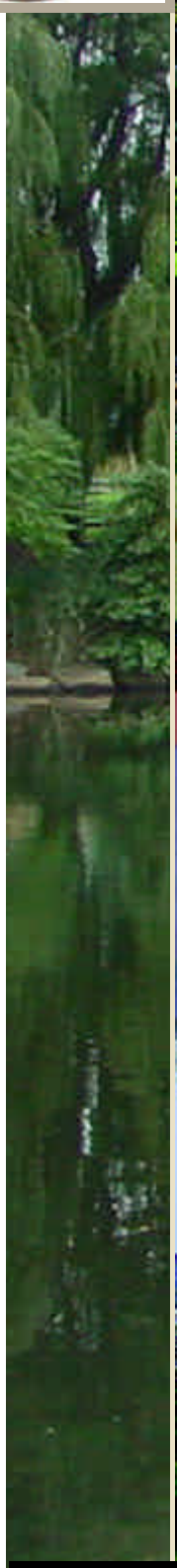
City of Everett, Massachusetts

City of Everett Mayor's Office of Community and Economic Development

Everett Waterfront Assessment

June 2003



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THE VISION

The Everett Waterfront Assessment was undertaken to define the City's vision for the future use of the Everett Waterfront and to provide a blueprint for the implementation of that vision. Since its initial development, the City of Everett has relied upon its three waterways, the Malden, Mystic and Island End Rivers, as critical resources vital to the community's economic health. In the early 1800's the vast mudflats and salt marsh areas were filled in to create land for industrial development and the waterways were used for transport of goods and products, as well as for less altruistic purposes such as discharges of manufacturing by-products.

Today, the industries located along the Mystic and Island End Rivers continue to rely on water transportation for various products and services. The Malden River, on the other hand, has ceased to function as a vital industrial transportation resource. During the last half of the 20th century, and following the construction of the Amelia Earhart Locks and Dam, the industrial use of the Malden River waned and, similar to the Island End and Mystic Rivers, the river has been left in a state of environmental degradation with contaminated bottom sediments and poor water quality.

As the City enters the 21st century, there is an emerging desire to reclaim portions of the Everett waterfront for public use and enjoyment. This desire is tempered by the need to preserve the waterfront industrial base, which is critical to the economic health of the community and the region. The goal of the Waterfront Assessment, therefore, is to create a balance between these different goals.

Everett

Malden River

The spatial geography of the City lends itself to the creation of distinct places along the waterfront where various types of activities can occur at different levels of intensity. For example, the Malden River is envisioned as a special place with great potential for creating passive recreational opportunities and promoting environmental appreciation. The land uses along a majority of the River are in a state of transition from heavy industrial uses to office and retail uses. Significant open space and parkland uses are planned for the area and some have already been developed. The River is nontidal, relatively calm and very wide providing opportunities for small craft recreational boating such as kayaks, canoes and small sailboats, as well as potential mooring areas for larger recreational vessels.

Mystic River

In contrast, the Mystic River, for the most part, is viewed as a vital economic resource supporting a vital industrial base, a role that is expected to continue well into the future. The Island End River is seen as a transition area accommodating industrial uses at its southern end and commercial uses at its northern end. It is expected that in time the River will transition toward marine service type uses. The community vision calls for the environmental restoration of all the waterways as a key legacy for future generations, which the City has committed to continuously and aggressively pursue and advocate.

Island End River

The following Waterfront Assessment evaluates the existing condition of Everett's waterfront, defines it's special places, identifies opportunities for achieving the community vision and provides tools to implement the recommendations of the plan.

CHAPTER 1 PLANNING FRAMEWORK

This Chapter describes the purpose and planning context for the *Everett Waterfront Assessment*. The City of Everett issued a Request for Professional Services in July of 2002 for the preparation of a comprehensive waterfront assessment report. The study area encompasses the City of Everett's entire waterfront including the Mystic River, the Malden River and the Island End River. See Figure 1, Study Area.

The study is being conducted to evaluate the existing land and waterside conditions along the waterfront, to identify potential opportunities to create public access to and from the water and to protect and enhance existing marine industrial uses. The Seaport Advisory Council provided funding for the study. Fort Point Associates, Inc. and its consulting team, Vine Associates, Inc. and Byrne McKinney, Inc., were awarded the planning contract in September of 2002.

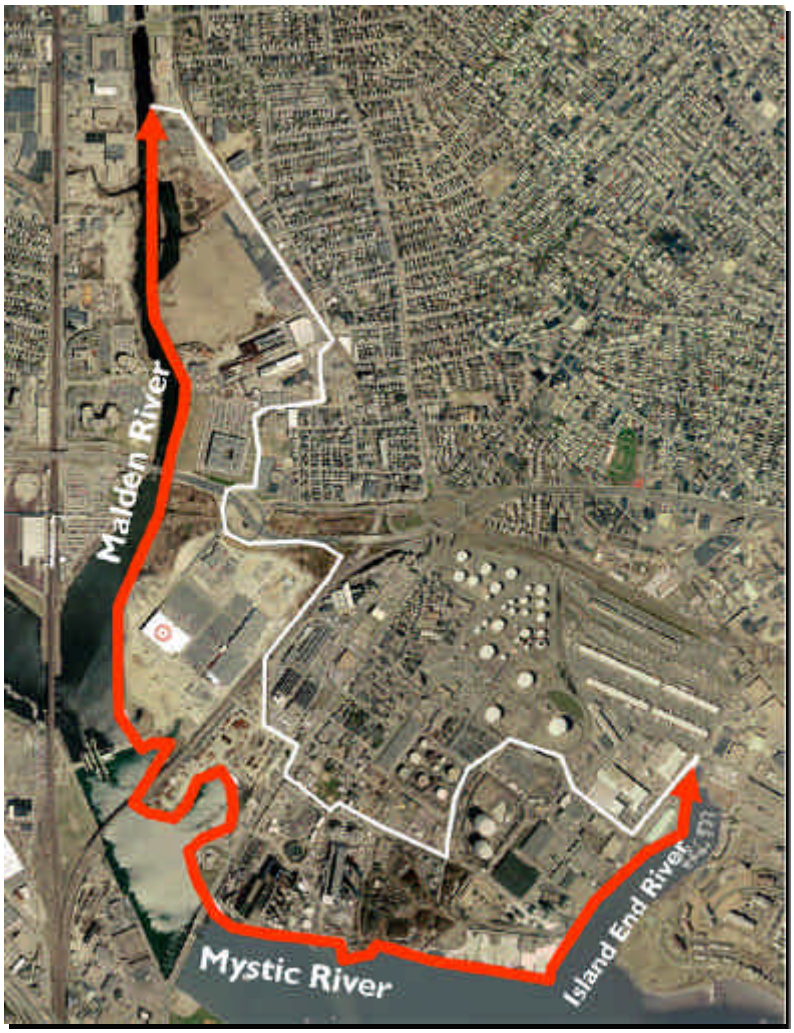

Figure 1: Study Area

1.1 Geographic Setting

Everett was first settled in 1630 and was incorporated as a city in 1892. The City is located in the Boston Metropolitan area about four miles northwest of downtown Boston. The City has a population of approximately 38,000 but contains only 3.5 square miles geographically making it one of the smaller communities in the Commonwealth, see Figure 1, Study Area. The City is well serviced by the states' regional highway system and is bisected by State Route 99, which runs in a north/south direction and by state Route 16, which runs in an east/west direction. These routes connect to interstate Routes 93 and 95.

Logan International Airport is only 15 minutes from the City of Everett. See Figure 2, Regional Transportation System.

The community has a diverse industrial and commercial base including manufacturing, services and retail trade. The residential land uses in the City are predominantly located north of the Revere Beach Parkway (Route 16), while the industrial uses are located south of Route 16 along the Mystic River, the Island End River and along the Malden River east of the Santilli Highway, Norman Street and the abandoned Boston and Maine (B&M) Saugus branch rail line.

Figure 2: Regional Transportation System

1.2 Planning Context

The Malden, Mystic and Island End Rivers form the westerly, southerly and southeasterly corporate boundaries of the City of Everett. These waterways separate the City from Medford to the north, Malden and Somerville to the west, Boston to the south and Chelsea to the east.

The City's waterfront extends over an approximately 3.5 mile area and has undergone significant physical changes over the past 100 years as filling and land reclamation activities were undertaken to create land for industrial uses. As can be seen in Figure 3, 1852 Chesbrough Plan, the Malden River and portions of the Mystic River were once wide tidal rivers with large salt marsh areas that extended to the abandoned B&M rail line along the Malden River and up to Rover Street along the Mystic River. The Island End River extended much further west than its present course and also included a large salt marsh area bounded by Beacham Street to the south and just beyond the existing MBTA commuter rail to the north.

By 1946, much of the salt marsh areas and a significant portion of the Island End River had been filled. See Figure 4, 1946 USGS Map.

Figure 3: 1852 Chesbrough Map

More recently, portions of the waterfront have been undergoing another transition, as large industrial manufacturing plants located along the Malden and Mystic Rivers close and the land becomes available for redevelopment. Three significant plants along the Malden River have closed in the past decade including:

Figure 4: 1946 USGS Map

AVCO, a defense industry research and development firm; General Electric's (GE) jet engine manufacturing plant; and Monsanto Chemical's manufacturing plant. Because of the contamination resulting from the fabrication and processing activities that occurred in these plants, all of the sites have required and undergone remediation. The AVCO site was remediated and re-developed into the Mellon Bank headquarters in the late 1990's. The Monsanto site was also remediated in the past few years and is currently being developed into the nearly completed Gateway Mall. While the GE site has been remediated, it remains vacant, but is included in the proposed TeleCom City Project.

The waterfront still contains significant industrial berthing facilities along the Mystic River and most of the Island End River. There is, however, a notable absence of recreational

boating facilities, public landings and, until recently, public access along the waterfront. Neighboring communities, on the other hand, have numerous recreational boating facilities as well as public access and/or open space areas along their waterfronts.

The water and bottom sediments of all three rivers are contaminated which limits opportunities for dredging and public usage. Recent remediation efforts and improvements to the quality of stormwater discharges into the rivers is a first step in the City's long-term goal of environmental restoration of these invaluable resources.

1.3 Current Planning Initiatives

There are several planning initiatives that will ultimately activate public use and improve the environmental quality of Everett's waterways. These planning initiatives include:

- *TeleCom City Project;*
- *Malden River Habitat Restoration Study;*
- *Bike to Sea Trail;*
- *Mystic River Master Plan; and*
- *Peer Review: Island End River Remediation.*

These new initiatives in Everett complement similar activities occurring in Boston Harbor, such as:

- *Expansion of Inner Harbor water transportation services;*
- *Creation of a continuous Harborwalk at or near the water's edge;*
- *Use and programming of Boston Harbor Islands;*
- *Improvements to Boston Harbor water quality; and*
- *Retention and expansion of water-based recreational activities including excursions and youth boating activities.*

Similar public access planning and environmental initiatives have recently focused on nearby

Chelsea Creek. These efforts were initiated by the Chelsea Creek Action Group, a coalition of Chelsea and East Boston residents, led by the Chelsea Green Space and Recreation Committee and the East Boston Neighborhood of Affordable Housing. The coalition advocates for public access and environmental remediation of waterfront land along both sides of Chelsea Creek. The recent planning initiatives that will affect the use and development of the waterways in Everett are discussed below.

TeleCom City

The proposed TeleCom City project is a 200-acre telecommunications research Brownfield Development planned along the Malden River in Everett, Malden and Medford that will have a major impact on waterfront usage and the local economy. As currently planned, the development will include 1.8 million square feet (sf) of office space and provide 7,500 new jobs. Phase 1, located in Medford, will include 440,000 sf in four riverfront buildings. A 30-acre site along the River has been cleared for the development. An $8 million roadway construction project has recently begun and will be completed in 2004. Construction of the office buildings is proposed to begin in 2003 or 2004. In Everett, an additional 400,000 sf of research and development space in new buildings and 300,000 sf of high end manufacturing in existing buildings is currently proposed on properties that extend from Mellon Bank north to Mass Electric, encompassing approximately 90 acres and 3,280 linear feet of waterfront. The development will also include significant public access and open space to and along the River.

Malden River Habitat Restoration Study

The U.S. Army Corps of Engineers, in cooperation with the Mystic Valley Development Commission (MVDC), has recently initiated a Habitat Restoration Study of the Malden River. The Malden River study is one of only three selected by the Army Corps of Engineers from over 30 New England applicants. The study is estimated to cost approximately $360,000 and will occur over a two-year period.

The main objective of the restoration project is to remediate contaminated river sediments and to restore ecological function of the Malden River ecosystem. The study will evaluate the full extent of the Malden River ecosystem and address engineering, economic, environmental and cultural issues. The study should result in the identification of environmental restoration projects that will be eligible for federal funding. Water quality and sediment testing, a hydrologic/ hydraulic analysis of the River and a bottom survey will all be undertaken. The Amelia Earhart Dam will be reviewed to determine if changes can be made to improve the water quality of the Malden River and Lower Mystic River by increased flushing. Finally, a geotechnical analysis will

be performed to identify the feasibility of creating Confined Aquatic Disposal (CAD) cells to dispose of contaminated sediment that may ultimately be dredged from the River.

Bike to Sea Trail

The Bike to Sea Trail is a proposed bicycle and pedestrian trail that will extend from Malden to Lynn. The trail was originally proposed by a group of bicycle enthusiasts who, in 1993, formed Bike to the Sea, Inc. (B2C), a charitable non-profit organization. B2C and other groups are actively promoting the development of this trail. The section of the multi-use trail in Everett is approximately 75% designed. Funding is in place for construction, which will begin once negotiations for access to the rail line have been successfully completed with the owner, the Massachusetts Bay Transit Authority (MBTA). Construction of the trail in Everett is slated for 2004.

MDC Mystic River Master Plan

In late 2002, the Metropolitan District Commission (MDC) issued a Request for Responses to undertake a Comprehensive Master Plan for the Mystic River. The study area extends from Alewife Brook to Boston Harbor at the Route 99 Bridge and includes MDC-owned, as well as public and private, land. The MDC owns a significant amount of land upriver of the dam (known as the Mystic River Reservation), but does not own any land below the dam. The goal of the plan is to create a continuous greenway corridor that is programmed, managed and maintained with activities that enhance the "recreational, ecological, cultural, visual, and architectural resources within the Mystic River Reservation".

Island End River Peer Review Remediation

In 2003, the City of Everett received a Small Riverways Grant from the state to undertake a peer review of the proposed Island End River Remediation site. The peer review will evaluate the proposed location and methodology for the remediation and suggest potential alternatives to the proposed Confined Disposal Facility (CDF) Source Control Measure in the River.

1.4 Stakeholders

There are several stakeholders who have interest in the future of Everett's three waterways, with the City of Everett having the most at stake. With the exception of the industrial uses along the Mystic River, the City, until recently, has not taken advantage of its extensive waterfront from

an economic and recreational perspective. As the waterfront develops, the City will experience economic benefits such as fees for water-based activities, new real estate and excise taxes and job opportunities. While the City will also need to provide public safety and management services for water-based activities, the public benefits of increasing water usage and activating the water's edge will outweigh the costs of these services. At the same time, the City must be mindful of the operational needs of the key industrial uses along the Mystic River which are exceedingly important to the City's economic health.

Other stakeholders include recreational users such as: the various marinas in surrounding communities; individual boaters and the Tufts University rowing program; industrial users that rely on the Mystic River to transport products between the Mystic River and Boston Harbor; owners of large undeveloped or underdeveloped properties along the River; and the general public.

There are also several environmental organizations that are engaged in efforts to improve the public use, and enhance the environmental quality of the Mystic, Malden and Island End Rivers as discussed below.

Everett Waterfront Development Advisory Committee: Established in July of 2002 for the purpose of overseeing the planning and development of the Everett Waterfront. The Committee is comprised of a diverse group of members representing various water-related organizations and includes the Mayor's Office of Community and Economic Development, Everett Police Marine Division/Harbor Master, the Everett Conservation Commission, Admiral's Hill Marina, Chelsea Creek Planning Group, the City of Chelsea Planning Office; Island End Industrial Park Committee and three Everett City Council representatives.

