indicates that the land use regulation is inconsistent with the goals of the Waterfront Vision.	• A long hyphen symbol together with an italicized footnote reference indicates that the use regulation is not listed explicitly in that particular City zoning code section and instead another section of the code is cross-referenced with a modified development square footage threshold.

MAPC ASSESSMENT & RECOMMENDATION • FOR CONSISTENCY BETWEEN POTENTIAL CITY REZONING • CITY/STATE MUNICIPAL HARBOR PLAN VETTING OF USES MARITIME-INDUSTRIAL, WATER-DEPENDENT USES, AND COMPATIBLE BUSINESS AND COMMUNITY ACCESS USES		PLAN REF. NO.	PRINCIPAL USE	W - SEC. 34-300		WIOD - SEC. 34-179			
ALLOW FOR VISION?				EXISTING CITY USE REGULATION AS IT RELATES TO DPA WITHIN CHAPTER 91?	CONSISTENT WITH VISION WITHIN DPA UPLAND OUTSIDE CHAPTER 91?	UNDERLYING USES [26] SEC. 34-179(B)	USES PERMITTED AS OF RIGHT SEC. 34-179(C)	USES AUTHORIZED AFTER SITE PLAN APPROVAL [27] SEC. 34-179(D)	USES AUTHORIZED BY SPECIAL PERMIT. SEC. 34-179(E)
			MARINE / WATERFRONT RELATED (MAPC categorization of City uses in regulations table)						
✓ **Y**	Subject to conditions and recommended Waterfront Vision locations for point and perimeter access, and final City/State MHP approvals.	1	Public pedestrian paths, along the water's edge providing marine industrial viewing opportunities and/or points of access to, from and within the Chelsea Creek DPA;	——	——	——	——	Y	——
✓ Y		2	? Marine-related and supporting light industrial;	——	——	——	——	——	SP
			Fabrication of marine related goods	N	✓	N	——	——	——

[26] The way the land uses are regulated in the WIOD district is consistent with the underlying Waterfront (W) zoning district except for airport-related uses and site plan review for certain uses over 10,000 square feet and certain uses over 30,000 square feet.
[27] Provided that less than 10,000 square feet of the principal use activities are outside the buildings

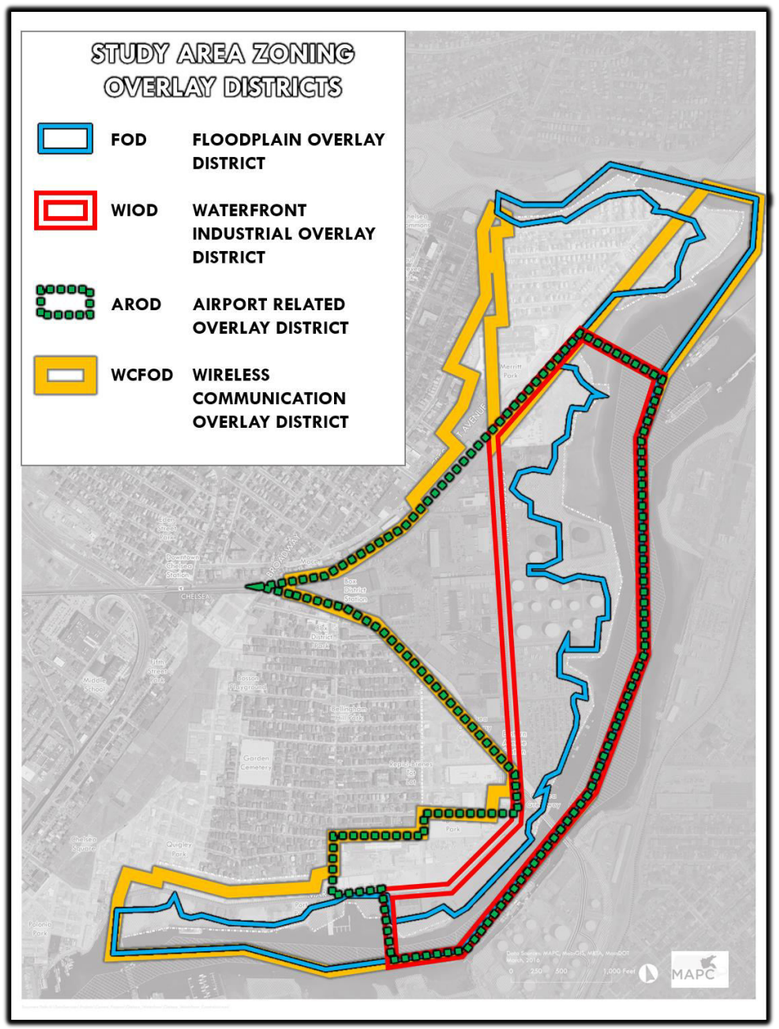
modified	These uses if clarified for water-dependent, light industrial only as of right within DPA/Ch.91, and otherwise marine-related in DPA uplands could be consistent with vision.			Fabrication of marine related goods, marine industrial welding, marine repair services, marine machine shops and related storage facilities	——	——	——	——	——	SP
✓ Y / SP modified	Of the 4 line items, water-dependent scientific research/development laboratories/educational centers should be allowed as of right within DPA/Ch.91. Directly-supportive offices up to the discretion of Massachusetts CZM/DEP and City MHP, and possibly included in zoning table as SP with a footnote condition. A museum (potentially of any sort including maritime related) could be allowed in DPA uplands for community access/activation purposes subject to site plan approval and special permit to avoid conflicts with working port.	3	?	Research and development, including related offices	SP	✓	SP	——	——	——
				Marine-related research, laboratories, and scientific development	N	✓	N	Y	footnote above ≥30,000-SF	——
				Maritime-industrial related museum	——	✓	——	Y	footnote above ≥30,000-SF	——
				Institutional uses, including marine research, education and laboratory facilities, not including overnight accommodations;	——	✓	——	Y ?	footnote above ≥30,000-SF	——
✓ Y or SP	This should be allowed as of right within DPA since this is a water dependent industrial use. From a community activation standpoint, this use is not the most conducive. Potentially the use could remain as SP but from a State CZM standpoint, it does meet the intent.	4	?	Container shipping operations, marine cargo handling facilities	N	✖	N	——	——	——
				Container shipping operations, marine cargo handling facilities, including docking, loading and related storage and warehouse;	——	——	——	——	——	SP
✖ N	Of the six grouped items, none meet the intent of maritime-industrial, water-dependent within the DPA. Two of the uses involve recreational, personal boating which introduces safety conflicts with large oil tanker vessels.	5	?	Marine-related wholesale, warehouse or storage	N	✖	N	——	——	SP
				Marine products, wholesaling distribution and retailing	——	——	——	——	——	SP
				Harbor and marine supplies and services, chandleries, ship supply, not including bunkering of vessels	——	——	——	Y	footnote above ≥30,000-SF	——
				Yacht club, boat rental	Y	✖	Y	——	footnote above <10,000-SF	——
				Boat and accessory sales, services and rental establishments;	——	——	——	——	Y ? <10,000-SF	——
				Fabrication, storage and repair of fishing equipment;	——	——	——	——	Y ? <10,000-SF	——
	If the seafood is being transported by water or some part of the process needs to use water from the channel, then it as a water dependent industrial use it meets the intent. Ideally, impacts such as odors would be fully mitigated, and if a public viewing area or guided tours were included, it could become a place of community interest for things such as school excursions.	6	?	Seafood processing, seafood packaging and seafood distribution	SP	?	SP	——	——	——
				Enclosed seafood processing, seafood packing and packaging, seafood loading and seafood distribution;	——	——	——	——	——	SP
✓ SP?	If boats arrive or are professionally piloted for seasonal storage, then there is potential for this use. The use in tandem with boat repair or maintenance and tied to a youth education / apprenticeship program could be of community interest.	7		Boat storage facilities	N	✖ ?	N	——	——	——
✓ Y or SP	If boatbuilding and shipbuilding needs access to the watersheet for testing and berthing then it potentially could meet the State DPA requirement. Such a use with a public viewing area, guided tours, and/or a youth education or apprenticeship program could be of community service and interest. The varying thresholds are not necessary.	8	?	Boatbuilding and shipbuilding	N	✖ ?	N	——	——	——
				Boatbuilding, including facilities for construction, fabrication, maintenance and repair of boats not exceeding a length of 60 feet;	——	——	——	——	Y ? <10,000-SF	——
				Boatbuilding and shipbuilding, including facilities for construction, fabrication, maintenance and repair of boats and ships exceeding a length of 60 feet	——	——	——	——	——	SP
✓ Y	The three uses to the right could be consolidated into a single use item that focuses on two components that are community interest: (a) ferry service for practical daily work commutes and (b) excursion facilities to bring tourists to help activate the waterfront and for residents' recreational use as well.	9	?	Marine intermodal transportation terminals and facilities	SP	✓ ?	SP	——	——	——
				Ferries and excursion facilities	SP	✓	SP	——	——	——
				Intermodal transportation terminals and facilities, ferries, excursion facilities, telephone electronic equipment enclosures and other similar structures	——	——	——	——	Y ? <10,000-SF	——

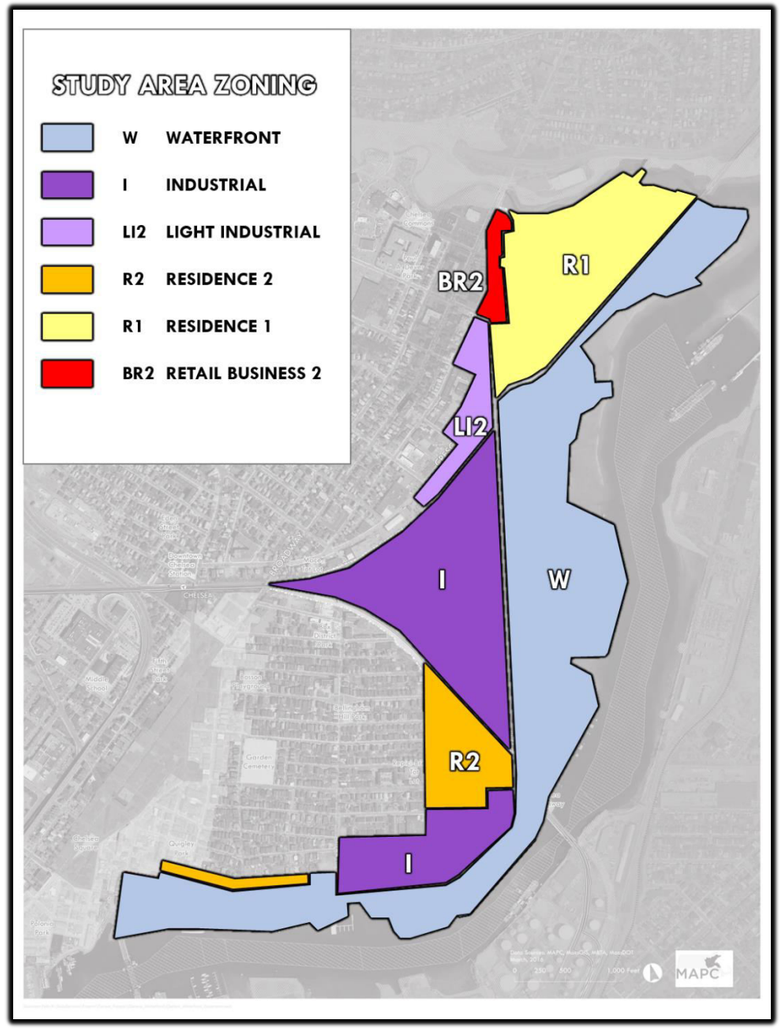
✓ Y	There is already an existing "viewing pier" point access at 201 Marginal Street that could lend itself to this use, and the community expressed a high level of interest in any additional opportunities where point access or perimeter access would make sense.	10		Fishing pier	Y	✓ ?	Y	——	*footnote above* *<10,000-SF*	——
✓ Y	The main safety concerns regarding Ch. 91 use of the watersheet by the public relates to small recreational vessels by novice pilots being endangered by large oil tankers, and Homeland Security issues near the oil tank farms. If one were to diminish these concerns by controlling access to experienced commercial pilots that could safely navigate and bring residents/passengers on board, then commercial docks/marinas could be allowed. The repair of boats could be regulated separately with items 7 and 8. Industrial/commercial vessel berthing should be regulated unto itself as an allowed DPA working port use.	11	?	Fishing, commercial, and industrial vessel berthing, including docks	N	✖ ?	N	——	——	SP
				Fueling and bunkering of vessels	N	✖	N	——	——	SP
				Commercial docks and marinas	N	✓ ?	N	——	——	——
				Marinas, including boat storage and boat repair	N	✓ ?	N	——	——	——
dupli-cative	This item is duplicative of the boat construction and repair use regulations in items 7, 8 and 11.	12		Marine construction and salvage facilities	N	✖	N	——	Y ? <10,000-SF	——
✓ SP in DPA Uplands only ---- ✖ N in Ch. 91	The Massachusetts CZM and DEP departments have technical definitions for administrative and supporting offices that are directly tied to the operations of water-dependent industrial (WDI) uses. These regulations include a limitation by site and/or DPA district that caps the amount to a fraction so the majority of the site is dedicated to the principal working port WDI use. The Waterfront Vision Plan makes recommendations about how to consolidate these administrative and supporting uses into limited, concentrated, specific areas to reinforce activity for recommended community/public "access points" that also coincide with open space and community programming. It is recommended that commercial offices in general could potentially be allowed in DPA uplands only with careful site plan layout considerations mentioned in the Waterfront Plan to promote public realm access and avoid conflicts with adjacent working port uses. Otherwise, any form of offices within Ch. 91 jurisdiction has to conform to the State requirements.	13		Marine offices	N	✖	N	Y ?	*footnote above* *≥30,000-SF*	——
?	Uncertain whether this use has to have permanent direct access on the waterfront or just proximity to it for occasional use. This use needs to be vetted by CZM and DEP during MHP process. The use might have limited educational potential for students, the community and visitors about marine ecology and the environment.	14		Marine pollution control facilities	N	✖	N	——	——	——
			?	Facilities for marine pollution control, oil spill cleanup and the servicing of marine sanitation devices;	——	——	——	——	——	SP
✓ Y	These are necessary working port uses that in other communities such as Gloucester and Portsmouth have in tandem with waterfront restaurants, added to the character of working waterfronts.	15		Tugboat, fireboat, pilot boat and similar services	N	✖	N	——	Y <10,000-SF	——
✖ SP	The second, more restrictive use item which emphasizes enclosed facilities and exclude unsightly outdoor storage should continue to be regulated through the Special Permit process with site plan review to prevent further cutting off of the waterfront.	16		Bulk storage of petroleum products and byproducts	N	✖	N	——	——	——
			?	Bulk storage facilities, provided that the use is fully enclosed, including petroleum products storage, and oil and gas distribution facilities, but specifically excluding junkyard facilities and any other unsightly bulk storage uses;	——	——	——	——	——	SP

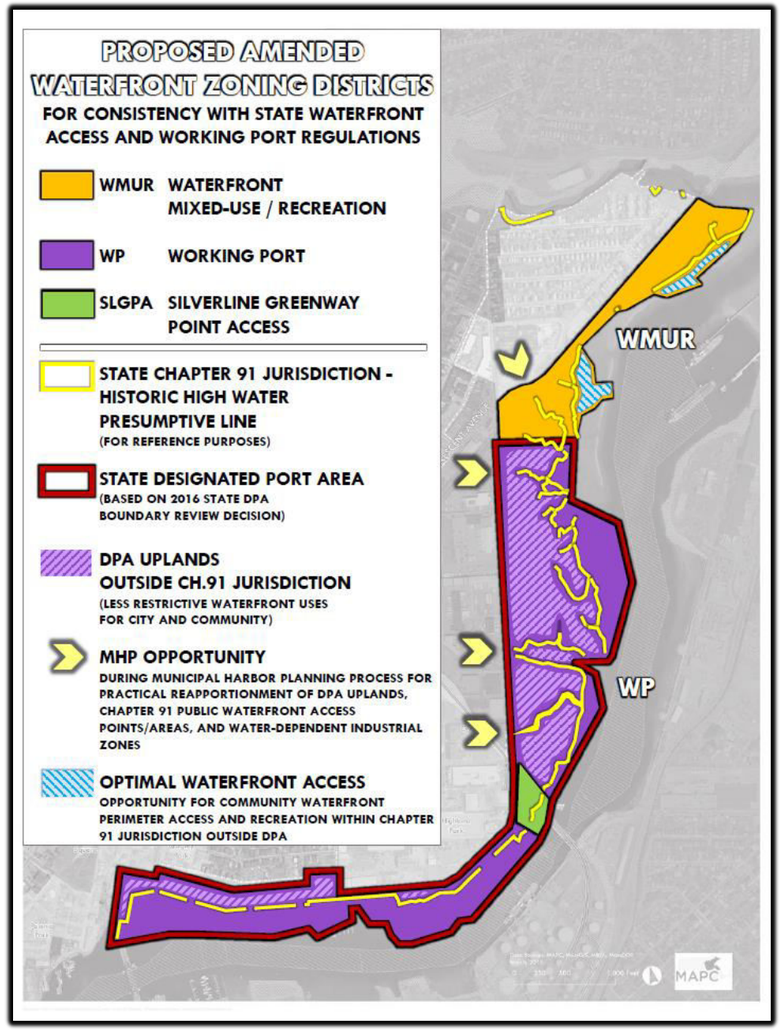
	INDUSTRIAL RELATED (MAPC categorization of City uses in regulations table)									
✖ N	There is a conflict of regulations with the following two items. The W zoning district does not mention either of the two airport related uses. However, the WIOD mentions in Sec. 34-179(b) that indicates that any uses allowed in the underlying W district are also allowed in the overlay. In this case, it is not allowed. Confusingly, subsection (d) states there is an under 10,000-SF condition but nowhere in the W or WIOD does it explicitly state airport related uses are allowed as of right. The only place is it explicitly mentioned is the WIOD overlay referencing another overlay district: AROD. It is recommended that a single land use item referencing these uses be included explicitly in the underlying W zoning district for the other two overlay districts to modify. **Any existing uses should be allowed as non-conforming under separate review processes with a goal of sunsetting the non-WDI uses to allow for WDI in Ch. 91 areas and appropriate uses consistent with vision for DPA uplands. Shorter license periods for flexibility.**	17	?	Airport related uses Sec. 34-241. - Definitions. • *Airport related uses.* (1)The term "airport related uses" means a use or activity whose purpose or function is primarily or partially dependent on location and/or access to the operations of an airport and whose functions are necessary for the daily operations and economic viability of a full-service commercial airport. (2) The term "airport related uses" does not mean park and fly facilities, ride/park and fly facilities, or airport related employee parking.	—	—	Y	—	— *footnote above <10,000-SF*	—
				Park and fly, airport related employees parking and the storage of vehicles for hire or return vehicles for hire;	—	—	—	—	—	SP
✓ SP	Light manufacturing including bio-tech with a public-realm friendly and porous site plan and interface could be consistent with the vision in DPA uplands as a complement to operations in adjoining Ch. 91 areas. Retain Special Permit regulation with a condition for a connected site layout that does not cut off community from the waterfront.	18		Manufacturing, bio-tech	SP	✓	SP	—	—	—
✖ N	None of these uses have an apparent connection to the support and operations of water-dependent industrial uses, nor do the uses lend themselves to the vision within the DPA uplands. Unless they explicitly mention intermodal freight and cargo forwarding/storage from vessels to vehicles.	19		Bulk storage of cargo and freight	N	✖	N	—	—	—
		20	?	Freight forwarding facilities	N	✖	N	—	—	—
				Freight forwarding, including freight forwarding terminals and motor freight terminals	—	—	—	—	—	SP
		21	?	Moving company, less than 15,000 square feet gross floor area	—	—	—	—	—	SP
				Moving company, 15,000 square feet or more gross floor area.	—	—	—	—	—	SP
	COMMERCIAL RELATED (MAPC categorization of City uses in regulations table)									
✓ SP in DPA only	These uses need to be either consolidated or clarified. Community workshop polling showed less of an interest for hotels and motels. However, the use does provide revenue and jobs, as well as reinforce other uses and bring activity. The use should remain regulated by the SP process within the DPA uplands only (with careful siting and buffering considerations as well as optimal connectivity measures). The use is in direct conflict with DPA uses and should not be allowed within the Ch. 91 subareas.	22		Hotel, inn, motel, tourist home	SP	✓ ?	SP	—	—	—
				Hotel/motel, extended stay lodging	SP	✓ ?	SP	—	—	—
✖ N	This use regulation item is not an actual known type of use for a building or property and is instead a zoning and development review tool. The items does not afford residents, property owners or abutters any understanding or certainty of what can be developed on the property nor what impacts there will be.	23		Planned development Sec. 34-241. - Definitions. No definition found.	SP	✓ ?	SP	—	—	—
✖ N	This use items is not defined as to what major constitutes and the commercial category is broad and less clear than other commercial land use regulations found elsewhere in the code. Commercial uses are by definition not WDI uses, and the use should not be allowed in the Ch. 91 subareas, and the use is too vague to allow it in the DPA uplands.	24		Major commercial project Sec. 34-241. - Definitions. No definition found.	SP	✓ ?	SP	—	—	—

✓ **A** in DPA uplands only ---- ✖ N in Ch. 91 except where MHP allows	Restaurants are not WDI uses and should not be allowed within Ch. 91 subareas but should be allowed with careful site layout planning within the DPA uplands for the purposes of community access and activation with an eye toward maximizing indoor and outdoor viewing opportunities of the waterfront. In addition to restaurants in the DPA uplands, the Waterfront Vision plan report makes recommendations for the creation of an activity point access node or nodes that would allow an array of State sanctioned WDI supporting and administrative uses concentrated away from core Ch. 91 working port areas, and where they could activate the waterfront and provide the community with safe access. The size and location of this node or these nodes would be specified in the Municipal Harbor Plan.	25	Restaurant, including service of alcoholic beverages	SP	✓	SP	——	——	——
✓ **A** in DPA uplands only	This use has potential for activation toward the waterfront, and with careful property site layout, the potential for a large place of public accommodation with indoor and outdoor (roof?) views of the waterfront.	26	Health and fitness club	SP	✖	SP	——	——	——
✖ N in Ch. 91 and DPA uplands	This use is not defined in Sec. 34-241. If it means a taxable, for-profit educational use, then such a use does not have a clear apparent role in bringing activity and the public toward the waterfront.	27	Nonexempt educational use Sec. 34-241. - Definitions. No definition found.	Y	✖	Y	——	—— *footnote above <10,000-SF*	——
✓ A in DPA uplands only	This land use regulation item seems rather selective with an unusual subset of retail/food establishments, and another subset of non-food establishments. Allowing all of these shops in general in the DPA uplands would be a good way of bringing activity and services to area visitors and residents alike.	28	Bakery, delicatessen, candy, fish, including accessory food service	Y	✓ ?	Y	——	—— *footnote above <10,000-SF*	——
		29	Book, stationery, gift, clothing, dry goods, hardware, jewelry, or variety store	Y	✓ ?	Y	——	—— *footnote above <10,000-SF*	——
✓ A in DPA uplands only	These uses are by definition incompatible in the Ch. 91 subareas. As with many other uses being recommended by-right or by Special Permit, there should be a condition of approval to ensure they do not impede the functioning of adjacent WDI uses, and also promote community access. This condition of site plan approval and special permit review could include the appropriate siting of building footprints and a publicly-accessible circulation plan around and through potential development projects within the DPA uplands and any Waterfront Vision Plan recommended "point access" clusters within Ch. 91 subsareas for MHP consideration. The condition should also stipulate public access through and/or around the developments to allow for access to the waterfront regardless of the hours of operation of the developments.	30	Professional, business and governmental offices	Y	✖ ?	Y	——	—— *footnote above <10,000-SF*	——
✓ A in DPA uplands only	This use does not have an apparent waterfront activation function but as part of the development program in a mixed-use project, would be fine.	31	Bank, financial agency	Y	✖	Y	——	—— *footnote above <10,000-SF*	——
✓ A in DPA uplands ----	This is an unconventional land use regulation in a zoning table that does not necessarily imply the total use of a parcel for "landscaped areas". Uncertain what the intent is. Ideally, the beautification of properties (working port included as long as practical) should be part	32	Landscaped areas	——	——	——	Y ?	—— *footnote above ≥30,000-SF*	——

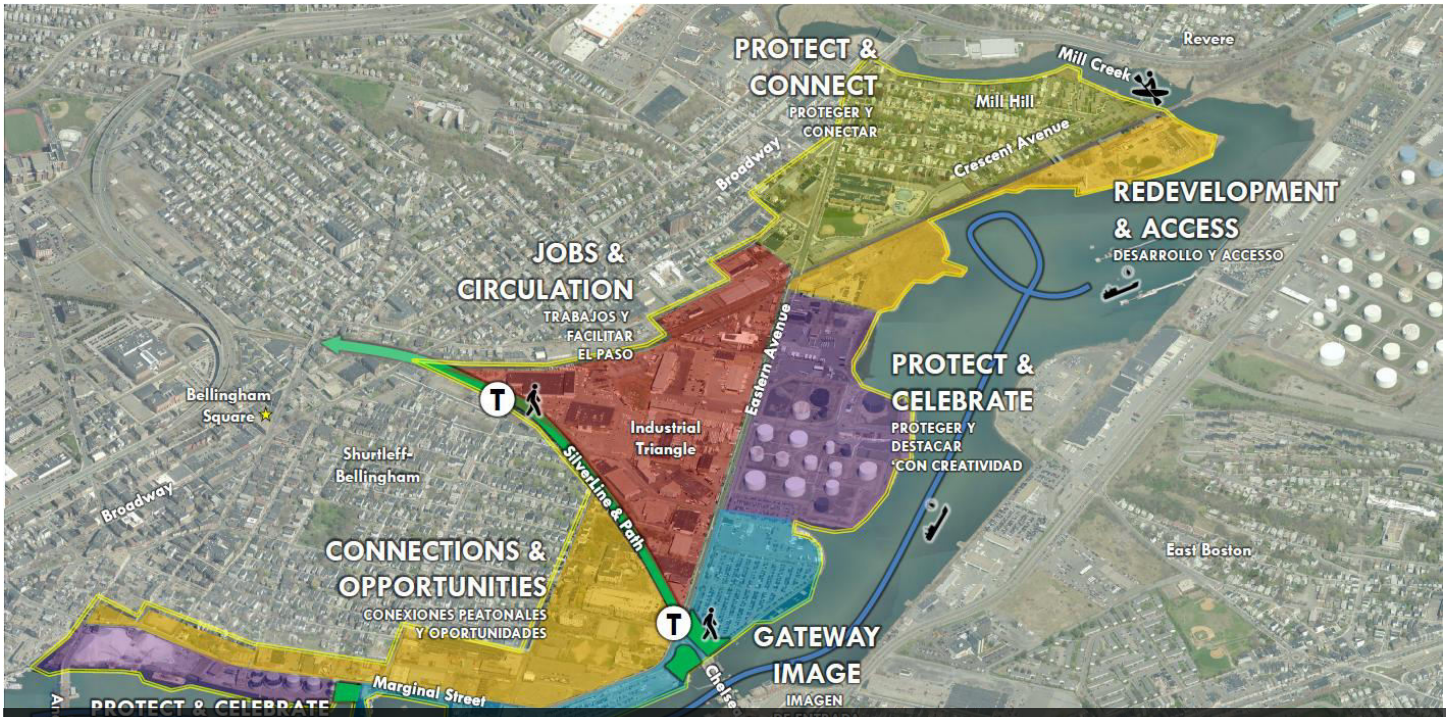
SP in Ch. 91 where appropriate	of the every waterfront vision decision to make the waterfront safe and pleasant.								
A in DPA uplands only ---- SP in Ch. 91	Accessory uses that are directly tied to principal uses that promote or do not conflict with the waterfront vision should be allowed with site plan review. The State has a technical WDI accessory use definition that should not be confused with this city zoning land use regulation item, and that applies to the Ch. 91 subareas.	33	Accessory uses, customarily incidental and subordinate to the location, function and operation of permitted principal uses, including temporary uses, provided that all such temporary uses on a lot do not exceed a combined total of 30 days per year and that the total floor area utilized for such uses does not exceed ten percent of the total floor area or lot area at any given time.	——	——	——	?	? <10,000-SF	SP







XV. APPENDIX D – SUMMARY OF COMMUNITY INPUT FROM MARCH 23, 2016 WORKSHOP



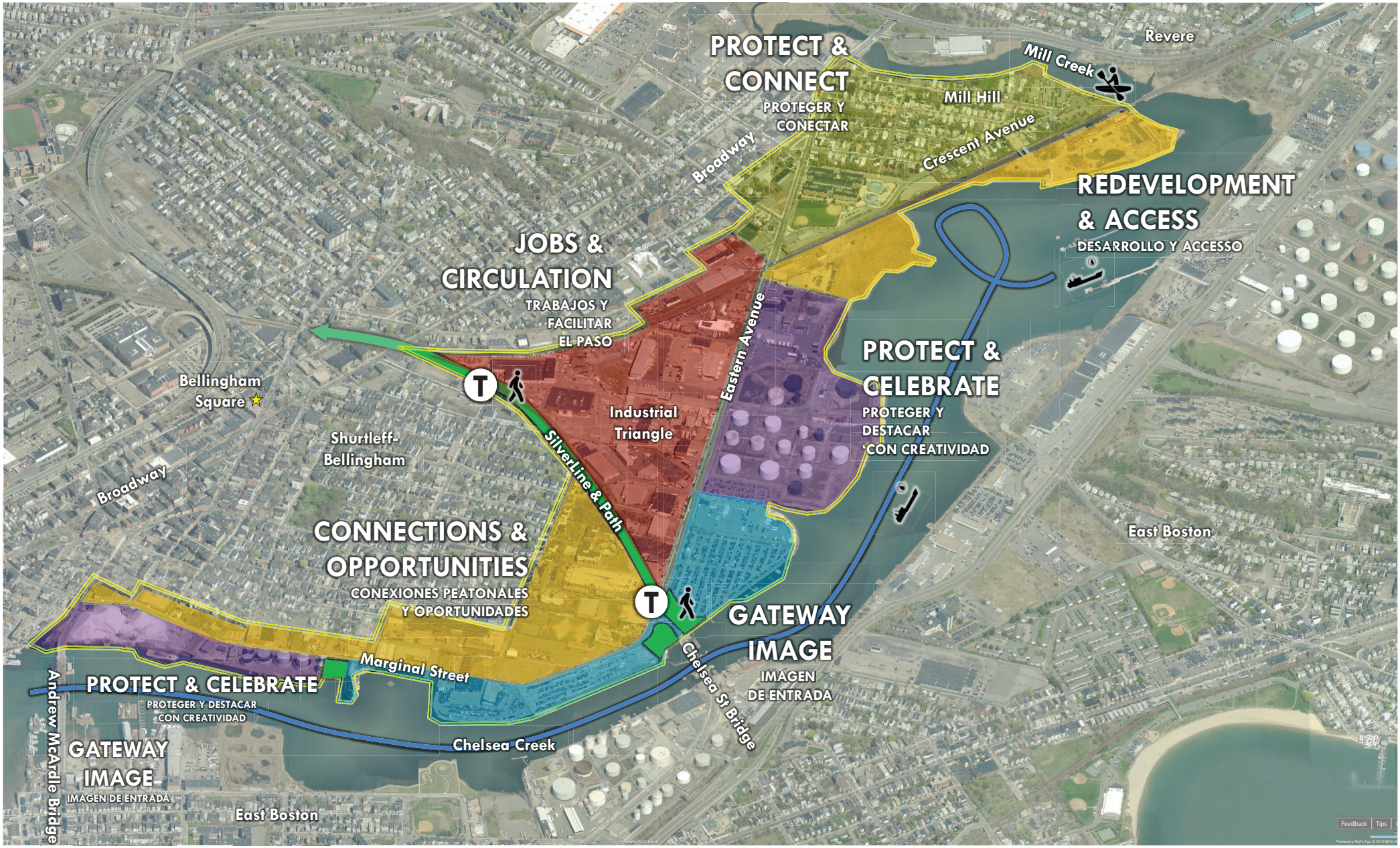
SUMMARY OF COMMUNITY INPUT
COMMUNITY WORKSHOP – 23 MARCH 2016

CHELSEA WATERFRONT COMMUNITY VISION PLANNING PROCESS

MAPC
METROPOLITAN AREA PLANNING COUNCIL



DIFFERENT IDEAS FOR DIFFERENT AREAS | IDEAS DISTINTAS PARA ÁREAS DIFERENTES



MEMORANDUM

Date: 28 March 2016

To: John DePriest, Planning Director, City of Chelsea

From: Carlos Javier Montañez, Senior Regional Planner, MAPC

Re: **Summary of Community Feedback from Discussion and Polling Exercise: Community Workshop on March 23, 2016 on Different Community Access and Working Port Business Ideas for the Chelsea Waterfront**

Thank you very much for your assistance with the community workshop we held on March 23, 2016 at the Chelsea Senior Center. Our goal was to present workshop participants with a better understanding of the importance of the working port, and how to balance the needs of the working port businesses with the needs of the community for access and use of its waterfront.

The meeting consisted of an informative presentation on the regulatory constraints as well as ideas for both interesting working port uses, and safe, compatible community uses. Participants then broke out into three smaller groups, and rotated every half-hour to discuss different ideas for different waterfront and neighborhood areas on opposite sides of the three main thoroughfares that form the spine for the study area. The team's numerous outreach efforts resulted in a large meeting turnout with 96 signatures on the sign-in sheets and potentially a dozen or more participants who did not sign in.

The following is a summary of the feedback we received from workshop participants that we will use to inform the discussions at the upcoming Advisory Committee meeting in late April/early May, and the second and last community workshop in mid to late May. Each of the six subareas are briefly summarized and are followed by a tabulation of the polling dots and a transcription of any community comments on the workshop boards. Photographs of all of the boards with the workshop participants' polling dots and comments are located in an appendix at the end of this summary memorandum.

The presentation and the workshop visual boards have been posted on our MAPC project webpage at mapc.org/chelseawaterfront, as well as a Spanish translation of the presentation available at the Spanish-language version of the MAPC project webpage at mapc.org/chelsealitoral

Please advise if you have any questions.

SUB AREA #1: SHURTLEFF-BELLINGHAM NEIGHBORHOOD NEAR MARGINAL STREET – NON-WATERFRONT NEAR SALT PILE, RENTAL CAR PARCELS, & THE MCARDLE & CHELSEA ST. BRIDGES

Workshop participants were polled on their preference for nine types of temporary and permanent uses or improvements within the portion of the Shurtleff-Bellingham neighborhood near Marginal Street, the future Eastern Avenue SilverLine T stop, and the Chelsea Greenway multi-use path. There were over 100 workshop participants in attendance. They were asked to place one polling dot per person for each grouping of photos that represented a type of use or improvement for the sub-area. For this subarea, 103 of them expressed a strong preference for temporary, container "buildings" that can house uses such as bars, cafés, pop-up shops, restaurants and viewing decks. The next use or idea to receive an overwhelming amount of support was for community programming and neighborhood branding ideas. This use received 90 polling dots, and represented temporary, inexpensive community activities and facilities such as outdoor ping-pong tables or pop-up libraries. Over two-thirds expressed a strong interest in streetscape improvements to make the area safer, attractive and more pleasant to walk around and get to the waterfront. The next three items that 50-60% of participants expressed strong support for were: homes and mixed-use residential, parklets and temporary community gardens, and pocket parks and gardens. If the last items are considered together, practically all workshop participants expressed strong support for open space improvements, be they in the form of temporary parklets or permanent pocket parks and plazas. Uses such as non-residential mixed-use developments, brick-and-mortar restaurants, interpretive signage, and container offices did not receive strong support.

The temporary uses (all except for the homes and brick-and-mortar stores and offices) are also within the realm of possibility for the corresponding waterfront side of the study area just across Marginal Street, and could be included for consideration to the State for more flexible waterfront uses as part of the City's future Municipal Harbor Planning process and application.

SUB AREA #1	SHURTLEFF-BELLINGHAM NEIGHBORHOOD NEAR MARGINAL STREET NON-WATERFRONT NEAR SALT PILE, THE RENTAL CAR PARCELS, AND THE MCARDLE & CHELSEA STREET BRIDGES			
PHOTO CLUSTER "USE" DESCRIPTION:	NUMBER OF POLLING DOTS			COMMENTS
	LARGE DOT "LIKE A LOT"	SMALL DOT "LIKE A LITTLE"	TOTAL DOTS	
• **CONTAINER USES: BARS, CAFÉS, SHOPS, RESTAURANTS, VIEWING DECKS**	98	5	**103**	
• **PROGRAMMING & BRANDING:** o lighter, quicker, cheaper, temporary o plywood ping-pong table, pop-up library, inexpensive decorative branding of existing streetscape elements using spray paint and a stencil icon or pattern, food trucks for workers/visitors	86	4	**90**	
• **STREETSCAPE IMPROVEMENTS:** safe crossings, crosswalks, stop signs, wayfinding signage to waterfront, and traffic calming testing/road-diet	66	2	**68**	• Important: (1) better sidewalks, (2) trees for sidewalks, (3) lights for sidewalks, (4) eliminate potholes and pave roads. * All ideas are good but you need good sidewalks and streets to tie them together; beautify!
• **HOMES/MIXED-USE:** retail/residential	53	8	**61**	• Far from salt pile and oil tanks. Lejos de la sal y del petróleo.
• **PARKLETS & TEMPORARY COMMUNITY GARDENS**	57	3	**60**	
• **POCKET PARKS, HARDSCAPED PLAZAS**	49	0	**49**	
• **STORES/MIXED-USE:** retail/office	33	11	44	
• **RESTAURANTS**/seafood theme	36	7	43	
• **INTERPRETIVE SIGNAGE, TEMPORARY PUBLIC ART**	38	2	40	
• **CONTAINER OFFICE "BUILDINGS":** for supportive port businesses for workers, or community programming events for visitors	18	14	32	
COMMENTS & DOTS <u>NOT</u> ON PHOTO BOARDS				
	3	1	4	• Ferry T-stop west (downstream) from McArdle Bridge
				• Temporary structure built to observe fireworks on July 4th

SUB AREA #1: SHURTLEFF-BELLINGHAM NEIGHBORHOOD NEAR MARGINAL STREET – NON-WATERFRONT NEAR SALT PILE, RENTAL CAR PARCELS, & THE MCARDLE & CHELSEA ST. BRIDGES

• ADDITIONAL POLLING EXERCISE: PREFERENCE FOR MIXED-USE DEVELOPMENT & IMPROVEMENTS

Out of the approximately 100 workshop participants, almost half expressed an interest in more parks and streetscape improvements such as safe pedestrian crossings within the portion of the Shurtleff-Bellingham neighborhood near Marginal Street, the future Eastern Avenue SilverLine T stop, and the Chelsea Greenway multi-use path. Almost a third of workshop participants had a strong preference for homes and shops within the neighborhood with an additional one-tenth of participants expressing some interest for those uses. There was very little interest in seeing more office development within the neighborhood with almost one-fifth of participants indicating the use was less important and approximately one-tenth of participants expressing a strong preference for it.

SUB AREA #1	SHURTLEFF-BELLINGHAM NEIGHBORHOOD NEAR MARGINAL STREET NON-WATERFRONT NEAR SALT PILE, THE RENTAL CAR PARCELS, AND THE MCARDLE & CHELSEA STREET BRIDGES			
USE PREFERENCE REPRESENTED BY ICONS	NUMBER OF POLLING DOTS			COMMENTS
	MOST IMPORTANT	SOMEWHAT IMPORTANT	LESS IMPORTANT	
• **PARKS, PARQUES**	**48**	6	0	
• **CROSSINGS, CRUCES**	**44**	0	1	
• **HOMES, HOGARES**	**30**	12	9	• Homes as far away as possible from salt and oil. Hogares lo más lejos possible de la sal y del petróleo. • Need to improve public transportation.
• **SHOPS, TIENDAS**	**28**	13	2	
• **OFFICES, OFICINAS**	9	10	**19**	

SUB AREA #2: MARGINAL STREET WATERFRONT PORT AREA INCLUDING THE SALT PILE, THE RENTAL CAR PARCELS, AND THE MCARDLE & CHELSEA STREET BRIDGES

There were approximately 100 or more workshop participants in attendance who expressed very strong support for community programming uses as represented by the 74 polling dots placed on these workshop boards. These were presented as temporary indoor and outdoor spaces to enliven existing waterfront parking lots and other areas in a manner than provides much needed public waterfront access, is safe and compatible with existing working port uses, and does not threaten the future of the working port DPA areas.

Approximately half indicated support for brick-and-mortar seafood restaurants that the State DEP/CZM could presumably allow as a DPA supportive use. The next three uses that received the most support were for: safe crosswalks, commercial passenger vessels such as "duck boats", and ferry service. If one considers that the sixth use that received more support is the same use as the seafood restaurant but in a temporary, container building, then in that instance, the seafood restaurant exceeded community programming as the most desired use in this area (for a total of 85 votes versus 74).

There was a very interesting comment made about needing more examples of water-dependent industrial uses because there were very few to choose from. This comment could be very helpful in starting a discussion on: (a) the State's regulatory definitions of the intended allowed uses; (b) how to make the definitions less abstract; and (c) the need for an inventory of existing businesses regionally, nationally and globally to serve as real-world examples to both DPA property owners who may want to market their properties to these prospective businesses, as well as a need for the community at large to better understand these regulations.

SUB AREA #2	MARGINAL STREET WATERFRONT PORT AREA INCL. THE SALT PILE, THE RENTAL CAR PARCELS, AND THE MCARDLE & CHELSEA STREET BRIDGES			
PHOTO CLUSTER "USE" DESCRIPTION:	NUMBER OF POLLING DOTS			COMMENTS
	LARGE DOT "LIKE A LOT"	SMALL DOT "LIKE A LITTLE"	TOTAL DOTS	
• **COMMUNITY PROGRAMMING:** temporary indoor and outdoor spaces for seasonal and/or year-round events, activities, including the use of container buildings o Outdoor community dancing, and programmed activities o Summer community fair rides o Container parks and fairs	70	4	**74**	
• **SEAFOOD RESTAURANT – DPA SUPPORTIVE USE:** brick-and-mortar building	49	1	**50**	
• **SAFE CROSSWALKS:** to cross Marginal Street and Eastern Avenue	43	1	**44**	
• **COMMERCIAL PASSENGER VESSEL:** e.g. amphibious-vehicle "duck boat tours"	32	9	**41**	
• **FERRY SERVICE:** e.g., to casino	40	0	**40**	• Yes, ferry but not service (with two large dots placed on yellow sheet and figured into the sum to the left) • Is it only to casino? Or for other places? Boston? Water taxi
• **SEAFOOD RESTAURANT – CONTAINER "BUILDING"**	33	2	35	
• **INTERPRETIVE WORKING PORT SIGNAGE**	30	4	34	
• **MARINE SCIENCE RESEARCH CENTERS, MARINE BIOMATERIALS MANUFACTURING** (e.g. seaweed extract), **BOAT STORAGE FACILITIES**	28	5	33	
• **CRUISEPORT MARINE TERMINAL AND WEDDING FUNCTION HALL:** e.g., facility in Gloucester DPA	27	0	27	
• **WATER-DEPENDENT BOAT REPAIR AND DESIGN**	18	8	26	
• **WATER-DEPENDENT FISH PROCESSING**	14	9	23	
• **CONTAINER "BUILDING" ACCESSORY/SUPPORTIVE OFFICES TO DPA:** for workers and visitors	13	6	19	
• **ADMINISTRATIVE OFFICE – DPA SUPPORTIVE USE:** brick-and-mortar building	10	9	19	

COMMENTS, DOTS OR NOTES PLACED ELSEWHERE			
large dots	small dots	total dots	
0	0	0	• Need more deep water dependent business, very few to choose from
0	0	0	• Would like to see more emphasis on creative maritime industry uses – celebrate the DPA status – it makes Chelsea's waterfront unique. Look at funding for smaller ventures, too. Emphasize the role of a working waterfront, look at green maritime uses compatible with pedestrian traffic.
0	0	0	• Events with food trucks and open spaces
0	0	0	• Ferry service to boston
0	0	0	• Rowing and sailing club
0	0	0	• I have a beautiful view. Will that be respected?
0	0	0	• Change airport parking space to an open space for family friendly events
1	0	1	• I think Chelsea needs more green spaces in general. I'd love to see parks where parking lots exist now. More spaces for urban gardening and farming
4	0	4	• Factores si privatizan el agua será: injusto ante la comunidad; agua potable es básica para humanidad. This comment was loosely transcribed for clarity. It roughly says: Factors to consider if the water is privatized will be: an injustice to the community; and that water and drinking water is necessary for humanity.
0	0	0	• Have you considered designing bike paths along the streets to connect the waterfront park trails. • Is there any way to cover the salt piles – 3 sided walls?

SUB AREA #3: WATERFRONT NEAR MILL HILL AND CRESCENT AVENUE INCLUDING FORBES SITE

Out of the approximately 100 workshop participants, there was overwhelming support for larger-scale open space parks on the waterfront on the Forbes site and on the parcel serviced by the Eastern Avenue Extension Road with 122-141 polling dots placed for this item. There is clear consensus for substantial open space to be included as part some the redevelopment of these two waterfront parcels. Complementary to a passive and/or active recreation waterfront park, the next use idea participants expressed strong and overwhelming support for was for a pedestrian and bike path along a substantial portion of the water's edge in the former of State Ch. 91 required perimeter "HarborWalk" public waterfront access. Approximately three-quarters of the participants were in strong support for redevelopment in the form of mixed-use residential projects to provide homes and ground-floor retail opportunities. Over half to two-thirds of participants expressed strong support for streetscape improvements to afford safe crossings and pleasant walkways to get to the waterfront. Uses such as retail/office projects, stand-alone restaurants, small pocket parks and hotels did not receive a significant amount support (with hotels receiving the least).

SUB AREA #3	WATERFRONT NEAR MILL HILL AND CRESCENT AVENUE INCLUDING FORBES SITE			
PHOTO CLUSTER "USE" DESCRIPTION:	NUMBER OF POLLING DOTS			COMMENTS
	LARGE DOT "LIKE A LOT"	SMALL DOT "LIKE A LITTLE"	TOTAL DOTS	
• **LARGER-SCALE OPEN SPACE** as part of waterfront redevelopment project o active recreation waterfront park with play courts, passive recreation parks with outdoor seating and landscaping, programmed riverfront parks with amenities, sculptures, and seating	114	8	**141** 122 + 19	
• **PERIMETER/HARBORWALK WATERFRONT PUBLIC ACCESS** and programming facilities o incl. Ch. 91 public access to avoid privatization of waterfront by development, amenities such as container facilities for events	86	1	**113** 87 + 26	
• **HOMES/MIXED-USE**: retail/residential	42	2	**78** 44 + 34	
• **STREETSCAPE IMPROVEMENTS**: crosswalks, stop signs, wayfinding signage to waterfront	64	3	**67**	
• **POCKET PARKS, HARDSCAPED PLAZAS**	36	2	57 38 + 19	
• **RESTAURANTS**/seafood theme	30	4	34	
• **STORES/MIXED-USE**: retail/office	21	5	26	
• **HOTELS**	19	2	21	

			COMMENTS, DOTS, AND NOTES PLACED ELSEWHERE ATTRIBUTED TO SUBAREA 3 *when applicable and noted with footnote, these have been aggregated to closely related uses in the photo use example polling dot visual boards for the appropriate, safe and plausible subarea*
large dots	small dots	total dots	***WATERFRONT ACCESS AND OPEN SPACE*** *(attributed to subarea 3 where it is feasible and appropriate along Chelsea Creek waterfront and on Forbes site and Eastern Avenue Extension parcel)*
16	2	18	• dog park
1	0	1	• basketball courts for kids and adults
subtotal		**19**	*subtotal for aggregation into "larger scale open space" photo board category in previous table*
12	0	12	• Harborwalk and park space on the riverfront
14	0	14	• public fishing area and walkway
subtotal		**26**	*subtotal for aggregation into "perimeter/harborwalk" photo board category in previous table*
3	1	4	• yoga area
11	0	11	• more space needed for urban gardening
4	0	4	• bring ping-pong tables to this area
subtotal		**19**	*subtotal for aggregation into "pocket parks" photo board category in previous table*
large dots	small dots	total dots	***DEVELOPMENT*** *(attributed to subarea 3 where it is feasible and appropriate)*
33	1	**34**	• Mixed-use residential, transit-oriented, Wellington Station type development *(aggregated to appropriate category)*
10	0	**10**	• Harborside restaurant *(aggregated to appropriate category)*
2	0	2	• Install cameras for crime prevention
2	0	2	• Install more cobble stone paths
1	0	1	• Use more brick
5	0	5	• 1-3 unit single family homes, casas para 1, 2, 3 familias
7	1	8	• Green energy project
large dots	small dots	total dots	***OTHER***
4	0	4	• bungee jumping off bridges

SUB AREA #3: WATERFRONT NEAR MILL HILL AND CRESCENT AVENUE INCLUDING FORBES SITE

• ADDITIONAL POLLING EXERCISE: PREFERENCE FOR MIXED-USE DEVELOPMENT & IMPROVEMENTS

In addition to the photo examples of uses and improvements that participants were polled on, participants were asked to indicate how important certain broad redevelopment categories of uses and improvements were to them for waterfront area likely to be removed from the Designated Port Area regulations by the State in April of 2016. There was strong support for parks within the area receiving over half of the participants' polling dots. There was significant and roughly equal preference for streetscape improvements, shops and homes in this area. The sole outlier to receive the least amount of "most important" polling dots and the most amount of "less important" polling dots was for offices and hotels.

SUB AREA #3	WATERFRONT NEAR MILL HILL AND CRESCENT AVENUE INCLUDING FORBES SITE			
USE PREFERENCE REPRESENTED BY ICONS	NUMBER OF POLLING DOTS			COMMENTS
	MOST IMPORTANT	SOMEWHAT IMPORTANT	LESS IMPORTANT	
• **PARKS, PARQUES**	**55**	5	0	
• **CROSSINGS, CRUCES**	**42**	5	1	
• **SHOPS, TIENDAS**	**39**	6	2	
• **HOMES, HOGARES**	**38**	4	7	
• **OFFICES, HOTELS OFICINAS, HOTELES**	16	7	**14**	

SUB AREA #4: MILL HILL NEIGHBORHOOD INCLUDING CRESCENT AVENUE AND MILL CREEK, AND NEAR THE FORBES SITE AND THE CHELSEA CREEK WATERFRONT

Approximately half to three-quarters of the workshop participants expressed strong support for a public waterfront walkway along the Mill Creek. The next use that received strong support with approximately two-thirds of the polling dots was the category of community programming and neighborhood branding. The photo example of uses included "lighter, quicker, cheaper" temporary uses such as outdoor plywood ping-pong tables, pop-up libraries, and spray-paint-stenciling to brand the neighborhood's identity onto existing streetscape elements such as utility boxes. Other uses that received a substantial minority of support were: pop-up container uses for the community, recreational boating on the Mill Creek, pocket parks, and interpretive/wayfinding signage.

SUB AREA #4	MILL HILL NEIGHBORHOOD INCLUDING CRESCENT AVENUE AND MILL CREEK, AND NEAR THE FORBES SITE AND THE CHELSEA CREEK WATERFRONT			
PHOTO CLUSTER "USE" DESCRIPTION:	NUMBER OF POLLING DOTS			COMMENTS
	LARGE DOT "LIKE A LOT"	SMALL DOT "LIKE A LITTLE"	TOTAL DOTS	
• **PUBLIC WATERFRONT WALKWAY:** Ch. 91	46	0	**75** 46 + 29	
• **COMMUNITY PROGRAMMING & NEIGHBORHOOD BRANDING:** o lighter, quicker, cheaper, temporary o plywood ping-pong table, pop-up library, inexpensive decorative branding of existing streetscape elements using spray paint and a stencil icon or pattern	54	10	**64**	
• **POP-UP CONTAINER USES FOR COMMUNITY:** shops, food	38	5	**43**	
• **RECREATIONAL BOATING & USE OF MILL CREEK WATERSHEET**	43	0	**43**	o Added as its own line item based on substantial write-in comments
• **POCKET PARKS AND HARDSCAPED PLAZAS**	42	0	**42**	
• **INTERPRETIVE SIGNAGE & WAYFINDING**	40	0	**40**	
• **CROSSWALKS AND STOP SIGNS**	35	0	35	

COMMENTS, DOTS, AND NOTES PLACED ELSEWHERE ATTRIBUTED TO SUBAREA 4 *when applicable and noted with footnote, these have been aggregated to closely related uses in the photo use example polling dot visual boards for the appropriate, safe and plausible subarea*			
large dots	small dots	total dots	***WATERFRONT ACCESS AND OPEN SPACE*** *(attributed to subarea 4 where it is feasible and appropriate along the Mill Creek and Mill Hill neighborhood)*
5	0	*5*	• we need more native vegetation (plus one dot placed near cattail plant icon)
14	0	14	• public fishing area and walkway
10	0	10	• re-do a beach
subtotal		**29**	*subtotal for aggregation into "public waterfront walkway" photo board category in previous table*
large dots	small dots	total dots	***RECREATIONAL BOATING OR USE OF WATERSHEET*** o safe and plausible for Mill Creek (in subarea 4) o highly unlikely, not plausible, not safe and not advisable on Chelsea Creek watersheet due to presence of large working port vessels (in subarea 3)
21	0	21	• access to the water for small kayaks / small boats
14	0	14	• sailing/ rowing club (another separate note on another sheet/board)
5	0	*5*	• rowing / sailing club
3	0	3	• water taxi / shuttle
subtotal		**43**	*subtotal for inclusion as own category of recreational boating and use of watersheet on Mill Creek in photo board category in previous table*

SUB AREA #5: INDUSTRIAL TRIANGLE NEAR EASTERN AVENUE AND SILVERLINE PATH, AND ACROSS FROM THE OIL TANKS

There were three ideas that received the most support to improve the Industrial Triangle. The first included streetscape improvements to make it safer for workers and other pedestrians to cross while industrial trucks come and go. The second idea involved district branding through the use of permanent industrial business park directory signage as well as inexpensive decorative branding on existing utilities or façades. The third use support involved permitting commercial-office buildings that are compatible with existing light industrial buildings, as well as requiring higher urban design standards for those buildings façades and signage.

SUB AREA #5	INDUSTRIAL TRIANGLE NEAR EASTERN AVENUE AND SILVERLINE PATH, AND ACROSS FROM THE OIL TANKS			
PHOTO CLUSTER "USE" DESCRIPTION:	NUMBER OF POLLING DOTS			COMMENTS
	LARGE DOT "LIKE A LOT"	SMALL DOT "LIKE A LITTLE"	TOTAL DOTS	
• **STREETSCAPE IMPROVEMENTS:** truck route signage, crosswalks, stop signs	50	4	**54**	
• **DISTRICT BRANDING:** o inexpensive, decorative branding of existing utilities or façades through the use of spray paint and stencils o industrial business park directory	37	8	**45**	
• **INDUSTRIAL COMMERCIAL/OFFICE BUILDINGS:** brick-and-mortar, higher urban design standards and signage	31	12	**43**	
• **CONTAINER OFFICE BUILDINGS:** temporary	12	4	16	
• **INDUSTRIAL BUSINESS PARK CIRCULATION "ROADS"**	6	2	8	

SUB AREA #6: EASTERN AVENUE WORKING PORT AREA INCLUDING THE GULF OIL TANKS

Of the workshop's approximately 100 participants, almost half expressed support for temporary container uses such as bars or cafés for workers or visitors within this subarea. The next three items that received roughly one-third of the participants' support were for the following uses: landmark public art such as colorful painting of the oil tanks, streetscape improvements, and DPA-supportive commercial uses or administrative offices.