The Mystic River Watershed Association (MRWA): A very proactive organization dedicated to protecting and enhancing the ecological values of the 76 square mile Mystic River watershed and the associated watersheds. MRWA has a broad membership throughout the watershed. The organization coordinates the activities of community-based groups active on watershed issues and works closely with municipal, state and federal agency staff who have watershed responsibilities.

The Mystic Watershed Collaborative: A partnership between the Mystic River Watershed Association and Tufts University. The Mystic Watershed Collaborative gives priority to issues

of concern to watershed area citizens. One of these issues includes a current initiative to investigate the feasibility of allowing pedestrian access across the dam over the Mystic River between Somerville and Everett.

In addition to environmental organizations, the *Mystic Valley Development Commission (MVDC)* plays a significant role in the redevelopment of the Malden waterfront. The MVDC was created by the state legislature in 1996 to oversee the development of TeleCom City. The Commission is comprised of the Mayors of Everett, Malden and Medford and a designee of each Mayor. The Governor serves as an ex-officio member. Mayor Ragucci of Everett recently became chair of the Commission.

1.5 Planning Districts

As will be discussed further in Chapters 2 and 3, the waterfront is comprised of four distinct areas, in terms of land and water usage, ranging from the intensely developed industrialized areas along the Mystic River to vacant and/or underdeveloped areas along the Malden River. Hence, for the purpose of this study, the waterfront has been divided into the following four planning districts, which are shown on Figure 5:

1. *Malden River Passive Recreation District;*
2. *Mystic River Mixed Use District;*
3. *Mystic River Port Economy District; and*
4. *Island End River Port Economy/Transition District.*

Figure 5: Planning Districts

CHAPTER 2 LAND USE

This Chapter inventories, evaluates and maps existing land uses and planned development in the study area.

2.1 Existing Land Uses

Everett is located in the Mystic Valley Region, which historically was home to several major chemical and other manufacturing plants, many of which relied upon the various waterways for transport of goods and processing materials. Today, land uses on the Mystic and Island End Rivers are primarily maritime industrial, while on the Malden River land uses include office, industrial and vacant land. See Figure 6, Predominant Land Uses. The current land uses along the three rivers are described below:

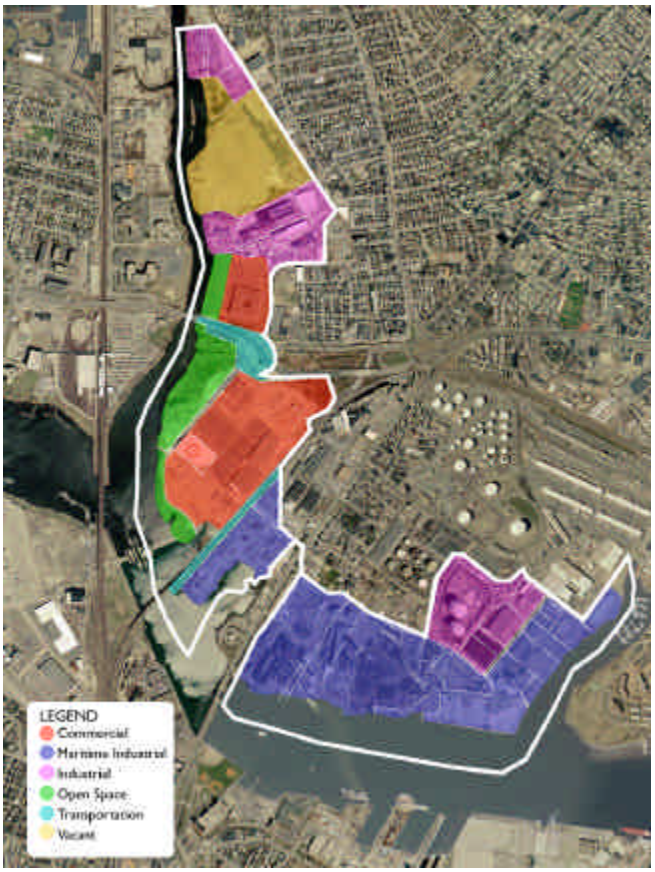

Figure 6: Predominant Land Uses

The Malden River Mixed Use / Passive Recreation District

Located in the northwestern portion of Everett, the Malden River Mixed Use/Passive Recreation District forms the western boundary of Everett with the cities of Medford and Malden. The District is bounded by the Mass Electric site to the north, the abandoned B&M rail line to the east, the Malden River to the west and the Gateway Mall site to the south. See Figure 7, Malden River Mixed Use/Passive Recreation District. Vehicular access to properties along the River is somewhat constrained by the lack of a street system west of Tremont Street and the presence of the abandoned B&M rail line, which generally separates the industrial and residential areas from the Malden River. There is no formal pedestrian access to the Malden River waterfront except that which was recently developed at the Gateway Mall.

The landside of the Malden River Mixed Use/Passive Recreation District is extremely large, approximately 210 acres in size, and is generally separated into north and south segments by Route 16. The properties along the waterfront north of Route 16 are separated from the residential areas of the community by the abandoned B&M rail line and Santilli Highway/Air Force Road. South of Route 16, the properties along the waterfront are separated from the

MBTA maintenance facility and other industrial areas by the MBTA commuter rail line to the south and east.

There are a total of nine parcels located along the Malden River, three of which are owned by the MDC and none of which have berthing facilities. The parcels include three significant sites: the GE site, the Mellon Bank Headquarters and the Gateway Mall. Other parcels include smaller industrial properties and land owned by the MDC associated with the Amelia Earhart locks and dam. These properties are discussed in more detail below. See Table 1 Land and Waterside Uses.

Mass Electric Site: The northernmost site in the Malden River Mixed Use/ Passive Recreation District is the Massachusetts Electric Company site and the portion of this site that is in Everett is actively used as a staging area for the electrical repair facility that is in Malden. It is expected to remain in such use for the foreseeable future.

Figure 7: Malden River Mixed Use/Passive Recreation District

General Electric Site: The 48-acre GE site is located in the northern portion of the Malden River Mixed Use/Passive Recreation District west of the abandoned B&M rail line. The site includes approximately 1,500 linear feet along the Malden River.

The GE plant, which formerly manufactured jet engines, was demolished in 1999 and 2000. The site was remediated simultaneously with the demolition. The site is currently vacant and does not contain any public access from the land or water. A portion of the site is currently being used for parking by the Boston Coach Company, whose headquarters is adjacent to the parcel.

GE recently gave the City an 8-acre parcel, located on either side of the abandoned B&M rail line, to be used as parkland. The remainder of the site is designated for redevelopment as part of the TeleCom City project.

General Electric site

Mellon Bank: The 18-acre AVCO site, located south of the GE site off of Santilli Highway, was purchased by Gilbane, Inc. in the late 1990's to construct the Mellon Bank headquarters. The Bank, under the terms of a Tax Increment Financing agreement with the City, undertook a major reconstruction of the existing building that resulted in a 350,000 sf office building on the site. In preparation of the proposed development, the site was remediated in the late 1990's and a 6.4-acre parcel abutting the Malden River, Village Landing Park, was improved as passive open space and conveyed to the City in October of 2001. Until recently, this park did not have waterside access due to access restrictions included in the TIF agreement with the City.

Mellon Bank site

Gateway Mall: The Gateway Mall is being built by Developers Diversified Inc. on the 65-acre Monsanto site located in the southern portion of the District south of Route 16. The Monsanto chemical manufacturing plant closed in 1992 and the site was remediated over the past few years.

Gateway Mall site

At the time of its approval by local and state agencies in the mid 1990's, the 650,000 sf retail mall project represented the largest urban retail Brownfield Redevelopment project in the state. Three million dollars in traffic improvements were made to Route 16, which provides the primary access to the Mystic View Road.

The mall includes several national retailers such as Target, Bed and Bath and Beyond, OfficeMax, Home Depot and PetSmart. The MDC-owned Mystic View Road traverses the site and separates the Gateway Mall development from a park that was recently developed as part of the Gateway Mall project along the Malden River.

Abandoned B&M Saugus Branch Rail Line: The abandoned B&M Saugus Branch rail line, located north of Route 16 and west of Tremont Street, forms the eastern boundary of the Malden River Mixed Use District. As discussed in Chapter 1, the rail line has been designated for development as an integral link in the regional *Bike to Sea* project proposed to extend from Malden center to Lynn Beach.

Other Parcels: There are also numerous smaller industrial land parcels and businesses in the area north of Mellon Bank and south of the GE site, as well as a large Mass Electric maintenance and storage facility just north of the GE site near the Malden City line. All of these parcels are included in the TeleCom City Project and will be developed as the second phase of that project moves forward within three to five years. In general the TeleCom City plan proposes to develop its shoreline in these locations as public open space with walking and biking trails.

Across the River in Medford, former industrial land has been redeveloped into first class office and industrial park space, including the Wellington Business Center and the proposed TeleCom City development. Further south is the MBTA Wellington Station and the Kiss 108 radio station. Partially completed plans and legal access agreements exist to extend public open space along the riverfront in these areas to connect with the existing Mystic River Reservation.

Mystic River Mixed Use District

The District is relatively small and extends from just northeast of the dam, on a portion of the Gateway Mall site, to the northerly face of the Route 99 Bridge. On the landside, the District is

bounded on the north by the Gateway Mall site and the MBTA commuter rail line, on the east by Horizon Way and on the southeast and south by Route 99 and the Mystic River. See Figure 8, Mystic River Mixed Use District.

Vehicular access to the area between the MBTA Commuter rail line and the dam is via Route 16 (the Revere Parkway) and Mystic View Road. Vehicular access to the area between the MBTA Commuter rail line and Route 99 is via Route 99 and Horizon Way. The area contains vacant, industrial and commercial land uses. The MBTA Commuter rail line divides this District from the Gateway Mall site. There is no formal pedestrian access in this area.

Figure 8: Mystic River Mixed Use District

There are four parcels in the District owned by the MDC, the Gateway Mall and Modern Continental. The MDC owns land associated with the dam including a portion of the Mystic View Road, which is used as an access drive to the dam, and a 2.8 acre open space parcel (the "Cape Cod Berm"), which was part of the Monsanto property that was remediated, improved as a park with a bike path and conveyed to the MDC in late 1991. There is a small portion of the Gateway Mall site in this District. See Table 1, Land and Waterside Uses.

There is also a large, approximately 35-acre tract of land owned by Modern Continental located between the MBTA Commuter rail line and the Route 99 Bridge. This parcel is currently undeveloped and has been used for construction staging and materials handling related to the Central Artery and other public infrastructure projects for the past several years.

Across the River in Somerville lies the MDC Draw Seven Park which is located between the Orange Line Commuter rail and the MBTA Commuter rail line. Built in cooperation with the MBTA, the 9-acre park includes soccer fields, a bikeway/walkway and a picnic area. The park is located just east of Assembly Square which is currently being redeveloped into mixed uses with public access programmed for the entire edge of the Mystic River.

TABLE 1 Land and Waterside Uses

PARCEL	OWNER	CURRENT USE	BERTHING FAC.
Malden River Mixed Use/ Passive Recreation District			
	Mass Electric/New England Power	Vehicle Maint., Service Dispatch	None
	General Electric	Vacant with some areas used for parking by Boston Coach, Inc.	None
	Haskell	Construction equipment storage	None
	Mellon Bank	Bank Headquarters	None
	MDC	Route 16 (Revere Beach Pkwy)	None
	Developers Diversified	Retail Mall	None
	Developers Diversified	23 acre park	None
	MDC	Cape Cod Berm Park	None
	MDC	Mystic View Road	None
Mystic River Mixed Use District			
	MDC	Amelia Earhart Lock and Dam	Restricted
	Gateway Mall	Small portion of retail mall	None
	Modern Continental		
Mystic River Port Economy District			
	City of Boston	Abandoned pump station	None
	Sithe Energy	Cogeneration Power Plant	None
	Prolerized New England	Scrap Metal Processing	Yes
	Distrigas	LNG Storage	Yes
	Exxon	Petroleum Fuel Storage	Yes
Island End River District			
	Aggregated Industries (Ossippee Aggregates)	Sand & Gravel Processing/Distribution	Yes
	Coldwater Seafood	Frozen Fish Processing/Distribution	Yes
	Sun Valley Produce	Fresh Produce	None
	Francour Marine Corp.	Marine Construction Lay Down Yard	Yes

Mystic River Port Economy District

The District is very large and extends from the south face of the Route 99 Bridge southeasterly to its confluence with the Island End River. On the landside, the District is bounded on the west by Route 99, on the north by Dexter and Rover streets, on the east by the Island End River and on the south by the Mystic River. See Figure 9, Mystic River Port Economy District.

There are a total of five parcels located in this area. Three of the parcels have berthing facilities. See Table 1, Land and Waterside Uses. Vehicular access to the area is via Route 99 to Rover and Beacham Streets, via Route 1, Route 16 and Route 99. Bow Street, which is used to access Beacham Street from Route 99, is bounded by residential neighborhoods on the west side of Robin Street. Rover Street runs parallel to the waterfront but vehicular access is currently restricted due to safety concerns since 9/11.

Figure 9: Mystic River Port Economy District

Several industries of regional importance are located in this area including the Sithe Mystic Power Plant (Exelon), Exxon, Prolerized New England and Distrigas. Distrigas provides 35 percent of the natural gas for New England and Exxon provides 30 percent of the fuel oil for New England.

Sithe Energy (Exelon)

Sithe Energy (Exelon) is currently constructing a new 1,600-megawatt natural gas-fired combined cycle electric power generating plant on a 17-acre portion of its 58-acre site, and it is scheduled to be completed in 2003. The introduction of this new power plant will have a major impact on the ecological health of the Mystic River. This plant will replace the old oil-fired water-cooled plant on all but peak load days (no more than 30 days per year). The new plant is natural gas-fired and air-cooled and will virtually eliminate both air and water contamination concerns associated with shore side based power plants. There is no open space or public access along the waterfront in this area.

Across the River in Charlestown, land uses include Ryan Park, a large 12-acre park with several playing fields, a field house, parking and other facilities located just north of Route 99. The Schraffts Center office building is located just south of Route 99, as are other industrial uses including the Massport-owned Revere Sugar Refinery site. The Schraffts Center has a public boat ramp, a 650-foot public walkway and a public access pier for fishing and access to floating docks. In the future, Schraffts will be constructing a walkway to connect to Ryan Park in accordance with the terms of its Chapter 91 license.

Exxon

Dock at Prolerized

The Island End River Port Economy/Transition District

The District extends from the confluence of the Island End River with the Mystic River, northerly to the Chelsea City line. The District contains 2,500 linear feet of waterfront and forms the southeastern boundary of Everett with Chelsea. The District is comprised of industrial uses on the Everett side of the Island End River. The land uses transition from marine industrial to warehousing and the lot sizes are smaller toward the northern portion of the River. See Figure 10, Island End River Port Economy and Transition District.

Cold Water Seafood

There are a total of four waterfront parcels located on the Island End River in Everett. Similar to the Mystic River Port Economy District, the Island End River is heavily industrialized for the majority of its length with some underutilized parcels located to the north. Land uses include Sun Valley Produce, Francour Marine Corporation, Coldwater Seafood and Aggregated Industries. Of these uses, all but Sun Valley Produce rely on marine transport of goods and products. There is no public access or open space along the Island End River.

On the east side of the River in Chelsea, land uses include the Admiral's Hill Marina and the Admiral's Hill Residential Complex. Outside of the study area, but on the Mystic River in Chelsea, is the MDC-owned Mary O'Malley Park. This park was acquired from the federal government after the closing of the historic Chelsea Naval Hospital. The park has a boat landing, shelter, tennis courts and a large open lawn area. The original plans for Admiral's Hill Marina, developed in 1984, included a 250-slip marina and boat ramp, travel lift, marina building and restaurant parking. See Figure 10, Island End River Port Economy and Transition District.