SUB AREA #6	EASTERN AVENUE WORKING PORT AREA INCLUDING THE GULF OIL TANKS			
PHOTO CLUSTER "USE" DESCRIPTION:	NUMBER OF POLLING DOTS			COMMENTS
	LARGE DOT "LIKE A LOT"	SMALL DOT "LIKE A LITTLE"	TOTAL DOTS	
• **CONTAINER USES**: o bars, cafés, food o container "city" for office workers, visitors	43	4	**47**	
• **LANDMARK PUBLIC ART**: artistic, large-scale painting or lighting of utilities, oil tanks, etc. visible from a distance	34	3	**37**	
• **STREETSCAPE IMPROVEMENTS**: truck route signage, crosswalks, stop signs	29	7	**36**	
• **DPA-SUPPORTIVE COMMERCIAL USE OR ADMINISTRATIVE OFFICES**: either brick-and-mortar buildings or container buildings	29	0	**29**	
• **DISTRICT BRANDING**: inexpensive, decorative branding of existing streetscape elements through the use of spray paint and maritime-industrial icons and stencils	17	1	18	
• **INTERPRETIVE WORKING PORT SIGNAGE**: along Eastern Avenue	12	4	16	

APPENDIX

APPENDIX TO 28 MARCH 2016 SUMMARY MEMORANDUM TO CITY OF CHELSEA
OF 23 MARCH 2016 COMMUNITY WORKSHOP INPUT
WITH PHOTOGRAPHS OF PARTICIPANTS' POLLING DOTS AND WRITTEN COMMENTS ON PHOTO BOARDS AND MAPS

SHURTLEFF-BELLINGHAM NEAR MARGINAL STREET WATERFRONT. WHAT WOULD YOU LIKE TO SEE? ¿QUÉ DESEA VER?

SUB-AREA 1: PEDESTRIAN CONNECTIONS, REDEVELOPMENT/OPEN SPACE OPPORTUNITIES
CONEXIONES PEATONALES, OPORTUNIDADES PARA DESARROLLO Y PARQUES





SHURTLEFF-BELLINGHAM NEAR MARGINAL STREET WATERFRONT. WHAT WOULD YOU LIKE TO SEE? ¿QUÉ DESEA VER?

ONE LARGE DOT WITHIN THE ORANGE LINES IF YOU LIKE IT A LOT | ONE SMALL DOT IF YOU LIKE IT A LITTLE | NO DOT IF YOU DO NOT LIKE IT

SUB-AREA 1





STORES / MIXED-USE: RETAIL/OFFICE



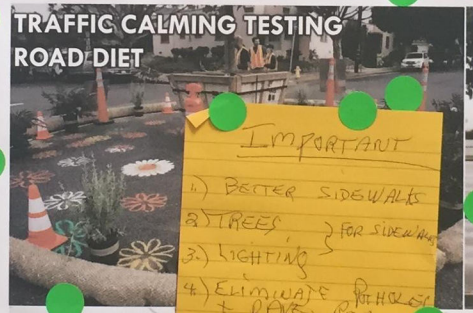
RESTAURANTS / SEAFOOD THEME

Lejos de la sal y del petroleo



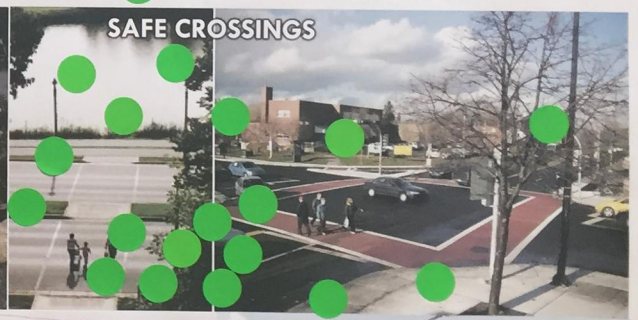
HOMES /
MIXED-USE: RETAIL/RESIDENTIAL



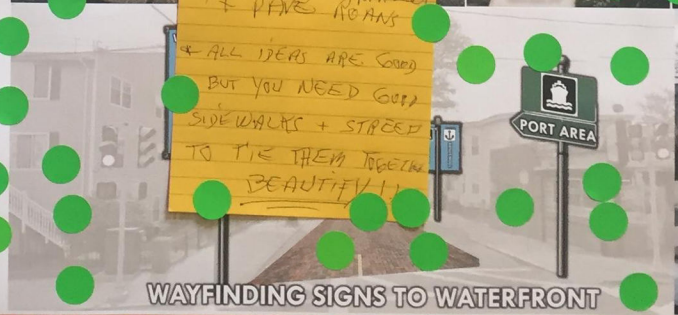


TRAFFIC CALMING TESTING
ROAD DIET

IMPORTANT
1.) BETTER SIDEWALKS
2.) TREES } FOR SIDEWALKS
3.) LIGHTING
4.) ELIMINATE POTHOLES + PAVE ROADS
* ALL IDEAS ARE GOOD BUT YOU NEED GOOD SIDEWALKS + STREETS TO TIE THEM TOGETHER BEAUTIFULLY



SAFE CROSSINGS



WAYFINDING SIGNS TO WATERFRONT

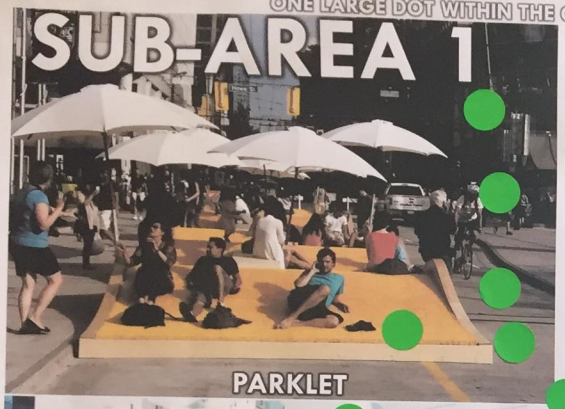


TrafficPatternsXD
CROSSWALKS / STOP SIGNS

SHURTLEFF-BELLINGHAM NEAR MARGINAL STREET WATERFRONT. WHAT WOULD YOU LIKE TO SEE? ¿QUÉ DESEA VER?

ONE LARGE DOT WITHIN THE ORANGE LINES IF YOU LIKE IT A LOT | ONE SMALL DOT IF YOU LIKE IT A LITTLE | NO DOT IF YOU DO NOT LIKE IT

SUB-AREA 1


PARKLET


PARKLET, TEMPORARY PUBLIC ART

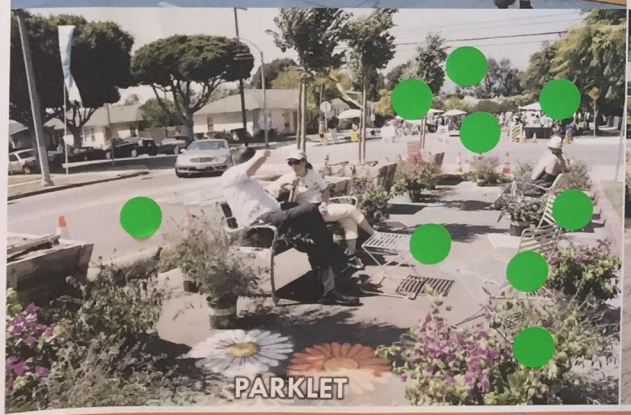


INTERPRETIVE SIGNAGE


POCKET PARK


PARKLET


POCKET PARKS / HARDSCAPED PLAZAS


PARKLET



TEMPORARY COMMUNITY GARDEN



SHURTLEFF-BELLINGHAM NEAR MARGINAL STREET WATERFRONT. WHAT WOULD YOU LIKE TO SEE? ¿QUÉ DESEA VER?

ONE LARGE DOT WITHIN THE ORANGE LINES IF YOU LIKE IT A LOT | ONE SMALL DOT IF YOU LIKE IT A LITTLE | NO DOT IF YOU DO NOT LIKE IT

SUB-AREA 1







CONTAINER OFFICE "BUILDINGS FOR SUPPORTIVE PORT BUSINESSES FOR WORKERS, OR COMMUNITY PROGRAMMING EVENTS FOR VISITORS



PLYWOOD PUBLIC PING-PONG TABLE



POP-UP LIBRARY



INEXPENSIVE DECORATIVE BRANDING OF EXISTING STREETSCAPE ELEMENTS



FOOD TRUCKS FOR WORKERS, VISITORS

SHURTLEFF-BELLINGHAM NEAR MARGINAL STREET WATERFRONT. WHAT WOULD YOU LIKE TO SEE? ¿QUÉ DESEA VER?

ONE LARGE DOT ON THIS ENTIRE BOARD IF YOU LIKE IT A LOT | ONE SMALL DOT IF YOU LIKE IT A LITTLE | NO DOT IF YOU DO NOT LIKE IT

SUB-AREA 1

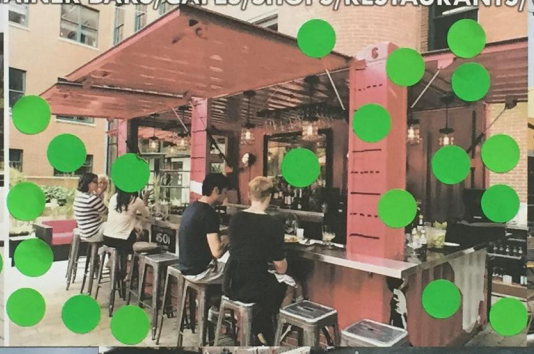






CONTAINER BARS/CAFÉS/SHOPS/RESTAURANTS/VIEWING DECKS











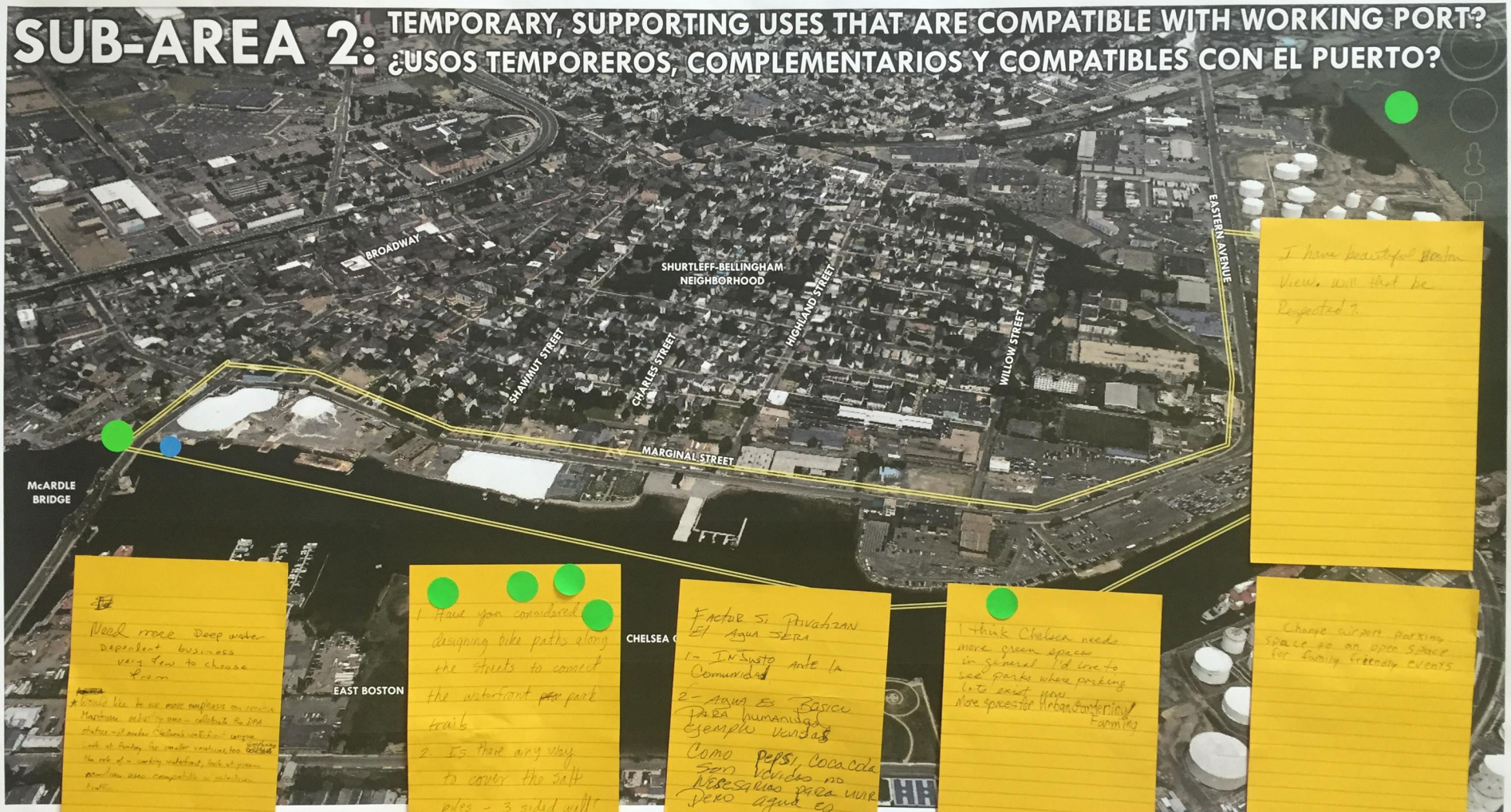
WHAT WOULD YOU LIKE TO SEE? ¿QUÉ DESEA VER? SHURTLEFF-BELLINGHAM NEAR MARGINAL STREET WATERFRONT

SUB-AREA 1

	MOST IMPORTANT MÁS IMPORTANTE	SOMEWHAT IMPORTANT ALGO IMPORTANTE	LESS IMPORTANT MENOS IMPORTANTE
HOMES, HOGARES AFFORDABLE, ASEQUIBLE	Los más bajos de la set up del petróleo (los casas y con dominios)	Need to improve public transportation	
SHOPS, TIENDAS SERVICES, JOBS SERVICIOS, EMPLEOS			
OFFICES, OFICINAS SERVICES, JOBS SERVICIOS, EMPLEOS			
PARKS, PARQUES NICE ENVIRONMENT, MEDIO AMBIENTE AGRADABLE			
CROSSINGS, CRUCES SAFE CONNECTIONS, RUTAS PEATONALES SEGURAS			

MARGINAL STREET PORT AREA. HOW TO ENJOY THE WORKING PORT? ¿CÓMO APROVECHAR EL PUERTO MARÍTIMO?

SUB-AREA 2: TEMPORARY, SUPPORTING USES THAT ARE COMPATIBLE WITH WORKING PORT? ¿USOS TEMPOREROS, COMPLEMENTARIOS Y COMPATIBLES CON EL PUERTO?



I have beautiful Boston Views, will that be Respected?

Need more Deep water dependent business very few to choose from

* I think like to see more emphasis on creative Maritime and/or by-uses – celebrate the DPA status – it makes Chelsea unique. Something cool at Sunday for smaller venues too. Getting the vibe of a working waterfront, look at green maritime uses compatible w pedestrian traffic.

1. Have you considered designing bike paths along the streets to connect the waterfront ~~par~~ park trails
2. Is there any way to cover the salt piles - 3 sided unit?

Factor si Privatizan El Agua SERA
1- Injusto ante la Comunidad
2- Agua es Basico para humanidad, Ejemplo Ventas
Como Pepsi, Coca cola son vicios no necesarios para vivir pero agua es necesario para vivir
Romuel Salgado

I think Chelsea needs more green spaces in general. I'd love to see parks where parking lots exist now. More spaces for Urban/Commercial Farming

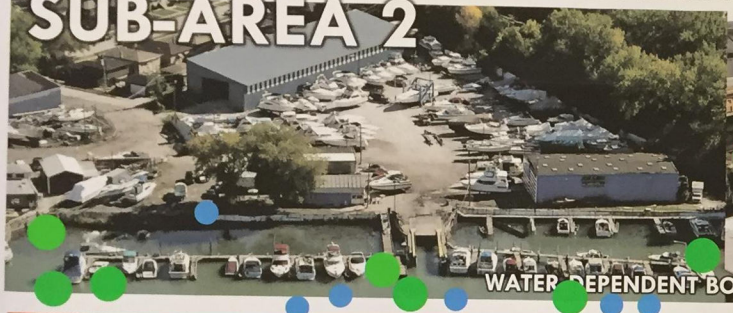
Change airport parking space to an open space for family friendly events

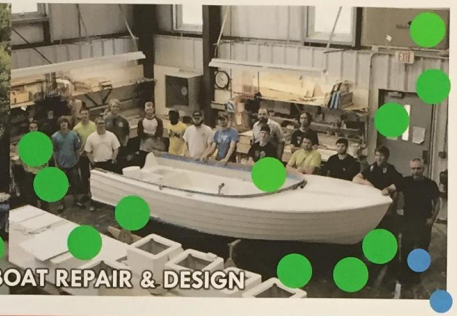
CHELSEA WATERFRONT COMMUNITY VISION[illegible]NING PROCESS 2018

MARGINAL STREET PORT AREA. HOW TO ENJOY THE WORKING PORT? ¿CÓMO APROVECHAR EL PUE

ONE LARGE DOT WITHIN THE ORANGE LINES IF YOU LIKE IT A LOT | ONE SMALL DOT IF YOU LIKE IT A LITTLE | NO DOT IF YOU DO NOT LIKE IT

SUB-AREA 2





WATER DEPENDENT BOAT REPAIR & DESIGN



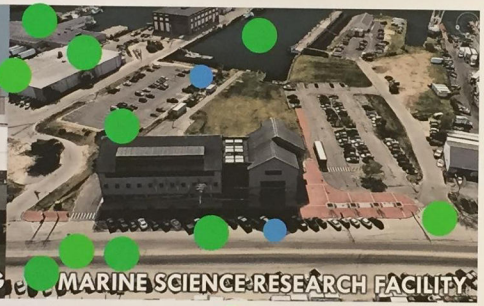
FERRY SERVICE, e.g. TO CASINO?

is it only to casino? or other places? Boston.



MARINE BIOMATERIAL MANUFACTURING

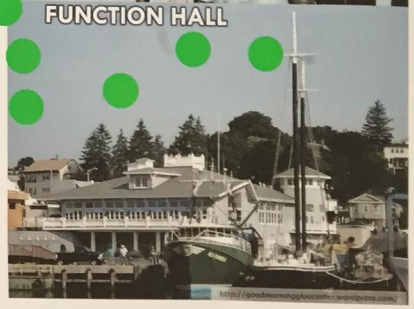
e.g., SEAWEED EXTRACT



MARINE SCIENCE RESEARCH FACILITY



CRUISEPORT MARINE TERMINAL & FUNCTION HALL







BOAT STORAGE FACILITIES

MARGINAL STREET PORT AREA. HOW TO ENJOY THE WORKING PORT? ¿CÓMO APROVECHAR EL PUERTO MARÍTIMO?

ONE LARGE DOT WITHIN THE ORANGE LINES IF YOU LIKE IT A LOT | ONE SMALL DOT IF YOU LIKE IT A LITTLE | NO DOT IF YOU DO NOT LIKE IT

SUB-AREA 2



WATER- DEPENDENT
FISH PROCESSING





DPA SUPPORTIVE - SEAFOOD RESTAURANT



SUPPORTIVE DPA – ADMINISTRATIVE OFFICE
PORT EVERETT, WA



COMMERCIAL PASSENGER VESSEL



CONTAINER SEAFOOD RESTAURANT

MARGINAL STREET PORT AREA. HOW TO ENJOY THE WORKING PORT? ¿CÓMO APROVECHAR EL PUERTO MARÍTIMO?

ONE LARGE DOT WITHIN THE ORANGE LINES IF YOU LIKE IT A LOT | ONE SMALL DOT IF YOU LIKE IT A LITTLE | NO DOT IF YOU DO NOT LIKE IT

SUB-AREA 2



SAF[illegible]CROSSWALKS



CONTAINER ACCESSORY/SUPPORTING OFFICES





OUTDOOR COMMUNITY DA[illegible]ING & PROGRAMMED [illegible]CTIVITIES

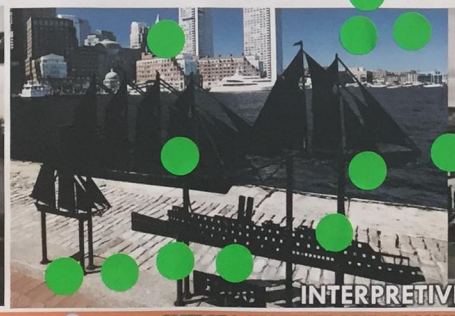


SUMMER C[illegible]MUNITY [illegible]IR[illegible]DES



C[illegible]TAINER PARK / FAIR



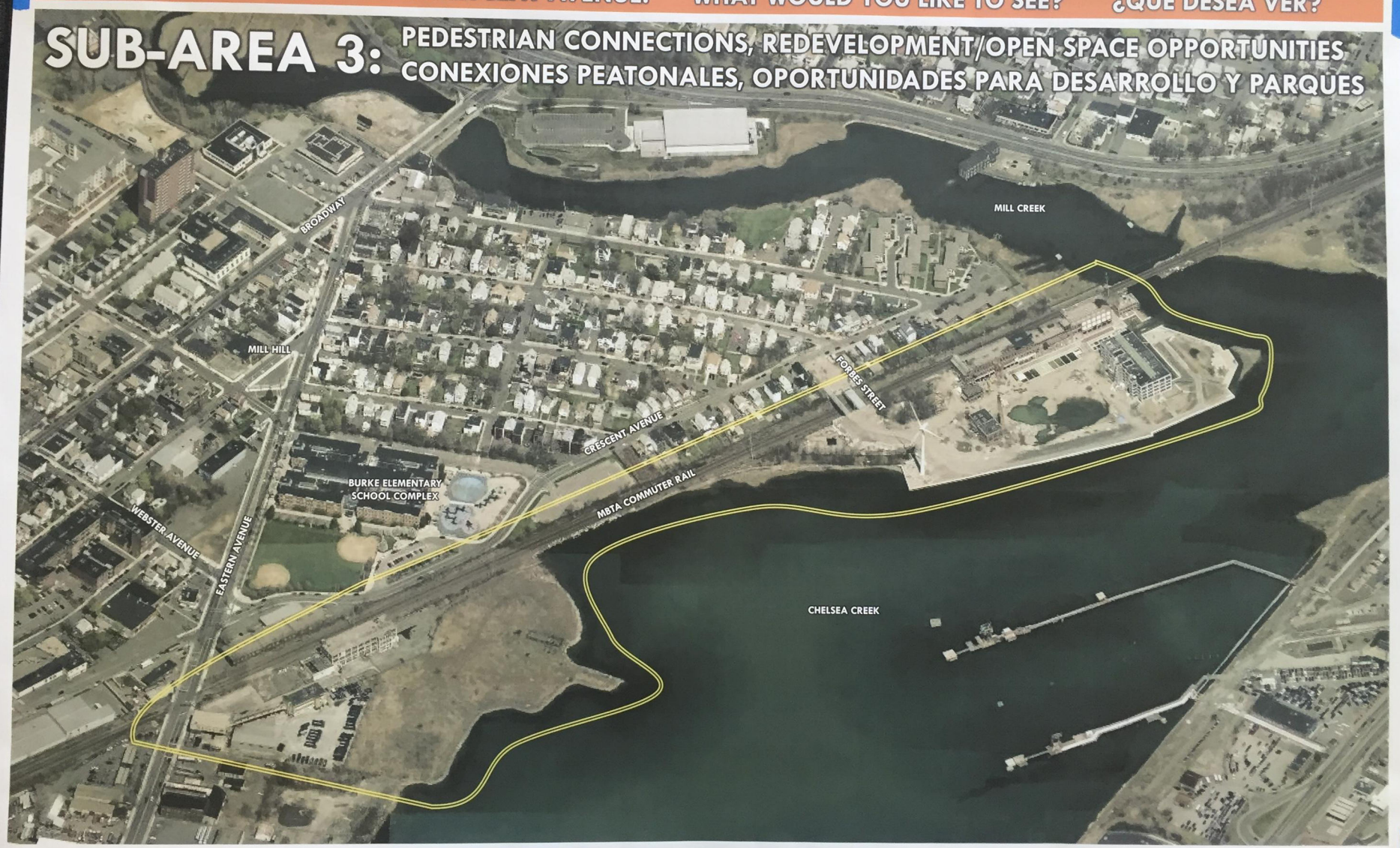




INTERPRETIVE WORKING PORT SIGNAGE

WATERFRONT NEAR MILL HILL & CRESCENT AVENUE. WHAT WOULD YOU LIKE TO SEE? ¿QUÉ DESEA VER?

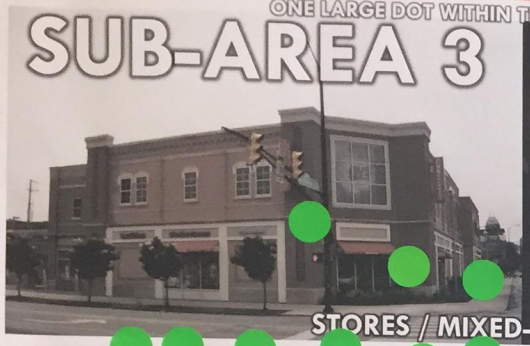
SUB-AREA 3: PEDESTRIAN CONNECTIONS, REDEVELOPMENT/OPEN SPACE OPPORTUNITIES
CONEXIONES PEATONALES, OPORTUNIDADES PARA DESARROLLO Y PARQUES



WATERFRONT NEAR MILL HILL & CRESCENT AVENUE. WHAT WOULD YOU LIKE TO SEE? ¿QUÉ DESEA VER?

ONE LARGE DOT WITHIN THE ORANGE LINES IF YOU LIKE IT A LOT | ONE SMALL DOT IF YOU LIKE IT A LITTLE | NO DOT IF YOU DO NOT LIKE IT

SUB-AREA 3





STORES / MIXED-USE: RETAIL/OFFICE



RESTAURANTS / SEAFOOD THEME





HOMES / MIXED-USE: RETAIL/RESIDENTIAL





POCKET PARKS / HARDSCAPED PLAZAS



HOTEL



WAYFINDING SIGNS TO WATERFRONT



CROSSWALKS / STOP SIGNS

CHELSEA WATERFRONT COMMUNITY VISION PLANNING PROCE

WATERFRONT NEAR MILL HILL & CRESCENT AVENUE. WHAT WOULD YOU LIKE TO SEE? ¿QUÉ DESEA VER?

ONE LARGE DOT WITHIN THE ORANGE LINES IF YOU LIKE IT A LOT | ONE SMALL DOT IF YOU LIKE IT A LITTLE | NO DOT IF YOU DO NOT LIKE IT

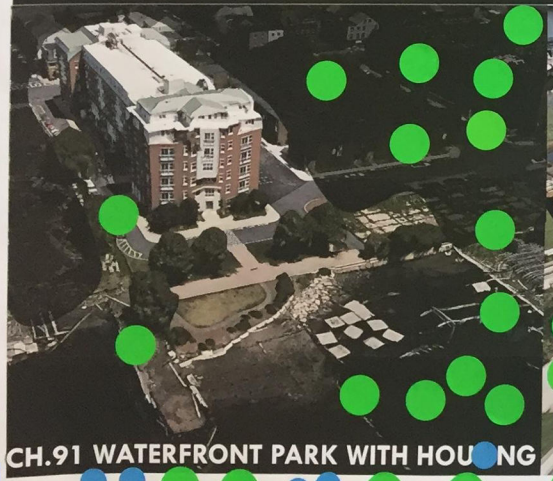
SUB-AREA 3



WATERFRONT PARK AS PART OF DEVELOPMENT



CH.91 PUBLIC WATERFRONT



CH.91 WATERFRONT PARK WITH HOUSING



RIVERFRONT PARK WITH DEVELOPMENT



CONTAINER CAFÉ WITH VIEW

WATERFRONT NEAR MILL HILL & CRESCENT AVENUE. WHAT WOULD YOU LIKE TO SEE? ¿QUÉ DESEA VER?

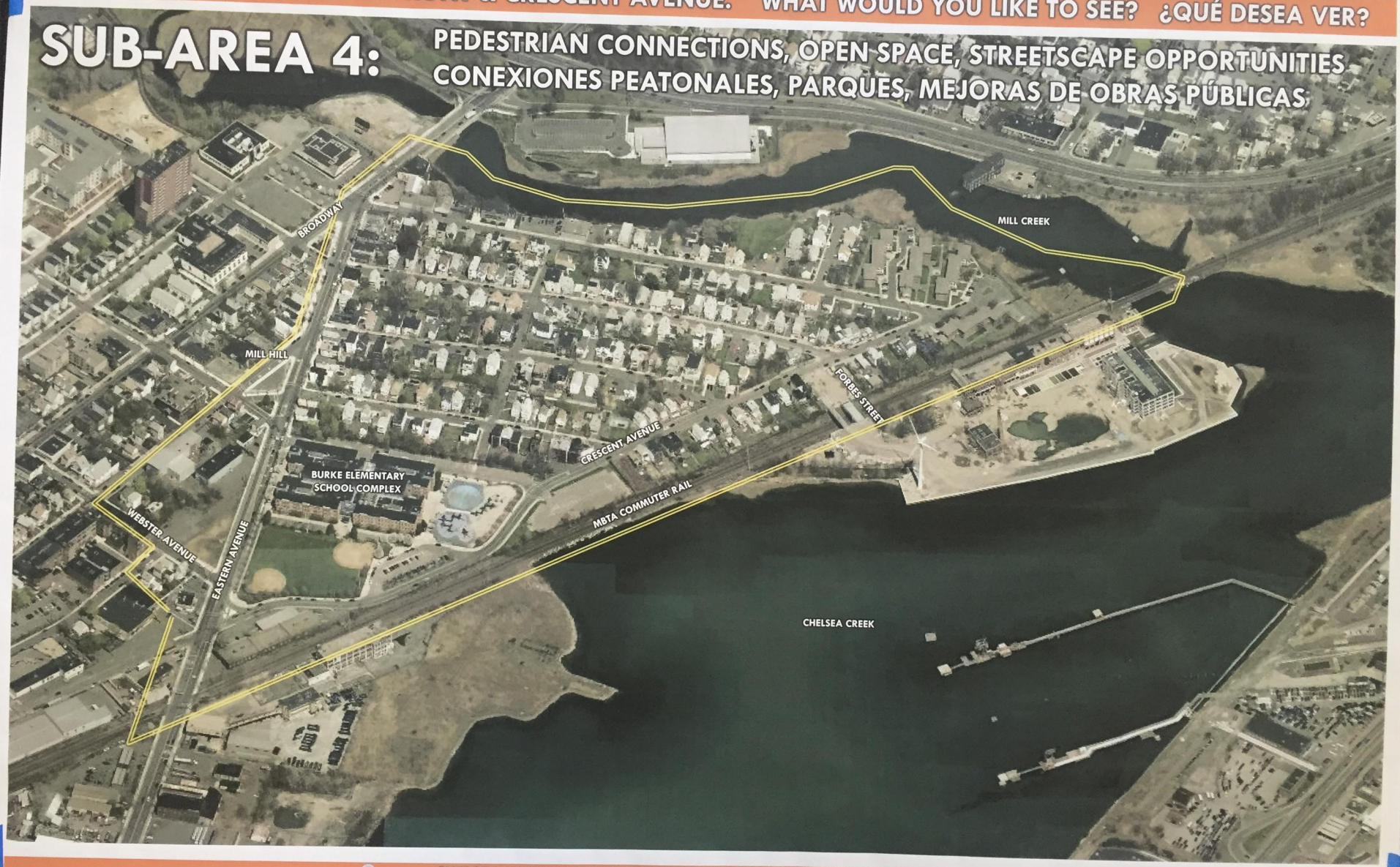
SUB-AREA 3

	MOST IMPORTANT MÁS IMPORTANTE	SOMEWHAT IMPORTANT ALGO IMPORTANTE	LESS IMPORTANT MENOS IMPORTANTE
HOMES, HOGARES AFFORDABLE, ASEQUIBLE			
SHOPS, TIENDAS SERVICES, JOBS SERVICIOS, EMPL			
OFFICES, OFICINAS HOTELS, HOTELES SERVICES, JOBS SERVICIOS, EMPLEOS			
PARKS, PARQUES NICE ENVIRONMENT, MEDIO AMBIENTE AGRADABLE			
CROSSINGS, CRUCES SAFE CONNECTIONS, RUTAS PEATONALES SEGUROS			

MILL HILL AREA NEAR WATERFRONT & CRESCENT AVENUE. WHAT WOULD YOU LIKE TO SEE? ¿QUÉ DESEA VER?

SUB-AREA 4:

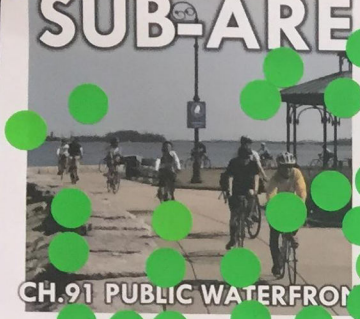
PEDESTRIAN CONNECTIONS, OPEN SPACE, STREETSCAPE OPPORTUNITIES
CONEXIONES PEATONALES, PARQUES, MEJORAS DE OBRAS PÚBLICAS



MILL HILL AREA NEAR WATERFRONT & CRESCENT AVENUE. WHAT WOULD YOU LIKE TO SEE? ¿QUÉ DESEA VER?

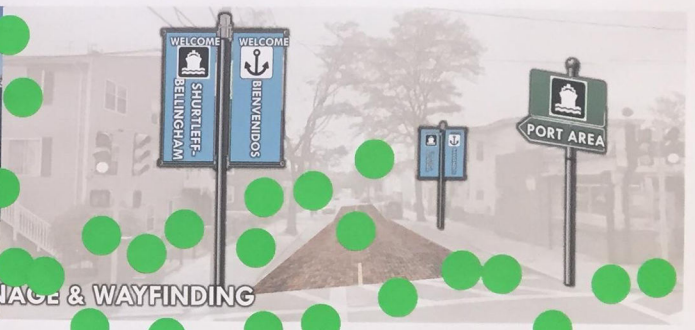
ONE LARGE DOT WITHIN THE ORANGE LINES IF YOU LIKE IT A LOT | ONE SMALL DOT IF YOU LIKE IT A LITTLE | NO DOT IF YOU DO NOT LIKE IT

SUB-AREA 4



CH.91 PUBLIC WATERFRON





INTERPRETIVE SIGNAGE & WAYFINDING





POP-UP CONTAINER USES FOR COMMUNITY





POCKET PARKS / HARDSCAPED PLAZAS



PLYWOOD PUBLIC PING-PONG TABLE



POP-UP LIBRARY



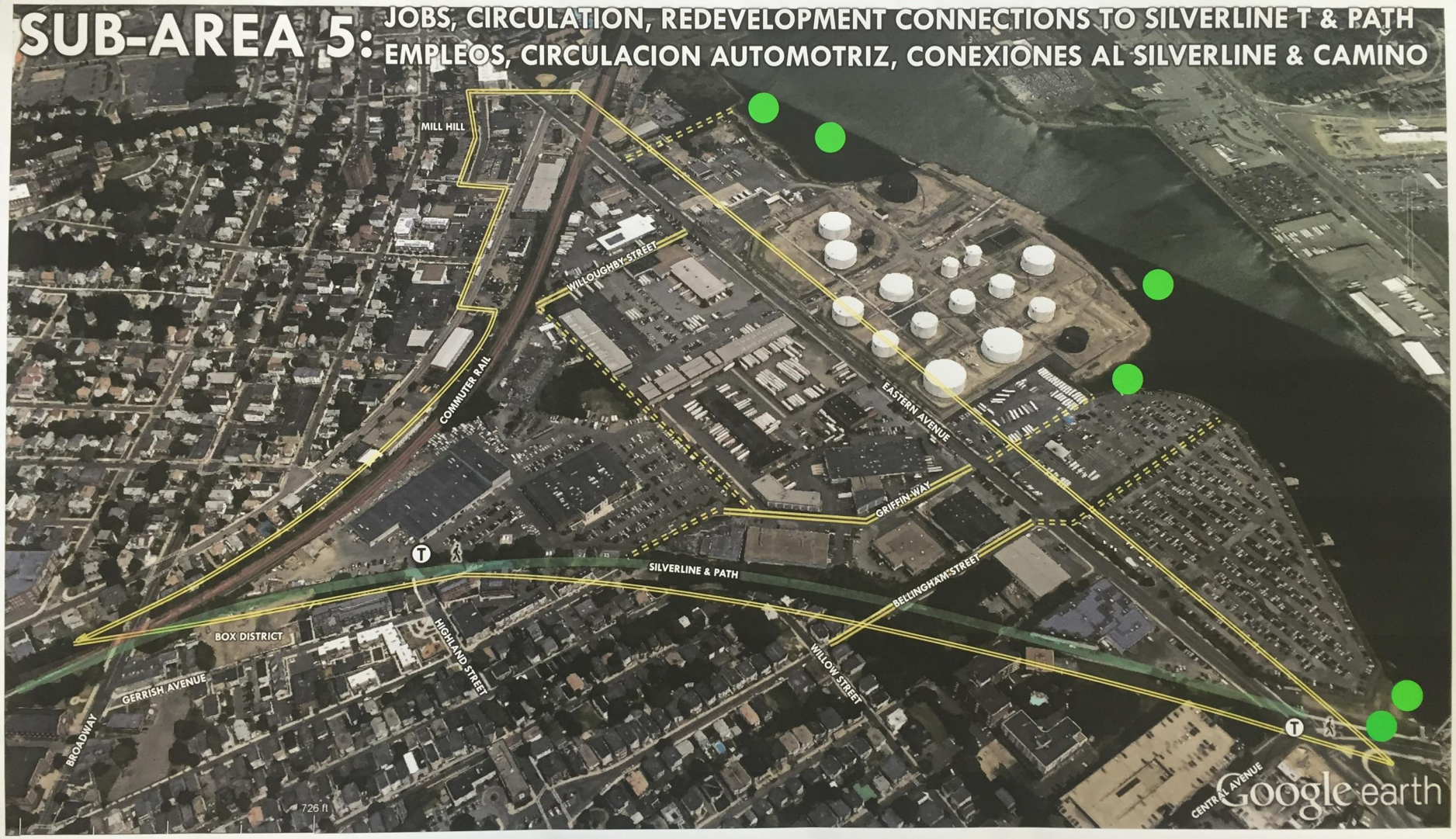
INEXPENSIVE DECORATIVE BRANDING OF EXISTING STREETSCAPE ELEMENTS



CROSSWALKS / STOP SIGNS

INDUSTRIAL TRIANGLE NEAR EASTERN AVE & SILVERLINE PATH. WHAT WOULD YOU LIKE TO SEE? ¿QUÉ DESEA VER?

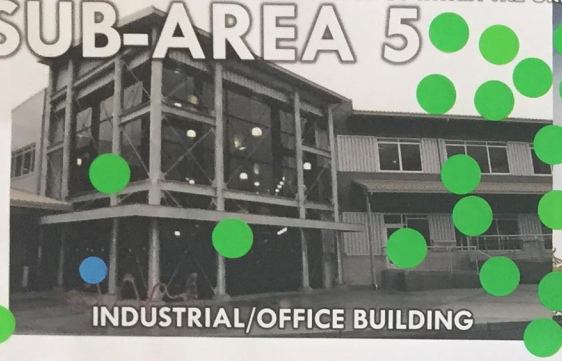
SUB-AREA 5: JOBS, CIRCULATION, REDEVELOPMENT CONNECTIONS TO SILVERLINE T & PATH
EMPLEOS, CIRCULACION AUTOMOTRIZ, CONEXIONES AL SILVERLINE & CAMINO



INDUSTRIAL TRIANGLE NEAR EASTERN AVE & SILVERLINE PATH. WHAT WOULD YOU LIKE TO SEE? ¿QUÉ DESEA VER?

ONE LARGE DOT WITHIN THE ORANGE LINES IF YOU LIKE IT A LOT | ONE SMALL DOT IF YOU LIKE IT LESS | NO DOT IF YOU NOT LIKE IT

SUB-AREA 5


INDUSTRIAL/OFFICE BUILDING


INDUSTRIAL/OFFICE BUILDING



COMMERCIAL/INDUSTRIAL BUILDING


CONTAINER OFFICE BUILDING



INDUSTRIAL BUSINESS PARK DIRECTORY


INEXPENSIVE DISTRICT BRANDING ON UTILITIES OR FAÇADES


INDUSTRIAL BUSINESS PARK CIRCULATION "ROADS"



SIGNAGE


CROSSWALKS / STOP SIGNS

EASTERN AVENUE PORT AREA. HOW TO ENJOY THE WORKING PORT? ¿CÓMO APROVECHAR EL PUERTO MARÍTIMO?

SUB-AREA 6:

PROTECT & CELEBRATE PORT - COMPATIBLE USES WITH WORKING PORT?
PROTEGER & DESTACAR EL PUERTO - ¿USOS COMPATIBLES CON EL PUERTO?



EASTERN AVENUE PORT AREA. HOW TO ENJOY THE WORKING PORT? ¿CÓMO APROVECHAR EL PUERTO MARÍTIMO?

ONE LARGE DOT WITHIN THE ORANGE LINES IF YOU LIKE IT A LOT | ONE SMALL DOT IF YOU LIKE IT A LITTLE | NO DOT IF YOU DO NOT LIKE IT

SUB-AREA 6



INEXPENSIVE DECORATIVE BRANDING OF EXISTING STREETSCAPE ELEMENT



CONTAINER BAR/CAFÉ/FOOD



CONTAINER CITY FOR OFFICE WORKERS, VISITORS



DPA SUPPORTIVE COMMERCIAL USE OR ADMINISTRATIVE OFFICES



LANDMARK PUBLIC ART



INTERPRETIVE WORKING PORT SIGNAGE





CROSSWALKS / STOP SIGNS

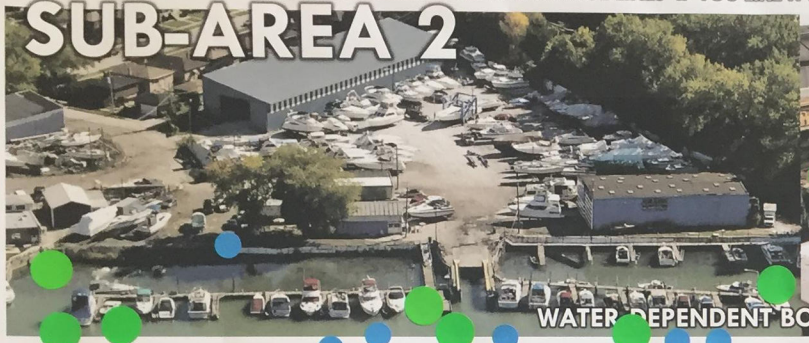


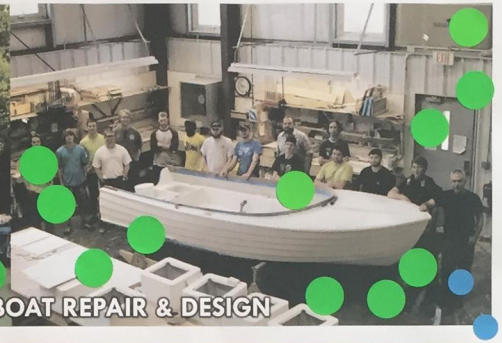
SIGNAGE

MARGINAL STREET PORT AREA. HOW TO ENJOY THE WORKING PORT? ¿CÓMO APROVECHAR EL PUE

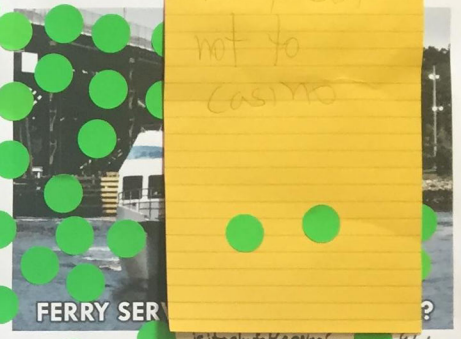
ONE LARGE DOT WITHIN THE ORANGE LINES IF YOU LIKE IT A LOT | ONE SMALL DOT IF YOU LIKE IT A LITTLE | NO DOT IF YOU DO NOT L

SUB-AREA 2





WATER DEPENDENT BOAT REPAIR & DESIGN



FERRY SER ?

yes ferry but not to CasiNO

Is it only to Casinos? or other places? → Boston. Walk



MARINE BIOMATERIAL MANUFACTURING

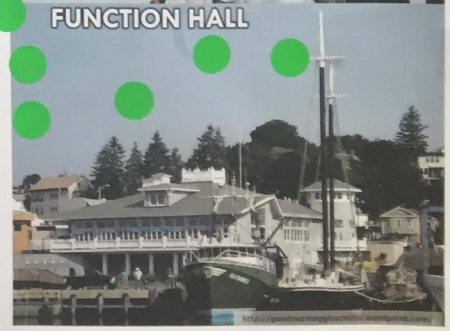
e.g., SEAWEED EXTRACT



MARINE SCIENCE RESEARCH FACILITY



CRUISEPORT MARINE TERMINAL & FUNCTION HALL





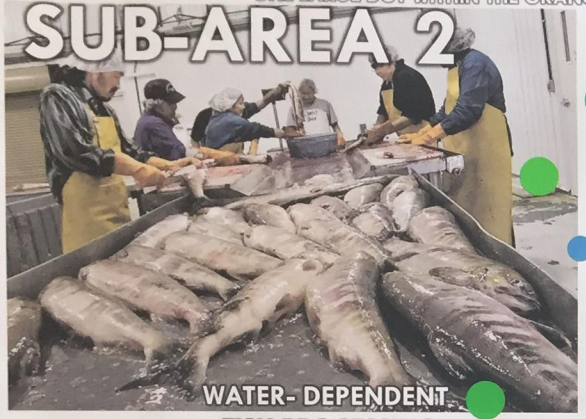


BOAT STORAGE FACILITIES

MARGINAL STREET PORT AREA. HOW TO ENJOY THE WORKING PORT? ¿CÓMO APROVECHAR EL PUERTO MARÍTIMO?

ONE LARGE DOT WITHIN THE ORANGE LINES IF YOU LIKE IT A LOT | ONE SMALL DOT IF YOU LIKE IT A LITTLE | NO DOT IF YOU DO NOT LIKE IT

SUB-AREA 2



WATER- DEPENDENT
FISH PROCESSING



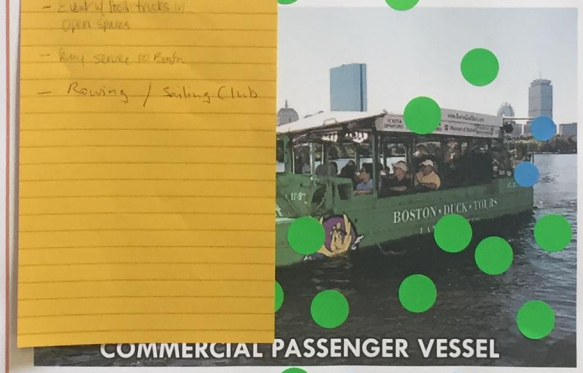


DPA SUPPORTIVE - SEAFOOD RESTAURANT



SUPPORTIVE DPA – ADMINISTRATIVE OFFICE
PORT EVERETT, WA

- 2 weeks of food trucks in open spaces
- Ferry service to Boston
- Rowing / Sailing Club

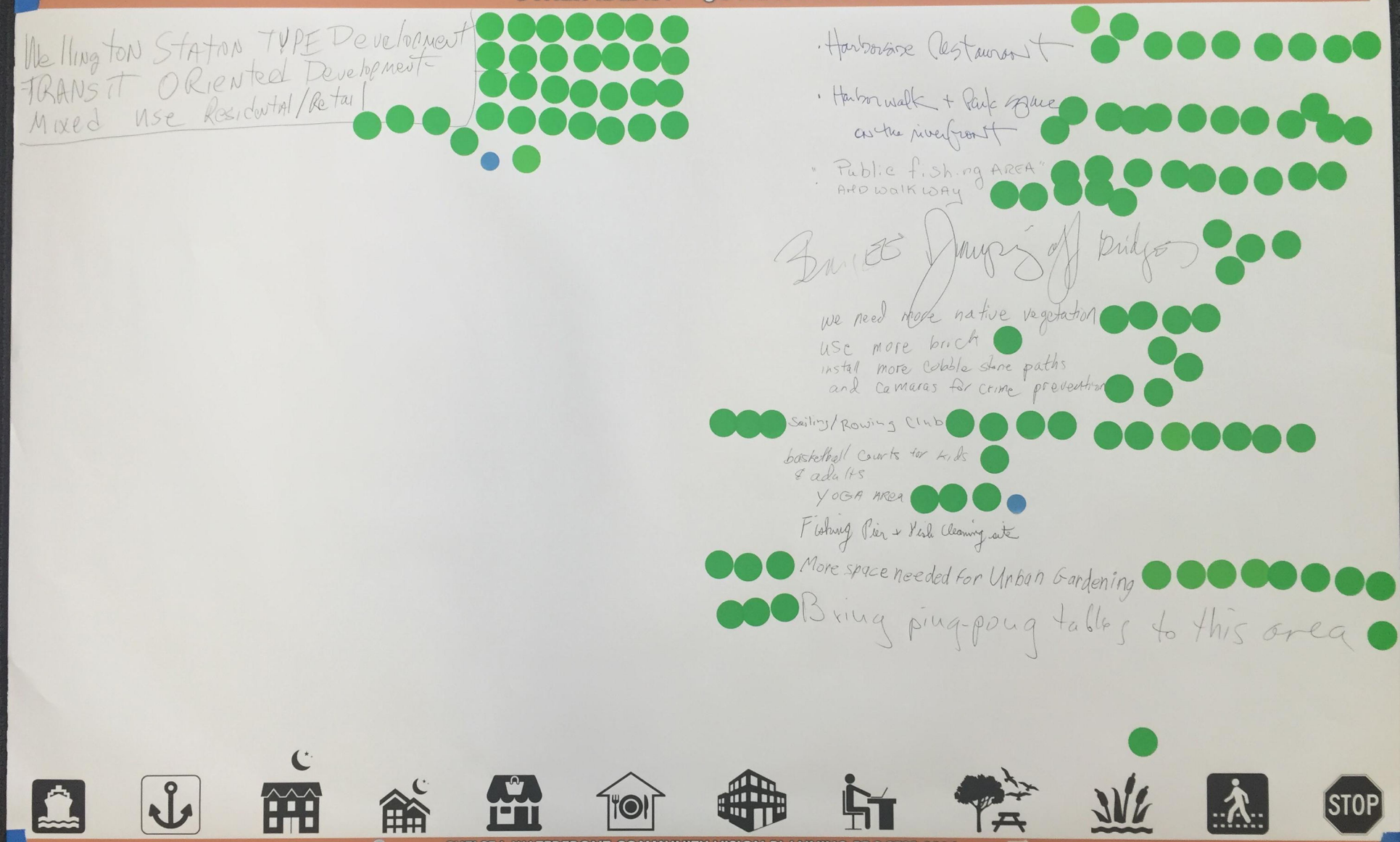


COMMERCIAL PASSENGER VESSEL



CONTAINER SEAFOOD RESTAURANT

OTHER IDEAS? ¿OTRAS IDEAS?



OTHER IDEAS? ¿OTRAS IDEAS?

- Acces to the water for Kayak / small boats
- Dog Park
- Re-do a beach
- Casas para 1, 2 o 3 familias
- Green Energy project
  Rowing / sailing Club
- Water Shuttle / taxi









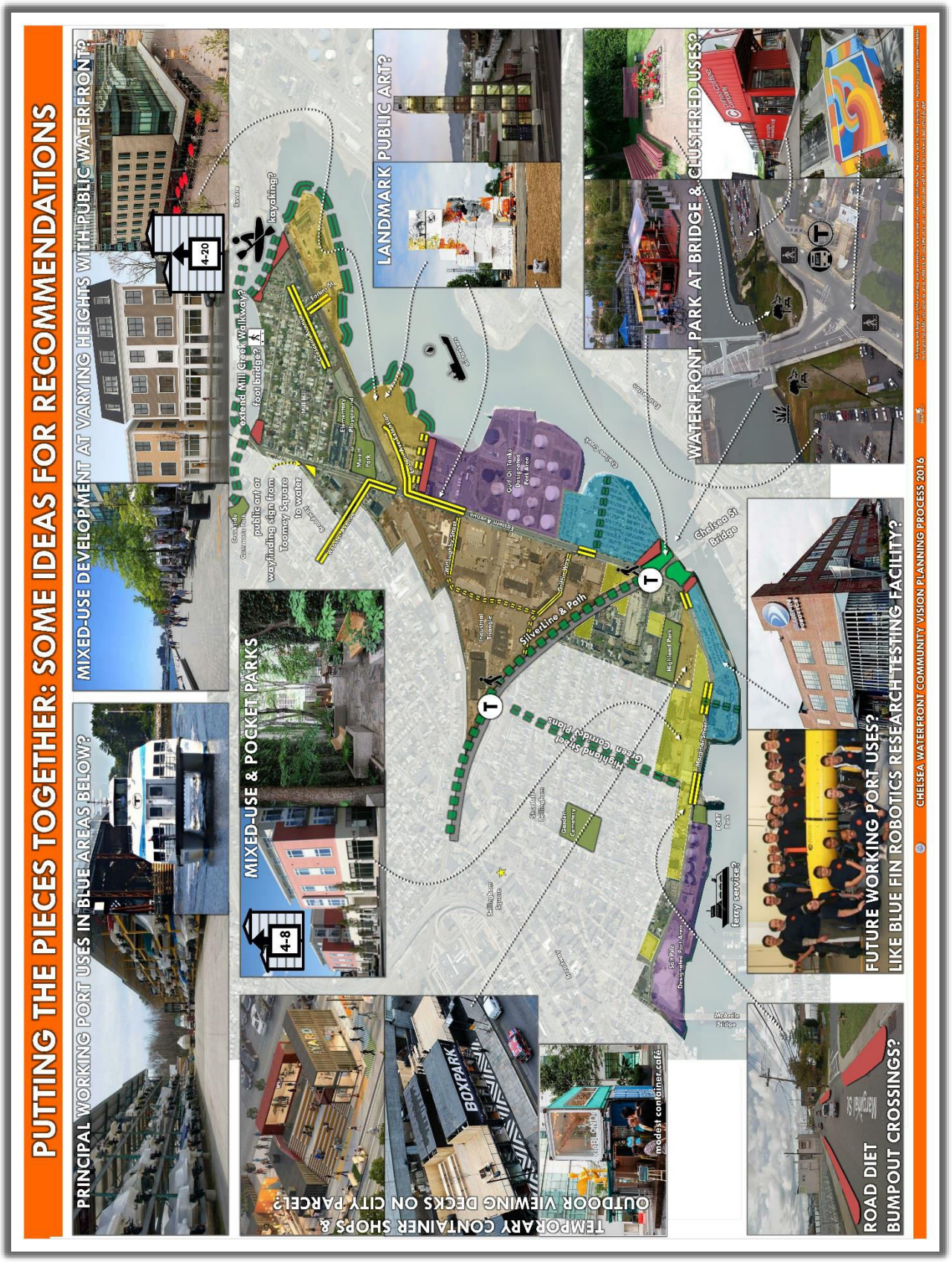
XVI. APPENDIX E – SUMMARY OF COMMUNITY INPUT FROM MAY 26, 2016 WORKSHOP



SUMMARY OF COMMUNITY INPUT
COMMUNITY WORKSHOP – 26 MAY 2016
CHELSEA WATERFRONT COMMUNITY VISION PLANNING PROCESS

MAPC
METROPOLITAN AREA PLANNING COUNCIL

Figure 1 - Study Area Overview



MEMORANDUM

Date: 31 May 2016

To: John DePriest, Planning Director, City of Chelsea

From: Carlos Javier Montañez, Senior Regional Planner, MAPC

Re: **Summary of Community Feedback from Discussion and Polling Exercise: Community Workshop on May 26, 2016 on Putting the Pieces Together: Different Community Access and Working Port Business Ideas for the Chelsea Waterfront**

Thank you very much for your assistance with the community workshop we held on May 26, 2016 at the Chelsea Senior Center. Our goal was to present workshop participants with ideas for recommendations that strike a balance between the needs of the working port businesses with the needs of the community for access and use of its waterfront.