Francour Marine

Figure 10: Island End River Port Economy and Transition District

CHAPTER 3 THE WATERWAYS

This Chapter inventories, evaluates and maps the three waterways that comprise Everett's waterfront.

3.1 The Waterways

Similar to the land uses in each planning district, the Malden, Mystic and Island End Rivers have very distinct and varied physical characteristics, navigational attributes and waterside facilities.

Malden River

***The Malden River*:** The River branches from its confluence with the Mystic River and extends 1.2 miles into the City of Malden before it is culverted through Malden Center, Melrose and Stoneham. See Figure 11, Malden River. The non-culverted portion of the River contains U.S. Pier and Bulkhead lines, beyond which no fill or structures may be placed and a federal channel that was adopted in 1912 and modified in 1915. The federal channel is 6 feet deep and 100 to 150 feet wide from its junction with the Mystic River to the Medford Street Bridge in Malden. Historically, large vessels delivering goods to the various industrial uses in the area, such as the Morton Oil Facility which was located near Little

Figure 11: Malden River

Creek in Medford, used the River. The River was also reportedly dredged by the state Department of Environmental Management in the 1930's.

Remnants of Fraser Marina

Within Everett, there is one bridge crossing over the Malden River from Medford, the Route 16 (Revere Beach Parkway) Bridge. This bridge is maintained in a closed position and has an 80-foot horizontal clearance and an 18-foot vertical clearance at pool level (6 feet at MLW). While there is adequate depth and area to accommodate marine traffic along the Malden River, there are no berthing facilities, mooring areas or launch ramps in Everett.

In the 1970's there was a marina (Fraser Marina) located at the so-called Haskell property just north of Mellon Bank. Across the River in Malden, there is a temporary docking facility owned by Combined Properties, Inc. and used by the Tufts University crew program. In the fall of 2001, Tufts University moved its Varsity Men's and Women's Crew teams from its leased boathouse on the Charles River to the Malden River. Just a few hundred feet upstream is another docking facility owned by Combined Properties, Inc.

Tufts Rowing

The water depths of the Malden River decrease upstream. In the area north of the GE site behind the two small islands north of the Haskell site, the depth is about two feet, which is still suitable for kayaks and canoes.

Outside of the study area, extending west along the Mystic River at its confluence with the Malden River in Somerville and Medford, are several boating facilities. In Somerville such facilities include the Winter Hill Yacht Club and the Blessing of the Bay Boathouse. The Blessing of the Bay Boathouse is owned by the MDC and is currently leased by the Boys and Girls Club of Middlesex, which offers canoe and sailing classes and rentals. The Mystic Wellington Yacht Club, a Public Boat Ramp, and the Riverside Yacht Club are located in Medford.

Mystic River looking west toward Medford

***The Mystic River*:** The River extends from Boston Harbor to the south and forms the southern and southwestern boundary of Everett with the cities of Boston, Somerville and a small portion of Medford. See Figure 12, Mystic River.

The River is tidal up to the Amelia Earhart dam and non-tidal thereafter. The MDC constructed the dam in the 1960's to solve upstream flooding problems. The non-tidal portion of the Mystic River extends from the north side of the dam in Everett and Charlestown through Somerville and Medford to the Mystic Lakes in Arlington. There are three locks at the dam, two small locks that are 120 feet long by 22 feet wide and one large lock that is 325 feet long by 45 feet wide.

View inside Amelia Earhart Lock

The portion of the River above the dam, where the River turns westerly and enters the cities of Somerville and Medford, contains a federal channel with a depth of 6 feet and a width of 100 feet. The normal water depth in the non-tidal portion

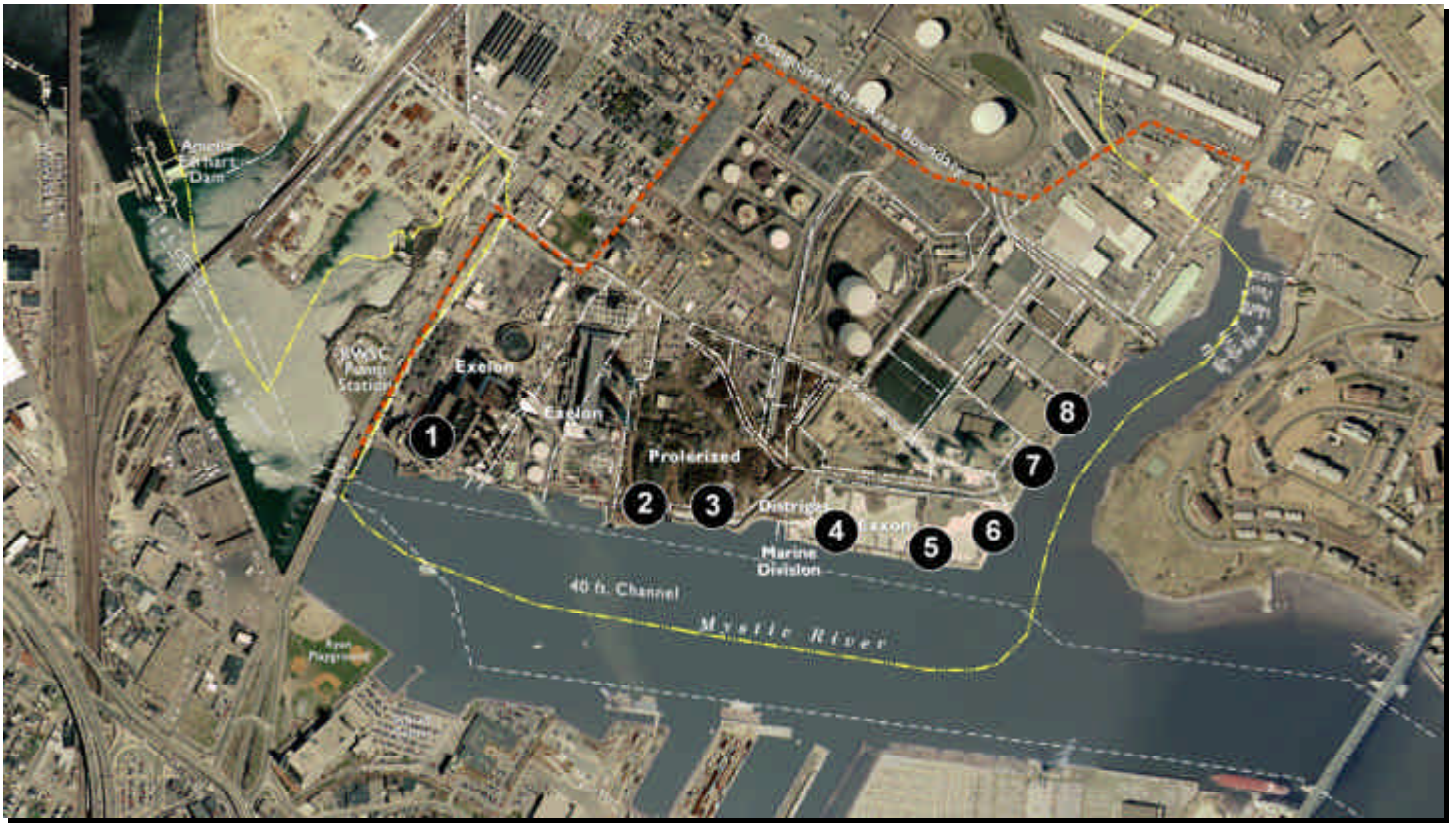

Figure 12: Mystic River

of the River is 6.2 feet above mean low water (MLW). According to the MDC records at the dam, an average of approximately 50 vessels per month pass through the locks during the off peak season and approximately 3,300 vessels per month pass through the locks during the peak season. The average time to move vessels through the locks is 1 to 10 minutes depending upon the level of the water below the locks. The non-tidal portion of the River was last dredged in the 1970's.

Similar to the Malden River, there are no berthing facilities, mooring areas or launch ramps along the Mystic River. The tidal portion of the River below the dam contains U.S. Pier and Bulkhead lines and a federal channel that was first authorized in 1892 that is now 40 feet in depth and 1,000 feet wide. This channel narrows towards the dam to 20 feet in depth and approximately 75 feet in width between the Route 99 Bridge and the MBTA Bridge and narrows again to 6 feet in depth and 100 feet in width approaching the dam.

This portion of the River is heavily industrialized. The area south of the Route 99 Bridge is included in the Mystic River Designated Port Area (DPA), a state program designed to protect maritime industrial uses and related infrastructure. There is a United States Coast Guard (USCG) Safety Zone in the Mystic River that includes all waters of the Mystic River within a 500-yard radius of the Distrigas terminal pier in Everett, MA.

According to the USCG regulation, "No person or vessel may enter or remain in a prescribed safety or security zone at any time without the permission of the Captain of the Port. Each person or vessel in a safety or security zone shall obey any direction or order of the Captain of the Port. The Captain of the Port may take possession and control of any vessel in a security zone and/or remove any person, vessel, article or thing from a security zone. No person may board, take or place any article or thing on board any vessel or waterfront facility in a security zone without permission of the Captain of the Port."

U.S. Coast Guard Patrol

Two bridges cross the Mystic River in Everett. State Route 99 (the Broadway Bridge), which crosses the Mystic River from Boston to Everett, has a horizontal clearance of 75 feet and a vertical clearance of 12 feet that spans over the channel. To the west and alongside this bridge are the old piers that formerly supported the Orange Line Rail Bridge. The MBTA Commuter rail line

MBTA Commuter Rail Bridge

bridge, which crosses the River from Somerville to Everett, was reconstructed in the 1980's and has a clear span over the River. Outside of the study area, but still important for some of the marine users on the Everett waterfront, is the Tobin Bridge which crosses the Mystic River between Boston and Chelsea, and through which vessels utilizing the Everett waterfront must travel to reach Boston Harbor. The Tobin Bridge is a fixed bridge with a vertical clearance of 135 feet at MHW and a horizontal clearance of 600 feet.

Tobin Bridge looking south

The portion of the River below the Route 99 bridge was dredged in 1998 as part of the Massport/Army Corps of Engineers Boston Harbor Navigation Improvement Project. The dredging project increased the depth in the Mystic River (and other locations) to 40 feet, matching the depth of the main ship channel in Boston Harbor. While there are no public berthing facilities, mooring areas or launch ramps along the Mystic River in Everett, all of the industries in this area, except for Sithe Energy, rely on the River for water-transportation.

Prolerized Dock

Prolerized has an 820 linear foot (lf) berth with a 40-foot deep berth alongside. The dock has a loading tower, two gantry cranes, several yard cranes and a storage capacity of 10 acres. Distrigas has a 1,000 lf berth which is 40-foot deep and two liquefied natural gas tanks with a capacity of 974,000 barrels. The Exxon Company has three berths totaling 2,200 lf with 40-foot berths alongside.

Exxon Dock

Approximately 500 ships per year use the tidal portion of the Mystic River to pick up scrap metal and deliver cargo such as sand, stone, gravel, refrigerated and non-refrigerated containers, natural gas and oil to these industrial sites. See

Table 2, Berthing Facilities and Figure 12, Mystic River.

Exxon Dock

Across the River in Charlestown, the waterfront contains the 0.7-acre Little Mystic Access Area owned by the Boston Parks and Recreation Department, which provides canoe and kayak access, and the Schraffts Center public pier, boat ramp and public access. Across the River in Somerville and Medford the waterfront is developed with marine-based public access and open space areas.

***The Island End River*:** The River extends from its confluence with the Mystic River northerly about 2,500 lf where it terminates in the City of Chelsea. The River contains a federal channel that was authorized in 1960 and provides for an entrance channel 6 feet deep and 100 feet wide in the vicinity of the Mystic River Channel, upstream to the Admiral's Hill Marina. According to a conditions survey prepared by the U.S. Army Corps of Engineers in 1998, the channel depths vary from over 20 feet near the Mystic River to 4 feet at its northern end. See Figure 13, Island End River.

Figure 13: Island End River

Outside the federal channel along the berths closer to the Mystic River near Cold Water Seafood and Exxon, the water depths increase to over 20 feet. Further upstream toward Sun Valley Produce, the water depths decrease dramatically to a minimum depth of two feet.

Admiral's Hill Marina, in cooperation with the Cities of Chelsea and Everett, has recently applied to the U.S. Army Corps of Engineers to decrease a 670-foot section of the channel from 100 to 75 feet in width to accommodate existing marina slips which are not allowed in federal channels. This modification has been approved by the U.S. House of Representatives and is awaiting action by the U.S. Senate.

The river was reportedly last dredged in the late 1980's. There is a public dock at Cold Water Seafood that can be used by various businesses transporting products by marine craft. There is also a remediation site (former coal and tar processing plant) along the Everett waterfront, which is currently boomed to accommodate site clean up efforts. Aggregate Industries has a 300 lf timber pile supported concrete-decked dock with a 25-foot deep berth used to unload various aggregates from self-unloading barges and other vessels.

Coldwater Seafood's approximately 360 lf dock is a timber pile, timber decked, part concrete-surfaced, marginal wharf used to receive and ship refrigeration and containerized general cargo. Francour Marine has a dock which is a steel pile supported concrete deck on the southern end, constructed over a dilapidated timber pier, and is used for loading construction materials on barges and mooring tugboats. The northern section of this berth is a dilapidated timber pier and is not functional.

Cold Water Seafood dock

On the Chelsea side of the River, the waterfront contains the Admirals Hill Marina, which is a full service marina with approximately 130 slips, transient docking and gas service. Docking amenities at the marina include a travel lift, parking, water, electricity, telephone and cable TV connections, ship chandlery, fuel, ice, security, yacht brokerage, laundry and showers. The area to the north of the marina includes a boat storage yard, called the "Barnegat Yard". The Marina owners would like to develop this boatyard parcel into a self-storage warehouse. There is opposition from abutters and stakeholders and the matter is now in litigation.

Remediation Site

3.2 Operation and Maintenance

The Fire Chief is the designated Harbormaster and has been historically responsible only for commercial traffic into Everett's Port. In 2002, the City created *the Everett Police Department Marine Division* which, in conjunction with the Harbor Master, is responsible for the following:

- enforcing local, state and federal laws and regulations;
- providing direct response for accidents, medical and pollution incidents;
- maintaining waterfront presence during recreational boating season;
- providing a means of transport, and a stable platform for the Department's "Special Operations Unit", for delivering waterfront security to sensitive commercial operations and to assist firefighters in combating marine fires; and
- providing mutual aid to other local, state and federal agencies in support of their missions as requested.

The Division recently acquired and commissioned a 25 foot fully equipped patrol boat, M/V Never Forget, which will be used year-round. The vessel will be permanently docked at the float on the Distrigas Finger Pier and stored on a trailer on the backland.