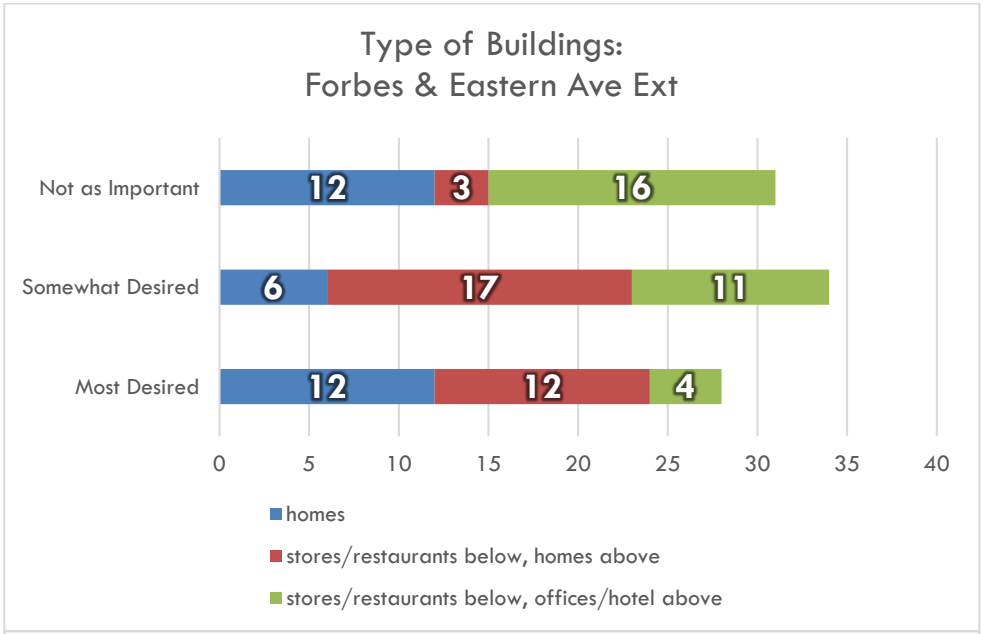
The meeting consisted of an informative presentation on how the different stakeholder interests can find common ground for an overall vision for the waterfront that addresses the needs of the residents, businesses, the State CZM and DEP departments, and the City's taxbase. Participants then viewed five different subarea maps and photo boards paired with an overall key map. Participants were given a polling ballot to choose their preference for different types of community and working port uses that were public-friendly and that would bolster the working port. Approximately 37 participants signed in on the attendance sheet. Daycare and interpretation services were provided and used. The polling ballot and agenda were also translated into Spanish.

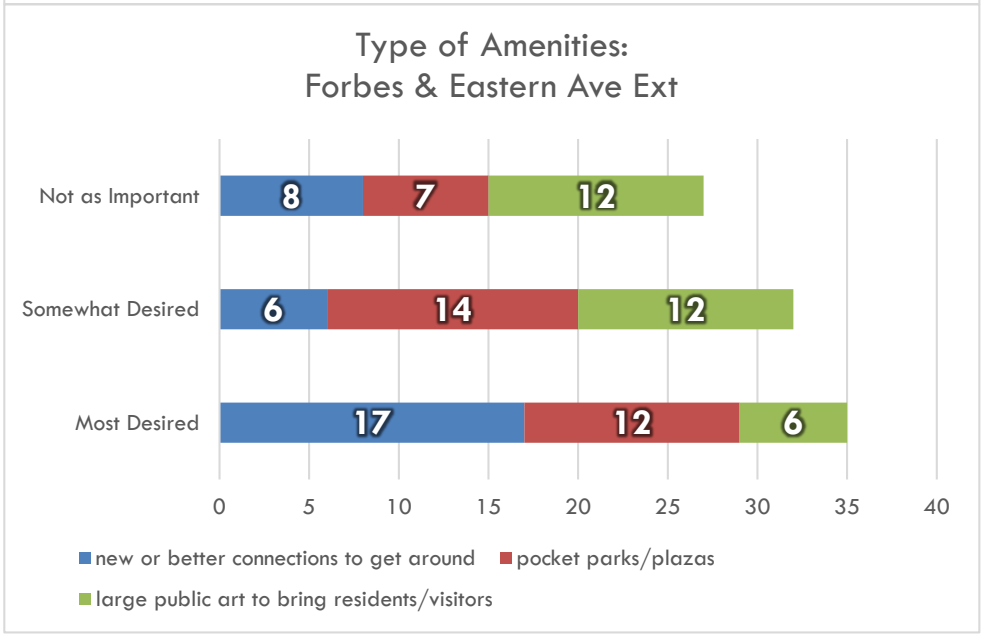
The following is a summary of the feedback we received from workshop participants that we will use to inform the recommendations in the waterfront vision plan report that will be submitted to the City of Chelsea's Planning Department in the summer of 2016.

The presentation and the workshop visual boards have been posted on our MAPC project webpage at mapc.org/chelseawaterfront, as well as a Spanish translation of the presentation available at the Spanish-language version of the MAPC project webpage at mapc.org/chelsealitoral

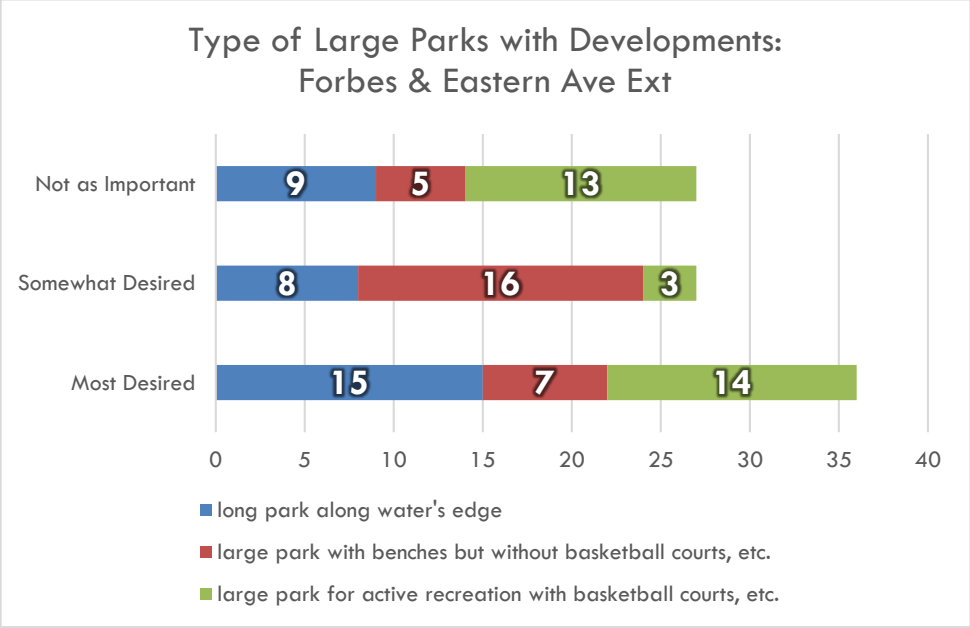
Please advise if you have any questions.

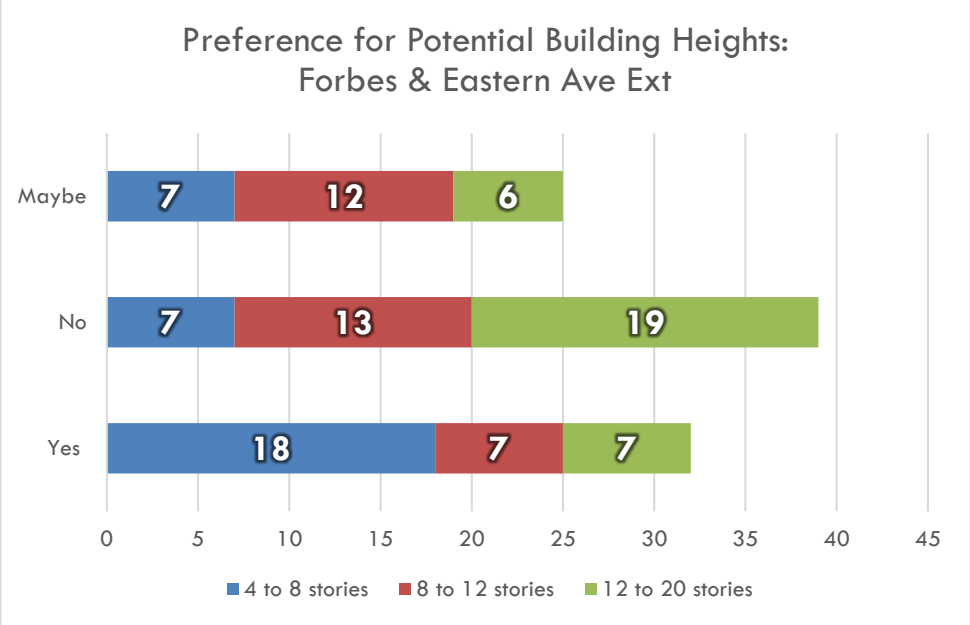
Question 1a:
What do you want to see on the Forbes & Eastern Ave Extension Sites?



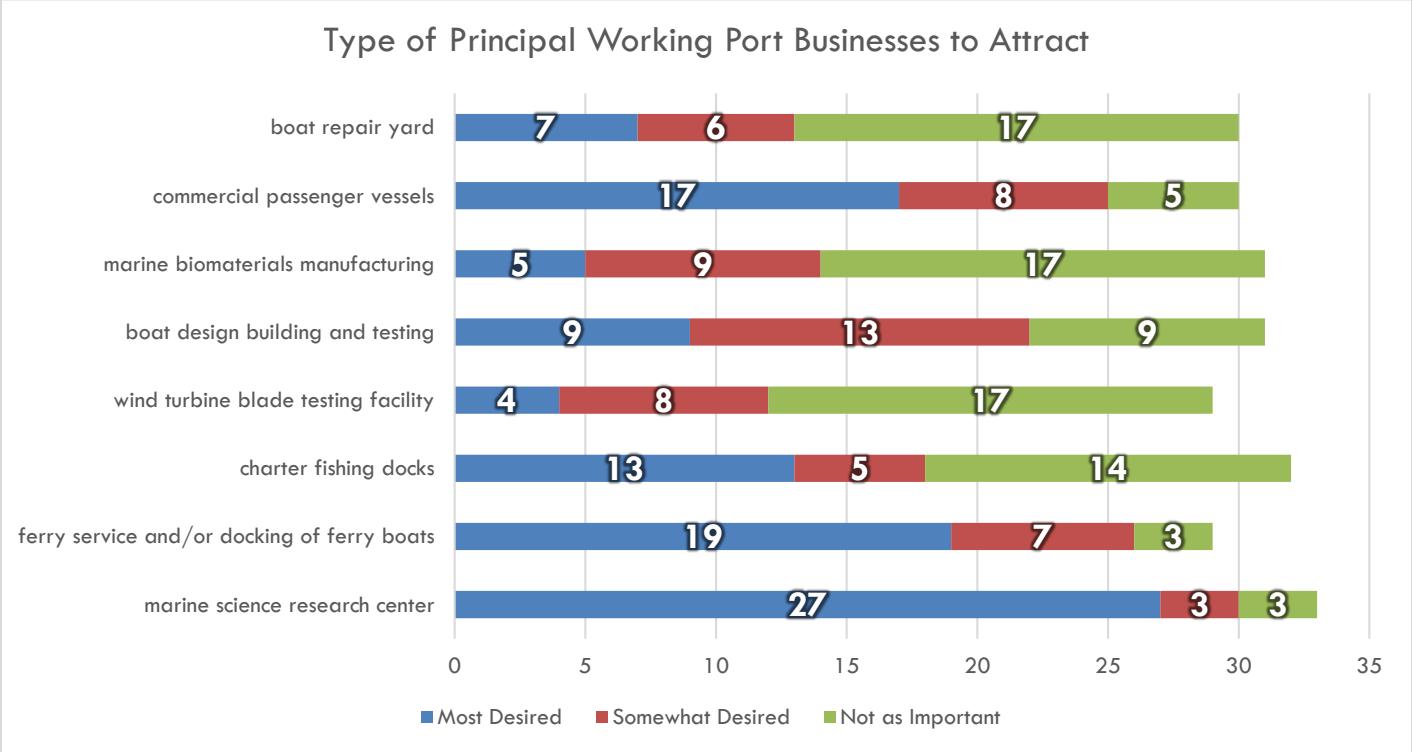


Question 1b:
What do you want to see on the Forbes & Eastern Ave Extension Sites?



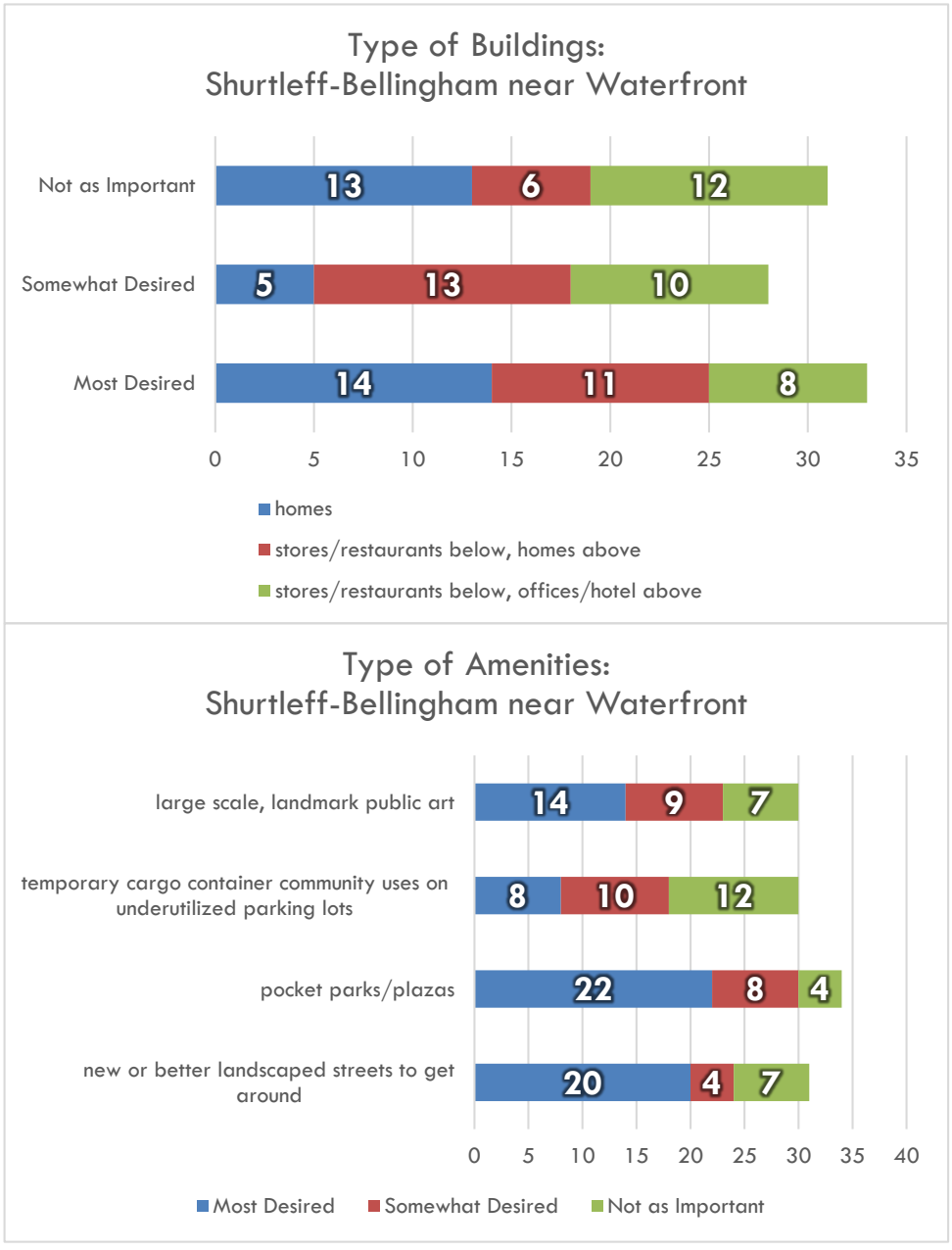


Question 2:
What principal working port businesses should we try to attract?



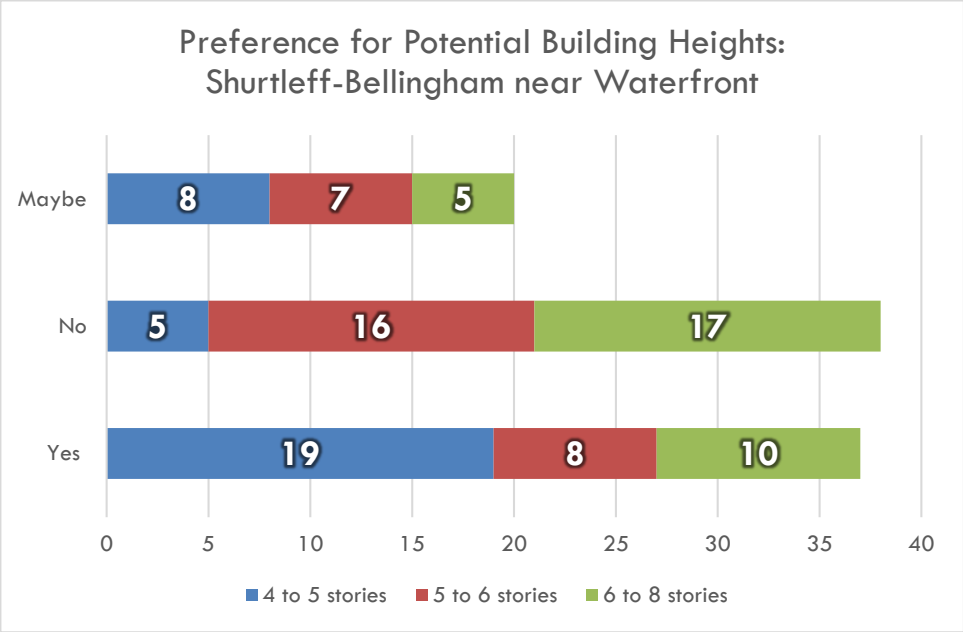
Question 3a:

What do you want to see in the Shurtleff-Bellingham Neighborhood area near the waterfront?



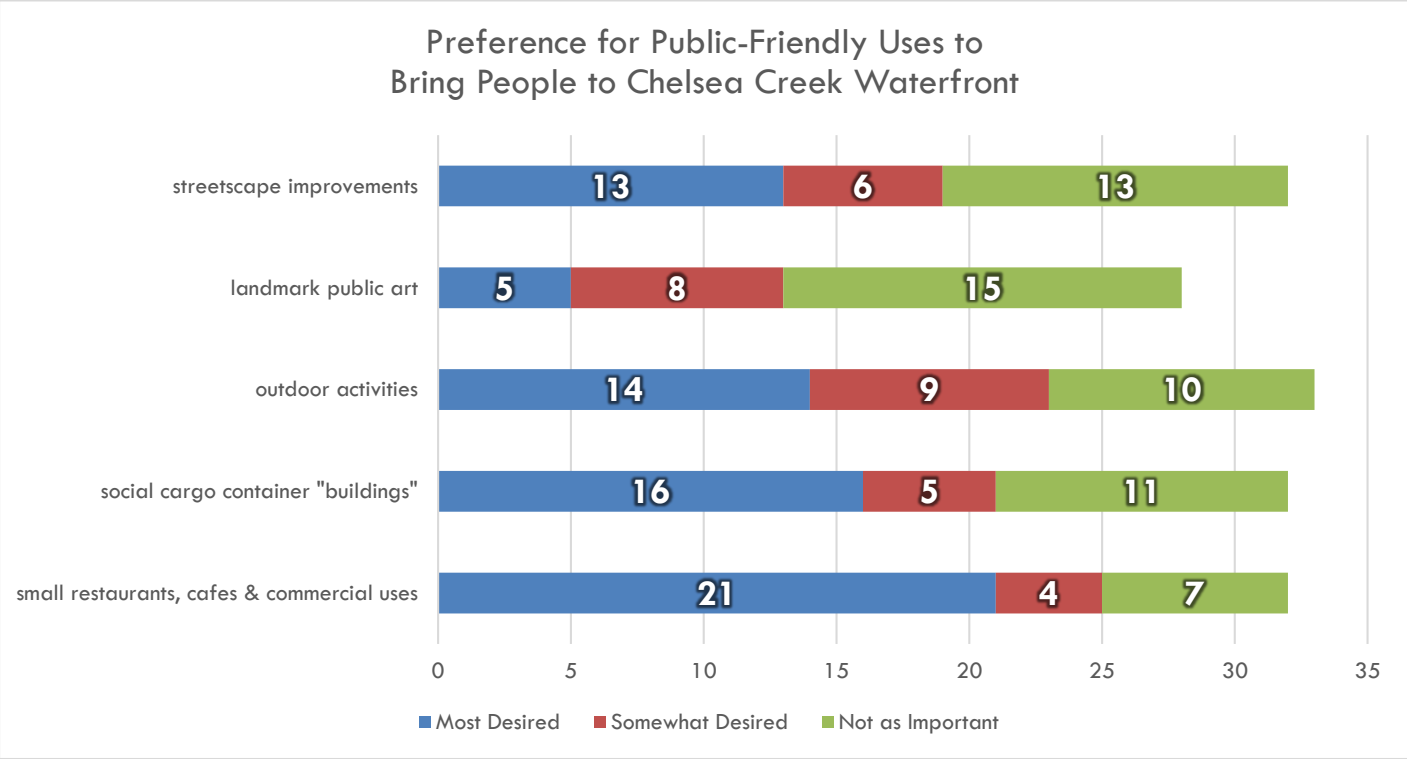
Question 3b:

What do you want to see in the Shurtleff-Bellingham Neighborhood area near the waterfront?



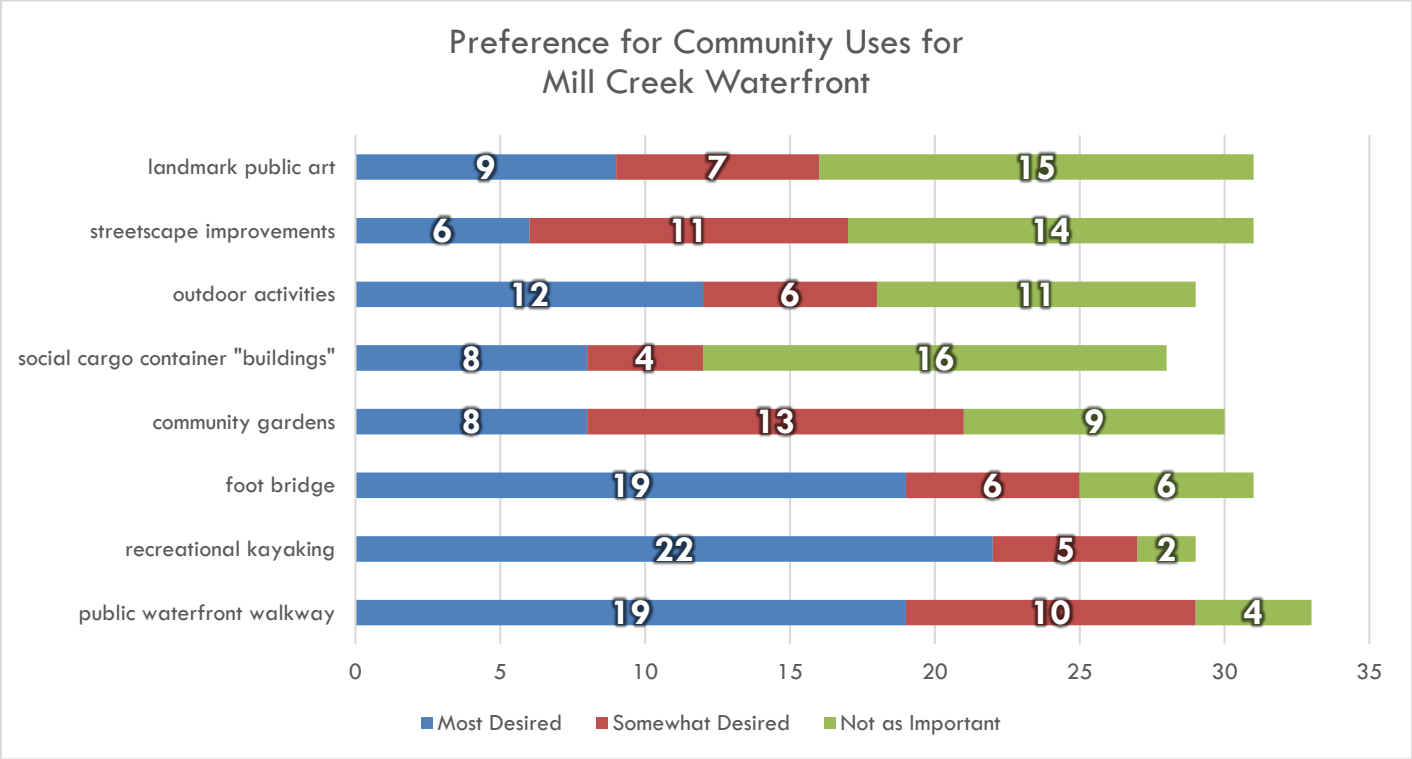
Question 4:

Which of the following temporary & permanent public-friendly uses would bring people to the Chelsea Creek waterfront?



Question 5:

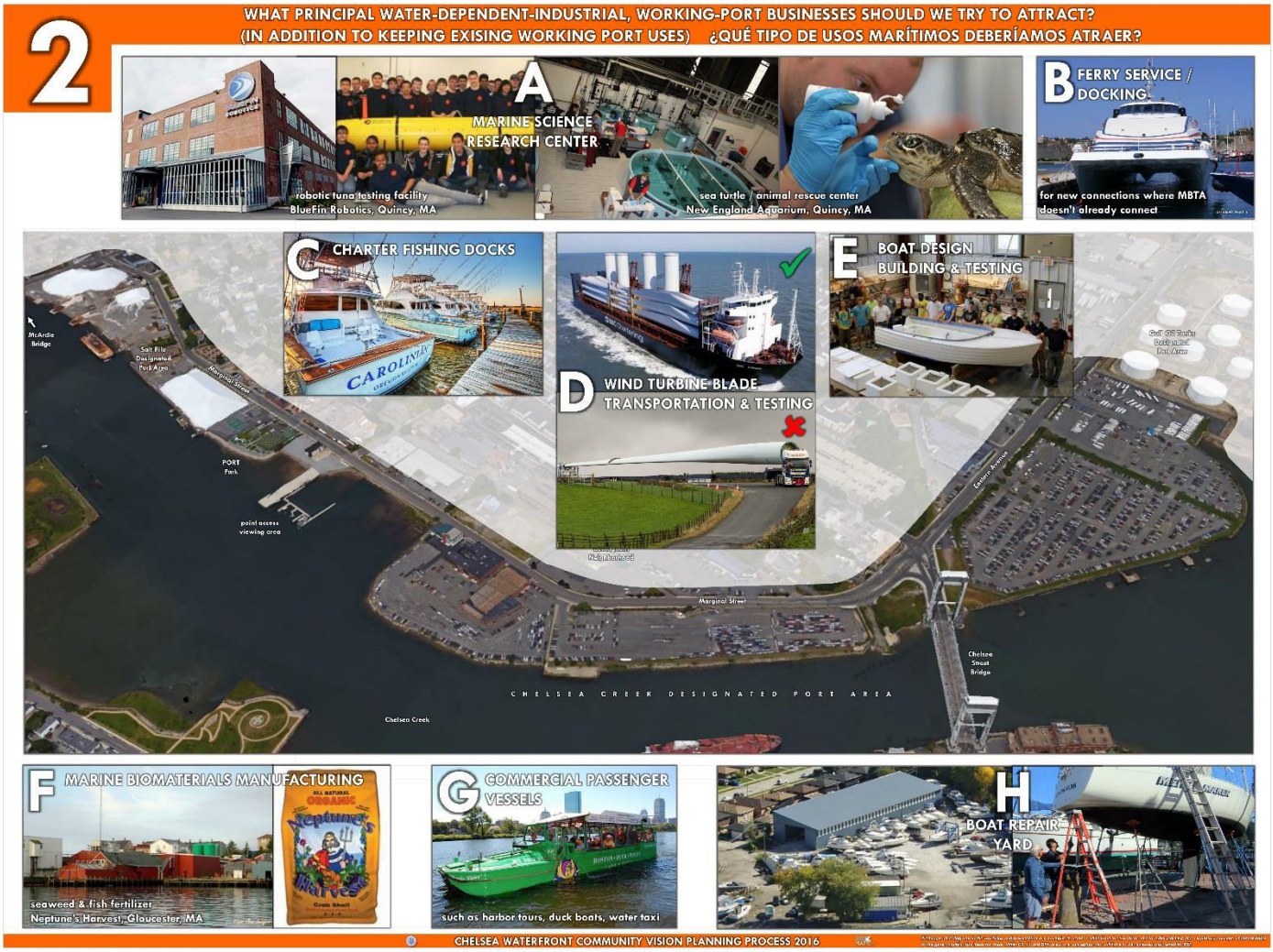
Which of the following community uses & physical improvements would bring people to the Mill Creek waterfront?

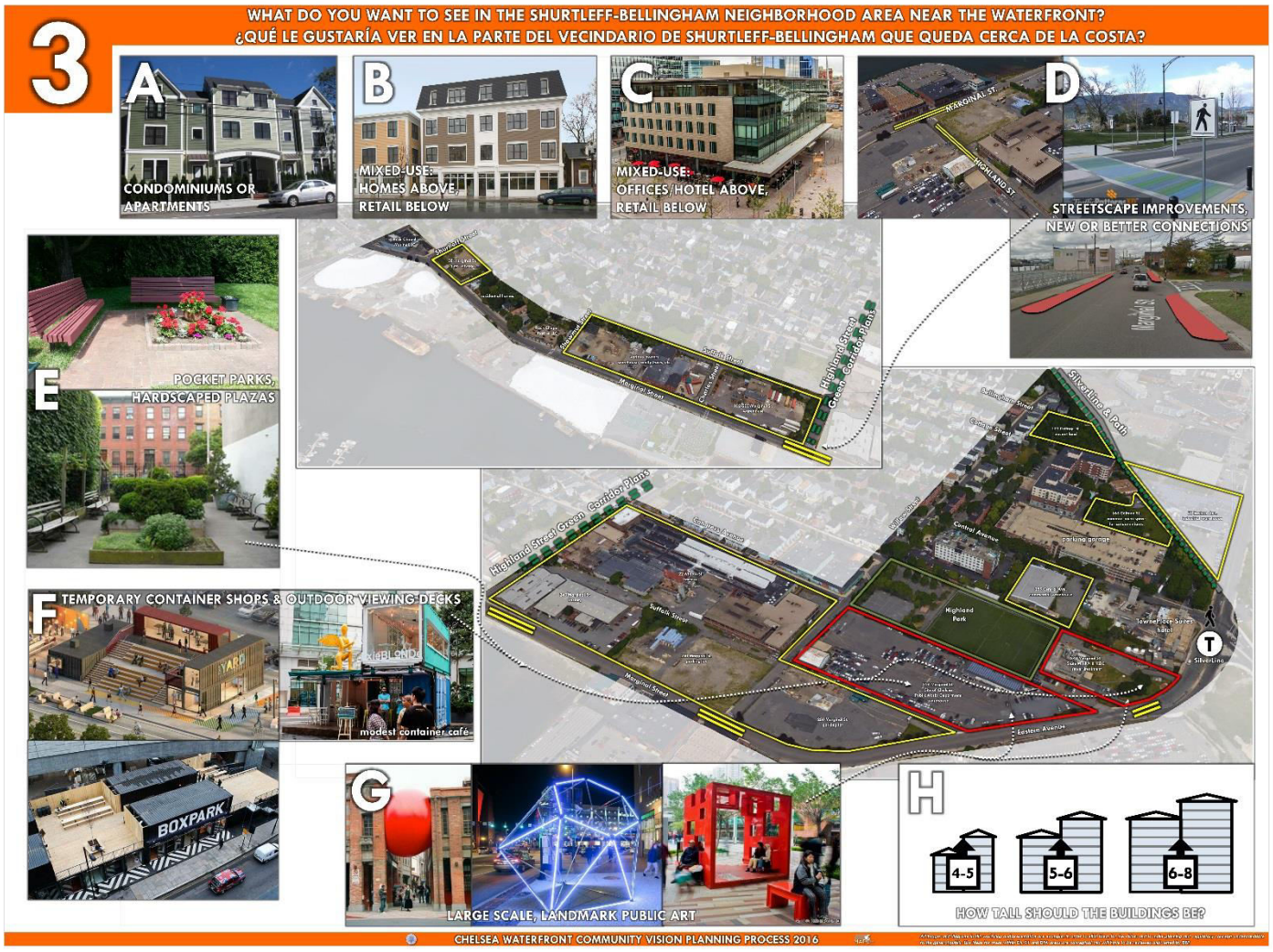


APPENDIX

WORKSHOP VISUAL BOARDS WITH CORRESPONDING QUESTIONS


1
WHAT TYPES OF PERMANENT DEVELOPMENT & IMPROVEMENTS SHOULD BE ON THE FORBES AND EASTERN AVENUE EXTENSION SITES?
¿QUÉ TIPO DE DESARROLLO Y OBRAS PÚBLICAS USTED PREFIERE EN ESTA ZONA?
A
CONDOMINIUMS OR APARTMENTS
B
MIXED-USE: HOMES ABOVE, RETAIL BELOW
C
MIXED-USE: OFFICES/HOTEL ABOVE, RETAIL BELOW
D
STREETSCAPE IMPROVEMENTS, NEW OR BETTER CONNECTIONS
E
POCKET PARKS, HARDSCAPED PLAZAS
CRESCENT AVENUE
MBTA COMMUTER RAIL
FORBES STREET
MILL CREEK
REVERE
CHELSEA CREEK
FORBES SITE
WEBSTER AVE.
EASTERN AVE.
EASTERN AVE. EXT.
EASTERN AVENUE EXTENSION SITE
J
4-8
8-12
12-20
HOW TALL SHOULD THE BUILDINGS BE?
F
PARK ALONG WATER'S EDGE
G
LARGER OPEN SPACE / PARK FOR PASSIVE RECREATION
H
LARGER OPEN SPACE / PARK FOR ACTIVE RECREATION
I
LARGE SCALE, LANDMARK PUBLIC ART
CHELSEA WATERFRONT COMMUNITY VISION PLANNING PROCESS 2016


2
WHAT PRINCIPAL WATER-DEPENDENT-INDUSTRIAL, WORKING-PORT BUSINESSES SHOULD WE TRY TO ATTRACT?
(IN ADDITION TO KEEPING EXISING WORKING PORT USES) ¿QUÉ TIPO DE USOS MARÍTIMOS DEBERÍAMOS ATRAER?
A
MARINE SCIENCE RESEARCH CENTER
robotic tuna testing facility
BlueFin Robotics, Quincy, MA
sea turtle / animal rescue center
New England Aquarium, Quincy, MA
B
FERRY SERVICE / DOCKING
for new connections where MBTA doesn't already connect
C
CHARTER FISHING DOCKS
D
WIND TURBINE BLADE TRANSPORTATION & TESTING
E
BOAT DESIGN BUILDING & TESTING
McArdle Bridge
Salt Pile Designated Port Area
Marginal Street
PORT Park
point access viewing area
Eastern Avenue
Marginal Street
Chelsea Creek Bridge
CHELSEA CREEK DESIGNATED PORT AREA
Chelsea Creek
F
MARINE BIOMATERIALS MANUFACTURING
seaweed & fish fertilizer
Neptune's Harvest, Gloucester, MA
G
COMMERCIAL PASSENGER VESSELS
such as harbor tours, duck boats, water taxi
H
BOAT REPAIR YARD
CHELSEA WATERFRONT COMMUNITY VISION PLANNING PROCESS 2016


3
WHAT DO YOU WANT TO SEE IN THE SHURTLEFF-BELLINGHAM NEIGHBORHOOD AREA NEAR THE WATERFRONT?
¿QUÉ LE GUSTARÍA VER EN LA PARTE DEL VECINDARIO DE SHURTLEFF-BELLINGHAM QUE QUEDA CERCA DE LA COSTA?
A
CONDOMINIUMS OR APARTMENTS
B
MIXED-USE: HOMES ABOVE, RETAIL BELOW
C
MIXED-USE: OFFICES/HOTEL ABOVE, RETAIL BELOW
D
STREETSCAPE IMPROVEMENTS, NEW OR BETTER CONNECTIONS
E
POCKET PARKS, HARDSCAPED PLAZAS
F
TEMPORARY CONTAINER SHOPS & OUTDOOR VIEWING DECKS
modest container café
BOXPARK
G
LARGE SCALE, LANDMARK PUBLIC ART
H
4-5
5-6
6-8
HOW TALL SHOULD THE BUILDINGS BE?
CHELSEA WATERFRONT COMMUNITY VISION PLANNING PROCESS 2016


4
WHICH OF THE FOLLOWING PUBLIC-FRIENDLY USES WOULD BRING PEOPLE TO THE CHELSEA CREEK WATERFRONT, & GENERATE REVENUE?
¿CUÁLES DE LOS SIGUIENTES USOS ATRAERÍA MÁS GENTE A LA COSTA?
A SMALL RESTAURANTS, CAFÉS & COMMERCIAL
BUILDINGS FOR WORKERS & VISITORS
B SOCIAL CARGO CONTAINER BUILDINGS
C OUTDOOR ACTIVITIES
WATERFRONT PARK AT BRIDGE
CLUSTER DPA-SUPPORTING USES
POTENTIAL INTERIM USES
EASTERN AVENUE EXTENSION SITE
POTENTIAL SHARED ACCESS
D LANDMARK PUBLIC ART
WATERFRONT BRANDING
STREETSCAPE IMPROVEMENTS
E DISTRICT BRANDING
CHELSEA WATERFRONT COMMUNITY VISION PLANNING PROCESS 2016


5
WHICH OF THE FOLLOWING COMMUNITY USES & PHYSICAL IMPROVEMENTS WOULD BRING PEOPLE TO THE MILL CREEK WATERFRONT ¿CUÁLES DE LOS SIGUIENTES USOS ATRAERÍA MÁS GENTE A LA COSTA DE MILL CREEK?
A
WALKWAY
B
KAYAKING
C
FOOT BRIDGE
D
COMMUNITY GARDENS
E
SOCIAL CARGO CONTAINER BUILDINGS
CHELSEA CREEK
FORBES SITE
MILL HILL
public art or wayfinding sign from Toomey Square to water
MBTA COMMUTER RAIL
Chelsea Housing Authority
kayaking?
MILL CREEK
foot bridge?
EXTEND MILL CREEK WALKWAY?
skating rink
ROUTE 16 – REVERE BEACH PARKWAY
F
OUTDOOR ACTIVITIES
G
STREETSCAPE IMPROVEMENTS & WAYFINDING
road diet bumpout crossings
H
LANDMARK PUBLIC ART & GATEWAY
vertical gardens
CHELSEA WATERFRONT COMMUNITY VISION PLANNING PROCESS 2016

XVII. APPENDIX F – TEMPORARY CHAPTER 91 LICENSES

COVER SHEET FOR ITEMS IN THE FOLLOWING APPENDIX

- Temporary License
  Property upstream of the Chelsea Street Bridge on Eastern Avenue
  License: “23_6862a”
  Expiration Date: April 18, 2018

- Temporary License
  Property downstream of the Chelsea Street Bridge (245 – 257 Marginal Street)
  Expiration Date: September 5, 2016)
  Original license: “6_4981”
  First license renewal: “6_4981A”
  Public notice for this license renewal request: “6_4981SecondA_notice”

The Commonwealth of Massachusetts

No. 6862A

Whereas, Urban Growth Property Limited Partnership

of -- Chicago --, in the State of Illinois, has applied to the Department of Environmental Protection to — renew the term of License No. 6862 which authorized the construction and maintenance of a parking facility, stormwater management system, and public access facilities-----

and has submitted plans of the same; and whereas due notice of said application, and of the time and place fixed for a hearing thereon, has been given, as required by law, to the –City Council-- of the -- City-- of — Chelsea ----------

NOW, said Department, having heard all parties desiring to be heard, and having fully considered said application, hereby, subject to the approval of the Governor, authorizes and licenses the said ----------

---- Urban Growth Property Limited Partnership----, subject to the provisions of the ninety-first chapter of the General Laws, and of all laws which are or may be in force applicable thereto, to -- maintain a parking facility, stormwater management system, and public access facilities ----------

in and over filled tidelands of — Chelsea Creek -- in the -- City -- of — Chelsea-- and in accordance with the locations shown and details indicated on the accompanying DEP License Plan No. 6862 dated December 11, 1997(3 sheets) which accompanied the original license and a copy of which is on file with the Department.

The uses of structures and fill authorized hereby shall be limited to the following: parking, stormwater management, and public access to waterfront open space for passive recreational uses.

Previous fill and structures were authorized under the following waterways authorizations: DPB203 (1916); DPB212 (1916); WPL178 (1918): WPL205 (1918); DPW50 (1920); DPW1924 (1937); PBA4 (1946); DPW4988 (1965); DPW5303 (1967); DPW6118 (1973); and DEP4629 (1995).

This temporary license will expire ten (10) years from the date of the issuance of this license renewal.

This license is subject to the following Special Conditions and Standard Conditions:

Special Condition 1: The Licensee shall maintain in good repair the existing industrial piers and seawall on the site as described and located on Sheet 1 of the license plan.

Special Condition 2: The vehicular entrance(s) shall be designed and constructed to incorporate turning radii necessary to permit tractor trailer truck movements into and out of the site. Said design specifications are being required in order not to preclude the future use of the site for water-dependent-industrial purposes.

Special Condition 3: The Licensee shall prepare a marketing plan subject to the prior review and written approval of the Department to advertise the availability of the site for water-dependent-industrial use. Said plan shall include a list of the types of businesses which will be solicited and the means by which the site will be advertised. Such advertising shall include at a minimum: direct contact; advertising in local newspapers and maritime or other trade journals; and written notification to Massport- Maritime Division. A draft copy of said plan shall be submitted to the Department for a 30-day review and comment period at least 48 months prior to the termination of this temporary license. The final plan shall incorporate the changes requested by the Department and be completed no later than 40 months prior to the termination of this temporary license. Advertising of the availability of the space for water-dependent-industrial use shall commence no later than 36 months prior to the termination of this temporary license and continue until the end of the license term or until water-dependent-industrial user is found for the site, whichever is sooner.

Special Condition 4: The Licensee shall construct and maintain a publicly accessible waterfront open space to be located at the southern end of the site as located and described on the license plan and the undated plan entitled "Chelsea Parking" prepared by EarthTech, both on file with the Department. Said open space shall include the following amenities: seating, shade structure, lighting, walkway, and landscaping. Said walkway shall extend to Eastern Avenue near the intersection of Central Avenue in order that pedestrians may utilize the existing traffic signal to cross Eastern Avenue. A 25 foot wide grassy swale shall be located immediately north of the proposed open space. Final plans of the publicly accessible open space, including amenities, shall be subject to the review and written approval of the Chelsea Planning Department. The Licensee shall provide the Department with a copy of said final plans and Chelsea Planning Department written approval. Parking on the site shall not commence until the publicly accessible open space is made open to the public.

Special Condition 5: The Licensee shall negotiate with the owner or other appropriate party controlling the Conrail railroad right-of-way located immediately south of the proposed open space described in Special Condition 4 in order to secure the permission to landscape said right-of-way. If the Licensee secures such permission, the Licensee shall landscape said right-of-way. Within 3 months of securing permission, the Licensee shall submit final landscape plans to the Chelsea Planning Department for review and approval. The Licensee shall provide the Department with a copy of said final plans and Chelsea Planning Board written approval. However, if said negotiations do not secure said permission within six (6) months of license issuance, the Licensee shall submit a written status report to the Department describing why no agreement has been reached and propose alternative measures and a timetable for the Department's review and written

approval to beautify the Chelsea Street gateway into Chelsea. The Licensee shall complete and maintain over the license term any such alternative beautification within six (6) months of Department approval to proceed.

Special Condition 6: The walkway facilities specified in Special Condition 4 shall be available to the general public, free of charge, 24 hours a day, unless the Department approves in writing other hours of operation, subject to reasonable rules as described in Special Condition 7.

Special Condition 7: The Licensee may adopt rules governing the walkway facilities on the site, subject to prior review and written approval by the Department, as are necessary for the protection of public health and safety and private property, and to ensure their use and enjoyment by minimizing conflicts between user groups. No amendment to said rules shall be made without written approval by the Department, which approval shall not be unreasonably withheld.

Special Condition 8: Upon completion of the publicly accessible waterfront open space specified in Special Condition No. 4, the Licensee shall place and maintain in good repair appropriate signage of an adequate size to be clearly visible to pedestrians along Eastern Avenue. Said signage shall be consistent with all local laws, regulations, and any design guidelines that may be specified by the Department. Said signage shall be placed at the Eastern Avenue entryway to the open space facility, encourage public patronage of the waterfront walkway, state the hours of public access and any reasonable rules for their use in accordance with Special Condition 7. At least one sign shall be placed in a prominent location stating the walkway facilities were required by the Department of Environmental Protection, the waterways license number of the project, and the location on the site where a copy of the license may be inspected by the public.

Please see page six (6) for the standard conditions to this license.

Duplicate of said plan, number 6862A is on file with the Department, and original of said plan (3 sheets) accompanied the original License, and is made a part hereof.

STANDARD WATERWAYS LICENSE CONDITIONS

1. Acceptance of this Waterways License shall constitute an agreement by the Licensee to conform with all terms and conditions stated herein.

2. This License is granted upon the express condition that any and all other applicable authorizations necessitated due to the provisions hereof shall be secured by the Licensee prior to the commencement of any activity or use authorized pursuant to this License.

3. Any change in use or any substantial structural alteration of any structure or fill authorized herein shall require the issuance by the Department of a new Waterways License in accordance with the provisions and procedures established in Chapter 91 of the Massachusetts General Laws. Any unauthorized substantial change in use or unauthorized substantial structural alteration of any structure or fill authorized herein shall render this Waterways License void.

4. This Waterways License shall be revocable by the Department for noncompliance with the terms and conditions set forth herein. This License may be revoked after the Department has given written notice of the alleged noncompliance to the Licensee and those persons who have filed a written request for such notice with the Department and afforded them a reasonable opportunity to correct said noncompliance. Failure to correct said noncompliance after the issuance of a written notice by the Department shall render this Waterways License void and the Commonwealth may proceed to remove or cause removal of any structure or fill authorized herein at the expense of the Licensee, its successors and assigns as an unauthorized and unlawful structure and/or fill.

5. The structures and/or fill authorized herein shall be maintained in good repair and in accordance with the terms and conditions stated herein and the details indicated on the accompanying license plans.

6. Nothing in this Waterways License shall be construed as authorizing encroachment in, on or over property not owned or controlled by the Licensee, except with the written consent of the owner or owners thereof.

7. This Waterways License is granted subject to all applicable Federal, State, County, and Municipal laws, ordinances and regulations including but not limited to a valid final Order of Conditions issued pursuant to the Wetlands Protection Act, G.L. Chapter 131, s.40.

8. This Waterways License is granted upon the express condition that the use of the structures and/or fill authorized hereby shall be in strict conformance with all applicable requirements and authorizations of the DEP, Division of Water Pollution Control.

9. This License authorizes structure(s) and/or fill on:

_X_ Private Tidelands. In accordance with the public easement that exists by law on private tidelands, the licensee shall allow the public to use and to pass freely upon the area of the subject property lying between the high and low water marks, for the purposes of fishing, fowling, navigation, and the natural derivatives thereof.

_X_ Commonwealth Tidelands. The Licensee shall not restrict the public's right to use and to pass freely, for any lawful purpose, upon lands lying seaward of the low water mark. Said lands are held in trust by the Commonwealth for the benefit of the public.

_ a Great Pond of the Commonwealth. The Licensee shall not restrict the public's right to use and to pass freely upon lands lying seaward of the high water mark for any lawful purpose.

No restriction on the exercise of these public rights shall be imposed unless otherwise expressly provided in this license.

10. Unless otherwise expressly provided by this License, the licensee shall not limit the hours of availability of any areas of the subject property designated for public passage, nor place any gates, fences, or other structures on such areas in a manner that would impede or discourage the free flow of pedestrian movement thereon.

The amount of tidewater displaced by the work hereby authorized has been ascertained by the Department, and compensation thereof has been made by the said — Urban Growth Property Limited Partnership —— by paying into the treasury of the Commonwealth -- two dollars and zero cents ($2.00) -- for each cubic yard so displaced, being the amount hereby assessed by said Department ($0.00).

Nothing in this License shall be so construed as to impair the legal rights of any person.

This License shall be void unless the same and the accompanying plan are recorded within 60 days from the date hereof, in the Registry of Deeds for the County of Suffolk.

IN WITNESS WHEREAS, said Department of Environmental Protection have hereunto set their hands this 18th day of April in the year two thousand and eight.

Program Chief _____

Program Director _____

Commissioner _____

Department of Environmental Protection

THE COMMONWEALTH OF MASSACHUSETTS

This license is approved in consideration of the payment into the treasury of the Commonwealth by the said----- Urban Growth Property Limited Partnership ----of the further sum of ---$0.00--- the amount determined by the Governor as a just and equitable charge for rights and privileges hereby granted in the land of the Commonwealth.

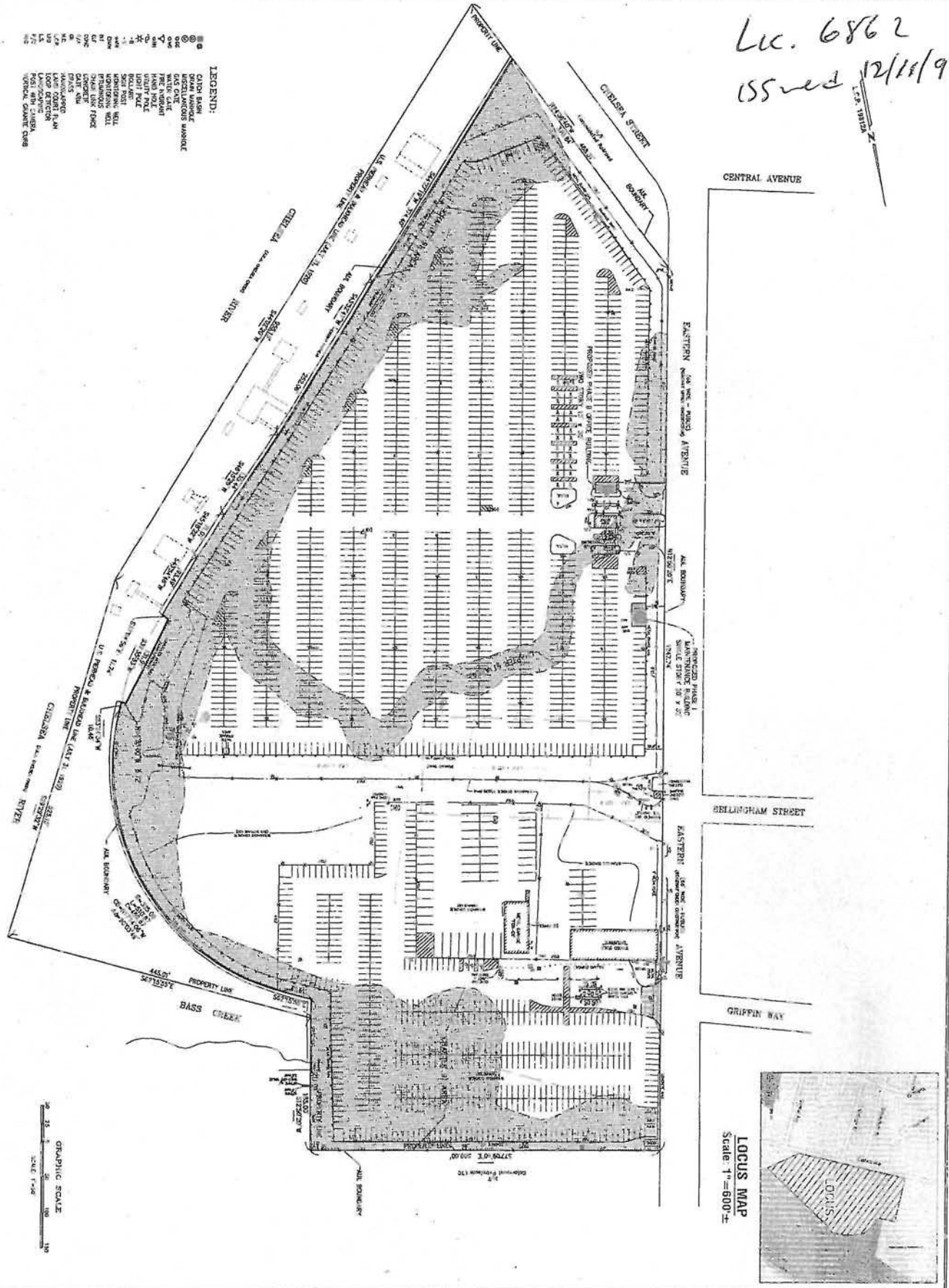
BOSTON

Approved by the Governor.