Marine Division vessel

TABLE 2 Berthing Facilities (see Figure 12 for Facility Locations)

Facility No.	Name	Berth (LF)	Type	Deck Height MLW	Depth at MLW	Usage/ Product	Vessel Size	Trips/ Year
Mystic River								
1	Sithe Energy	200 with dolphins	Steel sheet piling steel concrete bulkhead with solid fill/timber, breasting dolphins along face	18	17-27	N/a	N/a	N/a
2	Prolerized	820 with dolphins	Timer bulkhead, solid fill with timber pile concrete decked extension; 6 rectangular shaped breasting dolphins	14	37	Scrap Metal	750-850-	25-40
3	Distrigas	1,000	Concrete-filled, steel pipe pile, concrete-decked, offshore wharf; 3 timber breasting dolphins in line with face, all but upper dolphin connected by walkways; a 112 by 24 ft. steel pile, concrete-decked, roadway approach extends to lower dolphin. Wharf & dolphins fronted by rubber fenders	17.25	36	Receipt of liquefied natural gas		52
4	Exxon	300	Timber pile, concrete-decked, offshore wharf; 2 concrete capped steel sheet pile, cellular and 2 timber-breasting dolphins in line with face, all connected by catwalk which extends to Berth 3. A 200 by 10 ft. shore approach extends from shore to inner dolphin	15	21	Receipt shipment of petroleum product		175-200 includes some barges
5	Exxon	950	Part timber/part steel, part timber/part concrete-decked, offshore wharf, 1 steel pile concrete capped breasting dolphin on each side connected by walkway, 7 mooring dolphins rear face & adjacent to berth 4, each connects to catwalk serving both wharves; 1,335 by 20 ft. timber walkway extends from wharf to shore & a timber walkway extends easterly to berth 1 & westerly to berth 4.	15	37-39	Receipt shipment of petroleum product; receipt of asphalt		
6	Exxon	950	Timber pile, part timber and part concrete decked, offshore wharf with 335 by 20 foot approach; 4 steel pile, concrete capped, breasting dolphins in line with face, and 7 mooring dolphins	15	37-39	Receipt and shipment of petroleum products		
Island End River								
7	Ossipee Aggregate Everett Terminal Wharf	300	Timber pile, concrete decked, wharf fronted by concrete-filled steel pipe pile fenders and timber fender system	14	25	Receipt of bulk cement by self-unloading barges, shipment of aggregates		
8	Coldwater Terminal Everett Dock	375	Timber pile concrete decked offshore wharf with 10 x 20 foot approach; steel sheet pile bulkhead with solid fill adjacent to and in line with face; fronted by 4 rubber cushioned, steel/timber breasting dolphins.	12	23	Receipt and shipment of refrigerated containerized general cargo	250-375	26

CHAPTER 4 FUTURE OPPORTUNITIES

As discussed in the Existing Conditions Chapter, the four planning districts (Malden River Mixed Use/Passive Recreation, Mystic River Mixed Use, Mystic River Port Economy and Island End River Port Economy/Transition) are distinctly unique places and the future opportunities vary in each case, as discussed in more detail below.

The Malden River Mixed Use/Passive Recreation District is currently under-developed. The River is non-tidal, relatively shallow and the waters are calm with no wave effects from Boston Harbor. The banks of the River are thickly vegetated with phragmites and other wetland vegetation and abundant waterfowl are present. The water quality is substandard and the River sediments are contaminated. Land uses include a combination of commercial uses such as the Mellon Bank Headquarters and the Gateway Mall, open space and large vacant and/or underdeveloped sites.

The Mystic River Mixed Use District is also under-developed but located in a more urban setting that provides a transition from the relatively passive Malden River to the active and highly developed Mystic River Port Economy District. This area has great potential for the development of mixed uses with significant waterside facilities, as it is located below the dam, is tidal, contains deep water and has good access to the regional transportation system.

In contrast, the Mystic River Port Economy District is heavily industrialized and the banks are fully occupied with no natural vegetation or wildlife. The Mystic River is deep, subject to waves and wake and a federal channel connects the River to Boston Harbor. There is little recreational boat traffic and significant large marine vessel traffic. Similar to the Malden River, the water quality is degraded and the bottom sediments are contaminated.

Finally, the Island End River Port Economy/Transition District is highly industrialized similar to the Mystic River Port Economy District, for more than half its length, with deep-water berths and a federal channel connecting to the Mystic River. The River transitions in the northern third to an underdeveloped area with low water depths and a lack of berthing facilities. There are isolated areas of salt marsh and mudflats located in the northern reaches of the River in Chelsea. Like the Malden and Mystic River, the water quality is degraded and the sediments are heavily contaminated.

4.1 Landside

The economic transition occurring in Everett and neighboring communities has provided exciting opportunities for the City to attract new commercial development and to create public access, including berthing facilities to and along it's approximately 3.5 miles of waterfront. These opportunities are discussed below.

4.1.1 Planned Development

There are several planned development projects that will affect the future condition of portions of the Everett Waterfront.

Malden River Mixed Use and Passive Recreation District

As stated, the District is relatively underdeveloped and contains a large amount of vacant land, in particular the GE site. Of critical importance to the future of the Malden River is the proposed TeleCom City project. This 200-acre Brownfield Development project, when completed, will transform the Malden River into an exciting and vibrant community asset with high-class commercial and industrial development and significant public access to and along the River. This and other potential land use changes are discussed in the following paragraphs.

TeleCom City: All of the waterfront parcels north of the Mellon Bank site along the water's edge are included in the TeleCom City project boundary, including the GE site (see Figure 14). The City of Everett recently negotiated with GE to obtain 8 landward acres of the site to develop into two parks. A 7-acre passive recreation park with paths, lawns and landscaping is proposed in the northern third of the area, which had previously been designated for parking in the TeleCom City Master Plan and a smaller 1-acre active park will be constructed on the east side of the Bike to Sea trail between the trail and Tremont Street. This new 1-acre park is proposed as parkland replacement for land taken from Glendale Park for the new Everett High School project.

The proposed development for the remainder of the GE site and the parcel between the GE site and Mellon Bank involves a 110,000 sf office and research development serving the telecommunications industry. A new roadway, TeleCom Boulevard, will cross the River from Medford into Everett through the GE and Mellon sites and several of the smaller sites between these two parcels, which will then connect to Santilli Highway and Norman Street. Telecom Boulevard will provide a critical vehicular link between the two cities and the regional

highway system. An improved and newly public street, Internet Drive, will extend into the GE site providing access to the development proposed in that area.

A third phase involving the renovation of 400,000 sf of existing buildings for light manufacturing uses, located between the proposed TeleCom Boulevard and Tremont Street, will be developed at some point in the future. Further enhancing the use of the site will include the significant open spaces developed on or near the River including the Malden River Park, pedestrian paths proposed by TeleCom City and the Bike to Sea Path along the abandoned B&M rail line in Everett.

Gateway Mall: The Gateway Mall is a regional retail mall that is being developed to high standards. When complete, the mall will contain 650,000 sf of retail space. Part of the project involves the recently completed 23-acre park along the River on the so-called Monsanto Fund parcel Lot 1, which has added approximately 1,700 lf of public access along the river with picnic areas, bicycle paths and pedestrian paths. The park connects the existing MDC-owned 2-acre Cape Cod Berm Park located along the River bank immediately to the south. Due to high levels of contamination at the site, the level of public access has been restricted to passive use in certain areas in the site's AUL.

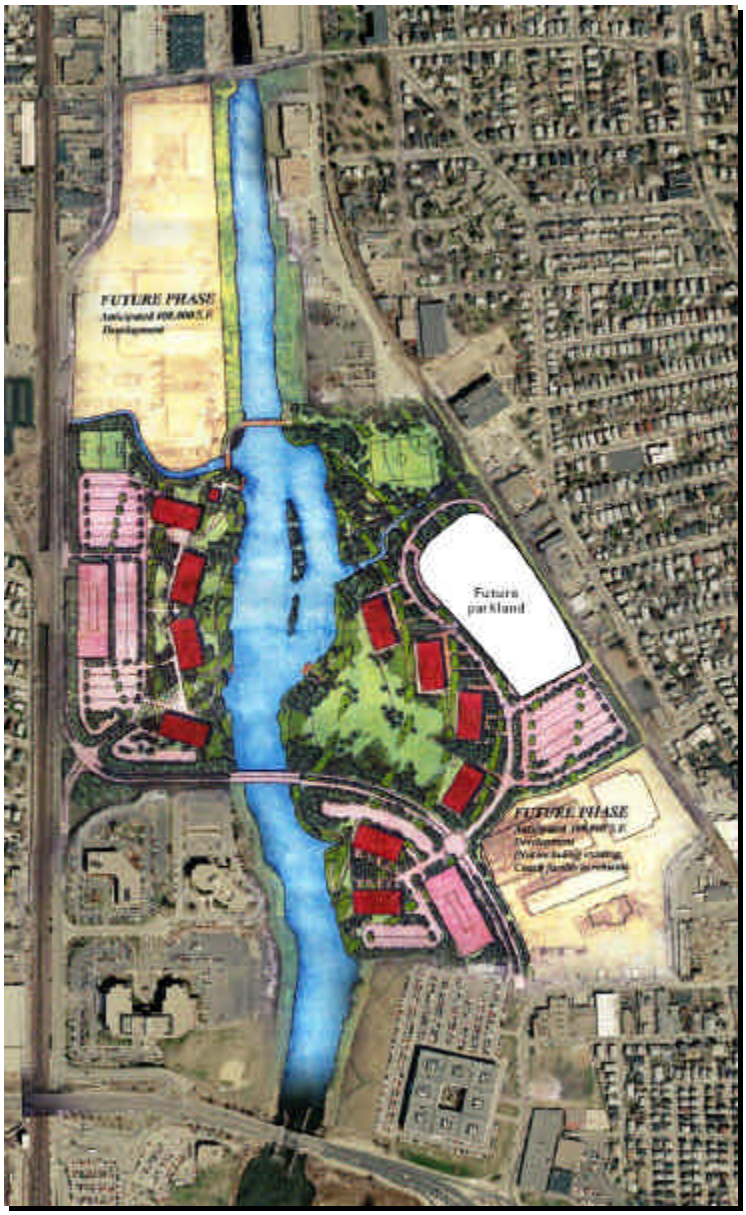

Figure 14: TeleCom City Project

Gateway Mall from River

The Mystic River Mixed Use District

The District is currently under-developed, but has great potential for land and waterside development. The 35-acre Modern Continental site is located in this district between the Route 99 Bridge and the MBTA Commuter rail line Bridge. The site, which is currently vacant, has been used for construction staging to support the Central Artery/Tunnel and other public infrastructure projects over the past several years. While the owners have no particular development plans at this time, they have been involved in discussions with various water-dependent industrial, residential and commercial users. The preferred development scheme would include a mixed-use development buffered area from the industrial uses north of Horizon Road to the west by a berm or other transitional land use with a marina, water taxi/public landing, Harborwalk and a bicycle path to continue the Rail to Sea trail.

Mystic River Port Economy District

With the exception of the full build out of Sithe Energy Plant, there is little opportunity for future development in this District as the existing large industries are economically viable and consume and utilize large tracts of land for their operations. Opportunities to create public access (vehicular or pedestrian) are limited due to the operational, public safety and security requirements. There is a beautiful brick Boston Water and Sewer Commission building located on the south side of Route 99 with potential for adaptive re-use. This building, which is located in Boston, was formerly a pump station that was replaced with a new facility located on the north side of Route 99.

Boston Water and Sewer Commission Pump Station

Island End River Port Economy and Transition Area

Similar to the Mystic River Port Economy District, there is limited development potential in the Island End River District. This area is densely developed except for the northern portion which is somewhat underdeveloped. There is an ongoing environmental remediation project occurring along and in the River on the waterside of the Sun Valley Produce and Francour Marine parcels. According to the State Department of Environmental Protection (DEP), this site has been under review for over a decade.

The current plans being considered involve minor dredging and the placement of fill to create a 2-acre Confined Disposal Facility (CDF) that would extend out to the limit of the Federal Channel in this area. This plan is very preliminary and approval of the plan (if given) is several years away. DEP anticipates conducting extensive public review and comment on the plan. The filling activity will require permits from various local, state and federal agencies before it can proceed.

Island End River CDF site

Stakeholders have recently proposed an alternative to the location of the CDF and will be submitting this proposal to the DEP and the Principal Responsible Parties (PRP's). The alternative consists of relocating the CDF to the northernmost portion of the river, where two culverts feed the river. The culverts would be extended beyond the CDF, the contaminated fill capped and the resultant land would be used for a water-dependent recreational facility, such as dinghy docks or a public boat ramp.

The Sun Valley Produce Center and the land located north of it (a portion of which is in Chelsea) present opportunities for future development when coupled with the new CDF proposal. The presence of the Admiral's Hill Marina and the Barnegat Boatyard could facilitate the creation of a recreational water-based land use change in this area. Potential uses could include a marine service center, boat ramp and winter boat storage facilities.

4.1.2 Open Space and Public Access

The opportunities and constraints for open space and public access vary within each planning district as detailed below. In some cases there is virtually no potential to provide such public amenities, while in other locations there is enormous potential and promise for the future.

Malden River Mixed Use District

As stated, there is opportunity to create open space and public access along the Malden River due in large measure to the proposed TeleCom City project and other development projects discussed below. Figure 15 depicts the open space network concept plan for the Malden River.

In 1998, the MVDC developed a Master Plan for the project in collaboration with community groups. In addition to defining preferred development plans, the Master Plan also addressed open space and public access and recommended continuous public access along the River with a 75-foot riverfront setback and the creation of larger open spaces in various locations.

The TeleCom City Master Plan includes the Malden River Park, a linear park that extends along a 3-mile section of the waterfront in Medford and Malden, and the Wellington Greenway, a ½ mile multi-use path on the Medford waterfront that will connect Malden River Park to the Mystic River Reservation and to other Mystic River Basin trails to the west. Phase I of the TeleCom City project, which is underway, includes the development of more than 7 acres of public parks and open space along the Malden River in Medford.

The redevelopment of former industrial plants has also created opportunities for open space, such as the 6.4-acre Village Landing Park developed along the Malden River at Mellon Bank and the 23-acre Gateway Park at the Gateway Mall site along the Mystic River. Neither of these facilities provide landings or berthing for water users.

Village Landing Park: Use of the Village Landing Park at the Mellon Bank site, until recently, was constrained by access restrictions imposed as part of the TIF agreement with the City. The City recently negotiated with Mellon Bank to allow public access through their property to access Lot 4.

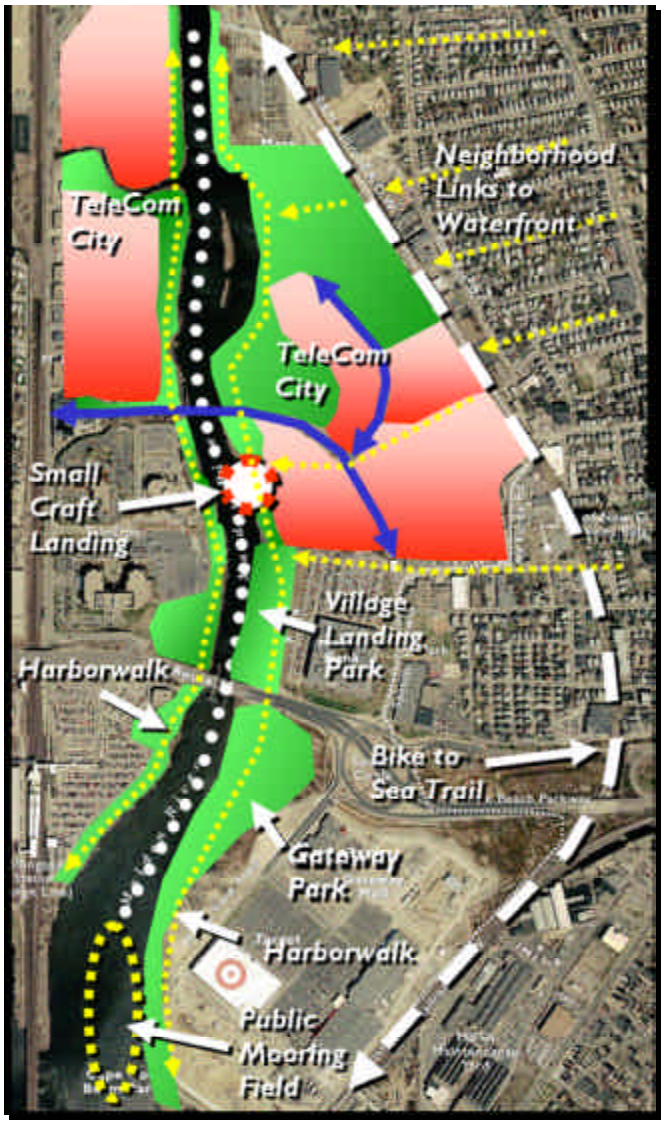

Figure 15: Malden River Open Space Network Concept Plan

Village Landing Park

Gateway Park: The 23-acre Gateway Park constructed at the Gateway Mall extends to the MDC-owned 2.8 acre "Cape Cod Berm" parcel, which was remediated and improved as a passive park area with a bike path in the late 1990s. A public access easement to Gateway Park will be granted to the MDC and the park will become part of the MDC Mystic River Reservation, however the developer will retain ownership and maintenance responsibilities. These two parks extend south to the dam where the emerging public access system will terminate until additional access is secured from the MDC, the MBTA and eventually the Modern Continental site located in the Mystic River Mixed Use District.

Bike to the Sea Trail: The proposed Bike to Sea Trail will extend through the entirety of this District from north to south. Future extensions of the path have been accommodated in the Gateway Park and may be possible through the Modern Continental Site to Route 99 near the Mystic Station Power Plant at the Boston line.

As mentioned in Chapter 1, there is a current initiative to provide public access across the dam between the Everett and Somerville. The Tufts Collaborative has recently established a working group to consider the option of a pedestrian crossing at the Amelia Earhart Dam. This crossing would be similar to that at the Charles River Dam. The Working Group consists of Tufts Students/Staff, Mystic Valley Watershed Association staff, Everett and Somerville City officials and other stakeholders. Plans are currently underway to draft a letter to the MDC from both the Everett and Somerville Mayors. This group also intends on approaching the state and/or retail abutters for funding of this project. Such a crossing would provide a critical pedestrian link to the Mystic River Reservation, the Bike to Sea Trail and the Malden River.

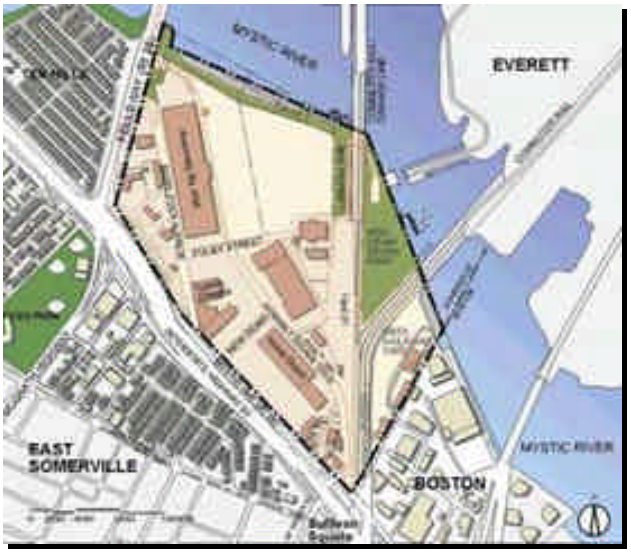

Figure 16: Assembly Square Revitalization

Across the River in Somerville and Medford, the Mystic River veers west under the MBTA Orange Line Bridge and includes land uses such as recreational berthing facilities and open space. New open space and public access will be developed in conjunction with the Assembly Square revitalization (see Figure 16).

Mystic River Mixed Use District

This District presents a great opportunity to create open space and public access on the Modern Continental site. This 35-acre site is currently

undeveloped and has excellent access to Route 99. The owners of the site are interested in developing the property and offered the site for construction of a new Fenway Park a few years ago. In the Fenway Park proposal, the site development included marina, commercial and residential uses. A mixed-use development on this site would facilitate the provision of public access along the waterfront and waterside facilities, such as a marina and a water taxi landing. As mentioned, there may also be an opportunity to create such space on the unutilized MDC-owned land near the dam. At a minimum, public access through the MDC land should connect the parklands being developed on the Gateway Mall site to the Harborwalk facilities that will be developed on the Modern Continental site in the future.

Mystic River Port Economy District

There is no opportunity to create open space and public access along the Mystic River in this District due to the intensive and heavily industrialized nature of this area. Most of the industries in this district utilize the waterfront for their operations on a regular basis, either receiving or distributing goods via water transport. Truck traffic in this area is extremely heavy and, along with the day-to-day equipment operations at various plants, is considered a limiting factor for pedestrian access and movement.

Island End River Port Economy and Transition District

Similar to the Mystic River, there is little opportunity to create public access on the Island End River. There are some parcels located on the northerly end of the River that may have potential for the development of a marine service center, which could be designed with point access and a boat ramp or dinghy dock, especially if the proposed CDF site is relocated to this area. The water depth in this location is very minimal (< 3 feet) and would require dredging. As previously stated, dredging is not practical at this time due to the high costs associated with the disposal of the River's contaminated sediments. Public safety issues have arisen since 9/11 that also limit public access in this area.

4.2 Waterside Facilities

The opportunity to create recreational berthing facilities and public landings, and to increase vessel traffic, varies from one planning district to the other. Of critical importance to any plan for the waterside is the need to ensure that recreational vessels do not interfere with the vitally important marine traffic that utilizes the industrialized portion of the Everett waterfront.

While the Malden River Mixed Use District has great potential for creating recreational berthing facilities, it has several limiting factors such as limited depth, the presence of the lock and dam (which restricts vessel traffic and headway), limited clearance under the Route 16 bridge and a fairly narrow width at its northern reaches, which could limit the feasibility of creating a successful commuter ferry in this area.

The Malden River Mixed Use District, with its constant water level and calm waters, is the ideal location for the development of small craft landing/berthing or concession areas. Such facilities may be feasible at the Mellon Bank site. Access to such facilities could be provided via the future TeleCom City road network and the Bike to Sea Trail. There is also potential to develop a boathouse or recreational center in this area. Youth sailing/rowing lessons, public restrooms, and a snack bar and/or outfitter shop for users of the Bike to Sea Trail and other public access facilities could be offered.

The Mystic River Mixed Use District is located south of the dam and does not have the same limiting factors for larger vessel traffic as does the Malden River. The majority of this District is below the dam and has adequate depth. Berthing facilities could be developed for increased marine traffic in the foreseeable future.

The Island End River has future potential to improve existing industrial berthing by dredging in front of Cold Water Seafood and repairing the Francour Marine Dock. Recreational boating use could be increased through a boat ramp and/or marina expansion. These issues and opportunities are discussed in more detail below.

4.2.1 Navigation

***The Malden River*:** The River experiences little marine traffic due to the lack of public landings, berthing facilities and other waterfront destinations. While there is a notable absence of recreational boating facilities and public landings along the River, there is ample opportunity to create such facilities. The River has adequate width and depth in several locations to accommodate mooring fields, launch ramps and public landings. The limiting factor to navigation in the Malden River is the dam. As currently operated, the locks open for vessels on demand. The average wait is 1 to 10 minutes. Should recreational boating increase in this area, the provision of additional human resources would help alleviate any potential delay problems.

Bridges: Due to extensive maintenance problems, the Route 16 Bridge has not been opened for marine traffic in years. TeleCom City plans include rebuilding this bridge as a fixed span, probably with a reduction in height above MLW compared to the current, effectively fixed span. This height has yet to be determined and could impact use of the Malden River north of this span**.** TeleCom City is also planning on constructing a new bridge over the Malden River: the TeleCom Boulevard Bridge. As currently proposed, this bridge will have a clearance of 14 to 14.8 feet over the stillwater elevation of the River. This is approximately two feet less clearance than the downstream Route 16 Bridge, which currently presents the limiting factor in terms of navigational clearance. See Figure 18 Study Area Bridges.

U.S. Pier and Bulkhead Lines: As shown on Figure 12, the corporate boundary between Medford and Everett is not located in the centerline of the river, as is typical of most locations. Rather, the boundary follows the current centerline of the historic location of the River. As a result, the U.S. Pier and Bulkhead lines in the Malden River cross the physical boundaries of the River itself and cause "legal" portions of Malden and Medford to be on the Everett side of the river and vice versa. This "jurisdiction" issue may complicate the creation of public mooring and/or berthing facilities in the River and should be closely reviewed when laying out the proposed marine facilities in these areas.

Contaminated Sediments: The presence of contaminated sediments in the Malden River is a limiting factor for increasing the depth of the River in any location. The costs of disposing contaminated sediments are in the order of $50 per cubic yard (CY) for CAD cell disposal to up and $200/CY for disposal of hazardous material (unsuitable for upland landfill). The ACOE has recently authorized $300,000 to undertake an ACOE ecosystem restoration feasibility study of the Malden River, which could result in future dredging to remove contaminated sediments.

The Mystic River: At the dam, the confluence of the Malden and Mystic River occurs and the Mystic River Mixed Use District transitions to a more urban setting with views of the Tobin Bridge, Route 99 and the developed shoreline of Charlestown and Somerville. Once under Route 99, the Mystic River Port Economy District changes once again to a heavier industrialized area with the main channel of the Mystic River providing passage for large freighters, barges and LNG tankers.

This portion of the Mystic River experiences heavy marine traffic with an average of 500 vessels per year. At present there is little to no conflict between the industrial and recreational users of the River. The Mystic River waterfront still contains significant industrial berthing

facilities. Several of the facilities have been upgraded in recent years; both Prolerized and Distrigas piggybacked on the Federal Boston Harbor dredging project and dredged their berths to 40 feet.

The Mystic River federal channel was dredged to 40 feet as part of the Boston Harbor Navigation Improvement Project in the later 1990's. Interviews with industrial facility personnel indicated that some facilities benefited from dredging performed under the recent Massport/Army Corps dredging project. Future maintenance dredging and new dredging requirements for those that did not participate in the Massport/Army Corps program still need to be addressed.

While Prolerized and Distrigas would prefer to attract larger Panamax vessels, the 40-foot depth of Boston Harbor and the Mystic River Federal Channel (which was constrained by the elevation of the Ted Williams Tunnel) preclude their entry. There is also an obstacle under the Mystic River Bridge that pilots have to work around at MLW.

***The Island End River*:** The River joins the Mystic River at the Exxon facility and contains industrial berthing, some of which is dilapidated. The 20-foot depth of the Island End River is not optimal for all marine industrial users. Dredging the River to 25 feet would allow Cold Water Seafood, for example, to attract vessels with greater draft than those currently operating the dock, thereby increasing the operational efficiency of the facility.

4.2.2 Remediation

The presence of contaminated sediments in the Malden River and Island End River poses a limiting factor for increasing the depth of the River and increasing the recreational use of the River due to the high cost of dredge disposal. As mentioned previously, there is a proposal pending to cap the former Coal and Tar Processing Facility located further upstream in the Island End River. This filling would create 2 acres of land. There is public concern over such an intrusion into the navigable channel in this area. The Army Corps of Engineers is also undertaking a Habitat Evaluation of the Malden River designed to facilitate the future restoration of the riverine habitat in this area, which could potentially make federal funds available for remediation in the future.

4.2.3 Berthing Facilities & Boat Ramps

The following provides a description of the proposed development of berthing facilities, boat ramps and public landings for five areas along the Everett shoreline. The eventual establishment of facility criteria (i.e. vessel size, draft, number of desired slips, etc.) could result in a significant cost variation from amounts presented. Land acquisition, engineering, permitting and other soft costs are not included.

Figure 17: Malden River Small Craft Berthing Facility Concept Plan

Malden River Mixed Use / Passive Recreation District

Upriver of Route 16 Bridge: Plans for the Malden River include the creation of a small craft docking facility and landing in the vicinity of Mellon Bank. This portion of the River north of Route 16 Bridge is fairly shallow and calm and the two islands and the riverbanks are heavily vegetated. Such small craft use is consistent with the current Tufts University rowing club use located further upstream on land owned by Combined Properties and with the water usage envisioned in the TeleCom City Plans. See Figure 17, Malden River Small Craft Berthing Facility.

Between the Route 16 Bridge and the MDC Locks and Dam: The southern portion of the Malden River Mixed Use/Passive Recreation District begins to widen south of the Route 16 Bridge from an average of approximately 200 feet in width upriver of the bridge to areas that exceed approximately 400 feet in width south of the bridge. The area in the vicinity of the Gateway Mall has been identified as a potential mooring field.

Figures 18 provides a layout for a 100 vessel mooring field for boats with lengths of 25 feet. The water depths within this area range from 4 to 8 feet below the normal pool of the dam. Also considered with the mooring field is the creation of a parking area, timber dinghy dock pier, gangways and timber floats to be located just north of the dam shown on Figure 19. These facilities would support the berthing of dinghies or small vessels to be utilized for vessel owners to gain access to their moored vessel.

Mystic River Mixed Use

Figure 19 illustrates a proposed public boat ramp and fishing pier facility in the non-tidal portion of the Mystic River north of the B&M railroad bridge on land owned by the MDC, Gateway Mall and the MBTA. The facility includes a 24-foot wide saddle-hoist pier to provide haul-in and haul-out vessel access, a fixed timber fishing pier and a 2-lane, 40-foot wide boat launching ramp. The facility would require dredging and filling, steel sheeting and overall site improvements.

Figure 20 illustrates a proposed private marina complex in the tidal portion of the Mystic River Mixed Use District that would provide for approximately 180 berthing slips for average length boats of 30-feet and 500 lineal feet of transient or larger vessels berthing space on the Modern Continental site. Two fairways could provide access to the Malden River south of the dam. A public land/water taxi stop could be provided in this area as well.

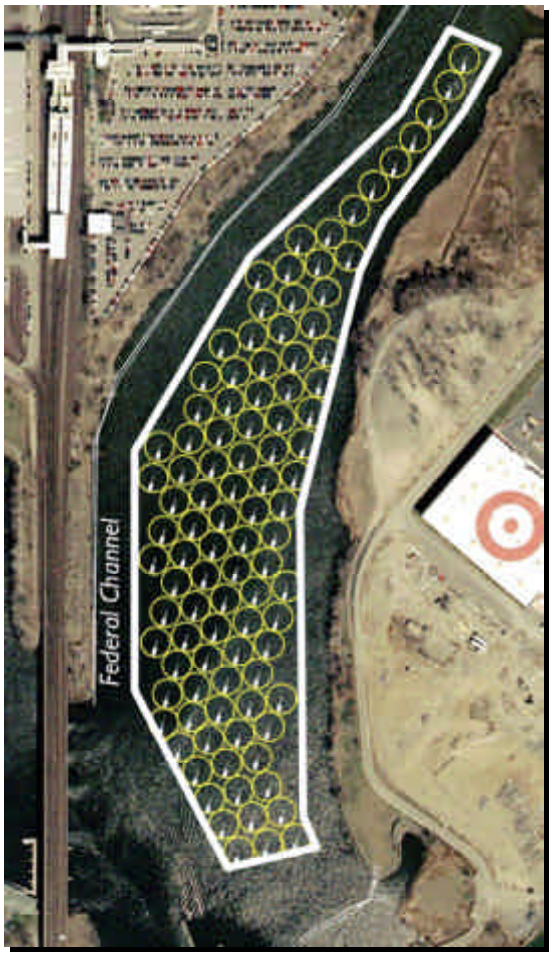

Figure 18: Malden River Mooring Field Concept Plan

Island End River

Figure 21 illustrates a potential marina and boat ramp that could be developed by private parties in the future. The proposed marina includes approximately 40 berthing slips for an average boat lengths of 30-feet. The marina is shown with two fixed piers/abutments, two gangways, timber floats, a boat ramp and overall site improvements. Recreational marinas are not allowed in Designated Port Areas and thus, the siting of such a facility should occur outside of the DPA if possible. If not possible, a DPA boundary review would be required.

4.3 Public Programming

Opportunities to program public events are limited in the Island End River at the present time and are not feasible in the industrialized portion of the Mystic River. The Malden River however, has great potential to benefit from public programming of various activities to engage the public in the recreational and cultural opportunities the River has to offer. In fact, to fully achieve the vision for the Malden River, public programming of activities and events is essential.