_____

Governor

Lic. 6862
Issued 12/11/97



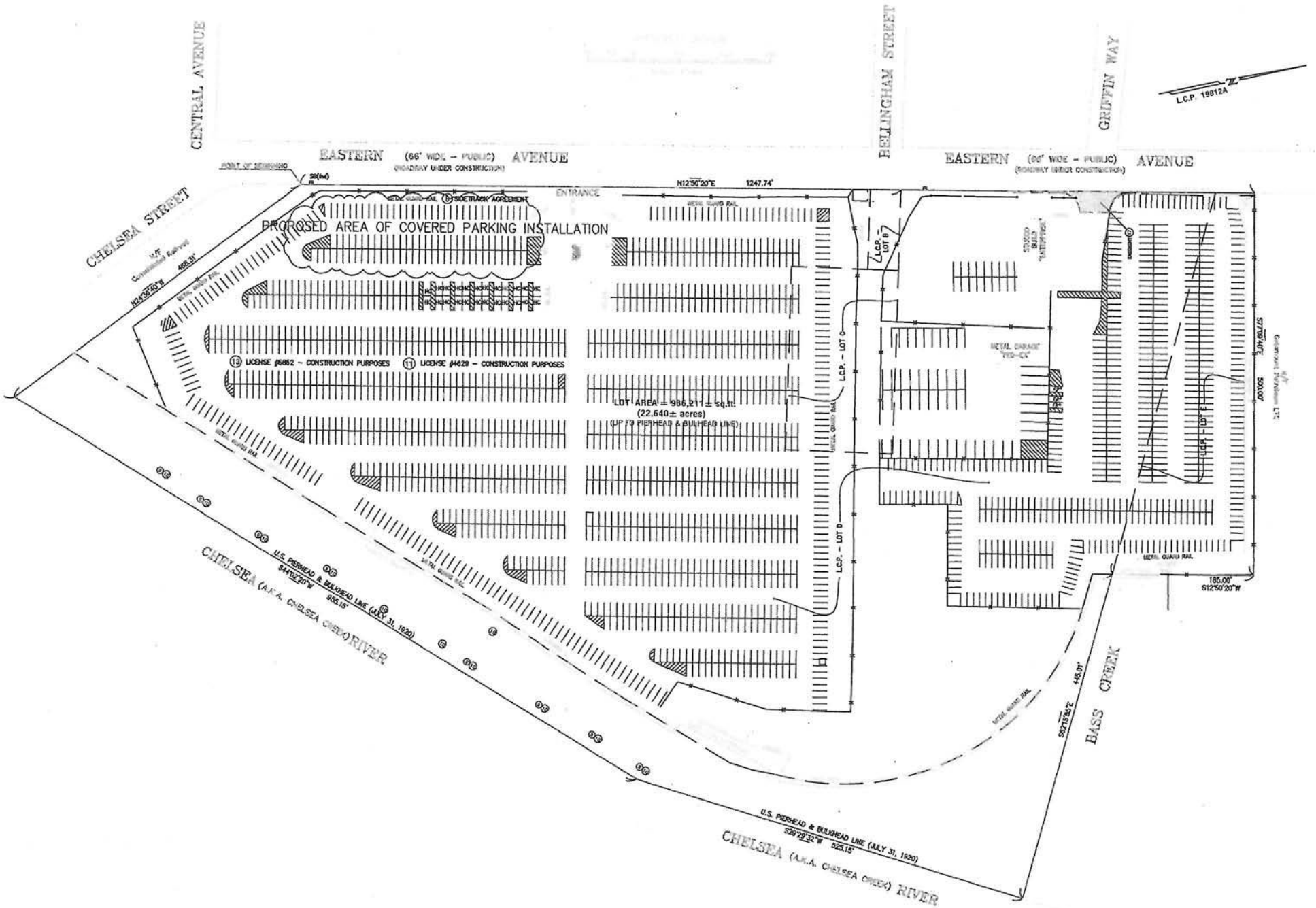
A-2

PROPOSED BUILDING LOCATIONS
#111 EASTERN AVENUE
CHELSEA, MASSACHUSETTS

PREPARED FOR:
TRANSDEL CORPORATION c/o GE CAPITAL/INTERPARK
200 No. LaSALLE STREET CHICAGO, IL

186 Lincoln Street, Suite 200
Boston, MA 02111
T: (617) 338-0063
F: (617) 338-6472
www.jnei.com

Civil Engineering
Land Surveying
Traffic Engineering
Planning
GIS Services


CENTRAL AVENUE
BELLINGHAM STREET
GRIFFIN WAY
L.C.P. 19812A
EASTERN (66' WIDE – PUBLIC) AVENUE
(ROADWAY UNDER CONSTRUCTION)
EASTERN (66' WIDE – PUBLIC) AVENUE
(ROADWAY UNDER CONSTRUCTION)
CHELSEA STREET
POINT OF BEGINNING
N12°50'20"E 1247.74'
ENTRANCE
METAL GUARD RAIL
(5) SIDETRACK AGREEMENT
PROPOSED AREA OF COVERED PARKING INSTALLATION
W/F Consolidated Railroad
N24°26'40"W 469.31'
(13) LICENSE #5862 – CONSTRUCTION PURPOSES
(11) LICENSE #4629 – CONSTRUCTION PURPOSES
LOT AREA = 986,211 ± sq.ft.
(22.640± acres)
(UP TO PIERHEAD & BULKHEAD LINE)
L.C.P. – LOT C
L.C.P. – LOT D
L.C.P. LOT B
L.C.P. LOT E
METAL GARAGE "YIS-CX"
SHED "MAINTENANCE"
500.00'
S77°09'40"E
185.00'
S12°50'20"W
U.S. PIERHEAD & BULKHEAD LINE (JULY 31, 1920)
S44°02'20"W 952.15'
CHELSEA (A.K.A. CHELSEA CREEK) RIVER
U.S. PIERHEAD & BULKHEAD LINE (JULY 31, 1920)
S29°29'32"W 525.15'
CHELSEA (A.K.A. CHELSEA CREEK) RIVER
S82°15'35"E 465.01'
BASS CREEK

LIC 4981

The Commonwealth of Massachusetts

No. 4981

Whereas, Northeast Petroleum

of -- Beverly --, in the County of -- Essex -- and Commonwealth aforesaid, has applied to the Department of Environmental Protection for license to -- construct and maintain a temporary airport related parking lot including guard booth, bus shelters, lighting standards, fencing, catch basins, storm water drainage lines, oil/water separator, and outfall

and has submitted plans of the same; and whereas due notice of said application, and of the time and place fixed for a hearing thereon, has been given, as required by law, to the -- City of Chelsea --;

NOW, said Department, having heard all parties desiring to be heard, and having fully considered said application, hereby, subject to the approval of the Governor, authorizes and licenses the said ----------

Northeast Petroleum, subject to the provisions of the ninety-first chapter of the General Laws, and of all laws which are or may be in force applicable thereto, to -- construct and maintain a temporary airport related parking lot including guard booth, bus shelters, lighting standards, fencing, catch basins, storm water drainage lines, oil/water separator, and outfall -------

in and over filled tidelands of -- Chelsea Creek -- in the -- City -- of -- Chelsea -- within the -- Chelsea Creek Designated Port Area -- and in accordance with the locations shown and details indicated on the accompanying DEP License Plan No. 4981 (9 sheets).

PRINTED ON RECYCLED PAPER

The structures and fill authorized hereby shall be limited to the following uses: to provide commercial parking, shoreline stabilization, storm water conveyance, remediation of contaminated soils on site, and public access to waterfront open space for passive recreational purposes.----------

The term of this license shall be limited to ten (10) years. ----

Fill and bulkhead previously authorized pursuant to the following licenses shall be maintained in accordance with the conditions of this license: License Numbers 142 (HL), 785 (HL), 979 (HL) 2368 (HL), 2416 (HL), 2443 (HL), 2585 (HL), 2697 (HL), 2774 (HL), 3036 (HL), 3101 (HL), 3134 (HL), 3311 (HL), 148 (DPB), 362 (PW), 996 (PW), 1041 (PW), PW 1481 (PW), 1593 (PW), 4528 (PW), 77 (PBA), and 2891 (DEP).

Nothing is this license shall be construed as authorizing any encroachment channelward of the established State Harbor Line.

This Waterways License is subject to the following Special Conditions:

Special Condition 1: The Licensee has provided documentation to the Department demonstrating that approvals required pursuant to the (a) Massachusetts Contingency Plan 310 CMR 40.00 and (b) Massachusetts Wetlands Protection Act 310 CMR 10.00 have been obtained.

Special Condition 2: The Licensee shall construct and maintain in good repair a parking lot as located and described on Sheets 4 to 7 of the license plan. All power cables shall be subgrade. Light standards shall be constructed from a durable material other than wood. A minimum of fifteen (15) handicapped spaces shall be located adjacent to the waiting area building. All structures and facility operations shall be designed to not detrimentally impact the Massachusetts Water Resources Authority (MWRA) public water supply, sewerage lines, and Boston Edison power cables located on and adjacent to the site.

Special Condition 3: The specific design of the vehicular entrance shown on Sheet 4 of the license plan shall incorporate turning radii necessary to permit tractor trailer truck movements into and out of the site in order not to preclude the future use of the site for water-dependent-industrial purposes.

Special Condition 4: The Licensee shall construct and maintain in good repair a storm water drainage system as described on Sheets 4 to 8 of the license plan.

Special Condition 5: The Licensee shall prepare a marketing plan subject to the prior review and approval of the Department to advertise the availability of the site for water-dependent-

industrial use. Said plan shall include a list of the types of businesses which will be solicited and the means by which the site will be advertised. Such advertising shall include at a minimum: direct contact; advertising in local newspapers and maritime or other trade journals; and written notification to Massport - Maritime Division. A draft copy of said plan shall be submitted to the Department for a 30-day review and comment period at least 48 months prior to the termination of the this temporary license. The final plan shall incorporate the changes requested by the Department and be completed no later than 40 months prior to the termination of this temporary license. Advertising of the availability of the space for water-dependent-industrial use shall commence no later than 36 months prior to the termination of this temporary license and continue until the end of the license term or until a water-dependent industrial user is found for the site, whichever is sooner.

Special Condition 6: (A) The Licensee shall construct, landscape and maintain in good repair temporary walkway facilities open to the public, totalling no less than 0.5 acres in size along the westerly, southerly, and easterly perimeter of the site in the locations specified on Sheets 4 to 7 of the license plan. The final landscape and walkway plan shall be prepared by a Registered Landscape Architect and filed with the Department. Said walkway facilities shall be constructed in substantial accordance with the plan entitled "Proposed Site Plan" prepared by Carol R. Johnson Associates, Incorporated dated February 1995, and on file with the Department plus include the following components: (a) the entire walkway, including the stone dust portion along the waterfront, shall have a minimum width of 10 feet clear with a hand rail or other appropriate measure along the entire waterfront to promote safe viewing opportunities of the water; (b) two attractively designed entryways to said walkway facilities shall be constructed along Marginal Street containing decorative posts and signage in accordance with Special Condition 11; (c) one shade structure with associated bench shall be constructed at the easterly plaza; (d) landscaping including trees shall be located along the walkway facilities and Marginal Street and not within the parking lot area enclosed by said fence, with the canopy of said trees to be generally no more than 30 feet in width when mature; (e) landscaping generally along the stone dust pathway shall consist of vegetation no larger than low-lying shrubs, except in those locations noted on the "Proposed Site Plan" where trees shall be planted in accordance with (d) above; (f) trash receptacles shall be provided; and (g) an appropriate number of ornamental lighting standards shall be constructed.

(B) No gates shall be erected across or along the walkway facilities. If repeated incidents of vandalism occur that can be well documented and all other reasonable security measures to cure the problem are unsuccessful, then the Department may

consider gates or limiting the hours of access to the walkway as an amendment of the public access rules that may be established pursuant to Special Condition 11.

(C) The walkway including the stone dust portion and plazas shall be designed to also accommodate police and ambulance vehicles. The shade structures, benches, and ornamental light standards shall be constructed from vandal and fire resistant materials. The ornamental lighting standards as well as the light standards specified in Special Condition 2 shall not shed light onto the Chelsea Creek to ensure there is no interference with the night vision of vessel operators navigating the Chelsea Creek. Landscaping shall include a subsurface sprinkler system to ensure adequate watering of the vegetation. Said walkway facilities shall be completed and open to the public within 60 days of the commencement of parking on the site.

Special Condition 7: The Licensee shall construct and maintain in good repair a fence no more than eight (8) feet high above grade around the easterly, southerly, and westerly perimeter of the parking area and a fence no higher than six (6) feet along the street side of Marginal Street running from the westerly entryway to the renovated building. Said fencing shall be black cast iron or black vinyl clad with no greater than half inch mesh, and not be topped with barbed or razor wire. Said fencing shall be completed within 60 days of the commencement of parking on the site.

Special Condition 8: The Licensee shall maintain the existing masonry wall along Marginal Street in good repair, including application of an anti-graffiti coating and regular removal of all graffiti. Said masonry wall may include a graphic design to direct attention to the easterly walkway entryway. Maintenance shall also include removal of weeds along the Marginal Street sidewalk portion of the site.

Special Condition 9: The Licensee shall provide a minimum of seven (7) contiguous parking spaces exclusively available to users of the walkway or nearby public park facilities. Said spaces shall be located on the site in the location shown on Sheet 4 of the license plan. The Licensee shall mark the 7 parking spaces by signage or other means as being solely available to members of the public who wish to use the walkway or nearby park facilities. These 7 parking spaces shall be designated by the Licensee and marked by signage in accordance with Special Condition 11 or other means within 60 days of the commencement of airport-related parking on the site.

Special Condition 10: The walkway facilities specified in Special Condition 6 and associated parking shall be available to the general public, free of charge, 24 hours a day, unless the Department approves in writing other hours of operation, subject

to reasonable rules as described in Special Condition 11.

Special Condition 11: The Licensee may adopt rules governing the walkway facilities on the site, subject to prior review and written approval by the Department, as are necessary for the protection of public health and safety and private property, and to ensure their use and enjoyment by minimizing conflicts between user groups. No amendment to said rules shall be made without written approval by the Department, which approval shall not be unreasonably withheld.

Special Condition 12: Upon completion of the walkway facilities, the Licensee shall place and maintain in good repair appropriate signage of an adequate size to be clearly visible to pedestrians along the Marginal Street. Said signage shall be consistent with all local laws, regulations and any design guidelines that may be specified by the Department or its designee. Said signage shall be placed at both Marginal Street entryways to the walkway facilities, encourage public patronage of the walkway facilities, state the hours of public access and any reasonable rules for their use in accordance with Special Condition 11. At least one sign shall be placed in a prominent location stating the walkway facilities were required by the Department of Environmental Protection, the waterways license number of the project, and the location on the site where a copy of the license may be inspected by the public.

Special Condition 13: Said walkway facilities specified in Special Condition 6 are an interim use during the ten (10) year term of this license. The intent of this license is that the walkway facilities shall remain as part of the site and the Licensee shall not take any action to legally subdivide said walkway facilities from the parking area so as to create additional parcels beyond those that exist presently. If at the end of the license term, the marketing plan identifies a future water-dependent-industrial user for the site, then the walkway and associated amenities may be modified or eliminated if necessary to accommodate the water-dependent-industrial use. If a user other than water-dependent-industrial is identified, then the walkway and associated amenities should remain publicly accessible or enhanced, as appropriate.

Please see page six (6) for additional conditions to this license.

Duplicate of said plan, number 4981 is on file in the office of said Department, and original of said plan accompanies this License, and is to be referred to as a part hereof.

STANDARD WATERWAYS LICENSE CONDITIONS

1. Acceptance of this Waterways License shall constitute an agreement by the Licensee to conform with all terms and conditions stated herein.

2. This License is granted upon the express condition that any and all other applicable authorizations necessitated due to the provisions hereof shall be secured by the Licensee prior to the commencement of any activity or use authorized pursuant to this License.

3. Any change in use or any substantial structural alteration of any structure or fill authorized herein shall require the issuance by the Department of a new Waterways License in accordance with the provisions and procedures established in Chapter 91 of the Massachusetts General Laws. Any unauthorized substantial change in use or unauthorized substantial structural alteration of any structure or fill authorized herein shall render this Waterways License void.

4. This Waterways License shall be revocable by the Department for noncompliance with the terms and conditions set forth herein. This license may be revoked after the Department has given written notice of the alleged noncompliance to the Licensee and those persons who have filed a written request for such notice with the Department and afforded them a reasonable opportunity to correct said noncompliance. Failure to correct said noncompliance after the issuance of a written notice by the Department shall render this Waterways License void and the Commonwealth may proceed to remove or cause removal of any structure or fill authorized herein at the expense of the Licensee, its successors and assigns as an unauthorized and unlawful structure and/or fill.

5. The structures and/or fill authorized herein shall be maintained in good repair and in accordance with the terms and conditions stated herein and the details indicated on the accompanying license plans.

6. Nothing in this Waterways License shall be construed as authorizing encroachment in, on or over property not owned or controlled by the Licensee, except with the written consent of the owner or owners thereof.

7. This Waterways License is granted subject to all applicable Federal, State, County, and Municipal laws, ordinances and regulations including but not limited to a valid final Order of Conditions issued pursuant to the Wetlands Protection Act, G.L. Chapter 131, s.40.

8. This Waterways License is granted upon the express condition that the use of the structures and/or fill authorized hereby shall be in strict conformance with all applicable requirements and authorizations of the DEP, Division of Water Pollution Control.

9. This License authorizes structure(s) and/or fill on:

_X_ Private Tidelands. In accordance with the public easement that exists by law on private tidelands, the licensee shall allow the public to use and to pass freely upon the area of the subject property lying between the high and low water marks, for the purposes of fishing, fowling, navigation, and the natural derivatives thereof.

_X_ Commonwealth Tidelands. The Licensee shall not restrict the public's right to use and to pass freely, for any lawful purpose, upon lands lying seaward of the low water mark. Said lands are held in trust by the Commonwealth for the benefit of the public.

___ a Great Pond of the Commonwealth. The Licensee shall not restrict the public's right to use and to pass freely upon lands lying seaward of the high water mark for any lawful purpose.

No restriction on the exercise of these public rights shall be imposed unless otherwise expressly provided in this license.

10. Unless otherwise expressly provided by this license, the licensee shall not limit the hours of availability of any areas of the subject property designated for public passage, nor place any gates, fences, or other structures on such areas in a manner that would impede or discourage the free flow of pedestrian movement thereon.

The amount of tide-water displaced by the work hereby authorized has been ascertained by said Department, and compensation thereof has been made by the said -- Northeast Petroleum -- by paying into the treasury of the Commonwealth -- two dollars and zero cents ($2.00) -- for each cubic yard so displaced, being the amount hereby assessed by the said Department. (0 cubic yards = $ 0.00).

Nothing in this License shall be construed as to impair the legal rights of any person.

This License shall be void unless the same and the accompanying plans are recorded within 60 days from the date hereof, in the Registry of Deeds for the County of -- Suffolk --.

IN WITNESS WHEREAS, said Department of Environmental Protection have hereunto set their hands this eighteenth day of October in the year nineteen hundred and ninety-five.

Commissioner _____

Acting Director _____

Section Chief _____

Department of Environmental Protection

THE COMMONWEALTH OF MASSACHUSETTS

This License is approved in consideration of the payment into the treasury of the Commonwealth by the said -- Northeast Petroleum --

of the further sum of -- zero dollars and zero cents ($0.00) ----------

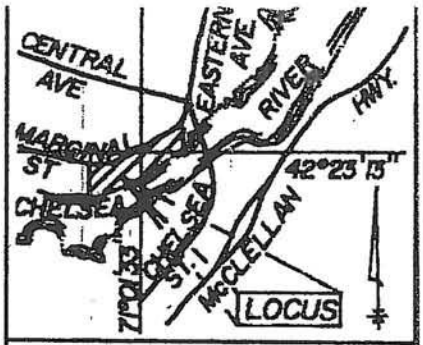
the amount determined by the Governor as a just and equitable charge for rights and privileges hereby granted in the land of the Commonwealth.

BOSTON

Approved by the Governor

William F. Weld

Governor



LOCUS MAP
SCALE: 1" = 2083'±

CHARLES HILL, TRUSTEE
H.W. REALTY TRUST
P.O. BOX 6168
CHELSEA, MA 02150

SUFFOLK STREET (UNCONSTRUCTED)

CARGILL, INC
ATTN: PAT NIELSON
P.O. BOX 9300 – DEPT 5
MINNEAPOLIS, MN 55440

1849 MEAN HIGH WATER COINCIDENT WITH PROPERTY LINE

MARGINAL STREET

B.M. #1 CONCRETE WALL VARIABLE HEIGHT

2 STORY CONCRETE WAREHOUSE TO BE DEMOLISHED

CONCRETE RETAINING WALL TO BE DEMOLISHED

25.78' 47.34' 85.19'

10' HIGH CONC. WALL

(PUBLIC – 55' WIDE) UTILITY PIT

180.00

16.39

1 STORY BRICK AND CONC. BUILDING

15.63 15.31 14.86 14.40 13.69 13.46 13.50 14.76 14.53 14.87 14.86

CHARLES HILL, TRUSTEE
H.W. REALTY TRUST
P.O. BOX 6168
CHELSEA, MA 02150

320.13'

LCC 30705 A

20' WIDE WAY

LCC 13730 A

LCC 30697 A

MATCH LINE SEE SHEET 2

14.84 14.16 14.32 14.13 14.38 14.31 14.32 14.73 14.44 14.58

TOP OF SLOPE

TOP OF SLOPE

17.53 14.36 13.33 13.90 14.68 15.63 14.98 15.22 14.60 14.18

STEEL BULKHEAD
TOP OF BULKHEAD
EL: 17.58

14.18 15.17 14.91 16.10

MHW

STONE RIPRAP SLOPE (TYP.)

103.76' 70.52' 180.84' 723.43'

ELEV. 9.6
MEAN HIGH WATER

ELEV. 0.0
MEAN LOW WATER

STATE HARBOR LINE
CH. 204, ACTS OF 1849

F.E.M.A. FLOOD INSURANCE
ELEV. 15.0 (10.5 N.G.V.D.)

1849 MEAN LOW WATER

CHELSEA RIVER

TOTAL AREA = 6.3175 AC.
UPLAND AREA = 5.16 AC.
TO TOP OF SLOPE LOCATED, AUG. 1994

MEASURED HIGH TIDE (8/10/94) EL: 10.4'
MEASURED LOW TIDE (8/24/94) EL: –0.2'
— EBB FLOOD —

COMMONWEALTH OF MASSACHUSETTS
MARK X. HALEY
CIVIL
No. 31969
REGISTERED PROFESSIONAL ENGINEER

EXISTING CONDITIONS

PLAN VIEW

SCALE: 1" = 120'

0 60 120 240

PLANS ACCOMPANYING PETITION OF NORTHEAST PETROLEUM

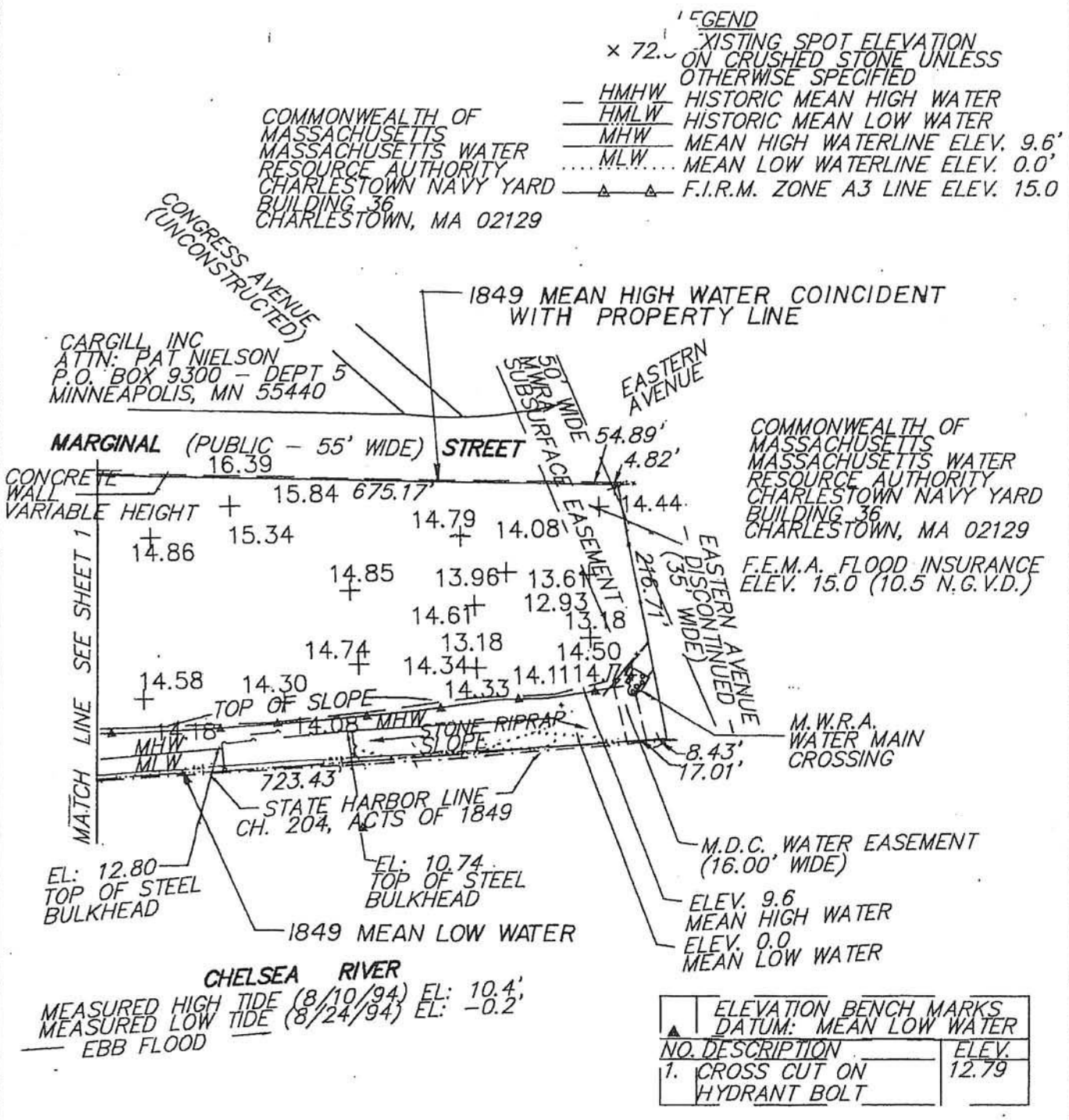
(A DIVISION OF CARGILL INCORPORATED)

TO CONSTRUCT AND MAINTAIN AIRPORT RELATED PARKING FACILITY

ON CHELSEA RIVER
AT CITY OF CHELSEA
COUNTY OF SUFFOLK, MASSACHUSETTS
NOVEMBER 1994 **SHEET 1 OF 9**

HALEY AND ALDRICH, INC.
58 CHARLES STREET, CAMBRIDGE, MA 02141

LICENSE PLAN NO. 4981
Approved by Department of Environmental Protection
Commonwealth of Massachusetts
COMMISSIONER
DIVISION DIRECTOR



ELEVATION BENCH MARKS DATUM: MEAN LOW WATER	
NO. DESCRIPTION	ELEV.
1. CROSS CUT ON HYDRANT BOLT	12.79

LICENSE PLAN NO. 4981
Approved by Department of Environmental Protection
Date: OCT 18 1995

COMMONWEALTH OF MASSACHUSETTS
MARK X. HALEY
CIVIL
No. 31969
REGISTERED PROFESSIONAL ENGINEER

EXISTING CONDITIONS

PLAN VIEW

SCALE: 1" = 120'

0 60 120 240

ASSESSORS:

MAP 6, PARCELS 10, 11 & 12

OWNER:

CARGILL INCORPORATED
C/O PAT NIELSON
P.O. BOX 9300, DEPT. 5
MINNEAPOLIS, MINN. 55440

REFERENCES:

CERT. OF TITLE NO. 99170

NOTES:

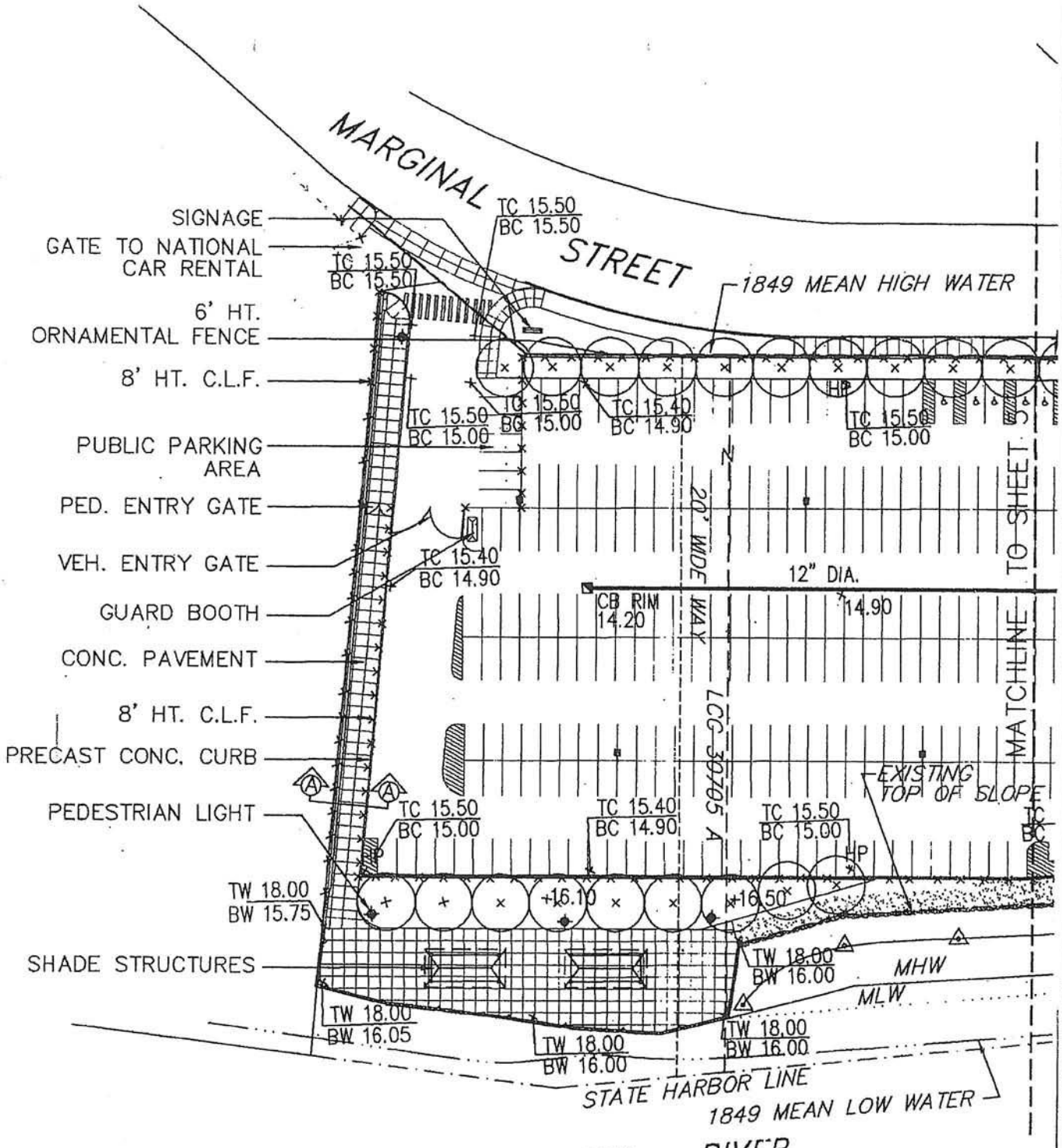
1. ALL ELEVATIONS ARE BASED ON MEAN LOW WATER DATUM (EL. −4.5 N.G.V.D.)
2. UTILITY DATA COMPILED FROM RECORD DATA. SURFACE STRUCTURES LOCATED BY FIELD SURVEY, AUGUST 1994.
3. SITE LOCATED IN F.EM.A. FLOOD HAZARD ZONE "A3" AS SHOWN ON F.I.R.M. MAP, CITY OF BOSTON PANEL 15 OF 31, 11/2/90.
4. MAP AND LOT NUMBERS REFER TO ASSESSORS TAX MAPS.
5. 1849 MEAN HIGH WATER AND 1849 MEAN LOW WATER FROM PLAN OF CHELSEA CREEK BETWEEN EAST BOSTON AND CHELSEA EXHIBITING THE CIRCUMSCRIBING LINE TO WHICH WHARVES MAY BE EXTENDED, BY R.H. EDDY AND JOHN LOW, DECEMBER 19, 1849



6. STATE HARBOR LINE WAS CREATED BY ACTS OF 1849, C. 204; COINCIDENT WITH U.S. PIER AND BULKHEAD LINE APPROVED BY SECRETARY OF WAR ON JULY 31, 1920.
7. BASE AND TOPOGRAPHIC PLANS PREPARED BY HANCOCK SURVEY ASSOCIATES, AUGUST 1994.

LICENSE PLAN NO. 4981
Approved by Department of Environmental Protection
Date: OCT 18 1995

EXISTING CONDITIONS



NOTE: ALL STRUCTURES PROPOSED UNLESS OTHERWISE NOTED.

COMMONWEALTH OF MASSACHUSETTS
MARK X. HALEY
CIVIL
No. 31969
REGISTERED PROFESSIONAL ENGINEER

LICENSE PLAN NO. 4981

Approved by Department of Environmental Protection

Date: OCT 18 1995

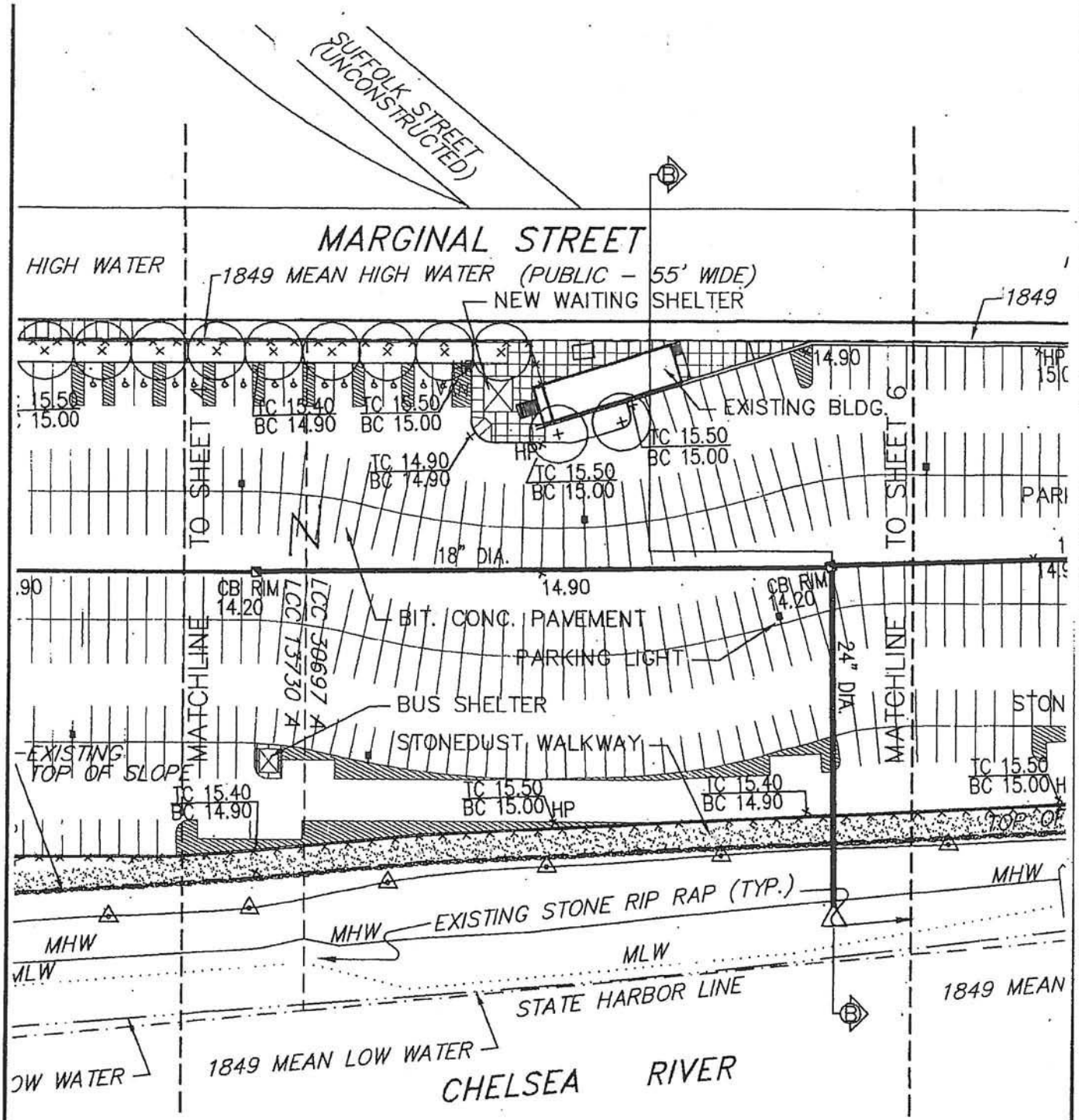
PLAN VIEW

SCALE: 1' = 60'

0 30 60 120

PROPOSED CONDITIONS

SHEET 4 OF 9



NOTE: ALL STRUCTURES PROPOSED UNLESS OTHERWISE NOTED.

LICENSE PLAN NO. 4981
Approved by Department of Environmental Protection
Date: OCT 18 1995

COMMONWEALTH OF MASSACHUSETTS
MARK X HALEY
CIVIL
No. 31969
REGISTERED PROFESSIONAL ENGINEER

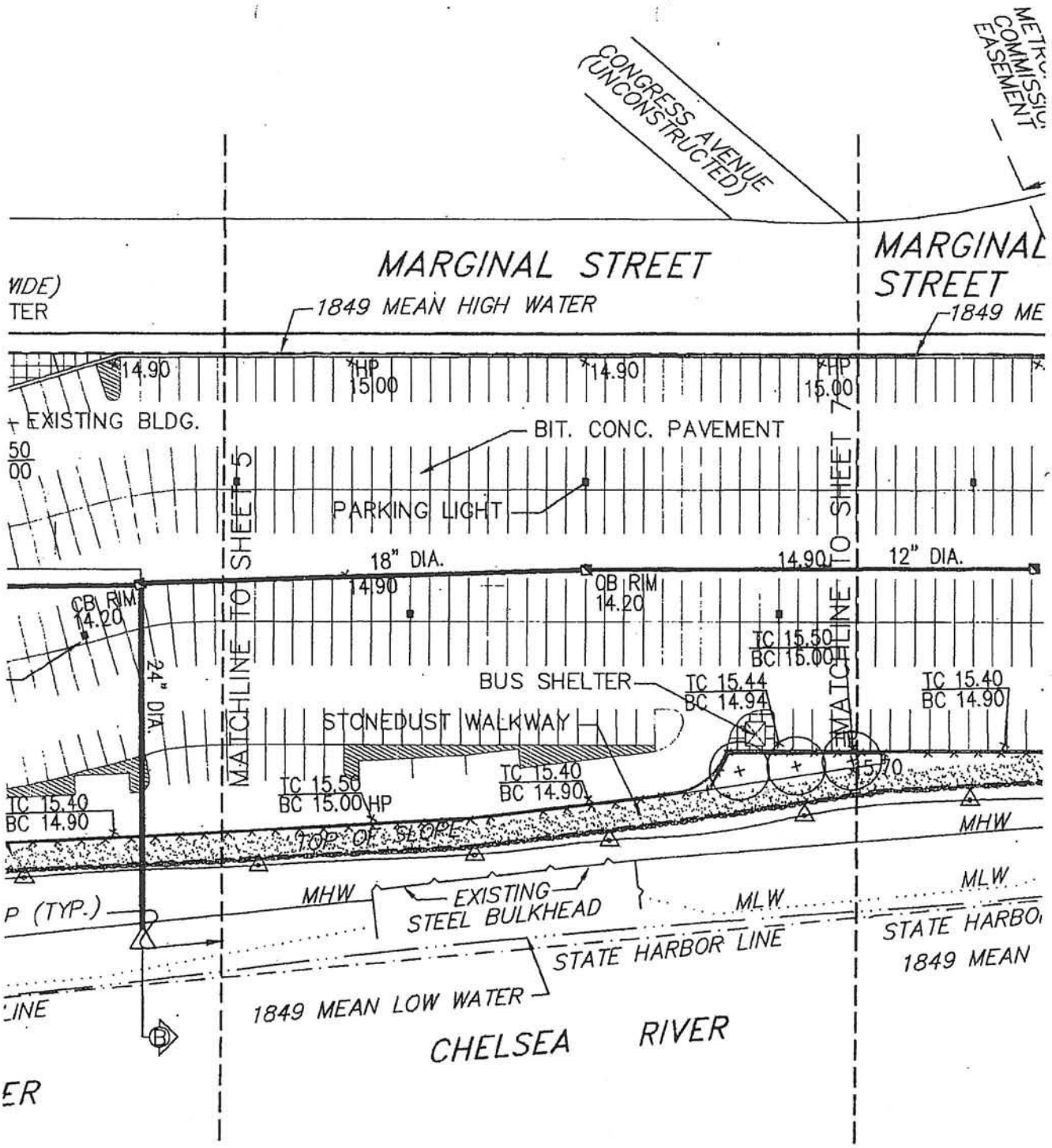
PLAN VIEW

SCALE: 1' = 60'

0 30 60 120

PROPOSED CONDITIONS

SHEET 5 OF 9



NOTE: ALL STRUCTURES PROPOSED UNLESS OTHERWISE NOTED.

LICENSE PLAN NO. 4981

Approved by Department of Environmental Protection

Date: OCT 18 1995

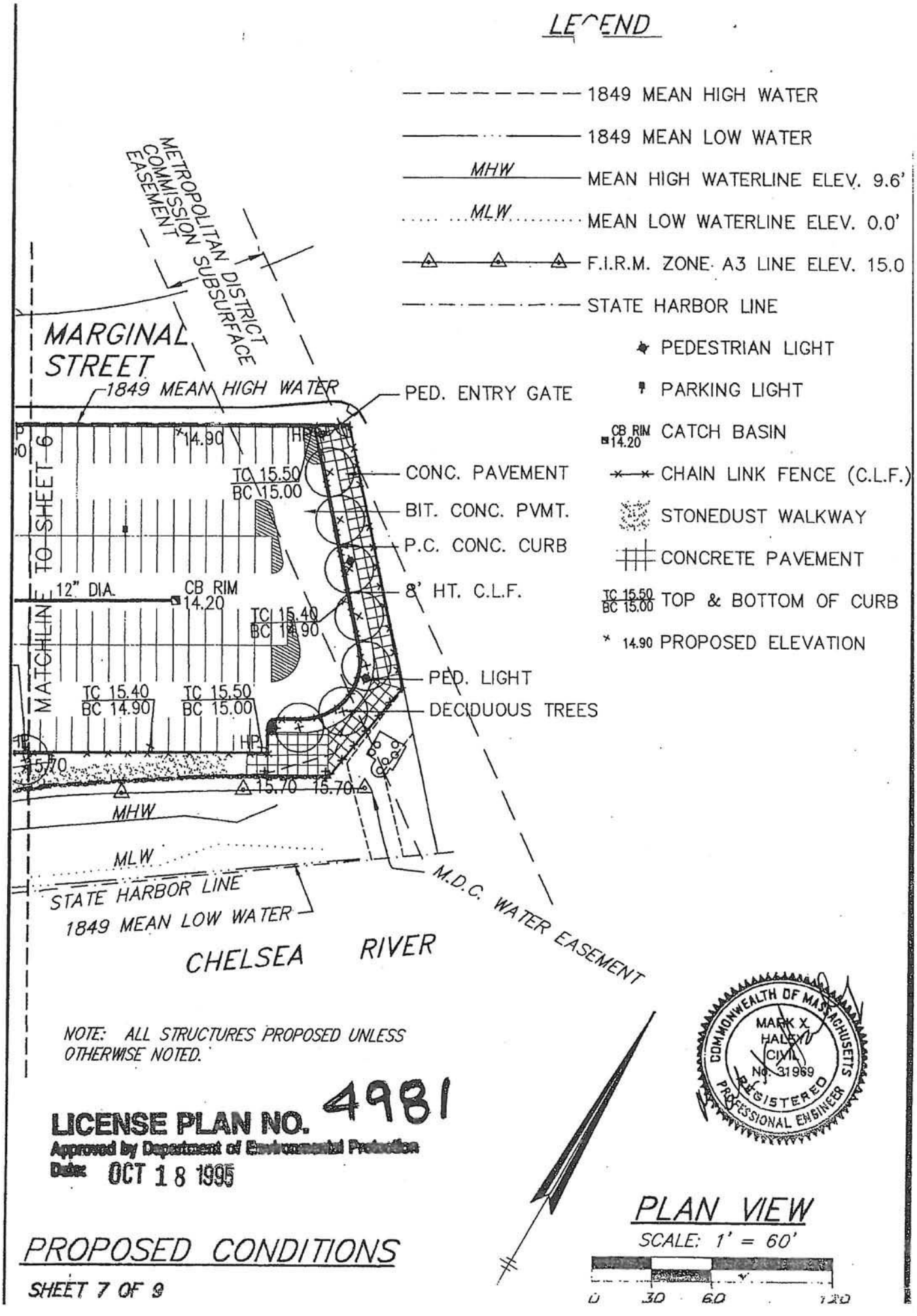
COMMONWEALTH OF MASSACHUSETTS
MARK X. HALEY
CIVIL
No. 31969
REGISTERED PROFESSIONAL ENGINEER

PLAN VIEW

SCALE: 1' = 60'

PROPOSED CONDITIONS

SHEET 6 OF 9



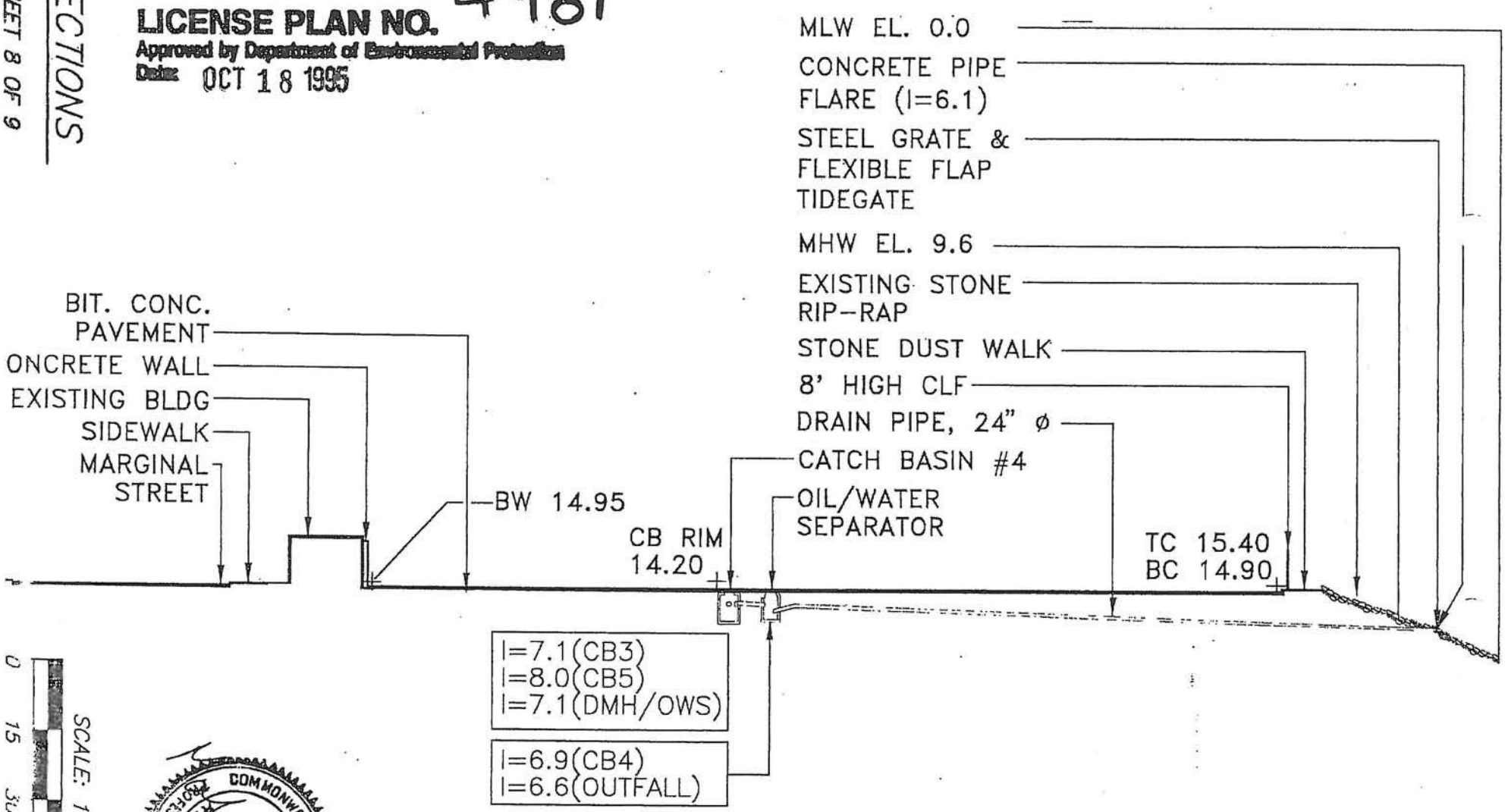
PROPOSED CONDITIONS

SHEET 7 OF 9

SHEET 8 OF 9

SECTIONS

LICENSE PLAN NO. 4981
Approved by Department of Environmental Protection
Date: OCT 18 1995

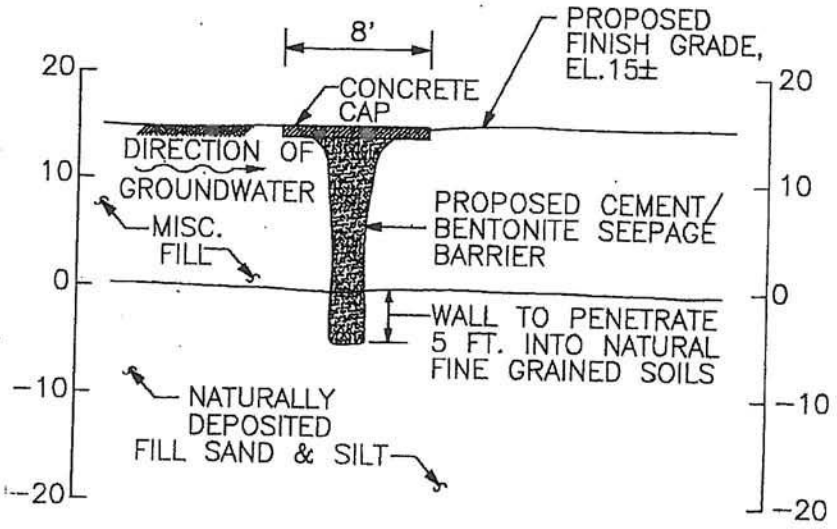


SCALE: 1" = 30'

0 15 30 60

COMMONWEALTH OF MASSACHUSETTS
REGISTERED PROFESSIONAL ENGINEER
No. 31969
MARK A. HALEY
CIVIL

SECTION B-B
TYPICAL SITE CROSS SECTION



SECTION A–A
TYPICAL PROPOSED CONDITIONS
FOR SEEPAGE BARRIER

LICENSE PLAN NO. 4981
Approved by Department of Environmental Protection
Date: OCT 18 1995

COMMONWEALTH OF MASSACHUSETTS
MARK K. HILEY
No. 31989
REGISTERED PROFESSIONAL ENGINEER

SECTIONS

SCALE: 1" = 10'

SHEET 9 OF 9

The Commonwealth of Massachusetts

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Page: 1 of 2 10/12/2006 03:58 PM

No. 4981 Amendment

Whereas, JAB Realty, Inc

Attested hereto
Francis M. Roache
Francis M. Roache
Register of Deeds

of -- Chelesa --, in the County of -- Suffolk -- and Commonwealth aforesaid, has applied to the Department of Environmental Protection to – extend the term of the existing temporary license for this Temporary Airport-related Parking Facility -----

and has submitted a certification, by a registered professional engineer licensed in the Commonwealth, that the project as licensed is currently in substantial compliance with License conditions; and whereas due notice of said application has been given, as required by law, to the -- Board of Selectmen -- of the – City of Chelsea; ---------

NOW, said Department, having heard all parties desiring to be heard, and having fully considered said appiication, hereby, authorizes and licenses the said

JAB Realty, Inc --, subject to the provisions of the ninety-first chapter of the General Laws, and of all laws which are or may be in force applicable thereto, to -- extend the term of the existing temporary license for this Temporary Airport-related Parking Facility -----.

Richard Jabba
Fort Point Associates, Inc
33 Union Street, 3rd Flr
Boston MA 02108

SPECIAL CONDITIONS

Special Condition #1: This Amended Temporary License will expire ten (10) years from the date of issuance.

Special Condition #2: The Licensee shall market this property for water-dependent-industrial use in the manner and to the degree specified in Special Condition #5 of the underlying Temporary License but Licensee will substitute the termination date of this Amended Temporary License for the termination date of the underlying Temporary License.

Special Condition #3: All other conditions in the underlying Temporary License No. 4981 shall remain in full force.

Nothing in this Amended Temporary License shall be so construed as to impair the legal rights of any person. This Amended Temporary License shall be void unless it is recorded within 60 days from the date hereof, in the Registry of Deeds for the County of -- Suffolk -------.

IN WITNESS WHEREAS, said Department of Environmental Protection have hereunto set their hands this 5TH day of SEPTEMBER in the year two thousand and six.

Program Chief _____ Department of Environmental Protection

Ben Lynch

DEPARTMENT OF ENVIRONMENTAL PROTECTION
WATERWAYS REGULATION PROGRAM

Notice of License Application pursuant to M.G.L. Chapter 91
Amendment to Waterways License Number 4981

Applicant: 245 & 257 Marginal Street, LLC

Project Location: 257 Marginal Street, Chelsea, Suffolk County

Public Comments Deadline: June 24, 2016

NOTIFICATION DATE: May 25, 2016

Public notice is hereby given of the Waterways License Amendment Application by 245 & 257 Marginal Street, LLC to extend the term of Waterways License No. 4981 for a temporary airport-related parking facility located within the Chelsea Creek Designated Port Area and on filled tidelands of Chelsea Creek in Chelsea, Suffolk County. The Department has determined that said parking facility is a Temporary Use in a Designated Port Area.

The Department will consider all written comments on this Waterways Application received by June 24, 2016 (Public Comments Deadline). Failure of any aggrieved person or group of ten citizens or more to submit written comments to the Waterways Regulation Program by the Public Comments Deadline will result in the waiver of any right to an adjudicatory hearing in accordance with 310 CMR 9.13(4)(c).

Additional information regarding this application may be obtained by contacting the Waterways Regulation Program at (617) 292-5551. Project plans and documents for this application are on file for public viewing, by appointment only, at the address below.

Written comments must be addressed to**:** Frank Taormina, MassDEP Waterways Regulation Program, One Winter Street - 5th Floor, Boston, MA 02108.