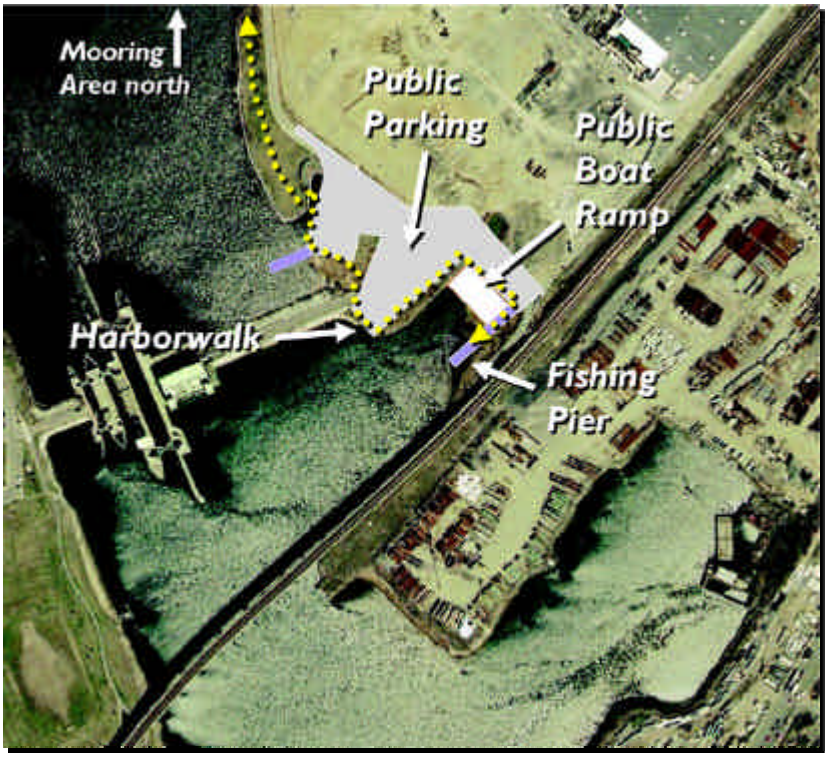

Figure 19: Mystic River Public Boat Ramp and Fishing Pier Concept Plan

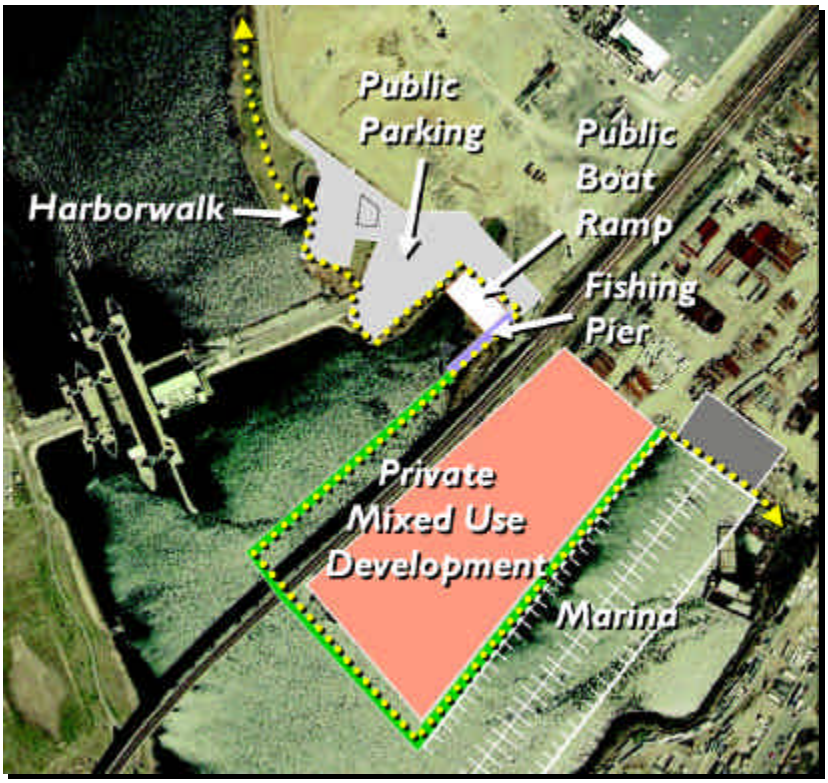

Figure 20: Mystic River Private Mixed Use Marina Complex Concept Plan

To increase public awareness of and interaction with the River, waterfront festivals and/or environmental initiatives such as "river clean up" days could be organized and sponsored by the City and other partners such as the Tufts University Rowing Team, TeleCom City, Mystic Valley Watershed Association and MDC sailing and boating programs. The City has sponsored a "Back to River" initiative scheduled for September of 2003 to kick-off public interest in the Malden River. The event entitled "Everett on the Waterfront, River Revival" will include a regatta, a Malden River Boat Tour, informational and retail sales tables, a boat show, food court, children's rides and activities and day long entertainment on a soundstage culminating in a jazz concert in the evening.

The City could also initiate its own boating programs on the River with local partners. The City could also take advantage of the existing planning initiatives including TeleCom City, the MDC Mystic River Master Plan and the Bike to Sea Trail to advocate for such programming. A heritage trail with a system of interpretive signs and River outlooks could be developed along the Malden and portions of the Mystic River, perhaps in

conjunction with the Bike to Sea Trail, highlighting the industrial history of the area.

Water-based activities, including water taxi service and recreational berthing opportunities should also be encouraged. The City should also promote a water taxi service for the Malden River District and the Mystic River Mixed Use District to increase public use of the rivers and to encourage water-based transportation.

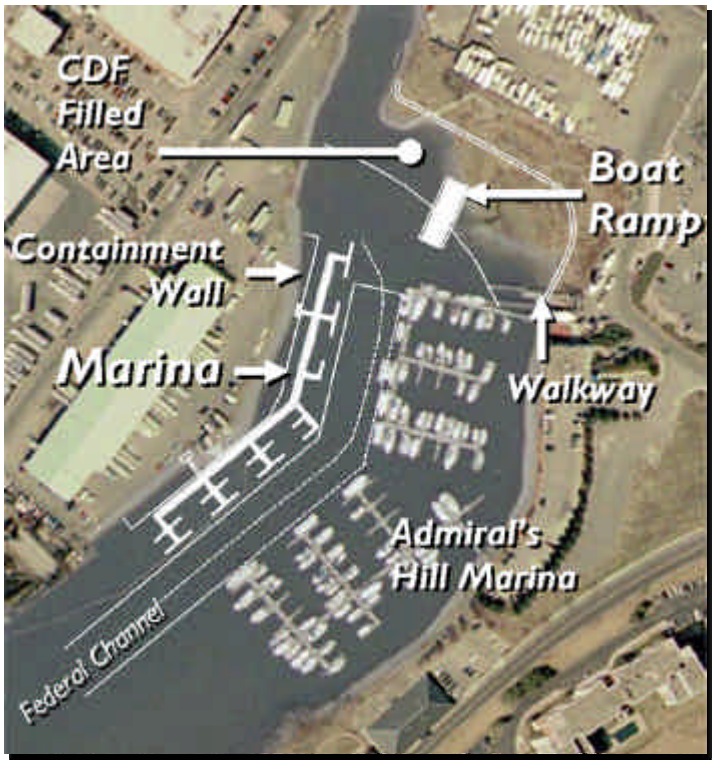

Figure 21: Island End River Private Marina and Boat Ramp Concept Plan

4.4 Feasibility of Public Berthing Facilities/Water Transportation Service

The economic feasibility of creating a commuter ferry and recreational berthing opportunities were evaluated as part of this plan.

Water Transportation (Commuter Ferry Service): While the City would like to attract a commuter ferry service, several issues limit the potential for such an operation in the near term. First, adequate ridership for a viable ferry service can be achieved only in response to growth and development of the commercial areas that flank the Malden River in Everett, Malden and Medford. Second, the fares and travel times associated with a ferry service are not competitive with currently available public transit/commuter alternatives. It is expected that the viability of future service will depend on specific competitive cost and time considerations that exist when surrounding employment levels have grown enough for ferry options to warrant a second look.

While it is difficult to speculate about comparative costs and travel times ten to twenty years hence, it is our judgment that subsidization of ferry operations will, in all likelihood, be necessary for a sustainable service, even in the future. Once development of the scale envisioned is actually in place, water transportation becomes a far more reasonable approach to mass transit than it is at present.

Small Boat Landing: As previously discussed and shown on Figures 15 and 17, there is potential to develop a small boat public landing in the vicinity of Mellon Bank on the Malden River. The facility would be designed for use by kayaks, canoes and small sailboats and thus, the water depth is sufficient. Backland parking could be developed to support such uses. The cost of developing such a facility is estimated at $128,000. If backland improvements are desired such as a small outbuilding, lighting and parking the price would increase to $192,000 (see Table 3).

TABLE 3 Small Boat Landing Cost Estimate

	Item	Quantity		Unit Cost	Amount
1	Site work	1	LS	$ 50,000.00	$ 50,000.00
2	Dinghy Pier (12' w)	50	LF	$ 480.00	$ 24,000.00
3	Timber Floats (12' w)	250	LF	$ 480.00	$ 120,000.00
4	Guide Piles	15	EA	$ 1,500.00	$ 22,500.00
5	Gangways	2	EA	$ 8,000.00	$ 16,000.00
				Subtotal:	**$ 232,500.00**
				Contingency (20 percent):	**$ 46,500.00**
				TOTAL:	**$ 279,000.00**

Public Mooring Areas: There is potential to develop a public mooring area in the Malden River in the vicinity of the Gateway Mall as shown on Figures 15 and 18. This portion of the river has adequate depth and available watersheet for such a facility. There is sufficient area to construct a dinghy dock and, while not currently under city control, there is public land nearby that could potentially be developed for parking. A financial analysis of such a facility was performed based on the cost estimates included in Table 4. The results of the analysis are found in Table 5 and show that such a facility is feasible based on an overall development cost of and mooring rental cost. To develop the parking lot, the City would need to negotiate with the MDC and perhaps the MBTA .

Other Berthing Facilities

Public Boat Ramp and Pier: There is a need for a large state public boat ramp servicing Boston Harbor. There is sufficient watersheet to develop a public boat ramp and fish pier between the dam and the Route 99 bridge as shown on Figures 15 and 19. The cost of such a facility is too prohibitive for the City to undertake (estimated at $2 to $4 million) and, thus, state funding from the Department of Environmental Management or other agency is required.

TABLE 4 Public Mooring Area Cost Estimate

General Categories	Detailed Categories	Amount	Subtotal
Acquisition	Land & Watersheet	$0	
	Parking Site	$0	$0
Hard Costs	Landside (Parking/Sitework)	$65,000	
	Slips or Moorings	$120,000	
	Dinghy Dock	$73,800	
	Building	$0	
	Hard Costs Total		$258,800
	Contingency	20%	$51,760
	Hard Costs Total		**$310,560**
Soft Costs	Architecture & Engineering	$15,528	
	Development Costs	$15,528	
	Financing Costs	$15,528	
	Carrying Costs	$30,000	
	Marketing Costs	$10,000	
	Soft Cost Total		$86,584
	Contingency	20%	$17,317
	Soft Cost Total		**$103,901**
Project Total	**Total**		**$414,461**
	Rounded		**$410,000**

Private Marinas: There is sufficient water depth and watersheet for private entities to develop marinas in the Mystic River fronting the Modern Continental site and in the Island End River near the northern end. Recreational marinas are prohibited in Designated Port areas so the development of such a marina in the Island End River, depending upon its location, may require changes in the DPA boundary. Feasibility analyses for private marinas were not undertaken.

4.5 Operation and Management

As the Everett waterfront is developed and public docking facilities, launch ramps and mooring fields are provided, the operation and management of these facilities will likely fall under the jurisdiction of the Marine Unit. The City may want to bid the management of the small boat landing to a private vendor to facilitate boat rental, instruction and similar activities. The MDC will continue to oversee the operation and management of the Mystic River Reservation along

the Mystic River, including the upcoming addition of the Gateway Park to the MDC park system. Any private marinas or landings developed in the future would be privately managed (similar to the Admirals Hill Marina facility).

TABLE 5 Public Mooring Area Feasibility Analysis

Capital Requirements	Federal	$ -	0%
	State	$ -	0%
	Local	$ 410,000.00	100%
	Total	$ 410,000.00	100%
Cost of Debt	Interest Rate	5% (Bond Interest)	
	Amortization	10	
	Debt Constatnt	13%	
	Annual Debt Service Requirement	$ 51,815.00	
Supportable Debt Service	Gross Income from Operation	$ 100,000.00	100%
	Annual Operating Costs	$ (30,000.00)	-30%
	Annual Reserves	$ (10,000.00)	-10%
	Net Income to Support Debt	$ 60,000.00	60%
	Annual Debt Service Requirement	$ 51,815.00	52%
	Excess (+)/Shortfall (-)	**$ 8,185.00**	**8%**
Funding Excess or (Shortfall)	Annual Subsidy Required	$ -	
	Additional Grant Required	$ -	
	Annual Cashflow Available for Reserves	$ 8,185.00	

Assumptions:

No State or Federal Funding

Short Term Municipal Bond Financing

Annual Mooring Rental at $1,000 Per Season ($40/LF)

Annual Cost of Operation and Maintenance + $40,000 (40% of Income)

Surplus Annual Income Available to Fund Reserves

CHAPTER 5 REGULATORY CONTEXT

Properties along the Everett waterfront are subject to local zoning as well as use restrictions imposed by state regulatory programs such as Chapter 91. All of the waterways contain Federal Navigation Channels. The tidal portion of the Mystic River and portions of Island End River are located in the Mystic River Designated Port Area (DPA). Any proposed activities along the waterfront must comply with state and federal regulatory programs governing environmental protection, wetlands, water quality and navigation.

5.1 Zoning

The City of Everett's zoning ordinance divides the City into use districts and details regulations for the use of land within the community. The entire study area is located within the Industrial Zoning District. The zoning is very permissive and allows nearly all types of uses, excluding the following prohibited uses:

> uses which produce offensive odors, emissions, fumes, gases or smoke, or which produce noise or vibrations which are discernible beyond the limits of the property lines or which produce dust or waste on the exterior the building; industrial plants or the generation of power, steam or any other types of energy involving the use of solid fuel, new bulk storage or processing plants involving use of flammable or combustible liquids, gases or solids (except by Special License by the Board of Alderman); and any expansion of existing bulk storage or processing plants involving use of flammable liquids, gases or solids, except upon the grant of a Special License by the Board of Alderman.

Uses allowed by special permit include:

> uses accessory to activities permitted as a matter or right which are necessary in connection with scientific research or scientific development or related production; and
>
> open air markets provided they are not located within 300 feet of a dwelling, apartment, Business Limited or Industrial Limited districts or buildings for hospitals, nursing homes, schools, cemeteries, religious worship or residential use.

The zoning does not impose minimum lot sizes or lot frontages except for residential uses. There is a 4:1 Floor Area Ratio, a maximum building height of 6 stories in height (up to 100 feet) and minimal setback requirements.

5.2 State Chapter 91 Regulations

The Chapter 91 program has jurisdiction over filled and flowed tidelands and requires projects proposed within state tideland areas to be licensed under the state waterways program (see 310 CMR 9.00). Chapter 91 jurisdiction on the site extends from the Historic Mean High Water (HMHW) line seaward. There is a geographic limit imposed on the landward extent of jurisdiction which is 250 feet from current mean high water or the first public way, whichever is further landward. Figure 15 depicts the estimated Chapter 91 boundary in Everett based on the Chesbrough Plan and historic maps. The HMHW line is typically determined on a site-specific basis; however, the Department of Environmental Protection (DEP) has recently accepted the HMHW line shown on the Chesbrough Plan for the East Boston Waterfront (see in Figure 3). DEP is currently reviewing the extent of HMHW on the Chelsea side of the Island End River, in association with the previously mentioned Barnegat Boatyard proposal.

All of the waterways and a portion of the land abutting the waterways in Everett are located within state Chapter 91 jurisdiction. Several of the properties have been licensed under Chapter 91 (see Table 6). The Chapter 91 regulations contain differing land use and dimensional standards for projects proposed in "Commonwealth" versus "private" tidelands and for projects that are classified as nonwater-dependent versus water-dependent. Commonwealth tidelands are those areas seaward of HMLW or those areas owed by a public agency. Private tidelands are those areas that are located between HMHW and HMLW. Water-dependent projects are those facilities that depend upon waterfront locations for their operations, such as the majority of waterfront users on the Mystic and Island End Rivers. When projects within Chapter 91 jurisdiction include both water-dependent and nonwater-dependent components, such projects are classified entirely as nonwater-dependent. The most stringent Chapter 91 standards apply to nonwater-dependent projects proposed in Commonwealth tidelands.

The regulations prohibit the placement of fill for nonwater-dependent use projects unless the purpose of the fill is to eliminate irregularities in previously altered portions of the project shoreline; the fill replaces previously authorized fill elsewhere along a project shoreline; and the fill does not project seaward of adjacent shorelines (see 310 CMR 9.32[1][5]). These standards are somewhat relaxed for projects in DPAs .

5.3 Designated Port Areas

DPAs are the primary working waterfronts within the Commonwealth's developed coastal harbors. DPAs encompass the priority "host" sites intended to meet both the foreseeable and unanticipated space needs of industrial uses that depend on proximity to a waterway, either for transportation of goods/passengers or the withdrawal/discharge of large volumes of water.

The tidal portion of the Mystic River and the Island End River are located in the Mystic River Designated Port Area (DPA) as shown in Figure 12. Inclusion of the properties in a DPA boundary has specific regulatory implications. Established in 1978 during the initial approval of the Massachusetts Coastal Zone Management Program, the primary effect of the designation at that time was to establish DPAs as areas of economic development importance and to give priority to receipt of state and federal financial assistance. After the passage of the 1983 amendments to the Chapter 91 regulations, DPA jurisdiction was extended to filled tidelands. In 1990, regulations were adopted which significantly constrain land uses within DPAs. The state DPA regulations at 301 CMR 25.00 include a provision that allows DPA boundaries to be reviewed and altered under certain specific conditions. The standards that must be met, however, are stringent and such revisions are not taken lightly by the state.

Allowable Land Uses: Under the current Chapter 91 regulations, the allowable land uses within DPAs are limited to the following:

> Water-dependent industrial uses including, for example, ship repair, bulk and liquid cargo terminals, harbor cruise and ocean going cruise terminals, seafood processing and distribution plants and intermodal cargo facilities;
>
> Use of vacant land and existing buildings for nonwater-dependent industrial uses, parking and transportation; Uses under a temporary, 10-year license and without significant structural alterations and;
>
> Commercial and industrial uses are allowed as "Supporting DPA Uses" provided: no more than 25% of a project site may be in such nonwater-dependent uses; there must be a direct operational or economic benefit linkage to water-dependent industrial uses; and hotel/motels, health care facilities, recreational boating, entertainment or sports complexes and new office buildings are prohibited.

Restrictions on Fill and Structures: The Chapter 91 regulations limit the placement of fill or structures in Designated Port Areas to the following:

Water-dependent industrial uses in flowed tidelands provided that in the case of fill, pile supported or floating structures are not a reasonable alternative (9.32(1)(b).

Water-dependent industrial and accessory uses in filled tidelands.

Other State and Federal Waterways Regulations: The site contains state and federal waterways resource areas; any proposed activities must comply with the applicable regulations governing these resources.

The United States Army Corps of Engineers implements federal waterways and wetland regulations under Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act. The local Conservation Commission implements the state wetland regulations found at 310 CMR 10.00 under the State Wetlands Protection Act. Projects proposed in waterways or, in the case of state wetland regulations, within 100 feet of waterways need to comply with those regulations. Appropriate permit applications must be filed with Federal, State and Local agencies.

Bulkheads/Harbor Lines: Portions of all of the rivers contain Federal Pier and Bulkhead Lines and the Mystic River contains State Harbor Lines. No permanent structures may be placed seaward of these lines. It is possible, however, to modify the location of such boundaries through federal and state legislation. See Figures 11, 12 and 13 in Chapter 3 for locations of these lines.

ACOE dredging: In areas where there are federal channels, the U.S. Army Corps of Engineers is responsible for undertaking maintenance dredging with local participation. The Mystic and Island End Rivers contain federal channels. The Malden River formerly contained a federal channel, which the ACOE decommissioned in the 1920's. The state reportedly assumed the responsibility for maintenance dredging.

TABLE 6 Chapter 91 Waterways Licensing History

License No.	Date Issues	Waterway	Description
47	11/3/1947	Malden River	The General Electric Co. to maintain bulkhead and fill
183	11/9/1921	Mystic River	The Boston and Albany Railroad to maintain telephone and telegraph cables
559	4/15/1979	Malden River	Fraser Trucking Co. to construct and maintain pile floats and ramps
829	9/27/1927	Malden River	The General Electric Co. to do maintenance to wharf and bridge, to build a bulkhead and to fill solid
1212	4/17/1985	Island End River	Barnegat Development Associates to construct and maintain piers, ramps, floats, bulkheads, piles, fuel pumps, gangways and riprap revetment
1434	9/6/1932	Malden	The General Electric Co. to build and maintain a bulkhead and to fill solid
1527	9/29/1986	Island End River	City of Everett to construct and maintain a drainage outfall
1880	8/17/1937	Malden River	The General Electric Co. to build and maintain a bulkhead and to fill
1930	2/2/1938	Mystic River	The Monsanto Chemical Co. to build and maintain a dike and to fill solid
2058	10/4/1989	Mystic and Island End River	Exxon Company, USA to construct and maintain a storage shed, boathouse and two buildings
2990	5/7/1992	Island End River	FCTPF Site Group to maintain bulkhead and construct piles
2574	2/16/1943	Mystic River	The Monsanto Chemical Co. to build and maintain dikes and fill
2585	3/16/1943	Mystic River	The Monsanto Chemical Co. to maintain structures and fill
3037	6/26/1992	Island End River	FCTPF Site Group to remove deposits and construct riprap
3060	5/3/1906	Mystic River	Cochrane Chemical Company to build dikes and a wharf, fill and dredge
3669	9/20/1954	Mystic River	Esso Standard Oil Co. to place and maintain solid fill
3672	9/27/1954	Malden River	MDC to construct and maintain a bridge
3836	11/2/1956	Mystic River	The Esso Standard Oil Co. to place solid fill
4641	8/18/1995	Mystic River	The Monsanto Co. to maintain headwall pipe blocks and caging
4622	9/25/1962	Island End River	The Mass Trustees of the Eastern Gas and Fuel Associates to fill solid

TABLE 6 Chapter 91 Waterways Licensing History - continued

License No.	Date Issues	Waterway	Description
4962	8/16/1965	Island End River	Eastern Gas and Fuel Associates to fill solid and to place fill, pipe drains and structures
5156	11/10/1966	Mystic River	The Union Carbide Corp. to dredge and construct alterations and additions to existing docks
5160	11/16/1966	Island End Creek	The Boston Market Terminal Co. to maintain existing solid fill
5166	12/7/1966	Mystic River	Prolerize Transport Systems, Inc. d/b/a Prolerized New England Company to dredge, erect dolphins, walkways, gantry and bulk loader
5461	11/6/1968	Malden River	Avco Corporation to maintain and place solid fill and to maintain buildings
6156	2/24/1997	Malden River	The Monsanto Company to remediate contaminants in existing solid fill
7271	1/14/1998	Mystic and Malden Rivers	Rosen Associates Development to construct and maintain retail, entertainment, a restaurant, parking areas, stormwater collectors, a roadway and a park

CHAPTER 6 ACTION PLAN

This Chapter outlines the recommended actions needed to implement the community's vision for its waterfront. As discussed in Chapters 1 and 2, the Malden River is the area where the greatest opportunities exist for creating public access, open space and small craft boating. The Mystic River Mixed Use District provides the greatest opportunity for new mixed-use development, incorporating a potential water transportation service, Harborwalk and public landing facilities. The Mystic River port economy and the southern portion of the Island End River are critical to the maritime industrial base of the City. Figure 22 depicts the envisioned future land use / watersheet plan for the Everett waterfront.

To implement the plan, coordination among various public and private groups is necessary. City Departments, which will need to be engaged in the Plan implementation include the Board of Aldermen and Common Council, the Mayors Office, the Office of Community and Economic Development and the Marine Division/Harbormaster. State agencies that will have input into the plan and/or which may be sources of grants and other services include the Department of Environmental Protection, the Office of Coastal Zone Management, the Department of Environmental Management, the Metropolitan District Commission (MDC) and the Governors Seaport Council. Federal agencies such as the Army Corps of Engineers will assist the City in activities such as planning for the Malden River and could provide potential funding sources for additional planning, dredging and other activities. Quasi-public agencies such as the MVDC will have major impact on the development of the Malden River. Finally, several private organizations such as the MVDC, MVRWA, the Chelsea Creek Coalition, the B2C and other groups can assist the City in its efforts to advocate for funding and programming for public access, open space and environmental remediation.

6.1 Institutional Coordination

Planning and Design Responsibilities: The Office of Community and Economic Development will lead the various harbor planning and design activities, with support from the Marine Division/Harbormaster. If pursued, a Municipal Harbor Plan will be developed in close coordination with the State Office of Coastal Zone Management and the Department of Environmental Protection Waterways Program.

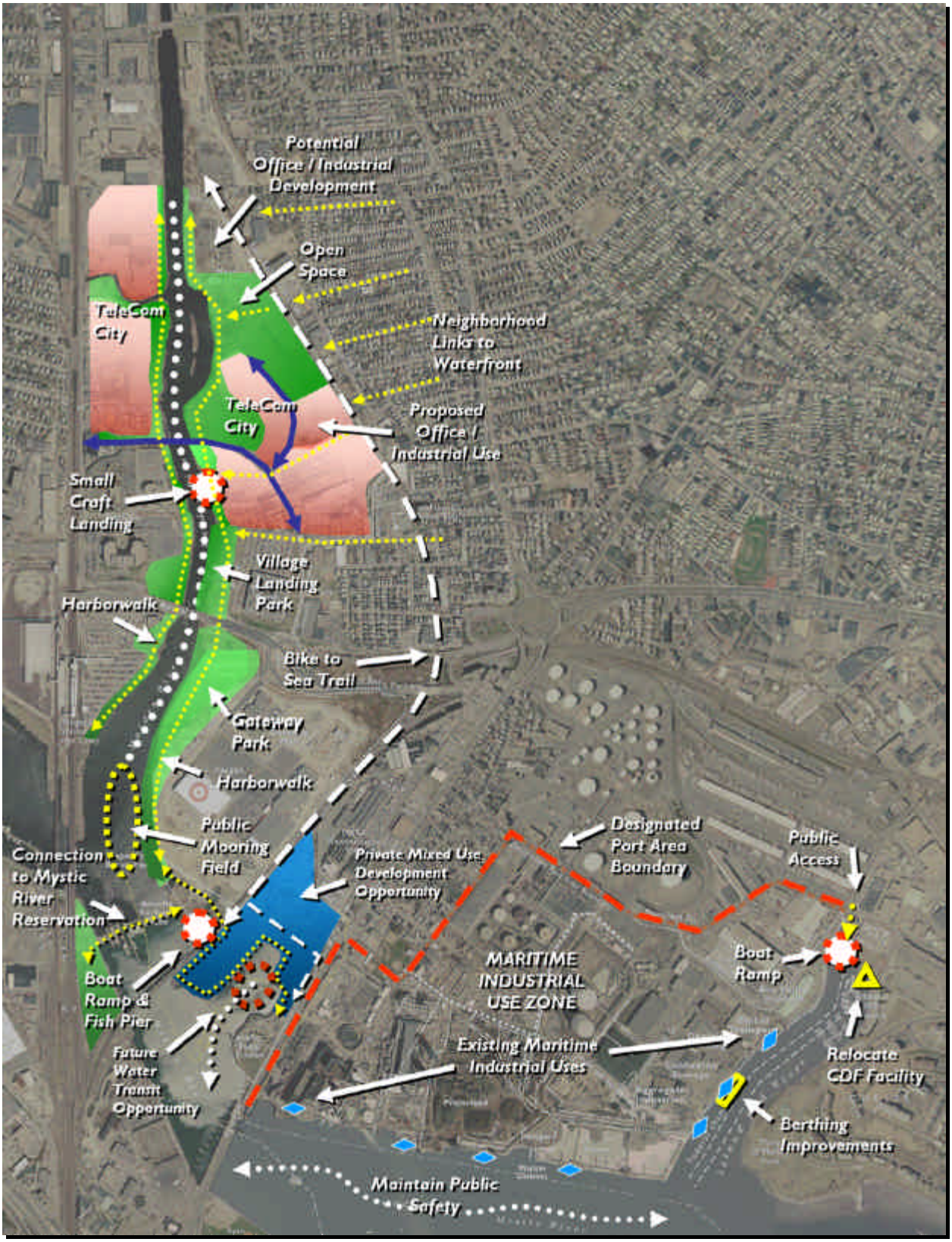

Figure 22: Future Land Use / Watersheet Concept Plan

Management Responsibilities:

Public Berthing Facilities: The Marine Division/Harbormaster will be responsible for managing the various berthing facilities to be developed along the waterfront (in addition to its current public safety responsibilities). The Division will also manage the Waterways Enterprise Fund, where revenues generated by public boating facilities and excise taxes will be deposited. See section 6.2 below.

Public Access and Open Space: Public access and open space areas will be managed by various entities. For example, the Gateway Park will remain under the ownership of the Gateway Mall, however, the MDC will secure an easement guaranteeing public access and continuous maintenance of the site. The TeleCom City public access and open space area will be managed by the MVDC until the areas are turned over to private entities or the City of Everett. To the extent possible, the City should require developers of new projects along the waterfront to assume responsibility for providing and maintaining open space and public access areas, including public landings.

Programming Responsibilities:

The Office of Community and Economic Development will lead the public programming initiatives proposed along the Malden River with support from the Marine Division/Harbormaster and other nonprofit groups. The Office should work with existing landowners to secure public access along the Malden River where possible.

***Funding Responsibilities*:**

The Office of Community and Economic Development will lead the effort to identify and apply for funding to implement the plan.

6.2 Required Actions

The suggested improvements to increase public access to, and enjoyment of, the Everett waterfront and the protection of the area's vital maritime industries include land and waterside activities. On the landside, a continuous system of open space and public access to and along the waterfront except along the Mystic River Port Economy District should be developed.

On the waterside various public berthing facilities are proposed including public moorings, and a pier and boat ramp in the Malden Mystic Rivers and potential private marinas in the Mystic and/or Island End Rivers. A public landing for small craft is also recommended in the Malden River somewhere north of Mellon Bank. Other non-capital recommendations include programming activities to increase public use and enjoyment of the Malden River, management of the public berthing facilities, harbor planning services and design services for proposed capital projects and funding.

Regulatory Review: The City should formulate a procedure to review of Chapter 91 draft licenses prior to issuance to ensure that public access and water-based activities are included in the DEP decisions.

Develop a Municipal Harbor Plan: The City may want to prepare a Municipal Harbor Plan to accomplish the waterfront vision in two locations, in the Malden River and Mystic River mixed use areas and in the transition portion of the Island End Port Economy/Transition District, depending on the extent of the Chapter 91 Waterways Regulations jurisdiction.

The Chapter 91 regulations limit development on filled tidelands by imposing height restrictions, by limiting development within 100 feet of a project shoreline to water-dependent uses and by restricting ground floor land use to facilities of public accommodation (FPAs) within Commonwealth tidelands. Such requirements can hamper development on significant sites such as that owned by Modern Continental on the Mystic River. Fortunately, the land use and dimensional restrictions can be substituted through a state-approved Municipal Harbor Plan, provided adequate offsets such as increased open space and water-based activities are provided as part of the proposed development project.

Similarly, the transition portion of the Island End River is located in a Designated Port Area (DPA). While the envisioned marine service center in this area is an allowable use, recreational uses such as boat ramps, public parks and marinas are prohibited from DPAs. A Municipal Harbor Plan can include a DPA Master Plan to address these issues if necessary. If the CDF facility is relocated to the northern third of the River in Chelsea as suggested, the recreational facilities, including the boat ramp, could be developed without an MHP or DPA Master Plan, as this area is located outside of the DPA boundary.

In addition to providing substitutions to the Chapter 91 regulations, similar to local waterfront

development plans, Municipal Harbor Plans are used as guidelines by communities to encourage the provision of public access and water-based facilities and to achieve the community vision for the waterfront. For example, the plan could include a provision that a 12-foot wide Harborwalk, similar to that required in Boston, be included in any new development proposals. Should the City determine that a MHP is desired, the boundary should extend from the BWSC abandoned pump station just south of the Route 99 bridge in the Mystic River northerly to the corporate boundary in the Malden River. In this manner, the City can use the MHP as a vehicle to express its goals for continuous public access via a Harborwalk, and for the development of water-based activities by private entities such as public landings and water transportation facilities, in addition to setting dimension standards for future development. The State would then rely on the provisions in the plan when reviewing Chapter 91 license applications.

Finally, there may be other future development opportunities along the waterfront that may require substitutions from the Chapter 91 regulations and which therefore should be addressed in the Municipal Harbor Plan. The City has discussed the need for developing a Municipal Harbor Plan with representatives from the state Office of Coastal Zone Management and the state DEP Waterways program and has decided to first determine the extent of Chapter 91 jurisdiction for the Mystic River Mixed Use District to determine what portions of the site are within jurisdiction. Should the City decide that Chapter 91 substitutions are required to facilitate development in this area, a Municipal Harbor Plan would likely be developed for the Mystic River Mixed Use District and the Malden River District so that the public facilities identified in this plan can be included. At this time, the City does not anticipate the need to modify the DPA boundary in the Island End River.

Create Berthing Areas: There is potential to increase public boating activities in the Malden River by providing a public landing for small craft, perhaps in conjunction with the TeleCom City project, by creating a public mooring area near the southern end of the Malden River and by creating a public pier and boat ramp in the Mystic River near the dam. Other opportunities to add privately funded facilities such as marinas, public landings and water taxis stops have been identified and will arise during the City and/or Chapter 91 review of future development projects along the Rivers.

Create Public Access and Open Space Area: There is great potential to create a continuous system of public access along the Malden River and within the Mystic River Mixed Use District. Such public access would provide a critical link for the Bike to Sea trail. There may be potential to add point access in the northern portion of the Island End River. There are existing areas,

such as the Village Landing Park, where restrictions to public access need to be eliminated. The City is working with the bank to remove such restrictions where possible.

Encourage Water Transportation: While the development of regularly scheduled water transportation in the Malden River is limited due to the presence of the dam, restricted bridge clearances and competition from the Orange Line, there is an opportunity to create excursion trips and water taxi runs in this area. Depending upon the type, extent and scale of future development in the area, a regularly scheduled water transportation facility may be feasible. The City should work with operators of these vessels to identify opportunities to provide such service to the City.

Develop Youth Sailing/Boating Programs: The Malden River could easily accommodate a youth boating program and would increase the visibility of the River and its resources. The City should form a Working Group to identify potential partners, evaluate the feasibility and implement such a program.

Operation and Management: The City should establish a Waterways Enterprise Fund pursuant to M.G. L. Chapter 44, Section 53 F1/2. Enterprise funds allow communities to separately account for revenues and expense of providing particular services such as the management and operation of public mooring areas and landings. Monies from this account can then be used for re-investment into the marine facilities.

6.3 Schedule

The following paragraphs outline the activities the City should undertake over the next five years to implement the actions outlined in this Chapter.

2003 Schedule

Chapter 91

Determine Chapter 91 jurisdiction for the Mystic River Mixed Use District and decide whether a Municipal Harbor Plan (MHP) is required.

Municipal Harbor Plan Preparation

If it is determined that a MHP is desirable, establish a Harbor Planning Committee, select a planning consultant and develop and submit a Draft Scope Harbor Plan Scope of Work to the state Office of Coastal Zone Management for the Mystic River Mixed Use District. Prepare Plan.

Waterfront Enterprise Fund

Establish a Waterways Enterprise Fund pursuant to M.G.L. Chapter 44, Section 53 F1/2.

Mooring Field

Secure City approval of a mooring grid in the Malden River and prepare to offer mooring space to the public for the 2004 boating season. To access the moorings, landside access including parking need to be secured. In the Malden River area, this will require negotiations with the Gateway Mall, the MDC and perhaps the MBTA. Additionally, a dinghy dock will be required for people to access their vessels on the moorings.

Boat Ramp

Identify the optimal location for the development of a public boat ramp and associated parking. Develop a scope of services to evaluate the feasibility of and to design the proposed facility. Work with the State Department of Environmental Management to secure approval and state funding for this project.

Public Access Planning/Programming

Negotiate with Mellon Bank to secure dedicated public access to the Village Landing parkland located along the River. Develop a public programming strategy aimed at increasing public access to and use of the Malden River. Potential partners should be identified such as youth sailing proponents, and a Working Group formed. Continue to work with the Mystic Watershed Collaborative and become actively involved in the MDC Mystic River Master Planning process to ensure that public access across the dam from Somerville to Everett is provided. Develop design standards for future Harborwalk and associated signage.

Youth Sailing/Boating Program

Form a Working Group to determine feasibility of creating a youth boating program in the Malden River.

Army Corps Habitat Study

Actively participate in and monitor the progress of the Army Corps Habitat study of the Malden River.

TeleCom City Design

Continue to work with TeleCom City to ensure that the extensive public access/open space system proposed along the project's future parcels on the Malden River in Everett are at least designed and ready to be constructed should development funding become available.

Island End River CDF

Continue to work with interested parties to facilitate the relocation of the CDF site from its currently proposed location in front of Sun Valley Produce to the northern end of the Island End River.

Capital Programming

Develop a capital program plan to define the capital projects and associated costs to be implemented over the next five years.

Funding

Refine the list of potential funding sources and contact funding agencies.

2004 Schedule

Mooring areas

Develop parking area, construct dinghy dock and install and rent moorings.

Boat Ramp/Pier

Formally apply to the state Department of Environmental Management, Waterways Program, for funds to develop the previously designed (see year 2003) Boat Ramp.

Water Transportation Planning

Work with water transportation providers to determine feasibility of creating a water transportation system in the Mystic Mixed Use District and the Malden River.

Public Access Planning/Programming

Identify other areas in Everett where opportunities to create public access are feasible. Begin to implement the public programming plan for increasing public access to the Malden River.

Youth Sailing/Boating Program

If determined feasible and partners are found, initiate a youth boating program in the Malden River.

Army Corps Habitat Study

Review the findings of the Army Corps Habitat study and identify actions which can be implemented in the short term including potential dredging/creation of Confined Aquatic Disposal cells for dredged materials.

Funding

Apply for grants as appropriate.

2005 Schedule

Municipal Zoning

Amend the City zoning ordinance to implement the MHP as required.

Boat Ramp/Pier

Construct the public Boat Ramp with State funds.

Island End River Transition Area

Work with the City of Chelsea, current landowners, the owners of Admirals Hill Marina and others to encourage the development of a marine service center and related facilities in the northern portion of the Island End River.

Funding

Apply for grants as appropriate.

2006 Schedule

Boat Ramp/Pier

Open and operate the public boat ramp.

Funding

Apply for grants as appropriate.

2007 Schedule

Funding

Apply for grants as appropriate.

Planning and Update Waterfront Assessment Plan.

6.4 Potential Funding Sources

To implement some of the capital improvements suggested in the plan, a variety of funding sources should be explored including state and a federal grants as well as imposing conditions on development proposals. A brief description of various public funding sources is provided below.

Ports and Waterways Funding Programs

Program: Seaport Bond Bill

Amounts: Varies

This state program provides grants to communities for design and construction of coastal and inland waterways projects such as dredging, pier, wharf, bulkhead, seawall, revetment and jetty repairs. Requires a 25% local match for dredging and 50% for other project types.

Program: MA Department of Environmental Management, Rivers and Harbors Grant Program

Grant Amount: Varies

A statewide program of matching grants from DEM's Office of Waterways to towns and municipalities for design and construction to address problems on coastal and inland waterways, lakes and great ponds. Projects funded under the program include channel and harbor dredging; pier, wharf, bulkhead, seawall, revetment and jetty repairs; coastal erosion control and beach nourishment; inland flood control; river cleanup and streambank stabilization, and other water-related projects. The grants require a 25% local match for dredging, and 50% for all other types of projects. Because there are practical limits to funding, projects requiring less than $300,000.00 in state funds are preferred.

Program: MA Riverways Program

Grant Amount:

A statewide program of grants funded by the Environmental Bond Bill. In 2002, the program provided a total of $92,000,000 for 18 projects. The grants focus on increased access to, and the protection of, land along rivers, habitat restoration, raising community awareness and building a constituency for rivers. The City of Everett received a grant in 2002 to undertake a Peer Review of the Island End River CDF proposal.

Community and Economic Development Programs

Program: MA Community Development Action Grant

Grant Amounts: $1 million cap; requires match by the City.

This program provides funds to local municipalities for economic development projects, including construction or repair of publicly owned or managed amenities such as roadways, sidewalks, water and sewer lines and off-street parking, as well as infrastructure work for private housing development programs. There are no restrictions on spending but the funds must be used for publicly owned facilities State-appropriated and bonded every four years. Municipalities CDBG funds can be used as the match.

Program: Chapter 108 Loan Guarantee

Designed to support local economic development projects within smaller communities.

Program: Chapter 121A Urban Redevelopment Corporations

A payment In Lieu Of Taxes Program which provides tax relief and is used to set predictable property taxes for development projects for a period of 15 to 40 years and to assist in the operation and maintenance of the development after construction.

Program: Chapter 121B Urban Renewal

Provides state assistance to municipalities for complex land assembly projects, which will restore blighted areas to productive use. Communities use the Urban Renewal Program assistance to develop revitalization plans, acquire property, clear the property of any substandard buildings, make necessary public improvements and sell the land to private entities for redevelopment under an approved plan.

Program: Mass Development Economic Development Financing

Loan Amounts: Up to $3 million

This program provides loans for real estate development projects in Economic Target Areas that generate economic development benefits. Projects must demonstrate a need for financing due to insufficient available funds and a commitment to job retention/creation and community revitalization. The loans are capped at $3 million and are charged a competitive interest rate for a maximum term of eighteen years.

Program: Massachusetts Development Predevelopment Assistance Programs

Grant Amounts: $5,000 to $25,000

Provides funding for environmental testing, market or feasibility analysis, preliminary architectural and engineering work, and other services needed to evaluate or prepare a project for development. To be eligible, a project must be within an Economic Target Area, have a sound concept and have the potential to generate significant economic benefits. A sponsor must match at least 50% of the funding. The grants are recovered if the project proceeds and secures permanent financing from Mass Development or another source.

Transportation Programs

Source: TEA-21: Surface Transportation Program (STP)

Grant Amounts: $33.3 billion authorized.

This program is funded by the Federal Transportation Equity Act for the 21st Century, and is for safety improvements, sidewalk modifications to meet ADA, and transportation improvements. It may be possible to tap into these funds to provide some of the universal design requirements. These funds are authorized from FY 1998 through 2003.

Program: Chapter 90 Funding

Grant Amounts: N/A

This state program provides funding for improvements to state roads including paving, curbing and streetscape improvements.

Public Works Programs

Program: Public Works Economic Development Funds

Grant Amounts: Up to $1 million spent every two years

This federal program provides funding for public works infrastructure projects that result in economic enhancement, possibly including streetscape improvements in line with the economic potential of the improvements. The funding cycle occurs every two years.

Historic Preservation Programs

Program: MA Preservation Project Fund - MHC/MACD

Grant Amounts: $10 million in grants.

This state program provides grants annually to municipalities and nonprofit organizations for preservation of historic properties.

Program: MA Department of Environmental Management - Historic Landscapes

Amounts: $50,000 maximum

This state program provides grants annually to municipalities for historic parks, commons, and public buildings.

Open Space and Coastal Access Programs

Program: Massachusetts Executive Office of Environmental Affairs, Massachusetts Coastal Zone Management (MACZM), Department of Environmental Management, the 2001 Coastal Access Grants Program

Grant Amount: Varies

Individual grant awards are generally up to $5,000. Matching funds or in-kind services are not required but are strongly encouraged. Individual grant awards for projects in these areas may be up to $10,000. Provides funding to support local and regional projects that improve and enhance the general public's recreational access to the coast.

Program: DEM Greenways and Trails Demonstration Grants Program

Grant Amount: Varies

DEM provides grants of up to $5,000 to non-profit organizations, municipalities, and regional planning associations to support innovative greenway and trail projects throughout Massachusetts. DEM will also consider requests of up to $10,000 for multi-town greenway and trail projects. These additional funds are intended to promote linkages across town boundaries and foster partnerships among neighboring communities. The Grant Program favors feasible projects that produce tangible results, enjoy broad-based community support, and will serve as models for other Projects eligible for funding. These include greenway and trail planning, mapping and resource assessment, greenway related public education and outreach, and greenway and trail management, maintenance, and expansion.

Program: DEM Recreational Trails Program

Grant Amount: Varies

The Division of Conservation Services grant programs (Self-Help, Urban Self-Help and the Federal Land & Water Conservation Fund) are on an annual cycle, with a grant application deadline of June 1st each year. For this reason, applications will not be accepted prior to May 15th without Division approval. The Recreational Trails program, an element of the "Transportation Equity Act for the 21st Century" (TEA-21), provides funding support for a variety of trail development and trail maintenance projects. For 2002-2003 Massachusetts will be offering grants to non-profit organizations, government agencies, and municipalities. The Department of Environmental Management, in partnership with the Massachusetts Recreational Trails Advisory Board and the Massachusetts Highway Department, administers the grants program on a reimbursement basis. *The Recreational Trails program caps the grant-funded share of each trails project at 80%. At least 20% of the total project cost must be from other sources.* A "soft match" in the form of materials, labor, and in-kind services is permitted. Grant amounts, not including the match, may range from $2000 to $50,000. Requests for amounts greater than $50,000 will be considered for larger projects with statewide or regional significance.

Program: Division of Conservation Services of the Executive Office of Environmental Affairs (several grant programs)

Self Help Program

The Self-Help program was established in 1961 to assist municipal conservation commissions acquiring land for natural resource and passive outdoor recreation purposes. Lands acquired may include wildlife, habitat, trails, unique natural, historic or cultural resources, water resources, forest, and farmland. Compatible passive outdoor recreational uses such as hiking, fishing, hunting, cross-country skiing, bird observation and the like are encouraged. Access by the general public is required. This state program pays for the acquisition of land, or a partial interest (such as a conservation restriction), and associated acquisition costs such as appraisal reports and closing costs.

Urban Self Help Program

The Urban Self-Help Program was established in 1977 to assist cities and towns in acquiring and developing land for park and outdoor recreation purposes. Any town with a population of 35,000 or more year-round residents, or any city regardless of size, that has an authorized park/recreation commission and conservation commission, is eligible to participate in the

program. Communities that do not meet the population criteria listed above may still qualify under the "small town," "regional," or "statewide" project provisions of the program.

Only projects that are to be developed for suitable outdoor recreation purposes, whether active or passive in nature, shall be considered for funding. Grants are available for the acquisition of land, and the construction, restoration, or rehabilitation of land for park and outdoor recreation purposes such as swimming pools, zoos, athletic play fields, playgrounds and game courts. Access by the general public is required.

Federal Land and Water Conservation Fund

The Federal Land & Water Conservation Fund (P.L.88-578) provides up to 50% of the total project cost for the acquisition, development and renovation of park, recreation or conservation areas. Municipalities, special districts and state agencies are eligible to apply. Nearly 4000 acres have been acquired and hundreds of parks renovated using the $83,800,000 that Massachusetts has received from the state side portion of the federal program since 1965. D.C.S. administers the state side Land & Water Conservation Fund program in Massachusetts.

Brownfields

There are several state programs sponsored by Mass Development for Brownfield sites. One example is discussed below.

Program: Brownfield Redevelopment Fund, MassDevelopment

Grant Amount: State funding for site assessment and site cleanup. Grants awarded to individuals, public and private entities. Project proponent must not have caused or contributed to the release, nor have owned or operated the site when the release occurred. Maximum site assessment financing is $50,000. Maximum cleanup financing is $500,000. Equity investment by applicant is required.